

## GENERAL NOTES

1. REFERENCE TO ANY SPECIFICATION HEREIN SHOULD BE CONSTRUED AS REFERENCE TO THE ISSUE IN EFFECT ON THE DATE OF INVITATIONS FOR BIDS.
2. WHERE CONFLICT EXISTS BETWEEN THIS STANDARD AND ANY OTHER MILITARY SPECIFICATION, THE REQUIREMENTS OF THIS STANDARD SHALL APPLY.
3. THE TIRE QUALITY ASSURANCE SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF MIL-R-7726.

## REBUILD TIRE NOTES

THE REBUILT TIRE SHALL CONFORM TO THE APPLICABLE REQUIREMENTS OF MIL-R-7726 AND SHALL COMPLY WITH THE REQUIREMENTS LISTED BELOW.

SIZE CM (IN)	PLY RATING	INFLATION PRESSURE PA (PSI) (RATED)	BEAD WIDTH CM (IN) (MAX)	WEIGHT KG (LBS) (MAX)	STATIC UNBALANCE CM-G (IN-OZ) (MAX)	TREAD	HOLD SKID DEPTH CM (IN) (MIN)	STATIC LOAD KG (LB)
76.2x29.21-36.83 (30x11.5-14.5)	24	1.675x10 <sup>6</sup> (243)	6.98 (2.75)	34.02 (75)	48.26 (19)	RIB	.66 (.26)	11,340 25,000

1. **DYNAMIC TESTING** - THE FOLLOWING REQUIREMENTS SUPERSEDE THE DYNAMIC TEST REQUIREMENTS OF MIL-R-7726, HOWEVER THE CRITERIA SPECIFIED THEREIN FOR INSPECTION OF THE TEST AFTER TEST SHALL BE MET. WITH THE TIRE INFLATED TO GIVE MEASURED DEFLECTION EQUAL TO THE DEFLECTION MEASURED ON A FLAT PLATE WHEN LOADED WITH A STATIC LOAD OF 11,340 KILOGRAMS (25,000 POUNDS) AND INFLATED TO 1.675x10<sup>6</sup> PASCAL (243 PSI) (EXCEPT DURING TEST "B" WHEN THE INFLATION SHALL GIVE A MEASURED 32% DEFLECTION WHEN LOADED WITH A STATIC LOAD OF 11,884 KILOGRAMS (26,200 POUNDS) EACH OF SIX TIRES SHALL SATISFACTORILY WITHSTAND 23 CYCLES OF TEST "A", 1 CYCLE OF TEST "B", 1 CYCLE OF TEST "C", 25 CYCLES OF TEST "D", 3 CYCLES OF TEST "E", AND 1 CYCLE OF TEST "F" AS NOTED BELOW AND IN THE SEQUENCE ENUMERATED WITHOUT EVIDENCE OF FAILURE.

A. **NOMIAL TAKE-OFF** - THE TIRE SHALL BE TAXIED ON A FLYWHEEL FOR 2,743 METERS (9,000 FEET) AT 55.6 KILOMETERS/HR (30 KNOTS) AND 11,340<sup>+91</sup><sub>-0</sub> KILOGRAMS (25,000<sup>+200</sup><sub>-0</sub> POUNDS) LOAD. UPON COMPLETION OF THE TAXI ROLL, THE FLYWHEEL SHALL IMMEDIATELY BEGIN ACCELERATING AND THE LOADING SHALL BE VARIED TO OBTAIN A TAKE-OFF IN ACCORDANCE WITH FIGURE 2.

B. **OVERLOAD TAKE-OFF** - WITH THE TIRE INFLATED TO GIVE A MEASURED DEFLECTION OF 32%, THE TIRE SHALL BE TAXIED ON A FLYWHEEL FOR 2,743 METERS (9,000 FT) AT 55.6 KILOMETERS/HR (30 KNOTS) AND 11,884<sup>+91</sup><sub>-0</sub> KILOGRAMS (26,200<sup>+200</sup><sub>-0</sub> POUNDS) LOAD. UPON COMPLETION OF THE TAXI ROLL THE FLYWHEEL SHALL IMMEDIATELY BEGIN ACCELERATING AND THE LOAD SHALL BE VARIED TO OBTAIN A TAKE-OFF IN ACCORDANCE WITH FIGURE 3.

