

Firestone



RUBBER TRACK

OPERATING MANUAL FOR AG TRACTORS



FirestoneAg.com

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ABOUT THIS BOOK

INTRODUCTION

- Firestone rubber tracks are designed and built for optimal performance and durability. In order to maximize service life, their proper use, care and maintenance are important.
- Always read and follow the operations manual for your equipment provided by the manufacturer or dealer
- This booklet is designed to help you understand the suggested operations for Firestone rubber tracks, as well as the cause and prevention of general types of damage that may occur

TABLE OF CONTENTS

USE, CARE AND MAINTENANCE

	PAGE
Definition of terms	5-6
Suggested operations	7
Alignment	8
Tread wear	9
Measurement of tread depth	10
Average measured tread depth	11
Required evidence for warranty claim	12

TYPES OF DAMAGE

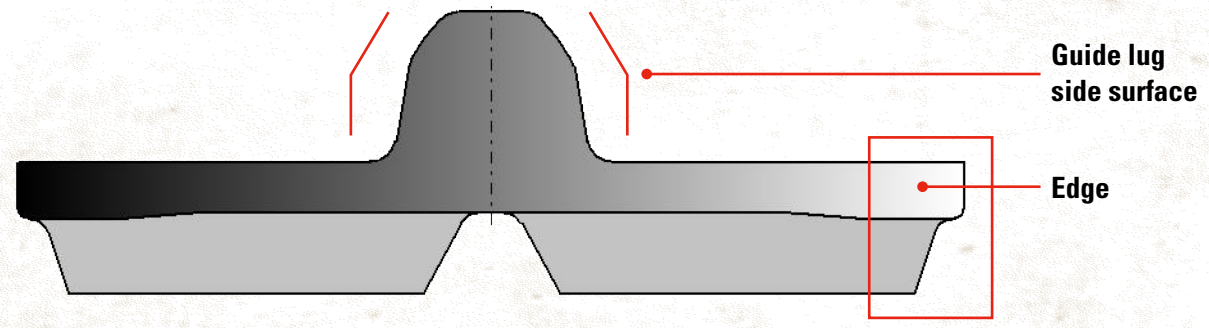
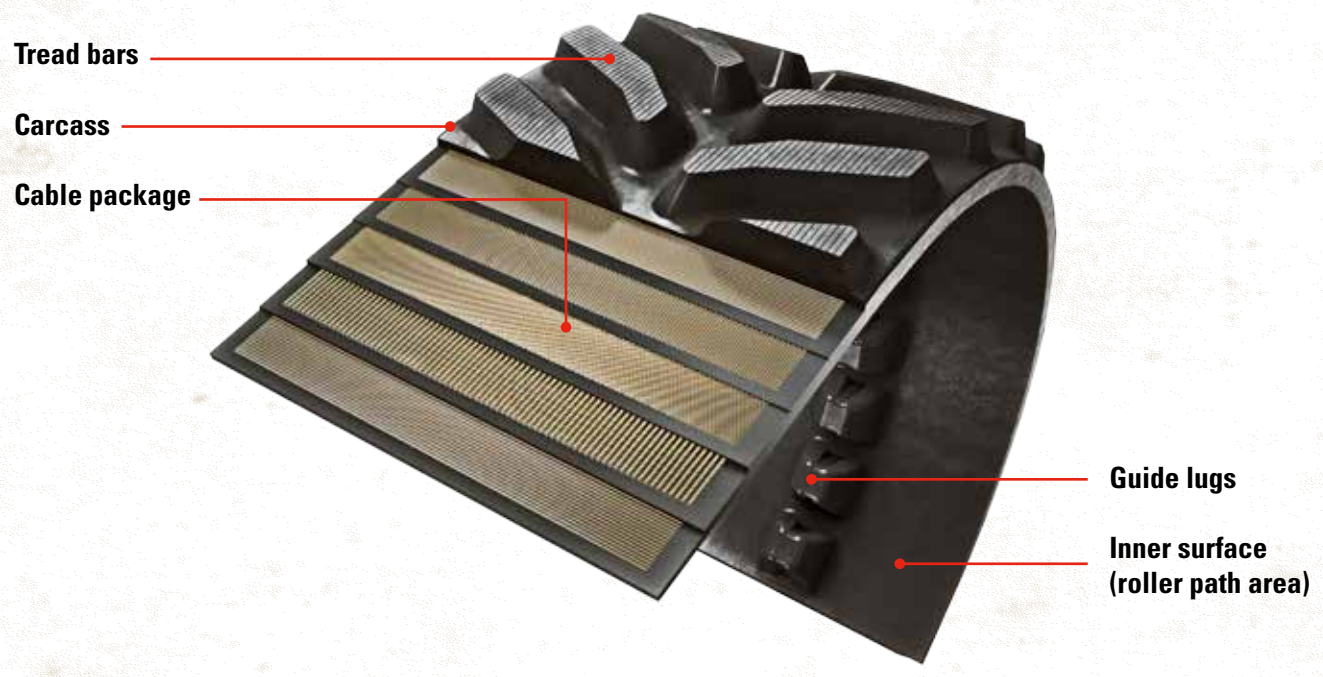
Tread and carcass	14-16
Inner surface	17-19
Guide lugs	20-22
Agricultural Use Warranty	24-27
Non-Agricultural/Industrial Use Warranty	28-31



