UNIROYAL® commercial truck tires and tubes are subject to a continuous development program. MNA, Inc. reserves the right to change product specifications at any time without notice or obligations.

Please consult wheel manufacturer’s load and inflation limits. Never exceed wheel manufacturer’s limits without permission of component manufacturer.
## Uniroyal® Commercial Truck Tires Product Line Up

<table>
<thead>
<tr>
<th>Long Haul</th>
<th>Regional</th>
<th>On/Off Road</th>
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<tbody>
<tr>
<td><strong>Steer</strong></td>
<td><strong>LS24</strong></td>
<td><strong>RS24</strong></td>
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<tr>
<td><strong>RS20</strong></td>
<td><strong>LS24</strong></td>
<td><strong>RS20, HS50</strong></td>
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<tr>
<td><strong>Drive</strong></td>
<td><strong>LD10™</strong></td>
<td><strong>RD30™</strong></td>
</tr>
<tr>
<td><strong>RS20, LS24, RD30</strong></td>
<td><strong>LD10, RS20, LS24</strong></td>
<td><strong>RD30, HS50, HS50 Wide Base</strong></td>
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<tr>
<td><strong>Trailer</strong></td>
<td><strong>LT40</strong></td>
<td><strong>LT40</strong></td>
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<tr>
<td><strong>RS20, LS24</strong></td>
<td><strong>RS20, LS24</strong></td>
<td><strong>HS50, HS50 Wide Base</strong></td>
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</table>

Recommended
Acceptable

---

## Uniroyal® Commercial Truck Tires Naming

**Example:** **UNIROYAL® RS20**

<table>
<thead>
<tr>
<th>Application</th>
<th>Position</th>
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<tr>
<td>L = Long Haul</td>
<td>S = Steer</td>
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<tr>
<td>R = Regional</td>
<td>D = Drive</td>
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<tr>
<td>H = On/Off Road</td>
<td>T = Trailer</td>
</tr>
</tbody>
</table>
The driving force behind Uniroyal® commercial truck tires. At the heart of every Uniroyal® commercial truck tire is DuraShield® construction: our unique combination of features for durability, dependability and retreadability.

- **Pyramidal steel belt construction with high content natural rubber coating**
  Two steel belts of different widths (wider on the bottom) help reduce stress at the belt edges and promote summit endurance. A third steel belt protector ply protects the casing. The steel belts are coated with a high content of natural rubber that further reduces stress and enhances performance.

- **Insulating belt edge strips**
  Insulating belt edge strips cushion and insulate the steel belts from working against each other and are designed to reduce stress on the belt edges.

- **Heavy gauge inner liner**
  A heavy gauge inner liner extends tire life by minimizing oxygen permeation that can lead to a degradation of the steel belt structure.

Uniroyal Heavy-Duty tires such as the HS50 and HD60 have all of the features of DuraShield® construction, plus an additional steel summit ply for added protection against road hazards and impacts.
The Uniroyal® LS24 gives you what you want in a long haul steer/all-position tire.

- A LONG-LASTING, SmartWay® VERIFIED TIRE
- A TIRE DESIGNED TO COMBAT IRREGULAR WEAR
- A RETREADABLE TIRE WITH DuraShield® CONSTRUCTION
- AN AFFORDABLE, RELIABLE TIRE FROM A BRAND YOU KNOW AND TRUST

### Specifications

<table>
<thead>
<tr>
<th>Size</th>
<th>Load Range</th>
<th>Catalog Number</th>
<th>Tread Depth 32nds</th>
<th>Max. Speed (1) mph</th>
<th>Loaded Radius</th>
<th>Overall Diameter</th>
<th>Overall Width (2)</th>
<th>Approved Wheels (measuring wheel listed first)</th>
<th>Min. Dual Spacing (2)</th>
<th>Revs Per Mile</th>
<th>Max. Load Per Tire</th>
<th>Max. Load Per Tire Dual</th>
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<td>279</td>
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1. Exceeding the lawful speed limit is neither recommended nor endorsed.
2. Overall widths will change 0.1 inch (2.5 mm) for each 1/4 inch change in wheel width. Minimum dual spacing should be adjusted accordingly.
3. 4 Year / 1-Retread Manufacturer’s Limited Casing Guarantee when retreaded by an authorized Michelin Retread Technologies (MRT) Dealer or an Oliver Retread dealer. See Page 16 for more information.

### Applications

- **LONG HAUL**
- **REGIONAL**
- **ON/OFF ROAD**

### Uniroyal’s Features

- **DuraShield® CONSTRUCTION**
  Uniroyal’s unique features of pyramidal steel belt construction, insulating belt edge strips, and heavy gauge inner liner combine to deliver the durability and retreadability you want in a truck tire.
UNIROYAL® LD10

A long-lasting, SmartWay® verified drive tire optimized for long haul applications.

