BELIZE DEPARTMENT OF CIVIL AVIATION
AIWORTHINESS ADVISORY CIRCULARS

Tyre Creep Marks

1. When wheels are first fitted to an aircraft, the tires tend to move slightly as they settle down on the rims, the initial movement varying according to load, pressure, braking, shimmy and outside diameter of the tire in relation to rim diameter. After the settling down period, circumferential movement may continue gradually and, if this extends beyond a certain limit, the valve may be torn from the tube.

2. In order that creep may be detected, marks are painted using red paint onto the rim and extending into the tire. The marks are 25 mm (1 in) in width and 50 mm (2 ins) in length.

3. The width of this mark represents the maximum circumferential movement permitted with tubed tires and if the tire creep mark becomes out of alignment with the mark on the wheel by more than the width of the mark, the wheel should be removed and the tire and tube taken off and reassembled; before reassembly, the valve should be checked to ensure that it is undamaged. In the case of tubeless tires, creep is not considered to be detrimental provided that bead condition is satisfactory and any pressure loss is within limits.

4. When tire replacements are made, the old marking on the wheel should be removed with a suitable solvent and a new creep mark applied.