USE, CARE AND MAINTENANCE

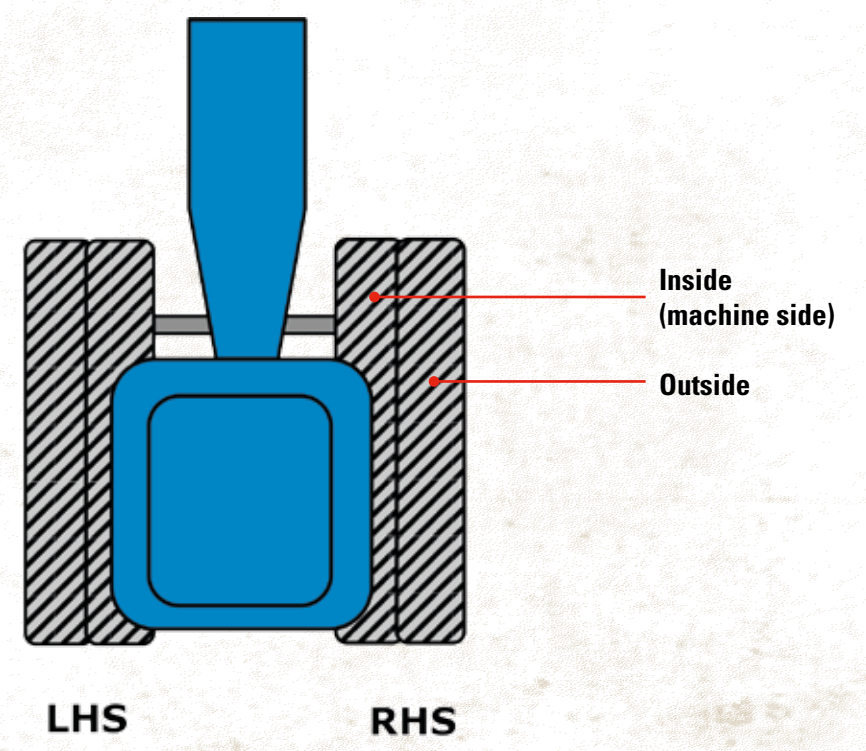
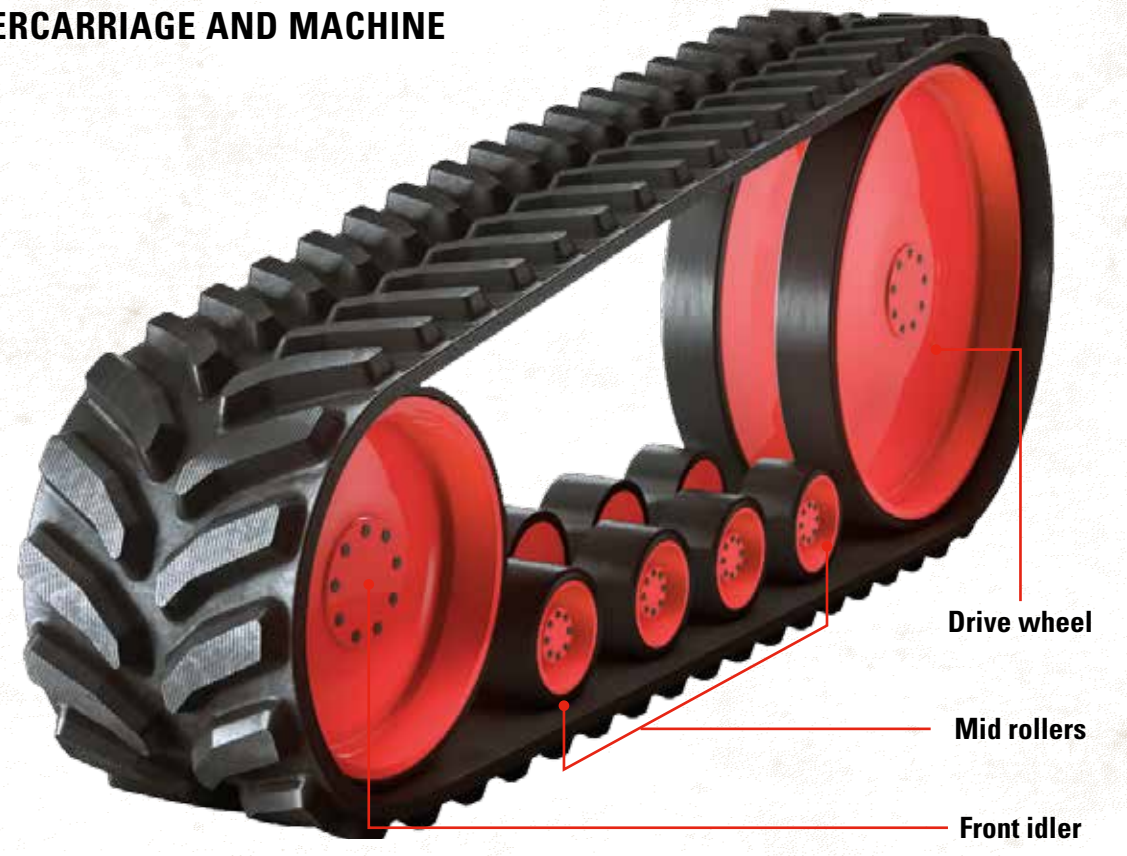
DEFINITION OF TERMS

RUBBER TRACK



DEFINITION OF TERMS

UNDERCARRIAGE AND MACHINE



SUGGESTED OPERATIONS

1. Maintain correct tension

It is essential that the track have correct tension during operations. Loose tension may cause slippage between the drive wheel and the inner surface. This slippage will be the main cause of inner surface damage of the rubber track. Loose tension can be the possible cause of de-tracking. Check your manufacturer's operator's manual for details.

