



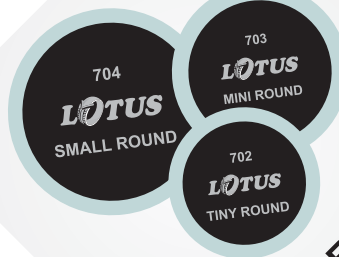
AN ISO 9001:2015 CERTIFIED CO.



UNI PLUG REPAIRS



GOLD LINE BP REPAIRS



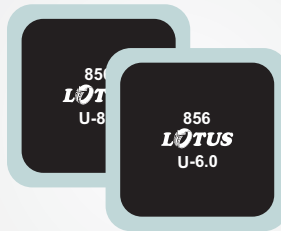
2 WAY TUBE REPAIRS



CVF



TUBE VALVES



UNIVERSAL PATCHES



ZING RADIAL REPAIRS



TUBELESS REPAIRS



*Use Lotus..
go miles!!!™*

Established in 1996, Lotus Rubber Industries started with the vision of being the preferred partner for manufacturing and supplying Tire and Tube Repair Patches. Today, with over two decades of experience in this domain, our products reach over 500 cities of India and exported to several countries of the world through our extensive distribution network of over 300 distributors and dealers. Lotus Rubber Industries is known for offering best quality products and is considered a trusted partner by many. We have also been a preferred OEM partner for many brands in the overseas market.

As an ISO 9001:2015 certified company, quality is our primary focus areas. We maintain stringent quality control standards in order to ensure that our products exceed customer satisfaction. Starting from the use of best quality raw materials, all our products are tested at various stages of manufacturing. The final products are then sampled out for a final testing before we dispatch them. All this is done in our in-house testing lab that is supervised by a rubber technologist. As a continuous process, periodic management reviews of quality control mechanisms are conducted to identify, correct and improve the effectiveness and compliance of the procedures and operations.

We believe that continuous research and development is necessary for any industry to grow and therefore, invest extensively in latest technologies and methodologies. Our manufacturing facility is equipped with the state of the art machinery and tools. As an environment friendly company we also have a waste treatment plant that achieves desired results while meeting industry standards.

Keeping in mind the latest tires that are now being used in the market, we have started manufacturing Tubeless Tire Repair Seals, Plug patches, Radial Seals and Universal patches. We are committed to achieve customer satisfaction by supplying high quality tire and tube repair material at very competitive prices, thus helping in saving thousands of dollars in purchasing new tires and tubes. For highest quality and latest in tire repair technology, you can always depend on Lotus Rubber Industries.





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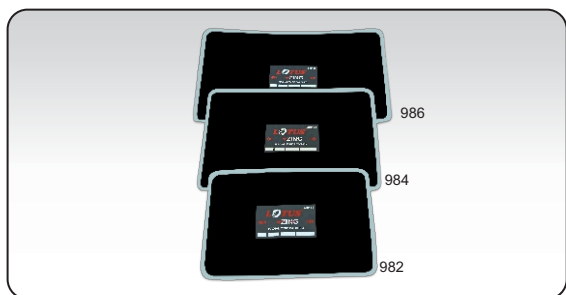
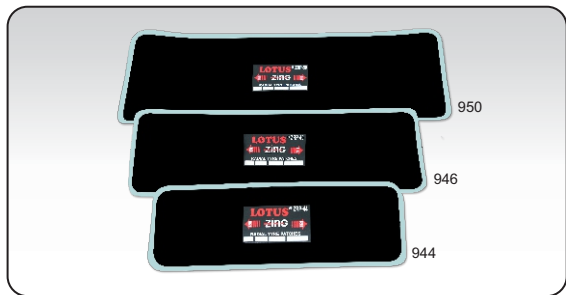
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ZING Radial Repair Units are developed with the most advanced technology for the reinforcement and repair of Radial tires. They are constructed with special rubber compound with polyester fibers.

ZING Radial Repairs offer high strength and greater flexibility due to single direction ply and locking wedge construction. Thus, they enhance the life of tires and hence, saving thousands of bucks on the new tires.

ZING Radial Repair Units can be used to repair sidewall, crown and shoulder injuries in passenger car, truck, tractor and earthmover tires. ZING Radial Repair Chart (Page No. 2 & 3) can be used to determine the proper repair size of injury.

ZING Radial Repair Units (Product Code 920 onwards) are supported with hard cardboard so that the border of cushion gum do not get wringed in the transportation of the goods.



| Product Code | Description | Size | | Ply Rating | Box Quantity |
|--------------|-------------|---|----------|------------|--------------|
| | | (inches) | (mm) | | |
| 910 | ZRP-10 | 2 $\frac{1}{8}$ " x 3 $\frac{1}{2}$ " | 53 x 87 | 1 | 20 |
| 910HD | ZRP-10 HD | 2 $\frac{1}{2}$ " x 3 $\frac{1}{2}$ " | 65 x 87 | 1 | 20 |
| 912 | ZRP-12 | 2 $\frac{3}{8}$ " x 4 $\frac{3}{4}$ " | 67 x 122 | 1 | 10 |
| 912HD | ZRP-12 HD | 2 $\frac{15}{16}$ " x 5 $\frac{1}{8}$ " | 74 x 130 | 1 | 10 |
| 914 | ZRP-14 | 3" x 6" | 78 x 152 | 1 | 10 |



| Product Code | Description | Size | | Ply Rating | Box Quantity |
|--------------|-------------|--|-----------|------------|--------------|
| | | (inches) | (mm) | | |
| 920 | ZRP-20 | 3 $\frac{1}{4}$ " x 5 $\frac{3}{8}$ " | 83 x 135 | 2 | 10 |
| 922 | ZRP-22 | 3 $\frac{1}{4}$ " x 6 $\frac{7}{8}$ " | 83 x 175 | 2 | 10 |
| 924 | ZRP-24 | 3 $\frac{5}{8}$ " x 9" | 92 x 230 | 2 | 10 |
| 926 | ZRP-26 | 3 $\frac{1}{4}$ " x 10" | 83 x 255 | 3 | 10 |
| 933 | ZRP-33* | 4 $\frac{1}{8}$ " x 5 $\frac{1}{8}$ " | 105 x 130 | 3 | 10 |
| 935 | ZRP-35* | 5 $\frac{1}{8}$ " x 6 $\frac{1}{8}$ " | 130 x 155 | 4 | 10 |
| 937 | ZRP-37* | 5" x 7" | 127 x 175 | 4 | 10 |
| 940 | ZRP-40 | 4 $\frac{1}{8}$ " x 8 $\frac{3}{8}$ " | 105 x 212 | 3 | 10 |
| 942 | ZRP-42 | 5" x 10" | 127 x 255 | 4 | 10 |
| 944 | ZRP-44 | 5 $\frac{1}{8}$ " x 13 $\frac{1}{4}$ " | 130 x 335 | 4 | 10 |



| Product Code | Description | Size | | Ply Rating | Box Quantity |
|--------------|-------------|---------------------------------------|-----------|------------|--------------|
| | | (inches) | (mm) | | |
| 945 | ZRP-45* | 9 $\frac{1}{2}$ " x 7 $\frac{1}{4}$ " | 240 x 185 | 4 | 10 |
| 955 | ZRP-55* | 13" x 10 $\frac{1}{2}$ " | 330 x 265 | 5 | 5 |
| 965 | ZRP-65* | 16 $\frac{1}{2}$ " x 13" | 420 x 330 | 6 | 5 |
| 975 | ZRP-75* | 21" x 18" | 535 x 455 | 8 | 5 |



