

PRESS RELEASE

Retreading saves 70% of a tire's raw materials

Why are retreaded tires cheaper?

Tire retreading is good for the environment because it doubles a tire's life while cutting back on scrap tire disposal. Retreads are also cheaper than new tires. But this does not mean they are not as safe and durable as new tires.

In fact, according to UNECE Regulations 108 and 109 - now effective throughout the EU - retreads have to comply with the same safety and quality tests as new tires. Therefore, lower price does not mean lower quality or inaccurate manufacturing standards. Then why are retreads cheaper?

A new tire is made of a casing (70%) or carcass, containing valuable materials, and roughly 30 to 100 different rubber mixtures. The remaining 30% is the tread, the part mostly exposed to wear and tear.

Retreading is the process whereby selected and inspected casings receive a new tread. This process guarantees maximum durability of the product. It therefore saves 70% of a tire's value and, as a result, the price of retreaded tires equals 30% of the price of new tires, namely the cost of a new tread plus the cost of the retreading process. The final price is obviously lower than the price of a new tire, yet the safety and durability offered by this product are exactly the same.

Retreading – highlights Airp (the Italian Tyre Retreaders Association) – is based on extremely advanced and dependable processing techniques. The application of new treads is accomplished through such technologies as vulcanization (to name but one), that allow casings and treads to bond together like in new tires. This is why today's retreads are such a widely recognized solution in all transport sectors, including air freight. The retread manufacturing process – continues Airp – is extremely accurate, technologically advanced and certified, as we said, according to UNECE Regulations 108 and 109.

Going back to the environmental benefit, tire retreading helped save 166 million liters of crude oil in Italy in 2005 – 47,288 tons of prime materials and drivers saved up to 290 millions euros on fuel costs. With the environmental issue in mind, the Ministry for the Environment (as per Decree of Jan. 9, 2003) exempted retreadable tires from the bureaucratic requirements of the Ronchi Decree on waste disposal by striking them from the waste list. Used tires are therefore not waste, but products that – through the retreading process – can be restored to their original use in the safest way. The retreading process has also been acknowledged by the Italian legislation that now requires 20% of spare tires for public fleets to be retreads.

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