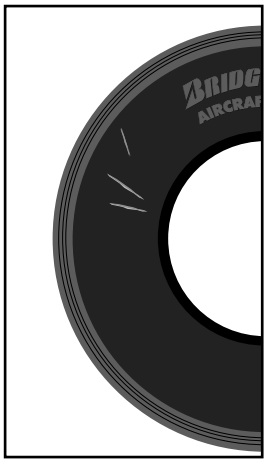
SIDEWALL CUTS

POSSIBLE CAUSES

Sidewall cuts are often caused by foreign objects.



RECOMMENDATION

If sidewall cords are exposed or damaged, remove the tire from the aircraft.

SIDEWALL CRACKING
Circumferential cracks

POSSIBLE CAUSES

Circumferential cracks are caused by load shear and stress combined with low tire inflation pressure.

RECOMMENDATION

When circumferential cracks are present, remove the tire if the reinforcing fabric (bias) or aramid cord protector (radial) is exposed or if cut depth exceeds 2mm.

WEATHERING & RADIAL CRACKING

POSSIBLE CAUSES

Weathering and radial cracking occur when tires are exposed to ozone or to direct sunlight (ultraviolet rays) for extended periods of time, and are accelerated by insufficient tire inflation pressure.

RECOMMENDATION

If cords are exposed, remove the tire and scrap.

CASING BREAK UP (CBU)

POSSIBLE CAUSES

These phenomena are caused by underinflation, by overinflation or by taxiing excessive distances.

RECOMMENDATION

When swelling or bulges are detected at the lower sidewall, remove the tire and return to the retreader for inspection of fabric separation or CBU.

INNERLINER WRINKLING

POSSIBLE CAUSES

Wrinkling of the innerliner typically occurs due to over deflection of the tire. This type of damage can also indicate that the tire has experienced low inflation pressure conditions in service.

*Tires with innerliner wrinkling should be scrapped together with the axle mate tire, since both tires have been subjected to over-loading.