- A LONG-LASTING, SmartWay® VERIFIED TIRE
- ENHANCED FUEL-EFFICIENT COMPOUNDING DESIGNED FOR EVEN WEAR
- Tiger Claw™ TRACTION THAT GRIPS THE ROAD
- A RETREADABLE TIRE WITH DuraShield® CONSTRUCTION
- AN AFFORDABLE, RELIABLE TIRE FROM A BRAND YOU KNOW AND TRUST

<table>
<thead>
<tr>
<th>Size</th>
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<th>Catalog Number</th>
<th>Tread Depth</th>
<th>Max. Speed (1) mph</th>
<th>Loaded Radius</th>
<th>Overall Diameter</th>
<th>Overall Width (2)</th>
<th>Approved Wheels (Measuring wheel listed first)</th>
<th>Min. Dual Spacing (2)</th>
<th>Revs Per Mile</th>
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<td>7.50</td>
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(1) Exceeding the lawful speed limit is neither recommended nor endorsed.
(2) Overall widths will change 0.1 inch (2.5 mm) for each 1/4 inch change in wheel width. Minimum dual spacing should be adjusted accordingly.
(3) 4 Year / 1 Retread Manufacturer’s Limited Casing Guarantee when retreaded by an authorized Michelin Retread Technologies (MRT) Dealer or an Oliver Retread dealer. See Page 16 for more information.

DuraShield® CONSTRUCTION

Uniroyal's unique features of pyramidal steel belt construction, insulating belt edge strips, and heavy gauge inner liner combine to deliver the durability and retreadability you want in a truck tire.
The Uniroyal® LT4O gives you what you want in a long haul and regional trailer tire.

- A LONG-LASTING, SmartWay® VERIFIED TIRE THAT COMBATS IRREGULAR WEAR
- StoneBlocker™ DESIGN THAT PROTECTS THE CASING
- A RETREADABLE TIRE WITH DuraShield® CONSTRUCTION
- AN AFFORDABLE, RELIABLE TIRE FROM A BRAND YOU KNOW AND TRUST

### Table: Uniroyal® LT4O Specifications

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<thead>
<tr>
<th>Size</th>
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<th>Catalog Number</th>
<th>Tread Depth 32nds</th>
<th>Max. Speed (1) mph</th>
<th>Loaded Radius</th>
<th>Overall Diameter (2) in.</th>
<th>Overall Width (2)</th>
<th>Approved Wheels (Measuring about 4’6”)</th>
<th>Min. Dual Spacing (2)</th>
<th>Revs Per Mile</th>
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<th>Max. Load Per Tire Dual</th>
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(3) 4 Year / 1-Retread Manufacturer’s Limited Casing Guarantee when retreaded by an authorized Michelin Retread Technologies (MRT) Dealer or an Oliver Retread dealer. See Page 16 for more information.

**DuraShield® CONSTRUCTION**

Uniroyal’s unique features of pyramidal steel belt construction, insulating belt edge strips, and heavy gauge inner liner combine to deliver the durability and retreadability you want in a truck tire.
UNIROYAL® RS2O™

The Uniroyal® RS20 gives you what you want in a regional steer/all-position tire.

• A LONG-LASTING, SmartWay® VERIFIED TIRE

• A TOUGH, SOLID SHOULDER THAT FIGHTS SCRUB

• A RETREADABLE TIRE WITH DuraShield® CONSTRUCTION

• AN AFFORDABLE, RELIABLE TIRE FROM A BRAND YOU KNOW AND TRUST

**DuraShield® CONSTRUCTION**

Uniroyal's unique features of pyramidal steel belt construction, insulating belt edge strips, and heavy gauge inner liner combine to deliver the durability and retreadability you want in a truck tire.

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**Table: Regional Applications**

<table>
<thead>
<tr>
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<th>Tread Depth (32nds)</th>
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<th>Overall Width (2)</th>
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<th>Min. Dual Spacing (2)</th>
<th>Revs Per Mile</th>
<th>Max. Load Per Tire</th>
<th>Max. Load Per Tire Dual</th>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>in. mm.</td>
<td>in. mm.</td>
<td>in. mm.</td>
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(3) 4 Year / 1-Retread Manufacturer's Limited Casing Guarantee when retreaded by an authorized Michelin Retread Technologies (MRT) Dealer or an Oliver Retread dealer. See Page 16 for more information.
The Uniroyal® RD30 gives you what you want in a regional drive tire.

