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We hope you find this issue of The Tracker informative, educational and entertaining. We welcome your feedback and invite you to submit any ideas you have for upcoming issues. Feel free to drop us a line (or two)...

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Cover Image Courtesy of North West Rubber



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TIRED OF COVID? TIME TO LOOK ON THE BRIGHT SIDE



Hopefully, by the time you are reading this, winter is well on its way out; 2020 is a distant memory; and we are all gearing up for a busy spring season.

Unfortunately, it looks like our pesky Covid friend may be around for the better part of 2021, at least until enough vaccines have been made available to get us into the much desired "herd immunity" status. This will obviously continue to have huge impacts on our businesses both directly and indirectly. There has been so much talk of the negative effects Covid has had on the economy and on life in general that I thought it might be good to look at some of the opportunities that are developing.

We have seen a huge drop in miles driven by the average vehicle owner and that will obviously translate into less wear and tear on vehicles for us to repair. There are a couple of areas that we can focus on to hopefully recapture some of those lost potential repairs.

Recreational Opportunities

One area that has seen an increase in sales due to the pandemic, in 2020 RV sales had their fourth best year ever recorded. Expectations are that 2021 could see those numbers surpassed by nearly 20%. With international travel basically all but completely dried up we are seeing more and more people spending vacation time in their own provinces and exploring their own back yards.

Thankfully this is an area where we can explore some service growth—if we are prepared. Over the years, I have had the privilege to meet and talk to many independent tire dealers. I have also been surprised at times by the resistance of some dealers to expand or enter service areas with which they might not be entirely familiar. For sure, it may take some



Neal Shymko
President, WCTD

financial investment in new equipment, tools and training. However, the benefits of pushing outside of our normal comfort zones is now more important than ever: a good investment into a new growth area should pay dividends. Ultimately, if you aren't equipped and ready to handle new opportunities, they will simply be sales lost to someone else.

Local Loyalties

Another catch phrase or slogan that has gained momentum through the pandemic is "buy local". There is now a fairly large movement encouraging consumers to bypass the big box stores and support their local businesses. Gently reminding your customers of the benefits of supporting your locally owned and operated tire retailer rather than the Costco's of the world may gain more support and attention than it would have in the past.

As always, we are monitoring and sharing relevant information with our members as it becomes available whether it be Covid related or in other areas of interest. If you haven't yet, please make sure that we have the most up-to-date contact details for you to ensure that we can get this information out to you as quickly as possible.

Stay well—and here's to a great spring!

NOTICE of ANNUAL GENERAL MEETING



The WCTD Annual General Meeting will take place on April 28th, via Zoom, at 10:00 am Mountain Standard Time (Alberta Time). Meeting details, password, agenda and minutes from the last meeting will be e-mailed to you upon request.

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Associate dealer inquires connect with James O'Reilly (email : james.oreilly@trailtire.com)



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RAY'S REFLECTIONS



I hope everyone had a good holiday season. Christmas and New Year's at our house was very quiet but still rewarding. We communicated with our family and friends via zoom and made the best of it. Everyone made it through so far with no Covid-19 issues.

Well, happily, 2020 is now behind us. As for the tire and automotive industry, it was a challenging year. Like always, with the resiliency of our dealers and the industry at large, we fared somewhat ok. Feedback from the membership was quite positive. The year started out exceptionally slow and ended up fairly strong. I am sure that 2021 will also be fairly weak for the first few months with a resurgence once spring rolls around. Let's take the lessons we learned in 2020 and improve for 2021.

Recycling: First & Foremost

You may have noticed that the theme for this issue of The Tracker is tire recycling. Western Canada Tire Dealers was the driving force behind the startup of every one of the provincial tire stewardships in western Canada—and helped out in some others. It is because of the hard work of our past boards and management that we have some of the best tire recycling programs in the world. Even today we have an appointed member on each provincial stewardship board and or advisory committee.

As an association we need to continue to support and promote our provincial tire recycling programs. We should be aware of all of the end use products that are produced by our processors and their partners and



Ray Geleta
Executive Director,
WCTD

how we can promote and support some of these products. We hope you find this issue informative. And take the time to familiarize yourself with the products and processes mentioned.

Recently, I have personally taken advantage of one of those many products that come from recycled tires. The cement on my driveway was crumbling and falling apart. As per the picture (lower left), I had the concrete driveway and sidewalk covered with rubber asphalt. The price for doing this was less than a third of the cost of replacing the cement. It all added up to great savings for me and allowed me to do my part in supporting tire recycling. There are a large number of products that we could be using and promoting to our friends and neighbors.

Up-coming Training

All in person training is on hold, likely for the entire year. TIA will be offering specific on-line training throughout the year. We will keep you informed. Please keep in mind that I have all of the basic level 200 training material on hand. TIA now offers 200-Level Basic Earthmover Tire Service (ETS) training virtually, led by a TIA staff instructor, with videos and images from the Basic ETS program. The new course (in English) will be held March 9-10 via Zoom: a three-part class with 3 three-hour sessions. Day 1, 10:00 a.m. to 1:00 p.m.; 2 p.m. to 5:00 p.m. Day 2, 10:00 a.m. to 1:00 p.m. Offered in Spanish March 16-17.

Designed for OTR tire technicians, it includes a three-hour video featuring 15 modules that cover the basic safety guidelines for servicing OTR tires, wheels and rims in the field plus a 200+ page workbook. Students who successfully complete the final exam will receive a TIA Certificate of Completion. Offered also in Spanish.

Email training@tireindustry.org with questions. Let me know if you need any assistance.

A Scholastic Reminder

August may still seem a long way off but there's no time like the present to put the word out to prospective applicants about this year's WCTD Academic Scholarship program. This program is among the most worthwhile of any of our membership benefits. We strongly encourage you to make your family and employees aware of it. This year's deadline is August 15th.

Ray

Tire recycling - who makes it happen in BC?

In 1991, on the heels of Ontario's infamous Hagersville tire fire, British Columbia became the first province in Canada to implement a recycling program for end-of-life tires.

At that time, the program admitted two participants that had already been working to establish their places in the then-fledgling industry. Flash forward to 2021, and those two recycling-centric businesses are the lone survivors in the province's program – while many others came and went over the past three decades, Western Rubber Products (Western Rubber) and North West Rubber (NWR) endured, constantly learning, successfully evolving, and ultimately growing into the world-class operations they are today.

British Columbia's program was government-run up to 2007 when it moved to the industry stewardship model that exists today. The program is now delivered by Tire Stewardship BC (TSBC) under a stewardship plan approved by the province. The steady and complementary operations of Western Rubber and NWR have helped TSBC to deliver a stable and effective program – one that ensures all regulated end-of-life tires are collected from retailer sites across the province and recycled in a manner that all British Columbians can take pride in.

So, just who are the two recyclers taking care of your industry's waste?

Western Rubber Products Ltd. (Liberty Tire Recycling Canada)



Founded by local entrepreneurs in 1989, Western Rubber is and always has been the largest processor of end-of-life tires in British Columbia. Between its two operations in the Lower Mainland and one facility on Vancouver Island, Western Rubber recycles approximately 5 million tires per year and currently contributes over 120 full-time positions to British Columbia's job market – a long way from the three employees at its start-up.

