

DID YOU KNOW?

When driving a truck at constant speed on a flat level road 45% of the fuel consumed is needed to overpower the rolling resistance¹. **Bandvulc DYNAMIC tyres save approximately 5% in fuel consumption in everyday operations.**



DYNAMIC

BANDVULC'S FUEL SAVING ENERGY TYRES

DESIGNED IN-HOUSE USING
BESPOKE TREAD COMPOUND DEVELOPED
AT DEVON RUBBER,
A DIVISION OF BANDVULC



Independent trials of Bandvulc's DYNAMIC tyres were held at the Millbrook testing ground under controlled conditions with each result being benchmarked against a standard vehicle which operated conventional products and ran at the same time as the test vehicle.

DATE OF TRIALS: 28.09.10.

LOCATION: Millbrook Testing Ground, Bedford.

TIME: 08:00 – 18:00.

TESTS: Drum and track.

RESULTS: 10.4% saving versus standard truck tyre.

Verified expertise – in fuel saving tyres



Bandvulc's commitment to its environmental policy prompted development of an energy (fuel saving) tyre. Pressure has grown within the tyre industry to make fuel efficient tyres as part of new legislation that takes effect in 2012. The soaring price of fuel is another good reason for Bandvulc to lead the way in creating a retread tyre that offers customers equivalent savings to the market leaders. One of its most recent innovations, the Dynamic, has undergone extensive trials on customers' fleets and at the Millbrook independent proving ground in Bedford. In test conditions the project has shown a 10.4% reduction in rolling resistance and consequently an approximate 5% saving in fuel consumption in everyday operations.

With commodity prices soaring and sustainability a key requirement for many operators, truck retreads are a serious cost effective option for fleets operating on all 'new' tyre policies – an opportunity with tangible benefits which Bandvulc is more than happy to demonstrate.

¹International Transport Forum discussions papers 2010 entitled Innovation in Truck Technologies
NB. This is an edited excerpt from <http://www.internationaltransportforum.org/itrc/DiscussionPapers/DP201010.pdf>, which reads: 1.3. Tractive Resistances (Page 4/5)
When driving a truck at constant speed on a flat level road about 40% of the fuel consumed is used to overpower the air resistance (drag) and 45% is needed to overpower the rolling resistance. The rest is consumed by power train losses and auxiliaries.

Trailer Range



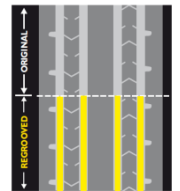
B2K+

Available in Sizes:

385/65R22.5 160J 18mm

- Long haul tyre
- Bespoke, straight rib design
- Cool running compound for optimum performance
- Deep tread delivers significant increase in mileage
- Unique tear-resistance tread design

REGROOVING



Groove Width = 10
Regroove Depth = 4

Size: 385/65R22.5 160J 18mm+



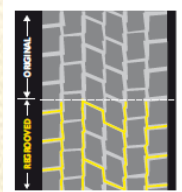
Performance Range



BDE1+

- Long haul tyre
- Proven tread design
- Flat profile – even wear
- Regional application

REGROOVING



Groove Width = 10
Regroove Depth = 4

Size: 295/80R22.5 152/148K 20mm



Key to symbols:

- Mud/Snow
- Urban
- Motorway
- Construction
- Main Roads

Regrooving:
All dimensions are in millimetres. Regroove all tyres at 3mm tread remaining. All regrooving recommendations are based on fully trained operatives carrying out the regrooving at the correct parameters.



All Bandvulc retreads conform to ECE Regulation 109 - performance, dimensions and markings are equal to those of a new tyre.

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