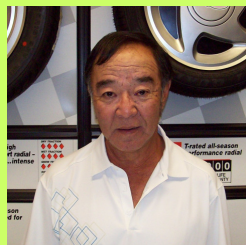


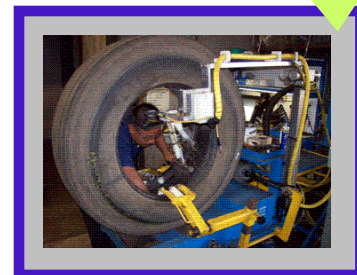
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To Retread or Not



"Think of retreading as a normal part of a tire's life cycle," Miles Aoki



Why Retread?

In addition to the money your company can save, retreads are *green*. A retreaded tire costs less to produce than a new tire, and sells for less. A retread will usually sell between 30% and 50% of the comparable new-tire price.

Retreading conserves oil. The manufacture of a new medium truck tire requires 22 gallons of oil, but only 7 gallons to retread (ITRA). Think of it this way: every retreaded tire is a recycled tire!

The use of retreads makes a positive

contribution to the economy and the environment. It reduces a tire's life cycle cost and removes worn tires from the solid waste stream.

Retreads are absolutely safe. President Clinton in 1993 signed an executive order requiring federal agencies to replace the original tires on their vehicles with retreaded tires. Our professional retreaders at American Tire adhere to stringent industry standards at every step of the retreading process.

Thinking about retreads? Call us today!

The Retread Process



The first step in the retread process is the initial inspection. During the inspection it is determined whether a worn casing will be accepted or rejected for retreading.

The next step is the casing preparation and/or repairing. If damage to the casing is within acceptable limits, it is repaired to be at least as strong as the original construction, if not stronger.

Following the preparation/repairs is the buffing process. This is when the worn

tread is removed from a tire casing.

Following the buffing is the tread application and curing process. Curing, or vulcanization, is the process of bonding the new tread material to the prepared body. During curing the rubber is transformed to a tough, hard tread that resists abrasion and provides excellent mileage and traction.

The last step is the final inspection to ensure quality and safety.



Questions and Answers with Miles Aoki

Our retread expert, Miles, began his career in the tire business in 1983 as the commercial/warehouse manager at Motor Supply. He currently runs American Tire's retread facility.

Q: Is there an age limit to casings?

A: The simple answer is no. You cannot determine the retreadability of a casing based solely on age. Air pressure, number of repairs and retreads also play an important role in the inspection criteria. Goodyear recommends a six year limit on casings.

Q: Is there a federal law regulating the minimum allowable tread depth for truck tires?

A: Yes. The minimum tread depth for truck tires is 4/32 inch on front axles and 2/32 inch on other wheel positions.

Q: Is it true that any irregular tread wear pattern that develops in an original new tire will show up again when the casing is retreaded?

A: Irregular tread wear pattern is usually caused by operating conditions, the tread design, or poor maintenance of the tire or vehicle. The tire casing has very little effect on tread pattern wear.

About Our Retread Operation...

Our retreading plant is under the supervision of Miles Aoki. Professional retreaders include Sheldon Aoki, Tyler Aoki, Gordon Ortiz, and Marc Banez.

As a Goodyear Authorized Retreader (GAR), we use up-to-date, authorized Goodyear equipment. Our retread facility is located just minutes from our main office in Mapunapuna. We specialize in truck and bus tire retreads.

Our commitment to quality dictates that we only use high-quality retread products from manufacturers such as Goodyear, Oregon Tread Rubber Company, Daeho, and Ultima retread products by Goodyear.

For quotes on retreads or to tour our facility, please contact Miles Aoki directly at 306-2804. We look forward to hearing from you!



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Get the most out of your tires

A properly constructed and maintained retreaded tire will give at least as many miles of tread wear as it did when new.

In fact, the more expensive the original new tire is, the greater the retread savings.

