

Get The **Facts** on **Tire Retreading**

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FACT

Retreads litter the road.

Tire debris on highways (also known as rubber on the road or road alligators), is not always caused by retreads, according to the National Highway Traffic Safety Administration's findings. Many people think that the rubber gators on major highways are retreads, however, if you look at them closely you will notice they have wires in them. There is no wire in retreads. Most of the scrap rubber you see is the result of tire casing failure.

Retreads are not safe.

According to a spokesperson for TRIB, the Tire Retread Information Bureau, retreaded tires are as safe and comparable new tires. The ContiLifeCycle Retread process is technology driven for high-quality retreading. The process starts with a thorough inspection of the initial casing using state-of-the-art technology and ends with a detailed final inspection including high pressure testing. The entire process is controlled and monitored for quality by our globally connected retread specialists.

Retreads are ugly.

Most users can't tell the difference in a retread and new tire. The appearance of a retread has more to do with the skill and thoroughness of the retreading specialists. All of Continental's retreads are developed by the same compounding and design teams who develop our new tires.

Only new tires will do.

While some only want to use new tires, it is important to know that Continental's 3G Casings are designed with retreading in mind. Our casings are built with the intention of being retreaded 2-3 times which prolongs the life of the tire and is more sustainable for both the environment and cost to the fleet.

Bad tread means bad casings.

A premium casing can be used for multiple retreads. Most Continental tires are built on 3G Casings that are specifically designed with retreading in mind. Continental's innovative 3G Casings offer standardized construction across all axle positions to simplify your casing management program. With its robust design, our casings are ideal for truck, bus and coach tire retreads.

They're mileage munchers.

A quality retread can deliver as many miles as a new tire tread. It is important to ensure that the retread you are using can handle the load of your vehicle and that the tire is properly inflated. Additionally, that the right retread designed is used in the appropriate application. For example, construction retreads should be used in construction applications, etc. All these components can impact the mileage a retreaded tire gets.

They're don't perform.

Retreaded tires can be driven at speeds as comparable new tires with no loss in safety or comfort.