2. Periodic check of undercarriage components

Check the undercarriage components (i.e. drive wheel, mid rollers and front idler) for wear and rubberized surface damage periodically. Wear and damage of the undercarriage components can affect the track performance and durability.

3. Avoid sharp turns

Avoid fast, sharp turns and side slope turns. This may cause excessive tread wear, especially on asphalt and concrete surfaces.

4. Minimize rough terrain operation

Limit use of your machine on large, sharp rocky surfaces and sharp metal objects. These objects may cause severe damage to the rubber track.

5. Side slope operation – avoid de-tracking

When a tractor transitions from a side slope to a flat surface, the center portion of the undercarriage is unsupported. If the tractor turns during this transition, de-tracking may occur. Avoid making turns where the side slope meets a flat surface to minimize de-tracking.

6. Minimize slippage

During high-torque tractor operations, slippage can occur between the ground and the tread bars and also between the drive wheel and inner surface of the track. This slippage can cause serious damage to the undercarriage components, inner surface of the rubber track and the cable package, as well as accelerate tread wear. Use caution during high torque situations to reduce slippage, minimize wear and prevent damage.

7. Oil will degrade the rubber quality

Oil and similar substances will degrade rubber quality over time. If any of these products come in contact with the rubber track during maintenance or operations, remove it as soon as possible.

8. Choosing the correct rubber track width

Consider the optimal track width for your operations. For example, narrow tracks (16" and 18") are reasonable for row crop operations, but are not well-suited for tillage work. Wider tracks (24", 30" and 36") have benefits for traction, flotation, compaction and tracking performance.

9. Use proper ballast

When pulling equipment, it is important to have the proper ballast to offset the additional weight of the attachment. If the machine weight is not balanced, excessive tread wear and other damage can occur.

10. Storage

When storing your equipment for a period of time, it should be kept indoors away from rain, snow and direct sunlight to help prolong the life of its tracks. When extended storage is needed, periodic track rotation is recommended to help avoid "shape memory" in the track.

ALIGNMENT

WHAT IS ALIGNMENT

Adjusting the alignment is one of the most important procedures to prolong the life of the rubber tracks. Each track will have a different tendency in terms of tracking performance and is likely to change during its service life. Tracking performance is related to many of the following factors:

Machine related

- Undercarriage frame
- Assembly quality
- Tolerance of components
- Wear of components and aging deterioration
- Track gauge
- Camber effect
- Difference in weight distribution between the inside and outside of the tractor

Track Related

- Track width (good tracking is more difficult with narrow tracks)
- Uneven tread wear

MISALIGNMENT ISSUES

Misalignment may cause guide lug side-surface damage and shorten track life. If alignment is not correct, damage not only occurs on the rubber track, but also on undercarriage components including drive wheel, mid rollers and front idlers. Periodic check of alignment is strongly recommended in the following cases:

- When rubber tracks are replaced
- When the components are replaced
- When track gauge is adjusted
- After extended storage
- Every 100 hours during normal operations

ADJUSTING ALIGNMENT

Please follow the alignment adjustment procedure in your manufacturer's operator's manual. One of the basic procedures is to run on a flat surface without steering the machine. Check the guide lug surface temperature both outside and inside. If there is a significant difference in temperature, the alignment is not correct. Make adjustments to the alignment until the temperature difference is minimal.



TREAD WEAR

ROADING

Operating equipment on a paved road (“roading”) is one of the most severe causes of treadwear. Unbalanced weight distribution, narrow track usage, high speed operations and quick sharp turns may accelerate tread wear when roading the equipment.

MAXIMIZE TREAD LIFE

To maximize tread life, minimize the conditions that may accelerate tread wear:

- Long distance roading
- High speed roading
- High-torque operations
- Slippage
- Unbalanced weight distribution

TIPS

It is common for the machine-side tread to wear faster than the outside tread (Fig.1). This tendency may be more obvious in cases when the track gauge is extended outward. In order to have even treadwear for both tracks, rotating the LHS (left-hand side) and RHS (right-hand side) track after each season’s usage is recommended (Fig. 2).



Fig. 1. Accelerated machine side tread wear

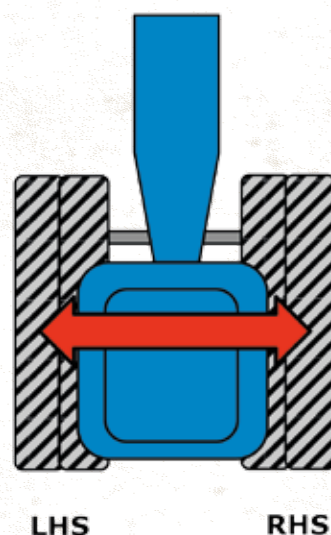


Fig. 2. Track rotation from LHS to RHS

MEASUREMENT OF TREAD DEPTH

HOW TO MEASURE THE TREAD DEPTH

Use a depth gauge, place the arms on two adjacent treadbar surfaces and record the measurement (Fig. 1).

