Firestone

RUBBER TRACK

OPERATING MANUAL FOR AG & NON-AG TRACTORS

Firestone
AGRICULTURAL SOLUTIONS
THE LEADER IN THE FIELD

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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

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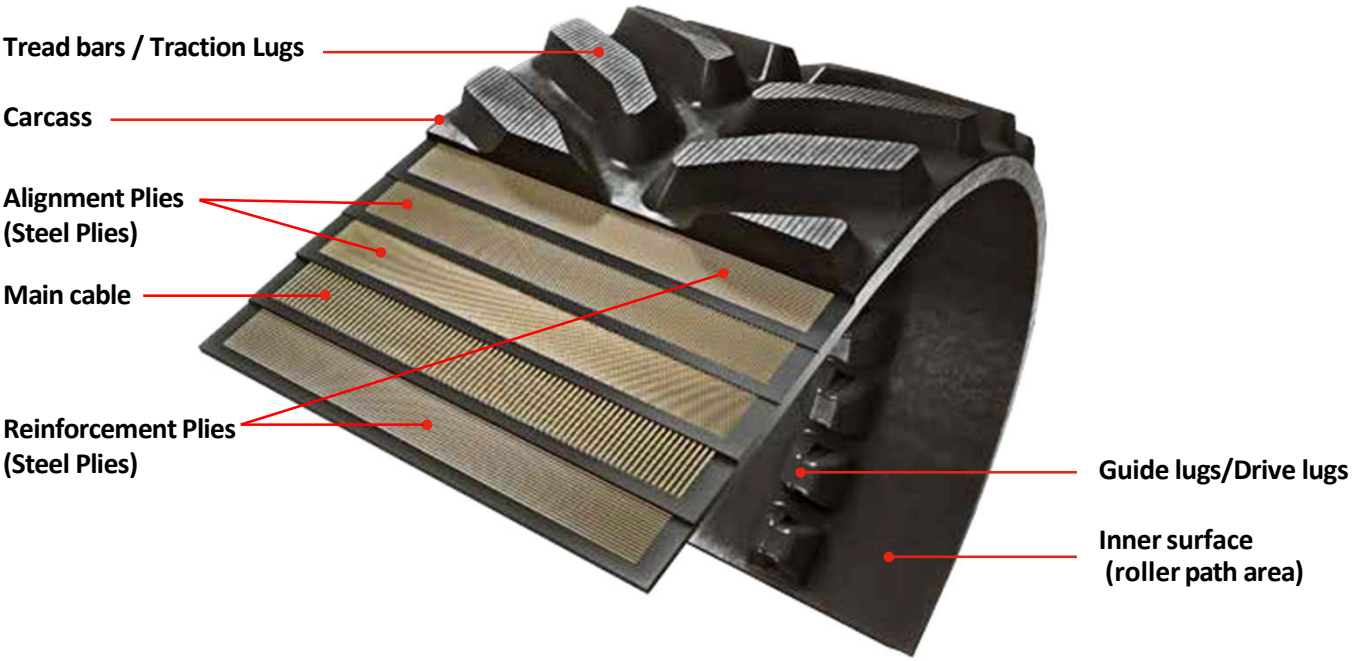
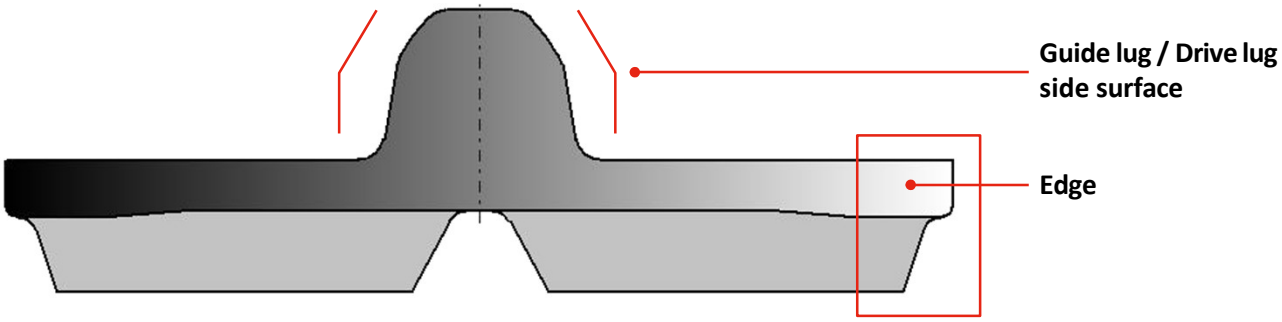
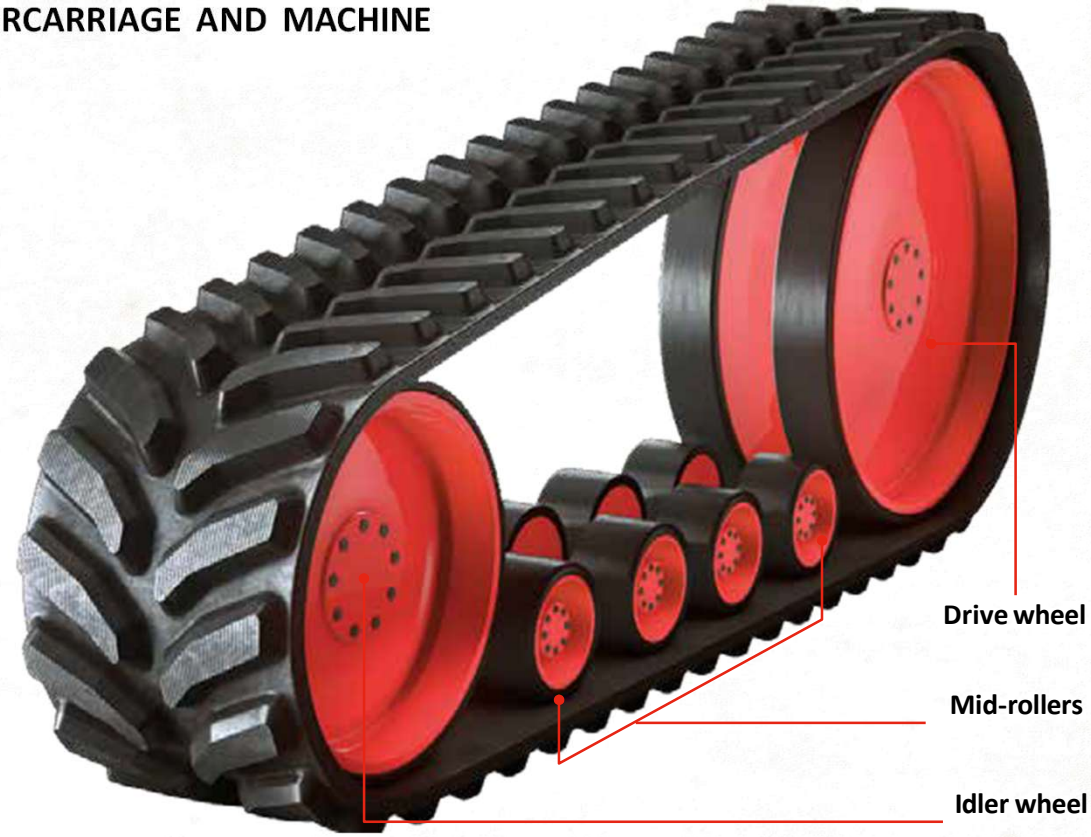
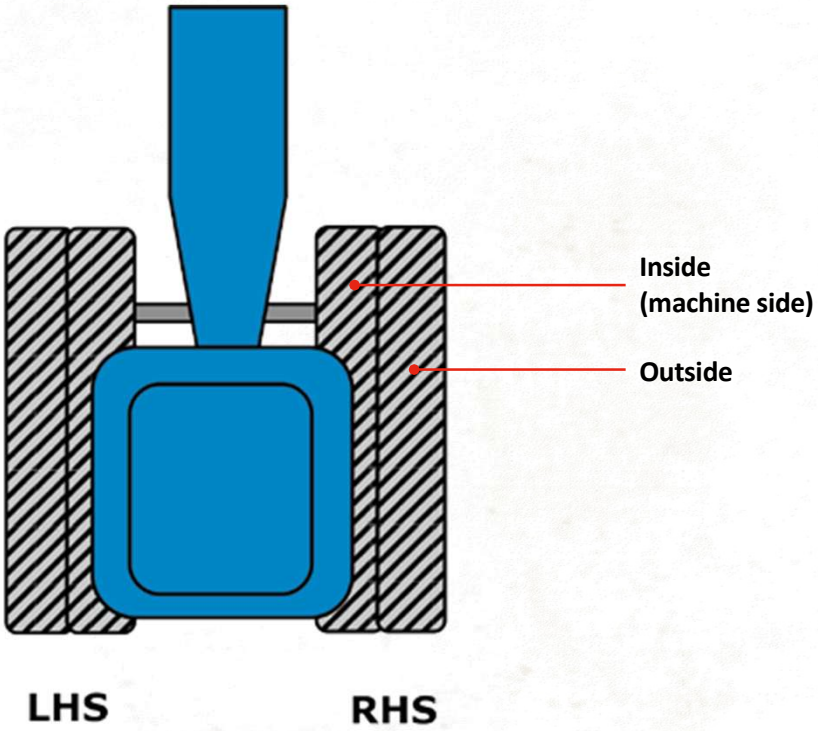




