

**44th Annual Conference
and Business Meeting on
Tire Science and Technology**

*Rolling Towards Sustainability:
Tires for A Greener Future*

Program and Abstracts



September 23rd – 25th, 2025



JEAN HOWER TABER STUDENT UNION
PARKING MAP

- 1** South Campus Parking Deck
- 2** Jean Hower Taber Student Union
- A** South Campus Parking Deck General Entrances (overflow)
- B** Visitor Parking – Deck Entrance
- C** Jean Hower Taber Student Union Roundabout Drop Off Loop
- Walking Path to Jean Hower Taber Student Union

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Day 1 – Tuesday, September 23, 2025

8:30 AM	Conference Opening		Xianwei Meng Tire Society President
8:35 AM	Keynote Sustainability in the Tire Industry: Driving Toward a Greener Future		Surendra K Chawla
9:35 AM	Announcements		Qian Li 2025 Conference Program Chair
9:40 AM	A Word from our Sponsors		
9:50 AM	Break		<i>Please visit the poster session</i>
10:10 AM	Session 1: Tire Circularity		Eric Zhang Bridgestone Americas
10:15 AM	1.1	Impact of Rubber Oxidation on Tire Retreading and Proposed Criterion for Acceptance	Mahmoud Assaad Endurica
10:40 AM	1.2	Environmental Quantification of Tire Rubber Emissions Using Multi-Dimensional Chemical Fingerprinting	Nick Molden Emissions Analytics
11:05 AM	1.3	Devulcanizing End-of-Life Tire Rubber – Towards Rubber Sustainability and Rubber Product Circular Economy	Ben Chouchaoui Windsor Industrial Development Laboratory
11:30 AM	1.4	Replacement Tires for EV vehicles: Consumer Perceptions and Test Findings	Jacob George Consumer Reports
11:55 AM	Lunch (Provided)		<i>Please visit the poster session</i>
12:55 PM	Session 2: Tire Models for Vehicle Simulations		Mohit Nitin Shenvi Sumitomo Rubber USA
1:00 PM	2.1	A Comprehensive Approach to Tire Model Scaling for Intelligent Tire Algorithms Development	Anish Gorantiwar The Goodyear Tire and Rubber Company
1:20 PM	2.2	A New Tire Model Parameter Identification for Truck Tires by Integrating Bench and Road Testing with Advanced Data Filtering and Simulation Validation	Zechao Li Tsinghua University
1:45 PM	2.3	Study on New Method of Tire Virtual Submission*	Dekuan Liu Jilin University
2:10 PM	2.4	Comparison of UniTire and MF tire models in characterizing friction ellipses*	Longfei Zhou Jilin University
2:35 PM	2.5	A Novel Tire Radius and Slip Ratio Model for Advanced Vehicle Simulation Grounded in Real-World Physics	Carlos Nerini WOM Testing Technologies
3:00 PM	Break		<i>Please visit the poster session</i>
3:20 PM	Session 3: Physics-Based Modeling		Jim Peters Maxxis International USA
3:25 PM	3.1	Belt and Sidewall Part Stiffness Estimation Method using Finite Element Tire Model	Gibin Gil Hankook Tire and Technology
3:45 PM	3.2	Cord Dynamic Properties for FEA Modal and Steady State Dynamics of Tires*	Md Nafis Soumik University of Akron
4:10 PM	3.3	Modeling of Tread Molding by the Material Point Method*	Julian Meyer Technische Universität Dresden
4:35 PM	3.4	Mitigating Tire Air Cavity Resonance Using Acoustic Metasurfaces and Porous Liners: A Comparative Numerical Study*	ABM Mominul Haque University of Akron
5:00 PM	3.5	Transient Oscillations Reduction to Reach Steady State Severe Traction/braking Rolling of a Tire with Pattern in an Explicit Lagrangian FEM Simulation	Lorenzo Massimi Bridgestone Tires
5:25 PM	Closing Remarks		Qian Li 2025 Conference Program Chair
5:30 PM	Close of Day 1		

* Indicates student presentation

Day 2 – Wednesday, September 24, 2025

8:30 AM	Opening Remarks		Qian Li 2025 Conference Program Chair
8:35 AM	Session 4: Tire-Road Contact		Matthias Wangenheim Leibniz Universität Hannover
9:00 AM	4.1	Influence of Tread Block Stiffness on Tire Traction*	Hans Ragnar Appel Leibniz Universität Hannover
9:25 AM	4.2	Research on the Prediction of Longitudinal Slip Characteristics Based on Side Slip Characteristics of Tires*	Wenqing Bai Jilin Univeristy
9:50 AM	4.3	Power Spectral Density (PSD) and Friction Models: The Approximations That Still Limit Us in Realistically Predicting the Rubber-Asphalt Friction Coefficient	Andrea Genovese University of Naples Federico II, VESevo
10:15 AM	4.4	Novel Multi Length-Scale Modeling of Interfacial Convection and Its Effect on Flash Temperature*	Sivaraman Ilanji Sethuramalingam Virginia Tech
10:40 AM	Break		<i>Please visit the poster session</i>
11:00 AM	Session 5: Chassis Technology		Adam Stackpole Stackpole Engineering Services
11:05 AM	5.1	Tire–Road Friction Estimation Based on a Deep Learning Using Microphone for Chassis Control Performance	Jiyeon Hong Hyundai Motor Company
11:30 AM	5.2	Electromagnetic and Thermal Analysis of Permanent Magnet Linear Synchronous Motor (PMLSM) and Magnetorheological (MR) Damper-Based Active Suspension System*	Jiajun Zhang Tsinghua University
11:55 AM	5.3	Tire Dynamic Load Optimization via RBF-SARSA-Controlled Magnetorheological Suspension*	Xiaoyu Wen Tsinghua University
12:20 PM	Lunch (Provided)		<i>Please visit the poster session</i>
1:20 PM	Session 6: Durability and Rolling Resistance		Gobi Gobinath The Goodyear Tire & Rubber Company
1:25 PM	6.1	Lettering, Grooves and Vents – Design Validation for Stress-Concentrating Tire Features	William Mars Endurica
1:50 PM	6.2	Sensor-Driven Thermo-Mechanical Modeling for Mining Tire Temperature and Durability Assessment	Hao Wang E-rubber Technology
2:15 PM	6.3	Comprehensive Approach using Multiphysics Simulations to Predict Durability of Rubber Products	Mahmoud Assaad Endurica
2:40 PM	6.4	Stiffness—hysteresis tradeoff in the dynamic mechanical behavior of silica-reinforced styrene-butadiene rubber and implications for tire tread performance	Christopher G. Robertson Polymer Technology Services
3:05 PM	Break		<i>Please visit the poster session</i>
3:25 PM	Session 7: Wear		Matthew Van Gennip GCAPS
3:30 PM	7.1	Optimizing the Process of Indoor Tire Wear Testing	Guenter Leister TPMS-consulting
3:55 PM	7.2	Stretchable Sensors for Tire Tread Wear Monitoring and Road Condition Detection*	Shahba Tasmia Mouna University of Akron
4:20 PM	7.3	Towards a Digital Twin - Multi-physics Modeling of Wear Phenomena in Tires*	Samir El Masri Technische Universität Dresden
4:45 PM	Reception		
5:30 PM	Banquet Welcome Address		Qian Li 2025 Conference Program Chair
5:35 PM	Awards Presentation		Jason Bokar Michelin Americas R&D Corporation
6:15 PM	Banquet Speech Polymer Circularity: Steering Clear of Potholes		Scott Sass Alterra
7:45 PM	Close of Day 2		

* Indicates student presentation

Day 3 – Thursday, September 25, 2025

8:30 AM	Opening Remarks		Qian Li 2025 Conference Program Chair
8:35 AM	Plenary: Tire Wear Emissions and Air Quality: Current Insights and Pathways Toward a Sustainable Future		Frederic Biesse, Damien Lim Michelin
9:35 AM	Annual Business Meeting: State of the Society & Business Meeting		Xianwei Meng Tire Society President
10:25 AM	Break		<i>Please visit the poster session</i>
10:40 AM	Session 8: Data Driven Technologies		Gaurav Chauda Yokohama Tire Corporation
10:45 AM	8.1	Tire Performance Across Different Road Surfaces: A Data-Driven Framework for Predictive Tire Modeling	Henning Olsson Calspan
11:10 AM	8.2	Research on Tire Mechanics Modeling under Multiple Inflation Pressures Based on Mechanism and Data Fusion*	Hao Yuan Jilin University
11:35 AM	8.3	Development of Tire Performance Prediction Model using CNN Deep-learning Model	Dongyoon Shin Hyundai Motor Company
12:00 PM	8.4	AI-Powered Tyre Noise Prediction from Tread Profile Images: Accelerating Design-Stage Approvals	Lakshmi Sampathraghavan JK Tyres
12:25 PM	Closing Remarks		Matthew J. Schroeder Conference Committee Chair
12:30 PM	End of Conference		

* Indicates student presentation



MARK YOUR CALENDARS

Next year's Tire Society Conference will be held
September 22nd-24th, 2026

KEYNOTE ADDRESS

Surendra K Chawla

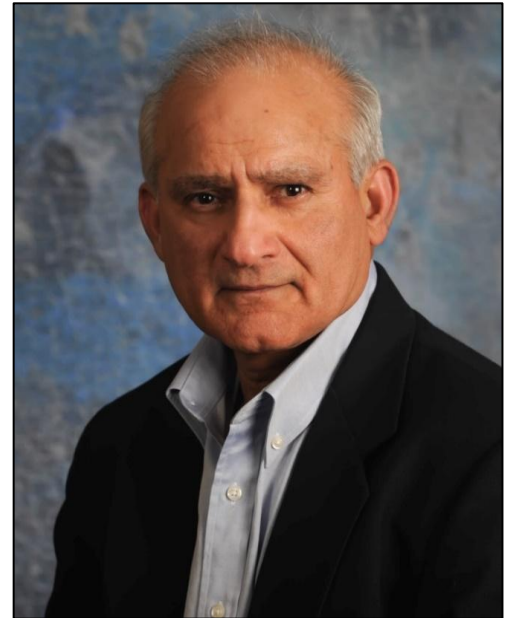
Former Lead Consultant, Polymer Industry Cluster, Greater Akron Chamber of Commerce, Akron, Ohio
Senior Director, Global Innovation (Retired), The Goodyear Tire & Rubber Company

Title of Talk:

Sustainability in the Tire Industry: Driving Toward a Greener Future

Surendra Chawla joined The Goodyear Tire & Rubber Company in 1978 as a Senior Research Engineer. He had many roles during his career at Goodyear, including head of Goodyear Corporate Research from 2003 to 2008.

In 2009, Dr. Chawla was assigned to lead Goodyear's Global Innovation initiative. In this role, he championed a culture of open innovation, exploring, assessing and integrating external technologies for sustainable products and process leadership, and creating new business opportunities in the Connected, Autonomous, Shared and Electrical (CASE) vehicle mobility solution space. Dr. Chawla directed creation of a global R&D network of world-class universities, research institutes, national laboratories, IT and engineering services networks, suppliers, customers and start-ups (representing the US, Europe, China, India, Singapore, Vietnam, and Brazil), and successfully integrated dozens of innovations into Goodyear products, materials and manufacturing technology platforms.



Dr. Chawla was one of the founders of Goodyear Institute of Technology (GIT) – “forum for tire related technologies”. Hundreds of Goodyear associates around the world have benefitted from this program. Dr Chawla retired from Goodyear in 2018 as Senior Director of Global Innovation.

In 2021, Dr. Chawla joined Greater Akron Chamber of Commerce leading the Polymer Industry Cluster's initiative to enhance collaboration among businesses and regional universities for sustainable economic growth. This effort led to the Greater Akron region being Designated as a Sustainable Polymers Tech Hub by the U.S. Economic Development Administration (EDA); a of \$51 million award from EDA, and a \$31 million Innovation Hub award from the State of Ohio. These funds are designated to advance R&D efforts for sustainability including sustainable sources of advanced materials, workforce development and training, and to promote entrepreneurial culture for start-ups.

Dr. Chawla has a Bachelor's degree in Mechanical Engineering from India, and Master's and PhD degrees from the Illinois Institute of Technology (IIT), Chicago, USA.

