

SPECIAL PACKAGING INSTRUCTION

Form Approved **XTH**
OMB No. 0704-0188

Public reporting burden for this collection of information is estimated to average 30 days per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to Washington Headquarters Services, Directorate for Information Operations and Reports, 1215 Jefferson Davis Highway, Suite 1204, Arlington, Va 22202-4302, and to the Office of Management and Budget, Paperwork Reduction Project(0704-0188), Washington, DC 20503. Please do not return your form to either of these addresses.

1. PART OR DRAWING NO. (CAGE) NOMENCLATURE TIRE & WHEEL ASSEMBLY				2. CAGE 19207		3. SPI NO. AK00000001	
4. NATIONAL STOCK NO. SEE TABLE I and II				5. DATE OF DRAWING 04-27-2005		6. REVISION A	
7. QUP 001		8. ICQ NONE		9. UNIT PACK WT. SEE NOTE A9		10. UNIT PACK CU. (CU. FT.) SEE NOTE A9	
						11. UNIT PACK SIZE (INCHES) SEE NOTE A9	
				18. STEPS	19. REQD	20. DESCRIPTION	
12. MILITARY PRESERVATION MIL-STD-2073-1D, METHOD 10				1		General Requirements: see Note A	
				2		Preservation: See Note D	
13. CLEANING MIL-STD-2073-1D, Code 1				3		Reference: International Air Transport Association Dangerous	
						Goods Regulations – IATA DGR – Tire and Wheel Assemblies	
14. DRYING MIL-STD-2073-1D						May be a FORBIDDEN for Passenger and Cargo air movement	
						See Instructions in Note A-13.	
15. PACKING a. LEVEL A MIL-STD-2073-1D and Note C							
b. LEVEL B MIL-STD-2073-1D and Note B							
16. MARKING MIL-STD-129 and Note E							

17. NOTES/DRAWING

A General Packaging Requirement –

Note: This special packaging instruction does not apply to DRMO shipments. The marking and palletizing of T&WA's for disposal should be of absolute minimum to provide safety of personnel and should comply with local laws and DRMO regulations.

1. Army tire and wheel assemblies (T&WA) require special marking and handling. These instructions apply to all T&WA; new, repaired, as well as unserviceable/reparable. If any deviation is required from these instructions a waiver must be obtained from packaging@tacom.army.mil. All TACOM packaging instructions are available on the web: <https://www-tdps.tacom.army.mil/PackagingHome.htm>.
2. T&WA will be shipped or stored in a vertical position (on the tread) unless logistics considerations and cost preclude doing so. Assemblies may be shipped horizontal (on the sidewalls) with these provisions.
 - a. Some assemblies are too heavy to stack. It is the shipper's responsibility to ensure assemblies are not crushed, that the bead is not broken, and that the valve assembly is not damaged from the stacking.
 - b. The shipper is responsible to ensure shipping surfaces are free from anything that could damage the tire sidewalls, e.g. nails, wood-slivers.
 - c. No load overhang is permitted on the pallet.
3. T&WA are easily damaged by anything sharp or protruding. Prior to loading any conveyance, all surfaces will be inspected to ensure nothing will puncture or damage the tires. When surfaces are in such condition that they may cause damage to the tires they must be lined for protection. Do not ship tire assemblies next to, on top of, or under any material that could cause damage to the assembly.
4. Pallets designed for stacking (e.g; wood or steel framed) that support the weight of the pallet above may be stacked. Otherwise, pallets may not be stacked, see page 8.
5. The tire bead, valve, and the wheel are areas that are easily damaged. Tire assemblies should never be lifted with the forks of a forklift unless the forklift has special forks designed to lift the assembly. Split Rims are especially dangerous and require careful handling.

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17. NOTES/DRAWINGS *CONTINUED*

6. Special Handling Equipment should be considered when large tire assemblies and large quantities of assemblies will be handled, stored, and issued from a facility. Shipper is responsible for notifying the customer of any special handling equipment required.

7. Heat Treatment and Marking of Wood Packaging Materials: All non-manufactured wood used shall be heat treated to a core temperature of 56° Celsius for a minimum of 30 minutes. The box/pallet manufacturer and the manufacturer of wood used as inner packaging shall be affiliated with an inspection agency accredited by the board of review of the American Lumber Standard Committee. The box/pallet manufacturer and the manufacturer of wood used as inner packaging shall ensure traceability to the original source of heat treatment. Each box/pallet shall be marked to show the conformance to the International Plant Protection Convention Standard. Boxes/pallets and any wood used as inner packaging made of non-manufactured wood shall be heat-treated. The quality mark shall be placed on both ends of the outer packaging, between the end cleats or end battens; on two sides of the pallet. Foreign manufacturers shall have the heat treatment of non-manufactured wood products verified in accordance with their National Plant Protection Organization's compliance program.

