

# Understanding Tyre selection

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HAULMAX WINGMAN





# Agenda

- Tyre Cost
- Tyre performance
- Tyre Spec's
- CPK
- Support Networks
- OH & S



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# Understanding Load Ratings Required

| Equipment type      | TARE   | Total Weight | Steer | Drive  | A      | B<br>Trailer | Trailer<br>Drive Axle | Axle | 255/70R22.5 | % to Load | 275/70R22.5 | % to Max | 11R22.5     | % to Max |             |          |
|---------------------|--------|--------------|-------|--------|--------|--------------|-----------------------|------|-------------|-----------|-------------|----------|-------------|----------|-------------|----------|
| B Double Tanker HML | 21,000 | 68,500       | 6,500 | 17,000 | 22,500 | 22,500       | 8500                  | 7500 | 9200        | 81.52%    | 11600       | 64.66%   | 12000       | 62.50%   |             |          |
| B Double Tanker GML | 21,000 | 62,500       | 6,000 | 16,500 | 20,000 | 20,000       | 8250                  | 6667 | 9200        | 72.46%    | 11600       | 57.47%   | 12000       | 55.56%   |             |          |
| Equipment type      | TARE   | Total Weight | Steer | Drive  | A      | B<br>Trailer | Trailer<br>Drive Axle | Axle | 385/65R22.5 | % to Max  | 425/65R22.5 | % to Max | 445/65R22.5 | % to Max | 445/50R22.5 | % to Max |
| B Double Tanker HML | 21,000 | 68,500       | 6,500 | 17,000 | 22,500 | 22,500       | 8500                  | 7500 | 9000        | 83.33%    | 10300       | 72.82%   | 11600       | 64.66%   | 9250        | 81.08%   |
| B Double Tanker GML | 21,000 | 62,500       | 6,000 | 16,500 | 20,000 | 20,000       | 8250                  | 6667 | 9000        | 74.07%    | 10300       | 64.72%   | 11600       | 57.47%   | 9250        | 72.07%   |

| TYPE OF AXLE GROUP | MAXIMUM MASS (TONNES) PERMITTED UNDER GML | MAXIMUM MASS (TONNES) PERMITTED UNDER HML |
|--------------------|---|---|
|--------------------|---|---|

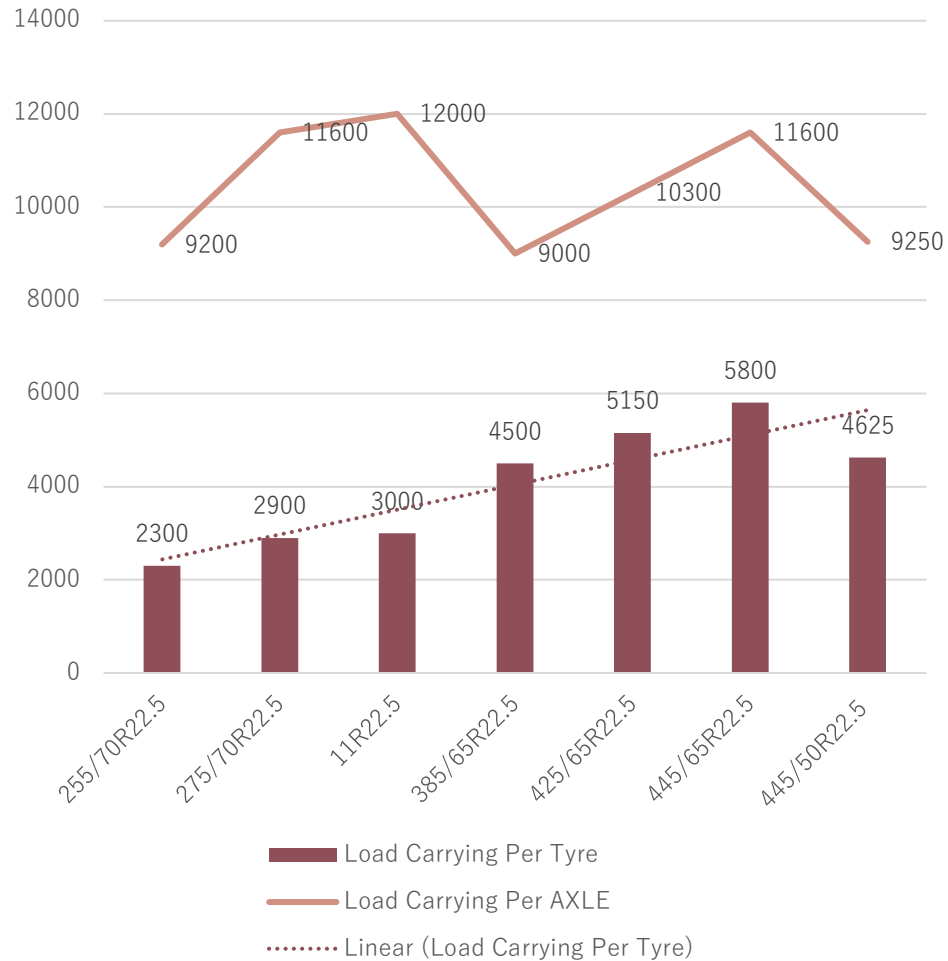
|                              |       |       |
|------------------------------|-------|-------|
| Tandem axle group            | 16.5t | 17t   |
| Tri-axle group               | 20t   | 22.5t |
| Single drive axles on buses  | 9t    | 10t   |
| Six-tyred tandem axle groups | 13t   | 14t   |