DEFINITION OF TERMS

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 idler wheel) 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 main cable, 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. Wider track rollers is recommended for wider tracks (24", 30" and 36") to get optimal track performance and maximize track life.

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.

SUGGESTED OPERATIONS

11. Transport and roading

Tread wear rate increases significantly during roading operations. It is important to minimize the distance and duration of high speed roading whenever possible. If long distances must be covered, consider transporting rather than roading. If roading must be done, tread bar wear rates can be reduced by staying off pavement, reducing transport weight and speed, and adjusting machine balance for even weight distribution front to back. The greatest rate of tread wear occurs on a hot day with a poorly balanced, heavy machine. If possible, transport during cooler parts of the day and at reduced travel speeds and with minimum ballasted weight, as this will lower temperatures of the treads, inner surface, guide lugs, and rolling components.

Additional tanks installed on the machine may generate increased heat during operation. For optimal performance, it is recommended to operate without tanks, or at minimum, ensure that any tanks are empty to prevent excessive heat buildup.

Some track tractors have transport speed restrictions based on axle weight. Refer to the track machine operator's manual and safety decals for specific transport speed limitations and ensure that you do not exceed these limits to prevent damage to the tracks and track system. During the break-in period, if transport is necessary, both speed and duration should be kept well below the posted limits, as the risk of track damage is significantly higher.

Excessive heat generated in the rubber tracks during roading can significantly shorten rubber track life. To maximize rubber track life, it is recommended to limit roading speeds to a maximum of 18 MPH for periods of 15 to 20 minutes at a time. When operating in high ambient temperatures or on highly crowned roads, further reduce roading speeds.

12. Guide lug operational practices

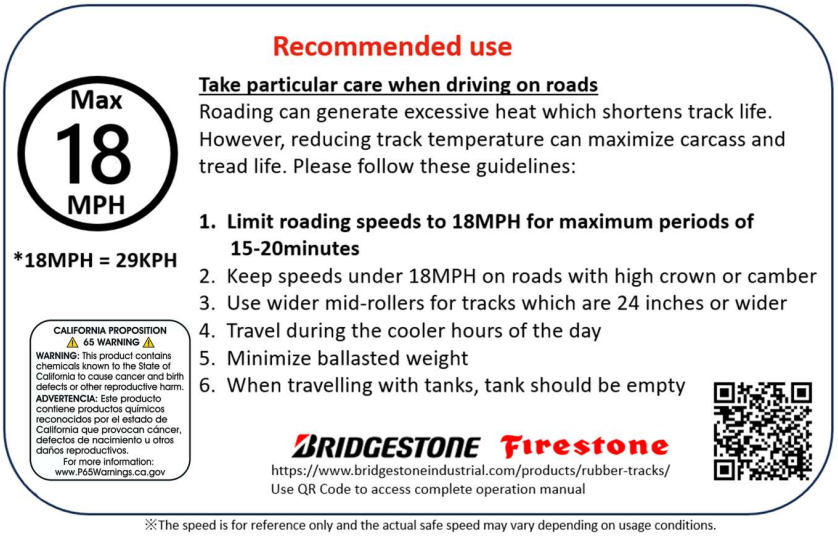
Initial guide lug break-in on new machines, or machines equipped with new tracks, may require a few hundred hours of operation. On machines already in service, break-in typically takes much less time due to the presence of dirt on the existing track system and rolling components. The ideal conditions for guide lug break-in are dry and dusty soils, as dust acts as a dry lubricant, helping to reduce heat and to smooth the surfaces of the components. Extended roading of a new track during the break-in period, especially before initial field use, is not recommended—even with correct alignment—as it may cause significant drive lug scuffing and mid-roller failures due to heat. Please note that break-in wear is not covered by warranty.

SUGGESTED OPERATIONS

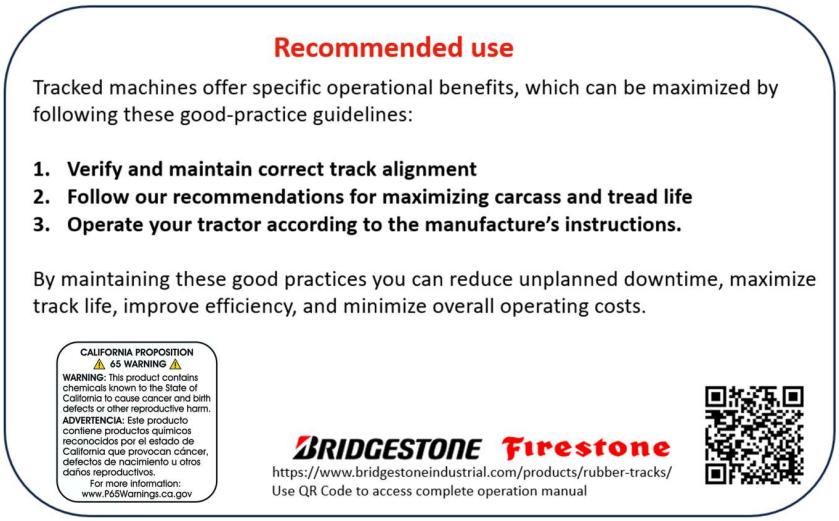
13. Drive lug operational practices

To extend drive lug life, customers are advised to follow these guidelines :

