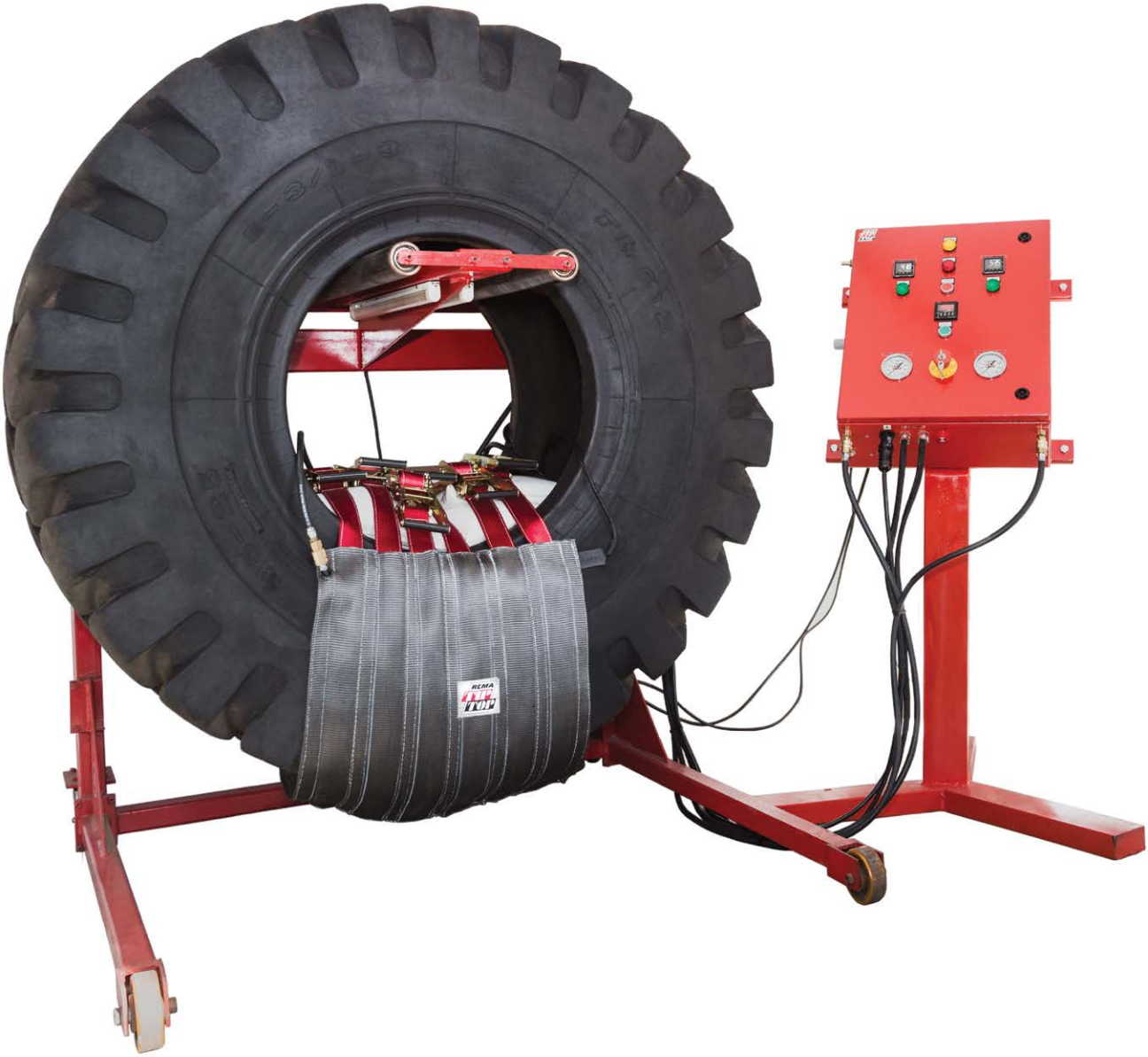
// ONE BRAND // ONE SOURCE // ONE SYSTEM