8. Tire and wheel assembly sizes and weight are shown in Table I. This Special Packaging Instruction is used to prescribe Military packaging requirements for a number of items with various National Stock Numbers (NSNs). Part Numbers, Cage Codes, Nomenclature, Unit Pack size, Unit Pack Cube, and Unit Pack Size data specific to the NSN of the item being packaged is not available because this is a performance document. All unit packs should be designed to conserve weight and cube while retaining the protection required.

9. This SPI does not list every NSN that may apply. As T&WA are identified this SPI may be used. Contact TACOM at: packaging@tacom.army.mil and any new NSNs will be added when revisions are made.

10. All wood containers shall be lined with fiberboard, ASTM D4727, Corrugated, Domestic, Single Wall, 175 lb bursting strength minimum. All wood containers will have skids for ease of mechanical handling.

11. Tire assemblies that are palletized/packed in quantities of more than one shall be separated by polypropylene foam, A-A-59135, class 2, or corrugated fiberboard, ASTM D4727, single wall, domestic grade. This is to minimize any chafing and damage to the tire or metal to metal contact of the wheels. Damage can occur when sidewalls contact any shipping surface that may cut, puncture, or gouge the tire or damage the wheel.

12. When wood containers are used DO NOT NAIL LIDS ON. Lids must be an unnailed closure.

13. The bolt-together and single-piece tire and wheel assemblies shall be inflated to the normal operating pressure in an OSHA approved inflation safety cage for shipment, storage and handling. The split-ring assemblies shall be inflated until the bead is seated, between 20 and 40 psi in an OSHA approved inflation safety cage for shipment, storage and handling. If the bead is not seated at 40 psi, the assembly needs to be completely deflated and checked for anomalies. Tire & Wheel assemblies are FORBIDDEN on passenger and cargo aircraft under the following conditions(REF. IATA DGR):
 - a. Tire assemblies inflated above maximum operating pressure.
 - b. Unserviceable tire assemblies (pressurized).
 - c. Damaged tire assemblies (pressurized).

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17. NOTES/DRAWINGS *CONTINUED*

14. The following are some generic guidelines to safely inflate T&WA. For specific instructions on assembly/disassembly of wheels and tires, refer to the latest version of applicable system Technical Manual, or applicable drawing, e.g. TM 9-2320-280-20-2 is for HMMWV vehicles.

- a. Make sure to follow all proper safety procedures when assembling wheels/tires. Never re-inflate a tire that has been run flat or seriously under-inflated without removing and repairing the tire, tube, and/or both.
- b. Prior to removing tires for service, and disassembly of rim and wheel components, be absolutely certain that tire is completely deflated by removing the valve stem.
- c. All Wheel Assemblies: Inflate tire/wheel assembly only in an approved OSHA safety cage using a clip-on chuck and pneumatic inflator gauge, attached to a 10 foot or longer air hose. Tire Safety Cage, NSN 4910-01-373-0267, size 40-3/4 inch long, 25-inch wide, 56-inch high will fit most tactical vehicle tires. Safety cage, NSN 4910-00-025-0623, size 78-3/4 inch long, 35 1/2inch wide, 86-1/4 inch high, is available for larger tires.
- d. Attach a tire inflation gauge with 10' foot hose, quick disconnect coupling and two coupler adapters which can be requisitioned with NSN 4910-00-441-8685. Hook it to the air supply hose with a straight pipe to tube adapter, NSN 4730-00-266-0533. The straight tube adapter is in the No. 1, and No. 2 common shop set brass-fitting kit.

Note: Some vehicle systems may already have these items in their Additional Authorized List (AAL.)