- Minimize high draft side loads. When operating under load, always drive in a straight line when possible; avoid working on steep side hills while pulling heavy loads and turning. Avoid high-speed turns on slopes or when towing heavy implements
- Minimize full power application in low-speed gears.
- Monitor and correct track misalignment. New tracks may require frequent adjustment during the break-in period. Check alignment several times per day and make small adjustments until track alignment stabilizes. Continue to monitor alignment as part of daily maintenance. If alignment cannot be maintained, there may be an issue with the undercarriage—address immediately.
- Keep drive wheel lug pockets and surfaces free of debris. Do not attempt to clear dried or frozen material by driving the machine, as this may cause drive lug damage.
- If operating conditions result in reduced track life and cannot be changed or improved, rotate tracks left to right or front to rear (if applicable) to even out wear and help maximize track life.



※The speed is for reference only and the actual safe speed may vary depending on usage conditions.



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 idler wheel. 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

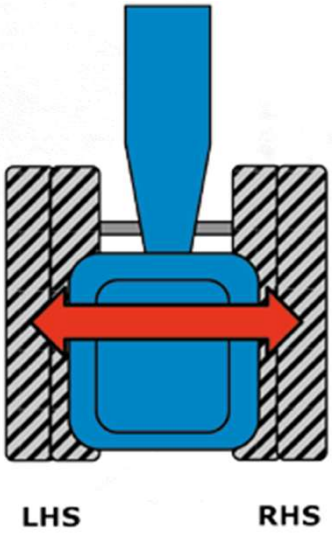


Fig. 2. Track rotation from LHS to RHS

MEASUREMENT OF TREAD DEPTH

HOW TO MEASURE THE TREAD DEPTH

Use a depth gauge, place the arms on two adjacent tread bar 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

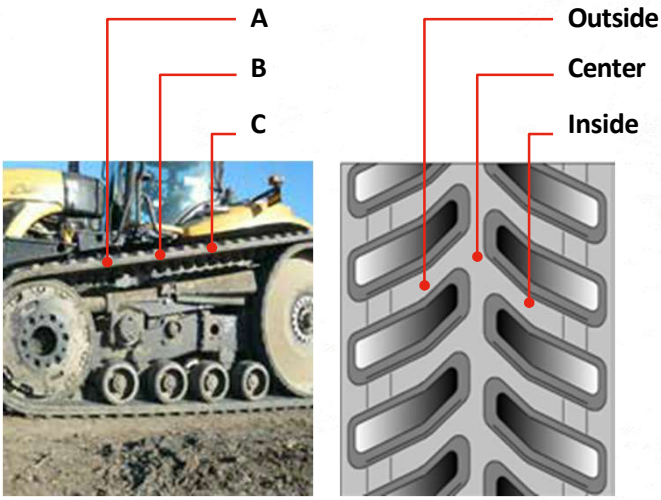


Fig. 2. Location of the measurements

	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 12**
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 13)

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 53066IBNEB or 3688]
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, idler wheel and drive wheel)	Condition of undercarriage component

TYPES OF DAMAGE

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TREAD BLOWOUT

WHERE TO LOOK

- Tread

APPEARANCE

- Tread bar appears to blister and swells up
- Eventually with further heat input it can split open
- Inside appearance shows rubber which has been reverted sticky consistency.

WHAT TO DO

- Replace the rubber tracks

CAUSES OF DAMAGE

- Excessive internal heat buildup caused by high loads combined with extended transport or roading
- Excessive heat generation due to overload (extra tank, sprayer, etc.)
- Narrow track and narrow mid-rollers
- Highly ballasted machine
- Significant amounts of high speed roading
- Running 1 track on pavement and other on shoulder
- High ambient conditions
- Heavy hitch (fully mounted), vertical drawbar loads, or saddle tanks
- Incorrect air suspension
- Highly crowned roads

PREVENTION

- limit roading speeds to a maximum of 18 MPH for periods of 15 to 20 minutes at a time, especially in high ambient conditions
- Reduce laden weight during roading (remove vertical drawbar load, fully mounted implements, remove headers, empty grain or chemical tanks, etc.)
- Travel on gravel roads instead of pavement and at cooler times of the day
- Balance machine to distribute evenly the weight on the track system
- When operating in high ambient temperatures or on highly crowned roads, further reduce roading speeds.
- Use wider mid-rollers for wider tracks (24” and wider)

EXTERNAL DAMAGES ON TREAD

WHERE TO LOOK

- Tread and carcass

APPEARANCE

- External cuts caused by sharp debris

WHAT TO DO

- Check periodically to determine if steel plies or main cables are exposed
- Replace the rubber track if steel plies or main cables are exposed

Cosmetic

Minor

Severe

CAUSES OF DAMAGE

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

PREVENTION

- Watch for sharp objects and avoid them.
- Use caution when operating over rocky surfaces and crop stubble
- Periodic inspections of tread surfaces is recommended

TREAD WEAR

WHERE TO LOOK

- Tread

APPEARANCE

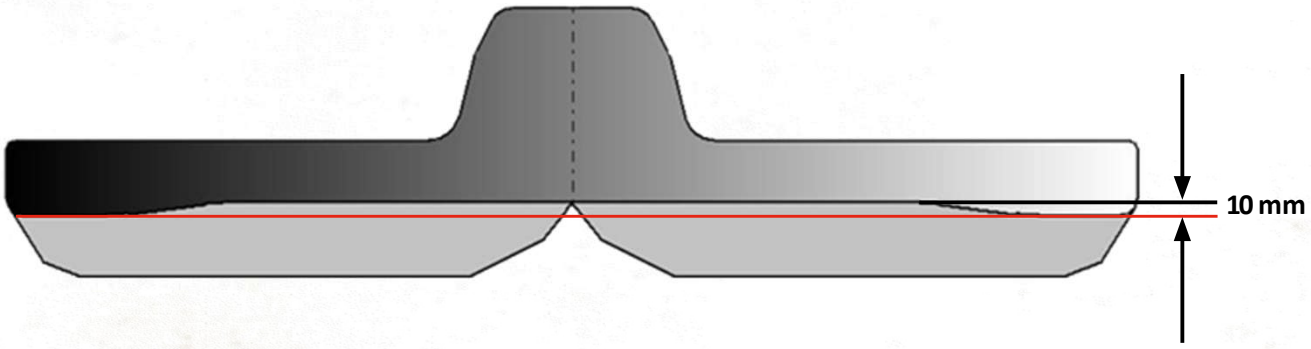
- Wearing down of rubber tread bars

WHAT TO DO

- Replace the rubber track if steel plies or main cables are 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

