



# Technical Bulletin

## How to Achieve Proper Buff Texture

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The correct buff texture is very important in achieving the optimum performance from a tire repair. Depending on the tire, buff textures vary in texture and roughness.

The Rubber Manufacturers Association (RMA) provides a Buff Texture Chart that illustrates the various Buff Textures that can be achieved by using different grits of buffing rasp. This chart may be obtained for a small charge, by contacting the RMA.

To achieve the correct Buff Texture, the type of tire being repaired must first be considered. For example, a passenger tire should be buffed to an RMA #1 - #2 texture. A heavy duty truck tire requires a #2 - #3 buff texture and OTR (depending on the type of repair material and the curing system being used if retreading or section repairing) may require a much rougher buff texture.

The buffing rasps used vary in coarseness from a rough texture of 16 that provides a RMA texture of perhaps 4-6, to a fine texture of 60 that would give a RMA 1-2 texture (depending on the experience of the technician).

### NOTE:

These rasps are only to be used on a low speed tool, not to exceed 5000 rpm.

The skill of the individual Repair Technician is the main determining factor for the buff texture that a tire receives. Each Technician has a different feel for the tools giving each Technician different textures on the buff surface.

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