

SERVICE BULLETIN

No. 80
November 1, 1991

To: All Customers

NHTSA WARNS ABOUT HAZARDS OF FIXING TIRES FILLED WITH AEROSOL INFLATORS

Attached is a U.S. Department of Transportation "News" article which covers a warning from the National Highway Traffic Safety Administration (NHTSA) regarding the repair of tires filled with an aerosol inflator. Anyone who repairs tires should read this "Consumer Advisory" carefully. We have also reprinted a "Tire or Rim Repair Safety Bulletin", from the Automotive Products Safety Council, on the back of this Service Bulletin. Both of these items should be posted in your service area after they have been reviewed by each of your service personnel.

SAFETY WARNING:

BECAUSE AEROSOL INFLATORS ARE COMMONLY USED, A PERSON WHO REPAIRS A TIRE SHOULD ASSUME THAT ANY TIRE MAY CONTAIN SUCH AN AEROSOL PRODUCT. CARE SHOULD BE USED WITH METAL TOOLS, ESPECIALLY WITH TIRE REAMERS IN A STEEL BELTED RADIAL PASSENGER OR TRUCK TIRE, AS WELL AS WITH TIRE IRONS, HAMMERS, ETC., AROUND THE RIM. THESE TOOLS COULD CAUSE SPARKS. IF SUCH A TIRE IS EXPOSED TO SPARKS, EXTREME HEAT, FLAMES, OR OTHER IGNITION SOURCES, IT COULD EXPLODE. SUCH AN EXPLOSION COULD CAUSE SERIOUS PERSONAL INJURY OR EVEN DEATH.

If you wholesale tires to other dealers (sub-dealers), each should receive a copy of this Service Bulletin with the attachments. Please advise Cooper of the number of Service Bulletins that are needed for your sub-dealers and we will provide them to you at no charge. You may order the Service Bulletins with attachments through the Consumer Relations Department, Cooper Tire & Rubber Company, Findlay, Ohio 45840.

Attachments: DOT Press Release, 9/24/91
Tire or Rim Repair SAFETY BULLETIN

CONSUMER RELATIONS

COOPER TIRE

TIRE OR RIM REPAIR SAFETY BULLETIN

PLEASE READ

HANDLE
WITH
CARE

FACTS YOU SHOULD KNOW...

It is difficult to determine whether a tire has been inflated with a flammable aerosol type tire sealer-inflator. Therefore, if your establishment repairs or works on rims or on pressurized, rim mounted tires, you should handle all of them as if they contain a flammable tire sealer-inflator.

The gases in the sealer-inflator, which can be poisonous, are combustible in the tire. An explosion can occur if ANY ignition source is present. Even the insertion of a plug into a steel belted tire could cause an explosion!

Proper safety precautions to avoid ignition of flammable gases MUST be followed during the repair or maintenance of ALL tires or rims.

Failure to follow these precautions and procedures may needlessly result in serious or even fatal injury!



PRECAUTIONS YOU SHOULD TAKE...

All tires should be handled as if a flammable tire sealer-inflator has been used. Do not rely upon the customer even if he advises you that one has not been used. Customers may neglect to tell you or even may have forgotten they used a sealer-inflator.

Always make sure that the repair area is well ventilated so that any gases that are present will not accumulate.

Never weld or use a cutting torch on a wheel or rim without first completely removing the tire from the rim. Otherwise, explosions resulting in possible serious or fatal injury can occur, even in the absence of flammable sealer-inflators.

Do not use a tire reamer, rasp, plug or any object which could cause sparks on a tire or rim without first completely removing the tire from the rim. These ignition sources could lead to an explosion.

Do not permit smoking or any flame, spark or other ignition source in the area where tires or rims are being repaired.

Never add air to a tire treated with a flammable sealer-inflator without completely removing the flammable gas. Air added to a tire containing flammable gas becomes more explosive.



BEFORE BEGINNING REPAIRS OR SERVICE ON ANY RIM OR TIRE, YOU SHOULD ALWAYS FOLLOW THESE SAFETY PROCEDURES...

Remove the valve stem completely to release the tire pressure in a well ventilated area away from sparks or other ignition sources.

After the pressure has been released and before making any repairs, remove the tire from the wheel rim.

If you believe a sealer-inflator has been used, wash the inside of the tire with a detergent/water solution and rinse thoroughly. Allow the tire to dry before repairs are made.





U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Tuesday, September 24, 1991

CONSUMER ADVISORY

NHTSA 49-91
Contact: Skipp Calvert
Barry McCahill
Tel. No.: (202) 366-9550

NHTSA WARNS ABOUT HAZARDS OF FIXING TIRES FILLED WITH AEROSOL INFLATORS

The National Highway Traffic Safety Administration (NHTSA) today cautioned motorists and urged workers at service stations and auto and tire repair shops to be careful while fixing tires that have been filled with aerosol inflators.

According to NHTSA Administrator Jerry Ralph Curry, many of the aerosol inflators contain a flammable propellant that can cause an explosion under certain circumstances. "People in the tire repair business especially should be aware of the hazard and take precautions to reduce the risk of an explosion," he said.

Aerosol inflators, marketed under various brand names, are widely sold to the public for temporarily fixing tires that have gone flat because of slow leaks and small punctures, Curry said.

He said that despite flammability warnings on the cans and instructions for safe use, many consumers may be unaware of the potential danger. "Aerosol flat tire fixes should be considered as emergency, temporary repairs and used with caution. It is always preferable to have the tire repaired professionally or replaced.

"After filling a tire with an aerosol inflator, don't expose the tire to extreme heat, flames, sparks or other ignition sources. Be careful using metal tools like tire irons, metal reamers and hammers because they could cause sparks while being used to repair a tire," Curry said.

He noted that because aerosol inflators are used so commonly, consumers and service personnel should assume a tire may have been repaired previously with an aerosol product. "Before starting to fix a tire, remove the valve core and completely deflate the tire to eliminate as much of the aerosol propellant as possible. Then, inflate and deflate the tire a few times to completely remove all traces of the potentially explosive propellant. Once this is done, you may repair the tire without risk of explosion," Curry said.

###