C. **TAKE-OFF AT 1,524 METERS (5,000 FT) ALTITUDE ON HOT DAY** - THE TIRE SHALL BE TAXIED ON A FLYWHEEL FOR 2,743 METERS (9,000 FEET) AT 55.6 KILOMETERS/HR (30 KNOTS) AND 11,340<sup>+91</sup><sub>-0</sub> KILOGRAMS (25,000<sup>+200</sup><sub>-0</sub> POUNDS) LOAD. UPON COMPLETION OF THE TAXI ROLL, THE FLYWHEEL SHALL IMMEDIATELY BEGIN ACCELERATING AND THE LOAD SHALL BE VARIED TO OBTAIN A TAKE-OFF IN ACCORDANCE WITH FIGURE 4.

D. **LANDING** - WITH THE TIRE INFLATED TO THE SAME PRESSURE USED FOR TESTS "A" AND "C", THE TIRE SHALL BE LANDED AGAINST A FLYWHEEL ROTATING WITH A PERIPHERAL SPEED SHOWN IN FIGURE 5 AS THE LANDING SPEED. THE FLYWHEEL SPEED AND THE TIRE LOADING SHALL BE CONTROLLED TO PRODUCE A LANDING AS SHOWN IN FIGURE 5. WHEN THE SPEED HAS DECREASED TO 74.1 KILOMETERS/HR (40 KNOTS) THIS SPEED SHALL BE MAINTAINED TO TAXI THE TIRE FOR 2,743 METERS (9,000 FEET) WITH A LOAD OF 9,934 KILOGRAMS<sup>+91</sup><sub>-0</sub> (21,900<sup>+200</sup><sub>-0</sub> POUNDS). AFTER COMPLETING THE TAXI OF 2,743 METERS (9,000 FEET) THE FLYWHEEL SHALL BE STOPPED AND THE LOAD SHALL BE MAINTAINED ON THE TIRE FOR A MINIMUM OF FIFTEEN (15) MINUTES.

E. **TAXI OUT, REJECT, AND RETURN TO STATION** - THE TIRE SHALL BE TAXIED ON A FLYWHEEL FOR 11,340 KILOGRAMS (25,000 POUNDS) AT 55.6 KILOMETERS/HR (30 KNOTS) AND A LOAD OF 11,340<sup>+91</sup><sub>-0</sub> KILOGRAMS (25,000<sup>+200</sup><sub>-0</sub> POUNDS). AFTER COMPLETING THE TAXI THE FLYWHEEL SHALL BE STOPPED AND THE LOAD SHALL BE MAINTAINED ON THE TIRE FOR A MINIMUM OF FIFTEEN (15) MINUTES.

F. **TAXI TO SIMULATE SIDE LOAD DURING TURNING** - ONE CYCLE OF TEST "F" SHALL CONSIST OF 25 CYCLES OF "F1", 20 CYCLES OF "F2" AND 5 CYCLES OF "F3". THIS TEST SHALL CONSIST OF TAXI AT 55.6 KILOMETERS/HR (30 KNOTS) WITH THE TIRE LOADED IN A MANNER TO DUPLICATE THE LOADINGS OBTAINED DURING A 25C TURN. THE DISTANCE, VERTICAL AND SIDE LOADS SHALL BE AS SPECIFIED FOR EACH CONDITION. THE LOADING MAY BE ACCOMPLISHED BY ROLLING THE WHEEL AT A CAMBER OR YAW ANGLE RELATIVE TO THE DYNAMOMETER, HOWEVER, VERIFICATION OF THE SPECIFIED LOADINGS IS REQUIRED.

