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Natural gas pipe sizing chart

This gear ratio and tyre diameter chart is intended to give you an approach of ideal RPMs at motorway speed (65 mph) for three situations: fuel economy, every day driving and increased towing power. This chart contains values that represent a 1:1 ratio on a manual transmission. Gear conditions and tyre diameter diagrams are ideal for making your car as efficient as possible. Note: Automatic transmission RPMs tend to be slightly higher and transmissions with an overdrive tend to be slightly lower. 2677 2766 2872 3017 3163 3325 3454 3689 3947 4150 4279 4352 4619 4991 5800 2582 2668 2769 2909 3050 3206 3331 3557 3806 4001 4126 4196 4454 4813 5593 2493 2576 2674 2809 2945 3095 3216 3434 3675 3863 3984 4052 4300 4647 5400 2410 2490 2584 2715 2846 2992 3109 3320 3553 3735 3851 3917 4157 4492 5220 2332 2409 2501 2628 2755 2896 3008 3213 3838 3614 3727 3790 4023 4347 5051 2259 2334 2423 2546 2696 2805 2914 3112 3331 3501 3610 3672 3897 4211 4894 2191 2263 2349 2469 2588 2720 2826 3018 3230 3395 3501 3561 3779 4093 4745 2126 2197 2280 2396 2512 2640 2743 2929 3135 3295 3398 3456 3668 3963 4606 2065 2134 2215 2328 2440 2565 2664 2845 3045 3201 3301 3357 3563 3850 4474 2008 2075 2154 2263 2372 2493 2590 2766 2961 3112 3209 3264 3464 3743 4350 1954 2019 2095 2203 2308 2426 2520 2692 2881 3028 3123 3176 3370 3642 4243 1902 1966 2040 2144 2247 2362 2454 2621 2805 2948 3040 3092 3282 3546 4121 1854 1915 1988 2089 2190 2302 2391 2554 2733 2873 2962 3013 3198 3455 4015 1807 1867 1938 2037 2135 2244 2331 2490 2664 2801 2888 2937 3118 3369 3915 1763 1822 1891 1987 2083 2189 2275 2429 2599 2733 2818 2866 3042 3287 3819 1721 1778 1846 1940 2033 2137 2220 2371 2538 2668 2751 2798 2969 3208 3728 1681 1737 1803 1894 1986 2087 2169 2316 2479 2606 2687 2733 2900 3134 3642 1643 1698 1762 1851 1941 2040 2119 2263 2422 2546 2626 2670 2834 3063 3559 FUEL ECONOMY EVERYDAY DRIVING INCREASED TOWING POWER Here's a formula you can use to calculate your vehicle's tire diameter : (CROSS-SECTION WIDTH x 0,ASPECT RATIO x 2 ÷ 25.4) + WHEEL DIAMETER = TOTAL TYRE DIAMETER For example: 235/45ZR-17 (235 x 0.45 x 2 ÷ 25.4) + 17 = 25.4 327 And here is a formula that you can use to calculate your vehicle's rear axle gear ratio: RING GEAR TOOTH COUNT ÷ PINION GEAR TOOTH COUNT = GEAR RATIO For example: 41 teething gears ÷ 10-tooth pinion gear = 4.10 Ad Page 2 Moving heavy, bulky loads down the road, whether it is a motorhome, a boat trailer or anything else that attaches to the back of a tow vehicle, can be a difficult process. Driving a car with a different set of wheels attached behind it is much different than driving a car by itself, so there are several problems you need to keep in mind while towing. Small overlooked details will make your ride bumpy and uncomfortable and potentially shift or damage any load you are towing; larger, more important cases can lead to serious such as jackknifing or flipping, incidents that cause accidents and damage to you and other drivers on the road. While it may look like an elaborate setup, there are several simple steps to take to ensure a safe and secure tow. Some involve doing fast, regular checks on equipment, while others only involve being aware of the vehicle's specific towing capabilities. How much weight can the car or truck tow? Is there any extra equipment you need to buy before you go out? How should you adjust your driving technique to make your drive safer? For 10 simple tips that make towing more efficient and effective, read on. Contents Before you start carrying an infinite amount of cargo into a trailer or attaching up an 18-foot-long boat, it's best to know the towing capacity of your car, truck, SUV or recreational vehicle. Towing too much weight can cause a myriad of problems, no matter how big and powerful the engine is. The first thing to do is refer to the user manual for your vehicle, which should give you specific numbers about how much weight you can tow. There are also some definitions to keep in mind: Base curb weight - this is, in simplest terms, the actual weight of the whole vehicle, including all liquids (that is, a full tank of gas, engine oil, coolant, transfer fluid and others) and additional equipment. Load weight - load weight includes the weight of the passengers, the load and possibly optional equipment (it wants a sunroof). Allowed payload - this is the maximum amount of weight, including cargo and passengers, a vehicle