



**MICHELIN**

**TRUCK TIRE CANADIAN  
OPERATOR'S MANUAL AND  
LIMITED WARRANTY**

*(INCLUDING LIMITED WARRANTY  
COVERAGE FOR CONSUMER USE)*

Link doesn't  
work

**Important!**

Register your tires at

[www.michelin.ca/CA/en/help/register.html](http://www.michelin.ca/CA/en/help/register.html)



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# **MICHELIN® TRUCK TIRE LIMITED WARRANTY**

## **ABOUT THIS WARRANTY**

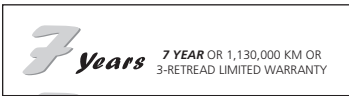
As the original purchaser of a MICHELIN® brand truck tire, you are covered by all the benefits and conditions (subject to the maintenance recommendations and safety warnings) contained in this booklet. To ensure your understanding of and compliance with the terms and conditions of this warranty, please read it carefully. It is essential that you also read and understand the Safety and Maintenance Recommendations for your tires, beginning on page 5.

## **WHAT IS COVERED AND FOR HOW LONG**

### **WORKMANSHIP AND MATERIALS**

Except as limited below, MICHELIN® truck tires bearing the Michelin name and complete serial or identification numbers, used according to the instructions contained in this Operator's Manual, are covered by this limited warranty against defects in workmanship and materials for original tread life or 7 years from the date of purchase, whichever occurs first. If no proof of purchase is available, coverage will be based on the date of manufacture as referenced in Definitions on page 2. At that time, all warranties, express or implied, expire.

Certain MICHELIN® truck tires used only in long-haul service according to the instructions contained in this Operator's Manual are covered by an additional Manufacturer's Limited Casing Warranty against defects in workmanship and materials for 700,000 miles (1,130,000 kilometres) and up to 3 retreads for 7 years from the date of purchase when retreaded by an authorized MICHELIN® Retread Technologies (MRT) dealer. If no proof of purchase is available, coverage will be based on the date of manufacture as referenced in Definitions on page 2. At that time, all warranties, express or implied, expire. These products are identified with the designation "7 years / 700,000 Mile (1,130,000 km) / 3-Retread Manufacturer's Limited Casing Warranty" in the commercial literature.



Casings covered by this Manufacturer's Limited Casing Warranty must have been inspected by a MICHELIN® truck tire retailer and retreaded by an authorized MICHELIN® Retread Technologies (MRT) dealer, in accordance with the repair and retreading standards set by the Tire Industry Association and Michelin Retread Technologies, Inc. (MRTI).

Certain other warranties may apply to specific MICHELIN® truck tires that extend beyond the MICHELIN® Truck Tire Limited Warranty. These are referenced in the commercial literature and also at [business.michelin.ca](https://business.michelin.ca).

## DEFINITIONS

The life of the original usable tread is the original tread down to the level of the tread wear indicators – 2/32nds of an inch (1.6 mm) of tread remaining.\* Date of purchase is documented by new vehicle registration or tire sales invoice. If no proof of purchase is available, coverage will be based on the date of manufacture as moulded on the sidewall. The date of manufacture is based on the original Michelin DOT\*\* number moulded on the tire sidewall. The mileage received will be based on fleet records. Replacement will be made in accordance with the terms and conditions described in “HOW REPLACEMENT CHARGES ARE CALCULATED” on page 3.

## WHAT IS NOT COVERED

Tires that become unserviceable due to:

- Road hazard injury (e.g., a cut, snag, bruise, puncture or impact damage);
- Incorrect mounting of the tire, tire/wheel imbalance, improper retread or improper repair;
- Misapplication, improper maintenance, racing, overload, underinflation, overinflation or other abuse resulting in casing damage or fatigue;
- Accident, fire, chemical corrosion, contamination, tire alteration or vandalism;
- Flat spotting caused by improper storage;
- The addition of liquid, solid or gaseous materials other than air, nitrogen or carbon dioxide;
- Uses other than long haul service for any extended casing guarantee claims;
- Uneven or rapid wear caused by mechanical irregularity in the vehicle, such as wheel misalignment or worn/damaged suspension components, resulting in damage to the under-tread, carcass or steel belts.

Contact your local Michelin representative if additional information is needed.

\* Federal law requires that truck tires on front axles have at least 4/32nds tread depth.

