

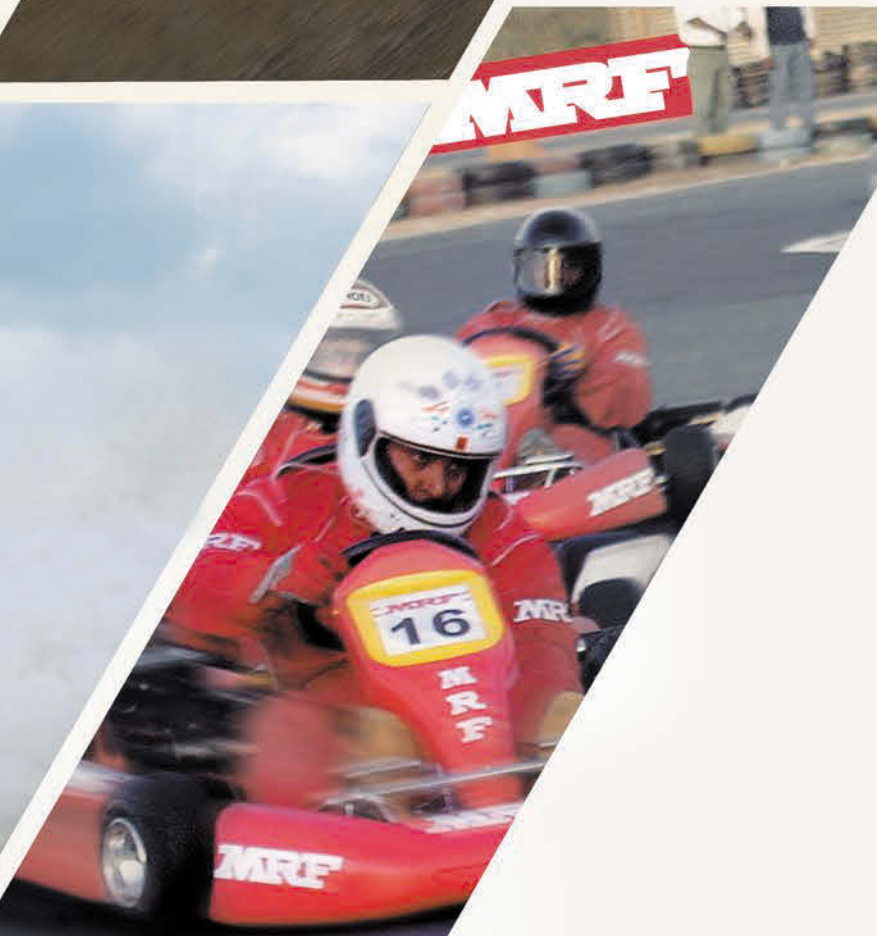


# MRF MOTOR SPORT TYRES

**THE WINNING EDGE**










# MRF-AN INDIAN TYRE GIANT



MRF - India's largest tyre manufacturer has a rich and varied history. A company which started with the manufacture of balloons is today a USD 2.5 billion giant with products for every segment of the tyre market, from the smallest scooter tyre to tyres for giant earth movers. MRF is also the only Indian tyre company to manufacture aircraft tyres.

## **Cutting-edge R&D**

MRF lays great emphasis on R&D and has grown to be the leader in all segments of the tyre market in India. The Corporate Technical Centre, located in Chennai, India, is responsible for materials development, process and product design and testing. The R&D centre uses the most advanced technologies for simulation, testing and design practices. It develops best-in-class tyres for Indian and international markets to exceed all aspects of customer expectation - safety, comfort and durability.

## **State-of-the-art manufacturing**

Each of our factories is designed to rigorous standards with state-of-the-art automation and skilled technicians, to deliver tyres of the best quality every time. What started in a modest shed has grown to nine modern factories spread across India, each one geared to meet the exacting demands of our large customer base.

## **Global recognition**

MRF has won the J.D. Power Asia Pacific Original Equipment Tyre Customer Satisfaction award a record 12 times in the last 16 years - a testament to the trust reposed in brand MRF by our customers.

## **A passion for motorsport**

MRF is passionate about motorsports and has been associated with all forms of motorsports for over 4 decades. What started with touring car races, has led today to the power of Formula racing with India's own formula racing series - the MRF Challenge featuring the MRF Formula 2000, one of the fastest racing cars in Asia. The series has now gone international with rounds in Bahrain, Qatar, Dubai and Abu Dhabi and is now poised to make an entry into other geographies.

