

REMA TIP TOP Tire Service Cabinets and Kits

REMA TIP TOP offers a diverse selection of service kits for most types of tire and tube repairs. All REMA TIP TOP Repair Cabinets are designed with a locking door and include a Rubber Manufacturers Association wall chart and our step-by-step Nail Hole Repair training CD (English/Spanish.)



26A

New tire dealer tire repair service cabinet (26A)

Our most popular and comprehensive service cabinet contains everything required to perform proper one-piece and two-piece nail hole repairs. Complete with Repair Materials and Supplies to perform 90 one-piece repairs and 100 two-piece repairs.

Part No	Description	Qty		
26A	New tire dealer repair cabinet	1	•	•

Contents Include: 1 box Universal repair units UP-6 (¼"), 1 box RemaStems RS-6 (¼"), 1 box each of Minicombis A-3 (⅛"), A-6 (¼"), 2 cans Special Blue Cement BL-8F (8 fl. oz.), 2 cans Pre-Buff Cleaner 70F (16 fl. oz. aerosol), 1 can Innerliner Sealer 76F (16 fl. oz.), 1 Low Speed Air Buffer CP-873K, 1 Air Vacuum, w/bag 795, 1 each of carbide cutters CC-3 (⅛"), CC-6 (¼"), 1 buffing cone TCW-210-80 2" (⅜" x 24T) , 1 QR adapter 6068-125 (CC-3) , 1 QR adapter 6068 (CC-6) , 1 QR arbor 6067, sleeved (TCW-210-80) , 1 injury probe/awl 190, 1 ball bearing stitcher 30, 1 innerliner scraper 28, 1 brass bristle cleaning brush 6014, 10 pulling wires 626 (RS-6) , 1 Nailhole Repair Training CD TRM-CD, 1 R.M.A. Nailhole Repair Application Chart

Passenger/light truck tire repair service cabinet (26-R)

This versatile service cabinet contains a variety of products for tube and tire repairs. The 20" x 20" steel wall mount cabinet contains a generous amount of REMA TIP TOP supplies, capable of performing 60 tube repairs, 130 one-piece repairs, and 50 two-piece repairs.

Part No	Description	Qty		
26-R	Passenger/light truck tire repair wall cabinet kit	1	•	•

Contents include: 1 box each of tube patches #2, #3, 1 box Radial repair units RAD-110, 1 box Universal repair units UP-6 (¼"), 1 box each of Minicombis A-3 (⅛"), A-4.5 (3⁄16"), A-6 (¼"), 1 box RemaStems RS-6 (¼"), 1 can Vulcanizing Fluid 203 (8 fl. oz), 1 can Special Blue Cement BL-8F (8 fl. oz.), 1 Pre-Buff Cleaner 70F (16 fl. oz. aerosol), 1 can Innerliner Sealer 76F (16 fl. oz.), 1 can Tire Talc 63, 1 box pulling wires 626, 1 innerliner scraper 28, 1 each of carbide cutters CC-3 (⅛"), CC-4.5 (3⁄16"), CC-6 (¼"), 1 brass bristle cleaning brush 6014, 1 Nailhole Repair Training CD TRM-CD, 1 R.M.A. Nailhole Repair Application Chart



Leak Detector



Leak Detector

NEW PRODUCT

REMA TIP TOP Spray-On Leak Detector makes locating air leaks easier!
• Ready-To-Use formula • Ideal for locating air leaks • Quick/Easy application
• Can be used on all types of tires, tubes, valves and rims.

Part No	Description	Size	Box/Qty	Case/Qty
RLD-32	Leak Detector	32 oz. spray bottle.	1	6

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Vulcanizing Cement

Special Cement BL (Non Flammable)

The key to REMA TIP TOP's exclusive Blue Bonding System, Special Cement BL creates a nearly indestructible bond between tire and repair unit. Specifically designed for the application of REMA TIP TOP Radial, Bias-Ply and Universal, Minicombi & RemaStem repair units. Use for chemical installation of REMA TIP TOP blue bonding layer repair units, Blue Floater Gum and chemical vulcanizing compounds.

Part No	Description	Size	Box/Qty	Case/Qty
BL-8	Special Cement BL, with brush top	8 oz. can	1	24
BL-32	Special Cement BL	32 oz. can	1	6



BL-32 BL-8

Special Blue Cement (Flammable)

The key to REMA TIP TOP's exclusive Blue Bonding System, Special Blue Cement (flammable) creates a nearly indestructible bond between tire and repair unit. REMA TIP TOP's newest Special Blue Cement (flammable) is free of CFC and aromatic compounds. Specifically designed for the application of REMA TIP TOP Radial, Bias-Ply and Universal, Minicombi & RemaStem repair units. Use for chemical installation of REMA TIP TOP blue bonding layer repair units, Blue Floater Gum and chemical vulcanizing compounds.

Part No	Description	Size	Box/Qty
BL-8F	Special Blue Cement (flammable), with brush top	8 oz. can	24
BL-32F	Special Blue Cement (flammable)	32 oz. can	6



BL-8F



Pre-Buff Cleaners

Liquid Pre-Buff Cleaners (non-flammable)

REMA TIP TOP Pre-Buff Cleaners are specially formulated to dissolve mold-release lubricants and other contaminants creating a clean surface prior to innerliner buffing. Available in spout-top liquid or spray-top aerosol dispensers.

- Same formula for tube or tire preparation.

Part No	Description	Size	Box/Qty
70	Pre-Buff Cleaner	16 fl. oz. spray can	12
71	Pre-Buff Cleaner	32 fl. oz. spout can	12



71 70

Liquid Pre-Buff Cleaners (flammable)

REMA TIP TOP Pre-Buff Cleaners are specially formulated to dissolve mold-release lubricants and other contaminants creating a clean surface prior to innerliner buffing. Available in spout-top liquid or spray-top aerosol dispensers.

- CFC-free formula requires shorter drying times.
- Same formula for tube or tire preparation.

Part No	Description	Size	Box/Qty
70-F	Pre-Buff Cleaner	16 fl. oz. spray can	12
71-F	Pre-Buff Cleaner	32 fl. oz. spout can	12



70-F 71-F

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Tire Mounting Lubricants

Universal mounting paste

REMA TIP TOP's simple to use mounting paste is easily applied and will not corrode or discolor aluminum or alloy wheels. This fast drying formula will not freeze or harden and reduces wear and tear on tire changing equipment.

• Excellent Lubrication • Superior "Tack" • Reduces tire/rim slippage • TPMS compatible • Great for low profile and run flat tires

Part No	Description	Size	Box/Qty	Pallet/Qty						
75	Universal mounting paste	7.7 lbs.	4	120	•	•	•	•	•	•
75N	Universal mounting paste, Lo-profile	7.7 lbs.	4	120	•	•	•	•	•	•
74	Universal mounting paste	22 lbs.	1	48	•	•	•	•	•	•

Tire mounting compounds

REMA TIP TOP Tire Mounting Compounds contain rust inhibitors and will not separate or liquefy. These versatile compounds function as an excellent tire lubricant and for tire bead packing.

• Proper application provides damage-free removal of tires. • Concentrated; water soluble, can be diluted

Part No	Description	Size	Box/Qty	Pallet/Qty						
	HONEY COLOR									
2178	Mounting compound, concentrated	8 lbs. pail	4	120	•	•	•	•	•	•
2180X	Mounting compound, concentrated, with swab	25 lbs. pail	1	48	•	•	•	•	•	•
2183	Mounting compound, concentrated	40 lbs. pail	1	36	•	•	•	•	•	•
2012	Mounting compound, concentrated	125 lbs. drum	1	8	•	•	•	•	•	•
2014	Mounting compound, concentrated	55 US gal. drum	1	4	•	•	•	•	•	•
	BROWN COLOR									
2278	Mounting compound, concentrated	8 lbs. pail	4	120	•	•	•	•	•	•
2280	Mounting compound, concentrated	25 lbs. pail	1	48	•	•	•	•	•	•
2282	Mounting compound, concentrated	40 lbs. pail	1	36	•	•	•	•	•	•
2214	Mounting compound, concentrated	55 US gal. drum	1	4	•	•	•	•	•	•

Tire mounting lubricant (Black-Ice Stop Rust Rim Release)

• Lubricates rim and tire for easy mounting & demounting • Protects against rust & corrosion • Prevents rim and bead from bonding

Part No	Description	Size	Box/Qty	Pallet/Qty						
2480	Black-Ice Stop Rust Rim Release	25 lbs. pail	1	48	•	•	•	•	•	



75


75N



2180X



2280



2480

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Tire mounting liquid lube

REMA TIP TOP's Liquid Tire Lubricants are non-toxic and contain no petroleum products. Lubricants can be applied by brush, swab, or spray bottle.

Part No	Description	Size	Box/Qty	Pallet/Qty						
	BEAD BUTTER BLUE									
2053B	Bead Butter Blue, concentrate	1 US gal./4-case	4	144	•	•	•	•	•	
2054B	Bead Butter Blue, concentrate	5 US gal.	1	36	•	•	•	•	•	
2055B	Bead Butter Blue, concentrate	55 US gal. drum	1	4	•	•	•	•	•	
	LIQUID LUBE BLUE									
81511	Liquid Lube Blue, concentrate	1 US gal./4-case	4	144	•	•	•	•	•	
81505	Liquid Lube Blue, concentrate, 5 gal. mixing bucket	2 US gal. concentrate	1	48	•	•	•	•	•	
81515	Liquid Lube Blue, concentrate	5 US gal.	1	36	•	•	•	•	•	
81555	Liquid Lube Blue, concentrate	55 US gal. drum	1	4	•	•	•	•	•	



81511



2053B



2054B



81505

Tire mounting lubricant brackets, brushes, swabs

REMA TIP TOP Mounting paste brackets are manufactured of heavy-duty steel, and fit a variety of tire changing machines. Heavy-duty mounting paste brushes and cotton swabs apply paste, compound or liquid products without waste or mess.

Part No	Description	Box/Qty	Case/Qty				
73	Mounting paste brush, 45° 1" brush head	1		•	•		
73W	Mounting paste brush, 45° 1" brush head	1		•	•		
73T	Mounting paste brush, 45° 2" brush head	1			•	•	•
75B	Mounting bracket for 75 paste, hardware included	1					
75NB	Mounting bracket for 75N paste, hardware included	1					
2990	Swab	1	12				


73


73W


73T


2990


75B 75NB

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Sealer Products



960

Rim & Bead Sealer (non-flammable)

REMA TIP TOP offers two distinct Bead Sealer formulations designed to prevent leaks between the tire and rim.

- Designed to be applied to tire beads during the mounting process.
- Ideally suited for use with new or old tires.
- No drip formula is highly viscous with an extended shelf life.

Part No	Description	Size	Box/Qty	Case/Qty
960	Rim & Bead Sealer, with brush cap	32 fl. oz. can	1	6
960ND	Rim & Bead Sealer, with brush cap No drip formula	32 fl. oz. can	1	6



960-F

Rim & Bead Sealer (flammable)

REMA TIP TOP CFC-Free Bead Sealer is designed to prevent leaks between the tire and rim.

- Designed to be applied to tire beads during the mounting process.
- Ideally suited for use with new or old tires.
- CFC-free formula requires shorter drying times.

Part No	Description	Size	Box/Qty
960-F	Rim & Bead Sealer, with brush cap CFC-free formula Flammable	32 fl. oz. can	6



76

Innerliner Repair Sealant (non flammable)

REMA TIP TOP offers two distinct Repair Sealer formulations to accommodate unique customer preferences or requirements.

- Properly applied, Repair Sealer creates an airtight seal around a finished repair, over buffed areas or porous tire innerliners.
- Prudent use of Repair Sealer maintains the integrity of the repair.

Part No	Description	Size	Box/Qty	Case/Qty
76	Repair Sealant, with brush cap	16 fl. oz. can	1	12



76-F

Innerliner Repair Sealant (flammable)

REMA TIP TOP offers two distinct Repair Sealer formulations to accommodate unique customer preferences or requirements.

- Properly applied, Repair Sealer creates an airtight seal around a finished repair, over buffed areas or porous tire innerliners.
- Prudent use of Repair Sealer maintains the integrity of the repair.
- CFC-free formula requires shorter drying times.

Part No	Description	Size	Box/Qty
76-F	Repair Sealant, with brush cap CFC-Free formula Flammable	16 fl. oz. can	12

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Tire Spreaders, Wheel Balancer

Rep-Boy tire repair spreader

The Rep Boy provides easy access for repairing passenger and light truck tires. The adjustable tire spreader can accommodate all tires from garden service through light truck. The Tire spreader has a foot-control swivel, tilts, and is equipped with a tool tray and a floor stand base-plate.

Part No	Description	Box/Qty		
3050-RB	Rep-Boy Deluxe Tire Repair Station **Specifications:** Weight: 74lbs.	1	•	•

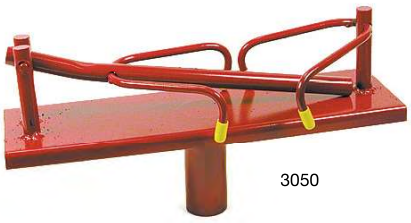


3050-RB

Tire spreader

This portable tire spreader performs passenger and light truck tire inspections with ease. REMA TIP TOP's portable tire spreader fits over the center post of most tire changers (up to 1¾" post diameter). Hand-operated spreading device allows easy access to any portion of the tire.

Part No	Description	Box/Qty		
3050	Tire Spreader	1	•	•



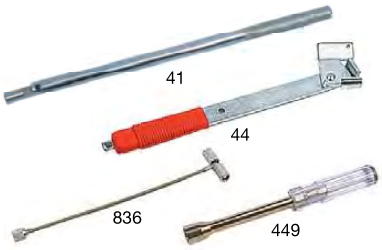
3050



Valve Service Tools

Valve service tools

Part No	Description	Box/Qty	Case/Qty
41	Valve insertion tool (pull through style)	1	10
44	Valve insertion/removal tool (Big Yank)	1	10
836	Valve fishing tool, cable-type	1	10
449	Valve nut wrench	1	10



41

44

836

449

Valve core service tools

Part No	Description	Box/Qty	Case/Qty
186	Valve repair tool, 4-in-1	10	100
188	Cap & core remover tool		5
187	Screwdriver handle valve core tool	10	100
EX-685	Valve core removal and inserting tool, standard & large bore screwdriver-style	10	50
834	Valve core removal tool	10	100
TVCT	Torque valve core tool, TPMS service	1	10



186

834

EX-685

187

TVCT

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Valves


TR-412


TR-413


TR-413C


TR-414


TR-418C


TR-418


TR-423

Snap-in valves (passenger/light truck)

Ozone Tested and manufactured from EPDM rubber, all REMA TIP TOP passenger/light truck valves are equipped with high temperature valve cores.

- TR Valves packed 50 per bag/10 bags per box

Part No	Description	Rim Hole Dia. Inch	Max. psi	Valve Size Inch	Valve Size mm	Box/ Qty
TR-412	Snap-in valve	.453	65	⅞	25	500
TR-412C	Snap-in valve, chrome	.453	65	1	25	500
TR-413	Snap-in valve	.453	65	1¼	31	500
TR-413C	Snap-in valve, chrome	.453	65	1¼	31	500
TR-414	Snap-in valve	.453	65	1½	37	500
TR-414C	Snap-in valve, chrome	.453	65	1½	37	500
TR-415	Snap-in valve	.625	65	1¼	31	500
TR-418	Snap-in valve	.453	65	2	50	500
TR-418C	Snap-in valve, chrome	.453	65	2	50	500
TR-423	Snap-in valve	.453	65	2½	62	500
TR-425	Snap-in valve	.625	65	2½	62	500
TR-600HP	Snap-in valve, high pressure	.453	100	1¾	45	500
TR-602HP	Snap-in valve, high pressure	.453	100	2	50	500
TR-801HP	Snap-in valve, high pressure	.625	100	1¼	31	500
TR-802HP	Snap-in valve, high pressure	.625	100	2	50	500


TR-416


1-810


1-811

Clamp-in valves (passenger/light truck)

Produced with EPDM grommets, all REMA TIP TOP Clamp-In valves are equipped with high temperature valve cores.

Part No	Description	Rim Hole Dia. Inch	Valve Size Inch	Valve Size mm	Box/ Qty
TR-416	Clamp-In valve, custom wheel	.453	1 7/16	39	100
TR-417	Toronado/Eldorado clamp-in valve				5
1-810	Clamp-in valve, chrome	.453	1¼	31	100
1-811	Clamp-in valve, brass	.453	2	50	100


1-860


1-815


1-816

Clamp-in valves (specialty domestic/import)

Produced with EPDM grommets, all REMA TIP TOP Clamp-In valves are equipped with high temperature valve cores.

Part No	Description	Valve Size Inch	Valve Size mm	Box/Qty
1-860	ENKEI Style, mini	1 5/16	34	50
1-816	ENKEI Style, 45° bend	2 3/16	55	50
1-815	ENKEI Style, short	1 9/16	39	50

Always take the proper precautions and use the appropriate tools when installing tire valves into wheels.

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Valve Cores

Valve cores

Part No	Description	TR No.	Box/Qty
TRC1 HT	Valve core, high-temp., std. bore	TRC1	100
TRC1-L	Valve core, high-temp., std. bore, long	TRC1-L	100





Valve Caps

Valve caps, plastic

Part No	Description	Box/Qty
39G	Valve cap, nitro-green	100
39	Valve cap, dome type, VC-8	1000



Valve caps, metal

Part No	Description	TR No.	Box/Qty	Case/Qty
37	Valve cap, fork-type, standard metal	TRVC2	100	1000
38	Valve cap, dome-type, standard metal		100	1000
40	Valve cap, hex-type, chrome		100	1000
42HT	Valve cap, dome type, high-temperature	TRVC3	100	1000





Valve Cross Reference

REMA #	Description	Length (inch)	Bending angle (°)	UOM	TR#	Hamaton	Dill	Haltec	Myers	31Inc	ETRTO	Tech
TR-412	Snap-in Valve	⅞		500	TR412	1-101	T-12R	TV-412	26118	17-412-500		TR412
TR-412C	Snap-in Valve, chrome	⅞		500	TR412C	1-101C				17-412-1		
TR-413	Snap-in Valve	1¼		500	TR413	1-102	T-13R	TV-413	21173	17-413-500	V2-03-1	TR413
TR-413C	Snap-in Valve, chrome	1¼		500	TR413C	1-102C	T-13S	TV-413-CH	22130	17-413-1		TR413CH
TR-414	Snap-in Valve	1½		500	TR414	1-103	T-14R	TV-414	21174	17-414-500	V2-03-02	TR414
TR-414C	Snap-in Valve, chrome	1½		500	TR414C							
TR-415	Snap-in Valve	1¼		500	TR415	1-107	T-15R	TV-415	21170	17-415-500	V2-03-3	TR415
TR-416	Clamp-In Truck Valves			100	TR416	1-801	VS-902	TV-416	21583	17-416		VH521MS
TR-417	Toronado/Eldorado clamp-in valve											
TR-418	Snap-In Valve	2		500	TR418	1-105	T-18R	TV-418	21175	17-418-500	V2-03-4	TR418
TR-418C	Snap-in Valve, chrome	2		500	TR418C		T-18S	TV-418-CH		17-418-1		TR418CH
TR-423	Snap-In Valve	2½		500	TR423	1-106	T-23R	TV-423	21177	TR-423-500		TR423
TR-425	Snap-In Valve	2½		500	TR425	1-108	T-25R	TV-425	22188	17-425		TR425
TR-600HP	Hi-Pressure Snap-in Valve	1¼		500	TR600HP	1-401		TV-600HP	24120	17-600HP		VH600HP
TR-602HP	Hi-Pressure Snap-in Valve	2		500	TR602HP	1-402		TV-602HP	24121	17-602HP		
TR-801HP	Hi-Pressure Snap-in Valve	1¼		500	TR801HP	1-403		TV-801-HP	23190	17-801HP		
TR-802HP	Hi-Pressure Snap-in Valve	2		500	TR802HP	1-404		TV-802-HP	23191	17-802HP		
1-810	Clamp-in Valve	1¼		100	TBD	1-810		N-1600		17-428		
1-811	Clamp-in Valve	2		100	TBD	1-811		TV-416MC		17-429		
1-860	ENKEI Style “Mini”	1¼		50	TBD	1-860		TV-6030	24117			
1-816	ENKEI Style		45	50	TBD	1-816		TV-6020	24118			
1-815	ENKEI Style “Short”	1½		50	TBD	1-815						

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Pressure Gauges, Chucks and Accessories



Tire pressure gauges

Professional tire pressure gauges for a variety of applications.
- Permanently lubricated
- Easy-to-read indicator bar
- Chrome plated, brass body construction

Part No	Description	Calibration	Box/Qty			
180	Automotive gauge, angle-head	10-50 psi, 1 lb. increments	10	•		
181	Truck gauge, angle-head	20-120 psi, 2 lb. increments	10		•	
183	Truck gauge, dual-head	10-150 psi, 2 lb. increments	10		•	
184	Truck gauge, dual-head	20-120 psi, 2 lb. increments	10		•	
175	Truck gauge, dual-head	20-120 psi, 2 lb. increments	10		•	
176	Truck gauge, dual-head	10-150 psi, 2 lb. increments	10		•	
179	Truck gauge, straight-head	20-120 psi, 2 lb. increments	10		•	



Tread depth gauge

Part No	Description	Calibration	Box/Qty			
185	Tread depth gauge	0" to 1" 1/32" increments.	10	•	•	•



Air chucks

Part No	Description	Box/Qty
765	Ball chuck, ¼" NPT female fitting (CLOSED)	10
765-O	Ball chuck, ¼" NPT female fitting (OPEN)	10
766	Ball chuck, ¼" NPT female fitting (CLOSED), clip-on type	10
766-O	Ball chuck, ¼" NPT female fitting (OPEN), clip-on type	10
762	Air chuck, Euro-style clip-on	10
763	Air chuck, dual-foot, lock-on	10
771	Air chuck, dual-foot, press-on (CLOSED), black poly coating	5
772	Air chuck, dual-head, press-on	5
773	Air chuck, lock on	5

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Air Inflation Gauges

MAX-WELL digital and analog inflation gauges

NEW PRODUCT

MAX-WELL digital and analog inflation gauges merge ease of use and readability with rapid, safe and cost effective tire pressure maintenance.

- Fast inflation and deflation
- Increased accuracy and safety
- Robust design
- 6 ft Hose

Part No	Description	Box/Qty			
H300532P	MAX-WELL Digital Inflation Gauge	1	•	•	•
H310532P	MAX-WELL Analog Inflation Gauge	1	•	•	•



H300532P

H310532P



Gloves

GREASE BULLY Nitrile gloves

NEW PRODUCT

GREASE BULLY Nitrile Gloves are formulated to have superior strength for the Professional Technician. The GREASE BULLY Glove has a strong black color and is resistant to most shop chemicals.

- New Nitrile Formula Offers Extra Comfort & Elasticity
- Delivers Unmatched Feel & Sensitivity
- Powder Free • Textured Fingers • 5.5-mil thick

Part No	Description	Size	Box/Qty
9943	GREASE BULLY Nitrile Gloves	Medium (M)	100
9944	GREASE BULLY Nitrile Gloves	Large (L)	100
9945	GREASE BULLY Nitrile Gloves	Extra Large (XL)	100



DURAGRIP Latex Gloves

NEW PRODUCT

The DURAGRIP Glove is a heavy favorite among Tire Repair Techs due to its durability and comfortable Latex fit.

- 60% thicker than traditional latex gloves
- Fully Textured surface • Powder Free • 8 mil thick, 9" long

Part No	Description	Size	Box/Qty
2243	DURAGRIP Latex Gloves	Medium (M)	100
2244	DURAGRIP Latex Gloves	Large (L)	100
2245	DURAGRIP Latex Gloves	Extra Large (XL)	100



StrongHold Gloves

NEW PRODUCT

The StrongHold is a low cost reusable glove with a Nitrile dipped palm and nylon knit backing. The nylon knit backing is breathable and machine washable.

- Chemical resistant palm • Excellent gripping power
- Breathable air flow comfort • Seamless comfort
- Dexterity & Durability

Part No	Description	Size	Box/Qty
8544	StrongHold Gloves	Large (L)	Pair
8545	StrongHold Gloves	Extra Large (XL)	Pair



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Hand Cleaners - Made in USA



Heavy-Duty Hand Cleaners - Made in USA

All three hand cleaners can be used with or without water. These products are made in the USA and are VOC Compliant and have No NPE. Each 4 liter hand **cleaner refill tank yields 1,440 applications.**

The DISPENSER BUDDY Reservoir Dispensing System with the Hand Cleaner refill tanks empty 100%, which means NO WASTE for the user. When compared to other hand cleaner products, these hand cleaner refill tanks yield a lot more applications per refill, which saves the user 30-40% over other systems.

Part No	Description	Size	Qty
RHC-PCH	**Pumice Cherry** NEW PRODUCT • Premium, Heavy-Duty Lotion Hand Cleaner • No Petroleum Odor • Deep Cleans with Fine-Ground, American Pumice Contains Ten Skin Care Ingredients including Glycerin, Almond Oil,Soy Oil, Lanolin, Aloe Vera, Jojoba, Wheat Germ Extract and Vitamin A, C and E	4 Liter (1 gal. 7.3 oz.)	4 tanks per case
RHC-PCI	**Pumice Citrus** NEW PRODUCT • With Natural Citrus Oils, Natural Fresh Citrus Fragrance • No Petroleum Solvents • Premium natural citrus oils safely and effectively dissolve the very toughest soils. Contains Nine Skin Conditioners including Glycerin, Aloe Vera, Jojoba, Wheat Germ Extract, Vitamins A, C and E, plus Almond and Soy oil for advanced conditioning.	4 Liter (1 gal. 7.3 oz.)	4 tanks per case
RHC-PHD	**Pumice HD** NEW PRODUCT • Ultra, Heavy-Duty Quality Hand Cleaner • Use with or without water • No Petroleum Odor • Deep Cleans with Fine-Ground, American Pumice Contains Pumice and Seven Moisturizers including Lanolin, Glycerin, Aloe Vera, Vitamin C & E, Jojoba and Wheat Germ Extract.	4 Liter (1 gal. 7.3 oz.)	4 tanks per case
RHC-WIPE	**Workshop Wipes** NEW PRODUCT • The Ultimate Multipurpose Hand Scrubber Towels • Quick Cleaning at the Work Site • No Solvents – VOC Free • Stays Moist for Hours • Clean After-Feel with No Residue • Clean Hands, Tools, Equipment and More Contains Glycerin, Jojoba, Wheat Germ Extract, Vitamin C & E and Aloe Vera.	90 Count 9" x 12" wipes	6 containers per case
RHC-DIS	**Dispenser Buddy** NEW PRODUCT • Easy, quick-changing, no-mess Refill Tank empties 100% - NO WASTE. • 1000ml reservoir back-up allows reloading at user's convenience. • 4000ml refill tank gives user a 5000ml system. • System SAVES user 30-40% over other systems. • Time-tested, heavy-duty pump mechanism is guaranteed for life. • See-through window lets user know when refill can be changed. • Foil seal on refill locks in freshness and eliminates tampering. • Snap-in/Snap-out features lock reservoir and refill tank in place. • Accommodates REMA TIP TOP's 4 liter refills tanks.		1

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DISPENSER BUDDY (RHC-DIS)

RESERVOIR DISPENSING SYSTEM WITH 4 LITER REFILLS

USE LESS, SAVE NOW!

1,440 applications per Tank.

Made in USA



Unique design 1 liter reservoir plus 4 liter refill tank gives user a 5 liter system

SYSTEM BENEFITS

- **NO WASTE** - disposable tank empties 100%.
- **CONVENIENT, NO MESS** reloading with reservoir back-up.
- **SECURE** - reservoir and refill lock in place.