If a depth gauge is not available, use two rulers and follow the same procedure.

WHERE TO MEASURE TREAD DEPTH

Measure the nine different points on the tread (A, B and C for longitudinal direction and outside, center and inside for lateral direction), as shown in Fig. 2. Place measurements in Table 1.



Fig. 1. How to measure the tread depth

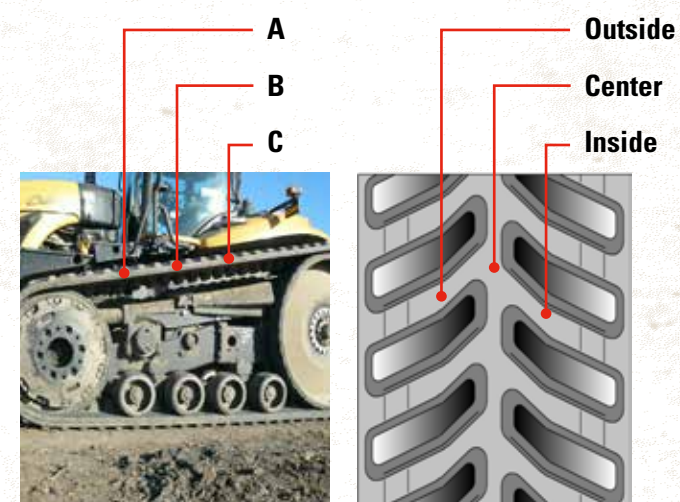


Fig. 2. Location of the measurements

	Outside	Center	Inside
A			
B			
C			

Table 1

AVERAGE MEASURED TREAD DEPTH

DEFINITION

Average measured tread depth is defined and calculated as follows:

1. Complete the table shown in "Measurement of Tread Depth" on page 10
2. Select the three lowest values
3. Calculate the average of the three lowest values = Average Measured Tread Depth

EXAMPLE

1. Complete the table

	Outside (mm)	Center (mm)	Inside (mm)
A	34.5	36.2	31.3
B	35.6	37.1	32.9
C	34.8	36.7	31.7

2. Sort the values in order from lowest to highest

Order of the depth	Data
Minimum 1	31.3
Minimum 2	31.7
Minimum 3	32.9
	34.5
	34.8
	35.6
Maximum 1	36.2
Maximum 2	36.7
Maximum 3	37.1

3. Calculate the average

Average of the lowest values $(31.3 + 31.7 + 32.9) / 3 = 32.0$

AVERAGE MEASURED TREAD DEPTH = 32.0 mm

EVIDENCE FOR WARRANTY CLAIM

EVIDENCE FOR WARRANTY CLAIM

The following items should be submitted for warranty claims:

- Warranty inspection form
- Proof of tracks purchase
- Photos (see below)
- Tread depth (see page 11)

MARKING ON TRACK

Firestone rubber tracks in 16, 18 and 24 inch sizes have the markings on the side surface of the track, and 25, 30 and 36 inch tracks have the markings on the edge of the inner surface.

Size marking: Example [24x54x6INP55 or 530661BNEB]

Date code: Example [1301132]

Brand marking: Example [Firestone logo]



Size marking



Date code

PHOTOS

The following photos are required for a warranty claim. If photos are not provided, warranty claim may be rejected.

Photo required	To identify
Overall and close-up of failed part	Failure mode and location
Date code	Production lot and record
Size mark	Accurate track specification
Machine photo	Machine model
ID plate of machine	Machine model
Hours gauge	Age of machine
Components (mid roller, front idler and rear drive wheel)	Condition of undercarriage component



TYPES OF DAMAGE

EXTERNAL DAMAGES ON TREAD

DEFINITION

- External cuts caused by sharp debris

WHERE TO LOOK

- Tread and carcass

WHAT TO DO

- Check periodically to determine if the cable package is exposed
- If cable package is exposed, track should be removed from surface



Cosmetic



Minor



Severe

CAUSES OF DAMAGE

- Sharp rocks, stone or crop stubble
- Sharp turns or track slippage



PREVENTION

- Use caution when operating over rocky surfaces and crop stubble
- Periodic inspections of tread surfaces is recommended

TREAD WEAR

DEFINITION

- Wearing down of rubber tread bars

WHERE TO LOOK

- Tread

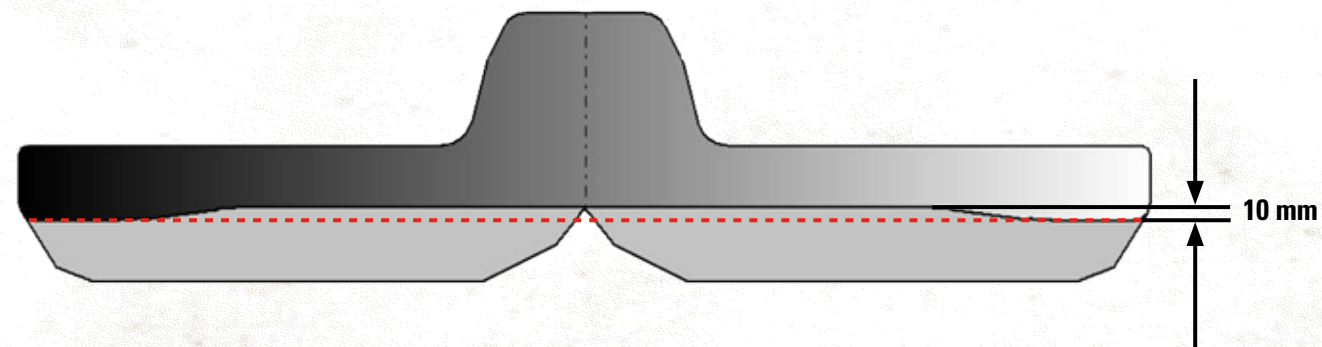
WHAT TO DO

- Replace the rubber track if the cable package is exposed
- Replacement is recommended if tread depth is less than 10 mm