\*\* DOT: Department of Transportation

# HOW REPLACEMENT CHARGES ARE CALCULATED

## WORKMANSHIP AND MATERIALS

Warranty claims can only be processed through an authorized MICHELIN® truck tire retailer. A tire that becomes unserviceable due to a condition covered by this workmanship and materials limited warranty will be replaced with a comparable new MICHELIN® truck tire, for a pro rata charge. The MICHELIN® truck tire retailer will determine the charge by multiplying the percentage of the original usable tread worn by the current selling price at the adjustment location or the price on the current MICHELIN® Truck Tires Base Price List, whichever is lower.

**You pay the cost of mounting and balancing as well as any other service charges and applicable taxes.**

## LONG HAUL TIRES WITH MANUFACTURER'S LIMITED CASING WARRANTY

If your Long Haul tire covered by the "7 year / 700,000 Mile (1,130,000 km)/3-Retread Manufacturer's Limited Casing Warranty" becomes unserviceable due to a condition covered by this warranty before providing 700,000 miles (1,130,000 kilometres) and 3 retreads of service, Michelin will provide casing credit based on the following schedule:

<u>Life of casing up to 7 years</u>	<u>Casing credit</u>
Original tread	Market value*
First, second or third retread	Market value*

\* Casing Credit Market Value will be based on age, condition and local market.

## WHAT YOU MUST DO WHEN MAKING A CLAIM

When making a claim under the terms of this limited warranty, you must present your tire/casing to a MICHELIN® truck tire retailer. **You pay any service charges for normal vehicle and tire maintenance.**

## CONDITIONS AND EXCLUSIONS

Unless this limitation is prohibited by provincial law, this warranty does not provide compensation for loss of time, loss of use of vehicle, inconvenience or incidental or consequential damages.

Tires/casings presented for claim remain the property of the owner, and MICHELIN® brand accepts no responsibility for loss of, or damage to, tires/casings that are in the custody or control of a Michelin truck tire retailer for the purpose of inspection for warranty adjustment.

Tires/casings accepted for claim become the property of Michelin North America (Canada) Inc., (MNACI).

**In the event of a disputed claim, the owner must make the tire available for further inspection.**

No Michelin representative, employee or retailer has the authority to make or imply any representation, promise or agreement which in any way varies from the terms of this limited warranty.

This limited warranty applies **only** in Canada.

## CONSUMER RIGHTS

This limited warranty gives you specific legal rights, you may also have other rights, which vary from province to province.

## SAFETY MAINTENANCE INFORMATION

Read the MICHELIN® Truck Tire Service Manual, the Truck Tire Operator's Manual and Limited Warranty, the information on the sidewall of your tires, your vehicle owner's manual and vehicle tire information placard for essential safety and maintenance information.

### WHEN SERVICE IS REQUIRED:

1. Contact a MICHELIN® truck tire retailer listed in the dealer locator at [business.michelin.ca](http://business.michelin.ca).
2. If additional assistance is needed in locating a MICHELIN® truck tire retailer, please call or write to MICHELIN® Consumer Care listed on back page.

### READING THE DOT

DOT XXXX XXXX XXX (prior to August 2000)

DOT XXXX XXXX XXX (1990-1999)

DOT XXXX XXXX XXXX (after July 2000 to 2025)

DOT XXXXX XXXX XXXX (transition to 13 digits beginning 2018; in effect for all plants by 2025)

### THE DOT

The "DOT" symbol certifies tire manufacturer's compliance with U.S. Department of Transportation tire safety standards. Next to the symbol is the tire identification or "serial number." The first two characters identify the plant where the tire was manufactured. The next two characters reflect the tire size. The following one to four digits may be used at the tire manufacturer's option as a descriptive code. The last three characters are numbers identifying the week and year of manufacture. (Example: "O25" means second week of the year of decade, e.g.: 1995, 1985, etc.) For the 1990-1999 decade MICHELIN® brand tires are marked with a triangle pointing to the last three numeric characters. Tires produced after July 2000 have an additional digit to identify a given decade. For example, 2800 means the tire was produced during the 28th week of 2000; 0201 during the 2nd week of 2001. If the last digits of your DOT number contain three numeric characters and are not marked with a triangle, consult a qualified tire professional to determine the year of manufacture.

## TIRE REGISTRATION

### Important!

Please visit [www.michelintruck.com/en\\_CA](http://www.michelintruck.com/en_CA) under Reference Materials > Warranties/Guarantees for specific details about tire registration or mail in the tire registration card on the next page.

