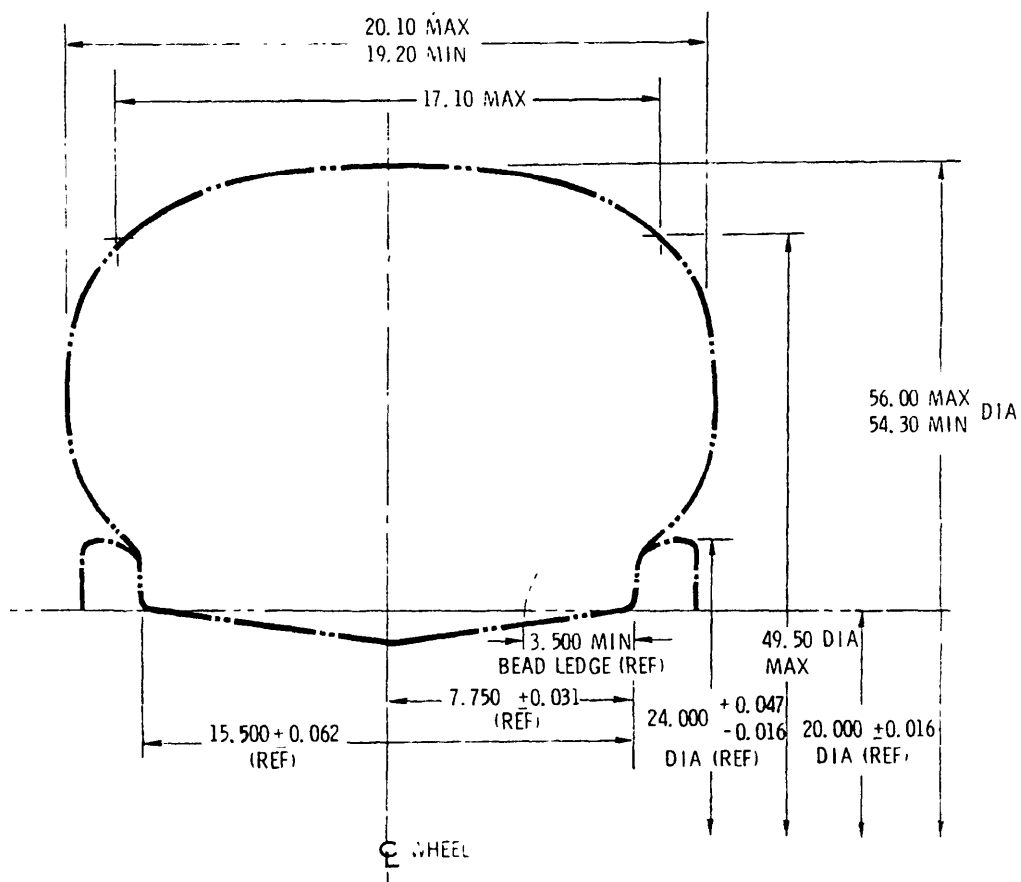


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APPROVED 10 JUN 77  
REVISED

P.A. Other Cust NAVY - AS	TITLE TIRE, PNEUMATIC NEW TYPE III 20.00-20/26PR	MILITARY STANDARD
		MS 22081
PROCUREMENT SPECIFICATION MIL-T-5041	SUPERSEDES USAF DWG 65D1542	SHEET 1 OF 3

FED. SUP CLASS

2620

GENERAL NOTES

1. ANY DEVIATION FROM GIVEN DIMENSIONS SHALL BE AUTHORIZED BY THE PROCURING AGENCY.
2. REFERENCE TO ANY SPECIFICATION HEREIN SHALL BE CONSTRUED AS REFERENCE TO ISSUE IN EFFECT ON THE DATE OF INVITATION FOR BIDS.