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# Tyre spec

## Load Carrying Capacity



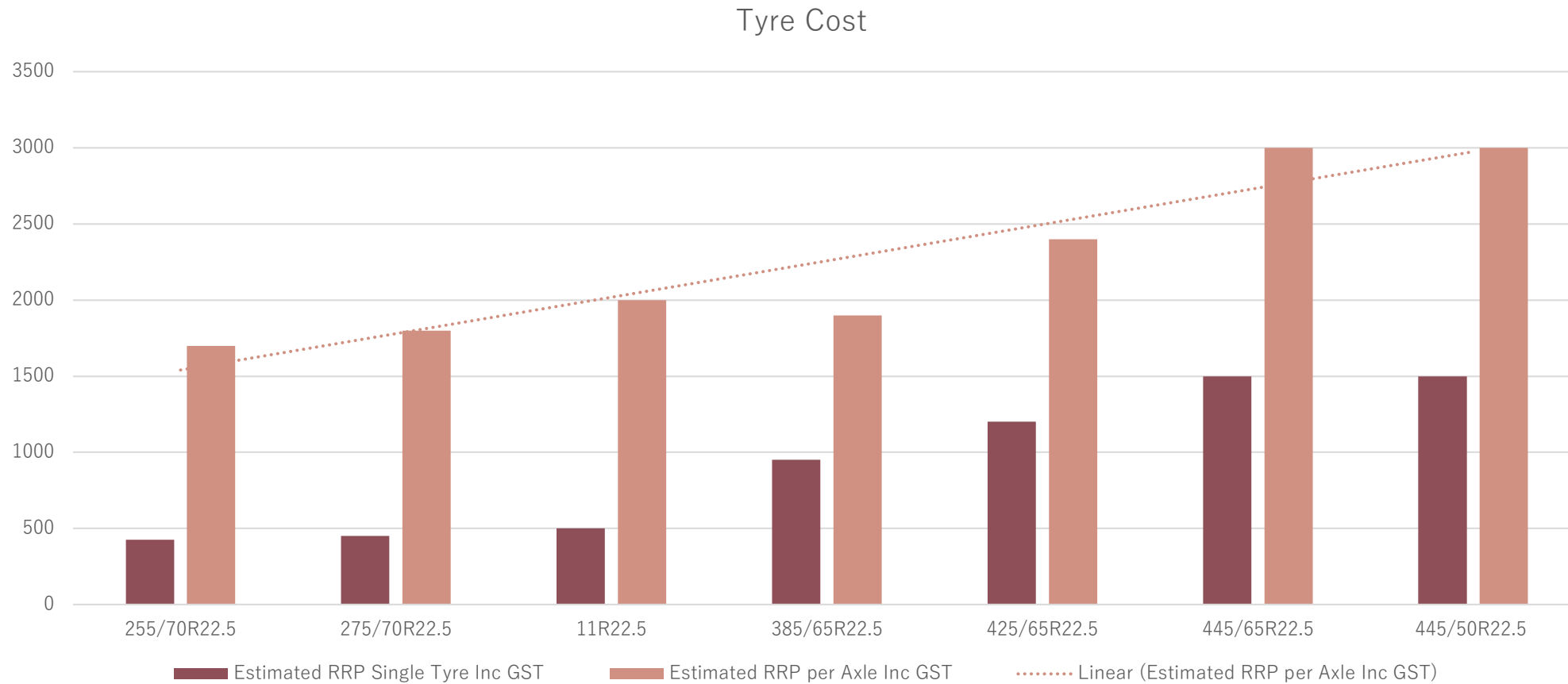
| Tyre Size   | Single/Duel | Tyre Weight Estimate | Estimate OD | Estimate SW | Load Rating | Speed n | Inflatio | Operating inflation |
|-------------|-------------|----------------------|-------------|-------------|-------------|---------|----------|---------------------|
| 255/70R22.5 | Duel        | 45                   | 930         | 255         | 140/137     | M       | 120      | 100                 |
| 275/70R22.5 | Duel        | 55                   | 958         | 276         | 148/145     | M       | 120      | 90                  |
| 11R22.5     | Duel        | 56                   | 1054        | 279         | 148/146     | M       | 120      | 90                  |
| 385/65R22.5 | Single      | 75                   | 1072        | 389         | 160K        |         | 120      | 110                 |
| 425/65R22.5 | Single      | 86                   | 1124        | 430         | 165K        |         | 120      | 110                 |
| 445/65R22.5 | Single      | 105                  | 1168        | 448         | 169K        |         | 120      | 110                 |
| 445/50R22.5 | Single      | 82                   | 996         | 460         | 161L        |         | 120      | 110                 |