- **LONG, WORRY-FREE TREAD LIFE**
- **Tiger Claw™ TRACTION THAT GRIPS THE ROAD**
- **StoneBlocker™ DESIGN THAT PROTECTS THE CASING**
- **A RETREADABLE TIRE WITH DuraShield® CONSTRUCTION**
- **AN AFFORDABLE, RELIABLE TIRE FROM A BRAND YOU KNOW AND TRUST**

### Specification Table

<table>
<thead>
<tr>
<th>Size</th>
<th>Load Range</th>
<th>Catalog Number</th>
<th>Tread Depth 92nds</th>
<th>Max. Speed (1) mph</th>
<th>Loaded Radius</th>
<th>Overall Diameter</th>
<th>Overall Width (2)</th>
<th>Approved Wheels (Measuring wheel listed first)</th>
<th>Min. Dual Spacing (2)</th>
<th>Revs Per Mile</th>
<th>Max. Load Per Tire Single</th>
<th>Max. Load Per Tire Dual</th>
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</table>

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**DuraShield® CONSTRUCTION**

Uniroyal's unique features of pyramidal steel belt construction, insulating belt edge strips, and heavy gauge inner liner combine to deliver the durability and retreadability you want in a truck tire.
UNIROYAL® HS50 & HS50 Wide Base

The Uniroyal® HS50 & HS50 Wide Base give you what you want in an on/off road steer/all-position tire.

- **A TOUGH, RELIABLE TREAD COMPOUND THAT FIGHTS CHIPS AND CUTS**
- **LONG, WORRY-FREE TREAD LIFE**
- **A RETREADABLE TIRE REINFORCED WITH DuraShield® HEAVY-DUTY CONSTRUCTION**
- **AN AFFORDABLE, RELIABLE TIRE FROM A BRAND YOU KNOW AND TRUST**

### UNIROYAL® HS5O & HS50 Wide Base

Uniroyal’s unique features of pyramidal steel belt construction with an additional summit ply, insulating belt edge strips, and heavy gauge inner liner combine to deliver the durability and retreadability you want in a truck tire.

#### DuraShield® HEAVY-DUTY CONSTRUCTION

<table>
<thead>
<tr>
<th>Size</th>
<th>Load Range</th>
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<th>Tread Depth</th>
<th>Max. Speed (1)</th>
<th>Loaded Radius</th>
<th>Overall Diameter</th>
<th>Overall Width (2)</th>
<th>Approved Wheels (Measuring steel listed first)</th>
<th>Min. Dual Spacing (2)</th>
<th>Max. Load Per Tire Single</th>
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(1) Exceeding the lawful speed limit is neither recommended nor endorsed.
(2) Overall widths will change 0.1 inch (2.5 mm) for each 1/4 inch change in wheel width. Minimum dual spacing should be adjusted accordingly.
(3) Not approved for use with an 8.25 wheel.
UNIROYAL® HD60

The Uniroyal® HD60 gives you what you want in an on/off road drive tire.

- **Tiger Claw™ TRACTION GRABS WHATEVER SURFACE YOU’RE WORKING ON**
- **A TOUGH, RELIABLE TREAD COMPOUND THAT FIGHTS CHIPS AND CUTS**
- **StoneBlocker™ DESIGN THAT PROTECTS THE CASING**
- **A RETREADABLE TIRE REINFORCED WITH DuraShield® HEAVY-DUTY CONSTRUCTION**
- **AN AFFORDABLE, RELIABLE TIRE FROM A BRAND YOU KNOW AND TRUST**

---

### DuraShield® HEAVY-DUTY CONSTRUCTION

Uniroyal's unique features of pyramidal steel belt construction with an additional summit ply, insulating belt edge strips, and heavy gauge inner liner combine to deliver the durability and retreadability you want in a truck tire.

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### Tyre Specifications

<table>
<thead>
<tr>
<th>Size</th>
<th>Load Range</th>
<th>Catalog Number</th>
<th>Tread Depth 32nds</th>
<th>Max. Speed (1) mph</th>
<th>Loaded Radius</th>
<th>Overall Diameter</th>
<th>Overall Width (2)</th>
<th>Approved Wheels (Measuring wheel listed first)</th>
<th>Min. Dual Spacing (2)</th>
<th>Revs. Per Mile</th>
<th>Max. Load Per Tire Single</th>
<th>Max. Load Per Tire Dual</th>
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(1) Exceeding the lawful speed limit is neither recommended nor endorsed.
(2) Overall widths will change 0.1 inch (2.5 mm) for each 1/4 inch change in wheel width. Minimum dual spacing should be adjusted accordingly.
(3) Not approved for use with 8.25 wheel.

