

# Comparative Test

PREMIUM-SEAL *Repair* /  
Latex breakdown aids

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## ***Execution of Tests***

- Test car: Audi A4 Avant 2,5 TDI Quattro
- Test Tyres
  - front 205/55 R16H M+S Pirelli
  - rear 205/55 R16H M+S Conti
- Into every tyre was run-in a nail bolt with Ø 6 mm with total loss of pressure
- Clearing of the „breakdown“
  - left tyres: PREMIUM-SEAL *Repair*
  - right tyres: with 2 latex products
- Filling of the means via valve and pumping up of the tyres with 12V compressor to 2,5 bar
- Drive Test:
  - Run in 10km in order to distribute the means
  - Test drive over 150 km with 60 to 120 km/h with air pressure controls

## ***Execution of Tests***

- Nail bolt Ø 6 mm run in with total loss of pressure



## ***Execution of Tests***

Clearing of the „breakdown“ at the left tyre: PREMIUM-SEAL *Repair*



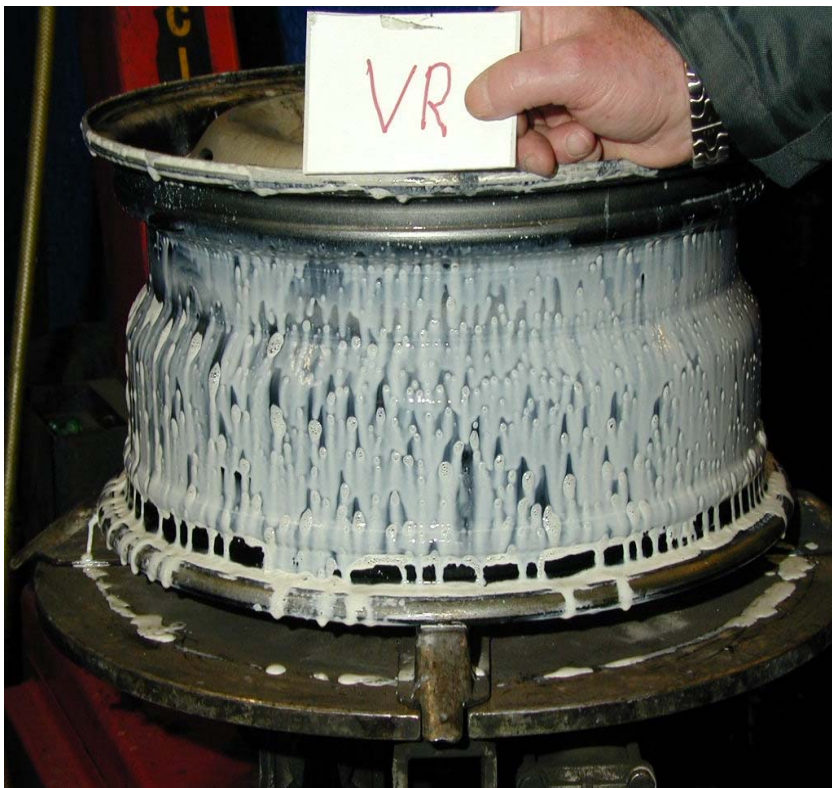
## ***Execution of Tests***

Pumping up the tyres with 12V Kompressor to 2,5 bar



## ***Cleaning of Tyres and Rims***

Cleaning of all tyres and rims after test drive and disassembly with paper towel and water



## ***Cleaning of Tyres and Rims***

Soiling of mounting machine with latex



## ***Clewaning of Tyres and Rims***

Cleaning the tyre with water



## ***Repair***

The tyre was professionally repaired with a Minikombi A6 at Stahlgruber



View at the inner tread

## ***High Velocity Test According to ECE R30***

Load: 492 kg  
Proof Pressure: 2,5 bar

Stage 1: 180 km/h – 10 min

Stage 2: 190 km/h – 10 min

Stage 3: 200 km/h – 10 min

Stage 4: 210 km/h – 20 min

### **Aggravation of Test**

Stage 5: 220 km/h – 10 min

The tyre treated with PREMIUM-SEAL *Repair* and repaired passed all stages without any problems

