

FleetGuard[®]

As a savvy fleet owner you know every single cent in your cpk is vital...meet your new best friend

*With tyres representing your second biggest cost centre in operating a commercial vehicle, this could be one of the most important business documents you ever read because there is an industry changing product ready to revolutionize your fleet...meet **FleetGuard**.*

Imagine these stats working in your fleet:

- ✓ **89% Reduction in punctures**
- ✓ **Up to 60% less blowouts**
- ✓ **Up to 39% longer treadlife (new)**
- ✓ **Up to 48% on retreads!**
- ✓ **75% less tyre related downtime**
- ✓ **42% less sidewall damage**
- ✓ **89% less tread separation!!!**
- ✓ **DRAMATICALLY reduced CPK**

*results from large scale European test on our FleetGuard-X product

What is FleetGuard?

It is a non toxic, environmentally friendly tyre sealant that is introduced to the tyre through the valve that then sits inside the tyre as a **permanent and active puncture preventative for the tread lifetime of the tyre**. It is installed in minutes per tyre (on most tyres) either by your staff or by our professional installers who, for an installation fee, are available in most major towns nationwide. **FleetGuard**, which essentially, can be thought of as liquid rubber resident in the tyre, **seals any punctures up to 16mm instantly and permanently** (for more extreme puncture prevention please see our FleetGuard-X product) with no measurable loss in tyre pressure... in 99.9% of cases without the driver/vehicle owner ever being aware their tyre was punctured. No stopping, no changing wheels, no added risk of hijack or load pilferage to vehicle



Puncture healed from within by FleetGuard. Road friction cures the repair in seconds

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or owner at the side of the road*. Ever! One application of **FleetGuard** will be sufficient to repair 40-50 punctures per tyre over its tread lifetime. Far in excess of the average amount of punctures a tyre experiences, even in harsh environments, but as you will soon learn, it is so much more than a puncture preventative...

Is the repair permanent?

Due to the unique and industry changing properties of **FleetGuard**, unlike traditional and retrospective puncture repair of either patching or plugging, it actually vulcanizes at a molecular level in the puncture channel and instantly becomes one with the surrounding rubber of your tyre. It is not a fix, or a plug or any kind of intrusive foreign add-on to the tyre, but rather a fully cohesive permanently bonded rubber structure instantly formed due to the chemical and pressure differential reaction that happens instantly when a puncture occurs. Think of it, perhaps, as how your skin might heal after a puncture or cut...there is no weak point or plug in the resulting repair, it becomes a permanent, cohesive and irreversible part of you that happened from the inside out using the same material you were originally made of. **FleetGuard** works in much the same way, just a trillion times faster!



FleetGuard...Sealing from within

So much more than a puncture preventative though...

- ✓ Effective air barrier, sealing the porous nature of the rubber
- ✓ Built in rubber conditioner continuously nourishes the casing
- ✓ Highly efficient coolant and heat dispersor. Tyres run up to 25% cooler
- ✓ Makes retreads stick to the casing more effectively and stay put!
- ✓ Virtually eliminate the risk of front wheel blowout

Let's look, in more detail, at how each of these factors combined add up to what is set to be a revolutionary change in your fleet's tyre cost. We will then conclude with an industry-shaking case study conducted with our product in one of the world's largest trucking companies. From improved treadlife to better road holding and everything in between, **FleetGuard** has been formulated specifically to lower your cost of ownership and is backed by a team of industry professionals that understand the fiercely competitive nature of road transport and know full well what it takes to keep the wheels of your fleet rolling.



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Getting the maximum possible treadlife mileage out of your tyres:

Optimum Air Pressure Maintenance

It is a well known fact in the tyre industry, and has been the cry of tyre manufacturers since the 1970's that incorrect tyre inflation can have a dramatic effect on tyre lifespan and that under-inflation of tyres can lead to as much as **40% less mileage on the life of a tyre!** Few fleet operators we do business with realise just how dramatically tyre under-inflation affects tire life. In warm climates like ours, a 12R22.5 truck tyre can lose up to 4kg of air a week at the height of summer simply due to the porous nature of the rubber and air escaping quite literally through it. **FleetGuard** seals the inside of the tyre so effectively that air can no longer escape through the rubber. Your tyre pressure remains constant and at the optimal level for as long as there is **FleetGuard** in the tyre, that tyre will no longer lose air through the rubber.

We do, however, recommend periodic tyre pressure checks as there are times when, for eg, a valve might leak or a rim might have a hairline crack, but the main culprit behind consistent and unrelenting air loss, and consequent mileage loss (the loss of air through the rubber the tyre is made of) is effectively stopped by **FleetGuard**. So unless you are checking and adjusting the pressure in your tyres every day, and when it's really hot, twice a day...**you are definitely NOT getting getting the maximum mileage out of your tyres you could be.** We have had some very well maintained and industry-respected fleets enjoy 32%-38% treadlife increases.

