TBR
Truck and Bus Radial Tire

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NOTES

- T/L: Tubeless Type
- M+S: Mud & Snow
- UMS: Ultra Mileage & Safety

This list cancels all previous lists and is subject to change without prior notice.

HANKOOK Guide for Truck & Bus Radial Tires
This chart will help you choose the most appropriate tire driving condition and the region.
If you have any questions, please contact the Hankook representative nearest you.

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<tr>
<th>Long Haul Tractor Trailer</th>
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<th>Pickup and Delivery</th>
<th>Straight Truck</th>
<th>Wide Base</th>
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### Long Haul Steer

**Design**
- Hankook’s UMS Technology
- AL07+ revoluzionsizes long haul applications.
- Optimizes tire ply line, giving the lowest possible belt edge stress.
- The tire definition is precisely engineered for maximum performance.
- This advanced construction also yields outstanding footprint pressure distribution - the key to long and even wear.

**Sizes & Specifications (Pattern Code: AL07+)**

<table>
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<tr>
<th>S-Code</th>
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*Use inflation pressure specifications vehicle tire pleasant. • The construction and material specifications subject to change without notice or obligation.

**Recommended Vehicle Types & Position**
- Recommended use includes steering, all position.
- Recommended use includes regional and long-haul applications.
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### Premium Regional Haul / All Position

**Superior performance for local and regional applications focused on resistance to high scrub situations where endurance, durability, and high mileage are vital to intense driving conditions. Solid wide ribs provide gratifying ride control while the improved siping design displaces water for outstanding road grip in adverse weather conditions. An enhanced sidewall fights against damaging abrasions and cuts to extend casing durability and tire life cycle performance.**

**Sizes & Specifications (Pattern Code: AH24)**

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**Recommended Vehicle Types & Position**
- The AH24 is a multipurpose performance tire structurally designed for longer tread life, fuel efficiency, and durability in intense driving conditions.
- The optimized footprint offers improved traction and mileage performance for smoother ride and better handling.
- An enhanced siping design displaces water for outstanding road grip in adverse weather conditions.

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### Regional Haul / All Position

**The AH37 is a multipurpose performance tire structurally designed for longer tread life, fuel efficiency, and durability in intense driving conditions.**

**Sizes & Specifications (Pattern Code: AH37)**

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**TBR Catalog 2019 Hankook Tire**

**Steer / All Position**

**TBR Truck Symbols for US**

**date: Sep. 2009**
### AH11/AH11s
**Pick-up & Delivery / All Position**
The AH11 and AH11s are built to be extra tough against uneven wear, chips, and tearing. Designed to lower operating cost per mile. Innovative tread design promotes excellent lateral stability while providing precise handling in all weather conditions.

### DL11
**Premium Long Haul Drive**
Large blocks with 3D-siping ensure traction capabilities in all weather conditions and improves overall mileage. New tread compound enhances dispersion and fuel efficiency.

**Recommended Vehicle Types & Position**
- Use inflation pressure specifications on vehicle tire placard.
- Tire construction and material specifications subject to change without notice or obligation.

### DL07
**Long Haul Drive**
Developed with an aggressive block pattern, the DL07 will provide superior traction for long-haul applications. The wider, deeper grooves with enhanced stone ejection platforms will prevent stone drilling and maximize removal mileage. Advanced tread design and carcass construction provides even wear patterns, equal weight / torque distribution, reduced heat buildup, and increased fuel efficiency.

**Recommended Vehicle Types & Position**
- Use inflation pressure specifications on vehicle tire placard.
- Tire construction and material specifications subject to change without notice or obligation.

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**AH11** Specifications

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**Recommended Vehicle Types & Position**
- Use inflation pressure specifications on vehicle tire placard.
- Tire construction and material specifications subject to change without notice or obligation.
**Long Haul Drive**

Engineered to maximize traction and tread life, the DL21 uses our heel and toe stopper technology to strengthen the tread blocks over time. Its three-dimensional siping design reinforces interlocking between tread blocks to ensure that the tire performs up to its highest ability while also staying reliable.

**Sizes & Specifications (Pattern Code: DL21)**

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<td>19.1</td>
</tr>
</tbody>
</table>

* Use inflation pressure specifications on vehicle tire placard. • Tire construction and material specifications subject to change without notice or obligation.

**Recommended Vehicle Types & Position**

**New DL21**

**SmartWay DL15**

Long Haul Drive

Using Hankook’s three-dimensional deep cut siping and SmartWay Technology, the DL15 is designed to maximize fuel efficiency and traction performance for long and regional haul applications. Its tread design is sure to deliver a long lasting and reliable experience.

**Sizes & Specifications (Pattern Code: DL15)**

<table>
<thead>
<tr>
<th>S-Code</th>
<th>Size</th>
<th>Ply Type</th>
<th>Measuring</th>
<th>Max. Air (PSI)</th>
<th>Max. Load (LBS)</th>
<th>Overall Diameter</th>
<th>Section Width</th>
<th>Tread Width</th>
<th>Rim/ Rim</th>
<th>SLR (Inch)</th>
<th>Max Speed</th>
<th>Weight</th>
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<td>18.9</td>
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</table>

* Use inflation pressure specifications on vehicle tire placard. • Tire construction and material specifications subject to change without notice or obligation.

**Recommended Vehicle Types & Position**

**New DL12**

**DH06**

Long & Regional Haul / Drive Position

The DL12 incorporates 3D siping, providing excellent traction and long original tread life. Wide tread design and combined structure of rib and block pattern provides stability, longer mileage, and better handling performance in all weather conditions.

**Sizes & Specifications (Pattern Code: DL12)**

<table>
<thead>
<tr>
<th>S-Code</th>
<th>Size</th>
<th>Ply Type</th>
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<td>19.7</td>
</tr>
</tbody>
</table>

* Use inflation pressure specifications on vehicle tire placard. • Tire construction and material specifications subject to change without notice or obligation.

**Recommended Vehicle Types & Position**

**New DH06**

Premium Deep Drive - Open Shoulder

Developed for exceptional grip and control while maximizing casing life cycle mileage. Improved and deeper tread block design allows outstanding performance in rain, mud, and snow conditions.

**Sizes & Specifications (Pattern Code: DH06)**

<table>
<thead>
<tr>
<th>S-Code</th>
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<th>Max. Load (LBS)</th>
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<th>Tread Width</th>
<th>Rim/ Rim</th>
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<td>19.7</td>
</tr>
</tbody>
</table>

* Use inflation pressure specifications on vehicle tire placard. • Tire construction and material specifications subject to change without notice or obligation.

**Recommended Vehicle Types & Position**
Drive Position / Super Traction

The DH37 is designed for extreme mileage and excellent traction in all road conditions. The large footprint and aggressive tread design allows outstanding performance in rain, mud and snow conditions.

Sizes & Specifications (Pattern Code: DH37)

<table>
<thead>
<tr>
<th>S-Code</th>
<th>Size</th>
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<th>Max. Load (LBS)</th>
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<th>Section Width</th>
<th>Tread Depth</th>
<th>Revs/ Mile</th>
<th>Max. Speed</th>
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<th>Max. Width</th>
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</tbody>
</table>

Recommended Vehicle Types & Position

- Use inflation pressure specifications on vehicle tire placard.
- Tire construction and material specifications subject to change without notice or obligation.

DH01

Drive Position / Pick-up & Delivery

A Drive axle position tire for medium and long haul service. Wide tread ensures longer mileage while large tread radius improves wear resistance. Wide lugs provide a better grip, deep siping improve wet traction.

Sizes & Specifications (Pattern Code: DH01)

<table>
<thead>
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<th>S-Code</th>
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<th>Section Width</th>
<th>Tread Depth</th>
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<th>Max. Speed</th>
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</tbody>
</table>

Recommended Vehicle Types & Position

- Use inflation pressure specifications on vehicle tire placard.
- Tire construction and material specifications subject to change without notice or obligation.

Z35A

Drive Position / Super Traction

An extra rugged tread with a special long and wearing compound that resists cuts, abrasions and stone retention. Its large footprint and aggressive tread design ensure outstanding traction and braking in all weather conditions.

