INCH-POUND
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23 November 1995
SUPERSEDING
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PERFORMANCE SPECIFICATION

WHEEL AND TIRE ASSEMBLIES, FOAM INFLATED LOW SPEED, HIGHWAY AND OFF-ROAD

This specification is approved for use by all Departments and Agencies of the Department of Defense.

1. SCOPE

1.1 Scope. This specification covers foam inflated, wheel and tire assemblies for mounting on low speed airstrip loaders and off-the-road forklifts.

Beneficial comments (recommendations, additions, deletions) and any pertinent data which may be of use in improving this document should be addressed to: U.S. Army Tank-automotive and Armaments Command, ATTN: AMSTA-TR-E/BLUE, Warren, MI 48397-5000 by using the Standardization Document Improvement Proposal (DD Form 1426), appearing at the end of this document, or by letter.

ASMC N/A FSC 2530

1.2 Classification.

1.2.1 Group. Wheel and tire assemblies covered by this specification shall be furnished in the following groups as specified by the procuring activity (see 6.2).

Group 1. Low platform airstrip loader wheel and tire assemblies.

Group 2. Off-the-road forklift wheel and tire assemblies.

1.2.2 Size and ply rating. Wheel and tire assemblies shall be of the sizes, ply ratings, load ranges, foam inflation and wheel mounting shown in table I.

Table I. Foam inflated wheel and tire assemblies.

Group	1/ Army drawing/part number	Tire size	Load range and ply rating	Rim and wheel assembly		T & R Load	2/ Pneumatic Foam Insulation Equivalent
				Rim	Wheel	Pounds (kg)	Psi (kPa)
1	11677545-1	9.00-15	G(14)	7.00 T	Dual	5450(1) (2491)	100 (689.5)
1	11677545-2	9.00-15	G(14)	7.00 T	Single	5850(1) (2674)	100 (689.5)
2	11677547-1	17.5-25	F(12)	14.00 SDC 3/	Right	13530 (6185)	50 (344.7)
2	11677547-2	17.5-25	F(12)	14.00 SDC	Left	13530 (6185)	50 (344.7)

1/ Tire and Rim Association Engineering Design Information 2-22A (20 mph)
2/ Average inflation equivalent of each tire shall be certified to be within +20% and -5% of the normal pneumatic pressure equivalent.
3/ (SDC) Semi-Drop Center: as defined by the Tire and Rim Association.

2. APPLICABLE DOCUMENTS

2.1 General. The documents listed in this section are specified in sections 3 and 4 of this specification. This section does not include documents cited in other sections of this specification or recommended for additional information or as examples. While every effort has been made to ensure the completeness of this list, document users are cautioned that they must meet all specified requirements documents cited in sections 3 and 4 of this specification, whether or not they are listed.

2.2 Government documents.

2.2.1 Specifications and standards. The following specifications and standards form a part of this document to the extent specified herein. Unless otherwise specified, the issues of these documents are those listed in the issue of the Department of Defense Index of Specifications and Standards (DoDISS) and supplement thereto, cited in the solicitation (see 6.2).

SPECIFICATIONS

FEDERAL

ZZ-T-1083 - Tires, Pneumatic, Low Speed, Off Highway and Industrial.

(Unless otherwise indicated, copies of the above specifications and standards are available from the Standardization Document Order Desk, 700 Robbins Avenue, Building 4D, Philadelphia, PA 19111-5094.)

2.2.2 Other Government documents, drawings, and publications. The following other Govenment documents, drawings, and publications form a part of this document to the extent specified herein. Unless otherwise specified, the issues are those cited in the solicitation.

DRAWINGS

ARMY

11677545-1 - Wheel and Tire Assembly, Foam Inflated.
11677545-2 - Wheel and Tire Assembly, Foam Inflated.
11677547-1 - Wheel and Tire Assembly, Foam Inflated.
11677547-2 - Wheel and Tire Assembly, Foam Inflated.