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### Recommended Fitment

- **LONG HAUL**
- **REGIONAL**
- **ON/OFF ROAD**

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### Insulating Belt Edge Strips

Pyramidal Steel Belt Construction

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### Additional Summit Ply

Heavy Gauge Inner Liner
PART 1: SAFETY – MOUNTING THE TIRE

IMPORTANT: BE SURE TO READ THIS SAFETY INFORMATION.

Make sure that everyone who services tires or vehicles in your operation 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 tire failure creating a risk of property damage and serious or fatal injury. Truck operators should examine their tires frequently for snags, bulges, excessive treadwear, separations, or cuts. If such conditions appear, demount the tire and see a truck dealer immediately.

The US Department of Labor Occupational Safety and Health Administration (OSHA) provides regulations and publications for safe operating procedures in the servicing of wheels. Please refer to OSHA Standard 29 CFR Part 1910.177 (Servicing Multi-Piece and Single Piece Rim Wheels).

Specifically, note that the employer shall provide a program to train all employees who service wheels in the hazards involved in servicing those wheels and the safety procedures to be followed. The employer shall ensure that no employee services any wheel unless the employee has been trained and instructed in correct procedures of servicing the type of wheel being serviced, and shall establish safe operating procedures for such service.

Michelin provides the following information to further assist employers to comply with that initiative.

WARNING

Tire and wheel 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.

WARNING

Re-inflation of any type of tire and wheel assembly that has been operated in a run-flat or underinflated condition (80% or less of recommended operating pressure) can result in serious injury or death. The tire may be damaged on the inside and can explode during inflation. The wheel may be worn, damaged, or dislodged and can explosively separate.


RMA (Rubber Manufacturers Association) recommends that any tire suspected of having been run underinflated and/or overloaded must remain in the safety cage, be inflated to 20 psi OVER maximum pressure marked on the sidewall, and then be inspected. Do not exceed the maximum inflation pressure for the wheel.

Be sure to reduce pressure to regular operating pressure before placing back in service if the tire has been deemed serviceable.

WARNING

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 and wheel assembly resulting in serious injury or death. The use of any flammable material during tire servicing is absolutely prohibited.

WARNING

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

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

Mismatching tire and wheel component is dangerous. A mismatched tire and wheel assembly may explode and can result in serious injury or death. This warning applies to any combination of mismatched components and wheel combinations. Never assemble a tire and wheel unless you have positively identified and correctly matched the parts.
ZIPPER RUPTURES

A fatigue-related damage, with or without a rupture, occurs in the sidewall flex area of steel radial light and medium truck tires when it is subjected to excessive flexing or heat. This zipper rupture is a spontaneous burst of compressed gas, and the resulting rupture can range in length anywhere from 12 inches to 3 feet circumferentially around the tire. This is caused by the damage and weakening of the radial steel cables as a result of run-flat, underinflation, or overload. Eventually, the pressure becomes too great for the weakened cables to hold, and the area ruptures with tremendous force.

The RMA (Rubber Manufacturers Association) states that permanent tire damage due to underinflation and/or overloading cannot always be detected. Any tire known or suspected of having been run at 80% or less of normal operating inflation pressure and/or overloaded, could possibly have permanent structural damage (steel cord fatigue).

The RMA has issued a revised Tire Industry Service Bulletin for procedures to address zipper ruptures in certain commercial vehicle tires. The purpose of the bulletin is to describe the inspection procedures for identifying potential sidewall circumferential ruptures (also known as “zipper ruptures”) on truck/bus tires and light-truck tires of steel cord radial construction. Zipper ruptures can be extremely hazardous to tire repair technicians. Careful adherence to proper repair procedures is crucial.

For more information contact RMA at info@rma.org or visit www.rma.org.

TIRE INSPECTION

Tire inspection should always include a thorough inspection of both sidewalls and inner liner, as this may reveal any potential damage condition that would cause the tire to become scrap. Examine the inner liner for creases, wrinkling, discoloration, or insufficient repairs, and examine the exterior for signs of bumps or undulations, as well as broken cords, any of which could be potential out of service causes. Proper OSHA regulations must be followed when putting any tire and wheel back in service. After the tire has been inflated to 20 psi in a safety cage, it should undergo another sidewall inspection for distortions, undulations, or popping noises indicating a breaking of the steel cords. If this is the case, immediately fully deflate and scrap the tire. If no damage is detected, continue to inflate to the maximum pressure marked on the sidewall. Do not exceed the maximum inflation pressure for the wheel. Any tire suspected of having been run underinflated and/or overloaded must remain in the safety cage, be inflated to 20 psi OVER maximum pressure marked on the sidewall, and then be inspected.
PART 2: MOUNTING AND DEMOUNTING TUBELESS TIRES

In order for a tire to perform properly, it must be mounted on the correct size wheel. The following are general instructions for mounting and demounting Uniroyal® Truck tubeless tires.
Specifics for 19.5” wheels are detailed in the Mounting Tubeless Tire section (Page 14). For additional detailed instructions on mounting and demounting truck tires on particular types of wheels, refer to the instructions of the wheel manufacturer or the RMA wall charts.

