TC 31

INTERNATIONAL STANDARD

ISO 3324-1

Third edition
1993-12-01

Aircraft tyres and rims —

Part 1: Specifications

Pneumatiques et jantes pour aéronefs —
Partie 1: Spécifications

Reference number
ISO 3324-1:1993(E)

Contents

International Organization for Standardization
Case Postale 56 • CH-1211 Genève 20 • Switzerland
Printed in Switzerland

Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

Draft International Standards adopted by the technical committees are circulated to the member bodies for voting. Publication as an International Standard requires approval by at least 75 % of the member bodies casting a vote.

International Standard ISO 3324-1 was prepared by Technical Committee ISO/TC 31, *Tyres, rims and valves*, Sub-Committee SC 8, *Aircraft tyres and rims*.

This third edition cancels and replaces the second edition (ISO 3324-1:1985), of which it constitutes a technical revision.

ISO 3324 consists of the following parts, under the general title *Aircraft tyres and rims*:

— *Part 1: Specifications*

— *Part 2: Test methods for tyres*

Annex A of this part of ISO 3324 is for information only.

Aircraft tyres and rims —

Part 1:
Specifications

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 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[1]	W	W_G
Maximum shoulder width[2]	W_S [3]	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 [4]	—
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[5]	C_W	
Minimum radial clearance[5]	C_R	
Minimum shoulder clearance[5]	S_X	

1) 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.

2) Maximum shoulder width does not include chines (water deflectors) present on certain types of nose wheel (or auxiliary gear) tyres.

3) $W_S = 0{,}9W$: The maximum values calculated apply only to those tyres identified in annex A.

4) $H_S = 0{,}9H$: The maximum values calculated apply only to those tyres identified in annex A.

5) 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:

$$W_G = G_W W$$

$$W_{SG} = G_W W_S$$

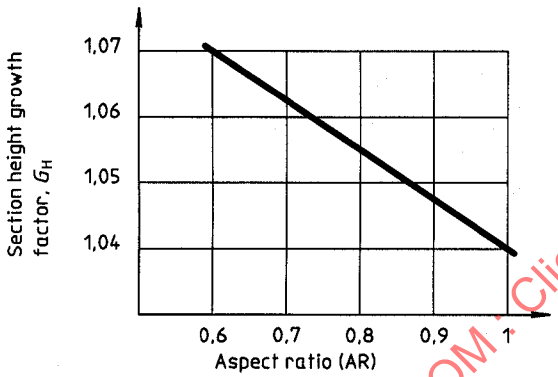
$$D_G = D_r + 2G_H H$$

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

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

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

2.5.2.3.2 Growth factors are expressed in figure 1.



Section width growth factor, $G_W = 1{,}04$

$G_H = 1{,}115 - (0{,}075 \times AR)$

Figure 1 — Growth factors

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.

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.

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

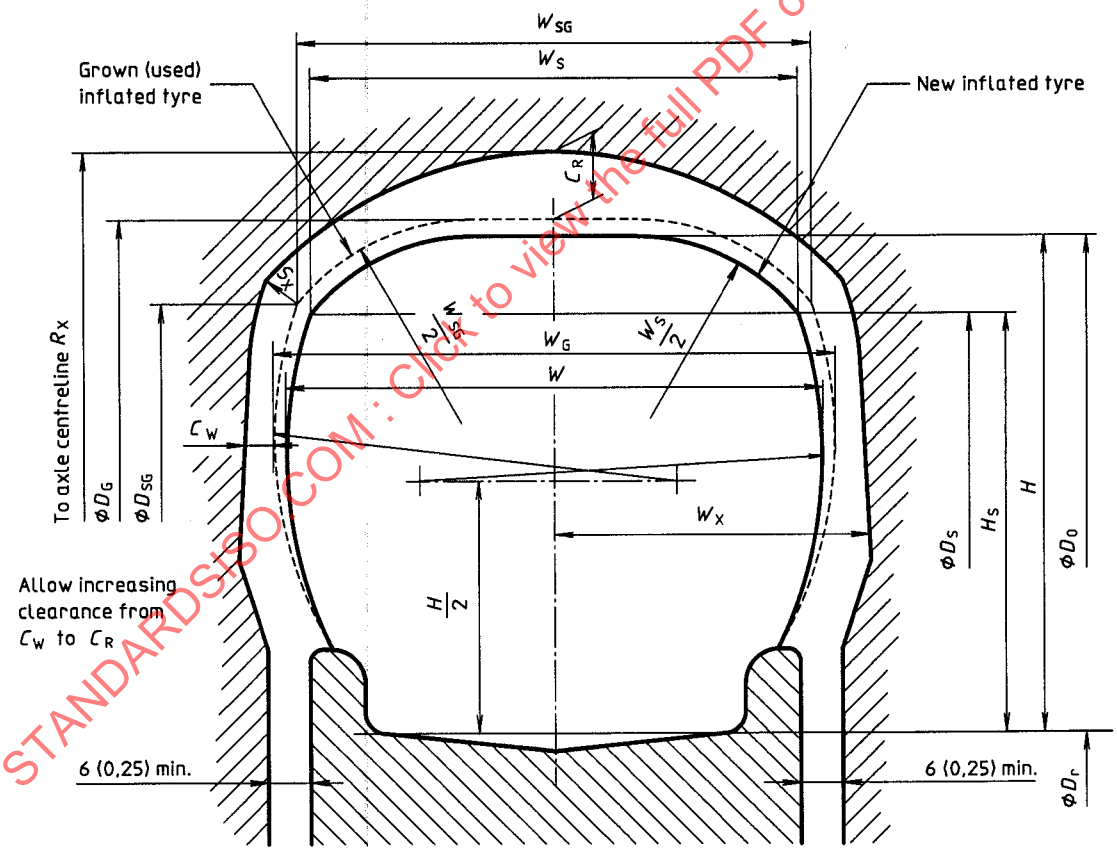
Clearance allowances between the tyre and the adjacent parts of the aircraft shall be provided by the aircraft manufacturer. These allowances are to be based on the maximum overall tyre dimensions plus growth allowances due to service, plus the increase in diameter due to centrifugal force. Minimum distances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

