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QUALITY STANDARDS FOR AIRCRAFT PNEUMATIC TIRES AND INNER TUBES

FSC 2620

DEPARTMENT OF DEFENSE
Washington, D. C. 20301

Quality Standards for Aircraft Pneumatic Tires and Inner Tubes

MIL-STD-698A

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2. Beneficial comments (recommendations, additions, deletions) and any pertinent data which may be of use in improving this document should be addressed to: Commander, US Army Aviation Research and Development Command, P.O. Box 209, Main Office, St. Louis, MO 63166 by using the self-addressed standardization document improvement proposal (DD Form 1426) appearing at the end of this document or by letter.

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1. SCOPE

1.1 Coverage. This standard establishes the quality standards for aircraft pneumatic tires and inner tubes, and the inspection criteria for contractors and Government quality control representatives.

1.2 Application. All domestic- and foreign-service pneumatic tires and inner tubes shall be inspected in accordance with the criteria specified herein for determining their acceptability for military use. This standard does not apply to tires and tubes procured prior to the effective date of this standard.

2. REFERENCED DOCUMENTS

2.1 Military publications. The issues of the following documents in effect on date of invitation for bids form a part of this standard to the extent specified herein:

2.1.1 Specifications.

MIL-I-5014	Inner Tubes, Pneumatic Tire, Aircraft
MIL-T-5041	Tire, Pneumatic, Aircraft
MIL-R-7726	Repair and Rebuilding of Used Aircraft Pneumatic Tires

2.1.2 Standard.

MIL-STD-105	Sampling Procedures and Tables for Inspection by Attributes

(Copies of specifications and standard required by suppliers in connection with specific procurement functions should be obtained from the procuring activity or as directed by the contracting officer.)

3. DEFINITIONS

3.1 Tube-type tire. Tire designed for use with inner tube.

3.2 Tubeless tire. Tire designed with an innerliner integral with the tire.

3.3 Chafing strip. That portion of a tire coming in direct contact with the rim flange.

3.4 Tread. A layer of rubber, or a combination of wire, fabric, and rubber, on the outer circumference of the tire which serves as the wearing surface.

3.4.1 Fabric-tread. Tire tread which is reinforced with a fabric cord molded in the tread rubber to prevent tread separation at high speed.

3.5 Spread cords. Cords out of the normal weave pattern in a ply of the tire.

3.6 Sidewall stock. That rubber portion of a tire from the bead to the tread covering the outer carcass plies.

3.7 Inside surface. Inside area from bead toe to bead toe.

3.8 Innerliner. A layer of rubber material bonded to the inner surface of the first carcass ply of a tubeless tire to retain air pressure.

3.9 Inner tube. An air chamber with air valve attached, designed to retain inflation pressure, for use with tube-type tires.

3.10 Fabric-based inner tube. An air chamber with an air valve attached, and an integrally vulcanized fabric reinforcement, designed to retain inflation pressure, for use with tube-type tires.

3.11 Refinish. An operation that involves removing a defect. Use of new material is not required.

3.12 Rework. An operation requiring new material for repair.

3.13 Material Review Board (MRB). A technical group established and staffed as approved by the government consisting of representatives of the contractor and of the contracting officer. The MRB is established to review manufacturing and material defects and determine disposition processes.

4. GENERAL REQUIREMENTS

4.1 Classification of tires and tubes. For purposes of this standard, tires and tubes are classified in relation to defects. Defects fall into four general groupings, as follows:

(a) Matter of appearance, or superficial, but acceptable without refinishing operations.

(b) Matter of appearance, or superficial, but refinish required prior to acceptability.

(c) Rework or extensive repair required to be acceptable.

(d) Defects that are not repairable.

5. DETAILED REQUIREMENTS

5.1 Tire defects subject to Material Review Board (MRB) action.

5.1.1 Tread defects acceptable without rework. Tires with the following tread defects shall be considered acceptable without being reworked.

(a) Rounded tread pattern edges where the condition is not a result of lack of molding pressure, and the radius of curvature is more than 0.06 inch or one-half of the skid depth (whichever is larger), provided the arc of the affected area does not exceed 5 degrees, and at least 80 percent of the tread pattern width remains.