Sizes & Specifications (Pattern Code: Z35A)

<table>
<thead>
<tr>
<th>S-Code</th>
<th>Size</th>
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</table>

Recommended Vehicle Types & Position

- Use inflation pressure specifications on vehicle tire placard.
- Tire construction and material specifications subject to change without notice or obligation.

DH07

Drive Position / Pick-up & Delivery

A Drive axle position tire for medium and long haul service. Structurally designed for improved durability, ride, and handling performance.

Sizes & Specifications (Pattern Code: DH07)

<table>
<thead>
<tr>
<th>S-Code</th>
<th>Size</th>
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<th>Max. Load (LBS)</th>
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<th>Section Width</th>
<th>Tread Depth</th>
<th>Revs/ Mile</th>
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</table>

Recommended Vehicle Types & Position

- Use inflation pressure specifications on vehicle tire placard.
- Tire construction and material specifications subject to change without notice or obligation.
**E³ WIDE DL07**

Ultra Wide Base / Drive Position  
Approved for SmartWay & CARB

A technologically advanced tread pattern provides the e³ WIDE DL07 with excellent traction through all road & weather conditions. An optimized shoulder design prevents irregular wear and enhances traction performance. Hankook’s Spiral-Coil Technology provides a stabilized footprint and strengthened casing durability throughout the life of the tire.

### Sizes & Specifications (Pattern Code: e³ WIDE DL07)

<table>
<thead>
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<th>S-Code</th>
<th>Size</th>
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<th>Tyre Max Load (LBS)</th>
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<th>Section Width (Inch)</th>
<th>Tread Depth (Inch)</th>
<th>Rim Width (Inch)</th>
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<th>Max Speed</th>
<th>Weight (Lbs)</th>
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<td>5.4</td>
<td>18.9</td>
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</tr>
</tbody>
</table>

*Use inflation pressure specifications on vehicle tire placard.  
Tire construction and material specifications subject to change without notice or obligation.*

**Recommended Vehicle Types & Position**

- Ultra Wide Base / Drive Position

**e³ WIDE TL21**

Ultra Wide Base / Drive Position  
Approved for SmartWay & CARB

The e³ WIDE TL21 is a tire that can go the distance while increasing fuel efficiency. It uses three-dimensional siping technology to improve traction while also reducing tire wear. Hankook’s Spiral-Coil Technology provides a stabilized footprint and strengthened casing durability throughout the life of the tire.

### Sizes & Specifications (Pattern Code: e³ WIDE TL21)

<table>
<thead>
<tr>
<th>S-Code</th>
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<th>Section Width (Inch)</th>
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<th>Rim Width (Inch)</th>
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<td>18.9</td>
<td>75</td>
</tr>
</tbody>
</table>

*Use inflation pressure specifications on vehicle tire placard.  
Tire construction and material specifications subject to change without notice or obligation.*

**Recommended Vehicle Types & Position**

- Ultra Wide Base / Drive Position

**TH22**

Low Profile Trailer

Regional trailer tire with wide tread and deep grooves provide excellent mileage. 3 straight grooves with zigzag design offer better tread durability. *255/70R22.5 has special CHIP AND CUT COMPOUND for outstanding durability.*

### Sizes & Specifications (Pattern Code: TH22)

<table>
<thead>
<tr>
<th>S-Code</th>
<th>Size</th>
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<td>18.9</td>
<td>17.2</td>
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</tbody>
</table>

*Use inflation pressure specifications on vehicle tire placard.  
Tire construction and material specifications subject to change without notice or obligation.*

**Recommended Vehicle Types & Position**

- Low Profile Trailer
AH15

Wide Base / Rib

Superior rib design for difficult and varying road conditions. Endurance and mileage is enhanced for challenging operational situations.

Sizes & Specifications (Pattern Code: AH15)

<table>
<thead>
<tr>
<th>S-Code</th>
<th>Size</th>
<th>Ply Rating</th>
<th>Type</th>
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<th>Tread Depth</th>
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</tr>
</tbody>
</table>

Recommended Vehicle Types & Position

- Use inflation pressure specifications on vehicle tire placard. • Tire construction and material specifications subject to change without notice or obligation.

AM15 (+)

Wide Base / All Position

The AM15 (+) is built for strength, traction and long life. Special CHIP AND CUT COMPOUND to enhance durability for severe conditions. The wider, deeper grooves with enhanced stone ejection platforms will prevent stone drilling and maximize removal mileage. Enhanced tread compounding and four-belt structure yield outstanding durability. Applied tie bars prevent irregular wear and reduce noise.

Sizes & Specifications (Pattern Code: AM15+)

<table>
<thead>
<tr>
<th>S-Code</th>
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<th>Ply Rating</th>
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</tbody>
</table>

Recommended Vehicle Types & Position

- Use inflation pressure specifications on vehicle tire placard. • Tire construction and material specifications subject to change without notice or obligation.

AM06

On & Off / All Position

Special CHIP AND CUT COMPOUND to enhance durability for severe conditions. Designed for on and off road applications and free-rolling axle use in challenging road conditions, the AM06 is built for aggressive traction in all driving conditions. The square shoulder shape and contact pressure yield superior wear resistance while the surface grooves provide excellent water drainage. Tread design expels stones and extends the life of the tire.

Sizes & Specifications (Pattern Code: AM06)

<table>
<thead>
<tr>
<th>S-Code</th>
<th>Size</th>
<th>Ply Rating</th>
<th>Type</th>
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</tbody>
</table>

Recommended Vehicle Types & Position

- Use inflation pressure specifications on vehicle tire placard. • Tire construction and material specifications subject to change without notice or obligation.

AM09 (+)

On & Off / All Position

Designed for on and off road applications, the SmartWork AM09 (+) is built with polygonal blocks and an aggressive groove design for tough on-site and stability on the road. The CHIP AND CUT COMPOUND is engineered to withstand rugged driving conditions. A wide tread provides stability and uniformity, delivering outstanding handling performance and improved tread life. The enhanced design contributes to expulsion of stones and debris.

Sizes & Specifications (Pattern Code: AM09+)

<table>
<thead>
<tr>
<th>S-Code</th>
<th>Size</th>
<th>Ply Rating</th>
<th>Type</th>
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<td>12.0</td>
<td>42.5</td>
<td>20.5</td>
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</tbody>
</table>

Recommended Vehicle Types & Position

- Use inflation pressure specifications on vehicle tire placard. • Tire construction and material specifications subject to change without notice or obligation.
Off Road / Drive Position

Engineered primarily for off road conditions, the DM04 is a drive axle traction radial with deep, wide treads for high mobility. Powerful construction ensures durability and long life. An open shoulder offers maneuvering while large tread blocks and special compound resist cuts and penetrations. A rugged, four steel belt structure allows maximum loads and high mileage.

Sizes & Specifications (Pattern Code: DM04)

<table>
<thead>
<tr>
<th>s-Code</th>
<th>Size</th>
<th>Ply Rating</th>
<th>Type</th>
<th>Measuring</th>
<th>Max. Air (PSI)</th>
<th>Max. Load (LBS)</th>
<th>Overall Diameter</th>
<th>Sidewall</th>
<th>Tread Width</th>
<th>Tread Depth</th>
<th>Revs/Mile</th>
<th>SLR (Inch)</th>
<th>Max Speed</th>
<th>Weight (lbs)</th>
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</table>

• Use inflation pressure specifications on vehicle tire placard. • Tire construction and material specifications subject to change without notice or obligation.

Recommended Vehicle Types & Position

Notes
### Basic Tire Knowledge

**Basic Tire Knowledge Definitions**

- **Overall Diameter**: Diameter of the tire from tread surface to tread surface while inflated but unladen.
- **Tread Width**: The width of the tread surface, designed for contact with the road.
- **Static Loaded Radius**: Distance from the center of the axle to the ground at the rated load and inflation pressure.
- **Revs/Mile**: Revolutions per mile.
- **Rim Width**: Distance between the inside of the rim flanges.
- **Section Height**: Distance between the outer sidewalls of the tread surface of the inflated tire.
- **Section Width**: Distance between the outer sidewalls of an inflated tire.