Western Rubber reaches every part of the province to provide end-of-life tire collection that helps prevent stockpiling and improper disposal. 100% of the passenger, light truck, medium truck, agricultural, and logger/skidder tires collected are directed to a facility within Western Rubber's group. The recycler has tire-shredding operations in Delta and Chemainus, with its rubber crumbing, fine grind, and landscaping mulch operations based in Delta. Western Rubber's impressive, state-of-the-art operations include 75,000 square feet on a total of 5 acres of land.

A Comprehensive Program

From its beginning, Western Rubber's primary focus has been to produce quality crumb rubber, offering increasingly finer mesh sizes as the operation matured. Through extensive equipment and facility upgrades over the years, combined with in-house innovation, design, research, and development, it has become one of the largest whole tire-to-crumb rubber facilities in North America. Today, its crumb rubber product is sold worldwide – including to BC's North West Rubber – for use in recreational surfaces, molded products, agricultural mats, roofing, horse racetracks, and more. With the use of extensive machinery, no part of the tire is left



to go to waste; the steel extracted from the tire is directed to a steel mill, while the fiber is sent to a cement kiln for use as fuel. Some whole tires from Western Rubber's annual collection are also directed to the kiln for use as a supplementary and more environmentally friendly fuel.

As they entered the 2000s, Western Rubber was producing 25 million pounds of crumb rubber annually, and in more recent years, they produced and sold up to 50 million pounds. In 2019, they processed an estimated total of 100 million pounds of material from program tires into crumb and other marketable products, with capacity to do even more.

A significant part of Western Rubber's growth over the past decade can be attributed to its acquisition by Liberty Tire Recycling (LTR) in 2010. Headquartered in Pittsburgh, PA, LTR is a premier provider of comprehensive tire recycling services in North America. Under LTR, Western Rubber was able to diversify its product lines and markets and the Canadian operations were expanded to include another successful facility located in Sturgeon County, Alberta.

Sustainable Landscapes

In November 2020, Western Rubber reached a notable milestone: 100 million tires recycled in British Columbia since its commencement. In recent years, under LTR's banner, Western Rubber realized other landmarks that include creating end products sold directly to retail outlets – these products currently comprise over 100 different SKUs. Their colored rubber landscaping mulch is distributed through LTR's IMC Outdoor Living division under multiple brand names including GroundSmart, NuScape, NuPlay and Vigoro, and has become popular fare in the gardening departments of Home Depot, Lowes, and other garden supply retailers across North America. The landscaping products meet

all criteria required by the International Play Equipment Manufacturers Association (IPEMA) for certification as playground or play area surfaces and wheelchair accessibility. All products are also tested to pass the American Society for Testing and Materials (ASTM) standards associated with playground surfaces.

Western Rubber's contribution to the economy over the past 30 years is impressive, and given the company's history, there is more to add. In the words of LTR's Regional Vice President, Neil Bansal: "We are continuously searching for ways to improve the sustainability story for end-of-life tires and operate more efficiently."





North West Rubber Ltd.

A true pioneer in its field, NWR used recycled rubber in its mats right from its modest start 53 years ago. Since environmental concerns were not top of mind in 1968 – and even into the 1990s – the company was reluctantly compelled to downplay the recycling aspect to overcome a distrust of its products. But fortunately, times have changed.

In the early years, NWR picked up tire buffings (derived from grinding a tire's outer layer to prepare for retreading) as well as end-of-life tires from British Columbia's Pitt Meadows area where they started out. These materials were ground up to manufacture NWR's limited line of what would now be considered crude rubber mats.

During its first two years of operation, working out of a barn rented from CP Rail, NWR realized only \$17,000 in sales. But prospects changed in 1970 when a Victoria woman requested some mats for her horses and, long story short, NWR discovered there was a huge market in this area. Since the product's quality at that time had yet to be perfected, they spent significant effort exploring improvements and ultimately landed on a vulcanization process that achieved the high standards they sought.

Untapped Potential

After 40 years of successful operation, NWR's President recognized that there remained untapped potential for additional growth. Stepping aside to serve as Director, he onboarded several knowledgeable and visionary leaders who could help take the company to new heights. These fresh eyes resulted in expanding NWR's presence into international markets and across more retail and commercial segments. With about 200 employees, of which half are based in the company's British Columbia facilities, NWR is now one of the largest recycled rubber mat manufacturers in the world.

From its equine and agricultural mat beginnings, NWR's product line has grown to include surfaces of superior quality and durability for recreational flooring (athletic facilities, ice rinks and commercial and home gyms), commercial flooring, playgrounds, truck beds, pets, construction,

industrial uses, traffic safety, landscaping, marine and solar applications, and more. A particular focus of late has been NWR's "Black Armour" premium truck bed mat, a much thicker and longer-lasting product than those of its competitors; in a departure from normal practices, they now also sell these mats directly to consumers and offer shipping anywhere in Canada and the US.

Beyond BC

In addition to its headquarters and manufacturing operation in Abbotsford, British Columbia, NWR has expanded to own and operate manufacturing facilities in Ontario and China. Additionally, in late 2019, still working to keep up with product demand, they further expanded by building a recycled rubber mat manufacturing facility in Texas.





NWR recycled rubber mat manufacturing facility in Texas

In line with a commitment to help its employees, customers and communities grow stronger, NWR has recently partnered with Habitat for Humanity's BC Restore program, where it provides commercial flooring products free of charge to generate charitable funds through Restore outlets. In addition, NWR recently donated free sports flooring and installation services to the new Abbotsford fire hall (below), as part of its focus on supporting the health and safety of first responders in the communities where NWR operates.

NWR's recycled rubber products are LEED certified. The "Leadership in Energy and Environmental Design" certification is the most prevalent green building accreditation program in the world and provides an important pathway for NWR's products to be specified for use by today's architect and design communities.

Over the past 53 years, NWR estimates it has contributed to preventing well over 115 million tires from ending up in landfills. To put this in perspective, if stacked one upon the other, they would form a tower almost 15,000 miles high.

According to NWR's Director, Arnie Melissen "We're still looking for the ceiling in this business... we haven't found it yet, even though we've been around for over 50 years."

A Last Word...

On the contributions of Western Rubber and NWR to British Columbia's industry, TSBC Chair Glen Ringdal remarks "Turning waste into product is the driving philosophical notion of Tire Stewardship BC and its two most significant partners — Western Rubber Products and Northwest Rubber. A decision by the BC Provincial Government in 2006 to harness the entrepreneurial spirit of companies like Western Rubber and NWR to successfully collect, recycle and reuse every scrapped tire in BC has brought that aspiration to vibrant and successful life".

For more information on these two recyclers, visit Western Rubber's website at <https://western-rubber.com> and NWR's website at <https://northwestrubber.com/>.



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A Significant Option: Rubber Modified Asphalt (RMA)

— PREPARED FOR CATRA BY CHAHNEET SIDHU , AUGUST 2020



Have you ever wondered what happens to your old tires? Recycling agencies in each Canadian province and territory ensure tires are recycled safely and responsibly. In 2018, over 487,000 tonnes of Canada's end-of-life tires (ELTs) were diverted from landfills and made into environmentally responsible products such as Rubber Modified Asphalt (RMA).