| Tyre Size   | Single/Duel | Tyre weight per Axle | Wheel Weight per Axle | Total Weight Per axle | Savings Per Triaxle (Compared to 11R22.5) |
|-------------|-------------|----------------------|-----------------------|-----------------------|---|
| 255/70R22.5 | Duel        | 180                  | 98                    | 278                   | 132                                       |
| 275/70R22.5 | Duel        | 220                  | 98                    | 318                   | 12  |
| 11R22.5     | Duel        | 224                  | 98                    | 322                   |   |
| 385/65R22.5 | Single      | 150                  | 52                    | 202                   | 360                                       |
| 425/65R22.5 | Single      | 172                  | 58                    | 230                   | 276                                       |
| 445/65R22.5 | Single      | 210                  | 58                    | 268                   | 162                                       |
| 445/50R22.5 | Single      | 164                  | 58                    | 222                   | 300                                       |



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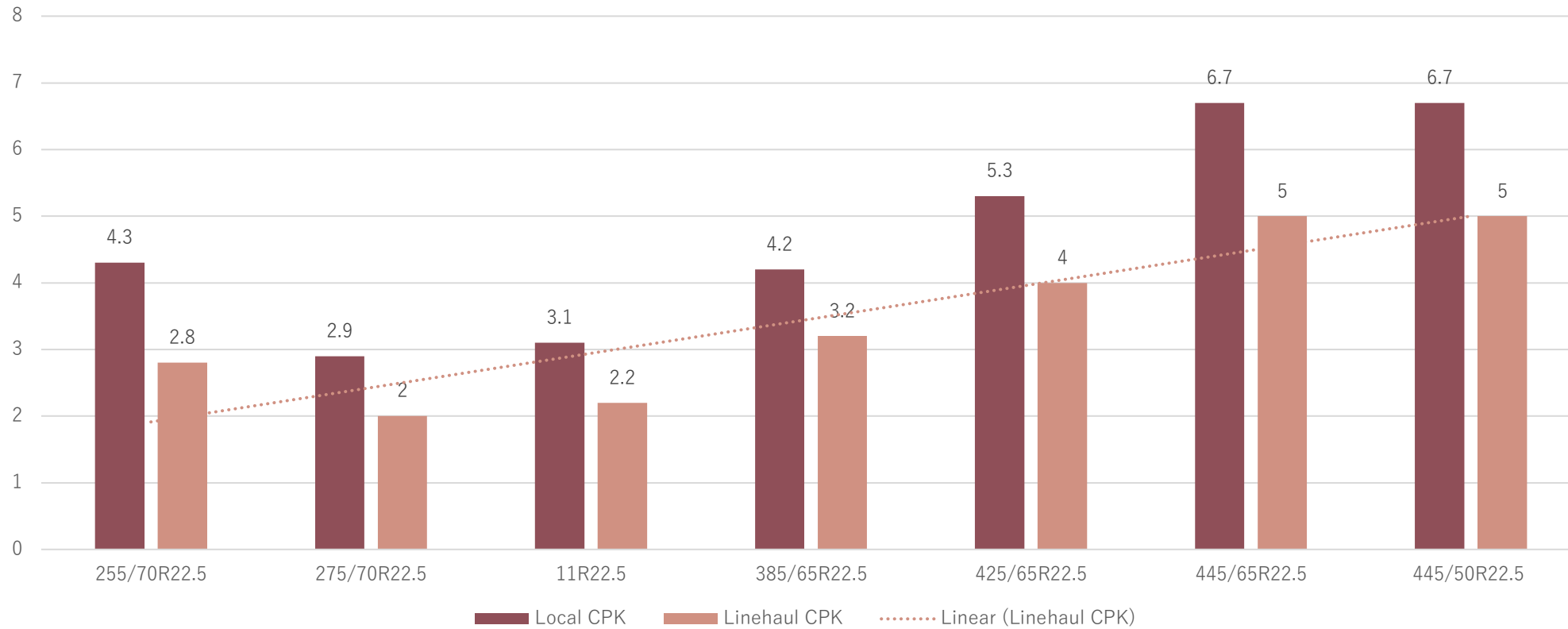
# Understanding Tyre Cost



