WARRANTY PROGRAM

Passenger Car | Light Truck



KUMHO TIRE

2027 Warranty Brochure

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I. WORKMANSHIP AND MATERIAL

KUMHO TIRE U.S.A. Inc, 1001 Summit Blvd., NE Suite 1800 Atlanta, GA 30319, warrants to the original consumer purchaser that all KUMHO replacement radial tires either directly or through an authorized KUMHO dealer, and which are mounted on cars within the U.S.A., and becomes unserviceable for any reason within the manufacturers control, such tire will be replaced with an equivalent KUMHO tire.

A. WHAT IS COVERED AND FOR HOW LONG

Should any tire manufactured by Kumho Tire Co., Inc. covered by this warranty become unserviceable due to a material or workmanship condition during its usable tread life (More than 2/32" remaining tread) before 6 years from the date of manufacture or purchase date supported with proof of purchase for every passenger and light truck tire, KUMHO will do either of the following:

a. **During the first 2/32"** of the original usable tread, KUMHO will provide credit equal to the original price of the tire being replaced. Applicable taxes on the new tire and costs of mounting and balancing and any other service charges are payable by the owner.

b. **After the first 2/32"** of the original usable tread, a credit percentage will be given toward the purchase price of a comparable new KUMHO tire based on the original purchase price of the tire being replaced. Applicable taxes on the new tire and costs of mounting and balancing and any other service charges are payable by the owner.

B. WHAT IS COVERED FOR ORIGINAL EQUIPMENT

KUMHO warrants that a tire manufactured by KUMHO and/or equipped originally on the vehicle is free from defects in materials and/or workmanship in normal use for the life of the original usable tread. The life of the original usable tread ends when the tire tread has been worn down with only 2/32" (1.6 mm) remaining, at which point the tire is considered to be fully worn out.

a. **Free Replacement**
   If a KUMHO Radial Passenger or Light Truck tire fails as a result of defect in materials and/or workmanship within the first 2/32" of the original tread depth, the tire will be replaced with a new, comparable KUMHO tire at no charge including mounting and balancing charges.

b. **Pro-rata replacement**
   A tire not qualifying for free replacement will be given a credit toward the purchase of a new, comparable KUMHO tire based upon the amount of tread actually worn. The cost of mounting, balancing and any other service charges or applicable taxes should be paid by the user. Otherwise, adjustment for compensation will be made on a pro-rata basis calculated by multiplying the dealer's original selling price by the percentage of remaining usable tread depth.

C. WHAT IS NOT COVERED

a. This limited warranty is applicable only in the United States, and any tires used or equipped on a vehicle registered or operated outside the U.S. are not covered by this warranty.
b. Tires branded or marked “Non-Adjustable” (NA) or Blemished (Blem) or DOT/Serial numbers previously cut will not be adjusted.
c. Any tire worn beyond the wear bars (less than 2/32” remaining tread).
d. The cost of applicable taxes and mounting and balancing and any other service charges (Only available for OE tires within 2/32” of original tread depth).
e. Ride Disturbance
   - Worn past the first 2/32” of tread
   - Three (3) or more tires per vehicle
f. Tire damage or irregular wear due to:
   - Road hazard, including puncture, cut, impact break, bulge, snag, stone drill, and/ or collision.
   - Continued use while run flat or under acute under-inflation.
   - Improper use or operation, without limitation, improper inflation pressure, overloading, use of an improper rim, tire/wheel assembly imbalance or other vehicle condition, worn suspension components, improper mounting or demounting, misuse, misapplication, fire or other externally generated heat, water or other material trapped inside the tire during mounting, tire alteration, racing or competition purposes, improper inserting of sealant, balance filler materials and/or chemical corrosion.
   - Improper repair, or with repairs not conforming to the TIA / USTMA standards, or with section repairs, or with self-vulcanizing plug or patch installed separately.
   - Failure to rotate the tire at least every 5,000 to 7,500 miles or according to the vehicles owner’s manual.
   - Uneven or rapid wear which is caused by mechanical irregularity in the vehicle such as misalignment, (a measured tread difference of 2/32 of an inch or more across the tread on the same tire).
   - Feathering is an early indicator of misalignment. Feathering is caused by excessive pressure on tread blocks, caused by an out of alignment condition that pushes tread blocks backward until they begin to wear unevenly.
   - Alignment refers to the angles set in steering and suspensions systems defined by the manufacture of the vehicle. When a vehicle is out of alignment, it can affect the handling characteristics of the vehicle and can also cause premature wear on tires. Some vehicles steering and suspensions systems are more sensitive than others, and even a small pot hole can be enough to knock the alignment out of specification.