FEATURES AND BENEFITS:

- Easy, quick-changing, no-mess Refill Tank empties 100% - **NO WASTE.**
- 1000ml reservoir back-up allows reloading at user's convenience.
- 4000ml refill tank gives user a 5000ml system.
- System **SAVES user 30-40%** over other systems.
- Time-tested, heavy-duty pump mechanism is guaranteed for life.
- See-through window lets user know when refill can be changed.
- Foil seal on refill locks in freshness and eliminates tampering.
- Snap-in/Snap-out features lock reservoir and refill tank in place.
- Accommodates REMA TIP TOP's 4 liter refills tanks.
- Refill also fits Zep Manufacturing Co.'s D-4000 dispenser (all models).



Hand Cleaners - Made in Germany

Hand Cleaner SUPER

Removes even the toughest dirt such as soot, paint, printing ink, tar, bitumen, underseal etc. Hand Cleaner SUPER cleans down to the pores, is easy to rinse off, does not contain sand and therefore will not clog drains or outlets. With orange fragrance.

Part No	Description	Size	Box/Qty
5930443	Hand Cleaner SUPER	11 liter (2.91 gal.) bucket	1
5930467	Hand Cleaner dispenser	STANDARD	1

Hand Cleaner SOFT

Contains lanolin and vegetable oil without additional solvents. Therefore extremely mild and gentle to the skin. Does not clog drains or outlets. Alkali-free and adapted to the pH of the skin. With citric acid to preserve the skins natural resistance. Extremely economical (approx. ½ tsp is enough).

Part No	Description	Size	Box/Qty
5930498	Hand Cleaner SOFT	500 ml (16.91 fl. oz.) plastic can	12
5930450	Hand Cleaner SOFT	11 liter (2.91 gal.) bucket	1


5930467



5930443



5930450


5930498

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Tire Repair Hand Tools



Cutting tools

Essential for preparation and finishing procedures of all types of tire repair.

Part No	Description	Blade Length (inch)	Blade Length (mm)	Box/Qty
929	Wooden handle skiving knife, flexible round tip	4	101	12
930	Wooden handle skiving knife, tapered point tip	4	101	12
6017	Rubber knife	5	127	1
6018	Skiving knife	6	152	1
6022	Sharpening stone	9		



Side cutters

Designed to cut through steel cords quickly and easily while minimizing damage to tire injury.

Part No	Description	Box/Qty
6010	Side cutter for steel cord, geared	1
6012	Steel nippers, 8"	1



Tire repair stitchers

Essential service tool or proper installation or tire repair units, tube repair units and repair plugs. Durable wooden handle and ball bearing construction provides optimal service life.

Part No	Description	Width (inch)	Dia. (inch)	Size (inch)	Box/Qty
30	Corrugated stitcher, ball bearing	⅛	1¼	1¼ x ⅛	10
6005	Corrugated stitcher, ball bearing	¼	2	2 x ¼	1
6006	Roller stitcher, ball bearing, heavy duty	2	2	2 x 2	1



Tire innerliner scrapers

Essential for preparation of proper tire repair and repair unit installation. (Use with liquid or aerosol Pre-Buff cleaning solutions.)

Part No	Description	Box/Qty	Case/Qty
932	Tire scraper, rubber	1	12
28	Tire scraper, innerliner tool	1	



Wheel weight pliers

Remove and add wheel weights easily with REMA TIP TOP's quality all-in -one Wheel weight tool.

Part No	Description	Box/Qty
924	Wheel weight tool	1

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Miscellaneous buffing tools

Part No	Description	Box/Qty	Case/Qty
33	Arbor for mounting buffing wheels, ¼" drill	1	10
34	Buffing wheels, fine grit, 2½" dia.	1	10
TCW 210-80	Buffing Rasp 80 grit	10	10
6067	QR arbor, 2¼" threaded (w/sleeve), ⅜" x 24-T	1	10



Markal paintsticks

Real lead-free paint in stick form combining the long-lasting durability of paint with ease-of-use of a crayon. Marks on smooth, rough, rusty or dirty surfaces and also marks through oil and water
Temperature range: -50°F to 150°F (-46°C to 66°C)

Part No	Description	Color	Box/Qty	Case/Qty
80220	Markal paintstick	white	12	144
80221	Markal paintstick	yellow	12	144
80222	Markal paintstick	red	12	144
80223	Markal paintstick	black	12	144
80224	Markal paintstick	orange	12	144
80225	Markal paintstick	blue	12	144
80226	Markal paintstick	green	12	144
80227	Markal paintstick	pink	12	144
80228	Markal paintstick	purple	12	144
80229	Markal paintstick	brown	12	144
80230	Markal paintstick	grey	12	144



Marking crayons

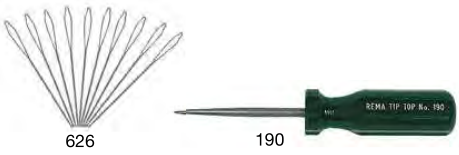
High quality, easy to see marking crayons write on almost anything.

Part No	Description	Color	Box/Qty	Case/Qty
62W	Marking crayon	white	12	144
62Y	Marking crayon	yellow	12	144



Accessories

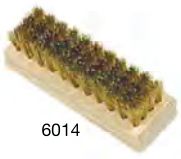
Part No	Description	Box/Qty
626	Pull wires, for Rema Stems RS-6, RS-8, RS-10	10
190	Awl	1



Brass bristle brush

For removal of rubber dust particles after buffing the repair area. REMA TIP TOP does not recommend the use of solvent or liquid cleaners for rubber dust removal after buff.

Part No	Description	Box/Qty	Case/Qty
6014	Brass cleaning brush	1	12



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Tire Repair Power Tools



Air buffers and high speed grinders

REMA TIP TOP's exceptional quality, durable slow speed (less than 5,000 rpm) Air buffer and high speed grinder (greater than 20,000 rpm) are the right choice for injury and surface preparation. The slow speed buffer is equipped with a quick release chuck and rear exhaust system. The high speed grinder is equipped with a 1/4" Jacob's Chuck.

Part No	Description	RPM	Box/Qty
CP-871	High Speed Grinder, Jacob's chuck	22,000	1
CP-873K	Low Speed Tire Buffer, QR chuck	2,800	1



798

Vacuum cleaner

REMA TIP TOP's air operated, wet/dry vacuum replaces standard shop vacuums at repair stations. Small, powerful and versatile, this vacuum quickly removes rubber dust particles or water from tires. (Ideally suited for use on mobile service trucks.)

Part No	Description	Box/Qty
795	Air Vacuum, includes bag	1
798	Air Vacuum, includes bag and water hose	1
796	Replacement vacuum bag	1
797	Replacement water hose	1


6060


6066
6067
6068



77

Quick release air buffer hardware (slow-speed)

Designed for use with REMA TIP TOP slow-speed air buffers; quick-release couplers, arbors and adapters provide optimal versatility when changing tools.

- Tested-tough and performance-proven.

Part No	Description	Box/Qty	Case/Qty
6053	Arbor, fixed For use with 6057 rotary brush, ¼"	10	
6060	QR chuck set, 2 QR arbors	1	10
6062	Jacobs chuck, ⅜"	1	
6065	Accessory kit • 1 6066 QR arbor • 1 6067 QR arbor • 1 6068 QR adapter • 1 6069 QR adapter	1	
6066	QR arbor, 2¼" threaded, ⅜" x 24-T	1	10
6067	QR arbor, 2¼" threaded (w/sleeve), ⅜" x 24-T	1	10
6068-125	QR adapter, ⅛" shank For use with CC-3	1	10
6068	QR adapter, ¼" shank For use with CC-4.5, CC-6	1	10
77	Pneumatic tool lubricant, 16 fl. oz. can	1	12

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Rubberhog Tire Repair Tools

Rubberhog tire repair tools are designed for texturing and removing rubber rapidly with a highly efficient cutting action, leaving a rubber surface that is evenly textured and free of any gouging.
(Use with the appropriate safety and eye protection.)

Rubberhog flared contour wheels

Precision contoured wheels deliver efficient texturing results without gouging rubber surfaces.

Part No	Description	Diameter (inch)	Width (inch)	Bore (inch)	SSG	Grit	Box/ Qty
RH-100	Flared contour wheel	1¾	¾	⅜	170	60	1
RH-102	Flared contour wheel	1¾	¾	⅜	230	36	1
RH-104	Flared contour wheel	1¾	¾	⅜	390	16	1
RH-107	Flared contour wheel	2½	1 1⁄16	⅜	170	60	1
RH-109	Flared contour wheel	2½	1 1⁄16	⅜	230	36	1
RH-111	Flared contour wheel	2½	1 1⁄16	⅜	390	16	1
RH-130	Flared contour wheel mini-cup	2	¾	⅜	170	60	1



Rubberhog Polyplugs for flared contour wheels

When used with the corresponding contour wheel, Polyplugs provide a flywheel effect that results in better control when preparing repair surfaces.

Part No	Description	Diameter (inch)	Bore (inch)	Box/Qty
RH-150	Polyplug	1¾	⅜	1
RH-152	Polyplug	2½	⅜	1





Carbide Cutting Tools

Carbide cutting tools

REMA TIP TOP's high tensile carbide cutters are ideal for preparing nail hole through section repair injuries. These diamond cut, long-life cutters are manufactured from high quality, high carbide content steel.

Part No	Description	Dia. (inch)	Dia. (mm)	Box/Qty
CC-3	Carbide cutter, pointed	⅛	3	1
CC-4.5	Carbide cutter, pointed	3⁄16	4.5	1
CC-6	Carbide cutter, pointed	¼	6	1
6453	Carbide cutter, ball	½		1
6454	Router burr, flat top	¼		1
6455	Router burr, flat top	⅛		1
6457	Router burr, flat top	1⁄16		1
6458	Carbide cutter, pointed	1⁄16		1



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Air Hose and Accessories, Air Compressor Accessories



891



¼" NPT male end

Reinforced air hose (red)

Heavy duty, non-kink reinforced air hose performs flawlessly in all conditions. Toughness tested, performance proven. Especially designed to withstand the wide range of weather and abrasion conditions experienced by today's active repair facilities.

Part No	Description	Length (feet)	Hose ID (inch)	Box/Qty
890	Reinforced air hose with ¼" NPT male ends	25	⅜	1
891	Reinforced air hose with ¼" NPT male ends	50	⅜	1
892	Reinforced air hose	500	⅜	1
895	Reinforced air hose with ½" NPT male ends	50	½	1
896	Reinforced air hose	500	½	1



891-G

Reinforced air hose (green)

Part No	Description	Length (feet)	Hose ID (inch)	Box/Qty
890-G	Reinforced air hose with ¼" NPT male ends	25	⅜	1
893-G	Reinforced air hose with ¼" NPT male ends	35	⅜	1
891-G	Reinforced air hose with ¼" NPT male ends	50	⅜	1



841P

Polyurethane coil hose

These lightweight, durable hoses will withstand the rigors of rugged automotive environments while maintaining their resiliency over long periods of time.

- Outstanding coil memory • Highly kink and abrasion resistant
- Straight tails provide built-in whip hose. • Resistant to most oils and fuels.

Part No	Description	Length (feet)	Hose ID (inch)	Box/Qty
840P	Polyurethane coil hose, with ¼" male ends	12	¼	1
841P	Polyurethane coil hose, with ¼" male ends	25	¼	1
842P	Polyurethane coil hose, with ¼" male ends	50	¼	1
843P	Polyurethane coil hose, with ¼" male ends	25	⅜	1
844P	Polyurethane coil hose, with ¼" male ends	50	⅜	1



F25



R25

Air filters

- Heavy duty air filters include die cast aluminum bodies, extra large filter elements and polycarbonate bowl.
- 40 Micron, sintered bronze filter element.
- Bayonet locking ring allows easy bowl removal.
- Maximum operating temperature 120° F.

Part No	Description	Port (inch)	Box/Qty
F25	Air line filter, heavy duty	¼	1
F38	Air line filter, heavy duty	⅜	1
F50	Air line filter, heavy duty	½	1
F75	Air line filter, heavy duty	¾	1
F100	Air line filter, heavy duty	1	1

Air regulators

- Heavy duty air regulators have a reputation for unsurpassed reliability.
- The balanced design maintains precise downstream pressure and a diaphragm stop prevents ruptures due to surges.
- High flow rates with accurate control.

Part No	Description	Port (inch)	Box/Qty
R25	Air regulator, heavy duty	¼	1
R38	Air regulator, heavy duty	⅜	1
R50	Air regulator, heavy duty	½	1
R75	Air regulator, heavy duty	¾	1
R100	Air regulator, heavy duty	1	1

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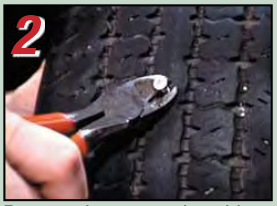
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Passenger Tire Nail Hole Repair Guide

Tires must be removed from the wheel to perform permanent and proper repair.



Locate the injury.



Remove the penetrating object.



Inspect the damage using a 190 awl, determine if one-piece or two-piece repair is required.



Apply REMA TIP TOP Pre-Buff cleaner.



Use a scraper to remove contaminants.



Ream the tire injury (from the inside), using a carbide cutter with a low speed buffer.



Ream the tire injury (from the outside), using a carbide cutter with a low speed buffer.



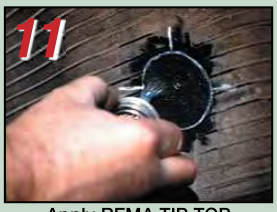
Buff the repair area using a buffing or contour wheel with the low speed buffer.



Using the 6014 Brass Brush, remove the buffing dust from the buffed area.



Apply REMA TIP TOP Blue Cement into injury channel with a 626 pull-wire.



Apply REMA TIP TOP Blue Cement; allow to dry thoroughly.



Install the Minicombi or RemaStem.



Pull the Minicombi or RemaStem through the tire. Cut off protruding stem excess, flush with tread surface.



After the repair unit is applied, stitch thoroughly from the center outwards.



Apply REMA TIP TOP Repair Sealant over the repair unit and buffed area.

Refer to the REMA TIP TOP Repair CD for complete detailed repairing instructions. Always refer to the repair chart, safety advice and repair instructions packaged with the product.

Nail Hole Repair Training CD Eng/Esp

Part No	Description	Box/Qty
TRM-CD NAIL	Nail Hole Repair Training CD Eng/Esp	1



www.rematiptop.com

Visit our redesigned website for the latest product information, MSDS Sheets, Technical Data Sheets, Training information, Catalog and Brochure downloads, and Information about REMA TIP TOP Events.

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All relevant product information can be found in the respective documents, including operating instructions, technical datasheets as well as conditions for storage and application. The specified qualities of our products are based on information from the accompanying inspections for approval. They represent statistical product data and are not to be considered as guaranteed properties of an individual product. In order to preserve product properties, the storage conditions indicated in DIN 7716 should be followed (including storing the product in the original package and in an area that is dry, cool and dark).



Tire Repair Materials



Chemical Products



Equipment



Tire Valves & Hardware and Tire Balancing Products



Service Items



Protective goggles should always be worn to protect eyes from damage.



Always use ear protection if high noise levels occur.



Always use both eye and ear protection.



Always use protective gloves when handling sharp tools.



Cold Storage required.

All charts in REMA TIP TOP catalogs reflect International Repair Standards, determined on the basis of practical experience, bench checks and tests. THEY NEITHER INCORPORATE NOR ARE INTENDED AS A REFERENCE TO LOCAL, STATE, OR NATIONAL STANDARDS THAT MAY EXIST IN YOUR COMMUNITY. When repairing a tire: make a general examination to ensure that the tire can be repaired. Examine the tire for hidden damages. Stay within the maximum limits for repairable injuries indicated by the chart. Make independent assessments based upon your own knowledge and experience, local, state, and national safety limits and regulations, local road and operating conditions, regarding the application of repair criteria and limits more stringent than shown on these charts. Follow all applicable fitting and processing instruction, as well as other directions for the use of your Tire Repair Equipment Materials. Always consult the Tire Manufacturer for the repair limits.

The full REMA TIP TOP 2011 Tire Repair Materials and Accessories Catalog is available online at www.rematiptop.com or can be ordered by calling Customer Service at 800-225-REMA.

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https://web.archive.org/web/20100525054931/http://www.techtirerepairs.com/_assets/documents/RepairManuals/RM-15%20%20%20TOR%20Repair%20Method.pdf

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TECH Tire Repairs

Repair Manual RM-15

TOR Repair Method

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TECH Off Road repairs

TECH TORs repair injuries up to 12" (300 mm) in 60 plus ply off-the-road tires. One-piece construction provides easier installation, and eliminates the need for piggyback applications.

Smaller than conventional off-the-road repairs, the compact size of the TECH TOR repair unit saves money, labor and handling time.

Specially designed plies dissipate fabric end stress, and provide maximum flexibility and strength.

Superior compounding throughout the entire construction of the TOR repair resists overcure, even when the tire is returned to service.

To obtain optimum adhesion results with all vulcanizing systems, TORs are available in both uncured and low temperature chemical cure units.

TECH TORs provide permanent repairs for tubeless or tube-type tires, and repair injuries in the shoulder, sidewall or crown.

All low-temperature and cloth-backed TORs have TECH's bead label which allows the repair person to record month, year and other indentification for repair purposes.

Cat. No.	Description	Box Qty.	Dim. (Inches)	Dim. (Mm)
386	TOR-1	10	7 5/16	180
387	TOR-2	10	8 1/8	205
388	TOR-3	5	9 3/8	230
389	TOR-4	5	11 ¼	280
390	TOR-5	5	13 3/8	330
391	TOR-6	5	15 15/16	380
392	TOR-7	1	17 ¼	430
393	TOR-8	1	19 15/16	480
394	TOR-9	1	21 ¼	530
395	TOR-10	1	23 ¼	580
396	TOR-11	1	24 ¾	620
397	TOR-12	1	25 ¾	645

UNCURED

Cat. No.	Description	Box Qty.	Dim. (Inches)	Dim. (Mm)
386U	U-TOR-1	10	6 ¼	155
387U	U-TOR-2	10	7 ¼	180
388U	U-TOR-3	5	8 ¼	205
389U	U-TOR-4	5	10 ¼	255
390U	U-TOR-5	5	12 ¼	305
391U	U-TOR-6	5	14 ¼	355
392U	U-TOR-7	1	16 ¼	405
393U	U-TOR-8	1	18 ¼	455
394U	U-TOR-9	1	20 ¼	505
395U	U-TOR-10	1	22 ¼	555
396U	U-TOR-11	1	23 ¼	580
397U	U-TOR-12	1	24 ¼	605

CLOTH-BACKED

Cat. No.	Description	Box Qty.	Dim. (Inches)	Dim. (Mm)
386C	TOR-1 (cloth backed)	10	7 5/16	180
387C	TOR-2 (cloth backed)	10	8 1/8	205
388C	TOR-3 (cloth backed)	5	9 3/8	230
389C	TOR-4 (cloth backed)	5	11 ¼	280
390C	TOR-5 (cloth backed)	5	13 3/8	330
391C	TOR-6 (cloth backed)	5	15 15/16	380
392C	TOR-7 (cloth backed)	1	17 ¼	430
393C	TOR-8 (cloth backed)	1	19 15/16	480
394C	TOR-9 (cloth backed)	1	21 ¼	530
395C	TOR-10 (cloth backed)	1	23 ¼	580
396C	TOR-11 (cloth backed)	1	24 ¼	605
397C	TOR-12 (cloth backed)	1	25 ¼	630

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TECH'S TOR REPAIR UNITS ARE THE MOST ADVANCED BIAS OTR REPAIRS EVER DEVELOPED.

Repair of a Bias off the road tire using a Tech TOR repair.

The following steps demonstrate the proper repair procedures to follow when section repairing a bias OTR tire. The procedures covered in this manual are the recommended steps for spotter, mold and chamber curing systems. The removal of damage is the same for any curing system, the changes are in the application of the repair unit. In a spotter cure the repair unit is applied after curing of the filling material. In mold and chamber cure the repair unit is applied before the skive is filled, the repair and fill material are cured at the same time.

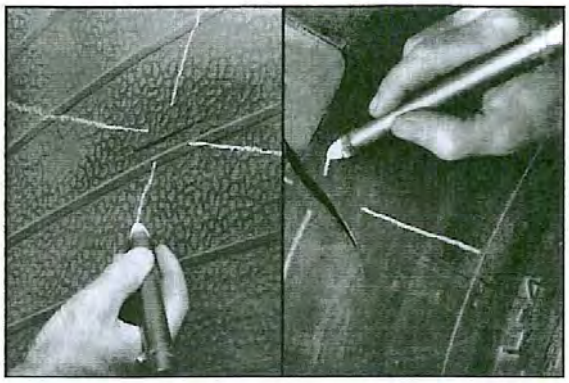


1 Thoroughly inspect the tire inside and out in a well lighted area (200 to 300 foot candles) to determine if the tire is repairable. Tires that have had water or ballast in them must be brought inside and allow to dry out for at least 24 hours. Tires with the following defects should be rejected:

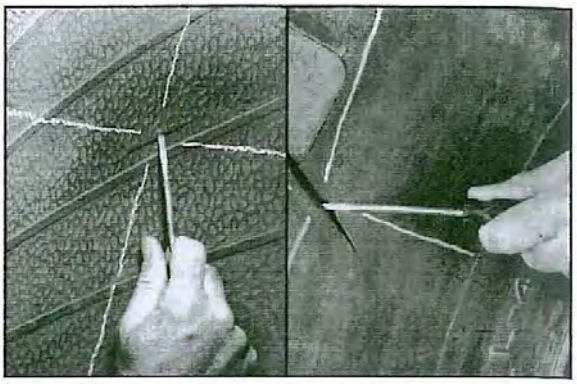
* Damage due to under inflation or being run flat
* Casing separation
* Injuries beyond repairable limits
* Rubber deterioration
* Severe cracking to the cord
* Bead damage that has damaged the cord
* Bent beads
* Burnt beads

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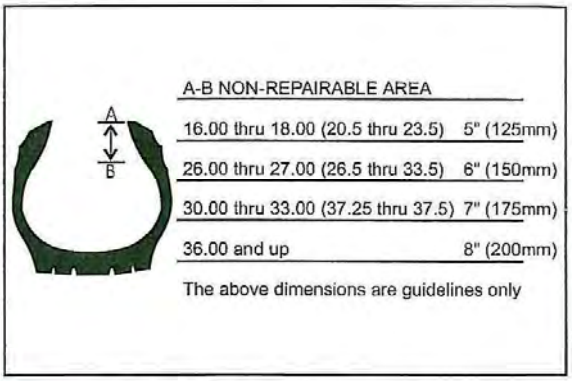
2 During the inspection process locate and mark all injuries on the inside and outside of the tire. When marking the injury use long indexing lines, this will aid in centering the spotter and repair unit later in the procedure.



3 Once the tire has been inspected, use a probe to inspect the injury inside and out, checking for separations and the extent of damage.



4 When repairing a sidewall injury, measure the distance from the toe of the bead following the contour of the tire to the end of the injury. Then refer to the TOR chart to determine if the injury falls within the A-B non-repairable area.



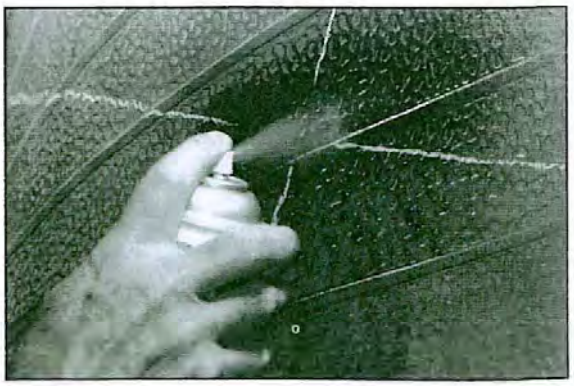
A-B NON-REPAIRABLE AREA	
16.00 thru 18.00 (20.5 thru 23.5)	5" (125mm)
26.00 thru 27.00 (26.5 thru 33.5)	6" (150mm)
30.00 thru 33.00 (37.25 thru 37.5)	7" (175mm)
36.00 and up	8" (200mm)

The above dimensions are guidelines only

5 Refer to the TOR Repair Limitations chart to determine the non-repairable area of the tire, or use the above limitations for the A-B area which are determined by the cross-section of the tire.



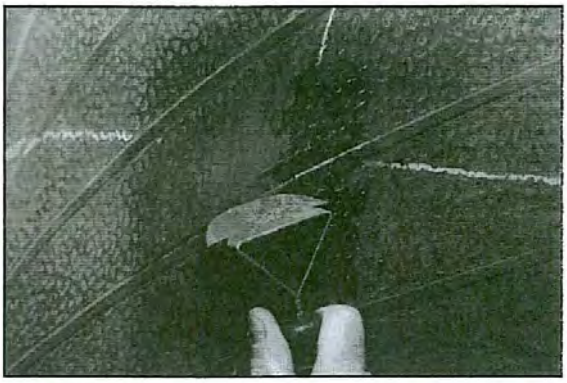
6 Measure the length of the injury and refer to the Tech TOR Repair chart to determine if the injury is repairable. Also an industry recommendation that should be taken into consideration is that for Bias OTR tires the injury dimension should not exceed 1/3 of the cross-section of the tire in any direction.



7 Pre-clean a large area of the inner liner by applying Tech Rub-O-Matic aerosol #704-A. Be sure to clean an area at least 4"(100mm) larger than the injury on all sides.
Note: Be sure that all cleaning procedures are done in a well ventilated area.

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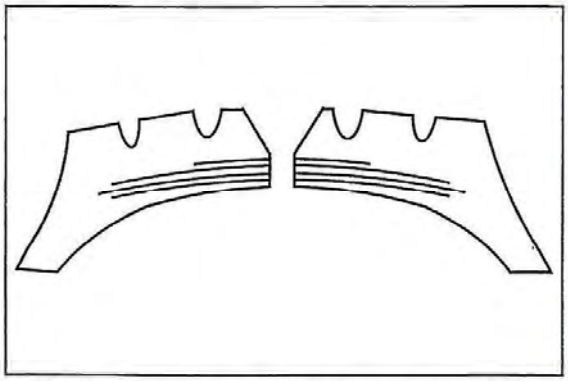
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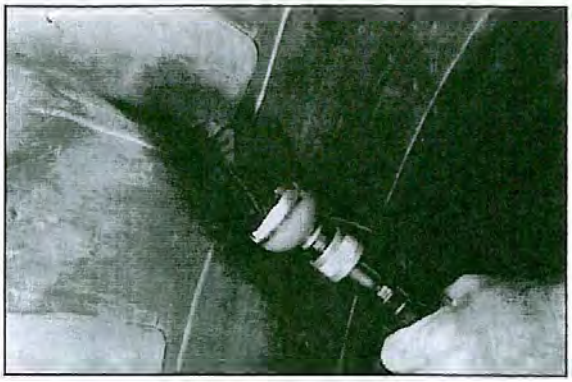
8 While the area is still moist, remove contamination such as silicone mold lubricants with a Tech scraper #933. This process should be repeated two or three times to assure that all contamination has been removed. Note: A clean cloth and Rub-O-Matic is another method that can also be used for pre- cleaning the inner liner.



9 With a clean cloth and Rub-O-Matic, clean an area 4"(75mm) larger than the injury on the outside of the tire.



10 The exterior rubber should be at approximately a 45-degree angle for sidewall injuries and a 60-degree angle for tread and shoulder injuries. The fabric plies are removed at a 90-degree angle to keep the injury as small as possible.



