

Ride-On debuts with ultimate puncture protection



Last weekend I noticed a neighbour carefully detaching the new tyres on his black BMW 3 series car, and I thought to myself, "Now, there's someone I can relate to." Who'd have thought that in the 21st century we'd have enough leisure time to manure our tyres?

Actually it's not such a new phenomenon. When tyres have punctures, car nuts like my neighbour were doing just the same thing.

For the past few years we've been treated to an array of foamy tyre sealants, with varying results. But one problem with this kind of product is that after a few applications, people get tired and tend to forge ahead with their cars. Well, what do you expect?

You want some nice stuff? Ride-On Ultimate Puncture Protection is good. The result is very satisfactory, and it lasts much longer. It only takes a minute to apply to each tyre.

According to the Country Manager Mr Kayode Thomas, while briefing the press about the new product says: "Ride-On tyre protection is a proven preservative for increasing tyre longevity and retreadability and will reduce premature tyre failure by 70% or more."

Ride-On converts any pneumatic tyre into a self-sealing tyre that will maintain air pressure. Ride-On sealant has the unique ability to coat the entire inner surface of a tyre and rim without succumbing to shear and stress associated with centrifugal force that is created within a high speed rotating tyre. Ride-on's attributes are unparalleled in the history of the pneumatic tyre.

"Once Ride-On has been installed, it lies dormant at the bottom of the tyre until the vehicle is first driven. Once driven a minimum of three to five miles, Ride-On disperses throughout the inner air cavity and forms a coating on the entire inner surface of the tyre/rim assembly. The flexing of the tyre and the normal heat buildup allows Ride-On to seek out and eliminate common air loss problems (referred to as porosity, air

migration and bead leaks). Ride-On then transforms the tyre assembly into a sealed air chamber, capable of maintaining proper air pressure. Thereafter, the sealant conditions the rubber in order to retard dry rot and aging (hardening) of the casing. One treatment will provide additional longevity and cooler running tyres for the legal tread life of the tyre."

Stressing further, Mr Moore Ochie, Regional Sales Manager of Bauer Investment said that the advanced technological sealing capabilities of Ride-On stand on guard to seal punctures as they occur. When a tyre is punctured, Ride-On coats the surface of the penetrating object, thus preventing air loss.

When the puncturing object

is removed, the rubber recovers and the wound immediately closes, escaping air siphons Ride-On into the wound. The fibres entwine to create a clot that prevents any additional air from escaping. As the rubber recovers, the wound closes and the strength of the tyre holds the repair in place. The specialized polymers and fibers form the clot, thereby producing an airtight repair.

Ride-On's CHS formula, allows Ride-On sealant to withstand heat and the shear forces created within a rotating tyre. The ability to evenly coat the inner surface against adverse conditions and centrifugal force is the reason that Ride-On Tyre Life Extender/Sealer will not adversely affect a balanced tyre/rim assembly and does

not lose the ability to provide protection for the tread life of the tyre. UltraSeal's operating temperatures under normal conditions range from -40°F. At the briefing, Mr Kayode Thomas reiterated that majority of flats and blowouts are a result of driver negligence. The number one cause being excessive heat generated from underinflation. The overheated, underinflated tyre becomes soft and can be penetrated very easily. "But with the Ride-On formula, properly inflated tyres that are balanced run cooler and last longer."

One question most people will likely ask is: Are my tyres going to stay strong? For years?

Stronger, maybe. And my good old neighbour would love them.

CAR TALK

Renault group announces global sales result



The Renault Group increased worldwide sales by 15.5% in November 2007 to 214,028 vehicles (car and LCV), compared with November 2006. The rise involved all five of the Group's market regions. Sales grew by 14.3% for Renault and by 42% for Dacia, although Renault Samsung Motors saw sales fall by 10.1%. Overall Group sales (cars and LCV) were up 1.3%.

In Europe, the Group sold 134,290 cars and LCVs in November, an increase of 8.9% for a market share that rose by 0.8 points to 9.3%. France (+21.6%), Italy (+23.8%) and the Netherlands (+30.3%) turned in a particularly strong performance.

New Twingo totalled sales of more than 48,400 units. It is leader in its segment in France, with 28,600 units sold. New Laguna was launched in 15 European countries at a few days interval from October. Sales totalled 16,200 units after one-and-a-half months on the market. New Laguna is the best seller in its segment in France (9,211 units sold). Continuing the renewal of the range, Laguna Sport Tourer, Clio Sport Tourer, Grand Modus and New Kangoo will be gradually launched across Europe from January 2008. Dacia sales leapt by 107.2%, buoyed by the success of Logan saloon and the seven-seat Logan MCV.