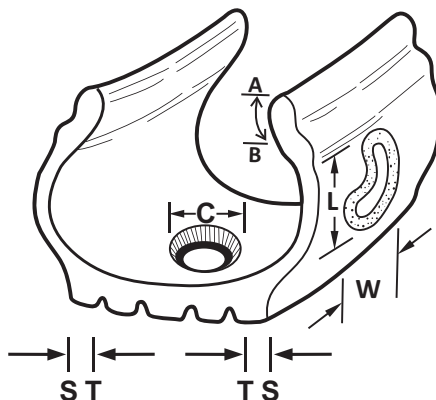
| Product Code | Description | Size | | Ply Rating | Box Quantity |
|--------------|-------------|---|-----------|------------|--------------|
| | | (inches) | (mm) | | |
| 946 | ZRP-46 | 5 $\frac{1}{2}$ " x 16" | 140 x 405 | 4 | 5 |
| 946HD | ZRP-46HD | 6 $\frac{1}{8}$ " x 16 $\frac{1}{2}$ " | 155 x 420 | 4 | 5 |
| 950 | ZRP-50 | 8 $\frac{1}{4}$ " x 20" | 208 x 510 | 5 | 5 |
| 952 | ZRP-52 | 10" x 19 $\frac{7}{8}$ " | 255 x 505 | 5 | 5 |
| 952HD | ZRP-52HD | 10" x 22 $\frac{3}{4}$ " | 255 x 575 | 5 | 5 |
| 956 | ZRP-56 | 10 $\frac{1}{2}$ " x 26" | 265 x 660 | 6 | 5 |
| 956HD | ZRP-56HD | 10 $\frac{1}{2}$ " x 29 $\frac{1}{2}$ " | 265 x 750 | 7 | 5 |



| Product Code | Description | Size | | Ply Rating | Box Quantity |
|--------------|-------------|--|-----------|------------|--------------|
| | | (inches) | (mm) | | |
| 980 | ZRP-80 | 6 $\frac{1}{8}$ " x 7 $\frac{7}{8}$ " | 155 x 200 | 2 | 5 |
| 982 | ZRP-82 | 7 $\frac{3}{4}$ " x 10 $\frac{1}{4}$ " | 195 x 260 | 3 | 5 |
| 984 | ZRP-84 | 8 $\frac{5}{8}$ " x 11 $\frac{3}{4}$ " | 220 x 300 | 3 | 5 |
| 986 | ZRP-86 | 10" x 13 $\frac{3}{4}$ " | 255 x 350 | 3 | 5 |

*For Crown Injuries only

- A-B** – Non-Repairable Area
C – Maximum Diameter of Damaged Radial Cables
W – Width of Injury
L – Length of Injury
S-T – Shoulder Area
 1½" or 40 mm
T-T – Crown Area



A-B - Non-Repairable Area

Passenger and light truck tires 1½", 40 mm

Section Width

6.50-7.00 (165-195) 2½", 65mm
 7.50-16.00 (190-385) 3", 75mm
 17.5-23.5 (425-600) 3½", 90mm

Non-repairable area is measured from the bead toe down the inside of the inner liner of the tire.



| Sidewall Injury | | Passenger Tire Sizes | | Crown Injury Diameter |
|-----------------|------------|----------------------|---------|-----------------------|
| Width | Length | 125-75 | 185-255 | |
| ¼" (6mm) | ½" (13mm) | 10 | 10 | ¼" (6mm) |
| ¼" (6mm) | 2" (50mm) | 12 | 12 | |
| ⅜" (10mm) | ⅜" (10mm) | 10 | 10 | ⅜" (10mm) |
| ⅜" (10mm) | 1½" (40mm) | 12 | 12 | |
| ⅜" (10mm) | 2" (50mm) | 14 | 14 | |
| ½" (13mm) | 1½" (40mm) | 12 | 12 | ½" (13mm) |
| ½" (13mm) | 2" (50mm) | 14 | 14 | |
| ¾" (20mm) | ¾" (20mm) | 12 | 12 | ¾" (20mm) |
| ¾" (20mm) | 1½" (40mm) | 12 | 14 | |
| ¾" (20mm) | 2" (50mm) | 14 | 14 | |
| 1" (25mm) | 1½" (40mm) | 14 | 14 | 1" (25mm) |
| 1" (25mm) | 2" (50mm) | 14 | 22 | |

Repair Units in **Red** are to be used for Crown or Sidewall Injuries. To maintain their Speed Rating, Passenger Tires carrying a Speed Rating of H,V or Z should only be repaired in the Crown (T-T) Area with a maximum limitation of ¼" (6 mm).



| Sidewall Injury | | Tractor Tire Sizes | | Crown Injury Diameter |
|-----------------|-------------|--------------------|-------------------------------------|-----------------------|
| Width | Length | 8-11 8.3-12.4 | 12-15 13.6-30.5 440/65-800/65 | |
| ¼" (6mm) | ¼" (6mm) | 12 | 12 | |
| ⅜" (10mm) | ⅜" (10mm) | 12 | 12 | ⅜" (10mm) |
| ⅜" (10mm) | 1½" (40mm) | 20 | 20 | |
| ⅜" (10mm) | 5" (125mm) | 26 | 26 | |
| ¾" (20mm) | ¾" (20mm) | 20 | 20 | ¾" (20mm) |
| ¾" (20mm) | 3" (75mm) | 22 | 80 | |
| ½" (40mm) | 4" (100mm) | 80 | 82 | 1½" (40mm) |
| 2" (50mm) | 3¼" (80mm) | 80 | 82 | |
| 2½" (65mm) | 3" (70mm) | 80 | 82 | 2¾" (70mm) |
| 2½" (65mm) | 4" (100mm) | | 82 | |
| 2¾" (70mm) | 2¾" (70mm) | 80 | 82 | |
| 3¼" (80mm) | 3¼" (80mm) | | 82 | |
| 3¼" (80mm) | 5¼" (130mm) | | 84 | |
| 3½" (90mm) | 4½" (115mm) | | 84 | 3½" (90mm) |
| 4" (100mm) | 4" (100mm) | | 84 | |
| 4" (100mm) | 6½" (165mm) | | 86 | |
| 5¼" (130mm) | 5¼" (130mm) | | 86 | 5¼" (130mm) |

Repair Units in **Red** are to be used for Crown or Sidewall Injuries. The Section Repair Chart is a guideline only. Load, Speed and Highway Application can affect the limitation of section repairs.



