



USTMA'S EFFORTS TO COMBAT UNSAFE USED TIRES

Safety is the Industry's Top Priority

- Tires are among the most highly engineered safety components on vehicles and are directly involved in all aspects of a vehicle's movement – acceleration, deceleration, braking, cornering, turning and handling.
- USTMA members account for nearly 82% of the more than 300 million light vehicle and truck tire shipments in the U.S. each year. Consumers place a high value on our members' products and we work hard to earn that trust every day.

Motorists at Risk

- Even with the tire industry's focus on safety through innovation, motorists are at significant risk when their tires are not in good working condition.
- Tires that have driven under-inflated over time; have tread less than 2/32nd of an inch; suffered impact damage by hitting a pothole or curb; exhibit uneven tread wear due to poor vehicle alignment or have been repaired improperly can increase the risk of tire failure.
- Used tires often display many of these unsafe characteristics.
- Consumers always should approach a used tire purchase decision with caution. No consumer can possibly know with confidence the storage, maintenance and service history of any used tire.
- The National Highway Traffic Safety Administration reports that worn-out tires are three times more likely to be involved in a crash than tires with sufficient tread depth. Federal crash statistics indicate that about 200 fatalities and 6,000 injuries are attributed to tire-related causes annually.

State Legislation

- With virtually no regulation governing the condition of used tires, USTMA has pioneered a state advocacy strategy to prohibit the installation of worn-out, damaged or improperly repaired tires.
- Consumers depend on tire professionals to help choose and install safe, appropriate tires.
- USTMA supports common-sense legislation that provides simple, practical guidelines to help retailers identify dangerous used tires and protect consumers.
- To date, two states have enacted USTMA-supported legislation: Colorado in 2014 and New Jersey in 2017.
- In December 2017, the Ohio Senate overwhelmingly passed a similar measure. It is currently pending before the Ohio House. In January 2018, the Indiana House also passed this legislation. USTMA is pressing for consideration in the Senate.



WORN OUT

Tires worn to 2/32 inch are unsafe. All tires sold in the US are required to have wear bars molded into the tread at height of 2/32inch. When tread is worn down to the wear bars, the tire must be replaced. Worn out tires have longer stopping distances and do not grip the road properly, particularly in wet conditions.

EXPOSED INNER COMPONENTS

Using a tire with exposed inner components subjects the tire to moisture, dirt and other road contaminants and **invites further structural damage.**

IMPROPER REPAIRS

Improperly repaired tires are susceptible to further damage and air loss. Repairs to tire side wall, belt edge or bead are unsafe. Only punctures of ¼ inch or less to the inner portions of the tread can be repaired. Plug or patch-only repairs do not address all damage caused by a puncture.



TIRE SEALANTS

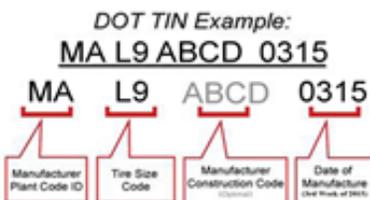
Tire sealants are not a proper repair. Failure to properly repair a damaged tire invites further damage and air loss.

SIGNS OF SEPARATION

A tire bulge or irregular tread wear may be early indication of internal separation. **A tread separation is a dangerous condition that can lead to tire failure and loss of vehicle control.**

KEEP AIR IN TIRES

The inner liner and bead are critical components to hold air inside the tire. Additionally, the bead provides critical structure and attaches the tire to the wheel.



No ID

The tire identification number (TIN) identifies who made the tire, where it was made and when. **The TIN is critical to identify recalled tires.**