(b) Rounded tread pattern edges where the condition is not a result of lack of molding pressure, and the radius of curvature is less than 0.06 inch or 20 percent of the skid depth (whichever is larger), but the arc of the affected area exceeds 5 degrees.

5.1.2 Tread defects acceptable but requiring rework.

(a) Tires with rounded or chipped tread pattern edges where the conditions exceed those specified in 5.1.1 and are not a result of lack of molding pressure, may be repaired by use of matrix or original mold.

(b) Tire treads that have craters not exceeding one-half skid depth or one-half tread width, and less than 3.00 inches long, may be repaired by use of matrix or original mold, provided cure does not exceed 50 percent of the effective cure originally used for vulcanizing the tire.

5.1.3 Veneering of sidewalls. Veneering of sidewalls shall be permitted to cover surface (not ply body) defects that cannot be efficiently buffed or patched in accordance with MRB-approved procedures. These tires shall be subject to MRB review action after the buffing operation and prior to the veneer application.

5.1.3.1 Limitations.

(a) If the carcass ply cords are abraded or injured, the tire shall not be veneered.

(b) The crater formed by removal of more than 0.06 inch of the sidewall at any localized spot, shall be refilled with the same compound used for veneering.

(c) Porous sidewalls or sidewall blisters shall not be covered by veneering.

(d) When carcasses less than 60 days old are veneered, the date of veneering can be considered the date of manufacture. If veneering is accomplished more than 60 days from date of carcass manufacture, the date of original carcass manufacture shall be indicated.

(e) Tires shall not be veneered more than once. After veneering, more than one hotplate repair per side shall not be permitted.

5.1.3.2 Processes. Veneering shall be in accordance with the following processes:

(a) Localized sidewall defects removed by buffing.

(b) Treads trimmed free of rinds or vents.

(c) Sidewalls carefully rasped.

(d) Rasped surfaces coated with prescribed cement.

(e) Localized craters filled with the prescribed sidewall veneering compound until flush with the rasped sidewall surface, the patch and union surface carefully rolled, and the patch surface freshened sparingly with solvent.

(f) A layer of properly freshened sidewall stock (not in excess of 0.06 inch) applied to the cemented sidewall surface.

(g) All air trapped between the rasped sidewall surface and the layer of veneer stock carefully rolled out and awl-vented as necessary.

(h) All veneered tires imprinted "VNR" not less than 3/8 inch in height and next to the serial number.

(i) The veneered tire laid in the original tire mold and given a partial or flash cure not exceeding 50 percent of the effective original cure.

5.1.4 Inside surface defects of tubed-type tires acceptable but requiring rework.

(a) Spread cords may be smoothed and retained with prescribed material when:

(1) No cords are loose.

(2) Cord count in area involved is not reduced more than 12 percent. (Count shall be taken over a 2 inch area.)

(b) Shallow, smooth, hollow spots on inside surface of tire may be filled with prescribed material, provided the carcass is sound in this area.

(c) Foreign material or sharp projections that may be injurious to the job.

5.1.5 Tire and ply body defects.

5.1.5.1 Not acceptable, not repairable. The following shall be considered major defects in tires:

(a) Buckled cord plies.

(b) Blisters or air trapped between plies.

5.1.5.2 Loose cords in tube-type tires acceptable if repaired.

(a) Condition exists only in first ply.

(b) No more than 10 adjacent cords are affected.

(c) Frequency of occurrence is not more than once every 10 inches, measured at the centerline circumference.

5.1.6 Bead and inside surface defects. The following defects are not acceptable:

(a) Kinked beads subject to MRB disposition.

(b) Softness to normal finger pressure on inside tire surface at base of bulge.

(c) Impressions or depressions intersecting or affecting the bead seal.

(d) Bead seal thinned out, deformed, or otherwise damaged.

(e) Thin or porous spots in innerliner material.

(f) Inadequate adherence of innerliner material to inner tire surface.

