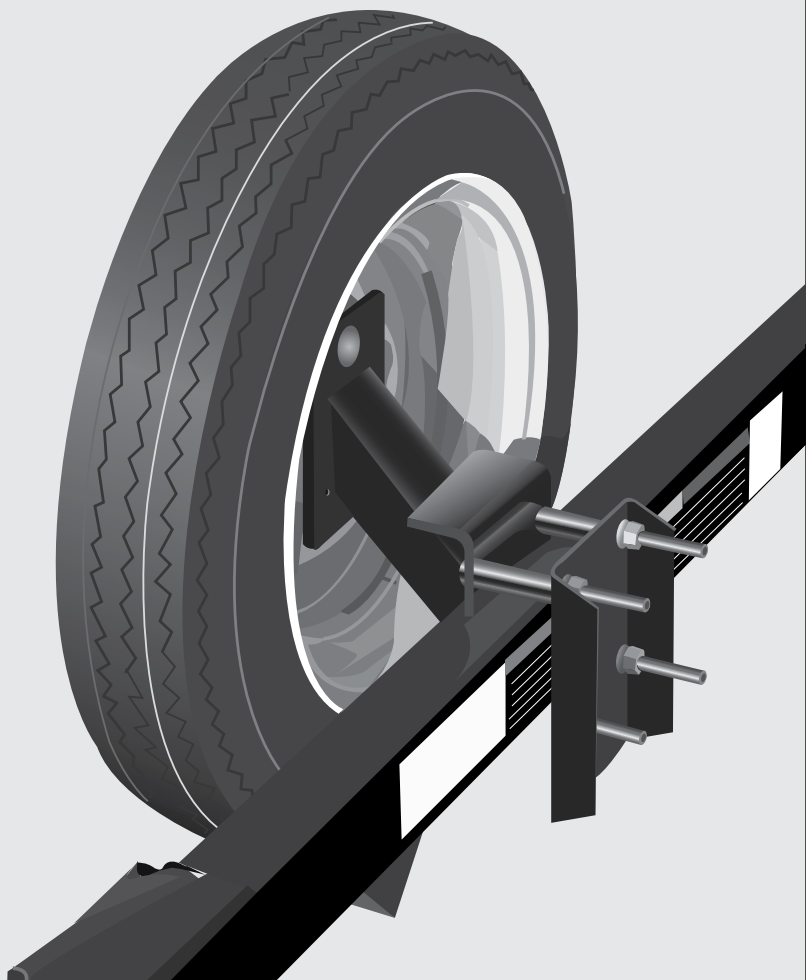




TIRE WARRANTY, REGISTRATION & SAFETY INFORMATION

**For Carlisle, Duro and Kenda/Loadstar Tires and Wheels
purchased from Carry-On Trailer Corporation**





TIRE REGISTRY CARD INSTRUCTIONS

Registering your trailer tires is important. It provides vital information to the tire manufacturers in the event that there is a recall and they need to contact you. Before completing the Tire Registry Card read and understand all of the following steps below.

Follow the directions as they apply to your specific tire brand.

Call the tire company customer service number that applies to your tires at bottom of page if you have questions.

Step 1: To help you in locating the Tire Identification Numbers (TIN) and other important information about your tires, please refer to Figure 1 on pg. 3.

Step 2: Turn to page 33 in booklet for Tire Registry Card.

Step 3: Complete in full the customer's name and address section as well as the (dealers) seller's name and address if known.

Step 4: Check your trailer and note the brand of tires.
a. Carlisle b. Duro c. Kenda/Loadstar

Step 5: Locate the stamped numbers on your tires sidewall that immediately follow the letters DOT. (Figure 1). Note the series of numbers and letters on your Registry in the Tire Identification Numbers section. Check each tire and indicate in the QTY section the number of tires having the same lot number on the sidewall.

Step 6: Fill out your copy of the Tire Registry information and retain with your trailer records.

Step 7: Cut out and place completed registry in a stamped addressed envelope and mail to the proper Tire Manufacturer. See pg. 33 for instructions and address information.

For important warranty information regarding your brand of tires please see the pages listed next to the Tire Manufacturers name.

Carlisle - pg. 4-7

Duro - pg. 8-9

Kenda/Loadstar - pg. 10-15

Your manufacturer's contact information:

Carlisle:

East Coast:

Carlisle Tire & Wheel
25 Windham Blvd.
Aiken, South Carolina 29805
1-800-260-7959

Canada:

Carlisle Tire & Wheel
645 McMurry Rd.
Waterloo, Ontario N2V2B7
1-800-265-6155

West Coast:

Carlisle Tire & Wheel
2233 E. Philadelphia St.
Ontario, California 91761
1-800-367-5710

West Coast = CA, OR, WA, AZ, NV, UT, ID, MT, WY, CO, NM

Duro: 1-800-966-8473

Kenda/Loadstar: 1-800-225-4714

Locating Important Tire Information

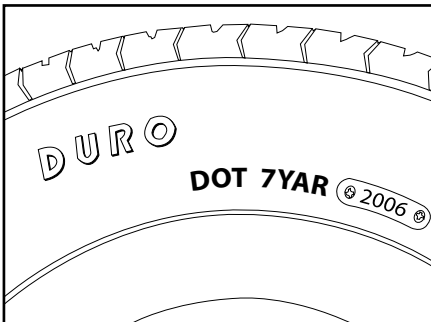


Figure 1: Tire manufacturer name either (Duro, Kenda/Loadstar, Carlisle) & Tire Identification Number (TIN)

NOTE: Tire Identification Number (TIN) immediately follows the letters DOT. The TIN is a combination of 7 to 11 letters and numbers. In this example there are 8.

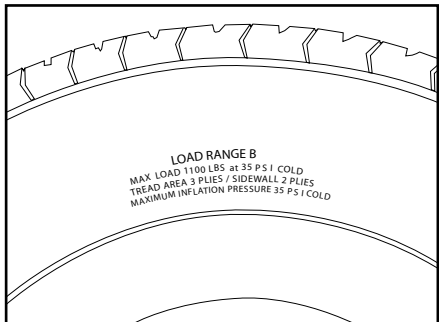


Figure 2: Tire Pressure, Load Range & Maximum Load

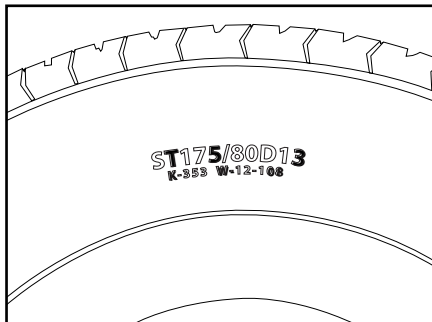


Figure 3: Tire Size



CARLISLE TIRES INFORMATION

If your tire is a Carlisle Tire and Wheel please comply to the following:

LIMITED WARRANTY

HIGHWAY / NON-HIGHWAY TIRE & WHEEL WARRANTY

Carlisle Tire & Wheel Warranty Company ("Carlisle") warrants, subject to the terms, conditions and limitations stated herein, tires & wheels to be free from defects in materials and workmanship.

Carlisle's liability for tires and wheels shall be limited to replacement of any defective tire or wheel plus any applicable taxes.

CARLISLE'S WARRANTY

The Carlisle Tire & Wheel Warranty ("Warranty ") applies only to the original purchaser for two years from the date of purchase. The warranty period for the coating of the wheels is ninety (90) days from the date of purchase.

