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Tire Forensic Investigation
Analyzing Tire Failure
By Thomas Giapponi

This book covers the many ways that a tire can fail, and shows how to identify that failure. Based on the author's 30 years of experience in the tire industry, the book looks at the methodical, physical, visual and tactile examination of the failed tire and identifies the various failure modes for passenger car and light truck tires.

Chapters cover:
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• Non-Belt Separation Identification
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1.2 Belt Separation—Crack Initiation and Propagation

A separation between the working belts begins with crack initiation typically within the belt skim stock (compound) or belt edge gum strip, or the belt wire ends in the shoulder area of the tire. (These latter two are indicated in Fig. 1.2.) Depending on the cause(s) of the initiation of the crack, the crack at the time of the initiation, and environmental and vehicle factors, separation can occur. The separation growth can be influenced by the methodical examination of the belt edge gum strip and the tire cross-section. Crack propagation through the belt edge gum strip from the belt edge to the inward edge of the gum strip (Fig. 1.2) can vary from slow to rapid, depending on the parameters causing growth in the first place (e.g., the frequency release rate). However, within the belt edge gum strip area (Fig. 1.2), the structural design of the tire and compounds are such that crack propagation and growth can be inhibited. However, once crack growth has progressed to the inward edge of the belt edge gum strip, there is a much more rapid progression of the separation [Ref. 1.4, p. 18] toward and beyond the centerline of the tire. The now loose (i.e., separated) tread and #2 belt combination is not secured to the #1 belt, and as the separation grows, the centrifugal force alone will begin to tear one belt from another. As this parabolic separation grows to or beyond the centerline of the tire, the tire will lose its structural integrity and safety becomes a concern. As the parabola-like separation grows across the tread, another parabola-like separation will grow inward from the opposite side. This second parabolic growth, if it occurs, will be much smaller than the initial separation (Fig. 1.4) but essentially will match the initial parabola, such that the #2 belt and tread area are separated 100% across the tread. From this point onward, it will be only a matter of time and speed before there is a tread and belt detachment.

Somewhere in the preceding process, for a single separation, prior to the tread and #2 belt partial or complete detachment from the #1 belt, the separation will reach a point where there will be an input into the axle on a once-per-revolution cycle. This vibration can be followed by an increased noise level coming from the tire [Ref. 1.5, p. 8]. The ability to hear or feel these vibrations and noises through the vehicle depends on the following:

Although centrifugal forces are always acting on the spinning tire and are trying to pull it apart, the intact tire can resist those forces. Note that excessive speed either above the speed ratings for the tire or freely spinning the tire in the absence of contact with the ground can cause spin (or tracked tire behavior [Ref. 1.6, p. 6]).
An Introduction to Engine Testing and Development

By Richard D. Atkins

This book presents the basic principles required for the testing and development of internal combustion engine powertrain systems, providing the new automotive engineer with the basic tools required to effectively carry out meaningful tests. This book explains the test process - from setting up a dynamometer test facility to testing for performance and durability.

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By Rao V. Dukkipati, Jian Pang, Mohamad S. Qatu, Gang Sheng Chen, Zuo Shuguang

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