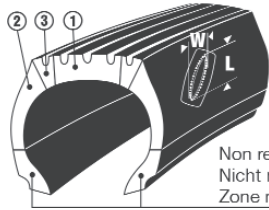
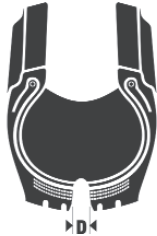




# RADIAL REPAIRS



Non repairable Area  
Nicht reparierbare Zone  
Zone non réparable



The SHOULDER is defined as 1 1/2 inches (40 mm) in from the outside edge of the tread footprint

The NON-REPAIRABLE AREA is defined by the tire type/size as listed below

Tire Type or Size	Inch	mm
Passenger & light truck (< 1/2 ton)	1 1/2	40
6.50 - 7.00	2 1/2	65
7.50 - 16.00	3	75
17.00 - 23.50	3 1/2	90
24.00 - 29.50	5	130
30.00 - 33.50	6	150
36.00	7 1/2	190
37.00 - 55/80	10	250

The NON-REPAIRABLE AREA is measured from the bead toe down the inside of the innerliner of the tire.

CROWN INJURY		Passenger Speed Index				
1	D Ø	Q	T	H	V	ZR
inch	mm					
1/8	3	PR-109	PR-109	PR-109	PR-109	PR-109
1/4	6	PR-109	PR-109	PR-109	PR-109	--
3/8	10	PR-109	PR-109	--	--	--
1/2	15	PR-112	PR-112	--	--	--
3/4	20	PR-112	--	--	--	--
1	25	PR-114	--	--	--	--

SIDEWALL INJURY		Passenger Speed Index				
2	W L	Q	T	H	V	ZR
inch	mm	inch	mm			
1/8	3	1/8	3	PR-109	PR-109	--
1/4	6	1/4	6	PR-109	PR-109	--
1/4	6	2	50	PR-112	--	--
3/8	10	3/8	10	PR-109	PR-109	--
3/8	10	1 1/2	40	PR-112	--	--
3/8	10	2	50	PR-114	--	--
1/2	15	1 1/5	30	PR-112	PR-112	--
1/2	15	1 1/2	40	PR-112	--	--
1/2	15	2	50	PR-114	--	--
3/4	20	1 1/2	40	PR-112	--	--
3/4	20	2	50	PR-114	--	--
1	25	1 1/2	40	PR-114	--	--
1	25	2	50	PR-120	--	--

SHOULDER INJURY		Passenger Speed Index				
3	D Ø	Q	T	H	V	ZR
inch	mm					
1/8	3	PR-109	PR-109	PR-109	PR-109	--
1/4	6	PR-109	PR-109	--	--	--
3/8	10	PR-112	--	--	--	--

CROWN INJURY		Light Truck < 1/2 tons	
1	D Ø		
inch	mm		
1/4	6	PR-110/PR-115	
3/8	10	PR-112/PR-113	
1/2	15	PR-112/PR-113	
3/4	20	PR-115	
1	25	PR-114	

SIDEWALL INJURY		Light Truck < 1/2 tons	
2	W L		
inch	mm	inch	mm
1/4	6	1/2	15
1/4	6	2	50
3/8	10	3/8	10
3/8	10	1 1/2	40
3/8	10	2	50
1/2	15	1 1/2	40
1/2	15	2	50
3/4	20	3/4	20
3/4	20	2	50
1	25	1 1/2	40
1	25	2	50

SHOULDER INJURY		Light Truck < 1/2 tons	
3	D Ø		
inch	mm		
1/4	6	PR-112/PR-113	
3/8	10	PR-120	
1/2	15	PR-140	

Must be installed using PREMA Chemicals and Cements. Injury must be filled with appropriate PREMA repair materials. Refer to the PREMA 2-Piece Repair Manual or the PREMA Section Repair Manual for more detailed repair information. **NOTE: PR-115 should be used in place of PR-110 when vehicle will be used in heavy duty applications. PR-113 should be used in place of PR-112 when vehicle will be used in heavy duty applications.**

