STRUCTURAL WARRANTY

Primal Alloy Wheels offers with our wheel products, to the original purchaser a lifetime Structural Warranty that our products will be free from structural defects in materials and workmanship for the duration of time the original retail purchaser owns the product.

Primal Alloy Wheels are designed, manufactured and tested in accordance with the controlling relevant DOT specifications for the intended service category and loading conditions, and are marked to show load limitation of the product. For products used within the intended service limitations, and determined to be defective. Primal Alloy Wheels agrees to repair (or at Primal Alloy Wheels' discretion) replace without charge (excluding freight charges) to the original owner where proof of purchase is provided. The product must be returned to Primal Alloy Wheels directly for the final determination of the validity of the defective situation.

FINISH WARRANTY

Primal Alloy Wheels offers a limited warranty of one year from the date of purchase for all our wheel finishes against defective materials and workmanship. If the finish is deemed to be defective, agrees to repair or at our discretion replace without charge (excluding freight) to the original owner the product in question. The product must be returned to Primal Alloy Wheels directly for the final determination of the validity of the defective situation.

In all warranty situations the wheel product must be returned to Primal Alloy Wheels for consideration and final judgement. Primal Alloy Wheels is the sole arbitrator's in assessing all warranty claims and no other party will be binding on the company. It is extremely important that all returning warranty claims are substantially packaged and protected from damage during shipment. The final decision on a justified warranty condition will be based on its actual "as received condition" at Primal Alloy Wheels. Any damage(s) to the product when received at Primal Alloy Wheels will be considered as part of the total evaluation and damaged product voids all warranties as demonstrated below. This warranty does not cover mounting or dismounting tyre expenses.

Primal Alloy Wheels product warranties are honoured to the original purchaser. Proof of original purchase ownership is required.

The following will void all Primal Alloy Wheel warranties, implied, expressed or written:

1. Wheel products that have been physically damaged, regardless of how the damage occurred.

2. Wheel products that have been used in conjunction with spacers or adaptors of any kind.

3. Wheel products that have been altered repaired or modified in any form.

4. Wheel products that have been used in service(s) that exceeds the marked limitations of the product.

5. Wheel products that demonstrate abuse, misuse, negligence or vehicular accident. (Including any impact damage).

6. Wheel products that have been exposed to harmful or corrosive chemicals or abrasive materials, such as sand, salts and acid based cleaners.

7. Wheel products that have been sold as "blemished" or non-first line products.

Claims which do not qualify for Warranty after final inspection will be returned. In any event, forward and return freight shall always be at the owner's expense in all Warranty situations, unless specific arrangements have been pre-approved by Primal Alloy Wheels in writing.

TYRE PRESSURE CHECKS ARE AS IMPORTANT AS TUNE UPS FOR YOUR VEHICLE.

Keeping the correct air pressure in your tyres is as important as giving your engine a tune up. The economic benefits are perhaps even greater! With the right amount of air pressure, your tyres wear longer, save fuel, enhance handling and prevent accidents. The effects of not maintaining correct tyre pressure are:

- poor petrol mileage
- loss of tyre life
- bad handling (perhaps even loss of control)
- potential vehicle overloading

