# Warranty Program




KUMHO TIRE

*Better, All-Ways*

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# I. WORKMANSHIP AND MATERIAL

KUMHO TIRE U.S.A. Inc, 133 Peachtree Street, NE Suite 2800 Atlanta, GA 30303, warrants to the **original consumer purchaser** that all KUMHO replacement radial tires either directly or through an authorized KUMHO dealer, and which are mounted on cars within the U.S.A., and becomes unserviceable for any reason within the manufacturers control, such tire will be replaced with an equivalent KUMHO tire.

## A. WHAT IS COVERED AND FOR HOW LONG

Should any tire manufactured by Kumho Tire Co., Inc. covered by this warranty become unserviceable due to a material or workmanship condition during its usable tread life (More than 2/32" remaining tread) before 6 years from the date of manufacture or purchase date supported with proof of purchase for every passenger and light truck tire, KUMHO will do either of the following:

a. **During the first 2/32"** of the original usable tread, KUMHO will replace such tire with a comparable new KUMHO or MARSHAL tire free of charge. Applicable taxes on the new tire and costs of mounting and balancing and any other service charges are payable by the owner.

b. **After the first 2/32"** of the original usable tread, a credit percentage will be given toward the purchase price of a comparable new KUMHO or MARSHAL tire effective at the time of adjustment. Applicable taxes on the new tire and costs of mounting and balancing and any other service charges are payable by the owner.

## B. WHAT IS COVERED FOR ORIGINAL EQUIPMENT

KUMHO warrants that a tire manufactured by KUMHO and/or equipped originally on the vehicle is free from defects in materials and/or workmanship in normal use for the life of the original usable tread. The life of the original usable tread ends when the tire tread has been worn down with only 2/32" (1.6 mm) remaining, at which point the tire is considered to be fully worn out.

a. **Free Replacement**
If a KUMHO Radial Passenger or Light Truck tire fails as a result of defect in materials and/or workmanship within the first 2/32" of the original tread depth, the tire will be replaced with a new, comparable KUMHO tire at no charge including mounting and balancing charges.

b. **Pro-rata replacement**
A tire not qualifying for free replacement will be given a credit toward the purchase of a new, comparable KUMHO tire based upon the amount of tread actually worn. The cost of mounting, balancing and any other service charges or applicable taxes should be paid by the user. Otherwise, adjustment for compensation will be made on a pro-rata basis calculated by multiplying the actual current dealer selling price by the percentage of remaining usable tread depth.

## C. WHAT IS NOT COVERED

**a.** This limited warranty is applicable only in the United States, and any tires used or equipped on a vehicle registered or operated outside the U.S. are not covered by this warranty.

**b.** Tires branded or marked “Non-Adjustable” (NA) or Blemished (Blem) or DOT/Serial numbers previously cut will not be adjusted.

**c.** Any tire worn beyond the wear bars (less than 2/32” remaining tread).

**d.** The cost of applicable taxes and mounting and balancing and any other service charges (Only available for OE tires within 2/32” of original tread depth).

**e.** Ride Disturbance
- Worn past the first 2/32nd of tread
- Three (3) or more tires per vehicle

**f.** Tire damage or irregular wear due to:
- Road hazard, including puncture, cut, impact break, bulge, snag, stone drill, and/or collision.
- Continued use while run flat or under acute under-inflation.
- Improper use or operation, without limitation, improper inflation pressure, overloading, use of an improper rim, tire/wheel assembly imbalance or other vehicle condition, worn suspension components, improper mounting or de-mounting, misuse, misapplication, fire or other externally generated heat, water or other material trapped inside the tire during mounting, tire alteration, racing or competition purposes, improper inserting of sealant, balance filler materials and/or chemical corrosion.
- Improper repair, or with repairs not conforming to the TIA / USTMA standards, or with section repairs, or with self-vulcanizing plug or patch installed separately.
- Failure to rotate the tire at least every 5,000 to 7,500 miles or according to the vehicles owner’s manual.
- Uneven or rapid wear which is caused by mechanical irregularity in the vehicle such as misalignment, (a measured tread difference of 2/32nds of an inch or more across the tread on the same tire).
  - **Feathering** is an early indicator of misalignment. Feathering is caused by excessive pressure on tread blocks, caused by an out of alignment condition that pushes tread blocks backward until they begin to wear unevenly.
  - **Alignment** refers to the angles set in steering and suspensions systems defined by the manufacture of the vehicle. When a vehicle is out of alignment, it can affect the handling characteristics of the vehicle and can also cause premature wear on tires. Some vehicles steering and suspensions systems are more sensitive than others, and even a small pot hole can be enough to knock the alignment out of specification.