MRF has won 8 Asia Pacific Rally Championship (APRC) titles including the 2016 championship with the MRF-Skoda Asia Pacific Rally Championship team.









# RALLY TYRES

Tyres play an extremely important role in rallying. The right type of tyre can alter the complete dynamics of the vehicle. MRF rally tyres are specially engineered for maximum performance on very high-speed rally cars. Rally tyres are designed to achieve the fastest timings as well as consistent performance throughout the rally.

The asymmetric pattern of MRF rally tyres are designed to give sufficient traction and lateral grip. These tyres have been engineered for sustained high performance. The large tread blocks enhance handling and the curvilinear pattern provides effective lateral grip during cornering.

MRF rally tyres are constructed and reinforced using premium materials on the crown and the sidewalls to withstand a high degree of impact during rallying. Rally circuits consist of different terrains and most of the sections contain loose soil, pebbles, hard pack, mud, sharp objects, rocks etc. MRF tyres are engineered to withstand these tough conditions and ensure that the driver has complete control of the car.

MRF rally compounds are specifically formulated and designed for different applications, surfaces, temperatures and weather conditions. Compound selections have to be done by the rally team based on weather conditions and track temperatures during the rally.

# GRAVEL RALLY TYRE PATTERNS

## FEATURES AND BENEFITS



### ZDM2

Asymmetric and laterally oriented pattern. Aggressive pattern optimised for superior straight-line traction and cornering stability. The inside pattern gives excellent performance during acceleration and braking, while the lateral pattern gives high lateral grip during cornering.

#### BLOCKS & GROOVE WIDTH:

Wider groove width and more open pattern than ZDM3 and ZG2 to give the best performance on soft and very loose gravel.



### ZDM3

Asymmetric and laterally oriented pattern. Optimised for superior straight-line traction and cornering stability. The inside pattern gives excellent performance during acceleration and braking, while the lateral pattern gives high lateral grip during cornering.

#### BLOCKS & GROOVE WIDTH:

Open pattern, good for soft and loose gravel.



### ZG2

Asymmetric and curvilinear pattern. Optimised for superior straight-line traction and better cornering stability. The inside pattern gives excellent performance during acceleration and braking, while the curvilinear lateral pattern gives better lateral grip during cornering.

#### BLOCKS & GROOVE WIDTH:

Open pattern to give the best performance on soft and loose gravel.





## ZGM

Symmetric pattern which fits on all four wheels with smaller size rims. Specially developed for front-wheel drive cars. Proven pattern with button stability for straight-line traction.



## ZVH1

Symmetric pattern which can fit on all four wheels. Integrated buttons and narrow-groove width pattern give the best performance on hard packs with small pebbles and rough surfaces. Lesser tread depth to give more stability on very hard packs.



## ZWM2

This pattern has been specifically designed for muddy soil. Large voids help in better traction. The orientation of the tread buttons give extra grip on slushy terrain. Narrow tread width design helps in digging into muddy soil easily to give good traction.

# WET TARMAC (ASPHALT) RALLY TYRE PATTERNS

## FEATURES AND BENEFITS



### ZTW1

Designed for wet/damp tarmac (asphalt) rally/circuit racing. Its 3-rib pattern with water channeling enhances the performance when the tarmac is damp.



### ZTW2

Designed for wet/damp tarmac (asphalt) rally/circuit racing. Its 4-rib pattern with improved water channeling enhances the performance when the tarmac is wet.



### ZST

Its 4-rib pattern is exclusively designed to enhance performance on wet/damp tarmac (asphalt) rally conditions.



# DRY TARMAC (ASPHALT) RALLY TYRE PATTERNS

## FEATURES AND BENEFITS



### ZTD2

Designed for dry tarmac (asphalt) rally/circuit racing. It's an evolution of the ZTW2 pattern with increased rigidity and durability. It can also be hand-cut and used when the tarmac is damp/wet.



### ZTI1

Designed for dry tarmac (asphalt) rally/circuit racing. This intermediate pattern gives increased rigidity and durability. Pattern can also be hand-cut and used when the tarmac is damp/wet.









# RACING TYRES

MRF is the first Indian tyre company to design, test and market Formula 3 tyres in the Indian market after extensive testing.

MRF slick tyres are designed to meet multiple performance parameters for traction, braking, cornering and confident handling. The compound has been formulated to achieve optimum tyre temperature quickly and give consistent performance for the whole race distance.

