



iNOVEX INDUSTRIES, INC.
Technical Service Bulletin – 052307

To: All Dealers, Distributors, and Customers
From: Mark Farkhan, President
Subject: Recommendations for Repairing a Tire without Removal of Ride-On

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.

Inovex 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 1/2" for off-road applications) in the crown area of tires is 85%-95% in tubeless tires, and 55%-65% in tubed 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 procedures listed below be used:

Air the tire up to approximately 30 PSI and 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 and to find the exact source(s) 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 (for example, cracked valve stem, tire cut, rim leak, etc.).

Repair procedures require the 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 UNDERTAKEN WITH THE TIRE REMOVED FROM THE WHEEL. OTHER REPAIR METHODS ARE NOT RECOMMENDED.**

Although Inovex recommends that the tire containing Ride-On be cleaned out with water prior to repair, we know that this 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 scraper should be used to move the Ride-On away from the area to be repaired. Several clean shop rags should be used to clean the area to which the patch will be applied.

The punctured area should then be thoroughly cleaned with a pre-buff chemical cleaner. Follow TRIB's guidelines contained in its document, "Industry Recommended Practices for Tire Retreading & Tire Repairing," to inspect a tire to determine if the tire is suitable for repairing or if it should be taken out of service. Please see www.retread.org for more information.

iNOVEX INDUSTRIES, INC.

45681 Oakbrook Court • Unit 102 • Sterling • Virginia 20166 • USA
Phone: 703-421-9778 • Fax: 703-421-1967 • e-mail: info@ride-on.com • <http://www.ride-on.com>
Member: Tire Industry Association • Tire Retread Information Bureau • American Trucking Association



As can be seen from the pictures below, Ride-On TPS coats the tire and stays in place allowing the technician to repair a tire without having the sealant drip onto the buffed surface. Ride-On TPS will not interfere with the application or adhesion of a tire patch if the repair area is properly cleaned.



WARNING: It is recommended that “Industry Recommended Practices for Tire Retreading & 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. **Failure to follow the above recommendations could result in sudden tire failure, property damage, personal injury or death.**

iNOVEX INDUSTRIES, INC.

45681 Oakbrook Court • Unit 102 • Sterling • Virginia 20166 • USA
Phone: 703-421-9778 • Fax: 703-421-1967 • e-mail: info@ride-on.com • <http://www.ride-on.com>
Member: Tire Industry Association • Tire Retread Information Bureau • American Trucking Association