



REVISED: February 27, 2013

Subject: **Use of Break-Away Tire**

The AKC Agility staff has finished reviewing the safety concerns posed by the Tire Jump used at AKC agility trials. The AKC Board of Directors has approved the regulation allowing the use of a break away tire for AKC agility trials.

Effective March 1, 2013, clubs holding AKC agility trials may use a break-away tire in place of the standard tire jump. There will be a six month period (March 1 – September 3) during which clubs may use either the standard solid tire or the break-away tire. Starting September 4, 2013 clubs are required to use the break-away tire. During the optional use period of March 1 – September 3, 2013 it is recommended that clubs note in their premium if the break-away tire will be used at their trial. During the optional use period if the tire breaks open it will be judged as a mandatory elimination “F”.

Changes to the Regulations are as follows:

Chapter 3, Section 12. Tire Jump.

The Tire Jump consists of a tire (or a circular object that resembles a tire) suspended from a rectangular frame. The tire is constructed of two 180 degree segments that are connected at the top to allow for independent movement of each segment. The connection must be adjustable to allow for calibration/testing at the trial site by the Judge of record for the class. The setting for the connection is 16-20 pounds of horizontal force with 18 pounds preferred. The setting will be confirmed by using a calibrated scale (in foot pounds) attached to a tire side mounting point. With one side secured to the frame, the opposite side is pulled using the scale until the segments pull apart. When the tire is broken open it must stay open and not automatically reset. The inner diameter of the tire is 24 inches plus or minus an inch, and the wall is 3 to 8 inches thick. The tire must be connected to the frame at 3 points. There must be at least 7 inches between the outside of the tire and the sides of the frame, and the frame must be tall enough to accommodate the tire at the seven different jump heights, as specified for the Bar Jump. The uprights of the frame shall be secured to the base and the base must be weighted or secured properly to the running surface. The jump height is measured from the ground to the bottom of the tire opening. The tire shall not be displaceable off the frame. The tire shall have a minimum depth of 2 inches and must be made of flexible material, such as rubber or plastic to allow some give if hit by the dog.

Chapter 3, Section 3. Obstacles. #12. Tire Jump. Preferred Class Requirement:

The tire shall be set at 4 inches lower than the Regular class jump height or as close as possible given the construction of the tire. In the 4” jump height the tire will be placed with the bottom edge on the ground.

Chapter 3, Section 3. Obstacles. #12. Tire Jump. Performance:

Dogs must jump through the tire opening in the direction specified by the judge without breaking the tire segments apart or knocking the tire/frame over. The Tire’s jump height will be set one jump height lower than the Bar Jump height, with the exception of the 4 inch jump height.

Chapter 5, Mandatory Elimination (NQ).

The following individual faults call for Mandatory Elimination which shall be marked as an “F” on the scribe sheet resulting in a non-qualifying score (NQ). The dog/handler may continue their run except as may be noted elsewhere in these *Regulations*.

1. Handler or dog knocking down any obstacle or jump that is either presently being performed or will be performed. Handler jumps over, goes under, or steps on top of any obstacle. (If excessive the judge may excuse the handler for their own safety.)
2. Displacing the top bar(s) or panel of a jump or breaking apart the tire jump.