# ***SAFETY AND MAINTENANCE RECOMMENDATIONS***

## **⚠️ WARNING**

**DISREGARDING ANY OF THE SAFETY PRECAUTIONS AND INSTRUCTIONS CONTAINED IN THIS MANUAL MAY RESULT IN TIRE FAILURE OR EXPLOSION CAUSING SERIOUS PERSONAL INJURY OR DEATH.**

### **DRIVING ON ANY TIRE THAT DOES NOT HAVE THE CORRECT INFLATION PRESSURE IS DANGEROUS AND MAY CAUSE IRREPARABLE TIRE DAMAGE**

Any underinflated tire builds up excessive heat that may result in sudden tire destruction. For replacement tires, the correct inflation pressure will be provided by your MICHELIN® truck tire retailer. If not, refer to the vehicle placard.

The placard indicates the inflation pressures required for the maximum axle loads (gross axle weight rating). However, do not exceed the maximum inflation pressure for the tire or the wheel on which it is mounted.

## **⚠️ WARNING**

**DO NOT DRIVE UNNECESSARILY ON IMPROPERLY INFLATED TIRES.**

### **CHECK THE COLD INFLATION PRESSURE IN ALL YOUR TIRES, INCLUDING THE SPARE, AT LEAST ONCE A WEEK**

Failure to maintain correct inflation pressure may result in improper vehicle handling and may cause rapid and irregular tire wear, sudden tire destruction, loss of vehicle control and serious personal injury. Therefore, inflation pressures should be checked at least once a week and always prior to long-distance trips.

Please refer to your authorized MICHELIN® truck tire retailer or [business.michelin.ca](https://business.michelin.ca) for detailed information on axle loads and appropriate cold inflation pressures.

Pressures should be checked when tires are cold; in other words, before they have been driven on. The ideal time to check tire pressures is early morning. Driving, even for a short distance, causes tires to heat up and pressure to increase.

Never bleed air from hot tires. Bleeding air from hot tires could result in underinflation.

Use an accurate tire gauge to check pressures. Never allow children to inflate or deflate tires.

If your pressure check indicates that one of your tires has lost pressure of four pounds or more, look for signs of penetration, valve leakage or wheel damage that may account for the pressure loss.

Any tire suspected of having been run flat or run at very low pressure (less than 80% of normal operating pressure) should not be re-inflated without careful inspection of the entire tire.

## **INSPECT YOUR TIRES DAILY — IF YOU SEE ANY DAMAGE TO THE TIRES OR WHEELS, TAKE THEM TO AN AUTHORIZED MICHELIN® RETAILER AT ONCE**

### **HAZARDS**

Driving over potholes, curbs, glass, metal, rocks, wood debris and the like, can damage a tire and should be safely avoided. Unavoidable contact with such hazards should prompt a thorough tire inspection.

If you see damage to your tires or wheels, replace with a spare and immediately visit a MICHELIN® truck tire retailer for advice.



**DO NOT DRIVE UNNECESSARILY ON A TIRE OR WHEEL THAT HAS VISIBLE DAMAGE.**

### **INSPECTION**

Always examine your tires for bulges, cracks, cuts, penetrations and abnormal tire wear, particularly on the edges of the tire tread, which may be caused by misalignment or underinflation. If any such damage is found, the tire must be inspected by a MICHELIN® truck tire retailer at once. Use of a damaged tire could result in rapid pressure loss and sudden tire destruction. Failure to control a vehicle when one or more tires experience a sudden pressure loss can lead to an accident.

All tires will wear out faster when subjected to high speeds as well as hard cornering, rapid starts, sudden stops, frequent driving on surfaces that are in poor condition and off-road use. Surfaces with holes and rocks or other objects can damage tires and cause vehicle misalignment. When driving on such surfaces, drive carefully and slowly. Before driving again at normal or highway speeds, examine your tires for any damage, such as cuts, bulges, penetrations and unusual wear patterns.

### **WEAR BARS**

MICHELIN® truck tires contain “Wear Bars” in the grooves of the tire tread that show up when only 2/32nds of an inch (1.6 mm) of tread is remaining. At this stage, tires must be replaced. Tires worn beyond this stage are dangerous.

(Some jurisdictions may require the tires on the front axles of a bus, truck or truck tractor to have at least 4/32nds of an inch of tread depth remaining.)