Dimensions in millimetres
(Dimensions in inches)



NOTE — Radii $\frac{W_S}{2}$ and $\frac{W_{SG}}{2}$ are drawn through their respective shoulder points tangent to D_O and D_G respectively. Radii below the shoulder points pass through the shoulder points and are tangent to W and W_G respectively.

Dimensions W and W_G include all protective side ribs, lettering, bars, and decorations, but do not include chines.

Figure 2 — Grown and clearance allowances

a) For dimensions in millimetres:

C_R = 0,084 W_G + 10 for 230 kn (265 mile/h)
= 0,07 W_G + 10 for 213 kn (245 mile/h)
= 0,063 W_G + 10 for 204 kn (235 mile/h)
= 0,06 W_G + 10 for 195 kn (225 mile/h)
= 0,047 W_G + 10 for 182 kn (210 mile/h)
= 0,037 W_G + 10 for 165 kn (190 mile/h)
= 0,029 W_G + 10 for 139 kn (160 mile/h)
= 0,023 W_G + 10 for 104 kn (120 mile/h)

C_W = 0,019 W_G + 6

b) For dimensions in inches:

C_R = 0,084 W_G + 0,4 for 230 kn (265 mile/h)
= 0,07 W_G + 0,4 for 213 kn (245 mile/h)
= 0,063 W_G + 0,4 for 204 kn (235 mile/h)
= 0,06 W_G + 0,4 for 195 kn (225 mile/h)
= 0,047 W_G + 0,4 for 182 kn (210 mile/h)
= 0,037 W_G + 0,4 for 165 kn (190 mile/h)
= 0,029 W_G + 0,4 for 139 kn (160 mile/h)
= 0,023 W_G + 0,4 for 104 kn (120 mile/h)

C_W = 0,019 W_G + 0,23

2.7.1.3 Determine the distance to adjacent parts as follows:

a) The radial distance from the axle centreline to the adjacent part, $R_{X,\,min}$ is given by

$$R_{X,\,min} = \frac{D_G}{2} + C_R$$

b) The lateral distance from the wheel centreline to the adjacent part, $W_{X,\,min}$ is given by

$$W_{X,\,min} = \frac{W_G}{2} + C_W$$

c) The radius or clearance allowed between tyre shoulder area and adjacent part, $S_{X,\,min}$ is given by

