

OTR TIRES

OFF-THE-ROAD TIRES MADE BY TITAN

GENERAL TIRE



Volume 2

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TG2 (G-2)

- Exceptional traction design
- Non-directional tread pattern provides long tread life
- Open tread pattern provides excellent self-cleaning

Tire Size	Compound/ Construction	Article Number	Catalog Number	Industry Code	Load/ Speed Index	Star Rating	Rim	Flange Height	Outside Diameter in (mm)	Section Width in (mm)	Section Width Loaded in (mm)	Static Loaded Radius in (mm)	Gross Footprint Area in ² (cm ²)	Tread Depth in (mm)	Load/ Inflation lb (PSI)
14.00R24	WS	13750030000	RG21R4WS	G-2	153 A8	1*	10VA	1.7	53.1 (1348)	14.3 (362)	16.9 (429)	24.1 (612)	153 (990)	32/32 (25.4)	8,050 (54)



TGD2 (E-2/L-2)

- Exceptional traction design
- Center riding rib for smooth ride and even wear
- Directional tread design for excellent forward traction

Tire Size	Compound/ Construction	Article Number	Catalog Number	Industry Code	Load/ Speed Index	Star Rating	Rim	Flange Height	Outside Diameter in (mm)	Section Width in (mm)	Section Width Loaded in (mm)	Static Loaded Radius in (mm)	Gross Footprint Area in ² (cm ²)	Tread Depth in (mm)	Load/ Inflation lb (PSI)
20.5R25	CS	13750250000	RD2121CC	E-2	177 B	2*	17	2	58.3 (1480)	20.5 (521)	22.0 (558)	26.3 (667)	271 (1750)	36/32 (28.6)	16,100 (76)
				L-2	186 A2	1*	17	2	58.3 (1480)	20.5 (521)	22.5 (571)	25.6 (650)	333 (2150)	36/32 (28.6)	20,900 (73)
23.5R25	CS	13750400000	RD2123CC	E-2	185 B	2*	19.5	2.5	63.0 (1599)	23.5 (597)	26.4 (670)	28.3 (720)	336 (2170)	42/32 (33.3)	20,400 (76)
				L-2	195 A2	1*	19.5	2.5	63.0 (1599)	23.5 (597)	27.0 (685)	27.5 (698)	422 (2720)	42/32 (33.3)	26,800 (73)
26.5R25	CS	13750480000	RD2127CC	E-3	193 B	2*	22	3	68.4 (1737)	26.5 (673)	30.1 (765)	30.5 (775)	475 (3064)	49/32 (38.9)	25,400 (76)
				L-3	202 A2	1*	22	3	68.4 (1737)	26.5 (673)	30.9 (785)	29.5 (749)	544 (3512)	49/32 (38.9)	33,100 (73)

Note: General-branded radial tires were formally branded Continental

Radial OTR



TGL2 (G-2/L-2)

- Exceptional traction and flotation
- Non-directional tread pattern provides long tread life
- Open tread pattern provides excellent self-cleaning

Tire Size	Compound/ Construction	Article Number	Catalog Number	Industry Code	Load/ Speed Index	Star Rating	Rim	Flange Height	Outside Diameter in (mm)	Section Width in (mm)	Section Width Loaded in (mm)	Static Loaded Radius in (mm)	Gross Footprint Area in ² (cm ²)	Tread Depth in (mm)	Load/ Inflation lb (PSI)
17.5R25	WS	13750060000	RL2117WS	L-2	176 A2	1*	14	1.5	52.6 (1337)	17.5 (445)	20.0 (507)	23.5 (596)	230 (1487)	35/32 (27.8)	15,700 (73)
				G-2	153 A8	1*	14	1.5	52.6 (1337)	17.5 (445)	19.5 (496)	24.0 (610)	191 (1235)	35/32 (27.8)	8,050 (44)



TGS2 (G-2)

- All season tread pattern
- Aggressive tread pattern provides excellent traction and self-cleaning on all surfaces
- Siping provides excellent traction in all conditions, especially mud, snow and ice

Tire Size	Compound/ Construction	Article Number	Catalog Number	Industry Code	Load/ Speed Index	Star Rating	Rim	Flange Height	Outside Diameter in (mm)	Section Width in (mm)	Section Width Loaded in (mm)	Static Loaded Radius in (mm)	Gross Footprint Area in ² (cm ²)	Tread Depth in (mm)	Load/ Inflation lb (PSI)
14.00R24	WS	13750050000	RS21R4WS	G-2	153 A8	1*	10VA	1.7	53.1 (1348)	14.3 (362)	16.9 (429)	24.1 (612)	153 (990)	32/32 (25.4)	8,050 (54)



STL3 (E-3/L-3) Dual Purpose Tire

- Non-directional tread pattern
- Center riding rib for smooth ride and even wear
- Full-width shoulder lug for excellent traction and lateral stability
- Custom compounds available

Tire Size	Compound/ Construction	Article Number	Catalog Number	Industry Code	Load/ Speed Index	Star Rating	Rim	Flange Height	Outside Diameter in (mm)	Section Width in (mm)	Section Width Loaded in (mm)	Static Loaded Radius in (mm)	Gross Footprint Area in ² (cm ²)	Tread Depth in (mm)	Load/ Inflation lb (PSI)
20.5R25	CS	13750170000	RT3221CC	E-3	177 B	2*	17	2	58.7 (1490)	20.5 (521)	22.0 (558)	26.5 (672)	269 (1738)	42/32 (33.3)	16,100 (76)
				L-3	186 A2	1*	17	2	58.7 (1490)	20.5 (521)	22.5 (571)	25.8 (655)	325 (2096)	42/32 (33.3)	20,900 (73)
23.5R25	CS	13750370000	RT3223CC	E-3	185 B	2*	19.5	2.5	63.1 (1602)	23.5 (597)	26.4 (670)	28.4 (721)	338 (2180)	44/32 (34.9)	20,400 (76)
				L-3	195 A2	1*	19.5	2.5	63.1 (1602)	23.5 (597)	27.0 (685)	27.5 (699)	423 (2726)	44/32 (34.9)	26,800 (73)
26.5R25	CS	13750450000	RT3227CC	E-3	193 B	2*	22	3	68.4 (1737)	26.5 (673)	30.1 (765)	30.5 (775)	475 (3064)	48/32 (38.1)	25,400 (76)
				L-3	202 A2	1*	22	3	68.4 (1737)	26.5 (673)	30.9 (785)	29.5 (749)	544 (3512)	48/32 (38.1)	33,100 (73)
29.5R25	CS	13750520000	RT3229CC	E-3	200 B	2*	25	3.5	73.0 (1855)	29.5 (749)	33.1 (841)	32.6 (829)	541 (3493)	55/32 (43.7)	30,900 (76)
				L-3	208 A2	1*	25	3.5	73.0 (1855)	29.5 (749)	34.0 (864)	31.5 (801)	607 (3917)	55/32 (43.7)	39,700 (73)



STL2+ (E-3T/L-3T) Dual Purpose Tire

- 130% level tread depth provides long tread life
- Open, non-directional tread pattern provides excellent self-cleaning
- Bar lug design for rock and traction
- Custom compounds available

Tire Size	Compound/ Construction	Article Number	Catalog Number	Industry Code	Load/ Speed Index	Star Rating	Rim	Flange Height	Outside Diameter in (mm)	Section Width in (mm)	Section Width Loaded in (mm)	Static Loaded Radius in (mm)	Gross Footprint Area in ² (cm ²)	Tread Depth in (mm)	Load/ Inflation lb (PSI)
23.5R25	CS	13750340000	RT2223CC	E3T	185 B	2*	19.5	2.5	63.7 (1617)	23.5 (597)	26.4 (670)	28.7 (728)	341 (2200)	53/32 (42.1)	20,400 (76)
				L3T	195 A2	1*	19.5	2.5	63.7 (1617)	23.5 (597)	27.0 (685)	27.8 (707)	426 (2750)	53/32 (42.1)	26,800 (73)
26.5R25	CS	13750420000	RT2227CC	E3T	193 B	2*	22	3	68.7 (1746)	26.5 (673)	30.1 (765)	30.7 (780)	481 (3100)	56/32 (44.5)	25,400 (76)
				L3T	202 A2	1*	22	3	68.7 (1746)	26.5 (673)	30.9 (785)	29.7 (754)	550 (3550)	56/32 (44.5)	33,100 (73)
29.5R25	CS	13750490000	RT2229CC	E3T	200 B	2*	25	3.5	73.3 (1863)	29.5 (749)	33.1 (841)	32.8 (833)	543 (3500)	60/32 (47.6)	30,900 (76)
				L3T	208 A2	1*	25	3.5	73.3 (1863)	29.5 (749)	34.0 (864)	31.7 (805)	608 (3925)	60/32 (47.6)	39,700 (73)

Radial OTR



DTH4 (E-4) Haul Truck Tire

- 62/32" deep tread depth for long tread life
- Solid center and large contact area provide damage resistance
- Self-cleaning grooves provide excellent traction
- Custom compounds available

Tire Size	Compound/ Construction	Article Number	Catalog Number	Industry Code	Load/ Speed Index	Star Rating	Rim	Flange Height	Outside Diameter in (mm)	Section Width in (mm)	Section Width Loaded in (mm)	Static Loaded Radius in (mm)	Gross Footprint Area in ² (cm ²)	Tread Depth in (mm)	Load/ Inflation lb (PSI)
18.00R33	WS	13750150000	RTH2R8WS	E-4	191 B	2*	13	2.5	73.5 (1867)	19.6 (498)	22.5 (571)	33.7 (856)	309 (1991)	62/32 (49.2)	24,000 (102)
18.00R33	CS	13750120000	RTH2R8CC	E-4	191 B	2*	13	2.5	73.5 (1867)	19.6 (498)	22.5 (571)	33.7 (856)	309 (1991)	62/32 (49.2)	24,000 (102)



DTE4 (E-4) Haul Truck Tire

- 68/32" deep tread depth for long tread life
- Deep lug tread pattern provides excellent traction
- Open, non-directional tread pattern provides excellent self-cleaning
- Custom compounds available

Tire Size	Compound/ Construction	Article Number	Catalog Number	Industry Code	Load/ Speed Index	Star Rating	Rim	Flange Height	Outside Diameter in (mm)	Section Width in (mm)	Section Width Loaded in (mm)	Static Loaded Radius in (mm)	Gross Footprint Area in ² (cm ²)	Tread Depth in (mm)	Load/ Inflation lb (PSI)
18.00R33	WS	13750110000	RTE2R8WS	E-4	191 B	2*	13	2.5	73.9 (1877)	19.6 (498)	22.5 (571)	33.9 (861)	310 (2000)	68/32 (54.0)	24,000 (102)
18.00R33	CS	13750080000	RTE2R8CC	E-4	191 B	2*	13	2.5	73.9 (1877)	19.6 (498)	22.5 (571)	33.9 (861)	310 (2000)	68/32 (54.0)	24,000 (102)

Earthmoving Service Tires

The “E” series type tires are referred to as haulage tires in off-the-road earthmoving applications. These tires are designed to transport materials over unimproved surfaces at speeds under 40 mph and short distances, generally 2.5 miles one way.

- E-1 rib design tires are normally used on free-rolling positions on quarry, mining and heavy road building equipment.
- E-2 traction design tires have open tread patterns designed to provide self loading scrapers with good traction in sand and soft, loose materials.
- E-3 rock design tires are designed to offer good resistance to rock type damage plus good traction on cranes, hauling trucks and scrapers.
- E-4 rock design tires feature tread depths that are 1.5 times deeper than the regular E-3 tread depth tires. This increased tread mass gives extended tread life and exceptional resistance to rock type damage.
- E-7 flotation design tires are designed with a shallow rib tread allowing to run in soft, sandy soil. This tire is primarily used on asphalt spreaders.



All Duty (E-2)

- Open directional tread pattern provides excellent forward traction
- Widebase sizes provide improved wear and cut resistance

Tire Size	Article Number	Catalog Number	Industry Code	Ply Rating	Rim Width	Flange Height	Outside Diameter in (mm)	Section Width in (mm)	Section Width Loaded in (mm)	Static Loaded Radius in (mm)	Gross Footprint Area in ² (cm ²)	Tread Depth in (mm)
23.5-25	12701760000	ADD523	E-2/L-2	16	19.5	2.5	64.2 (1631)	24.7 (627)	27.0 (686)	26.9 (683)	285 (1839)	38/32 (30)
26.5-25	12701780000	ADD927	E-2/L-2	20	22.0	3.0	68.0 (1727)	27.0 (686)	28.9 (734)	29.1 (739)	483 (3115)	43/32 (34)
29.5-25	12701920000	ADDPW1	E-2	22	25.0	3.5	74.0 (1880)	30.5 (775)	32.2 (818)	31.8 (808)	590 (3807)	47/32 (37)

Bias OTR



LCM (E-3)

- Compact tread design provides resistance to rock damage while still providing excellent traction
- Directional tread design provides excellent traction

Tire Size	Article Number	Catalog Number	Industry Code	Ply Rating	Rim Width	Flange Height	Outside Diameter in (mm)	Section Width in (mm)	Section Width Loaded in (mm)	Static Loaded Radius in (mm)	Gross Footprint Area in ² (cm ²)	Tread Depth in (mm)
14.00-24 NHS	12300060000	LCMR60	E-3	24	10.00	2.0	54.2 (1377)	15.4 (391)	16.1 (409)	25.3 (643)	180 (1161)	31/32 (24)
14.00-24 NHS	12300540000	LCMU60	E-3	28	10.00	2.0	54.2 (1377)	15.4 (391)	16.1 (409)	25.3 (643)	180 (1161)	31/32 (24)
14.00-24 NHS	12300420000	LCMV60	E-3	30	10.00	2.0	54.2 (1377)	15.4 (391)	16.1 (409)	25.3 (643)	180 (1161)	31/32 (24)
21.00-25	12348160000	LCMZ22	E-3	36	15.00	3.0	69.1 (1755)	22.6 (599)	25.0 (635)	31.5 (800)	376 (2425)	43/32 (34)
21.00-25	12348190000	LCMB22	E-3/L-3	40	15.00	3.0	69.1 (1755)	22.6 (599)	25.0 (635)	31.5 (800)	376 (2425)	43/32 (34)



ND LCM (E-3)

ND LCM MCS (E-3)

- Non-directional tread design with center riding rib provides excellent all round traction and lateral stability
- Rock service tread design provides resistance to rock damage and long tread life
- ND LCM MCS – is specifically designed for mobile crane service for use in rough terrain applications

Tire Size	Article Number	Catalog Number	Industry Code	Ply Rating	Rim Width	Flange Height	Outside Diameter in (mm)	Section Width in (mm)	Section Width Loaded in (mm)	Static Loaded Radius in (mm)	Gross Footprint Area in ² (cm ²)	Tread Depth in (mm)
16.00-25	12700110000	ND3R65	E-3	24	11.25	2.0	59.0 (1499)	17.5 (445)	18.8 (478)	26.8 (681)	204 (1316)	35/32 (28)
16.00-25	12700120000	ND3U65	E-3	28	11.25	2.0	59.0 (1499)	17.5 (445)	18.8 (478)	26.8 (681)	204 (1316)	35/32 (28)
18.00-25	12701690000	ND3U18	E-3	28	13.00	2.5	63.3 (1608)	20.3 (516)	21.3 (541)	29.1 (739)	238 (1536)	39/32 (31)
18.00-25	12700140000	ND3W18	E-3	32	13.00	2.5	63.3 (1608)	20.3 (516)	21.3 (541)	29.1 (739)	238 (1536)	39/32 (31)
18.00-33	12701360000	ND3W83	E-3	32	13.00	2.5	71.1 (1806)	20.2 (513)	21.4 (544)	33.2 (843)	278 (1794)	39/32 (31)
21.00-35	12701470000	ND3Z25	E-3	36	15.00	3.0	79.7 (2044)	23.9 (607)	24.9 (632)	37.1 (942)	439 (2832)	43/32 (34)
20.5-25	12701710000	ND3121	E-3/L-3	12	17.00	2.0	58.9 (1496)	21.7 (551)	23.4 (594)	25.5 (648)	315 (2032)	35/32 (28)
20.5-25	12700050000	ND3521	E-3/L-3	16	17.00	2.0	58.9 (1496)	21.7 (551)	23.4 (594)	25.5 (648)	315 (2032)	35/32 (28)
20.5-25	12700090000	ND3921	E-3/L-3	20	17.00	2.0	58.9 (1496)	21.7 (551)	23.4 (594)	25.5 (648)	315 (2032)	35/32 (28)
23.5-25	12700170000	ND3923	E-3/L-3	20	19.50	2.5	62.0 (1575)	24.7 (627)	25.9 (658)	27.1 (688)	378 (2439)	39/32 (31)
26.5-25	12700890000	ND3927	E-3/L-3	20	22.00	3.0	67.7 (1496)	27.9 (551)	29.9 (594)	28.3 (648)	466 (2032)	43/32 (34)
26.5-25	12700180000	ND3T27	E-3/L-3	26	22.00	3.0	67.7 (1496)	27.9 (551)	29.9 (594)	28.3 (648)	466 (2032)	43/32 (34)
29.5-25	12700430000	ND3UW1	E-3/L-E	28	25.00	3.5	73.4 (1864)	30.5 (775)	32.0 (813)	31.8 (808)	571 (3684)	47/32 (37)
29.5-25	12738710000	ND3XW1	E-3/L-E	34	25.00	3.5	73.4 (1864)	30.5 (775)	32.0 (813)	31.8 (808)	571 (3684)	47/32 (37)
29.5-29	12701850000	ND3XW2	E-3	34	25.00	3.5	77.5 (1969)	30.3 (770)	31.7 (805)	34.3 (871)	535 (3452)	47/32 (37)
29.5-35	12701550000	ND3XW3	E-3	34	25.00	3.5	83. (2108)	30.2 (767)	31.7 (805)	37.7 (958)	472 (3045)	47/32 (37)
33.25-35	12701590000	ND3AW5	E-3	38	27.0	3.5	88.6 (2250)	34.2 (869)	35.8 (909)	38.8 (986)	650 (4194)	53/32 (42)
33.5-33	12701420000	ND3DW6	E-3	44	28.00	4.0	86.9 (2207)	35.1 (892)	35.9 (912)	39.7 (1008)	708 (4568)	53/32 (28)
37.5-33	12701460000	ND3CW8	E-3	42	32.00	4.5	93.7 (2380)	38.3 (973)	39.3 (998)	42.2 (1072)	718 (4633)	58/32 (46)
20.5-25 (MCS)	12700060000	MCSR21	E-3	24	17.00	2.0	58.9 (1496)	21.7 (551)	23.4 (594)	25.5 (648)	315 (2031)	35/32 (28)

Bias OTR



SL 100 (E-3)

- Center riding rib provides a smooth ride and improved lateral stability
- Non-directional tread design pattern provides excellent all round traction and long wear

Tire Size	Article Number	Catalog Number	Industry Code	Ply Rating	Rim Width	Flange Height	Outside Diameter in (mm)	Section Width in (mm)	Section Width Loaded in (mm)	Static Loaded Radius in (mm)	Gross Footprint Area in ² (cm ²)	Tread Depth in (mm)
33.25-29	12701870000	SL3WW4	E-3	32	27.0	3.5	80.9 (2055)	34.5 (876)	36.3 (922)	35.8 (909)	644 (4155)	53/32 (42)
33.25-29	12703620000	SL3AW4	E-3	38	27.0	3.5	80.9 (2055)	34.5 (876)	36.3 (922)	35.8 (909)	644 (4155)	53/32 (42)
37.25-35	12701630000	SL3ZW7	E-3	36	29.0	3.5	94.5 (2400)	37.2 (945)	39.6 (1006)	42.0 (1067)	864 (5575)	58/32 (46)
37.25-35	12701660000	SL3CW7	E-3	42	29.0	3.5	94.5 (2400)	37.2 (945)	39.6 (1006)	42.0 (1067)	864 (5575)	58/32 (46)



CM100 (E-3)

- Rock service tread designed for the challenges of large equipment demands
- Solid centerline tread pattern provides excellent cut resistance, smooth ride and extended wear

Tire Size	Article Number	Catalog Number	Industry Code	Ply Rating	Rim Width	Flange Height	Outside Diameter in (mm)	Section Width in (mm)	Section Width Loaded in (mm)	Static Loaded Radius in (mm)	Gross Footprint Area in ² (cm ²)	Tread Depth in (mm)
37.5-39	12703600000	CM1HW9	E-3	52	32.0	4.5	98.2 (2494)	38.9 (988)	41.0 (1041)	44.9 (1140)	795 (5129)	66/32 (52)



XG-3 (E-3)

- All purpose design for traction and flotation
- Solid centerline provides excellent lateral stability

Tire Size	Article Number	Catalog Number	Industry Code	Ply Rating	Rim Width	Flange Height	Outside Diameter in (mm)	Section Width in (mm)	Section Width Loaded in (mm)	Static Loaded Radius in (mm)	Gross Footprint Area in ² (cm ²)	Tread Depth in (mm)
37.25-35	12701640000	XG3ZW7	E-3	36	29.0	3.5	94.6 (2403)	37.6 (955)	39.8 (1011)	41.9 (1064)	802 (5175)	58/32 (46)



Super LCM (E-4)

- Increased tread depth provides extended tread life and exceptional resistance to rock type damage
- Direction tread design provides excellent traction

Tire Size	Article Number	Catalog Number	Industry Code	Ply Rating	Rim Width	Flange Height	Outside Diameter in (mm)	Section Width in (mm)	Section Width Loaded in (mm)	Static Loaded Radius in (mm)	Gross Footprint Area in ² (cm ²)	Tread Depth in (mm)
*14.00-24NHS	12300430000	SLC960	E-4	20	10.00	2.0	54.0 (1372)	15.4 (391)	16.2 (411)	26.1 (663)	174 (1123)	55/32 (44)
14.00-25NHS	12701890000	SLC945	E-4	20	10.00	1.5	55.7 (1415)	15.3 (389)	16.2 (411)	25.8 (655)	174 (1123)	55/32 (44)
16.00-25	12701900000	SLCR65	E-4	24	11.25	2.0	59.6 (1514)	17.5 (445)	18.5 (470)	27.6 (701)	204 (1316)	52/32 (41)
16.00-25	12700190000	SLCU65	E-4	28	11.25	2.0	59.6 (1514)	17.5 (445)	18.5 (470)	27.6 (701)	204 (1316)	52/32 (41)
18.00-49	12700710000	SLCW89	E-4	32	13.00	2.75	89.1 (2263)	19.3 (490)	21.2 (538)	41.2 (1046)	293 (1990)	66/32 (52)

*Tubetype



ND Super LCM (E-4)

- Non-directional tread design with center riding rib provides excellent all round traction and lateral stability
- Increased tread depth provides extended tread life and exceptional resistance to rock type damage

Tire Size	Article Number	Catalog Number	Industry Code	Ply Rating	Rim Width	Flange Height	Outside Diameter in (mm)	Section Width in (mm)	Section Width Loaded in (mm)	Static Loaded Radius in (mm)	Gross Footprint Area in ² (cm ²)	Tread Depth in (mm)
18.00-25	12700210000	ND4W18	E-4	32	13.00	2.5	64.7 (1643)	20.0 (508)	21.7 (551)	28.9 (734)	246 (1587)	66/32 (52)
18.00-25	12701700000	ND4B18	E-4/L-4	40	13.00	2.5	64.7 (1643)	20.0 (508)	21.7 (551)	28.9 (734)	246 (1587)	66/32 (52)
18.00-33	12700230000	ND4W83	E-4	32	13.00	2.5	73.0 (1854)	20.0 (508)	21.3 (541)	32.8 (833)	289 (1865)	66/32 (52)
21.00-35	12700240000	ND4Z25	E-4	36	15.00	3.0	80.0 (1514)	22.8 (579)	24.1 (612)	37.1 (942)	361 (2329)	66/32 (52)
21.00-49	12701060000	ND4Z24	E-4	36	15.00	3.0	94.4 (2398)	22.8 (579)	24.3 (617)	43.7 (1110)	442 (2952)	66/32 (52)
24.00-35	12702960000	ND4C43	E-4	42	17.00	3.5	85.8 (2179)	25.8 (655)	27.3 (693)	39.4 (1001)	488 (3149)	70/32 (56)
27.00-49	12701190000	ND4F79C2	E-4	48	19.50	4.0	105.3 (2675)	29.3 (744)	32.0 (813)	48.2 (1224)	667 (4304)	77/32 (61)

Bias OTR



CM 150 (E-4)

- Deep, non-directional tread provides excellent rock type damage resistance and long tread life
- Center riding rib provides smooth ride and excellent lateral traction on high tonnage vehicles

