

重子午线轮胎和轿车子午线轮胎3种进口品牌轮胎,对其骨架材料和结构设计特点进行分析。结果表明:11R22.5全钢载重子午线轮胎采用3层带束层和1层胎体层,35×12.50R20LT轻型载重子午线轮胎采用2层冠带层、2层带束层和3层胎体层,225/65R17轿车子午线轮胎采用1层冠带层、2层带束层和2层胎体层;钢丝帘线主要用于全钢载重子午线轮胎的带束层和胎体层、轻型载重子午线轮胎和轿车子午线轮胎的带束层,而纤维帘线多用于轻型载重子午线轮胎和轿车子午线轮胎的冠带层和胎体层。这些轮胎的骨架材料、结构设计特点对于我国子午线轮胎的设计和制备都具有指导意义。

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Analysis of Skeleton Structure in Radial Tire

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Abstract: Three imported brand tires, namely all-steel truck and bus radial tire, light truck and bus radial tire and passenger car radial tire, were analyzed, focusing on the design characteristics of the skeleton structure. The results showed that three belt layers and one carcass layer were adopted in the 11R22.5 all-steel truck and bus radial tire, two crown belt layers, two belt layers and three carcass layers were adopted in the 35×12.50R20LT light truck and bus radial tire, and one crown belt layer, two belt layers and two carcass layers were adopted in the 225/65R17 passenger car radial tire. Analyzing the skeleton materials and structure design characteristics of well-known brand radial tires was of great significance for accumulating data and experience in tire design and performance improvement.

Key words: radial tire; skeleton material; fiber cord; steel cord; bead wire; section analysis; structure design

ASTM计划制定回收炭黑标准

美国材料与试验协会(ASTM)国际回收炭黑委员会(D36)正在制定一项拟议标准(WK81244),以区分不同的回收炭黑产品,并为回收炭黑生产企业和用户提供质量控制标准。

D36成员及Circotec有限公司可持续碳材料业务总监Pieter ter Haar表示,这项工作与联合国可持续发展目标中的“负责任的消费和生产”直接相关,所有相关方都将应邀参加回收炭黑委员会的

标准制定工作。该拟议标准将采用热重分析法来测定回收炭黑的成分参数。热重分析法也可以测定有机残留物、灰分含量和总碳含量。回收炭黑是一种由废旧轮胎回收制造的产品,在许多应用领域中能够替代传统炭黑生产更可持续的轮胎。该拟议标准将成为回收炭黑质量控制的有效工具,可以用于采购协议、技术分析及出具证书,有利于进一步提高回收炭黑的再利用率。

(朱永康)