11 Remove exterior rubber with a rotary gouge or a rough grit rasp on a low r.p.m. buffer (maximum 5,000 r.p.m.). Avoid contact with the fabric plies during this process. Note: Always wear eye protection during any buffing procedure.

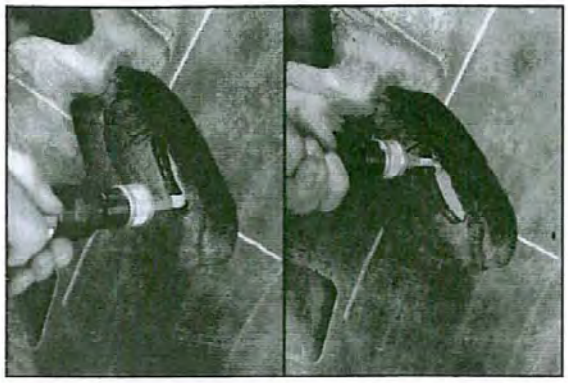


12 Remove all damaged cord body and cuts with a sharp skiving knife such as the Tech #940 or #941. Cord body should be removed at a 90 degree angle whenever possible. Be sure to round out the ends of the injury to prevent further growth.



13 Probe the perimeter of the skive to determine that all damaged cord body and separation have been removed. If further damage is found, use a knife to remove all damaged material.

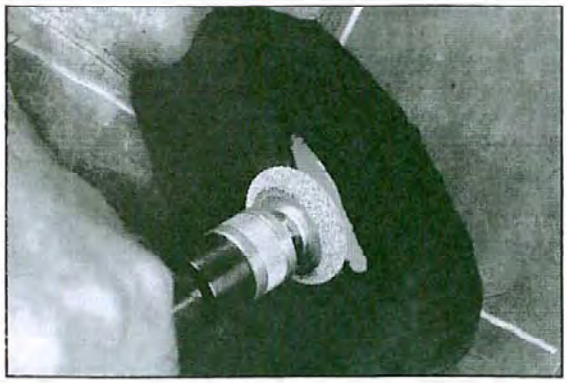
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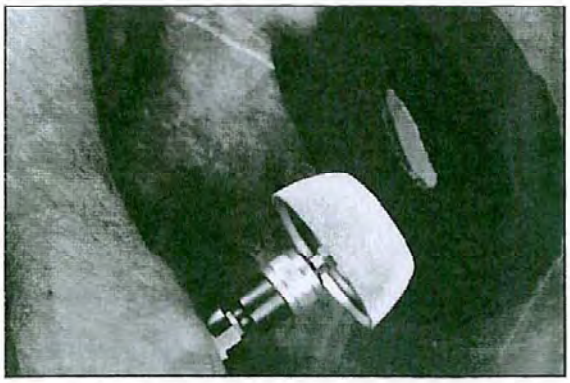
14 To remove irregularities and knife cuts, buff the fabric plies with a coarse grit rasp (16 grit or equivalent), then follow up with a medium grit rasp (36 grit or equivalent) on a low r.p.m. buffer to create a proper texture to the rubber between the plies.



15 Use a low r.p.m. buffer and a coarse grit rasp to remove all scorched rubber, irregularities and to achieve a 45 degree angle to the rubber only. When repairing crown or shoulder injuries, try to achieve a 60 degree angle to the rubber.



16 To achieve a R.M.A. #3 final buffed texture, it will be necessary to buff the skive with a medium grit rasp on a low r.p.m. buffer. If using a Rubberhog rough grit rasp for step #15, this buffing procedure may not be necessary.



17 Using a low r.p.m. buffer and a contour wheel, buff a perimeter approximately 2"(50mm) around the injury on the outside of the tire. This process removes light oxidation and gives a prepared surface for adhesion of rubber. Any deep cuts or deep oxidation should be removed and buffed to a proper texture before filling with rubber.



18 Before buffing the inner liner, sweep out the inside of the tire to remove loose dirt. This will assure that the buffed area is not contaminated after it is cleaned.

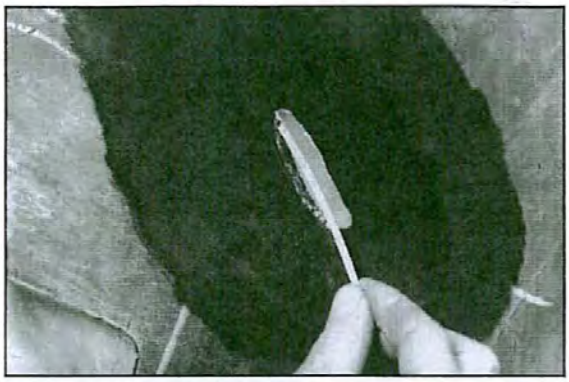


19 If using a spotter, buff a 2"(50mm) area around the injury on the inner liner with a Rubberhog contour wheel #RH-118. If using a section mold or chamber for curing go to step #60, for inner liner preparation.

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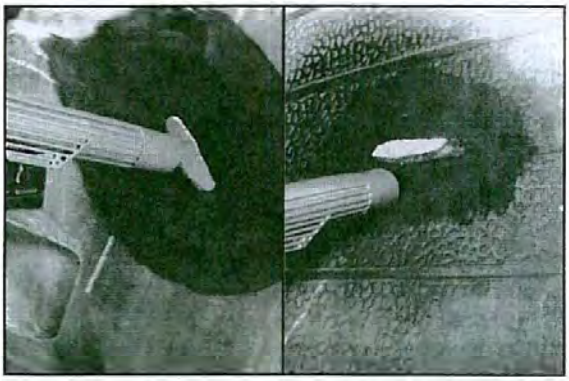
20 Measure the depth of the injury at its deepest point for cure time calculation when using a spotter or section mold. The total calculation can not be made until the injury has been filled, write the depth on the outside of the tire for future reference.



21 Measure the largest area of cord damage to determine the size of repair.



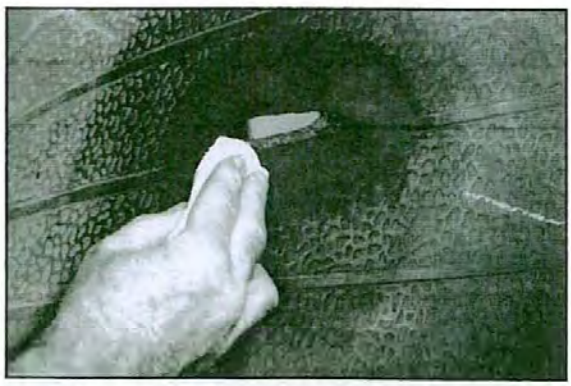
22 Determine the ply rating of the tire, then refer to the Tech T.O.R chart using the injury size and ply rating of the tire to select the proper repair unit. Make note of the selected repair unit.



23 Vacuum the complete skive area and inner liner. Do not use an air line, air lines contain oil and moisture that will contaminate the buffed surface. (If using a wire brush to clean, vacuum after brushing.)



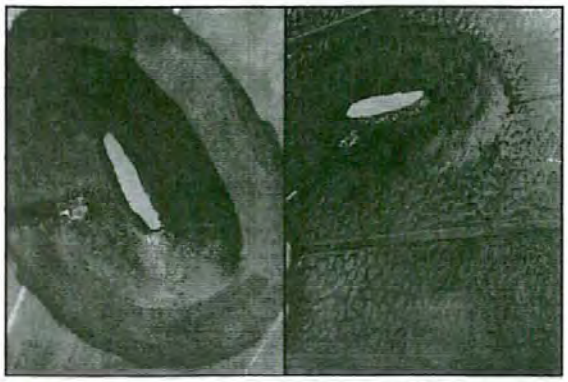
24 Or clean with Tech rub-o-matic #704 and a clean, lint free cloth. If using #704 allow the area to dry 3 to 5 minutes.



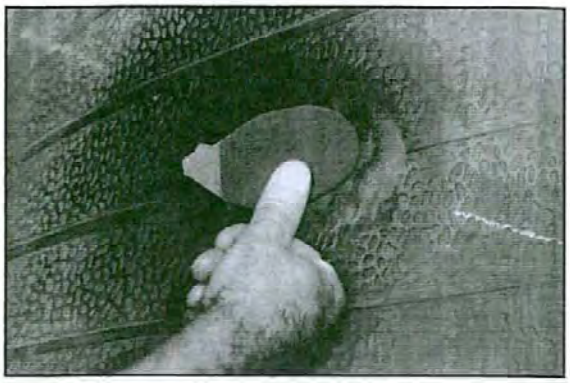
25 Clean the inner liner using either the brush or Rub-O-Matic and a clean, lint free cloth. Again, if using solvent allow 3 to 5 minutes for drying time, allow more drying time in humid or cold climates. Also double the drying time if cords are exposed.

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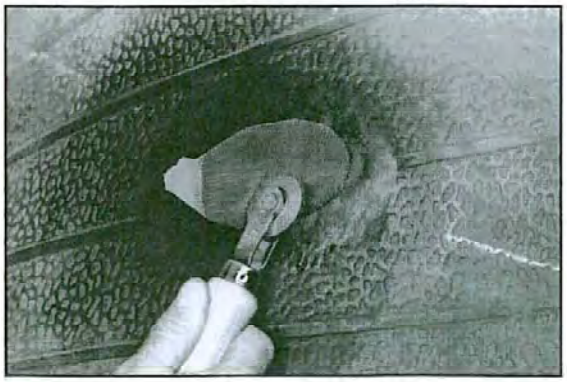
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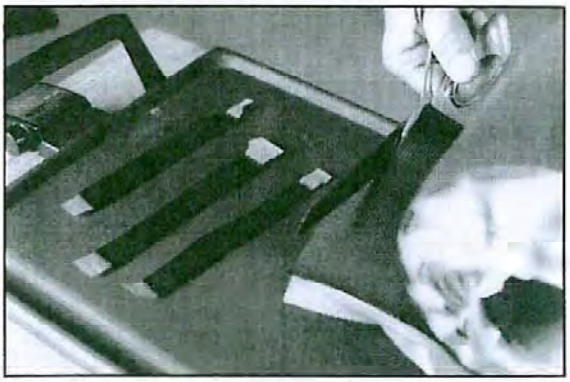
26 Apply a thin even coat of Temvulc #1082 to the entire skive area and the buffed inner liner surface. Allow 15 minutes drying time, extend the drying time in humid or cold climates and double the drying time if applying to exposed cord.



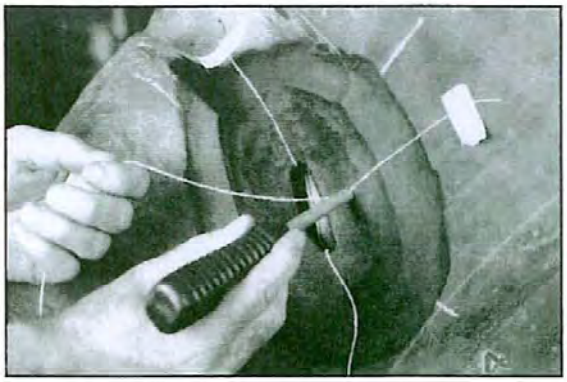
27 Cut a piece of 1/8"(3mm) thick Vul-Gum approximately 1"(25mm) larger than the injury. This is used as a platform and is placed on the inner liner.



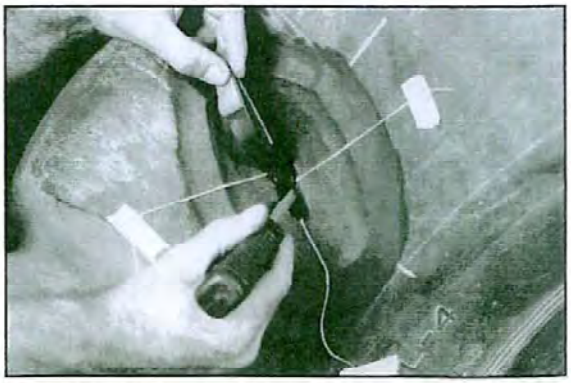
28 Stitch down the platform thoroughly from the center outward.



29 Cut enough strips of Vul-Gum to fill the injury and place on a warming tray set at a temperature of 120 to 130 degrees F.(50C to 55C). Warming of the filler rubber reduces the chance of trapping air. Use 1/8"(3mm) rubber at the base and up the walls of the skive and 1/4"(6mm) rubber to finish the filling process.

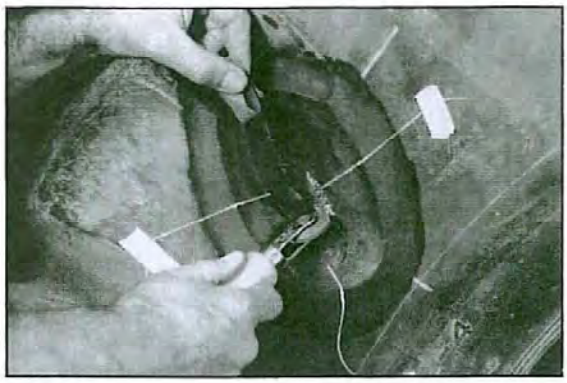


30 Before filling the skive, places small diameter cotton cords approximately 1½"(35mm) apart. The vent cords should extend 2"(50mm) beyond the skive, then run along the skive, then across the platform and up the other side extending beyond the other side of the skive. These vent cords release air (intra ply pressure) within the cord body of the tire during the curing process.



31 Using the preheated strips of 1/8"(3mm) rubber begin filling the tire, use a #986 or 987 skive packing tool to assure that no air is trapped during the filling process.

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32 Once filled to a point where a stitcher can be used, finish the filling process using a stitcher until the skive is completely filled 1/8"(3mm) to 1/4"(6mm) above the tire surface.
When preparing a tread or shoulder injury that falls within a tread groove, it is necessary to dam the tread groove to prevent rubber from flowing out of the skive. The dams can be made from regrooved rubber, buffing dust, contour bags, aluminum foil or plaster of paris.



33 Remove the protective poly from the platform.

Platform	- 1/8"(3mm)
Section Depth	- 1 1/2"(35mm)
Overbuild	- 1/4"(6mm)
Total	- 1 7/8"=15/8"(44mm)

15 x 10 = 150 minutes of cure time at 300 degrees F (149 degrees C)

34 To calculate the cure time use a formulation of 10 minutes per every 1/8"(3mm) of thickness at 300 degrees F. (149 degrees C). Also add the spotter manufacturer's recommended warm up time to the curing time when the spotter is applied cold. An example of a cure time calculation is above.



35 Before applying the spotter, make sure that the inside and outside plates properly contour to the tire.

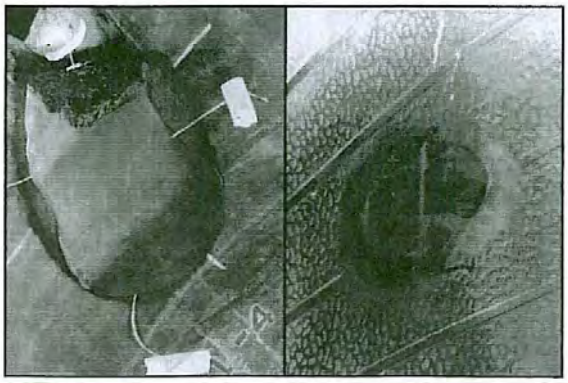


36 Using the index lines, center the spotter over the injury. Tighten the spotter onto the tire according to the spotter manufacturer's recommendations.

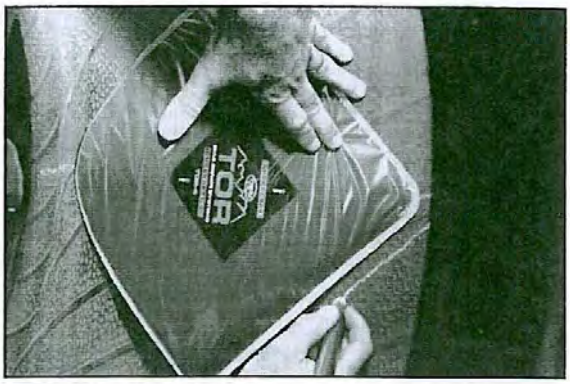


37 Apply curing pressure to the spotter and turn the timer to the allotted cure time. Do not leave the curing system unattended.

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38 Once the allotted cure time is complete, remove the spotter and allow the tire to cool to room temperature. Do a thorough inspection of the cured plug for complete vulcanization.



39 Using the index lines, center the repair unit over the injury and mark a perimeter 1"(25mm) larger than the repair. This serves as a guide for buffing.



40 Preclean within the outlined area by applying Rub-O-Matic #704-A to the inner liner.



41 While the area is still moist use a #933 scraper to remove all contamination from the inner liner surface. This process should be repeated two or three times to assure a clean surface.



42 Removal of the gray colored butyl inner liner is recommended on tires with a ply rating greater than 20. The removal of the inner liner is recommended for improved adhesion. Above is an illustration of how to mark the inner liner for removal.

*Refer to steps 64 and 65 for outlining procedure.



43 Using a rough grit contour wheel #RH-122 on a low r.p.m. buffer, remove the liner within the smallest area marked on the tire. The wheel should always be turning towards the area being removed, this prevents lifting the liner. Buff only until the calendering rubber beneath the inner liner is lightly exposed. You will notice a color change when the calendering rubber is exposed.

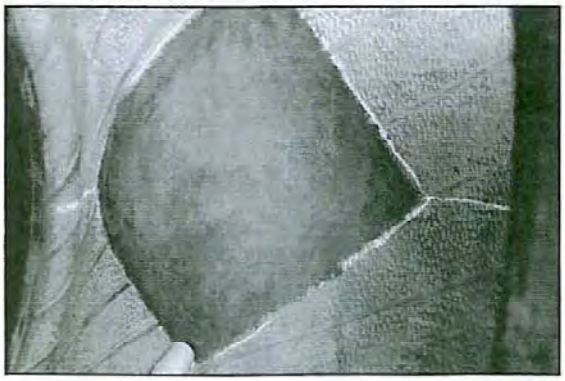
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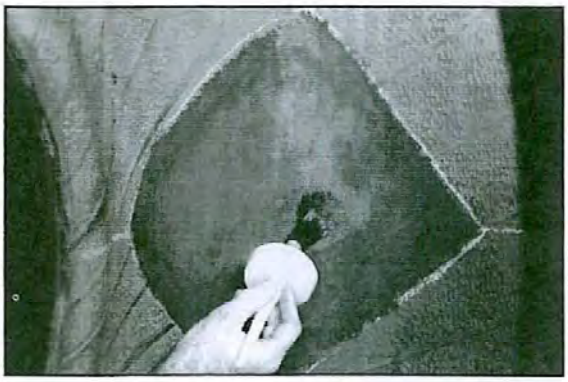
44 Switch to a medium or fine grit contour wheel #RH-118 or #RH-120 on a low r.p.m. buffer, and texturize the calendering rubber to an **even velvet texture.** Also from this area, the inner liner is beveled towards the original repair outline. The surface of the inner liner beyond the repair unit is then lightly buffed.



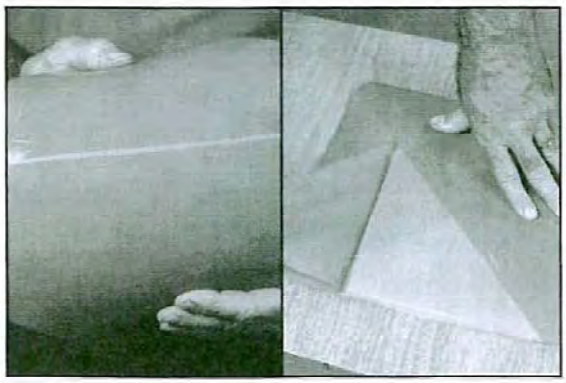
45 Use a wire brush to loosen all buffing dust from the inner liner.
*See note at the end of this manual.



46 Vacuum all buffing debris from the skive area and inner liner.
Another option for cleaning the inner liner is to use Rub-O-Matic and a clean lint free cloth to remove buffing dust after vacuuming. If this procedure is used, allow three to five minutes drying time after cleaning, longer if cold or humid. (Also double the drying time if there is any exposed cord).



47 Cement the entire cleaned area with Tech Chemical Vulcanizing Fluid #760, and allow three to five minutes drying time. If there is any exposed fabric a second coat of #760 should be applied and double the drying time.



48 Break the perforation in the protective poly and remove the poly from the repair.
Caution: Do not touch the grey cushion gum. This will lead to contamination of the cushion gum.

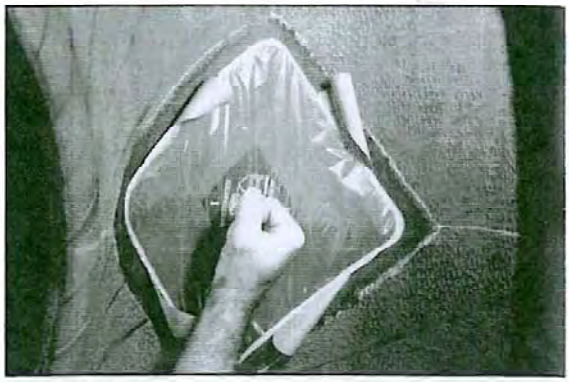


49 Apply a coat of vulcanizing fluid to the back of repair and allow to dry. This is done to maximize adhesion of the repair unit to the tire.

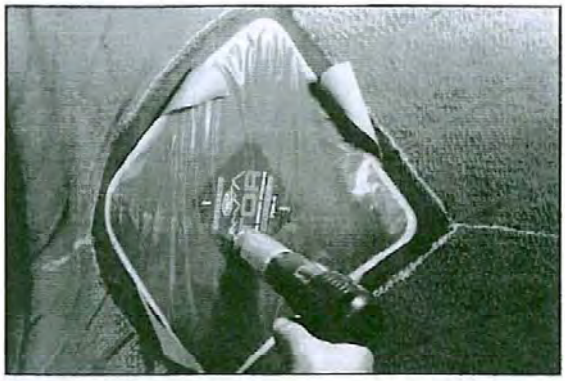
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50 When the vulcanizing fluid is dry, reapply the blue poly to the back of the repair. Expose the center 3" (75mm) to 4" (100mm) of gray cushion gum for application of the repair.



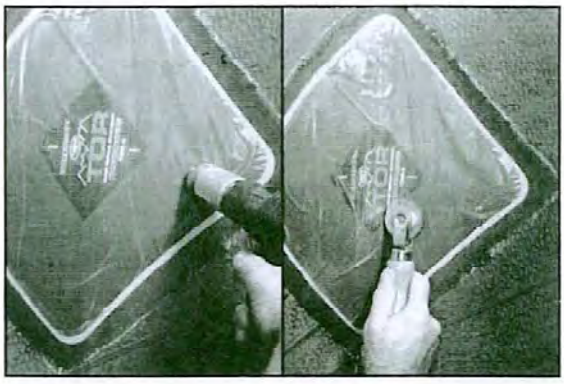
51 With the tire in a relaxed position and the repair area away from the footprint of the tire, center the repair over the injury with the bead arrow pointed towards the bead of the tire. Use the previously marked index lines to aid in centering.



52 Use a mallet or air hammer to force the repair onto the buffed surface from the center outward.
Note: The tire must be free of all debris prior to using an air hammer.



53 Remove approximately 2"(50mm) of poly at a time. Removing 2"(50mm) at a time helps to prevent trapped air.

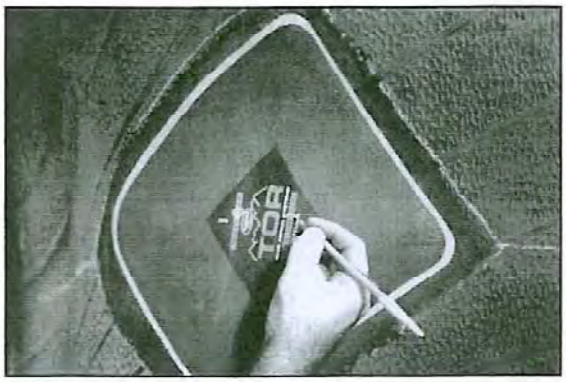


54 Hammer and stitch approximately 2"(50mm) of the repair at a time to prevent air trappage. Do this until the entire repair is completely hammered/stitched to the inner liner.

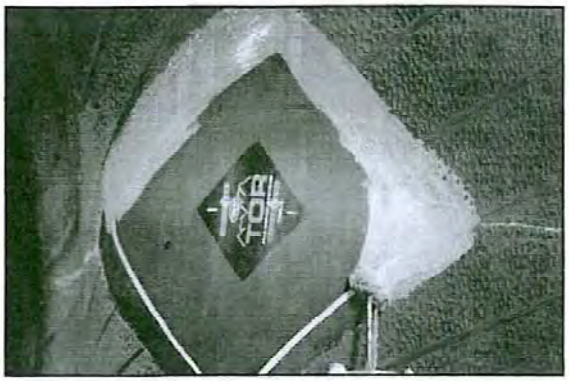


55 Remove the protective clear poly from the top of the repair unit. Inspect the repair unit for air pockets, if present restitch to remove air.

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56 Record the date when the repair was completed and it is also recommended to record shop name or D.O.T. number.



57 When repairing a tubeless tire, apply security coat #738 to the edge of the repair and to any over buffed area. This is done to assure proper air retention after the repair is complete.



58 Mechanically buff the section on the outside of the tire with the buffing wheel turning from the center of the section towards the outside, buff down even with original tire' s surface. Make sure that the section is completely buffed smooth to the tire' s outer surface. This will allow the section to flex with the tire properly and not develop a hot spot.



59 Mounting the tire on a rim and inflating to 50 P.S.I. for 24 hours is a recommended step to increase adhesion. After 24 hours, the tire is ready to be returned to service.

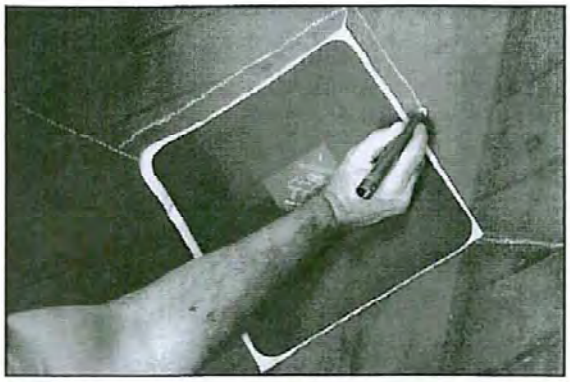


60 **Mold and Chamber Cure**
If using a section mold or chamber, measure the depth of the skive at its deepest point to determine cure time. The calculation of the cure time can not be completed until after the skive has been filled, make note of the depth for future reference.

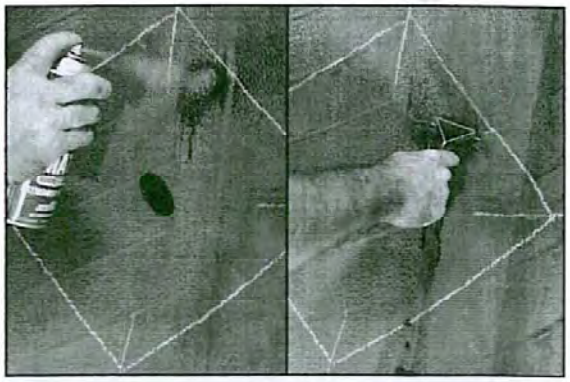


61 Measure the largest area of cord damage to determine injury size. Determine the ply rating of the tire and refer to the Tech T.O.R. repair chart using the size of injury and ply rating to select the proper repair unit.

