WARRANTY

Every GT Off-Road wheel is backed by a limited structural warranty and a 1-year finish warranty. This document explains what's covered, what isn't, and how claims work. Warranty claims are made through the dealer or shop where you bought your wheels.

LIMITED STRUCTURAL WARRANTY
Defects in materials and workmanship that affect the wheel's structure.

1-YEAR FINISH WARRANTY
Peeling, flaking, blistering and premature fading of the factory finish.

CHROME: NOT FOR WINTER USE
Salt, brine and de-icers damage chrome. Winter and salt damage is not covered.

01 WHO AND WHAT IS COVERED

This warranty covers new GT Off-Road wheels bought from GT Off-Road Wheels or an authorized GT Off-Road dealer in Canada.

- It applies to the **original retail purchaser** and to wheels installed on the vehicle they were bought for. To the extent permitted by law, it is not transferable.
- Coverage starts on the date of original retail purchase shown on your invoice or receipt.
- Wheels sold as used, demo, blemished (B-stock), refurbished or “as is” are not covered unless we say so in writing at the time of sale.

02 LIMITED STRUCTURAL WARRANTY

We warrant that each GT Off-Road wheel is free from defects in materials and workmanship that affect its structural integrity, under normal use and when it is correctly installed and maintained. Covered structural defects include:

- cracks or fractures in the wheel that are not caused by impact, overloading or any other exclusion in this warranty;
- air loss through the wheel itself caused by porosity, confirmed by inspection;
- bare-wheel radial or lateral runout beyond our tolerance (see Vibration and runout claims).

This is a limited warranty: it covers manufacturing defects only, not wear, damage or deterioration from use, and it is subject to the exclusions and remedies below.

03 1-YEAR FINISH WARRANTY

For **1 year from the date of original retail purchase**, we warrant the factory finish of your GT Off-Road wheels against defects in materials and workmanship, such as:

- peeling, flaking or blistering of paint, powder coat or clear coat;
- chrome plating that peels, flakes or blisters, except as described in Chrome wheels: not for winter use;
- premature fading or discolouration of the clear coat under normal use.

The finish warranty does not cover scratches, stone chips, curb rash, brake-dust etching, damage during tire service, or damage from cleaning products, salt or chemicals. Small variations in colour, texture or machining marks between wheels, or compared with photos, are normal and are not defects.

04 CHROME WHEELS: NOT FOR WINTER USE

Chrome-plated wheels are not designed for winter driving. Road salt, brine and de-icing chemicals such as calcium chloride and magnesium chloride attack chrome plating and can cause pitting, spotting, blistering and peeling, sometimes within weeks. This applies to every chrome finish, including the Strike, Tomahawk and Stark in Chrome.

- Do not drive on chrome wheels in winter conditions or on salted or brined roads.
- **Damage to chrome wheels from winter use or from exposure to salt, brine or de-icing chemicals is not covered** by any GT Off-Road warranty.
- We recommend a dedicated winter wheel and tire set for the months when roads in your area are salted.
- If chrome wheels are exposed, rinse them with clean water and a pH-neutral wheel cleaner as soon as possible and dry them thoroughly.

Polished and machined aluminum finishes are also sensitive to salt and chemicals, and we recommend the same care.

05 VIBRATION AND RUNOUT CLAIMS

Most vibration is caused by the tire, balancing, mounting or the vehicle, not by the wheel. A wheel can only be reviewed for a vibration, runout or out-of-round claim after it has been tested as a **bare wheel**, with the tire removed.

RUNOUT THRESHOLD

A wheel qualifies for warranty review only if its radial or lateral runout, measured on the bare wheel at the bead seats, is **greater than 0.020″ (0.50 mm)**. Wheels measuring 0.020″ (0.50 mm) or less are within GT Off-Road specification and are not defective.

BARE-WHEEL TESTING REQUIREMENTS

- Testing must be done by a qualified tire and wheel shop, using a dial indicator or a wheel balancer with a runout-measuring function.
- The tire must be removed. Readings taken with the tire mounted, including road-force readings, can help find the cause of a vibration but can't be used to approve a wheel claim.
- The wheel must be mounted on the balancer or test fixture with the correct centring cone or hub-centric adapter, on a clean mounting surface free of rust, debris and paint.
- Radial (up-and-down) and lateral (side-to-side) runout must be measured on both the inboard and outboard bead seats.
- The shop must record the highest reading for each, along with the shop name, date, technician and equipment used, and provide a photo or short video of the readings.
- Before testing, the shop should confirm the wheel is the correct fitment for the vehicle, that the correct hub-centric rings and lug nuts were used, and that the wheel shows no impact damage.
- Tire-related causes should be ruled out first, for example by rebalancing, match-mounting or road-force balancing the tire.

06 WHAT ISN'T COVERED

IMPACT AND ROAD HAZARDS

Damage caused by impact with potholes, curbs, rocks, stumps, debris or other objects; road hazards; off-road obstacles, jumps or rollovers; and accidents or collisions, including any bend, crack, chip or flat spot that results from them.

