



Tire Warranty Conditions



COVERED Warranty Conditions	NOT COVERED Warranty Conditions
<p>TREAD:</p> <ul style="list-style-type: none"> • Tread Separation <p>SIDEWALL:</p> <ul style="list-style-type: none"> • Shoulder Cracking • Sidewall Separation • Spread Ply <p>BEAD:</p> <ul style="list-style-type: none"> • Circumferential Bead Cracking • Migrating Bead Wire • Bead Area Separation <p>LINER:</p> <ul style="list-style-type: none"> • Trapped Air in Liner over 0.25 inch • Liner Crack • Thin Liner • Open Liner Splice <p>OTHER:</p> <ul style="list-style-type: none"> • Light/thin Rubber • Foreign Material • Vibration before the first 10% of treadwear • Weather Checking (2 years from date of purchase) 	<p>ROAD HAZARDS:</p> <ul style="list-style-type: none"> • Sidewall Cut • Curbing (Sidewall or Shoulder) • Bubble in Sidewall • Puncture Beyond Repairable Limits • Impact Break in Liner • Impact Break Across Tread • Cut Tread • Ran Underinflated to Destruction <p>IRREGULAR WEAR:</p> <ul style="list-style-type: none"> • Heel and Toe Wear • Diagonal Wipe Wear • Depressed Rib Wear • Erosion Wear • Fast Centerline Wear • 360* One-Side Shoulder Wear • 360* Both Side Shoulder Wear • Hi-low Lug Wear <p>DAMAGE:</p> <ul style="list-style-type: none"> • Improper Repair • Sealants/Fillers/Balancing Materials • Modification of Tire (Grooving, Decorative Sidewall, etc) • Mounting Damage • Chemical Contamination • Fire Damage • Vandalism • Bead Break • Brake Skid • Ran-Flat • Fabric Fatigue/Zipper Break <p>OTHER:</p> <ul style="list-style-type: none"> • Vibration after the first 10% of treadwear • Weather Checking after 2 years • Noise • Beyond Warranty Age Limit • Cannot Balance • Unit Damages (Fender, Structure, Cargo, etc.)

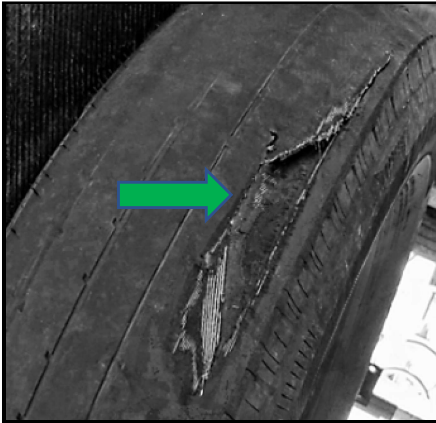
IMPORTANT: The adjustment process does not involve the kind of analysis necessary to determine the existence of a covered warranty condition. The conditions shown are for illustration only and should not be considered as proof of workmanship or material condition. A tire may be adjusted for a condition that may have resulted from one of many possible causes. Neither the presence of a condition nor the fact that a tire is adjusted for a condition establishes that a problem exists in the tire.



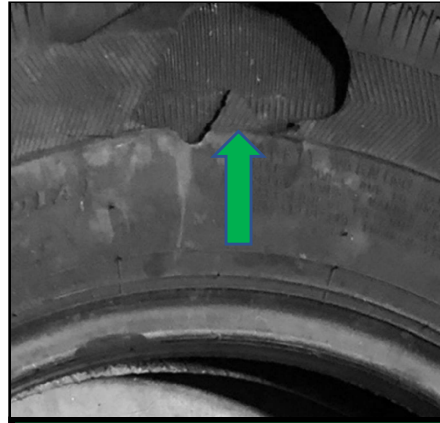
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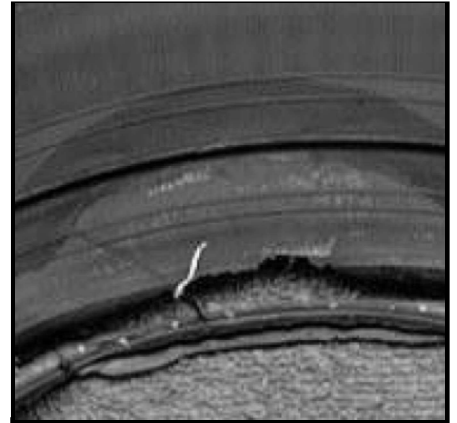
COVERED



