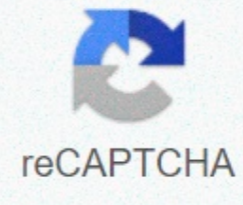




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## Arizonian silver edition iii tire pressure

Why proper tyre pressure issues Keeping the correct air pressure on your tyres will help your tyres last longer, help your car cope better and safer and save money on fuel. Check tire pressure regularly For most people forget about their tires until something goes wrong. The truth is, tires lose pressure every day. In cool weather, the tire usually lose one or two pounds of air per month. In warm weather, the tires lose even more air. Therefore, it is recommended that you check the air pressure every second time you stop filling your gas tank. Keep in mind that many vehicles have different tyre pressures on the front and rear axles. And don't forget to check the pressure on your spare tire. What's the right pressure? The first place to look for the right air pressure for your specific tyres is your vehicle's user manual. The correct air pressure shall also be indicated on the door edge of the vehicle, on the doorpost, on the glove compartment door or on the tyre plate attached to the fuel door. Find your proper Tire PressureTPMS Dash iconsIt means that one or more tires are significantly underinflated. This means that the right front tire is significantly underinflated. With TPMS, one of these symbols lights up the dashboard when each tire is 25% underinflated. On the way home from my recent vacation I decided to make a light detour so I could make another pass at the Ice Lake Trail near Silverton, CO. I was set to go and did it in a few steps when I realised that I had forgotten something about my car, so I turned around and set my back on the ground next to the front of the driver's side of the tire and noticed a completely bald spot on my tire. I took a closer look and some of the tire was torn, so I thought the explosion was imminent. Bald spot: Tear tire: I don't really want to put new tires on this vehicle because I plan to buy another one in the near future, but my hand was pretty much forced because it would take time to buy a new vehicle and I wouldn't drive around in my car title in case I want to trade it on a cuddle. I drove back to Durango, CO, and spent the night looking at the tires. I had previously done some research in case I really had to replace the tires and settled continental Truecontact based on reviews and price, or if they were hard to get I would go to Michelin Premier A/S or Michelin defenders again. Of course, Discount Tire doesn't seem to stock anything but their house brands, and everything else is bespoke. I really didn't want to drive my spare 1,200+ miles so I went ahead and bought a set of 4 Arizonian Silver Edition III (probably made my Cooper for Discount Tire). The good thing is that I was out of it for \$430 in all taxes (lower than my home state) and recycling fees. I also discussed the issue with my TPMS light sales man/installer and said that I thought one (or more) batteries were gone so my light flashes for about a minute and then come solid. He said they were testing them, and soon after he came back and said they were all reacting so they could get the fire out. Sure enough, they came through, and I no longer have to stare at the light like I'd done in the last ~ 2 years. Apparently the question may have been that the light was not reset at some point in the shop that was turned tires (?). To be honest, I think it wasn't long after I had received Michelin defenders that came to light, but I don't think that was connected because it didn't come right after getting new tires on. Anyway, what I've noticed with this new set of tires is that at interstate speed they don't seem to be as stable as my old defenders, even though the defenders were almost bald. I'm not sure if the new tires will take the time to break, but I've put about 1,300 miles on them, and they still feel the same. However, I do not notice that I do spin through coming to a dead stop when there is a good bit of gravel and dust under the tires. I also haven't had the opportunity to really test them in the rain at higher speeds, but at low speeds (max 40mph) today it looked like they looked east. The road noise seemed equal to my defenders, too, but I listen to my radio a lot. Another thing I noticed on my drive back to Colorado is that my car pulls pretty hard to the left, where it requires a sustained and pretty vigorous effort to avoid crossing over the lane next to me, which turned out to be a completely inadi angered long drive. Would the alignment solve this? Does anyone have any experience of how well these tires wear? They have a 55k mile rating that seemed pretty low in their price. New tire: I had a set on my Brady wagon. They were decent enough road tyres, no traction problems. I sold the car when the tires were relatively new, so I couldn't comment on their longevity. Alignment sounds like a good idea. IMHO's uneven wear and loss you had shows a specific alignment issue. I'd check it out before you ruin the new set of tires. Reactions: Midwayman's tread on my old tires was very close to the depths (bald part notwithstanding) and it tracked straight before changing the tires off. I wonder if the speed tests had anything to do with the tire condition? I think it's more than a bald spot. Looks like the whole outer edge was on the ground. I'm surprised they didn't try to sell you the tire alignment. I think it's more than a bald spot. Looks like the whole outer edge was on the ground. I'm surprised they didn't try to sell you the tire alignment. yes, that's what I