Toyo commercial tires combine top-tier product performance, application versatility, and a competitive acquisition point for a lower cost per mile, making it a leading value alternative brand. Peace of mind and maximum profitability – standard with every purchase.
### APPLICATION CHART

No matter what your application, occupation or truck type, we have the right tire at the right price to keep you on the road to maximum profitability.

<table>
<thead>
<tr>
<th>SEGMENT</th>
<th>APPLICATION</th>
<th>TRUCK TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>EXTREME</td>
<td>A</td>
<td>- Light loads and/or high speeds coupled with long driving periods.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Truckload Carrier</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Produce</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Just-In-Time Freight</td>
</tr>
<tr>
<td>LONG-HAUL</td>
<td>B</td>
<td>- Normal loads with shorter driving time. Speed is usually governed.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Truckload/LTL</td>
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<tr>
<td></td>
<td></td>
<td>- General Commodity</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Coach Bus</td>
</tr>
<tr>
<td>REGIONAL</td>
<td>C</td>
<td>- Shorter hauls where vehicles can return home each evening.</td>
</tr>
<tr>
<td></td>
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<td>- Pickup Delivery</td>
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<tr>
<td></td>
<td></td>
<td>- Food &amp; Liquids</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- On Highway Construction</td>
</tr>
<tr>
<td>URBAN</td>
<td>D</td>
<td>- Stop-and-go driving in a very local area. (City-metro)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Refuse/Sanitation</td>
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<tr>
<td></td>
<td></td>
<td>- City Bus</td>
</tr>
<tr>
<td>ON/OFF-ROAD</td>
<td>E</td>
<td>- Logging, oil fields where unimproved roads are the norm.</td>
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<tr>
<td></td>
<td></td>
<td>- Road Construction</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Forestry</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Mining</td>
</tr>
<tr>
<td>17.5 &amp; 19.5</td>
<td>F</td>
<td>- Local haul, pickup and delivery on medium duty vehicles.</td>
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<tr>
<td></td>
<td></td>
<td>- Small Box Trucks</td>
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<tr>
<td></td>
<td></td>
<td>- Small Stake Bodies</td>
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<tr>
<td></td>
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<td>- Package Delivery</td>
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### PRODUCTS

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<td>M177</td>
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### GLOSSARY

- E-BALANCE: 62
- DSOC II TECHNOLOGY: 63
- TIRE SIZE AND DIMENSIONAL DEFINITIONS: 64
- SPEED SYMBOL: 65
- LOAD LIMITS: 66
- COMPARISON OF DIMENSIONS: 67
- WARRANTY: 68-72
- TECHNICAL BULLETIN: 73-76
- LOAD AND INFLATION TABLES: 77-78
WHAT IS SMARTWAY?
The SmartWay verified technologies program identifies products and services that reduce transportation-related emissions, including low rolling-resistance tires.

NEW REGULATIONS
The California Air Resources Board (CARB) requires all day cab tractors that pull 53-foot or longer box-type trailers to run on low rolling-resistance tires that have been verified on the EPA’s list of SmartWay verified technologies.

THE LONGEST WARRANTY
We believe so strongly in our quality that we offer a 66-month limited warranty on our entire truck tire line. It includes casing allowances for two retreads and a retread rubber allowance for the first cap. Our warranty is yet another reason why Toyo Tires is the right choice. Contact your local Toyo Tires Regional Sales Representative for additional details.

For casings of an eligible tire within the warranty period, Toyo Tires will do the following:
If the casing of an eligible tire with at least 2/32” remaining tread depth becomes unserviceable during the warranty period due to a warrantable condition within the first or second retread, you will receive the applicable casing allowance specified below. The number of retreads must be identified on the sidewall of the eligible tire.

For complete warranty details, please refer to:
ToyoTires.com/TBR/Warranty

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<th>1ST RETREAD</th>
<th>2ND RETREAD</th>
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If the casing of an eligible tire with at least 2/32” remaining tread depth becomes unserviceable during the warranty period, in addition to the casing allowance described above, you will also receive the applicable rubber allowance specified below.

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<td>7/32” OR LESS</td>
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For complete warranty details, please refer to:
ToyoTires.com/TBR/Warranty

We are proud to manufacture EPA SmartWay and CARB compliant verified technologies.
<table>
<thead>
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<td></td>
<td>Retreadability</td>
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<td>Cut &amp; Chip Resistance</td>
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<th>TRACTION</th>
<th>RETREADABILITY</th>
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<td>S</td>
<td>R</td>
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<td>558400</td>
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<td>S</td>
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<td>13/32</td>
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EPA SMARTWAY: YES
TREAD DEPTH:
15/32" SIZES
11R22.5 014
295/75R22.5 014
11R24.5 016
285/75R24.5 016
COMPETITORS:
BRIDGESTONE R283
CONTINENTAL HSL2
GOOD YEAR X399
MICHELIN XZA3
YOKOHAMA 1012L

*Performance Ratings are on a scale of 1 to 5 (best) in 0.5-point increments and can be compared within applicable Toyo product categories.
<table>
<thead>
<tr>
<th>Number</th>
<th>Image</th>
<th>STEER</th>
<th>DRIVE</th>
<th>TRAILER</th>
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For the latest tire information, please visit toyotires.com.
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<tr>
<th>SIZE</th>
<th>STT</th>
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<th>TREAD PATTERNS</th>
<th>ELASTOMERIC TREAD</th>
<th>STEERABLE</th>
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For the latest tire information, please visit toyotires.com.
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<td>TRACTION</td>
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### M122

- **RETREADABILITY**
- **CUT & CHIP RESISTANCE**
- **TRACTION**
- **FUEL EFFICIENCY**

### M142

- **RETREADABILITY**
- **CUT & CHIP RESISTANCE**
- **TRACTION**
- **FUEL EFFICIENCY**

### M144

- **RETREADABILITY**
- **CUT & CHIP RESISTANCE**
- **TRACTION**
- **FUEL EFFICIENCY**

### M149

- **RETREADABILITY**
- **CUT & CHIP RESISTANCE**
- **TRACTION**
- **FUEL EFFICIENCY**

### M320

- **RETREADABILITY**
- **CUT & CHIP RESISTANCE**
- **TRACTION**
- **FUEL EFFICIENCY**

### M610ZL

- **RETREADABILITY**
- **CUT & CHIP RESISTANCE**
- **TRACTION**
- **FUEL EFFICIENCY**

### M605

- **RETREADABILITY**
- **CUT & CHIP RESISTANCE**
- **TRACTION**
- **FUEL EFFICIENCY**

### M647

- **RETREADABILITY**
- **CUT & CHIP RESISTANCE**
- **TRACTION**
- **FUEL EFFICIENCY**

### M700

- **RETREADABILITY**
- **CUT & CHIP RESISTANCE**
- **TRACTION**
- **FUEL EFFICIENCY**

### M154

- **RETREADABILITY**
- **CUT & CHIP RESISTANCE**
- **TRACTION**
- **FUEL EFFICIENCY**

### M153

- **RETREADABILITY**
- **CUT & CHIP RESISTANCE**
- **TRACTION**
- **FUEL EFFICIENCY**

### M170

- **RETREADABILITY**
- **CUT & CHIP RESISTANCE**
- **TRACTION**
- **FUEL EFFICIENCY**

### M171

- **RETREADABILITY**
- **CUT & CHIP RESISTANCE**
- **TRACTION**
- **FUEL EFFICIENCY**

### M850

- **RETREADABILITY**
- **CUT & CHIP RESISTANCE**
- **TRACTION**
- **FUEL EFFICIENCY**

### M647

- **RETREADABILITY**
- **CUT & CHIP RESISTANCE**
- **TRACTION**
- **FUEL EFFICIENCY**

### M650

- **RETREADABILITY**
- **CUT & CHIP RESISTANCE**
- **TRACTION**
- **FUEL EFFICIENCY**

### M656

- **RETREADABILITY**
- **CUT & CHIP RESISTANCE**
- **TRACTION**
- **FUEL EFFICIENCY**

### M669

- **RETREADABILITY**
- **CUT & CHIP RESISTANCE**
- **TRACTION**
- **FUEL EFFICIENCY**

### M606

- **RETREADABILITY**
- **CUT & CHIP RESISTANCE**
- **TRACTION**
- **FUEL EFFICIENCY**

### M611

- **RETREADABILITY**
- **CUT & CHIP RESISTANCE**
- **TRACTION**
- **FUEL EFFICIENCY**

### M615

- **RETREADABILITY**
- **CUT & CHIP RESISTANCE**
- **TRACTION**
- **FUEL EFFICIENCY**

### M622

- **RETREADABILITY**
- **CUT & CHIP RESISTANCE**
- **TRACTION**
- **FUEL EFFICIENCY**

### M625

- **RETREADABILITY**
- **CUT & CHIP RESISTANCE**
- **TRACTION**
- **FUEL EFFICIENCY**

### M627

- **RETREADABILITY**
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- **TRACTION**
- **FUEL EFFICIENCY**

### M630

- **RETREADABILITY**
- **CUT & CHIP RESISTANCE**
- **TRACTION**
- **FUEL EFFICIENCY**

### M635

- **RETREADABILITY**
- **CUT & CHIP RESISTANCE**
- **TRACTION**
- **FUEL EFFICIENCY**

### M640

- **RETREADABILITY**
- **CUT & CHIP RESISTANCE**
- **TRACTION**
- **FUEL EFFICIENCY**

### M645

- **RETREADABILITY**
- **CUT & CHIP RESISTANCE**
- **TRACTION**
- **FUEL EFFICIENCY**

### M655

- **RETREADABILITY**
- **CUT & CHIP RESISTANCE**
- **TRACTION**
- **FUEL EFFICIENCY**

### M660

- **RETREADABILITY**
- **CUT & CHIP RESISTANCE**
- **TRACTION**
- **FUEL EFFICIENCY**

### M669

- **RETREADABILITY**
- **CUT & CHIP RESISTANCE**
- **TRACTION**
- **FUEL EFFICIENCY**
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**ON / OFF-ROAD (E)**