can carry. Knowing how much weight your vehicle can tow will keep your ride safe and help you prepare better for loading. Once you know how much load you can carry, though, exactly how to place that load is another problem; read about the correct deployment on the next page. If you've ever had to move to another house or apartment, you've probably had to deal with moving all your things, packing things away in a moving truck. Most likely, you moved the larger objects like furniture and TV first, perhaps tying them down with ropes to keep them in place. Then you took in the smaller objects as boxes, and placed them around the larger objects. You probably haven't built high columns out of your belongings, knowing that the slightest turn could send everything overturned. The same problems must be taken into account when towing, since it is almost the same as moving heavy objects in a moving truck. Keeping tabs on the correct weight distribution is an easy way to make a towing job much smoother and safer. Ad It's always best to start loading the heaviest load first, tying it down with rope or bungee cords so that it doesn't change while the vehicle is moving. Smaller loads should follow and fill the spaces in between. Load center of gravity be low, and about 60 percent of the weight should be against the front. You should also balance the sides of the trailer to reduce the chance of it turning. When you have everything in the right place, the next step involves being able to look behind you. Read the next page to see the correct mirror usage. If you've ever driven a larger truck or a vehicle without a rear view mirror, you can understand the importance of the right side mirrors. Without the ability to see the cars behind you by simply looking up, switching lanes become a much more dangerous maneuver. Page mirrors are usually delivered in two types: Regular Page View and Extended Page View. Regular mirrors with side views are much like the ones you'll find in any car or truck - they help you see traffic in the lanes right next to yours. Extended side mirrors, on the other hand, let drivers see both rear and side-approaching traffic. They are usually larger and taller than regular side mirrors, and they are necessary if your tow truck pulls a trailer that completely blocks the rear view. Ad Need to see the light? Read the next page for another illuminating fan tip. When driving at night, it is a given that you must have all the lights in order. A busted headlight or a brake light can put other drivers or pedestrians at risk, and if the police take notice, they can pull you over and sign you a ticket. Not only is it doubly important to have work lights when towing; you also need to double the lights. Laws in many states require that a towed vehicle, whether it's a car trailer, a boat trailer or a caravan, must have operable lights, including brake lights, tail lights and turn signals. All these lights must also be synchronized with the vehicle you are driving, so that the moment you step on the brakes, both sets of brake lights light up at the exact same moment. Ad Your brake lights won't do you much good if your tyres aren't roadworthy - read about the right tyre maintenance on the next page. Checking your tires is a smart thing to do in any situation. Like other car components, the tyres wear down and need continuous maintenance and replacement. Ignoring tires is especially dangerous since a flat can either leave you stranded or cause an accident. It is equally important, if not more, to closely monitor the tires when towing - apart from worrying about the tow truck itself, you also need to keep in mind the extra sets of wheels belonging to the rope vehicle. You should keep your tyres properly inflated, according to the manufacturer's guidelines. Tyres that are above or underinflated will create trailer sway, so make sure you add the right amount of air pressure. It's also a good idea to check your lugmutter to make sure they're safe. Ad Proper tyre inflation will help you safe when using the brakes, which brings us to our next towing tip. Don't stop now, read on to the next page. Just as the lighting systems on both the tow truck and the trailer must operate simultaneously, so do the braking systems. First, most state laws require

