

From: Ona Ferguson  
To: Mike\_Murray@nps.gov  
Cc: Cyndy Holda; Paul\_Stevens@nps.gov  
Subject: Re: Tire Pressure Question  
Date: 10/27/2008 12:52 PM

Thanks Mike.  
This is very helpful.  
Ona

On 10/24/08 3:19 pm, "Mike\_Murray@nps.gov" <Mike\_Murray@nps.gov> wrote:

> Ona,  
>  
> I'd like their wording, including the part about "The softer the sand, the  
> lower the pressure needed. When you return to paved roads, inflate the  
> tires to normal as soon as possible"; BUT I also think it is difficult to  
> pick a specific number (e.g., 20 psi) for tire pressure that is both  
> universally effective and safe. Cape Cod has a specific tire pressure  
> number requirement, but they also have extraordinarily specific  
> requirements on make, model and size of tires. I want to avoid making it  
> that complicated. The issue is that passenger vehicle and light trucks have  
> a wide range of manufacturer's recommended tire pressures for safe optimal  
> operation at highway speeds. With a wide range of recommended air  
> pressures for fully inflated tires it is a little difficult to pick one  
> number that is universally good for deflated tires and good traction on  
> sand. In other words, 20 psi may be a good number for most passenger  
> vehicle tires, but may be ineffective or unsafe for some truck tires that  
> generally have a higher "normal inflation" pressure.

> In the new NPS action alternatives we ended up stating the tire pressure  
> requirement as follows:

> When driving on designated routes, tire pressure must be lowered  
> sufficiently to maintain adequate traction within the posted speed limit.  
> Twenty (20) psi is recommended for most vehicles. (After seeing  
> the subcommittee's language, I would probably want to add to ours: "The  
> softer the sand, the lower the pressure needed. When you return to paved  
> roads, inflate the tires to normal as soon as possible.")

> Paul, what do you think? John Couch may be a good person to check with on  
> this.

> Mike Murray  
> Superintendent  
> Cape Hatteras NS/ Wright Brothers NMem/ Ft. Raleigh NHS  
> (w) 252-473-2111, ext. 148  
> (c) 252-216-5520  
> fax 252-473-2595

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>  
> Ona Ferguson  
> <oferguson@cbuild  
> ing.org> To  
>  
> 10/24/2008 01:06 "Mike\_Murray@nps.gov"  
> PM <Mike\_Murray@nps.gov>  
> cc  
> Cyndy Holda <Cyndy\_Holda@nps.gov>,  
> "Paul\_Stevens@nps.gov"  
> <Paul\_Stevens@nps.gov>  
> Subject  
> Tire Pressure Question

> Mike,  
>  
> The Vehicle Characteristics Subcommittee (including Paul Stevens) wanted to  
> double check with you about tire pressure.  
>  
> Do you have strong feelings about the issue of requiring lowered tire  
> pressure? Right now the language we have in our document states the  
> subcommittee's recent agreement that 20lbs would be a reasonable  
> requirement. "TIRE PRESSURE: Lower the pressure on all tires to 20lbs or  
> less. The softer the sand, the lower the pressure needed. When you return  
> to paved roads, inflate the tires to normal as soon as possible." They  
> determined that there are adequate sites for reinflating tires in and

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> around  
> the Park so that issue is not a concern, and they wanted any tire pressure  
> statement to be enforceable. Your thoughts?  
>  
> Thanks much,  
>  
> Ona  
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