### SIZES

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<th>DRIVE POSITION</th>
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</table>

**Wheel Position**

- STEER/ALL-POSITION
- PERIODIC RATINGS:
  - FUEL EFFICIENCY
  - TREAD LIFE
  - TRACTION
  - RETREADABILITY
  - CUT & CHIP RESISTANCE

**Tread Depth**

- 23/32” SIZES
  - 11R22.5: H/16
  - 11R24.5: H/16
  - 12R22.5: H/16
  - 315/80R22.5: L/20

- COMPETITORS:
  - BRIDGESTONE M853
  - CONTINENTAL HSC1
  - GOODYEAR G275
  - MICHELIN XZY3
  - YOKOHAMA MY507

**Tread Depth**

- 22/32” SIZES
  - 385/65R22.5: J/18
  - 23/32” SIZES
  - 425/65R22.5: L/20

- COMPETITORS:
  - BRIDGESTONE M853
  - CONTINENTAL HTC1
  - GOODYEAR G296
  - MICHELIN XZY3
  - YOKOHAMA MY507

**Tread Depth**

- 26/32” SIZES
  - 11R22.5: H/16
  - 11R24.5: H/16

- COMPETITORS:
  - BRIDGESTONE L320
  - CONTINENTAL HOC1
  - GOODYEAR G177
  - MICHELIN XDS2
  - YOKOHAMA L953

**Performance Ratings**

- Recommended: R
- Suitable: S
- Performance Ratings are on a scale of 1 to 5 (best) in 0.5-point increments and can be compared within applicable Toyo product categories.
**REGIONAL ALL-POSITION TIRE**

The M120 is a four-belt, all-position tire designed for regional to urban delivery in stop-and-go situations. The unique five-rib, four-groove design with 15/32" of tread depth provides long, even wear to meet demanding pickup and delivery operations.

**LONG SERVICE LIFE**
- DSOC II™ technology optimizes footprint design for even wear and long life.
- Wide five-rib pattern with a solid outer rib and 15/32" tread depth combine for long, even wear.

**HIGH DURABILITY**
- Stone-ejector grooves minimize stone retention to maintain casing integrity.
- Four-steel-belt construction braces the tread area, improving durability.

**EXCELLENT PERFORMANCE AND SAFETY**
- Wide five-rib pattern with a solid outer rib improves stability and handling performance.

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<table>
<thead>
<tr>
<th>APPLICATION</th>
<th>RECOMMENDED</th>
<th>SUITABLE</th>
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<tbody>
<tr>
<td>REGIONAL</td>
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<td>DRIVE, TRAILER</td>
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<tr>
<td>URBAN</td>
<td>STEER</td>
<td>DRIVE, TRAILER</td>
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**REGIONAL TO URBAN ALL-POSITION TIRE**

The M122 is a versatile all-position tire designed for moderate regional and urban applications. Recommended for steer but suitable for all positions, the durable M122 covers a wide segment of the market. All-steel, four-belt construction provides even tread wear plus extended tire and casing life. Other life-extending features include a solid outer rib and special cap-and-base tread compounding. This base, regional to urban pickup and delivery tire combines product performance, application versatility, and a competitive acquisition point for a lower cost per mile, making it a leading value alternative tire.

**LONG TREAD LIFE**
- DSOC II™ technology optimizes footprint design for even wear and long life.
- Wide five-rib pattern with a solid outer rib and 17/32" tread depth combine for long, even wear.

**GREAT PERFORMANCE AND SAFETY**
- Wide five-rib pattern with a solid outer rib improves stability and handling performance.

**DEPENDABLE RETREADABILITY AND CASING DURABILITY**
- Four-steel-belt construction braces the tread area, improving durability.
- Stone-ejector grooves minimize stone retention to maintain casing integrity.
- High-elongation top belt protects casing integrity.

---

### TIRE SPECIFICATIONS

**22.5**

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<tr>
<th>SECTION WIDTH</th>
<th>RATING</th>
<th>CRR</th>
<th>PRESSURE SINGLE</th>
<th>PRESSURE DUAL</th>
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**24.5**

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<th>PRESSURE DUAL</th>
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<td>710</td>
<td>690</td>
<td>101.5</td>
</tr>
</tbody>
</table>

For the latest tire information, please visit toyotires.com.
EXTREME LONG-HAUL STEER TIRE

The M137 is a steer tire designed for operations running 15,000 to 20,000 miles per month, where steer tires are typically pulled prematurely due to irregular wear. The high miles per 32nd with minimized irregular wear results in maximum removal mileage. This, combined with excellent fuel efficiency and a competitive acquisition point, results in a lower cost per mile, making the M137 the leading value alternative steer tire for extreme long-haul applications.

MAXIMUM REMOVAL MILES
- Optimized 15/32" tread depth with top DG is engineered to reduce free-rolling wear and tread squirm, delivering the highest miles per 32nd.

MAXIMUM FUEL EFFICIENCY
- Low-rolling-resistance tread compound minimizes fuel consumption and qualifies it as a SmartWay-verified steer tire.

EXCELLENT PERFORMANCE AND SAFETY
- Computer-optimized tread design with four straight grooves, deep sipes, and multi-pitch grooves provides enhanced wet and dry traction, while also reducing road noise.

EXCEPTIONAL RETREADABILITY AND CASING DURABILITY
- E-balance profile minimizes growth of the tread profile, and maintains uniform and flatter tread radius for the entire life of the casing.
- Enhanced, high-speed casing design resists casing fatigue.
- High-elongation top belt protects casing integrity.

APPLICATION
- RECOMMENDED
- SUITABLE

LONG-HAUL STEER TRAILER

LONG-HAUL TO REGIONAL TRAILER TIRE

The Toyo M140 offers excellent performance in regional to long-haul, over-the-highway applications. This trailer tire delivers long life, durability, traction, and even wear.

MAXIMUM REMOVAL MILES
- DSOC II™ technology optimizes footprint design for even wear and long life.
- Five-rib, four-groove pattern with a solid outer rib and 17/32" tread depth combine for long, even wear.

HIGH-LOAD CARRYING CAPACITY
- Wide-belt construction braces the tread area for increased load-carrying capacity.
- Enhanced bead construction stabilizes the casing for heavy loads.

EXCEPTIONAL CASING DURABILITY
- Stone-ejector grooves minimize stone retention to maintain casing integrity.
- High-elongation top belt protects casing integrity.
- Sidewall compound resists scuffing.
**RECOMMENDED**

**4675**

**147**

**6.75-**

**5620**

**130**

**65**

**75**

**10.0**

**16.3**

**33.2**

**5621**

**8270**

**6940**

**DRIVE, TRAILER**

**526**

**16**

**562050**

**L/20**

**7.50-**

**10.5**

**81**

**34.3**

**14.7**

**9.1**

**58**

**12.9**

**69**

**487**

**3970**

**306100**

**TREAD DEPTH (1/32”)**

**APPROVED RIM**

**DRIVE, TRAILER**

**PRODUCT CODE**

**STEER**

**39.5**

**81**

**501**

**DRIVE, TRAILER**

**138**

**19.8**

**3530**

**95**

**605**

**9.1**

**130**

**8.25-**

**WEIGHT (LBS.)**

**110**

**110**

**SUITABLE**

**81**

**5070**

**590**

**4540**

**6395**

**35.1**

**10.9**

**562150**

**14.9**

**(6.00)**

**13.2**

**TIRE SIZE**

**STEER**

**MAX PRESSURE (PSI) SINGLE**

**9090**

**6.75-**

**3750**

**125**

**WEIGHT (LBS.)**

**12.3**

**8.3**

**REVS PER MILE**

**L/20**

**7830**

**16**

**95**

**MAX PRESSURE (PSI) SINGLE**

**3640**

**PRODUCT CODE**

**87**

**10.8**

**16**

**TIRE SIZE**

**75**

**DRIVE, TRAILER**

**95**

**11.8**

**130**

**G/14**

**3750**

**125**

**548170**

**105**

**19**

**4805**

**TREAD DEPTH (1/32”)**

**14.2**

**H/16**

**(9.00)**

**17.9**

**626**

**17**

**41.5**

**105**

**128**

**19**

**DRIVE, TRAILER**

**9.6**

**120**

**110**

**16**

**130**

**13.3**

**H/16**

**19**

**32.1**

**STAGE (6.00)**

**77**

**548630**

**41**

**62x523**

**M143**

*Inflated dimensions. Never exceed wheel manufacturer’s load and inflation limits.*


The M143 is a rugged all-position tire designed for demanding regional and urban delivery service. Wide-belt construction and stable outer ribs contribute to long and even tread wear, while special heat-resistant compounds and stone-ejector grooves support extended tire and casing life. This base, regional to urban pickup and delivery tire combines product performance, application versatility, and a competitive acquisition point for a lower cost per mile, making the M143 a leading value alternative tire.

**REGIONAL TO URBAN ALL-POSITION TIRE**

The M144 is an all-position tire designed to deliver high mileage in regional and urban bus applications as well as other heavy hauling. Optimized tread delivers excellent traction, even wear, and ride comfort, while four-belt construction extends tire and casing life. The high mileage, excellent casing, and competitive acquisition point make the M144 the leading value alternative tire for regional and urban bus services or other heavy hauling.

**APPLICATION**

**RECOMMENDED**

**SUITABLE**

**LONG-HAUL**

**STEER**

**DRIVE, TRAILER**

**REGIONAL**

**STEER**

**DRIVE, TRAILER**

**URBAN**

**STEER**

**DRIVE, TRAILER**

**LONG TREAD LIFE**

• DSOC II™ technology optimizes footprint design for even wear and long life.

• Wide five-rib pattern with a solid outer rib and optimized tread depth combine for long, even wear.

**EXCELLENT PERFORMANCE AND SAFETY**

• Wide solid outer rib improves stability and handling performance.

• Zigzag pattern with deep tread depth improves wet and dry traction.

**IMPROVED FUEL ECONOMY**

• Optimized tread design reduces rolling resistance for improved fuel economy.

