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Topic: Radial Tire Sizing Compatibility

As the volume of chassis equipped with radial tires in our fleet grows, it is critical that we understand the necessity of proper tire sizing for radial tires.

Unlike bias tires where the 10.00X20 and 11.00X22.5 tires are basically interchangeable sharing basically the same dimensions, radial tires come in a variety of sizes that are not interchangeable. Within our fleet there are two different radial tires in use

11R22.5 – this is the standard radial tire and most closely matches the dimensions of the bias ply tires presently in use have a typical Diameter of 41.3” vs the average diameter of 41.4” for the bias tires

295/80R22.5 – This is what is commonly referred to as a **Low Profile** or **Lo-Pro** radial tire. As the name would suggest there is a significant difference in both the overall diameter and width of this tire vs the 11R22.5. The typical diameter of a Lo-Pro radial is 40.2” making it 1.1 inch shorter than the 11R22.5.



The **295/80R22.5** is also approximately $\frac{1}{2}$ inch wider than the **11R22.5** tire

Due to this significant difference in the diameter and overall height these tires cannot be mounted together on the same wheel. Doing so creates a serious overload situation on the larger (11R22.5) tire and may result in the tire blowing out.

Tires also should not be mixed across the chassis. Chassis equipped with Lo-Pro radials should only receive Lo-Pro radials as replacement tires. Similarly, chassis equipped with 11R22.5 tires should not receive Lo-Pro tires as replacement tires.

All personnel should be able to readily identify the two tires. Besides the obvious size differences the tire size itself is printed on the side walls of the tire.



All vendors including over the road vendors will be held responsible for replacement of mismatched tires they install and any additional repairs i.e. blown adjacent tire, etc, necessitated by their installation of a mismatched tire. To this end please be aware that all tariffs will be updated to reflect the damage cause of MISMATCH as a recoverable damage. As previously stated, all cases including OTR where the incorrect tire is mounted is to be rebilled

Your cooperation in ensuring that all affected personnel are made aware of this policy and that proper control procedures are implemented would be greatly appreciated.