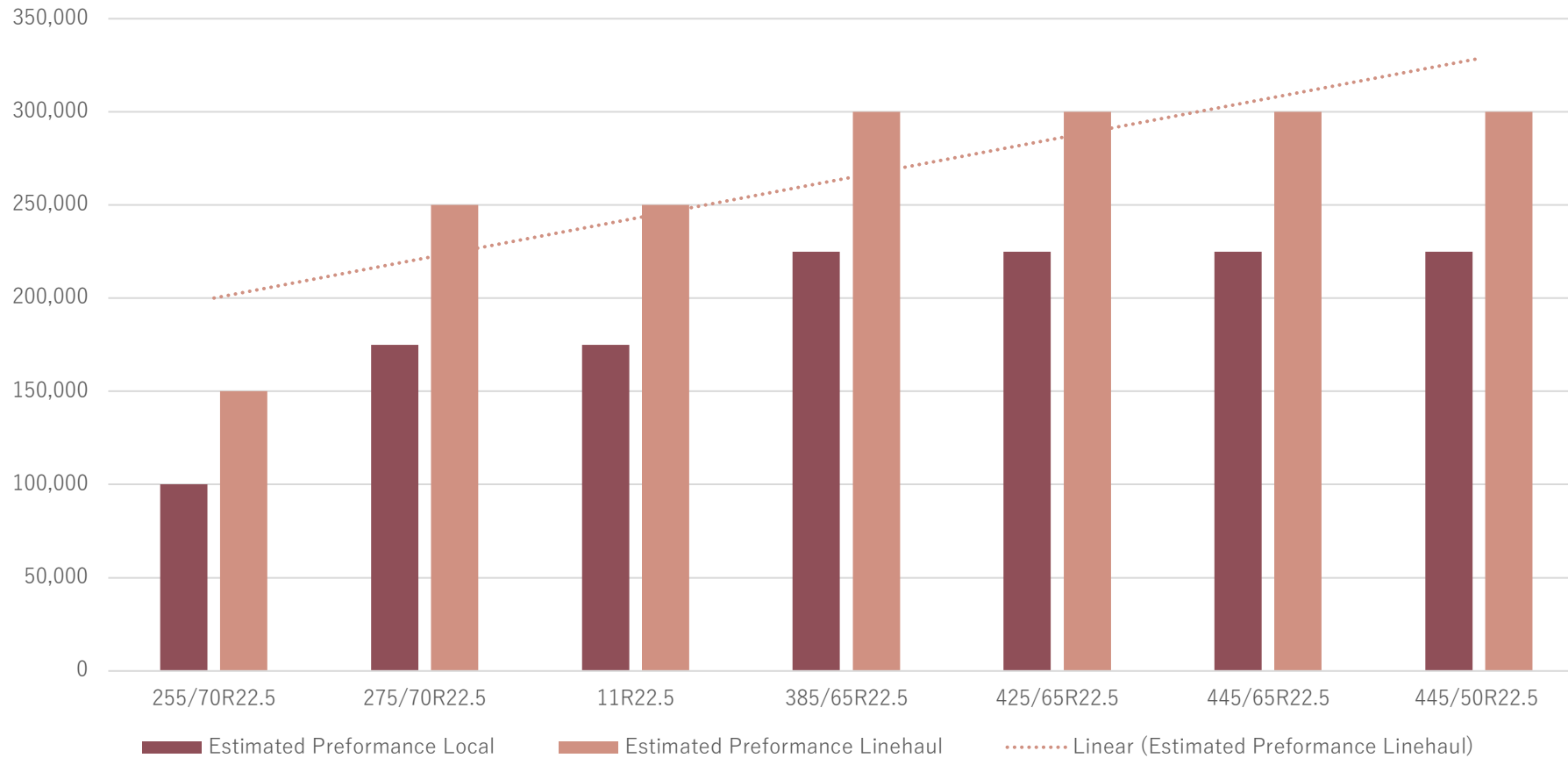
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# Understanding Tyre Cpk