$$S_{X,\,min} = \frac{C_W + C_R}{2}$$

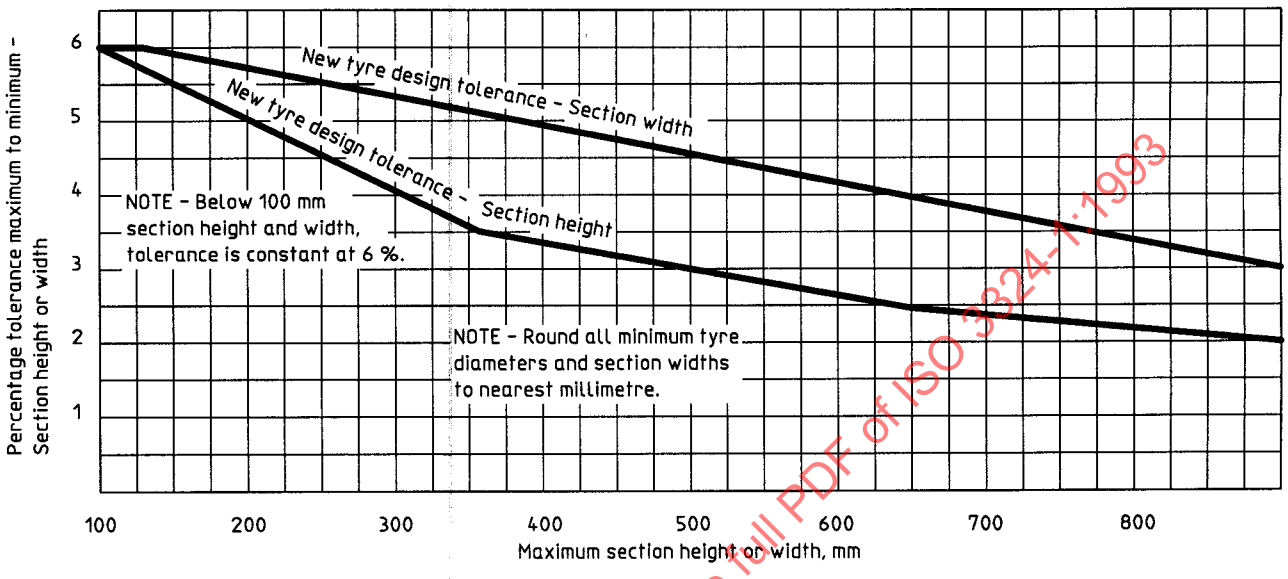
NOTE 3 The radial clearance $S_{X,\,min}$ includes allowances for increase in tyre diameter due to centrifugal force at speeds up to 230 kn (265 mile/h).

2.7.2 Spacing between twin tyres

The minimum distance between the tyre tread centrelines shall be 1,18 × W_G, where W_G is the maximum grown width of the tyre.

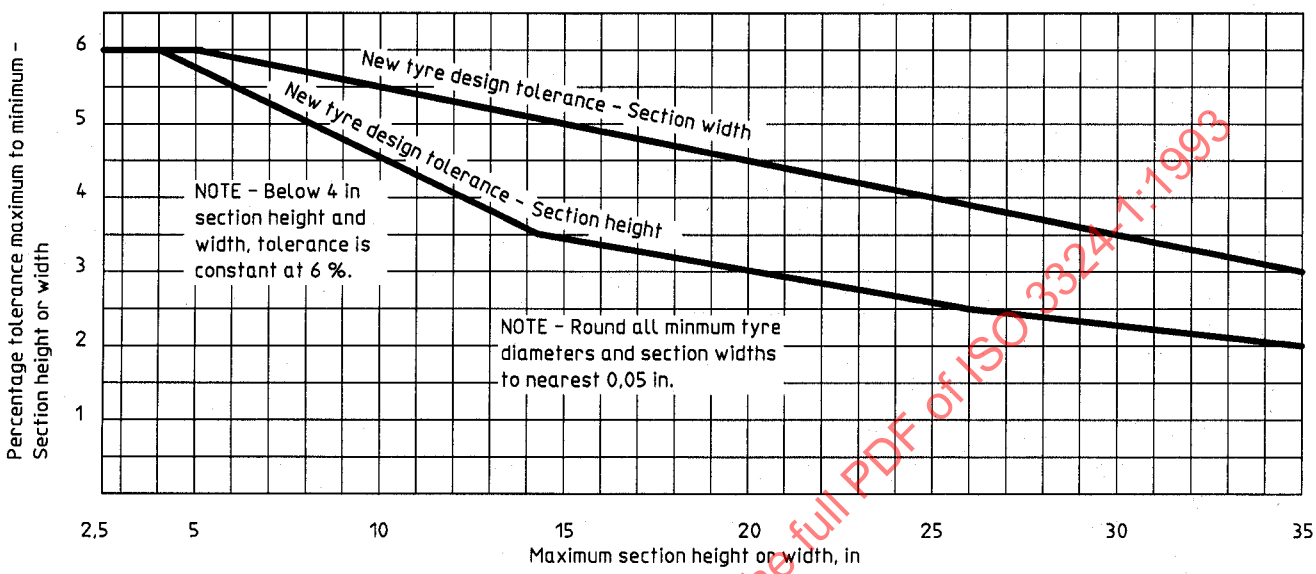
2.7.3 Spacing between tyres in tandem

The minimum distance between axle centres shall be $D_G + 2C_R$, where D_G is the maximum grown tyre diameter and C_R is the tyre radial clearance allowance for the maximum aircraft ground speed.



