

EASY REFERENCE GUIDE

CARAVAN, MOTORHOME & TRAILER TYRES

Towed Caravans, Motorhomes, Horseboxes & Utility Trailers
(up to 3,500kg MAM)

AGEING AND STATIC STORAGE destroy leisure tyres long before the tread wears down.

Remember to:



AIR PRESSURE

Leisure tyres require high pressures (often 50–65+ psi / 3.5–4.5+ bar). Motorhomes with CP tyres on rear axles often require up to 80 psi (5.5 bar). Check cold before every trip.

CONDITION

Inspect sidewalls for UV cracking, perishing, and flat-spotting. Verify tyres are under 5–7 years old.

TREAD

Legal minimum is 1.6mm across the central 75%. Tread rarely wears out on leisure vehicles, but age degrades safety.

Check tyres **BEFORE EVERY TRIP**, after winter storage, and whenever taking your trailer on the road.

TREAD CHECK

Place a 20p coin into the main tread grooves of your tyres. Check at least three locations around each tyre.

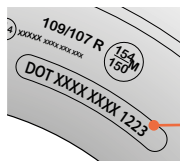


If the outer rim of the coin is **OBSCURED** your tread depth is above the legal limit.

If the outer rim of the coin is **VISIBLE** your tyres may be illegal and unsafe.

AGE CHECK

Increase inspection of tyres aged 5 years or older regardless of remaining tread depth.



The DOT code shown on the tyre wall indicates the week and year of manufacture, i.e. **week 12 of 2023**

HOW TO CHECK YOUR CARAVAN, MOTORHOME & TRAILER TYRES

08/2026

				
	HIGH AIR PRESSURE & COLD CHECKS	AGEING, UV DEGRADATION & PERISHING	FLAT-SPOTTING & STORAGE DAMAGE	LOAD RATINGS & SECURITY
WHAT IT IS	Recommended inflation pressure for heavy, static loads is significantly higher than standard cars – typically 50–65+ psi (3.5–4.5+ bar), and up to 80 psi (5.5 bar) for motorhome rear CP tyres.	Deterioration caused by sunlight (UV rays), ozone, and long periods of static park-up.	Deformity caused by sitting in one position carrying full vehicle weight for months (e.g., winter storage).	Ensuring tyres carry 'CP' (Camping), 'C' (Commercial), or 'XL' (Extra Load) ratings suitable for the vehicle's Maximum Authorised Mass (MAM).
WHY IT IS IMPORTANT	Under-inflated caravan/trailer tyres flex excessively, causing rapid overheating and structural disintegration at motorway speeds.	Rubber loses elasticity and hardens over time, creating internal micro-fractures. Tread depth may look like new, but the structure can fail catastrophically under load.	Permanent flat spots cause severe vibration while towing, weakening the internal carcass and damaging wheel bearings and suspension.	Fitting standard passenger car tyres to a caravan or heavy trailer will cause overload failure. Loose wheel bolts can lead to wheel detachment.
HOW TO CHECK	Always check pressures cold against the vehicle handbook or 8-pillar plate using an accurate gauge capable of measuring up to 80 psi / 5.5 bar (standard car gauges often max out too low). Never rely on visual appearance alone.	Look closely for fine cracks or "crazing" on the sidewalls and in the tread grooves. Locate the 4-digit DOT code on the sidewall—Increase inspection frequency for any tyre older than 5 years (consider replacement from 7 years even if tread looks OK).	Inspect for flat spots before setting off. During long-term storage, jack up the vehicle to take weight off tyres, use tyre-savers/cradles, or rotate wheels periodically. Cover tyres to shield from direct sunlight.	Verify the Load Index matches or exceeds the axle weight requirement. Check wheel nut torques with a torque wrench before trips, and ensure mechanical wheel locks do not distort tyre sidewalls during storage.

A few simple pre-trip checks prevent ruined holidays and **DANGEROUS MOTORWAY BLOWOUTS**.