

Aircraft tyres and rims —

Part 1: Specifications

UDC 629.11.012.5/6:629.7.027.2

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Committees responsible for this British Standard

The preparation of this British Standard was entrusted by the Aerospace Standards Policy Committee (ACE/-) to Technical Committee ACE/59, upon which the following bodies were represented:

- British Airways
- British Rubber Manufacturer’s Association Ltd.
- Civil Aviation Authority (Airworthiness Division)
- Ministry of Defence
- Retread Manufacturers’ Association
- Society of British Aerospace Companies Ltd.

This British Standard, having been prepared under the direction of the Aerospace Standards Policy Committee, was published under the authority of the Standards Board and comes into effect on 15 March 1994

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First published December 1986
Second edition March 1994

The following BSI references relate to the work on this standard:
Committee reference ACE/59
Draft for comment 91/75681 DC

ISBN 0 580 22970 X

Amendments issued since publication

Amd. No.	Date	Comments

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National foreword

This Part of BS 3M 45 has been prepared under the direction of the Aerospace Standards Policy Committee and supersedes BS 2M 45-1:1986, which is withdrawn. It is identical with ISO 3324-1:1993 *Aircraft tyres and rims — Part 1: Specifications*, published by the International Organization for Standardization (ISO).

Wherever the words “this Part of ISO 3324” appear, referring to this standard, they should be read as “this Part of BS 3M 45”.

Cross-references

The Technical Committee has reviewed the provisions of ISO 4223-1:1989 to which normative reference is made in the text, and has decided that they are acceptable for use in conjunction with this standard.

A British Standard does not purport to include all the necessary provisions of a contract. Users of British Standards are responsible for their correct application.

Compliance with a British Standard does not of itself confer immunity from legal obligations.

Summary of pages

This document comprises a front cover, an inside front cover, pages i and ii, pages 1 to 26, an inside back cover and a back cover.

This standard has been updated (see copyright date) and may have had amendments incorporated. This will be indicated in the amendment table on the inside front cover.

Section 1. General

1.1 Scope

This part of ISO 3324 gives specifications for aircraft tyres and rims. It is divided into sections: section 2 dealing with new tyres, section 3 with retread tyres and section 4 with rims. In each case, individual scope and definitions clauses specify the contents of the section.

Terms used are in accordance with ISO 4223-1.

1.2 Normative reference

The following standard contains provisions which, through reference in this text, constitute provisions of this part of ISO 3324. At the time of publication, the edition indicated was valid. All standards are subject to revision, and parties to agreements based on this part of ISO 3324 are encouraged to investigate the possibility of applying the most recent edition of the standard indicated below. Members of IEC and ISO maintain registers of currently valid International Standards.

ISO 4223-1:1989, *Definitions of some terms used in the tyre industry — Part 1: Pneumatic tyres.*

Section 2. New tyres

2.1 Scope

This section of ISO 3324-1 covers new aircraft tyres and gives:

- a) definitions;
- b) tyre size designation;
- c) tyre markings;
- d) bias tyre dimensions and growth allowances;
- e) radial tyre dimensions and dimensional tolerances;
- f) determination of clearance allowances.

2.2 Definitions

For the purposes of this section of ISO 3324-1, the definitions in ISO 4223-1 and the following definitions apply.

2.2.1

aspect ratio (AR)

ratio of section height to section width

2.2.2

balance mark

identifying red dot, located on the sidewall at the light spot of the tyre

2.2.3

chine

annular protuberance located around the shoulder area of the tyre, designed to deflect water

2.2.4

grown tyre

tyre which has undergone expansion due to use in service

2.2.5

new tyre

tyre which has been neither used nor subjected to a retreading operation

2.2.6

ply rating

term used to identify a given tyre with its maximum load when used in a specific type of service. It is an index of relative tyre strength

2.2.7

skid depth (mould)

depth of the deepest tread grooves in the mould

2.2.8

venting mark

identification dot, other than red, located at the vents of tyres

2.3 Tyre size designation and dimensions

2.3.1 Tyre size designation

The tyre size designation for new design tyres in accordance with this part of ISO 3324 shall include a three-part size marking as follows:

Overall diameter × Overall section width – Nominal rim diameter

For radial-ply tyres, the letter “R” shall be inserted between the overall section width and nominal rim diameter in the tyre size designation replacing the hyphen (“-”).

The size designation may also include one of the following letter prefixes:

- B — Indicates tyres for 15° bead seat rims with 60 % to 70 % rim width to tyre section width ratio;
- H — Indicates tyres for 5° bead seat rims with 60 % to 70 % rim width to tyre section width ratio.

2.3.2 Tyre dimensions

2.3.2.1 The maximum overall diameter and maximum section width are the maximum permitted new inflated tyre dimensions when the tyre is mounted on the specified rim, inflated to its rated inflation pressure, and allowed to stand for a minimum of 12 h at normal room temperature and the inflation pressure readjusted to the original value. The maximum section width includes elevations due to labelling (marking, decorations, and all protective bands or ribs except chines).