MRF racing tyre compounds are appreciated by many international drivers for its superior grip and outstanding performance. Compound selections are normally decided by the racing team based on the surface of the track, weather conditions, track temperatures, longevity, car weight and power of the car.



## CIRCUIT RACING DRY TYRES (SLICK)

### FEATURES AND BENEFITS



#### ZTD1

Stiffness of the sidewall is tuned for individual sizes according to the need of the car. A special compound is used to give optimum tyre temperature quickly and a consistent performance throughout the race.



#### ZTI2

Designed for Dry Circuit Racing events and track days. This intermediate pattern can be used even when the track is a little damp. This tyre gives consistent performance with sustained grip and superior handling over multiple laps.

## CIRCUIT RACING WET TYRES

### FEATURES AND BENEFITS



#### ZTW4

Specifically designed for GT Car and wet/damp (asphalt) circuit racing. Compound optimised for wet grip. Good water channeling on wet tarmac.





## ZTW5

Specifically designed for FORMULA-3 racing and wet/damp (asphalt) circuit racing. Compound optimised for wet grip. Good water channeling on wet tarmac.

## TRACK DAY TYRES

### FEATURES AND BENEFITS



## ZTR

Uniquely designed E-marked pattern specially for track day use, complies to the latest FIA regulations. The asymmetric pattern can also be used for asphalt/tarmac rallies with superior handling on both dry and wet surfaces.



## ZTTc

Unique asymmetric pattern designed specifically for asphalt/tarmac rallies. The E-marked and FIA compliant pattern gives confident handling on both wet and dry surfaces. Excellent performance in track day use also.





# MOTOCROSS TYRES

MRF is the pioneer of motocross tyres in India with a vast experience in conducting dirt-biking competitions all over the country. These tyres are engineered for extreme performance.

## MOGRIP MOTOCROSS (MMX)

### FEATURES AND BENEFITS



### MMX

Provides a comfortable ride on the most rugged terrains. Engineered for controlled acceleration, effective braking and better cornering stability, these tyres deliver excellent traction on soft to intermediate terrain. Hump fillets connect the tread lugs and reinforce the tread blocks to give straight-line stability with the side lugs helping in cornering.









# OFF-ROAD TYRES

Engineered to deliver superior off-road performance, the aggressive tread pattern of the MRF Wanderer O/R has been designed to conquer any terrain - deep dirt, mud, slush and sand.

## WANDERER O/R

**FEATURES AND BENEFITS**



### WANDERER O/R

Designed with an aggressive pattern to deliver the best off-roading performance, these tyres provide excellent steering control on dirt, sand and mud, along with a great rock climbing ability.



**MRF**

## GO-KART TYRES

MRF offers two compounds-Hard and Medium for karting.  
Soft compounds can also be offered for specific uses upon request.

### GO-KART RACING TYRES SLICK AND WET

#### **FEATURES AND BENEFITS**



#### **ZTD1 & ZW3**

Slick tyres are designed for maximum performance on dry tarmac. Hard and Medium compound options are available.

Wet tyres are suitable for damp/wet conditions. Patterns designed to prevent aquaplaning.





**CIRCUIT RACING - SLICK / WET**

**A. Formula 3 cars (Radial - Tubeless): Slick**

Sl	Pattern	Tyre Size	Load Index	Speed Rating	Equivalent Size	Rim (inch)	Section Width	Tread Width	Overall Diameter	NSD	Compound*	Usage*	Remarks
A	ZTD1	200/540-13	84	S	--	8	225	200	540	2.8	H1/H/M	Dry	
	ZTD1	240/570-13	94	S	--	10	280	245	575	2.8	H1/H/M	Dry	

**Formula 3 cars (Radial - Tubeless): Wet**

A	ZTW5	200/540-13	84	S	225/45 R13	8	225	200	540	5.6	W	Wet	
	ZTW5	240/570-13	94	S	275/45 R13	10	280	245	570	5.6	W	Wet	

