

Southern Africa

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# TREADS DIGITAL

FOCUS ON TYRE CRIME

Vol 25 • Spring 2019



*Tyre Crime poses serious threat to industry*

*Bridgestone SA – Meet the new man at the helm – Jacques Fourie*

*Bridgestone SA and SA Taxi partner up*

*Trade bears weight of uncollected scrap tyres*

*Michelin wins Bronze at New Generation Social and Digital Media Awards*



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## Contents

### Focus on

Tyre Crime..... 2

### One-On-One

With Bridgestone SA CEO, Jacques Fourie..... 6

### Industry News

Trade bears weight of mounting scrap tyres ..... 11  
 HISTORY IN THE MAKING! Significant partnership between  
 Bridgestone and SA Taxi announced ..... 12  
 OPINION Creating awareness of damaged part-worn tyres key to road safety .14  
 Michelin wins Bronze at the New Generation Social and Digital Media Awards 16  
 Goodyear South Africa refutes claims by SA Treads ..... 16  
 Bridgestone EMEA appoints Mete Ekin to lead Bridgestone’s Emerging Market  
 business ..... 17  
 Former SATMC Managing Executive charged for fraud..... 17  
 Bridgestone Tyre Guarantee now available at Tiger Wheel & Tyre ..... 17

### World News

Energy Harvester generates electricity from inside tyres .....19  
 California Enacts Law Prohibiting Installation of Unsafe Tyres.....19  
 70% of floor space for The Tire Cologne sold – Tyre manufacturers to have  
 major presence .....21  
 Bridgestone to supply solar car tyres using fuel-efficient tyre technology to  
 32 teams competing in the 2019 Bridgestone World Solar Challenge.....22  
 First self-contained engineering-class driving simulator unveiled, capable of  
 validating the latest automotive megatrends.....22  
 Continental Designs Tomorrow’s Tyre .....23  
 Nokian, Pirelli, Hankook Included in Dow Jones Sustainability Indexes.....23  
 Continental sets sights firmly on Vision Zero future.....24  
 Falken set for the football season:  
 brand backs eighteen clubs in seven countries.....24

## A note from the editor



It is with great excitement that we announce the launch of SA TREADS Digital! Our new format will now be available for quick access on your laptop or smart phone. Not only will we be saving trees (around 5 billion trees are cut down for paper annually), but we will be reaching a far broader footprint via a verified and targeted data base that targets a niche audience

of more than 11 000. When combined with our monthly reach and activity on our social media platforms, the total number of people we will now be able to reach swells to over 19 000.

Exciting times indeed and just in time to feature an important range of stories currently doing the rounds, the most alarming of which reveals the growing incidence of tyre theft. Crime is rife in South Africa, and suddenly it seems, its effects are also being felt in the tyre business with multiple companies reporting hijackings of their vehicles for the sole purpose of getting their hands on the tyres they are transporting. This important story can be found on page 2.

Also of mounting concern are the growing heaps of scrap tyres littering tyre stores, factories, transport sites and depots. There appears to be no clear resolution in sight to this problem which is fast reaching monumental proportions. Turn to page 11 for an update on the waste tyre debacle.

Meet Bridgestone SA newly-appointed CEO, Jacques Fourie in our Spring edition who joined the company three months ago, and in time to witness an exciting collaboration between the local tyre industry and the SA Taxi industry with the launch of the first dedicated taxi tyre in the country, the Bridgestone Taxi R15 You can read all about this significant development and its implications on page 12 and get to know the man who will be steering Bridgestone SA into the future on page 6.

Enjoy!

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# HIJACKINGS MULTIPLY FOR THEIR CARGO



# TYRE THEFT POSES SERIOUS RISK TO INDUSTRY

Hijackings are not new to South Africa. Mostly, they occur at the hands of syndicates looking to meet vehicle quotas for illegal export beyond our borders. More recently, they are becoming a serious threat to the tyre business as well, not so much for the vehicle, but for its precious cargo – tyres!

**SA TREADS spoke with some tyre companies that have fallen victim to this growing threat.**

Our findings were able to confirm that the interest does not lie with the vehicle itself, but rather with the load it carries. We ascertained that these hijackings are not a case of being in the wrong place at the wrong time, but were strategically planned.

Well organized syndicates target key people in the distribution department who are able to supply times and delivery dates. In some cases, drivers are informed that they need to hand over the truck or risk being physically harmed. In other cases, drivers are part of the deal, receiving money for handing over the stolen goods.

Interestingly too, there is no specific tyre size or brand being targeted. The interest lies in a fully loaded truck, irrespective of its cargo. Clearly, a market exists for stolen tyres, although according to some of the affected players we spoke with, they had been unable to establish whether these tyres were being sold locally or across our borders into neighbouring countries.

According to our sources, high-risk areas for such incidents appear to be the N12 towards Delmas, as well as Kempton Park, Edenvale and Springs.

“But irrespective of the area travelled, should your vehicle be targeted they will claim it,” cautions, Pieter Schutte Thomas Tyres Group of Companies National Breakdowns & Fleet Manager: “One of our trucks was hijacked in Edenvale in a busy street opposite a shopping centre, in broad daylight. Hijackers are not deterred. They know that passers-

by are afraid of them and are unlikely to get involved. Two hours after this particular incident, our driver was dropped off in a secluded area, unharmed, after which he walked to the nearest garage or police station to report the incident.

“We were victim to four incidents of this kind,” continued Schutte, “three where we lost the loads but were able to recover our vehicles and another where actual shots were fired at our vehicle, hitting the vehicle, but luckily missing the driver who was able to get away after refusing to stop.”

Our sources say that these hijackings all had one thing in common. The vehicle is taken from the loading point, fully laden with tyres, and subsequently pulled over by unmarked vehicles with blue strobe lights disguised as official police cars. The moment the vehicle stops, a gun is pointed at the driver and he is duly loaded into another vehicle. Next, the vehicle is taken and a signal jammer is activated thus rendering the vehicle undetectable to the tyre company for about an hour (especially if the driver is unable to activate the panic button ahead of his capture). In this time period the vehicle is taken to the nearest secluded area where the perpetrators meet up with another truck. The tyres are offloaded onto the other vehicle, while the original vehicle is usually abandoned there, fully intact.

A Bandag bakkie travelling on the N1 north to Pretoria West to deliver 20 or more tyres, was also targeted in April of this year.

“While on the road our driver noticed another driver in the next lane indicating that something was wrong with the trailer,” said Monal Naik Marketing Manager Bandag: “After pulling off near Olievenhoutbosch to



## • Focus on Tyre Crime

inspect, another vehicle pulled up and three males got out. Suspecting that something was amiss, our driver attempted to run towards the driver door, only to be over-powered. They threw him in the back of the vehicle in which they arrived, drove around with him, robbed him of his belongings and took him to a nearby ATM where he was forced to withdraw all his money from his account. Eventually, they dropped him off behind a warehouse in Westonaria.”

