

2505

2013-2014 Regular Sessions

I N A S S E M B L Y

January 15, 2013

Introduced by M. of A. SIMANOWITZ -- read once and referred to the
Committee on Transportation

AN ACT to amend the vehicle and traffic law, in relation to creating the
proper tire repair act

THE PEOPLE OF THE STATE OF NEW YORK, REPRESENTED IN SENATE AND ASSEM-
BLY, DO ENACT AS FOLLOWS:

1 Section 1. Short title. This act shall be known and may be cited as
2 the "proper tire repair act".

3 S 2. The vehicle and traffic law is amended by adding a new article
4 12-D to read as follows:

5 ARTICLE 12-D

6 PROPER TIRE REPAIR ACT

7 SECTION 399-P. TITLE

8 399-Q. DEFINITIONS.

9 399-R. PROPER TIRE REPAIR.

10 S 399-P. TITLE. THIS ACT SHALL BE KNOWN AS THE "PROPER TIRE REPAIR
11 ACT."

12 S 399-Q. DEFINITIONS. FOR THE PURPOSES OF THIS ARTICLE:

13 1. THE TERM "TIRE" SHALL MEAN A TIRE FOR USE ON MOTOR VEHICLES THAT
14 HAVE A GROSS VEHICLE WEIGHT RATING OF TEN THOUSAND POUNDS OR LESS.

15 2. THE TERM "MOTOR VEHICLE REPAIR SHOP" SHALL MEAN MOTOR VEHICLE
16 REPAIR SHOP AS DEFINED BY SUBDIVISION TWO OF SECTION THREE HUNDRED NINE-
17 TY-EIGHT-B OF THIS TITLE.

18 3. THE TERM "TIRE PATCH" SHALL MEAN A RUBBER COMPONENT USED TO SEAL
19 DAMAGE TO THE INNER LINER OF A PASSENGER OR LIGHT TRUCK TIRE.

20 4. THE TERM "CURED RUBBER STEM" SHALL MEAN A RUBBER COMPONENT INSERTED
21 IN A PASSENGER OR LIGHT TRUCK TIRE.

22 5. THE TERM "COMBINATION REPAIR UNIT" SHALL MEAN A SINGLE UNIT
23 COMPRISED OF A TIRE PATCH AND A CURED RUBBER STEM TO REPAIR A PASSENGER
24 OR LIGHT TRUCK TIRE.

EXPLANATION--Matter in ITALICS (underscored) is new; matter in brackets
[] is old law to be omitted.

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1 S 399-R. PROPER TIRE REPAIR. 1. A TIRE REPAIR MAY NOT BE PERFORMED AND
2 WILL BE DEEMED AN IMPROPER REPAIR IF PERFORMED BY A MOTOR VEHICLE REPAIR
3 SHOP WHEN:
4 (A) THE TIRE TREAD DEPTH IS EQUAL TO OR LESS THAN 2/32 INCH ON ANY
5 AREA OF THE TREAD; OR
6 (B) THE DAMAGE IS TO A TIRE SIDEWALL; OR
7 (C) THE DAMAGE EXTENDS INTO THE TREAD SHOULDER/BELT EDGE AREA; OR
8 (D) THE DAMAGE EXCEEDS 1/4 INCH; OR
9 (E) THE TIRE HAS AN EXISTING IMPROPER REPAIR; OR
10 (F) THE REPAIR WILL OVERLAP AN EXISTING, PROPER REPAIR.
11 2. IF NONE OF THE PROVISIONS OF SUBDIVISION ONE OF THIS SECTION EXIST,
12 A TIRE REPAIR CAN BE DEEMED TO BE A PROPER TIRE REPAIR IF A MOTOR VEHI-
13 CLE SERVICE SHOP PERFORMS THE REPAIR AS FOLLOWS:
14 (A) DEMOUNT THE TIRE FROM THE RIM/WHEEL ASSEMBLY;
15 (B) INSPECT THE TIRE TO DETERMINE THE EXTENT OF DAMAGE ON THE INSIDE
16 OF THE TIRE;
17 (C) CLEAN THE INNER LINER TO REMOVE ANY CONTAMINANTS INSIDE THE TIRE;
18 (D) REMOVE THE DAMAGED PORTIONS OF THE TIRE;
19 (E) BUFF THE INNER LINER TO CREATE A SMOOTH AND EVEN SURFACE; AND
20 (F) FILL THE INJURY WITH A CURED RUBBER STEM AND PROPERLY INSTALL A
21 TIRE PATCH OR INSTALL A COMBINATION REPAIR UNIT.
22 3. CIVIL PENALTY. THE COMMISSIONER, OR ANY PERSON DEPUTIZED BY HIM OR
23 HER, MAY, BY ORDER, REQUIRE A MOTOR VEHICLE REPAIR SHOP TO PAY TO THE
24 PEOPLE OF THIS STATE A PENALTY OF FIVE HUNDRED DOLLARS FOR EACH IMPROPER
25 TIRE REPAIR THAT WAS PERFORMED.
26 S 3. This act shall take effect on the thirtieth day after it shall
27 have become a law.