

employment agency or any other person, agency, or organization engaged in the selection or evaluation of personnel which makes its selections or evaluations of personnel wholly or partially on the basis of the results of any test shall have available evidence that any test used by such person, agency, or organization is in conformance with the requirements of this section.

#### § 5A-12.850-5 Use of validity studies.

In cases where the validity of a test cannot be determined pursuant to § 5A-12.850-3 (e.g., the number of subjects is less than that required for a technically adequate validation study, or an appropriate criterion measure cannot be developed), evidence from validity studies conducted in other organizations, such as that reported in test manuals and professional literature, may be considered acceptable when: (a) The studies pertain to jobs which are comparable (i.e., have basically the same task elements), and (b) there are no major differences in contextual variables or sample composition which are likely to significantly affect validity.

#### § 5A-12.850-6 Assumptions of validity.

(a) The general reputation of a test, its author or its publisher, or casual reports of test utility will not be accepted in lieu of evidence of validity. Specifically ruled out are: Assumptions of validity based on test names or descriptive labels; all forms of promotional literature; data bearing on the frequency of a test's usage; testimonial statements of sellers, users, or consultants; and other nonempirical or anecdotal accounts of testing practices or testing outcomes.

(b) Although professional supervision of testing activities may help greatly to insure technically sound and nondiscriminatory test usage, such involvement alone shall not be regarded as constituting satisfactory evidence of test validity.

#### § 5A-12.850-7 Continued use of tests.

(a) A contractor may be permitted to continue the use of a test which is not at the moment fully supported by the required evidence of validity. If, for example, evidence of criterion-related validity in a specific setting is technically feasible and required but not yet obtained, the use of the test may continue. Provided: (a) The contractor can cite substantial evidence of validity as described in § 5A-12.850-5, and (b) he has in progress validation procedures which are designed to produce, within a reasonable time, the additional data required. It is expected also that the contractor may have to alter or suspend test cutoff scores so that score ranges broad enough to permit the identification of criterion-related validity will be obtained.

(b) Contractors should provide an opportunity for retesting and reconsideration to earlier "failure" candidates who have availed themselves of more training or experience.

#### § 5A-12.850-8 Other selection techniques.

Selection techniques other than tests may be improperly used so as to have

the effect of discriminating against minority groups or women. Such techniques include, but are not restricted to, unscored or casual interviews, unscored application forms, and unscored personal history and background requirements not used uniformly as a basis for qualifying or disqualifying applicants. Where there are data suggesting employment discrimination, the contractor may be called upon to present evidence concerning the validity of his unscored procedures regardless of whether tests are also used, the evidence of validity being of the same types referred to in §§ 5A-12.850-2 and 5A-12.850-3. If the contractor is unable or unwilling to perform such validation studies, he has the option of adjusting employment procedures so as to eliminate the conditions suggestive of employment discrimination.

#### § 5A-12.850-9 Compliance reviews.

(a) Nothing in this section shall be interpreted as diminishing a contractor's obligation under both Title VII of the Civil Rights Act of 1964 and Executive Order 11246, as amended, to take affirmative action to insure that applicants or employees are treated without regard to race, color, religion, sex, or national origin.

(b) The principle of disparate or unequal treatment must be distinguished from the concept of test validation. Disparate treatment, for example, occurs where members of a group protected by Executive Order 11246, as amended, have been denied the same opportunities for hire, transfer, or promotion as have been made available to other employees or applicants. Those employees or applicants who can be shown to have been denied equal treatment because of prior discriminatory practices or policies must at least be afforded the same opportunities as had existed for other employees or applicants during the period of discrimination. Thus, no new test or other employee selection standard can be imposed upon an individual or class of individuals protected by Executive Order 11246, as amended, who, but for this prior discrimination, would have been granted the opportunity to qualify under less stringent selection standards previously in force.

(c) A contractor regularly using a test which has adversely affected the opportunities of minority persons or women for hire, transfer, promotion, training, or retention violates Executive Order 11246, as amended, unless he can demonstrate that he has validated the test pursuant to the requirements of this section.

(d) Each contractor shall maintain, and submit upon request, such records and documents relating to the nature and use of tests, the validation of tests, and test results, as may be required under the provisions of this section and under the orders and directives issued by the Office of Federal Contract Compliance.

(e) The use of tests and other selection techniques by contractors as qualification standards for hire, transfer, promotion, training, or retention shall be examined carefully for possible indications

of noncompliance with the requirements of Executive Order 11246, as amended.

(f) A determination of noncompliance pursuant to the provisions of this part shall be grounds for the imposition of sanctions under Executive Order 11246, as amended.

The table of contents for Part 5A-16 is amended to add the following new entries:

|                |                                                                                                |
|----------------|------------------------------------------------------------------------------------------------|
| 5A-16.901-98   | Standard Form 98, Notice of Intention to Make a Service Contract and Response to Notice.       |
| 5A-16.901-99   | Standard Form 99, Notice of Award of Contract.                                                 |
| 5A-16.950-1953 | GSA Form 1953, Nondiscrimination Survey of Government Contractor.                              |
| 5A-16.951      | Department of Defense forms.                                                                   |
| 5A-16.951-254  | DD Form 254, Contract Security Classification Specification.                                   |
| 5A-16.954      | Department of Labor forms.                                                                     |
| 5A-16.954-1313 | Department of Labor, WH Publication 1313, Notice to Employees Working on Government Contracts. |

NOTE: Copies of the above forms identified in this Part 5A-16 are filed with the original document.

(Sec. 205(e), 63 Stat. 390; 40 U.S.C. 486(c); 41 CFR 5-1.101(c))

**Effective date.** These regulations are effective on the date shown below.

Dated: December 7, 1973.

M. J. TIMBERS,  
Commissioner, ESS.

[FR Doc. 74-48 Filed 1-3-74; 8:45 am]

## CHAPTER 114—DEPARTMENT OF THE INTERIOR

### PART 114-26—PROCUREMENT SERVICES AND PROGRAMS

#### Subpart 114-26.6—Procurement Sources Other Than GSA

##### CHANGE OF REFERENCE

Pursuant to the authority of the Secretary of the Interior contained in 5 U.S.C. 301 and sec. 205(c), 63 Stat. 390; 40 U.S.C. 486(c), Subpart 114-26.6, Title 41 of the Code of Federal Regulations, is amended as set forth below.

This amendment is issued to change the reference in 114-26.600-50(c) to the "Internal Revenue Service" (2 places) to read "Bureau of Alcohol, Tobacco and Firearms". It is, therefore, determined that the public rulemaking procedure is unnecessary and this amendment will become effective on January 4, 1974.

RICHARD R. HITE,  
Deputy Assistant Secretary  
of the Interior.

DECEMBER 21, 1973.

#### § 114-26.600-50 [Amended]

In the first and last sentences of § 114-26.600-50(c), delete the words "Internal Revenue Service" and substitute the words "Bureau of Alcohol, Tobacco and Firearms".

[FR Doc. 74-212 Filed 1-3-74; 8:45 am]

**Title 45—Public Welfare**  
**CHAPTER XII—ACTION**

**PART 1205—SERVICE CORPS OF RETIRED EXECUTIVES (SCORE) AND ACTIVE CORPS OF EXECUTIVES (ACE)—PAYMENT OF OUT-OF-POCKET EXPENSES**

By virtue of the authority vested in me by section 302(c)(2) of the Domestic Volunteer Service Act of 1973, P.L. 93-113, 87 Stat. 404, I hereby prescribe regulations which will appear as title 45, Chapter XII, Part 1205 of the Code of Federal Regulations. This provides for the payment of certain necessary out-of-pocket and travel expenses incident to the provision of services by SCORE and ACE volunteers. In that the material contained herein is a matter relating to interpretative rules, the relevant provisions of the Administrative Procedure Act (5 U.S.C. 553) requiring notice of proposed rule making, opportunity for public participation and delay in effective date are inapplicable. Pursuant to section 420 of Pub. L. 93-113, ACTION regulations are effective on February 4, 1974.

