

TTN TRUCK TIRE NEWS

NEWS AND INFORMATION FROM GOODYEAR DUNLOP TIRES - ISSUE 9 / 2011





NEW TRUCK TIRES FROM SAVA

The launch of the new Sava Avant 4 and Sava Orjak 4 truck tires took place at the Sava plant in Slovenia in June and was attended by dealers and journalists from across Europe. The Sava Avant 4 steer tire and Sava Orjak 4 drive tire are the latest 22.5" on-road truck tires from the company and are aimed at cost conscious truck operators. These tires have been developed to provide enhanced performance as well as lower cost per kilometer and are for both long and short haul transport operations. Dealers and press from across Europe attended an event for the launch of a range of new Sava truck tires, in Slovenia from June 7 to 9. The Sava brand, which is long established and well respected, offers reliable truck tire performance and high mileage potential at a reasonable price.

The Avant 4 has had its cavity shape optimized using Finite Element Analysis (FEA) to ensure an optimal footprint shape. This provides uniform and enhanced tread wear. The Avant 4 also has wide and shallow bladed shoulder ribs, which offer resistance against shoulder wear and improve the handling feeling. An additional tread feature is optimized blading geometry for improved wet skid and all season performance as well as reducing noise. The tread compound technology has been focused on mileage performance and reduced tire weight means economic payload advantages.

In comparative performance, the Avant 4 is better in key aspects than its predecessor, the Avant A3. Particularly outstanding is the rolling resistance and this translates into the economic benefit of lower fuel consumption, which has been achieved with no compromise on mileage. As well as this, handling and wet braking are better, which give greater potential for higher safety, and noise is lower. [1/2]



NEW TRUCK TIRES FROM SAVA

The cavity shape of the Orjak 4 has also been optimized by FEA for an optimal footprint shape, providing uniform and enhanced tread wear. Deep tread depth means good mileage and ensures that best traction is maintained throughout the whole life of the tire. The Orjak 4's multi-decoupled blocks give an even wear profile as well as good winter and wet traction. Its semi-open shoulder design gives further winter benefits with good snow and mud traction as well as wet skid resistance and the tread is self-cleaning. The tread compound technology used on this tire is focused on mileage performance and cut resistance.

Like the Avant 4, the Orjak 4 is better in key performance areas than its predecessor, the Orjak O3.

Overall a fuel-saving improvement in rolling resistance of 6% has been achieved without affecting the mileage potential, and noise is reduced as well. The reduced weight of the new tires gives further benefits in terms of increased payload. The new Sava Avant 4 and Orjak 4 mean more profit for cost conscious truck operators.

The new tires are available in the following sizes:

295/80R22.5	152/148 M
315/70R22.5	154/150 L / (152/148M)
315/80R22.5	156/150L / (154/150 M)

The Avant 4 replaces the Avant A3 Plus and the Orjak 4 replaces the Orjak O3 Plus in these sizes.

The new tires also complement the Sava Cargo C3 Plus trailer tire. Like the new Sava Avant 4 and Orjak 4, this tire has been developed for both long and regional haul operations. With a wide six-rib tread pattern with five zigzag grooves, the tire has excellent mileage potential and good wet braking. This tire is produced in size 385/65R22.5. All the tires are regroovable and retreadable.



Avant 4 315-80 R22.5



Orjak 4 315-80 R22.5

HANOVER CITY BUSES GO GOODYEAR

Hanover's major bus company, Üstra, has signed a contract with Goodyear for the supply and maintenance of tires for its vehicles.

Üstra operates more than 181 buses, which run on 39 routes and carry 140,000 passengers daily. The mileage contract with Goodyear covers all tire management areas; including the supply and fitment of tires on all vehicles, daily routine inspections, statistics and billing.

The tires supplied are 275/70R22.5 Goodyear UrbanMax MCA.

The contract was won as the result of a tender, which demanded the best value for money.