F<sub>1</sub> - TAXI - SIDE LOAD ACTING INBOARD (25 CYCLES REP)

(1) LAND TIRE ON FLYWHEEL WITH A PRESELECTED CAMBER OR YAW ANGLE WHICH WILL GIVE THE REQUIRED LOADING.

(2) INCREASE THE LOADING UNTIL THE TIRE IS LOADED WITH A RADIAL LOAD (IN THE WHEEL PLANE) OF 13,417 KILOGRAMS (29,580 POUNDS) AND A SIDE LOAD (PERPENDICULAR TO THE WHEEL PLANE) OF 3,357 KILOGRAMS (7,400 POUNDS) ACTING INBOARD (14°). MAINTAIN THIS LOAD FOR THE REMAINDER OF THE CYCLE.

(3) UNLOAD THE TIRE WHEN A DISTANCE OF 244 METERS (800 FEET) HAS COMPLETED WITH FULL LOAD.

F<sub>2</sub> - TAXI - SIDE LOAD ACTING OUTBOARD (20 CYCLES REP)

(1) LAND TIRE ON FLYWHEEL WITH A PRESELECTED CAMBER OR YAW ANGLE WHICH WILL GIVE THE REQUIRED LOADING.

(2) INCREASE THE LOADING UNTIL THE TIRE IS LOADED WITH A RADIAL LOAD OF 9,263 KILOGRAMS (20,420 POUNDS) AND A SIDE LOAD OF 2,313 KILOGRAMS (5,100 POUNDS) ACTING OUTBOARD.

(3) UNLOAD THE TIRE WHEN A DISTANCE OF 244 METERS (800 FEET) HAS BEEN COMPLETED WITH A FULL LOAD.

F<sub>3</sub> - TAXI - SIDE LOAD ACTING OUTBOARD (5 CYCLES)

SAME AS F<sub>1</sub> EXCEPT WITH A SIDE LOAD ACTING OUTBOARD.

2. THE REBUILT TIRE SHALL NOT EXCEED THE MAXIMUM GROWN AND THROWN DIMENSIONS AS SHOWN BY FIGURE 1. PHOTOGRAPHIC PROOF OF ENVELOPE COMPLIANCE SHALL BE OBTAINED:

P.A. 99 Other Cust	TITLE TIRE - PNEUMATIC REBUILT TYPE VIII 30 x 11.5 - 14.5/24 PR	MILITARY STANDARD <b>MS 21780 (USAF)</b>
PROCUREMENT SPECIFICATION MIL - R - 7726	SUPERSEDES	SHEET 1 OF 7

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- (a) PRIOR TO START OF TEST, BUT AFTER TIRE HAS BEEN INFLATED TO RATED PRESSURE FOR 24 HOURS
- (b) AFTER FIVE (5) CYCLES OF TEST "A"
- (c) AFTER EACH TEN (10) CYCLES OF TEST THEREAFTER
- (d) AFTER COMPLETION OF TESTING

3. IF A PRODUCTION CONTRACT IS AWARDED THE FOLLOWING WILL APPLY, UNLESS WAIVED BY OO-ALC/MMIRCLE:

- (a) THE REBUILT LEVEL WILL NOT EXCEED 2 (TR-2).
- (b) NO EXPOSED CORD WILL BE ALLOWED AFTER THE BUFFING OPERATION.
- (c) NO CARCASS CUTS WILL BE ALLOWED.
- (d) ANY TIRE REQUIRING REPROCESSING SHALL BE CONDEMNED.
- (e) ONE TIRE PER WEEK WILL BE RANDOMLY SELECTED AND DESTRUCTIVELY TESTED TO DETERMINE CONFORMANCE WITH THE REQUIREMENTS OF MIL-R-7726, TABLE XIII, ITEMS 10, 11, 12, 13, 17, 18, 19 and 20.

