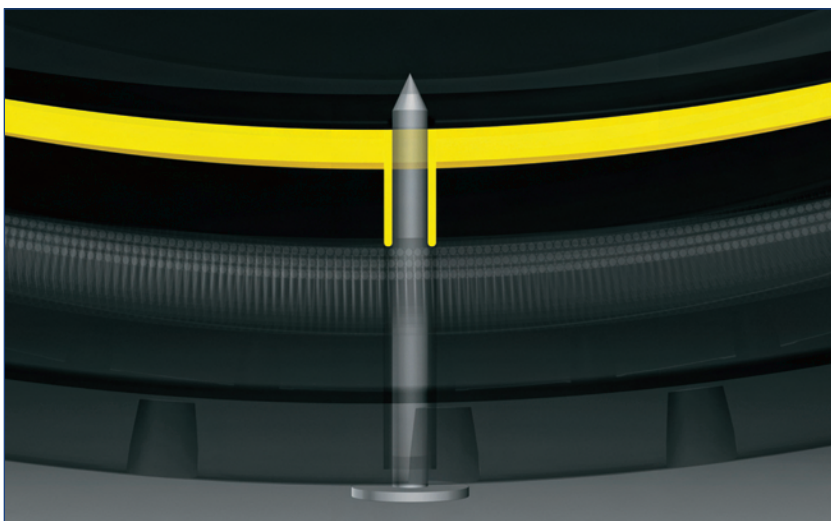




Goodyear's Sealant Tires 'Seal Up' Savings for City of Toronto



Keeping trucks rolling was a daunting and expensive proposition for Toronto's municipal waste management department. But a new unique built-in sealant tire, developed by Goodyear, changed all that.

Every day, more than 300 waste hauling and recycling trucks fan out across the city of Toronto to pick up about 700 tons of residential and commercial waste for disposal or recycling at a number of waste transfer sites and landfills. The trucks traverse across broken glass, nails, and other debris and navigate tight street corners built for horse-and-buggy travel.

Once as numerous as mosquito bites on unprotected skin on a hot, humid late summer evening, tire punctures plagued the department's operation.

Now, Toronto's waste management department fleet enjoys an operation with fewer



Ross Petrini, maintenance manager for the City of Toronto's fleet services.

puncture-caused flats because of DuraSeal Technology, said Ross Petrini, maintenance manager for the city's fleet services operation. Fleet services handles vehicle maintenance for the city's Waste Management, Transportation, Water/Waste Water, and Parks, Forestry and Recreation departments.

DuraSeal Technology uses a gel-like, solvent-free compound built into the inner liner of the tire. It consistently and instantly seals punctures up to 1/4-inch in diameter in the repairable tread area. (Seals up to 1/4-inch tread punctures only. Does not seal sidewall punctures.)

Three years ago, the City of Toronto's Solid Waste Management Services Department began a test of prototype DuraSeal Technology tires on the steer position of five of its waste haulers.* Petrini said his department has still experienced no flats on the DuraSeal Technology tires as a result of punctures since it started using them. That's why his department chose last year to start fitting all of the steer tires on its fleet of 300 waste hauling and recycling trucks with Goodyear Unisteel G287 MSA mixed-service tires with DuraSeal Technology. And once the correct-size tires are available for the drive position, Petrini said he plans to start replacing those as well with DuraSeal Technology tires.

When all of the steer tires on his department's truck fleet have been replaced, Petrini estimates that his department will save more than \$600 per day in service calls alone.

"That's a huge savings for the City of Toronto (about \$120,000 annually)," Petrini said. "We're happy that Goodyear came out with this new product."

Before Goodyear introduced DuraSeal Technology, Toronto's tire maintenance contractor pulled the tires off of about 20 of the city's disposal and recycling trucks for servicing every day. Petrini said tire punctures caused about half of those flats.

"These flats really slowed things down for us," he added. "With the resulting downtime, we had a lot of sanitation crews standing around waiting for their truck tires to get repaired. We also had trucks stalled on downtown streets with flat tires.

"Flats are a hazard for our drivers, particularly during rush hour, plus residents and businesses rely on us to pick up their trash and recycling on a set schedule," he said. "To get us back on schedule, our employees had to work a lot of overtime.

"DuraSeal Technology helps us keep our pickup schedule and significantly reduces our overtime and tire maintenance costs," he added.

David Benko, director of Goodyear's Global Materials, said the City of Toronto's experience with DuraSeal Technology bolsters the results of a marketing study. The Goodyear study revealed, among other things, that refuse fleets with 50 trucks typically are slowed by 102 tire-related service calls per month. It found that 69 percent of those calls can be attributed to tire punctures and each call cost the fleets \$170, or more than \$143,000 per year.

"The study clearly identified the need, and the experience of the sanitation department of Toronto demonstrates Goodyear has clearly developed a product to meet that need," Benko said.



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