

technically speaking

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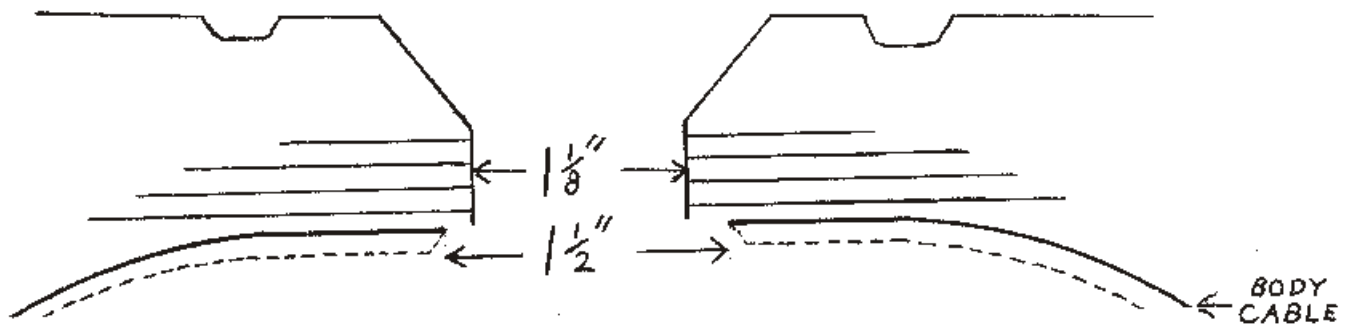
June 1, 1995

MEASURING INSIDE SKIVES

In our Technically Speaking Volume 12, Issue 3 we discussed the need for inside skiving in crown section repairs on radial tires. Inside skiving is basically the removal of the innerliner for improved skive inspection and the removal of any damaged body cables discovered on the inside of the skive. If body cables are removed then we must measure the damage on the inside of the tire to ultimately determine the proper size repair unit.

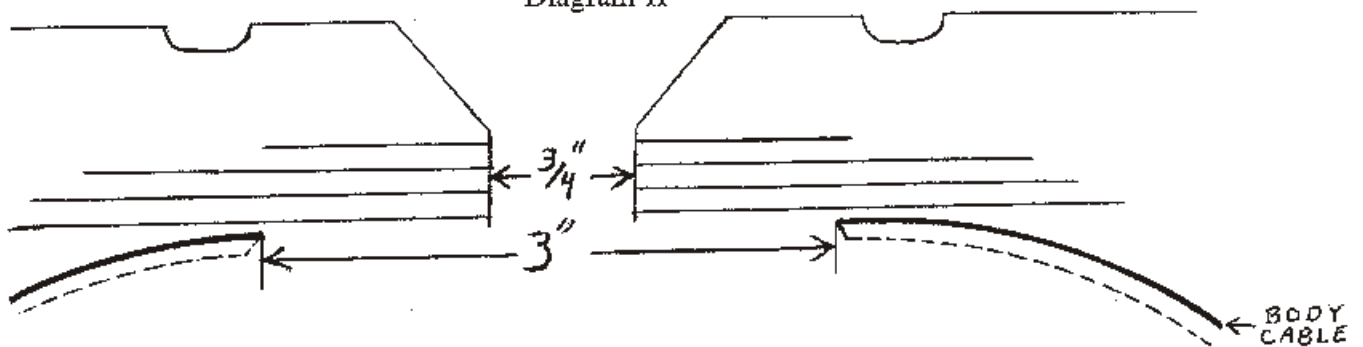
Below (Diagram I) is an example of an injury where we have body cable damage that has been removed. The diameter of the hole is 1-1/8" (28mm) and the body cable damage is 1-1/2" (40mm). In this case we must use the 1-1/2" (40mm) measurement. If the tire size is a 11R22.5, we would select a CT-37.