# Irregular Wear Conditions

### Toe Wear



Alignment problem thin inner or outer edge.

### Camber Wear



Alignment problem exaggerated inner or outer wear

### Center Wear



Over inflation thin tread in the center of tire

### Edge Wear



Under inflation thin tread wear along tire edges

### Patch Wear



Out of balance patchy tread wear or flat spots

### Cup Wear



Bent or worn-out suspension component diagonal “Scalloped” tread wear.

g. Ozone or weather cracking on tires over four (4) years from the date of manufacture.
h. Tires that have been recapped, retreaded, and/or re-grooved.
i. Loss of time, use, or inconvenience, due to any incidental or consequential damage.
j. Tires that have been modified by the addition or removal of material or any tire intentionally altered to change its appearance.
k. Tire unserviceability caused by tire operation in excess of tire/wheel manufacturers specifications and recommendations.
l. Tires that have become unserviceable due to chemical corrosion, vandalism, chains and flat spotting.
m. Tires involved in any racing-related and commercial activities.
n. This limited warranty applies only to the original purchaser and is non-transferable.

## D. LIMITED TREAD WEAR WARRANTY

***Not available on Original Equipment Tires**

| TREADWEAR WARRANTY | PATTERN | COMMENTS |
|---|---|---|
| 75,000 | SOLUS TA11 | |
| 70,000 | CRUGEN HT51 | P-METRIC |
| 65,000 | CRUGEN HP71 | |
| 60,000 | SOLUS TA71 \| SOLUS TA31 \| SOLUS KL21<br>CRUGEN PREMIUM (KL33) | |
| 55,000 | ROAD VENTURE AT52 | P-METRIC |
| 50,000 | ROAD VENTURE AT52 | LT-METRIC |
| 50,000 | ECSTA PA31 | |
| 45,000 | ECSTA PA51 | |
| 45,000 | CRUGEN HT51 | LT-METRIC |
| 40,000 | ECSTA 4XII (KU22) | |

Neither KUMHO TIRE U.S.A., Inc. nor any other tire manufacturer can guarantee you'll receive a certain number of miles from any given tire. Driving habits, driving conditions, road conditions and vehicle maintenance all play a vital role in the tread life of a tire. However, if a tire does not reach the warranted mileage, and the original owner of the tires has complied with the terms and conditions of the Limited Tread Wear Warranty, KUMHO will replace the tires as follows:

**a.** If tread has worn down to the tread wear indicators (2/32nds tread depth) within 72 months from the date of purchase (or manufacturer) or does not deliver the warranted miles of normal passenger use, whichever comes first, KUMHO TIRE U.S.A., Inc. will make an allowance for unused service towards a comparable new tire, pro-rated on warranted miles.

**b.** The replacement allowance will be calculated by percentage of the warranted miles not received multiplied by the predetermined adjustment price of the tire at the time and place of the adjustment.

**c.** For staggered/split fitments applications (different size tires on the front and rear axles), Kumho Tire will cover half the number of miles of the standard mileage warranty since these tires cannot be rotated as recommended by Kumho.

## E. ROAD HAZARD WARRANTY

***Not available on Original Equipment Tires**

| BRAND | MODEL |
|---|---|
| ECSTA | 4XII (KU22) \| PA51 \| PS31 \| PS91 |
| SOLUS | TA11 \| TA31 \| TA71 |
| CRUGEN | HT51 \| HP71 |
| ROAD VENTURE | AT52 |

Steel belted radial passenger tire that has been damaged beyond repair due to normal road hazard conditions (e.g., unrepairable: cut, puncture, snag or impact break) within the first 2/32" of the original tread depth (O.T.D.) and within 12 months from the date of purchase, will be replaced free of charge (not including mounting, balancing and taxes) with an equivalent KUMHO tire. To be eligible, you must present your original invoice showing date of purchase. Tires that reflect damage due to continued run flat or acute under-inflation are excluded.