Maximum section width, W mm	**Formula** %
$0 \leqslant W \leqslant 127$ $127 < W \leqslant 890$	6 $6{,}5 - 0{,}004\ W$
Maximum section height, H mm	
$0 \leqslant H \leqslant 100$ $100 < H \leqslant 355$ $355 < H \leqslant 635$ $635 < H \leqslant 890$	6 $7 - 0{,}01\ H$ $(133\ 5 - H)/280$ $3{,}75 - 0{,}002\ H$

Figure 3 — Dimensional tolerances for new aircraft tyre section height and width: millimetres



Percent of tolerance

Maximum section width, W in	**Formula** %
$0 \leqslant W \leqslant 5$ $5 < W \leqslant 35$	6 $6{,}5 - 0{,}1\ W$
Maximum section height, H in	
$0 \leqslant H \leqslant 4$ $4 < H \leqslant 14$ $14 < H \leqslant 25$ $25 < H \leqslant 35$	6 $7 - 0{,}25\ H$ $(52{,}5 - H)/11$ $3{,}75 - 0{,}05\ H$

Figure 4 — Dimensional tolerances for new aircraft tyre section height and width: inches

Section 3: Retread tyres

3.1 Scope

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

a) definitions;

b) tyre size designation;

c) tyre markings;

d) tyre dimensional tolerances.

3.2 Definitions

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

3.2.1 retread tyre: Tyre which has been subjected to a retreading operation.

3.2.2 balance mark: Identifying red dot, located on the side wall, at the light spot of the tyre.

3.3 Tyre size designation

Designation is the same as the new tyre size designation, as detailed in 2.3.

3.4 Tyre markings

The tyre markings may be original carcass markings and/or retread markings.

The marking of retread tyres shall include the following:

a) original tyre size designation;

b) ply rating, if marked on original tyre;

c) maximum speed rating expressed in knots or mile/h (miles per hour);

d) original serial number;

e) original carcass date of manufacture unless part of original serial number;

f) the word "tubeless" if applicable;

g) original manufacturer's (brand) name, and country of manufacture;

h) retreader's name;

i) retreader's factory location;

j) date of retread: this shall be expressed numerically and may use a system 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);

k) retread level: letter R located separately from the tyre size designation followed by the total number of times the tyre has been retreaded (for example, R-3);

l) balance mark — applied to retread tyres;

m) skid depth (retread mould) expressed in millimetres or inches;

n) venting mark, if applicable;

o) rated load (kg or lb).

3.5 Retread tyre dimensions

Retread tyre dimensional tolerances shall be in accordance with the new tyre grown dimensional tolerances as detailed in 2.5 and 2.6.

Section 4: Rims

4.1 Scope

This section of ISO 3324-1 covers aircraft wheel rims and gives:

a) fundamental rim standards;

b) inspection tolerances for aircraft rims;

c) method of dimensioning and inspection tolerances for rim diameters;

d) valve, fuse plug and over-pressure plug hole location;

e) design guide for rim flange height;

f) design guide for width between rim flanges.

4.2 Fundamental rim standards

4.2.1 Symbols

The following symbols for dimensions are used:

A width between flanges

B_{min} minimum flange width

G_{min} minimum ledge width

F_H flange height

F_D flange diameter

I_{min} minimum well depth

F_R flange radius

J_R heel radius (redesigned or recently designed rims may follow rim heel compound radius clearance envelope in figure 6)

r_R flange edge radius

D specified rim diameter at x distance from flange (see figure 7)

E specified rim diameter at x distance from flange (see figure 6)

Y_R secondary radius of compound heel contour (see figure 6)

P_R primary (blend) radius of compound heel contour (see figure 6)

V_{min} valve hole location for tube-type tyre (see figure 8).

4.2.2 Rim dimensions

Figure 5 shows the contour of the bead seat area, where the heel radius, J_R, has the values given in table 2. Figure 6, in conjunction with table 2, gives the maximum envelope for compound heel radii of the existing series in inch dimensions.

For millimetre dimensions, a direct conversion shall be made from the values stated in table 2.

