

BRIDGESTONE

Your Journey, Our Passion

Truck Tire
Limited Warranty
& Safety Manual



EN



TIRE WARRANTY, MAINTENANCE and SAFETY MANUAL

BRIDGESTONE TRUCK TIRES

Congratulations on your purchase of quality BRIDGESTONE brand truck tires!

To ensure optimum tire performance and reduce the risk of a tire failure, Bridgestone Americas Tire Operations, LLC ("BRIDGESTONE") strongly recommends you read and follow all maintenance and safety information contained in this manual. In addition, we recommend periodic inspection and maintenance, if necessary, by a qualified tire service professional.

LIMITED WARRANTY BRIDGESTONE BRAND TRUCK TIRES

ELIGIBILITY

You are covered under the terms of this Limited Warranty if all of the following apply:

- You are the original owner, or original owner's authorized agent, of any new BRIDGESTONE brand truck tire bearing a Department of Transportation (DOT) tire identification number indicating manufacture after July 1, 2019 (DOT serial 2719 or later).
- The tire was purchased after January 1, 2020 and used primarily in the U.S. For tires covered prior to this time, please refer to the limited warranty that would have been in effect at the time of original sale.
- The tire size, load range, and speed rating are equivalent to or greater than, that specified or recommended for use by the vehicle manufacturer or BRIDGESTONE.
- The new tire was approved for sale in the United States, listed in a U.S. price or data book, and purchased from an authorized BRIDGESTONE brand truck tire retailer.
- For coverage under the Enhanced Casing Credit Limited Warranty, the eligible tire must have been used only in long haul, regional, pick up and delivery (P&D) highway service for the entire life of the casing and subsequent retread(s) must be inspected and retreaded by an authorized Bandag dealer only.
- Proper tire inflation pressure, as specified by the vehicle manufacturer to operate the vehicle within tire/vehicle load capacity, have been maintained.

- Proper wheel alignment and tire/wheel assembly balance have been maintained.
- The tire has been operated within the speed limitations of the tire.

WHAT IS WARRANTED and FOR HOW LONG

Upon examination by BRIDGESTONE, and subject to terms and conditions stated herein, before wearing down to 2/32 inch (1.6 mm) remaining original tread depth (i.e. worn down to the top of the built-in indicators in the original tread grooves) and within 6 years from the date of tire manufacture, any eligible tire that becomes unusable for any reason (see exclusions in the section entitled "What This Limited Warranty Does Not Cover") within the manufacturer's control will either be repaired or replaced at BRIDGESTONE's option with an equivalent new BRIDGESTONE brand truck tire on the basis set forth in this Limited Warranty.

WHAT THIS LIMITED WARRANTY DOES NOT COVER

This Limited Warranty does not cover the following:

ROAD HAZARDS/MISAPPLICATION/ABUSE Tire damage due to:

- A. **Road hazards**, including, without limitation: puncture, cut, impact break, stone drill, bruise, bulge, snag, etc.
- B. **Improper use or operation**, including, without limitation: improper inflation pressure, overloading, tire/wheel spinning, curbing, use of an improper rim/wheel, tire chain damage, misuse, misapplication, negligence, tire alteration, or for racing or competition purposes.
- C. **Insufficient or improper maintenance**, including, without limitation: wheel misalignment, worn suspension components, improper tire mounting or demounting, tire/wheel assembly imbalance, improper brake adjustment, or other vehicle conditions, defects, or characteristics.
- D. **Contamination or degradation** by petroleum products or other chemicals, fire or other externally generated heat, water or other material trapped inside the tire during mounting or inflation, or inflating tires with anything other than air or nitrogen.
- E. **Improper repair**. Improper repair voids this Limited Warranty.

RAPID TREAD WEAR/EXCESSIVE TREAD WEAR

- A. **Rapid tread wear**, or wear-out is **not** covered under this warranty.
- B. **No mileage warranty is expressed or implied.**
- C. **Tires rendered unretreadable** due to excessive tread wear or improper buffing.

OTHER

- A. **Uneven or unusual wear** patterns, including, without limitation: Shoulder wear, center wear, cupping, or feathering. Irregular wear is not covered under this warranty.
- B. **Tires worn more than 1/32 inch** (0.8 mm) difference in remaining tread depth between any two major tread grooves across the tire.
- C. **Ride disturbance or vibration** after tread wear use beyond 10% of the original usable tread depth.
- D. **Weather/ozone cracking after 4 years** from date of tire manufacture, regardless of date of purchase.
- E. **Weather/ozone cracking** is **not** covered under the Enhanced Casing Limited Warranty.
- F. **Tires subjected to severe under-inflation** or run-flat conditions.
- G. **Tires purchased as used.**
- H. **Tires purchased and primarily used** outside the United States.
- I. **Tire improperly retreaded** including, without limitation, improper or inadequate inspection, preparation, equipment, material, repair, etc.
- J. **Tires damaged by the use of internally applied additives** for balance, sealing, cooling or any other alleged tire performance enhancement.
- K. **Improper regrooving.**
- L. **The cost** of applicable federal, state, and local taxes.
- M. **Failure to follow any** of the safety and maintenance recommendations or warnings contained in this manual.

This Limited Warranty is in addition to and/or may be limited by any other applicable written warranty you may have received concerning special tires or situations. Note that additional exclusions, provisions and owner's obligations may be contained in other sections of this manual.

NO-CHARGE REPLACEMENT – NEW TIRE

Eligible BRIDGESTONE brand truck tires adjusted under this Limited Warranty will be repaired or replaced at BRIDGESTONE's option free of charge with an equivalent new BRIDGESTONE brand truck tire (Federal Excise Tax included) up to the first 10% of original usable tread depth or within 12 months from date of purchase (without proof of purchase date, then within 12 months from the date of tire manufacture), whichever occurs first. The cost of mounting and balancing and other service charges, disposal fees, or applicable taxes are payable by you.

PRO-RATED REPLACEMENT – WORN ORIGINAL TREAD TIRE

Eligible BRIDGESTONE brand truck tires adjusted under this Limited Warranty that are worn beyond the first 10% of original usable tread depth, or 12 months from the date of purchase (without proof of purchase date, then 12 months from the date of tire manufacture) has passed, the tire will, at BRIDGESTONE's option, be repaired or replaced with an equivalent new BRIDGESTONE brand truck tire on a pro-rata basis. To determine the pro-rated replacement price, the percent of used tread wear is multiplied by the dealer's current selling price for the replacement tire(s). The cost of mounting, balancing, full Federal Excise Tax, and other service charges, disposal fees, or applicable taxes are payable by you. The tire must be less than 6 years from the date of purchase (without proof of purchase date, then 6 years from the date of tire manufacture).

ENHANCED CASING CREDIT LIMITED WARRANTY

For coverage under the Enhanced Casing Credit Limited Warranty, the eligible tire must have been used only in long haul, regional, or P&D highway service for the entire life of the casing and subsequent retread(s) must have been inspected and retreaded by an authorized Bandag dealer only. Subject to the terms and conditions stated herein, an Enhanced Casing Credit Limited Warranty is available for the tires described below. An eligible pattern, size and load range tire becomes unserviceable within 7 years (84 months) from the date of tire manufacture and is no longer eligible under the Enhanced Casing Credit Limited Warranty.

Eligible tires adjusted under the Enhanced Casing Credit Limited Warranty will receive a casing credit as follows:

- **Eligible Patterns:** All patterns intended for use in long haul, regional, or P&D highway service. Tires used in severe service, mining, logging, waste/refuse, on/off highway, or off highway are explicitly not eligible. Please consult the most current version of the Bridgestone Truck Tire Data Book for recommended application information by tire pattern.
- **Eligible Sizes:** 295/75R22.5, 255/70R22.5, 285/75R24.5, 11R22.5, 11R24.5, 225/70R19.5, 245/70R19.5 & 265/70R19.5
- **Eligible Load Ranges:** G & H

Original Tread or Retread Count	Dollar Values (22.5 and 24.5 rim Diameters)	Dollar Values (17.5 and 19.5 rim Diameters)
Original Tread*	\$130	\$100
1st Retread	\$100	\$75
2nd Retread	\$75	\$50
3rd Retread	\$50	\$25
4th and Subsequent Retreads	\$25	\$25

*Note: Tires with the original remaining tread depth greater than 2/32 inch (1.6 mm) may receive pro-rated replacement values higher than those in this table.

ADDITIONAL EXCLUSIONS FOR THE ENHANCED CASING CREDIT LIMITED WARRANTY

1. BRIDGESTONE brand truck tire casings are warranted only when the tire becomes unserviceable due to conditions within the manufacturer's control.
2. The Enhanced Casing Credit Limited Warranty will be valid through the retread period indicated on the appropriate table or 7 years from the date of manufacture, whichever comes first.
3. Tires used in severe service, mining and/or logging service are not covered.
4. Casings which cannot be retreaded due to excessive tread wear are not covered.
5. Failures resulting from faulty or incorrect retread processing or materials are not covered.
6. Casing credits are issued according to the appropriate table and will not include the costs of retreading services, materials or other costs.
7. Tires which have the original DOT tire identification numbers removed or rendered illegible are not covered.

REPLACEMENT WARRANTY

If you receive a replacement tire under this Limited Warranty, it will be covered by the manufacturer's warranty, if any, given on that tire at that time.

WHERE TO GO

Tire adjustments under this Limited Warranty will only be made at an authorized BRIDGESTONE brand truck tire retailer in the United States. Consult a phone directory (often listed in the Yellow Pages under "Tire Dealers"), the Internet at <https://commercial.bridgestone.com>, or call 1-800-815-9793 for the location nearest you.

CONSUMER RIGHTS

This Limited Warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

CONDITIONS and EXCLUSIONS

To the extent permitted by law, BRIDGESTONE disclaims all other warranties, including but not limited to the implied warranties of merchantability and fitness for a particular purpose and any liability for incidental and consequential damages, loss of time, loss of vehicle use, or inconvenience. Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you.

This Limited Warranty applies only to consumers actually purchasing and primarily using the tire in the United States.

Obligations under this policy may not be enlarged or altered by anyone.

In accordance with Federal Law, this Limited Warranty has been designated as a "Limited Warranty." Nothing in this Limited Warranty is intended to be a representation that tire failures cannot occur. This Limited Warranty is given in the United States by Bridgestone Americas Tire Operations, LLC, 200 4th Ave. South, Nashville, TN 37201.

OWNER'S OBLIGATIONS

It is your obligation to maintain proper tire inflation pressures as specified by the vehicle manufacturer and to operate the vehicle within tire/vehicle load capacity and speed limitations. It is also your obligation to maintain proper wheel alignment and tire/wheel assembly balance.

