



OPEN ACCESS

EDITED AND REVIEWED BY

Mohit Goswami,
Technion Israel Institute of Technology, Israel

*CORRESPONDENCE

Ankush Yadav,
✉ yadavankush948@gmail.com

RECEIVED 11 May 2025

ACCEPTED 14 May 2025

PUBLISHED 02 June 2025

CITATION

Yadav A, Jiju CM, Kumar P and Das NC (2025)
Corrigendum: Characterization of ply bulge
failures in truck bus radial tyres.
Front. Mech. Eng. 11:1626849.
doi: 10.3389/fmech.2025.1626849

COPYRIGHT

© 2025 Yadav, Jiju, Kumar and Das. This is an
open-access article distributed under the terms
of the [Creative Commons Attribution License](#)
(CC BY). The use, distribution or reproduction in
other forums is permitted, provided the original
author(s) and the copyright owner(s) are
credited and that the original publication in this
journal is cited, in accordance with accepted
academic practice. No use, distribution or
reproduction is permitted which does not
comply with these terms.

Corrigendum: Characterization of ply bulge failures in truck bus radial tyres

Ankush Yadav^{1*}, C. M. Jiju², Prashant Kumar² and
Narayan Chandra Das¹

¹Rubber Technology Centre, Indian Institute of Technology Kharagpur, Kharagpur, India, ²Product
Development, Apollo Tyres Ltd. Global R&D Centre - Asia, Sriperumbudur, India

KEYWORDS

ply bulge, truck and bus radial (TBR), x-ray, shearography, FTIR, 90° peel test,
adhesive failure

A Corrigendum on

Characterization of ply bulge failures in truck bus radial tyres

by Yadav A, Jiju CM, Kumar P and Das NC (2025). *Front. Mech. Eng.* 11:1576195. doi: 10.3389/fmech.2025.1576195

In the published article, there was an error in [Figure 1](#) as published.

The corrected [Figure 1](#) and its caption appear below.

In the published article, there was an error in [Figure 4](#) as published.

The corrected [Figure 4](#) and its caption appear below.

In the published article, there was an error in [Figure 5](#) as published. The corrected [Figure 5](#) and its caption appear below.

In the published article, there was an error in the first paragraph of *subsection 4.1* under section **Results and discussion**.

This sentence previously stated:

These failures were not restricted to any specific side, whether NSS or SS, and could occur at any circumferential location around the tyre. For reference, the barcode location was designated as 0°, and the inner liner (IL) splice was marked at 180°, as shown in [Figure 4a](#).