**EXCEPTIONAL RETREADABILITY AND CASING DURABILITY**

• Four-steel-belt construction braces the tread area, improving durability.

• High-elongation top belt protects casing integrity, while steel chafer bead offers improved durability.

• Advanced casing design and heat-resistant compounding deliver extended casing life and improved retreadability.

**LONG TREAD LIFE**

• E-balance provides optimum footprint wear to increase mileage performance.

• Wide five-rib pattern with a solid outer rib and optimized tread depth combine for long, even wear.

**EXCELLENT PERFORMANCE AND SAFETY**

• Wide solid outer rib improves stability and handling performance.

• Unique tread design delivers quiet, comfortable ride.

• Exceptional uniformity and balance contribute to smooth ride.

**MAXIMUM FUEL EFFICIENCY**

• Low-rolling-resistance tread compound minimizes fuel consumption and qualifies it as a SmartWay-verified steer tire.

**EXCEPTIONAL RETREADABILITY AND CASING DURABILITY**

• Four-steel-belt construction braces the tread area, improving durability, while high-elongation top belt protects casing integrity.

• Advanced casing design and heat-resistant compounding deliver extended casing life and improved retreadability.

For the latest tire information, please visit toyotires.com.

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M149™
REGIONAL TO URBAN SUPER SINGLE TIRE
The M149 is an all-position super single tire designed to deliver superior wear performance in tough operations, ranging from urban front axles to long-haul trailers. Optimized construction and tread design deliver high uniformity, even wear, and excellent wet traction. These benefits, combined with a competitive acquisition point, make the M149 a leading value alternative tire for tough operating conditions.

APPLICATON | RECOMMENDED | SUITABLE
--|---|---
LONG-HAUL | TRAILER | -
REGIONAL | STEER | DRIVE, TRAILER
URBAN | STEER | DRIVE, TRAILER

LONG TREAD LIFE
- Optimized profile minimizes casing growth of the tread area for long wear life.
- Six straight and stiff ribs provide smooth wear and long life.

EXCELLENT PERFORMANCE AND SAFETY
- Five wide grooves with siping on ribs provide outstanding wet traction.
- Exceptional uniformity and balance contribute to smooth ride.

SUPERIOR CASING DURABILITY
- Wide steel-belt construction braces the tread area, improving durability, while high-elongation top belt protects casing integrity.
- High-stiffness bead filler for improved sidewall durability.

M153™
REGIONAL AND URBAN STEER TIRE
The M153 is an extra-deep 26/32” regional and urban heavy-duty steer tire optimized for extremely high-scrub applications, where tread wear is the primary reason for tire removal. State-of-the-art design and compounding deliver superior wear performance and excellent durability with a 10,000-lb. load-carrying capacity. These benefits combine with a competitive acquisition point to make the M153 an excellent refuse tire and a leading value alternative tire for all tough operations.

APPLICATON | RECOMMENDED | SUITABLE
--|---|---
REGIONAL | STEER | DRIVE, TRAILER
URBAN | STEER | DRIVE, TRAILER

MAXIMUM REMOVAL MILES
- E-balance provides optimum footprint wear to increase mileage performance.
- Deep 26/32” tread depth delivers longer wear life under high-scrub conditions.
- Extremely wide tread pattern distributes heavy loads evenly to improve mileage.

EXCELLENT PERFORMANCE AND SAFETY
- Z-shaped siping in tread increases traction in wet conditions.

EXCEPTIONAL RETREADABILITY AND CASING DURABILITY
- Unique buttress protector reduces cutting and curb damage to the sidewall.
- Wide steel-belt construction braces the tread area, improving durability, while high-elongation top belt protects casing integrity.
- High-tensile, open-cord construction keeps moisture and oxygen from entering the cord bundle to combat corrosion.
- Stone-ejector grooves minimize stone retention to maintain casing integrity.
LONG HAUL, REGIONAL, AND URBAN DEEP ALL-POSITION TIRE

The M154 is a deep all-position tire designed for regional and urban service in the highest-scrub environments, where tread wear is the primary reason for tire removal. Users can typically expect a return on their investment in less than a year with this SmartWay-verified tire. Excellent, even wear in miles per 32nd and a deep tread up to 22/32" deliver maximum removal mileage, even in the drive position. Excellent fuel efficiency and high mileage make the M154 the leading value alternative tire for regional to urban high-scrub applications.

MAXIMUM REMOVAL MILES

- E-balance provides optimum footprint wear to increase mileage performance.
- Wide five-rib pattern with a solid outer rib and optimized tread depth combine for long, even wear.
- Special cap and base tread compound extends tire life by reducing heat buildup and resisting wear.

MAXIMUM FUEL EFFICIENCY

- Low-rolling-resistance construction minimizes fuel consumption and qualifies it as a SmartWay-verified steer tire.

EXCELLENT PERFORMANCE AND SAFETY

- Computer-optimized tread design with four straight grooves, deep sipes, and multi-pitch grooves provides enhanced wet and dry traction, while also reducing road noise.

MAXIMUM RETREADABILITY AND CASING DURABILITY

- E-balance profile minimizes growth of the tread profile, and maintains uniform and flatter tread radius for the entire life of the casing.
- High-elongation top belt protects casing integrity.
- High-tensile, open-cord construction keeps moisture and oxygen from entering the cord bundle to combat corrosion.

EXTREME LONG-HAUL TO REGIONAL FREE-ROLLING AXLE TIRE

The M157 is a free-rolling axle tire designed for operations running high miles per 32nd, where tires are typically pulled prematurely due to irregular wear. Designed as a fuel-efficient, free-rolling axle tire, it is acceptable for steer axle use. The high miles per 32nd, with minimized irregular wear results in maximum removal mileage. This, combined with excellent fuel efficiency and a competitive acquisition point, results in a lower cost per mile, making the M157 a leading value alternative tire for extreme long-haul applications.

MAXIMUM REMOVAL MILES

- Optimized 13/32" tread depth with top DG compound minimizes fuel consumption and qualifies it as a SmartWay-verified steer tire.

MAXIMUM FUEL EFFICIENCY

- Industry-leading, low-rolling-resistance tread compound minimizes fuel consumption and qualifies it as a SmartWay-verified steer tire.

EXCELLENT PERFORMANCE AND SAFETY

- Computer-optimized tread design with four straight grooves, deep sipes, and multi-pitch grooves provides enhanced wet and dry traction, while also reducing road noise.

EXCEPTIONAL RETREADABILITY AND CASING DURABILITY

- E-balance profile minimizes growth of the tread profile, and maintains uniform and flatter tread radius for the entire life of the casing.
- Enhanced, high-speed casing design resists casing fatigue.
- High-elongation top belt protects casing integrity.
- Four-steel-belt construction contributes to casing durability.
M170™

REGIONAL AND URBAN STEER TIRE

The M170 steer tire is designed for demanding regional and urban operations, where tread wear is the primary reason for tire removal. Excellent even wear in miles per 32nds with a deep 19/32” tread depth results in maximum removal mileage. This, combined with excellent fuel efficiency and a very competitive acquisition point, results in a lower cost per mile, making the M170 a leading value alternative tire in regional high-scrub applications that typically delivers a return on investment within a year.

**EXEMPLARY REMOVAL MILES**
- E-balance provides optimum footprint wear to increase mileage performance.
- Wide five-rib pattern with a solid outer rib and optimized tread depth combine for long, even wear.

**HIGH FUEL EFFICIENCY**
- Low-rolling-resistance construction minimizes fuel consumption.

**EXCELLENT RETREADABILITY AND CASING DURABILITY**
- E-balance profile minimizes growth of the tread profile, and maintains uniform and flatter tread radius for the entire life of the casing.
- High-elongation top belt protects casing integrity.
- V-shaped groove design ejects packed stones at low speeds to prevent stone drilling.

**APPLICATION**  | **RECOMMENDED** | **SUITEABLE**
--- | --- | ---
REGIONAL | STEER | DRIVE, TRAILER
URBAN | STEER | DRIVE, TRAILER

M177™

LONG-HAUL STEER TIRE

The M177 is a deep 18/32” steer tire designed for long-haul operations. The excellent wear in miles per 32nds with minimized irregular wear, combined with the deep 18/32” tread depth, results in maximum removal mileage. This, combined with excellent fuel efficiency and a competitive acquisition point, results in a lower cost per mile, making the M177 as a leading value alternative steer tire for long-haul applications.

**MAXIMUM REMOVAL MILES**
- High miles per 32nds due to an improved footprint, with top DG that minimizes irregular wear and a deep 18/32” tread for improved mileage.

**MAXIMUM FUEL EFFICIENCY**
- Low-rolling-resistance tread compound minimizes fuel consumption and qualifies it as a SmartWay-verified steer tire.

**EXCELLENT PERFORMANCE AND SAFETY**
- Computer-optimized tread design with four straight grooves, deep sipes, and multi-pitch grooves provides enhanced wet and dry traction, while also reducing road noise.

**EXCELLENT RETREADABILITY**
- E-balance profile minimizes growth of the tread profile, and maintains uniform and flatter tread radius for the entire life of the casing.
- High-elongation top belt protects casing integrity.

**APPLICATION**  | **RECOMMENDED** | **SUITEABLE**
--- | --- | ---
LONG-HAUL | STEER | DRIVE, TRAILER

<table>
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<th>WHEEL DIA.</th>
<th>LOAD RANGE / PLY RATING</th>
<th>MAX SPEED (MPH)</th>
<th>WIDTH RANGE (IN.)</th>
<th>OVERALL DIA. (IN.)*</th>
<th>OVERALL WIDTH (IN.)*</th>
<th>STATIC LOADED RADIUS (IN.)</th>
<th>STATIC LOADED WIDTH (IN.)</th>
<th>MAX LOAD (LBS.) SINGLE</th>
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</tbody>
</table>

*Inflated dimensions. Never exceed wheel manufacturer’s load and inflation limits.


