Published by
The Society of Operations Engineers

President
Michael Sweetmore EngTech MSOE MIRTE LCGI

Chief Executive
Bruce McGill

The Society of Operations Engineers is a licensed member of the Engineering Council.

Registered in England
Company No 3667147

Registered Charity
No 1081753
A Company Limited by Guarantee

Registered Office
22 Greencoat Place, London SW1P 1PR
Tel: 020 7630 1111
Fax: 020 7630 6677
Email: soe@soe.org.uk
www.soe.org.uk

Editor
Will Dalrymple
Email: will.dalrymple@markallengroup.com

Contributing Editors
Steve Banner, John Challen, Toby Clark, Laura Cork, Dan Gilkes, Peter Shakespeare, Richard Simpson, Kevin Swallow, Chris Tindall, Lucy Radley

Art Editor
Chris Charles

Production Manager
Nicki McKenna
Email: nicki.mckenna@markallengroup.com

Advertisement Manager
Craig Molloy
Email: craig.molloy@markallengroup.com
Tel: 01322 221144

Publisher
Jon Benson

Transport Engineer
is the official journal of the IRTE, a professional sector of the SOE.

Produced on behalf of the IRTE by
MA Business
Hawley Mill, Hawley Road,
Dartford, Kent DA2 7TJ
Tel: 01322 221144
www.transportengineer.org.uk

Transport Engineer
is distributed free of charge to SOE members, dependent on membership sector. For non-members, the annual subscription rate (12 issues) is £79.50 UK and EU, or £81.50 airmail outside EU. For other SOE members, the discounted rate is £32.

Printed by
Pensord Press UK

ISSN
0020-3122

CPD APPROVED ACTIVITY

CPD MEMBER The CPD Certification Service

Some of the articles and guidance included in *Transport Engineer* may make a contribution to your personal CPD requirements.

Don't stop here

Featured this month is new research into tyre integrity (pp24-25). The report does find that old, used tyres' physical properties are worse than those of a new tyre. We might have known, for example, that age, underinflation, overheating and travelling long distances are the most important ways to kill a tyre. (By contrast, IRTE's irtec tyre accreditation scheme for technicians can help preserve them.)

Which is the worst culprit? That work doesn't say, partly because the authors didn't know the service history of the tyre samples, and they did not have enough tyres to draw significant conclusions.

But they do suggest ways to find out. One idea involves testing tyres at different points in their life, and comparing those results to what they have had to endure. The state of a tyre whose pressure has always been kept topped up could be compared to that of one experiencing instances of overheating. Playing off one variable against another should reveal what really matters, and what doesn't. Variations between individual tyres and models should disappear with enough data.

Whether or not such a large-scale study is even possible, it is actually redundant: the industry is already generating this data. Ask the operators themselves, particularly those users of TPMS systems that already manage and record this information. If the RSPB can organise thousands of birdwatchers across the UK to carry out a survey about their back gardens, why couldn't one of the road haulage trade bodies do the same for tyres?

It now seems likely that the government will ban tyres more than ten years old. This will undoubtedly improve safety. But is it the best solution from an engineering point of view? The authors seem to favour inspections rather than an outright ban. And isn't there a risk that this approach will stunt our understanding of tyre degradation? It might stop us asking why. Further study could help us understand tyres' failure modes, insights that could help develop predictive models. This is the modern approach to maintenance: only replace a part when it is just about to fail. If only we knew more, we could keep people safe, and get every last mile out of our assets.

Will Dalrymple
Editor