Bandag Process - Step 1

Initial Inspection - A **396 Spreader**

A visual, hands-on inspection from bead to bead, inside and out, is done to find and mark all visible defects.

Bandag Process - Step 2

Initial Inspection - B **NDT IIB**

An electronic inspection designed to find all “through-the-tire” penetrations in the crown and sidewall areas.

Bandag Process - Step 3

Initial Inspection - C **7400 Shearography**

An inspection to determine the conditions within the casing. The casing is subjected to a vacuum while lasers measure surface anomalies (ie: expanding pockets of air). An animated visual of the anomalies aids in determining the casing's condition. At the end of the initial inspection, information like casing condition, casing age and fleet specifications are considered to determine if the tire can be retreaded.

Bandag Process - Step 4

Buffing **8400 buffer**

The casing is inflated to operational pressure. The process removes the worn tread surface, trues up the roundness and prepares the surface for a new tread.

Bandag Process - Step 5

Repair

Removing all injuries identified during Initial Inspection and replacing the material with structurally sound materials that will return the casing to a useful life.

Bandag Process - Step 6

Applying Cushion **6400 Extruder**

In a one-step process, an uncured bonding layer is extruded onto the prepared casing surface, all skives are filled, and the shoulders are stripped. The casing is now ready for its new tread.

Bandag Process - Step 7

Building **5400 OSM Builder**

Automatically applies a new tread so it is straight, centered on the casing, and the end splices match.

Bandag Process - Step 8

Enveloping **1210 Enveloper**

Encases the uncured, built tire in an elastic envelope in preparation for curing.

Bandag Process - Step 9

Curing **4150 Chamber**

An autoclave-type device that applies heat and pressure, and over time, causes the the bonding layer in the built tire to cure; permanently adhering the new tread to the prepared casing.