

FED. SUP CLASS
2620

THE TIRE SHALL BE IN ACCORDANCE WITH THE APPLICABLE REQUIREMENTS
OF MIL-R-7726 EXCEPT AS SPECIFIED HEREIN

MS PART NO.	SIZE	PLY RATING 1/	STATIC LOAD RATING LBS.	INFL. PRESS PSI RATED	BEAD WIDTH IN. MAX.	WEIGHT POUNDS MAX.	STATIC UNBAL OZ-IN MAX	TREAD 2/	MOLD SKID DEPTH MIN.	DEFLC + 3% - 4%
MS3380-1	20X5.5	14TL	7,200	230	1.38	22.0	10	RIB	0.18	32.0%

1/TL TUBELESS TIRE

2/AT LEAST THREE, BUT NOT MORE THAN SEVEN
CONTINUOUS CIRCUMFERENTIAL RIBS

RIB DATA:

WIDTH BETWEEN FLANGES (INCH)	LEDGE DIAMETER (INCH)	FLANGE HEIGHT (INCH)	MIN. LEDGE WIDTH (INCH)	MIN. FLANGE WIDTH (INCH)	FLANGE RADIUS (INCH)	HEEL RADIUS (INCH)	FLANGE EDGE RADIUS (INCH)
4.25	10.00	.875	1.38	.656	.438	.219	.062

THIS TIRE SHALL BE SUITABLE FOR USE AND PROVIDE REASONABLE SERVICE LIFE DURING ALL NORMAL OPERATIONS AT TAKE-OFF SPEEDS OF NOT MORE THAN 200 MPH AND LANDING SPEEDS OF NOT MORE THAN 173 MPH ON ALL TYPES OF RUNWAYS AND AIRCRAFT CARRIERS.

TIRE 1:

DYNAMIC TEST - THE TIRE SHALL WITHSTAND 50 CYCLES OF TEST A, 50 CYCLES OF TEST B, 5 CYCLES OF TEST C₁ AND 5 CYCLES OF TEST C₂.

TEST A - TAXI - TAKE-OFF - TAXI THE TIRE ON THE FLYWHEEL, STOP THE FLYWHEEL UNDER FULL LOAD, AND THEN ACCELERATE (SIMULATING TAKE-OFF) TO 199 MPH IN ACCORDANCE WITH THE FOLLOWING DATA:

	LOAD (LBS)	SPEED (MPH)	TIME (SEC)	DISTANCE (FT)
TAXI	7,200	23	296	10,000
	7,200	0	0	0
	7,100	41	5	140
	7,000	83	10	600
	6,800	121	15	1,400
TAKE-OFF	6,600	156	20	2,390
	6,400	189	25	3,650
	5,700	194	26	3,940
	5,000	196	26.2	4,000
	4,200	197	26.4	4,050
	3,200	198	26.6	4,100
	0	199	26.8	4,160

TEST B - LANDING - TAXI - THE TIRE SHALL BE LANDED AGAINST THE FLYWHEEL ROTATING AT A PERIPHERAL SPEED OF 173 MPH, DECELERATED TO 0 MPH AND TAXIED IN ACCORDANCE WITH THE FOLLOWING DATA:

	LOAD (LBS)	SPEED (MPH)	TIME (SEC)	DISTANCE (FT)
LAND	0	173	0	
	2,450	158	5	
	3,700	133	10	
	4,500	119	15	
	4,900	86	20	
	5,200	62	25	
TAXI	5,350	38	30	
	5,400	14	35	
	5,400	0	38	5,000
	5,400	23	296	10,000

TEST C - TAXI YAW TEST

C₁ - LEFT YAW - LAND THE TIRE AGAINST THE FLYWHEEL WITH THE PLANE OF THE TIRE YAWED LEFT AT AN ANGLE OF 5°. A CYCLE SHALL CONSIST OF A ROLL DISTANCE OF 10,000 FEET WITH A SPEED OF 23 MPH AND A LOAD OF 7200 POUNDS.

C₂ - RIGHT YAW - SAME AS C₁ EXCEPT THE PLANE OF THE TIRE SHALL BE YAWED RIGHT AT AN ANGLE OF 5°.

(A) ENTIRE STANDARD REVISED

APPROVED 18 FEB 1969 REVISED (A) 1 APR 1981

This military standard is approved by NAVAL AIR SYSTEMS COMMAND, Department of the Navy and is mandatory for use by their activity. All other military activities are required to employ this standard where suitable.

P.A. NAVY - AS Other Cust	TITLE TIRE, PNEUMATIC, AIRCRAFT, REBUILT, 20X5.5, TYPE VII (NAVY)	MILITARY STANDARD MS3380(AS)
PROCUREMENT SPECIFICATION MIL-R-7726	SUPERSEDES:	SHEET 1 OF 2

TIRE 2:

GOVT LAB TEST - THIS TIRE SHALL BE REBUILT FROM THE SAME BATCH AS TEST TIRE 1 AND SHALL BE IDENTICALLY PROCESSED. THIS TIRE SHALL NOT BE CONTRACTOR TESTED AND SHALL BE PROVIDED FOR GOVERNMENT LABORATORY TESTING.

SECTION - A REPRESENTATIVE SECTION OF TIRE 1 SHALL BE SUBMITTED TO A GOVERNMENT LABORATORY AS SPECIFIED IN MS 3377.

AIR RETENTION - THE TUBELESS TIRE SHALL BE INFLATED TO A PRESSURE OF 365 PSI AND ALLOWED TO STAND FOR A PERIOD OF 4 HOURS AT WHICH TIME THE PRESSURE DROP DUE TO GROWTH SHALL BE REPLACED. THE TIRE SHALL THEN STAND FOR AN ADDITIONAL 12 HOURS AT WHICH TIME THE PRESSURE SHALL BE MEASURED AND THE TIRE INSPECTED. THE AIR PRESSURE LOSS SHALL NOT EXCEED 5 PERCENT AND THE TIRE SHALL NOT REVEAL ANY APPEARANCE OF PERFORMANCE OR PERFORMANCE DEFECTS, SUCH AS SIDEWALL BLISTERS, TREAD SEPARATION, ETC.

NOTES:

1. REFERENCED DOCUMENTS SHALL BE OF THE ISSUE IN EFFECT ON DATE OF INVITATIONS FOR BIDS, OR REQUEST FOR PROPOSAL EXCEPT THAT REFERENCE INDUSTRY STANDARDS SHALL GIVE THE DATE OF THE ISSUE ADOPTED.
2. FOR DESIGN FEATURE PURPOSES, THIS STANDARD TAKES PRECEDENCE OVER PROCUREMENT DOCUMENTS REFERENCED HEREIN.

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APPROVED 18 FEB 1969 REVISED (A) FOR CHANGES SEE SHEETS 1 AND 2

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	TIRE, PNEUMATIC, AIRCRAFT, REBUILT, 20X5.5, TYPE VII (NAVY)	MS3380(AS)
PROCUREMENT SPECIFICATION MIL-R-7726	SUPERSEDES:	SHEET 2 OF 2