

PROJECT NO. 2620-N086

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

TIRE DATA

SIZE	PLY RATING	STATIC LOAD RATING LBS.	VERTICAL LOAD LBS. MIN.	INFL. PRESS. PSI RATED	BURST PRESS. PSI MIN.	READ WIDTH IN MAX.	WEIGHT POUNDS MAX.	STATIC UNBAL. OZ-IN. MAX.	TREAD	MOLD SKID DEPTH MIN.	DEFLEC. +2% -4%
25x6.0	16 TT ^{1/}	12,000	56,800	330	^{2/} 1320	1.65	32.0	7	^{3/} R16	0.21	32.0%
SECTION HEIGHT MIN. MAX.		OUTSIDE DIAMETER MIN. MAX.		SHOULDER DIA. (MAX.)		SHOULDER WIDTH (MAX.)		LOADED RADIUS			
5.80 6.15		24.35 25.00		23.70		5.00		10.9			

RIM DATA

SIZE	WIDTH BETWEEN FLANGES	FLANGE WIDTH (MIN)	LEDGE DIA.	FLANGE RADIUS	LEDGE WIDTH (MIN)	FLANGE HEIGHT	HEEL RADIUS	WELL DEPTH (MIN)	FLANGE EDGE RADIUS	VALVE HOLE LOCATION	VALVE HOLE DIA.
25x6.0	4.75	.688	14.00	.438	1.75	.875	.219	.63	.067	CL	.375

^{1/} TT - Tube type^{2/} New Tire^{3/} At least three, but not more than seven continuous
circumferential ribs

THE TIRE COVERED BY THIS DRAWING SHALL BE SUITABLE FOR USE AND PROVIDE REASONABLE SERVICE LIFE ON NAVY CARRIER TYPE AIRCRAFT DURING ALL NORMAL OPERATIONS AT TAKE-OFF SPEEDS OF NOT MORE THAN 140 KNOTS AND LANDING SPEEDS OF NOT MORE THAN 120 KNOTS ON ALL TYPES OF RUNWAYS AND ON AIRCRAFT CARRIERS.

THE TIRE SHALL WITHSTAND WITHOUT FAILURE THE TESTS SPECIFIED IN PARAGRAPHS (1), (2) AND (4):

- (1) BRUISE TESTS - THE TIRE SHALL BE INFLATED WITH AIR TO 475 PSI AND LOADED AGAINST A ONE AND THREE EIGHTHS (1-3/8") DIAMETER LENGTH OF PLAIN ROUND STEEL BAR STOCK. A VERTICAL LOAD AS SPECIFIED ABOVE SHALL BE APPLIED WITH THE VERTICAL CENTER-LINE OF THE MOUNTED TIRE MAKING AN ANGLE OF 90 DEGREES WITH THE PLATEN. IMMEDIATELY FOLLOWING THE RELEASE OF THIS LOAD THE TIRE SHALL BE SUBJECTED TO THE SAME LOADING CONDITION AT A SPOT 180 DEGREES FROM THE INITIAL POINT OF LOADING.
- (2) DYNAMIC TEST - FOLLOWING THE ABOVE BRUISE TEST THE TIRE SHALL BE SUBJECTED TO 25 DYNAMOMETER LANDINGS AT A SPEED OF 120 MPH WITH AN UNLANDING SPEED CALCULATED TO MAKE THE TIRE ABSORB 80% OF THE INITIAL FLY WHEEL ENERGY WHEN COMPUTED IN ACCORDANCE WITH SPECIFICATION MIL-T-5041. THE TIME BETWEEN LANDING SHALL BE SUCH THAT THE CONTAINED AIR PEAK TEMPERATURE WILL NOT EXCEED 175°F OR THE CARCASS PEAK TEMPERATURE WILL NOT EXCEED 195°F. THE STATIC LOAD SHALL BE AS SPECIFIED ABOVE AND THE INFLATION PRESSURE VARIED AS NECESSARY TO PROVIDE A STATIC DEFLECTION OF 32% ON THE FLYWHEEL SURFACE.
- (3) BURST TEST - FOLLOWING THE ABOVE DYNAMIC TEST THE SAME TIRE SHALL BE SUBJECTED TO A HYDRO-STATIC BURST TEST. THE PRESSURE SHALL BE INCREASED UNTIL THE TIRE FAILS AND THE FAILING PRESSURE REPORTED IN THE QUALIFICATION TEST REPORT.
- (4) DYNAMOMETER TEST - A NEW TIRE SHALL BE SUBJECTED TO 50 HIGH SPEED (120-90 MPH) AND 50 LOW SPEED (90-0 MPH) LANDINGS AS DESCRIBED IN SPECIFICATION MIL-T-5041.

QUALIFICATION TEST REPORT - THE QUALIFICATION TEST REPORT SHALL LIST THE RESULTS OF ALL QUALIFICATION TESTS AND THE CONSTRUCTION DETAILS OF THE QUALIFICATION TEST SAMPLE IN THE GENERAL FORM SHOWN IN FIGURES 2 AND 3 OF SPECIFICATION MIL-T-5041 WITH DIMENSIONS LISTED AT RATED INFLATION. IN ADDITION, IT SHALL ALSO LIST THE ACTUAL TIRE DIMENSIONS WHEN THE TIRE IS INFLATED TO 528 PSI. THE REPORT SHALL INDICATE THE MANUFACTURER'S TEST NUMBER FOLLOWED BY THE LETTERS "AS". SUBMIT TWO (2) COPIES OF THE QUALIFICATION TEST REPORT, TOGETHER WITH THE DATA AND MATERIAL SPECIFIED ABOVE, TO THE NAVAL AIR SYSTEMS COMMAND, DEPARTMENT OF THE NAVY, WASHINGTON, DC 20361, ATTENTION: AIR-530321A.

REFERENCED DOCUMENTS SHALL BE OF THE ISSUE IN EFFECT ON DATE OF INVITATION FOR BID.

(A) ENTIRE STANDARD REVISED

P.A. NAVY - AS Other Cust	TITLE TIRE, PNEUMATIC - AIRCRAFT, 25 x 6.0 TYPE VII (NAVY)	MILITARY STANDARD MS26543(AS)
PROCUREMENT SPECIFICATION MIL-T-5041	SUPERSEDES:	SHEET 1 OF 1

DD FORM 672-1 (Limited coordination)

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

PLATE NO 23071

This military standard is approved by NAVAL AIR SYSTEMS COMMAND, Department of the Navy and shall be used by that activity. All other military activities are required to employ this standard where suitable.

APPROVED 5/26/58 REVISED (A) 8 Apr 75