FREQUENTLY ASKED QUESTIONS

Q1. HOW LONG HAS OKO MANUFACTURED A TYRE SEALANT?

A: OKO has been made since 1978. It is the original modern tyre sealant.

Q2. CAN OKO BE INSTALLED IN ANY TYRE?

A: There are grades of OKO for any pneumatic tyre (we do not sell OKO for preventative use in cars).

Q3. IS OKO SAFE AND LEGAL TO INSTALL IN MY TYRES?

A: Yes, it is both safe and legal.

Q4. DOES OKO AFFECT TYRE LIFE OR THE PERFORMANCE?

A: Performance – No. OKO does not affect tyre structures or rubber. In most cases tyre life is extended as OKO keeps air inside, and cools, the tyre. OKO also increases tyre life by sealing punctures and avoiding run-flat damage.

Q5. WILL OKO CORRODE THE WHEELS, RUST WHEEL RIMS OR STEEL BELTS?

A: No. Special corrosion inhibitors in the OKO formulations protect steel & alloy rims, and prevent the product from oxidizing brass valve stems. If any residue of OKO touches the inner rim, it can be washed off when a tyre is changed. It is advisable NOT to use any tyre sealant with traditional chrome-plated wheels as they are damaged by most chemicals.

Q6. IS OKO ON ROAD SPEED-RATED?

A: OKO On Road products have been tested at various speeds in a variety of vehicles, including motorbike tests on race tracks. OKO On Road sealants are designed for use on the highway to a maximum of 80 mph/ 130 km/h or any lower legal speed set by the authorities. DO NOT EXCEED YOUR LEGAL VEHICLE SPEED LIMIT.

Q7. WHEN THE OKO LIQUID IS INSIDE THE TYRE, DOES IT REACT WITH THE AIR AND GO HARD?

A: No. OKO remains liquid inside the tyre. It will seal a hole under pressure and then dry instantly there, but the remainder of the liquid will not turn hard.

Q8. DOES IT CONTAIN ANY HARMFUL INGREDIENTS?

A: The OKO Group formulates products that are as environmentally friendly and as safe to use, store and dispose of as possible. No OKO product is classified ‘hazardous’, harmful, or flammable.

Q9. WHAT TYPE OF DAMAGE CAN OKO SEAL AND REPAIR?

A: It will seal holes in the tread area caused by nails, screws, glass, stones and sharp objects.

Q10. HOW STRONG IS THE OKO SEAL?

A: OKO Group regards the seal to be permanent, due to its strength. When subjected to a “strength test” at the Gerotek Test Facility, OKO was compared to a “repair plug” and a “vulcanised repair”. It was shown that the OKO permanent seal was 1.6 times stronger than a vulcanised repair and 7 times stronger than a “repair plug”. (The tyre industry states that a “Traditional Repair” - defined as a vulcanised repair - is permanent. Therefore, the seal made by OKO, that is so much stronger, should be regarded as “more permanent still”).

Q11. CAN A NUMBER OF PUNCTURES WEAKEN THE TYRE STRUCTURES?

A: Tyre structures are likely to be weakened by sidewall and “Run flat” damage. OKO will eliminate many of the risks associated with “Run Flat damage” but OKO will not seal sidewall holes.

Q12. WHAT DO I DO IF I FIND A NAIL IN THE TYRE TREAD?

A: According to Forensic studies, a nail can penetrate a tyre and on average will remain there for 60 to 80 miles / 100 to 130 km. The nail is likely to eject itself after this period. If OKO is inside the tyre, the vehicle is motionless, and the nail is seen in the tread area:

i. The driver should pull the nail; AND,

ii. Drive immediately.

This will cause OKO to make a new seal. If the nail is unnoticed and ejects itself as the vehicle is in motion, OKO will make a new seal.

Q13. HOW MANY HOLES WILL OKO SEAL USING ONE APPLICATION?

A: OKO is designed to seal many holes. It is the true “multi-sealing” tyre puncture sealant.

A small amount of OKO is used to seal a single hole in the tyre casing. Most of the tyre sealant remains and carries on working.

Q14. TO WHAT PRESSURE DOES OKO SEAL?

A: OKO has sealed a Quad tyre at 2.5 PSI/ 0.2 BAR and has sealed a Truck tyre at 145 PSI/ 10.0 BAR designed to last (in normal use) the legal life of the tyre. There is little practical limit on the high side.

Q15. HOW OFTEN DOES OKO NEED TO BE REPLACED INSIDE A TYRE?