Tire Size	Article Number	Catalog Number	Industry Code	Ply Rating	Rim Width	Flange Height	Outside Diameter in (mm)	Section Width in (mm)	Section Width Loaded in (mm)	Static Loaded Radius in (mm)	Gross Footprint Area in ² (cm ²)	Tread Depth in (mm)
18.00-33	12701370000	CM5W83	E-4	32	13.00	2.5	73.8 (1875)	20.4 (518)	21.5 (546)	34.9 (886)	314 (2000)	71/32 (56)
21.00-35	12701480000	CM5Z25	E-4	36	15.00	3.0	81.0 (2057)	23.5 (597)	24.8 (630)	37.4 (950)	400 (2581)	71/32 (56)
24.00-49	12701120000	CM5F49	E-4	48	17.00	3.5	100.8 (2560)	26.5 (673)	28.0 (711)	46.9 (1191)	532 (3432)	70/32 (56)
27.00-49	12701180000	CMSF79	E-4	48	19.50	4.0	106.5 (2705)	30.3 (769)	32.0 (812)	49.3 (1252)	683 (4407)	78/32 (62)
30.00-51	12701210000	CM5H30	E-4	52	22.00	4.5	114.4 (2905)	32.5 (825)	34.8 (883)	52.7 (1399)	816 (5265)	85/32 (68)
33.00-51	12701230000	CM5J35	E-4	58	24.00	5.0	119.1 (3025)	35.9 (912)	38.2 (970)	54.7 (1389)	1053 (6794)	98/32 (78)
33.25-35	12701580000	CM5AW5	E-4	38	27.00	3.5	89.3 (2268)	34.2 (868)	36.6 (929)	39.8 (1011)	700 (4516)	78/32 (62)
33.25-35	12703440000	CM5DW5	E-4	44	27.00	3.5	89.3 (2268)	34.2 (868)	36.6 (929)	39.8 (1011)	700 (4516)	78/32 (62)
37.25-35	12701650000	CM5ZW7	E-4	36	31.00	3.5	94.3 (2395)	36.1 (916)	38.3 (972)	42.0 (1067)	905 (5839)	87/32 (69)



Quarry Special CM 150 (E-4)

- Special tread compound with excellent chip and cut resistance from shot rock
- Cooler running for better retreadability and long hours of service
- Tread designed for traction with deep lugs and center riding rib for smoother ride

Tire Size	Article Number	Catalog Number	Industry Code	Ply Rating	Rim Width	Flange Height	Outside Diameter in (mm)	Section Width in (mm)	Section Width Loaded in (mm)	Static Loaded Radius in (mm)	Gross Footprint Area in ² (cm ²)	Tread Depth in (mm)
18.00-33	12702350000	QSCW83	E-4	32	13.00	2.5	73.8 (1875)	20.4 (518)	21.5 (546)	34.9 (886)	314 (2000)	71/32 (56)
21.00-35	12702180000	QSCZ25	E-4	36	15.00	3.0	81.0 (2057)	23.5 (597)	24.8 (630)	37.4 (950)	400 (2581)	71/32 (56)
24.00-35	12738230000	QSCZ43	E-4	36	17.00	3.5	81.1 (2060)	23.6 (599)	27.8 (706)	39.6 (1005)	428 (2761)	70/32 (56)
24.00-35	12738240000	QSCC43	E-4	42	17.00	3.5	81.1 (2060)	23.6 (599)	27.8 (706)	39.6 (1005)	428 (2761)	70/32 (56)
24.00-35	12703490000	QSCF43	E-4	48	17.00	3.5	81.1 (2060)	23.6 (599)	27.8 (706)	39.6 (1005)	428 (2761)	70/32 (56)
24.00-49	12704000000	QSCF49	E-4	48	17.00	3.5	100.8 (2560)	26.5 (673)	28.0 (711)	39.6 (1005)	428 (2761)	70/32 (56)
27.00-49	12705000000	QSCF79	E-4	48	19.50	4.0	106.5 (2705)	30.3 (769)	32.0 (812)	49.3 (1252)	683 (4407)	78/32 (62)



CH 150 (L-4/E-4)

- Deep, non-directional tread provides excellent rock type damage resistance and long tread life
- Solid centerline tread pattern provides smooth ride and excellent lateral traction

Tire Size	Article Number	Catalog Number	Industry Code	Ply Rating	Rim Width	Flange Height	Outside Diameter in (mm)	Section Width in (mm)	Section Width Loaded in (mm)	Static Loaded Radius in (mm)	Gross Footprint Area in ² (cm ²)	Tread Depth in (mm)
18.00-25	12750010000	CH5B18	L-4/E-4	40	13.00	2.5	61.5 (1654)	20.4 (518)	21.7 (551)	29.7 (754)	NA	66/32 (52)

Tread A



Tread B



Super Sand Flotation (E-7)

- Rib design provides excellent steering stability and improved lateral traction
- Shallow tread depth provides excellent heat dissipation

Tire Size	Article Number	Catalog Number	Industry Code	Ply Rating	Rim Width	Flange Height	Outside Diameter in (mm)	Section Width in (mm)	Section Width Loaded in (mm)	Static Loaded Radius in (mm)	Gross Footprint Area in ² (cm ²)	Tread Depth in (mm)
TREAD A 14.00-20DT	12703360000	SSF0D4	E-7	10	20.00	1.75	47.8 (1219)	15.6 (384)	17.0 (432)	20.8 (503)	166 (1523)	12/32 (10)
TREAD A 16.00-24DT	12701880000	SSF1D6	E-7	12	10.0W	2.0	57.1 (1450)	18.7 (475)	20.5 (516)	24.4 (620)	393 (2536)	14/32 (11)
TREAD B 18.00-25DT	12703480000	SSF5D8	E-7	16	10.0W	1.5	59.2 (1504)	19.8 (503)	23.1 (587)	24.2 (615)	306 (1974)	15/32 (12)

Bias OTR

Grader Service Tires

The “G” series type tires are used primarily on motor graders in all types of applications. These tires are designed for speeds up to 25 mph and unlimited distance.

G-2 traction design tires have open tread patterns designed to provide good traction.



Loader Grader/Loader Grader III (G-2)

- Interlocking center lugs provide excellent steering stability in soft ground
- Open shoulders provide excellent traction and self-cleaning

Tire Size	Article Number	Catalog Number	Industry Code	Ply Rating	Rim Width	Flange Height	Outside Diameter in (mm)	Section Width in (mm)	Section Width Loaded in (mm)	Static Loaded Radius in (mm)	Gross Footprint Area in ² (cm ²)	Tread Depth in (mm)
13.00-24 TG	12703660000	LG3333GT	G-2	12	8.0TG	—	51.0 (1295)	14.1 (358)	15.2 (386)	23.4 (594)	175 (1129)	29/32 (23)
13.00-24 TG	12703730000	LG338AGT	G-2	16	8.0TG	—	51.0 (1295)	14.1 (358)	15.2 (386)	23.4 (594)	175 (1129)	29/32 (23)
14.00-24 TG	12703670000	LG3344GT	G-2	12	8.0TG	2.0	53.6 (1361)	14.4 (366)	16.1 (409)	24.0 (609)	190 (1226)	31/32 (25)
14.00-24 TG	12703740000	LG33R4GT	G-2	16	8.0TG	2.0	53.6 (1361)	14.4 (366)	16.1 (409)	24.0 (609)	190 (1226)	31/32 (25)
16.00-24 TG*	12700390000	LG3566	G-2	16	10.0VA	—	58.7 (1490)	17.6 (447)	18.9 (480)	26.3 (668)	291 (1878)	33/32 (26)
15.5-25	12703650000	LG3120GT	L-2/G-2	12	12.00	1.3	50.0 (1270)	15.4 (394)	16.2 (413)	22.55 (573)	160 (1032)	30/32 (24)
17.5-25	12703680000	LG3117GT	L-2/G-2	12	14.00	1.5	52.8 (1341)	17.25 (438)	18.3 (409)	23.6 (599)	203 (1290)	32/32 (25)
17.5-25	12703750000	LG3517GT	L-2/G-2	16	14.00	1.5	52.8 (1341)	17.25 (438)	18.3 (409)	23.6 (599)	203 (1290)	32/32 (25)
17.5-25	12703690000	LG3917GT	L-2/G-2	20	14.00	1.5	52.8 (1341)	17.25 (438)	18.3 (409)	23.6 (599)	203 (1290)	32/32 (25)

*Loader Grader

Loader - Dozer Service Tires

The “L” series type tires are used on all size loaders and dozers in off-the-road applications. Most loader type tires, because of their extremely heavy construction, are limited to very low speeds, less than 5 mph, and very short distances, less than 250 feet.

L-2 traction design tires have open tread patterns designed to provide good traction in sand and soft, loose materials.

L-3 rock design tires are designed to offer good resistance to rock type damage plus good traction in general purpose loader operations.

L-4 rock design tires feature tread depths that are 1.5 times deeper than the regular L-3 tread depth tires. This increased tread mass gives extended tread life and exceptional resistance to rock type damage.

L-5 rock design tires feature tread depths that are 2.5 times deeper than the regular L-3 tread depth tires. This extremely heavy tread mass offers improved rock resistance and extended tread life in severe rock conditions.

L-5S solid design tires offer a massive tread for the ultimate in resisting rock damage and penetration. This tire is perfect for those applications where shoulder lug tearing has been a problem in the past or where protective chains are required.

L-5/L-5S is unique in that it offers both rock design pattern along with a smooth tread design. This design with the smooth design mounted on the outboard side of the loader provides exceptional tearing and cut resistance while providing additional traction.



Loader Grader/Loader Grader III (L-2)

- Interlocking center tread elements reduce tread squirm while increasing lateral traction
- Directional, open shoulder tread design is self-cleaning providing excellent traction

Tire Size	Article Number	Catalog Number	Industry Code	Ply Rating	Rim Width	Flange Height	Outside Diameter in (mm)	Section Width in (mm)	Section Width Loaded in (mm)	Static Loaded Radius in (mm)	Gross Footprint Area in ² (cm ²)	Tread Depth in (mm)
15.5-25	12703650000	LG3120	L-2/G-2	12	12.00	1.3	50.0 (1270)	15.4 (394)	16.2 (413)	22.22 (573)	160 (1032)	30/32 (24)
17.5-25	12703680000	LG3117	L-2/G-2	12	14.00	1.5	52.8 (1341)	17.25 (438)	18.3 (409)	23.6 (599)	203 (1290)	32/32 (25)
17.5-25	12703750000	LG3517	L-2/G-2	16	14.00	1.5	52.8 (1341)	17.25 (438)	18.3 (409)	23.6 (599)	203 (1290)	32/32 (25)
17.5-25	12703960000	LG3917	L-2/G-2	20	14.00	1.5	52.8 (1341)	17.25 (438)	18.3 (409)	23.6 (599)	203 (1290)	32/32 (25)
*20.5-25	12701330000	LGN121	L-2	12	17.00	2.0	59.0 (1499)	21.1 (536)	22.7 (577)	27.8 (706)	387 (2496)	35/32 (28)
*20.5-25	12700730000	LGN521	L-2	16	17.00	2.0	59.0 (1499)	21.1 (536)	22.7 (577)	27.8 (706)	387 (2496)	35/32 (28)

*Loader Grader

Bias OTR



All Duty (L-2)

- Open directional tread pattern provides excellent forward traction
- Widebase sizes provide improved wear and cut resistance

Tire Size	Article Number	Catalog Number	Industry Code	Ply Rating	Rim Width	Flange Height	Outside Diameter in (mm)	Section Width in (mm)	Section Width Loaded in (mm)	Static Loaded Radius in (mm)	Gross Footprint Area in ² (cm ²)	Tread Depth in (mm)
23.5-25	12701760000	ADD523	L-2/E-2	16	19.50	2.5	64.0 (1626)	24.5 (622)	26.3 (668)	27.5 (699)	460 (2964)	38/32 (30)
26.5-25	12701780000	ADD927	L-2/E-2	20	22.00	3.0	68.5 (1740)	27. (686)	28.0 (711)	30.5 (775)	549 (3542)	43/32 (34)



ND LCM (L-3)

- Non-directional tread design with center riding rib provides excellent all round traction and lateral stability
- Rock service tread design provides resistance to rock damage and long tread life

Tire Size	Article Number	Catalog Number	Industry Code	Ply Rating	Rim Width	Flange Height	Outside Diameter in (mm)	Section Width in (mm)	Section Width Loaded in (mm)	Static Loaded Radius in (mm)	Gross Footprint Area in ² (cm ²)	Tread Depth in (mm)
17.5-25	12701280000	NDL117	L-3	12	14.00	1.5	53.7 (1364)	17.5 (445)	19.2 (488)	23.5 (597)	264 (1703)	30/32 (24)
17.5-25	12701310000	NDL917	L-3	20	14.00	1.5	53.7 (1364)	17.5 (445)	19.2 (488)	23.5 (597)	264 (1703)	30/32 (24)
17.5-25	12701320000	NDLR17	L-3	24	14.00	1.5	53.7 (1364)	17.5 (445)	19.2 (488)	23.5 (597)	264 (1703)	30/32 (24)
20.5-25	12701710000	ND3121	L-3/E-3	12	17.00	2.0	59.3 (1506)	20.9 (531)	21.9 (556)	26.5 (673)	315 (2032)	35/32 (28)
20.5-25	12700050000	ND3521	L-3/E-3	16	17.00	2.0	59.3 (1506)	20.9 (531)	21.9 (556)	26.5 (673)	315 (2032)	35/32 (28)
20.5-25	12700090000	ND3921	L-3/E-3	20	17.00	2.0	59.3 (1506)	20.9 (531)	21.9 (556)	26.5 (673)	315 (2032)	35/32 (28)
23.5-25	12700170000	ND3923	L-3/E-3	20	19.5	2.5	62.9 (1598)	25.0 (635)	25.5 (648)	27.6 (701)	378 (2439)	39/32 (31)
26.5-25	12700890000	ND3927	L-3/E-3	20	22.00	3.0	67.7 (2634)	27.8 (706)	29.4 (747)	28.9 (734)	490 (3161)	43/32 (34)
26.5-25	12700180000	ND3T27	L-3/E-3	26	22.00	3.0	67.7 (2634)	27.8 (706)	29.4 (747)	28.9 (734)	490 (3161)	43/32 (34)
29.5-25	12700430000	ND3UW1	L-3/E-3	28	25.00	3.0	74.1 (1877)	31.0 (787)	33.4 (848)	31.5 (800)	648 (4181)	47/32 (37)
29.5-25	12738710000	ND3XW1	L-3/E-3	34	25.00	3.0	74.1 (1877)	31.0 (787)	33.4 (848)	31.5 (800)	648 (4181)	47/32 (37)



LD 100 (L-3)

- Solid centerline tread pattern provides excellent cut resistance, smooth ride and extended wear
- Non-directional tread design pattern provides excellent all round traction and long wear

Tire Size	Article Number	Catalog Number	Industry Code	Ply Rating	Rim Width	Flange Height	Outside Diameter in (mm)	Section Width in (mm)	Section Width Loaded in (mm)	Static Loaded Radius in (mm)	Gross Footprint Area in ² (cm ²)	Tread Depth in (mm)
20.5-25	12700740000	LD1521	L-3	16	17.00	2.0	58.7 (1491)	21.6 (549)	23.3 (592)	25.8 (655)	345 (2225)	40/32 (32)
20.5-25	12700750000	LD1921	L-3	20	17.00	2.0	58.7 (1491)	21.6 (549)	23.3 (592)	25.8 (655)	345 (2225)	40/32 (32)
23.5-25	12700840000	LD1923	L-3	20	19.50	2.5	62.9 (1598)	25.5 (648)	26.7 (678)	27.6 (701)	399 (2574)	43/32 (34)
26.5-25	12700900000	LD1927	L-3	20	22.00	3.0	67.9 (1725)	28.7 (729)	30.6 (777)	29.7 (754)	513 (3310)	49/32 (39)
29.5-25	12700440000	LD1UW1	L-3	28	25.00	3.5	73.7 (1872)	31.1 (790)	33.5 (851)	31.9 (810)	633 (4084)	56/32 (45)
29.5-25	12703060000	LD1XW1	L-3	34	25.00	3.5	73.7 (1872)	31.1 (790)	33.5 (851)	31.9 (810)	633 (4084)	56/32 (45)



ND Super LCM (L-4/E-4)

- Non-directional tread design with center riding rib provides excellent all round traction and lateral stability
- Increased tread depth provides extended tread life and exceptional resistance to rock type damage

Tire Size	Article Number	Catalog Number	Industry Code	Ply Rating	Rim Width	Flange Height	Outside Diameter in (mm)	Section Width in (mm)	Section Width Loaded in (mm)	Static Loaded Radius in (mm)	Gross Footprint Area in ² (cm ²)	Tread Depth in (mm)
18.00-25	12701700000	ND4B18	L-4/E-4	40	13.00	2.5	64.7 (1643)	20.0 (508)	21.7 (551)	28.9 (734)	246 (1587)	66/32 (52)



CH 150 (L-4/E-4)

- Deep, non-directional tread provides excellent rock type damage resistance and long tread life
- Solid centerline tread pattern provides smooth ride and excellent lateral traction

Tire Size	Article Number	Catalog Number	Industry Code	Ply Rating	Rim Width	Flange Height	Outside Diameter in (mm)	Section Width in (mm)	Section Width Loaded in (mm)	Static Loaded Radius in (mm)	Gross Footprint Area in ² (cm ²)	Tread Depth in (mm)
18.00-25	12750010000	CH5B18	L-4/E-4	40	13.00	2.5	61.5 (1654)	20.4 (518)	21.7 (551)	29.7 (754)	NA	66/32 (52)

Bias OTR



LD 150 (L-4) CRB

- Deep tread provides excellent rock type damage resistance and long tread life
- Non-directional, solid centerline tread pattern provides excellent cut resistance, smooth ride and extended wear
- Features Aralon Cut Resistant Breaker (CRB) construction

Tire Size	Article Number	Catalog Number	Industry Code	Ply Rating	Rim Width	Flange Height	Outside Diameter in (mm)	Section Width in (mm)	Section Width Loaded in (mm)	Static Loaded Radius in (mm)	Gross Footprint Area in ² (cm ²)	Tread Depth in (mm)
23.5-25	12700250000	LDE923	L-4	20	19.50	2.5	67.1 (1704)	25.1 (638)	26.8 (681)	30.1 (765)	449 (2896)	66/32 (52)
26.5-25	12700260000	LDET27	L-4	26	22.00	3.0	70.7 (1796)	27.6 (701)	29.6 (752)	31.5 (800)	539 (3477)	66/32 (52)
29.5-25	12700500000	LDEUW1	L-4	28	25.00	3.5	75.5 (1918)	30.2 (767)	32.9 (836)	33.0 (838)	539 (3864)	70/32 (56)
29.5-29	12700450000	LDEUW2	L-4	28	25.00	3.5	78.8 (2002)	30.2 (767)	32.9 (836)	33.0 (838)	539 (3864)	70/32 (56)



LD 150 Belted (L-4) 7x7

- Deep, non-directional tread provides excellent rock type damage resistance and long tread life
- Solid centerline tread pattern provides smooth ride and excellent lateral traction
- Features 7x7 steel belted construction

Tire Size	Article Number	Catalog Number	Industry Code	Ply Rating	Rim Width	Flange Height	Outside Diameter in (mm)	Section Width in (mm)	Section Width Loaded in (mm)	Static Loaded Radius in (mm)	Gross Footprint Area in ² (cm ²)	Tread Depth in (mm)
35/65-33	12703530000	LDLC6B	L-4	42	28.00	3.5	81.5 (2070)	35.1 (891)	36.8 (935)	36.6 (930)	658 (4244)	70/32 (56)



CH 150 (L-4/E-4)

- Deep, non-directional tread provides excellent rock type damage resistance and long tread life
- Solid centerline tread pattern provides smooth ride and excellent lateral traction

Tire Size	Article Number	Catalog Number	Industry Code	Ply Rating	Rim Width	Flange Height	Outside Diameter in (mm)	Section Width in (mm)	Section Width Loaded in (mm)	Static Loaded Radius in (mm)	Gross Footprint Area in ² (cm ²)	Tread Depth in (mm)
18.00-25	12750010000	CH5B18	L-4/E-4	40	13.00	2.5	61.5 (1654)	20.4 (518)	21.7 (551)	29.7 (754)	NA	66/32 (52)



LD 250 (L-5) CRB

LD 250 Belted (L-5) 7x7

- Extra deep tread provides excellent rock type damage resistance and long tread life
- Open non-directional tread pattern provides all round traction with excellent self-cleaning
- Features Aralon Cut Resistant Breaker (CRB) construction, which provides increased strength and durability without sacrificing heat resistance
- Features 7x7 steel belted construction, which provides increased cut resistance and extended wear

Tire Size	Article Number	Catalog Number	Industry Code	Ply Rating	Rim Width	Flange Height	Outside Diameter in (mm)	Section Width in (mm)	Section Width Loaded in (mm)	Static Loaded Radius in (mm)	Gross Footprint Area in ² (cm ²)	Tread Depth in (mm)
20.5-25	12702470000	LDA921	L-5	20	17.00	2.0	61.3 (1557)	21.4 (544)	23.1 (587)	27.7 (704)	294 (1897)	89/32 (71)
23.5-25	12700270000	LDA923	L-5	20	19.50	2.5	66.4 (1686)	24.9 (632)	26.5 (673)	29.6 (752)	400 (2580)	95/32 (75)
26.5-25	12700280000	LDAT27	L-5	26	22.00	3.0	71.5 (1816)	28.1 (714)	29.7 (754)	31.9 (810)	490 (3161)	105/32 (83)
29.5-25	12700460000	LDAUW1	L-5	28	25.00	3.5	75.1 (1908)	30.1 (765)	32.3 (820)	32.9 (836)	673 (4341)	128/32 (102)
29.5-25	12700080000	LDAXW1	L-5	34	25.00	3.5	75.1 (1908)	30.1 (765)	32.3 (820)	32.9 (836)	673 (4341)	128/32 (102)
29.5-29	12700290000	LDAUW2	L-5	28	25.00	3.5	79.1 (2009)	30.0 (762)	31.8 (808)	35.5 (902)	669 (4315)	115/32 (91)
33.25-35	12700580000	LDAWW5	L-5	32	27.00	3.5	90.1 (2789)	34.5 (876)	37.2 (945)	40.3 (1024)	763 (4923)	128/32 (102)
37.25-35	12700600000	LDACW7	L-5	42	31.00	4.0	96.6 (2454)	37.5 (953)	39.9 (1013)	43.7 (1110)	961 (6200)	141/32 (112)
37.5-39	12700610000	LDADW9	L-5	44	32.00	4.5	103.7 (2634)	38.9 (988)	41.4 (1052)	45.7 (1161)	1130 (7291)	141/32 (112)
35/65-33 (BELTED)	12703460000	LD5C6B	L-5	42	28.00	3.5	81.2 (2085)	33.9 (861)	35.3 (897)	36.8 (935)	722 (4657)	115/32 (91)
40/65-39 (BELTED)	12703280000	LD5V6C	L-5	30	32.00	4.0	93.8 (2383)	39.8 (1011)	41.1 (1044)	42.1 (1069)	963 (6213)	128/32 (102)
45/65-45 (BELTED)	12738100000	LD5J7E	L-5	58	36.00	4.5	106.9 (2715)	42.4 (1077)	44.9 (1140)	48.1 (1222)	1193 (7695)	140/32 (111)
41.25/70-39 (BELTED)	12738210000	LD5C6D	L-5	42	32.00	4.5	99.1 (2207)	40.2 (1021)	42.7 (1085)	45.2 (1148)	1041 (7614)	140/32 (111)

Bias OTR



LD 250 Haf-Trac (L-5/L-5S) CRB

- Extra deep tread depth provides long tread life in extreme conditions
- Smooth tread used on the outside provides excellent rock type damage resistance, while the pattern on the inside provides increased traction

Tire Size	Article Number	Catalog Number	Industry Code	Ply Rating	Rim Width	Flange Height	Outside Diameter in (mm)	Section Width in (mm)	Section Width Loaded in (mm)	Static Loaded Radius in (mm)	Gross Footprint Area in ² (cm ²)	Tread Depth in (mm)
29.5-29	12700510000	HTAUW2	L-5/L-5S	28	25.00	3.5	78.9 (2004)	30.2 (767)	32.2 (818)	35.0 (889)	608 (3293)	115/32 (91)



LD 250 Haf-Trac Belted (L-5/L-5S) 7x7

- Extra deep tread depth provides long tread life in extreme conditions
- Smooth tread used on the outside provides excellent rock type damage resistance, while the pattern on the inside provides increased traction
- Features 7x7 steel belted construction, which provides increased cut resistance and extended wear

Tire Size	Article Number	Catalog Number	Industry Code	Ply Rating	Rim Width	Flange Height	Outside Diameter in (mm)	Section Width in (mm)	Section Width Loaded in (mm)	Static Loaded Radius in (mm)	Gross Footprint Area in ² (cm ²)	Tread Depth in (mm)
35/65-33 (BELTED)	12703570000	HTBC6B	L-5/L-5S	42	28.00	3.5	81.9 (2080)	34.6 (879)	36.1 (916)	36.6 (930)	715 (4611)	115/32 (91)
41.25/70-39 (BELTED)	12738250000	HTBC6D	L-5/L-5S	42	32.00	4.5	99.3 (2522)	41.6 (1057)	43.5 (1105)	45.2 (1148)	1100 (7097)	140/32 (111)
45/65-45 (BELTED)	12703410000	HTBJ7E	L-5/L-5S	58	36.00	4.5	107.8 (2738)	42.7 (1085)	44.3 (1125)	48.5 (1232)	1325 (8546)	142/32 (113)



LD 250 Super Smooth (L-5S) CRB

LD 250 Super Smooth Belted (L-5S) 7x7

- Extra deep tread depth provides long tread life in extreme conditions
- Smooth tread design provides the maximum rock type damage resistance
- Features Aralon Cut Resistant Breaker (CRB) construction, which provides increased strength and durability without sacrificing heat resistance

Tire Size	Article Number	Catalog Number	Industry Code	Ply Rating	Rim Width	Flange Height	Outside Diameter in (mm)	Section Width in (mm)	Section Width Loaded in (mm)	Static Loaded Radius in (mm)	Gross Footprint Area in ² (cm ²)	Tread Depth in (mm)
20.5-25	12700760000	SSA921	L-5/L-5S	20	17.00	2.0	61.3 (1557)	21.4 (544)	23.1 (587)	27.7 (704)	260 (1678)	86/32 (68)
23.5-25	12700860000	SSAR23	L-5/L-5S	24	19.50	2.5	66.2 (1681)	24.5 (632)	26.5 (673)	29.8 (757)	354 (2284)	95/32 (75)
26.5-25 (UGM)	12703830000	UGMT27	L-5/L-5S	26	22.00	3.0	70.9 (1801)	28.0 (711)	29.2 (742)	32.4 (823)	329 (2123)	105/32 (83)
26.5-25	12700320000	SSAW27	L-5/L-5S	32	22.00	3.0	70.9 (1801)	28.0 (711)	29.2 (742)	32.4 (823)	329 (2123)	105/32 (83)
29.5-25	12700470000	SSAUW1	L-5/L-5S	28	25.00	3.5	75.1 (1908)	30.0 (702)	31.9 (810)	33.5 (851)	575 (3710)	128/32 (102)
29.5-25	12703450000	SSAXW1	L-5/L-5S	34	25.00	3.5	75.1 (1908)	30.0 (702)	31.9 (810)	33.5 (851)	575 (3710)	128/32 (102)
29.5-29	12700410000	SSAUW2	L-5/L-5S	28	25.00	3.5	79.3 (2014)	30.2 (767)	32.2 (818)	35.0 (889)	608 (3923)	115/32 (91)
29.5-29	12703120000	SSAXW2	L-5/L-5S	34	25.00	3.5	79.3 (2014)	30.2 (767)	32.2 (818)	35.0 (889)	608 (3923)	115/32 (91)
35/65-33 (BELTED)	12703510000	SSBC6B	L-5/L-5S	42	28.00	3.5	82.5 (2096)	35.7 (907)	37.5 (953)	36.7 (932)	755 (4871)	115/32 (91)
40/65-39 (BELTED)	12703290000	SSBV6C	L-5/L-5S	30	32.00	4.0	93.8 (2383)	39.8 (1011)	41.1 (1044)	42.1 (1069)	963 (6213)	128/32 (102)
45/65-45	12703560000	SSBJ7E	L-5/L-5S	58	36.00	4.5	108.8 (2764)	44.0 (1118)	46.2 (1173)	48.7 (1237)	1397 (9013)	142/32 (113)
41.25/70-39 (BELTED)	12738200000	SSBC60	L-5/L-5S	42	32.00	4.5	99.3 (2522)	41.6 (1057)	43.5 (1105)	45.2 (1148)	1100 (7097)	140/32 (111)

Bias OTR

Container Handling Tires

Bias-ply container handling tires are designed with high ply rating construction featuring an enlarged bead for increased stability in heavy service. Optional compound choices include: general purpose for all applications, or VE610 tread designed for use on smooth surfaces and runways at slow speeds.