TUBELESS TIRE MOUNTING/DEMOUNTING USING A MOUNTING MACHINE

There are several tire changing machines available for the mount and demount procedure. Consult the manufacturer’s user manual for the machine you are using as each operates differently. Full lubrication of the wheel and beads is still required. Inflation process requirements remain the same.

DIRECTIONAL TIRES

Truck tires featuring directional tread designs have arrows molded into the shoulder/edge of the outer ribs to indicate the intended direction of tire rotation. It is important, to maximize tire performance, that directional tires be mounted correctly on wheels to ensure that the directionality is respected when mounted on the vehicle.

For example, when mounting directional drive tires on a set of 8 wheels, use the drop centers as a reference. Four tires should be mounted with the arrows pointing to the left of the technician and four tires with the arrows pointing to the right. This ensures that when the assemblies are fitted onto the vehicle that all tires can be pointed in the desired direction of rotation.

Directional steer tires should be mounted in a similar fashion, one each direction, to ensure both are pointed forward.

Once directional tires are worn greater than 50%, there is generally no negative effect of running them in a direction opposite to the indicated direction of rotation.

Operating directional tires from new to 50% worn in the opposite direction of that indicated on the tire will result in the premature onset of irregular wear, excessive noise levels, and significantly reduced tread life.

1. SELECTION OF PROPER COMPONENTS AND MATERIALS

a. All tires must be mounted on the proper wheel as indicated in the specification tables. For complete tire specifications, refer to application specific data books.
b. Make certain that wheel is proper for the tire dimension.
c. Always install new valve cores and metal valve caps containing plastic or rubber seals.
d. Always replace the rubber valve stem on a 16” through 19.5” wheel.
e. Always use a safety device such as an inflation cage or other restraining device that will constrain all wheel components during the sudden release of the contained gas of a single piece wheel. Refer to current OSHA standards for compliance.

WARNING

It is imperative to follow all of the following Inflation Safety Recommendations. Failure to do so will negate the safety benefit of using an inflation cage or other restraining device and can lead to serious injury or death.

2. INFLATION SAFETY RECOMMENDATIONS

a. Do not bolt the inflation cage to the floor nor add any other restraints or accessories.
b. The inflation cage should be placed at least 3 feet from anything, including a wall.
c. Never stand over, or in front of a tire when inflating.
d. Always use a clip-on chuck, and a sufficiently long air hose between the in line gauge and the chuck to allow the service technician to stand outside the trajectory zone when inflating.

Trajectory zone means any potential path or route that a wheel component may travel during an explosive separation or the sudden release of the pressurized gas, or an area at which the blast from a single piece wheel may be released. The trajectory may deviate from paths that are perpendicular to the assembled position of the wheel at the time of separation or explosion. See Rubber Manufacturers Association Tire Information Service Bulletin Volume 33, Number 4 (2011) for more information.

3. TIRE AND WHEEL LUBRICATION

It is essential that an approved tire mounting lubricant be used. Preferred materials for use as bead lubricants are vegetable based and mixed with proper water ratios per manufacturer’s instructions. Never use antifreeze, silicones, or petroleum-base lubricants as this will damage the rubber. Lubricants not mixed to the manufacturer’s specifications may have a harmful effect on the tire and wheel.

The lubricant serves the following three purposes:
- Helps minimize the possibility of damage to the tire beads from the mounting tools.
- Helps ease the insertion of the tire onto the wheel by lubricating all contacting surfaces.
- Assists proper bead seating (tire and wheel centering) and helps to prevent eccentric mountings.

Apply a 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 of the wheel. Avoid using excessive amounts of lubricant, which can become trapped between the tire and tube and can result in tube damage and rapid air loss.

NOTICE

It is important that tire lubricant be clean and free of dirt, sand, metal shavings, or other hard particles.
The following practice is recommended:

a. Use a fresh supply of tire lubricant each day, drawing from a clean supply source 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. For lubricants in solution, we suggest the following method that has proven to be successful in helping to minimize contamination and prevent 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 protection against contaminants. The tire should be mounted and inflated promptly before lubricant dries.