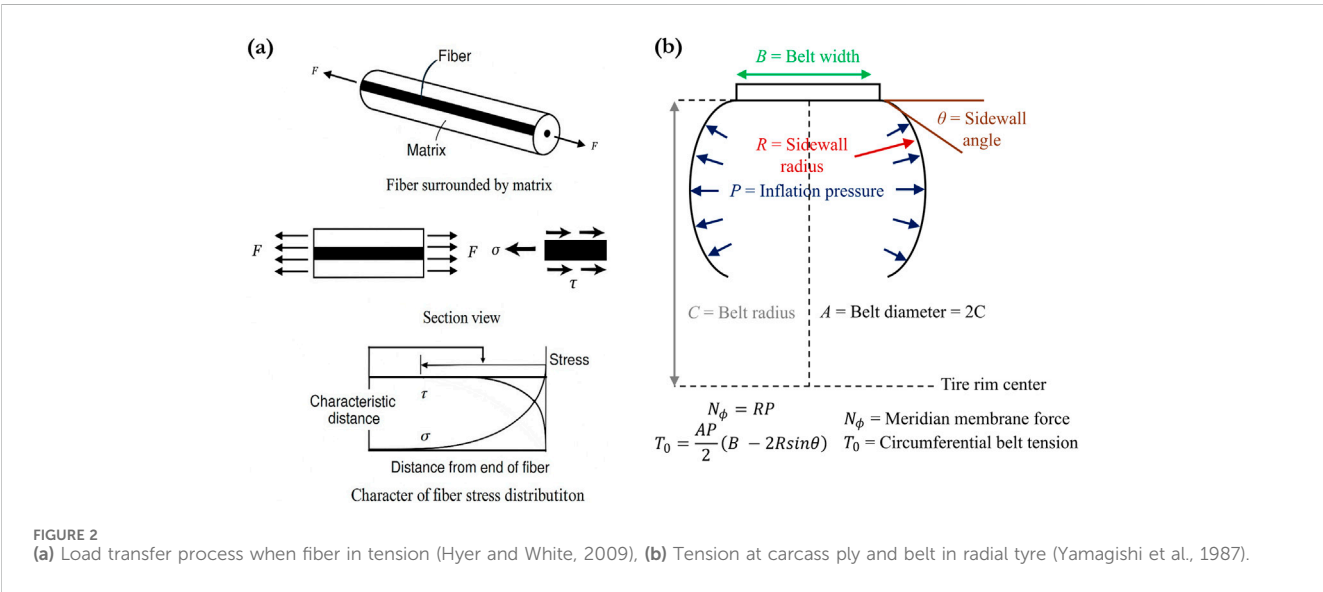
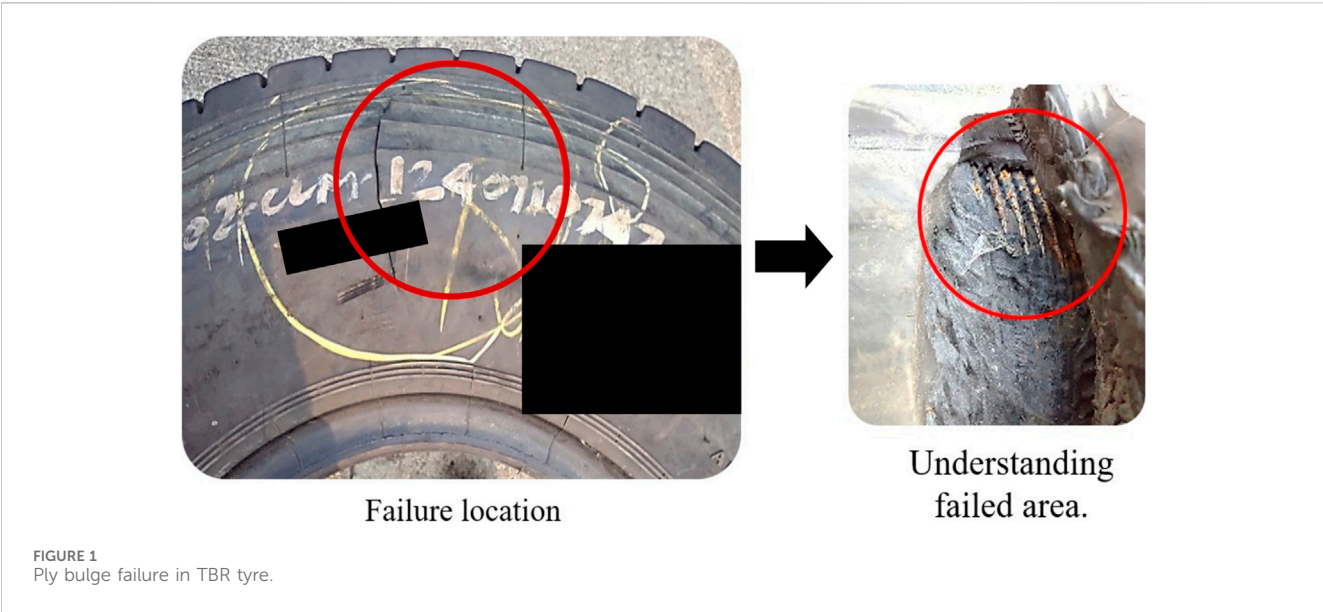
The corrected sentence appears below:

These failures were not restricted to any specific side, whether NSS or SS, and could occur at any circumferential location around the tyre, as shown in [Figure 4a](#).

