

FED. SUPP CLASS
2620

NOTE: ALL DIMENSIONS ARE IN INCHES

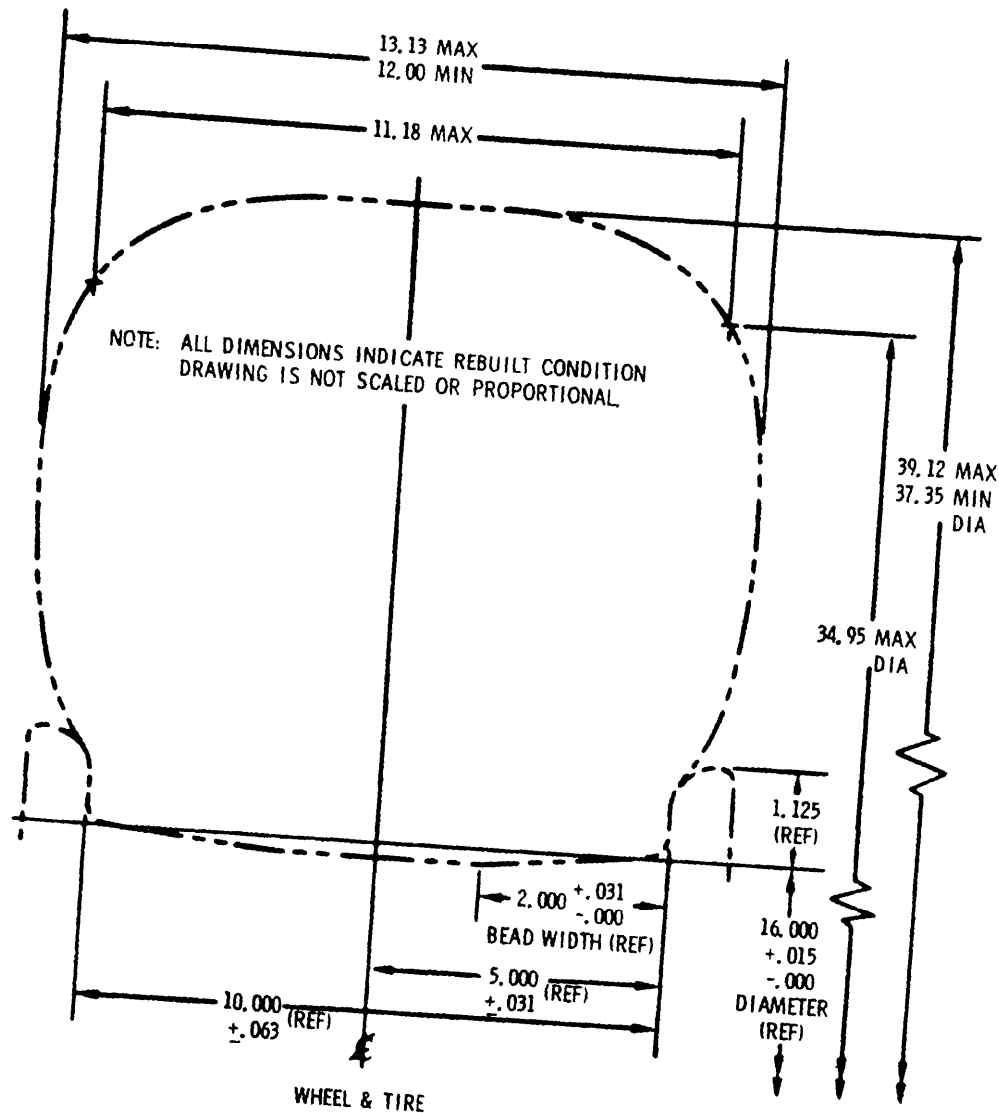


FIGURE 1

APPROVED 10 JUN 77
REVISED

P.A. 99

Other Cost

AS

TITLE

TIRE-PNEUMATIC
REBUILT, TYPE III
12,50-16/12 PR

MILITARY STANDARD

MS 22080

PROCUREMENT SPECIFICATION
MIL-R-7726

SUPERSEDES:

SHEET 1 OF 3

DD FORM 672-1 (limited coordination)

EDITION OF 1 SEP 70 MAY BE USED

This military standard is approved for use by all Departments and Agencies of the Department of Defense. Selection for all new engineering and design applications and for repetitive use shall be made from this document, when applicable.