Rubber Conditioners & Impact on Cost of Casing

As more and more modern fleet owners insist on return of their own casings as part of their quality management and cost reduction strategies, the astute have started to study and, more importantly, manage the very real and tangible cost area in the Cost Of Casing (CoC). If you have adopted this wise practice, then **FleetGuard** has some great news for you! One of the main reasons that casings fail pre-retread inspection prematurely is because rubber, over time, loses its natural elastomers and becomes brittle. A brittle casing battles to hold on to the new retread because the surface integrity of the casing is compromised and weak. This also happens to be one of the leading causes of retread failure. This "aging of rubber" happens far quicker in warm climates than cooler ones. **FleetGuard** is absolutely loaded with replenishment elastomers and rubber conditioners. Enough in each dose, in fact, to replenish lost elastomers in a casing 10 times over! Like all good healing, these conditioners, work from within and constantly nourish and feed the rubber, and unlike air, our conditioners are able to penetrate the rubber all the way through to the surface, keeping the rubber soft, pliable and most importantly retreadable far beyond what the industry currently considers the norm. We have longhaul fleets using **FleetGuard** and **FleetGuard-X** that have enjoyed up to 7, yes, 7 retread cycles and it is very common for us to conduct long term, year long trials in high mileage fleets where, at the end of the trial, it is very plain to study casings that have already gone through 2 retread cycles that



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are still soft, pliable and good to still double and triple their current mileage. What if you don't get your own casings back and rely on service exchange units? There's still good news for you in the next section...

Blowouts, Delamination and Retread separation

These three words probably represent about 30%-35% of your fleet's current annual tyre cost and we have data collected over literally thousands and tens of thousands of vehicles that point to the fact that **FleetGuard** has the capability to eliminate up to 75% of unnecessary tyre incidents and, obviously, their concomitant cost, both fiscal and in service delivery. As mentioned previously, two real tyre eating enemies of your bottom line are (1) rubber degradation or aging and (2) heat. Both ambient heat and friction generated heat constantly degrade your tyres and your profits. Let's take a closer look at these 2 factors. (Good news even if you are on casing service exchange)

- **Rubber Degradation** is the #1 leading cause of both retread pre-inspection failure as well as on-road tread separation and **FleetGuard** keeps the rubber supple and pliable, just the way it should be. The good news is that FleetGuard can and does also revitalize old brittle rubber. It is far better if you have FleetGuard in the casing from new, but we have, for eg, seen 20 year old sun baked and cracked tyres on farms return to their former glory and actually look almost new within 2 weeks of installing our **AgriGuard** product which is almost chemically identical to **FleetGuard**. It will revitalize and then maintain even old brittle rubber. The bottom line is that because your casing remains soft and pliable, you will have far less casings rejected and tests have shown an almost 90% decrease in tread separation. FleetGuard is a highly effective tread separation preventative.
- **Heat** and the buildup of so called "hot spots" in the tyre are the leading cause of blowouts not due to manufacturing defect (of which there is very little incident among reputable brands nowadays). It is also a leading cause of retread separation. Truck tyres build up tremendous amounts of heat which, as we already know, degrade and age the rubber. Working hand in hand with the rubber conditioners to combat this is the fact that **FleetGuard** acts not only as an incredibly efficient coolant with up to 25% less heat build up in the tyre but it also (and almost more importantly) totally eradicates the formation of hot spots. Because the reservoir of **FleetGuard** resident in your tyre remains liquid and has similar chemical properties to radiator anti-freeze/coolant, it is a very effective heat dispersant as well. Because the heat is dispersed, the #1 cause of blowouts is effectively and totally eliminated. Our long term fleet trials have conclusively proven a 60% reduction in the incidence of blowouts (not all blowouts are due to rubber degradation and hot spot formation)

The most extensive test in the tyre sealant industry:

We will now look at a case study where **FleetGuard** and **FleetGuard-X** was put to the test and pitted against 2 other competitive products in a year long trial...

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The challenge

On a sample section of 500 tri-axle trailers per tyre sealant brand in one of the world's largest fleets comprising of over 8500 similar trailers based in Europe a rigorous and scientifically monitored trial was conducted. The trial ended on 20 March 2020 and the average distance covered by the vehicles was 72 000km on mostly medium range line haulage. It almost goes without saying, that a fleet of that size did not get to be that size without having surgical precision in the management of all their cost centres and intimately knew the size, shape and voracity of their tyre cost problem.