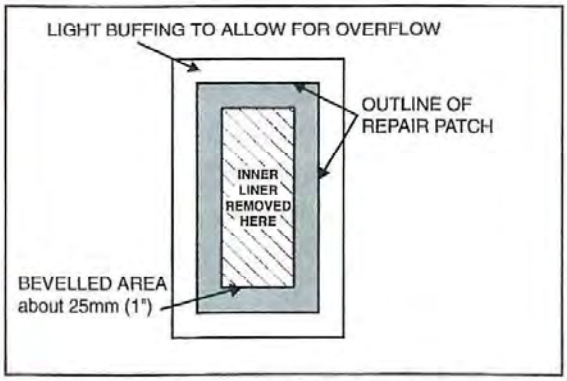
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62 Center the predetermined T.O.R. repair over the skive and draw a perimeter approximately 1"(25mm) from the edge of the repair. This serves as a guide for cleaning and buffing.



63 Pre-clean within the marked area by applying Rub-O-Matic aerosol #704-A. While the area is still moist remove contaminating substances using a Tech #933 scraper. Repeat this process 2-3 times to assure that all contaminates are removed or clean with Rub-O-Matic #704 and a clean cloth.



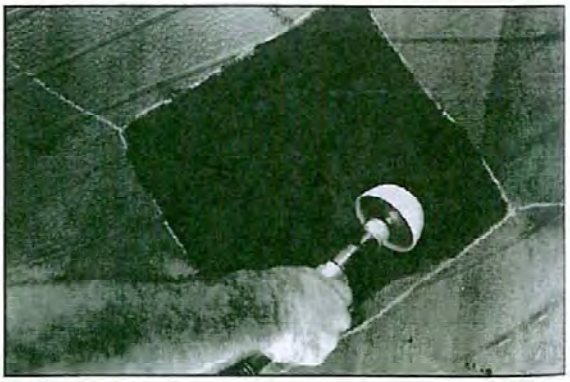
64 Removal of the gray butyl inner liner is recommended on tires with a ply rating greater than 20. This is done to achieve maximum adhesion of the repair unit to the tire. Above is a diagram of how to outline the repair area for inner liner removal.



65 Place the repair over the skive and outline the perimeter of the repair. Remove the repair unit and trace a smaller line 1"(25mm) inside the outline of the repair unit.



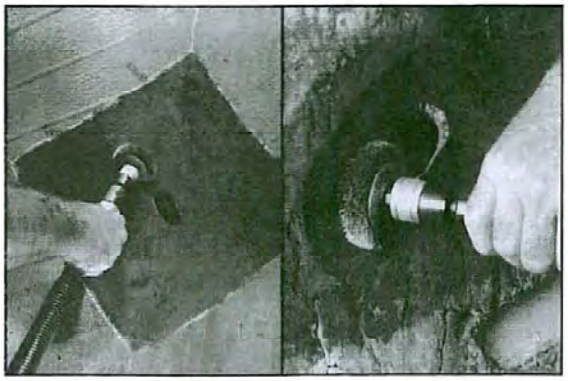
66 Using a rough grit contour wheel #RH-122 on a low r.p.m. buffer, remove the inner liner within the smallest marked area. Be sure that the wheel is always turning towards the area being removed, this prevents lifting of the inner liner. Buff only until the calendering rubber beneath the inner liner is lightly exposed. You will notice a color change in the rubber when calendering rubber is exposed.



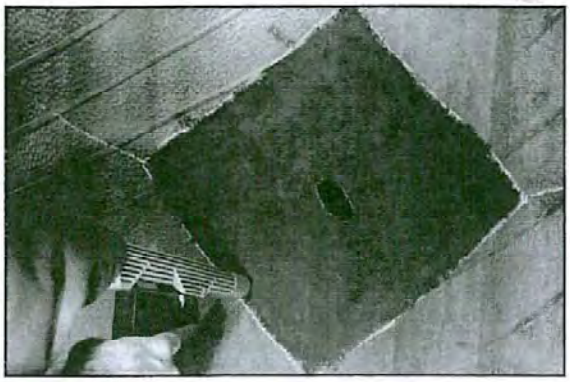
67 Switch to a medium grit or fine grit contour wheel #RH-118 on a low r.p.m. buffer and texturize the calendering rubber to an **even velvet texture.** Also, from this area, the inner liner is beveled towards the original repair unit outline. The surface of the inner liner beyond the repair unit is then lightly texturized.

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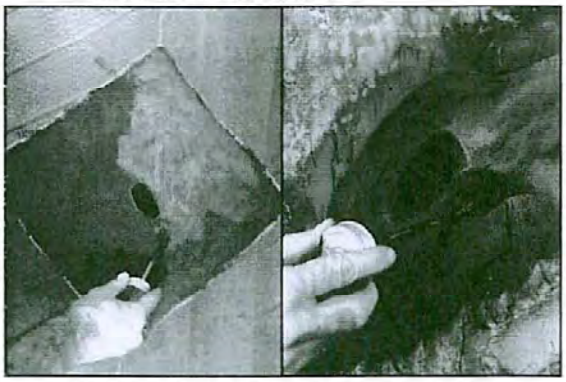
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68 After buffing, clean the buffed surface on the inner liner and the skive area with a wire brush. Cleaning with Rub-O-Matic and a clean cloth after vacuuming is also a way of cleaning the tire. If Rub-O-Matic is used allow 3- to 5 minutes for drying time, if there are any exposed cords, double the drying time.



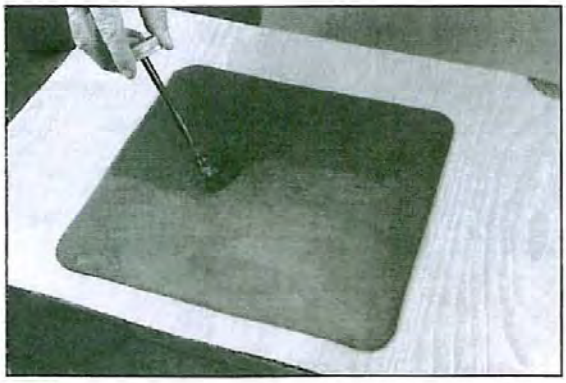
69 Vacuum the skive area and the inner liner to remove buffing debris. Do not use an air line for this process, air lines contain oil and moisture that will contaminate the buffed surface.



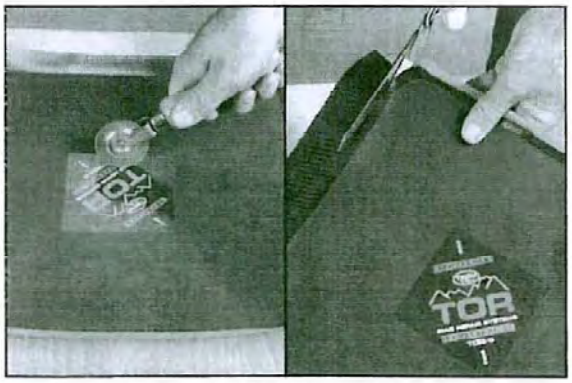
70 Apply Temvulc #1082 to the entire buffed inner liner and the skive area on the outside of the tire and allow to dry for 15 minutes, longer in humid or cold climates. Also double the drying time when applied to exposed cords. If using a chemical repair use #760 chemical vulcanizing fluid and allow 3 to 5 minutes for drying time (#760 requires two coats to the exposed cords).



71 Remove the cloth from the cloth back repair, be sure not to touch the back of the repair, this will contaminate the repair's bonding surface.

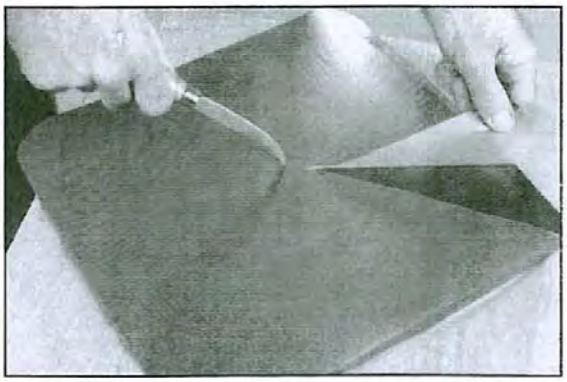


72 Apply Temvulc to the back of the repair unit and allow to dry for 15 minutes, longer in humid or cold climates. After drying, reapply the cloth to the repair.

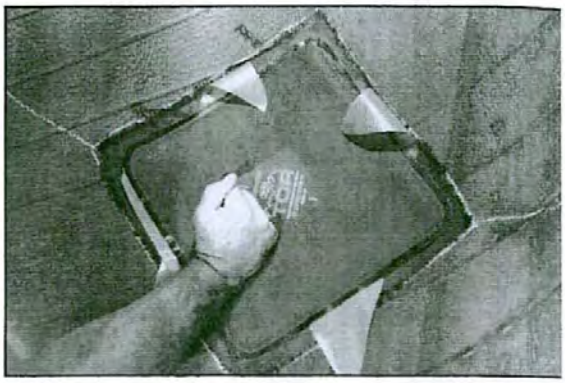


73 Place the repair onto approximately 1/16"(1.5mm) or 1/8"(3mm) Vul-Gum and stitch from the center out. When thoroughly stitched, cut Vul-Gum approximately 1/4"(6mm) from the edge of the repair unit.

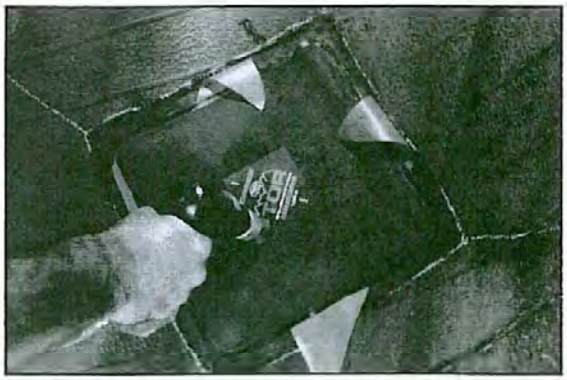
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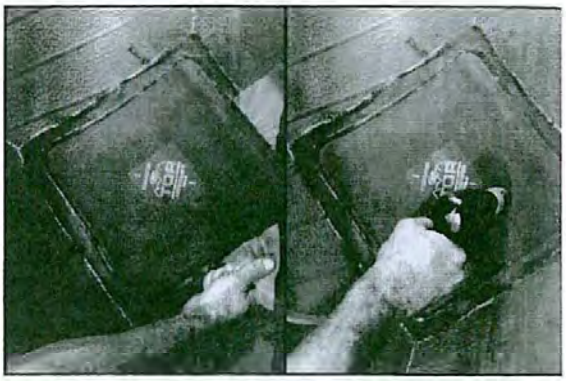
74 Bend the repair slightly and slit the protective poly in the opposite direction of the bead arrows. Remove the poly to expose 3"(75mm) to 4"(100mm) of the Vul-Gum. If using a chemical repair, break the perforation in the blue poly and expose 3"(75mm) to 4"(100mm) of the gray cushion gum.



75 With the tire's beads in a relaxed position, and the tire's weight off of the repair area, center the repair over the injury with the bead arrow pointing towards the bead of the tire. Use the indexing lines to aid in centering the repair.



76 Use a mallet or air hammer to pound the repair into place, follow up the hammering by stitching the repair unit from the center out.



77 Remove approximately 2"(50mm) of blue poly at one time and hammer/stitch until all of the repair is stitched into place. If using a chemical repair, remove the clear poly protective covering, if using an uncured repair remove the white poly protective cover at this point.

Note: If the tire is to be cured in a chamber, strip the outer edge of the repair and over buffed area with 1/16"(1.5mm) Vul-Gum. 2" to 3" wide material should be used depending on the size of the repair and amount of over buff.



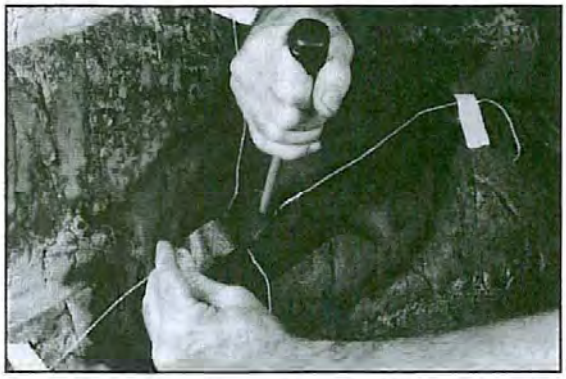
78 Record the date when the repair was performed on the T.O.R. bead logo. It is recommended to also record the name of the shop or D.O.T. Number on the repair for proper record keeping.



79 Before filling the skive, place small diameter cotton cords approximately 1 ½" (40mm) apart. The vent cords should extend 2"(50mm) beyond the skive, run along the skive, then across the platform and extend out beyond the skive on the other side. The vent cords are used to release intra-ply pressure or air within the cord body of the tire.

Note: Venting is also recommended in open steam chamber applications.

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80 Using a blunt object such as Tech #986 or #987 packing tool, begin the filling process using preheated strips (120 to 130 degrees F, 50 to 55 degrees C) of 1/8" (3mm) Vul-Gum. Fill the 90 degree area and up the walls of the skive with the 1/8" (3mm) Vul-Gum.



81 Finish the filling process with a stitcher and 1/4"(6mm) Vul-Gum. The skive should be built up 1/8"(3mm) to 1/4"(6mm) above the tire' s outer surface so that even pressure can be applied to the skive fill.

Caution: Do not contaminate the buffed surface or fill rubber.

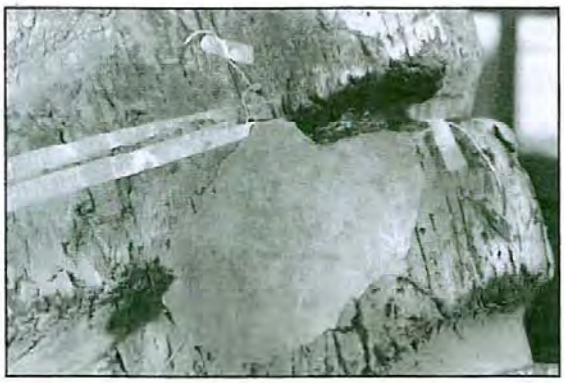
Repair Unit	--	¼" (6mm)
Section Depth	--	2" (50mm)
Overbuild	--	¼" (6mm)
Total	--	2 ½" (62mm)=20/8"

20 x 10 = 200 minutes at 360 degrees F (149 degrees C)

82 The length of cure for mold and chamber cure is based on the depth of the injury and thickness of the repair and the overbuild. The cure rate for Tech Vul-Gum is 10 minutes per 1/8"(3mm) of thickness at 360 degrees F (149 degrees C). An example of cure time calculation is above.



83 When repairing tread and shoulder injuries, it will be necessary to dam off the tread grooves to stop the flow of rubber during curing. The tire is ready to place into the mold or chamber following manufacturer' s operating instructions.



84 After curing, allow the tire to cool down to room temperature before buffing the exterior skive. Inspect the repair unit to make sure that it has cured properly, with no air trapage or loss of pressure during the process.

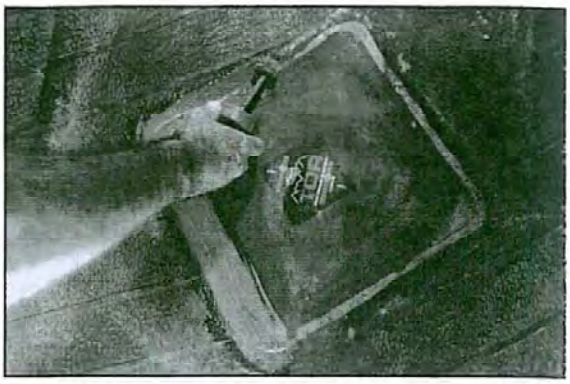


85 Cut away any loose and/or semicured overflow from the exterior skive area.

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86 Buff the exterior skive back to the same contour as the tire. It is best to use an inner liner wheel on a low r.p.m. buffer. Make sure that the wheel is turning away from the center of the skive. When the wheel is turning away from the center it prevents the wheel from attacking the edges of the skive fill.



87 Coat the repairs edge and any over-buffed areas outside the repair with Security Coat #738 to assure proper air retention. Security Coat is made from the same type of rubber as the inner liner to maximize air retention.



***NOTE: IT IS RECOMMENDED ON HAULAGE TIRES WITH A PLY RATING OF 20 PLY RATED AND HIGHER TO EXPOSE A SMALL AREA OF CORD AFTER REMOVING THE INNER LINER. CHECK THE CORD BODY WITH A PROBE FOR DETERIORATION, IF DETERIORATED, REMOVE THE FIRST PLY OF CORD UNDER THE REPAIR. THEN EXPOSE A SMALL AREA OF CORD ON THE NEXT PLY, IF IT IS DETERIORATED, REMOVE THE SECOND PLY. IT IS NOT RECOMMENDED TO REMOVE MORE THAN TWO PLIES.**

88 The tire is now ready to be returned to service.

T.O.R. (Off-The-Road) Bias Repair Chart

Injury Size in Inches/ mm	PLY RATING										
	6 - 8	10 - 12	14 - 16	18 - 20	22 - 24	26 - 28	30 - 36	38 - 44	46 - 50	52 - 58	60+
½ / 15	1	1	1	2	2	2	2	2	2	2	2
1 / 25	2	2	2	2	2	2	2	2	3	3	4
1½ / 40	2	2	2	2	2	3	3	3	4	4	5
2 / 50	2	2	3	3	3	3	3	3	4	4	5
2½ / 65	2	2	3	3	3	4	4	4	5	5	6
3 / 75	3	3	4	4	4	5	5	6	6	6	7
4 / 100		4	4	4	5	5	6	6	7	7	8
5 / 125			4	5	5	6	6	7	8	8	8
6 / 150			5	5	6	7	7	8	8	8	9
7 / 175				6	7	7	8	8	9	10	10
8 / 200					7	8	9	9	10	10	11
9 / 225					8	8	9	9	10	11	11
10 / 250						9	9	10	11	11	11

TREAD INJURIES ONLY

11 / 275						9	10	10	11	12	12
12 / 300						10	10	10	12	12	12

HOW TO USE THIS CHART: For proper repair selection, determine the size of the injury in the tire by measuring the largest cord area removed. Locate the correct injury size along the left vertical column of this chart. Now locate the tire's ply-rating along the top horizontal column of the same chart. The unit number in the square where these two columns intersect is the proper repair to use.

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Notes:

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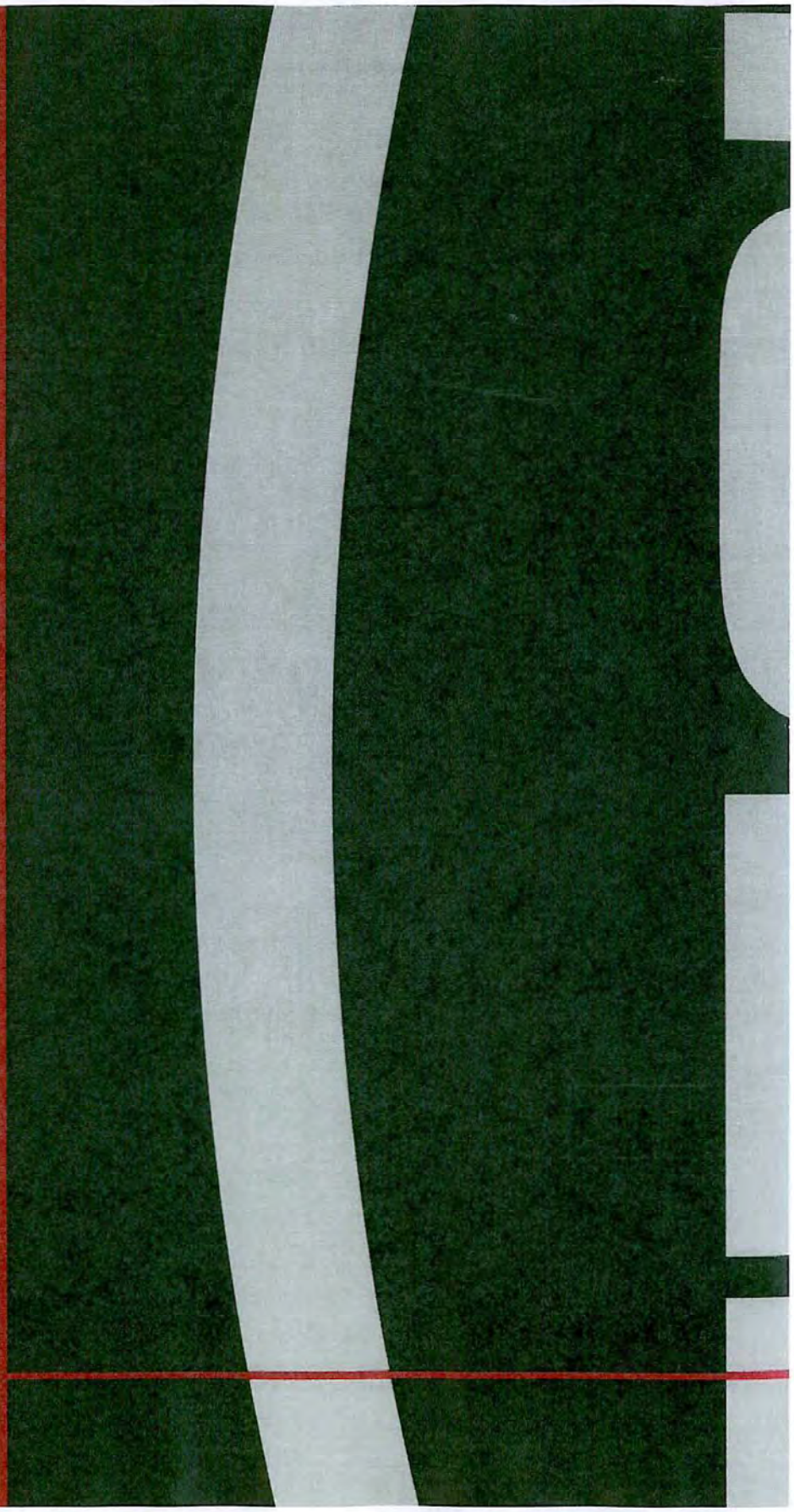
If you have any questions regarding this repair process, call Tech's repair hotline 1-800-433-TECH or 1-800-336-TECH.

Tech International
P. O. Box 486
Johnstown, OH 43031 U.S.A.
Phone: 740-967-9015
Fax: 740-967-1039
www.techtirerepairs.com

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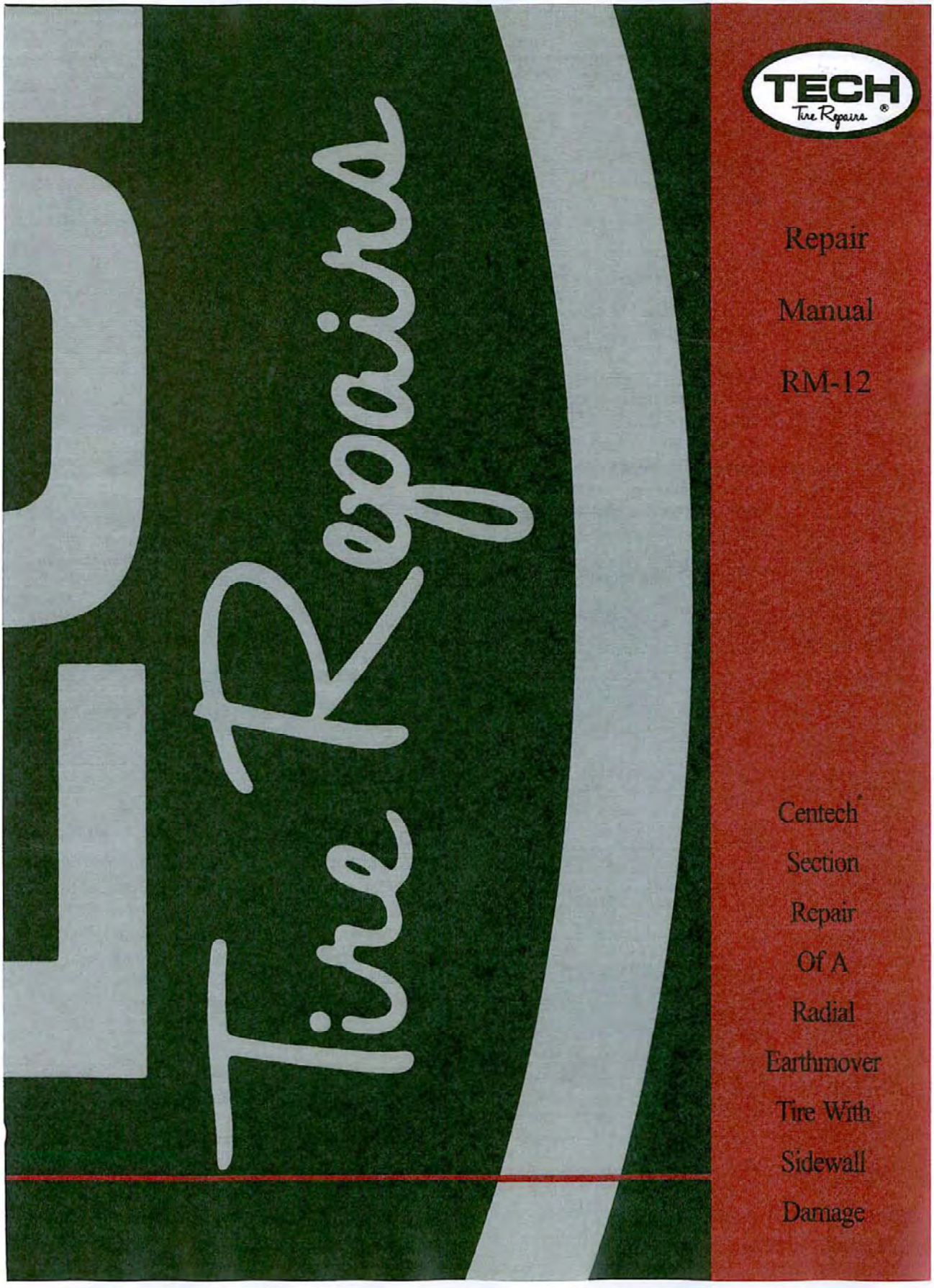
TECH® Tire Repairs

When your tires need more than air.®



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https://web.archive.org/web/20100525055920/http://www.techtirerepairs.com/_assets/documents/RepairManuals/RM-12%20%20Radial%20Earthmover%20Tire%20Repair.pdf



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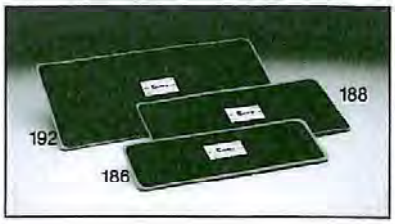
CENTECH® Radial Repairs

CENTECH is the most advanced radial tire repair system ever developed.

Crown, shoulder or sidewall injuries in passenger, truck, agricultural and earthmover tires can now be repaired with Centech center over injury radial repairs. A special compounding and design allow the repair unit to flex and resist heat, assuring a permanent repair.

CENTECH repair units last the life of the tire, saving thousands of dollars per year in new tire purchases.

Cat. No.	Description	Box Qty.	Dimensions (Inches)	Dimensions (mm)
186	CT-46	5	5 1/2 x 16	140 x 400
188	CT-50	5	7 1/2 x 17 3/8	190 x 435
190	CT-52	3	10 x 17 5/8	250 x 440
192	CT-56	3	10 x 20 1/2	250 x 515
194	CT-60	3	10 1/8 x 25 1/8	255 x 625





1 Inspect the tire on the inside and outside to determine the repairability and/or retreadability of the tire. The tire should be properly supported for safety and the inspection area should have good lighting inside and outside of the tire.

