



# 2019 Commercial Replacement Tire Guide, Limited Warranty & Registration Booklet

For Cooper® & Roadmaster® Tires

**SAFETY WARNING:** Disregarding any of the safety precautions and instructions contained in this booklet may result in tire failure or explosion causing serious personal injury or death.

*For tire care reminders, please visit our websites at [www.CooperTruckTires.com](http://www.CooperTruckTires.com) or [www.RoadmasterTires.com](http://www.RoadmasterTires.com).*

**THIS BOOKLET IS VALUABLE** and must be presented with your proof of purchase for all replacement tire warranty service. This replacement tire warranty applies to the original purchaser and is not transferable.



**TREAD**  
**WISELY™**

# **COOPERTIRES® All-Steel Radial Truck Tire Limited Warranty**

## ELIGIBILITY

This warranty applies to the original purchaser of a Cooper All-Steel Radial truck tire and is not transferable. Eligible tires must be purchased new and used on the vehicle which they were originally installed. Proof of purchase is required for all warranty claims. Additionally, they must be the size, load index, and speed rating equivalent or greater than that specified by the vehicle manufacturer. This warranty applies to the 48 contiguous continental United States, Alaska, Hawaii, District of Columbia and Canada. For warranty exclusions see "WHAT ISN'T COVERED".

## WHAT IS COVERED AND FOR HOW LONG

- 1. Free Tire Replacement** – Cooper warrants to the original purchaser that if a Cooper Pro or Work Series tire becomes unserviceable due to an eligible adjustable condition (excludes ride complaints) during the first 50% of the original factory tread, the tire will be replaced with an equivalent new Cooper Pro or Work Series tire without charge. If a Cooper Severe Series tire becomes unserviceable due to an eligible adjustable condition (excludes ride complaints) during the first 2/32" (1.6mm) of factory original tread wear, the tire will be replaced with an equivalent new Cooper Severe Series tire without charge.
- 2. Prorated Tire Replacement** – Cooper warrants to the original purchaser that if a Cooper Pro or Work Series tire becomes unserviceable due to an eligible adjustable condition (excludes ride complaints) beyond the first 50% of the original factory tread, the tire will be replaced with an equivalent new Cooper Pro or Work Series tire on a prorated basis. If a Cooper Severe Series tire becomes unserviceable due to an eligible adjustable condition (excludes ride complaints) after the first 2/32" (1.6mm) of wear on original factory tread, the tire will be replaced with an equivalent new Cooper Severe Series tire on a prorated basis. A replacement charge (defined below) will be required in order to obtain a replacement tire.

## OTHER THAN FIRST QUALITY TRUCK TIRES

Cooper All-Steel Radial truck tires branded "BLEMISH" (non-uniform) have the same warranty as first quality tires except for ride complaints and the appearance or other conditions which caused the tires to be classified as other than first quality. Tires branded "NON-ADJ" (non-adjustable) are not covered by this Warranty.

## TREAD LIFE

When the tread becomes worn down to 2/32" (1.6 mm) anywhere on the tire (shown by tread wear indicators molded into the tread grooves) the tire is worn out and this warranty ends. Driving habits, driving conditions, tire and vehicle maintenance all play a part in the tread life of a tire and all differ with each purchaser. **WARNING** - for important safety information, you must read the section titled "Tire Service Life" and the Tire Safety Warnings section of this guide. Safety information is also located at [www.coopertrucktires.com](http://www.coopertrucktires.com) (and select: "Tire Safety"); and, from your dealer.

## REPLACEMENT CHARGE

The Replacement Charge will be determined by multiplying the dealer's current selling price by the percentage of original tread depth worn from the tire. You must pay for mounting, balancing and any other additional charges, such as taxes or the acceptance of a higher priced replacement tire.

## CASING ALLOWANCE

In normal highway service and off-road service, if within **seven (7) years** of date of manufacture a Cooper All-Steel Radial medium truck tire becomes unserviceable and is not retreadable due to an adjustable condition in the casing, or if it does not provide two (2) retreads of service it is eligible for the applicable casing allowance specified:

First Retread = \$110.00 Second Retread = \$80.00		First Retread = \$80.00 Second Retread = \$50.00		First Retread = \$50.00 Second Retread = \$35.00	
11R22.5	315/80R22.5		255/70R22.5		225/70R19.5
11R24.5	385/65R22.5		275/70R22.5		245/70R19.5
295/75R22.5	425/65R22.5				215/75R17.5
285/75R24.5					245/70R17.5

Radial truck tires branded "BLEMISH", "MAL-WEAR", "NON-UNIF" (non-uniform) or "NON-ADJ" (non-adjustable) are not eligible for a casing allowance.

## HOW TO OBTAIN AN ADJUSTMENT

Tire adjustments must be presented to your local Cooper dealer. You must present this booklet, proof of purchase and be the original owner when requesting a replacement for your tire. See "WHERE TO GO FOR WARRANTY REPLACEMENT".

## WHAT IS NOT COVERED

Adjustments will not be made for:

A. Tires that become unserviceable due to:

1. Conditions resulting from road hazards, such as (A) impact damage, (B) cuts, (C) snags, or (D) punctures, or (E) vandalism.
2. Conditions such as, but not limited to, uneven, cupping, spotty, feathering tread wear resulting from (A) improper installation, (B) wheel misalignment, (C) tire/wheel assembly imbalance, (D) use of an improper rim, (E) improper mounting or dismounting or (F) misapplication, or (G) use of chains.