To request an adjustment, you must present the tire to an authorized BRIDGESTONE brand truck tire retailer. Your vehicle on which the tire was equipped must also be available for inspection. Complete and sign the customer section of BRIDGESTONE's Limited Warranty Form or an electronic version of the Bridgestone Limited Warranty Form and pay appropriate replacement price, taxes, disposal fees, and service charges, if any. Tires accepted for warranty compensation become the property of BRIDGESTONE.

ARBITRATION

You and BRIDGESTONE agree that all claims, disputes, and controversies between you and it, including any of its agents, employees, successors, or assigns, arising out of or in connection with this Limited Warranty, or any other warranties, express or implied, including a failure of warranty and the validity of this arbitration clause, but excluding claims for personal injury or property damage, shall be resolved by binding arbitration between you and it, according to the formal dispute resolution procedures of the National Arbitration Forum, under the Code of Procedure then in effect. This arbitration will be conducted as a document hearing. If you request any procedures beyond a document hearing, you will be responsible for all fees, including filing and administrative fees, above and beyond the fees required for document hearings. The arbitration between you and BRIDGESTONE shall not include any other customers, be combined or consolidated in any fashion with arbitrations involving other customers, or proceed in any form of class action in which the claims of numerous customers are considered together. Any award of the arbitrator(s) may be entered as a judgment in any court of competent jurisdiction. The arbitrators will have no authority to award punitive or other damages not measured by the prevailing party's actual damages, except as may be required by statute. Information may be obtained and claims may be filed at any office of the National Arbitration Forum or at P.O. Box 50191, Minneapolis, MN 55405.

IMPORTANT SAFETY INFORMATION

Any tire, no matter how well constructed, may fail in use as a result of punctures, impact damage, improper inflation pressure, overloading, or other conditions resulting from use or misuse. Tire failure may create a risk of property damage, serious personal injury or death.

SAFETY WARNING

Serious personal injury or death may result from a tire failure. Many tire failures are preceded by vibration, bumps, bulges or irregular wear. If a vibration occurs while driving your vehicle or you notice a bump, bulge or irregular wear, have your tires and vehicle evaluated by a qualified tire service professional.

To reduce the risk of tire failure, BRIDGESTONE strongly recommends you read and follow all safety information contained in this manual, tire industry publications such as those published by the U.S. Tire Manufacturers Association (USTMA), and tire mounting procedures published by the Occupational Safety and Health Administration (OSHA) of the U. S. Department of Labor. In addition, we recommend periodic inspection and maintenance, if necessary, by a qualified tire service professional.

TIRE INFLATION PRESSURE

Tires need proper inflation pressure to operate effectively and perform as intended. Tires carry the vehicle, passenger, and cargo loads and transmit the braking, acceleration, and turning forces. The vehicle manufacturer recommends the inflation pressures for the tires mounted on your vehicle.

SAFETY WARNING

Driving on tires with improper inflation pressure is dangerous.

- Under-inflation causes excessive tire heat build-up and internal structural damage.
- Over-inflation makes it more likely for tires to be cut, punctured, or broken by sudden impact.

These situations can cause a tire failure, even at a later date, which could lead to serious personal injury or death. Consult the vehicle tire information placard and/or owner's manual for the recommended inflation pressures.

In addition to tire damage, improper inflation pressure may also:

- Adversely affect vehicle ride and handling.
- Reduce tire tread wear.
- Affect fuel economy.

Therefore, follow these important recommendations for tire and vehicle safety, mileage, and economy:

- Always keep the vehicle manufacturer's recommended inflation pressure in all your tires, including inside duals.
- Check their pressure at preventative maintenance intervals and during pre-trip vehicle inspections.

Your vehicle's tire information placard and/or owner's manual will tell you the recommended cold inflation pressure for all your tires. For tractor/trailers, a placard is applied to each. For questions about locating or understanding the tire information placard(s), consult your vehicle owner's manual or ask a qualified tire service professional.

Maximum Pressure Indicated on the Tire Sidewall: This is the maximum permissible inflation pressure for the tire only. The vehicle manufacturer's recommended tire pressures may be lower than, or the same as, the maximum pressure indicated on the tire sidewall. The vehicle manufacturer's specification of tire pressure is limited to your particular vehicle and takes into account your vehicle's load, ride, and handling characteristics, among other criteria. Since there may be several possible vehicle applications for a given tire size, a vehicle manufacturer may choose a different inflation pressure specification for that same size tire on a different vehicle. Therefore, always refer to the inflation pressure specifications on the vehicle tire information placard and/or in your vehicle owner's manual.

Pressure Loss: Truck tires can lose 2 psi (14 kPa) per month under normal conditions and can lose 2 psi (14 kPa) for every 10°F (5.6°C) temperature drop. A puncture, leaking valve, or other damage could also cause inflation pressure loss. If a truck tire loses more than 4 psi (28 kPa) per month, have it checked by a qualified tire service professional.

TIPS FOR SAFE TIRE INFLATION

SAFETY WARNING

Inflating an unsecured tire is dangerous. If it bursts, it could be hurled into the air with explosive force resulting in serious personal injury or death. Never adjust the inflation pressure of a truck tire unless it is placed in a safety cage or is secured to the vehicle or a tire mounting machine. Never stand or lean over the tire or in front of the valve when inflating.

SAFETY WARNING

Never re-inflate a truck tire that has been run at very low inflation pressure (i.e. 80% or less of normal operating pressure) without a complete inspection of the entire tire. Immediately have the tire demounted and inspected by a qualified tire service professional.

- The U.S. Department of Transportation requires a pre-trip vehicle inspection. Pre-trip vehicle inspections and preventative maintenance should include cold-tire inflation pressure checks. Don't forget to check the inflation pressure of inside duals.
- The only correct method for checking inflation pressure is to use an accurate tire inflation pressure gauge. Kicking or thumping a tire will only tell you when a tire is totally flat.
- Check inflation pressure when the tires are "cold." Tires are considered "cold" when the vehicle has been parked for three hours or more, or if the vehicle has been driven less than a mile at moderate speed.
- Never release pressure from a hot tire in order to reach the recommended cold tire inflation pressure. Normal driving causes tires to run hotter and inflation pressure to increase. If you reduce inflation pressure when your tires are hot, you may dangerously under inflate your tires.
- If it is necessary to adjust inflation pressure when your tires are "hot," set their inflation pressure to 10 psi (69 kPa) above the recommended cold inflation pressure. Recheck the inflation pressure when the tires are cold.
- If your tires lose more than 4 psi (28 kPa) per month, the tire, tube (if applicable), valve, or rim/wheel may be damaged. Consult a qualified tire service professional for an inspection.
- A difference of 5 psi (35 kPa) or more between duals is not recommended.
- Use valve caps to keep the valves clear of debris and to help guard against inflation pressure loss.

TIPS FOR SAFE LOADING

SAFETY WARNING

Driving your vehicle in an overloaded condition is dangerous. Overloading causes excessive tire heat build-up and internal structural damage. This can cause a tire failure, even at a later date, which could lead to serious personal injury or death. Consult the vehicle tire information placard, certification label, and owner's manual for the recommended vehicle load limits and loading recommendations.

- Always keep the vehicle manufacturer's recommended inflation pressure in all your tires, including inside duals. Check their pressure at preventative maintenance intervals and during pre-trip vehicle inspections.
- Never exceed the maximum load rating stamped on the sidewall of your tire.
- Never exceed the gross vehicle weight rating (GVWR) or gross axle weight ratings (GAWR) of your vehicle.
- Never exceed the maximum load or inflation pressure capacity of the rim/wheel.
- Consult your vehicle owner's manual for load recommendations and special instructions (such as for carrying unusually heavy loads).

TIRE DAMAGE AND INSPECTION

Evaluation and maintenance of your tires is important to their performance and the service they provide to you. Over time and/or through use, the condition of a tire can change from exposure to everyday road conditions, the environment, damaging events such as punctures, and other external factors.

SAFETY WARNING

Driving on damaged tires is dangerous. A damaged tire can suddenly fail causing serious personal injury or death. Have your tires regularly inspected by a qualified tire service professional.

You should visually inspect your tires during pre-trip vehicle inspections and inflation pressure checks. In addition, have your tires periodically evaluated by a qualified tire service professional when your vehicle is serviced such as routine maintenance intervals, oil changes, and tire rotations. In particular, note the following tips for spotting tire damage:

- After striking anything unusual in the roadway, have a qualified tire service professional demount the tire and inspect it for damage. A tire may not have visible signs of damage on the tire surface. Yet, the tire may suddenly fail without warning, a day, a week, or even months later.
- Inspect your tires for cuts, cracks, splits or bruises in the tread and sidewall areas. Bumps or bulges may indicate a separation within the tire body. Have your tire inspected by a qualified tire service professional. It may be necessary to have it removed from the rim/wheel for a complete inspection. Do not delay performing any necessary repair(s).
- Inspect your tires for adequate tread depth. When the tire is worn to the built-in indicators at 2/32 inch (1.6 mm) or less tread groove depth, or the tire cord or fabric is exposed, the tire is dangerously worn and must be replaced immediately. Tires used in the steer position are considered as worn at 4/32 inch (3.2 mm) as noted below.
- Federal regulations require steer axle tires to have 4/32 inch (3.2 mm) or greater tread depth on vehicles over 10,000 lbs (4536 kg) GVWR.
- Inspect your tires for uneven wear. Wear on one side of the tread or flat spots in the tread may indicate a problem with the tire or vehicle. Consult a qualified tire service professional.
- Inspect your rims/wheels also. If you have a bent, chipped, or cracked rim/wheel, it must be replaced.

TIRE MANUFACTURE DATE

The tire manufacture date is determined by examining the DOT tire identification number, also known as the DOT serial number or code, which can be found on at least one sidewall

near the rim/wheel. It may be necessary to look on both sides of the tire to find the entire serial code.

Tires Produced Since 2000: The last four (4) digits of the serial code identify the week and year of production. For example, a tire with a serial code ending in "2406" would have been produced in the 24th week of 2006.

Tires Produced Prior to 2000: The last three (3) digits of the serial code identify the week and year of production. For example, a tire with a code ending in "329" would likely have been produced in the 32nd week of 1999, but possibly produced in 1989. If in doubt, consult a qualified tire service professional.

TIRE REPAIRS

SAFETY WARNING

Driving on an improperly repaired tire is dangerous. An improper repair can be unreliable or permit further damage to the tire. The tire may suddenly fail, causing serious personal injury or death. A complete inspection and repair of your tire in accordance with U.S. Tire Manufacturers Association (USTMA) procedures should be conducted by a qualified tire service professional.

