

§571.117

FORMULATION OF RUBBER COMPOUND—  
Continued

Ingredient	Parts by weight
Total .....	153.25

<sup>a</sup>Philprene 1503 has been found suitable.  
<sup>b</sup>Use only within 90 days of manufacture and store at temperature below 27 °C. (80 °F.).  
 NOTE: The ingredients labeled (NBS) must have properties identical with those supplied by the National Bureau of Standards.

Compounding, vulcanization, physical properties, size of the finished cups, and other details shall be as specified in appendix B of SAE Standard J1703b (1970) (incorporated by reference, see §571.5). The cups shall be used in testing brake fluids either within 6 months from date of manufacture when stored at room temperature below 30 °C. (86 °F.) or within 36 months from date of manufacture when stored at temperatures below minus 15 °C. (+5 °F.). After removal of cups from refrigeration they shall be conditioned base down on a flat surface for at least 12 hours at room temperature in order to allow cups to reach their true configuration before measurement.

S7.7 *Isopropanol*. ACS or reagent grade.

[36 FR 22902, Dec. 2, 1971]

EDITORIAL NOTE: For FEDERAL REGISTER citations affecting §571.116, see the List of CFR Sections Affected, which appears in the Finding Aids section of the printed volume and at [www.govinfo.gov](http://www.govinfo.gov).

**§571.117 Standard No. 117; Retreaded pneumatic tires.**

S1. *Scope*. This standard specifies performance, labeling, and certification requirements for retreaded pneumatic passenger car tires.

S2. *Purpose*. The purpose of this standard is to require retreaded pneumatic passenger car tires to meet safety criteria similar to those for new pneumatic passenger car tires.

S3. *Application*. This standard applies to retreaded pneumatic tires for use on passenger cars manufactured after 1948.

S4. *Definitions*.

S4.1 *Casing* means a used tire to which additional tread may be attached for the purpose of retreading.

*Retreaded* means manufactured by a process in which a tread is attached to a casing.

S4.2 All terms defined in §§571.109 and 571.110 are used as defined therein.

S5. *Requirements*.

S5.1 *Retreaded tires*.

S5.1.1 Except as specified in S5.1.3, each retreaded tire, when mounted on a test rim of the width specified for the tire's size designation in appendix A of §571.109 shall comply with the following requirements of §571.109:

- (a) S4.1 (Size and construction).
- (b) S4.2.1 (General).
- (c) S4.2.2.3 (Tubeless tire resistance to bead unseating).
- (d) S4.2.2.4 (Tire strength).

S5.1.2 Except as specified in S5.1.3, each retreaded tire, when mounted on a test rim of the width specified for the tire's size designation in appendix A of §571.109, shall comply with the requirements of S4.2.2.2 of §571.109, except that the tire's section width shall not be more than 110 percent of the section width specified, and the tire's size factor shall be at least 97 percent of the size factor specified, in appendix A of §571.109 for the tire's size designation.

S5.1.3 Each retreaded tire shall be capable of meeting the requirements of S5.1.1 and S5.1.2 when mounted on any rim in accordance with those sections.

S5.1.4 No retreaded tire shall have a size designation, recommended maximum load rating, or maximum permissible inflation pressure that is greater than that originally specified on the casing pursuant to S4.3 of §571.109, or specified for the casing in Table I.

S5.2 *Casings*.

S5.2.1 No retreaded tire shall be manufactured with a casing—

- (a) On which bead wire or cord fabric is exposed before processing.
- (b) On which any cord fabric is exposed during processing, except that cord fabric that is located at a splice, i.e., where two or more segments of the same ply overlap, or cord fabric that is part of the belt material, may be exposed but shall not be penetrated or removed to any extent whatsoever.

S5.2.2 No retreaded tire shall be manufactured with a casing—

- (a) From which a belt or ply, or part thereof, is removed during processing; or

(b) On which a belt or ply, or part thereof, is added or replaced during processing.