Recycling tires to make RMA has been around for many years and offers excellent performance with environmental and cost benefits. RMA has several uses, including in public roads / highways, community sidewalks, bike pathways, commercial parking lots, and residential driveways. It is important to consider sustainability – specifically, recycling – when designing roads throughout Canada. RMA gives old tires a new use by incorporating them into asphalt, creating value from a waste that might otherwise go into landfills.

What is Rubberized Asphalt?

RMA is an alternative to traditional road pavement material. It is produced by mixing crumb rubber – the granules that result from grinding up whole scrap tires from automobiles, trucks, and buses – with conventional asphalt. Rubber modification of asphalt concrete is prepared by one of two methods:

- Dry Process: The addition of crumb rubber as aggregate during mixing.
- Wet Process: The addition of crumb rubber to the asphalt binder before mixing.

The mix is then compacted and incorporated into various asphalt pavement surfaces, with approximately 2,000 scrap tires used for every two-inch lane-mile of rubberized paving.

Use of RMA

RMA was first used as a pavement material in Phoenix, Arizona in the 1960s and has since continued to advance throughout the United States: extensively in California, Arizona, Florida, and Texas. California's 2018 Department of Transportation report confirmed that about half the asphalt roads built that year included RMA and in total required over 35,000 tonnes of crumb rubber. RMA was introduced in Canada in the early 2000s and has been primarily tested in Alberta, British Columbia, Ontario, and Saskatchewan.





Tire and Wheel Service Solutions



In Canada, the performance of past test sections has not been considered as successful as in the United States. This, along with some errors made in the testing stages, has resulted in limited advances in Canada's use of RMA beyond the testing stages. However, under the right construction practices such as accurate mix design, and with appropriate training for contractors and municipalities, RMA should show similar performance to that of the United States.

Advantages / Disadvantages of RMA

The increasing density of road traffic is putting a greater demand on the performance of pavements. Some of this stress on roads can be alleviated by the application of RMA. The addition of ELT rubber has shown to improve the durability of roads as they are more crack, rut, and skid resistant compared to conventional asphalt. RMA has several other benefits including reduced pavement maintenance costs due to improved performance, reduced pavement thickness, reduced traffic noise, and smoother roads. RMA is also recognized as a sustainable product – recycling ELTs to generate new products like RMA is an excellent way of reusing readily available materials in place of new pavement materials.

While there are many advantages to RMA, there are also some disadvantages that limit its use. Although RMA lowers cycle costs of pavements by reducing maintenance costs, the initial cost of this new application is higher than traditional asphalt. Also, due to the normalization of traditional asphalt, many government transportation departments prefer to continue using old materials and methods instead of new application processes.

In 2005, Saskatchewan's first RMA project successfully built just over 20 lane-kms of pavements. There were no major issues, however, there were some construction challenges along the way. For example, the trucks supplying the RMA were insufficient in delivering the product at the intended temperature, which is an important part of the process. To ensure the RMA mixture was consistent, the contractors needed additional heating storage units on-site. The province practiced good quality control in terms of the mix design and construction to overcome the challenges of RMA. The success of the first project led to the construction of the nine more RMA projects from 2007-2009.

One of the biggest challenges to using RMA in Canada is the cold climate. For instance, Alberta built three test sections in three different geographic regions: Fort McMurray, Edmonton, and Lethbridge. Fort McMurray, the furthest north of the three locations, did not perform as well as Edmonton or Lethbridge because of the colder climate. With accurate construction, application and climate-specific mixtures, however, RMA has proven to withstand colder areas.

For example, engineers have developed a RMA mixture that has proven to resist the colder climates in Sweden and Norway, and in states such as Alaska, Massachusetts and New Jersey.

Advances in RMA

Several advances in RMA over recent years, including improved equipment and technology, have decreased the initial construction costs of RMA. For example, good paving practices, such as using temperature-controlled asphalt mixture equipment, allow for the successful placement and compaction of RMA. Many local testing labs also have properly maintained equipment operated by well-trained workforces for quality

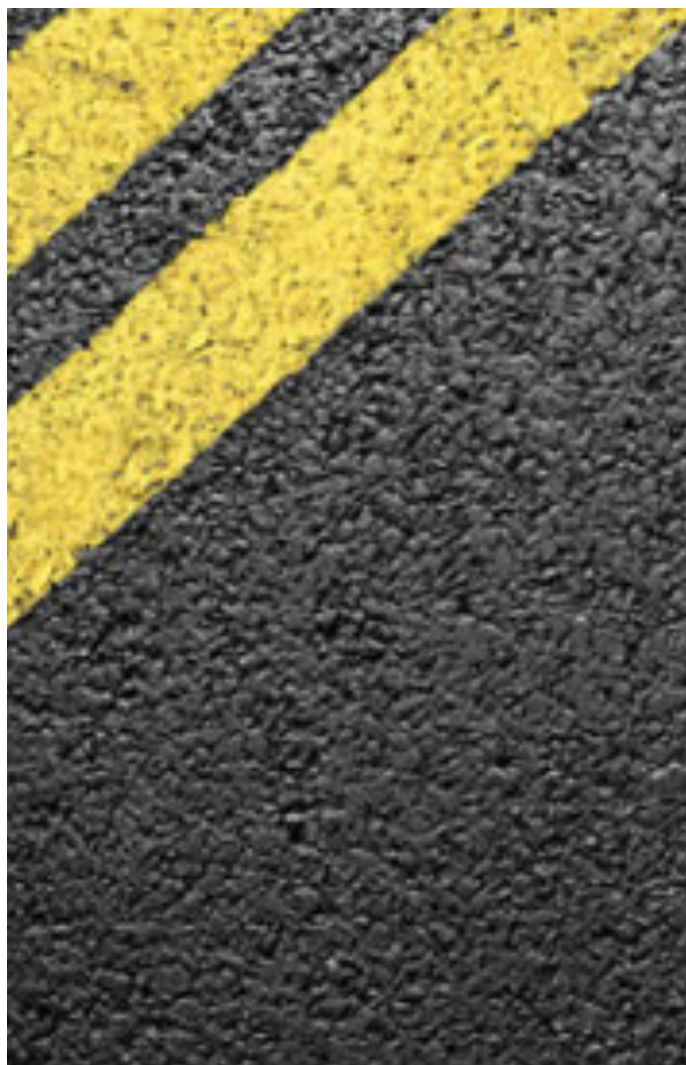
assurance for pavements. In California, the effective performance of RMA has lowered its cost due to the high demand for this pavement. It is a cost-effective pavement of choice for the state, and contractors and government transportation departments trust the product.

Further Research

RMA is a fairly new application in Canada and is still being tested throughout the country for potential use on Canadian roads. Researchers at the University of Waterloo have also been working on the effects of low temperatures on pavements and the option of using recycled rubber for improved pavement performance in Canada.

Conclusion

Using crumb rubber from recycled tires in asphalt is a smart solution for a sustainable future. RMA offers several benefits, including lowered maintenance costs, reduced pavement thickness, lower traffic noise, and the diversion of old tires from landfills. The obstacles to RMA could be easily offset with proper mix design and following good construction practices to achieve optimum results. If future pilot projects demonstrate better performance than conventional asphalt, RMA would be well-positioned as another significant option for Canada's ELTs.