### TBR Low Profile Conversion Chart

<table>
<thead>
<tr>
<th>Size</th>
<th>Tube Type</th>
<th>Tubeless Type</th>
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<tbody>
<tr>
<td>255/80R22.5</td>
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<tr>
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### Load Range Chart

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<td>C</td>
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### TBR Tire & Comparison Chart

**Tread Depth in 32nds and Load Range are Available**

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<tr>
<th>Size</th>
<th>Tube Type</th>
<th>Tubeless Type</th>
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**Hankook TBR Application Chart**

<table>
<thead>
<tr>
<th>Long Haul Tractor Trailer</th>
<th>Regional Haul Tractor Trailer</th>
<th>Pickup and Delivery Straight Truck</th>
<th>Urban Conditions</th>
<th>Mixed Conditions</th>
<th>Rough Surfaces</th>
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<td>Highway &amp; City</td>
<td>Mixed Conditions</td>
<td>Urban Conditions</td>
<td>Mixed Conditions</td>
<td>Rough Surfaces</td>
</tr>
</tbody>
</table>

**Hankook TBR Tire & Comparison Chart**

- **All Position (Steel)**
- **Al07**
- **Al21**
- **AH15s**
- **AH11s**
- **AH35**
- **AH15**
- **AH06**
- **AM09**
- **AM15(+)**
- **AM06**
- **AM09(+)**

**TBR Catalog**

- **12**
- **16**
- **20**
- **23**
- **26**
- **28**
- **30**
- **31**

**Hankook TBR Application Chart**

- **Series**
- **DL07**
- **DL11**
- **DL12**
- **DL15**
- **DL21**
- **DL22**
- **DL31**
- **DL58**
- **DL80**
- **DL90**

**Tread Depth in 32nds and Load Range are Available**

- **AH11**
- **AH35**
- **AH37**
- **TH22**
- **DM04**

**Size Tube Type Tubeless Type**

- **AH24**
- **AH37**
- **AH35**
- **AH11**
- **DL11**
- **DL07**
- **DL12**
- **DL15**
- **DL21**
- **DL22**
- **DL31**
- **DL58**
- **DL80**
- **DL90**

**Basic Tire Knowledge Definitions**

1. **Section Width** = Section Height \( \times 100 \)
2. **Aspect Ratio** = Section Height \( \times \) Series

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**Notes**: All tires are not available in all tire sizes and load ranges. Please refer to the Hankook TBR Application Chart for availability.
Important Safety Warning

For your safety and protection against serious injury or death, the following safety precaution and maintenance instruction must be observed at all times.

PREFACE

This information is provided to help Hankook Tire Truck & Bus customers achieve safe, economical use of our products and maximize tire life.

The purchase of truck and bus tires should be looked at as an investment to be protected by the thorough maintenance and care in order to produce the best return on your investment and fleet operating efficiency.

Information covered in this manual covers how to perform regular tire inspections, tire servicing and repairs as well as how to safely mount and demount tires.

We hope the information is helpful to all the tire servicemen and fleet operators.

DETERMINING TIRE SIZE

There is a lot of useful information molded into the sidewall of every tire, included are the manufacturer and tire name, section width, aspect ratio, construction, rim diameter, speed rating, load range, treadwear, temperature and traction labeling and other required designations.

CORRESPONDING SIZES FOR TUBE-TYPE AND TUBELESS

To achieve the closest match of load carrying capacity, overall diameter and section width see the following chart.

LOW PROFILE TIRES

Low profile tires are marked according to ISO standards with additional symbols for load range and maximum speed. Low profile tires provide additional benefits such as:

- Fuel savings
- Increased load carrying capacity
- Improved roadability
- Improved cornering ability
- Braking improvement

Comparison Chart
Disregarding any of the safety precautions and instructions contained in this information sheet may result in tire failure or explosion causing serious personal injury or death.

**TRUCK TIRE MARKINGS**

All truck tires are marked representing their structure, construction type, dimensions and manufacturer/brand. In addition, they should carry the U.S. Department of Transport code and/or ISO symbols. Below is a typical Hankook tire that illustrates the ISO markings.

**SAFETY WARNING**

Serious injury may result from:

- Tire failure due to under inflation or overloading - Follow the tire placard instruction on the vehicle and check inflation pressures frequently.
- Due to improper mounting - Only specifically trained persons should mount tires. Follow all safety procedures and inflate using a safety cage and a remote clip-on extension hose.
- Tire failure due to under inflation or overloading – Follow the tire placard instruction on the vehicle and check inflation pressures frequently.
- Due to improper mounting – Only specifically trained persons should mount tires. Follow all safety procedures and inflate using a safety cage and a remote clip-on extension hose.

**LOAD INDEX & SPEED SYMBOL**

*WARNING* It is recommended that the replacement tire speed rating be equal to or greater than the OEM tire speed rating. If a lower speed rated tire is selected, then the vehicle top speed becomes limited to that of the lower speed rating selected. The customer must be informed of the new speed restriction is the vehicle's handling may be adversely impacted. When replacing tires, consult the placard or the owner's manual for correct size and speed rating. The speed rating of the replacement tires must be equal to or greater than the speed rating of the tire being replaced to maintain the speed capability of the vehicle. Speed ratings do not imply that the vehicle can be safely driven at the maximum speeds for which the tire is rated. Serious injury or death may take place if you drive your vehicle in an unsafe or unlawful manner. Hankook’s speed symbol designations are verified by regulatory indoor test in accordance with ECE-r30,54 test (economic council for europe : Procedure load / Speed performance test for tires). These symbols are not applicable to repaired tires.

**LOAD RANGE, INFLATION & SPEED ADJUSTMENTS**

Load limits are fundamentally the same for tires manufactured according to American TRA, Korean KS European ETRTO and Japanese JIS standards. Load limits are affected by driving speed, the type of construction of the tire, and the position of the tire (whether it is used in single wheel or dual wheel application).

For recommendations concerning adjustments to driving speed, inflation pressures and load limit increases or decreases refer to the charts below. Also, never exceed the maximum load and inflation recommended by the rim manufacturer.

**REPLACEMENT TIRES**

If mounting tires different from the size originally on the vehicle, consider the following:

**LOAD CAPACITY**

Tires must always have equal or greater load carrying capacity than the Original Equipment (OE) tires.

**TRANSMISSION RATIO**

Tires with a different circumference than OE tires will affect the transmission of power:
- Smaller tires will improve acceleration but reduce top speed
- Bigger tires will reduce acceleration but increase top speed

**RIM DIAMETER**

When selecting smaller diameter wheels or rims, check to ensure proper brake drum clearance and sufficient ride height or ground clearance.

**RIM WIDTH**

The rim width must always fit in the range specified for the section width of the tire. Usually only small increases or decreases in the tire section width is permissible before requiring a change of rim sizes to accommodate any change in tire section width.

**DUAL-WHEEL SPACING**

There is a recommended minimum spacing required between any dual-wheel assembly.

**TRANSVERSE SPACING**

The section width of any replacement tire must also allow sufficient minimum clearance from fenders.

**3. Suspension Clearance**

The clearance between the tire and the body and chassis must be checked to ensure sufficient clearance to avoid the tire hitting or scraping against any parts either when the suspension is loaded or unloaded.

The shock absorber and spring ratings stiffness will also affect these clearances. Clearances must be sufficient so that even under maximum suspension travel or deflection, the tires do not contact either the body panels or vehicle undercarriage.

**4. Front-Wheel Clearance**

Front-wheel clearance should be checked to ensure sufficient clearance even at lock-to-lock steering positions as well as at the mid-point.
TIRE INFLATION

A most important aspect of maintaining tires is proper inflation. Sufficient inflation is needed to carry the load and avoid damage. Driving with proper inflation (particularly grossly under inflated or over inflated tires is dangerous and can cause critical damage or sudden failure of the tire(s).

Proper inflation should be maintained and checked on at least a weekly basis and before long distance drives. Pressures should be checked and adjusted if necessary while the tires are cold (before they have been driven on any significant distance). Driving even a moderate distance on tires increases their temperature and pressure inside, therefore do not decrease the pressure of a "hot" or driven tire as this may result in dangerously inadequate pressure once cooled.