In accordance with the spirit of the public policy set forth in 5 U.S.C. 553, interested persons may submit written comments, or suggestions to the Director of ACTION, 806 Connecticut Avenue, N.W., Washington, D.C. 20525. Attention: Deputy Associate Director for SCORE/ACE Programs. Material thus submitted will be evaluated and acted upon in the same manner as if this document were a proposal. Until such time as further changes are made, however, part 1205 as set forth herein shall remain in effect.

In consideration of the foregoing, Chapter XII of Title 45 of the Code of Federal Regulations is amended, effective February 4, 1974 as follows:

- Sec.  
1205.1 Introduction.  
1205.2 Reimbursement for expenses within 50 miles.  
1205.3 Reimbursement for expenses beyond 50 miles.  
1205.4 Conferences.  
1205.5 Other expenses.

**AUTHORITY:** The provisions of this Part 1205 issued pursuant to Sections 302(c)(2), 402(14) and 420 of P.L. 93-113, 87 Stat. 404, 407 and 414.—U.S.C.—.

**§ 1205.1 Introduction.**

The Domestic Volunteer Service Act of 1973, P.L. 93-113, 87 Stat. 394 authorizes the Director of ACTION to reimburse volunteers of the Service Corps of Retired Executives (SCORE) and Active Corps of Executives (ACE) for certain out-of-pocket and travel expenses. The out-of-pocket expenses must be incident to their provision of services under this Act. Travel expenses are authorized while the volunteers are providing services away from their home or regular place of business. Travel expenses include *per diem* in lieu of subsistence.

**§ 1205.2 Reimbursement of expenses within a 50-mile radius of home.**

A volunteer will be reimbursed while performing services within a 50-mile radius of his home or regular place of business for the following expenses: local phone calls, parking fees, public transportation, bus and train fares; local taxi; personal automobile mileage charges authorized by the Standardized Government Travel Regulations; highway and related tolls; and other non-recurring or unusual expenses necessary to the provision of volunteer services approved by the appropriate State or Regional Office.

**§ 1205.3 Reimbursement of expenses for services beyond 50 miles.**

A volunteer may provide services beyond a radius of 50 miles from his home or regular place of business only with the prior approval of the appropriate ACTION Regional or State Office. Upon receipt of such approval he will be reimbursed only for the following expenses:

(a) Automobile travel, including personal automobile mileage charges authorized by Standardized Government Travel Regulations, highway and related tolls; and parking fees.

(b) Other travel, including bus and rail, airplane (where specifically authorized by the appropriate ACTION State or Regional Office official), local taxi, and public transportation.

(c) *Per diem* expenses in lieu of subsistence as authorized by the Standardized Government Travel Regulations.

(d) Miscellaneous expenses including local phone calls and necessary non-recurring or unusual expenses approved by the appropriate ACTION State or Regional Office.

**§ 1205.4 Conferences.**

With prior approval of the appropriate ACTION State or Regional Office, an authorized delegate to SCORE and ACE national, regional, or district conference is authorized to receive travel expenses and *per diem* as provided in § 1205.3. Members of the National SCORE Council may also be reimbursed for necessary expenses to attend authorized meetings and conferences in accordance with the provisions of § 1205.3.

**§ 1205.5 Other expenses.**

The Associate Director for Domestic and Anti-Poverty Operations or his designee may authorize reimbursement for other expenses incident to the provision of volunteer services including but not limited to training, technical materials, and visual aids.

Issued in Washington, D.C. on December 28, 1973.

MICHAEL P. BALZANO,  
Director, ACTION.

[FR Doc.74-326 Filed 1-3-74;8:45 am]

**Title 49—Transportation**

**CHAPTER V—NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION, DEPARTMENT OF TRANSPORTATION**

[Docket No. 25; Notice 7]

**PART 575—CONSUMER INFORMATION REGULATIONS**

**Uniform Tire Quality Grading**

This notice establishes a Consumer Information regulation on Uniform Tire Quality Grading. The notice is based on proposals published March 7, 1973 (38 FR 6194), and August 14, 1973 (38 FR 21939). An earlier proposal, published September 21, 1971 (36 FR 18751) was later withdrawn (April 21, 1972; 37 FR 7903). Comments submitted in response to these proposals have been considered in the preparation of this notice.

The regulation will require tire manufacturers and brand name owners to provide relative grading information for 13-, 14- and 15-inch tire size designations for tire traction, treadwear, and high speed performance. The respective grades will be molded into or onto the tire sidewall, contained in a label affixed to each tire, and provided for examination by prospective purchasers in a form retainable by them at each location where tires are sold. The requirements are effective with respect to passenger cars when they are equipped with new tires bearing quality grades.

**Treadwear.** The regulation requires each tire to be graded for treadwear performance using numbers which indicate the percentage of treadwear the tire will produce when compared to the treadwear obtained from a "control tire" specified in the regulation. Each tire will be graded with either the number "60", representing treadwear performance less than 80 percent of the control tire's, or the number "80", "120", "160" or "200", representing at least that percentage of control tire wear. The grades are fewer in number and represent broader performance ranges than those proposed, as a result of comments that the proposed grades were too numerous and would not take into account inherent differences in tire performance.

The method for obtaining treadwear grades is essentially that proposed in the notice of March 7, 1973. Treadwear grades will be determined by using a convoy of up to four identical passenger cars with one vehicle equipped with four identical control tires, and each of the remaining vehicles equipped with four identical manufacturer's tires (candidate tires) having the same nominal rim diameter as the control tire. The NHTSA intends that the convoy vehicles be driven as similarly as possible with respect to such factors as steering and braking. The vehicles are run for 16,000 miles over a surface that will produce control tire wear equal to between 65 and 85 percent of original tread depth. The proposal had suggested that the tires be worn to 90 percent of tread depth. This

percentage has been reduced to prevent the tires from being worn below their treadwear indicators. The proposal had further suggested that candidate tires be loaded to 100 percent of the load specified for their inflation pressure in the 1972 Tire and Rim Association Yearbook. In response to comments that vehicles are rarely loaded to that extent in practice, the load has been changed to 90 percent of the load specified for the inflation pressure in the 1972 Tire and Rim Association Yearbook. The NHTSA believes the road test method for measuring treadwear to be the most satisfactory that is presently available. Moreover, the method has been used for many years by tire manufacturers to evaluate the treadwear potential of newly developed tire designs and compounds.

Many comments agreed that a 16,000-mile road test was appropriate for grading the treadwear of radial tires. Some comments urged, however, that only a 12,000-mile test be specified for bias and bias-belted tires. The NHTSA has not accepted this recommendation as it believes the comparative data for candidate tires of different construction types will necessarily be more accurate if the comparisons are based on the same degree of control tire wear.

Certain comments referred to the existing national energy shortage, requesting that the agency take into account the problems presented by the shortage in the final requirements. The NHTSA recognizes the degree of energy that will be necessary to perform the appropriate grading tests, particularly with respect to the test for treadwear grading. Research has been undertaken and will continue with a view to reducing the energy needs to establish treadwear performance without adversely affecting the validity of test results. The NHTSA invites suggestions or proposals in this regard, including supportive data, directed to the establishment of alternative methods or tests for grading tire treadwear.

