

A close-up photograph of a car's front wheel and tire. The tire is a Continental Premier, with the brand name and 'Premier' visible on the sidewall. The wheel has a multi-spoke alloy design. The car's body is dark-colored. The background is a blurred outdoor setting with a brick wall and some greenery.

Examples of Tire Conditions PLT

Examples of Tire Conditions

Important Notice

- › The EoTC is Continental's Tire Division exclusive reference document for tire condition definitions used in the warranty complaint handling process. It serves as a reference for selecting condition codes for complaints / adjustments and is to be applied by trained, qualified persons only (typically by the local TCS organization).
- › The condition codes are used to document the conditions of tires returned under warranty complaint and as decision criteria between a technical adjustment and a technical rejection. In case that a tire exhibits more than one relevant condition the primary condition that also determines technical acceptance or rejection is to be documented as the 1st condition code.
- › The condition codes must be applied based on the determination if the tire has been operated within its intended operation conditions. Tire misuse is established e.g., in case of overload and / or under-inflation or when tires for on-road purpose are damaged in off-road applications. Thereby other available information about vehicle, user, circumstances and / or environment is to be considered.
- › The condition code is typically established based on a visual tire inspection (only) and therefore describes the condition that is visible on the tire. Typically, a „Code what you see“ principle is applied, e.g., the condition code defines a bead crack (=which is the visible condition) and not a rubber foldover (=which would be the potential root-cause).
- › Tires relevant for market review and continuous product improvement processes will be subjected to further root-cause analysis, typically in O2I (Observation to Improvement) process. More detailed and extensive codes for tire conditions and their root-causes are used e.g., in R&D at FTI (Forensic Tire Investigation).
- › The EoTC content is not a conclusive, complete or comprehensive collection. Tire appearance may vary due to operating conditions, environment and / or other factors.

Examples of Tire Conditions

Definition of “0 km” tire

OE

- Tire mounted on rim = 0 km
- Complete wheel mounted on vehicle (but not driven) = 0 km
- Complete wheel mounted on vehicle and moved/driven:
 - o only during the assembly line = 0 km
 - o to store the vehicle at plant warehouse of OEM = 0 km
 - o to transfer the vehicle between plant and e.g., dealer = 0 km
 - o to store the vehicle at dealer = 0 km
- Vehicle handed over to the consumer and moved/driven $\neq$ 0 km

Replacement

- Tire mounted on rim = 0 km
(e.g., damage on tire bead area during mounting (but not driven) = 0 km)
- Complete wheel mounted on vehicle (but not driven) = 0 km
- Complete wheel mounted on vehicle and vehicle moved/driven $\neq$ 0 km

Examples of Tire Conditions

Attention !

- › The EoTC is for internal use only within the Technical Customer Services organization in the markets. The content is confidential and may not be distributed in the actual form. Also copies or parts of it may not be handed out to external people.
- › The responsible TCS Managers in the markets make sure, that the EoTC is available for the TCS-employees in their jobs and that they will be informed in case of changes.

EoTC includes examples of conditions which are peculiar to PLT products.

In case of any further questions, please contact your Technical Product Services PLT at Central TCS Tires.

List of CC – PLT Tires

CC	Description Short	Accept / Reject
0100	normal wear	Rejected
0101	rapid wear	Rejected
0102	one sided wear	Rejected
0103	uneven wear around circumference	Rejected
0104	feather edged wear	Rejected
0105	pronounced shoulder wear	Rejected
0106	spotty, polygonal wear (wash out)	Rejected
0108	scale like wear	Rejected
0109	cuts caused by spinning	Rejected
0110	spot wear caused by locked wheel	Rejected
0111	heel and toe wear	Rejected
0113	flaky wear/torn out blocks	Rejected
0114	brittleness cracks in tread (PLT only)	Rejected
0115	center wear	Rejected
0116	spike loss (usage related)	Rejected
0119	impact damage (tread)	Rejected
0120	penetration by a sharp thin object (e.g., nail)	Rejected
0121	impact damage (shoulder)	Rejected
0122	impact damage (sidewall)	Rejected
0123	cut damage (sidewall / shoulder)	Rejected
0124	cut damage (tread)	Rejected
0125	circumferential scoring by vehicle parts or external cause	Rejected
0128	damaged through deep cuts (moisture-oxidation)	Rejected
0130	curb chafing	Rejected
0132	damaged by snow chains	Rejected
0133	damaged by object trapped between twin tires	Rejected
0134	circumferential movement of tire on rim	Rejected
0140	bead chafed by rim flange (underinflation/overloading)	Rejected
0141	discoloration / compression marking of innerliner (underinflation / overloading)	Rejected
0142	run flat / deterioration of material (underinflation/overloading)	Rejected

List of CC – PLT Tires

CC	Description Short	Accept / Reject
0145	Tire mountable	Rejected
0146	damage due to mounting procedure and/or of wheel components (tube, flaps, valve, rim parts)	Rejected
0150	bead core broken due to mounting	Rejected
0152	damaged bead due to mounting	Rejected
0159	slight sidewall deformation	Rejected
0164	bead damage due to poor rim condition	Rejected
0170	break in the flexing zone underinflation / overload	Rejected
0172	IPL, instantaneous pressure loss (to be used as CC2 or CC3 only)	Rejected
0177	damage due to extreme operating conditions	Rejected
0179	transport damage goodwill	Rejected
0180	various other conditions	Rejected
0181	vibration, uniformity measurements within tolerance	Rejected
0182	tire more than 25% or 2/32" worn (e.g., vibration, road hazard policy)	Rejected
0184	non group repair	Rejected
0185	out of guarantee	Rejected
0186	flat spot (PLT and CST only)	Rejected
0187	Incorrect DOT (DOT mismatch)	Rejected
0188	goodwill compensation for uniformity and ride complaints	Rejected
0189	exceptional procedure with central approval	Accepted
0190	exchanged without damage	Accepted
0191	directional instability	Rejected
0192	no sipes at mold segment junction	Rejected
0193	exchange program	Accepted
0194	without damage	Rejected
0195	sidewall discoloration (e.g., waxlike deposits, red sidewall) - tires are usable after cleaning	Rejected
0196	no tire received/examined	Rejected
0197	without proper documentation	Rejected
0198	required for further technical analysis	Accepted
0199	Individual goodwill policy concession	Rejected

List of CC – PLT Tires

CC	Description Short	Accept / Reject
0200	groove cracking	Accepted
0202	cracks in the shoulder	Accepted
0206	tread chunking / pattern tearing	Accepted
0210	tread lift - separation between components	Accepted
0212	open tread splice	Accepted
0216	tread flaking/chipping	Accepted
0218	groove cracking due to stone retention	Accepted
0230	belt separation confirmed, without belt/tread loss	Accepted
0235	belt separation with partial or complete belt / tread loss	Accepted
0241	confirmed separation between 1st belt and carcass / filler under belt (CST)	Accepted
0252	protruding belt wires	Accepted
0270	missing spikes / wrongly spiked (new tire)	Accepted
0272	spikes too deep	Accepted
0274	hard metal pin separated from sleeve	Accepted
0276	spike loss	Accepted
0282	foldover in tread / shoulder	Accepted
0294	various other tread and belt conditions	Accepted
0295	belt separation, not confirmed	Accepted
0314	rapid wear / proven mileage complaint	Accepted
0394	various other wear conditions	Accepted
0404	sidewall ageing cracks	Accepted
0406	diagonal cracks sidewall (PLT tires only)	Accepted
0410	sidewall separation	Accepted
0412	open sidewall splice	Accepted
0414	heavy sidewall splice	Accepted
0416	upper sidewall crack	Accepted
0480	sidewall indentation	Accepted
0494	various other sidewall conditions	Accepted
0500	cracks in the lower sidewall and/or bead area	Accepted
0541	separated / loose bead wire ending	Accepted
0560	break, bulge / separation in lower sidewall / bead area	Accepted
0563	broken bead core	Accepted
0564	separation at bead core	Accepted
0585	damaged bead due to mounting (applies only in case of in-house complete wheel assembly)	Accepted

List of CC – PLT Tires

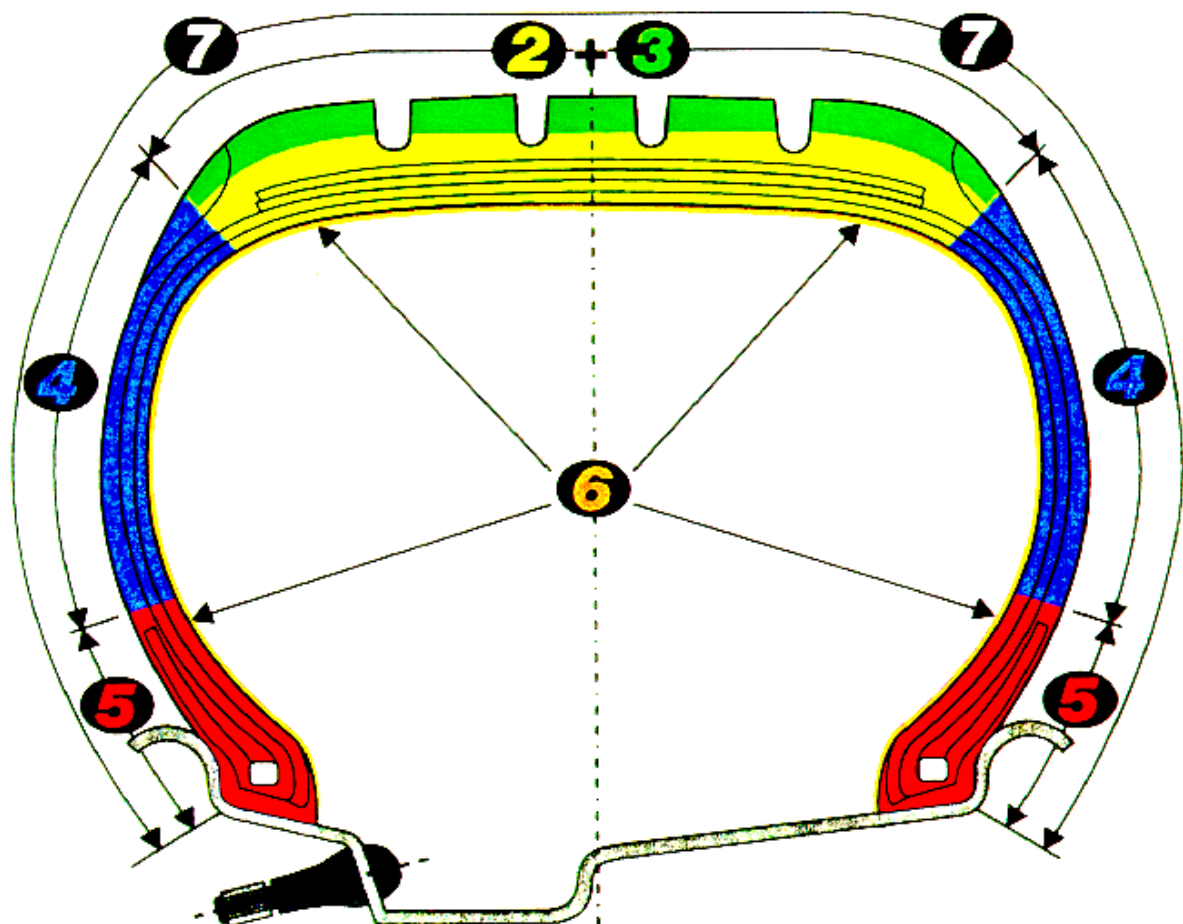
CC	Description Short	Accept / Reject
0600	liner cracks	Accepted
0601	ContiSeal related adjustments	Accepted
0605	separation between silent foam and adhesion layer	Accepted
0610	crack / separation at liner splice	Accepted
0616	separation between body plies (bias tires only)	Accepted
0636	loose carcass cords	Accepted
0666	break of support insert in flexing zone (SSR tires only)	Accepted
0674	strained cords (pulled through liner)	Accepted
0682	fold in rubber or fabric	Accepted
0686	spread carcass cords	Accepted
0694	various other carcass conditions	Accepted
0700	vibration / uniformity / ride (not measured or analyzed)	Accepted
0701	Radial force pulse score	Accepted
0702	imbalance, out of tolerance (measured)	Accepted
0703	Change in service	Accepted
0704	lateral or radial run out of tolerance	Accepted
0705	lateral force variation out of tolerance (measured)	Accepted
0708	radial force variation measured out of tolerance	Accepted
0712	leaker	Accepted
0724	unaccepted finished appearance / group rework	Accepted
0741	drift and pull	Accepted
0742	directional stability /driving stability	Accepted
0744	unaccepted noise ("new" tire)	Accepted
0745	noise caused by uneven blocks	Accepted
0769	Tire not mountable ("new" tire)	Accepted
0788	foreign matter (cured in tire)	Accepted
0794	various other conditions	Accepted

