

CONDITION OF TYRES

APPLICATION

This examination applies to all tyres fitted to vehicles apart from spare tyres.

Tyre age will only be assessed on front steered axles and rear axles on minibuses with a single wheel fitment (including multiple axle configurations with single wheel fitment).

PROCEDURE AND STANDARDS

Check each tyre for:

- Cuts.
- Lumps, bulges or tears.

Note:

Lifting of the tread rubber is a Reason for Failure. If a portion of the tread material is partially severed so that it is likely to fly off and cause danger for other road users it is a Reason for Failure.

A probe maybe used when checking a cut in a tyre provided that care is taken that no further damage is caused to the tyre.

When checking bulges care must be taken to distinguish between bulges caused by separation or partial failure of the structure and the bulges which are due to normal manufacturing undulations in the tyre or due to a satisfactory repair. A bulge due to a repair will be solid, feeling firm to hand pressure and will not deflect as would a bulge associated with casing separation.

A recapped tyre may on occasions have unbonded surplus rubber at the tyre shoulder which may give the appearance of tread separation, although it is not.

- Exposed ply or cords.
- Damaged cords.

Check that tyre is seated correctly on the wheel and that it does not foul on any part of the vehicle or make wall contact with another tyre on a twin wheel.

Note:

Some tyres with flexible side walls may make wall contact under load. This is not a Reason for Failure.

Check any tyre that appears to have been recut and determine whether it has been recut to the manufacturers recut tread pattern. It is often difficult to identify tyres which have been skilfully recut, but extra care should be taken to check for exposure of the ply or cord at the bottom of the grooves.

Note:

Recut tyres can only be fitted to motor vehicles with an unladen weight of 2540 kg or more.

Check the tread pattern of each tyre and ensure that the base of any groove of the original tread pattern is visible. This does not apply to vehicles with GVW 3500 kg or less.

Note:

The original tread pattern means:

- On a re-treaded tyre the tread pattern immediately after the tyre was re-treaded.
- On a recut tyre the manufacturer's recut tread pattern.
- On a partly recut tyre, the part which has been recut the manufacturer's recut tread pattern, on the other part the tread pattern when new.
- On any other tyre the tread pattern of the tyre when new.

When checking the tread pattern, the "Breadth of Tread" is to be taken as that part of the tyre which can contact the road, under normal use, measured across the tyre.

The following should be disregarded when deciding which grooves need to be checked in regard to the "original tread pattern".

- grooves which wear out before the main grooves are worn to a depth of 5 mm in the case of a truck tyre and 3 mm in the case of a car tyre.
- other minor features such as sipes, small lateral extensions to the circumferential grooves and minor lateral grooving on the shoulders.

Check the tread pattern grooves to ensure that the minimum tread depth standards shown below are met.