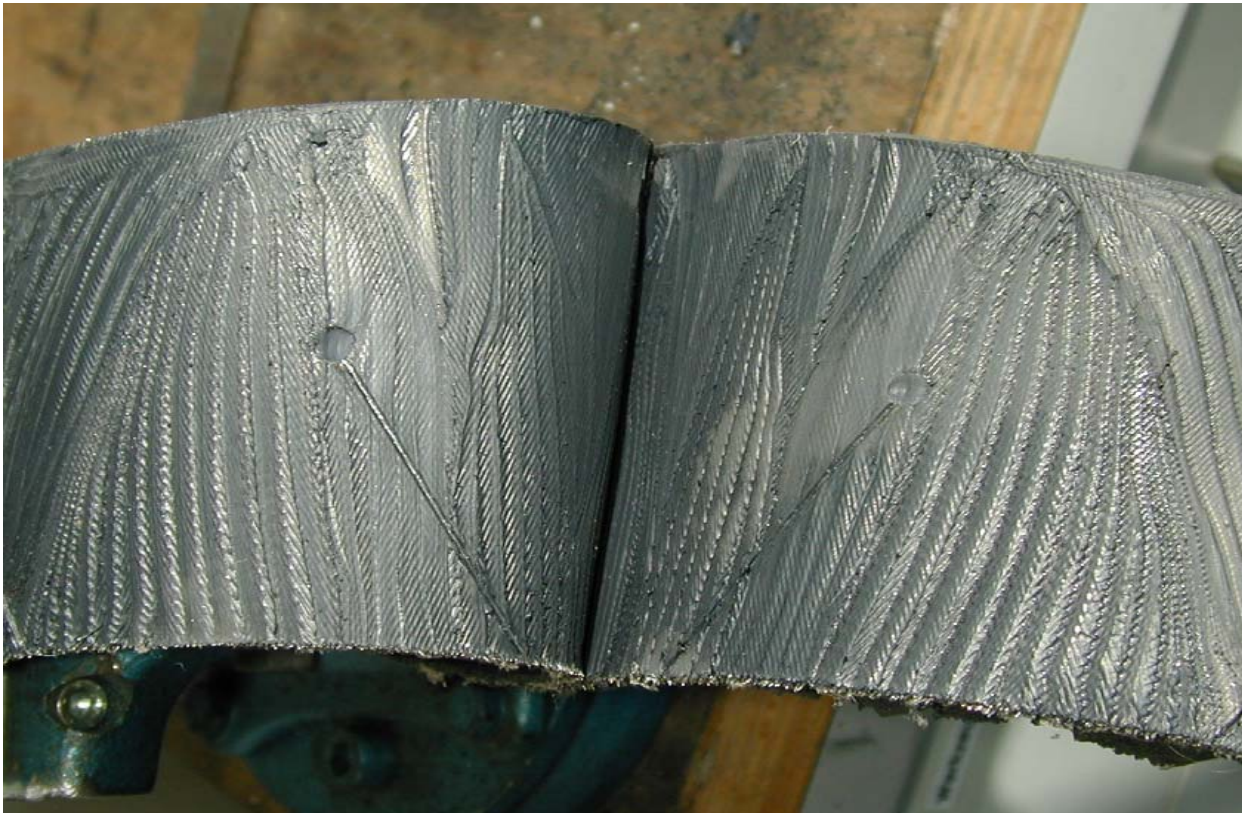
## ***Examination of the Tyre After High Velocity Test***