(Copies of these drawings are available from the U.S. Army Tank-automotive and Armaments Command, AMSTA-TR-E/BLUE, Warren, MI 48397-5000.)

2.3 Non-Government publications. The following documents form a part of this document to the extent specified herein. Unless otherwise specified, the issues of the documents which are DoD adopted are those listed in the issue of the DoDISS cited in the solicitation. Unless otherwise specified, the issues of documents not listed in the DoDISS are the issues of the documents cited in the solicitation (see 6.2).

AMERICAN SOCIETY FOR TESTING AND MATERIALS (ASTM)

D395	- Standard Test Methods For Rubber Property - Compression Set (DoD Adopted).
D1054	- Standard Test Methods For Rubber Property - Resilience Using A Rebound Pendulum (DoD Adopted).
D2137	- Standard Test Methods for Rubber Property - Brittleness Point Of Flexible Polymers and Coated Fabrics (DoD Adopted).

(Application for copies may be obtained from the American Society for Testing and Materials, 1916 Race Street, Philadelphia, PA 19103-1187.)

2.4 Order of precedence. In the event of a conflict between the text of this specification and the references cited herein, the text of this specification shall take precedence. Nothing in this specification, however, shall supersede applicable laws and regulations unless a specific exemption has been obtained.

3. REQUIREMENTS

3.1 First article. When specified (see 6.2) a sample shall be subjected to preproduction inspection (see 4.2).

3.2 Materials. The contractor shall select the materials, but the materials shall be capable of meeting all of the test and environmental requirements specified herein. Asbestos and cadmium materials shall not be used in any form in any part of the vehicle. No item, part or assembly shall contain radioactive materials in which the specific activity is greater than 0.002 microcurie per gram or activity per item equals or exceeds 0.01 microcuries. Recovered materials shall be used to the maximum extent possible.

3.2.1 Foam inflatant compound. The foam inflatant compound shall consist of a synthetic rubber closed cell foam (see 4.9.1).

3.2.1.1 Compression set. Compression set of the foam inflation compound shall not exceed 30 percent when measured as specified herein (see 4.6.1).

3.2.1.2 Uniformity of foam density. Density of the foam inflatant compound shall not vary more than 0.1 grams per cubic centimeter between any two positions in the test tire when measured as specified herein (see 4.6.2).

3.2.1.3 Low temperature brittleness. A test sample of the foam inflatant compound shall not crack at -50 degrees Fahrenheit (°F) (-45.6 degrees Celsius (°C)) when tested as specified herein (see 4.6.3).

3.2.1.4 Tear strength. The foam inflatant compound shall withstand a minimum tear strength of 10 pounds per inch (68.9 kiloPascals (kPa)) as specified herein (see 4.6.4).

3.2.1.5 Rebound. Rebound of foam inflatant compound shall be a minimum of 75 percent when tested as specified herein (see 4.6.5).

3.2.1.6 Toxic chemicals and hazardous substances and ozone depleting. The foam toxic or ozone depleting compound shall not contain chemicals or hazardous substances (see 4.9.1).

3.3 Design and construction. The foam inflated wheel and tire assembly is composed of a tire and wheel assembly which is inflated with a synthetic rubber foam that is placed within a vulcanizer (see drawing numbers 11677545-1, 11677545-2, 11677547-1, and 11677547-2).

3.4 Components.

3.4.1 Tires.

3.4.1.1 Prior to foam inflation. Tires furnished under this specification, before inflation, shall be of the size and ply rating as specified herein (see table I). The tires shall meet the test requirements specified herein (see 4.5 and 6.4).

3.4.1.2 After foam inflation. The foam inflated tire and wheel assemblies furnished under this specification shall have met the requirements of this specification and be in accordance with part numbers 11677545-1, 11677545-2, 11677547-1 and 11677547-2 (see table I). The tires shall meet the test requirements specified herein (see 4.8).

3.4.2 Wheel. The wheel shall be of approved design and dimension for the tire as recommended by the Tire and Rim Association (see 4.9.2).

