

Truck & Bus Radial Tires 2023

# PRINX TIRES





# REGIONAL AR602



Regional



All Position



SmartWay  
Verified



## PREMIUM 5 RIB ALL POSITION TIRE

- Solid shoulder design prevents irregular wear and improved mileage
- 5 rib, 4 groove design maximizes water evacuation
- Stone ejectors to protect the casing for retreading
- Optimized bead bundle to reduce wear, reduce chafing, and improve durability
- 4 belt construction for casing durability and retreading
- SmartWay® verified



ALL POSITION

REGIONAL

SAP CODE	SIZE	PLY RATING	LOAD RANGE	LOAD SPEED INDEX	TREAD DEPTH (32ND)	MAX LOAD SINGLE (LBS)	MAX PRESSURE SINGLE (PSI)	MAX LOAD DUAL (LBS)	MAX PRESSURE DUAL (PSI)	RIM WIDTH (IN)	OD (IN)	SW (IN)	REVS / MILE	WEIGHT (LBS)	TREAD CONSTRUCTION
2370258602	10R22.5	14PR	G	141/139L	18	5675	115	5355	115	7.50	40.1	10.3	503	99.8	1S+4S
2380258602*	11R22.5	14PR	G	144/142L	18	6175	105	5840	105	8.25	41.5	11.0	486	111.4	1S+4S
2381258602*	11R22.5	16PR	H	146/143L	18	6610	120	6005	120	8.25	41.5	11.0	486	111.4	1S+4S
2390258602*	11R24.5	14PR	G	146/143L	18	6610	105	6005	105	8.25	43.5	11.0	464	119.5	1S+4S
2391258602*	11R24.5	16PR	H	149/146L	18	7160	120	6610	120	8.25	43.5	11.0	464	119.5	1S+4S
2502250602	215/75R17.5	16PR	H	135/133L	15	4805	125	4540	125	6.00	30.2	8.3	668	58.1	1S+4S
2510250602	225/70R19.5	12PR	F	125/123L	15	3640	95	3415	95	6.75	32.0	8.9	632	65.2	1S+3S
2511250602	225/70R19.5	14PR	G	128/126L	15	3970	110	3750	110	6.75	32.0	8.9	632	65.2	1S+3S
2521250602	235/75R17.5	18PR	J	143/141J	15	6005	125	5675	125	6.75	31.4	9.2	643	66.0	1S+4S
2535251602	245/70R17.5	18PR	J	136/134M	17	4940	125	4675	125	7.50	30.9	10.0	652	68.7	1S+4S
2535250602	245/70R17.5	18PR	J	143/141J	17	6005	125	5675	125	7.50	30.9	10.0	652	68.7	1S+4S
2540251602	245/70R19.5	14PR	G	133/131M	16	4540	110	4300	110	7.50	33.1	10.0	611	73.4	1S+4S
2541250602	245/70R19.5	16PR	H	136/134M	16	4940	120	4675	120	7.50	33.1	10.0	611	73.4	1S+4S
2550250602	255/70R22.5	16PR	H	140/137M	17	5510	120	5070	120	7.50	36.6	11.0	551	84.7	1S+4S
2560258602	265/70R19.5	14PR	G	137/134M	18	5070	110	4675	110	7.50	34.5	10.3	591	82.2	1S+4S
2571250602	275/70R22.5	18PR	J	148/145L	18	6940	130	6390	130	8.25	37.7	10.9	535	107.1	1S+4S
2590250602*	285/75R24.5	14PR	G	144/141L	18	6175	110	5675	110	8.25	41.3	11.2	505	112.1	1S+4S
2591250602*	285/75R24.5	16PR	H	147/144L	18	6780	120	6175	120	8.25	41.3	11.2	505	112.1	1S+4S
2610250602*	295/75R22.5	14PR	G	144/141L	18	6175	110	5675	110	9.00	39.9	11.7	505	106.9	1S+4S
2611250602*	295/75R22.5	16PR	H	146/143L	18	6610	120	6005	120	9.00	39.9	11.7	505	106.9	1S+4S