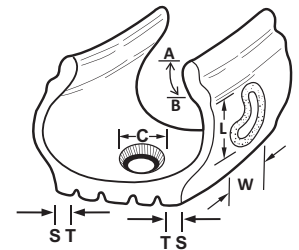
| Sidewall Injury | | Truck Tire Sizes | | | Crown Injury Diameters (T-T Area) |
|-----------------|-------------|--|--|--|-----------------------------------|
| Width | Length | 6.50-12.50 | 7.50-10.00 | 11.00-14.00 | |
| | | 7-10 215/85-255/85 215/75-265/75 | 8-11 235/80-275/80 245/75-285/75 | 12-16.5 295/80-315/80 295/75-445-65 425/50-495-45 | |
| ⅛" (3mm) | ⅛" (3mm) | 10 | 10HD, 20 | 10HD, 20 | ⅛" (3mm) |
| ¼" (6mm) | ¼" (6mm) | 12 | 12HD, 20 | 12HD, 20 | ¼" (6mm) |
| 1 Cable | 1½" (40mm) | 20 | 20 | 20 | |
| 1 Cable | 3⅜" (80mm) | 22 | 22 | 22 | |
| 1 Cable | 4¾" (120mm) | | 24 | 24 | |
| 1 Cable | 6" (150mm) | | 26 | 26 | |
| 2 Cable | ¾" (20mm) | 20 | 20 | 22 | |
| 2 Cable | 1½" (40mm) | 20 | 22 | 24 | |
| 2 Cable | 2¾" (60mm) | 22 | 24 | 26 | |
| 2 Cable | 5⅞" (130mm) | | 26 | 26 | ⅜" (10mm) |
| ⅜" (10mm) | 1½" (40mm) | 20 | 26 | 40 | |
| ⅜" (10mm) | 2¾" (60mm) | 22 | 26 | 40 | |
| ⅜" (10mm) | 3⅞" (80mm) | 26 | 26 | 42 | |
| ⅜" (10mm) | 5⅞" (130mm) | | 26 | 44 | |
| ½" (13mm) | 1½" (40mm) | 22 | 33 | 33 | |
| ½" (13mm) | 2¾" (70mm) | 22 | 40 | 40 | |
| ½" (13mm) | 3¾" (95mm) | 40 | 42 | 42 | |
| ½" (13mm) | 5⅞" (130mm) | | 44 | 44 | ½" (13mm) |
| ¾" (20mm) | 1" (25mm) | 22 | 33 | 35 | |
| ¾" (20mm) | 2½" (65mm) | 24 | 42 | 42 | |
| ¾" (20mm) | 4⅞" (110mm) | | 42 | 44 | ¾" (20mm) |
| ¾" (20mm) | 5⅞" (130mm) | | 44 | 44 | |
| 1" (25mm) | 2" (50mm) | 33 | 35 | 35 | |
| 1" (25mm) | 3¼" (80mm) | 40 | 42 | 44 | |
| 1" (25mm) | 4" (100mm) | | 44 | 44 | 1" (25mm) |
| 1¼" (32mm) | 2" (50mm) | | 37 | 37 | |
| 1¼" (32mm) | 3¼" (80mm) | | 42 | 44 | |
| 1¼" (32mm) | 4" (100mm) | | 44 | 46 | 1¼" (32mm) |
| 1¼" (40mm) | 2" (50mm) | | 37, 44 | 37 | |
| 1¼" (40mm) | 3⅞" (75mm) | | | 44 | 1¼" (40mm) |

Tube Type Tire Sizes Tubeless Tire Sizes

Repair Units **Boxed In Red** are limited to Crown (T-T) Area only. All others shown in **Red** may be used for Crown or Sidewall Injuries. Note: This Section Repair Chart is a guideline only. Load, Speed and Highway Application can affect the limitation of section repairs.