CAUSES OF DAMAGE

- Tread is worn by normal usage on mud, dirt and gravel
- Excessive treadwear occurs during roading operations
- Accelerated treadwear occurs from sharp turns, track slippage and weight imbalance



PREVENTION

- Avoid unnecessary sharp turns, track slippage and weight imbalance
- Minimize high-speed roading

OZONE CRACKS

DEFINITION

- Small cracks at the base of the tread

WHERE TO LOOK

- Tread and carcass

WHAT TO DO

- Check periodically if the cracks reach the cable package
- Replace track if steel cord is exposed



CAUSES OF DAMAGE

- Ozone cracks are a natural aging phenomenon of rubber
- Sunlight and high temperatures can accelerate ozone cracks
- Cold temperatures and salt-water environments may accelerate damage to rubber

PREVENTION

- Indoor and well-ventilated storage is recommended; do not let tracks remain idle for extended periods of time
- If indoor storage is not available, minimize exposure to direct sunlight

EDGE CUT

DEFINITION

- External cuts on the outside edge of the track caused by sharp debris on the ground

WHERE TO LOOK

- Edge cut locations inside outer edge of track

WHAT TO DO

- Prevent corrosion from damaging the track by removing any hanging rubber that would further tear into the track carcass
- If the track is damaged by corrosion moving inside the tread, the track should be replaced



CAUSES OF DAMAGE

- Sharp turns on high friction surfaces such as asphalt and concrete. This causes the edge of the track to roll under and fold, causing edge cut.

PREVENTION

- When operating on asphalt or concrete, avoid making sharp turns

MID ROLLER EDGE SCRATCH

DEFINITION

- Mark, scar or cut created at edge of roller, drive wheel and/or idler

WHERE TO LOOK

- Inner surface

WHAT TO DO

- Check periodically to determine if the cable package is exposed
- If cable package is exposed the track should be removed



CAUSES OF DAMAGE

- Undercarriage components such as track roller, idler and drive wheel
- Coated rubber on the rollers deteriorates and metal part is exposed



Metal exposed



Well coated

PREVENTION

- Periodically check the rollers. If metal exposure becomes severe, replacement is recommended.

INSIDE RUBBER TRACK

DEFINITION

- Damage on the inside roller path area

WHERE TO LOOK

- Inside surface of rubber track

WHAT TO DO

- Replace rubber tracks if steel cable packages are exposed (see pictures)

CAUSES OF DAMAGE

- External objects are pressed between bogie wheels and inside surface of rubber track
- Point load friction from the rear drive wheel generated during scraper or tillage operations



PREVENTION

- Pay attention to the changing ground conditions and avoid operating in severe conditions
- Minimize extreme high traction operation which may cause slippage between drive wheel and track

GUIDE LUG CRACKS

DEFINITION

- Cracks that occur around the base of the lug

WHERE TO LOOK

- Around the base of the guide lug

WHAT TO DO

- Check periodically to determine if cracks reach the steel cable
- Remove track if steel is exposed

CAUSES OF DAMAGE

- Integration of small ozone cracks between adjacent guide lugs
- Excessive track rotation due to high-speed roading



Small ozone cracks



Integrated cracks

PREVENTION

- Avoid or minimize exposure to direct sunlight
- Indoor storage with good ventilation is recommended
- Use tracks at least once a month
- Avoid or minimize high-speed roading

GUIDE LUG WEAR

DEFINITION

- Guide lug side surface wear/damage

WHERE TO LOOK

- Inside and outside face of guide lug

WHAT TO DO

- Adjust the alignment on the machine (follow manufacturer's operator's manual for the alignment procedure)

CAUSES OF DAMAGE

- Misalignment of undercarriage
- Operating on extreme side slopes or hills
- Running narrower tracks like 16" widths are more difficult to align to their nature. Periodic alignment checks are important in order to maximize the track life on narrow width tracks.



Not aligned (favors one side)



Aligned (centered)

PREVENTION

- Adjust the alignment with every track installation. Periodic alignment checks are important when undercarriage components are replaced or worn past their life.

TOP OF GUIDE LUG DAMAGE

DEFINITION

- Excessive wear on top of the lugs – chunks missing

WHERE TO LOOK

- Top of guide lug

WHAT TO DO

- Replace rubber track if one guide is completely chunked off from the carcass

CAUSES OF DAMAGE

- When turning, wheels tend to ride over the guide lugs and cause the chunking of guide lug
- When running on rough terrain, reverse bending occurs on the track and the phenomena causes guide lug touching on machine undercarriage



Reverse bending



Close to undercarriage

PREVENTION

- Avoid or minimize operation on rough terrain



WARRANTIES



LIMITED PRO-RATA WARRANTY - AGRICULTURAL USE FOR FIRESTONE-BRANDED AGRICULTURAL RUBBER TRACKS

TRACKS COVERED

This Limited Warranty covers all new Firestone-branded Agricultural Rubber Tracks, used in normal agricultural service, when purchased from a Bridgestone Americas Tire Operations, LLC (BATO) authorized dealer or distributor (the "Covered Ag Tracks").

