

TIRE REPAIR STATION FROM THE



1-800-525-8888

ESSENTIAL
TOOLS, SUPPLIES & INSTRUCTIONS

RECOMENDED PROCEDURES FOR ALL TIRE REPAIR TECHNICIANS AND FACILITIES.

This publication covers puncture repair procedures for passenger and light truck tires (through load range "E") in the tread area as described by the graphic below. **WARNING!** Tire must always be properly repaired as described in this chart. Improperly repaired tires can fail while in service, such as by tread-belt separation and/or detachment, which may result in an accident causing serious personal injury or death. Also see "IMPORTANT" box below.

PUNCTURE INJURY LIMIT* 1/4" (6mm)

For Passenger and Light Truck tires (through load range E)

For speed rated tires, the tire manufacturer must be contacted for its individual repair policy and whether the speed rating is retained after repair. Speed rated passenger car tires may be identified by the use of a speed symbol (for example: Q, S, T, U, H, V, W, Y, (Y), or ZR) that may appear in the tire service

description, which can be found near or in the tire size designation on the tire sidewall or on the vehicle tire placard. Although a tire may be speed rated, we do not endorse the operation of any vehicle in an unsafe or unlawful manner. A properly repaired speed rated tire (per the tire manufacturer's recommendations) can be used for legal highway service, just as a properly repaired non-speed rated tire.

ONLY SPECIALLY TRAINED PERSONNEL USING THE PROPER TOOLS AND PROCEDURES SHOULD REPAIR TIRES.

NEVER repair tires with a tread puncture larger than 1/4" (6mm).

NEVER repair tires worn to the tire's treadwear indicators or to 2/32" remaining tread depth in any area of the tread.

NEVER perform a tire repair without removing the tire from the rim/wheel assembly for internal inspection. (Do not perform an outside-in tire repair or on-the-wheel repair). It is essential that only a specially trained person remove any tire from the wheel when it has been damaged or is losing air. A thorough inspection for any internal damage can then be made.

NEVER use only a plug (stem) or never use only a patch to repair a puncture. The injury must be completely filled with a suitable vulcanizing material or rubber stem and a patch must be applied to the inner liner to prevent air loss.

NEVER repair a tire that has an existing, improper repair (non-RMA repair); the tire must be scrapped.

NEVER substitute an inner tube for a proper repair or to remedy an improper repair.

NEVER invert radial tires. (Avoid excessive spreading of the tire or tire beads.)

NEVER buff the tire inner liner too deep, exposing the tire casing body (ply) cords. If this type of damage occurs during buffing, the tire must be scrapped.

- Some run-flat technology tires cannot be repaired. Consult tire manufacturer for their repair policy and, if applicable, for their recommended repair procedures.
- Industry recommended repair methods include: (1) Two-piece stem and patch repair components, and (2) one-piece patch/stem combination repair units. For punctures angled greater than 25°, two-piece stem and patch repair components are recommended. **NEVER** use only a plug (stem) or **NEVER** use only a patch to repair a tire.



McGee Company can help you learn how to repair tires properly!

We provide on-site training, training literature or videos, and the best repair products.



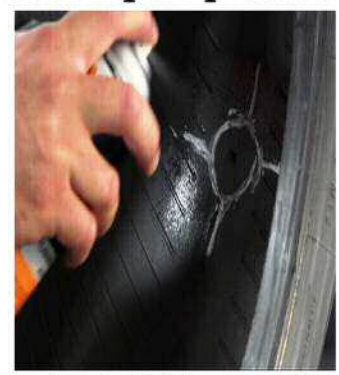
Locate the injury and mark it with crayon/tiremarker.



Remove the puncturing object.



Inspect the damage using a 190 awl and clear out the hole.



Apply JET aerosol pre-buff cleaner.



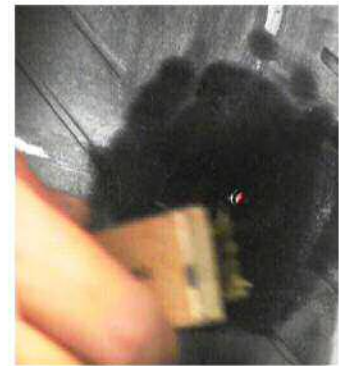
Use a 933 scraper to remove the contaminants.