towed vehicles to have separate braking systems. This prevents the tow truck from having to do all the work when it's time to put on the brakes. Of course, it's also good to make sure the brakes are working properly. Poorly functioning brakes can spell disaster on the road, and if they ever failed, the extra weight from the load would only make a collision so much more dangerous. Give yourself plenty of extra room for braking. Avoiding heavy braking will reduce the most wear - applying the foot gently on the brake is the best method. Ad Another way to reduce the risk of an accident is to see your speed. To read about speed considerations during towing, see the next page. Sometimes we all feel the need for speed. Pressing your foot down on the accelerator and feeling the car accelerate can give us a natural rush. Those of us who have ridden in fast, powerful sports cars probably remember the feeling. When it comes to towing, however, excess speed is the last thing you need to feel. With the extra weight and length of a towed vehicle, the faster you travel, the more dangerous it will be. Increasing the speed will increase the amount of trailer sway behind you and make it much harder to stop quickly without the risk of fishtailing or even flipping. Speed also makes it harder to maneuver in traffic. Being careful and attentive is the best way to ensure a safe ride while towing - so, slower! Ad Sting is one of the most important elements of towing, and choosing the right counter. See the next page to read about hitches and towing. Some tow trucks come with factory-mounted hitches, but for all the others who give the driver the opportunity to choose, finding the right fastener is a very important step to take. There are basically two types of hitches: Weight-bearing hitches and weight-distributing hitches. Weight-bearing hitches are recommended for trips when the combined weight of the trailer and load is 1588 kilograms or less. Weight-perdividing hitches, on the other hand, are recommended for heavier loads. When there is too much weight in a trailer, the heavyweight - the downward pressure that the tongue exerts on the fixing ball - can become too high. This causes the tow truck and trailer to sink, which can make the entire setup look like a very wide V. A weight distribution attachment redistributes the weight of the tongue to the axles of the towing vehicle and trailer, which keeps both vehicles level, or parallel to the ground. Ad Everything on the outside of the tow truck is important, but the inside is equally so. To learn more about staying cool while towing, read the next page. By placing more weight on the vehicle when towing, you make the drivetrain do a lot of extra work. Extra weight leads to extra heat under the hood, which can put strain on the transmission and wear it out too quickly. Adding a gearbox cooler, especially if the tow truck is an automatic, will reduce the temperature of the oil circulating through the vehicle's transmission. Also, simply adding a higher capacity radiator or installing an additional cooling fan will help save you money in the long run on expensive repairs to worn-out systems. Ad What's one of the top tips to consider before you go on a tow? As the old saying goes, practice makes perfect. To read about early precautions to take and ways to improve your towing skills, see the next page. Before you head out onto the road and surround yourself with angry drivers and tractor-trailer trucks, the best thing you can do to ensure a safe towing ride is practice driving. Choose an area that is far from traffic, like an empty parking lot, and perform simple driving tasks with everything attached. Try backing up and using your mirrors and pay attention to your car's turning radius. Learn to accelerate and slow down on longer stretches of road - remember, the more weight you carry, the longer it's going to take to slow down. When you have the perfect tow vehicle and all the right equipment, sticking to these few simple tips can turn a bumpy ride into an easy one. To learn more about towing and towing essentials, see the next page. A gear ratio and tyre size chart are essential to make your vehicle efficient. Check out this comprehensive gear ratio and tyre size chart from HowStuffWorks. Caravan and Camping South Australia. Towing tips and hints. (September 15, 2008) . Common weight distribution and Sway control questions. (September 29, 2008) . Tips on how tow a trailer. (September 15, 2008) . Towing tips. Universal Trailer Corporation. (September 15, 2008) Volvo Owners Club. Towing tips. (September 15, 2008) RV Lifestyle. Ten towing tips. (September 15, 2008)

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