

WHAT IS TYRFIL?

TyrFil™ is the world-leading tire flatproofing product from Carlisle TyrFil.

Filling a tire with TyrFil makes it 100% flatproof, as well as more shock-absorbing for both equipment and operator.

HOW DOES THE FILL PROCESS WORK?

A certified TyrFil technician flatproofs tires through a simple multi-step process.

TyrFil is injected into a clean, dry pneumatic tire through the valve stem, and then cured for 24-48 hours.

Here is a more detailed breakdown of the TyrFil flatproofing process:

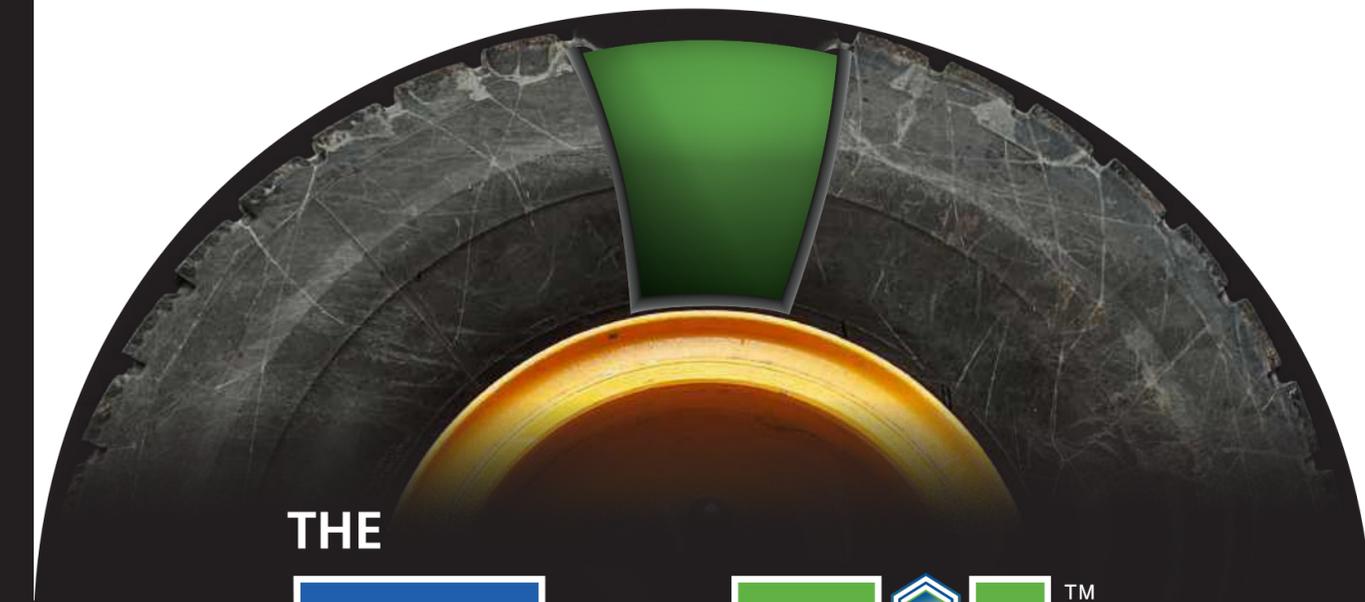
EQUIP YOUR FLEET WITH VIRTUALLY INDESTRUCTIBLE TIRES THAT RIDE SMOOTHER AND LAST LONGER.

- ✓ No more flat tires, guaranteed
- ✓ No more downtime from punctures and blowouts
- ✓ Reduced tire repair and replacement costs
- ✓ Reduced driver fatigue and equipment damage due to Solid Shock
- ✓ Provides consistent tire deflection and footprint