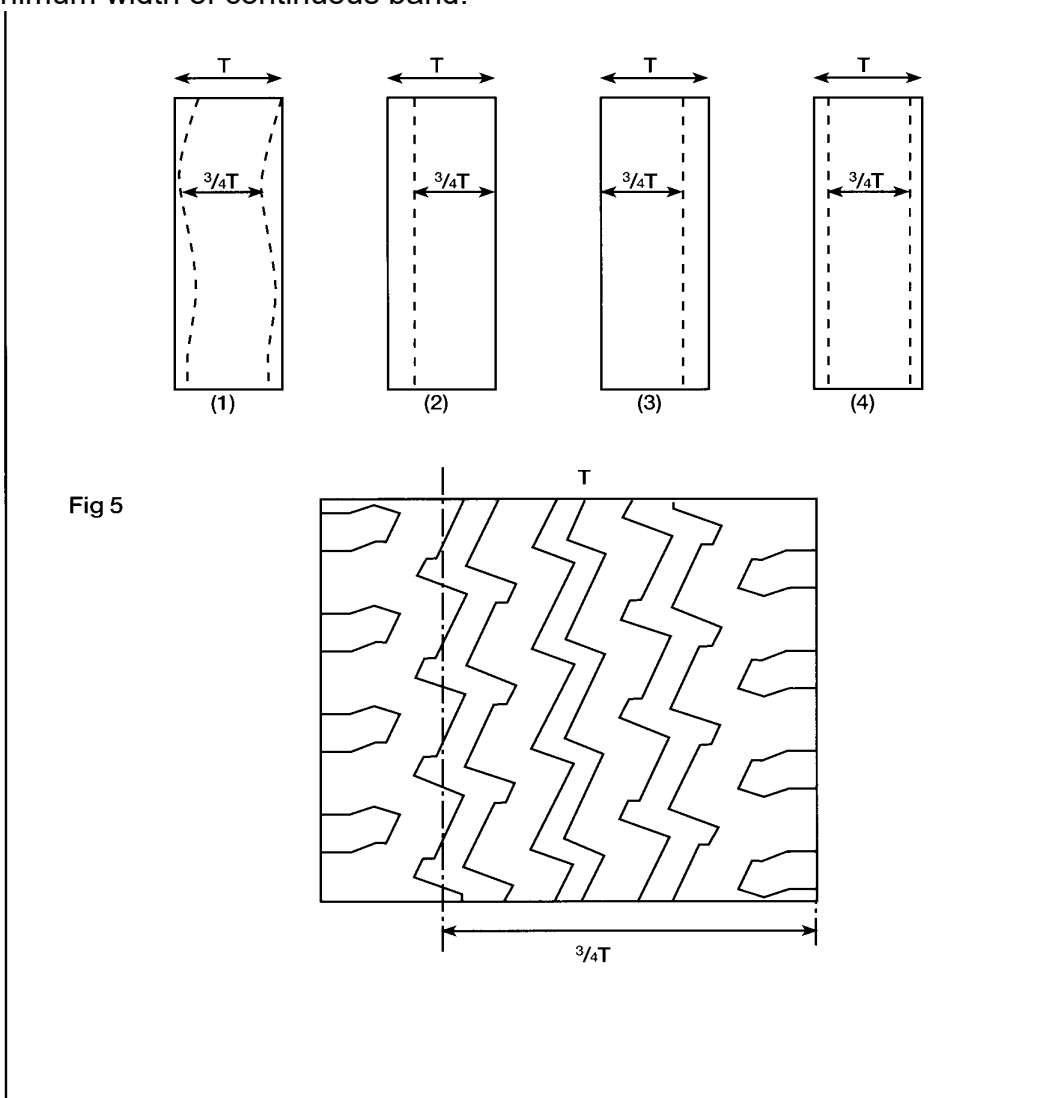
MAXIMUM GROSS WEIGHT OF VEHICLE OR TRAILER	OVER 3500KG OR A BUS OF ANY WEIGHT	3500KG OR LESS
Minimum tread depth	1mm, excluding any tie bar or tread wear indicator	1.6mm, excluding any tie bar or tread wear indicator
Position of minimum tread depth band	Form a continuous band covering at least any ¾ of the	Form a continuous band covering the central ¾ of the

	breadth of the tread around the entire circumference	breadth of the tread around the entire circumference
--	--	--

The following diagrams show acceptable positions of the minimum tread depth band, for vehicles over 3500 kg design gross weight, which must be measured at right angles to the axis of the wheel. Figures 1-4 show cambered wear and Figure 5 shows more detail of how the tread band is measured. For vehicles of 3500 kg or less the band is the central $\frac{3}{4}$ of the breadth of tread and it is not necessary for tread depth to be visible on the remainder.

Figure 6 shows that for certain cross country tyres that it may be necessary to accept that the band of acceptable tread pattern may include a plain portion in the centre.

Figs (1), (2), (3) and (4) T = Breadth of Tread
 $\frac{3}{4}$ T = Minimum width of continuous band.



In this case the lateral grooves are the same depth as the circumferential grooves and are included in the $\frac{3}{4}$ measurement.

