

**Overview:**

What is a tire impression?

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What is a tire track?

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Why do we care about this type of evidence?

To help

**Background info on tires:**

Tires come in \_\_\_\_\_ of \_\_\_\_\_ and numerous \_\_\_\_\_.

Tires on \_\_\_\_\_ vehicles are known as \_\_\_\_\_ (OE) tires.

Importance = the same \_\_\_\_\_ and \_\_\_\_\_ vehicles will have the \_\_\_\_\_ tire  
\_\_\_\_\_ and \_\_\_\_\_

Tires purchased to \_\_\_\_\_ worn down or \_\_\_\_\_ tires are called \_\_\_\_\_ tires.

Importance = \_\_\_\_\_ tires are usually \_\_\_\_\_ the same \_\_\_\_\_ as OE . . . so a vehicle with 3 or 4 replacement tires, each of \_\_\_\_\_ design, sets up a \_\_\_\_\_ situation

Tire construction:

Tires are made of various compounds of \_\_\_\_\_, \_\_\_\_\_, and \_\_\_\_\_.

The tire is constructed \_\_\_\_\_ any design first (\_\_\_\_\_ tire). Then placed in a \_\_\_\_\_ where \_\_\_\_\_ and \_\_\_\_\_ designs are added.

**Tire tread and sidewall components:**

\_\_\_\_\_ design components—can be associated with a \_\_\_\_\_ name and \_\_\_\_\_

Sketch figure 19.3 in textbook on page 379. Be sure to indicate the following points: centerline, rib, groove, slot, design element, sipe, and tread wear indicator

S\_\_\_\_\_ components—

➤ \_\_\_\_\_ side (face \_\_\_\_\_)

➤ \_\_\_\_\_ side (face \_\_\_\_\_)

Information important to investigators

- Tire \_\_\_\_\_ and style name (\_\_\_\_\_ sides)

Ex. Michelin XM+S 244

- Tire \_\_\_\_\_ (\_\_\_\_\_ sides)

Ex. P195 75/R15

- D\_\_\_\_\_ of Transportation (\_\_\_\_\_ ) Number (\_\_\_\_\_ side)

Begins with \_\_\_\_\_

Next = symbols for \_\_\_\_\_ and plant code (where it is \_\_\_\_\_)

Next = 3 or 4 numbers that represent \_\_\_\_\_ and \_\_\_\_\_ tire manufactured (ex. 4901 = \_\_\_\_\_ week of \_\_\_\_\_)

- NOTE: some tires are \_\_\_\_\_. These tires will have a \_\_\_\_\_ number.

**Noise Treatment:**

- As tires \_\_\_\_\_ the design elements \_\_\_\_\_ and produce \_\_\_\_\_.
- If all \_\_\_\_\_ were the same \_\_\_\_\_ (which relates to pitch), the noise would be very \_\_\_\_\_.
- \_\_\_\_\_ = tire industry creating tire designs that \_\_\_\_\_ the size of the design elements around the tire.  
(See figure 19.6)

**Tread wear indicators:**

\_\_\_\_\_ bars—indicate when tire should be \_\_\_\_\_

Important in \_\_\_\_\_ = can be retained in \_\_\_\_\_ impressions

## Tire Track Evidence:

Includes tire track \_\_\_\_\_, \_\_\_\_\_ dimensions, and turning \_\_\_\_\_

- Tire track width = measurement made from \_\_\_\_\_ of one \_\_\_\_\_ or impression to \_\_\_\_\_ of the opposite (NOTE: \_\_\_\_\_ vehicles can share the same)
- Wheelbase dimensions = the measurement between the \_\_\_\_\_ of the \_\_\_\_\_ of the front wheels to the \_\_\_\_\_ of the \_\_\_\_\_ of the rear wheels (NOTE: \_\_\_\_\_ is enough info detail retained at scene to \_\_\_\_\_ this measurement)
- Turning diameter = diameter of the \_\_\_\_\_ a vehicle makes when steering wheel is \_\_\_\_\_ turned. (NOTE: can \_\_\_\_\_ be used to \_\_\_\_\_ vehicles that \_\_\_\_\_ turn at least that \_\_\_\_\_)

## Recovery of Tire Evidence:

First = \_\_\_\_\_ crime scene photographs (\_\_\_\_\_, from many angles), and notes (\_\_\_\_\_ of tracks, \_\_\_\_\_ to one another, \_\_\_\_\_ of travel)

Then = examination \_\_\_\_\_ photograph

... this is done in \_\_\_\_\_ manner as \_\_\_\_\_ evidence EXCEPT for \_\_\_\_\_ tire impressions . . . longer impressions taken as sequentially \_\_\_\_\_ photos.

(NOTE: all photos should be taken with \_\_\_\_\_ or other size reference device placed \_\_\_\_\_ to, NEVER \_\_\_\_\_, the impression)

Then = \_\_\_\_\_

... any impression \_\_\_\_\_ ft or smaller should \_\_\_\_\_ be cast

... often, cast offers \_\_\_\_\_ physical evidence for later \_\_\_\_\_ with a tire

## Tire Evidence Examination:

First the \_\_\_\_\_ will be compared with . . . \_\_\_\_\_ tires

1. \_\_\_\_\_ vehicles . . . \_\_\_\_\_ tires from vehicle, noting \_\_\_\_\_ on car
  2. Elimination vehicles (vehicles \_\_\_\_\_ to have been at the scene, i.e. \_\_\_\_\_ car) . . . a \_\_\_\_\_ of tire is usually all that is needed
- \*\*\*tire \_\_\_\_\_ most useful to \_\_\_\_\_ tires

Then if \_\_\_\_\_ design . . . the tires must be analyzed \_\_\_\_\_ to make a match.

To do so, will need to make a \_\_\_\_\_ impression with suspect tire(s)

... usually done on \_\_\_\_\_ material so can be \_\_\_\_\_ on impression from scene.

Analysis includes:

- Closer look at \_\_\_\_\_ design elements, grooves, and sipes
- Tread \_\_\_\_\_ and \_\_\_\_\_ characteristics  
(NOTE: *Tread Design* \_\_\_\_\_ and *Who Makes it and Where* lists issued \_\_\_\_\_ as reference material as well as a database to store wheelbase, track width, and turning radius can help create \_\_\_\_\_ of \_\_\_\_\_ vehicles)
- \_\_\_\_\_ treatment and \_\_\_\_\_ features—useful to \_\_\_\_\_ narrow down the possible number of tires. Also, wear bars and noise treatment can be used in combination to \_\_\_\_\_ or eliminate the \_\_\_\_\_ of the tire that have made the scene impression.
- Random \_\_\_\_\_ characteristics or distinguishable marks—includes \_\_\_\_\_, glass, nails, cuts and if present on \_\_\_\_\_ impression and suspect tire, this can allow for positive \_\_\_\_\_
- \_\_\_\_\_ tires of different designs—when found on one vehicle, the likelihood of finding another vehicle with the \_\_\_\_\_ combination of tire designs is \_\_\_\_\_ or \_\_\_\_\_.