Irregular Wear Conditions

Toe Wear



Alignment problem thin inner or outer edge.

Camber Wear



Alignment problem exaggerated inner or outer wear

Center Wear



Over inflation thin tread in the center of tire

Edge Wear



Under inflation thin tread wear along tire edges

Patch Wear



Out of balance patchy tread wear or flat spots

Cup Wear



Bent or worn-out suspension component diagonal “Scalloped” tread wear.

g. Ozone or weather cracking on tires over four (4) years from the date of manufacture.
h. Tires that have been recapped, retreaded, and/or re-grooved.
i. Loss of time, use, or inconvenience, due to any incidental or consequential damage.
j. Tires that have been modified by the addition or removal of material or any tire intentionally altered to change its appearance.
k. Tire unserviceability caused by tire operation in excess of tire/wheel manufacturers specifications and recommendations.
l. Tires that have become unserviceable due to chemical corrosion, vandalism, chains and flat spotting.
m. Tires involved in any racing-related and commercial activities.
n. This limited warranty applies only to the original purchaser and is non-transferable.

II. SAFETY WARNINGS AND MAINTENANCE

Driving on any underinflated tire is dangerous and may result in sudden tire destruction caused by excessive heat build-up. For replacement tires, your tire retailer should provide you with the proper inflation pressure. Otherwise, follow the air pressure recommendation found within your vehicle's owner manual or tire placard in your vehicle. If your replacement tire size is different from the original equipment tire size, ask your tire retailer for a revised air pressure recommendation guide in order to adequately support your vehicle's GVWR.

Check the cold inflation pressure in all of your tires, including the spare tire, at least once every month and always prior to long distance trips. Failure to maintain the proper air inflation pressure may result in improper vehicle handling, and may cause rapid and irregular tire wear, reduction in tire durability, loss of vehicle control, or sudden tire failure that may lead to property damage, serious personal injury or death.

Use an accurate tire gauge to check tire air pressures. Always maintain the proper recommended air inflation pressure in all tires. If there is an indication that one of your tires has lost four or more pounds of air pressure, immediately look for signs of penetration through the tire, valve leaks or wheel damage that may account for the air loss. You should also have your tires inspected by a tire retailer immediately.

Air pressure should be checked when tires are cold (before they have been driven), ideally in the early morning. Driving, regardless of distance, causes tires to heat up and simultaneously increase air pressure.

Never exceed the maximum inflation pressure for the tire.

Never bleed air from hot tires as this may result in under inflation.

Inspect your tires daily. If you notice any damage to your tires or wheels, replace them with a spare and immediately visit any tire retailer for advice. Driving over potholes, curbs, wood debris, metal, etc., can damage a tire and should be safely avoided. Contact with such hazards requires an immediate and thorough tire inspection by your tire retailer.

Always examine your tires for penetrations, bulges, cracks, cuts, and abnormal wear - particularly at the tire edges - which may be caused by, for example, vehicle misalignment or tire under inflation. Failure to properly control a vehicle when one or more tires are underinflated may result in an accident. Use of a damaged tire may result in rapid air loss, including sudden tire failure.

Failure to store tires in accordance with the following recommendations may result in damage to your tires, reduction in tire durability, or sudden tire failure:

Tires should always be stored in a cool, dry, clean, indoor, undeformed environment. Tires contain waxes and emollients to protect their outer surfaces from ozone and weather cracking.

As the tire rolls and flexes, the waxes and emollients continually migrate to the tire's surface, replenishing this protection throughout the normal and proper use of the tire.

