DEMOUNTING AND MOUNTING PROCEDURES FOR TUBE-TYPE TRUCK AND BUS TIRES

TIRE AND RIM SERVICING CAN BE DANGEROUS AND MUST ONLY BE PERFORMED BY TRAINED PERSONNEL USING PROPER PROCEDURES AND TOOLS.

FAILURE TO READ AND COMPLY WITH ALL OF THESE PROCEDURES MAY RESULT IN SERIOUS INJURY OR DEATH TO YOU AND OTHERS.

1. BEFORE SERVICING ANY TIRE RIM/WHEEL ASSEMBLY

   - Always comply with the procedures on the chart and in the tire/wheel manufacturer's manual. Take action immediately or minor or major component may break, resulting in catastrophic failure.
   - Before loosening any nuts or clamps that attach a tube-type rim assembly to a vehicle, ALWAYS completely deflate the tire (no more than 50% of the recommended operating inflation pressure) by taking out the valve core.
   - Use the repositionable checkered or red rubber lubricants on the beads and rim surfaces to make the beads seating and mounting easier.
   - Use proper tools to demount or mount tires and rims (refer to "Tire Service Tools"). ALWAYS use a red-faced hammer to seat components—not only rubber, plastic or heat-softerened metal.

2. DEFLECTING AND DEMOUNTING TIRE FROM RIM/WHEEL ASSEMBLY

   - Always completely deflate the tire assembly before attempting to demount. Do not stand, lean or reach over the tire rim/wheel assembly to prevent the tire beads from separating and causing severe injury.
   - Lay the tire on a flat surface, with the rim/wheel assembly firmly seated on the ground. Refrain from applying any force with tools or hands to prevent the tire beads from separating and causing severe injury. Use the "Current Production: Tubeless Rim, Multi-piece" chart to determine the type of tool to use for demounting.

3. INSPECTING TIRE AND RIM/WHEEL COMPONENTS

   - Always inspect and rate the tire's condition.
   - Look for any damage or signs of wear, such as cracks, blisters, or cuts, which may affect the tire's performance. Replacement of the tire may be necessary to ensure safe and reliable operation.
   - Inspect the rim/wheel for any visible damage, such as cracks, bends, or dents, which may affect the tire's performance or the rim's ability to maintain the tire's shape. Replacement of the rim/wheel may be necessary to ensure safe and reliable operation.

4. MOUNTING TIRE ON RIM/WHEEL ASSEMBLY

   - Before mounting a tube-type tire on the rim/wheel assembly, be sure to install an inner tube as follows: Inflating the tire beyond 40 psi when trying to seat the beads is a DANGEROUS "test inflation." Failure to use a restraining device when inflating a tire rim/wheel assembly may separate and can result in serious injury or death.

5. INFLATING TIRE RIM/WHEEL ASSEMBLY

   - Always use an inflator that is designed for the specific tire and rim/wheel assembly being used. Failure to use a properly designed inflator can result in catastrophic failure.
   - Use proper tools to demount or mount tires and rims (refer to "Tire Service Tools"). Use the "Current Production: Tubeless Rim, Multi-piece" chart to determine the type of tool to use for demounting.

6. DO NOT USE INFLATING INSPECTION AND REPAIR

   - Always use an inflator that is designed for the specific tire and rim/wheel assembly being used. Failure to use a properly designed inflator can result in catastrophic failure.
   - Always inspect and rate the tire's condition.
   - Look for any damage or signs of wear, such as cracks, blisters, or cuts, which may affect the tire's performance. Replacement of the tire may be necessary to ensure safe and reliable operation.

7. TRAJECTORY

   - Use proper tools to demount or mount tires and rims (refer to "Tire Service Tools"). Use the "Current Production: Tubeless Rim, Multi-piece" chart to determine the type of tool to use for demounting.