

design, the following parameters were taken: overall diameter 946 mm, cross-sectional width 316 mm, width of running surface 278 mm, arc height of running surface 10 mm, bead diameter at rim seat 569.5 mm, bead width at rim seat 312 mm, maximum width position of cross-section (H_1/H_2) 1.002, pattern depth 16 mm, block/total ratio 75.5%, and number of pattern pitches 53. In construction design, the following processes were taken: three layer tread construction with tread compound, base compound and transition compound, three layer belt plus 0° belt, 3 + 8 × 0.33ST steel cord for 1[#] and 2[#] belt, 3 × 4 × 0.22HE steel cord for 3[#] belt, 3 × 7 × 0.20HE steel cord for 0° belt, 3 + 9 + 15 × 0.175 + 0.15 steel cord for carcass ply, using $\Phi 1.65$ mm tempered steel for bead wire, and using three-drum building machine to build tire and curing press to cure tire. It was confirmed by the finished tire test that, the inflated peripheral dimension, strength performance and endurance performance reached the requirements of the design and corresponding standards.

Key words: truck and bus radial tire; tubeless tire; structure design; construction design

蒂坦增加3个规格固特异品牌轮胎

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美国《现代轮胎经销商》(www.moderntiredealer.com) 2016年3月2日报道:

蒂坦国际公司增加了其固特异品牌Optitrac和UltraSprayer农业轮胎规格, 以适应种植者在所有使用条件下尽量减少土壤板结的要求。新规格轮胎在2016年3月3—5日新奥尔良举办的农业会议和贸易展览会上展示。

(1) 固特异Optitrac LSW 1250/35R46轮胎(如图1所示)。



图1 固特异Optitrac LSW 1250/35R46轮胎

*用于大型四轮驱动拖拉机或联合收割机前排位置。

*低胎侧技术(LSW)提供40%低充气压力下与标准轮胎具有同样的负荷能力。

*替代标准1250/50R32轮胎, 提供了更好的稳定性。

*流行的固特异胎面花纹设计, 比传统的R-1

轮胎花纹深度增大25%, 以提高牵引力。

(2) 固特异Optitrac 320/125R54轮胎。

*用于双轮或三轮驱动拖拉机后轮。

*作为标准出厂选项, 如320/105R54轮胎的更高级别替代方案。

*与双配置前轮驱动拖拉机应用的320/105R54轮胎相比, 充气压力减小22%, 接地印痕增大28%。

*可减少土壤板结, 同时使拖拉机仍可在最窄的路面间运行。

(3) 固特异UltraSprayer 320/125R54轮胎(如图2所示)。



图2 固特异UltraSprayer 320/125R54轮胎

*与拖拉机标准轮胎320/105R54相比, 充气压力减小7%, 负荷能力提高5%, 接地印痕增大5%。

*可减少土壤板结, 同时使拖拉机仍可在最窄的路面间运行。

*乘坐舒适性提高。

(吴淑华摘译 李静萍校)