

The Premium Retreading Solution

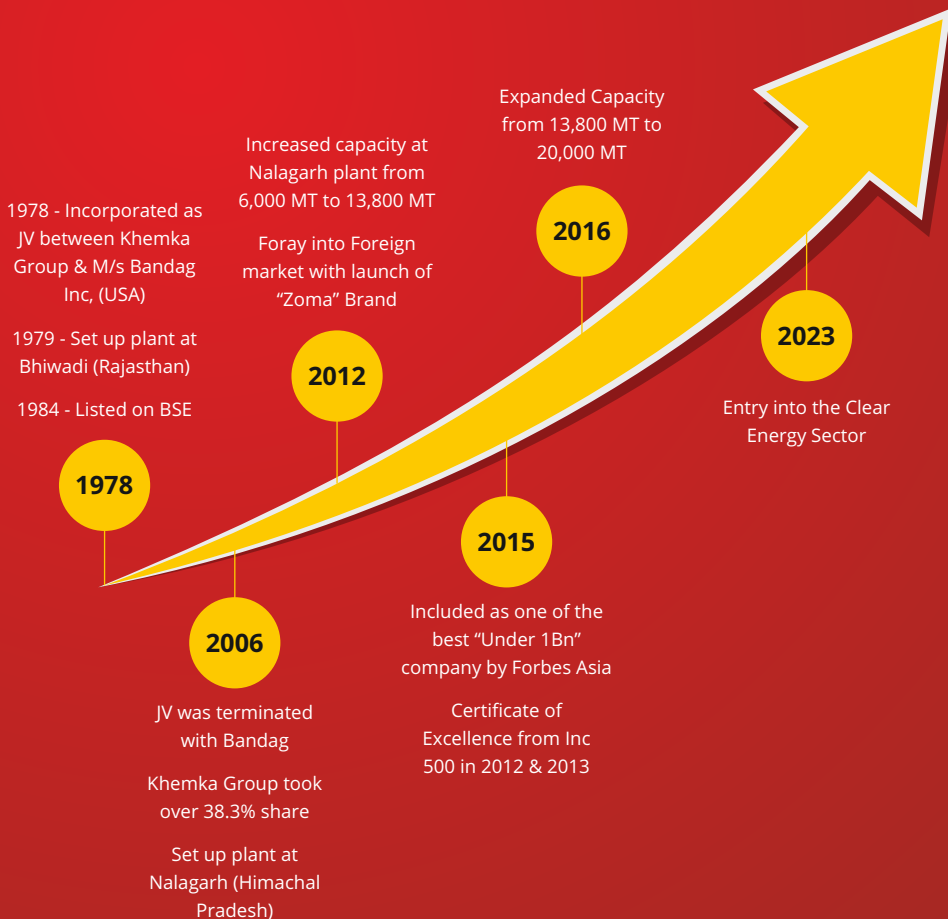
ZOMA
BY
INDAG RUBBER LTD.



eladi
إدارة الجودة
004-CB-QMS



JOURNEY- SINCE 1978



VISION & MISSION

To be No.1 company in every market served, by offering best- in- class tyre Retreading products and services through largest network of trained Channel partners committed to offer most reliable, economical and sustainable tyre solutions for commercial transport industry.



CORE VALUES

- ★ Customer First
- ★ Highest Ethical Behaviour
- ★ Excellence
- ★ Sustainable Growth



INDAG - THE PIONEER:

Over the last 45+ years of excellence, INDAG has helped lakhs of fleet owners retread millions of tyres in association with its vast retreader network across the country.



SAFETY & RELIABILITY:

INDAG'S retreading material provides longer tread life. We design treads for all types of applications. INDAG treads are made of high-quality compounds which gives the tyre better traction with the surface and makes a strong grip with the road providing a safe and secure ride.



TECHNICAL EDGE:

INDAG uses the most advanced machinery, equipment and raw materials. Our processes are ISO 9001:2015 compliant, ensuring optimum performance for each tyre retreaded with INDAG tread rubber. We continuously invest in R&D to develop superior compounds for delivering exceptional products to our customers.



SUPERIOR COMPOUND:

INDAG treads are made up of superior and unique compounds which ensure resistance to penetrations, cuts and punctures, thereby reducing downtime and ensuring mileage equal to and at times better than new tyres.