| Sidewall Injury | | Shoulder Injury Inches (mm) | Earthmover Tire Size | | | | Crown Injury Inches (mm) |
|----------------------|-----------------------|--------------------------------|---|-----------------------------------|---|---|-----------------------------|
| Width Inches (mm) | Length Inches (mm) | | 14.00-16.00 15.5-20.5 20/65-30/65 | 18.00-21.00 23.5-26.5 35/65 | 24.00-30.00 29.5-37.5 40/65-45/65 | 33.00-40.00 48/95-59/80 50/65-65/65 | |
| 3/8" (10mm) | 3" (75mm) | - | 42 | 42 | 42 | 44 | 3/8" (10mm) |
| 3/8" (10mm) | 4 3/8" (110mm) | - | 42 | 42 | 44 | 44 | |
| 3/4" (20mm) | 2" (50mm) | 3/4" (20mm) | 45 | 45 | 45 | 45 | 3/4" (20mm) |
| 3/4" (20mm) | 5 1/2" (140mm) | | 42 | 44 | 44 | 50 | |
| 3/4" (20mm) | 8" (200mm) | | 46 | 46 | 46 | 50 | |
| 3/4" (20mm) | | | 46 | 50 | 50 | 50 | |
| 1" (25mm) | 5" (125mm) | 1" (25mm) | 45 | 45 | 45 | 45 | 1" (25mm) |
| 1" (25mm) | 8" (200mm) | | 46 | 46 | 46 | 50 | |
| 1" (25mm) | | | 50 | 50 | 50 | 52 | |
| 1" (25mm) | | | 46 | 50 | 52 | 52 | |
| 1 1/4" (30mm) | 4" (100mm) | | 46 | 50 | 50 | 50 | 1 1/2" (40mm) |
| 1 1/4" (30mm) | 10" (250mm) | | 50 | 50 | 52 | 56 | |
| 1 1/2" (40mm) | 3 1/2" (90mm) | | 45 | 45 | 55 | 55 | |
| 1 1/2" (40mm) | 10" (250mm) | | 46 | 52 | 52 | 52 | |
| 1 1/2" (40mm) | 14" (350mm) | 1 1/2" (40mm) | 50 | 50 | 52 | 56 | |
| 1 1/2" (40mm) | 16" (400mm) | | 56 | 56 | 56 | 60 | |
| 1 1/2" (40mm) | | | 56 | 60 | 60 | 60 | |
| 1 1/2" (40mm) | | | 50 | 50 | 52 | 56 | |
| 1 3/4" (45mm) | 6 1/2" (165mm) | | 50 | 50 | 50 | 52 | 2" (50mm) |
| 1 3/4" (45mm) | 10" (250mm) | | 52 | 52 | 52 | 56 | |
| 1 3/4" (45mm) | 14" (350mm) | | | 56 | 56 | 60 | |
| 1 3/4" (45mm) | 16" (400mm) | | | 60 | 60 | 60 | |
| 2" (50mm) | 7" (175mm) | 2" (50mm) | 55 | 55 | 55 | 65 | |
| 2" (50mm) | 10" (250mm) | | 50 | 50 | 50 | 52 | |
| 2" (50mm) | 14" (350mm) | | 52 | 52 | 52 | 56 | |
| 2" (50mm) | 16" (400mm) | | | 56 | 56 | 60 | |
| 2" (50mm) | 19" (475mm) | 2 1/2" (65mm) | | 60 | 60 | 60 | 2 3/4" (70mm) |
| 2 3/4" (70mm) | 8" (200mm) | | 55 | 65 | 65 | 65 | |
| 2 3/4" (70mm) | 10" (250mm) | | 52 | 52 | 52 | 56 | |
| 2 3/4" (70mm) | 13 1/2" (340mm) | | | 56 | 56 | 60 | |
| 3 1/2" (90mm) | 7" (175mm) | 3 1/2" (90mm) | | 56 | 56 | 60 | 3 1/2" (90mm) |
| 3 1/2" (90mm) | 8" (200mm) | | 56 | 56 | 56 | 60 | |
| 3 1/2" (90mm) | 10" (250mm) | | 56 | 56 | 56 | 60 | |
| 3 1/2" (90mm) | 12 1/2" (315mm) | | 56 | 56 | 60 | 60 | |
| 4" (100mm) | 5 1/2" (140mm) | | 52 | 52 | 52 | 56 | 5" (125mm) |
| 4" (100mm) | 7 1/2" (190mm) | | | 56 | 56 | 60 | |
| 4" (100mm) | 10 1/2" (265mm) | | | 56 | 60 | 60 | |
| 4 3/8" (110mm) | 5" (125mm) | | 52 | 52 | 56 | 56 | |
| 4 3/8" (110mm) | 7" (175mm) | 4 3/4" (120mm) | | 56 | 72 | 72 | 6 1/2" (165mm) |
| 4 3/8" (110mm) | 10" (250mm) | | | 56 | 72 | 72 | |
| 4 3/4" (120mm) | 4 1/2" (115mm) | | 52 | 52 | 56 | 56 | |
| 4 3/4" (120mm) | 6" (150mm) | | | 56 | 60 | 60 | |
| 4 3/4" (120mm) | 9" (225mm) | | | | 60 | 60 | |
| 5" (125mm) | 4" (100mm) | | | 72 | 72 | 72 | |
| 5" (125mm) | 5" (125mm) | | | 72 | 72 | 72 | |
| 5" (125mm) | 7" (175mm) | | | 72 | 72 | 72 | |
| 6" (150mm) | 3" (75mm) | | | 72 | 72 | 72 | 6 1/2" (165mm) |
| 6" (150mm) | 5 1/2" (140mm) | | | 72 | 72 | 72 | |
| 6 1/2" (165mm) | 5" (125mm) | | | | 85 | 85 | |
| 6 1/2" (165mm) | | | | | 72 | 72 | |



- A-B – Non-Repairable Area
- C – Maximum Diameter of Damaged Radial Cables
- W – Width of Injury
- L – Length of Injury
- S-T – Shoulder Area
- T-T – Crown Area

DETERMINING CROWN INJURY REPAIR AREA (T-T AREA)

Zing Radial/OTR

Non-Repairable Area

| | |
|--------------------------|---------------|
| 14.00-16.00 (15.5-17.5) | 3", 75mm |
| 18.00-24.00 (20.5-29.5) | 5", 125mm |
| 27.00-33.00 (33.25-37.5) | 6", 150mm |
| 40/60-50/65 (40.5) | 6 3/4", 170mm |
| 36.00 | 8", 200mm |
| 37.00-40.00 | 10", 255mm |
| (50.5 & Larger) | |

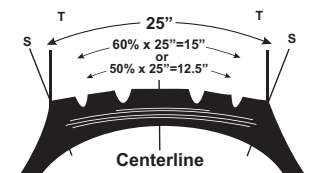
Radial/OTR Crown Dimensions (T-T Area)

Crown is defined as 50% of tread face for standard aspect ratio tire sizes and 60% of tread face for wide base sizes. All measurements are taken on the outside surface of the tire.

Standard Aspect Tire Size Example: (24.00 R35)

If the tread face measures 24" (610mm) wide, 50% of that is 12" (300mm) - the crown area measurement, or 6" (150mm) on each side of the tread centerline. This is where the injury must be located to be considered as a crown area repair.

Wide Base Tire Size Example: (29.5 R29) If the tread face measures 25" (635mm) wide, 60% of that is 15" (375mm) - the crown area measurement, or 7.5" (190mm) on each side of the tread centerline. This is where the injury must be located to be considered as a crown area repair.



Repair units shown **Boxed in Red** are limited to Crown (T-T) area only.

All others shown in **Red** may be used for Crown or Sidewall injuries.

Note: This Section Repair Chart is a guideline only. Load, Speed and Highway Application can affect the limitations of section repairs.

Lotus Gold Line Bias Ply Repairs can be used for the reinforcement and section repair of both tubeless and tube-type tires. They are equipped with the cord fabric which is designed to match the cross ply tire construction.

Lotus Gold Line Bias Ply Repairs are manufactured with a ply of rubber between the cord fabric and cushion gum which acts as a shock absorber. Thus they offer high strength and greater flexibility while ensuring safety on the roads.

Lotus Gold Line Bias Ply Repair Units can be used to repair sidewall, crown and shoulder injuries in Passenger car, truck, tractor and earthmover bias ply tires. GOLD LINE Bias Ply Tire Repair Chart (Page No. 5) can be used to determine the proper repair size of injury.

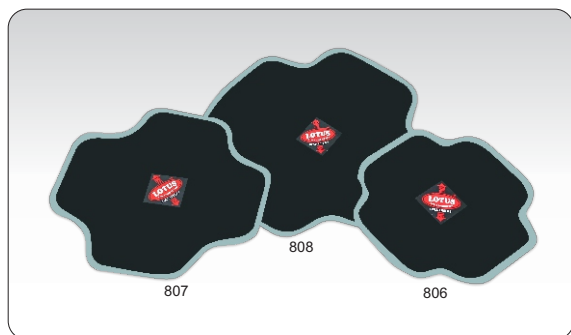
Lotus Gold Line Repair Units (Product Code 803 onwards) are supported with the hard cardboard so that the border of cushion gum do not get wringed in the transportation of the goods.



