The BTMA only condones tyre repairs which are carried out in accordance with the recommendations in the prevailing issue of British Standard BS AU 159. Before commencement consumers are advised to confirm with the Repairer that all repair work will be carried out in accordance with these BSI guidelines. (Note: Insertion of a tube in a tubeless tyre is not considered a suitable alternative to a permanent repair) A summary of the main points contained within BS AU 159 is shown below.

**Repair in area ‘T’ only**, requiring one of the following:
- a) Rubber only combination plug patch.
- b) Rubber only patch and penetration filling material.

**Note:** Minor surface rubber repairs (i.e. no penetration or ply damage) using penetration filling material only, are permitted anywhere on the exterior of the tyre without limits.

### Repairable area ‘T’ defined as a percentage of nominal section width of tyre

<table>
<thead>
<tr>
<th>Nominal Section Width mm</th>
<th>%</th>
<th>Maximum diameter of penetration damage at base of injury in area ‘T’ mm (after preparation)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up to and including 155</td>
<td>60</td>
<td>6</td>
</tr>
<tr>
<td>Over 155 and up to 200</td>
<td>65</td>
<td>6</td>
</tr>
<tr>
<td>Over 200</td>
<td>70</td>
<td>6</td>
</tr>
</tbody>
</table>

### Calculated width values for area ‘T’

<table>
<thead>
<tr>
<th>Tyre Nominal Section Width mm</th>
<th>‘T’ Value mm</th>
<th>Tyre Nominal Section Width</th>
<th>‘T’ Value mm</th>
<th>Tyre Nominal Section Width</th>
<th>‘T’ Value mm</th>
</tr>
</thead>
<tbody>
<tr>
<td>125</td>
<td>75</td>
<td>205</td>
<td>144</td>
<td>285</td>
<td>200</td>
</tr>
<tr>
<td>135</td>
<td>81</td>
<td>215</td>
<td>151</td>
<td>295</td>
<td>207</td>
</tr>
<tr>
<td>145</td>
<td>87</td>
<td>225</td>
<td>158</td>
<td>305</td>
<td>214</td>
</tr>
<tr>
<td>155</td>
<td>93</td>
<td>235</td>
<td>165</td>
<td>315</td>
<td>221</td>
</tr>
<tr>
<td>165</td>
<td>107</td>
<td>245</td>
<td>172</td>
<td>325</td>
<td>228</td>
</tr>
<tr>
<td>175</td>
<td>114</td>
<td>255</td>
<td>179</td>
<td>335</td>
<td>235</td>
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<tr>
<td>185</td>
<td>120</td>
<td>265</td>
<td>186</td>
<td>345</td>
<td>242</td>
</tr>
<tr>
<td>195</td>
<td>127</td>
<td>275</td>
<td>193</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The comments in this Position Statement are based on the general operating practices and environment found in the United Kingdom and the Republic of Ireland. No undertaking express or implied is given regarding the applicability of these comments to other operating environments.

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Procedures

1. INITIAL INSPECTION
   a) **In the interests of safety**, if it is necessary to partially inflate the tyre to locate the injury/penetration, proceed with caution in 5 psi increments and do not exceed 15 psi.
   b) Remove the tyre from the wheel and thoroughly inspect, both internally and externally.
   c) Do not undertake repair if the tyre exhibits any of the following:
      - Inadequate tread depth (legal minimum 1.6mm).
      - Splits, cuts, rubber crazing/cracking reaching the casing.
      - Casing break-up.
      - Previous repairs outside the scope of BS AU 159 unless they are specialist repairs carried out by the original tyre manufacturer.
      - Significant contamination by solvents etc.
      - Bead damage, including broken bead core.
      - Liner deterioration.
      - Secondary effects, e.g. under-inflation/deflation damage or savaging by the point of a penetrating object.
      - Exposed cords due to tread wear or sidewall scuffing.
      - Tread or sidewall rubber separation.
      - Belt separation (radial ply tyres).

   Tyres with major repairs conforming to the British Standard should be marked internally BS AU 159 adjacent to the repair together with the repairer's name and identification mark.

2. PREPARATION AND REPAIR
   a) Ensure that the tyre is clean and dry.
   b) Determine the angle of penetration.
   c) Prepare the penetration channel with minimal use of a rotary mill cutter or similar.
   d) Remove all loose and visibly oxidised material, buffing the rubber in the cavity and surrounding area to a suede finish.
   e) Clean an area significantly larger than the patch with solvent, removing all contaminants, e.g. mould releasing agents.
   f) Hold the patch in position and mark its outline on the inner liner.
   g) Mechanically buff the inner liner to approximately 5mm beyond the marked area, removing any raised ribs and producing a flat, suede finish.
   h) Remove dust and extraneous material, e.g. wire particles and fluffed cords.
   i) Apply suitable repair material in accordance with manufacturer's instructions.

   If the angle exceeds 25º, a two piece repair system or rubber only patch with penetration filling material may need to be used (refer to manufacturer’s instructions).

   If buffer liquids (solvents) are used, the area should not be considered buffed.

   A vacuum cleaner is recommended. Fibrous cloths and compressed air should not be used.
3. GENERAL NOTES

a) Injuries in excess of those shown in the above tables and not having the non-repairable conditions listed in section 1c) should be submitted to an approved major repairer.

b) There is no limit to the number of minor repairs in area ‘T’ provided that repair patches do not overlap.

c) Tyres repaired to BS AU 159 are able to operate at their original speed and load capabilities.

d) The following ‘repair’ methods are not recognised as acceptable:

   * Liquid sealants.
   * Plugs applied externally to fitted tyres.
   * Inner tubes fitted to tubeless tyres.
   * Inner tubes fitted to ‘tube type’ tyres which have sustained penetrations and which have not been repaired in accordance with BS AU 159.
   * Temporary repairs.

e) The British Standard does not apply to T-type temporary use spare tyres.  

5 Temporary spare tyre designed for use at higher inflation pressures than for standard or reinforced (extra load) tyres.