INSTALLATION, OVERLOADING, IMPROPER FITMENT AND MODIFICATIONS

- Improper installation, including the wrong lug nuts or bolts (thread, seat type or length), missing or incorrect hub-centric rings, lug nuts that are under- or over-tightened, and not re-torquing after the first 100 km (60 mi).
- Overloading: exceeding the load rating stamped on the wheel or listed in GT Off-Road's specifications, including when towing or hauling.
- Improper fitment: wheels installed on a vehicle with an incompatible bolt pattern, centre bore, offset, brake clearance or load requirement, or that rub on suspension, brake or body parts.
- Modifications of any kind, including re-drilling, machining, welding, straightening, repairing, painting, powder coating, re-plating or refinishing, and wheel spacers or adapters that cause or contribute to a failure.
- Damage from mounting or dismounting tires, TPMS sensors or wheel weights.
- Racing, competition or other abuse.

CORROSION, SALT, BRINE AND CHEMICALS

- Corrosion, pitting, oxidation, staining or finish failure caused by road salt, brine, sand, calcium chloride, magnesium chloride or other de-icing chemicals.
- Damage from acidic, alkaline or abrasive cleaners, degreasers, tire-shine overspray, polishing compounds, car-wash brushes or high-pressure washing at close range.
- Corrosion that starts at a scratch, chip or curb mark, or in an area damaged during tire service.
- Brake-dust etching, galvanic corrosion (for example from incompatible wheel weights or hardware), and damage from coastal, industrial or other harsh environments.

OTHER EXCLUSIONS

- Normal wear and cosmetic damage from use, such as scratches, stone chips and curb rash.
- Tires, valve stems, TPMS sensors, lug nuts and other parts not made by GT Off-Road.
- Wheels whose part number or date code has been removed or altered.
- To the extent permitted by law: labour, mounting, balancing, alignment, testing or diagnostic charges, towing, rental vehicles, lost time, and any other incidental or consequential costs or damages.

07 HOW TO MAKE A CLAIM

Warranty claims are made through the **dealer or shop where you bought your wheels**. Contact them with the information below, and they will submit the claim to GT Off-Road Wheels for you. We do not accept warranty claims through our website. Please report a problem as soon as you notice it, and stop driving on a wheel you believe is structurally damaged.

Your claim must include:

- your name and contact information;
- a copy of your original dated invoice or receipt, showing where the wheels were bought and their part numbers;
- the vehicle year, make and model, and the odometer reading when the wheels were installed and today;
- the wheel model, size, finish and part number (stamped on the back of the wheel), and how many wheels are affected;
- clear photos of the problem, the full face of the wheel, the back of the wheel including the part-number stamp, and the wheel installed on the vehicle;
- who installed the wheels, and the lug nuts, hub-centric rings and torque used;
- for vibration or out-of-round claims, the bare-wheel runout report described in Vibration and runout claims.

Incomplete claims can delay the review.

08 INSPECTION AND APPROVAL

1. Your dealer sends your claim to us. We review it and may ask for more photos or information.
2. If we need to inspect the wheel, we'll issue a Return Authorization (RA) number through your dealer and say where to send it, usually the dealer or our nearest distribution centre (Edmonton, Oakville, Mississauga or Montreal). Wheels sent without an RA number may be refused.
3. Unless we ask otherwise, the tire must be removed before the wheel is sent. You are responsible for removing the wheel and for the cost of sending it for inspection. If your claim is approved, we pay to ship the repaired or replacement wheel back to your dealer.
4. We inspect the wheel and decide whether the problem is covered by this warranty. We'll give our decision in writing, through your dealer, with the reasons if the claim is not approved.
5. If a claim is not approved, we'll return the wheel at your cost on request.

09 REPAIR, REPLACEMENT OR CREDIT

If we confirm a defect covered by this warranty, we will, at our option:

- **repair** the wheel;
- **replace** it with the same wheel (model, size, finish and offset) or, if that wheel is no longer available, a comparable GT Off-Road wheel of equal or greater value; or
- issue a **credit or refund** of up to the original purchase price paid for the affected wheel(s).

A repaired or replacement wheel is covered for the rest of the original warranty period. To the extent permitted by law, these are your only remedies under this warranty, and they don't include labour for removal, mounting, balancing or reinstallation.

10 YOUR RIGHTS UNDER CANADIAN CONSUMER LAW

This warranty is in addition to the rights you have under the consumer protection laws of your province or territory. Nothing in it is meant to exclude, limit or change those rights. Some provinces and territories don't allow certain warranties or conditions to be excluded or limited, or the exclusion of incidental or consequential damages, so some of the limitations above may not apply to you.

In Quebec: in addition to this conventional warranty, the Consumer Protection Act and the Civil Code of Québec give you a legal warranty that the goods you buy can be used for the purpose for which they are ordinarily intended and will remain so for a reasonable length of time, having regard to their price, the terms of the contract and the conditions of use. You can exercise your legal warranty rights whether or not you also have this warranty.

No dealer, agent or employee is authorized to change, extend or add to this warranty, except in writing from GT Off-Road Wheels. This warranty is governed by the laws of the province or territory where you bought the wheels and the federal laws of Canada that apply there.

11 CARE AND MAINTENANCE

- Have your wheels installed by a qualified installer, with the correct lug nuts and hub-centric rings, tightened with a torque wrench to the vehicle manufacturer's specification.
- Re-torque the lug nuts after the first 100 km (60 mi) and after any tire service.
- Clean your wheels with a pH-neutral wheel cleaner, a soft brush or mitt and plenty of water, then rinse and dry them. Avoid acid-based cleaners and abrasive polishes.
- Rinse off salt and brine as soon as possible, and don't drive on chrome wheels in winter.
- Check fitment for your vehicle before installation, and never exceed the wheel's load rating.