3. Conditions resulting from consumer damage, such as (A) improper tire and vehicle maintenance, (B) misuse, (C) abuse, (D) accident, fire or chemical corrosion, (E) underinflation, (F) overloading, (G) over deflection, (H) failure to follow recommended rotation practices.
- B. Ride complaints after the first 2/32" (1.6mm) of tread wear on the original factory tread. Tread wear within the first 2/32" (1.6mm) will be credited on a pro-rated basis for the original Cooper factory tread.
- C. Ride complaints on tires branded "Blemish", "Mal-Wear", "Non-Uniform, or "Non-Adjustable".
- D. Use in any racing applications.
- E. Ozone or weather checking on tires over (4) four years from date of manufacture or date of purchase. Proof of purchase is required. Without proof of purchase the manufacture date will be used to determine eligibility.
- F. Tires stored improperly, OR
- G. Tires that are:
  1. Worn unevenly and/or show a difference of 2/32" (1.6mm) between the grooves.
  2. Installed on any vehicle other than the vehicle on which they were first installed.
  3. Sold or adjusted outside the 48 contiguous continental United States, Alaska, Hawaii, District of Columbia and Canada.
  4. Acquired as used (tires purchased used or retreaded, equipped on a pre-owned vehicle, etc.).
  5. Altered in any manner (additional siping, buffing, stud pin holes, re-grooving, truing, etc.).
  6. Worn to 2/32" (1.6mm) or more than 84 months old (based on original date of purchase) whichever comes first.  
Proof of purchase is required. Without proof of purchase the manufacture date will be used to determine eligibility.
  7. Improperly repaired or with repairs not conforming to the U.S. Tire Manufacturers Association standards.

#### **NO ROAD HAZARD COVERAGE**

Many dealers sell or provide their own warranty coverage for road hazards and/or repairs. Cooper Tire does not provide this coverage. Check with your dealer to determine if Road Hazard/Repair coverage is available from them.

#### **REPLACEMENT WARRANTY**

If you receive a replacement tire under the terms of this Warranty, the replacement tire will be covered by the Warranty then currently given by Cooper for the replacement tire.

#### **WHERE TO GO FOR WARRANTY REPLACEMENT**

You can obtain assistance in locating an independent Cooper Tire dealer near you by visiting the dealer locator on our website at [www.us.coopertire.com](http://www.us.coopertire.com) or by calling 1-800-822-8686.

#### **CONDITIONS AND EXCLUSIONS**

Any tire, no matter how well constructed, may fail in service or otherwise become unserviceable due to conditions beyond the control of the manufacturer. Nothing in this Warranty is intended to be a representation by Cooper that tire failure cannot occur.

#### **TIRE SERVICE LIFE**

Cooper recommends that all passenger, light truck and commercial tires, including full-size spare tires, that are beyond 10 years from their date of manufacture, be replaced with new tires. Tires that are 10 or more years old should be replaced even if the tires appear to be undamaged and have not reached their tread wear limits. In some cases, a vehicle manufacturer may make a recommendation for tire replacement earlier than 10 years for their products based upon their understanding of the specific vehicle characteristics and application. If so, you should follow those vehicle manufacturer's specific recommendations for their vehicle.

#### **CONSUMER RIGHTS**

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

#### **OWNER'S OBLIGATION**

When making a claim, you must return the tire to be replaced to your Cooper dealer.

Proper vehicle and tire care is necessary to obtain the expected wear from a tire. It is your obligation to properly maintain your tires and the vehicle upon which they are mounted, including: (A) operating your tires at the inflation pressures recommended by the vehicle manufacturer, (B) keeping your tire/wheel assemblies in balance, (C) proper wheel alignment, and (D) rotation. You must check your tire's inflation pressure at least monthly and before long trips.

We recommend that you have your Cooper dealer inspect your tires any time you notice irregular or uneven tread wear and rotate them, if necessary. Also, they should be inspected by your dealer any time your vehicle is brought in for service.

For additional safety information please visit:

[www.ustires.org](http://www.ustires.org)   [www.nhtsa.gov](http://www.nhtsa.gov)   [www.safercar.gov](http://www.safercar.gov)   [www.nsc.org](http://www.nsc.org)   [www.rubberassociation.ca](http://www.rubberassociation.ca)  
[www.tc.gc.ca](http://www.tc.gc.ca)   [www.tireindustry.org](http://www.tireindustry.org)   [www.trucking.org](http://www.trucking.org)



# All-Steel Radial Truck Tire Limited Warranty

## ELIGIBILITY

This warranty applies to the original purchaser of a Roadmaster All-Steel Radial truck tire and is not transferable. Eligible tires must be purchased new and used on the vehicle which they were originally installed. Proof of purchase is required for all warranty claims. Additionally, they must be the size, load index, and speed rating equivalent or greater than that specified by the vehicle manufacturer. This warranty applies to the 48 contiguous continental United States, Alaska, Hawaii, District of Columbia and Canada. For warranty exclusions see "WHAT ISN'T COVERED".

## WHAT IS COVERED AND FOR HOW LONG

Roadmaster warrants to the original purchaser that if a Roadmaster tire becomes unserviceable due to an eligible adjustable condition during the tread life (defined below), the tire will be replaced with an equivalent new Roadmaster tire. A replacement charge (defined below) will be required in order to obtain a replacement tire.

## OTHER THAN FIRST QUALITY TRUCK TIRES

Roadmaster All-Steel Radial truck tires branded "BLEMISH" (non-uniform) have the same warranty as first quality tires except for ride complaints and the appearance or other conditions which caused the tires to be classified as other than first quality. Tires branded "NON-ADJ" (non-adjustable) are not covered by this Warranty.

## TREAD LIFE

When the tread becomes worn down to 2/32" (1.6 mm) anywhere on the tire (shown by tread wear indicators molded into the tread grooves) the tire is worn out and this warranty ends. Driving habits, driving conditions, tire and vehicle maintenance all play a part in the tread life of a tire and all differ with each purchaser. **WARNING** - for important safety information, you must read the section titled "Tire Service Life" and the Tire Safety Warnings section of this guide. Safety information is also located at [www.roadmastertires.com](http://www.roadmastertires.com) (and select: "Tire Safety"); and, from your dealer.

## REPLACEMENT CHARGE

The Replacement Charge will be determined by multiplying the dealer's current selling price by the percentage of original tread depth worn from the tire. You must pay for mounting, balancing and any other additional charges, such as taxes or the acceptance of a higher priced replacement tire.