S5.2.3 Each retreaded tire shall be manufactured with a casing that bears, permanently molded at the time of its original manufacture into or onto the tire sidewall, each of the following:

- (a) The symbol DOT;
- (b) The size of the tire; and
- (c) The actual number of plies or ply rating.

S5.2.4 [Reserved]

S6. *Certification and labeling.*

S6.1 Each manufacturer of a retreaded tire shall certify that its product complies with this standard pursuant to Section 30115 of Title 49, United States Code, by labeling the tire with the symbol DOT in the location specified in section 574.5 of this chapter.

S6.2 [Reserved]

S6.3. *Labeling.* Each retreaded tire shall comply, according to the phase-in schedule specified in S7 of this standard, with the requirements of S5.5 and S5.5.1 of §571.139.

S7. *Phase-In Schedule for labeling*

S7.1. *Tires retreaded on or after September 1, 2005 and before September 1, 2006.* For tires manufactured on or after September 1, 2005 and before September 1, 2006, the number of tires complying with S6.3 of this standard must be equal to not less than 40% of the retreader's production during that period.

S7.2. *Tires retreaded on or after September 1, 2006 and before September 1, 2007.* For tires manufactured on or after September 1, 2006 and before September 1, 2007, the number of tires complying with S6.3 of this standard must be equal to not less than 70% of the retreader's production during that period.

S7.3. *Tires retreaded on or after September 1, 2007.* Each tire must comply with S6.3 of this standard.

[37 FR 5952, Mar. 23, 1972, as amended at 37 FR 11775, June 14, 1972; 38 FR 2982, Jan. 31, 1973; 38 FR 6999, Mar. 15, 1973; 38 FR 9688, Apr. 19, 1973; 39 FR 1443, Jan. 9, 1974; 39 FR 3553, Jan. 28, 1974; 39 FR 36016, Oct. 7, 1974; 39 FR 39884, Nov. 12, 1974; 61 FR 29494, June 11, 1996; 63 FR 28920, May 27, 1998; 67 FR 69627, Nov. 18, 2002; 69 FR 31319, June 3, 2004]

EDITORIAL NOTE: For an interpretation of §571.117, see 38 FR 10940, May 3, 1973.

**§571.118 Standard No. 118; Power-operated window, partition, and roof panel systems.**

S1. *Purpose and scope.* This standard specifies requirements for power operated window, partition, and roof panel systems to minimize the likelihood of death or injury from their accidental operation.

S2. *Application.* This standard applies to passenger cars, multipurpose passenger vehicles, and trucks with a gross vehicle weight rating of 4,536 kilograms or less. This standard's inadvertent actuation performance requirements of S6(a) need not be met for vehicles manufactured before October 1, 2008. The standard's pull-to-close switch operability requirements of S6(c) need not be met for vehicles manufactured before October 1, 2010.

S3. *Definitions.*

*Infrared reflectance* means the ratio of the intensity of infrared light reflected and scattered by a flat sample of the test rod material to the intensity of infrared light reflected and scattered by a mirror that reflects 99.99 percent of the infrared radiation incident on its surface as measured by the apparatus show in Figure 2.

*Power operated roof panel systems* mean moveable panels in the vehicle roof which close by vehicle supplied power either by a sliding or hinged motion, and do not include convertible top systems.

S4. *Operating requirements.* Except as provided in S5, power operated window, partition, or roof panel systems may be closed only in the following circumstances:

(a) When the key that controls activation of the vehicle's engine is in the "ON", "START", or "ACCESSORY" position;

(b) By muscular force unassisted by vehicle supplied power;

(c) Upon continuous activation by a locking system on the exterior of the vehicle;

(d) Upon continuous activation of a remote actuation device, provided that the remote actuation device shall be incapable of closing the power window, partition or roof panel from a distance of more than 6 meters from the vehicle;