4. PREPARATION OF WHEELS AND TIRES

a. Always wear safety goggles or face shields when buffing or grinding wheels.

b. Inspect wheel assemblies for cracks, distortion, and deformation of flanges. Using a file and/or emery cloth, smooth all burrs, welds, dents, etc. that are present on the tire side of the wheel. Inspect the condition of bolt holes on the wheels. Rim flange gauges and ball tapes are available for measuring wear and circumference of aluminum wheels.

c. Remove rust with a wire brush and apply a rust inhibiting paint on steel wheels. The maximum paint thickness is 0.0035” on the disc face of the wheel.

d. Remove any accumulation of rubber or grease that might be stuck to the tire, being careful not to damage it. Wipe the beads down with a dry rag.

MOUNTING TUBELESS

1. Inspect the condition of the bolt holes on the wheels, and look for signs of fatigue. Check flanges for excessive wear by using the wheel manufacturer’s flange wear indicator.

2. Replace valve core, and inspect valve stem for damage and wear. Uniroyal recommends always replacing the valve stem and using a new valve stem grommet. Ensure valve stem is installed using the proper torque value. 80-125 in/lbs (7-11 ft/lbs) for standard aluminum wheels and 35-55 in/lbs (3-5 ft/lbs) for standard tubeless steel wheels. Ensure the valve core is installed using the proper torque value of 1.5-4 in/lbs. To prevent galvanic corrosion on aluminum wheels, lubricate the threads and O-ring of the valve stem with a non-waterbased lubricant before installation.

3. Apply the tire and wheel lubricant to the rim surface of the wheel and bead area of the tire. When applying lubricant to the wheel, lubricate the entire rim surface from flange to flange. The tire should be mounted and inflated before the lubricant dries.

4. With short ledge up, lay the tire over the wheel opposite the valve side and work it on with proper tubeless tire tools, making full use of the drop center well. Drop center wheels are typically designed with an off-set drop center to accommodate wheel width and brake clearance. This creates a “short side” and a “long side” on the wheel. (Some drop center wheels are designed with a symmetric wheel profile facilitating tire mounting from either side.) It is imperative that the tire always be mounted and dismounted only from the short side. Failure to do this will likely result in damaged tire beads that could eventually cause rapid gas loss due to casing rupture. This is particularly important on 19.5 inch RW (reduced well) aluminum wheels which, contrary to the norm, have their drop center located close to the disc side. Do not use 19.5 x 7.50 wheel for the 305/70R19.5 tire size.

   All 19.5 inch tubeless wheels should be mounted from the short side. Care should be taken to ensure that any internal monitoring system molded in the tire or on the wheel is not damaged or dislodged during this service.

5. Do not use any kind of hammer. Severe inner liner damage may occur resulting in sidewall separation and tire destruction. Use only proper mounting levers; DO NOT USE A DUCK BILL HAMMER.

INFLATION OF TUBELESS TIRES

**WARNING**

Re-inflation of any type of tire and wheel assembly that has been operated in a run-flat or underinflated condition (less than 80% of normal recommended operating pressure) can result in serious injury or death. The tire may be damaged on the inside and can explode during inflation. The wheel parts may be worn, damaged, or dislodged and can explosively separate.

1. Lay tire/wheel assembly horizontally and inflate to no more than 5 psi to position the beads on the flanges. **OSHA dictates no more than 5 psi outside the cage to seat the beads.**

2. To complete the seating of the beads, place the assembly in an OSHA (Occupational Safety and Health Administration) compliant inflation restraining device (i.e. safety cage) and inflate to 20 psi. Check the assembly carefully for any signs of distortion or irregularities from run-flat. If run-flat is detected, scrap the tire.

3. If no damage is detected, continue to inflate to the maximum pressure marked on the sidewall. RMA (Rubber Manufacturers Association) recommends that if any tire suspected of having been underinflated and/or overloaded must remain in the safety cage at 20 psi over the maximum pressure marked on the sidewall. Do not exceed the maximum inflation pressure for the wheel. RMA requires that all steer sidewall tires are inflated without a valve core.

4. Ensure that the guide rib (GG Ring/mold line) is positioned concentrically to the rim flange with no greater than 2/32” of difference found circumferentially. Check for this variation by measuring at four sidewall locations (12, 3, 6, 9 o’clock).
If bead(s) did not seat, deflate tire, re-lubricate the bead seats and re-inflate. Note: As a general guide in vibration analysis, the 30/60/90 rule may apply:

\[ 0.030 - 0.060 \text{ (1/32 to 2/32 inch)} \] = No action is required. Limited possibility for vibration exists, and this range maximizes the ability to balance properly.

\[ 0.061 - 0.090 \text{ (2/32 to 3/32 inch)} \] = Corrective action would be to perform the 3 R’s, after deflating the tire.
- Rotate the tire on the wheel
- Re-lubricate the tire and wheel (ensure the wheel is very clean)
- Re-inflate ensuring your initial inflation is with the tire lying horizontal (3-5 psi max)

\[ >0.090 \text{ (>3/32 inch)} \] = Perform 3 R’s if mismount is indicated; however, when the reading is this high, it usually requires checking runout on these component parts: wheels/hubs/drum/wheel bearings.

