

Except in the case of a vehicle which has a speed attainable in 2 miles of 50 mph or less, the sum of the maximum load ratings of the tires fitted to an axle shall be not less than the gross axle weight rating (GAWR) of the axle system as specified on the vehicle's certification label required by 49 CFR part 567. If the certification label shows more than one GAWR for the axle system, the sum shall be not less than the GAWR corresponding to the size designation of the tires fitted to the axle. If the size designation of the tires fitted to the axle does not appear on the certification label, the sum shall be not less than the lowest GAWR appearing on the label. When a tire subject to FMVSS No. 109 or 139 is installed on a multipurpose passenger vehicle, truck, bus, or trailer, the tire's load rating shall be reduced by dividing by 1.10 before calculating the sum (*i.e.*, the sum of the load ratings of the tires on each axle, when the tires' load carrying capacity at the recommended tire cold inflation pressure is reduced by dividing by 1.10, must be appropriate for the GAWR).

\* \* \* \* \*

S5.3 Each vehicle shall show the information specified in S5.3.1 and S5.3.2 and, in the case of a vehicle equipped with a non-pneumatic spare tire, the information specified in S5.3.3, in the English language, lettered in block capitals and numerals not less than 2.4 millimeters high and in the format set forth following this paragraph. This information shall appear either—

(a) After each GAWR listed on the certification label required by § 567.4 or § 567.5 of this chapter; or at the option of the manufacturer,

(b) On the tire information label affixed to the vehicle in the manner, location, and form described in § 567.4 (b) through (f) of this chapter as appropriate of each GVWR–GAWR combination listed on the certification label.

\* \* \* \* \*

■ 6. Section 571.139 is amended by revising S3 and S5, adding S5.1 through S5.4, adding the text of S6, and adding S6.1 through S6.6 to read as follows:

**§ 571.139 Standard No. 139; New pneumatic radial tires for light vehicles.**

\* \* \* \* \*

**S3. Definitions**

**Bead** means the part of the tire that is made of steel wires, wrapped or reinforced by ply cords and that is shaped to fit the rim.

**Bead separation** means a breakdown of the bond between components in the bead.

**Bias ply tire** means a pneumatic tire in which the ply cords that extend to the beads are laid at alternate angles substantially less than 90 degrees to the centerline of the tread.

**Carcass** means the tire structure, except tread and sidewall rubber which, when inflated, bears the load.

**Chunking** means the breaking away of pieces of the tread or sidewall.

**Cord** means the strands forming the plies in the tire.

**Cord separation** means the parting of cords from adjacent rubber compounds.

**Cracking** means any parting within the tread, sidewall, or inner liner of the tire extending to cord material.

**CT** means a pneumatic tire with an inverted flange tire and rim system in which the rim is designed with rim flanges pointed radially inward and the tire is designed to fit on the underside of the rim in a manner that encloses the rim flanges inside the air cavity of the tire.

**Extra load tire** means a tire designed to operate at higher loads and at higher inflation pressures than the corresponding standard tire.

**Groove** means the space between two adjacent tread ribs.

**Innerliner** means the layer(s) forming the inside surface of a tubeless tire that contains the inflating medium within the tire.

**Innerliner separation** means the parting of the innerliner from cord material in the carcass.

**Light truck (LT) tire** means a tire designated by its manufacturer as primarily intended for use on lightweight trucks or multipurpose passenger vehicles.

**Load rating** means the maximum load that a tire is rated to carry for a given inflation pressure.

**Maximum load rating** means the load rating for a tire at the maximum permissible inflation pressure for that tire.

**Maximum permissible inflation pressure** means the maximum cold inflation pressure to which a tire may be inflated.

**Measuring rim** means the rim on which a tire is fitted for physical dimension requirements.

**Open splice** means any parting at any junction of tread, sidewall, or innerliner that extends to cord material.

**Outer diameter** means the overall diameter of an inflated new tire.

**Overall width** means the linear distance between the exteriors of the sidewalls of an inflated tire, including elevations due to labeling, decorations, or protective bands or ribs.

**Ply** means a layer of rubber-coated parallel cords.

**Ply separation** means a parting of rubber compound between adjacent plies.

**Pneumatic tire** means a mechanical device made of rubber, chemicals, fabric and steel or other materials, that, when mounted on an automotive wheel, provides the traction and contains the gas or fluid that sustains the load.

**Radial ply tire** means a pneumatic tire in which the ply cords that extend to the beads are laid at substantially 90 degrees to the centerline of the tread.

**Reinforced tire** means a tire designed to operate at higher loads and at higher inflation pressures than the corresponding standard tire.

**Rim** means a metal support for a tire or a tire and tube assembly upon which the tire beads are seated.

**Section width** means the linear distance between the exteriors of the sidewalls of an inflated tire, excluding elevations due to labeling, decoration, or protective bands.

**Sidewall** means that portion of a tire between the tread and bead.

**Sidewall separation** means the parting of the rubber compound from the cord material in the sidewall.

**Test rim** means the rim on which a tire is fitted for testing, and may be any rim listed as appropriate for use with that tire.

**Tread** means that portion of a tire that comes into contact with the road.

**Tread rib** means a tread section running circumferentially around a tire.

**Tread separation** means pulling away of the tread from the tire carcass.

**Treadwear indicators (TWI)** means the projections within the principal grooves designed to give a visual indication of the degrees of wear of the tread.

**Wheel-holding fixture** means the fixture used to hold the wheel and tire assembly securely during testing.

\* \* \* \* \*

**S5. General requirements**

**S5.1. Size and construction.** Each tire shall fit each rim specified for its size designation in accordance with S4.1.

**S5.2. Performance requirements.** Each tire shall conform to each of the following:

(a) It shall meet the requirements specified in S6 for its tire size designation, type, and maximum permissible inflation pressure.

(b) It shall meet each of the applicable requirements set forth in paragraphs (c) and (d) of this S5.2, when mounted on a model rim assembly corresponding to any rim designated by the tire manufacturer for use with the tire in accordance with S4.

(c) Except in the case of a CT tire, its maximum permissible inflation pressure