Outside Europe, the increase in Group sales matched pace to reach 28.7%.

In the dynamic markets of the Americas (+16.6%), the Renault Group increased sales by 47.6% in November. In Brazil, Group sales soared to their highest level since 2001, with 7,836 vehicles sold. Argentina (+35.6%) and Venezuela (+172.3%) both posted significant increases. Logan, launched in Brazil and Argentina in July, consolidated its success, with more than 12,000 units sold. In December, the Renault range will gain a new vehicle: Sandero, a new 5-door hatchback based on the Logan platform.

In the Euromed region, Renault Group sales (car and LCV) rose by 24.9% in November. In Russia, the Group posted an historic 47.3% increase in sales with more than 10,400 vehicles sold. Sales continued to grow in Algeria (+25.3%), Morocco (+34.7%) and Turkey (+17.7%).

In Asia-Africa, the Group recorded a sales increase of 14.1% in November, despite falling RSM sales in Korea (-13.1%). QMS, the Group's first cross-over vehicle, was launched in Korea, expanding the existing range of saloons: SM3, SM5 and SM7. In India, Logan has totalled sales of more than 16,200 units since its launch in mid-May.

CAR CARE

Dead batteries

New cars perform vastly better than vehicles built only a couple decades ago. A major factor in this has been the advancement of electronics and their incorporation into almost every automobile system. One drawback to this advancement though, has been the extra load placed on the automobile electrical system and battery. Recently, a friend was enjoying a few quality days at the lake. The car hadn't moved for several days, but when they went to start it, the battery was dead. It needed a boost.

The car doors had been closed, the stereo off, and the lights were off so they were not the culprit. My friend asked me if a 12-volt trickle



charger would be helpful to prevent the electronics from draining the battery again when the vehicle is in storage or stopped for days at a time. He was correct in thinking a trickle charger would prevent the battery from going dead, but this should only be necessary for those vehicles that sit for long periods (months) of time.

Modern electronics can cause the battery to go dead faster than on vehicles from the 1970's and older. Each electronic device on the vehicle uses a "little" electricity even though everything may be turned off. On-board computers are the biggest users of the electricity. Fuel injection computers, climate control computers, keyless entry modules, lighting computers, digital radios, clocks, memory seats, and trip computers all have memories in them, with many of them programmed by the driver. The drain on the battery to keep these computers operational can kill the battery over time.

Electronics have also helped us reduce this electrical drain

compared to vehicles in the 1980's and 90's. Now, computers "go to sleep", an operational mode where they are using almost no electrical power. They monitor input signals and data, and if there is a signal that requires them to wake up, they do. It's just like a sleeping person listening for the alarm clock. Otherwise, the computers just stay in low power mode. A computer that stays "awake" all the time however, can drain a battery.

Other electronic devices also put a drain on the battery. Alternators, voltage regulators, and ignition systems use electricity even when not operating. Diodes, one-way electrical gates located inside these devices, are supposed to prevent the flow of electricity through these parts when the systems are turned off but diodes can fail and cause a larger flow of electricity. Fortunately, this is rare.

Testing current flow from the battery has changed along with the automotive electronics. It used to be sufficient to

place a test light between the battery post and the disconnected battery cable. If the test light came on, there was a battery drain on that vehicle. That test no longer is valid for smaller computer drains. The only correct method of testing for a battery drain is to use an ammeter connected between the battery post and the disconnected cable.

The ammeter measures the actual current flowing from the battery into the electronics systems. A typical engine computer will use between five and eight milliamps (thousandths of an amp) to keep the memories working. Most vehicles should show a maximum reading of 25 to 28 milliamps or less when the test is performed, however a few luxury cars loaded with all the toys may be a little higher. In comparison, a trunk light uses about 900 milliamps or 9 amps and would drain the battery overnight.

If the measured current flow is too high, then fuses are disconnected one at a time until the faulty circuit or module is

identified. Some vehicles will require a waiting period of up to 1/2 hour before an accurate measurement can be taken. During this time the computers are "awake" and use more power. After sitting for several minutes without any switches being operated the computers go back into "sleep mode". A note of caution - opening a door (which operated the interior lights) or turning on the ignition switch or headlights will damage many ammeters. The testing must be done carefully to prevent high current flows from passing through the meter.

Finally, other factors can cause a battery to go dead faster than normal. Warm temperatures cause the battery chemical reactions to occur faster. This causes the battery to go dead quicker. Dirt or dust on top of the battery and high humidity levels also cause a problem. The electricity leaks through the damp dirt directly from one battery post to the other causing the battery to discharge. Keeping a battery clean, cool and dry will ensure it retains its charge longer.