For maximum efficiency it is best to maintain the tires at the recommended inflation and that inflation pressures for both sides should be equal. It is also advisable to take into account axle load and driving conditions when setting inflation pressures. Compensation for heavier loads can be made by increasing inflation pressures, but do not exceed maximum inflation for the tire or maximum axle load.

Front steering tires may require more inflation when the vehicle is loaded in order to facilitate steering, cornering and wet traction. It is not uncommon that 20 psi be added in the case of a 1R22.5 14PR tire on the front axle as per the following.

Example 1 If the load on the front axle is 2,425 kgs then 80 psi would be the normal recommended pressure. However users frequently apply an added 15 to 20 psi which inflates the tires to 95 to 100 psi to assist steering, load carrying and traction while remaining within specific maximum capacity of 2,920 kgs at maximum inflation 105psi.

Example 2 If the front axle load is 2,740 kg, 105psi is recommended. A reduction in speed may be necessary along with slight over inflation (not more than 10%) to compensate for max load conditions. A Hankook Tire serviceman can provide details.

NOTE: It is important not to exceed the maximum capacities established by the wheel manufacturers. Wheel product specification should be used in determining any recommendations.

OVER INFLATED - UNDER INFLATED

Maintaining proper air pressure is the single most important thing drivers can do for their tires. In the span of just one month, a tire can lose 10 pounds of air pressure. It is important to check your air pressure regularly, to make sure your tires are neither under nor over inflated.

Under-inflation is the worst enemy your tire can have. It causes increased treadwear on the outside edges (or shoulders) of the tire. It also generates excessive heat, which reduces tire durability. Finally, it reduces your fuel economy by increasing rolling resistance-soft tires make your vehicle work harder.

Over-inflation is also detrimental to the tire. Too much air pressure causes the center of the tread to bear the majority of the car's weight, which leads to faster deterioration and uneven wear. Any kind of uneven wear will shorten the life span of your tires. To find the proper air pressure for your tires, (look in the vehicles owner's manual, on the driver's side door jamb or in the glove box) and if you buy new tires, be sure to learn the correct pressure from your dealer. Check your pressure at least once a month using a good quality air gauge or stop by your local Hankook service center and have your pressure checked and corrected.

TIRE PRESSURE

It is important to check your vehicle's tire pressure at least once a month for the following reasons:

• Most tires may naturally lose air over time.
• Tires can lose air suddenly if you drive over a pothole, an object, or if you strike the curb while parking.
• With radial tires, it is usually not possible to determine under-inflation by visual inspection

For convenience, purchase a tire pressure gauge to keep in your vehicle. Gauges can be purchased at tire dealerships, auto supply stores, and other retail outlets. The recommended tire inflation pressure that (vehicle manufacturers provide reflects the proper psi when a tire is cold) The term cold does not relate to the outside temperature. Rather, a cold tire is one that has not been driven on for at least three hours. When you drive, your tires get warmer, causing the air pressure within them to increase. Therefore, to get an accurate tire pressure reading, you must measure tire pressure when the tires are cold or compensate for the extra pressure in warm tires.

TIRE INSPECTION

It is wise to inspect the condition of the tire whenever you check inflation. Look for problems with the tire swells, cords, irregularities, damage or penetration of any kind. Also inspect the wheels, valves, and valve stems for any possible damage. If found, either consult a Hankook Tire serviceman or have it repaired according to recommendations or if damage is too extensive, discard or destroy the damaged tire(s) to avoid danger of accident or injury.

SAFETY

Damage and rapid wear are frequently caused by driving conditions such as overloading, rapid stops and starting, uneven roads, potholes or curb damage. Slow careful driving on rough uneven roads will help prevent some of this type of damage. In addition, alignment irregularities may result from the above mentioned conditions and these should be corrected prior to any high speed or long distance driving.

TREAD DEPTH MEASUREMENT

Wear measurements should be taken at 90 degree intervals around the circumference of the tire. If two or more of the places reads less than 2/32nds tread deep wear the tire should be replaced. If the wear indicator bars are exposed, the tire should be replaced. It is dangerous to drive with tires that exhibit wear conditions less than the minimum. Some regions and countries have restrictions based on local conditions that require more tread (i.e. a 4/32nds minimum). Consult local authorities if you are in doubt.

MAXIMUM LOAD

Do not overload. The loads for truck and bus tires are proportioned to inflation, speed and driving conditions. For safety, follow proper loading, inflation and moderate speeds to suit road conditions. Consult a Hankook Tire serviceman if you are not certain about max load, avoid overloading as it can result in tire damage, broken equipment or injury due to tire failure cause by over heating or excessive load beyond the tire's capabilities.

PROPER SPEED

Hankook Tire imprints the maximum recommended speed on the sidewall of radial tires in keeping with the industry standards and practices. If a tire is driven more than the max speed specified, it can create high heat within the tire that can result in tire damage or failure. Therefore it is recommended that drivers stay below the tire's recommended max speed and that they do not exceed posted speed limits. It is important that proper tire inflation is maintained at all times, but particularly in the case of highway driving where higher speeds may result in more rapid heat build up in the tire. Also, impacts with road debris and obstacles hitting the tire are more severe and damaging. Reduce speeds to avoid such hazards and to allow time to maneuver around such obstacles.

TIRE ROTATION

Tires should only be rotated when necessary or when irregular wear is exposed. While vehicle manufacture rotation pattern recommendations should be followed. There is no restriction on cross rotation. Rotating tires to spin in the opposite direction of original position can be beneficial to combat irregularly worn tires. Directional tires should be mounted in the direction of rotation.
Important Safety Warning

Disregarding any of the safety precautions and instructions contained in this information sheet may result in tire failure or explosion causing serious personal injury or death.

STORAGE

Tires should be stored in a dry, well-ventilated place away from heat, direct sunlight or exposure to fuels, oils, greases or natural gas or electric charges. It is most important to avoid moisture either outside or inside the tire that can cause deterioration of the tire’s casing plies which could result in sudden and dangerous failure of the tire.

Cuts or damage to the tire’s surface may allow moisture and pollutants access to the tire’s casing plies and belts therefore these should be dried, repaired or retreaded prior to storage.

CHAIN USAGE

Many regions, areas, states or provinces have specific regulations governing the use or restriction of tire chains. In addition you should pay particular attention to the following in situations where use of chains is permitted.

1. Chains must be used only when required by weather conditions. In some cases it is required to install a chain when a warning is issued or an area is posted. Speed must be reduced when using chains. High speed and long distance driving with chains on must be avoided because it can cause serious damage to the tires or failure of the chains.

2. Proper size chains should be used according to the tire size.

3. Proper clearance between the chained wheels and the vehicle are required.

4. The chain manufacturer’s information should be followed.

TRUCK MAINTENANCE

The two major things that affect tire wear are:

• Inflation Pressure
• Vehicle Alignment

COMPONENTS OF ALIGNMENT

• Toe
• Camber
• Caster
• Ackermann
• Axle Parallelism
  • Thru-Angle
  • Scrub Angle

TOTAL VEHICLE ALIGNMENT

Definition:
- The process whereby the vehicle and all the tires are traveling in the same direction.
- Steering axle alone is not sufficient.

CAMBER

The angle that the center line of the wheel is inclined from the vertical center line perpendicular to a flat road is called camber angle. If the top of the wheel leans out from the perpendicular than it is positive camber. If the top of the wheel leans in from the perpendicular than it is negative camber.

Camber is meant to compensate for the downward forces of the added load. Correct camber settings help the tire maintain firm even tread contact with the road while the vehicle is traveling under loaded conditions. Often wear at the outside or inside edge of the tire may indicate incorrect camber setting.

- Camber is the inward or outward tilt of the steering axle tires when viewed from the front.
- Negative camber is at the top of the tire tilted out.
- Caster becomes more negative as the load increases.

CASTER

Caster is the condition where the king pin is inclined with the top of the pin angled rearward similar to front foris of a bicycle. Caster angle is meant to compensate for resistance which the tire(s) encounters as a result of drag forces against the road.

