



TRUCK TIRE NEWS

NEWS AND INFORMATION FROM GOODYEAR DUNLOP TIRES EUROPE



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News and information from Goodyear Dunlop Tires Europe

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More than 600 people from over 20 countries traveled to Luxembourg this month to find out how Goodyear accomplished 'Mission Impossible'.

'Mission Impossible: Accomplished' was a major event for the truck industry to find out about Goodyear's very latest truck tires. The star of the show was the Goodyear Marathon LHT II long haul trailer tire. The new Max Technology family member was unveiled to the visitors, who included OEMs, truck operators, tire dealers and journalists. In creating this tire, Goodyear engineers have achieved 'Mission Impossible' by developing a product with both significantly lower rolling resistance and shorter wet stopping than its predecessor and its competition. The conflict between achieving lower rolling resistance and better wet grip was explained to the audiences in a parody of the Tom Cruise movie. This took place in a specially constructed theater alongside Goodyear's Luxembourg test track, where the advantages of Max Technology were further explained.

Visitors saw demonstrations that proved the excellent low rolling resistance of the new tires, and therefore how fuel efficient they are. These results have been further confirmed by very recent comparison tests carried out by the renowned independent authority, TÜV SÜD. Two 40 tonne rigs ran side by side at 35km/h then were simultaneously put out of gear. Cruising to a stop, the only difference was the rolling resistance of the tires. The competitor-equipped trailer stopped first and the Goodyear truck continued for several complete truck lengths more, proving the LHT II's far better performance.

Brand New Goodyear LHT II Makes the Impossible Look Easy...



The truck with LHT II tires rolls past the competitors' truck



...Whether It's Rolling Resistance or Wet Braking



Wet braking difference – the red truck does not have LHT II

Wet braking was demonstrated by two identical trucks with different tires simultaneously slamming on their brakes on wet tarmac, simulating an emergency stop. The truck with Goodyear FuelMax tires stopped first but the truck with competitor's tires continued a considerable distance further.

The 'Mission Impossible: Accomplished' program spanned two days and included a tour of the Goodyear Innovation Centre in Luxembourg. Here visitors saw some of the recent investment in new plant, visited several of the test laboratories and saw the full process of truck tire manufacturing.

Four workshops were held; 'Nothing is Impossible' highlighted FuelMax technology with the rolling resistance and wet braking demonstrations. 'Keeping on Track', was a mixed service tire site demonstration on a simulated construction site. 'A Legacy of Innovation' discussed the advances in truck-related technology. Here, a 1968 DAF truck stood alongside the very latest DAF 'silent truck', showing how much has been achieved in a relatively short period and how seemingly impossible environmental improvements have been achieved. Highlighting Goodyear's leading position in this field, the new 'green' tire produced using Biolsoprene and the NASA Space Tire were shown. The groups then entered the Noise Laboratory to see where Goodyear does some of it in noise testing. The final workshop was 'Goodyear's Good for Business'. Here the Fleet First program of customer support services was explained and a run-down given of the retreading program providing an insight into the depth of cost-saving measures Goodyear can offer its customers. A further demonstration of FleetOnLineSolutions explained how savings, of not only time but also of money and paperwork, can be made as well as showing the latest innovation in this area, FOS Mobile.

How Goodyear LHT II Achieves Mission Impossible

Reducing a tire's rolling resistance and at the same time improving wet braking used to be 'Mission Impossible'. But thanks to innovative technology and the latest materials, Goodyear has done just this with its latest trailer tire, the Marathon LHT II. This means that truck operators can now fit tires that further reduce fuel costs and are safer in the wet.

The new Goodyear Marathon LHT II next-generation long-haul trailer tire allows fleets to make huge cost savings and cut CO₂ emissions. The tire also allows higher payloads, excellent mileage and low noise levels. The Marathon LHT II is the latest member of the Goodyear Max Technology FuelMax family, joining the Marathon Long Haul Steer II (LHS II) and Marathon Long Haul Drive II (LHD II).