List of CC – RFID

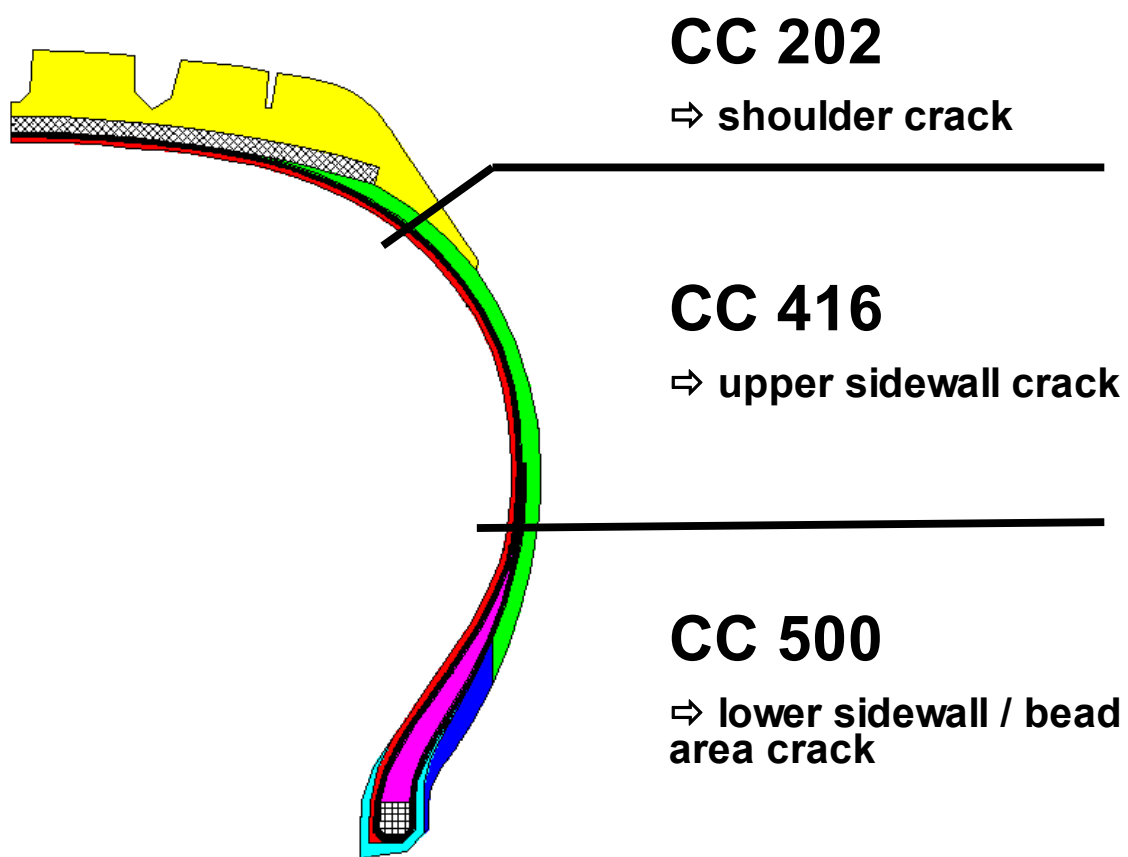
CC	Description Short	Accept / Reject
8010	separation between RFID transponder and surrounding tire parts	Accepted
8011	RFID not readable / RFID transponder non-existent despite sidewall information	Accepted
8012	mismatch between RFID decoding and sidewall lettering	Accepted
8111	no defect detectable or defect due to misuse	Rejected

Examples of Tire Conditions

Code Groups	Codes	English	Local Language
1	100 - 199	General	
2+3	200 - 399	Belt, tread	
4	400 - 499	Sidewall	
5	500 - 599	Bead	
6	600 - 699	Carcass	
7	700 - 799	Complete tire	



Cracking on Different Sidewall Areas



definition of CC 121 versus 122

Impact Damage (shoulder vs. sidewall) (Rejected)



CC121

**Impact damage
shoulder**

CC122

**Impact damage
sidewall**

definition of CC 122 versus 123

Impact Damage sidewall vs cut damage sidewall (Rejected)

Feature	Cut Damage - Sidewall/Shoulder (CC123)	Impact Damage - Sidewall (CC122)
Cause	Split in the sidewall caused by a sharp object.	Forceful collision in the sidewall area with a blunt or sharp object at speed.
Object Type	Sharp-edged objects (glass, metal scraps, nails, blades, sharp debris).	Blunt (curbs, potholes, speed bumps, foreign objects on the road) or sharp objects
Shape & Depth of Damage	Mostly straight or circumferential, but can be irregular, jagged, or zigzag. Cut damage may be superficial or deep/penetrating through the casing.	Structural damage with broken ply cords and frayed ends, irregular rupture due to air pressure, or superficially visible dents or scratch marks. Can appear as a bulge or star-shaped burst.
Further Hints	No rupture, but local material lift or loss may occur. Minimal or no additional cut marks/splitting. Should not be confused with splice openings or fold-overs, which have smooth, rounded edges.	Possible scuffing or scratches around the damaged area. Low-intensity impact may cause "snake-bite" damage on the inner liner. High-intensity impact may lead to casing rupture and frayed cord ends.

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definition of CC 210 versus 206

Tread Lift and Tread Chunking (Accepted)



CC210

Tread Lift / - separation
starts from inside the tread



CC206

Tread Chunking / Pattern
Tearing starts from outside
the tread

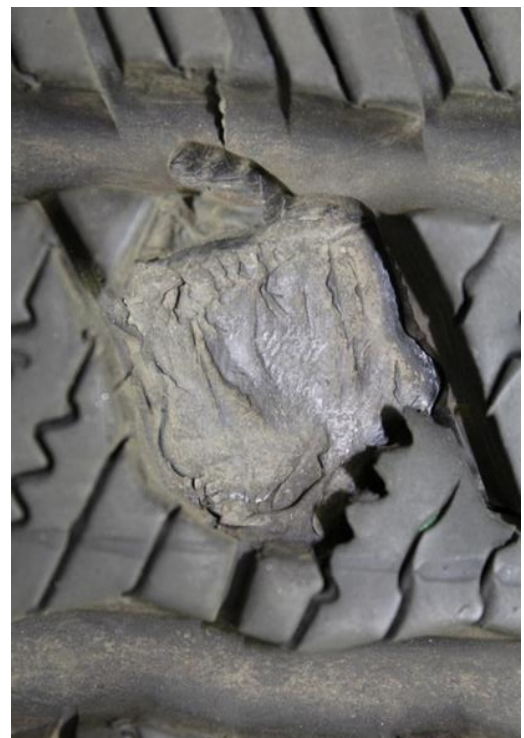
definition of CC 216 versus 206

Tread Chipping and Tread Chunking (Accepted)



CC216

Tread Flaking/-Chipping is
in the compound surface

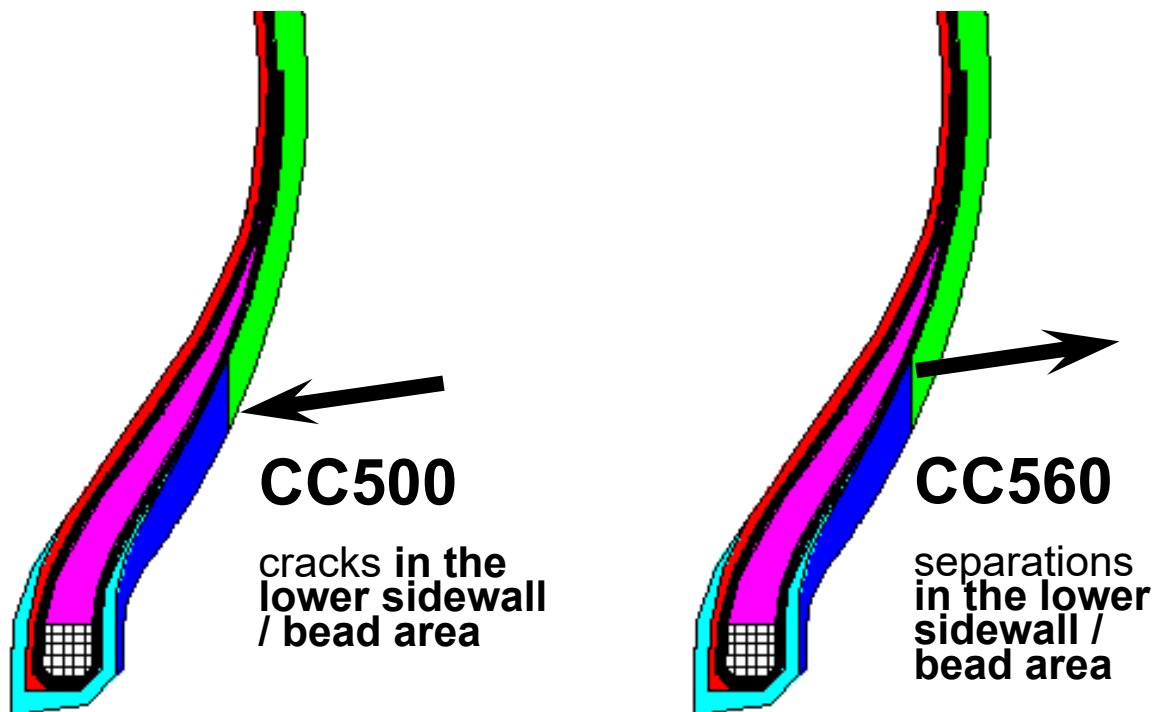


CC206

Tread Chunking/ Pattern
Tearing - pattern elements
are torn out

definition of CC 500 versus 560

Cracks and Separations (Accepted)



Cracks start on the outside of the tire.

Separations start inside the tire.

EN**normal wear****PLT**

Condition Code

0100

Rejected

Description Long

Tire has worn out with an even wear picture from shoulder to shoulder and circumferentially around the tire. The tread wear pattern appears normal for this type of tire.

[link](#)**Possible Causes**

*Normal tire wear

Further Hints

This CC shows that the irregular wear complaint is rejected and the wear shape is found completely regular and fine.

Remaining tread depth usually $\geq 50\%$

Warranty Standards

EN**rapid wear****PLT**

Condition Code

0101

Rejected

Description Long

Tire has worn out faster than expected with an even wear picture from shoulder to shoulder and circumferentially around the tire.

[link](#)**Possible Causes**

- *Aggressive driving
- *Abrasive road surfaces
- *Weather conditions

Further Hints

Remaining tread depth usually <50%
In case of approval from central TCS team for this tire, please use CC314 for low mileage.

Warranty Standards

EN**one sided wear****PLT**

Condition Code

0102

Rejected

Description Long

Faster uneven wear on one side of the tire extending from the shoulder towards the center of the tread.

[link](#)**Possible Causes**

- *Misalignment - front and/or rear axle
- *loose front wheel bearings
- *excessive axle loads
- *loading conditions or road geometry (road camber, slope and or inclination)
- *high stress due to camber settings (misalignment)

Further Hints

The difference between pronounced shoulder wear (both shoulders are affected) to one-sided wear is caused by disorder in mechanical geometry such as camber angle and/or road condition.

Warranty Standards

EN**uneven wear around circumference****PLT**

Condition Code

0103

Rejected

Description Long

Faster uneven wear of a portion of the tread circumference compared to the rest of the tread.

[link](#)**Possible Causes**

- *Imbalance of tire / wheel assembly
- *Tire not seated correctly on rim
- *Defect suspension system (e.g., bearings, springs)

Further Hints

Do not confuse with separation.
There are different appearances for CC103, it can be e.g., a scalloped appearance around tire on the shoulder ribs or alternate lugs worn to different tread depths.
Customer may also be complaining about noise or vibration with such tires. Tire must be properly seated (e.g., using proper lubrication) and correctly balanced during mounting. Inflation pressure must be

Warranty Standards

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EN**feather edged wear****PLT**

Condition Code

0104

Rejected

Description Long

Irregular wear (high to low) of tread elements across the tread face. One edge of each rib is higher than the other side of the same rib. The edges are sharp.

[link](#)**Possible Causes**

- *Misalignment / excessive toe
- *Bent vehicle frame or chassis
- *Hard (aggressive fast) cornering
- *Missing or damaged suspension components
- *Misapplication

Further Hints

Check suspension/track alignment settings
Please note once this type of wear pattern has developed, correction of suspension/track alignment settings will only help prevent future uneven wear, and not correct the current worn tire.

Warranty Standards

EN**pronounced shoulder wear****PLT**

Condition Code

0105

Rejected

Description Long

Faster wear of both shoulders compared to the adjacent tread surface.

[link](#)**Possible Causes**

- *Underinflation
- *Overloading
- *Improper tire rotation practices
- *Hard cornering

Further Hints

Regularly check your tires for pressures/maximum loading as given in the vehicle handbook.

Warranty Standards

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EN**spotty, polygonal wear (wash out)****PLT**

Condition Code

0106

Rejected

Description Long

Uneven spotty wear recurring around the tire's circumference.

[link](#)**Possible Causes**

- *Underinflation
- *Worn wheel bearing
- *Imbalance
- *Lack of shock absorber
- *Flat spot
- *Improper seating of the tire on the rim
- *Improper seating of the wheel on the hub
- *Defect with an ABS braking system
- *Differences in diameter of fitted twin tires,
- *Difference in remaining tread depth of fitted twin tires must be comparable e.g., <4mm for TT

Further Hints

There are different appearances for CC106, it can be e.g., worn inner ribs with signs of affected outer ribs, or worn spots in diagonal or polygonal form recurring around the tire's circumference.

Warranty Standards

EN**scale like wear****PLT**

Condition Code

0108

Rejected

Description Long

The tread shows a very coarse wear pattern.

[link](#)**Possible Causes**

- *strong lateral forces e.g., during lane changing
- *maneuvering in the parking lot
- *vehicle conditions
- *climate
- *driver style

Further Hints**Warranty Standards**

EN

cuts caused by spinning

PLT

Condition Code

0109

Rejected

Description Long

Cuts, lines or abrasions on the tread surface around the circumference of the tire .

