

FED. SUP CLASS  
2620

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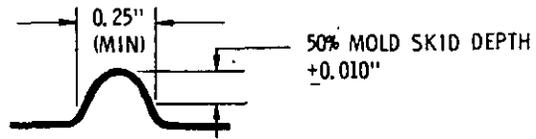
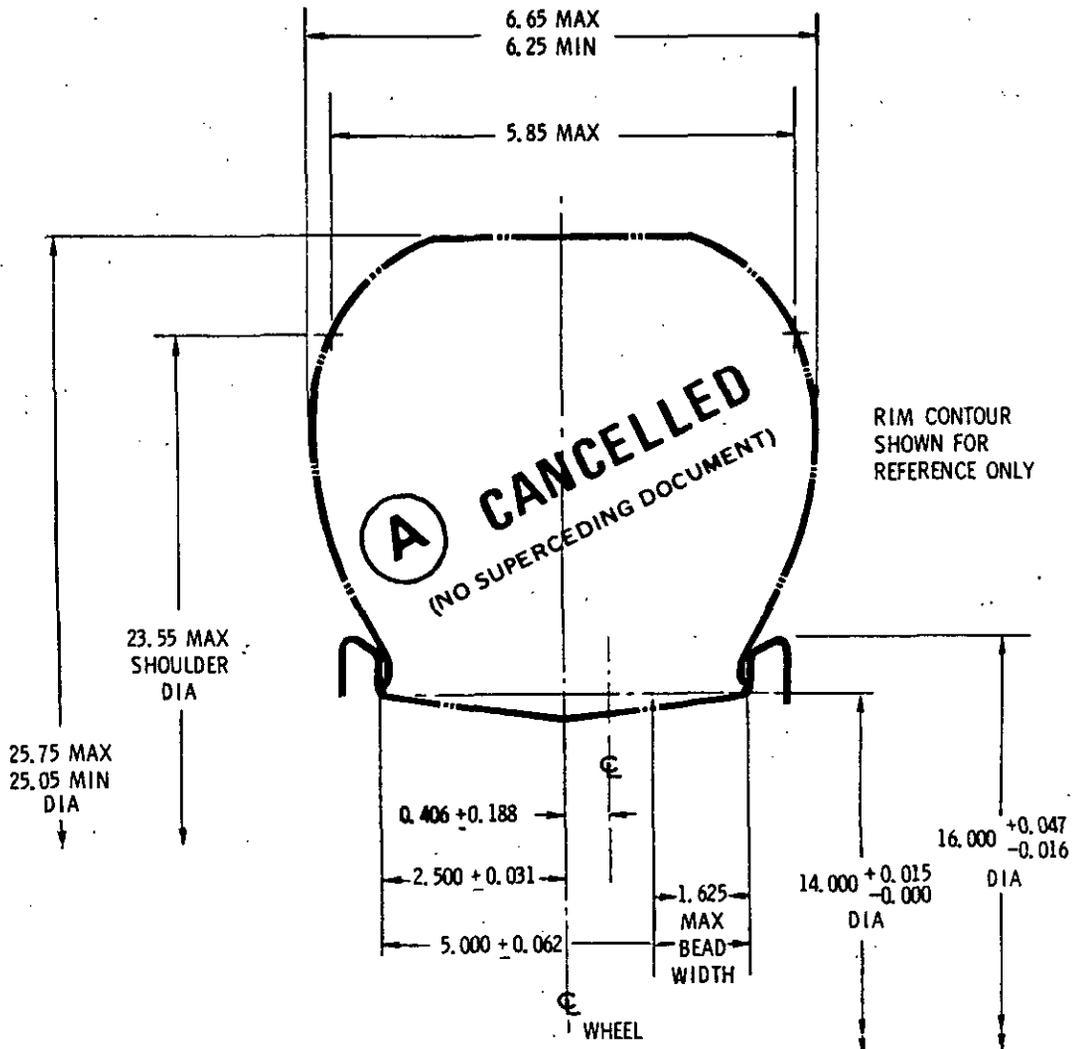


FIGURE 1

This drawing should be approved for use by all Departments and Agencies of the Department of Defense. Section for all new engineering and design applications and for repetitive use shall be taken from this document, when applicable.

P.A. 99 Other Cost NAVY - AS	TITLE TIRE, PNEUMATIC NEW TYPE VII 26 x 6.6/14PR	MILITARY STANDARD <b>MS 22077</b>
PROCUREMENT SPECIFICATION MIL-T-5341	SUPERSEDES: USAF DWGS 60C4280 AND 53C11	SHEET OF

DD FORM 672-1 (Limited coordination)

EDITION OF SEP 71 MAY BE USED.