\*SmartWay® verified

**PRINX**  
TIRES

LONG HAUL  
**DH106<sup>ET</sup>**



Long  
Haul



M+S



Drive



SmartWay  
Verified





## CLOSED SHOULDER DRIVE TIRE

- Optimized block design for enhanced traction and longer mileage
- Closed shoulder design promotes even shoulder wear and longer mileage
- Optimized sipes enhance starting and braking
- 4 belt construction for casing durability and retreading
- 30/32nds tread depth
- SmartWay® verified



SAP CODE	SIZE	PLY RATING	LOAD RANGE	LOAD SPEED INDEX	TREAD DEPTH (32ND)	MAX LOAD SINGLE (LBS)	MAX PRESSURE SINGLE (PSI)	MAX LOAD DUAL (LBS)	MAX PRESSURE DUAL (PSI)	RIM WIDTH (IN)	OD (IN)	SW (IN)	REVS / MILE	WEIGHT (LBS)	TREAD CONSTRUCTION
2380251106	11R22.5	14PR	G	144/142L	30	6175	105	5840	105	8.25	41.5	11.0	486	133.8	1S+4S
2381251106	11R22.5	16PR	H	146/143L	30	6610	120	6005	120	8.25	41.5	11.0	486	133.8	1S+4S
2390251106	11R24.5	14PR	G	146/143L	30	6610	105	6005	150	8.25	43.5	11.0	464	141.9	1S+4S
2391251106	11R24.5	16PR	H	149/146L	30	7160	120	6610	120	8.25	43.5	11.0	464	141.9	1S+4S
2590251106	285/75R24.5	14PR	G	144/141L	30	6175	110	5675	110	8.25	41.6	11.2	505	133.3	1S+4S
2591251106	285/75R24.5	16PR	H	147/144L	30	6780	120	6175	120	8.25	41.6	11.2	505	133.3	1S+4S
2610251106	295/75R22.5	14PR	G	144/141L	30	6175	110	5675	110	9.00	40.2	11.7	505	128.4	1S+4S
2611251106	295/75R22.5	16PR	H	146/143L	30	6610	120	6175	120	9.00	40.2	11.7	505	128.4	1S+4S

DRIVE

LONG HAUL

## LONG HAUL DH131



Long  
Haul



M+S



Drive





## CLOSED SHOULDER SUPER-REGIONAL DRIVE TIRE

- Designed for high-speed performance, longer mileage, and minimized shoulder wear
- Specially designed pattern block shape and optimized footprint improves tire grip and traction
- 27/32nds tread depth
- 4 belt construction for casing durability and retreading
- Unique siping for better heat dispersion and enhanced traction



SAP CODE	SIZE	PLY RATING	LOAD RANGE	LOAD SPEED INDEX	TREAD DEPTH (32ND)	MAX LOAD SINGLE (LBS)	MAX PRESSURE SINGLE (PSI)	MAX LOAD DUAL (LBS)	MAX PRESSURE DUAL (PSI)	RIM WIDTH (IN)	OD (IN)	SW (IN)	REVS / MILE	WEIGHT (LBS)	TREAD CONSTRUCTION
2380250131	11R22.5	14PR	G	144/142L	26	6175	105	5840	105	8.25	41.5	11.0	486	121.7	1S+4S
2381250131	11R22.5	16PR	H	146/143L	26	6610	120	6005	120	8.25	41.5	11.0	486	121.7	1S+4S
2390250131	11R24.5	14PR	G	146/143L	26	6610	105	6005	105	8.25	43.5	11.0	464	129.7	1S+4S
2391250131	11R24.5	16PR	H	149/146L	26	7160	120	6610	120	8.25	43.5	11.0	464	129.7	1S+4S
2610250131	295/75R22.5	14PR	G	144/141L	28	6175	110	5675	110	9.00	40.0	11.7	505	115.7	1S+4S
2611250131	295/75R22.5	16PR	H	146/143L	28	6610	120	6005	120	9.00	40.0	11.7	505	115.7	1S+4S

DRIVE

LONG HAUL



# REGIONAL DR601<sup>ET</sup>



Regional



M+S



Drive



SmartWay  
Verified







## OPEN SHOULDER DRIVE TIRE

- Open shoulder design provides extra traction
- Tie-bar linked tread blocks prevent irregular wear
- Unique siping helps maintain block rigidity
- 4 belt construction for casing durability and retreading
- SmartWay® verified