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LIVES LIVED

James (Jim) Vissers



The association is saddened to learn of the passing of Jim Vissers, who died on December 16, 2020.

Jim worked with his family (father Hank and brothers Herb and Ron) at Sidney Tire on Vancouver Island until he left in the early 1990s to pursue his career as a full time pilot. He served on the WCTD board of directors from 1990 to 1995.

Jim was already an accomplished glider and private pilot when he started fighting forest fires, aged 17. Over a career that spanned 40 years he flew a wide variety of aircraft, including Catalinas, Douglas DC4s, Viking Canadairs and the celebrated Martin Mars water bombers. He spent much of his career flying in Canada's high Arctic. Jim was a driving force behind The Catalina Preservation Society, who paid tribute to him as follows:

With deep hearts the Catalina Preservation Society has lost one of our great crew members and President Jim Vissers.

He passed away of natural causes on Dec 16 2020.

Godspeed to you Jim on your new journey and you will still live forever with us.

As an Air Cadet, Jim earned his wings at age 17. His passion for flying took him to many countries around the world. His adventures started as a glider pilot and then he continued on to a career as a water bomber pilot on Canso's, CL215's, and the Martin Mars. He then flew for Buffalo Air on the DC 4 and ended with Summit Air on the Dornier, which took him to the Ivory Coast, Indonesia, and across the Canadian Arctic, mainly Baffin Island.

Jim was well loved for his adventurer's spirit, big heart and welcoming smile, which were contagious and left a lasting impression on the many friends he made throughout his life's journey.

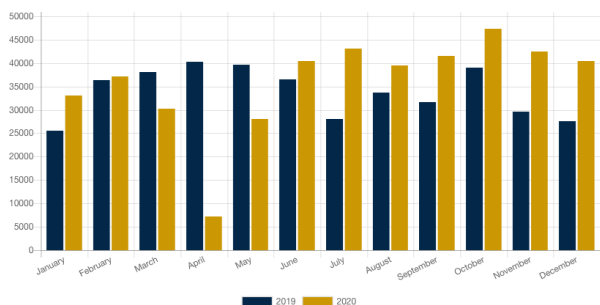
A celebration of Jim's life took place on Monday December 21st at 12:00 pm (Winter Solstice). Due to COVID, the memorial service was held online via Facebook Live at Yates Memorial.

Western Canada Tire Dealers extends our deepest sympathies to the Vissers family.

RV INDUSTRY 2020 PRODUCTION GROWS BY FOUR PERCENT

Like many industries, the pandemic may initially have been tough on RV manufacturers. But at the end of 2020 it appeared that even after a spring shutdown the industry was robust and recovering well.

Total Shipments Monthly vs. Last Year



In fact RV production is thought to have outpaced 2019 by around 4 percent.

This appears to have been part of a general trend that saw a massive demand for recreational equipment of every kind, as more people were anxious to get outdoors during the pandemic. US figures show production of over 400,000 units of varying sizes, according to industry figures.

A number of factors appear to be playing into the surge. U.S. RV Technical Institute executive director Curt Hemmeler suggested that COVID-19 may have driven people to buy or rent RVs—and he's convinced the interest will last beyond the pandemic.

Hemmeler believes that significant growth will continue, with production in 2021 expected to exceed 500,000 units. The biggest growth categories were in travel trailers and in camper vans.

"We definitely feel that the trend will continue even as the vaccine rolls out and folks' comfort levels may return to flying again or taking a cruise," said Hemmeler. "The RV industry has opened eyes and folks are experiencing things and the ability to work as well."

RVs have often been considered by economists as a bellwether for the U.S. economy, using the industry to gain insight into Americans' discretionary income. Traditionally considered a luxury item, some in the RV industry say that could be shifting as the vehicles are used for more than just occasional trips.

At the same time, millions of Americans face eviction or foreclosure.

Hemmeler said he believes the industry may still provide some insight into the U.S. economy, but younger people looking at RVs are shifting the traditional indicator.

"As it was once before when it was truly a discretionary buy for the most part, I think folks are now doing it with the purpose they're doing it with other than the idea of just retirement," he said.

Hemmeler said the increase in work from home and remote learning in 2020 were also part of the rise in interest.

Source PBS

FISHER: MAINTAINING LIFE FORCE OF SHOP, SERVICE EQUIPMENT



by Peggy J. Fisher
Tire Business

Air is amazing. All living things depend on oxygen to live and breathe. Air also enables airplanes, helicopters, birds and insects to fly. And did you know air is a good conductor of sound? Without air, we cannot hear sounds.

Air is also the life force of your shop and service equipment. It is essential to have a supply of clean, dry air to provide energy to your impact wrenches and strength to carry a tire's load.

When your shop air system and pneumatic tools are neglected and air is restricted, it's the same as strangling or suffocating a person. All the strength is sapped from the system, air lines go limp, pneumatic tools weaken and eventually die and — as we all know — tires run flat and perish, too.

The good news, though, is there are things you can do to ensure that your air system and tools are and remain in peak condition to provide optimum performance.

Inspect air systems now

It is vital to continually inspect your air system and impact wrenches. You've come through a busy time servicing your commercial fleet accounts and your air system most likely has gotten a thorough workout.

Now is the time to tend to it to prevent your tire shop or service area from shutting down and your pneumatic tools from getting starved for air and losing power.

You should scrutinize three areas: the compressor, air lines and air tools. You should start in the compressor room by first determining the last time your compressor received a preventive-maintenance inspection.

If you have a piston compressor, take the following steps now:

- Change the oil. Before you begin to drain the compressor, turn it on for a few minutes to warm and thin the viscosity of the oil so that it leaves the system easily and remove the fill cap to allow air into the system. Then remove the drain plug and drain the oil;
- Replace the air inlet filter;
- Check the belt for proper tension, cracks and other signs of excess wear. Replace if necessary;
- Check the inlet and discharge valves of the pump to see if they are sticking due to carbon deposits; and



- Check the piston, cylinders, rings and valves. If they are worn, the compressor will deliver less air and will blow oil past the rings into the compressed air. If you find excessive air passing through the crankcase breather, this is an indication of worn piston rings. If you find the compressor output has dropped and/or oil in the air, put rebuilding your compressor on your things-to-do list. Manufacturers recommend that these compressors get rebuilt every 5,000 to 10,000 hours.

If you have a rotary compressor, do the following:

- Change the oil;
- Change the oil filter;
- Change the air/oil separator;
- Check the belt for proper tension, cracks and other signs of excess wear. Replace if necessary;
- Look for mechanical seal leakage; and
- Inspect the inlet valve for wear and excessive bearing play.

Manufacturers recommend that rotary compressors get rebuilt every 50,000-100,000 hours.

If you have a dryer on your compressor, which I hope you do, perform a little maintenance on it, too:

- Check to see if the condenser is clogged since this condition is the cause for air dryer problems;
- Clean the fins with compressed air or a bristle brush, but be sure not to damage the fins of the heat exchanger during cleaning; and
- The drain function at the separator should be checked regularly by monitoring the amount of discharge it puts out. (Approximately six gallons of water should be discharged from a 100 cfm dryer on an average day.)