View at the puncture from the outside



## ***Examination of the Tyre After High Velocity Test***

Repair location after dissection



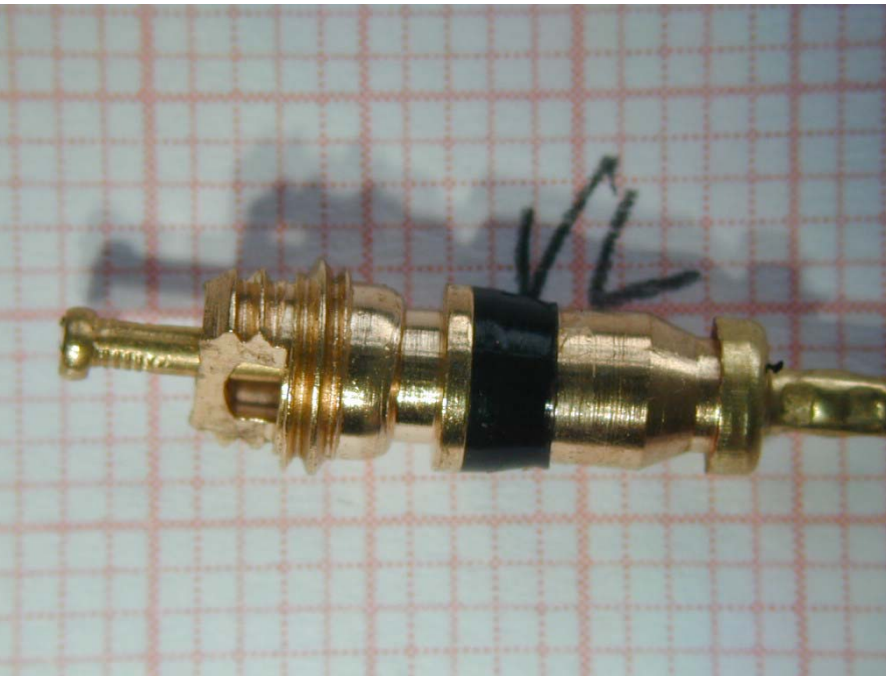
## ***Examination of the Tyre After High Velocity Test***

Microfibers at PREMIUM-SEAL *Repair*

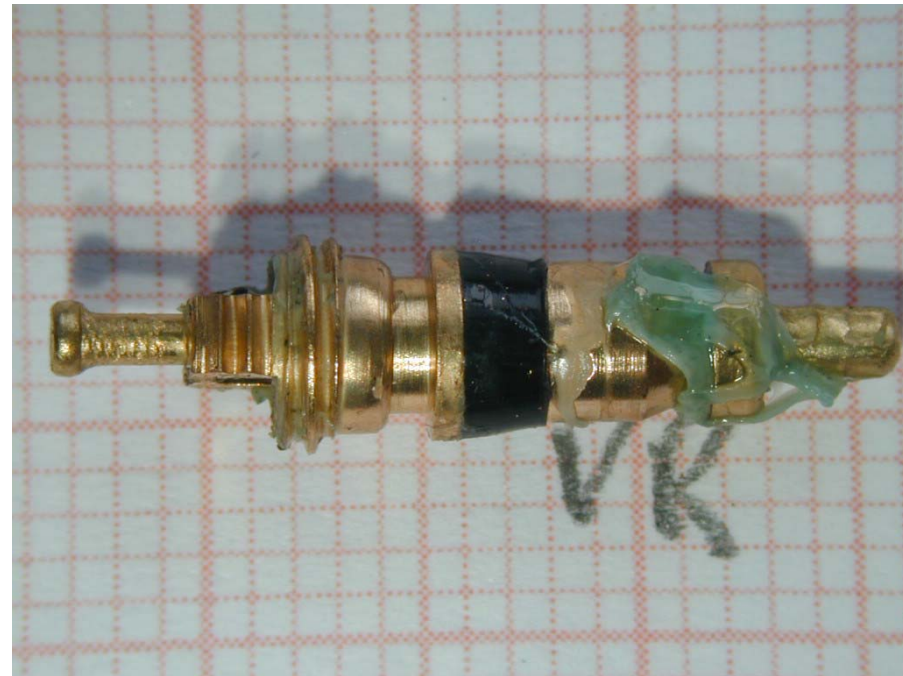


## ***Examination of the Tyre After High Velocity Test***

State of the valve insert



PREMIUM-SEAL *Repair*  
Without soiling



Latex  
Hazard of creeping pressure loss