Left Hubert Nawa Üstra's Division Manager Repair Center and right Klaus Delatron Sales Manager Key Account Truck Goodyear Dunlop Germany.



BERGER PICKS GOODYEAR FOR OPTIMUM PAYLOADS

Berger, the Austrian light-weight trailer manufacturer, has launched its latest generation of trailers under the new BERGERecotrail® brand.

With a net weight of just 4630 kg, these are amongst by far the lightest platform semi-trailers in the 40 tonne class and Goodyear tires have helped Berger achieve its goals. The company now underlines almost two decades of leadership among European trailer manufacturers in terms of unladen weight and flatbed semi-trailers, by raising the bar higher in terms of transport efficiency.

"The tire is a prime consideration for each Berger trailer. This means the optimization of its weight to increase the payload and for it to be as light as possible, without compromising safety and operational performance," said Dr. David Gulda, Berger's Director of Automotive Engineering. *"The Goodyear LHT II has made a significant contribution to the efficiency goal of the new generation of BERGERecotrail® semi-trailers. These combine optimum economics and ecology, using green technology in road freight transport."* The new trailers have been in production since fall 2010. Since then, nearly 500 trailers have been ordered and half of those delivered. The feedback from customers is very positive: *"These tires are a perfect match for the trailers."*

Talking about their tests with the LHT II Dr. Gulda said, *"We have carried out extensive transport operations with the new tires and have had only positive experience. Four million kilometers have been covered and the influence of the tire on fuel consumption is outstanding. By enabling a reduction in emissions, we can contribute to environmental protection. The braking performance on wet or*



Dr. David Gulda, Berger's Director of Automotive Engineering.

snowcovered roads was also very good." In addition, the tread depths were checked regularly and after six months use in a fleet of 100 vehicles, they had no visible unusual wear or tear. *"On the contrary,"* said Gulda, *"the wear seems to be lower than hat of conventional tires. And that means that the benefits of the Goodyear LHT II are not outweighed by any disadvantages."*

The Goodyear Marathon LHT II trailer tire the latest generation of trailer tires for long haul operations and significantly reduces fuel consumption and CO₂ emissions. It combines extremely low rolling resistance with superior wet grip as well as significantly shorter stopping distances, especially on wet roads. Because the LHT II is 7.5 kgs lighter than its predecessor, it means that a tri-axle trailer can carry an extra 45kg of payload. That is 13.5 tons per truck each year* or 5,000 tonnes more cargo capacity with a fleet of 400 trucks. In addition, the tire gives excellent mileage and very low noise, thanks to its construction. The Marathon LHT II is the newest member of the Goodyear Max Technology FuelMax family to which the Marathon LHS II steer tire and the Marathon LHD II drive tire belong.

* For a five axle articulated vehicle operating 300 days per year.

| JUST THE TICKET

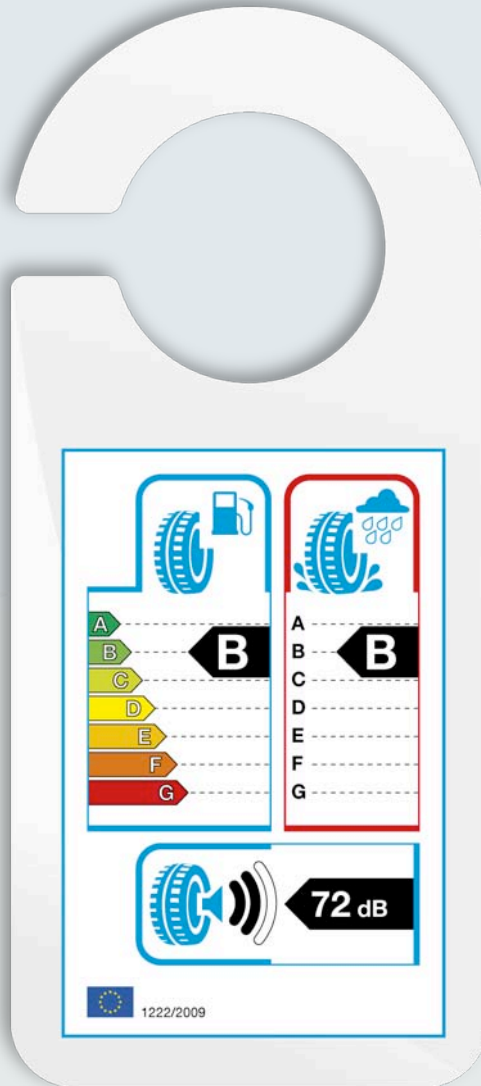
From November next year, thanks to new regulations, buyers of truck tires will be able to find out a lot more about the tires they are buying.

