

How Long Do Commercial Truck Tires Last?

Clemson Tire Conference
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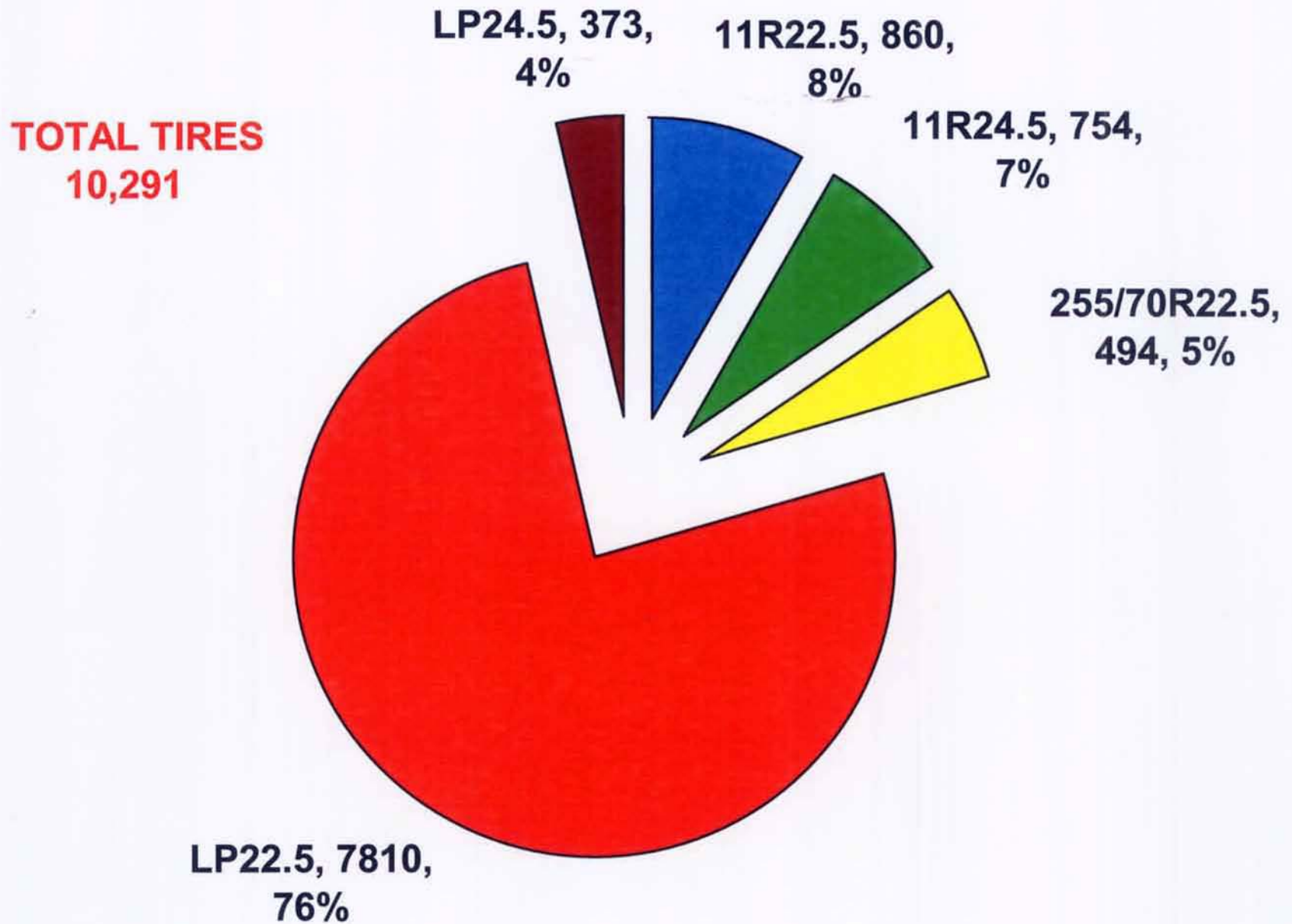
Contents

- Data background
- Survey summary by year
- Consistency of results
- Ozone and aging
- Repairs
- Summary

