

WARRANTY TERMS



ELIGIBILITY

This limited warranty applies to the original purchase of any new APOLLO Truck & Bus Radial tires ("TBR") having the Department of Transportation ("DOT") prescribed tire identification number on the tire sidewall. Such tires are eligible only if they are used according to recommendation of vehicle manufacturer and/or Apollo Tires (US) Inc. on the vehicle on which they were originally installed.

This warranty will only apply if all the following qualification requirements are met:

- The tire was purchased after 1st June 2021.
- The tire was purchased from an authorized dealer of Apollo Tires (US) Inc.
- The tire is of a size, has a load rating and speed rating equal to or greater than that recommended by the OE vehicle manufacturer.
- The tire has not become unserviceable due to a condition listed under what is not covered.

In case any Apollo tire covered by this limited warranty should become unserviceable due to a manufacturing related condition during its usable tread life of more than 2/32nds of an inch (1.6 mm) remaining tread, and within seven (7) years from date of tire manufacture, Apollo Tires (US) Inc. will give a credit on the following conditions:

CATEGORY	TIME PERIOD	POLICY
TBR Tires	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 Apollo tire on a free of charge basis. Applicable taxes on the new tire and the cost of mounting, balancing and any other charges related to the replacement of the tire shall be paid by the owner/end user.
	After the first 2/32nds of the original usable tread or after one year from date of purchase, whichever occurs first.	The credit amount 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 or casing value whichever is higher.

* Adjustment consideration is calculated using the price of tire at the time of purchase, if that is not available it will be calculated using the current Apollo price in effect at the time of adjustment consideration.

WHAT IS NOT COVERED UNDER THIS POLICY

This limited warranty does not apply to tires which have been subjected to any of the following operational conditions:

- Irregular wear and tear or tire damage due to:
 1. Accidental damage such as road hazard injury (including punctures, cuts, bulge, snags, impact breaks, stone drilling, concussion, etc.).
 2. Wreck, collision, fire, chemical corrosion, contamination, tire alteration and/or vandalism.
 3. Natural causes like striking of lightning.
 4. Runflat, casing dis-integration, rupture due to fatigue, overloading, dual touching, rim damage, burnt bead, stone trapping, repair patch damage, spinning, wrong application to fit, misuse, negligence, racing, chain damage, improper mounting-demounting, tire/wheel imbalance, improper retread, improper regrooving, under inflation, installation of incorrect tire or rim size, incorrect repair, vehicle faults, abuse, or abuse.

5. Any tire that has been operated whilst using internal balancing additives, as well as tires that have been reinflated in conjunction with the addition of liquid tire sealant repair materials.
 6. Fast Rapid wear, uneven/irregular wear due to mechanical irregularities or faulty alignment of vehicle or due to improper inflation pressure maintenance or improper twinning. No mileage or treadwear warranty is expressed or implied.
- Use outside of the United States.
 - Ozone or weather checking/cracking on tires that are more than four (4) years old from the date of manufacture.
 - Ride disturbance after 2/32nds tread wear or one (1) year from date of purchase, whichever occurs first.
 - Having less than 2/32nds remaining tread depth.
 - Tires with the individual serial number cut out or buffed.
 - Tires seven (7) years or older from the date of manufacture or seven (7) years or older from the date of purchase, whichever occurs first.
 - Any addition of material to a tire after it leaves the factory (e.g., tire fillers, sealants or balancing substance).
 - Tires that are put in service and that are not in full accordance with the intended use of the vehicle and the recommendations of the vehicle manufacturer.

This warranty policy does not provide compensation for loss of time, loss of use of vehicle, income or operation, inconvenience or any incidental or consequential damages.

HOW TO OBTAIN WARRANTY

In order to be eligible for this limited warranty program, the owner must observe the following:

- Present the tire to an authorized Apollo tire dealer in the United States.
- Submit a copy of the original purchase receipt. If no proof of purchase is available, coverage will be based on the date of manufacture noted in the DOT number molded on the sidewall.
- Complete and sign an Apollo Tires (US) Inc. claim form available at any authorized Apollo tire dealer.
- Pay the cost of mounting, balancing, any other service charges, and applicable taxes.
- Tires pertaining to which a complaint under this policy is approved become the property of Apollo Tires (US) Inc.

If the tire owner abuses the tire including but not limited to observe safety warnings, maintain proper tire inflation pressure, maintain vehicle alignment and tire rotation, expected tire performance or life may not be achieved and your safety cannot be ensured.

CASING WARRANTY

- A casing of a Apollo Truck & Bus Radial tire is warranted when the tire becomes unserviceable or non-retreadable due to any manufacturing related issues, Apollo Tires (US) Inc. will provide a predetermined casing allowance.
- Casing warranty is valid through the 3rd retreaded life for seven (7) years from the date of manufacture.
- Tires used in mining and logging service are not covered under this warranty.
- Casing & retreading allowance shall be as per the following section.

CASING ALLOWANCE

Casing allowance covers all sizes, patterns, and load ranges.