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P.A. 99 Other Cust	TITLE TIRE - PNEUMATIC REBUILT TYPE VIII 30 x 11.5 - 14.5/24 PR	MILITARY STANDARD <b>MS 21780 (USAF)</b>
PROCUREMENT SPECIFICATION MIL - R - 7726	SUPERSEDES:	SHEET 2 OF 7

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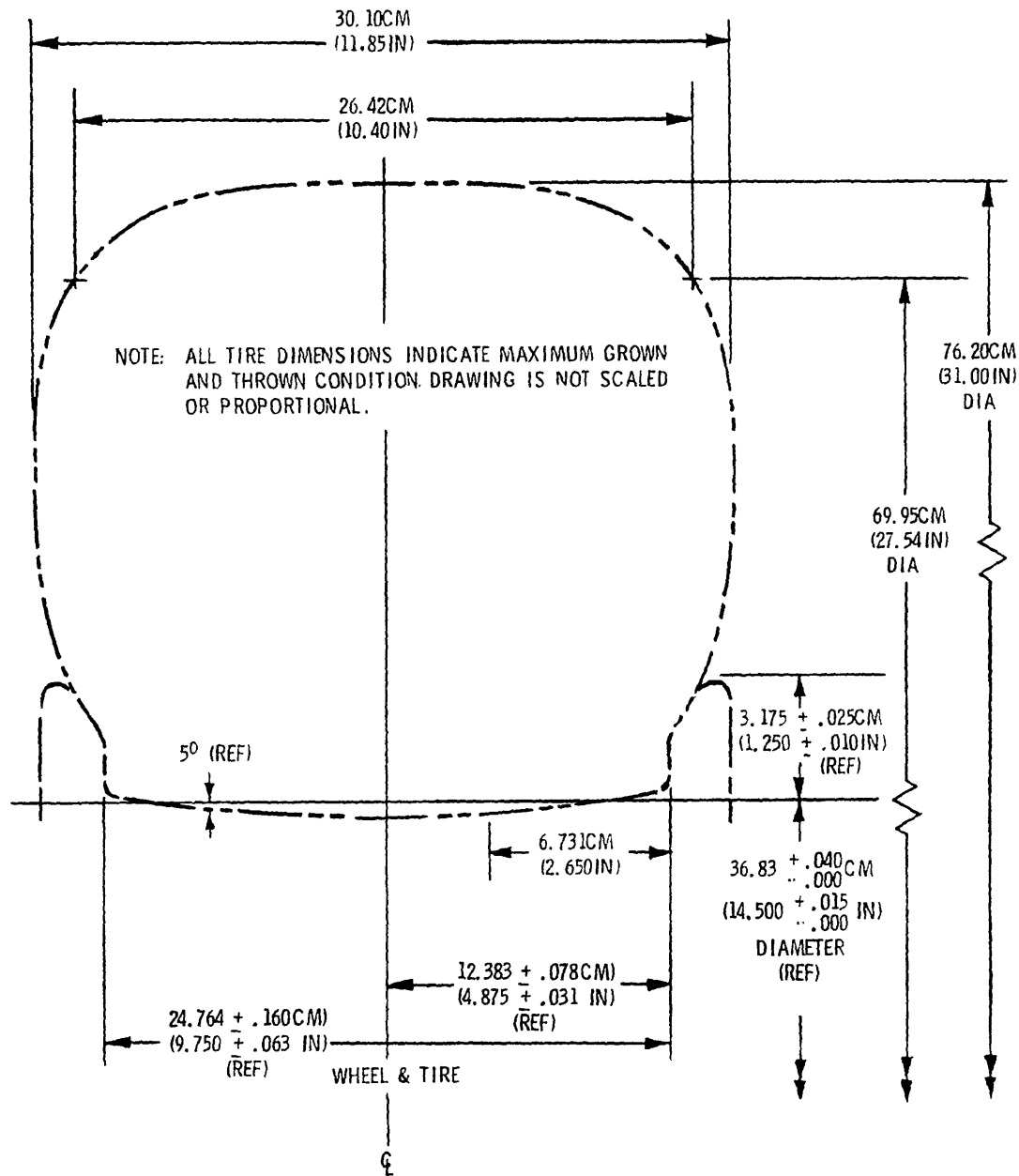
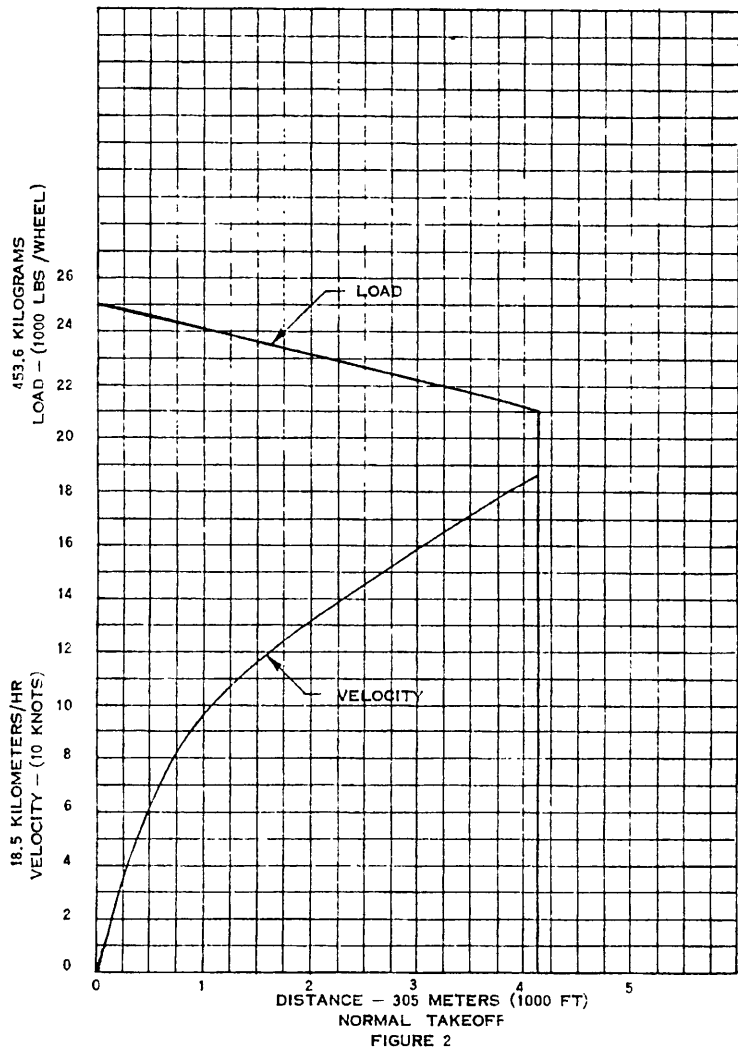
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FIGURE 1