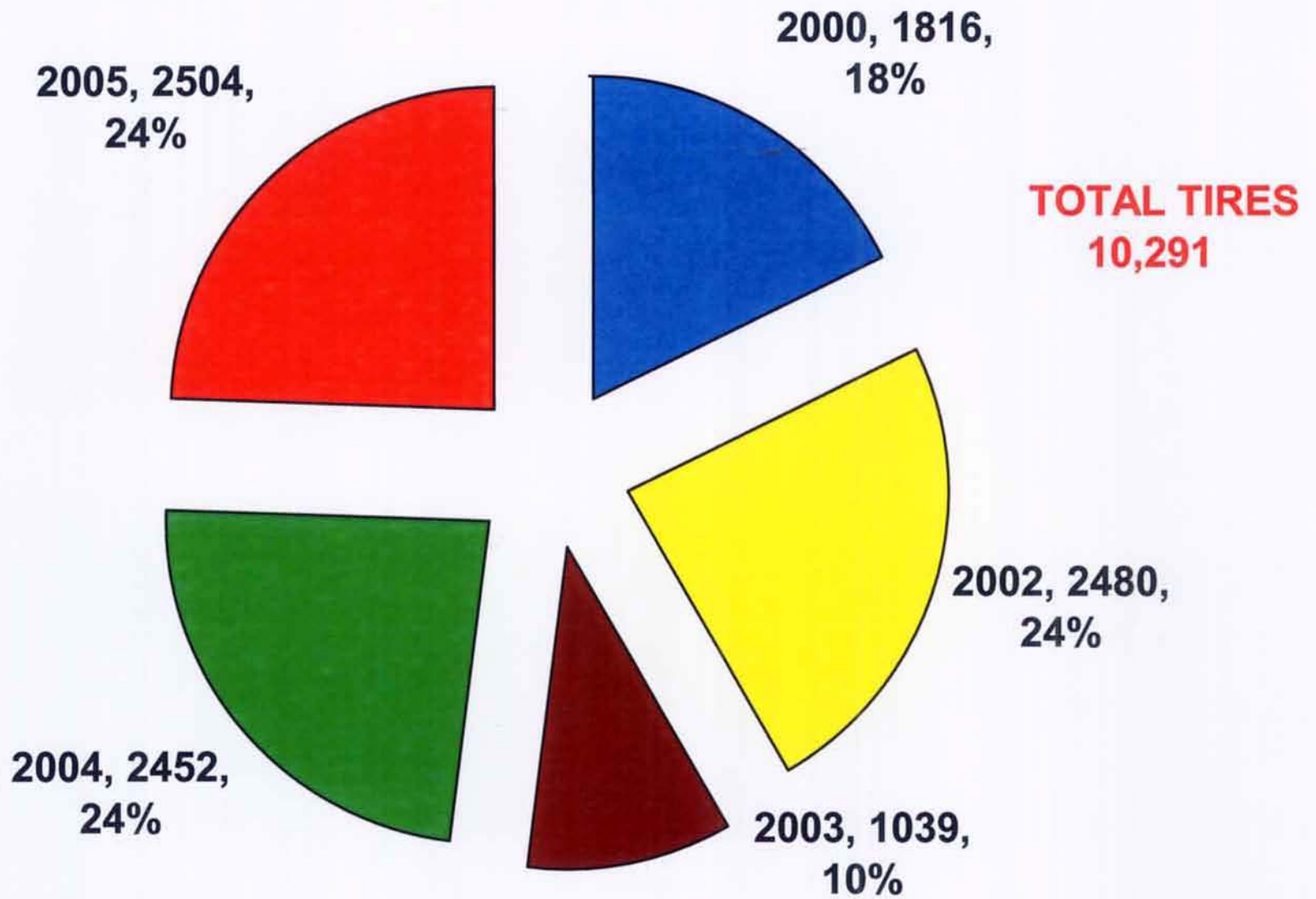
Survey Detail

- Unserviceable truck tires were collected for our inspection by various fleets and dealers.
- The primary application of these tires has been line haul and regional haul.
- These surveys were conducted in all major geographic markets across the U.S.
- This is a look at tires that are no longer suitable for service. This is a look back in time, history, and may not accurately indicate current or future tire performance.

