

archive.org

AFFIDAVIT OF TANYA ZEIF

1. I am a Records Request Processor at the Internet Archive. I make this declaration of my own personal knowledge.

2. The Internet Archive is a website that provides access to a digital library of Internet sites and other cultural artifacts in digital form. Like a paper library, we provide free access to researchers, historians, scholars, and the general public. The Internet Archive has partnered with and receives support from various institutions, including the Library of Congress.

3. The Internet Archive has created a service known as the Wayback Machine. The Wayback Machine makes it possible to browse more than 450 billion pages stored in the Internet Archive's web archive. Visitors to the Wayback Machine can search archives by URL (i.e., a website address). If archived records for a URL are available, the visitor will be presented with a display of available dates. The visitor may select one of those dates, and begin browsing an archived version of the Web. Links on archived files in the Wayback Machine point to other archived files (whether HTML pages or other file types), if any are found for the URL indicated by a given link. For instance, the Wayback Machine is designed such that when a visitor clicks on a hyperlink on an archived page that points to another URL, the visitor will be served the archived file found for the hyperlink's URL with the closest available date to the initial file containing the hyperlink.

4. The archived data made viewable and browseable by the Wayback Machine is obtained by use of web archiving software that automatically stores copies of files available via the Internet, each file preserved as it existed at a particular point in time.

5. The Internet Archive assigns a URL on its site to the archived files in the format http://web.archive.org/web/[Year in yyyy][Month in mm][Day in dd][Time code in hh:mm:ss]/[Archived URL] aka an "extended URL". Thus, the extended URL http://web.archive.org/web/19970126045828/http://www.archive.org/ would be the URL for the record of the Internet Archive home page HTML file (http://www.archive.org/) archived on January 26, 1997 at 4:58 a.m. and 28 seconds (1997/01/26 at 04:58:28). The date indicated by an extended URL applies to a preserved instance of a file for a given URL, but not necessarily to any other files linked therein. Thus, in the case of a page constituted by a primary HTML file and other separate files (e.g., files with images, audio, multimedia, design elements, or other embedded content) linked within that primary HTML file, the primary HTML file and the other files will each have their own respective extended URLs and may not have been archived on the same dates.

Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 001



archive.org

6. Attached hereto as Exhibit A are true and accurate copies of browser screenshots of the Internet Archive's records of the archived files for the URLs and the dates specified in the attached coversheet of each screenshot.

7. Attached hereto as Exhibit B are true and accurate copies of the Internet Archive's records of the archived files for the URLs and the dates specified in the attached coversheet of each file.

8. I declare under penalty of perjury under the laws of the United States of America that the foregoing is true and correct.

DATE: 02/13/2025

Tanya Zeif

Tanya Zeif

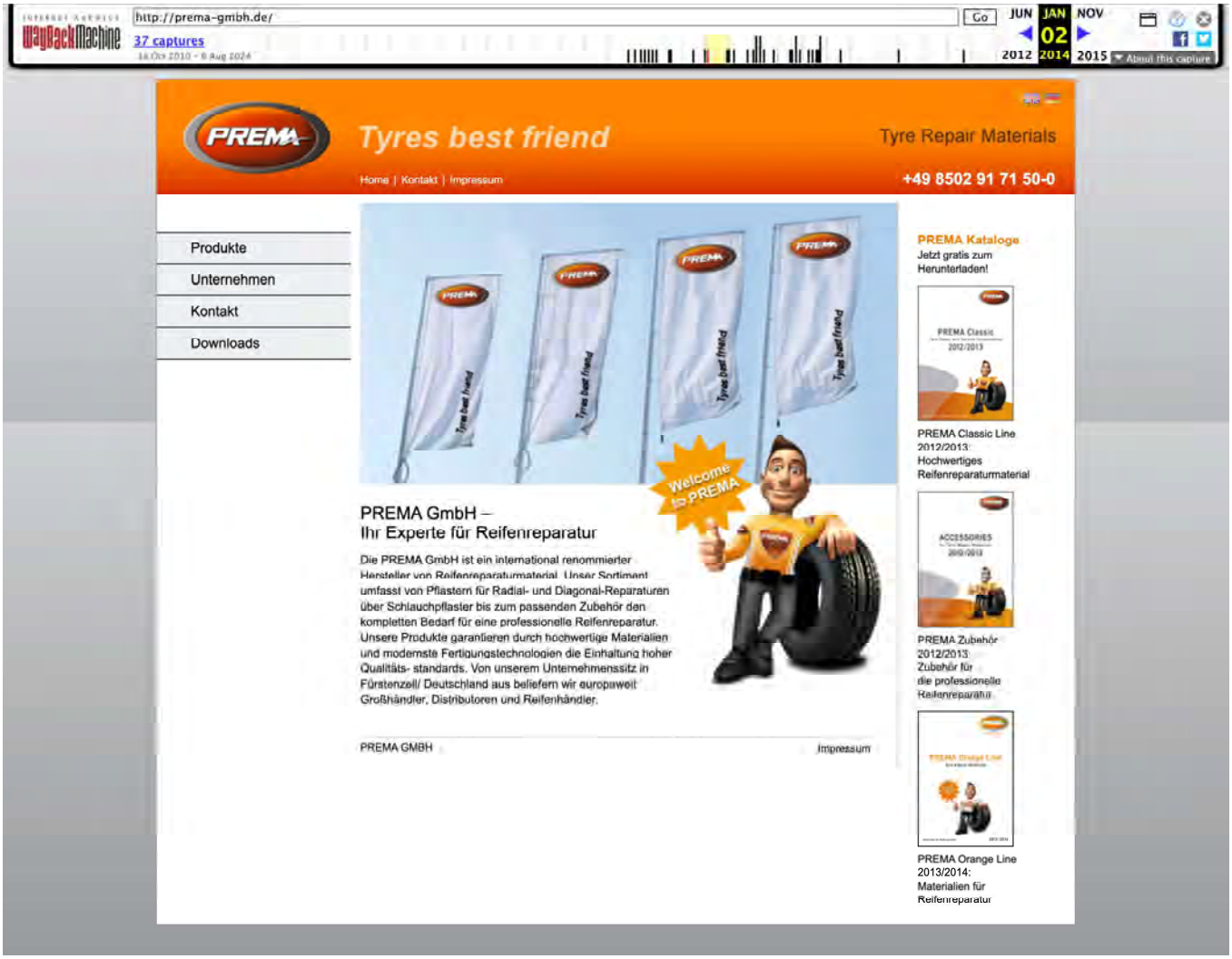
Please see attached All Purpose Jurat form for additional Notary Events

EXHIBIT A

Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 003

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Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 004

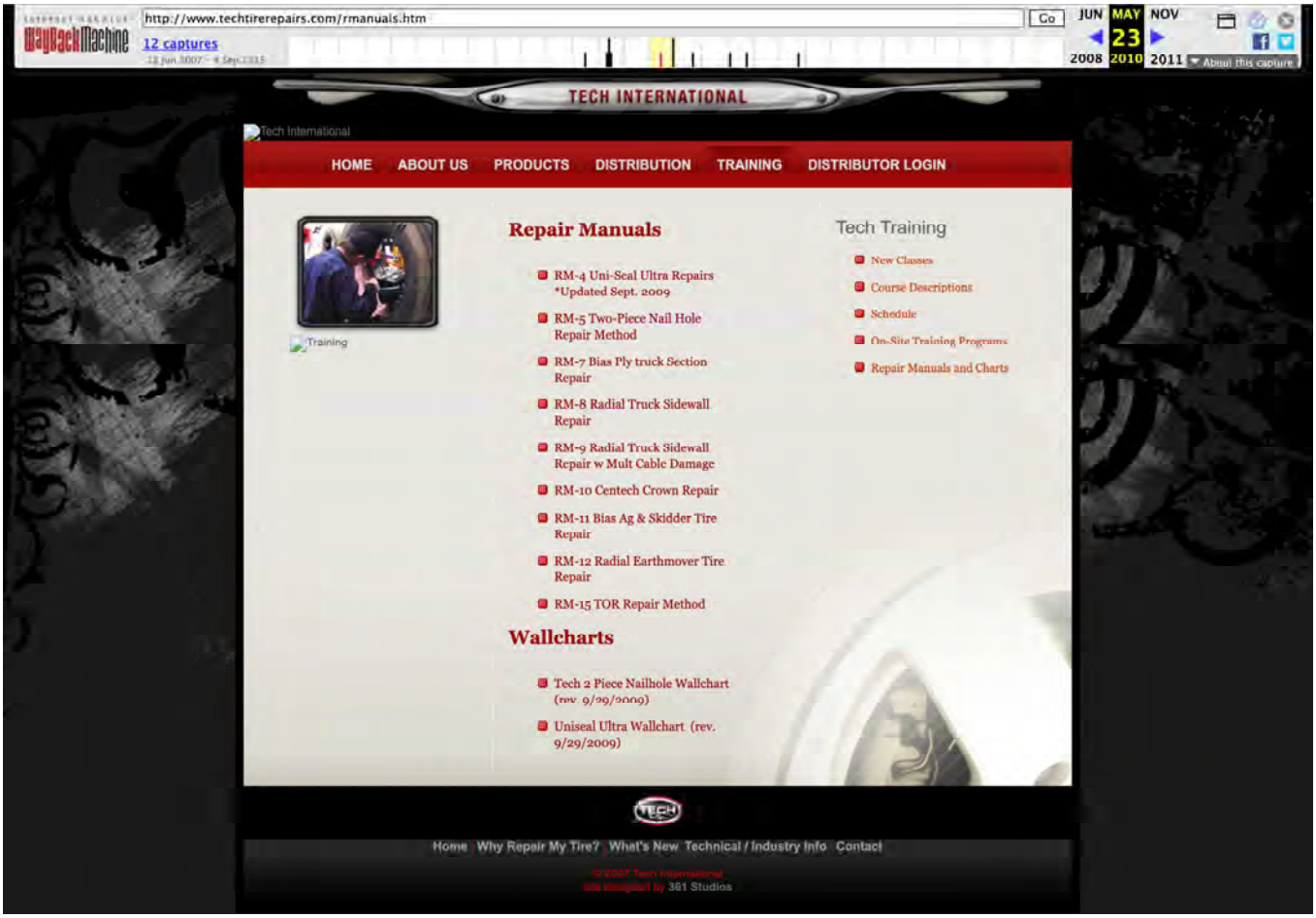


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Revvo v. Tire Stickers
IPR2025-00631 - Page 005

https://web.archive.org/web/20100523163949/http://www.techtirerepairs.com/rmanuals.htm

Document Id: 6FFB06B0-EA5F-11EF-8236-B36DC6021AEA
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Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 006


http://www.techtirerepairs.com/rmanuals.htm
Go
JUN
MAY
NOV
23
2008
2010
2011
12 captures
TECH INTERNATIONAL
Tech International
HOME
ABOUT US
PRODUCTS
DISTRIBUTION
TRAINING
DISTRIBUTOR LOGIN
Training
Repair Manuals
RM-4 Uni-Seal Ultra Repairs *Updated Sept. 2009
RM-5 Two-Piece Nail Hole Repair Method
RM-7 Bias Ply truck Section Repair
RM-8 Radial Truck Sidewall Repair
RM-9 Radial Truck Sidewall Repair w Mult Cable Damage
RM-10 Centech Crown Repair
RM-11 Bias Ag & Skidder Tire Repair
RM-12 Radial Earthmover Tire Repair
RM-15 TOR Repair Method
Wallcharts
Tech 2 Piece Nailhole Wallchart (rev. 9/29/2009)
Uniseal Ultra Wallchart (rev. 9/29/2009)
Tech Training
New Classes
Course Descriptions
Schedule
On-Site Training Programs
Repair Manuals and Charts
Home
Why Repair My Tire?
What's New
Technical / Industry Info
Contact
site designed by 361 Studios

Document Id: 6FFB06B0-EA5F-11EF-8236-B36DC6021AEA
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Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 008

http://www.tire-track.com/Products.html Go DEC FEB OCT 22 2012 2014 2015
46 captures

TIRE-TRACK LLC

Home | Overview | Products | Documentation & Videos | Software Partners | Contact us / About us

Products

TIRE-TRACK LLC offers two (2) different ID UNITS™ for your specific needs....
Which ID UNIT is right for you?



CVL-ID UNIT:
The CVL-ID UNIT is a permanent all-rubber bar code label **specifically designed for tires**, it is constructed similar to a repair patch. Unlike traditional "peel-n-stick" or other rubber labels, the information is cut into it, so it can't rub-off. It is either chemically or heat vulcanized to the tire and **easily survives retreading**.

The CVL-ID UNIT is intended for those fleets that retread their tires.



SI-ID UNIT:
The SI-ID UNIT is an all rubber bar code label designed for "harsh environments" that can be applied to almost any surface, including tires. It is intended for applications where a traditional "peel-n-stick" vinyl label or anodized aluminum plate either does not work or isn't appropriate. The SI is not affected by pressure washers, cleaners or degreasers and is ideal for sanitary applications. The SI is bonded to the surface with industrial "superglue." The bond is incredibly strong, quick and easy to apply.

The SI-ID UNIT does not withstand the retread process; therefore it is intended for those fleets that do not retread their tires.



DEMO KITS:
Demo Kits are available for both the CVL and SI Product(s). Each kit includes 15 samples and everything you need to properly apply them.
(Contents may vary).



SAS:
For those customers who are interested in RFID technology, TIRE-TRACK LLC offers the option of including an industry approved RFID tag in either ID Unit. The RFID tag contains the same number that is presented on the barcode and eye-readable number; therefore, there are multiple means of identifying the tire.

The SAS chip is Gen2 compliant.

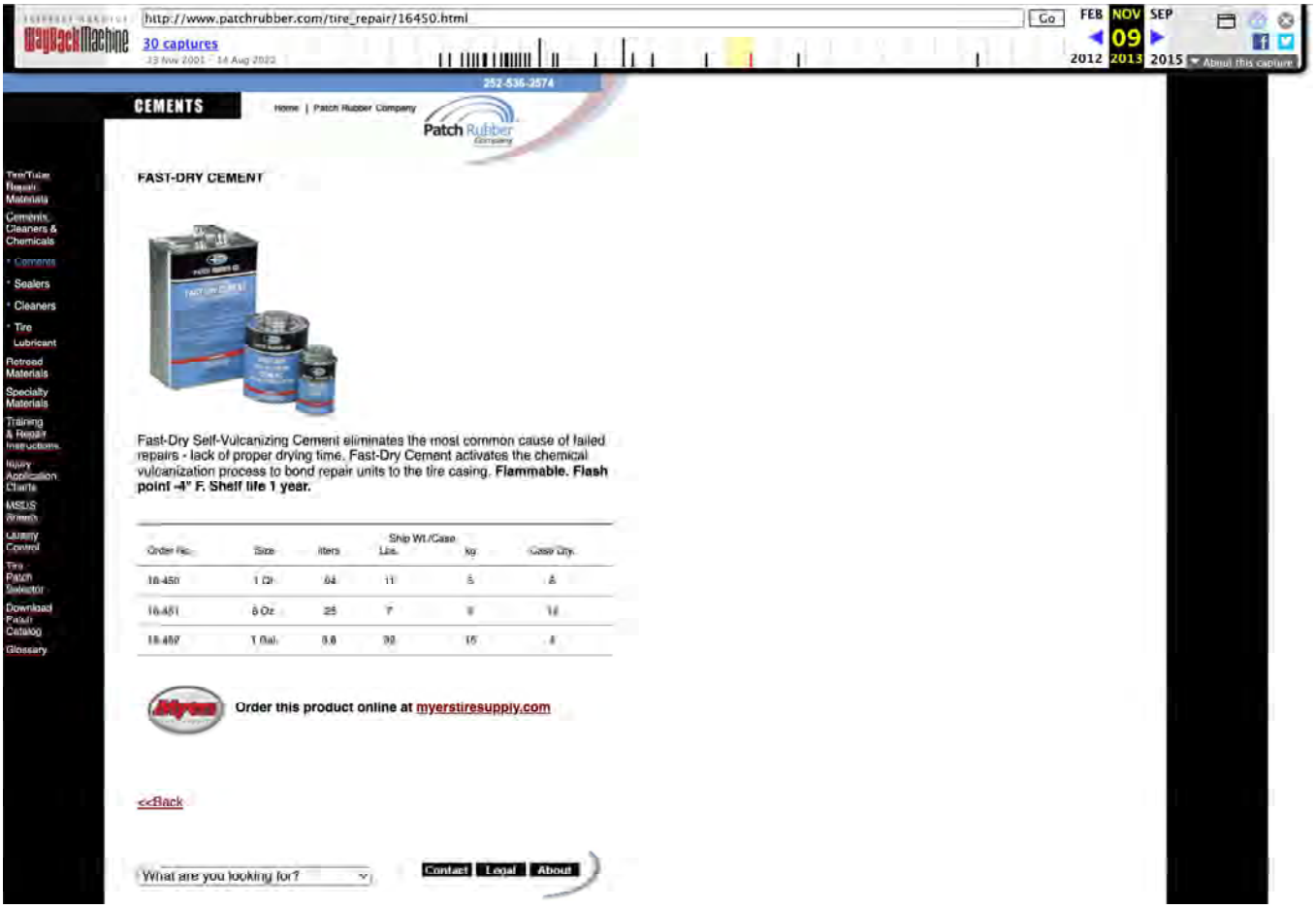
If you would like a FREE SAMPLE, call us now @ 1-800-227-5592.

Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 009

Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 010

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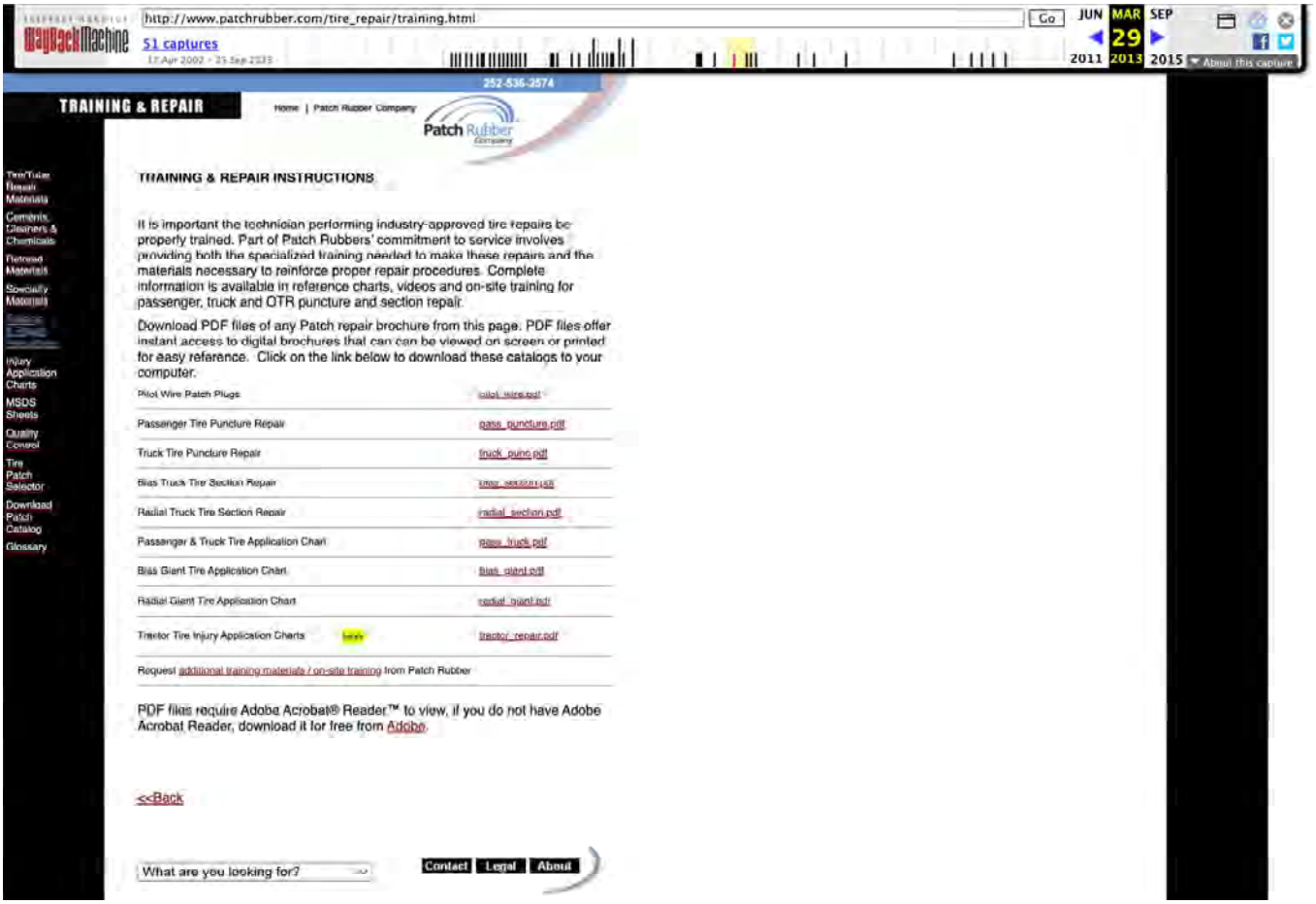
Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 011



Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 012

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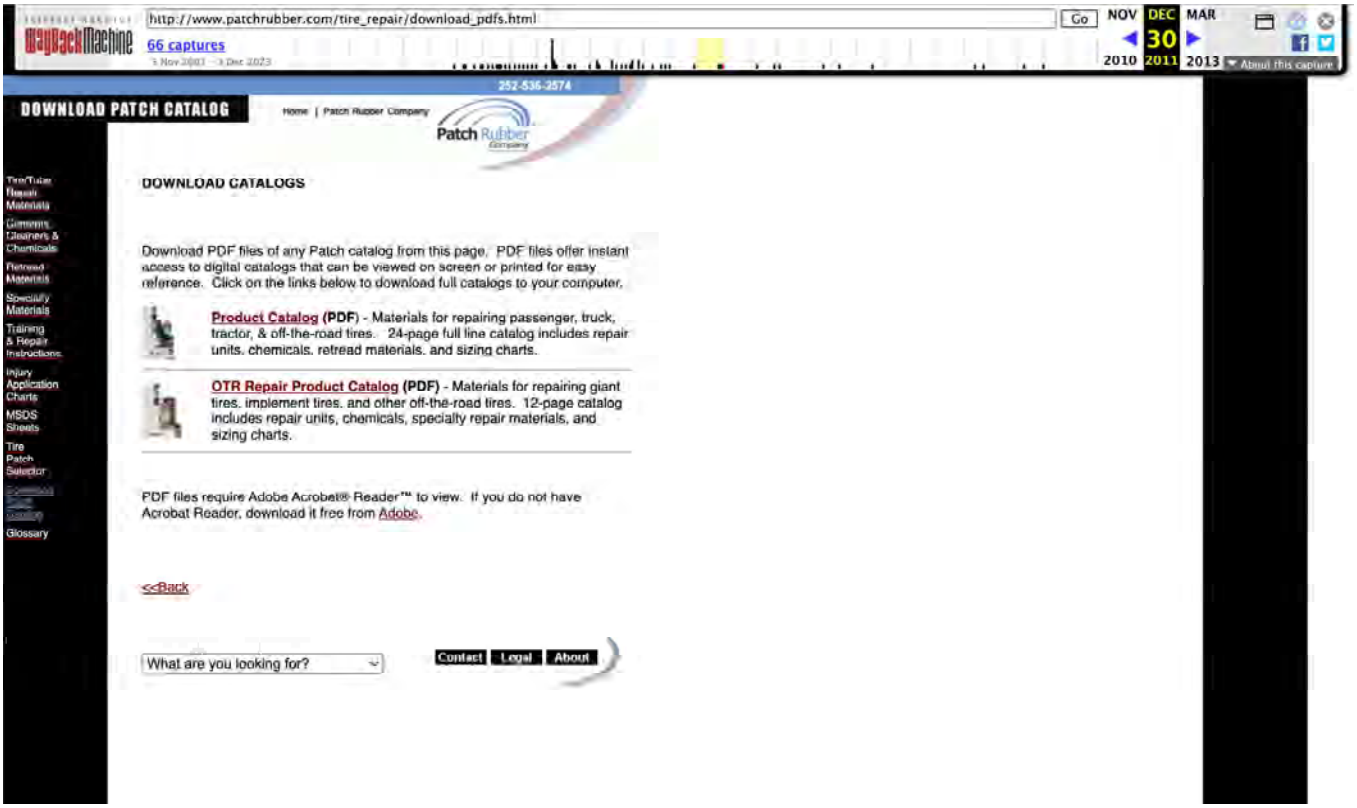
Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 013



Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 014

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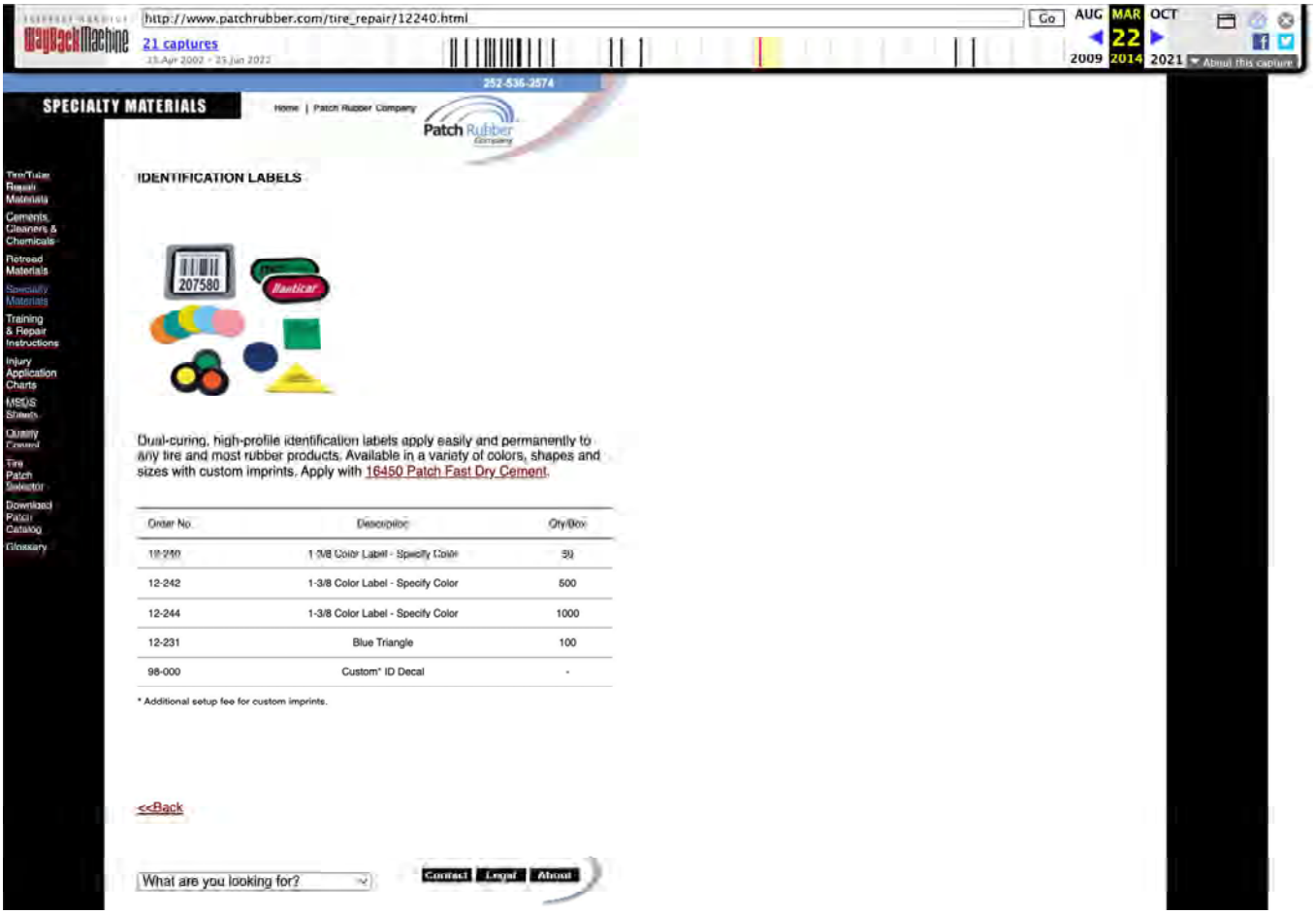
Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 015



Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 016

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Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 017



Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 018

https://web.archive.org/web/20140323095328/http://www.patchrubber.com/tire_repair/tire_track_faq.html

Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 019

http://www.patchrubber.com/tire_repair/tire_track_faq.html
Go
APR MAR OCT
23
2009 2014 2021
19 captures
3 Sep 2002 - 21 Oct 2021
About this capture

Tire/Tube Repair Materials
Cements, Cleaners & Chemicals
Retread Materials
Specialty Materials
Training & Repair Instructions
Injury Application Charts
MSDS Sheets
Quality Control
Tire Patch Selector
Download Patch Catalog
Glossary

Tire-Track Frequently Asked Questions



Tire-Track Brochure (PDF)

Tire-Track Overview

FAQ

1) What is Tire-Track?
2) What is the difference between the Tire-Track ID Unit and a silk-screened or ink printed label?
3) Does the Tire-Track ID Unit survive the retreading process?
4) How do I determine the Tire- Track number if it is damaged or destroyed?
5) Can I select/control the sequence numbers of the Tire-Track ID Units?
6) Can I change the size and/or shape of the base patch or information?
7) How are the Tire-Track ID Units packaged?
8) How do I track my vehicles?
9) What types of Bar Code are offered and how are they different?

Terms

One-Dimensional Bar Code (1-D)
Two-Dimensional Bar Code (2-D)
Scanner
Imager
Check Digit
Error Correction

---

1) What is Tire-Track?
Tire-Track is a fully-integrated tire identification and tracking system that helps manage your fleet's tires. The complete system includes: Tire-Track ID Units (Bar Code labels designed for tires), Software, Hardware, Installation, training and on-going technical support.

2) What is the difference between the Tire-Track ID Unit and a silk-screened or ink printed label?
Silk-screened or ink printed tire identification labels have been available for some time. They are similar in that both products place "paint" or ink on the surface of the rubber. Although their initial appearance is very good, they can be easily damaged. *Therefore, silk-screened or ink printed identification labels do not perform well and do not last in harsh environments.* The Tire-Track ID Unit was co-developed by The Patch Rubber Company and Tracking Systems LLC. It is a multi-layer rubber "patch" specifically constructed to have a bar code cut into the rubber itself; therefore, there is no paint or ink to rub off. It resists UV light, which causes other white patches to turn brown. This "Brown-out" effect prevents a scanner from decoding a bar code. *The Tire-Track ID Unit is specifically designed for harsh environments.*

3) Does the Tire-Track ID Unit survive the retreading process?
Yes, in fact the bond is actually improved. We have tested them in most of the major retreading plants. However, we always suggest that it be tested at your facility.

4) How do I determine the Tire-Track number if it is damaged or destroyed?
Tire identification number, tire data and wheel positions are stored in the software program.

5) Can I select/control the sequence numbers of the Tire-Track ID Units?
Yes, all of our work is custom.

6) Can I change the size and/or shape of the base patch information?
Yes, the sample that was shown to you is our "standard" patch. Most changes can be made.

7) How are the Tire-Track ID Units packaged?
The labels are supplied in rolls of 500 pieces in sequential order. The packaging doubles as a dispensing box that fits on a bracket and can be mounted anywhere in the maintenance shop.

8) How do I track my vehicles?
All of your current vehicle numbers can be reproduced on a laminated peel and stick label for application to a tractor, trailer or yoke.

9) What types of Bar Code are offered and how are they different?
(an example of each of bar code is shown with identical data.)

Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 020



CODE 39: One of the more popular and widely used 1-D code. Since it is not a dense code, the length of the code is longer than other codes. It is widely supported by almost all scanner companies.



Interleaved 2 of 5 (i 2 of 5): This is an older bar code. It can only be used with an even number of NUMERIC characters. Even though it is very dense (this allows the message length to be shorter), it is highly suspect to misread unless an added check digit is used. It is widely supported by almost all scanner companies.



Code 128: The newest 1-D bar code. It is denser, contains a check digit and is well suited for harsh environments. There are 3 subsets of Code 128; they are 128a, b or c. 128a is a numeric only code and it is most dense 1-D code. It is used by the auto and airline industry (Spec 2000) for parts marking. Most scanners can read it.



Developed by SYMBOL TECHNOLOGIES as a highly dense means to capture data with built in error correction. Some scanners can decode it, otherwise, an imager must be used.



A widely used 2-D code. It is very dense and has error correction. It is ideally suited for harsh environments. An imager must be used to decode it. It is the preferred code by the automotive industry, airline industry (Spec 2000) and the Dept. of Defense.

One-Dimensional Bar Code (1-D): A series of black and white bars and spaces in a linear layout. Most are scanned in a bi-directional format (L>R or R>L).

Two-Dimensional Bar Code (2-D): A series of black and white shapes in a checker board pattern. An imaging device, like a scanner, takes a "snap-shot" of the code. It is compared to a look-up and decoded. It was developed for harsh environments.

Scanner: A device that uses a laser light to capture a bar and space pattern for 1-D codes.

Imager: A device that "photographs" the image in order to decode either a 1-D or 2-D code.

Check Digit: An added character typically not seen in the bar code or eye-readable image which provides a mathematical check on the previous data string to insure accuracy.

Error Correction: The ability of a 2-D code to be read after being partially destroyed.

<<Back

What are you looking for?

Contact Legal About

Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 021

https://web.archive.org/web/20120305232849/http://www.patchrubber.com/tire_repair/tire_track.html

Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 022

http://www.patchrubber.com/tire_repair/tire_track.html
Go AUG MAR SEP 05 2009 2012 2013
36 captures
3 Nov 2007 - 25 Sep 2023
About this capture

Tire/Tube Repair Materials
Cements, Cleaners & Chemicals
Retread Materials
Specialty Materials
Training & Repair Instructions
Injury Application Charts
MSDS Sheets
Quality Control
Tire Patch Selector
Download Patch Catalog
Glossary

Tire-Track Overview



Tire-Track Brochure (PDF)

Tire-Track FAQ

Your cargo is valuable - whether you haul freight or a bus load of first graders.

Make certain your cargo reaches its destination safely and on time by ensuring your fleet's tires are properly maintained and managed. Tire-Track is a fully-integrated tire identification and tracking system that helps manage your fleet's tires – to avoid tire failures, predict tire maintenance, and reduce emergency roadside repair. The complete system includes:

- Tire-Track ID Units
- Software
- Handheld Scanners
- Installation, Training, and On-going Technical Support

The Tire-Track System captures important information for managing your fleet's tires, stores it, and communicates it in a customized report – whenever you need it.

- Track the repair history of every tire in your fleet
- Control tire expenses
- Justify purchasing costs
- Reduce average operating costs
- Manage tire costs for an entire fleet
- Report on the current condition of all your tires
- Issue work orders
- Predict tread reduction/wear rate
- Identify your original casing after retreading
- Formulate tire comparison reports

How Much Do You Know About Your Tires?

- How do you control your fleet's tire costs?
- Do you know each tire's repair history?
- What is the current condition of all your tires?
- Did your original casing come back from the retread shop?

With Tire-Track, you have the answers when you need them...before problems occur.

Protect your tire investment

Tires and associated service costs make up the second largest expense in a fleet's budget. Tire-Track allows you to identify the specific reason a tire needs to be serviced and record that service into the tire's history.

Get the most out of your tires

Tracking performance is an essential part of ensuring maximum tire life. Tracking means following a tire from cradle to grave, citing service history to tread wear. Tire-Track delivers an analysis program that helps you identify the causes for tire failure, evaluate tire performance from multiple vendors or models, and review relationships between vehicle type and tire performance.



Tire-Track System



The barcode is cut deeply into the rubber for permanent identification, so it cannot wear off.

The Tire-Track ID Unit

Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 023

- Permanently bonds to new or used tire casings
- Resists fading, staining, and will not wear off
- Applies easily without heat or expensive tools

The Tire-Track System starts with the Tire-Track ID Unit, a permanent label containing a unique serial number that can be read electronically. The Tire-Track ID Unit is applied to the sidewall of each tire casing, and contains an engraved barcode with corresponding eye-readable backup information. Add your company's name for fast identification, or to deter theft or substitution.

Available Bar Codes:

- 2D Data Matrix
- Code 39
- Code 128 a,b,c
- i 2 of 5
- PDF-417

Tire-Track Software/Operating System

The Tire-Track software is easy to use and installs on your existing office computer. The software utilizes the Palm OS (the standard operating system for mobile applications) that interacts with the scanning device to download data of all of the events and activities for every tire. The software interacts with the user to ensure your information is always accurate.

Design your own Tire-Track system to fit your organization. Choose from the criteria below, or create your own:

- User ID
- Mileage
- Tread Type
- Tire Cost
- Tire Position on the Vehicle/Rotation History
- Repair History
- Vehicle Type
- Tire Brand Name
- Tire Size
- Tread Depth
- Air Pressure
- Location of Activity
- Warranty Information

Hardware Components



1) Handheld Scanning Device – Reads the Tire-Track bar code on the tire and saves data. These scanning units are designed specifically for the transportation industry. Tire-Track is compatible with the latest Symbol Scanners or any handheld system supporting Palm OS v 3.0 or greater.

2) Scanner Cradle – Imports or exports data and charges the scanner when not in use. Wireless Local Area Networks (WLAN) can be incorporated with Tire-Track to improve the efficiency of importing and exporting data.

Outfit your entire fleet with no downtime!

The Tire-Track ID Unit can be applied to a new or used casing without removing the wheel or pulling the vehicle out of service. Tire-Track ID Units are not affected by the retreading process; the bond is actually improved.

Apply the Tire-Track ID Unit just like a repair patch...No Heat Required!