The Warranty is void if the tire or wheel fails due to damage from improper inflation pressures, exceeding the maximum speed limit, or overloading the tire beyond the maximum load capacity stated on the sidewall.

The Warranty does not cover incidental or consequential damages, including, but not limited to, lost time, inconvenience, loss of vehicle use, cost of towing or transportation, related property damage or consequential damages of any type or nature.

The Warranty does not cover mounting and balancing charges.

The Warranty is void if a covered tire is worn past last 3/32 of tread depth at any point on the tread contact surface.

The Warranty does not apply to the following:

- repaired tubes, tires or wheels

- tires or wheels used in racing and competition
- tires or wheels subjected to road hazards, overloading, underinflation, improper mounting, fitment to incorrect rim, purposeful abuse or chemical contamination
- tires or wheels which have been patched, plugged or repaired or into which • liquid balancers or sealants have been introduced
- cosmetic irregularities

Carlisle makes no expressed claims of expected tire wear. Variables that affect tire wear are driving conditions, load and tire inflation pressure.

To obtain warranty adjustments or warranty information contact your Carlisle dealer or call Carlisle's Product Services Department at 1-800-260-7959 (West Coast 1-800-367-5710) or fax to 1-800-352-0075. Claims must be made within 30 days of discovery of defect. To obtain warranty info in Canada please call 1-800-265-6155.

There are no warranties either expressed or implied. Including the implied warranties of merchantability and fitness for a particular purpose. Which extend beyond the description on the face here of. Carlisle shall not be liable for any incidental or consequential damages. No representative of Carlisle Tire & Wheel Company has authority to make any representations or promises except as stated herein.

Some states do not permit limitations on the period of time an implied warranty lasts and do not permit the exclusion or limitation of incidental or consequential damages, therefore, the above limitations or exclusions may not apply. This warranty provides specific legal rights. Other rights may vary from state/province to state/province.

NOTE: All specifications subject to change without notice.

Refer to page 16 for Tire Safety information as required by 49 CFR 575.6.

GARANTIA LIMITADA

GARANTIA DE LLANTA Y RUEDA (RIN) PARA CARRETERA O RECREACION

Carlisle Tire & Wheel Company ("Carlisle") garantiza, sujeto a terminus, condiciones y limitaciones declaradas aqui, que las llantas y ruedas (rines) estaran libres de defectos de material y mano do obra.

La responsabilidad de Carlisle para Llantas y ruedas (rines)sera limitada a un reemplazamiento de cualquier llanta o rueda (rin) defectuoso, mas cualquier impuesto que sea applicable.

GARANTIA DE CARLISLE

La garantia Carlisle Tire & Wheel (garantia) applica solamente al comprador original por un termino de 2 anos a partir de la fecha de compra.

El periodo de garantia para la pintura de una rueda (rin) es de 90 dias a partir de la fecha de compra.

La garantia sera anulada si la llanta o rueda(rin) falla por danos causados al inflar a una presion inadecuada, exeder el limite maximo de velocidad, o sobrecargo de la llanta mas alla de la capacidad maxima de carga que se indica en la cara de la llanta.

Lagarantia no cubr danos intencionales o de consecuencia, incluyendo, pero no limitado a perdida de tiempo, inconveniencia, perdida de uso de vehiculo, costo por transportacion o remolque, danos de propiedad relacionados a danos de consecuencia o cualquier tipo o naturaleza.

La garantia no cubre costos por montaje y balanceo.

La garantia sera anulada si el desgaste de la llanta es mas de 3/32 de profundidad en el rodado, En cualquier punto del rodado que tenga contactl con la superficie.

La garantie no aplica a lo siguiente:

- Camaras, llantas o ruedas (rines) que hayan sido reparadas.
- Liantas o ruedas (rines) que se hayan usado para carreras o algun tipo de competencia.
- Llantas o ruedas (rines) que hayan sido expuestas a peligros en la carretera, sobrecargadas, bajo infladas, montadas inapropiadamente, montadas a una reuda (rin) incorrecta, abuso intencional o contaminacion quimica.
- Liantas o ruedas (rines) que hayan sido parchadas, taponeadas, o reparadas, o si se le ha inntroducido balanceadores liquidos o sellantes.
- Irregularidades cosmeticas.

Carlisle no declarara en cuanto al desgaste esperado de una llanta. Los factores que afectan el desgaste de la llanta son condiciones de manejo, el peso y presion de aire do la llanta.

Para obtener ajustes o informacion con respecto a la garantia, comuniquese con su vendedor de Carlisle, o llame al departamento de servicio de productos de Carlisle al: 1-800-260-7959 (Costa del Oeste 1-800-367-5710) o envienos un fax al: 1-800-352-0075. Todo reclamo debera hacerce dentro de 30 dias a partir del dia cuanda se entero del defecto. Para obtener la garantia info en Canada llame por favor 1-800-265-6155.

No hay garantias expresadas o dadas a entender, incluyendo las garantias dadas a entender de comerciante y aptitude para un proposito particular, que se extienda mas alla de la descripcion dada por medio de la presente. Carlisle no se hara responsable por danos fortuitos o consecuentes. Ningun representante de la compania Carlisle Tire & Wheel tiene la autoridad de hacer cualquier tipo de representacion o promesa a menos que esten indicados aqui.

Algunos estados no permiten limite en el periodo de duracion de una garantia y no permiten que se excluya o limite de danos fortuitos y consecuentes, esporesoque, las limitaciones, y exclusions mencionadas no aplican. Esta garantia prove derechos legales especificos. Ostros derechos pudieran variar de un estado o provincial a otro estado o provincial.

Nota: Todas estas especificaciones son sujetas a cambiar sin previo aviso.



DURO TIRES INFORMATION

If your tire is a Duro Tire and Wheel please comply to the following:

DURO TIRE & WHEEL CORPORATION
Manufacturer of Tires and Tubes

HIGH SPEED TRAILER AND TIRE WARRANTY

Duro Tire and Wheel Corporation hereby warrants that it will replace, at its option, the Duro trailer tire and wheel assembly which proves defective by reasons of improper workmanship and/or materials, without charge for a period of 12 months, or the first 15% of tread wear, whichever comes first.

In addition to the above, Duro Tire and Wheel will replace the trailer tires damaged by road hazards and accidents for the first 6 months or first 15% of tread wear (whichever comes first) at 50% of the suggested retail value. Duro trailer tires are warranted for a period of four years against dry rot at 50% of suggested retail value.

The above warranty is void if trailer tire provides unsatisfactory service due to damage from use of improper inflation pressures, driving more than maximum speed rating, or overloading the trailer beyond the maximum load capacity stated on the sidewall.

The Duro Tire and Wheel warranty does not cover loss of time, inconvenience, loss of vehicle use, cost of towing or transportation, or consequential damages of any type or nature.

To obtain service under this warranty, you must return your trailer tire or trailer tire and wheel assembly to: Duro Tire and Wheel Corporation, 14290 Lochridge Blvd., Covington, GA 30014; freight prepaid, along with the trailer tire including a copy of your bill of sale for tire or trailer, and a written statement of what you believe to be the cause of the tire damage. Please call 1-800-966-8473 to receive a Return Merchandise Authorization (RMA) before sending your trailer tire back to Duro Tire and Wheel Corporation.

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

Refer to page 16 for Tire Safety information as required by 49 CFR 575.6.