APPROVED 10 JUNE 1977 REVISED (A) 25 JUL 86

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GENERAL NOTES

1. ANY DEVIATION FROM GIVEN DIMENSIONS MUST BE AUTHORIZED BY WRITTEN APPROVAL OF THE PROCURING AGENCY.
2. REFERENCE TO ANY SPECIFICATION HEREIN SHOULD BE CONSTRUED AS REFERENCE TO THE ISSUE IN EFFECT ON THE DATE OF INVITATION FOR BIDS.
3. THE QUALITY ASSURANCE SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF MIL-T-5041.
4. WHERE CONFLICT EXISTS BETWEEN THIS STANDARD AND ANY OTHER MILITARY SPECIFICATION, THE REQUIREMENTS OF THIS STANDARD APPLY

TIRE NOTES

THE TUBELESS AND TUBE TYPE TIRE SHALL CONFORM TO THE APPLICABLE REQUIREMENTS OF MIL-T-5041 AND SHALL COMPLY WITH THE REQUIREMENTS LISTED BELOW.

SIZE	PLY RATING	STATIC LOAD LBS.	INFLATION PRESSURE PSI (MIN)	BURST PRESSURE PSI (MIN)	BEAD WIDTH (MAX)	WEIGHT LBS. (MAX)	STATIC UNBALANCE OZ IN (MAX)	MOLD SKID DEPTH (MIN)
26x6.6	14	10,000	225	790	1.60*	36.3**	8	0.30

1. THE TIRE SHALL SATISFACTORILY WITHSTAND 100 CYCLES OF TEST "A" AND 100 CYCLES OF TEST "B" WITHOUT EVIDENCE OF FAILURE.

"A" - THE TIRE SHALL BE LOADED AGAINST A STATIONARY FLYWHEEL AT 10,000 POUNDS. THE FLYWHEEL SHALL THEN BE ACCELERATED TO 40 MPH AND TAXIED AT THIS SPEED UNTIL A TOTAL OF 10,000 FEET HAS BEEN COVERED. THE FLYWHEEL SHALL THEN BE DECELERATED TO "0" MPH AND IMMEDIATELY ACCELERATED AT 5.0 FEET/SEC/SEC AVERAGE (SIMULATED TAKE-OFF) TO 200 MPH. DURING THE ACCELERATION, THE LOAD SHALL BE MAINTAINED AT 10,000 POUNDS FOR THE FIRST 15 SECONDS AND THEN DECREASED LINEARLY WITH TIME TO 4,400 POUNDS AFTER 45 SECONDS OF ROLL. THE LOAD SHALL BE FURTHER REDUCED TO ZERO POUNDS DURING THE LAST 14 SECONDS OF ROLL. THE TOTAL ROLL DISTANCE FOR THE SIMULATED TAKE-OFF IS 8,700 ± 200 FEET AND AVERAGE ROLL TIME IS APPROXIMATELY 59 SECONDS.

"B" - LANDING TAXI. THE TIRE SHALL BE LANDED AGAINST A FLYWHEEL ROTATING AT A PERIPHERAL SPEED OF 160 MPH AND THE FLYWHEEL IMMEDIATELY DECELERATED AT AN AVERAGE RATE OF 7 FEET/SEC/SEC FROM 160 MPH TO 40 MPH. THE LOAD SHALL BE LINEARLY INCREASED TO 3,500 POUNDS APPROXIMATELY 6 SECONDS AFTER LANDING, THEN INCREASED LINEARLY TO 6,000 POUNDS APPROXIMATELY 12 SECONDS AFTER LANDING. THE LOAD SHALL THEN BE INCREASED LINEARLY TO 8,000 POUNDS AFTER APPROXIMATELY 25 SECONDS OF ROLL. THE LANDING ROLL SHALL COVER A DISTANCE OF 3,700 ± 200 FEET. MAINTAINING THE FLYWHEEL AT A SPEED OF 40 MPH THE TIRE SHALL BE TAXIED FOR A DISTANCE OF 13,500 FT ± 200 FEET.

2. THE TIRE SHALL BE LEGIBLY MARKED - 174 KNOTS - ON BOTH SIDEWALLS IN THE VICINITY OF THE SIZE AND PLY RATING MARKINGS WITH LETTERS AND FIGURES 1/2 INCH HIGH.

3. THE TREAD PATTERN SHALL HAVE A MINIMUM OF 3 AND A MAXIMUM OF 5 GROOVES. THESE GROOVES SHALL BE CONTINUOUS, CIRCUMFERENTIAL, AND HAVE UNINTERRUPTED MINIMUM MOLD SKID DEPTH AS SPECIFIED ABOVE. ALL GROOVES SHALL COME IN CONTACT WITH THE GROUND AT 60% OF THE RATED STATIC LOAD AT RATED PRESSURE. THE MOLD GROOVE WIDTH SHALL BE A MINIMUM OF 0.25 INCHES MEASURED AS SHOWN IN FIGURE 1, AND INDICATED IN QUALIFICATION TEST REPORT.

\*MAXIMUM BEAD TOE FLASH OF 1/2 INCH NOT INCLUDED.

\*\*TUBE TYPE TIRE.

APPROVED 13 JUN 77 REVISED 25 JUL 86

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P.A. 99	TITLE	TIRE, PNEUMATIC	MILITARY STANDARD
Other Cust		NEW TYPE VII	MS 22077
NAVY-AS		26 X 6.6/14PR	
Procurement Specification	SUPERSEDES:	USAF DWG 60C4280 and 53C11	SHEET 2 OF 2
MIL-T-5041			