3.4.3 Foam. The foam shall completely fill the assembly and giving it the desired performance capabilities (see 4.6.2 and 4.9.1).

3.4.3.1 Weight of foam. The average weight of foam compound required to inflate each size and type of tire shall be established and the maximum variation from this established weight shall not be greater than ± 10 percent (see 4.9.1).

3.4.3.2 Foam inflation pressure equivalent. An average air inflation pressure equivalent shall be established for each size and type of tire as specified herein (see 4.7.2).

3.4.4 Valve hole. The valve hole or valve slot of all rims or wheels shall be effectively covered to prevent foam compound escaping during processing of tire.

3.5 Extreme temperature ability.

3.5.1 For storage. Tires shall have inherent capability of storage without deterioration, in ambient air temperature ranging from +125°F to -65°F (+51.6°C to -53.8°C).

3.6 Performance.

3.6.1 Road service. The foam inflated tire shall withstand the road service test specified herein and shall show no evidence of broken cords, separation of tread, ply, cord or bead, or of cracking in the tread or sidewalls sufficient to expose the fabric and shall show no evidence of liquidifying, crumbling or degradation of the foam material. There shall be no fabric visible as a result of treadwear (see 4.8.1).

3.6.2 Gun fire. The foam inflated tires shall be subjected to gun fire as specified herein (see 4.8.2, table VI). Following gun fire, the tire shall continue to operate and conform to this specification and shall show no evidence of operational failure.

3.7 Age of assembly. Foam inflated wheel and tire assemblies furnished on orders of any size, group, or type under this specification shall be not more than six months old on the date of shipment by the manufacturer. On new vehicles, the equipment manufacturer shall be responsible for assuring that the assemblies mounted on the vehicle shall not be more than 12 months old (see 4.9.1).

3.8 Identification marking.

3.8.1 Permanent marking. Each tire shall be branded, molded, or have permanently affixed in an unobstructed location on the sidewall the following information (see 4.9.2):

a. Original manufacturer's name, brand name, or trademark.
b. Nominal size.
c. Load designation (ply rating or symbol mark).
d. Serial number.
e. PIN number.

3.8.2 Special labeling. Each foam inflated wheel, and tire assembly shall have a label on the tread face. The label shall stipulate the tire size, ply or ply rating, foam inflated, ply material

(i.e. nylon, rayon), Federal stock number, purchase order number and the item weight, month and year of manufacture. The material of the label shall resist discoloration and be stain resistant. The label shall have a pressure sensitive adhesive backing, which will not allow accidental loss and will not cause deterioration of tread compound. Federal stock number, purchase order number, and the item weight shall have letters and numbers 1/4 inch high (see 4.9.2).

3.8.3 Reduced inflation equivalent. When foam inflated wheel and tire assemblies of "less than nominal" (see 3.4.3.2) inflation pressure equivalent are approved by the contracting officer, each tire shall be marked with the words "MAX LOAD" followed by rated load for the actual inflation pressure equivalent, all in capital characters not less than ½ inch (1.27 centimeters (cm)) high, placed adjacent to the standard ply marking or load range on each sidewall of each tire. Example: "MAX LOAD 5000#" (see 4.9.2).

3.8.4 Design type. When specified (see 6.2), all tires shall be permanently marked with the word "MILITARY", in capital letters ½ inch (1.27 cm) high. These letters shall be depressed into or embossed on the sidewall on the serial number side, under or near the size marking. Class MR tires shall include "MR" in the marking (see 4.9.2).

3.8.5 Date of manufacture. The month and year of foam processing shall be permanently branded or shown adjacent to, but distinctly separate from, the serial number. Marking shall consist of one or two digits representing the month, followed by a dash "-" and two digits representing the year. Height of date marking shall be comparable to that of the serial number (see 4.9.2).

3.9 Color. When color shall be as specified in the contract order (see 4.9.2 and 6.2).

3.10 Workmanship. Workmanship shall be such as to produce a finished product that is clean and free from defects that will affect its life, or appearances. Workmanship shall be such as to ensure that the finished product is in conformance to this specification (see 4.9.2).

