Shamrock Demonstrates New SMI-QR Tracking System

During the North American Tire and Retread Expo in New Orleans Shamrock Marketing introduced their new SMI QR Tracking technology to the market, and Vice President and General Manager Doug Conley Jr did a number of demonstrations on the Shamrock stand showing how the system could solve the data gap problem experienced during the curing process in retread plants.

Doug Conley Jr demonstrates Shamrock Marketing's SMI QR tracking technology

UPC labelling helps retreaders track casings throughout the retreading process, but when the tyre is placed into an envelope the UPC label cannot be scanned. This results in a data gap in information about the processing of the retreaded tyre.

With the Shamrock system a QR code is engraved directly onto the external surface of the envelope using special laser technology developed by German company 4Jet Technologies. Both codes are then scanned and the software marries up the two sets of data. The code can be easily read with a handheld QR reader gun or with a smartphone.

In developing the system, Shamrock and 4Jet had to solve the problem of the fact that envelopes are not easily labelled. In doing this Shamrock had to take into account a number of key conditions. The label needed to be constructed from non-flammable and non-conflicting materials, ideally being part of the envelope itself and therefore able to withstand repeated stretching, it needed to be able to withstand multiple curing cycles at high temperatures, it needed to be compatible with existing software in the retread facility and last at least as long of the life of the envelope, and also needed to be able to be accommodated easily into the existing workflow of retread plants.

According to Shamrock, the QR code created by the system is very durable. The code will still be able to be scanned even if as much as 30 per cent of the code is damaged.

Rubberhog Announces the Return of Rubberhog Extreme

Back by popular demand, Rubberhog Extreme Flared Contour Wheels are claimed to be the fastest-working, longest-lasting tyre buffing tools made. Their Extreme MCM carbide coating provides rapid material-removal, great resistance to loading, and very long service life. This makes them ideal for heavier buffing tasks and larger tyres.

The Extreme Black tools are the most aggressive version, making them ideal for removing old repairs or hogging rubber during section repair work. They can be used at the repair station, the skiving station, and the final inspection station. The Extreme Blue tools are slightly less aggressive, and can be used for surface preparation for installing repairs at the repair station, or smoothing exterior repairs at final inspection.

The Extreme Flared Contour Wheels utilise Rubberhog's proven flared shape, and are compatible with the exclusive PolyPlug accessories.

In addition to the Flared Contour Wheels, Extreme Sidewall Discs are available for electric or pneumatic right-angle grinders. Furthermore, Rubberhog now also has available a related product for pre-cured tread producers. Extreme Vane Wheels are wave washer-shaped discs which can be stacked on a shaft to produce a buffing cylinder of almost any width. While the general design of these wheels somewhat resembles the shape of stackable coated wheels made by others in the past, the Extreme Vane Wheels are claimed to offer vastly higher performance in terms of throughput rate, buffing temperature, and service life. This advanced performance occurs because these wheels utilise Rubberhog's much more effective Extreme MCM carbide coating, consisting of an aggressive pattern of very sharp conical carbide teeth.

The most common application for the Extreme Vane Wheels is as replacements for the stacked wire brushes used in buffing the back (bonding) side of pre-cured tread rubber. The Vane Wheels are very long lasting, and can greatly reduce the expenditures for consumable wire brush wheels. Generally, the Vane Wheels do not replace the wire wheels entirely, but rather, they replace one or more in-line brush stacks, with the remaining brush stacks still used to take advantage of their flexibility in cleaning up low areas. In this manner, the workload on the brush stacks is greatly reduced, lengthening the time between brush replacements. According to Rubberhog, the combined cost of replacing Vane Wheels and brushes together is much lower than the cost of replacements when only brushes are used.