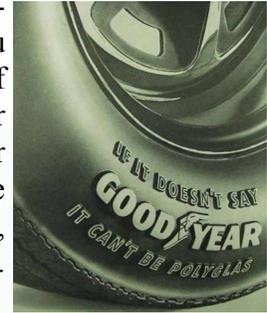


Goodyear Polyglas Tire Date Coding

M A R C U S A N G H E L
R I C K S A U V E

Ever wonder what the date code is on your Goodyear tires and if they are original? This article is written to answer that, and give a guide to determine if you have an original period correct Goodyear tire, and how to decode the date of manufacture of that tire. Although the Goodyear bias belted tire (known under the trademark name of “Polyglas”) was not introduced until 1967, the decoder here allows decoding Goodyear brand tires before that date as well. The date code system here is only applicable to Goodyear tires, and not other brands, since each manufacturer had their own system to date tires until finally the U.S. government mandated a universal system for everyone to use starting in 1971.

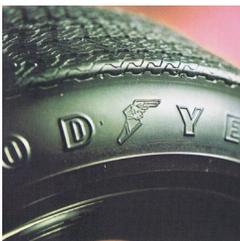


One of the main issues with tire manufacturers during the time period of the 1960's is they wanted to make it as difficult as possible for the consumer to be able to read and understand date codes on tires. This was done intentionally. The thinking was similar to when buying milk that people would always want to purchase the newest tires and not something that has been on the shelf already for a few weeks or months. The tire industry wanted to avoid this. Finally in 1971 the U.S. Government stepped in after several failed attempts working with the tire and rubber industry and created a mandated universal tire date coding system controlled by the DOT (Department of Transportation) that had to be followed by all manufacturers and is still being used today. Tires that do not follow this system are not allowed to be sold in the United States.

The Goodyear Polyglas tire had a wider tread than most other tires on the market at the time and used belts made of fiberglass and was sometimes labeled and called a “Custom Wide Tread”. These tires were an optional tire on Mustangs, but also used on Pontiacs, Oldsmobiles, Dodge, and Chevy's of the same time period, so they were not exclusive to Ford. Other tire manufactures supplying tires to Ford (in 1969) included Firestone, General, Goodrich, Uniroyal and Atlas (Canada only).

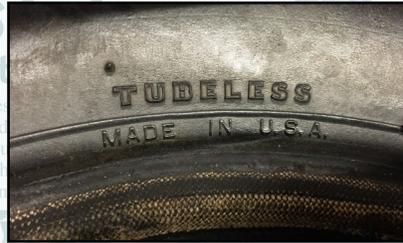
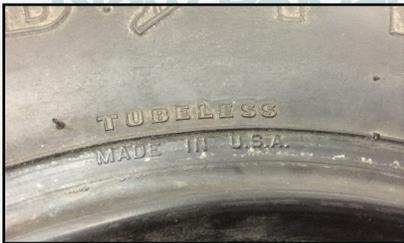
The Goodyear Polyglas and comparable bias-belted tires began appearing as standard or optional equipment on many 1969-model passenger cars and nearly all 1970 to 1974 models. The most common version of the Goodyear Polyglas found on muscle cars of that era was the Polyglas GT, which

was one of the first commercially available raised white lettered tires on the market and also the first 60 series tire, first used on the Boss429. The Polyglas tire and its competitors were soon replaced by steel belted radials as original equipment tires around 1975. The Goodyear Polyglas tires are still manufactured as reproductions for owners of period cars today and are available from a few different vendors and resellers to support the collector car market.

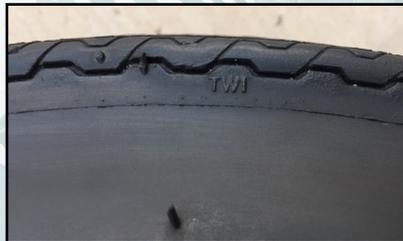
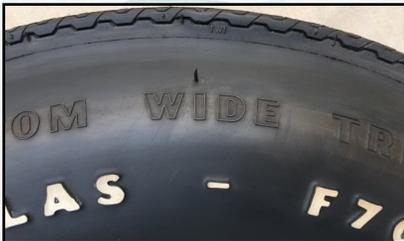


First thing before decoding a tire, is to identify if you actually have an original Goodyear tire. Three basic things to look for.

Made in the USA. All original Goodyear Polyglas tires from the 1960's and 1970's were manufactured in the USA. There was some early reproductions that were made in Argentina and would not be correct and marked Made in Argentina. Typically the tire was stamped with the Made in the USA in the tire bead and cant be seen



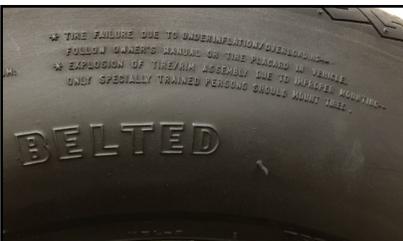
Tread Wear Indicator (TWI). On most of the reproduction tires you will see on the sidewall of the tire, near the tread, TWI molded in several areas. This is a measurement point to show how much tread is remaining on the tire. This indicator was never on original tires.



