

Removal Codes

Depts

BFTE Home Page

BFTE

Fire Testing

Up

REVISED 01/28/00

REMOVAL CODE DESCRIPTIONS

(CLICK TO JUMP TO SPECIFIED REMOVAL CAUSE)

TECHNICIAN CODES - BEAD AREA - BODY - SIDEWALL - TREAD AREA -
INNERLINER
RETREAD / REPAIR - MISCELLANEOUS - OTHER - SHOULDER

REMOVAL

ABBREVIATION CODE

Technician Codes

Removed No Failure -
Completed Test

RNF 901

Separation in Tread Area

TSEP 902

Separation in Side Wall

SSEP 903

Crack or Chunk Out in
Sidewall

SWC 904

Bead Area - Within 1" of
Flange

BD 905

EQP 906

Equipment or Machine Failure

AIR 907

Airloss - Any

TTO 908

Tread Throw Off or Chunk Out

UND 909

Unidentified

Injury	WO	911
Worn Out	OTHER	912
Other		
Bead Area		
Bead Chafe	BDCH	A01
Bead Tie In	BDTI	A03
Bead - Other	BD	A05
Reinf Sep	RENSEP	A07
Chafe Sep	CHFSEP	A09
Bead Flow Crack	BDFC	A11
Bead Bundle Sep	BDBUNDLSEP	A13
Body Sep at the Top of the Flange	BSTF	A14
Fractured Bead Filler	FRCBDFLLR	A15
Abrasion Gum Strip Separation	AGSSEP	A16
Bead Bundle Break	BDBUNDLBRK	A17 (DISCONTINUED AS OF 1/28/00)
Body		
Flex - Any	FB	B01 (DISCONTINUED AS OF 1/28/00)
Flex to Ply Sep	FBPS	B03
Flex to Turn Up Ply Sep	FBTUPS	B05
Sep - Other	SEP	B07
Turn Up Ply Sep	TUPSEP	B09
X Break	XB	B11
Diag Break	DB	B13
Ply Sep	PS	

Lower Sidewall Body Break	LSBB	B17
Impact Break	IMP BRK	B18
Sidewall Flex Break	SWFB	B19
Upper Sidewall Body Break	USBB	B20
Air Loss	AL	B21
Spread Cords	SPRDCRDS	B22
Run Low Loose Cords	RLOLSCORDS	B23
Strained Cords	STRAINCORD	B24 (DISCONTINUED AS OF 1/28/00)
Crack in Body Ply	CRKINBP	B25
TUP Sep of TR3 Ending-Outer (TUP Ends Under Tread)	TR3SEPOUT	B26 (DISCONTINUED AS OF 1/28/00)
	TR3SEPIN	
TUP Sep of TR3 Ending-Inner (Buried TUP End)	BPSEPBLTED	B27 (DISCONTINUED AS OF 1/28/00)
Body Ply Sep at Belt Edge		B28 (DISCONTINUED AS OF 1/28/00)
		B29 (DISCONTINUED AS OF 1/28/00)

Sidewall

Sidewall Flow Crack	SWFC	C01
Circum Crack	CIRCRK	C05
Circum Bar Crack	CIRBAR	C07
Radial Crack	RC	C09
Sidewall Sep	SWSEP	C11
Sidewall Injury	SWINJ	C13 (DISCONTINUED AS OF 1/28/00)
Sidewall Cut	SWCUT	
Diagonal Crack	DIAG CRK	C15 (DISCONTINUED AS OF 1/28/00)

Open Sidewall Splice	OSS	C17
Tread Edge Crack	TEC	C19
Sidewall Sep at Body Ply Splice	SWSEPBPSPL	C21
Sidewall Sep at Innerliner Splice	SWSEPILSPL	C22
	WC	C23
Weather Checking	UPPERSWSEP	C25
Upper Sidewall Separation	LOWERSWSEP	C26
Lower Sidewall Separation	DIAG-OSS	C27
Diagonal Crack Open Sidewall Splice	BPS	C28
Body Cord Socketing	WSWTRCR	C29
	STARCRK	C30 (DISCONTINUED AS OF 1/28/00)
White Sidewall Tear at Rim Centering Rib		C31
Star Crack Upper Sidewall Tread Area		
Tread Crack	TC	D01
Tread Cut	TCUT	D09
Tread Ply Sep	TPS	D15
Stabilizer Ply Sep Over	SPSO	D17
Stabilizer Ply Sep Under	SPSU	D19
Tread Sep - Other	TS	D21
Cap Base Sep	TSCAP	D23
Tread Chunk Out	TCO	D25
Open Tread Splice	OTS	D29
Tread Wear - Cupping	CUP	D31

