

MAINE STATE LEGISLATURE

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ONE HUNDRED AND SIXTH LEGISLATURE

Legislative Document

No. 1380

H. P. 1051

House of Representatives, March 6, 1973

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

E. LOUISE LINCOLN, Clerk

Presented by Mr. Goodwin of South Berwick.

STATE OF MAINE

IN THE YEAR OF OUR LORD NINETEEN HUNDRED
SEVENTY-THREE

AN ACT Relating to Tread Depth of Motor Vehicle Tires.

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

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. Tread depth of motor vehicle tires

1. Tire requirements. It shall be unlawful to operate a motor vehicle or trailer upon the public highways unless such motor vehicle or trailer is equipped with tires in safe operating condition in accordance with requirements established by the Department of Transportation. No tire mounted on a motor vehicle or trailer shall be deemed to be in safe operating condition unless it meets the visual and tread depth requirements set forth in this section.

A. Definitions

(1) "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.

(2) "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 labelled as a special mileage commercial tire.

B. Visual requirements. No tire shall be deemed to be in safe operating condition if such tire has:

- (1) 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 temporarily by the use of blowout patches or boots; or
- (2) Any bump, bulge or knot related to separation or partial failure of the tire structure; or
- (3) Any portion of the ply or cord structure exposed, or
- (4) A portion of the tread design completely worn, provided such worn portion is of sufficient size to effect the traction and stopping ability of the tire.

C. Method of measuring tread depth. Tire tread depth shall be measured by a tread depth gauge which shall be of a type calibrated in $\frac{1}{32}$ inch. Readings shall be taken in a major tread groove of the tire nearest the center 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.

D. Tread depth requirements. No tire shall be deemed to be in safe operating condition if such tire is worn to the point where less than $\frac{2}{32}$ inch of tread design remains at both points at which gauge readings are obtained.

E. Exemptions. Farm vehicles such as self-propelled combines, self-propelled corn and hay harvesting machines and tractors used exclusively for agricultural purposes are exempt from this section.

STATEMENT OF FACT

The purpose of this bill would be to prohibit the use of tires whose tread is worn to the point where less than $\frac{2}{32}$ inch of tread remains.