The comprehensive procedures and recommendations for truck tire repair are beyond the scope of this manual; however, note the following:

- **The tire must be demounted from the rim/wheel for a complete inspection, inside and out.** Some damage to the tire may only be evident on the interior of the tire. Any tire repair done without removing the tire from the rim/wheel is improper.
- **A patch must be applied to the interior of the tire and the puncture hole filled with suitable plug/stem filler.** This helps ensure that the interior of the tire is adequately sealed to prevent inflation pressure loss and prevents contamination of the steel belts and other plies from the elements (such as water) in the outside world. Using only a plug/stem, or using only a patch, is not a safe or proper repair.
- **The truck/bus tire puncture repair injury limit to the tread area is 3/8 inch (10 mm).** Larger injuries, or damage in areas outside the tread, should be evaluated and repaired, if possible, by qualified tire service professionals at a full-service repair facility using USTMA-approved procedures.
- **Never substitute a tube for a proper repair or to remedy an improper repair.**
- **Not all punctured or damaged tires can be properly repaired;** consequently, they must be replaced.

- **Repair and retread, if possible, tires having a tread depth of 2/32 inch (1.6 mm) or less remaining in any tread groove.**
- **Tubes, like tires, should only be repaired by a qualified tire service professional.**
- **Any Improper repair voids the tire Limited Warranty.**
See "Limited Warranty" in this manual.

REMOVING TIRE/WHEEL ASSEMBLY FROM VEHICLE

SAFETY WARNING

Always follow the manufacturer's recommend procedure for securing and raising your vehicle prior to attempting to remove a tire.

SAFETY WARNING

If the tire has internal damage, it may burst with explosive force, causing serious personal injury or death. Always deflate a tire and wheel assembly completely before loosening any lug nut when removing a tire from a vehicle for service or demounting. On dual wheel assemblies, both tires should be deflated and removed before any work is started.

TIRE MOUNTING AND OTHER SERVICING

SAFETY WARNING

Removing and replacing tires on wheels can be dangerous. Attempting to mount tires with improper tools or procedures may result in a tire explosion causing serious personal injury or death. This is only a job for a qualified tire service professional. Never perform tire service procedures without proper training, tools, and equipment.

This manual is not intended to provide proper training or service procedures for tire mounting, demounting, balancing, rotation, or repair. Please leave these tasks to qualified tire service professionals.

Only specially trained persons should mount tires. For proper mounting procedures, consult the requirements of the Occupational Safety and Health Administration (OSHA) of the U S Department of Labor and procedures published by the U.S. Tire Manufacturers Association, 1400 K Street, NW Washington, D. C. 20005 (www.ustires.org).

SAFETY WARNING

Inflating an unsecured tire is dangerous. If it bursts, it could be hurled into the air with explosive force resulting in serious personal injury or death.

- Always stand well clear of any tire mounting operation. This is especially important when the service operator inflates the tire.

- When inflating a tire after mounting on a rim/wheel, always use a safety cage and an extension hose with pressure gauge and clip-on chuck.
- Never adjust the inflation pressure of a truck tire unless it is placed in a safety cage or is secured to the vehicle or a tire mounting machine.
- Never stand or lean over the tire or in front of the valve when inflating.

SAFETY WARNING

Never pour or spray any flammable substance into or onto a tire or rim/wheel for any purpose whatsoever. The residue left by the substance could result in a fire or explosion which may cause severe injury or death.

SAFETY WARNING

Never put flammable substances such as gasoline or ethyl ether into a tire and light with a match/flame so that the resulting explosion seats the beads of a tubeless tire. This practice is extremely dangerous and may result in a severe explosion or undetected damage to the tire or rim/wheel which may cause a failure resulting in severe injury or death.

- **Tires must match the width and diameter requirements of the wheels.** For example, 22.5 inch diameter tires must only be mounted to 22.5 inch diameter rims/wheels. Radial tires must only be mounted to wheels approved for radial tires.
- **Inspect the tire and rim/wheel.** Rims/wheels must be free of cracks, dents, chips, and rust. Tires must be free of bead damage, cuts, punctures, foreign material, and moisture.
- **For a tubeless truck tire, always install a new valve, or new valve core and cap, each time a new or retreaded tire is installed.**
- **For a tube-type truck tire, always use a new, proper size tube and flap each time a new or re-treaded tire is installed.**
- **Use only vegetable oil-based lubricants in mounting or demounting.**
- **Always ensure rim components fit properly before inflating.**
 - Never tap component parts with a tool/hammer/mallet while tire is inflated.
 - Never attempt to disassemble multi-piece rims while inflated.
- **Never inflate a tire beyond 40 psi (275 kPa) to seat the beads.** Be absolutely certain beads are fully seated before adjusting inflation pressure to the level recommended for vehicle operation.
- **Use valve caps** to keep the valves clear of debris and to help guard against inflation pressure loss.
- **Always stand well away from the work area** when tires are being spin-balanced either on or off the vehicle.

TIRE MIXING

SAFETY WARNING

Driving your vehicle with an improper mix of tires is dangerous. Your vehicle's handling characteristics can be seriously affected. You could have an accident resulting in serious personal injury or death. Consult your vehicle owner's manual and a qualified tire service professional for proper tire replacement.

DUAL MATCHING

Tires paired in a dual assembly should be matched in tire construction and dimension. Improperly matched tires may result in irregular wear, rapid wear, and premature tire failure. Failure to match tires in a dual assembly may result in sudden tire destruction.

For radial tires, properly paired dimension tolerances are as follows:

- Diameter: within 1/4 inch (6.4 mm) of each other
- Circumference: within 3/4 inch (19 mm) of each other

HIGH SPEED DRIVING

SAFETY WARNING

Driving at high speed is dangerous and can cause a vehicle accident, including serious personal injury or death.

- Regardless of the speed and handling capabilities of your vehicle and its tires, a loss of vehicle control can result from exceeding the maximum speed allowed by law or warranted by traffic, weather, vehicle, or road conditions.
- High-speed driving should be left to trained professionals operating under controlled conditions.
- No tire, regardless of its design or speed rating, has unlimited capacity for speed, and a sudden tire failure can occur if its limits are exceeded. See "Tire Speed Restrictions," the next section in this manual.

Refer to your vehicle owner's manual for any tire pressure recommendations for high speed driving.

TIRE SPEED RESTRICTIONS

Bridgestone brand truck tires have maximum recommended speeds. When replacing your tires, check your vehicle owner's manual and tire information placard and consult with a Bridgestone brand truck tire retailer for recommendations and information about tire speed capability.

The speed capabilities of truck tires are based on standardized laboratory tests under specific, controlled conditions. While these tests may relate to performance on the road, real-world

driving is rarely identical to any test conditions. Your tire's actual speed capability may be less since it is affected by factors such as inflation pressure, load, tire condition (including damage), wear, vehicle condition (including alignment), driving conditions, and duration at which the speed is sustained.

TIRE SPINNING

SAFETY WARNING

Spinning a tire to remove a vehicle stuck in mud, ice, snow, or wet grass can be dangerous. A tire spinning at a speedometer reading above 35 mph (55 km/h) can in a matter of seconds reach a speed capable of disintegrating a tire with explosive force. Under some conditions, a tire may be spinning at a speed twice that shown on the speedometer. This could cause serious personal injury or death to a bystander or passenger. Never spin a tire above a speedometer reading of 35 mph (55 km/h).

TIRE STORAGE

Tires should be stored indoors in a cool, dry place where water cannot collect inside them. Tires should be placed away from electric generators/motors and sources of heat such as hot pipes. Storage surfaces should be clean and free of grease, gasoline, diesel fuel, or other substances which can deteriorate the rubber.

SAFETY WARNING

Improper storage can damage your tires in ways that may not be visible and can lead to a failure resulting in serious personal injury or death.

The spare tire in your vehicle is intended to be used as a spare when needed. The spare tire carrier is not intended to be used for long term storage.

TIRE SERVICE CUSTOMER SATISFACTION

Normal tire maintenance and Limited Warranty services are available at locations across the U.S.A. Visit us at <https://commercial.bridgestone.com>, or call 1-800-815-9793 to find an authorized Bridgestone brand truck tire retailer nearest you.

Additional information on the care and service of truck tires is available from the following organizations:

U.S. Tire Manufacturers Association
1400 K Street, N.W.
Washington, DC 20005-2403
www.ustires.org

Tire and Rubber Association of Canada
A19-260 Holiday Inn Drive
Cambridge, ON, N3C 4E8
www.tracanada.ca

TIRE REGISTRATION

Registration of your tires is an important safety precaution since it enables the manufacturer to notify you in the event of a recall. When you purchase replacement tires, the retailer will provide a registration card on which the tire identification numbers have been recorded; fill in your name and address on the card and mail it promptly. Some retailers may submit the registration for you. Registration can also be completed at www.BridgestoneTire.com. You do not need to register original equipment tires on new vehicles as the vehicle manufacturer handles that for you.

For Assistance or Information

1. First contact the nearest Bridgestone truck tire dealer by consulting the yellow pages of your local telephone book.
2. If additional assistance is required, call or write the nearest Bridgestone Technical Service Center listed below.

BRIDGESTONE TOLL FREE NUMBER 1-800-847-3272

**Bridgestone Americas Tire Operations, LLC
200 4th Ave. South, Nashville, TN 37201**

Effective January 1, 2020



TRUCK TIRE LIMITED WARRANTY & SAFETY MANUAL



Firestone

TIRE WARRANTY, MAINTENANCE and SAFETY MANUAL

FIRESTONE TRUCK TIRES

Congratulations on your purchase of quality FIRESTONE brand truck tires!

To ensure optimum tire performance and reduce the risk of a tire failure, Bridgestone Americas Tire Operations, LLC ("BRIDGESTONE") strongly recommends you read and follow all maintenance and safety information contained in this manual. In addition, we recommend periodic inspection and maintenance, if necessary, by a qualified tire service professional.

LIMITED WARRANTY FIRESTONE BRAND TRUCK TIRES

ELIGIBILITY

You are covered under the terms of this Limited Warranty if all of the following apply:

- You are the original owner, or original owner's authorized agent, of any new FIRESTONE brand truck tire bearing a Department of Transportation (DOT) tire identification number indicating manufacture after January 1, 2019 (DOT serial 0119 or later).
- The tire was purchased after August 1, 2019 and used primarily in the U.S. For tires covered prior to this time, please refer to the limited warranty that would have been in effect at the time of original sale.
- The tire size, load range, and speed rating are equivalent to or greater than, that specified or recommended for use by the vehicle manufacturer or BRIDGESTONE.
- The new tire was approved for sale in the United States, listed in a U.S. price or data book, and purchased from an authorized FIRESTONE brand truck tire retailer.
- For coverage under the Enhanced Casing Credit Limited Warranty, the eligible tire must have been used only in long haul, regional, pick up and delivery (P&D) highway service for the entire life of the casing and subsequent retread(s) must be inspected and retreaded by an authorized Bandag dealer only.
- Proper tire inflation pressure, as specified by the vehicle manufacturer to operate the vehicle within tire/vehicle load capacity, have been maintained.