The Expectation

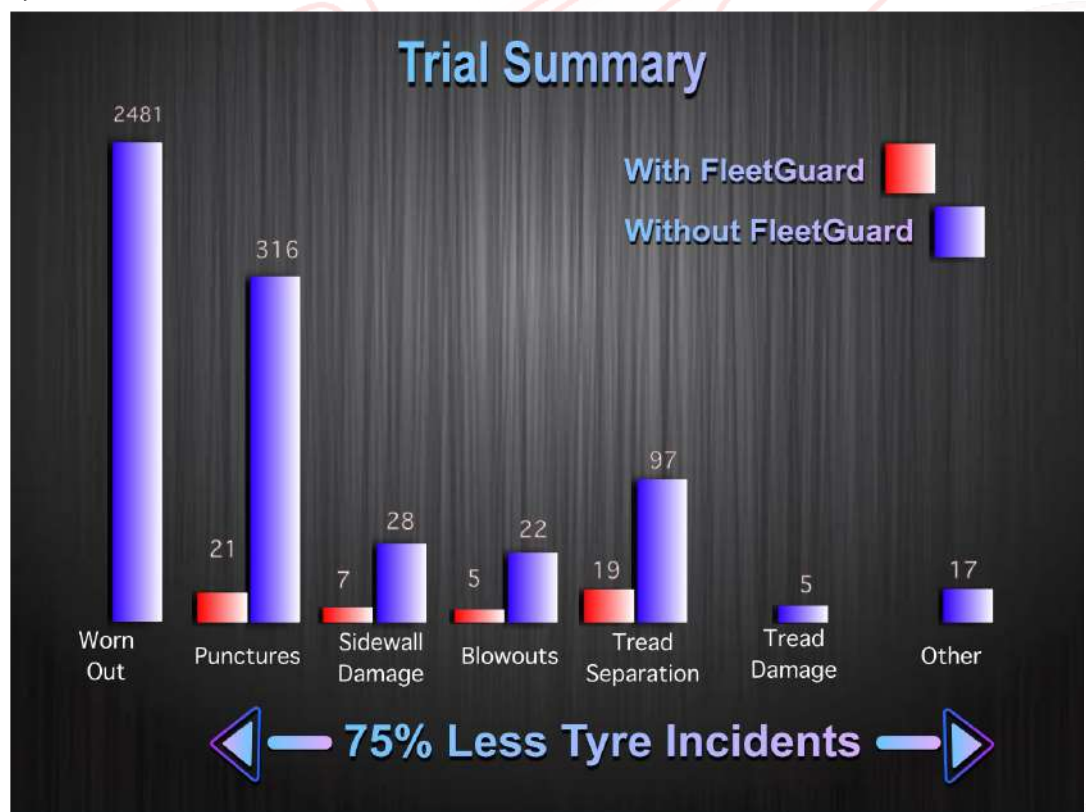
They suspected that a quality tyre sealant would solve a lot of their problems...but they only wanted the absolute best one on the market that delivered optimum results at the lowest possible cost of acquisition. It was a trial determined on finding the optimum balance between investment cost vs tyre cost ownership savings/benefits

The Very Long Year

After a preliminary 6 week test of almost a dozen international brands of tyre sealant, 3 top brands were shortlisted to go on to a year long trial with each brand being allocated 500 trailers. 250 were filled with sealant and 250 were left as is to be used as a control group for comparison per sealant brand, so 1500 tri-axle trailers running 12R22.5 GT tyres in total were involved not only in a brand head to head battle against each other, but also in the most expansive and well documented field trial in the history of the industry with the prize being the single largest trucking order in the history of the industry.

Winner Takes All

We didn't bat an eyelid and were all in, knowing full well that **FleetGuard** truly is peerless and has no better or equal. Needless to say, **FleetGuard** beat the competition by a mile and exceeded the client's wildest expectations by another mile yet. The chart below speaks ten thousand words on it's own:



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In Conclusion

Lets consider the underlying benefits this documents does not discuss...all the hidden costs associated with breakdown and possibly recovery, accidents caused by front wheel blowouts, the loss of customer satisfaction due to late delivery, potential demurrage penalties...the scary list seems almost endless. We have also remained poignantly quite on the subject of fuel economy and it's relationship to optimal tyre pressure. Fuel savings claims are a dime a dozen in the trucking industry, easy to make, difficult to prove and mostly false. There is, however, a veritable landslide of information and unimpeachable evidence available both online and from any tyre manufacturer conclusively proving that there is a direct link between better fuel economy and tyre pressure. We, will let you draw your own conclusions on potential fuel savings in your fleet as it is not our intention to get involved in the dark art of fuel savings, but it is our intention to dramatically reduce your cost of tyre ownership and improve your fleet efficiency.

Please contact us on the details below and will be more than happy to evaluate your fleet for potential cost savings and answer any questions you may have. We look forward to being of service to you and radically improving your tyre cost of ownership in the near future.

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*If your trucks operate in extreme conditions such as forestry or mining, please enquire about our super heavy duty FleetGuard-X product.

FleetGuardX