2.3.2.2 Dimensions shall be designated as follows:

- a) tyre maximum overall diameter and maximum section width in millimetres (mm), or tyre maximum overall diameter and maximum section width in inches (in);
- b) rim diameter: inches (in) or millimetres (mm).

2.4 Tyre markings

The marking of new tyres shall include the following:

- a) tyre size designation;
- b) ply rating (optional);
- c) maximum speed rating expressed in knots (kn) or miles per hour (mile/h);

NOTE 1 Mile/h is also sometimes written mph.

- d) skid depth (mould) expressed in millimetres or inches;
- e) original serial number and date of manufacture: the date of manufacture shall be expressed numerically and may use a system of marking based on the Gregorian calendar (for example 12 March 1989 becomes 9071, the 9 representing 1989 and 071 representing 12 March which is the 71st day of the year) or specify month and year of manufacture with a dash (“—”) separating them (for example March 1989 becomes 03—89);

NOTE 2 The numerical date of manufacture may form the first four digits of the manufacturer’s unique serial number.

- f) the word “tubeless” if applicable;
- g) manufacturer’s (brand) name, and country of manufacture;
- h) balance mark;
- i) venting mark if applicable;
- j) rated load (kg or lb);
- k) part number.

2.5 Bias tyre dimensions and growth allowances

2.5.1 Tyre dimensions

New inflated tyre dimensional tolerances shall be calculated using the factors shown in Figure 3 or Figure 4. When used, the size designation as defined in **2.3.1** determines the maximum overall diameter and maximum section width of the new inflated tyre. Therefore tolerances shall be specified as a minus from the permitted maximum dimensions.

Tyre dimensions shall be measured after the new tyre has been mounted on the specified rim, inflated to its rated inflation pressure, and allowed to stand for a minimum of 12 h at normal room temperature and the inflation pressure readjusted to the original value. The maximum section width includes elevations due to labelling (marking, decorations, and all protective bands or ribs except chines).

2.5.2 Determination of growth allowances

2.5.2.1 General

Growth allowances provide for the increase in tyre dimensions over the maximum new inflated tyre dimensions to allow for growth or stretch of the tyre during service.

2.5.2.2 Dimensions and symbols

The following dimensions and symbols are used:

	Inflated new tyre	Inflated grown tyre
Maximum section width ^a	W	W_G
Maximum shoulder width ^b	W_S^c	W_{SG}
Maximum overall diameter	D_o	D_G
Maximum shoulder diameter	D_s	D_{SG}
Maximum section height	H	—
Maximum shoulder height	H_S^d	—
Specified rim diameter	D	
Nominal rim diameter code	D_r	
Section height growth factor	G_H	
Section width growth factor	G_W	
Minimum lateral distance required from wheel centreline to adjacent structure	W_X	
Minimum radial distance required from axle centreline to adjacent structure	R_X	
Minimum lateral clearance ^e	C_W	
Minimum radial clearance ^e	C_R	
Minimum shoulder clearance ^e	S_X	
^a Maximum section width includes protective side ribs, lettering bars and decorations, but does not include chines (water deflectors) present on certain types of nose wheel (or auxiliary gear) tyres. ^b Maximum shoulder width does not include chines (water deflectors) present on certain types of nose wheel (or auxiliary gear) tyres. ^c $W_S = 0.9W$: The maximum values calculated apply only to those tyres identified in Annex A. ^d $H_S = 0.9H$: The maximum values calculated apply only to those tyres identified in Annex A. ^e These are minimum clearance allowances between the maximum grown tyre and the adjacent structure.		

