PRESS RELEASE

According to a survey by Airp Observatory on Sustainable Mobility

A truck using retreads can save up to €1,700 a year

Transport on rubber in Italy represents almost 90% of global figures. Moreover, this solution proves to be the most flexible and appropriate way of moving goods across our country especially in the current economic situation. And being able to save money through transport on rubber is very important because competition is strong. One very strategic opportunity is undoubtedly the use of retreads. In fact, a 44 ton truck with an annual mileage of 120,000 kilometers can save up to € 1,700 on replacement tyres by using retreads instead of new tyres.

Such remarkable savings, however, must not be mistakenly put down to the use of low quality materials, but rather to the fact that retreading allows recovering as much as 70% of the original tyre. Retreading consists in replacing the worn tread, which represents 30% of the tyre, while reusing the supporting structure, namely the casing. This is possible because a tyre casing has a much longer life cycle than its tread. Going into details, retreading is accomplished in different phases. At first, tyres are carefully selected through specific tools, then they are buffed, namely the worn tread is removed and the rough surface is prepared for a new tread. There follows a new casing inspection. Next, a layer of liquid rubber is applied to prepare the surface for the new tread that will be then secured using a hot or cold procedure followed by the vulcanizing process.

It needs to be said that, to ensure safety, tyre retreading is performed in compliance with strict EU regulations (UNECE 108 and 109) which, among other things, require that retreads undergo the same checks and tests as new tyres. The environmental benefit of using retreads is another positive feature that must be taken into account. In fact, using retreads allows doubling the life span of tyres while reducing the potentially polluting waste tyre flow.

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