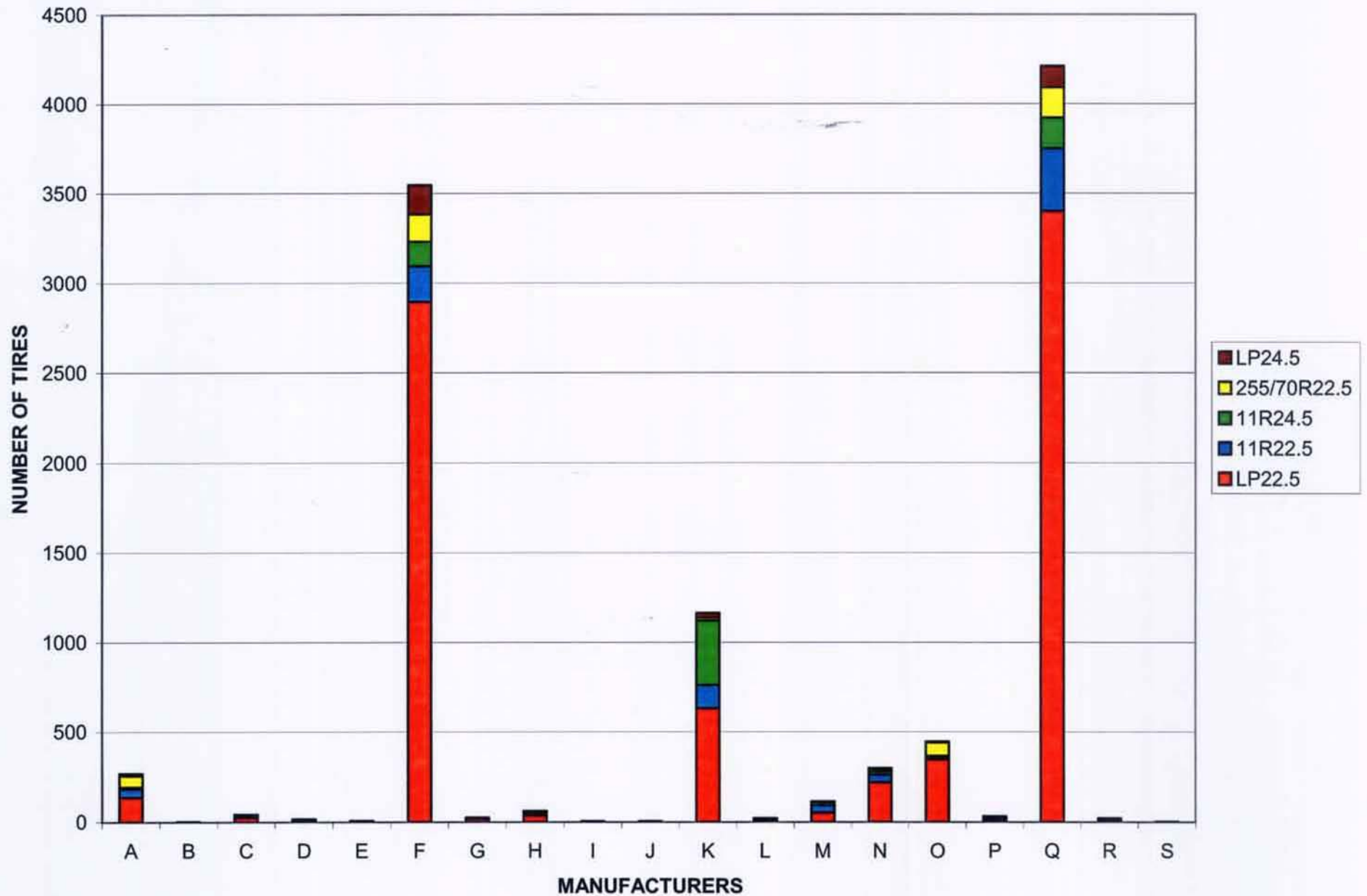
TRUCK TIRE SCRAP SURVEY TIRE SIZES



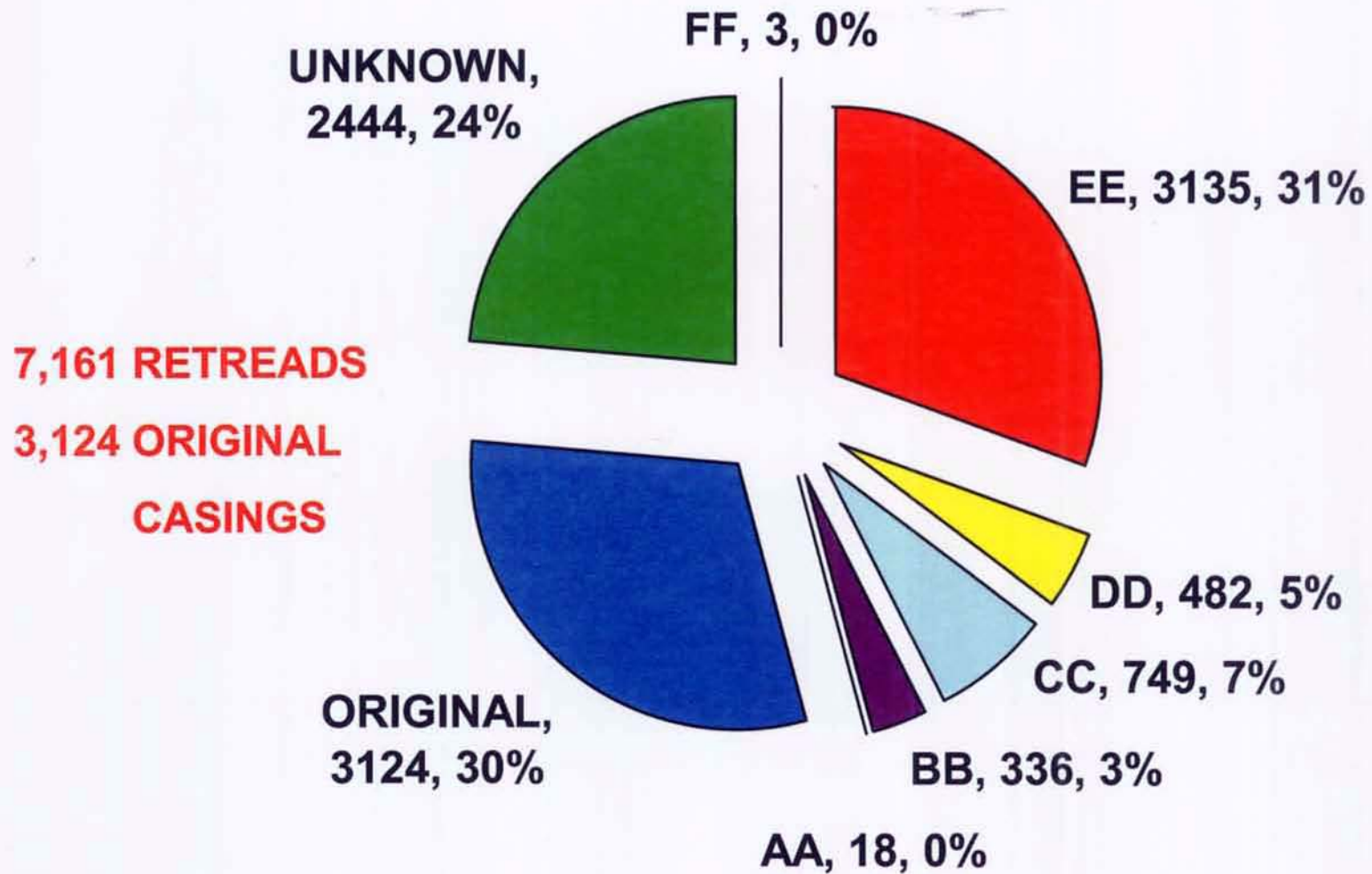