LCM (L-3)

- Interlocking tread pattern creates a greater contact area providing excellent traction

Tire Size	Article Number	Catalog Number	Industry Code	Ply Rating	Rim Width	Flange Height	Outside Diameter in (mm)	Section Width in (mm)	Section Width Loaded in (mm)	Static Loaded Radius in (mm)	Gross Footprint Area in ² (cm ²)	Tread Depth in (mm)
*14.00-24	12300550000	LC3U44M1	L-3	28	10	2	54.2 (1377)	15.4 (391)	16.1 (409)	25.3 (643)	180 (1161)	31/32 (25)
*14.00-24	12300540000	LC3U44	L-3	28	10	2	54.2 (1377)	15.4 (391)	16.1 (409)	25.3 (643)	180 (1161)	31/32 (25)

*VE610 Tread Compound

*General Purpose Tread Compound



Super LCM (L-4)

- Deep tread depth and interlocking tread pattern provide long tread life plus exceptional traction

Tire Size	Article Number	Catalog Number	Industry Code	Ply Rating	Rim Width	Flange Height	Outside Diameter in (mm)	Section Width in (mm)	Section Width Loaded in (mm)	Static Loaded Radius in (mm)	Gross Footprint Area in ² (cm ²)	Tread Depth in (mm)
*14.00-24	12300530000	SL4R44M1	L-4	24	10	2	54 (1372)	15.4 (391)	16.2 (411)	26.1 (663)	174 (1123)	55/32 (44)
*16.00-25	12703780000	SL4W65M1	L-4	32	11.25	2	59.6 (1514)	17.5 (445)	18.5 (470)	27.6 (701)	204 (1316)	52/32 (41)
*16.00-25	12703880000	SL4W65	L-4	32	11.25	2	59.6 (1514)	17.5 (445)	18.5 (470)	27.6 (701)	204 (1316)	52/32 (41)

*VE610 Tread Compound

*General Purpose Tread Compound



ND LCM (L-3)

- Non-directional tread pattern provides resistance to damage plus excellent traction

Tire Size	Article Number	Catalog Number	Industry Code	Ply Rating	Rim Width	Flange Height	Outside Diameter in (mm)	Section Width in (mm)	Section Width Loaded in (mm)	Static Loaded Radius in (mm)	Gross Footprint Area in ² (cm ²)	Tread Depth in (mm)
*16.00-25	12738380000	NDLW65M1	L-3	32	11.25	2	59 (1499)	17.5 (445)	18.8 (478)	26.8 (681)	204 (1316)	35/32 (28)
+16.00-25	12738720000	NDLW65	L-3	32	11.25	2	59 (1499)	17.5 (445)	18.8 (478)	26.8 (681)	204 (1316)	35/32 (28)

*VE610 Tread Compound

*General Purpose Tread Compound



Super Smooth (L-4S)

- Smooth tread pattern resists hazard type damage and provides excellent wear. Deep tread depth provides long tread wear and low cost per hour.

Tire Size	Article Number	Catalog Number	Industry Code	Ply Rating	Rim Width	Flange Height	Outside Diameter in (mm)	Section Width in (mm)	Section Width Loaded in (mm)	Static Loaded Radius in (mm)	Gross Footprint Area in ² (cm ²)	Tread Depth in (mm)
*18.00-25	12703090000	SS4B18M1	L-4S	40	13	2.5	65.7 (1669)	19.8 (503)	21.66 (549)	29.6 (752)	282 (1819)	66/32 (52)
+18.00-25	12704010000	SS4B18	L-4S	40	13	2.5	65.7 (1669)	19.8 (503)	21.66 (549)	29.6 (752)	282 (1819)	66/32 (52)
*18.00-33	12703420000	SS4B83M1	L-4S	40	13	2.5	73.8 (1875)	20.5 (521)	21.6 (549)	34.9 (886)	314 (2026)	66/32 (52)

*VE610 Tread Compound

*General Purpose Tread Compound



CH 150 (L-4)

- Deep, non-directional tread provides excellent rock type damage resistance and long tread life
- Solid centerline tread pattern provides smooth ride and excellent lateral traction

Tire Size	Article Number	Catalog Number	Industry Code	Ply Rating	Rim Width	Flange Height	Outside Diameter in (mm)	Section Width in (mm)	Section Width Loaded in (mm)	Static Loaded Radius in (mm)	Gross Footprint Area in ² (cm ²)	Tread Depth in (mm)
18.00-25	12750010000	CH5B18	E-4/L-4	40	13.00	2.5	61.5 (1654)	20.4 (518)	21.7 (551)	29.7 (754)	NA	66/32 (52)
*18.00-25	12750020000	CH5B18M1	L-4	40	13.00	2.5	61.5 (1654)	20.4 (518)	21.7 (551)	29.7 (754)	NA	66/32 (52)

*VE610 Tread Compound

Bias OTR



CM 150 (L-4)

- Deep tread depth, center running rib and massive lugs provide long tread life and low cost per hour with excellent traction

Tire Size	Article Number	Catalog Number	Industry Code	Ply Rating	Rim Width	Flange Height	Outside Diameter in (mm)	Section Width in (mm)	Section Width Loaded in (mm)	Static Loaded Radius in (mm)	Gross Footprint Area in ² (cm ²)	Tread Depth in (mm)
*18.00-33	12703610000	CMLB83M1	L-4	40	13	2.5	73.8 (1875)	20.4 (518)	21.5 (546)	34.9 (886)	314 (2026)	71/32 (56)
*21.00-35	12702610000	CM5Z25M1	L-4	36	15.00	3.0	81.0 (2057)	23.5 (597)	24.8 (630)	37.4 (950)	400 (2581)	71/32 (56)
*21.00-35	12701800000	CMLC25	L-4	42	15.00	3.0	81.0 (2057)	23.5 (597)	24.8 (630)	37.4 (950)	400 (2581)	71/32 (56)

*VE610 Tread Compound

*General Purpose Tread Compound



Super Smooth (L-5S)

- Smooth tread pattern resists hazard type damage and provides excellent wear
- Extra deep tread depth provides long tread wear and low cost per hour

Tire Size	Article Number	Catalog Number	Industry Code	Ply Rating	Rim Width	Flange Height	Outside Diameter in (mm)	Section Width in (mm)	Section Width Loaded in (mm)	Static Loaded Radius in (mm)	Gross Footprint Area in ² (cm ²)	Tread Depth in (mm)
*18.00-25	12703770000	SS5B18M1	L-5S	40	13	2.5	65.7 (1669)	19.8 (503)	21.5 (546)	29.7 (755)	275 (1774)	99/32 (79)
*18.00-25	12704020000	SS5B18	L-5S	40	13	2.5	65.7 (1669)	19.8 (503)	21.5 (546)	29.7 (755)	275 (1774)	99/32 (79)

*VE610 Tread Compound

*General Purpose Tread Compound



Timberskid II (LS-2)

- Optimal lug angle provides optimized balance between traction and cut resistance
- Special VE455 steel armor construction for increased resistance to tread chunking and tearing
- Special VE470 steel armor construction for excellent penetration resistance and improved lug stability and wear

Tire Size	Article Number	Catalog Number	Ply Rating	Rim	Load lbs	Inflation PSI	Outside Diameter	Tire Width	Width Loaded	Static Loaded Radius	Tread Depth in (32)
VE455 STEEL ARMOR											
23.1-26	06141680000	TS238655	14	DW20A	9,070	30	64.2	23.5	24.80	29.3	2.25 (72)
24.5-32	06141660000	TS259955	16	DH21	11,030	30	71.7	25.2	26.40	32.7	2.09 (64)
28L-26	06140960000	TS219855	12	DW25A	8,290	20	64.8	28.0	28.80	29.3	2.30 (74)
28L-26	06141000000	TS239855	14	DW25A	9,450	25	64.8	28.0	28.80	29.3	2.30 (74)
30.5L-32	06141020000	TS259655	16	DH27	11,840	25	74.0	30.5	31.80	33.3	2.19 (67)
DH35.5L-32	06141310000	TS25D555	16	DH31	13,960	30	78.9	35.6	36.70	36.0	2.35 (75)
VE455 TUBELESS											
24.5-32	06141940000	YS259955	16	DH21	11,030	30	71.7	25.2	26.40	32.7	2.09 (64)
28L-26	06141930000	YS239855	14	DW25A	9,450	25	64.8	28.0	28.80	29.3	2.30 (74)
30.5L-32	06140460000	YS259655	16	DH27	11,840	25	74.0	30.5	31.8	33.3	2.19 (67)
VE470											
23.1-26	12348170000	TS7586C7	16	DW20A	9,960	35	64.2	23.5	24.8	29.3	2.25 (72)
24.5-32	12348180000	TS7799C7	18	DA21	12,040	35	71.7	25.2	26.4	32.7	2.09 (64)
28L-26	06141620000	TS7598C7	16	DW25A	10,400	30	64.8	28.0	28.80	29.3	2.30 (74)
30.5L-32	06141700000	TS7996C7	20	DH27	13,200	30	74.0	30.5	31.8	33.3	2.19 (70)
DH35.5L-32	06141560000	TS75D5C7	16	DA31	13,960	30	78.9	35.5	36.70	35.6	2.50 (80)
VE470 TUBELESS											
30.5L-32	06141910000	YS7996C7	20	DH27	13,200	30	74.0	30.5	31.8	33.3	2.19 (70)

Bias OTR



Timberskid Flotation (HF-4)

- Extra wide tread for high flotation in wet terrain while providing low ground penetration to minimize environmental impact
- Special VE455 steel armor construction for increased resistance to tread chunking and tearing

Tire Size	Article Number	Catalog Number	Ply Rating	Rim	Load lbs	Inflation PSI	Outside Diameter	Tire Width	Width Loaded	Static Loaded Radius	Tread Depth in (32)
67x34.00-25 NHS	06141240000	TF43R355	14	30.0TH	13,200	40	69.4	34.1	34.4	32.2	3.70 (118)
67x34.00-26 NHS	06141250000	TF43R655	14	DW30A	13,200	40	69.4	34.1	34.4	32.2	3.70 (118)
66x43.00-25 NHS	06141320000	TF43F355	14	36.0TH	12,040	35	69.4	41.2	41.5	32.9	3.50 (112)
66x43.00-26 NHS	06141330000	TF43F655	14	DW36A	12,040	35	69.4	41.2	41.5	32.9	3.50 (112)
73x44.00-32 NHS*	06140580000	TF45R655	16	DH36	15,200	40	74.9	41.3	41.4	35.5	3.26 (104)
73x50.00-32 NHS*	06140590000	TF45V655	16	DH44	14,650	35	75.25	50.1	--	--	3.26 (104)
73x50.00-32 NHS**	06140420000	TSA5V655	16	DH44	14,650	35	75.25	50.1	--	--	3.26 (104)

*HF-3 plus NSD greater than HF-3, less than HF-4

**Tubeless



Timberskid (LS-2)

- Open, large lug design provides excellent pulling capacity
- Special VE455 steel armor construction for increased resistance to tread chunking and tearing

Tire Size	Article Number	Catalog Number	Ply Rating	Rim	Load lbs	Inflation PSI	Outside Diameter	Tire Width	Width Loaded	Static Loaded Radius	Tread Depth in (32)
18.4-26	06141140000	TS505655	10	DW16A	5,690	25	58.2	18.4	19.80	26.7	1.97 (63)
18.4-34	06141150000	TS135455	14	DW16A	7,150	30	65.7	18.4	19.80	29.9	1.97 (63)

Load and Inflation Tables

18.00R33 Rigid Truck Usage Chart

For Standard Earthmover Service: < 2.5 mi, < 30 mph
 Payloads not to exceed vehicle rating

Manufacturer	Model	Payload	Front Minimum Inflation	Rear Minimum Inflation
		Tons	psi	psi
Caterpillar	769B	35	95	90
	769C	40	110	110
	769D	35	110	110
	771C Quarry	44	120	120
	771D	45	120	120
Euclid-Hitachi	EH 650	40	95	100
	EH 700	42	115	115
	EH 750	42.5	120	120
	R35	35	105	105
	R36	40	95	100
	R40	41.5	110	110
Komatsu	HD325-3	35	85	95
	HD325-5	35	85	95
	HD325-6 Quarry	44	115	120
	HD325-6 4WD	35	100	100
	HD325-6	44	105	115
Komatsu Haulpak	140M	40	110	110
Terex	3340	40	120	115

Pressure and ply recommendations based on normal quarry operations with standard equipment.

For different applications or modified equipment, please contact Titan for a specific recommendation.

Tire damage of failure caused by improper load, ply, speed or inflation practices is not covered by the Titan Tire Warranty Policy.

Load and Inflation Tables

20.5R25 Articulated Truck Usage Chart

For Standard Earthmover Service: < 2.5 mi, < 30 mph

Manufacturer	Model	Payload	Front Minimum Inflation	Middle Minimum Inflation	Rear Minimum Inflation
		Tons	psi	psi	psi
Bell	B20B	20	45	55	55
Caterpillar	D250B	25	70	75	75
	D250D	25	60	75	75
Komatsu	HA250-1	25	75	70	70
Moxy	MT30 LHS	30	85	80	80
Terex	2364	23	70	65	60
	2366	23	70	65	60
	2566B	25	80	70	70
	2566C	25	80	75	70
Volvo	A20C 6X6	20	50	60	60
	A25 6X4	25	55	70	70
	A25	25	55	75	75
	A25B	25	55	75	75
	A20 6X4	20		55	55

Pressure and ply recommendations based on normal quarry operations with standard equipment.

For different applications or modified equipment, please contact the Technical Service Representative for a specific recommendation.

Tire damage or failure caused by improper load, ply, speed or inflation practices is not covered by the Titan Tire Warranty Policy.

Load and Inflation Tables

20.5R25 Loader Usage Chart

For Standard Loader Service: < 250 ft, < 5 mph

Manufacturer	Model	Bucket	Front Minimum Inflation	Rear Minimum Inflation
		Cu.Yd.	psi	psi
Caterpillar	IT38F	3.25	70	55
	936F TC	3	65	55
	938F	3.25	70	55
	938G	3.25	70	55
	950B	3.75	85	55
	950F	4	90	55
Case	621B	2.25	55	55
	621B XT	2.25	60	55
	621D	2.5	55	55
	721	2.75	60	55
	721B	2.75	60	55
	721B XT	2.75	65	55
	721C	2.75	65	55
	W30	3.5	65	55
Daewoo	Mega 250-III	3.1	70	55
Deere	544H	3	65	55
	544H-HL	3	65	55
	624E	2.6	60	55
	624G	3.25	70	55
	624H	3.5	70	55
	624H-HL	3	70	55
	644B	2.5	55	55
	644C	3	65	55
Fiatallis	FR130	3	65	55
	FR130-2	3	65	55
	FR140	3	65	55
	FR140-2	3.25	70	55
	FR15	3	70	55
	FR15B	3.1	70	55
Fiat Hitachi	W170 PL	3.9	80	55

Manufacturer	Model	Bucket	Front Minimum Inflation	Rear Minimum Inflation
		Cu.Yd.	psi	psi
Furukawa	FL150-I	2	50	50
	FL200-I	2.6	55	55
	FL230-I	3.1	70	55
Hyundai	HL750	3	65	55
	HL25	3.5	80	55
JCB	426HT	2.75	65	55
	426ZX	2.75	60	55
	436HT	3.5	75	55
	436ZX	3.5	75	55
Kawasaki	70Z	3	65	55
	70ZII	3	65	55
	70ZIII	3.25	65	55
	70ZIV	3.25	70	55
	70ZIV-2	3.5	70	55
Komatsu	WA250-1	3	55	55
	WA250-3	3.5	65	55
	WA250-3 PTC	3	65	55
	WA320-1	3.25	70	55
	WA320-3	4.2	80	55
Komatsu Dresser	520CH	2.5	55	55
	525	2.7	60	55
	530	3	65	55
	530C	3	65	55
	532	3.2	70	55
Terex	55C	3	65	55
Volvo	L70B	2.1	50	50
	L70C	2.5	55	55
	L70D	2.5	55	55
	L90B	3	65	55
	L90C	3.5	75	55
	L90D	3.5	80	55

Pressure and ply recommendations based on normal quarry operations with standard equipment.

For different applications or modified equipment, please contact the Technical Service Representative for a specific recommendation.

Tire damage of failure caused by improper load, ply, speed or inflation practices is not covered by the Titan Tire Warranty Policy.

Load and Inflation Tables

23.5R25 Articulated Truck Usage Chart

For Standard Earthmover Service: < 2.5 mi, < 30 mph

Manufacturer	Model	Payload	Front Minimum Inflation	Middle Minimum Inflation	Rear Minimum Inflation
		Tons	psi	psi	psi
Bell	B25B	25	50	50	50
	B30B	30	60	65	65
Caterpillar	D20D	20	60	75	
	D250B	25	50	55	55
	D250D	25	45	55	55
	D250E	25	55	65	65
	D300B	30	60	65	65
	D300D	30	55	70	70
	D300E	30	55	70	70
	D350C	35	75	80	75
	725	25	55	60	60
	730	30	60	70	75
Deere	250C	25	50	45	50
	250D	25	50	55	55
	300C	30	60	65	65
	300D	30	50	65	65
Komatsu	HA270-1	27	60	60	60
Moxy	MT30 X	30	75	55	55
	MT30 LHS	30	60	60	60

Manufacturer	Model	Payload	Front Minimum Inflation	Middle Minimum Inflation	Rear Minimum Inflation
		Tons	psi	psi	psi
Randon	RK-628	28	50	60	60
Terex	2566B	25	60	50	50
	2566C	25	60	55	50
	2766B	27.5	60	60	55
	2766C	27.5	65	60	55
	3066	30	65	60	60
	3066C	30	55	70	70
Volvo	A20 6X4	20	40		
	A25 4X4	25	45		
	A25B 4X4	25	45		
	A25C 4X4	25	50		
	A25 6X4	25	40	55	55
	A25	25	40	55	55
	A25B	25	40	55	55
	A25C	25	45	55	55
	A25C 6X6	25	45	55	55
	A30	30	55	65	65
	A30C	30	60	70	70
	A30C 6X6	30	60	65	65

Pressure and ply recommendations based on normal quarry operations with standard equipment.

For different applications or modified equipment, please contact the Technical Service Representative for a specific recommendation.

Tire damage of failure caused by improper load, ply, speed or inflation practices is not covered by the Titan Tire Warranty Policy.

Load and Inflation Tables

23.5R25 Loader Usage Chart

For Standard Loader Service: < 250 ft, < 5 mph

Manufacturer	Model	Bucket	Front Minimum Inflation	Rear Minimum Inflation
		Cu.Yd.	psi	psi
Caterpillar	950F TC	4	70	55
	950E	4	70	55
	950F-II	4	70	55
	950G	3.9	70	55
	960F	4.5	80	55
	962G	4.25	75	55
	966C	4	70	55
	966D	4.25	80	55
Case	821	3.5	60	55
	821B	3.5	60	55
	821C	3.5	60	55
	W36	4	65	55
Daewoo	Mega 300	3.8	65	55
	Mega 300-III	2.9	60	55
Deere	644D	3.2	55	55
	644E	3.2	55	55
	644G	4	65	55
	644H	4.25	70	55
	644H-HL	4.25	70	55
	644H-MH	4.5	70	55
	644H-WH	6	90	55
Fiatallis	FR160	3.6	60	55
	FR160-2	4	65	55
	FR180	4	65	55
	FR180-2	4	65	55
	FR20	4.5	75	55
	FR20B	4.6	80	55

Manufacturer	Model	Bucket	Front Minimum Inflation	Rear Minimum Inflation
		Cu.Yd.	psi	psi
Fiat Hitachi	W190	3.3	55	55
	W230	4.6	75	55
	FR160-2	4	65	55
Hyundai	HL760	4	70	55
	HL35	4.8	85	55
JCB	456ZX	4.3	75	55
Kawasaki	80Z	3.75	65	55
	80ZII	3.75	65	55
	80ZIII	3.75	65	55
	80ZIV	3.75	65	55
	80ZIV-2	4	65	55
Komatsu	WA380-3	5.25	80	55
Komatsu Dresser	538	4	70	55
	540	4.5	70	55
Terex	66C	4	75	55
	70C	4.4	75	55
Volvo	L120B	3.9	60	55
	L120C	4.7	75	55
	L120D	4.7	80	55
	L150	4.5	80	55
	L150C	5.2	85	55
	L150D	5.2	95	55

Pressure and ply recommendations based on normal quarry operations with standard equipment.

For different applications or modified equipment, please contact the Technical Service Representative for a specific recommendation.

Tire damage of failure caused by improper load, ply, speed or inflation practices is not covered by the Titan Tire Warranty Policy.

Load and Inflation Tables

26.5R25 Articulated Truck Usage Chart

For Standard Earthmover Service: < 2.5 mi, < 30 mph

Manufacturer	Model	Payload	Front Minimum Inflation	Middle Minimum Inflation	Rear Minimum Inflation
		Tons	psi	psi	psi
Bell	B40	40	65	80	80
	B40B	40	70	75	75
Caterpillar	D25C	25	65	75	
	D25D	25	65	75	
	D350C	35	60	60	60
	D350D	35	60	60	60
	D400D	40	70	75	75
	735	35	70	70	70
Deere	350C	35	60	65	65
	350D	35	55	65	65
Moxy	MT40	40	60	70	70
Terex	4066	37	50	70	70
	4066B	40	60	75	75
	4066C	40	60	80	80
Volvo	A35	35	50	70	70
	A35C	35	50	70	70
	A35C 6X6	35	50	70	70
	A35D 6X6	35	55	70	70

Pressure and ply recommendations based on normal quarry operations with standard equipment.