The breadth of the tread is 'T'.

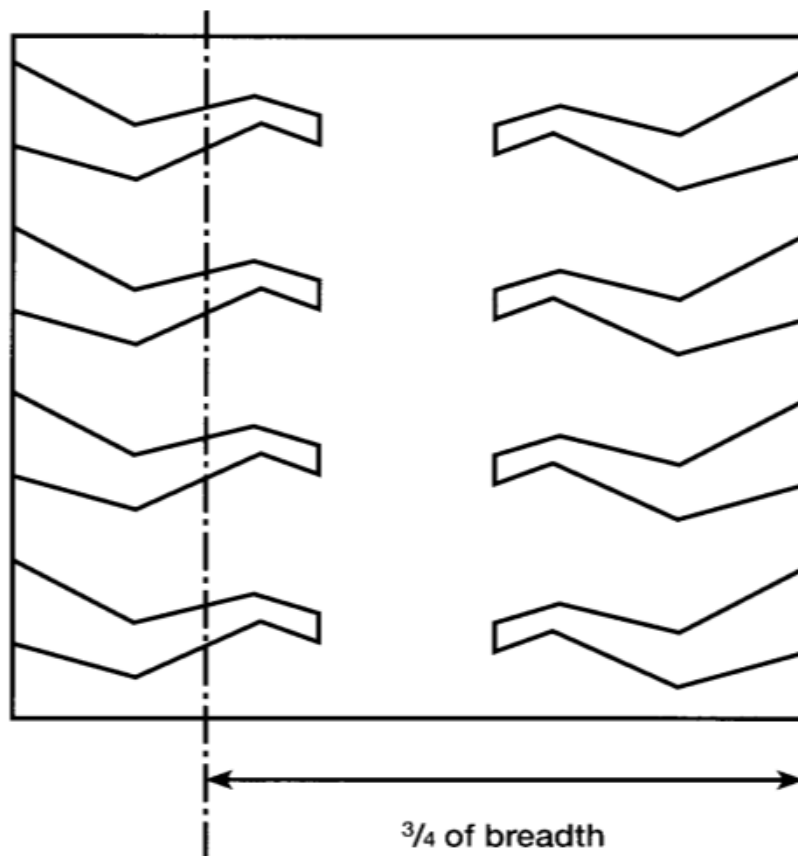
The $\frac{3}{4}$ of 'T' measurement can be taken over 'T' as in figures 1 to 4.

This tyre has only lateral grooving.

The band of acceptable tread pattern includes the plain portion which existed when the tyre was new. The remaining tread area should contain grooves to a depth of 1 mm.

If any tread wear indicator is level with corresponding tread, measure tread depth before deciding if tread is below the acceptable limit.