CHECK AIR PRESSURE ROUTINELY

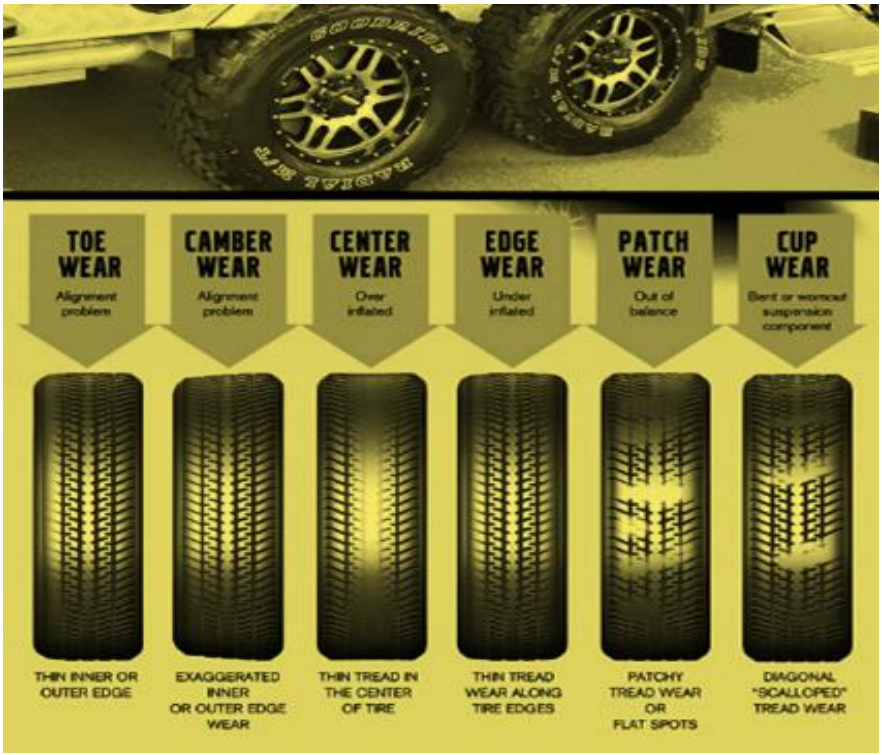
Perhaps because our tyres do so much without seeming to need any attention, we tend to overlook this important task. But tyres do lose pressure, slowly but surely every day, through the process of permeation. Generally, a tyre will lose up to one or two kilopascals of air per month in cool weather and even more in warmer weather. Also, tyres are subjected to flexing and impacts that can diminish air pressure.

So, think in terms of refilling your tyre just like you do your petrol tank; actually that's a good reminder, refill your tyres **every other time you** fill up at the petrol station. That's the recommended interval. Another time to check air pressure is when the tyres are rotated.

Where to find tyre pressure information. The correct air pressure may be found in the vehicle owner's manual or on the VIN plate placard tells you the maximum vehicle load, the cold tyre pressures and the tyre size recommended by the vehicle manufacturer.

TREAD WEAR AND WHAT IT MEANS

How other factors change air pressure



Besides the routine air check, other circumstances necessitate a visit to the air pump. Seasonal changes or altitude changes create a rise or drop in air pressure (for every 10 degrees change in temperature, tyre air pressure changes approximately 7 kpa).

Overlooked factors are vehicle loading. Since these vehicles can be configured and loaded in many ways, the proper inflation pressure should be determined by actual tyre loads. This is best determined by weighing the vehicle; vehicle loading can change from trip to trip

Remember that tyre failure can occur due to under inflation and overloading

PLEASE NOTE THAT THIS IS AN INDICATION ONLY

PRIMAL RECOMMENDS THAT EACH (FULLY LADENED) CARAVAN SHOULD BE WEIGHED OVER A WEIGHBRIDGE
THEN CORRECT PRESSURE APPLIED

					LOAD RANGE												
KPA			175	200	225	250	275	300	325	350	375	400	425	450	475	500	550
SIZE	LOAD RANGE	L/INDEX MAX SPEED (Kph)															
195R14C	D/8 PLY	106Q (160)	450	500	/	595	640	690	735	780	820	865	910	950(106)	/	/	/
195R15C	D/8 PLY	106Q (160)	450	500	/	595	640	690	735	780	820	865	910	950(106)	/	/	/
205/70R15C	C/6 PLY	104R (170)	/		/	/	/	710	740	775	810	840	870	900(104)	/	/	/
225/70R15C	D/8 PLY	112R (170)	525	580	640	700	/	810	860	915	965	1020	1070	1120(112)	/	/	/
LT235/75R15	C/6 PLY	104Q (160)	/	/	/	710	/	810	/	900	/	/	/	/	/	/	/
LT235/75R15	D/8 PLY	110Q (160)	/	/	/	710	/	810	/	900	/	990	/	1060(110)	/	/	/
LT235/75R15	N/A	116S (180)				710		810		900		990		1060		1160	1250(116)
31x10.50R15	C/6 PLY	109Q (160)	640	715	755	800	875	945	985	1030(109)							
LT225/75R16	E/10 PLY	115Q (160)	/	/	/	700	/	795	/	875(103)	/	970	/	1060(110)	/	1140	1215(115)
LT245/75R16	E/10 PLY	120Q (160)	/	/	/	790	/	900	/	1000(108)	/	1100	/	1180(114)	/	1290	1400(120)
LT265/75R16	E/10 PLY	123Q (160)	/	/	/	890	/	1010	/	1120(112)	/	1240	/	1360(119)	/	1440	1550(123)
LT285/75R16	E/10 PLY	126Q (160)	/	/	/	990	/	1130	/	1250(116)	/	1380	/	/	/	/	1700(123)

]

NOTE: Primal Alloy Wheels Pty Ltd accepts no responsibility as this is a guide only

To convert pounds per square inch to kilopascals (PSI to KPA) multiply the PSI value by 6.894757293168361.