Stock Blow	STKBLO	D37
Crown Break	CB	D39
Stabilizer Ply Break	SPBRK	D45
Sep Edge of Trd Ply	SETP	D47 (DISCONTINUED AS OF 7/28/00)
Tread Tearing	TRD TRG	D49
Tread Chipping	TRD CHPG	D51
Tread Sep Off Cord	TSOC	D53
Cut Growth	CG	D55
Tread Sep Over Undertread	TSO	D58
Tread Sep Under Undertread	TSU	D59
Belt Edge Insert Tear	BEI TEAR	D60
Belt Edge Insert Rubber Reversion	BEIRUBREV	D61
Sep Edge Of Stabilizer Ply #1	SESP #1	D62
Sep Edge Of Stabilizer Ply #2	SESP #2	D63
Sep Edge Of Stabilizer Ply #1	SESPIBEISP	D64
Belt Edge Insert Split	BEITEARBOD	D65
Belt Edge Insert Tear To and Along Body	TRDDISTORT	D66
Tread Distort	TRDTHROFF	D67
Tread Throw Off	SESP	D68
Sep Edge Stabilizer Ply	SPSU	D69
Stabilizer Ply Sep Under	GRFLXCHK	D70
Groove Flex Checking	DGC	D71
Decoupling Groove Cracking	TSS/THROFF	D72

Tread Shoulder Sep/ Inrow-Off (>180°)	SHDTEAR	D73
Tread Shoulder Sep/ Chunkout (<180°)	STNDRILL	D74
Shoulder Tear	LOCBRAKES	D75
Stone Drilling	IRREGWEAR	D76
Locked Brakes	STEP-WIPE	D77
Irregular Wear	TTDELAM	D78
Step-Wipe	CAPUTSEP	D79
Tread Tuber Delamination	TCSEPCPSPL	D80
Cap Ply/Undertread Separation	SEP A	D81
	SEP AA	D82 (DISCONTINUED AS OF 1/28/00)
Tread/Cap Sep at Cap Ply Splice	SEP B	D83 (DISCONTINUED AS OF 1/28/00)
	SEP C	
Sep Between #1 and #2 SP	SEP D	D84 (DISCONTINUED AS OF 1/28/00)
Sep Top of #2 SP	SEP F	
Sep Below #1 SP	SEP H	D85 (DISCONTINUED AS OF 1/28/00)
Sep From Edge of #1 Thru BEI	SEP VA	D86 (DISCONTINUED AS OF 1/28/00)
Sep Between BEI & Body Toward Crown	SEP VB	D87 (DISCONTINUED AS OF 1/28/00)
	SEP VAB	
Sep Between BEI & Body Toward SW or Bead	SEP SA	D88 (DISCONTINUED AS OF 1/28/00)
Sep Above #1 SP Between Edge of #1 & #2 SP	SEP SB	D89 (DISCONTINUED AS OF 1/28/00)
"V" Sep Around Edge of #2 SP		D90 (DISCONTINUED AS OF 1/28/00)
"V" Sep Around Edge of #1 SP		D91 (DISCONTINUED AS OF 1/28/00)

"V" Sep Around Edges of #1 & #2 SP

D92 (DISCONTINUED AS OF 1/28/00)

Socketing of Steel Cord or Fabric of Top Belt

D93 (DISCONTINUED AS OF 1/28/00)

Socketing of Steel Cord or Fabric of Bottom Belt

Innerliner - Band Ply Innerliner - Band Ply

Open Innerliner Splice	OILS	E01
Lofted Cords	LTCORD	E07
Innerliner Cracking	ILCRK	E09
Band Ply Sep	BPS	E11
Innerliner Separation	ILSEP	E13
Innerliner Splice Separation	ILSPLSEP	E14
Innerliner Circumferential Crack	ILCIRCRK	E15
Innerliner Splice Crack	ILSPLCRK	E16
Retread - Repair		
Retread Sep Off Buff	RTSO	F01
Retread Sep Under Buff	RTSU	F03
Repair - Any	REP	F05 (DISCONTINUED AS OF 1/28/00)
Repair - Patch	PATCH	
Repair - Plug	PLUG	F07
Retread Edge Lifting	RTEL	F08
		F09
Miscellaneous		
Factory Defect	FDEF	G01
Foreign Material	FMAT	G03
Delamination	DELAM	G05