The authors apologize for this error and state that this does not change the scientific conclusions of the article in any way. The original article has been updated.

Publisher's note

All claims expressed in this article are solely those of the authors and do not necessarily represent those of their affiliated organizations, or those of the publisher, the editors and the reviewers. Any product that may be evaluated in this article, or claim that may be made by its manufacturer, is not guaranteed or endorsed by the publisher.



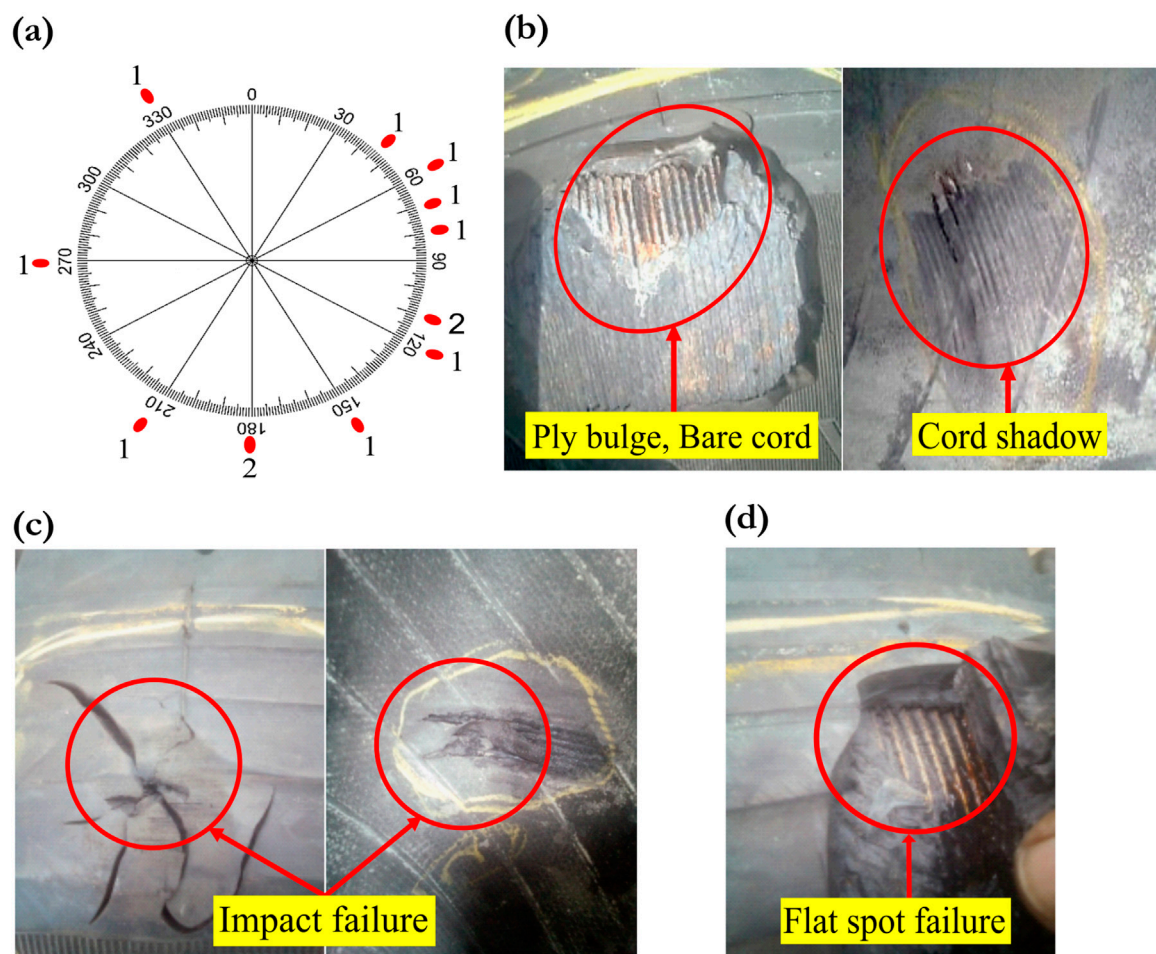


FIGURE 4
Visual analysis: (a) Failure location at different circumferential positions of the tyre, (b) Bare cord and cord shadow at the failure location, (c) Failure due to impact, (d) Failure due to flat spot.

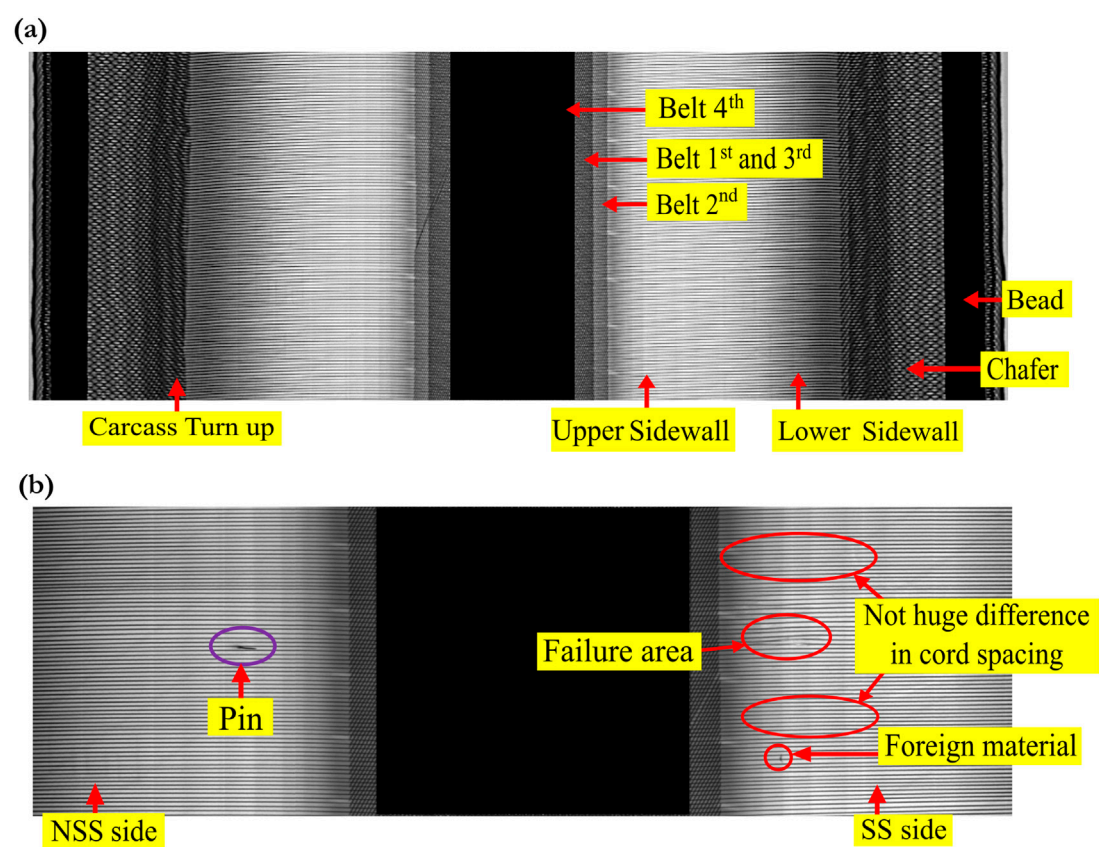


FIGURE 5 (a) Identifying different components from the X-ray image, (b) X-ray image of failed tyre.