



PART-WORN TYRES - SAFE TO RE-USE & RE-SELL OR 2ND HAND WASTE?

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In accordance with the National Road Traffic Act, 1996 (Act No. 93 of 1996) or the regulations made in terms of that Act, a “**part worn tyre**” means a **used tyre, which can be safely returned to its original intended use, and which, after being retreaded, is not of such nature and condition that it is not suitable to be fitted on a vehicle that operates on a public road. (Safe to re-use tyre.)**



A safe to re-use tyre

1. Understanding the risks and regulations

Second hand tyres are often seen as a more cost-effective alternative to purchasing brand new tyres. Yet unregulated 2nd hand tyres could have a far greater cost, exposing consumers and road users to a major hazard. Sumitomo Rubber South Africa's Used Tyre Survey reveals that in 2017, 58% of all 2nd hand tyres sampled were illegal and therefore not fit for use on the road. This figure had increased to 61% by the beginning of August 2018.

As good corporate citizens, tyre fitment centres and tyre sales dealers have a responsibility to ensure that any 2nd hand tyre being sold complies with the South African National Standard (SANS 10408:2018) to ensure the safety of their customers and all road users.

Being able to recognise a safe-for-use 2nd hand tyre is essential. The sale of a worn tyre that is deemed below the safe-for-use standards and that should have been scrapped, will not only endanger the life of the road-user but may also constitute breaking the law, with the dealer liable for conviction for a period not exceeding 15 years, or a fine or both.

Section 212 of the National Road Traffic Regulations, 2000¹ under the National Road Traffic Act, No. 93 of 1996 stipulates conditions to be met for the sale, resale, re-treading and use of part-worn tyres on South African roads.

2. Safe to re-use vs 2nd hand waste tyres

Waste Tyre Regulations, under the National Environmental Management: Waste Act, No. 59 of 2008 and National Road Traffic Regulations under the National Road Traffic Act, No 93 of 1996 provide detailed stipulations of what is considered a safe part-worn tyre (safe to re-use) and what is required, in terms of tyres, for a vehicle to be permitted to operate on a public road.

For ease of reference, we have simplified these below:

3. A safe to re-use tyre:

- Is a tyre that is suitable for its original intended use;
- Has a tread depth that is level with, or above the built-in tyre tread wear (depth) indicator, across the entire breadth and circumference of the tyre. Tread wear indicators are built into almost all tyres to indicate when they are worn. Always remove tyres from service and replace them when they reach the remaining 1.6mm of tread depth;*
- Is in a state of good repair, does not have any exposed fabric, cuts, lumps or bulges;
- Will not result in damage to the road surface and is not likely to be a danger on the road;
- Can be correctly fitted so that the metal part of the wheel does not come into contact with the road surface;
- Can be safely re-treaded to be returned to its original intended use.



Safety on the road is the number one priority. Special caution should be taken when purchasing re-grooved tyres. In terms of Regulation 212 of the National Road Traffic Act, no person shall operate a motor vehicle on a public road equipped with a regrooved tyre having a bead diameter of 430 millimetres or less and therefore tyre manufacturers strongly advise against the purchase of regrooved passenger tyres.

Regrooving consists of cutting a pattern in the tread, deeper than the original pattern, in order to extend the tyre life. According to SANS 10408: 2018, no tyre should be regrooved unless wording to that effect is permanently imprinted on the sidewall of the tyre at the time of manufacture, i.e. legally regrooved truck tyres are marked "Regroovable" on the sidewall areas. There is no requirement for this marking for passenger car tyres as they should not be regrooved.

Be aware of this and ask to inspect a tyre that has been regrooved to check that it conforms to the prescribed regulations in Section 212 of the National Road Traffic Regulations, 2000.

4. What is a 2nd hand waste tyre?

A 2nd hand waste tyre is a tyre that is not safe-for-use or resale and one that should be scrapped and mutilated by the tyre reseller, as described by Section 6 (2) of the Waste Tyre Regulations of 2017 - to ensure that they cannot be re-used. Re-sale or use of a tyre that is considered waste is illegal, as stipulated in these regulations.

A 2nd hand waste tyre:

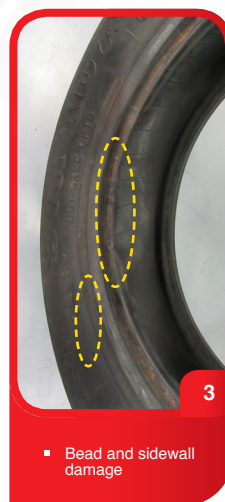
- Is a tyre that is not suitable for its intended use;
- Has a tread depth, across any part of its breadth or circumference, below the level of the tyre tread wear (depth) indicator. Tread wear indicators are built into almost all tyres to indicate when they are worn. Always remove tyres from service and replace them when they reach the remaining 1.6mm of tread depth*;
- Has badly worn or damaged rubber covering, exposing the fabric or cord used in the construction of the tyre, or has cuts, lumps or bulges;
- Is in a condition that it may cause, or is likely to cause, damage to the road surface or be a danger on the road;
- Is poorly constructed and fitted, potentially resulting in the metal part of the wheel coming into contact with the road surface;
- Cannot be safely re-treaded to be returned to its original intended use.



- Regrooved
- Tread Wear Indicator removed due to regrooving of tread
- Exposed cords on tread due to regrooving



- Regrooved
- Exposed cords on tread due to regrooving



- Bead and sidewall damage



- Regrooved
- Tread wear Indicator removed due to regrooving of tread



- Regrooved
- Tread wear Indicator removed due to regrooving of tread



- Regrooved
- Tread Wear Indicator removed due to regrooving of tread
- Exposed cords on tread due to regrooving

5. References:

¹Section 212 of the National Road Traffic Regulations, 2000 (GNR.225 of 17 March 2000) under the National Road Traffic Act, No. 93 of 1996

²Regulation 1 of the Waste Tyre Regulations, 2017 (GN 1064 of 29 September 2017) under the National Environmental Management: Waste Act, No. 59 of 2008.

*In the absence of a built-in tread wear (depth) indicator it is illegal, in South Africa, to drive on a tyre that has a tread depth of less than 1mm. Sumitomo Rubber South Africa (Sumitomo Dunlop) has received an endorsement letter from the Department of Environmental Affairs on the above reference sheet.

For further information please visit: www.srigroup.co.za