**https://www.ustires.org/tire-repair-basics**

### Puncture Repair Area



## F. 30 DAY SATISFACTION TRIAL

### *Not available on Original Equipment Tires

KUMHO TIRE's 30-Day Satisfaction Guaranteed Trial Warranty covers a complete set of four (4) or more ROAD VENTURE MT71 tires. If for whatever reason you aren't completely satisfied with your eligible tires, simply return them to the dealer where they were purchased for replacement.

**Limitations and Requirements:**

**a.** This trial warranty only applies to the original purchaser of a set of four (4) or more eligible tires returned within 30 days from the date of purchase and is non-transferable; any return of less than a full set of tires will not be accepted. Original purchaser must present their original sales receipt and complete survey to their selling dealer at the time of replacement.

**b.** Tires must be returned undamaged. Tires exhibiting road hazard, mounting damage, vehicle mechanical-related problems, repairs, improper inflation, vandalism, run flat, racing or any tires removed from the original vehicle are excluded from this trial warranty.

**c.** Original purchaser pays the amounts due on a new replacement tire, less the amount of credit, including applicable taxes, mounting and balancing charges and/or the cost of other services ordered.

d. Tires measuring more than 1/32" of tread wear from original tread depth are excluded from trial warranty.

**e.** 30 Day Satisfaction Survey must be completed by the customer to qualify. Lack of completed survey can result in disqualification of guarantee.

## OWNERS OBLIGATION

Present tire to any authorized KUMHO dealer or a participating car dealer along with proof of purchase. Respective dealer will inspect tire in order to identify whether or not it qualifies for warranty based on the policies detailed herein.

# Kumho Tire 30 Day Satisfaction Trial Survey

**Survey Must Be Filled Out Completely to Qualify for Reimbursement**

**1.** Vehicle Information.

Year _____ Make _____ Model _____

**2.** Please explain why you decided to return your tire.

_____
_____
_____
_____
_____

**3.** What tires were previously used on the vehicle?

Brand _____ Model _____ Size _____

**4.** What tires are replacing the MT71s?

Brand _____ Model _____ Size _____

**5.** Please rate from 1 to 5 your satisfaction with the tires you returned.
**5 = Very Satisfied, 1 = Not At All Satisfied**

| | | |
|---|---|---|
| ____ Dry Traction | ____ Wet Traction | ____ Ice Traction |
| ____ Snow Traction | ____ Steering Response | ____ Steering Pull |
| ____ Steering Wandering | ____ Steering Tracking | ____ Sidewall |
| ____ Tread | ____ Vibration | ____ Road Noise |

**For Dealer Use Only:**

**This is a required form to be submitted along with the original purchase invoice and acceptable documentation to be defined by Kumho Tire which clearly shows the date the tires were dismounted from the vehicle in order to be eligible for the 30-Day Satisfaction Trial. Claim may not be processed if this form is missing.**

# II. SAFETY WARNINGS AND MAINTENANCE

**Driving on any underinflated tire is dangerous and may result in sudden tire destruction caused by excessive heat build-up. For replacement tires, your tire retailer should provide you with the proper inflation pressure. Otherwise, follow the air pressure recommendation found within your vehicle's owner manual or tire placard in your vehicle. If your replacement tire size is different from the original equipment tire size, ask your tire retailer for a revised air pressure recommendation guide in order to adequately support your vehicle's GVWR.**

Check the cold inflation pressure in all of your tires, including the spare tire, at least once every month and always prior to long distance trips. Failure to maintain the proper air inflation pressure may result in improper vehicle handling, and may cause rapid and irregular tire wear, reduction in tire durability, loss of vehicle control, or sudden tire failure that may lead to property damage, serious personal injury or death.

Use an accurate tire gauge to check tire air pressures. Always maintain the proper recommended air inflation pressure in all tires. If there is an indication that one of your tires has lost four or more pounds of air pressure, immediately look for signs of penetration through the tire, valve leaks or wheel damage that may account for the air loss. You should also have your tires inspected by a tire retailer immediately.

