

TRANSPORTER TBR

Dura-Tie Technology + Triple Prime Technology + Enhanced Casing Engineering ECE + Prem E Compounding

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Transporter Feature Overview

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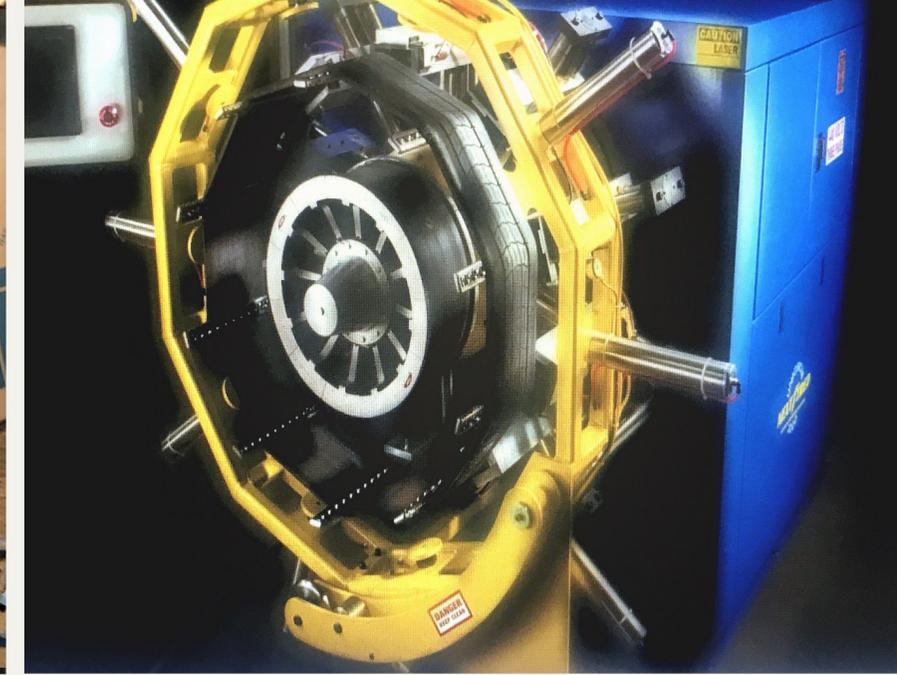
Problem vs. Solution

03

Feature Details

04

Our Products



Enhanced Casing Engineering Technology (ECE)

Dura-Tire Technology



Improves casing stability, extends casing longevity, and eliminates bead cracking. Transporter casings can be retreaded multiple times.

Stone Ejector Technology



Preserves the original tread and prevents casing damage from stone drilling.

Triple Prime Technology



Triple Prime Technology Mold Design provides smooth runout with even uniformity eliminating ride disturbances throughout the life of the tire.



Four steel belt casing (with radius tuning belt technology) ensures an optimized footprint and stability on the buffer with less buffing time required during the retread process.



Wide 8.5" casing design accepts all Unicircle, Ringtread, Precure, and Mold Cure retreading processes.

Other Tire Companies

- ✗ Produce the same one tire/one casing for use in every market.
- ✗ Save cost by eliminating stone ejector technology.
- ✗ No retreadability.



- ✓ Designs tires specifically for operation at high speeds in the USA.
- ✓ Uses Dura-Tie Bead Technology to eliminate bead cracking.
- ✓ Uses Stone Ejector Technology to release all stones and debris trapped in tread.
- ✓ Uses Triple-Prime Technology to generate the maximum cost per mile of operation with optimal retreadability.

Problem

In many world markets, trucks drive **overloaded** at slower speeds compared with the operational speeds in the USA.

In the USA, truckers operate at much **faster speeds** but loads are governed by enforced load limits.

Because the operational speeds are much higher in our USA market -> tires produced with steel chafer bead technology to withstand overload are **vulnerable to bead cracking** due to the heat generated by continuous flexing during high speed operation.