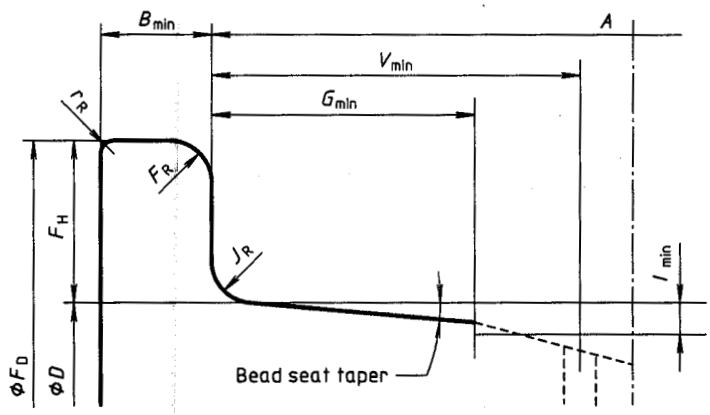
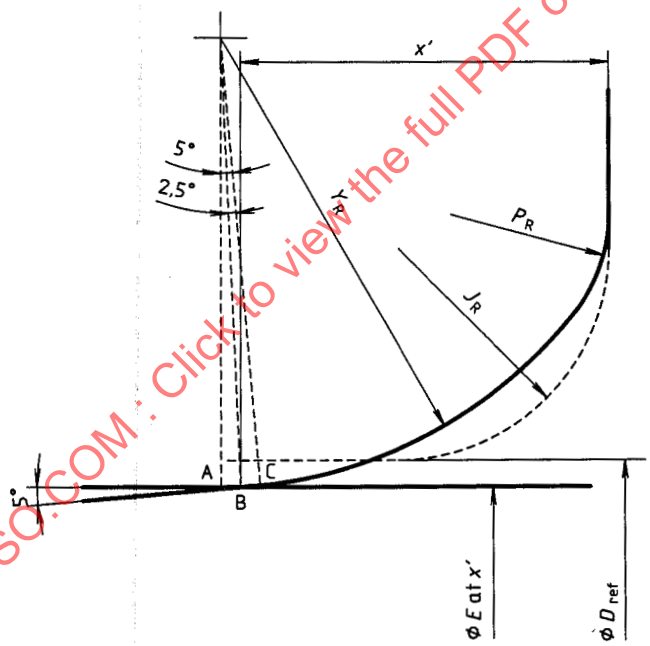


Figure 5 — Contour of bead seat area



Point A: Tangent of Y_R to E
Point B: Intersection of E and bead seat taper
Point C: Tangent of Y_R to bead seat taper

Figure 6 — Maximum envelope for compound heel radii — Existing rim series, inch dimensions

Table 2 — Compound heel radii dimensions

Dimensions in inches

When J_R =	then: Y_R [1]	P_R [2]	E	x'
0,078	0,156	0,062	D – 0,007	0,113
0,094	0,188	0,062	D – 0,009	0,143
0,109	0,218	0,062	D – 0,011	0,169
0,125	0,250	0,062	D – 0,014	0,197
0,156	0,312	0,062	D – 0,018	0,250
0,172	0,344	0,062	D – 0,020	0,277
0,187	0,374	0,062	D – 0,022	0,303
0,188	0,376	0,063	D – 0,022	0,305
0,203	0,406	0,068	D – 0,026	0,329
0,219	0,438	0,073	D – 0,026	0,355
0,250	0,500	0,083	D – 0,029	0,405
0,281	0,562	0,094	D – 0,033	0,456
0,309	0,619	0,103	D – 0,036	0,501
0,312	0,624	0,104	D – 0,036	0,506
0,338	0,676	0,113	D – 0,039	0,548
0,344	0,688	0,115	D – 0,040	0,558
0,366	0,732	0,122	D – 0,043	0,593
0,375	0,750	0,125	D – 0,044	0,608
0,394	0,788	0,131	D – 0,046	0,639
0,422	0,844	0,141	D – 0,049	0,684
0,438	0,876	0,146	D – 0,051	0,710
0,450	0,900	0,150	D – 0,053	0,729
0,500	1,000	0,167	D – 0,058	0,811
0,550	1,100	0,183	D – 0,064	0,892
0,650	1,300	0,217	D – 0,076	1,054

1) $Y_R = 2J_R$

2) $P_R = \frac{J_R}{3}$ P_R min. = 0,062

4.2.3 Rim dimensions in millimetres

Rim dimensions of the millimetre series shall be as given in table 3.

Table 3 — Rim dimensions in millimetres

Dimensions in millimetres

Wheel details	Rim-width-to-section-width ratio[1]		
	60 % to 70 %		70 % and over
Size designation prefix	"B" prefix	"H" prefix	No prefix
Bead ledge taper	15°	5°	5°
Nominal rim diameter code, D_r [2]	For 1 inch increments of the code, diameter to end in ,5 (examples: 10,5; 12,5).	For 1 inch increments of the code, diameter to end in whole number (examples: 20; 21).	For 1 inch increments of the code, diameter to end in whole number (examples: 15; 16).
Flange height, $F_H \pm 0,25$	0,75 calculated flange height (see figure 9). Round to nearest 3 mm increment.	0,85 calculated flange height (see figure 9). Round to nearest 1 mm for flange height < 25 mm, and to nearest 2,5 mm for flange height ⩾ 25 mm.	See figure 9.
Flange radius, $F_R \pm 0,4$	0,67 flange height rounded down to nearest 3 mm increment.	0,6 flange height rounded down to nearest 1 mm increment.	0,5 of the flange height.
Heel radius, $J_R \pm 0,25$	0,33 flange height rounded to nearest 1 mm increment.	0,3 flange height rounded up to nearest 1 mm increment.	To be equal to 0,25 of flange height for flanges ⩽ 30 mm in height and 0,225 of flange height for flanges > 30 mm in height. In all cases, round flange height to nearest 1 mm.
Minimum flange width, B_{min}	1,3 flange radius rounded to the nearest 1 mm.	1,3 flange radius rounded to the nearest 1 mm increment.	1,3 flange radius rounded to the nearest 1 mm.
Rim width between flanges — Increments, $A \pm 1,6$	10 mm — up to 120 mm width between flanges 15 mm — 120 mm to 300 mm width between flanges 25 mm — 300 mm and larger		
Flange edge radius, F_R	1,5 min.		
Minimum well depth, I_{min}	$0,268(G_{min} - J_R) + 0,002\ 5D$	$0,087\ 5(G_{min} - J_R) + 0,002\ 5D$	