PLENARY LECTURE

Title of Talk:

Tire Wear Emissions and Air Quality: Current Insights and Pathways Toward a Sustainable Future

Driven by Michelin's "All Sustainable" approach, we believe that balancing human, economic, and environmental impacts is essential to long-term success. At Michelin, we care about our impact on the Planet, People and Profit with the same intensity. This is what we call now our 3P strategy. Michelin is committed to leveraging talent and innovation capabilities to better understand and reduce tire wear emissions during the rolling phase. In this lecture, we will share our advancements in understanding Tire and Road Wear Particles (TRWP) and explore the complexities of recent findings related to abrasion and air quality. We will present key results from our research and provide an overview of the latest scientific literature. Finally, we will discuss emerging trends in the tire industry and outline strategies for promoting a more sustainable future.



Frederic Biesse

Senior Fellow
Physics and Modeling
Michelin

Frederic Biesse has been working for Michelin for 26 years. After earning a Master of Engineering degree from Central-Supélec, he worked for several years in the numerical analysis domain. He then joined the tire performance analysis team, initially focusing on noise performance then expanding his expertise to wear and later rolling resistance. M. Biesse became the manager of the tire performance analysis team focused on wear and rolling resistance. He is currently a Fellow (expert) in tire physics and performance modeling at the Michelin R&D center in Clermont-Ferrand, France.



Damien Lim

Senior Principal Research
Physics and Modeling
Michelin

Damien Lim is a Tire Wear Performance Research Engineer at Michelin Americas R&D Center. In this role, he specializes in fundamental studies of tire wear mechanisms and the development of predictive tools and testing methodologies designed to optimize tire performance.

Damien holds a Master of Engineering degree from Arts-et-Métier ParisTech and a Master of Mechanical Engineering from the Georgia Institute of Technology, both completed in 2007. He has 14 years of experience at Michelin where he has held various positions across multiple teams, including test engineering and NVH (Noise, Vibration, and Harshness) performance, before establishing himself in the tire wear performance team.

BANQUET SPEAKER

Scott Sass

Director of Technology
Alterra

Title of Talk:

Polymer Circularity: Steering Clear of Potholes



Scott Sass has worked in process development and optimization for over 20 years. Starting with General Electric (10 years), his passion was ignited by the opportunities associated with refractory materials (W, Mo, Re) processing supporting the lighting and healthcare divisions. In 2014 Scott joined Akron based Alterra to lead the scale up and commercialization of a technology that provides an end-of-life solution to discarded plastics. In his time with Alterra the technology and company has grown to be the largest producer of circular oil produced from end-of-life plastics in the world. At Alterra, Scott works with a team with an unflinching spirit for accepting tough challenges and developing solutions with a lasting impact for future generations.

Scott received his Bachelor of Science in Materials Science and Engineering from The Ohio State University and lives with his wife and 2 children in Medina, Ohio. In his free time Scott enjoys coaching his son's baseball team and spending time with his family.

ABOUT THE TIRE SOCIETY

The Tire Society was established to disseminate knowledge and to stimulate development in the science and technology of tires. This is pursued through technical meetings and publication of the journal, Tire Science and Technology. The Society is a not-for-profit Ohio corporation managed by a duly elected Executive Board of tire industry professionals who serve on a volunteer basis.

2024-2025 EXECUTIVE COMMITTEE:

President:	Xianwei Meng	<i>The Goodyear Tire & Rubber Company</i>	Akron, OH
Vice-President:	Annette Lechtenböhmer	<i>Retired</i>	Luxembourg
Treasurer:	Michael Stackpole	<i>Stackpole Engineering Services</i>	North Canton, OH
Secretary:	Michael Kaliske	<i>Technische Universität Dresden</i>	Dresden, Germany
Journal Editor:	Matthias Wangenheim	<i>Leibniz Universität Hannover</i>	Hannover, Germany
Past-President:	Jim McIntyre	<i>Bridgestone Americas</i>	Akron, OH

Members at Large:

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Bob Pelle	<i>The Goodyear Tire & Rubber Company</i>	Akron, OH
Matthew J. Schroeder	<i>MathWorks</i>	Ottawa, OH
Matthias Wangenheim	<i>Leibniz Universität Hannover</i>	Hannover, Germany
Yintao Wei	<i>Tsingua University</i>	Beijing, China
Burkhard Wies	<i>Continental AG</i>	Hannover, Germany

ADVISORY BOARD:

The Tire Society Executive Committee is also supported by an Advisory Board:

Annette Lechtenböhmer	<i>Vice-President</i>	The Tire Society
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Gregory Bunting	<i>Managing Director</i>	Center for Tire Research (CenTiRe)
Olivier Gerardin	<i>Director, Tire Performance Research</i>	Michelin Americas R&D Corp.
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Guenter Leister	<i>Owner</i>	Tire Wheel Mobility Solutions
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Bob Wheeler	<i>Vice President, American Technical Center</i>	Hankook Tire & Technology Co, Ltd

TIRE SOCIETY BUSINESS OFFICE:

The Tire Society

c/o KnowledgeWorks Global, Ltd.
301 Concourse Blvd. Suite 210
Glen Allen, VA 23059 USA
Email: tst@am.kwgglobal.com
Tel: 785-289-2056

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Many members volunteered their time to organize the Annual Conference and Business Meeting.

CONFERENCE COMMITTEE:

Committee Chair:	Matthew J. Schroeder	<i>MathWorks</i>
2025 Program Chair:	Qian Li	<i>The Goodyear Tire & Rubber Company</i>
2026 Program Chair:	Adam Stackpole	<i>Stackpole Engineering Services</i>
2027 Program Chair:	Open	<i>Please inquire if you are interested!</i>

Session Chairs:

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Gobi Gobinath	<i>The Goodyear Tire & Rubber Company</i>
Jim Peters	<i>Maxxis International USA</i>
Mohit Nitin Shenvi	<i>Sumitomo Rubber USA</i>
Matthew Van Gennip	<i>GCAPS</i>
Matthias Wangenheim	<i>Leibniz Universität Hannover</i>
Eric Zhang	<i>Bridgestone Americas</i>

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Hyeonu Heo	<i>The University of Akron</i>

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James Valerio	<i>Hankook Tire & Technology</i>
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Todd Hain	<i>Smithers</i>
Will Mars	<i>Endurica LLC</i>
Jerry Potts	<i>GRP Consulting</i>

The Tire Society also thanks KnowledgeWorks Global Ltd. for their many contributions! In particular, we wish to thank Chris Lapine and Dawn Amick for their tireless commitment to assisting the Society in its goal of disseminating knowledge about the science and technology of tires.

TIRE SCIENCE AND TECHNOLOGY

The *Journal of Tire Science and Technology*, published by the Tire Society, is the world's leading peer-reviewed scientific journal dedicated to tires. It contains over 50 years of scientific content.

Original contributions address the development and application of experimental, analytical, and computational science related to tires. To maintain the Journal's high scientific standards all Journal submissions undergo peer-review prior to publication. New issues are published quarterly with approximately four articles per issue.

Subscription: Members of the Tire Society receive complimentary electronic access to the Journal. Institutional subscriptions are also available for organizations and academic institutions.

Technical Notes: The journal also accepts submissions of Technical Notes, which are a shorter format. Technical Notes are published in the journal together with full length articles. Submission and handling of the Technical Notes follow the same peer-review requirements.

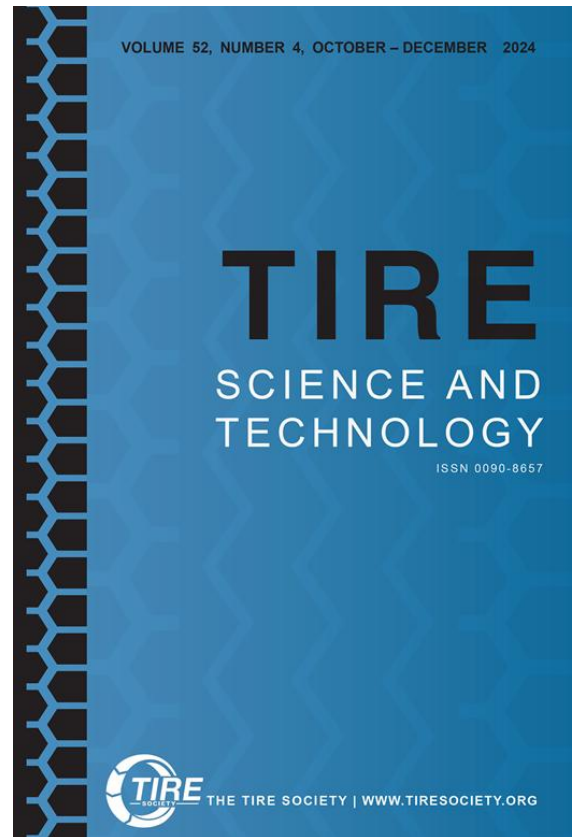
Technical Notes typically describe a single scientific or technical contribution. The shorter format is intended to enable a shorter review period and quicker publication.

Open Access: Authors may select to publish an article under Open Access terms or under Subscription terms. For Open Access, authors pay an up-front fee, and the article becomes globally available at no cost. Under Subscription terms, authors publish at no cost, and non-member readers must pay to access the article. The Open Access option gives authors more control over how their published work will be distributed. It can have a positive impact on an author's citation rate, and on the journal's Impact Factor and this is consistent with the Society's mission to "increase and disseminate knowledge".

Online & Print: The journal is available both online and in print format, depending on the member's subscription. Approved articles are published immediately online prior to printing.

Clarivate Analytics: The journal is listed by Clarivate Analytics Web of Science, a prestigious database that provides comprehensive citation data for many different academic disciplines.

Submit a Manuscript: Authors are welcome to submit manuscripts at any time. While many submissions are also presented at the Tire Society Conference, submission to the Journal does not require that the work be presented at the Conference.



For more information, visit the Tire Science and Technology journal website:
<https://tst.kglmeridian.com/>

JOURNAL EDITOR:

Matthias Wangenheim *Leibniz Universität Hannover* Hannover, Germany

CONSULTING EDITOR:

Michael Kaliske *Technische Universität Dresden* Dresden, Germany

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Yintao Wei	<i>Tsinghua University</i>	Beijing, China

MANUSCRIPT REVIEWS



If you are interested in supporting the peer review process by reviewing manuscripts for the Tire Science and Technology Journal, please volunteer using this QR code.

VOLUNTEER WITH THE TIRE SOCIETY

As a Tire Society member, you will find that the more involved you are, the more you benefit. Volunteering is not only great for the member, but a vitally important part of moving our Society forward.

Some volunteer opportunities are listed below. For more information and detailed job descriptions, visit the volunteer page on the Tire Society's website:

<https://tiresociety.org/volunteer/>



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Advisory Board

Tire Science and Technology Journal

Journal Editor
Associate Editor

Conference Committee

Committee Chair
Program Chair
Assistant Program Chair
Session Chair

Additional Committees

Awards Committee
Marketing Committee
Publication Committee
Academic Partner Steering Committee

ACADEMIC PARTNERSHIP PROGRAM

Background: In 2024, the Tire Society formally instituted the Tire Society Academic Partnership Program. This program aims to engage with universities and other higher-education institutions to foster interest in tire science and technology among faculty, to inspire young engineers and researchers to engage in tire science, and to increase understanding of tires from manufacture and use through end-of-life and recycling.

Collaboration with Academic Partners will strengthen the impact of the Society. Investing in young professionals will encourage future tire industry technical leaders and demonstrate the value of their involvement in The Tire Society. This will benefit both the tire industry and society as a whole.

Need for Researchers: The tire industry continues to play a pivotal role in the evolution of transportation. New products, developments, and innovations are placing more demand on tires, pushing the limits of current technologies. Given the continuing need for improvements in tire wear, traction, rolling resistance, ride, material supplies, and recycling methods, tire research and development (R&D) organizations will require a continuing supply of recruits.

Benefits: The Academic Partnership Program offers the following benefits:

1. One faculty member and two students from each Academic Partner institution may attend each Tire Society Conference with their conference registration and membership fees paid by the Society. Additional faculty and students are also welcome to attend on a fee basis.
2. Academic Partner institutions shall receive cost-free access to the Tire Society's online library of technical papers, (normally four issues per year), benefiting all students and faculty at the member institutions.
3. Tire Society Conferences may include student paper and poster competitions with cash prizes.
4. Conference attendees will benefit from exposure to current R&D programs being pursued by researchers in the tire industry, and at other academic institutions,
5. Conference attendees will have the opportunity to meet potential future employers, and scientists engaged in tire research and development.
6. Prospective employers will have the opportunity to meet students and faculty as possible human resources for their R&D programs.
7. A continued infusion of new talent will ensure that the Tire Society remains vigorous and relevant.
8. Tire Society members will benefit through exposure to new ideas and practices peripheral to their work, thus stimulating their R&D efforts.