- e. Before inflating/deflating the tires, stand a minimum of ten (10) feet away from the wheel on the side facing the tire tread area. The danger zone (trajectory path) extends anywhere outside the front or back of the rim of areas facing the tire sidewalls. Ensure that no one is in the danger zone (trajectory path) during the tire inflation/deflation process.
- f. Inflate bolt-together and single-piece tire and wheel assemblies to normal operating pressure in an OSHA approved inflation safety cage. After inflation, carefully check the final seat of the bead and rim components before removing the assembly from the tire cage. Disconnect the inflation hose from the tire and proceed with remaining tires using the same precautions.
- g. When other multi-piece wheel assembly, e.g. split-ring, is built it shall be inflated between 20 to 40 psi in an OSHA approved inflation safety cage so that the bead is seated. If the bead is not seated at 40 psi, the assembly needs to be completely deflated and checked for anomalies. Deflate by removing its valve core while the tire is still in the inflation safety cage. Inflate these T&WA to maximum of 40 psi for shipment and storage.

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17. NOTES/DRAWINGS *CONTINUED*

B. Level B Packing. No tire and wheel assembly over 39 inches in diameter and shipped in a horizontal position (on-the-sidewall) or over 47 inches in diameter shipped on the tread may use a standard 40 x 48 pallet. Tires may not hang over the edge of a pallet.

1. All palletized loads will follow the guidance in MIL-HDBK-774. T&WA shipped by air or OCONUS, not containerized, will have a wood/plywood cap to ensure protection to the valve assembly, the bead and rim, and for safety and compliance with special provisions of IATA DGR.
2. No palletized load of T&WA shipped in the horizontal position (on-the-sidewalls) on any pallet will exceed 55 inches in height, including the pallet height.
3. Fabricate pallets large enough to accommodate the size of the tire and wheel assemblies. To the maximum extent possible use standard size pallets.
4. Whenever possible, T&WA will be packed, shipped and/or stored in a vertical position (on the tread).
5. When shipping tire and wheel assemblies palletized vertically (on the tread) place fiberboard separators, see note A11, between each assembly. When shrink wrapping or stretch wrapping is used placing sheets of polyethylene between each assembly is an acceptable alternative. This is to eliminate any chafing and damage that may be caused by metal to metal contact of the wheels. Filament reinforced strapping tape may be used around the circumference of the load prior to shrink/stretch wrapping, see page 8.
6. When it is necessary to ship tire and wheel assemblies stacked horizontally (on-the-sidewall), pallet loads will not be stacked one on top of another unless the load is framed and capped. When shipping tire and wheel assemblies palletized horizontally (on the sidewall), place fiberboard separators, see note A11, between each T&WA. Use of a top and bottom sheet of fiberboard is mandatory to provide minimum protection.
7. A framed load with a wood cap and the T&WA arranged on the pallet vertically (on the tread) is the preferred method when the T&WA will be stored, see page 8. Also consider this load type for large quantities being shipped palletized horizontally (on the sidewall) to increase the capacity shipped containerized by stacking of the loads two high. Design load to a maximum height of 43 inches to allow for stacking two high in standard ISO container. The influence of the 12 standard pallet sizes on the maximum utilization of the floor area of commonly used carriers should also be a design consideration.
8. Pallet shall comply with ASME MH1. As a general rule pallets shall be Stringer or block, limited use, partial or full four-way entry, wing type, double deck design. The main objective of using this industry standard is the attainment of a minimum number of pallet sizes which provide for the maximum efficiency, economy, interchangeability, and flexibility in the U.S.A. Types of wood pallets intended for military use are provided in ASME MH1, Part 9. These pallets are commonly used by DoD activities for the handling, storage, and transportation of materials. The preferred pallets used in the DoD distribution system are 40 x 48 inch pallets (e.g. ASME MH1 part numbers MH1/9-02SW4048, MH1/9-03SW4048, MH1/9-05SW4048, MH1/9-06SW4048, MH1/9-14SW4048R, or MH1/9-10BW4048. For shipments when the total weight is less than 1,500 pounds evenly distributed, pallets should comply with ASME MH1; part number MH1/9-02SW4048, or MH1/9-14SW4048R. For shipments when the total weight is greater than 1,500 pounds, but less than 3,000 pounds evenly distributed, pallets should comply with either ASME MH1, part numbers MH1/9-03SW4048, mh1/9-05SW4048, mh1/9-06SW4048, or MH1/9-10BW4048. For shipments when the total weight is greater than 3,000 pounds, but less than 4,000 pounds evenly distributed, pallets should comply with ASME MH1, part numbers MH1/9-10BW4048).

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17. NOTES/DRAWINGS *CONTINUED*

9. Polyethylene (PE) shrink wrap for use in pallet load bonding is to conform to type IV, class 3, grade A, finish 1, of A-A-3174. The film will be a bag encapsulated over the entire load and will extend at least evenly with the underside of the bottom deck board of the pallet. PVC films shall not be used.