INDAG CONSULTANCY SERVICES

It cannot be emphasized more that retreading is a highly technical process and requires the best quality retreading materials and an impeccable retreading process. In India, retreading is gravely challenged for its safety and performance against new tyres. Our retread partners battle these challenges every day to strengthen the fleet owners' confidence in retreading.

We have designed INDAG Consultancy Services to help our retread partners win this battle. We extend the following services under this program-

RETREADING PROCESS CONSULTANCY

The objective of this service is to educate our retread partners on the correct retreading practices and impart hands-on training.

RETREADING MACHINERY CONSULTANCY

Due to its technical nature, retreading output is highly dependable on the machinery process. We audit the machinery of our retread partners at their workshops, also help them upgrade or set up the retreading workshops.

TROUBLESHOOTING

Accidents can always happen; there can be a machinery breakdown or a retread failure, jeopardizing the functioning of the workshop. In such emergencies, we provide on-demand troubleshooting services to help our retread partners resolve the problem.



PRODUCT RANGE

USC-UNIVERSAL SPRAY CEMENT

Universal Spray Cement (USC) or rubber cement is a liquid rubber compound dissolved in a solvent. It is applied as an adhesive on the buffed tyre casing. Its job is to protect the buffed surface from oxidation to prevent it from causing retread failures.

ADVANTAGES:

- Quick drying
- Provides protection to tyre buffed surface from oxidation
- Provide excellent green tack
- Good cured bonding between casing and cushion



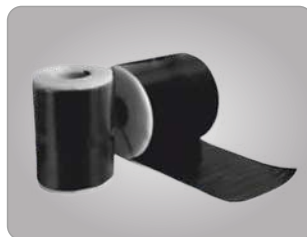
AVAILABLE IN THREE VARIANTS

Ready to use: (7-8% solid)	• Self Life - 9 months • Pack Size - 30 litres
Thick: (10-11% solid)	• Self Life - 6 months • Pack Size - 30 litres
Radial Special: (Extra bonding strength with Steel Wires)	• Self Life - 3 months • Pack Size - 30 litres

PRODUCT RANGE

URSG-UNVULCANISED RUBBER STRIP GUM

The Un-vulcanized Rubber Strip Gum (URSG) or cushion/ bonding gum is a critical component used in the retreading process. It is used as an adhesive between the vulcanized tread (PTR) and the tyre casing which is vulcanized in the retreading process.



IN 30

To be used for chamber only

Chamber Specification

Curing time: 3 Hrs. 40 Mins. • Curing temperature: 99 - 101 °C

- Strong Bonding Between Casing and Tread
- Cost Effective Retreading
- Protection Against Casing Failure
- Increases Casing Retreadability
- Shelf Life: 3 months
- Pack Size: 1 Roll of 15-20 Kgs (Depends on width)
- Width: 158/200/210/220 mm

****IN 40***

Recommended for chamber

Chamber Specification

Curing time: 2 Hrs. 30 Mins. • Curing temperature: 125 - 127 °C

- Strong Bonding Between Casing and Tread
- Shorter Curing Time
- Designed Especially for Cooler Running
- Shelf Life: 4 months
- Pack Size: 6 Rolls of 5 Kgs
- Width: 200/205/210/215/220/230/240/250/260 mm

*Can be used for bonder also

***Bonder:**

- Curing Steam Pressure: 60 - 80 PSI
- Curing Time: 130 Minutes

IN 50

Both chamber & bonder

Chamber Specification

Curing time: 2 Hrs. 00 Mins. • Curing temperature: 125 - 127 °C

- Shortest Curing Time
- High Retreading Productivity
- Sustains Good Bonding Strength at High Temperatures in Service
- Shelf Life: 2.5 months
- Pack Size: 6 Rolls of 5 Kgs
- Width: 220/230 mm

Bonder:

- Curing Steam Pressure: 60 - 85 PSI
- Curing Time: 90 Minutes

PRODUCT RANGE

ENVELOPE

An envelope is made of a thin gauge rubber sheet to cover the tyre casing before putting it in a chamber for curing in the retreading process. This is used for protecting the tyre casing from direct contact with hot air and provide uniform pressure all around on the tyre casing.

