



Technical Bulletin

Effective Repair Techniques in Extreme Cold Conditions

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We are all familiar with the problems associated with trying to repair a tire or tube in extreme cold: our hands don't work as well, the cement doesn't want to spread evenly on the tire/tube, the cement takes longer to dry, the Repair Unit doesn't want to conform to the shape of the tire/tube, etc. And, complicating matters even worse is the fact that rubber (a major component of tires, repairs, and cement) freezes around 40°F (4°C). This makes the task of performing a good repair in extreme cold very, very difficult. Unfortunately, there are times when the repair has to be completed under these conditions.

There are a few suggestions we can make to, perhaps, make this task in the field a little easier.

- Store cement and Repair Units in a stable temperature, between 50°F (10°C) and 85°F (30°C). However, be sure to keep them away from direct sources of heat or flame.
- On service trucks, keep the cement in the cab where the temperature is warmer. But, be sure the can is tightly sealed to prevent the evaporation of solvents into the cab's atmosphere.
- When possible, transfer the repair unit(s) to be installed into the truck cab to bring their temperature to a more workable condition, also.
- Utilize a heat source, such as a heat gun, to warm the tire/tube ONLY prior to repair.
Do NOT use any artificial heat source to aid in drying the cement!

Of course, the best solution is to bring the tire/tube into a warm environment, such as the shop, to alleviate any problems. When possible, the tire/tube should be kept in the shop for a period of 4 to 6 hours prior to repairing if the outside temperature is below 50°F (10°C). This will also bring the tire/tube to a more workable temperature.

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