

THE TIRE SHALL BE IN ACCORDANCE WITH THE APPLICABLE REQUIREMENTS OF MIL-R-7726 EXCEPT AS SPECIFIED HERETIN.

(B)

SIZE	PLY RATING	STATIC LOAD RATING LBS.	INFL PRESS. PSI RATED	BEAD WIDTH INCH MAX.	WEIGHT POUNDS MAX.	STATIC UNBAL. OZ-IN. MAX.	TREAD	MOLD SKID DEPTH	DEFLEC +3% -4%
36 X 11	24 TL 1/	26,500	235	2.80	97.0	15	RIB 2/	0.36 +0.01	32%

METRIC: 914.4 X 279.4 (MM)

- (B) 1/ TL - TUBELESS TIRE
2/ AT LEAST FOUR, BUT NOT MORE THAN SEVEN CONTINUOUS CIRCUMFERENTIAL RIBS. THE TREAD SHALL HAVE TWO FABRIC REINFORCEMENT PLIES.

TIRE DATA (INCH) (STATIC TEST TIRE)

INFLATED OUTSIDE DIAMETER		INFLATED SECTION WIDTH		INFLATED SHOULDER DIAMETER	INFLATED SHOULDER WIDTH
MIN.	MAX.	MIN.	MAX.	MAX.	MAX.
34.00	35.67	10.80	11.85	32.12	10.40

RIM DATA (INCH)

WIDTH BETWEEN FLANGES	FLANGE WIDTH	LEDGE DIAMETER	LEDGE WIDTH	FLANGE HEIGHT	HEEL RADIUS	FLANGE RADIUS	FLANGE EDGE
9.00	0.938	16.00	2.130	1.375	0.250	0.688	.125

THE TIRE COVERED BY THIS DRAWING SHALL BE SUITABLE FOR USE AND PROVIDE REASONABLE SERVICE LIFE DURING ALL NORMAL OPERATIONS AT TAKEOFF AND LANDING SPEEDS INDICATED HEREIN ON ALL TYPES OF RUNWAYS AND ON AIRCRAFT CARRIERS.

THREE TIRES SHALL BE SUBMITTED BY THE CONTRACTOR. THE TIRES SHALL BE REBUILT USING THE SAME COMPOUNDS AND PROCESSING TECHNIQUES. TIRES SHALL BE EXAMINED AS SPECIFIED BELOW:

TEST INFLATION PRESSURE THE TEST INFLATION PRESSURE FOR DYNAMIC TESTS SHALL BE ADJUSTED TO ENSURE TIRE DEFLECTION WITHIN DESIGN LIMITS.

(B) DENOTES CHANGES

PREPARING ACTIVITY: NAVY — AS CUSTODIANS: ARMY — NAVY — AIR FORCE — DIA		MILITARY SPECIFICATION SHEET TITLE TIRE, PNEUMATIC, AIRCRAFT, REBUILT, 36 X 11	SPECIFICATION SHEET NUMBER 18 JUL 90 MS14186B(AS)
REVIEW USFR PROJECT NUMBER 7620-N262			SUPERSEDING MS14186A(AS) 23 AUG 85 AMSC --- N/A FSC 262%
DISTRIBUTION STATEMENT A. APPROVED FOR PUBLIC RELEASE. DISTRIBUTION IS UNLIMITED			PAGE 1 OF 2

FORM APPROVED
OMB NO 0704-0188

TIRE 1.

DIMENSIONS - THE TIRE SHALL BE INFLATED TO 235 PSI AND ALLOWED TO STAND FOR 4 HOURS MINIMUM AT ROOM TEMPERATURE AFTER WHICH TIME THE PRESSURE DUE TO GROWTH SHALL BE REPLACED. THE REBUILT TIRE DIMENSIONS AT 350 PSI SHALL BE WITHIN THE DIMENSIONAL LIMITS SPECIFIED ABOVE.

DYNAMIC TEST - THE TIRE SHALL WITHSTAND 50 CYCLES OF TEST A, 44 CYCLES OF TEST B AND 1 CYCLE OF TEST C WITHOUT FAILURE OR VISIBLE DETERIORATION OTHER THAN NORMAL EXPECTED TREAD WEAR.

DYNAMIC TESTS:

TEST A - TAXI - TAKEOFF - THE TIRE SHALL BE TAXIED ON THE FLYWHEEL AT 30 MPH FOR 10,000 FEET WITH 26,500 POUNDS LOAD. UPON COMPLETION OF THE TAXI ROLL, THE FLYWHEEL SHALL BE STOPPED, IMMEDIATELY ACCELERATED AT AN AVERAGE RATE OF 6.16 FT./SEC./SEC. FROM 0 MPH TO A SPEED OF 201 MPH. THE TIRE SHALL BE UNLANDED AFTER A TAKEOFF ROLL DISTANCE OF 7100 FEET HAS BEEN COVERED IN APPROXIMATELY 47 TO 48 SECONDS. THE INITIAL LOAD OF 26,500 POUNDS SHALL BE DECREASED LINEARLY WITH TIME TO ZERO POUNDS AT THE TIME THE TIRE IS UNLANDED.