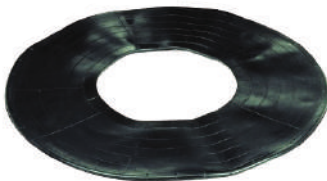


FULL SKIRT ENVELOPES

Tyre Size	Envelope Size
10.00 x 20	42 x 30
8.25 x 20	38 x 26
8.25 x 16, 7.50 x 16	32 x 23

ARC TYPE ENVELOPES

Tyre Size	Envelope Size
1200 x 20, 1200 x 24	44 x 38
385/65-22.5	44 x 36
315/80-22.5, 1100 x 20	42 x 36
11-24.5	42 x 34
295/80-22.5	40 x 34
295/75, 275/80-22.5	40 x 32
255/70-22.5, 265/70-19.5	35 x 29



WHAT IS RETREADING?

Retreading is green and sustainable alternative to new tyres

WHY RETREADING?

RETREADING IS ENVIRONMENT FRIENDLY



Retreading saves 15 gallons of oil on every tyre



Retreading means lesser carbon footprints



Retreading reduces landfills of used casings

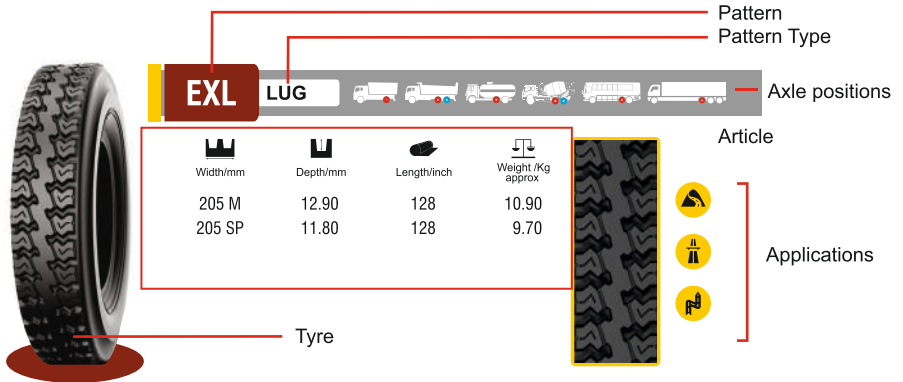


RETREADING MEANS SAVINGS

- Retreading costs less than 30% of a new tyre
- Retreading gives as good mileage as a new tyre
- Retreading can reduce CPKM to 1/3rd of a new tyre

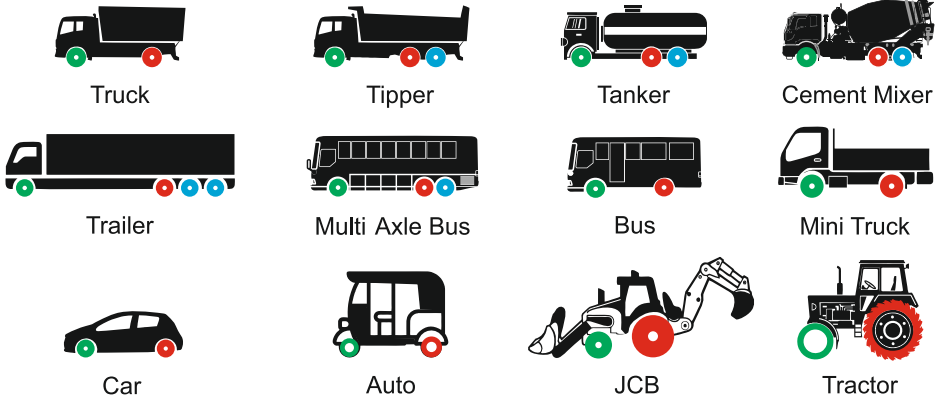


GLOSSARY



Axle positions

Recommended Axle ● Steer Axle ● Dummy Axle ● Drive Axle



Application



Long Haul



Short Haul



Hill Application



Mining/Off Road

TRUCK/BUS
TREAD DESIGNS



● Steer Axle ● Dummy Axle ● Drive Axle



EXL

LUG



			
Width/mm	Depth/mm	Length/inch	Weight /Kg approx
205 M	12.90	128	10.90
205 SP	11.80	128	9.70



HWR

RIB



			
Width/mm	Depth/mm	Length/inch	Weight /Kg approx
205 SP	11.50	128	9.80



RS

LUG



			
Width/mm	Depth/mm	Length/inch	Weight /Kg approx
260	17.50	130	16.56
250	17.90	130	16.35
240	17.10	130	15.00



*Actual weight may vary + - 2%.