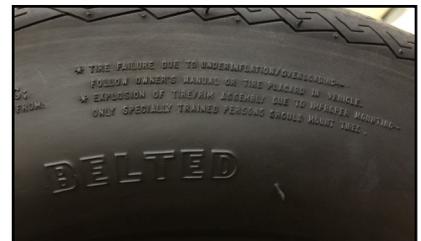
Safety Warning. None of the original tires had the Safety warning that is required on all new tires today. This started to be used in about 1980 so was never seen on the original 1960's and 1970's tires. Usually stamped on the back side of the tire—examples shown here.



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Date Codes:**Serial Numbers Ending with the Letter “N”**

When the letter “N” appears in the last position of the serial number (example: 265H70N) this indicates a System 1 serial number and code structure. In this, the last two digits preceding the “N” represent the date code, and the date of manufacture is revealed by reversing these two digits and referring to the corresponding number in the following chart:

System 1

| | | | | YEAR | | | | |
|------------------|------|------|------|------|------|------|------|------|
| | 1952 | 1953 | 1954 | 1955 | 1956 | 1957 | 1958 | 1959 |
| MONTH | 1960 | 1961 | 1962 | 1963 | 1964 | | | |
| January | 01 | 13 | 25 | 37 | 49 | 61 | 73 | 85 |
| February | 02 | 14 | 26 | 38 | 50 | 62 | 74 | 86 |
| March | 03 | 15 | 27 | 39 | 51 | 63 | 75 | 87 |
| April | 04 | 16 | 28 | 40 | 52 | 64 | 76 | 88 |
| May | 05 | 17 | 29 | 41 | 53 | 65 | 77 | 89 |
| June | 06 | 18 | 30 | 42 | 54 | 66 | 78 | 90 |
| July | 07 | 19 | 31 | 43 | 55 | 67 | 79 | 91 |
| August | 08 | 20 | 32 | 44 | 56 | 68 | 80 | 92 |
| September | 09 | 21 | 33 | 45 | 57 | 69 | 81 | 93 |
| October | 10 | 22 | 34 | 46 | 58 | 70 | 82 | 94 |
| November | 11 | 23 | 35 | 47 | 59 | 71 | 83 | 95 |
| December | 12 | 24 | 36 | 48 | 60 | 72 | 84 | 96 |

Example: 265H70N

The last two digits of the serial number read 70, and when reversed read 07. The decoding, using the chart above, shows the date of manufacture to be July 1952 or July 1960. General appearance of the tire plus period of ownership will be a good indication of ownership which normally will always be the later year.

Date Codes:**Serial Numbers Ending With a Digit**

When a digit appears in the last position of the serial number (example: 1M2N56) this indicates a System 2 serial number and code structure. In this, the first two characters, which may be one letter and one digit, or two letters, represent the date code. When the first two characters are a digit and a letter, either one may occupy the first position as explained later.

System 2

The month of manufacture is indicated by a letter which will be one from the two series of six letter words “BURLEY-CAMINO” and “TUF SYN-PACKER” as follows:

| | Month Code | Month Code |
|-----------|------------|--------------|
| | 1956-1965 | 1966 Forward |
| January | B | T |
| February | U | U |
| March | R | F |
| April | L | S |
| May | E | Y |
| June | Y | N |
| July | C | P |
| August | A | A |
| September | M | C |
| October | I | K |
| November | N | E |
| December | O | R |

The year of manufacture is indicated by one of the two digits, used in conjunction with the BURLEY-CAMINO month code, or one of the two letters used in conjunction with the TUF SYN-PACKER month code which are allocated for each year, and which are used individually and at random—as well as by whether the year code occupies the first or second position in the serial number as follows.... (continued next page)....