## CASING ALLOWANCE

In normal highway service and off-road service, if within **six (6) years** of date of manufacture a Roadmaster All-Steel Radial medium truck tire becomes unserviceable and is not retreadable due to an adjustable condition in the casing, or if it does not provide two (2) retreads of service it is eligible for the applicable casing allowance specified:

First Retread = \$90.00 Second Retread = \$60.00		First Retread = \$60.00 Second Retread = \$30.00		First Retread = \$30.00 Second Retread = \$15.00	
11R22.5	285/75R24.5	255/70R22.5	215/75R17.5	225/70R19.5	
11R24.5	315/80R22.5	275/70R22.5	235/75R17.5	245/70R19.5	
12R22.5	385/65R22.5	10R22.5	245/70R17.5	265/70R19.5	
12R24.5	425/65R22.5			285/70R19.5	
295/75R22.5					

Radial truck tires branded "BLEMISH", "MAL-WEAR", "NON-UNIF" (non-uniform) or "NON-ADJ" (non-adjustable) are not eligible for a casing allowance.

## HOW TO OBTAIN AN ADJUSTMENT

Tire adjustments must be presented to your local Roadmaster dealer. You must present this booklet, proof of purchase and be the original owner when requesting a replacement for your tire. See "WHERE TO GO FOR WARRANTY REPLACEMENT".

## WHAT IS NOT COVERED

Adjustments will not be made for:

- A. Tires that become unserviceable due to:
  1. Conditions resulting from road hazards, such as (A) impact damage, (B) cuts, (C) snags, or (D) punctures, or (E) vandalism.
  2. Conditions such as, but not limited to, uneven, cupping, spotty, feathering tread wear resulting from (A) improper installation, (B) wheel misalignment, (C) tire/wheel assembly imbalance, (D) use of an improper rim, (E) improper mounting or dismounting or (F) misapplication, or (G) use of chains.
  3. Conditions resulting from consumer damage, such as (A) improper tire and vehicle maintenance, (B) misuse, (C) abuse, (D) accident, fire or chemical corrosion, (E) underinflation, (F) overloading, (G) over deflection, (H) failure to follow recommended rotation practices.
- B. Ride complaints after the first 2/32" (1.6mm) of tread wear on the original factory tread. Tread wear within the first 2/32" (1.6mm) will be credited on a pro-rated basis for the original Roadmaster factory tread.

- C. Ride complaints on tires branded "Blemish", "Mal-Wear", "Non-Uniform, or "Non-Adjustable".
- D. Use in any racing applications.
- E. Ozone or weather checking on tires over (4) four years from date of manufacture or date of purchase. Proof of purchase is required. Without proof of purchase the manufacture date will be used to determine eligibility.
- F. Tires stored improperly., OR
- G. Tires that are:
  1. Worn unevenly and/or show a difference of 2/32" (1.6mm) between the grooves.
  2. Installed on any vehicle other than the vehicle on which they were first installed.
  3. Sold or adjusted outside the 48 contiguous continental United States, Alaska, Hawaii, District of Columbia and Canada.
  4. Acquired as used (tires purchased used or retreaded, equipped on a pre-owned vehicle, etc.).
  5. Altered in any manner (additional siping, buffing, stud pin holes, re-grooving, truing, etc.).
  6. Worn to 2/32" (1.6mm) or more than 72 months old (based on original date of purchase) whichever comes first.  
Proof of purchase is required. Without proof of purchase the manufacture date will be used to determine eligibility.
  7. Improperly repaired or with repairs not conforming to the U.S. Tire Manufacturers Association standards.

### **NO ROAD HAZARD COVERAGE**

Many dealers sell or provide their own warranty coverage for road hazards and/or repairs. Roadmaster Tire does not provide this coverage. Check with your dealer to determine if Road Hazard/Repair coverage is available from them.

### **REPLACEMENT WARRANTY**

If you receive a replacement tire under the terms of this Warranty, the replacement tire will be covered by the Warranty then currently given by Roadmaster for the replacement tire.

### **WHERE TO GO FOR WARRANTY REPLACEMENT**

You can obtain assistance in locating an independent Roadmaster dealer near you by visiting the dealer locator on our website at [www.roadmastertires.com](http://www.roadmastertires.com) or by calling 1-800-822-8686.

### **CONDITIONS AND EXCLUSIONS**

Any tire, no matter how well constructed, may fail in service or otherwise become unserviceable due to conditions beyond the control of the manufacturer. Nothing in this Warranty is intended to be a representation by Roadmaster that tire failure cannot occur.

### **TIRE SERVICE LIFE**

Roadmaster recommends that all passenger, light truck and commercial tires, including full-size spare tires, that are beyond 10 years from their date of manufacture, be replaced with new tires. Tires that are 10 or more years old should be replaced even if the tires appear to be undamaged and have not reached their tread wear limits. In some cases, a vehicle manufacturer may make a recommendation for tire replacement earlier than 10 years for their products based upon their understanding of the specific vehicle characteristics and application. If so, you should follow those vehicle manufacturer's specific recommendations for their vehicle.

### **CONSUMER RIGHTS**

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

### **OWNER'S OBLIGATION**

When making a claim, you must return the tire to be replaced to your Roadmaster dealer.

Proper vehicle and tire care is necessary to obtain the expected wear from a tire. It is your obligation to properly maintain your tires and the vehicle upon which they are mounted, including: (A) operating your tires at the inflation pressures recommended by the vehicle manufacturer, (B) keeping your tire/wheel assemblies in balance, (C) proper wheel alignment, and (D) rotation. You must check your tire's inflation pressure at least monthly and before long trips.

We recommend that you have your Roadmaster dealer inspect your tires any time you notice irregular or uneven tread wear and rotate them, if necessary. Also, they should be inspected by your dealer any time your vehicle is brought in for service.

For additional safety information please visit:

[www.ustires.org](http://www.ustires.org)   [www.nhtsa.gov](http://www.nhtsa.gov)   [www.safercar.gov](http://www.safercar.gov)   [www.nsc.org](http://www.nsc.org)   [www.rubberassociation.ca](http://www.rubberassociation.ca)  
[www.tc.gc.ca](http://www.tc.gc.ca)   [www.tireindustry.org](http://www.tireindustry.org)   [www.trucking.org](http://www.trucking.org)

# Tire Placard and Safety Warning

Tires are designed and built with great care to provide thousands of miles of excellent service. But, for maximum benefit they must be maintained properly.

