

Regrooving Manual Vaculug Retread Tyres

Sustanability in Motion

Europe's Largest

REGROOVING VACULUG RETREAD TYRES

Vaculug retread tyres are produced by taking worn tyre casings of good strutural quality and completely renewing the tread and sidewall rubber.

The finished product provides a reliable, cost-effective and safe alternative to new tyres.

Once used, the Vaculug retread tyres contained within this manual can be regrooved in exactly the same way as new tyres.

RETREAD TYRES ARE:

SUSTAINABLE: retreading uses less natural resources - a typical Vaculug tyre 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.

DURABLE: can last as long as new tyres and often longer due to their unique design.

SAFE: manufactured and tested to the same performance criteria as new tyres (ECE Regs 109).

FLEXIBLE: bespoke tread compoud and patterns for specific vehicles or road conditions. Thicker sidewalls for reduced wear ue to kerb ontact 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.

REGROOVING VACULUG RETREAD TYRES

Check to ensure there is no damage to any part of the tyre before regrooving. In particular, take great care when inspecting the tread area.

Remove any stones, nails etc. embedded in the grooves and repair if necessary before regrooving.

In cases of abnormal tyre wear, regrooving may be possible provided there is still sufficient original groove visible to act as a guide.

RECOMMENDATIONS

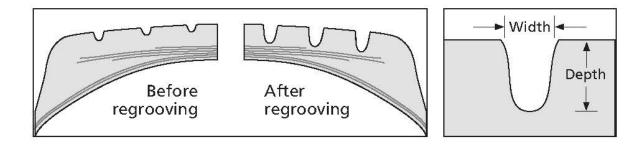
There should be a minimum of 3-4mm of tread remaining before regrooving.

Check this depth at four points around the circumference of the tyre to find the minimum depth of tread reimaining.

Always set the cutter blade to the exact depth listed for each tyre in this manual.

Ensure the patterns, depths and widths specified in this manual are always followed exactly.

After regrooving, always thoroughly inspect the tyre for any defects. In particular, ensure the steel belts under the tread have not been exposed.



REGROOVING PROCEDURE

Check that the tyre is marked REGROOVABLE. Inspect for any damage, remove stones, nails etc from the tread and repair if necessary. Look for tread wear indicators at the bottom of the grooves.



Measure the remaining tread depth at four points around the tyre to determine the minimum amount of remaining tread - there should always be 3-4mm left before regrooving.



Adjust the depth of cut as specified in this manual. Ensure the width of the blade is set correctly depending upon the tread pattern being cut.

Begin regrooving with the circumferential grooves.

Measure the depth of the first groove cut to confirm the blade is adjusted correctly. After regrooving thoroughly inspect the tyre once again, ensuring in partcular that the steel belts have not been exposed.







MTE2





265/70R19.5 385/65R22.5

Depth (mm)3Width (mm)8

T100/T100 Protekt

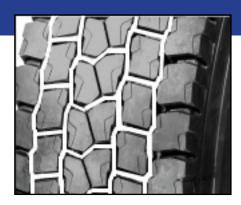




11R22.5	
12R22.5	
295/80R22.5	
315/80R22.5	
Depth (mm)	3
Width (mm)	8



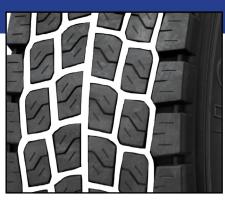




295/80R22.5
315/70R22.5
315/80R22.5
Depth (mm)
Width (mm)

3





315/70R22.5 Depth (mm)

Depth (mm)	3
Width (mm)	7



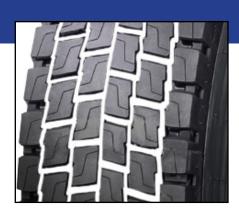


295/80R19.5

Depth (mm)	4
Width (mm)	8

WDE2+





295/80R22.5 315/70R22.5 315/80R22.5 Depth (mm) Width (mm)

8

4





265/70 R19.5 285/70 R19.5 Depth (mm)

Depth (mm) 3 Width (mm) 10

DDY3





295/80R22.5

Depth (mm)	3
Width (mm)	10

LT01





385/65R22.5	
Depth (mm)	4
Width (mm)	8





295/80R19.5 315/80R22.5 Depth (mm) Width (mm)

3

8

WZY2 (WZY2 Protekt+)





295/80R22.5 315/80R22.5

Depth (mm)	4
Width (mm)	8
11R22.5	
Depth (mm)	3
Width (mm)	8

KT01





385/65R22.5

Depth (mm)	3
Width (mm)	3





DDY4





315/80R22.5 Depth (mm)

Depth (mm) 3 Width (mm) 10

WZE





11R22.5

Depth (mm)	3
Width (mm)	10



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