### **HIGH-SPEED DRIVING CAN BE DANGEROUS AND MAY DAMAGE YOUR TIRES**

Correct inflation pressure is especially important. However, at high speeds, even with the correct inflation pressure, a road hazard, for example, is more difficult to avoid and, if contact is made, has a greater chance of causing tire damage than at lower speeds. Moreover, driving at high speeds reduces the reaction time available to avoid accidents and bring your vehicle to a safe stop.



**DO NOT DRIVE AT SPEEDS FASTER THAN THE SPEED RATINGS FOR YOUR TIRES. NEVER EXCEED LEGAL SPEED LIMITS OR SPEEDS REASONABLE FOR THE DRIVING CONDITIONS.**



If you see any damage to a tire or wheel, replace it with the spare at once and visit a MICHELIN® truck tire retailer.

The maximum speed at which MICHELIN® truck tires can be operated is indicated in the MICHELIN® Truck Tire Data Book. This speed varies for each type of tire and depends on the type of application. Consult a MICHELIN® truck tire retailer for assistance in determining the maximum speed for your application.

Exceeding this maximum speed will cause the tire to build up excessive heat, which can cause tire damage that could result in sudden pressure loss and rapid tire destruction. Failure to control a vehicle when one or more tires experience sudden pressure loss can lead to an accident, property damage and personal injury.

In any case, you should not exceed reasonable speeds as indicated by the legal limits and driving conditions.

## **WHEEL ALIGNMENT, TRACKING, AND BALANCING ARE IMPORTANT FOR SAFETY AND GETTING MAXIMUM MILEAGE FROM YOUR TIRES**



### **CHECK HOW YOUR TIRES ARE WEARING AT LEAST ONCE A MONTH**

If your tires are wearing unevenly, such as the inside shoulder of the tire wearing faster than the rest of the tread, your vehicle may be out of alignment. This condition not only shortens the life of your tires but also adversely affects the handling characteristics of your vehicle, which could be dangerous. If you detect irregular wear, have the alignment of the wheels and the parallelism of the axles checked immediately. Also check to see that your tires are properly inflated.

For optimum tire life and performance, the front-end alignment on vehicles equipped with MICHELIN® truck tires should be in accordance with the recommendations of the vehicle manufacturer. Care should be taken to ensure tire/wheel concentricity to avoid potential issues with imbalance. It is recommended that you have your tires and wheels dynamically balanced. Tires and wheels that are not balanced may cause steering difficulties, a bumpy ride and irregular tire wear.

## **DO NOT OVERLOAD — DRIVING ON ANY OVERLOADED TIRE IS DANGEROUS**



The maximum load rating marked on the tire sidewall of any truck tire is based on a specific maximum speed of operation. Consult a MICHELIN® Truck Tire Data Book for complete information on allowable loads for the tires in your application. Tires that are loaded beyond their maximum allowable loads for the particular application will build up excessive heat that may cause sudden tire destruction, property damage and personal injury.

In the case of dual-mounted tires, if one of the tires is run underinflated or flat then the other tire will become severely overloaded, which could lead to tire failure. "Limping in" is illegal and should never be attempted.

## **TIRE MIXING**



**DO NOT DRIVE IMPROPERLY MIXED TIRES.**

## **FOUR-WHEEL TRUCKS**

For best performance, it is recommended that the same size and type of tire be used on all four wheel positions. If only two MICHELIN® radial truck tires are mounted with two non-radial tires, the radial tires should be mounted on the rear axle.

Before mixing different types of tires in any configuration on any vehicle, be sure to check the vehicle manufacturer's owner's manual for its recommendations.

It is especially important to check the vehicle manufacturer's owner's manual when mixing, matching or replacing tires on four-wheel drive vehicles, as this may require special precautions.

## **VEHICLES WITH MORE THAN FOUR WHEEL POSITIONS**

For best performance, it is strongly recommended that radial and non-radial tires not be mixed in a dual fitment.

## **TIRE ALTERATIONS**



**DO NOT DRIVE ON ALTERED TIRES.**

Do not make or allow to be made any alteration to your tires. Alterations may prevent proper performance, leading to tire damage that can result in an accident. Tires that become unserviceable due to alterations such as, but not limited to, truing, addition of balancing or sealant liquids, or the use of tire dressings containing petroleum distillates, are excluded from warranty coverage.

## **IMPROPERLY RETREADED AND/OR REPAIRED TIRES ARE DANGEROUS AND CAN CAUSE TIRE DESTRUCTION, PROPERTY DAMAGE AND PERSONAL INJURY**



**DO NOT DRIVE ON IMPROPERLY RETREADED OR REPAIRED TIRES.**

Retreading and repairing of MICHELIN® truck tires should be performed only by qualified personnel with proper equipment using the procedures contained in MICHELIN® Retread and Repair manuals.