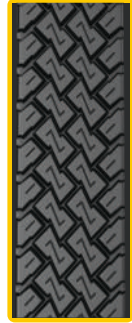
● Steer Axle ● Dummy Axle ● Drive Axle



ZDE LUG



			
Width/mm	Depth/mm	Length/inch	Weight /Kg approx
240	16.00	130	14.00
230	16.00	130	13.30



ZDY3 LUG



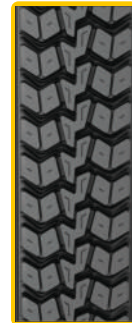
			
Width/mm	Depth/mm	Length/inch	Weight /Kg approx
260	18.20	130	17.50
250	18.20	130	16.80
240	15.00	130	13.50



ZDYL LUG



			
Width/mm	Depth/mm	Length/inch	Weight /Kg approx
260	14.80	130	15.40
250	14.70	130	14.50
240	14.50	130	13.50
230	14.60	130	13.00
220	14.60	130	12.30





ZM-508 RIB



			
Width/mm	Depth/mm	Length/inch	Weight /Kg approx
230	14.40	147	15.50



ZM 857 SEMI LUG



			
Width/mm	Depth/mm	Length/inch	Weight /Kg approx
260	14.90	130	15.40
250	14.90	130	14.80
240	15.00	130	13.50
230	15.00	130	13.10
220	14.90	130	12.40



ZXL LUG



			
Width/mm	Depth/mm	Length/inch	Weight /Kg approx
260	14.90	130	15.40
250	14.90	130	14.80
240	15.00	130	13.50
230	15.00	130	13.10
220	14.90	130	14.40
205	14.50	128	11.30



● Steer Axle ● Dummy Axle ● Drive Axle



ZDRM LUG



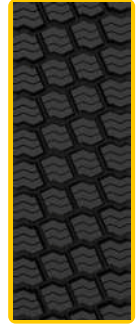
			
Width/mm	Depth/mm	Length/inch	Weight /Kg approx
240	20.9	130	17.40
250	20.9	130	18.16
260	20.9	130	18.88



ZDR0 LUG



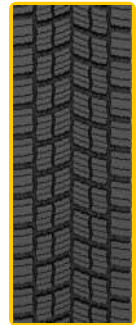
			
Width/mm	Depth/mm	Length/inch	Weight /Kg approx
240	19.9	130	16.51
250	20.1	130	17.25
260	20.0	130	17.85
270	20.0	130	18.55



ZDR1 LUG



			
Width/mm	Depth/mm	Length/inch	Weight /Kg approx
250	20.2	130	17.30
260	20.2	130	17.90
270	20.2	130	18.40



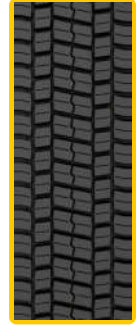
● Steer Axle ● Dummy Axle ● Drive Axle



ZDR6 LUG



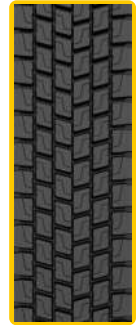
			
Width/mm	Depth/mm	Length/inch	Weight /Kg approx
250	18.0	130	17.23
260	18.0	130	17.90
270	18.0	130	18.62
280	18.0	130	19.30



ZDRS LUG



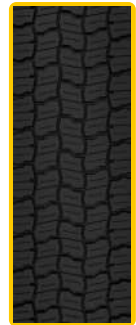
			
Width/mm	Depth/mm	Length/inch	Weight /Kg approx
230	20.0	130	16.65
240	20.0	130	17.50
250	20.0	130	18.20
260	20.9	130	19.60
270	21.0	130	20.75



ZDRB LUG



			
Width/mm	Depth/mm	Length/inch	Weight /Kg approx
250	22.0	130	20.10
260	22.0	130	20.85
270	22.0	130	21.75



*Actual weight may vary +/- 2%.

