

21 Oct 60

ADVANCE REVISION

Serial #1 dated 19 Dec 60
(Sheet 1 of 1)

The sheet of this Advance Revision is to be inserted in the EO as follows:-

Sheet 1 facing page 1

Insert New Sub Para 2 (p) (q)

(p) Type VII tires that have been retreaded four times previously or are four years old from date of manufacture whichever comes first.

(q) Worn casings may be continually retreaded if upon inspection they have none of the above defects.

Delete Para. 3

Insert New Para 3

Identification Marking

A retreaded casing is branded on the sidewall of the tire; using symbols to designate the retreader and numerals to indicate the date of retread by the month and year (example - JJ860 indicating the tire was retreaded by firm JJ in August 1960). Each subsequent retread is similarly branded.

NOTE

RCAF Approved Retreader Identification Markings.

AW _____ BW _____ H

REPAIR AND OVERHAUL INSTRUCTIONS

TIRES AND TUBES

(This EO replaces EO 110-5-3 dated 30 Oct 59)

GENERAL

1 Certain aircraft tires can be retreaded by an approved contractor, providing requirements of MIL-R-7725, MIL-C-7726, MIL-C-5041 TO-05-5-14, TO-04-12-2, or Proc 102-1 are adhered to:

(l) Tires that have been retreaded by Thompson USA.

(m) Tires of Schenit or Goodrich USA Manufacture Ref. 27A/3026.

(n) DELETED

TIRE RETREADING

2 The following conditions will render a tire unfit for retreading:

(a) Injury to any cord body ply, cuts through the breaker strips longer than 1" at the second breaker strip, breaker strips exposed by skidding over one third cross section area.

(b) Tires having loose cords on the inside.

(c) Tires requiring a section repair, or, fabric reinforcement.

(d) Tires having bruise breaks, this is evident by a local spot of loose cords, or a star break on the inside of the tire. See EO 110-5-2 Part 1, para 9.

(e) Tires having holes through the casing.

(f) Tires having cracks or deep checks in the sidewall that penetrate to the fabric. See EO 110-5-2 Part 1, para 8.

(g) Tires having broken or kinked bead wires.

(h) Tires manufactured or retreaded with synthetic rubber. Retreaded tires can be identified by "TRS" on the sidewall. New tires by "S".

(j) Tires that are separated between plies under the tread or in the sidewall.

(k) Tires retreaded by the Vitacap Method, these are identified by a "V" marking on the sidewall.

3 Retreadable tires are not limited to any number of retreads, provided they have none of the above defect. Retreaded tires may be identified by the full name of the retreader and the TR branded on the side wall 1/2" above the rim flange. When consecutive retreads are carried out by the same contractor the letter "R" is to be branded after the RR marker, for example: "John Doe TRRR" designates the casing has had three retreads. Casings retreaded by the original manufacturer will bear marker TR for the first retread TR2 indicates a second retread by the original contractor.

4 Retreadable tires are to be removed from service prior to the tread pattern disappearing in any spot on the tire circumference, and providing they have none of the above defects are to be retreaded. User units should stress early removal of retreadable tires, a delay in removal may result in the tire being worn beyond retreading limits.

5 The following tires are considered as having a retread value, and these only are to be retreaded.

Ref. 27A/3231	27A/2822	27A/3443
590	3026	10005
2250	3027	10007
10079	2218	10297
596	3404	10295
2221	2830	10296
3399		

TIRE REPAIRS

6 Repairs are to be carried out by an approved contractor only (repairs are not to be confused with retreading).

7 Tires having an injury into any body ply or breaker strip are not to be repaired.

8 Tires having deep injuries over two inches in length that do not enter a ply or breaker strip may be repaired.

9 A repair may be carried out on any tire providing at least one half the wear life of the tire still remains. See Table 1 for ready reference:

10 Repair procedure consists of removing the damaged rubber, and replacing it with unvulcanized sheet rubber which is afterwards vulcanized by means of heat and pressure.

TUBE REPAIRS

11 Aircraft tubes are not normally to be repaired therefore extreme care must be exercised in the handling, installation and removing of a tube from a tire or wheel.

12 Emergency repairs - aircraft tubes. In an emergency an aircraft tube may be repaired by vulcanizing a patch over the vulcanized area. Prior to vulcanizing, the area is to be well cleaned and buffed to ensure absolute adhesion to the patch.

13 When the emergency no longer exists, the vulcanized tube is to be replaced with a serviceable one.

14 Extreme emergency repairs - cold patch

(a) Buff the tube at least one inch beyond the injury in all directions.

(b) Wash the buffed area with rapid drying solvent or unleaded gasoline.

(c) Apply the patching cement thinly and evenly to the cleaned area and allow to dry.

(d) From cold patch material, cut a piece that is slightly smaller than the buffed area. Cut with a bevel from the holland side.

(e) Remove the holland from the patch. Be careful not to touch the adhesive face with fingers.

(f) Center the patch over the injury and roll down hard. When the emergency no longer exists the tube is to be replaced with a serviceable one.

CLASSIFICATION	REPAIR IF MORE THAN HALF LIFE REMAINING	RETREAD IF LESS THAN HALF LIFE REMAINING
TIRES THAT ARE NOT CLASSIFIED AS RETREADABLE	YES	NO
TIRES THAT ARE CLASSIFIED AS RETREADABLE (Ref. para. 5) AND REQUIRE REPAIR	YES	YES

Table 1