If any MICHELIN® tire sustains a puncture, take it to an authorized MICHELIN® tire retailer to check for possible damage that may have occurred.

Plug-only repairs done on-the-wheel are considered improper and therefore not recommended. Such repairs are not reliable and may cause further damage to the tire and may result in tire failure.

## STORAGE

Tires contain waxes and emollients to protect their outer surfaces from ozone and weather checking. As the tire rolls and flexes, the waxes and emollients continually migrate to the surface, replenishing this protection throughout the normal use of the tire. Consequently, when tires sit outdoors, unused for long periods of time (a month or more), their surfaces become dry and more susceptible to ozone and weather checking, and the casing becomes susceptible to flat spotting. Serious problems also occur with tube-type tires when mounted with water trapped between the tire and the tube. Due to pressurization, the liquid can pass through the inner liner and into the casing plies. For these reasons, tires should always be stored in a cool, dry, clean indoor environment. Failure to store tires in accordance with these instructions could result in premature aging of the tires and sudden tire failure.

When tires are stored, be sure they are placed away from sources of heat and ozone, such as hot pipes and electric generators. Be sure the surfaces on which tires are stored are clean and free from grease, petroleum products or other substances that could deteriorate the rubber. (Tires exposed to these materials during storage or driving could be subject to sudden failure.)

## FOLLOW THESE MOUNTING RECOMMENDATIONS TO PREVENT TIRE DESTRUCTION, PROPERTY DAMAGE AND PERSONAL INJURY

Recommendations published by the Canadian Centre for Occupational Health and Safety (CCOHS) deal in detail with mounting and demounting of tires for trucks. You should ensure that you are always in compliance with these recommendations. In addition, Michelin urges you to bear in mind the following considerations:

Tire changing can be dangerous and must be done by professionally trained persons using proper tools and procedures as specified by the Rubber Manufacturers Association (RMA).

### **WARNING**

**TIRE AND WHEEL SERVICING CAN BE DANGEROUS AND MUST BE DONE ONLY BY TRAINED PERSONNEL USING PROPER TOOLS AND PROCEDURES. FAILURE TO READ AND COMPLY WITH ALL PROCEDURES MAY RESULT IN SERIOUS INJURY OR DEATH.**

Tires should be mounted on wheels of the correct size and type that are in good, clean condition. Bent, chipped or rusted wheels or rim components may cause tire damage and can also malfunction causing an accident.

All wheel components (i.e., flanges, lock rings, rim base) must match. Be sure to check the wheel manufacturer's specifications.

When changing any tire, always deflate the tire before loosening any wheel or rim lugs. Always install new valve cores with new mountings.

## FOR ALL MICHELIN® TUBE-TYPE TIRES

**TUBES:** Always fit a new MICHELIN® tube of the proper size in a new mounting. A tube through normal use will experience growth; therefore, if an old tube is reused, there is a probability of creasing it with subsequent chafing and eventual failure of the tube causing tire damage. MICHELIN® tubes are made of butyl rubber and marked with the trade name "AIRSTOP". It is essential to use an "AIRSTOP" tube with a MICHELIN® X® tire. These tubes are made with an overlap splice that is stronger than the butt splice used in many other tubes. The use of other tubes not designed for MICHELIN® X® radial tires could result in tube failure causing tire damage.

**FLAPS:** Always install a new MICHELIN® flap when you install a new tire. After a limited time, the flap will develop a set to match the tire and wheel in which it is fitted; therefore, it will not exactly match a new tire/wheel combination.

## FOR ALL MICHELIN® TIRES

**LUBRICANT:** Always use a proper lubricant when mounting tires. Use only an approved tire-mounting lubricant. Never use antifreeze, silicones or petroleum-based lubricants. Do not allow excess lubricant to run down and collect inside the tire.

**SAFETY CAGE:** Always use a safety cage or other OSHA-approved restraining devices when inflating a truck tire. Ensure that the safety cage is large enough to accommodate wide base tires when inflating MICHELIN® X One® tires. Never stand over the tire or in front of the valve when inflating. Use an inline gauge and stand to the side. Before final inflation, check the assembly carefully for signs of weakness or irregularities.