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P.A. 99 Other Cust	TITLE TIRE - PNEUMATIC REBUILT, TYPE VIII 30 x 11.5 - 14.5/24 PR	MILITARY STANDARD	
		MS 21780 (USAF)	
PROCUREMENT SPECIFICATION MIL-R-7726	SUPERSEDES	SHEET 3	OF 7

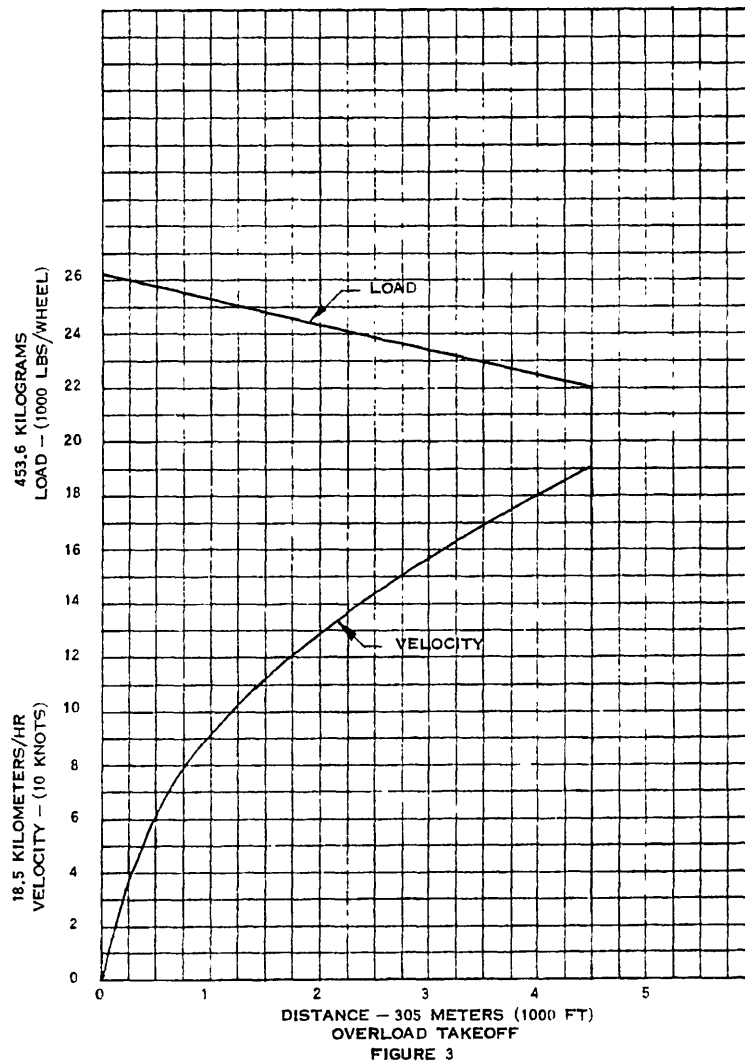
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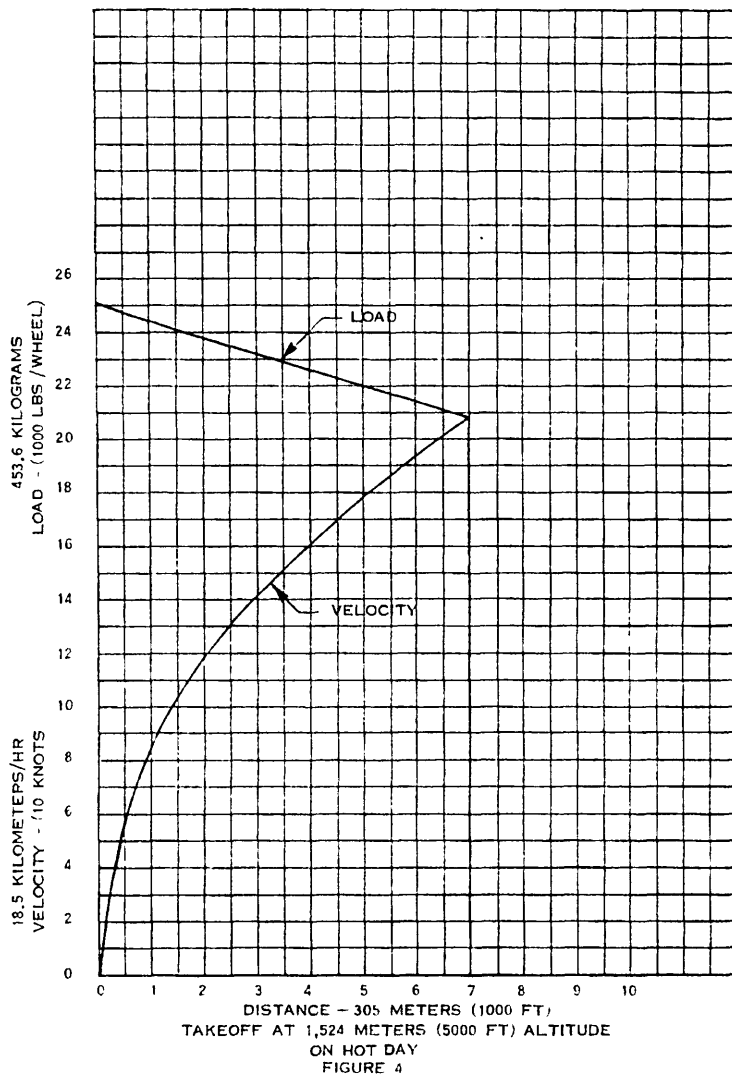
P.A. 99 Other Cust	TITLE TIRE - PNEUMATIC REBUILT TYPE VIII 30 x 11.5 - 14.5/24 PR	MILITARY STANDARD
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PROCUREMENT SPECIFICATION MIL - R - 7726	SUPERSEDES	SHEET 5 OF 7

