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SOUND SUPPRESSION TIRES - Repair Guide

Sound Suppression tires were developed in 2011 with the introduction of EV's (Electric Vehicles). These vehicles have no engine or transmission contributing to background noise within the driver cabin. The tires, due to tread pattern harmonics, became the primary contributor to cabin noise in electric vehicles. To reduce this noise influence the tire manufacturers lined the tread area of select tires with sound suppression foam. The first to adapt to this were the OE suppliers of EV's. Today there are several manufacturers providing this series of tires as OE and aftermarket replacement to EV's.

To name a few manufacturer products and models in this acoustic reduction tire space are:

Michelin: *Acoustic Technology*; **Continental:** *ContiSilent*; **Bridgestone:** *B-Silent*; **Goodyear:** *Sound Comfort*; **Dunlop:** *Noise Shield*; **Hankook:** *Sound Absorber*; **Pirelli:** *PNCS (Pirelli Noise Cancelling System)*. Some of these manufacturers have molded symbols on the tire sidewall of the tire indicating the additional foam liner.

Some of the auto brands presently equipped with these tires may include **Tesla** models, **Chevy Volt & Bolt EV**, **Hyundai**, **Nissan** and **BMW** electric vehicles.

Tires with the acoustic foam are **repairable using industry approved methods** of injury size and injury location on the tire the same as any other tire injury.

A TWO PIECE REPAIR AND MINICOMBI REPAIR METHOD IS ACCEPTABLE TO REPAIR THESE TIRES.

SOUND SUPPRESSION TIRES - Repair Steps



Fig. 1

1. Using a probe inserted into the injury channel determine the location through the foam where the repair will be located. (Fig. 1).



Fig. 2

2. Using a Knife or razor, cut only through the foam, across the whole width of the tire at 2" on both sides of the injury path (4" total foam removed). (Fig. 2).

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Fig. 3

3. Pull the cut foam up, and if needed use a putty knife or liner scraper to pry up the material at the tire liner base. (Different tire companies use different foam colors, foam thicknesses and foam adhesives. In every type of foam suppression material used, it can be removed to do the tire repair). (Fig. 3)

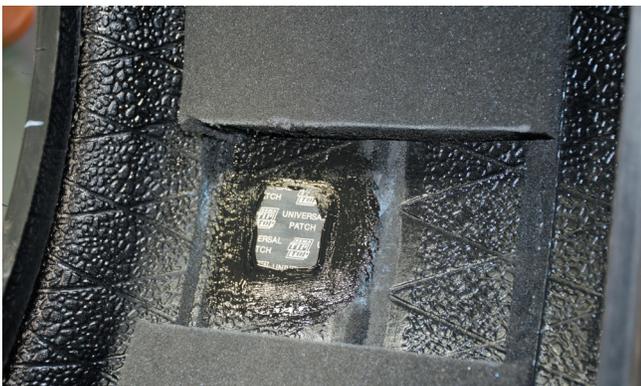


Fig. 4 (2 piece repair)

4. Repair the tire using industry standard repair procedures for 1 piece combi repairs or 2 piece repair methods. Injury location and size limits are the same as all other tire industry approved repair limitations for passenger tires. (Fig. 4 & Fig. 5)

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Fig. 5 (1 piece repair)

5. The foam that is removed does not have to be replaced when the nail hole repair is completed.
6. We recommend that the tire be re-balanced before being put back on the vehicle.