

Technical Services Bulletin Motorcycle & Scooter Tires

Puncture Sealants for Motorcycle & Scooter Tires

Continental recognizes that there are 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. “After market” applied pre-puncture sealants
3. Consumer applied pre-puncture sealants
4. Consumer applied post-puncture sealants

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

2. **“After market” applied pre-puncture sealants** are viscous products applied by a service provider or sealant manufacturer into the tire before mounting. If the consumer chooses to use such sealants, he/she should strictly follow all of the instructions given by the manufacturer of the sealant and/or the service provider.

3. **Consumer applied pre-puncture sealants** are most commonly a liquid or a gel injected into the tire through the valve by the consumer itself after mounting the tire. 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. **Consumer applied 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 tire 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 tire 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 tire industry recommends that to carry out a permanent tire repair, it is required to remove the tire 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 tire maintenance

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

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

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

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

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