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P.A. 99  
Other Cust

TITLE

TIRE - PNEUMATIC  
REBUILT TYPE VIII  
30 x 11.5 - 14.5/24 PR

MILITARY STANDARD

MS 21780 (USAF)

PROCUREMENT SPECIFICATION  
MIL - R - 7726

SUPERSEDES

SHEET 6 OF 7

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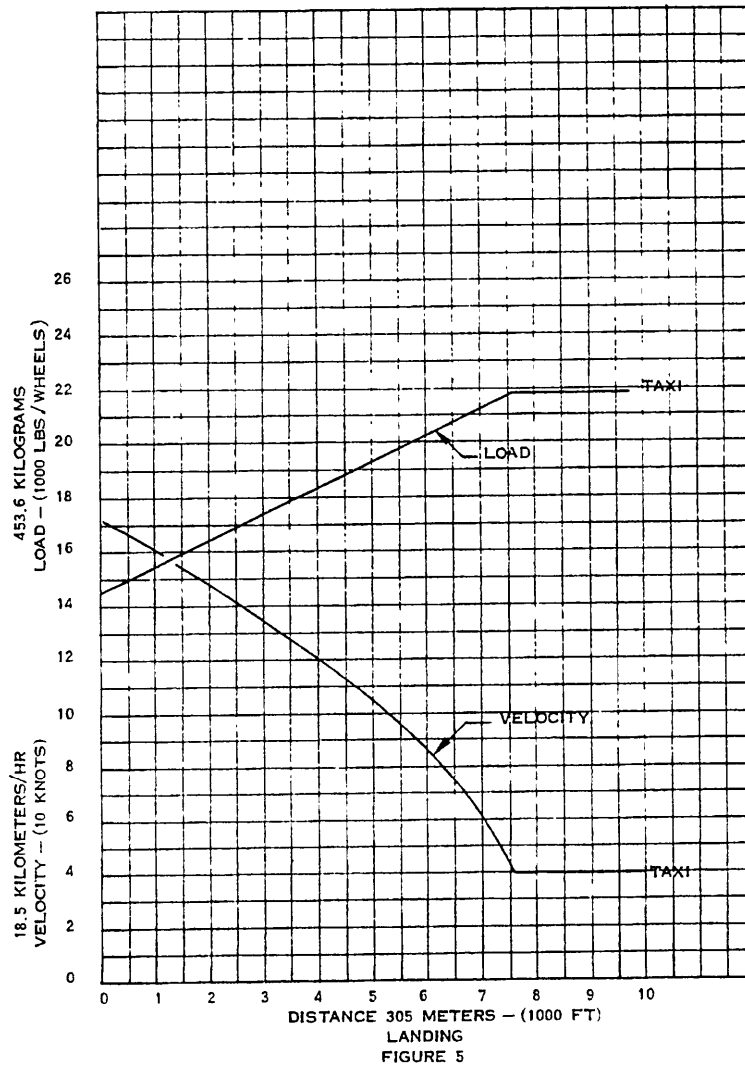


FIGURE 5

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P.A. 99 Other Cust	TITLE TIRE - PNEUMATIC REBUILT TYPE VIII 30 x 11.5 - 14, 5/24 PR	MILITARY STANDARD	
		MS 21780 (USAF)	
PROCUREMENT SPECIFICATION MIL - R - 7726	SUPERSEDES	SHEET 7	OF 7