

four springs. Shock absorber mountings, shackles, and U-bolts shall be securely attached. Rubber bushings shall not be cracked, extruded out from or missing from suspension joints. Radius rods shall not be missing or damaged.

(1) *Inspection procedure.* Examine front and rear end suspension parts for conditions indicated.

(b) *Shock absorber condition.* There shall be no oil on the shock absorber housing attributable to leakage by the seal, and the vehicle shall not continue free rocking motion for more than two cycles.

(1) *Inspection procedure.* Examine shock absorbers for oil leaking from within, then with vehicle on a level surface, push down on one end of vehicle and release. Note number of cycles of free rocking motion. Repeat procedure at other end of vehicle.

[38 FR 23950, Sept. 5, 1973, as amended at 44 FR 68470, Nov. 29, 1979]

**§ 570.9 Tires.**

(a) *Tread depth.* The tread on each tire shall be not less than two thirty-seconds of an inch deep.

(1) *Inspection procedure.* Passenger car tires have tread depth indicators that become exposed when tread depth is less than two thirty-seconds of an inch. Inspect for indicators in any two adjacent major grooves at three locations spaced approximately equally around the outside of the tire. For vehicles other than passenger cars, it may be necessary to measure tread depth with a tread gauge.

(b) *Type.* Vehicle shall be equipped with tires on the same axle that are matched in tire size designation, construction, and profile.

(1) *Inspection procedures.* Examine visually. A major mismatch in tire size designation, construction, and profile between tires on the same axle, or a major deviation from the size as recommended by the manufacturer (e.g., as indicated on the glove box placard on 1968 and later passenger cars) are causes for rejection.

(c) *General condition.* Tires shall be free from chunking, bumps, knots, or bulges evidencing cord, ply, or tread separation from the casing or other adjacent materials.

(1) *Inspection procedure.* Examine visually for conditions indicated.

(d) *Damage.* Tire cords or belting materials shall not be exposed, either to the naked eye or when cuts or abrasions on the tire are probed.

(1) *Inspection procedures.* Examine visually for conditions indicated, using a blunt instrument if necessary to probe cuts or abrasions.

[38 FR 23950, Sept. 5, 1973, as amended at 39 FR 12868, Apr. 9, 1974; 39 FR 19781, June 4, 1974]

**§ 570.10 Wheel assemblies.**

(a) *Wheel integrity.* A tire rim, wheel disc, or spider shall have no visible cracks, elongated bolt holes, or indication of repair by welding.

(1) *Inspection procedure.* Examine visually for conditions indicated.

(b) *Deformation.* The lateral and radial runout of each rim bead area shall not exceed one-eighth of an inch of total indicated runout.

(1) *Inspection procedure.* Using a runout indicator gauge, and a suitable stand, measure lateral and radial runout of rim bead through one full wheel revolution and note runout in excess of one-eighth of an inch.

(c) *Mounting.* All wheel nuts and bolts shall be in place and tight.

(1) *Inspection procedure.* Check wheel retention for conditions indicated.

[38 FR 23950, Sept. 5, 1973, as amended at 39 FR 12868, Apr. 9, 1974]

**Subpart B—Vehicles With GVWR of More Than 10,000 Pounds**

SOURCE: 39 FR 26027, July 16, 1974, unless otherwise noted.

**§ 570.51 Scope.**

This part specifies standards and procedures for the inspection of brake, steering and suspension systems, and tire and wheel assemblies, of motor vehicles in use with a gross vehicle weight rating of more than 10,000 pounds.

**§ 570.52 Purpose.**

The purpose of this part is to establish criteria for the inspection of motor vehicles through State inspection programs, in order to reduce deaths and