However, when tires sit outdoors and are unused for an extended period of time, the tire surface becomes dry, the tire may be susceptible to ozone and weather cracking, and the casing becomes susceptible to flat spotting.

Surfaces on which tires are stored must be free from grease, gasoline, and other substances that could deteriorate the rubber.

You should have a qualified technician check all tires when the KUMHO TIRE U.S.A., Inc. warranty policy period has lapsed, even if damage is not obvious.

Do not overload your tires. Driving on any overloaded tire is extremely dangerous and may result in an accident-causing property damage, serious personal injury or death.

The maximum load rating marked on the sidewall of any tire is based on the maximum speed of operation. Tires that are loaded beyond their maximum allowable loads for a particular application will generate increased and excessive heat that may cause sudden tire failure leading to property damage, serious personal injury or death.

A. AIR PRESSURE

The importance of maintaining the proper air pressure cannot be overstated. Under-inflation can lead to excessive heat build-up and structural stress and can cause a tire to fail. Over-inflation can cause uneven tire wear in the center portion of the tread pattern and can also lead to vehicle handling problems.

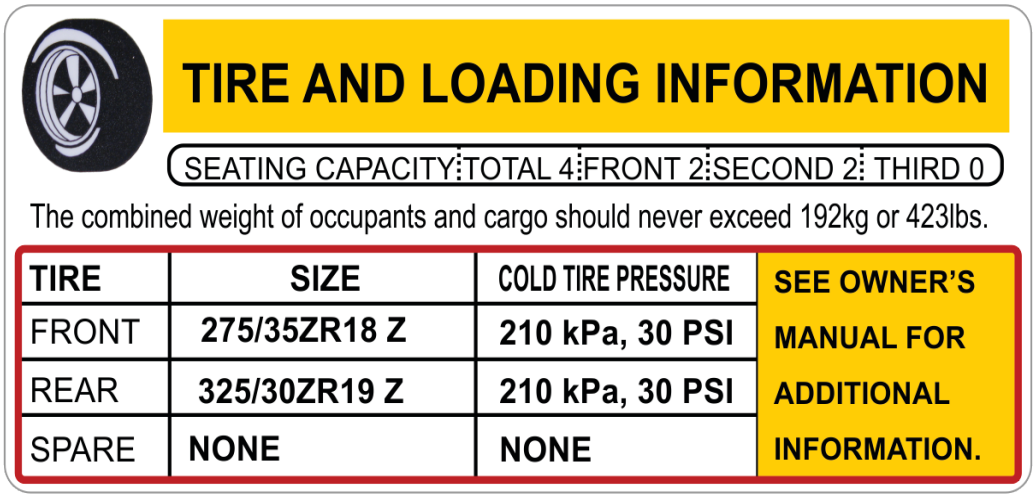
Do not check tire pressure after the vehicle has been operated because tires heat up, causing the air pressure to rise. Allow them to cool and then perform your check.

Check the pressure in your tires, including your spare, at least once per month. Tires should be checked before driving, when tires are cold (at least 3 hours after the vehicle has been stopped and before it is driven more than 1 mile/1.6 km). Do not reduce pressure when tires are hot. Use an accurate pressure gauge to check pressure and maintain it at the level recommended on the vehicle tire placard or in the owner's manual. Under-inflation produces extreme flexing of sidewalls and builds up heat to the point that premature tire failure may occur. Over-inflation can cause the tires to be more susceptible to impact damage. Cold tire pressures should never be higher than the limit molded on the sidewall.

Maintaining proper air pressure will also contribute to better fuel efficiency. So check, be safe and save!

B. LOAD LIMITS

The load carrying capacity of the replacement tire must always equal or exceed the load carrying capacity of the Original Equipment tire. Tires that are loaded in excess of allowable maximum can build up heat to cause sudden air loss. .