For the latest tire information, please visit toyotires.com.
ON/OFF-ROAD HIGHWAY TIRE

The M320 is an even-wearing, on/off-road highway tire built for multiple applications in the most demanding high-traction, high-torque environments. Designed for logging, mining, concrete mixers, and refuse trucks, this cut- and chip-resistant tire is available in standard and wide-base sizes. It delivers extended tread life, superb traction, and exceptional durability. These benefits, combined with a competitive acquisition point, make the M320 the leading value alternative tire in the on/off-road segment.

MAXIMUM REMOVAL MILES

- Tough tread compound resists cuts and chips to extend tire life.
- DSOC II™ technology optimizes footprint design for even wear and long life.

EXEMPLARY PERFORMANCE AND SAFETY

- Deep tread provides traction in tough on/off-road conditions.
- High natural rubber content delivers unmatched cut and chip resistance.

ENHANCED RETREADABILITY AND CASING DURABILITY

- High-elongation top belt protects casing integrity.
- Stone-ejector grooves minimize stone retention to maintain casing integrity.
- Four-steel-belt construction contributes to casing durability.

MAXIMUM TRACTION

- Deep 26/32” lug tread provides traction on muddy, slippery, and abrasive surfaces.
- Wide-belt construction contributes to long, even wear.

EXCELLENT DURABILITY

- V-shaped groove design ejects packed stones at low speeds to prevent stone drilling.
- Tough tread compound resists cuts and chips to extend tire life.

<table>
<thead>
<tr>
<th>APPLICATION</th>
<th>RECOMMENDED</th>
<th>SUITABLE</th>
</tr>
</thead>
<tbody>
<tr>
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<td>Steer</td>
<td>Drive</td>
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<table>
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<td>11R24.5</td>
<td>H/16</td>
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</tbody>
</table>

For the latest tire information, please visit toyotires.com.
# M506™ Heavy-Duty Urban and On/Off-Road Drive Tire

The M506 is a 30/32” drive tire for severe on/off-road applications. The extra-deep tread, exceptional durability, and extended casing life make it the ideal tire for logging, construction, and refuse vehicles. These features, combined with a competitive acquisition point, make the M506 a leading value alternative tire in the on/off-road segment.

### Maximum Removal Miles
- Tough tread compound resists cuts and chips to extend tire life.
- DSOC II™ technology optimizes footprint design for even wear and long life.

### Excellent Performance and Safety
- Extra-deep tread provides traction in tough on/off-road conditions.
- High natural rubber content delivers unmatched cut and chip resistance.

### Enhanced Retreadability and Casing Durability
- High-elongation top belt protects casing integrity.
- Stone-ejector grooves minimize stone retention to maintain casing integrity.
- Four-steel-belt construction contributes to casing durability.

### Application

<table>
<thead>
<tr>
<th>Application</th>
<th>Recommended</th>
<th>Suitable</th>
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</tr>
<tr>
<td>On/Off-Road</td>
<td>Drive</td>
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</table>

## M605™ Urban Drive Tire

The M605 is an aggressive drive tire for local operations that need extreme traction. A deep 29/32” tread design with unique compounding contributes to long tread life, delivering maximum removal miles. This, combined with the extreme traction and competitive acquisition point, makes the M605 a leading value alternative tire among urban drive tires.

### Maximum Traction
- Aggressive highway tread design ensures traction in all conditions.
- Bridged tread blocks maximize gripping power on high-torque vehicles.

### Long Service Life
- Wide tread design reduces slippage and extends tread life.

### Application

<table>
<thead>
<tr>
<th>Application</th>
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</tr>
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<td>Drive</td>
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### Technical Specifications

#### M506™ Urban Drive Tire

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<td>Max Pressure (PSI)</td>
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#### M605™ Urban Drive Tire

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</tr>
</tbody>
</table>

*For the latest tire information, please visit toyotires.com.
### REGIONAL AND URBAN DRIVE TIRE

The M608 is a dependable drive tire designed for regional and urban pickup and delivery service. Select sizes are available in N-speed rating to match OE specifications. Four-belt construction, combined with an open-shoulder lug design, delivers outstanding traction, high mileage, and excellent retreadability. These benefits, combined with a competitive acquisition point, make the M608 a leading value alternative drive tire.

<table>
<thead>
<tr>
<th>APPLICATION</th>
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<th>SUITABLE</th>
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<tr>
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<tr>
<td>REGIONAL</td>
<td>DRIVE</td>
<td>-</td>
</tr>
<tr>
<td>URBAN</td>
<td>DRIVE</td>
<td>-</td>
</tr>
</tbody>
</table>

#### EXCEPTIONAL TRACTION
- Extra-wide block and lug pattern offers superior traction in snow, mud, and sand.
- Top-selling 225/70R19.5 size (not shown) accepts TSMI #15 winter studs for use in extreme winter conditions.

#### EXCELLENT REMOVAL MILEAGE
- Extra-wide block and lug pattern with optimized tread depth offers excellent mileage.

#### ENHANCED RETREADABILITY AND CASING DURABILITY
- Four-steel-belt construction contributes to casing durability.

### REGIONAL AND URBAN DRIVE TIRE

The M610ZL is a deep, open-shoulder drive tire that delivers high traction, high torque, and cut and chip resistance plus high mileage. The tire comes with a 28/32” tread depth, which adds to its long life. These benefits, plus a competitive acquisition point, make the M610ZL a leading value alternative tire popular with fleets.

<table>
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<td>-</td>
</tr>
<tr>
<td>URBAN</td>
<td>DRIVE</td>
<td>-</td>
</tr>
</tbody>
</table>

#### EXCELLENT TRACTION
- Deep 28/32” open-shoulder tread provides traction in both wet and dry conditions.
- High-traction, high-torque tread design prevents block tearing.

#### MAXIMUM REMOVAL MILES
- DSOC II™ technology optimizes footprint design for even wear and long life.
- Deep 28/32” tread depth delivers longer life.
- Tie bars in shoulder bridge reduce tread block movement.

#### EXCEPTIONAL RETREADABILITY AND CASING DURABILITY
- Four-steel-belt construction braces the tread area, improving durability.
- V-shaped groove design everts packed stone at low speeds to prevent stone drilling.
- High-elongation top belt protects casing integrity.
LONG-HAUL AND REGIONAL DRIVE TIRE
The M614 is a long-haul and regional drive tire that delivers a unique combination of good mileage, traction, and fuel economy. These benefits make the M614 a leading value alternative drive tire in the 255/70R22.5 size.

EXEMPLARY REMOVAL MILEAGE
- DSOC II™ technology optimizes footprint design for even wear and long life.
- Extra-wide block and lug pattern with 20/32" tread depth offers good mileage.

EXCEPTIONAL TRACTION
- Extra-wide block and lug pattern with 20/32" tread depth offers superior traction in wet and dry conditions.
- Computer-optimized tread design with a unique combination of blocks and grooves provides enhanced wet and dry traction.

IMPROVED FUEL ECONOMY
- Optimized tread depth for improved fuel economy.
- Four-belt construction braces the tread area, creating less rolling resistance.

LONG-HAUL, REGIONAL, AND URBAN DRIVE TIRE
The M647 is Toyo’s highest-mileage drive tire. The extra-deep, 30/32" tread depth is ideal for urban to long-haul operations, where tread wear is the primary reason tires are removed from service. The excellent miles per 32nd, combined with the deep tread and minimal irregular wear, make this the drive tire of choice in multiple applications. These benefits, combined with a competitive acquisition point, result in a lower cost per mile, making the M647 the leading value alternative drive tire for urban, regional, and long-haul vehicles.

EXCEPTIONAL REMOVAL MILES
- Extra-deep, 30/32" tread depth delivers maximum miles.
- E-balance provides optimum footprint wear to increase mileage performance.
- Four-groove tread design, combined with an optimized void ratio, contributes to high mileage.
- High-rigidity shoulder reduces edge wear to prevent early removal.

EXCELLENT PERFORMANCE AND SAFETY
- Deep-groove siping equal to main groove depth ensures wet traction until worn out.

MAXIMUM RETREADABILITY AND CASING DURABILITY
- E-balance profile minimizes growth of the tread profile, and maintains uniform and flatter tread radius for the entire life of the casing.
**RECOMMENDED G/14 DRIVE REVS PER MILE**
- 75
- 130

**MAXIMUM FUEL EFFICIENCY**
- Low-rolling-resistance tread compound minimizes fuel consumption and qualifies it as a SmartWay-verified steer tire.

**EXCELLENT TRACTION**
- Deep 28/32" open-shoulder tread provides traction in both wet and dry conditions.
- High-traction, high-torque tread design prevents block tearing.

**MAXIMUM REMOVAL MILES**
- E-balance provides optimum footprint wear to increase mileage performance.
- Deep 28/32" tread depth delivers longer life.
- Tie bars in shoulder bridge reduce tread block movement.

**EXCEPTIONAL RETREADABILITY AND CASING DURABILITY**
- E-balance profile minimizes growth of the tread profile, and maintains uniform and flatter tread radius for the entire life of the casing.
- V-shaped groove design ejects packed stones at low speeds to prevent stone drilling.
- High-elongation top belt protects casing integrity.

**REGIONAL AND URBAN DRIVE TIRE**
The M650 is a deep, open-shoulder drive tire that delivers high-traction, high-torque, and cut and chip resistance, plus high mileage and excellent fuel efficiency. The tire comes with a 28/32” tread depth, which adds to its long life. All of these benefits, plus a low-rolling-resistance tread and competitive acquisition point, make the SmartWay-verified M650 a leading value alternative tire popular with fleets.

**APPLICATION** | **RECOMMENDED** | **SUITEABLE**
--- | --- | ---
REGIONAL | DRIVE | -
LONG-HAUL | DRIVE | -
URBAN | DRIVE | -

**MAXIMUM PRESSURE (PSI)**
- 110
- 105

**PRODUCT CODE**
- 5675
- 5840

**TIRE SIZE**
- G/14
- H/16

**MAXIMUM REMOVAL MILES**
- 110
- 105

**APPLICATION** | **RECOMMENDED** | **SUITEABLE**
--- | --- | ---
EXTRA LONG-HAUL | DRIVE | -
LONG-HAUL | DRIVE | -
REGIONAL | DRIVE | -

**EXTREME, LONG, AND REGIONAL HAUL DRIVE TIRE**
The M657 is a deep, even-wearing drive tire that maximizes fuel efficiency and mileage in extreme long, long, and regional hauling. This is Toyo’s most fuel-efficient drive tire, with low rolling resistance, excellent wear in miles per 32nd, and a deep 28/32” tread depth. These features, combined with a competitive acquisition point, result in a low cost per mile, making the M657 a leading value alternative drive tire.

