

EASY REFERENCE GUIDE

PART WORN TYRES

Compliance, Safety Inspection & Legal Standards
(The Motor Vehicle Tyres (Safety) Regulations 1994 & GPSR 2005)

A tyre is the only point of contact between a vehicle and the road. Part worn tyres must meet strict legal standards – non-compliant sales put lives and livelihoods at risk.



Air Pressure • **C**ondition • **T**read

Remember **ACT** and the Legal Pass/Fail Checklist:

MARKING

Must feature the text **PART WORN** in uppercase, at least 4mm high, applied via cold vulcanisation or permanent ink adjacent to the 'E' or 'e' approval mark. Hot branding or cutting into the casing is strictly illegal.

TREAD DEPTH

Minimum 2mm of tread depth across the full breadth of the original tread pattern and entire outer circumference before sale.

INTEGRITY

Free from cuts over 25mm (or 10% section width), internal bulges, tears, or exposed structural cords. Inspect bead seats for demounting tears or hidden bead-wire damage.

INFLATION

Must be inflated on a wheel rim to the tyre manufacturer's maximum cold inflation pressure (as stamped on the sidewall) to verify casing integrity during inspection before display or sale.

It is a **CRIMINAL OFFENCE** under the Consumer Protection Act to supply, display, or possess non-compliant part-worn tyres for sale.

Over 90% of part-worn tyres investigated during joint Trading Standards operations **FAIL TO COMPLY WITH SAFETY AND MARKING REGULATIONS.**



NEW TYRE

8mm initial depth – 1.6mm legal limit
= **6.4mm usable tread.**

PART WORN TYRE

3mm initial depth – 1.6mm legal limit
= **1.4mm usable tread.**



ECONOMIC REALITY

Part-worn tyres frequently cost more than **TWICE AS MUCH** per millimetre of usable tread compared to new budget tyres.

SAFE TYRES SAVE LIVES

tyresafe.org

HOW TO CHECK YOUR PART WORN TYRES

	 LEGAL MARKINGS & TREAD	 STRUCTURAL INTEGRITY	 REPAIR STANDARDS	 ENFORCEMENT & LIABILITY
WHAT IT IS	Statutory requirements under Regulation 7 of The Motor Vehicle Tyres (Safety) Regulations 1994 governing marking height, permanence, and tread standards prior to sale.	A complete physical inspection of the tyre's internal/external rubber structure, age (DOT code), load/speed service descriptions, and axle compatibility.	Verifying that any pre-existing puncture repairs on a part-worn tyre conform to British Standard BS AU 159.	Statutory powers executed by Trading Standards, Police, and enforcement agencies under The Motor Vehicle Tyres (Safety) Regulations 1994 and The General Product Safety Regulations 2005 (GPSR).
WHY IT IS IMPORTANT	Marking ensures accountability and proves the tyre has undergone mandatory pre-sale safety checks. Selling tyres without the vulcanised mark or with less than 2mm tread is illegal and exposes retailers to prosecution.	Tyres are often demounted from scrap or written-off vehicles. Hidden structural fatigue – such as run-flat inner liner creasing or bead damage – can trigger catastrophic blowout failure under load. Furthermore, fitting under-rated load or speed tyres breaches Construction & Use regulations. Mixing seasonal types (Summer, Winter, All-Season) or differing tread patterns across the same axle creates uneven grip and water dispersal rates, leading to severe handling imbalances or vehicle pull during emergency braking.	Unsafe, non-standard repairs (e.g., external roadside string plugs or sidewall patches) are prone to sudden pressure loss and structural casing collapse.	Possessing non-compliant stock – even if claimed as “awaiting inspection” – breaches both specific tyre regulations and the GPSR duty to place only safe products on the market. Enforcement officers have the authority to issue immediate Withdrawal Notices, Recall Notices, and seize unsafe stock . Criminal prosecution can result in unlimited fines per defective tyre, stock forfeiture, and imprisonment.
HOW TO CHECK	Inspect adjacent to the ‘E’ or ‘e’ approval mark. Ensure PART WORN text is cold-vulcanised or applied with permanent ink (minimum 4mm high). Measure tread across the full breadth and entire circumference using a calibrated depth gauge to confirm at least 2mm.	Physical & Pressure: Inspect inner liner for creasing, powdering, or hidden holes. Check exterior for cracks, bulges, or cuts >25mm (10% section width). Rim-mount and inflate to maximum sidewall pressure for a 360 degree structural check.	Inspect the internal liner inside the central crown (Area T). Repairs must consist of a proper internal combination stem-and-patch repair unit. Reject immediately if repairs are found outside Area T (central crown zone), such as the shoulder or sidewall. If string plugs are used, or if inner tubes are fitted to mask tubeless tyre leaks.	Maintain full supply-chain audit trails for all stock. Strenuously segregate uninspected casings from retail areas using clear “NOT FOR SALE / UNINSPECTED” signage. Ensure all workshop and sales staff undergo documented training on Regulation 7 standards, GPSR safety duties, and BS AU 159 repair limits.

Purchasing or supplying non-compliant part-worn tyres compromises vehicle safety performance. Thorough physical inspections and strict marking compliance are essential to prevent dangerous tyres from entering the supply chain.