Caster angle should be the same for both wheels on a given axle or the result will be vibration and abnormal wear. Too much caster will more than compensate for the amount of drag, but will create more difficult steering. Too little caster and steering becomes light, but unstable and wobbly.

Caster angle should be checked as it can be distorted by impacts on the tire or by driving in rough conditions.
- Caster is the forward or rearward tilt of the king pin of the steering axle when viewed from the side.
- Caster is generally not considered to have a great effect on tire wear.

TOE

Toe refers to the inclination of the wheels of the vehicle so that the pair of front wheels (viewing from the front as per the illustration below) is close together at the front then at the rear of the wheels.

The opposite is considered to be toe-out.

The purpose of toe-in is to relieve or counteract some of the force which pulls wheel outward as they roll along the road. Proper toe-in will ensure that the rotation direction of travel are as similar as possible at driving speed.

Insufficient toe-in settings will result in steering instability. If toe-in or toe-out is insufficient or excessive the tire wear will be effect and appear as feathering at the edges of tread.

- Toe is the inward and outward pointing of the wheels when viewed from the top of the vehicle.
- The goal is to have zero toe when the vehicle is loaded to its normal operating condition.

ACKERMANN

The Ackermann Principle shows that in any turn the inside tire needs a sharper angle than the outside tire.

- The difference in turn angles between the tires is determined by the actual turn angle at the vehicle wheel base.
- Improper Ackermann causes side force, excessive scuffing, and fast or irregular wear.

THRU-ANGLE

- Thru-angle is the difference between the line perpendicular to the axle and the vehicle centerline.
- Each drive axle has its own thru-angle.
- The target is to have zero thru-angle.

TANDM SCRUB

- Tandem scrub is the difference in the thrust angles of the drive axles.
- The target is zero.
- Tandem scrub errors cause constant side force on the steer tires. This leads to irregular wear.

ABNORMAL TREAD WEAR

Under inflation and over inflation of tires is the prime cause of tread wear. However there are other conditions that influence tread wear and produce irregular patterns of wear.

• Imbalance of tire or tire and wheel assembly.
• Improper wheel alignment.
• Braking system problems that may cause wheel lock up or flat spotting.
• Bent round rims.
• Worn or damaged bearings.
• Broken or worn shock absorbers, springs or steering components.

Diagonal Wear

Abnormal Wear

Shoulder wear caused by wrong camber or misalignment
TIRE DAMAGE

With tubeless tires, it is often possible even with a slow air leak to use the tire carefully enough to get to a service center. Small punctures in the tread area, if detected early enough, can usually be repaired so as to avoid air loss and further problems. However, sufficient loss of air can cause rapid and damaging heat build up within the tire which may result in the failure or separations between the tread and carcass plies. Care should be taken to avoid getting road debris, dirt or moisture penetrating any puncture or trapped inside the tire or between the wheel rim and tire. Damaged tires should always be repaired or replaced at the nearest possible convenience to avoid further tire damage, possible tire failure, vehicle or personal injury.

Check for and correct any of the following conditions:

- Improper tire inflation
- Overloading
- Improper vehicle maintenance
- Brake system abnormalities
- Differences of tires sizes or circumferences on the same axle
- Improper mounting of tire or wheel
- Improper, worn or damaged valve
- Improper use of tube or flap

MOISTURE DAMAGE

Moisture inside the tire or penetrating through to the steel belts of a radial tire can cause rust damage to the steel cord or the rim.

Under inflation, overloading, or excessive speed can cause damage because of heat build up. Tire parts such as cord, the bonding between carcass, belts, and treads can be easily damaged by excessive heat. Most tire cords lose strength at temperatures above 120° F making the tire more vulnerable to failure. Excessive heat can weaken or damage cords or rubber compounds or cause separation between the plies.

HEAT CAN DAMAGE TIRES

Heat can be generated in the tire from improper tire inflation, overloading, or excessive speed which can lead to problems with the tube folding, cracking or wearing too rapidly. Proper sized radial tubes should be used in radial tires. Radial tubes are designed to handle the radial profiles and flexing requirements.

MOISTURE DAMAGE

Moisture inside the tire or penetrating through to the steel belts of a radial tire can cause rust damage to the steel cord or the rim.

Therefore always:

- Store tires indoors in a dry place.
- Ensure wheels, flaps, tubes, valves, and the inner tire surface are clean and dry before and during mounting.
- Use the recommended mounting lubricant on the rim and tire bead during the mounting process.
- Maintain inflation and keep the valve stem capped or protected so as not to allow moisture to enter the tire.

PREVENTING TIRE DAMAGE

- Proceed with caution if you have to go over a pothole or other object in the road.
- Do not run over curbs or other foreign objects in the roadway and try not to strike the curb when parking.

TIRE SAFETY CHECKLIST

Check the tire pressure regularly (at least once a month), including the spare.
- Inspect tires for uneven wear patterns on the tread, cracks, foreign objects, or other signs of wear or trauma.
- Remove bits of glass and other foreign objects wedged in the tread.
- Make sure your tire valves have valves caps.
- Check tire pressure before going on a road trip.
- Do not overload your vehicle. Check the tire information placard or owner’s manual for the maximum recommended load for the vehicle.
- If you are towing a trailer, remember that some of the weight of the loaded trailer is transferred to the towing vehicle.

MOUNTING & DEMOUNTING

SAFETY INSTRUCTIONS

Do not mount or demount tires without proper training. Wall charts containing mounting and demounting instructions for all highway rims should be available through your normal rim supplier.

Differences of tires sizes or circumferences on the same axle can propel the assembly.

Use the recommended mounting lubricant on the rim and tire bead during the mounting process.

Ensure wheels, flaps, tubes, valves, and the inner tire surface are clean and free of water or foreign matter. All parts should be clean to handle the radial profiles and flexing requirements.

Proper sequence for tightening stud nuts on an 8 stud system

- Lubricate areas shown by arrows
- Use of GG ring to indicate correct mounting
- Proper matching of rim parts
- Remove all cracked wheels from service
- Be careful to demount the tire prior to attempting any wheel repair such as hammering, heating or welding of wheels.

TUBE-TYPE TIRE MOUNTING

All parts should be clean and free of water or foreign matter. A new tube should be used, because reused or old tubes stretch or increase in size which can lead to problems with the tube folding, cracking or wearing too rapidly. Proper sized radial tubes should be used in radial tires. Radial tubes are designed to handle the radial profiles and flexing requirements.

WHEEL PREPARATION

For safety reasons check the following in regards to mounting and demounting tires and wheels.

- Rim diameter, rim width and flange design must be that recommended for the tire
- Rim profile must be appropriate to the type of tire (tube-type or tubeless) that is being used.
- The angle and position of the tire bead must seat properly to the rim.
- Before mounting, the wheel should be inspected for any cracks, breaks, damage, misplaced parts or deformities or irregularities at the locking ring rim flange, surfaces or valve hole. Any signs of weak welds, dents, rough surfaces or dust should be corrected or a new of more suitable wheel should be used.
- If corroded, clean the rim with a wire brush, sand it smooth and paint it with anti-rust paint. Any dents and rough surfaces must be smoothed.

Note: Always use a securely held safety cage and extension hose with clip on air chuck for airing the tire. Rapid air loss can propel the assembly.
PROPER MOUNTING AND DEMOUNTING

Follow all mounting and demounting procedures and equipment safety precautions. Always keep tools and work areas clean and free of oil and grease.

Note: Tire mounting lubricant is necessary for mounting and demounting tires.

TIRE MOUNTING

1. Inflate slightly and recheck to ensure the assembled parts are in proper position. Inflate slightly more and check to ensure tire bead has seated (side over to make complete contact with the rim flange). if not, deflate, lubricate and re-try assembly.
2. Release any air trapped between the tube, flap and tire by deflating and then reinflate to get proper conforming fit of the flap.

SETTING FINAL INFLATION PRESSURE

Install a new valve core each tire a new tire is mounted. Use a tire safety cage and a remote operating air nozzle. Re-check that the assembly is going together properly at every stage of the process.