IT'S WHAT'S INSIDE THAT COUNTS

www.CarlisleTyrFil.com

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THE

TyrFil™
A **CARLISLE** BRAND

**FLATPROOFING
PROCESS**



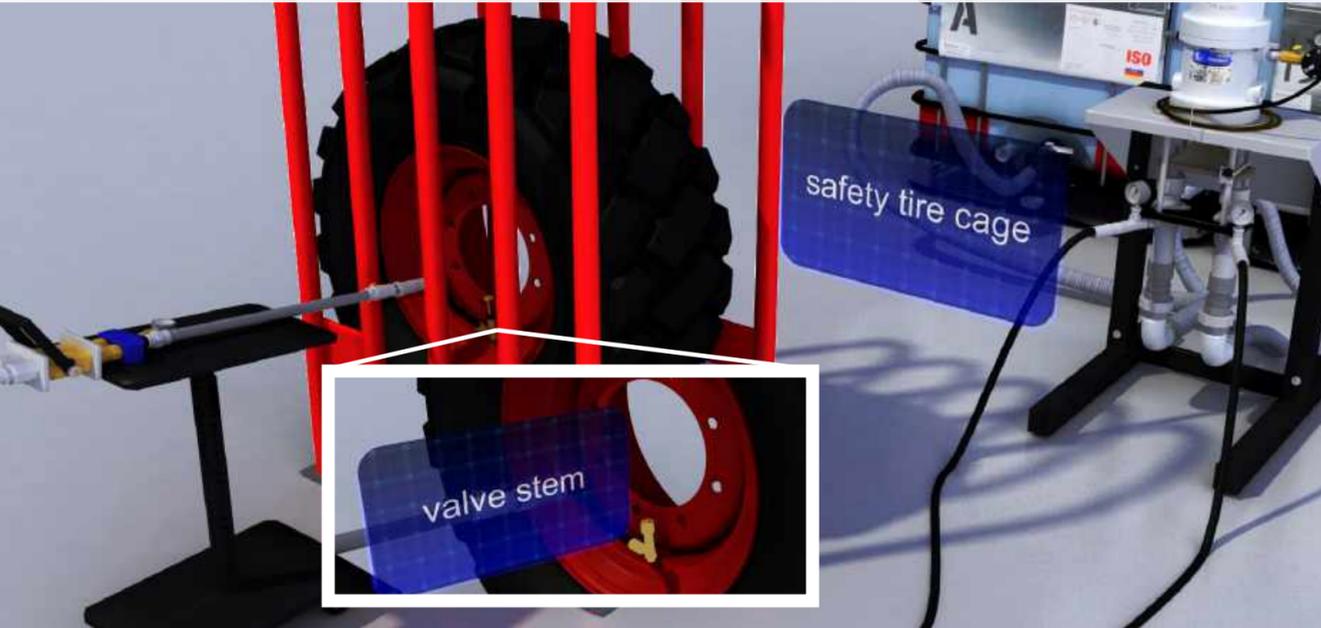
1 PREPPING

Before filling, the tires must be cleaned and dried.

All contaminants and foreign matter must be removed, such as solvents, calcium chloride, sealants, water and dirt.

2 POSITIONING

To start the filling process, the tire should be placed in a safety cage.

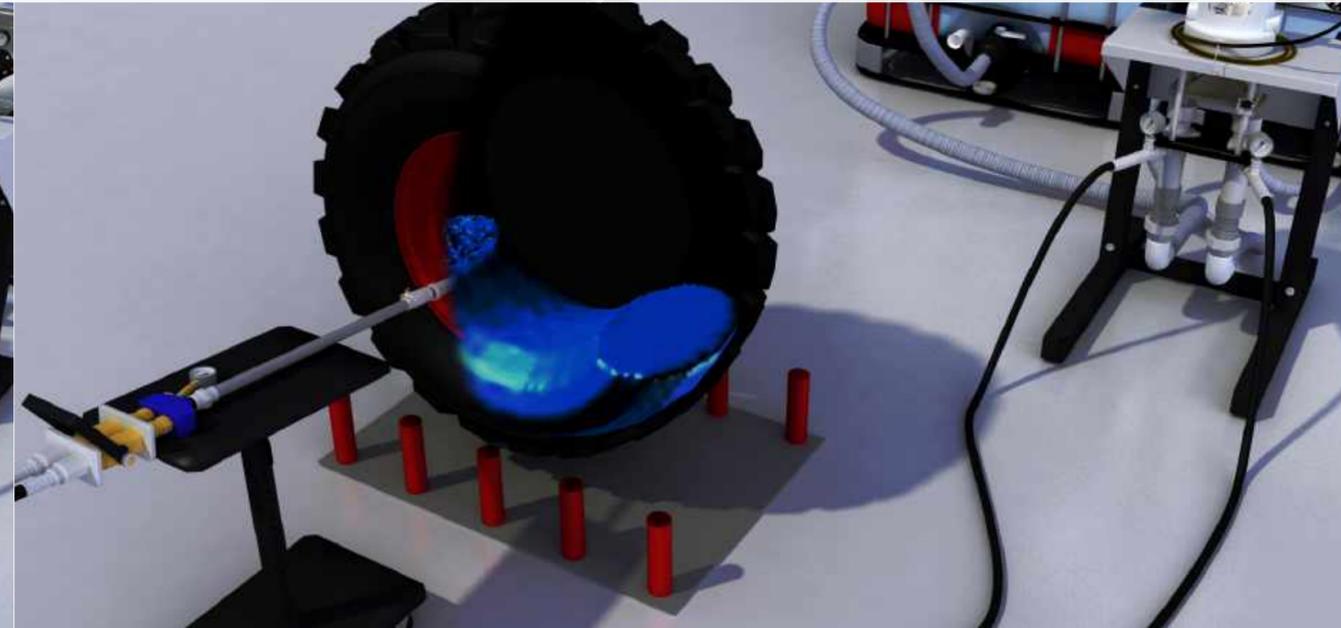


3 FILLING

TyrFil is a two-component polyurethane liquid.

A one-to-one ratio of components is delivered from the pump through separate lines to the mixing unit. The TyrFil is then injected into the tire through the valve stem.

After the TyrFil material reaches the pneumatic tire, it spreads itself equally until the inside of the tire is completely filled, protecting it against flats.



4 VENTING

Once the tire reaches the recommended venting pressure, a hole is drilled at the 12 o'clock position. A venting needle is then inserted to purge the remaining air from the tire.

Once the tire is full, the venting needle is removed, and the hole is plugged with a nail or sheet metal screw.

5 CURING

The tire is then pressurized with TyrFil to the manufacturer's recommended pressure and the valve core is inserted or valve stem sealed.

The tire is then removed from the tire cage and laid flat for 24 to 48 hours to cure. The flatproofed tire is now ready for use!

