

Place tyres. An experience we rather do not see.

(From Zwerfauto No. 141, the Netherlands)

Speak in short it always comes at the wrong moment, but because it leads to accidents, because the vehicle is to be held almost not in the clutch. On the police practice place in Lelystad, the Netherlands, a presentation from an easy however effective system is given by Tyron that the vehicle driving-certainly holds in spite of an empty or running dry tyre. In a small issue of Zwerfauto in the Netherlands this subject is already discussed. Because road safety is very important, this presentation is visited by the Commission technology of CCN .

(CCN camper club of the Netherlands)

In the normal driving company the atmospheric pressure provides in the tyre that connects the edges of the tyre exactly against the rim. If the atmospheric pressure escapes during drive, these edges are pressed in the middle by the rim where the diameter is smaller. The small diameter is required to mount the tyre. The wheel in illustration 1 (at the end of this report) allows to see what passed if the tyre comes to this hollow cavity.

This has different negative results;

- 1) The tyre "flutters" under the rim by which this starts to fling.
- 2) The tyre can completely run from the rim.
- 3) The rim falls on the street and damages.

The first two results more often lead to accidents, or one goes in the ditch, because the vehicle is hard to be got under control

There go on with a place tyre is difficult and dangerous, the driver will stop. In the side of the street as well as on the hitchhiker's stripe this is not without risk. On the side stripe it is also to be changed almost impossibly a tyre.

Unfortunately, there is news about travel mobile one place tyres over and over again have agreed, because just travel mobile have a raised risk. For it there are two reasons; by the high load on the tyres, by the construction etc., more than with transporter. So many kilometers per year mostly do not drive travel mobile by which the wear of the tyres is low and one goes fast with obsolescence tyres. In the tyre hair-cracks originate from obsolescence by which the coat also gets tears. If the coat gives way only one aerial balloon which very simply bursts is left.

On behalf of the English armed forces the "Tyron Flat Tyre Protection" system is developed. This system removes all negative results and gives the possibility to the driver further to go about different kilometers with controlled steer and brake.

The system is quite easy: a stripe in the assembly space and hollow cavity holds the tyre on his place, also sees illustration 2. This is of the new generation stripes of Tyron.

The stripe lies close not against the rim, but on a rise with plastic connection, through this Tyron can exactly tune the height and forbears to the rim, to the avoidance from rust education.

The system has got over his trial period for a long time and in England it is used by different authorities. The presentation on the police practice place was impressive.

In spite of one or two tyres without air becomes at an impressive speed gone on.

Also the tyre is inflated with a moving caravan from what a hole of about 4 * 2 cm originated, this with a speed of the 80 km by hour. The caravan remained stable and went on normally.

Afterwards also different people might make a test run in a car with an empty front tyre, and could ascertain that the driving is not affected and it is completely enough around a place to reach where one can carry out in complete silence a tyre change.

The system of Tyron has of course also his borders, an empty tyre deforms and becomes quickly hot by which the tyre bursts after many kilometers. For maximum 6 km it is enough just like that, but it is no solution for one wide driving home.

Moreover has a rim with an empty tyre of little brake effect. It is kicked hard on the brake, then the rim is blocked, however, the tyre goes on.

Another disadvantage is not that the Tyron system yet in general is known by which a workshop employee with exchange the tyre, stripe damages.

Therefore, Tyron delivers like sticker with for all rims and a polyglot prospectus of information with De-and assembly instructions and ancillary tool.

On the whole a very helpful system which can seem many problems, against a reasonable price. (Completer sentence for 4 tyres in Travel-mobile, about 400€ without assembly)

T.C.Wang

CCN-commissie Techniek

Henk Struik

English translation from Dutch



Illustration 1: State of empty tyres



Illustration 2: Seat belt in rim



Illustration 3: damaged bicycle box by a place tyre



Illustration 4: "Horse transporter"
Please, to elastic leftovers follow, behind the maturity, nevertheless, is of the maturity completely on the place.



Illustration 5: In spite of maturity teaches one was able wide driving.

Recommendation etc.:

My personal information is important it in every two years to change the tyres in front after behind. Maybe at the same time with the check TUV.

Moreover, to renew the whole tyres after 4 to maxi 5 years or from 50,000 to 60,000 km.

Even if enough profile is there still!

"Tyron Flat Tyre Protection" is a recommendation value as an extra security factor!

Henk Struik

www.struik-tvs.eu

More Information:

Triorep BV, NL-3825 BV Scherpenzeel

Tel. +31 (0) 33 277 88 66 or www.triorep.nl