Partner Expectations: Personnel at Academic Partner institutions (faculty and students) are expected to take a continuing active role in the Society. This may include:

1. Submission of abstracts for presentation at Tire Society Conferences
2. Submission of manuscripts for peer review and publication in the Journal of Tire Science and Technology
3. Serving the Society as officers and/or active members of Society committees
4. Actively promoting the Society and its Conference and Journal to students, colleagues, and associates at the Partner's institution through social media and other channels (e.g., recruiting additional author submissions, posting on physical and on-line departmental bulletin boards, etc.)

ACADEMIC PARTNERSHIP STEERING COMMITTEE:

Jerry Potts (Chair)
Annette Lechtenboehmer
Jim McIntyre

GRP Consulting
Retired
Bridgestone Americas

ACADEMIC PARTNERS

The following institutions are members of the Tire Society Academic Partnership Program.



The University of Akron

Faculty Sponsor:
Professor Jae Won Choi



**TECHNISCHE
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Dresden**

Faculty Sponsor:
Professor Michael Kaliske



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Professor Saied Taheri



TIRE MECHANICS SHORT COURSE

In 2026, the Tire Mechanics Short Course will be held concurrently with Tire Society Conference.

The Tire **Mechanics Short Course** is a five-day educational and developmental course that provides engineers and scientists an in-depth, intense survey of the latest developments in tire engineering. It is designed for practicing engineers, chemists and scientists who are concerned with tires and vehicles and who have an engineering or science background at the Bachelor of Science level.

The basic and practical aspects of the mechanics of pneumatic tires will be introduced by internationally renowned experts. Extensive course notes prepared by each instructor will be provided to each participant, along with a 700-page e-book, *The Pneumatic Tire*, edited by Professors Alan Gent and Joseph Walter.

Those who complete this course will receive a certificate from The University of Akron.

The Tire Society offers course attendees a one-year membership, including online journal access and a \$100 discount towards a Play-on-Demand replay of the Tire Society Conference. Current Tire Society members enrolling in the course will receive a \$150 discount on the course tuition.

For more course information, visit the following sites:

<https://www.uakron.edu/engineering/me/tmsc/57th-Tire-Mechanics-Short-Course-Akron.pdf>

<https://www.tiresociety.org/education/>



Course Information

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CALL FOR PAPERS

45th Annual Conference and Business Meeting on Tire Science and Technology

Reinventing the Tire

Digital Transformation, Data-Driven Advances, and Predictive Methods

We invite researchers, industry professionals, innovators, and policymakers to submit their papers for the 2026 Tire Society Conference, under the theme "Reinventing the Tire - Digital Transformation, Data-Driven Advances, and Predictive Methods". Exploring the role of transformative enablers in the industry, we are looking for original, unpublished papers that address, but are not limited to, the following topics:

Advances in Tire Modeling: Showcase how big data, predictive methods or self-improving algorithms are transforming tire models. Topics may include model training from test and telemetry data, adaptive modeling techniques, and the use of predictive methods to estimate tire performance across operating conditions.

Smart Testing and Validation: Discuss technology's role in augmenting physical testing needs through predictive modeling, anomaly detection, and test automation, leveraging tools such as digital twins and reinforcement learning strategies.

Tire Design Optimization: Investigate how computational tools and digital workflows accelerate tire design, from geometry and tread pattern to compound and material selection. Submissions may highlight multi-objective optimization, inverse design, or generative approaches driven by performance goals.

Manufacturing and Quality Control: Discuss the integration of systems in smart manufacturing processes, including predictive maintenance of tire production equipment to image-based defect detection and process control.

Connected Tires and Real-Time Intelligence: Investigate how tires are becoming active components in vehicle intelligence systems. This includes real-time data acquisition from embedded sensors, model-based diagnostics, condition monitoring, and contributions to vehicle safety, performance, or efficiency. Discuss integration with autonomous vehicles where applicable.

Simulation Acceleration and Surrogate Modeling: Present methods that reduce the computational burden of high-fidelity simulations, including surrogate models, reduced-order models, and ML-based accelerators.

Deadline to Submit Abstracts:

March 6th, 2026

Notification of Abstract Acceptance:

May 4th, 2026

Deadline to Submit Presentation Materials:

August 14th, 2026

Tire Society Conference 2026:

September 22nd-24th, 2026

Deadline to Submit Manuscripts:

November 2nd, 2026

More information for Authors, including Presentation, Awards, and Manuscript Submission Information can be found at:

<https://www.tiresociety.org/author-information/>



RECOGNITION OF EXCELLENCE

As part of its mission “to increase and disseminate knowledge of the science and technology of tires”, the Tire Society has established two awards: the Distinguished Achievement Award and the Distinguished Service Award.

The Distinguished Achievement Award recognizes technical achievements that have significantly advanced the science and technology of tires. The Distinguished Service Award recognizes individuals who, through their service, have made significant impacts on the tire science community. Past recipients of the awards include some of the most celebrated minds in the industry.

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2011	Takashi Akasaka
2013	Hans Pacejka
2021	Tim Rhyne, Steve Cron

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Year	Recipient
1990	Floyd S. Conant
1991	Frederick J. Kovac
1996	David Benko
2005	Joe DeEskinazi
2012	Marion Pottinger
2022	Joe Walter

SUPERIOR PAPER

Each year, the Tire Society Conference Awards Committee grants “Superior Paper” awards to the author(s) of the most outstanding presentation delivered at the previous year’s conference.

Year	Presentation Title	Authors
1987	FEA of Curing Bladder Shaping	Ted Warholic, Bob Pelle
1988	Some Consequences of Coulomb Friction in Modeling Longitudinal Traction	Klingbeil, Witt
1989	Finite Element Simulation of Destructive Testing	N. T. Tseng, Bob Pelle, J. P. Chang, T. C. Warholic
1989	Towards Predicting Relative Belt Edge Endurance with the Finite Element Method	J. DeEskinazi, K. Ishihara, H. Volk, T. Warholic
1990	The 3-D Contact Patch Stress Field of Solid and Pneumatic Tires	Marion Pottinger
1991	<i>Information unavailable</i>	
1992	Measurement of Contact Pressures	Samuel K. Clark, John Luchini
1993	<i>Information unavailable</i>	
1994	Tire Tread Wear: Influence of Compound Properties and Environmental Factors	Alan Veith
1994	Plane Wave Resonance in the Tire Air Cavity as a Vehicle Interior Noise Source	Jim Thompson
1995	An Investigation of the Slip of a Tire Tread	Joel Lazeration
1995	FEA of a Quasi-Static Rolling Tire for Truck Tire F&M	A.A. Goldstein
1996	<i>Information unavailable</i>	
1997	<i>Information unavailable</i>	
1998	Footprint Stresses and Energy Intensity	Marion Pottinger, Jim McIntyre
1999	Tire Temperature Prediction During Post Cure Inflation	Ron Kennedy, M.S. McMinn
2000	Multiaxial Fatigue Crack Initiation in Rubber	Will Mars

2000	Torsional Crack Growth Test to Simulate Belt Edge Deformation	T. S. Fleischman, V. Kerchman, T. G. Ebbott
2000	Application of the Lateral Stress Theory for Groove Wander Prediction Using Finite Element Analysis	J.M. Peters
2001	Vehicle and Course Characterization Process for Wear Simulation	John Turner, David Stalnaker
2002	Prediction of Snow/Tire Interaction Using Explicit FEM and FVM	Eisuke Seta, Tatsuhiko Kamegawa, Yukio Nakajima
2003	A Study of the In-plane Force Transmission of Tires	Hans Dorfi
2004	Development of a Vertical Stiffness Relationship for Belted Radial Tires	Tim Rhyne
2005	Development of a Non-Pneumatic Wheel	Tim Rhyne, Steve Cron
2006	Modeling Transient RR	John Luchini, Jim Popio
2007	Analytical Solution for the Stresses Arising in +/- Angle Ply Belts of Radial Tires	Tim Rhyne, Steve Cron, Robert McGinty
2008	Enhancement of Tire Durability By Considering Air Flow Field	Kenshiro Kato, Masashi Yamaguchi, Toshiya Miyazono, Makoto Tsuruta
2009	Prediction of Cord-Rubber Composite and Tire Response Using Nonlinear Continuum Damage Mechanics Approach	Mahmoud C. Assaad, Ming Du, Tom Ebbott
2009	Calculation of Tire Forces from Aircraft Instrumentation	Gary McKay
2010	Coupled Structural Acoustic Analysis	H. M. R. Aboutorabi, L. Kung
2011	Minimum Rolling Resistance	Tim Rhyne, Steve Cron
2012	Effects of Rotation on Tire Dynamic Behavior	Peter Kindt, Cristobal Gonzalez Diaz, Stijn Vercammen, Christophe Thiry, Jason Middelberg, Bart Kimble, Jan Leysens
2013	Heavy Truck Driver Workload	Ryan Pawlowski
2014	Holistic Analysis of the Coupled Vehicle-Tire-Pavement System for the Design of Durable Pavements	Michael Kaliske
2015	<i>Information unavailable</i>	
2016	<i>Information unavailable</i>	
2017	Characterization of Thermal Influences on Tire Force and Moment Properties	Henning Olsson, David Gentz, Matt Strang
2018	Experimental Investigation and Simulation of Aircraft Tire Wear	Stephanie Kahms, Matthias Wangenheim
2019	Effect of Tread Design Changes on Tire Patch Dynamics at High Speeds	Matthew Van Gennip, Kazuki Okamoto, Kohei Miyanishi, Hideaki Kashimata
2020	Data-Driven Multiscale Science for Tire Compounding	Burkhart, Jiang, Xu, Sheridan, Brinson, Chen, et al
2021	Parking Specific Parameterization Method for FTire	Dominic Neumann, Jan Friederichs, Mark Harris, Mario Weinberger, Dieter Schramm, Christian Bachmann
2021	Mobility Ring - a New Concept for Recovery of Mobility after a Tire Breakdown	Guenter Leister
2022	Ozone and Fatigue Resistance of NR/EPDM Blends in Tire Sidewall Applications	Will Mars, Erick Sharp, Jaden Slovensky, Yang Chen, Ethan Steiner
2023	Tires for Mars Rover: Effect of BR Crystallinity on Properties of BR/VMQ Blends	Rafal Anyszka, Norbert Nizel, Mateusz Imiela, Magdalena Maciejewska, Dariusz Bielinski
2024	<i>To be announced at the banquet!</i>	

If you notice any errors or can provide missing information, please contact a member of the Tire Society Executive Committee.