5.1.7 Bead and inside surface rework. Rounded bead toes or wrinkled chafing strip may be built up and cured in a sectional or hotplate head mold, or in the original tire mold.

5.1.7.1 Tubeless tires acceptable but requiring refinish.

(a) Bead width, including bead toe flash, in excess of that specified for similar type and size tube-type tires, but not more than 0.15 inch beyond the tolerance specified.

(b) Hairline flow cracks in the innerliner resulting from application process and not tire flex.

(c) Minor rough areas (less than 0.020 inch in depth) in the innerliner due to manufacturing processes or embedded foreign material.

5.1.7.2 Tubeless tires acceptable but requiring rework.

(a) Cracks, hollow spots, defects, and folds exceeding one-third of liner thickness may be repaired by an approved process which will not impair air retention properties.

(b) Blisters in liner exceeding 3/8 inch in diameter may be repaired by a process which will not impair air retention properties.

(c) Exposed fabric and open liner splices exceeding one-third of liner thickness may be spot repaired, using stock of the same thickness as liner.

(d) Holes in the innerliner may be repaired by filling in with the same innerliner stock, stitching down, and curing by any acceptable flash cure not to exceed 50 percent of the original curing time.

5.2 Tire defects not subject to MRB action. The following are not subject to MRB action:

5.2.1 Marking and lettering. All tires shall be identified as specified in MIL-T-5041 and MIL-R-7726 or in other applicable Government documents. (For the purpose of sampling procedure, omission of size, ply rating, Government identifying number where required, or balance marker, defects shall be as classified in Table I.) When marking is located on one side only, the balance marker shall be on that same side. Identifying characters which have been omitted, removed, or become illegible, shall be replaced with permanent characters of the same size as those of the original molded characters.

5.2.2 Tread surface defects.

5.2.2.1 Acceptable without refinish. Tires which have only the following tread surface defects shall be acceptable without refinish:

(a) Rounded, chipped, or broken edges of tread design, when this condition is not a result of a lack of molding pressure, and when the radius of curvature of rounded edge is less than 0.06 inch or 20 percent of the skid depth (whichever is larger), and when the circumferential length of defect does not exceed a 5 degree arc.

(b) Craters, or pockmarks not exceeding 0.03 inch.

(c) Tires from cocked molds that do not have a depression in the carcass, if the following limits are not exceeded:

Casing cross section width	Maximum flash thickness
Less than 8 inches	0.06 inch
From 8 to 15 inches	0.13 inch
15 inches and larger	0.18 inch

(d) Defects caused from off- or out-of-register molds where radial step-off at the tread rib between the two halves is less than 0.03 inch.

5.2.2.2 Acceptable after refinish or rework.

(a) Tread folds that do not exceed tread feature width, do not penetrate the under tread surface, and are less than 3 inches long, may be matrix spot-repaired.

(b) Open tread splices, provided carcass does not have a depression or hollow spot below that area where length does not exceed 1 inch, may be matrix spot-repaired.

5.2.3 Sidewall defects.

5.2.3.1 Acceptable without refinish.

(a) Scale, peel, craters, or pockmarks in which the maximum depth does not exceed 0.03 inch or 25 percent of the sidewall thickness, whichever is less.

(b) Blisters in sidewall stock not exceeding 1/4 inch in diameter, nor more than 3 blisters per sidewall, shall be vented; if no evidence of moisture is detected these will be acceptable without further refinish.

5.2.3.2 Acceptable but requiring refinish.

(a) All cracks or folds where depth exceeds 0.03 inch but penetrates less than one-half sidewall stock thickness, may be buffed to a smooth surface, provided general tire contour is respected.

(b) Open sidewall splices shall be repaired where depths do not exceed one-half of wall thickness, provided the carcass at this point does not have a depression or hollow spot, may be removed by buffing, provided the sidewall contour is respected.

(c) Sidewall vent holes not identified as specified in MIL-T-5041.

5.2.3.3 Acceptable after being reworked.

(a) Sidewall folds where depth exceeds one-half of sidewall thickness (at equivalent point) may be spot-repaired.

