



Continental Tire North America
PLT Replacement Business Unit
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Tire Repair for Passenger Car and Light Truck Tires



Safety warning: Serious injury or death may result from a tire disablement, such as by tread-belt separation and/or detachment, that is caused by failing to observe the following safety and maintenance information.

During its service life, a tire undergoes a variety of different usage conditions and can be damaged in many different ways. This damage can result from punctures, impacts, cuts, etc.. Tire damage can reduce a tire's structural integrity by, for example:

- Air loss resulting in underinflated service conditions which lead to internal structural damage;
- Direct damage to tire components such as rubber and plies;
- Exposure of internal materials to the outside environment and resulting degradation; and/or
- Exposure of internal materials to pressurized air (Intra-carcass pressurization).

For these reasons, tires should be regularly inspected by the consumer. An inspection of the tires should also be incorporated during routine vehicle maintenance procedures. If tire damage is suspected or found, it should be carefully assessed by a trained tire specialist immediately.

A consumer should never repair a damaged tire. Only a trained tire specialist who can base his/her assessment on a thorough and comprehensive inspection of the specific tire can determine whether an individual tire is suitable for repair or should be removed from service. This assessment should also take into account the complete service life history of the tire including inflation, load, operating conditions, etc.. If the tire specialist decides to repair the tire, then he should strictly follow all appropriate national tire industry repair standards regarding the inspection process and repair procedures. Continental is not responsible for the specialist's decisions or the repaired tire. Continental advises that a repair to one of its tires invalidates the manufacturer's warranty.

SSR TIRES: Even a trained tire specialist may be unable to recognize internal structural damage to a Self Supporting Runflat (SSR) tire resulting from having been driven in an under inflated or zero pressure condition. Such damage may not be visible on the surface of the inner liner or sidewall making it impossible to determine the tire suitability for repair or reuse. Continental does not recommend any repair to or reuse of Continental SSR tires.



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National tire industry standards for the U.S. and Canada are defined and published by the Rubber Manufacturers Association (RMA). The RMA sets out these standards in a wallchart which can be located at www.rma.org. Extracts from the RMA wallchart are as follows:



WARNING: Improperly repaired tires can fail while in service, such as by tread-belt separation and/or detachment, which may result in an accident causing serious injury and/or death.

- ONLY SPECIALLY TRAINED PERSONNEL USING THE PROPER TOOLS AND PROCEDURES SHOULD REPAIR TIRES.
- NEVER repair tires worn to the tire's treadwear indicators or to 2/32" remaining tread depth in any area of the tread.
- NEVER perform a tire repair without removing the tire from the rim/wheel assembly for internal inspection. (DO NOT perform an outside-in tire repair or on-the-wheel repair). It is essential that only a specially trained person remove any tire from the wheel when it has been damaged or is losing air. A thorough inspection for any internal damage can then be made.
- NEVER use only a plug or NEVER use only a patch to repair a puncture. The injury must be completely filled with a suitable vulcanizing material or rubber stem and a patch must be applied to the inner liner to prevent air loss.
- NEVER repair a tire that has an existing, improper repair (non-RMA repair); the tire must be scrapped.
- NEVER substitute an inner tube for a proper repair or to remedy an improper repair.
- NEVER invert radial tires. (Avoid excessive spreading of the tire or tire beads.)
- NEVER buff the tire inner liner too deep, exposing the tire casing body (ply) cords. If this type of damage occurs, during buffing, the tire must be scrapped.

PUNCTURE INJURY LIMITS 1/4" (6mm): Passenger and Light Truck tires (through Load Range E)



This graphic indicates that puncture repairs are limited to the tread area as generally depicted in the graphic.

DO NOT make repairs where the injury damage extends into the shoulder/belt edge area OR where the injury extends at an angle into the shoulder area.

If there is any question that the injury extends into the shoulder/belt edge area, then the tire must be scrapped.

Source: RMA PRP-PLTT 1005; Status: October 2005

For more information, a complete overview about the applicable standards and latest updates please contact:

[Rubber Manufacturers Association: http://www.rma.org](http://www.rma.org)