

STANDARD LIMITED WARRANTY

**FOR USA REPLACEMENT
AND ORIGINAL EQUIPMENT
TRUCK/BUS TIRES**



 **YOKOHAMA®**

STANDARD LIMITED WARRANTY FOR USA TRUCK/BUS AND LIGHT TRUCK COMMERCIAL TIRES

This limited warranty/adjustment policy provides for tire replacement under certain specified conditions. This policy applies to tires used in normal highway service displaying warrantable conditions. Tires that become unserviceable or wear out because of neglect or mistreatment are excluded from Yokohama warranty coverage.

WARRANTY ELIGIBILITY

This warranty applies to every Yokohama truck/bus and light truck commercial (LTC) tire bearing the Yokohama brand name and complete D.O.T. serial identification number and operated in normal highway use in the United States. Eligible tires must be on the vehicle on which they were originally installed, in conformance with the vehicle manufacturer's recommendations. This warranty applies only to the original tire purchaser and is not transferable to any other party. Tires are covered by this warranty for the life of the original usable tread down to the tread depth indicators molded at 2/32" (1.6 mm), not to exceed 5 years (60 months) from date of purchase or date of manufacture if proof of purchase is not made available.

WHAT IS NOT WARRANTED

Tires that have become unserviceable for the following reasons:

- Road hazard injuries or damage caused to the tire by obstacles and debris, such as cuts, punctures (whether repairable or not), snags, bruises, tears, or impact breaks.
- Improper repairs or repairs that have failed.
- Improper inflation or other maintenance abuses.
- Improper application of tire size and/or specification.
- Improper mounting/dismounting procedures or tire/wheel assembly balance.
- Mechanical irregularities in the vehicle or wheel, such as bent wheel assemblies, misalignment, worn or faulty components.
- Weather checking/cracking or failures resulting from these conditions on tires purchased more than four years (48 months) prior to a warranty claim. If proof of purchase is not provided, the D.O.T. serial number is used.
- Accident, corrosion, vandalism, fire, or damages caused by nature.

ADDITIONAL EXCLUSIONS

- Tires that have had material added after leaving a Yokohama manufacturing plant, such as fillers, sealants, balancing substances or materials of any kind. Additionally, tires that have had external tire treatments which include but are not limited to: tread siping, shaving, carving, regrooving, white sidewall inlay, or applying materials or treatments to the tread surface. If the material or treatment is the cause

of a failure, vibration, or ride disturbance the tire will not be accepted for warranty or mileage warranty credit.

- Tires submitted for ride disturbance complaints after 2/32" (1.6 mm) of treadwear or 12 months from date of purchase.
- Tires on vehicles registered or operated outside of the United States (refer to applicable Yokohama warranty policies for country of operation).
- Tires not sold in the United States by Yokohama Tire Corporation.
- Tires branded by Yokohama to note special classification at time of purchase, such as "NA" (non-adjustable) or tires altered by notching or buffing.
- Improper storage.

WHAT IS WARRANTED

Tires that have become unserviceable for reasons other than stated above will be replaced in accordance with this warranty.

ADJUSTMENT POLICY

NO CHARGE ADJUSTMENT

A Yokohama tire accepted for warranty credit during the first 2/32" (1.6 mm) of treadwear or 12 months from date of purchase, whichever occurs first, will be replaced on a no-charge basis. During this wear period, tires will be mounted and balanced free of charge. Federal Excise Tax (FET) will not be collected on a no-charge adjustment. Other service charges, such as tire rotation and wheel alignment, are payable by the customer.

PRO-RATED ADJUSTMENT

For all other warrantable conditions, a Yokohama tire will be replaced on a pro-rated basis. The customer will receive credit toward the purchase of the new tire by multiplying the percentage of the tread depth remaining by the dealer's current selling price of the new comparable Yokohama tire at the time of replacement service, but never less than the casing credit listed in the Special Casing Warranty. The customer pays full Federal Excise Tax (FET) applicable to the comparable new Yokohama tire plus all mounting, balancing, and other service charges.

YOKOHAMA'S OBLIGATIONS

Replacements qualifying under the warranty must be made by an authorized Yokohama dealer.

CUSTOMER'S OBLIGATIONS

The customer must present the claim tire to an authorized Yokohama dealer in the United States.

Tires receiving warranty credit become property of Yokohama Tire Corporation.

