

PNEUSIL

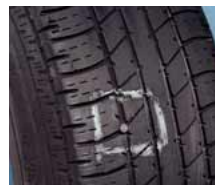


Hose patches			
Designation	Dimensions in mm	Art. no.	PU/Qty.
WSF 1	35	0879 91 01	50
WSF 2	45	0879 91 02	
WSF 3	55	0879 91 03	
WSF 4	75	0879 91 04	20
WSF 7	75 x 40	0879 91 07	50

Accessories			
Assignment	Designation	Art. no.	PU/Qty.
1	HM cutter / 3 mm	0879 93 03	1
2	HSS cutter / 6 mm	0879 93 06	
3	HSS cutter / 10 mm	0879 93 10	
4	Abrasive block	0879 93 20	
5	Press-on roller	0879 93 30	
6	Shank round brush	0714 69 10	

Vulcanising cement (high-strength)				
Container	Content ml	Colour	Art. no.	PU/Qty.
Can	235	Beige	0890 100 017	1/10

Nine work steps and the tyre can immediately be used again!



1. Remove and mark out the cutting channel.



2. Measure the damaged area in order to choose the body. Drill out the cutting channel from the inside out.



3. Sand without applying pressure (remove any ridges). Maximum speed: 5000 rpm.



4. Remove any sanding dust with a vacuum cleaner.



5. Add a drop of solution to the cutting channel. Spread the solution on the roughened surface. Let the solution dry for 5 minutes.



6. Remove the protection without touching the exposed surface.



7. Pull the probe out from the outside until the disc of the repair body is lying flat on the inside of the tyre.



8. Roll out, starting from the centre.



9. Cut off following re-installation and pumping (without pulling it).

Excerpt from: § 36 German Road Traffic Licensing Regulations (StVZO) Guidelines for assessing and repairing tyre damage to pneumatic tyres dated 8 February 2001

Combination repair kits

Repair part, comprising hole filling and repair patch.

3. General requirements

3.1 Each tyre must be removed from the rim prior to repair work to assess the damage and perform the repairs. The exception is those tyres with damage that is clearly just external damage to the tyre...

3.4 The damaged area must be exposed and cleaned with an appropriate tool.

3.5 Damage to the tyre that was treated with emergency repair equipment cannot be repaired.

3.6 It is not permitted to insert a hose without rectifying the damage to the tyre.

4. Performing the repair work

In general, the damaged duct must be filled with raw rubber, which must be vulcanised with hot or warm vulcanisation, and a repair patch must be placed on the inside of the tyre. A pre-vulcanised rubber body can be used in conjunction with a repair patch to fill the punctured hole caused by stitch damage to the running surface.

The following applies to:

Motorcycle tyres

On motorbike tyres, repairs to stitch damage are permitted using combination repair equipment for damaged areas up to a maximum of 6 mm. All tyre repairs outside of the running surface are not permitted on motorbike tyres.

Tyres on passenger cars and trailers

In the running surface area, repairs to stitch damage are permitted using combi repair equipment for damaged areas up to a maximum of 6 mm. Rubber repairs are only permitted in the bead area when the reinforcing materials have not been affected.

C-tyres and tyres with a load-bearing capacity figure < 122 on commercial vehicles and their trailers

In the running surface area, repairs to stitch damage are permitted using combi repair equipment for damaged areas up to a maximum of 6 mm. Rubber repairs are only permitted in the bead area when the reinforcing materials have not been affected.

Tyres with a load-bearing capacity figure ≥ 122 on commercial vehicles and their trailers

In the running surface area, repairs to stitch damage are permitted using combi repair equipment for damaged areas up to a maximum of 10 mm. Rubber repairs are only permitted in the bead areas when the reinforcing materials (carcass or ply end) have not been affected.