Buff the Tire Surface



Brush on Cement



Apply ID Unit

If you'd like to learn more, please read the FAQ page, or feel free to contact us. Download the printable Tire Track Brochure. (PDF)

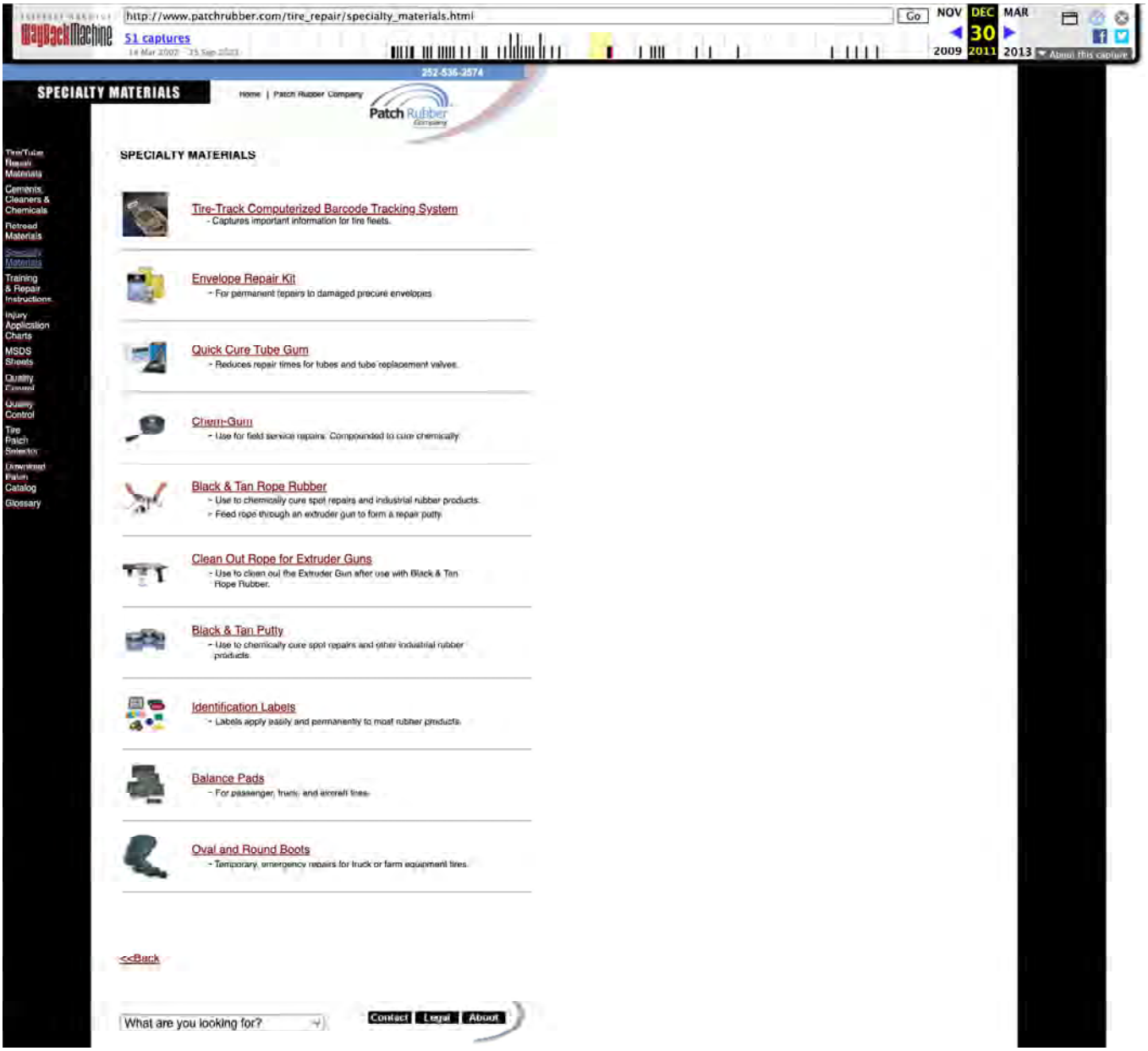
<<Back

What are you looking for?

Contact | Legal | About

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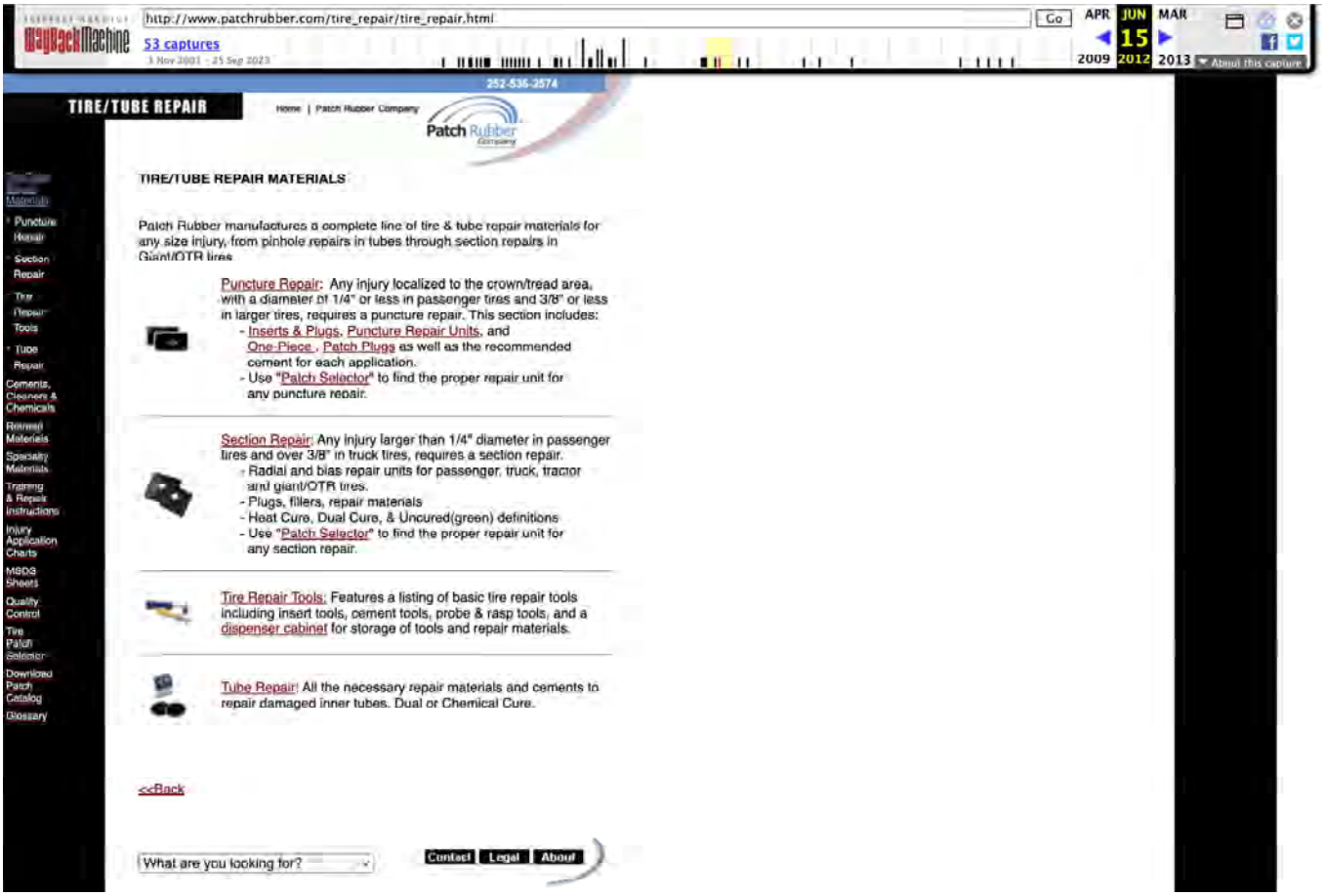
Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 025



Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 026

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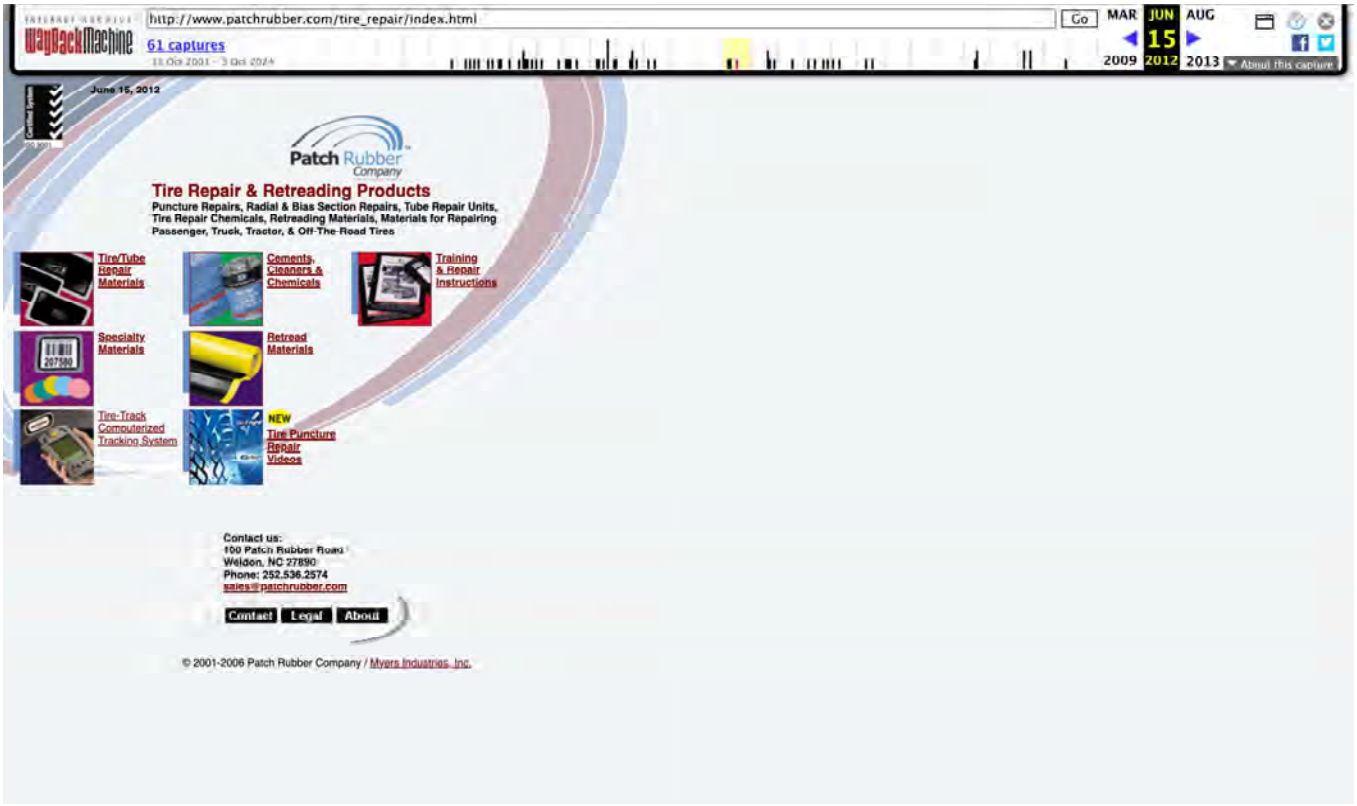
Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 027



Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 028

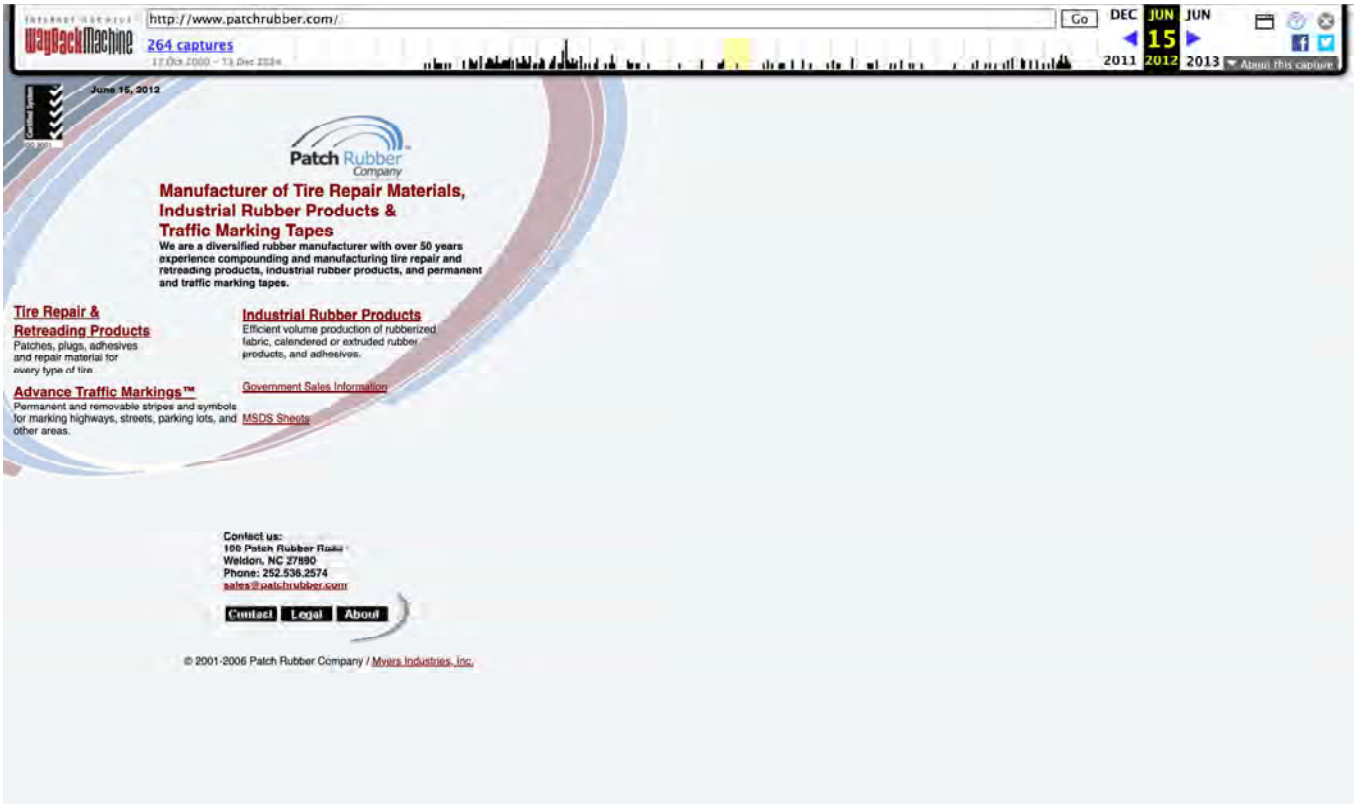
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Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 029


http://www.patchrubber.com/tire_repair/index.html
Go
MAR
JUN
15
AUG
2009
2012
2013
61 captures
About this capture
June 15, 2012
Patch Rubber Company
Tire Repair & Retreading Products
Puncture Repairs, Radial & Bias Section Repairs, Tube Repair Units, Tire Repair Chemicals, Retreading Materials, Materials for Repairing Passenger, Truck, Tractor, & Off-The-Road Tires
Tire/Tube Repair Materials
Cements, Cleaners & Chemicals
Training & Repair Instructions
Specialty Materials
Retread Materials
Tire-Track Computerized Tracking System
NEW
Tire Puncture Repair Videos
Contact us:
100 Patch Rubber Road
Weldon, NC 27890
Phone: 252.536.2574
sales@patchrubber.com
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Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 031


http://www.patchrubber.com/
Go
DEC
JUN
JUN
15
2011
2012
2013
264 captures
About this capture
June 15, 2012
Patch Rubber Company
Manufacturer of Tire Repair Materials, Industrial Rubber Products & Traffic Marking Tapes
We are a diversified rubber manufacturer with over 50 years experience compounding and manufacturing tire repair and retreading products, industrial rubber products, and permanent and traffic marking tapes.
Tire Repair & Retreading Products
Patches, plugs, adhesives and repair material for every type of tire.
Industrial Rubber Products
Efficient volume production of rubberized fabric, calendered or extruded rubber products, and adhesives.
Government Sales Information
Advance Traffic Markings™
Permanent and removable stripes and symbols for marking highways, streets, parking lots, and other areas.
MSDS Sheets
Contact us:
100 Patch Rubber Road
Weldon, NC 27890
Phone: 252.536.2574
sales@patchrubber.com
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https://web.archive.org/web/20061028135127/http:/www.rematiptop.com/Products_Sub_ExstingProducts.htm

Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 033



Name	Stock No.	View it	Download it
Medium and Heavy Duty Truck Tire Nail Hole Repair Catalog	RTTNA-NHT-01		
Passenger and Light Truck Nail Hole Repair Catalog	RTTNA-NHP-01		
OTR/EM Tire Section Repair Catalog	RTTNA-EM-01		
Truck Tire Section Repair Catalog	RTTNA-TSR-01		
Accessory Catalog	RTTNA-A-01		
TO ORDER THE CATALOGS - PLEASE FOLLOW THIS LINK			

EXHIBIT B

Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 035

https://web.archive.org/web/20100601194218/http://www.techtirerepairs.com/_assets/documents/RepairManuals/RM-5_Two-Piece_Nail_Hole_Repair_Method.pdf

Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 036

TRUST TECH TIRE REPAIRS



Repair Manual RM-5

Two-Piece Nail Hole Repair Method for Passenger, Light Truck and Truck Tires

RM-5

Document Id: 6FFB06B0-EA5F-11EF-8236-B36DC6021AEA
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Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 037

Radial Truck Repair Kit



896 Radial Truck Nail Hole Repair Kit

- Contains enough repair materials to properly repair 40 radial nail holes without restocking
- Comes fully assembled and ready to use
- Sturdy lockable case for security and convenience
- Transportable for ease of use while doing field repairs

THE 896 KIT CONTAINS:

TOOLS AND ACCESSORIES

- 1 – 896BOX Tool Storage Box
- 1 – 911 Allen Wrench for Quick Change Adaptors
- 1 – 912 Allen Wrench for Air Tool
- 1 – 913 8" (200mm) Slip Joint Pliers
- 1 – TRT105 Injury Measuring Tool
- 1 – 915 Spiral Cement Tool
- 1 – 919 Pointed Awl
- 1 – 933 Rubber Scraper
- 1 – 936 1/8" (3mm) Stitcher
- 1 – 940 X2T Taper Point Skiver Knife
- 1 – 951 Hex White Paint Sticks (12 count)
- 1 – S1032 Air Buffer 2,600 RPM
- 1 – S1035 Air Drill 500 RPM
- 1 – S892 Texture Brush 3" (75mm)
- 1 – RH102 Rubberhog Flared Buffing Wheel
- 1 – S923 Safety Glasses
- 1 – 170TM Repair Template
- 1 – RM-5 Repair Manual
- 1 – MSDS Sheets

REPAIRS

- 1 Box – 170 (CT-20) Radial Repairs
- 1 Box – 166 (CT-12HD) Radial Repairs
- 1 Box – ULS8 (251-1UL) 8mm (5/16") Uni-Seal Stems
- 1 Box – ULS10 (291-1UL) 10mm (3/8") Uni-Seal Stems

CHEMICALS

- 1 – 704A Rub-O-Matic
- 1 – 738 Security Coat
- 1 – 760 Chemical Vulcanizing Fluid

CUTTERS & ADAPTORS

- 1 – CC8 (271) 8mm (5/16") Carbide Cutter
- 1 – CC10 (271/38) 10mm (3/8") Carbide Cutter
- 1 – S1041 Quick Change Adaptor
- 1 – S1041/38 Quick Change Adaptor
- 2 – S1046 Quick Change Adaptor

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Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 038



The Tech Two-Piece Repair System is designed to provide safe, simple, fast tire repairs that permanently repair all types of passenger, light truck, and medium truck tires in the market today. Two-Piece Repairs consist of a vulcanizing rubber stem or insert, which permanently fills and seals the injury, and a separate repair unit which reinforces the tire and seals the inner liner. This repair system meets tire industry recommendations for tire repair and fulfills tire manufacturers' warranty requirements.

Using the Tech Two-Piece Repair System allows the injury to be precisely measured, prepared and filled with a Uni-Seal Ultra Stem such as a ULS6 (250-1UL) for 6mm (1/4"), ULS8 (251-1UL) for 8mm (5/16"), or ULS10 (291-1UL) for 10mm (3/8") injuries. Injuries may also be filled with Tech Permacure or Flow-Seal inserts.

The second portion of the Tech Two-Piece Repair System utilizes an appropriate size repair unit to reinforce the injured area of the tire and seal the inner liner. The repair must be designed to flex in the same direction as the tire. Tech manufactures Centech radial repair units, BP bias ply repair units, and Tech All Purpose or Multi Purpose (MP) repair units for both types of tires.

Tech Uni-Seal Ultra Stems and Repair Units provide maximum adhesion in hot or cold applications when used with Tech 760 Chemical Vulcanizing Fluid.

This repair manual has been created to instruct each customer in the proper installation procedures of Tech's Two-Piece repair system, ensuring a safe, permanently repaired tire is returned to service every time.