[link](#)



Possible Causes

- *Spinning of tire on rough, loose (e.g., gravel) or on wet road surfaces
- *Misapplication
- *Driver style

Further Hints

- *Occurs usually on tires fitted on driven axle (spinning)

Warranty Standards

EN**spot wear caused by locked wheel****PLT**

Condition Code

0110

Rejected

Description Long

Local flat spot on tread surface that may extend into the casing. The localized wear equivalent to the size of the ground contact patch can have a coarse abrasion pattern, but the surface may seem smooth.

[link](#)**Possible Causes**

- *Locked brake
- *Broken ABS system

Further Hints**Warranty Standards**

EN**heel and toe wear****PLT**

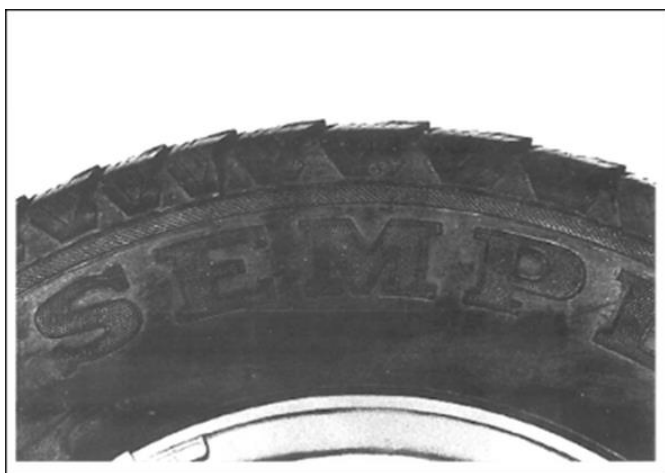
Condition Code

0111

Rejected

Description Long

“Saw tooth” tire wear, also known as “heel-toe wear,” is a type of uneven tire wear that results in a saw-like pattern on the tire tread circumferentially. This pattern typically occurs when the leading edges of the tread blocks wear down more quickly than the trailing edges

[link](#)**Possible Causes**

- *Improper inflation pressure
- *Improper tire rotation practices
- *Poor suspension maintenance
- *Mismatched tire diameters in dual assemblies.
- *Misalignment

Further Hints

Often associated with ride disturbance and/or noise complaint. It usually happens on block-pattern (lug design) drive axle tires but may also be observed on rib-design tires with sipes in lateral direction.

Warranty Standards

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EN**flaky wear/torn out blocks****PLT**

Condition Code

0113

Rejected

Description Long

The tire appears as though the rubber of the rough, abraded tread surface is flaking or crumbling.

This is a condition where pieces of the tire tread break off creating a rough and uneven surface.

[link](#)**Possible Causes**

- *frequent driving on rough unpaved or gravel surface road conditions
- *exposure to high temperatures
- *misapplication of the tire to service conditions.

Further Hints

Do not confuse with CC206 and CC216.

In case the finding occurs more frequently in a specific product line, Central TCS should be informed in order to arrange further investigations.

Warranty Standards

EN**brittleness cracks in tread (PLT and TT only)****PLT**

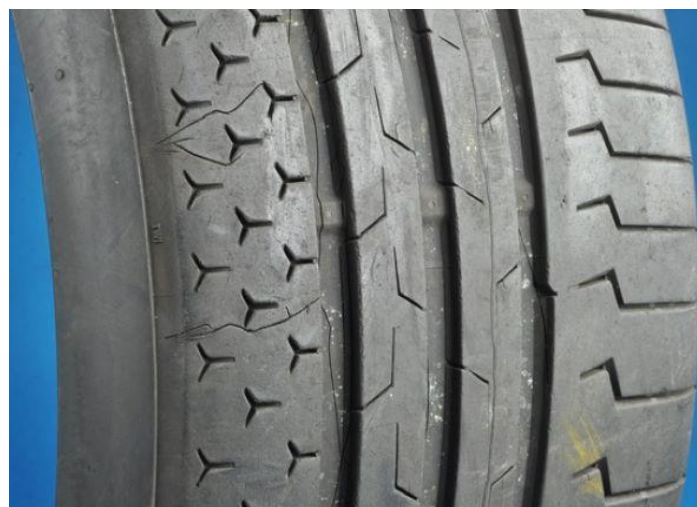
Condition Code

0114

Rejected

Description Long

Utilization of summer tires or UHP tires predominantly UHP tires at very low ambient temperatures

[link](#)**Possible Causes**

*Cracks due to very low ambient temperatures

Further Hints

In extreme low ambient temperatures, the rubber compounds in tires can harden, making them less flexible and more prone to cracking. Brittleness cracks usually start on the tread area and propagate to other areas of tire such as sidewall. Repeated heating and cooling in thermal cycles can cause the rubber to expand and contract, leading to the development of cracks over time. Use of Winter Tires designed to remain flexible in low temperatures may reduce the risk of cracking.

Warranty Standards

EN

center wear

PLT

Condition Code

0115

Rejected

Description Long

Faster wear of the tread in the center compared to adjacent tread surfaces

[link](#)



Possible Causes

- *Inappropriate inflation (too high) for load being carried
- *Frequent/permanent driving on straight roads

Further Hints

Adhere to tire pressure provided in the vehicle handbook.
Check tire pressure regularly.

Warranty Standards

EN**spike loss (usage related)****PLT**

Condition Code

0116

Rejected

Description Long

Spikes are missing. On the tread area some spots are visible where spikes were located.

[link](#)**Possible Causes**

- *Driving at high speeds, hard braking or aggressive cornering especially on bare pavement
- *Driving frequently on dry or rough surfaces
- *Underinflated tires can flex more, increasing the movement of studs within their sockets.

Further Hints

This code should be used only for tires studded by Conti and not for tires studded by externals. For such cases please use CC180 in CC1 and use CC116 in CC2.
Please put photo or count of lost spikes in technical text field in SAP.

Warranty Standards

EN**impact damage (tread)****PLT**

Condition Code

0119

Rejected

Description Long

Localized area of damage to the main structure of the tread area. It is a break through the tread rubber and the casing.

[link](#)**Possible Causes**

Tire tread striking a hard object usually followed by IPL (Instantaneous Pressure Loss). A hard impact compresses the tire, causing the cords or steel belts inside to break

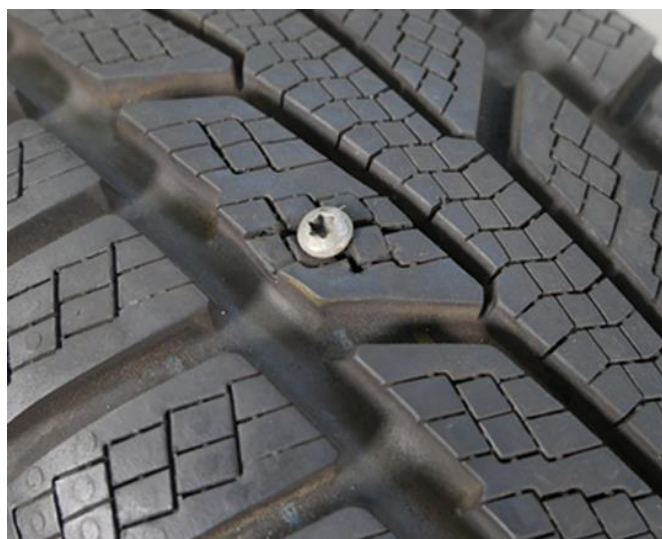
Further Hints

Internal layers e.g., belt wires are exposed and in some cases wire ends are frayed.
Please do not mix this condition with the escalation of CC128. In such cases use CC128 in CC1 and use CC119 in CC2 for cases where you have an impact break associated with damages through deep cuts into the tread/belt.

Warranty Standards

Description Long

A sharp object e.g. nail or screw penetrated the tread area/innerliner.

[link](#)

Possible Causes

*Punctured by a sharp object

Further Hints

A puncture can lead to slow or rapid air loss, depending on the size and depth of the penetration which may result in separation.

In case such a complaint has been made for a Self Supporting Run-flat tire with a proof of penetration by a foreign sharp object has been detected, code it with CC120 in CC1 and CC142 in CC2.

Warranty Standards

EN**impact damage (shoulder)****PLT**

Condition Code

0121

Rejected

Description Long

Localized area of damage to the main structure of the shoulder

[link](#)**Possible Causes**

Tire shoulder striking a hard object usually followed by IPL (Instantaneous Pressure Loss). A hard impact compresses the tire, causing the cords or steel belts inside to break.

Further Hints

Internal layers e.g., belt wires are exposed and in some cases wire ends are frayed.

Warranty Standards

EN**impact damage (sidewall)****PLT**

Condition Code

0122

Rejected

Description Long

Localized area of damage to the main structure of the sidewall. Bulges might be found.

[link](#)**Possible Causes**

- *An impact break on the sidewall of a tire occurs when the tire strikes a hard object, e.g., curbstone or pothole, with enough force to damage its structure.
- *Double fracture of the tire's casing suggests that the sidewall has been "pinched" between the wheel rim flange and a solid angular object such as a curbstone.

Further Hints

Cause immediate air loss in case of rupture on the sidewall as a result of the impact. The tire is more susceptible to such damage after hitting a hard object if it is underinflated/overloaded. It is a strong indication of an impact if the carcass cords are broken and even frayed.

Warranty Standards

EN**cut damage (sidewall / shoulder)****PLT**

Condition Code

0123

Rejected

Description Long

The tire has sustained a cut to the sidewall /shoulder from a sharp, foreign object (e.g., glass or metal). This can be manifested in areas of tearing of the rubber compound.

[link](#)**Possible Causes**

Cut damage is caused by sharp objects and results in slits or tears on the tire surface, which may or may not reach the inner layers of the tire, depending on their depth.

Further Hints

Can also happen while opening the transport packaging/wrapping but not only with a snap-off blade. In case of foldover, a smooth splitting line is observed to differentiate it from cut damage on shoulder area.

Cracks on a tire shoulder/sidewall appear as fine lines or usually shallow splits. Deeper cuts can compromise the tire's structural integrity and tire in this case must be removed to avoid potential failure.

Warranty Standards

EN**cut damage (tread)****PLT**

Condition Code

0124

Rejected

Description Long

The tire has sustained a cut to the tread from a sharp, foreign object (e.g., glass or metal etc.). This can be manifested in areas of tearing of the rubber compound.

[link](#)**Possible Causes**

Cut damage is caused by sharp objects and results in slits or tears on the tire surface, which may or may not reach the inner layers of the tire, depending on their depth.

Further Hints

Cut damage is not penetrating through the belt and innerliner of the tire but appearing superficial or a bit more deeper until the innerliner. Tire's integrity remains intact.

Do not mix it with pattern chunking if the angle of the cut has resulted in tread lift and even loss of part of tread pattern.

Do not mix it with damaged through deep cuts (moisture-oxidation)

Warranty Standards

Description Long

The tire has suffered 'scoring' damage by any vehicle part(s) that has touched any part of the tire such as tread or sidewall and caused carving or abrasion there in a certain pattern.

[link](#)**Possible Causes**

- *Loose or protruding object on the vehicle
- *Foreign object picked up from the road surface which then became embedded in the bodywork (e.g., wheels spinning on rough surface, trapped material between tire and vehicle part)

Further Hints

This damage is typically in the circumferential direction of the tire. One may observe traces of cut around the damage. The depth of the cut can damage tire's integrity and even go deep through the tire.

Warranty Standards

EN**damaged through deep cuts (moisture-oxidation)****PLT**

Condition Code

0128

Rejected

Description Long

The tire has sustained deep cuts by a sharp or a hard foreign object to the tread that reach the steel reinforcing cords (e.g., belt layers)

[link](#)**Possible Causes**

*Cut damage through the outer rubber layer reaching out to internal components (e.g., belts) damaging and exposing it to corrosion.

Further Hints

- *Moisture may cause corrosion in belt wires and separation of internal components.
- *One may observe localized deformation on the tread area

Warranty Standards

EN

curb chafing

PLT

Condition Code

0130

Rejected

Description Long

Severe wear has occurred on the tire sidewall through repeated scuffing or curbing.

[link](#)



Possible Causes

*Rubbing against curb stone or guide rails (e.g., during parking)

Further Hints

Abrasion marks on the sidewall surface maybe observable

Warranty Standards

EN

damaged by snow chains

PLT

Condition Code

0132

Rejected

Description Long

Numerous dents and or compression marks evenly spaced around the tread surface.

[link](#)



Possible Causes

- *Loose, improperly installed, or extended application of snow chains
- *Excessive speeds can cause the chains to break, whip against and damage the tire.

Further Hints

Tires must be checked thoroughly before any further use.

Warranty Standards

EN**damaged by object trapped between twin tires****PLT**

Condition Code

0133

Rejected

Description Long

The tire has localized damage in the shoulder/sidewall area to the casing structure, sometimes exhibiting cuts, and abrasions. The indentation of a trapped object is visible.

[link](#)**Possible Causes**

*Object was trapped between twin tires such as rocks or chock blocks

Further Hints

Partner tire is likely to have similar damage

Warranty Standards

EN

circumferential movement of tire on rim

PLT

Condition Code

0134

Rejected

Description Long

Circumferential movement of the tire on the wheel rim

[link](#)



Possible Causes

- *Circumferential movement of the tire on the wheel rim
- *Usage of wrong material for lubrication

Further Hints

Rim contour, engine power with high torque may also influence this phenomenon.