	ORIGINAL TREAD	1ST RETREAD	2ND RETREAD	3RD RETREAD
17.5"	\$70	\$50	\$30	\$15
19.5"	\$80	\$60	\$40	\$25
22.5" / 24.5"	\$120	\$100	\$75	\$50

RETREAD TIRE ALLOWANCE

Total Allowance Retreaded Tires.

(Remaining Tread Depth) (Retread Allowance + Casing Allowance)

If an Apollo Commercial Truck tire becomes unserviceable during the **First Retread** and is within the the warranty period, in addition to the casing allowance, you will also receive the retread rubber allowance as outlined below:

More than 14/32	\$50.00 + 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 are warranted.
- Tires used in mining and logging service are not covered under this warranty.

DISCLAIMER

This warranty, or any warranty is exclusive and in lieu of any other warranty related to the quality and performance of Apollo 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.

IMPORTANT SAFETY INFORMATION

Any tire, regardless of how well it is designed or manufactured, may fail prematurely as a result of punctures, impact related damage, improper inflation pressure, overloading, or any other operationally induced conditions than could be related to abuse. Tire failure could result in a risk of property damage or possibly serious personal injury, and even death.

SAFETY WARNING

Serious personal injury or death may possibly result from a tire failure. Tire failures are in many cases preceded by vibration, sidewall bulges, or irregular wear. If a vibration is felt while driving your vehicle or you observe a sidewall bulge or irregular tread wear pattern, immediately take the affected tire to your nearest qualified tire professional for a complete technical evaluation and report.

TIRE INFLATION

The U.S. Department of Transportation stipulates that a pre-trip vehicle inspection shall be done. Pre-trip vehicle inspections should include cold-tire inflation pressure checks. Remember to check the inflation pressure of inside fitted dual tires. Make sure that the correct valve extensions and brackets are fitted to your tire & rim assembly.

The only correct method for checking tire inflation pressure is by making use of an accurate tire inflation pressure gauge. Kicking or prodding a tire will only indicate to you that a tire is completely flat.

Check inflation pressure on "Cold" tires. Tires are considered as "Cold" if the vehicle has been parked up for three hours or more in a shaded area, or if the vehicle has been driven for less than one mile, and this at a moderate speed.

Never release pressure from a hot tire in order to reach the recommended cold tire inflation pressure. Normal driving causes tires to run hotter, therefore increasing your tires inflation pressure. If you reduce inflation pressure when your tires are hot, you will run the risk of operating your tires in an under-inflated state.

Should it be required to adjust inflation pressure when your tires are hot, adjust their inflation pressure to 10 psi (69 kPa) above the recommended cold inflation pressure. Make sure to recheck the inflation pressure when the tires are cold.

A pressure difference of 5 psi (35 kPa) or more between dual fitted tires is not recommended.

Use the correct type of valve caps in order to keep the valve core clear of dust/debris.

SAFETY WARNING

Inflating an unsecured tire is extremely dangerous. If it were to explode, it could be hurled into the air with a massive explosive force. If struck by this tire and/or rim assembly, it could result in serious personal injury or death.

- **NEVER** adjust the inflation pressure of a tire unless it is placed in a tire safety cage, secured to a vehicle, or fixed to a tire mounting machine.
- **NEVER** stand or lean over the tire or front of the valve while inflation adjustment is taking place.
- **NEVER** re-inflate a truck tire that has been operated continuously and for an extended period of time at a very low inflation pressure (i.e. 80% or less of the normal operating pressure) without first having carried out a complete inspection of the entire tire. This should be done by a certified tire service professional.

TIRE INFLATION PRESSURE

All tires are required to have the specified inflation pressure that will allow them to operate effectively and perform as intended. A tire offers support to the vehicle and its passengers/loads, while transmitting the braking, acceleration and turning forces. Vehicle manufacturers will recommend the inflation pressures for the tires mounted on your vehicle.

SAFETY WARNING

Operating a tire in an under-inflated / improper inflation pressure condition is dangerous.

- Under-inflation will result in excessive tire heat build-up, which when used over an extended period of time, will result in structural damage.
- Over-inflation will result in the tire been more susceptible to cuts, punctures, and impact/road hazard related breaks.

The above-mentioned conditions can cause a tire to fail, which could possibly lead to serious personal injury or death. For the specified tire operating inflation pressure, please consult your vehicle tire information placard / owner's manual.

In addition to the damage caused to the tire, incorrect inflation pressure could also lead to the following:

- Irregular/rapid/reduced tire wear.
- Affect fuel economy.
- Adversely affect vehicle ride & handling.

TIRE REPAIRS

SAFETY WARNING

Driving on an incorrectly/poorly repaired tire is dangerous. An incorrect/poor repair can be unreliable or can result in further damage been caused to the tire. Sudden and/or dramatic tire failure could occur, resulting in serious personal injury or death. A detailed inspection and subsequent repair of your tire that is carried out in accordance to the Rubber Manufacturers Association (RMA) procedures should only be conducted by a qualified tire service professional.

TIRE DEMOUNTING & MOUNTING

THIS POLICY IS NOT INTENDED TO PROVIDE PROPER TRAINING OR SERVICE PROCEDURES FOR TIRE MOUNTING, DEMOUNTING, BALANCING, ROTATION, OR REPAIR. THESE TASKS SHOULD ONLY AND ALWAYS BE PERFORMED BY QUALIFIED TIRE SERVICE PROFESSIONALS.