LIMITATIONS AND EXCLUSIONS

All implied warranties, including any warranty of merchantability or fitness for a particular purpose, are expressly limited to the duration of this written warranty.

All obligations or liabilities for loss of time, inconvenience, loss of vehicle use, or any other incidental or consequential damages are hereby excluded. Some states do not allow limitations on how long an implied warranty lasts, or the exclusions or limitations of incidental or consequential damages, so the above limitations or exclusions may not apply. This warranty gives the customer legal rights that may vary from state to state. The customer is advised to determine those rights for his/her local area and exercise them as required or deemed appropriate.

SPECIAL CASING WARRANTY

ELIGIBILITY

This policy applies to tires displaying warrantable conditions when used in appropriate service as defined in the Yokohama Commercial Sales and Reference Guide and which meet the following criteria.

- Tires must be or have been retreaded in a manner consistent with standard industry practice.
- Tires submitted for hidden conditions must be or have been using non-destructive tire casing analyzer prior to any retreading and be so identified.

Truck tires designated by Yokohama as approved for and used in on/off highway applications are eligible for warranty consideration if they display warrantable conditions.

WHAT IS WARRANTED AND FOR HOW LONG

Prior to the retreading process, Yokohama radial truck/bus tires are covered by all provisions of the Yokohama Standard Limited Warranty for Truck and Bus Tires. After the first retreading has been applied on the qualified tire, an additional special casing warranty applies. If a qualified tire becomes unserviceable due to a warrantable condition, the customer will be given a casing credit as indicated in the chart below. The retread life is defined as beginning with the installation of the new retread stock and ending after buffing for subsequent retread.

Seven Year, Unlimited Retread Warranty		
Credit amounts for 101ZL Spec-2, 104ZR*, 104ZR Spec-2, 703ZL, 709ZL, 712L, 715R, BluEarth 109L		
*Excludes 104ZR 19.5 sizes		
Size	Inspection Prior to 1st Retread	All Subsequent Retreads
All Sizes (except 17.5 and 19.5)	\$130	\$110

Six Year, Unlimited Retread Warranty		
Credit amounts for 108R		
Size	Inspection Prior to 1st Retread	All Subsequent Retreads
All Sizes (except 17.5 and 19.5)	\$110	\$90

Six Year, Three Retread Warranty
Credit amounts for Yokohama Ultra Wide Base Tires*Ultra Wide Base tires include 114R UWB, 902L UWB, BluEarth 109L UWB, BluEarth 709L UWB*

Size	Inspection Prior to 1st Retread	1st Retread	2nd Retread	3rd Retread
All Sizes (except 17.5 and 19.5)	\$150	\$120	\$80	\$80

Six Year, Unlimited Retread Warranty
Credit amounts

Size	Inspection Prior to 1st Retread/ 1st Retread	2nd Retread	3rd Retread	All Subsequent Retreads
MY627W Spec-2 – Part# 62702	\$110	\$90	\$70	\$40
506U – Part# 120150620	\$110	\$90	\$70	\$40
All 17.5 and 19.5 sizes	\$100	\$75	\$50	\$25

Six Year, Three Retread Warranty
Credit amounts for all other Yokohama Truck/Bus Tires

Size	Inspection Prior to 1st Retread	1st Retread	2nd Retread	3rd Retread
All Sizes (except 17.5 and 19.5)	\$110	\$90	\$70	\$40

If a warrantable condition is found during the inspection or buffing process, the casing warranty credit will be paid at the amount of the next retread life.

WHAT IS NOT COVERED

- Casings retreaded more times than provided by the warranty statement in the chart.
- Casings damaged by road hazard injuries or damages caused by obstacles or debris such as cuts, punctures (whether repairable or not), snags, bruises, tears, abrasions, or impact breaks.
- Casings damaged by improper repairs or repairs that have failed.
- Casings damaged by improper inflation or other maintenance abuses.
- Casings damaged by continued operation while flat or severely underinflated.
- Casings damaged by improper application of tire size and/or specification.
- Casings damaged by improper mounting/dismounting procedures or tire/wheel assembly imbalance.
- Casings damaged by accident, corrosion, vandalism, fire, or nature.
- Casings damaged by use of aftermarket tire additives, such as fillers, sealants, or balancing substances.
- Casings damaged by improper retreading or defective retread materials.
- Casings that cannot be retreaded because of excessive treadwear or buffing.
- Casings not retreaded in a manner consistent with standard industry practice.
- Tires covered by Yokohama Standard Limited Warranty.
- Tires branded by Yokohama to note special classifications at time of purchase, such as "NA" (non-adjustable), or tires altered by notching or buffing.
- Tires on vehicles registered or operated outside the United States (refer to applicable Yokohama warranty policies for country of operation).
- Tires not sold in the United States by Yokohama Tire Corporation.

