



Technical Bulletin

Why is cleaning the innerliner before buffing important?

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1. Why is cleaning the innerliner before buffing important?

- Tire innerliner surfaces are contaminated from many sources during the construction and operation phases of their life cycle.
- Some of these contaminants are mold lubricants, sealants, cooling compounds, ballast fluids, liquid bead lubricants & balancing compounds.
- Failure to remove these contaminants prior to buffing the innerliner for injury repair may result in one or more of the following repair failures:
 - Lifting of the repair from the innerliner, either shortly after installation or later during vehicle operation.
 - Contamination of the buffing stone may result in transfer of the contaminants to the buffed area of the innerliner, resulting in repair failure.

2. Why not use Pre-Buff Cleaner for a post-buff clean?

- After buffing, some Repair Manufacturers recommend using the Pre-Buff Cleaner to do a final cleaning of the buffed surface.
- REMA TIP TOP does not endorse this method. Instead, we believe the best procedure for post-buff cleaning is as follows:
 - Brush the buffing dust from the buffed area with a clean, soft-bristle brass brush or clean cloth.
 - Use a vacuum to remove the dust from the tire after brushing.

Applying Pre-Buff Cleaner and then scraping the buffed surface can result in several bad situations. First, the liquid can force small buffed particles down into the valleys of the buffed area. Secondly, the Pre-Buff Cleaner (a solvent) will flow down into these same valleys and may not dry sufficiently. Thirdly, any contamination from the scraper, which was also used with the Pre-Buff Cleaner to remove contaminants before buffing, can easily be transferred back to the buffed area. Any or all of these contaminants will likely result in a repair failure.

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