



Technical Bulletin

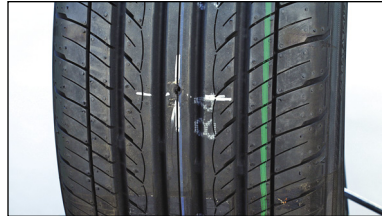
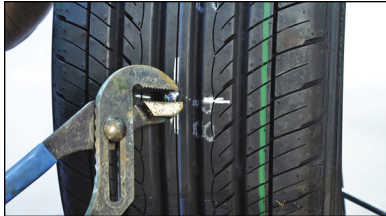
REMA TIP TOP Repair Recommendations for Yokohama
“dB decibel - super E-spec” tire with AIRTEX liners.
(2 piece repair process)

The repair sequence is unchanged from standard repair processes, but some fundamental changes are required and emphasized in steps #6 buffing the liner & #12 repair sealer. Because of the unique compound of the AIRTEX liner material, adhesion to its surface when using chemical repair methods does not achieve permanent repair strength. Removing the AIRTEX innerliner is necessary to achieve optimum repair adhesion to the casing rubber. Normal hard surface buffing wheels likely will result in damage to the radial body plies and will render the tire unusable. We recommend the use of a special grit impregnated plastic wheel to safely remove the AIRTEX liner material and prepare the casing rubber to accept tire repair material.

DO NOT BUFF THE TIRE LINER WITH A HARD SURFACE ROTARY RASP OR WIRE WHEEL.

Always use the proper safety gear and equipment.

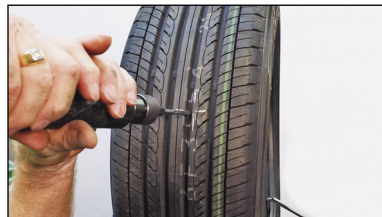
- Inspect the injury in the tire to see if it can be repaired.
- Remove the tire from the wheel assembly.
- Inspect the tire for un-seen damage as well as run flat conditions (discoloration, innerliner separating from the casing, cracking, etc.) inside and outside of the tire.



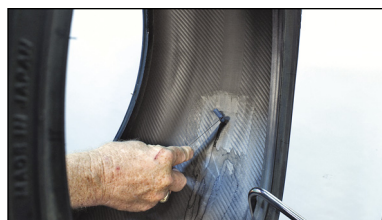
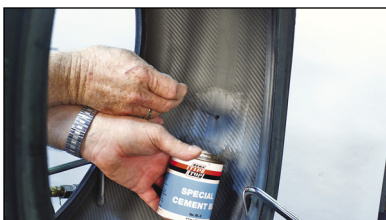
1. Remove penetrating object. Identify the angle of penetration. If greater than recommended angle a 2 piece repair must be used.



2. Using Pre-Buff Cleaner, spray and scrape the desired area to be buffed.



3. Using a power tool < 1200 rpm, ream the injury channel. Drill from the inside 2 – 3 times and then once or twice from the outside.



4. Put cement into the injury channel.

5. Install the insert and cut off approximately 1/8" above the innerliner.



2" 120 Grit Slap Action Brush

The Grit is built into the length of the bristles and not the tip. The innerliner is buffed by the whole length of the brush bristles.



6. Use the special plastic brush on a slow speed buffer (<5,000rpm) to gently remove the innerliner exposing the casing rubber underneath. **"AVOID"** buffing too deep into the casing rubber damaging the body plies of the tire. If the body plies are damaged, the tire is un-repairable. The innerliner is very thin and the brush must be moved with the hands from side to side and up and down to avoid going too deep. The innerliner is removed without pressure on the tool. Feathering the sides of the buff is necessary to avoid innerliner separation from the casing rubber. Once the innerliner is removed, continue the brushing/buffing process, until a black velvet texture is achieved on the casing rubber. The buff texture achieved with the brush appears slightly different than that of a buffing rasp, but provides a good foundation for an optimum adhesion onto the casing rubber. **An attempt to use a conventional type buffing rasp will result in body ply damage to the tire, rendering the tire un-repairable.**



7. Clean the buff particles from the buffed texture with a brass brush and vacuum the debris from the tire



8. Apply the appropriate cement and allow to dry.



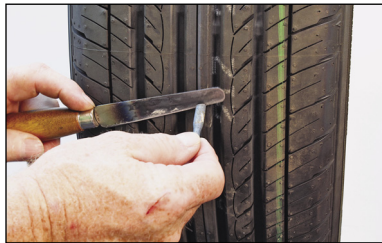
9. Install the Repair Unit.



10. Stitch from the center out to remove any air and remove the poly from the top of the Repair Unit.



11. Repair Sealant **MUST** be applied to the whole area that the liner is removed and the repair unit does not cover.



12. Install the tire on the wheel, inflate the tire, inspect for leaks, and cut or buff the stem flush with the tread.



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