TEST B - LANDING - TAXI - THE TIRE SHALL BE LANDED AGAINST A FLYWHEEL ROTATING AT A PERIPHERAL SPEED OF 150 MPH. THE FLYWHEEL SPEED SHALL THEN BE DECREASED UNTIL A ROLL DISTANCE OF APPROXIMATELY 3,700 FEET HAS BEEN COVERED. THE AVERAGE DECELERATION RATE SHALL BE 2.88 FEET/SEC/SEC BETWEEN 150 AND 130 MPH, AND 10.63 FEET/SEC/SEC BETWEEN 130 AND 0 MPH. THE LANDING ROLL DISTANCE OF 3,700 FEET SHALL BE COVERED IN APPROXIMATELY 28 SECONDS. THE INITIAL TIRE LOAD SHALL BE 21,000 POUNDS, DECREASED LINEARLY TO 20,500 POUNDS IN 2,000 FEET. THE LOAD SHALL THEN BE DECREASED TO 19,000 AT 2,000 FEET AND DECREASED LINEARLY TO 17,000 POUNDS AFTER AN ADDITIONAL 1,700 FEET. IMMEDIATELY FOLLOWING THE LANDING, THE TIRE SHALL BE TAXIED ON THE FLYWHEEL FOR 10,000 FEET AT 30 MPH WITH 21,000 POUND LOAD.

(B) TEST C - REJECTED TAKE-OFF TEST - THE TIRE SHALL BE TAXIED ON THE FLYWHEEL AT 30 MPH FOR 10,000 FEET AT 26,500 POUND LOAD. UPON COMPLETION OF THE TAXI ROLL, THE FLYWHEEL SHALL BE STOPPED AND THEN IMMEDIATELY ACCELERATED AT AN AVERAGE RATE OF 6.16 FT/SEC/SEC FROM 0 TO 201 MPH, THEN DECELERATED AT AN AVERAGE RATE OF 5.34 FT/SEC/SEC FROM 201 MPH TO 150 MPH, AND 6.11 FT/SEC/SEC FROM 150 MPH TO 0 MPH. THE INITIAL LOAD OF 26,500 POUNDS SHALL BE DECREASED LINEARLY TO 10,000 POUNDS IN 47 TO 48 SECONDS, INCREASED TO 30,500 POUNDS IN 14 SECONDS (61 TO 62 SECONDS FROM START), THEN DECREASED TO 26,500 POUNDS IN 36 SECONDS (97 TO 98 SECONDS FROM START). THE TOTAL ROLL DISTANCE OF 14,000 FEET SHALL BE COVERED IN APPROXIMATELY 97 TO 98 SECONDS. IMMEDIATELY FOLLOWING THE ABOVE CYCLE, THE TIRE SHALL BE TAXIED ON THE FLYWHEEL AT 30 MPH FOR 10,000 FEET AT 26,500 POUND LOAD.

TIRES 2 AND 3: TIRES 2 AND 3 SHALL NOT BE SUBJECTED TO CONTRACTOR TESTING; HOWEVER, A HALF SECTION OF TIRE 2 AND THE COMPLETE TIRE 3, ALONG WITH A REPRESENTATIVE HALF SECTION OF TIRE 1 AFTER DYNAMIC TESTS SHALL BE SUBMITTED TO THE COGNIZANT GOVERNMENT LABORATORY AS SPECIFIED IN MS3377.

NOTE.

1. IN THE EVENT OF A CONFLICT BETWEEN THE TEXT OF THIS STANDARD AND THE REFERENCES CITED HEREIN, THE TEXT OF THIS STANDARD SHALL TAKE PRECEDENCE.
2. REFERENCED GOVERNMENT (OR NON-GOVERNMENT) DOCUMENTS OF THE ISSUE LISTED IN THAT ISSUE OF THE DEPARTMENT OF DEFENSE INDEX OF SPECIFICATIONS AND STANDARDS (DoDISS) SPECIFIED IN THE SOLICITATION FORM A PART OF THIS STANDARD TO THE EXTENT SPECIFIED HEREIN.
3. ALL TIRES MANUFACTURED PRIOR TO 1984 SHALL NOT BE REBUILT EXCEPT GOODYEAR QTR 461B-2205-TL TIRES.

PREPARING ACTIVITY NAVY - AS

CUSTODIANS ARMY -

NAVY -

AIR FORCE -

DLA -

REVIEW
USER

PROJECT NUMBER 2620-N252

MILITARY SPECIFICATION SHEET

TITLE

TIRE, PNEUMATIC, AIRCRAFT, REBUILT, 36 X 11

SPECIFICATION SHEET NUMBER 18 JUL 90

MSI4186B(AS)

SUPERSEDING

MSI4186A(AS) 23 AUG 85

AMSC - N/A

FSC 2620