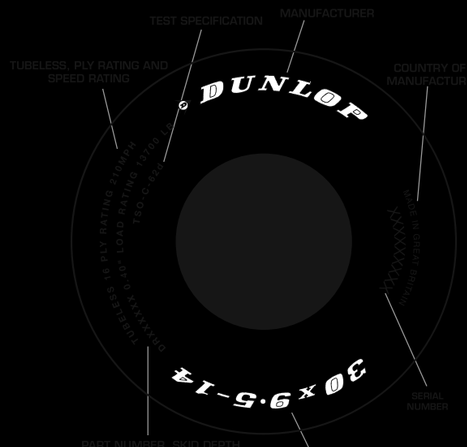
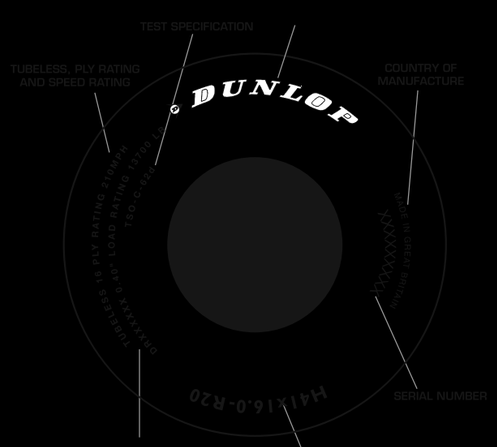
Tyre sidewall markings

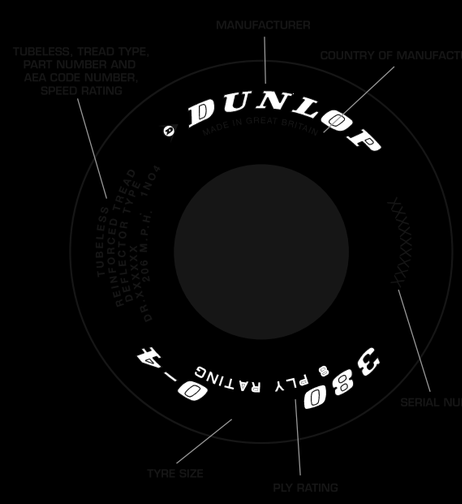
BIAS TYRES-CIVIL



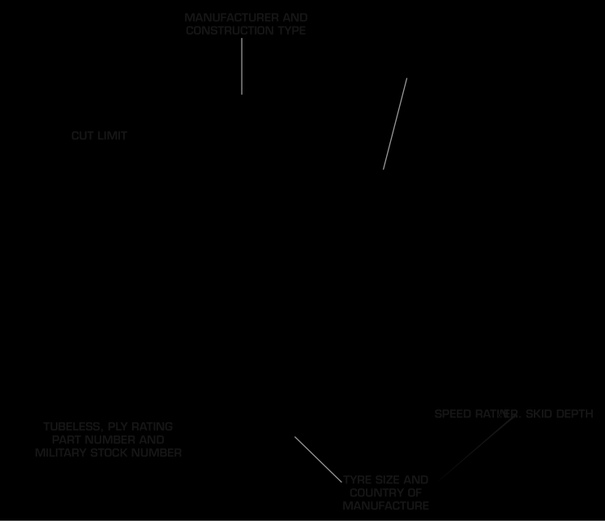
RADIAL TYRES-CIVIL



BIAS TYRES-MILITARY



RADIAL TYRES-MILITARY



<< GO BACK TO CONTENTS

Aircraft tyres and are tangent to W and W for an unload

Where:

D = Rim ledge diameter

*D_O = Maximum outside diameter

*H = Maximum section height

*W = Maximum cross section width

*D_S = Maximum shoulder diameter

*H_S = Maximum shoulder height

*W_S = Maximum shoulder width

W_G = Maximum

data tables.

Note:

Dimensions W and W_G include all protective side ribs, lettering, bars and decorations. Determine "grown" dimensions as follows (using appropriate growth factor):

$W_G = G_w (W)$

D_G

$_G$ respectively.

C

allowances should be based on the maximum overall tyre dimensions shown in the tables, plus growth allowances due to service, plus the increase in diameter due to centrifugal force, and the tyre deformati abelled

"used inflated

B Obtain radial C_R and lateral

R_X (min.) = Radial distance from axle centreline to adjacent part = $(D_O/2) + C_R$

W_X (min.) = Lateral distance from the centreline to adjacent part = $(W_O/2) + C_W$

S radius (min.) =
Clearance allowed between tyre shoulder area and adjacent part = $(C_W + C_O)/2$

Radial tyres have reduced clearances. Please consult tyre manufacturer.

Speed	feet per second (ft/s)	metres per second (m/s)	m/s = 3.28084 x ft/s
	miles per hour (mph)	*knots (kts)	kts = 0.868976 x mph
Torque	Pounds. Inch (Lb. in)	Newton Meters (Nm)	Nm = 0.1129848 x in-lb

<< GO BACK TO CONTENTS