Note: The tire should be rejected if any of the following conditions or injuries are present:

- Tire shows signs of run flat or under-inflation
- Casing separations are beyond repairable limits
- Bead wires are visible, deformed or broken
- Sidewall or tread cracking to the cable body is visible
- Weather checking is present which exposes the cables
- Severe sidewall scuffing is present which exposes the cord
- If there are multiple injuries that are directly in-line with same radial cord or cables

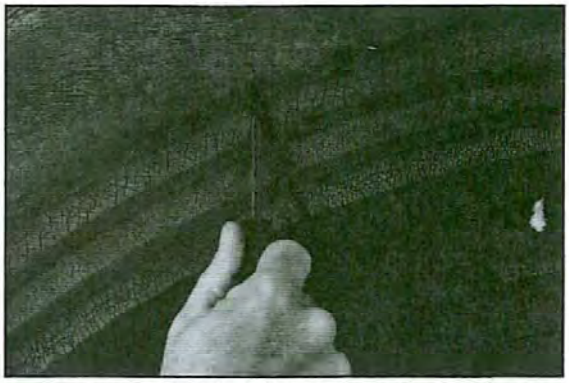
REPAIR OF A RADIAL EARTHMOVER TIRE WITH SIDEWALL DAMAGE

The following steps demonstrate the proper repair procedures to follow in a sidewall section repair of a radial earthmover tire. This repair is what is recommended when the curing system being used is a spotter. However, the procedure for removing the damage from the tire is the same for any curing process. f the curing system being used is a section mold or a chamber, the application of the repair unit is done differently.

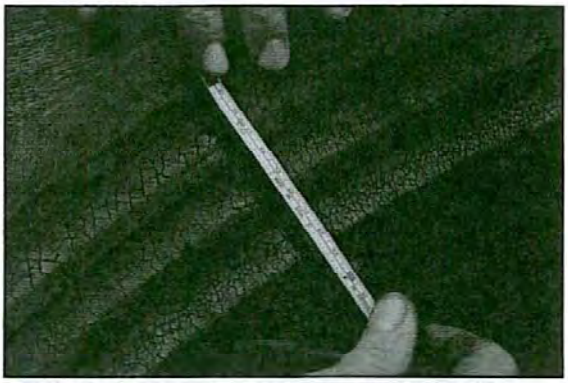
- In section mold and chamber cures, the repair unit is applied *before* curing
- In spotter repair, the repair unit is applied *after* the skive area has been filled and cured

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2 To determine the extent of the damage and to check for possible ply separation, probe the injury using a blunt point probe or awl.



3 During the inspection process, measure the size of the injury. Then refer to the CENTECH RADIAL REPAIR Chart to determine if the injury is repairable. If there is any hidden damage or separation, add that dimension to the total measurement.



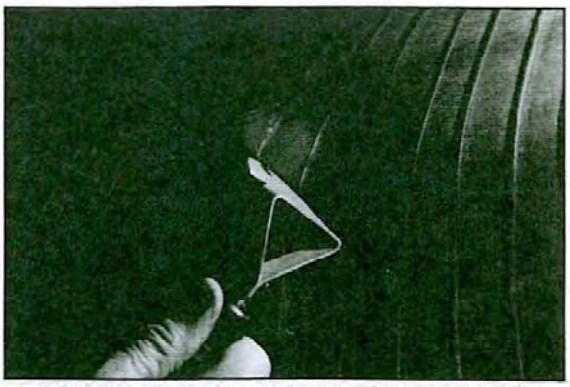
4 Measure the distance between the toe of the bead and the end of the injury on the inside of the tire. The injury must not extend into the A-B non-repairable area of the tire.



5 Refer to the CENTECH LIMITATIONS Chart to determine the non-repairable area of the tire you are repairing.

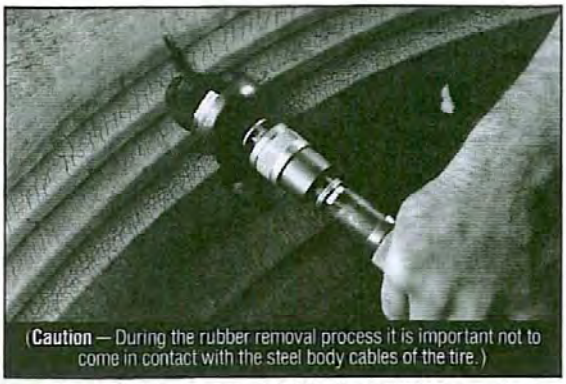


6 When determined repairable, preclean the inner liner by applying Tech Rub-O-Matic Aerosol #704A to a 2" to 3" (50mm to 75mm) area surrounding the injury.



7 While the area is still moist, use the Tech scraper #933 to remove contaminating substances. Also, clean contaminating substances from the outside of the tire if present. Repeat this process 2 or 3 times to assure that all of the contaminates have been removed.

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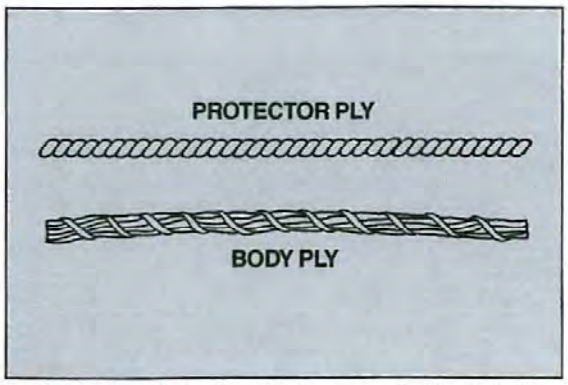
(**Caution** — During the rubber removal process it is important not to come in contact with the steel body cables of the tire.)

8 Using a Tech low r.p.m. air buffer (max. 5,000 r.p.m.) or a flexible shaft buffer, and using a #S-2040, #S-2042, or #S-2043 rotary gouge, remove the outer rubber around the perimeter of the injury.



(ALWAYS WEAR EYE PROTECTION WHEN BUFFING)

9 With the same low r.p.m. air buffer and an encapsulated brush #S-891 or #S-898, buff away the remaining rubbe and expose only the steel cables believed to be damaged th full length of the injury. An encapsulated brush helps to pre vent any further damage to the body cables or fret wires.



10 Above is an illustration of the two types of cables that will be encountered. The protector ply is made up of twisted strands which are more flexible than body plies. Body plies are stiffer and are wrapped with a fret wire around each wire.



11 Inspect the injury to determine the extent of the damage. Note that this tire has a sidewall protector ply which makes it difficult to determine the damage to the body ply. If you cannot determine damage to the body ply, it will be necessary to first remove the protector ply.



12 On this tire it was determined that the body ply was damaged. Therefore a Tech skiving knife #940 or #941 is used to separate the damaged cable or cables. Cut at a 90 degree angle and as close to the damaged cables as possible to leave as much good rubber as possible surrounding the remaining cables.



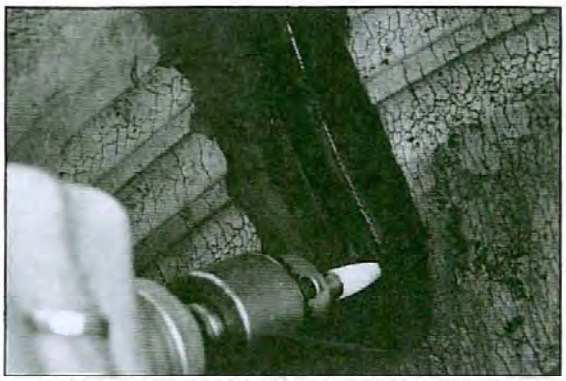
13 With a high r.p.m. air tool (min. 20,000 r.p.m.) such as a Tech #S-1034 or #S-1039, and the Tech Mini-Carbide Router #283 or a #280 Mini-Carbide Burr, precisely cut o one end of the cable or cables to be removed at a 90 degre angle or perpendicular to good solid rubber.

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14 Using the same air tool and router, cut the other end of the cable or cables back into good solid rubber at a 90 degree or perpendicular angle.



15 Final steel preparation is achieved using an Aluminum Oxide Stone #S-872 on a high r.p.m. air tool (20,000 r.p.m.). Lightly dress both cut ends of the steel cable or cables at a 90 degree angle with the Aluminum Oxide Stone.



16 Next, use a blunt-point probe such as a Tech #918 Duck Bill Awl, and inspect the injury to assure that all of the damage has been removed.



17 Use a low r.p.m. buffer and a RUBBERHOG roundfaced rasp to buff a 45 degree angle to the exterior skive and to achieve an RMA #3 buffed texture. Avoid making contact with the steel body cables. This would cause further damage to the cables.



18 Using the same rasp or an inner liner wheel on a low r.p.m. buffer, buff a perimeter approximately 1" to 1½" (25mm to 40mm) around the exterior of the skive on the outside of the tire.



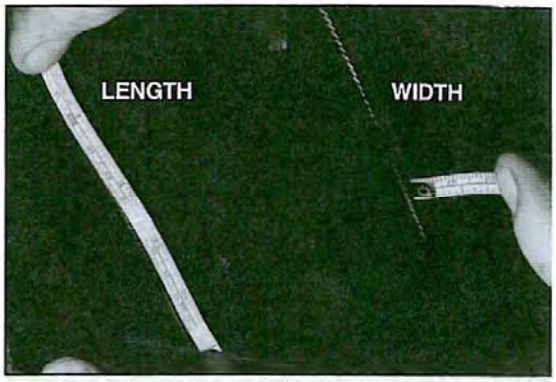
19 It is now necessary to use a low r.p.m. buffer and a skive brush #896 to texturize the ends of the injury and the knife cut edges. Avoid using a high r.p.m. tool for this procedure as excess scorching and lack of texture will result.

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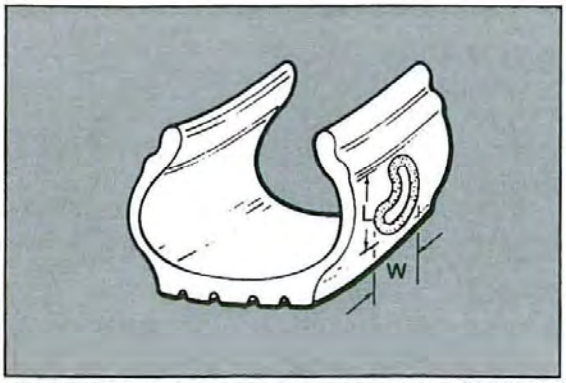
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20 In preparation to receive a platform of filler rubber, mechanically buff the inner liner to 2" to 2 1/2" (50mm to 65mm) around the injury using medium or fine grit buffing wheel on a Tech low r.p.m. air buffer.



21 Measure the length and width of the injury to determine the correct CENTECH Repair Unit for the injury.



22 This illustration shows how to correctly measure the injury. The length of the injury is measured in the bead to bead direction. The width is measured in the running direction of the tire and is the most critical measurement because it represents the number of cables damaged.



23 Next, refer to the sidewall of the tire and locate the cross section of the tire.



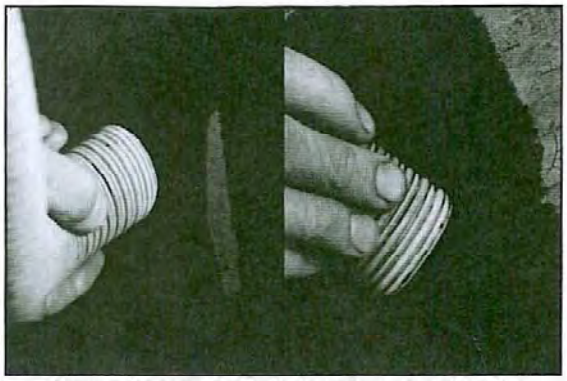
24 Then refer to the CENTECH RADIAL LIMITATIONS Chart on radial earthmover tires and determine the correct size repair unit for the size of tire that you are repairing. Then make note of the size of repair unit.



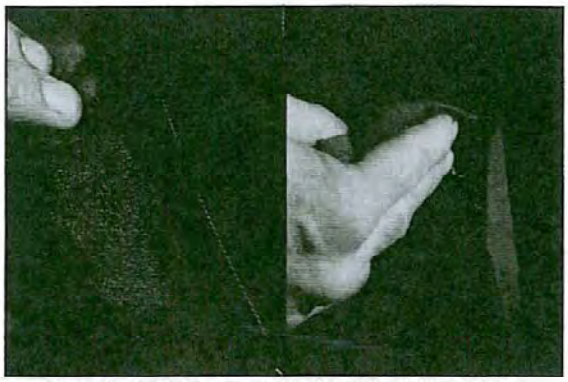
25 When using a spotter or a section mold, it is necessary to calculate a curing time. In order to do this, you need to know the thickness of the rubber to be cured. Measure the section depth at the thickest part of the skive. Make a note of the thickness for future reference.

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26 Vacuum the completed buffed area to remove all buffing debris from the inside and outside of the tire.



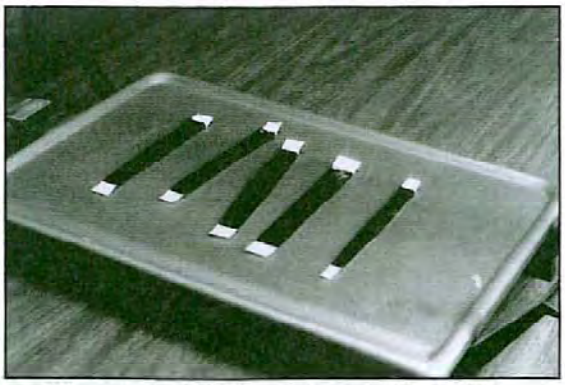
27 Clean the buffed area on the inside and outside of the tire using Tech RUB-O-MATIC #704 and a clean lint free cloth and allow to dry completely. Normal drying time is 3 to 5 minutes. Allow additional drying time in humid conditions.



28 Apply an even coat of Vulcanizing Fluid to the entire skive area, inside and out using either Tech Tem Vulc #1082 or Tech Chemical Vulcanizing Fluid #760 and allow to dry thoroughly.*

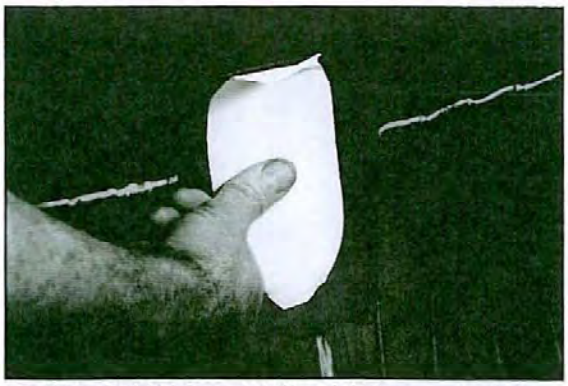


29 Draw crayon index lines at right angles from the skive on the inside of the tire to aid in centering the spotter and the repair unit.



30 When using Tech Vul-Gum, cut enough strips to fill the skive. Preheat to approximately 120 degrees F to 130 degrees F (49 degrees C to 55 degrees C).

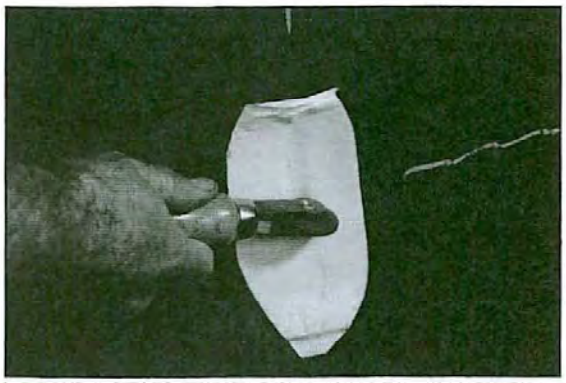
*A. Tech Tem Vulc #1082 — When applying Tem Vulc black Vulcanizing Fluid, allow approximately 15 to 20 minutes drying time. Allow additional drying time in humid climates.



31 Using Tech Vul-Gum of ⅛" (3mm) thickness, cut a platform of Vul-Gum 1" (25mm) larger than the skive opening for placement in the inner liner of the tire. Center the platform over the skive opening and press the platform into place.

*B, Tech Chemical Vulcanizing Fluid #760 — Allow Tech Chemical Vulcanizing Fluid to dry approximately 3 to 5 minutes. Allow for additional drying time in humid climates.

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32 Stitch the platform into place by stitching from the center out. Leave the white poly backing on until the filling process is completed. This will add support to the platform and protect it from contamination.



33 Using a clean blunt object such as the Tech packing tool #985, press the Vul-Gum strips into the skive as compactly as possible. **NOTE:** NEVER VENT A RADIAL TIRE AS THIS PROCESS CAN ALLOW MOISTURE INTO THE CASING WHICH WILL RUST STEEL CABLES.



34 Once filled to a point that a stitcher can be used, finish filling the skive using a Tech stitcher.



35 The skive should be filled to a height that is ⅛" to ¼" (6mm to 9mm) above the tire's surface. The highest point should be in the middle of the skive fill and tapered to the tire. If the skive is in the shoulder of the tire, extra over-building may be required to achieve proper pressure with the spotter.



36 Remove the white polyethylene protective covering from the Vul-Gum.

EXAMPLE

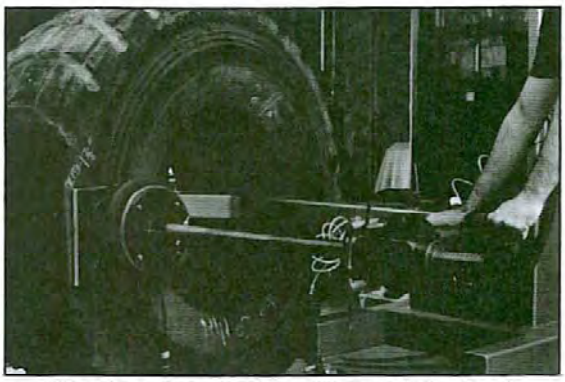
Platform	=	⅛" or 3mm
Depth	=	1¾" or 45mm
Overbuild	=	¼" or 6mm
Total		1⅞" or 54mm

17 x 10 = 170 minutes
Vul-Gum Cure Rate
Every ⅛" (3mm) = 10 minutes at 300 degrees F (149°C)

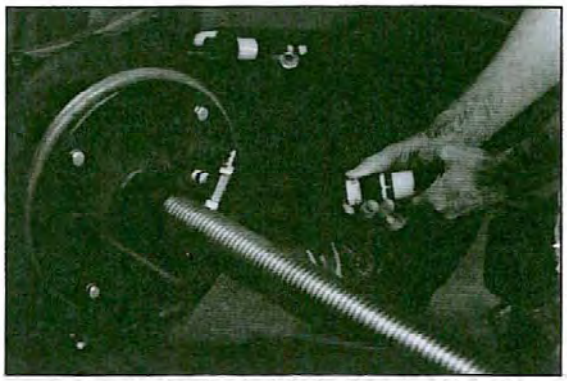
37 When using a spotter, it will be necessary to calculate a cure rate so as not to under-cure or over-cure the rubber. When using Tech Vul-Gum, the cure rate is 10 minutes for every ⅛" or 3mm at 300 degrees F (149 degrees C). To calculate the cure time, you need to add the total thickness of the platform, the section depth, and the over build as we have done in the example shown here.

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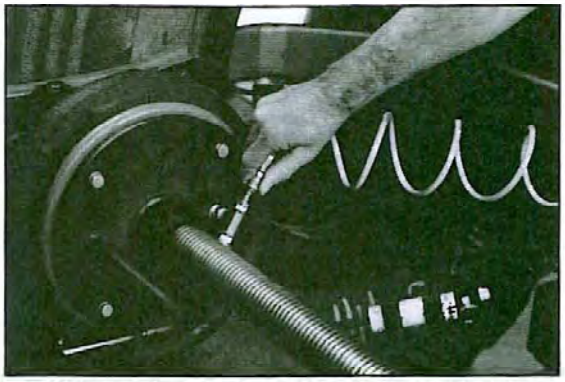
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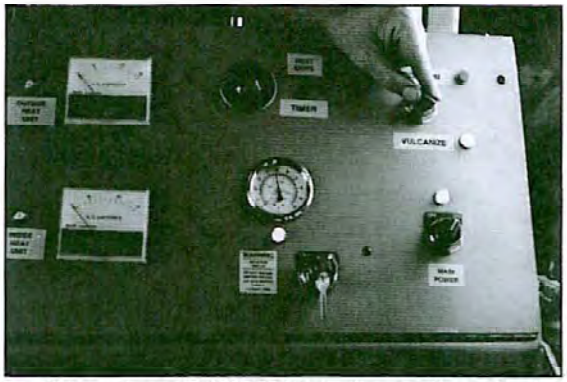
38 Place the spotter on the tire, making sure the heating elements are directly positioned over the center of the skive. Use the previously placed index lines to aid in centering the spotter. Also be sure that the contour plates are adjusted to the contour of the tire.



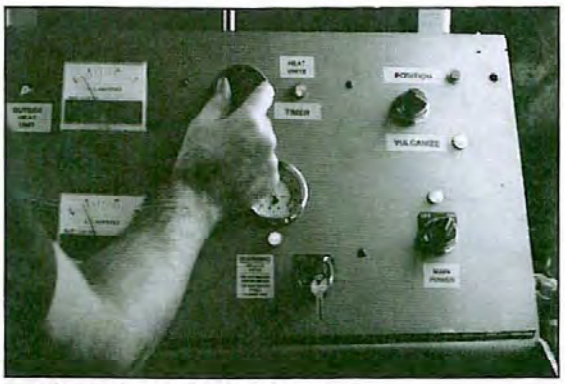
39 Connect the electric to both the inside and outside heating elements.



40 Make sure the air line is connected to the outside air bag. It is easier to assemble the spotter if the air line is attached before placing on the tire. The air bag should have 10 to 15 p.s.i. in it during this process.



41 When using a #S-1027 OTR Vulcanizer, turn the position/ vulcanize switch to vulcanize.



42 Set the timer to the allotted cure time.



43 After the allotted cure time, remove the spotter and allow the tire to cool down. Then cut away any excess flash from the interior and exterior of the tire using a Tech flex knife #942.

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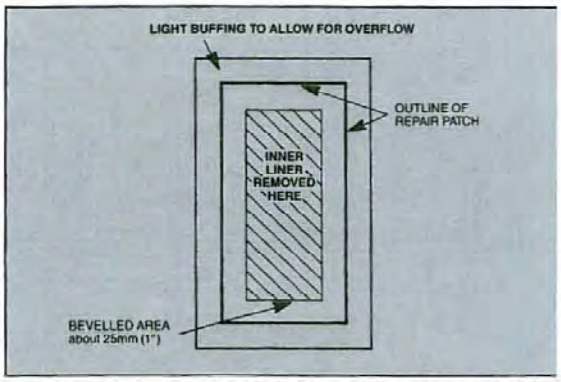
44 Center the predetermined CENTECH Repair Unit over the skive and mark a perimeter approximately 1" (25mm) from the edge of the repair completely around the repair unit. This serves as a guide for cleaning and buffing.



45 Pre-clean within the marked area by applying Tech Rub-O-Matic Aerosol #704-A.



46 While the area is still moist, remove contaminating substances using a Tech scraper #933.



47 To maximize the adhesion to the tire, it is recommended that the inner liner under the repair unit be removed. Above is a diagram of how to outline the repair area for inner liner removal.



48 Place the repair unit over the skive and outline the perimeter of the repair unit.



49 Remove the repair unit and trace a smaller rectangle approximately 1" (25mm) inside the outline of the repair unit.

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50 Using a rough grit inner liner wheel #RH-122 on a low r.p.m. tool, remove the inner liner within the smallest rectangle. Buff only until the calendering rubber beneath the inner liner is lightly exposed.



51 Switch to a medium or fine grit inner liner wheel on a low r.p.m. buffer and buff the calendering rubber to an even velvet texture (RMA #2). Also, from this area, the inner liner is beveled downwards from the original repair unit outline. The surface of the inner liner beyond the repair unit is then lightly buffed.



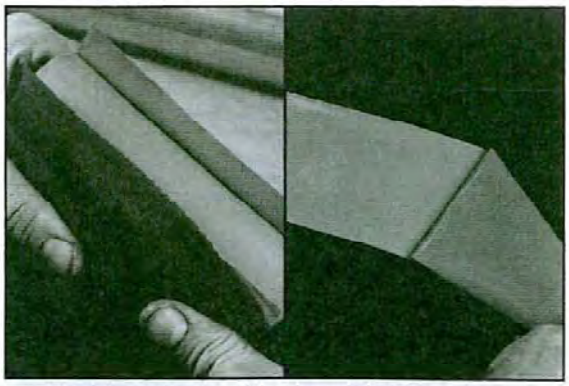
52 Vacuum the complete area to remove all buffing debris from the tire. Do not use an air line to remove buffing dust. An air line contains oil and water which are contaminates.



53 Clean the buffed area of the innerliner using RUB-O-MATIC #704 and a clean, lint free coth and allow to dry for 3 to 5 minutes. Another cleaning method is to use a soft wire brush on a low r.p.m. buffer and then vacuum.



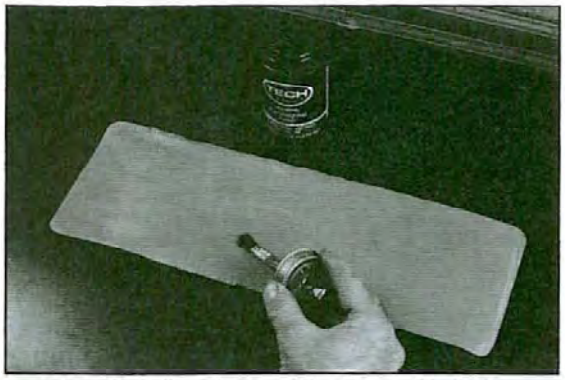
54 Apply a coat of Tech Chemical Vulcanizing Fluid #760 to the prepared area of the inner liner, starting from the center and cementing outward. Allow 3 to 5 minutes drying time.



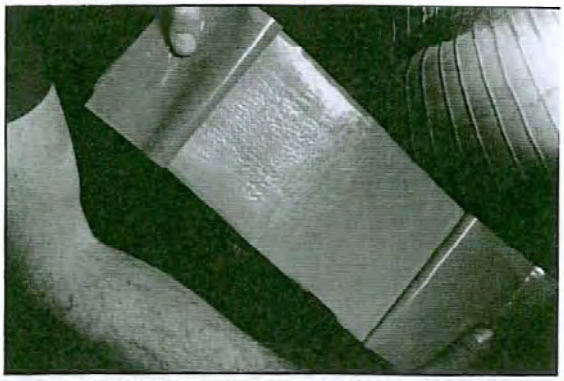
55 Break the perforation of the blue poly backing and remove. **CAUTION:** AVOID TOUCHING THE GRAY CUSHION GUM OF THE REPAIR UNIT AS THIS COULD LEAD TO CONTAMINATION OF THE REPAIR.

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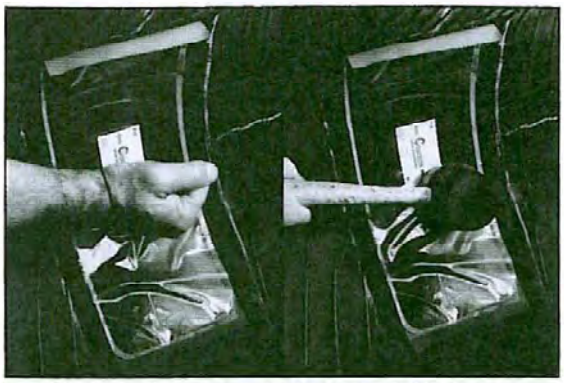
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56 To maximize the adhesion of the repair unit to the tire, apply a thin even coat of Chemical Vulcanizing Fluid to the back of the repair unit and allow to dry completely. Drying time is 3 to 5 minutes, extend the drying time in cold and/or humid climates.