## THE MOST IMPORTANT FACTORS IN TRUCK TIRE SAFETY, PERFORMANCE SERVICE LIFE ARE:

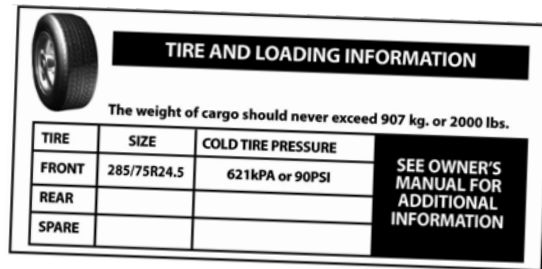
- PROPER TIRE SIZE, TYPE, AND LOAD CAPACITY (LOAD RANGE)
- PROPER INFLATION PRESSURE
- PROPER TIRE AND WHEEL ALIGNMENT
- PROPER TIRE AND WHEEL BALANCE
- PROPER LOADING OF THE VEHICLE
- PROPER TIRE REPAIRS
- VEHICLE CONDITION AND MAINTENANCE
- GOOD DRIVING HABITS

## TIRE INFLATION PRESSURE

With the right amount of inflation pressure, your tires wear longer, save fuel and help prevent accidents. The “right amount” of inflation is the pressure specified by the vehicle manufacturer for the front and rear tires on your particular model car or light truck. The correct inflation pressure is shown on the Truck Certification Label (or sticker) attached to the vehicle—door edge, door post or glove box door. If your vehicle doesn’t have a Truck Certification Label, check the owner’s manual or consult with the vehicle manufacturer for the proper inflation.

The Truck Certification Label tells you the maximum vehicle load, the cold tire pressures and the tire size recommended by the vehicle manufacturer. (Typical placards are shown to the right. Your Truck Certification Label may be different.)

If you don’t take proper care of your tires, the results can be serious. There is a safety warning molded on the sidewall of your tire. It is shown to the right. There are additional safety warnings in this booklet and on [www.CooperTruckTire.com](http://www.CooperTruckTire.com) or [www.RoadmasterTires.com](http://www.RoadmasterTires.com) websites.



As you can see, it points out that serious injury may result from tire failure due to underinflation or overloading. Motorists are strongly advised to follow the vehicle owner’s manual or the Truck Certification Label in the vehicle for proper inflation and loading.

Only specially trained persons should demount or mount tires. An explosion of a tire and wheel assembly can result from improper or careless mounting procedures and cause serious injury or death.

## The Sidewall Story

Your tire contains a lot of useful information molded into the sidewall. It shows the name of the tire, its size, whether it is tubeless or tube type, the maximum load and maximum inflation, the important safety warning (example on previous page) and much other information.



Shown here on the left is the sidewall of a popular metric speed-rated truck tire. '295' represents the width of the tire in millimeters; '75' is the ratio of height to width; 'L' is the speed rating; 'R' means radial; and '22.5' is the diameter of the wheel in inches. The Service Description, 144/141L in this example, consists of the load index and speed symbol. 'LOAD RANGE D' identifies the load and inflation limits; 'RADIAL' identifies that the tire has a radial construction. 'MAX LOAD SINGLE 2800 kg (6175 lbs.) AT 760 kPa (110 psi) MAX PRESSURE COLD' indicates the maximum load rating of the tire and corresponding minimum cold inflation pressure for that load when used as a single tire. 'MAX LOAD

DUAL 2675 kg (5675 lbs.) AT 760 kPa (110 psi) MAX PRESSURE COLD' indicates the maximum load rating of the tire and corresponding minimum cold inflation pressure when used in a dual configuration. For normal operation, follow pressure recommendations in owner's manual or on vehicle placard.

The speed symbol on Cooper tires is identified by the letters 'F, G, J, K, L or M' and indicates the maximum speed capability of the tire when properly loaded and inflated.

The maximum load is shown in lbs. (pounds) and in kg. (kilograms), and maximum pressure in PSI (pounds per square inch) and in kPa (kilopascals). Kilograms and kilopascals are metric units of measurement.

The letters "DOT" certify compliance with all applicable safety standards established by the U.S. Department of Transportation (DOT). Adjacent to this is a tire identification or serial number. This serial number is a code with up to thirteen digits that are a combination of numbers and letters.

Example:

Dept. of Transportation	MFR. Plant code No.	Tire Size Code No.	Group of optional symbols with MFR.	Date of MFR. 2 digit wk, 2 digit yr
DOT	1MA	L9	ABCD	1013

The sidewall also shows the type of cord and number of plies in the sidewall and in the tread region.

'M+S Rated' is a mark commonly found on lug-type drive tires. In several formats, the letters "M" and "S" indicate the tire is intended for limited mud and snow service. 'Tubeless' indicates that the tire is not to be operated with an inner tube. If the tire is to be operated with an inner tube it must be marked "tube type."

All Cooper and Roadmaster branded tires are molded as "Regroovable". A tire that is marked as regroovable indicates the tire (either original tread or retread) is designed and constructed with sufficient tread material to permit renewal of the tread pattern, or the generation of a new tread pattern in a manner which conforms to federal regulations. Tires with 2/32" or less of tread depth, or displaying irregular wear should never be regrooved nor should regrooved tires be placed on the front axle. For more information on regulations that apply specifically to regroovable tires, see U.S. Code of Federal Regulations: Title 49, Transportation; Parts 569 and 393.75.

# Safety Warnings

For more information on safety, visit [www.CooperTruckTires.com](http://www.CooperTruckTires.com) or [www.RoadmasterTires.com](http://www.RoadmasterTires.com) and select "Tire Safety."

## **DRIVING ON ANY TIRE THAT DOES NOT HAVE THE CORRECT INFLATION PRESSURE IS DANGEROUS**

Any under inflated tire builds up excessive heat that may result in sudden tire destruction. Refer to the tire placard on the vehicle (check vehicle and/or owner's manual for placard location) for the recommended operating pressures. Do not exceed maximum pressure indicated on tire sidewall.

## **CHECK TIRE INFLATION PRESSURES (INCLUDING THE SPARE) FREQUENTLY WHEN TIRES ARE COLD AND BEFORE LONG TRIPS. ALL TIRES LOSE INFLATION OVER TIME.**

Failure to maintain correct inflation may result in improper vehicle handling, and may cause rapid and irregular tire wear, sudden tire destruction and loss of vehicle control. Therefore, inflation pressures should be checked frequently, such as daily during continuous service, pre-trip inspections, at preventative maintenance intervals and always prior to long distance trips. Any tire is susceptible to losing inflation pressure if not properly maintained.