Tread Separation



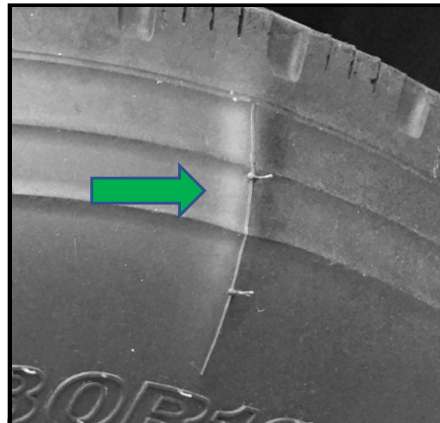
Sidewall Separation



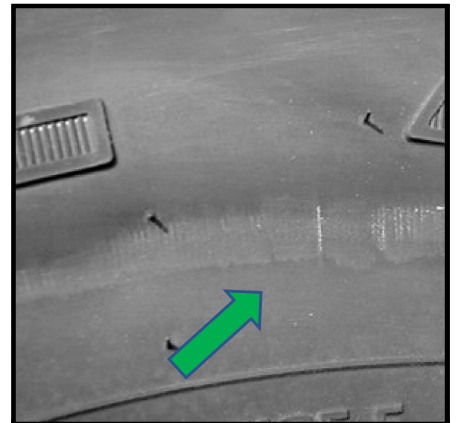
Bead Separation



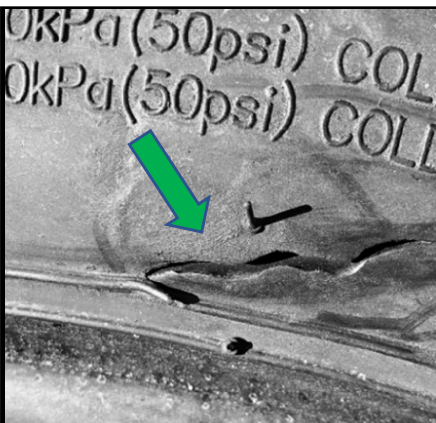
Shoulder Cracking



Spread Ply



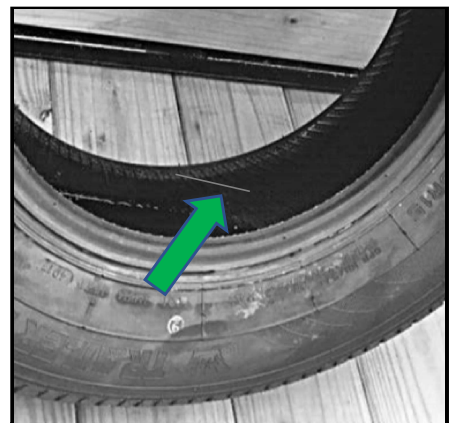
Light/Thin Rubber



Foreign Material



Circumferential Bead Cracking



Migrating Bead Wire

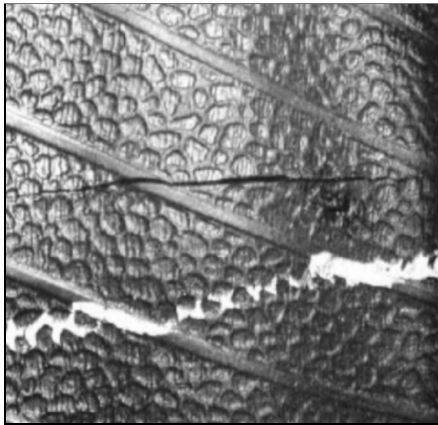
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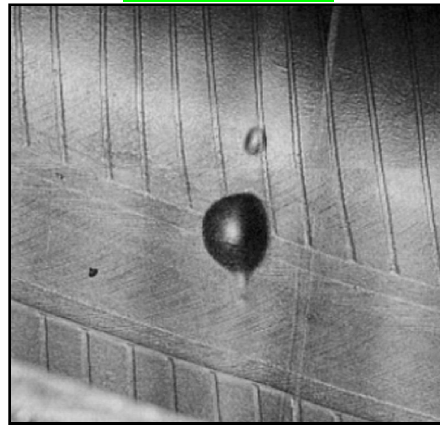
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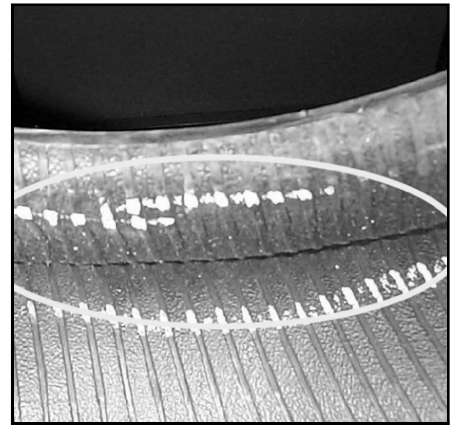
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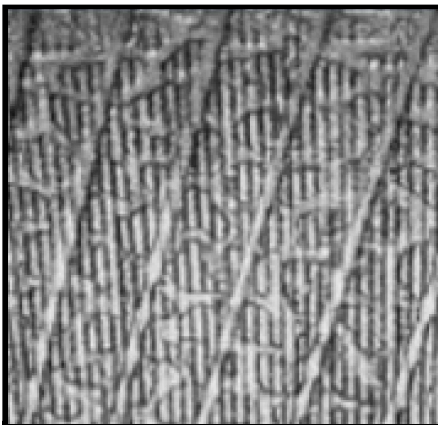
Open Liner Splice



Trapped Air in Liner Over 0.25 in