Every air dryer drain should be serviced or rebuilt at least once a year.

Walk-around inspection

Next, do a walk-around inspection of your air system. Walk from your compressor room through your shop and listen for leaks.

It's best if you can do this after hours when things are quiet and you can hear air leaks better. Check the piping and lines from the compressor all the way to your air tools.

This is really important since studies have found that on average 35% of all compressed air is lost to leaks. Replace leaking fittings, nipples, couplers and hoses immediately with the proper piping and fittings. Your compressor can be choked if the wrong ones are used.

Don't just crank up the compressor to try to get more air out of it. This will just make the air leak out faster and actually will reduce your system capacity even further. Hoses should be connected securely by installing appropriately sized quick-change chucks.

If you are hard of hearing, I suggest you buy an ultrasonic leak detection device, which is relatively inexpensive and is usually a good investment since air leaks will force the compressor to work harder and can rob the system of power to air tools. This situation could result in wheel losses when wheel fasteners can't be tightened to the proper torque.

Next check the air lines to the impact wrenches or other air tools you have. Having too much or too little air supplying the wrench is bad. The wrench becomes either hyper or anemic.

Operating wrenches with too much air pressure causes O-rings and valves to deteriorate rapidly. Usually the throttle valve is the first component affected.

This valve is either steel or plastic and is linked to the trigger to control the flow of air through the wrench. High pressure causes this valve to wear at a much faster rate.

Operating an impact wrench with too little air under-powers the tool. It will not have enough energy to operate in its torque range and you'll end up with loose wheels.

The air system must deliver 90 psi at the impact-wrench inlet with the tool running. You can check this pressure by installing a dial pressure gauge in a T-fitting at the air inlet of an impact wrench and attach the hose to the other end of the T-fitting. Measure the air flow to and through the impact wrench while it is running.

This test rig also can be used to detect restricted air lines or couplings that starve tools of air. If air lines are run over by vehicles or just fatigued, they can collapse internally and restrict air flow.

A 90 psi running pressure is needed at the gun since that is the recommended operating pressure of most impact wrenches. Disregard static pressure. When the tool has stopped, the air pressure in the line may be substantially higher.

Maintain air-system tools

If your shop has multiple tools and lifts using compressed air, you may want to consider installing air-system alarms to alert technicians when the line air pressure drops below the minimum needed for proper tool running pressures.

Impact wrenches need clean air to operate. Dust, corrosive fumes and excessive moisture can wreck an impact wrench.

In fact, moisture is their leading cause of death. If moisture enters the cylinder assembly, rust, corrosion and pitting will attack the cylinder, rotor, vanes, and end plates, which are located in the motor housing.

These parts depend on a clean and dry source of compressed air, and since there are no seals or gaskets between the cylinder and end plates, the surfaces must be clean and smooth in order to maintain torque output.

Therefore, you should have moisture separators and filters installed at every drop, which should be drained daily. If you are in a humid climate, even if you have an air dryer on your compressor, they may still need to be drained daily.

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Make sure that the lines that lead directly to air tools have a filter to strain out dirt and debris, a pressure regulator to control the air to the tool and a lubricator to ensure the air tool's components are oiled as it works. (Never use air lines containing air tool lubricant for tire inflation.) Ensure all of these components are working properly. Replace them if they aren't.

Now that you've inspected the compressor and airlines, check your impact wrenches. They should be checked running in both directions on a regularly scheduled basis to ensure their output is correct. This can be done in three ways.

1. You can check torque output by installing a wheel nut on a vehicle with the impact wrench. The wrench should impact for a short duration. Most manufacturers recommend 5 seconds, but check with your manufacturer for its recommendation. Measure the torque on the nut using a torque wrench in the tightening direction.

If the working range torque is not achieved, the impact wrench will need to be inspected and may need to be rebuilt.

2. Use a Skidmore-Wilhelm gauge to measure impact wrench performance. This tool is pricey but well worth the investment if you have a lot of impact wrenches in your company. If the working range torque is not achieved, the impact wrench should be inspected and may need to be rebuilt.
3. Send the impact wrench out to a service center to check torque and bring the tool back to its original performance capacity.

If you install whip hoses on your impact wrenches, do not use Teflon tape since it can flake loose and lock up the motor. Use a liquid pipe sealant instead to prevent damage to the housing.

Couplers should not be used at the air inlet of the impact wrench where they increase overall bulk, put unnecessary strain on the inlet threads and deteriorate rapidly due to vibration. Instead, use the recommended air hose and coupling assembly shown in the manufacturer's parts list.

Check impact wrenches

Since you are standing in your empty and quiet service area right now with everyone gone, look around and see where your impact wrenches are.

Are they lying around where the technicians dropped them before they clocked out? If so, it's a sure bet you're not getting optimum performance and life from them.

While impact wrenches are not precision tools, they still can deliver a reasonable torque range if treated well and maintained correctly

that will reduce the amount of work you'll have to do with a precision torque wrench.

When impact wrenches are not in use, such as at night, they should be cleaned, lubricated and stored in an area where they will not collect dirt or moisture.

It is recommended that a liberal amount of air tool oil be poured in the inlet and that the tool be run before storing it.

However, follow the manufacturer's parts list for the amount and type of lubricant needed and add only the amount specified. If the impact wrench has a sealed oil lubricated clutch, it will lose power if overfilled.

When things are busy in your service area again, watch your technicians and how they work with their air tools. Impact wrenches should never be dropped, thrown, dragged around by the hose or left where they can be run over.

Do not use air tool oil with detergent since the detergent causes the vanes or rotor blades to hang and become pitted. It also eats through the throttle valve and other small parts. The use of oil with detergent is the second most common cause of shortened impact wrench life.

When things are busy in your service area again, watch your technicians and how they work with their air tools. Impact wrenches should never be dropped, thrown, dragged around by the hose or left where they can be run over.

Use protective covers to reduce damage to impact wrenches that tend to be abused and accidentally dropped. In other words, put them on all of your impact wrenches.

Now that you've inspected your shop air system and tools, don't forget all the compressors, air lines and impact wrenches you have on your service trucks.

When was the last time they were inspected and maintained? Now is probably a good time to give them a checkup, too, to ensure their life force is in peak condition.

Peggy Fisher is president of TireStamp inc. and is based in Troy, Mich.



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TREAD MATTERS: THE SCIENCE BEHIND TREAD PATTERNS

— BY FARDAD NIKNAM

Have you ever wondered about the science behind a tread pattern? Why some tires have a lot of cuts, some are almost slick, some are asymmetric, and some are directional? The only contact a car has with the road is the tire so tread patterns play a critical role on how well the tire performs in different road conditions.

Have you ever wondered about the science behind a tread pattern? Why some tires have a lot of cuts, some are almost slick, some are asymmetric, and some are directional?

The only contact a car has with the road is the tire so tread patterns play a critical role on how well the tire performs in different road conditions. Engineers spend hundreds of hours developing a pattern that will provide optimum performance in the realm of target conflict, where expectations are really high. They have to consider the interaction between the tread pattern and compound to assure the interaction will not compromise the other performances.