1) For new designs the preferred rim-to-section-width ratio for "B" and "H" type tyres is 65 % (adjusted to the nearest appropriate rim increment as shown above).

2) See table 7 for specified rim diameters and tolerances.

4.2.4 Rim dimensions in inches

Rim dimensions of the inch series shall be as given in table 4.

Table 4 — Rim dimensions in inches

Dimensions in inches

Wheel details	Rim-width-to-section-width ratio[1]		
	60 % to 70 %		70 % and over
Size designation prefix	"B" prefix	"H" prefix	No prefix
Bead ledge taper	15°	5°	5°
Nominal rim diameter code, D_r [2]	For 1 inch increments of the code, diameter to end in ,5 (examples: 10,5; 12,5).	For 1 inch increments of the code, diameter to end in whole number (examples: 20; 21).	For 1 inch increments of the code, diameter to end in whole number (examples: 15; 16).
Flange height, $F_H \pm 0{,}01$	0,75 calculated flange height (see figure 10). Round to nearest 0,125 in.	0,85 calculated flange height (see figure 10). Round to nearest 0,05 in for flange height < 1 in, and to nearest 0,1 in for flange height ⩾ 1 in.	See figure 10.
Flange radius, $F_R \pm 0{,}016$	0,67 flange height rounded down to nearest 0,125 in.	0,6 flange height rounded down to nearest 0,05 in.	0,5 flange height.
Heel radius, $J_R \pm 0{,}01$	0,33 flange height rounded to nearest 0,05 in.	0,3 flange height rounded up to nearest 0,05 in.	0,25 of flange height for flanges ⩽ 1,25 in height and 0,225 of flange height for flanges > 1,25 in height. In all cases, round flange height to nearest 0,05 in.
Minimum flange width, B_{min}	1,3 flange radius rounded to the nearest 0,05 in.	1,3 flange radius rounded to the nearest 0,05 in.	1,3 flange radius rounded to the nearest 0,05 in.
Rim width between flanges — Increments, $A \pm 0{,}063$	0,25 in — up to 4,75 in width between flanges 0,5 in — 5 in to 11,5 in width between flanges 1 in — 12 in width between flanges and over		
Flange edge radius, r_R	0,062 in min.		
Minimum well depth, I_{min}	$0{,}268(G_{min} - J_R) + 0{,}002\ 5D$	$0{,}087\ 5(G_{min} - J_R) + 0{,}002\ 5D$	

1) For new designs the preferred rim-to-section-width ratio for "B" and "H" type tyres is 65 % (adjusted to the nearest appropriate rim increment as shown above).

2) See table 8 for specified rim diameters and tolerances.

4.3 Inspection tolerances of rims

Inspection tolerances for the rims shown in 4.2.3 and 4.2.4 shall be as given in 4.3.1 and 4.3.2 respectively.

4.3.1 Inspection tolerances for dimensions in millimetres

Inspection tolerances for rim dimensions of the millimetre series shall be as given in table 5.

Table 5 — Rim inspection tolerances in millimetres

Dimensions in millimetres

Dimension (see 4.2.1)	Tolerance	
	plus	minus
A	1,6	1,6
B_{min}	(Minimum dimension)	
D	See table 7	
G_{min}	(Minimum dimension)	
J_R	0,25	0,25
F_R	0,4	0,4
F_H	0,25	0,25
F_D	0,50	0,50
Beat seat taper	30'	30'

4.3.2 Inspection tolerances for dimensions in inches

Inspection tolerances for rim dimensions of the inch series shall be as given in table 6.