Pressures should be checked when tires are cold; in other words, before they have been driven on. Driving, even for a short distance, causes tires to heat up and inflation pressure to increase.

## **HIGH SPEED DRIVING CAN BE DANGEROUS**

Correct inflation pressure is especially important. However, at high speeds, even with the correct inflation pressures, a road hazard, for example, is more difficult to avoid and if contact is made, has a greater chance of causing tire damage than at a lower speed. Moreover, driving at high speed reduces the reaction time available to avoid accidents and bring your vehicle to a safe stop. Never exceed the legal speed limit.

## **INSPECT YOUR TIRES, DO NOT DRIVE ON A DAMAGED TIRE OR WHEEL**

Any time you see any damage to your tires or wheels, replace with a suitable spare at once and immediately see your tire dealer. When inspecting your tires, including the spare, check your inflation pressures. If your pressure check indicates that one of your tires has lost pressure of two pounds or more, look for signs of penetrations, valve leakage, or other tire or wheel damage that may account for the inflation loss.

Always look for bulges, cracks, cuts, penetrations and abnormal tire wear, particularly on the edges of the tire tread which may be caused by misalignment or underinflation. If any such damage is found, the tire must be replaced with a suitable spare tire at once and should be inspected by any tire dealer at once. Use of a damaged tire could result in sudden tire destruction.

All tires will wear out faster when subjected to high speeds, as well as hard cornering, rapid starts, sudden stops, frequent driving on roads which are in poor condition, and off-road use. Roads with holes and rocks or other objects can damage tires and cause misalignment of your vehicle. When you drive on such roads, drive on them carefully and slowly, and before driving at normal or highway speeds, examine your tires for any damage, such as cuts or penetrations.

## **WORN OUT TIRES ARE DANGEROUS**

Tires contain "Wear-Bars" in the grooves of the tire tread and indicate when only 2/32nds of an inch (1.6mm) tread is remaining. Drive and Trailer Axle positions tires worn to 2/32" (1.6mm) at any place on the tire and Front Steer Axle positions tires worn to 4/32" (3.2 mm) MUST BE REPLACED IMMEDIATELY! TIRES WORN BEYOND THIS STAGE ARE DANGEROUS!

## **DO NOT OVERLOAD—DRIVING ON ANY OVERLOADED TIRE IS DANGEROUS**

The maximum load rating of your tires is marked on the tire sidewall. Do not exceed these load ratings. Follow the loading instructions of the manufacturer of your vehicle and this will insure that your tires are not overloaded. Tires which are loaded beyond their maximum allowable loads for the particular application will build up excessive heat that may result in sudden tire destruction.

Do not exceed the gross axle weight ratings for any axle on your vehicle.

## **WHEEL ALIGNMENT AND BALANCING ARE IMPORTANT FOR SAFETY AND MAXIMUM MILEAGE FROM YOUR TIRES**



# Safety Warnings

For more information on safety, visit [www.CooperTruckTires.com](http://www.CooperTruckTires.com) or [www.RoadmasterTires.com](http://www.RoadmasterTires.com) and select “Tire Safety.”

## INSPECT YOUR TIRES REGULARLY

Regularly, inspect your tires closely for signs of uneven wear. Uneven wear patterns may be caused by improper inflation pressures, misalignment, improper balance or suspension neglect. If not corrected, further tire damage will occur. These conditions not only shorten the life of your tires, they adversely affect the handling characteristics of your vehicle which could be dangerous.

If any of these conditions exist, the cause may often be corrected at your tire dealer's or other service facility.

## TIRE ROTATION

The rotation pattern or procedure indicated in your limited warranty and vehicle manufacturer's owner's manual should be followed. If irregular wear becomes apparent or if the rate of wear on the tires is uneven, the tires should be inspected by a tire dealer. Check your vehicle for any mechanical problems and correct if necessary. Steer axle tires are normally rotated side to side and drive axle tires are rotated between axles or side to side. See additional tire rotation information at the end of this pamphlet.

## TIRE MIXING CAN BE DANGEROUS:

Visit [www.us.coopertire.com](http://www.us.coopertire.com) and select “Safety” and select “Safety Tip – Learn More” and select “Service Bulletins” and select #107.

When tires need to be replaced, do not guess what tire is right for the vehicle. You must consult the tire placard, which is normally located on the vehicle door edge, door post, glove box or fuel door. The placard tells you the size of the tires (including the spare) that were mounted on the vehicle as original equipment (OE). It also includes the recommended cold inflation pressures for the front/rear axles and the spare tire as well as the load capacity. If the vehicle does not have a placard, check the owner's manual or consult with the vehicle manufacturer or tire manufacturer.

**IMPORTANT:** ALWAYS check the vehicle manufacturer's recommendations for the OE tire size, load capacity, inflation pressure, and speed symbol information before replacing a tire with a different size and construction. It is not always possible - usually due to temporary emergency

conditions - to select the same tire size for a replacement tire. Never choose a smaller size replacement tire and/or a tire with less load carrying capacity than the specified size on the vehicle placard. The USTMA provides the following insight for emergency/temporary nonstandard fitments:

## TIRE MIXING

Visit [www.ustires.org](http://www.ustires.org) and select “Publications”, and select “Manuals”, and select “Care and Service for Commercial Truck and Bus Tires”.

- For all trucks: Never mix different tire sizes and/or tire constructions (radial or non-radial) on the same axle.
- For trucks with two axles: If the vehicle is equipped with single tires in all positions, and if mixing radials and nonradials is necessary, install the radial tires on the rear and non-radial tires on the front. Each vehicle axle must use the same tire size, similar tread design and construction (radial or non-radial) since differences can lead to loss of control.
- If the vehicle is equipped with dual rear tires, then radial or non-radial tires may be used on the front axle, the rear axle or on both axles. Never mix constructions on the same axle.
- For trucks with more than two axles: The front tires may be either radial or non-radial and can be run with either radial or non-radial tires on the drive axles.
- For all trailers: Single-axle trailers may use either all radial or all non-radial tires. Multiple axle trailers may use radial or non-radial tires on all positions or intermix radial and non-radial, as long as all tires on each axle are the same construction.
- Paired tires should be of the same size designation, same construction and tread design, and be properly matched. Never pair a radial and non-radial tire as duals.