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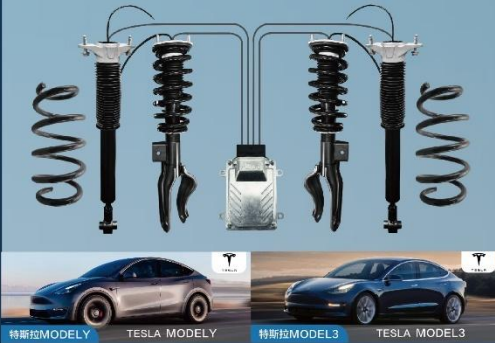
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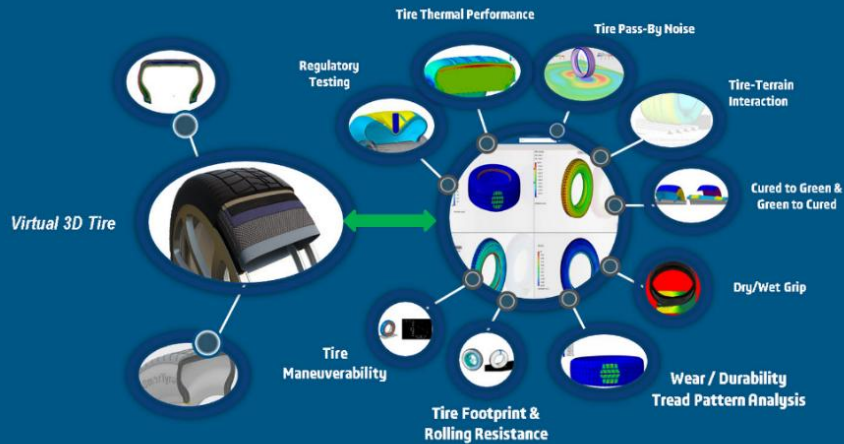
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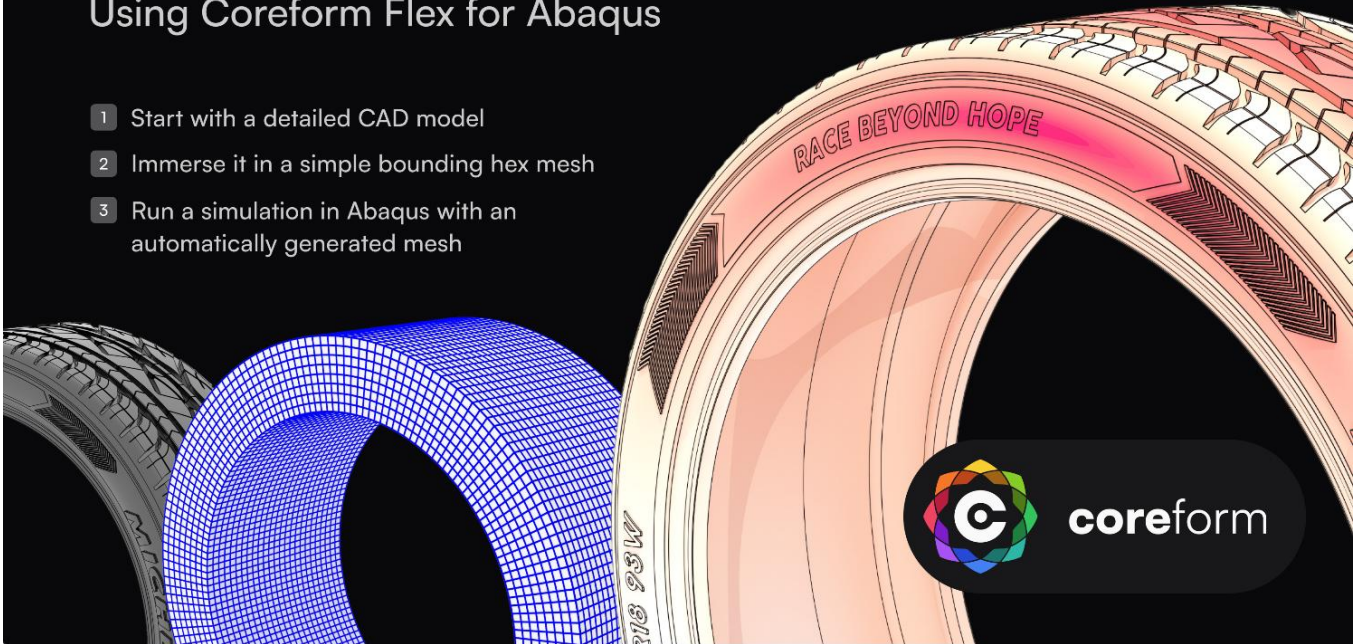
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ABSTRACTS

1.1

Impact of Rubber Oxidation on Tire Retreading and Proposed Criterion for Acceptance

Mahmoud Assaad

Endurica LLC, Findlay, Ohio, USA

Abstract

Tire retreading is a proven, efficient sustainability practice that reduces environmental impact while offering economic benefits. By choosing retreads, industries and consumers contribute to waste reduction, lower emissions, and resource conservation, making it a key component of a greener future. However, over time, oxygen diffusion weakens the rubber as it loses elasticity and becomes brittle and less flexible. If the original casing has significant oxidation, it creates a weak interface with the new rubber and the tread might separate prematurely. Knowing the amount of oxygen concentration at the interface helps assess the extent of the material degradation and the integrity of the casing. Common practices for post manufacturing retreaders rely on visual inspection to detect cracks, durometer to measure hardness, or shearography to detect damage. However, the rubber industries (TRA, ETRTO), provide guidelines on casing integrity and acceptance criteria based on rubber testing (ASTM D297-93). This paper proposes a threshold of the rubber oxygen content above which the rubber degradation by oxidation is considered to be excessive and the retreading should be reconsidered regardless of the tire age. This critical oxygen content was proposed by (Tokita, Lake-Lindley, Gent-Hirakawa, ASTM D3859). A numerical model of oxygen diffusion is developed to map the state of oxygen across the casing surface, and the time to reach this critical concentration is calculated. Two tire types (PCR, TBR) are analyzed using 1-D and 2-D numerical models. The predicted performance and longevity are compared under normal and severe service conditions.

Presenting Author Biography

Senior Technical Advisor, (Endurica)

Senior R&D Associate, Goodyear (Retired)

Adjunct Assistant Professor, University of Akron

- Ph.D. - Engineering Science & Mechanics (Major) and Applied Mathematics (minor)

Iowa State University (ISU), Ames, Iowa - 1983

- M.S. - Structural Engineering; (ISU) - 1979

- M.S. - Polymer Science from the University of Akron, Ohio. - 1990

- Diplome d'Ingenieur Civil-Section Travaux Public, Universite' de Saint-Joseph, Ecole Superieure d'Ingenieur, Beirut, Lebanon - 1976

- Co-author of the Composite segment of The Pneumatic Tire book.

- Taught short courses on Plastics and Elastomers in Engineering Design in Pisa-Italy,

- Recipient of the special Achievement Award from NASA for his meritorious accomplishments, dedicated work, and special efforts.

- Winner of the "2008 Create the future design contest" in the machinery/equipment category

- Received an "Honorable mention award for excellence of presentation & significance of content" from the TS 2007 Tire society for paper "Thin Film Heat Flux Sensor for Measuring Film Coefficient of Rubber Components of a Rolling Tire.

1.2

Environmental Quantification of Tire Rubber Emissions Using Multi-Dimensional Chemical Fingerprinting

Nick Molden

Emissions Analytics, Redondo Beach, CA, USA

Abstract

Over 2.3 billion tires are produced globally per year, with an ever-increasing complexity of chemical additives to optimize safety and performance. Greater understanding of the chemicals and polymer degradation products allows the environmental impact of tires to be better understood. This presentation shows an untargeted mass spectrometry method to analyze tire rubber for environmentally important chemicals to develop a comprehensive tire chemical source profile - from over 500 tires from light, medium and heavy-duty tires from the US and Europe. The tire antioxidant 6PPD is the only chemical detected in every tire, and the presentation will show how a single chemical tracer for tire wear is insufficient.

Presenting Author Biography

Nick founded Emissions Analytics in 2011 to understand the holistic environmental impact of vehicles on air, soil and water. He is author of Critical Mass, a book that proposes radical simplification of car ratings and taxation.

Nick is chairman of European standardisation CEN Workshop 90 on collecting real driving tailpipe emissions data, and Workshop 103 on measuring vehicle interior air quality. He is an Honorary Senior Research Fellow at Imperial College London.

1.3

Devulcanizing End-of-Life Tire Rubber - Towards Rubber Sustainability and Rubber Product Circular Economy

Ben Chouchaoui

Windsor Industrial Development Laboratory, Inc., Windsor, Ontario, Canada

Abstract

Canada registers about 30 million passenger vehicles. Each such vehicle replaces all its four tires every three to four years. This averages to a tire a year, which means Canada scraps about 30 million tires every year. This problem is worsening with electric vehicles (which are heavier), more vehicles on roads, cheaper tires that last less, etc. Add to that, tires from non-registered vehicles, off-the-road equipment, trucks, buses, construction machinery, etc.

Strategies to cater to retiring tires in North America in general include incineration (45%), crumb rubber generation (34%), and landfilling (19%), all showing several shortcomings. Add to that illegal dumping, unfortunately, in particular in poor jurisdictions and remote areas. Rubber cooks (vulcanizes, with a fraction of a vulcanization agent, heat and pressure) to turn into tires, like dough turning into bread (with yeast and heat). This makes rubber hard to recycle. Over the last two years, Windsor Industrial Development Laboratory developed technology to reverse vulcanization (un-cook rubber, like going from leftover bread to dough). The first product under the laboratory EcoCa™ program - just developed and proved, and gearing to mass-produce and sell - is passenger vehicle parking blocks.

Windsor's laboratory is engaging in projects throughout Canada, namely residential, commercial, institutional, and industrial parking lots. Moreover, it is developing several green products from scrap tires for various industrial sectors. The benefits are numerous (tackling a health and environmental challenge, creating recycled feedstock that address rubber sustainability, engineering green products towards product circular economy, saving on depleting natural resources (hydrocarbons from which synthetic rubber is made), reducing energy consumption, eliminating greenhouse emissions, creating jobs, improving infrastructures, developing more knowhow, etc.). Windsor's laboratory intends to lead rubber sustainability and rubber product circular economy with the development of large products using recovered, devulcanized, and compounded rubbers from post-industrial and post-consumer wastes.

Presenting Author Biography

Ben Chouchaoui is a graduate of École Polytechnique de Montréal and the University of Waterloo in Canada. His expertise is in materials and computer-based simulations. He worked for German, Canadian, and American Automotive Tier-One suppliers for six years (upon completing his PhD, in 1994), in R&D, on composites sealing systems (rubbers and plastics). He started WIDL or the Windsor Industrial Development Laboratory, in 2000, offering cost-effective services in material and process and product simulation and testing, to aid in product design and manufacturing. In 2006, he started the WIDL' Seminars, to bring people of various technical backgrounds up-to-speed in materials, product development through simulation, testing with acceleration using Time-Temperature Superposition (TTS), and the correlation of numerical predictions to the "real world". He looks now to close the loop in product development by recycling polymers to make new engineered materials and products.

1.4

Replacement Tires for EV vehicles: Consumer Perceptions and Test Findings

Jacob George

Consumer Reports, Rochester, Michigan, USA

Abstract

Consumer Reports conducted a comprehensive evaluation of replacement tires tailored for electric vehicles (EVs), focusing on models from Bridgestone, Hankook, Michelin, Pirelli, and Yokohama. The study addresses the unique demands EVs place on tires, such as increased weight and instant torque, which can lead to accelerated tire wear. Key performance metrics assessed include braking efficiency, handling, ride comfort, noise levels, and rolling resistance. In addition to the testing, the evaluation incorporated insights from Consumer Reports' EV Charging Community which explored when EV owners replaced their tires and how they selected replacement tires.

The findings indicate that while EV-specific tires are designed to handle these challenges, certain conventional all-season tires also perform admirably, offering potential cost savings without significant compromises in performance. The report underscores the importance of selecting tires that balance durability, efficiency, and comfort to optimize the driving experience of EV owners.

Presenting Author Biography

Jacob George serves as a liaison to manufacturers in the automotive and tire industries on how information, intelligence and advisory services from Consumer Reports can be used in the product development and manufacturing areas.

Prior to this role, Jacob worked for Ipsos and J.D. Power in multiple roles primarily serving automotive clients in helping them to improve their product quality and customer satisfaction. His first job was with General Motors working in the manufacturing and product development areas. He holds a BSEE and MSEE from Purdue University and an MBA from University of Michigan and has three patents in advanced automotive technology areas.

2.1

A Comprehensive Approach to Tire Model Scaling for Intelligent Tire Algorithms Development

Anish Gorantiwar, Qian Li, Peter Lee, Kanwar Singh

The Goodyear Tire and Rubber Company, Akron, Ohio, USA

Abstract

A key feature of intelligent tires is their ability to provide the traction envelope in real-world conditions in real time. This capability relies on sensing solutions and algorithms that detect environmental and other conditions related to tire performance. In this work, we explore the role of semi-empirical tire models in algorithm development. Traditionally, these tire models are calibrated using laboratory or test track data obtained from new tires. However, to support real-time traction envelope estimation or prediction, it is necessary to extend these models to account for varying operating environments and tire wear states.

This study presents a comprehensive approach to tire model scaling using both physical and virtual testing environments for intelligent tire algorithms detecting tire grip levels. A semi empirical tire model has been generated from physical flat trac Force and Moment (F&M) testing and has been used as the baseline for tuning coefficients based on different road surfaces. Variations in tire model longitudinal parameters were conducted to assess the effects of both global and micro-coefficients. An optimization framework has been developed to scale the tire model to match the mu-slip curves generated from skid-trailer data, with tests conducted on the same tire across three different surfaces. Following this, the tire models were tested in an offline simulation environment to analyze both tire-level and vehicle-level metrics. Testing was also conducted physically on an instrumented 5-door hatchback vehicle platform, focusing on the same surfaces as the skid trailer tests. Comparative studies between offline simulation metrics and on-vehicle metrics demonstrated a strong correlation in both rank-ordering and absolute magnitudes of performance metrics.

The obtained results from the vehicle simulations can be used to calibrate the traction-related tire algorithms virtually, thereby enabling more efficient algorithm development. This approach also shows promises for extending to vehicle lateral dynamics as well.

