

RUNFLAT SECURITY SYSTEMS

1.Three-pieces high polymer runflat insert

Made of 3 anti-ballistic high polymer segments bolted tightly around the wheel rim ,suitable for all kind of rims.The high polymer runflat insert enables a vehicle to continue its journey for 2-3 hours at 50km/h when tyres damaged.



Advantages

Easy to Fit , Light weight, Heat-resistance , Long Life Expectancy



MainSize

Size	Overall Diameter (mm)	Width (mm)	Loading Capacity (kg)	Weight (kg)	Tyre Size
15"	488	55	750	5.5	195/65R15
16"(TP16)	508	55	850	6.5	205/55R16
16" (TP16-1)	532	60	1000	7.5	245/75R16
17"	570	70	1050	9	205/65R17
18"	600	60	1200	10	285/60R18
20"	820	80	4000	30	14.00R20
21"	645	65	1300	10.5	275/50R21
22.5"	760	68	3200	16	295/80R22.5
22.5"	760	68	3200	16	315/80R22.5

Bullet Shooting Test

The penetrations was made by standard 5.6 mm ball rounds fired from a distance of 50 metres.



2. Single-piece bulletproof rubber runflat insert

Steel radical outer cover, high shock-absorbing rubber core, massive pattern tread.

When be shot or punctured, under no air-pressure condition, the rubber insert will support the vehicles to run more than 100km at 30-40km/h.



Main Sizes

Size	PR	Rim	Overall diameter	Section width	Load index	Load (kg)	Pressure (kPa)	Speed
14.00R20	20	10.0-20	1232	375	164	5000	790	G(90km/h)
	18	10.0-20	1232	375	161	4625	690	
12.00R20	18	8.50-20	1122	315	154	3750	830	K(110km/h)
	16	8.50-20	1122	315	152	3520	770	
12.00-18	18	9.00-18	1080-1100	324-330		2500		110km/h
Safety performance				More than 100km after air-deflation				



Beadlock Series

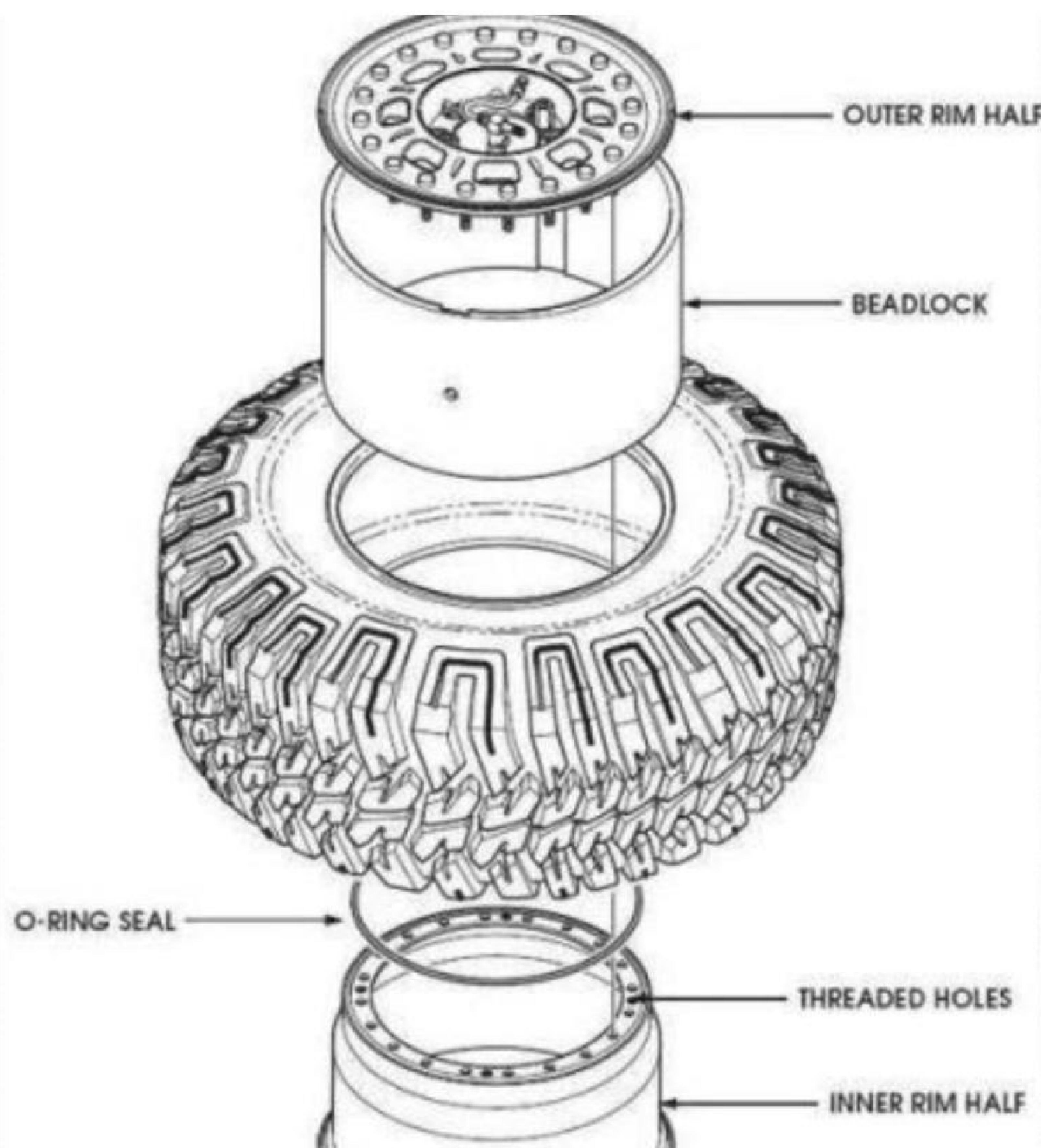
If you're driving extreme off-road trails where vehicle, tyre or rim damage is likely to occur, you may choose to deflate your tyres to extremely low levels.