**B. Touring Cars (Radial - Tubeless): Slick**

A	ZTD1	185/60-13	80	S	--	5	180	155	550	3.6	H1/H/M	Dry	
	ZTD1	185/55-14	80	S	--	6	200	170	560	3.6	H1/H/M	Dry	
	ZTD1	180/580-15	82	S	--	7	200	180	580	3.6	H1/H/M	Dry	
	ZTD1	195/580-15	86	S	--	7	210	195	585	3.3	H1/H/M	Dry	
	ZTD1	205/55 -15	88	S	--	6.5	210	180	615	3.4	H1/H/M	Dry	
	ZTD1	190/625-16	87	S	195/55 R16	6	195	190	628	3.3	H1/H/M	Dry	
	ZTD1	190/625-17	87	S	215/45 R17	6	195	190	628	3.3	H1/H/M	Dry	
	ZTD1	200/605-17	83	S	--	7	215	200	600	3.8	H1/H/M	Dry	
	ZTD1	235/620-17	89	S	--	8	245	235	620	2.8	H1/H/M	Dry	
	ZTD1	240/640-18	91	H		8	235	225	645	2.8	H1/H/M	Dry	

**Touring Cars (Radial - Tubeless): Wet**

A	ZTW4	235/620-17	89	S	255/35 R17	8	245	235	620	5.6	W	Wet	
	ZTW5	195/580-15	86	S	205/50 R15	7	210	190	585	6	W	Wet	
	ZTW5	200/605-17	83	S	215/40 R17	7.5	220	200	605	6	W	Wet	
	ZTW5	240/640-18	91	H	235/40 R18	8	235	225	645	6	W	Wet	

**Touring Cars (Radial - Tubeless): Intermediate (for Dry and Wet)**

A	ZTI2	205/60-13	86	S	195/580 R13	6	210	190	575	5.6	H1/H/M	Dry & Wet	
	ZTI2	240/640-18	91	H	235/40 R18	8	235	225	645	5.6	H1/H/M	Dry & Wet	Under Development

### TRACK DAY - RACING (RADIAL - TUBELESS)

Sl	Pattern	Tyre Size	Load Index	Speed Rating	Equivalent Size	Rim (inch)	Section Width	Tread Width	Overall Diameter	NSD	Compound*	Usage*	Remarks
A	ZTTc	195/50 R15	82	V	195/580-15	6	200	190	580	6.0/2.8	H1/H/M	Dry&Wet	
B	ZTR	215/45 R17	87	W	200/540-17	7	225	200	625	6.0/2.8	H1/H/M	Dry&Wet	
	ZTR	235/45 R17	93	W	220/640-17	8	235	220	645	6.0/2.8	H1/H/M	Dry&Wet	Under Development
	ZTR	225/40 R18	88	W	205/640-18	8	230	205	640	6.0/2.8	H1/H/M	Dry&Wet	Under Development

### DRY AND WET TARMAC (ASPHALT) RALLY (RADIAL - TUBELESS)

Sl	Pattern	Tyre Size	Load Index	Speed Rating	Equivalent Size	Rim (inch)	Section Width	Tread Width	Overall Diameter	NSD	Compound*	Usage*	Remarks
A	ZTTc	195/50 R15	82	V	190/580-15	6	200	190	580	6.0/2.8	H1/H/M	Dry&Wet	
B	ZTR	215/45 R17	87	W	200/540-17	7	225	200	625	6.0/2.8	H1/H/M	Dry&Wet	
	ZTR	235/45 R17	93	W	220/640-17	8	235	220	645	6.0/2.8	H1/H/M	Dry&Wet	Under Development
	ZTR	225/40 R18	88	W	205/640-18	8	230	205	640	6.0/2.8	H1/H/M	Dry&Wet	Under Development
C	ZTW1	175/60-13	77	S	155/535-13	5	170	155	535	6.5	S/W	Wet	
D	ZST	185/60-13	80	S	155/550-13	5.5	180	155	550	6.5	S/W	Wet	
E	ZTW2	185/55-14	80	S	170/560-14	5.5	180	170	560	5.6	S/W	Wet	
	ZTW2	185/60-15	84	S	175/600-15	5.5	190	175	600	5.6	S/W	Wet	
F	ZTD2	185/60-15	84	S	175/600-15	5	190	175	600	5.6	M/S	Dry	

### OFF-ROAD - RALLY (RADIAL - TUBELESS)

Sl	Pattern	Tyre Size	Load Index	Speed Rating	Equivalent Size	Rim (inch)	Section Width	Tread Width	Overall Diameter	NSD	Compound*	Usage*	Remarks
A	WANDERER O/R	255/80 R15	112	P	31"x10.0"-15	7	255	215	790	15.0	H / M	Off Rooding	
	WANDERER O/R	235/70 R16	105	P	29"x 9.5"-16	6.5	235	195	740	16.4	H / M	Off Rooding	
	WANDERER O/R	235/80 R16	109	P	31"x 9.5"-16	6.5	235	200	790	15.0	H / M	Off Rooding	