TIRE NOTES

THE TIRE SHALL CONFORM TO THE APPLICABLE REQUIREMENTS OF SPECIFICATION MIL-T-5041 AND SHALL BE CAPABLE OF OPERATING AS A TUBELESS OR TUBE TYPE TIRE AND SHALL COMPLY WITH THE REQUIREMENTS LISTED BELOW.

SIZE	RATING	STATIC		BEAD		STATIC		MOLD SKID DEPTH IN
		LOAD (LBS MAX)	INFLATION PRESSURE (PSI MAX)	BURST PRESSURE (PSI MAX)	WIDTH IN (MAX)	WEIGHT LB (MAX)	UNBALANCE IN OZ (MAX)	
20.00-20	26	46,500	125	460	3.50	270	45	RIB 0.40

\*MAXIMUM BEAD TOE FLASH OF 3/8 INCH NOT INCLUDED.

1. THE TIRE SHALL SATISFACTORILY WITHSTAND 130 CYCLES OF TEST "A", 130 CYCLES OF TEST "B", AND 60 CYCLES OF TEST "C", WITHOUT EVIDENCE OF FAILURE. FIFTY PERCENT OF THE CYCLES SHALL BE RUN AT 39% DEFLECTION. THE CYCLES RUN AT 39% DEFLECTION SHALL BE RUN FIRST.

"A" TAXI-TAKEOFF

THE TIRE SHALL BE LOADED TO 46,500 POUNDS AGAINST A STATIONARY FLYWHEEL. THE FLYWHEEL SHALL THEN BE ACCELERATED TO 30 MPH AND THE TIRE SHALL BE ROLLED (SIMULATING TAXI) AT CONSTANT SPEED FOR 13,500 FEET. STOP THE FLYWHEEL KEEPING THE TIRE FULLY LOADED. THE FLYWHEEL SHALL THEN BE ACCELERATED (SIMULATING TAKEOFFS) AT AN AVERAGE RATE OF FOUR FT/SFC/SEC TO 200 MPH. THE LOAD SHALL REMAIN CONSTANT FOR THE FIRST 15 SECONDS AND THEN DECREASED LINEARLY WITH TIME TO 15,000 POUNDS 60 SECONDS AFTER START OF THE TAKEOFF ROLL AND THEN DECREASED TO ZERO POUNDS IN APPROXIMATELY 75 SECONDS AFTER START OF THE TAKEOFF ROLL. THE TIRE SHALL BE UNLOADED AFTER A ROLL OF 11,250 FEET HAS BEEN COVERED.

"B" LANDING-TAXI ROLL

THE TIRE SHALL BE LANDED AGAINST A FLYWHEEL ROTATING AT A SPEED OF 160 MPH. THE FLYWHEEL SHALL HAVE AN AVERAGE DECELERATION OF 4.5 FT/SEC/SEC FROM 160 MPH TO 30 MPH. THE LOAD SHALL INCREASE LINEARLY FROM ZERO AT INSTANT OF LANDING TO 8,000 POUNDS IN FIVE SECONDS AND THEN INCREASE LINEARLY TO 27,000 POUNDS IN 30 SECONDS AFTER LANDING AND HELD AT THIS LOAD UNTIL THE TOTAL ROLL DISTANCE OF 6,040 FEET HAS BEEN COVERED IN APPROXIMATELY 43 SECONDS. THE TIRE SHALL THEN BE TAXIED AT 30 MPH FOR 13,500 FEET AT 27,000 POUND LOAD.

"C" TAXI AND CAMBER

- (1) ACCELERATE THE FLYWHEEL TO 30 MPH AND MAINTAIN THIS SPEED THROUGHOUT THE TEST.
- (2) LAND THE TIRE ON THE FLYWHEEL IN A POSITION OF 10° CAMBER.
- (3) INCREASE THE CARRIAGE LOAD LINEARLY WITH TIME FROM ZERO TO 57,000 POUNDS, FOR FIGURE 1, OR 57,900 POUNDS FOR FIGURE 2, WITHIN 15 SECONDS AFTER LANDING AND MAINTAIN THIS LOAD UNTIL A ROLL DISTANCE OF 2,300 FEET HAS BEEN COVERED.
- (4) THERE SHALL BE 30 CYCLES OF THE ABOVE TEST COMPLETED AT 10° CAMBER INBOARD AND 30 CYCLES AT 10° CAMBER OUTBOARD.