- Proper wheel alignment and tire/wheel assembly balance have been maintained.
- The tire has been operated within the speed limitations of the tire.

WHAT IS WARRANTED and FOR HOW LONG

Upon examination by BRIDGESTONE, and subject to terms and conditions stated herein, before wearing down to 2/32 inch (1.6 mm) remaining original tread depth (i.e. worn down to the top of the built-in indicators in the original tread grooves) and within 6 years from the date of tire manufacture, any eligible tire that becomes unusable for any reason (see exclusions in the section entitled "What This Limited Warranty Does Not Cover") within the manufacturer's control will either be repaired or replaced at BRIDGESTONE's option with an equivalent new FIRESTONE brand truck tire on the basis set forth in this Limited Warranty.

WHAT THIS LIMITED WARRANTY DOES NOT COVER

This Limited Warranty does not cover the following:

ROAD HAZARDS/MISAPPLICATION/ABUSE Tire damage due to:

- Road hazards**, including, without limitation: puncture, cut, impact break, stone drill, bruise, bulge, snag, etc.
- Improper use or operation**, including, without limitation: improper inflation pressure, overloading, tire/wheel spinning, curbing, use of an improper rim/wheel, tire chain damage, misuse, misapplication, negligence, tire alteration, or for racing or competition purposes.
- Insufficient or improper maintenance**, including, without limitation: wheel misalignment, worn suspension components, improper tire mounting or demounting, tire/wheel assembly imbalance, improper brake adjustment, or other vehicle conditions, defects, or characteristics.
- Contamination or degradation** by petroleum products or other chemicals, fire or other externally generated heat, water or other material trapped inside the tire during mounting or inflation, or inflating tires with anything other than air or nitrogen.
- Improper repair**. Improper repair voids this Limited Warranty.

RAPID TREAD WEAR/EXCESSIVE TREAD WEAR

- Rapid tread wear**, or wear-out is **not** covered under this warranty.
- No mileage warranty is expressed or implied.**
- Tires rendered unretreadable** due to excessive tread wear or improper buffing.

OTHER

- A. **Uneven or unusual wear** patterns, including, without limitation: Shoulder wear, center wear, cupping, or feathering. Irregular wear is not covered under this warranty.
- B. **Tires worn more than 1/32 inch** (0.8 mm) difference in remaining tread depth between any two major tread grooves across the tire.
- C. **Ride disturbance or vibration** after tread wear use beyond 10% of the original usable tread depth.
- D. **Weather/ozone cracking after 4 years** from date of tire manufacture, regardless of date of purchase.
- E. **Weather/ozone cracking** is **not** covered under the Enhanced Casing Limited Warranty.
- F. **Tires subjected to severe under-inflation** or run-flat conditions.
- G. **Tires purchased as used.**
- H. **Tires purchased and primarily used** outside the United States.
- I. **Tire improperly retreaded** including, without limitation, improper or inadequate inspection, preparation, equipment, material, repair, etc.
- J. **Tires damaged by the use of internally applied additives** for balance, sealing, cooling or any other alleged tire performance enhancement.
- K. **Improper regrooving.**
- L. **The cost** of applicable federal, state, and local taxes.
- M. **Failure to follow any** of the safety and maintenance recommendations or warnings contained in this manual.

This Limited Warranty is in addition to and/or may be limited by any other applicable written warranty you may have received concerning special tires or situations. Note that additional exclusions, provisions and owner's obligations may be contained in other sections of this manual.

NO-CHARGE REPLACEMENT – NEW TIRE

Eligible FIRESTONE brand truck tires adjusted under this Limited Warranty will be repaired or replaced at BRIDGESTONE's option free of charge with an equivalent new FIRESTONE brand truck tire (Federal Excise Tax included) up to the first 10% of original usable tread depth or within 12 months from date of purchase (without proof of purchase date, then within 12 months from the date of tire manufacture), whichever occurs first. The cost of mounting and balancing and other service charges, disposal fees, or applicable taxes are payable by you.

PRO-RATED REPLACEMENT – WORN ORIGINAL TREAD TIRE

Eligible FIRESTONE brand truck tires adjusted under this Limited Warranty that are worn beyond the first 10% of original usable tread depth, or 12 months from the date of purchase (without proof of purchase date, then 12 months from the date of tire manufacture) has passed, the tire will, at BRIDGESTONE's option, be repaired or replaced with an equivalent new FIRESTONE brand truck tire on a pro-rata basis. To determine the pro-rated replacement price, the percent of used tread wear is multiplied by the dealer's current selling price for the replacement tire(s). The cost of mounting, balancing, full Federal Excise Tax, and other service charges, disposal fees, or applicable taxes are payable by you. The tire must be less than 6 years from the date of purchase (without proof of purchase date, then 6 years from the date of tire manufacture).

ENHANCED CASING CREDIT LIMITED WARRANTY

For coverage under the Enhanced Casing Credit Limited Warranty, the eligible tire must have been used only in long haul, regional, or P&D highway service for the entire life of the casing and subsequent retread(s) must have been inspected and retreaded by an authorized Bandag dealer only. Subject to the terms and conditions stated herein, an Enhanced Casing Credit Limited Warranty is available for the tires described below. An eligible pattern, size and load range tire becomes unserviceable within 6.5 years (78 months) from the date of tire manufacture and is no longer eligible under the Enhanced Casing Credit Limited Warranty.

Eligible tires adjusted under the Enhanced Casing Credit Limited Warranty will receive a casing credit as follows:

- Eligible Patterns: All patterns except those within the "Firestone Classic" line (i.e. FS507 Plus, FS 560 Plus, FD690 Plus, FD663 and FT455 Plus)
- Eligible Sizes & Load Ranges: All

Original Tread or Retread Count	Dollar Values (22.5 and 24.5 rim Diameters)	Dollar Values (17.5 and 19.5 rim Diameters)
Original Tread*	\$100	\$60
1st Retread	\$80	\$40
2nd Retread	\$50	\$20

*Note: Tires with the original remaining tread depth greater than 2/32 inch (1.6 mm) may receive pro-rated replacement values higher than those in this table.

FIRESTONE CLASSIC:

- Eligible Patterns: Firestone Classic line (i.e. FS507 Plus, FS 560 Plus, FD690 Plus, FD663 and FT455 Plus)
- Eligible Sizes & Load Ranges: All

Original Tread or Retread Count	Dollar Values (22.5 and 24.5 rim Diameters)	Dollar Values (17.5 and 19.5 rim Diameters)
Original Tread*	\$90	\$50
1st Retread	\$70	\$30

*Note: Tires with the original remaining tread depth greater than 2/32 inch (1.6 mm) may receive pro-rated replacement values higher than those in this table.

ADDITIONAL EXCLUSIONS FOR THE ENHANCED CASING CREDIT LIMITED WARRANTY

1. FIRESTONE brand truck tire casings are warranted only when the tire becomes unserviceable due to conditions within the manufacturer's control.
2. The Enhanced Casing Credit Limited Warranty will be valid through the retread period indicated on the appropriate table or 6.5 years from the date of manufacture, whichever comes first.
3. Tires used in severe service, mining and/or logging service are not covered.
4. Casings which cannot be retreaded due to excessive tread wear are not covered.
5. Failures resulting from faulty or incorrect retread processing or materials are not covered.
6. Casing credits are issued according to the appropriate table and will not include the costs of retreading services, materials or other costs.
7. Tires which have the original DOT tire identification numbers removed or rendered illegible are not covered.

REPLACEMENT WARRANTY

If you receive a replacement tire under this Limited Warranty, it will be covered by the manufacturer's warranty, if any, given on that tire at that time.

WHERE TO GO

Tire adjustments under this Limited Warranty will only be made at an authorized FIRESTONE brand truck tire retailer in the United States. Consult a phone directory (often listed in the Yellow Pages under "Tire Dealers"), the Internet at <https://commercial.firestone.com>, or call 1-800-815-9793 for the location nearest you.

CONSUMER RIGHTS

This Limited Warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

CONDITIONS and EXCLUSIONS

To the extent permitted by law, BRIDGESTONE disclaims all other warranties, including but not limited to the implied warranties of merchantability and fitness for a particular purpose and any liability for incidental and consequential damages, loss of time, loss of vehicle use, or inconvenience. Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you.

This Limited Warranty applies only to consumers actually purchasing and primarily using the tire in the United States.

Obligations under this policy may not be enlarged or altered by anyone.

In accordance with Federal Law, this Limited Warranty has been designated as a "Limited Warranty." Nothing in this Limited Warranty is intended to be a representation that tire failures cannot occur. This Limited Warranty is given in the United States by Bridgestone Americas Tire Operations, LLC, 200 4th Ave. South, Nashville, TN 37201.

OWNER'S OBLIGATIONS

It is your obligation to maintain proper tire inflation pressures as specified by the vehicle manufacturer and to operate the vehicle within tire/vehicle load capacity and speed limitations. It is also your obligation to maintain proper wheel alignment and tire/wheel assembly balance.

To request an adjustment, you must present the tire to an authorized FIRESTONE brand truck tire retailer. Your vehicle on which the tire was equipped must also be available for inspection. Complete and sign the customer section of BRIDGESTONE's Limited Warranty Form or an electronic version of the Bridgestone Limited Warranty Form and pay appropriate replacement price, taxes, disposal fees, and service charges, if any. Tires accepted for warranty compensation become the property of BRIDGESTONE.

ARBITRATION

You and BRIDGESTONE agree that all claims, disputes, and controversies between you and it, including any of its agents, employees, successors, or assigns, arising out of or in connection with this Limited Warranty, or any other warranties, express or implied, including a failure of warranty and the validity of this arbitration clause, but excluding claims for personal injury or property damage, shall be resolved by binding arbitration between you and it, according to the formal dispute resolution procedures of the National Arbitration Forum, under the Code of Procedure then in effect. This arbitration will be conducted as a document hearing. If you request any procedures beyond a document hearing, you will be responsible for all fees, including filing and administrative fees, above and beyond the fees required for document hearings. The arbitration between you and BRIDGESTONE shall not include any other customers, be combined or consolidated in any fashion with arbitrations involving other customers, or proceed in any form of class action in which the claims of numerous customers are considered together. Any award of the arbitrator(s) may be entered as a judgment in any court of competent jurisdiction. The arbitrators will have no authority to award punitive or other damages not measured by the prevailing party's actual damages, except as may be required by statute. Information may be obtained and claims may be filed at any office of the National Arbitration Forum or at P.O. Box 50191, Minneapolis, MN 55405.

IMPORTANT SAFETY INFORMATION

Any tire, no matter how well constructed, may fail in use as a result of punctures, impact damage, improper inflation pressure, overloading, or other conditions resulting from use or misuse. Tire failure may create a risk of property damage, serious personal injury or death.