SAP CODE	SIZE	PLY RATING	LOAD RANGE	LOAD SPEED INDEX	TREAD DEPTH (32ND)	MAX LOAD SINGLE (LBS)	MAX PRESSURE SINGLE (PSI)	MAX LOAD DUAL (LBS)	MAX PRESSURE DUAL (PSI)	RIM WIDTH (IN)	OD (IN)	SW (IN)	REVS / MILE	WEIGHT (LBS)	TREAD CONSTRUCTION
2511250601	225/70R19.5	14PR	G	128/126L	19	3970	110	3750	110	6.75	32.0	8.9	632	65.4	1S+3S
2540250601	245/70R19.5	14PR	G	133/131L	19	4540	110	4300	110	7.50	33.1	9.8	611	72.8	1S+4S
2380251601	11R22.5	14PR	G	144/142L	26	6175	105	5840	105	8.25	41.5	11.0	486	119.1	1S+4S
2381251601	11R22.5	16PR	H	146/143L	26	6610	120	6005	120	8.25	41.5	11.0	486	119.1	1S+4S
2390251601	11R24.5	14PR	G	146/143L	26	6610	105	6005	105	8.25	43.5	11.0	464	127.1	1S+4S
2391251601	11R24.5	16PR	H	149/146L	26	7160	120	6610	120	8.25	43.5	11.0	464	127.1	1S+4S
2590251601	285/75R24.5	14PR	G	144/141L	26	6175	110	5675	110	8.25	41.6	11.2	505	119.5	1S+4S
2591251601	285/75R24.5	16PR	H	144/141L	26	6780	120	6175	120	8.25	41.6	11.2	505	119.5	1S+4S
2610251601	295/75R22.5	14PR	G	144/141L	26	6175	110	5675	110	9.00	40.2	11.7	505	115.4	1S+4S
2611251601	295/75R22.5	16PR	H	146/143L	26	6610	120	6005	120	9.00	40.2	11.7	505	115.4	1S+4S

\*SmartWay® verified

DRIVE

REGIONAL

## TRAILER TH107



Long  
Haul



Trailer



SmartWay  
Verified





## TRAILER TIRE

- Four groove design for stability and better water evacuation
- Groove protectors to prevent stone drilling and retention
- Unique shoulder design to promote even wear and longer mileage
- Optimized footprint for low rolling resistance and even wear
- 4 belt construction for casing durability and retreading
- 12/32nds tread depth
- SmartWay® verified



SAP CODE	SIZE	PLY RATING	LOAD RANGE	LOAD SPEED INDEX	TREAD DEPTH (32ND)	MAX LOAD SINGLE (LBS)	MAX PRESSURE SINGLE (PSI)	MAX LOAD DUAL (LBS)	MAX PRESSURE DUAL (PSI)	RIM WIDTH (IN)	OD (IN)	SW (IN)	REVS / MILE	WEIGHT (LBS)	TREAD CONSTRUCTION
2380258107	11R22.5	14PR	G	144/142L	12	6175	105	5840	105	8.25	41.5	11.0	486	105.4	1S+4S
2390258107	11R24.5	14PR	G	146/143L	12	6610	105	6005	105	8.25	43.5	11.0	464	112.8	1S+4S
2590258107	285/75R24.5	14PR	G	144/141L	12	6175	110	5675	110	8.25	41.3	11.2	505	105.7	1S+4S
2610258107	295/75R22.5	14PR	G	144/141L	12	6175	110	5675	110	9.00	39.9	11.7	505	101.2	1S+4S

TRAILER

LONG HAUL

# MIXED SERVICE AM210



## ON/OFF ROAD ALL POSITION TIRE FOR MIXED SERVICE APPLICATIONS

- Special chip/cut compound for longer tire life and resistance to scrape, chips, and cuts
- Designed for refuse trucks, oil patch vehicles, logging, mining, and concrete mixers
- Four rib unique tread design for improved traction
- Optimized footprint for improved weight distribution
- 4 belt construction for casing durability and retreading