| Product Code | Description | Sizes | | Ply Rating | Box Quantity |
|--------------|-------------|--------------------|------|------------|--------------|
| | | (inches) | (mm) | | |
| 800 | GL-0 | 2 $\frac{3}{8}$ " | 60 | 1 | 25 |
| 801 | GL-1 | 3 $\frac{3}{16}$ " | 80 | 1 | 20 |
| 802 | GL-2 | 3 $\frac{5}{8}$ " | 93 | 2 | 10 |



| Product Code | Description | Sizes | | Ply Rating | Box Quantity |
|--------------|-------------|---|-----------|------------|--------------|
| | | (inches) | (mm) | | |
| 803 | GL-3 | 5" x 5" | 125 x 125 | 2 | 10 |
| 804 | GL-4 | 6" x 6" | 150 x 150 | 4 | 10 |
| 805 | GL-5 | 6 $\frac{3}{4}$ " x 6 $\frac{3}{4}$ " | 170 x 170 | 4 | 10 |
| 806 | GL-6 | 9 $\frac{1}{2}$ " x 9 $\frac{1}{2}$ " | 240 x 240 | 6 | 5 |
| 807 | GL-7 | 11 $\frac{1}{2}$ " x 11 $\frac{1}{2}$ " | 290 x 290 | 6 | 5 |
| 808 | GL-8 | 13 $\frac{3}{8}$ " x 13 $\frac{3}{8}$ " | 340 x 340 | 6 | 5 |
| 809 | GL-9 | 15 $\frac{3}{8}$ " x 15 $\frac{3}{8}$ " | 390 x 390 | 8 | 3 |
| 810 | GL-10 | 17" x 17" | 430 x 430 | 8 | 3 |

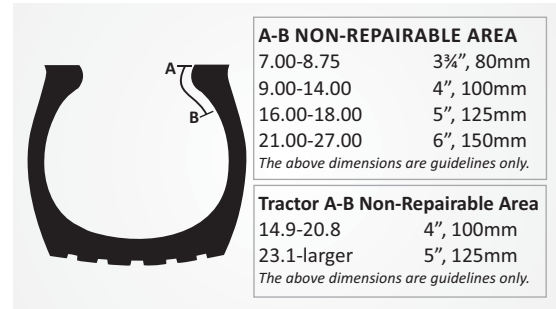


| Product Code | Description | Sizes | | Ply Rating | Box Quantity |
|--------------|-------------|---|-----------|------------|--------------|
| | | (inches) | (mm) | | |
| 811 | GLT-1 | 9 $\frac{1}{2}$ " x 9 $\frac{1}{2}$ " | 240 x 240 | 4 | 5 |
| 812 | GLT-2 | 11 $\frac{1}{2}$ " x 11 $\frac{1}{2}$ " | 290 x 290 | 4 | 5 |
| 813 | GLT-3 | 15 $\frac{3}{8}$ " x 15 $\frac{3}{8}$ " | 390 x 390 | 4 | 5 |
| 814 | GLT-4 | 9 $\frac{1}{2}$ " x 9 $\frac{1}{2}$ " | 240 x 240 | 6 | 5 |
| 815 | GLT-5 | 11 $\frac{1}{2}$ " x 11 $\frac{1}{2}$ " | 290 x 290 | 6 | 5 |
| 816 | GLT-6 | 15 $\frac{3}{8}$ " x 15 $\frac{3}{8}$ " | 390 x 390 | 6 | 5 |
| 817 | GLT-7 | 18 $\frac{3}{8}$ " x 18 $\frac{3}{8}$ " | 460 x 460 | 6 | 5 |



HOW TO USE THIS CHART

- For proper repair unit selection, determine the size of the injury in the tire by measuring the largest cord area removed.
- Locate the correct injury size along the top row of this chart.
- Now locate the tire's ply rating/load range along the extreme left column of the same chart.
- The repair unit number in the square where these two intersect is the recommended repair unit to use.



Car, Truck and Earthmover Size of Injury - Tread, Shoulder and Sidewall



PLY RATING

| mm | 3 | 6 | 10 | 13 | 20 | 25 | 40 | 50 | 65 | 75 | 100 | 125 | 150 |
|------|------|------|------|------|------|------|--------|------|--------|------|-------|-------|-----|
| inch | 1/8" | 1/4" | 3/8" | 1/2" | 3/4" | 1" | 1 1/2" | 2" | 2 1/2" | 3" | 4" | 5" | 6" |
| 4 | GL-0 | GL-0 | GL-1 | GL-2 | GL-3 | GL-3 | GL-4 | GL-5 | | | | | |
| 6 | GL-0 | GL-0 | GL-1 | GL-2 | GL-3 | GL-3 | GL-4 | GL-5 | GL-6 | | | | |
| 8 | GL-0 | GL-0 | GL-2 | GL-3 | GL-3 | GL-4 | GL-4 | GL-5 | GL-6 | | | | |
| 10 | GL-0 | GL-1 | GL-2 | GL-3 | GL-3 | GL-4 | GL-5 | GL-6 | GL-6 | GL-7 | GL-8 | | |
| 12 | GL-0 | GL-1 | GL-2 | GL-4 | GL-4 | GL-4 | GL-5 | GL-6 | GL-6 | GL-7 | GL-8 | | |
| 14 | GL-0 | GL-1 | GL-3 | GL-4 | GL-4 | GL-5 | GL-6 | GL-6 | GL-7 | GL-7 | GL-8 | GL-10 | |
| 16 | GL-0 | GL-1 | GL-4 | GL-4 | GL-5 | GL-5 | GL-6 | GL-6 | GL-7 | GL-7 | GL-8 | GL-10 | |
| 18 | GL-0 | GL-1 | GL-4 | GL-5 | GL-5 | GL-6 | GL-6 | GL-7 | GL-8 | GL-8 | GL-9 | GL-10 | |
| 20 | GL-0 | GL-1 | GL-4 | GL-5 | GL-5 | GL-6 | GL-7 | GL-8 | GL-8 | GL-9 | GL-9 | GL-10 | |
| 22 | GL-0 | GL-1 | GL-4 | GL-6 | GL-6 | GL-7 | GL-8 | GL-8 | GL-8 | GL-9 | GL-10 | | |

NOTE: THIS SECTION REPAIR CHART IS ONLY A GUIDELINE. LOAD, SPEED AND APPLICATION OF THE TIRE CAN AFFECT THE LIMITATIONS OF SECTION REPAIRS

