

Tyre Age Policy

1. Policy Statement

Passenger vehicle, motorcycle and heavy vehicle* tyres should be replaced after 10 years from the date of manufacture* regardless of condition.

All tyres, including the spare, should be inspected annually by a professional and replaced as required.

**Heavy vehicle tyres fitted to twin-wheeled axles are exempt from this policy.*

**Tyres that have been re-treaded following AS 1973-1993 Pneumatic tyres-Passenger car, light truck, and truck/bus-Retreading and repair process will be taken from the date of retreading.*

2. Rationale

Tyres are perishable items, and it is widely recognised in the industry that they degrade as they age. The extent of this degradation can be accelerated by factors such as operating conditions and environmental influences. Furthermore, tyres older than six years are generally not expected to sustain the maximum load rating for long; as a result, many vehicle and tyre manufacturers recommend tyre replacement after six years from the date of manufacture.

Most tyre manufacturers have guidelines on tyre ageing, setting the maximum tyre age at ten years. Tread depth is heavily relied upon to determine whether a tyre is safe to use. The Road Traffic (Vehicles) Regulations specify that tread depth must be more than 1.5mm. Additionally, tyres must be free from visible defects and meet the load requirements of the vehicle. However, the Regulations do not consider the tyre's age, which is a significant oversight.

In the UK, any vehicle over 3.5 tonnes with a tyre exceeding ten years in age—unless fitted on an axle with twin wheels—is classified as having a dangerous defect. This can lead to the refusal of a roadworthiness certificate during annual inspections, or a prohibition notice if identified by roadside enforcement.

Vehicles that are used infrequently, such as trailers, caravans, and recreational vehicles, are more likely to have ageing tyres. These vehicles are often loaded to or beyond the tyre's maximum capacity, increasing the risk of major failure during extended use. Spare tyres also pose a hidden risk; they have been linked to numerous tyre-related accidents. If tyre ages were inspected, it could be a factor in these incidents.

3. Recommendations

The MTA WA recommends amending legislation to classify vehicles with aged tyres as unroadworthy. The Road Traffic (Vehicles) Regulations 2014 REG-267 specify that tyres on motor vehicles, trailers, or any vehicle within a combination must be free of any apparent defect that could compromise safety. Additional clarification of REG-267 may be necessary through an amendment or the development of policy to support regulatory enforcement.

End.

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