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(64th GRRF, 16-19 September 2008,  
agenda item 8(g))

49 CFR 574.5

# **Tire Identification Number (TIN)**

US DOT  
Standardized TIN Format

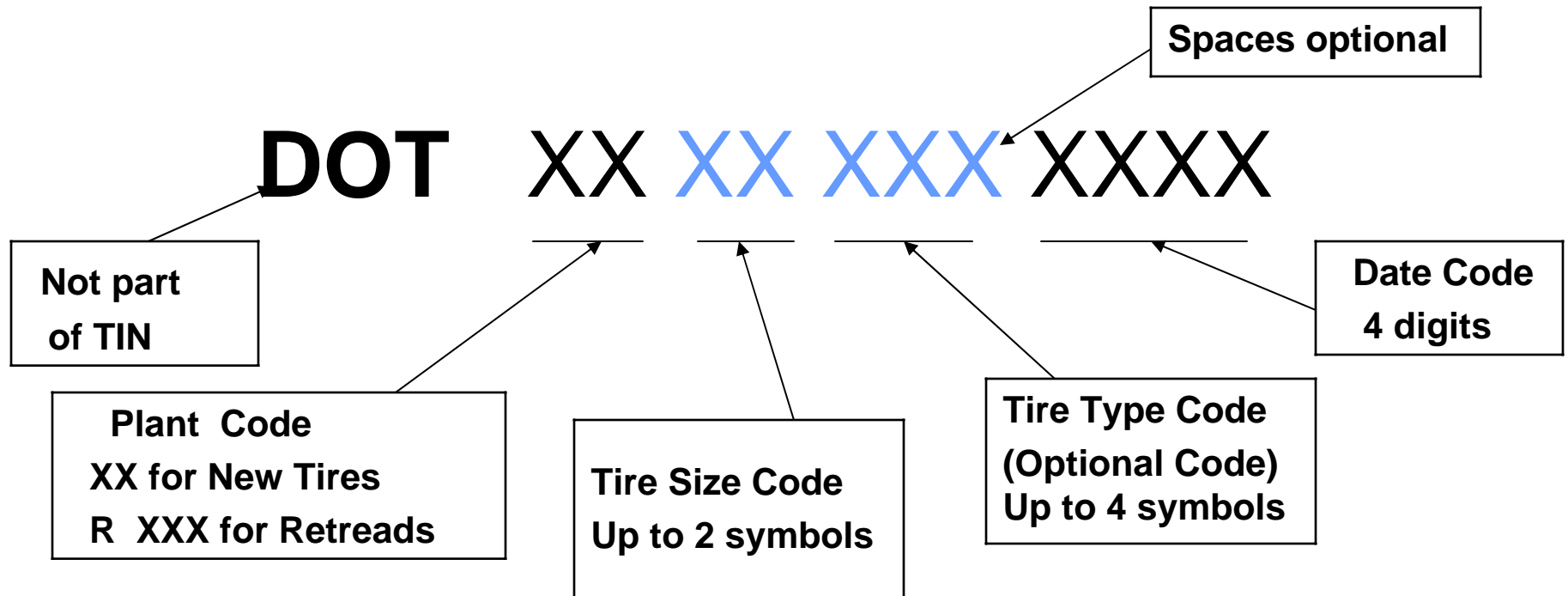
E. Wondimneh

64 GRRF, September 16, 2008

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# Regulatory Requirement

- Tire TIN Graphic (574.5)



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# Approach

- Agency is planning to update TIN
- DOT / GTR consensus is sought
  - Use 3-symbol PC for new (and retreads)  
PP → PPP
  - Standardize TIN format
  - Date Code: no change
    - Same requirement, length, position

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## Approach (cont'd)

- New tire TIN format
  - **PP SS OOOO DDDD** →  
**PPP MMMMMMMM DDDD**
    - Plant code from 2 to 3 symbols
    - Size and Optional Codes become Manufacturer's Code
      - » Mandatory to be 8 symbols in length
    - Date Code remains at 4 numbers
    - Full TIN will be fixed length of 15 symbols

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## Benefits of Change

- Use 3-symbol PC creates enough Plant Codes to last for decades
- Standardized format to 15 symbols
  - Current TINs can vary from 6 to 13 symbols
    - Variability creates much confusion
  - Partial TINs will have 11 symbols

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# Adoption

- Making change
  - Existing PC owners may use mold attrition cycle
    - A 5 year phase-in period for mold attrition
      - Longer phase-in periods need to be approved
    - Will have option to prefix PP with “1”: PP → 1PP
  - New plants must comply upon issue of PC
- Standardized length change must be done concurrent with 3-symbol PC change

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## Stakeholder Impact

- Phase-in by mold attrition is best
- DOT / GTR uniform format
- Existing software will need upgrade
- New plants must adopt new TIN at start-up
  - Attrition is not authorized for new plants
- Most significant impact on independents, imports, and truck tires who do not use Size Code or Optional Code

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## Next Steps

- Action needed
  - GRRF input on DOT plan
    - Endorse –or– suggest change
  - NHTSA to issue NPRM in mid-2009 or later