WHERE TO LOOK

- Tread and carcass

APPEARANCE

- Small cracks at the base of the tread

WHAT TO DO

- Check periodically if the cracks reach the steel plies or main cables
- Replace the rubber track if steel plies or main cables are 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

ABRASION, EROSION, OR CHUNKING DAMAGE

WHERE TO LOOK

- Tread and carcass

APPEARANCE

- Abrasion, erosion, or chunking damage of tread and carcass
- Chipping of tread bars, usually on both tracks but typically worse on the side most

WHAT TO DO

- Replace the rubber track if steel plies or main cables are exposed

CAUSES OF DAMAGE

- Highly abrasive or hard/irregular soil conditions
- Usually the field conditions are recognizable as very abrasive, sharp, or large hard cloddy soil. Tread erosion wear may be seen in abrasive soil conditions, such as gravel or sand, usually in conjunction with high drawbar loads. Usually the ground is very hard, causing little penetration of the tread
- This type of damage is seen more frequently in dry land farming, where deep ripping causes large clods of soil to be present, or where on land or in furrow plowing has been done.
- It also can occur in construction applications, where there is more uneven terrain and frequent encounters with larger non-compressible and sharp objects.
- Operation in deep V shaped beds may also cause this type of wear on the outside half of the tread bar.

PREVENTION

- Operation in less aggressive soil conditions, less clods, or less sharp objects.

FLEX / BASE CRACKS

WHERE TO LOOK

- Base of tread bar

APPEARANCE

- Cracks are usually shallow, and only at the base of the tread bar.
- The crack extends into the upper layer of the carcass and may show some reinforcement cables

WHAT TO DO

- Replace the rubber track if steel plies or main cables are exposed

CAUSES OF DAMAGE

- Flex cracking generally occurs over time, and is due to rubber fatigue. This fatigue is caused by repeated flexing and bending loads as the track goes around the wheels, and from tread bar stresses due to tractive effort.
- Flex cracking is generally more pronounced in tracks that are thicker, and in tracks installed on track systems with smaller diameter idlers or drive wheels.

PREVENTION

- Flex cracking can be accelerated in high ozone areas or in conditions where tracks are stored outside or in areas with heavy exposure to the sun.
- Flex cracking may be delayed by keeping tracks out of the sun and away from ozone when not in use.

STUBBLE WEAR

WHERE TO LOOK

- Tread and carcass

APPEARANCE

- The tread bars and the carcass sections between them will usually show chipping damage down a narrow path of the track in a row crop application such as corn.
- Broadcast or drilled crop stubble wear can also be seen across the entire track surface.
- The chipping may eventually expose some outer track carcass reinforcement layers.
- The damage path will correspond with the location of the crop stubble.

WHAT TO DO

- Replace the rubber track if steel plies or main cables are exposed

CAUSES OF DAMAGE

- Track operation with aggressive crop stubble in the same location on the track for an extended period of time.
- Stubble wear can be more significant to specific varieties of crops which are resistant to organic breakdown.
- Wear can vary year to year depending on moisture conditions, speed of operation, or height the crop is being cut by the combine header.
- This damage is most prevalent in very aggressive crop stubble, such as sunflower, pineapple, or sugar cane, but can also occur in corn and bean stubble as well.

PREVENTION

- Run between or diagonal to the crop stubble during the primary tillage pass if possible.
- When harvesting, cut crop close to the ground to minimize the stubble height, or cut higher and use of stalk stompers can also minimize this type of damage.

TREAD BAR CUPPING / TRAILING EDGE WEAR

WHERE TO LOOK

- Tread

APPEARANCE

- Cupping on the trailing edge of the tread bars, in the middle or towards the edge of the track.
- Location of cupping typically correlates to where the wheels are applying pressure to the track carcass.
- Track alignment can affect where the cupping occurs.

WHAT TO DO

- Replace the rubber track if steel plies or main cables are exposed
- Replacement is recommended if tread depth is less than 10 mm

CAUSES OF DAMAGE

- Undercarriage wheels apply localized loading into the track roller path and into a portion of the tread bars.
- Other factors that can cause tread bar cupping are soil conditions, long distance or long duration roading at high speeds, additional tractor ballasting, and high axle loads.
- This type of wear is considered normal.
- The tread rubber wears faster in the localized area of the track rollers.
- Increased amounts of roading can accelerate this type of wear.
- Narrow tracks are more susceptible to this type of wear due to the reduced footprint of the narrow track and narrower wheels.
- Narrow wheels on wide tracks can result in the same cupping wear.
- This narrow wheel footprint increases the localized load on the track, accelerating the wear of the tread bars in that area.

PREVENTION

- Always utilize the widest recommended track rollers available for the track width being used.

TORN OR JAGGED SEPARATION

WHERE TO LOOK

- Guide lugs or drive lugs

APPEARANCE

- Lugs are torn with jagged separation.
- Damage may be in groupings from interference with a large, one time piece of debris or from a track system component.
- Also, if untracking has occurred, in some cases, more extensive mechanical damage is seen, such as torn cables, lugs pulled off the track attached to base cables, crushing, and drive lug splitting.

WHAT TO DO

- Adjust the alignment on the machine (follow manufacturer's operator's manual for the alignment procedure)
- Replace rubber track if one guide is completely chunked off from the carcass

CAUSES OF DAMAGE (Friction Drive/ Guide Lug)

- Mechanical damage to the guide lug due to object stuck in the track system, untracking, low track tension, or contact with track system component(s).

CAUSES OF DAMAGE (Positive Drive/ Drive Lug):

- Drive lugs can also be damaged through mechanical means, or by ratcheting of the system due to high torque loads or material ingestion, or temporary loss of track tension.
- As the drive lugs ratchets, it pops in and out of the sprocket and causes substantial damage to the tips of the lug or cracks in the base of the lug.
- Untracking allows the drive lugs to climb on top of the idler or drive wheels causing track overtension and considerable drive lug damage.

TORN OR JAGGED SEPARATION

PREVENTION

- Keep sharp non-compressible material out of the track.
- Maintain correct track tension and alignment.
- Operate in a manner that will prevent untracking occurrences.
- Make sure tensioning system is free to move and is working correctly.
- Minimize amount of high draft side loads.
- Always pull or push straight, avoid operating on side hills and loading scrapers or pulling heavy loads while turning.
- Avoid high speed turns on declines or with heavy implements in tow.
- Also, inspect and replace mid-rollers with rubber missing.

SIDE WEAR

WHERE TO LOOK

- Guide lug or drive lug side surface

APPEARANCE

- If the problem is due to misalignment or side hill operation, generally only one side of the guide lug will show damage.
- If improper break-in procedures have been followed, both sides of the guide lug could show scuffing damage.

WHAT TO DO

- Adjust the alignment on the machine (follow manufacturer's operator's manual for the alignment procedure)
- Replace rubber track if one guide is completely chunked off from the carcass

CAUSES OF DAMAGE

Wear caused by a combination of the following conditions:

- Track misalignment
- Operation of track in extreme side hill conditions
- Poor mechanical condition of the track system
- Incorrect break-in procedures
- Internal track damage
- High side loads caused by turns with heavy drawbar loads such as scrapers or deep tillage, turn at speed or on declines with heavy towed implements
- Untracking /derailing causing the lug to climb on top of the idler or drive wheels

PREVENTION

- Adjust the alignment with every track installation. Periodic alignment checks are important when undercarriage components are replaced or worn past their life.
- Always check the mechanical condition of the track and track system if guide/drive lug scuffing begins during machine operation for no apparent reason.
- Always inspect and repair as required before installing new tracks.