**APPLICATION** | **RECOMMENDED** | **SUITEABLE**
--- | --- | ---
EXTRA LONG-HAUL | DRIVE | -
LONG-HAUL | DRIVE | -
REGIONAL | DRIVE | -

**MAXIMUM PRESSURE (PSI)**
- 110
- 105

**PRODUCT CODE**
- 5675
- 5840

**TIRE SIZE**
- G/14
- H/16

**MAXIMUM REMOVAL MILES**
- 110
- 105

**APPLICATION** | **RECOMMENDED** | **SUITEABLE**
--- | --- | ---
EXTRA LONG-HAUL | DRIVE | -
LONG-HAUL | DRIVE | -
REGIONAL | DRIVE | -

**EXTREME LONG-HAUL**

**EXCEPTIONAL RETREADABILITY AND CASING DURABILITY**
- E-balance profile minimizes growth of the tread profile, and maintains uniform and flatter tread radius for the entire life of the casing.
- Enhanced, high-speed casing design resists casing fatigue.
- High-elongation top belt protects casing integrity.

**CONSTRUCTION**
- 22.5
- 24.5

**MAXIMUM PRESSURE (PSI)**
- 110
- 105

**PRODUCT CODE**
- 5675
- 5840

**TIRE SIZE**
- G/14
- H/16

**MAXIMUM REMOVAL MILES**
- 110
- 105

**APPLICATION** | **RECOMMENDED** | **SUITEABLE**
--- | --- | ---
EXTRA LONG-HAUL | DRIVE | -
LONG-HAUL | DRIVE | -
REGIONAL | DRIVE | -

**EXTREME, LONG, AND REGIONAL HAUL DRIVE TIRE**
The M657 is a deep, even-wearing drive tire that maximizes fuel efficiency and mileage in extreme long, long, and regional hauling. This is Toyo’s most fuel-efficient drive tire, with low rolling resistance, excellent wear in miles per 32nd, and a deep 28/32” tread depth. These features, combined with a competitive acquisition point, result in a low cost per mile, making the M657 a leading value alternative drive tire.

**APPLICATION** | **RECOMMENDED** | **SUITEABLE**
--- | --- | ---
EXTRA LONG-HAUL | DRIVE | -
LONG-HAUL | DRIVE | -
REGIONAL | DRIVE | -

**MAXIMUM PRESSURE (PSI)**
- 110
- 105

**PRODUCT CODE**
- 5675
- 5840

**TIRE SIZE**
- G/14
- H/16

**MAXIMUM REMOVAL MILES**
- 110
- 105

**APPLICATION** | **RECOMMENDED** | **SUITEABLE**
--- | --- | ---
EXTRA LONG-HAUL | DRIVE | -
LONG-HAUL | DRIVE | -
REGIONAL | DRIVE | -

**EXTREME LONG-HAUL**

**EXCEPTIONAL RETREADABILITY AND CASING DURABILITY**
- E-balance profile minimizes growth of the tread profile, and maintains uniform and flatter tread radius for the entire life of the casing.
- Enhanced, high-speed casing design resists casing fatigue.
- High-elongation top belt protects casing integrity.
**REGIONAL AND URBAN DRIVE TIRE**

The M920 drive tire delivers superb all-season traction and high mileage for local and regional operations. This unique tire features a wider tread width for even load distribution and improved stability. The deep 23/32" tread ensures maximum mileage on pickup and delivery vehicles, while an N-speed rating matches OE specifications. Computer-optimized design, all-season traction, and high mileage combine with a competitive acquisition point to make the M920 the leading value alternative for pickup and delivery vehicles using a 19.5" tire.

**MAXIMUM REMOVAL MILES**
- Extra-deep, 23/32" tread depth delivers maximum miles.
- E-balance provides optimum footprint wear to increase mileage performance.
- Wider tread width for even load distribution, improved stability, and excellent profile retention.
- Super-thin sipes decrease block movement under driving and braking conditions to deliver more even wear.

**SUPERIOR ALL-SEASON PERFORMANCE**
- Optimized staggered shoulder blocks provide exceptional all-season traction.
- Cross-sipe arrangement maintains block stiffness to provide traction throughout the life of the tire.
- V-notch in tread grooves provides traction in all conditions.

**EXCELLENT CASING DURABILITY**
- E-balance profile minimizes growth of the tread profile, and maintains uniform and flatter tread radius for the entire life of the casing.
- Stone ejectors in all major grooves prevent casing damage.

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**LOW-PLATFORM TRAILER TIRE**

The M1430 is the ideal 17.5" tire for low-platform and high-cube trailers in regional, urban, and long-haul applications. The high miles per 32nd, with minimized irregular wear, results in excellent removal mileage. This, combined with a competitive acquisition point, makes the M1430 a leading value alternative low-platform trailer tire.

**MAXIMUM REMOVAL MILES**
- DSOC/™ technology optimizes footprint design for even wear and long life.
- Five-rib, four-groove pattern with a solid outer rib and 15/32" tread depth combine for long, even wear.

**HIGH-LOAD CARRYING CAPACITY**
- Wide-belt construction braces the tread area for increased load-carrying capacity.
- Enhanced bead construction stabilizes the casing for heavy loads.

**EXCEPTIONAL CASING DURABILITY**
- Stone-ejector grooves minimize stone retention to maintain casing integrity.
- High-elongation top belt protects casing integrity.
TREAD PATTERNS

There are four basic tread patterns that are used for truck and bus tires. Each one is suited for a particular application.

**RIB**
A pattern that has grooves that continue around the tire in the direction of rotation. Well suited for operating on paved surfaces. An example of this pattern is the Toyo M154™.

**LUG**
Used for vehicles that travel local or unpaved roads. A lug pattern example is the Toyo M610ZL™.

**RIB-LUG**
A pattern that has lugs on shoulders and blocks on center. Mainly used for on/off-road applications. An example of the rib-lug pattern is the Toyo M647™.

**BLOCK**
A pattern that is composed of independent blocks. Ideal for drive axles of on/off-road vehicles. An example of the block pattern is the Toyo M506Z™.

MULTI-PITCH GROOVE AND STONE EJECTORS

The multi-pitch groove and stone ejectors both offer superior performance and longer tire life. As wear progresses, groove configuration changes to a zigzag shape, enabling consistent traction throughout the life of a tire. The stone ejectors help prevent casing damage when stones become wedged in grooves, otherwise known as stone drilling.

**MULTI-PITCH GROOVE**

**STONE EJECTORS**

E-BALANCE

Toyo Tires e-balance technology for commercial truck tires improves fundamental performance characteristics and their compatibility with one another. These characteristics are tire life, irregular wear resistance, endurance and fuel consumption. All of these improvements help to lower fleet operating costs and make e-balance tires more environmentally friendly.

The technologies of e-balance incorporate improvements in the areas of Tread Profile Retention, Bead Profile Retention, and overall Simulation for optimum tire design.

**TREAD PROFILE RETENTION**

Tires that utilize e-balance exhibit improved tread profile retention, resulting in less service growth compared to conventional tires. The flatter tread radius provides an optimized footprint shape resulting in even wear, less irregular wear, and longer life. Strain at the belt edge is reduced by approximately 20%, which also helps to improve tread profile retention.

**BEAD PROFILE RETENTION**

Tires that utilize e-balance have higher bead stiffness to achieve improvements in bead profile retention. This leads to a reduction in irregular wear and an improvement in endurance. The bead area profile is retained even after service. Increased bead stiffness is achieved through the use of a high-stiffness bead core, which is then surrounded by high-stiffness rubber. A low-heat buildup rubber is also used in the bead filler area. Strain at the ply turn-up edge is reduced by approximately 20% over conventional tires.

**SIMULATION**

There are four simulation technologies utilized in e-balance. These are tire irregular wear, tire profile change, tread pattern noise and vehicle handling behavior. All of these areas are analyzed with careful consideration as to how they affect one another. This new simulation technology allows for optimization of tire design with much higher accuracy than was possible before.

**ROLLING-RESISTANCE**

Comparing the Rolling-Resistance of the e-balance tire with a conventional tire shows a significant reduction. The e-balance tire provides a more fuel-efficient and environmentally friendly option.

**TIRE IRREGULAR WEAR**

A comparison of the tire wear between e-balance and a conventional tire shows a noticeable difference in the wear pattern.

**TREAD PATTERN NOISE**

Test results show a reduction in tread pattern noise when using e-balance tires.

**VEHICLE HANDLING BEHAVIOR**

Test results demonstrate an improvement in vehicle handling behavior with e-balance tires.
You can always feel confident when you recommend Toyo Tires commercial tires to your customers. Each is a unique combination of components and design features that meet specific service criteria.

Toyo Tires engineers study the process of irregular wear using the DSOC II (Dynamic Simulation Optimized Contact) system. DSOC II is a sophisticated computer program that simulates forces acting on a tire under actual operating conditions. The simulation reveals stress levels within the tire, how speed changes affect footprint size and shape, as well as other factors.

A truck tire in motion changes its contour or shape according to its load and operating speed. DSOC II™ Technology allows Toyo Tires engineers to observe these changes in great detail. This remarkable technology has made design breakthroughs easier to achieve and has also significantly reduced development time.

The size and strength of each tire are identified and indicated on the tire. The size and strength of each tire are identified and indicated on the tire.