SAFETY WARNING

Serious personal injury or death may result from a tire failure. Many tire failures are preceded by vibration, bumps, bulges or irregular wear. If a vibration occurs while driving your vehicle or you notice a bump, bulge or irregular wear, have your tires and vehicle evaluated by a qualified tire service professional.

To reduce the risk of tire failure, BRIDGESTONE strongly recommends you read and follow all safety information contained in this manual, tire industry publications such as those published by the U.S. Tire Manufacturers Association (USTMA), and tire mounting procedures published by the Occupational Safety and Health Administration (OSHA) of the U. S. Department of Labor. In addition, we recommend periodic inspection and maintenance, if necessary, by a qualified tire service professional.

TIRE INFLATION PRESSURE

Tires need proper inflation pressure to operate effectively and perform as intended. Tires carry the vehicle, passenger, and cargo loads and transmit the braking, acceleration, and turning forces. The vehicle manufacturer recommends the inflation pressures for the tires mounted on your vehicle.

SAFETY WARNING

Driving on tires with improper inflation pressure is dangerous.

- Under-inflation causes excessive tire heat build-up and internal structural damage.
- Over-inflation makes it more likely for tires to be cut, punctured, or broken by sudden impact.

These situations can cause a tire failure, even at a later date, which could lead to serious personal injury or death. Consult the vehicle tire information placard and/or owner's manual for the recommended inflation pressures.

In addition to tire damage, improper inflation pressure may also:

- Adversely affect vehicle ride and handling.
- Reduce tire tread wear.
- Affect fuel economy.

Therefore, follow these important recommendations for tire and vehicle safety, mileage, and economy:

- Always keep the vehicle manufacturer's recommended inflation pressure in all your tires, including inside duals.
- Check their pressure at preventative maintenance intervals and during pre-trip vehicle inspections.

Your vehicle's tire information placard and/or owner's manual will tell you the recommended cold inflation pressure for all your tires. For tractor/trailers, a placard is applied to each. For questions about locating or understanding the tire information placard(s), consult your vehicle owner's manual or ask a qualified tire service professional.

Maximum Pressure Indicated on the Tire Sidewall: This is the maximum permissible inflation pressure for the tire only. The vehicle manufacturer's recommended tire pressures may be lower than, or the same as, the maximum pressure indicated on the tire sidewall. The vehicle manufacturer's specification of tire pressure is limited to your particular vehicle and takes into account your vehicle's load, ride, and handling characteristics, among other criteria. Since there may be several possible vehicle applications for a given tire size, a vehicle manufacturer may choose a different inflation pressure specification for that same size tire on a different vehicle. Therefore, always refer to the inflation pressure specifications on the vehicle tire information placard and/or in your vehicle owner's manual.

Pressure Loss: Truck tires can lose 2 psi (14 kPa) per month under normal conditions and can lose 2 psi (14 kPa) for every 10°F (5.6°C) temperature drop. A puncture, leaking valve, or other damage could also cause inflation pressure loss. If a truck tire loses more than 4 psi (28 kPa) per month, have it checked by a qualified tire service professional.

TIPS FOR SAFE TIRE INFLATION

SAFETY WARNING

Inflating an unsecured tire is dangerous. If it bursts, it could be hurled into the air with explosive force resulting in serious personal injury or death. Never adjust the inflation pressure of a truck tire unless it is placed in a safety cage or is secured to the vehicle or a tire mounting machine. Never stand or lean over the tire or in front of the valve when inflating.

SAFETY WARNING

Never re-inflate a truck tire that has been run at very low inflation pressure (i.e. 80% or less of normal operating pressure) without a complete inspection of the entire tire. Immediately have the tire demounted and inspected by a qualified tire service professional.

- The U.S. Department of Transportation requires a pre-trip vehicle inspection. Pre-trip vehicle inspections and preventative maintenance should include cold-tire inflation pressure checks. Don't forget to check the inflation pressure of inside duals.
- The only correct method for checking inflation pressure is to use an accurate tire inflation pressure gauge. Kicking or thumping a tire will only tell you when a tire is totally flat.
- Check inflation pressure when the tires are "cold." Tires are considered "cold" when the vehicle has been parked for three hours or more, or if the vehicle has been driven less than a mile at moderate speed.
- Never release pressure from a hot tire in order to reach the recommended cold tire inflation pressure. Normal driving causes tires to run hotter and inflation pressure to increase. If you reduce inflation pressure when your tires are hot, you may dangerously under inflate your tires.
- If it is necessary to adjust inflation pressure when your tires are "hot," set their inflation pressure to 10 psi (69 kPa) above the recommended cold inflation pressure. Recheck the inflation pressure when the tires are cold.
- If your tires lose more than 4 psi (28 kPa) per month, the tire, tube (if applicable), valve, or rim/wheel may be damaged. Consult a qualified tire service professional for an inspection.
- A difference of 5 psi (35 kPa) or more between duals is not recommended.
- Use valve caps to keep the valves clear of debris and to help guard against inflation pressure loss.

TIPS FOR SAFE LOADING

SAFETY WARNING

Driving your vehicle in an overloaded condition is dangerous. Overloading causes excessive tire heat build-up and internal structural damage. This can cause a tire failure, even at a later date, which could lead to serious personal injury or death. Consult the vehicle tire information placard, certification label, and owner's manual for the recommended vehicle load limits and loading recommendations.

- Always keep the vehicle manufacturer's recommended inflation pressure in all your tires, including inside duals. Check their pressure at preventative maintenance intervals and during pre-trip vehicle inspections.
- Never exceed the maximum load rating stamped on the sidewall of your tire.
- Never exceed the gross vehicle weight rating (GVWR) or gross axle weight ratings (GAWR) of your vehicle.
- Never exceed the maximum load or inflation pressure capacity of the rim/wheel.
- Consult your vehicle owner's manual for load recommendations and special instructions (such as for carrying unusually heavy loads).

TIRE DAMAGE AND INSPECTION

Evaluation and maintenance of your tires is important to their performance and the service they provide to you. Over time and/or through use, the condition of a tire can change from exposure to everyday road conditions, the environment, damaging events such as punctures, and other external factors.

SAFETY WARNING

Driving on damaged tires is dangerous. A damaged tire can suddenly fail causing serious personal injury or death. Have your tires regularly inspected by a qualified tire service professional.

You should visually inspect your tires during pre-trip vehicle inspections and inflation pressure checks. In addition, have your tires periodically evaluated by a qualified tire service professional when your vehicle is serviced such as routine maintenance intervals, oil changes, and tire rotations. In particular, note the following tips for spotting tire damage:

- After striking anything unusual in the roadway, have a qualified tire service professional demount the tire and inspect it for damage. A tire may not have visible signs of damage on the tire surface. Yet, the tire may suddenly fail without warning, a day, a week, or even months later.
- Inspect your tires for cuts, cracks, splits or bruises in the tread and sidewall areas. Bumps or bulges may indicate a separation within the tire body. Have your tire inspected by a qualified tire service professional. It may be necessary to have it removed from the rim/wheel for a complete inspection. Do not delay performing any necessary repair(s).
- Inspect your tires for adequate tread depth. When the tire is worn to the built-in indicators at 2/32 inch (1.6 mm) or less tread groove depth, or the tire cord or fabric is exposed, the tire is dangerously worn and must be replaced immediately. Tires used in the steer position are considered as worn at 4/32 inch (3.2 mm) as noted below.
- Federal regulations require steer axle tires to have 4/32 inch (3.2 mm) or greater tread depth on vehicles over 10,000 lbs (4536 kg) GVWR.
- Inspect your tires for uneven wear. Wear on one side of the tread or flat spots in the tread may indicate a problem with the tire or vehicle. Consult a qualified tire service professional.
- Inspect your rims/wheels also. If you have a bent, chipped, or cracked rim/wheel, it must be replaced.

TIRE MANUFACTURE DATE

The tire manufacture date is determined by examining the DOT tire identification number, also known as the DOT serial number or code, which can be found on at least one sidewall

near the rim/wheel. It may be necessary to look on both sides of the tire to find the entire serial code.

Tires Produced Since 2000: The last four (4) digits of the serial code identify the week and year of production. For example, a tire with a serial code ending in “2406” would have been produced in the 24th week of 2006.

Tires Produced Prior to 2000: The last three (3) digits of the serial code identify the week and year of production. For example, a tire with a code ending in “329” would likely have been produced in the 32nd week of 1999, but possibly produced in 1989. If in doubt, consult a qualified tire service professional.

TIRE REPAIRS

SAFETY WARNING

Driving on an improperly repaired tire is dangerous. An improper repair can be unreliable or permit further damage to the tire. The tire may suddenly fail, causing serious personal injury or death. A complete inspection and repair of your tire in accordance with U.S. Tire Manufacturers Association (USTMA) procedures should be conducted by a qualified tire service professional.

The comprehensive procedures and recommendations for truck tire repair are beyond the scope of this manual; however, note the following:

- **The tire must be demounted from the rim/wheel for a complete inspection, inside and out.** Some damage to the tire may only be evident on the interior of the tire. Any tire repair done without removing the tire from the rim/wheel is improper.
- **A patch must be applied to the interior of the tire and the puncture hole filled with suitable plug/stem filler.** This helps ensure that the interior of the tire is adequately sealed to prevent inflation pressure loss and prevents contamination of the steel belts and other plies from the elements (such as water) in the outside world. Using only a plug/stem, or using only a patch, is not a safe or proper repair.
- **The truck/bus tire puncture repair injury limit to the tread area is 3/8 inch (10 mm).** Larger injuries, or damage in areas outside the tread, should be evaluated and repaired, if possible, by qualified tire service professionals at a full-service repair facility using USTMA-approved procedures.
- **Never substitute a tube for a proper repair or to remedy an improper repair.**
- **Not all punctured or damaged tires can be properly repaired;** consequently, they must be replaced.

- **Repair and retread, if possible, tires having a tread depth of 2/32 inch (1.6 mm) or less remaining in any tread groove.**
- **Tubes, like tires, should only be repaired by a qualified tire service professional.**
- **Any Improper repair voids the tire Limited Warranty.**
See "Limited Warranty" in this manual.

REMOVING TIRE/WHEEL ASSEMBLY FROM VEHICLE

SAFETY WARNING

Always follow the manufacturer's recommend procedure for securing and raising your vehicle prior to attempting to remove a tire.

SAFETY WARNING

If the tire has internal damage, it may burst with explosive force, causing serious personal injury or death. Always deflate a tire and wheel assembly completely before loosening any lug nut when removing a tire from a vehicle for service or demounting. On dual wheel assemblies, both tires should be deflated and removed before any work is started.

TIRE MOUNTING AND OTHER SERVICING

SAFETY WARNING

Removing and replacing tires on wheels can be dangerous. Attempting to mount tires with improper tools or procedures may result in a tire explosion causing serious personal injury or death. This is only a job for a qualified tire service professional. Never perform tire service procedures without proper training, tools, and equipment.