SIDE WEAR

NOTE

- The source of track misalignment can either be due to improper alignment (most but not all machines have alignment adjustment), mechanical track system damage or wear in the track tension pivot assemblies, or uneven wear in the track system idler and mid-roller components.

- It is important to identify the cause of the misalignment before the guide lug wear progresses too far. If track is run misaligned, especially when roading, guide lugs will run against the mid-rollers and generate heat. Excessive heat will eventually cause track damage including rubber separation, reversion, and mid-roller elastomeric coating loss.

- Operation on steep side slopes will increase guide lug side loading and wear. Correct alignment is critical for operation in these conditions. In addition, operation of side slopes with narrow track is not recommended. When using tracks on side slopes, alternate track operation on the downhill side of the machine to help even out guiding lug wear. If the machine must always be operated with the same side downhill, consider periodically rotating the tracks.

- If operating tracks on a very heavily loaded machine such as a combine, while turning with a very short turning radius (spot turning) it is possible to damage the inside alignment bias of the tracks. This can cause the track to become much more difficult to align, or to become misaligned after being aligned only a short time earlier.

- Refer to the track machine Operation and Maintenance Manual (OMM) for more information on adjusting and maintaining track alignment. Track alignment is an owner maintenance responsibility and is not covered under warranty.

Not aligned (favors one side)

Aligned (centered)

BREAK-IN SCUFFING AND WEAR

WHERE TO LOOK

- Guide lug or drive lug leading edge

APPEARANCE

- Guide lugs will show scuffing and wear on the leading edge in the area where rubber to rubber contact occurs.

WHAT TO DO

- Operate in dry and dusty conditions as soon as possible.
- Adjust the alignment on the machine (follow manufacturer's operator's manual for the alignment procedure)
- Use a dry lubricant to assist in heat reduction and polishing in of the components.

CAUSES OF DAMAGE

- Rubber to rubber contact between guide lug and rolling components.
- This type of damage is more likely to be seen with a new track on a new machine, during the break-in period, if insufficient dirt and or lubrication are used, if slightly misaligned, or in consistently wet conditions.
- It also can occur on a used machine with a replacement track if new mid-rollers, idlers, or drivers were also installed.
- New wheels may have rubber flash and this can increase the amount of scuffing until the flash is completely worn away.

PREVENTION

- Operate in dry and dusty conditions as soon as possible.
- Avoid break in during very wet conditions.
- Do not transport machine without use of dry lubricant applied to the lug periodically until break-in is completed.
- With new systems, or systems with new wheels, operate as much as possible in dry dusty conditions until the flash is removed, and minimize the amounts of high speed roading. Make sure to also check alignment and adjust if possible to minimize leading edge wear.

BREAK-IN WEAR

- Periodically check alignment and inspect track system for damage that could cause misalignment. Alternate downhill sides in steep side slopes to equalize break-in wear on both sides of the guide/drive lug.

NOTE

- All new tracks should be lubricated with dust or fine dirt prior to high speed road operation.
- A second and third application should be applied at intervals if prolonged road travel cannot be avoided.
- A dry lubricant such as dry and dusty soils works well for this purpose, and can be applied periodically until exposure to field conditions commence.
- Dust acts as a dry lubricant to assist in heat reduction and to smooth the surfaces of the components.
- This is only necessary on new tracks - prior to break-in.
- The best practice for new tracks is to operate at field speed in dusty soil conditions as soon as possible.

TOP OF GUIDE LUG DAMAGE

WHERE TO LOOK

- Top of the guide lugs or drive lugs

APPEARANCE

- Gouging or chipping of guide or drive lugs.
- Frequently if untracking has occurred more extensive mechanical damage including crushing or scuffing will be seen.
- A crushed drive lug will most likely be deformed and show internal fractures.
- In some cases, severe misalignment can cause side loads to fracture the drive lugs in a similar fashion or appearance.

Reverse bending

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
- Loose bolts, failure of track drive or alignment components or mechanical damage to guiding lugs due to rocks and debris caught in the track system or between the wheels.
- This damage can also be caused by operating with excessively worn mid-rollers or mid-rollers with missing elastomeric coatings, or from uneven tread wear forcing guiding lugs up into the track system.

PREVENTION

- Avoid or minimize operation on rough terrain
- Maintain proper track tension and track alignment.
- Inspect track system for mud buildup or signs of stuck material.
- Check for and replace broken or loose track system parts including drive wheel cleanout bars (when equipped), alignment pins, axles, bearings, adjustment arm bolts, hub bolts, hard bar clamps, swing link components, etc.
- Replace elastomeric coated wheel components if worn beyond published replacement criteria.

REVERSE FACE WEAR (DRIVE LUGS)

WHERE TO LOOK

- Reverse (non-power) side of the drive lug

APPEARANCE

- Reverse (non-power) side wear of the drive lug
- More advanced stages will show aggressive erosion or scuffing of the lug.
- Damage is typically uniform on all lugs and can vary between different machines and even between different tracks on the same machine. Abnormal track vibration can also be a resulting symptom.

WHAT TO DO

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

CAUSES OF DAMAGE

- Mechanical damage from the drive bar scrubbing the reverse (non-power) side of the drive lug.
- Can be related to very low drawbar loading or extended amounts of roading.
- This can also be caused by incorrectly sized or worn drive wheels.

PREVENTION

- Tracks are designed to reduce drive lug face wear in most loading conditions, however worn /undersize drive wheels, or oversize drive wheels with aggressive scrub ratios can still cause face wear during high-speed no-load operation such as roading, particularly on new tracks operated at high speed prior to the field operation break-in period.

- If drive wheels show significant loss in diameter or are unevenly worn inboard to outboard side, or center to the edge of the wheel, then they should be replaced.
- Oversize wheels due to manufacturing or material build-up can also cause reverse face wear.
- Wheel scraper should also be used to minimize material build-up on the surface of the wheel.

RATCHETING DAMAGE (DRIVE LUGS)

WHERE TO LOOK

- Drive lugs

APPEARANCE

- The drive lugs are torn, usually with a jagged separation.
- Frequently if untracking has occurred more extensive mechanical damage including crushing or scuffing will be seen.
- A crushed drive lug will most likely be deformed and show internal fractures or splits. In some cases, severe misalignment can cause side loads to fracture the drive lugs in a similar fashion or appearance.

WHAT TO DO

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

CAUSES OF DAMAGE

- Mud Buildup on drive wheel. Low track tension.
- Severely worn drive lugs that become so narrow as to not be able to carry the torque loads.

PREVENTION

- Inspect track system and drive sprocket for mud buildup or signs of stuck foreign material.
- Drive wheel pockets must remain clear of hard material.
- Maintain correct track tension and alignment.
- Also, inspect and replace mid-rollers with 50% or more rubber missing across the entire width of wheel.