DURO TIRE & WHEEL CORPORATION

Fabricantes de neumáticos y llantas

GARANTÍA DE NEUMÁTICO DE REMOLQUE DE ALTA VELOCIDAD

Duro Tire & Wheel Corporation por la presente garantiza que reemplazará, como opción propia, el neumático de remolque (marca Duro) y el conjunto de llanta que haya sido comprobado defectuoso por razones de fabricación defectuosa y/o materiales, sin cargo alguno por un periodo de 12 meses, o el primer 15% de uso de la banda de rodadura, cualquiera sea el primero.

Además de lo anteriormente mencionado, Duro Tire & Wheel reemplazará los neumáticos del remolque por daños causados por peligros en carreteras y accidentes por los primeros 6 meses o el primer 15% de uso de la banda de rodadura (cualquiera sea el primero) al 50% del valor de mercado sugerido. Los neumáticos de remolque Duro están garantizados por un periodo de cuatro años en contra de pudrición seca al 50% del valor de mercado sugerido.

La garantía previamente descrita está anulada si al neumático de remolque se le ha proporcionado un servicio insatisfactorio por causa de daños ocasionados por presiones de inflado inadecuadas, el manejo a velocidades mayores a las estipuladas, o la sobrecarga del remolque por encima de la capacidad máxima de carga inscrita en la rueda.

La garantía de Duro Tire & Wheel no cubre pérdida de tiempo, inconveniencias, pérdida del uso del vehículo, costo de remolque o transportación, o daños emergentes de ningún tipo o naturaleza.

Para obtener mantenimiento bajo esta garantía, usted debe devolver su neumático de remolque o su neumático de remolque y conjunto de llanta a: Duro Tire & Wheel Corporation, 14290 Lochridge Blvd., Covington, GA 30014; envío prepago, con el neumático de remolque incluyendo una copia de la factura de compra del neumático o remolque, y una declaración escrita de lo que usted considera ser la causa del daño al neumático. Por favor llame al 1-800-966-8473 para recibir una Autorización de Devolución de Mercadería (Return Merchandise Authorization, RMA) antes de enviar su neumático de remolque de vuelta a Duro Tire & Wheel Corporation.

Esta garantía le extiende derechos legales específicos, y usted podría tener otros derechos los cuales varían de estado a estado.



KENDA/LOADSTAR TIRES INFORMATION

If your tire is a Kenda/Loadstar Tire and Wheel please comply to the following:

THE KENDA/LOADSTAR WORRY FREE WARRANTY FOR HIGH SPEED TRAILER TIRES

ELIGIBILITY

You are eligible for the benefits of this policy if you are the owner and original consumer of new KENDA/LOADSTAR tires, bearing Dept. of Transportation prescribed tire identification numbers only on the vehicle on which they were originally installed according to the vehicle manufacturer's or KENDA/LOADSTAR recommendations.

WHAT IS WARRANTED AND FOR HOW LONG

Your tires are warranted against failures due to defective materials and workmanship. Tires are eligible for warranty if presented not more than two years past manufacturing date and has a minimum of 2/32 tread remaining.

Free Replacement For High Speed Trailer Tires. If a KENDA/LOADSTAR tire fails due to defective materials or workmanship during the first 10% of treadwear, or the first year, the tire will be replaced with a new comparable KENDA/LOADSTAR tire without charge.

Treadwear Prorated Replacement. Tires not qualifying for free replacement will be replaced with a new, comparable tire based upon the percentage of tread that has been worn. The price you pay will equal the percentage of original, usable tread worn, multiplied by our then current "Predetermined Adjustment Price." Owner pays mounting charge.

DEFINITION OF COMPARABLE TIRE

A "comparable" new KENDA/LOADSTAR tire may either be the same line of tire, or, in the event the disabled tire is out of production or unavailable, the same basic or equal construction and quality with different sidewall or treadwear configuration. If a higher priced tire is accepted as replacement, the difference in price will be paid by the owner.

COMPUTING TREADWEAR

Treadwear is computed as a percentage of the original, usable tread. The original, usable tread does not include the last 2/32nd inch of tread depth.

WHAT IS NOT COVERED BY THE WARRANTY

- Failures due to fire, accident, malicious mischief, improper inflation, improper use, running flat, overloading or road hazards. Examples of road hazards include nails, glass and other foreign objects and natural and man-made defects or obstacles such as excavations, construction, potholes and chuckholes. Damages caused by road hazards include cuts, snags, punctures, scuffs, carcass bruises and impact breaks.
- Premature or irregular wear due to improper inflation or alignment or balance.
- Tires presented by other than the original consumer.
- Tires with weather cracking which were purchased more than (2) two years prior to presentation for adjustment. If you have no proof of purchase date, tires manufactured (2) two years prior to presentation are not covered.
- Loss of time, inconvenience, loss of use of the vehicle, costs of towing or transportation, or consequential damages of any type or nature.
- Any implied warranty, including merchantability of fitness, is limited to the duration of this written warranty or (2) two years, whichever is less.
- Balancing or mounting charges.

*Note: This limited warranty is the entire warranty given by KENDA/LOADSTAR and KENDRA/LOADSTAR's complete obligation is as set forth herein. No one has authority to imply, suggest, agree, represent, warrant or promise contrary to the terms hereof.

OWNER'S OBLIGATION

You must present the tire to any KENDA/LOADSTAR Tire Distributor or participating dealer in the U.S.A. To obtain no charge adjustment for tires, you must present proof of purchase date (such as trailer dealer or tire retailer invoice). You are responsible for payment of all taxes, as well as retailer charges for services that you request but are not covered by the warranty. This warranty gives you specific legal rights and you may also have other rights which vary from state to state.

NOTE: Some states do not allow the exclusion or limitation of incidental or consequential damage or how long an implied warranty lasts, so the limitation or exclusion may not apply to you.

ADJUSTMENT PROCEDURES

Unserviceable LOADSTAR tires adjustable under the terms of this policy should be returned to a LOADSTAR tire Distributor.

Check National Distributor Directory for the nearest LOADSTAR Tire Distributor. Call the nearest distributor. They can tell you where the nearest dealer would be located. Call 1-800-225-4714, 9AM-5PM weekdays for the nearest distributor.

IMPORTANT SAFETY INFORMATION

Any tire, no matter how well constructed, may fail due to improper maintenance or service factors, creating a risk of property damage and serious or fatal injury. For your safety, comply with the following:

1. Check air pressure monthly when tires are "cold". Use an accurate tire air pressure gauge. Do not reduce pressure when tires are hot. Proper inflation is essential. Underinflation produces flexing of sidewalls and builds up heat to the point that premature tire failure may occur. Overinflation can cause the tire to be more susceptible to impact damage.
2. Never overload your tires. The maximum load capacity and maximum inflation pressure are molded into the sidewall of your tire. Overloading builds up excessive heat and can lead to early tire failure.
3. Avoid damaging objects (chuckholes, glass, rocks, curbs, etc.) which may cause internal tire damage. Continued use of a tire that has suffered internal damage, which may not be visible externally, can lead to dangerous tire failure. Determination of internal damage will require dismounting of the tire and examination by trained tire personnel.
4. Property damage and serious or fatal injury can also result from the following causes.
 - Improper tire mounting and inflation procedures may cause the tire beads to break with explosive force during installation of the tire on the rim. Tire and rim must match in size. Rim parts must match by manufacturer's design. Clean rim. Lubricate rim and beads. Do Not exceed the maximum recommended pressure to seat the beads. ONLY SPECIALLY TRAINED PERSONS SHOULD MOUNT TIRES.
 - Use of worn out tires (less than 2/32nd" remaining tread depth) increases the probability of tire failure.
 - Excessive speed creates heat buildup in a tire, leading to possible tire failure.

