

FED. SUP CLASS
2620THE TIRE SHALL BE IN ACCORDANCE WITH THE APPLICABLE REQUIREMENTS
OF SPECIFICATION MIL-R-7726 EXCEPT AS SPECIFIED HEREIN

(A)

SIZE	FLY RATING	STATIC LOAD RATING LBS.	INFL. PRESS. PSI RATED	BURST PRESS. PSI MIN.	BEAD WIDTH IN. MAX.	WEIGHT LBS. MAX.	STATIC UNBAL. ±1/2 OZ.	TREAD	MOLDED SKID DEPTH MIN.	DEFLC. +2% -4%
22X5.5	1/12 TL	7100	235	825	1.45	26.0	6	2/RTB	0.19	32.0%

1/TL - TUBELESS TIRE

2/AT LEAST THREE, BUT NOT MORE THAN SEVEN
CONTINUOUS CIRCUMFERENTIAL RIBS

RIM DATA:

WIDTH BETWEEN FLANGES (INCH)	LEDGE DIAMETER (INCH)	FLANGE HEIGHT (INCH)	MIN. LEDGE WIDTH (INCH)	MIN. FLANGE WIDTH (INCH)	FLANGE RADIUS (INCH)	HEEL RADIUS (INCH)	FLANGE EDGE RADIUS (INCH)
4.250	12.00	.875	1.375	.656	.438	.219	.062

THIS TIRE SHALL BE SUITABLE FOR USE AND PROVIDE REASONABLE SERVICE LIFE ON NAVY CARRIER TYPE AIRCRAFT DURING ALL NORMAL OPERATIONS AT TAKE-OFF SPEEDS OF NOT MORE THAN 200 MPH AND LANDING SPEEDS OF NOT MORE THAN 185 MPH ON ALL TYPES OF RUNWAYS AND ON AIRCRAFT CARRIERS.

THE TIRE SHALL WITHSTAND WITHOUT FAILURE THE FOLLOWING TESTS:

TIRE 1:

DIMENSIONS - THE TIRE SHALL BE INFLATED TO 365 PSI AND ALLOWED TO STAND FOR 4 HOURS MINIMUM AT ROOM TEMPERATURE AFTER WHICH TIME THE PRESSURE LOSS DUE TO GROWTH SHALL BE REPLACED. THE REBUILT TIRE DIMENSIONS AT 365PSI SHALL BE WITHIN THE DIMENSIONAL LIMITS AS SPECIFIED IN MIL-R-7726.

DYNAMIC TEST - THE TIRE SHALL SATISFACTORILY WITHSTAND 50 CYCLES OF TEST "A" FOLLOWED BY 100 CYCLES OF TEST "B" WITHOUT EVIDENCE OF FAILURE.

TEST A - TAXI/TAKE-OFF - TAXI THE TIRE ON THE FLYWHEEL FOR 10,000 FEET UNDER 7100 LBS AT 23 MPH. STOP THE FLYWHEEL UNDER FULL LOAD AND THEN ACCELERATE (SIMULATING TAKE-OFF) TO 196 MPH IN ACCORDANCE WITH THE FOLLOWING LOAD-SPEED-TIME DATA:

LOAD (LBS)	SPEED (MPH)	TIME (SEC)	DISTANCE (FT)
3550	0	0	0
3470	32	5	150
3320	62	10	450
3150	91	15	1000
2950	117	20	1800
2700	142	25	2750
2450	166	30	3900
2150	188	35	5200
1950	192	36	5500
0	196	37	5750

TEST B - THE TEST CYCLE SHALL BE IDENTICAL TO THE LOW SPEED (90 ± 0 MPH) DYNAMIC TEST DESCRIBED IN SPECIFICATION MIL-T-5041. THE TIRE DEFLECTION AT RATED LOAD ON THE FLYWHEEL SHALL BE THE SAME AS OBTAINED WITH THE RATED LOAD AND INFLATION PRESSURE ON A FLAT PLATE.

TIRE 2 AND TIRE 3:

GOVT LAB TEST - THESE TIRES SHALL BE REBUILT USING COMPOUNDS IDENTICAL IN COMPOSITION AND STATE OF CURE TO TIRE 1, AND SHALL BE IDENTICALLY PROCESSED. TIRES 2 AND 3 SHALL NOT BE CONTRACTOR TESTED. THEY SHALL BE PROVIDED FOR GOVERNMENT LABORATORY TESTING ONLY.

SECTION - A REPRESENTATIVE HALF SECTION OF TIRE 1 AND TIRE 2 SHALL BE SUBMITTED TO THE COGNIZANT GOVERNMENT LABORATORY AS SPECIFIED IN MS3377.

ENTIRE - THE ENTIRE REBUILT TIRE 3 SHALL BE SUBMITTED TO THE COGNIZANT GOVERNMENT LABORATORY.

~~AIR RETENTION - THE TUBELESS TIRE SHALL BE INFLATED TO A PRESSURE OF 350 PSI AND ALLOWED TO STAND FOR A PERIOD OF 4 HOURS AT WHICH TIME THE PRESSURE DROP DUE TO GROWTH SHALL BE REPLACED. THE TIRE SHALL THEN STAND FOR AN ADDITIONAL 12 HOURS AT WHICH TIME THE PRESSURE SHALL BE MEASURED AND THE TIRE INSPECTED. THE AIR PRESSURE LOSS SHALL NOT EXCEED 5 PERCENT AND THE TIRE SHALL NOT REVEAL ANY APPEARANCE OR PERFORMANCE DEFECTS, SUCH AS SIDEWALL BLISTERS, TREAD SEPARATIONS, CHANGE IN THICKNESS OR DISORDERS. FOR DESIGN FEATURE PURPOSES, THIS STANDARD TAKES PRECEDENCE OVER PROCUREMENT DOCUMENTS REFERENCED HEREIN. REFERENCED DOCUMENTS SHALL BE OF THE ISSUE IN EFFECT ON DATE OF INVITATION FOR BID.~~

NOTES:

1. REFERENCED DOCUMENTS SHALL BE OF THE ISSUE IN EFFECT ON DATE OF INVITATION FOR BIDS, OR REQUEST FOR PROPOSAL EXCEPT THAT REFERENCE INDUSTRY STANDARDS SHALL GIVE THE DATE OF THE ISSUE ADOPTED.
2. FOR DESIGN FEATURE PURPOSES, THIS STANDARD TAKES PRECEDENCE OVER PROCUREMENT DOCUMENTS REFERENCED HEREIN.

(A) DENOTES CHANGES

APPROVED 31 JAN 73 REVISED (A) 22 JAN 80

P.A. NAVY - AS Other Cust	TITLE TIRE, PNEUMATIC, AIRCRAFT, REBUILT 22X5.5 (200 MPH) TYPE VII (NAVY)	MILITARY STANDARD MS14142(AS)
PROCUREMENT SPECIFICATION MIL-R-7726	SUPERSEDES:	SHEET 1 OF 1

DD FORM 672-1 (Limited coordination)

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

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