GUIDE ROOT CRACKS (GUIDE LUGS)

WHERE TO LOOK

- Root of guide lugs

APPEARANCE

- Cracks of guide lug root
- This occurs over time as a result of cyclic loading

WHAT TO DO

- Replace the rubber track if steel plies or main cables are exposed

CAUSES OF DAMAGE

- base fatigue due to long term operation.

PREVENTION

- In normal operation, this cracking should not affect the operation of the track unless it continues to the point of guide lug loss prior to tread wear out.

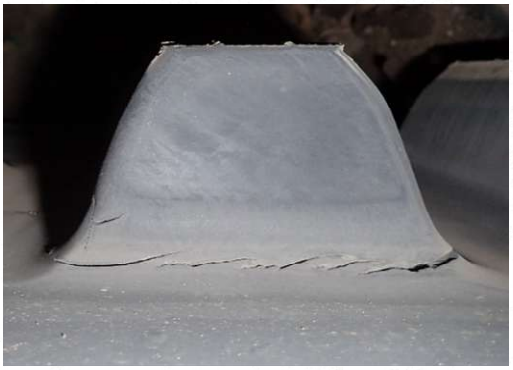
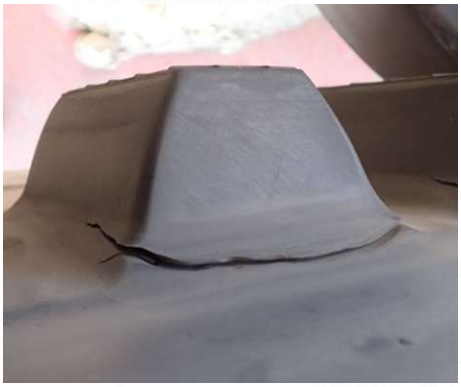
GUIDE ROOT CRACKS (DRIVE LUGS)

WHERE TO LOOK

- Root of drive lugs

APPEARANCE

- Cracks can occur near drive lug root after substantial operation time, or sooner if subjected to high side loading, and will occur over time as a result of cyclic loading.


WHAT TO DO

- Adjust the alignment on the machine (follow manufacturer's operator's manual for the alignment procedure)
- Replace rubber track if one guide is completely chunked off from the carcass

CAUSES OF DAMAGE

- Stress cracking due to side loads, misalignment, or ratcheting.

PREVENTION

- This cracking will not affect the operation of the track unless separation occurs which causes drive lug loss.
- If base cracking is seen, monitor the progression (if any), and make sure that alignment is correct and that excessive side loads are not being encountered.

GUIDE LUG OZONE CRACKS

WHERE TO LOOK

- Around the base of the guide lug

APPEARANCE

- Cracks that occur around the base of the lug

WHAT TO DO

- Check periodically to determine if steel plies or main cables are exposed
- Replace the rubber track if steel plies or main cables are 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

MAIN CABLE FAILURE (WHEEL PATH TEAR)

WHERE TO LOOK

- Carcass

APPEARANCE

- In most cases, the damage is through the entire carcass.
- The tear may be straight across or at an angle.
- Partial failures can occur on one side of the wheel path .
- After continued operation the track may be torn in half .
- The track may be difficult or impossible to align.
- In some extreme cases, such as severe packing of debris due to being stuck or buried in material under full load, track may tear across entire width at once.

WHAT TO DO

- Replace the rubber track

CAUSES OF DAMAGE

Localized over tensioning of the main cable, due to:

- Untracking and resultant localized guide path loading
- Overloading due to a rock or sharp debris
- Over tensioning due to excessive material ingestion, especially during a sharp turn
- Build-up of soil, mud or debris in track system

PREVENTION

- The chances of main cable breakage can be reduced by avoiding situations where material can pack or run through the track system between the wheels and the track.
- If the machine becomes stuck or buried in soil, do not attempt to drive the machine out of the situation.
- Clean out the track system first to avoid an over tension condition.
- Avoid situations where untracking can be an issue as untracking events cause high stresses in the carcass.

NOTE

- Since no main cable joints are present in this type of track, in all cases, torn tracks are application related and are not considered warrantable.

STUBBLE WEAR OR ABRASIVE DAMAGE

WHERE TO LOOK

- Carcass and tread

APPEARANCE

- The tread bars and the carcass sections between them will usually show chipping damage down a narrow path of the track .
- The chipping may eventually expose the outside surface alignment layers.
- The damage path will correspond with the location of the crop stubble.
- This will vary depending on the implement and operator.

WHAT TO DO

- Replace the rubber track if steel plies or main cables are exposed

CAUSES OF DAMAGE

- Track operation on sharp, woody crop stubble.

PREVENTION

- Run between the crop stubble during the primary tillage pass if possible.
- When harvesting, cut crop closer to the ground to minimize the stubble height.
- Use of stalk stompers can minimize this type of damage.

INTERNAL CARCASS DAMAGE (CHUNK, CRACKS)

WHERE TO LOOK

- Inner surface

APPEARANCE

- This type of failure is most frequently on the internal carcass under or at the edge of the wheel path.
- Material is pinched between the wheels and the track rubber, or where the edge of the furrow is folding the track and causing material to stay in the track system.

WHAT TO DO

- Replace the rubber track if steel plies or main cables are exposed

CAUSES OF DAMAGE

Localized loading of carcass caused by:

- External objects are pressed between bogie wheels and inside surface of rubber track
- Point load friction from the drive wheel generated during scraper or tillage operations
- Operation in narrow beds with improper width tracks (edge cracking)
- Operation of track in the furrow, causing debris ingestion and severe bending
- Untracking to inside of machine on frame or guards (mechanical damage)
- Operation in conditions where material builds up on the elastomeric coated wheels
- Operation in severe ground and material conditions (i.e. construction)
- Operation with rocks/material stuck or embedded in the undercarriage wheels

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

INTERNAL SPLITS IN THE CARCASS

WHERE TO LOOK

- Edge of the wheel path

APPEARANCE

- This type of failure is most frequently on the internal carcass at the edge of the wheel path.
- Small blisters may be seen in the carcass near the edge of the wheel path.
- If track continues to run, the split will open further, exposing the main cables.
- In extreme cases, the main cable can come out of the carcass resulting in damage to undercarriage components.

WHAT TO DO

- Replace the rubber track if steel plies or main cables are exposed

CAUSES OF DAMAGE

Localized loading of carcass caused by:

- Operation of tracks that are much wider than undercarriage wheels (high load concentrations right next to the wheel path due to severe track flexing)
- Operation in narrow beds with improper width tracks (edge cracking)
- Operation of track in the furrow, causing debris ingestion and severe bending
- Operation in severe ground and material conditions (i.e. construction)

PREVENTION

- Use the correct width tracks for the application. Use the correct width wheels for the tracks being used.