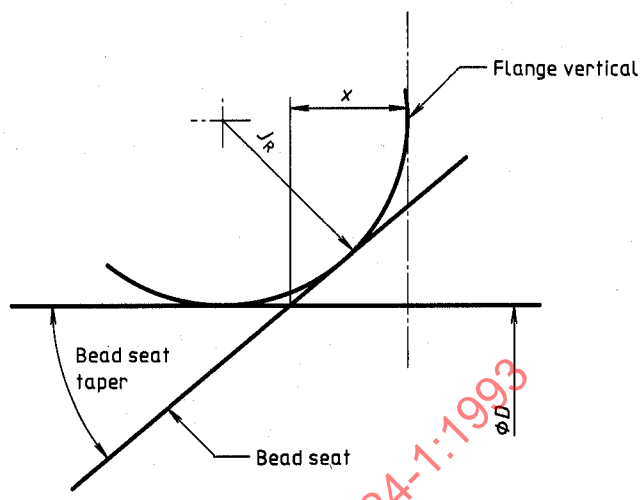
Table 6 — Rim inspection tolerances in inches

Dimensions in inches

Dimension (see 4.2.1)	Tolerance	
	plus	minus
A	0,063	0,063
B_{min}	(Minimum dimension)	
D	See table 8	
G_{min}	(Minimum dimension)	
J_R	0,01	0,01
F_R	0,016	0,016
F_H	0,01	0,01
F_D	0,02	0,02
Beat seat taper	30'	30'

4.3.3 Method of dimensioning and inspection tolerances for rim diameters, dimension D, for rims with single heel radius

Dimensioning and inspection tolerances for rim diameters dimension D for rims with a single heel radius shall be in accordance with figure 7, and either table 7, for specified rim diameters in millimetres, or table 8, for specified rim diameters in inches.



For 5° rim, $x = 0{,}956 J_R$
For 15° rim, $x = 0{,}868 J_R$

Figure 7 — Dimensioning of D specified rim diameter

Table 7 — Specified rim diameters in millimetres

Dimensions in millimetres

Nominal rim diameter code D_r	Specified rim diameter D	Tolerances on D	
		Plus	Minus
4	101,60	0,33	0,00
5	127,00	0,41	
6	152,40	0,51	
7	177,80	0,51	0,00
8	203,20	0,51	
9	228,60	0,51	
10	254,00	0,53	
11	279,40	0,53	0,00
12	304,80	0,53	
13	330,20	0,53	
14	355,60	0,53	
15	381,00	0,56	0,00
16	406,40	0,56	
17	431,80	0,56	
18	457,20	0,56	
19	482,60	0,56	0,00
20	508,00	0,61	
21	533,40	0,64	
22	558,80	0,66	
23	584,20	0,69	0,00
24	609,60	0,69	
25 and over	635,00 and over	0,71	

Table 8 — Specified rim diameters in inches

Dimensions in inches

Nominal rim diameter code D_r	Specified rim diameter D	Tolerances on D	
		Plus	Minus
4	4,000	0,013	0,000
5	5,000	0,016	
6	6,000	0,020	
7	7,000	0,020	0,000
8	8,000	0,020	
9	9,000	0,020	
10	10,000	0,021	
11	11,000	0,021	0,000
12	12,000	0,021	
13	13,000	0,021	
14	14,000	0,021	
15	15,000	0,022	0,000
16	16,000	0,022	
17	17,000	0,022	
18	18,000	0,022	
19	19,000	0,022	0,000
20	20,000	0,024	
21	21,000	0,025	
22	22,000	0,026	
23	23,000	0,027	0,000
24	24,000	0,027	
25 and over	25,000 and over	0,028	

4.3.4 Valve, fuse plug and overpressure hole locations for connections to valve or plug hole location, V_{min}

4.3.4.1 For tubeless tyres

a) If valve, fuse plug, or overpressure plug hole infringes into the minimum ledge width, G_{min}, the hole shall be recessed.

b) Recessed area shall be 7,5 mm (0,3 in) minimum width by 2,5 mm (0,1 in) minimum depth at G_{min}.

c) Recessed area shall extend 12,5 mm (0,5 in) minimum past G_{min} or exit into well area.

d) Recessed area may only extend into G_{min} dimension, 15 % of G_{min} or 12,5 mm (0,5 in) whichever is less.

4.3.4.2 For tube-type tyres

$V_{min} = 1{,}2G_{min} + 0{,}1G_{min}$ where $0{,}1G_{min}$ shall not be less than 5 mm (0,2 in) (see figure 8).

4.3.5 Rim flange height

For metric dimensions, see figure 9; for inch dimensions, see figure 10.

4.3.6 Width between rim flanges

See figure 11.

