



The Path of  
Least Resistance





## Gain Extra Traction in Your Competitive Industry

**Every revolution counts these days, and when you can get more out of a tire casing, it all goes to your bottom line.**

We use the proven Hawkinson method for remanufacturing tires, a retreading process that has eight decades of experience and millions of miles behind it. This tried-and-true system results in the highest quality, longest lasting and safest retreads on the road. On them, your vehicles will roll thousands of extra miles with fewer tire failures and less downtime. And, since Hawkinson retreads are seamless, they're also a safer solution.

Add up the dollars and cents, throw the well-being of your people into the equation, and it's easy to see why you should be running on Hawkinson retreads.

**Let's hit the road together.**

# The Cure for Pre-cure

## Hawkinson Advantages

Every retread is not created equal. Of all retreading processes, the Hawkinson system is the most similar to what original equipment manufacturers use to make new tires. In terms of mileage, even wear, road failures, length of life and overall safety, the Hawkinson process is superior to pre-cure.

Pre-Cure Method	Hawkinson Method	Benefits
Pre-cured rubber ends are joined by a process called stitching so there is high potential for a mismatched seam (splice)	<b>A seamless solution that results in a tread that is perfectly aligned around the entire circumference of the tire</b>	<ul style="list-style-type: none"> <li>• No mismatched seams (splices)</li> <li>• Eliminates uneven wear on individual tires</li> <li>• Fewer failures on the road</li> </ul>
Since no two casings are exactly alike, process can result in mismatched tires on the same axle	<b>Consistent application results in perfectly mated tires every time</b>	<ul style="list-style-type: none"> <li>• Eliminates skid wear on duals</li> <li>• Improves fuel efficiency</li> </ul>
Pre-cured rubber is glued to the casing with cushion gum	<b>Live rubber is infused directly to the casing</b>	<ul style="list-style-type: none"> <li>• Strongest possible bond</li> <li>• Fewer variables (cementing, stapling) means less chance for road failures</li> </ul>
Can result in an incorrect tread arc radius	<b>Tread shoulders are built up slightly to consistently attain correct tread arc radius</b>	<ul style="list-style-type: none"> <li>• Eliminates premature wear in the center of the tire</li> </ul>
High heat is applied to the entire tire during curing, including sidewalls and beads	<b>High heat is applied only to the crown of the tire</b>	<ul style="list-style-type: none"> <li>• No oxidation acceleration</li> <li>• No overheating of casings</li> <li>• No weakening of beads, belts, wires or sidewalls</li> </ul>
Requires 3½ hours of curing	<b>Curing takes only 50 minutes to 1½ hours</b>	<ul style="list-style-type: none"> <li>• Minimizes damage to casings</li> </ul>
Treads that are too long or short are stretched or forced into position	<b>The exact amount of rubber necessary is molded to the casing</b>	<ul style="list-style-type: none"> <li>• Eliminates heavy or light spots that cause excessive heat or tread waves</li> <li>• Produces lowest possible rolling resistance</li> </ul>

## A Seamless Solution

With Hawkinson remanufactured tires on your vehicles, you'll be able to say "later 'gator." The rubber will never hit the road due to a tread separation. It's a seamless solution, with live rubber infused directly to the tire casing. The pre-cure method, on the other hand, uses cushion gum to affix the tread to the casing and staples to join the ends of the tread at the seam (splice). When the gum, staples or both fail, the tread peels off. And there's the other guy's road 'gator.

## The Heat is Off

Heat is a tire's worst enemy. The Hawkinson method brings the heat, but only where and for how long it's needed. High heat is applied only to the crown of the tire, not to the sidewalls or bead area. This eliminates oxidation acceleration and overheating of casings. In addition, the Hawkinson method requires one-third or less of the curing time compared to the pre-cure process.

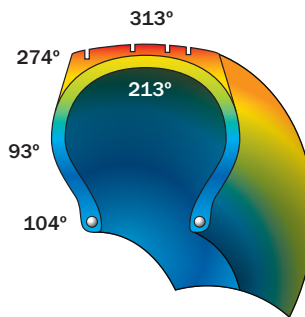
## Flat Out the Best Process

With Hawkinson retreads, you won't have the problem of premature wear to the center of the tread. In the Hawkinson system, the shoulders are built up slightly to return your tire to its flat radius. That means the full face of the tread is in contact with the road at all times, and your vehicles will handle as if they were riding on new tires.

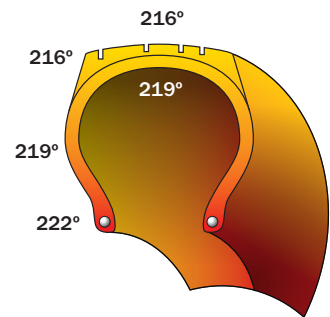
## A Match Made in Our Shop

Only the Hawkinson method allows the addition of the exact amount of rubber necessary to ensure perfect circumference. They also are measured and buffed to exacting standards to ensure you get precisely match-mated duals. This is important because a difference in the circumference of two tires on the same axle – even of an eighth of an inch – means the tires will not roll together. The smaller tire will pull to the side and make more revolutions per mile, and with every mile the tire will be dragged 30 skid feet. But pre-cure tires can be off by as much as three-fourths of an inch. That's 180 skid feet per mile for your drivers and tremendous expense for you in terms of lower fuel efficiency and more frequent tire replacements.

