

TIRE INSPECTION GUIDE

This guide applies to automobile and light truck tires, including retreaded and repaired tires. It may be used by service garages, tire dealers, state motor vehicle inspection stations, etc., to inspect mounted tires, rims, and wheels.

On front-wheel-drive vehicles, the front tires may wear more rapidly than the rear tires because the front tires provide driving traction, in addition to performing the usual steering and stopping functions. For this reason, manufacturers of front-wheel-drive vehicles recommend these tires be rotated as stated in the owner's manual. (See Tire Rotation Patterns on page 33.) Rotating tires on any vehicle will usually minimize irregular wear and result in prolonged tire life.

Tires should be inspected regularly for excessive or irregular tread wear, scrapes, bulges, aging, fabric breaks, cuts, snags, impact damage deep cracks, splits, or other damages. If the above are present, deflate the tire, remove and inspect it to determine if it should be replaced or repaired. Remove any nails, stones, glass, etc., embedded in the tread to prevent further damage. Neglected minor damage can lead to tire failure.

Replace tires when tread is worn to a depth of $2/32$ nds inch remaining in two or more adjacent grooves. **Built-in treadwear indicators or "wear bars", which look like narrow strips of smooth rubber across the tread, will appear on the tire when that point of wear is reached. When these wear bars can be seen, the tire is worn out and it's time to replace it.** (See treadwear indicators or "wearbars" drawing on page 22.)

On vehicles with GVWR in excess of 10,000 pounds, federal regulations require that tires on the front axle be removed when worn down to a depth of $4/32$ nds inch. It may also be desirable to replace tires prior to wearing down to a depth of $4/32$ nds inch to improve traction or vehicle handling.

Damage can occur to the inner portions of the tire without being visible on the outside. **If while driving, your vehicle experiences a sudden vibration or ride disturbance and/or you suspect that possible damage to the tires or vehicle has occurred, immediately reduce your speed. Drive with caution until you can safely pull off the road. Stop and inspect the tire. If the tire is underinflated or damaged, deflate, remove the tire and rim and replace it with your spare. If you can not detect a cause, have the vehicle towed to the nearest vehicle or tire dealer to have the vehicle inspected.**

SIDEWALL INDENTATIONS IN RADIAL TIRES

This indentation is not uncommon to radial tires and does not affect the performance of the tire. Radial tire body ply cords run straight across the tire from bead to bead. Because of this construction, the joining of the ply material in the sidewall area may sometimes cause a slight indentation.

If bulges, rather than indentations, appear on the sidewall or if there is any question concerning the sidewall appearance, the tire should not be used unless approved by the tire manufacturer or its representative.

Sidewall
Indentation