**Traction.** Each tire will bear a traction grade of "90", "105", or "120", representing at least that percentage of control tire performance. The test for obtaining traction grades is similar to that proposed on March 7, 1973. It utilizes a two-wheeled test trailer built essentially to specifications in American Society of Testing and Materials E-274-70, *Skid Resistance of Paved Surfaces Using a Full-Scale Tire*. The test consists of towing the trailer over specified wet test surfaces, equipped first with identical control tires, and then with identical candidate tires of the same rim diameter as the control tire. The average coefficient of friction is computed when one trailer wheel is locked on each of the two surfaces at 20, 40, and 60 miles per hour. The grade, similarly to the treadwear grade, is the comparative difference between candidate and control tire performance. The final rule differs from the notice in that the proposed traction grade representing less than 90 percent of control tire performance has not been included. This results from the notice

proposing to amend Motor Vehicle Safety Standard No. 109 (48 CFR 571.109) (38 FR 31841; November 19, 1973) to require all passenger car tires to achieve at least this level of control tire performance. The NHTSA expects that this requirement will become effective on the effective date of this regulation, thereby necessitating the deletion of the grade. The other grades specified differ from those proposed to the extent that the range between grades has been increased to better allow for inherent gradations in actual tire performance.

Many comments urged that grading for tire traction not be established at this time. The comments argued that the current state of the art has not advanced to the point where reliable and reproducible results can be obtained using the proposed two-wheel trailer method.

The NHTSA believes the traction test issued by this notice, utilizing the two-wheeled trailer, is an objective procedure, capable of producing repeatable results, and is therefore satisfactory for the purpose of measuring and grading straight-line, wet-surface braking traction. In this regard, on the basis of information received from General Motors, that company is presently using the identical methodology in the specifications for tire traction for its "TPC" specification tire. This tire is presently manufactured by numerous domestic tire companies. Moreover, grading tire traction is a necessary adjunct, in the view of NHTSA, to grading tire treadwear, for it is commonly known that treadwear and traction performance result from diverse tire properties. The two tests, therefore, serve as a check that manufacturers will not design tires that perform well in one area at the expense of performance in the other. The minimum traction performance requirement recommended by the comments as a substitute for traction grading is insufficient, in the view of NHTSA, to serve this function alone.

Many comments stated that traction test surfaces should be defined by test surface composition and skid number, rather than by skid number alone as proposed. It was argued that without a surface specification, reversals in tire performance may occur. The NHTSA agrees that the inclusion of precise surface specifications may improve the reliability of traction test results. It has not adopted such specifications in this notice as they have not been previously proposed. However, recent developments have been made in the establishment of test surfaces by the Federal Highway Administration of the Department of Transportation. Test surfaces developed by that agency are proposed in a notice issued concurrently with this notice (1061) for later inclusion in the regulation.

Some comments argued that the description of this grading parameter as "traction" was misleading, as the proposed test dealt only with wet braking traction and not dry pavement or cornering traction. They suggested therefore that the grading parameter be referred to as braking or stopping traction, or as "wet-surface traction." The NHTSA does

not dispute that these other traction properties are important, aspects of tire traction, and expects to add these performance aspects to the traction grading scheme when appropriate test procedures are developed. The NHTSA does not believe, however, that the description of the existing test as "traction" is misleading. The terminology suggested by the comments, in the view of NHTSA, would be overtechnical and unnecessary.

**High speed performance.** High speed performance grades of "A", "B", or "C" are required to be affixed to each tire based on its performance on the high speed laboratory test wheel which is presently used in testing for conformity to Motor Vehicle Safety Standard No. 109. The test utilized is as proposed—an extension of the Standard No. 109 high speed performance test. A tire will be graded "C" if it only passes the Standard No. 109 test. In order to achieve a grade of "B", the tire must run without failure an additional ½ hour at 425 rpm and two additional hours, one at 450 rpm and the other at 475 rpm. To achieve a grade of "A" the tire must be run without failure an additional hour at 500 rpm and another hour at 525 rpm. The NHTSA has recently revised the criteria for tire failure in Standard No. 109 (38 FR 27050; September 28, 1973) and the revised criteria are the criteria included in this rule.

The principal comment regarding the proposed high speed grading format was that it should consist of only two grades—one recommended for general use and the other for use by emergency vehicles. The comments argued that further grading of high speed performance was unnecessary and would promote high speed driving. The NHTSA views the suggested 2-grade scheme as rendering any high speed grade meaningless for most consumers. Essentially, it provides no information other than conformity to Standard No. 109. The NHTSA believes driving habits with respect to speed do differ among the driving population and that the grading scheme should be based on that consideration.

**Control tires.** Both treadwear and traction grades are based on comparative results using a control tire specified in the rule. The control tires are 2-ply, rayon tires of bias construction, in sizes 6.50 x 13, 7.75 x 14, and 8.55 x 15. The control tire in each specified rim diameter will be used in testing all candidate tires having that rim diameter. The precise specifications for the tires are identical to those proposed.

Control tires will be manufactured pursuant to NHTSA contract and will be used in NHTSA compliance testing. They will be made available to the industry for testing purposes, and the NHTSA will accept, for purposes of compliance tests, results based upon their performance. The agency may consider manufacturers who use different test devices to have failed to exercise the due care contemplated by the National Traffic and Motor Vehicle Safety Act should their tires fail to perform to the specified grades when subject to agency tests.

The final rule modifies certain aspects of the proposed rule apart from the grading tests. In response to several comments, labels are not required to be affixed to the tread surface of tires which are furnished as original equipment on new vehicles. These vehicles are generally driven before sale, and labels on the tire tread surface are therefore of questionable value. Information on these tires will still be required to be otherwise furnished with the vehicle, and available for retention by prospective purchasers. The NHTSA did not, however, agree with comments recommending that the affixed label requirement be deleted entirely. Tires are frequently on display in sales outlets, and the affixed label will provide consumers with the clearest understanding of the grades applicable to a particular tire.

The grades molded onto the tire sidewall are required to be placed between the shoulder and the maximum section width, rather than between the maximum section width and the bead as proposed. The NHTSA believes the grades should apply only to the original tire, and the placement of grades above the maximum section width increases the likelihood that grades will be removed if the tire is retreaded.

Certain comments expressed the view that providing information for tires placed on new vehicles and furnishing that information to the NHTSA 30 days before the vehicles are available to the public is difficult to accomplish because of the variety of tire and vehicle combinations involved. The NHTSA does not believe sufficient justification has been shown for deleting these requirements. While some modification may be necessary to existing manufacturer practices, the NHTSA cannot agree that the regulation presents unmanageable problems for manufacturers.

**Effective dates.** September 1, 1974. The NHTSA has issued this notice pursuant to an order of the United States District Court for the District of Columbia. That order specifies that the regulation take effect on September 1, 1974.

In light of the above, sections 575.4 and 575.6 are revised, and a new section 575.104 "Uniform Tire Quality Grading", is added in Chapter V, Title 49, Code of Federal Regulations, to read as set forth below.

(Secs. 103, 112, 119, 201, 203; Pub. L. 89-563, 80 Stat. 718, 15 U.S.C. 1392, 1401, 1407, 1421, 1423; delegation of authority at 49 CFR 1.51)

Issued on December 28, 1973.

JAMES B. GREGORY,  
Administrator.

1. Sections 575.4 and 575.6 are revised to read as follows:

**§ 575.4 Application.**

(a) **General.** Except as provided in paragraphs (b) through (d) of this section,

each section set forth in Subpart B of this part applies according to its terms to motor vehicles and tires manufactured after the effective date indicated.

(b) **Military vehicles.** This part does not apply to motor vehicles or tires sold directly to the Armed Forces of the United States in conformity with contractual specifications.

(c) **Export.** This part does not apply to motor vehicles or tires intended solely for export and so labeled or tagged.

(d) **Import.** This part does not apply to motor vehicles or tires imported for purposes other than resale.

**§ 575.6 Requirements.**

(a) At the time a motor vehicle is delivered to the first purchaser for purposes other than resale, the manufacturer of that vehicle shall provide to that purchaser, in writing and in the English language, the information specified in Subpart B of this part that is applicable to that vehicle and its tires. The document provided with a vehicle may contain more than one table, but the document must clearly and unconditionally indicate which of the tables applies to the vehicle and its tires.

