

being met to some extent through the rebuilding of used tires; but, on the whole, insufficient emphasis had been placed on this source of potential savings. For example, many used tires were being condemned when they could have been rebuilt, and, in many cases, tires were worn excessively before removal, thus precluding rebuilding.

We found that tire inspection personnel had not been adequately indoctrinated in the benefits to be derived from rebuilding used motor vehicle tires and that sufficient review and control had not been exercised over their activities. The Air Force had established general policy guidance with respect to tire maintenance which provides that used motor vehicle tires be rebuilt and used by Air Force installations whenever possible. The instructions point out that careful periodic inspection of tires will provide carcasses suitable for rebuilding and that such tires can be expected to last as long as new tires and in some cases longer. We found, however, that the extent to which this general policy guidance had been implemented varied substantially among installations.

We concluded from our review that there was a need for the establishment of specific tire-removal criteria which could be applied by vehicle maintenance personnel to ensure the removal of tires before excessive wear prevents rebuilding. In addition, since each Air Force installation has the responsibility for obtaining replacement tires for its motor vehicles, it seemed evident to us that closer supervision of tire inspection, removal, and rebuilding activities by base officials and increased command surveillance were required to ensure effective performance and to realize the maximum savings possible.

We discussed our findings with responsible Air Force officials at the installations and major commands included in our review. We were informed that appropriate action either had been or would be taken to prevent future disposal of used motor vehicle tires that could be rebuilt. The actions taken were directed primarily toward providing closer supervision over the inspection and removal of used tires.

In a letter dated April 30, 1966, the Assistant Secretary of Defense (Installations and Logistics) stated that the Air Force was in general agreement with our findings. He informed us that a new technical order had been prepared to provide, among other instructions, for the periodic inspection of tires and for their removal if the remaining tread depth is less than $\frac{3}{32}$ inch at its lowest point. He also stated that in accordance with our suggestions, this matter had been referred to the Inspector General of the Air Force as an item of special interest for future inspection programs and a letter had been sent to all major Air Force commands requesting that necessary action be taken to preclude the recurrence of these conditions. In addition, copies of a draft of our report had been furnished to the other military departments and all commands had been requested to give additional attention to the review and inspection of field operations to ensure compliance with applicable policies and technical publications.

We believe that the Departments of Defense and the Air Force have taken appropriate actions on our findings and that these actions should result in substantial savings.