meant, but I'm not sure what caused it. What's strange is that a completely different tire (front passenger side) kept losing about 10lb of pressure overnight for several days in a row, and then missed it Dude, grab a tie. I don't think Discount Tire does alignments so there is no sell if you can't align you 100% destroy your new tires. This is by no means normal wear and loss. Reactions: NutBucket I throw money on the table that says you have a toe issue. Lucky for you, the old tires needed to be replaced anyway. I'm just repeating what was said above. It was definitely a time for new tires, and you should definitely get a alignment when you put on new tires. It doesn't matter if the Arizons are good because you want to get rid of the car, okay? Most of the tire spots I've been to don't make alignments, which sucks. But I think it will help them sell more tires. I don't know exactly what kind of car you have, but as far as private sales go, I certainly wouldn't buy a car with tires that looked like your first picture, because my guess is that anyone who lets their tires get that bad probably let a bunch of other things go too. Arizonian Tires are made by Cooper Tires strictly for American Tires. I don't seem to find out if Cooper Tires makes them in China or not, but I think America Tires would be reluctant to jeopardize its reputation by using Chinese-made tires. We found my wife's SUV earlier this month. Noise and traction are better than the Bridgestone runflats it came with. As you mentioned them tend to observe more shortcomings on the road, but I think it has more to do with needing alignment than tires. The old tires had uneven wear on several of them. It actually reminds me that I have to take this alignment. Arizonian Tires are made by Cooper Tires strictly for American Tires. They are sold on Discount Tire as well. I have a set of Mastercraft tires that are also made by Cooper. I think it's like mattresses where they rebadge the same models from different stores so people have a hard time comparing shopping. American Tire Co. and Discount Tire are the same company that used to drive it every day. The new 2015 Arizonian Silver Edition III touring all season tire is built to provide reliable traction and handling to go for a quiet and comfortable ride. Designed for all types of family sedans, minivans and crossovers, this new model also sports a budget-friendly price for drivers who want to save money on a new set of tires. Throughout the season, the tread mixture has an optimized tread profile designed to be more durable and to extend tread life. The symmetrical tread pattern allows the Silver Edition III to provide excellent dry traction and more responsive handling and steering. The four circular grooves and numerous lateral grooves around the tread provide greater wet traction and aid in the diversion of rainwater, while reducing the risk of hydroplaning. This Arizonian tire contains hundreds of zig-zag sipes of tread to further enhance wet walkway, as well as providing an extra bite of snow and ice. Ride comfort is addressed through an advanced tread pitch jab, which reduces the pattern of noise on all types of pavement surfaces. Timed shoulder blocks and tire continuous mid-life not only help braking and acceleration, but add steering response and provide a more mid-range feel to driving on the road. Arizonian, which is a member of the Cooper Tire family, is offered only through Discount Tire. The Silver Edition III is currently available in between 14-17 inch sizes, with speed estimates of T and H. The package also includes a 55 km tread guarantee. ProsVery good dry/wet traction and handlingSmooth silent rideTreadlifeValue pricedConsDeep snow and ice performance I would like to see more sizes available In general ThoughtsOriginal Silver Edition has over the years proved to be the winner. Drivers everywhere have given it high marks, and this newest Silver Edition III looks no different. In fact, we say this is an improvement compared to the original areas of handling, comfort and treadwear. You can expect to find more than sufficient grip on dry or wet road surfaces. Zig-zag sipes do their job well to keep the tread connected to the sidewalk's wet streets. Handling is very nice for this model. It tracks well through the corners and on/off-ramps of the highway, while maintaining a smooth ride that is often only found in tires costing a lot more. In addition, tread life has proved excellent at this stage. Deep snow and heavier ice are really the only area of concern. To be fair, this is a matter of most every season of tire built. This means that he holds his pretty good light with moderate amounts of snow and slush. Of course, if you live in areas that see a lot of heavy jar and ice regularly, a dedicated winter tire is what you need anyway. Overall, this latest Arizonian tire is a great addition to touring the entire season class. It offers the type of performance that everyday drivers look for a new tire, while taking the budget-friendly price that many car owners are looking for. Click here to find the current price Of Which Vehicles Arizonian Silver Edition III Fit? (This is not a complete list of all vehicles this tire fits) Chevrolet Cobalt, Sonic, MalibuChrysler 200, City and CountryFord Fiesta, FocusHonda Accord, Civic, Fit, OdysseyHyundai Accent, Elantra, Santa Fe, SonataKia Forte, OptimaNissan Altima, Maxima, VersaToyota Camry, Corolla, Prius, SiennaTire Sizes14175 /65 R14 82T SL BSW 185 /65 R14 86T SL BSW 185 /70 R14 88T SL BSW 195 /70 R14 91TW BSW BSW

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