

件为:充气压力 280 kPa,试验负荷 944 kg,负荷率 80%,温度 38 ℃。高速性能的研发要求不短于75 min,在完成标准规定程序后,轮胎每行驶10 min,速度提升10 km·h⁻¹,累计行驶时间为90 min,试验结束后轮胎外观良好,符合设计要求。

6 结语

265/65R18 114T轿车子午线轮胎的轮廓和施工结构通过有限元分析技术优化设计,采用耐磨型胎面配方,加之优化的对称花纹设计和均匀的接地印痕可确保超长里程的磨损性能,具有较好的SUV车型轮胎性能。成品轮胎的各项性能满足相应设计和国家标准要求,抓着力达到A级,耐高

温能力达到A级。该产品投放市场后,满足用户需求,深受客户的好评。

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Design on 265/65R18 114T Passenger Car Radial Tire

YANG Zhe, ZHANG Dian, PENG Song, CHEN Long

(Zhongce Rubber Group Co., Ltd, Hangzhou 310018, China)

Abstract: The design on 265/65R18 114T passenger car radial tire was described. In the structure design, the following parameters were taken: overall diameter 797.6 mm, cross sectional width 277 mm, width of running surface 205 mm, arc height of running surface 8.8 mm, bead diameter at rim seat 461.2 mm, bead width at rim seat 228.6 mm, maximum width position of cross-section (H_1/H_2) 0.956, symmetrical and unequal pitch pattern design, pattern depth 8.2 mm, block/total ratio 75.3%, number of pattern pitches 72. In the construction design, the following processes were taken: using three-formula and four-piece structure for tread, 2 layers of 2+2×0.25HT steel cord for belts, 1440dtex/2 DSP polyester cord for carcass, using two-stage building machine to build tire and type B double mold hydraulic curing press to cure tire. It was confirmed by the finished tire test that, the inflated peripheral dimension, strength, bead unseating resistance, endurance, low pressure endurance and high speed performance met the requirements of the design and national standards.

Key words: passenger car radial tire; structure design; construction design; finished tire performance; finite element analysis

胎侧预口型及胎侧压出生产线

由青岛森麒麟轮胎股份有限公司申请的专利(公布号 CN 112454858A,公布日期 2021-03-09)“胎侧预口型及胎侧压出生产线”,提供一种胎侧预口型及胎侧压出生产线,包括:本体以及与本体连接的活块;本体上方开设上通道,本体下方开设下通道;活块上方具有与上通道接续的上导

流段,活块下方具有与下通道接续的下导流段;上导流段和下导流段相对设置以使上通道和下通道中的胶料形成搭接。该胎侧预口型可用于制造适用于不同规格轮胎的胎侧,而且生产不同规格的胎侧无需更换整个胎侧预口型,仅需更换活块即可调整搭接,从而实现胎侧搭接的精准控制。

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