Reference Pressure Chart
(Refer to your vehicle's driver's side door jam for details)

C. SPEED-RATED TIRES

Speed-rated tires are identified by letters P, Q, S, T, H, V, Z, W,Y and (Y) as either part of the size designation (e.g., HR) or part of the service description adjacent to the size designation (e.g., 94H) and indicate the maximum speed capability of the tire when properly loaded and inflated. Note: Even when properly loaded and inflated, driving for prolonged periods at high speeds can cause tire damage and possible tire failure which could lead to an accident.

Original equipment speed-rated tires must be replaced with tires of the same or higher speed rating if the speed capability of the vehicle is to be maintained. Consult your KUMHO dealer for the tires best suited to your vehicle driving habits. Operating your vehicle in excess of lawful speed limits or the maximum speeds justified by driving conditions can be dangerous. Excessive speed creates heat buildup in a tire, leading to possible tire failure.

Repair of speed-rated tires must be done in accordance with U.S. Tire Manufactures Association (USTMA) and the Tire Industry Association (TIA) (See USTMA link below repair procedures). Tires are limited to three 1/4” diameter repair in the tread area.

Tire Repair Basics | USTMA

SYMBOL	MAX SPEED (MPH & KM/H)
Q	99 MPH & 160 KM/H
R	106 MPH & 170 KM/H
S	112 MPH & 180 KM/H
T	118 MPH & 190 KM/H
U	124 MPH & 200 KM/H
H	130 MPH & 210 KM/H
V	149 MPH & 240 KM/H
W	168 MPH & 270 KM/H
Y	186 MPH & 300 KM/H
(Y)	ABOVE 186 MPH & 300 KM/H

D. HAZARDS

Visually inspect your tires daily. If you notice any damage to your tires or wheels, replace with a spare and immediately visit any tire retailer for advice. Driving over potholes, curbs, wood debris, metal, etc., can damage a tire and should be safely avoided. Contact with such hazards requires an immediate and thorough tire inspection by your tire retailer. Keep your attention to the road and at least 10 to 15 seconds ahead of you to help avoid hazards like debris and potholes.

E. DISMOUNTING AND MOUNTING

Improper tire mounting and inflation procedures may cause tire beads to break with explosive force during installation of the tire on the rim, causing personal injury and property damage. Follow the U.S. Tire Manufacturers Association (USTMA, https://www.ustires.org/) installation and safety procedure for mounting and inflating tires. Tire and rim must match in size. Rim parts must match in size. Rim parts must match by manufacturer's design. Clean rim. Lubricate rim and beads. Do not exceed the maximum recommended pressure to seat beads on rim. Use remote control inflation equipment and inflation cage.

**Note: Never inflate over 40 psi to seat beads. Mount radial-ply tires only on rims designated by wheel manufacturer as suitable for radial tires. Only specially trained persons shall mount tires.*

F. WORN TIRES

Never drive on worn out tires. Tires should be replaced by trained personnel when 2/32" (1.6 mm) of remaining tread depth, as indicated by tread wear indicators molded into the tread grooves. Use of worn-out tires (less than 2/32" remaining tread depth) increases the possibility of tire failure. In most states, it is illegal to drive with less than 2/32" of remaining tread depth. Worn-out tires should be removed from service and properly recycled or disposed of through an authorized KUMHO dealer.

G. RIDE DISTURBANCE - VIBRATION

All Kumho tires undergo rigorous testing and inspection before being shipped to customers. However, proper tire installation, mounting, and balancing procedures are essential to ensure optimal performance, ride comfort, and safety. It is equally important to verify that the tires being installed meet the vehicle manufacturer's specifications and requirements.

Tire Selection and Compatibility
Selecting tires from different performance categories or ranges can affect a vehicle's handling characteristics, ride comfort, and overall noise, vibration, and harshness (NVH) levels. Tires that do not meet the vehicle manufacturer's specifications should never be installed.

Different tire categories, such as Performance, Touring, and Grand Touring, are designed with distinct characteristics and performance priorities. When replacing existing tires, it is important to understand that switching between these categories may result in noticeable differences in ride quality, handling, and road noise.

Additionally, mixing tires from different manufacturers or using different tire models on the same vehicle may affect ride consistency, handling, and vibration levels, depending on their placement and compatibility.