Presenting Author Biography

Anish Gorantiwar is a Vehicle Dynamics engineer at The Goodyear Tire and Rubber Company primarily focusing on tire modeling, vehicle dynamics and Driver-in-the-Loop (DiL) simulation capability development. Anish graduated with his PhD in Mechanical Engineering from Virginia Tech in 2023 with a focus on vehicle dynamics and tire mechanics.

Qian Li is a Principal Engineer at The Goodyear Tire & Rubber Company, currently focusing on developing advanced predictive technologies (physics-based and data-driven modeling and simulations) for intelligent tires. He holds a Ph.D. in Engineering Mechanics from Virginia Tech and has over 14 years of combined academic and industrial experience.

2.2

A New Tire Model Parameter Identification for Truck Tires by Integrating Bench and Road Testing with Advanced Data Filtering and Simulation Validation

Zechao Li, Wang Xin, Yintao Wei, Zhengwei Li

Tsinghua University, Beijing, Beijing, China

Abstract

The parameterization of an FTire model for a truck tire requires a substantial number of experimental tests. Nevertheless, due to limitations in experimental costs and the capability of testing equipment to fulfill the necessary requirements, acquiring an FTire model for a truck tire proves to be a challenging endeavor. Therefore, this paper presents a methodology that synergizes bench testing and road testing to accomplish these experimental trials.

Road testing is vulnerable to a myriad of uncontrollable interferences, resulting in data of inferior quality compared to that acquired through bench testing. This disparity in data quality can significantly and adversely impact the accuracy of parameter identification. To tackle this problem, this paper proposes an innovative filtering methodology that is specifically designed to process road test data, with the ultimate objective of enhancing the precision of parameter identification.

This paper conducts an in-depth exploration of the correlation between the pivotal FTire parameters and the experimental trials. Drawing insights from this analytical endeavor, a novel methodology is put forward for identifying the essential FTire parameters through the application of the least squares technique. Finally, this paper employs the Adams Testrig simulation module to validate the accuracy of the identified model.

Presenting Author Biography

Zechao Li earned his Ph.D. degree from Beijing Institute of Technology, China, in 2022. Currently, he is engaged in research on intelligent suspension systems and tires at the School of Vehicle and Mobility, Tsinghua University. His primary research interests encompass tire modal analysis and NVH (Noise, Vibration, and Harshness) characteristics.

2.3

Study on New Method of Tire Virtual Submission

Dekuan Liu, Dang Lu, Yandong Zhang

Jilin University, Changchun, Jilin Province, China

Abstract

With the innovation of the new energy vehicles, automobile manufacturers are paying more and more attention to the tire virtual submission technology which replaces the physical prototype with the virtual prototype, in order to reduce the cost and shorten the development period. To solve this problem, this study proposes a new tire virtual submission method. UniTire / FE model is used for pure side-slip, pure longitudinal slip pure camber condition and based on UniTire / FE simulation results, UniTire / Prediction model is used to obtain virtual test data of combined slip condition, which significantly improves the efficiency of tire virtual submission.

This paper will first introduce the UniTire / FE model, which reasonably reduces the number of meshes by simplifying the rubber material and focusing on the modeling of the skeleton material. At the same time, the contact boundary constraints and tire-road friction are improved by simplifying the contact assembly of the tire rim, focusing on the modeling of the tire-road contact and the ground imprint area, so as to establish an efficient and high-precision finite element model. Then this study will show the ability of the UniTire / Prediction model to predict the composite conditions of pure camber condition, pure side-slip condition and pure longitudinal slip condition to predict the combined conditions of camber side-slip, side-slip longitudinal slip and camber side-slip longitudinal slip, so as to improve the efficiency of tire virtual submission and ensure the accuracy of prediction. Finally, by comparing the test period and data of the method proposed in this study with the traditional tire virtual submission method, the efficiency and accuracy of the output results of this method are verified. The application of this method can effectively shorten the vehicle development cycle and has important engineering value.

Presenting Author Biography

He is a doctoral student engaged in tyre dynamics research at the State Key Laboratory of Automotive Simulation and Control, Jilin University, Changchun City, Jilin Province, China. His research field is tire dynamics.

2.4

Comparison of UniTire and MF Tire Models in Characterizing Friction Ellipses

Longfei Zhou, Dang Lu

College of Automotive Engineering, Jilin University, Changchun, Jilin, China

Abstract

In the new era of intelligent vehicles, with the deep integration of electrification and intelligence technologies and the innovation in intelligent chassis technologies, the demand for high-precision tire models has become increasingly urgent. Modern vehicles are gradually transitioning from passive response to active perception, and the control of tire forces is expanding from linear regions to nonlinear regions. Therefore, characterizing the large-slip friction characteristics of tire models has become a research hotspot.

In this study, pure side-slip, pure longitudinal slip, and composite slip characteristics of tires were first tested under different loads. Through parameter identification, the parameters of the UniTire and MF models were obtained. Subsequently, through model simulations, the shapes of friction ellipses derived from the UniTire and MF models were demonstrated.

The key parameters affecting friction ellipse characteristics in different tire models were analyzed, and a detailed discussion on the distinct modelling mechanisms of the two models was conducted. The research revealed that the theoretical framework of the semi-empirical UniTire model is based on the derivation of the friction ellipse, while the experience-based MF model lacks an inherent expression of the friction ellipse and requires extensive experimental data to achieve reasonable friction ellipse characteristics.

Presenting Author Biography

Longfei Zhou is a doctoral candidate engaged in tyre dynamics research at the State Key Laboratory of Automotive Simulation and Control, Jilin University, Changchun City, Jilin Province, China.

2.5

A Novel Tire Radius and Slip Ratio Model for Advanced Vehicle Simulation Grounded in Real-World Physics

Carlos Nerini^{1,2}, Nicolas Carabetta¹, Federico Zacchigna²

¹WOM Testing Technologies, Turin, Torino, Italy

²Universidad de Buenos Aires FIUBA, Buenos Aires, Bs As, Argentina

Abstract

The slip ratio is fundamental in tire dynamics, influencing traction, braking, and vehicle safety in both pure longitudinal and combined vehicle dynamics. Traditionally, it is computed using the effective rolling radius, defined under steady-state free-rolling conditions. However, this approach does not fully capture tire grip behavior under complex 3D load states and nonzero wheel orientations, limiting accuracy in vehicle dynamics simulations and real-world applications.

This research introduces a novel reference radius that accounts for tire deformation and contact patch dynamics. By integrating high-precision tire data from real driving conditions with AI-driven physical modeling, the proposed solution provides a more accurate and physically meaningful slip ratio. Theoretical analysis and simulations highlight the limitations of conventional approaches and demonstrate the improved predictive capability of this new method.

This study leverages patented state-of-the-art technology to measure tire dynamics in real-world conditions, complemented by advanced data engineering techniques. The resulting methodology enhances tire characterization and modeling, establishing new workflows in tire and vehicle dynamics engineering.

The outcomes of this work drive advancements in traction and braking control, as well as autonomous vehicle performance, contributing to safer, more efficient, and higher-performing mobility solutions.

Presenting Author Biography

Carlos Nerini is the Managing Director and Co-Founder of WOM Testing Technologies, a start-up dedicated to innovation in the mobility industry. Based in Torino, he also supports global customers as a senior expert in tire and vehicle dynamics.

He began his career at PSA Groupe as a tire engineer, later joining the vehicle dynamics team as a chassis simulation engineer. He ended his collaboration with the OEM in the role of performance engineer, being responsible for vehicle dynamics, road testing, and tuning of tires and chassis components.

Additionally, he serves as a professor of vehicle dynamics at Buenos Aires University.

3.1

Belt and Sidewall Part Stiffness Estimation Method using Finite Element Tire Model

Gibin Gil¹, Kwon Bum Pyun¹, Rak Jin Seong¹, Yaswanth Siramdasu²

¹Hankook Tire & Technology, Daejeon, Republic of Korea

²Hankook Tire & Technology America Technical Center, Uniontown, Ohio, USA

Abstract

The tire development process involves design parameter tuning of various components since good performance can be achieved when the proper stiffness balance in the tire is established. A tire is a complex structure with internal pressure and contains layers of composite materials. Therefore, changing certain design parameters may affect the stiffness of other areas of the tire due to the interaction between the components. This makes it difficult for tire design engineers to predict the effect of specification tuning on the stiffness balance of the tire.

In this research, a method to estimate the belt and sidewall part stiffness of a tire is proposed. The belt deflection of a tire due to the lateral displacement is simulated using finite element analysis. Then, by matching the belt and sidewall deflections output to the beam on the elastic foundation model, belt and sidewall stiffness are estimated. It utilizes simple static finite element simulation results and the required computational resource is minimal. The obtained parameters can be used to map the tire design specification onto the stiffness characteristics space, which can provide useful information during the tire development process.

This work presents the stiffness parameter changes due to the tire design modification based on the simulation results of a set of finite element tire models. The results show the sensitivity of design parameter change on the belt and sidewall part stiffness. In addition, it presents the relationship between the proposed stiffness parameters and the parameters of commercial physical tire models such as CDTire and FTire. The results provide insight about the efficient parameterization process for CDTire and FTire when the tire finite element models are available.

Presenting Author Biography

Gibin Gil received the Ph.D. degree in 2013 from the University of Arizona with the research on multibody dynamics and numerical methods. He has been working at the advanced research department of Hankook Tire and Technology since 2004. He is currently the leader of the virtual tire development project group. His research fields are vehicle dynamics, virtual tire modeling, and numerical methods. Gibin Gil is a member of SAE International and the Korean Society of Automotive Engineers.

3.2

Cord Dynamic Properties for FEA Modal and Steady State Dynamics of Tires

Md Nafis Soumik¹, Shameem Shahrear Sifat¹, Akshay Kumar Pakala¹, Anudeep Reddy Vedire², Michelle Hoo Fatt¹

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Abstract

Tire cords not only give shape and structural stability to a tire, but they influence the overall tire performance especially when it pertains to vehicle NVH. Yet research to characterize and model their dynamic behavior in a tire is lacking. In most cases cords are modeled with either linear or hyperelastic materials in FEA steady state dynamic simulations of tires. In this project, we present a method to accurately characterize and model tire cord properties for FEA modal and steady state dynamic analyses of tires. We show through DMA testing that the storage and loss moduli of a Polyester 1500/2 cord are dependent on both frequency and mean tensile strains about which they are calculated from. The storage modulus increases with increasing frequency and strain, while the loss modulus increases with increasing frequency but does not vary substantially with strain. We use time-temperature superposition to find Master Curves of the storage and loss moduli at frequencies over 1 kHz and mean strains up to 3%.

Our solution methodology is validated by performing steady-state vibration experiments on two-ply rubber-cord laminates and using ABAQUS steady-state dynamics with our cord viscoelastic response modeled with frequency- and strain-dependent storage and loss moduli. These tests include transverse vibration of a pre-loaded dual cantilever and in-plane vibrations of a pre-tensioned membrane. We perform separate DMA tests on the rubber in the laminate to determine its viscoelastic properties and provide this for ABAQUS input. In contrast to the polyester cord, the storage modulus of the rubber increases with increasing frequency and decreases with increasing mean tensile strains. Like the polyester cord, the rubber loss modulus increases with increasing frequency and does vary substantially with strain. A good correlation was found between ABAQUS simulations and experimental results.

Presenting Author Biography

Md Nafis Soumik is a graduate researcher assistant and Ph.D. student in Mechanical Engineering at The University of Akron. His research is supported by the Center for Tire Research (CenTiRe), an NSF IUCRC. This work focuses on developing accurate tire cord properties for NVH simulations of tires. Before coming to The University of Akron, Nafis completed a BS degree in Naval Architecture and Marine Engineering from Bangladesh University of Engineering and Technology (BUET), and he worked as a Web Content Developer for a year, gaining valuable experience in technical communication.

3.3

Modeling of Tread Molding by the Material Point Method

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Abstract

In tire production, the molding of the tread is one of the most intricate and opaque processes. However, it also plays a significant role in tire performance. During this step, the uncured tire tread is subjected to extreme conditions and undergoes massive deformations, posing considerable challenges to simulation frameworks that could aid in the design process. For example, traditional mesh-based simulations face extreme distortion of the elements, resulting in inaccurate and unstable behavior. This study lays the foundation for a framework based on the Material Point Method (MPM) to address these challenges. The tire tread is discretized using particles called material points. To compute their interactions, the material points are projected onto a static background grid to solve the underlying differential equations, facilitating a fast and robust computation. The focus of this contribution is on the modeling of the mold and its interaction with the green tire, taking the unique properties of the MPM into consideration. Approaches based on the penalty method and the direct elimination method are presented and applied to molding examples to investigate their efficacy.