WHAT IS WARRANTED

Subject to the terms, limitations and exclusions of this Limited Warranty, BATO warrants to the original end user of the Covered Ag Tracks that if the track becomes unusable for any reason within the manufacturer's control within forty-eight (48) months from the date of purchase or 4,000 hours of operation, whichever occurs first, such track will be replaced with an equivalent new Firestone-branded Agricultural Rubber Track on the basis set forth in the section below titled "Limited Warranty Period and Pro Rata Percentages."

WHAT IS NOT WARRANTED

1. Any damage occurring in shipment.
2. Any damage caused during installation.
3. Normal wear and tear.
4. Tracks used for any non-agricultural or industrial applications or services.
5. Any damage caused by or attributable to improper undercarriage maintenance, use of undercarriage components or other components that are not original equipment manufacturer (OEM) specification.
6. Any damage caused by use of the Covered Ag Tracks on a gear tooth drive system (positive drive system).
7. Any damage caused by or attributable to unauthorized alterations, modifications or repairs (including without limitation any modification or replacement of guide blocks, tread bars, lugs or other parts or accessories), or failure to comply with BATO recommendations on use or maintenance of the Covered Ag Tracks.
8. Any damage caused by use in inappropriate environmental conditions, or any other use outside of BATO's recommendations or specifications.
9. Any damage caused by accident, misuse, abuse, overload, sabotage, neglect, mishandling, misapplication, faulty installation or Acts of God or nature or other factors beyond BATO's control.

This Limited Warranty only covers Covered Ag Tracks that are unserviceable or unusable, and does not cover minor cosmetic deficiencies such as surface cracks, splits and other superficial distress that may impact track appearance but does not render the track unusable or measurably diminish overall life.

This Limited Warranty does not cover the cost of removing the Covered Ag Tracks or installing a replacement product.

AGRICULTURAL USE TRACKS WARRANTY

WARRANTY CLAIMS PROCEDURE

Warranty claims must be submitted with proof of purchase of the Covered Ag Tracks to the nearest BATO Agricultural Products Location within fifteen (15) days after the date of the incident giving rise to the warranty claim along with photographs of the damaged area. At the sole option of BATO, the Covered Ag Track must be available for inspection at the claimant's expense. BATO, at its sole discretion, shall examine the Covered Ag Track and determine whether damage to the Covered Ag Track was a result of workmanship and, if so, determine the applicable remedy. Warranty claim forms are available from a BATO authorized distributor or dealer.

LIMITED WARRANTY PERIOD AND PRO RATA PERCENTAGES

If BATO determines a Covered Ag Track is unusable due to a condition covered by the Limited Warranty during Service Months (as defined below) 0 months through 12 months and Service Hours 0 through 1,000, and with a Tread Wear Rate (as defined below) of less than 25%, the Covered Ag Track shall be replaced, without charge, by a new Firestone-branded Agricultural Rubber Track.

If BATO determines the Covered Ag Track is unusable due to a condition covered by the Limited Warranty after the 12th Service Month, 1,000th Service Hour or after the Tread Wear Rate is greater than 25%, such Covered Ag Track shall be eligible for replacement with a new Firestone-branded Agricultural Rubber Track at a prorated purchase price calculated by the customer's normal buying price multiplied by the Pro Rata Collection percentage in the table below. The Pro Rata Collection Percentage shall be determined using the Service Months, Service Hours or the Tread Wear Rate, whichever produces the greater Pro Rata Collection Percentage.

PRO RATA COLLECTION PERCENTAGE TABLE

Months of Service or During	Hours of Service	If Tread Wear Rate Is	Pro Rate Collection Percentage
0 - 12 Months	0 - 1,000 hours	<25%	0%
12 - 24 Months	1,001 - 2,000 hours	26% - 49%	25%
12 - 36 Months	1,001 - 3,000 hours	50% - 74%	50%
12 - 48 Months	1,001 - 4,000 hours	>75%	75%
At the end of the 48th month or after 4,000 service hours, coverage expires			100%

AGRICULTURAL USE TRACKS WARRANTY

For the purpose of this Limited Warranty, (i) the "Service Month" means the period from the date of purchase (proof of purchase required) of the Covered Ag Track by the original end user to the month in which the Warranty Claim was made, (ii) the "Service Hour" means the actual number of hours of operation from the time the Covered Ag Track has been installed on a piece of equipment and (iii) "the Tread Wear Rate" means the percentage calculated based on the following formula, which percentage shall be determined by BATO based on the related information of each item of the following formula.

$$\text{Tread wear rate} = \frac{A - B}{A - C} \times 100$$

A = "Original Tread Depth" means the depth of the tread bars of the Covered Ag Tracks, which depth is originally designated by BATO at the time of sale.

B = "Average Measured Tread Depth" means the average of the measured depth of the tread bars of the Covered Ag Track at the time of the claim under this Limited Warranty. Measurement instructions to determine Average Measured Tread Depth can be found in the Firestone Agricultural Rubber Track Manual.