For different applications or modified equipment, please contact the Technical Service Representative for a specific recommendation.

Tire damage or failure caused by improper load, ply, speed or inflation practices is not covered by the Titan Tire Warranty Policy.

Load and Inflation Tables

26.5R25 Loader Usage Chart

For Standard Loader Service: < 250 ft, < 5 mph

Manufacturer	Model	Bucket	Front Minimum Inflation	Rear Minimum Inflation
		Cu.Yd.	psi	psi
Caterpillar	966E	5	70	60
	966F	5	70	60
	966F-II	5	70	60
	966G	4.75	70	60
	970F	5.25	75	60
	972G	5.4	75	60
Case	921	4.75	65	60
	921B	4.75	65	60
	921C	4.75	65	60
Daewoo	Mega 400	5.1	70	60
	Mega 400-III	3.9	65	60
Deere	744E	5	70	60
	744H	5.25	70	60
	744H-HL	4.5	70	60
	744H-MH	5.75	80	60
	844	6	80	60
Fiatallis	FR220	5.1	70	60
	FR220-2	5	70	60
Fiat Hitachi	W270	5.2	70	60
	FR220-2	5	70	60
Furukawa	FL330-I	4.3	60	60
Hyundai	HL770	5	75	60

Manufacturer	Model	Bucket	Front Minimum Inflation	Rear Minimum Inflation
		Cu.Yd.	psi	psi
Kawasaki	85Z	4.2	60	60
	85ZII	4.2	60	60
	85ZIII	4.3	65	60
	85ZIV	4.3	60	60
	85ZIV-2	4.75	65	60
	90ZIII	5	70	60
	90ZIV	5	70	60
	90ZIV-2	5.5	75	60
Komatsu	WA420-1	4.75	65	60
	WA420-3	6	70	60
	WA450-2	5.5	75	60
	WA450-3	6.8	85	60
Komatsu Dresser	542	4.75	65	60
	545	5.5	80	60
	550	5.25	75	60
Terex	80C	5.5	80	60
Volvo	L150C	5.2	70	60
	L150D	5.2	75	60
	L180	5.5	75	60
	L180C	6	80	60
	L180D	6.3	85	60
	L190	5.2	80	60
	L190B	5.2	80	60

Pressure and ply recommendations based on normal quarry operations with standard equipment.

For different applications or modified equipment, please contact the Technical Service Representative for a specific recommendation.

Tire damage of failure caused by improper load, ply, speed or inflation practices is not covered by the Titan Tire Warranty Policy.

Load and Inflation Tables

29.5R25 Articulated Truck Usage Chart

For Standard Earthmover Service: < 2.5 mi, < 30 mph

Manufacturer	Model	Payload	Front Minimum Inflation	Middle Minimum Inflation	Rear Minimum Inflation
		Tons	psi	psi	psi
Atlas	FB-645	45	65	70	70
Bell	B40B	40	55	60	55
Caterpillar	D30C	30	55	75	
	D30D	30	55	75	
	D35C	35	55		
	D40D	40	70		
	D350C	35	45	45	45
	D350D	35	50	45	45
	D400D	40	55	55	55
	D400E	40	60	55	55
	740	40	65	60	60
Deere	400C	40	55	60	60
	400D	40	50	60	60
Komatsu	HD400	40	45	65	65
Volvo	A40	40	45	65	65
	A40 6X6	40	45	65	65
	A40D 6X6	40	50	65	65
	A25 4X4	25		70	
	A25B 4X4	25		70	
	A25C 4X4	25		70	

Pressure and ply recommendations based on normal quarry operations with standard equipment.

For different applications or modified equipment, please contact the Technical Service Representative for a specific recommendation.

Tire damage of failure caused by improper load, ply, speed or inflation practices is not covered by the Titan Tire Warranty Policy.

Load and Inflation Tables

29.5R25 Loader Usage Chart

For Standard Loader Service: < 250 ft, < 5 mph

Manufacturer	Model	Bucket	Front Minimum Inflation	Rear Minimum Inflation
		Cu.Yd.	psi	psi
Caterpillar	980C	6.75	80	65
	980F	7	80	65
	980F-II	7	80	65
	980G	7	85	65
	980H	7.5	90	65
Furukawa	FL460	6	75	65
John Deere	844J	7.25	85	65
Kawasaki	95Z	6	70	65
	95ZII	6	70	65
	95ZIII	6.5	80	65
	95ZIV	6.5	75	65
	95ZIV-2	7.25	80	65
Komatsu	WA500-1	6	75	65
	WA500-3	7.2	80	65
Komatsu Dresser	555	6	80	65
	558	6	75	65
Volvo	L190	5.2	65	55
	L190B	5.2	65	55
	L220D	7	75	65
	L220E	7.1	85	65

Pressure and ply recommendations based on normal quarry operations with standard equipment.

For different applications or modified equipment, please contact the Technical Service Representative for a specific recommendation.

Tire damage of failure caused by improper load, ply, speed or inflation practices is not covered by the Titan Tire Warranty Policy.

Load and Inflation Tables

18.00-33 Rigid Truck Usage Chart

For Standard Earthmover Service: < 2.5 mi, < 30 mph
 Payloads not to exceed vehicle rating

Manufacturer	Model	Payload	Front Minimum Ply Rating	Rear Minimum Ply Rating	Front Minimum Inflation	Rear Minimum Inflation
		Tons			psi	psi
Caterpillar	769B	35	32	32	85	80
	769C	40	32	32	100	100
	769D	35	32	32	100	100
	771C Quarry	44	CT	CT	CT	CT
	771D	45	CT	CT	CT	CT
Euclid-Hitachi	EH 650	40	32	32	80	90
	EH 700	42	32	32	105	105
	EH 750	42.5	CT	CT	CT	CT
	R35	35	32	32	95	95
	R36	40	32	32	80	90
	R40	41.5	32	32	100	100
Komatsu	HD325-3	35	32	32	75	80
	HD325-5	35	32	32	75	80
	HD325-6 Quarry	44	32	CT	105	CT
	HD325-6 4WD	35	32	32	90	90
	HD325-6	44	32	32	95	105
Komatsu Haulpak	140M	40	32	32	100	100
Terex	3340	40	CT	32	CT	105

CT - Contact Titan Technical Services

Pressure and ply recommendations based on normal quarry operations with standard equipment.

For different applications or modified equipment, please contact the Technical Service Representative for a specific recommendation.

Tire damage of failure caused by improper load, ply, speed or inflation practices is not covered by the Titan Tire Warranty Policy.

Load and Inflation Tables

20.5-25 Articulated Truck Usage Chart

For Standard Earthmover Service: < 2.5 mi, < 30 mph

Manufacturer	Model	Payload	Front Minimum Ply Rating	Middle Minimum Ply Rating	Rear Minimum Ply Rating	Front Minimum Inflation	Middle Minimum Inflation	Rear Minimum Inflation
		Tons				psi	psi	psi
Bell	B20B	20	16	20	20	35	45	45
Caterpillar	D250B	25	24	CT	CT	55	65	65
	D250D	25	24	CT	CT	50	65	65
Komatsu	HA250-1	25	CT	CT	CT	65	60	60
Moxy	MT30 LHS	30	CT	CT	CT	75	75	75
Terex	2364	23	24	24	24	55	50	50
	2366	23	24	24	24	55	55	50
	2566B	25	CT	CT	24	70	60	60
	2566C	25	CT	CT	24	70	60	60
Volvo	A20C 6X6	20	16	20	20	40	50	50
	A25 6X4	25	20	CT	CT	45	60	60
	A25	25	20	CT	CT	45	65	65
	A25B	25	20	CT	CT	45	65	65
	A20 6X4	20		20	20		45	45

CT - Contact Titan Technical Services

Pressure and ply recommendations based on normal quarry operations with standard equipment.

For different applications or modified equipment, please contact the Technical Service Representative for a specific recommendation.

Tire damage or failure caused by improper load, ply, speed or inflation practices is not covered by the Titan Tire Warranty Policy.

Load and Inflation Tables

20.5-25 Loader Usage Chart

For Standard Loader Service: < 250 ft, < 5 mph

Manufacturer	Model	Bucket	Minimum Ply Rating	Front Minimum Inflation	Rear Minimum Inflation
		Cu.Yd.		psi	psi
Caterpillar	IT38F	3.25	16	60	35
	936F TC	3	16	55	35
	938F	3.25	16	60	35
	938G	3.25	16	60	35
	950B	3.75	20	75	40
	950F	4	20	80	45
Case	621B	2.25	12	45	35
	621B XT	2.25	12	50	35
	621D	2.5	12	45	35
	721	2.75	12	50	35
	721B	2.75	12	50	35
	721B XT	2.75	16	55	35
	721C	2.75	16	55	35
	W30	3.5	16	55	35
Daewoo	Mega 250-III	3.1	16	60	35
Deere	544H	3	12	55	35
	544H-HL	3	16	55	35
	624E	2.6	12	50	35
	624G	3.25	16	60	35
	624H	3.5	16	60	35
	624H-HL	3	16	60	35
	644B	2.5	12	45	35
	644C	3	12	55	35
Fiatallis	FR130	3	16	55	35
	FR130-2	3	16	55	35
	FR140	3	16	55	35
	FR140-2	3.25	16	60	35
	FR15	3	16	55	35
	FR15B	3.1	16	60	35
Fiat Hitachi	W170 PL	3.9	20	70	40

Manufacturer	Model	Bucket	Minimum Ply Rating	Front Minimum Inflation	Rear Minimum Inflation
		Cu.Yd.		psi	psi
Furukawa	FL150-I	2	12	40	35
	FL200-I	2.6	12	45	35
	FL230-I	3.1	16	60	35
Hyundai	HL750	3	16	55	35
	HL25	3.5	20	75	40
JCB	426HT	2.75	16	55	35
	426ZX	2.75	12	50	35
	436HT	3.5	16	65	35
	436ZX	3.5	16	65	35
Kawasaki	70Z	3	16	55	35
	70ZII	3	16	55	35
	70ZIII	3.25	16	55	35
	70ZIV	3.25	16	60	35
	70ZIV-2	3.5	16	60	35
Komatsu	WA250-1	3	12	45	35
	WA250-3	3.5	16	55	35
	WA250-3 PTC	3	16	55	35
	WA320-1	3.25	16	60	35
	WA320-3	4.2	20	70	35
Komatsu Dresser	520CH	2.5	12	45	35
	525	2.7	12	50	35
	530	3	16	55	35
	530C	3	16	55	35
	532	3.2	16	60	35
Terex	55C	3	16	55	35
Volvo	L70B	2.1	12	40	35
	L70C	2.5	12	45	35
	L70D	2.5	12	45	35
	L90B	3	16	55	35
	L90C	3.5	16	65	35
	L90D	3.5	20	70	40

Pressure and ply recommendations based on normal quarry operations with standard equipment.

For different applications or modified equipment, please contact the Technical Service Representative for a specific recommendation.

Tire damage of failure caused by improper load, ply, speed or inflation practices is not covered by the Titan Tire Warranty Policy.

Load and Inflation Tables

21.00-35 Rigid Truck Usage Chart

For Standard Earthmover Service: < 2.5 mi, < 30 mph
 Payloads not to exceed vehicle rating

Manufacturer	Model	Payload	Front Minimum Ply Rating	Rear Minimum Ply Rating	Front Minimum Inflation	Rear Minimum Inflation
		Tons			psi	psi
Caterpillar	773	50	36	36	95	90
	773B	58	CT	CT	CT	CT
Dart	2085	85	36	36	65	95
Euclid-Hitachi	R50	58.1	CT	CT	CT	CT
Komatsu	HD460-1	51	36	36	90	100
Terex	3345	45	36	36	85	80
	3307	49	36	36	85	85
	3308E	55	CT	CT	CT	CT

CT - Contact Titan Technical Services

Pressure and ply recommendations based on normal quarry operations with standard equipment.

For different applications or modified equipment, please contact the Technical Service Representative for a specific recommendation.

Tire damage of failure caused by improper load, ply, speed or inflation practices is not covered by the Titan Tire Warranty Policy.

Load and Inflation Tables

23.5-25 Articulated Truck Usage Chart

For Standard Earthmover Service: < 2.5 mi, < 30 mph

Manufacturer	Model	Payload	Front Minimum Ply Rating	Middle Minimum Ply Rating	Rear Minimum Ply Rating	Front Minimum Inflation	Middle Minimum Inflation	Rear Minimum Inflation
		Tons				psi	psi	psi
Bell	B25B	25	20	20	20	40	40	40
	B30B	30	24	CT	CT	50	55	55
Caterpillar	D20D	20	24	CT		50	65	
	D250B	25	20	20	20	40	45	45
	D250D	25	16	20	20	35	45	45
	D250E	25	20	24	24	45	55	55
	D300B	30	20	CT	CT	45	55	55
	D300D	30	20	CT	CT	45	60	60
	D300E	30	20	CT	CT	45	60	60
	D350C	35	CT	CT	CT	65	70	65
	725	25	20	24	24	45	50	50
	730	30	24	CT	CT	50	60	60
Deere	250C	25	20	16	20	35	35	40
	250D	25	20	20	20	35	45	45
	300C	30	20	24	24	45	55	55
	300D	30	20	CT	CT	40	55	55
Komatsu	HA270-1	27	24	24	24	50	50	50
Moxy	MT30 X	30	CT	20	20	65	40	40
	MT30 LHS	30	24	24	24	50	50	50
Randon	RK-628	28	20	24	24	35	50	50
Terex	2566B	25	24	20	20	45	40	40
	2566C	25	24	20	20	45	40	40
	2766B	27.5	24	20	20	50	45	45
	2766C	27.5	24	24	20	50	45	45
	3066	30	24	24	24	50	50	50
	3066C	30	20	CT	CT	45	55	55
Volvo	A20 6X4	20	12			25	0	0
	A25 4X4	25	16			35	0	0
	A25B 4X4	25	16			35	0	0
	A25C 4X4	25	20			35	0	0
	A25 6X4	25	16	20	20	30	40	40
	A25	25	16	20	20	30	45	45
	A25B	25	16	20	20	30	45	45
	A25C	25	16	20	20	30	45	45
	A25C 6X6	25	16	20	20	30	45	45
	A30	30	20	CT	CT	45	55	55
	A30C	30	24	CT	CT	50	55	55
	A30C 6X6	30	24	CT	CT	50	55	55

CT - Contact Titan Technical Services

Pressure and ply recommendations based on normal quarry operations with standard equipment.

For different applications or modified equipment, please contact the Technical Service Representative for a specific recommendation.

Tire damage or failure caused by improper load, ply, speed or inflation practices is not covered by the Titan Tire Warranty Policy.

Load and Inflation Tables

23.5-25 Loader Usage Chart

For Standard Loader Service: < 250 ft, < 5 mph

Manufacturer	Model	Bucket	Minimum Ply Rating	Front Minimum Inflation	Rear Minimum Inflation
		Cu.Yd.		psi	psi
Caterpillar	950F TC	4	16	60	45
	950E	4	16	60	45
	950F-II	4	20	60	45
	950G	3.9	16	60	45
	960F	4.5	20	70	50
	962G	4.25	20	65	50
	966C	4	20	60	50
	966D	4.25	20	70	50
Case	821	3.5	12	50	40
	821B	3.5	16	50	40
	821C	3.5	16	50	40
	W36	4	16	55	40
Daewoo	Mega 300	3.8	16	55	45
	Mega 300-III	2.9	12	50	40
Deere	644D	3.2	12	45	35
	644E	3.2	12	45	35
	644G	4	16	55	45
	644H	4.25	16	60	45
	644H-HL	4.25	20	60	45
	644H-MH	4.5	20	65	50
	644H-WH	6	CT	80	60
Fiatallis	FR160	3.6	16	50	40
	FR160-2	4	16	55	45
	FR180	4	16	55	45
	FR180-2	4	16	55	45
	FR20	4.5	20	70	50
	FR20B	4.6	20	70	55

Manufacturer	Model	Bucket	Minimum Ply Rating	Front Minimum Inflation	Rear Minimum Inflation
		Cu.Yd.		psi	psi
Fiat Hitachi	W190	3.3	12	45	35
	W230	4.6	20	65	50
	FR160-2	4	16	55	45
Hyundai	HL760	4	20	60	50
	HL35	4.8	CT	75	55
JCB	456ZX	4.3	20	65	50
Kawasaki	80Z	3.75	16	55	40
	80ZII	3.75	16	55	40
	80ZIII	3.75	16	55	45
	80ZIV	3.75	16	55	40
	80ZIV-2	4	16	55	45
	WA380-3	5.25	20	70	55
Komatsu Dresser	538	4	20	65	50
	540	4.5	20	65	50
Terex	66C	4	20	65	50
	70C	4.4	20	65	50
Volvo	L120B	3.9	16	55	40
	L120C	4.7	20	65	50
	L120D	4.7	20	70	50
	L150	4.5	CT	75	55
	L150C	5.2	CT	80	60
	L150D	5.2	CT	85	65

CT - Contact Titan Technical Services

Pressure and ply recommendations based on normal quarry operations with standard equipment.

For different applications or modified equipment, please contact the Technical Service Representative for a specific recommendation.

Tire damage of failure caused by improper load, ply, speed or inflation practices is not covered by the Titan Tire Warranty Policy.

Load and Inflation Tables

23.5-25 Scraper Usage Chart

For Standard Scraper Service: < 2.5 mi, < 30 mph

Manufacturer	Model	Payload	Minimum Ply Rating	Front Minimum Inflation	Rear Minimum Inflation
		yd ³			
Caterpillar	613B	11	20	40	40
	613C	11	20	40	40
	613C II	11	20	40	45
Deere	762	11	20	45	45
	762B	11	20	45	45
Kumatsu Dresser	412	11	20	40	40
	412B	11	20	40	40

Pressure and ply recommendations based on normal quarry operations with standard equipment.

For different applications or modified equipment, please contact the Technical Service Representative for a specific recommendation.

Tire damage of failure caused by improper load, ply, speed or inflation practices is not covered by the Titan Tire Warranty Policy.

Load and Inflation Tables

24.00-35 Rigid Truck Usage Chart

For Standard Earthmover Service: < 2.5 mi, < 30 mph
 Payloads not to exceed vehicle rating

Manufacturer	Model	Payload	Front Minimum Ply Rating	Rear Minimum Ply Rating	Front Minimum Inflation	Rear Minimum Inflation
		Tons			psi	psi
Caterpillar	773	50	36	36	65	60
	773B	58	36	36	75	75
	773D	50	36	42	75	75
	775B Quarry	65	42	42	85	85
	775D	65	42	48	80	95
Dart	2085	85	36	36	45	60
Euclid-Hitachi	EH 1000	66	42	48	85	85
	EH 1100	72.3	48	48	90	100
	R50	58.1	36	36	70	70
	R60	63.1	36	42	70	80
	R65	69.2	42	48	85	85
	R75	75	48	48	105	100
Komatsu	HD465-3	51	36	36	60	65
	HD465-5	61	36	36	60	70
	HD465-5 Quarry	66	48	48	90	95
	HD605-5	67	42	48	80	85
Komatsu-Haulpak	210M	60	42	42	75	75
Terex	3308E	55	36	36	70	70
	3309	55	42	42	80	80
	3310E	66	48	48	90	90

Pressure and ply recommendations based on normal quarry operations with standard equipment.

For different applications or modified equipment, please contact the Technical Service Representative for a specific recommendation.

Tire damage of failure caused by improper load, ply, speed or inflation practices is not covered by the Titan Tire Warranty Policy.

Load and Inflation Tables

26.5-25 Articulated Truck Usage Chart

For Standard Earthmover Service: < 2.5 mi, < 30 mph

Manufacturer	Model	Payload	Front Minimum Ply Rating	Middle Minimum Ply Rating	Rear Minimum Ply Rating	Front Minimum Inflation	Middle Minimum Inflation	Rear Minimum Inflation
		Tons				psi	psi	psi
Bell	B40	40	32	32	32	55	80	80
	B40B	40	32	32	32	55	75	75
Caterpillar	D25C	25	32	32		55	75	
	D25D	25	32	32		55	75	
	D350C	35	26	26	26	45	60	60
	D350D	35	32	26	26	50	60	60
	D400D	40	32	32	32	55	75	75
	735	35	32	32	32	60	70	70
Deere	350C	35	32	32	32	50	65	65
	350D	35	26	32	32	45	65	65
Moxy	MT40	40	32	32	32	50	70	70
Terex	4066	37	20	32	32	40	70	70
	4066B	40	26	32	32	50	75	75
	4066C	40	26	32	32	50	80	80
Volvo	A35	35	20	32	32	40	70	70
	A35C	35	20	32	32	40	70	70
	A35C 6X6	35	20	32	32	40	70	70
	A35D 6X6	35	26	32	32	45	70	70

Pressure and ply recommendations based on normal quarry operations with standard equipment.

For different applications or modified equipment, please contact the Technical Service Representative for a specific recommendation.

Tire damage of failure caused by improper load, ply, speed or inflation practices is not covered by the Titan Tire Warranty Policy.

Load and Inflation Tables

26.5-25 Loader Usage Chart

For Standard Loader Service: < 250 ft, < 5 mph

Manufacturer	Model	Bucket	Front Minimum Ply Rating	Front Minimum Inflation	Rear Minimum Inflation
		Cu.Yd.		psi	psi
Caterpillar	966E	5	20	60	35
	966F	5	20	60	35
	966F-II	5	20	60	35
	966G	4.75	20	60	35
	970F	5.25	20	65	35
	972G	5.4	20	65	35
Case	921	4.75	20	55	35
	921B	4.75	20	55	35
	921C	4.75	20	55	35
Daewoo	Mega 400	5.1	20	60	35
	Mega 400-III	3.9	20	50	35
Deere	744E	5	20	60	35
	744H	5.25	20	60	35
	744H-HL	4.5	20	60	35
	744H-MH	5.75	20	70	35
	844	6	24	70	40
Fiatallis	FR220	5.1	20	60	35
	FR220-2	5	20	60	35
Fiat Hitachi	W270	5.2	20	60	35
	FR220-2	5	20	60	35
Furukawa	FL330-I	4.3	20	50	35
Hyundai	HL770	5	20	65	35

Manufacturer	Model	Bucket	Front Minimum Ply Rating	Front Minimum Inflation	Rear Minimum Inflation
		Cu.Yd.		psi	psi
Kawasaki	85Z	4.2	20	50	35
	85ZII	4.2	20	50	35
	85ZIII	4.3	20	55	35
	85ZIV	4.3	20	50	35
	85ZIV-2	4.75	20	55	35
	90ZIII	5	20	60	35
	90ZIV	5	20	60	35
	90ZIV-2	5.5	20	65	35
Komatsu	WA420-1	4.75	20	55	35
	WA420-3	6	20	60	35
	WA450-2	5.5	20	65	35
	WA450-3	6.8	24	70	40
Komatsu Dresser	542	4.75	20	55	35
	545	5.5	24	70	40
	550	5.25	20	65	35
Terex	80C	5.5	24	70	40
Volvo	L150C	5.2	20	60	35
	L150D	5.2	20	65	35
	L180	5.5	20	65	35
	L180C	6	24	70	40
	L180D	6.3	28	75	40
	L190	5.2	20	70	35
	L190B	5.2	20	65	35

Pressure and ply recommendations based on normal quarry operations with standard equipment.

For different applications or modified equipment, please contact the Technical Service Representative for a specific recommendation.

Tire damage of failure caused by improper load, ply, speed or inflation practices is not covered by the Titan Tire Warranty Policy.

Load and Inflation Tables

26.5-25 Scraper Usage Chart

For Standard Scraper Service: < 2.5 mi, < 30 mph

Manufacturer	Model	Payload	Minimum Ply Rating	Front Minimum Inflation	Rear Minimum Inflation
		yd ³			
Caterpillar	611	15	32	55	55
	611C II	15	32	55	55
	615	16	32	60	50
	615C	16	32	60	50
	615C II	17	CT	70	65
Deere	862	16	32	55	55
	862B	16	32	55	55
Fiatallis	161	15	26	45	45

CT - Contact Titan Technical Services

Pressure and ply recommendations based on normal quarry operations with standard equipment.

For different applications or modified equipment, please contact the Technical Service Representative for a specific recommendation.

Tire damage of failure caused by improper load, ply, speed or inflation practices is not covered by the Titan Tire Warranty Policy.