This manual is not intended to provide proper training or service procedures for tire mounting, demounting, balancing, rotation, or repair. Please leave these tasks to qualified tire service professionals.

Only specially trained persons should mount tires. For proper mounting procedures, consult the requirements of the Occupational Safety and Health Administration (OSHA) of the U S Department of Labor and procedures published by the U.S. Tire Manufacturers Association, 1400 K Street, NW Washington, D. C. 20005 (www.ustires.org).

SAFETY WARNING

Inflating an unsecured tire is dangerous. If it bursts, it could be hurled into the air with explosive force resulting in serious personal injury or death.

- Always stand well clear of any tire mounting operation. This is especially important when the service operator inflates the tire.

- When inflating a tire after mounting on a rim/wheel, always use a safety cage and an extension hose with pressure gauge and clip-on chuck.
- Never adjust the inflation pressure of a truck tire unless it is placed in a safety cage or is secured to the vehicle or a tire mounting machine.
- Never stand or lean over the tire or in front of the valve when inflating.

SAFETY WARNING

Never pour or spray any flammable substance into or onto a tire or rim/wheel for any purpose whatsoever. The residue left by the substance could result in a fire or explosion which may cause severe injury or death.

SAFETY WARNING

Never put flammable substances such as gasoline or ethyl ether into a tire and light with a match/flame so that the resulting explosion seats the beads of a tubeless tire. This practice is extremely dangerous and may result in a severe explosion or undetected damage to the tire or rim/wheel which may cause a failure resulting in severe injury or death.

- **Tires must match the width and diameter requirements of the wheels.** For example, 22.5 inch diameter tires must only be mounted to 22.5 inch diameter rims/wheels. Radial tires must only be mounted to wheels approved for radial tires.
- **Inspect the tire and rim/wheel.** Rims/wheels must be free of cracks, dents, chips, and rust. Tires must be free of bead damage, cuts, punctures, foreign material, and moisture.
- **For a tubeless truck tire, always install a new valve, or new valve core and cap,** each time a new or retreaded tire is installed.
- **For a tube-type truck tire, always use a new, proper size tube and flap** each time a new or re-treaded tire is installed.
- **Use only vegetable oil-based lubricants in mounting or demounting.**
- **Always ensure rim components fit properly before inflating.**
 - Never tap component parts with a tool/hammer/mallet while tire is inflated.
 - Never attempt to disassemble multi-piece rims while inflated.
- **Never inflate a tire beyond 40 psi (275 kPa) to seat the beads.** Be absolutely certain beads are fully seated before adjusting inflation pressure to the level recommended for vehicle operation.
- **Use valve caps** to keep the valves clear of debris and to help guard against inflation pressure loss.
- **Always stand well away from the work area** when tires are being spin-balanced either on or off the vehicle.

TIRE MIXING

SAFETY WARNING

Driving your vehicle with an improper mix of tires is dangerous. Your vehicle's handling characteristics can be seriously affected. You could have an accident resulting in serious personal injury or death. Consult your vehicle owner's manual and a qualified tire service professional for proper tire replacement.

DUAL MATCHING

Tires paired in a dual assembly should be matched in tire construction and dimension. Improperly matched tires may result in irregular wear, rapid wear, and premature tire failure. Failure to match tires in a dual assembly may result in sudden tire destruction.

For radial tires, properly paired dimension tolerances are as follows:

- Diameter: within 1/4 inch (6.4 mm) of each other
- Circumference: within 3/4 inch (19 mm) of each other

HIGH SPEED DRIVING

SAFETY WARNING

Driving at high speed is dangerous and can cause a vehicle accident, including serious personal injury or death.

- Regardless of the speed and handling capabilities of your vehicle and its tires, a loss of vehicle control can result from exceeding the maximum speed allowed by law or warranted by traffic, weather, vehicle, or road conditions.
- High-speed driving should be left to trained professionals operating under controlled conditions.
- No tire, regardless of its design or speed rating, has unlimited capacity for speed, and a sudden tire failure can occur if its limits are exceeded. See "Tire Speed Restrictions," the next section in this manual.

Refer to your vehicle owner's manual for any tire pressure recommendations for high speed driving.

TIRE SPEED RESTRICTIONS

Firestone brand truck tires have maximum recommended speeds. When replacing your tires, check your vehicle owner's manual and tire information placard and consult with a Firestone brand truck tire retailer for recommendations and information about tire speed capability.

The speed capabilities of truck tires are based on standardized laboratory tests under specific, controlled conditions. While these tests may relate to performance on the road, real-world

driving is rarely identical to any test conditions. Your tire's actual speed capability may be less since it is affected by factors such as inflation pressure, load, tire condition (including damage), wear, vehicle condition (including alignment), driving conditions, and duration at which the speed is sustained.

TIRE SPINNING

SAFETY WARNING

Spinning a tire to remove a vehicle stuck in mud, ice, snow, or wet grass can be dangerous. A tire spinning at a speedometer reading above 35 mph (55 km/h) can in a matter of seconds reach a speed capable of disintegrating a tire with explosive force. Under some conditions, a tire may be spinning at a speed twice that shown on the speedometer. This could cause serious personal injury or death to a bystander or passenger. Never spin a tire above a speedometer reading of 35 mph (55 km/h).

TIRE STORAGE

Tires should be stored indoors in a cool, dry place where water cannot collect inside them. Tires should be placed away from electric generators/motors and sources of heat such as hot pipes. Storage surfaces should be clean and free of grease, gasoline, diesel fuel, or other substances which can deteriorate the rubber.

SAFETY WARNING

Improper storage can damage your tires in ways that may not be visible and can lead to a failure resulting in serious personal injury or death.

The spare tire in your vehicle is intended to be used as a spare when needed. The spare tire carrier is not intended to be used for long term storage.

TIRE SERVICE CUSTOMER SATISFACTION

Normal tire maintenance and Limited Warranty services are available at locations across the U.S.A. Visit us at <https://commercial.firestone.com>, or call 1-800-815-9793 to find an authorized Bridgestone brand truck tire retailer nearest you.

Additional information on the care and service of truck tires is available from the following organizations:

U.S. Tire Manufacturers Association	Tire and Rubber Association of Canada
1400 K Street, N.W.	A19-260 Holiday Inn Drive
Washington, DC 20005-2403	Cambridge, ON, N3C 4E8
www.ustires.org	www.tracanada.ca

TIRE REGISTRATION

Registration of your tires is an important safety precaution since it enables the manufacturer to notify you in the event of a recall. When you purchase replacement tires, the retailer will provide a registration card on which the tire identification numbers have been recorded; fill in your name and address on the card and mail it promptly. Some retailers may submit the registration for you. You do not need to register original equipment tires on new vehicles as the vehicle manufacturer handles that for you.

For Assistance or Information

1. First contact the nearest Firestone truck tire dealer by consulting the yellow pages of your local telephone book.
2. If additional assistance is required, call or write the nearest Bridgestone Technical Service Center listed below.

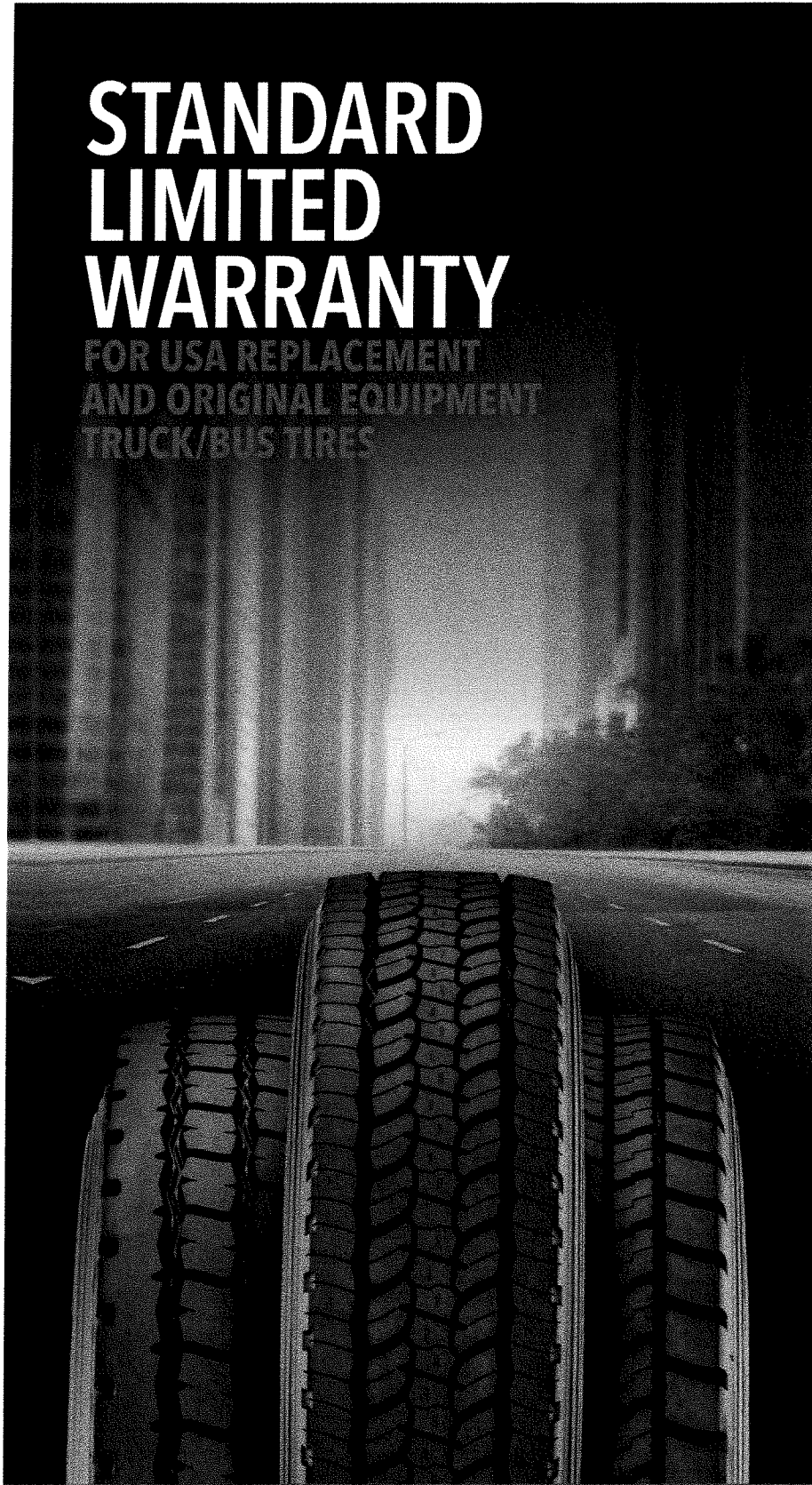
BRIDGESTONE TOLL FREE NUMBER 1-800-847-3272

**Bridgestone Americas Tire Operations, LLC
200 4th Ave. South, Nashville, TN 37201**

Effective August 1, 2019

STANDARD LIMITED WARRANTY

FOR USA REPLACEMENT
AND ORIGINAL EQUIPMENT
TRUCK/BUS TIRES



YOKOHAMA

STANDARD LIMITED WARRANTY FOR USA TRUCK/BUS AND LIGHT TRUCK COMMERCIAL TIRES

This limited warranty/adjustment policy provides for tire replacement under certain specified conditions. This policy applies to tires used in normal highway service displaying warrantable conditions. Tires that become unserviceable or wear out because of neglect or mistreatment are excluded from Yokohama warranty coverage.

