



USTMA EFFORTS TO COMBAT UNSAFE USED TIRES: An opportunity to protect motorists

Prioritizing road safety

Tire manufacturers share the concern of federal and state highway safety officials, safety advocates, the automotive industry and others that our nation must do more to mitigate the risk of vehicle crashes. The National Highway Traffic Safety Administration (NHTSA) reports that worn-out tires are three times more likely to be involved in a crash than tires with sufficient tread depth. Tires are among the most highly engineered safety components on vehicles, and they are directly involved in all aspects of a vehicle's movement – acceleration, deceleration, braking, cornering, turning, and handling.

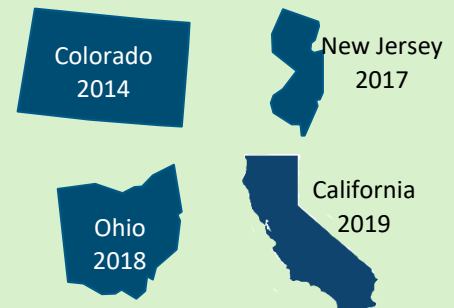
Used tires as an important part of the tire life cycle

More than 30 million used tires are available for sale nationally each year. Consumers rely upon the advice and guidance of the business professionals who sell or install tires and they want and expect that the tires they purchase are capable of safely transporting them and their families. It is important to note that USTMA and its member companies do not oppose the sale of used tires, and under any current USTMA-supported proposals, millions of used tires would still enter the market every year offering consumers a broad selection of tires at a wide range of price points. USTMA supports identifying specific, well-established unsafe conditions, to create basic safeguards that protect unsuspecting consumers from driving on high-risk tires.

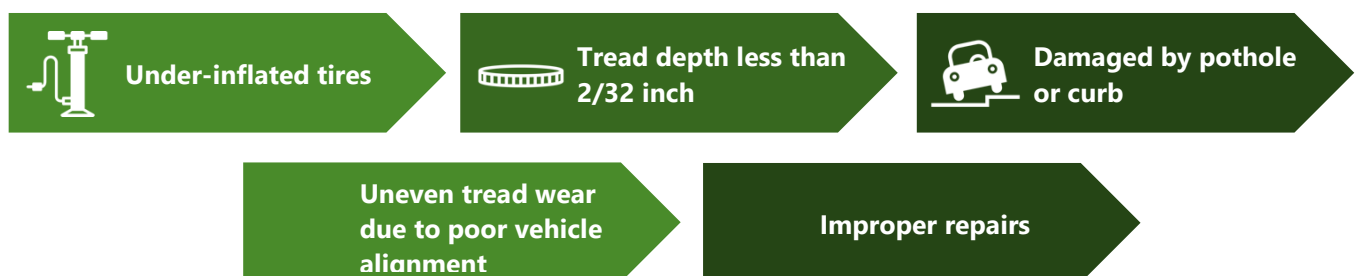
USTMA supports commonsense legislation

With virtually no regulation governing the condition of used tires, USTMA supports commonsense legislative actions that prohibit the installation of worn-out, damaged or improperly repaired tires. The legislation targets specific, well-defined criteria that would make a tire unsafe, including tires with treads worn to depths of 2/32 of an inch or less, serious damage to a tire's inner components or outer walls and damage that has not been repaired to industry standards.

USTMA supported legislation in:



Characteristics of unsafe used tires





Consumers should always approach a used tire purchase decision with caution.

Without clear regulations, it is difficult to know with confidence the storage, maintenance and service history of a used tire. Below are critical considerations that commonsense legislation can help address.



Worn out

Tires worn to 2/32 inch are unsafe. All tires sold in the U.S. are required to have wear bars molded into the tread at a height of 2/32 of an inch. Worn out tires have longer stopping distances and do not grip the road properly.



Exposed inner components

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



Improper repairs and tire sealants

Improperly repaired tires are susceptible to further damage and air loss. Repairs, including plug or patch-only, to the tire side wall, belt edge, or bead are unsafe. Punctures of more than ¼ inch cannot be safely repaired. **Tire sealants are not a proper repair.**



Signs of separation

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



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 identification

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

For more information:



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