Load and Inflation Tables

27.00-49 Rigid Truck Usage Chart

For Standard Earthmover Service: < 2.5 mi, < 30 mph
 Payloads not to exceed vehicle rating

Manufacturer	Model	Payload	Front Minimum Ply Rating	Rear Minimum Ply Rating	Front Minimum Inflation	Rear Minimum Inflation
		Tons			psi	psi
Caterpillar	777	85	42	42	75	75
	777B	95	48	48	85	85
	777C	95	48	48	85	85
	777D	100	48	48	100	100
Euclid-Hitachi	R85B	85	48	48	85	90
	R90	95.7	48	48	90	90
	R100	100	48	48	95	100
	EH1600	98.9	48	48	100	100
	EH1700	108.4	48	48	110	110
Komatsu	HD785-1	86	42	42	70	75
	HD785-3	86	48	48	75	80
Komatsu Haulpak	325M	95	48	48	90	85
	330M	100	48	48	95	100
Komatsu Mining Systems	HD785-5	106	48	48	100	110
	330M	100	48	48	100	110
Kress	CH160	160	48	48	CT	105
	CH180	180	48	48	CT	CT
O&K	K85.8	85.8	48	48	CT	CT
	K100	100	48	48	CT	CT
Rimpull	RD100	100	48	48	85	100
	RD100C	100	48	48	90	100
Terex	3311C	85	42	42	75	70
	3311D	77	48	42	85	75
	3311E	94	48	48	95	85
	33100	100	48	48	CT	CT
Unit Rig	Dart 3100	100	48	48	95	100
	Dart 4160	160	42	48	55	90
	M85	85	42	42	70	70
	M100	100	48	48	90	90
	M120-15	120	48	48	110	110
	Mark 24	85	48	42	90	70

CT - Contact Titan Technical Services

Pressure and ply recommendations based on normal quarry operations with standard equipment.

For different applications or modified equipment, please contact the Technical Service Representative for a specific recommendation.

Tire damage of failure caused by improper load, ply, speed or inflation practices is not covered by the Titan Tire Warranty Policy.

Load and Inflation Tables

29.5-25 Articulated Truck Usage Chart

For Standard Earthmover Service: < 2.5 mi, < 30 mph

Manufacturer	Model	Payload	Front Minimum Ply Rating	Middle Minimum Ply Rating	Rear Minimum Ply Rating	Front Minimum Inflation	Middle Minimum Inflation	Rear Minimum Inflation
		Tons				psi	psi	psi
Atlas	FB-645	45	34	34	34	55	60	60
Bell	B40B	40	28	28	28	40	50	45
Caterpillar	D30C	30	28		34	45		65
	D30D	30	28		34	45		65
	D35C	35	28			40		
	D40D	40	34			55		
	D350C	35	28	28	28	35	35	35
	D350D	35	28	28	28	35	35	35
	D400D	40	28	28	28	40	45	45
	D400E	40	28	28	28	45	45	45
	740	40	34	28	28	50	50	45
Deere	400C	40	28	28	28	40	45	45
	400D	40	28	34	34	40	50	50
Komatsu	HD400	40	28	34	34	35	55	55
Volvo	A40	40	28	34	34	35	55	55
	A40 6X6	40	28	34	34	35	55	55
	A40D 6X6	40	28	34	34	35	55	55
	A25 4X4	25			34			60
	A25B 4X4	25			34			60
	A25C 4X4	25			34			60

Pressure and ply recommendations based on normal quarry operations with standard equipment.

For different applications or modified equipment, please contact the Technical Service Representative for a specific recommendation.

Tire damage of failure caused by improper load, ply, speed or inflation practices is not covered by the Titan Tire Warranty Policy.

Load and Inflation Tables

29.5-25 Loader Usage Charts

For Standard Loader Service: < 250 ft, < 5 mph

Manufacturer	Model	Bucket	Front Minimum Ply Rating	Front Minimum Inflation	Rear Minimum Inflation
		Cu.Yd.		psi	psi
Caterpillar	980C	6.75	28	70	40
	980F	7	28	70	40
	980F-II	7	28	70	40
	980G	7	28	75	40
	980H	7.5	34	85	50
Furukawa	FL460	6	28	65	35
John Deere	844J	7.25	28	75	40
Kawasaki	95Z	6	28	60	35
	95ZII	6	28	60	35
	95ZIII	6.5	28	70	35
	95ZIV	6.5	28	65	35
	95ZIV-2	7.25	28	70	40
Komatsu	WA500-1	6	28	65	35
	WA500-3	7.2	28	70	35
Komatsu Dresser	555	6	28	70	35
	558	6	28	65	35
Volvo	L190	5.2	28	55	35
	L190B	5.2	28	55	35
	L220D	7	28	65	35
	L220E	7.1	28	75	40

Pressure and ply recommendations based on normal quarry operations with standard equipment.

For different applications or modified equipment, please contact the Technical Service Representative for a specific recommendation.

Tire damage of failure caused by improper load, ply, speed or inflation practices is not covered by the Titan Tire Warranty Policy.

Load and Inflation Tables

29.5-25 Scraper Usage Chart

For Standard Scraper Service: < 2.5 mi, < 30 mph

Manufacturer	Model	Payload	Minimum Ply Rating	Front Minimum Inflation	Rear Minimum Inflation
		yd ³			
Caterpillar	611	15	28	40	40
	611C II	15	28	40	40
	615	16	28	45	35
	615C	16	28	45	35
	615C II	17	28	50	45
Deere	862B	16	22	40	40
Fiatallis	161	15	22	35	35
Kress	862-OB18-RD	18	28	45	45
	862-OB20-RD	20	34	50	50
Terex	TS14B	20	34	50	50
	TS14C	20	34	55	50

Pressure and ply recommendations based on normal quarry operations with standard equipment.

For different applications or modified equipment, please contact the Technical Service Representative for a specific recommendation.

Tire damage or failure caused by improper load, ply, speed or inflation practices is not covered by the Titan Tire Warranty Policy.

Load and Inflation Tables

29.5-29 Scraper Usage Chart

For Standard Scraper Service: < 2.5 mi, < 30 mph

Manufacturer	Model	Payload	Minimum Ply Rating	Front Minimum Inflation	Rear Minimum Inflation
		Yd ³			
Caterpillar	621B	20	34	60	45
	621E	20	34	60	50
	623B	22	CT	70	55
	623E	23	CT	70	60
	623F	23	CT	75	75
	627B	20	34	60	65
	627E	20	34	60	65
Fiatallis	261B	23	34	60	55
	262B	21	34	60	55
	263B	23	CT	65	75
Komatsu Dresser	431B	21	34	55	45
	433B	21	34	55	60
	442B	22	34	60	55
	444B	22	CT	65	70
Terex	S23E	23	34	60	55

CT - Contact Titan Technical Services

Pressure and ply recommendations based on normal quarry operations with standard equipment.

For different applications or modified equipment, please contact the Technical Service Representative for a specific recommendation.

Tire damage or failure caused by improper load, ply, speed or inflation practices is not covered by the Titan Tire Warranty Policy.

Load and Inflation Tables

29.5-35 Scraper Usage Chart

For Standard Scraper Service: < 2.5 mi, < 30 mph

Manufacturer	Model	Payload	Minimum Ply Rating	Front Minimum Inflation	Rear Minimum Inflation
		Yd ³			
Caterpillar	621B	20	34	55	40
	621E	20	34	55	45
	623B	23	CT	65	50
	623E	23	CT	60	55
	627B	20	34	55	55
	627E	20	34	50	60
Terex	S23E	23	34	55	50

CT - Contact Titan Technical Services

Pressure and ply recommendations based on normal quarry operations with standard equipment.

For different applications or modified equipment, please contact the Technical Service Representative for a specific recommendation.

Tire damage or failure caused by improper load, ply, speed or inflation practices is not covered by the Titan Tire Warranty Policy.

Load and Inflation Tables

33.00-51 Rigid Truck Usage Chart

For Standard Earthmover Service: < 2.5 mi, < 30 mph
 Payloads not to exceed specified

Manufacturer	Model	Payload	Front Minimum Ply Rating	Rear Minimum Ply Rating	Front Minimum Inflation	Rear Minimum Inflation
		Tons			psi	psi
Caterpillar	785	155	58	58	105	105
	785B	155	58	58	105	105
	785C & D	155	58	58	115	115
	785	150	58	58	100	100
	785B	150	58	58	100	100
	785C & D	150	58	58	110	110
	785	140	58	58	95	95
	785B	140	58	58	95	95
	785C & D	140	58	58	105	100
	785	130	58	58	90	85
	785B	130	58	58	90	85
	785C & D	130	58	58	100	95
Euclid-hitachi	R130	146	58	58	90	90
	R130B	146	58	58	95	95
	R150	165	58	58	110	110
Komatsu Haulpak	510E	150	58	58	100	100
	530M	165	58	58	110	115
Komatsu Mining	530M	165	58	58	110	115
Terex	3314B	125	58	58	80	75
	3300	150	58	58	105	110
	3300AC	150	58	58	110	110

Pressure and ply recommendations based on normal quarry operations with standard equipment.

For different applications or modified equipment, please contact the Technical Service Representative for a specific recommendation.

Tire damage of failure caused by improper load, ply, speed or inflation practices is not covered by the Titan Tire Warranty Policy.

Load and Inflation Tables

33.25-29 Scraper Usage Chart

For Standard Scraper Service: < 2.5 mi, < 30 mph

Manufacturer	Model	Payload	Minimum Ply Rating	Front Minimum Inflation	Rear Minimum Inflation
		Yd ³			
Caterpillar	621B	20	32	45	35
	621E	20	32	45	35
	621F	20	32	45	35
	621G	20	38	50	40
	623F	23	38	55	55
	623G	23	38	55	55
	627B	20	32	45	45
	627E	20	32	40	50
	627F	20	38	50	50
	627G	20	38	50	55

Pressure and ply recommendations based on normal quarry operations with standard equipment.

For different applications or modified equipment, please contact the Technical Service Representative for a specific recommendation.

Tire damage or failure caused by improper load, ply, speed or inflation practices is not covered by the Titan Tire Warranty Policy.

Load and Inflation Tables

33.25-35 Scraper Usage Chart

For Standard Scraper Service: < 2.5 mi, < 30 mph

Manufacturer	Model	Payload	Minimum Ply Rating	Front Minimum Inflation	Rear Minimum Inflation
		Yd ³			
Caterpillar	631D	31	CT	75	55
	631E	31	CT	75	60
	633D	34	CT	80	75
	637D	31	CT	75	75
	637E	31	CT	75	80

CT - Contact Titan Technical Services

Pressure and ply recommendations based on normal quarry operations with standard equipment.

For different applications or modified equipment, please contact the Technical Service Representative for a specific recommendation.

Tire damage of failure caused by improper load, ply, speed or inflation practices is not covered by the Titan Tire Warranty Policy.

Load and Inflation Tables

33.5-33 Scraper Usage Chart

For Standard Scraper Service: < 2.5 mi, < 30 mph

Manufacturer	Model	Payload	Minimum Ply Rating	Front Minimum Inflation	Rear Minimum Inflation
		Yd ³			
Terex	TS24	33	CT	55	65
	TS36	40	CT	85	80
	TS40	50	CT	80	85

CT - Contact Titan Technical Services

Pressure and ply recommendations based on normal quarry operations with standard equipment.

For different applications or modified equipment, please contact the Technical Service Representative for a specific recommendation.

Tire damage or failure caused by improper load, ply, speed or inflation practices is not covered by the Titan Tire Warranty Policy.

Load and Inflation Tables

37.5-33 Scraper Usage Chart

For Standard Scraper Service: < 2.5 mi, < 30 mph

Manufacturer	Model	Payload	Minimum Ply Rating	Front Minimum Inflation	Rear Minimum Inflation
		Yd ³			
Terex	TS24B	34	42	60	55
	S24B	34	42	55	50
	TS38B	41	CT	65	65

CT - Contact Titan Technical Services

Pressure and ply recommendations based on normal quarry operations with standard equipment.

For different applications or modified equipment, please contact the Technical Service Representative for a specific recommendation.

Tire damage or failure caused by improper load, ply, speed or inflation practices is not covered by the Titan Tire Warranty Policy.

Load and Inflation Tables

37.5-39 Loader Usage Chart

For Standard Loader Service: < 250 ft, < 5 mph
For L-5 tread patterns

Manufacturer	Model	Standard Bucket Size	Front Minimum Ply	Front Minimum Inflation	Rear Minimum Ply	Rear Minimum Inflation
Dart	600C	16	CT	CT	CT	CT

For service under chains, or load and carry operations, contact Titan Technical Services for Aralon belted options.
CT - Contact Titan Technical Services

Pressure and ply recommendations based on normal quarry operations with standard equipment.

For different applications or modified equipment, please contact the Technical Service Representative for a specific recommendation.

Tire damage or failure caused by improper load, ply, speed or inflation practices is not covered by the Titan Tire Warranty Policy.

Load and Inflation Tables

37.5-39 Scraper Usage Chart

For Standard Scraper Service: < 2.5 mi, < 30 mph

Manufacturer	Model	Payload	Minimum Ply Rating	Front Minimum Inflation	Rear Minimum Inflation
		Yd ³			
Caterpillar	651B	44	52	70	65
Caterpillar	651E	44	CT	80	65
Caterpillar	657B	44	CT	80	85
Caterpillar	657E	44	CT	90	85

CT - Contact Titan Technical Services

Pressure and ply recommendations based on normal quarry operations with standard equipment.

For different applications or modified equipment, please contact the Technical Service Representative for a specific recommendation.

Tire damage of failure caused by improper load, ply, speed or inflation practices is not covered by the Titan Tire Warranty Policy.

Load and Inflation Tables

35/65-33 Loader Usage Charts

For Standard Loader Service: < 250 ft, < 5 mph
For L-4, L-5, L-5S and L-5/L-5S with 7x7 Steel Belts

Pit Loader Type Operation

Manufacturer	Model	Standard Bucket Size	Front Min. Ply	Front Min. Inflation	Rear Min. Ply	Rear Min. Inflation
Caterpillar	988B	8.25	42	105	30	60
	988F	7.75	42	100	30	60
	988G	8	42	110	30	65
Kawasaki	110Z	7.5	36	90	30	60
	110ZII	7.5	36	90	30	60
	115ZIII	7.5	36	90	30	60
	115ZIV	7.5	42	95	30	60
	115ZIV-2	8.25	42	105	30	65
Komatsu	WA600-1	7.1	36	85	30	60
	WA600-3	8	42	90	30	60
Komatsu Dresser	568	7.5	36	90	30	60
O&K	7500	7	36	85	30	60
Terex	90C	8.5	42	105	30	60
Volvo	L320	8	42	100	30	60
	L330C	8.6	42	110	30	65
	L330D	8.6	42	110	30	65
	L330E	8.6	42	110	30	65

Yard Loader Type Operations

Manufacturer	Model	Standard Bucket Size	Front Min. Ply	Front Min. Inflation	Rear Min. Ply	Rear Min. Inflation
Caterpillar	988B	8.25	36	85	30	60
	988F	7.75	30	85	30	60
	988G	8	42	95	30	60
Kawasaki	110Z	7.5	30	75	30	60
	110ZII	7.5	30	75	30	60
	115ZIII	7.5	30	75	30	60
	115ZIV	7.5	30	80	30	60
	115ZIV-2	8.25	36	90	30	60
Komatsu	WA600-1	7.1	30	70	30	60
	WA600-3	8	30	75	30	60
Komatsu Dresser	568	7.5	30	75	30	60
O&K	7500	7	30	75	30	60
Terex	90C	8.5	36	85	30	60
Volvo	L320	8	36	85	30	60
	L330C	8.6	36	90	30	60
	L330D	8.6	36	90	30	60
	L330E	8.6	36	90	30	60

For service under chains, or load and carry operations, contact Titan Technical Services for Aralon belted options.

Pressure and ply recommendations based on normal quarry operations with standard equipment.

For different applications or modified equipment, please contact the Technical Service Representative for a specific recommendation.

Tire damage of failure caused by improper load, ply, speed or inflation practices is not covered by the Titan Tire Warranty Policy.

Load and Inflation Tables

37.25-35 Scraper Usage Chart

For Standard Scraper Service: < 2.5 mi, < 30 mph

Manufacturer	Model	Payload	Minimum Ply Rating	Front Minimum Inflation	Rear Minimum Inflation
		Yd ³			
Caterpillar	631D	31	42	55	40
	631E	31	42	55	45
	631E II	31	42	55	45
	631G	31	42	65	55
	633D	34	42	60	55
	633E	34	CT	70	65
	633E II	34	42	65	60
	637D	31	42	55	55
	637E	31	42	55	60
	637E II	31	42	60	60
	637G	31	42	65	65
	637H	31	42	65	65
Terex	TS24C	34	42	60	60
	S24C	34	42	60	50
	TS38C	46	42	60	65
	TS46C	56	42	60	65

CT - Contact Titan Technical Services

Pressure and ply recommendations based on normal quarry operations with standard equipment.

For different applications or modified equipment, please contact the Technical Service Representative for a specific recommendation.

Tire damage of failure caused by improper load, ply, speed or inflation practices is not covered by the Titan Tire Warranty Policy.

Load and Inflation Tables

45/65-45 Loader Usage Charts

For Standard Loader Service: < 250 ft, < 5 mph
For L-5, L-5S and L-5/L-5S with 7x7 Steel Belts

Manufacturer	Model	Standard Bucket Size	Front Minimum Ply	Front Minimum Inflation	Rear Minimum Ply	Rear Minimum Inflation
Caterpillar	992B	10	46	70	46	60
	992C	12.5	50	105	46	60
	992C HL	12.5	58	115	46	70
	992D	14	58	110	46	65
	992D HL	14	58	120	46	70
	992G	16	58	120	46	80
	992G HL	16	58	120	50	85
Komatsu	WA800-2	13.7	50	105	46	60
	WA800-3	14.4	58	115	46	70
	WA900-3	17	58	120	46	80
LeTourneau	L1000	17	58	120	46	75

For service under chains, or load and carry operations, contact Titan Technical Services for Aralon belted options.
HL - High Lift, extended booms, etc.

Pressure and ply recommendations based on normal quarry operations with standard equipment.

For different applications or modified equipment, please contact the Technical Service Representative for a specific recommendation.

Tire damage of failure caused by improper load, ply, speed or inflation practices is not covered by the Titan Tire Warranty Policy.

Load and Inflation Tables

41.25/70-39 Loader Usage Charts

For Standard Loader Service: < 250 ft, < 5 mph
For L-5, L-5S and L-5/L-5S with 7x7 Steel Belts

Manufacturer	Model	Standard Bucket Size	Front Minimum Ply	Front Minimum Inflation	Rear Minimum Ply	Rear Minimum Inflation
Caterpillar	990	11	42	90	42	50
Komatsu	WA700-1	11.1	42	80	42	45
Volvo	L480B	12.5	42	110	42	65

For service under chains, or load and carry operations, contact Titan Technical Services for Aralon belted options.
Komatsu WA700-1 may need modifications for 41.25/70-39 fitment

Pressure and ply recommendations based on normal quarry operations with standard equipment.

For different applications or modified equipment, please contact the Technical Service Representative for a specific recommendation.

Tire damage of failure caused by improper load, ply, speed or inflation practices is not covered by the Titan Tire Warranty Policy.

Load and Inflation Tables

Radial Scraper Usage Chart

For Standard Scraper Service: < 2.5 mi, < 30 mph

Manufacturer	Model	Payload	Tire Size	Front pressure	Rear Pressure
		Tons			
Caterpillar	611	15	26.5R25	70	65
	611	15	29.5R25	55	50
	613B	11	23.5R25	50	50
	613C	11	23.5R25	50	50
	613C II	11	23.5R25	50	55
	615	16	26.5R25	70	60
	615	16	29.5R25	55	50
	615C	16	26.5R25	70	60
	615C	16	29.5R25	55	50
	615C II	17	26.5R25	75	70
	615C II	17	29.5R25	60	55
Deere	762	11	23.5R25	55	55
	762B	11	23.5R25	55	55
	862	16	26.5R25	65	65
	862B	16	26.5R25	65	65
	862B	16	29.5R25	50	50
Fiatallis	161	15	26.5R25	60	60
	161	15	29.5R25	45	45
Kumatsu Dresser	412	11	23.5R25	50	55
	412B	11	23.5R25	55	55
Kress	862-OB18-RD	18	29.5R25	55	55
	862-OB20-RD	20	29.5R25	60	60
Terex	TS14B	20	29.5R25	60	60
	TS14C	20	29.5R25	65	60

Pressure and ply recommendations based on normal quarry operations with standard equipment.

For different applications or modified equipment, please contact the Technical Service Representative for a specific recommendation.

Tire damage of failure caused by improper load, ply, speed or inflation practices is not covered by the Titan Tire Warranty Policy.

WARNING

The task of servicing tires and wheels can be extremely dangerous and should be performed by trained personnel only, using the correct tools and following specific procedures. Failure to heed this warning could lead to serious injury or death. Read and understand the “Safety Information” in this catalog. We urge that the following is mandatory reading for all those involved in the servicing of tires and wheels:

Department of Labor Occupation Safety and Health Administration (OSHA) 29 CFR part 1910.177, titled Servicing of Single Piece and Multi-piece Rim Wheels. NOTE: Single piece rims have a rim made out of a single piece of material as shown on page S:20 and multiple-piece rims have a loose flange or flanges and lock ring as depicted on pages S:20 and S:21.

Rubber Manufacturers Association, “Care and Service of Farm Tires”
Rubber Manufacturers Association, “Care and Service of Off-the-Highway Tires”
Rubber Manufacturers Association, “Care and Service of Highway Truck Tires”
Rubber Manufacturers Association, “Demounting and Mounting”

Procedure Wall Charts:

Automobile and Light Truck Tires on Single piece Rims
Truck Tires (Radial and Bias ply)
Truck/Bus Tires
Agricultural Tires

We have shown step by step procedures for the servicing of single piece, three piece and five piece rims with the emphasis on safety operations for these rims in this catalog. Information on other types of rims can be found in the above RMA publications or in the catalogs published by the rim manufacturer. This and any other safety related information in Titan’s catalog is issued as assistance to supervisory and operational personnel in the actual tire/rim service environment. The responsibility for implementation of this safety information rests with operational and supervisory personnel carrying out the actual service work. Read and fully understand all procedures before attempting tire/wheel servicing.

If you have any doubt about the correct, safe method of performing any step in the demounting, mounting, adding or removing fill, or inflating process **STOP!** Seek out expert assistance from a qualified person.



Wear protective gloves, footwear, safety glasses, hearing protection and head gear when servicing tires and wheels.


Further references explaining safety procedures can be found in literature published by the Rubber Manufacturers Association, Washington D.C.; the Tire Association of North America, Washington D.C.; the National Wheel and Rim Association, Jacksonville, FL; and OSHA, Washington D.C.

SAFETY FIRST!

Safety Information

IMPORTANT!

THIS IS THE FIRST STEP IN ALL DEMOUNTING OPERATIONS

 **Always** remove the valve core and exhaust all air from a single tire and from **both** tires of a dual assembly. Check the valve stem by running a piece of wire through the stem to make sure it is not plugged.

 **READ AND FOLLOW SAFETY INSTRUCTIONS.**
FAILURE TO DO SO COULD RESULT IN SERIOUS INJURY.



Removing valve core from single piece wheel.



Running wire through the stem of an single piece wheel.

GENERAL WARNINGS



This symbol indicates a warning message.



Failure to heed warnings could lead to serious injury or death.

- The task of servicing tires and wheels can be extremely dangerous and should be performed by trained personnel only, using the correct tools, and following the procedures presented here and in manufacturers' catalogs, instruction manuals, or other industry and government instruction material.
- Several types of tire changing equipment are available. Installers should be fully trained in correct operating procedures and safety instructions for the specific machine being used. Always read and understand any manufacturer's warning contained in the product literature or posted on the equipment.
- Always use approved tire and rim combinations for sizes and contours.
- Always wear personal protection equipment such as gloves, footwear, eye protection, hearing protection and head gear, when servicing tire and wheels.
- Never exceed manufacturer's recommended tire inflation pressure.
- Always use proper lifting techniques and mechanized lifting aids to move heavy components and assemblies.
- Always take care when moving tires and wheels that other people in the area are not endangered.
- Never leave a tire, wheel or assembly unsecured in a vertical position.
- Parts that are cracked, worn, pitted with corrosion or damaged must be destroyed, discarded and replaced with good parts.
- Always exhaust all air from the tire prior to demounting.
- Never try to repair wheel, rim or tire component parts. Replace all damaged, worn or suspect parts with good parts.
- Never reinflate a tire that has lost air pressure or has been reinflated without determining and correcting its problem.
- When conducting routine tire inspections also conduct a visual inspection of wheel and rim components. Always correct any non-conformities found.
- Always use restraining devices (safety cages) when inflating tires.
- Never exceed 35 psi when seating beads.
- Misapplication, improper inflation, overloading and exceeding maximum speed may cause tire failure.
- Always inspect both sides of the tire to assure proper bead seat.

Safety Information

GENERAL WARNINGS

WARNING

15.3" DIAMETER: 9" WIDTH EUROPEAN RIMS
Certain European implement equipment has been imported into North America with unique diameter rims for which no North American produced replacement tire sizes are available.

Any attempt to mount and inflate 15" nominal bead diameter tires on these rims may ultimately cause one of the tire beads to break, possibly resulting in serious physical injury or even death.