Before we get into the details, let's spend some time making sure we use the same terminology on the tread pattern components.

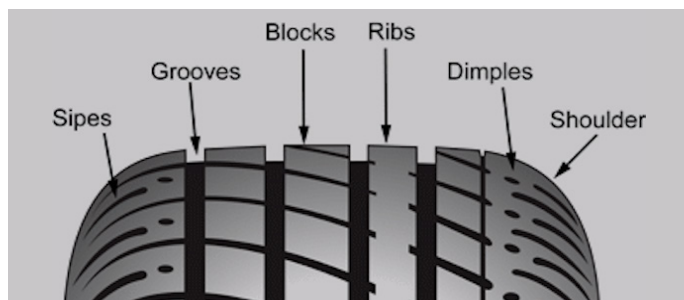
Tread Pattern Performance Expectations

While tread patterns have a major role in the performance of each and every tire, engineers mainly focus on dry braking, noise, wet braking, handling, PRAT (Ply Steer Residual Aligning Torque), irregular wear, and snow and ice traction in regards to the design of a tread pattern. Besides tire performance attributes, creating an attractive look is an important aspect of a tread pattern design, too.

The challenge when designing a tire is managing the trade-offs, where improvement of one performance attribute will result in a performance reduction in another area. The best dry braking tire is a slick tire with no groove or sipes, which is why racers use "slicks" in competition. A slick tire provides a maximum contact patch with the road and delivers ultimate performance in dry conditions. However, the same exact tire will not be driveable on a snowy road.

Winter tires with a lot of sipes will provide excellent snow performance, but are not ideal on dry roads. On a snowy road, sipes will act like claws, digging into snow to move the vehicle through it. That's why winter tires are highly siped.

The same is true regarding the target conflict between wet braking



and dry braking. The tread pattern should be designed to evacuate water quickly from the tire in wet conditions through circumferential and lateral grooves (tire void). A tire with a high void concept (large grooves in circumferential and lateral) will provide excellent wet braking performance, however, a high void pattern reduces the contact patch, resulting in lower dry braking. Developing an optimum tread pattern to deliver both performances is always challenging for tire engineers.

Noise and irregular wear are the other two main tire attributes that should be considered during tread pattern development. The number of pitches, sequencing the tread pattern pitches and the position of different grooves will affect noise performance. While a higher pitch may improve noise performance, it may also reduce block size and increase the risk of irregular wear on the tire. Smaller blocks will reduce dry performance of the tire as well.

The goal of a tire engineer is to design the pattern in a way to generate enough force to keep the car going straight when there is no steering input or correction available.

The tread pattern also provides some important performance attributes that may not be known to the public. For instance, every road is built with some slope toward both shoulders. These slopes help with the evacuation of water from the road. The goal of a tire engineer is to design the pattern in a way to generate enough force to keep the car going straight when there is no steering input or correction available. Block angles play the main role and have to be designed to make this work.

As we discussed earlier, tread patterns also play an important part in tire handling. Tire engineers normally design tires asymmetric where there is a different expectation of handling from each side of tire needed. This is normally true in UHP tires where the expectation of handling and performance is very high. When the appearance is the main factor, the directional pattern can be considered.

Tread pattern is not the only tire performance influencer. Tread compound, tire contour and tire construction combine to provide the total performance of the tire, and the interaction between them all is an interesting subject for future articles.

In modern days with the availability of super computers, tire engineers are able to develop tread patterns, model the tire and predict the performance, identifying which will provide the best overall performance and safety before ordering any tooling. It's a process that helps us to bring tires to the market in half of the time it took a decade ago. Of course, the true tire tests happen in our proving grounds, where each pattern's performance is individually confirmed before going on the vehicles of the customers you serve. TR

(This article appeared in Tire Review in 2017)

FEDERATED INSURANCE BUSINESS CONTINUITY PLANNING



by Reza Kamrani
Account Representative,
Associations, Federated Insurance

Entrepreneurs, small business owners, and large business managers alike need to worry about their business continuity plans. Why? Because business interruption risks are all around you — and multiplying as technology and industry relationships evolve.

You might think a couple of days off wouldn't hurt the heart of your operations, but there can be a lot of levers to pull to get things back on track. Without a plan, your business could be sidelined for a lot longer than you had hoped. Can you afford that hiatus? Most companies, unfortunately, could not.

What is Business Continuity?

Business continuity planning is about preparing your business for the worst. It's implementing a step-by-step plan for the future should an emergency hit, and it's something that some business owners overlook. What would you do if there was a power outage? How would you recover from a cyber attack? Are you properly prepared for natural disasters? How would your business handle a pandemic? These are just a few of the questions that can help you develop a business continuity plan for the year ahead.

“Proper business continuity and disaster planning can help,” explains Fred Muldowney-Brooks, Director of Risk Services & Solutions for Northbridge Financial Corporation. “It begins with asking yourself: ‘if I were to experience a loss tomorrow, what would I do?’ You need to determine the specific steps you’ll have to take in order to keep your business running.”

Start with a Business Breakdown

“Proper business continuity and disaster planning can help,” explains Fred Muldowney-Brooks, Director of Risk Services & Solutions for Northbridge Financial Corporation. “It begins with asking yourself: ‘if I were to experience a loss tomorrow, what would I do?’ You need to determine the specific steps you’ll have to take in order to keep your business running.”



Federated insures over 300 WCTD members in western Canada. They range from small rural independents to national brands and buying groups.

Disasters can happen anywhere and without warning, and when you run a small business, you can have a very thin margin of error

There are three lenses to use when you examine your business: financial, operational and marketing. You'll need to determine just how much the loss will cost your business, and if you're not properly insured, you may be on the hook for the entire amount.

Consider Your Coverage

“Insurance is often a low priority for small business owners due to time, resources, and money. Unfortunately, companies without a plan are left unprepared in emergency situations, which can cost them both time and money. Having insurance coverage is a central part of an effective business continuity strategy,” Fred explains.

You'll also need to figure out how to keep your operations going to avoid any further financial loss. Business interruption insurance is especially important in situations like these since it's designed to help your operations continue after a crisis. Finally, you'll need to develop a proactive communications plan that can help protect your reputation from damage (you don't want to lose the trust and loyalty of your customers, right?)

Key Risks for Businesses

Disasters can happen anywhere and without warning, and when you run a small business, you can have a very thin margin of error — one big upset could prove too difficult to recover from. Here are a few of the risks that your business may be facing:

Fire

Fires are commonplace, and they're posing more danger than ever before. They can result in devastating consequences for businesses of all shapes and sizes. To get on top of the risk of fire, start by asking yourself:

- Are your employees properly trained in handling and operating equipment and fuel that may cause fires, property damage, or serious injury?
- Do you have fire protection equipment, such as fire extinguishers and smoke alarms, installed on your property?



“I often put natural disasters near the top of the list because they’re seen as the least likely to happen, but that’s not always the case and they need to be on business owners’ radar,”

Natural Disasters

“I often put natural disasters near the top of the list because they’re seen as the least likely to happen, but that’s not always the case and they need to be on business owners’ radar,” says Fred. Fire is not the only natural disaster that can cause significant damage to your business.