Transporter 11R24.5 Bead Section

Designed for high speed applications
needed for United States and Canada

Steel ply APEX

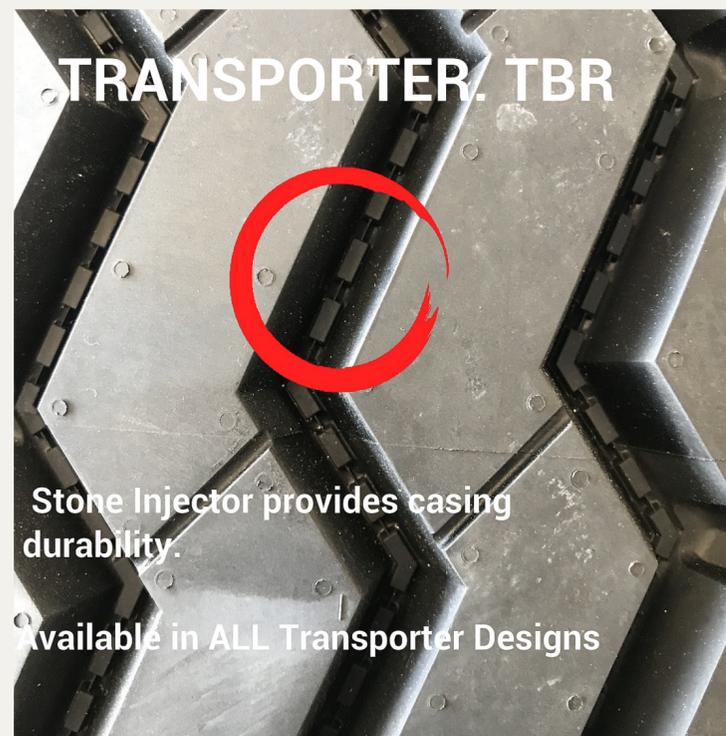
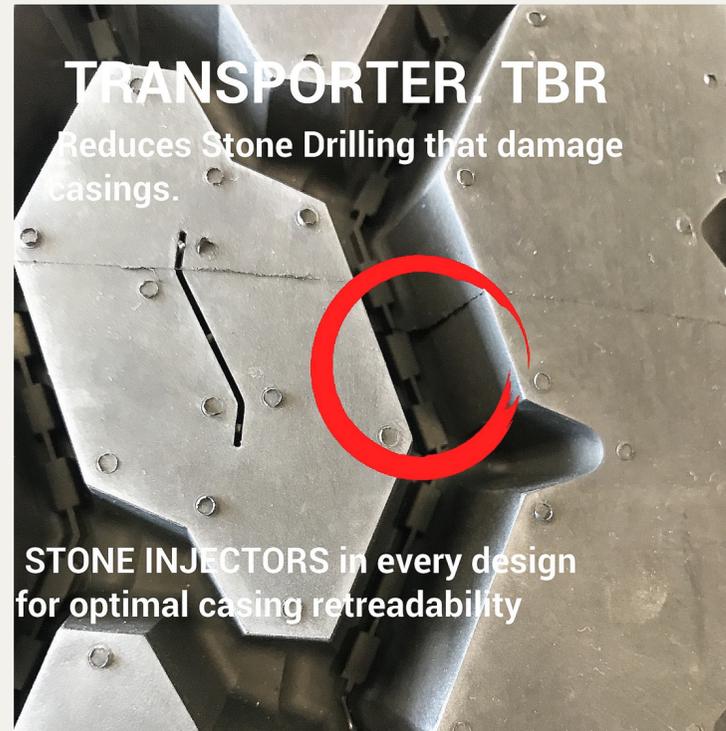
STEEL CHAFER
Creating heat
build up

