



INFORMATION SERVICE BULLETIN

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PASSENGER AND LIGHT TRUCK USED TIRES

INTRODUCTION & PURPOSE

This tire information service bulletin applies to passenger and light truck tires, for use on light vehicles¹. Once tires are applied to a vehicle and put into service (this includes spare tires), they are considered “used”. The purpose of this bulletin is to address the potential risk associated with the installation of used tires that have uncertain or unknown history of use, maintenance or storage conditions. Such tires may have damage that could eventually lead to tire failure. This bulletin pertains to used tires installed as replacement tires or as equipped on a used vehicle².

Not all tire damage that can lead to tire failure is outwardly visible. For instance, improper repairs or damage to a tire’s innerliner can only be observed by inspecting the inside of the tire, demounted from the wheel. A qualified tire service professional should inspect the internal and external condition of the used tires prior to application. In the case of a used vehicle purchased by a consumer, the only way to determine the condition of its tires is to have them demounted by a tire service professional for the same type of inspection.



Driving on damaged tires is dangerous. A damaged tire can suddenly fail leading to situations that may result in serious personal injury or death. Tires should be regularly inspected by a qualified tire service professional.

RMA DOES NOT recommend the installation of used tires that exhibit any of the following characteristics:

- Any punctures or other penetrations, whether repaired or not.
NOTE: This is not meant to preclude the proper repair of a tire installed on a consumer’s vehicle when the consumer is aware of the tire’s history. (See RMA “Puncture Repair Procedures for Passenger and Light Truck Tires” wall chart.)
- Any innerliner or bead damage.
- Indication of internal separation, such as bulges or local areas of irregular/fast treadwear indicating possible tread or belt separation.
- Indication of run-flat, under inflated and/or overloaded damage (e.g. innerliner abrasion, mid- to upper sidewall abrasion and stamping deterioration, delamination, or discoloration, excessive tread shoulder wear, etc.).

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- Any damage or wear exposing the body material of the tire — cuts, cracks, bulges, scrapes, ozone cracking/weather checking, impact damage, punctures, splits, snags, etc.
- Defaced or removed DOT tire identification number (TIN), which is located on the tire sidewall.
- Involved in a recall or a replacement program.
- Inadequate tread depth for continued service (i.e. nearly worn out). Tires with a tread depth of 2/32” or less at any point on the tire are worn out.
- Currently mounted on a rim that is bent, dented, cracked or otherwise damaged.
- Evidence of improper storage³ .
- Chemical, fire, excessive heat damage, or other environmental damage.
- Designated as a “scrap tire” or otherwise not intended for continued highway service.
- Evidence of prior use of tire repair sealant.
- Altered to look like new tires (e.g. a regrooved tread).
- Labeled on the sidewall as “Not For Highway Use”, “NHS”, “For Racing Purposes Only”, “Agricultural Use Only”, “SL” (service limited agricultural tire), or any other indication that the tire is barred from use on public thoroughfares.
- Any other condition which would be cause for permanent removal from service. For more about out-of-service tire conditions, refer to the Tire Industry Association’s “Passenger and Light Truck Tire Conditions Manual”⁴.

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ENDNOTES

- 1** As defined by 49 CFR Part 571.139, Federal Motor Vehicle Safety Standard (FMVSS) No. 139, light vehicles are motor vehicles with a gross vehicle weight rating (GVWR) of 10,000 lbs. or less. Tire sizes for light vehicles include all passenger car tires and light truck tire sizes (through Load Range E). This bulletin does not address retreaded passenger and light truck (LT) tires.
- 2** Before replacing tires, ALWAYS refer to the vehicle manufacturer’s replacement tire instructions in the owner’s manual. Also refer to the vehicle and tire owner’s manuals for additional important tire maintenance and safety information applicable to new and used tires. For more information about tire replacement, please refer to the RMA “Replacement Guidelines for Passenger and Light Truck Tires” manual.
- 3** See RMA TISB Vol. 23 about tire storage recommendations.
- 4** Visit www.tireindustry.org for details.

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