4. VERIFICATION

4.1 Classification of inspections:

a. Preproduction inspection (see 4.2).
b. Initial production inspection (see 4.3).

c. Acceptance inspection (see 4.4).
d. Control tests (see 4.5).

4.2 First article. When specified (see 6.2), a complete preproduction sample shall be produced prior to the manufacture or fabrication of foam inflated, wheel and tire assemblies in quantity. The preproduction foam inflated wheel and tire assemblies, when complete, shall be submitted to the Government for examination and tests to determine conformance to the requirements of this specification. Foam inflated wheel and tire assemblies submitted by the contractor shall be fully representative of wheel and tire assemblies proposed to be supplied by the manufacturer from production facilities and tooling under the supply contract. Preproduction testing shall be conducted at a place designated by the Government and shall consist of examination for defects as specified in table III and testing as specified in table IV in the order listed.

TABLE II. Inspection sample.

Tire size	No. samples	Dual	Single	Right	Left	Road service test	Lab. test
9.00-15	10	5	5			8	2
17.5-25	6			3	3	4	2

4.2.1 Failure. Failure of any preproduction sample to pass any of the examinations or tests specified herein may be cause, at the option of the Government, for refusal to conduct additional testing until the faults revealed by the test have been corrected.

4.3 Initial production sample. The foam inflated wheel and tire assemblies furnished under this specification shall be fully representative of foam inflated wheel and tire assemblies proposed to be furnished under the contract and shall be a product which has been tested and has passed the preproduction tests specified herein. Samples shall be the first units produced under the contract and representative of the units proposed to be furnished as specified in table II. These samples shall be furnished by the supplier for first article inspection. Unless otherwise specified (see 6.2), inspection shall be conducted by the supplier and shall consist of examination for defects as specified in table III and testing as specified in table IV. No changes shall be made in material or design after first article inspection except as specifically approved by the procuring activity.

4.3.1 Failure. Lot acceptance by the Government of items furnished under the contract shall not be accomplished until approval of the initial production sample. Failure of the initial production sample to pass any of the specified inspection or tests shall be cause for the

Government to refuse to accept any product manufactured under the contract or to conduct additional inspection until the faults revealed have been corrected.

TABLE III. Classification of defects.

Category	Defects	Method of examination
Critical:		
001	Use of cadmium, asbestos or materials with dangerous radioactivity (see 3.2).	Visual and SIE 1/
Major:		
101	Dimensions affecting interchangeability, out of tolerance (see 3.4.2).	SIE
102	Identification marking, missing or improper (see 3.8.1, 3.8.2, 3.8.3, 3.8.4, and 3.8.5).	Visual
103	Date of manufacture, not meeting age requirement (see 3.8).	Visual
104	Workmanship, faulty affecting performance (see 3.10).	Visual
Minor:		
201	Dimensions not affecting interchangeability, out of tolerance (see 3.4.2).	SIE
202	Color shall be as specified (see 3.9).	Visual
203	Workmanship, faulty affecting appearance (see 3.10).	Visual

1/ SIE = Standard Inspection Equipment.

TABLE IV. Cross reference test sequence.

Title	Require-ment	Inspec-tion	Prepro-duction	Initial pro-duction	Accept-ance	Con-trol
Compression set	3.2.1.1	4.6.1	X	X		X
Uniformity of foam density	3.2.1.2	4.6.2	X	X		X
Low temperature brittleness	3.2.1.3	4.6.3	X	X		X
Tear strength	3.2.1.4	4.6.4	X	X		X

TABLE IV. Cross reference test sequence (continued).