57 Reattach the blue polyethylene leaving the middle third of the repair unit exposed for application into the tire. Reattaching the blue poly prevents contamination of the gray cushion gum.



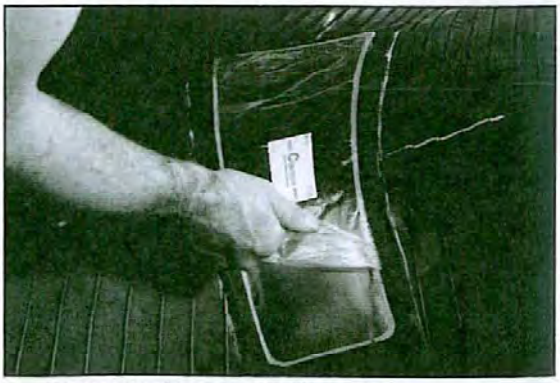
58 With the bead arrow aligned with either bead of the tire, center the repair unit over the injury using the previously placed index lines. Press down the center of the repair. Be sure the tire is in a relaxed position. Also the use of a mallet or an air hammer can aid in full surface contact of the repair unit to the inner liner.



59 Stitch the repair unit into place from the center outward. Exert firm pressure on the stitcher during this process to promote increased adhesion.

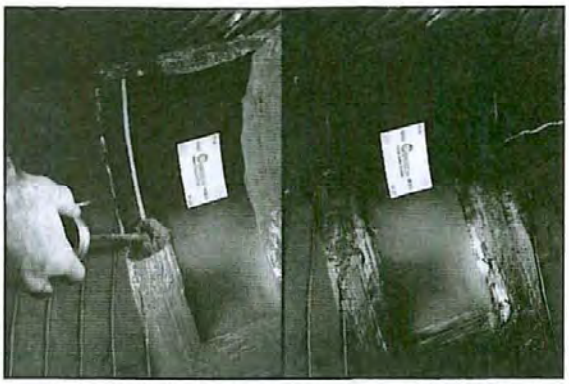


60 Remove the blue poly backing and finish stitching the repair unit into place.



61 Remove the clear poly protective covering.

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62 When the tire is of tubeless construction, apply Tech Security Coat #738 to the outer edge of the repair unit and to the overbuffed area. This assures good air retention. Security Coat dries to a black color. (If the tire is tube type, apply Tech Tire Talc #706 to the gray cushion gum).



63 Dress the outer skive back to the original contour of the tire and the original perimeter of the skive. Use a low r.p.m. tool and a fine gritted buffing wheel for cosmetic appearance. For best results, be sure that the buffing wheel is turning out away from the center of the skive.



64 The tire is now ready to be returned to service. If all of the repair procedures have been performed properly, the repair will last the lifetime of the tire even if the tire is retreaded.

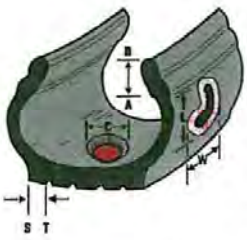
NOTE: Use the following as a skive fill trouble shooting guide:

A. Porosity (Tiny air bubbles, pits or gummy)	B. Large Air Pockets	C. Poor Bond to the Skive Area of Cured Rubber
1. Lack of pressure	1. Skive was improperly filled (trapped air)	1. Wet cement
2. Lack of heat		2. No cement
3. Not enough cure time		3. Contaminated surface
		4. Uncured rubber was defective

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ENTECH®

RADIAL REPAIR CHART



A-B - AREA NON-REPAIRABLE
C - MAXIMUM DIAMETER OF DAMAGED RADIAL CABLES
W - WIDTH OF INJURY
L - LENGTH
S-T - TREAD EDGE LIMIT 1½" OR 40mm

A-B NON-REPAIRABLE AREA

Passenger and light truck tires	1½", 40mm
6.50-7.00	2½", 65mm
7.50-15.00	3", 75mm
17.5-23.5	3½", 90mm
24.00-29.5	5", 125mm
30.00-33.5	6", 150mm
36.00-50.5	7½", 190mm

Tube-Type Tire Sizes Tubeless Tire Sizes

Sidewall Injury		Passenger Tire Size		Crown Injury Diameter
Width	Length	125-175	185-255	
1/4" (6mm) 1/4" (6mm)	1/2" (15mm) 2" (50mm)	10 12	10 12	1/4" (6mm)
3/8" (10mm) 3/8" (10mm) 3/8" (10mm)	3/8" (10mm) 1½" (40mm) 2" (50mm)	10 12 14	10 12 14	3/8" (10mm)
1/2" (15mm) 1/2" (15mm)	1¼" (40mm) 2" (50mm)	12 14	12 14	1/2" (15mm)
3/4" (20mm) 3/4" (20mm) 3/4" (20mm)	3/4" (20mm) 1½" (40mm) 2" (50mm)	12 12 14	12 12 14	3/4" (20mm)
1" (25mm) 1" (25mm)	1½" (40mm) 2" (50mm)	14 14	14 22	1" (25mm)

REPAIR UNIT IN RED IS TO BE USED FOR CROWN AND SIDEWALL INJURIES.
PASSENGER TIRES CARRYING A SPEED RATING OF H, THROUGH Z SHOULD ONLY BE REPAIRED IN THE TREAD AREA, WITH A MAXIMUM LIMITATIONS OF ¼" (6mm).
NOTE: THIS SECTION REPAIR CHART IS A GUIDELINE ONLY. LOAD, SPEED, AND APPLICATION OF THE TIRE CAN AFFECT THE LIMITATIONS OF SECTION REPAIRS.

Sidewall Injury		Earthmover Tire Sizes			Crown Injury Diameter
Width	Length	14.00-16.00 15.5-20.5 20/65-30/65	18.00-21.00 23.5-26.5 35/65-65/65	24.00-40.00 29.5-50.5 40/65-65/65	
3/8" (10mm)	4-3/8" (110mm)	42	42	44	
1/2" (15mm) 1/2" (15mm)	2½" (65mm) 6" (150mm)	42 46	42 46	44 46	
3/4" (20mm) 3/4" (20mm) 3/4" (20mm)	2" (50mm) 5½" (140mm) 9" (200mm)	42 46 50	42 46 50	44 46 50	1" (25mm)
1" (25mm) 1" (25mm)	5" (125mm) 9" (225mm)	46 50	46 50	46 50	
1-1/4" (30mm) 1-1/4" (30mm)	4" (100mm) 10" (250mm)	46 50	46 50	46 50	
1-1/2" (40mm) 1-1/2" (40mm) 1-1/2" (40mm) 1-1/2" (40mm)	3½" (90mm) 10" (250mm) 14" (350mm) 19" (480mm)	46 50 50	42 50 50 60	46 50 50 60	1½" (40mm)
1-3/4" (45mm) 1-3/4" (45mm) 1-3/4" (45mm) 1-3/4" (45mm)	7½" (190mm) 10" (250mm) 14" (350mm) 19" (480mm)	50 52	50 52 50 60	50 52 50 60	2" (50mm)
2" (50mm) 2" (50mm) 2" (50mm) 2" (50mm) 2" (50mm)	7" (175mm) 10" (250mm) 14" (350mm) 18" (460mm) 19" (475mm)	50 52	50 52 56 60	50 52 56 60 60	
2-3/4" (70mm) 2-3/4" (72mm) 2-3/4" (73mm)	8" (200mm) 10" (250mm) 13½" (340mm)	52	52 56	52 54 60	2¾" (70mm)
3-1/4" (80mm) 3-1/4" (80mm) 3-1/4" (80mm) 3-1/4" (80mm)	7" (175mm) 9" (200mm) 10" (250mm) 12½" (315m)	70 52	70 52 52 56*	70 52 52 56 56*	
4" (100mm) 4" (100mm) 4" (100mm)	5½" (140mm) 7½" (190mm) 10½" (265mm)	52	52 60	52 56 60	3½" (90mm)
4-3/8" (110mm) 4-3/8" (110mm) 4-3/8" (110mm)	5" (125mm) 7" (175mm) 10" (250mm)	52	52 56	52 56 60	
4-3/4" (125mm) 4-3/4" (120mm) 4-3/4" (120mm)	4½" (115mm) 6" (150mm) 9" (225mm)	52	52 64	52 56 60	
5" (125mm) 5" (125mm)	4" (100mm) 5" (125mm)		70 72	70 70	5" (125mm)
5" (130mm) 5" (130mm)	3-1/2" (90mm) 4-1/2" (115mm)		70	70 72	

REPAIR UNIT IN RED IS TO BE USED FOR CROWN AND SIDEWALL INJURIES.
REPAIR UNITS WITH * CAN BE USED AS AN OPTIONAL REPAIR UNIT FOR CROWN INJURIES.
NOTE: THIS SECTION REPAIR CHART IS A GUIDELINE ONLY. LOAD, SPEED, AND APPLICATION OF THE TIRE CAN AFFECT THE LIMITATIONS OF SECTION REPAIRS.

Sidewall Injury		Truck Tire Sizes			Crown Injury
		Light Truck	Heavy Truck		Diameter must be 40mm or 1½" from the Tread Edge
Width	Length	6.50-12.50 7-12 215/85-255/85 215/75-265/75	7.50-15.00 9-11 235/80-275-85 245/75-265-75	11.00-14.00 12-15.5 295/80-315/80 315/70-425/65	
1/8" (3mm)	1/8" (3mm)	10	10	10	1/8" (3mm)
1/4" (6mm)	1/8" (3mm)	12	12	12	1/4" (6mm)
1 Cable 1 Cable 1 Cable 1 Cable	1½" (40mm) 3-1/8" (80mm) 4-3/4" (120mm) 6" (150mm)	20 22	22 22 24 26	22 22 24 26	
2 Cable 2 Cable 2 Cable 2 Cable	3/4" (20mm) 1-1/2" (40mm) 2-3/8" (60mm) 3-1/8" (130mm)	20 20 22	20 22 24 26	22 24 26 26	3/8" (10mm)
3/8" (10mm) 3/8" (10mm) 3/8" (10mm) 3/8" (10mm)	1-1/2" (40mm) 2-3/8" (60mm) 3-1/8" (80mm) 5-1/8" (130mm)	20 22 22	20 26 26 26	40 40 42 44	
— 1/2" (15mm) 1/2" (15mm) 1/2" (15mm)	— 1-1/2" (40mm) 2-3/4" (70mm) 3-3/4" (95mm) 5-1/8" (130mm)	22 22 40	22 44* 40 42 44	22 40* 42 42 44	½" (15mm)
— 3/4" (20mm) 3/4" (20mm) 3/4" (20mm)	1" (25mm) 2-1/2" (65mm) 4-3/8" (110mm) 5-1/8" (130mm)	22 24	22 40 44* 42 44	36 40 42* 44 44	¾" (20mm)
— 1" (25mm) 1" (25mm) 1" (25mm)	2" (50mm) 3-1/2" (90mm) 4" (100mm)	22 40	22 42* 42 44	36 44* 44 44	1" (25mm)
— 1-1/4" (30mm) 1-1/4" (30mm) 1-1/4" (30mm)	— 2" (50mm) 3-1/8" (80mm) 4" (100mm)		37 42* 42 44	37 44* 44 48	1¼" (30mm)
— 1-1/2" (40mm) 1-1/2" (40mm)	— 2" (50mm) 3-1/8" (80mm)		37 44* 44	37 44* 48	1½" (40mm)

REPAIR UNIT IN RED IS TO BE USED FOR CROWN AND SIDEWALL INJURIES.
INJURIES CLOSER THAN 1-1/2" (40mm) FROM THE TREAD EDGE ARE CONSIDERED A SIDEWALL INJURY.
NOTE: THIS SECTION REPAIR CHART IS A GUIDELINE ONLY. LOAD, SPEED, AND HIGHWAY APPLICATION OF THE TIRE CAN AFFECT THE LIMITATIONS OF SECTION REPAIR.
REPAIR UNITS WITH * CAN BE USED AS AN OPTIONAL REPAIR UNIT FOR CROWN INJURIES.

Sidewall Injury		Tractor Tire Size		Crown Injury Diameter
		8-11	12-15	
Width	Length	8.3-12.4	13.6-30.5	
1/4" (6mm)	1/4" (6mm)	12	12	
3/8" (10mm) 3/8" (10mm)	3/8" (10mm) 1-1/2" (40mm)	12 20	12 20	3/8" (10mm)
3/4" (20mm) 3/4" (20mm)	3/4" (20mm) 3" (75mm)	20 22	22 30	3/4" (20mm)
1-1/2" (40mm)	4" (100mm)	30	32	1½" (40mm)
2" (50mm)	3-1/4" (80mm)	30	32	
2-1/2" (65mm) 2-1/2" (65mm)	3" (75mm) 4" (100mm)	30	32 32	2½" (70mm)
2-3/4" (70mm)	3-3/4" (70mm)	30	32	
3-1/4" (80mm) 3-1/4" (80mm) 3-1/2" (90mm)	3-1/4" (80mm) 5-1/4" (130mm) 4-1/2" (115mm)		32 34 34	3½" (90mm)
4" (100mm)	4" (100mm)		34	
4" (100mm)	6-1/2" (165mm)		30	5½" (140mm)
5-1/4" (130mm)	5-1/4" (130mm)		30	

REPAIR UNIT IN RED IS TO BE USED FOR CROWN AND SIDEWALL INJURIES.
INJURIES CLOSER THAN 1-½" (40mm) FROM THE TREAD EDGE ARE CONSIDERED A SIDEWALL INJURY.
NOTE: THIS SECTION REPAIR CHART IS A GUIDELINE ONLY. LOAD, SPEED, AND APPLICATION OF THE TIRE CAN AFFECT LIMITATIONS OF SECTION REPAIRS.

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NOTES

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If you have any questions regarding this repair process, call Tech's repair hotline

1-800-433-TECH

or

1-800-336-TECH

Tech International
P. O. Box 486
Johnstown, OH 43031 U.S.A.
Phone: 740-967-9015
Fax: 740-967-1039
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When your tires need more than air.



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https://web.archive.org/web/20101011101050/http://www.techtirerepairs.com/_assets/documents/RepairManuals/RM-10%20%20%20Centech%20Crown%20Repair.pdf

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TECH Tire Repairs

Repair Manual RM-10

Centech Crown Section Repair Manual

Document Id: 6FFB06B0-EA5F-11EF-8236-B36DC6021AEA
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CENTECH®

Radial Repairs

CENTECH is the most advanced radial tire repair system ever developed.

Crown, shoulder or sidewall injuries in passenger, truck, agricultural and earthmover tires can be repaired successfully with Centech center over injury radial repairs. Special compounding and design allow the repair unit to flex and resist heat, assuring a permanent repair.

CENTECH repair units last the life of the tire, saving thousands of dollars per year in new tire purchases.

SECTION REPAIR OF A RADIAL TRUCK TIRE WITH A CROWN INJURY

The following is the repair procedure for damage to the crown area in a steel constructed radial truck tire. The procedures shown are for both spotter cure and through the retread process or section mold. When the section is cured with a spotter, the skive fill rubber is applied chemically. When curing through the retread process or with a section mold the repair is cured with the skive fill rubber.

CENTECH low temperature repair units can be used chemically or in heat cure systems such as section molds or through the retread process.

TRUCK

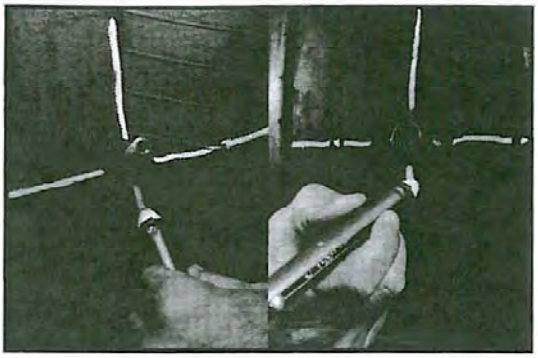
Cat. No.	Description	Box Qty.	Dimensions (Inches)	Dimension (mm)
170	CT-20	10	3 X 5	75 X 125
172	CT-22	10	3 X 6 1/2	75 X 165
174	CT-24	10	3 X 8 1/2	75 X 215
176	CT-26	10	3 X 10	75 X 250
177	CT-33	10	4 X 5	100 X 125
178	CT-35	10	5 X 6	125 X 150
179	CT-37	05	5 X 6 3/4	125 X 170
180	CT-40	10	4 X 8	100 X 200
182	CT-42	05	5 X 10	125 X 250
184	CT-44	05	5 X 13	125 X 325

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

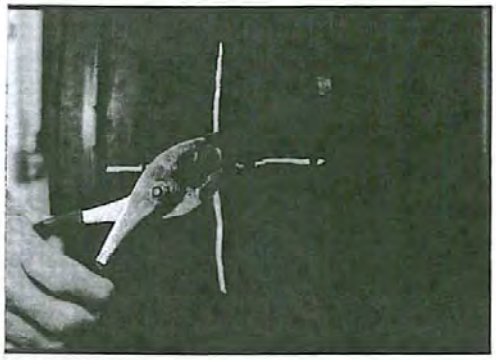
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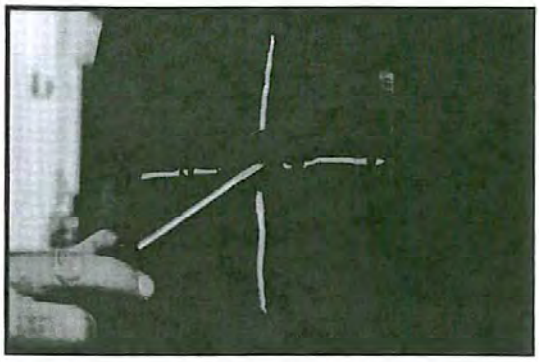
The first step to assure a permanent tire repair is a thorough inspection. Reject the tire if it shows signs of run flat or under-inflation, casing separations beyond repairable limits, bead wires that are exposed, deformed or broken, sidewall or tread ng that is deeper than 3/32" (2.5mm), and weather checking that is than 3/32" (2.5mm) or begins to form continuous lines.



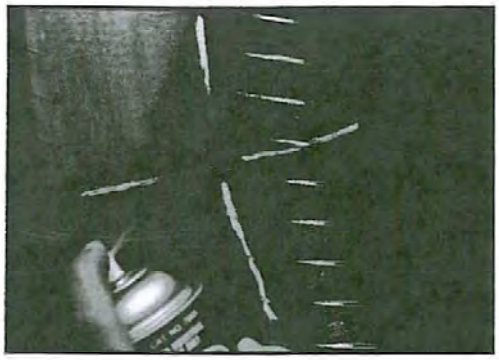
2 During the inspection process locate and mark all injuries using long index lines at right angles to the injury. This will aid in centering the curing equipment and the repair unit. Mark all injuries both inside and outside of the tire.



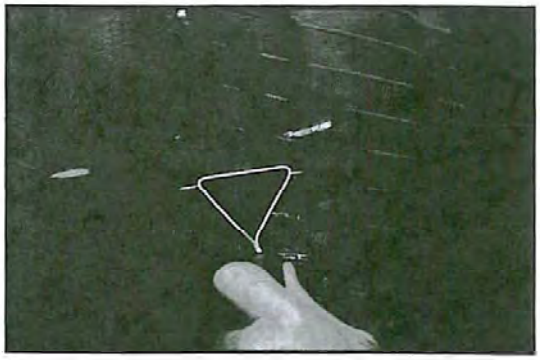
Any injuring objects, such as nails and bolts, must be removed.



4 Check for possible ply separation and extent of damage using a Tech blunt probe inside the tire. Be sure to check for separation outside the tire as well.

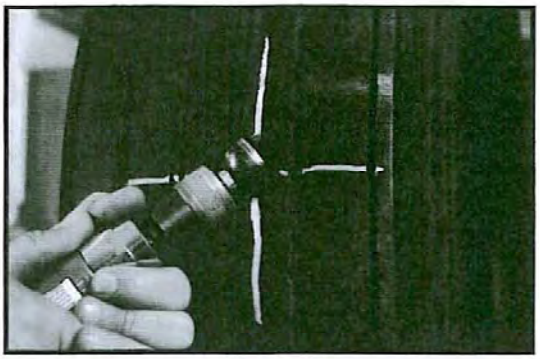


Pre-clean a large area of the inner liner around the injury by applying #704A Rub-O-Matic to the inner liner.

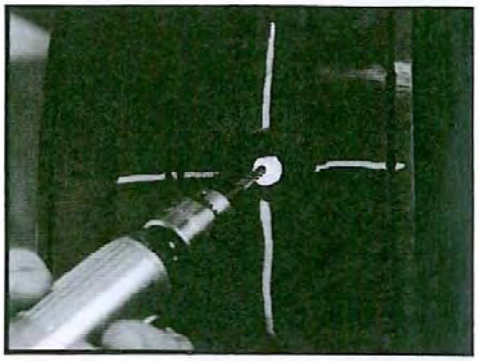


6 While the area is still moist, use a Tech #933 scraper to remove contamination from the inner liner. This process should be repeated 2 or 3 times to assure that all contamination has been removed.

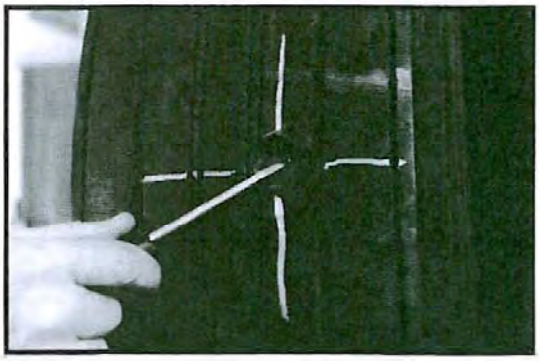
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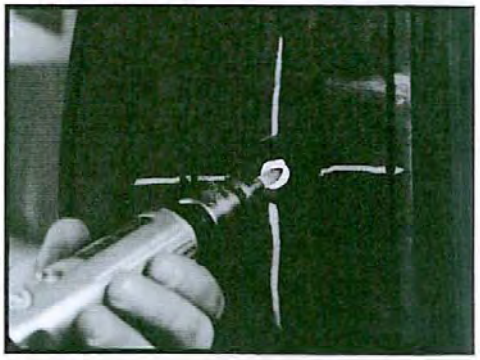
7 Using a rotary gouge on the Tech Low RPM Air Buffer (max. 5,000 r.p.m.), remove the surface rubber around the injury at a 45° angle to just above the steel belts. Tungsten Carbide Rasps can also be used to effectively remove surface rubber. ALWAYS WEAR EYE PROTECTION.



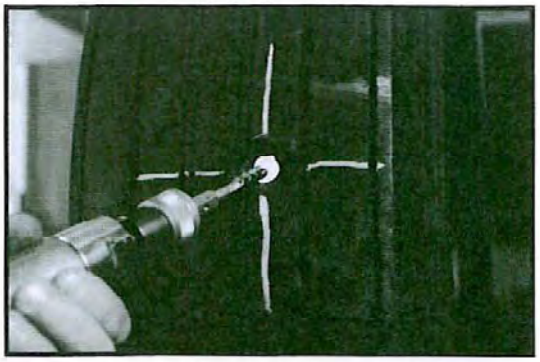
8 Using the proper size carbide burr, for this repair a #28 a Tech #S1039 High RPM Air Buffer (min. 20,000 r.p.m skive the damage area of the belts at a 90° angle. Steel must be cut back to good solid rubber.



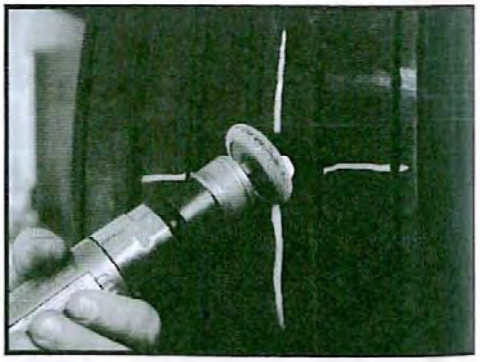
9 Using a blunt point probe, check to make sure all separation has been removed.



10 Using the Tech Aluminum Oxide Stone #S872 on the Hi RPM #S1039 Air Buffer, dress any frayed steel cables d good solid rubber being careful not to scorch the rubbe



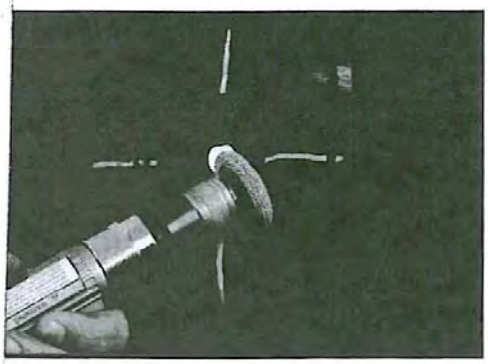
11 Attach the #S896 Skive Brush to the Low RPM Air Buffer and lightly buff the 90° angled skive area to ensure good surface preparation.



12 Next, with the appropriate size coarse grit round faced a Low R.P.M. Air Buffer, remove any excess rubber and rubber from the 45° area of the skive. If necessary, foll with the medium rasp or equivalent to prepare the 45° the skive to an RMA #3 buffed texture.

WARNING: Always wear eye protection when grinding or buffing!

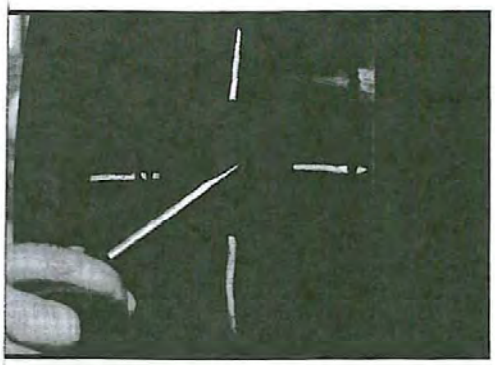
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Continuing with the same rasp or inner liner wheel, overbuff around the exterior of the skive by at least 1"or 25mm.



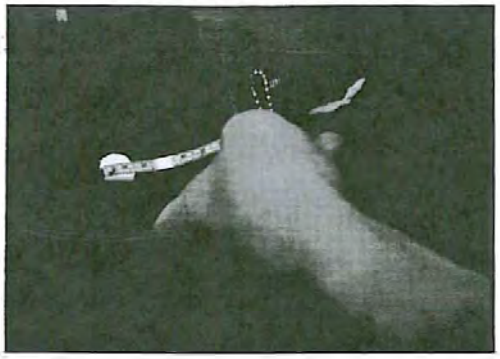
14 Use a pencil rasp on a low rpm buffer to texturize the tread grooves leading into the skive area. This process insures good adhesion of the fill rubber to the tire.



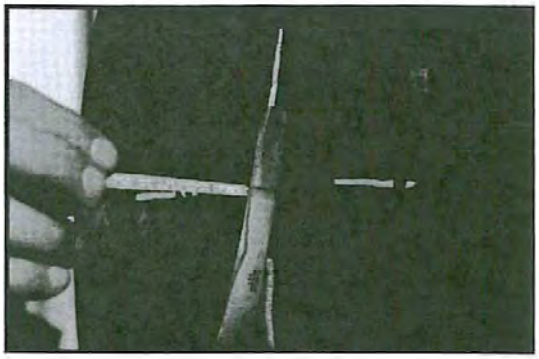
Inspect the injury with a blunt point probe to assure there is no remaining damage or separation.
NOTE: Splits between cables or loose cables must be removed. Body cable removal should be done by skiving from inside of e. If removing cables from the inside of the tire, refer to Technically ding Volume 12, Issue 3, and Volume 15, Issue 1.



16 Buff around the perimeter of the skive on the inner liner of the tire using a medium grit rasp on a Low R.P.M. Air Buffer.