Presenting Author Biography

Julian Meyer is a PhD student at the Institute for Structural Analysis at TU Dresden, specializing in the Material Point Method and its application to tires. He studied civil engineering at TU Dresden from 2018 to 2023.

3.4

Mitigating Tire Air Cavity Resonance Using Acoustic Metasurfaces and Porous Liners: A Comparative Numerical Study

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Abstract

Tire Air Cavity Resonance (TACR) contributes significantly to interior vehicle noise and remains a persistent challenge in low-noise tire design. Conventional approaches typically utilize porous materials, such as polyurethane foam, applied to the inner tire wall to dampen cavity resonance frequencies and attenuate the air cavity mode through thermal and viscous dissipation. While porous materials have shown promising results, their performance is limited by space constraints, environmental durability, and poor tunability for specific resonance frequencies.

In this study, we propose an innovative approach incorporating acoustic metasurfaces mounted on the tire rim as an alternative or complementary solution for TACR mitigation. Inspired by recent advancements in porous-lined tire technologies, our approach exploits the reflective, phase-shifting and resonant properties of metasurfaces to achieve superior control over the cavity's acoustic field, especially at targeted low frequencies under 500 Hz.

This paper presents an ongoing numerical study comparing the acoustic performance of porous liners and metasurface-based treatments, as well as exploring their combined application within the tire cavity. We first characterize the fundamental resonance behavior using a baseline model of a tire-rim assembly with an enclosed air cavity. The study then simulates the application of: (i) a porous liner with validated material parameters from previous research, (ii) a metasurface liner of various geometries composed of locally resonant subwavelength structures mounted on the rim, and (iii) a hybrid configuration combining both treatments. Our analysis compares cavity resonance frequency, sound pressure level reduction, and required thickness to assess the effectiveness, tunability, and space efficiency of metasurfaces—both alone and in combination with traditional porous materials.

Presenting Author Biography

ABM Mominul Haque earned his Bachelor of Science in Mechanical Engineering in 2015 from the Islamic University of Technology (IUT), Bangladesh. He began his professional career as a Lecturer at Sonargaon University, Bangladesh, where he served for almost two years. Later, he joined Rupantarita Prakritik Gas Company Limited (RPGCL), a state-owned company in Bangladesh, where he worked for over six years in various technical and managerial capacities. In Fall 2025, he commenced his Ph.D. in Mechanical Engineering at the University of Akron, USA. His research interests include vibration and noise reduction of structures, acoustic metamaterials, and the mechanical behavior of advanced materials.

3.5

Transient Oscillations Reduction to Reach Steady State Severe Traction/braking Rolling of a Tire with Pattern in an Explicit Lagrangian FEM Simulation

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Abstract

The presentation will focus on a workflow to quickly reach a stable steady state severe traction/braking solution of a tire with pattern rolling in an explicit Lagrangian environment. Starting point is an a-priori estimation of the free rolling rotational velocity based on the tire radius, with a simulation of the tire rolling without road contact in a static/dynamic steady state environment.

The solution is transferred to the explicit environment and free-rolling condition is reached through a Lagrangian simulation of the tire landing on the road moving at the desired speed. Using linear connectors applied on the road with relative velocity dampers, it is possible to quickly reach a severe steady-state traction/braking condition, starting from the free-rolling solution.

The main novelty of this method is in transferring the dynamic effects from the tire (always controlled in kinematic) to the road (controlled in a combination of dynamic and kinematic), modelled as a rigid body with its own dynamics. With a proper calibration of road mass and road damping properties, it is possible to quickly dampen transitory oscillation.

Presenting Author Biography

Lorenzo Massimi joined Bridgestone in 2019 and the core of his activities has been virtual vehicle dynamics and advanced FEM tire simulations in the field of performance prediction (noise, wear, wet etc.), with a special focus on simulated contact mechanics.

Lorenzo has an academic background in the theory of FEM structural simulations (new elements formulation and definition, Eulerian-Lagrangian tire FEM simulations etc).

4.1

Influence of Tread Block Stiffness on Tire Traction

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Abstract

Due to continuous wear, tire tread blocks change their geometrical shape over the tire's life, generally resulting in height reduction. The obvious consequences are increased structural stiffness of the tread and less compliance to adapt to the road asperities, potentially affecting the tire's ability to transmit traction and braking forces effectively.

In this work, we use viscoelastic finite element (FE) simulations to evaluate the dry traction potential of siped and non-siped tread blocks varying tread depth, slip and load conditions. In addition to assessing the overall tread block traction, we present a novel statistical approach for interpreting FE results enabling us to distinguish between contributions of different friction mechanisms, such as interlocking or hysteresis. All simulations are validated by experiments utilizing our RePTiL (Realistic Pattern Testing in Lab) test rig, which is able to perform realistic rolling motion of individual tread block samples on real asphalt surfaces under varying slip conditions.

Presenting Author Biography

- Bachelor's degree in Mechanical Engineering at Leibniz Universität Hannover (2013-2020)
- Master's degree in Mechanical Engineering at Leibniz Universität Hannover (2020-2024)
- Scientific employee at the Institute of Dynamics and Vibration Research at Leibniz Universität Hannover since 2024 (Ph.D. student)
- Research focus on simulations of elastomer friction and contact mechanics

4.2

Research on the Prediction of Longitudinal Slip Characteristics Based on Side Slip Characteristics of Tires

Wenqing Bai, Dang Lu

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Abstract

Dynamic modelling of Truck and Bus Radial (TBR) tires is fundamental to the development of stability control systems and intelligent driving technologies for commercial vehicles. The prediction of mechanical characteristics under side slip-longitudinal slip conditions directly affects the control accuracy of systems such as ABS and ESC. However, conducting full-condition tests on TBR tires has always been a technical challenge due to constraints in testing conditions. To reduce test costs and obtain comprehensive condition data, it is necessary to conduct research on predicting longitudinal slip characteristics based on side slip characteristics for TBR tires.

In this study, methods related to the prediction of longitudinal slip characteristics were analysed, including the Combinator method, Lund model method, state stiffness method, and a dynamic friction separation method incorporating a reference tire. Using finite element simulation as a research tool combined with theoretical models, the relationship between sideslip and longitudinal slip stiffness was investigated in detail. A TBR tire side slip-longitudinal slip stiffness ratio model was established, enabling the prediction of longitudinal slip characteristics based on side slip data. Additionally, the coupling mechanism of lateral-longitudinal friction coefficients was explored, and a novel method for predicting friction coefficients of TBR tires was proposed, achieving the prediction of longitudinal slip friction coefficients through tire lateral friction coefficients. Furthermore, focusing on the mechanical properties of TBR tires under pure longitudinal slip conditions, a UniTire model capable of predicting longitudinal friction coefficients and longitudinal slip stiffness was developed. The predictive performance of the established UniTire model was validated by comparing it with test data from a specific TBR tire, demonstrating the effectiveness of the proposed prediction methods.

Presenting Author Biography

Wenqing Bai is a graduate student engaged in tire dynamics research at The State Key Laboratory of Automotive Simulation and Control, Jilin University, Changchun City, Jilin Province, China.

4.3

Power Spectral Density (PSD) and Friction Models: The Approximations That Still Limit Us in Realistically Predicting the Rubber-Asphalt Friction Coefficient

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Abstract

Currently, friction models such as those developed by Persson or by Heinrich and Klüppel describe the friction behavior between a viscoelastic material and asphalt primarily as a result of hysteretic energy loss caused by the material's deformation due to surface roughness. Consequently, accurately characterizing the asphalt surface is essential for robust and reliable friction predictions.

The most commonly used metric in friction models to describe road surfaces is the power spectral density (PSD). Although the use of PSD has significant advantages, especially on self-affine surfaces, it provides limited insight into the local height distribution of roughness and may misinterpret sharp height variations as high-frequency roughness components. In addition, PSD is highly sensitive to the experimental method used to obtain the digital twin of the surface, whether through replication or direct measurement. All these factors can lead to inaccurate predictions that deviate significantly from the actual behavior of the compound on asphalt.

In this study, we examine the limitations of existing models, particularly their reliance on PSD as the sole surface estimator, while other surface descriptors such as the height distributions function may vary without affecting the PSD. We also compare experimental results obtained with a linear friction tester to predictions from numerical model, demonstrating that PSD alone, as used in the model, is insufficient to fully capture the interactions at the compound-asphalt interface.

Presenting Author Biography

Dr. Andrea Genovese is an assistant professor in Applied Mechanics at the University of Naples Federico II; founder and CEO of its spinoff VESevo. He works as academic advisor for several companies and racing teams. His research interests include design and development of mechatronic systems, smart systems, tribology, non-destructive materials characterization, energy harvesting, vehicle dynamics and vibration control. He is author of more than 50 papers in international journals and refereed conferences. He serves on the Editorial Board of several international scientific journals and conferences.

4.4

Novel Multi Length-Scale Modeling of Interfacial Convection and Its Effect on Flash Temperature

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Abstract

The temperature of a tire tread block sliding on a wet road affects the grip available at the contact patch. Heat is generated due to interaction between the sliding rubber and the asperities at the interface. This heat is transferred to tread block through conduction at the area of actual contact of the interface. Convection occurs due to fluid flow in non-contact areas at the interface, thus transferring heat away from the tread block.

The temperature of the tread block is determined by the above-mentioned heat transfer processes at the interface, which are governed by complex physical phenomena such as multi length-scale roughness, viscoelasticity, fluid flow at the contact patch, etc. This work aims to quantify the effect of these heat transfer processes, and the resulting tread block temperature on the grip available, using an analytical multi length-scale model incorporating the above-mentioned physics. This will include, heat generation and convection to the fluid at the interface due to microfluidic flows and percolation.

Fluid flow through micro-asperity channels will be modeled using Burggemann's Effective medium theory. The temperature of the block, and heat transfer processes will be modeled using a novel formulation. The available grip will be calculated using the temperature of the tread block, and other aforementioned physical parameters. The model will also be validated using round rubber samples in a Dynamic Friction Tester which was designed and developed at the Center for Tire Research (CenTiRe), Virginia Tech.

Presenting Author Biography

Sivaraman is graduate student at Virginia Tech and has been a Graduate Research Assistant at the Center for Tire Research (CenTiRe) over the last 3 years. He is currently pursuing his PhD in Mechanical Engineering with a specialization in vehicle dynamics and tire modeling. He has been working on analytical modeling of wet tire-road interaction and has presented his work at multiple conferences and has won awards for them. He has worked in multiple student teams at Virginia Tech and his undergrad university, and has also completed multiple internships on vehicle and tire modeling.

5.1

Tire-Road Friction Estimation Based on a Deep Learning Using Microphone for Chassis Control Performance

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Abstract

Advanced driver assistance systems (ADASs) and driving automation system technologies have significantly increased the demand for research on vehicle-state recognition. However, despite its critical importance in ensuring accurate vehicle-state recognition, research on road-surface classification remains underdeveloped. Accurate road-surface classification and recognition would enable control systems to enhance decision-making robustness by cross-validating data from various sensors. Therefore, road-surface classification is an essential component of autonomous driving technologies.

This paper proposes the use of tire-pavement interaction noise (TPIN) as a data source for road-surface classification. Traditional approaches predominantly rely on accelerometers and visual sensors. However, accelerometer signals have inherent limitations because they capture only surface profile properties and are often distorted by the resonant characteristics of the vehicle structure. Similarly, image-based signals are susceptible to external factors such as lighting conditions, obstacles, and motion blur, which can compromise their reliability.

In contrast, TPIN signals offer a more comprehensive representation of both the surface profile and texture characteristics of the road. Additionally, TPIN signals are less susceptible to environmental interferences that affect image-based methods. The TPIN signals are transformed into two-dimensional images using time-frequency analysis. These transformed images are subsequently utilized in conjunction with a convolutional neural network (CNN) architecture to evaluate the feasibility of a robust road-surface classification system. The system was implemented using MATLAB Simulink. Furthermore, this study explored the application of CNN-based artificial intelligence techniques to predict the tire-road friction coefficients across various road surfaces, providing a deeper understanding of the underlying principles governing tire-road interactions.

Presenting Author Biography

Jiyeon Hong graduated from Soongsil University. He has four years of experience at Hyundai Motor Company Research & Development.