Title	Require-ment	Inspec-tion	Prepro-duction	Initial pro-duction	Accept-ance	Con-trol
Rebound	3.2.1.5	4.6.5	X	X		X
Weight of foam	3.4.3.1	4.7.1	X	X		X
Foam inflation pressure equivalent	3.4.3.2	4.7.2	X	X	X	X
Road service	3.6.1	4.8.1	X	X		
Gunfire	3.6.2	4.8.2	X	X		

4.4 Acceptance test. Twenty percent of the foam inflated wheel and tire assemblies submitted for acceptance shall be tested for foam inflation pressure equivalent (see table II) to determine conformance to 3.4.3.2. The 20 percent sample shall be distributed over the production run to assure compliance.

4.4.1 Failure. Failure of any sample to pass any of the specified acceptance tests shall be cause for the Govenment to refuse acceptance of the production quantity represented, until action taken by the contractor to correct defects and prevent recurrence has been approved by the Government.

4.5 Control tests of tires.

4.5.1 Control test sample. The control test sample shall consist of 1 tire. Samples shall be selected at the following rates:

Calendar-year production (per plant)	Control test (per calendar year)
1 to 500	1 sample
500 to 1000	2 samples
1000 and up	2 samples plus 1 sample for each additional 5000 but not more than 1 additional sample per month

Results of control tests shall be forwarded to the Government if required (see 6.2).

4.5.2 Applicable tests. Unless otherwise specified in the contract or purchase order, tires selected in accordance with 4.5.1 shall be tested by the supplier. Control test samples shall be

examined for the defects in accordance to ZZ-T-1083 and subsequently subjected to the applicable tests specified in table IV.

4.5.3 Failure. Failure of any sample to pass any of the specified control tests shall be cause for the Govenment to refuse acceptance of the production quantity represented, until action taken by the contractor to correct defects and prevent recurrence has been approved by the Government.

4.6 Foam inflatant compound test.

4.6.1 Compression set test. To determine conformance to 3.2.1.1, samples shall be taken from the centers of four 1 inch (2.54 cm) thick whole cross sections cut 90 degrees apart from the test tire measured in accordance with ASTM D2137, Method B.

4.6.2 Uniformity of foam density test. To determine conformance to 3.2.1.2, density of the foam inflatant shall be measured by water immersion of 20 samples 0.5 cubic inch $\pm$ 0.1 cubic inch (8.19 cc $\pm$ 1.6 cc) volume. Samples shall be taken from four each 1 inch thick whole radial cross sections cut from the test tire at points 90 degrees apart. Within each of the four foam inflatant sections, samples shall be taken from three points along the centerline: (a) next to the rim; (b) next to the liner; and (c) midway between a and b. Two samples shall also be taken next to the liner along a line perpendicular to the centerline at the widest part of the section.

4.6.3 Low temperature brittleness test. To determine conformance to 3.2.1.3, a sample strip shall be cut from the foam immediately adjacent to the liner at the tire centerline and parallel to the tire circumference. This sample shall be subjected to test in accordance with ASTM D2137.

4.6.4 Tear strength test. To determine conformance to 3.2.1.4, the foam inflatant shall be tested according to the following procedure:

a. A 6 inch (15.2 cm) by 1 inch (2.54 cm) by ½ (1.27 cm) sample shall be cut parallel to the tire tread centerline at the section centerline one inch below the liner. The 1 inch dimension shall be parallel to the cross section centerline.
b. The sample shall be slit in the middle of both ½ inch (1.27 cm) faces along the 6 inch length to a depth of 1/4 inch (0.64 cm). A tear shall be started from one end by cutting to a depth of one inch between the two existing 1/4 (0.64 cm) slits at that end.
c. The sample shall be torn from the cut and along the 6 inch (15.2 cm) length on a suitable test machine. Crosshead speed shall be 20 inches (50.8 cm) per minute and ambient temperature 74°F (23.3°C).

4.6.5 Rebound test. To determine conformance to 3.2.1.5, the 1 inch (2.54 cm) by 1 inch (2.54 cm) by 2 inch (5.1 cm) test samples shall be taken from the center of 4 each one inch (2.54 cm) thick whole cross sections cut 90 degrees apart with the 2 inch (5.08 cm) dimension perpendicular to the cross section centerline. The foam inflatant test sample shall be tested in accordance with ASTM Test Method D1054.

