

Service Notice

FROM YOUR FRIENDS AT
NEW YORK BUS SALES!



TIRE TREAD MEASUREMENT AT WEARBAR

We recently had a call where an operator was questioning where tread depth was to be measured. The first thought was to direct them to their tire supplier/manufacturer but they had asked the original question of them and that was where this was stemming from. It seems that they were told that when they were measuring tread depth that they should be measuring “on” the wearbar, which as we know would cause a tire to be either recapped or discarded before its usable life.

We turned to the internet and found the following link:

http://fleetowner.com/equipment/tiretracks/truth_tread_depth

The excerpt below from the article states that the major grooves are those with the wearbars, the tread depth is not measured on the wearbar but at a point in the tread itself

“FMCSA and CVSA are both quite clear on the minimum depth of the measurements, the location of the measurements, and the number of measurements allowed below the minimum. “Major” grooves can best be described as grooves that contain a treadwear indicator or bar. While the decoupling grooves on the outside shoulders of some steer and trailer tires are not governed by minimum tread depth requirements, it's important to note that severe wear in this area can lead to belt-edge exposure, which will ultimately destroy a casing”

Rusty Seastrum from NYSDOT added that:

An important thing to remember is that wear bars are for a visual aid to determine if a tire is near replacement. When the wear bar is fully exposed by wear then it is time to measure the remaining tread depth with a depth gauge. That is why we worded our regulations (721.4 (M) to say “when measured in a major tread groove”.

The wear bars are very good for drivers when they do their pre-trip and post-trip inspections. When the wear bar is fully exposed then they should be writing the wear condition of the tire on their report.



Contact Our Service Department With Any Questions

CHITTENANGO – phone 800-962-5768 or

Daryl Wallace : dwallace@newyorkbussales.com

Brian Lamaitis : blamaitis@newyorkbussales.com

ROCHESTER – phone 800-463-3232 or

Gary Chichester: gchichester@newyorkbussales.com

ALBANY – phone 866-867-1100 or

Ben Reiling: breiling@newyorkbussales.com

WARRANTY – 800-962-5768 ext 237

Morgan Jenkins: mjenkins@newyorkbussales.com

Or Your Customer Support Representative

West

Michael Panzica – mpanzica@newyorkbussales.com

Cell 716-908-3186

Central

Jeremie “JJ” Richmond –

jjrichmond@newyorkbussales.com

Cell 315-559-3999

East

Gary Bigness – gbigness@newyorkbussales.com

Cell 845-500-3707

ALL of our Service Updates can be found on the New York Bus Sales website at

<http://www.newyorkbussales.com/pages/bulletins.cfm>

Or at the New York Head Mechanic website at

<http://www.nyhma.org/viewforum.php?f=2&start=0>