**VALVE CAPS:** It is essential that all valves be fitted with pressure-sealing metal valve caps, which are the PRIMARY seal of the valve, to avoid leaks. After mounting, check the assemblies for leaks. When wheel assemblies are mounted on a vehicle, be sure that the valves do not touch the brake drums or any mechanical part of the vehicle.

**DUAL MOUNTING:** Tires mounted in duals must be matched so that the maximum difference between the diameters of the tires does not exceed 1/4 inch. Failure to properly match dual tires will result in the tire with the larger diameter carrying a disproportionate share of the load which can cause sudden tire destruction, property damage and personal injury.

Proper dual spacing must be provided to prevent the tires from rubbing together and to allow for the flow of cooling air. Consult the MICHELIN® Truck Tire Data Book or visit a MICHELIN® truck tire retailer for information on the minimum dual spacing required for a particular tire/wheel fitment.

## PREPARATION OF WHEELS AND RIMS

Prior to fitment, wheel assemblies should be thoroughly inspected for cracks, warpage, deformation of flanges, side rings, lock rings, etc. The condition of the stud holes on wheels should also be checked. If any of these conditions are discovered, the wheel should be discarded. All burrs, welds, hammer dents, etc., that are present on the tire side of the rim must be made smooth with a file and/or emery cloth. Remove rust with a wire brush and apply a rust-inhibiting paint. Make sure the tires are being mounted on the correct wheel size and type. The wheels and rim components should be in good condition and clean.

# **MICHELIN® X ONE® TIRE SPECIFIC INFORMATION**

**ALL DRIVERS OF VEHICLES EQUIPPED WITH MICHELIN® X ONE® TIRES SHOULD BE AWARE OF THE FOLLOWING:**

## **PRESSURE MAINTENANCE**

Drivers have commented that an underinflated MICHELIN® X One® tire is more likely to be detected with a simple visual inspection than duals. However, pressure is difficult to gauge visually even for the most experienced driver. Drivers should always use a properly calibrated gauge when verifying the pressure of a MICHELIN® X One® tire and not rely on the aspect of the tire. If the tire is 20% below the recommended pressure, it must be considered flat, removed and inspected for punctures or other damage. Failure to do so may cause tire failure.

## **VEHICLE HANDLING**

Drivers have commented that the wide, stable footprint of the MICHELIN® X One® tire can provide the feel of a much more stable truck compared to traditional dual tires. Most MICHELIN® X One® fitments allow the track of the tractor and trailer to be widened. However, drivers should not let the outstanding handling of the MICHELIN® X One® tire give them a false sense of stability in curves. Drivers should always respect all posted speed limits regardless of tire fitment. Failure to do so may cause the vehicle to tip.

## **RAPID PRESSURE LOSS TECHNIQUES**

Extensive testing has shown that rapid pressure loss on a MICHELIN® X One® tire will not compromise the stability and behaviour of the vehicle. However, with one tire on each axle end, the loss of pressure will allow the wheel and axle end to drop and possibly contact the road surface. To avoid additional damage to the tire, wheel and axle due to tire/wheel lock-up and brake drag, drivers should be encouraged to decelerate gradually through downshifting, the use of the trailer brake (when appropriate) or by pumping the brakes during the initial phase of deceleration to allow some rotation of the assembly. Failure to do so may cause irreparable damage to the tire, wheel, axle components and vehicle.

Failure to observe any of the recommended precautions contained in this owner's manual can lead to erratic vehicle behaviour and/or tire damage possibly resulting in an accident.

Some jurisdictions may forbid the use of regrooved, recapped or retreaded tires on the front wheels of buses. Consult local authorities.





Anytime you see damage to your tires or wheels, contact your local MICHELIN® truck tire retailer listed in the dealer locator on [business.michelin.ca](https://business.michelin.ca) at once. If further assistance is required, contact:

Call: **1-888-622-2306**

Or write: Michelin Consumer Care  
P.O. Box 19001  
Greenville, SC 29602-9001

## **REMEMBER... TO AVOID DAMAGE TO YOUR TIRES AND A POSSIBLE ACCIDENT:**

- Check tire pressures at least once a week when tires are cold
- Maintain the proper pressure in the tires for the load being carried
- Do not underinflate
- Do not overload
- Do not overinflate
- Drive at moderate speeds and observe legal speed limits
- Avoid driving over potholes, obstacles, curbs or edges of pavement
- If you see any damage to a tire, replace with a spare and visit a MICHELIN® truck tire retailer at once
- If you have any questions, contact a MICHELIN® truck tire retailer

**[business.michelin.ca](https://business.michelin.ca)**