TRUCK TIRE SCRAP SURVEY TOTALS



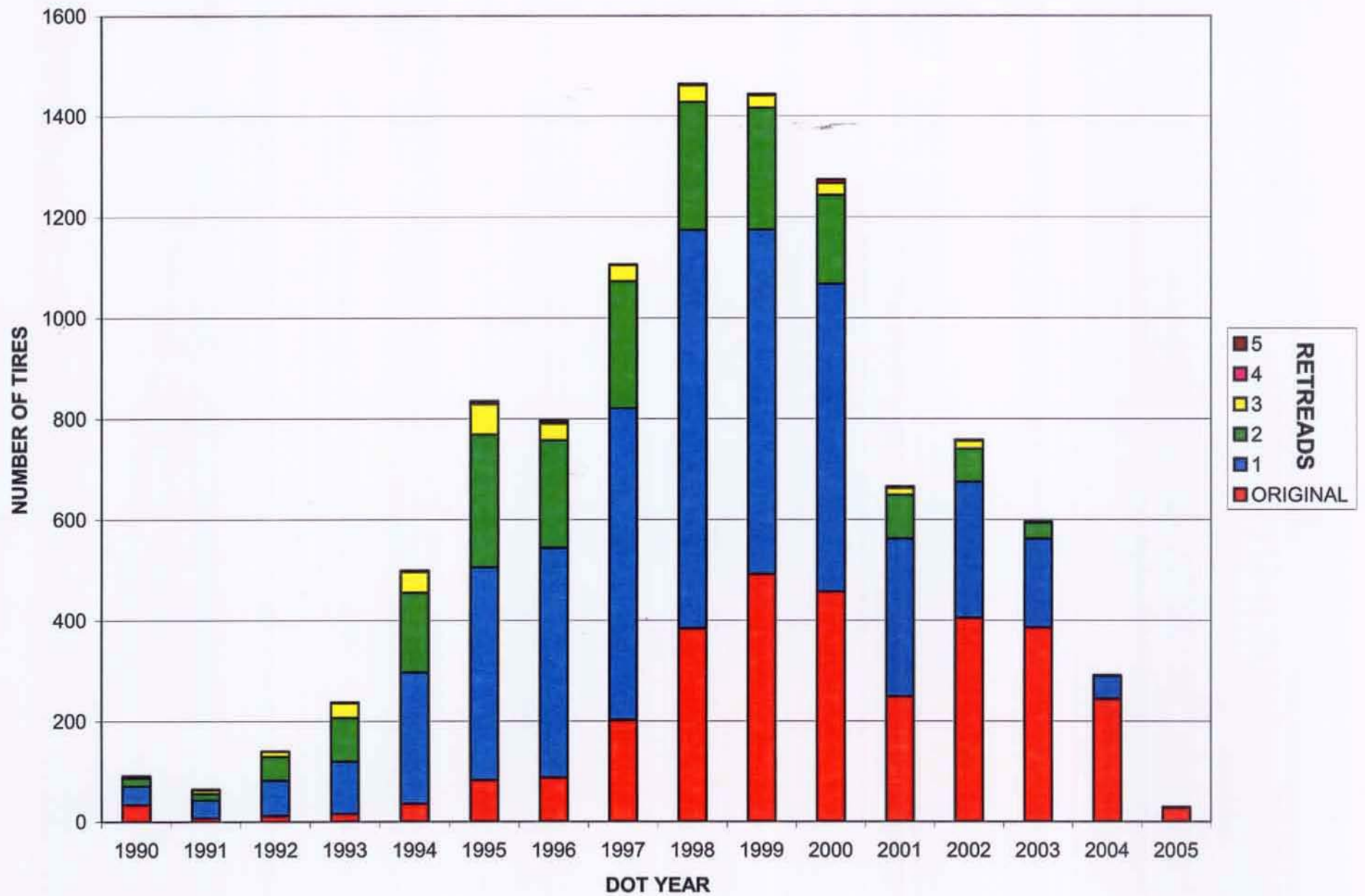
TRUCK TIRE SCRAP SURVEY TIRE SIZES BY MANUFACTURER