To convert kilopascals to pounds per square inch (KPA to PSI) multiply the kpa value by .14503773773020923.

CARING FOR YOUR PRIMAL WHEELS

Recommended Care and Maintenance of Primal wheel products.

As with any automotive products, the level of care and maintenance provided by the owner is the key to its continued service and ability to retain the high appearance values intended for its automotive service life. Please follow these important suggestions and instructions to ensure the continued high grade finish of your Primal Wheel. Improper maintenance, lack of cleaning or even improper cleaning can and will cause the limited warranty to be voided. These recommendations apply for all normal wheel finishes, including painted and chrome plated.

Regular cleaning is very important, to remove road soils, brake dust, road chemicals and road salts. These materials can trap moisture against the surface finish, causing a corrosive action to begin and causing pitting and determination of the finish. This is true for all surfaces of the wheel and all surfaces should be thoroughly cleaned. Always use a mild PH neutral soap and warm water with a soft cloth or brush. Never use any harsh chemical cleaners, especially those offered by most automatic car wash operations and/or hand held pressure washers.

Always allow the wheels to cool to ambient temperature before starting to clean. Even mild soaps can cause the finish to stain, discolour or shadow if applied to elevated temperatures.

The frequency of cleaning is also very important to the life of the wheel product. For best results the wheel should be cleaned after each detrimental exposure. If this is not reasonably possible, they should be cleaned as soon after and as frequently as possible.

The sustained life of the finish can be directly related to the frequency of the care and maintenance of the wheel product.

WHEEL NUTS AND TORQUE SETTINGS

Tightening the Nuts on Your RV

Primal wheels recommends that you inspect and tighten the wheel nuts on your RV regularly. Adjusting wheel nuts to the correct tension is very important. Too much tension will strip bolt threads while too little risks an uncomfortable ride or worse – the loss of a wheel and an accident.

The specifications placed on wheel nuts are very much overlooked and an assumption that all wheel nuts are tightened at the same level is a very common problem. As most workshops use air impact guns to tighten the wheel nuts, the chance of over or under tightening is very high as the level of torque being delivered by the impact gun is generally unknown.

Incorrect torque and sequence of torque application causes such problems as out of balance wheels, broken or fractured wheel studs, increased tyre wear caused by misalignment and disc pad wear, fractured alloy wheels leading to total failure of the wheel, cracks around the stud holes on steel wheels, not to mention the fact that changing the wheel on the side of the road is almost an impossibility.

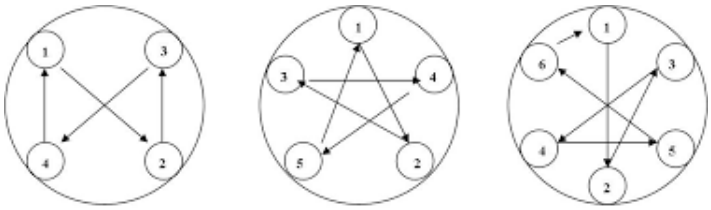
How can you ensure you get it right? By using a torque wrench.

Most towing vehicles are supplied with a basic wheel nut tool but it won't give you any idea of the tension you are applying. A torque wrench, on the other hand, is designed specifically to prevent you putting too much or too little pressure on your wheel nuts.

7/16" UNF: 110Nm or 80FtLbs

½" UNF: 125Nm or 90FtLbs

9/16" UNF: 140Nm or 100FtLbs



Four-Bolt Five-Bolt Six-Bolt

Wheel nut torques should be set using a calibrated torque wrench and checked, as is normal Automotive practice, after the first 50-100km following removal and refitting.

- No lubricant should be used on the threads of either the stud or the nut, but these should be
- Clean and free form rust or corrosion.
- Wheel nuts they must check to ensure the wheel nut is the correct fit and the stud does not bottom out if it is a capped nut.

DON'T TIGHTEN FURTHER!

Primal Alloy Wheels takes no responsibility as this is a guide only

NOTES