4.7 Foam inflation.

4.7.1 Foam weight. To determine conformance to 3.4.3.1, the weight of foam to inflate the tire shall be established by using a scale graduated in pounds.

4.7.2 Foam inflation pressure equivalent. In conformance to 3.4.3.2, an inflation pressure equivalent for each size and type tire shall be established by comparing its “load vs deflection" curve with that of an air inflated tire of the same size and type and at the same rated load. The inflation pressure equivalent will be the average value obtained by "load vs deflection” curves taken at 4 positions 90 degrees apart on the foam inflated tire. The variation of the inflation pressure equivalent at rated load between the four points shall not exceed 5 psi for tires with inflation equivalent below 100 psi nominal. Data from all 4 points on preproduction samples are to be submitted. The maximum variation of the average inflation pressure equivalent at rated load shall not exceed plus 20% and minus 5% from the nominal required pneumatic inflation. Tires for which a minimum inflation pressure equivalent has been established shall not vary below this established pressure.

4.8 Performance test.

4.8.1 Road service test. To determine conformance to 3.6.1, the tire shall be tested according to the schedule specified below.

4.8.1.1 9.00-15 14 PR. Tire shall be run 2500 miles (4000 kilometers (km) in a continuous run of 24 hours a day at rated load for inflation pressure (see table I). Speed and terrain shall be in accordance with table V, Road Service Chart. At the completion of the 2500 mile (4000 km) test, the tire shall be subjected to a gun fire test (see 4.8.2). Following the gun fire test, repeat road service test, 4.8.1 above. At the completion of 5000 miles (8000 kilometers (km)) of total test run, the tire shall be cut and examined for any evidence of failure.

TABLE V. Road service chart.

Tire size	Operating speed mph (k/m)	Test terrain
9.00-15 14 PR	20 (max) (32)	80% paved highway 20% gravel
17.5-25 12 PR	5 (max) (8)	90% off-road 10% paved highway

4.8.1.2 17.5-25 -12 PR. Tire shall be subjected to a loading and unloading test on a vehicle supplied by the Government. The tire shall be run 250 hours on cyclic test as follows:

a. Lift load of sufficient weight to attain rated load/tire on loaded axle (see table I)
b. Travel 1000 feet (307 m) and drop load
c. Travel 1000 (307 m) feet empty
d. Repeat above on a continuous basis 24 hour a day.

Speed and terrain shall be in accordance with table V, Road Service Chart. At the completion of the 250 hour test, the tire shall be subjected to a gunfire test (see 4.8.2). Following the gunfire test, repeat road service test 4.8.1 above. At the completion of 500 hours total test run, the tire shall be cut and examined for any evidence of failure.

4.8.2 Gunfire test. To determine conformance to 3.6.2, 30 caliber steel jacketed rounds shall be fired into sidewalls of foam inflated tires in close proximity as specified (see table VI).

TABLE VI. Gunfire test.

Tire size	Rounds	Distance yards (m)	No. of tires	Right	Left	Front	Rear
9.00-15	5	75 (276)	2	1	1	2	-
17.5-25	10	75 (276)	2	1	1	2	-

4.9 Methods of inspection.

4.9.l Materials. Conformance to 3.2, 3.2.1, 3.2.1.6, 3.4.3, 3.4.3.1, and 3.7 shall be determined by inspection of contractor records providing proof of certification that materials conform to requirements. Applicable records shall include drawings, specifications, design data, receiving inspection records, processing and quality control standards, vendor catalogs and certifications, industry standards, test reports, and rating data.

4.9.2 Defects. Conformance to 3.2, 3.4.2, 3.8.1, 3.8.2, 3.8.3, 3.8.4, 3.8.5, 3.9, and 3.10 shall be determined by examination for the defects listed in table III. Examination shall be visual, tactile, or by measurement with SIE.