Thanks to exceptionally low rolling resistance, a 40 tonne 4x2 truck with tri-axle semi-trailer with LHS II, LHD II and LHT II tires can cut annual fuel costs by up to €2,300 per truck—and reduce CO₂ emissions by 5,200 kilograms. For a fleet of 400 trucks, that's a potential saving of €920,000 per year and over two million less kilograms of CO₂¹.

At 7.5kg lighter than its predecessor, the LHT II increases the payload capacity of a tri-axle trailer by 45kg. That's a potential extra 13.5 tonnes per truck per year — or an extra 5,000 tonnes for a fleet of 400. The tire also provides excellent mileage and, thanks to the tire's blading density and distribution, very low noise. Mission impossible accomplished through clever tire technology and design

The LHT II already meets the minimum legal requirements set by the new EU tire regulations that come into force at the end of 2012. Given the tire's super-low rolling resistance, good wet grip and low noise, Goodyear anticipates that the LHT II will achieve excellent ratings on all three criteria of the EU tire label, to be introduced no later than end 2012. The new EU tire label will guide tire purchasers on tire performance in rolling resistance, wet grip and noise levels, and will be a useful tool to help make informed tire choice decisions.

¹ This is based on a combination of 315/70R22.5 LHS II steer tires, 315/70R22.5 LHD II drive tires and 385/55R22.5 LHT II trailer tires with fuel at 1.15 EUR per liter, a mileage of 200,000km and an average fuel consumption of 34 l/100km, compared to the same truck fitted with LHT+ tires.



Accomplishing the Impossible

New carcass component gauges, thanks to advanced computer modeling, allow lower temperature and rolling resistance for better fuel consumption and long life. Latest generation steel wire belts in the tread area enhance stability and reduce inertia energy losses. The high-stability carcass shape and new-generation bead area further improve stability and rolling resistance, and retreadability is enhanced. The compact tread design allows low energy dissipation, favoring very low rolling resistance and improved fuel consumption. The tread has many performance enhancing features: its multi-radius form ensures even wear while the wide strong shoulder ribs further assist high mileage and protect against damage. The blading density and distribution provides for optimal wet braking performance, low rolling resistance and very low noise emissions. Other features, including variable angle shoulder groove geometry, provide robustness against cracks and damage, minimized stone holding and protection against crack generation. The latest tread compound technology, with high silica content, provides the ideal balance between rolling resistance, wet braking and mileage.

Getting to Grips with Goodyear's New Mixed Service Tires

Visitors to the 'Mission Impossible: Accomplished' event in Luxembourg witnessed the outstanding performance of the new MSS II and MSD II mixed service tires.

Demonstrations took place on an off-road site with a muddy gravelled surface to show just how good the new tires are. In one of these demonstrations, two identical laden 8X4 MAN tippers were coupled to identical three axle trucks to add even greater load. Both vehicles were driven as far as they would go as the towed vehicles were progressively braked.

The photo shows international journalists watching the tipper combination fitted with MSS II steer tires and MSD II drive tires covering considerably greater distance than the combination fitted with the previous MSS and MSD tires.



Industry first 385/55 R22.5 MSD II and 495/45 R22.5 MSD Mixed Service Super Single drive tires



The left hand truck on the MSS II and MSD II combination travels much further

New Tires Save Zeller €3,300 per Truck per Year

Goodyear teamed up with Zeller to test the performance of the new Marathon LHT II trailer tire. The result was a fuel saving of 3.7%, worth more than €3,300 per truck and savings from higher mileage.

Zeller Transporte was founded in 1945 in Austria, and operates 100 ultra-modern GPS-equipped trucks on pan-European long-haul services. They took part in fuel consumption field trials comparing the new Goodyear Marathon LHT II with the predecessor, the LHT+. The cutting-edge Fueldata measuring system was used to assess the fuel performance of both tires. An outstanding 33.41 l/100km was the consumption achieved with the LHT+. But the Goodyear Marathon LHT II tires were even more impressive, returning 32.17 l/100km - a 3.7% fuel saving or €3,313 reduction in one truck's annual fuel bill.