Farm Tractor and Skidder Size of Injury - Tread, Shoulder and Sidewall



PLY RATING

| mm | 3 | 6 | 10 | 13 | 20 | 25 | 40 | 50 | 65 | 75 | 100 | 125 | 150 | 175 | 200 | 225 | 250 |
|------|------|------|------|------|------|------|--------|------|--------|-------|-------|-------|-------|-------|-------|-------|-------|
| inch | 1/8" | 1/4" | 3/8" | 1/2" | 3/4" | 1" | 1 1/2" | 2" | 2 1/2" | 3" | 4" | 5" | 6" | 7" | 8" | 9" | 10" |
| 4 | GL-0 | GL-0 | GL-1 | GL-2 | GL-3 | GL-3 | GL-4 | GL-5 | GLT-0 | GLT-0 | GLT-1 | GLT-2 | GLT-2 | GLT-3 | GLT-3 | | |
| 6 | GL-0 | GL-0 | GL-1 | GL-2 | GL-3 | GL-3 | GL-4 | GL-5 | GLT-0 | GLT-0 | GLT-1 | GLT-2 | GLT-2 | GLT-3 | GLT-3 | | |
| 8 | GL-0 | GL-1 | GL-2 | GL-2 | GL-3 | GL-4 | GL-4 | GL-5 | GLT-0 | GLT-0 | GLT-1 | GLT-2 | GLT-2 | GLT-3 | GLT-3 | GLT-6 | GLT-7 |
| 10 | GL-0 | GL-1 | GL-2 | GL-3 | GL-3 | GL-4 | GL-5 | GL-6 | GLT-1 | GLT-1 | GLT-4 | GLT-5 | GLT-5 | GLT-6 | GLT-6 | GLT-7 | GLT-7 |
| 12 | GL-0 | GL-1 | GL-2 | GL-4 | GL-4 | GL-4 | GL-5 | GL-6 | GLT-4 | GLT-4 | GLT-4 | GLT-5 | GLT-5 | GLT-6 | GLT-7 | GLT-7 | GLT-7 |
| 14 | GL-0 | GL-1 | GL-4 | GL-4 | GL-4 | GL-5 | GL-6 | GL-6 | GLT-4 | GLT-5 | GLT-5 | GLT-5 | GLT-6 | GLT-7 | GLT-7 | GLT-7 | |
| 16 | GL-0 | GL-1 | GL-4 | GL-4 | GL-5 | GL-5 | GL-6 | GL-6 | GLT-5 | GLT-5 | GLT-5 | GLT-6 | GLT-6 | GLT-7 | GLT-7 | | |

NOTE: THIS SECTION REPAIR CHART IS ONLY A GUIDELINE. LOAD, SPEED AND APPLICATION OF THE TIRE CAN AFFECT THE LIMITATIONS OF SECTION REPAIRS

*Reinforcement Repairs Size of Injury - Tread, Shoulder and Sidewall



PLY RATING

| mm | 3 | 6 | 10 | 13 | 20 | 25 | 40 | 50 | 65 | 75 | 100 | 125 | 150 |
|-------|------|------|------|------|------|------|--------|------|--------|------|------|------|-----|
| inch | 1/8" | 1/4" | 3/8" | 1/2" | 3/4" | 1" | 1 1/2" | 2" | 2 1/2" | 3" | 4" | 5" | 6" |
| 8-12 | | GL-0 | GL-1 | GL-2 | GL-3 | GL-3 | GL-4 | GL-4 | GL-5 | GL-6 | GL-7 | GL-8 | |
| 14-18 | | GL-0 | GL-1 | GL-2 | GL-4 | GL-4 | GL-5 | GL-5 | GL-6 | GL-6 | GL-7 | GL-8 | |
| 20-22 | | GL-0 | GL-2 | GL-4 | GL-5 | GL-5 | GL-6 | GL-6 | GL-7 | GL-7 | GL-8 | GL-9 | |

*INJURIES THROUGH 25% BUT LESS THAN 75% OF THE TIRE BODY REQUIRE BOTH HOLE FILLING MATERIAL & REINFORCING REPAIRS.

NOTE: THIS REPAIR CHART IS ONLY A GUIDELINE. LOAD, SPEED AND APPLICATION OF THE TIRE CAN AFFECT THE LIMITATIONS OF SECTION REPAIRS.

Lotus offers Square-shaped (LOR-S) and Butterfly-shaped (LOR-B) repair patches for the reinforcement of Bias Ply Off-The-Road tires. They are constructed with special rubber compound and strong nylon fibers. They can repair injuries upto 300mm in OTR tires.

Lotus Butterfly OTR Repair Units are equipped with innovatively designed fabric layers which offer high strength in sidewall section repairs. Hence, they help in enhancing the life of the tires.

Lotus Square OTR Repair Units contain unique cross ply fabric layers to match the ply construction of Bias Ply OTR tires.

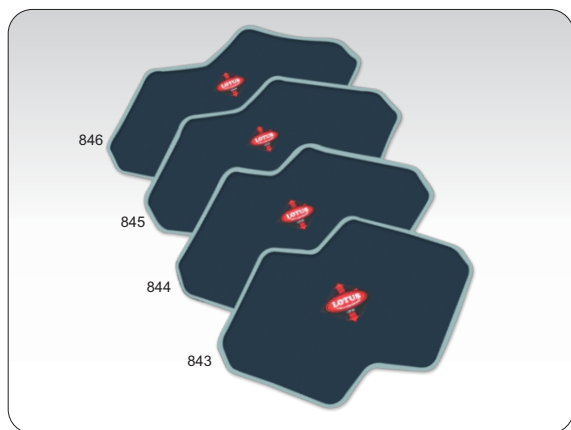
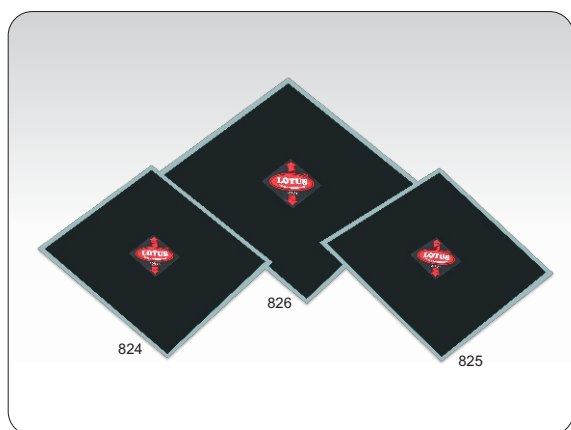
Injury specific Lotus OTR Repair Units can be made at special request.