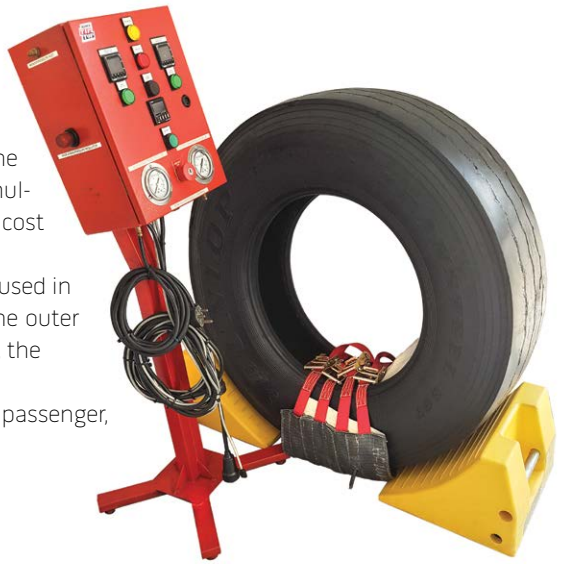
// SERVICE // MATERIAL PROCESSING // SURFACE PROTECTION // AUTOMOTIVE

REMA TIP TOP
REMAVULC TYRE REPAIR SYSTEM

REMAVULC Tyre Repair System

Extensive Research and development coupled with hands on field testing has been at the forefront of producing the REMAVULC Tyre Repair System.

The Advantages of the REMAVULC Tyre Repair System



- The REMAVULC tyre repair system is extremely cost effective, in the initial capex outlay, thus catering for a wider range of the market.
- The REMAVULC tyre repair system is mostly used in carrying out a one stage repair, where the outer plug and inner patch areas are cured simultaneously, significantly reducing downtime resulting in additional cost savings.
- The REMAVULC tyre repair system, like the thermopress, can also be used in a two stage repair. During this process, the curing is first done on the outer repair plug and followed by the second stage where after preparation, the application of a chemical patch occurs on the inside.
- The REMAVULC tyre repair system is designed to cater for repairs of passenger, truck, agricultural and ultra large OTR tyre range.
- This system is CE certified by Bureau Veritas.

Functions of the REMAVULC Panel

1. Primarily, the unit controls and regulates the heat pad temperatures and the airbag pressures within a pre-set time period.

2. The temperature controllers are set to regulate at 140 °C (Set Value)

3. Another value has been set to start the timer when the last heat pad reaches 100 °C.

4. When an over temperature of 155 °C is detected by either temperature controller, the fault light and the audible alarm will be activated. The heat pads are switched off.

5. If a thermocouple lead becomes disconnected, an alarm condition is indicated. The particular temperature controller will flash an 'Error' message on its display.

6. The current to the heat pads is monitored by current transformers, so that if a heat pad element becomes disconnected, an alarm condition is indicated. If a heat pad is drawing current when the temperature controller has it switched off, an alarm condition is indicated.

7. Short-circuited heat pads. The electrics are protected by two 10Amp 'C' type circuit breakers. The electrical components of the unit are protected by a 1Amp circuit breaker.

8. An emergency switch, when pushed down, disconnects the mains supply to the panel.

9. Air pressure is regulated by mechanical pressure-regulators. The air-in supply should be at a minimum of 5bar to a maximum of 7bar.

10. Over pressure in either Inner/Outer regulated air supply to the airbags is sensed by pressure switches that are set to trigger an alarm when the Inner airbag pressure is above 2.4bar and the outer airbag pressure is above 2.2bar.

11. On expiry of the curing time period, a post-cure time period is started and the heat pads are switched off. Air pressure is maintained during the post-cure time period. On expiry of the post-cure period, the solenoid air valves are opened so that the airbags are deflated independently.

12. In the event of a power failure during the curing cycle: when power is restored and the START Button is pressed, the unit will start the timer from the remaining time period when the temperature of the last heat pad to reach 100°C is attained.

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