

TRUCKS & TRAILERS RENTAL & LEASE

July 2021

REAL

Torque

Making heavy vehicle fleet management easy for you

Contact maintenance for any questions on 0800 80 80 69

Truck Tyre Retread Process

The purpose of this Real Torque is to give you a basic understanding of how a truck tyre is retreaded and the reasons behind why we run a high percentage throughout TR Group.

We run four different brands which are supplied by our four main tyre suppliers.



Why?

Retreading is a highly practical and efficient form of recycling. Retreading makes it possible to re-use worn tyres. Instead of dumping tyres with worn out tread and good sidewalls, they can be rebuilt and put back to work again, and again.

Commitment to the environment

Protecting our environment for future generations is also important to the employees of the retreading factories in New Zealand. TR Group Rental, with Bandag since November 2018, has saved 48,822 litres of oil, 20,345kgs of rubber, and 32,178kgs of CO².

Reduce pollution

Tyre dumps are a major source of pollution. Not only are they an eyesore, they attract vermin, hold water, create a breeding ground for mosquitoes and, most dangerously, are highly combustible, releasing toxic fumes and dense smoke into the atmosphere when ignited. With retreading, tyres stay on the road longer so fewer tyres pile up in landfills or illegal dumping sites.

Conserve oil

Studies conducted in the USA show that it takes around 80 litres of crude oil to produce one new truck tyre.

On the positive side, to retread a worn truck tyre takes only one fifth of the oil required to produce a new tyre. With approximately 350,000 retreads produced annually in New Zealand, retreads are already helping to save around 22 million litres of oil every year.

The Process

Every casing x-rayed for integrity.



Tread applied to casing.



They are then placed in the chamber to cure. This time depends on the depth of the tread fitted.



Tyre buffed to accommodate new tread.



Tyre fitted with vacuum envelope to remove all air during curing process.



Final Inspection for any defects.







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