(b) Open sidewall splices where depth exceeds one-half of sidewall thickness, may be spot-repaired, provided the carcass is not distorted.

(c) Craters or light spots in sidewall, caused by foreign substance or trapped gas, exceeding one-half sidewall thickness (at an equivalent point) may be spot-repaired, provided repair does not extend more than 3 inches in any direction.

(d) Blisters in sidewall with an area not exceeding 1 inch in diameter, nor more than three blisters per tire casing, may be spot-repaired.

5.2.3.4 Venting. Venting of tubeless tires completely through the sidewall is not acceptable and not repairable.

5.2.4 Bead defects.

5.2.4.1 Tube-type tires acceptable but requiring refinish.

(a) Rough bead toes or lips may be smoothed by trimming or buffing, provided no tie-in plies are abraded or cut.

(b) A loose or torn chafing strip may be firmly cemented in position with self-curing cement suitable for the purpose, provided cord plies have not been abraded or cut.

(c) Wide beads may be trimmed or buffed to specified dimensions, provided tie-in plies have not been abraded or cut.

(d) Blisters in heel area not exceeding 3/8 inch in diameter, shall be awl-vented and may be accepted without further finishing.

(e) Excessive toe flash and protruding sharp edges above the base of the bead area which would result in tube cutting or chafing shall be trimmed or buffed.

(f) If trimming the bead toe results in a sharp edge, this edge shall be buffed to leave a minimum radius of 1/16 inch. Buffing shall not be down to the tire carcass cord as carcass plies shall not be cut. If a step off exists at the end of the toe flash or trimmed toe flash, the step off shall be buffed to conform to the same requirements. The toe flash, after trimming, shall not extend more than 1/8 inch beyond the normal bead design contour at the base of the bead. The surface of the buffed area shall not be any rougher than 250 RMS finish.

5.2.4.2 Tubeless tires acceptable, but requiring refinish. Tubeless tires which may be used in tube type applications shall meet the requirements of paragraph 5.2.4.1. The procuring activity will specify which tubeless tires are to meet this requirement.

5.2.4.3 Tubeless tires acceptable without refinish. Unless otherwise specified by the procuring activity, bead toe flash is acceptable.

5.3 Fabric-tread tires. In addition to requirements listed in 5.1 and 5.2, fabric-tread tires are subject to the following conditions:

5.3.1 Not acceptable, not repairable:

(a) Bare cord in tread grooves.
(b) Rib undercutting.
(c) Reinforcing cord protruding in the shoulder area.
(d) Broken or frayed cords in tread grooves.
(e) Cracks at cord ends.
(f) Standing cords in grooves.

5.3.2 Acceptable. Cord outline in tread grooves is acceptable.

5.4 Tubes.

5.4.1 Repair material. All repair material shall be of the same compound as that of the area to be repaired.

5.4.2 Repair area. Repair area shall not exceed three repairs per tube at no less than 30 degree intervals:

(a) 1/2 inch by 2 inches for tubes with cross section width less than 8 inches.

(b) 1/2 inch by 3 inches for tubes with cross section width 8 inches or larger.

5.4.3 Defects which may be repaired. The following defects may be repaired by buffing, provided the wall thickness when finished is within the tolerances specified by MIL-I-5014. If markings are removed they shall be reapplied.

(a) Deep surface blemishes (see 5.4.3.2).
(b) Blisters (see 5.4.3.3).
(c) Splices (see 5.4.3.4).

5.4.3.1 Thin spots. The tubes conforming to types I through VII of MIL-I-5014, localized thin spots below the minimum specified shall be repaired.

5.4.3.2 Deep surface defects. Deep surface blemishes may be repaired by the hotplate method, provided the cavity does not exceed that specified for repair area (see 5.4.2).

5.4.3.3 Blisters. When removal of blisters by buffing results in reduction of the tube wall thickness below that specified in the applicable specification, the tube shall be repaired. The following are permitted:

(a) A maximum of two blisters per tube between the fabric and tube proper.

(b) Blisters larger than 1-1/2 inches long by 1/8 inch wide under the gum strip covering the fabric base edge, provided the repair is made without rupturing the fabric.

