

## Common Mistakes that Cause Adhesion Problems

- Tire surface is not clean or buffing dust was still on surface.
- Placement:



- Not using an envelope and/or not connecting to the EPS line.
- Not using the proper cement, cleaning fluid and tools.

We only recommend using Patch Rubber Company's Cement and Cleaner Fluid. Use of other products may effect adhesion.



**TRAINING....** We offer complimentary training via "FaceTime" to help your technicians install the ID UNITS properly.

Please call us with any questions at  
**800-227-5592**

Email: [info@tire-track.com](mailto:info@tire-track.com)



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**Installation During the Retread Process**

# INSTRUCTIONS

## For Installing the ID Unit during the Retread Process

Dear Tire Professional:

The ID UNIT is designed to be heat vulcanized to the tire, by the chamber, during the retread process. The bond is incredibly strong and the installation process is very easy. If you have any questions, please call us at (800) 227-5592.

Thank you,

*Tom*

Thomas M. Bielicki  
President



# Single Station Process

## Step 1



The ID UNIT should be placed next to the DOT# and should touch the "Alignment Ring."

## Step 2



Spray with Tire Cleaning Fluid and allow to penetrate for 1 minute.

## Step 3



Scrape tire clean. Repeat steps 3&4 especially if tire is new.

## Step 4



Use low speed buffer; buff area to "velvet-like" texture.

## Step 5



Brush area vigorously with wire brush.



(OPTIONAL)  
Warm tire for 5 seconds.

## Step 6



Apply thin coat of "Approved Clear Cement".

## Step 7



Place ID UNIT on 6" clear packaging tape to use as transfer, remove red backing.

## Step 8



Place ID Unit on tire. Press and smooth out with thumbs.

## Step 9



Stitch roll ID UNIT to remove any trapped air.

## Step 10



Technician places envelope around tire. Envelope must be connected to the EPS line. Tire is sent into curing chamber.



# In-Line Process

## INITIAL INSPECTION STATION



Technician will draw a box next to the DOT #, where the ID UNIT will be mounted. Tire is scanned into the system.



## SKIVING STATION



Technician will course buff area, wire brush and then apply "Approved Clear or Black Cement".



## A-Z OR BUILDING STATION



## ENVELOPE STATION



Technician places envelope around tire. Envelope must be connected to the EPS line. Tire is sent into curing chamber.

## FINISHED PRODUCT