We learnt that over the past four months, tyre businesses such as Bridgestone, Tirepoint, Yokohama and Kaltire have also fallen prey to similar incidents thereby signalling a disturbing new trend in the industry.

As for the South African Police, our sources said that as helpful as they try to be with the initial investigation, there is a limit to any assistance they can offer.

Explained Schutte: “After spending time with the police following an incident like this, you come to realise that there is no feasible way that they can keep up with tracking these criminals. The number of vehicle thefts, hijackings etc. daily is overwhelming and I do not believe the police has sufficient resources to investigate each case properly.

“However, were one to invest in the services of a private investigator, I am certain they would be able to get to the bottom of some of these cases. Of course, there would be costs involved there and with no assurance of a proper conviction when all was said and done.”

In the meantime, what, if anything, can be done to minimise the risk of becoming a target? Our sources suggest investing in anti-hijacking course for drivers, ensuring that a proper monitored tracking system coupled with a second back-up or stealth unit be installed in every vehicle and that vehicles are suitably equipped with panic buttons and door sensors.

In addition, they urge businesses to load fixed routes onto tracking maps which will automatically send out a notification should the vehicle deviate from their specified route. If at all possible, they further suggest conducting regular polygraph tests on distribution personnel as well as drivers, and should a hijacking occur, making polygraph tests standard company policy.

Although polygraph tests will not stand in labour court, they will provide a strong indication as to anyone within the company who may be working with any organized hijacking syndicate.

“

*After spending time with the police following an incident like this, you come to realise that there is no feasible way that they can keep up with tracking these criminals. The number of vehicle thefts, hijackings etc. daily is overwhelming and I do not believe the police has sufficient resources to investigate each case properly.*

Peter Schutte

”







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A professional portrait of Jacques Fourie, CEO of Bridgestone SA. He is a middle-aged man with short, dark hair, wearing a dark blue checkered suit jacket over a white collared shirt. He has his arms crossed and is looking directly at the camera with a neutral expression. The background is a light grey gradient.

**ONE-ON-ONE WITH  
BRIDGESTONE SA  
CEO JACQUES FOURIE**



# BRIDGESTONE SA WELCOMES NEW MAN AT THE HELM

Three months ago, Bridgestone SA announced the appointment of new man at its helm, Jacques Fourie. A South African native, Fourie has spent a significant portion of his working life overseas, heading up Cummins' OTR and Commercial Division. And although new to the tyre industry, Jacques Fourie has accumulated valuable experience in the Automotive sector, domestically and abroad. In an exclusive interview following the unveiling of the historic partnership between Bridgestone SA and SA Taxi, he talked with SA TREADS about his initial impressions of the market and future hopes for the company.

**Welcome Jacques. Today is an important occasion for Bridgestone SA. It marks the beginning of what we hope will be a long and mutually beneficial partnership between a South African tyre manufacturer and the SA Taxi industry. What feelings did the official signing of the deal conjure up?**

This is an important day, as you say, not only for the two parties involved but also in my own personal capacity. One of the reasons I chose to return to South Africa and to take up my new appointment with Bridgestone SA, was my desire to work for a company that actually makes a difference locally.

The agreement reached by the two parties, was two years in the making. I came in one month before its official disclosure to market, just in time to sign the deal. Suffice to say, we are all very excited and could barely wait out the 30 days to make the announcement. Imparting my focus and energy on its realization and implementation is a dream come true for me.

**This kind of partnership is unique. Does it signify a new approach to the way Bridgestone SA conducts its business?**

It does. Entering into partnerships with parties outside of the industry is not a

traditional method of doing business for Bridgestone. But the company is evolving. Our stake-holding changed four years ago with all European, Middle East and African operations now running out of Belgium, Brussels and this injected a new global perspective into the business as well as to the people it attracts.

In South Africa, Bridgestone is also evolving into more of a local enterprise in order to service a unique market.

That being said, we do not want to lose sight of our heritage and legacy. Bridgestone, currently ranked number one in the world,

remains a respected Japanese tyre maker and this is something we are very proud of.

**How long has Bridgestone been manufacturing tyres in South Africa?**

17th September marked 83 years of tyre manufacture at our Port Elizabeth plant and we are therefore equally proud of Bridgestone's heritage in the domestic market. The company employs thousands of people, directly and indirectly, thereby enabling them to support their families and communities.



*The expectation for Bridgestone global is to retain its coveted number One position in all the markets we compete in.*  
Jacques Fourie



**What are some of your impressions of the South African tyre sector thus far?**

90 days on the job, I am becoming educated on all the various aspects around the market, from manufacture to factory production through to retail operations and waste tyre disposal. 60 out of my 90 days on the job have been spent getting to know our channel partners and I can safely say that building a relationship with them has been my personal focus.

I have visited around half of our family channel branches thus far, and intend on visiting the rest as soon as possible to find out what is or is not working for either party. My aim is to work in collaboration with our business partners to arrive at a workable

solution in areas that have been identified as needing improvement.

I am meeting with the National Council regularly – in fact, we have a two-day meeting coming up this week – to establish what the road ahead looks like.

**Speaking of family channels, will Bridgestone SA continue along the lines of an open channel to market? We understand that this development was not altogether well received by the Supa Quick franchises in particular?**

I believe that dissatisfaction may have crept in not necessarily because of the message, but perhaps for the way it was delivered, or at least this is my perception. We cannot afford to be telling each other what to do. Instead, we need to collaborate on all matters. Regardless of what the 'fixing' looks like, from here on it will be through joint effort.

Interestingly, the vast majority of Supa Quicks actually derived huge benefit from our open channel strategy, in that it allowed them to take on additional brands and affiliated products and services.

Bear in mind too, that the open channel strategy serves specific market niches which we were not covering in our traditional way of business, and is there purely to supplement what we already have.

That said, we accept this has been a difficult road to navigate. Change is hard for any business, but we must not read into this that Bridgestone SA is not committed to its family channel. Just the opposite is true. We are investing more heavily into our Supa Quick franchises than ever before and building on these relationships is paramount, irrespective of the challenges.

So, to answer your initial question: our

open channel strategy will continue for the passenger market. This is in line with the way Bridgestone conducts business across the world. Customers must have access to our product, so we cannot operate in a closed market environment in this market segment.

**What are some of the immediate areas you wish to address?**

The expectation for Bridgestone global is to retain its coveted number One position in all the markets we compete in. But what does this mean for us from a South African perspective? We are recognized leaders in some spaces, such as OTR, but not so much in others. Which begs the question, where do we want to be in those spaces and where do we want to play?