2. THE TREAD PATTERN SHALL HAVE A MINIMUM OF FOUR GROOVES WHICH SHALL BE WITHIN THE CONTACT AREA OF THE STATIC LOAD FOOTPRINT TAKEN AT 60% OF THE MAXIMUM STATIC LOAD AND RATED INFLATION PRESSURE. THESE GROOVES SHALL BE CONTINUOUS AND CIRCUMFERENTIAL WITH A MOLD SHIP DEPTH AS SPECIFIED ABOVE.

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Other Cust NAVY - AS			MS 22081
Procurement Specification MIL-T-5041	SUPERSEDES:	USAF DWG 65D1542	SHEET 2 OF 3

FED. SUP CLASS  
2620

A FULL SIZE TIRE FOOTPRINT CONFORMING TO THE APPLICABLE REQUIREMENTS OF SPEC. MIL-T-5041 SHALL BE TAKEN AT RATED INFLATION PRESSURE AND 60% OF THE MAXIMUM STATIC LOAD AND SUBMITTED IN THE QUALIFICATION TEST REPORT.

3. THE TIRE CARCASS SHALL HAVE THE STRUCTURAL INTEGRITY AND SOUNDNESS TO SATISFACTORILY COMPLETE A MINIMUM OF THREE FULL RETREADING LIFE CYCLES.

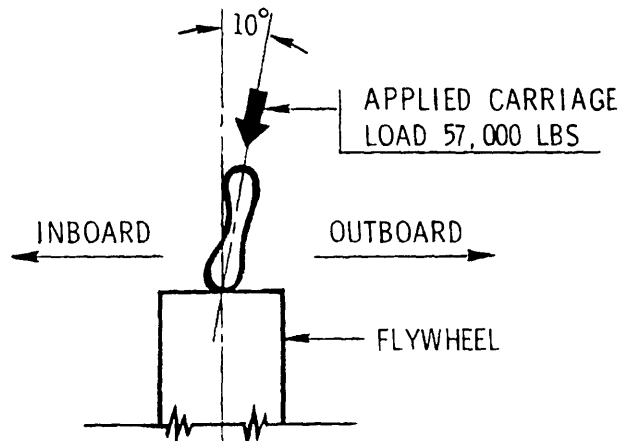


FIG 1  
MOVABLE CARRIAGE

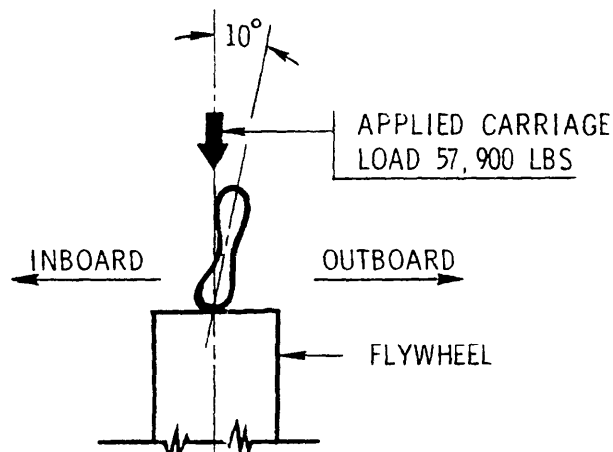


FIG 2  
BENT MANDREL

APPROVED 10 JUNE 1977  
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Procurement Specification MIL-T-5041	SUPERSEDES: USAF DWG 65D1542	SHEET 3 OF 3

DD FORM 672 (1 SEP 67) (Coordinated) PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

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