SQUARE SHAPED REPAIRS

| Product Code | Description | Size | | Ply Rating | Box Quantity |
|--------------|-------------|---|-----------|------------|--------------|
| | | (inches) | (mm) | | |
| 821 | LOR-S1 | 7 ⁵ / ₁₆ " x 7 ⁵ / ₁₆ " | 186 x 186 | 3 | 5 |
| 822 | LOR-S2 | 8 ¹ / ₈ " x 8 ¹ / ₈ " | 206 x 206 | 4 | 5 |
| 823 | LOR-S3 | 9 ³ / ₈ " x 9 ³ / ₈ " | 238 x 238 | 4 | 5 |
| 824 | LOR-S4 | 11 ¹ / ₄ " x 11 ¹ / ₄ " | 286 x 286 | 6 | 5 |
| 825 | LOR-S5 | 13 ³ / ₈ " x 13 ³ / ₈ " | 340 x 340 | 6 | 3 |
| 826 | LOR-S6 | 16" x 16" | 405 x 405 | 8 | 3 |
| 827 | LOR-S7 | 17 ¹ / ₄ " x 17 ¹ / ₄ " | 438 x 438 | 8 | 3 |
| 828 | LOR-S8 | 20" x 20" | 506 x 506 | 10 | 2 |
| 829 | LOR-S9 | 21 ¹ / ₄ " x 21 ¹ / ₄ " | 540 x 540 | 10 | 2 |
| 830 | LOR-S10 | 23 ¹ / ₄ " x 23 ¹ / ₄ " | 590 x 590 | 10 | 2 |

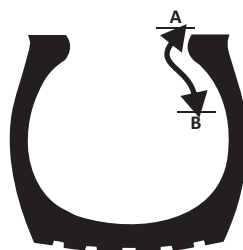
BUTTERFLY SHAPED REPAIRS

| Product Code | Description | Size | | Ply Rating | Box Quantity |
|--------------|-------------|---|-----------|------------|--------------|
| | | (inches) | (mm) | | |
| 841 | LOR-B1 | 11 ³ / ₈ " x 11 ³ / ₈ " | 288 x 288 | 4 | 5 |
| 842 | LOR-B2 | 12 ¹ / ₈ " x 12 ¹ / ₈ " | 308 x 308 | 4 | 5 |
| 843 | LOR-B3 | 13 ⁵ / ₈ " x 13 ⁵ / ₈ " | 348 x 348 | 6 | 5 |
| 844 | LOR-B4 | 17" x 17" | 430 x 430 | 6 | 5 |
| 845 | LOR-B5 | 20 ¹ / ₂ " x 20 ¹ / ₂ " | 520 x 520 | 6 | 3 |
| 846 | LOR-B6 | 22" x 22" | 560 x 560 | 8 | 3 |
| 847 | LOR-B7 | 23 ¹ / ₂ " x 23 ¹ / ₂ " | 595 x 595 | 8 | 2 |
| 848 | LOR-B8 | 24 ³ / ₈ " x 24 ³ / ₈ " | 620 x 620 | 10 | 2 |
| 849 | LOR-B9 | 26" x 26" | 660 x 660 | 10 | 2 |



HOW TO USE THIS CHART

- For proper repair unit selection, determine the size of the injury in the tire by measuring the largest cord area removed.
- Locate the correct injury size along the top row of this chart.
- Now locate the tire's ply rating/load range along the extreme left column of the same chart.
- The repair unit number in the square where these two intersect is the recommended repair unit to use.



A-B NON-REPAIRABLE AREA

| | |
|------------------------------|-----------|
| 16.00 – 18.00 (20.5 – 23.5) | 5", 125mm |
| 26.00 – 27.00 (25.5 – 23.5) | 6", 150mm |
| 30.00 – 33.00 (37.25 – 37.5) | 7", 175mm |
| 36.00 and up | 8", 200mm |

The above dimension are guidelines only

LOR (LOTUS OFF-THE-ROAD) BIAS REPAIR CHART

| Injury Size in | | PLY RATING | | | | | | | | |
|----------------|-----|------------|-------|-------|-------|-------|-------|-------|-------|-----|
| inches | mm | 6-8 | 10-12 | 14-16 | 18-20 | 22-24 | 26-28 | 30-36 | 38-44 | 46+ |
| ½" | 15 | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 2 |
| 1" | 25 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 |
| 1½" | 40 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 4 |
| 2" | 50 | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 4 |
| 2½" | 65 | 2 | 2 | 3 | 3 | 3 | 4 | 4 | 4 | 5 |
| 3" | 75 | 2 | 3 | 4 | 4 | 4 | 5 | 5 | 6 | 6 |
| 4" | 100 | | 3 | 4 | 4 | 5 | 5 | 6 | 6 | 7 |
| 5" | 125 | | | 4 | 5 | 5 | 6 | 6 | 7 | 8 |
| 6" | 150 | | | 5 | 5 | 6 | 7 | 7 | 8 | 8 |
| 7" | 175 | | | | 6 | 7 | 7 | 8 | 8 | 9 |
| 8" | 200 | | | | | 7 | 8 | 9 | 9 | 10 |
| 9" | 225 | | | | | 8 | 8 | 9 | 9 | 10 |

TREAD INJURIES ONLY

| | | | | | | | | | | |
|-----|-----|--|--|--|--|--|---|----|----|---|
| 11" | 275 | | | | | | 8 | 10 | 10 | – |
| 12" | 300 | | | | | | 9 | 10 | 10 | – |

Lotus Universal or All Purpose Repair patches are manufactured with special compounding and thicker rubber to repair nail hole injuries in any type of tire.

They can be used for tube repairs also wherever thicker patches are required.

Lotus Universal or All Purpose Repair patches are available in round and square shapes. They are also available in plastic tubs.



| Product Code | Description | Size | | Box Quantity |
|--------------|-------------------------------|-----------|---------|--------------|
| | | (inches) | (mm) | |
| 851 | Universal Round Repair UR-0 | 1¾" | 43 | 100 |
| 852 | Universal Round Repair UR-1 | 2½" | 65 | 50 |
| 853 | Universal Round Repair UR-2 | 3⅛" | 80 | 40 |
| 854 | Universal Square Repair U-4.5 | 1⅞" x 1⅞" | 47 x 47 | 100 |
| 855 | Universal Square Repair U-6.0 | 2¼" x 2¼" | 58 x 58 | 50 |
| 856 | Universal Square Repair U-8.0 | 2¾" x 2¾" | 70 x 70 | 40 |

Lotus Tube Repairs have high strength and durability. They are made of cured black body with self vulcanizing cushion gum. They are made using the finest chemicals especially manufactured for the rubber products. Their pH and characteristics are such that this leads to long life of self vulcanizing cushion gum.

Lotus 2-Way Tube Repairs are available in round and oval shapes. They can be used to repair tube injury of any size.

Lotus Cycle Tube Repairs are available in round, square and sheets. Sheets can be used to repair injury of any size in cycle tubes.

Lotus Rub-O-Matic rubber cleaner can be used to clean the injured area and Lotus CVF for perfect bonding.