WARRANTY ELIGIBILITY

This warranty applies to every Yokohama truck/bus and light truck commercial (LTC) tire bearing the Yokohama brand name and complete D.O.T. serial identification number and operated in normal highway use in the United States. Eligible tires must be on the vehicle on which they were originally installed, in conformance with the vehicle manufacturer's recommendations. This warranty applies only to the original tire purchaser and is not transferable to any other party. Tires are covered by this warranty for the life of the original usable tread down to the tread depth indicators molded at 2/32" (1.6 mm), not to exceed 5 years (60 months) from date of purchase or date of manufacture if proof of purchase is not made available.

WHAT IS NOT WARRANTED

Tires that have become unserviceable for the following reasons:

- Road hazard injuries or damage caused to the tire by obstacles and debris, such as cuts, punctures (whether repairable or not), snags, bruises, tears, or impact breaks.
- Improper repairs or repairs that have failed.
- Improper inflation or other maintenance abuses.
- Improper application of tire size and/or specification.
- Improper mounting/dismounting procedures or tire/wheel assembly balance.
- Mechanical irregularities in the vehicle or wheel, such as bent wheel assemblies, misalignment, worn or faulty components.
- Weather checking/cracking or failures resulting from these conditions on tires purchased more than four years (48 months) prior to a warranty claim. If proof of purchase is not provided, the D.O.T. serial number is used.
- Accident, corrosion, vandalism, fire, or damages caused by nature.

ADDITIONAL EXCLUSIONS

- Tires that have had material added after leaving a Yokohama manufacturing plant, such as fillers, sealants, balancing substances or materials of any kind. Additionally, tires that have had external tire treatments which include but are not limited to: tread siping, shaving, carving, regrooving, white sidewall inlay, or applying materials or treatments to the tread surface. If the material or treatment is the cause

of a failure, vibration, or ride disturbance the tire will not be accepted for warranty or mileage warranty credit.

- Tires submitted for ride disturbance complaints after 2/32" (1.6 mm) of treadwear or 12 months from date of purchase.
- Tires on vehicles registered or operated outside of the United States (refer to applicable Yokohama warranty policies for country of operation).
- Tires not sold in the United States by Yokohama Tire Corporation.
- Tires branded by Yokohama to note special classification at time of purchase, such as "NA" (non-adjustable) or tires altered by notching or buffing.
- Improper storage.

WHAT IS WARRANTED

Tires that have become unserviceable for reasons other than stated above will be replaced in accordance with this warranty.

ADJUSTMENT POLICY

NO CHARGE ADJUSTMENT

A Yokohama tire accepted for warranty credit during the first 2/32" (1.6 mm) of treadwear or 12 months from date of purchase, whichever occurs first, will be replaced on a no-charge basis. During this wear period, tires will be mounted and balanced free of charge. Federal Excise Tax (FET) will not be collected on a no-charge adjustment. Other service charges, such as tire rotation and wheel alignment, are payable by the customer.

PRO-RATED ADJUSTMENT

For all other warrantable conditions, a Yokohama tire will be replaced on a pro-rated basis. The customer will receive credit toward the purchase of the new tire by multiplying the percentage of the tread depth remaining by the dealer's current selling price of the new comparable Yokohama tire at the time of replacement service, but never less than the casing credit listed in the Special Casing Warranty. The customer pays full Federal Excise Tax (FET) applicable to the comparable new Yokohama tire plus all mounting, balancing, and other service charges.

YOKOHAMA'S OBLIGATIONS

Replacements qualifying under the warranty must be made by an authorized Yokohama dealer.

CUSTOMER'S OBLIGATIONS

The customer must present the claim tire to an authorized Yokohama dealer in the United States.

Tires receiving warranty credit become property of Yokohama Tire Corporation.

LIMITATIONS AND EXCLUSIONS

All implied warranties, including any warranty of merchantability or fitness for a particular purpose, are expressly limited to the duration of this written warranty.

All obligations or liabilities for loss of time, inconvenience, loss of vehicle use, or any other incidental or consequential damages are hereby excluded. Some states do not allow limitations on how long an implied warranty lasts, or the exclusions or limitations of incidental or consequential damages, so the above limitations or exclusions may not apply. This warranty gives the customer legal rights that may vary from state to state. The customer is advised to determine those rights for his/her local area and exercise them as required or deemed appropriate.

SPECIAL CASING WARRANTY

ELIGIBILITY

This policy applies to tires displaying warrantable conditions when used in appropriate service as defined in the Yokohama Commercial Sales and Reference Guide and which meet the following criteria.

- Tires must be or have been retreaded in a manner consistent with standard industry practice.
- Tires submitted for hidden conditions must be or have been using non-destructive tire casing analyzer prior to any retreading and be so identified.

Truck tires designated by Yokohama as approved for and used in on/off highway applications are eligible for warranty consideration if they display warrantable conditions.

WHAT IS WARRANTED AND FOR HOW LONG

Prior to the retreading process, Yokohama radial truck/bus tires are covered by all provisions of the Yokohama Standard Limited Warranty for Truck and Bus Tires. After the first retreading has been applied on the qualified tire, an additional special casing warranty applies. If a qualified tire becomes unserviceable due to a warrantable condition, the customer will be given a casing credit as indicated in the chart below. The retread life is defined as beginning with the installation of the new retread stock and ending after buffing for subsequent retread.

Seven Year, Unlimited Retread Warranty

Credit amounts for 101ZL Spec-2, 104ZR*, 104ZR Spec-2, 703ZL, 709ZL, 712L, 715R, BluEarth 109L

*Excludes 104ZR 19.5 sizes

Size	Inspection Prior to 1st Retread	All Subsequent Retreads
All Sizes (except 17.5 and 19.5)	\$130	\$110

Six Year, Unlimited Retread Warranty

Credit amounts for 108R

Size	Inspection Prior to 1st Retread	All Subsequent Retreads
All Sizes (except 17.5 and 19.5)	\$110	\$90

Six Year, Three Retread Warranty Credit amounts for Yokohama Ultra Wide Base Tires <i>Ultra Wide Base tires include 114R UWB, 902L UWB, BlueEarth 109L UWB, BlueEarth 709L UWB</i>				
Size	Inspection Prior to 1st Retread	1st Retread	2nd Retread	3rd Retread
All Sizes (except 17.5 and 19.5)	\$150	\$120	\$80	\$80

Six Year, Unlimited Retread Warranty Credit amounts				
Size	Inspection Prior to 1st Retread/ 1st Retread	2nd Retread	3rd Retread	All Subsequent Retreads
MY627W Spec-2 – Part# 62702	\$110	\$90	\$70	\$40
506U – Part# 120150620	\$110	\$90	\$70	\$40
All 17.5 and 19.5 sizes	\$100	\$75	\$50	\$25

Six Year, Three Retread Warranty Credit amounts for all other Yokohama Truck/Bus Tires				
Size	Inspection Prior to 1st Retread	1st Retread	2nd Retread	3rd Retread
All Sizes (except 17.5 and 19.5)	\$110	\$90	\$70	\$40

If a warrantable condition is found during the inspection or buffing process, the casing warranty credit will be paid at the amount of the next retread life.

WHAT IS **NOT** COVERED

- Casings retreaded more times than provided by the warranty statement in the chart.
- Casings damaged by road hazard injuries or damages caused by obstacles or debris such as cuts, punctures (whether repairable or not), snags, bruises, tears, abrasions, or impact breaks.
- Casings damaged by improper repairs or repairs that have failed.
- Casings damaged by improper inflation or other maintenance abuses.
- Casings damaged by continued operation while flat or severely underinflated.
- Casings damaged by improper application of tire size and/or specification.
- Casings damaged by improper mounting/dismounting procedures or tire/wheel assembly imbalance.
- Casings damaged by accident, corrosion, vandalism, fire, or nature.
- Casings damaged by use of aftermarket tire additives, such as fillers, sealants, or balancing substances.
- Casings damaged by improper retreading or defective retread materials.
- Casings that cannot be retreaded because of excessive treadwear or buffing.
- Casings not retreaded in a manner consistent with standard industry practice.
- Tires covered by Yokohama Standard Limited Warranty.
- Tires branded by Yokohama to note special classifications at time of purchase, such as "NA" (non-adjustable), or tires altered by notching or buffing.
- Tires on vehicles registered or operated outside the United States (refer to applicable Yokohama warranty policies for country of operation).
- Tires not sold in the United States by Yokohama Tire Corporation.

LIMITATIONS AND EXCLUSIONS

All implied warranties, including any warranty of merchantability or fitness for a particular purpose, are expressly limited to the duration of this written warranty. Yokohama Tire Corporation reserves the right to change warranty provisions at anytime without obligation. All obligations or liabilities for loss of time, inconvenience, vehicle use, or any other incidental or consequential damages are hereby excluded. Some states do not allow limitations on how long an implied warranty lasts, or the exclusion or limitation of incidental or consequential damages, so the above limitations and exclusions may not apply. This warranty gives the customer legal rights that may vary from state to state. The customer is advised to determine those rights for their local area and exercise them as required or deemed appropriate.

CUSTOMER'S OBLIGATIONS

The customer must present the claim tire to an authorized Yokohama dealer. The customer is required to pay the adjusted price of the new tire (dealer's current retail selling price at the time of adjustment, less credit allowance) and taxes. The cost of mounting, balancing, and any other service charges or applicable taxes are also payable by the customer.

Remember to register new Yokohama tires either online at yokohamatruck.com or by mail. Mail-in registration cards are available at authorized Yokohama dealers.

