

# Sainsbury's tyres go full circle



## Thinking outside the round

Truck tyre retreading is a much favoured option in the logistics industry as a cost effective, environmentally friendly alternative to new tyres. This fact is endorsed by countless fleet operators, including Sainsbury's, who achieve a significant reduction in their carbon footprint through using retreads. Raw material savings alone average 68 litres of oil and 44 kilograms of rubber compound over a new tyre; this equates to a saving of 182.24 kg of CO<sub>2</sub>. Retreading also reduces the amount of tyre waste and the associated problems of disposal - new legislation in July of 2003 banned the disposal of whole tyres to landfill. This directive has led to many new and innovative ways of using waste rubber and Sainsbury's initiative is particularly gratifying.

## Closing the loop

When Sainsbury's contacted Rediweld in 2007 for an alternative to traditional speed ramps for their car parks, little did they realise that through Bandvulc the tyres from Sainsbury's own fleet could provide the solution.

Rediweld recommended Traficop speed cushions as they provide a less severe but effective way of reducing vehicle speeds. Complete with special high visibility markings around all four sides so as to be visible to both drivers and pedestrians, Traficop is made from recycled rubber buffing taken from truck tyres when they are retreaded. This material is one of the hardest wearing forms of rubber and ideally suited to this application.

The loop is that Sainsbury's have their tyres retreaded by Bandvulc and the rubber buffing (old rubber removed before tyres are retreaded) goes to Crumb Rubber who process it and supply Rediweld. They then mould it into products that include the speed cushions that are used by Sainsbury's in their car parks.

Gary King, Operations Support Manager for Sainsbury's Supermarkets states: "To have our tyres retreaded by Bandvulc gives us significant savings in our carbon footprint reduction; knowing that the waste stream in place for the buffed rubber actually provides us with speed ramps for our supermarket car parks is doubly satisfying".

*We have worked hard to push environmental efficiencies in all areas of our business and our collaboration with Crumb Rubber ensures a robust chain of custody giving us and our customers the confidence that end-of-life tyres are being recycled responsibly. To know that Sainsbury's are benefiting twice over, from both our retreading and recycling is a brilliant example of what can come about through 'green' endeavours.*

Patrick O'Connell, MD, Bandvulc

### Bandvulc Group,

Gillard Way,  
Lee Mill Industrial Estate, Ivybridge,  
Devon, PL21 9LN

T: +44(0) 1752 893559 E: sales@bandvulc.co.uk  
www.bandvulc.com



# Tyre Waste and its impact



## Returned Casings

Worn or damaged tyres (casings) removed from vehicles/fleets are returned to Bandvulc by the service provider for inspection.

## Accepted Casings

Every tyre which is accepted through the initial inspection will generate approximately 7kg of rubber waste during the preparation phase for the retreading process.

This waste is created from the aggressive process required to remove old tread from accepted casings. 'Buffing' produces between 1,000 and 1,200 tons of rubber dust per year.

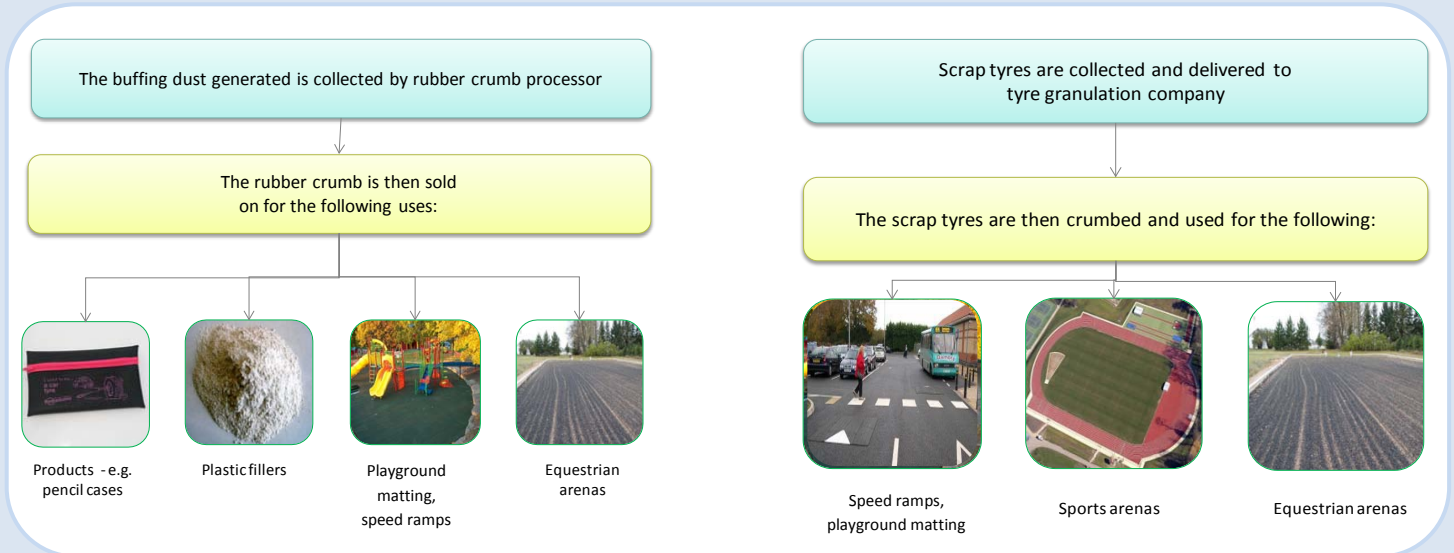
Bandvulc Tyres uses the services of a registered waste carrier to remove this waste element.