2.5.2.3 Calculations

2.5.2.3.1 Determine grown dimensions as follows, using the appropriate growth factor given in 2.5.2.3.2:

$$W_G = G_W W$$

$$W_{SG} = G_W W_S$$

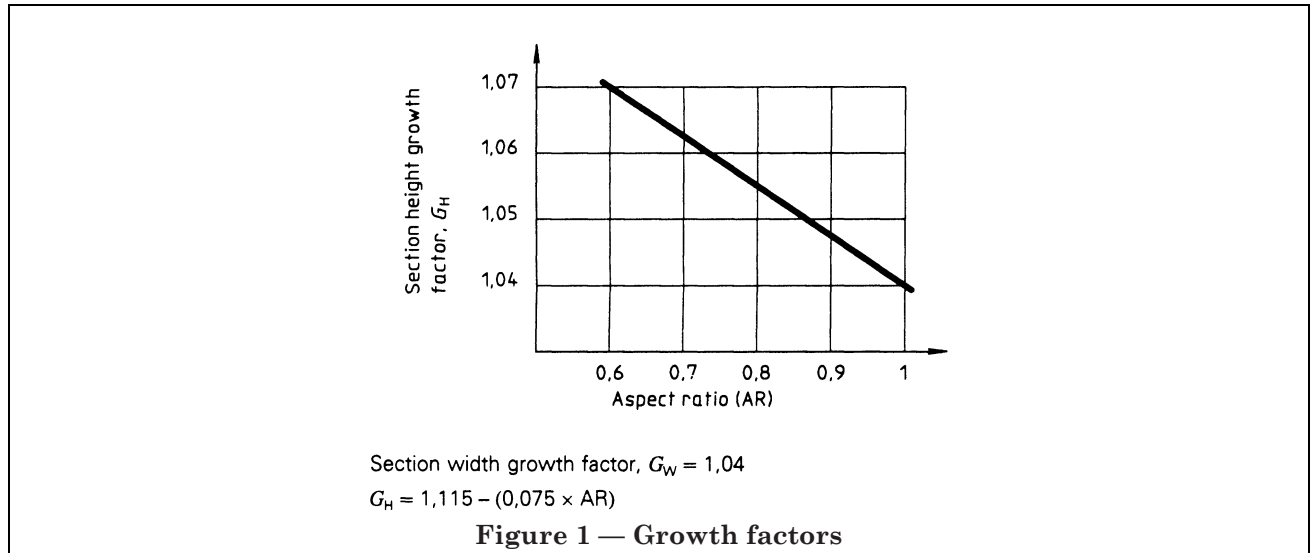
$$D_G = D_r + 2G_H H$$

$$D_{SG} = D_r + 2G_H H_S$$

$$H = \frac{D_o - D_r}{2}$$

$$H_S = \frac{D_S - D_r}{2}$$

2.5.2.3.2 Growth factors are expressed in Figure 1.



2.5.2.3.3 Obtain the new tyre dimensions D_o , D_s , W and W_s , as shown in the tyre tables; such dimensions should be considered maxima.

2.5.2.3.4 Nominal rim diameters are shown in Table 1.

Table 1 — Nominal rim diameter code

Code	Nominal rim diameter D_r	
	inch	mm
4	4	102
5	5	127
6	6	152
7	7	178
8	8	203
9	9	229
10	10	254
11	11	279
12	12	305
13	13	330
14	14	356
15	15	381
16	16	406
17	17	432
18	18	457
19	19	483
20	20	508
21	21	533
22	22	559
23	23	584
24	24	610

2.6 Radial tyre dimensions and dimensional tolerances

The dimensions to be specified for radial tyres are the grown tyre dimensions. They include:

- a) the maximum overall diameter, D_G ;
- b) the maximum section width, W_G ;
- c) the maximum shoulder diameter, D_{SG} ;
- d) the maximum shoulder width, W_{SG} ¹⁾;
- e) the minimum static loaded radius, $SLR_{G, \min}$;
- f) the maximum static loaded radius, $SLR_{G, \max}$.

D_G , W_G , D_{SG} , W_{SG} are the maximum permitted grown inflated tyre dimensions. SLR_G is the loaded radius when the grown tyre is inflated to its rated inflation pressure, and loaded to its rated load against a flat surface.

Grown dimensions are to be measured on tyres that have completed a sufficient number of take-off cycles. Tyres are to be allowed to cool to room temperature and to be measured at the rated inflation pressure.

The size designation defined in 2.3 determines the maximum dimensions of an equivalent new inflated bias tyre that would have the same grown dimensions as calculated in 2.5.2.

2.7 Determination of clearance allowances

2.7.1 Clearance around individual tyres

Clearance allowances between the tyre and the adjacent parts of the aircraft shall be provided by the aircraft manufacturer. These allowances are to be based on the maximum overall tyre dimensions plus growth allowances due to service, plus the increase in diameter due to centrifugal force. Minimum distances to adjacent parts of the aircraft are determined as specified in 2.7.1.1 to 2.7.1.3.

2.7.1.1 Determine the maximum grown tyre envelope as specified in 2.5.2 for bias tyres and 2.6 for radial tyres. (This is the dotted line labelled “grown (used) inflated tyre” in Figure 2.)

2.7.1.2 Obtain the radial (C_R) and lateral (C_W) clearances from the formulae in a) or b) as appropriate.

For speeds which do not fall into the stated categories, clearance dimensions are to be interpolated.

a) For dimensions in millimetres:

$$\begin{aligned}
 C_R &= 0,084 W_G + 10 \text{ for } 230 \text{ kn (265 mile/h)} \\
 &= 0,07 W_G + 10 \text{ for } 213 \text{ kn (245 mile/h)} \\
 &= 0,063 W_G + 10 \text{ for } 204 \text{ kn (235 mile/h)} \\
 &= 0,06 W_G + 10 \text{ for } 195 \text{ kn (225 mile/h)} \\
 &= 0,047 W_G + 10 \text{ for } 182 \text{ kn (210 mile/h)} \\
 &= 0,037 W_G + 10 \text{ for } 165 \text{ kn (190 mile/h)} \\
 &= 0,029 W_G + 10 \text{ for } 139 \text{ kn (160 mile/h)} \\
 &= 0,023 W_G + 10 \text{ for } 104 \text{ kn (120 mile/h)} \\
 C_W &= 0,019 W_G + 6
 \end{aligned}$$

¹⁾ For some tyre sizes, the maximum shoulder width should be calculated using the formula:

$$W_{SG} = 0,88 W_G$$

Consult the tyre manufacturer for application recommendation.