YOKOHAMA SAFETY INFORMATION FOR COMMERCIAL TIRES (FOR USA REPLACEMENT AND ORIGINAL EQUIPMENT TRUCK/BUS TIRES)

WARNING

PROPERTY DAMAGE, SERIOUS PERSONAL INJURY OR DEATH MAY RESULT FROM:

- **Tire failure due to underinflation, overinflation, or overloading** – Always follow vehicle owner's manual, vehicle tire placard or certification label.
- **Explosion of the tire/rim assembly due to improper mounting** – Only specially trained persons should mount tires. See OSHA Demounting & Mounting Procedures at www.osha.gov.
- **Failure to mount tires on approved rims of exactly the same diameter.**
- **Failure to deflate single or dual assemblies completely before demounting.**
- **Tire failure due to impact damage/improper inflation** – Inspect tires frequently for signs of damage, irregular wear, and air loss.
- **Tire failure due to improper repairs** – See U.S. Tire Manufacturers Association (USTMA) established repair procedures at www.ustires.org.
- **Tire failure due to excessive tire spinning.**
- **See USTMA's Care and Service of Commercial Truck & Bus Tires at www.ustires.org.**

IMPORTANT SAFETY INFORMATION

Any tire, no matter how well constructed, may fail due to improper maintenance or service factors. Tire failure may create a risk of property

damage and serious or fatal injury. For your safety, please follow the instructions below.

PROPER INFLATION

The inflation pressure in all tires, including the spare tire and inside duals, should be checked with an accurate tire gauge when the tires are cold on a frequent basis, such as daily during continual service as required by the Department of Transportation. This includes vehicles with a Tire Pressure Monitoring System (TPMS). Do not reduce pressure when tires are hot from driving. Any tire that continually requires reinflation is a serious safety risk. Use metal valve caps on each tire to ensure a complete air seal during operation and to keep out dirt and moisture.

Do not exceed the inflation pressure on the tire sidewall. Manufacturers of trucks and buses identify tire inflation pressure for each axle on the vehicle tire placard, certification label, or in the service manual. This pressure is always sufficient to carry the maximum axle load but may not deliver optimal tire performance.

Tires perform best when inflated to match vehicle and axle loads. Steer tires often require maximum inflation pressure to carry the steer axle load while drive and trailer axle tires should be set at pressure corresponding to actual tire loading. Refer to the Yokohama Tire Pressure Inflation Calculator at yokohamatruck.com/tire-tools/inflation-pressure-calculator.

 WARNING
DRIVING ON TIRES WITH IMPROPER INFLATION IS DANGEROUS. • Underinflation causes excessive heat buildup and internal structural damage. • Overinflation makes it more likely for tires to be cut, punctured, or broken by sudden impact. These situations can cause a tire failure, including a tread/belt separation, even at a later date, which can lead to an accident and serious personal injury or death. Any truck tire known or suspected to have run at 80% or less of normal operating inflation pressure could possibly have permanent structural damage and should be considered a flat tire.

REGULAR TIRE INSPECTION

In addition to maintaining proper inflation, regularly inspect the tire tread and sidewalls for irregular tread wear, adequate tread depth, cracking, scrapes, bulges, cuts, snags, foreign objects, or other damage resulting from use. It is recommended that tires, including the spare, be periodically inspected by a tire service professional during routine preventative maintenance intervals.

Driving on damaged tires is dangerous. Impact can damage the inner portions of your tire without being visible on the outside. If you suspect that possible impact damage may have occurred, have a qualified tire service professional inspect the inner surface of your tire immediately to

avoid possible sudden failure. Tires with excessive cracking on the tread or sidewall(s) should be removed from service. This is typically caused by underinflation, overloading, improper storage, and/or improper long-term parking.

If you detect irregular tire wear or vibration, your vehicle may be out of alignment or your tire/wheel assembly may be out of balance. These conditions shorten the life of your tires and may adversely affect the handling characteristics of your vehicle, which could be dangerous. Tires which have been run underinflated will show more wear on the shoulders than in the center of the tread (refer to ATA TMC's Radial Tire Conditions Analysis Guide, Radial Tire & Disc Wheel Service Manual and User Guide to Wheels and Rims).

WARNING

INFLATING AN UNSECURED TIRE IS DANGEROUS, AS IT COULD BURST WITH EXPLOSIVE FORCE RESULTING IN SERIOUS PERSONAL INJURY OR DEATH.

- Never adjust the inflation pressure of a truck tire unless it is placed in a safety cage, or is secured to a vehicle or a tire mounting machine.
- Never stand or lean over the tire or in front of the valve when inflating.
- Never reinflate a truck tire that has been run at very low inflation pressure (i.e. 80% or less of normal operating pressure) without a complete inspection of the entire tire by a qualified tire service professional, including interior and exterior. See OSHA Demounting and Mounting Procedures at www.osha.gov/publications.

TIRE LOADING

To avoid overloading tires, maintain the proper inflation pressure and never exceed the vehicle's load capacity, Gross Axle Weight Rating (GAWR), or the Gross Vehicle Weight Rating (GVWR) of your vehicle. The vehicle must also be distributed so that no individual axle, tire, or dual assembly is overloaded. Never exceed the maximum load rating stamped on the sidewall of your tire and never exceed the maximum load or inflation pressure capacity of the rim or wheel assembly. Consult the vehicle tire information placard, certification label, and owner's manual for the recommended vehicle load limits and loading requirements.

WARNING

DRIVING YOUR VEHICLE IN AN OVERLOADED CONDITION IS DANGEROUS.

- Overloading causes excessive heat build-up and internal structural damage. This may cause a tire failure, including a tread/belt separation, even at a later date, which can lead to an accident and serious personal injury or death.

ZIPPER RUPTURES IN STEEL CORD RADIAL TRUCK & BUS TIRES.

- Any steel cord radial truck & bus tire operating underinflated and/or overloaded must be approached with caution. Permanent damage due to operating the tire underinflated and/or overloaded cannot always be detected, although the tire could have permanent sidewall structural damage (steel cord fatigue).
- Ply cords weakened by underinflation and/or overloading may break one after another until a rupture occurs in the upper sidewall with accompanying instantaneous air loss and explosive force. This can result in serious injury or death.
- For inspection procedures, see USTMA's TISB, Vol. 33 No. 5; www.ustires.org.

TIRE REPLACEMENT

For vehicles with GVWR in excess of 10,000 lbs. (4,536 kg) federal regulations require that tires on the front axle should be removed when worn to 4/32" (3.2 mm) tread depth. For non-steer tires, replace tires when worn to 2/32" (1.6 mm) tread depth remaining anywhere on the tread face. Replacement tires should be the same as the OE size designation, or approved options, as recommended by the vehicle manufacturer.

Always use approved tire/rim combinations for rim diameter, width, and contour. Always replace a tire on a rim with another tire of exactly the same rim diameter designation and a Gross Vehicle Weight Rating (GVWR) over 10,000 pounds.

WARNING

Tire mounting and tire and wheel servicing can be dangerous and must be done only by trained personnel using proper tools and procedures, as specified by the U.S. Tire Manufacturers Association at www.ustires.org and OSHA Demounting & Mounting Procedures at www.osha.gov. Failure to comply with these procedures may result in faulty positioning of the tire and/or rim parts and cause the assembly to burst with explosive force sufficient to cause serious personal injury or death.

TIRE MIXING

Driving your vehicle with an improper mix of tires can be dangerous. Never mix different tire sizes or construction types on the same axle. Your vehicle's handling characteristics can be seriously affected. Consult your vehicle's owner's manual and a qualified service professional for proper tire replacement.

PROPER MATCHING AND SPACING DUALS

Paired tires should be of the same size designation, same construction and tread design, and as close as possible to the same outside diameter. Mismatching duals forces the larger diameter tire to carry an overload, causing it to overdeflect and overheat. The smaller diameter tire, lacking proper road contact, wears faster and irregularly. Tire damage, such as tread or ply separation or tire body breaks and blowouts, can develop from mismatched duals. Proper spacing precludes tire rubbing and excessive heat generation.

RETREADED, REGROOVED OR REINFORCEMENT-REPAIRED TIRES ON STEER AXLES

- Comply with the Federal Motor Carrier Safety Administration (FMCSA) and National Highway Traffic Safety Administration (NHTSA) regulations restricting the use of reinforcement-repaired tires and regrooved tires on steer axles of commercial vehicles.
- Comply with FMCSA regulations prohibiting the use of retreaded or regrooved tires on steer axles of buses.
- Yokohama recommends that original tread tires be used on steer axles of buses and highway trucks with a Gross Vehicle Weight Rating (GVWR) over 10,000 pounds.

REPAIR & MAINTENANCE

All commercial truck and bus tires require regular maintenance to assure safe operation and maximum service lifetime. Tire repairs should only be completed by a qualified tire service professional. Improperly repaired and/or retreaded tires are dangerous and can cause tire failure, property damage, and serious personal injury. Yokohama endorses all service guidelines defined by the U.S. Tire Manufacturers Association, Care & Service of Commercial Truck & Bus Tires. Visit www.ustires.org for more information.

SPEED

Regardless of the speed capability of your tires, never exceed lawful speeds or speeds dictated by driving conditions. Exceeding a tire's speed capacity could cause overheating and sudden tire failure.

TIRE SPINNING

- Do not allow the reading on the speedometer to exceed 35 mph if tires are spinning because the vehicle becomes stuck in mud, snow, ice, etc. When only one tire on an axle is spinning its speed can be up to four times what is indicated on the speedometer and can quickly exceed the capability of the tire.

- Never allow anyone to stand near a spinning tire. Speed and force can cause a tire to rupture and explode and may cause property damage, serious personal injury, or death to you or a bystander.

TIRE SERVICE LIFE FOR COMMERCIAL TRUCK & BUS TIRES

It is important to have tires in good operating condition, thus tires may need to be replaced because of service conditions long before the tread is worn out. To determine if tires, including the spare, should remain in service, it is recommended that they be periodically inspected by a tire service professional during routine preventative maintenance intervals. Follow the vehicle manufacturers' specific recommendations, if any, regarding tire service life and replacement. Refer to USTMA's Care & Service of Commercial Truck & Bus Tires at www.ustires.org.

TIRE REGISTRATION

Registration of your tires is an important safety precaution since it enables the manufacturer to notify you in the event of a recall. Fill out and return the Yokohama registration card provided by your dealer, or register your tires at eco.yokohamatire.com/TireRegistration.

PROPER STORAGE

- Store tires indoors in a cool dry place where water cannot collect inside the tires.
- Store tires raised off a storage area's floor surface to minimize exposure to moisture or damage.
- Avoid contact with petroleum-based products and/or other volatile solvents or substances.
- Store tires away from electric motors, battery chargers, generators, welding equipment or other ozone generating sources.
- If tires are not stored properly not only will there be a deterioration in their appearance but there may be a loss in performance and compound integrity that can lead to tire failure.
- If outdoor storage is necessary, follow the USTMA guidelines.

CLOSING

Failure to follow any of the recommended precautions can lead to erratic vehicle behavior, tire damage and/or tire failure, including tread/belt separation, and may create a risk of property damage and serious or fatal injury.

If you suspect any damage to your tires or wheels, contact your local Yokohama tire retailer or contact Yokohama.



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For Consumer Affairs Assistance:
800.722.9888
YokohamaTruck.com

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