10. Stretch wrap is appropriate for palletized loads of tire and wheel assemblies shipped in the continental United States (CONUS) or when shipped containerized. Wing type pallets shall be used in order to properly anchor the load to the pallet. Stretch wrap should be clear, extruded PE, 0.9 mil minimum thickness, or Ethylene vinyl acetate (EVA), 0.8 mil minimum thickness. Multiwraps of PE need to add up to a minimum of 2.7 mils thickness, prior to wrapping, on loads up to 1,000 pounds, 4.5 mils thickness on loads up to 2,000 pounds, and 5.6 mils thickness on loads up to 3,000 pounds. When using EVA film, a minimum thickness of 1.6 mils is required for loads up to 1,000 pounds, 2.4 mils thickness for loads up to 2,000 pounds, and 3.2 mils thickness for loads up to 3,000 pounds. Film is to be wrapped around the load in multiple wraps, either by the spiral, full wrap method or by the push-through method. Wrap the load from the top of the bottom deck board to not less than 2 inches above the height of the load. To provide additional protection, a sheet of fiberboard, see Note A11, the same size as the perimeter of the load, should be placed on top and bottom of the load prior to wrapping. When handheld, stretch-wrap equipment is used, ensure that a uniform tension exists throughout the load.

C. Level A Packing. Shippers and carriers are responsible to ensure tire and wheel assemblies are properly prepared and protected for shipment.

1. Whenever possible, T&WA's will be packed, shipped and/or stored in a vertical position (on the tread).
2. When shipping and storing T&WA's packed in a container vertically (on the tread) place fiberboard separators, see Note A11, between each T&WA. This is to eliminate any chafing and damage that may be caused by metal to metal contact of the wheels.
3. T&WA should not be shipped and stored horizontally (on the sidewall). If there is no other option but to ship and store them horizontally, only pack one T&WA to a container. Damage can occur when the sidewalls contact any shipping surface that may cut, puncture, or gouge the tire or damage the wheel. Line all shipping containers with fiberboard, ASTM D4727, see Note A11 above. The tire sidewalls must be protected from damage by the use of a protective sheet of fiberboard between the tire and wheel assembly and the container to eliminate damage.
4. Authorized shipping containers include PPP-B-621, ASTM D6251, ASTM D6256, ASTM D6039, ASTM D6254, or ASTM D6573. The sectional pallet box with one each T&WA per section is an acceptable pack for shipping and storing, see MIL-HDBK-774. It is acceptable to use skids and rubbing strips in lieu of the pallet base for the sectional pallet box.

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17. NOTES/DRAWINGS CONTINUED

D. When specified, apply A-A-52408 to external tire (rubber) surfaces only. This preservative is intended to provide long term storage protection from ozone and UV deterioration to the rubber.

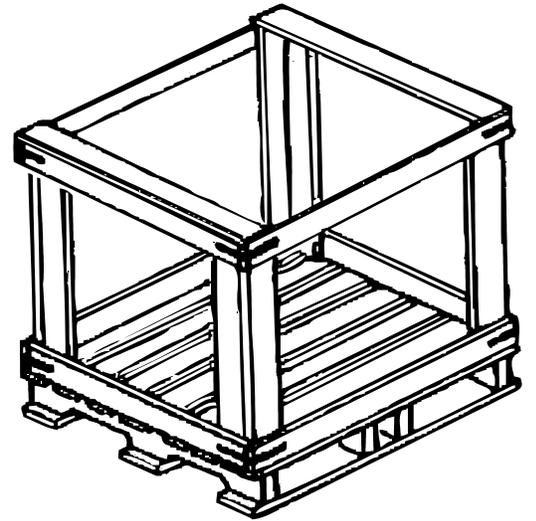
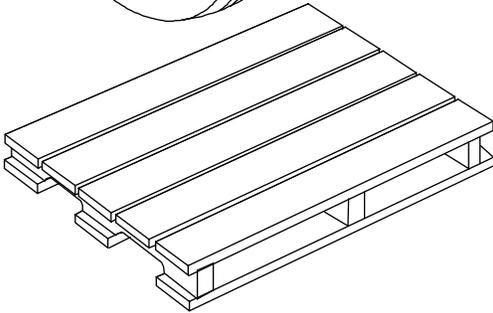
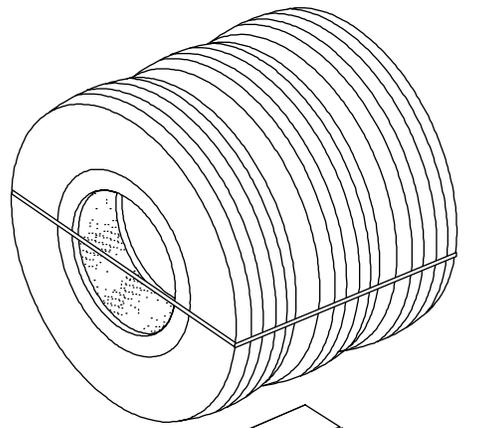
E. Special Marking.