Estimated Tyre CPK



# Estimated Tyre Performance



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# Support Networks

Careers: 9 found



## Tyre Fitter

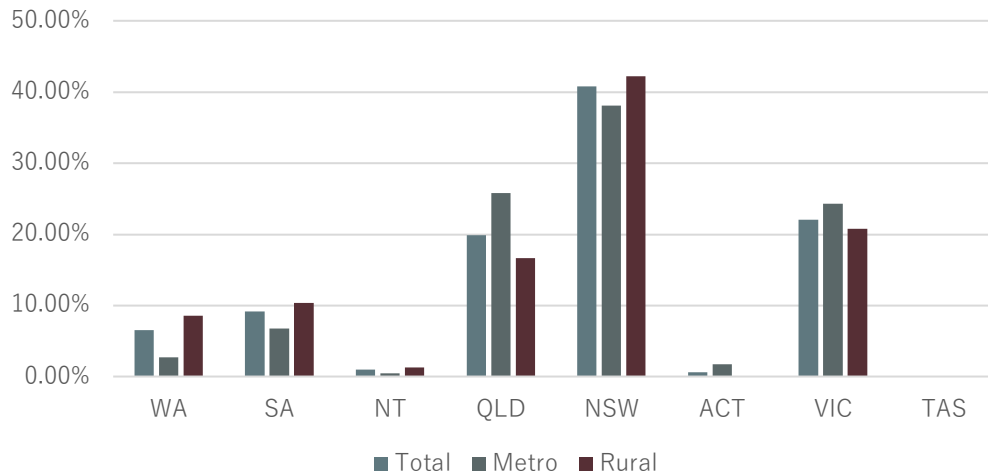
Typical salary **\$75K**  
Satisfaction ★★★★★☆