5. After beads are properly seated, place the tire in safety cage and inflate assembly to maximum pressure rating shown on the sidewall, then reduce to operating pressure. Check valve core for leakage, then install suitable valve cap. Consider the use of inflate-thru or double seal valve caps for easier pressure maintenance.

Do not use hammers of any type to seat the bead. Striking a wheel assembly with a hammer of any type can damage the tire or wheel and endanger the installer. **Use a steel duck bill hammer only as a wedge.** Do not strike the head of a hammer with another hard faced hammer – use a rubber mallet.

3. Apply the vegetable-based lubricant to all surfaces of the bead area of the tire.

4. Beginning at the valve, remove the tire from the wheel.

Starting at the valve will minimize chances of damaging the valve assembly. Make certain that the rim flange with the tapered ledge that is closest to the drop center is facing up. Insert the curved ends of the tire irons between the tire and rim flange. Step forward into the drop center and drop the bars down, lifting the tire bead over the rim flange. Hold one tire iron in position with your foot. Pull the second tire iron out and reposition it about 90 degrees from the first iron. Pull the second tire iron towards the center of the wheel. Continue to work tools around wheel until first bead is off the wheel.

5. Lift the assembly, place and rotate the tire iron to lock on the back rim flange, allow the tire to drop, and with a rocking motion remove the tire from the wheel.

**DEMOUNTING OF TUBELESS TIRES**

1. If still fitted on the vehicle, completely deflate the tire by removing the valve core. In the case of a dual assembly, completely deflate both tires before removing them from the vehicle (OSHA requirement). Run a wire or a pipe cleaner through the valve stem to ensure complete deflation.

2. With the tire assembly lying flat (after deflating the tire), break the bead seat of both beads with a bead breaking tool.
ABOUT THIS WARRANTY

As the original purchaser of a UNIROYAL® brand truck tire, you are covered by all the benefits and conditions (subject to the maintenance recommendations and safety warnings) contained in this booklet. To ensure your understanding of and compliance with the terms and conditions of this warranty, please read it carefully. It is essential that you also read and understand the Safety and Maintenance Recommendations for your tires in the Uniroyal Truck Tire Limited Warranty and Operator's Manual.

The information contained in this manual is provided to enable you to operate your tires safely. It is therefore important that this information is made readily available to all personnel involved in the operation of the tires. In addition, the danger of neglecting the advice contained in this manual should be explained to all managers, drivers, mechanics and other personnel involved with the maintenance and use of the tires.

Additional copies of this Limited Warranty and Operator's Manual are available from Uniroyal Commercial Truck Tire Retailer or online at www.uniroyaltrucktires.com.

WHAT IS COVERED AND FOR HOW LONG

WORKMANSHIP AND MATERIALS

Except as limited below, every Uniroyal® Truck Tire bearing the brand and complete serial and/or identification numbers, used in commercial service, according to the instructions contained in this Limited Warranty and Operator's Manual, are covered by this limited warranty against defects in workmanship and materials for the life of the original tread or 48 months from the date of purchase, whichever occurs first, as defined below in Definitions. If no proof of purchase is available, coverage will be based on the date of manufacture, as molded on the sidewall. The date of manufacture is based on the original Uniroyal DOT** number molded on the tire sidewall. Replacement will be made in accordance with the terms and conditions described under "HOW REPLACEMENT CHARGES ARE CALCULATED" on Page 17.

WHAT IS NOT COVERED

Tires which become unserviceable due to:
- Road hazard injury (e.g., a cut, snag, bruise, impact damage or puncture);
- Incorrect mounting of the tire, tire/wheel imbalance, improper retread or improper repair;
- Misapplication, improper maintenance, racing, under inflation, over inflation or other abuse resulting in casing damage or fatigue;
- Accident, fire, chemical corrosion, contamination, tire alteration or vandalism;
- Flat spotting caused by improper storage;
- The addition of liquid, solid or gaseous materials other than air, nitrogen or carbon dioxide;
- Uses other than long haul service for any extended casing guarantee claims;
- Uneven or rapid wear caused by mechanical irregularity in the vehicle, such as wheel misalignment or worn/damaged suspension components, resulting in damage to the under-tread, carcass or steel belts

Contact your local Uniroyal representative if any additional information needed.

