



iNOVEX INDUSTRIES, INC.

Technical Service Bulletin – 082605

To: All Dealers, Distributors, and Customers
From: Mark Farkhan, President
Subject: Recommendation for Preparing Tires Containing Ride-On for Repairs

The following bulletin describes recommended repair procedures of tires containing the Ride-On Tire Protection System (TPS). Please share this information with your customers and employees.

Ride-On TPS does not guarantee that tires will never go flat due to punctures. The effectiveness in sealing punctures (objects up to ¼" in diameter in over-the-road, and up to 3/8" for off-road applications) in the crown of tires is 85%-95% in tubeless tires, and 55%-65% in tube tires (tubes have a tendency to tear or rupture when punctured). In cases where a tire containing Ride-On still goes flat, it is recommended that the following procedures be used.

It is recommended that Industry Recommended Practices for Tire Retreading and Tire Repairing (available from ITRA, TANA, TRMG, RMA, your tire manufacturer, or repair material supplier) be used to inspect a tire to determine if the tire is suitable for repairing or if it should be taken out of service.

Before deflating the tire (or re-inflate tire to less than 30 psi if the tire is already flat), check the valve and outer surface of tire for leaks using a water soap solution or dunk tank to determine if there is more than one hole or to find the exact source of air loss. Sometimes, the obvious source of the flat may not be the culprit. Ride-On may have sealed the visible nails that are in the tread, and the flat tire may have been caused by not so obvious culprits (a cracked valve stem, tire cut, rim leak, etc.).

Repair procedures require removal of damaged material, filling the injury with a suitable vulcanizing material or rubber stem, and reinforcing and sealing the repair site. **ALL REPAIRS SHOULD BE INSTALLED WITH THE TIRE REMOVED FROM THE WHEEL. OTHER REPAIR METHODS ARE NOT RECOMMENDED.**

Preparation of Tires for Repairing

1. Mark location(s) of injuries (air loss) with grease marker.
2. Deflate tire and dismount from wheel
3. Use water to wash out Ride-On
4. Use wet vacuum to remove water from tire and dry with shop towel
5. Follow proper repair procedures to plug AND patch or section tire
6. Following post repair inspection, mount tire, install Ride-On and return to service

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Member: Tire Industry Association • Tire Retread Information Bureau • American Trucking Association



Although it is recommended that the tire containing Ride-On be cleaned out with water prior to application of repair material, we know that is not always possible. If the tire cannot be washed out with water because the repair is being conducted in a remote location (emergency road service call), then a tire scrapper should be used to move the Ride-On away from area to be repaired. Several clean shop rags should be used to clean the area that the patch will be applied to. The punctured area should then be thoroughly cleaned with a pre-buff chemical cleaner. Follow Industry Recommended Practices for Tire Repairing guidelines to inspect a tire to determine if the tire is suitable for repairing or if it should be taken out of service. If the tire is deemed repairable, then follow your tire manufacturer, or repair material supplier instructions to repair the tire. It is highly recommend that a tire repaired in such a manner be washed out and internally inspected as soon as possible. A fresh application of Ride-On should be applied following such inspection.

WARNING: Failure to follow the above recommendations could result in sudden tire failure, property damage, personal injury or death.

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