Injury	INJ	G09
Run Flat	RFLAT	G12
Lost Tire	LOST	G17
Run Low Flex	RLOF	G18
Degradation of Body Plies	DOBP	G19
Eccentric Wear	ECCWR	G20
Equipment Failure	EQUIPF	G21
Wheel Failure	WHEELF	G22
Misalignment	MALIGN	G23
No Test	NOTEST	G25 (DISCONTINUED AS OF 1/28/00)
Tube Failure	TUBEFAIL	G27
Puncture Run Flat - Tread	TRD PUNTRF	G28
Puncture Run Flat - SW Ser	SER PUNTRF	G29
Puncture Run Flat - SW Opp	OPP PUNTRF	G30
Puncture - Tread	TRD PUNCT	G31
Puncture - SW Ser	SER PUNCT	G32
Puncture - SW Opp	OPP PUNCT	G33
Puncture Repair Failure - Tread	TRD PUNREF	G34
Puncture Repair Failure - SW Ser	SER PUNREF	G35
Puncture Repair Failure - SW Opp	OPP PUNREF	G36
Puncture Repair Failure - SW Opp	FLAPFAIL	G37
Flap Failure	SEPDUEPUNC	G38
Sep Due Puncture	LOSTNOTFND	G39 (DISCONTINUED AS OF 1/28/00)
	MISMATCH	

LOST - NOT FOUND		
Tires Mismatched	MISMTD	G40
Tires Mismounted	SELNT	G41
Sealant		G42
Other		
Worn Out	WO	H01
Worn To Fabric/ Steel	WTF	H03
Removed No Failure	RNF	H05
Anomaly	ANOMALY	H08
Cancelled	CANCELLED	H09
Held Tire	HELD	H10 (DISCONTINUED AS OF 1/28/00)
Shoulder		
Circumferential Shoulder Cracking	CIRSHLDCRK	I01
Shoulder Cut Growth	SHLDCUTGR	I02
Cure Fold Shoulder	CUREFOLDSH	I03
Shoulder Distort	SHLDDIST	I04
Shoulder Sep	SHDSEP	I05
Shoulder Slot Crack	SHDSL0TCRK	I06
Shoulder Break	SHDBRK	I07 (DISCONTINUED AS OF 1/28/00)

EXPLANATION OF DATA ON RECORD OF INDOOR TEST RESULTS

TEST NO.	Identification number of individual test
TST COD	Test code. This code identifies the particular test. Detailed information about the test procedure can be obtained from the corresponding test protocol sheet.
SIZE	Tire size
DOT SERIAL	Generally, if this number includes EXP,EXC,OEP, the tire is an experimental tire that is not in production at the time of the test. If there is no DOT number the tire may not have had a DOT number.
SPEC NO	Regular production tires usually have 6 digits. If the entry has 2 letters, 3 numbers and another letter, e.g., SL531J, it is probably an experimental tire. However, if an experimental tire makes it through all the necessary testing and becomes a production tire, it may retain the same spec number. One may be able to confirm that a tire is experimental at the time of the test by referring to the previous column. EXP, for example, means tire is experimental.
DSH	Dash number. This is the number the individual tire received as part of the group of tires that were made/acquired for the test. An insignificant number except for inventory purposes.
DURA	Duration. If the length of time is relevant, such as in a high speed test, there is a number in this column that reflects the length of time the tire ran at the step of the

test that it failed. E.g., tire failed at 0.2 minutes in the 110 speed phase.

REM SPD Removal speed, mph. If speed is the same in all tests, it means all tests were run at that speed.

**MILES/BURST
PSI** If the test run is a test that accumulates miles run, this will show miles run. (The test results produced here show miles run.) If it's a burst test, it will show burst pressure.

REM 1 Removal cause number one. This number corresponds to the technician code numbers on the Removal Code Descriptions sheet.

REM 1 DESCR Abbreviated description of the failure cause.

REM 2 Removal cause 2. Not often used.

REM 3 Removal cause 3. Not often used.

CONF Confirmed. Confirms failure description made by technician who removed tire from test.

**FINAL STEP
HRS/MIN** A more precise recording of the duration: actual minutes or hours in the final step of the test. (Used for tests with increasing speed increments)

REMOV LOAD Load on tire at the last stage of the test (when test stopped).

**DATE
COMPLETED** Test completion date.

2000 VENEZUELA SURVEY - PSR SCRAP/WORN REMOVAL CONDITIONS