Air pressure should be checked when tires are cold (before they have been driven), ideally in the early morning. Driving, regardless of distance, causes tires to heat up and simultaneously increase air pressure.

Never exceed the maximum inflation pressure for the tire.

Never bleed air from hot tires as this may result in under inflation.

Inspect your tires daily. If you notice any damage to your tires or wheels, replace them with a spare and immediately visit any tire retailer for advice. Driving over potholes, curbs, wood debris, metal, etc., can damage a tire and should be safely avoided. Contact with such hazards requires an immediate and thorough tire inspection by your tire retailer.

Always examine your tires for penetrations, bulges, cracks, cuts, and abnormal wear — particularly at the tire edges — which may be caused by, for example, vehicle misalignment or tire under inflation. Failure to properly control a vehicle when one or more tires are underinflated may result in an accident. Use of a damaged tire may result in rapid air loss, including sudden tire failure.

An explosion of the tire/rim assembly may occur due to improper mounting. Only specially trained persons should mount tires.

**Failure to store tires in accordance with the following recommendations may result in damage to your tires, reduction in tire durability, or sudden tire failure:**

Tires should always be stored in a cool, dry, clean, indoor environment. Tires contain waxes and emollients to protect their outer surfaces from ozone and weather cracking. As the tire rolls and flexes, the waxes and emollients continually migrate to the tire's surface, replenishing this protection throughout the normal and proper use of the tire. However, when tires sit outdoors and are unused for an extended period of time, the tire surface becomes dry, the tire may be susceptible to ozone and weather cracking, and the casing becomes susceptible to flat spotting.

Surfaces on which tires are stored must be free from grease, gasoline, and other substances that could deteriorate the rubber.

You should have a qualified technician check all tires when the KUMHO TIRE U.S.A., Inc. warranty policy period has lapsed, even if damage is not obvious.

**Do not overload your tires. Driving on any overloaded tire is extremely dangerous and may result in an accident causing property damage, serious personal injury or death.**

The maximum load rating marked on the sidewall of any tire is based on the maximum speed of operation. Tires that are loaded beyond their maximum allowable loads for a particular application will generate increased and excessive heat that may cause sudden tire failure leading to property damage, serious personal injury or death.

## A. AIR PRESSURE

The importance of maintaining the proper air pressure cannot be overstated. Under-inflation can lead to excessive heat build-up and structural stress and can cause a tire to fail. Over-inflation can cause uneven tire wear in the center portion of the tread pattern and can also lead to vehicle handling problems.

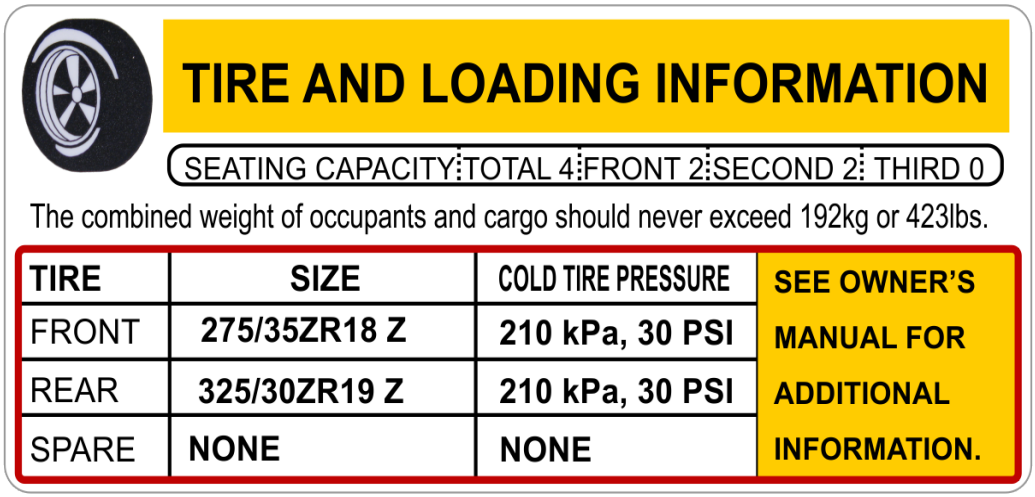
Do not check tire pressure after the vehicle has been operated because tires heat up, causing the air pressure to rise. Allow them to cool and then perform your check.

