

FACT SHEET 20

FORK LIFT TRUCK TYRE SAFETY

The tyres are the only parts of a fork lift truck that are always in contact with the ground. They provide grip for movement, friction for braking and an element of suspension for safety and comfort. The correct tyres in good condition are an essential aid to safe and efficient operations. The wrong tyres for the application, or tyres in poor condition or excessively worn, are a potentially dangerous and expensive hazard.

Initial tyre selection is important. The choice of tyre will depend on the type of truck and the working environment. Your fork lift truck dealer will advise on this and obtain further specialist advice from an industrial tyre manufacturer or supplier if need be,

Tyres must only be fitted or repaired by a fully trained engineer.

Tyres can be vulnerable to damage. When damaged, in poor condition or, in the case of pneumatic tyres, under or over inflated, they may adversely affect the stability of the truck. Checking of all tyres is therefore an important element of a daily or pre-shift check. Tyre condition will also be monitored as part of routine preventive maintenance. Action should be taken to replace damaged or worn tyres without delay.

Tyre Wear

Pneumatic tyres must have a minimum of 1mm of tread over the centre 75% of tread around the complete circumference.

Solid rubber resilient tyres may be used until they are worn to the wear indicator, also known as the 60J line. (See page 2)

Press-On Band, Moulded Direct and Conical Base Tyres may be used until 2/3rds of the original thickness remains. They should be changed if there is any sign of damage, deformation or the tyre coming away from the wheel.

Tyre wear can be difficult to assess. If in doubt advice should be sought from the truck supplier.

Not all tyres have a tread. Some tyres that do can be re-grooved but this should only be done professionally, in accordance with the tyre manufacturer's instructions and never below the 60J line.

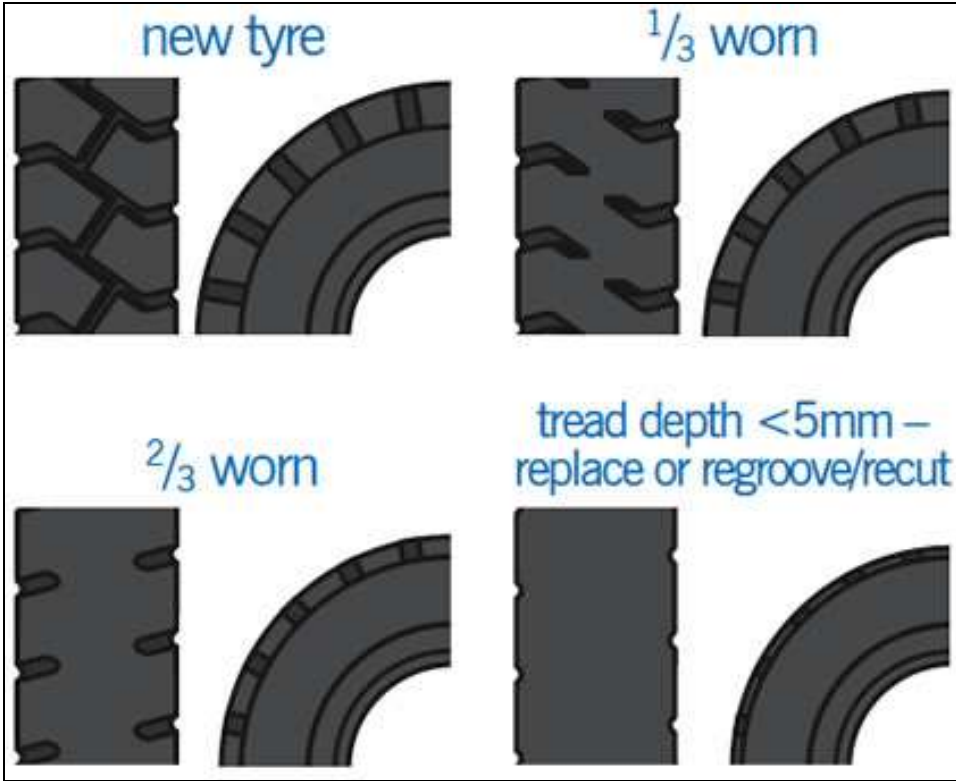
The information in this Fact Sheet has been assembled and interpreted to give truck owners and users basic guidance on frequently asked questions. Further important information will be given in the quoted reference documents. Responsibility for meeting the safety obligations discussed rests with the employer, and the FLTA will not accept liability for any problem arising as a result of the content of this document. **Technical Bulletins, containing more detailed information and updated as appropriate, are made available free to members of the [FLTA SAFE USER GROUP](#).**

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SOLID TYRES – THE J LINE



The 60J line marks the top of a solid tyre sidewall and the start of the tread. Tread depth is measured from this point.



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