



MTT

REPAIRS FOR TYRES

(Passenger car – commercial – 4x4)

An act as everyday as the repair of a puncture can affect the safety of the vehicle if the following factors are not respected, which helps ensure the quality of repair:

- Cleanliness and following the correct procedures
- Quality of the products used
- Correct tools
- Respect for the conditions of repair
- According to the category of the tyre
- Professionals trained in repairs



INSPECTION AND DIAGNOSIS OF TYRES TO BE REPAIRED

The **repair of tyres** must be preceded by a detailed examination of the tyre because a tyre which has been used under-inflated may have undergone irreparable damage, and only a thorough inspection inside the tyre will reveal whether the tyre can be used or not.

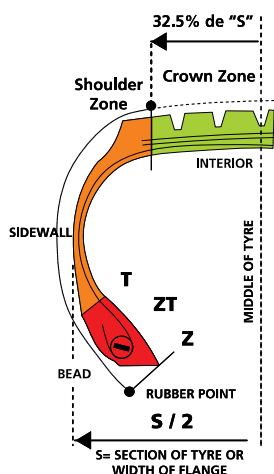
■ The **tyre must therefore be dismantled** to judge its actual condition accurately and the type of repair to be made.

■ Tyres presenting the following signs **cannot be repaired** and **MUST** not be used:

- Bead wires exposed or distorted
- Heating up and separation of internal plies
- Damage by chemical contamination
- Marbling of the inner liner (inside rubber)
- Circular wear of the sidewall following contact of the rubber with the ground, cracks in the rubber resulting from tyre ageing



REPAIR AREAS FOR "MUSHROOM TYPE" TYRES



For repairing Tubeless Private Vehicle, Commercial and 4x4 tyres (including self-supporting technology*), Michelin recommends using "PRP"**.

* tyres for driving with a flat tyre:

■ MICHELIN "ZP" self-supporting tyres can be repaired **ONCE ONLY**, with the recommended repair materials for standard tyres (PRP3 to PRP6). Before repairing, the tyre must be demounted in order to examine the inside. The fact that a punctured tyre has been repaired **DOES NOT** renew its potential to drive deflated for 80 kms at 80 km/hour.

** Repair parts for tyres.

ZT bead zone: irreparable zone outside rubber.

THE LIMITATIONS OF REPAIRING "COLD" WITH "PRP"S

Speed index	Sidewalls	Crown Zone
Up to and including speed index T	NOT RECOMMENDED	PRP3 to PRP6 = Ø 6 mm maxi
Above speed index T, all speed indexes (including "ZP")	FORBIDDEN	PRP3 to PRP6 = Ø 6 mm maxi



The act of repairing a tyre comes under the entire and sole responsibility of the person who carries out this act. Furthermore, following its repair, any guarantee obligation relating to the tyre is the responsibility of the specialist who carried out the repair, and not the tyre manufacturer.

PROCEDURE FOR REPAIRING "COLD" BY "PRP"S "MUSHROOM TYPE"



1 Location of the penetration from the inside.



2 Ream the perforation from the inside by following its path.



3 Buff the inner liner without forcing.

After buffing the inner liner, use a vacuum to remove rubber and dust particles.



4 Spread the rubber solution over the buffed surface. Leave to dry, 5 min.



5 Remove the protector without touching the uncovered surface.



6 Introduce the PRP from the inside.

Before placing the PRP on the inside, place some rubber solution in the bored hole or on the insert to facilitate its installation.



7 Pull the PRP from the outside.



8 Roll the head of the PRP, beginning at the centre and moving outwards.



9 Cut off the part which juts out on the outside, without pulling on the body of the PRP.

Before cutting off the protruding part of the PRP, apply repair sealant over the repair unit and the buffed area.

OTHER TYPES OF REPAIRS

Repairs with patches

Repairs of cuts longer than 3 mm on the sidewall and 6 mm in the crown on Private Vehicle, Van and 4x4 tyres with RADIAL construction can be carried out with patches and hot or self-vulcanizing products.

Passenger tyres can be repaired up to and including speed index "H", according to the previous specifications.



N.B.: Whatever the type of repair, always follow the manufacturer's instructions.

N.B.

Michelin DOES NOT recommend repairing with a string because it is often carried out from the exterior without demounting the tyre from its wheel; thus, an inspection of the interior - which is essential - is not made.

A tyre sealant may only be used as a temporary means of repair enabling the driver to reach a specialist, at a reasonable speed. The specialist will make a detailed inspection and decide whether to repair the damaged tyre or replace it.

Don't forget to rebalance the tyre after repair.