Warranty Standards

EN

bead chafed by rim flange (underinflation/overloading)

PLT

Condition Code

0140

Rejected

Description Long

Excessive indentation and chafing marks in the bead area of the tire. The bead area might show a blueish polished surface.

[link](#)

Possible Causes

- *Excessive deflection movement
- *Underinflation
- *Overloading
- *Poor rim conditions

Further Hints

Escalating status are CC141 and CC142.

It can be linked to deterioration in the durability of other components in the tire

One can observe chafing if the tire has run on low pressure/overload (e.g., due to penetration of a thin object)

Warranty Standards

EN

discoloration / compression marking of innerliner
(underinflation/overloading)

PLT

Condition Code

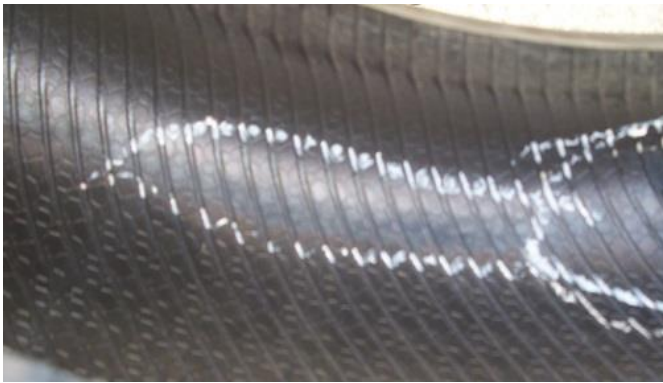
0141

Rejected

Description Long

Color changes and/or compression marks are visible on the innerliner

[link](#)



Possible Causes

- *Running in a partially or totally deflated condition
- *Underinflation
- *Overloading

Further Hints

Escalating status is CC142.
Due to the extent of damage any clues to the original cause of deflation cannot be found.
Any color change or compression marks would be observed circumferentially on the innerliner flexing zone but not localized.

Warranty Standards

EN

**run flat / deterioration of material
(underinflation/overloading)**

PLT

Condition Code

0142

Rejected

Description Long

Advanced deterioration of radial tire affecting tire sidewall. The tire exhibits a dark abraded stripe (discoloration); blister, scorched (burned), breaks, wrinkles and/or separation of innerliner are circumferentially around and inside tire sidewall. In well advanced stages, the tire will lose its tread and/or belt package.

[link](#)**Possible Causes**

- *Running in a totally deflated condition caused by e.g., either a puncture or rim condition, however due to the extent of damage any clues to the original cause of deflation/instantaneous air loss cannot be found.
- *Underinflation
- *Overloading

Further Hints

Escalated status of CC140 and CC141

Warranty Standards

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EN**Tire mountable****PLT**

Condition Code

0145

Rejected

Description Long

The tire can be mounted and is inflatable.

When a customer complains that the required air pressure for seating the tire exceeds the limit written on the Sidewall or the legal limit based on local regulations (e.g., WDK or TRA), but based on our evaluation no issues can be found (e.g., tire is mounted with lower air pressure than written on the SW or the local legal limit) the complaint can be rejected.

[link](#)**Possible Causes**

- *poor storage e.g., stacked one on another
- *poor or no lubrication on rim
- *missing calibration of inflation equipment

Further Hints

This CC is not limited to inflation issues but other factors of Mounting issues depending on customer complaint.

If the inflation process is difficult due to allegedly narrow bead-to-bead distance and a special tool e.g., an air shock inflator is required to inflate the tire but based on our evaluation no issues can be found, then the complaint can be rejected.

Warranty Standards

EN

damage due to mounting procedure and/or of wheel components (tube, flaps, valve, rim parts)

PLT

Condition Code

0146

Rejected

Description Long

Various damages on complete tire

[link](#)



Possible Causes

*Damaged due to inappropriate mounting procedure and/or wheel components

Further Hints

Warranty Standards

EN**bead core broken due to mounting****PLT**

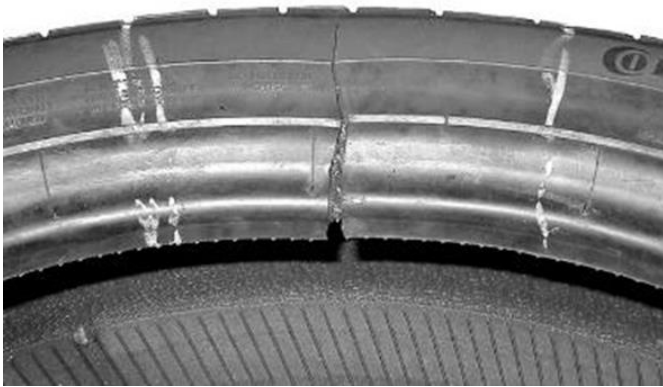
Condition Code

0150

Rejected

Description Long

A break of the steel bead core. Additionally, a visible crack runs from bead towards sidewall.

[link](#)**Possible Causes**

- *"Snagged" on the wheel safety hump during fitting.
- *Excessive air pressure used to seat the bead against the rim flange.
- *Inadequate or no usage of lubricant on outer and inner bead area.
- *Using too much force or incorrect tools during mounting and harming the bead's integrity

Further Hints

To avoid bead core break, utilization of correct tools without too much force and proper lubrication applied both outer and inner bead areas during mounting are key.

Warranty Standards

EN**damaged bead due to mounting****PLT**

Condition Code

0152

Rejected

Description Long

The bead of the tire has been locally torn away and signs of separation of internal components can be seen. Dents on local spots due to tools used during mounting maybe observable

[link](#)**Possible Causes**

- *Damaged during the fitting operation
- *Improper usage of lubricants and fitting tools (e.g., sharp edged)

Further Hints

- *Make sure you examine the inner side of the damage area.
- *Both outer and inner bead areas are to be lubricated during mounting.

Warranty Standards

EN**slight sidewall deformation****PLT**

Condition Code

0159

Rejected

Description Long

Sidewall undulation is visible after inflation. The undulations are local strong points.

[link](#)**Possible Causes**

*Thickness which is a double layers of casing material at a joint which resists the effect of inflation more than the surrounding area.

Further Hints

Typically, slight deformations do not affect the tire's performance, safety, or longevity.
Please check CC0480 for accepted cases.

Warranty Standards

EN**bead damage due to poor rim condition****PLT**

Condition Code

0164

Rejected

Description Long

Bead damage due to poor rim condition

[link](#)**Possible Causes**

Deformed, rough or uneven wheel rim flange surface typically due to

- * damage, improper repair or bending
- * rust or corrosion
- * debris build-up

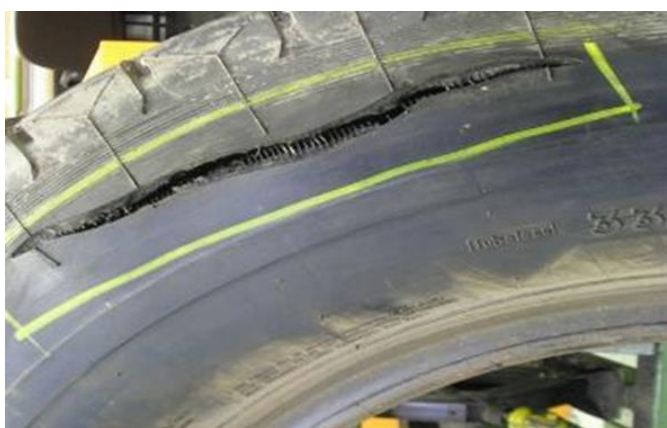
Further Hints

One may find out dents or other mirror images of the rim deformation on the tire bead area.

Warranty Standards

Description Long

The carcass cords in the flexing zone of a tire are broken or damaged. The sidewall is circumferentially open exposing usually an even line of broken cords.

[link](#)**Possible Causes**

Cord fatigue (with or without rupture) due to excessive flexing caused by

- * Underinflation and/or overloading
- * Stress on the affected tire's flexing zone due to the other tire running flat in twin-fitment application

Further Hints

Tire suffers sudden air loss accompanied with a rupture circumferentially around the tire. However, cord wires may also be fatigue-related damaged without a rupture (handle cautiously when to inflate)
Happens predominantly in twin-fitment applications. One of the tires is (always) severely underinflated or running flat.

Zipper break condition on new tires is caused by misuse/underinflation (typically in twin application) and therefore this condition is technically rejected (valid for all premium tire manufacturers), by using CC170.

Warranty Standards

Description Long



Possible Causes

Further Hints

Please use this code only in the CC2 or CC3.

Warranty Standards

Use it only as CC2 or CC3

EN

damage due to extreme operating conditions

PLT

Condition Code

0177

Rejected

Description Long

Extreme operating conditions, e.g., race use of tires which are not foreseen for use in that way

[link](#)



Possible Causes

- *Harsh driving style
- *Excessive heat generation due to aggressive braking and spinning of the wheel on rough and/or loose road surfaces
- *High-speed cornering

Further Hints

Warranty Standards

EN

transport damage goodwill

PLT

Condition Code

0179

Rejected

Description Long

Transport damage.

[link](#)



Possible Causes

*Goodwill

Further Hints

Remember to check mark "Zero km/mile" field in SAP.

Warranty Standards

For Transport Damage conditions, only CC0179 to be used for compensation from market budget. Any other acceptable condition must be handled with Logistics

EN**various other conditions****PLT**

Condition Code

0180

Rejected

Description Long

Various other damages that cannot be subordinated to the existing condition codes. These damages are not caused by manufacturing but by external influence.

[link](#)**Possible Causes**

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Further Hints

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Warranty Standards

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EN

vibration, uniformity measurements within tolerance

PLT

Condition Code

0181

Rejected

Description Long

The tire's uniformity is measured and found to be within tolerance.

[link](#)



Possible Causes

Further Hints

Warranty Standards

EN

tire more than 25% or 2/32" worn (e.g., vibration, road hazard policy)

PLT

Condition Code

0182

Rejected

Description Long

The tire is more than 25% worn.

[link](#)



Possible Causes

*Used for any length of time in an imbalance condition

Further Hints

Warranty Standards

EN**non group repair****PLT**

Condition Code

0184

Rejected

Description Long

The tire has previously suffered a damage which has been repaired. Repair patches are visible.

[link](#)**Possible Causes**

*Related to original damage or the repair

Further Hints

Manufacture's responsibility for a tire that is decided to be repaired by a third party specialist voids. For this reason, Continental's warranty is invalidated for any complaints that are associated with a repair.

Warranty Standards

EN**out of guarantee****PLT**

Condition Code

0185

Rejected

Description Long

The tire has been used in the normal warranty period and has undergone a normal ageing process. The tire falls out of guarantee if the tire's local warranty period (e.g., 2 years) is expired.

[link](#)**Possible Causes**

- *The warranty period is expired
- *Rate of ageing of a tire is dependent on the conditions of storage and use

Further Hints**Warranty Standards**

EN**flat spot (PLT and CST only)****PLT**

Condition Code

0186

Rejected

Description Long

Flattening of a tire due to standing under vehicle load for a period of time on a single area of the tire tread.

[link](#)**Possible Causes****1) Temporary Flat spotting:**

- Flattening of a tire due to standing under vehicle load for a period of time on a single area of the tire tread. The combination of driving at high speed or in high ambient temperature, combined with extended parking period may cause the tires to flat spot.

2) Semi-permanent flat spotting

- Long vehicle shipment periods, for example between continents
- Long pre-delivery storage of vehicles at the factory or at the dealer
- Winter storage of, for example, classic cars
- Exposure of the tires to high temperatures for example in body repair shop paint ovens.
- The long standing times, especially combined with high temperatures and/or low tire inflation pressures can lead to quite severe flat spotting that is not removed by normal driving.

Further Hints

1) This type of flat spotting normally disappears after a short driving distance as the tires reach their operating temperature and again their original shape.

Do not underinflate or overload tires.

If driving for long distances at high speeds with heavy loads, increase inflation pressures of your tires according to the vehicle manufacturer's recommendations.

Do not operate tires underinflated or overloaded

2) - Check and adjust the pressures and check tires/wheels

- Drive the vehicle for more than 15 minutes at approximately 80km/h to get the tires warm
- Immediately after road driving, lift the vehicle completely off the ground to relieve tires from the load.

Warranty Standards

Description Long

DOT Transmitted is invalid/incorrect/mismatching



Possible Causes

DOT data transmitted electronically via EDI is “Invalid/incorrect/mismatching” normally because of typos.

Further Hints

Specific rejection-CC mainly for USA PLT market for cases and when tires are not planned to be physically returned for inspection/adjustment.

Warranty Standards

EN

goodwill compensation for uniformity and ride complaints

PLT

Condition Code

0188

Rejected

Description Long

Goodwill compensation for uniformity and ride complaints

[link](#)



Possible Causes

*Goodwill

Further Hints

Warranty Standards

EN**exceptional procedure with central approval****PLT**

Condition Code

0189

Accepted

Description Long

Use for all tires that are involved in Customer Satisfaction Action(s).
A Customer Satisfaction Action (CSA) is a customer specific activity to minimize customer dissatisfaction caused by negatively perceived product quality issues – use only in agreement with central TCS.

[link](#)**Possible Causes**

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Further Hints

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Warranty Standards

Approval of Central TCS is needed.

EN**exchanged without damage****PLT**

Condition Code

0190

Accepted

Description Long

The partner tire has no damage.

[link](#)**Possible Causes****Further Hints**

CC190 entered in CC1 and the adjusted tire condition in CC2
Example: Customer complains about 2 tires. One tire is adjusted with an acceptable code (e.g., CC212). Although the partner tire does not show any adjustable condition it can still be coded with CC190 in CC1 and CC212 in CC2 when necessary for customer satisfaction.

Warranty Standards

*In cases of complaint from two tires. Only to be used for partner tires with a second CC in CC2

Description Long

The tire's uniformity and balance are measured and within tolerance.

[link](#)



Possible Causes

- *Vehicle geometry
- *Road surface irregularities

Further Hints

Warranty Standards

EN

no sipes at mold segment junction

PLT

Condition Code

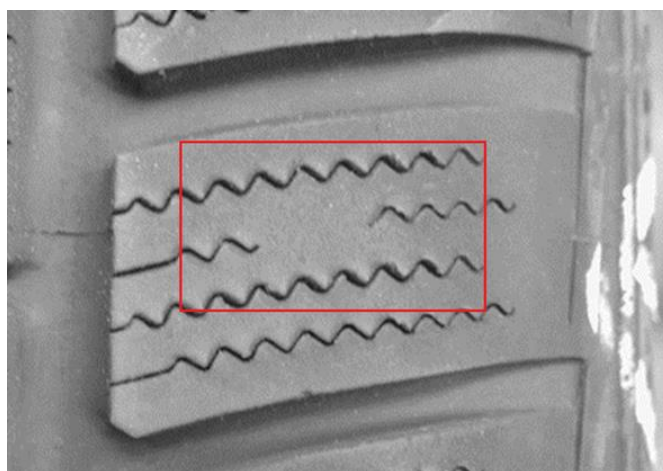
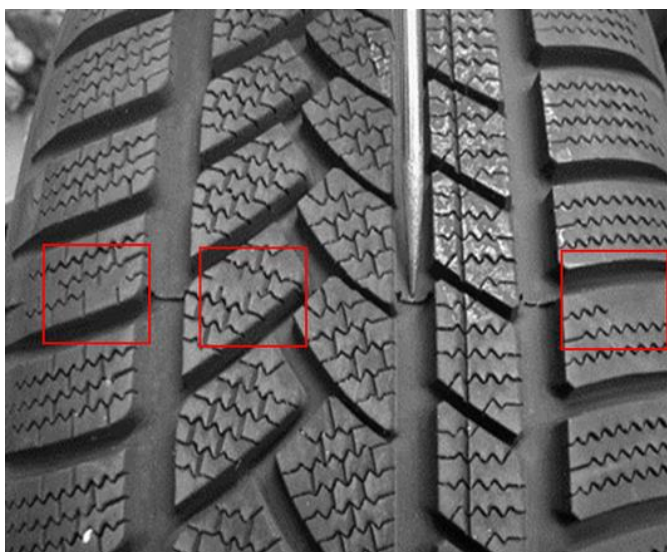
0192

Rejected

Description Long

In the area of the mold joint(s) some siping may be missing, this is normal.

[link](#)



Possible Causes

Further Hints

Warranty Standards

Description Long

Use for tires that are involved in voluntary exchange program(s) which are previously announced and informed by Continental central TCS Tires.



Possible Causes

Further Hints

Warranty Standards

Continental announces the scope and process of this voluntary exchange program. Please follow this process accordingly.

EN

without damage

PLT

Condition Code

0194

Rejected

Description Long

No manufacturing failures or any other damages caused by misuse detected.

[link](#)



Possible Causes

Further Hints

x94 codes are only to be used in the exceptional case where no other condition code fits to the condition found in the tire.

Warranty Standards

Add either photos or an explanation of the condition in the technical field in SAP.

EN**sidewall discoloration (e.g., waxlike deposits, red sidewall)
- tires are usable after cleaning****PLT**

Condition Code

0195

Rejected

Description Long

Some discoloration can be observed on tire sidewall which looks red, greyish or off-white waxlike deposits. These deposits are of cleanable nature and have no negative influence on the normal usability of tires.

[link](#)**Possible Causes**

*anti-aging agents/ anti-oxidants may diffuse to the surface of the rubber

Further Hints

Only appears in freshly manufactured, new unused tires.

Warranty Standards

Description Long

Although the complaint tire was supposed to be transported it has not been received and therefore could not be examined.

[link](#)



Possible Causes

*No complaint tire associated with complaint data has been received or could be examined.

Further Hints

Warranty Standards

EN

without proper documentation

PLT

Condition Code

0197

Rejected

Description Long

Required documentation is missing.

[link](#)



Possible Causes

*The complaint has no proper documentation.

Further Hints

Required documentation (e.g., tire invoice is missing)

Warranty Standards

EN**required for further technical analysis****PLT**

Condition Code

0198

Accepted

Description Long

CC198 can be used only for rejected complaints and for cases where the product is required for further physical technical analysis in the O2I process. CC198 is not to be used for accepted complaint.

[link](#)**Possible Causes**

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Further Hints

CC198 was previously introduced to address situations where a complaint tire, rejected and therefore retained by the customer/owner, was still needed for the improvement purposes within the O2I process. In such cases, if the customer refuses to provide the tire to the local TCS free of charge, CC198 could be used to compensate the customer by issuing a credit note, allowing the tire to be retrieved for the O2I process.

Warranty Standards

Only to be used for rejected complaints where the customer refuses to provide the tire to the local TCS free of charge.

Use CC198 in CC1 and the actual condition of the tire in CC2 and/or CC3

EN**Individual goodwill policy concession****PLT**

Condition Code

0199

Rejected

Description Long

When individual tires are to be compensated from a local market budget (e.g., marketing budget) by an amount that is previously agreed via a consensus.

[link](#)**Possible Causes**

*Goodwill policy

Further Hints**Warranty Standards**

CC199 in CC1 and the actual condition code is input in CC2
Only to be used in agreement with Central TCS and for tires returned under "Extended Warranty" (e.g., Customer Satisfaction Policy)
All other not adjustable complaints are to be coded with the matching rejection code if a commercial reimbursement is decided by the market.

EN**groove cracking****PLT**

Condition Code

0200

Accepted

Description Long

Superficial cracks of not more than 0,5mm deep at the base of the grooves that run circumferentially around the tire.

- 1) Compression folds (superficial and along the contour of groove pattern)
- 2) "Minor" groove cracks (e.g., length $\leq$ 5 mm, depth $\leq$ 3 mm, number $\leq$ 10)
- 3) Moderate or large deep cracks (belt can be visible)

[link](#)**Possible Causes**

- *High side forces
- *Weathering
- *Exhaust on drive tires
- *Aggravated by overinflation
- *Tire has been exposed to ozone

Further Hints

Do not confuse with wrinkles/compression marks/cuts and/or with brittleness cracks (CC114)

Warranty Standards

Add your decisive photo(s) of the damaged area.
it is requested at minimum to upload damage photo(s) of durability and X94 codes. Photo(s) with additional hints from other areas of the tire are welcome.

EN**cracks in the shoulder****PLT**

Condition Code

0202

Accepted

Description Long

Cracks in the shoulder area. They are located above or in the mold parting line. The regular flow is typically in circumferential direction. It is shallow, open just from outside. Split surface is plain and it has no traces.

[link](#)**Possible Causes**

- *Possible adhesion deficiency between sidewall and tread
- *Break in flexing zone

Further Hints

Do not mix up with CC123 cut damage (sidewall/shoulder).
The cracks can occur in circumferential as well as in radial direction.

Warranty Standards

Description Long

Pattern blocks are torn off at the base of the tread. There are big parts or whole blocks tearing off.

[link](#)**Possible Causes**

*Material or demolding process related

Further Hints**Warranty Standards**

Do not mix up with CC216 tread chipping where smaller pieces come apart of the tread area. No external object/impact signs are visible. In rejected cases, use CC113.

Using CC206 depends on the situation of the complaint (e.g., recurring cases, competitiveness to predecessor or to comparable copetitor tires, specific markets). Check further facts and application of the tire and ask central TCS for further advise, if needed.

EN**tread lift - separation between components****PLT**

Condition Code

0210

Accepted

Description Long

Tread ribs or blocks are not adhered on the belt package. A localized wear on the tread above the separated area can be noticed. One may easily observe a shiny spot underneath the separated tread elements. The belt package is expected to be intact.

[link](#)**Possible Causes**

*Adhesion loss between the tread rubber and the tire belt package.

Further Hints

Separation between tread and cap ply which starts from inside the tread and not because of external reasons or foreign objects scraping the tread element off the belt package surface.

Warranty Standards

Add your decisive photo(s) of the damaged area.
it is requested at minimum to upload damage photo(s) of durability and X94 codes. Photo(s) with additional hints from other areas of the tire are welcome.

EN**open tread splice****PLT**

Condition Code

0212

Accepted

Description Long

A space is evident on the joint, between the tread ends. Smooth separation is observed with no cuts.

[link](#)**Possible Causes**

- *Poor workmanship
- *Poor tread end adhesion
- *Tread was cut too short

Further Hints**Warranty Standards**

EN**tread flaking/chipping****PLT**

Condition Code

0216

Accepted

Description Long

Rough, abraded tread surface with numerous small flakes of tread removed. Hollows appear on the tread surface with rough edges.

[link](#)**Possible Causes**

*Material related

Further Hints

Usually appears on the entire tread surface (circumferentially)

Warranty Standards

Do not mix up with CC206 tread chunking. In rejected cases, use CC113.
Using CC216 depends on the situation of the complaint (e.g., recurring cases, competitiveness to predecessor or to comparable copetitor tires, specific markets). Check further facts and application of the tire and ask central TCS for further advise, if needed.

EN

groove cracking due to stone retention

PLT

Condition Code

0218

Accepted

Description Long

Areas at the base of the grooves with cracks and stones/ hints of stones.

[link](#)



Possible Causes

- *Stone retention, tread groove design related.
- *Small stones become wedged in the tread grooves and exert continuous pressure on the rubber, leading to localized stress and cracking.
- *Cracks can deepen over time, reaching the tire's belts or inner layers, compromising its strength.

Further Hints

use CC0128 to reject the complaint

Warranty Standards

EN**belt separation confirmed, without belt/tread loss****PLT**

Condition Code

0230

Accepted

Description Long

An opening takes place at the shoulder area through which one can see separation between belt layers in the belt package (not between the belt package and the carcass or tread) sometimes with frayed belt edge wires.

[link](#)**Possible Causes**

*Adhesion loss within the tire in the belt package

Further Hints

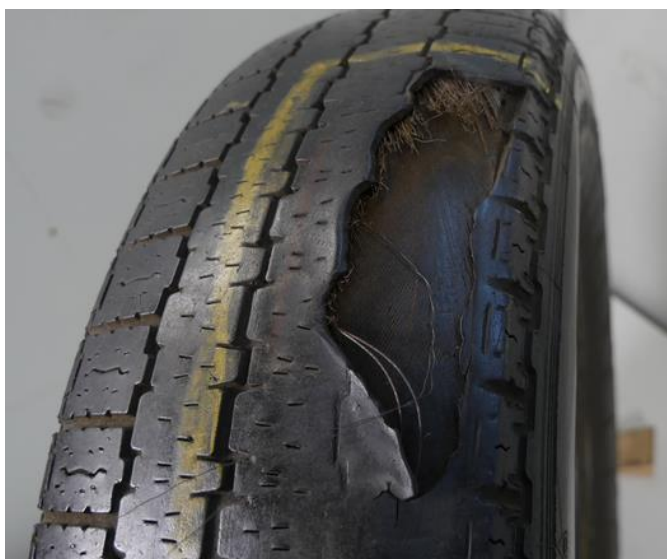
Please check indications or marks for misuse (e.g., underinflation marks such as compression marks on the innerliner, chafing on the bead area or repair) before accepting the complaint.
Unconfirmed cases (e.g., with bulge on the shoulder area or on the innerliner) should be separately evaluated.

Warranty Standards

Add your decisive photo(s) of the damaged area.
it is requested at minimum to upload damage photo(s) of durability and X94 codes. Photo(s) with additional hints from other areas of the tire are welcome.

Description Long

There is a visible separation between the belts. One can see the loss of partial or complete tread/belt package.

[link](#)**Possible Causes**

*Adhesion loss within the tire in the belt package

Further Hints

Please check indications or marks for misuse (e.g., underinflation marks such as compression marks on the innerliner, chafing on the bead area or repair) before accepting the complaint.

Warranty Standards

Add your decisive photo(s) of the damaged area.
it is requested at minimum to upload damage photo(s) of durability and X94 codes. Photo(s) with additional hints from other areas of the tire are welcome.

EN

confirmed separation between 1st belt and carcass / filler
under belt

PLT

Condition Code

0241

Accepted

Description Long

There is visible/confirmed separation between the 1st belt and the carcass.

[link](#)



Possible Causes

*Adhesion loss between 1st belt and carcass.

Further Hints

Please check indications or marks for misuse (e.g., underinflation marks such as compression marks on the innerliner, chafing on the bead area or repair) before accepting the complaint.
Unconfirmed cases (e.g., with bulge on the shoulder area or on the innerliner) should be separately evaluated.