**EXAMPLE 1.** Manufacturer X furnishes a document containing several tables, which apply to various groups of vehicles that it produces. The document contains the following notation on its front page: "The information that applies to this vehicle is contained in Table 5." The notation satisfies the requirement.

**EXAMPLE 2.** Manufacturer Y furnishes a document containing several tables as in Example 1, with the following notation on its front page:

Information applies as follows:  
Model P, 6-cylinder engine—Table 1.  
Model Q, 8-cylinder engine—Table 2.  
Model R—Table 3.

This notation does not satisfy the requirement, since it is conditioned on the model or the equipment of the vehicle with which the document is furnished, and therefore additional information is required to select the proper table.

(b) At the time a motor vehicle tire is delivered to the first purchaser for a purpose other than resale, the manufacturer of that tire, or in the case of a tire marketed under a brand name, the brand name owner, shall provide to that purchaser the information specified in Subpart B of this part this applicable to that tire.

(c) Each manufacturer of motor vehicles, each brand name owner of tires, and each manufacturer of tires for which there is no brand name owner shall provide for examination by prospective purchasers, at each location where its vehicles or tires are offered for sale by a person with whom the manufacturer or brand name owner has a contractual, proprietary, or other legal relationship, or by a person who has such a relation-

ship with a distributor of the manufacturer or brand name owner concerning the vehicle or tire in question, the information specified in Subpart B of this part that is applicable to each of the vehicles or tires offered for sale at that location. The information shall be provided without charge and in sufficient quantity to be available for retention by prospective purchasers or sent by mail to a prospective purchaser upon his request. With respect to newly introduced vehicles or tires, the information shall be provided for examination by prospective purchasers not later than the day on which the manufacturer or brand name owner first authorizes those vehicles or tires to be put on general public display and sold to consumers.

(d) Each manufacturer of motor vehicles, each brand name owner of tires, and each manufacturer of tires for which there is no brand name owner shall submit to the Administrator 10 copies of the information specified in Subpart B of this part that is applicable to the vehicles or tires offered for sale, at least 30 days before that information is first provided for examination by prospective purchasers pursuant to paragraph (c) of this section.

2. A new § 575.104 is added to read as follows:

**§ 575.104 Uniform tire quality grading.**

(a) **Scope.** This section requires tire manufacturers and brand name owners to provide information indicating the relative performance of passenger car tires in the areas of treadwear, traction, and high speed performance.

(b) **Purpose.** The purpose of this section is to aid the consumer in making an informed choice in the purchase of passenger car tires.

(c) **Application.** This section applies to new pneumatic tires for use on passenger cars manufactured after 1948. However, this section does not apply to deep tread, winter-type snow tires or to tires having rim diameters other than 13, 14, or 15 inches.

(d) **Requirements.** Each manufacturer of tires, or in the case of tires marketed under a brand name, each brand name owner, shall furnish the information specified in paragraphs (d) (1) through (d) (4) of this section, in the form illustrated in Figure 1, in letters not less than three thirty-seconds of an inch high, on a label affixed to the tread surface of each tire (except a tire sold as original equipment on a new motor vehicle) in a manner such that it is not easily removable. In addition, letters, figures, and symbols indicating the quality grades assigned to the tire shall be permanently molded into or onto one sidewall of the tire between the maximum section width and the shoulder as

illustrated in Figure 2. No symbols other than those specified shall be used to indicate performance grades. Each such tire shall be capable, under the conditions and procedures specified in this section, of performing at least as well in each area as the grade placed on the tire indicates.

(1) The statement: **THIS TIRE CONFORMS TO FEDERAL SAFETY REQUIREMENTS.**

(2) The word **"TREADWEAR"**, followed by the number 60, 80, 120, 160, or 200, representing the tire's grade for treadwear, when the tire is tested in accordance with the general conditions specified in paragraph (e) of this section and the treadwear grading conditions and procedure specified in paragraph (f) of this section.

(i) The tire shall be graded 60 if the value obtained pursuant to paragraph (f) (2) (ix) of this section is less than 80 percent.

(ii) The tire may be graded 80 only if the value obtained pursuant to paragraph (f) (2) (ix) of this section is 80 percent or more.

(iii) The tire may be graded 120 only if the value obtained pursuant to paragraph (f) (2) (ix) of this section is 120 percent or more.

(iv) The tire may be graded 160 only if the value obtained pursuant to paragraph (f) (2) (ix) of this section is 160 percent or more.

(v) The tire may be graded 200 only if the value obtained pursuant to paragraph (f) (2) (ix) of this section is 200 percent or more.

(3) The word **"TRACTION"**, followed by the number 90, 105, or 120, representing the tire's grade for traction, when the tire is tested in accordance with the general conditions specified in paragraph (e) of this section and the traction grading conditions and procedure specified in paragraph (g) of this section.

(i) Any tire may be graded 90, and the tire must be graded 90 if the value obtained pursuant to paragraph (g) (2) (xi) of this section is less than 105 percent.

(ii) The tire may be graded 105 only if the value obtained pursuant to paragraph (g) (2) (xi) of this section is 105 percent or more.

(iii) The tire may be graded 120 only if the value obtained pursuant to paragraph (g) (2) (xi) of this section is 120 percent or more.

(4) The words **"HIGH SPEED"**, followed by the letter A, B, or C, represent-

ing the tire's grade for high speed performance, when the tire is tested in accordance with the general conditions specified in paragraph (e) of this section, and the high speed performance grading procedure specified in paragraph (h) of this section. A tire shall be considered to have completed a test stage if, at the end of the stage, it exhibits no visual evidence of tread, sidewall, ply, cord, innerliner or bead separation, chunking, broken cords, cracking or open splices, and the tire pressure is not less than the pressure specified in paragraph (h) (1) of this section.

(i) The tire shall be graded C if it fails to complete the 475 rpm test stage specified in paragraph (h) (9) of this section.

(ii) The tire may be graded B only if it completes the 475 rpm test stage specified in paragraph (h) (9) of this section.

(iii) The tire may be graded A only if it completes the 525 rpm test stage specified in paragraph (h) (9) of this section.

(e) **General conditions.** (1) Each tire shall be able to achieve the level of performance indicated by the grade it is given for each area of performance. An individual tire need not, however, meet further requirements after having been subjected to any one of the following:

(i) The test for grading treadwear (paragraph (f) of this section);

(ii) The test for grading traction (paragraph (g) of this section); or

(iii) The test for grading high speed performance (paragraph (h) of this section).

(2) In the case of the high speed performance test specified in paragraph (h) of this section, each tire shall meet the performance level indicated by the grade it is given when tested on any "test rim" as defined in S3 of § 571.109 of this chapter (Motor Vehicle Safety Standard No. 109).

(f) **Treadwear grading.**—(1) **Conditions.** (i) The control tires are the 2-ply rayon tires specified in paragraph (i) of this section in sizes 6.50-13, 7.75-14, and 8.55-15.

(ii) The test roadway is any route of 16,000 miles on which, at completion of the procedure specified in paragraph (b) (2) of this section, the tread of the control tire, measured as specified in paragraph (f) (2) (i) of this section, is worn between 65 percent and 85 percent of its original depth.

(iii) A test convoy consists of no more than four identical passenger cars. Each

vehicle maintains its position relative to the other vehicles during the test, and except for the lead vehicle, is throughout the test within human eye range of the vehicle immediately preceding it.

(iv) Wheel alignment is that specified by the vehicle manufacturer, and is maintained throughout the test.

(2) **Procedures.** (i) Obtain the average original tread depth of each control tire and each candidate tire to be used in the test by measuring the depth of each continuous rib at 6 equidistant points around the tire, avoiding treadwear indicators. Average all values obtained. In the case of control tires, obtain the average tread depth of all four tires placed on the test vehicle pursuant to paragraph (f) (2) (ii) (A) of this section. In tires having lug-tread designs, obtain the average tread depth by measuring the tread depth at 6 equidistant points around the tire at a distance from both sides of the tire center line equal to one-third of the width of the tire tread and averaging all values obtained.