Check the pressure in your tires, including your spare, at least once per month. Tires should be checked before driving, when tires are cold (at least 3 hours after the vehicle has been stopped and before it is driven more than 1 mile/1.6 km). Do not reduce pressure when tires are hot. Use an accurate pressure gauge to check pressure and maintain it at the level recommended on the vehicle tire placard or in the owner's manual. Under-inflation produces extreme flexing of sidewalls and builds up heat to the point that premature tire failure may occur. Over-inflation can cause the tires to be more susceptible to impact damage. Cold tire pressures should never be higher than the limit molded on the sidewall.

Maintaining proper air pressure will also contribute to better fuel efficiency. So check, be safe and save!

## B. LOAD LIMITS

The load carrying capacity of the replacement tire must always equal or exceed the load carrying capacity of the Original Equipment tire. Tires that are loaded in excess of allowable maximum can build up heat to cause sudden air loss.




**Reference Pressure Chart**
**(Refer to your vehicle's driver's side door jam for details)**

## C. SPEED-RATED TIRES

Speed-rated tires are identified by letters P, Q, S, T, H, V, Z, W,Y and (Y) as either part of the size designation (e.g., HR) or part of the service description adjacent to the size designation (e.g., 94H) and indicate the maximum speed capability of the tire when properly loaded and inflated. Note: Even when properly loaded and inflated, driving for prolonged periods at high speeds can cause tire damage and possible tire failure which could lead to an accident. Original equipment speed-rated tires must be replaced with tires of the same or higher speed rating if the speed capability of the vehicle is to be maintained. Consult your KUMHO dealer for the tires best suited to your vehicle driving habits. Operating your vehicle in excess of lawful speed limits or the maximum speeds justified by driving conditions can be dangerous. Excessive speed creates heat buildup in a tire, leading to possible tire failure.

*Repair of speed-rated tires must be done in accordance with U.S. Tire Manufactures Association (USTMA) and the Tire Industry Association (TIA) (See USTMA link below repair procedures). Tires are limited to three 1/4" diameter repair in the tread area.*

https://www.ustires.org/sites/default/files/Tire%20Care%20and%20Safety%20Guide%20FINAL%2002%2029%2018.pdf

| SYMBOL | MAX SPEED (MPH & KM/H) |
|---|---|
| Q | 99 MPH & 160 KM/H |
| R | 106 MPH & 170 KM/H |
| S | 112 MPH & 180 KM/H |
| T | 118 MPH & 190 KM/H |
| U | 124 MPH & 200 KM/H |
| H | 130 MPH & 210 KM/H |
| V | 149 MPH & 240 KM/H |
| W | 168 MPH & 270 KM/H |
| Y | 186 MPH & 300 KM/H |
| (Y) | ABOVE 186 MPH & 300 KM/H |

## D. HAZARDS

Visually inspect your tires daily. If you notice any damage to your tires or wheels, replace with a spare and immediately visit any tire retailer for advice. Driving over potholes, curbs, wood debris, metal, etc., can damage a tire and should be safely avoided. Contact with such hazards requires an immediate and thorough tire inspection by your tire retailer. Keep your attention to the road and at least 10 to 15 seconds ahead of you to help avoid hazards like debris and potholes.

## E. DISMOUNTING AND MOUNTING

Improper tire mounting and inflation procedures may cause tire beads to break with explosive force during installation of the tire on the rim, causing personal injury and property damage. Follow the U.S. Tire Manufacturers Association (USTMA, https://www.ustires.org/) installation and safety procedure for mounting and inflating tires. Tire and rim must match in size. Rim parts must match in size. Rim parts must match by manufacturer's design. Clean rim. Lubricate rim and beads. Do not exceed the maximum recommended pressure to seat beads on rim. Use remote control inflation equipment and inflation cage.