SAP CODE	SIZE	PLY RATING	LOAD RANGE	LOAD INDEX	SPEED INDEX	TREAD DEPTH (32ND)	MAX LOAD SINGLE (LBS)	MAX PRESSURE SINGLE (PSI)	MAX LOAD DUAL (LBS)	MAX PRESSURE DUAL (PSI)	RIM WIDTH (IN)	OD (IN)	SW (IN)	REVS / MILE	WEIGHT (LBS)	TREAD CONSTRUCTION
2381250210	11R22.5	16PR	H	146/143K	24	6610	120	6005	120	8.25	41.5	11.0	486	121.3	1S+4S	
2391250210	11R24.5	16PR	H	149/146K	24	7160	130	6610	130	8.25	43.5	11.0	464	129.5	1S+4S	
2571250210	275/70R22.5	18PR	J	148/145K	23	6940	130	6395	130	8.25	37.7	10.9	535	110.6	1S+4S	
2641250210	315/80R22.5	20PR	L	161/157K	24	10000	130	8270	130	9.00	42.4	12.3	476	145.7	1S+4S	

ALL POSITION

MIXED SERVICE

# MIXED SERVICE AM211



## WIDE BASE ON/OFF ROAD ALL POSITION TIRE

- Special chip/cut compound for longer tire life and resistance to scrapes, chips, and cuts
- Wide base design for use on refuse trucks, concrete mixers, dump trucks, logging, and mining vehicles
- Unique crown grooving for better heat dissipation
- 4 belt construction for casing durability and retreading



SAP CODE	SIZE	PLY RATING	LOAD RANGE	LOAD SPEED INDEX	TREAD DEPTH (32ND)	MAX LOAD SINGLE (LBS)	MAX PRESSURE SINGLE (PSI)	MAX LOAD DUAL (LBS)	MAX PRESSURE DUAL (PSI)	RIM WIDTH (IN)	OD (IN)	SW (IN)	REVS / MILE	WEIGHT (LBS)	TREAD CONSTRUCTION
2651250211	385/65R22.5	20PR	L	160K	23	9920	130	NA	NA	11.75	42.2	15.3	478	176.5	1S+4S
2660250211	425/65R22.5	20PR	L	165K	23	11400	120	NA	NA	12.25	44.3	16.6	476	201.8	1S+4S

ALL POSITION

MIXED SERVICE

**PRINX**  
TIRES

MIXED SERVICE  
**DM212**







# OPEN SHOULDER DEEP TREAD DRIVE TIRE FOR ON/OFF ROAD APPLICATIONS

- 3 Peak Mountain snowflake rated for all weather conditions
- Special chip/cut compound for longer tire life and resistance to scrapes, chips, and cuts
- Designed for logging, mining, and construction vehicles that go on/off road in harsh or wintry conditions
- Enhanced casing design for better durability and optimal weight distribution
- Tread base designed for effective stone ejection and to prevent stone drilling
- Low void design for enhanced driving performance in extreme conditions
- 4 belt construction for casing durability and retreading



DRIVE

SAP CODE	SIZE	PLY RATING	LOAD RANGE	LOAD SPEED INDEX	TREAD DEPTH (32ND)	MAX LOAD SINGLE (LBS)	MAX PRESSURE SINGLE (PSI)	MAX LOAD DUAL (LBS)	MAX PRESSURE DUAL (PSI)	RIM WIDTH (IN)	OD (IN)	SW (IN)	REVS / MILE	WEIGHT (LBS)	TREAD CONSTRUCTION
2381250212	11R22.5	16PR	H	146/143K	30	6610	120	6005	120	8.25	41.5	10.7	482	123.9	1S+4S
2391250212	11R24.5	16PR	H	149/146K	30	7160	120	6610	120	8.25	43.5	10.7	464	133.5	1S+4S

MIXED SERVICE



Trailer

## ST RADIAL ST02



## ALL STEEL SPECIALTY TRAILER TIRE DESIGNED FOR TRAILERS REQUIRING INCREASED LOAD AND DURABILITY

- Unique sipe distribution offers good tire traction, handling and safety
- New polybutadiene rubber and optimized footprint shape ensures excellent wear resistance performance
- Provides resistance to stone drilling
- 3-Year, 24/7 Tire Roadside Assistance
- Trailer use only



