TIRE INFORMATION SERVICE BULLETIN

PASSENGER AND LIGHT TRUCK USED TIRES

Introduction and Purpose

This tire information service bulletin applies to passenger and light truck tires. Once tires are applied to a vehicle and put into service (this includes spare tires), they are considered "used". The purpose of this bulletin is to address the potential risk associated with the installation of used tires that have uncertain or unknown history of use, maintenance or storage conditions. Such tires may have damage that could eventually lead to tire failure. This bulletin pertains to used tires installed as replacement tires and tires installed on a used vehicle.[1]

Not all tire damage that can lead to tire failure is outwardly visible. For instance, improper repairs or damage to a tire's innerliner can only be observed by inspecting the inside of the tire, demounted from the wheel. A qualified tire service professional should inspect the internal and external condition of the used tires prior to mounting. In the case of a used vehicle purchased by a consumer, the only way to determine the condition of its tires is to have them demounted by a tire service professional for the same type of inspection.

⚠ WARNING

Driving on damaged tires is dangerous. A damaged tire can suddenly fail leading to situations that may result in serious personal injury or death. Tires should be regularly inspected by a qualified tire service professional.

USTMA does not recommend the installation of used tires that exhibit any of the following characteristics:

- Any punctures or other penetrations, whether repaired or not. NOTE: This is not meant to preclude the proper repair of a tire installed on a consumer's vehicle when the consumer is aware of the tire's history. (See USTMA "*Puncture Repair Procedures for Passenger and Light Truck Tires*" wall chart.)
- Any innerliner or bead damage.
- Indication of internal separation, such as bulges or local areas of irregular/fast treadwear indicating possible tread or belt separation.
- Indication of having been run flat, under inflated and/or overloaded damage (e.g. innerliner abrasion, mid-to upper sidewall abrasion and stamping deterioration, delamination, or discoloration, excessive tread shoulder wear, rim groove impressions or cracking in the lower sidewall, etc.).
- Any damage or wear exposing the body material of the tire - cuts, cracks, bulges, scrapes, ozone cracking/weather checking, impact damage, punctures, splits, snags, etc.
- Defaced or removed DOT tire identification number (TIN), which is located on the tire sidewall.
- Involved in a recall or a replacement program.

- Inadequate tread depth for continued service (i.e. nearly worn out). Tires with a tread depth of 2/32" or less at any point on the tire are worn out.
- Currently mounted on a rim that is bent, dented, cracked or otherwise damaged.
- Evidence of improper storage.[2]
- Chemical, fire, excessive heat damage, or other environmental damage.
- Designated as a "scrap tire" or otherwise not intended for continued highway service.
- Evidence of prior use of tire repair sealant.
- Altered to look like new tires (e.g. a regrooved tread).
- Labeled on the sidewall as "Not For Highway Use", "NHS", "For Racing Purposes Only", "Agricultural Use Only", "SL" (service limited agricultural tire), or any other indication that the tire is barred from use on public thoroughfares.
- Any other condition which would be cause for permanent removal from service. For more about out-of-service tire conditions, refer to the Tire Industry Association's "*Passenger and Light Truck Tire Conditions Manual*."[3]

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[1] Before replacing tires, always refer to the vehicle manufacturer's replacement tire instructions in the owner's manual. Also refer to the vehicle and tire owner's manuals for additional important tire maintenance and safety information applicable to new and used tires. For more information about tire replacement, refer to the USTMA "*Care and Service of Passenger and Light Truck Tires*" manual.

[2] See USTMA TISB Vol. 23 about tire storage recommendations.

[3] Visit www.tireindustry.org for details.