Refer to page 16 for Tire Safety information as required by 49 CFR 575.6.

THE KENDA/LOADSTAR GARANTIA LIBRE DE PREOCUPACION LLANTAS DE TRAILES PARA ALTA VELOCIDAD

ELEGIBILIDAD

Usted es elegible para las ventajas de esta política si usted es el dueño y el consumidor original de las llantas nuevas de KENDA/LOADSTAR, llevando el departamento de Transportation describa números de identificación del las llantas, sólo en el vehículo en el cual fueron instalados originalmente según el fabricante del vehículo o recomendaciones de KENDA/LOADSTAR.

CUÁL ES LA GARANTIA Y PARA CUÁNTO TIEMPO

Sus llantas son garantizadas contra fallas de materiales defectuosos y ejecución.

(A) Las llantas son elegibles para la garantía si están presentadas no más de dos años más allá de la fecha de fabricación y tienen un mínimo de 2/32nd de desgaste.

(B) Reemplazo Gratis Para Las llantas De Alta Velocidad. Si una llanta de KENDA/LOADSTAR falla por los materiales defectuosos a la ejecución durante el primer 10% de desgaste, o del primer año, la llanta será substituida por una llanta comparable nueva de KENDA/LOADSTAR sin cargos.

(C) Reemplazo Prorratedo De Desgaste. Las llantas que no califican para el reemplazo gratis serán substituidos por una llanta nueva, comparable basado sobre el porcentaje de desgaste de llanta. El precio que usted paga igualará el porcentaje de desgaste original y usable, multiplicado por nuestro "precio predeterminado del ajuste". El dueño paga los cargos de montar.

DEFINICIÓN DE LA LLANTA COMPARABLE

"Una llanta nueva comparable " KENDA/LOADSTAR puede ser del mismo tipo, o, en el acontecimiento de una llanta deshabilitada está fuera de producción o no esta disponible, la básica o misma construcción y la calidad con diferente configuración de paredes de los lados o desgaste. Si una llanta más alto de precio se acepta como reemplazo, la diferencia en precio será pagada por el dueño.

CALCULAR DESGASTE DE LLANTA

Desgaste se calcula como porcentaje del tejido original, usable. El tejido original, usable no incluye la ultima 2/32nd del tejido.

LO QUE NO SE CUBRE POR LA GARANTÍA

Fallas por fuego, accidente, a la travesura maliciosa, la inflación incorrecta, el uso incorrecto, llanta sin aire, a sobrecargar o los peligros del camino. Los ejemplos de los peligros del camino incluyen clavos, vidrios, y otros defectos extranjeros del objeto y naturales y artificiales o obstáculos tales como excavaciones, construcción, agujeros en el camino. Los daños causados por peligros del camino incluyen cortes, ganchos, punturas, raspones, contusiones de la caparazón y roturas del impacto.

Desgaste prematuro o irregular debido a la inflación o alineamiento o balance incorrecta.

Las llantas presentadas por alguien mas que el consumidor original.

No se cubre llantas agrietadas por el mal tiempo que fueron comprados más de (2) dos años antes de la presentación del ajuste. Si usted no tiene ninguna prueba de la fecha de la compra, las llantas fabricadas (2) dos años antes de la presentación no están cubiertas.

Tiempo perdido, inconveniencia, pérdida de utilizar vehículo, costo de grúa o transporte, o daño consecuencia de cualquier tipo o naturaleza. cualquier garantía implicada, incluyendo mercancía o conveniencia, es limitado por la duración de esta garantía escrita o (2) dos años, siempre lo que sea menos. Cargos de Balance o montaje.

***NOTA:** Esta garantía limitada es la garantía dada por KENDA/LOADSTAR y la obligación completa de KENDA/LOADSTAR's está según lo dispuesto adjunto. Nadie tiene autoridad para implicar, sugerir, acordar, representar, autorizar o para prometer lo contrario a los términos de esto.

OBLIGACIÓN DEL DUEÑO

Usted debe presentar la llanta a cualquier distribuidor de llantas de KENDA/LOADSTAR en los E.E.U.U. Para no obtener ningún ajuste de los cargos para las llantas, usted debe de presentar prueba de compras (como la factura de compras del distribuidor de llantas o transportador). Usted es responsable del pago de todos los impuestos, también como los cargos de servicios que usted solicita pero no es cubierto por la garantía. Esta garantía le da derechos específicos legales y usted también puede tener otros derechos que varíen de estado a estado.

NOTA: Algunos estados no permiten la exclusión o la limitación del daño accidental o consecuente o cuánto tiempo la garantía se a extendido, tal ves la limitación o exclusión no aplica para usted.

PROCEDIMIENTOS DE AJUSTE

Las llantas inservibles de LOADSTAR ajustables bajo términos de esta póliza se deben rezegar a un distribuidor de llantas de LOADSTAR.

1.) Compruebe el Directorio Nacional de Distribuidor para saber si hay un distribuidor más cercano de llantas de LOADSTAR. Llame el distribuidor más cerca. Ellos pueden decirle donde están localizados.

2.) Llame 1-800-225-4714, (Lunes a Viernes 9AM-5PM para el distribuidor más cerca.

INFORMACION DE SEGURIDAD IMPORTANTE

Cualquier llanta, no importa que bien se haya construido, puede falla por debido al servicio o mantenimiento inapropiado, creando un riesgo de daño de la propiedad o serias heridas fatal. Para su seguridad, conforme con lo siguiente:

1.)Chequear la presion de aire mensualmente cuando las llantas estan "frias". Use un calibrador de presion de aire para llantas. No reduzca presion cuando las llantas estan calientes. Es esencial que sean infladas propiadamente. Desinfladamiento produce doblarse las paredes de los lados y acumulando calor al punto de que ocurra un rompimiento premature en la llanta. Pasada de inflada la llanta podria causar o dañarse con un impacto susceptible.

2.)Nunca sobrecargar sus llantas. La maxima capacidad de carga y maxima presion de inflacion estan moldeadas dentro de las paredes de los lados de su llanta. Sobrecargas acumulara calor excesivo y comenzara la llanta a romperce mas temprano.

3.)Evitar objetos que dañan y podrian causar daños internos en la llanta. (agujeros en el camino, vidrios, piedras, curbas, etc.) Continuar usando una llanta que haya sufrido un daño interno. Pueda que no sea visible externamente, puede comenzar la llanta a deteriorarse.

4.)Daño de propiedad y una herida muy seria o fatal tambien puede ser resultado de las causas siquientes:

- El procedimiento inapropiado para montar y inflar la llanta podria causar que se quiebre el contacto de la llanta con el rin al hacer una fuerza explosive durante la instalacion de la llanta en el rin. llanta y rin tienen que hacer juego con el tamaño.
- Partes del rin tendran que hacer juego con el diseño del manufacturero. Limpiar el rin. Lubricar el rin. No excéderce de la maxima presion recomendada al sentar la llanta en el rin. **SOLAMENTE PERSONAS ESPECIALMENTE ENTRENADOS DEBERAN MONTAR LLANTAS.**
- El uso de una llanta gastada (menos de 2/32nd del resto del tejido) aumenta la probabilidad del rompimiento de la llanta.
- Velosidad excesiva crea y acumula calor en la llanta, comenzando una posible rotura en la llanta.



TIRE SAFETY INFORMATION

This portion of the Owner's Manual contains Tire Safety Information as required by 49 CFR 575.6.

Section 2.1 contains "Steps for Determining Correct Load Limit - Trailer".