(c) Exposed fabric ply edges which can be corrected by the addition of new material (gum strip).

Conditions in excess of the above will be subject to MRB review.

5.4.3.4 Resplices. One resplice shall be the maximum permissible. Fabric-based tubes shall not be respliced. Butt-spliced hairline flow cracks shall not penetrate into the body of the tube to the extent a thin spot could result. Fabric-based tubes considered acceptable without refinish or repair are those which contain defects that do not affect serviceability, such as:

(a) Lack a snug fit between the rubberized fabric and the threaded brass shank of the valve.

(b) Contain several visible cords at the edge of the valve washer.

5.4.3.5 Buckles. Buckles may be repaired provided the size and number do not exceed those listed in 5.4.2.

5.5 Valves. Valves that are defective, or improper, may be replaced with proper valves. Tubes may be reworked in any one of the following conditions. No more than one combination in one tube is acceptable.

(a) One revalve and one resplice (excluding fabric-based tube).
(b) One revalve and one repair.
(c) One resplice and one repair (excluding fabric-based tubes).

Hairline flow cracks around the edge of the valve base are acceptable without refinish. Cracks deeper than hairline may be repaired under the provisions of 5.4.3.

5.6 Inflation of fabric-based tubes for inspection. Maximum inflation pressure to be used when inspecting fabric-based tubes is 8 ounces per square inch. Over-inflation frequently results in loosening of gum strips over edges of fabric strips of these tubes. Care should be taken to avoid damage to tubes undergoing inspection.

5.7 Product quality control. Quality control shall be as specified in the applicable procurement document. Defects shall be classified as major and minor, with the acceptable quality levels (AQLs) as specified in Tables I and II. Major defects are those which affect serviceability, or affect service if not repaired; minor, those which involve appearance but do not affect serviceability.

TABLE I. -- Classification of defects in accordance with Standard MIL-STD-105.

Categories	AQL percent defective	Items	Defects	Paragraph or specification reference
MAJOR	1			
		Tire treads:		
101			Moisture or air under surface is unacceptable.	
102			Open tread splice where immediately below tread splice there is a hollow area in the carcass.	5.2.2.2
103			Porosity in tread ribs is unacceptable.	
104			Cord outline visible in tread grooves (unacceptable except in special-purpose tires which were qualified with that condition.)	5.3.1
105			Mold flash or rind at tread register: (a) Tires from open or cocked molds with a depression in the carcass. (b) Tires from open or cocked molds where tread flash thickness exceeds: Tire cross section: 8 inches or less — Open register: 0.06 inch; More than 8 inches and less than 15 — 0.13 inch; 15 inches and longer — 0.18 inch	5.2.2.1
106			Off-register molds (tires from off- or out-of-register molds where radial stepoff, at tread rib, between the two halves, exceeds 0.03 inch.)	5.2.2.1

TABLE I. -- Classification of defects in accordance with Standard MIL-STD-105, cont'd

Categories	AQL percent defective	Items	Defects	Paragraph or specification reference
MAJOR, cont'd				
		Sidewalls:		
107			Folds exceed limitations.	5.2.3.3
108			Porosity distributed throughout sidewall thickness.	5.1.3.1
109			Open sidewall splices where depth exceeds one-half of sidewall thickness.	5.2.3.2
110			Omission of size, ply rating or balance marker.	5.2.1
		Carcass or ply body:		
111			Carcass buckles.	5.1.5.1
112			Ply separation (blisters or trapped air between plies.)	5.1.5.1
		Innerliner, tubeless tires		
113			Porous spots.	5.1.6
114			Blisters or loose edges.	5.1.7.2
		Beads:		
115			(a) Rounded bead toe or wrinkled chafing strip.	5.1.7
116			(b) Beads kinked.	5.1.6
117			On tubeless tires, bead seals thinned out, deformed, loose, or otherwise damaged areas affecting sealing of bead to wheel rim.	5.1.6
		Dimensions:		
118			Inflated dimensions beyond limits specified in applicable specification.	MIL-T-5041
		Balance:		
119			Exceeds limitations as specified.	MIL-T-5041
		Weight:		
120			Exceeds limitations as specified	MIL-T-5041
		Innerliner:		
121			Thin or poor adhesion of inner liner material in tubeless tires.	5.1.6
		Repairs:		
122			Areas not properly reworked or not reworked where required.	4.1

