



THIN, STRONG AND DURABLE

The patch portion of a proper nail-hole repair serves one purpose - to seal the inner liner. Nailhole injuries do not require fabric reinforcement (when the injury is filled) because the injury is small enough that the structural integrity of the tire has not been substantially reduced. When designing repairs for these injuries, tire repair manufacturers optimize the amount of material used to perform the required function. A thinner repair unit will generate and retain less heat. Heat is the enemy of any rubber product because prolonged and elevated heat exposure will break down the rubber molecules. The challenge when producing a thin repair, is to make a thin repair that has structural integrity with the right amount of elasticity, density, and the other necessary rubber properties. This has been accomplished with Prema Combi repair.

A good example of thin repairs performing adequately in these injury sizes occurs in retread plants. Truck tires operate with 90 psi and carry very heavy loads. At the retread plant, nail-hole injuries in truck tires are commonly repaired using universal style repairs. These are very thin, non-reinforced rubber repair units - and they work over the lifespan of the retread.

The PREMA Combi repair has an optimized repair head thickness that allows it to perform the required function while minimizing the amount of heat that is built up and retained. Take advantage of this optimum design and put the PREMA Combi to use when Taking Care TM of your customer's tires.