A: Not at all in Off Road vehicles; OKO is designed in normal use to last (in normal use) the legal life of a tyre. In high-mileage on-road truck tyres it normally lasts for up to 90,000 miles/140,000 km. If the tyre is still legal, you can top up with another OKO dose.

Q16. DOES OKO DEGRADE, DRY OUT OR SEPARATE?

A: No. OKO remains liquid, in suspension, for its designed life span - ready to stop punctures.

Q17. UP TO WHAT SIZE PUNCTURE WILL OKO SEAL?

A: The OKO seal size varies with the tyre type and size, and the grade of OKO. See the product data sheets and www.oko.com for details.

Q18. DOES OKO CAUSE PROBLEMS IN MAKING A VULCANISED REPAIR?

A: This is likely to be extremely rare. Due to the strength of the OKO seal, in normal conditions, it is unlikely that a conventional vulcanised repair will be required. If necessary, OKO can be removed from the inside of the tyre by washing it out - ideally using a hose. The tyre can be dried, then a vulcanised repair can be made.

Q19. WHAT HAPPENS TO OKO WHEN A VEHICLE IS IDLE FOR A WEEK OR TWO? DOES IT NEED TO BE DRIVEN AGAIN AT REDUCED SPEEDS?

A: Generally, once the OKO has coated the inner tyre, the majority of the OKO will remain as a coating. If a light On Road vehicle has been idle for a long period some minor wheel vibration may be detected when first starting off. This will disappear rapidly if the vehicle is driven steadily. This issue is NOT relevant to the use of any Off Road OKO; OKO Bike products; or On Road Truck & Bus for Heavy Trucks and Coaches.

Q20. DOES OKO CAUSE WHEEL IMBALANCE?

A: OKO will not normally cause wheel imbalance if the product is prepared and dosed correctly. When applying On Road OKO to a Motorcycle or light commercial vehicle, the instructions should be strictly adhered to. Wheels of vehicles of 5 tonnes or lower should be professionally balanced and tracking tested prior to fitting OKO. Only the recommended quantity should be inserted (no more). All tyres must be treated.

Having applied the OKO, these vehicles should be driven carefully and slowly for a distance of 6 to 10 miles/ 10 to 16 km.

During this initial “run in” distance, OKO will line the inner tread area of the tyre. Once this inner coat has been formed, there should be no wheel imbalance. In some cases, where initial wheel vibration is experienced at certain speeds, the vehicle must be driven slowly until vibration disappears. OKO Off Road must NOT be fitted to fast moving On Road vehicles or driven regularly at a speed exceeding 50 mph/ 80 km/h.

Q21. WITHIN WHAT RANGE OF TEMPERATURES DOES OKO OPERATE?

A. From –40 degrees C. (specially made for cold climates) to above + 45 degrees C. Both OKO Off Road and On Road products have been used in hot Desert conditions and in Antarctica.

Q22. WHAT ARE “BALLASTED” PNEUMATIC TYRES?

A. Tyres filled with water. Some rear Tractor tyres are ballasted by farmers to weigh down the vehicle. Or some pack rear tyres with weights or sand. Fitting the tyre with OKO (and using axle weights) is preferable: the puncture problem is eliminated, the tractor performs better and the ground is not as heavily compacted. (OKO cannot function inside a tyre that has been filled with water).

Q23. WILL OKO STAIN MY CLOTHES?

A. If OKO splashes on clothes, it should be wiped off immediately, preferably with a wet cloth. If some OKO residue remains, wash the clothing that evening or during the same day. Avoid leaving the clothes for a long time with the OKO in a dry state. Wherever possible, contact with clothing should be avoided.

Q24. WILL OKO SWILL INTO THE VALVE STEM CAUSING A MISREADING OF THE AIR PRESSURE?

A. No. When applying the OKO product, some residue may remain inside the valve stem. Clear this using an airline as per the instructions. OKO sealant coats the inside of the tyre. It should not travel back up the valve stem. Normally, conditions inside the tyre mean that no air is forced back through the valve stem to the outside.

Q25. WHY DOES THE OKO PRODUCT NOT BLOCK A VALVE STEM AS IF IT WERE A HOLE WHEN THE TYRE IS DEFLATED?

A. When a tyre is deflated on purpose, it is virtually guaranteed that the vehicle is standing still. In a motionless tyre the OKO remains in place, coating the inside tread area. It does not travel towards the valve stem. Insufficient air pressure and the lack of movement is enough to ensure the OKO remains in its correct place.

Q26. ARE THERE ANY SPECIAL HEALTH & SAFETY REQUIREMENTS?

