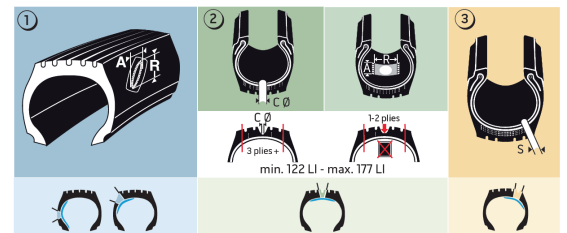
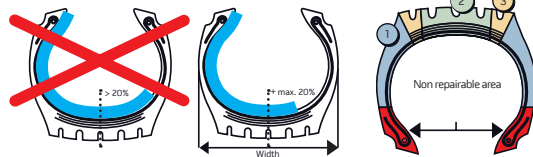
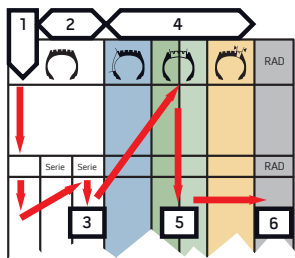




Series 100	Series 95-90	Series 85-80	Series 75-70	Series 65-60	Series 55-45	①		CØ	②		③	RAD
						A	R		A	R		
8.3 – 12.4 180 – 270	230/– 290/	275/– 320/	300/– 360/	320/– 340/	–	–	–		12	12	–	115
						20	20	20	20	30	10	120
						20	55	20	20	40	10	124
						45	65	45	45	55	25	581
						65	50					
						60	100	65	65	75	45	583
						90	70					
						90	160	85	85	115	60	585
						115	120					
						–	–	10	10	10	–	115
13.6 – 18.4 12 – 15	300/– 400/	335/– 420/	375/– 520/	420/– 540/	600/– 650/	10	25	15	15	15	10	120
						15	60	15	15	30	10	124
						45	60	40	40	50	20	581
						60	50					
						60	95	60	60	70	40	583
						85	70					
						85	150	80	80	110	55	585
						110	115					
						110	210	125	125	165	80	587
						150	165					
20.8 –	420/– 500/	460/– 650/	540/– 710/	600/– 800/	700/– 1050/	10	20	10	10	10	10	120
						12	50	10	10	20	10	124
						45	60	30	30	50	15	581
						60	50					
						60	90	45	45	70	35	583
						80	70					
						80	145	70	70	110	50	585
						105	110					
						105	200	105	105	165	70	587
						140	160					
135	280	135	135	210	–	589						
170	220											

Ref. No.	RAD	Image
512 1159	115	75 x 90
512 1207	120	80 x 125
512 1245	124	75 x 175
512 5810	581	195 x 155
512 5830	583	245 x 190
512 5850	585	350 x 220
512 5870	587	450 x 280
512 5890	589	590 x 330

- This repair chart supersedes all previous publications.
- Subject to change in the technical contents.
- V2.0



A = Injury across plies
R = Injury along radial direction
CØ = Core diameter
SØ = Shoulder diameter

This chart is applicable for tyre repairs carried out within Australia, using REMA TIP TOP repair material and system. Size of injuries have been determined based on practical experience and laboratory testing using REMA TIP TOP repair systems, whilst also complying with Australian Standard AS 1973-1993. It is always mandatory to check if a tyre can be repaired in principle: It is a requirement to check the whole tyre for any hidden, or additional damage. The maximum sizes for repairable injuries apply to the injury after the correct preparation. These sizes must not be exceeded. This chart does not refer to regulations or recommendations in specific international markets. It is the operator's responsibility to assess if in his environmental rules, regulations such as road, load and operating conditions exist, which pre-empt different max. injury sizes. Always follow the applicable fitment and processing instructions when carrying out tyre repairs.

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