Inflate in stages, re-checking that the assembly is going together properly at every stage until the recommended inflation pressure is reached. Then add a valve cap after adjusting to the final recommended pressure.

SAFETY CAUTION

Note: Use of any improper design, size or type of tube may cause tube breakage or damage to your Hankook radial tire.

Confirm that the tube is the proper type and size with the correct valve stem type suitably fitted the wheel hub and clearances for brake sand wheel parts. The valve stem should screw into the tube with a rubber bushing or washer. This should be a secure, clean attachment to the tube.

VALVE STEM ATTACHMENT

Do not screw the valve stem in the wrong direct or beyond the recommended tightness.

The step-by-step mounting procedure should be followed: Insert the new tube in the clean tire and inflate slightly, just until the tire becomes round. The proper sized new flap should be used. Deflatedly do not use used flaps that are brittle, cracked, broken or stretched.

TUBE-TYPE TIRE MOUNTING

Mount the flap inside the tire being careful not to buckle the flap edges over and under. Center the flap and position it so that the valve hole lines up. Inflate little more so that flap is held close between the bead and tube. it will not conform perfectly in shape and the new tube in the dry clean tire and inflate it slightly, just until the tire becomes round. The proper sized new flap should be used. Deflatedly do not use used flaps that are brittle, cracked, broken or stretched.

TUBELESS TIRE MOUNTING

RIM PREPARATION

1. Rim must not be broken or damaged.
2. Remove the rubber bushing from the valve stem hole. Inspect the valve stem for any signs of damage or wear.
3. Remove rust, dirt and any foreign materials from the rim.
4. Clean and sand smooth the area marked ‘/ /’ in the above picture. if rusted, clean and repaint the rim surface to protect it from rusting.
5. If required, replace any worn or damaged valve stem.
6. Lubricate the inner parts of the rim surface where the tire mounts (marked ‘/ /’)

TIRE PREPARATION

In the case of new tires, wipe the bead clean with a dry cloth and verify that it is not damaged, kinked, or broken. Apply the recommended lubricant to the tire bead as per the following illustration.

INSIDE BEAD ASSEMBLY

Lay the wheel on a clean flat surface with the valve facing upward. Work the bead over the rim flange, using your hands and knees as in the illustration below. if it is difficult to fit over the flange, use the proper tire mounting lever as per the illustration.

OUTSIDE BEAD ASSEMBLY

Start the outside bead placement over the outside rim flange by hand. Begin at the point where the valve stem is located. Once hand placement becomes difficult, use the proper tubeless tire bead mounting lever to complete the job as per the following illustrations. When mounting tires, do not use excessive force and avoid heavy tools or impacts such as hammering on the rim.

BEAD DEMOUNTING

Use the tire demounting lever to pry the bead over the rim flange directly in line with the valve stem as per the following illustrations. A second lever is used about 30cm around the rim from the first to pry the bead over the flange. Repeat the process around the tire until the outside bead is fully demounted.

TUBELESS TIRE DEMOUNTING

The tire should be completely deflated before demounting. This is done by loosening and removing the valve stem core, being careful that there is no foreign matter left in the valve and that the stem valve is not cracked or damaged. Do not stand near the valve stem during the deflation process.

TUBELESS TIRE INFLATION

Use an inflation gauge, suitable remote air hose nozzle, and a safety cage when inflating the new mounting tire. The lubricated bead should seat firmly to the rim flange at about 25 PSI inflation. Do not stand near or in front of tire while inflating. Use the safety cage and a safe distance for your protection. If the bead fails to seat first try, then rotate the tire a few degrees around the rim, ensure the rim and bead flange is lubricated and try again. If for any reason the bead does not appear snugly and evenly seated, do not attempt to inflate further. Repeat the entire assembly process with perhaps more lubricant on the bead and rim areas.

Once the bead seats the bead and rim flange are a snug even fit all the way around. Then inflate the tire to the recommended inflation pressure to the axle load. Check that the tire or valves are not leaking and tighten on a valve cap.

Important Safety Warning

Important Safety Warning

The tire should be completely deflated before demounting. This is done by loosening and removing the valve stem core, being careful that there is no foreign matter left in the valve and that the stem valve is not cracked or damaged. Do not stand near the valve stem during the deflation process.

BEAD DEMOUNTING

Use the tire demounting lever to pry the bead over the rim flange directly in line with the valve stem as per the following illustrations. A second lever is used about 30cm around the rim from the first to pry the bead over the flange. Repeat the process around the tire until the outside bead is fully demounted.

INSIDE BEAD DEMOUNTING

Turn the tire assembly over. Lubricate between the bead and the rim then insert the tip of the tire lever between the tire and rim and apply pressure. Use the second lever about 15 cm around the edge of the rim. Repeat the order until the bead is completely demounted.

OUTSIDE BEAD DEMOUNTING

Use the tire demounting lever to pry the bead over the rim flange directly in line with the valve stem as per the following illustrations. A second lever is used about 30cm around the rim from the first to pry the bead over the flange. Repeat the process around the tire until the outside bead is fully demounted.

TUBLESS TIRE MOUNTING

RIM PREPARATION

1. Rim must not be broken or damaged.
2. Remove the rubber bushing from the valve stem hole. Inspect the valve stem for any signs of damage or wear.
3. Remove rust, dirt and any foreign materials from the rim.
4. Clean and sand smooth the area marked ‘/ /’ in the above picture. if rusted, clean and repaint the rim surface to protect it from rusting.
5. If required, replace any worn or damaged valve stem.
6. Lubricate the inner parts of the rim surface where the tire mounts (marked ‘/ /’)

TIRE PREPARATION

In the case of new tires, wipe the bead clean with a dry cloth and verify that it is not damaged, kinked, or broken. Apply the recommended lubricant to the tire bead as per the following illustration.

INSIDE BEAD ASSEMBLY

Lay the wheel on a clean flat surface with the valve facing upward. Work the bead over the rim flange, using your hands and knees as in the illustration below. if it is difficult to fit over the flange, use the proper tire mounting lever as per the illustration.

OUTSIDE BEAD ASSEMBLY

Start the outside bead placement over the outside rim flange by hand. Begin at the point where the valve stem is located. Once hand placement becomes difficult, use the proper tubeless tire bead mounting lever to complete the job as per the following illustrations. When mounting tires, do not use excessive force and avoid heavy tools or impacts such as hammering on the rim.

BEAD DEMOUNTING

Use the tire demounting lever to pry the bead over the rim flange directly in line with the valve stem as per the following illustrations. A second lever is used about 30cm around the rim from the first to pry the bead over the flange. Repeat the process around the tire until the outside bead is fully demounted.

INSIDE BEAD DEMOUNTING

Turn the tire assembly over. Lubricate between the bead and the rim then insert the tip of the tire lever between the tire and rim and apply pressure. Use the second lever about 15 cm around the edge of the rim. Repeat the order until the bead is completely demounted.
TIRE REPAIRS
Tire repairs normally made by fleet operators and tire service centers are limited to simple punctures such as nail holes. Anything more extensive, such as spot, reinforcement, or section repairs should be referred to an authorized HANKOOK retreading and repair facility. Significant cuts and cracks in the sidewall area should be spot repaired as soon as possible to prevent the need for a major section repair.

Frequent tire inspection in service is recommended. This section gives information concerning tire damage, extent, and location, and how to help determine whether or not section repairs are feasible.

SECTION REPAIR LIMITS IN SIDEWALL & SHOULDER AREA
Most sidewall injuries will be split-type, caused by snags and punctures.

Maximum injury sizes for sidewall and shoulder repairs are shown below.

The number of these section repairs should be limited to 2 per tire for line haul service and 3 for city service, no closer than 1/4 inch of tire circumference apart.

Spot repairs may be made without limit proving that the body plies are not exposed or damaged. Existing repairs must be reworked if loose or questionable.