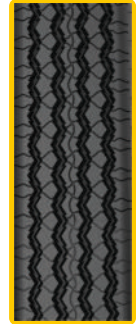
● Steer Axle ● Dummy Axle ● Drive Axle



ZZA1 RIB



 Width/mm	 Depth/mm	 Length/inch	 Weight /Kg approx
240	15.00	130	13.70
230	14.60	130	12.90
220	14.80	130	12.50
210	14.50	130	11.25



ZZA2 RIB



 Width/mm	 Depth/mm	 Length/inch	 Weight /Kg approx
240	14.90	130	14.40
230	15.00	130	13.80
220	14.80	129	12.80
215	11.80	129	10.70



ZZAW RIB



 Width/mm	 Depth/mm	 Length/inch	 Weight /Kg approx
290	13.50	130	15.90



• Steer Axle • Dummy Axle • Drive Axle



ZZAW
WingTread

RIB



			
Width/mm	Depth/mm	Length/inch	Weight /Kg approx
300	12.00	129	14.00

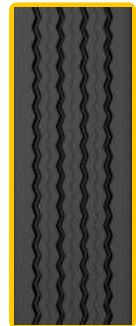


ZRRW
WingTread

RIB



			
Width/mm	Depth/mm	Length/inch	Weight /Kg approx
285	14.9	130	18.42
295	15.0	130	18.74
310	15.0	130	19.50

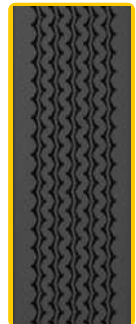


ZZRW
WingTread

RIB



			
Width/mm	Depth/mm	Length/inch	Weight /Kg approx
305	13.0	130	15.30
295	13.0	130	14.90



*Actual weight may vary + - 2%.

● Steer Axle ● Dummy Axle ● Drive Axle

ZZE2 RIB



 Width/mm	 Depth/mm	 Length/inch	 Weight /Kg approx
260	16.00	130	16.80
250	16.00	130	16.10



ZZYL SEMI LUG



 Width/mm	 Depth/mm	 Length/inch	 Weight /Kg approx
260	14.60	130	13.90
250	14.50	130	13.40
240	14.50	130	12.10
240	16.00	130	13.05
230	14.50	130	11.70
220	14.50	128	11.10
210	14.00	127	10.30
190	13.90	124	9.30
180	12.00	128	7.40
170	12.00	104	6.35
160	10.80	99	5.30



Quality
retreaded tyres
are as safe as
new tyres

INDAG RETREADING



SALIENT FEATURES»

Super Strong Bonding

High stretchability

Rapid rate of bond formation

Maximum Green Tack

Uniform curing

No tread lifting

More mileage



URSG-UNVULCANISED RUBBER STRIP GUM

IN 30

ADVANTAGES:

- Strong Bonding Between Casing and Tread
- Cost Effective Retreading
- Protection Against Casing Failure
- Increases Casing Retreadability

TECHNICAL SPECIFICATIONS

- Curing Temperature: 99 - 101 °C
- Curing Time: 220 Minutes

To be used for chamber only

IN 40

ADVANTAGES:

- Strong Bonding Between Casing and Tread
- Shorter Curing Time
- Designed Especially for Cooler Running

TECHNICAL SPECIFICATIONS

Chamber:

- Curing Temperature: 125 - 127 °C
- Curing Time: 150 Minutes

Bonder:

- Curing Pressure: 60 - 80 PSI
- Curing Time: 130 Minutes

Recommended for chamber

IN 50

ADVANTAGES:

- Shortest Curing Time
- High Retreading Productivity
- Sustains Good Bonding Strength at High Temperatures in Service

TECHNICAL SPECIFICATIONS

Chamber:

- Curing Temperature: 120 - 125 °C
- Curing Time: 120 Minutes

Bonder:

- Curing Pressure: 60 - 85 PSI
- Curing Time: 90 Minutes

Recommended for both chamber & bonder



18
DEPOTS

• Head Office (New Delhi)
• Manufacturing unit (Nalagarh)

1200+
RETREADER

200+
DEALER NETWORK

50+
SALES TEAM

SERVICE ENGINEER
TEAM



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