Section 2.2 contains "Steps for Determining Correct Load Limit – Tow Vehicle".

Section 2.3 contains a Glossary of Tire Terminology, including "cold inflation pressure", "maximum inflation pressure", "recommended inflation pressure", and other non-technical terms.

Section 2.4 contains information from the NHTSA brochure entitled "Tire Safety – Everything Rides On It".

This brochure, as well as the preceding subsections, describes the following items;

- Tire labeling, including a description and explanation of each marking on the tires, and information about the DOT Tire Identification Number (TIN).
- Recommended tire inflation pressure, including a description and explanation of:
 - A. Cold inflation pressure.
 - B. Vehicle Placard and location on the vehicle.
 - C. Adverse safety consequences of under inflation (including tire failure).
 - D. Measuring and adjusting air pressure for proper inflation.
- Tire Care, including maintenance and safety practices.
- Vehicle load limits, including a description and explanation of the following items:
 - A. Locating and understanding the load limit information, total load capacity, and cargo capacity.
 - B. Calculating total and cargo capacities with varying seating configurations including quantitative examples showing / illustrating how the vehicles cargo and luggage capacity decreases as combined number and size of occupants' increases. This item is also discussed in Section 3.
 - C. Determining compatibility of tire and vehicle load capabilities.
 - D. Adverse safety consequences of overloading on handling and stopping on tires.

1.1. STEPS FOR DETERMINING CORRECT LOAD LIMIT – TRAILER

Determining the load limits of a trailer includes more than understanding the load limits of the tires alone. On all trailers there is a Federal certification/VIN label that is located on the forward half of the left (road) side of the unit. This certification/VIN label will indicate the trailer's Gross Vehicle Weight Rating (GVWR). This is the most weight the fully loaded trailer can weigh. It will also provide the Gross Axle Weight Rating (GAWR). This is the most a particular axle can weigh. If there are multiple axles, the GAWR of each axle will be provided.

If your trailer has a GVWR of 10,000 pounds or less, there is a vehicle placard located in the same location as the certification label described above. This placard provides tire and loading information. In addition, this placard will show a statement regarding maximum cargo capacity. Cargo can be added to the trailer, up to the maximum weight specified on the placard. The combined weight of the cargo is provided as a single number. In any case, remember: the total weight of a fully loaded trailer can not exceed the stated GVWR.

For trailers with living quarters installed, the weight of water and propane also need to be considered. The weight of fully filled propane containers is considered part of the weight of the trailer before it is loaded with cargo, and is not considered part of the disposable cargo load. Water however, is a disposable cargo weight and is treated as such. If there is a fresh water storage tank of 100 gallons, this tank when filled would weigh about 800 pounds. If more cargo is being transported, water can be off-loaded to keep the total amount of cargo added to the vehicle within the limits of the GVWR so as not to overload the vehicle. Understanding this flexibility will allow you, the owner, to make choices that fit your travel needs.

When loading your cargo, be sure it is distributed evenly to prevent overloading front to back and side to side. Heavy items should be placed low and as close to the axle positions as reasonable. Too many items on one side may overload a tire. The best way to know the actual weight of the vehicle is to weigh it at a public scale. Talk to your dealer to discuss the weighing methods needed to capture the various weights related to the trailer. This would include the weight empty or unloaded, weights per axle, wheel, hitch or king-pin, and total weight.

Excessive loads and/or underinflation cause tire overloading and, as a result, abnormal tire flexing occurs. This situation can generate an excessive amount of heat within the tire. Excessive heat may lead to tire failure. It is the air pressure that enables a tire to support the load, so proper inflation is critical. The proper air pressure may be found on the certification/VIN label and/or on the Tire Placard. This value should never exceed the maximum cold inflation pressure stamped on the tire.

1.1.1. TRAILERS 10,000 POUNDS GVWR OR LESS

TIRE AND LOADING INFORMATION		
The weight of cargo should never exceed XXX kg. or XXX lbs.		
TIRE	SIZE	COLD TIRE PRESURE
FRONT	20.5x8.0-10(E)	621kPA, 90PSI
REAR		
SPARE		

**SEE OWNER'S
MANUAL FOR
ADDITIONAL
INFORMATION**

Tire and Loading Information Placard – **Figure 1-1**

1. Locate the statement, “The weight of cargo should never exceed XXX kg or XXX lbs.,” on your vehicle’s placard. See figure 1-1.
2. This figure equals the available amount of cargo and luggage load capacity.
3. Determine the combined weight of luggage and cargo being loaded on the vehicle. That weight may not safely exceed the available cargo and luggage load capacity.

The trailer’s placard refers to the Tire Information Placard attached adjacent to or near the trailer’s VIN (Certification) label at the left front of the trailer.

1.1.2. TRAILERS OVER 10,000 POUNDS GVWR (NOTE: THESE TRAILERS ARE NOT REQUIRED TO HAVE A TIRE INFORMATION PLACARD ON THE VEHICLE)

1. Determine the empty weight of your trailer by weighing the trailer using a public scale or other means. This step does not have to be repeated.
2. Locate the GVWR (Gross Vehicle Weight Rating) of the trailer on your trailer’s VIN (Certification) label.
3. Subtract the empty weight of your trailer from the GVWR stated on the VIN label. That weight is the maximum available cargo capacity of the trailer and may not be safely exceeded.

1.2. STEPS FOR DETERMINING CORRECT LOAD LIMIT – TOW VEHICLE

1. Locate the statement, “The combined weight of occupants and cargo should never exceed XXX lbs.,” on your vehicle’s placard.
2. Determine the combined weight of the driver and passengers who will be riding in your vehicle.
3. Subtract the combined weight of the driver and passengers from XXX kilograms or XXX pounds.
4. The resulting figure equals the available amount of cargo and luggage capacity. For

example, if the “XXX” amount equals 1400 lbs. and there will be five 150 lb. passengers in your vehicle, the amount of available cargo and luggage capacity is 650 lbs. $(1400 - 750 (5 \times 150) = 650 \text{ lbs.})$.

5. Determine the combined weight of luggage and cargo being loaded on the vehicle. That weight may not safely exceed the available cargo and luggage capacity calculated in Step # 4.

6. If your vehicle will be towing a trailer, load from your trailer will be transferred to your vehicle. Consult the tow vehicle’s manual to determine how this weight transfer reduces the available cargo and luggage capacity of your vehicle.

1.3. GLOSSARY OF TIRE TERMINOLOGY

Accessory weight

The combined weight (in excess of those standard items which may be replaced) of automatic transmission, power steering, power brakes, power windows, power seats, radio and heater, to the extent that these items are available as factory-installed equipment (whether installed or not).

Bead

The part of the tire that is made of steel wires, wrapped or reinforced by ply cords and that is shaped to fit the rim.

Bead Separation

This is the breakdown of the bond between components in the bead.

Bias ply tire

A pneumatic tire in which the ply cords that extend to the beads are laid at alternate angles substantially less than 90 degrees to the centerline of the tread.

Carcass

The tire structure, except tread and sidewall rubber which, when inflated, bears the load.

Chunking

The breaking away of pieces of the tread or sidewall.

Cold Inflation Pressure

The pressure in the tire before you drive.

Cord

The strands forming the plies in the tire.

Cord separation

The parting of cords from adjacent rubber compounds.

Cracking

Any parting within the tread, sidewall, or inner liner of the tire extending to cord material.

CT

A pneumatic tire with an inverted flange tire and rim system in which the rim is designed with rim flanges pointed radially inward and the tire is designed to fit on the underside of the rim in a manner that encloses the rim flanges inside the air cavity of the tire.

