

Technical Bulletin No. 10

UK & Ireland

Date: 18/06/18

Issue No: 01/18

Puncture Sealants for Tyres

Continental recognizes that there is a variety of different sealant products available in the market.

Broadly speaking there are four categories of products:

1. "Manufacturer- applied pre-puncture" sealants
2. "Manufacturer-built –in pre-puncture" sealants
3. "After market pre-puncture" sealants
4. "Post-puncture" sealants

1. Manufacturer- applied pre-puncture sealants are extremely viscous products applied by the manufacturer into the tyre immediately after the manufacturing process. These materials have been validated and applied by the tyre manufacturer. In most cases they provide a near instantaneous seal following a penetration. The consumer should follow all the instructions given by the tyre manufacturer for these products.

2. Manufacturer "Built-in" pre-puncture sealants are extremely viscous products built into the tyre, by the tyre manufacturer, during the manufacturing process. Instruction is the same as "Manufacturer-applied pre-puncture" sealants.

3. "After market" pre-puncture sealants are most commonly a liquid injected into the tyre through the valve, at the time of fitting. If the consumer chooses to use such sealants, he/she should strictly follow all of the instructions given by the manufacturer of the sealant.

4. Post-puncture sealants are regarded purely as a temporary 'get you to a service point' measure and are normally a liquid injected through the valve following tire pressure loss. In most cases a punctured tyre or one which has sustained a loss of pressure, will have been driven in an underinflated or deflated condition before the sealant is applied. Therefore, there are certain restrictions in speed and distance if continuing to use a tyre that may have sustained such damage. If the consumer chooses to use such sealants, he/she should strictly follow all of the instructions given by the manufacturer of the sealant.

The tyre industry recommends that to carry out a permanent tire repair, it is required to remove the tyre from the rim and thoroughly examine it for secondary damage which may not be visible from an external inspection. None of the sealants described above are a permanent repair.

The consumer plays an important role in tyre maintenance

The application of a sealant in a tyre does not change the consumer's role regarding tire maintenance. Tyres, including spares must be inspected routinely, i.e. at least once a month. This inspection should include the tyre inflation pressure and the visual condition of the tyres. Punctures or damage not attended to promptly can result in the loss of inflation pressure and/or damage to the tyre. Tyres with cuts and/or punctures must be inspected by a trained tyre specialist as soon as possible.

Continental does not endorse or prohibit the application of any sealant in Continental tyres. Furthermore Continental cannot comment about the specific quality or application of non-Continental branded sealants as well as their compatibility with Continental tyres. We recommend the consumer refer to the instructions of the sealant manufacturer or to contact them for this purpose.



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Continental is not responsible for any damage or deterioration which may occur to its tyres resulting from using any sealant product which is not marketed under the Continental name.

Continental advises that if a tyre is returned under complaint and the reason for the tyre's condition is in any way associated with the use of non-Continental branded sealant products, the manufacturer's warranty will be invalidated.