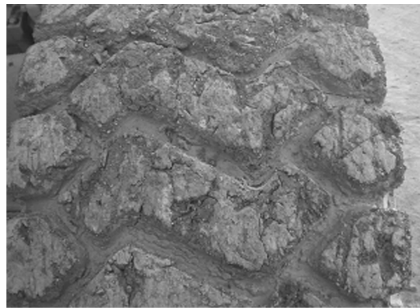


程机械子午线轮胎,在采石厂进行实际路试对比试验。试验轮胎和生产轮胎的单位磨耗时间分别为 126 和 105 h · mm⁻¹,可见试验轮胎的耐磨性能优于生产轮胎。



(a)试验轮胎



(b)生产轮胎

图 1 轮胎胎面的磨耗情况

轮胎光滑,生产轮胎胎面有刺扎掉块现象。可见,试验轮胎胎面的抗刺扎性能优于生产轮胎胎面。

3 结论

在矿用工程机械子午线轮胎胎面胶配方中采

2.3.2 抗刺扎性能

试验轮胎和生产轮胎分别使用 1 800 h 后,轮胎胎面的磨耗情况如图 1 所示。

从图1可以看出,试验轮胎胎面磨面比生产

用全 SBR 体系,并增大炭黑 N220 用量,增加抗撕裂树脂 TYC0500 和 DCPD,同时适当调整硫化体系,胶料的硫化特性变化不大,硫化胶的综合物理性能较好,抗撕裂性能和耐磨性能提高,成品轮胎的耐磨和抗刺扎性能提高。

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Optimization of Tread Compound for Off-The-Road Mining Radial Tire

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Abstract: In this study, the tread compound of off-the-road mining radial tire was optimized. By increasing the addition level of carbon black N220 in the tread compound, adding tear resistant resin TYC0500 and DCPD, and adjusting the curing system properly, the Shore A hardness, tensile stress at 300% elongation, tear strength and wear index of the vulcanizates increased, while the curing behavior of the compound changed little. With the optimized tread compound, the wear resistance and cut resistance of the finished tire was improved.

Key words: off-the-road radial tire; tread compound; wear resistance; cut resistance

新型多模结构的液压式轮胎硫化机

中图分类号:TQ330.4+7 文献标志码:D

由华澳轮胎设备科技(苏州)股份有限公司申请的专利(公开号 CN 104760172A,公开日期 2015-07-08)“新型多模结构的液压式轮胎硫化机”,涉及的多模结构液压式轮胎硫化机机架底部滑动或滚动连接于底座上;排列设置至少两套包

括上梁机构和下梁机构的模具系统,上梁机构可拆卸连接于机架内并上下移动,下梁机构固定于底座上;机械手位于机架移动路径上并与机架固定连接,具有可升降的抓取部。该硫化机提高了硫化及装卸工作效率,降低了成本,减少了占地面积。

(本刊编辑部 马 晓)