



Maintenance & Inspection Guidelines

RunFlat Systems

SAFETY IS IMPORTANT

The RunFlat system is a stressed component of the vehicle that in service may be subjected to extreme forces. It is absolutely necessary to check RunFlat systems periodically – at least every year, or when the tire is changed, whichever comes first – and to pay particular attention to their mounting, removal and maintenance in order to ensure safe operations and to prevent any possible risk.

All service operations must be performed only by qualified personnel, appropriately trained: they must use correct procedures, proper equipment and tools, and safety precautions.

GENERAL SAFETY & MAINTENANCE RECOMMENDATIONS

- Never use RunFlat components which cannot be well identified. Identification decals applied to the RunFlat systems next to the fixings help ensure correct replacement with another component.
- Use of the correct replacement part is particularly important: the RunFlat system for a given rim size may not be interchangeable with that of another rim size or type.
- When the correct replacement component is installed, careful attention must be paid to the size of rim and the size of tire – even small differences may be critical.
- RunFlat systems should be inspected every year, or when changing the tire (worn within the legal limits), whichever comes first.
- Any RunFlat-tire-rim assembly that has been operated in run-flat mode or in under-inflated condition (80% or less of the recommended pressure) should be removed, disassembled and inspected.

RUNFLAT SYSTEM COMPOSITION

The RunFlat is an element within the wheel and tire which carries the vehicle weight (load capacity) following a loss of air pressure, enabling the vehicle to continue for a specified distance.

A RunFlat system comprises 2 or 3 RunFlat segments, 2 or 3 wedges, 2 or 3 clamping plates, 2 or 3 fixing blocks, 2 or 3 socket cap screws, 4 or 6 head bolts (Loctite to be applied to screws and bolts prior to fitment) and 4 or 6 double locking washers.

Grease must be used with the RunFlat, applied in the grooves evenly across the surface in contact with the wheel rim (for Dynamic RunFlats) or evenly on the inner tire tread (for Static RunFlats).

REMOVAL OF TIRE & RUNFLAT DISMOUNTING

Personnel responsible for RunFlat mounting and dismounting operations must be qualified and have completed appropriate training.



The tire must be fully deflated prior to removal. To ensure this, remove the valve core. If the tire is not fully deflated, unseen damage to the wheel and tire could cause the explosion of the assembly. Use suitable tools and follow the dismounting procedure prescribed by the Removal Instructions.

INSPECTION & DETECTION OF A DAMAGED RUNFLAT SYSTEM

When removed, the RunFlat segments should be subject to a visual inspection, checking for physical cracks of the polymer:

- If one or more cracks have appeared, all segments should be replaced.
- If the RunFlat has been used in run-flat conditions, the system must be checked for wear on the inside and outside surface (no more than 5 mm wear is deemed acceptable) and for deformation around the “pockets” where the fixings are located.
- If the material has melted, even in part, the RunFlat should be replaced, as it was subjected to high heat which modified its physical properties.
- If the RunFlat has been subjected to a blast or a ballistic attack, it is recommended that the complete system is changed.
- If in any doubt, the system may be returned for inspection and examination – contact The Toota Group to arrange this.

If the system is deemed reusable, all fixings (bolts, washers and clamping plates) should be changed with new supplied ones. The system should be fitted in accordance with the fitting instructions. Once the system is fitted again around the wheel at the recommended torque, the RunFlat should be unable to slip around the rim (test to be carried out by hand before the tire beads are in place). The bead seat and ring seat areas of the wheel should be especially free of contaminants, such as rubber deposit, to ensure air-sealing.

When re-inflating the tire, it is advised that the complete wheel is placed in a safety cage.