**Note: Never inflate over 40 psi to seat beads. Mount radial-ply tires only on rims designated by wheel manufacturer as suitable for radial tires. Only specially trained persons shall mount tires.*

## F. WORN TIRES

Never drive on worn out tires. Tires should be replaced by trained personnel when 2/32" (1.6 mm) of remaining tread depth, as indicated by tread wear indicators molded into the tread grooves. Use of worn-out tires (less than 2/32" remaining tread depth) increases the possibility of tire failure. In most states, it is illegal to drive with less than 2/32" of remaining tread depth.

## G. RIDE DISTURBANCE - VIBRATION

All Kumho Tires are tested and inspected before they are shipped out to our customers, it is important to ensure that proper mounting and balancing techniques and procedures are in place when having the tires installing on a vehicle. It is also important to ensure that the tire being installed are designed to meet the specification of the vehicle.

Changing performance categories and/or performance ranges can change the way the vehicle performs and can increase noise, harshness, and vibration (NVH). You should NOT have tires installed that do not meet the requirements for the vehicle.

Flat spotting can occur if the tire is cooled a rapid rate while parked. If you notice a vibration when first driving, it will stop once the tires are heated up and regain their shape.

Mixing tire manufacturers or models can cause the vehicle to ride differently, depending on location of tires.

When replacing existing tire, note that different categories like Performance,Touring and Grand Touring have their own characteristics and are not designed to perform the same.

| Speeds | Vehicle | Wheel | Tire | Wheel and Tire Assembly |
|---|---|---|---|---|
|  LOW SPEED | Suspension<br><br>Transmission<br> | Missing Hub-Centric Ring<br><br>Bent Wheel<br> | Irregular Wear<br><br>Flat Spots<br> | Impact Damage<br><br>Out of Balance<br><br>Loose Lug Nuts<br> |
|  HIGH SPEED | Suspension<br><br>Transmission<br> | Missing Hub-Centric Ring<br><br>Bent Wheel<br> | Irregular Wear<br><br>Flat Spots<br> | Irregular Wear<br><br>Out of Balance<br><br>Out of Round<br> |

| Acceleration | Braking |
|---|---|
| Transmission<br><br>Engine<br><br>Axel<br><br>Wheel/Hub Bearing<br><br>Motor Mount<br> | Brake Rotor, Caliper and Pads<br><br>Anti-Lock Brake System<br><br>Brake System<br> |

**a. Low-Speed Tire Vibration**

- Symptoms: Vibration around 45 mph and below.
- Corrections: Have the wheel and tire assemblies inspected for any irregularities.

**b. Hi-Speed tire vibration**

- Symptoms: Vibration around 55 mph and higher.
- Corrections: Rebalance tires.

**c. Brake Shudder**

- Symptoms: Vibration in seat or steering wheel under braking, increasing under heavy braking.
- Corrections: Have the vehicle's brake system inspected.

**d. Vibration Under Acceleration**

- Symptoms: Vibration under acceleration, clicking while turning as well as pulling may also be present.
- Corrections: Have the vehicle inspected for worn CV axles.

**e. Worn out Motor Mounts**

- Symptoms: Noise when shifting into Drive or Reverse, noise when under acceleration worsened by heavy acceleration as well as the vehicle may seem louder on the inside due to a lack of dampening.
- Corrections: Have vehicle inspected for worn motor mounts.

**f. Transmission**

- Symptoms: Grinding noises accompanied by gear changes, a shudder in the middle of the vehicle at specific times.
- Corrections: Have the vehicle inspected for transmission related issues.

## H. RIDE DISTURBANCE - PULL

**a. Misalignment of the Suspension**

- Symptoms: Steering straight and the vehicle pulls to one side or the other.
- Corrections: Have the alignment inspected and reset according to manufacture specifications.
- If the vehicle is pulling away from the crown of the road the alignment may be set within specifications but not to compensate for road crown.

**b. Tires**

- Symptoms: Steering wheel is straight and the vehicle is going straight, but if you let go of the steering wheel, the vehicle pulls or drifts to one side or the other.
- Corrections: Check Tire Pressure. If the tire pressure matches what the manufacture specifies, have the tires inspected for issues.