Solution

Dura-Tie Technology

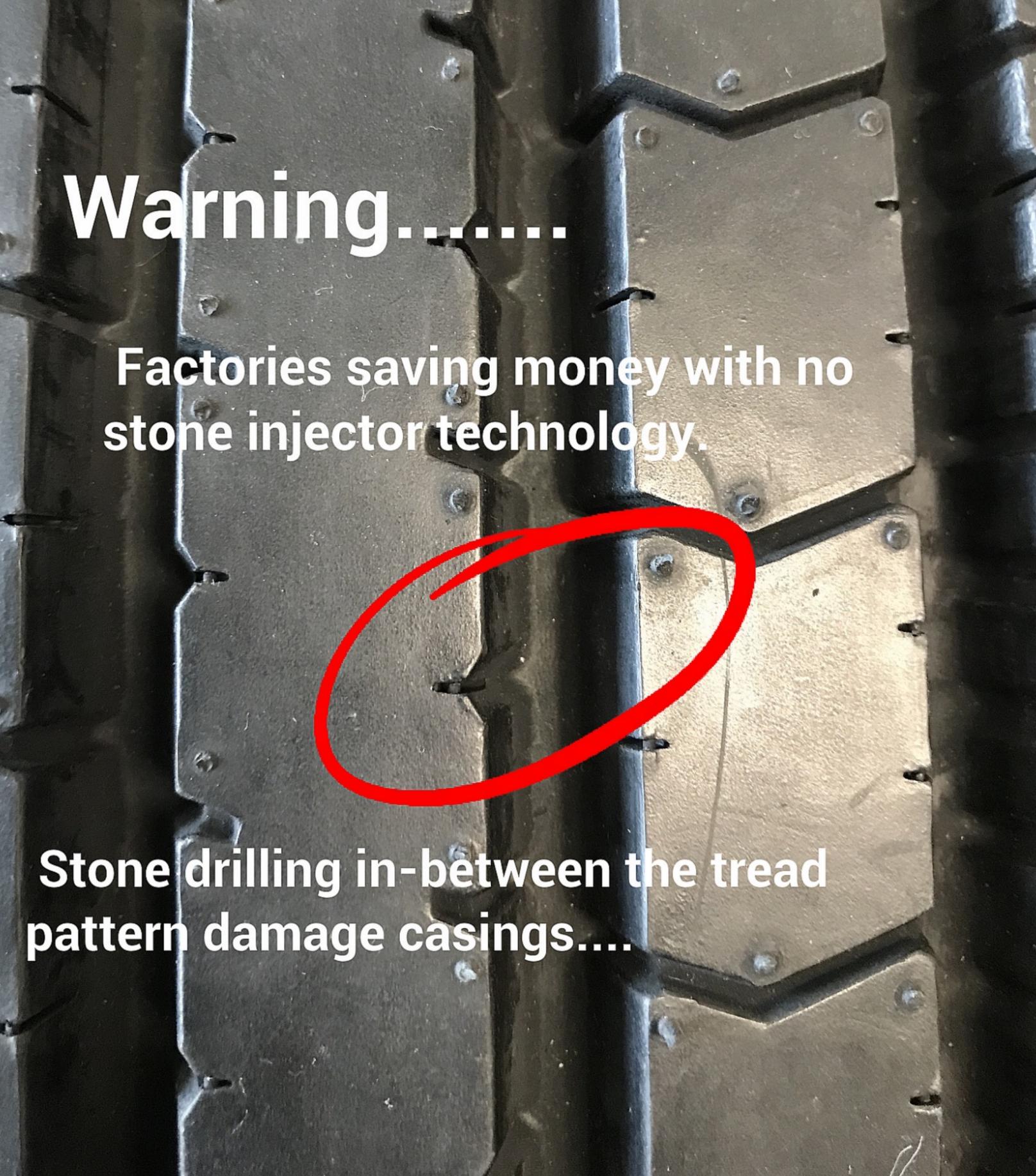
- ✓ Eliminates cracking in the bead area
- ✓ Provides stability for high speed operation
- ✓ Supports casing longevity for multiple casing retreadability

Your Transporter truck tire is designed specifically and only for operation at high speed in the United States.