LIMITATIONS AND EXCLUSIONS

All implied warranties, including any warranty of merchantability or fitness for a particular purpose, are expressly limited to the duration of this written warranty. Yokohama Tire Corporation reserves the right to change warranty provisions at anytime without obligation. All obligations or liabilities for loss of time, inconvenience, vehicle use, or any other incidental or consequential damages are hereby excluded. Some states do not allow limitations on how long an implied warranty lasts, or the exclusion or limitation of incidental or consequential damages, so the above limitations and exclusions may not apply. This warranty gives the customer legal rights that may vary from state to state. The customer is advised to determine those rights for their local area and exercise them as required or deemed appropriate.

CUSTOMER’S OBLIGATIONS

The customer must present the claim tire to an authorized Yokohama dealer. The customer is required to pay the adjusted price of the new tire (dealer’s current retail selling price at the time of adjustment, less credit allowance) and taxes. The cost of mounting, balancing, and any other service charges or applicable taxes are also payable by the customer.

Remember to register new Yokohama tires either online at yokohamatruck.com or by mail. Mail-in registration cards are available at authorized Yokohama dealers.

**YOKOHAMA SAFETY INFORMATION FOR COMMERCIAL TIRES
(FOR USA REPLACEMENT AND ORIGINAL EQUIPMENT TRUCK/BUS TIRES)**

 **WARNING**

**PROPERTY DAMAGE, SERIOUS PERSONAL INJURY OR
DEATH MAY RESULT FROM:**

- **Tire failure due to underinflation, overinflation, or overloading** – Always follow vehicle owner’s manual, vehicle tire placard or certification label.
- **Explosion of the tire/rim assembly due to improper mounting** – Only specially trained persons should mount tires. See OSHA Demounting & Mounting Procedures at www.osha.gov.
- **Failure to mount tires on approved rims of exactly the same diameter.**
- **Failure to deflate single or dual assemblies completely before demounting.**
- **Tire failure due to impact damage/improper inflation** – Inspect tires frequently for signs of damage, irregular wear, and air loss.
- **Tire failure due to improper repairs** – See U.S. Tire Manufacturers Association (USTMA) established repair procedures at www.ustires.org.
- **Tire failure due to excessive tire spinning.**
- **See USTMA’s Care and Service of Commercial Truck & Bus Tires at www.ustires.org.**

IMPORTANT SAFETY INFORMATION

Any tire, no matter how well constructed, may fail due to improper maintenance or service factors. Tire failure may create a risk of property

damage and serious or fatal injury. For your safety, please follow the instructions below.

PROPER INFLATION

The inflation pressure in all tires, including the spare tire and inside duals, should be checked with an accurate tire gauge when the tires are cold on a frequent basis, such as daily during continual service as required by the Department of Transportation. This includes vehicles with a Tire Pressure Monitoring System (TPMS). Do not reduce pressure when tires are hot from driving. Any tire that continually requires reinflation is a serious safety risk. Use metal valve caps on each tire to ensure a complete air seal during operation and to keep out dirt and moisture.

Do not exceed the inflation pressure on the tire sidewall. Manufacturers of trucks and buses identify tire inflation pressure for each axle on the vehicle tire placard, certification label, or in the service manual. This pressure is always sufficient to carry the maximum axle load but may not deliver optimal tire performance.

Tires perform best when inflated to match vehicle and axle loads. Steer tires often require maximum inflation pressure to carry the steer axle load while drive and trailer axle tires should be set at pressure corresponding to actual tire loading. Refer to the Yokohama Tire Pressure Inflation Calculator at yokohamatruck.com/tire-tools/inflation-pressure-calculator.

 **WARNING**

DRIVING ON TIRES WITH IMPROPER INFLATION IS DANGEROUS.

- Underinflation causes excessive heat buildup and internal structural damage.
- Overinflation makes it more likely for tires to be cut, punctured, or broken by sudden impact.