Diagram I



The example in Diagram II below is a little more complicated. Here we have an injury through the tire that is 3/4" (20mm) in diameter. The body cable damage measured on the inside is 3" (75mm) in length. Most people would reject this tire believing the injury is non-repairable. When only the body cables are affected beyond the maximum 1-1/2" (40mm) crown injury diameter measurement, the tire may be repairable if the inside body cable injury measurements do not exceed the sidewall injury limitations on the application chart. The maximum sidewall damage that we can repair is 1-1/2" (40mm) in width by 3-1/8" (80mm) in length. This size injury can also be repaired in crown injuries providing that only the body cables are damaged beyond 1-1/2" (40mm) in length. On the example of 3/4" (20mm) wide by 3" (75mm) in length, if the tire size is an 11R22.5 the correct repair is a CT-42.

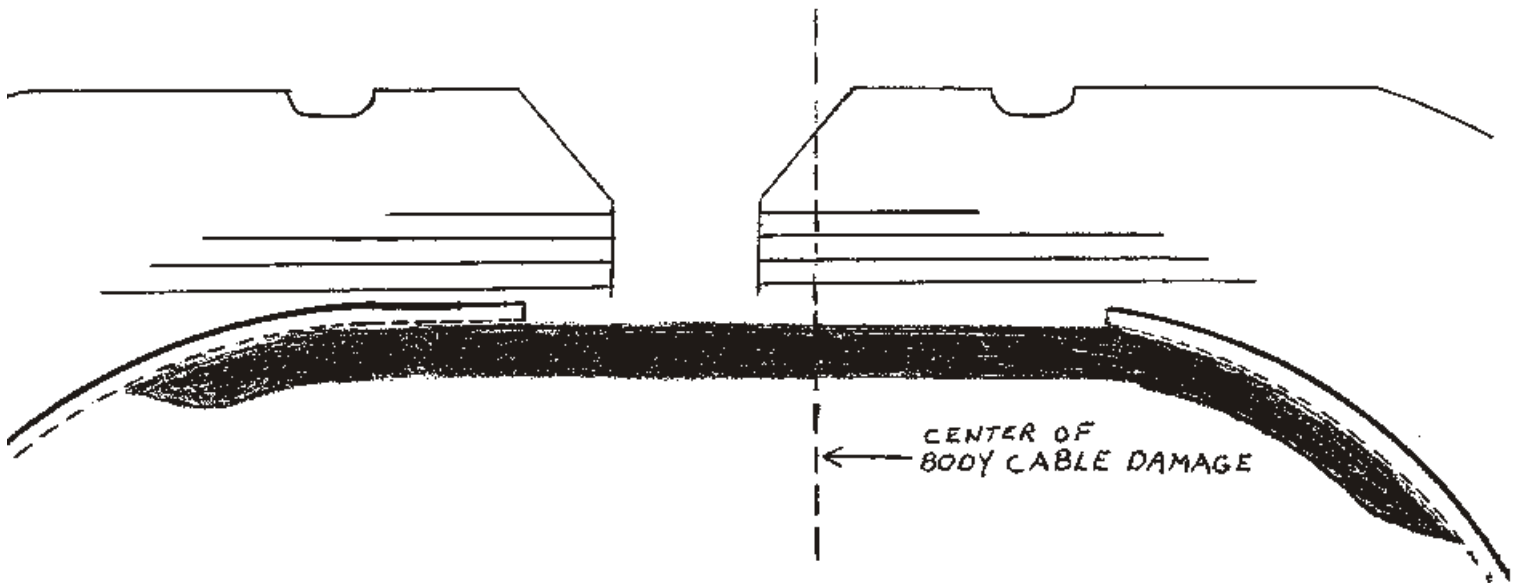
Diagram II



The last illustration is on the proper placement of the repair unit. The Tech Centech repair units are centered over the injury, where possible.

In the illustration below (Diagram III) the center of the skive through the tire, is not centered with the inside skive of removed body cables. Apply the Centech repair unit by centering it over the inside skive, or removed body ply cables. This will maximize the reinforcement to the major strength ply of the tire.

Diagram III



Inside skiving helps to assure that all of the injury has been removed. This procedure can salvage tires with long injuries to the body cables, which in the past were determined to be non-repairable. It is a proven method of tire repair that reduces the cost per mile for the owner of the tire.