PUNCTURE REPAIR PROCEDURES FOR PASSENGER AND LIGHT TRUCK TIRES

The excerpts are cited from the Rubber Manufacturers Association's "Puncture Repair Procedures for Passenger and Light Truck Tires" wall chart, which contains the industry recommended puncture repair procedures for all tire repair technicians and facilities.

Repairs must be performed by **removing the tire from the rim/wheel** assembly to perform a complete inspection to assess all damage that may be present.

Repairs are limited to the **tread area only** (see graphic).

A plug by itself or a patch by itself is an *unacceptable repair.*

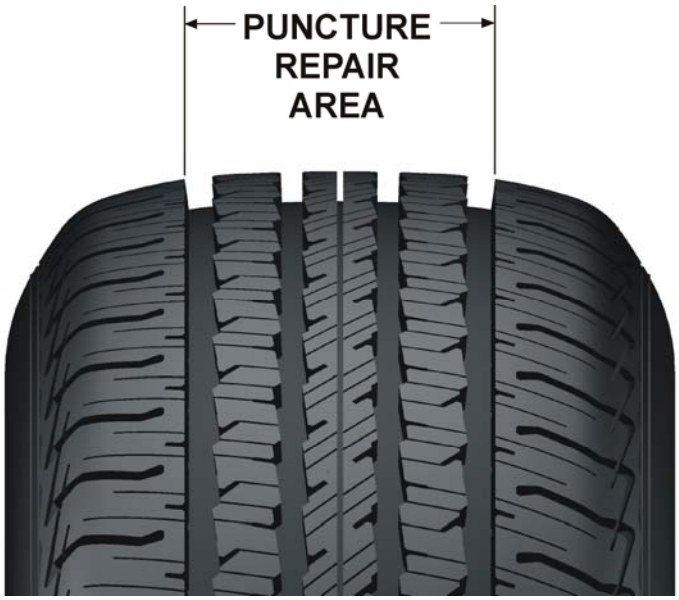
Puncture injury cannot be greater than **¼-inch** (6mm) in diameter; DO NOT make repairs where the injury damage extends into the shoulder/belt edge area OR where the injury extends at an angle into the shoulder area. If there is any question that the injury extends into the shoulder/belt edge area, then the tire must be scrapped.

Repairs **cannot overlap**. A rubber stem, or plug, must be applied to **fill the puncture injury** and a patch must be applied to **seal the inner liner**. A common repair unit is a one-piece combination unit with a stem and patch.

Not all tires can be repaired. Specific repair limits should be based on recommendations or repair policy of the tire manufacturer and/or type of tire service.

NEVER repair a tire that has an existing, improper repair; the tire must be scrapped.

Ask your service technician if he uses industry repair procedures. Also, some tire manufacturers may have repair limits or restrictions for some tires, such as run flats and others.



For the complete RMA "Puncture Repair-Procedures for Passenger and Light Truck Tires" wall chart, visit www.betiresmart.org.

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