Nail Hole Repair Chart - Crown Area Only

TIRE TYPE	Injury Size	Carbide Cuter	1-Piece Repair (Injury Angle < 25 degrees) Combi With Pilot Wire	Patch-N-Plug Non-Reinforced	Patch-N-Plug Reinforced	2-Piece Repair (Injury Angle > 25 degrees) Stem Unit/w Pilot Wire	Universal Patch	Radial Patch	Universal Cord Reinforced
Passenger	1/8"/3mm	CC-3	KX-386	-	-	-	-	-	-
	1/4"/6mm	CC-6	KX-387	KX-381	KX-375	KX-378	KX-UP-45	KX-MX10	KX-5101
Light Truck	1/4"/6mm	CC-6	KX-387	KX-381	KX-375	KX-378	KX-UP-55	KX-MX12	KX-5102
Heavy Duty Truck	1/4"/6mm	CC-6	KX-387	KX-381	KX-375	KX-378	NA	KX-MX12	KX-5102
	3/8"/10mm	CC-10	KX-388	KX-382	KX-376	KX-379	NA	KX-MX14	KX-5103

Radial Tire Section Repair Chart

W = Width
L = Length
C = Max. Dia.

1 = Sidewall
2 = Tread
3 = Shoulder

Heavy Truck		Sidewall Injury Injury Inches		Crown Injury
8.25-10.00 9R-11R 235/-285/	11.00-14.00 12R-15R 295/-365/	W	L	C
MX 20	MX 20	1 Cable	1-1/2" (37mm)	3/8" (10mm)
MX 22	MX 22	1 Cable	3-1/8" (78mm)	
MX 24	MX 24	1 Cable	4-3/4" (120mm)	
MX 20	MX 22	2 Cables	3/4" (20mm)	
MX 22	MX 24	2 Cables	1-1/2" (37mm)	
MX 24	MX 40	2 Cables	2-3/4" (70mm)	
MX 24	MX 40	3/8" (10mm)	1" (25mm)	
MX 24	MX 40	3/8" (10mm)	1-1/2" (37mm)	
MX 24	MX 42	3/8" (10mm)	2-3/8" (60mm)	
MX 44	MX 44	3/8" (10mm)	5-1/8" (128mm)	
MX 40	MX 40	1/2" (12mm)	1-1/2" (37mm)	1/2" (12mm)
MX 40	MX 42	1/2" (12mm)	2-3/4" (70mm)	
MX 42	MX 42	1/2" (12mm)	3-3/4" (95mm)	
MX 44	MX 44	1/2" (12mm)	5-1/8" (128mm)	
MX 40	MX 40	3/4" (20mm)	1" (25mm)	3/4" (20mm)
MX 40	MX 42	3/4" (20mm)	2-1/2" (62mm)	
MX 42	MX 42	3/4" (20mm)	4-3/8" (110mm)	
MX 44	MX 44	3/4" (20mm)	5-1/8" (128mm)	
MX 42	MX 44	1" (25mm)	2" (50mm)	1" (25mm)
MX 42	MX 44	1" (25mm)	3-1/8" (78mm)	
MX 44	MX 44	1" (25mm)	4" (100mm)	
MX 42	MX 44	1-1/4" (31mm)	2" (50mm)	1-1/4" (31mm)
MX 44	MX 44	1-1/4" (31mm)	3-1/8" (78mm)	
MX 44		1-1/4" (31mm)	4" (100mm)	
MX 44	MX 44	1-1/2" (37mm)	2" (50mm)	1-1/2" (37mm)
MX 44		1-1/2" (37mm)	3-1/8" (78mm)	

Radial Tire Patch Selection

A. Only after the injury has been properly skived/prepared can the correct patch be selected.
B. Measuring the injury:
Sidewall Injuries: Measure the length (L) and width (W) of the injury.
Tread/Crown Injuries:
1) If the skived/dressed injury is round, measure only the maximum diameter (C) of the injury at the body ply.
2) If the skived/dressed injury is oval or oblong shaped, measure both the length (L) and the width (W) of the injury at the body ply.
3) If the maximum measurement of (C) is greater the L and W measurement, select the lager of the patches.
C. Using the Tire Size column on the Application Charts, find the injury area column – Sidewall, Tread/Crown or Shoulder – and go down the corresponding column until you match the measured size of the injury to the correct patch.

Bias Ply Tire Section Repair Chart

		Ply Rating							
Inches	mm	4	6	8	10	12	14	16	18
3/8"	(10mm)	470	470	470	470	470	470	471	472
1/2"	(12mm)	470	470	470	470	471	472	472	473
3/4"	(20mm)	470	470	470	470	471	472	473	473
1"	(25mm)	470	470	471	472	472	473	473	474
1 1/2"	(37mm)	471	471	471	472	473	474	474	474
2"	(50mm)	473	473	473	474	474	474	474	
2 1/2"	(62mm)	474	474	474	474	474			

Bias Tire Patch Selection

A. Only after the injury has been properly skived can the correct patch be selected.
B. When measuring the injury, always measure the longest damage of the top damaged ply.
C. Note the ply rating of the tire. (This can be found embossed into the sidewall of the tire).
D. Find the injury size on the Application Chart, read across the chart to find the correct patch based on the tire ply rating.