INNER SURFACE SEPARATION

WHERE TO LOOK

- Inner surface

APPEARANCE

- Inner rubber separation on the inside roller path area
- The separation width will be approximately equal to the drive wheel width
- The track inside surface may initially show blistering or grooving of the rubber
- Later stages will show inside surface rubber flaps, separating down to the inner reinforcement layer, or the track main cables

WHAT TO DO

- Replace the rubber track if steel plies or main cables are exposed

CAUSES OF DAMAGE

- Excessive heat generation from extended transport time or roading
- Excessive heat generation due to overload (extra tank, sprayer, etc.)
- Material building up on drive wheels, idlers, mid-rollers
- Operation with non-elastomeric coated wheels.
- Overloading due to failed mid-rollers
- Spinning of drive wheel inside the track
- Narrow track and narrow mid-rollers
- High ambient conditions, highly crowned roads

PREVENTION

- limit roading speeds to a maximum of 18 MPH for periods of 15 to 20 minutes at a time, especially in high ambient conditions.
- Reduce laden weight during roading (remove vertical drawbar load, fully mounted implements, remove headers, empty grain or chemical tanks, etc.)
- Travel on gravel roads instead of pavement and at cooler times of the day
- Balance machine to distribute evenly the weight on the track system
- Check drive wheels, mid-rollers, and idlers frequently for a damaged or missing rubber coating.
- On machines with steel drive wheels, ensure drive wheel scrapers are installed and properly adjusted to keep the drive wheels as clean as possible. If wheel rubber is worn to the point of allowing hard packed soil to stick to it, or mid-rollers have lost rubber, always make a prompt wheel replacement in order to prevent track damage.
- Use wider mid-rollers for wider tracks (24” and wider)
- When operating in high ambient temperatures or on highly crowned roads, further reduce roading speeds.

EDGE CUT

WHERE TO LOOK

- Edge of carcass

APPEARANCE

- The edge of the track will be jagged, and can either be on the inboard side (from partial or full untracking events) or if on the outboard side (implement or other external contact).
- The track may have either single or multiple tread bars damaged on either side of the main damaged area. Tread bars and carcass will show ragged tears and cables may or may not be exposed.
- If mechanical damage allows the main cable to be exposed, the failure may also appear

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

- Mechanical contact with external objects such as an implement, posts, blades, posts, culverts, machine frame, etc.
- 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 the machine, avoid edge contact with any sharp objects such as implement tongues, wings, disk blades, etc.
- Maintain proper tension and use correct operational techniques to avoid partial or full untracking.
- Use care when roading or transporting machine to not catch track edges on any lowboy sharp edges.
- Maintain proper tension and operate sensibly to avoid partial or full untracking events.
- When operating on asphalt or concrete, avoid making sharp turns

EXPOSED OR LOOSE MAIN CABLE

WHERE TO LOOK

- Carcass

APPEARANCE

- If the damage allows the termination of the main cable to be exposed, it may work out of the carcass.

WHAT TO DO

- Replace the rubber track

CAUSES OF DAMAGE

- Inside rubber cracks or splits, or mechanical damage, causing exposed cable.

Main cable ends may be exposed as a result of the following conditions:

- Damaged mid-rollers
- Turning into an implement
- Mechanical damage (during transport on a lowboy or loading/unloading)
- Secondary result of edge damage in furrow or bed work
- Untracking (on inboard side contacting the machine frame)

PREVENTION

- Avoid contacting the track with any sharp edges by turning into an implement tongue or wing.
- Use care when transporting machine to not catch tracks on any trailer sharp edges.
- Maintain proper tension and operate sensibly to avoid partial or full untracking events.

WHEEL PATH WEAR (INTERNAL SURFACE)

WHERE TO LOOK

- Inner surface

APPEARANCE

- This type of damage appears in the inside surface of the track as grooved or planed off.
- Most or all of the ID rubber is worn off rather than broke off the inside of the track.
- The wear will be in uniform circumferential grooves around the track.
- Usually, either a drive wheel or a mid-roller may also show significant wear.
- If due to a lock up on a mid-roller, this mid-roller will show a flat/worn section or may not be freely turning.

WHAT TO DO

- Maintain correct track tension.
- Replace the rubber track if steel plies or main cables are exposed

CAUSES OF DAMAGE

- Normal wear. In some severe cases, drive wheel to track slippage, due to loss of tension and resulting in drive lug ratcheting, material buildup on drive wheel, or lockup of mid-roller inside the track.

PREVENTION

- Monitor mid-rollers for signs of lockup due to rocks or mechanical damage.
- Always maintain correct track tension.
- When operating in adverse environments, be aware of possible slippage between the track and wheels.
- If slippage inside the track occurs, operate in a manner to avoid continuous spinning inside track for an extended time in order to minimize damage.
- Monitor drive wheel scraper wear and adjust/replace as necessary.

MID ROLLER EDGE SCRATCH

WHERE TO LOOK

- Inner surface

APPEARANCE

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

WHAT TO DO

- Check periodically to determine if steel plies or main cables are exposed
- Replace the rubber track if steel plies or main cables are exposed

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.

WARRANTIES

Firestone
AGRICULTURAL SOLUTIONS
THE LEADER IN THE FIELD

LIMITED PRO-RATA WARRANTY - AGRICULTURAL USE FOR FIRESTONE-BRANDED AGRICULTURAL RUBBER TRACKS ON FRICTION DRIVE SYSTEMS

TRACKS COVERED

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

WHAT IS WARRANTED

Subject to the terms, limitations and exclusions of this Limited Warranty, Bridgestone 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 Bridgestone 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 Bridgestone 's recommendations such as -18Mph max roading speeds for periods of 15-20min at a time, due to heat build up to allow for optimal life of the tracks, -Reduce roading speeds especially in highly crowned roads, -Wider boogey wheels on 24" tracks or wider for optimal performance or specifications.(Refer to the latest Bridgestone's recommendation or specifications which are mentioned at "SUGGESTED OPERATION" & "TYPE OF DAMAGE" at the website https://www.bridgestone.com/products/diversified/rubbertrack/largetractors.html

6. Any damage caused by accident, misuse, abuse, overload, sabotage, neglect, mishandling, misapplication, faulty installation or Acts of God or nature or other factors beyond Bridgestone'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 completed warranty claim form and proof of purchase of the Covered Ag Tracks to the nearest Bridgestone/Firestone Agricultural Products Location within fifteen (15) days after the date of the incident giving rise to the warranty claim. In addition, photographs of the damaged area with sufficient detail to determine the issue with the track must be presented. At the sole option of Bridgestone, the Covered Ag Track must be available for inspection at the claimant's expense. Bridgestone, 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 Bridgestone authorized distributor or dealer.

LIMITED WARRANTY PERIOD AND PRO RATA PERCENTAGES

If Bridgestone 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 Bridgestone 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%
13 - 24 Months	1,001 - 2,000 hours	26% - 49%	25%
25 - 36 Months	2,001 - 3,000 hours	50% - 74%	50%
37 - 48 Months	3,001 - 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 Bridgestone 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 Bridgestone 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 Bridgestone 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 EXLUSIVE REMEDY, AND BRIDGESTONE'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, BRIDGESTONE 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, BRIDGESTONE 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 BRIDGESTONE HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGES. BRIDGESTONE'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.

Have a technical question? Contact nearest Bridgestone/Firestone Agricultural Products Location.

Need additional information? Use QR Code to access our site.