Others include:

- Flood
- Earthquake
- Tornado
- Hurricane
- Avalanche

How close are you to major waterways, mountains, fault lines, or coastlines? Natural disaster risks depends on proximity, so make sure you know how to react to those that could put your business in jeopardy. If you do have insurance coverage for your small business, take the time to know exactly what’s covered by your policy — if you see gaps, it may be time to update your insurance coverage. Some key points to consider:

- If you can’t return to your business facility, where could you temporarily set up?
- Is your staff trained on the proper protocol for a natural disaster?
- Do you have employee information stored in a safe place to retrieve after a natural disaster?
- Do you have a communications statement ready for your customers if you’re unable to fulfill commitments?

Pandemics

While they don’t happen often, if a wide-spread illness strikes, like a pandemic, it can bring business operations to a halt. To help protect your employees, yourself, and your bottom line, there are many things you can do. We outline some of the key steps you can take:

- Identify a pandemic coordinator and/or team with defined roles and responsibilities for preparedness and response planning.
- Establish an emergency communications plan and revise it periodically. Your plan should include key contacts (and back-ups), chain of communication (including suppliers and customers), and processes for tracking and communicating business and employee status.
- Make sure workspaces are clean and hygienic. Ensure surfaces (including desks and tables) and objects (including telephones) are wiped down regularly with disinfectant.
- Promote regular and thorough hand-washing. Ensure all employees have access to places where they can wash their hands with soap and water.
- Tell employees and contractors to consult national travel advice before going on any business trips.
- Ask employees to remain at home if they are feeling unwell. This is for their own benefit, as well as others.
- Establish policies for flexible work-site (e.g. telecommuting) and flexible work hours (e.g. staggered shifts).



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Electrical Power Outages

This is one of the more common risks that businesses face. A really bad storm could knock out the power for a few hours; in more severe cases, you could be without electricity for days. When the Greater Toronto Area was hit by a harsh wind storm, many homes and businesses were without power for a long stretch. This can cause problems like:

- Loss of heating or central air conditioning
- Issues with electrical panel or meter
- Breakdown of all electronics, including machinery, cash registers, elevators, diagnostic systems, boilers, compressors, freezers, ovens and other important devices

If your business depends on electricity—as many do—investing in a back-up generator could be wise as part of your business continuity plan. “Always keep your staff trained on the proper procedures during a power outage and ensure you have the contact information for a designated electrician on hand,” Fred recommends.

Cyber Attacks

Cyber attacks on small businesses are continuing to rise as hackers use more sophisticated techniques. It’s becoming increasingly difficult to track these attempts, let alone combat the attacks, so it’s crucial to prepare a sound cyber breach response. Cyber losses can be caused by a number of factors, including:

- Virus or malware attacks
- Hardware theft
- IT system or communication system failures
- Server room issues
- Unexpected patches and updates



With the increasing popularity of mobile devices in the workplace, Fred warns that this is another area of cyber concern. “We often think about phishing, viruses, and malware and how they affect our laptops and desktop computers, but mobile devices are a threat to cyber security now, as well. Employees often connect to their company’s internal servers and networks from their phones or tablets, turning them into outlets hackers may use to infiltrate your small business,” Fred explains.

Should you suffer a data breach or hack of any kind, there are steps you can take to recover. While developing your business continuity and disaster recovery plan, Fred recommends asking the following questions:

- Do you have malware and anti-virus software installed on your computer(s) or point of sale equipment?
- Do you know what your warranty or insurance covers regarding broken or stolen equipment?
- Do you know what kind of cyber insurance coverage you have?
- Do you have a list of specific models and brands of the equipment and technology your business needs?
- Have you backed up all important information and data (billing, accounting, contracts, etc.) on a company server, share drive, cloud, or external hard drive?

Crime

This may seem like an obvious risk for business owners, but it’s still important to consider specific steps to avoid the many forms and facets of crime. Theft is a major one: if the equipment you rely on is stolen, how would you continue operations? How quickly could it be replaced? Are replacement costs covered in your insurance policy? Some other items to consider include:

- Is your staff trained on how to deal with and protect themselves from unauthorized personnel?
- Do you have a security system in place, such as surveillance cameras, alarms, locked areas, and security guards?
- If a computer is stolen, are you able to remotely shut down or erase sensitive information?

Risk Management is Never Done

Every business is different and will face its own unique set of risks. Ensuring you’ve developed a detailed and comprehensive business continuity and disaster recovery plan will help you get back on your feet if you suffer a loss.

To learn more about risk management, visit our Risk Services page today!

MICHELIN PLANNING TO MAKE ALL CAR TIRES RFID-ENABLED BY 2023

— EUROPEA RUBBER JOURNAL, MICHAEL EWERT

Michelin Group plans to incorporate Radio Frequency Identification (RFID) chips in all its car tires by 2023, saying it believes RFID technology is a cost-effective way of tracking tires “from cradle to grave” as well as enhance predictive maintenance.

The move, disclosed by Michelin Dec. 11 in Frankfurt, builds on the company’s work in the commercial tire sector, where it already equips 90% of its truck and bus tires with RFID chips and plans to reach 100% by 2023.

In addition, Michelin said it is working with vehicle makers to develop algorithms that could pave the way for new advances as cars become more connected.

“Since RFID technology ensures this exact tire identification, it is conceivable in the future that drivers will see a tire status display next to their fuel gauge,” Michael Ewert, vice president global sales for original equipment at Michelin, said.

Michelin said it expects the technology to enhance driver safety by allowing advanced driver assistance systems such as electronic stability to fine-tune responses according to specific tire characteristics.

At the end of a tire’s life, Michelin noted, the technology could be used to improve recycling rates, allow proof of recycling and increase the efficiency of energy recovery programs.

Dealerships also will benefit from the know-how as exact tire identification and data will be accessible easily, reducing fitting errors and helping with stock control, the company said.



Michelin said it is working with car manufacturers to develop algorithms that could pave the way for new advances as cars become more connected.

According to Mr. Ewert, the technology makes many new business models possible and can also increase safety when driving.

“We are convinced it represents a significant step forward in the tire industry,” he added.

As part of the move, Michelin is ramping up capacity for encasing RFID chips in rubber at its plant in Homburg, Germany, where it expects output of up to 15 million chips a year. The chips then are installed in new tires onsite or shipped to other factories in Europe, China, Thailand and Brazil, Michelin said.

TECH OPENS E-COMMERCE SITE TO CANADIAN CUSTOMERS

— TIRE BUSINESS STAFF

Technical Rubber Co.’s (TRC) TECH tire and wheel brand has expanded access to its e-commerce platform to customers in Canada, providing a way for customers there not serviced by TECH distributors to access the company’s tire and wheel repair products.

The e-commerce site is an extension of the U.S. site, which was launched in fall 2019, allowing for customers to order from TECH’s portfolio. According to TECH, orders have grown steadily and the site has proved to be a lead-generation tool to find customers for its network of independent distributors.

The site is available at products.techtirerepairs.com.

Joe Cole, TRC’s vice president of global marketing, said the U.S. site “has been a great proof of concept and steady source of new customers. We’ve handed off 100% of the leads to our distribution network, and many of those leads have turned into big accounts.