Warranty Standards

Add your decisive photo(s) of the damaged area.
it is requested at minimum to upload damage photo(s) of durability and X94 codes. Photo(s) with additional hints from other areas of the tire are welcome.

EN

protruding belt wires

PLT

Condition Code

0252

Accepted

Description Long

Thin (belt) wires are coming out of the tire without any further visible separation.

[link](#)



Possible Causes

* manufacturing related

Further Hints

Please do not mix up with CC541 (bead wires are thicker than belt wires)

Warranty Standards

EN

missing spikes / wrongly spiked (new tire)

PLT

Condition Code

0270

Accepted

Description Long

Spikes setting pattern is irregular. Spikes are missing or wrongly set on a new tire.

[link](#)



Possible Causes

*Manufacturing related

Further Hints

Warranty Standards

More than 6 spikes missing, add photos or enter number of spikes lost in SAP text field

EN

spikes too deep

PLT

Condition Code

0272

Accepted

Description Long

Spikes are set too deep.

[link](#)



Possible Causes

*Manufacturing related

Further Hints

Warranty Standards

EN

hard metal pin separated from sleeve

PLT

Condition Code

0274

Accepted

Description Long

Hard metal pin separated from sleeve.

[link](#)



Possible Causes

*Manufacturing related

Further Hints

Warranty Standards

EN**spike loss****PLT**

Condition Code

0276

Accepted

Description Long

Spikes are missing. On the tread are spots visible, where spikes were located.

[link](#)**Possible Causes**

*Design/Manufacturing related

Further Hints**Warranty Standards**

Differentiate this condition from CC116. Be aware of the reference number of accepted loss of spikes. add photos or enter number of spikes lost in SAP text field

EN**foldover in tread / shoulder****PLT**

Condition Code

0282

Accepted

Description Long

A split like line is observed on the surface usually in a straight line structure which is not in a zigzag shape.

[link](#)**Possible Causes**

*Rubber material is not bonded together during the curing process.

Further Hints

A crack is observed with a smooth opening.

Warranty Standards

EN**various other tread and belt conditions****PLT**

Condition Code

0294

Accepted

Description Long

Other visible conditions on the tread / in the belt area.

[link](#)**Possible Causes****Further Hints**

x94 codes are only to be used in the exceptional case where no other condition code fits to the condition found in the tire.

Warranty Standards

Add either photos or an explanation of the condition in the technical field in SAP.

EN**belt separation, not confirmed****PLT**

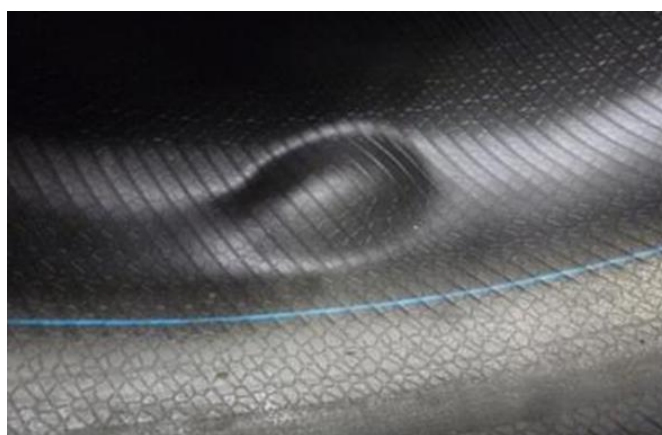
Condition Code

0295

Accepted

Description Long

An unconfirmed separation in the tread/belt area that is not yet openly visible.

[link](#)**Possible Causes**

*Adhesion loss within the tire in the belt package

Further Hints

Local deformation on tread area and/or accompanied by a bulge in the tread/belt, upper sidewall and/or innerliner, possibly with irregular wear on the tread.

In case the tire should be further examined in the O2I process, please do not cut the tire in order to avoid any possible contamination.

Warranty Standards

In case of new tire, the code should be CC724. In case of any doubt get in contact with Central TCS.

Add your decisive photo(s) of the damaged area.

it is requested at minimum to upload damage photo(s) of durability and X94 codes. Photo(s) with additional hints from other areas of the tire are welcome.

EN

rapid wear / proven mileage complaint

PLT

Condition Code

0314

Accepted

Description Long

Tire worn out faster than expected with even wear from shoulder to shoulder circumferentially around the tire with a proven mileage.

[link](#)



Possible Causes

*Material/Design/Manufacturing related

Further Hints

Warranty Standards

Only used in agreement with Central TCS

EN

various other wear conditions

PLT

Condition Code

0394

Accepted

Description Long

Other visible wear conditions of the tread.

[link](#)



Possible Causes

Further Hints

x94 codes are only to be used in the exceptional case where no other condition code fits to the condition found in the tire.

Warranty Standards

Add either photos or an explanation of the condition in the technical field in SAP.

EN**sidewall ageing cracks****PLT**

Condition Code

0404

Accepted

Description Long

Multiple, often superficial cracks on the sidewall surface generally around the circumference of the tire on one or both sides.

[link](#)**Possible Causes**

*Exposure to ozone from sunlight, heat etc.

Further Hints**Warranty Standards**

EN

diagonal cracks sidewall (PLT tires only)

PLT

Condition Code

0406

Accepted

Description Long

Cracks in the mid to upper sidewall that are generally at an angle of 45° to the bead.

[link](#)



Possible Causes

*High torque in combination with specific sidewall compound

Further Hints

Usually multiple cracks appear on the sidewall area.

Warranty Standards

Check if the finding was not caused by cuts

EN**sidewall separation****PLT**

Condition Code

0410

Accepted

Description Long

Irregular-shaped bulge in the mid/upper sidewall area; may progress to complete separation of sidewall rubber from the casing exposing the ply cords.

[link](#)**Possible Causes**

*Loss of adhesion between the sidewall rubber and the body ply.

Further Hints

Before accepting/adjusting the complaint, demount tire and make sure no underinflation/overloading hints such as imprints or blue colored bead are visible. If so, the complaint should be rejected by using the appropriate code as CC140.

No repairs, breaks, punctures or contamination in the casing must be evident.

Warranty Standards

Add your decisive photo(s) of the damaged area.

it is requested at minimum to upload damage photo(s) of durability and X94 codes. Photo(s) with additional hints from other areas of the tire are welcome.

EN**open sidewall splice****PLT**

Condition Code

0412

Accepted

Description Long

A smooth opening at the joint, of the top layer of sidewall rubber that may appear radially or diagonally. Appearance is similar to a cut, but the opening extends at a sharp angle into the sidewall rubber. No cords are exposed.

[link](#)**Possible Causes**

- *Manufacturing process
- *Poor adhesion during the tire-building process or inadequate curing can result in weak splice joints that may separate over time.

Further Hints**Warranty Standards**

Description Long

Excessive overlap or uneven application of rubber layers at the splice joint during the tire-building process. A narrow bulge usually at an angle to the bead most often seen when the tire is inflated. The joint tends to run diagonally and not radially along the height of the sidewall. Usually found on both sidewalls opposite to each other.

[link](#)

Possible Causes

- *A heavy overlap of the sidewall rubber splice made during the manufacturing process.
- *Inconsistent rubber thickness during production can lead to a pronounced splice.

Further Hints

Don't be confused with bumps and bulges associated with potential circumferential (zipper) ruptures or spread/damaged cords.
You can feel haptically a hard surface.

Warranty Standards

EN**upper sidewall crack****PLT**

Condition Code

0416

Accepted

Description Long

Crack line in upper sidewall area (below or in mold parting line) with covering a long section. The regular flow is typically in circumferential direction. It is shallow, open just from outside. Split surface is plain and it has no traces.

[link](#)**Possible Causes**

*Possible adhesion deficiency

Further Hints**Warranty Standards**

EN**sidewall indentation****PLT**

Condition Code

0480

Accepted

Description Long

Indentation in a radial direction on one or both sidewalls. Darker marks are visible in the innerliner.

[link](#)**Possible Causes**

*Manufacturing related

Further Hints

This can usually only be observed when the tire is inflated and may appear multiple times on the sidewall.

Warranty Standards

EN

various other sidewall conditions

PLT

Condition Code

0494

Accepted

Description Long

Other visible conditions on the sidewall.

[link](#)



Possible Causes

Further Hints

x94 codes are only to be used in the exceptional case where no other condition code fits to the condition found in the tire.

Warranty Standards

Add either photos or an explanation of the condition in the technical field in SAP.

EN**cracks in the lower sidewall and/or bead area****PLT**

Condition Code

0500

Accepted

Description Long

Circumferential crack above the bead/ in the lower sidewall with no wire exposed. The regular flow is typically in circumferential direction. It is shallow, open just from outside. Split surface is plain and it has no traces.

[link](#)**Possible Causes**

*Improper rubber flow during the manufacturing process

Further Hints

Crack starts from outside of the tire. Do not mix up with CC560, where the crack starts from the inside. Often caused by a fold over

Warranty Standards

Add your decisive photo(s) of the damaged area. it is requested at minimum to upload damage photo(s) of durability and X94 codes. Photo(s) with additional hints from other areas of the tire are welcome.

EN**separated / loose bead wire ending****PLT**

Condition Code

0541

Accepted

Description Long

Bead wire (thick) protruding through the exterior or interior surface of the tire.

[link](#)**Possible Causes**

*Manufacturing related

Further Hints

The wire can protrude in sidewall, upper sidewall or innerliner.

A bead wire is significantly stiffer and thicker than a belt wire. Thus, do not mix up with CC252!

Warranty Standards

Add your decisive photo(s) of the damaged area.

it is requested at minimum to upload damage photo(s) of durability and X94 codes. Photo(s) with additional hints from other areas of the tire are welcome.

EN**break, bulge / separation in lower sidewall / bead area****PLT**

Condition Code

0560

Accepted

Description Long

Break, bulge/ separation in lower sidewall/ bead area without any signs of chafing and/or blueish coloring/scorching (i.e., no sign of overload/under inflation). The separation is in a circumferential direction and the flow appears irregular. The surface of the damaged area is irregular and broken/ruptured.

[link](#)**Possible Causes**

*Physical force on bead structure exceeded the durability of the bead's material and/or construction (no overload/underinflation)

Further Hints

Do not mix up with CC500, where the crack starts from outside of the tire. Separation starts inside lower-sidewall area. Therefore, it is deep into the structure and can be opened. If not so, the complaint should be rejected by using the appropriate code as CC140.

Warranty Standards

Add your decisive photo(s) of the damaged area. it is requested at minimum to upload damage photo(s) of durability and X94 codes. Photo(s) with additional hints from other areas of the tire are welcome.

EN**broken bead core****PLT**

Condition Code

0563

Accepted

Description Long

Bead wires are partially or completely broken in a localized area without any signs of chafing and blueish coloring (scorching).

[link](#)**Possible Causes**

*Manufacturing related

Further Hints**Warranty Standards**

In case of rejection, use code CC150.

Using CC563 depends on the situation of the complaint (e.g., recurring cases, specific markets etc.). Check further facts and ask central TCS for advice, if needed.

EN

separation at bead core

PLT

Condition Code

0564

Accepted

Description Long

Protruding bead wire bundle.

[link](#)



Possible Causes

*Manufacturing related

Further Hints

Do not mix up with CC541.

Warranty Standards

Add your decisive photo(s) of the damaged area.
it is requested at minimum to upload damage photo(s) of durability and X94 codes. Photo(s) with additional hints from other areas of the tire are welcome.

EN

damaged bead due to mounting (applies only in case of in-house complete wheel assembly)

PLT

Condition Code

0585

Accepted

Description Long

The bead of the tire has been locally torn away and signs of separation of internal components can be seen. Dents on local spots due to tools used during mounting.

[link](#)



Possible Causes

*Improper in-house mounting

Further Hints

Warranty Standards

Only applies in case of in-house complete wheel assembly.

EN

various other bead conditions

PLT

Condition Code

0594

Accepted

Description Long

Other visible conditions in the bead area.

[link](#)



Possible Causes

- *Poor workmanship
- *Material related
- *Depends on the condition

Further Hints

x94 codes are only to be used in the exceptional case where no other condition code fits to the condition found in the tire.

Warranty Standards

Add either photos or an explanation of the condition in the technical field in SAP.

EN**liner cracks****PLT**

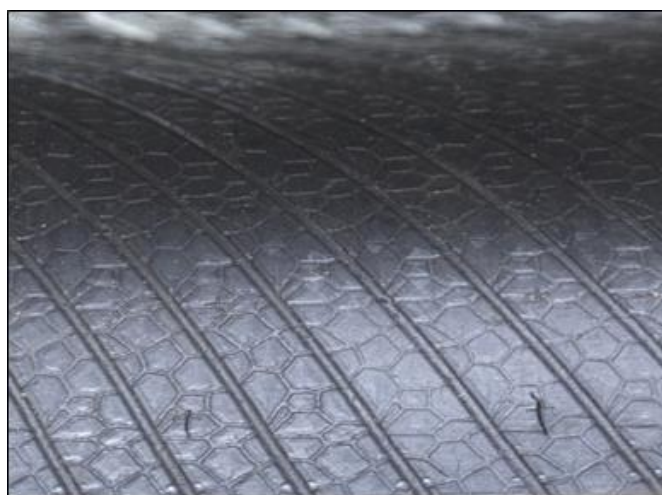
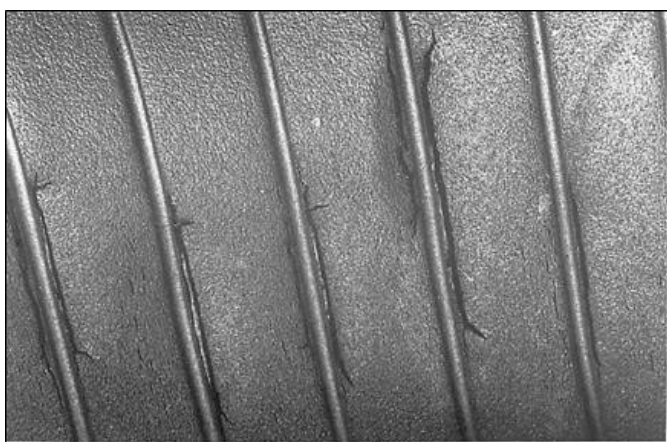
Condition Code

0600

Accepted

Description Long

One or more cracks in the innerliner, placed in radial or diagonal direction parallel to bladder lines

[link](#)**Possible Causes**

*Manufacturing related

Further Hints

In case of PLT tires, the crack should be radial direction. In case of circumferential direction, CC694 should be used instead.