TABLE I. -- Classification of defects in accordance with Standard MIL-STD-105, cont'd

Categories	AQL percent defective	Items	Defects	Paragraph or specification reference
MINOR:	4			
		Treads:		
201			Defectively molded but within limits specified	5.2.2.1
202			Craters or pockmarks not exceeding 0.03 inch.	5.2.3.1
		Sidewalls:		
203			Depths of folds, craters, or light spots do not exceed one half sidewall thickness, but require refinish.	5.2.3.2
204			Blisters within sidewall stock area not exceeding one half of sidewall thickness.	5.2.3.1
205			Brand marking or lettering not as specified.	5.2.1
206			Scale, peel, craters or pockmarks.	5.1.3,5.2.3.1
		Carcass:		
207			Unrepaired spread cords.	5.1.4
		Beads:		
208			Loose or torn chafing strips (except tubeless tires.)	5.2.4.1
209			Rounded bead toes which have not been built up.	5.1.7
210			Improper bead width.	5.1.7.1
		Repairs:		
211			Excessive area repaired.	5.1.2
212			Areas refinished but not suitably prepared.	5.1.3.2

TABLE II. -- Classification of defects in tubes in accordance with Standard MIL-STD-105.

Categories	AQL percent defective	Items	Defects	Paragraph or specification reference
MAJOR	1			
		Inner tubes:		
101			Leakage other than valve core.	5.5
102			Improper valve or valve bend.	5.5
103			Fabric base off center (beyond that specified in Table VII for physical characteristics of tubes.)	MIL-I-5014
104			Buckles.	5.4.3.5
105			Deep surface defects when wall stock is thinner or is buffed thinner than minimum permitted.	5.4.3.2 and MIL-I-5014
106			Balance mark missing.	5.4.3
107			Maximum out-of-balance value exceeded as specified in tube specification.	MIL-I-5014
		Repairs:		
108			Blisters larger than 1-1/2 inches long by 1/8 inch wide that have not been repaired, or were repaired in excess of that permitted.	5.4.3.3
109			Areas not reworked or improperly reworked when required.	5.4.3.3
		Weight:		
110			Exceeds that specified.	MIL-I-5014
MINOR	4			
		Branding and marking		
201			Inadequate, incomplete, or not in accordance with tube specification.	5.4.3
		Blisters:		
202			Surface blisters or superficial foreign substance where depth will permit removal by buffing without reducing wall thickness below value specified.	5.4.3.3 and MIL-I-5014
		Surface finish:		
203			Rough or pitted area caused by curing in defective mold, provided remaining wall thickness is equal to or more than value specified.	5.4.3 and MIL-I-5014

TABLE II. -- Classification of defects in tubes in accordance with Standard MIL-STD-105, cont'd

Categories	AQL percent defective	Items	Defects	Paragraph or specification reference
MINOR, cont'd				
		Miscellaneous:		
204			Valve core leakage.	5.5
205			Excessive number of repairs.	5.5
206			Splice cracks not within limits.	5.4.3.4
207			Cracks at edge of valve base not within limits specified.	5.5
208			Areas not suitably refinished.	5.4.3.4

(Copies of specifications, standards, drawings, and publications required by contractors in connection with specific procurement functions should be obtained from the procuring agency or as directed by the contracting officer.)

(Copies of this standard for military use may be obtained as indicated in the foreward to, or the general provisions of, the Department of Defense Index of Specifications and Standards.)

(The title and identifying symbol should be stipulated when requesting copies of military standards.)

Custodians:

Army -- AV
Navy -- AS
Air Force -- 11

Review activities:

Army -- AV
Navy -- AS
Air Force -- 11, 99

User activities:

Navy -- MC

Preparing activity:

Army -- AV

Project No. 2620-0066

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