

Continental Tire Service Policies and Rates

February 2017

Pre-Event Tire Ordering Procedure

-All race orders should be emailed to: dave.campbell@continentalrace.com at least 2-weeks prior to an event, or there is no assurance that tires will be available. Teams are not required to purchase all pre-ordered tires.

Payments

-Payment is due when tires are received. An acceptable form of payment (credit card, signed check, cash, and prepayment) must be in place at the start of every event before any tires will be released to teams. All past-due balances must be paid as well. We accept Visa, MasterCard, Discover, American Express, Cash, and Checks. NSF checks will be charged a \$35 fee.

-Teams with previously declined credit cards and/or NSF checks will be required to prepay at subsequent events.

-Sales tax will be collected based on state and local requirements.

-Mounting and Balancing are included in purchase price of a new tire. Additional Dismounting, Mounting, Balancing, and Scrapping are charged a rate of \$5 per tire for each service.

Tire and Rim Policies

-All rims must be clearly and permanently marked with the registered car number for the current event in accordance with IMSA rules or the tire order will not be processed.

-Valve cores and wheel weights must be removed prior to presenting assemblies at the service area. Please do not de-weight and deflate in Continental's service area.

-Wheels weights will not remain in place on dirty rims. Teams must clean off all tape, grease, and dirt prior to presenting rims for service. Teams will be charged for re-balancing if weights fall off due to dirty wheels. We reserve the right to refuse to service dirty or damaged wheels.

-Please inform us whether you intend to “**Save**” or “**Scrap**” scuffed tires while presenting them for service.

-Tires indicated as “**Scrap**” will be drilled immediately. “**Saved**” tires must be picked up by the beginning of the race or they will be scrapped and a scrapping fee will be assessed.

- Once a tire has been in the Team's possession it cannot be returned for credit. This includes rain tires.
- We reserve the right to refuse to mount used tires that we consider unsafe.
- Continental Tire will not be involved in the certification or the sale of any used tires.

Valve Stem Policy

- The Continental Tire Track Service operation will not be involved in the repair and/or replacement of valve stems.
- Teams that need to perform maintenance on their wheels and its components must complete this without the assistance of Continental Tire personnel and/or equipment.
- Wheel, sensor, and/or valve stem maintenance must be performed outside of the Continental Tire service area.
- Continental Tire will dismount any tire necessary in order for the team to access the wheel, sensor, and/or valve stem for maintenance.
- Teams are responsible for supplying fully functional and complete wheels to the tire service operation.
- If any issues regarding wheels, sensors, and/or valve stems are identified by the Continental Tire service staff, a team representative will be notified and no tire will be mounted on that wheel until the issue is resolved.

Continental Tire Prototype / GTD Tire Cart Program

Purpose:

The purpose of the cart program is to benefit both race teams and Continental by making tire handling, storing, and shipping more efficient. This program can free up space for the race teams by eliminating the need to carry some of the tire and rim supply in race haulers. Continental benefits from reduced workload at the track and the ability to pre-mount a significant percentage of the tires for any given race event.

Operation:

One or two tire carts loaded with up-to six sets of a team's new tires and rims will be available at the start of each event for the use of the team during the event. The carts will be labeled with the appropriate car number. Tire carts must be turned in within one hour of the end of the feature race. Up to two sets of new (sticker) tires in perfect condition may be returned. Scrap tires turned in on the

Rev Jan 18, 2017

cart program will not be charged scrap fees.

Conditions:

- Continental may provide 1 or 2 carts per WeatherTech car in the program, as available.
- Each cart holds 12 tires (3 sets) with front tires on the bottom and rears on the top.
- Each rim must be marked with the appropriate car number (IMSA rule).
- Scrap tires should be de-weighted and deflated.
- Car numbers cannot be mixed on any one cart.
- Carts may not be altered in any way without permission.
- Carts must be brought back within one-hour of the conclusion of the feature race.
- Rain tires can not be left on carts- they must be kept in the team's possession
- Returned sticker tires will be sold to the same teams at the next event.

Rim Shipping:

Teams occasionally ask to have rims shipped, both with and without tires.

The race team must arrange shipping with a freight company of their choice and we will simply load the tires and/or rims on the truck when it arrives with a call tag. Customer arranged pickups must include a bill of lading for the items to be shipped. Continental is not responsible for any lost, stolen or damaged rims in shipping.