“We are expanding the program globally, with Canada being the first and most obvious extension.”

The site also offers monthly promotions and an extensive library of tire repair content and training materials.

CONTI CLAIMS 'REAL-TIME' TREAD-DEPTH MONITORING ADVANCE

— EUROPEA RUBBER JOURNAL

HANOVER, Germany — Continental A.G. has developed a technology it claims can provide real-time tire tread depth monitoring to fleet operators.

Demonstrated in a pilot program with electric vehicles of car-sharing provider Share Now Denmark and developed in cooperation with project partner and telemetry specialist Traffilog Ltd., the cloud-based technology "connects" information from tire sensors and telemetry data of the fleet's cars with a proprietary algorithm.

"As a result, Continental can predict tire tread depth in real time with an accuracy of below one millimeter," the Hanover-based company said, without offering details of how the technology works.

Continental said it expects smart digital tire solutions such as this to enable "need-based" servicing of tires, instead of regular, scheduled servicing.

"With this pilot we are first in the market to offer significantly accurate tread depth monitoring via an algorithm," Tansu Isik, head of business development and global marketing at Conti's tire business unit, said.

The technology, he added, sets "an industry benchmark" in smart digital tire solutions.

The monitoring system can particularly be beneficial to fleet providers, as it provides accurate information about the condition of their tires at any time, reducing downtime and costs, while increasing safety and efficiency.

"Real-time telematic-based tire monitoring is a huge benefit for us. We can monitor and service our tires at any time and take actions proactively," Steen Herløv Andersen, head of operations at Share Now Denmark, said.



The real-time tread-depth measurement pilot is part of a bigger project with Traffilog to deliver real-time remote tire pressure and temperature monitoring of Share Now's fleet of roughly 600 vehicles in Denmark.

Share Now Denmark is part of a larger Share Now network that comprises car-sharing services in 16 major cities in eight European countries, including: Austria, France, Germany, Hungary, Italy, Netherlands and Spain

Park Afek, Israel-based Traffilog describes itself as a provider of telematics solutions for the auto manufacture, insurance, SVR and fleet-management industries using technology based on automotive engineering knowledge, real-time programming skills and modern web-based applications.



ECO GREEN CRUMB RUBBER USES

The application of a recycled tire is a practical and ecological solution, which not only helps the environmental balance but also supplies some needs within the industrial, sports, decorative, animal and urban sectors. Specifically, the crumb rubber which can be used in an endless number of applications, these crumbs are elastomeric compounds with a great variety of advantages to be offered in the different sectors mentioned above.



Image Supplied by North West Rubber

In the industrial sector the use of crumb rubber can include:

Road Asphalt

A tire crumb is easily used for road paving, making these roads stay for much longer without potholes, cracks, or deformations, if we compare them to regular asphalt roads, they also provide to drivers with a more comfortable route and improvements in the impacts caused to the vehicle in general.

Vibration Absorption Systems for Railway Structures

The use of crumb rubber is also to attenuate the vibrations and annoying noises caused by the transit of trains and trams in areas near buildings. It is made with quick assemblies and are low cost in maintenance.

Modification of Concrete Properties

The crumb rubber is added in a specific measure to the mass concrete modifying and improving its properties. Also opening new fields of application for concrete.

Regarding the sports sector, crumb rubber can be used for different types of sports depending on its granulometry:

Filling for Artificial Turf Football Fields

A good quality artificial turf that can be assigned to football fields without compromising the safety of the players must have a crumb rubber filling of specific granulometries depending on the type of field. For example, the crumb rubber intended for unofficial courses could be 2.36 mm, while a crumb rubber for the padding of a turf on a FIFA court would go from 0.5 to 2 mm, this with a tolerance margin of up to 10% as much. This rubber filler offers a considerable impact reduction, which makes each step much smoother thanks to its composition of elastomers that make the crumb compress when trampled, achieving a smooth and pleasant effect that significantly reduces the player's injuries and that allows a more effective play.

Athletics or Cycling Tracks

Thanks to the technique of emptying in situ, athletics tracks can be paved from the crumb rubber in its specific size, respecting the characteristics officially required by the International Athletics Federation. Among its benefits is the comfort and ease of travel that the athlete will obtain, in addition to the reduction of injuries due to the strong impact of falls during the race; also for cycling tracks where cyclists will enjoy a much smoother ride.



ECO GREEN CRUMB RUBBER USES

As an urban solution its uses can include:

Road Speed Reducers

The speed reducers manufactured from the crumb rubber are effective and super necessary to increase safety in school zones, residential areas, urban areas, areas where speed is reduced by crossing roads, parking lots, cyclists' areas, etc. Its manufacture, must comply with the regulations of transit of the place, being a modular system that is formed by body, external area and central area that increase safety, since the friction of the reducer with the wheel of the car is greater since they are both of natural rubber and the delineation in yellow must be of high reflective capacity and anti-slip. Likewise, because it is a product made from recycled rubber, it considerably reduces the pollution due to the waste of these.

As a solution for animal welfare:

Solution for Stables

For the Stable Floors, farms, veterinary among others, the rubber pavers that result from the mixture of crumb rubber along with resin and dye, have become a great healthy and decorative solution. The benefits are enough to avoid the risk that both horses and cows will hurt their legs which would directly affect their productive performance.

These rubber pavers are the ideal material to cover your barn or stable because they have a great load capacity and resistance that give the animal the cushioning they need for a good rest. On the other hand, the designs and colors are varied and will bring beauty to your farm, they resist high climatic degrees, they are very simple to clean since almost with only water under pressure they will be hygienic and without fungus, they are resistant to the scratching of the animals, besides it stimulates the circulation of its legs and prevents cracks in the hooves.

Finally, the crumb rubber gives us a touch of style in:

Floor Slabs

The use of crumb rubber without steel and fiber, when mixed with resins and dyes, will allow the molding of pieces of different textures, shapes and colors to result in slabs for innocuous and superresistant floors with which exterior and interior spaces can be decorated. exteriors, giving a different and stylish touch to the decoration of your home or business. Among its advantages is the prevention of injuries due to strong impacts or falls, in addition to avoiding falls as these types of floors are non-slip, extremely resistant floors over time and provide unparalleled comfort to the user.

Decorative Mulch

The Mulch is asymmetric crumb rubbers free of steel, used in various types of surfaces to improve safety and aesthetics. A touch of style perfect for decorations of gardens, open spaces and playgrounds, as it offers irresistible advantages such as the proliferation of fungi and the growth of unwanted weeds. In the playground area, it provides security for children by cushioning falls.

Playgrounds

Through the technique of emptying in situ, playgrounds can be paved with figures and designs made directly on the paved surface. This offers an unlimited development of creativity to offer the most child-friendly spaces. The rubber floor notoriously avoids falls due to anti-slip.

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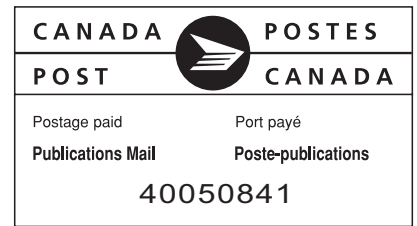
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