TRAILER

SAP CODE	SIZE	PLY RATING	LOAD RANGE	LOAD SPEED INDEX	TREAD DEPTH (32ND)	MAX LOAD SINGLE (LBS)	MAX PRESSURE SINGLE (PSI)	MAX LOAD DUAL (LBS)	MAX PRESSURE DUAL (PSI)	RIM WIDTH (IN)	OD (IN)	SW (IN)	REVS / MILE	TREAD CONSTRUCTION
2519250002	ST225/90R16	14PR	G	129/125L	13	4080	110	3640	110	6.00	31.8	8.7	653	1S+3S
2525250002	ST235/80R16	14PR	G	129/125L	12	4080	110	3640	110	6.50	30.8	9.3	675	1S+3S
2526250002	ST235/85R16	14PR	G	132/127L	12	4400	110	3860	110	6.50	31.8	9.3	655	1S+3S

When an unexpected tire failure happens, your customers are protected with a Premium Tire Roadside Assistance Program with the purchase of the Prinx ST02 Tire. Counter top cards will be made available at tire purchase to assist your customer in utilizing this program. The Roadside Assistance Program presents a great selling opportunity to add a spare ST Trailer tire to their purchase.

What to expect: Your customer simply telephones our toll-free Roadside Assistance number and a qualified service provider will replace the damaged tire with an inflated spare. If the customer does not carry an inflated spare, and a tow or other services are necessary, a towing service will be provided to the nearest qualified repair facility at no expense to the customer up to \$100 of service. The customer will be solely responsible for any charges incurred above the \$100 benefit limit.

24-HOUR ROADSIDE ASSISTANCE

1-855-568-6608

Account Number: 690003



# 2023 Limited Truck and Bus Radial Tire Warranty for USA and Canada

## ELIGIBILITY

YOU ARE COVERED UNDER THE TERMS OF THIS LIMITED WARRANTY IF:

- You are the original purchaser of new Prinx brand medium radial truck tires and
- Your tires bear Department of Transportation-prescribed tire identification numbers and are not branded "NA" (Not Adjustable), or "Blem" (Blemish) and
- Your Prinx brand truck tires have been used only on the vehicle on which they were originally installed and the size, load range and speed rating are equivalent or greater than that specified or recommended by the vehicle manufacturer or tire manufacturer.
- Tire(s) submitted for adjustment must have been used only in the application in which they are designed.
- The tire(s) must be purchased and used only in the United States, and Canada.
- Eligible proof of purchase must be presented to a Prinx authorized dealer as determined by Prinx Chengshan Tire North America.

## WHAT IS COVERED AND FOR HOW LONG?

### NO-CHARGE REPLACEMENT

Prinx truck tires covered by this warranty that become unserviceable due to a defect in workmanship or material during the first 2/32nds of usable tread depth will be replaced with a comparable new Prinx tire without charge. The cost of mounting and balancing and other service charges, disposal fees or applicable taxes are payable by you.

### PRO-RATED REPLACEMENT

Tires worn beyond the first 2/32nds of usable tread that become unserviceable due to a defect in workmanship or material will be replaced on a prorated basis. The cost of mounting and balancing and other service charges, disposal fees or applicable taxes are payable by you.

### HOW PRORATED CHARGES ARE CALCULATED

The replacement price will be calculated by multiplying the dealer's current Prinx replacement tire price by the percent of tread worn out from the original tread. The cost of mounting, balancing, and other service charges, disposal fees, or applicable taxes are payable by you.

### WHAT IS A COMPARABLE TIRE?

A "comparable" new Prinx tire may either be the same line of tire or, if the tire is not available, a tire of the same basic construction and quality with a different sidewall or tread design. If a higher-priced tire is accepted as replacement, the difference in price will be at an additional charge to you. Any replacement tire provided pursuant to this warranty will be covered by the Prinx radial truck tire warranty in effect at the time of replacement.

### WHAT IS NOT COVERED BY THIS WARRANTY?

1. Tires branded or marked "Non-adjustable (N/A)", or "Blemished (Blem)", or previously adjusted.
2. Irregular wear, fast wear-out or tire damage due to:
  - a) Road Hazards (including but not limited to punctures, cuts, snags, impact breaks, stone drill, bruise, bulge, etc).
  - b) Wreck, collision, fire, vandalism, contamination or degradation by petroleum products or other chemicals.
  - c) Improper inflation, overloading, misapplication, misuse, negligence, high-speed tire spinning, chain damage, curbing, use of improper rim, tire alteration, improper mounting, or demounting.
  - d) Mechanical condition of the vehicle, including but not limited to misalignment, wheel imbalance, faulty shocks or brakes, worn suspension components
3. Ride disturbance after the first 2/32" of tread depth or due to damaged wheels.
4. Ozone or weather cracking on tires over four (4) years from the date of manufacture.
5. Alteration of the tire or addition of alien material or transfer from one vehicle to another.
6. Loss of time or use inconvenience, or any incidental or consequential damages.
7. Tire purchased or used outside the United States or Canada.