Only specially trained persons should mount tires. For specified tire mounting procedures, consult the requirements in accordance to the Occupational Safety and Health Administration (OSHA).

TRUCK TIRE HOT BRANDING

The following limits are recommended when branding Apollo Truck & Bus Radial tires using a hand held branding tool.

BRANDING TOOL TEMPERATURE	MAXIMUM DEPTH
480 Deg F (250 Deg C)	1/32 inch (0.8mm)
570 Deg F (300 Deg C)	1/64 inch (0.4mm)

ONLY brand in the designated "BRAND TIRE HERE" area.

SAFETY WARNING

Mounting and demounting of tire and/or rim assemblies can be dangerous. Attempting to demount or mount tires using the incorrect equipment or procedures may result in a tire explosion causing serious personal injury or death. This is a job for a qualified tire service professional only. Never carry out tire service procedures without the correct signed off training, and equipment.

Inflating an unsecured tire is dangerous. If the tire were to explode, it could be hurled into the air with explosive force resulting in serious personal injury or death.

- **ALWAYS** stand well clear of any tire mounting operation. This is particularly important when the operator inflates the tire.
- When inflating a tire after mounting it onto a rim, **ALWAYS** use a tire safety cage and an extension air-hose fitted with an accurate pressure gauge and clip-on connector.
- **NEVER** adjust the inflation pressure of a truck tire unless it is placed in a safety cage or is secured to the vehicle or a tire mounting equipment.
- **NEVER** stand or lean over the tire or in front of the valve when inflating.

TIRE MIS-MATCHING

SAFETY WARNING

Operating your vehicle with the incorrect combination of tires is dangerous. Your vehicle's handling characteristics could be adversely affected which could result in an accident and/or serious personal injury or death. Consult your vehicle owner's manual and a qualified tire service professional for the correctly specified tire.

DUAL TIRE MATCHING

Tires paired as a dual assembly should be matched up by tire construction and dimension. For truck radial tires, correctly paired dimension tolerances are as follows:

- Diameter: within 1/4 inch (6.4 mm) of each other.
- Circumference: within 3/4 inch (19 mm) of each other.

SAFETY WARNING

Improperly matched tires may result in irregular wear, rapid wear, and ultimately premature tire removal or failure. Failure to match tires in a dual assembly could when operated over an extended period of time also result in sudden/catastrophic tire failure.

HIGH SPEED DRIVING

Driving at high speeds, even with the correct inflation pressure can lead to a loss of a vehicle control, regardless of the speed and handling capabilities of the vehicle. For example, high speed driving is especially dangerous because a road hazard is more difficult to avoid at a high speed, and if impacted, has a greater chance of causing tire damage than at lower speeds. Please refer to the specified load and speed index as indicated on the tire sidewall. **SAFETY WARNING**

Driving at high speed is dangerous and can cause a vehicle accident, including serious personal injury or death.

TIRE STORAGE

When tires are stored outdoors, unused for long periods of time, their surfaces become dry and more susceptible to ozone and weather checking/cracking, which can lead to serious problems to the inner liner and casing plies. Thus, tires should always be stored in a cool, dry place where water cannot collect inside them. Tires should be stored away from sources of heat and in a clean environment free from grease, petroleum, gasoline, and other substances that can deteriorate the rubber.

SAFETY WARNING

Improper storage can damage your tires in ways that may not be visible that can result in premature aging of the tires and lead to sudden tire failure.

ADDITIONAL SAFETY WARNING

Tire failure due to under inflation/overloading or misapplication is dangerous and may result in serious injury – follow owner's manual or the tire placard in vehicle. It is recommended to frequently check inflation pressure with an accurate gauge. Only specially trained person should mount tires – when mounting, use safety cage and clip on extension air hose to inflate.

Federal Motor Carrier Safety Regulations, 49 C.F.R. § 393.75(d), specify that:

- No motor vehicle shall be operated on any tire that—
 1. Has body ply or belt material exposed through the tread or sidewall,
 2. Has any tread or sidewall separation,
 3. Is flat or has an audible leak, or
 4. Has a cut to the extent that the ply or belt material is exposed.
- Any tire on the front wheels of a bus, truck, or truck tractor shall have a tread groove pattern depth of at least $\frac{4}{32}$ of an inch when measured at any point on a major tread groove. All other tires shall have a tread groove pattern depth of at least $\frac{2}{32}$ of an inch when measured in a major tread groove. The measurements shall not be made where tie bars, humps, or fillets are located.
- No bus shall be operated with regrooved, recapped or retreaded tires on the front wheels.
- A regrooved tire with a load-carrying capacity equal to or greater than 2.232 kg (4.920 pounds) shall not be used on the front wheels of any truck or truck tractor.
- No motor vehicle may be operated with speed-restricted tires labelled with a maximum speed of 55 mph or less in accordance with S6.5(e) of FMVSS No. 119 at speeds that exceed the rated limit of the tire.