Zeller ran two tri-axle semi-trailers on the new 385/55R22.5 LHT II tires coupled to 40 tonne 4x2 MAN tractors for the trials. After around 73,000km of pure long haul application, the mileage projections for the LHT II tires were approximately 360,000km. Even at this stage a significant mileage improvement was clear.

"These successful field trials and the significant improvements achieved in fuel consumption and mileage performance are a testament to Goodyear's expertise in delivering quality truck tires that continue to help our bottom line," said Wolfgang Schneckeneither, CEO of Zeller Transporte.

"After a tough year for the road transport industry and with the prospect of rising fuel costs, we are excited to bring to the market a fuel-saving trailer tire with a longer lifecycle and reduced operating costs, and which ultimately helps fleet managers remain competitive in tougher market conditions," said Boris Stevanovic, Marketing Director Truck Tires, Goodyear Dunlop Tires Europe.

The tests were run using LHT+ trailer tires during February, March and April 2009 and subsequently 385/55R22.5 LHT II during the fourth quarter of 2009. Both trials covered just over 55,000km each. The steer and drive axles during both tests were fitted with 385/55R22.5 LHS II and 315/70R22.5 LHD II tires respectively. The price of diesel was taken from the actual fuel bills of the trucks used for the tests.



World's Top Show Launch for MSS II & MSD II



Omnitrac MSS II



Omnitrac MSD II

The world's leading construction industry exposition, Bauma, took place in Munich. It was here that Goodyear launched its latest truck tires for mixed service applications. The Omnitrac MSS II and Omnitrac MSD II are the latest Max Technology products from Goodyear and offer a wide range of benefits for operators of tippers, concrete mixers and other vehicles in the construction world. Enhanced mileage and traction with greater damage protection are the main benefits.

Goodyear Omnitrac MSS II tires are for steer axles and Omnitrac MSD II for drive axles and feature Omnitrac Max Technology. The new tires have excellent damage resistance, good durability and consequently excellent retreadability. Advanced casing features give enhanced mileage performance, improved damage resistance in tough mixed service conditions, corrosion propagation resistance, less 'growth' and improved robustness. This means less risk of damage and better retreadability; in essence more reliability, less downtime and greater economy.

The Omnitrac MSS II steer tires provide enhanced mileage, improved on/off-road braking and better damage resistance. The ribbed tread pattern reduces road noise and its performance exceeds that of its predecessor, the MSS, and a top competitor and is unbeaten in rolling resistance. The Omnitrac MSS II fulfills future (2012) Noise and RR EU regulation 661 requirements.

The Omnitrac MSD II drive tires feature a wide tread for greater mileage, which improves the wear characteristics giving better self-cleaning. Mud traction is enhanced and road noise is reduced. The main benefit of the new design is 17% greater mileage potential than its predecessor, the MSD. Rolling resistance has also improved, which means lower fuel bills. This tire is 20% quieter than the MSD. The Omnitrac MSD II fulfills future (2012) Noise and RR EU regulation 661 requirements.

Off-road traction is the area that shows the greatest improvement; the MSS II/MSD II combination gives 6% better performance than the current MSS/MSD. Braking is about 3% better on a wet road than the previous tires. The wet circle test shows 2% more grip than the MSS/MSD combination.

Omnitrac MSS II tires are available in sizes 315/80R22.5 and 13R22.5 and Omnitrac MSD II in sizes 385/55R22.5, 315/80R22.5 and 13R22.5.

MSD II Gives Mercedes Benz More Payload

Goodyear in partnership with Daimler commercial vehicles has introduced an innovative new transport solution that saves weight on the new Mercedes-Benz Axor 8x4 lightweight concrete mixer, which made its debut at Bauma. Key to the impressive total weight saving of 200kg is the new Goodyear Omnitrac MSD II tire, also launched at Bauma (see story on page 8).

