Submission by the United States of America for information on the status of the various tire rulemaking actions
TREAD ACT

- HR 5164 signed into law on November 1, 2000
- Transportation Recall Enhancement, Accountability, and Documentation (TREAD) Act
- 3 Sections relate to tire performance items
New Tire Regulation

FMVSS 139

- Final Rule published June 26, 2003
  - (Docket No. 15400)
- Light Vehicle Standard for vehicles up to 10,000 lbs GVWR
  - High Speed test: *Upgraded*
  - Endurance test: *Upgraded*
  - Low Pressure Performance test: *New*
  - Bead Unseating test: *Unchanged*
  - Strength test: *Unchanged*
  - Aging Effects test: *Delayed*
Applicability

- Applies to new pneumatic radial tires for use on motor vehicles with a GVWR of 10,000 pounds (4,536 kg) or less
- Applicable tires: Passenger Car tires and Light Truck tires with load ranges C, D, and E; also includes snow tires and other deep tread tires
- Bias ply tires, 8-12 rim diameter and other small trailer tires remain under FMVSS 109 or FMVSS 119
- Effective date: June 1, 2007
Highlights of Final Rule

High Speed Test

- **Purpose:** To evaluate tire performance during high speed operation
- **Upgrade:** Mainly through higher test speed
- **Test Parameters**
  - **Speed:** 140/150/160 km/h
  - **Inflation Pressure:** 220 kPa for P-metric; higher inflation pressures for LT tires
  - **Load:** 85% of maximum load rating
  - **Duration:** 30 minutes at each speed step
  - **Ambient:** 38°C
Endurance Test

- **Purpose:** To evaluate tire performance for an extended duration
- **Upgrade:** Mainly through higher test speed
- **Test Parameters**
  - Test Speed: 120 km/h
  - Inflation Pressure: 180 kPa for P-metric tires; higher pressures for LT tires
  - Test Load: 85/90/100% of maximum
  - Duration: 4/6/24 hours (Total 34 hours)
  - Ambient: 38°C
Highlights of Final Rule

Low Pressure Test

- **Purpose:** To evaluate tire performance at TPMS low pressure threshold
- **New Requirement**
- **Test Parameters**
  - Use same tire that completed Endurance test
  - Test Speed: 120 km/h
  - Inflation Pressure: 140 kPa for P-metric tires; higher inflation pressures for LT tires
  - Test Load: 100% of the maximum load rating
  - Duration: 90 minutes
  - Ambient: 38°C
Purpose: To evaluate tire resistance to bead becoming unseated from the rim during severe vehicle maneuvers

Test is unchanged from FMVSS 109 for passenger car tires and has been extended to light truck tires

Agency plans to conduct research for a new or revised test
**Highlights of Final Rule**

**Strength Test**

- **Purpose:** To evaluate tire impacting a road hazard
- **Test is unchanged for passenger car and light truck tires.** Requirements adopted from FMVSS 109 for passenger car tires and FMVSS 119 for light truck tires
- **Agency plans to conduct research for a new or revised test**
Highlights of Final Rule

Aging Effects Test

- **Purpose:** To evaluate tire performance as a result of aging
- **Agency** delayed adoption of tire aging requirements due to lack of time to complete research
- **Research** is continuing and will focus on oven aging and long-term durability endurance tests
- **NPRM** on aging expected to be published 2 years after final rule
**SUMMARY**

**Next Steps**

- Petition for Reconsideration closed August 11, 2003

- Currently reviewing 7 petitions for reconsideration

- Main issues of petitions: 1) reduced stringency for light truck tires; 2) applicability; and 3) exemption for specialty tires

- Agency to decide on these issues and will publish response to petitions in the Federal Register
Status of TPMS

Rulemaking

- **TPMS** (Docket 8572)
  - Final Rule published June 5, 2002
  - 13 Petitions for reconsideration received
  - Main issues: 1) replacement tire; 2) road test conditions for warning lamp activation
  - Consumer Groups sued Agency to prevent use of 1-tire, 30% under-inflated TPMS
  - U.S. Court of Appeals invalidated final rule and mandated new final rule having 4-tire, 25% under-inflated system
Next Steps for TPMS

Rulemaking

- Special Order issued to Vehicle Manufacturers and TPMS Suppliers in September 2003 requesting information on production capacity and TPMS development plans
- Information will help agency decide on new effective dates to comply with Court ruling
- New final rule is expected to be issued early 2004
Status of Tire Labeling Rulemaking

**Tire Labeling** (Docket 11157 & 13678)
- Final Rule published November 18, 2002
- 7 Petitions for reconsideration received
- Review and Approval process almost completed
- Final Rule – response to petitions for reconsideration will be published after review/approval process
**Heavy Truck Tire Research (Docket 13707)**

- TREAD Act requires NHTSA to upgrade FMVSS 119
- Research initiated on endurance and high speed performance of new and retreaded tires
- Currently, retreaded tires for heavy vehicles are not required to comply with any performance requirements
- Test matrix evaluates tire performance at different speeds, inflation pressures, loads and duration.
- Phase I testing completed in September 2003; Phase II to begin in late-November
- Based on test results, NHTSA will make decision on whether to proceed with rulemaking