The South African business has undergone significant strategy changes in the last year, but some of these have not benefited us or the industry as a whole. Retaking our rightful place is our main focus.

In short, my style of business is one of 'change only where change is needed'. If things are going well in certain areas, leave well alone. Focus, instead on making them stronger.

In other areas where work needs to be done, we want to be laser focused in our efforts to enact change. A haphazard approach will not result in meaningful lasting results.

We are looking to stabilize the business, and as mentioned earlier, explore other possible partnerships should we see strategic value in them.

*Jacques Fourie can best be described as a family man. He is married and has three daughters. When he is not working or fighting the cause for female empowerment, (something he is passionate about), he enjoys reading and spending time outdoors with his family.*



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## TRADE BEARS WEIGHT OF MOUNTING SCRAP TYRES

**Just when we thought the situation around the collection and responsible disposal of waste tyres could not get any worse, it has. Over the course of the last 18 months, two very different waste tyre management plans had been submitted to the DEA for perusal and possible implementation. But both were rejected outright by newly appointed Minister Barbara Creacy last month, crushing any short-term hope of finding a viable and final alternative to the current collection and disposal process which is being described as inadequate, at best. According to our sources, the piles of scrap tyres on sites and store premises are growing at an alarming rate, with store owners and end users resorting to unorthodox methods to clear these ever-growing mounds. Worse still, industry continues to fund this so-called waste process by way of the monthly Environmental Levy (R2.30/kg) paid to Treasury, despite minimal to no service delivery and a lack of clarity around future collection and disposal.**

The Waste Management Bureau, currently in a caretaker position, (having taken over from REDISA), has apparently made attempts to facilitate new service providers but their efforts in this regard do not appear to have been all that successful. According to a recent report, only 49.4% of all tyres collected were being processed by the Waste Bureau. Allegedly, the disparity is related to processors' non-compliance and the Bureau's resource constraints, bearing in mind that processing plants are not operational due to environmental licences that have either expired or not been re-issued.

Multiple dealers and tyre factories we spoke with confirmed that the situation had become grave, with landfills no longer willing to accept waste tyres and landlords looking to impose steep fines if the mounting heap of scraps was not removed from store/depo premises, (most depots were closed due to non-compliance of the Health and Safety Act). In order to avoid penalties, some tyre store owners are resorting to unorthodox or even illegal practices to dispose of them, thereby further contributing to

the incidence of sub-standard second-hand tyres finding their way back to market.

In South Africa, it is estimated that approximately 11-million tyres are currently lying in dumps, with thousands more being added every year.

More alarming still, as was borne out by CEO Riaz Haffejee in his Opinion Piece on the sale of second-hand tyres in South Africa (see page ???), dangerously worn tyres continue to circulate in the market.

With no clear way forward, and the Minister intent on entertaining revised plans for waste tyre management – among them, one from Redisa, not only there is no clear resolution in sight, but concerns at the prospect of a possible reinstatement of the Redisa plan are mounting within the industry.

Despite allegations of corruption which culminated in a lengthy legal battle between the DEA and Redisa, liquidation orders were set aside by the Supreme Court of Appeal earlier this year. Following the ruling, Redisa approached the Western Cape High Court to have the DEA review the withdrawal of the Redisa plan and to reinstate Redisa and its indefinite operation.

During the long protracted legal battle, some time ago, the DEA had called for submissions for a new waste tyre management plan in terms of Section 28 of the National Environmental Management: Waste Amendment Act 26 of 2014, but allegedly, the only two plans submitted did not meet the technical and waste management requirements.

So, what is the way forward? Can we expect new waste tyre plans to be submitted, and if so by whom? Could Redisa be reinstated and if so, how will industry respond?

**SA TREADS will continue to report on this highly charged issue.**

## HISTORY IN THE MAKING!

# Significant partnership between Bridgestone and SA Taxi announced



*Bridgestone SA Taxi partnership signing*

7 October 2019 will go down in history as the day Bridgestone SA and SA Taxi entered a strategic partnership aimed at improving road safety and reducing the road carnage in South Africa. The launch of the Bridgestone Taxi R15 - a taxi tyre designed exclusively to meet not only the stringent requirements of the Ses'fikile Toyota Quantum minibus taxi but also the Original Auto Equipment Manufacturer requirements - is being dubbed as the first of its kind in the country.



The same can be said of the business partnership, which is the first of its kind between a tyre manufacturer and the taxi industry.

The taxi industry transports 15 million South Africans daily across a fleet of 250 000 vehicles. Getting people from point A to point B safely is the foundation on which the country's economy is built.

The SA taxi industry consumes around R3 billion in fuel over a distance that equates to 25 000 trips to the moon and back per year, which results in over one million tyres being used and needing replacement each year.

"This strategic partnership will aid taxi owners in providing access to a world-class tyre that is one of the safest in its class and is affordable to buy," said Jacques Fourie, CEO of Bridgestone South Africa.

The new Bridgestone Taxi R15 is said to provide taxi owners with a cost-effective offering that not only delivers a smoother driving experience but a safer one as well. Recent figures reveal that human factors attribute to 73% of road crashes, vehicle factors are at 14.1%, roads infrastructure and environment attribute to 12.3%, while in total, 11.2% of fatal road crashes are related to tyres.

According to Bridgestone, with the increasing number of poor quality tyres on our roads losing their thread faster, the Bridgestone Taxi R15 fulfills a critical role in the South African market.

In addition, through SA Taxi Rewards, an associated multi-faceted loyalty programme, operators will now be able to save as much as R400 per tyre while earning rewards on parts, maintenance and fuel, said SA Taxi.





*Bridgestone, Santaco and SA Taxi representatives following the partnership signing*

Added Maroba Maduma, Communications Executive at SA Taxi: “The deal struck between SA Taxi and Bridgestone will further allow us to stimulate an industry that is critical to the lifeblood of the country’s economy. It is mandatory that vehicles we finance are fitted with a telemetry device that collects data on everything from trip duration and distance covered through to driver behaviour and braking events. It is recommended for all vehicles insured by SA Taxi to have the device fitted.

“Combining this with the cost-effective Taxi R15s we can ensure the small

businesses in our fleet operate more efficiently and in future, will include notifying them when tyres are due for replacement.

“Plus, we can direct them to the closest fitment centre on their routes to speed up the process and minimise the impact on their operations,” he said.

For Bridgestone, the advantages are equally clear. Not only will the tyre maker’s name be forever linked to this incredible initiative, the introduction of the Taxi R15s will result in an increase in demand and sales for Bridgestone tyres.

“Given that these tyres will be produced locally, we will create much-needed jobs in South Africa, boosting the economy through this contribution to the manufacturing sector,” stated Bridgestone CEO Fourie.

This dedicated taxi tyre will be available from Supa Quick outlets nationwide and the accredited SA Taxi Auto repair centre in size 613V 195/R15C.

*The initial agreement reached between the two parties is for three years. However, both Bridgestone and SA Taxi claimed they had no intent to exit this partnership and that the reason for the initial limitation was to allow sufficient time to align with each other through the transition period.*



*Maroba Maduma SA Taxi Communications Executive*

“  
The deal struck  
between SA Taxi and  
Bridgestone will further  
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industry that is critical  
to the lifeblood of the  
country’s economy.  
Maroba Maduma

# Creating awareness of damaged part-worn tyres key to road safety

By Riaz Haffejee, CEO of Sumitomo Rubber South Africa

Chief executive officer of Sumitomo Rubber South Africa, better known as Sumitomo Dunlop (manufacturer of the iconic Dunlop, Sumitomo and Falken tyre brands), talks heritage, investment and safety, addressing the impact of the unregulated second-hand tyre industry on the safety of road users.



The Dunlop brand's heritage of quality and reliability has stood the test of time, dating back to the invention, by John Boyd Dunlop in 1888, of the first practical pneumatic tyre. Dunlop is still positioned as a household name, with consumers yet again expressing their confidence, loyalty and love for our tyres by voting Dunlop the #1 Tyre Brand in the 2019/2020 Ask Africa Icon Brands Survey, for the seventh time since 2011.<sup>1</sup>

This is a great affirmation as we continue our efforts to become the largest tyre company in Africa and to create journeys to better people's lives, including our customers, our consumers, our staff and their families and the communities we work with. Safety is central to these plans and pivotal to our success as a business, weaved into our very DNA and culture. As a regulatory compliant tyre manufacturer, we are well aware that we are responsible for the lives of many daily, because the products we put out into the market are the only part of a vehicle that touches the road surface and could mean the difference between a safe journey and an unsafe one, or life and death. For us, it's therefore a non-negotiable that tyres are a priority focus for road safety, hence our #SaferthanSafe concept was born. This is a vehicle that Sumitomo Dunlop uses to lobby its strong concerns about safe tyres.

Safe, quality tyres are what we set out to produce every day using a combination of the highest quality materials and adhering to demanding technical and safety standards. Our products are developed with an emphasis on customer safety, quality and comfort, with stringent manufacturing processes both meeting and exceeding global standards.

We've pioneered multiple ground breaking safety and performance innovations, and invested extensively into upgrading our world-class Ladysmith manufacturing facility to meet the continent's needs for safe, quality passenger car and SUV tyres as well as truck and bus radial (TBR) tyres.

One of our key focus areas has been to develop and expand our channel and to make our products accessible to all our customers and consumers through initiatives such as our Enterprise Development Programme (Dunlop Container Programme), which now boasts over 120 branded Dunlop Containers across the country. We are also working closely with the KwaZulu-Natal Department for Economic Development, Tourism and Environmental Affairs to develop young entrepreneurs through our franchised programmes into several municipalities in the province. We have a strong focus on supplier development initiatives driving local procurement of goods and services.

Unfortunately, unsafe and unregulated part-worn and second-hand tyres threaten to undermine such efforts to uphold consumer and tyre safety and accessibility. This is why we are dedicated to improving and promoting consumer protection, product safety, responsible trade and environmental management of part-worn and second-hand passenger tyres.

Second-hand tyres are often seen as a more cost-effective alternative to purchasing brand new tyres. However, the lack of prescriptive regulation in this industry could lead to far greater cost, exposing consumers



and road users to a potential hazard. A part-worn tyre shows reduced performance over brand new tyres, especially with regard to wet-braking, and as much as a 33% reduction in handling ability according to testing by the Automobile Association and the AAA<sup>3</sup>.

Regulation of this sector remains a priority, considering the importance of tyres and taking cognisance of the fact that economics play a role in the purchase of vehicle tyres. In terms Regulation 1 of the Waste Tyre Regulation, a "part worn tyre" means a used tyre, which can be safely returned to its original intended use, and which, after being retreaded, is not of such nature and condition that it is not suitable to be fitted on a vehicle that operates on a public road.<sup>2</sup>

The onus lies not only with the consumer who must make a wise and safe purchase but also with the second-hand tyre reseller who must ensure that the tyre sold as "good for use" is in fact that – a tyre that is in a safe and road-worthy condition, suitable for its intended use. Recognising what constitutes a safe-for-use second-hand or part-worn tyre, is essential.

Checks on tyre tread wear can be undertaken visually but are best performed, using a tyre wear indicator gauge, by a professionally trained tyre fitment specialist. Various other visual inspections should be conducted on a part-worn tyre to ensure that it is in a good state of repair. Factors to look out for include lumps, bulges or cuts in the tyre, which could indicate a separation of, or a partial break, in the structure of the tyre. This failure could lead to a tyre blow-out, resulting in loss of control of the vehicle, risking the safety of the vehicle's occupants as well as other road users. The rubber covering of the tyre should also not be worn or damaged, exposing the fabric or cord used in the construction of the tyre.

Sumitomo Dunlop has an extensive Dunlop Dealer Network, currently boasting over 500 retail stores across Africa. A priority in the establishment of this network is to get #SaferthanSafe tyres onto the road. Dunlop dealers are equipped and trained to identify a safe part-worn tyre and one that should be

scrapped as waste. Taking this network into the rural and township areas as part of the Dunlop Container programme has given access to safer tyres and professional fitment services more of the continent's road users, including the vast minibus taxi transport industry.

These custom designed tyre fitment centres are equipped to satisfy the needs of every sector of the market. The Dunlop Zone and Dunlop Express cater for the suburban consumer, the Dunlop Container programme to the township consumer and entrepreneur, and the Dunlop Commercial Channel to the fleet, truck and bus owner.

Why do we do all of this? The statistics clearly show that part-worn tyres reduce vehicle handling and braking, which could be a leading cause of accidents, injuries and death.

The Global status report on road safety 2018, released by WHO in December 2018, states that worldwide road traffic injuries are the leading cause of death for people aged 5 -29 years, with annual road traffic deaths reaching 1.35 million. In South Africa, the primary strategic target of The National Road Safety Strategy 2016 – 2030 is to reduce fatal crashes by 50% by the year 2030.

The Road Traffic Management Corporation (RTMC) reported in 2016 that 14071 people died on South African roads in 2017, with the cost to the economy calculated at around R142 billion annually.

“  
In South Africa, the primary strategic target of The National Road Safety Strategy 2016 – 2030 is to reduce fatal crashes by 50% by the year 2030..

Riaz Haffejee

Sumitomo Dunlop is thus committed to continuing to strive to ensure that vehicles on the roads are fitted with safe and well-maintained tyres, which we believe will go a long way towards saving lives and reducing the burden on the economy. As part of our passionate pursuit of safety and as custodians of #SaferthanSafe, we will continue to invest in research, development and innovation, bringing consumers the freedom to take any road, safely and with confidence.

For further information please visit:

<https://www.dunloptyres.co.za/> or [www.srigroup.co.za](http://www.srigroup.co.za)

### About Riaz Haffejee:

Riaz Haffejee is the CEO of Sumitomo Rubber South Africa (Pty) Ltd. With a BSC Mech Eng, a PG Dip Business Management and an MBA amongst other qualifications, Haffejee has headed up the tyre manufacturer for the past 6 years. As a leading tyre manufacturer, Sumitomo Dunlop considers safety

to be a key priority, in all operational and manufacturing facilities, and for consumers on the road. Under Haffejee's leadership, Sumitomo Dunlop has instilled this focus on safety as part of the company's DNA, with all employees embracing this pivotal aspect of good governance and corporate citizenship.



## Michelin wins Bronze at the New Generation Social and Digital Media Awards

Michelin Tyre Company South Africa walked away with a bronze award at the New Generation Social and Digital Media Awards held in Johannesburg on Friday 4th October 2019. The award recognized and celebrated best social media reach for the Michelin Passion Experience.

Speaking about the award, Marketing Director at Michelin Tyre

Company South Africa, Shivani Pillay said: “We are extremely proud to be recognised at the New Generational Social and Digital Media Awards for the excellence of the Michelin Passion Experience. It’s testament to the gravitas of the Michelin brand and the fantastic team behind the brand in South Africa.”

The Michelin Passion Experience is a global campaign that completely immerses Michelin customers, influencers and journalists into the diverse and far reaching Michelin brand experience. Through this campaign, the brand’s passion for motorsport, mobility, travel and gastronomy is presented through various experiential activities.

In South Africa, these activities started off at the Kyalami Grand Prix Circuit in Johannesburg, with local customers and influencers coming from the Middle East, India and South Africa. Guests were able to test a range of passenger supercars from Nissan, VW, Range Rover, Mercedes

Benz and BMW, both with professional car racing drivers and on their own. At centre stage was Michelin’s Pilot Sport range of tyres and these were track tested in various environments and the experiences were shared across multiple social media platforms.

The event then went to Sun City Resort in Rustenburg for a gastronomic experience that included fine dining, an authentic South Africa shebeen lunch and an Afrikaans lunch experience. The guests did a Michelin Gastronomy Masterclass at the SA Culinary School in Johannesburg. The influencers also got to experience some of South Africa’s tourism offers with a game drive in Pilanesburg, a tour of the Cradle of Humankind, and a tour of the Cullinan Mine. At each of these experiences, the guests were sharing their activities on social media, echoing the brand’s own curated content.

Pillay continued: “The event generated more than 38 million impressions on social media, overshooting targets by more than 300%. The overwhelmingly positive response from our customers, influencers and from the media was impressive and continues to sustain our brand communications.”

The annual New Generation Award ceremony is noted as South Africa’s largest digital media award platform, celebrating brands that innovatively use social media and digital media within the region. For the 2019 edition, there were nearly 400 entries covering 43 categories. The judging panel of 18 industry professionals deliberated, looking at the entries whose campaigns fell between May 2018 and May 2019.

## Goodyear South Africa refutes claims by SA Treads

Goodyear South Africa refutes the claims by SA Treads that it is outsourcing its precure tread rubber due to the demise of Arctic Rubber.

TrenTyre, a Goodyear affiliated company, revised its business model to ensure that customers receive maximum benefit from the company’s core technologies and competencies. The revised business model entails TrenTyre having aligned LeaderTread as its local partner to press, under license, Goodyear’s renowned Arctic Precured Tread. Goodyear continues to invest in and develop Arctic Precured Tread designs and

compounds at the Goodyear Technical Centre in Luxembourg to meet our customer demand and requirements.

The revised business model became effective May 1, 2019, as TrenTyre continuously strives to find new and improved solutions to enhance products and services offered to customers. Furthermore, through the recently upgraded Retread Factories, Trentyre will continue to provide the highest quality retreaded tyres and customers will continue to have access to the full suite of FleetFirst as well as MultipleLifeConcept services and products, supported by Goodyear.



## Bridgestone EMEA appoints Mete Ekin to lead Bridgestone's Emerging Market business

Bridgestone has today announced the appointment of Mete Ekin, current Regional Managing Director Middle East and Africa, to the position of VP Bridgestone Emerging Markets as of 1st October 2019. He will oversee Bridgestone Emerging Markets: Bridgestone EMEA's businesses in Africa, the Middle East, and Russia. This move will ensure dedicated support to these important and growing markets and ensure seamless alignment with the strategic direction set out by Bridgestone EMEA's leadership to become a leader in mobility solutions.

Ekin has been chosen for this role following his earlier experience with the management of Middle East and South Africa and the integration into Bridgestone EMEA, and because of his deep knowledge of the tyre industry and the region. In his new role, Ekin will be reporting to Bridgestone EMEA CEO, Paolo Ferrari.

Managing Director  
Bridgestone CIS

Region, Jeff Glover; Managing Director Bridgestone South Africa, Jacques Fourie; and Mete's successor, the Managing Director for the Middle East and Africa, will all be reporting to Ekin in his role as VP Bridgestone Emerging Markets.

"This is an exciting move for us that comes at the perfect time," said the incoming VP Bridgestone Emerging Markets, Mete Ekin. "Russia, South Africa, and the Middle East are all huge markets for Bridgestone with massive potential, and we can all benefit from each other's experience while drawing on the expertise of the mature European business. I'm looking forward to working alongside Paolo and his team in this new capacity as we continue to grow these regions and our EMEA business".



## Former SATMC Managing Executive charged for fraud

Former South African Tyre Manufacturers Conference (SATMC) Managing Executive, Nobuzwe Mangcu has been charged for fraud by the SATMC.

Ms Mangcu allegedly defrauded the organisation in 2017 to the tune of R257 000.00. Court proceedings are currently underway, with the next hearing, to decide Ms Mangcu's fate, scheduled for October.



## Bridgestone Tyre Guarantee now available at Tiger Wheel & Tyre

Tiger Wheel & Tyre is pleased to announce the availability of the Bridgestone Tyre Damage Guarantee at all its South African stores. The guarantee is offered free of charge on all Bridgestone passenger, 4x4 and SUV tyres, size 17" and larger, excluding runflats, and is valid for one year from the date of purchase.

As its name implies, the Bridgestone Tyre Damage Guarantee protects customers in the event of irreparable damage to their tyres, whether caused by rocks, broken glass, potholes, impact or curbs and resulting in cuts, bruises or irreparable punctures. Guarantee holders receive compensation in the form of a credit based on the tyre's remaining tread life, which goes towards the purchase of a new tyre.

Some things can't be planned for, and tyre damage caused by road hazards most certainly qualifies among those. Now, Tiger Wheel & Tyre and Bridgestone are taking the sting out of replacing tyres with this welcome guarantee. T's and C's apply and can be reviewed when you check out the wide range of Bridgestone tyres at your nearest Tiger Wheel & Tyre store or online at [www.twt.to](http://www.twt.to)

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STAND A CHANCE TO  
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MOTOGP IN SPAIN!**



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- 2** Dropping your pic in the comments area of the Selfie Section on our Facebook page [📍 MichelinRSA](#)
- 1** Done! Simple right?

CELEBRATING **120** YEARS OF THE MICHELIN MAN,  
THE ICON OF THE MILLENIUM

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## Energy Harvester generates electricity from inside tyres

Technology could remove the need for batteries in automotive applications

A new technology that could see tyres generate electricity whilst driving is being developed by engineers in Japan. Falken's parent company, Sumitomo Rubber Industries, together with Professor Hiroshi Tani of Kansai University, have developed the Energy Harvester that takes advantage of the build up of static electricity, known as frictional charging, to produce power efficiently as the tyre turns.

Inside the Energy Harvester are two layers of rubber each covered in an electrode, along with a negatively charged film that interfaces with a positively charged film. When fixed to the inside of a conventional tyre carcass it generates electricity as the tyre deforms during rotation.

Engineers believe the Energy Harvester could lead to practical applications as a power source for sensors used in TPMS (Tyre Pressure Monitoring Systems) and other automotive devices without the need for batteries.

It was created as part of Sumitomo's R&D programme to develop technologies that target improvements in safety and environmental performance. Now, the research has been selected by the Japan Science and Technology Agency (a national research and development agency) as a Type FS\* Seed Project under A-STEP (Adaptable and Seamless Technology Transfer Program through Target-Driven R&D). Sumitomo Rubber Industries will now advance this research with support from the Japan Science and Technology Agency.

note - \*A programme supporting research and development projects undertaken jointly by academia and enterprise in order to perform feasibility and application studies based on the results of academic research related to technological "seeds," with the ultimate aim of producing new core technologies.

[www.satreads.com](http://www.satreads.com)

## California Enacts Law Prohibiting Installation of Unsafe Tyres

A new used tyre law has been signed in California by Governor Gavin Newsom, which forbids the installation of unsafe used tyres on vehicles in the state, according to the Tyre Industry Association (TIA).

The bill (AB 949) will prohibit an automotive repair dealer from installing an unsafe used tyre, as specified, on a motor vehicle for use on a highway. The bill, except as specified, will require an automotive repair dealer to use a visual inspection to determine whether a tyre meets the criteria of an unsafe used tyre.

On Sept. 10, the U.S. Tyre Manufacturers Association (USTMA) said in a press release that they "applaud Governor Gavin Newsom for signing into law a bill that would prohibit the installation of unsafe used tyres in California."

"In a state as large and as focused on transportation as California, highway safety is especially important, and preventing the installation of unsafe used tyres is vital to the protection of California motorists," said Anne Forristall Luke, USTMA president and CEO. "USTMA commends the California legislature for taking the lead on this important law, especially the bill's author Asm. Medina as well as State Sen. Galgiani for carrying the legislation on the Senate floor. We applaud Gov. Newsom for quickly signing this bill into law."

In the bill, the language reads that an unsafe used tyre, is one that:

- Has 1/16 in. of tread depth or less;
- Has damage exposing steel belts or other internal components;
- Has been repaired improperly; or
- Has sidewall bulges indicating possible internal damage.

A violation of these provisions is considered a misdemeanor, the law states, unless otherwise specified, and may subject a licensee to disciplinary action, including license suspension or revocation.

USTMA credits the following organizations for the bill's passage: AAA Northern California, Nevada & Utah; Auto Care Association; Automobile Club of Southern California; Automotive Service Councils of California; California Autobody Association; California Automotive Business Coalition; California Automotive Wholesalers' Association; California Tyre Dealers Association; Independent Automotive Professionals Association and Les Schwab Tyre Centers.

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## 70% OF FLOOR SPACE FOR THE TIRE COLOGNE SOLD TYRE MANUFACTURERS TO HAVE MAJOR PRESENCE

Hall planning with new details – future mobility as a special accent – market study provides interesting insights

The structure of THE TIRE COLOGNE is taking shape for the second edition from 9 to 12 June 2020. A good nine months prior to the opening of the fair, nearly 70 percent of the planned exhibition space has already been rented. “We have thus already achieved the most important goal of a trade fair, namely the comprehensive reflection of the market. Nearly 300 companies have already confirmed their participation in THE TIRE COLOGNE 2020, including nearly all well-known key accounts from the focus segments. THE TIRE COLOGNE is thus the world’s only B2B platform to present the top 5 of the international tire world”, says Ingo Riedeberger, Director of THE TIRE COLOGNE. “Besides intensive discussions with exhibitors, we are primarily involved in the planning of the congress and event programme of THE TIRE COLOGNE, with which we hope to provide additional impulses”. THE TIRE COLOGNE targets tire manufacturers, tire retailers, car service providers, workshop outfitters, recycling, tire remoulders and all companies involved with the tire and car industry. The international industry trade fair is organised by Koelnmesse and the industry sponsor, the German tire retailers and vulcanisation trade association (BRV).

“We of course wish to further expand and optimise THE TIRE COLOGNE”, Riedeberger continues. “This also involves the precise analysis of the hall structure. We will make smaller adjustments here. In concrete terms, this means that the big key players will not exclusively be placed in halls 6 and 7, but some now also in hall 8. This ensures even more optimal distribution of visitors to all halls of THE TIRE COLOGNE, and at the same time reinforces the segments of car services and workshop outfitting.” Hall 9, with the thematic focuses of recycling and tire remoulding, will be made even more attractive for exhibitors and visitors. The “Future Mobility” special event will be integrated with practice examples and a driving course to provide additional impulses. Here, THE TIRE COLOGNE wants to take a look into the future and point to questions that affect the industry: How will mobility change in the future? What impact will changes have on people and society? What does changed mobility mean for the product tires? And what effect will this have on the tire industry? Answers to these questions will be provided by, among others, Dr Sascha Peters, one of the most renowned material and technology experts in Europe,

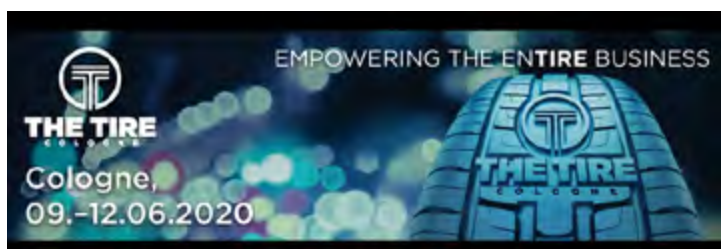


who will discuss the theory and practice revolving around the product of tires and possible changes in the future in the context of the special event. As a highlight and at the same time as a stimulus for active participation, a driving course is being planned for the “Future Mobility” special event.

### THE TIRE COLOGNE - driving force for the industry

However, THE TIRE COLOGNE is more than simply a trade fair platform that brings together supply and demand at one time and place. The leading industry platform sees itself as part of the international tire and wheel industry, with the task of providing the main points in terms of content that can benefit the industry in its future development. This is because markets are constantly changing and, as a consequence, also the needs of customers, both exhibitors and visitors. In order to intensify this understanding and be able to react to possible challenges “just in time”, THE TIRE COLOGNE, together with an independent institute for commerce research, has carried out an extensive study and survey of the tire trade in five core markets - in Germany, the United Kingdom, Italy, France and Poland.

The goal of the study is to verify the themes of relevance to the trade in the respective countries, whether this is, for example, digital marketing, data management in the workshop, recruiting staff or the continuing training of employees. The results of the study will be presented at the beginning of October in the context of an international trade press conference and subsequently at the website of THE TIRE COLOGNE. Of course, findings from the study will also play a role in the context of the congress and event programme of THE TIRE COLOGNE, where select themes will be discussed with industry participants and experts in special theme forums. Subsequent networking events provide exhibitors and visitors with additional added value while looking at the study and discussion results in greater depth.







## Bridgestone to supply solar car tires using fuel-efficient tyre technology to 32 teams competing in the 2019 Bridgestone World Solar Challenge

Bridgestone Corporation (Bridgestone) will supply solar car tyres using its fuel-efficient tyre technology to 32 teams participating in the 2019 Bridgestone World Solar Challenge (BWSC), for which Bridgestone is the naming rights sponsors.

Held in Australia once every two years, the BWSC is the world's foremost solar car race. The 2019 race event will begin on October 13, 2019, and racers will compete on a course spanning 3,000 km from Darwin on the northern edge of Australia to Adelaide on the southern edge over a period of approximately five days.

The solar car tyres "ECOPIA with ologic" to be supplied to teams competing in this race are fuel-efficient tires designed specifically for solar cars using fuel-efficient tyre technology from Bridgestone, "ologic." "ECOPIA with ologic" tyres ensure the necessary durability while featuring reduced rolling resistance. Tyres using ologic technology are narrower than standard tires with a wider diameter, making for a shape that realises high levels of fuel efficiency and safety. The wider diameter limits changes in the shape of the contact patch to yield lower rolling resistance, which improves fuel efficiency. In addition, the narrower shape reduces air resistance while driving.

This event partnership seamlessly aligns with the three priority areas of the Bridgestone global corporate social responsibility (CSR) commitment, Our Way to Serve: mobility, people and environment. The Bridgestone World Solar Challenge embodies that philosophy with their purpose to contribute to the development of solar cars, support young engineers, and contribute to the environment while using a new power source: solar light.



The Bridgestone Group employs innovation and technology to improve the way people move, live, work, and play.

### OVERVIEW OF BWSC:

1. Official Name: 2019 Bridgestone World Solar Challenge
2. Date: October 13-20, 2019
3. Host Country: Australia (Start: Darwin; Goal: Adelaide)
4. Host: South Australian Tourism Commission
5. Race Classes

### (1) CHALLENGER CLASS

A race to reach the goal the quickest in vehicles designed for speed; vehicles require four wheels and one driver.

### (2) CRUISER CLASS

A race testing vehicles' energy efficiency and practicality; vehicles must have four wheels and be able to be ridden by one driver and more than one passenger.

### (3) ADVENTURE CLASS

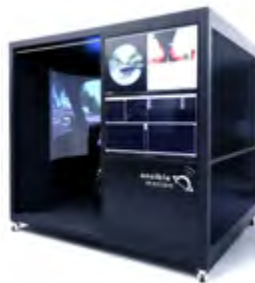
A race open to vehicles that are based on the criteria for participating in previous BWSC races or that otherwise do not meet the requirements to compete in the Challenger Class or Cruiser Class.

## First self-contained engineering-class driving simulator unveiled, capable of validating the latest automotive megatrends

Ansible Motion's Theta C compact driving simulator is a powerful, self-contained cube that opens opportunities for rapid deployment of engineering class driving simulators in any location

- An effective driver-in-the-loop simulator to validate and showcase increasingly complex vehicle systems, including ADAS, active safety systems and autonomy
- A key tool for connecting real people with virtual vehicles and systems
- First production units available on September 30, 2019

A new compact and self-contained cube simulator, powerful enough to validate driver assistance and autonomous technologies in today's vehicles, has been unveiled by Ansible Motion Limited. Thanks to its compact footprint and sophisticated computational architecture, the new Theta C driving simulator offers OEMs, Tier 1s, research institutes and industry bodies a more immersive and car-like, environment than is currently available from other compact



simulators. It also avoids the complexity and facility challenges typically associated with automotive test equipment of this accuracy and calibre.

Ansible Motion's principle of clean-sheet design and innovation has fueled the introduction of the most immersive environment ever for a compact Driver-in-the-Loop (DIL) simulator, whilst making the practical operation much easier. The key engineering class componentry required for human immersion is presented with meticulous attention to detail inside an approximately 2m x

2m x 2m cube. The Theta C brings a higher quality of simulation to those who have been restricted by space or cost. It incorporates a panoramic projection system, detailed vehicle interior, Ansible Motion's renowned immersion technologies for driver touch points, active steering torque and seat loading systems, foot pedal and gear select emulation, along with a surround sound audio system. Its integrated form and internal sound isolation mean it can be used in standard office spaces.



## Continental Designs Tomorrow's Tyre

At this year's Frankfurt Motor Show (IAA), Continental will be presenting Conti C.A.R.E., a comprehensive technology system. Conti C.A.R.E. (Connected. Autonomous. Reliable. Electrified.) stands for the fine-tuned networking of wheel and tyre technology and the manageability of the desired performance characteristics. These characteristics are also closely aligned with the requirements of electric and autonomous driving in both individual and shared mobility scenarios.

In combination with the web-based ContiConnect Live application, Conti C.A.R.E. forms a flexible system solution that can provide a means of tyre management for modern robo-taxi fleets, for example, boosting performance as well as helping to optimize costs.

Conti C.A.R.E. tyres feature sensors that are built into the structure of the tyre. These sensors generate and continuously evaluate data concerning tread depth, possible damage, tyre temperature and tyre pressure. This monitoring system, which goes by the name of ContiSense, transmits information on the condition of the tyres to ContiConnect Live, facilitating efficient mobility management for fleet operators.

No less innovative is the idea of actively adjusting tyre pressures by means



of centrifugal pumps built into the wheel. As the vehicle accelerates, the centrifugal forces within the wheel act on the pump to generate compressed air. This PressureProof technology keeps the tyre pressure constantly within the ideal range and helps achieve a sustainable drop in CO<sub>2</sub> emissions. Any excess compressed air is stored in an integrated tank. PressureBoost technology then uses this air to rapidly adapt the tyre pressures to various driving situations.

And in the SilentWheel concept, Continental will be presenting a modified wheel rim that reduces the vibrations generated while driving and delivers superior ride quality.

## Nokian, Pirelli, Hankook Included in Dow Jones Sustainability Indexes

Pirelli, Nokian Tyres and Hankook Tire Corp. have been included in the Automobiles and Components sector of the Dow Jones Sustainability World Indexes. Pirelli and Nokian were also included in the DJSI Europe Index.

Pirelli scored a total of 85 points compared with a sector average of 36 points. Nokian Tyres scored higher than the average in the global Auto Components sector in 20 out of the 21 criteria of the 2019 assessment, the company says. Hankook Tire said it received positive evaluations in the areas of corporate citizenship and philanthropy, supply chain management

and materiality and was also recognized for its continuous efforts to improve its sustainability.

Launched in 1999, the Dow Jones Sustainability Indexes are among the some of the most important stock market indexes with regard to sustainability at the world level. The analysis involved over 2,000 companies from 61 industrial sectors through an integrated analysis of economic, environmental and social factors. Only 10% of the companies assessed achieved the score needed for inclusion in the indices. The analysis is conducted annually by RobecoSam and S&P Dow Jones.

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## Continental sets sights firmly on Vision Zero future

- Continental continually pushes the boundaries of automotive safety, from innovative active safety features to best-in-class tyres
- As a partner to Global NCAP #StopTheCrash, Continental plays an active role in supporting education regarding road safety and the benefits of modern safety systems

From introducing the first-generation ABS system to pioneering automated driving and networked communication between vehicles, Continental is at the forefront of making our roads safer

As a wide-ranging technology Company, Continental is a key driver behind pushing the boundaries of automotive safety. From introducing the first-generation anti-lock braking system (ABS) 50 years ago to developing automated driving solutions and networked communication, the German manufacturer is at the forefront of efforts to make driving safer than ever.

This unified approach to the overall concept of safety forms part of Continental's Vision Zero initiative that aims to reduce and ultimately eliminate road accident injuries and deaths.

As one of the international partners of the Global NCAP #StopTheCrash campaign, Continental Tyre South Africa participated in the first event of its kind to be held in Africa. The #StopTheCrash event was held at the Kyalami Grand Prix Circuit in May and hosted a series of live demonstrations of crash avoidance technologies in support of the United Nations Global Goals and the Decade of Action for Road Safety.



With the support of the Automobile Association (AA) of South Africa, the #StopTheCrash Partnership event placed a special focus on the life-saving benefits of Electronic Stability Control (ESC), Autonomous Emergency Braking (AEB) and Anti-lock Braking Systems (ABS) for cars and motorcycles.

“The technologies promoted by #StopTheCrash have the potential to save thousands of lives every year and the UN has developed international standards to help encourage countries around the world to mandate these life-saving technologies,” says Shaun Uys, Managing Director of Continental Tyre SA.



## Falken set for the football season: brand backs eighteen clubs in seven countries

Falken will once again support top-level football in Europe for the 2019-2020 season and will partner with 18 clubs across Germany, France, Italy, Poland, Spain, the UK and, for the first time, Belgium.

The tyre brand has been the Official Global Tyre Partner of current European champions Liverpool FC since 2017 and is continuing the partnership it agreed with top Spanish team Atlético Madrid last year. For the 2019-2020 season, Falken has signed as the Official Tyre Partner of Borussia Mönchengladbach, a football club based in North Rhine-Westphalia, Germany, that finished fifth in the Bundesliga last season. As a result, the tyre brand has secured a high level of presence at stadiums in its core markets of Germany, Spain and the UK through a variety of branding opportunities, including press walls and interview boards.

The individual sponsorship packages are predominantly focused on LED banner advertising and static banners, through which Falken is securing a TV presence at more than 350 elite national games across its

core European markets. Business seats will also be used for engaging with regional distributors.

“Football is an excellent match for our company because it combines performance and passion – our brand’s core values. We’ve been involved in the top level of European football since 2014 and have particularly benefited from the high media presence and the accompanying media coverage,” said Markus Bögner, Managing Director, COO and President of Falken Tyre Europe. Falken has partnerships with the following European clubs:

- **Belgium:** RSC Anderlecht, KRC Genk
- **France:** LOSC Lille, FC Girondins de Bordeaux, AS Saint-Étienne
- **Germany:** Hamburger SV, Borussia VfL, 1900 Mönchengladbach, 1. FC Union Berlin, TSG 1899 Hoffenheim
- **Italy:** SS Lazio Rome, Bologna F.C., Torino F.C.
- **Poland:** Legia Warsaw
- **Spain:** Atlético Madrid, RCD Espanyol Barcelona, Real Betis, Sevilla FC
- **UK:** Liverpool FC



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- Tyres & Treads** 22 Pioneer Street, George, Port Elizabeth. Tel: 044 878 0222
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- Auto Tyre** 1 Transvaal Road, Barkley West, Northern Cape. Tel: 053 531 0681
- Tonnesens Parow** 394 Voortrekker Road, Parow, Western Cape. Tel: 0219 308 250
- Commercial Retreaders** 74 Willow Road Unit5 Stikland, Bellville, Cape Town. Tel: 021-948 5320
- Protea Tyres Middelburg** 84+86 Zuid Street, Middelburg, Mpumalanga. Tel: 013-2822200
- Tirepoint COJ (Pty) Ltd** Cnr Main Reef & Spencer Roads, Robertville, Ext 12, Booysens, Gauteng. Tel: 011-4745664
- Richards Bay Tyres** 80 Alumina Allee, Alton, Richardsbay, Richards Bay, KZN. Tel: 035 797 4598
- Indlela Tyres** 20 Alexander Road, Westmead, Durban, Westmead, KZN. Tel: 031 700 1145
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