The new Omnitrac MSD II 385/55R22.5 mixed service tire allows a much higher load capacity and sets a new standard. This is the first tire of this type and size that has been introduced to the market. This single-drive axle tire replaces dual tires on the other axles. The weight savings of two 385/55R22.5 Omnitrac MSD II single tires, compared to four 315/80R22.5 standard tires coupled with 305/70R22.5 Regional RHS II and the RHD II on the other axles gives 200kg additional payload.

The goal of the new Mercedes-Benz lightweight concrete mixer is to improve payload and economy. For this reason, Goodyear specially developed the new Omnitrac MSD II 385/55R22.5 single tires and enhanced the performance of its successful regional haul tires; the 305/70R22.5 Regional RHD II and RHS II KMax technology tires, which have been significantly improved with regard to load capacity. The engineers at the Goodyear Innovation Centre in Luxembourg were able to increase the load index of the Regional tires for the Axor 8x4 by 200kg per axle. With the new Omnitrac MSD II 385/55R22.5 and the Regional RHD II and RHS II tires, the vehicle has a total capacity of up to 32.6 tonnes.

Thanks to the new Goodyear products, the Mercedes Benz Axor 8X4 can carry 200 kg more load per trip, reducing the number of journeys and therefore the effect on traffic. This also means lower total costs and more economy of use, with improved fuel consumption, reduced CO₂ emissions and less construction site traffic for residents.



Duraseal Passes the Toughest Test

After 32,000 gruelling kilometers and 13 months on the road, Jan Riedel and Esther Krings had done it - they had driven from Germany to Singapore in South-East Asia in a 1975 Magirus Deutz fire engine without a major breakdown, thanks to a great extent to Goodyear Duraseal tires. *"We are proud that we reached the port under our own steam and not, as we had feared, being towed into town,"* said 32 year old engineer Jan.

Their long, adventurous route took them through Turkey, Iran, Turkmenistan, Uzbekistan, China, Tibet, Nepal, India, Thailand, Laos to Malaysia and Singapore. The fact that during the whole journey no major breakdowns happened, the German couple put down to the Goodyear tires. *"We are delighted we chose Omnitrac MSD tires with Duraseal technology,"* said Jan, *"The tires were subjected to the worst possible conditions throughout the journey."*

Some of the road conditions on the 32,000 kilometers were incredible; molten asphalt, pot holes the size of dinner tables, ruts that were so deep you could hide in them and even worse. Near Kashbar on the Silk Road, a sharp stone penetrated one of the tire's tread. It was removed and the tires sealed itself. That tire went the rest of the distance without a problem.

Numerous objects bored into the rubber but the tires sealed themselves over and over again thanks to Duraseal, with its layer of sealant gel built into the tread. The principle is that if an object penetrates the tread, the sealant flows into the hole and seals it airtight. Even when the object is withdrawn from the tire, the sealant flows and seals it immediately.

To illustrate what the tires went through, Jan has kept the stone from Kashgar as well as a 6cm metal rod which had likewise penetrated one of the Duraseal tires.

The first stage of 'Around the World with a Fire Truck' has ended successfully but the adventure goes on: North America and South America still await the two intrepid world travelers, who are now back with their beloved Magirus Deutz in Germany.

Pictures and reports of the amazing Asia trip are on www.project-asia.com.



Renault Wins Truck Race Debut on Goodyear Tires

It was first race, first victory for MKR Technology's brand new Renault trucks at the series-opening of the European Truck Racing Championships, in Misano Italy. Swiss driver Marcus Boesiger won the two main races of the weekend on Goodyear Truck Racing tires in the sci-fi styled truck.

Over the four races, the two MKR Technology team drivers, in their Premium Course trucks, really stood out. Markus Boesiger won the two main races. In the second, team-mate Markus Ostereich from Germany took third place; the first time in the history of the European Truck Racing Championships when two Renault drivers have stood on a podium together. Markus Boesiger won the day, ramping up 44 points and giving him a six point championship lead. Markus Ostereich finished fifth with 27 points. Their total scores made Renault Trucks and MKR Technology the current top team.

