

Tyre Law

Tyres on cars, light vans (not exceeding 3,500kg gross weight) and light trailers must have a tread depth of at least 1.6mm* across the central three-quarters of the breadth of tread+ and in a continuous band around the entire circumference of the tyre. * For goods vehicles over 3.5 tonnes the minimum tread depth requirement remains at 1mm (along with other requirements). + Breadth of tread means the width of that part of the tyre which is in contact with the road surface under normal conditions.

Tyres must be suitable (ie of the correct type and size) for the use to which the vehicle is being put and must be inflated to the vehicle or tyre manufacturers' recommended pressures.

Tyres of different types must not be fitted to opposite wheels of the vehicle (for example, radial-ply tyres must not be fitted to a wheel on the same axle as wheels already fitted with cross-ply tyres and vice versa, and a two-axle vehicle with single rear wheels must not have radial ply tyres on the front axle if cross ply tyres are fitted to the rear axle).

No tyre must have a break in its fabric or a cut deep enough to reach the body cords. No cut must be more than 25mm or 10 per cent of the tyre's section width in length, whichever is the greater.

There must be no lump, bulge or tear caused by separation or partial fracture of its structure, neither must any portion of the ply or cord structure be exposed.

Road Safety Help Desk

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www.devon.gov.uk/road_safety

Tyre Maintenance

Tyres will provide greater life if they are properly maintained. It is an inexpensive task which takes only a few minutes at regular intervals. The following seven-point check list may be helpful:

1. Check the correct pressures against the manufacturer's recommendations as given in the vehicle handbook. **Under-inflated tyres can cost you eight per cent more fuel (and they'll wear out faster too).**
2. Adjust pressures as necessary.
3. Clean dirt from valves and fit valve caps all round.
4. Remove stones and other foreign objects from treads.
5. Have the steering alignment corrected if front tyres show signs of excessive or uneven wear.
6. Examine brakes if tyres show signs of wear through wheel locking.
7. Have front wheels and tyres re-balanced if there are signs of vibration, wheel wobble or patchy tyre wear.



DEVON COUNTY COUNCIL



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Tyre Wear



Under-inflation

Under-inflation has caused this tyre to wear on the outer edges of the tread, leaving the central tread area far less worn.



Over-inflation

Over-inflation has resulted in the central tread area being forced into contact with the road causing rapid centre and worn shoulders.



Mis-Alignment

A typical example of the wear pattern caused by front wheel mis-alignment. (Toe-in or toe-out) The edge of the tread is "feathered" and worn progressively from one side.

The wear ridges can be felt by drawing a hand across the tread.



Camber wear

Excessive wheel camber has caused sloping wear on the outer edge of the tread on one shoulder of this tyre.



Illegal/dangerous wear

This tyre has been used well after reaching the legal minimum pattern depth of 1.6mm.



End of life

This tyre has reached the legal minimum pattern depth of 1.6mm



Emergency braking

An emergency braking manoeuvre with this tyre has caused the tyre to rapidly wear through the complete casing causing the tyre to deflate.



Cuts

Sharp objects can cause considerable damage rendering a tyre unserviceable.



Impact damage

This is damage caused by an impact to the sidewall. The bulge or "egg" indicates localised casing damage.