1. The following marking shall be applied to each Level B pallet load, as appropriate:
 - a. "DO NOT USE KNIVES, RAZORS, OR ANYTHING SHARP TO UNPACK OR PACK TIRE ASSEMBLIES."
 - b. DO NOT SHIP TIRES NEXT TO, ON TOP OF, OR UNDER ANY MATERIAL THAT COULD CAUSE DAMAGE TO THE TIRE ASSEMBLY.
 - c. PALLETS MAY NOT BE STACKED UNLESS A FRAME STRUCTURE IS USED TO SUPPORT THE LOAD.
 - d. STORE TIRE AND WHEEL ASSEMBLIES UPRIGHT ON THE TREAD.
 - e. DEFLATE ALL UNSERVICEABLES PRIOR TO TURN-IN.
2. Marking of tires can only be accomplished through the use of adhesive backed labels or envelopes that are applied to the tread. No adhesive that will degrade the tire should be used to attach labels.
3. Split rim assemblies can be a transportation hazard. All split rim assemblies, see table II, will contain this additional markings: "DANGER: SPLIT RIM TIRE AND WHEEL ASSEMBLY IS UNDER PRESSURE – HANDLE WITH CARE-DO NOT INFLATE/DEFLATE EXCEPT IN AN APPROVED MANNER"

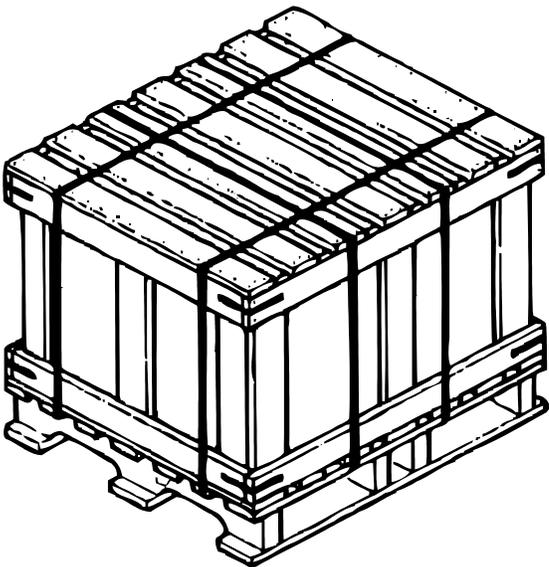
FSC	NSN	WEIGHT	WIDTH	TABLE I DIAMETE R	CUBE	TIRE SIZE
2530	01-477-1660	420	17.25	51.98	27.000	16.00R20
2530	01-506-2715	532	17.25	51.98	27.000	16.00R20
2530	01-506-5762	97	8.31	30.2	5.000	215/75R17.50
2530	01-506-5921	288	10	36	7.500	445/65R19.50
2530	01-506-7324	200	15.31	42.2	15.778	385/65R22.50
2530	01-506-7325	255	15.3	39.58	13.871	15.00-19.50
2530	01-478-0593	530	14	49	19.453	14.00R20
2530	01-500-4619	430	15.59	46.69	20.000	LT395/85R20
2530	01-506-7243	201	17	50	24.595	14.00R20
2530	01-506-7244	165	14	44	15.685	11.00-20
2530	01-506-8319	187	11.4	43.7	12.599	11.00R20
2530	01-506-4125	268	11	51.7	17.015	11.00R22.50
2530	01-506-4128	268	10.8	41.5	10.764	11.00R22.50
2530	01-506-4129	228	9	37.8	7.442	10.00R20
2530	01-506-4130	289	12.4	42.4	12.901	315/80R22.50
2530	01-506-4131	289	14.9	42.3	15.428	385/65R22.50
2530	01-506-4132	289	12.4	42.4	12.901	315/80R22.50
2530	01-506-4133	289	12.4	42.4	12.901	315/80R22.50
2530	01-506-4136	358	13	48	17.333	11.00R24
2530	01-493-5859	162	12.5	37.2	10.010	37.0/12.5R16.5
2530	01-506-5910	164	10	40.3	9.399	9.00-20
2530	01-506-5915	385	14	42.5	14.634	14.50R20
2530	01-500-4991	350	15.12	45.59	21.000	15.50/80R20
2530	01-506-5049	264	11.55	42.7	12.187	11.00-20
2530	01-506-5053	257	11.8	42.92	12.579	11.00R20
2530	01-506-7315	250	17.48	45.28	20.740	445/65R22.5
2530	01-506-7646	178	10.4	30.72	5.680	10.00R15
2530	01-506-7648	193	11	41.48	10.953	11.00R22.50
2530	01-506-7650	164	10.95	36.48	8.433	10.00R15
2530	01-506-7651	182	10.95	41.28	10.798	10.00-20
2530	01-506-8580	204	11.55	42.7	12.187	10.00-20
2530	01-514-7903	200	11.1	40.4	10.484	11.00R22.50
2530	01-514-7909	200	12.1	32.73	7.501	12.00-16.50
2530	01-446-1035	426	17.5	55.08	30.724	17.50-25
2530	01-514-8514	426	17.5	55.08	30.724	17.50-25
2530	01-506-6873	208	15.3	40.12	14.252	15.00-19.50
2530	01-506-6884	650	20.5	60.96	42.000	20.50-25
2530	01-506-6885	3145	35	81.78	135.000	35.00/65R33
2530	01-518-3656	466	17.5	55.08	30.724	17.50-25
2530	01-518-3659	466	17.5	55.08	30.724	17.50-25