GRAVEL RALLY (RADIAL - TUBELESS)													
Sl	Pattern	Tyre Size	Load Index	Speed Rating	Side	Rim (inch)	Section Width	Tread Width	Overall Diameter	NSD	Compound*	Usage* Gravel surface	Remarks
A	ZDM2	185/70 R13	86	S	L/R	5.5	190	165	590	10.6	H / M / S	V.Soft to Medium	Wider Gr.width
	ZDM2	195/60 R15	88	S	L/R	6	205	175	615	11.5	H / M / S	V.Soft to Medium	Wider Gr.width
	ZDM2	205/65 R15	94	S	L/R	6	210	185	645	11.6	H / M / S	V.Soft to Medium	Wider Gr.width
	ZDM3	175/70 R13	82	S	L/R	5.0	175	150	575	11.4	H / M / S	Soft to Medium	Medium Gr.width
B	ZDM3	185/70 R13	86	S	L/R	5.5	185	155	590	11.4	H / M / S	Soft to Medium	Medium Gr.width
	ZDM3	185/60 R14	84	S	L/R	5.5	185	150	580	11.2	H / S	Soft to Medium	Medium Gr.width
	ZDM3	185/65 R14	86	S	L/R	5.5	185	155	595	11.2	H / M / S	Soft to Medium	Medium Gr.width
	ZDM3	175/70 R15	86	S	L/R	5.0	175	150	625	11.2	H / M / S	Soft to Medium	Medium Gr.width
	ZDM3	185/65 R15	88	S	L/R	5.5	185	155	620	11.4	H / M / S	Soft to Medium	Medium Gr.width
	ZDM3	195/65 R15	91	S	L/R	6.0	205	165	635	11.4	H / M / S	Soft to Medium	Medium Gr.width
	ZDM3	195/70 R15	94	S	L/R	6.0	205	170	650	11.5	H / S	Soft to Medium	Medium Gr.width
	ZG2	205/65-15	94	S	L/R	6	210	175	645	11.7	H / M / S	Soft to Medium	Medium Gr.width
D	ZGM	175/70-13	82	S	NA	5	180	145	575	11.2	H	Soft to Medium	Medium Gr.width
E	ZVH1	185/60-14	84	S	NA	5.5	185	150	570	7	M	V.Hard with Small Pebbles	Narrow Gr.width
	ZVH1	185/65-15	88	S	NA	5.5	185	150	620	9.2	M	Small Pebbles	Medium Gr.width
	ZVH1	195/65-15	91	S	NA	6	200	165	635	7	M	V.Hard with Small Pebbles	Narrow Gr.width
	ZVH1	205/65-15	94	S	NA	6	205	171	645	9.2	M	Small Pebbles	Medium Gr.width
F	ZWM2	205/65-15	94	S	NA	6	205	135	645	11.6	H / M / S	Wet and Mud	Medium Gr.width

GO-KART (BIAS - TUBELESS)											
Sl	Pattern	Tyre Size	Equivalent Size	Rim(mm)	Section Width	Tread Width	Overall Diameter	NSD	Compound*	Usage*	Remarks
A	ZTD1	80/250-5	--	120	130	90	255	3.5	M / S	Dry	
	ZTD1	150/270-5	--	170	190	155	280	3.5	M / S	Dry	
	ZTD1	4.5 x 10.0-5	105/250-5	120	130	105	260	3.5	M / S	Dry	
	ZTD1	7.1 x 11.0-5	105/250-5	200	205	155	270	3.5	M / S	Dry	
B	ZW3	80/150-5	--	120	130	90	255	3.5	W	Wet	
	ZW3	150/270-5	--	170	190	155	280	3.5	W	Wet	

MOTOCROSS (BIAS TUBELESS) (Can be fitted with Tube also)										
A	MMX1	2.75-18 [Fr]	--	1.85"	75	90	625	10.2	H/M/S	
B	MMX2	3.25-16 [Rr]	--	2.15"	85	100	605	11.5	H/M/S	
C	MMX2	100/90-19 [Rr]	--	2.5"	100	130	680	15.4	H/M/S	
	MMX3	80/100-21 [Fr]	--	1.85"	80	115	710	10.5	H/M/S	

Note:

1) All the above tyre dimensions are in Millimeter (mm), rounded off to nearest values.