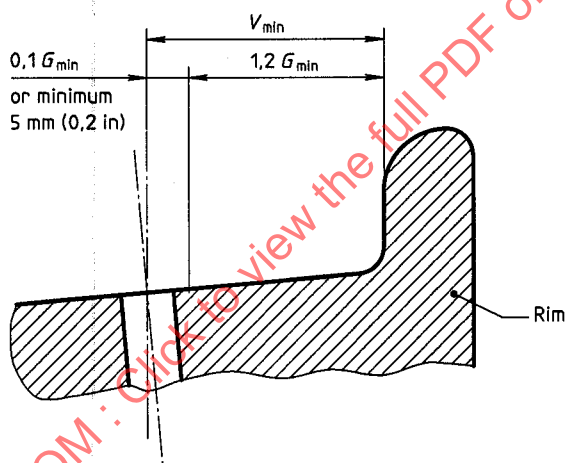
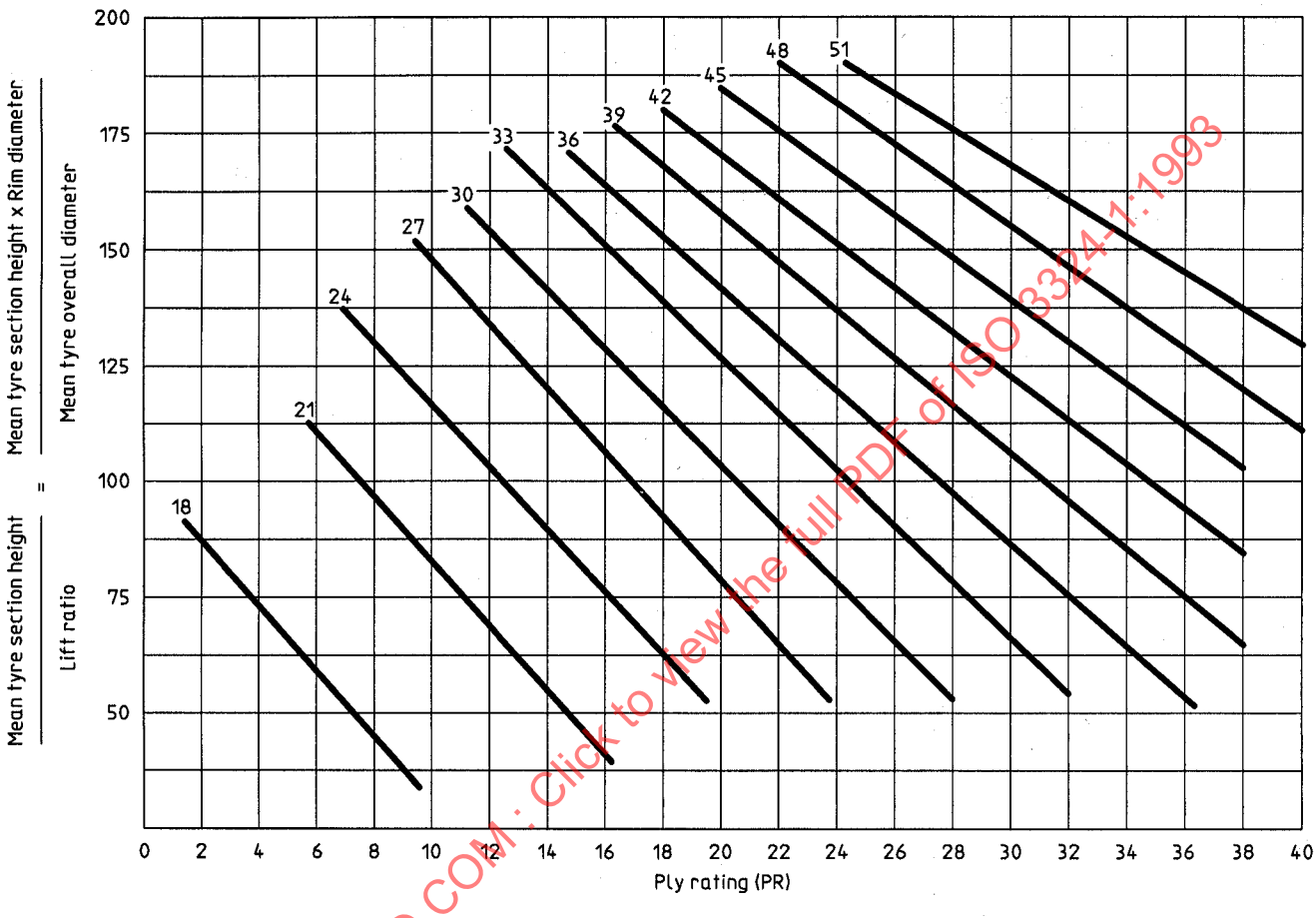


Figure 8 — Valve hole location for tube-type tyres



NOTES

1 Base flange height on the required PR plus 4 — to allow for increased aircraft weight.

2 When calculated value falls above a given curve, apply value applicable to the next higher curve.

Figure 9 — Rim flange height in millimetres