## WHAT IS THE RADIAL CASING WARRANTY?

A. Casings of Prinx radial truck tires are warranted when tire becomes unserviceable or unretreadable due to factors within manufacturer's control (see exclusions in the section what is not covered by this warranty), casing credit can be given towards the purchase price of a comparable new Prinx tire.

B. Defects in workmanship and material found in the process of buffing for retread are warrantable (for first and second retread). Casing warranty is valid up to the 2nd retread and number of retreads must be clearly identified on the casing sidewall.

C. Tires used in mining & logging service are not covered under this warranty.

D. Casing & retreading allowance are as follows:

SIZES	1ST RETREAD (USD)	2ND RETREAD (USD)
215/75R17.5   235/75R17.5   245/70R17.5	\$15.00	\$7.50
225/70R19.5   245/70R19.5   265/70R19.5	\$30.00	\$15.00
10R22.5	\$40.00	\$20.00
11R22.5	\$65.00	\$32.50
255/70R22.5   275/70R22.5	\$50.00	\$25.00
11R24.5   285/75R24.5	\$65.00	\$32.50
295/75R22.5	\$65.00	\$32.50
315/80R22.5	\$70.00	\$35.00
385/65R22.5   425/65R22	\$75.00	\$37.50

## WHEN DOES THE WARRANTY END?

When a Prinx tire has delivered its full original tread life down to 2/32nds remaining at any given spot in the tread area, or five (5) years from the date of original tire manufacture or new tire purchase date (without proof of purchase, date of manufacture will be used to determine age.) Casings may continue to be warranted beyond the new tire coverage. Please refer to the Radial Casing Warranty for warranty details on casings.

## HOW DO YOU OBTAIN AN ADJUSTMENT?

In order to be eligible for Prinx Limited Warranty service, the owner must:

- A. Present the adjusted tire to an authorized Prinx dealer; and
- B. Present eligible proof of purchase (if applicable) to the dealer.
- C. Complete and sign a Prinx Warranty Claim Form, which is available at any authorized dealer; and
- D. Pay the amount due on a new tire, less the amount of credit, including taxes, mounting, and balancing charges or cost of other services ordered.

## DISCLAIMER

This warranty or any warranty stated or referred to herein, is exclusive and in lieu of any other warranty regarding the quality of Prinx brand tires, whether expressed or implied, and remedies for breach thereof shall be limited to those specifically provided herein. To the extent permitted by law, Prinx Chengshan Tire Co. Ltd cannot be held responsible 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 using the tire in the United States and Canada. 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 effective as of January 1, 2023 and replaces any previous limited warranties. Conditions and coverage are subject to change at any time without prior notice.



## Tire Safety Information

### TRUCK TIRE WARNINGS!

**IMPORTANT:** Be sure to read this safety information. Make sure that everyone who services tires or vehicles in your outlet has read and understands these warnings. **SERIOUS INJURY OR DEATH CAN RESULT FROM FAILURE TO FOLLOW SAFETY WARNINGS.**

No matter how well any tire is constructed, punctures, impact damage, improper inflation, improper maintenance or service factors may cause serious tire failure creating a risk of property damage and serious or fatal injury to you and/or your customer.

Encourage your customers to examine their tires frequently for snags, bulges, excessive treadwear, separations or cuts. If such conditions appear, advise them to demount the tire, use the spare and see you immediately. If you spot any of the above conditions bring them to the customer's attention immediately. For safety, comply with the following warnings.

Tire and rim servicing can be dangerous and must be done only by trained personnel using proper tools and procedures. Failure to read and comply with all procedures may result in serious injury or death to you or others.

Reinflation of any type of tire/rim assembly that has been operated in a run-flat or under-inflated condition (80% or less of recommended pressure) can result in serious injury or death. The tire may be damaged on the inside and can explode while you are adding air. The rim parts may be worn, damaged or dislodged and can explosively separate.