5.2

Electromagnetic and Thermal Analysis of Permanent Magnet Linear Synchronous Motor (PMLSM) and Magnetorheological (MR) Damper-Based Active Suspension System

Nayan Kumar Chowdhury, Jiajun Zhang, Wei YinTao

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Abstract

Active suspension systems are crucial for enhancing ride quality and passenger comfort in vehicles because they have the capacity to adjust their stiffness and damping characteristics dynamically. Significant studies into the structural design of active suspension systems have been conducted recently by corporations and academic institutions. Currently, hydraulic and electromagnetic systems make up the majority of active suspension types. Notably, hydraulic active suspensions exhibit a comparatively slower response time, whereas electromagnetic active suspensions typically lack the capability to modify the damping force's characteristics actively.

Therefore, we proposed an active suspension system that consists of a permanent magnet linear synchronous motor (PMLSM) and a Magnetorheological (MR) fluid damper. In our system, linear motors could provide fast and accurate force response. A MR fluid damper is employed to provide fast and widely adjustable damping force, improving the ride comfort and handling stability of the vehicle. In order to examine the performance of our proposed system, the thrust curve and response time were calculated. Moreover, electromagnetic simulation and thermal simulation were carried out to test the performance of the suspension system, which proved that the impact caused by magnetic leakage could be ignored and that the heat generation of the coil would not affect the regular operation of our suspension system. Additionally, the proposed system demonstrates a reduction in tire dynamic forces, further optimizing vehicle stability and road contact.

In summary, our proposed active suspension system is a powerful and robust system that can enhance driving comfort and handling stability compared to other active suspension systems.

Presenting Author Biography

Jiajun Zhang majored in theoretical and applied mechanics and vehicle engineering. He is currently working toward his bachelor's degree at Xingjian College, Tsinghua University, Beijing, China. Moreover, he will start his Phd in the fall of 2025 at the School of Vehicle and Mobility, Tsinghua University, Beijing, China. His research interests include active suspension control, linear motor design, and magnetorheological fluid.

5.3

Tire Dynamic Load Optimization via RBF-SARSA-Controlled Magnetorheological Suspension

Xiaoyu Wen, Yintao Wei

Tsinghua University, Beijing, China

Abstract

This article focuses on optimizing tire dynamic load variation through a suspension control strategy based on reinforcement learning (RL), aiming to improve the vehicle performance of handling and stability. A quarter-car magnetorheological (MR) semi-active suspension model was developed to serve as the training and simulation environment for the RL algorithm. To ensure efficient deployment and real-time implementation on embedded hardware platforms, an approximate RL control method integrating a Radial Basis Function Network (RBFN)-based Sarsa algorithm is developed. Specifically, the convergence efficiency and training stability of the policy are improved by integrating Dutch eligibility traces and a Softmax-based action selection mechanism. Additionally, a tailored reward function is formulated to balance the objectives of minimizing tire dynamic load variations and controlling sprung mass vibrations. The policy is implemented onto embedded systems through automatic code generation facilitated by using MATLAB/Simulink's Embedded Coder, and its effectiveness is verified through real-vehicle testing. Experimental results indicate that the proposed algorithm substantially reduces tire dynamic load fluctuations, thereby significantly improving vehicle handling and stability performance while concurrently maintaining ride comfort.

Presenting Author Biography

Xiaoyu Wen received her B.Sc. degree from Nanjing University of Science and Technology, China, in 2018. She has gained professional experience at Honda and Li Auto. She is currently a Master's student at Tsinghua University, conducting research on vehicle dynamics, magnetorheological semi-active suspension systems, and reinforcement learning-based control strategies for real-time automotive applications.

6.1

Lettering, Grooves and Vents - Design Validation for Stress-Concentrating Tire Features

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²Coreform LLC, Orem, Utah, USA

Abstract

Tire engineers must avoid the development of cracks on tires during regulatory durability testing in order to qualify tires for the marketplace. Given that typical tread and sidewall features have the potential to concentrate stresses and to develop cracks, and considering the high cost of machining a new mold, a simulation-based workflow for analyzing stress-concentrating tire surface features has been developed and exercised. The workflow has been applied for samples of lettering, grooves, and vents. Each of these features involves small radii / high curvature surfaces which must operate under a multiaxial loading cycle imposed by tire loading and rotation. The workflow combines the Coreform Cubit meshing software, Abaqus finite element solver and the Endurica CL fatigue solver. The presentation investigates the discretization and computational requirements, and provides examples of acceptable and unacceptable feature geometry.

Presenting Author Biography

Dr. Will Mars founded Endurica LLC in 2008 to give product developers a simple and accurate workflow for analyzing the durability of elastomer products. The firm's products and services are used by leading firms around the world to manage durability. Dr. Mars has received several awards for his scientific contributions and innovations. He has more than 60 peer-reviewed publications, holds four patents in the area of elastomer durability and is the past editor of two scientific journals.

6.2

Sensor-Driven Thermo-Mechanical Modeling for Mining Tire Temperature and Durability Assessment

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²Techking Tires Ltd, Qingdao, China

Abstract

OTR tires in mining areas typically operate under low-speed, high-load, and complex road conditions. The severe operating conditions impose high demands on the tires' load-carrying capacity and thermal resistance, while also providing an ideal application scenario for simulation and intelligent technologies.

This study takes a wide-body dump truck tire as an example to explore the effective application methods of intelligent sensor technology and thermo-mechanical coupled FEA in the analysis of OTR tires. First, a novel tire TPMS capable of monitoring tire loads was used to collect the loading history of the tire in real working environments. The collected load information was then statistically classified to obtain virtual load history spectrum segments for tire simulation. Subsequently, finite element simulation tools were employed to analyze the stress and deformation of the tire under different load conditions. Computational fluid dynamics methods were used to analyze the internal and external cavity heat exchange conditions of the tire under various operating conditions, including convective heat transfer and thermal radiation.

Besides, a nonlinear viscoelastic hysteretic hysteresis model was established to characterize the heat generation of tire rubber materials, followed by the prediction of the transient thermal conduction and the temperature evolution across tire components under various operating conditions.

Furthermore, the damage accumulation of the tire rubber elements over their service life was calculated using the Endurica CL+DT fatigue analysis tools. The efficacy of the entire data collection, modeling, and simulation techniques was validated under bench test conditions through embedded RF technology by comparing the simulated temperature with the recorded temperature inside various tire parts. This integrated framework demonstrates potential for predictive safety assessment and lifecycle management of large-scale mining off-road tires, offering a systematic approach to optimize load-bearing performance and thermal stability under extreme operational demands.

Presenting Author Biography

Hao Wang holds a Master's degree in Automotive Engineering from the School of Vehicle and Mobility at Tsinghua University, where his research focused on finite element simulation and fatigue analysis of rubber components and tires. His academic contributions were recognized with the 2015 Honorable Mention Award from The Tire Society. Currently serving as the General Manager of E-rubber Technology (Tianjin) Co., Ltd., he leads initiatives to integrate intelligent measurement technologies and multiphysics simulation methods into tire product development and performance optimization. By leveraging embedded sensing data and thermomechanical coupling modeling techniques, his team aims to enhance the load-bearing capacity, thermal management efficiency, and lifecycle reliability of mining off-road tires. His work bridges advanced computational methodologies with industrial applications, driving innovation in intelligent and high-performance tire solutions for extreme operational environments.

6.3

Comprehensive Approach using Multiphysics Simulations to Predict Durability of Rubber Products

Mahmoud Assaad

Endurica, Findlay, Ohio, USA

Abstract

Rubber components often operate under conditions in which several physical phenomena such as dynamic loading, temperature and chemical exposure interact closely. There is a real need for a tool designed to help engineers and businesses predict and analyze the fatigue life of these rubber parts usually used in automotive, aerospace and industrial applications.

In this paper, a novel and comprehensive approach is demonstrated to predict the durability of rubber components by considering the complex interactions between mechanical, thermal and oxidative reactions. Additionally, complete material testing protocols with input conditions corresponding to actual behavior are explained. Material properties such as stiffness, elasticity and resistance to crack growth are integrated as a function of temperature level and oxygen concentration to account for changes in behavior under different thermal and oxidative conditions.

To fully demonstrate this crucial Multiphysics mechanism in materials design and engineering applications, two types of tires (PCR, TBR) were analyzed using FE models in Abaqus coupled with Endurica to provide accurate fatigue life predictions. Examples are presented to demonstrate the impact on the number of cycles to failure where rubber components are subjected to simple or harsh and complex conditions.

Presenting Author Biography

Mahmoud Assaad: senior technical advisor at Endurica in Findlay, Ohio, USA. He received his MSc in structural engineering from Iowa State University, Ames, Iowa, following it with a PhD from the same university with engineering mechanics as a major and applied mathematics as a minor. Assad started his industrial career with Goodyear as a senior research engineer in 1983. He gained his second MSc - in polymer science - from the University of Akron, Ohio in 1990. Assaad is a senior R&D associate/retired in the global numerical methods, global simulation technology department at the Goodyear Technical Center, Akron, Ohio, USA. Author of the Composite segment of The Pneumatic Tire book and 27 publications, recipient of the special Achievement Award from NASA for “meritorious accomplishments, dedicated work, and special efforts”, winner of the “2008 Create the future design contest” in the machinery/equipment category. He holds 65 U.S. and European patents and trade secrets

6.4

Stiffness-hysteresis Tradeoff in the Dynamic Mechanical Behavior of Silica-reinforced Styrene-butadiene Rubber and Implications for Tire Tread Performance

Danling Wang¹, Huiming Ren¹, Xingwang Dong¹, Shouliang Nie¹, Christopher G. Robertson²

¹ Center for Frontier Research and Technology, Zhongce Rubber Group Co., Ltd., Hangzhou, Zhejiang 310008, China

² Polymer Technology Services LLC, Akron, Ohio 44333, USA

Abstract

We show using temperature-dependent dynamic mechanical analysis (DMA) results that the peak height for loss tangent ($\tan(\delta)$) in the glass-to-rubber softening transition is inversely related to the dynamic storage modulus in the rubbery state, the latter influenced strongly by the type and concentration of reinforcing filler. New DMA results for a model passenger tire tread compound, based on styrene-butadiene rubber reinforced with different loadings of precipitated silica and silane coupling agent, illustrate this stiffness-hysteresis tradeoff. This general trend is also noted for published data for various tread compounds filled with precipitated silica or carbon black and with data for various elastomer nanocomposites from scientific literature. Viscoelastic models show the same inverse relationship, independent of any material-related interpretation. This viscoelastic tradeoff will be discussed, including the implications for tire tread performance.

Presenting Author Biography

Dr. Chris Robertson is principal consultant at Polymer Technology Services LLC in Akron, Ohio, a company that he founded in 2021 to provide technical consulting, training, and expert witness services for the rubber industry. Chris has 25 years of experience as a materials scientist and engineer in the tire and rubber industry. This experience includes 9 years working in R&D for tire companies (Bridgestone; Cooper Tire) and 4 years in a combined commercial and technical role at Endurica LLC. Chris teaches online graduate courses on elastomer science and technology as an adjunct professor in the Department of Plastics Engineering at the University of Massachusetts Lowell, and he is a visiting research scientist with the Rubber Technologies group of the Centre of Polymer Systems at Tomas Bata University in Zlín, Czech Republic. Chris has expertise and research interest in polymer viscoelasticity and rheology, rubber compound development, and elastomer fracture behavior.

7.1

Optimizing the Process of Indoor Tire Wear Testing

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Abstract

As part of the Euro 7 legislation, the issue of tire abrasion has taken on a new significance. The European Union therefore wants to reduce tire abrasion by 30% by the year 2030.

Two methods have been developed to measure tire abrasion: the road method, which involves a convoy test with a reference tire and up to three test tires. The second is an indoor drum test on sandpaper, in which the test tires are subjected to a defined sequence of speed, wheel load, longitudinal and lateral forces. The ratio of the mass loss between the test subject and the test tire yields a wear index that ultimately serves as an approval criterion. The limit value is derived from a large-scale test according to the approved procedures.

The widespread use of sandpaper on tire test stands originally comes from the measurement of the lateral force and the restoring torque. Sandpaper has the property of wearing down quickly at first and then less and less. This makes it difficult to compare different tires, since the state of wear of the sandpaper is never really known. In most cases, a reference tire is always measured on a 2-position test stand so that at least one comparative statement can be made. However, this is not always useful because the dependence of wear on the surface texture of the sandpaper can vary from tire to tire.

This paper presents methods for avoiding reference tire measurements as much as possible while still achieving a high degree of reproducibility of the measurements. In addition, a method for optimally reducing test time is presented and evaluated.

