

# Effectiveness of Tire Safety Screening Systems

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U.S. Department of Transportation  
Federal Motor Carrier Safety Administration

Federal Motor Carrier Safety Administration

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ANALYSIS,  
RESEARCH, &  
TECHNOLOGY  
FORUM

VIRTUAL EVENT

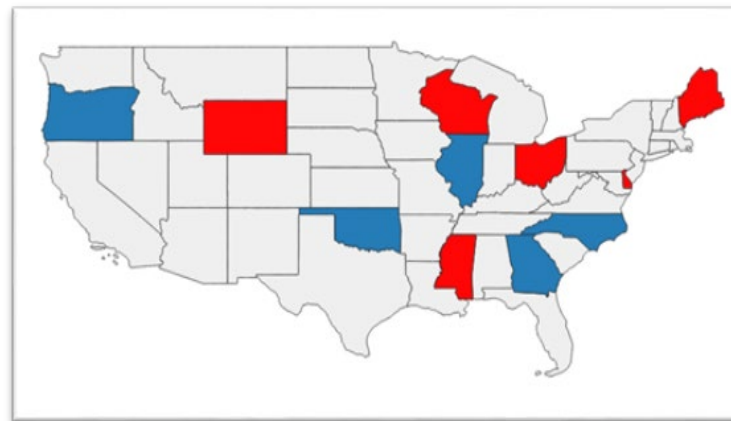


# Tire Safety Screening Systems

- Many states using systems to identify tire safety issues
  - Sensors embedded in the pavement
  - Display of summarized data at the roadside
- Can be integrated with bypass systems and/or variable message signs



Tractor encountering sensor strip



Kistler (IIS) IRD (TACS)

