

Tough Trucks need AIR CTI

On the fly, adjustable tyre pressure is the single best addition to any truck.

But tough trucks in tough conditions must have AIR CTI

WHY SHOULD I CHANGE TYRE PRESSURES? I'VE NEVER DONE IT BEFORE.

There is only one *correct* pressure for each load on the tyre. This pressure will provide the correct footprint and will provide the best tyre life, with the best combination of traction, ride, and handling. Over inflation or under inflation is bad, wastes tread life, and damages the casing. If you change the load on the tyre, the pressure must be changed, otherwise the tyre will be over inflated or under inflated. Before AIR CTI, a practical and effective pressure control was not available, except on army vehicles. Tyre life will increase 30% or more. Over all savings make AIR CTI a great investment. Typical ROI is from 6 months to two years.

WHY DO I NEED IT?

- Much more traction gets you through those bad spots, easily
- Much better ride and control makes bad roads survivable.
- Much better tyre wear and life saves money and time.
- Much lower vibration levels makes trucks live longer.
- Much lower drive train loads double drive line life.
- No stopping to 'air down' or 'fill up' the tyres.
- Almost eliminates blown tyres
- Almost eliminates uneven wear, cuts, and stone bruises.
- Reduces road and track damage
- Reduces driver stress.
- Saves money, time, energy and down time.
- Increases pay time.
- AIR CTI is a great investment.

AIR CTI—CENTRAL TYRE INFLATION SYSTEMS
120 WALHALLA ROAD, MOE, VIC 3825
PH: 03 5127 6128 MOB: 0427 110 203



AIR CTI is operating on over 1000 log trucks throughout the world. AIR CTI is guaranteed for 1,000,000 kms.

WHEN SHOULD PRESSURES BE CHANGED?

- Fully loaded truck needs high tyre pressures.
- An Empty truck needs low pressures.
- Gravel roads need lower pressures
- Soft sand, mud, loose gravel, snow, all need low pressures.

WHO NEEDS AIR CTI?

AIR CTI will benefit every truck, but many trucks really, really should have it. Why would anyone want to waste money, health, time, and their life?

- Logging trucks
- Bush trucks
- Out back trucks
- Road trains
- Mining trucks
- Stock trucks
- Tankers
- Tip trucks
- Low loaders
- Long loads
- 4x4 trucks
- Farm trucks

These trucks travel on rough roads, or travel empty half the time. Trucks that tow trailers empty are simply ripping rubber off their tyres. Any truck getting less than 100 k from their drive tyres need AIR CTI

HOW DOES IT WORK?

- Excess air from the truck compressor is used.
- Air flow is controlled by a compact electronic dash controller.
- The driver selects the correct pressure while driving.
- The electronic controls raise or lower the pressure to the new setting, and maintain that pressure.
- Air is piped to each tyre via special 'rotating glands'.
- Punctures are automatically reinflated.
- The driver is alerted if a puncture occurs.
- Most punctures can be driven to the tyre service center
- Driver always knows his pressures

WHAT DOES IT DO?

- Improves safety all of the time
- Improves profits all of the time
- Improves scheduling
- Reduces Driver stress all of the time
- Improves driver health.
- Reduces carbon pollution
- Reduces damage to the roads.
- Extends truck and driver life.