Temporary Flat Spotting
Temporary flat spotting may occur when tires remain stationary for an extended period, particularly after cooling in low temperatures. This can cause a temporary vibration when the vehicle is first driven. In most cases, the vibration gradually disappears as the tires warm up and return to their normal shape.

Other Potential Sources of Vehicle Vibration
Not all vehicle vibrations are tire-related. Various mechanical components, vehicle conditions, and maintenance issues can also contribute to ride disturbances. Proper inspection and maintenance are essential to identifying the source of vibration and ensuring optimal vehicle performance.

The table below outlines other common sources of vehicle vibration and explains how improper maintenance or component conditions may contribute to ride disturbances:

Speeds	Vehicle	Wheel	Tire	Wheel and Tire Assembly
 LOW SPEED	Suspension  Transmission 	Missing Hub-Centric Ring  Bent Wheel 	Irregular Wear  Flat Spots 	Impact Damage  Out of Balance  Loose Lug Nuts 
 HIGH SPEED	Suspension  Transmission 	Missing Hub-Centric Ring  Bent Wheel 	Irregular Wear  Flat Spots 	Irregular Wear  Out of Balance  Out of Round 

Acceleration	Braking
Transmission  Engine  Axle  Wheel/Hub Bearing  Motor Mount 	Brake Rotor, Caliper and Pads  Anti-Lock Brake System  Brake System 

a. **Low-Speed Tire Vibration**
   - Symptoms: Vibration around 45 mph and below.
   - Corrections: Have the wheel and tire assemblies inspected for any irregularities.

b. **Hi-Speed tire vibration**
   - Symptoms: Vibration around 55 mph and higher.
   - Corrections: Rebalance tires.

c. **Brake Shudder**
   - Symptoms: Vibration in seat or steering wheel under braking, increasing under heavy braking.
   - Corrections: Have the vehicle's brake system inspected.

d. **Vibration Under Acceleration**
   - Symptoms: Vibration under acceleration, clicking while turning as well as pulling may also be present.
   - Corrections: Have the vehicle inspected for worn CV axles.

e. **Worn out Motor Mounts**
   - Symptoms: Noise when shifting into Drive or Reverse, noise when under acceleration worsened by heavy acceleration as well as the vehicle may seem louder on the inside due to a lack of dampening.
   - Corrections: Have vehicle inspected for worn motor mounts.

f. **Transmission**
   - Symptoms: Grinding noises accompanied by gear changes, a shudder in the middle of the vehicle at specific times.
   - Corrections: Have the vehicle inspected for transmission related issues.

H. RIDE DISTURBANCE - PULL

a. **Misalignment of the Suspension**
   - Symptoms: Steering straight and the vehicle pulls to one side or the other.
   - Corrections: Have the alignment inspected and reset according to manufacture specifications.
   - If the vehicle is pulling away from the crown of the road the alignment may be set within specifications but not to compensate for road crown.

b. **Tires**
   - Symptoms: Steering wheel is straight and the vehicle is going straight, but if you let go of the steering wheel, the vehicle pulls or drifts to one side or the other.
   - Corrections: Check Tire Pressure. If the tire pressure matches what the manufacture specifies, have the tires inspected for issues.

c. **Worn Suspension**
   - Symptoms: Uneven pavement or road surface cause the vehicle to pull to one side or the other.
   - Corrections: Have the vehicle inspected for worn suspension parts.

d. Brake Pull

- Symptoms: Pulling to either side under braking.
- Corrections: Have the vehicle's brake system inspected.

e. Torque Pull

- Symptoms: Pulling to either side under acceleration, exaggerated under heavy acceleration.
- Corrections: have the vehicle inspected for worn CV axles.

***If you experience any of these conditions, your dealer will be able to help you through any warranty processes you may have.**

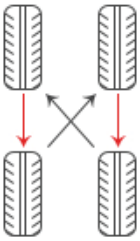
I. FOAM TIRE

Some KUMHO tires feature sound-absorbing foam attached to the inside of the tire (A component of the K-Silent Technology) to help reduce road noise while driving. If the foam becomes detached during normal use, vibration may occur. If you experience unusual vibration that may be related to the foam, have the tire inspected by an authorized KUMHO dealer.