**c. Worn Suspension**

- Symptoms: Uneven pavement or road surface cause the vehicle to pull to one side or the other.
- Corrections: Have the vehicle inspected for worn suspension parts.

**d. Brake Pull**

- Symptoms: Pulling to either side under braking
- Corrections: Have the vehicle's brake system inspected.

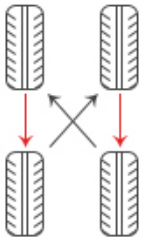
**e. Torque Pull**

- Symptoms: Pulling to either side under acceleration, exaggerated under heavy acceleration.
- Corrections: have the vehicle inspected for worn CV axles.

***If you experience any of these conditions, your dealer will be able to help you through any warranty processes you may have.**

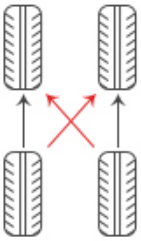
# I. ROTATION

Tires should be rotated every 5,000 to 7,500 miles. When this is done consistently, the tires are more likely to maintain good handling and traction and deliver maximum tread life. However, it's important to remember that tire rotation alone cannot guard against rapid or uneven wear if your vehicle has faulty mechanical parts or improper tire inflation pressure.



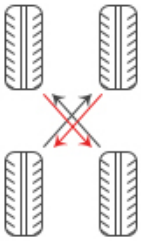
## Forward Cross

The most commonly used rotation pattern, designed primarily for front wheel drive vehicles - which most cars have.



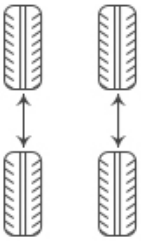
## Rearward Cross

For rear wheel and 4-wheel drive vehicles.



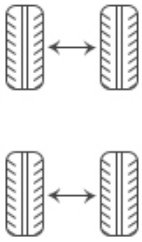
## X-Cross

Also for rear wheel and 4-wheel drive vehicles - but can also be used as an alternative to the Forward Cross method for front wheel drive vehicles.



## Front-to-Rear & Rear-to-Front

Primarily used for performance vehicles equipped with directional tires of the same size.



## Side-To-Side

Primarily used for vehicles equipped with non-directional tires of different sizes.

If your spare tire is of the same size as the four tires in service, you should include that spare in your rotation pattern. Follow the manufacturer's recommended rotation sequence, or introduce the spare into the rotation pattern in the right rear position.

Temporary-use spares cannot be included in your tire rotation.

## J. ALIGNMENT

The angles set in steering and suspensions systems defined by the manufacture of the vehicle. When a vehicle is out of alignment, it can affect the handling characteristics of the vehicle and can also cause premature wear on tires. Some vehicles steering and suspensions systems are more sensitive than others, and even a small pot hole can be enough to knock the alignment out of specification.

## K. TEMPORARY TIRE

**a.** Temporary Tires weigh less and provide more trunk storage space than a conventional tire. To conserve tire tread life, the temporary tire should be returned to the trunk as soon as it is convenient to have your standard tire repaired or replaced.

**b.** If a Kumho Temporary Tire fails as a result of defect in materials and/or workmanship during the first 50% of usable tread wear, the tire will be replaced with a new, comparable tire at no charge including mounting and balancing charges. No adjustment will be made for tires that are worn more than 50%.

Check your spare tires air pressure as well. The proper air pressure for a spare is often different from the tires mounted on your vehicle. The proper air pressure for your spare should also be listed in your owner's manual, door jamb or glove compartment.

Use a quality air gauge when checking the pressure (digital gauges are the most reliable) or have a professional service technician do the work for you.

# III. OE TIRE WARRANTY

Original equipment tires are ordered by the vehicle manufacturer for specific cars and already come equipped on new vehicles. Aftermarket tires are the replacements that the consumer purchases from a tire dealer. Some tread patterns are sold both OE and aftermarket. OE tires are ordered for specific cars; the warranty coverage type satisfies the vehicle manufacturer's request. OE warranty coverage does not include extended warranties; e.g., road hazard, tread wear/mileage, etc. that are available with certain aftermarket tire purchases.