Fig 6

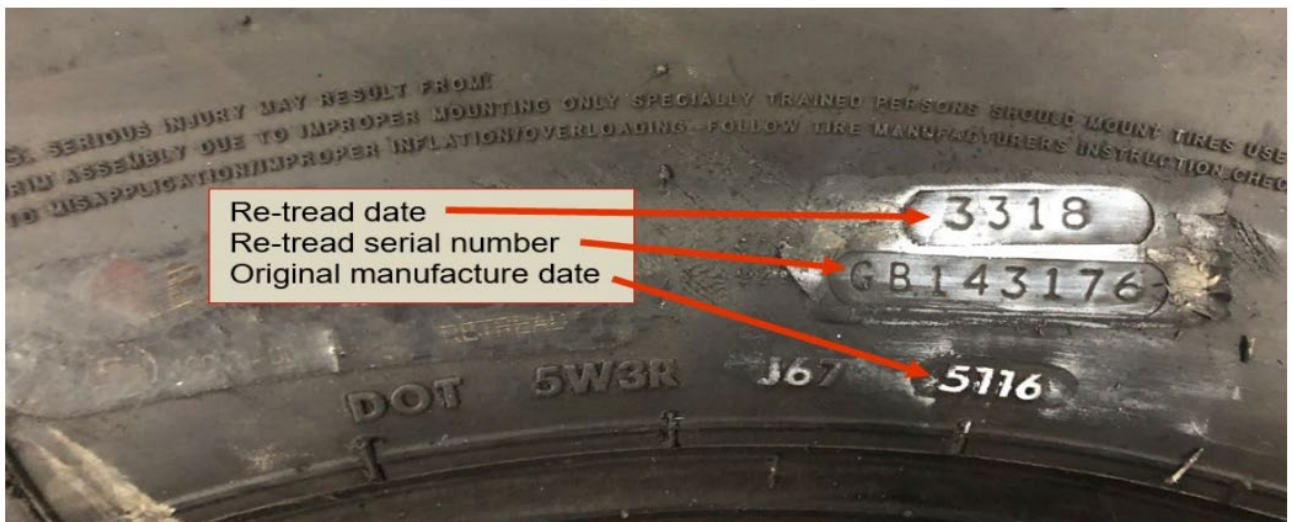


Age of Tyres.

All tyres must be marked with the date of manufacture, this is represented by a four-digit code. The first and second digits represent the week of manufacture, the third and fourth digits represent the year.

For tyres manufactured before 01 January 2000, the date may be indicated by a three-digit code. The first and second digits represent the week of manufacture, the third digit represents the year, these will be in-excess of 10 years old.

The date code is only required to be marked on one sidewall and can usually be found at the end of the DOT (Department of Transportation) marking on original manufactured tyres. Retread or recapped tyres may be marked with two date codes, the original manufacture date, and the date of remanufacture, the most recent date must be used when assessing tyre age.



Tyres not displaying a date code would normally be a deficiency. However, date codes are only required to be marked on one side of the tyre so it may not be possible to see the date code on some twin wheel fitments. Under these circumstances you should assume the date code is present and the tyre age is acceptable.

If the date code shows the tyre age to be over 10 years old this will be a deficiency:

Example: Date of Vehicle examination 13 November 2023 which is week 46 (4623). • A tyre marked 4613 will pass as it is not more than 10-years old. • A tyre marked with the date code 4513 (or older) will be a deficiency as it is more than 10- years old.

When assessing tyre age, front steered axles are those deemed to be forward of the chassis midpoint and directly controlled by the vehicle steering system. Presenters should be advised if any tyres fitted are between 9 and 10 years of age.

REASONS FOR FAILURE

	Deficiency Category
1. Tyre:	
a. With a cut which is deep enough to reach the ply or cords, and is more than 25 mm long, or 10% of the section width, whichever is greater.	MAJOR
b. With a lump, bulge or tear caused by separation or partial failure of its structure, including any lifting of the tread rubber.	DANGEROUS
c. With exposed ply or cord.	DANGEROUS
d. Rubbing on any part of the vehicle.	MINOR
e. Fouling on any part of the vehicle and safe driving not impaired	MAJOR
f. Fouling on any part of the vehicle and safe driving is impaired	DANGEROUS
g. Incorrectly seated on its wheel.	MAJOR
h. Deflated	MAJOR
i. Underinflated.	MINOR
j. Where the base of any groove of the original tread pattern is not clearly visible (vehicles with GVW greater than 3500 kg).	DANGEROUS
k. Where the minimum tread depth and tread band requirements shown in the table are not met.	DANGEROUS
l. A Tyre, in excess of ten years of age fitted to any front steered axle of a vehicle or on any axle on a minibus with single wheel fitment.	DANGEROUS
m. With a date of manufacture code illegible or not displayed on any axle (excluding a front steered axle and any axle on a minibus with single wheel fitment).	MINOR

n. With a date of manufacture code illegible or not displayed on any front steered axle of a vehicle or on any axle on a minibus with single wheel fitment. MAJOR

2. A recut tyre:

a. Fitted to a vehicle which should not have one. MAJOR

b. On which the wholly or partly recut tread pattern is not to the manufacturer's recut tread pattern. MAJOR