PUNCTURE REPAIR PROCEDURES FOR PASSENGER
AND LIGHT TRUCK TIRES

Attached is a Rubber Manufacturers Association (RMA) wall chart which illustrates standard industry procedures for repairing radial passenger and light truck tires.

Place this wall chart in your service area for reference. The wall chart illustrates the step-by-step procedures for repair of tire punctures.

Please note: ANY REPAIRABLE INJURY TO THE TIRE MUST BE FILLED AND THE INNER LINER MUST BE PROPERLY SEALED WITH A PATCH!

FAILURE TO FOLLOW THE RMA RECOMMENDED PROCEDURES COULD LEAD TO SUDDEN TIRE FAILURE!

We remind you that plug type repairs made from the outside of a tire, pressure sealants and “blowout patches” are TEMPORARY repairs and should NOT be used except in emergencies. If such a temporary repair is made, your customer should be clearly warned that the repair is temporary and that they must drive cautiously to the nearest full service tire facility for a proper repair. Driving on an improperly or temporarily repaired tire can lead to sudden tire failure.

You can order additional copies of this Service Bulletin through the Consumer Relations Department, Cooper Tire & Rubber Company, Findlay, Ohio 45840 or call 1-800-854-6288. If you wholesale tires to other dealers (sub-dealers), each should receive a copy of this Service Bulletin. Large quantities of the RMA wall charts are available at your cost by contacting the RMA at:

Rubber Manufacturers Association
1400 K Street N.W.
Washington D.C. 20005
202-682-4800

attach: PRP-PLTT-1105
TIRE SIZES FOR LIGHT VEHICLES INCLUDE ALL PASSENGER CAR TIRES AND SOME LIGHT TRUCK TIRE SIZES (THROUGH LOAD RANGE E). LIGHT TRUCK TIRES ARE MOTOR VEHICLES WITH A GROSS VEHICLE WEIGHT RATING (GVWR) OF 10,000 LBS. OR LESS.

RECOMMENDED PROCEDURES FOR ALL TIREE REPAIR TECHNICIANS AND FACILITIES.

This public document publication is not to be used for passenger and light truck tires (through load range E) in the event as described by the graph below. WARNING: TIRE MUST ALWAYS BE PROPERLY REPAIRED AS DESCRIBED IN THIS CHART. Improperly repaired tires can fail while in service, which may result in serious injury to a technician, passengers, and bystanders. Properly repaired tires can fail while in service, which may result in serious injury to a technician, passengers, and bystanders.

PUNCTURE REPAIR PROCEDURES FOR PASSENGER AND LIGHT TRUCK TIRES

IMPORTANT!

NOT ALL TIRES CAN BE REPAIRED

• Not all tires are fail safe in recommencement or repair policy of the tire review
• To prevent personal injury to the technician, if the recommendations given in
to the manufacturer's recommendations, and/or detachment of the tire casing body (ply) cords. Check tire surface and the valve prior to installation of any repair unit. Never repair a tire that has an existing, improper repair

WARNING!

NEVER PERFORM A TIRE REPAIR WITHOUT ADHERING TO THE FOLLOWING TIRE INTERNAL AND EXTERNAL INSPECTION

Driving on the road a short distance while it was severely under-inflated caused this dangerous, non-reparable condition to develop. Sciatic nerve damage caused by a tire repair or on-the-wheel repair.)

WARNING!

CAGING AND ENCAPSULATING REPAIRS

Ensure all punctures are free from foreign matter and have been properly cleaned and degreased. Use an air compressor to remove any loose debris. Use a tire iron to remove any embedded debris.

WARNING!

REPAIR UNIT SELECTION

When performing patch repairs, only use product recommended by the tire manufacturer. Do not use substitute products, and/or rubber stem kits.

WARNING!

FINAL INSPECTION

1. After performing patch repairs, perform a visual inspection of the area for any signs of puncture repair damage, puncture repair, or on-the-wheel repair.)

WARNING!

2. Repairs must be properly applied. All repairs must be firm and centered over the injury. It is essential that only a trained person attempt to remove the tire from the rim/wheel for internal inspection. (DO NOT remove the tire from the rim/wheel of any tire with 40 psi or less.)

WARNING!

3. ALWAYS inspect tires internally and externally prior to installation of any repair or caging unit. NEVER repair a tire that has an existing, improper repair

REFERENCE!

RUBBER MANUFACTURERS ASSOCIATION

SAMPLE ORIGINAL SIZE 20" X 30"