

Premium Drive

Duramold WDE2+, W729



WDE2+

W729



Sizes available

Sizes available	Tread (mm)	Load Index
◆ 295/80 R22.5 WDE2+	22	152/148K
◆ 315/70 R22.5 WDE2+	19	154/150K
◆ 315/80 R22.5 WDE	19	154/150K
◆ 295/80 R22.5 W729	23	152/148K

Features

- ◆ Deep tread with low rolling resistance for excellent fuel economy
- ◆ Self-clean stone ejection
- ◆ High resistance to abrasion and heat build-up
- ◆ Driving comfort with stability and reliability

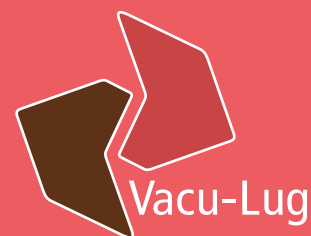
Applications

- ◆ Modern high-powered heavy trucks
- ◆ Regional and long-haul service

Benefits

- ◆ Superior grip
- ◆ Very slow wear
- ◆ Cost-effective
- ◆ Reduces overall operating costs

TYRE SOLUTION PARTNERS

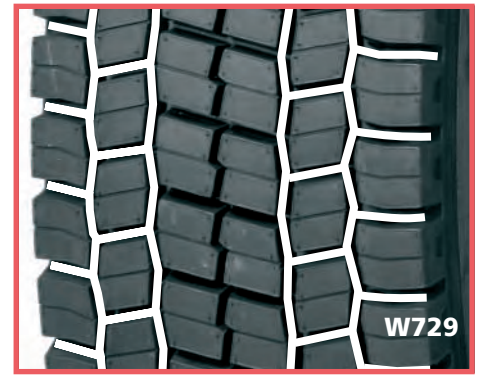


Regrooving

In common with new tyres, Duramold retread tyres are suitable for regrooving.

REGROOVING DATA: W729

Size	Width (mm)	Depth (mm)	Load index
295/80 R22.5	8	3	152/148K



REGROOVING DATA: WDE2+

Size	Width (mm)	Depth (mm)	Load index
295/80 R22.5	8	3	152/148K
315/70 R22.5	8	2	154/150K



Retread tyres are:

- ♦ **SAFE:** manufactured and tested to the same performance criteria as new tyres (ECE Regs 109).
- ♦ **DURABLE:** can last as long as new tyres and often longer due to their unique design.
- ♦ **FLEXIBLE:** bespoke tread compound and patterns for specific vehicles or road conditions.
- ♦ **ECONOMIC:** retread tyres typically cost 25-30 percent less than new tyres. Add on the cost-per-mile benefits and the savings are even more significant.



THE RETREAD PROCESS: Following stringent safety checks and carcass-preparation, (left), new tread is applied using Vacu-Lug's computer-controlled process, (right). This is followed by curing, which ensures the new rubber is correctly vulcanised and produces the exact tread pattern and depth required. Finally, three further safety inspections are made to ensure the quality of the finished retread tyre.

Vacu-Lug and the environment

Independent tests have shown the manufacture of retread tyres generates 70 percent less CO₂ than that of new tyres.

Retreading uses less natural resources – a typical Vacu-Lug retread uses 75-litres less oil than an equivalent new tyre as well as reducing the demand for energy and other petrochemicals during the production process.

Retread tyres also produce less waste. With a retread policy, operators can cut their tyre waste by 50 percent. At Vacu-Lug, all scrap casings and tyres are disposed of via registered agents approved by the Tyre Recovery Association and wherever possible this waste is recycled.

Furthermore, all granular residue and dust produced during the retread buffing process is collected and recycled. This waste is reprocessed into a diverse range of products, including material for road-building, playgrounds and cushion-backing for the carpets.



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