States Currently Using Tire Safety Screening Systems

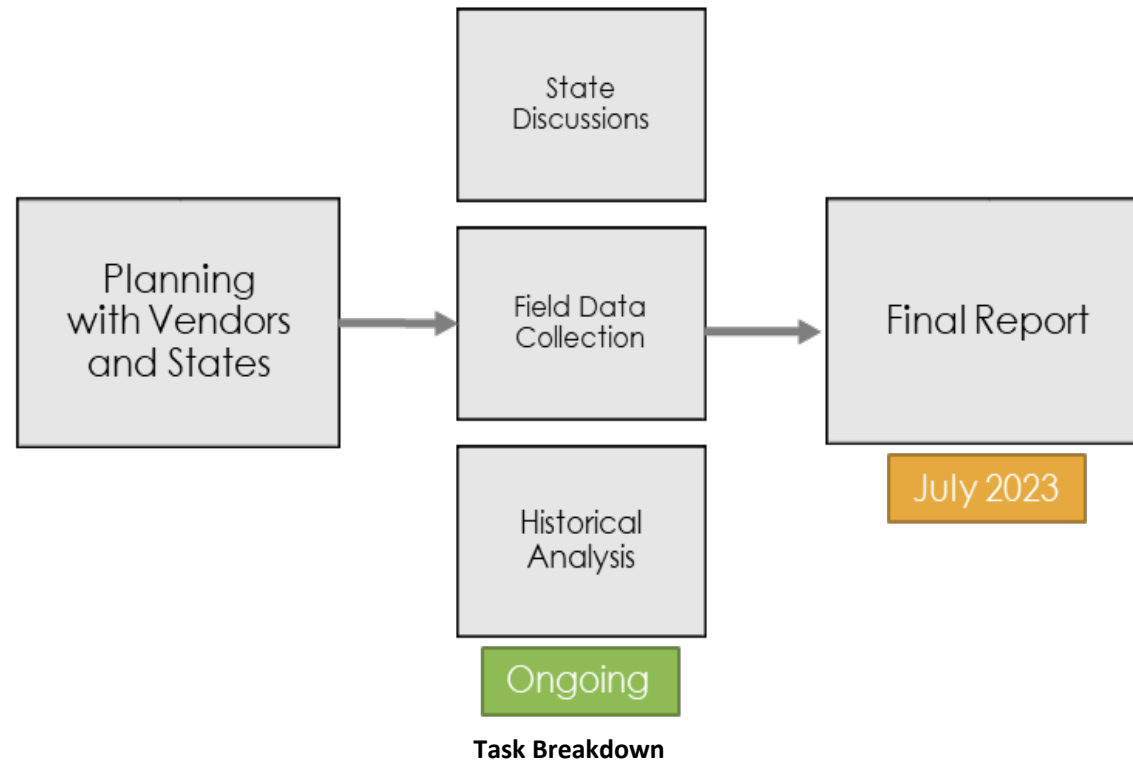
**Display Results**

Vehicle	Class	Axle	Length (ft)	Speed (mph)	GVW (lb)	Max GVW (lb)	Timestamp	
	34	9	5	72.9	66	31,934	80,000	2019-04-04 10:10:26 AM CST
Max GVW (%)	40	License Plate Jurisdiction	SK	License Plate Number	JKL001			↑ pass
		(kips)	9.5	12.2	10.2			
<b>tire anomaly</b>								
	33	9	5	73.0	64	78,385	80,000	2019-04-04 10:09:56 AM CST
Max GVW (%)	98	License Plate Jurisdiction	SK	License Plate Number	GHI789			↑ pass
		(kips)	33.4	32.9	12.0			
	32	9	5	70.7	63	48,901	80,000	2019-04-04 10:09:26 AM CST
Max GVW (%)	61	License Plate Jurisdiction	SK	License Plate Number	DEF456			↑ pass
		(kips)	18.7	18.7	11.5			

Screenshot of Data Provided to Roadside

# Tire Safety Screening Systems

- Quantify effectiveness through data collection and feedback from users
  - Expect approximately 1,000 screened trucks
  - Assess varying ways States are utilizing systems

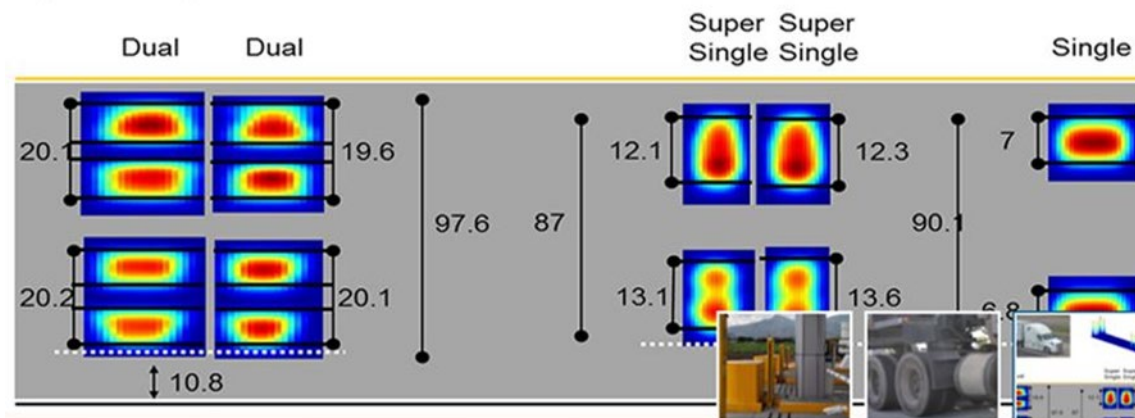
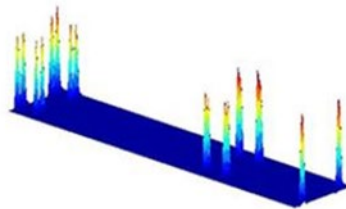


# Tire Safety Screening Systems

- Project Goals:
  - Leverage existing tire screening systems to gather data and to better understand how States are currently using them.
  - Provide information to States considering deployment of these systems



Speed: 65 mph



Screenshot of Data Provided to Roadside



Sensor Strip in Road

# Contact Information

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