



Continental BestDrive, LLC Commercial Tire Center and ContiLifeCycle Retread Plant

Proposed Location:

4003 Grand Lakes Way
Grand Prairie, TX 75050

General Description

Continental BestDrive, LLC is pleased to present a new commercial truck tire center for sales and tire related service accompanied by a commercial truck ContiLifeCycle retreading operation. The proposed commercial truck tire center and ContiLifeCycle retreading operation will occupy 88,000 square feet of the expansion at 4003 Grand Lakes Way. These operations will offer retail of new tires, service (mounting, dismounting, balancing, alignment and tire repair) and commercial truck tire retreading to multiple customers. We anticipate our business to grow with the addition of customers as our business expands.

Continental BestDrive, LLC will sell and distribute new commercial truck tires sourced from domestic and international manufacturers as well as retreaded commercial truck tires that are recycled through our retreading process.

Sales and Service Description

The Continental BestDrive commercial truck tire center will occupy approximately 23,000 square feet of the proposed 88,000 square feet.

Continental BestDrive's commercial truck tire center specializes in providing customers with innovative solutions including Continental and General Tire brand products, a wide array of multi brand truck tires, ContiLifeCycle Retread solutions and innovative commercial solution products (ContiPressureCheck and VDO Roadlog).

Continental BestDrive's commercial truck tire center will offer the following services:

4 Drive In Service Bays - Complete Tire Service - Mounting, Dismounting, Alignment and Balancing,
Tire Repair, and
24hr Road Service.

All service work and inventory will be stored inside the facility. Continental BestDrive commercial truck tire center will not store or perform service work outside the facility. Tire storage will occur in accordance with local fire codes and ordinances.

Receiving and Shipping:

Continental BestDrive, LLC will receive shipments of new tires from domestic and foreign suppliers through third party shipper's trailers and containers. Continental BestDrive, LLC will use private fleets of trucks and trailers to pick up and receive shipments of used tire carcasses from domestic suppliers, foreign suppliers and other Continental BestDrive locations. Domestic and foreign suppliers may also deliver used tire carcasses through third party trailers and containers to our ContiLifeCycle retread operation.

Shipments to Continental BestDrive, LLC locations and to external customers will be delivered via our private fleet of trucks and trailers as well as through Less Than Truckload (LTL) carriers.

Retread Process Description

The tire retreading operation will occupy approximately 65,000 square feet of the 88,000 square feet for recycling commercial truck tires by retreading a previously used tire carcass (casing). The retread process utilizes state of the art ContiLifeCycle Retread Equipment.

The ContiLifeCycle Retreading Process:

Initial Inspection:

This is the first stop for each tire that enters a ContiLifeCycle retread plant and can be the most important step in the process of retreading. More than half of retread tire failures can be attributed to poor initial inspection. Trained inspectors should only accept tires for retreading that meet ContiLifeCycle and fleet specifications. Casings which do not comply with any of these specifications must be rejected. This expert inspection ensures that each tire that cannot be retreaded will not be returned to service. Initial inspection utilizes a machine to rotate and visually inspect the casing along with an electrical current to identify flaws in the casing which cannot be seen with the naked eye. A Seven Step inspection process is used to perform a thorough visual inspection. Follow the inspection guidelines as described in the work instructions. These steps will determine if the tire is capable of being retreaded.

Some of the conditions you are looking for as the initial inspector, which may result in a rejected casing, are:

- Cuts, tears and punctures
- Cracking into internal lining
- Bead damage - damage from mounting or dismounting
- Cracking by atmospheric oxidation (ozone cracks or weather checking)
- Mechanical wear damage
- Sidewall separations
- Stone drilling
- Faulty repairs
- Tread separation
- Impact Breaks

Buffing:

Buffing is the process by which the remaining original tread is carefully removed from the casing. During this process, you are giving shape, size and texture to the surface of the casing, preparing it to receive a new tread pattern. During this process, the casing is buffed to specifications necessary to provide the shape, size and texture needed for the application of the new tread.

Skiving:

Skiving is the process of removing damaged material (rubber, steel or fabric) on the surface of the casing (cuts, snags or slices) to make any repairs. Injuries on the surface are removed or buffed down on the casing until all damage is removed. The injury is then filled with uncured rubber to fill the void created and cured with heat to maintain the casing integrity. If this procedure is not done, the small surface injury would become larger and cause the new retread tire to fail. Both low speed (2500 RPM max) air tools and high speed air tools (20,000 RPM max) are used for skiving.

Repair:

Repairing the casing is both an art and a science; Requiring highly skilled staff, quality materials and appropriate equipment. Tire repair involves identification of repair needed, skiving the area to remove all damage, filling the injury with cushion gum rubber, and applying reinforcement on the inside of the casing by applying the proper patch.

There are four basic types of repair: nail hole, spot repair, reinforcement repair and section repair.

Extruding:

Skiving removes rubber involved in the injury. The process for filling the injuries, as the name implies fills the injuries with special curing rubber. The larger injuries must be taken to the repair station for any additional needed procedures. If the skived injury is not filled properly, the new retread may have an acceptable appearance but will fail when put into service.

Building:

Building the retread is the process where the proper size and tread pattern in the ContiTread line is applied to the casing in which the uncured cushion rubber has been applied.

Enveloping:

Enveloping means that the built retread tire is encapsulated in a flexible rubber envelope that is pressurized during the vulcanizing process. Enclosing the casing in a double envelop system provides even constant pressure over the entire tread surface throughout the vulcanization process. This ensures proper bonding of all components.

Vulcanizing:

Using temperature and pressure over a specific time period ensures a complete bonding of all components.

High Pressure Check:

The purpose for using a high pressure check is to perform another visual inspection of the tire at different inflation pressures looking for any anomalies in the tire that would make it unfit for service. The operator looks for any anomalies in the tire, such as, bulges in the tread or sidewalls. These bulges are indications of some type of separation that would make the tire unusable. This is an essential step in the final inspection process.

Final Inspection:

The last process in the ContiLifeCycle retread process is the final inspection of the tire. If the tire passes this inspection, it is ready to be sent to the client. This is an inspection which has detailed steps similar to the process of initial inspection. The Seven Step inspection process, which was used during the initial inspection, should also be used for the final inspection. The Seven Step process assures that you will be inspecting all appropriate areas of the tire. Follow the inspection guidelines as described in the work instructions. If the tire does not comply with these guidelines, other actions are required such as: review inspection standards and return the tire to the retread process, determine an alternative service for the tire, reject the tire, use other tools or equipment to correct the condition of the tire, etc.

Hours of Operation

The hours of operation for this facility will be 8:00 a.m. to 5:00 p.m., Monday through Friday and 8:00 a.m. to 12:00 p.m. on Saturday. One additional shift may be added at a future date to support increasing sales volume.

Employment

Continental BestDrive, LLC will initially employ 17 employees.

Deliveries, Shipments and Parking

It's anticipated that this facility will receive 4 to 5 trucking deliveries of product a week. It is also anticipated that this facility will ship 5 to 6 trucking shipments of customer product a week. The proposed parking capacity is seventy (70) car parking spaces for customers, employees and visitors; and forty (40) trailer parking spaces.