



Technical Bulletin

**Tire Repair Conditions:
DO NOT ATTEMPT to repair a tire if
the following conditions exist:**

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The first step in performing a sound and safe tire repair is a thorough inspection of the inside as well as the outside of the tire. A visual inspection is important as well as using the hand to feel for anomalies in the inside as well as the outside of the tire. Unsafe repairs are a result of poor initial inspection of the tire and can prove to be dangerous.

DO NOT ATTEMPT to repair a tire if the following conditions exist:

RUN FLAT CONDITION

Evidence of this will show on the inner liner by cracking, blue color of the inner liner, or the inner liner separating from the casing.

BROKEN OR KINKED BEADS

This condition will be easily seen because of the bead area being not round or broken wires exposed.

BEAD DAMAGE OTHER THAN A KINKED BEAD

This damage is caused by lack of lubrication on the bead during the mounting or demounting process, or improper mounting.

LESS THAN 2/32" TREAD DEPTH

Detected by a depth gauge

BROKEN OR SEPARATED BELTS

This condition is often detected on a tire by the ride of the vehicle before it is actually seen on the tire.

OXIDATION OR WEATHER CRACKING OF THE SIDEWALL THAT IS DEEPER THAN 2/32"

This condition is a result of a tire exposed to extreme heat or just the aging process of the tire.

**PUNCTURE HOLE INJURIES OUTSIDE OF THE RECOMMENDED REPAIR LIMITATIONS
(see the RMA Repair Chart)**

Passenger - 1/4" Maximum up to load range E

Truck- 3/8" Maximum

Note. Puncture repair is limited to the crown area of the tire as determined by the individual tire Manufacturer

BROKEN OR LOOSE BODY PLIES

This condition may be detected by soft rubber in the area where the Body Plies are broke.

IF THE AGE OF THE TIRE EXCEEDS 10 YEARS

The serial number of the tire provides the information for determining the age.

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