

# SERVICE BULLETIN

SERVICE BULLETIN #86  
JANUARY 21, 1994

To: All Customers

## TIRE-WHEEL MATCH MOUNTING FOR OPTIMUM UNIFORMITY

Cooper is pleased to advise you that, beginning with the January, 1994 production, most Cooper-produced radial passenger, light truck and medium truck tires will be identified with a round yellow match mounting mark (yellow dot) on the sidewall (see Figure 1 on attachment). The purpose of the match mounting mark is to provide an aid in matching a Cooper-produced tire to a rim, when the tire is first mounted, thereby giving the best ride for your customer.

Below are rim details and procedures for properly match mounting Cooper-produced tires.

### Rim Details:

- New passenger and light truck vehicles:

Ford and Chrysler passenger and LT steel rims have a paint dot or small painted daub in the drop well portion of the rim at the rim low spot (as in Figure 2 on attachment).

GM and most Japanese vehicle manufacturers use the valve hole to mark the low point.

Other manufactures are using a removable colored sticker or a brightly colored washable paint mark on the rim flange area of the rims. These are generally removed by the vehicle dealer upon sale of the vehicle.

- Aluminum and polycast rim low spots are located at the valve hole.
- Most steel replacement rims are marked with a small paint daub in the drop well area of the rim (see Figure 2 on attachment).
- Medium truck (20" and larger) steel tubeless disc wheels have a "dimple" or small indentation (or nick) at the low spot (see Figure 3 on attachment). If the "dimple" method is used, the rim will exhibit a round dimple approximately 1/4" diameter in size which is pressed into the exposed rim surface under the bead flange area on the valve hole side.
- Unmarked rims of all types generally have the low spot at the valve hole.

### Procedures:

- Locate the round yellow dot on the sidewall of the Cooper-produced tire. On a white sidewall or raised white letter tire, the round yellow dot will appear on the white sidewall side (either above or below the white sidewall). Blackwall tires will have the round

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**COOPER TIRE**

yellow dot on the sidewall opposite the tire identification number (also known as the D.O.T. or serial number). This indicates the high spot of the tire. Note, the match mounting mark on a Cooper-produced tire will only be in the form of a round yellow dot. No other marks or any other colored dots should be considered as a match mounting mark.

- Using the rim guidelines above, try to find the low spot mark on the rim. If no mark is evident, then use the valve hole as the rim low spot.
- Lube both tire beads and the rim on both outer flanges (where the bottom of the tire beads will make contact with the flat portion of the rim when seated).
- Proceed with assembly, mounting and balancing in accordance with RMA procedures.
- After the beads have been seated, visually check the positioning of the tire bead aligning rings molded into the tire. If spaced uniformly around the rim above the flange, the tire is properly positioned on the rim. If the tire is not positioned properly on the rim, deflate the tire and relube both tire beads and the rim before proceeding with reassembling.
- The match mounting mark has been applied with paint. It is designed to remain for a period of time in the event future service is required. Should the consumer desire the mark be removed, it may be removed with a moistened steel wool soap pad or a small amount of bug and tar remover. You should not use petroleum based solvents to remove the paint mark as these may cause rubber degradation and lead to tire failure.

Additional uniformity improvement on larger radial LT and radial medium truck tires may be gained by:

- Locating the yellow match mounting dot at the 12 o'clock position when tightening the wheel nuts.
- On dual tires, each tire/wheel assembly should be installed with the valves 180 degrees opposite each other.

Ride will be optimized if the above match mounting procedures are followed during mounting. Cooper also recommends tires be dynamically (spin) balanced, as this is far more effective than is static balancing.

If you wholesale tires produced by Cooper to other dealers (sub-dealers) or have branch stores, each should receive a copy of this Service Bulletin. Please advise Cooper or your supplier of the number of Service Bulletins needed for these locations and they will be provided at no charge. Should you have questions or wish to order additional copies of this Service Bulletin, contact the Consumer Relations Department, Cooper Tire & Rubber Company, Findlay, Ohio 45840.

(attachment)

EXAMPLES OF A MATCH MOUNTING MARK ON A COOPER TIRE  
AND TYPICAL RIM MARKINGS

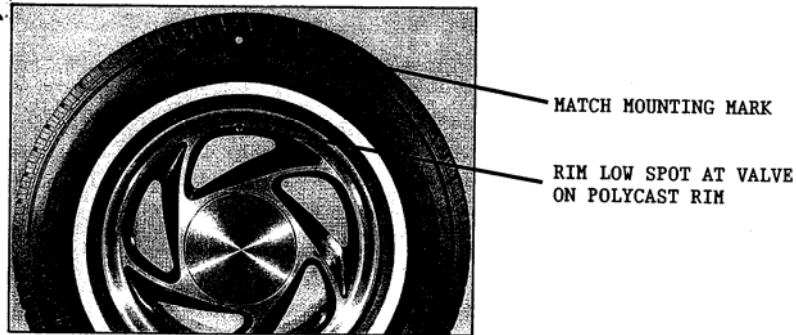


Figure 1  
This photo shows a Cooper tire with a match mounting mark. Note that it is properly match mounted on a polycast rim where the rim low spot is at the valve stem location.

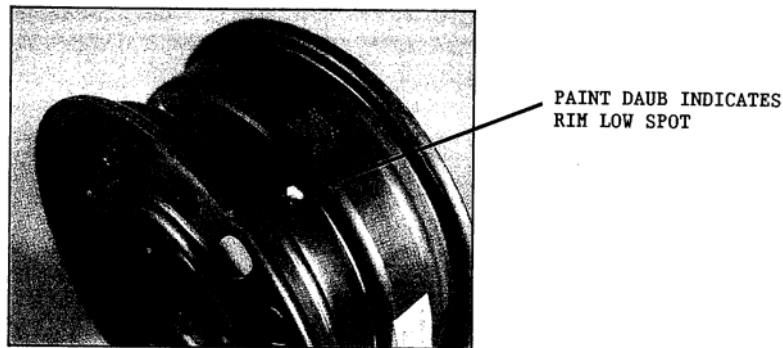


Figure 2  
This photo shows a typical black steel passenger rim with paint daub in the drop well area. Note that the paint mark is not at the valve hole. When a tire is mounted on this rim, the match mounting mark on a Cooper-produced tire should be aligned with the daub.

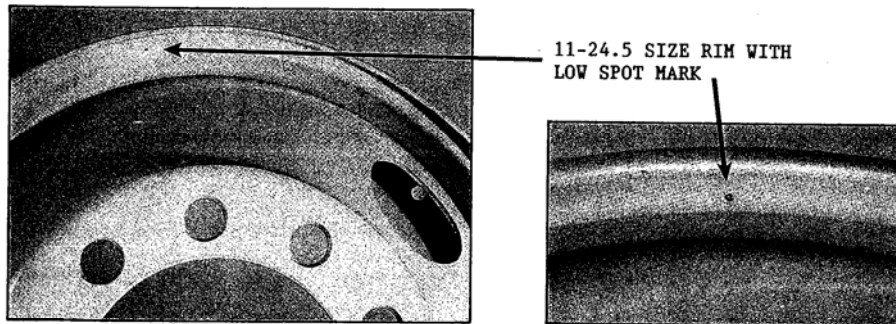


Figure 3  
This photo shows a medium truck rim with a low spot mark. While this rim is marked with a nick in the metal, some medium truck rim manufacturers are marking rims with a very clean rounded dimple pressed into the metal. All rim manufacturers who mark rims will place their marks on this portion of the rim.