

**Q – Can TyreFix hide or mask a dangerous puncture?**

**A - No! Absolutely not...**

It is virtually impossible for TyreFix to hide or mask a dangerous puncture. Worldwide usage and countless in-house tests which have been performed have shown that TyreFix will not seal a tyre that has received a puncture that would weaken the tyre's inner structure to a point that could be dangerous.

**Q – Will TyreFix seal sidewall punctures?**

**Yes & No!...**

However, it is important to realise that TyreFix cannot hide or mask a dangerous puncture. Sidewalls are much thinner than the rest of the tyre so even though there is some rubber recovery because of the flexing the tyre will lose air to some degree. If there is no damage, then it could be possible to seal permanently but it could also be the case that even with severe damage to the sidewall a controlled deflation will take place allowing the driver to remove the vehicle from a dangerous location. TyreFix is used in many countries to allow the vehicle to travel many miles after the tyres have sustained many bullet holes to the sidewall.

**Q – Is it difficult to install TyreFix?**

**No!...**

All TyreFix professional application equipment have been designed for "ease of use". To install TyreFix, into tyres of an average passenger car or light truck requires less than 2 minutes per tyre, while a large truck averages 5 minutes per tyre.

**Q – Is TyreFix compatible with tyre components?**

**Yes!...**

TyreFix's formulation is fully compatible with all components in any tyre.

**Q – Can TyreFix be used in all types of tyres?**

**Generally Yes!...**

TyreFix has been utilised in virtually every conceivable pneumatic tyre, accumulating millions of miles, in major fleets around the world, without any premature failure or adverse effects to the tyres or rims. Special situations with low profile high performance tyres may require assistance and support from the TyreFix's Technical Department prior to installation.

**Q – Will TyreFix attack or corrode steel belts?**

**No!...**

TyreFix's advanced proprietary seal and curing attributes have proven that the specialised rust inhibiting system protects steel belts against rust and corrosion. The unique ability to cure within a puncture also protects the steel belts from outside contaminants. This proprietary attribute is available only with TyreFix.

**Q – Can tyres treated with TyreFix be rethreaded?**

**Yes!...**

TyreFix is compatible with all rethreading methods. TyreFix will retard aging in tyres. TyreFix treated tyres exhibit greater rubber resilience when compared to untreated control tyres. Therefore, TyreFix increases the casings ability to achieve additional rethreading. This increased retreadability provides a lower cost per mile. Your professional retread company certifies casing soundness and retreadability.

# FAQ

**Q – Does TyreFix extend tyre life and retard dry rot?**

**Yes!...**

In-house tests have shown that TyreFix will retard aging within the inner structure of a tyre. Testing has also proven that TyreFix will reduce heat and eliminate migrating air which is directly related to increased tyre and casing life.

**Q – Does TyreFix have a shelf life warranty?**

**Yes!...**

TyreFix UK certifies that when stored in factory sealed original containers, out of direct sunlight TyreFix may be stored for at least 5 years.

**Q – Can TyreFix be used in tyres with tubes?**

**Yes!...**

TyreFix will seal punctures in both tube and tubeless tyres as long as there is rubber recovery and it is not a dangerous puncture. A tube is very unreliable. The tube is basically made of rubber and synthetics. The wall thickness of a tube is not uniform and rubber content is very critical in terms of elasticity and rubber recovery. A tube that does not contain a sufficient amount of natural rubber cannot recover (close up) after sustaining a puncture. It is critical that there be rubber recovery to assure a positive secure seal. by installing TyreFix into a tube, the problem of punctures can be reduced. The seal in a tube is not permanent. Tubes squirm inside a tyre at high speed if the puncturing object is left in the tyre and tube, it may rip the tube. Then even TyreFix may not be able to help. We recommend that nails be removed on a routine basis and the tyres air pressure be maintained at maximum PSI to reduce the squirming. When a tube is punctured, the size of the puncture in the tube may be much larger than the actual puncturing object; also, tubes are very susceptible to ripping.