However, in the case of a standard rim (steel or alloy), the bead area of the tyre is seated against the rim with the help of internal air pressure. If the pressure inside the tyre is deflated too low, the force necessary to seal the bead may not be enough, and the risk of de-beading the tyre is high.

If a tyre does de-bead (also known as 'break its bead'), it will continue to leak air until the tyre is completely flat, runs off the rim entirely, sustains permanent friction damage to the bead/seal area...

What's more, a tyre that has broken its bead is a difficult thing to re-inflate, and may require an air volume that's beyond the abilities of most 12V air compressors. Lastly, even if you do manage to pump enough air into the tyre for the bead area to re-seat, there's a good chance that dirt and sand will get trapped under the seal and continue to leak air as a slow puncture.

In short, the more you deflate, the greater the chance of de-beading your tyres and having to endure all the hassles listed above. So what's the solution?



WHY USE BEADLOCK ?

Standard wheels rely on air pressure to push the tire's bead firmly against the rim in order to keep air from leaking out the tire, and to keep the tire rotating in sync with the wheel. As long as the rim and tire move together with no slippage, all is well. In normal use, this is a perfectly fine arrangement. Tire air pressures are high enough that even performance driving in the form of aggressive handling, acceleration and deceleration doesn't tend to allow the wheel to slip on the tire, let alone pop the bead off the rim.

Off-road applications are a very different story, however. In order to gain better traction in loose dirt, sand, over uneven rocks, snow or other rugged surfaces, drivers often "air down" their tires. That is, they deflate their tires with the aim of increasing the size of the contact patch of their tire to the surface. This allows them to attain much better traction, and the extra pliability of the slouching tire's sidewalls are less prone to puncture, since it will just flex around sharp rocks, versus being punctured by them. Another bonus is that it can be more comfortable to ride in a vehicle with gummybear-like, aired-down tires, as well.

When air pressure is decreased in a tire mounted to a regular wheel, the tire's bead has less air pressure pushing it against the rim. If the pressure goes down low enough, the bead can start to slip against the rim, creating the danger of the bead actually coming off the rim, and inadvertently allowing the tire to slip off the wheel entirely. That's a bad day right there.

This is where beadlocks come into play. Though it's usually safe to air down your tires on your non-beadlock wheels to an extent (depending on tire size, type, wheel size, vehicle weight and terrain), but it's surely not recommended to air them down to the level that beadlock can handle.

Those who intend on driving onto terrain requiring serious traction may need to air their tires all the way down to as little as three to six psi, or even lower. If you're going to do that, you'd better be doing it with beadlocks that will physically lock the tire bead into place, so that the rim doesn't slip the tire off of itself.



Kebek Beadlock

Kebek Beadlock ensures the clamping of the tire beads on the rim at lowered or zero pressure.

As a result, the vehicle capabilities are enhanced by:

Increased traction

Improved breaking and steering control

Minimal chance of rollover caused by the unseating of the tire

Preventing other materials from entering the tire

Kebek Beadlock is designed with full reference to rim surface.

Once the components are installed, both increasing and decreasing tire pressure will become very easy.

Kebek beadlock are suitable for all industry rim standards . The internal beadlock system holds the tire bead securely against the rim, without breaking the bead seal or slipping during use.