Do not mix up with CC610 and CC694.

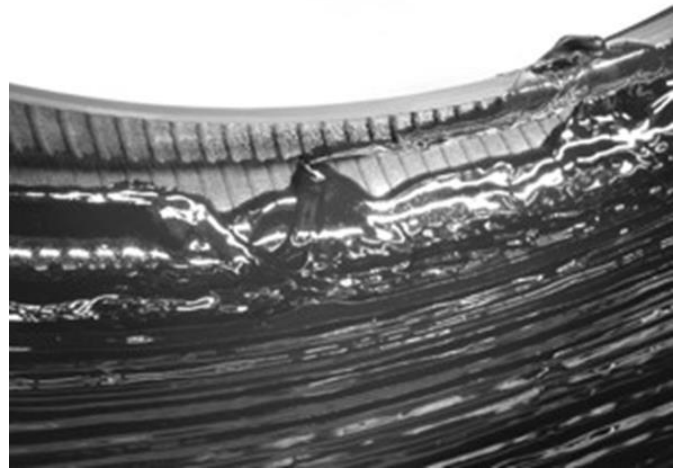
Warranty Standards

Add your decisive photo(s) of the damaged area.

it is requested at minimum to upload damage photo(s) of durability and X94 codes. Photo(s) with additional hints from other areas of the tire are welcome.

Description Long

Condition related to sealant features only. e.g., if a puncture featuring a diameter of less than 5 mm is not covered by the sealant, the complaint should be accepted.

[link](#)**Possible Causes**

Seal functionality not given

Further Hints**Warranty Standards**

Only usable for ContiSeal tires.
ContiSeal tires are designed to seal punctures in the tread from objects no larger than 3/16" (5mm) diameter.
In case of sealant related rejection use code CC180.

EN**separation between silent foam and adhesion layer****PLT**

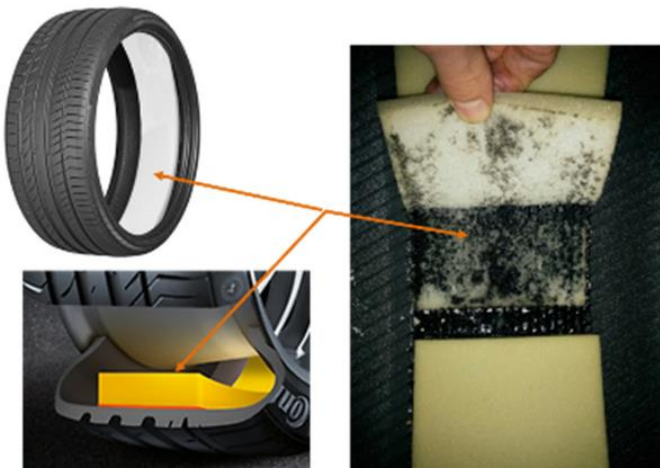
Condition Code

0605

Accepted

Description Long

Condition related to silent / foam features only.

[link](#)**Possible Causes**

*Low or loose bonding between silent foam and adhesion layer

Further Hints**Warranty Standards**

Only usable for ContiSilent tires.
In case of silent related rejection use code CC180.
Usually, the complaint is associated with some strange noise.

EN**crack / separation at liner splice****PLT**

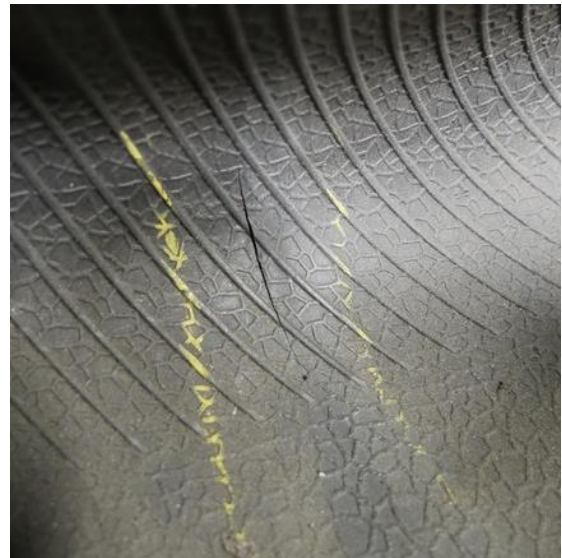
Condition Code

0610

Accepted

Description Long

An innerliner splice crack is running from one bead to the other. It is a superficial visible disconnection at the joint of the innerliner.

[link](#)**Possible Causes**

* From a technical perspective an innerliner splice crack is just a slight opening of the overlapping, not leading to any air leakage.

Further Hints

Use CC610 only if the dealer/customer cannot be convinced that this finding is not disadvantageous!

Warranty Standards

EN

separation between body plies (bias tires only)

PLT

Condition Code

0616

Accepted

Description Long

Visible separation between body plies.

[link](#)



Possible Causes

*Manufacturing related

Further Hints

Warranty Standards

EN

loose carcass cords

PLT

Condition Code

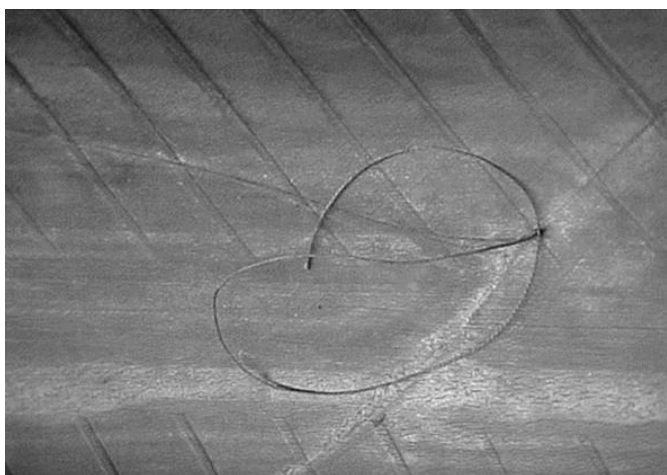
0636

Accepted

Description Long

Loose carcass cords are visible.

[link](#)



Possible Causes

*Manufacturing related

Further Hints

Very seldom seen with PLT tires

Warranty Standards

EN**break of support insert in flexing zone (SSR tires only)****PLT**

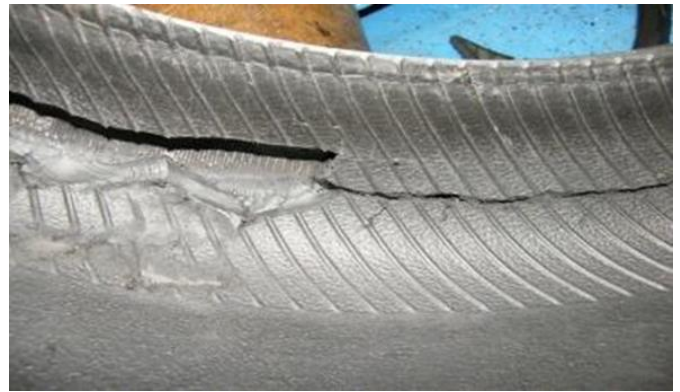
Condition Code

0666

Accepted

Description Long

Visible break of SSR insert in flexing zone. In case of any doubt pull sidewall to detect if insert is broken or not.

[link](#)**Possible Causes**

*Design related

Further Hints

Do not mix up with CC600 and CC694

Warranty Standards

Only usable for SSR Tires.
If break is not visible (just wrinkles in circumferential direction), use code CC694.

EN**strained cords (pulled through liner)****PLT**

Condition Code

0674

Accepted

Description Long

Carcass ply cords penetrating the innerliner sometimes with a bulge (or opening) on sidewall.

[link](#)**Possible Causes**

*Manufacturing related

Further Hints**Warranty Standards**

Add your decisive photo(s) of the damaged area.
it is requested at minimum to upload damage photo(s) of durability and X94 codes. Photo(s) with additional hints from other areas of the tire are welcome.

EN

fold in rubber or fabric

PLT

Condition Code

0682

Accepted

Description Long

Localized overlapping of material in the carcass.

[link](#)



Possible Causes

*Manufacturing related (curing process)

Further Hints

Warranty Standards

EN**spread carcass cords****PLT**

Condition Code

0686

Accepted

Description Long

Uneven cord ply transition line in the shoulder/sidewall area. Can be felt by running finger across suspect area, feels softer than adjacent areas.

[link](#)**Possible Causes**

*Manufacturing related

Further Hints

A localized small bump is visible typically in mounted and inflated condition. It is in radial direction running from shoulder to lower bead area. It can appear on both sidewalls and in multiple locations. Mark the bulge area before deflecting the tire.

Warranty Standards

Add your decisive photo(s) of the damaged area.
it is requested at minimum to upload damage photo(s) of durability and X94 codes. Photo(s) with additional hints from other areas of the tire are welcome.

EN**various other carcass conditions****PLT**

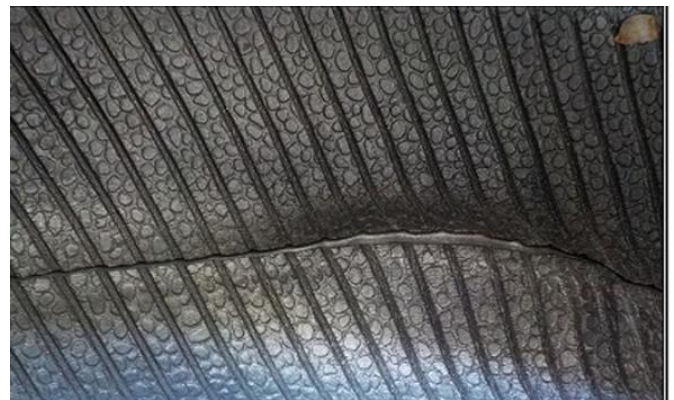
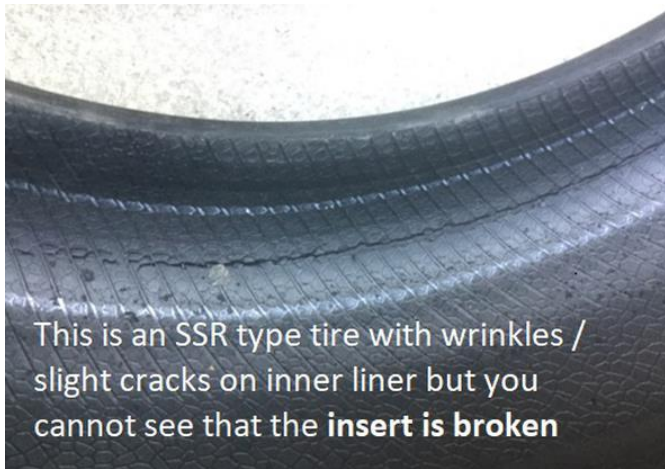
Condition Code

0694

Accepted

Description Long

Other visible conditions in the carcass area. The code should preferably be used for wrinkled liners (circumferential direction) and in case of SSR tires if the insert is not broken, but wrinkles are visible.

[link](#)**Possible Causes****Further Hints**

In case of SSR tires please do not mix up with CC666
Use CC694 if circumferential wrinkles on the innerliner appear.
x94 codes are only to be used in the exceptional case where no other condition code fits to the condition found in the tire.

Warranty Standards

Add either photos or an explanation of the condition in the technical field in SAP.

EN

vibration / uniformity / ride (not measured or analysed)

PLT

Condition Code

0700

Accepted

Description Long

Uniformity/ride/vibration complaint not measured or analyzed.

[link](#)



Possible Causes

Further Hints

Warranty Standards

Wear must be less than 25%.

Description Long

USA only

[link](#)



Possible Causes

Further Hints

Warranty Standards

Wear must be less than 25%.

EN

imbalance, out of tolerance (measured)

PLT

Condition Code

0702

Accepted

Description Long

Uniformity/ride/vibration complaint measured or analyzed.

[link](#)



Possible Causes

Further Hints

Warranty Standards

Wear must be less than 25%.
Enter measurement values in the foreseen SAP fields!

EN

Change in service

PLT

Condition Code

0703

Accepted

Description Long

USA only
uniformity measurements by plant within tolerances, but changing after

[link](#)



Possible Causes

Further Hints

Warranty Standards

Wear must be less than 25%.