C = "Worn-Out Tread Depth" means the depth of the tread bars of the Covered Ag Track, which is designated by BATO as the limitation of use and service. The Worn-Out Tread Depth is 10 mm (0.4") of the original tread.

Claims made under this Limited Warranty are only allowed if the Average Measured Tread Depth is higher than the Worn-Out Tread Depth. If the Average Measured Tread Depth is lower than the Worn-Out Tread Depth, the Covered Ag Track is considered worn out and is no longer usable and a new Firestone Agricultural Rubber Track should be purchased at that time.

CONDITIONS AND EXCLUSIONS

Any Covered Ag Track replaced under the Limited Warranty with a new Firestone-branded Agricultural Rubber Track will be covered for the balance of the original Limited Warranty period. THIS IS THE ORIGINAL END USER'S SOLE AND EXCLUSIVE REMEDY, AND BATO'S ONLY OBLIGATION, FOR ANY DEFECTIVE FIRESTONE-BRANDED AGRICULTURAL RUBBER TRACK OR ANY BREACH OF WARRANTY WITH RESPECT TO THE FIRESTONE-BRANDED AGRICULTURAL RUBBER TRACK.

WARRANTY DISCLAIMER. OTHER THAN THE LIMITED WARRANTY DESCRIBED ABOVE, BATO MAKES NO EXPRESS OR IMPLIED WARRANTIES, CONDITIONS, OR GUARANTEES, INCLUDING WITHOUT LIMITATION ANY IMPLIED WARRANTIES OR MERCHANTABILITY, NONINFRINGEMENT OR FITNESS FOR A PARTICULAR PURPOSE, ALL OF WHICH ARE EXPRESSLY DISCLAIMED AND EXCLUDED.

AGRICULTURAL USE TRACKS WARRANTY

LIMITATION OF LIABILITY. TO THE EXTENT PERMITTED BY LAW, BATO SHALL NOT BE LIABLE FOR ANY CONSEQUENTIAL, SPECIAL, DIRECT, INCIDENTAL, INDIRECT OR PUNITIVE DAMAGES, OR ECONOMIC LOSS OF ANY KIND (INCLUDING WITHOUT LIMITATION LOSS OF REVENUES OR PROFITS) ARISING OUT OF THE USE OR INABILITY TO USE THE FIRESTONE-BRANDED AGRICULTURAL RUBBER TRACK, WHETHER BASED ON THEORIES OF WARRANTY, CONTRACT, NEGLIGENCE, STRICT LIABILITY OR OTHERWISE, AND REGARDLESS OF WHETHER BATO HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGES. BATO'S LIABILITY FOR ANY DEFECTIVE FIRESTONE-BRANDED AGRICULTURAL RUBBER TRACK SHALL NOT IN ANY EVENT EXCEED THE PURCHASE PRICE FOR SUCH FIRESTONE-BRANDED AGRICULTURAL RUBBER TRACK.

Some states do not allow the exclusion or limitation of incidental or consequential damages, so this limitation or exclusion may not apply to you.

Only the actual owner-user of the Covered Ag Tracks may make an adjustment claim under this Limited Warranty and only for tracks used in the 50 United States and the District of Columbia.

Nothing in this Limited Warranty is intended to be a representation that failure cannot occur.

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Have a technical question? Contact Field Engineering:
1-800-TIRE ENG (847-3364)

Need additional information?
FirestoneAg.com

LIMITED PRO-RATA WARRANTY - NON-AGRICULTURAL/ INDUSTRIAL USE FOR FIRESTONE-BRANDED AGRICULTURAL RUBBER TRACKS USED FOR NON-AGRICULTURAL/INDUSTRIAL USE

TRACKS COVERED

This Limited Warranty covers new All Traction Class 5 and All Traction Class 6 Firestone-branded Agricultural Rubber Tracks purchased from a Bridgestone Americas Tire Operations, LLC (BATO) authorized dealer that are used for non-agricultural/industrial use (the "Covered Rubber Tracks"). All Traction Class 3 and All Traction Class 4 Firestone-branded Agricultural Rubber Tracks are not subject to any warranty for non-agricultural/industrial use.

WHAT IS WARRANTED

Subject to the terms, limitations and exclusions of this Limited Warranty, BATO warrants to the original end user of the Covered Rubber Tracks that if the track becomes unusable for any reason within the manufacturer's control within twenty-four (24) months from the date of purchase or within 2,000 hours of operation, whichever occurs first, such track will be replaced with an equivalent new Firestone-branded Agricultural Rubber Track on the basis set forth in the section below titled "Limited Warranty Period and Pro Rata Percentages".

WHAT IS NOT WARRANTED

1. Any damage occurring in shipment.
2. Any damage caused during installation.
3. Normal wear and tear.
4. Any damage caused by or attributable to improper undercarriage maintenance, use of undercarriage components or other components that are not original equipment manufacturer (OEM) specification.
5. All Traction Class 3 and All Traction Class 4 Firestone-branded Agricultural Rubber Tracks.
6. Any damage caused by use of the Covered Rubber Tracks on a gear tooth drive system (positive drive system).
7. Any damage caused by or attributable to unauthorized alterations, modifications or repairs (including without limitation any modification or replacement of guide blocks, tread bars, lugs or other parts or accessories), or failure to comply with BATO recommendations on use or maintenance of the Covered Rubber Tracks.
8. Any damage caused by use in inappropriate environmental conditions, or any other use outside of BATO's recommendations or specifications.
9. Any damage caused by accident, misuse, abuse, overload, sabotage, neglect, mishandling, misapplication, faulty installation or Acts of God or nature or other factors beyond BATO's control.