(ii) Equip a test convoy with the control and candidate tires, as follows:

(A) One vehicle with four control tires of identical size, and

(B) Each other vehicle with four candidate tires of the same type, trade name or line, and size designation, and having the same rim diameter as the control tire.

(iii) Inflate each control tire to a cold inflation pressure of 24 psi. Inflate each candidate tire to a cold inflation pressure 8 pounds less than its maximum permissible inflation pressure.

(iv) Load the vehicle equipped with control tires so that the load on each tire is 90% of the load specified for the tire at 24 psi in the 1972 Tire and Rim Association, Inc., Yearbook. Load each vehicle equipped with candidate tires so that the load on each tire is 90% of the load specified in Appendix A of § 571.109 of this chapter (Motor Vehicle Safety Standard No. 109) for the inflation pressure at which the tire is inflated.

(v) Drive the convoy on the test roadway described in paragraph (f) (1) (ii) of this section for 1,000 miles.

(vi) Stop the convoy, and rotate each vehicle's tires clockwise on that vehicle one wheel position. Repeat this procedure every subsequent 1,000 miles.

(vii) In addition to the procedure specified in paragraph (f) (2) (vi) of this section, at 4,000 miles and every 4,000-

mile interval thereafter, advance each set of tires to the next forward vehicle, placing the tires of the lead vehicle on the rearmost vehicle.

(viii) At the end of 16,000 miles, or whenever a candidate tire is worn to any treadwear indicator, stop the vehicle, remove its tires, allow them to cool to ambient temperature, and measure the average tread depth of each tire in the manner specified and at the measuring points established in paragraph (f) (2) (i) of this section.

(ix) Compute the percentage (P) of control tire wear experienced by each candidate tire, using the following formula:

$$P = \frac{A_o(C_o - C_w)}{C_o(A_o - A_w)} \times 100$$

where:

$A_o$  = candidate tire's average original tread depth.

$A_w$  = candidate tire's average worn tread depth.

$C_o$  = control tires' average original tread depth.

$C_w$  = control tires' average worn tread depth.

(g) *Traction grading*—(1) *Conditions*. (i) The control tires are the 2-ply rayon tires specified in paragraph (i) of this section in sizes 6.50-13, 7.75-14, and 8.55-15.

(ii) A control tire is discarded after it has been used to grade two candidate tires.

(iii) Before testing, protuberances (except for treadwear indicators) that are not part of the tread design are removed from candidate and control tires.

(iv) Each candidate and control tire is conditioned for 100 miles at the load specified in paragraph (f) (2) (iv) of this section, on an appropriate vehicle driven at 50 to 70 miles per hour on a clean, dry surface.

(v) Ambient temperatures are any temperatures between 40° F and 90° F.

(2) *Procedures*. (i) Mount two identical control tires on a test trailer built in conformity with the specifications in Paragraph 3, "Apparatus", of American Society for Testing and Materials Method E-274-70, except that

(A) "Wheel load" in paragraph 3.2.2 of that method shall be as specified in paragraph (g) (2) (iii) of this section and

(B) Tire and rim specifications in paragraph 3.2.3 of that method shall be candidate and control tires, as appropriate, and rims for the size of tire graded.

(ii) Inflate the tires to a cold inflation pressure of 24 psi.

(iii) Load the trailer so that the load on each tire equals the tire's maximum design load at 24 psi as specified in the 1972 Tire and Rim Association, Inc., Yearbook.

(iv) Tow the trailer at 20 mph.

(v) On a surface having a wet skid number of 30, determined pursuant to American Society for Testing and Materials Method E-274-70, "Skid Resistance of Paved Surfaces Using a Full-Scale Tire", except that the control tire specified in paragraph (i) of this section rather than the ASTM tire shall be used to determine skid number, lock one trailer wheel while maintaining its forward speed.

(vi) Record the retarding force on the locked wheel at the tire-ground interface continuously from 1.0 to 2.0 seconds after wheel lockup, and compute the average retarding force over that interval.

(vii) Compute the average coefficient of friction, at the tire-ground interface ("20", in the manner specified for calculating skid number (SN) in paragraphs 8.1 and 8.2 of American Society for Testing and Materials Method E-274-70.

(viii) Repeat the procedures specified in paragraphs (g) (2) (i) through (g) (2) (vii) of this section except with the trailer towed at 40 mph, and again at 60 mph.

(ix) Repeat the procedures specified in paragraph (g) (2) (i) through (viii) of this section, except on a surface with a wet skid number of 50, determined pursuant to American Society for Testing and Materials Method E-274-70, "Skid Resistance of Paved Surfaces Using a Full-Scale Tire", except that the control tire specified in paragraph (i) of this section rather than the ASTM tire shall be used to determine skid number.

(x) Equip the trailer with 2 candidate tires, of the same type, trade-name or line, and the size designation, and having the same rim diameter as the control tire, inflated to a cold inflation pressure 8 pounds less than their maximum permissible inflation pressure, loaded to the weight specified for the tire at that inflation pressure in Appendix A of § 571.109 of this chapter (Motor Vehicle Safety Standard No. 109), and repeat the procedures specified in paragraph (g) (2) (iv) through (ix) of this section.

(xi) Compute the candidate tire's traction grade, as the ratio of its average friction coefficient to that of the control tire, expressed as a percentage (Q), as follows:

$$Q = \left[ \frac{u_{20}}{v_{20}} + \frac{u_{40}}{v_{40}} + \frac{u_{60}}{v_{60}} + \frac{u'_{20}}{v'_{20}} + \frac{u'_{40}}{v'_{40}} + \frac{u'_{60}}{v'_{60}} \right] \times 100$$

where u and v refer to the average, measured friction coefficient for a test of candidate and control tires respectively, on a surface with wet skid number of 30, u' and v' the same for a surface with wet skid number of 50, and the subscripts refer to the test speeds in mph.

(h) *High speed performance grading*. (1) Mount the tire on a test rim and inflate it to 2 pounds less than its maximum permissible inflation pressure.

(2) Condition the tire-rim assembly at an ambient temperature of 100° F. for 3 hours.

(3) Adjust the pressure again to 2 pounds less than maximum permissible inflation pressure.

(4) Mount the tire-rim assembly on an axle, and press the tire tread against the surface of a flat-faced steel test wheel that is 67.23 inches in diameter and at least as wide as the section width of the tire.

(5) During the test, including the pressure measurements specified in paragraph (h) (1) and (3) of this section, maintain the temperature of the ambient air, as measured 12 inches from the edge of the rim flange at any point on the circumference on either side of the tire, at 100° F. Locate the temperature sensor so that its readings are not affected by heat radiation, drafts, variations in the temperature of the surrounding air, or guards or other devices.

(6) Press the tire against the test wheel at the load specified in Appendix A of § 571.109 of this chapter (Motor Vehicle Safety Standard No. 109) for the tire's size designation and type, at the inflation pressure that is 8 pounds less than the tire's maximum permissible inflation pressure.

(7) Rotate the test wheel at 250 rpm for 2 hours.

(8) Remove the load, allow the tire to cool to 100° F. or for 2 hours, whichever occurs last, and readjust the inflation pressure to 2 pounds less than the tire's maximum permissible inflation pressure.

(9) Reapply the load and without interruption or readjustment of inflation pressure, rotate the test wheel at 375 rpm for 30 minutes, then at 400 rpm for 30 minutes, and then for 1 hour each at 425 rpm, 450 rpm, 475 rpm, 500 rpm, and 525 rpm respectively.

(i) *Control tire*. The control tires used in grading treadwear and traction performance of passenger car tires shall conform to the specifications of this paragraph.

(1) *Rubber compound—formula*. The formula for rubber compound for use in both the tread and sidewall of the tire is set forth in Table I.

