



TECHNICALLY SPEAKING

Smart Skiving & Repair Tools

This Technically Speaking is the first of a two-part bulletin on truck tire skiving. The second bulletin will cover skive procedures and limitations.

1. Smart Texture

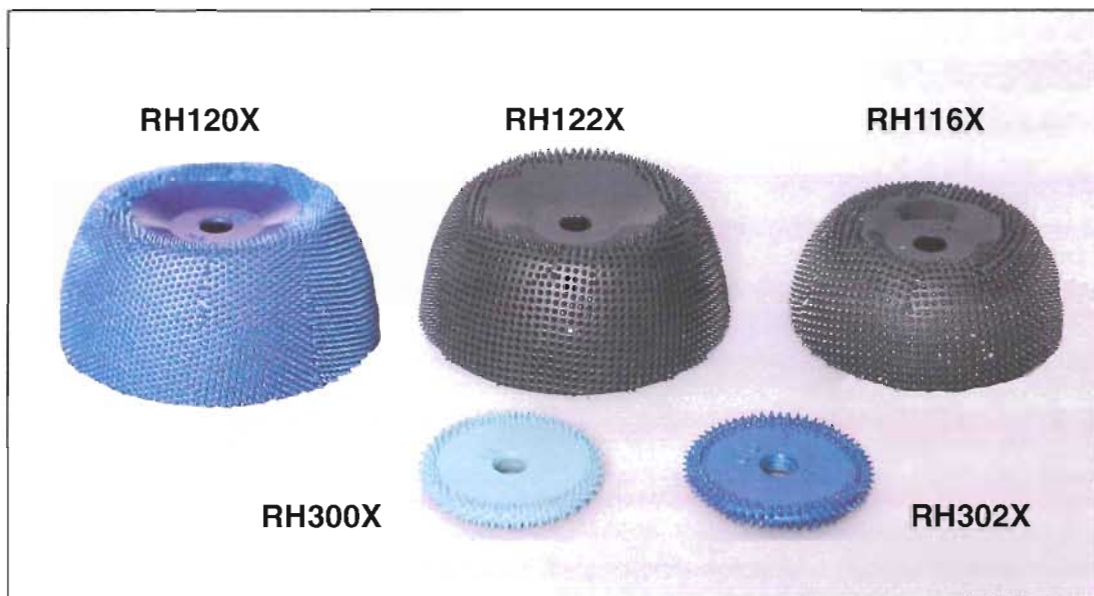


Fig. 1

Whether the economy is good or bad, retread and repair technicians are challenged to increase productivity while also improving product quality.

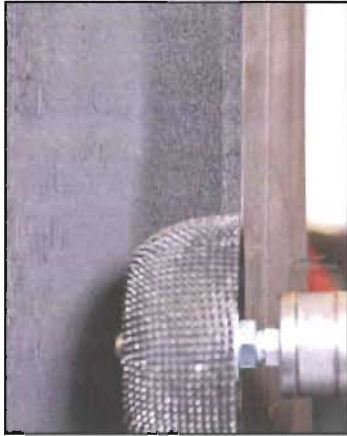
Tools can assist with accomplishing these ever present goals.

Pictured here are different shapes and sizes of buffing wheels and rasps with a new "MCM" grit coating. The "MCM" coating is more open, to reduce heat and smoke while improving service life.

After inspection and buffing tires for retreading, the buffed tire casings are usually sent to the skive or repair stations.

The skive technician must assure all damages to the buffed tire casing are properly prepared and analyzed before releasing to the next production process.

The photos below illustrate the value of new tools in preparing buffed tires with irregular shoulder wear.



Note: The buffing footprint width and texture of the RH116X MCM 90 grit wheel.

Fig. 2



This rasp is commonly used in plants. Notice footprint width and texture. Compare with footprint width and texture in Fig. 2.

Fig. 3



The RH122X MCM Buffing Wheel provides a better buffed texture in less time than the common rasp.

Fig. 4

Time is saved and quality improved with the right tools.

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2. Smart Rubber/Repair Removal

The MCM 90 and MCM 70 grit wheels remove rubber or repair units from the tire quickly without putting a lot of stress on the technician's hands and wrists.



The RH122X
MCM 90
Buffing Wheel
removing an
old repair unit.

Fig. 5



The RH109X
MCM 70
Buffing Wheel
removing an
old repair unit.

Fig. 6

3. Smart Skiving

The Encapsulated Radial Skive Brush (RSB3E) is another "must-have" tool for the skive and repair technician's tool box. The RSB3E combines twisted wire bundles with plastic encapsulation to produce a durable, efficient method for removing only damaged steel and rubber from a buffed casing.



Fig. 7

Encapsulated Radial Skive Brush (RSB3E) with
S1046D Dual Direction Quick Change Adaptor.



Shows typical
damage to be skived.

Fig. 8



Skive technicians
often use a crushed
grit rasp, and skive in
a motion following
the radial body ply
direction. This
process often leaves
undetected rusted
and loose cables,
which can cause
problems.

Fig. 9



The RSB3E brush is
now being used, but
following the direction
of the steel belts.
Also illustrates
damaged cables
remaining in the belt
package when using
the skive technique in
Fig. 9.

Fig. 10



Fig. 11

The RSB3E is unique because it will remove loose rusted steel cables until the cables are soundly embedded in rubber while not damaging good cables. The encapsulation prevents the wire bristles from spreading and exposing more belts than required.



Fig. 12

The loose wires are being trimmed back to solid rubber using an aluminum oxide stone on a high speed (20,000 RPM) air buffer. (Note: Using a quick touch and release method minimizes scorched rubber.)



Fig. 13

The skive is finished using a soft wire brush (S892) on a low speed (less than 5,000 RPM) air buffer to remove scorched rubber and debris.



Fig. 14

The finished skive is longer than the skive going across the belt package, however, additional rust and decay which formed along the cables from the damaged area has now been removed. This skive method eliminates all damage to the belt package and assures a sound casing foundation to support another tire life.

The RSB3E should also be used in the repair area for removing rubber without damaging good sound steel cables. The #S1046D Dual Direction Quick Change Adaptor allows the brush to be quickly reversed as the wires become bent.

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