

Fitment Rules



**CRITICAL TO
SAFETY**

All vehicles will always be entered into the POS with the correct:

- Year
- Make
- Model
- Trim package (OE tire on placard = OE tire on fitment selected)

All DOT approved tires sold will meet the following requirements:

- Load (Determined by the OE load index and placard air pressure / reserve load)
- Rim width

All wheels sold and installed will have:

- Correct load rating
- Correct bolt pattern

The Whys

- Choosing the exact fitment from the fitment guide allows the POS to provide proper tire and wheel options for a wide range of customer preferences
- Reserve load is the additional load the tires on the vehicle can carry, above the axle weight limits. It is engineered in to account for under-inflation and overloading of the vehicle. Down-force and vehicle top speed capabilities may also play into the determination of reserve load
- Tires are engineered to perform within a given rim width range. When installed on an incorrect width rim, the flex point in the sidewall is shifted towards the belt edge (narrow wheel), or towards the bead (wide wheel), where excessive flexing under load was not intended
- Wheels are built and tested to withstand certain maximum loads for the lifetime of their use. Wheels being loaded above their maximum capacity can fatigue and fail
- An incorrect bolt pattern wheel will bend the studs under torque, causing uneven stress in the stud or lug bolt, potentially weakening it, or promoting stud/bolt failure