By law, all tires sold in Europe will eventually have labels that show their rolling resistance, wet grip and noise levels. Labeling comes under the EU General Safety of Motor Vehicles 661/2009 regulations. This introduces a number of new requirements relating to tires and is aimed at reducing both noise emissions and CO₂ emissions, whilst maintaining safety levels.

To address noise emissions, the new Regulation requires tires to comply with more stringent limits with a maximum level of 73 dB(A). With regard to reducing CO₂ emissions, the new Regulation introduces a maximum rolling resistance limit for tires of 8kg/tonne, with this limit being further reduced in a second stage. The first stage limits come into force on November 1, 2012 for new types of tire and from November 1, 2016 for all tires sold.

The new Regulation also introduces minimum requirements on wet grip performance. This is to ensure that there is no trade off in terms of safety to achieve the reductions in rolling noise emissions and rolling resistance. "All of our new tires already meet the EU Regulation 661/2009 regulation and we continue to develop new products that we aim to be best in class in the different label criteria," said Boris Stevanovic, Marketing Director Truck Tires EMEA, Goodyear Dunlop Tires Europe. "We welcome this regulation because it means that there is true transparency for the consumer with regard to the performance of tires. We also hope that labeling will be extended to cover retreaded tires as this is an important sector of the truck tire market."

The labels' design is similar to that used on domestic goods, such as refrigerators. They show that the tires not only meet the set limits but also how efficiently they do so. This further helps consumers choose the tire that best meets their criteria. The labeling rolling resistance and wet grip parts of the label are graded from A, which is best to G, the worst. The drive-by noise level is shown in decibels, printed next to 'sound waves'. One black 'sound wave' is best and three worst. So, for example, a vehicle operator looking for optimum fuel efficiency would look to an A graded tire in terms of rolling resistance but would also look to the highest grade of wet grip to ensure no compromise in overall performance.





PROFESSIONAL TRUCK TIRE MANAGEMENT FROM GOODYEAR DUNLOP SAVES MONEY

Transport companies are under tremendous cost pressures and these are set to intensify in the future. High fuel price is just one aspect. Tolls, new guidelines regarding driving and rest breaks, stricter emissions standards (Euro 5 and Euro 6), higher taxes and the regular training of drivers are all factors too.

It is not always possible for transport companies to pass these costs on to the end customer - especially for small and medium-sized fleets. However, for these companies professional tire management is one way to reduce costs. While tires account for 1.5 percent of the total cost of running a 40-tonne truck, they influence over 30 percent of the total cost of the fuel consumed.



SPOILT FOR CHOICE

Professional tire management begins with the correct choice of tires. Purchase price is critical for most companies but cheap tires virtually never mean lower operating costs. Fleet managers must choose tires that are suitable for their particular type of vehicle operation.

For example, if the fleet is in regional transport, tires with high mileage potential are a key factor. For long haul operators, however, low rolling resistance is vital as this means less fuel used. In a tire management programme, the first thing that must be done is to analyze the fleet and identify its needs. Only then can tire recommendations be made. A fleet manager cannot be expected to know all the different tires available nor their individual benefits. His main focus is to keep the cost per kilometer as low as possible and tires play an important part in doing that, so expert help in this area is essential. Premium products from leading manufacturers, in comparison with budget tires, are, in some cases, significantly more expensive. However, as a rule, the benefits from the latest technologies used in their design and manufacture give fuel savings, higher mileage and greater durability. Tires are high-tech products and not just round and black. Goodyear Marathon LHS II and LHD II steer and drive tires with LHT II trailer tires for long haul fleets, for example, offer the very low rolling resistance.

