

- Always read, understand and follow the traction device manufacturer's instructions. Pay particular attention to the maximum speed and fitting instructions.
- Avoid tire/vehicle damage, by removing the traction devices as soon as the conditions allow.

UNITED STATES DEPARTMENT OF TRANSPORTATION

The following information relates to the tire grading system developed by the National Highway Safety Administration which will grade tires by tread wear, traction and temperature performance.

Note: *Tires that have deep tread and winter tires, are exempt from these markings requirements.*

UNIFORM TIRE QUALITY GRADING

Quality grades can be found where applicable on the tire sidewall between the tread shoulder and maximum section width. For example:

Treadwear 200 Traction AA Temperature A.

In addition to the markings requirements, passenger care tires must conform to Federal Safety Requirements.

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TREADWEAR

The treadwear grade is a comparative rating based on the wear rate of the tire when tested under controlled conditions on a specified government test course. For example, a tire graded **150** would wear one and a half (1½) times as well on the government course as a tire graded **100**. The relative performance of tires depends upon the actual conditions of their use, however, and may depart significantly from the norm due to variations in driving habits, service practices and differences in road characteristics and climate.

TRACTION

The traction grades, from highest to lowest are **AA**, **A**, **B** and **C**. The grades represent the tire's ability to stop on wet pavement as measured under controlled conditions on specified government test surfaces of asphalt and concrete. A tire marked **C** may have poor traction performance.

WARNING

The traction grade assigned to this tire is based on straight-ahead braking traction tests and does not include acceleration, cornering, hydroplaning, or peak traction characteristics.

TEMPERATURE

The temperature grades are **A** (the highest), **B**, and **C** representing the tire's resistance to the generation of heat and its ability to dissipate heat when tested under controlled conditions on a specified indoor laboratory test wheel.

Sustained high temperature can cause the material of the tire to degenerate and reduce tire life, and excessive temperature can lead to sudden tire failure.