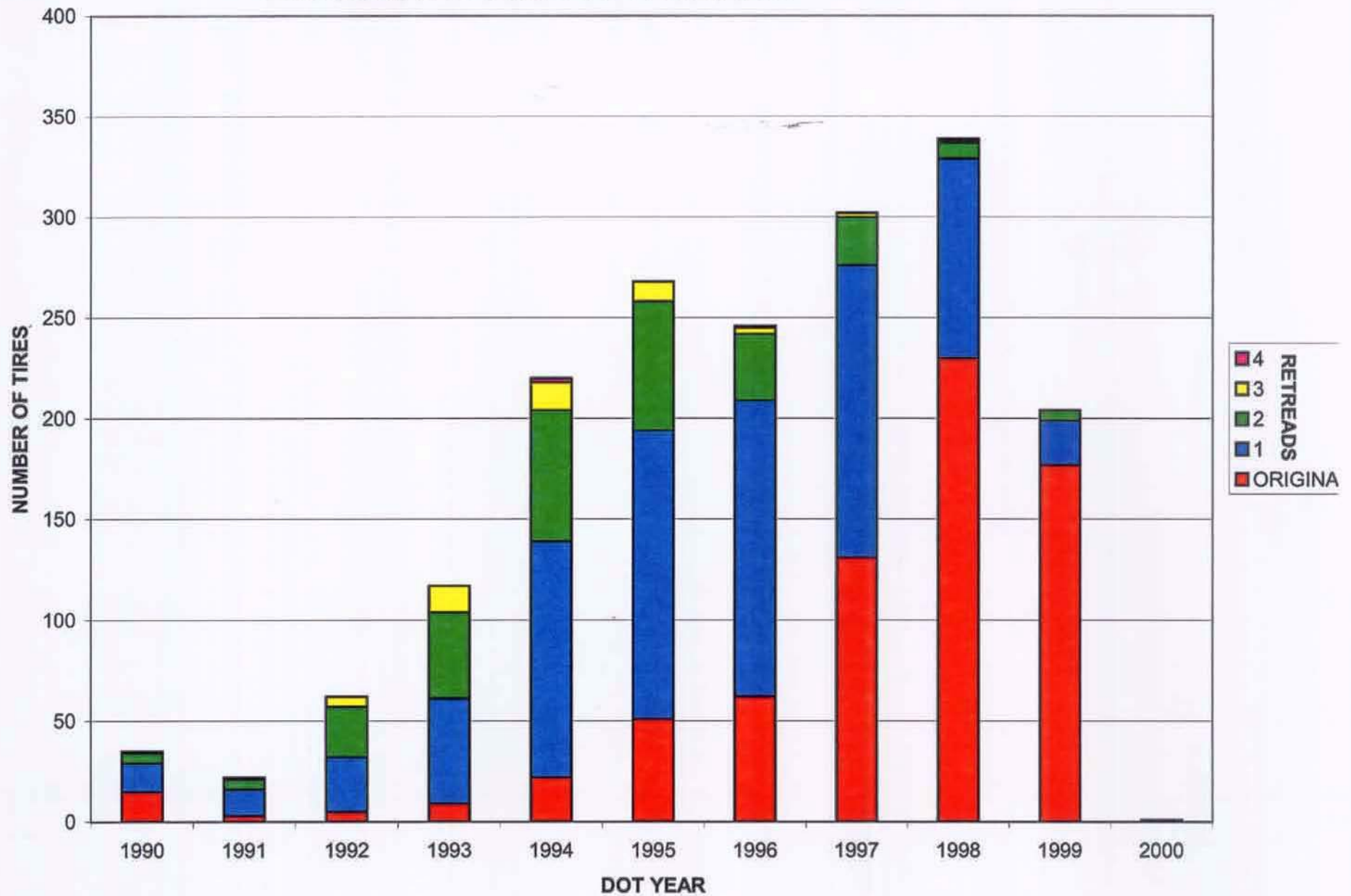
TRUCK TIRE SCRAP SURVEY RETREADERS



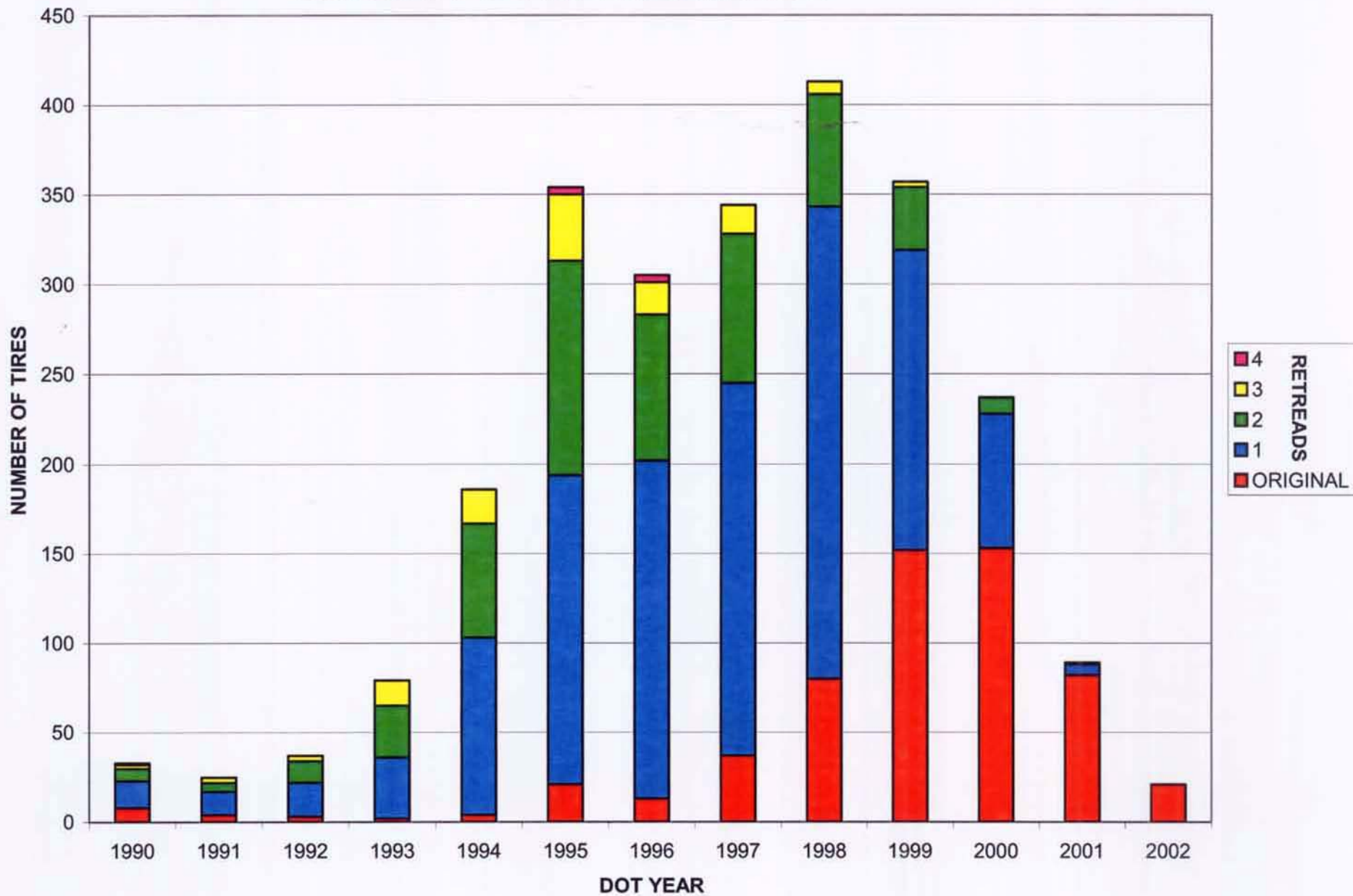
TRUCK TIRE SCRAP SURVEY ORIGINALS AND RETREADS BY DOT YEAR



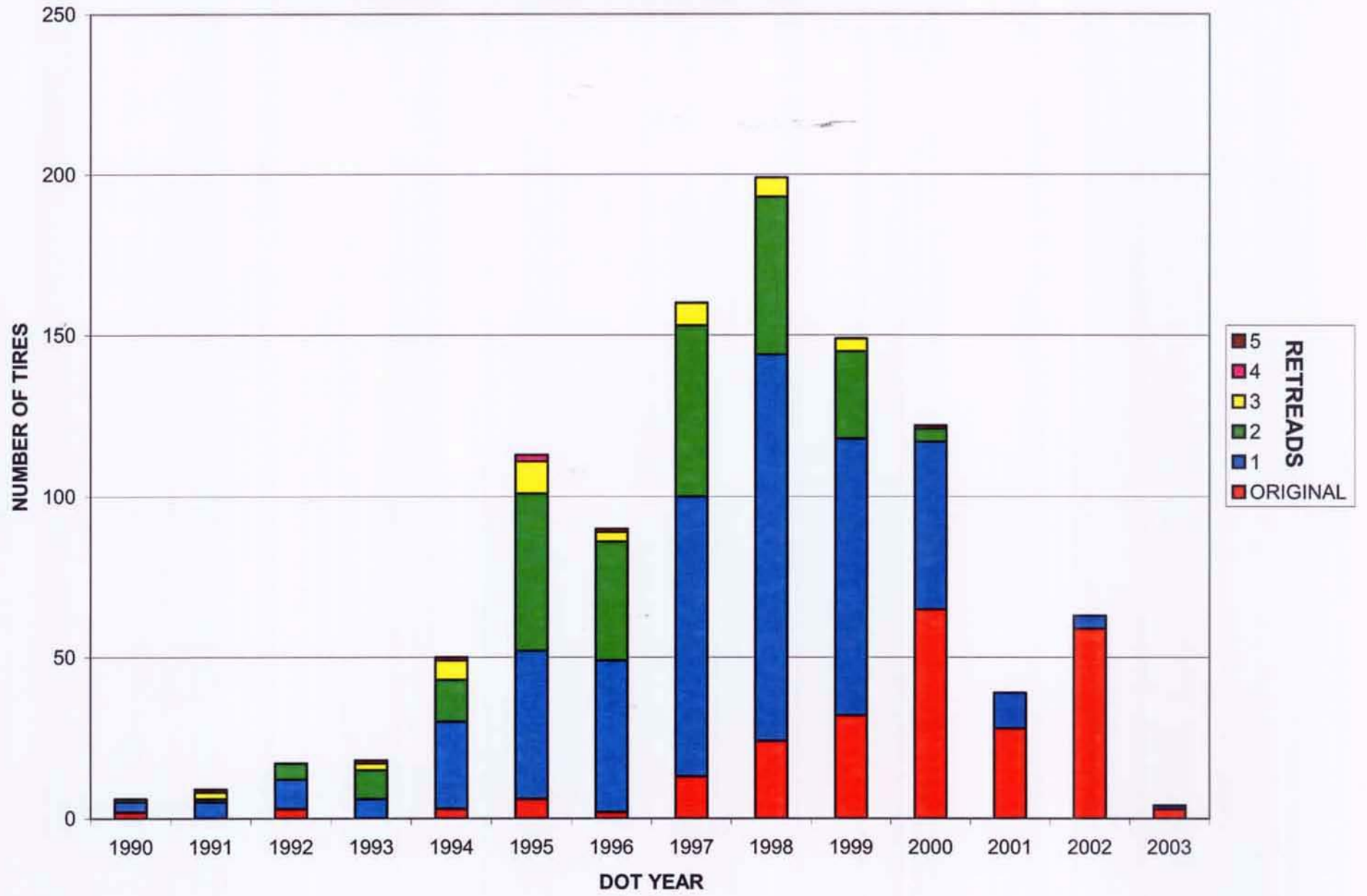
TRUCK TIRE SCRAP SURVEY 2000 TIRE AGE RANGE BY DOT YEAR, ORIGINALS AND RETREADS



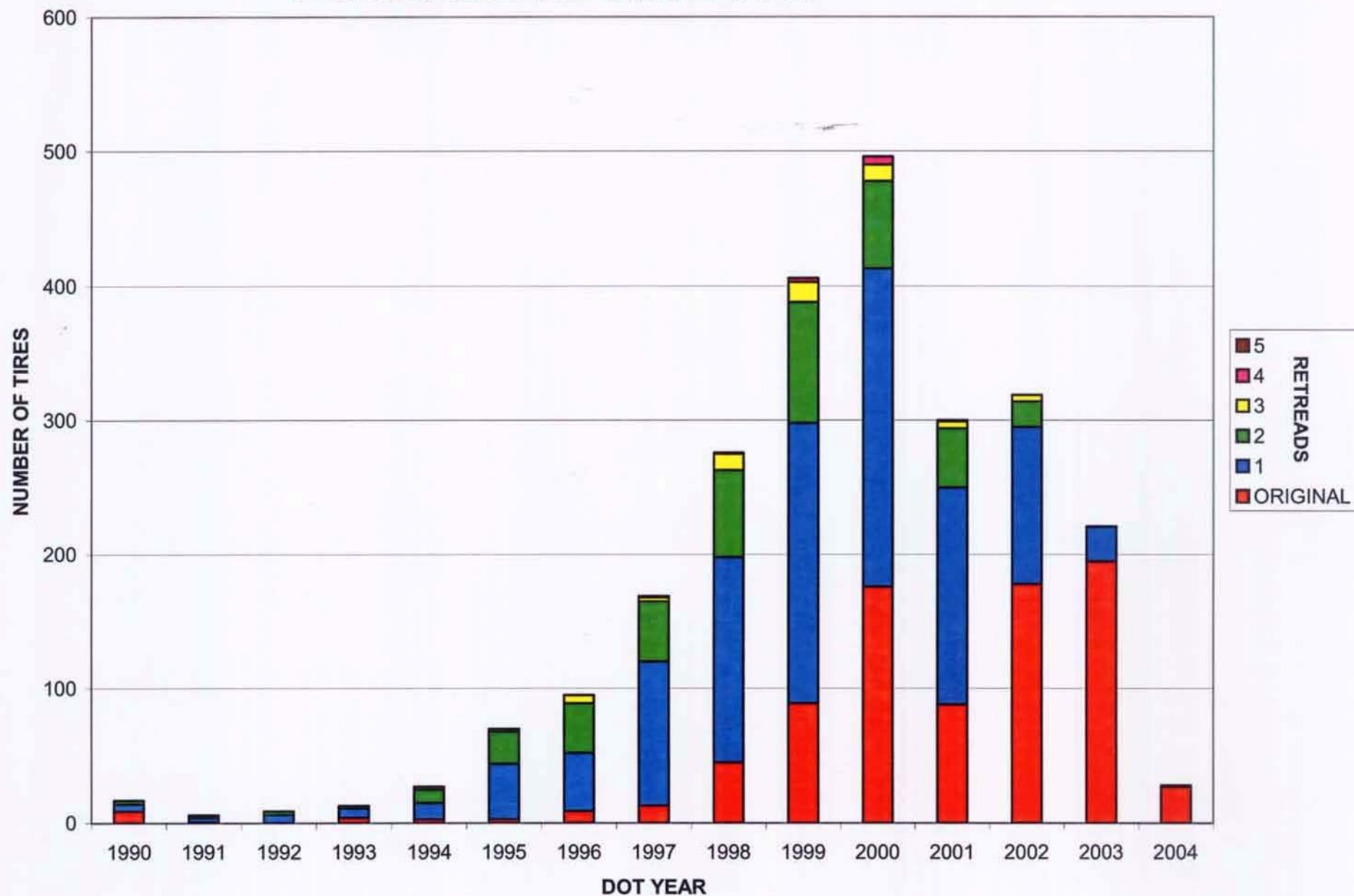
TRUCK TIRE SCRAP SURVEY 2002 TIRE AGE RANGE BY DOT YEAR, ORIGINALS AND RETREADS



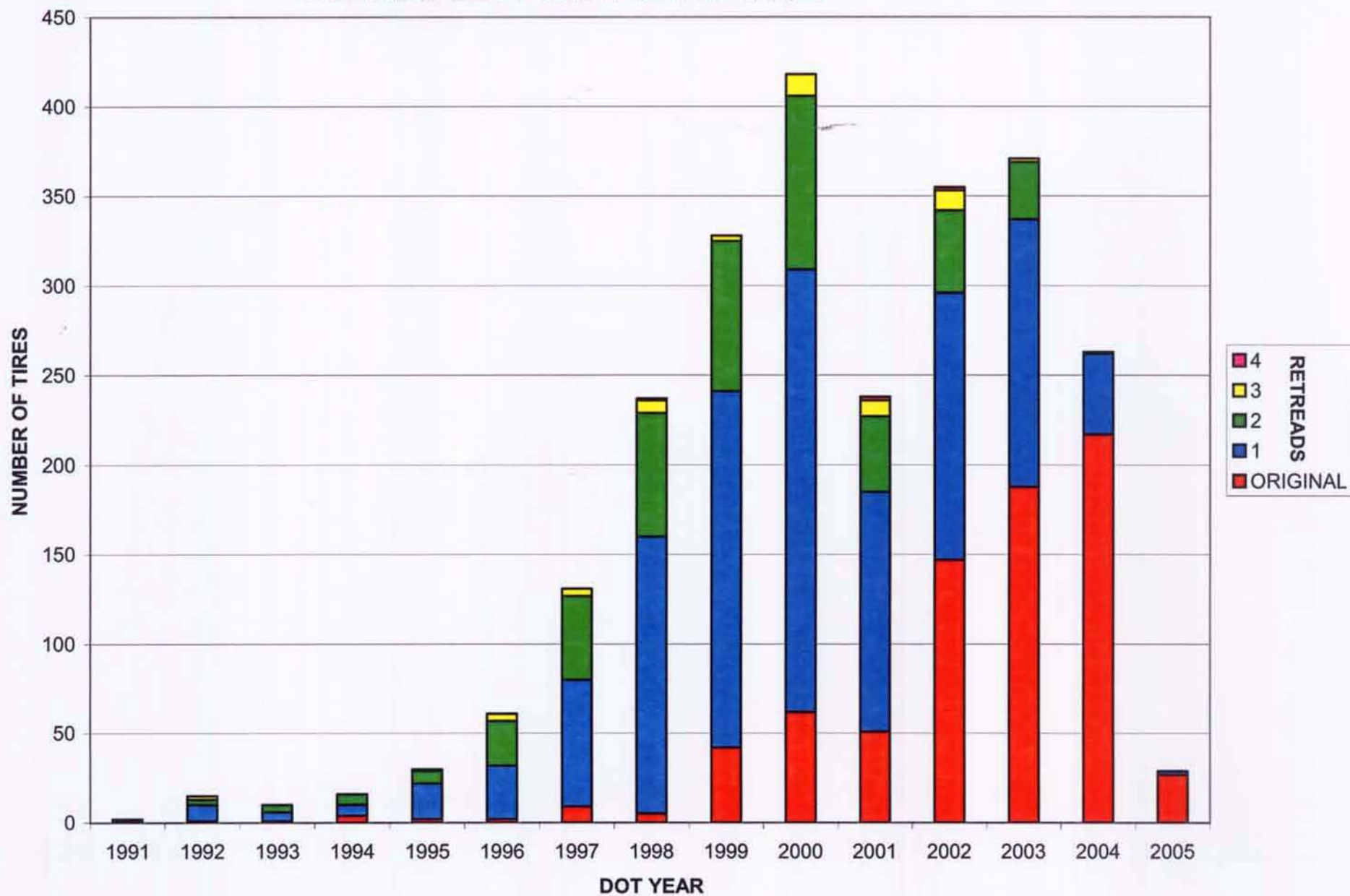
