



# Technical Bulletin

## Repair Unit placement in Radial Tires

TB#: RTTNA-002-TB Rev. # 1

Rev. Date: 08/14/2009

REMA TIP TOP Radial Repair Units are considered COI (Center-Over-Injury), however, starting with the RAD 120 through the largest Repair Unit they can be shifted “Radial direction only” (See images below), to avoid placement in the high flex areas in the sidewall and shoulder areas. REMA TIP TOP provides Templates on the back of each of their Radial Repair Unit boxes to aid in the correct Repair Unit placement.

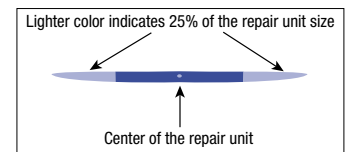
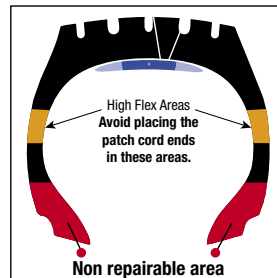
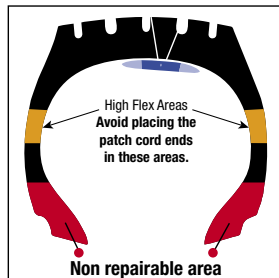
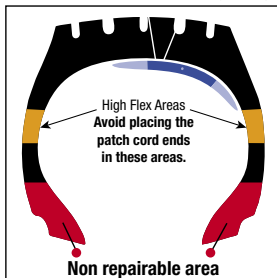
The anchor areas, 25% of each end of the Repair Unit, should never be placed in the high-flex sidewall zone of the tire. Doing so can jeopardize the bond integrity due to “shear” force on the Repair Unit at the anchor area of the Repair Unit. Templates provided on the boxes can be used to identify this “shift” area so that the exact tracing of the unit can be indicated on the tire liner.

The Repair Unit should not be installed any closer to the Bead Toe than 3/8 inch (10mm).

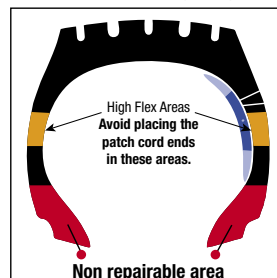
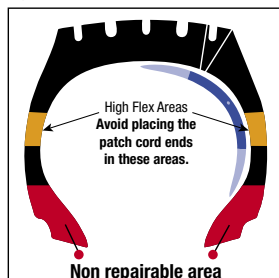
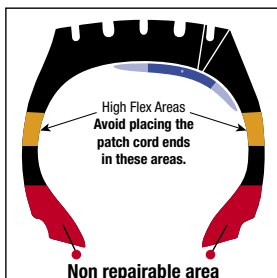
Shoulder and Sidewall injuries generally require one anchor point in the crown area and the other anchor point near the bead area of the tire. This rule can sometimes cause up-sizing the repair unit size, to gain additional length, to accomplish proper placement.

Crown injuries can generally have Repair Units placed in the center of the interior crown area of the tire.

### Tread Area Injury



### Shoulder Area Injury



### Sidewall Injury