These situations can cause a tire failure, including a tread/belt separation, even at a later date, which can lead to an accident and serious personal injury or death. Any truck tire known or suspected to have run at 80% or less of normal operating inflation pressure could possibly have permanent structural damage and should be considered a flat tire.

REGULAR TIRE INSPECTION

In addition to maintaining proper inflation, regularly inspect the tire tread and sidewalls for irregular tread wear, adequate tread depth, cracking, scrapes, bulges, cuts, snags, foreign objects, or other damage resulting from use. It is recommended that tires, including the spare, be periodically inspected by a tire service professional during routine preventative maintenance intervals.

Driving on damaged tires is dangerous. Impact can damage the inner portions of your tire without being visible on the outside. If you suspect that possible impact damage may have occurred, have a qualified tire service professional inspect the inner surface of your tire immediately to

avoid possible sudden failure. Tires with excessive cracking on the tread or sidewall(s) should be removed from service. This is typically caused by underinflation, overloading, improper storage, and/or improper long-term parking.

If you detect irregular tire wear or vibration, your vehicle may be out of alignment or your tire/wheel assembly may be out of balance. These conditions shorten the life of your tires and may adversely affect the handling characteristics of your vehicle, which could be dangerous. Tires which have been run underinflated will show more wear on the shoulders than in the center of the tread (refer to ATA TMC's Radial Tire Conditions Analysis Guide, Radial Tire & Disc Wheel Service Manual and User Guide to Wheels and Rims).

WARNING

INFLATING AN UNSECURED TIRE IS DANGEROUS, AS IT COULD BURST WITH EXPLOSIVE FORCE RESULTING IN SERIOUS PERSONAL INJURY OR DEATH.

- Never adjust the inflation pressure of a truck tire unless it is placed in a safety cage, or is secured to a vehicle or a tire mounting machine.
- Never stand or lean over the tire or in front of the valve when inflating.
- Never reinflate a truck tire that has been run at very low inflation pressure (i.e. 80% or less of normal operating pressure) without a complete inspection of the entire tire by a qualified tire service professional, including interior and exterior. See OSHA Demounting and Mounting Procedures at www.osha.gov/publications.

TIRE LOADING

To avoid overloading tires, maintain the proper inflation pressure and never exceed the vehicle's load capacity, Gross Axle Weight Rating (GAWR), or the Gross Vehicle Weight Rating (GVWR) of your vehicle. The vehicle must also be distributed so that no individual axle, tire, or dual assembly is overloaded. Never exceed the maximum load rating stamped on the sidewall of your tire and never exceed the maximum load or inflation pressure capacity of the rim or wheel assembly. Consult the vehicle tire information placard, certification label, and owner's manual for the recommended vehicle load limits and loading requirements.

WARNING

DRIVING YOUR VEHICLE IN AN OVERLOADED CONDITION IS DANGEROUS.

- Overloading causes excessive heat build-up and internal structural damage. This may cause a tire failure, including a tread/belt separation, even at a later date, which can lead to an accident and serious personal injury or death.

ZIPPER RUPTURES IN STEEL CORD RADIAL TRUCK & BUS TIRES.

- Any steel cord radial truck & bus tire operating underinflated and/or overloaded must be approached with caution. Permanent damage due to operating the tire underinflated and/or overloaded cannot always be detected, although the tire could have permanent sidewall structural damage (steel cord fatigue).
- Ply cords weakened by underinflation and/or overloading may break one after another until a rupture occurs in the upper sidewall with accompanying instantaneous air loss and explosive force. This can result in serious injury or death.
- For inspection procedures, see USTMA's TISB, Vol. 33 No. 5; www.ustires.org.

TIRE REPLACEMENT

For vehicles with GVWR in excess of 10,000 lbs. (4,536 kg) federal regulations require that tires on the front axle should be removed when worn to 4/32" (3.2 mm) tread depth. For non-steer tires, replace tires when worn to 2/32" (1.6 mm) tread depth remaining anywhere on the tread face. Replacement tires should be the same as the OE size designation, or approved options, as recommended by the vehicle manufacturer.

Always use approved tire/rim combinations for rim diameter, width, and contour. Always replace a tire on a rim with another tire of exactly the same rim diameter designation and a Gross Vehicle Weight Rating (GVWR) over 10,000 pounds.