WARRANTY TERMS

This limited warranty applies to the original purchaser of any new tire manufactured by HANKOOK Tire Co., Ltd bearing Department of Transportation prescribed tire identification numbers. Eligible tires shall be used on the vehicle on which they were originally installed according to the vehicle manufacturer’s or HANKOOK’s recommendation. This warranty applies if all following qualification requirements are met:

• The tire was purchased after January 1, 2019.
• The tire is a size, load rating and speed rating equal to or greater than that recommended by the vehicle manufacturer.
• The tire has not become unserviceable due to a condition listed under WHAT IS NOT COVERED.

WHAT IS WARRANTED AND FOR HOW LONG

Should any tire covered by this limited warranty become unusable due to a workmanship or material related condition during its usable tread life (more than 2/32nds remaining tread), Hankook will give a credit on the following conditions:

1. During the first 2/32nds of the original usable tread and one year from date of purchase: Tire will be replaced with a comparable new Hankook produced tire free of charge. Applicable taxes on the new tire and cost of mounting, balancing and any other charges in connection with the replacement of the tire are required to be paid by the owner.

2. After the first 2/32nds of the original usable tread or after one year from date of purchase, whichever occurs first. The amount of the credit will be determined by multiplying the pre-determined adjustment price for the tire (excluding taxes) by the percentage of original tread depth remaining on the tire.

• Free replacement workmanship warranty is not applicable to grooved tires.

WHAT IS NOT COVERED

This limited warranty does not apply to tires which are being serviced under the following conditions:

• Outside of the Continental United States.
• Willful Abuse / Collision / Wreck / Fire.
• Continued use while flat or severe under/inflation.
• Premature or irregular wear due to vehicle mechanical malfunction.
• Race or high speed abuse.
• The tire has not become unserviceable due to a condition listed under WHAT IS NOT COVERED.

Casings in service may be returned to any authorized dealer for casing service, and on approval by Hankook, will be replaced or repaired.

6. Casing & Retreading allowance in the following section.

WHAT IS NOT COVERED

Casing warranty is valid through the 2nd retreaded life or greater than that recommended by the vehicle manufacturer.

3. * e3 WiD e (Dl07, Tl07, Tl21) casing warranty valid through the 3rd retread for six (6) years from date of manufacture.

6. Additional information about warranty terms may be found in the Hankook Tire Warranty Booklet.

Limited Warranty

2019 Hankook TBR Catalog

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CASING ALLOWANCE

i. Eligible Patterns & Sizes:
- AL21, AL07+, AL11, 6DL11
- 295/75R22.5, 285/75R24.5, 11R22.5, 11R24.5

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ii. Eligible Patterns & Sizes:
- DL07, TL07, TL21
- 445/50R22.5

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iii. Eligible Sizes:
- 315/80R22.5, 285/75R24.5
- 385/65R22.5, 425/65R22.5, 445/65R22.5

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iv. Eligible Sizes:
- 9.00R20, 10.00R20, 11.00R20, 12.00R20
- 12.00R24, 10R22.5, 12R22.5

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v. Eligible Sizes:
- 215/75R17.5, 235/75R17.5, 8R19.5
- 225/70R19.5, 245/70R19.5, 265/70R19.5

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RETREAD ALLOWANCE

Tread Depth Remaining (Inches) | Total Allowance Retreaded Tires (Retread Allowance + Casing Allowance)
--- | ---
More than 14/32 | $45.00 + Casing Allowance
8/32 to 14/32 | $30.00 + Casing Allowance
Less than 8/32 | Casing Allowance Only

- For 19.5 inches or smaller sizes, only casing allowances warranted.
- Tires used in mining and logging service are not covered under this warranty.

DISCLAIMER

This warranty, or any warranty stated or referred to herein, is exclusive and in lieu of any other warranty regarding the quality of Hankook tires, whether expressed or implied and remedies for breach thereof shall be limited to those specifically provided herein. Any warranty of merchantability of fitness for any particular purpose, if made, is limited in duration to the effective time period of this limited warranty.

ADDITIONAL INFORMATION OR CUSTOMER SERVICE

If you have any question on product warranty, please first contact your nearest Hankook Tire Dealer. For dealer information, or if your question has not been handled to your satisfaction, contact the Hankook Tire Technical Department.

HANKOOK TIRE AMERICA CORPORATION
1-800-HANKOOK
333 Commerce St. Suite 600 Nashville, TN 37201

For warranty information, please visit hankooktire.com/us or call 1-800-HANKOOK.

For all claims for adjustment, a claim form must be filled out. Completed claim form shall be mailed to Hankook Tire America Corp. office. Do not ship tires to Hankook. Hankook reserves the right to demand physical inspection of the tires on which adjustment is claimed. If Hankook exercises its right to inspect, it will do so by sending a written request to ship the tires to Hankook’s Claim Center.

A. If the examination shows that the tire is adjustable under the terms of our Warranty
1. Be sure that the tire returned by the consumer bears our name and DOT number.
2. Measure the remaining tread depth in 32nds of an inch. Be sure to measure in grooves nearest the center line of the tire.
3. Refer to ORIGINAL TREAD DEPTH for the size and type of the returned tire. Use the ORIGINAL TREAD DEPTH CHART to determine the percentage of credit due based on remaining tread depth.
4. Fill out the CLAIM ADJUSTMENT FORM completely, sign it yourself and have it signed by the owner of the tire.

B. Fill out each claim form with the following information for each tire being adjusted
See example shown on page 21. This form must be accurately completed by the dealer and signed by the owner of the product. Incomplete forms will not be accepted.

C. Marking tires for physical inspection
Please mark all tires being shipped to our claim center in the following manner.
1. Clearly state dealer’s name.
2. Mark over identification (DOT) number with crayon and make clearly legible (Disregard if DOT has been cut & sent in with claim).
3. Tire condition - circle area of failure (a two inch crayon mark around the condition). Ride complaints should be marked as “O.R.”
4. Claim number close to identification number
5. Attach a copy of all claim forms to the packing list or vehicle alignment and tire rotation, expected minutes of credit due based on remaining tread depth.

D. For photo inspection
Check each tire for physical inspection. If the examination shows that the tire is adjustable under the terms of our Warranty
1. Be sure that the tire returned by the consumer bears our name and DOT number.
2. Measure the remaining tread depth in 32nds of an inch. Be sure to measure in grooves nearest the center line of the tire.
3. Refer to ORIGINAL TREAD DEPTH for the size and type of the returned tire. Use the ORIGINAL TREAD DEPTH CHART to determine the percentage of credit due based on remaining tread depth.
4. Fill out the CLAIM ADJUSTMENT FORM completely, sign it yourself and have it signed by the owner of the tire.

When an adjustment is received, Hankook will...
Review the claim and either issue credit or request the tires to be shipped to our claim center for physical inspection. If we decide a physical inspection is necessary, we will send you a written request to ship the tires to a designated location.

NOTE: DO NOT send tires to our claim centers unless you are requested to do so.

Tires must be held by you for thirty days or until credit has been received whichever is later. If tires are requested to be shipped for inspection during this period and are not available, claim will be disallowed and adjustment credit will not be issued.

For warranty information, please visit hankooktire.com/us or call 1-800-HANKOOK.
Claim Adjustment Procedure

In determining the cause for removal from service, always examine both the inside and outside of the tire body. If the tire is not entitled to adjustment, Hankook will advise the dealer; explain the reason for the failure and advise him/her of preventive maintenance.

Remember:
1. Adjustments will be made on a pro-rata basis, calculated on remaining usable tread depth and the predetermined adjustment price if there is no applicable special warranty program.
2. Usable tread depth is the original depth less 2/32nds of an inch.
3. When the tire is worn down to 2/32nds, the tire is considered worn out and the warranty expires.
4. Tires having DOT or serial numbers previously cut or mutilated will not be adjusted.
5. The result of physical inspections by Hankook will prevail over your findings to the contrary subject to your right to legally contest our findings.
6. Where physical inspection is required, please refer to freight policy for shipping instruction and for tire marking.