Curb Weight

The weight of a motor vehicle with standard equipment including the maximum capacity of fuel, oil, and coolant, and, if so equipped, air conditioning and additional weight optional engine.

Extra Load Tire

A tire designed to operate at higher loads and at higher inflation pressures than the corresponding standard tire.

Groove

The space between two adjacent tread ribs.

Gross Axle Weight Rating

The maximum weight that any axle can support, as published on the Certification / VIN label on the front left side of the trailer. Actual weight determined by weighing each axle on a public scale, with the trailer attached to the towing vehicle.

Gross Vehicle Weight Rating

The maximum weight of the fully loaded trailer, as published on the Certification / VIN label. Actual weight determined by weighing trailer on a public scale, without being attached to the towing vehicle.

Hitch Weight

The downward force exerted on the hitch ball by the trailer coupler.

Innerliner

The layer(s) forming the inside surface of a tubeless tire that contains the inflating medium within the tire.

Innerliner Separation

The parting of the innerliner from cord material in the carcass.

Intended Outboard Sidewall

The sidewall that contains a white-wall, bears white lettering or bears manufacturer, brand, and/or model name molding that is higher or deeper than the same molding on the other sidewall of the tire or the outward facing sidewall of an asymmetrical tire that has a particular side that must always face outward when mounted on a vehicle.

Light Truck (LT) Tire

A tire designated by its manufacturer as primarily intended for use on lightweight trucks or multipurpose passenger vehicles.

Load Rating

The maximum load that a tire is rated to carry for a given inflation pressure.

Maximum Load Rating

The load rating for a tire at the maximum permissible inflation pressure for that tire.

Maximum Permissible Inflation Pressure

The maximum cold inflation pressure to which a tire may be inflated.

Maximum Loaded Vehicle Weight

The sum of curb weight, accessory weight, vehicle capacity weight, and production options weight.

Measuring Rim

The rim on which a tire is fitted for physical dimension requirements.

Pin Weight

The downward force applied to the 5th wheel or gooseneck ball, by the trailer kingpin or gooseneck coupler.

Non-pneumatic Rim

A mechanical device which, when a non-pneumatic tire assembly incorporates a wheel, supports the tire, and attaches, either integrally or separably, to the wheel center member and upon which the tire is attached.

Non-pneumatic Spare Tire Assembly

A non-pneumatic tire assembly intended for temporary use in place of one of the pneumatic tires and rims that are fitted to a passenger car in compliance with the requirements of this standard.

Non-pneumatic Tire

A mechanical device which transmits, either directly or through a wheel or wheel center member, the vertical load and tractive forces from the roadway to the vehicle, generates the tractive forces that provide the directional control of the vehicle and does not rely on the containment of any gas or fluid for providing those functions.

Non-pneumatic Tire Assembly

A non-pneumatic tire, alone or in combination with a wheel or wheel center member, which can be mounted on a vehicle.

Normal Occupant Weight

This means 68 kilograms (150 lbs.) times the number of occupants specified in the second column of Table I of 49 CFR 571.110.

Occupant Distribution

The distribution of occupants in a vehicle as specified in the third column of Table I of 49 CFR 571.110.

Open Splice

Any parting at any junction of tread, sidewall, or innerliner that extends to cord material.

Outer Diameter

The overall diameter of an inflated new tire.

Overall Width

The linear distance between the exteriors of the sidewalls of an inflated tire, including elevations due to labeling, decorations, or protective bands or ribs.

Ply

A layer of rubber-coated parallel cords.

Ply Separation

A parting of rubber compound between adjacent plies.

Pneumatic Tire

A mechanical device made of rubber, chemicals, fabric and steel or other materials, that, when mounted on an automotive wheel, provides the traction and contains the gas or fluid that sustains the load.

Production Options Weight

The combined weight of those installed regular production options weighing over 2.3 kilograms (5 lbs.) in excess of those standard items which they replace, not previously considered in curb weight or accessory weight, including heavy duty brakes, ride levelers, roof rack, heavy duty battery, and special trim.

Radial Ply Tire

A pneumatic tire in which the ply cords that extend to the beads are laid at substantially 90 degrees to the centerline of the tread.

Recommended Inflation Pressure

This is the inflation pressure provided by the vehicle manufacturer on the Tire Information label and on the Certification / VIN tag.

Reinforced Tire

A tire designed to operate at higher loads and at higher inflation pressures than the corresponding standard tire.

Rim

A metal support for a tire or a tire and tube assembly upon which the tire beads are seated.

Rim Diameter

This means the nominal diameter of the bead seat.

Rim Size Designation

This means the rim diameter and width.

Rim Type Designation

This means the industry of manufacturer's designation for a rim by style or code.

Rim Width

This means the nominal distance between rim flanges.

Section Width

The linear distance between the exteriors of the sidewalls of an inflated tire, excluding elevations due to labeling, decoration, or protective bands.

Sidewall

That portion of a tire between the tread and bead.

Sidewall Separation

The parting of the rubber compound from the cord material in the sidewall.

Special Trailer (ST) Tire

The "ST" is an indication the tire is for trailer use only.

Test Rim

The rim on which a tire is fitted for testing, and may be any rim listed as appropriate for use with that tire.

Tread

That portion of a tire that comes into contact with the road.

Tread Rib

A tread section running circumferentially around a tire.

Tread Separation

Pulling away of the tread from the tire carcass.

Treadwear Indicators (TWI)

The projections within the principal grooves designed to give a visual indication of the degrees of wear of the tread.

Vehicle Capacity Weight

The rated cargo and luggage load plus 68 kilograms (150 lbs.) times the vehicle's designated seating capacity.

Vehicle Maximum Load on the Tire

The load on an individual tire that is determined by distributing to each axle its share of the maximum loaded vehicle weight and dividing by two.

Vehicle Normal Load on the Tire

The load on an individual tire that is determined by distributing to each axle its share of the curb weight, accessory weight, and normal occupant weight (distributed in accordance with Table I of CRF 49 571.110) and dividing by 2.

Weather Side

The surface area of the rim not covered by the inflated tire.

Wheel Center Member

In the case of a non-pneumatic tire assembly incorporating a wheel, a mechanical device which attaches, either integrally or separably, to the non-pneumatic rim and provides the connection between the non-pneumatic rim and the vehicle; or, in the case of a non-pneumatic tire assembly not incorporating a wheel, a mechanical device which attaches, either integrally or separably, to the non-pneumatic tire and provides the connection between tire and the vehicle.

Wheel-holding Fixture

The fixture used to hold the wheel and tire assembly securely during testing.

1.4. TIRE SAFETY - EVERYTHING RIDES ON IT

The National Traffic Safety Administration (NHTSA) has published a brochure (DOT HS 809 361) that discusses all aspects of Tire Safety, as required by CFR 575.6. This brochure is reproduced in part below. It can be obtained and downloaded from NHTSA, free of charge, from the following web site:

http://www.nhtsa.dot.gov/cars/rules/TireSafety/ridesonit/tires_index.html

Studies of tire safety show that maintaining proper tire pressure, observing tire and vehicle load limits (not carrying more weight in your vehicle than your tires or vehicle can safely handle), avoiding road hazards, and inspecting tires for cuts, slashes, and other irregularities are the most important things you can do to avoid tire failure, such as tread separation or blowout and flat tires. These actions, along with other care and maintenance activities, can also:

- Improve vehicle handling
- Help protect you and others from avoidable breakdowns and accidents
- Improve fuel economy
- Increase the life of your tires.

