



Continental Tire North America
PLT Replacement Business Unit
Customer Service
(800) 847-3349

November 17, 2005

Product Service Information Bulletin PSIB 05 – 02

Tire Maximum Service Life for Passenger Car and Light Truck Tires

The tire industry has long recognized the consumer's role in the regular care and maintenance of their tires. The point at which a tire is replaced is a decision for which the owner of the tire is responsible. The tire owner should consider factors to include chronological age, service conditions, maintenance history, storage conditions, visual inspections, and dynamic performance. The consumer should consult a tire service professional with any questions about tire service life. The following information and recommendations are made to aid in assessing the point of maximum service life.

The Chronological Age of the Tires

The chronological age of any tire can be found on the tire sidewall by examining the characters following the symbol "DOT".

For tires manufactured after the year 1999, the last four numbers identify the date of manufacture of the tire to the nearest week. The first two of these four numbers identify the week of manufacture (which range from "01" to "52"). The last two numbers identify the year of manufacture (e.g., a tire with the information "DOT XXXXXX2703" was manufactured in the 27th week of 2003).

For tires manufactured prior to the year 2000, three numbers instead of four indicate the date of manufacture. Also, during the early 1990's, Continental added a triangle (◄) to the end of the character string to distinguish a tire built in the 1990's from previous decades (e.g., a tire with the information "DOT XXXXXX274◄" was manufactured in the 27th week of 1994).

The Service Life of a Tire Cannot Be Predicted

Tires are designed and built to provide many thousands of miles of excellent service. For maximum benefit, tires must be maintained properly to avoid tire damage and abuse that may result in tire disablement. The service life of a tire is a function of the storage, stowing, rotation and service conditions which a tire is subjected to throughout its life (load, speed, inflation pressure, road hazard injury, etc.). Since service conditions vary widely, accurately predicting the service life of any specific tire in chronological time is not possible. Regardless of these unpredictable service conditions, vehicle manufacturers may recommend a chronological age at which a tire should be replaced based on their understanding of the specific vehicle application.



The Consumer Plays an Important Role in Tire Maintenance

Tires should be removed from service for numerous reasons, including tread worn down, to minimum depth, damage or abuse (punctures, cuts, impacts, cracks, bulges, underinflation, overloading, etc). For these reasons tires, including spares, must be inspected routinely, i.e., at least once a month. This routine inspection should occur whether or not the vehicle is equipped with a tire pressure monitoring system (TPMS).

Consumers are strongly encouraged to be aware not only of their tires' visual condition but also of any change in dynamic performance such as increased air loss, noise or vibration, which could be an indicator that the tires should be immediately removed from service to prevent a tire failure. Also, the consumer should be the first to recognize a severe in-service impact to a tire and to ensure that the tire is inspected immediately thereafter.

Tire storage, stowage, and rotation is also important to the service life of the tire. More information regarding proper storage, stowage and rotation is located in other Continental publications which are available upon request and through its websites.