# IV. UNAUTHORIZED DEALERS

**Tires purchased from unauthorized KUMHO dealers do not qualify for the KUMHO Replacement Equipment Warranty. It is impossible for us to verify that these tires were stored properly, mounted correctly, or originally intended for sale in the United States. For this reason, KUMHO cannot guarantee the safety or quality of the products purchased from unauthorized market place.**

**As a consumer, you should only purchase KUMHO products from an authorized KUMHO Dealer in order to ensure that the manufacturer's warranty is preserved. Please see the Dealer Locator on our website to find an authorized KUMHO dealer near you.**

# V. TIRE REGISTRATION

## WHAT IS A DOT CODE?

The DOT code is an alphanumeric code that appears on the sidewall of the tire. This code is sometimes referred to as a serial number. Mandated by the U.S. Department of Transportation, it identifies where a tire was manufactured, specific characteristics about the tire and its age. The code starts with the DOT designation, followed by a series of letters and numbers. Here's how to read it:




**Manufacturing Plant**

**H2:** identifies the plant that manufactured the tire




**Tire Size Code**

**U1:** is the tire size code




**Option Code**

**YC7L:** an optional code that refers to a brand or other characteristics specifics to the tire




**Date of Manufacturing**

**3805:** identifies the manufacturing date. The first two digits represent the week and the last two digits represent the year. Therefore, in this example, the tire was manufactured in the 38th week of 2005

## WHERE TO REGISTER YOUR TIRES

**http://www.kumhotireusa.com/tire-basics/register-your-tires**

## WHY TO REGISTER YOUR TIRES

The information will only be used for the purpose of notifying you regarding a recall. KUMHO will not sell or rent your contact information to third parties.

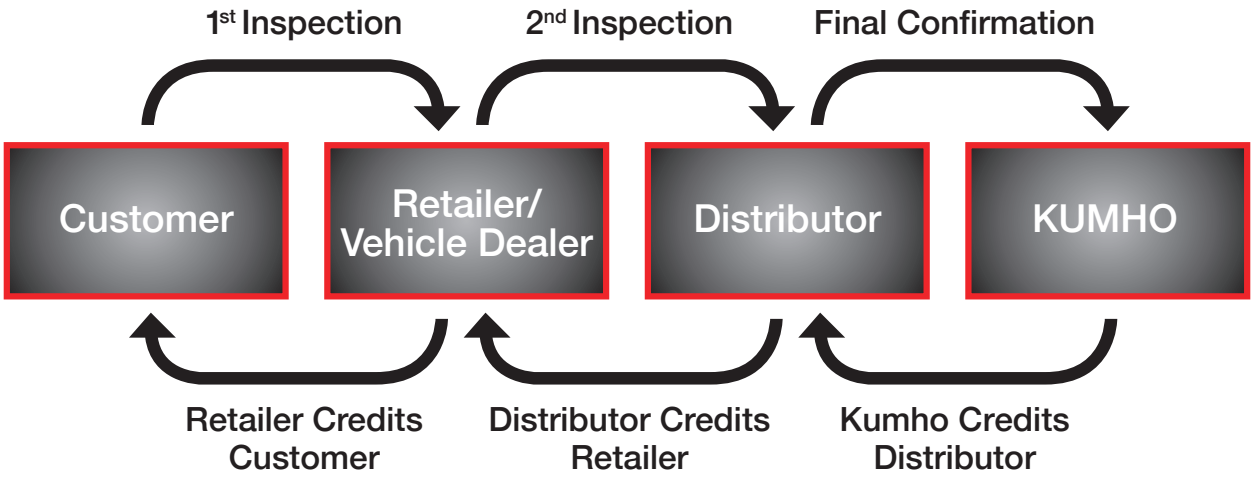
# VI. WARRANTY ADJUSTMENT PROCESS

**Have the tire inspected by the dealer you purchased the vehicle or the tire(s) from to establish cause of issue.**

**If the tire qualifies for warranty, the dealer will process a warranty on your behalf.**

***The authorized KUMHO or MARSHAL dealer will determine the adjustment cost by multiplying the percentage of the original usable tread worn by the current KUMHO or MARSHAL dealer's price list in effect at the time of adjustment.**

**"It is important for the end user to return to the original seller of the product as KUMHO TIRE cannot provide replacement tires or compensation directly to the end user."**



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