For example:

<table>
<thead>
<tr>
<th>Ply Rating</th>
<th>Nominal Rim Diameter (inches)</th>
<th>Radial Construction</th>
<th>Nominal Section Width (inches)</th>
</tr>
</thead>
<tbody>
<tr>
<td>14PR</td>
<td>20</td>
<td>Radial Construction</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Load Range</th>
<th>Ply Rating</th>
<th>Tubeless Rim Diameter (inches)</th>
<th>Radial Construction</th>
<th>Aspect Ratio</th>
<th>Nominal Section Width (inches)</th>
</tr>
</thead>
<tbody>
<tr>
<td>14G</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

TIRE SIZE AND DIMENSION DEFINITIONS

PLY RATING

Ply rating is used to identify a given tire with its maximum recommended load when used in a specific type of service. It is an index of tire strength and does not necessarily represent the number of cord plies in the tire.

LOAD RANGE

Load range is merely a letter used to correspond with a ply rating.

TREAD DEPTH

Tread Depth indicates the depth of grooves in the tread.

MEASURING RIM WIDTH

Measuring Rim Width is the specific rim width assigned to each tire size designation to determine the tire dimensions.

OVERALL DIAMETER

The diameter of a new tire mounted on the rim and inflated under no load.

OVERALL WIDTH

The width of a new tire including normal growth due to inflation and including bars, letters or decorations embossed on sidewalls.

STATIC LOADED RADIUS

The shortest distance from the axle center to a flat contact surface of a tire mounted on the approved rim at the specified inflation pressure, and loaded with the specified load.
The Speed Symbol indicates the speed at which the tire can carry a load corresponding to its Load Index under service conditions specified by the tire manufacturer.

<table>
<thead>
<tr>
<th>SPEED SYMBOL</th>
<th>SPEED (KM/H)</th>
<th>SPEED (MPH)</th>
<th>SPEED SYMBOL</th>
<th>SPEED (KM/H)</th>
<th>SPEED (MPH)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>60</td>
<td>37</td>
<td>H1</td>
<td>110</td>
<td>68</td>
</tr>
<tr>
<td>A2</td>
<td>65</td>
<td>40</td>
<td>H2</td>
<td>115</td>
<td>72</td>
</tr>
<tr>
<td>A3</td>
<td>70</td>
<td>43</td>
<td>H3</td>
<td>120</td>
<td>75</td>
</tr>
<tr>
<td>A4</td>
<td>75</td>
<td>47</td>
<td>H4</td>
<td>125</td>
<td>79</td>
</tr>
<tr>
<td>A5</td>
<td>80</td>
<td>50</td>
<td>H5</td>
<td>130</td>
<td>83</td>
</tr>
<tr>
<td>B1</td>
<td>90</td>
<td>56</td>
<td>H6</td>
<td>140</td>
<td>88</td>
</tr>
<tr>
<td>B2</td>
<td>95</td>
<td>60</td>
<td>H7</td>
<td>150</td>
<td>94</td>
</tr>
<tr>
<td>C1</td>
<td>100</td>
<td>63</td>
<td>H8</td>
<td>160</td>
<td>100</td>
</tr>
</tbody>
</table>

*Consult the manufacturer for high speed capability.
**Note: All calculations for KM/H to MPH and KG to LBS are rounded-off. Your calculation may differ if it should, use the Tire and Rim Association recommendation.

The Load Index is a numerical code associated with the maximum load a tire can carry at the speed indicated by its Speed Symbol under service conditions specified by the tire manufacturer.

<table>
<thead>
<tr>
<th>LOAD INDEX</th>
<th>LOAD LIMITS</th>
<th>LOAD LIMITS</th>
</tr>
</thead>
<tbody>
<tr>
<td>LI</td>
<td>LBS</td>
<td>KG</td>
</tr>
<tr>
<td>L1</td>
<td>1100</td>
<td>765</td>
</tr>
<tr>
<td>L2</td>
<td>1200</td>
<td>795</td>
</tr>
<tr>
<td>L3</td>
<td>1300</td>
<td>827</td>
</tr>
<tr>
<td>L4</td>
<td>1400</td>
<td>861</td>
</tr>
<tr>
<td>L5</td>
<td>1500</td>
<td>906</td>
</tr>
<tr>
<td>L6</td>
<td>1600</td>
<td>955</td>
</tr>
<tr>
<td>L7</td>
<td>1700</td>
<td>1003</td>
</tr>
<tr>
<td>L8</td>
<td>1800</td>
<td>1052</td>
</tr>
<tr>
<td>L9</td>
<td>1900</td>
<td>1105</td>
</tr>
<tr>
<td>L10</td>
<td>2000</td>
<td>1157</td>
</tr>
<tr>
<td>L11</td>
<td>2100</td>
<td>1200</td>
</tr>
</tbody>
</table>

LOAD LIMITS

Load limits at various speeds for radial ply truck tires used on improved surfaces. (These tables do not apply to rims or wheels. Consult rim and wheel manufacturer.)

Tire and Rim Association Standard

Table 1 – Truck/Bus Tires

The service load and minimum (cold) inflation must comply with the following limitations unless a speed restriction is indicated on the tire:

Tire and Rim Association Standard

These tables apply to tires only. Consult rim/wheel manufacturer for rim/wheel load and inflation capabilities.

Load limits at various speeds for radial ply truck tires used on improved surfaces.

1. FOR METRIC AND WIDE-BASE TIRES

<table>
<thead>
<tr>
<th>SPEED RANGE (MPH)</th>
<th>% LOAD CHANGE</th>
<th>INFLATION PRESSURE CHANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>41 THRU 50</td>
<td>-1%</td>
<td>NO INCREASE</td>
</tr>
<tr>
<td>51 THRU 60</td>
<td>-1%</td>
<td>NO INCREASE</td>
</tr>
<tr>
<td>61 THRU 70</td>
<td>+1%</td>
<td>+15 PSI</td>
</tr>
<tr>
<td>71 THRU 80</td>
<td>+1%</td>
<td>+20 PSI</td>
</tr>
<tr>
<td>81 THRU 90</td>
<td>+3%</td>
<td>+20 PSI</td>
</tr>
<tr>
<td>91 THRU 100</td>
<td>+5%</td>
<td>+20 PSI</td>
</tr>
<tr>
<td>101 THRU 110</td>
<td>+6%</td>
<td>+20 PSI</td>
</tr>
<tr>
<td>111 THRU 120</td>
<td>+7%</td>
<td>+20 PSI</td>
</tr>
<tr>
<td>121 THRU 130</td>
<td>+8%</td>
<td>+20 PSI</td>
</tr>
<tr>
<td>131 THRU 140</td>
<td>+10%</td>
<td>+20 PSI</td>
</tr>
<tr>
<td>141 THRU 150</td>
<td>+12%</td>
<td>+20 PSI</td>
</tr>
<tr>
<td>151 THRU 160</td>
<td>+14%</td>
<td>+20 PSI</td>
</tr>
</tbody>
</table>

STATIONS

2. FOR CONVENTIONAL TIRES

<table>
<thead>
<tr>
<th>SPEED RANGE (MPH)</th>
<th>% LOAD CHANGE</th>
<th>INFLATION PRESSURE CHANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>41 THRU 50</td>
<td>+1%</td>
<td>NO INCREASE</td>
</tr>
<tr>
<td>51 THRU 60</td>
<td>+2%</td>
<td>NO INCREASE</td>
</tr>
<tr>
<td>61 THRU 70</td>
<td>+2%</td>
<td>+15 PSI</td>
</tr>
<tr>
<td>71 THRU 80</td>
<td>+2%</td>
<td>+15 PSI</td>
</tr>
<tr>
<td>81 THRU 90</td>
<td>+4%</td>
<td>+15 PSI</td>
</tr>
<tr>
<td>91 THRU 100</td>
<td>+6%</td>
<td>+15 PSI</td>
</tr>
<tr>
<td>101 THRU 110</td>
<td>+8%</td>
<td>+15 PSI</td>
</tr>
<tr>
<td>111 THRU 120</td>
<td>+10%</td>
<td>+15 PSI</td>
</tr>
<tr>
<td>121 THRU 130</td>
<td>+12%</td>
<td>+15 PSI</td>
</tr>
<tr>
<td>131 THRU 140</td>
<td>+14%</td>
<td>+15 PSI</td>
</tr>
<tr>
<td>141 THRU 150</td>
<td>+16%</td>
<td>+15 PSI</td>
</tr>
<tr>
<td>151 THRU 160</td>
<td>+18%</td>
<td>+15 PSI</td>
</tr>
</tbody>
</table>

The maximum load and inflation capacity of the tire must not be exceeded.

For the latest tire information, please visit toyotires.com.
## COMPARISON OF DIMENSIONS

### LOW PROFILE VS. STANDARD SERIES DIMENSIONS

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Low Profile</th>
<th>Standard Series</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall Diameter</td>
<td>40.1</td>
<td>39.9</td>
</tr>
<tr>
<td>Loaded Radius</td>
<td>18.6</td>
<td>18.7</td>
</tr>
<tr>
<td>Revs Per Mile</td>
<td>520</td>
<td>517</td>
</tr>
<tr>
<td>Max Load Single (LB)</td>
<td>5,675</td>
<td>6,175</td>
</tr>
<tr>
<td>Max Load Single (PSI)</td>
<td>115</td>
<td>110</td>
</tr>
<tr>
<td>Max Load Single (PSI)</td>
<td>105</td>
<td>105</td>
</tr>
</tbody>
</table>

## WARRANTY

**COMMERCIAL TRUCK/BUS RADIAL TIRE AND CASING LIMITED WARRANTY**

This Limited Warranty covers your TBR tires against conditions that cause them to become unstable due to workmanship and materials, subject to the terms and conditions described below.

### WHAT IS COVERED?

Your TBR tire is eligible for coverage if all of the following criteria are met ("Eligible Tire(s)"):

- You are the original purchaser of the tire.
- You purchased the tire on or after October 13, 2013*.
- You have properly maintained and used the tire.
- You fulfill the warranty claim procedure (See "HOW TO MAKE A CLAIM" below).
- You purchased and used the tire only in the United States.
- The tire was distributed within the United States by Toyo Tires.
- The tire bears the complete Toyo Tires DOT tire identification number.
- The tire has not been branded “NA” (non-adjustable) or “USED.”
- The tire is not subject to any exclusion (See “WHAT IS NOT COVERED?” below).

