LEGAL TYRE TREAD DEPTHS

Tyre condition is reported by taking three readings across the width of the tyre. Tyres are checked for normal wear and tear, cuts, lumps bulges or tears, exposed ply and cord, pattern-suitability, and irregular wear patterns, which may indicate a need for a four- wheel alignment check by our Technicians.

REMAINING TYRE DEPTH	STAPLETONS RECOMMENDS TYRE REPLACEMENT AT 3mm (78% WORN)
8mm	YOUR TYRE IS APPROXIMATELY **0%** WORN
7mm	YOUR TYRE IS APPROXIMATELY **15%** WORN
6mm	YOUR TYRE IS APPROXIMATELY **31%** WORN
5mm	YOUR TYRE IS APPROXIMATELY **47%** WORN
4mm	YOUR TYRE IS APPROXIMATELY **62%** WORN
3mm	YOUR TYRE IS APPROXIMATELY **78%** WORN
2mm	YOUR TYRE IS APPROXIMATELY **94%** WORN
1.6mm	**DANGER! YOUR TYRE IS ILLEGAL. THE CURRENT MAXIMUM FINE IS £2,500 AND 3 POINTS PER TYRE**

WHAT IS THE MINIMUM TYRE TREAD DEPTH?

The current legal limit is 1.6mm tread over the central 3/4 of the tyre in a continuous band around the entire circumference of the tyre.

'RoSPA recommends that tyres are changed once the tread reaches 3mm in depth'.

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POSSIBLE REASONS FOR DAMAGE

CORRECT INFLATION

UNDER INFLATION

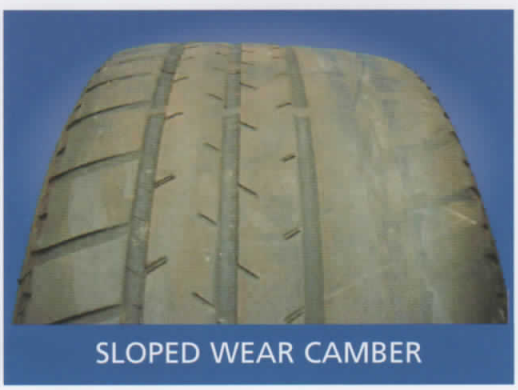
OVER INFLATION

UNDER INFLATION

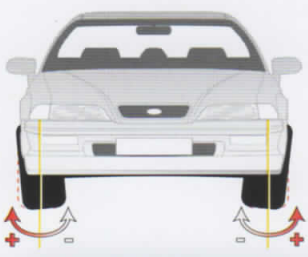
OVER INFLATION

TRACKING AND ALIGNMENT

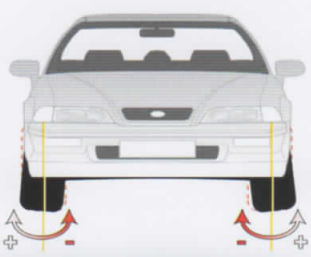
FEATHERING MISALIGNMENT



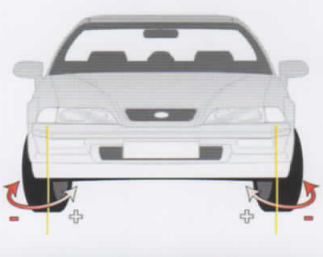
SLOPED WEAR CAMBER



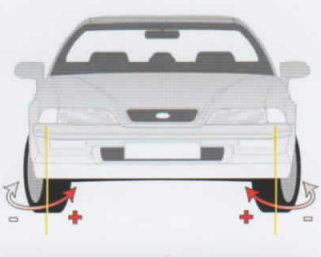
POSITIVE CAMBER



NEGATIVE CAMBER



TOE OUT



TOE IN

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TYRE POSITIONING & HANDLING

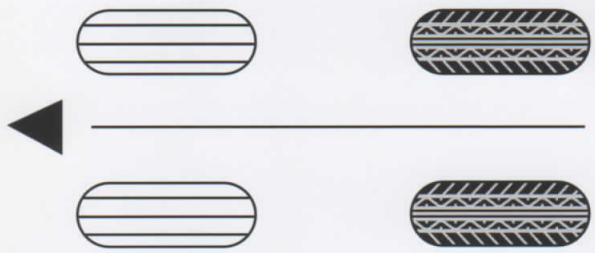
WHY FIT NEW OR THE LEAST WORN TYRES TO THE REAR

New or the least worn tyres should be fitted to the rear to ensure that vehicle stability is maintained in extreme conditions of braking and cornering, especially on wet or slippery roads and to provide additional protection against the effects of a sudden deflation.

IF FOLLOWING THIS ADVICE, DO **NOT** FORGET:

- If all 4 tyres are quite worn, consider replacing the full set
- If moving tyres from one axle to another pressures should be checked and adjusted to suit the new vehicle positions, thus maintaining the handling, balance and safety of the vehicle

- Most modern vehicles being front drive, the front tyres wear faster than the rear tyres. The driver is used to having less grip at the front as the tyres wear towards replacement.

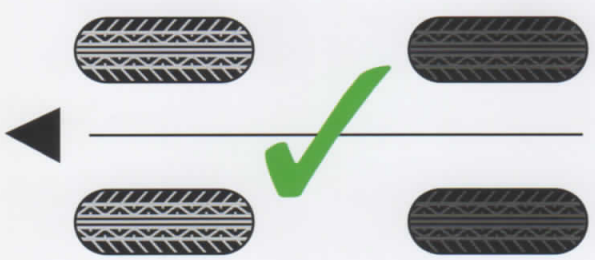


FRONT TYRES WORN OUT

- The car's handling characteristics will change and the driver could be taken by surprise - where previously there was a tendency to understeer, the car could tend to oversteer in extreme conditions.
- On slippery roads, initial loss of grip will be on the rear axle, leading to oversteer, which can be more difficult to control than understeer.

NEW TYRES FITTED TO FRONT

- The handling characteristics will be similar to those to which the driver is accustomed.
- There will be maximum grip in the rear axle - a safer and more stable condition.



NEW TYRES FITTED TO REAR

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