SAFETY OFFICER

By Chuck Nettles Hogsafety4755@gmail.com



3 Common Safety Issues found by Tally H-D Service Dept: TIRES, BRAKES, & BLINKERS

YOUR TIRES ARE WORN

Worn motorcycle tires provide reduced traction, can adversely affect stability and handling, and may be more easily damaged, leading to potential tire failure. It's time to consider installing new tires when tread depth re**aches 2/32 inch, and tires should be considered worn out and potentially unsafe when tread depth is 1/32 inch or less.** Past this point, there is no guarantee that your tires will keep you safe or deliver grip and performance, particularly on wet surfaces. Most tires have wear bars molded into the grooves of the tire tread. There may be a small triangular indicator on the tire sidewall that points to the location of the wear bars. **Tires should be replaced before the tread wears down to the level of the wear bars.** The traction of off-road tires will diminish as the tread wears, and **the rear tire usually wears out at twice the rate of the front.**

LIFESPAN

Many factors can affect tire lifespan including weather conditions, storage and usage conditions, load, speed, tire pressure, maintenance, and riding style. Even if older tires appear to be in good shape, the rubber compound can begin to dry out over time, and the internal construction can deteriorate. All riders should regularly spend some time inspecting their tires to pick up on any external signs of aging or wear, such as deformations or cracks in the tread,
on the shoulders or sides. **The UV in the bright sun can prematurely age the tires if the Motorcycle is usually parked outdoors.** Inspect your tire's sidewalls for small cracks or discoloration that make the tire appear to be drying out. **The date-of-manufacture code on the sidewall of every motorcycle tire will indicate the age of the tire.** The code is preceded by DOT (Department of Transportation), followed by a series of numbers. The last four digits are the date code -the first two numbers represent a week, and the second pair indicates a year. For example, a tire with a code of 3522 was manufactured in the 35th week of 2022. Checking this code is important if you are buying a used motorcycle to determine if the tires should be replaced.

Dunlop and Michelin, the tire suppliers to Harley-Davidson, recommend that after five years or more of use, tires should be examined every year by a professional mechanic, and replaced 10 years after the date of manufacture, even if they have not reached the legal wear out limit.

THE TIRE IS DAMAGED

Rough pavement, potholes and impacting blunt objects can seriously damage tires. Any tear, cut or deformation in a tire should be carefully examined by a professional mechanic. Consider the repair of a punctured tire with a plug a temporary "get home" procedure. **A repaired tire loses its speed rating and should be replaced.** Harley-Davidson recommends that **when riding on a repaired tire, speed should not exceed 50 mph for the first 24 hours after repair, and the repaired tire should never be used over 80 mph.**

THERE'S CUPPING OR UNEVEN WEAR OF THE TREAD ON THE TIRE

Tread that is worn unevenly can affect handling and cause uncomfortable vibration. It may also be an indication of another problem, such as an unbalanced wheel, a bent or mis-aligned axle, a damaged wheel rim, a bad wheel bearing or riding with incorrect tire pressure. A professional
technician can often diagnose other problems by looking at uneven tread wear.

YOU HAVE THE WRONG TIRES ON YOUR MOTORCYCLE

Motorcycle manufacturers carefully select tires for each model, and those tires are often integral to the performance of the motorcycle. Harley-Davidson only recommends the use of its specified tires in the original size, speed rating, load rating, and construction as the Original Equipment tires.

SAFETY OFFICER

By Chuck Nettles Hogsafety4755@gmail.com



BRAKES

Many riders forget that brake maintenance is more than just replacing worn parts-it's about safety, performance, and peace of mind. Here's how to check motorcycle brake pads, fluids, and more:

a. Brake pad wear is shown by wear indicators-small grooves / slot that show you how much material is left. I**f these grooves are nearly gone, it's time to have them replaced. If your bike does not have grooves or slots wear is indicated by thickness.**
b. **Pads should be replaced when the thickness is 2mm or less (thickness of a nickel). Waiting until your brakes squeal or grind is leaving it too late.**

CHECK BRAKE FLUID ANDRESERVOIRS

Over time, brake fluid absorbs moisture, reducing its ability to handle heat. If your brakes feel soft or fade when hot, the fluid may be old or contaminated. Always top off with fresh fluid from a sealed container, and follow your owner's manual for fluid type and change intervals.



FEEL THE BRAKE LEVER AND PEDAL

A spongy brake lever or a brake pedal that presses too far could mean there's air in the lines or a leak in the brake system. Either way if the brake lever isn't firm, it's time for immediate servicing to avoid brake failure.

LOOK FOR LEAKS AND CRACKS

Cracked brake lines or visible leaks around the caliper, pads, or hub should never be ignored. Leaks reduce braking efficiency and increase the chance of accidents involving other vehicles or towing needs.

WHY REGULAR MAINTENANCE HELPS IDENTIFY PROBLEMS

Brake components wear out slowly, making it easy to overlook premature wear or performance dips. By scheduling regular motorcycle servicing. you can catch potential issues early, avoid excessive braking wear, and save money in the long run. **Good maintenance habits will also improve your bike's handling, stopping power, and overall ride quality.** Keeping your brake suspension in good shape ensures better stability and control, especially at higher speed.

WHEN TO REPLACE VS. MAINTAIN

Replace: Brake pads worn past wear limits, contaminated brake fluid, cracked hoses, or damaged discs.

Maintain: Routine pad checks, fluid top-offs, system inspections, and rear drum brake adjustments (if installed.) Staying on top of brake maintenance ensures your motorcycle delivers the best performance possible.

TURN SIGNALS / BLINKERS

Motorcycle turn signals are essential safety tools that clearly communicate your next move to drivers in larger. less attentive vehicles.

WHY TURN SIGNALS MATTER

Prevent Crashes: They let drivers behind and ahead of you know when you plan to turn or change lanes.
Increase Visibility: Motorcycles are small and easy to miss. Bright flashing lights help you stand out in traffic, heavy rain, or fog.
Prevent Rear-End Collisions: Signaling early warns other drivers to slow down when you brake or prepare fora turn.
Remember: Bulbs and or assemblies burn out Check operation often. **Use hand signals when needed.**

BE SAFE!