## MATCHING DUAL TIRES

Visit [www.ustires.org](http://www.ustires.org) and select “Publications”, and select “Manuals”, and select “Care and Service for Commercial Truck and Bus Tires”.

Proper spacing between duals (minimum dual spacing) is necessary for optimum tire performance. Consult the tire or vehicle manufacturers' literature for recommendations.

# Safety Warnings

For more information on safety, visit [www.CooperTruckTires.com](http://www.CooperTruckTires.com) or [www.RoadmasterTires.com](http://www.RoadmasterTires.com) and select “Tire Safety.”

Paired tires should be of the same size designation, same construction, and tread design and as close as possible to the same outside diameter. Never pair a radial and nonradial tire as duals. Mismatching duals forces the larger diameter tire to carry an overload, causing it to over deflect and overheat. The smaller diameter tire lacking Proper road contact, wears faster and irregularly. Tire damage such as tread or ply separation, tire body breaks and blowouts can develop from mismatched duals.

## TIRE ALTERATIONS ARE DANGEROUS

Do not perform any alterations on your tires. Alterations may prevent proper performance, leading to tire damage, which can result in sudden tire destruction. Tires which have been altered are excluded from warranty coverage.

## REPAIRS – SEE A TIRE DEALER AT ONCE

Visit [www.ustires.org](http://www.ustires.org) and select “Publications”, and select “Manuals”, and select “Care and Service for Commercial Truck and Bus Tires”.

If any tire has sustained a puncture, have the tire dismounted and inspected internally by a tire dealer for possible damage that may have occurred. Punctures in certain areas of the tread which do not exceed 3/8-inch (10mm) in diameter can be repaired by following U.S. Tire Manufacturers Association (USTMA) recommended repair procedures. USTMA procedures require the use of both a plug and patch. Do not use externally-applied plug repairs. Although it is possible to properly repair many tires, repaired tires should be considered temporary and repaired tires should be replaced as soon as possible.

## PUNCTURE REPAIR PROCEDURES FOR COMMERCIAL TRUCK AND BUS TIRES

### FAILURE TO FOLLOW THE USTMA RECOMMENDED PROCEDURES COULD LEAD TO SUDDEN TIRE FAILURE!

Plug type repairs made from the outside of a tire, pressure sealants and “blowout patches” are TEMPORARY repairs and should NOT be used except in emergencies. If such a temporary repair is made, you are WARNED that the repair is temporary and that you must

drive cautiously to the nearest tire facility for a proper repair. Driving on an improperly or temporarily repaired tire can lead to sudden tire failure. Do NOT use tubes in tubeless type tires.

## USED TRUCK TIRES

Visit [www.ustires.org](http://www.ustires.org) and select “Publications”, and select “Manuals”, and select “Care and Service for Commercial Truck and Bus Tires”.

Consumers should be aware of possible serious risk associated with the installation and use of previously used tires. While tires are designed and built to provide many thousands of miles of excellent service, they must be maintained properly throughout their service life to achieve optimal performance. Proper tire maintenance includes frequent visual tire inspections for signs of damage or abuse (ie. cuts, cracks, bulges, snags, irregular wear, etc.) and inflation pressure checks. Tires can be damaged over the course of their service life due to abuse or improper service, poor maintenance, improper repairs, punctures, road hazards, or unsuitable storage conditions. Such damage can eventually lead to tire failure. Only the original owner of a new tire can know the full extent of a particular tire’s service and maintenance, and the conditions of use or abuse the tire has experienced. A qualified tire service professional should inspect the internal and external condition of the used tires prior to application. Don’t sell, use or retread tires whose original DOT marking/serial number has been removed, obliterated or branded over. See USTMA’s “Care and Service of Commercial Truck and Bus Tires” manual for recommendations on used truck tires.

Consumers should also be wary of used tires that:

- May have been used on vehicles involved in an accident
- May have been used in severe service conditions (e.g. used for off-road, sporting, military or law enforcement purposes)
- May have been exposed to unusual environmental conditions such as severe storms, floods, fires, etc.

# Safety Warnings

For more information on safety, visit [www.CooperTruckTires.com](http://www.CooperTruckTires.com) or [www.RoadmasterTires.com](http://www.RoadmasterTires.com) and select “Tire Safety.”

## STORAGE

Tires should be stored in a cool dry place indoors so there is no danger of water collecting inside them. When tires are stored they should be stored in a cool dry place away from sources of heat and ozone, such as hot pipes and electric motors. Be sure that surfaces on which tires are stored are clean and free from grease, gasoline or other substances which could deteriorate the rubber. Tires exposed to these materials and/or excessive heat for a prolonged period of time during storage may be weakened and subject to sudden failure.

## TIRE SPINNING IS DANGEROUS

Avoid tire spinning. The centrifugal forces created by a rapidly spinning tire can cause an explosion by tearing the tire apart. These forces act on the complete tire structure and can be of such magnitude as to break beads, as well as rupturing the entire carcass.

When stuck on ice, snow, mud, or wet grass, etc., the vehicle should be rocked gently (alternately using forward and reverse gears) with the least amount of wheel spinning. DO NOT exceed 35 m.p.h. as indicated on the speedometer. Never allow anyone to stand near or directly ahead of or behind a spinning tire.

Do not spin if a drive wheel is off of the ground. SERIOUS PERSONAL INJURY OR DEATH can result from the explosion of a spinning tire.

## SPEED RATED TIRES

When replacing tires, consult the vehicle certification label (normally located on a door frame, door edge, or glove box door) or the owner's manual for correct size. If the tires shown on the vehicle certification label do not have speed ratings, the appropriate size tire with any speed rating may be applied for emergency use only. When the certification label tire size nomenclature contains a speed symbol, for example, 295/74R22.5 144/141L, the replacement tire must have the same speed rating symbol if the speed capability of the vehicle is to be maintained. IF THE REPLACEMENT TIRE IS NOT SPEED RATED, THE SPEED CAPABILITY OF THE VEHICLE IS LIMITED BY THE SPEED CAPABILITY OF THE REPLACEMENT TIRE. A Cooper-produced non-speed rated tire's maximum speed is 85 m.p.h. (137 km/h). Never choose a tire with less load-carrying capacity than required to meet the GAWR specified on the vehicle certification label.