Stone Ejector Technology

- ▶ Transporter's "Stone Ejector Technology" releases all stones and debris trapped in the tread at the beginning of each tire rotation.
- ▶ Transporter's tread opens slightly on the trailing side of the contact patch to allow this.



Warning.....

Factories saving money with no stone injector technology.

Stone drilling in-between the tread pattern damage casings....

Stone Ejector Technology

Protecting the retreadability of your casing is a key feature of your Transporter truck tire. **Many manufacturers often save cost by eliminating stone ejector technology.**

In fact, one of the easiest ways to determine the retreadability of your truck tires is to check the tread design for stone ejectors.

Tires without a sophisticated stone ejector technology have an **increased risk** of stones and debris being trapped in the tread and this can **cause early removal due to “stone drilling”**.

Even if the original tread is fully used, these “unprotected” tires often have **unreparable damage** to the casing.

Transporter’s stone ejector technology minimizes your stone drilling problem!



ECE Radius Steel Belt Construction

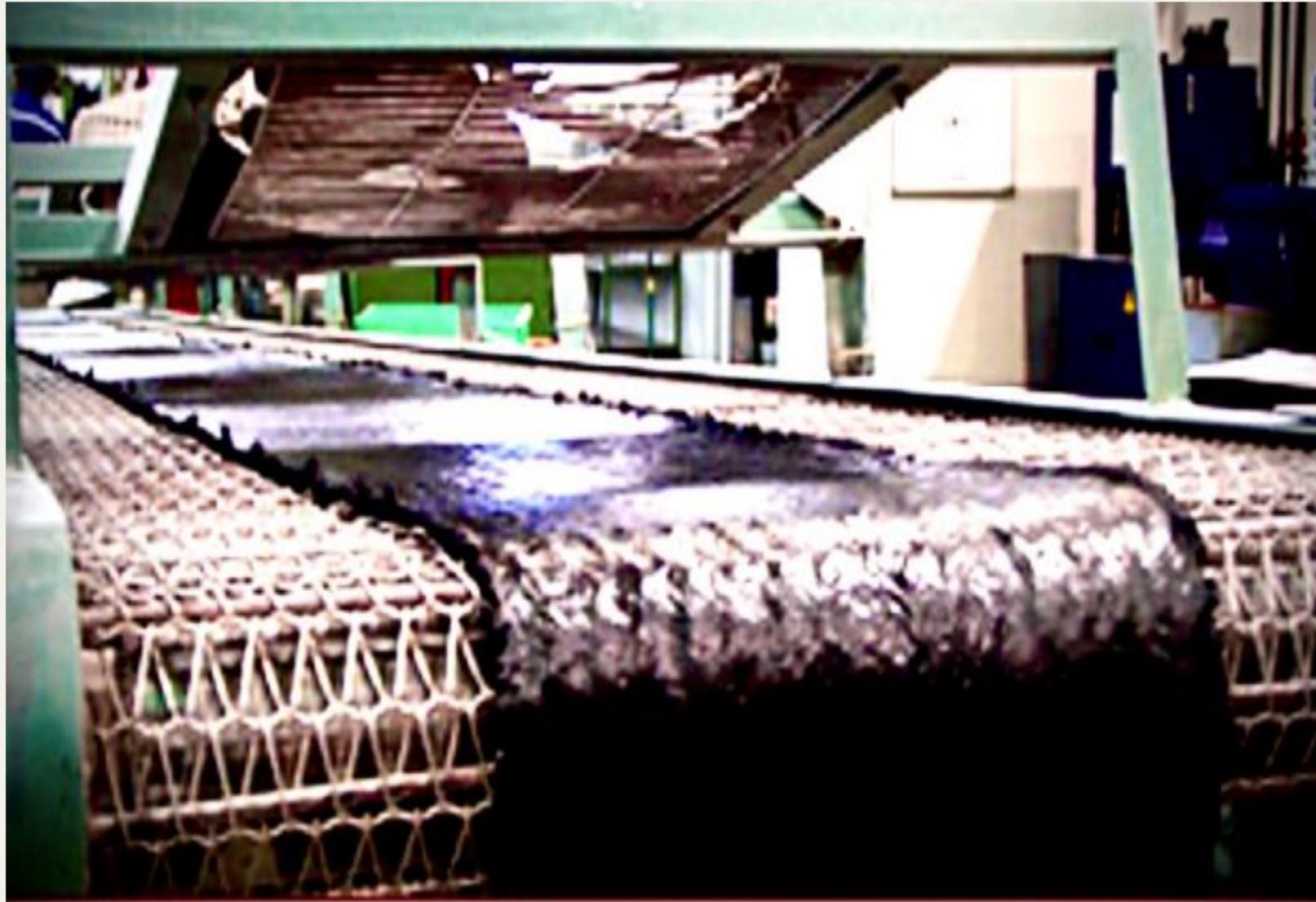
Enhanced Casing Engineering (ECE)