Digit Year Codes:

Digit in the second position following BURLEY-CAMINO month code

| Digits | Year Represented |
|--------|------------------|
| 1 or 8 | 1956 |
| 2 or 3 | 1957 |
| 4 or 5 | 1958 |
| 6 or 7 | 1959 |
| 9 or 0 | 1960 |



Digit in the first position following BURLEY-CAMINO month code

| Digits | Year Represented |
|--------|------------------|
| 3 or 5 | 1961 |
| 7 or 9 | 1962 |
| 4 or 6 | 1963 |
| 1 or 2 | 1964 |
| 8 or 0 | 1965 |

Letter Year Codes:

Letter in the first position preceding TUF SYN-PACKER month code

| Letters | Year Represented |
|---------|------------------|
| M or Z | 1966 |
| K or Y | 1967 |
| L or T | 1968 |
| J or U | 1969 |
| E or W | 1970 |
| H or X | 1971 |
| G or S | 1972 |



The 60's series tires were called Polyglas GT

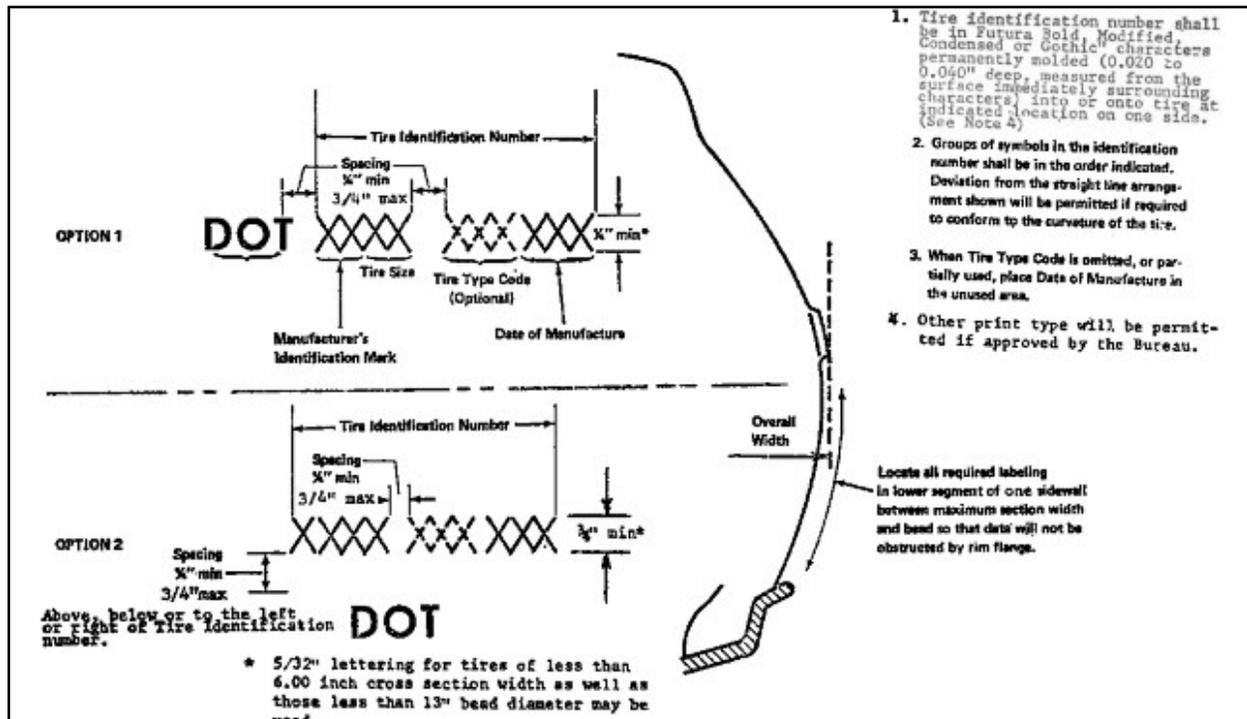
Example:

Date code ends in a digit and not the letter N. So this makes it a System 2 in which the first two characters are the date code. A = August, and the 2 = 1964.



System 4

Final DOT Version that started to be used in 1971 and after various revisions still in use today. This is when the industry and all tire manufacturers were required to use the same system to identify and date code their tires as set forth by the Department of Transportation (excerpt below). During this era (the 1970's) this date code system consisted of the last three digits to represent the week and the year. This numbering system was now called the Tire Identification Number (TIN) and always has DOT abbreviation next to it.



Examples of System 4 tire date codes—Note DOT next to the tire identification number:



MDLD Y4A284—last three digits indicate 28th week of 1974



MDUD D40178—last three digits indicate 17th week of 1978

EXAMPLES on how to decode original tire date codes:



JS = April 1969



JC = September 1969



LC = September 1968



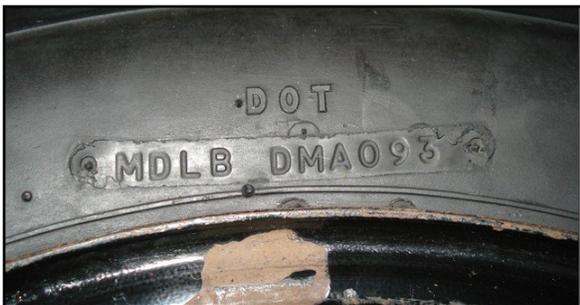
AF = 6th week of 1970



UE = November 1969



TE = November 1968



093 = 9th week of 1973

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