This booklet presents a comprehensive overview of tire safety, including information on the following topics:

- Basic tire maintenance
- Uniform Tire Quality Grading System
- Fundamental characteristics of tires
- Tire safety tips.

Use this information to make tire safety a regular part of your vehicle maintenance routine. Recognize that the time you spend is minimal compared with the inconvenience and safety consequences of a flat tire or other tire failure.

1.5. SAFETY FIRST—BASIC TIRE MAINTENANCE

Properly maintained tires improve the steering, stopping, traction, and load-carrying capability of your vehicle. Underinflated tires and overloaded vehicles are a major cause of tire failure. Therefore, as mentioned above, to avoid flat tires and other types of tire failure, you should maintain proper tire pressure, observe tire and vehicle load limits, avoid road hazards, and regularly inspect your tires.

1.5.1. FINDING YOUR VEHICLE'S RECOMMENDED TIRE PRESSURE AND LOAD LIMITS

Tire information placards and vehicle certification labels contain information on tires and load limits. These labels indicate the vehicle manufacturer's information including:

- Recommended tire size
- Recommended tire inflation pressure
- Vehicle capacity weight (VCW—the maximum occupant and cargo weight a vehicle is designed to carry)
- Front and rear gross axle weight ratings (GAWR—the maximum weight the axle systems are designed to carry).

Both placards and certification labels are permanently attached to the trailer near the left front.

1.5.2. UNDERSTANDING TIRE PRESSURE AND LOAD LIMITS

Tire inflation pressure is the level of air in the tire that provides it with load-carrying capacity and affects the overall performance of the vehicle. The tire inflation pressure is a number that indicates the amount of air pressure—measured in pounds per square inch (psi)—a tire requires to be properly inflated. (You will also find this number on the vehicle information placard expressed in kilopascals (kpa), which is the metric measure used internationally.)

Manufacturers of passenger vehicles and light trucks determine this number based on the vehicle's design load limit, that is, the greatest amount of weight a vehicle can safely carry and the vehicle's tire size. The proper tire pressure for your vehicle is referred to as the "recommended cold inflation pressure." (As you will read below, it is difficult to obtain the recommended tire pressure if your tires are not cold.)

Because tires are designed to be used on more than one type of vehicle, tire manufacturers list the "maximum permissible inflation pressure" on the tire sidewall. This number is the greatest amount of air pressure that should ever be put in the tire under normal driving conditions.

1.5.3. CHECKING TIRE PRESSURE

It is important to check your vehicle's tire pressure at least once a month for the following reasons:

- Most tires may naturally lose air over time.
- Tires can lose air suddenly if you drive over a pothole or other object or if you strike the curb when parking.
- With radial tires, it is usually not possible to determine underinflation by visual inspection.

For convenience, purchase a tire pressure gauge to keep in your vehicle. Gauges can be purchased at tire dealerships, auto supply stores, and other retail outlets.

The recommended tire inflation pressure that vehicle manufacturers provide reflects the proper psi when a tire is cold. The term cold does not relate to the outside temperature. Rather, a cold tire is one that has not been driven on for at least three hours. When you drive, your tires get warmer, causing the air pressure within them to increase. Therefore, to get an accurate tire pressure reading, you must measure tire pressure when the tires are cold or compensate for the extra pressure in warm tires.

1.5.4. STEPS FOR MAINTAINING PROPER TIRE PRESSURE

- Step 1: Locate the recommended tire pressure on the vehicle's tire information placard, certification label, or in the owner's manual.
- Step 2: Record the tire pressure of all tires.
- Step 3: If the tire pressure is too high in any of the tires, slowly release air by gently pressing on the tire valve stem with the edge of your tire gauge until you get to the correct pressure.
- Step 4: If the tire pressure is too low, note the difference between the measured tire pressure and the correct tire pressure. These "missing" pounds of pressure are what you will need to add.
- Step 5: At a service station, add the missing pounds of air pressure to each tire that is underinflated.
- Step 6: Check all the tires to make sure they have the same air pressure (except in cases in which the front and rear tires are supposed to have different amounts of pressure).

If you have been driving your vehicle and think that a tire is underinflated, fill it to the recommended cold inflation pressure indicated on your vehicle's tire information placard or certification label. While your tire may still be slightly underinflated due to the extra pounds of pressure in the warm tire, it is safer to drive with air pressure that is slightly lower than the vehicle manufacturer's recommended cold inflation pressure than to drive with a significantly underinflated tire. Since this is a temporary fix, don't forget to recheck and adjust the tire's pressure when you can obtain a cold reading.

1.5.5. TIRE SIZE

To maintain tire safety, purchase new tires that are the same size as the vehicle's original tires or another size recommended by the manufacturer. Look at the tire information placard, the owner's manual, or the sidewall of the tire you are replacing to find this

information. If you have any doubt about the correct size to choose, consult with the tire dealer.

1.5.6. TIRE TREAD

The tire tread provides the gripping action and traction that prevent your vehicle from slipping or sliding, especially when the road is wet or icy. In general, tires are not safe and should be replaced when the tread is worn down to 1/16 of an inch. Tires have built-in treadwear indicators that let you know when it is time to replace your tires. These indicators are raised sections spaced intermittently in the bottom of the tread grooves. When they appear “even” with the outside of the tread, it is time to replace your tires. Another method for checking tread depth is to place a penny in the tread with Lincoln’s head upside down and facing you. If you can see the top of Lincoln’s head, you are ready for new tires.

1.5.7. TIRE BALANCE AND WHEEL ALIGNMENT

To avoid vibration or shaking of the vehicle when a tire rotates, the tire must be properly balanced. This balance is achieved by positioning weights on the wheel to counterbalance heavy spots on the wheel-and-tire assembly. A wheel alignment adjusts the angles of the wheels so that they are positioned correctly relative to the vehicle’s frame. This adjustment maximizes the life of your tires. These adjustments require special equipment and should be performed by a qualified technician.

1.5.8. TIRE REPAIR

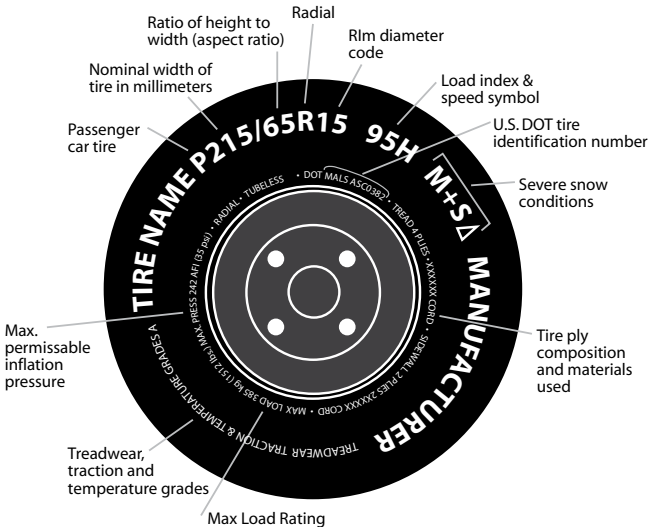
The proper repair of a punctured tire requires a plug for the hole and a patch for the area inside the tire that surrounds the puncture hole. Punctures through the tread can be repaired if they are not too large, but punctures to the sidewall should not be repaired. Tires must be removed from the rim to be properly inspected before being plugged and patched.