Goodyear is the main supplier of tires for European truck racing. The Goodyear Truck Racing tire supplied for the European Championship is specially designed, developed and manufactured to offer superior performance to truck race participants and has the same Max Technology carcass as the 315/70R22.5 Regional Haul product range. This tire gives optimum grip despite the excessive heat and deformations generated by the very severe racing conditions. A racing asymmetric design and a specific racing compound have been developed to optimize grip and the capability to take very high longitudinal and lateral forces, as well as give consistent performance. Additionally, this product features a multi-layer tread concept comprising a specific compound located between the carcass and the high grip racing compound. This ensures very safe and robust behavior by protecting the carcass against accidental damage and provides stiffness for optimum handling in severe conditions.

The Goodyear Truck Racing tires, which have full FIA approval, are manufactured by Goodyear to meet all the company's quality standards, utilizing the latest technology, and are compliant with the European ECE 54 quality standard. This quality control ensures that all truck race tires are built to exactly the same standards and specifications for all teams that race on them.



Carrefour Picks Goodyear for Silent City Trucks

Leading French supermarket chain, Carrefour, has chosen Goodyear tires to reduce the noise of its trucks in city traffic and for their economic performance, particularly with regard to mileage. Goodyear Regional RHS II and RHD II tires will be the standard fitment on new trucks that have been ordered for deliveries to city-centre stores and which are operated by STAF.

Having run trials last year, the Carrefour group decided to operate 30 low-noise trucks in Paris, the Paris region and in Lille for deliveries to its city-centre stores. The acoustic measurements showed a three-fold reduction in the noise level reducing it to 60 dBa. This is the same level of noise as that of a normal conversation between two people. As well as the chassis modifications to ensure the lowest drive-by noise, the bodies are specially equipped to reduce noise when the trucks are being unloaded, especially at night.

The new vehicles entered service during the first four months of 2010, prior to new noise limits possibly being adopted in the Lyon area. The trucks will have considerable modifications made to their engines and other equipment to reduce noise.

Goodyear Regional RHS II 385/65R22.5, on the steer and rear lift axle, and RHD II 315/80R22.5 drive axle tires are Goodyear Max Technology products. KMax Technology is specifically for regional haul applications and is a combination of dedicated tire features. These have been developed to maximize tire mileage, allow a wide application range and improve fuel consumption to reduce cost/km.



New Products from Goodyear Dunlop at the IAA

Goodyear will reveal innovative new products to help improve transport efficiency and reduce operating costs at the IAA Commercial Vehicles fair in Hanover this September.

On its stand, Goodyear Dunlop will be showing:

- Dunlop SP244 - a new trailer tire range
- Multitread - a new retread range from Dunlop
- Goodyear prototype trailer tire with 10 tonne axle load capacity
- Exhibition premiere of the Goodyear fuel-saving Marathon LHT II trailer tire range
- Exhibition premiere of Duraseal versions of the new Omnitrac MSS II and MSD II mixed service tire ranges

The biennial IAA is Europe's premier exhibition for the road transport industry, where the top companies from the world of trucks, trailers, buses and coaches display their latest products and services. In 2008, more than 300,000 visitors from 110 countries came to see what is without doubt Europe's if not the world's top transport show.

This year the IAA will once again focus on innovations from the entire international commercial vehicle industry. *"At this IAA we will show just how important commercial vehicles are in providing services to society, business and consumers,"* said Matthias Wissmann, President of the German Association of the Automotive Industry (VDA), the organizer of the IAA Commercial Vehicles.

Wissmann is confident that following the crisis year of 2009, the IAA Commercial Vehicles will be *"a significant milestone for the commercial vehicle industry on its way out of the crisis."* Wissmann added that *"the companies have utilized the time to become even better. This IAA will show that the commercial vehicle industry is shaping the future and has an excellent chance of emerging from the crisis in a stronger position than before."*

IAA Commercial Vehicles will take place at the Hanover Fair Exhibition Grounds, Germany, from 23 to 30 September 2010 with the press days on 21 and 22 September.

