

Placement of Passenger and Light Truck “Used” or “Partially Worn” Tires on Light Vehicles¹

Toyo Tires cautions that “used” or “partially worn” Passenger and Light Truck Tires that have an uncertain or unknown service history pose a potential safety risk. This pertains to “used” or partially worn tires that are purchased as replacement tires or as equipped on a used vehicle. Such tires may have hidden damages from improper service application, overloading, underinflation, and poor maintenance or storage conditions.



WARNING

Never drive on a tire if there is any evidence of damage. Driving on a damaged tire is dangerous. A damaged tire could suddenly fail, which may result in a loss of vehicle control and lead to serious personal injury or death.

Toyo recommends that any “used or “partially worn” tires exhibiting the following conditions, after a thorough internal and external inspection by a tire professional, should be deemed unsafe and unusable and not be returned to service:

- Any tires with penetrations or punctures, whether repaired or not.
(This precludes tires that are installed on a consumer’s vehicle when the tire’s history is known and the tire has been repaired properly according to RMA “Puncture repair Procedures for Passenger and Light Truck Tires” wall chart.)
- Tires that have been temporarily repaired through the use of aerosol sealants.
- Tires with any innerliner or bead damage.
- Tires with signs of internal component detachment such as bulges in the side wall or innerliner along with localized areas of irregular/fast wear of the tread surface.
- Tires that have indication of runflat, underinflation or load related damages such as innerliner abrasion, exterior middle to upper sidewall discoloration or abrasion, stamping deterioration, component delamination or excessive irregular treadwear.
- Tires with any damage or wear that exposes the body material of the tire through cuts, cracks, bulges, scrapes, weather cracking, impact damage, punctures, splits or snags.

- Any tires that have missing or defaced the DOT Tire Identification Number (TIN) located on the sidewall, or that have been designated as scrap.
- Any tires known to be involved in a recall or replacement program.
- Any tires that are worn; i.e. having usable tread depth 2/32nds of an inch, or less.
- Tires that have been regrooved or made to look like new.
- Tires that show evidence of improper storage.
- Tires that are currently mounted on a damaged wheel/rim; e.g. bent, dented or cracked, etc.
- Tires that have been exposed to chemicals, excessive heat, fire or other environmental damage.
- Tires that are labeled or marked on the sidewall as “Not for Highway Use (NHS), “For Racing or Competition Use Only”, or any other description that indicates the tire is barred from use on public thoroughfares.

This list is not all-inclusive. A tire may exhibit other conditions that may deem them to be unusable or unsafe. Tires should be checked by a tire professional for possible service damage.

Certain states and localities may limit or prohibit the sale of “Used” tires. Check local laws to see if these restrictions are applicable in your area.

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 (LT) tires sizes (through Load Range E). This bulletin does not address retreaded passenger and light truck (LT) tires.

For more information, please contact Toyo Tire U.S.A. Corp.’s Consumer Relations Department at (800) 442-8696.

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