Presenting Author Biography

Guenter Leister

1982- 1988 Master of Mechanical Engineering at University of Stuttgart

1988- 1992 Research Associate Institute B for Mechanics, University of Stuttgart. Ph.D. Theses: Simulation of multi-body systems with closed kinematic loops

1992 - 2020 Mercedes-Benz Cars, Last position: Director and Head for Wheels, Tires and Tire Pressure Monitoring

Since 2020 Owner of TPMS-consulting | tire wheel mobility solution

Since 2020 Honorary Professor at the University of Karlsruhe:

Author of the Book "Passenger Car Tires and Wheels", Springer ISBN: 978-3-319-50118-5,

Life Achievement Award of the "Tire Technology International", 2024.

7.2

Stretchable Sensors for Tire Tread Wear Monitoring

Shahba Tasmiya Mouna, Md. Jarir Hossain, Jae Won Choi

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Abstract

Accurate monitoring of tire wear and road conditions is needed for enhancing vehicle safety, traction, and overall performance, yet it poses challenges due to limitations in sensor stretchability and integration. These sensors feature stretchable carbon nanotube electrodes integrated into a stretchable, pressure-sensitive layer made of an ionic liquid-polymer composite, enabling it to detect voltage changes in response to pressure variations. They are integrated into tire tread that is capable of tracking tire wear progression. Tire wear was simulated through incremental tread reduction maintaining consistent tire pressure, speed, and deformation. Results demonstrate distinct voltage outputs correlating with tread depth reduction enabling predictive assessment of tire lifespan. This approach establishes a transformative tool for intelligent tires, enhancing safety by identifying wear thresholds before failure and optimizing traction and stability across diverse driving environments.

Presenting Author Biography

Shahba Tasmiya Mouna is a Ph.D. student in Mechanical Engineering at the University of Akron with a background of Biomedical Engineering, working with Dr. Jae Won Choi. She is specializing in advanced additive manufacturing and sensing technologies. Apart from Tire Research she is also specializing in Biomechanical Research and Biosensing applications.

7.3

Towards a Digital Twin - Multi-physics Modeling of Wear Phenomena in Tires

Samir El Masri, Johannes Storm, Michael Kaliske

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Abstract

The main aim of a Digital Twin is to fully model one or more assets digitally, creating a virtual replica of the asset during all its design and operational lifetime. For physics-based Digital Twins, it is essential to capture not only mechanical deformations but also dissipative and degradation processes, such as temperature fluctuations, fatigue, and wear, that require a multi-physics simulation framework. This study, and in a step toward Digital Twins, aims to introduce wear into the simulation of tires in multi-physics manner. Traditional wear modeling approaches, which typically rely on post-processing methods like node-moving algorithms, often introduce inaccuracies in representing the exact amount of material loss. With that said, such limitations hinder the seamless integration of wear description into Digital Twin applications.

To address these challenges, a novel multi-physics approach that embeds wear calculations into the simulation in a fully coupled manner is proposed. By directly solving the mass balance equation alongside the momentum balance, the method guarantees an accurate and consistent representation of mass loss, eliminating the need for post-processing approaches and external adjustments. In this study, the coupled problem is adapted to steady-state rolling tire allowing for an efficient modeling of tire wear. Additionally, the critical numerical challenges, such as contact modeling and its impact on simulation accuracy and convergence are addressed. The approach is validated using a series of numerical examples focusing on steady state rolling tire simulations under various boundary conditions. These examples showcase the advantages of our method in terms of numerical stability, accuracy, and practical applicability. This work represents a promising advancement in integrating multi-physics phenomena into tire simulations, paving the way for a Digital Twin that replicates both mechanical and degradation processes.

Presenting Author Biography

Samir El Masri earned a Bachelor of Science in Civil and Environmental Engineering from Rafik Hariri University in Lebanon (2014-2017) and then completed a Master of Science in Civil Engineering at the University of Southampton, UK (2017-2018). From 2018 to 2021, he worked as a consulting engineer at Advanced Construction Technology Services while concurrently pursuing an MSc in Advanced Concrete Technology from the University of Leeds. In 2021, he embarked on a third postgraduate program—an MSc in Advanced Computational and Civil Engineering Structural Studies at TU Dresden, which he completed in 2024. He is currently pursuing a PhD at the Institute for Structural Analysis, Dresden University of Technology.

8.1

Tire Performance Across Different Road Surfaces: A Data-Driven Framework for Predictive Tire Modeling

Henning Olsson, Marco Furlan, Matthew Strang, Ethan Ackerman

Calspan, Buffalo, NY, USA

Abstract

Understanding and predicting tire performance across different road surfaces is essential for both tire and vehicle development. While indoor testing provides precise and repeatable measurements, it does not directly replicate real-world road interactions. This research presents a novel two-phase approach that enhances the predictive capability of indoor testing by integrating highly repeatable and precisely controlled test surfaces with an advanced modeling framework. This method enables accurate performance predictions in both virtual and physical development workflows.

In the first phase, we developed a set of mathematically generated test surfaces that capture key textural attributes of real-world roads. These surfaces, fabricated using a novel manufacturing method, enable precise and repeatable measurements of tire performance across a spectrum of surface characteristics. By combining targeted tire measurements on these surfaces with detailed tread rubber assessments, we gain fundamental insights into how tire tread interacts with varying surface textures.

Building upon this data, the second phase introduces a predictive modeling framework that enables performance translation between surfaces. Using high-resolution 3D scans of real road textures, converted into power spectral density (PSD) representations, we establish a mapping between indoor test results and real-world road conditions. This multi-step mathematical approach predicts how a tire tested on a controlled indoor surface will behave on different proving grounds, enabling a streamlined transition from lab-based testing to real-world validation.

The method has been validated using full-vehicle testing across different road surfaces, demonstrating its effectiveness in capturing the influence of surface properties on tire performance. Future work will focus on integrating this approach into virtual development workflows, allowing tire and vehicle manufacturers to optimize performance predictions before physical prototypes exist, thus increasing efficiency and reducing development costs.

Presenting Author Biography

Since joining Calspan in 2015, Henning has been developing and implementing testing technologies to help Calspan's customers bring new and innovative tires and vehicles to market faster than before. With extensive experience in the use of CAE and simulations to understand and predict tire performance, Henning works side-by-side with global customers to make tire testing and modelling more accurate, repeatable and cost-effective. Prior to joining Calspan, Henning spent several years as a vehicle dynamics engineer in high-level motorsports. Henning received his B.S in Engineering from Dartmouth College and his M.S in Automotive Engineering from the Royal Institute of Technology in Sweden.

8.2

Research on Tire Mechanics Modeling under Multiple Inflation Pressures Based on Mechanism and Data Fusion

Hao Yuan, Dang Lu, Konghui Guo

Jilin University, Changchun, Jilin Province, China

Abstract

Variations in tire inflation pressure significantly affect tire mechanical properties and vehicle dynamics. Developing a high-precision tire mechanical model applicable to complex operating conditions and multiple inflation pressures is crucial for vehicle dynamics simulation and control. Traditional semi-empirical models (such as Pacejka) consider the effects of tire pressure but exhibit limited prediction accuracy under complex slip conditions and lack an adequate representation of hysteresis effects.

To enhance modeling accuracy under multiple inflation pressures, this study proposes a data-driven approach that integrates mechanism-based modeling with deep learning. By conducting tire handling tests under different inflation pressures, three models are developed: the traditional Pacejka model, a data-driven deep learning model, and a hybrid mechanism-data fusion model. Their prediction accuracy and generalization ability are compared across various operating conditions.

Experimental results demonstrate that, compared to semi-empirical physical models and purely data-driven prediction methods, the mechanism-data fusion model exhibits higher prediction accuracy and better generalization under multi-pressure and complex operating conditions while effectively capturing tire hysteresis effects. This study provides an optimized approach that combines physical modeling and data-driven methods for tire force prediction, offering new insights into tire dynamics modeling and vehicle dynamic control.

Presenting Author Biography

Hao Yuan is a Ph.D. student at Jilin University, specializing in tire dynamics. Under the guidance of Professor Dang Lu, his research focuses on tire sensors, intelligent tires, and multi-inflation pressure tire modeling. Currently, he is dedicated to integrating mechanistic modeling with data-driven approaches for studying tire characteristics under varying inflation pressures. In this conference, he will present his latest findings on this topic.

8.3

Development of Tire Performance Prediction Model using CNN Deep-learning Model

Dongyoon Shin¹, Youngsam Yoon¹, Hyosik Kim¹, Hyeongju Kim¹, Jaegil Lee¹, Sangkwon Lee², Seonguk Hwang³

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Abstract

Predicting various performance characteristics of tires at the early stages of tire development is a challenging task, particularly when considering their integration with vehicles. Moreover, during the vehicle development process, there may be instances where certain tire performance metrics fall short of initial expectations. In such cases, it becomes necessary to make trade-offs with other performance attributes in order to implement improvements. Therefore, the ability to accurately predict tire performance at an early stage is important.

In this study, a convolutional neural network (CNN) was developed based on the non-supervised training method to predict tire performance for PRAT, Torque steer under acceleration, Snow, Hydroplaning, Wet Braking, Dry Mu, Cornering Stiffness, Pattern noise. Two learning algorithms, i.e., stochastic gradient descent (SGD) and RMSProp, were applied to the CNN model for comparison of their learning performance. In this case, an image of the pattern of the tire to be designed was used as the input of the CNN. Therefore, a technology for predicting tire performance was developed by developing an artificial intelligence review system based on input of a database of design elements for tire performance and output of tire performance evaluation results, and by developing a GUI-based review system.

Presenting Author Biography

Mr. Shin Dongyoon is a engineering researcher of Hyundai Motor Company. He received his bachelor from mechanical engineering from Hanyang university in Seoul, Korea and has 4 years of experience in automotive researcher. His work focuses on wheel & tire system engineering design of commercial vehicle. He can be reached at shindy@hyundai.com

8.4

AI-Powered Tyre Noise Prediction from Tread Profile Images: Accelerating Design-Stage Approvals

Lakshmi Sampathraghavan^{1,2}, V Krishna Teja Mantripragada², Neeraj Ramachandran², Krishnakumar Ramarathnam¹

¹Indian Institute of Technology Madras, Chennai, Tamil Nadu, India

²JK Tyre and Industries Ltd, Mysore, Karnataka, India

Abstract

The prediction of tyre noise from tread profiles is a critical aspect of tyre design, particularly for electric vehicles (EVs), where pass-by noise (PBN) and in-cabin noise play significant roles in the overall vehicle acoustic experience. This paper focuses on predicting tyre tread profile noise directly from tire pattern images using convolutional neural networks (CNNs) and extends the methodology to forecast both PBN and in-cabin noise. This approach aims to streamline tyre noise optimization especially for lower noise applications like EVs, providing quicker and more reliable predictions during the design stage. The proposed framework is trained on a comprehensive dataset of indoor and outdoor tire noise measurements. By correlating tyre pattern design approaches with noise signatures, the proposed framework reduces reliance on physical prototypes, enabling early-stage noise predictions. This innovative approach not only accelerates the tyre development process but also supports the design of quieter and more efficient tyres, aligning with the growing demands of sustainable and comfortable mobility solutions.

Presenting Author Biography

Lakshmi is an accomplished automotive engineering professional, currently working with JK Tyres for more than 5 years, specializing in noise and NVH. Her key accomplishment includes the development of a pitch sequence optimization tool for reducing tire noise and improving tread pattern design. Holding an MS in Vehicle Dynamics and Parameter Estimation, Lakshmi is now pursuing her PhD at IIT Madras. Her research focuses on leveraging AI to advance tire noise prediction. Lakshmi's expertise bridges the gap between industry and academia, demonstrating exceptional technical acumen and a steadfast commitment to innovation in noise-optimized tire solutions.

Day 1 – Tuesday, September 23, 2025

8:30 AM	Conference Opening
8:35 AM	Keynote Address
9:35 AM	Announcements
10:10 AM	Session 1: Tire Circularity
11:55 AM	Lunch (Provided)
12:55 PM	Session 2: Tire Models for Vehicle Simulations
3:20 PM	Session 3: Physics-Based Modeling
5:25 PM	Closing Remarks

Day 2 – Wednesday, September 24, 2025

8:30 AM	Opening Remarks
8:35 AM	Session 4: Tire-Road Contact
11:00 AM	Session 5: Chassis Technology
12:20 PM	Lunch (Provided)
1:20 PM	Session 6: Durability and Rolling Resistance
3:25 PM	Session 7: Wear
4:45 PM	Reception
6:15 PM	Banquet Speech

Day 3 – Thursday, September 25, 2025

8:30 AM	Opening Remarks
8:35 AM	Plenary Address
9:35 AM	Annual Business Meeting
10:40 AM	Session 8: Data Driven Technologies
12:25 PM	Closing Remarks