WARNING

Tire mounting and tire and wheel servicing can be dangerous and must be done only by trained personnel using proper tools and procedures, as specified by the U.S. Tire Manufacturers Association at www.ustires.org and OSHA Demounting & Mounting Procedures at www.osha.gov. Failure to comply with these procedures may result in faulty positioning of the tire and/or rim parts and cause the assembly to burst with explosive force sufficient to cause serious personal injury or death.

TIRE MIXING

Driving your vehicle with an improper mix of tires can be dangerous. Never mix different tire sizes or construction types on the same axle. Your vehicle's handling characteristics can be seriously affected. Consult your vehicle's owner's manual and a qualified service professional for proper tire replacement.

PROPER MATCHING AND SPACING DUALS

Paired tires should be of the same size designation, same construction and tread design, and as close as possible to the same outside diameter. Mismatching duals forces the larger diameter tire to carry an overload, causing it to overdeflect and overheat. The smaller diameter tire, lacking proper road contact, wears faster and irregularly. Tire damage, such as tread or ply separation or tire body breaks and blowouts, can develop from mismatched duals. Proper spacing precludes tire rubbing and excessive heat generation.

RETRADED, REGROOVED OR REINFORCEMENT-REPAIRED TIRES ON STEER AXLES

- Comply with the Federal Motor Carrier Safety Administration (FMCSA) and National Highway Traffic Safety Administration (NHTSA) regulations restricting the use of reinforcement-repaired tires and regrooved tires on steer axles of commercial vehicles.
- Comply with FMCSA regulations prohibiting the use of retreaded or regrooved tires on steer axles of buses.
- Yokohama recommends that original tread tires be used on steer axles of buses and highway trucks with a Gross Vehicle Weight Rating (GVWR) over 10,000 pounds.

REPAIR & MAINTENANCE

All commercial truck and bus tires require regular maintenance to assure safe operation and maximum service lifetime. Tire repairs should only be completed by a qualified tire service professional. Improperly repaired and/or retreaded tires are dangerous and can cause tire failure, property damage, and serious personal injury. Yokohama endorses all service guidelines defined by the U.S. Tire Manufacturers Association, Care & Service of Commercial Truck & Bus Tires. Visit www.ustires.org for more information.

SPEED

Regardless of the speed capability of your tires, never exceed lawful speeds or speeds dictated by driving conditions. Exceeding a tire's speed capacity could cause overheating and sudden tire failure.

TIRE SPINNING

- Do not allow the reading on the speedometer to exceed 35 mph if tires are spinning because the vehicle becomes stuck in mud, snow, ice, etc. When only one tire on an axle is spinning its speed can be up to four times what is indicated on the speedometer and can quickly exceed the capability of the tire.

- Never allow anyone to stand near a spinning tire. Speed and force can cause a tire to rupture and explode and may cause property damage, serious personal injury, or death to you or a bystander.

TIRE SERVICE LIFE FOR COMMERCIAL TRUCK & BUS TIRES

It is important to have tires in good operating condition, thus tires may need to be replaced because of service conditions long before the tread is worn out. To determine if tires, including the spare, should remain in service, it is recommended that they be periodically inspected by a tire service professional during routine preventative maintenance intervals. Follow the vehicle manufacturers' specific recommendations, if any, regarding tire service life and replacement. Refer to USTMA's Care & Service of Commercial Truck & Bus Tires at www.ustires.org.

TIRE REGISTRATION

Registration of your tires is an important safety precaution since it enables the manufacturer to notify you in the event of a recall. Fill out and return the Yokohama registration card provided by your dealer, or register your tires at eco.yokohamatire.com/TireRegistration.

PROPER STORAGE

- Store tires indoors in a cool dry place where water cannot collect inside the tires.
- Store tires raised off a storage area's floor surface to minimize exposure to moisture or damage.
- Avoid contact with petroleum-based products and/or other volatile solvents or substances.
- Store tires away from electric motors, battery chargers, generators, welding equipment or other ozone generating sources.
- If tires are not stored properly not only will there be a deterioration in their appearance but there may be a loss in performance and compound integrity that can lead to tire failure.
- If outdoor storage is necessary, follow the USTMA guidelines.

CLOSING

Failure to follow any of the recommended precautions can lead to erratic vehicle behavior, tire damage and/or tire failure, including tread/belt separation, and may create a risk of property damage and serious or fatal injury.

If you suspect any damage to your tires or wheels, contact your local Yokohama tire retailer or contact Yokohama.



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For Consumer Affairs Assistance:
800.722.9888
YokohamaTruck.com

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