Damage or conditions resulting from improper mounting or dismounting, intentional damage to the foam, unauthorized removal or modification of the foam, or the installation of foam or similar materials after purchase are not covered under this warranty.

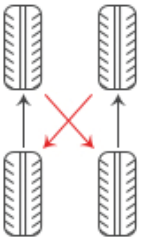
J. ROTATION

Tires should be rotated every 5,000 to 7,500 miles. When this is done consistently, the tires are more likely to maintain good handling and traction and deliver maximum tread life. However, it's important to remember that tire rotation alone cannot guard against rapid or uneven wear if your vehicle has faulty mechanical parts or improper tire inflation pressure.



Forward Cross

The most commonly used rotation pattern, designed primarily for front wheel drive vehicles - which most cars have.



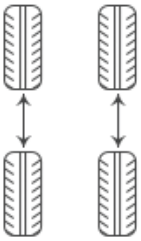
Rearward Cross

For rear wheel and 4-wheel drive vehicles.



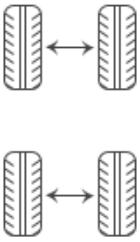
X-Cross

Also for rear wheel and 4-wheel drive vehicles - but can also be used as an alternative to the Forward Cross method for front wheel drive vehicles.



Front-to-Rear & Rear-to-Front

Primarily used for performance vehicles equipped with directional tires of the same size.



Side-To-Side

Primarily used for vehicles equipped with non-directional tires of different sizes.

If your spare tire is of the same size as the four tires in service, you should include that spare in your rotation pattern. Follow the manufacturer's recommended rotation sequence, or introduce the spare into the rotation pattern in the right rear position

Temporary-use spares cannot be included in your tire rotation.

Critical Notice For All Vehicles (FWD, RWD, AWD, and 4WD)

Vehicle systems require closely matched tire circumferences across all four-wheel positions or across the positions on a single axle. Failing to rotate tires consistently, or mixing tires of different brands, models, or significantly different tread depths, can place severe mechanical stress on the vehicle's central transfer case, differentials, transaxle, and electronic drive or safety components (such as traction control and ABS). Always follow the vehicle manufacturer's specific rotation patterns and tread depth tolerance limits found in your owner's manual to prevent costly drivetrain damage and ensure optimal vehicle safety.

K. ALIGNMENT

The angles set in steering and suspensions systems defined by the manufacture of the vehicle. When a vehicle is out of alignment, it can affect the handling characteristics of the vehicle and can also cause premature wear on tires. Some vehicles steering and suspensions systems are more sensitive than others, and even a small pot hole can be enough to knock the alignment out of specification.

L. TEMPORARY TIRE

a. Temporary Tires weigh less and provide more trunk storage space than a conventional tire. To conserve tire tread life, the temporary tire should be returned to the trunk as soon as it is convenient to have your standard tire repaired or replaced.

b. If a Kumho Temporary Tire fails as a result of defect in materials and/or workmanship during the first 50% of usable tread wear, the tire will be replaced with a new, comparable tire at no charge including mounting and balancing charges.

c. No adjustment will be made for tires that are worn more than 50%.

Check your spare tires air pressure as well. The proper air pressure for a spare is often different from the tires mounted on your vehicle. The proper air pressure for your spare should also be listed in your vehicle's owner's manual, door jamb or glove compartment.

Use a quality air gauge when checking the pressure (digital gauges are the most reliable) or have a professional service technician do the work for you.

III. OE TIRE WARRANTY

Original equipment tires are ordered by the vehicle manufacturer for specific cars and already come equipped on new vehicles. Aftermarket tires are the replacements that the consumer purchases from a tire dealer. Some tread patterns are sold both OE and aftermarket. OE tires are ordered for specific cars; the warranty coverage type satisfies the vehicle manufacturer's request. OE warranty coverage does not include extended warranties; e.g., road hazard, tread wear/mileage, etc. that are available with certain aftermarket tire purchases.