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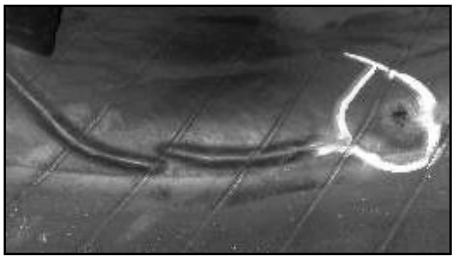
Page 39/25

Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 039

Repair Limitations

Repair of Run Flat Tires

Run Flat tires must be removed from the wheel and inspected. These tires have been engineered to support the load of the vehicle with little to no air pressure for a specified amount of time by the tire manufacturer. Distance traveled, driving speed and vehicle maneuvering at low pressure may affect the tire's integrity and repairability. These tires are susceptible to inner liner separations when run flat for extended periods of time.



This photo shows innerliner separation in a run flat tire. The tire should not be repaired if this condition is present.

Once the tire has been removed from the wheel, thoroughly inspected, and determined to be repairable, it may be repaired using either a Tech Uni-Seal® Ultra or Two-Piece Repair System. Punctures must be limited to the crown area as shown in Figure A. The maximum size injury is 6mm (1/4"). Tech places no limit on the number of punctures that can be repaired as long as no two injuries are in the same radial cord or close enough together that the repairs would overlap.

Consult the tire manufacturer's warranty for specific information regarding repair of Run Flat tires. Tech's recommendations for repair of Run Flat tires are not to supersede any recommendations of new tire manufacturers. Tech's recommendations are based on tests conducted at Tech's test facility and at an independent lab. Tech is continuously testing new Run Flat technologies as they enter the market.

Repair of Performance Tires

Performance tires H, V, W, Y, and Z rated can be repaired using Tech's Two-Piece Repair System in the crown (T-T) area as shown in Figure A. One injury per tire up to 6mm (1/4") in diameter may be repaired. Test results in Tech's test facility and at an independent lab have shown the tire's speed rating is maintained. Additional repairs or repairs outside the crown area can be made, however the tire's speed rating is reduced below an "H". Tech's recommendations for repair of performance tires are not to supersede any recommendations of new tire manufacturers.

Repair of Standard Passenger Tires

Passenger tires T rated and below can be repaired using Tech's Two-Piece Repair System in the crown and shoulder areas as shown in Figure A. Tech places no limitations on the number of nail holes repaired in a tire as long as no two injuries are in the same radial cord and the repair units do not overlap. Tech's recommendations are based on tests conducted at Tech's test facility and at an independent lab. Tech's recommendations for repair of standard passenger tires are not to supersede any recommendations of new tire manufacturers.

Repair of Light, Medium & Heavy Truck Tires

Light, medium and heavy truck tires T rated and below can be repaired using Tech's Two-Piece Repair System in the crown and shoulder areas as shown in Figure A. Tech places no limitations on the number of nail holes repaired in a tire as long as no two injuries are in the same radial cord and the repair units do not overlap. Tech's recommendations are based on tests conducted at Tech's test facility and at an independent lab. Tech's recommendations for repair of light and medium truck tires are not to supersede any recommendations of new tire manufacturers.

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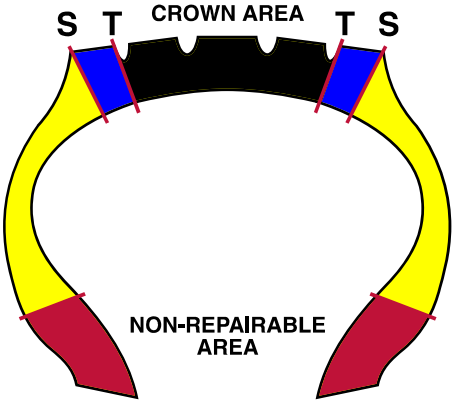
Page 40/25

Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 040

WARNING

Failure to properly repair tire could cause SUDDEN TIRE FAILURE, RESULTING IN SERIOUS INJURY OR DEATH. Carefully read and follow these instructions.

Tire Repair Limitations (Figure A.)



All injuries larger than those defined in the chart, or outside the specified S-S area, must be treated as a section repair.

Type of Tire		Prepared Crown Injury Size Ø	Prepared Shoulder Injury Size Ø	Uni-Seal Ultra Stem	Carbide Cutter	Crown Area Repair Unit	Shoulder Area Repair Unit
	T Rated or Below	6mm (1/4")	6mm (1/4")	ULS6 (250-1UL)	CC6 (270)	CT-10	CT-10
	H, V, W, Y, or Z Rated Performance Tires	6mm (1/4") 1 Per Tire		ULS6 (250-1UL)	CC6 (270)	CT-10	–
	Run Flat Tires	6mm (1/4")		ULS6 (250-1UL)	CC6 (270)	CT-10	–
	Light Truck Tires T Rated and Below	6mm (1/4")	6mm (1/4")	ULS6 (250-1UL)	CC6 (270)	CT-10	CT-20
		8mm (5/16")	8mm (5/16")	ULS8 (251-1UL)	CC8 (271)	CT-12	CT-20
		10mm (3/8")		ULS10 (291-1UL)	CC10 (271/38)	CT-20	–
	Truck Tires	6mm (1/4")	6mm (1/4")	ULS6 (250-1UL)	CC6 (270)	CT-10HD	CT-20
		8mm (5/16")	8mm (5/16")	ULS8 (251-1UL)	CC8 (271)	CT-12HD	CT-22
		10mm (3/8")	10mm (3/8")	ULS10 (291-1UL)	CC10 (271/38)	CT-20	CT-24

Please Read Before Performing Any Tire Repair:

- Protective eyewear must be worn while repairing tires.
- RMA and tire industry recommendations state all injuries must be filled with a rubber stem or suitable vulcanizing material and a repair unit applied to the inner liner.
- Failure to follow industry recommendations may result in premature tire failure.
- Tire manufacturers' warranties and policies on repair of radial passenger, performance, or run flat tires may differ. These policies supersede those of Tech International.
- Although a tire may be rated for high speed, Tech does not endorse the operation of a motor vehicle in an unsafe or unlawful manner.
- Chemicals used during the repair process are extremely flammable. Do not use near sources of ignition.
- Failure to follow the procedures shown in this manual may result in premature tire failure. This could result in serious injury or death.
- Failure to follow procedures in this manual will void Tech's product warranty. Tech will not be responsible for any damages or losses, direct or indirect, related to or associated with the failure to follow the instructions contained in this manual.

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Page 41/25

Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 041

Tire Inspection & Pre-Cleaning

The tire inspection process is critical in determining if the tire can safely be repaired and returned to service. The inspection should be done with the tire removed from the wheel and placed on a tire spreader using adequate lighting. The technician must be able to examine the tire beads, interior and exterior sidewalls, and the tread area.

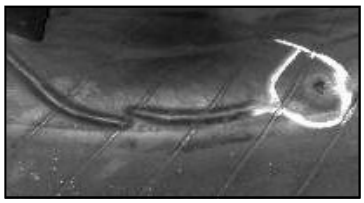
Non-Repairable Conditions



1. Injury no greater than 6mm (1/4") for passenger tires. Injury no greater than 10mm (3/8") for light truck/truck tires.



2. Run flat or under-inflated



3. Inner liner separation



4. Casing separation



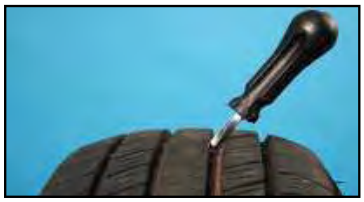
5. Excessive tread wear



6. Exposed plies/cables



7. Deformed bead, exposed fabric or steel



8. If injury angle exceeds 25 degrees, a 2-piece repair must be used.



9. Ozone cracking



10. Tire damage from impacts

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Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 042

Tire Inspection & Pre-Cleaning

WARNING

All Passenger, Light Truck, Medium Truck and Heavy Truck Tires must be removed from the rim and inspected before any repair is made!



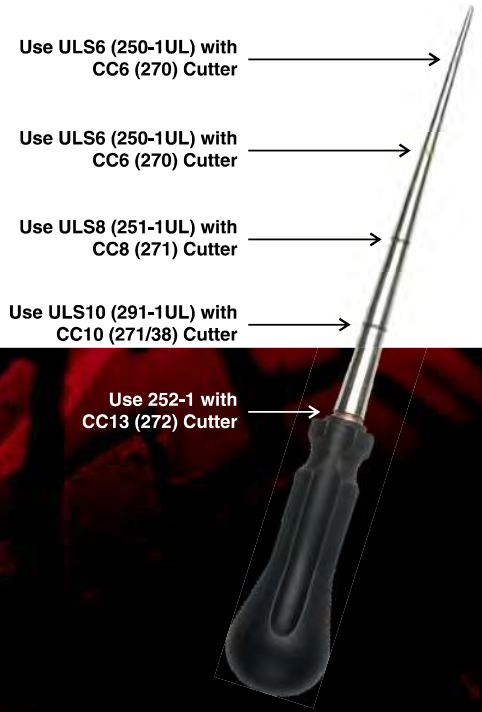
1. Locate and mark all damage on the inside and outside of the tire while checking for separation.



2. Determine the size and angle of the injury using the TRT105 injury measuring tool.



3. Pre-clean the inner liner with Rub-O-Matic rubber cleaner and a scraper 2 to 3 times to remove contaminants.



TECH TIPS:

Insert the **TRT105** measuring tool into the injury from the inside of the tire. Apply firm pressure to the handle while rotating the tool in a circular motion. When the tool meets resistance, find the closest visible line to the inner liner. Refer to the illustration (right) to determine the injury size.

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OnlineNotary.net

Page 43/25

Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 043

Injury Preparation & Filling



4. Damaged rubber and steel should be removed from the injury using a carbide cutter on a low speed air/electric drill, maximum 1,200 rpm. Drill the injury from the inside of the tire, following the angle of the injury. Repeat this procedure 3 to 5 times, completely removing the cutter from the injury after each pass. Repeat this process from the outside of the tire.



5. The injury should be inspected after drilling is complete by flexing the tire and probing the injury with a pointed awl to make sure all splits and loose material have been removed.



6. Using the spiral cement tool in a clockwise direction, apply 760 Chemical Vulcanizing Fluid into the injury 3 to 5 times.



7. Remove the protective poly from the stem.



Tech Uni-Seal Stems are slightly larger than the prepared injury, resulting in a compression fit with excellent adhesion. Placing a small amount of vulcanizing fluid on the stem just before inserting it into the tire injury provides lubrication for easier installation.

8. Apply a small amount of 760 Chemical Vulcanizing Fluid to the black tapered portion of the stem.



9. Insert the lead wire through the injury. Grasp the wire on the outside of the tire with pliers. Pull the stem through the tire until approximately 1/8" (3mm) of the stem remains above the inner liner.

Document Id: 6FFB06B0-EA5F-11EF-8236-B36DC6021AEA
OnlineNotary.net

Page 44/25

Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 044

Permacure or Flow Seal Installation

Tech's Permacure reinforced inserts or Flow Seal inserts can be used as permanent injury filler material. After the damage has been removed with the appropriate carbide cutter, the prepared injury can be filled as shown below.

Permacure



P1. Install the Permacure insert in the injury using the 925 tool.



P2. Remove the 925 tool by pulling straight out of the tire. Cut off the insert 1/8" (3mm) above the inner liner.



P3. Buff the Permacure flush with the inner liner using a low rpm buffer and inner liner buffing wheel.

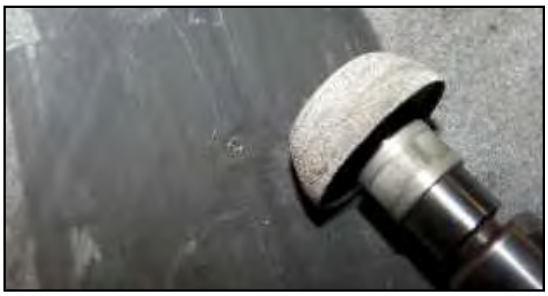
Flow Seal



F1. Install the Flow Seal insert using the 920 Insert-O-Matic tool and the 203 Insert-O-Mate tip to protect the insert from exposed steel. Release the handle and rotate the 920 tool 90°.



F2. Remove the 920 tool. Cut the Flow Seal to 1/8" (3mm) above the inner liner.



F3. Buff the Flow Seal flush with the inner liner using a low rpm buffer and inner liner buffing wheel.

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Page 45/25

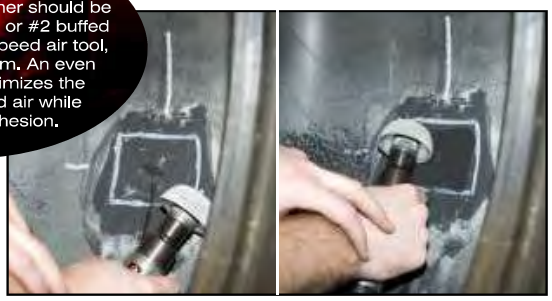
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Revvo v. Tire Stickers
IPR2025-00631 - Page 045

Repair Installation & Finishing

RMA puncture repair guidelines state that the inner liner should be buffed to an RMA #1 or #2 buffed texture using a low speed air tool, maximum 5,000 rpm. An even velvet texture minimizes the chance of trapped air while maximizing adhesion.



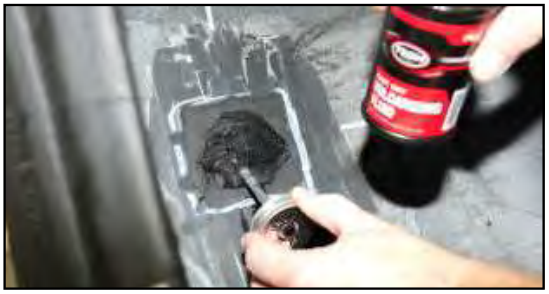
10. Outline the area to be buffed 1/2" (13mm) larger than the repair being used, or use the appropriate repair template.



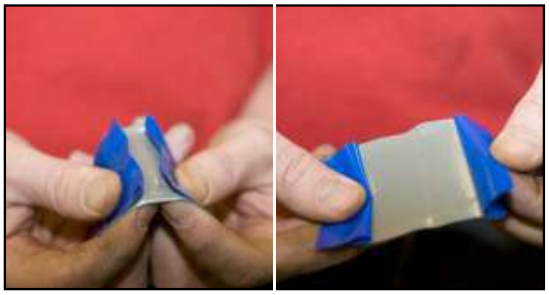
11. Using a low speed buffer (maximum 5,000 rpm) and an appropriate inner liner wheel, buff the stem flush to the inner liner. Buff the entire outlined area on the inner liner to an RMA #1 or #2 texture.



12. Use a soft wire brush on a low speed buffer to remove buffing dust and debris from the buffed area. Remove the debris from the tire using a vacuum.



13. Apply a thin even coat of 760 Chemical Vulcanizing Fluid to the buffed surface. Allow 3 to 5 minutes drying time. Additional drying time may be required in adverse weather conditions.



14. Bend the repair back and push up on the edges of the repair with your fingers to break the perforation on the protective poly on the back of the repair. Partially remove the poly, exposing the middle portion of the repair.



15. Center the repair unit over the filled injury. Press down the center of the repair unit with your thumb. (If the repair is a Centech or BP repair unit, be sure to align the bead arrows with the beads of the tire.)

TECH TIPS:

- Do not use a compressed air line to clean the buffed area, as contamination from moisture and oil will occur.
- When cleaning the tire, care should be taken to not let anything touch the buffed surface.
- Rub-O-Matic rubber cleaner can be used to remove buffing dust and debris if it is applied using a clean, lint-free cloth. 3 to 5 minutes of drying time should be allowed before applying chemical vulcanizing fluid.

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Page 46/25

Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 046



16. With the blue poly still positioned under the repair unit, stitch the repair unit from the center out, using firm pressure.



17. Remove the poly from under the repair unit, press down the edges of the repair and continue stitching toward the edges of the repair.



18. Remove the clear protective poly from the top of the repair.



19. Seal the edge of the repair and the over buffed area of the inner liner with Tech Security Coat #738.



20. With the stem relaxed, cut off the excess, leaving 1/8" (3mm) remaining above the tread surface.



21. The tire is now ready to return to service.

TECH TIP: **Tech Security Coat #738** should be applied to the buffed area around the repair to restore the air retention of the butyl inner liner.

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Page 47/25

Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 047

For questions regarding this repair process:
In North America, call
1-800-433-8324 or 1-800-336-8324
In Europe, call
(011-321) 442-3103
Or, visit us on the web:
www.tech-international.com

TECH®

Tech International, P.O. Box 486, Johnstown, Ohio 43031 USA
Phone: 740-967-9015 • Fax: 740-967-3697

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RM-5

Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 048

https://web.archive.org/web/20101011080205/http://www.techtirerepairs.com/_assets/documents/RepairManuals/RM-4%20%20%20Uni-Seal%20Ultra%20Repairs.pdf

Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 049

TRUST TECH TIRE REPAIRS



Repair Manual
RM-4

Uni-Seal® Ultra Repair Manual for Run Flat, Performance, Standard Passenger, Light Truck and Medium Truck Tires

RM-4

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Revvo v. Tire Stickers
IPR2025-00631 - Page 050

Uni-Seal® Ultra & Ultra Max



Tech Uni-Seal® Ultra repair units are designed to provide safe, simple, fast tire repairs that permanently repair all types of passenger tires, light truck tires, and heavy truck tires in the market today. Tech Uni-Seal® Ultras feature a lead wire for easy installation, and gray chemical cushion gum which provides maximum adhesion both in the injury and to the inner liner of the tire.

Uni-Seal® repairs meet recommendations for puncture repair of the Rubber Manufacturers' Association (RMA) and fulfill tire manufacturers' warranty requirements. These guidelines state that all injuries must be filled with a rubber stem or suitable vulcanizing material and the tire must be sealed and reinforced from the inside with a repair unit.

Tech's UL3 (249UL), UL6 (250UL), and UL8 (251UL) Uni-Seal® Ultras repair 3mm (1/8"), 6mm (1/4"), and 8mm (5/16") injuries. Tech is pleased to announce that UL3, UL6, and UL8 repairs have all passed the FMVSS 139 test mandated under the TREAD act. This is the most stringent passenger tire endurance test ever established by NHTSA.

Tech is pleased to introduce Uni-Seal® Ultra Max. These repairs feature a lead wire and gray chemical cushion gum as mentioned above and provide maximum reinforcement in radial and bias truck tire injuries. Uni-Seal® Ultra Max accommodates both tire constructions with unique cross weave fabric plies in the cap of the repair. The UL10 (291UL) repairs 10mm (3/8") injuries and the UL13 (292UL) repairs 13mm (1/2") injuries.



This repair manual has been created to instruct each customer in the proper installation procedures of Tech Uni-Seal® Ultra and Uni-Seal® Ultra Max, ensuring a safe, permanently repaired tire is returned to service every time.

Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 051

TECH RUNFLAT
REPAIR TECHNOLOGY

Performance Tire Repair Kit



898 KIT CONTAINS:

910 Fluted Cement Tool	760 Vulcanizing Fluid
915 Spiral Cement Tool	738 Security Coat
704A Rub-O-Matic	S1046 Arbor (2)
933 Rubber Scraper	S1040 Adaptor
951 Paint Stick	S1043 Adaptor
S1032 Low RPM Buffer	RM-4
RH140 Buffing Wheel	S923 Safety Glasses
270P Cutter	913 Slip Joint Pliers
269 Cutter	936 Stitcher
911 Allen Wrench	TK Tech Knife
249UL Mini Uni-Seal	TRT105 Measuring Tool
250UL Uni-Seal	111TM Repair Template
S893 Wire Brush	

- **One kit does it all!** 898 Run-Flat repair kit has all the necessary tools to repair Run-Flat tires, speed rated tires, and standard passenger tires
- Uni-Seal® Ultra Repairs prevent moisture and debris from entering the injury, which protects the steel belts from corrosion
- Permanently seals inner liner
- Meets or exceeds tire manufacturers' warranties, and also meets industry recommended practices
- Uni-Seal® Ultra Repairs passed the FMVSS 139 tire test created under the TREAD Act
- Tech's Run-Flat Tire Repair Kit includes the RM-4 Uni-Seal® Ultra How-To-Repair Manual

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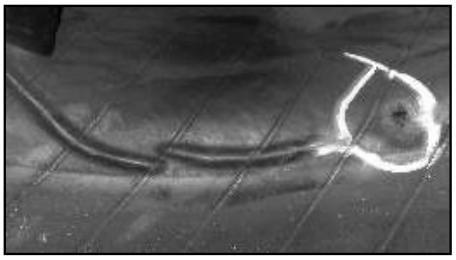
Page 52/25

Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 052

Tech Repair Limitations

Repair of Run Flat Tires

Run Flat tires must be removed from the wheel and inspected. These tires have been engineered to support the load of the vehicle with little to no air pressure for a specified amount of time by the tire manufacturer. Distance traveled, driving speed and vehicle maneuvering at low pressure may affect the tire's integrity and repairability. These tires are susceptible to inner liner separations when run flat for extended periods of time.



This photo shows innerliner separation in a run flat tire. The tire should not be repaired if this condition is present.

Once the tire has been removed from the wheel, thoroughly inspected, and determined to be repairable, it may be repaired using Tech Uni-Seal® Ultra or Two-Piece Repair System. Punctures must be limited to the crown area as shown in Figure A. The maximum size injury is 6mm (1/4"). Tech places no limit on the number of punctures that can be repaired as long as no two injuries are in the same radial cord or close enough together that the repairs would overlap.

Consult the tire manufacturer's warranty for specific information regarding repair of Run Flat tires. Tech's recommendations for repair of Run Flat tires are not to supersede any recommendations of new tire manufacturers. Tech's recommendations are based on tests conducted at Tech's test facility and at an independent lab. Tech is continuously testing new Run Flat technologies as they enter the market.

Repair of Performance Tires

Performance tires H, V, W, Y, and Z rated can be repaired using Tech's UL3 or UL6 Uni-Seal® Ultras in the crown T-T area as shown in Figure A. One injury per tire up to 6mm (1/4") in diameter may be repaired. Test results in our test facility and at an independent lab have shown the tire's speed rating is maintained. Additional repairs or repairs outside the crown area can be made, however the tire's speed rating is reduced below an "H". Tech's recommendations for repair of performance tires are not to supersede any recommendations of new tire manufacturers.

Repair of Standard Passenger Tires

Passenger tires T rated and below can be repaired using Tech's UL3 or UL6 Uni-Seal® Ultras in the crown, shoulder, and sidewall areas shown in Figure A. Tech places no limitations on the number of nail holes repaired in a tire as long as no two injuries are in the same radial cord and the repair units do not overlap. Tech's recommendations are based on tests conducted at Tech's test facility and at an independent lab. Tech's recommendations for repair of standard passenger tires are not to supersede any recommendations of new tire manufacturers.

Repair of Light, Medium & Heavy Truck Tires

Truck tires can be repaired using Tech's UL6 and UL8 Uni-Seal® Ultras or UL10 and UL13 Uni-Seal® Ultra Max repair units in the crown area as shown in Figure A. Tech's recommendations are based on tests conducted at Tech's test facility and at an independent lab. Tech's recommendations for repair of light, medium, and heavy truck tires are not to supersede any recommendations of new tire manufacturers.

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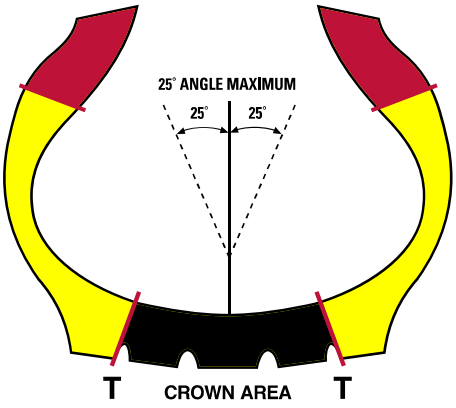
Page 53/25

Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 053

WARNING

Failure to properly repair tire could cause SUDDEN TIRE FAILURE, RESULTING IN SERIOUS INJURY OR DEATH. Carefully read and follow these instructions.

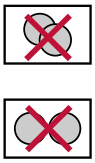
Tire Repair Limitations (Figure A.)



UNI-SEAL® ULTRA REPAIR CHART

Type of Tire	Repair Unit	Carbide Cutter	Prepared Crown Injury Size Ø	Number of Repairs Per Tire
RUN FLAT TIRE	UL3 (249UL)	CC3 (269)	3mm (1/8")	1
	UL6 (250UL)	CC6 (270)	6mm (1/4")	1
PERFORMANCE TIRE	UL3 (249UL)	CC3 (269)	3mm (1/8")	1
	UL6 (250UL)	CC6 (270)	6mm (1/4")	1
STANDARD PASSENGER TIRE	UL3 (249UL)	CC3 (269)	3mm (1/8")	NO LIMIT
	UL6 (250UL)	CC6 (270)	6mm (1/4")	NO LIMIT
LIGHT, MEDIUM & HEAVY TRUCK TIRE	UL6 (250UL)	CC6 (270)	6mm (1/4")	NO LIMIT
	UL8 (251UL)	CC8 (271)	8mm (5/16")	NO LIMIT
	UL10 (291UL)	CC10 (271/38)	10mm (3/8")	4
	UL13 (292UL)	CC13 (272)	13mm (1/2")	4

Repairs must not overlap or be on the same radial ply.



NOTE: THIS CHART SERVES ONLY AS A SUGGESTED GUIDELINE. INDUSTRY RECOMMENDED PRACTICES AND TIRE MANUFACTURER'S RECOMMENDATIONS SHOULD ALSO BE FOLLOWED.

Please Read Before Performing Any Tire Repair:

- Protective eyewear must be worn while repairing tires.
- RMA and tire industry recommendations state all injuries must be filled with a rubber stem or suitable vulcanizing material and a repair unit applied to the inner liner.
- Failure to follow industry recommendations may result in premature tire failure.
- Tire manufacturers' warranties and policies regarding repair of radial passenger, performance, or run flat tires may differ. These policies supersede those of Tech International.
- Although a tire may be rated for high speed, Tech does not endorse the operation of a motor vehicle in an unsafe or unlawful manner.
- Chemicals used during the repair process are extremely flammable. Do not use near sources of ignition.
- Failure to follow the procedures shown in this manual may result in premature tire failure. This could result in serious injury or death.
- Failure to follow procedures in this manual will void Tech's warranty relating to Uni-Seal® Ultra repairs. Tech will not be responsible for any damages or losses, direct or indirect, related to or associated with the failure to follow the instructions contained in this manual.

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OnlineNotary.net

Page 54/25

Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 054

Tire Inspection & Pre-Cleaning

The tire inspection process is critical in determining if the tire can safely be repaired and returned to service. The inspection should be done with the tire removed from the wheel and placed on a tire spreader using adequate lighting. The technician must be able to examine the tire beads, interior and exterior sidewalls, and the tread area.

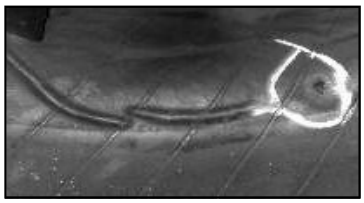
Non-Repairable Conditions



1. Injury no greater than 1/4" for passenger tires. Injury no greater than 3/8" for light truck/truck tires.



2. Run flat or under-inflated



3. Inner liner separation



4. Casing separation



5. Excessive tread wear



6. Exposed plies/cables



7. Deformed bead, exposed fabric or steel



8. If injury angle exceeds 25 degrees, a 2-piece repair must be used.



9. Ozone cracking



10. Tire damage from impacts

Document Id: 6FFB06B0-EA5F-11EF-8236-B36DC6021AEA
OnlineNotary.net

Page 55/25

Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 055

Tire Inspection & Pre-Cleaning



1. Locate and mark all damage on the inside and outside of the tire while checking for separation.



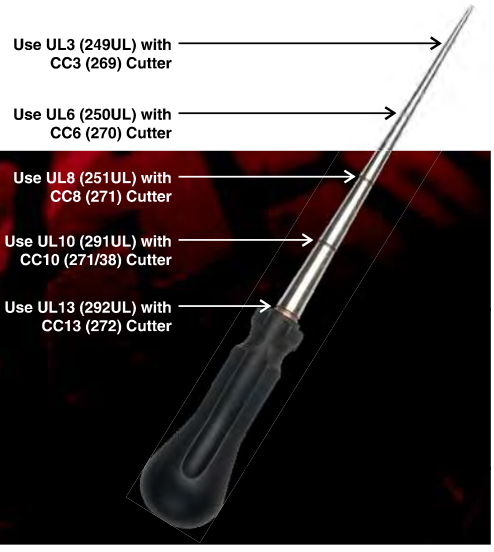
2. Determine the size and angle of the injury using the TRT105 injury measuring tool.



3. Pre-clean the inner liner with Rub-O-Matic rubber cleaner and a scraper 2 to 3 times to remove contaminants.

TECH TIPS:

Insert the **TRT105** measuring tool into the injury from the inside of the tire. Apply firm pressure to the handle while rotating the tool in a circular motion. When the tool meets resistance, find the closest visible line to the inner liner. Refer to the illustration (right) to determine the injury size.



Document Id: 6FFB06B0-EA5F-11EF-8236-B36DC6021AEA
OnlineNotary.net

Page 56/25

Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 056

Injury Preparation



4. Outline the area to be buffed 1/2" larger than the repair or use the appropriate repair template.



5. Buff the outlined area with a low speed buffer and fine grit buffing wheel.



6. Damaged rubber and steel should be removed from the injury using a carbide cutter on a low speed air/electric drill, maximum 1,200 rpm. Drill the injury from the inside of the tire 3 to 5 times, followed by 3 to 5 times from the outside. In passenger tires, drilling the injury can be done with a 2,500 rpm air buffer as long as care is taken not to scorch the injury channel.



7. The injury should be inspected after drilling is complete by flexing the tire and probing the injury with a pointed awl to make sure all splits and loose material have been removed.

TECH TIPS:

- RMA puncture repair guidelines state that the inner liner should be buffed to an RMA #1 or #2 buffed texture using a low speed air tool, maximum 5,000 rpm.
- An even velvet texture minimizes the chance of trapped air while maximizing adhesion.



Document Id: 6FFB06B0-EA5F-11EF-8236-B36DC6021AEA
OnlineNotary.net

Page 57/25

Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 057

Cleaning & Cement Application



8. Use a soft wire brush to remove buffing dust and debris from the buffed area followed by a vacuum to remove this material from the tire.



9. Using the spiral cement tool in a clockwise direction, apply 760 Chemical Vulcanizing Fluid to the injury 3 to 5 times.



10. Apply a thin, even coat of 760 Chemical Vulcanizing Fluid to the buffed surface.



11. Allow 3 to 5 minutes drying time. Additional drying time may be necessary in adverse weather conditions. 760 Chemical Vulcanizing Fluid must be completely dry.

TECH TIPS:

- Do not use a compressed air line to clean the buffed area, as contamination from moisture and oil will occur.
- When cleaning the tire, care should be taken to not let anything touch the buffed surface.
- Rub-O-Matic rubber cleaner can be used to remove buffing dust and debris if it is applied using a clean, lint-free cloth. 3 to 5 minutes of drying time should be allowed before applying chemical vulcanizing fluid.

Document Id: 6FFB06B0-EA5F-11EF-8236-B36DC6021AEA
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Page 58/25

Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 058



12. Remove the blue poly from the stem by pulling and twisting the repair as shown.



13. Reposition the poly on the cap to prevent contamination of the gray gum and allow easier removal of trapped air during installation.



14. Apply a small amount of vulcanizing fluid to the black tapered portion of the stem. Relax the beads of the tire. Insert the lead wire through the injury.



15. Grasp the wire with pliers and pull the stem through the tire until the cap forms a slight indentation. (When installing the UL10 or UL13, align the arrows toward the beads of the tire.)



16. Press down the repair with your thumb from the center out.



17. With the blue poly still positioned under the cap, stitch the repair unit from the center out using firm pressure.

TECH TIP: **Tech Uni-Seal Stems** are slightly larger than the prepared injury, resulting in a compression fit with excellent adhesion. Placing a small amount of vulcanizing fluid on the stem just before inserting it into the tire injury provides lubrication for easier installation.

Document Id: 6FFB06B0-EA5F-11EF-8236-B36DC6021AEA
OnlineNotary.net

Page 59/25

Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 059



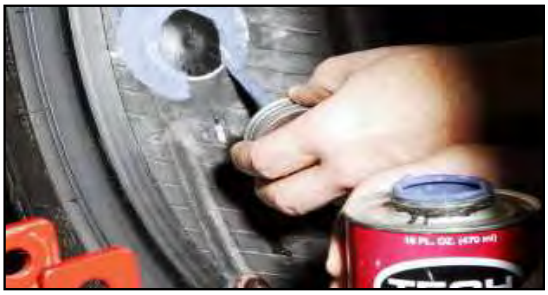
18. Remove the poly from the cap, press down the sides and continue stitching toward the edges of the repair.



19. Stitch with firm pressure in the opposite direction to ensure air is removed.



20. Remove the clear protective poly from the top of the repair.



21. Seal the edge of the repair and the over buffed area of the inner liner with Tech Security Coat #738.



22. With the stem relaxed, cut off the excess 1/8" (3mm) above the tread surface.



23. The tire is ready to return to service.

TECH TIP: **Tech Security Coat #738** should be applied to the buffed area around the repair to restore the air retention of the butyl inner liner.

Document Id: 6FFB06B0-EA5F-11EF-8236-B36DC6021AEA
OnlineNotary.net

Page 60/25

Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 060

For questions regarding this repair process:
In North America, call
1-800-433-8324 or 1-800-336-8324
In Europe, call
(011-321) 442-3103
Or, visit us on the web:
www.tech-international.com

Tech International, P.O. Box 486, Johnstown, Ohio 43031 USA
Phone: 740-967-9015 • Fax: 740-967-3697

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RM-4

Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 061

https://web.archive.org/web/20110304045742/http://www.tire-track.com:80/PDFs/FAQ.pdf

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Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 062

Frequently Asked Questions About The TIRE-TRACK ID UNIT

What is the difference between the TIRE-TRACK ID UNIT and a silk-screened or ink printed tire identification labels?

Silk-screened or ink printed tire identification labels have been available for some time. They are similar in that both products place "paint" or ink on the surface of the rubber. Although their initial appearance is very good, they can be easily damaged. *Therefore, they do not perform well and do not last in harsh environments.*

The TIRE-TRACK ID UNIT was co-developed by The Patch Rubber Company and TIRE-TRACK LLC. It is a multi-layer rubber "patch" specifically constructed to have a bar code cut into the rubber itself; therefore, there is no paint or ink to rub off. It resists UV light, which causes other white patches to turn brown. This "Brown-out" effect prevents a scanner from decoding a bar code. *The TIRE-TRACK ID UNIT is specifically designed for harsh environments*

Can the TIRE-TRACK ID UNIT be applied to any tire?

Yes, it can be applied to your current tire inventory, new tires and even "green" uncured tires.

Does the TIRE-TRACK ID UNIT survive the retreading process?

Yes, in fact the bond is actually improved. We have tested them in most of the major retreading plants. However, we always suggest that it be tested at your facility.

What information is included on the TIRE-TRACK ID UNIT and Can I control the numerical sequence?

All TIRE-TRACK ID UNITS include: A Bar Code, the eye-readable interpretation & your company name. Yes, the customer can control the numerical sequence at no additional charge.

Can the ID UNIT be made in duplicates and how are the TIRE-TRACK ID UNITS packaged?

Yes, the ID UNITS can be made in duplicates or singles. They are supplied in rolls of 500 or 250 (duplicates) pieces in sequential order. The packaging doubles as a dispensing box that fits on a bracket that can be mounted anywhere in the maintenance shop.

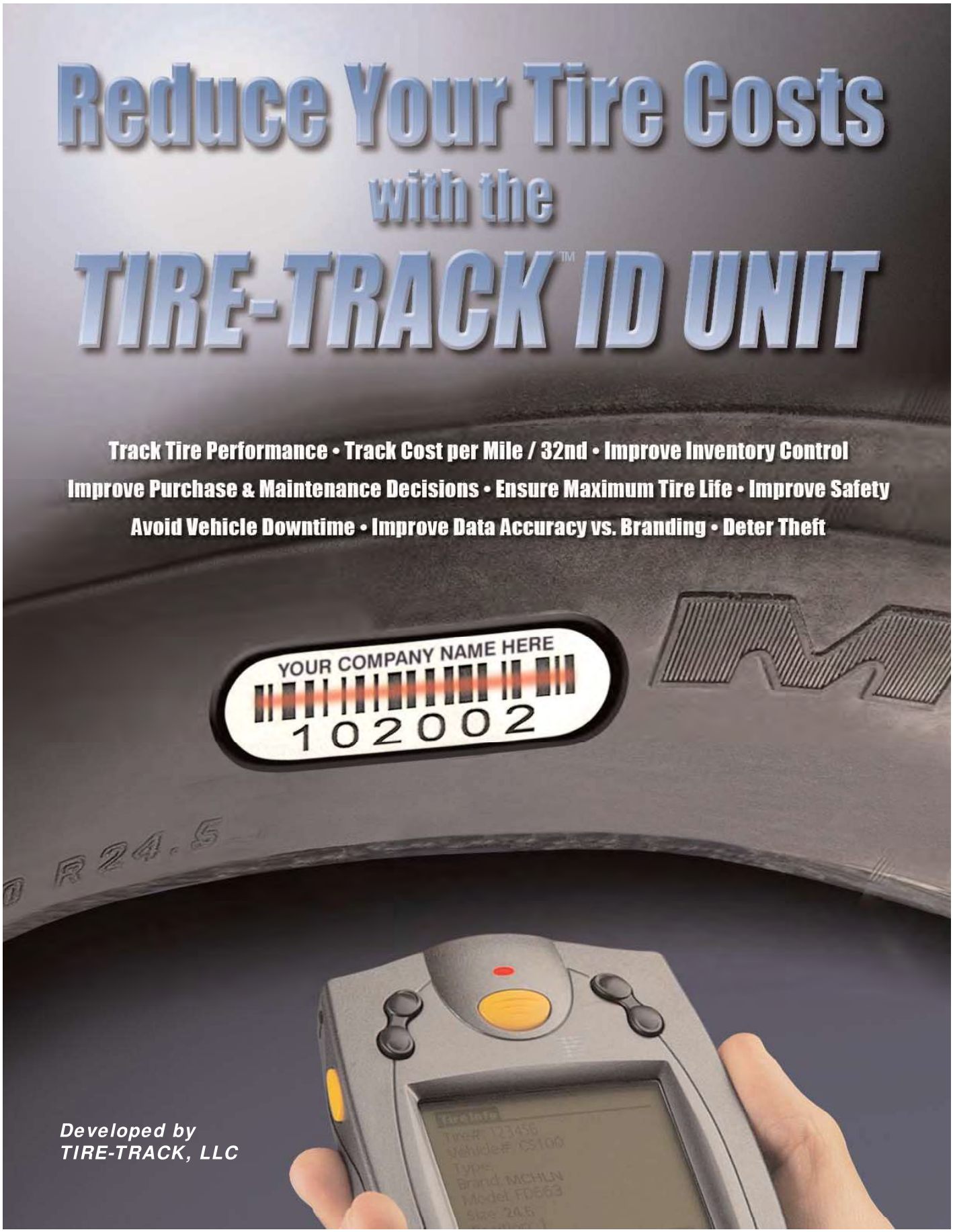
Standard yield:

As a custom product TIRE-TRACK LLC guarantees in the production of a 500 piece roll that a minimum standard yield will be no less than 99% of the roll. Up to 1% or a maximum of 5 ID UNITS can be removed from the roll for quality control purposes. TIRE-TRACK LLC does not replace the 1% yield lost in production. 100% yield is available when a customer demands production from a supplied media file; pricing will reflect the added inspection and re-work in order to assure 100% is produced at a premium price.

Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 063

https://web.archive.org/web/20110304053609/http://www.tire-track.com:80/PDFs/Tire-Track_Brochure.pdf

Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 064



Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 065

Actual Size



Your Company Name, Logo, and/or Location Number

Eye Readable Interpretation of Bar Code

Your Choice of Bar Codes (1D or 2D)

Whether you're hauling freight or a bus load of first graders… your cargo is valuable. However, that cargo won't reach its destination if your fleet's tires are not properly maintained and managed. Next to fuel, tires make up the single largest expense in a fleet's budget. It only makes good business sense to monitor these assets properly.

To help reduce your tire costs, TIRE-TRACK, LLC has developed the ™. The ID UNIT(S) are permanent, **all-rubber** bar code & RFID (optional) labels that serializes each tire with a unique identification number to work with your fleet maintenance or tire program. Each ID UNIT contains a bar code with the corresponding human readable number, as well as your company's name and/or "unique identifier" for quick identification and to help deter theft or substitutions.

™

Tire branding is slow, expensive, dangerous and can damage the tire. In addition, it relies upon manual data collection/entry which is prone to error. Bar code data collection has proven itself for the past 20 years to be a more accurate, speedier process.

Silk-screened or ink printed tire identification labels have been available for some time. They are similar in that both products place "paint" or ink on the surface of the rubber. Their initial appearance is very good, however the image wears off easily.

The ™ is a **multi-layered** black & white rubber label specifically designed for tires & other harsh environments. The bar code and other information is engraved through the white rubber to expose the contrasting black rubber; so there's no "paint" or ink to rub-off. In addition, it resists UV light and won't "brown-out" like other bar code labels.

	BRANDING	INK or SILK-SCREEN PRINTED LABELS	™
DOES IT PERMANENTLY SERIALIZE YOUR TIRES?	Yes	No	**Yes**
IS IT EASY TO READ?	No	Yes, providing the bar code has not worn-off	**Yes**
CAN INFORMATION BE READ ELECTRONICALLY?	No	Yes, providing the bar code has not worn-off	**Yes**
CAN IT SURVIVE RETREADING?	Yes	No	**Yes**
CAN IT WORK WITH YOUR EXISTING SOFTWARE PROGRAM?	Yes, information must be entered manually	Yes, providing the bar code has not worn-off	**Yes**
CAN IT DAMAGE THE TIRE?	Yes, if you brand too deep	No	**No**







Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 066

WHICH ID UNIT IS RIGHT FOR YOU?



The **CVL-ID UNIT** is specifically designed for tires and is constructed similar to a repair patch. It is vulcanized to the tire "just like a patch" with cold-cure vulcanizing cement, or can be installed during the retread process. The CVL-ID UNIT is intended for those fleets that retread their tires.



The **SI-ID UNIT** is designed for tires and many other surfaces (i.e. metal, wood, plastic, etc). It is bonded with industrial "superglue." The bond is incredibly strong, quick and easy to apply. The SI-ID UNIT does not withstand the retread process; therefore it is intended for those fleets that do not retread their tires.



Demo Kits are available for both the CVL and SI Product(s). Each kit includes 15 samples and everything you need to properly apply them. (Contents may vary).

OPTIONAL



For those customers who are interested in RFID technology, TIRE-TRACK, LLC offers the option of including an industry approved RFID chip in either ID Unit. The RFID chip is Gen2 compliant.

Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 067



HARDWARE & SOFTWARE

If you do not currently have a Tire Tracking or Fleet Maintenance Program but are still interested, **TIRE-TRACK, LLC** has developed strategic partnerships with other leaders in the Fleet Software business that can provide you with both the appropriate hardware and software.

"FAMOUS QUOTES" FROM OUR CUSTOMERS

- *"I was able to show my boss that the more expensive tire to buy, was less expensive to own"*…Laredo, TX
- *"We tried every label possible, nothing works except the ID UNIT"*…NYC, NY
- *"You're inexpensive, easy and you work with what I already own"*…Brooklyn, NY
- *"So for about $3, I can track my tires from cradle-to-grave using my existing program. What am I missing?"*…Houston, TX
- *"Tracking tires shouldn't have to be rocket science"*…PB, FL
- *"I never realized how many tires were being stolen"*…Dover, DE
- *"I've been able to reduce my inventory by almost 20%"*…Allentown, PA

For more information, please call:

Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 068

https://web.archive.org/web/20120608080235/http://www.patchrubber.com/training/patch_catalog.pdf

Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 069





PRODUCT CATALOG

- Puncture Repairs
- Radial & Bias Section Repairs
- Tube Repair Units
- Tire Repair Chemicals
- Retreading Materials
- Material for Repairing Passenger, Truck, Tractor & Off-The-Road Tires















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A Myers Industries Company

Committed To Being the Best at Meeting Customers' Needs.

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Revvo v. Tire Stickers
IPR2025-00631 - Page 070

Passenger & Truck Tire Repair Units

Bias Tire Repairs	5
Bow Tie Inserts	4
Bullseye Radial Repair Units	5, 8
CX Bias Repair Units	9
Dispenser Cabinet	6
Pilot Wire Patch Plug	6
Plug Stems	4, 11
Quilled Patch Plug	6
Radial Tire Repairs	5
Repair Inserts	4
Tube Patches	10
Universal Patch	5

OTR, Tractor & Giant Tire Repair Units

Bias OTR Repair Units	12
Butterfly Sidewall Repair Units	12
EM Repair Units	12
EMR Repair Units	13
Radial OTR Repair Units	13
Skidder/Tractor Repair Units	9

Tire Repair Chemicals & Adhesives

Bead Sealer	7
Black Repair Cement	20
Butyl Innerliner Sealer	20
Chem Seal Tubeless Tire Sealant	20
Chemical Vulcanizing Fluid	20
Cleaner Fluid	7
Fast-Dry Self Vulcanizing Cement	7
Fiber Bond Cement	19
HV Chemical Cement	7
Repair Sealer	7
Retread and Vulcanizing Cement	19
Rubber Solvent	19
Slip-Tac Tire Mounting Lubricant	20
V-10 Extruder Cement	19
Water Base EF-10 Cement	19

Emergency Tire Repairs

Bicycle Repair Kit	10
Black String Repairs	14
Heavy Duty String Repairs	14
Mono-Fil Inserts	14
Motorists Repair Kit	10
Oval Boots	11
Plug Gun & Plugs	14
Tractor Repair Kit	10
Truck Repair Kit	10

Repair/Retread Materials

All-Purpose Gum	15
Butyl Innerliner Gum	16
Cold Patch	16
Cushion Gum	15
Extruder Rope	17
Fiber Gum	15
Patch Fast Gum	17
Precure Cushion Gum	17
Quick Cure Tube Gum	16
Sidewall Veneer	16
Stripping Stock	15
Tread Gum	15
Tread Rope	17
White Sidewall Veneer	16

Specialty Materials

Balance Pads	11
Black and Tan Rope Rubber	18
Black and Tan Putty	18
Chem-Gum	18
Identification Labels	11
Patch and Plug Repairs	11
Poly-Ease	18
Repair Cord	18
Tire Injury Application Charts	21–23

Tire Repair Education & Training

It is important that the technician performing industry-approved tire repairs for your business be properly trained. Part of Patch Rubber Company's commitment to service involves providing both the specialized training needed to make industry-approved repairs and the materials necessary to reinforce proper repair procedures. Patch Rubber Company and Myers Tire Supply can provide the training, tools and supplies required to correctly repair tires according to industry-approved guidelines established by the ITRA, TANA, and the RMA. For more information on any of the materials or services listed below, please contact The Patch Rubber Company at (252) 536-2574.
Seminars are available in: • Section Repair • "Do It Right" Industry-Approved Puncture Repair

Reference Charts

Complete information for the correct selection of repair materials. Reference charts are available for:

• Passenger & Truck Tires • Giant Tires • Tractor Tires

Manuals & Videos

Extensive, step-by-step manuals demonstrate proper tire repair procedures and include a complete list of necessary tools and repair equipment. All manuals are available in English and Spanish. VHS format videos are available for truck or passenger tire puncture repair.

Puncture Repair for Passenger Tires

Detailed instructions for puncture repairs up to 1/4" in radial and bias tires.

Puncture Repair for Truck Tires

Detailed instructions for puncture repairs up to 3/8" in radial and bias truck tires.

Section Repair for Bias and Radial Tires

Instructions for section repairs in bias or radial tires. Manual details repair procedures using a spotter and repairs during the retread cycle.

Statement of Warranties

(1) What Is Covered By This Warranty and Exclusive Remedies. Patch Rubber Company ("PRC") warrants that the product that is the subject of this sale ("product") (a) conforms to PRC's published specifications, and (b) is free from defects in material or workmanship. This warranty extends to the original purchaser only. The duration of this warranty is for one year. The warranty period begins on the date of delivery to the original purchaser. If the purchaser discovers within this period a failure of the product covered by this warranty, it must promptly notify PRC in writing. PRC must receive this notice during the warranty period or within thirty (30) days thereafter. Within a reasonable time after such notification, PRC will provide, at its sole option, either replacement product or refund of the purchase price. The remedies listed in this section are the purchaser's EXCLUSIVE REMEDIES for breach of warranty. Any action for breach of warranty must be commenced within 15 months following delivery of the goods to the original purchaser.

(2) What Is Not Covered By This Warranty. PRC does not warrant (a) any product, component, or part not manufactured by PRC, (b) defects or damage caused by failure to provide a suitable environment for the product, (c) defect or damage caused by use of the product for purposes other than those for which it was designed, (d) defect or damage caused by natural or man-made disasters, including but not limited to fire, flood, wind, and lightning, (e) defect or damage caused by unauthorized attachments or modification, (f) damage during shipment, (g) failure to properly maintain product, or (h) any other abuse or misuse of the product.

(3) Disclaimer of Warranty. THE FOREGOING WARRANTIES ARE IN LIEU OF ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING BUT NOT LIMITED TO THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE.

(4) Limitation of Remedies. In no case shall PRC be liable for any special, incidental, or consequential damages based upon breach of warranty, breach of contract, negligence, strict tort, or any other legal theory. Such damages include, but are not limited to, loss of profits, loss of savings or revenue, loss of use of the product or any associated equipment, cost of capital, cost of any substitute equipment, facilities or services, downtime, the claims of third parties including customers, and injury to property. This limitation does not apply to claims for personal injury. Where restricted by law, the warranty and remedy limitations in this Section and Section (3) will apply to the maximum extent allowed; any implied warranty of merchantability or fitness not disclaimed by operation of law is limited to the duration of the express warranty. This agreement allocates the risks of product failure between PRC and the purchaser. This allocation is recognized by both parties and is reflected in the product price.

(5) No Other Warranties. Unless modified in a writing signed by both parties, this agreement is understood to be the complete and exclusive agreement between the parties, superseding all prior agreements, oral or written, and all other communications between the parties or representations by PRC relating to the subject matter of this agreement. No employee or agent of PRC or any other party is authorized to make any warranty in addition to those made in this agreement.

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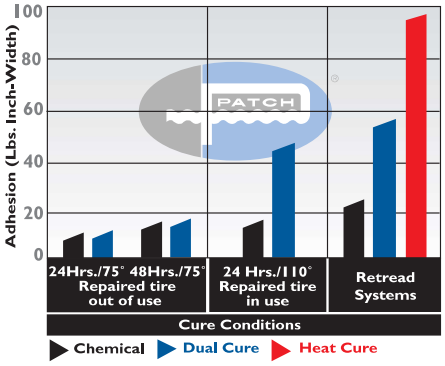
Page 71/25

Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 071

Dual Cure & Heat Cure Repair Units

Patch Rubber Company offers the option of either Heat Cure or Dual Cure bonding gum so you can select a repair unit that fits your needs. All repair units are cured at the factory under ideal pressure and temperature conditions assuring correct positioning of the ply package, rubber coverings and gum strips. No matter which type you choose, our tire repair units are designed to be user-friendly in less than ideal conditions.

Adhesion Strength Of Chemical, Dual, & Heat Cure Units



Dual Cure Repair Units

Dual Cure Repair Units chemically vulcanize at room temperature or when heat and pressure are applied. Dual Cure Repair Units provide many benefits to the tire repairman:

User Friendly

Our soft, high tack gum is less prone to problems associated with moisture, handling and cement drying time, allowing easy application.

Superior Green Tack

Soft and tacky Dual Cure Base Gum "locks" the repair unit in place until a full cure has occurred.

Optimal Adhesion

Dual Cure Bonding Gum has over twice the adhesive strength of chemical cure repair units.

Flexibility In Use

Depending on your need, Dual Cure Repair Units will fully cure during the retreading process, in a section mold, or with the heat and pressure created by a tire in service.

Cement Application Procedures

Apply Dual Cure Repair Units with Fast-Dry Self-Vulcanizing Cement (see pg. 7).

Patch Rubber Company
A Myers Industries Company

Heat Cure Repair Units

Heat Cure Repair Units must be applied with direct heat and pressure. **They will not chemically cure.** Heat Cure Repair Units provide many benefits to the tire repairman:

Maximum Adhesion

When cured by heat and pressure, these repair units provide superior adhesion over chemically cured patches, and equivalent adhesion to uncured (green or raw) patches.

A Permanent Repair

During the curing process, the layer of Bonding Gum flows into imperfections in buffed surfaces acting as a "safety factor" for less-than-perfect application procedures. Because of increased adhesion to the tire casing, fewer units need to be removed prior to subsequent retreading cycles.

Improved Appearance

The heat cure repair units are cured at the factory which provides an improved appearance over uncured repairs. Repair Units feather into the tire innerliner, giving the repair an almost unnoticeable appearance.

Cement Application Procedures

Apply Heat Cure Repair Units with Black Brush Type Cement (see pg. 20) in curing systems which typically can vulcanize a totally uncured tire repair unit. (Section Mold - Autoclave: Curing temperatures 260° F and higher.) Apply with Fast-Dry Cement (see pg. 7) in curing systems which provide marginal heat conditions. (Repairing while retreading in molds and chambers.) Chamber curing at 210° F may not provide sufficient temperature for proper vulcanization unless standard curing time is increased.

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Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 072



Fill the injury with the appropriate plug stem or insert to seal out moisture and contaminants. All plugs and inserts are composed of a core of cured rubber covered with Dual Cure Cushion Gum. The combination of compression and chemical vulcanization forms a permanent bond to the casing. Apply with Fast Dry Cement (see pg. 7) and the appropriate puncture repair unit to complete a permanent repair (see pg. 5).



Plug Stems

Use to fill injuries in conjunction with carbide cutters and/or plug cutters.

Dual Cure

Order No.	Size Inches	Size mm	Qty/ Box	Carbide Cutters*
14-569	1/4	6	40	**42-378**
14-570	3/8	10	25	**42-379**
14-571	1/2	12	25	**42-373**
14-526	Pulling Wire		1	-

* For correct hole size use specified carbide cutter number
Apply with Fast-Dry Cement (see pg. 7).



Bow Tie Inserts

Dual Cure

Order No.	Description	Size Inches	Size mm	Qty/ Box
14-556	Pass. Bow Tie	3/8 x 2 3/8	10 x 60	50
14-557	Truck Bow Tie	5/8 x 3 1/8	15 x 80	20
14-558	EM Bow Tie	3/4 x 4	19 x 102	20

Apply with Fast-Dry Cement (see pg. 7).



Repair Inserts

Dual Cure

Order No.	Description	Mfr. Code	Size Inches	Size mm	Qty/ Box
14-518	Flat Insert	TRK 105	1/4 x 2 3/8	6 x 60	48
14-521	Flat Insert	TRK 105	1/4 x 2 3/8	6 x 60	96
14-516	Flat Insert	TRK 121	1/4 x 3 3/4	6 x 95	40
14-522	Flat Insert	TRK 115	1/2 x 3 3/4	13 x 95	48
14-532	Round Insert	R 2	1/4 x 2	6 x 51	20
14-534	Round Insert	R 8	1/4 x 8	6 x 203	15
14-533	Oval Insert	O 2	3/8 x 2	9 x 51	20
14-535	Oval Insert	O 9	3/8 x 9	9 x 229	15

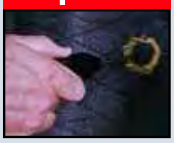
Apply with Fast-Dry Cement (see pg. 7).

do it right!

Puncture Repair

The Do It Right! Program promotes four basic steps for repairing a punctured tire:

Inspect It!



Remove the tire from the wheel for proper inspection of the injury.

Drill It!



Drill the injury to remove any exposed cord.

Fill It!



Fill the injury with a stem or plug unit to seal out moisture and prevent contamination.

Seal It!



Seal the innerliner with a repair unit to prevent air loss.

Training materials and seminars are available from Patch Rubber Company.

For more information about our "Do It Right!" program, call (252) 536-2574.

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Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 073



Seal the innerliner and reinforce the injury to prevent air loss, completing an industry-approved puncture repair. A layer of Dual Cure Bonding Gum provides optimal adhesion and simplifies application. Apply with Fast-Dry Cement (see pg.7) and the appropriate filler material (see pg. 4).

Bullseye Repair Units

▶ Dual Cure

Bullseye Repair Units provide maximum reinforcement and adhesion making them the preferred patch for the "Do It Right!" industry-approved repair method.

Dual Cure

Order No.	Mfr. Code	Size Inches	Size mm	Qty/ Box
12-117	BUL DC 10	2 x 3	51 x 76	20
12-118	BUL DC 12	3 x 4	76 x 102	10
12-090	BUL DC 20	3 x 5	76 x 127	10
12-091	BUL DC 22	3 x 6	76 x 152	10

Apply with Fast-Dry Cement (see pg. 7).
Use with appropriate plug filler material (see pg. 4).



Universal Patch

▶ Dual Cure

Universally used for puncture injures in every type of tire: passenger, light truck, truck, bias, radial, tubeless or tube-type. Special compound formulation makes a simplified repair for everything from pinholes to 3/8" punctures.

Dispenser Box					Patch Pack		
Order No.	Mfr. Code	Size Inches	Size mm	Qty/ Box	Order No.	Mfr. Code	Qty/ Pkg.
14-208	UP 1	1 7/8 x 1 7/8	46 x 46	100	-	-	-
14-209	UP 2	2 1/8 x 2 1/8	54 x 54	50	14-211	TB UP 2	200
14-210	UP 3	2 5/8 x 2 5/8	67 x 67	50	14-212	TB UP 3	150

Apply with Fast-Dry Cement (see pg. 7).
Use with appropriate plug filler material (see pg. 4).



Radial Repairs

▶ Dual Cure

Specifically constructed for puncture repairs in radial tires. SM RAD and MD RAD feature a large, reinforced platform providing added strength while maintaining maximum flexibility.

Dispenser Box					Patch Pack		
Order No.	Mfr. Code	Size Inches	Size mm	Qty/ Box	Order No.	Mfr. Code	Qty/ Pkg.
12-180	RUB RAD	1 x 3	25 x 76	30	-	-	-
12-211	SM RAD	2 x 3	51 x 76	20	12-213	PP SM RAD	75
12-212	MD RAD	2 x 4	51 x 102	10	12-214	PP MD RAD	50

Apply with Fast-Dry Cement (see pg. 7).
Use with appropriate plug filler material (see pg. 4).