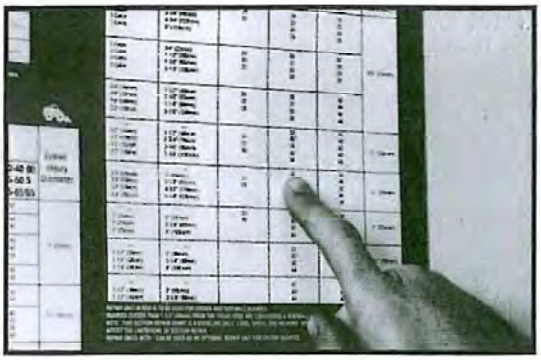
For repair unit selection, measure the longest diameter of the injury, in this case 3/4" (20mm). Write the measurement on the tire or a note pad for future reference.



18 Measure the total depth of the skive for future cure time reference, here, 1 inch or 25 mm. Also, write this measurement on the tire or note pad.

WARNING: Always wear eye protection when grinding or buffing!

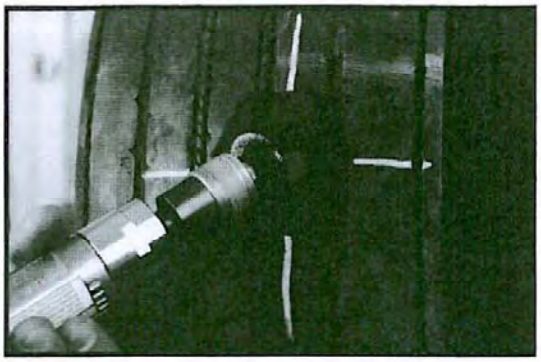
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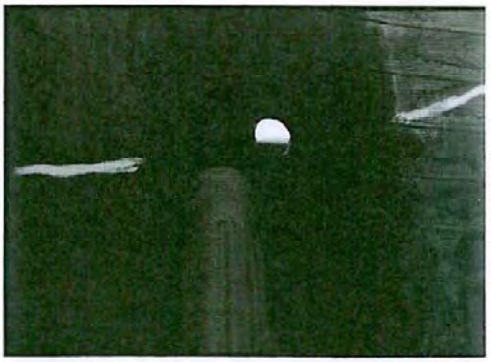
19 Now refer to the Centech radial repair chart to determine the proper size repair unit. The tire size is 285/75 R 24.5, with a crown injury that is 3/4"(20mm). Refer to the radial repair crown section area of the chart. The red number indicates that the proper Centech repair unit for this crown injury is the CT33.

For chamber or section mold cure procedur refer to steps #58 through #85 for repair ur installation, filling and curing.

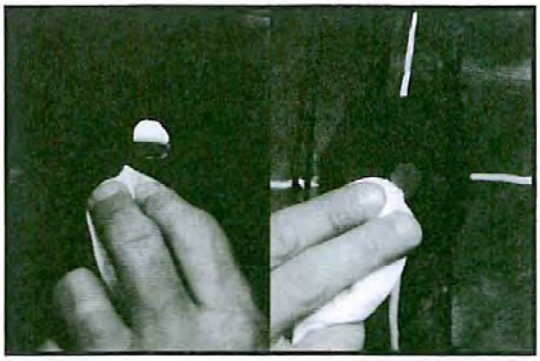
20



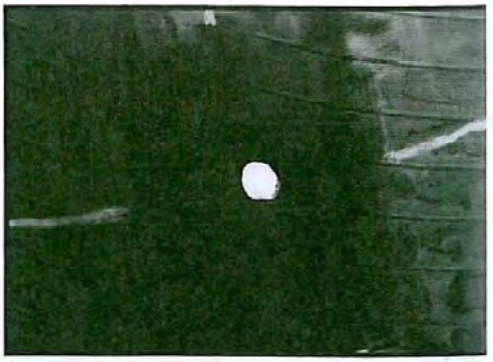
21 Clean the complete skived area and buffed perimeter on the inner liner with a soft wire brush mounted on a low rpm air buffer. The rotation of the brush makes it necessary to buff from the right side of the prepared surface to the left.



22 Vacuum all buffing debris from the inside and outside o tire. Do not touch the buffed surfaces with the vacuum

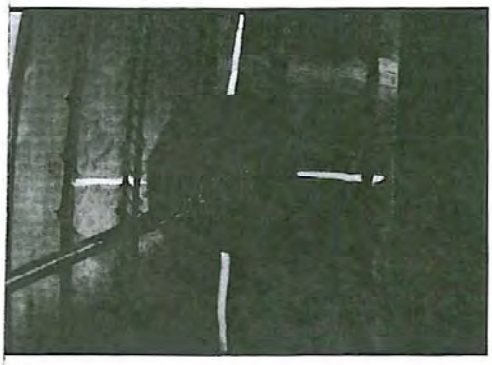


23 An optional cleaning method is to use Rub-O-Matic #704 and a clean lint-free cloth. Clean both the inside and the outside of the tire. Allow three to five minutes for the Rub-O-Matic to completely dry. If the weather is humid, additional drying time is necessary.

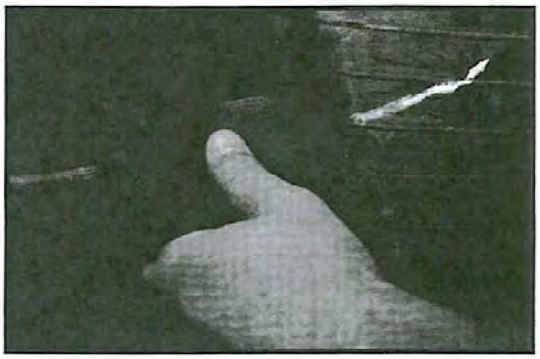


24 Cement the buffed area of the inner liner with Temyulc B Vulcanizing Cement #1082.

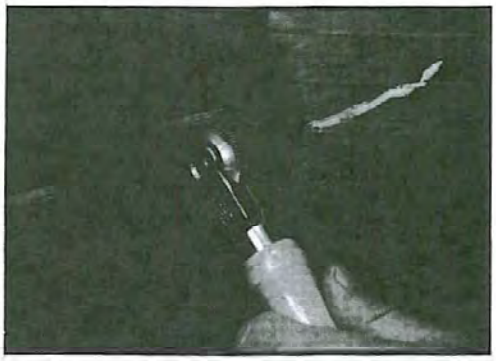
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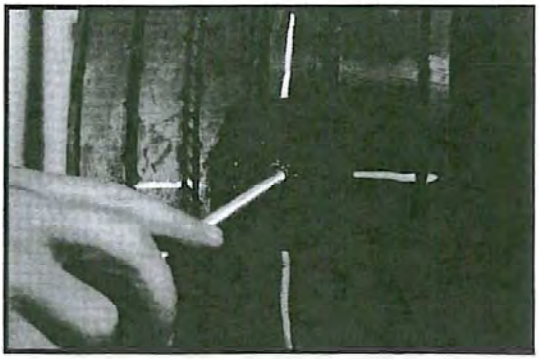
5 Cement the skive area with Temvulc. Allow approximately fifteen minutes drying time. Allow for additional drying time if the weather is humid.
The skive area of a radial steel constructed tire should never be vented as moisture could be absorbed by the vent strings allowing steel cables to rust.



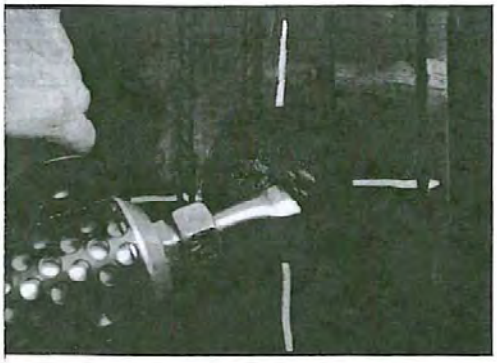
26 Center and apply a piece of Vul-gum approximately 1" (25mm) larger than the skive opening on the inner liner of the tire.



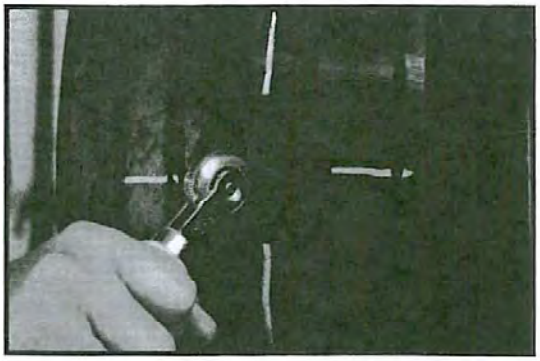
7 Then stitch the Vul-gum to the liner with a #936 Stitcher.



28 Use a pre-heated #S182 Extruder Gun with Tech rope rubber to begin filling the injury. Use a blunt packing tool to firmly press the rope rubber into the skive cavity as compactly as possible to assure that no air is trapped.



9 Using the extruder apply another layer of rope rubber.



30 Then stitch the rope rubber to assure that no air has been trapped. Fill the skive to approximately 1/8" or 3mm above the tire's surface to maintain pressure during the curing process.

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31 If using Vul-gum to fill the injury, cut enough strips of Vul-gum to fill the skive. Pre-heat the Vul-gum to approximately 120° to 130°F or 49° to 55°C on a warming tray or other warming device where temperature can be controlled.
Care should be taken not to overheat since scorching of the Vul-gum can occur.

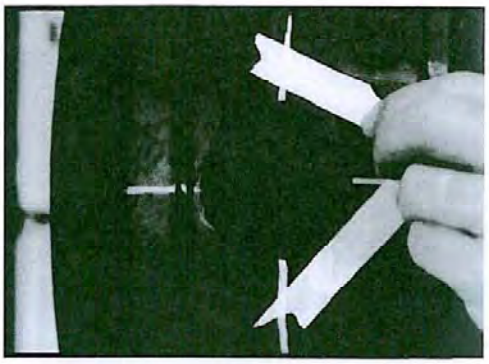
EXAMPLE

Platform	=1/8"	3mm
Section Depth	=1"	25mm
Overbuild	=1/8"	3mm
Total Vul-Gum	=1/8"	3mm
1 1/4	=10/8"	
10 x 10	=100 minutes	

32 The previous measurement from the skive depth plus the build of rubber and platform thickness will determine the proper curing time. Above shows the total dimension for t repair is 1 1/4" or 31mm. For every 1/8" or 3mm of thickn Vul-gum requires 10 minutes of cure time when cured at 300°F or 14 Celsius. Here we see 10/8" or 31mm equals 100 minutes of cure tim

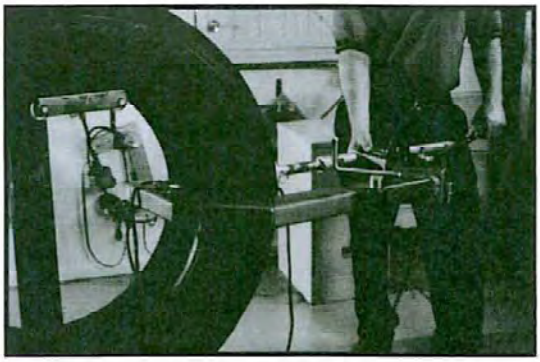
EXAMPLE

Platform	=1/8"	3mm
Section Depth	=1"	25mm
Overbuild	=1/8"	3mm
Total Rope Rubber	=1 1/4"	31mm
1 1/4	=10/8"	
10 x 6	=60 minutes	



33 If using #FRR38 rope rubber for filling the skive, the cure rate is 6 minutes of cure time for every 1/8" or 3mm when cured at 300°F or 149°C. Here we see 10/8"or 31mm equals 60 minutes of cure time. If a cold spotter is used, add an additional twenty minutes to the cure time to allow for spotter warm-up.

34 Using materials such as pieces of regrooved rubber, dan tread grooves to prevent the flow of fill rubber into the tr grooves. Apply masking tape to hold the rubber in place this process is not followed, the Rope Rubber or Vul-gu flow away from the skive leaving a cured, concave rubbe with porosity.





35 The next step in the repair process is to use the spotter to vulcanize the fill rubber. Select the proper size and shaped contour plates. It is important to mark the cure time on the exterior of the tire. Position the spotter's heating units directly over the skive area using the index lines placed at right angles.

36 Check to make sure the heating units are plugged in and connect the airline to 30 to 35 psi.
When using a manual spotter it is necessary to retighten spotter after 10 minutes of curing.

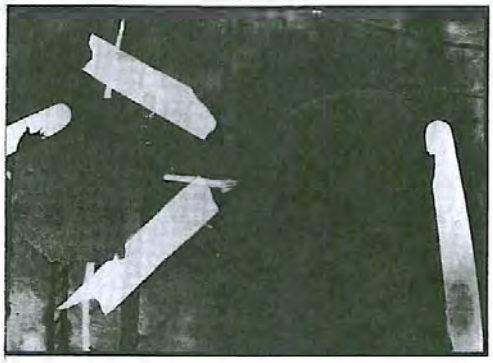
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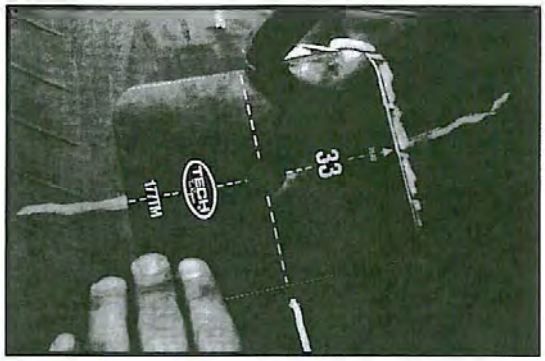
After the allotted cure time, remove the spotter by releasing the air pressure and loosening the hand wheel.



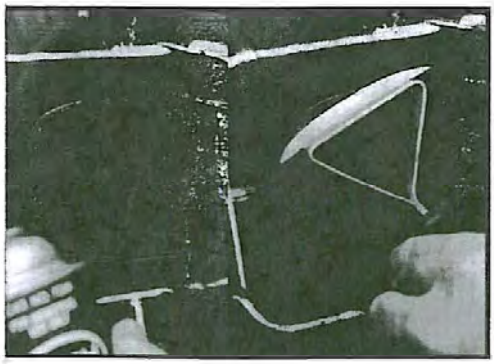
38 Inspect the repair both outside and inside for the proper vulcanization. Allow the tire to cool to room temperature before buffing the repair area.



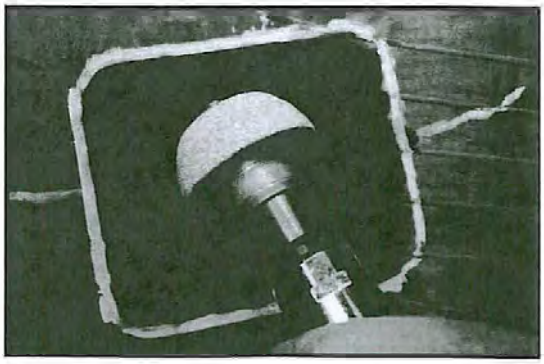
Cut-away any excess flash from the exterior and the interior repair area using a #942 Flex Knife.



40 Place the predetermined Centech repair template directly over the cured plug and mark a perimeter around the template. This will mark the proper size area for buffing.

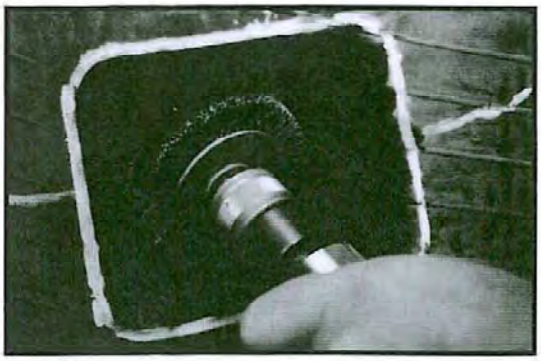


Pre-clean the area with Rub-O-Matic #704A Aerosol and #933 scraper. This process prevents contamination of the buffing wheel with lubricants. A clean lint-free cloth and Rub-O-Matic #704 can also be used.

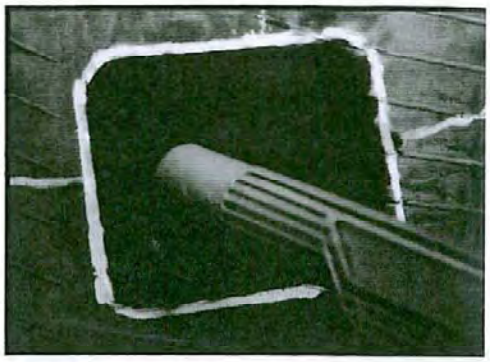


42 Now use a Low RPM Air Buffer and inner liner buffing wheel to buff within the marked area and to texture the surface. When completed, an even, RMA #1 or RMA #2 buffed texture should be obtained.

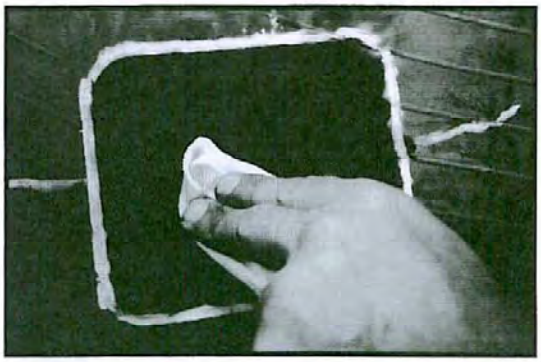
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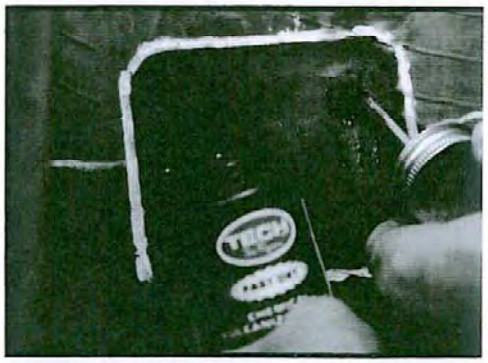
43 Clean the repair area with a Low RPM Air Buffer and a soft wire brush. Due to the rotation of the buffer it is necessary to move the brush from the right side of the buffed surface to the left side. This will push all buffing dust to the edge of the repair area. To assure a thoroughly clean surface, repeat this process.



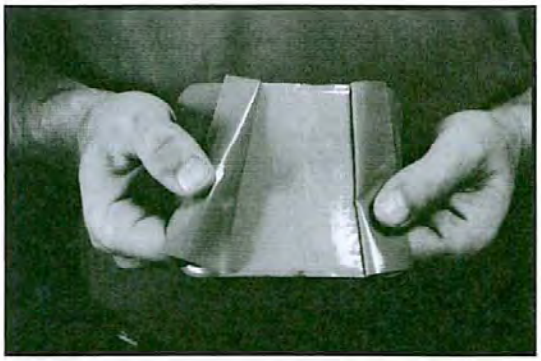
44 The area should then be vacuumed. Avoid touching the t surface with the vacuum, this could lead to contaminatio **NOT** use an air hose to clean the area. Air hoses contain oil and water that will contaminate the repair area.



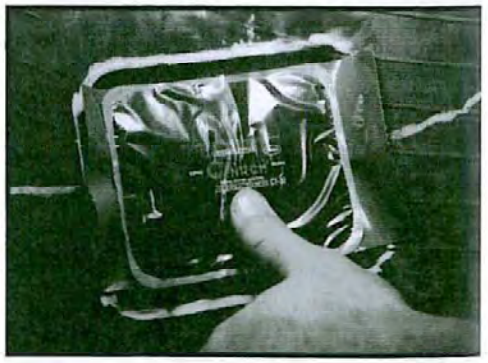
45 An optional cleaning method is the use of #704 Rub-O-Matic and a clean, lint-free cloth. When finished, allow the area to dry completely, normally 3 to 5 minutes. If the weather is humid, additional drying time is necessary.



46 Apply a thin even coat of #760 Chemical Vulcanizing Flui the buffed area. To avoid contamination, do not go beyo cleaned, buffed area. Allow three to five minutes for the vulcanizing fluid to dry, more time is required if humid. Note: the back of the repair can also be cemented to increase adhesion minimum of five minutes drying when cementing the back of the repair

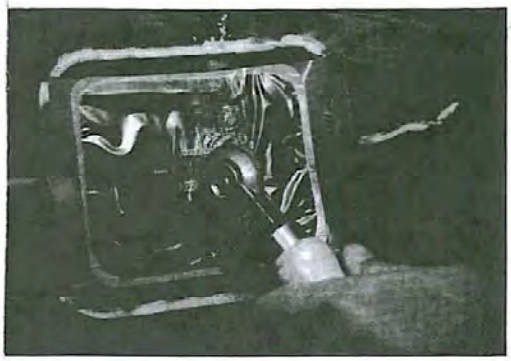


47 Break the perforation of the blue poly backing on the repair unit. Peel the blue poly approximately half way back. To avoid contamination, be careful not to touch the gray cushion gum.



48 Make sure the beads of the tire are in a relaxed position, before the repair unit is installed. Center the repair unit directly over the injury on the prepared area. Align the Centech repair unit with the bead arrows pointing towar beads of the tire. Make sure the center of the repair touc tire first, thumb down the center.

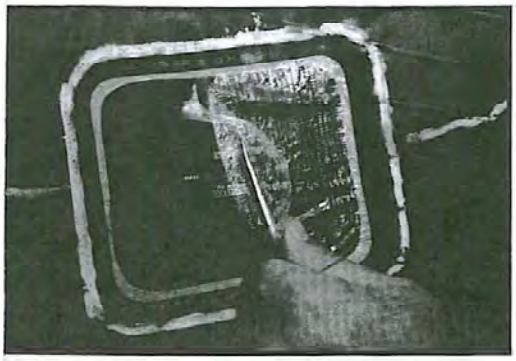
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49 Stitch the repair unit from the center outward. Apply firm pressure to the stitcher to assure maximum adhesion.



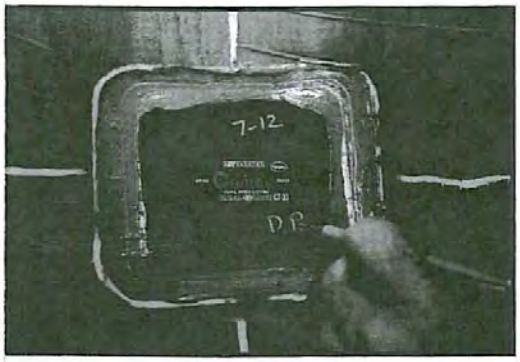
50 Remove the remainder of the blue poly, then thumb, and stitch from the center out.



51 Remove the clear poly from the top of the Centech repair unit.



52 When repairing a tubeless tire, as in this case, apply #738 Security Coat around the edge of the repair unit to ensure good air retention of the over-buffed area.
NOTE: When repairing tube type tires apply Tire Talc to the edges of the repair to prevent it from sticking to the tube.

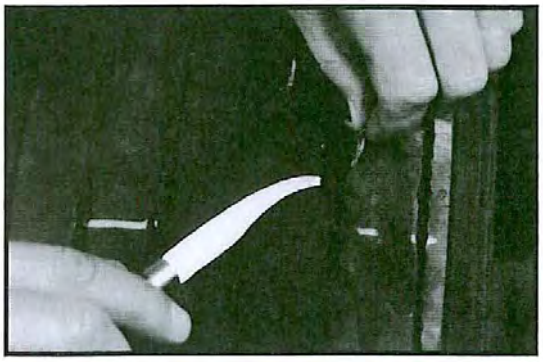


53 Mark the date and initial the repair unit to assure that proper records are kept on all tires.

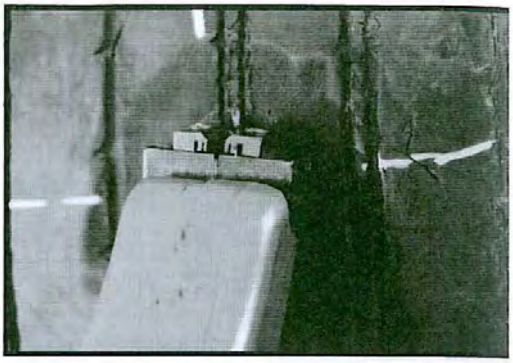


54 Buff down the skive with the Low RPM Air Buffer and buffing wheel, making sure the wheel is turning away from the center of the skive. This prevents the buffing wheel from raising the edge of the skive.

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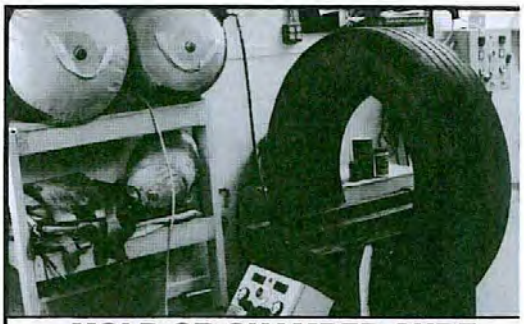
55 Using a knife or awl, remove the damming material from the tread grooves.



56 If the skive falls within a tread groove, first mark the regroo lines, then use a Tech regroover to groove in the original tre design. The regrooving materials should be retained for futu damming of tread grooves.



57 The Centech section repair is now complete and the tire can return to service. If all the procedures have been followed correctly, the repair will last the life of the tire even though the casing may receive several retreads.

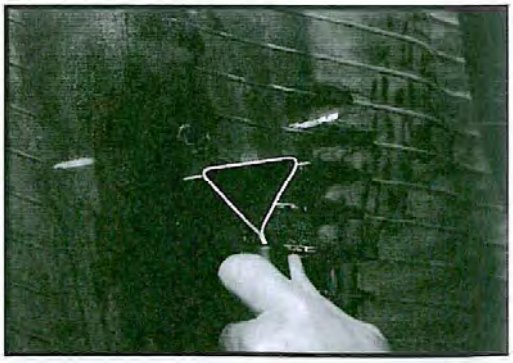


MOLD OR CHAMBER CURE

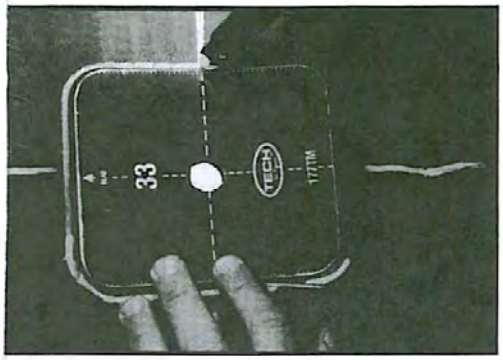
58 The following instructions are for retread shops and tire rep shops that are curing with section molds.



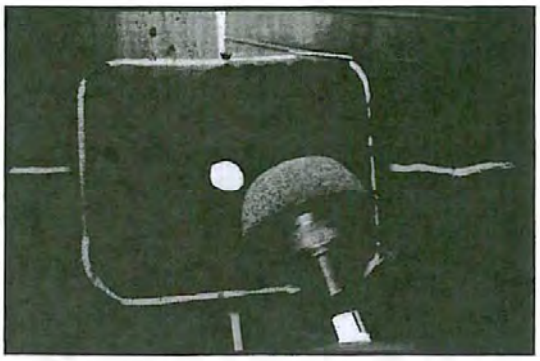
59 The area to receive the repair unit on the inner liner must be pre-cleaned. Clean an area larger than the selected repair unit by spraying the area, applying Rub-O-Matic.