Casings covered by this additional Manufacturer's Casing Guarantee must have been inspected by an authorized Uniroyal Commercial Truck Tire Retailer and retreaded by an authorized Michelin Retread Technologies (MRT) or an authorized Oliver Retread Retailer, in accordance with the repair and retreading standards set by the Tire Industry Association and/or Michelin Retread Technologies, Inc., (MRTI) and/or Oliver Retread Retailer.

Certain other Guarantees may apply to specific Uniroyal® Commercial Truck Tires that extend beyond the Uniroyal® Truck Tire Limited Warranty. These are referenced in the commercial literature or at www.uniroyaltrucktires.com.

DEFINITIONS

The life of the original usable tread is the original tread down to the level of the tread wear indicators – 2/32nds of an inch (1.6 mm) of tread remaining.* Date of purchase is documented by new vehicle registration or tire sales invoice. If no proof of purchase is available, coverage will be based on the date of manufacture, as molded on the sidewall. The date of manufacture is based on the original Uniroyal DOT** number molded on the tire sidewall. Replacement will be made in accordance with the terms and conditions described under "HOW REPLACEMENT CHARGES ARE CALCULATED" on Page 17.

*DOT - Department of Transportation
** Federal law requires that truck tires on front axles have at least 4/32nds tread depth.
HOW REPLACEMENT CHARGES ARE CALCULATED

WORKMANSHP AND MATERIALS

Warranty claims can only be processed through an authorized Uniroyal Truck Tire Retailer. A tire which becomes unserviceable due to a condition covered by this workmanship and materials limited warranty will be replaced with a comparable new Uniroyal® Truck Tire, for a pro rata charge.

The Uniroyal Truck Tire Retailer will determine the charge by multiplying the percentage of the original usable tread worn by the current retail selling price at the adjustment location or the price on the current Uniroyal® Truck Tire Base Price List, whichever is lower.

You pay the cost of mounting, balancing, any other service charges and applicable taxes.

LONG HAUL AND REGIONAL TIRES WITH EXTENDED WARRANTY

If your Long Haul or Regional tire covered by the “48 months/1-Retread Manufacturer’s Limited Casing Guarantee” becomes unserviceable due to a condition covered by this warranty before providing 48 months and 1 retreads of service, Uniroyal® Truck Tires will provide casing credit based on the following schedule:

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<th>Life of Casing up to 48 months</th>
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<td>Market Value*</td>
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<tr>
<td>First Retread</td>
<td>Market Value*</td>
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* Casing Credit Market Value will be based on age, condition and local market.

WHAT YOU MUST DO WHEN MAKING A CLAIM

When making a claim under the terms of this additional Manufacturer’s Limited Casing Guarantee, you must present your tire/casing to an authorized Uniroyal Truck Tire Retailer. You pay any service charges for normal vehicle and tire maintenance.

CONDITIONS AND EXCLUSIONS

Unless this limitation is prohibited by state law, this warranty does not provide compensation for loss of time, loss of use of vehicle, inconvenience, or incidental or consequential damages. Tires/casings presented for claim remain the property of the owner, and Uniroyal® Truck Tires accept no responsibility for loss of, or damage to, tires/casings, which are in the custody or control of an authorized Uniroyal Truck Tire Retailer for the purpose of inspection for warranty adjustment.

Tires/Casings accepted for claim become the property of Michelin North America, Inc., (MNA). In the event of a disputed claim, the owner must make the tire available for further inspection. No Uniroyal Truck Tire representative, employee or retailer has the authority to make or imply any representation, promise or agreement, which in any way varies the terms of this limited warranty or any additional Limited Manufacturer’s Guarantees.

This limited warranty applies only in the United States.

CONSUMER RIGHTS

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

SAFETY MAINTENANCE INFORMATION

Read the Uniroyal® Truck Tire Data Book, the Uniroyal® Truck Tire Limited Warranty and Operator’s Manual, the information on the sidewall of your tires, your vehicle owner’s manual and vehicle tire information placard for essential safety and maintenance information.

WHEN SERVICE IS REQUIRED:

2. If additional assistance is needed in locating an authorized Uniroyal Truck Tire Retailer, please call or write to Uniroyal Truck Tire consumer care listed below.

In the United States

Call: 1-866-357-6847
Or Write: Uniroyal Truck Tires Consumer Care
Attn: Technical Support/Marketing Dept.
P.O. Box 19001
Greenville, SC 29602-9001
Maximum Loads Per Axle at Cold Inflation Pressures

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