- ▶ Radius tuning belts provide optimal equalization of the footprint
- ▶ Four-steel belt construction provides puncture resistance and improves stability
- ▶ Two retread 5-year casing warranty

Prem-E Compounding

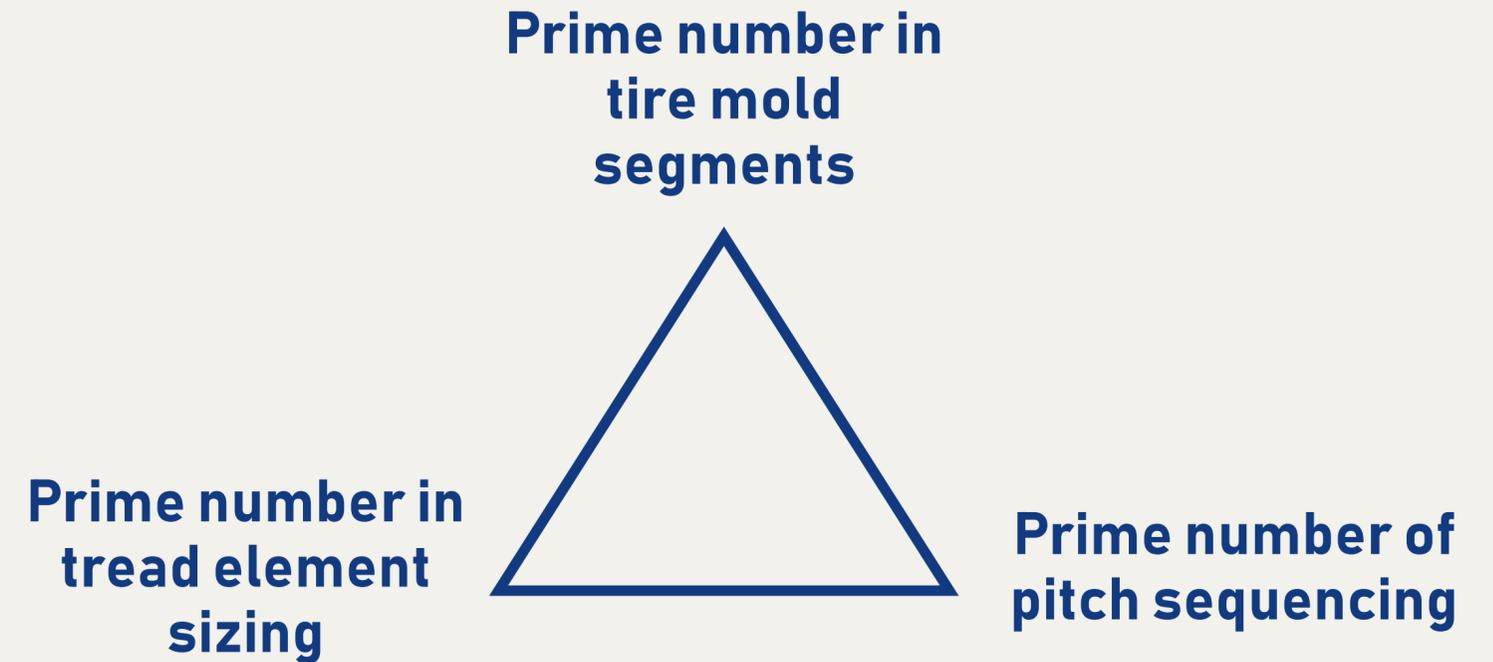
Transporter's Patented Prem-E compounding provides longevity and retreadability through:

