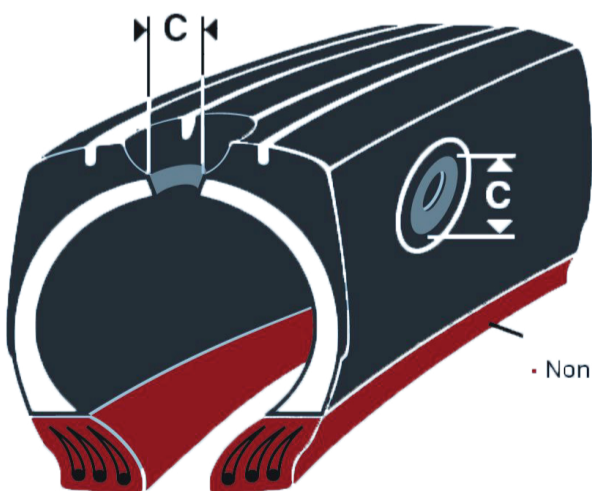




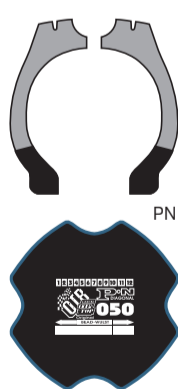
max. mm	max. inch	PR PLY RATING	10-14	16-20	22-26	28-32	34-38	40-44	46-50	52-58	60-
			15	1/2"	PN No.	050	050	050	050	050+	050+
25	1"	PN No.	050	050	050	050+	050+	050+	050+	052	052
50	2"	PN No.	050	050	050	050+	052	052	052+	054	054
75	3"	PN No.	050	050+	052	052	052	052+	054	054+	056
100	4"	PN No.	052	052	052	052+	054	054+	056/052+	056/052+	056/052+
125	5"	PN No.	052	052+	052+	054	054+	056+	056/052+	056+/054	056+/054+
150	6"	PN No.	054	054	054	054+	054+	056/052	056+/054	056+/054	058/056
175	7"	PN No.	054	054	054	054+	056+	056+/052	058+/054	058+/054	058+/056
200	8"	PN No.	–	054	056	056+	058+	056+/052	058/056	058+/056	060/056+

max. mm	max. inch	PR PLY RATING	10-14	16-20	22-26	28-32	34-38	40-44	46-50	52-58	60-
			50	2"	PN No.	050	050	050	050+	052	052
100	4"	PN No.	050	050	052	052	052+	052+	054	054+	054+
150	6"	PN No.	052	052	054	054	054	054	054+	054+	056+
200	8"	PN No.	–	054	054	054	054	056+	056	056+	058+
250	10"	PN No.	–	–	054	056	056	056+	056+	058	058+

Ref. No.	PN No.			
512 2000	050	240	4	12
512 2017	050+	240	6	10
512 2024	052	360	6	12
512 2031	052+	360	8	10
512 2048	054	480	8	5
512 2055	054+	480	10	5
512 2062	056	660	10	5
512 2079	056+	660	12	5



• Non repairable area



PN 050 – 060



PN 056 S – 058 S+

- S = • Seitenwand
- Sidewall
- Flanc
- Fianco
- Flanco
- боковина

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.

• This repair chart supersedes all previous publications.
• Subject to change in the technical contents.
• V1.0

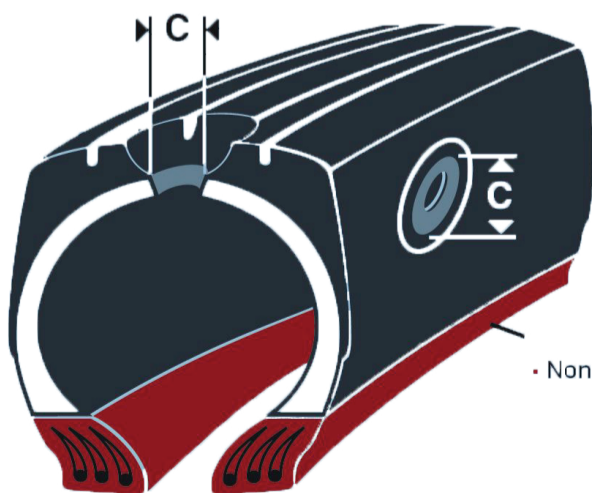
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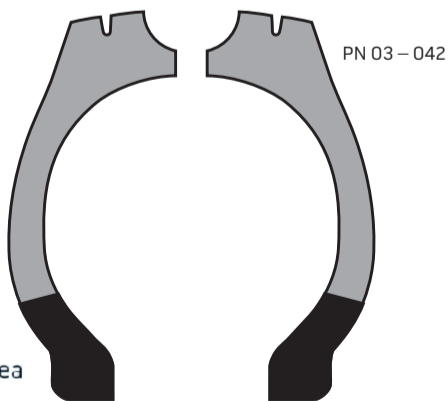
		CAR			LIGHT TRUCK								
		4 - 6 PLY			6 PLY			8 - 10 PLY			12 PLY		
MM	PLY RATING	C	SH	SW	C	SH	SW	C	SH	SW	C	SH	SW
10	PN No.	FRU 2	FRU 2	FRU 2	FRU 2	FRU 2	FRU 2	03	03	03	03	03	03
15	PN No.	03	-	-	03	-	-	04	-	-	04	-	-
20	PN No.	03	-	-	03	-	-	05	-	-	05	-	-
25	PN No.	-	-	-	-	-	-	05	-	-	05	-	-
30	PN No.	-	-	-	-	-	-	05	-	-	05	-	-
35	PN No.	-	-	-	-	-	-	-	-	-	05	-	-
40	PN No.	-	-	-	-	-	-	-	-	-	06	-	-

C = Crown
SH = Shoulder
SW = Sidewall

		UP TO 12 PLY		14 PLY		> 14 PLY	
MM	PLY RATING	100%	50%	100%	50%	100%	50%
10	PN No.	03	FRU 2	03	03	04	03
15	PN No.	04	FRU 2	04	03	05	04
20	PN No.	05	03	06	04	06	05
35	PN No.	06	03	06	04	07	05
50	PN No.	06	05	07	05	08	06
65	PN No.	07	06	07	06	09	07
75	PN No.	-	06	-	06	09	07
100	PN No.	-	-	-	-	-	08



• Non repairable area



PN 03 - 042



Ref. No.	FRU No.	1	2	3
512 5251	1	55	1	30
512 5261	2	77	1	30
Ref. No.	PN No.	1	2	3
512 6037	03	100	2	10
512 6044	04	120	2	10
512 6051	05	160	4	10
512 6068	06	235	6	10
512 6075	07	295	6	10
512 6082	08	345	6	5
512 6099	09	390	8	5
512 6109	010	450	8	3

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