Use of starting fluid, ether, gasoline, or any other flammable material to lubricate, seal or seat the beads of a tubeless tire can cause the tire to explode or can cause the explosive separation of the tire/rim assembly resulting in serious injury or death. The use of any flammable material during tire servicing is absolutely prohibited.

Any inflated tire mounted on a rim contains explosive energy. The use of damaged, mismatched or improperly assembled tire/rim parts can cause the assembly to burst apart with explosive force. If you are struck by an exploding tire, rim part or the air blast, you can be seriously injured or killed.

Re-assembly and the inflation of mismatched parts can result in serious injury or death. Just because parts come in together does not mean that they belong together. Check for proper matching on all rim parts before putting any parts together.

Mismatching tire and rim diameters is dangerous. A mismatched tire and rim assembly may explode and can result in serious injury or death. This warning applies to 14", 14.5", 16" and 16.5" tires and rims as well as other similarly mismatched size combinations. Never assemble a tire and rim unless you have positively identified and correctly matched the parts.

If the tire is 20% below the recommended operating pressure, it must be considered flat. The tire must be removed, dismounted, and inspected for punctures or other damage.

### MOUNTING AND DEMOUNTING

A tire cannot perform properly unless it is mounted properly on the correct size rim or wheel. The following are general instructions for demounting and mounting tube-type and tubeless tires. For detailed instructions on mounting and demounting truck tires on particular types of rims and wheels, refer to the instructions of the rim and wheel manufacturer or the US Tire Manufacturers Association (USTMA) wall charts.

#### 1. SELECTION OF PROPER COMPONENTS AND MATERIALS:

- a. All tires must be mounted with the proper tube and flap (if required) and rim or wheel as indicated in the application data books.
- b. Make certain that rim/wheel components are properly matched and of the correct dimensions for the tire.
- c. Always fit new tube in a new mounting. Since the tube will exhibit growth in size through normal use, an old tube used in a new mounting increases the possibility of tube creasing and chafing, possibly resulting in failure.
- d. Always install a new flap in a new mounting. A flap through extended use becomes hard and brittle. After limited time, it will develop a set to match the tire and rim in which it is fitted. Therefore, it will not exactly match a tire/rim combination.
- e. Always install new valve cores, and metal or hard plastic valve caps containing plastic or rubber seals. On tubeless truck tire valve stems, replace the rubber grommet. For tires requiring 'O' Rings, be sure to install a new one at every tire change.
- f. Always use a safety device such as an inflation cage or other OSHA-approved device when inflating. Never stand over the tire or in front of a tire when inflating. Always use a clip-on valve chuck with hose extension and stand to the side when inflating.

#### 2. TIRE AND RIM LUBRICATION:

It is essential that an approved vegetable oil base soap solution tire lubricant be used for mounting tubeless and tube-type tires. The lubricant serves the following purposes:

- Minimizes the possibility of damage to the tire beads from the mounting tools.
  - Eases the insertion of the tire onto the rim by lubricating all contacting surfaces.
  - Assists proper bead seating (tire/rim centering) and helps prevent eccentric mountings.
- a. **TUBELESS TIRES** - Apply lubricant to all surfaces of the bead area of the tire. When applying lubricant to the rim, lubricate the entire rim surface from flange to flange.
  - b. **TUBE-TYPE TIRES** - Apply clean lubricant to all portions of the tire bead area and the exposed portion of the flap using sufficient but sparing quantities of lubricant. Also lubricate the entire rim surface. Avoid using excessive amounts of lubricant which can become trapped between the tire and tube can, resulting in tube damage and rapid air loss.

**CAUTION:** It is important that tire lubricant be clean and free of dirt, sand, metal shavings or other hard particles. The particles may lodge between the tube and the flap edges, resulting in splits in the tube. The following practice is recommended:

- a. Use a fresh supply of tire lubricant each day, drawing from a clean supply and placing the lubricant in a clean portable container.
- b. Provide a cover for the portable container and/or other means to prevent contamination of the lubricant when not in use.

The following method is suggested, which has proven to be successful in minimizing contamination and preventing excess lubricant from entering the tire casing: Provide a special cover for the portable container that has a funnel-like device attached. The small opening of the funnel should be sized so that when a swab is inserted through the opening into the reserve of lubricant and then withdrawn, the swab is compressed, removing excess lubricant. This allows the cover to be left in place, providing added protection. A mesh false bottom in the container is a further safeguard against contaminants. The tire should be mounted and inflated promptly before lubricant dries.