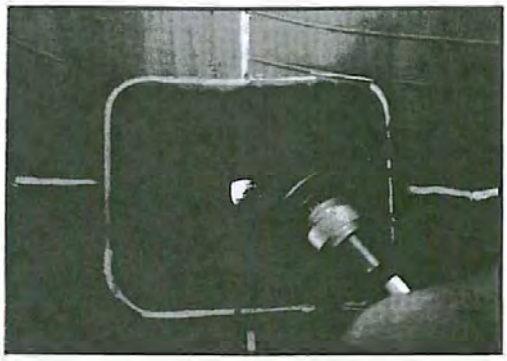
60 While the area is still moist, use the #933 Scraper to remov contamination. This process may need to be repeated 2 or times to remove all contaminants.



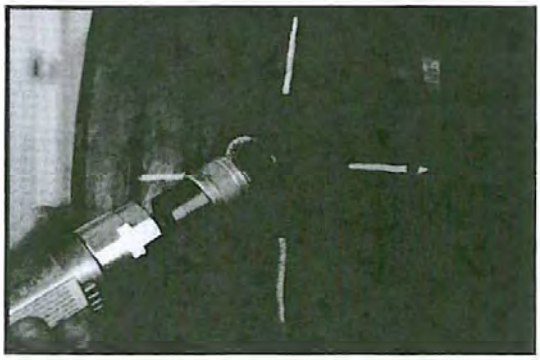
1 Using the Index lines, center the appropriate repair template over the injury, Mark around the template with a marking crayon, this serves as a guide for mechanical buffing. If using a repair unit instead, mark an area ½" (15mm) beyond the edge of the repair unit.



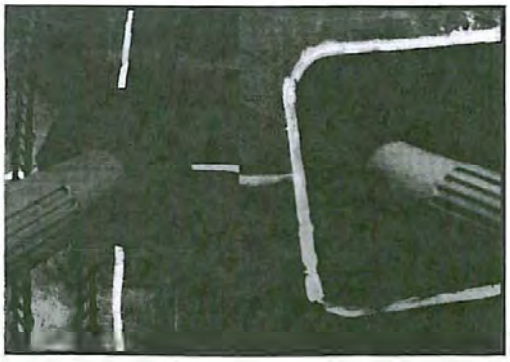
62 Use a Low RPM Air Buffer and buffing wheel to buff within the marked area to texturize the surface. When completed, an even, RMA #1 or RMA #2 buffed texture should be obtained.



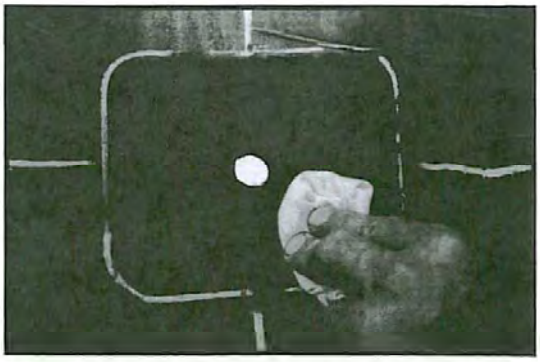
3 Clean the repair area with a Low RPM Air Buffer and a soft wire brush. Due to the rotation of the buffer it is necessary to move the brush from the right side of the buffed surface to the left side. This will push all buffing dust to the edge of the repair area. To assure a thoroughly clean surface, repeat this process.



64 Use the same soft wire brush or a smaller brush depending on the diameter of the skive to remove buffing dust from the skive area.

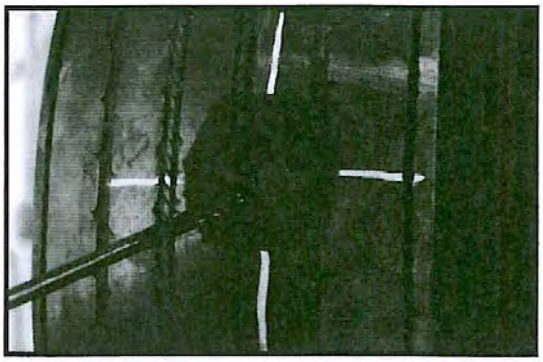


5 The area should then be vacuumed. Do not touch the buffed surface with the vacuum, as this could lead to contamination. **DO NOT** use an air hose to clean the area. Air hoses contain both oil and water that will contaminate the repair area.

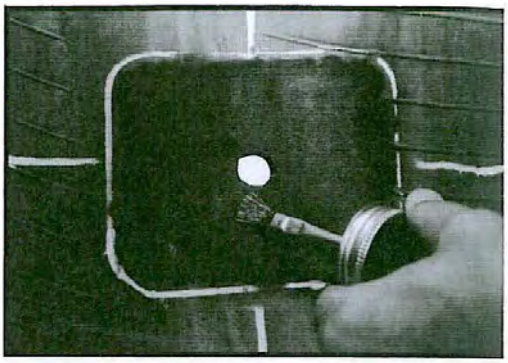


66 An optional cleaning method is the use of #704 Rub-O-Matic and a clean lint-free cloth. When finished, allow the area to dry completely for 3 to 5 minutes. If the weather is humid, additional drying time is necessary.

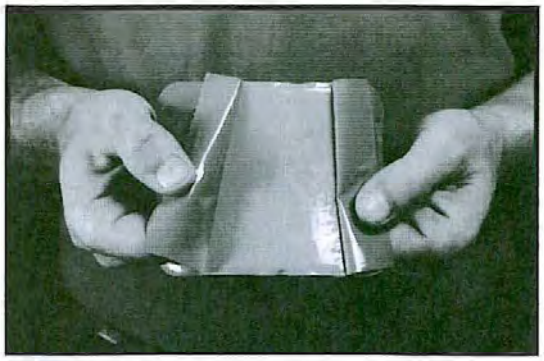
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67 Cement the complete skive area with #1082 Temvulc Black Vulcanizing Cement, and allow fifteen minutes drying time. Allow for additional drying time if the weather is humid.



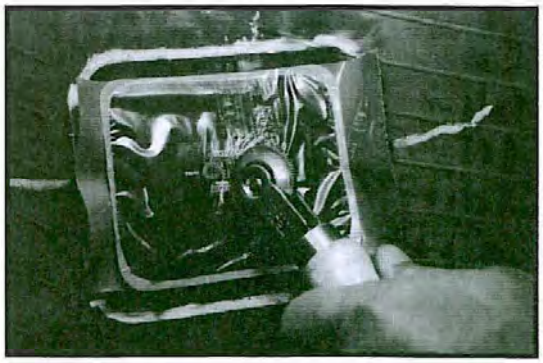
68 Cement the cleaned area using Chemical Vulcanizing Fluid. Always cement from the center out, do not go beyond the cleaned, buffed area. Allow 3 to 5 minutes for the vulcanizi fluid to dry, more time is required if humid.



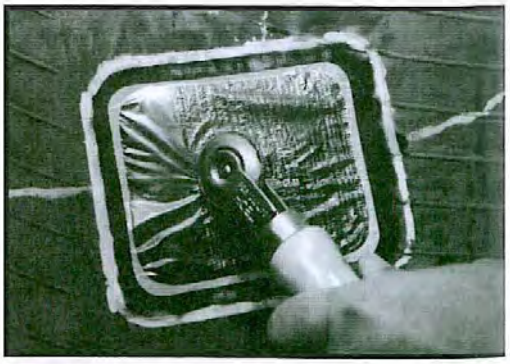
69 Now break the perforation of the blue poly backing on the repair unit. Peel the blue poly approximately half way back. To avoid contamination, be careful not to touch the gray cushion gum.



70 Make sure the beads of the tire are in a relaxed position, be the repair unit is installed. Center the repair unit directly ov the injury on the prepared area, aligning the Centech repair unit bead arrows with the beads of the tire. Place the cente the repair down first, thumb down the center.

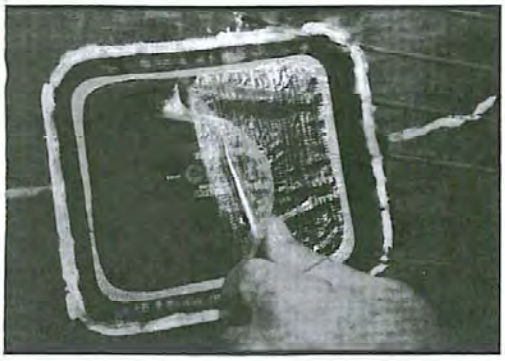


71 Stitch the repair unit from the center outward exerting firm pressure on the stitcher to maximize adhesion.

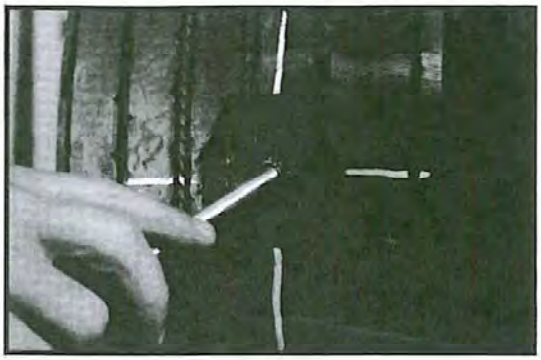


72 Remove the remainder of the blue poly, then thumb, and st from the center out.

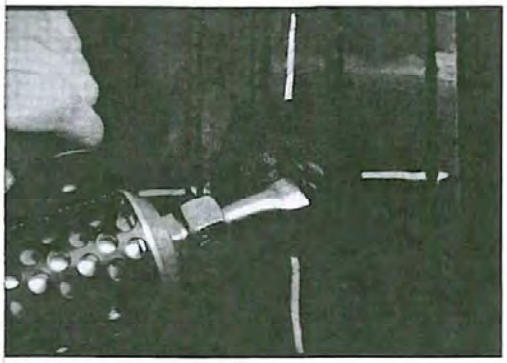
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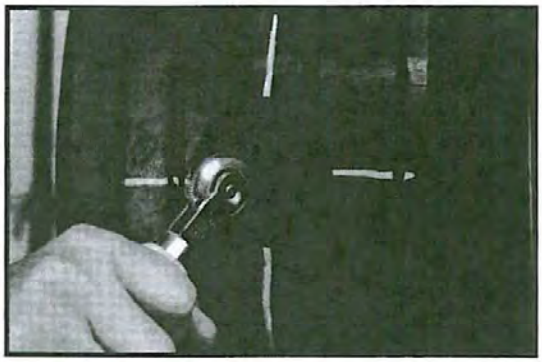
3 Next, remove the clear poly from the Centech repair unit. If the repair unit is to be cured in a rimless retread chamber, apply #738 Security Coat before curing. If curing in a section mold or a retread system that has a curing tube or inner envelope, apply #738 Security Coat after cure.



74 Use a preheated #S182 Extruder Gun with Tech rope rubber to begin filling the injury. Use a blunt packing tool to press the rope rubber into the skive cavity as compactly as possible to assure that no air is trapped. The skive of a radial steel constructed tire should never be vented as moisture could be absorbed by the vent strings allowing steel cables to rust.



5 Use the S182 extruder gun to apply another layer of rope rubber. Use a stitcher at this point to assure that no air has been trapped.



76 Fill the skive to approximately 1/8"or 3mm above the tire's surface to maintain pressure during the curing process.



7 If using Vul-gum to fill the injury, cut enough strips of Vul-gum to fill the skive. Preheat the Vul-gum to approximately 120° to 130°F or 49° to 55°C on a warming tray or any warming device.
Care should be taken not to overheat since scorching of the Vul-gum can occur.

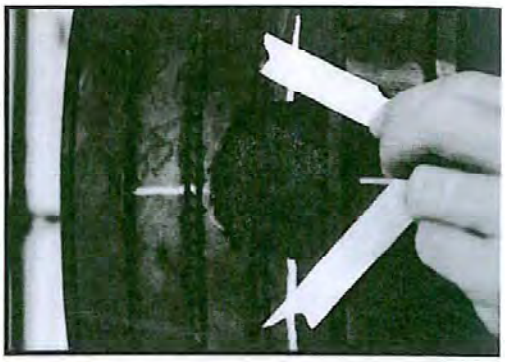
EXAMPLE

Platform	=1/4" 6mm
Section Depth	=1" 25mm
Overbuild	=1/8" 3mm
	=1 3/8"
1 3/8"	=11/8"
10 x 11	=110 minutes

78 For every 1/8" or 3mm thickness, Vul-gum requires 10 minutes of cure time when cured at 300°F or 149° Celsius. In this example 1 3/8"or 34mm equals 110 minutes of cure time.

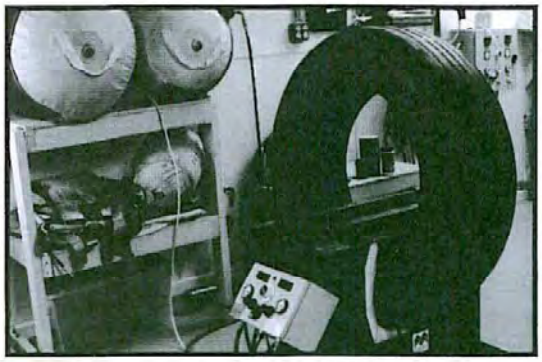
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Platform	=1/4" 6mm
Skive Depth	=1" 25mm
Overbuild	=1/8" 3mm
	=1 3/8" 34mm
1 3/8	=11/8"
11 x 6	=66 minutes

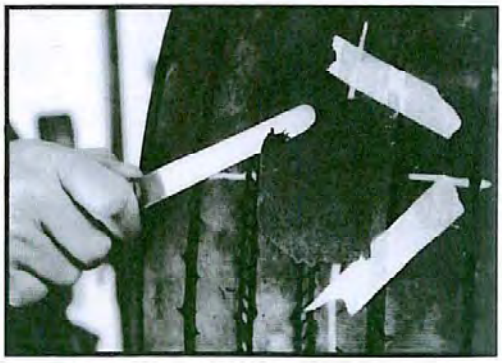


79 If using #FRR38 rope rubber for filling, the cure rate is 6 minutes of cure time for every 1/8" or 3mm when cured at 300°F or 149°C. Here we see 1 3/8" or 34mm equals 66 minutes of cure time.

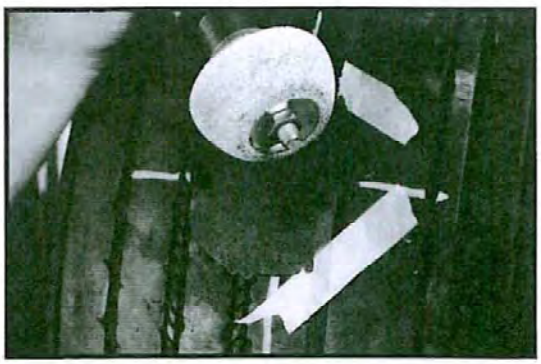
80 If curing in a section mold, dam the tread grooves to prever flow of Vul-gum into the tread grooves. Apply masking tape hold the rubber in place. If this process is not followed, the Rubber or Vul-gum may flow away from the skive leaving a concave rubber plug with porosity. If this occurs, it may be necessary to rework the entire repair.



81 The tire is now ready for curing. If using a section mold, follow the mold manufacturer's operating instructions.



82 Inspect the cured fill rubber and repair unit for proper vulcanization. Allow the tire to cool to room temperature before finishing the repair. Cut away any overflow of rubb



83 Dress down the skive with the Low RPM Air Buffer and Rubber Hog buffing wheel, making sure the wheel is turning away from the center of the skive. This prevents the buffing wheel from attacking the edge of the skive.



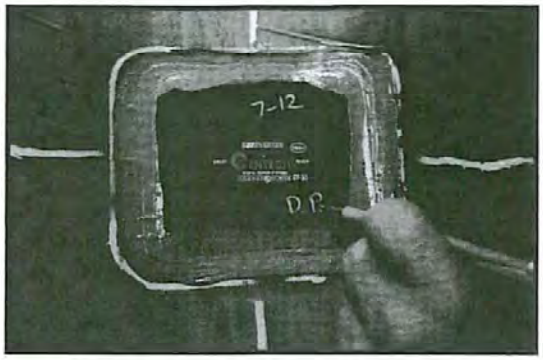
84 If the skive area falls within a tread groove, mark the regroove lines. Use a Tech regoover to groove in the orig tread design. This particular tread design requires a blad change to continue.

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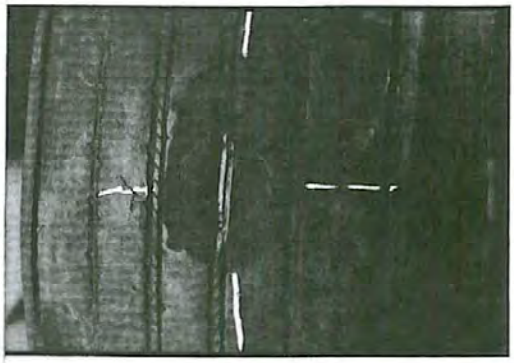


5 When repairing a tubeless tire, as in this case, apply #738 Security Coat around the edge of the repair unit to ensure good air retention of the over-buffed area. Security Coat will dry to a black coloring.

a radial tire is of tube type construction, apply Tech Tire Talc #706 to prevent gray cushion gum edge of the repair unit from vulcanizing to the tube.



86 Date and initial the repair unit for proper recordkeeping.



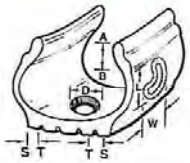
7 The Centech section repair is now complete and the tire can return to service. If all the procedures have been followed correctly, the repair will last the life of the tire even though the tire may receive several retreads.

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OnlineNotary.net

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CENTECH®

Radial repair Chart



A-B – AREA NON-REPAIRABLE
D – MAXIMUM DIAMETER OF DAMAGED RADIAL CABLES
W – WIDTH OF INJURY
L – LENGTH OF INJURY
H-C – SHOULDER AREA 1 1/2" OR 40MM
C-C – CROWN AREA

A-B NON-REPAIRABLE AREA

Passenger and light truck tires	11/2", 40m
6.50-7.00	21/2", 65m
7.50-16.00	3", 75m
17.5-23.5	31/2", 90m
24.00-29.5	5", 125m
30.00-33.5	6", 150m
36.00	71/2", 190m
37.00-55/80	10", 250m

Sidewall Injury Width	Sidewall Injury Length	Passenger Tire Sizes 125-175	Passenger Tire Sizes 185-255	Crown Injury Ø Diameter
1/4" (6mm) 1/4" (6mm)	1/2" (15mm) 2" (50mm)	10 12	10 12	1/4" (6mm)
3/8" (10mm) 3/8" (10mm) 3/8" (10mm)	3/8" (10mm) 11/2" (40mm) 2" (50mm)	10 12 14	10 12 14	3/8" (10mm)
1/2" (15mm) 1/2" (15mm)	11/2" (40mm) 2" (50mm)	12 14	12 14	1/2" (15mm)
3/4" (20mm) 3/4" (20mm) 3/4" (20mm)	3/4" (20mm) 11/2" (40mm) 2" (50mm)	12 12 14	12 14 14	3/4" (20mm)
1" (25mm) 1" (25mm)	11/2" (40mm) 2" (50mm)	14 14	14 22	1" (25mm)

REPAIR UNIT IN RED IS TO BE USED FOR CROWN INJURIES. TO MAINTAIN THEIR SPEED RATING, PASSENGER TIRES CARRYING A SPEED RATING OF H, V, OR Z SHOULD ONLY BE PREPARED IN THE TREAD AREA, WITH A MAXIMUM LIMITATION OF 1/4" (6MM)

Sidewall Injury Width	Sidewall Injury Length	Earthmover Tire Sizes 14.00-16.00 15.5-20.5 20/65-30/65	Earthmover Tire Sizes 18.00-21.00 23.5-26.5 35/65	Earthmover Tire Sizes 24.00-40.00 29.5-55/80 40/65-65/65	Crown Injury Ø Diameter
3/8" (10mm)	43/8" (110mm)	42	42	44	1" (25mm)
1/2" (15mm) 1/2" (15mm)	21/4" (65mm) 6" (150mm)	42 46	42 46	44 46	
3/4" (20mm) 3/4" (20mm) 3/4" (20mm)	2" (50mm) 51/2" (140mm) 8" (200mm)	42 46 50	42 46 50	44 46 50	
1" (25mm) 1" (25mm)	5" (125mm) 8" (200mm)	46 50	46 50	46 50	
1 1/4" (32mm) 1 1/4" (32mm)	4" (100mm) 10" (250mm)	45 46* 50	45 46* 50	45 46* 50	1 1/2" (40mm)
1 1/2" (40mm) 1 1/2" (40mm) 1 1/2" (40mm) 1 1/2" (40mm)	31/2" (90mm) 10" (250mm) 14" (350mm) 16" (400mm)	48 50 56	46 50 56 60	46 50 56 60	
1 3/4" (45mm) 1 3/4" (45mm) 1 3/4" (45mm) 1 3/4" (45mm)	61/2" (165mm) 10" (250mm) 14" (350mm) 16" (400mm)	50 52	50 52 56 60	50 52 56 60	2" (50mm)
2" (50mm) 2" (50mm) 2" (50mm) 2" (50mm) 2" (50mm)	7" (175mm) 10" (250mm) 14" (350mm) 16" (400mm) 19" (475mm)	55 50* 52	55 50* 52 56 60	55 50* 52 56 60 60	
2 3/4" (70mm) 2 3/4" (70mm) 2 3/4" (70mm)	8" (200mm) 10" (250mm) 13 1/2" (340mm)	65 52*	65 52* 56	65 52* 56 60	2 3/4" (70mm)
3 1/2" (80mm) 3 1/2" (80mm) 3 1/2" (80mm) 3 1/2" (80mm)	7" (175mm) 8" (200mm) 10" (250mm) 12 1/2" (315mm)	65 52	65 52 52 56	70 52 56 72 60	3 1/2" (90mm)
4" (100mm) 4" (100mm) 4" (100mm)	5 1/2" (140mm) 7 1/2" (190mm) 10 1/2" (265mm)	52	52 56	52 56 60	
4 3/8" (110mm) 4 3/8" (110mm) 4 3/8" (110mm)	5" (125mm) 7" (175mm) 10" (250mm)	52	52 56	52 72 60	
4 3/4" (120mm) 4 3/4" (120mm) 4 3/4" (120mm)	4 1/2" (115mm) 6" (150mm) 9" (225mm)	52	52 56	56 72 60	
5" (125mm) 5" (125mm)	4" 100mm) 5" (125mm)		70 72	70 72	5" (125mm)
6" (150mm) 6" (150mm)	3 1/2" (90mm) 4 1/2" (115mm)		70	70 72	

*REPAIR UNIT IN RED TO BE USED FOR CROWN AND SIDEWALL INJURIES. REPAIR UNITS APPEARING IN BOXES ARE FOR CROWN INJURIES ONLY. NOTE: THIS SECTION REPAIR CHART IS A GUIDELINE ONLY. LOAD, SPEED, AND APPLICATION OF THE TIRE CAN AFFECT LIMITATIONS OF SECTION REPAIRS. REPAIR UNITS WITH * CAN BE USED AS AN OPTIONAL REPAIR UNIT FOR CROWN INJURIES.

Neumáticos Con Cámara Neumáticos Sin Cámara

Sidewall Injury Width	Sidewall Injury Length	Truck Tire Sizes Light Truck 6.50-12.50 7-10 215/85-255/85 215/75-265/75	Truck Tire Sizes Heavy Truck 7.50-10.00 8-11 235/80-275/80 245/75-295/75	Truck Tire Sizes Heavy Truck 11.00-14.00 12-16.5 285/80/315/80 315/75-425/65	Crown Injury Ø Diameter
1/8" (3mm)	1/8" (3mm)	10	10	10	1/8" (3mm
1/4" (6mm)	1/4" (6mm)	12	12	12	1/4" (6mm
1 Cable 1 Cable 1 Cable 1 Cable	1 1/4" (40mm) 3 1/4" (80mm) 4 3/4" (120mm) 6" (150mm)	20 22	20 22 24 26	20 22 24 26	
2 Cable 2 Cable 2 Cable 2 Cable	3/4" (20mm) 1 1/4" (40mm) 2 3/4" (60mm) 5 1/8" (130mm)	20 20 22	20 22 24 26	22 24 26 26	3/4" (10mm
3/8" (10mm) 3/8" (10mm) 3/8" (10mm) 3/8" (10mm)	1 1/2" (40mm) 2 3/4" (60mm) 3 1/4" (80mm) 5 1/8" (130mm)	20 22 26	26 26 26 26	40 40 42 44	
1/2" (15mm) 1/2" (15mm) 1/2" (15mm) 1/2" (15mm)	1 1/2" (40mm) 2 3/4" (70mm) 3 3/4" (95mm) 5 1/8" (130mm)	22 22 40	33 40* 40 42 44	33 40* 42 42 44	1/2" (15mm
3/4" (20mm) 3/4" (20mm) 3/4" (20mm) 3/4" (20mm)	1" (25mm) 2 1/4" (65mm) 4 3/4" (110mm) 5 1/8" (130mm)	22 24	33 40 40* 42 44	35 40 42* 44 44	3/4" (20mm
1" (25mm) 1" (25mm) 1" (25mm)	2" (50mm) 3 1/8" (80mm) 4" (100mm)	33 40*	35 42* 42 44	35 44* 44 44	1" (25mm
1 1/4" (32mm) 1 1/4" (32mm) 1 1/4" (32mm)	2" (50mm) 3 1/8" (80mm) 4" (100mm)		37 42* 44 44	37 44* 44 46	1 1/4" (32mm
1 1/2" (40mm) 1 1/2" (40mm)	2" (50mm) 3 1/8" (80mm)		37 44* 44	37 44* 46	1 1/2" (40mm

*REPAIR UNIT IN RED TO BE USED FOR CROWN AND SIDEWALL INJURIES UNLESS BOXED. INJURIES WITHIN THE B-T AREA ARE CONSIDERED SIDEWALL INJURIES. REPAIR UNITS APPEARING IN BOXES ARE FOR CROWN INJURIES ONLY OR INJURIES WITH THE T-T AREA ONLY. SEE SCHEMATIC ABOVE. REPAIR UNITS WITH * CAN BE USED AS AN OPTIONAL REPAIR UNIT FOR CROWN INJURIES. NOTE: THIS SECTION CHART IS A GUIDELINE ONLY. LOAD, SPEED AND HIGHWAY APPLICATION CAN AFFECT THE LIMITATIONS OF SECTION REPAIRS.

Sidewall Injury Width	Sidewall Injury Length	Truck Tire Sizes 8-11 8.3-12.4	Truck Tire Sizes 12-15 13.6-30.5 440/65-800/65	Crown Injury Ø Diameter
1/4" (6mm)	1/4" (6mm)	12	12	3/8" (10mm
3/8" (10mm) 3/8" (10mm)	3/8" (10mm) 1 1/2" (40mm)	12 20	12 20	
3/4" (20mm) 3/4" (20mm)	3/4" (20mm) 3" (75mm)	20 22	20 80	3/4" (20mm
1 1/2" (40mm)	4" (100mm)	80	82	1 1/2" (40mm
2" (50mm)	3 1/4" (80mm)	80	82	2 3/4" (70mm
2 1/2" (65mm) 2 1/2" (65mm)	3" (75mm) 4" (100mm)	80	82 82	
2 3/4" (70mm)	2 3/4" (70mm)	80	82	
3 1/4" (80mm) 3 1/4" (80mm) 3 1/2" (90mm)	3 1/4" (80mm) 5 1/4" (130mm) 4 1/2" (115mm)		82 84 84	3 1/2" (90mm
4" (100mm)	4" (100mm)		84	
4" (100mm)	6 1/2" (165mm)		86	5 1/4" (130mm
5 1/4" (130mm)	5 1/4" (130mm)		86	

REPAIR UNIT IN RED TO BE USED FOR CROWN INJURIES. NOTE: THIS SECTION REPAIR CHART IS A GUIDELINE ONLY. LOAD, SPEED, AND APPLICATION OF THE TIRE CAN AFFECT LIMITATIONS OF SECTION REPAIRS.

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