



No detours.™

**The Bandag System
Puts You Money
& Miles Ahead**



From this... ▶



Initial Inspection - A 396 Spreader

A visual, hands-on inspection from bead to bead, inside and out, is done to find and mark all visible defects.



Applying Cushion 6400 Extruder

In a one-step process, an uncured bonding layer is extruded onto the prepared casing surface, all skives are filled, and the shoulders are stripped. The casing is now ready for its new tread.



Building 5400 OSM Builder

Automatically applies a new tread so it is straight, centered on the casing, and the end splices match.



Initial Inspection - B NDT IIB

An electronic inspection designed to find all “through-the-tire” penetrations in the crown and sidewall areas.



Initial Inspection - C 7400 Shearography

An inspection to determine the conditions within the casing. The casing is subjected to a vacuum while lasers measure surface anomalies (ie: expanding pockets of air). An animated visual of the anomalies aids in determining the casing’s condition. At the end of the initial inspection, information like casing condition, casing age and fleet specifications are considered to determine if the tire can be retreaded.



Enveloping 1210 Enveloper

Encases the uncured, built tire in an elastic envelope in preparation for curing.



Curing 4150 Chamber

An autoclave-type device that applies heat and pressure, and over time, causes the the bonding layer in the built tire to cure; permanently adhering the new tread to the prepared casing.



Buffing 8400 buffer

The casing is inflated to operational pressure. The process removes the worn tread surface, trues up the roundness and prepares the surface for a new tread.



Repair

Removing all injuries identified during Initial Inspection and replacing the material with structurally sound materials that will return the casing to a useful life.



Final Inspection 396 Spreader

A visual, hands-on inspection from bead to bead, inside and out, is done to assure that the tire has been properly retreaded.

▶ ...to this!



Maximize the Return on Your Tire Investment

When the original tread is worn off a radial tire, only 35% of a new tire investment has been realized. Your Bandag dealer has a complete process for helping you recover the rest of the investment by:

- ✓ Retreading to reduce your cost per mile
- ✓ Reducing downtime with the most reliable retreads available
- ✓ Improving tire maintenance/management
- ✓ Increasing fuel economy
- ✓ Salvaging more damaged casings with a superior repair system

Just look at the impact Bandag retreads can make on the typical fleet's bottom line!						
11R22.5 Radial tires	Tires	Average price	Total cost	Average mileage	Total mileage	Cost per 1,000 miles
Without Retreading						
• New tires	100	\$300	\$30,000	200,000	20,000,000	—
• Casing Credit	80	(\$75)	(\$6,000)	—	—	—
TOTAL			\$24,000		20,000,000	\$1.20
With Application Specific Retreading						
• New tires	100	\$300	\$30,000	200,000	20,000,000	—
• Retread 1	80	\$105	\$8,400	200,000	16,200,000	—
• Retread 2	40	\$90	\$3,600	150,000	6,000,000	—
TOTAL			\$42,000		42,000,000	\$1.00
100-Vehicle Fleet						
16 tire combination (tractor and trailer) 100,000 miles/year/vehicle						
Cost difference per 1,000 miles:		\$.20				(\$1.20 - \$1.00)
Savings per vehicle per year:		\$320.00				(100,000 / 1,000 x \$.20)
Total fleet savings per year:		\$32,000				(\$320 x 100)
<small>Individual results will vary by fleet and location, depending on maintenance practices, casings utilized, routes traveled, drivers and purchase prices.</small>						



No detours.SM