Claim Form Sample

TIRE CLAIM FORM

Pattern Name: 

HANKOOK TIRE AMERICA CORP.
335 Commerce Street Suite 330 Nashville, TN 37201
Tel: 1-800-HANKOOK (426-5665)

OWNER'S COPY

INSTRUCTIONS:
1. Pattern Name
2. Month, Day, & Year of Claim
3. Distributor's Contact information
4. Dealer's Contact information
5. Fleet (commercial use only) Contact information
6. Owner's Contact information
7. Vehicle Model
8. Vehicle Make
9. Vehicle Year
10. Tire installation Date
11. Air Pressure Used
12. Total Miles
13. Install Miles
14. Removal Miles
15. Original Equipment (Yes/No)
16. Vin Number
17. Size, Type, Ply-Rating of Tire
18. Material Number
19. MFG's Serial Number (commercial use only)
20. D.O.T. Number of Tire
21. Air Pressure Used
22. Remaining Tread Depth [Inch]
23. Road Force Measurement or Total Balance Weight
24. Tire Position
25. Description of Defect
26. Details and Damages if any Defect
27. Size of Defect
28. Nature of Damage
29. Type of Processing
30. Original Cost
31. Replacement Cost
32. Date of Accident
33. Weight (oz/gram) Ref. Code
34. Tire Position
35. Original Claim Date
36. Remaining PSI RFV or Balance

NOTE: Please fill in completely the following items

1. Pattern Name
2. Month, Day, & Year of Claim
3. Distributor's Contact information
4. Dealer's Contact information
5. Fleet (commercial use only) Contact information
6. Owner's Contact information
7. Vehicle Model
8. Vehicle Make
9. Vehicle Year
10. Tire installation Date
11. Air Pressure Used
12. Total Miles
13. Install Miles
14. Removal Miles

TIRE CLAIM FORM

BY WHOM

STEPS TO TAKE

OWNER (END USER)

REQUEST ADJUSTMENT FOR DEFECTIVE TIRE

DEALER

DEALER INSPECTION & DETERMINATION

ADJUSTMENT GRANTED

NO

DEALER

TAKE PHOTOS OF DEFECTIVE AREA OF TIRE

MAIL CLAIM FORM TO HANKOOK TN OFFICE

HK OFFICE

REVIEW OF CLAIM FORM

PHYSICAL INSPECTION REQUIRED?

YES

NO

HK OFFICE

REQUEST FOR SHIPPING

DEALER

SHIP TO CLAIM CENTER

HK OFFICE

PHYSICAL INSPECTION

ISSUE CREDIT TO DEALER

HK OFFICE

FREIGHT FOR ADJUSTED TIRE

REMARK

Do not directly contact Hankook Office

Adjustment by Document

Advise Dealer by Letter

Ship Only When Requested to Ship

Impact By HK Engineer at Claim Center

Mail Inspection Result/ Credit Note

Paid By TN Office Directly to Carrier

NOTE: This freight will be paid where shipment of tire was not requested. Where tires are shipped to wrong address or shipped where not requested, freight will be paid by shipper.

HANKOOK TIRE AMERICA CORP.
335 Commerce Street Suite 330 Nashville, TN 37201
Tel: 1-800-HANKOOK (426-5665)
Freight Policy

1. Do not ship tires to Hankook’s Claim Centers unless we requested you to do so. Hankook Tire America Corp. will pay freight charges for all adjustment shipments requested by Hankook. Tires shipped on your own, not at Hankook’s request, will be at your own expense. If sent collect, shipment will be refused and returned to you. This should reduce the freight bill by 40% to 60%.

2. When writing the bill of lading:
   A. Indicate Hankook Tire America Corp., 333 Commerce Street Suite 600 Nashville, TN 37201 as the 3rd party to be billed.
   B. The classification you assign to the adjustment tires should be: "Class #60, Item #196000, Scrap Rubber Tires - having a value only for reclamation of raw material at $.90 per pound".

3. Average weights for adjustment are:
   A. All Passenger Tires: 20 Pounds/Each
   B. Light Truck Tires: 40 Pounds/Each
   C. Medium Truck Tires: 110 Pounds/Each
   D. Tube Passenger Tires: 2 Pounds/Each
   E. Tube Truck Tires: 8 Pounds/Each

4. If you wish to have rejected tires returned to you, please so indicate in the comments section of the Hankook Tire Claim Form. Any tires that you request to be returned after a physical inspection will be shipped back to you at your expense. Otherwise, all tires not accompanied with a return request will be scrapped after inspected and rejected.

5. Do not palletize tires.

6. Please use one of the following freight companies to ship tires/tubes to Hankook’s Claim Centers:

   To: Hankook Claim Center
   18 Thatcher Road
   Dayton, NJ 08810
   • XPO Logistics
   • YRC

   To: Hankook Claim Center
   10825 Production Ave
   Fontana, CA 92337
   • XPO Logistics
   • YRC

   *California and Nevada only use XPO Logistics.

NOTE: Freight will not be paid by Hankook unless one of the above companies is used. Exceptions will be taken only in cases where none of these freight lines can pick-up in your area, and you further obtain our approval in advance.

General Terms & Policies

This Marketing Policy applies to all Hankook brand tires distributed by Hankook Tire America Corp. In this Marketing Policy, discounts and credits vary on the categories of products.

Following categories are used:
2. LTR: Light Truck Radial Tires
3. TBR: Medium Truck Radial Tires (Tires over 17.5")
## Credit Percentage Table 1

| Tread Depth | 2.0 | 2.5 | 3.0 | 3.5 | 4.0 | 4.5 | 5.0 | 5.5 | 6.0 | 6.5 | 7.0 | 7.5 | 8.0 | 8.5 | 9.0 | 9.5 | 10.0 | 10.5 | 11.0 | 11.5 | 12.0 | 12.5 | 13.0 | 13.5 | 14.0 | 14.5 | 15.0 | 15.5 | 16.0 | 16.5 | 17.0 | 17.5 | 18.0 | 18.5 |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Credit     | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  |

## Credit Percentage Table 2

| Tread Depth | 1.0 | 1.5 | 2.0 | 2.5 | 3.0 | 3.5 | 4.0 | 4.5 | 5.0 | 5.5 | 6.0 | 6.5 | 7.0 | 7.5 | 8.0 | 8.5 | 9.0 | 9.5 | 10.0 | 10.5 | 11.0 | 11.5 | 12.0 | 12.5 | 13.0 | 13.5 | 14.0 | 14.5 | 15.0 | 15.5 | 16.0 | 16.5 | 17.0 | 17.5 | 18.0 | 18.5 |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Credit     | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  | 0%  |

### Note
- **Tread Depth** indicates the remaining tread depth in inches.
- **Credit Percentage** shows the percentage of credit based on the remaining tread depth.
- The credit percentage values are based on a scale of 2.0 to 18.5 inches, with lower numbers indicating better credit percentages.

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### Load Inflation Pressure Tables

#### Wide, Tubeless

<table>
<thead>
<tr>
<th>Tire Size</th>
<th>Tire Designation</th>
<th>The Load Limits (lbs.) at Various Cold Inflation Pressures (psi)</th>
</tr>
</thead>
<tbody>
<tr>
<td>245/70R17</td>
<td>D</td>
<td>2550 2775 3000 3225 3455 3685 3915 4145 4375 4605</td>
</tr>
<tr>
<td>265/70R17</td>
<td>D</td>
<td>2750 3000 3250 3500 3750 4000 4250 4500 4750 5000</td>
</tr>
<tr>
<td>285/70R17</td>
<td>D</td>
<td>2950 3200 3450 3700 3950 4200 4450 4700 4950 5200</td>
</tr>
<tr>
<td>305/70R17</td>
<td>D</td>
<td>3150 3400 3650 3900 4150 4400 4650 4900 5150 5400</td>
</tr>
</tbody>
</table>

#### Tube Type

<table>
<thead>
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<th>The Load Limits (lbs.) at Various Cold Inflation Pressures (psi)</th>
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</tr>
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</table>

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**Note:** Operating speed less than 65 mph. The load limits at various inflation pressures are based upon Tire and Rim Association (TRA) tables and standards, except where there is no specification established by the TRA. In these few cases, the tire design is based upon the European Tire and Rim Technical Organization (ETRTO) whose standards govern these tire designs. To obtain recommendations for tire run in non-standard applications, customers and dealers should contact the Hankook Technical Service Department.