EN**lateral or radial run out of tolerance****PLT**

Condition Code

0704

Accepted

Description Long

The tire runs out/ wobbles out of tolerance (measured and/or visual evaluated)

[link](#)**Possible Causes****Further Hints****Warranty Standards**

Enter measurement values in the foreseen SAP fields!
Wear rate must be less than 25%.

EN**lateral force variation out of tolerance (measured)****PLT**

Condition Code

0705

Accepted

Description Long

The tire's lateral force variation is out of tolerance (measured, on appropriate machine, e.g., hunter)

[link](#)**Possible Causes**

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Further Hints

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Warranty Standards

Enter measurement values in the foreseen SAP fields!
Wear rate must be less than 25%.

EN

radial force variation measured out of tolerance

PLT

Condition Code

0708

Accepted

Description Long

The tire's force variation is out of tolerance (measured, on appropriate machine, e.g., hunter)

[link](#)


	Dynamic Imbalance [gram] per side	Radial/Lateral Run Out (Tire) [mm] per side	Radial Force Variation / T.I.R. [N] @2.5 bar	Radial 1st Harmonic [N] @2.5 bar	Radial 2nd Harmonic [N] @2.5 bar
LI ≤104 or LI >104 & SS>H (all pass car tires / UHP tires)	40	1.0	>100	>75	>50
LI >104 & SS≤H (4x4 tires)	70	1.3	>115	>85	>55
VAN Tires / 6 PR (LR C)	70	1.3	>115	>85	
VAN Tires / 8 PR (LR D)	80				
VAN Tires / 10 PR (LR E)	90				
LT Tires (Load Range B; C; D; E)	110	1.5			

Measurement rims tolerances (mm)

	Radial run-out (RRO)	Lateral run-out (LRO)
Peak-to-peak (P-P)	< 0,45	<0,45
1. Harmonic	< 0,20	./.

Possible Causes

Further Hints

Warranty Standards

Enter measurement values in the foreseen SAP fields!
Wear rate must be less than 25%.

EN**leaker****PLT**

Condition Code

0712

Accepted

Description Long

The tire loses air.

[link](#)**Possible Causes**

Manufacturing related: incorrect pricking, innerliner damages, open innerliner splice. Mounting related: rusted rim, improper mounting procedure

Further Hints

Make sure that the reason for air leakage is NOT misuse. Put the location of the leakage in technical field in SAP e.g., on the sidewall near DOT.

Warranty Standards

attach photos/videos with air bubbles.
Put the location of the leakage in technical field in SAP.

EN**unaccepted finished appearance / group rework****PLT**

Condition Code

0724

Accepted

Description Long

The tire has been reworked at the plant or unacceptable finished appearance e.g., abnormal amount of flashes still remaining on the tire.

[link](#)**Possible Causes****Further Hints**

A "new" tire would not feature belt separation. In case of e.g., blisters/bubbles at the innerliner, code that with CC724.

Warranty Standards

attach photos of the damage

EN**drift and pull****PLT**

Condition Code

0741

Accepted

Description Long

Steering pull occurs when driver applies steering wheel torque to keep a straight-line course. Steering drift means the tendency to deviate from the intended path with a free steering wheel.

[link](#)**Possible Causes**

Can be caused by misalignment of vehicle geometry, mismatch between tire air pressure or other causes. Can be confirmed by vehicle geometry check, rotation of tires & test drive, or by switching to a different set of tires to confirm the issue is with the tires.

Further Hints**Warranty Standards**

The wear must be less than 25%.

EN**directional stability /driving stability****PLT**

Condition Code

0742

Accepted

Description Long

Can be identified when making sharp steering movements which cause an un-even response in the tires, or can be felt when cornering and car tends to skid (tread compound hardness).

[link](#)**Possible Causes**

Mainly to pattern design and tread compound.

Further Hints**Warranty Standards**

The wear must be less than 25%,

EN

unaccepted noise

PLT

Condition Code

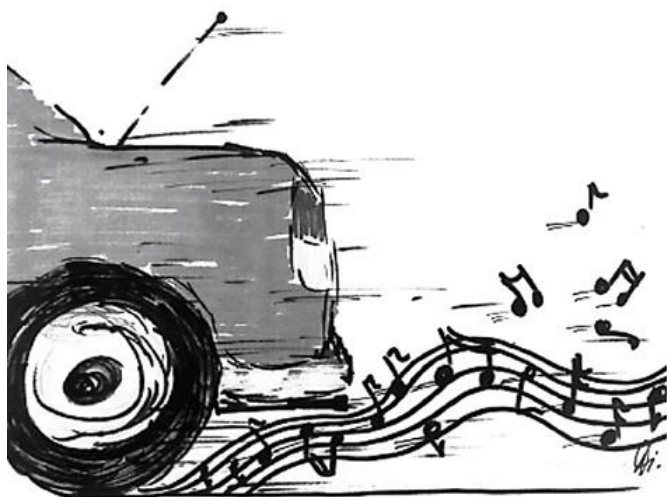
0744

Accepted

Description Long

Tires complained with unaccepted noise which feature relatively high remaining tread depths.

[link](#)



Possible Causes

Further Hints

Warranty Standards

The wear must be less than 25%.

EN

noise caused by uneven blocks

PLT

Condition Code

0745

Accepted

Description Long

Tread blocks are worn unevenly causing noise.

[link](#)



Possible Causes

*Uneven wear of tread blocks

Further Hints

Warranty Standards

EN

Tire not mountable (new tire)

PLT

Condition Code

0769

Accepted

Description Long

[link](#)



Possible Causes

Tire might not be mountable e.g., due to narrow bead-to-bead distance.

Further Hints

Warranty Standards

tire must be zero kilometer

EN**foreign matter (cured in tire)****PLT**

Condition Code

0788

Accepted

Description Long

Foreign material, shapes of foreign material or bumps can be visible on the surface of the tire.

[link](#)**Possible Causes**

*Foreign material was accidentally cured in the tire

Further Hints**Warranty Standards**

attach photos of the damage.

Code with CC788 if the foreign object itself or evidence of a foreign object is recognizable.

Otherwise use CC724.

EN

various other conditions

PLT

Condition Code

0794

Accepted

Description Long

Other visible conditions.

[link](#)



Possible Causes

Further Hints

Use only if no other code is appropriate!
x94 codes are only to be used in the exceptional case where no other condition code fits to the condition found in the tire.

Warranty Standards

Add either photos or an explanation of the condition in the technical field in SAP.

EN

separation between RFID transponder and surrounding tire parts

PLT

Condition Code

8010

Accepted

Description Long

[link](#)



Possible Causes

Further Hints

Warranty Standards

EN

RFID not readable / RFID transponder non-existent despite
sidewall information

PLT

Condition Code

8011

Accepted

Description Long

[link](#)



Possible Causes

Further Hints

Warranty Standards

EN

mismatch between RFID decoding and sidewall lettering

PLT

Condition Code

8012

Accepted

Description Long

[link](#)



Possible Causes

Further Hints

Warranty Standards

EN

no defect detectable or defect due to misuse

PLT

Condition Code

8111

Rejected

Description Long

[link](#)



Possible Causes

Further Hints

Warranty Standards

Change History

Issue No.	Issue Date	Owner	Change
01/2007	November 2006	Thorsten Reber	New Issue
02/2007	September 2007	Thorsten Reber	Modifications to the topics Code Overview 542 – 674 CC 564 + CC 623 new
01/2008	Mai 2008	Thorsten Reber	Modifications to the topics: New code: CC 191; 192; 241; 601; 616; 636 New photos: CC202;564 Old code out: CC 623
01/2009	March 2009	Thorsten Reber	Modifications to the topics: CC 121; 122; 700; 710 New code: CC 119; 702; 704; 708; 709; 711
02/2009	Mai 2009	Thorsten Reber	New Codes: CC 116; 782 New Photo: CC 276
01/2010	March 2010	Thorsten Reber	NEW: EoTC in contiVIEW New Codes: CC 126 New Photo: CC 152 (solid tire added)
02/2010	April 2010	Thorsten Reber	New Codes: CC 157, 158
03/2010	June 2010	Thorsten Reber	Change History & CC 140 (Rim chafing Limits / Truck only)
04/2010	November 2010	Thorsten Reber	New Code: CC 179 + CC – Lists
01/2011	January 2011	Thorsten Reber	New Code CC 676
02/2011	March 2011	Thorsten Reber	New Codes: CC 503; 663+682
03/2011	June 2011	Thorsten Reber	Modifications to the topics: New code description: CC 663 + 682 New photos: CC 663
01/2012	May 2012	Lydia Ehrenberg	Modifications to the topics: New codes in CC overview list : CC 020,021,023,024,027,041, 050, 051, 060, 066, 067, 080,091,094,155, 540, 541 New code description : CC 663 + 676
02/2012	June 2012	Lydia Ehrenberg	Modifications to the topics: Tubes/Flaps condition codes 020 - 094 included New condition code: CC199 New code description: CC 724 New photos: CC 051, 155, 560, 541, 564
01/2013	April 2013	Lydia Ehrenberg	New Code CC 161, new photo CC 163, texts CC x94
02/2013	June 2013	Lydia Ehrenberg	New codes CC 188 and 198
03/2013	December 2013	Lydia Ehrenberg	New logo; Additional photo CC 216; CC List for tubes & flaps & Instructions for PCT Complaint Handling included

Change History

Issue No.	Issue Date	Owner	Change
01/2015	March 2015	Lydia Ehrenberg	New codes CC 129, CC 195, CC 666, New code description CC 177
02/2015	July 2015	Lydia Ehrenberg	New code: CC 343 New code description: CC142, 155, 179, 190, 199, 700 to 708, 709, 710, 711, x94 New photos: CC 108, 109, 123, 124, 125, 127, 130, 133, 140, 141, 152, 170, 200, 202, 206, 216, 295, 338, 342, 560, 600, 610, 674, 686
01/2016	April 2016	Lydia Ehrenberg	English Version New code: CC 096,183, 605 New code description: CC 161 New text: CC 106, 157, 338, 342, 343 New photos: CC 106, 157, 338, 342, 343 Removed: CC 140 rim chafing width limits for truck tires
02/2016	September 2016	Lydia Ehrenberg	New cover page New code description: CC 182 New code: CC 197, 8001, 8002, 8094, 8185
01/2017	March 2017	Lydia Ehrenberg	New code description: CC 146, 541 New code: CC 088, 089, 196, 406 New photos: CC 541, 564
02/2017	July 2017	Lydia Ehrenberg	New code description: CC 198, 314 (TCS has been replaced by Central TCS) CC 199 (description added) CC 700 (photo has been removed) CC 702, 704, 708 (tables of uniformity limits added)
03/2017	December 2017	Lydia Ehrenberg	New codes: CC 189, 193, 8003, 8050, 8095, 8096, 8101, 8102, 8103, 8185, 8194, 8196 Removed photo: CC 123
01/2019	March 2019	Lydia Ehrenberg	New codes: ./. New texts: 8001, 8002, 8003, 8094, 8095, 8096, 8101, 8102, 8103, 8194, 8195, 8196 Removed codes: 8050, 8185 New photo: CC 541
02/2019	December 2019	Lydia Ehrenberg	New codes: CC 504, 781 New texts: 241, 282, 503, 782 New photo: 782
01/2020	May 2020	Lydia Ehrenberg	New codes: CC 172, 186, 703, 741 New text: 610

Change History

Issue No.	Issue Date	Owner	Change
01/2022	April 2022	Sani Kömür	New Codes: CC114, 145, 213, 701, 705, 769 Digital Solutions, Cold Retread, Rims and Rubber container condition codes included Codes shown if accepted / rejected Instructions for PCT Complaint Handling removed and replaced with the Cold Retread codes Product group CC responsible listed CC550, CC580 (only BC) removed and now available in EoTC for BC CC129, CC781 and CC782 (only MC) removed and now available in EoTC for MC EoTC for MC and EoTC for BC communicated with link New photo: CC148, 177, 503, 703 Additional photo: CC126, 128, 150, 210, 241, 404, 410, 542, 674 Change in CC text: CC703, 704, 708
01/2023	April 2023	Sani Kömür	CC0096 - finding at rubber container/sensor deactivated CC400 updated («sidewall cracks (e.g., indicator) only trucks» is changed as «sidewall cracks (e.g., indicator) only trucks and Bicycle») «Rims & Rubber Container Conditions» is changed to «Rim Conditions» CC503 is now for Solid Tires and BC (Bicycle) CC199 is confirmed to be a <u>rejected</u> code CC708 definition is added «radial»
10/2023	October 2023	Sani Kömür	CC189 changed to “Accepted” (the code has always been displayed as accepted in SAP) New DS codes CC8005 and CC8105 have been added
04/2024	April 2024	Sani Kömür	RFID Codes CC8010, 8011, 8012 and 8111 are added to relevant product groups: PLT, TT, ColdRetread, DS and CST New codes for DS CC8005 and 8105 are added. CC0187 is added to PLT, TT, CST and MC Flowchart describing Transportation Damage is added
052025	May2025	Sani Kömür	All durability Condition Codes (CCs) with photos and/or explanation requested: •General: CC230, 235, 241, 295, 410, 500, 560 and all X94 •PLT Specific: CC210, 541 and 564 For Transport Damage conditions, 709 710 and 711 are cancelled and only CC0179 to be used for compensation from market budget. Any other acceptable conditions must be handled with Logistics. Flowchart describing Transportation damage is removed.