LIMITED PRO-RATA WARRANTY - NON-AGRICULTURAL/INDUSTRIAL USE FOR FIRESTONE-BRANDED AGRICULTURAL RUBBER TRACKS ON FRICTION DRIVE SYSTEMS

TRACKS COVERED

This Limited Warranty covers new All Traction Class 5 and All Traction Class 6 Firestone-branded Agricultural Rubber Tracks purchased from Bridgestone/Firestone authorized dealer that are used for non-agricultural/industrial use including scraper 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, Bridgestone 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 Bridgestone 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 Bridgestone'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 Bridgestone'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 completed warranty claim form and proof of purchase of the Covered Ag Tracks to the nearest Bridgestone/Firestone Agricultural Products Location within fifteen (15) days after the date of the incident giving rise to the warranty claim. In addition, photographs of the damaged area with sufficient detail to determine the issue with the track must be presented. At the sole option of Bridgestone, the Covered Ag Track must be available for inspection at the claimant's expense. Bridgestone, 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 Bridgestone authorized distributor or dealer.

LIMITED WARRANTY PERIOD AND PRO RATA PERCENTAGES

If Bridgestone 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 Bridgestone 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 Bridgestone 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 Bridgestone 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 Bridgestone 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 EXLUSIVE REMEDY, AND BRIDGESTONE'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, BRIDGESTONE 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.

NON-AGRICULTURAL/INDUSTRIAL USE TRACKS WARRANTY

LIMITATION OF LIABILITY. BRIDGESTONE 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 BRIDGESTONE HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGES. BRIDGESTONE'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 Rubber 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.

Have a technical question? Contact nearest Bridgestone/Firestone Agricultural Products Location.

Need additional information? Use QR Code to access our site.

LIMITED PRO-RATA WARRANTY - FIRESTONE MAXI-TRI X AGRICULTURAL USE RUBBER TRACKS ON POSITIVE DRIVE SYSTEMS

TRACKS COVERED

This Limited Warranty covers all original-tread Firestone-branded Maxi-Tri X™ agricultural Rubber Tracks, used in normal agricultural service, when purchased from Bridgestone/Firestone authorized dealer or distributor (the "Covered Ag Tracks").

WHAT IS WARRANTED

Subject to the terms, limitations and exclusions of this Limited Warranty, Bridgestone 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 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. 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 Bridgestone 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 Bridgestone's recommendations such as -18Mph max roading speeds for periods of 15-20min at a time, due to heat build up to allow for optimal life of the tracks, -Reduce roading speeds especially in highly crowned roads, -Wider boogey wheels on 24" tracks or wider for optimal performance or specifications.(Refer to the latest Bridgestone's recommendation or specifications which are mentioned at "SUGGESTED OPERATION" & "TYPE OF DAMAGE" at the website https://www.bridgestone.com/products/diversified/rubbertrack/largetractors.html
6. Any damage caused by accident, misuse, abuse, overload, sabotage, neglect, mishandling, misapplication, faulty installation or Acts of God or nature or other factors beyond Bridgestone'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.

MAXI-TRI X AGRICULTURAL USE TRACKS WARRANTY

WARRANTY CLAIMS PROCEDURE

Warranty claims must be submitted with completed warranty claim form and proof of purchase of the Covered Ag Tracks to the nearest Bridgestone/Firestone Agricultural Products Location within fifteen (15) days after the date of the incident giving rise to the warranty claim. In addition, photographs of the damaged area with sufficient detail to determine the issue with the track must be presented. At the sole option of Bridgestone, the Covered Ag Track must be available for inspection at the claimant's expense. Bridgestone, 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 Bridgestone authorized distributor or dealer.

LIMITED WARRANTY PERIOD AND PRO RATA PERCENTAGES

If Bridgestone 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 500 hours, and with a Tread Wear Rate (as defined below) of less than 20%, the Covered Ag Track shall be replaced, without charge, by a new Firestone-branded Agricultural Rubber Track.

If Bridgestone determines the Covered Ag Track is unusable due to a condition covered by the Limited Warranty after the 12th Service Month, 500th Service Hour or after the Tread Wear Rate is greater than 20%, 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 - 500 hours	<25%	0%
13 - 24 Months	501 - 1,000 hours	26% - 49%	25%
25 - 36 Months	1,001 - 1,500 hours	50% - 74%	50%
37 - 48 Months	1,501 - 2,000 hours	>75%	75%
At the end of the 48th month or after 2,000 service hours, coverage expires			100%

MAXI-TRI X 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 Bridgestone 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 Bridgestone 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 Bridgestone 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 EXLUSIVE REMEDY, AND BRIDGESTONE'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, BRIDGESTONE 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.

MAXI-TRI X AGRICULTURAL USE TRACKS WARRANTY

LIMITATION OF LIABILITY. TO THE EXTENT PERMITTED BY LAW, BRIDGESTONE 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 BRIDGESTONE HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGES. BRIDGESTONE'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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Need additional information? Use QR Code to access our site.

LIMITED PRO-RATA WARRANTY FOR FIRESTONE-BRANDED SCRAPER RUBBER TRACKS ON FRICTION DRIVE SYSTEMS

TRACKS COVERED

This Limited Warranty covers new All Traction Class 6S Firestone-branded Scraper Rubber Tracks purchased from Bridgestone/Firestone authorized dealer that are used for scraper/agricultural use (the "Covered Rubber Tracks").

WHAT IS WARRANTED

Subject to the terms, limitations and exclusions of this Limited Warranty, Bridgestone 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 Scraper 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. Any damage caused by use of the Covered Rubber Tracks on a gear tooth drive system (positive drive system).
6. 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 Bridgestone recommendations on use or maintenance of the Covered Rubber Tracks.
7. Any damage caused by use in inappropriate environmental conditions, or any other use outside of Bridgestone's recommendations or specifications.
8. Any damage caused by accident, misuse, abuse, overload, sabotage, neglect, mishandling, misapplication, faulty installation or Acts of God or nature or other factors beyond Bridgestone'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.

SCRAPER RUBBER TRACKS WARRANTY

WARRANTY CLAIMS PROCEDURE

Warranty claims must be submitted with completed warranty claim form and proof of purchase of the Covered Ag Tracks to the nearest Bridgestone/Firestone Agricultural Products Location within fifteen (15) days after the date of the incident giving rise to the warranty claim. In addition, photographs of the damaged area with sufficient detail to determine the issue with the track must be presented. At the sole option of Bridgestone, the Covered Ag Track must be available for inspection at the claimant's expense. Bridgestone, 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 Bridgestone authorized distributor or dealer.

LIMITED WARRANTY PERIOD AND PRO RATA PERCENTAGES

If Bridgestone 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 Bridgestone 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

SCRAPER RUBBER 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 Bridgestone 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 Bridgestone at the time of sale.

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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 EXLUSIVE REMEDY, AND BRIDGESTONE'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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SCRAPER RUBBER TRACKS WARRANTY

LIMITATION OF LIABILITY. BRIDGESTONE 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 BRIDGESTONE HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGES. BRIDGESTONE'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.

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NOTES

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Firestone Ag Tracks

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