IV. UNAUTHORIZED DEALERS

Tires purchased from unauthorized KUMHO dealers do not qualify for the KUMHO Replacement Equipment Warranty or extended warranties. It is impossible for us to verify that these tires were stored properly, mounted correctly, or originally intended for sale in the United States. For this reason, KUMHO cannot guarantee the safety or quality of the products purchased from an unauthorized marketplace..

As a consumer, you should only purchase KUMHO products from an authorized KUMHO Dealer in order to ensure that the manufacturer's warranty is preserved. Please see the Find Dealers on our website to find an authorized KUMHO dealer near you.

V. TIRE REGISTRATION

WHAT IS A DOT CODE?

The DOT code is an alphanumeric code that appears on the sidewall of the tire. This code is sometimes referred to as a serial number. Mandated by the U.S. Department of Transportation, it identifies where a tire was manufactured, specific characteristics about the tire and its age. The code starts with the DOT designation, followed by a series of letters and numbers. Here's how to read it:



Manufacturing Plant

H2: identifies the plant that manufactured the tire



Tire Size Code

U1: is the tire size code



Option Code

YC7L: an optional code that refers to a brand or other characteristics specifics to the tire



Date of Manufacturing

3805: identifies the manufacturing date. The first two digits represent the week and the last two digits represent the year. Therefore, in this example, the tire was manufactured in the 38th week of 2005

WHERE TO REGISTER YOUR TIRES

https://kumhotireusa.com/register-your-tires/

WHY TO REGISTER YOUR TIRES

The information will only be used for the purpose of notifying you regarding a recall.

KUMHO will not sell or rent your contact information to third parties.

VI. WARRANTY ADJUSTMENT PROCESS

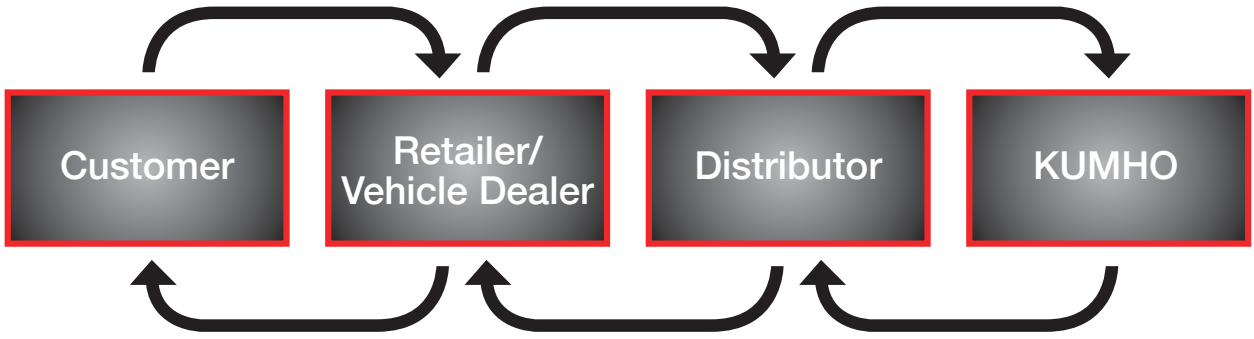
1. **Have the tire inspected by the authorized KUMHO dealer or the vehicle dealership where the tire(s) were originally purchased to establish the cause of the issue.**

2. **To successfully process a warranty adjustment, the original owner must present the original purchase invoice, vehicle mileage installation logs, and tire rotation service records demonstrating compliance with maintenance protocols.**

3. **If the tire qualifies for a workmanship or material warranty adjustment, the dealer will process the claim on your behalf.**

4. **Adjustment Calculation: The consumer credit or compensation will be calculated on a pro-rata basis by multiplying the dealer's current selling price by the percentage of remaining usable tread depth on the tire being adjusted. The cost of mounting, balancing, any additional service charges, and applicable taxes are the responsibility of the owner.**

It is important to reach out to an authorized Kumho dealer to proceed with the tire inspection and credit, if applicable.





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