- ▶ EXTENDED TREAD LIFE
- ▶ EXTENDED CASING LIFE
- ▶ PREVENTION OF BEAD CRACKING
- ▶ IMPROVED CASING ENDURANCE
- ▶ ENHANCED STABILITY





Triple Prime Technology



Triple Prime technology **reduces harmonic resonance** creating a **longer lasting tread and casing life, even wear, and enhanced quiet ride.**

Engineered for even wearout, generating the maximum cost per mile of operation with optimal retreadability.



AP-268 All Position & Steer



Size	PR	LI/SR	Pattern	Standard Rim	Section Width (inch)	Overall Diameter (inch)	Max. Load (lb)	Max Pressure (PSI)	Tread Depth (32nd)
11R22.5	14	144/142M	AP-268	8.25	11.00	41.48	6175	105/105	18
11R22.5	16	146/143L	AP-268	8.25	11.00	41.48	6610	120/120	18
11R24.5	16	149/146L	AP-268	8.25	11.00	43.48	7160	120/120	18
295/75R22.5	14	144/141M	AP-268	9	11.73	39.92	6175	110/110	18
295/75R22.5	16	146/143L	AP-268	9	11.73	39.92	6610	120/120	18

CR-777 Mixed Service Cut & Chip Resistant



Size	PR	LI/SR	Pattern	Standard Rim	Section Width (inch)	Overall Diameter (inch)	Max. Load (lb)	Max Pressure (PSI)	Tread Depth (32nd)
11R22.5	16	146/143L	CR-777	8.25	11.00	41.48	6610	120/120	21
11R24.5	16	149/146L	CR-777	8.25	11.00	43.48	7160	120/120	21



TR-402 Radial Closed Shoulder Drive



Size	PR	LI/SR	Pattern	Standard Rim	Section Width (inch)	Overall Diameter (inch)	Max. Load (lb)	Max Pressure (PSI)	Tread Depth (32nd)
11R22.5	14	144/142M	TR-402	8.25	11.00	41.48	6175	105/105	26
11R22.5	16	146/143L	TR-402	8.25	11.00	41.48	6610	120/120	26
11R24.5	16	149/146L	TR-402	8.25	11.00	43.48	7160	120/120	26
295/75R22.5	14	144/141L	TR-402	9	11.73	39.92	6175	110/110	26
295/75R22.5	16	146/143L	TR-402	9	11.73	39.92	6610	120/120	26

"Transporter's best attribute is that it's a USA market specific tire. What that means is that from a compounding, design, and construction standpoint, we have **STACKED THE DECK** in your favor.



TRANSPORTER TBR

- ✓ DURA-TIE TECHNOLOGY
- ✓ TRIPLE PRIME TECHNOLOGY
- ✓ ENHANCED CASING ENGINEERING ECE
- ✓ PREM E COMPOUNDING
- ✓ STONE & DEBRIS REMOVAL SYSTEM
- ✓ EXTENDED CASING LIFE
- ✓ EXTENDED TREADWEAR
- ✓ BUILT TO RETREAD
- ✓ LOWER COST PER MILE SAVINGS!

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