

Safety Seal +Plus+ The Liquid Patch

Commonly Asked Questions

A. How long should The Liquid Patch be allowed to dry?

We are pleased to announce a major breakthrough in the industry. ZERO DRYING TIME. That's right, ZERO DRYING TIME.

We originally suggested approximately 5 minutes. This prevents the sealant from sagging if the repair is not placed at 6:00 position. If the Liquid Patch is applied when the injury is at 6:00 o'clock position, the tire can be mounted and run almost immediately. There is an advantage to mounting and driving the tire with little or no waiting. Some solvent left in the system makes the sealant thinner and less viscous. The thinner compound is driven into the puncture and the repair by centrifugal force of the revolving tire. Zero drying time means that customers get their tires repaired faster; your facility is more cost effective; profits are increased

2. Can Safety Seal +Plus+ The Liquid Patch be used on "Run-Flat" Tires?

Yes. All components of Safety Seal Plus are compatible with inner liners used on "Run-Flat" tires.

3. Can I use a liquid buffer instead of Inner Liner Prep and Primer?

No! Inner Liner Prep & Primer is a product specifically designed for The Liquid Patch. Not only does it contain a compatible cleaning system (special blend of solvents) it also includes a Special Primer. This primer puts a thin primer layer on the tire surface after the cleaner has evaporated. This primer improves the adhesion of The Liquid Patch to the inner liner.

4. Can any string repair be used with Liquid Patch?

Absolutely not!

Only Safety Seal repairs may be used with the Liquid Patch.

Never use an imitation. Safety Seal repairs are available in regular size for injuries up to 1/4 inch; in “slim” size for injuries up to 1/8 inch; Safety Seal Truck Size for injuries in truck tires up to 3/8 inch. Note that injuries may be irregular in nature: they need not be perfectly round. The best way to answer this question is to fall back on the argument of why Safety Seal is superior repair to the generic string repairs. These reasons are:

A.) Manufacturing technique guarantees Safety Seal has rubber at the very center of the yarn while competitive products only have a coating on the yarn surface with little or none at the center.

B.) The difference between Safety Seal and the imitations is the sealant itself. Ours formulation is unique. Safety Seal makes a perfect seal at the innerliner. Safety Seal’s sealer is the heart of the Safety Seal. See issue of compatibility with Liquid Patch (below).

C.) We have seen a variety of string type repairs (black, brown, and other colors) with a variety of quality. Some products are vulcanizable, some are not, some products have sufficient rubber, some products have insufficient rubber.

Only Safety Seal exhibits consistent quality.

Safety Seal +Plus+ The Liquid Patch is compatible with the specific rubber compounding of the Safety Seal product. We cannot confirm that our Liquid Patch will be compatible with competitive imitations.

Remind your customer that they have taken the time and the effort to do a quality repair that meets Industry standards. Do not risk the final product with an economy generic string repair. Use the original Safety Seal which is the only product we guarantee works with the Liquid Patch.

5. Can the Liquid Patch be used to repair sidewalls?

Safety Seal +Plus+ The Liquid Patch Tire Repair System was designed for those who want a strict adherence to the Industry standards. These standards state:

- 1.) Dismount tire for internal inspection.
- 2.) Seal the entire injury from tread to inner liner.
- 3.) Create a perfect seal at the inner liner.

Further, others specifically state that sidewall repairs are not an acceptable procedure. For that reason North Shore Laboratories does not recommend

sidewall repairs, even though mechanics and technicians sometimes tell us that they have repaired sidewalls with Safety Seal +Plus+. It is our policy not to advocate a sidewall repair despite how effective that product may be in the repair of the sidewall.

6. Why are the Safety Seal filler-plug and the Safety Seal Plus the Liquid Patch Orange?

The distinctive burnt orange color is unique in the industry. It is proof that only Safety Seal Products and Safety Seal Technology have been employed in the repair. It signifies the highest standards in tire repair materials.

7. If Safety Seal +Plus+ is accidentally smeared on the tire, the skin or clothing etc. can it be removed?

The best way to remove The Liquid Patch from the tire, clothing or skin is to daub it with the regular Safety Seal repair. The compatibility between the two rubbers allows it to be pulled off. In some instances it may be possible to remove the rubber with the use of our Prep & Primer or a strong solvent. You may be asked “If it is so easy to get The Liquid Patch off the outside of the tire why won’t it come away from the inner liner?” The Liquid Patch can be removed from the tire (sidewall etc.) yet will adhere to the inner liner at the injury because the inner liner has been prepped and primed with Safety Seal +Plus+ Inner Liner Prep & Primer.

8. How many years has this product been on the market?

Safety Seal +Plus+ The Liquid Patch has been on the market for approximately sixteen years. The first year and a half was dedicated to product and market testing. It was officially launched at the 1997 NTDR Show in Las Vegas where it was a show stopper. Safety Seal +Plus+ The Liquid Patch is available world-wide.

9. What do I do about very small injuries?

Use Safety Seal “Slims” when the puncture does not exceed 1/8 inch.

Additional questions and comments are welcome.