

MAINE STATE LEGISLATURE

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ONE HUNDRED AND FIFTH LEGISLATURE

Legislative Document

No. 279

H. P. 212

House of Representatives, January 20, 1971

Referred to Committee on Transportation. Sent up for concurrence and ordered printed.

BERTHA W. JOHNSON, Clerk

Presented by Mr. Birt of East Millinocket.

STATE OF MAINE

IN THE YEAR OF OUR LORD NINETEEN HUNDRED
SEVENTY-ONE

**AN ACT Providing for Tire Requirements for Vehicles Upon Public
Highways.**

Be it enacted by the People of the State of Maine, as follows:

Sec. 1. R. S., T. 29, § 1371-A, additional. Title 29 of the Revised Statutes is amended by adding a new section 1371-A to read as follows:

§ 1371-A. Tire requirements

It shall be unlawful to operate or draw a vehicle upon the public highways of this State unless such vehicle is equipped with tires in safe operating condition. No tire mounted on a vehicle shall be deemed to be in safe operating condition unless it meets the visual and tread depth requirements set forth in this section. A spare tire shall not be deemed to be a "tire mounted on a vehicle" for the purpose of this section.

No person shall use on a highway a pneumatic tire when the tire is so worn it has a tread depth of less than $\frac{2}{32}$ nds of an inch measured in any 2 tread grooves at 2 locations equally spaced around the circumference of the tire, or for those tires with tread wear indicators, a tire shall be considered unsafe if it is worn to the point that the tread wear indicators contact the road in any 2 tread grooves at 2 points equally spaced around the circumference of the tire.

1. Method of measuring tread depth. Tire tread depth shall be measured by a tread depth gauge which shall be of a type calibrated in $\frac{32$ nds of an inch. Readings shall be taken in 2 major tread grooves of the tire at 2 points of the circumference not closer than 15 inches. Readings for a tire which has the tread design running across the tire or for a siped tire, where such

tread design is permitted, shall be taken at or near the center of the tire at 2 points of the circumference not closer than 15 inches.

2. Definitions.

A. "Special mileage commercial tire" shall mean 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, and which tire is specifically labeled as a special mileage commercial tire.

B. "Tire tread" is that portion of the tire consisting of the ribs and grooves which comes in contact with the roadway.

C. "Tread depth" shall mean the amount of tread design on the tire. Tread depth includes both original, retread and recap tread design; and, in respect to special mileage commercial tires, recut, regrooved and siped tread design.

3. Tread depth and visual requirements. No tire shall be deemed to be in safe operating condition if such tire has:

A. Less than $\frac{2}{32}$ nds of an inch of tread depth at both points at which gauge readings are obtained; or

B. A fabric break, or 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 temporarily by the use of blowout patches or boots; or

C. Any bump, bulge or knot related to separation or partial failure of the tire structure; or

D. Any portion of the ply or cord structure exposed; or

E. A portion of the tread design completely worn, provided such worn portion is of sufficient size to affect the traction and stopping ability of the tire.

4. Exemptions. Farm trailers, self-propelled combines, self-propelled corn and hay harvesting machines and farm tractors used exclusively for agricultural purposes are exempt from this section.

STATEMENT OF FACT

The purpose of this bill is to allow better traction between tires and the highway and is intended as another effort to lower the number of highway accidents.