*Tires purchased before October 13, 2013, may be covered by an earlier warranty.

### HOW LONG IS THE COVERAGE?

An Eligible Tire is covered for 66 months ("Warranty Period") from the original date of purchase, which is the date that appears in the original sales receipt. If a sales receipt is not available, the Warranty Period is 66 months from the date of manufacture, which is indicated by the Toyo Tires DOT tire identification number on the tire sidewall.

### WHAT IS NOT COVERED?

This Limited Warranty does not cover claims based on or arising from the following:

- Mileage or tread wear.
- Uniformity issues after the first 2/32” of treadwear.
- Road hazards, fire, theft, collision, or accident.
- Improper tire/vehicle maintenance or use, not limited to:
  - Incorrect inflation; overloading; vehicle misalignment; poor or defective mechanical condition of brakes, shocks, wheels, or other suspension components; or other factors attributable to the vehicle or wheel.
  - Running on a flat tire (i.e., 80% or less of the recommended inflation pressure).
  - Abuse, vandalism, tire alteration, tire spinning, or curbing.
  - Exposure to oil-based chemicals, water-based sealers, balancing substances, or flammable gases.
  - Improper use of tire chains.
  - Using an inner tube in a tubeless tire.
  - Using a highway tire for off-highway use.
  - Improper mounting, dismounting, balancing, sizing, repair, or retreading, not limited to:
    - Water, chemicals or other foreign matter trapped within the tire.
    - Failure to keep tires balanced.
  - Weather and/or ozone.
  - Conditions from the retread process.

Nothing in this Limited Warranty is intended to be a representation that tire failures cannot occur.
WARRANTY

ORIGINAL ELIGIBLE TIRE WarrantY.

For every Eligible Tire with original tread within the Warranty Period, Toyo Tires will do the following:

• Less Than 2/32” Worn: If your Eligible Tire with original tread has less than 2/32” wear, Toyo Tires will replace it, free of charge, with a comparable Toyo Tires brand tire. You are responsible for all mounting and balancing costs, disposal fees, and taxes.

• More Than 2/32” Worn: If your Eligible Tire with original tread has more than 2/32” wear, Toyo Tires will replace it with a comparable Toyo Tires brand tire, on a pro rata basis. You are responsible for the prorated cost of a replacement tire and all mounting and balancing costs, disposal fees and taxes.

A comparable Toyo Tires brand tire is the same model and size tire, or if it has been discontinued or otherwise not available, a tire of the same basic construction, quality, and size as the original tire, as determined by the sole discretion of Toyo Tires.

The prorated cost of a replacement tire is determined as follows:

(Usable Remaining Tread) ÷ (Usable Total Tread) x (actual current authorized dealer selling price of comparable Toyo Tires brand tire).

• Usable Total Tread = Total tread depth of a new comparable Toyo Tires brand tire minus 4/32” (note: the total tread depth will vary by tire model).

• Usable Remaining Tread = Usable Total Tread minus tread wear. Tread wear is determined by measuring the total tread depth of a new comparable Toyo Tires brand tire and subtracting the remaining total tread depth on the Eligible Tire.

HOw To MAKE A ClAim.

To make a claim under this Limited Warranty, you must:

1. Present the Eligible Tire(s) to an authorized Toyo Tires truck/bus tire dealer. At the request of Toyo Tires, you must make available for inspection the vehicle on which the Eligible Tire was previously mounted.

2. Complete and sign the Toyo Tires Limited Warranty Claim form provided by the dealer.

3. Keep a copy of the claim form for your records and leave the Eligible Tire(s) with the dealer.

Your claim will be administered in accordance with the limited warranty in effect at the time you purchased the Eligible Tires.

YOUR LEGAL RIGHTS.

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

LIMITATIONS AND EXCLUSIONS.

THIS LIMITED WARRANTY IS GIVEN IN LIEU OF ALL OTHER WARRANTIES EXPRESS OR IMPLIED THAT ARE SPECIFICALLY EXCLUDED, INCLUDING (WITHOUT LIMITATION) WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE. IN NO EVENT SHALL SELLER BE LIABLE FOR INCIDENTAL OR CONSEQUENTIAL DAMAGES TO THE FULL EXTENT SUCH MAY BE DISCLAIMED BY LAW (E.G., LOSS OF TIME, LOSS OF USE OF VEHICLE, TOWING CHARGES, ROAD SERVICES, COST OF RENTAL VEHICLE, INCONVENIENCES, ETC.).

Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above exclusions may not apply to you.

The terms of this Limited Warranty may not be changed by anyone, including any Toyo Tires employee, representative, or dealer.

Toyo Tires does not warranty any work performed by a dealer, including, but not limited to, such dealer’s selection, fitment, mounting and balancing, inspection or repair of any tire.

CONTACT INFORMATION

If you need assistance, please contact your authorized Toyo Tires truck/bus dealer. To locate an authorized Toyo Tires truck/bus dealer, use our dealer locator at www.toyotires.com, or contact Toyo Tires Consumer Relations at:

TOYO TIRE U.S.A. CORP.
P.O. Box 6052
Cypress, California 90630
(800) 442-8696
(6:30 am to 5:00 pm Pacific Time)

SAFETY WARNINGS AND ADVICE

Toyo Tires are designed and built with great care. Any tire, no matter how well constructed, can fail as a result of punctures, impact damage, underinflation/overloading, or other conditions resulting from use. To obtain the highest possible performance, tires must be properly handled and maintained.

WARNING: Failure to follow the safety information provided below can result in tire failure or explosion that may cause serious injury or death.

TIRE MOUNTING AND REPAIR

A. Tire service personnel should be trained to follow the safety precautions for mounting, inflating, or dismounting tires as outlined by the Occupational Health and Safety Administration: http://www.osha.gov/publications/whsafetywheel-chart-booklet.pdf (“Occupational Safety and Health Administration Publication”) Only specially trained persons using the proper tools and procedures should service tires.

B. Upon dismounting the tire from the vehicle, completely deflate the tire before handling.

C. Inspect the interior and exterior of all tires prior to mounting.

WARNING: Permanent tire damage due to underinflation and/or overloading cannot always be detected. Any tire known or suspected to have been run at 80% or less of the recommended inflation pressure and/or operated in an overloaded condition could have suffered permanent structural damage (e.g., steel cord fatigue). Steel ply cords weakened by the extreme flexing caused by the underinflation and/or overloading could break apart until a rupture occurs in the upper sidewall with accompanying instantaneous and explosive air loss.

D. When repairing tires, follow instructions as outlined in the RMA publication and wall chart “Puncture Repair Procedures for Truck/Bus Tires” http://www.rma.org/product/puncture-repair-procedures-for-truck-bus-tires-wall-chart/.

• External repairs or repairs that are done without dismounting the tire from the rim or wheel are considered improper.

• Never use a tube as a substitute for a proper repair.

• If you are unsure about the reparability of a tire, consult your tire dealer or retreading professional for further details on proper repair methods.
WARRANTY

E. Rims/Wheels:
• Always make sure that the tire wheel diameter and the rim/wheel diameter are identical. For example, do not mount a 17" tire on a 17.5" wheel, or similar incorrect combinations: 19" and 19.5", 22" and 22.5", 24" and 24.5". NEVER assemble a tire and rim unless you have positively identified and correctly matched the combination.
• Use rims and wheels that are approved for radial tires and that are rated for the pressure and loads required for the intended tire fitment. Consult the rim or wheel manufacturer for further information regarding proper application and use.
• Do not attempt to mount and inflate any tire on a bent, cracked, damaged or welded rim or wheel.
• Never exceed the maximum load or inflation limit of the rim or wheel. Consult the rim/wheel manufacturer for further information regarding application or use.

F. Inflation:
• Always follow the safety guidelines in the OSHA Publication when inflating a newly mounted tire, including the use of a safety cage, an extension hose with gauge, and clip-on air chuck for inflating the tire. Stand back from the tire and never lean or reach over the assembly during inflation.
• Never attempt to inflate any tire that may have damaged cords, inner liner wrinkling, heat deterioration, casing distortion, or other signs of underinflation, run flat, separation, or air leakage.

WARNING: If you attempt to inflate any tire that may have been damaged from underinflation/overload, or a run-flat condition, it may explode with violent force, which can result in serious injury or death.

G. Never introduce flammable substances to the interior of any tire during either the mounting process or during inflation. Such practices can cause an explosion that may result in injury or death.

H. Mixing Tires: For trucks with four wheel positions, never mix radial and non-radial tires on the same axle.
• If two radial tires are used with a pair of non-radial tires, the radial tires should be placed on the rear axle.
• On a dual axle, never mix radial with bias tires.
• Use tires with a similar tread design and remaining tread depth to ensure consistent handling.
• Refer to the vehicle owner’s manual for specific instructions regarding the mixing and matching of replacement tires.

TIRE USE AND MAINTENANCE

I. Tire Pressure: Use an accurate tire gauge to routinely check inflation pressures, and always check the pressure when the tires are cold (i.e., before driving on them).
• Measuring inflation pressures when the tire is hot will generate inaccurate pressure readings. Never bleed pressure from hot tires as this can result in underinflated tires.
• Never run on tires that are underinflated.
• Use metal valve caps to keep cores clean, clear of debris and to help guard against air leakage.

Tire Load: Check tire inflation pressures to make sure they are rated for the load.
• Never overload your tires.
• In dual-wheel applications, it is possible to overload a tire if one of the tires is underinflated or flat.
• If a tire has been driven in an overloaded condition, have it inspected and replaced.

WARNING: Underinflation or overloading will result in tire fatigue and sudden tire failure. This could lead to loss of vehicle control, possibly resulting in personal injury or death.

J. Speed Ratings: Never run tires at speeds in excess of their speed ratings as the tires may overheat and suddenly fail. This could lead to loss of vehicle control, possibly resulting in personal injury or death. Consult your Toyo Tires commercial truck tire dealer for further information concerning speed ratings for specific Toyo Tires commercial truck tires.