TRUCK TIRE SCRAP SURVEY 2003 TIRE AGE RANGE BY DOT YEAR, ORIGINALS AND RETREADS



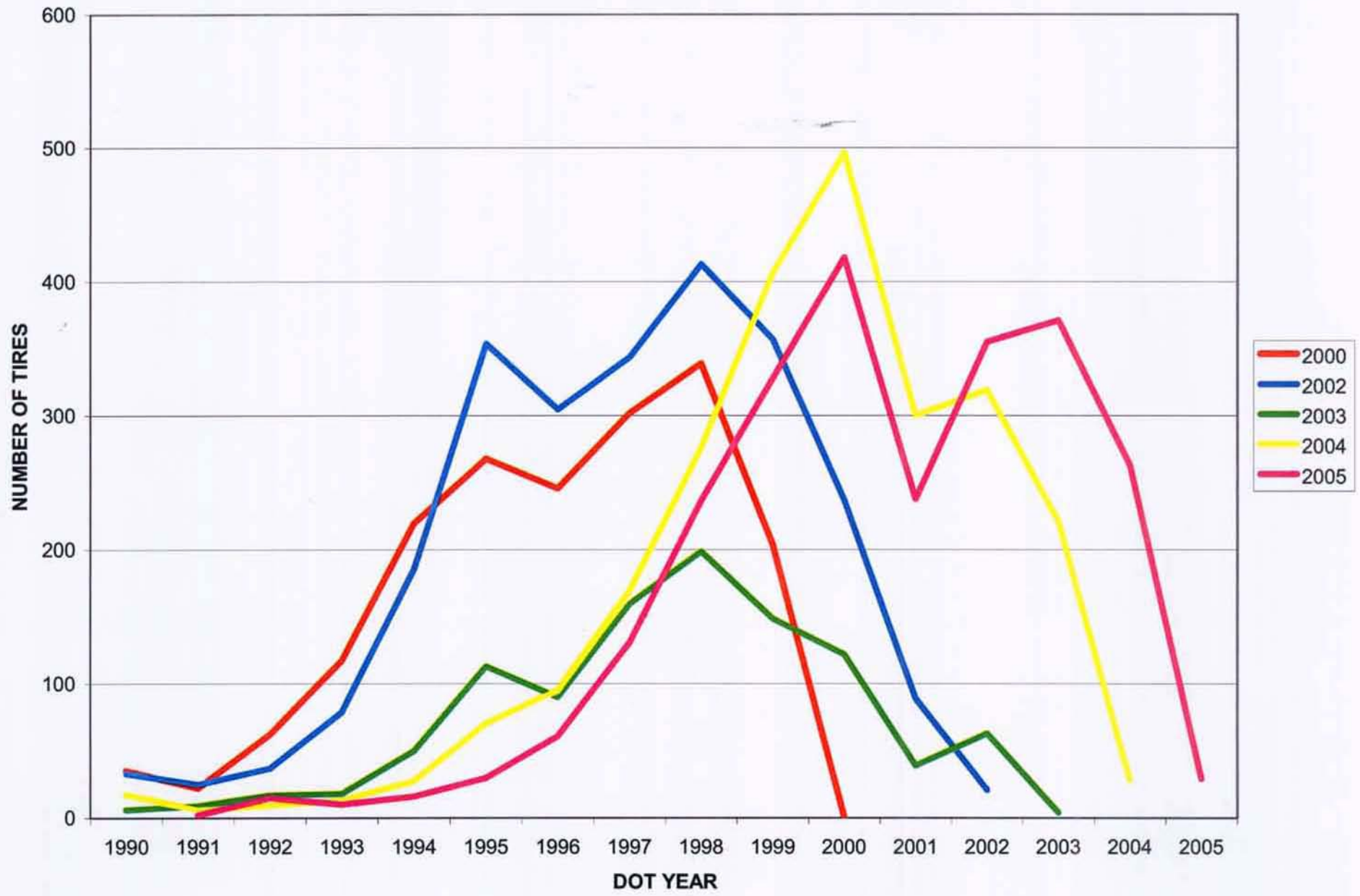
TRUCK TIRE SCRAP SURVEY 2004 TIRE AGE RANGE BY DOT YEAR, ORIGINALS AND RETREADS



TRUCK TIRE SCRAP SURVEY 2005 TIRE AGE RANGE BY DOT YEAR, ORIGINALS AND RETREADS



TRUCK TIRE SCRAP SURVEY TIRE AGE RANGE BY DOT YEAR



CONSISTENCY OF TRUCK TIRE SCRAP SURVEY RESULTS

SURVEY YEARS

	2000	2002	2003	2004	2005
ORIGINAL	39%	23%	23%	34%	30%
1ST RETREAD	43%	51%	49%	46%	49%