## Tyre Technician

Typical salary **\$105K**  
Satisfaction ★★★★★☆

Afterhours Breakdown by locations

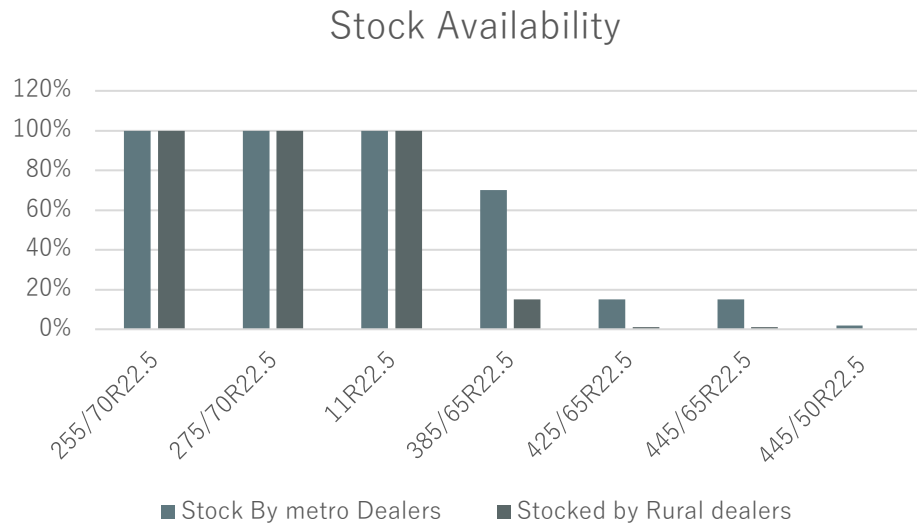


1290 Tyre tech jobs currently advertised on Seek Nationally – Will your support network be able to facilitate





# Stock Availability



| Steer                |             |
|----------------------|-------------|
| Available everywhere | 295/80R22.5 |
| Available everywhere | 11R22.5     |
| Common               | 385/65R22.5 |
| Less Common          | 305/70R22.5 |
| Not Common           | 315/80R22.5 |
| Drive                |             |
| Available everywhere | 11R22.5     |
| Common               | 295/80R22.5 |
| Less Common          | 275/70R22.5 |
| Less Common          | 305/70R22.5 |
| Not Common           | 315/80R22.5 |
| Trailer              |             |
| Available everywhere | 11R22.5     |
| Available everywhere | 275/70R22.5 |
| Available everywhere | 255/70R22.5 |
| Common               | 265/70R19.5 |
| Common               | 235/75R17.5 |
| Common               | 215/75R17.5 |
| Less Common          | 9.5R17.5    |
| Less Common          | 305/70R22.5 |
| Less Common          | 245/70R19.5 |
| Less Common          | 385/65R22.5 |
| Not Common           | 385/55R22.5 |
| Not Common           | 425/65R22.5 |
| Not Common           | 445/65R22.5 |

# Breakdown and Cost

| Average breakdown time | Allocation | Total Time |
|------------------------|------------|------------|
| Duels                  | 14         | 140        |
| Wide Tyres             | 25         | 170        |

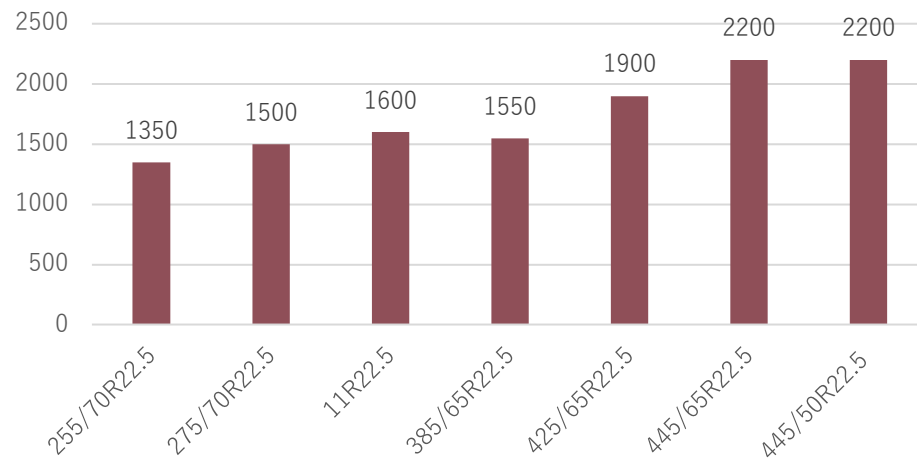
Tyre afterhours breakdowns cost are estimated to increase by 35-40%

20-25% increase in down time waiting trying to find a dealer with the correct tyres

Cost of tyre (Not able to just change one will see cost increase if NWR)

Increase in NWR rates on side of the road with tyre dealers less likely to take risk of repairing due to size

Average cost of Breakdown 2 x Tyre



# Environmental-Circular Economy

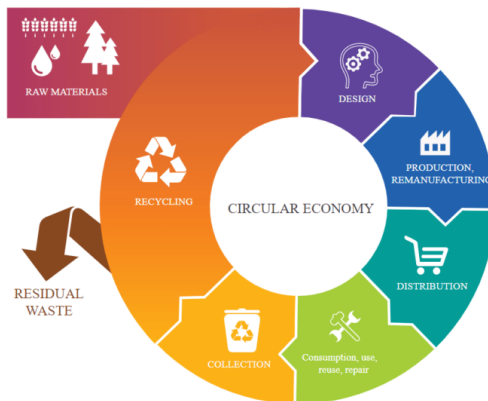
Estimate Tyre Disposal Cost

|             |         |
|-------------|---------|
| 255/70R22.5 | \$30.00 |
| 275/70R22.5 | \$30.00 |
| 11R22.5     | \$30.00 |
| 385/65R22.5 | \$65.00 |
| 425/65R22.5 | \$65.00 |
| 445/65R22.5 | \$65.00 |
| 445/50R22.5 | \$65.00 |

With the bus and waste industry using more re-treaded tyres than most others, what changes will a change to singles have on the use of casings ?

Currently many state bus organizations are using 295/80R22.5, 11R22.5 & 275/70R22.5 can they facilitate the use of wide singles ?

Will there be a market for wide super single casings, or will it be one and done ?



# OHS-Tool Required-Support Network



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Thank you for the opportunity to discuss  
our support for industry

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