## RUBBER FORMULA

|                                                      | Parts |
|------------------------------------------------------|-------|
| SBR-1714                                             | 97.5  |
| Polybutadiene (approximately 95 percent CIS)         | 35.0  |
| N-242 (ISAF-HS) carbon black                         | 75.0  |
| H1 aromatic petroleum oil                            | 14.0  |
| Zinc oxide                                           | 3.0   |
| Stearic acid                                         | 2.0   |
| Wax—fully refined paraffin                           | 2.0   |
| Antioxidant-Antiozonant (Santoflex 77 or equivalent) | 1.4   |
| Antioxidant-Antiozonant (Santoflex 13 or equivalent) | 1.4   |
| CBS (Santocure)                                      | 1.1   |
| DPG                                                  | .1    |
| Sulfur                                               | 1.8   |
| Total                                                | 234.3 |

TABLE I

(2) *Rubber compound—physical characteristics.* The rubber compound used in the tread and sidewall has the physical characteristics set forth in Table II.

## PHYSICAL CHARACTERISTICS

|                                              |                |
|----------------------------------------------|----------------|
| Tensile sheet cures at 287° 60 minutes       |                |
| $F^1$                                        |                |
| 300% modulus <sup>2</sup>                    | 1250—1650 psi  |
| Tensile sheet durometer (Shore) <sup>3</sup> | 64±2           |
| Rebound or resilience <sup>4</sup>           | 46.9% to 51.0% |
| Specific gravity <sup>5</sup>                | 1.14±0.01      |
| Tensile strength (Min) <sup>6</sup>          | 2500 psi       |
| Elongation (Min) <sup>7</sup>                | 440%           |
| Tire tread durometer (Shore) <sup>8</sup>    | 60±1           |

<sup>1</sup> ASTM Method D 15<sup>2</sup> ASTM Method D 412<sup>3</sup> ASTM Method D 2240, using a Type A

Shore durometer

<sup>4</sup> ASTM Method D 1054<sup>5</sup> ASTM Method D 297<sup>6</sup> ASTM Method D 412<sup>7</sup> ASTM Method D 412<sup>8</sup> ASTM Method D 2240

TABLE II

(3) *Mold dimensions.* The dimension for control tire molds are set forth in

Table III and NHTSA Drawings Nos. 1000, 1001, and 1002.