## Rejected Casings

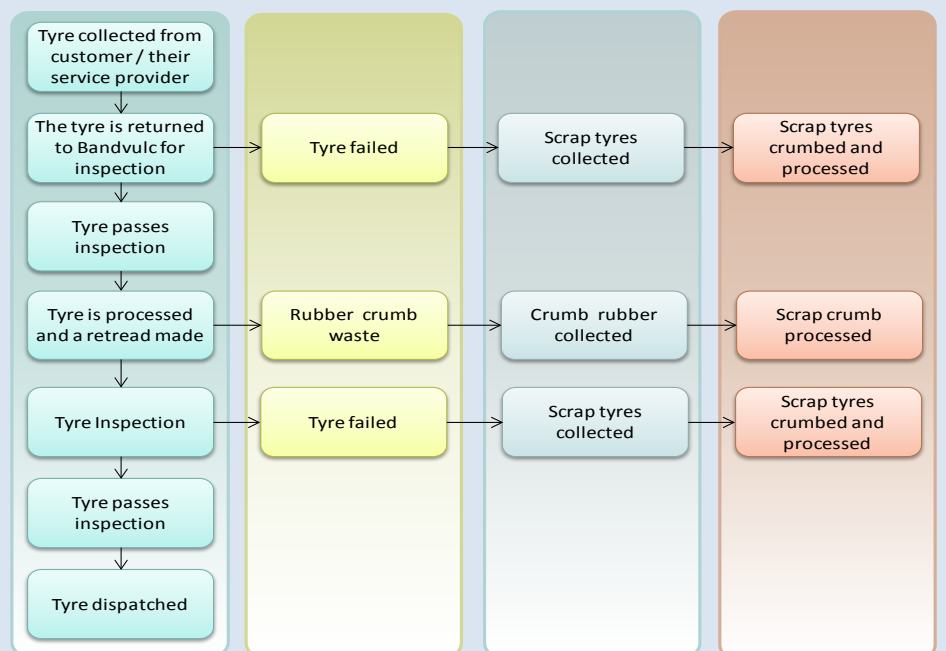
Every tyre which is rejected at inspection will generate approximately 34kg of rubber waste.

Bandvulc's rigorous inspection processes mean that not all of the tyres returned for retreading are found suitable. Some will have been damaged to such a degree that repair is not feasible or the internal integrity of the tyre has been compromised in some way; these are scrapped.

Some tyres will be rejected during processing and also scrapped, with the rubber compound being removed and reused whenever possible.



New legislation in July 2003 banned the disposal of whole tyres to landfill and many unscrupulous 'waste disposal agents' have been heavily fined for illegal or neglectful 'tipping'. For this reason Bandvulc Tyres has a duty of care to ensure that only those companies who are registered with the Environment Agency as carriers for the disposal of scrap tyres are hired. Approximately 4500 tons of scrap tyres are removed from Bandvulc's premises each year.



## Products & Services

Rubber Compounding Truck Tyre Retreading Fleet Management Tyre Support Centre

Certified Partner Network Tyre Service Provision In-house Distribution UK and Europe New Tyre Sales