These tires can give a fuel saving of approximately three percent as well as higher mileage, which also reduces costs. A typical 4x2 40 tonne truck with tri-axle semi-trailer, driving an annual mileage of 200,000 kilometers, with a fuel consumption of 34 l/100 kilometers and a fuel cost of €1.30 per liter can save about € 2,652 a year in comparison with an identical truck fitted with the previous Goodyear tires. Assuming a fleet size of 50 vehicles, this means an annual saving of € 132,600.



TRUCK RACING UPDATE

The 2011 FIA European Truck Racing Championship is just past the halfway mark and the title challenge is still very much wide open. Goodyear is continuing its commitment to the sport, which attracts crowds of more than 150,000 at race circuits across Europe and 80 million TV viewers worldwide, by supplying tires to all 24 race trucks participating this year. As well as supplying all teams with its specially designed and built Truck Racing tires, Goodyear is providing technical support to the FIA at all 10 races.

So far this season, with six of the 10 races completed, German Jochen Hahn and Spaniard Antonio Albacete are leading the drivers' championship in their MANs but Marcus Ostreich from Germany in his MKR Technology Renault is close behind. Uwe Nittel, also from Germany, Adam Lacko from the Czech Republic in a Renault lies in fourth place with fellow Czech David Vrsecky driving a Freightliner in fifth.

In the current top 10 there are five MANs and three Renaults, with two Freightliners making up the numbers. In the team competition, the Cepsa - Truck Sport Lutz Bernau team, comprising the MANs of Antonio Albacete and Uwe Nittel, leads with 463 points. The MKR Technology Renault team, driven by Marcus Bösiger of Switzerland and Markus Oestreich of Germany, is second with 403 points. In third place, with 318 points is the Buggyra International Racing Systems team, with its Freightliners driven by Czech David Vrsecky and Englishman Chris Levett. Just 15 points behind them is the MKR Team 14 Juniors, comprising the Renaults of Adam Lacko and Frenchman Anthony Janiec.

The tires are supplied and serviced by TRO, which is the sole tire supplier. TRO (Truck Racing Organisation) represents the interests of all teams in FIA European Truck Racing Championship. TRO's trucks and trailers will attend all races, providing a tire fitting area in the paddock at each venue. [1/2]



TRUCK RACING UPDATE

For 2011, all tires will have RFID chips in them so they can be, for the first time, systematically electronically monitored during race weekends.

Among the trucks racing, will be factory-supported teams from MAN and Renault. MAN will support up to five teams and Renault is participating with three 'works' trucks.

Goodyear Truck Racing tires are specially designed, developed and manufactured to offer superior performance to truck race participants. The tires are 315/70R22.5 and feature Max Technology carcasses. The tread compound is designed to take the excessive heat and to offer optimum performance in racing conditions. In addition to this, a specific material package protects the tires against accidental damage and excessive wear. The specification of the tires ensures safe performance at up to 170 km/h (105 mph) for a vehicle weighing 6500 kg (14,300 lbs).

Dates	Races	Country
24.04.2011	Donington Park	GBR
22.05.2011	Misano	ITA
05.06.2011	VIII GP Camión de las Naciones	ESP
19.06.2011	Nogaro	FRA
10.07.2011	Nürburgring	DEU
31.07.2011	Truck Battle Russia	RUS
28.08.2011	Czech Truck Prix 2011	CZE
18.09.2011	Zolder	BEL
02.10.2011	XXV GP Camión de España	ESP
09.10.2011	Le Mans	FRA



WORLD RECORDS ON GOODYEAR TIRES

On June 28, Swedish racing legend Boije Ovebrink set three unofficial speed records for hybrid trucks. His truck - Mean Green - is a converted Volvo VN featuring the very latest hybrid technology from Volvo Trucks - and it ran on Goodyear tires.