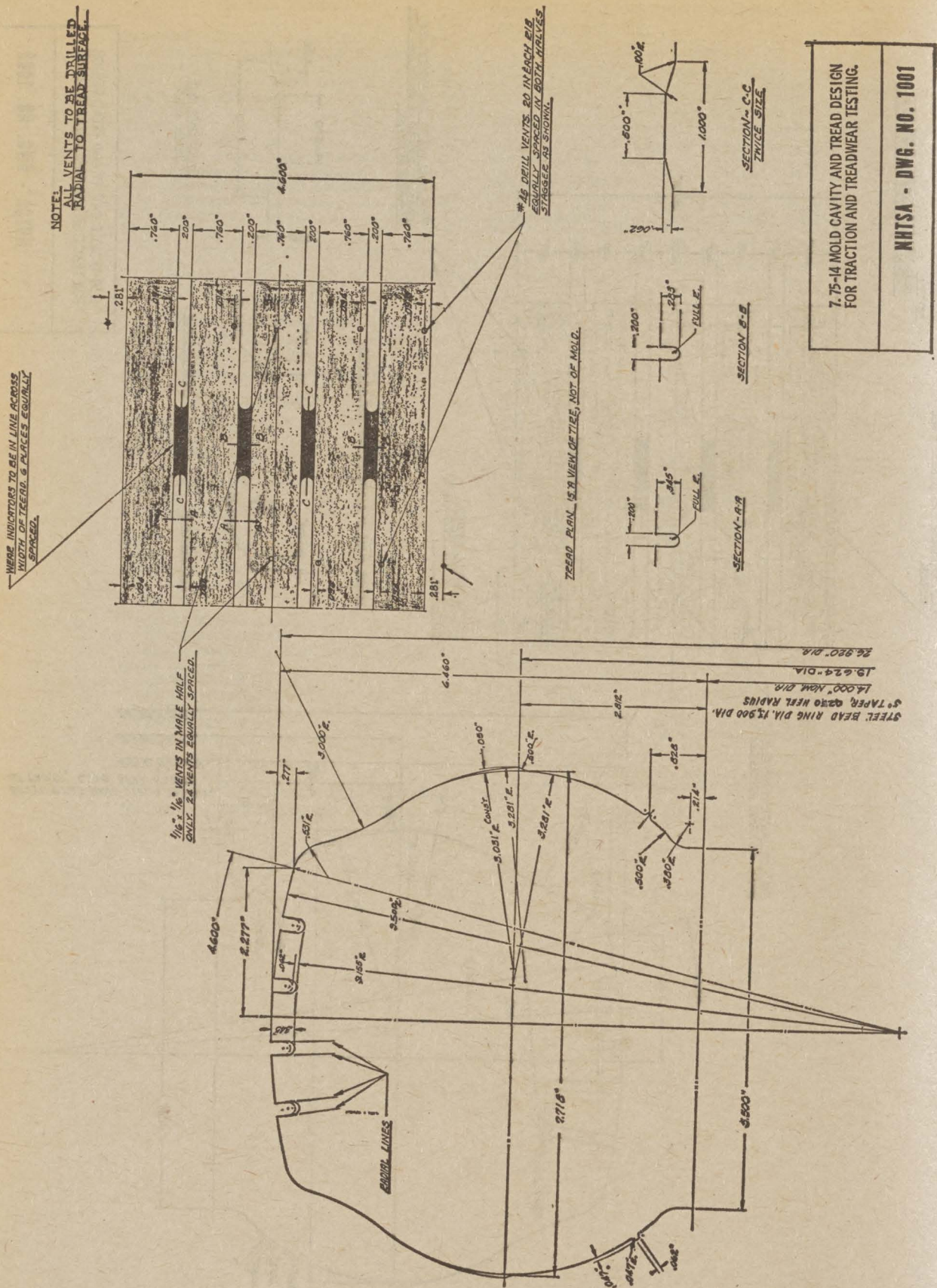
TABLE III.—MOLD DIMENSIONS<sup>1</sup>

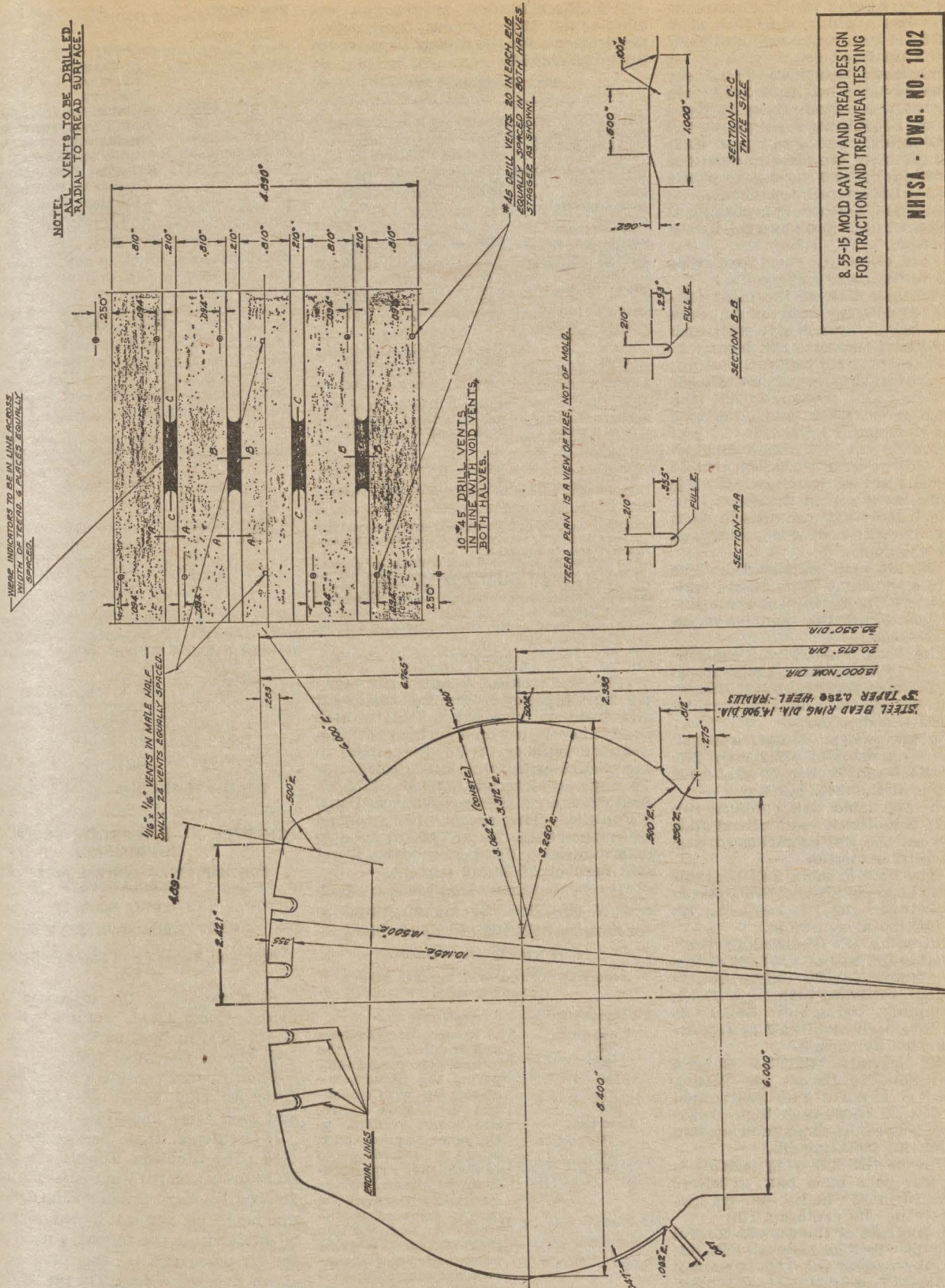
|                                                                                                      | NHTSA<br>Dwg.<br>No. 1000 | NHTSA<br>Dwg.<br>No. 1001 | NHTSA<br>Dwg.<br>No. 1002 |
|------------------------------------------------------------------------------------------------------|---------------------------|---------------------------|---------------------------|
| Tire size                                                                                            | 6.50-13                   | 7.75-14                   | 8.55-15                   |
| Nominal bead dia.<br>(ref.)                                                                          | 13.00                     | 14.00                     | 15.00                     |
| Mold cavity outside<br>dia.                                                                          | 24.730                    | 26.920                    | 28.530                    |
| Cavity cross section                                                                                 | 6.600                     | 7.718                     | 8.400                     |
| Cavity bead width                                                                                    | 4.500                     | 5.500                     | 6.000                     |
| Sect. ht. from nominal<br>bead dia. (ref.)                                                           | 5.865                     | 6.460                     | 6.765                     |
| Horizontal C/L major<br>dia.                                                                         | 18.250                    | 19.624                    | 20.875                    |
| Ht. of rim centering<br>rib                                                                          | 0.781                     | 0.828                     | 0.812                     |
| Distance from hori-<br>zontal C/L to nominal<br>bead diameter (ref.)                                 | 2.625                     | 2.812                     | 2.938                     |
| Cavity radius above<br>horiz. C/L                                                                    | 2.625R                    | 3.031R                    | 3.062R                    |
| Cavity radius below<br>horiz. C/L                                                                    | 2.938R                    | 3.281R                    | 3.250R                    |
| Floating radius be-<br>tween lower and<br>upper sidewall<br>cavity radii                             | 0.500R                    | 0.500R                    | 0.500R                    |
| Distance from nominal<br>bead dia. (ref.) to<br>bead ring cavity<br>radius                           | 0.214                     | 0.214                     | 0.275                     |
| Bead ring cavity<br>radius                                                                           | 0.380                     | 0.380                     | 0.350                     |
| Nonskid depth                                                                                        | 0.335                     | 0.345                     | 0.355                     |
| Cavity radius on C/L                                                                                 |                           |                           |                           |
| Top of nonskid                                                                                       | 8.250R                    | 9.500R                    | 10.500R                   |
| Bottom of nonskid                                                                                    | 7.915R                    | 9.115R                    | 10.145R                   |
| Cavity tread are meas-<br>ured horizontally<br>from C/L                                              | 1.856                     | 2.277                     | 2.421                     |
| Shoulder drop                                                                                        | 0.211                     | 0.277                     | 0.283                     |
| Cavity tread are shoul-<br>der radius                                                                | 0.531R                    | 0.531R                    | 0.500R                    |
| Floating radius be-<br>tween cavity shoul-<br>der radius and radius<br>of cavity upper side-<br>wall | 6.500R                    | 3.000R                    | 6.000R                    |
| Developed tread width                                                                                | 3.740                     | 4.600                     | 4.890                     |
| Tread groove width                                                                                   | 0.160                     | 0.200                     | 0.210                     |
| Tread rib width                                                                                      | 0.620                     | 0.760                     | 0.810                     |
| Bead rings (steel); dia.<br>at heel                                                                  | 12.900                    | 13.900                    | 14.900                    |
| Radius at heel                                                                                       | 0.250R                    | 0.250R                    | 0.250R                    |

<sup>1</sup> All mold dimensions are in inches and are based on nominal rim diameter. Mold manufacturers' tolerances: ±0.005"

TABLE III

FEDERAL REGISTER, VOL. 39, NO. 3—FRIDAY, JANUARY 4, 1974





WEAR INDICATORS TO BE IN LINE ACROSS  
WIDTH OF TREAD, & PLACES EQUALLY  
SPACED.

$1/16^{\circ} \times 1/16^{\circ}$  VENTS IN MALE HALF - ONLY. 24 VENTS EQUALLY SPACED.

10-45 DRILL VENTS  
IN LINE WITH VOID VENTS,  
BOTH HALVES.

#45 DRILL VENTS. 20 IN EACH P/B  
EQUALLY SPACED IN BOTH HALVES  
STAGGER AS SHOWN.

TREAD PLAN IS A VIEW OF TIRE, NOT OF MOLD.

STEEL BEAD RING DIA. 14.900 DIA  
5° TAPER 0.250 WHEEL - RADIALS

15.000" NOM DIA.  
20.875" DIA.  
28.530" DIA.

SECTION ~ A.A

SECTION B-B

SECTION ~ C-C  
THICK SIZE

**8.55-15 MOLD CAVITY AND TREAD DESIGN  
FOR TRACTION AND TREADWEAR TESTING**

NHTSA - DWG. NO. 1002

(4) *Rim centering rib.* The rim centering rib has a width of 0.062 inch, a depth of 0.047 inch, and a radius of 0.047 inch at the mold surface.

(5) *Treadwear indicators.* Treadwear indicators having a height of 0.062 inch, a length at the bottom (base of tread groove) of 1.000 inch, a length at the top of 0.500 inch, and a radius at each end of 0.100 inch, are placed across the width of the tread at 6 equidistant points around the circumference of the mold.

(6) *Grooves.* Each groove is parallel to the tread arc radius and has a full radius at the bottom.

(7) *Tread vents.* (i) Each tread vent is radial to the tread surface.

(ii) The male half of the mold contains 24 equidistant void vents, each having a height of one-sixteenth inch and a width of one-sixteenth inch.

(iii) Each tread rib contains 20 equidistant vents having a diameter of 0.082 inch (No. 45 drill), staggered 0.094 inch from each groove edge, and 0.250 inch from the shoulder.

