



Telephone: 01787 226995
Fax: 0845 3016853
E-mail: mail@btmauk.com
Website: www.btmauk.com
Registered Office: Peershaws
Berewyk Hall Court
White Colne
Colchester
Essex, CO6 2QB

Tyre Technical Advisory Committee

Issued: 13/11/2013 Reviewed: 10/03/2015

Aftermarket puncture sealants

There are many different aftermarket sealants available and their diversity is such that the BTMA can only offer general guidance.

The tyre industry does not regard sealants as a permanent repair since to effect a permanent repair it is first necessary to remove the tyre from the rim and thoroughly examine it for secondary damage not visible from an external inspection.

Where a pre-puncture sealant is used it is recommended that tyres should be frequently checked for damage or penetration. This will allow professional advice to be sought at the earliest opportunity regarding suitability for permanent repair.

Post-puncture sealants enable a limited amount of driving at reduced speed in order to reach a service point where the suitability of the tyre for a permanent repair can be assessed by a professional. After application the consumer must confirm that the inflation pressure has been restored to the correct level. Immediate action should be taken to increase the pressure if necessary. The consumer should seek professional advice at the earliest opportunity regarding suitability for permanent repair since the tyre may have suffered secondary damage as a result of running in an under-inflated or deflated condition.

Consumers carrying a post-puncture sealant canister in their vehicle should check periodically that the expiry date on the canister has not been passed as in this case the product may not perform as intended: the puncture may not be sealed or re-inflation may not be achieved correctly.

If a pre- or post-puncture sealant is used the consumer should strictly follow all the instructions given by the manufacturer of the sealant.

It is important to note that:

- Some aftermarket sealants may react with the material of the rim, tyre or valve causing degradation of these components;
- Sealants applied through the valve may impair the efficiency of the valve causing blockage or leakage in addition to inhibiting routine pressure maintenance;
- Liquid sealants may damage and / or interfere with the operation of the electronic sensor situated inside the tyre / rim in certain types of tyre pressure monitoring systems;
- Some sealants may be difficult to remove from the tyre to enable inspection and possible repair;
- Liquid sealants may permeate the tyre casing, either through the inner liner or via the damage site and adversely affect the long-term integrity of the tyre.

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