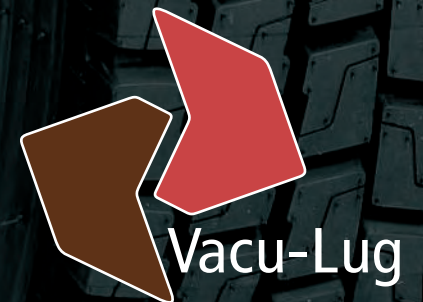


Getting to Grips with Tyre Management



TYRE SOLUTION PARTNERS



Getting to grips with tyre management

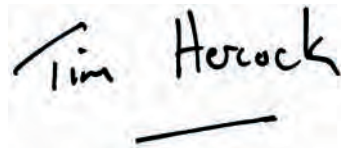
Minimum expenditure, maximum longevity and a reduced impact upon the environment – that pledge is part of every Vacu-Lug tyre management agreement today. And with transport operators the length and breadth of the country placing their trust in us to deliver, that is a commitment we do not take lightly.

Since its creation in 1950, Vacu-Lug has worked in close partnership with customers across a broad spectrum of industry sectors to formulate optimum solutions for specific transport needs .

Over the years, that philosophy has driven the development of our Duramold brand of retread tyres – the manufacture of which has significantly less impact upon the environment compared to new tyres – and seen the addition of the premium quality Yokohama range to our portfolio.

But there's more; as well as our own products any other leading make of tyre can be specified within a Vacu-Lug agreement and our new VFM system means that the usage of tyres can be more closely monitored, controlled and managed than ever.

In a nutshell, by providing precisely the right products and then managing their use as efficiently as possible, Vacu-Lug helps minimise overall tyre-spend. That's what makes a Vacu-Lug tyre management agreement different – and is why we firmly believe we can make a very real difference to your cost of operation too.



Tim Hercock
Managing Director



Tyre management solutions

No matter what your tyre needs, Vacu-Lug has the solution. We service fleets of every shape and size with the ability to manage all types of vehicle as well as plant, machinery and even lawnmowers.

With flexibility the key, from the purchase of a single tyre – be it new or retreaded – right through to a comprehensive tyre supply and management agreement for the largest fleet, we can deliver. And in between, Vacu-Lug caters for every other need too.

No matter which Vacu-Lug solution you choose, our aim is always the same; we seek to deliver nothing less than total peace of mind.

What's more, each of our tyre management agreements, be it Pay-As-You-Go, Pence-Per-Kilometre or Fixed Price, is individually tailored to ensure the closest possible match to your operational needs every time.

Vacu-Lug's Service Partners

Our independence allows us to work with all National and Independent Service Partners to ensure you receive the best possible service in your area. We monitor and measure the performance of all our key Service Partners.

During the lifetime of a Vacu-Lug tyre management agreement our Service Partners will be responsible for delivering the products and services you need to keep you mobile. They will also work to improve the lifespan of your tyres while keeping your fleet safe and legal at all times. The scope of services provided within each Vacu-Lug agreement is tailored to the needs of the application.



Distribution

Our dedicated UK distribution fleet

means our Service Partners are kept supplied with the products you need.

We also collect your used tyres and casings return them to

Grantham for individual inspection and reporting, with any unusable casings recycled by Environment Agency approved processors.



VFM: More than just value for money

At the heart of our service today is VFM – Vacu-Lug Fleet Management – an advanced tyre fleet management system designed to ensure operators get the most out of their tyres

and that best practice is adhered to in every case.

VFM is a powerful management tool which analyses tyre-fleet data from the field and provides a comprehensive series of reports covering every aspect of tyre usage:

Costs can be analysed in either high or low level detail, and wear patterns – either by vehicle or by location – can be monitored to signal where remedial action may be required.

Compliance, both with tyre policy and the law, is facilitated as routine inspection dates are recorded, vehicles not inspected are easily identified and the remaining tread depth for each wheel position is noted.

All this information, and more, is delivered direct to the fleet manager's computer via Vacu-Lug's secure web portal, which can be accessed 24/7.



Aftersales support

Dedicated to minimising overall costs while ensuring legal and tyre policy compliance, Vacu-Lug's Fleet Operations Department manages, monitors and controls our Service Partners and provides the majority of any aftersales support required by our customers.

In addition the Fleet Operations team provide a day-to-day point-of-contact and offer advice on tyre specification, fitment and current legislation.



Fleet inspection

Fleet inspection in the field is controlled via Vacu-Lug's Inspector Link system. Inspection details are recorded and captured using a handheld unit and automatically uploaded directly to VFM.

A unique feature of the system is that Vacu-Lug is able to interface its VFM Inspector Link with other service provider's own fleet inspection systems. Data captured in this way is imported directly to VFM where it is merged and fed back to the customer in a single report-format.



Our products

Retread tyres

Vacu-Lug provides a complete range of retread tyres from 16" to 49" rim size:

Distribution

- ◆ Premium Drive Duramold WDE2+ and W729
- ◆ Premium Trailer Duramold WRE2

All Duramold distribution retread tyres are manufactured from premium first-life casings for exceptional quality, high performance and long life

Construction and waste

- ◆ Regional T100

Waste

- ◆ Duramold WZY2 and WDY3

New tyres

◆ Vacu-Lug is the sole British agent for the complete range of Yokohama truck and earth-mover tyres

◆ In addition, Vacu-Lug can supply any make of new tyre specified by the operator



The retreading process

Retreading involves taking a worn casing of good structural quality and completely renewing the tread and normally the sidewall rubber. The rebuilt tyre then undergoes a curing process during which the new rubber is vulcanised and the tread pattern formed.

Initial inspection

Following a visual and tactile inspection the casing undergoes a shearography test, which scans and detects any minor separations or porosity invisible to the naked eye. Any casings failing to meet Vacu-Lug's stringent quality standards are immediately rejected.

Buffing

The computer-controlled buffing process removes the remaining tread and sidewall rubber to precisely pre-determined dimensions using high speed rasps and brushes.

Preparation

The buffed carcass is subjected to a penetration check which detects any minute holes in the inner walls. After any required filling has been carried out, the casing is sprayed with a water-based adhesive in readiness for the building process.

Building

The new tread is applied to the carcass using Vacu-Lug's patented computer-controlled process. A continuous strip of premium rubber compound is wrapped around the carcass whilst it revolves on an inflatable chuck to form the exact profile required for curing. The fact that there is no join ensures the tyre will be perfectly balanced for service.



Curing

During curing the tyre is placed in a hot, segmented radial matrix or mould within a press. The tyre is cured for up to 95 minutes at 150 degrees Celcius, during which time an internal bladder is inflated to 200psi to maintain the tyre's shape. The curing process ensures the new rubber is correctly vulcanised and produces the exact tread pattern and depth required.



Final inspection

- ◆ Once cured, cooled and trimmed three further inspections are made:
- ◆ A visual and tactile test, where the trained eye will spot flaws in the tread pattern or sidewall.
- ◆ An inflation test, where tyres are rapidly inflated to 110psi over a three second period
- ◆ A second shearography test to assure the integrity of the final product



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. Thicker sidewalls for reduced wear due to kerb contact are also an option.
- ◆ **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.

Vacu-Lug and the environment

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

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

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 carpet industry.



Vacu-Lug Traction Tyres Limited
Gonerby Hill Foot
Grantham
Lincolnshire
NG31 8HE

Tel: +44 (0)1476 593095
Fax: +44 (0)1476 513809
Email: info@vaculug.com

www.vaculug.com