Bias Repairs

▶ Dual Cure

Used for puncture repairs in bias ply passenger, light truck, and truck tires. Each unit features a large, reinforced platform providing added strength while maintaining maximum flexibility.

Dispenser Box					Patch Pack		
Order No.	Mfr. Code	Size Inches	Size mm	Qty/ Box	Order No.	Mfr. Code	Qty/ Pkg.
12-021	CX 1	2	51	20	12-047	PP CX 1	75
12-022	CX 2	2 3/8	60	20	12-048	PP CX 2	50
12-023	CX 3	3 1/4	82	10	-	-	-
12-024	CX 4	4 5/8	118	10	-	-	-

Apply with Fast-Dry Cement (see pg. 7).
Use with appropriate plug filler material (see pg. 4).



Document Id: 6FFB06B0-EA5F-11EF-8236-B36DC6021AEA
OnlineNotary.net
Page 74/25
Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 074



Fill and seal the injury in one step with a combination plug stem and repair unit. One-piece molded patch & plug speeds the puncture repair process. Apply with Fast-Dry Cement (see pg. 7).

Pilot Wire Patch Plugs

▶ Dual Cure

Use for crown puncture repairs in radial passenger and truck tires. Combination patch and plug unit fills and seals the injury in one step. Pilot wire guides the stem into the injury for quick insertion. Dual cure cushion gum coats the stem and repair unit to create a permanent bond with the tire.

Order No.	Stem Dia. Inches	Stem Dia. mm	Patch Dia. Inches	Patch Dia. mm	Qty/ Box	Carbide Cutters*
14-040	1/8	3	1 3/4	44	18	42-393
14-041	1/4	6	1 3/4	44	18	42-378
14-042	3/8	10	1 3/4	44	18	42-379

*For correct hole size use specified carbide cutter number.
Apply with Fast-Dry Cement (see pg. 7).



Quilled Patch Plugs

▶ Dual Cure

Use for crown puncture repairs in bias and radial passenger and truck tires. The metal quill facilitates insertion and protects the plug from damage in steel belted tires.

Order No.	Mfr. Code	Stem Dia. Inches	Stem Dia. mm	Patch Dia. Inches	Patch Dia. mm	Qty/ Box	Carbide Cutters*
14-508	QPP 2	1/4	6	2 1/4	57	25	42-378
14-509	QPP 3	5/16	8	2 1/4	57	25	42-395
14-510	QPP 4	3/8	10	4	102	10	42-379
14-511	QPP 5	1/2	13	4	102	10	42-373

*For correct hole size use specified carbide cutter number.
Apply with Fast-Dry Cement (see pg. 7).



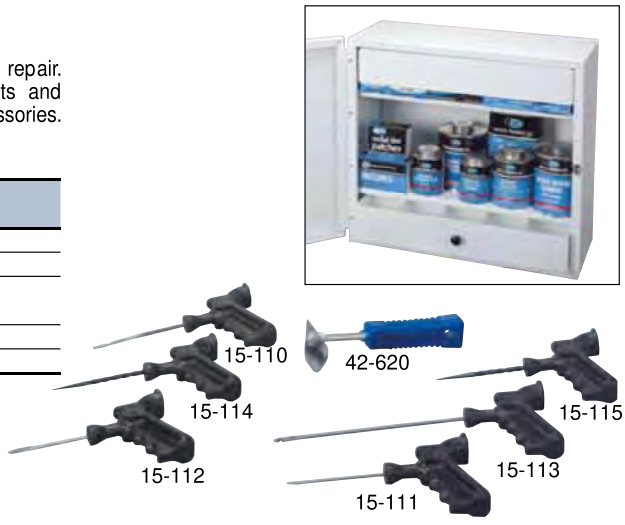
Patch Dispenser Cabinet & Tools

Organize and store all the essentials for a professional tire repair. Dispenser Cabinet features adequate shelf space for cements and cleaners, and a compartmentalized drawer holds valves and accessories. Tools and accessories sold separately.

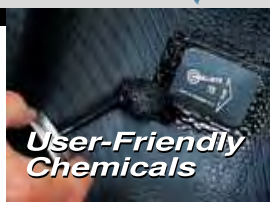
Order No.	Description
14-216	Dispenser Cabinet 17 3/4" H. x 19 1/2" W. x 8 1/2" D.
42-620	Innerliner Scraper
15-110	Passenger/Truck Insert Tool O/E*

*O/E = Open Eye, S/E = Split Eye, C/E = Closed Eye

Order No.	Description
15-111	Insert Tool C/E*
15-112	Insert Tool S/E*
15-113	Truck/Earthmover Insert Tool O/E*
15-114	Probe Rasp Tool
15-115	Spiral Cement Tool



Document Id: 6FFB06B0-EA5F-11EF-8236-B36DC6021AEA
OnlineNotary.net
Page 75/25
Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 075



Fast-Dry Cement

Fast-Dry Self-Vulcanizing Cement eliminates the most common cause of failed repairs — lack of proper drying time. Fast-Dry Cement activates the chemical vulcanization process to bond repair units to the tire casing. **Flammable. Flash point -4° F. Shelf life 1 year.**

Order No.	Size	liters	Ship Wt./Case Lbs.	kg	Case Qty.
16-450	1 Qt.	.94	11	5	6
16-451	8 Oz.	.25	7	3	12
16-452	1 Gal.	3.8	32	15	4



16-452
16-450
16-451

HV Chemical Cement

Recommended adhesive for tube-type tires. Specially formulated, high-viscosity adhesive for applications where a tackier cemented surface is required. Blue color identifies where the cement has been applied during application and after cement has dried. Fast-drying solvent reduces waiting and repair failures due to wet cement. Compatible with Heat Cure or Dual Cure repairs. **Flammable. Flash point -4° F. Shelf life 1 year.**

Order No.	Size	liters	Ship Wt./Case Lbs.	kg	Case Qty.
16-460	8 Oz.	.25	7	3	12
16-461	1 Qt.	.94	11	5	6



16-460

Cleaner Fluid

Dissolves lubricants and contaminants prior to buffing. Also used to help remove excessive buffing dust prior to applying repair units. Fast-cleaning action maximizes adhesion. Available in an aerosol (non-flammable mixture) and spout type (flammable mixture - Flash point -4° F) cans.

Order No.	Size	liters	Ship Wt./Case Lbs.	kg	Case Qty.
Aerosol (Non-Flammable)					
16-481	16 Oz.	0.5	16	7	12
Liquid (Flammable)					
16-471	1 Qt.	.94	11	5	6
16-472	1 Gal.	3.8	32	15	4



16-472
16-481
16-471

Repair Sealer

Restores the air retention qualities to the overbuff area or a damaged innerliner. Can be used in a service application or prior to the repair/retreading cycle. **Flammable. Flash point 14° F. Shelf life 1 year.**

Order No.	Size	liters	Ship Wt./Case Lbs.	kg	Case Qty.
16-170	1 Pt.	.47	11	5	12
16-171	1 Gal	3.8	32	15	4



16-170

Bead Sealer

Forms an airtight seal between the tire and rim, reducing bead leaks. Bead Sealer is a thick, high-solid content, black sealant. Brush on the beads of tubeless tires during mounting. Quick, economical and profitable way to end comebacks from bead leaks. **Flammable. Flash point 14° F. Shelf life 1 year.**

Order No.	Size	liters	Ship Wt./Case Lbs.	kg	Case Qty.
16-118	1 Qt.	.94	11	5	6
16-119	1 Gal.	3.8	32	15	4



16-119
16-118

Document Id: 6FFB06B0-EA5F-11EF-8236-B36DC6021AEA
OnlineNotary.net

Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 076

Radial Repair Units

▶ **Dual Cure** ▶ **Heat Cure**

Used to repair puncture and section injuries in passenger, light truck, heavy duty truck and farm tractor radial tires. Bullseye Repair Units can be centered over the injury because of special cord reinforcement and ply construction. This special construction reduces the effects of flexing and reduces inventory requirements since they can be used for crown, shoulder and sidewall repairs. The repairman can specify Dual Cure or Heat Cure Units to maximize the tire repair performance of the repair system. Apply Dual Cure Units with Fast-Dry Cement (see pg. 7) and Heat Cure Units with appropriate cement required for the repair system.

Bullseye Radial Repairs



Dual Cure Heat Cure

Order No.	Mfr. Code	Order No.	Mfr. Code	Size Inches	Size mm	Qty/ Box
12-117	BUL DC 10	12-217	BUL HC 10	2 x 3	51 x 76	20
12-118	BUL DC 12	12-218	BUL HC 12	3 x 4	76 x 102	10
12-119	BUL DC 14	12-219	BUL HC 14	3 x 5	76 x 127	10
12-090	BUL DC 20	12-290	BUL HC 20	3 x 5	76 x 127	10
12-091	BUL DC 22	12-291	BUL HC 22	3 x 6	76 x 152	10
12-092	BUL DC 24	12-292	BUL HC 24	3 x 8	76 x 203	10
12-089	BUL DC 26	12-289	BUL HC 26	3½ x 10	89 x 254	10
12-093	BUL DC 40	12-293	BUL HC 40	4 x 8	102 x 203	10
12-094	BUL DC 42	12-294	BUL HC 42	5 x 10	127 x 254	10
12-095	BUL DC 44	12-295	BUL HC 44	5 x 13	127 x 330	10

Bullseye Radial Crown Repairs



Dual Cure Heat Cure

Order No.	Mfr. Code	Order No.	Mfr. Code	Size Inches	Size mm	Qty/ Box
12-096	BUL DC 33	12-296	BUL HC 33	4 x 5	102 x 127	10
12-097	BUL DC 35	12-297	BUL HC 35	5 x 6	127 x 152	10
12-101	BUL DC 37	12-301	BUL HC 37	5 x 7	127 x 178	10

Bullseye Radial Tractor Repairs



Dual Cure

Order No.	Mfr. Code	Size Inches	Size mm	Qty/ Box
12-060	BUL DC 80	6 x 7¾	152 x 197	5
12-061	BUL DC 82	7½ x 10	191 x 254	5
12-062	BUL DC 84	8½ x 11½	216 x 292	5
12-063	BUL DC 86	9¾ x 13½	248 x 343	5

Radial Sidewall Repairs

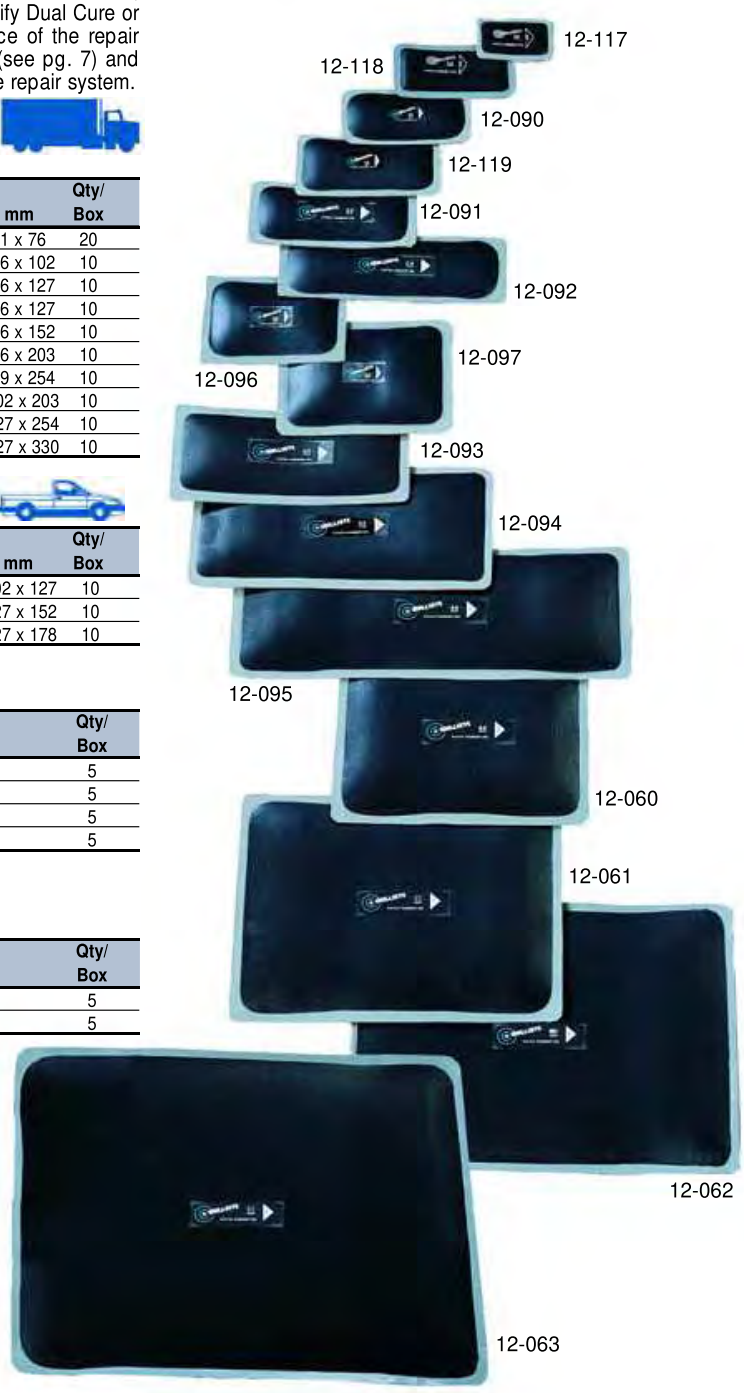
(For Non-flex to Non-flex Application)



Dual Cure

Order No.	Mfr. Code	Size Inches	Size mm	Qty/ Box
12-098	RS DC 3	6 x 14	152 x 356	5
12-099	RS DC 4	6 x 11	152 x 279	5





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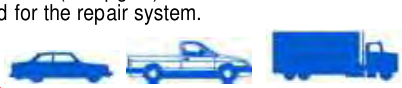
Page 77/25

Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 077

CX Bias Repair Units

▶ **Dual Cure** ▶ **Heat Cure**

Used for puncture, reinforced and section repairs in passenger, light truck, heavy-duty truck and tractor bias ply, tube-type or tubeless tires. Made with full-ply construction, die cut and molded to a compact octagonal shape for strength and ease of installation. Specify Dual Cure or Heat Cure Units to maximize the tire repair performance. Apply Dual Cure Units with Fast-Dry Cement (see pg. 7) and Heat Cure Units with appropriate cement required for the repair system.



Dual Cure Order No.	Mfr. Code	Heat Cure Order No.	Mfr. Code	Size Inches	mm	Ply	Qty/ Box
12-142	CX DC 3-2	12-542	CX HC 3-2	3	76	2	24
12-143	CX DC 4-2	12-543	CX HC 4-2	4	102	2	12
12-145	CX DC 6-2	12-545	CX HC 6-2	6	152	2	12
12-146	CX DC 5-3	12-546	CX HC 5-3	5	127	3	12
12-147	CX DC 7-3	12-547	CX HC 7-3	7	178	3	12
12-148	CX DC 6-4	12-548	CX HC 6-4	6	152	4	12
12-150	CX DC 8-4	12-550	CX HC 8-4	8	203	4	12
12-151	CX DC 10-4	12-551	CX HC 10-4	10	254	4	12
12-153	CX DC 13-4	12-553	CX HC 13-4	13	330	4	6
12-154	CX DC 16-4	12-554	CX HC 16-4	16	406	4	6
12-155	CX DC 9-6	12-555	CX HC 9-6	9	229	6	12
12-156	CX DC 12-6	12-556	CX HC 12-6	12	305	6	6
12-157	CX DC 15-6	12-557	CX HC 15-6	15	381	6	6
12-158	CX DC 16-8	12-558	CX HC 16-8	16	406	8	6
12-159	CX DC 18-8	12-559	CX HC 18-8	18	457	8	6

Sidewall Repair Units (Not Shown)

Dual Cure

Order No.	Mfr. Code	Size Inches	mm	Ply	Qty/ Box
12-170	CXS DC 5-2	5	127	2	10
12-171	CXS DC 8-4	8	203	4	10
12-172	CXS DC 10-4	10	254	4	5
12-173	CXS DC 12-6	12	305	6	5

Skidder/Tractor Repairs



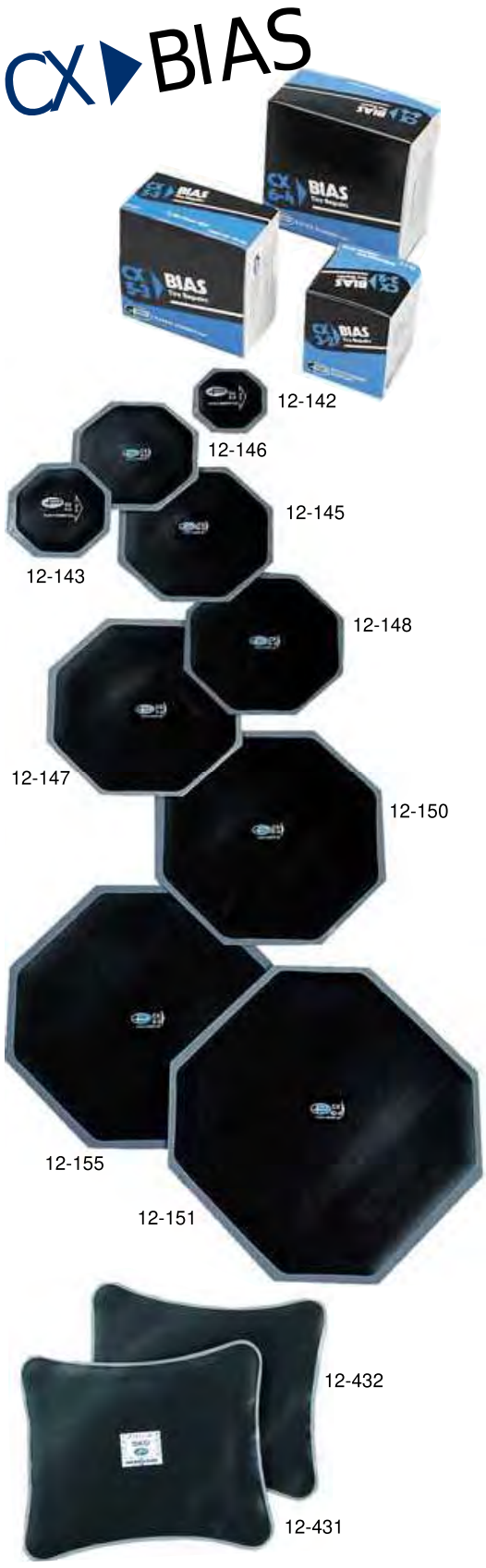
▶ **Dual Cure**

These repair units feature a large ply platform to accommodate the large injuries commonly found in skidder and tractor section repairs, yet are lightweight and flexible in light ply tires. The multi-directional repair units may be applied parallel or perpendicular to the beads to properly repair any type of injury.

Dual Cure

Order No.	Mfr. Code	Size Inches	mm	Ply	Qty/ Box
12-431	SKD DC 1	9 x 12	229 x 305	4	5
12-432	SKD DC 2	11 x 15	279 x 381	4	5
12-433	SKD DC 3	12 x 17	305 x 432	4	5
12-434	SKD DC 4	13 x 19	330 x 483	4	5
12-435	SKD DC 5	9 x 12	228 x 305	6	5
12-436	SKD DC 6	11 x 15	279 x 381	6	5
12-437	SKD DC 7	12 x 17	305 x 432	6	5
12-438	SKD DC 8	13 x 19	330 x 483	6	5
12-451	HDSKD DC 6	11 x 15	279 x 381	8	5
12-452	HDSKD DC 7	11 x 15	279 x 381	10	5
12-453	HDSKD DC 8	12 x 17	305 x 432	10	5
12-454	HDSKD DC 9	13 x 19	330 x 483	10	5

Apply with Fast-Dry Cement (see pg. 7).



