

Inflating Tires – Inflating Loose Assemblies

Loose assemblies dropped off by customers are known as “carry outs”. When servicing or inflating a “carry out” tire, you will first perform an “off-the-vehicle” inspection to determine the DOT age, air pressure, and condition of the tire.



**CRITICAL TO
SAFETY**

If the loose assembly requires a flat repair, refer to Repairing the Injury Best Practice

If the loose assembly contains air pressure BELOW 15 PSI:

- Dismount the tire, perform an off-the-wheel inspection, and inspect for damage inside and out.
- If the tire meets the inspection guidelines, confirm the vehicle YMM (Year, Make, and Model) and air pressure using the CSL air pressure calculator.
- Inflate the assembly in the inflation cage.

If the loose assembly contains air pressure ABOVE 15 PSI:

- Perform an off the vehicle inspection.
- If the tire meets the inspection guidelines, confirm the vehicle YMM and air pressure using the CSL air pressure calculator.
- Inflate the assembly in the inflation cage.

When inflating assemblies smaller than 10” in diameter:

- Do not use the automated inflation device (Auto-Flate).
- Use the remote inflation device
- Place the assembly inside the cage
- Connect the remote inflation device
- Use short bursts and check air frequently



**CRITICAL TO
QUALITY**

- Ensure that the off-the-vehicle inspection has been performed. This will help reduce any potential issues after dismounting the tire.

The Whys

- Tires driven on with under 15 PSI are more likely to have unseen internal damage
- Confirming the vehicle YMM ensures an assembly leaves our store with the proper inflation
- Loose assemblies are always inflated in the cage in case of tire failure
- The Auto-Flate is calibrated to inflate tires above 10" in diameter. Because of this, assemblies smaller than 10" being inflated with the Auto-Flate can fail due to over-inflation