## PROPER BEAD SEATING ON TRUCK TIRES

Visit [www.us.coopertire.com](http://www.us.coopertire.com) and select “Safety” and select “Safety Tip – Learn More” and select “Service Bulletins” and select #92.

An improperly seated bead creates uneven wear patterns, increases the chance for ride/vibration complaints, and creates additional stress in the bead area with the potential for tire failure. Extreme stress may be placed on beads forced into the rim flange in a distorted manner, which cause fatigue in tire components and result in tire failure. During the mounting process, never assume the bead is seated when it appears to have moved against the rim flange: the beads may be only partially seated. Make your service personnel completely aware of the proper techniques for correctly seating a bead in the mounting process. Train your service personnel to strictly follow the U.S. Department of Labor Occupational Safety and Health Administration (OSHA) step-by-step procedures for demounting and mounting truck and bus tires.

## TIRE MOUNTING CAN BE DANGEROUS

Tire mounting can be dangerous and should be done by trained persons using proper tools and procedures. Tire mounting done by an untrained person or using improper tools can lead to tire, bead and wheel damage. Your tires should be mounted on wheels which are in good, clean condition. Bent, chipped or rusted wheels may cause tire damage. Have your dealer check the size and condition of your wheels before mounting new tires. Be sure rim/wheel manufacturer's recommendations are followed. The inside of the tire must be free of foreign material. Never exceed 40psi to seat tire beads when mounting.

Old valves may leak. When new tubeless tires are mounted, have new valves of the correct type installed. Be sure that all of your valves have suitable valve caps.

## IDENTIFYING POTENTIAL ZIPPER RUPTURES

Visit [www.ustires.org](http://www.ustires.org) and select “Publications”, and select “Manuals”, and select “Care and Service for Commercial Truck and Bus Tires”.

Any inflated truck/bus tire with a steel cord casing that is suspected of having been operated under inflated and/or over loaded must be approached with caution. A tire service

# Safety Warnings

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professional must remove the valve core and completely deflate the tire before removing the tire/wheel/rim assembly from the vehicle. Clearly mark the tire in an appropriate manner indicating it has been run under inflated and has a potential for a zipper rupture.

Do not return the tire to service without following proper procedures, including an inspection by a tire service professional. See Chapter 2, p. 18 and the USTMA Tire Information Service Bulletin, Vol. 33, "Inspection Procedures to Identify Potential Sidewall 'Zipper Ruptures' in Steel Cord Radial Truck, Bus and Light Truck Tires".

## **TIRE SERVICE LIFE RECOMMENDATION:**

Visit [www.us.coopertire.com](http://www.us.coopertire.com) and select "Safety" and select "Safety Tip – Learn More" and select "Service Bulletins" and select #112.

Cooper Tire is not aware of scientific or technical data that establishes or identifies a specific minimum or maximum service life for tires. However, Cooper recognizes a consumer benefit from a more uniform, global industry-wide approach to the tire service life issue. Accordingly, Cooper recommends that all tires, including full-size spares, that are 10 or more years from their date of manufacture, be replaced with new tires. Tires 10 or more years old should be replaced even if the tires appear to be undamaged and have not reached their tread wear limits. Most tires will need replacement before 10 years due to service conditions. This may be necessary even if the tire has not yet reached its tread wear limits.

Under no circumstances should a "maximum" service life recommendation for a tire be considered as an "expected" service life. Tires must be removed from service for several reasons, including tread worn down to minimum depth, signs of damage (cuts, cracks, bulges, impact damage, vibration, etc.) or signs of abuse (under inflation, overloading, improper repair, etc.).

In some cases a vehicle manufacturer may make a recommendation for tire replacement earlier than 10 years for their products based upon their understanding of the specific vehicle characteristics and application. If so, the consumer should follow those vehicle manufacturer's specific recommendations for their vehicle. For help determining the age of your tire, refer to DOT description in the section titled "The Sidewall Story."

## ***Additional Safety Information***

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*For additional safety information visit:*

**U.S TIRE MANUFACTURERS ASSOCIATION**  
1400 K. Street NW Ste. 900 • Washington D.C. 20005  
[www.ustires.org](http://www.ustires.org)

**NHTSA HEADQUARTERS**  
1200 New Jersey Ave. SE • West Building • Washington D.C. 20590  
[www.nhtsa.gov](http://www.nhtsa.gov) • [www.safercar.gov](http://www.safercar.gov)

**NATIONAL SAFETY COUNCIL**  
1121 Spring Lake Dr. • Itasca, IL 60143  
[www.nsc.org](http://www.nsc.org)

**THE RUBBER ASSOCIATION OF CANADA**  
2000 Argentia Rd. • Plaza 4 • Suite 250 • Mississauga, ON L5N 1W1  
[www.rubberassociation.ca](http://www.rubberassociation.ca)

**TRANSPORT CANADA**  
330 Sparks Street • Ottawa, ON K1A 0N5  
[www.tc.gc.ca](http://www.tc.gc.ca)

**THE TECHNOLOGY & MAINTENANCE COUNCIL (TMC)  
OF THE AMERICAN TRUCKING ASSOCIATIONS**  
950 N Glebe Rd. • Suite 210 • Arlington, VA 22203  
[www.trucking.org](http://www.trucking.org)

**THE TIRE INDUSTRY ASSOCIATION**  
1532 Pointer Ridge Place • Suite G • Bowie, MD 20716  
[www.tireindustry.org](http://www.tireindustry.org)