### **3. PREPARATION OF WHEELS, RIMS, AND TIRES:**

Never weld or apply heat to a rim or wheel on which a tire is mounted.

- a. Always wear safety goggles or face shields when buffing or grinding rims or wheels.
- b. Inspect wheel/rim assemblies for cracks, distortion, deforming of flanges, side rings, lock rings, etc. Using a file and/or emery cloth, smooth all burrs, welds, dents, etc. that are present on the tire side of the rim. Inspect the condition of bolt holes on the wheels.
- c. Remove rust with a wire brush and apply rust inhibiting paint.
- d. Remove any accumulation of rubber or grease which might be stuck to the tire, being careful not to damage it. Wipe the beads down with a dry rag.
- e. Make sure there is no water, dirt or foreign material inside the tire before inserting the tube.

## **BEFOR SERVICING ANY TIRE RIM/WHEEL ASSEMBLY**

- ALWAYS comply with the procedures in the tire/wheel manufacturer's catalogs, instruction manuals or other industry and government instructional materials.
- Before loosening any nuts or clamps that attach a tubetype tire/rim assembly to a vehicle, ALWAYS completely deflate the tire (or both tires of a dual assembly) by taking out the valve core(s).
- Use a non-flammable vegetable or soap-based rubber lubricant on the beads and rim surfaces to make tire demounting and mounting easier.
- Use proper tools to demount or mount tires and rims (refer to "Typical Tire Service Tools"). NEVER use a steel hammer to seat rim components—use only rubber, plastic or brass-tipped mallets. Striking a rim/wheel assembly with a hard-faced hammer can damage the components and endanger the installer. Use a steel duck bill hammer only as a wedge to unseat the beads of tube-type tires. NEVER strike the tire/wheel assembly with a steel duck bill hammer to unseat the beads and do not strike the head of the duck bill hammer with another hard-faced hammer – use a rubber mallet or plastic dead blow hammer. Slide impact tools and hydraulic bead unseating tools can also be used to unseat beads on tube-type tires.
- NEVER reinflate any tire that has been operated in a run-flat or underinflated condition (i.e., operated at 80% or less of recommended operating pressure). Demount, inspect and match all tire and rim components before reinflating in a restraining device with the valve core removed.

## **INFLATING TIRE RIM/WHEEL ASSEMBLY**

TIRE AND RIM SERVICING CAN BE DANGEROUS AND MUST ONLY BE PERFORMED BY TRAINED PERSONNEL USING PROPER PROCEDURES AND TOOLS. FAILURE TO READ AND COMPLY WITH ALL OF THESE PROCEDURES MAY RESULT IN SERIOUS INJURY OR DEATH TO YOU AND OTHERS.

- NEVER use starter fluid, ether, gasoline, or other flammable materials and/or accelerants to lubricate or to seat the beads of a tire. This practice can cause the explosive separation of the tire/wheel during servicing or during highway use, which may result in serious injury or death.
- ALWAYS inflate the tire rim/wheel assembly in a restraining device with the valve core removed. The air line assembly must consist of the following components: a clip-on air chuck, an in-line valve with a pressure gauge or preset table regulator, and sufficient hose length to keep the technician outside the trajectory during inflation. (See "Trajectory" WARNING below.) DO NOT rest or lean any part of your body against the restraining device during inflation. Failure to use a restraining device when inflating a tire rim/wheel assembly is not only a violation of OSHA regulation 1910.177, but also a DANGEROUS PRACTICE that may result in serious injury or death. During inflation, if ANY sidewall undulations or bulges appear or if ANY snapping, cracking or popping noises occur — STOP! DO NOT approach tire. Before removing from restraining device, completely deflate tire remotely. Remove clip-on air chuck. Mark tire as damaged for potential "zipper rupture." Render tire unserviceable, non-repairable and scrap.
- NEVER inflate beyond 40 psi to seat any tire beads. NEVER stand, lean, or reach over the tire rim/wheel assembly in the restraining device during inflation. Even if a tire is in a restraining device, inflating beyond 40 psi when trying to seat the beads is a DANGEROUS PRACTICE that may break a tire bead or the rim/wheel with explosive force and possibly result in serious injury or death.



# **PRINX** **TIRES**

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