The rims in question are 15.3" in diameter and 9" wide. However, rims manufactured in 1981 and earlier are marked as 15" diameter; only those manufactured in 1982 and 1983 are marked as 15.3" diameter. **The key to avoiding this potentially dangerous situation is the 9" width.** The U.S.A. (or Canada) wheel industry does not manufacture a 9" width rim for implement use.

The European tires sizes that may be mounted on these rims are:

10.0/75 – 15.3 (or 15)
10.5/85 – 15.3
11.5/80 – 15.3 (or 15)
12.5/80 – 15.3

U.S.A. (OR CANADA) PRODUCED IMPLEMENT TIRES ARE NOT TO BE MOUNTED ON ANY 9" WIDE IMPLEMENT RIM.

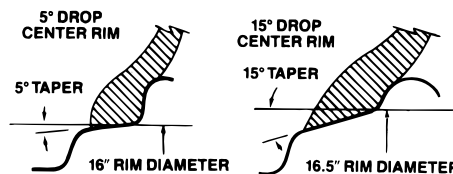
WARNING

There is a danger of serious injury or death if a tire of one bead diameter is installed on a rim or wheel of a different rim diameter.

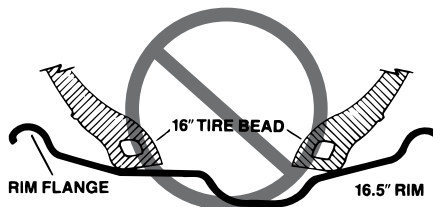
Always replace a tire with another tire of exactly the same bead diameter designation and suffix letters. For example: A 16" tire goes on a 16" rim. Never mount a 16" tire on a 16.1" or 16.5" rim. A 16.5" tire goes on a 16.5" rim. Never mount a 16.5" tire on a 16" or 16.1" rim.

While it is possible to pass a 16" diameter tire over the lip or flange of a 16.1" or 16.5" size diameter rim, it cannot be inflated enough to position itself against the rim flange. If an attempt is made to seat the tire bead by inflating, the tire bead will break with explosive force and could cause serious injury or death.

Rims of different diameters and tapers cannot be interchanged. The following diagram illustrates the difference between rims of two different tapers and diameters:



The following diagram shows how beads of a 16" tire will not seat on a 16.5" rim. The beads cannot be forced out against the rim flanges by using more air pressure because this will break the beads and the tire will explode with force sufficient to cause serious injury or death.



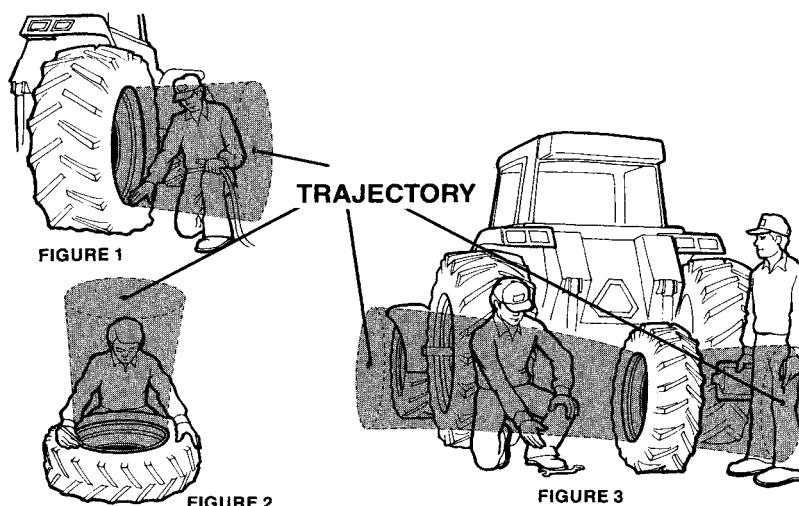
GENERAL WARNINGS



WARNING

STAY OUT OF THE TRAJECTORY AS INDICATED BY SHADED AREA. ALWAYS USE A SAFETY CAGE OR OTHER RESTRAINING DEVICE IN COMPLIANCE WITH OSHA REGULATIONS.

Note: Under some circumstances, the trajectory may deviate from its expected path.

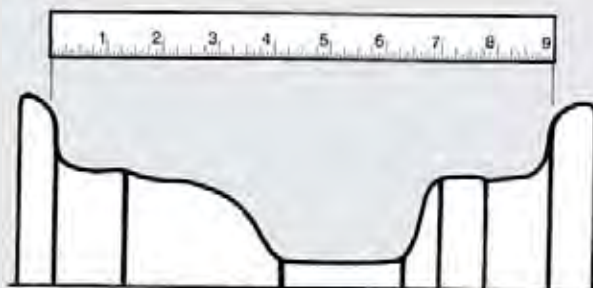


NEVER stand, lean or reach over the assembly during inflation.

TO DETERMINE COMPATIBLE RIM WIDTH FOR TIRE SIZES

Determine the vehicle's actual rim width by measuring, in inches, the distance between the vertical bead flanges as shown. A simple ruler or yardstick may be used, as rims are manufactured in half inch increments of width.


Find permissible replacement tire sizes in RMA's Care and Service Tires Manual (Washington, D.C.). Most tires will fit on more than one rim width.




Safety Information

Demounting Single Piece Wheel and Tire Assemblies (On-The-Vehicle)


Tools Required: Cap and core removal tools, bead unseating tool, two 36" tire irons, two 18" tire irons, vegetable-based lubricant.


 If you have any doubt about the correct, safe method of performing any step in the demounting, mounting, adding or removing fill, or inflating process STOP! Seek out expert assistance from a qualified person.

 Due to the variety of vehicle/equipment configurations and the range of conditions and situations under which on-vehicle demounting (wheel/tire assembly still attached to vehicle or equipment) can occur, proper procedures for blocking, jacking, cribbing of the vehicle/equipment must be done in accordance with the manufacturer's operator's manual, maintenance manual or the information as provided by the vehicle/equipment manufacturer.

Tools required: Jack, cribbing, blocking or other items as needed to jack and block the vehicle/equipment per the manufacturer's instructions, hydraulic demounting tool, hooked tire iron, pry bar and lifting device or boom truck.


1. Remove the fluid fill from the tire. Deflate the tire by removing the valve core housing. For tube-type tires, remove the rim nut and push the valve through the valve hole.

 Always completely deflate tire (both tires of a dual assembly) by removing valve core(s) from valve(s) before attempting any demounting operation. Check the valve stem by running a piece of wire through the stem to make sure it is not plugged.

 Stand clear of trajectory danger zone when deflating (page S:5).




2. After the tire is completely deflated, place a hydraulic "bead unseating" tool between the tire bead and rim flange and force the bead off the bead seat. Be careful not to damage the tire's bead area. The beads should be unseated on both sides of the rim.

 Demounting tools apply pressure to rim flanges to unseat tire beads. Keep your fingers clear. Always stand to one side when you apply hydraulic pressure.





3. Thoroughly lubricate the tire bead area and rim flange with a vegetable-based lubricant.

 Never use a petroleum-based lubricant. Only use vegetable-based lubricant.



4. Lock the wheel with the valve at the top. At the bottom, force the outside bead into the well. At the top, insert long tire irons under the bead and pry the bead over the rim flange. Take small bites and avoid extremely hard prying, which will damage the tire bead.

 Do not release your grip on either iron, as they may spring back.


 Keep fingers clear of pinch points.





5. After the first section of the bead is over the rim flange, use one tire iron to pry the next section over the flange. Do not attempt to pry too large a section of the bead over the rim flange at one time. Continue prying tire over rim flange until the complete tire is on the outside of the rim flange.

Demounting Single Piece Wheel and Tire Assemblies (On-The-Vehicle)

Tools Required: Cap and core removal tools, bead unseating tool, two 36" tire irons, two 18" tire irons, vegetable-based lubricant.


 If you have any doubt about the correct, safe method of performing any step in the demounting, mounting, adding or removing fill, or inflating process STOP! Seek out expert assistance from a qualified person.

 Do not release your grip on either iron, as they may spring back.

 Keep fingers clear of pinch points.





6. For tube-type tires, pull the tube out of the casing, starting at the bottom. If only the tube requires repair or replacement, this can be removed, repaired, and replaced in the tire without removing the tire completely from the wheel. Before reinstalling the tube, thoroughly inspect the inside of the casing for damage or other foreign material. Remove any remaining fluid from inside the tire.

 Tires or tubes with excessive or uneven wear, cracks, tears, punctures, blisters and or other damage may explode during inflation or service. If tire or tube failure potential is suspected, destroy the tire and replace with known good tire or tube of correct size, type and manufacturer for assembly, machine, and application.



7. To remove the tire completely from the wheel, insert tire irons under the inside bead at the side of the tire. Pry the rest of the inside bead over the rim flange. When starting this operation, be sure that the bead area on the opposite side of the tire is down in the well of the rim.


 Do not release your grip on either iron, as they may spring back.


 Keep fingers clear of pinch points.


Safety Information


Mounting Single Piece Wheel and Tire Assemblies (On-The-Vehicle)

Tools Required: vegetable-based lubricant, wire brush, two 36" tire irons, two 18" tire irons, rubber mallet, extension hose with in-line gauge and clip-on air chuck, air/water inflation gauge, restraining device.

 If you have any doubt in the correct, safe method of performing any step in the demounting, mounting, adding or removing fill, or inflating process STOP! Seek out expert assistance from a qualified person.


 ALWAYS replace a tire on a rim with another tire of exactly the same rim diameter designation.

 Rims of different diameters and tapers CANNOT be interchanged.


 Remove water and foreign material from tire. Tubes or tires with excessive wear, cracks, tears, punctures, blisters, or other damage may explode during inflation or service. If tube or tire failure potential is suspected, render the tube or tire unusable and replace with known good tube or tire.




1. Thoroughly lubricate the tire bead area and rim flange with a vegetable-based lubricant.

 Never use petroleum-based lubricant. Only use vegetable-based lubricant.

2. With a wire brush, clean and inspect rim for fatigue cracks. Replace any cracked, badly worn, damaged and severely rusted rims or wheels. Coat the rim with paint or a rust inhibitor if necessary.


 Follow procedures and safety precautions of the paint manufacturer.


 Do not, under any circumstances, attempt to re-work, weld, heat, or braze any rim base or wheel components.

3. Before placing tire on rim, be sure the rim's valve hole is at the bottom of wheel. Also take care to ensure directional bead tires are mounted for correct rotation direction.



4. To put the tire on the wheel, place the inner bead over the flange at the top. Be sure the bead is not "hung up" on the bead seat, instead the bead is guided into the rim well, while the tire irons and/or rubber mallet are used to work the first bead over the rim. With the first bead on the rim, pull the tire toward the outside of the rim as far as possible to make room for the tube.

 Keep fingers clear of pinch points.


 Keep a firm grip on the tire iron(s), as they may spring back.




5. Tubeless type tires, skip to step seven. For tube-type tires, be sure the valve is at the bottom of the wheel. Align the stem with the valve hole and starting at the bottom, place the tube in the tire. Place the valve in valve hole and screw the rim nut in place. Be sure that the tube is well inside the rim before proceeding to the next step.


Mounting Single Piece Wheel and Tire Assemblies (On-The-Vehicle)

Tools Required: vegetable-based lubricant, wire brush, two 36" tire irons, two 18" tire irons, rubber mallet, extension hose with in-line gauge and clip-on air chuck, air/water inflation gauge, restraining device.

 If you have any doubt in the correct, safe method of performing any step in the demounting, mounting, adding or removing fill, or inflating process STOP! Seek out expert assistance from a qualified person.


6. In tube-type tires, the tube should be partially inflated and areas that contact the rim should be relubricated to prevent localized stretching.


 Never use petroleum-based lubricant. Only use vegetable-based lubricant.

 Keep fingers clear of pinch points.




7. Starting at the top, use the tire irons to lift the outer bead up and over the rim flange, then down into the rim well. Be careful not to pinch the tube in this operation.


 Keep fingers clear of pinch points.

 Do not release your grip on either iron, as they may spring back.



8. After getting the first section of the outer bead into the rim well, remove the tire iron and place one hand against that section to hold it in then pry the remainder of the bead over the flange with the tire iron in the other hand.

 Keep fingers clear of pinch points.


 Keep firm grip on tire iron(s), as they may spring back.

9. With the valve stem at the bottom, lower the jack until the tire is centered on the rim. Centering of the tire and rim assembly is extremely important to prevent broken beads.




10. Place a safety restraint over the rim and tire. Using an extension hose with an in-line air gauge and clip-on chuck (with valve core removed), inflate the tire to seat the beads. Do not exceed 35 psi. Check for correct concentric centering of tire on rim.


For tubeless tires, successful mounting depends on how well the shape of the tire has been maintained. If the beads are in or near their molded position, they can be seated by inflating the tire, through the valve spud. Where the beads have been squeezed together, the use of an inflator ring (either horizontally or vertically) will be required to provide a seal between the tire bead and rim.


 If assembly is incorrect, – STOP – DEFLATE – CORRECT THE ASSEMBLY – repeat procedure.

11. Raise the vehicle and rotate wheel assembly to have the valve at the top. **If the tire is tube-type**, completely deflate by removing the valve core housing to remove buckles and uneven stresses from the tube and flap before reinflation.

12. If assembly is correct, re-insert the valve core (for tube-type tires) and continue to inflate to recommend pressure.

 If assembly is incorrect – STOP – DEFLATE – CORRECT THE ASSEMBLY – repeat procedure.

 Stand clear of trajectory danger zone when inflating (page S:5).

 Never inflate beyond manufacturer's recommended tire pressure.

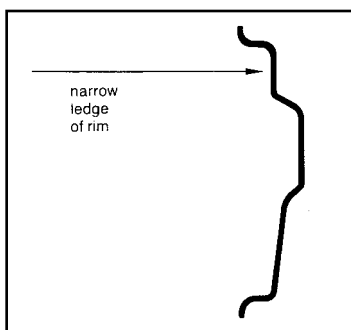
NOTE: A filter on the air inflation equipment to remove moisture from the airline prevents corrosion. Check the filter periodically to be sure it's functioning properly.

Safety Information

Demounting Single Piece Wheel and Tire Assemblies (Off-The-Vehicle)

Tools Required: Cap and core removal tools, bead unseating tool, vegetable-based lubricant, two 18" tire irons.

! If you have any doubt in the correct, safe method of performing any step in the demounting, mounting, adding or removing fill, or inflating process STOP! Seek out expert assistance from a qualified person.



1. Remove any fill from the tire. Completely deflate tire by removing valve core from valve before attempting any demounting operation. Check the valve stem by running a piece of wire through the stem to make sure it is not plugged. Lay the assembly on the floor with the narrow ledge on the bottom.

! Stand clear of trajectory danger zone when deflating (page S:5 & S:17).



2. Drive a bead unseating tool between the tire bead and rim flange, being careful not to damage the tire bead area. After the bead has been completely released around the tire, turn the tire and rim over and repeat the bead unseating procedure with the narrow ledge up.

! Keep fingers clear of pinch points.



3. With the narrow ledge on top, thoroughly lubricate the rim flange and tire bead area with a vegetable-based lubricant.

! Never use petroleum-based lubricant. Only use vegetable-based lubricant.



4. Force the part of the bead that is directly across from the valve into the well. Starting at the valve, pry the bead over the rim flange using two 18" long tire irons. Take small bites to avoid damaging the bead. Continue until the top bead is completely over the rim flange.

! Keep a firm grip on tire irons as they may spring back.

! Keep fingers clear of pinch points.




5. For tube-type tires, bring the assembly to an upright position and pull the tube out of the tire. If only the tube requires repair or replacement, this can be removed, repaired, and replaced in the tire without removing the tire completely from the rim. Thoroughly inspect the inside of the casing for damage or other foreign material. Remove any remaining fluid from inside the tire.

! Tire or tubes with excessive or uneven wear, cracks, tears, punctures, blisters or other damage may explode during inflation or service. If tire or tube failure potential is suspected, destroy the tire and replace with known good tire or tube of correct size, type and manufacturer for assembly, machine, and application.


Demounting Single Piece Wheel and Tire Assemblies (Off-The-Vehicle)


Tools Required: Cap and core removal tools, bead unseating tool, vegetable-based lubricant, two 18" tire irons.


 If you have any doubt in the correct, safe method of performing any step in the demounting, mounting, adding or removing fill, or inflating process STOP! Seek out expert assistance from a qualified person.



6. To completely remove the tire from the rim, turn assembly over so the narrow ledge is down and lubricate the second tire bead and rim flange. Be sure the bead still on the rim is in the rim well and insert the tire irons under the opposite side of the bead. Work the rim slowly out of the tire by taking small bites alternately using both tire irons.

 Never use petroleum-based lubricant. Only use vegetable-based lubricant.

 Keep a firm grip on the tire irons, as they may spring back.

 Keep fingers clear of pinch points.

Safety Information

Mounting Single Piece Wheel and Tire Assemblies (Off-The-Vehicle)

Tools required: Two 18" tire irons, wire brush, locking pliers, vegetable-based lubricant, valve retrieval tool (tube-type tires), extension hose with in-line gauge and clip-on air chuck, air/water inflation gauge, safety cage.

! If you have any doubt in the correct, safe method of performing any step in the demounting, mounting, adding or removing fill, or inflating process STOP! Seek out expert assistance from a qualified person.

! ALWAYS replace a tire on a rim with another tire of exactly the same rim diameter designation.

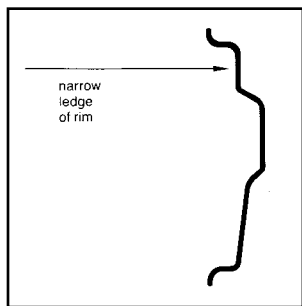
! Rims of different diameters and tapers CANNOT be interchanged.

! Remove water and foreign material from tire. Tubes or tires with excessive wear, cracks, tears, punctures, blisters or other damage may explode during inflation or service. If tube or tire failure potential is suspected, render the tube or tire unusable and replace with known good tube or tire.

1. With a wire brush, clean and inspect rim for fatigue cracks. Replace all cracked, badly worn, damaged and severely rusted rims and wheels. Coat the rim and components with paint or a rust inhibitor if needed.

! Follow procedures and safety precautions of the paint manufacturer.

! Do not, under any circumstances, attempt to rework, weld, heat or braze any rim base or wheel components.



2. Lay the rim on the floor with the narrow ledge on the top. Thoroughly lubricate the tire bead area and rim flange with a vegetable-based lubricant.

! Never use petroleum-based lubricant. Only use vegetable-based lubricant.



3. Push the bottom bead over the rim flange as far as possible. Use 18" tire irons to work the first tire bead completely over the rim flange, taking small bites and being careful not to damage the bead. Make sure directional tread tires are mounted for correct rotation direction.

! Keep a firm grip on the tire irons as they may spring back.

! Keep fingers clear of pinch points.



4. For tube-type tires, partially inflate the tube and insert it into the tire casing with the valve located near the valve hole in the rim. Attach a valve retrieval tool to the valve and thread the tool through the valve hole. (Inserting the tube and attaching the tool may be eased by placing a block under the tire.)




5. Starting opposite the valve, use tire irons to lever the top bead over the rim flange and down into the rim well. Be careful to avoid pinching the tube with tire irons. Locking pliers may be used to resist tire slipping back off rim.

! Keep a firm grip on the tire irons as they may spring back.


! Keep fingers out of pinch points.


Mounting Single Piece Wheel and Tire Assemblies (Off-The-Vehicle)


Tools required: Two 18" tire irons, wire brush, locking pliers, vegetable-based lubricant, valve retrieval tool (tube-type tires), extension hose with in-line gauge and clip-on air chuck, air/water inflation gauge, safety cage.

 If you have any doubt in the correct, safe method of performing any step in the demounting, mounting, adding or removing fill, or inflating process STOP! Seek out expert assistance from a qualified person.

6. When the bead is well started, lubricate the remaining unmounted portion of the tire bead and rim flange. Taking small bites, spoon the tire bead over the rim flange until the final section drops over at the valve.


 Never use petroleum-based lubricant. Only use vegetable-based lubricant.

 Keep a firm grip on the tire irons as they may spring back.

 Keep fingers out of pinch points.




7. Thoroughly lubricate the tire bead area and rim bead-seats on both sides of the tire.

 Never use petroleum-based lubricant. Only use vegetable-based lubricant.

8. Centering of the tire and rim assembly is extremely important to prevent broken beads.


9. Place the tire in a safety cage. Using an extension hose with an in-line air gauge and clip-on chuck (with valve core removed), inflate the tire to seat the beads. Do not exceed 35 psi. Check for correct concentric centering of tire on rim. **For tubeless tires**, successful mounting depends on how well the shape of the tire has been maintained. If the beads are in or near their molded position, they can be seated by inflating the tire, through the valve spud. Where the beads have been squeezed together, the use of an inflator ring (either horizontally or


vertically) will be required to provide a seal between the tire bead and rim.


 If assembly is incorrect – STOP – DEFLATE – CORRECT THE ASSEMBLY – repeat procedure.

10. If the tire is tube-type, completely deflate by removing the valve core housing to remove buckles and uneven stresses from the tube and flap before reinflation.

11. If assembly is correct, re-insert the valve core and continue to inflate to recommended pressure.

 If assembly is incorrect – STOP – DEFLATE – CORRECT THE ASSEMBLY – repeat procedure.

 Stand clear of trajectory danger zone when inflating (page S:5 & S:17).

 Never inflate beyond manufacturer's recommended tire pressure.

NOTE: A filter on the air inflation equipment to remove moisture from the airline prevents corrosion. Check the filter periodically to be sure it's functioning properly.

Safety Information

WARNING

The task of servicing tires and wheels can be extremely dangerous and should be performed by trained personnel only, using the correct tools and following specific procedures. Failure to heed this warning could lead to serious injury or death. Read and understand the "Safety Information" in this catalog. We urge that the following is mandatory reading for all those involved in the servicing of tires and wheels:

Department of Labor Occupation Safety and Health Administration (OSHA) 29 CFR part 1910.177, titled Servicing of Single Piece and Multi-piece Rim Wheels. NOTE: Single piece rims have a rim made out of a single piece of material as shown on page S:20 and multiple-piece rims have a loose flange or flanges and lock ring as depicted on pages S:20 and S:21.

Rubber Manufacturers Association, "Care and Service of Farm Tires"
 Rubber Manufacturers Association, "Care and Service of Off-the-Highway Tires"
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Procedure Wall Charts:

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We have shown step by step procedures for the servicing of single piece, three piece and five piece rims with the emphasis on safety operations for these rims in this catalog. Information on other types of rims can be found in the above RMA publications or in the catalogs published by the rim manufacturer. This and any other safety related information in Titan's catalog is issued as assistance to supervisory and operational personnel in the actual tire/rim service environment. The responsibility for implementation of this safety information rests with operational and supervisory personnel carrying out the actual service work. Read and fully understand all procedures before attempting tire/wheel servicing.

If you have any doubt about the correct, safe method of performing any step in the demounting, mounting, adding or removing fill, or inflating process **STOP!** Seek out expert assistance from a qualified person.




Wear protective gloves, footwear, safety glasses, hearing protection and head gear when servicing tires and wheels.

Further references explaining safety procedures can be found in literature published by the Rubber Manufacturers Association, Washington D.C.; the Tire Association of North America, Washington D.C.; the National Wheel and Rim Association, Jacksonville, FL; and OSHA, Washington D.C.

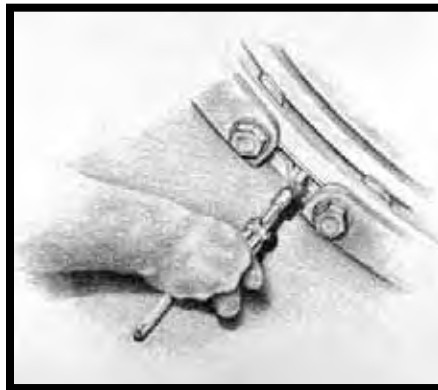
SAFETY FIRST!

IMPORTANT!

THIS IS THE FIRST STEP IN ALL DEMOUNTING OPERATIONS

 **Always** remove the valve core and exhaust all air from a single tire and from **both** tires of a dual assembly prior to loosening the first rim clamp nut. Check the valve stem by running a piece of wire through the stem to make sure it is not plugged.

 **READ AND FOLLOW SAFETY INSTRUCTIONS.**
FAILURE TO DO SO COULD RESULT IN SERIOUS INJURY.



Safety Information

GENERAL WARNINGS



This symbol indicates a warning message.



