

FED. SUP CLASS  
2620THE TIRE SHALL BE IN ACCORDANCE WITH THE APPLICABLE  
REQUIREMENTS OF SPECIFICATION MIL-T-5041 EXCEPT AS SPECIFIED HEREIN

SIZE	PLY RATING 1/	STATIC LOAD RATING LBS.	VERT LOAD LBS. MIN	INFL PRESS. PSI RATED	BURST PRESS. PSI MIN	BEAD WIDTH INCH MAX	WEIGHT POUNDS MAX	STATIC UNBAL. OZ.-IN. MAX	TREAD 2/ MIN	MOLD SKID DEPTH MIN	DEFLEC. +3% -4%
36 x 11	24 TL	26,000	120,000	235	940	2.80	94.0	15	RIB	.36	32%

1/ TL - TUBELESS TIRE

2/ AT LEAST FOUR, BUT NOT MORE THAN SEVEN  
CONTINUOUS CIRCUMFERENTIAL RIBS.TIRE DATA (INCH)

INFLATED OUTSIDE DIAMETER	
MIN	MAX
34.00	35.10

INFLATED SECTION WIDTH	
MIN	MAX
10.80	11.50

INFLATED SHOULDER DIAMETER MAX
31.65

INFLATED SHOULDER WIDTH MAX
10.10

RIM DATA (INCH)

WIDTH BETWEEN FLANGES
9.00

FLANGE WIDTH
.938

LEDGE DIAMETER
16.00

LEDGE WIDTH
2.130

FLANGE HEIGHT
1.375

HEEL RADIUS
.250

FLANGE RADIUS
.688

FLANGE EDGE
.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.

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

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 TIRE DIMENSIONS AT 375 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 AFTER EXAMINATION, THE TIRE SHALL BE SUBJECTED TO TEST D.

TIRE 2: THE TIRE SHALL BE INFLATED TO 375 PSI AND VERTICALLY LOADED TO 120,000 POUNDS OVER A 1.375 INCH DIAMETER STEEL BAR IN TWO LOCATIONS 180° APART ON THE TIRE. THE TIRE SHALL THEN WITHSTAND 25 CYCLES OF TEST A AND 25 CYCLES OF TEST B WITHOUT FAILURE, THEN BE SUBJECTED TO TEST D.

TIRE 3: THE TIRE SHALL WITHSTAND A MINIMUM HYDROSTATIC BURST TEST PRESSURE OF 940 PSI PRESSURE, UNLESS THE TEST D RESULTS OF TIRES 1 AND 2 MEET THE MINIMUM BURST PRESSURE REQUIREMENT. THE FAILING PRESSURE, DESCRIPTION OF FAILURE AND LOCATION SHALL BE REPORTED IN THE QUALIFICATION TEST REPORT.

DYNAMIC TESTS:

TEST A TAXI - TAKEOFF - THE TIRE SHALL BE TAXIED ON THE FLYWHEEL AT 30 MPH FOR 10,000 FEET WITH 26,000 POUNDS LOAD. UPON COMPLETION OF THE TAXI ROLL, THE FLYWHEEL SHALL BE STOPPED AND 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 47-48 SECONDS. THE INITIAL LOAD OF 26,000 POUNDS SHALL BE DECREASED LINEARLY WITH TIME TO ZERO POUNDS AT THE TIME THE TIRE IS UNLANDED.

(A) DENOTES CHANGES

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AMSC N/A

P.A. NAVY - AS Other Cust	TITLE  TIRE, PNEUMATIC, AIRCRAFT, 36 x 11, 24 PR	MILITARY STANDARD	
		MS14482(AS)	
PROCUREMENT SPECIFICATION MIL-T-5041	SUPERSEDES:	SHEET 1	OF 2

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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.

TEST C. REJECTED TAKEOFF TEST - THE TIRE SHALL BE TAXIED ON THE FLYWHEEL AT 30 MPH FOR 10,000 FEET AT 26,000 POUND LOAD. UPON COMPLETION OF THE TAXI ROLL, THE FLYWHEEL SHALL BE STOPPED AND THEN ACCELERATED AT AN AVERAGE RATE OF 6.16 FT/SEC/SEC FROM 0 TO 201 MPH, THEN DECELERATED AT AN AVERAGE RATE OF 3.63 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 26,000 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 26,000 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 OF 30 MPH FOR 10,000 FEET AT 26,000 POUND LOAD.

TEST D. BURST TEST - THE TIRE SHALL BE SUBJECTED TO A HYDROSTATIC BURST TEST. THE PRESSURE SHALL BE INCREASED UNTIL THE TIRE FAILS. THE FAILING PRESSURE, DESCRIPTION OF FAILURE AND LOCATION OF FAILURE SHALL BE REPORTED IN THE QUALIFICATION TEST REPORT.

QUALIFICATION TEST REPORT - THE QUALIFICATION TEST REPORT SHALL LIST THE RESULTS OF ALL QUALIFICATION TESTS AND CONSTRUCTION DETAILS OF THE QUALIFICATION TEST SAMPLE IN THE GENERAL FORM SHOWN IN FIGURES 2 AND 3 OF MIL-T-5041 WITH DIMENSIONS LISTED AT RATED INFLATION AND 375 PSI. A SKETCH OF THE TIRE PROFILE AT RATED AND 375 PSI SHALL BE INCLUDED IN THE REPORT. THE REPORT SHALL LIST THE MANUFACTURER'S TEST NUMBER. TWO COPIES OF THE QUALIFICATION TEST REPORT, TOGETHER WITH THE DATA AND MATERIAL SPECIFIED ABOVE AND IN MIL-T-5041, SHALL BE SUBMITTED TO THE NAVAL AIR SYSTEMS COMMAND, WASHINGTON, D.C. 20361, ATTENTION: AIR-53032.

## NOTES:

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

REVISED (A) FOR CHANGES SEE SHEET 1

APPROVED 23 AUG 85

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PROCUREMENT SPECIFICATION MIL-T-5041	SUPERSEDES:	SHEET 2 OF 2