(8) *Shoulder vents.* (i) Each shoulder vent has a diameter of 0.052 inch (No. 55 drill). Each vent is chamfered at 0.040 inch radius at the mold surface.

(ii) Each mold half contains 10 vents placed in line with void vents, 0.250 inch from the shoulder.

(iii) The top mold half contains one row of 16 equidistant vents placed midway between the horizontal centerline and the junction of the shoulder radius and the shoulder.

(iv) The bottom mold half contains one row of 16 equidistant vents placed midway between the horizontal centerline and the junction of the shoulder radius and the shoulder.

(9) *Sidewall vents.* (i) Each sidewall vent has a diameter of 0.052 inch (No. 55 drill). Each vent is chamfered at 0.040 inch radius at the mold surface.

(ii) The top mold half contains two rows of 16 equidistant vents placed midway between the rim centering rib and the horizontal centerline.

(iii) The bottom mold half contains three rows of 16 equidistant vents placed midway between the rim centering rib and the horizontal centerline.

(10) *Branding.* (i) The labeling specified in paragraph S4.3 of § 571.109 of this chapter (Motor Vehicle Safety Standard No. 109), including paragraph S4.3.1, but excluding paragraph S4.3.2, is branded into each mold half in accordance with that paragraph.

(ii) The legend: "NHTSA Control Tire—Do Not Use Except for Testing Purposes" is branded into each mold half, in letters 0.5000-inch high, 0.020-inch deep, between the maximum section width and rim centering rib.

(iii) One of the following legends is branded into each mold half, in letters one-sixteenth-inch high, one-eighth-inch above the rim centering rib:

(A) In the case of the 6.50-13 control tire: 6.50-13—Test at 24 p.s.i.—980 lbs.

(B) In the case of the 7.75-14 control tire: 7.75-14—Test at 24 p.s.i.—1,270 lbs.

(C) In the case of the 8.55-15 control tire: 8.55-15—Test at 24 p.s.i.—1,510 lbs.

(11) *Miscellaneous construction requirements.* Miscellaneous construction requirements for the control tires are set forth in Table IV.

TIRE CONSTRUCTION<sup>1,2</sup>

| Tire size                          | 6.50-13           | 7.75-14           | 8.55-15           |
|------------------------------------|-------------------|-------------------|-------------------|
| Number of plies                    | 2                 | 2                 | 2                 |
| Unit tread and sidewall            | Yes               | Yes               | Yes               |
| Under tread thickness              | 0.10              | 0.10              | 0.10              |
| Cured angle                        | 36°±2°            | 36°±2°            | 36°±2°            |
| Fabric, rayon                      | 1650/3            | 2200/3            | 2200/3            |
| Ends per inch at calendar          | 24                | 22                | 22                |
| Calendar gauge:                    |                   |                   |                   |
| 1st ply                            | 0.051             | 0.056             | 0.056             |
| 2nd ply                            | 0.049             | 0.054             | 0.054             |
| Moisture in fabric at calendar     | 1 percent or less | 1 percent or less | 1 percent or less |
| Bead (0.037 dia. wire)             | 4 layers          | 5 layers          | 5 layers          |
|                                    | 4 strands         | 4 strands         | 5 strands         |
| Bead filler (Apex)                 | Optional          | Optional          | Optional          |
| Bead wrap (cotton, 7 oz./sq. yd.): |                   |                   |                   |
| Width                              | 1 1/4             | 1 1/4             | 1 1/4             |
| Gauge                              | 0.024             | 0.024             | 0.024             |
| Bead wire winding dia.             | 13.15             | 14.15             | 15.15             |
| Innerliner (chlorobutyl) Gauge     | 0.055             | 0.055             | 0.055             |
| Rim width                          | 4.50              | 5.50              | 6.00              |
| Section width <sup>3</sup>         | 6.60              | 7.75              | 8.45              |
| Overall diameter <sup>4</sup>      | 24.58             | 25.96             | 28.52             |
| Chafar (nylon monofilament):       |                   |                   |                   |
| Gauge                              | 0.045             | 0.045             | 0.045             |
| Width                              | 2                 | 2                 | 2                 |
| Crown Radius <sup>5</sup>          | 110 percent       | 110 percent       | 110 percent       |

<sup>1</sup> Dimensions are in inches unless otherwise specified.

<sup>2</sup> Turn-up heights and "step offs" to follow tire manufacturers' standard practice.

<sup>3</sup> Overall width may exceed section width by 7 percent.

<sup>4</sup> May be exceeded by 7 percent, computed as follows: OD' = 1.07 (OD-ND) + ND, where OD = stated overall diameter, ND = nominal diameter, and OD' = adjusted overall diameter.

<sup>5</sup> Actual tread radius divided by nominal tire cross section width.

TABLE IV

(12) *Skid number.* A control tire suitable for purposes of grading treadwear and traction pursuant to this section shall, when tested on a surface having a wet skid number of 30, determined in accordance with American Society for Testing and Materials (ASTM) E274-70, Skid Resistance of Paved Surfaces Using a Full-Scale Tire, except with a control tire rather than the ASTM tire used to determine skid number, produce a wet skid number of 30±10 percent.

(13) *Performance requirements.* Each control tire shall be manufactured to conform to § 571.109 of this chapter.

## DOT TIRE QUALITY GRADES

THIS TIRE CONFORMS TO FEDERAL SAFETY REQUIREMENTS

| Tire grade: | Performance                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Treadwear:  | The grades for treadwear and traction are in the form of percentages comparing the performance of this tire with a "control tire." This control tire is not available to the general public and is designed according to government specifications to give consistent test results. Comparative results are used in the treadwear and traction grading scales, as these aspects of tire performance are affected by geographic location, environment, and driving habits. |
| 60          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 80          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 120         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 160         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 200         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Traction:   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 90          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 105         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 120         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |

## Tire Grade:

## Performance

## High speed:

- A ----- Suitable for frequent and prolonged driving on roads with no speed limitations.
- B ----- Suitable for frequent and prolonged driving on roads with speed limitations up to 85 mph.
- C ----- Suitable for driving at speeds up to 70 mph, but infrequent driving at higher speeds.

FIGURE 1

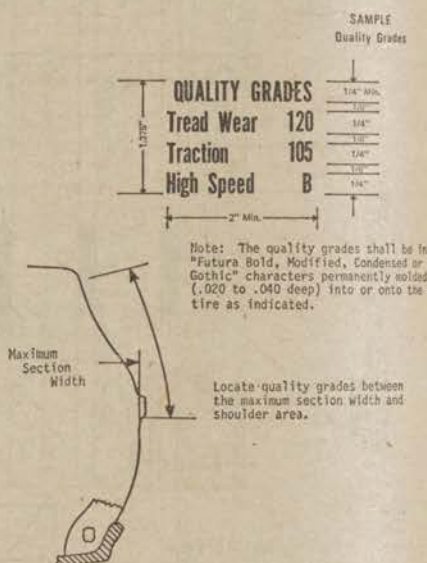


FIGURE 2

[FR Doc. 74-295 Filed 1-3-74; 3:00 pm]

## CHAPTER X—INTERSTATE COMMERCE COMMISSION

## SUBCHAPTER A—GENERAL RULES AND REGULATIONS

[S.O. 1139; Amdt. 2]

## PART 1033—CAR SERVICE

## Atchison, Topeka and Santa Fe Railway Co.

At a session of the Interstate Commerce Commission, Railroad Service Board, held in Washington, D.C., on the 26th day of December 1973.

Upon further consideration of Service Order No. 1139 (38 FR 14944 and 27354), and good cause appearing therefor:

It is ordered, That: Service Order No. 1139 (The Atchison, Topeka and Santa Fe Railway Company authorized to operate over tracks of Union Pacific Railroad Company) be, and it is hereby, amended by substituting the following paragraph (e) for paragraph (e) thereof:

(e) *Expiration date.* The provisions of this order shall expire at 11:59 p.m., June 30, 1974, unless otherwise modified.