Remanufacture and Exchange Programs

Flat-Trac® Drums

The condition of your Flat-Trac drums is critical to your ability to run high-speed tire tests. Excessive wear on the surface of the drums could prohibit you from conducting some of the more rigorous tests necessary for measuring tire performance. Proper monitoring of drum wear and planned maintenance of worn drums will help ensure that your entire testing program will continue without unexpected interruption.

Why Drums Wear

Roadway performance is optimized when the drums are perfectly cylindrical. But the surface of the drums begins to wear unevenly from the small but continuous lateral motion of the roadway belt across each of the drums. This lateral motion occurs as the system control loop realigns the belt after the lateral force component of the tire deflects it toward one edge of the drums. In addition, abrasive materials common in the testing environment—such as dirt or dust—often get between the belt and drum and accelerate drum wear.

System Impact of Worn Drums

Worn drums will reduce the lateral force capacity of the roadway. As the drums initially begin to wear, the system uses more and more belt control force to compensate for the increasing amount of belt motion. Eventually the drum wear will increase to the point where the roadway no longer produces the full rated lateral force. This loss of lateral force capacity may limit the tests that the system is able to run.

Monitoring Drum Wear

Without proper monitoring, the only indication of worn drums is a reduction in the maximum lateral force capacity of the roadway. Effective monitoring requires that drums be measured for uneven wear at least annually. This frequency should be increased once significant wear is detected. Observable wear is evident anytime between two and five years of drum use, and is highly dependent upon the severity of the testing programs employed. Every six months you should also run a tire test that produces a lateral force comparable to what you expect the belt to support during the following six months of testing.

Measuring Drum Wear

Contact your local MTS service organization to have your Flat-Trac drums measured. MTS can also provide you with the training necessary to do your own measurements. In any event, it is best to keep MTS informed about the operational condition of your drums. This information will allow us to provide you with the best possible maintenance recommendations.

For More Information

For more information, contact your local MTS service sales representative, or contact MTS at (toll free) 1-800-328-2255, (telephone) 1-952-937-4000, (fax) 1-952-937-4515, or (e-mail) info@mts.com.

MAINTENANCE OF WORN DRUMS

MTS offers two programs to restore your Flat-Trac roadway to full operational capability: The Flat-Trac Drum Remanufacture Program and the Flat-Trac Drum Exchange Program.* The key to both programs is planning. Contact MTS several months in advance of anticipated drum maintenance to minimize the impact on your test program.

REMANUFACTURE PROGRAM

The Flat-Trac Drum Remanufacture program will restore drums to like-new condition. You'll ship your drums to our factory, where we will rebuild them to new system specifications.

EXCHANGE PROGRAM

The Flat-Trac Drum Exchange Program delivers remanufactured drums to your lab in exchange for your current ones. With minimal downtime, this is the fastest and most convenient way to restore original roadway performance.

** These programs do not apply to Flat-Trac systems with knurled drums.*

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