

Design on 8R22.5 All-steel Truck and Bus Radial Tire

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Abstract: The design on 8R22.5 all-steel truck and bus radial tire was described. In structure design, the following parameters were taken: overall diameter 931 mm, cross-sectional width 200 mm, width of running surface 158 mm, arc height of running surface 5.095 mm, bead diameter at rim seat 567 mm, bead width at rim seat 165.5 mm, maximum width position of cross-section (H_1/H_2) 0.886, pattern depth 15 mm, block/total ratio 72.2%, and number of pattern pitches 63. In construction design, the following processes were taken: construction of tread compound, tread slab base and breaker strip for tire tread, $3 \times 0.20 + 6 \times 0.35$ HT steel cord for 1[#] and 2[#] belts, 5×0.30 HI steel cord for 3[#] belt, $3 + 9 + 15 \times 0.175 + 0.15$ NT steel cord for carcass, and using one-stage building machine to build tire and steamer type vulcanizing machine to cure tire. It was confirmed by the finished tire test that, the inflated peripheral dimension, strength and endurance met the requirements of the design and national standard, and high speed performance met the requirements of enterprise standard.

Key words: all-steel truck and bus radial tire; structure design; construction design

米其林做好2018赛季准备并为 2019赛季奠定基础

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美国《现代轮胎经销商》(www.moderntiredealer.com) 2018年1月22日报道:

米其林在戴通纳劳力士24 h赛暨2018卫士泰克跑车锦标赛(IMS A WeatherTech SportsCar Championship)开幕赛上有两大主要目标。

第1个目标是帮助米其林技术合作团队,包括宝马RLL、雪佛兰克尔维特、瑞西Competizione Ferrari、福特Chip Ganassi Racing和保时捷GT团队在整个长达24 h的比赛中尽可能地保持最高水平。

米其林北美赛车技术总监Ken Payne说:“我们非常关注本周的比赛。重要厂商的参与使GTLM类赛事成为国际赛车运动中最具竞争力的赛事之一,我们的技术合作伙伴都希望在劳力士24 h赛事中赢得荣誉。我们与每个团队紧密合作,为他们提供所需的轮胎、技术支持和服务使其发挥出最佳水平。于2018年1月在戴通纳举行赛车意味着在24 h的比赛中有超过13 h是在凉爽甚至寒冷的夜晚进行(见图1)。因此,我们的工程师将



图1 夜晚进行赛车比赛

在整个比赛中与车队合作,帮助其做好轮胎选择以及进站策略。”

2019赛事倒计时正在进行中。第2个也许不明显的目标是为2019赛事奠定坚实的基础,届时,米其林将成为全部3个卫士泰克锦标赛的官方轮胎,在目前GT Le Mans锦标赛的基础上新增原型车和GT Daytona(GTD)锦标赛。

此外,米其林将成为米其林跑车挑战赛(Michelin SportsCar Challenge)和IMS A原型车挑战赛的独家轮胎制造商。Payne和米其林车队的工程师们将利用24 h比赛对一些将于2019年加入其他赛事的轮胎工程师进行现场培训。

(赵敏摘译 吴秀兰校)