2ND RETREAD	15%	20%	24%	17%	19%
3RD RETREAD	3%	5%	4%	3%	2%
4TH RETREAD	0%	0%	0%	0%	0%
5TH RETREAD			0%	0%	
TOTAL	100%	100%	100%	100%	100%
UNITS	1816	2480	1039	2452	2504

OZONE SAMPLE CHARTS PROVIDED COURTESY OF BANDAG, INCORPORATED



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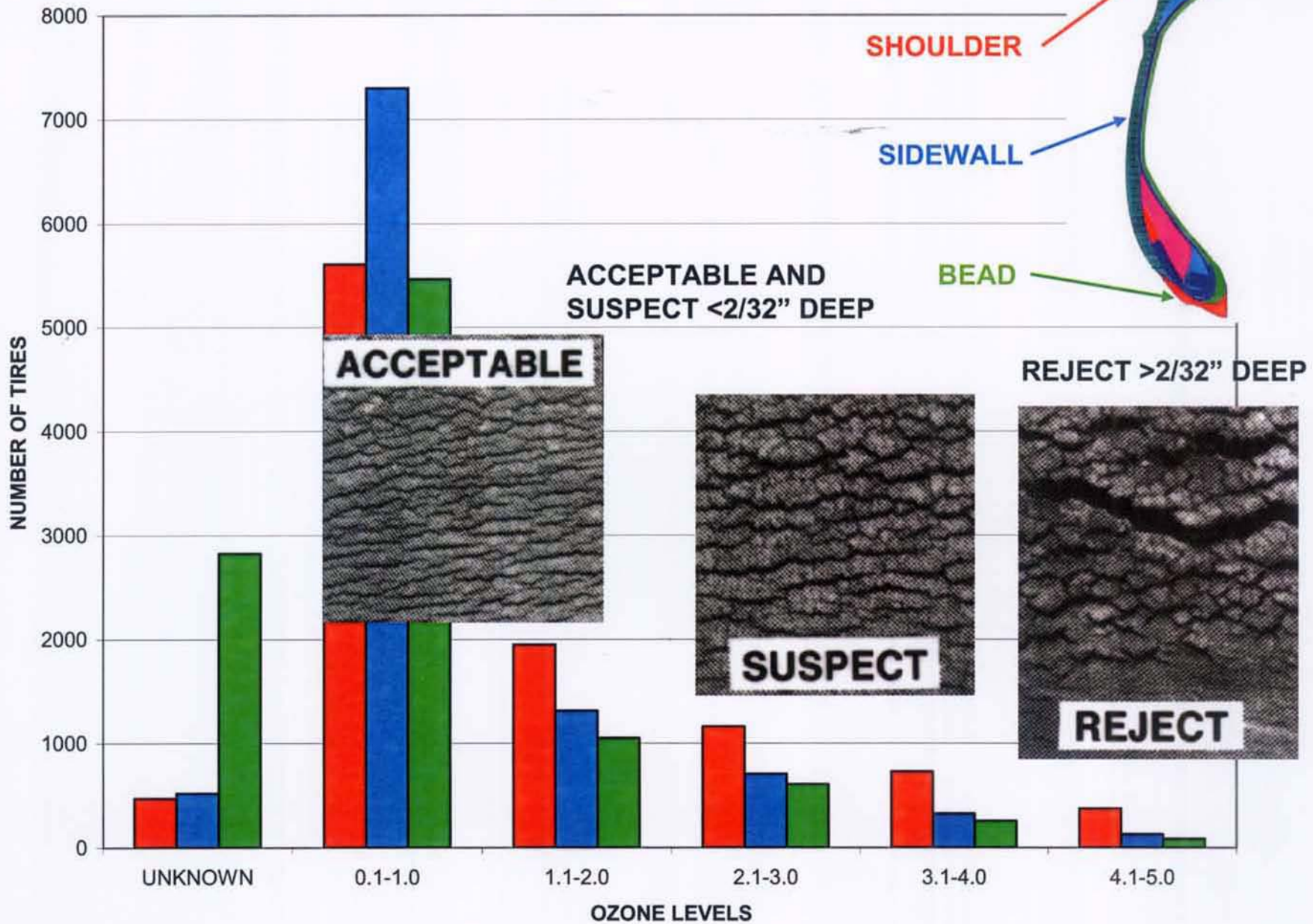


**LIMITED SERVICE USE ONLY
UP TO 2/32" (1.5MM) DEEP**

2/32" OR DEEPER - REJECT



TRUCK TIRE SCRAP SURVEY OZONE LEVELS



Summary

- The surveyed tires at the end of their useful life ranged in age from 10 to 15 years.
- Consistent with line haul and region haul applications of these products, most achieved 2 retreads and some 3 to 5 retreads.
- The percentage of original tread, 1st, 2nd, and 3rd retreads are consistent across all five years of survey data.
- Ozone cracking, a visible tire aging process, is not a major reason for scrap.
- Commercial products are designed and constructed with the durability for multiple retreads and repairs.

Thank You