Buff the area with a RH107 contour wheel around the puncture with a low speed buffer.



Ream the tire injury from the inside and outside three times each with a carbide cutter.



Clean the injury from contaminants with a brass brush 6014 & 795 vac.



Apply JET Vulcanizing cement to a 915 spiral cement tool and insert.



Brush JET vulcanizing cement around spiral tool and allow to dry.



Install JET patch plug and use a dab of JET vulcanizing solution on stem to ease into puncture.



Stitch thoroughly from the center outwards with #30 stitcher.



Apply JET innerliner repair sealant to coat the patch and all areas buffed.



Cut JET stem with X2RF on the outside of tire without pulling on the wire.

Warning! A plug or a patch only is an improper repair. Tires that are improperly repaired can fail while in use.



Call today for training!
1-800-525-8888

McGee Company

1140 South Jason Street • Denver, Co 80223

(303) 777-2615 • (303) 777-7140

www.McGeeCompany.com

March 28, 2013

The Tire Repair Station from The McGee Company

Complete tire repair station that includes:

Tire spreader

Low speed buffer w/adapters

Air vacuum

Tapered reamer burrs

Scraper, Stitcher, Flex knife, Spiral cement tool and Brass brush

Stem inserts with wire lead

Combo patch plugs with wire lead

Radial repair patches

Cement, Rubber Cleaner, and Liner Sealer

Wall mount cabinet

This station includes all the necessary products and tools to perform most tire repairs safely and correctly as set forth by TIA. You will also receive training on tire repair by your McGee Company representative as well as literature to post or keep near your repair station.

It is always important to stay within limitations for repairable injuries as indicated by the charts and training that you receive. It is also always imperative to ensure that the tire is fit to be repaired and safely returned to service.

Always follow proper repair procedure as illustrated. No tire can properly be repaired without demounting the tire from the rim and completely inspecting and properly repairing the injury. Always consult the tire manufacture for the repair limits

All qualified Larry Miller Automotive Group employees will go through the same tire repair training and each service department will receive the same inventory of tire repair products ensuring that all service locations will use the same product and perform the tire repairs with the proper tire repair procedure.

Please call for price.

Thank you,
The McGee Company
1-800-525-8888

www.McGeeCompany.com



Offered by McGee Company
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www.McGeeCompany.com



TIRE SPREADER 3050RB



SPIRAL TOOL 915



TIRE SCRAPER 933



LOW SPEED AIR BUFFER 15810873



CONTOUR 2 ½ BUFFING WHEEL RH107



CARBIDE CUTTING TOOL PCC1, PCC2. PCC4



BRASS BRUSH 6014



AIR VACUUM W/HOSE & BAG 798RM



COMBI REPAIR PATCH



ROUND END FLEX KNIFE X2RF

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Equipment and supply list

QTY	PART	DESCRIPTION
1	3050RB	TIRE SPREADER
1	15810873	LOW SPEED BUFFER
1	RH107	CONTOUR WHEEL
1	933	INNER LINER SCRAPER
1	X2RF	ROUND END FLEX KNIFE
1	915	SPIRAL CEMENT TOOL
1	30	STITCHER
1	SLP9216	QUICK CHANGE ADAPTER 3/8
1	2522	QUICK CHANGE ADAPTER 1/8
1	2523JD	QUICK CHANGE ADAPTER 1/4
1	6014	BRASS BRUSH
1	798RM	AIR VACUUM W/HOSE & BAG
1	JI08W	JET STEM INSERT 5/16 BOX/20
1	JI06W	JET STEM INSERT 1/4 BOX/20
1	JR110	JET RADIAL PATCH 2 3/4 X 2 BOX/10
1	JSU03W	JET COMBI PATCH 1/8 BOX/40
1	JSU06W	JET COMBI PATCH 1/4 BOX/25
1	JSU10WR	JETCOMBI PATCH 3/8 BOX/10
1	PCAB1	SUPPLY CABINET
1	EZ14	24" FLEX ARM LIGHT
1	PCC1	CARBIDE CUTTER 1/8
1	PCC2	CARBIDE CUTTER 1/4
1	PCC4	CARBIDE CUTTER 3/8
1	1702J	8OZ JET CEMENT
1	1742J	16OZ INNER LINER SEALER
1	1721	FAST BUFF CLEANER

* All applicable sales tax and freight may apply

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