CROWN INJURY		Truck Tire Sizes (tubeless unless indicated)		
1	D Ø			
inch	mm			
1/8	3	6.50 - 12.50 (tube type)	7 - 10 (tube type)	21.5/85 - 255/85 (tube type)
1/4	6	21.5/75 - 265/75 (tube type)	7.50 - 10.00 (tube type)	8 - 11 (tube type)
3/8	10	23.5/80 - 275/80 (tube type)	24.5/75 - 295/75 (tube type)	11.00 - 14.00 (tube type)
1/2	15	29.5/80 - 315/80 (tube type)	31.5/75 - 425/65 (tube type)	12 - 16.5 (tube type)
3/4	20			
1	25			
1 1/4	32			
1 1/2	40			

SIDEWALL INJURY		W L				
2	D Ø	inch	mm			
inch	mm	inch	mm			
1/8	3	1/8	3	PR-110	PR-110	PR-110
1/4	6	1/4	6	PR-110	PR-110	PR-112
1 Cable	--	1 1/2	40	PR-120	PR-120	PR-120
1 Cable	--	3 1/8	80	PR-122	PR-122	PR-122
1 Cable	--	4 3/4	120	--	PR-124	PR-124
1 Cable	--	6	150	--	PR-126	PR-126
2 Cables	--	3/4	20	PR-120	PR-120	PR-122
2 Cables	--	1 1/2	40	PR-120	PR-122	PR-124
2 Cables	--	2 3/8	60	PR-122	PR-124	PR-126
2 Cables	--	5 1/8	130	--	PR-126	PR-126
3/8	10	1 1/2	40	PR-120	PR-126	PR-140
3/8	10	2 3/8	60	PR-122	PR-126	PR-140
3/8	10	3 1/8	80	PR-124	PR-126	PR-142
3/8	10	5 1/8	130	--	PR-126	PR-126
1/2	15	1 1/2	40	PR-122	PR-140	PR-140
1/2	15	2 3/4	70	PR-122	PR-140	PR-142
1/2	15	3 3/4	95	PR-140	PR-142	PR-142
1/2	15	5 1/8	130	--	PR-144	PR-144
3/4	20	1	25	PR-122	PR-140	PR-140
3/4	20	2 1/2	65	PR-124	PR-140	PR-142
3/4	20	4 3/8	110	--	PR-142	PR-144
3/4	20	5 1/8	130	--	PR-144	PR-144
1	25	2	50	PR-140	PR-142	PR-144
1	25	3 1/8	80	--	PR-142	PR-144
1	25	4	100	--	PR-144	PR-144
1 1/4	32	2	50	--	PR-142	PR-144
1 1/4	32	3 1/8	80	--	PR-144	PR-144
1 1/4	32	4	100	--	PR-144	PR-144
1 1/2	40	2	50	--	PR-144	PR-144
1 1/2	40	3 1/8	80	--	PR-144	PR-146

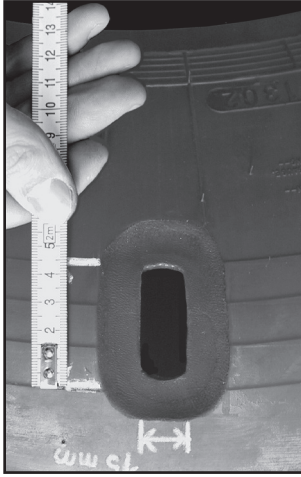
SHOULDER INJURY				
3	D Ø			
inch	mm			
1/8	3	PR-112	PR-112	PR-112
1/4	6	PR-120	PR-120	PR-120
3/8	10	PR-122	PR-120	PR-140
1/2	15	PR-140	PR-140	PR-140
3/4	20	--	PR-142	PR-142
1	25	--	PR-144	PR-144
1 1/4	32	--	--	PR-146

These Repair Charts reflect International Repair Standards, determined on the basis of practical experience, bench checks, and laboratory tests. THEY NEITHER INCORPORATE NOR ARE INTENDED AS A REFERENCE TO LOCAL, STATE, OR NATIONAL STANDARDS THAT MAY EXIST IN YOUR COMMUNITY. Stay within the limitation for repairable injuries indicated by the charts. When repairing a tire, it is imperative that a complete inspection be conducted to ensure that the tire is fit to be repaired and safely returned to service. Always follow proper repair procedures as illustrated in the appropriate PREMA Repair Manual(s). No tire can be safely repaired without demounting it from the rim, giving it a complete inspection, and properly repairing the injury with the appropriate inside repair unit and filler material. Always consult the tire manufacturer for the repair limits.

