



Technical Bulletin

Bead Sealer vs Repair Sealant

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Which one should I use—BEAD SEALER or REPAIR SEALANT?

They look alike. They smell alike. Some people even say they are the same thing, just with a different label and price. These two products are completely different chemically and produced for two entirely different purposes. Both are vital in the proper mounting and/or repair of tires. Always use them only as intended to ensure the best repair techniques.

REMA TIP TOP BEAD SEALER

Bead Sealer is a rubber product that is formulated to aid with the seating of the tire to the rim in applications where the rim may be pitted or rusty such as in a farm tire application. When **Bead Sealer** is applied to the wheel, it fills or seals small voids caused by corrosion, or electrolysis on aluminum wheels, that otherwise would allow air to pass or leak between the bead of the tire and the wheel.

Bead Sealer is a natural rubber based compound, dissolved in solvent. After application, the solvent evaporates, leaving the solid rubber compound on the surface. This forms a sort of “gasket” to fill the voids between the rim and tire bead and stop air leakage around the voids. Because of the natural rubber and other chemicals used to produce **Bead Sealer**, the tire does not slip on the rim after inflation to the proper pressure. This “gasket” stays on the tire/rim interface until the tire is removed. Then the process is repeated when the tire is remounted, or is replaced with another tire.



REMA TIP TOP REPAIR SEALANT

Repair Sealant is produced from a halogenated butyl compound. This compound is similar to the compound used to produce the tire innerliner. The main property this material possesses that differs from **Bead Sealer** is its air retention. When buffing the tire innerliner, there is always an over-buffed area to ensure that the surface on which the repair unit is applied is properly prepared to enhance the adhesion of the repair to the tire. Any area that was buffed in the repair process that is not covered by the repair unit needs to have **Repair Sealant** applied over the over buffed area and leading edge of the repair unit in the final stages of the repair process to ensure maximum air retention. **Repair Sealant** will cure to the tire and repair unit over time, becoming a permanent part of the tire.



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