



Technical Bulletin

The New Optimized Design UP Repair Units

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Optimized Universal Repair change. *Optimized means improved performance.*

Universal is a term used for a specific line of repairs that are designed to be used for penetration injuries in both Bias & Radial tires where directional placement protocol is not required.

REMA TIP TOP spent considerable R&D and testing resources to accomplish a dramatic upgrade of the UP product line. The optimized results are:

- Bonding layer with a 50% improvement of chemical vulcanization.
- A stabilizing compound that absorbs shear energy.
- A smaller size to reduce preparation and consumption of chemical supplies.
- Reduces the influence of imbalance harmonics at high speeds.

As tire designs and compounds have changed over the last several years, so do the working dynamics of the tires. The popularity of lower profile tire designs, particularly in the passenger and light truck market segments, has changed the shear forces (flex) that occurs in the tread of these tires, where “UP” repairs are designed to be used. Additionally, the new low profile tires weigh differently as each compound layer within the tire body are specific to dynamic forces. This causes less distribution of shear energy as a tire footprints or is severely flexed by pot-holes or highway seams.

Many bias tires are also subject to thinner compounds and less tire mass due to cost and weight considerations. The flex in these tires also contribute to possible problems for larger rubber repairs chemically installed.

Universal Patches were never designed to replace casing strength in any penetration, bias or radial. They are designed to support the fill material in the penetration cavity and seal the liner to prevent air migration into the repaired cavity. Tire industry repair recommendations are clear on filling the penetrating injury and sealing the liner. More size or heavier mass in the repair material is not required to accomplish that.

All the new Optimized Universal Repairs remain true and accurate to the repair charts based on the tire type, speed rating and penetration size of injuries.

Part No	Injury Size (inch)	Injury Size (mm)
UP-3	Small Nailhole	3
UP-4.5	3/16	4.5
UP-6	1/4	6
UP-8	5/16	8

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