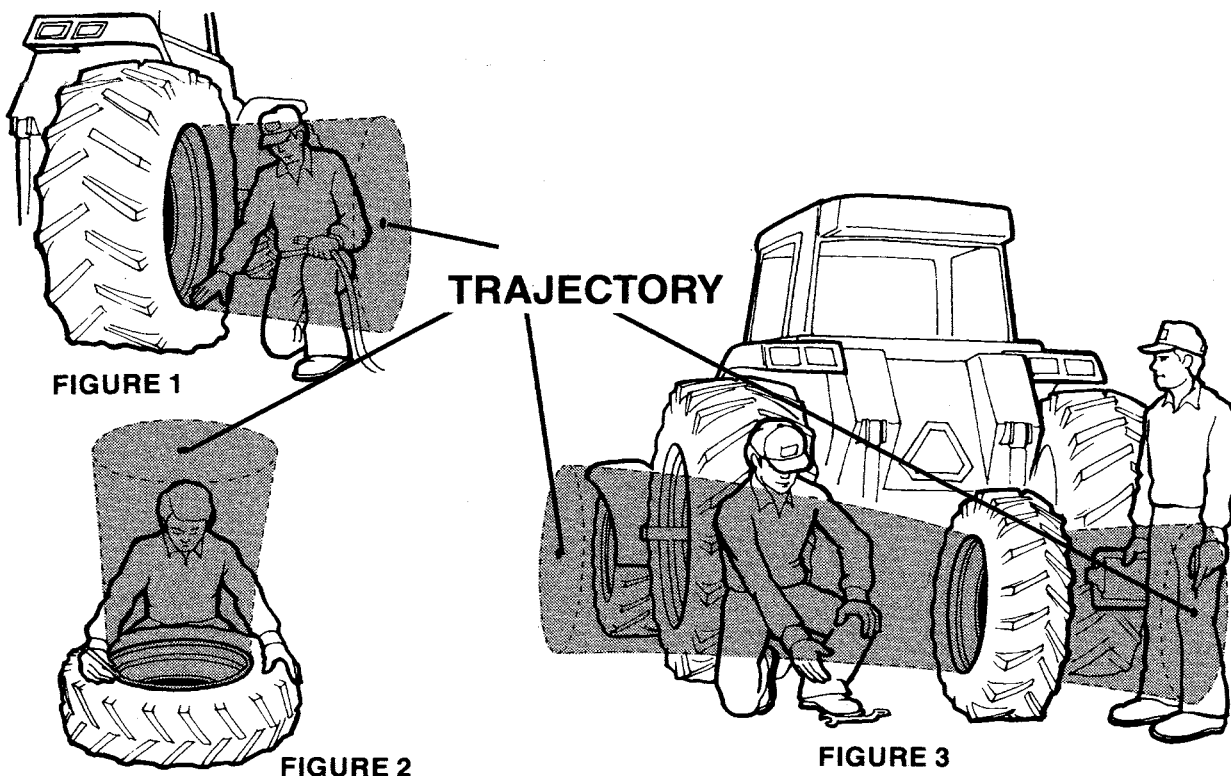
Failure to heed warnings could lead to serious injury or death.


- The task of servicing tires and wheels can be extremely dangerous and should be performed by trained personnel only, using the correct tools, and following the procedures presented here and in manufacturer's catalogs, instruction manuals, or other industry and government instruction material.
- Always use approved tire and rim combinations for sizes and contours.
- Always wear personal protection equipment such as gloves, footwear, eye protection, hearing protection and head gear when servicing tire and wheel components.
- Never exceed manufacturer's recommended tire inflation pressure.
- Always use proper lifting techniques and mechanized lifting aids to move heavy components and assemblies.
- Always take care when moving tires and wheels that other people in the area are not endangered.
- Never leave a tire, wheel or assembly unsecured in a vertical position.
- Parts that are cracked, worn, pitted with corrosion or damaged must be destroyed, discarded and replaced with good parts.
- Always exhaust all air from the tire prior to demounting.
- Never try to repair wheel, rim or tire component parts. Replace all damaged, worn or suspect parts with good parts.
- Never reinflate a tire that has lost air pressure or has been run flat without determining and correcting the problem.
- When conducting routine tire inspections also conduct a visual inspection of wheel and rim components. Always correct any non-conformities.
- Always verify that part numbers and size designation of component parts are correctly matched for the assembly. See pages S:23 and S:24 for part number location.
- Always place wheel and tire assemblies in restraining devices when inflating tires. See page S:19, item 11.

WARNING


STAY OUT OF THE TRAJECTORY AS INDICATED BY SHADED AREA. ALWAYS USE A SAFETY CAGE OR OTHER RESTRAINING DEVICE IN COMPLIANCE WITH OSHA REGULATIONS.

Note: Under some circumstances, the trajectory may deviate from its expected path.



 Never stand, lean or reach across the potential tire and wheel component trajectory danger zones, as shown.

- Additional safety information can be found in literature published by the Rubber Manufacturer's Association, Washington, D.C.; The National Tire Dealer and Retreading Association, Washington, D.C.; The National Wheel and Rim Association, Jacksonville, FL.; and OSHA, Washington, D.C.
- Always completely deflate the tire (both tires of a dual tire assembly) by removing the valve core(s) from valve(s) before attempting any demounting or disassembling. Check the valve stem by running a piece of wire through the stem to make sure it is not plugged.

 Note: Under some circumstances, the trajectory may deviate from its expected path. Always use a safety cage or other restraining device in compliance with OSHA regulations.

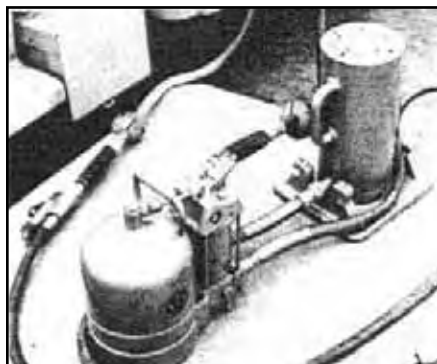
Safety Information

Tools and Equipment Required

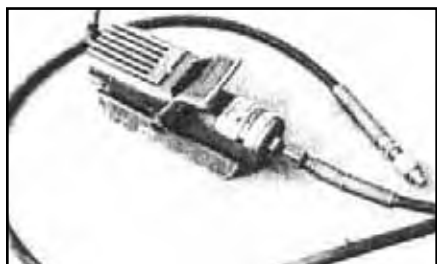
The following tools and equipment are required to service the various types of multi-piece rims included in this section of the catalog.

- A. Hard wood blocks
- B. A valve extension tool
- C. A set of cap and core removal tools
- D. A wire brush
- E. Chain or cable slings of adequate length
- F. Bead Lubricant (Non-Petroleum base)
- G. A mallet or its equivalent
- H. Inflation hose with clip-on chuck, in-line gauge and control valve
- I. Piece of wire (to unplug valve stem)

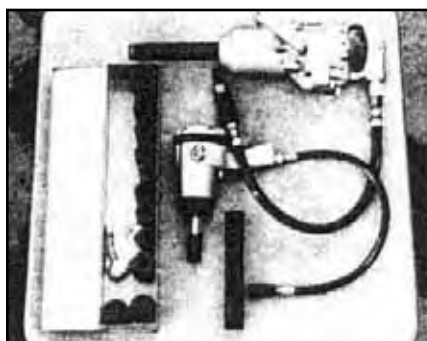
Plus the following:



1. Air-Hydraulic Pump and 50-ton jack. Air supplied to the pump develops hydraulic pressure to lift the jack. This equipment is essential in servicing extra-heavy construction equipment.



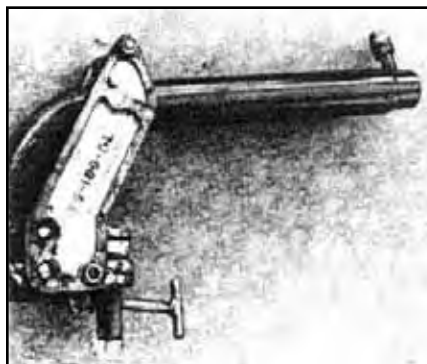
2. Air-Hydraulic Pump, activates hydraulic tools such as the bead breakers and hydraulic rams.



3. Air wrenches and their sockets are used to tighten and loosen nuts on wheels assemblies.

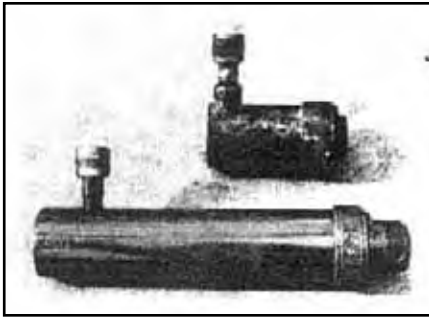


4. Bead Breaker, used for loosening tires from bead seats when the rim has prying slots.



5. Bead Breaker, used for loosening tire from bead seats when the rim has no prying slots.

Safety Information

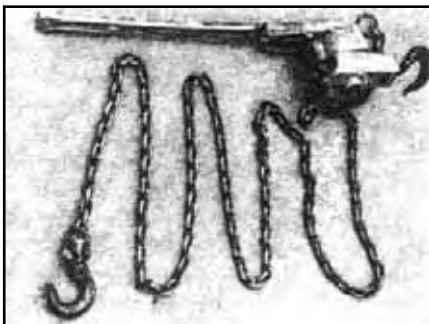


6. Top: 4" ram Hydraulic Demounting tool. Bottom: 6"-8" ram Hydraulic Demounting tool.

Rams apply pressure to the inside bead flange when removing tires from 15° tapered rims.



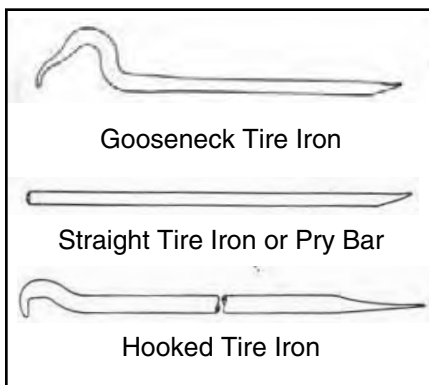
9. Mounting stand, used when mounting tires on rims that have been removed from a vehicle.



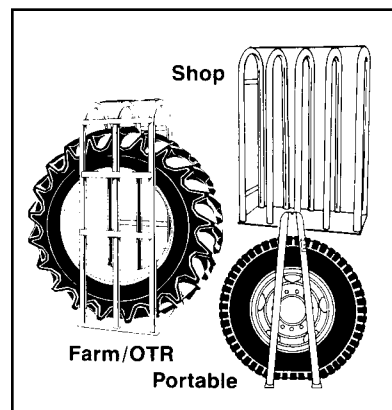
7. Coffin hoist (1/2 ton capacity). This tool expands the bead on tapered bead seats, so that a tubeless tire will take air.



10. A service truck with a hydraulic hoist is essential to installing and removing today's heavy off-the-road tires.



8. These tire irons are used to pry apart wheel components.



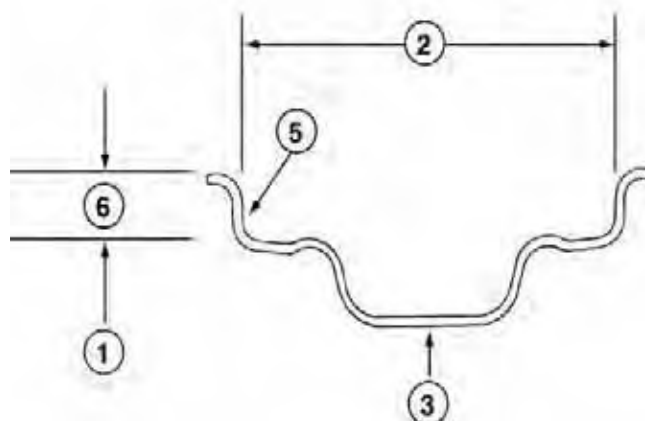
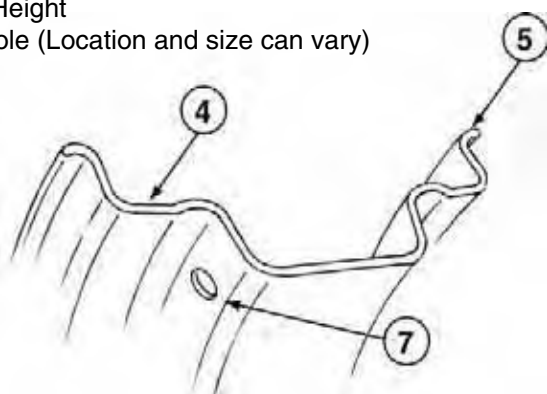
11. A cage of restraining device in which to place the wheel/tire assembly while inflating.

Safety Information

Identification/Terminology

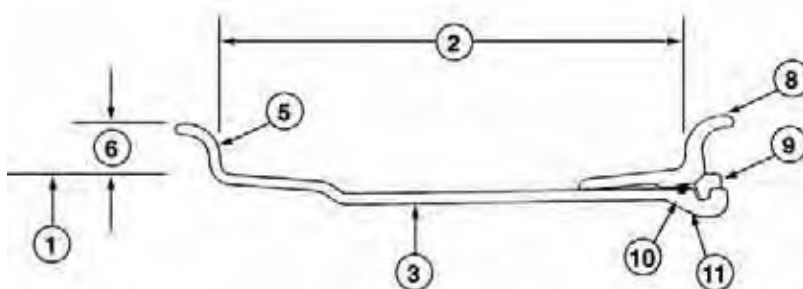
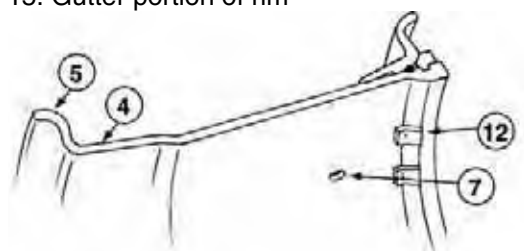
Single-Piece Rims

1. Rim Size (Nom. Bead Seat Dia.)
2. Rim Width
3. Rim Inside Dia.
4. Bead Seat Area
5. Flange
6. Flange Height
7. Valve Hole (Location and size can vary)



Multi-Piece Rims (3-Piece Type)

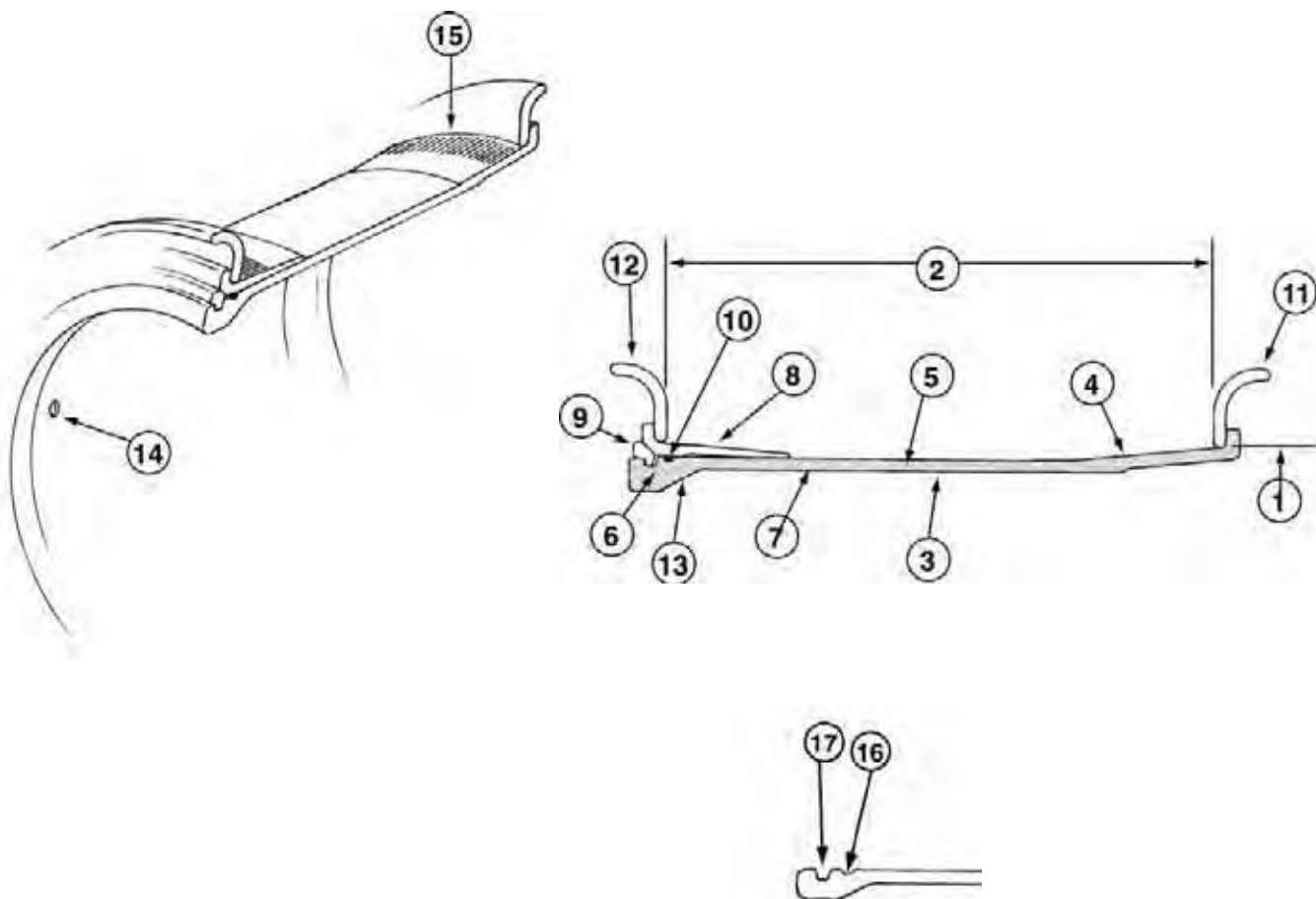
1. Rim Size (Nom. Bead Seat Dia.)
2. Rim Width
3. Rim Inside Dia.
4. Bead Seat Area
5. Flange-Fixed
6. Flange Height
7. Valve Hole (Location and size can vary)
8. Flange-Removable (Side Ring)
9. Lock Ring
10. O-Ring (For tubeless application only)
11. 28° Mounting Bevel (utilized for demountable application only)
12. Rim Stop Plate (Used for demountable application only; size, shape and location can vary.)
13. O-Ring Groove
14. Lock Ring Groove
15. Gutter portion of rim



Identification/Terminology

Multi-Piece Rims (5-Piece Type)

1. Rim Size (Bead Seat Dia.)
2. Rim Width
3. Rim Inside Dia.
4. Back Flange Portion of Rim Base
5. Center Band Portion of Rim Base
6. Gutter Band Portion of Rim Base
7. Rim Base (Entire Shaded Area)
8. Bead Seat Band (Removable, Gutter Side only)
9. Lock Ring
10. O-Ring
11. Flange, Inner (Removable)
12. Flange, Outer (Removable) *Note: Inner and Outer Flanges are identical
13. 28° Mounting Bevel (Utilized for demountable application only)
14. Valve Hole (Location, size and configuration can vary)
15. Knurl (Located on Back Flange Portion of Rim Base and Bead Seat Band tire mating surfaces)
16. O-Ring Groove
17. Lock Ring Groove (size and shape can vary depending on style of lock ring)
18. Pry Bar Pocket (continuous gap entire circumference on some items)



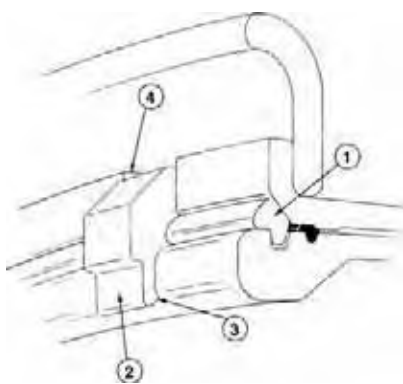
Safety Information

Identification/Terminology

Multi-Piece Rims (5-Piece Type)

Crimped on Style Driver

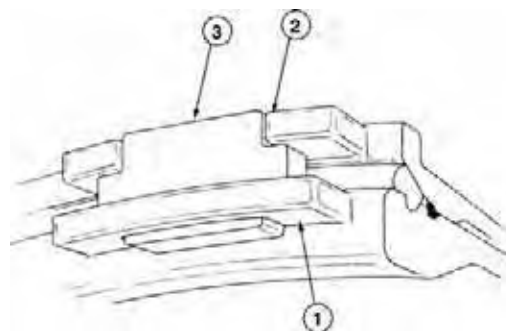
1. Lock Ring
2. Crimped on driver
3. Notch in gutter portion of rim
4. Notch in bead seat band



Loose Style Driver

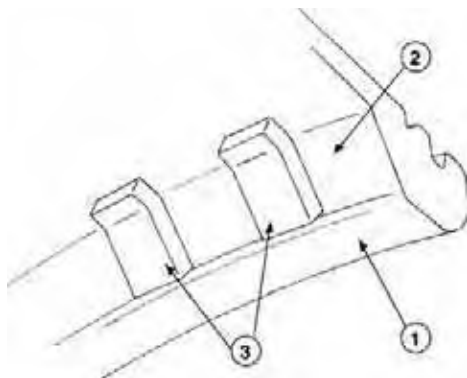
1. Driver Pocket (Welded on gutter portion of rim base)
2. Driver Pocket (Welded on bead seat band)
3. Driver Key*

*Note: See page S:24 for Driver Key Styles.

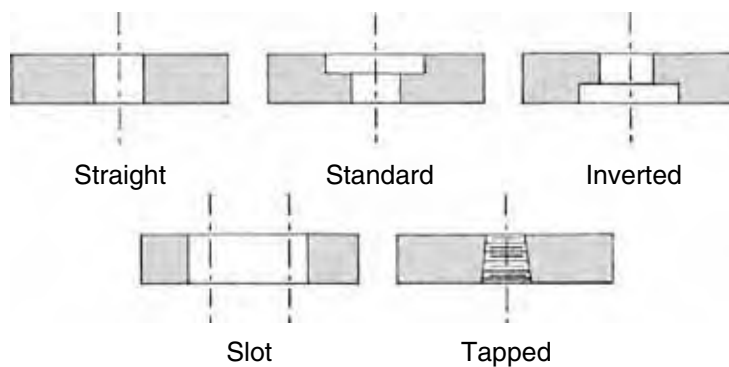


Demountable Type Rims

1. Gutter Portion of Rim Base
2. 28° Mounting Bevel
3. Rim Stop Plates (location, style and size can vary)



Valve Hole Styles



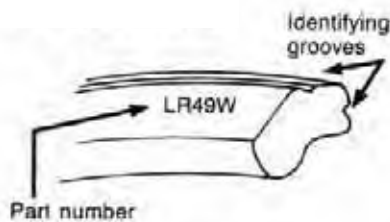
Titan “W” Series Rims are not interchangeable with other types

- ⚠ If you have any doubt about the correct, safe method of performing any step in the demounting, mounting, or inflating process STOP! Seek assistance from a qualified person.
- ⚠ Rim and Wheel Components are not always interchangeable check part numbers carefully before assembling.
- ⚠ Titan’s “W” SERIES LOCK RINGS ARE NOT INTERCHANGEABLE WITH OTHER TYPES, it is vitally important that you must check part numbers carefully before rim assembly. Following is a summary of the changes.

“W” Style Lock Ring

A “W” appears after the part number, which is stamped on the 45 degree face near the lock ring split (e.g. LR49W for a 49” rim), see illustration below.

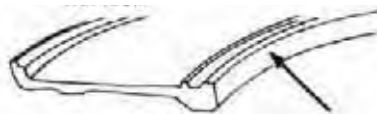
A circumferential groove gives the ring a unique appearance. This lock ring can only be used with the new “W” style gutters.



“W” Style Rim Base

There are two types of rim bases, the old version contains a “T” in the part number, whereas the new style contains a “W.” A “W” style rim base must be matched only with a “W” style lock ring.

OLD	NEW
B1735HTHGD	B1735RWHGD
B3239HTEL	B3239RWEL



The faces of the “W” style rim base carries a caution stamping advising the user of the proper lock ring part number.

Bead Seat Bands

There are two types of bead seat bands, the old version contains an “H” in the part number, whereas the new style contains an “R.” These bead seat bands are interchangeable.

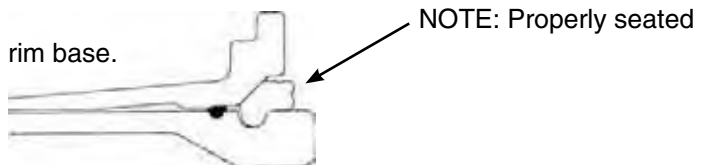
The R and H Bead Seats are interchangeable.

OLD	NEW
BB49HTG	BB49RTG
BB39HTL	BB28RTL

⚠ DO NOT MISMATCH LOCK RINGS AND RIM BASES

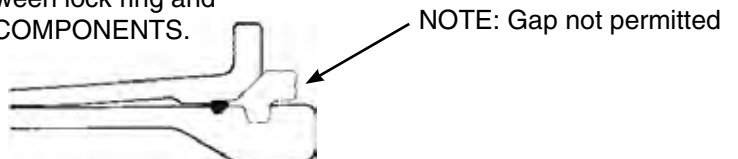
Correct Assembly:

“W” style lock ring with grooves assembled with “W” style rim base.



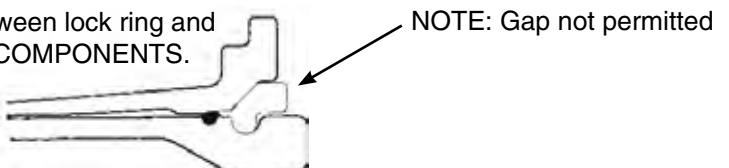
Incorrect Assembly:

“W” lock ring with old rim base. Note poor fit and gap between lock ring and gutter. DO NOT USE. REASSEMBLE USING PROPER COMPONENTS.