1.5.9. TIRE FUNDAMENTALS

Federal law requires tire manufacturers to place standardized information on the sidewall of all tires. This information identifies and describes the fundamental characteristics of the tire and also provides a tire identification number for safety standard certification and in case of a recall.

1.5.9.1. Information on Passenger Vehicle Tires

Please refer to the diagram below.



P

The "P" indicates the tire is for passenger vehicles.

Next number

This three-digit number gives the width in millimeters of the tire from sidewall edge to sidewall edge. In general, the larger the number, the wider the tire.

Next number

This two-digit number, known as the aspect ratio, gives the tire's ratio of height to width. Numbers of 70 or lower indicate a short sidewall for improved steering response and better overall handling on dry pavement.

R

The "R" stands for radial. Radial ply construction of tires has been the industry standard for the past 20 years.

Next number

This two-digit number is the wheel or rim diameter in inches. If you change your wheel size, you will have to purchase new tires to match the new wheel diameter.

Next number

This two- or three-digit number is the tire's load index. It is a measurement of how much weight each tire can support. You may find this information in your owner's manual. If not, contact a local tire dealer. Note: You may not find this information on all tires because it is not required by law.

M+S

The "M+S" or "M/S" indicates that the tire has some mud and snow capability. Most radial tires have these markings; hence, they have some mud and snow capability.

Speed Rating

The speed rating denotes the speed at which a tire is designed to be driven for extended periods of time. The ratings range from 99 miles per hour (mph) to 186 mph. These ratings are listed below. Note: You may not find this information on all tires because it is not required by law.

Letter Rating	Speed Rating
Q	99 mph
R	106 mph
S	112 mph
T	118 mph
U	124 mph
H	130 mph
V	149 mph
W	168* mph
Y	186* mph

* For tires with a maximum speed capability over 149 mph, tire manufacturers sometimes use the letters ZR. For those with a maximum speed capability over 186 mph, tire manufacturers always use the letters ZR.

U.S. DOT Tire Identification Number

This begins with the letters "DOT" and indicates that the tire meets all federal standards. The next two numbers or letters are the plant code where it was manufactured, and the last four numbers represent the week and year the tire was built. For example, the numbers 3197 means the 31st week of 1997. The other numbers are marketing codes used at the manufacturer's discretion. This information is used to contact consumers if a tire defect requires a recall.

Tire Ply Composition and Materials Used

The number of plies indicates the number of layers of rubber-coated fabric in the tire. In general, the greater the number of plies, the more weight a tire can support. Tire manufacturers also must indicate the materials in the tire, which include steel, nylon, polyester, and others.

Maximum Load Rating

This number indicates the maximum load in kilograms and pounds that can be carried by the tire.

Maximum Permissible Inflation Pressure

This number is the greatest amount of air pressure that should ever be put in the tire under normal driving conditions.

1.5.9.2. UTQGS Information

Treadwear Number

This number indicates the tire's wear rate. The higher the treadwear number is, the longer it should take for the tread to wear down. For example, a tire graded 400 should last twice as long as a tire graded 200.

Traction Letter

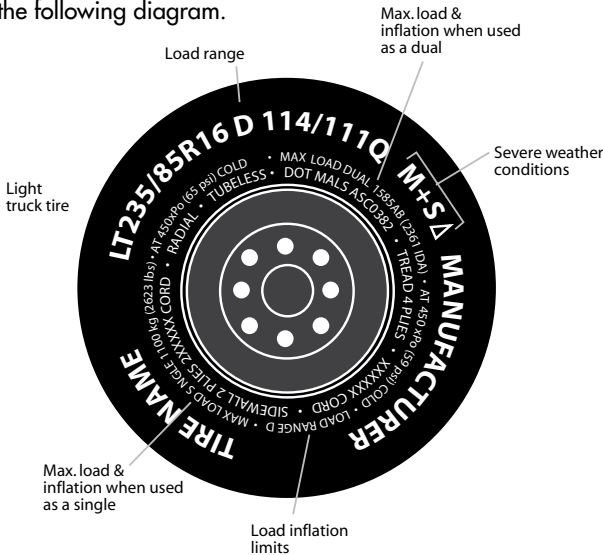
This letter indicates a tire's ability to stop on wet pavement. A higher graded tire should allow you to stop your car on wet roads in a shorter distance than a tire with a lower grade. Traction is graded from highest to lowest as "AA", "A", "B", and "C".

Temperature Letter

This letter indicates a tire's resistance to heat. The temperature grade is for a tire that is inflated properly and not overloaded. Excessive speed, underinflation or excessive loading, either separately or in combination, can cause heat build-up and possible tire failure. From highest to lowest, a tire's resistance to heat is graded as "A", "B", or "C".

1.5.9.3. Additional Information on Light Truck Tires

Please refer to the following diagram.



Tires for light trucks have other markings besides those found on the sidewalls of passenger tires.

LT

The "LT" indicates the tire is for light trucks or trailers.

ST

An "ST" is an indication the tire is for trailer use only.

Max. Load Dual kg (lbs) at kPa (psi) Cold

This information indicates the maximum load and tire pressure when the tire is used as a dual, that is, when four tires are put on each rear axle (a total of six or more tires on the vehicle).

Max. Load Single kg (lbs) at kPa (psi) Cold

This information indicates the maximum load and tire pressure when the tire is used as a single.

Load Range

This information identifies the tire's load-carrying capabilities and its inflation limits.

1.6. TIRE SAFETY TIPS**Preventing Tire Damage**

- Slow down if you have to go over a pothole or other object in the road.
- Do not run over curbs or other foreign objects in the roadway, and try not to strike the curb when parking.

Tire Safety Checklist

- Check tire pressure regularly (at least once a month), including the spare.
- Inspect tires for uneven wear patterns on the tread, cracks, foreign objects, or other signs of wear or trauma.
- Remove bits of glass and foreign objects wedged in the tread.
- Make sure your tire valves have valve caps.
- Check tire pressure before going on a long trip.
- Do not overload your vehicle. Check the Tire Information and Loading Placard or Owner's Manual for the maximum recommended load for the vehicle.

**Please cut out the following card, fill out, place completed registry in a stamped addressed envelope and mail it to the Tire Company checked on the registry card.
Keep card on reverse side for your records.**

Carlisle:

Carlisle Tire Registry
P.O. Box 570
Akron, OH 44309

Duro:

Duro Tire and Wheel
14290 Lochridge Blvd.
Covington, GA 30014

Kenda/Loadstar:

Kenda/Loadstar Tire
7095 Americana Pkwy.
Reynoldsburg, OH 43068

IMPORTANT!

In case of a recall, we can reach you only if we have your name and address. You **MUST** send in this card to be on our recall list.

Tire Manufacturer: (check box that applies)

Carlisle

Duro

Kenda/Loadstar

FILL OUT & MAIL IN TODAY!

Customer's Name (please print)		
Address		
City	State	Zip
Seller's Name		
Address		
City	State	Zip

QTY	DOT TIRE IDENTIFICATION NUMBERS										
#	1	2	3	4	5	6	7	8	9	10	11

IMPORTANT!

In case of a recall, we can reach you only if we have your name and address. You **MUST** send in this card to be on our recall list.

Tire Manufacturer: (check box that applies)

- Carlisle**
- Duro**
- Kenda/Loadstar**

KEEP FOR YOUR RECORDS!

Customer's Name (please print)		
Address		
City	State	Zip
Seller's Name		
Address		
City	State	Zip

QTY	DOT TIRE IDENTIFICATION NUMBERS										
#	1	2	3	4	5	6	7	8	9	10	11

