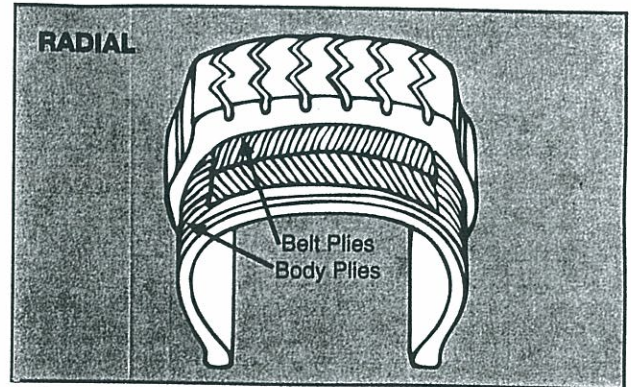


PRINCIPAL TIRE CONSTRUCTIONS AND TERMS

Principal tire constructions are as follows:

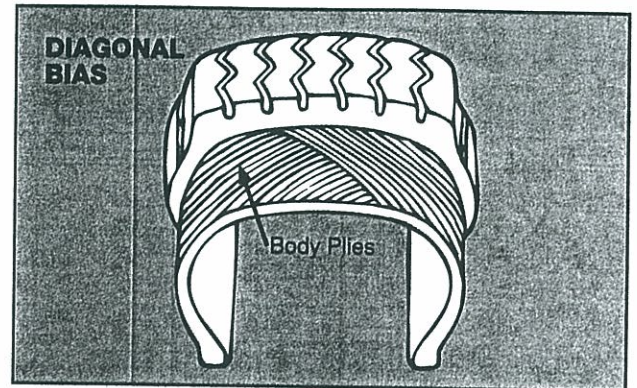
RADIAL TIRES

Body cords run across the tire nearly perpendicular to the beads. Radial tires have belt plies, which are laid diagonally under the tread to stabilize the tread, strengthen the tread area, and add flexibility to the sidewall. By restricting tread movement during contact with the road, the belt plies improve tread life.



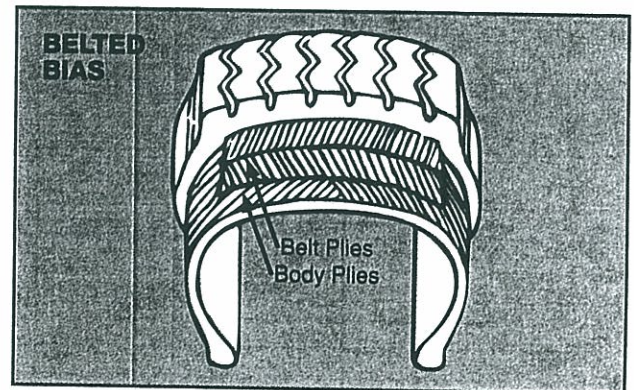
DIAGONAL (BIAS) TIRES

Diagonal (bias) tires have two, four, or more body plies, which cross at a significant angle to the center line of the tread, to strengthen both the sidewall and the tread.



BELTED BIAS TIRES

Belted bias tires have a body similar to that of bias tires, plus two or more belts under the tread to strengthen and stabilize the tread. The belts improve tread life by reducing tread movement during contact with the road.



TERMS

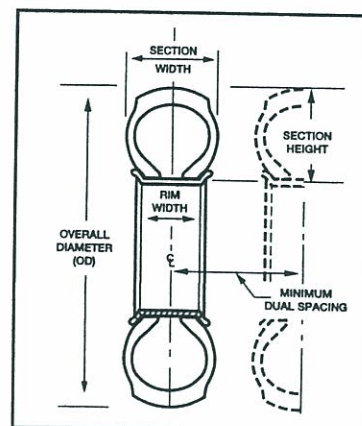
Section Height - is the height of a new tire from the nominal diameter to the top of the tread.

Section Width - is the width of a new tire (not including protective side ribs, bars, or decorations).

Minimum Dual Spacing - is the minimum recommended measurement from rim centerline to rim centerline.

Overall Diameter - is twice the section height (plus the rim diameter).

Rim Width - is the measurement on the inside of the rim between the two flanges.



Cross-section of Tire and Rim