Incorrect Assembly:


“W” lock ring with old rim base. Note poor fit and gap between lock ring and gutter. DO NOT USE. REASSEMBLE USING PROPER COMPONENTS.



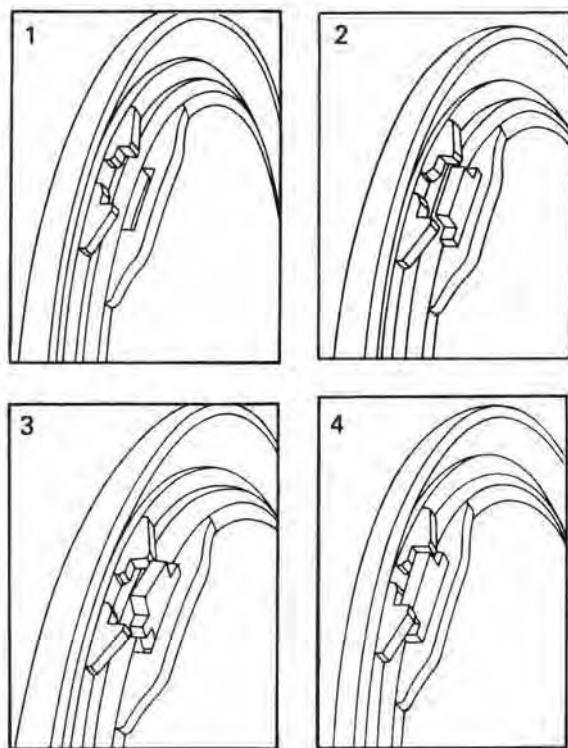
Safety Information

Outboard Driver Keys

Instructions

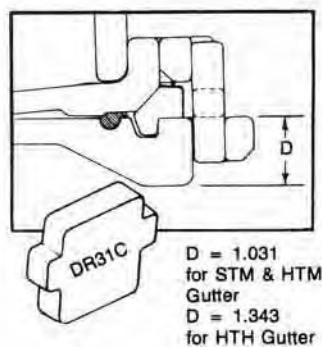
 If you have any doubt about the correct, safe method of performing any step in the demounting, mounting, or inflating process STOP! Seek assistance from a qualified person.

Outboard Driver Keys

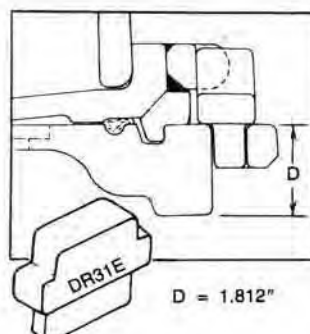


1. Align driver pockets in bead seat band and base as shown.
2. Inset driving key into driver pocket on base.
3. Make certain that all parts are properly aligned, as shown, before inflation.
4. When properly aligned, the bead seat band and pocket will move out and lock the driver key during inflation.

Outboard drivers are on those rims used in high torque and/or low inflation pressure applications, preventing circumferential movement of the rim components. Rim assemblies with an "M" or "L" near the end of the style designation (part number) are so equipped.



The DR31C driver key is used on rim bases with 1.0" and 1.3" approximate thickness gutter sections; basic styles STM, HTM, HTHM and HTHL.





The DR31E driver key is used on rim bases with the 1.8" approximate thickness gutter section; basic style HTEL.


Demounting Tires from Titan Assemblies

3-Piece Rim Assemblies

Tools Required: One (1) straight tire iron tool; Two (2) gooseneck tire iron tools; Rubber lubricant; Rubber, lead, plastic or brass-faced mallet and valve core removal tool, wire.

 The task of servicing tires and wheels can be extremely dangerous and should be performed by trained personnel only, using the correct tools and following specific procedures. If you have any doubt about the correct, safe method of performing any step in the demounting, mounting, or inflating process STOP! Seek assistance from a qualified person.

 Always completely deflate tire (both tires of a dual assembly) by removing valve core(s) from valve(s) before attempting any demounting operation. Check the valve stem by running a piece of wire through the stem to make sure it is not plugged.

 Stand clear of trajectory danger zone when deflating (p. S:5 & S:17).




1. After complete deflation, place the assembly on the floor (on blocks with loose side flange side up).

2. Drive the goose-necked end of two gooseneck tire iron tools between the tire and side flange about 5 inches apart.




3. Pry both tools down and out as shown. Leave one tool in position and place the second about 5 inches beyond. Repeat in successive steps until the tire bead is completely unseated.

 Never release your grip on the tire irons, as they may spring back.




4. After the tire bead is unseated, stand on side flange and tire sidewall to depress the side flange down along the rim base. Pry the lock ring loose, starting at the split then remove the lock ring.

 Keep fingers clear of pinch points.




5. Hold the side flange down with hooked end of gooseneck tire iron to remove the "O" ring from ring groove. It is a good idea to cut and discard the "O" ring and replace it with a new "O" ring.


 Keep fingers clear of pinch points.



6. Remove the side flange.

7. Turn tire and rim over and unseat second bead by inserting both gooseneck tire iron tools between tire and fixed rim flange as in step 3. Repeat steps 2 and 3 until the tire bead is completely broken loose from the rim on the fixed flange side. Lift rim base out of tire.

 Do not release your grip on the tire irons, as they may spring back.


 Keep fingers clear of pinch points.

Safety Information


Mounting Tires on Titan Assemblies

3-Piece Rim Assemblies


Tools Required: One (1) straight tire iron tool; Two (2) gooseneck tire iron tools; Rubber lubricant; Rubber, lead, plastic or brass-faced mallet and safety cage.


 The task of servicing tires and wheels can be extremely dangerous and should be performed by trained personnel only, using the correct tools and following specific procedures. If you have any doubt about the correct, safe method of performing any step in the demounting, mounting, or inflating process STOP! Seek assistance from a qualified person.


1. Clean the rim base and all components thoroughly with a wire brush to facilitate inspection, maintenance and mounting.


 Clean all dirt and rust from inter-locking faces of multi-piece rim components particularly the gutter sections which hold the lock ring and "O" ring in place. Failure to adequately clean all components will inhibit efforts to inspect, maintain, and reassemble the tire and wheel correctly.

2. Inspect rim base and wheel components for cracks, wear, corrosion and damage.


 Parts that are cracked, worn, pitted with corrosion, or damaged must be destroyed and replaced with good parts.

 In situations where part condition is suspect or in doubt destroy the part, discard and replace with good part.


 Do not, under any circumstances, attempt to re-work, weld, heat, or braze any rim base or wheel components.


 Verify that the replacement parts are the correct size and type and manufacturer for the wheel being assembled.

3. After the rim and wheel component inspection is complete, and rim base and wheel components are verified to be in good usable condition, repaint all bare metal with a rust inhibitor to retard detrimental effects of corrosion.


 Follow procedures and safety precautions of the paint manufacturer.

4. Inspect the tire for wear, cracks, tears, punctures and other damage.


 Tires with excessive or uneven wear, cracks, tears, punctures, blisters or other damage may explode during inflation or service and tire should be destroyed and replaced with good tire of correct size, type and manufacturer for assembly, machine, and application.

 If in doubt of the condition of the rim base, wheel components, or tire - STOP - contact the manufacturer or distributor for assistance.

Make sure parts are clean, repainted if necessary and have been inspected for damage and cracks before proceeding with mounting.


 Parts that are cracked, worn, pitted with corrosion, or damaged must be rendered unusable, discarded and replaced with good parts.

5. Install valve spud on rim.

 Follow valve spud manufacturer's recommendations and installation instructions.





6. Place rim base on blocks with fixed flange side down. Lubricate both bead seats of the tire with vegetable base lubricant. Place tire over rim base.

 Never use petroleum-based lubricant; use vegetable-based lubricant only.




7. Place side flange over rim base and push straight down with hands as far as possible. Make sure side flange does not bind on rim base.

 First, double check to make sure correct parts are being assembled, then proceed.

 Keep fingers clear of pinch points.


Mounting Tires on Titan Assemblies


3-Piece Rim Assemblies

 The task of servicing tires and wheels can be extremely dangerous and should be performed by trained personnel only, using the correct tools and following specific procedures. If you have any doubt about the correct, safe method of performing any step in the demounting, mounting, or inflating process STOP! Seek assistance from a qualified person.



8. Lubricate a new rubber "O" ring. Place "O" ring in groove on one side and stretch "O" ring snapping it into place rather than rolling it into place. Then lubricate the entire "O" ring area. (NOTE: It may be necessary to hold the side flange down with the flat end of the gooseneck tire iron tool in order to expose the "O" ring groove.)


 Keep fingers clear of pinch points.

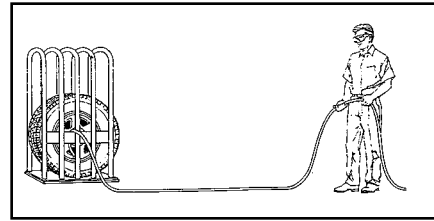
 Never use petroleum-based lubricant; use vegetable-based lubricant only.




9. Stand on side flange to position it below both grooves in the rim base and snap lock ring into lock ring (upper) groove. Be certain the lock ring is installed with the correct side facing the operator as illustrated on page S:23.

10. Check components to make sure that parts are correctly assembled. (NOTE: Lock ring should be fully seated in gutter.)


 Lock Ring must be properly seated in gutter, see p. S:23.




11. Place rim and tire in a safety cage during tire inflation. Stand to the side of the tire during inflation as illustrated. Inflate to approximately 3 psi and again check for proper engagement of all components. If assembly is correct, continue to inflate to recommended pressure.


 Stand clear of potential trajectory danger zone (see diagram). Refer to page S:5 and S:17.

NOTE: It is advisable to use a clip-on chuck with an in-line pressure gauge and enough air line hose to permit the person inflating the tire to stand clear of the potential trajectory danger zone.

 If assembly is incorrect STOP-DEFLATE-CORRECT THE ASSEMBLY-AND REPEAT PROCEDURE.

 Never attempt to align or seat side flange, lock ring or other components by inflation, hammering, welding, heating or brazing.

NOTE: A filter on the air inflation equipment to remove moisture from the air line prevents corrosion. Check the filter periodically to be sure it's functioning properly.


 Never inflate beyond manufacturer's recommended tire pressure.


Safety Information

Demounting Tires on Titan Assemblies

5-Piece Rim Assemblies

Tools Required: hydraulic demounting tool and two straight tire irons, screwdriver, piece of wire.


 The task of servicing tires and wheels can be extremely dangerous and should be performed by trained personnel only, using the correct tools and following specific procedures. If you have any doubt about the correct, safe method of performing any step in the demounting, mounting, or inflating process STOP! Seek assistance from a qualified person.


 Always completely deflate tire (both tires of a dual assembly) by removing valve core(s) from valve(s) before attempting any demounting operation. Check the valve stem by running a piece of wire through the stem to make sure it is not plugged. Remove driving key if present. See page S:24.

1. Place the assembly gutter side up on blocks.




2. Remove the lock ring, using two tire irons (NOTE: If this is not possible, the tire bead may be unseated as shown in step 4 with the lock ring and "O" ring in place. However, these items must be removed before removal of bead seat bands and flanges in step 7).

 Keep fingers clear of pinch points.

 Do not release your grip on the tire irons, as they may spring back.





3. Remove the "O" ring by prying the bead seat band back and inserting a pry bar or screwdriver under the "O" ring and pulling it from the groove. It is good practice to cut and discard the "O" ring and replace with a new "O" ring.

 Keep fingers clear of pinch points.



4. Place hook of the hydraulic demounting tool into one of the pry bar pockets. A continuous lip is provided on some bases. Adjust the ram adjusting screw to enable the tool to remain vertical when under pressure. In some cases, the pressure foot may have to be removed to ensure a good hold. Activate the hydraulic pump and apply pressure. If necessary, release pressure and readjust the ram adjusting screw. Depress flange about 1/2"-3/4" and place a nut or similar object between the flange and the lip of the bead seat band by laying it on the rim flange and sliding it into position with a screwdriver.

 Keep fingers clear of pinch points.


 Always stand to one side of the tool and hold it with one hand. This allows control should the tool not seat properly and fly off.

5. Release the pressure and move about 2 feet around the rim or to the next pocket for the second bite. Continue the procedure until the tire bead is unseated.


Do not use tool in the vicinity of the butt weld area of the bead seat band, the flanges, or rim base.



6. Remove bead seat band using hoist or pry bars.

 Keep fingers clear of pinch points.

7. Remove outer flange (ref. p. S:21) using a hoist or pry bars.

 Always stand clear when using mechanical lifting devices.




8. Turn assembly over and repeat tire bead unseating procedure on the back side. (Steps 4 & 5)

9. Lift rim base from tire using hoist.

10. Remove inner flange. (ref. p. S:21)




In some cases it may be advantageous to use a more powerful hydraulic demounting tool with a longer stroke. However, caution must be used to avoid bending the flange or breaking the butt weld. Follow procedure outlined in step 4.

 If the flange or butt weld are damaged, destroy the parts, discard, and replace with good parts.

Mounting Tires on Titan Assemblies


5-Piece Rim Assemblies


Tools Required: Rubber, lead, plastic or brass-faced mallet; rubber lubricant, mounting machine to depress beads, if necessary and safety cage.


 The task of servicing tires and wheels can be extremely dangerous and should be performed by trained personnel only, using the correct tools and following specific procedures. If you have any doubt about the correct, safe method of performing any step in the demounting, mounting or inflating process STOP! Seek assistance from a qualified person.




1. Before mounting, always clean all rim components, removing rust and dirt, especially from the lock ring groove and "O" ring groove to insure proper seating and seal. Inspect parts for damage. Replace all cracked, badly worn, damaged and severely rusted components; paint or coat all parts with a rust inhibitor. Double check to be sure correct parts are being assembled. Also inspect the tire for foreign matter.

 Tires with excessive or uneven wear, cracks, tears, punctures, blisters or other damage could explode during inflation or service. Discard the tire and replace with good tire of correct size, type and manufacturer for assembly, machine and application.


 Follow procedures and safety precautions of the paint manufacturer.

 Parts that are damaged or suspected of being damaged must be destroyed, discarded and replaced with good parts.

 Do not attempt to rework, weld, heat or braze any rim base or wheel components.




2. Place rim base on blocks (4" to 6" high) on floor, gutter side up. Place inner flange (ref. p. S:21) on rim base, lubricate tire beads with vegetable lubricant. Place tire on rim using tire handler or hoist with sling.

 Never use petroleum-based lubricant; use vegetable based lubricant only.

3. Depress the tire so that the lower tire bead is driven onto the back 5° Bead Seat taper of the rim. This will expose more of the gutter at the upper side of the rim base to facilitate assembly.




4. Place the outer flange (ref. p. S:21) over the rim base on the tire.

 Keep fingers clear of pinch points.




5. Place the bead seat band on the rim base. If present, driver pockets must be aligned. See page S:24. Due to limited clearance between bead seats and rim base, bead seat band will bind if cocked slightly. Band should slide freely over base.


 DO NOT HAMMER BEAD SEAT BAND INTO PLACE!

 If necessary, remove and re-install, or use rubber-, lead-, plastic- or brass-faced mallet to tap, lightly upward on the bead seat band in order to get it to seat properly.



6. Place a new, lubricated "O" ring into the "O" ring groove, then lubricate the entire "O" ring area with an approved vegetable-base lubricant. Snap "O" ring into place by placing in groove on one side, stretching like rubber band and seating on opposite side.

 Never use petroleum-based lubricant; use vegetable based lubricant only.

 Keep fingers clear of pinch points.

Safety Information

Mounting Tires on Titan Assemblies

5-Piece Rim Assemblies

⚠ The task of servicing tires and wheels can be extremely dangerous and should be performed by trained personnel only, using the correct tools and following specific procedures. If you have any doubt about the correct, safe method of performing any step in the demounting, mounting, or inflating process STOP! Seek assistance from a qualified person.



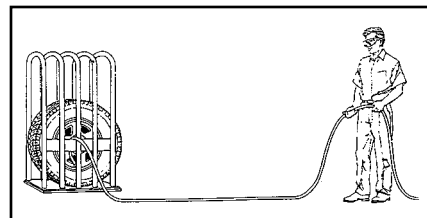
7. Start the lock ring in the lock ring groove and push or walk it into place.

⚠ Keep fingers clear of pinch points.



8. Insert drive key as required in pockets. See page S:24.

⚠ Never exceed the manufacturer's recommended inflation pressure.



9. Place rim and tire in a safety cage during tire inflation. Stand to the side of the tire during inflation as illustrated. Inflate to approximately 3 psi and again check for proper engagement of all components. If assembly is correct, continue to inflate to recommended pressure.

⚠ Stand clear of potential trajectory danger zone (see diagram page S:5 & S:17).

NOTE: It is advisable to use a clip-on chuck with an in-line pressure gauge and enough air line hose to permit the person inflating the tire to stand clear of the potential trajectory danger zone.

⚠ If assembly is incorrect, STOP-DEFLATE-CORRECT THE ASSEMBLY-AND REPEAT PROCEDURE.

⚠ Never attempt to seat rings or other components or correct components alignment by hammering, welding, heating or brazing while tire is inflated, partially inflated or deflated.

On-Vehicle Demounting of Tires from Titan 5-Piece Rim Assemblies

! Due to the variety of vehicle/equipment configurations and the range of conditions and situations under which on-vehicle demounting (wheel/tire assembly still attached to vehicle or equipment) can occur, proper procedures for blocking, jacking, cribbing of the vehicle/equipment must be done in accordance with the manufacturer's operator's manual, maintenance manual or the information as provided by the vehicle/equipment manufacturer.

Tools required: Hydraulic Demounting Tool; Hooked Tire Iron; Pry Bar; lifting device or boom truck; and valve core removal tool; jack, cribbing, blocking or other items as needed to jack and block the vehicle/equipment per the manufacturer's instructions.

! The task of servicing tires and wheels can be extremely dangerous and should be performed by trained personnel only, using the correct tools and following specific procedures. If you have any doubt about the correct, safe method of performing any step in the demounting, mounting or inflating process STOP! Seek assistance from a qualified person.

1. Jack, crib and block the vehicle/equipment per the manufacturer's instructions.

! Jacking, cribbing and blocking a vehicle/equipment can be hazardous. You must refer to the manufacturer's operator's or maintenance manual for proper procedures.

! Always completely deflate tire (both tires of a dual assembly) by removing valve core(s) from valve(s) before attempting any demounting operation. Check the valve stem by running a piece of wire through the stem to make sure it is not plugged.

Remove driving key if present.

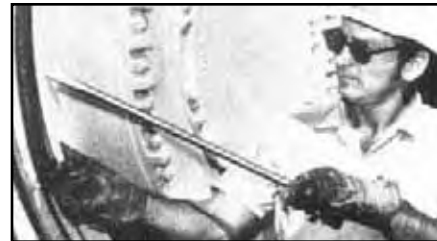


2. Place the hook of the hydraulic demounting tool into one of the pry bar pockets. A continuous lip is provided on some bases. Adjust the ram adjusting screw to enable the tool to be perpendicular to the wheel when under pressure.

! Always stand to one side of the tool and hold it with one hand. This allows control should the tool not seat properly and fly off.

3. Apply pressure and depress the flange about 3/4." If necessary release the pressure to readjust the tool. Place the end of a hooked tire iron between the flange and the lip of the bead seat band and release the pressure. Now place the hook of the hydraulic demounting tool under the lip of the bead seat band and continue the procedure around the rim; then slowly apply pressure until the tire bead is COMPLETELY unseated.

4. Remove driving key if present. See page S:24.



5. Remove the lock ring with a pry bar, starting near the split and working around the ring.

! Never release grip on pry bars or tire irons when working on wheel-tire assemblies, as they may spring back.


! Keep fingers clear of pinch points.



6. Insert the tip of a hooked tire iron under the "O" ring and pull it from the groove. It is good practice to destroy the old "O" ring to insure that a new "O" ring will be used.

Safety Information

On-Vehicle Demounting of Tires from Titan 5-Piece Rim Assemblies

 The task of servicing tires and wheels can be extremely dangerous and should be performed by trained personnel only, using the correct tools and following specific procedures. If you have any doubt about the correct, safe method of performing any step in the demounting, mounting, or inflating process STOP! Seek assistance from a qualified person.



7. Use a hooked tire iron under the flange to pry the bead seat band loose, with assistance of lifting device, carefully lower the bead seat band to the ground and roll it out of the way.

 Use mechanical lifting device to avoid injury.



8. With assistance or a lifting device, remove the outer flange, then carefully lower it to the ground and roll it out of the way.


 Use mechanical lifting device to avoid injury.



9. To unseat the inner tire bead, use either the hydraulic demounting tool as used on the outer bead or a shorty ram between the frame of the vehicle and the back flange, as shown.




10. Remove the tire using a boom truck and sling or a tire handler. Remove the inner flange to complete the disassembly.


 When using a sling, stand clear.

On-Vehicle Mounting of Tires


on Titan 5-Piece Rim Assemblies


 Due to the variety of vehicle/equipment configurations and the range of conditions and situations under which on-vehicle demounting (wheel/tire assembly still attached to vehicle or equipment) can occur, proper procedures for blocking, jacking, cribbing of the vehicle/equipment must be done in accordance with the manufacturer's operator's manual, maintenance manual or the information as provided by the vehicle/equipment manufacturer.


Tools Required: Lifting device or boom truck; jack, cribbing, blocking or other items as needed to jack and block the vehicle/equipment per the manufacturer's instructions.


 The task of servicing tires and wheels can be extremely dangerous and should be performed by trained personnel only, using the correct tools and following specific procedures. If you have any doubt about the correct, safe method of performing any step in the demounting, mounting, or inflating process STOP! Seek assistance from a qualified person.

1. Before mounting, always clean all rim components, removing rust and dirt, especially from the lock ring groove and "O" ring groove to insure proper seating and seal. Inspect parts for damage. Replace all cracked, badly worn, damaged and severely rusted components; paint or coat all parts with a rust inhibitor. Double check to be sure correct parts are being assembled. Also inspect the tire for foreign matter.

 Follow procedures and safety precautions of the paint manufacturer.


 Tires with excessive or uneven wear, cracks, tears, punctures, blisters or other damage may explode during inflation or service. If tire failure potential is suspected, discard the tire and replace with good tire of correct size, type and manufacture for assembly, machine and application.


 Parts that are cracked, worn, pitted with corrosion, or damaged must be discarded and replaced with good parts.

 Do not attempt to rework, weld, heat or braze any rim base or wheel components.




2. Place the inner flange on the rim base, lubricate the tire beads with a vegetable-based lubricant, and position the tire on the rim base using a boom truck or handler.


 Never use petroleum-based lubricant; use vegetable-based lubricant only.

 Stand clear of lifting device.




3. Position the outer flange on the rim base with the help of the boom.


 Stand clear of lifting device.

 Keep fingers clear of pinch points.

4. Place the bead seat band on the rim base with the help of the boom. Be sure driver pocket on bead seat band lines up with pocket on rim base.



 Stand clear of lifting device.


 Keep fingers clear of pinch points.



5. Using the boom to hold the rim components back out of the way, insert a new, lubricated "O" ring into the "O" ring groove area with an approved vegetable-base lubricant. Snap "O" ring into place by placing in groove on one side stretching like a rubber band and seating on opposite side.


Safety Information

On-Vehicle Mounting of Tires on Titan 5-Piece Rim Assemblies

 The task of servicing tires and wheels can be extremely dangerous and should be performed by trained personnel only, using the correct tools and following specific procedures. If you have any doubt about the correct, safe method of performing any step in the demounting, mounting, or inflating process STOP! Seek assistance from a qualified person.





6. Work the lock ring into the lock ring groove.


 Keep fingers clear of pinch points.

7. Check components (lock rings, bead seat and flanges) to make sure that parts are correctly assembled. (NOTE: lock rings should be fully seated in gutter around the circumference. See page S:22.) Insert driver key as required, see page S:23.


Use a clip-on chuck with an in-line pressure gauge and enough air line hose to permit the person inflating the tire to stand clear of the potential trajectory danger zone. (See p. S:5 & S:17) Stand to the side of the tire during inflation. Inflate to approximately 3 psi and again check for proper engagement of all components. If assembly is correct, continue to inflate to recommended pressure.

 Stand clear of potential trajectory danger zone (see p. S:5 & S:17 illustration).

 If assembly is incorrect, STOP-DEFLATE-CORRECT THE ASSEMBLY-AND REPEAT PROCEDURE.

 Never attempt to inflate an assembly if components are not properly aligned. Never attempt to seat rings or other components or correct components alignment by hammering, welding, heating or brazing while tire is inflated, partially inflated or deflated.

NOTE: A filter on the air inflation equipment to remove moisture from the air line prevents a lot of corrosion. Check the filter periodically to be sure it's functioning properly.

 Never inflate beyond manufacturer's recommended tire pressure.



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