

**United States of America Request to List Regulations in
The Compendium of Candidates
New Pneumatic Tires for Light Vehicles**

The United States of America requests that the following Federal Motor Vehicle Safety Standard (FMVSS) be listed in the Compendium of Candidates:

FMVSS 139 – New Pneumatic Tires for Light Vehicles

Description of Regulations

This standard specifies tire dimensions, testing requirements, labelling requirements, and defines tire load ratings. It applies to new pneumatic tires for use on motor vehicles (other than motorcycles and low speed vehicles) that have a gross vehicle weight rating (GVWR) of 10,000 pounds or less and that were manufactured after 1975. The final rule is effective June 1, 2007 with voluntary compliance permitted before that date.

Safety Benefits

The regulation will increase the strength, endurance, and heat resistance of tires by raising the stringency of the existing standard on endurance and high-speed tests and by requiring a low-pressure performance test. The agency anticipates that tires that meet these tests will experience fewer tire failures. For a fuller discussion of the benefits, see the agency's Final Regulatory Evaluation (FRE). A copy of the FRE is attached to this memorandum.

Estimated Costs

The following is a summary of the costs associated with the performance requirements contained light vehicle tire standard. It is based on the increased stringency of the high speed and endurance tests and the addition of a low inflation pressure performance test.

NHTSA anticipates that between 5 percent and 11 percent of the combined sales of P-metric and LT tires will not pass the adopted tests. There are an estimated 287 million light vehicle tires sold of which 5 to 11 percent might increase in price by \$0.25 to \$1 per tire. The overall annual cost for new original equipment and replacement tires is estimated at \$3.6 million (287 million tires x .05 x \$0.25) to \$31.6 million (287 million tires x .11 x \$1) and the net costs per equivalent life saved will be about \$5 million based on the mid-point of cost and discounted benefits estimates.

We do not anticipate an increase in costs for the road hazard impact and bead unseating tests because our testing indicates that all current production tires pass these tests.

The final rule is estimated to increase test costs by \$76.40 per tire model tested. With about 5,540 tire models tested annually, the incremental test costs are estimated to be \$423,000 per year. The final rule will not require any new or different testing equipment than that currently used by tire manufacturers.

Attachments:

FMVSS No. 139 Regulatory Text - New Pneumatic Tires for Light Vehicles
Final Regulatory Evaluation (FRE) for New Pneumatic Tires for Light Vehicles
