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Tires

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Tires

Sec. 14-98a-1. Definitions

As used in sections 14-98a-1 to 14-98a-4, inclusive: (1) "Tread depth" includes both original, retread and recap tread design; and, in addition to the foregoing, in respect to special mileage commercial tires, recut or regrooved tread design; (2) a "special mileage commercial tire" means a tire manufactured with an extra layer of rubber between the cord body and original tread design, which extra layer is designed for the purpose of recutting or regrooving.

(Effective February 20, 1968.)

Sec. 14-98a-2. Unsafe conditions

No tire shall be deemed to be in safe operating condition if such tire: (1) Has a fabric break, or a cut in excess of one inch in any direction as measured on the outside of the tire and deep enough to reach the body cords, or has been repaired by the use of blowout patches or boots; or (2) has any bump, bulge or knot related to separation or partial failure of the tire structure; or (3) has any portion of the ply or cord structure exposed; or (4) has a portion of the tread design completely worn, and such worn portion is of sufficient size to affect the traction and stopping ability of the tire.

(Effective February 20, 1968.)

Sec. 14-98a-3. Tire tread depth

Tire tread depth shall be measured by a tread depth gauge which shall be of a type calibrated in thirty-seconds of an inch. Readings shall be taken in a major tread groove of the tire nearest the center at two points of the circumference at least fifteen inches apart. Readings for a tire which has the tread design running across the tire shall be taken at or near the center of the tire at two points of the circumference at least fifteen inches apart.

(Effective February 20, 1968.)

Sec. 14-98a-4. Unsafe tread depth

No tire shall be deemed to be in safe operating condition if such tire is worn to the point where less than two-thirty-seconds of an inch of tread depth remains at both points at which gauge readings are obtained.

(Effective February 20, 1968.)