All Kebek beadlocks are constructed so that only elastomer parts of the beadlock are in contact with the tire bead.

Unlike hard surface plastic or metal beadlocks, this ensures no damage to the bead and facilitates high performance during varying air pressure in the tire.

Kebek Beadlocks are available for a wide range of rims and tires from 12" to 36".

(The air inside a tire applies pressure on the tire walls.

This pressure clamps the tire beads to the wheel flanges.

At low pressure the clamping force on the tire beads decreases drastically, and is not enough to prevent the tire from slipping on the wheel or unseating.)



Test Report

检测报告

TEST REPORT

No.QTC-726000243

Sample description: RUN FLAT INSERT For 12.00-18 tyre

Model/Specification: 12.00-18

Trade Mark: KEBEK

Client: KEBEK TIRE CO.,LTD.

Manufacturer: KEBEK TIRE CO.,LTD.

Test Type: Entrusted Test



QTC 青岛市产品质量监督检验研究院
Qingdao Product Quality Supervision and Testing Research Center

Qingdao Product Quality Supervision and Testing Research Center

Endurance Performance 2 Test Log

No.QTC-726000243

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Manufacturer	KEBEK TIRE CO.,LTD.		Trade Mark	TOPOWER
Specification	12.00-18		Tread Pattern	/
Tire No.	/		Date	2017.01.20

Test Condition

Test Rim	/	Test Speed	35 km/h	Lab Temperature	25.0~25.5 (°C)
Load Rating	2500 kg	Machine No.	ZX-012	Reference Document	Client offers
Standard Value	/				
Stage	1				
Test Load (kg)	2500				
Test Time (min)	2 h 7 min				

Test Result

Accumulate Test Time	2 h 7 min	Accumulate Distance	74.4
Tire Condition After the Test	Shoulder blow out	Conclusion	/

Tire Peripheral Dimension

Item	Circumference (mm)	Overall Diameter (mm)	Section Width (mm)					Av.
			1	2	3	4		
Before the Test	/	/	/	/	/	/	/	/
After the Test	/	/	/	/	/	/	/	/

Remarks: Before this test, the tire adjust 7h in the testing room after Endurance Performance 1.

Verified By:

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Tested By:

2.7378

Qingdao Product Quality Supervision and Testing Research Center

Endurance Performance 1 Test Log

No.QTC-726000243

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Manufacturer	KEBEK TIRE CO.,LTD.			Trade Mark	TOPOWER	
Specification	12.00-18			Tread Pattern	/	
Tire No.	/			Date	2017.01.20	
Test		Condition				
Test Rim	/	Test Speed	30 km/h	Lab Temperature	25.0~25.5 (°C)	
Load Rating	2500 kg	Machine No.	ZX-012	Reference Document	Client offers	
Standard Value	≥ 80 km					
Stage	1					
Test Load (kg)	2500					
Test Time (h)	2 h 40 min					
Test		Result				
Accumulate Test Time		2 h 40 min		Accumulate Distance	80.0	
Tire Condition After the Test		Tire in good conditions		Conclusion	Pass	
Tire Peripheral Dimension						
Item	Circumference (mm)	Overall Diameter (mm)	Section Width (mm)			
			1	2	3	4
Before the Test	2619	834	191	192	193	192
After the Test	/	/	/	/	/	/
Remarks:						

Verified By:

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Tested By:

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Qingdao Product Quality Supervision and Testing Research Center

TEST REPORT

No.QTC-726000243

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Product Description *	RUN FLAT INSERT For 12.00-18 tyre	Trade Mark *	KEBEK
Sample Specification *	12.00-18	Sample Grade *	Confirming Item
Client *	KEBEK TIRE CO.,LTD.	Sample Delivered By *	Junrong Li
Manufacturer*	KEBEK TIRE CO.,LTD.	Sample Nos.	72600243
Test Type	Entrusted Test	Sample Quantity	1 Piece
Product Standard *	Client offers	Tread Pattern *	/
Sample Condition	In good Conditions.	Received Date	2017.01.16

Test Result

Test Item	Reference Documents	Standard Value	Result	Conclusion
1. Endurance Performance 1	Client offers	≥80km	80km	Pass
2. Endurance Performance 2	Client offers	/	74.4km	/

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Conclusion	Endurance Performance 1 comes up to the Client offers Standard. Endurance Performance 2 offer the data only.
Remarks	With the * content provided by the client This Conclusion Only Responsible for the Sample Delivered. Test Address: No.2552 FengHuangShan Road of Huangdao Borough, Qingdao The English Version of Test Report No.QTC-626000196

Approved By: 

Verified By: 

Examined By: 