This Limited Warranty only covers Covered Rubber Tracks that are unserviceable or unusable, and does not cover minor cosmetic deficiencies such as surface cracks, splits and other superficial distress that may impact track appearance but does not render the track unusable or measurably diminish overall life.

This Limited Warranty does not cover the cost of removing the Covered Rubber Track or installing a replacement product.

NON-AGRICULTURAL/INDUSTRIAL USE TRACKS WARRANTY

WARRANTY CLAIMS PROCEDURE

Warranty claims must be submitted with proof of purchase of the Covered Rubber Tracks to the nearest BATO Rubber Tracks Products Location within fifteen (15) days after the date of the incident giving rise to the warranty claim along with photographs of the damaged area. At the sole option of BATO, the Covered Rubber Track must be available for inspection at the claimant's expense. BATO, at its sole discretion, shall examine the Covered Rubber Track and determine whether damage to the Covered Rubber Track was a result of workmanship and, if so, determine the applicable remedy. Warranty claim forms are available from a BATO authorized distributor or dealer.

LIMITED WARRANTY PERIOD AND PRO RATA PERCENTAGES

If BATO determines a Covered Rubber Track is unusable due to a condition covered by the Limited Warranty during Service Months (as defined below) 0 months through 12 months and Service Hours 0 through 1,000 and with a Tread Wear Rate (as defined below) of less than 20%, the Covered Rubber Track shall be replaced, without charge, by a new Firestone-branded Agricultural Rubber Track.

If BATO determines the Covered Rubber Track is unusable due to a condition covered by the Limited Warranty after the 12th Service Month, the 1,000th Service Hour or after the Tread Wear Rate is greater than 20%, such Covered Rubber Track shall be eligible for replacement with a new Firestone-branded Agricultural Rubber Track at a pro-rated purchase price calculated by the customer's normal buying price multiplied by the Pro Rata Percentage in the table below. The Pro Rata Collection Percentage shall be determined using the Service Months, Service Hours or the Tread Wear Rate, whichever produces the greater Pro Rata Collection %.

PRO RATA PERCENTAGE TABLE

Months of Service or During	Hours of Service	Usable Tread Wear	
		0-20%	>21%
Pro Rata Percentage Collection Percentage is:			
0 - 12 Months	0 - 1,000 hours	0%	If greater than 20% Use Actual Usable Tread Wear Rate Percent

At the end of the 24th month or after 2,000 service hours, coverage expires

Months of Service or During	Hours of Service	Usable Tread Wear				
		0-20%	21-40%	41-60%	61-80%	81-100%
Pro Rata Percentage Collection Percentage is:						
13 - 24 Months	1,001 - 2,000 hours	30%	40%	60%	80%	100%

At the end of the 24th month or after 2,000 service hours, coverage expires

NON-AGRICULTURAL/INDUSTRIAL USE TRACKS WARRANTY

For the purpose of this Limited Warranty, (i) the "Service Month" means the period from the date of purchase (proof of purchase required) of the Covered Rubber Track by the original end user to the month in which the Warranty Claim was made, (ii) the "Service Hour" means the actual number of hours of operation from the time the Covered Rubber track has been installed on a piece of equipment and (iii) "the Tread Wear Rate" means the percentage calculated based on the following formula, which percentage shall be determined by BATO based on the related information of each item of the following formula.

$$\text{Tread wear rate} = \frac{A - B}{A - C} \times 100$$

A = "Original Tread Depth" means the depth of the tread bars of the Covered Rubber Track, which depth is originally designated by BATO at the time of sale.

B = "Average Measured Tread Depth" means the average of the measured depth of the tread bars of the Covered Rubber Track at the time of the claim under this Limited Warranty. Measurement instructions to determine Average Measured Tread Depth can be found in the Firestone Agricultural Rubber Track Manual.

C = "Worn-Out Tread Depth" means the depth of the tread bars of the Covered Rubber Track, which is designated by BATO as the limitation of use and service. The Worn-Out Tread Depth is 10 mm (0.4") of the original tread.

Claims made under this Limited Warranty are only allowed if the Average Measured Tread Depth is higher than the Worn-Out Tread Depth. If the Average Measured Tread Depth is lower than the Worn-Out Tread Depth, the Firestone-branded Agricultural Rubber Track is considered worn out and is no longer usable and a new Firestone-branded Agricultural Rubber Track should be purchased at that time.

CONDITIONS AND EXCLUSIONS

Any Covered Rubber Track replaced under the Limited Warranty with a new Firestone-branded Agricultural Rubber Track will be covered for the balance of the original Limited Warranty period. THIS IS THE ORIGINAL END USER'S SOLE AND EXCLUSIVE REMEDY, AND BATO'S ONLY OBLIGATION, FOR ANY DEFECTIVE FIRESTONE-BRANDED AGRICULTURAL RUBBER TRACK OR ANY BREACH OF WARRANTY WITH RESPECT TO THE FIRESTONE-BRANDED AGRICULTURAL RUBBER TRACK.

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