K. Routine Inspections: Check your tires for any damage or irregular wear prior to each trip. Irregular wear may indicate improper tire balance, vehicle misalignment, or worn parts. Your authorized Toyo Tires commercial truck tire dealer is also available to inspect and service your tires. A routine inspection of your tires will help to ensure your safety, and give you the maximum mileage and performance from your Toyo Tires.

L. Worn Tires: All tires have wear indicator bars incorporated into the tread at 2/32” to signal when the tires must be replaced. Never drive on tires that are worn past the wear indicator bars. Commercial truck tires that are mounted on the front axes of buses, trucks or truck tractors need to be replaced at 4/32” (3.2mm).

WARNING: Continued operation of your vehicle with excessively worn tires can lead to loss of vehicle control in wet or adverse weather conditions, possibly resulting in personal injury or death.

Tire Storage:

M. Follow these recommended guidelines for storage of your tires:
• Store tires in a cool, dry area away from major heat sources.
• Avoid contact of tire surfaces with petroleum or oil-based products.
• It is best to store tires in an enclosed area with no exposure to electromagnetic sources such as electric welders, generators, or transformers.

Failure to store tires in accordance with these instructions can cause damage resulting in sudden tire failure.

TIRE REGISTRATION

The tire registration system is an important means by which we can contact you in the event your tire is recalled. When you purchase your Toyo Tires, please request a tire registration form from your dealer with the relevant tire information. Complete the card and mail it to the pre-addressed location on the form.
TIRE INFLATION: MULTI-PURPOSE PASSENGER VEHICLES

This bulletin supersedes all prior Toyo Tires publications related to tire inflation for Multi-purpose passenger vehicles, including recreational vehicles. The purpose of this bulletin is to disseminate Toyo Tires’ recommendation and policy regarding inflation and tire maintenance of original equipment tires, and direct replacement tires (same size and load range) on Multi-purpose passenger vehicles.

For the purpose of this bulletin Multi-purpose passenger vehicles include all vehicles equipped with LT-designated tires, or medium-duty truck tires. Multi-purpose vehicles include recreational vehicles (including Class A, C, and B RVs), buses, and EMS (emergency medical service) vehicles.

INFLATION OF ORIGINAL EQUIPMENT TIRES AND MULTI-PURPOSE PASSENGER VEHICLES:

Toyo Tires’ policy is to maintain the pressure specified on the vehicle’s tire information placard (certification label) as established by the vehicle manufacturer or final stage manufacturer.

Replacement tires must also be capable of supporting no less than the vehicle’s GAWR (per axle).

TIRE INFLATION AND GAWR INFORMATION:
The vehicle’s tire information placard (certification label) includes information regarding the tire size, inflation, GAWR and other information. The tire information placard is usually located on the driver’s door hinge pillar, door latch post, or the door edge. In RVs the tire information placard is placed on the bulkhead at the left of the driver’s seating position.

APPLICATION FEDERAL MOTOR VEHICLE SAFETY STANDARDS:

Federal Motor Vehicle Safety Standards (FMVSS 571.120) requires the following of vehicle manufacturers in applying original tires to vehicles:

The sum of the maximum load ratings of the tires fitted to an axle shall not be less than the gross axle weight rating (GAWR) of the axle system as specified on the vehicle’s certification label (tire information placard).

Consequently, vehicle manufacturers are required by federal regulations to apply tires of a sufficient size, load range, and load capacity (by inflation) to support no less than the GAWR.

GAWR DEFINITION:
The maximum allowable weight the axle assembly is designed to support as determined by the vehicle manufacturer. This includes both the weight of the axle and the portion of the vehicle’s weight carried by the axle.

GVWR DEFINITION:
The maximum permissible weight of the vehicle, including the unloaded vehicle weight plus all fluids, cargo, passengers, optional equipment and accessories. For safety and product performance, do not exceed the GVWR.

CHECKING LOADED AXLE WEIGHTS AND LOAD DISTRIBUTION:

Consumers should make themselves aware of the loaded weight on each axle and wheel position of their vehicles and achieve as equal distribution of side-to-side weight as possible by redistributing cargo or payload as required. This can be determined by weighing each wheel position of the vehicle on a public scale. In any case where the vehicle axle loads exceed the loads stated on the vehicle placard, all attempts should be made to reduce the vehicle’s weight prior to driving. A vehicle must never be operated when the loaded weight of any axle exceeds the GAWR, nor should any vehicle be operated when the actual loaded weight exceeds the gross vehicle weight rating (GVWR).

TIRE INSPECTION AND TIRE ROTATION:

The practice of rotating tires on multi-purpose vehicles should take into consideration any past underinflation of tires. Any tire that has been run underinflated for any length of time may become dangerously fatigued (damaged internally), and subject to sudden failure. The term ‘underinflation’ may be defined as the operation of any tire below an inflation level required to support the tire’s actual load (according to tire load and inflation charts). Toyo Tires recommends that any tire that was known or suspected of being run underinflated or overloaded should be dismounted and fully inspected by a qualified tire professional for any damage or indications of fatigue before being routed or returned to service.
TIRE DAMAGE AND AGING (NON-COMMERCIAL USE):
Vehicle operating conditions and tire maintenance practices vary widely. Tires should be routinely checked for damage or signs of fatigue or aging. This should be done at scheduled vehicle maintenance intervals and preferably on a lift, so that the tires can be thoroughly inspected by a tire professional.

REDUCING INFLATION PRESSURE – VEHICLE CERTIFICATION LABEL:
Under no circumstances should the tire inflation pressure be reduced below that stated on the vehicle’s tire information (certification) placard to achieve improvements in ride comfort. If you do not know where the tire information placard is, contact your vehicle manufacturer for its location and tire inflation recommendation. For RVs, the certification label is usually placed on the wall or bulkhead to the left of the driver’s position.

AIR COMPRESSOR CAPACITY:
For vehicles equipped with air compressors. Some compressors may not be capable of inflating the tire to the required inflation pressure. In this case, consumers should take their vehicle to a retail tire shop or commercial vehicle repair shop with a higher capacity air compressor.

CHECK COLD TIRE INFLATION PRESSURE PRIOR TO DRIVING:
The cold tire inflation pressures of each wheel should be checked at least once per week and any corrections in cold tire inflation pressure should be made prior to a trip. “Cold” means that the tires are at the same temperature as the surrounding air, such as when the vehicle has been parked overnight. Never bleed air from a tire that has been run. It is normal for a tire’s inflation pressure to increase (hot inflation pressure) after running (for example 30 minutes or more driving time).

TIRE AIR PRESSURE LOSS:
All tires lose air at the rate of 1 – 1.5 PSI per month due to the natural permeation of the air through the tire’s rubber membrane. Always check the cold inflation pressure of any vehicle that has not been driven for several weeks and re-inflate the tires to the placard pressure before driving.

Tire pressure is affected by the ambient temperature to the extent of approximately 1 PSI per 10-degree (F) change in temperature. As an example, a 20 deg. (F) drop in temperature will result in a 2 PSI drop. A 20 deg. (F) increase in ambient temperature will result in a 2 PSI increase. As ambient temperatures drop, tire pressure should be checked and the air pressures increased as required.

Aside from tire pressure fluctuations due to ambient temperature, any unexplained air loss, such as 1 PSI or more per week, should be investigated for the cause(s), such as a nail puncture, leaking valve stem, etc., and corrected prior to driving.

DRIVING SPEED - TIRE FATIGUE:
Tires designated as “LT” tires and medium-duty truck tires have less resistance to heat build up compared to passenger tires, and are more susceptible to internal damage and fatigue if they are run underinflated, overloaded, or in excess of their (rated) speed capacity. Driving at sustained high speeds with underinflated and/or overloaded tires may lead to immediate tire failure. Driving in excess of the tire’s speed capability – even if properly inflated – may result in sudden tire failure. Consult the tire manufacturer regarding the speed limitation of the size and type of tire you are using, it is the driver’s responsibility not to exceed posted speeds.

FAQS FOR TIRE INFLATION ON MULTI-PURPOSE VEHICLES:
Q: If my tire and axle loads are below the vehicle’s GAWR, can Toyo Tires recommend a more suitable air pressure than that shown on the vehicle’s tire information placard?
A: No. The vehicle’s placard pressure will provide some measure of air pressure “reserve” over that required for the actual load, thus providing a safety margin.

Q: What if the vehicle’s certification placard inflation pressure is too high or low?
A: The vehicle’s certification placard inflation is not determined at the whim of the vehicle manufacturer. It is established in accordance with Federal Motor Vehicle Safety Standards (FMVSS 571.120) that require the tire size, load range and load capacity (by inflation) shall provide load capacity not less than the vehicle’s gross axle weight rating (GAWR). Although vehicle manufacturers must comply with this regulation, some originally installed tires may require higher or lower placard pressures depending on the size, load range, and load capacity of the tire.

Q: What are the consequences of inflating tires to accommodate the actual loads?
A: If the inflation pressure corresponds to the actual tire load according to the tire manufacturer’s load and pressure table, the tire will be running at 100% of its rated load at that pressure. This practice may not provide sufficient safety margin. Any air pressure loss below the minimum required to carry the load can result in eventual tire failure.

Toyo Tire U.S.A. Corp.
5665 Plaza Drive, Suite 300
Cypress, California 90630
www.toyotires.com

Technical Assistance: Eastern U.S.A. 888-444-8696
Western U.S.A. 800-442-8696
**TIRE LOAD LIMITS (LBS.) AT VARIOUS LOAD AND INFLATION PRESSURES**

* NEVER exceed the sidewall markings for the maximum loads and inflation pressures.

Note: Letters in parentheses denote Load Range for which Bold Face loads are maximum. International Load Index numbers are shown after the Load Range.

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* Equivalent to Michelin 195/70R11

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**LOW-PARTMENT TRAILER**

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LOAD AND INFLATION TABLES

For the latest tire information, please visit toyo tires.com.
CONTACT INFORMATION

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6:30AM to 5:00PM Pacific Time

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Ontario, CA 91761

LEBANON, TN
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Lebanon, TN 37090

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