2) The specified dimensions are design values and are subject to change by the manufacturer at any time.

3) Every 0.5" difference in rim width from that specified above will result in a +/- 5mm change in section width.

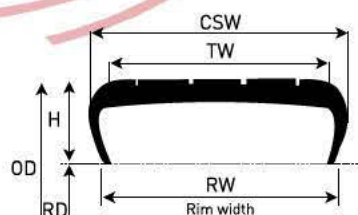
\* Recommended application and usage given. However, Customer could decide / select based on their choices after the performance feedback.

# TECHNICAL INFORMATION

## TYRE SIZING/MARKING OF RACING AND RALLY TYRES

### Tyre Identification

The marking on the side of the tyre tells us the basic size of the tyre, the rim diameter and the width of the rim. We will illustrate how to read the different types of markings that may appear on the side of rally/racing tyres.



CSW	OD	RD	
Nominal cross section width expressed in mm	Nominal external diameter expressed in mm	Nominal rim diameter expressed in inches	
↓	↓	↓	
240	640	18	
CSW	Aspect Ratio (AR)	R	RD
Nominal cross section width expressed in mm	The ratio between the section height and the nominal section width (H/CSW) in mm	Radial construction	Nominal rim diameter expressed in inches
↓	↓	↓	↓
205	65	R	15

### Rally Tyre Sizing - Eg. 205/65 R 15

where,

205 is the CSW of the tyre in mm

65 is the aspect ratio

R - Radial construction

15 - Nominal rim diameter in inches

### Race Tyre Sizing (Classification 1) - Eg. 200/540-13

where,

200 is the TW of the tyre in mm

540 is the OD of the tyre in mm

13 - Nominal rim diameter in inches

### Racing Tyre Sizing (Classification 2) - Eg. 240/640-18

where,

240 is the CSW of the tyre in mm

640 is the OD of the tyre in mm

18 - Nominal rim diameter in inches

## USER INFORMATION

**TYRE STORAGE:** Tyres should be stored in a cool, dry and dark place away from direct sunlight (Suggested storage temperature: 25°C ± 5°C). Avoid storing tyres in an area which is wet, oily or greasy.

**RIMS:** Recommended width of the wheel as specified to be used for optimum performance. However, from the original specified rim width ± 0.5" can also be used. ETRTO/JATMA standards can be referred for the correct rim width.

**TYRE MOUNTING AND REMOVAL:** Mounting/demounting should be done by trained personnel using a suitable mounting machine. Prior to fitment, inspect the rim and tyres for any external damage. Tyres have to be mounted according to the direction of rotation specified on the sidewall. The rim seating area and tyre beads should be lubricated. Recommended tyre pressure to be followed. Check for the proper seating of the beads and tyre centring with reference to RCR (Rim Centre Ring) after inflation. Balancing of the tyres must be done.

Gravel Rally - Compound Selection Guide																	
Compound			Track Surface			Conditions			Track Temperature °C								
Hardness	Working Temp.	Mud/Slush	Soft/Sand	Medium/Packed	Hard/Rocky	Wet	Damp	Dry	-5	0	5	10	15	25	30	35	40
Hard (H)	70 - 120°C																
Medium (M)	60 - 110°C																
Soft (S)	25 - 80°C																
Wet (W)	20 - 90°C																

**LEFT & RIGHT:** Directional pattern tyres must be used on the correct side. Left or Right and Outer side marking on the sidewall must be followed for best performance.

**HAND-CUT TREAD PATTERN:** Groove width between the pattern blocks can be widened if required. However, hand cutting the buttons could alter the performance. Hence a careful decision is to be made based on the terrain conditions.

Tarmac (Asphalt)/Circuit Racing - Compound Selection Guide																
Compound		Track Surface			Conditions			Track Temperature °C								
Hardness	Working Temp.	Smooth	Medium	Rough	Wet	Damp	Dry	-5	0	5	10	20	25	30	35	40
Hard (H)	80 - 130°C															
Medium (M)	50 - 110°C															
Soft (S)	40 - 90°C															
Super Soft (SS)	25 - 80°C															
Wet (W)	20 - 90°C															

**COMPOUND HARDNESS MARKING:** Rally tyre and racing tyre compounds are designed for different applications, usage, weather conditions and track temperatures. Compound hardness is identified by H (Hard compound), M (Medium compound), S (Soft compound), SS (Super Soft compound) and W (Wet compound).



