49 CFR 574.5

Tire Identification Number (TIN)

US DOT
Standardized TIN Format

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574.5
Regulatory Requirement

• Tire TIN Graphic (574.5)

DOT XX XX XXX XXXX

- Not part of TIN
- Plant Code
  - XX for New Tires
  - R XXX for Retreads
- Tire Size Code
  - Up to 2 symbols
- Tire Type Code (Optional Code)
  - Up to 4 symbols
- Date Code
  - 4 digits

Spaces optional
Approach

- Agency is planning to update TIN
- DOT / GTR consensus is sought
  - Use 3-symbol PC for new (and retreads)
    PP $\rightarrow$ PPP
  - Standardize TIN format
  - Date Code: no change
    - Same requirement, length, position
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
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
574.5

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
Next Steps

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