

ADVISORY BULLETIN

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| NUMBER 16 | ISSUED 15 / 07 / 20 | VERSION 1.0 | PAGE 1 OF 1 |
|---------------------|-------------------------------|-----------------------|------------------------------|

Can my tyres be repaired in case of damage?

In some cases, accidental damage to tyres can be repaired but a number of precautions must be taken.

If the tyre has been operated while under-inflated, irreparable damage to its structure and compounds will inevitably have taken place: this can often only be assessed by removing the tyre from its rim and inspecting the interior of the casing.

As a rule, we never recommend the use of “plugs” that are inserted from the outside: “mushroom” type plugs, inserted from the inside may be acceptable provided that the size and location of the perforation is compatible with the manufacturer’s recommendations that apply to the tyre to be repaired.

In some cases, run-flat tyres from some manufacturers can be repaired using the appropriate equipment and procedures but it must be noted that the tyre’s ability to be in service for 80 km at up to 80 km/h will no longer be available once repaired.

Only high-quality, premium components should be used for repairs: some manufacturer will only allow a maximum of one repair per tyre.

The use of temporary sealing products, injected by the user to maintain mobility, can interfere with other important components such as the valve, the rim and pressure sensors that might be installed: it is always very important to strictly comply with the instructions of the manufacturers of these products.

It is essential that all repairs to tyres be carried out by a trained and qualified professional.

In case of doubt, users should refer to Australian Standard AS1973-1993.

<https://www.standards.org.au/standards-catalogue/sa-snz/transportandlogistic/me-056/as--1973-1993>

This Bulletin should be considered as being of a general advisory nature only. In case of conflict with existing recommendations issued by a vehicle manufacturer, these latter recommendations should apply.