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2620GENERAL NOTES

1. ANY DEVIATION FROM GIVEN DIMENSIONS MUST BE AUTHORIZED BY WRITTEN APPROVAL OF THE PROCURING AGENCY. DIMENSIONS CALLED OUT ARE AFTER REBUILDING.
2. REFERENCE TO ANY SPECIFICATION HEREIN SHOULD BE CONSTRUED AS REFERENCE TO THE ISSUE IN EFFECT ON THE DATE OF INVITATIONS FOR BIDS.
3. WHERE CONFLICT EXISTS BETWEEN THIS STANDARD AND ANY OTHER MILITARY SPECIFICATION, THE REQUIREMENTS OF THIS STANDARD SHALL APPLY.
4. 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:

		INFLATION		WEIGHT	STATIC		MOLD SKID	STATIC
	PLY	PRESSURE		LBS	UNBALANCE		DEPTH	LOAD
SIZE	RATING	PSI (RATED)		(MAX)	IN OZ (MAX)	TREAD	(MIN) IN	LBS
TUBE	12.50-16	12	75	93	17	RIB	0.45	12,800
TUBE- LESS	12.50-16	12	75	102	17	RIB	0.45	12,800

1. THE TIRE SHALL SUCCESSFULLY COMPLETE 100 DYNAMOMETER CYCLES EACH OF THE "TAXI-TAKE OFF" AND "LANDING TAXI" TEST AS SPECIFIED BELOW:

TAXI TAKE-OFF

THE TIRE SHALL BE LOADED TO 12,800 POUNDS AGAINST A STATIONARY FLYWHEEL. THE FLYWHEEL SHALL THEN BE ACCELERATED TO 30 MPH AND THE TIRE SHALL BE ROLLED FOR 10,000 FEET. STOP THE FLYWHEEL KEEPING THE TIRE FULLY LOADED. THE FLYWHEEL SHALL THEN BE ACCELERATED AT AN AVERAGE RATE OF 4.11FT/SEC² TO 150 MPH. THE LOAD SHALL REMAIN CONSTANT FOR THE FIRST 10 SECONDS AND THEN DECREASED LINEARLY WITH TIME TO A LOAD OF 9,400 POUNDS IN 50 SECONDS. IN 3.5 MORE SECONDS, THE LOAD SHALL BE REDUCED TO ZERO. THE TIRE SHALL BE UNLOADED AFTER A ROLL OF

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5,885 FEET HAS BEEN COVERED.

LANDING TAXI

THE TIRE SHALL BE LANDED AGAINST A FLYWHEEL ROTATING AT 150 MPH. THE FLYWHEEL SHALL HAVE AN AVERAGE DECELERATION OF 4.27 FT/SEC^2 FROM 150 MPH TO 23 MPH. THE LOAD SHALL INCREASE LINEARLY FROM ZERO AT INSTANT OF LANDING TO 5,000 POUNDS IN 4 SECONDS AND THEN LINEARLY TO 9,000 POUNDS IN 11 MORE SECONDS. THE LOAD SHALL BE FURTHER INCREASED LINEARLY TO 12,000 POUNDS IN A TOTAL ELAPSED TIME FROM LANDING OF 53.5 SECONDS. THE FLYWHEEL SHALL THEN BE ACCELERATED TO 30 MPH AND THE TIRE TAXIED FOR 10,000 FEET WITH 12,000 POUND LOAD.

2. THE REBUILT TIRE MAY BE CONSTRUCTED WITH A FABRIC REINFORCED TREAD FEATURE TO OBTAIN MAXIMUM RELIABILITY AND RETENTION OF THE TREAD TO THE CARCASS.

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DD FORM 672-1 (Limited coordination)
1 SEP 61

EDITION OF 1 SEP 67 MAY BE USED

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