During the event which took place at Hultsfred Airport, Sweden, two world records and one Swedish record were set. The first was the standing 500 metres, which was recorded at 115.349 km/h, and the second, the standing 1000 meters, measured an average speed of 152.253 km/h. The flying kilometer, which was the third and final record, recorded an average speed of 218.780 km/h.

FIA (Fédération Internationale de l'Automobile) representatives were present at Hultsfred to monitor the event. The Mean Green results are provisional and awaiting verification by the FIA.

Goodyear worked closely with the Volvo team in this project. Special tires, based on the 495/45R22.5 Goodyear Marathon LHD, were developed at the Goodyear Innovation Center Luxembourg for the record attempt.



NEW LOW PLATFORM TRAILER TIRES FROM GOODYEAR



Regional RHT II
235-75 R17.5

Operators of low platform trailers, such as car transporters and low loaders, will benefit from Goodyear's new Regional RHT II 19.5" and 17.5" range of low platform trailer tires. The tires are suitable for both long and regional haul service as well as for heavy haulage trailers. The new Regional RHT II new tires have been developed to provide high operational mileage and excellent wet grip as well as achieving rolling resistance and noise levels that are lower than the requirements of the future EU regulation 661/2009.

The new 17.5" and 19.5" Regional RHT II tires are also specifically designed to provide extra durability. In this respect the 4-rib pattern provides good crown robustness, the new groove shape improves cracking resistance and stone rejection, and the tread compound also enhances damage resistance. In addition, the combination of an optimized cavity shape and the tread compound gives high mileage potential and good wet grip. The new tire has significantly improved damage resistance compared with the Marathon LHT low platform trailer tires that the Regional RHT II replaces and is superior in that respect to a main competitor¹,

The new tires benefit from Goodyear Max Technology and feature KMax Technology. KMax Technology is a combination of dedicated tire features. These have been developed to maximize tire mileage, allow a wide application range and improve the tire structure robustness.

As well as improved damage resistance, the new tires offer excellent mileage and improved wear profile. The new tires have 25% better wet performance than their predecessors and 17% more than a main competitor. The drive-by noise level is only 69 dB(A)¹. [1/2]



Marathon LHT
215-75R17.5



Regional RHT II
235-75 R17.5 Name on top

EU regulation 661/2009 sets new stringent rules for maximum permitted levels of rolling resistance and external noise. The levels of rolling resistance and noise of the Regional RHT II tires are significantly better than the proposed limits for these performances. In addition to this, EU regulation 1222/2009 (Tire Labeling) will require heavy truck tires to have label information available with them at the point of sale and on sales documentation that shows how efficient the tires are in meeting the rolling resistance, wet grip and noise levels.

Another benefit offered by some sizes of the new tires, is increased load capacity for special lower speed applications. This can be very advantageous for heavy haulage operations.

Trials of the Regional RHT II tire were run in conjunction with car transportation company Harms in Germany. The new tires were mounted on a two axle Rolfo semi-trailer and an identical trailer was run using a competitor's tires, in both cases the tire size was 245/70R17.5. These tests showed that the mileage from the Regional RHT II tire was more than 20% better than a competitor's tire on the fastest wearing axle, and this related to a projected life of up to 170,000 kilometers on the fastest wearing axle.

Sizes and availability

245/70R17.5	Available now
235/75R17.5	September
215/75R17.5	November
265/70R19.5	November
9.5R17.5	December
285/70R19.5	December
205/65R17.5	December
245/70R19.5	December

The Goodyear Regional RHT II is fully regroovable and retreadable.

¹ All performance comparison figures shown are based on internal assessments made in the Goodyear Innovation Center Luxembourg.