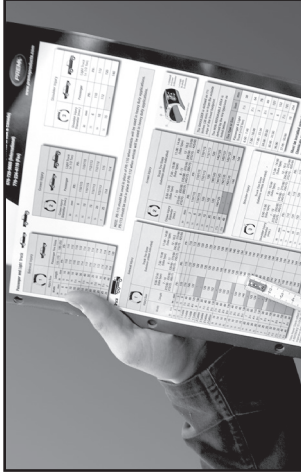


## RADIAL Patch Application

Locate the cause that leads to the tire damage and remove any remaining foreign objects. Demount the tire from the rim and inspect the inside of the tire thoroughly. After determining the reparability of the tire, mark the area and prove the reparability of the injury, before starting the repair procedure. The prepared repair channel has to be filled with the appropriate repair material.



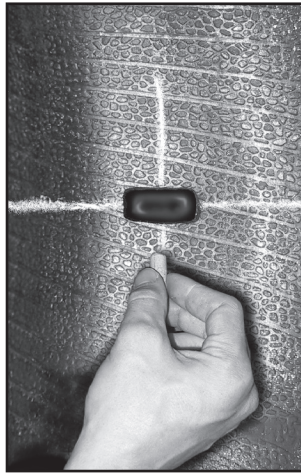
1. Measure the injury in Width, Length or max. Diameter.



2. Select the suitable repair in accordance with the Application Chart. The prepared repair channel has to be filled with the appropriate repair material.



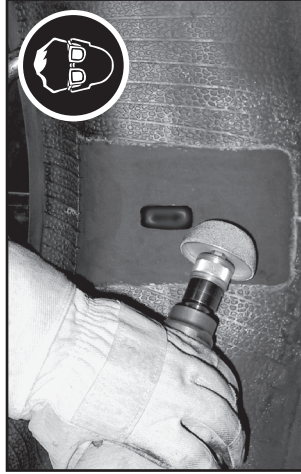
3. Remove contaminants and silicone from the innerliner of the tire prior to marking/buffing with PREMA Pre Buff Cleaner PPC.



4. Draw auxiliary lines through the center of the injury. Mark out the centrelines on the repair.



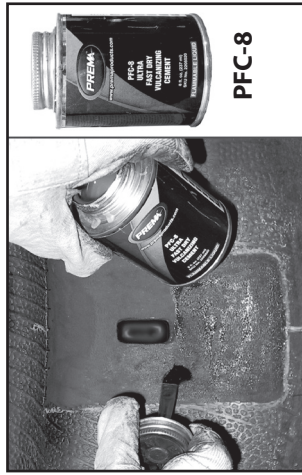
5. Centre the repair over the injury until the lines on the liner and the lines on the are coinciding. Mark the area around the repair with chalk.



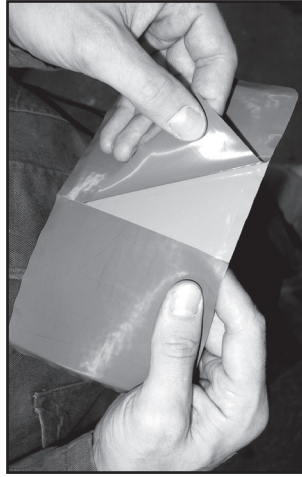
6. Use a smooth buffing tool to buff the liner inside the marked area. (Buffer should be max. 5000 rpm)



7. Use a soft-bristled brass to remove the buffing dust. Also vacuum can be used



8. Evenly apply one coat of Prema Ultra Fast Dry Cement PFC to the buffed area by stippling the cement into the buffed surface. Allow to dry completely, DO NOT use any artificial means to dry.



9. Remove the blue poly from the repair on both sides. Align the repair to the correct Position and apply to the prepared area. Make sure not to touch/contaminate grey face gum surface.



10. Stitch the repair onto the prepared area. Stitch from the center of the repair to the the outside to remove any trapped air.



11. Use Prema Overbuff Sealant PLOS to cover the edges of the repair and coat the overbuff area of the liner.

Storage: The repairs should be stored in a dark, dry area at 25° C +/ 5° C (75° F +/ 10° F)

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