

# M.D. Alignment

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The content of this bulletin reflect my opinion and the feedback from our customers on the subject discussed unless otherwise credited. You are free to agree or disagree with it.

## CONTACT ME

If you have comments or suggestions with regard to this or any of our bulletins, contact me at:  
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**Tech Bulletin #10**  
**October 19, 2012**

**Revision to Common Man's Guide to Alignment**  
**Last section Approx Page 135 (depends on year published)**

It was recently pointed out to me that although we have changed the Copyright date in the front of the book each year in order to maintain are property rights, we (I) have not updated all the things that have changed in the industry. Particularly with regard to Second rib or Center rib depression wear.

In the original book written in 1995 the issue seemed to be a tire manufacturing problem. Today it has more to do with inflation and alignment but can in some cased be other items. The balance of this bulletin is an update to that issue based on current experience.

Sorry for the oversight.

## Second Rib or Center Rib Depression wear

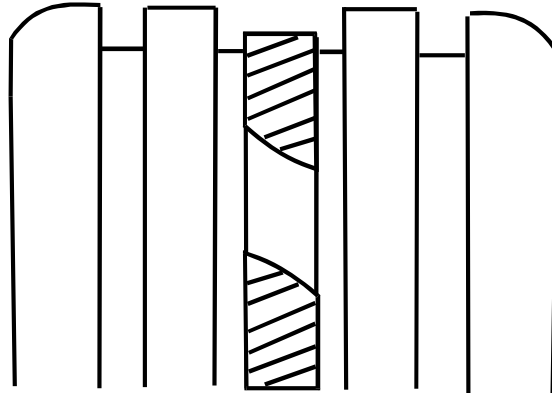


Illustration #138

In the last few years the main causes of this have been associated with low rolling resistant tires. It appears to be caused by an inflation sensitivity in these tires that results in a buckling of the footprint as the tire passes thru the pressure area. This buckling causes the tire to wear faster in some rib sections than others and the appearance can be second rib or center rib punch wear or a complete loss of one rib or the other.

The tendency to under inflate tires seems to be a major cause as well as lateral drag from toe or thrust problems.

In today's tires with the focus on fuel economy at the expense of all other considerations, the way a tire expresses its problems is changing and we have to keep reviewing our beliefs as to cause and effect.