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Topic: High Tread Tire Repairs

It has come to our attention that there is some confusion over when a tire should be repaired and returned to service vs when a tire should be buffed off and recapped. In an effort to clarify this matter for all concerned parties please note the following guidelines for the determination of when a high tread casings should be repaired and returned to service or buffed and recapped.

High Tread Repair

1. Tire must have no area where the remaining tread is less than 5/32"
2. At no point in the channels can the cord be observed, bare, or damaged
3. Oxidation on tire sidewalls is not to exceed 3/16" in depth. Surface rubber not to flake
4. No section repairs larger than a B-4 allowed
5. Maximum four (4) repairs up to 3/8" in diameter per tire
6. No two (2) repairs in same quadrant of tire
7. Repairs cannot touch
8. Liner is not to be buffed more than .25inch beyond outer diameter of patch being applied
9. All patches applied to the tire liner are to be sealed
10. No skids or buffing through body ply fabric
11. No wear beyond breaker
12. All buzz outs in tread area must be filled with appropriate under tread gums, wicked and reinforced where necessary and no larger than 1" in diameter
13. No sidewall spot repairs if damage penetrates 1st ply
14. No damage fabric on beads, slight chafing is acceptable
15. Casings must be D.O.T. approved and identified by original tire manufacturer's D.O.T. number
16. Must comply with all USDOT regulations regarding recapped tires, including but not limited to those regarding markings; **current recapper must stamp DOT on sidewall including date stamp adjacent to full MFG DOT**

Please direct any questions regarding this matter to CCM Chassis Technical Dept.