
Specification for the
Reconditioning of Tyres (Part 1)



PREVIEW



Mauritius Standards Bureau
Moka

Specification for the Reconditioning of Tyres (Part 1)

PREVIEW

FOREWORD

This Mauritian Standard was drawn up by the Mechanical Engineering Standards Committee through its subcommittee on the Reconditioning of Tyres and approved by the Standards Council on 4 April 1991. It was notified in Government Gazette on 22 July 1991*.

In preparing this standard reference was made to the following.

- | | | |
|---|--------------------|--|
| 1 | AS 1973 | Retreaded pneumatic passenger car tyres |
| 2 | JIS 629.113.012.55 | Dimensions of Tyres for automobiles |
| 3 | CAS 255 | Tyre reconditioning |
| 4 | CKS 461 | Specification for vulcanized rubber products |
| 5 | KS 06-205 | Specification for retreaded car and commercial vehicle tyres |
| 6 | SABS 1000:Part I | Standard specification for the production of reconditioned tyres
Definitions |
| | Part IV | Standard specification for the production of reconditioned tyres
Passenger car tyres |
| | Part V | Standard specification for the production of reconditioned tyres
Bus and Truck cross-ply tyres |
| | Part VI | Standard specification for the production of reconditioned tyres
Bus and Truck cross-ply tyres |
| | Part VII | Standard specification for the production of reconditioned tyres
Tyres reconditioned by the pre-cured tread process |

Acknowledgement is made for the use of information from the above publications

* General Notice no. 1010 of 1991

SPECIFICATION FOR THE RECONDITIONING OF TYRES

1 SCOPE

This Mauritian Standard sets out minimum requirements for the reconditioning of car and commercial vehicle tyres by the use of a hot moulding process and by the use of a precured tread process.

2 DEFINITIONS

For the purpose of this standard the following definitions apply.

- 2.1 **Bead:** The part of a tyre that is shaped to fit the rim, and that consists of high tensile steel wires around which the carcass reinforcing fabric is wrapped.
- 2.2 **Bead area:** The area of a tyre that extends from the heel (see fig. 1) to a height of 35 mm above the fitting line.
- 2.3 **Breaker ply:** A protective layer of reinforcing material between the tread rubber and the top ply of a tyre.
- 2.4 **Buzz-out:** The buffed area resulting from rasping (buzzing-out) of a spot injury during its preparation for repair.
- 2.5 **Carcass:** The rubber-bonded cord structure of a tyre including the plies, breaker plies, and bead.
- 2.6 **Carcass injury:** Damage to the carcass caused by impact or by penetration of a foreign body.
- 2.7 **Casing:** A used tyre.
- 2.8 **Casing separation:** Separation between the carcass of a tyre and the covering layer of rubber.
- 2.9 **Cords:** The individual strands of the reinforcement that form the plies in a carcass.
- 2.10 **Crown:** The part of the tread area that is, under normal operating conditions, subject to the least flexing (see fig. 1).
- 2.11 **Cushion gum:** A tacky unvulcanized rubber compound used to form a cushion and to cause adhesion between components of a casing.