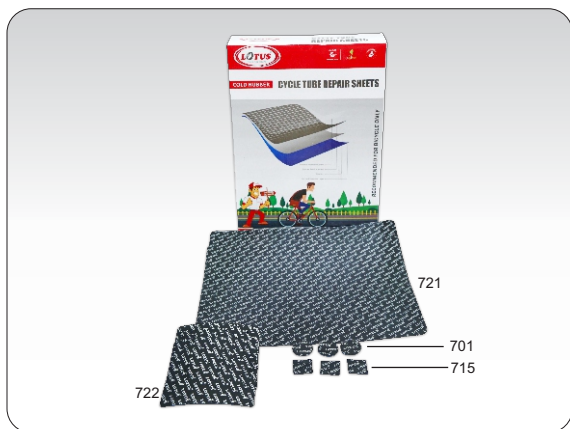
ROUND 2-WAY TUBE REPAIRS

| Product Code | Description | Size | | Box Quantity |
|--------------|--------------|-------------------|------|--------------|
| | | (inches) | (mm) | |
| 702 | Tiny Round | 1 $\frac{1}{8}$ " | 29 | 100 |
| 703 | Mini Round | 1 $\frac{3}{8}$ " | 35 | 50 |
| 704 | Small Round | 1 $\frac{3}{4}$ " | 43 | 40 |
| 705 | Medium Round | 2 $\frac{1}{4}$ " | 58 | 30 |
| 706 | Large Round | 3 $\frac{1}{8}$ " | 80 | 20 |
| 707 | Maxi Round | 4" | 102 | 20 |
| 708 | Giant Round | 5" | 127 | 10 |



OVAL 2-WAY TUBE REPAIRS

| Product Code | Description | Size | | Box Quantity |
|--------------|-------------|---------------------------------------|-----------|--------------|
| | | (inches) | (mm) | |
| 709 | Mini Oval | 1 $\frac{5}{8}$ " x 1 $\frac{1}{8}$ " | 40 x 31 | 50 |
| 710 | Small Oval | 2 $\frac{1}{2}$ " x 1 $\frac{1}{2}$ " | 62 x 38 | 30 |
| 711 | Medium Oval | 4" x 2" | 100 x 50 | 20 |
| 712 | Large Oval | 6" x 2 $\frac{3}{4}$ " | 150 x 70 | 20 |
| 713 | Giant Oval | 6 $\frac{1}{4}$ " x 4" | 160 x 100 | 10 |
| 714 | Gaint Rim | 9 $\frac{1}{2}$ " x 2 $\frac{3}{4}$ " | 240 x 60 | 10 |



CYCLE TUBE REPAIRS

| Product Code | Description | Size | | Box Quantity |
|--------------|--------------|-------------------|-----------|--------------|
| | | (inches) | (mm) | |
| 701 | Cycle Round | 1 $\frac{1}{8}$ " | 28 | 100 |
| 715 | Cycle Square | 1" x 1" | 25 x 25 | 100 |
| 721 | Cycle Sheet | 9" x 13" | 228 x 330 | 50 |
| 722 | Cycle Sheet | 4" x 5" | 102 x 127 | 25 |

Lotus Tube Valves are made of high quality brass. They are natural rubber based tube repair valves with the backing of self vulcanizing cushion gum, thus, making it easy to replace the injured valves.

Lotus makes replacement valves for scooter, motor-cycle, car, jeep and tractor.



| Product Code | Description | Box Quantity |
|--------------|------------------|--------------|
| 751 | Motorcycle TR 29 | 50 |
| 753 | Scooter TR 78 | 50 |
| 754 | Car TR 13 | 50 |
| 755 | Jeep TR 15 | 50 |
| 756 | Tractor TR 218 | 20 |

TUBE COMPOUNDS

Lotus also makes tube compounds which needs to be cured over heat before applying on the tube injuries. They can be used to repair tube injuries of any size. The compound is calendared in the standard gauge of 1.25 mm.



| Product Code | Description | Wt. (g) |
|--------------|--------------|---------|
| 741 | Small Pack | 150 |
| 742 | Medium Pack | 400 |
| 743 | Economy Pack | 800 |
| 744 | Large Pack | 1000 |

Lotus Chemical Vulcanizing Fluid cures tire and tube repairs with or without heat. It is available in tins also along with hair brushes. It is also available as Blue cement.

Lotus Chemical Vulcanizing Fluid is formulated to give perfect room temperature vulcanization when used in conjunction with Lotus tire and tube repairs

LOTUS RUB-O-MATIC is a rubber cleaner used to remove dirt and contamination from the injured area.



CHEMICAL VULCANIZING FLUID

| Product Code | Description | Vol. | Box Quantity |
|--------------|-------------|-------|--------------|
| 731 | CVF Tube | 10 mL | 50 |
| 732 | CVF Tube | 30 mL | 25 |
| 733 | CVF Tube | 75 mL | 20 |



| Product Code | Description | Vol. | Box Quantity |
|--------------|--------------------|---------|--------------|
| 734 | CVF Tin with Brush | 250 mL | 3 |
| 735 | CVF Tin with Brush | 500 mL | 2 |
| 736 | CVF Tin with Brush | 1000 mL | 1 |



BLUE CEMENT

| Product Code | Description | Vol. | Box Quantity |
|--------------|----------------------------|---------|--------------|
| 634 | Blue Cement Tin with Brush | 250 mL | 3 |
| 635 | Blue Cement Tin with Brush | 500 mL | 2 |
| 636 | Blue Cement Tin with Brush | 1000 mL | 1 |



RUB-O-MATIC CLEANER

| Product Code | Description | Vol. | Box Quantity |
|--------------|----------------------------|---------|--------------|
| 644 | RUB-O-MATIC Tin with Brush | 200 mL | 3 |
| 645 | RUB-O-MATIC Tin with Brush | 500 mL | 2 |
| 646 | RUB-O-MATIC Tin with Brush | 1000 mL | 1 |

Lotus makes UNI PLUG patches to repair crown injuries in both radial and bias ply tires. It is the recommended repair procedure for tubeless tire repairs.

These patches are a combination of stem and patch covered with grey cushion gum. This enables both the stem and patch to vulcanize to the tire assuring a permanent, leak-proof repair. The cushion gum is covered with easy-to-remove blue polyethylene protective covering. It reduces labor costs when compared to conventional section repairs.

These units also make excellent repairs when used in a retread process. The stem size should be larger than the prepared injured area for the perfect fit of the stem in the tire.



| Product Code | Description | Uni Plug Size | Injury Size | Box Quantity |
|--------------|-------------|--|-------------|--------------|
| 1001 | UNI PLUG 6W | Stem 6 mm Length 36 mm Patch 42 mm | 1/8" (3mm) | 10 |
| 1002 | UNI PLUG 9W | Stem 9 mm Length 40 mm Patch 48 mm | 1/4" (6mm) | 10 |

TUBELESS TIRE SEAL

Lotus Tubeless Tire Seals are an excellent repair method for tubeless tires. They are made of fresh butyl rubber. They are very strong made up of 12 strands.



| Product Code | Description | Specifications | Color | Box Quantity |
|--------------|------------------------------|---|-------------|--------------|
| 1051 | Tubeless Tire String Inserts | Strands 12 Length 4" (100mm) Diameter 6mm | Brown/Black | 25 |
| 1052 | Tubeless Tire String Inserts | Strands 12 Length 8" (200mm) Diameter 6mm | Brown/Black | 25 |



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Jagatpura Paha, Jakhal Road, Sunam - 148 028
INDIA