5. PACKAGING

5.1 Packaging. For acquisition purposes, the packaging requirements shall be as specified in the contract or order (see 6.2). When actual packaging of materiel is to be performed by DoD personnel, these personnel need to contact the responsible packaging activity to ascertain requisite packaging requirements. Packaging requirements are maintained by the Inventory Control Point's packaging activity within the Military Department or Defense Agency, or within the Military Department's System Command. Packaging data retrieval is available from the managing Military Department's or Defense Agency's automated packaging files, CD-ROM products, or by contacting the responsible packaging activity.

6. NOTES

(This section contains information of a general or explanatory nature which may be helpful, but is not mandatory.)

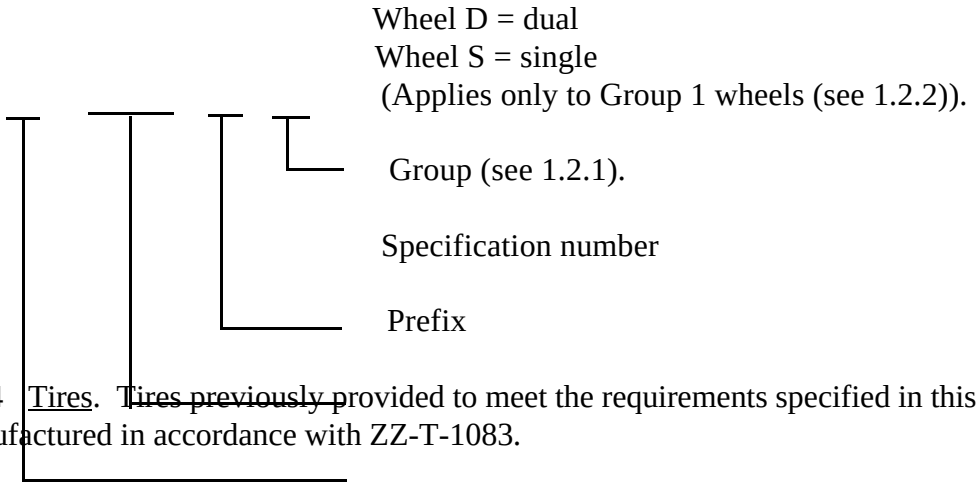
6.l Intended use. The tire assemblies covered by this specification are intended primarily for mounting on low speed airstrip loaders and off-the-road forklifts used by the US Armed Forces.

6.2 Acquisition requirements. Acquisition documents must specify the following:

a. Title, number, and date of this specification.
b. Group, size and ply rating of tires (see 1.2.1 and 1.2.2).
c. Issue of DoDISS to be cited in the solicitation, and if required, the specific issue of individual documents referenced (see 2.2.1 and 2.3).
d. When tires are to be subject to preproduction testing (see 3.1).
e. When tires are to be marked with the word “MILITARY" (see 3.8.4).
f. Wheel color required (see 3.9).
g. If and where preproduction testing is to be conducted (see 4.2).
h. Where initial production testing is to be conducted (see 4.3).
i. If results of control tests are to be provided the Government (see 4.5.1).
j. Who bears the cost of tires used in control testing.
k. That on all rejected tires, the contractor, at no additional cost to the Government, shall remove the word “MILITARY” from said rejected tires.
l. Packaging requirements (see 5.1).

6.3 Part or identifying number (PIN). The PINs to be used for tires acquired under this specification are created as follows:

M 62136 X X



6.4 Tires. Tires previously provided to meet the requirements specified in this document were manufactured in accordance with ZZ-T-1083.

6.5 Disposition of test assemblies. Wheel and tire assemblies undergoing destructive tests shall not be used and shall be indelibly marked "DO NOT USE," and purposely scrapped.

6.6 Supersession data. This specification supersedes MIL-W-62136A, dated 7 September 1971.

6.7 Subject term (key word) listing.

Airstrip
Cargo
Lifting
Pallets

Custodian:
Army - AT
Air Force - 11

Reviewer:
DLA - CS

Preparing activity:
Army - AT

(Project No. 2530-0379)