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Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 078

Chemical cure and dual cure repair units are available in round and oval sizes for any size tube repair...from bicycle to off-the-road tubes. Popular sizes are available in cost-saving Patch Packs.



Chemical Cure

Chemical Cure Repair Units are molded to a feather edge and feature a chemical curing base gum with the ultimate in green tack, along with extended poly backing for ease of removal and installation.

Dispenser Box					Patch Pack		
Order No.	Mfr. Code	Size Inches	mm	Qty/ Box	Order No.	Mfr. Code	Qty/ Pkg.
Round							
12-000	PR 0	1 1/8	28	100	12-040	PP 0	200
12-001	PR 1	1 3/8	38	30	12-041	PP 1	150
12-002	PR 2	2	51	30	12-042	PP 2	100
12-003	PR 3	2 1/4	57	30	12-043	PP 3	100
12-016	PR 4	3	76	30	12-044	PP 4	50
12-018	PR 5	3 5/8	92	10	–	–	–
12-019	PR 6	4 1/2	114	10	–	–	–
Oval							
12-005	PR 7	1 3/8 x 3	38 x 76	30	12-045	PP 7	100
12-006	PR 7A	2 x 4 1/4	51 x 108	30	12-046	PP 7A	50
12-008	PR 7C	3 1/2 x 6	89 x 152	10	–	–	–
12-010	PR 7D	4 1/2 x 8	114 x 203	10	–	–	–
12-012	PR 7E	5 1/2 x 10	140 x 254	10	–	–	–

Apply with Fast-Dry Cement (see pg. 7).



Dual Cure

Dual Cure Repair Units feature a base gum that will cure chemically or with heat. This soft, high-tack gum is less prone to problems associated with moisture, handling and cement drying time.

Dispenser Box						Patch Pack		
Order No.	Mfr. Code	Description	Size Inches	mm	Qty/ Box	Order No.	Mfr. Code	Qty/ Pkg.
14-201	SR	Sm. Rnd.	1 5/8	41	40	14-225	PP SR	150
14-202	MR	Md. Rnd.	2 3/16	56	30	14-226	PP MR	125
14-203	LR	Lg. Rnd.	3	76	20	14-227	PP LR	50
14-204	SO	Sm. Oval	1 3/8 x 2 1/4	38x57	30	14-228	PP SO	100
14-205	MO	Md. Oval	2x4	51x102	20	14-229	PP MO	75

Apply with Fast-Dry Cement (see pg. 7).



Repair Kits

Tools, cement and materials to perform emergency repairs on bicycle, auto, truck, and tractor tires. Also suitable for repairs to inner tubes, rubber sporting goods, rain gear, and other rubber goods.

Order No.	Description	Contents
15-274	Bicycle Kit	5 repair units, cement and scraper
15-275	Motorists Kit	4 repair units, cement and scraper
15-276	Truck Kit	22 repair units, cement and scraper
15-277	Tractor Kit	33 repair units, cement and scraper



Document Id: 6FFB06B0-EA5F-11EF-8236-B36DC6021AEA
OnlineNotary.net
Page 79/25
Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 079

Identification Labels

Dual-curing, high-profile identification labels apply easily and permanently to any tire and most rubber products. Available in a variety of colors, shapes and sizes with custom imprints.

Order No.	Description	Qty/ Box
12-240	1 3/8 Color Label - Specify Color	50
12-242	1 3/8 Color Label - Specify Color	500
12-244	1 3/8 Color Label - Specify Color	1000
12-231	Blue Triangle	100
98-000	Custom* ID Decal	-

Apply with Fast-Dry Cement (see pg. 7). *Additional setup fee.



Balance Pads

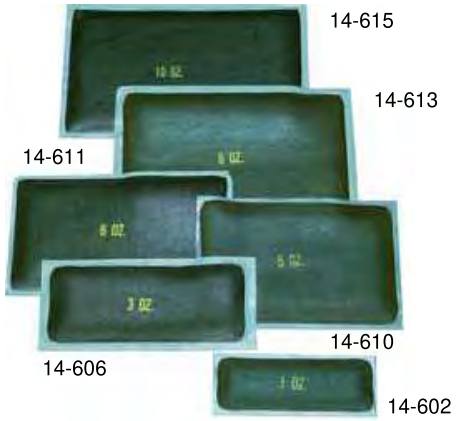
Install in the crown area for proper tire balance in passenger, truck and aircraft tires. A dual-curing, high-gravity balance pad available in precise, controlled weights of ½ to 10 ounces.

Dual Cure

Order No.	Weight oz.	Weight gr.	Qty/ Box
14-601	½	14	25
14-600	¾	21	25
14-602	1	28	25
14-603	1½	43	25
14-604	2	57	25
14-605	2½	71	25
14-606	3	85	25

Order No.	Weight oz.	Weight gr.	Qty/ Box
14-607	3½	99	25
14-608	4	113	25
14-609	4½	128	25
14-610	5	142	25
14-611	6	170	25
14-613	8	227	25
14-615	10	283	25

Apply with Fast-Dry Cement (see pg. 7).



Patch & Plug Repairs (Bias)

Dual Cure one-piece patch-plug repairs for crown repair in bias ply tires. These units are used in conjunction with hollow drills for bias ply tire section repairing.

Dual Cure

Order No.	Size Inches	Size mm	Qty/ Box	Carbide Cutters*
14-572	5/8	15	20	93-063
14-574	1	25	15	93-065
14-576	1¼	32	10	93-066

* For correct hole size use specified cutters.
Apply with Fast-Dry Cement (see pg. 7).



Oval Boots

The Oval Boot features a shape for quick and easy installation. Oval Boots are designed for temporary emergency repairs in truck and farm tires. Units made from cord-impregnated rubber provide a smooth, non-chaffing top surface.

Order No.	Mfr. Code	Description	Size Inches	Size mm	Qty/ Box
Round Boots					
15-354	0R	Round	2	51	50
15-355	1R	Round	3	76	50
15-356	2R	Round	4	102	50
Oval Boots					
15-251	1T	Oval	4 x 5	102 x 127	50
15-252	2T	Oval	5½ x 8	140 x 203	50
15-253	3T	Oval	7 x 10	178 x 254	50
15-254	4T	Oval	9 x 12	229 x 305	25
15-255	5T	Oval	10 x 14	254 x 356	25
15-256	6T	Oval	12 x 15	305 x 381	10

Apply with Black Brush Type Cement (see pg. 20).



Document Id: 6FFB06B0-EA5F-11EF-8236-B36DC6021AEA
OnlineNotary.net
Page 80/25
Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 080

EM Repair Units

▶ Dual Cure ▶ Heat Cure

For reinforcement and section repairs in bias ply off-the-road tires. The EM Repair Units have plies made from strips of cord overlaid in an intricately-spaced design to form a "square lattice". This design allows the repair unit to flex with the tire.

Dual Cure Order No.	Mfr. Code	Heat Cure Order No.	Mfr. Code	Size Inches	Size mm	Qty/ Box
12-304	EM DC 4	12-404	EM HC 4	6½	165	15
12-306	EM DC 6	12-406	EM HC 6	8½	216	10
12-308	EM DC 8	12-408	EM HC 8	10¼	260	8
12-310	EM DC 10	12-410	EM HC 10	12¼	311	6
12-312	EM DC 12	12-412	EM HC 12	14¼	362	5
12-314	EM DC 14	12-414	EM HC 14	16¼	413	5
12-316	EM DC 16	12-416	EM HC 16	18¼	464	2
12-318	EM DC 18	12-418	EM HC 18	20¼	514	1
12-320	EM DC 20	12-420	EM HC 20	24¼	616	1

For cement recommendations see pg. 3.



OTR Repair Units

▶ Dual Cure ▶ Heat Cure

For reinforcement and section repairs in bias ply off-the-road tires, the OTR Repair Units have solid-ply construction, providing a large platform repair area in a smaller patch. Die-cut edges distribute the cord-end stresses across a radiused area, preventing lifting of the cord edges.

Dual Cure Order No.	Mfr. Code	Heat Cure Order No.	Mfr. Code	Size Inches	Size mm	Qty/ Box
12-380	OTR DC 4	12-580	OTR HC 4	6	152	10
12-382	OTR DC 6	12-582	OTR HC 6	8	203	10
12-384	OTR DC 8	12-584	OTR HC 8	10	254	10
12-386	OTR DC 10	12-586	OTR HC 10	12	305	5
12-388	OTR DC 12	12-588	OTR HC 12	14	356	5
12-390	OTR DC 14	12-590	OTR HC 14	16	406	5
12-392	OTR DC 16	12-592	OTR HC 16	18	457	2
12-394	OTR DC 18	12-594	OTR HC 18	20	508	1
12-396	OTR DC 20	12-596	OTR HC 20	24	610	1

For cement recommendations see pg. 3.



Butterfly Sidewall Repair Units

▶ Dual Cure ▶ Heat Cure

For sidewall reinforcement or section repair in giant bias ply tires. The patented construction provides a strong and flexible unit that can be applied parallel or perpendicular to the bead as dictated by the injury location.

Dual Cure Order No.	Mfr. Code	Heat Cure Order No.	Mfr. Code	Size Inches	Size mm	Qty/ Box
12-280	BTFLY DC 1	12-480	BTFLY HC 1	9 x 12	229 x 305	5
12-282	BTFLY DC 2	12-482	BTFLY HC 2	11 x 15	279 x 381	5
12-284	BTFLY DC 3	12-484	BTFLY HC 3	11 x 15	279 x 381	5
12-286	BTFLY DC 4	12-486	BTFLY HC 4	12 x 17	305 x 432	5
12-288	BTFLY DC 5	12-488	BTFLY HC 5	13 x 19	330 x 483	5

For cement recommendations see pg. 3.



Document Id: 6FFB06B0-EA5F-11EF-8236-B36DC6021AEA
OnlineNotary.net
Page 81/25
Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 081

Bullseye Radial OTR Repair Units

► Dual Cure ► Heat Cure

For section repairs in radial-ply off-the-road tires. These Bullseye Units feature an elongated stepdown between plies, together with additional top cover stock. These features allow the repair unit to be centered over the injury and anchored in any flex area of the tire.



Bullseye Radial Repairs

Dual Cure Order No.	Mfr. Code	Heat Cure Order No.	Mfr. Code	Size Inches	Size mm	Qty/ Box
12-070	BUL DC 46	12-270	BUL HC 46	5 x 16	127 x 406	5
12-071	BUL DC 50	12-271	BUL HC 50	7 x 21	178 x 533	5
12-072	BUL DC 52	12-272	BUL HC 52	9 x 21	229 x 533	5
12-073	BUL DC 56	12-273	BUL HC 56	9 x 28	229 x 711	2
12-074	BUL DC 60	12-274	BUL HC 60	10 x 38	254 x 965	2

For cement recommendations see pg. 3.

Bullseye Radial Crown Repairs

Dual Cure Order No.	Mfr. Code	Heat Cure Order No.	Mfr. Code	Size Inches	Size mm	Qty/ Box
12-069	BUL DC 45	12-269	BUL HC 45	9 x 7½	229 x 190	5
12-075	BUL DC 55	12-275	BUL HC 55	13 x 10	330 x 254	5
12-076	BUL DC 65	12-276	BUL HC 65	17 x 13½	432 x 343	3
12-077	BUL DC 75	12-277	BUL HC 75	21 x 17	533 x 432	3

For cement recommendations see pg. 3.

EMR Radial Repair Units

► Dual Cure ► Heat Cure

For section repairs in radial ply off-the-road tires. A combination of EM and radial tire construction techniques have created a specially-reinforced radial, off-the-road tire repair, which is extremely flexible and is equally suited for larger sidewall and shoulder injuries.

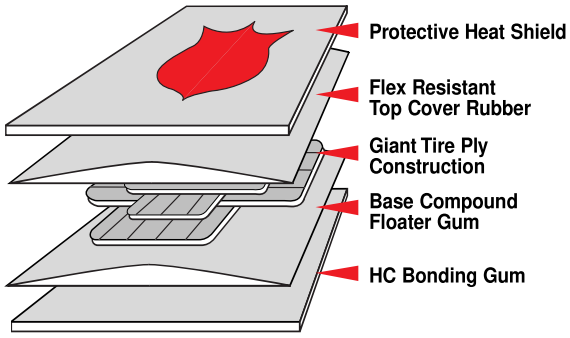


Dual Cure Order No.	Mfr. Code	Heat Cure Order No.	Mfr. Code	Size Inches	Size mm	Qty/ Box
12-220	EMR DC 15	12-520	EMR HC 15	5 x 16	127 x 406	5
12-221	EMR DC 20	12-521	EMR HC 20	9 x 20	229 x 508	5
12-222	EMR DC 27	12-522	EMR HC 27	10 x 27	254 x 685	5
12-223	EMR DC 38	12-523	EMR HC 38	10 x 38	254 x 965	5

(For non-flex to non-flex application.) For cement recommendations see pg. 3.

HEAT SHIELD

All Heat Cure Giant Tire Repair Units are covered with a special heat-resistant layer and marked by a Heat Shield Protected decal. This Heat Shield protects the entire repair unit from oxidation and heat degradation caused by the extreme operating temperatures common in giant tires.



Document Id: 6FFB06B0-EA5F-11EF-8236-B36DC6021AEA
OnlineNotary.net

Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 082

Heavy Duty String Repairs

Passenger and Truck

These repairs are constructed of twisted cord permeated with butyl rubber inside and out. The high tensile cord assures no breakage during insertion while the soft and tacky butyl rubber seals the injury. Both passenger and truck kits are available, complete with all required tools for repairing bias and radial tires.



Passenger Repair Kit

Order No.	Description/ Contents	Refill No.
15-057	Passenger Repair Kit	-
	50 Passenger H.D.Strings	15-058
	T-Handle w/needle S/E*	15-066
	Pass. Needle S/E*	15-067
	Probe Rasp Tool	15-114

Truck Repair Kit

Order No.	Description/ Contents	Refill No.
15-060	Truck Repair Kit	-
	25 Truck H.D. Strings	15-061
	T-Handle with Needle S/E*	15-069
	Truck Needle S/E*	15-070
	Probe Rasp Tool	15-114

*S/E=Split Eye

Mono-Fil Inserts

Mono-fil Inserts utilize a nylon reinforced material with a Dual Cure Cushion Gum that enables the unit to be inserted without cutting or tearing and ensures a dual cure vulcanization to create a solid bond with the tire. When used in conjunction with an appropriate repair unit, a permanent repair is achieved.



Tools and Inserts

Order No.	Description	Size Inches	Size mm	Qty/ Box
15-049	Mini Mono-fil R	7/32	5	50
15-050	Pass. Mono-fil R	1/4	6	50
15-112	Split Eye Insert Tool	-	-	1
15-115	Spiral Cement Tool	-	-	1

Apply with Fast-Dry Self-Vulcanizing Cement (see pg. 7).

Black String Repairs

Rubber-coated strings designed to fill punctures in bias ply tires.

Tools and Inserts

Order No.	Description	Qty/ Box
15-158	Black String	50
15-111	Closed Eye Insert Tool	1

Plug Gun & Plugs

Features a manual Plug Gun which easily inserts an all-rubber, mushroom-headed plug securely into the injury. Standard nozzle (15-026) will accommodate both 5/16" and 3/8" diameter plugs. The (15-027) nozzle is required for 7/16" plugs.



Plug Gun and Plugs

Order No	Description	Size Inches	Size mm	Qty. Box
15-025	Manual Plug Gun	-	-	1
15-026	Nozzle	5/16	8	1
15-027	Nozzle	7/16	11	1
15-033	Plug	5/16	8	25
15-032	Plug	3/8	10	25
15-034	Plug	7/16	11	15

Document Id: 6FFB06B0-EA5F-11EF-8236-B36DC6021AEA
OnlineNotary.net
Page 83/25
Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 083

Cushion Gum

RMA Cure Class 20A/35C

Fill buzz-outs over exposed cords, spot repairs, reinforce repairs and section repairs. Natural rubber compound with excellent tack and workability. **Cure rate: 20 min/280° F, 35 min/260° F. Shelf life: 1 year.**

Order No.	Width x Inches	Gauge mm	Wt/Box Lbs.	kg
18-202	18 x 1/64	457 x .4	10	5
18-198	2 x 1/32	51 x .8	30	14
18-199	3 x 1/32	76 x .8	30	14
18-191	4 x 1/32	102 x .8	25	12
18-193	6 x 1/32	152 x .8	25	12

Order No.	Width x Inches	Gauge mm	Wt/Box Lbs.	kg
18-201	18 x 1/32	457 x .8	10	5
18-196	4 x 1/16	102 x 1.6	25	12
18-197	6 x 1/16	152 x 1.6	25	12
18-200	18 x 1/16	457 x 1.6	10	5

Use with Black Brush Type Cement (see pg. 20).



18-201

Tread Gum

RMA Cure Class 20A/35C

Use to make repairs exposed to wear and/or weather conditions. Tough, abrasion-resistant compound with excellent finishing and wearing qualities. **Cure rate: 20 min/280° F, 35 min/260° F. Shelf life: 1 year.**

Order No.	Width x Inches	Gauge mm	Wt/Box Lbs.	kg
18-207	18 x 1/16	457 x 1.6	10	5

Use with Black Brush Type Cement (see pg. 20).



18-207

All-Purpose Gum

RMA Cure Class 20A/35C

Multi-purpose repair gum combines the properties of cushion and tread gums. Soft and pliable to enhance workability in all types of repairs. **Cure rate: 20 min/280° F, 35 min/260°F. Shelf life: 1 year.**

Order No.	Width x Inches	Gauge mm	Wt/Box Lbs.	kg
15-044	18 x 1/8	457 x 3.0	10	5
15-045	18 x 1/16	457 x 1.6	10	5
15-046	7 x 1/4	178 x 6.0	25	12

Use with Black Brush Type Cement (see pg. 20).



15-044

Stripping Stock

RMA Cure Class 20A/35C

Free-flowing stock for stripping edges of tread rubber to cover overbuff and improve sidewall appearance. **Cure rate: 20 min/280° F, 35 min/260° F. Shelf life: 1 year.**

Order No.	Width x Inches	Gauge mm	Wt/Box Lbs.	kg
18-222	1 x 1/16	25 x 1.6	25	12
18-223	2 x 1/16	51 x 1.6	25	12
18-225	3 x 1/16	76 x 1.6	25	12

Use with Black Brush Type Cement (see pg. 20).



18-222

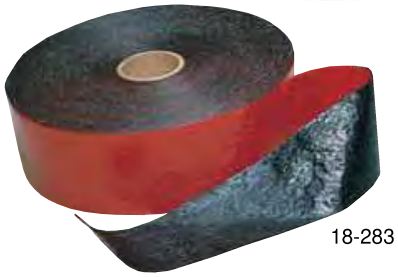
Fiber Gum

RMA Cure Class 20A/35C

Natural rubber cushion gum reinforces injured areas through the directional strength of impregnated nylon fibers. For light reinforcement, Fiber Gum can be custom cut and plied up. **Cure rate: 20 min/280° F, 35 min/260° F. Shelf life: 1 year.**

Order No.	Width x Inches	Gauge mm	Wt/Box Lbs.	kg
18-283	3 x 1/16	76 x 1.6	15	7
18-284	18 x 1/16	457 x 1.6	25	12

Use with Black Brush Type Cement (see pg. 20).



18-283

Document Id: 6FFB06B0-EA5F-11EF-8236-B36DC6021AEA
OnlineNotary.net

Revvo's Exhibit 1027
Revvo v. Tire Stickers
IPR2025-00631 - Page 084