

SPECIALTY MATERIALS

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Tire-Track Frequently Asked Questions



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Terms

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1) What is Tire-Track?

Tire-Track is a fully-integrated tire identification and tracking system that helps manage your fleet's tires. The complete system includes: Tire-Track ID Units (Bar Code labels designed for tires), Software, Hardware, Installation, training and on-going technical support.

2) What is the difference between the Tire-Track ID Unit and a silk-screened or ink printed label?

Silk-screened or ink printed tire identification labels have been available for some time. They are similar in that both products place "paint" or ink on the surface of the rubber. Although their initial appearance is very good, they can be easily damaged. Therefore, silk-screened or ink printed identification labels do not perform well and do not last in harsh environments. The Tire-Track ID Unit was co-developed by The Patch Rubber Company and Tracking Systems LLC. It is a multi-layer rubber "patch" specifically constructed to have a bar code cut into the rubber itself; therefore, there is no paint or ink to rub off. It resists UV light, which causes other white patches to turn brown. This "Brown-out" effect prevents a scanner from decoding a bar code. The Tire-Track ID Unit is specifically designed for harsh environments.

3) Does the Tire-Track ID Unit survive the retreading process?

Yes, in fact the bond is actually improved. We have tested them in most of the major retreading plants. However, we always suggest that it be tested at your facility.

4) How do I determine the Tire-Track number if it is damaged or destroyed?

Tire identification number, tire data and wheel positions are stored in the software program.

5) Can I select/control the sequence numbers of the Tire-Track ID Units?

Yes, all of our work is custom.

6) Can I change the size and/or shape of the base patch information?

Yes, the sample that was shown to you is our "standard" patch. Most changes can be made.

7) How are the Tire-Track ID Units packaged?

The labels are supplied in rolls of 500 pieces in sequential order. The packaging doubles as a dispensing box that fits on a bracket and can be mounted anywhere in the maintenance shop.

8) How do I track my vehicles?

All of your current vehicle numbers can be reproduced on a laminated peel and stick label for application to a tractor, trailer or yoke.

9) What types of Bar Code are offered and how are they different?
(an example of each of bar code is shown with identical data.)

CODE 39: One of the more popular and widely used 1-D code. Since it is not a dense code, the length of the code is longer than other codes. It is widely supported by almost all scanner companies.



Interleaved 2 of 5 (i 2 of 5): This is an older bar code. It can only be used with an even number of NUMERIC characters. Even though it is very dense (this allows the message length to be shorter), it is highly suspect to misread unless an added check digit is used. It is widely supported by almost all scanner companies.



Code 128: The newest 1-D bar code. It is denser, contains a check digit and is well suited for harsh environments. There are 3 subsets of Code 128; they are 128a, b or c. 128a is a numeric only code and it is most dense 1-D code. It is used by the auto and airline industry (Spec 2000) for parts marking. Most scanners can read it.



Developed by SYMBOL TECHNOLOGIES as a highly dense means to capture data with built in error correction. Some scanners can decode it, otherwise, an imager must be used.



A widely used 2-D code. It is very dense and has error correction. It is ideally suited for harsh environments. An imager must be used to decode it. It is the preferred code by the automotive industry, airline industry (Spec 2000) and the Dept. of Defense.

One-Dimensional Bar Code (1-D): A series of black and white bars and spaces in a linear layout. Most are scanned in a bi-directional format (L>R or R>L).

Two-Dimensional Bar Code (2-D): A series of black and white shapes in a checker board pattern. An imaging device, like a scanner, takes a "snap-shot" of the code. It is compared to a look-up and decoded. It was developed for harsh environments.

Scanner: A device that uses a laser light to capture a bar and space pattern for 1-D codes.

Imager: A device that "photographs" the image in order to decode either a 1-D or 2-D code.

Check Digit: An added character typically not seen in the bar code or eye-readable image which provides a mathematical check on the previous data string to insure accuracy.

Error Correction: The ability of a 2-D code to be read after being partially destroyed.

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