# Tire Rotation

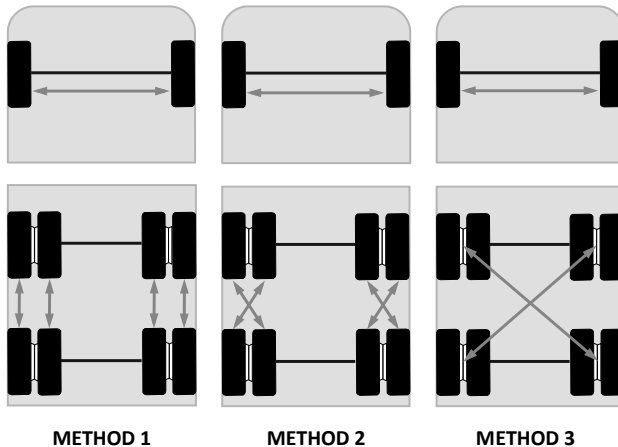
## TIRE ROTATION

There is a close working relationship between your tires and several mechanical systems in your vehicle. Tires, wheels, brakes, shock absorbers, drive train, steering and suspension systems must all function together smoothly to give you a comfortable ride and good tire mileage. All of these systems should be checked periodically as specified by the vehicle owner's manual or whenever you have an indication of trouble.

Proper tire maintenance includes the proper rotation of tires. Tires must be rotated at the first signs of uneven tread wear or significant difference in treadwear between the two drive axles in accordance with prescribed rotation patterns. For safety purposes have your tires inspected by a tire professional every time they are rotated. Refer to your vehicle owner's manuals for rotation recommendations for specific vehicles. If no rotation pattern is specified, use the pattern listed which applies to your vehicle.

Do not include a "Temporary Use Only" spare tire in any of these rotation patterns. If you have a matching full size tire as a spare and wish to include it in the rotation process, use the rotation pattern which applies to your vehicle but insert the spare in the right rear position. The tire that would normally have rotated to the right rear position should then become the spare.

## TYPICAL APPROVED TIRE ROTATION PATTERNS



**NOTE:** Non-radial tires must not be used in a rotation program.

# Tire Rotation Record

Date of Purchase \_\_\_\_\_ Consumer Name \_\_\_\_\_ Beginning Odometer Reading \_\_\_\_\_

Vehicle Year \_\_\_\_\_ Make/Model \_\_\_\_\_

ODOMETER READING AT 1st ROTATION	ROTATED BY (DEALERSHIP NAME)	DEALER INITIALS & DATE
ODOMETER READING AT 2nd ROTATION	ROTATED BY (DEALERSHIP NAME)	DEALER INITIALS & DATE
ODOMETER READING AT 3rd ROTATION	ROTATED BY (DEALERSHIP NAME)	DEALER INITIALS & DATE
ODOMETER READING AT 4th ROTATION	ROTATED BY (DEALERSHIP NAME)	DEALER INITIALS & DATE
ODOMETER READING AT 5th ROTATION	ROTATED BY (DEALERSHIP NAME)	DEALER INITIALS & DATE
ODOMETER READING AT 6th ROTATION	ROTATED BY (DEALERSHIP NAME)	DEALER INITIALS & DATE
ODOMETER READING AT 7th ROTATION	ROTATED BY (DEALERSHIP NAME)	DEALER INITIALS & DATE
ODOMETER READING AT 8th ROTATION	ROTATED BY (DEALERSHIP NAME)	DEALER INITIALS & DATE
ODOMETER READING AT 9th ROTATION	ROTATED BY (DEALERSHIP NAME)	DEALER INITIALS & DATE
ODOMETER READING AT 10th ROTATION	ROTATED BY (DEALERSHIP NAME)	DEALER INITIALS & DATE

**IMPORTANT:** Tire inflation pressures must be adjusted to recommended pressures after any rotation.

# Remember!

## TO AVOID DAMAGE TO YOUR TIRES AND POSSIBLE ACCIDENT:

- TIRE MOUNTING SHOULD BE DONE ONLY BY TRAINED PERSONS USING PROPER TOOLS AND PROCEDURES.
- CHECK TIRE PRESSURES FREQUENTLY WHEN TIRES ARE COLD AND BEFORE LONG TRIPS.
- DO NOT UNDERINFLATE OR OVERINFLATE.
- DO NOT OVERLOAD.
- DRIVE AT MODERATE SPEEDS AND OBSERVE LEGAL LIMITS.
- FOLLOW RECOMMENDED TIRE ROTATION PATTERNS.
- AVOID DRIVING OVER POTHOLES, OBSTACLES, CURBS OR EDGES OF PAVEMENT.
- PERIODICALLY HAVE VEHICLE CHECKED FOR PROPER ALIGNMENT.
- AVOID EXCESSIVE WHEEL SPINNING.
- IF YOU SEE ANY DAMAGE TO A TIRE, REPLACE WITH SPARE AND SEE YOUR TIRE DEALER.
- IF YOU HAVE ANY QUESTIONS, CONTACT YOUR LOCAL TIRE DEALER OR CALL COOPER TIRE.

## COOPER NATIONWIDE TIRE SERVICE INFORMATION

This special warranty covers Cooper tires anywhere within the United States, Alaska, Hawaii, District of Columbia and Canada. If you are traveling and have a tire problem, to learn the location of your nearest Cooper dealer, simply call us.



[www.CooperTruckTires.com](http://www.CooperTruckTires.com)



**ROADMASTER TIRES™**  
ENGINEERED BY COOPERTIRES

[www.RoadmasterTires.com](http://www.RoadmasterTires.com)

P.O. BOX 550 • FINDLAY, OHIO 45839







***Dealer Copy***



## ***Save Gas With Proper Tire Inflation***

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CHECK YOUR TIRES FREQUENTLY AND BEFORE LONG TRIPS

The Cooper Tire & Rubber Foundation, the philanthropic arm of Cooper Tire, promotes tire and vehicle safety among teens and young adults through the Tread Wisely program. Tread Wisely teaches young drivers ages 15 to 25 about tire safety and three simple monthly tire safety checks everyone should do:



- **Tire pressure**
- **Tread depth**
- **Overall tire condition**

Download the Tread Wisely app available for free from the Apple Store or Google Play Store, or visit [www.Treadwisely.org](http://www.Treadwisely.org) to learn more.

**TREAD WISELY™**



AFFIX  
POSTAGE  
STAMP

**COOPER TIRE & RUBBER COMPANY**

P.O. BOX 1000  
FINDLAY, OHIO 45839-1000