A. Not especially, but common sense needs to be used. Avoid contact with the eyes; avoid prolonged skin contact with the sticky viscous layer inside the tyre; and do not drink the product. OKO can be removed from the skin with soaps and industrial hand cleaners. If OKO gets in the eyes, wash with large amounts of clean water.

Q27. IS THE AMOUNT OF OKO APPLIED TO ANY PARTICULAR TYRE SIZE CRITICAL?

A. Yes. The amounts to be applied for any given tyre size are shown on the labels; the Dosage Calculator at oko.com; and the OKO application charts.

Q28. CAN OKO BE USED IN TYRES WITH INNER TUBES AS WELL AS TUBELESS TYRES?

A. Mostly, yes. OKO will seal holes in the tyre casing and in the inner tubes as well. Many bicycles have inner tubes. But for other vehicles, there are reservations. “Why use an inner tube if applying OKO (assuming the wheel rim permits tubeless tyres)?”

Inner tubes are weak. It is not possible to inspect them in use. They can be unreliable and the wall thickness inconsistent. The inner tube can move inside the tyre. Tubes tend to rip when a puncturing object remains.

OKO will function and seal holes without or with inner tubes, but the best combination for most vehicles (where the wheel rim is suitable) is to use a tubeless tyre with OKO applied. This is the less expensive and better performing option. Exceptions: On Road OKO Truck & Bus and On Road Motorcycle are recommended for tubeless tyres only.

Q29. WHY ARE THERE DIFFERENT TYPES OF OKO? SHOULD I TAKE CARE IN CHOOSING ONE?

A. The OKO Group makes several different formulations. These are designed and engineered especially for certain vehicle types. You can choose the right grade of OKO via oko.com or by examining the product description on the labels of the different bottles and drums. Only use the correct grade.

Q30. ARE THERE ANY ENVIRONMENTAL IMPACTS WHEN DISPOSING OF OKO-FITTED TYRES?

A. No. Tyres with OKO can be disposed of via conventional recycling. OKO Group can recommend the methods required if there is a significant amount of liquid OKO, ideally absorbed into solid waste such as sawdust.

Q31. WILL USING OKO PREVENT THE RETREADING OF THE TYRES?

A. A.No. OKO Puncture Free is compatible with retreading methods, cold and hot cures. OKO does not have adverse effects on tyre casings or metal tyre cords. It is recommended that casings are cleaned and dried prior to treatment by the retreading company.

OKO is easy to clean with water and does not mask the punctures and holes it has sealed. It should be simple for “NDT” machines to find all the punctures sealed by OKO. The R & D of OKO has been carried out in collaboration with tyre specialists including “Rubber Consultants”, a leading Tyre & Rubber Research Institution (formerly M.R.P.R.A., owned jointly by The Malaysian & British Governments). OKO does not pose any hazards or flammability issues for retreading companies.

Q32. DOES OKO EXTEND EFFECTIVE TYRE LIFE BY HELPING TO MAINTAIN CORRECT AIR PRESSURES?

A. By using OKO, it is possible to combat some porosity, the natural process of air migration through the tyre casing. By reducing the possibility of driving on under–inflated tyres, they will likely remain in use for longer. Under-inflation causes a heat build-up, and heat is the biggest enemy of tyre life. OKO also tends to retard dry rot and casing degradation. This all helps lengthen the life of the tubeless tyre.

Q33. DOES THE USE OF OKO MAKE A TYRE WARRANTY VOID?

A. There is no legal reason that allows a tyre manufacturer to say that its warranties are void due to the use of OKO Tyre Sealant. Since the founding of OKO, there has been no report that OKO has caused a new tyre warranty rejection or a retread casing rejection. All OKO formulations are harmless to tyres and rubber and are compatible with tyre components.

It is possible that a retail tyre distributor may take a negative stance against OKO. This is likely due to a historic and cultural tradition of being ‘anti-sealant’ or ignorant of the modern technological information provided by OKO Group.

Q34. CAN I USE OKO IN A TPMS-EQUIPPED VEHICLE?

A. Tyre sealant runs around the inside of the tyre tread. Thus in most instances it should not come into contact with an internal-type TPMS (Tyre Pressure Monitoring System) valve sensor when in use. However, when fitting OKO you may cause the sensor to be coated (or it may be splashed when in use), affecting its performance. Some TPMS valves are also too narrow in diameter to accept sealant. External-type TPMS that monitors the shape of the tyre is fully compatible with OKO. We recommend that you consult your vehicle manufacturer to check whether the TPMS system is sealant-friendly before fitting anti-puncture sealant.