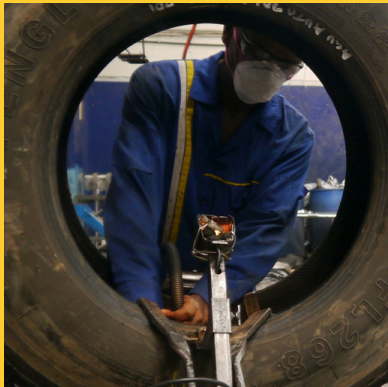


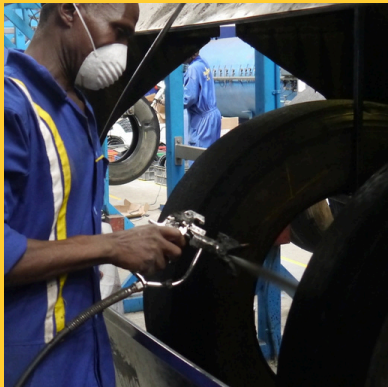
THE RETREADING PROCESS



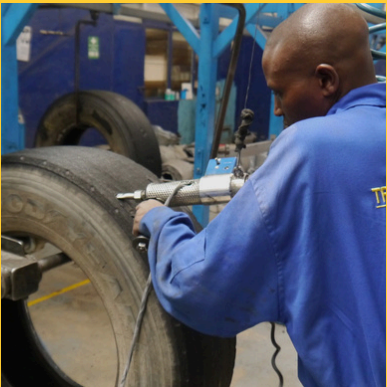
1. Initial tyre inspection



2. Tyre Buffing



3. Cementing



4. Filling



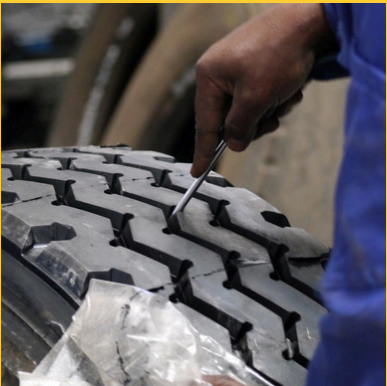
5. Building



6. Enveloping



7. Chamber for curing



8. Final Inspection

Retreading Myths - it's time they became extinct!

Old prejudices die hard. Say the word “retread” and many people immediately picture an inferior product or a disintegrating tyre — all because some early retreads performed poorly over 40 years ago.

Bandag, the world’s number one retreader, is here to lay those outdated myths to rest.

All the rubber you see on the road comes from retreads.

Did you know most of the rubber in a Bandag retread comes from new tyres? Any tyre can fail — especially when not properly maintained. But with a Bandag retread, it's virtually impossible for the tread to separate from the casing.

Retreads aren't safe.

Bandag retreads are trusted to carry the most precious cargo imaginable — people. From bus fleets to aircraft, our retreads have logged millions of miles safely and reliably, delivering trouble-free performance every step of the way.

Retreads are inferior to new tyres.

Today’s Bandag retreads rival the quality of new tyres — and often outperform cheap alternatives. With a wide range of tread patterns designed for every type of road surface, Bandag ensures top performance no matter where the journey takes you.

A tyre casing wears out with the tread

A tyre casing is designed to last much longer. In fact, casings don’t lose strength over time, making them perfect for retreading and extending the life of your tyres.



Retreads don't deliver good mileage

Bandag’s advanced tread rubber and cushion gum are engineered for performance. In fact, Bandag retreads consistently outperform many new tyres in mileage. Take this real-world example: 315/80R22.5 – BDEL retread: 130,000 km New tyre (bus fleet): 110,000 km Bandag retreads deliver equal to — and often better than — most new tyres on the road today.

Retreads don't Perform well

Bandag retreads have repeatedly outperformed new tyres in local rallies. With a wide selection of tread styles and sizes, Bandag can fine-tune each retread to suit specific applications — from rough terrain to high-speed performance.

Retreads can't take heat.

Bandag uses a cold process retreading method Unlike traditional methods that require high heat to mold the tread onto the casing, Bandag’s cold process preserves the integrity of the casing — ensuring longer life and consistent performance.

All cold process tyres are 'Bandag'

There’s only one Bandag in the world — and only one authorized Bandag agent in Kenya: Treadsetters Tyres Ltd. No other cold process system matches the technology, precision, or quality of Bandag. You might come across similar tread patterns applied using cold process methods, but unless the equipment and raw materials come directly from Bandag, it’s not a Bandag retread. Bandag treads don’t just perform like new tyres — they look like new tyres too.

