



RETREAD MYTH-BUSTING

PUTTING AN END TO “MYTH-INFORMATION” ABOUT RETREADS

A truck driver passes by scattered pieces of rubber on the road—a disintegrated truck tire. He sees the debris, slows down and thinks something he’s thought a thousand times: “Another thrown retread tire.”

But was it really? The answer might surprise you. For years now, retreads have been blamed as the primary cause of rubber debris and tire casings littering our roadways. This has caused many truckers to steer clear of purchasing retreaded tires.

So serious is the misperception that, in 2000, the State of Virginia commissioned a study to help in the creation of more rigorous standards for truck tire retreaders. What they found in the course of the study was that they too had fallen for the Big Myth—that rubber on the road comes mostly from retread failures.

THE REALITY

The study revealed that tire shredding and disintegration occurred as a result of overheating due to underinflation or excessive loads. It didn’t matter if the tire was retreaded or not. To the shock and awe of Virginia officials, the study also determined that the failure rates of recapped tires were extremely low—so low, in fact, that the state immediately abandoned the effort to create new retreading standards. Instead,

it recommended that more Virginia state-owned vehicles be equipped with retreaded tires!

Read the full study at www.retread.org, the Tire Retread Information Bureau’s Web site.

DON’T THROW RUBBER AWAY

- Maintain proper tire inflation pressure
- Identify alignment problems by feeling for scalloped or stepped treads
- Conduct thorough visual tire inspections
- Learn as much as you can about maintaining tires
- Protect your casings—don’t exceed tread depth standards

DID YOU KNOW?

- Nearly 100 percent of the world’s airlines use retreaded tires.
- Nearly 100 percent of off-the-road, heavy-duty vehicles use retreaded tires.
- Retreaded truck tires get mileage comparable to that of new tires at a lower cost-per-mile.