### Hawkinson Method

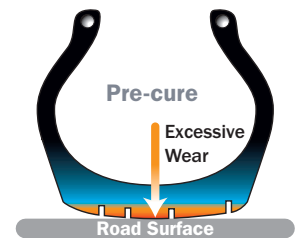


### Pre-cure



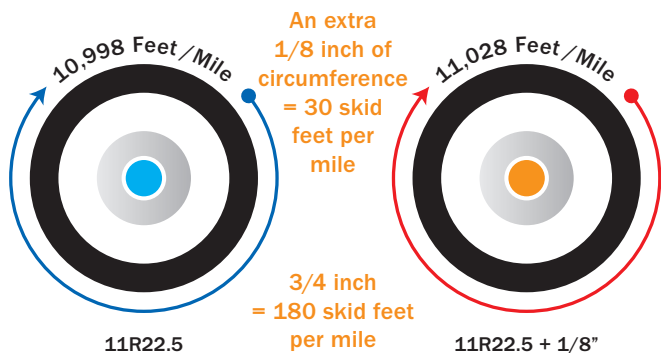
### Heat Only Where You Need It

High heat is applied only to the crown of the tire and for a third or less of the time required for the pre-cure method.



### Correct Radius is a Must

A retread with an incorrect tread arc radius wears prematurely in the center and reduces your mileage. The Hawkinson method ensures correct tread arc radius every time.



### Stop the Skid

Every Hawkinson retread is buffed to exacting standards to ensure perfectly matched duals that consistently roll together.

## Wave Off Tread Wave

With the Hawkinson method, the precise amount of rubber necessary is molded to the casing. In the pre-cure process, treads can be either too long or too short and they are stretched or forced into place. The heavy or light spots that result cause excessive heat and tread wave.

## Go Green

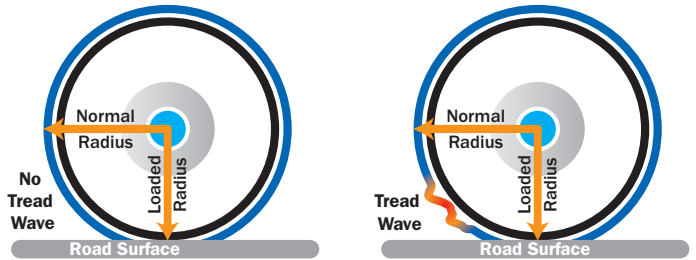
Retreads are a bargain for you and the environment, too. And when it comes to retreads, the Hawkinson system is the most earth friendly process available.

You'll get more retreads per casing with the Hawkinson method. That's a big deal because, first, it keeps all those perfectly usable casings out of our country's landfills. Second, it takes only seven gallons of oil to retread a tire compared to 22 to manufacture a new one. And, finally, since no rubber is wasted with the Hawkinson method, it saves even more oil than the pre-cure process.

Clearly, retreading is right way to roll, and you'll be rolling farther with Hawkinson.

## Go Greener Still

Compared to using plain old air, filling tires with nitrogen has been proven to improve efficiency and extend the life of tires. Combine Hawkinson retreads with the benefits of nitrogen, and you'll gain two additional retreads per casing. For more information about the benefits of nitrogen, please visit [getnitrogen.org](http://getnitrogen.org).



## Goodbye Tread Wave

Since the exact amount of rubber necessary is applied with the Hawkinson method – no less, no more – tread wave is never an issue.

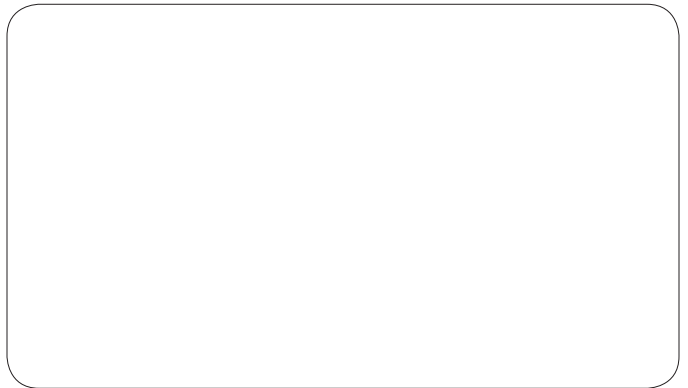


## There's a Pattern Here

Hawkinson has more than 100 molds with all the patterns and sizes you really need for long haul, regional, on/off road and specialty applications. For more specific information, please visit [hawkinson.com](http://hawkinson.com).

## Let's Roll

We're ready to help you go the distance and then some. Contact us today, and start getting the most out of every one of your tire casings.





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Your authorized Hawkinson dealer: