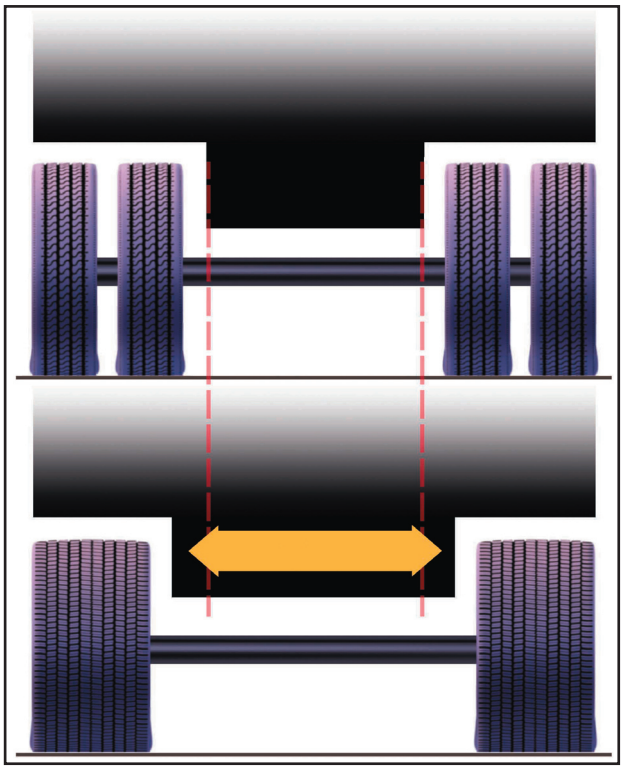
7.0.0 SPECIAL TIRES

7.1.O BRIDGESTONE GREATEC

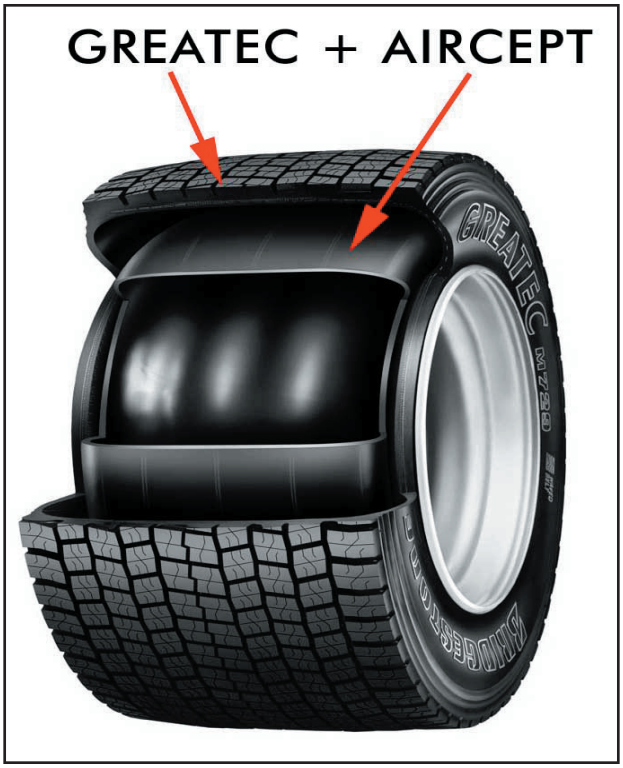
Bridgestone Corporation has developed a revolutionary safety system, dubbed AIRCEPT, for its GREATEC line of truck and bus tyres. DaimlerChrysler will use the GREATEC-AIRCEPT combination for upcoming models in its ACTROS line of trucks.

Bridgestone launched the GREATEC line in 2000 as ultralow aspect ratio tyres to replace dual drive tyres on trucks and buses with single tyres. GREATEC tyres improve fuel economy because a GREATEC tyre and rim weighs less than two conventional tyres and rims. The weight savings also allows for extra load carrying within the vehicle's total capacity. In addition, their singletyre configuration conserves space under large vehicles. That makes more space available, for example, in municipal buses for the aisle and seating.



Replacing dual tyres with a single tyre has heightened the importance of ensuring safety when a sudden loss of pressure occurs. Bridgestone has addressed that issue with its AIRCEPT technology. Basically, AIRCEPT fits around the rim inside a GREATEC tyre. A sudden loss of pressure in the tyre allows AIRCEPT to expand and support the load on the tyre.

Bridgestone coined the name, AIRCEPT, as an amalgam of "assistant inner ring interceptor". AIRCEPT begins to expand as soon as the tyre pressure drops below a specified level. By the time a total loss of pressure occurs, AIRCEPT has expanded to fill the entire interior of the tyre, and supports the load on the tyre. AIRCEPT operates in conjunction with a tyre pressure monitoring system. The tyre pressure monitoring system alerts the driver to the loss of air pressure, and the AIRCEPT system allows the driver to stop safely and change the tyre.



1. How the AIRCEPT system works:

a. AIRCEPT is installed inside the tyre flush against the wheel. In that position, AIRCEPT is safe from nearly any kind of damage to a tyre.

b. If the tyre loses pressure suddenly, AIRCEPT expands instantly to support the load on the tyre.

c. A special valve developed by Pacific Industrial and Bridgestone, allows for inflating the tyre and AIRCEPT to different pressures simultaneously through a single valve.

2. The AIRCEPT Configuration

AIRCEPT's outermost layer is reinforcing sheath of nonwoven aramid fabric. The aramid fabric keeps AIRCEPT at its prescribed stand-by size in ordinary operation and allows AIRCEPT to expand instantaneously if the tyre pressure drops suddenly.

7.2.0 SUPER SINGLE TIRES

The Super Single tyres for drive axles features a new energy-saving compound with exceptional wear resistance for more kilometres per tire and reduced fuel consumption.

Less rolling resistance	**Fuel savings**
Single (instead of dual) assemblies reduce vehicle weight	**Increased payload**
Reduced overall width of the single tire	**More space on the vehicle**
Wider vehicle track	**Improved stability**
Less tire/rim components on vehicle	**Easier and less costly maintenance**
Less overall material used with single tires	**Promotes environmental friendliness**

MICHELIN X-ONE super single 495/45 R 22.5

GOODYEAR MARATHON LHD super single 495/45 R 22.5