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Technical Bulletin

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Topic: High Tread Tire Repairs

It has come to our attention that there is some confusion over when a tire should be repaired and returned to service vs when a tire should be buffed off and recapped. In an effort to clarify this matter for all concerned parties please note the following guidelines for the determination of when a high tread casings should be repaired and returned to service or buffed and recapped.

High Tread Repair

- 1. Tire must have no area where the remaining tread is less than 5/32"
- 2. At no point in the channels can the cord be observed, bare, or damaged
- 3. Oxidation on tire sidewalls is not to exceed 3/16" in depth. Surface rubber not to flake
- 4. No section repairs larger than a B-4 allowed
- 5. Maximum four (4) repairs up to 3/8" in diameter per tire
- 6. No two (2) repairs in same quadrant of tire
- 7. Repairs cannot touch
- 8. Liner is not to be buffed more than .25inch beyond outer diameter of patch being applied
- 9. All patches applied to the tire liner are to be sealed
- 10. No skids or buffing through body ply fabric
- 11. No wear beyond breaker
- 12. All buzz outs in tread area must be filled with appropriate under tread gums, wicked and reinforced where necessary and no larger than 1" in diameter
- 13. No sidewall spot repairs if damage penetrates 1st ply
- 14. No damage fabric on beads, slight chafing is acceptable
- 15. Casings must be D.O.T. approved and identified by original tire manufacturer's D.O.T. number
- 16. Must comply with all USDOT regulations regarding recapped tires, including but not limited to those regarding markings; current recapper <u>must stamp DOT on sidewall including date stamp adjacent</u> <u>to full MFG DOT</u>

Please direct any questions regarding this matter to CCM Chassis Technical Dept.