## RECOMMENDATIONS FOR CORRECT MAINTENANCE AND USE OF TYRES IN COLD ENVIRONMENTS

MRF Motorsport tyres contain high performance rubber compounds and require special treatment when exposed to low temperatures (below 50°F / 10°C). At these temperatures the tyre has reduced flexibility which can result in cracking of the compound if the tyre is not handled correctly.

### IN ORDER TO AVOID DAMAGE TO THE COMPOUND AT LOW TEMPERATURES, PLEASE FOLLOW THE INSTRUCTIONS BELOW:

1. Before fitting on a wheel rim the tyres should be stored in a controlled environment at a minimum temperature of 68°F / 20°C for at least 24 hours.
2. These tyres should always be stored at a temperature above 50°F / 10°C.
3. During prolonged periods of non-use the tyres should be removed from the vehicle. If stored / fitted on the wheel air pressure must be reduced by 50%. Do not move the vehicle after reducing the air pressure, as this may cause the compound to crack.

## WARNING

ALWAYS mount tyres only on rims which are undamaged, smooth and clean.

ALWAYS be sure that the tyre bead diameter is the same as the nominal rim diameter on which it will be mounted. The beads cannot be forced out against rim flanges by using more air pressure because this will break the beads and the tyre will explode with force sufficient to cause serious injury or death.

NEVER force the bead(s) over the rim flange or use sharp-edged or improper tools that could damage the bead(s) or other parts of the tyre. When passing tyre beads over the rim flange, ensure as much as possible of the bead already over the rim flange, is sitting in the wheel well.

ALWAYS inflate the tyre without the valve core inserted into the valve stem. Inflation air should be as dry as possible. ALWAYS inflate tyres in a safety cage or with another restraint device. NEVER inflate beyond 40 psi to seat the beads during tyre fitment.

NEVER modify any portion of a MRF racing or competition tyre, such as (but not limited to) by chemically treating the tread compound ("soaking" or "softening" the tread). Any modification could result in premature or catastrophic tyre failure leading to personal injury or death.

## EXCLUSION OF WARRANTY

MRF Limited makes NO WARRANTIES WHATSOEVER, EXPRESS, IMPLIED OR STATUTORY, INCLUDING WITHOUT LIMITATION ANY IMPLIED WARRANTIES OF MERCHANTABILITY OF FITNESS FOR A PARTICULAR PURPOSE for its racing or competition tyres. MRF EXPRESSLY DISCLAIMS ALL SUCH WARRANTIES. In no event shall MRF be liable for any kind of general, special, direct, indirect or consequential damages including loss of profits, personal injury etc. arising from the use of its racing or competition tyres. All MRF racing and competition tyres are sold AS IS WHERE IS. Purchasers and users ASSUME ALL RISKS associated with the use of MRF racing and competition tyres.

NEVER USE RACING OR COMPETITION TYRES NOT BEARING THE "E" MARK (OR ANY OTHER LEGAL REQUIREMENT IN THE COUNTRY OF USE) ON PUBLIC STREETS OR HIGHWAYS: IT IS ILLEGAL AND DANGEROUS. NEVER USE A RACING OR COMPETITION TYRE ON PUBLIC STREETS OR HIGHWAYS WHICH HAS BRANDING ON ITS SIDEWALL "Not for Highway Use" OR "For Competition Purpose": IT IS ILLEGAL AND DANGEROUS. MRF RACING AND COMPETITION TYRES WHICH ARE NOT MEANT FOR ORDINARY ROAD USE AND DO NOT BEAR AN "E" MARK ARE DESIGNED AND COMPOUNDED EXCLUSIVELY FOR COMPETITION USE ONLY. These tyres are NOT tested, labeled or intended to meet FMVSS 109/119 or ECE 30/75.

Sellers, purchasers and users of MRF racing and competition tyres agree to defend, indemnify and hold harmless MRF Ltd., its officials and business associates, from every type of risk, loss, injury, damage, legal proceedings of whatever kind of nature, which MRF Ltd. may incur or suffer as a result of the improper sale, installation or use of MRF racing and competition tyres.

Any dispute with regard to this warranty/exclusion of warranty statement and claims if any, against the products shall be exclusively governed by the laws of the Republic of India, and subject to the exclusive jurisdiction of the courts in Chennai, India.




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