

Small tyres hide low pressure well, and low pressure costs speed and eats fuel. One page, checked monthly.

WHAT IS FITTED

Write *FRONT* in the first row and *REAR* in the second.

WHERE THAT FIGURE CAME FROM

Look for a four-digit number inside an oval on the sidewall. The first two digits are the week and the last two the year, so 2419 is the twenty-fourth week of 2019. It is the only way to know how old a tyre is, and age matters independently of tread — rubber hardens on a machine that has been standing just as surely as on one that is ridden.

[illegible]

TWO LOW READINGS IN A ROW IS A LEAK

Once is forgetfulness. Twice on the same tyre is a slow puncture, a leaking valve or a rim that is not sealing — and a slow puncture that gets topped up rather than found eventually stops being slow at an inconvenient moment.

TREAD DEPTH OVER TIME

DATE	MILES	FRONT DEPTH MM	REAR DEPTH MM	NOTES

Two entries give you a wear rate, which tells you when to budget for tyres instead of being surprised by them.

WHILE YOU ARE DOWN THERE

- ☐ Cracking in the sidewall or between the tread blocks
- ☐ Tread depth above the wear indicator bars
- ☐ Flat spot worn along the centre of the rear tyre
- ☐ Uneven wear across the width
Points at pressure or alignment, not the tyre
- ☐ Cuts, bulges or embedded objects
- ☐ Valve stem not perished at its base, and its cap present
- ☐ Rim not dented where it seals to the bead
- ☐ Wheel spins true and without play at the bearings

WRITE DOWN WHAT YOU SAW, NOT WHAT YOU CONCLUDED

The observation is recoverable later and the conclusion is not. "Wheel would not spin more than half a turn" is still useful in a month. "Brake problem" is not, because you will not remember what made you think so.

Need to work out what you actually own?

The Scooter Parts Registry is a free public record of the Chinese factories behind US-market scooters, ATVs and go-karts — brand, engine family, VIN prefix, factory and related machines. No account, no email.

thescooterparts.com/identify