Liner Crack



Thin Liner

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Rev 03/19



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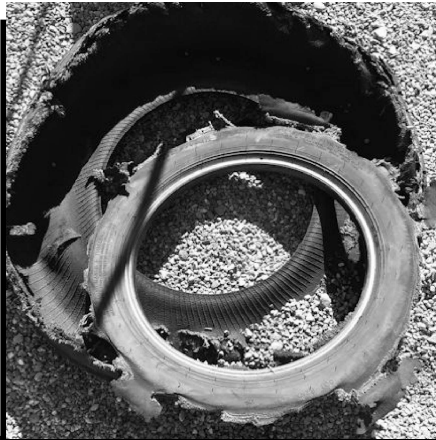
Impact Break - Tread



Impact Break - Sidewall



Puncture Beyond Repair



Ran Underinflated to Destruction



Cut Sidewall or Tread



Irregular Wear



Diagonal Wipe



Fast Centerline Wear



Fast Shoulder Wear

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Heel and Toe Wear



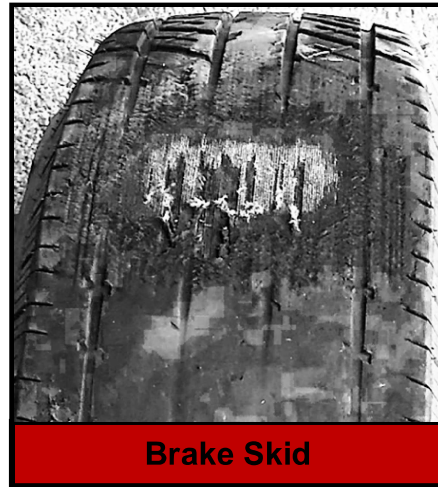
Hi-Low Lug Wear



Mounting Damage



Bead Break



Brake Skid



Fabric Fatigue/Zipper Break



Improper Repair



Sealants/Fillers/Balancing Materials



Vandalism

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