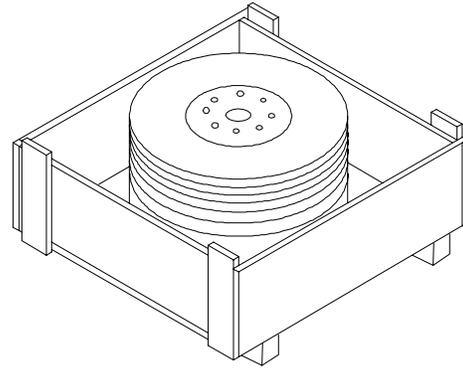
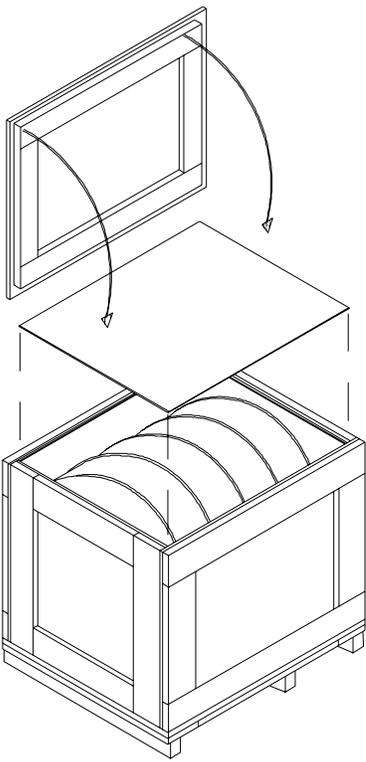
TABLE II SPLIT RIMS

FSC	NSN	WEIGHT	WIDTH	DIAMETE R	CUBE	TIRE SIZE
2530	01-506-7244	165	14	44	15.685	11.00-20
2530	01-506-8319	187	11.4	43.7	12.599	11.00R20
2530	01-506-4129	228	9	37.8	7.442	10.00R20
2530	01-506-4136	358	13	48	17.333	11.00R24
2530	01-506-5910	164	10	40.3	9.399	9.00-20
2530	01-506-5049	264	11.55	42.7	12.187	11.00-20
2530	01-506-5053	257	11.8	42.92	12.579	11.00R20
2530	01-446-1035	426	17.5	55.08	30.724	17.50-25
2530	01-514-8514	426	17.5	55.08	30.724	17.50-25
2530	01-506-6884	650	20.5	60.96	44.086	20.50-25
2530	01-506-6885	3145	35	81.78	135.462	35.00/65R33
2530	01-518-3656	466	17.5	55.08	30.724	17.50-25
2530	01-518-3659	466	17.5	55.08	30.724	17.50-25



LEVEL B PACKS





LEVEL A PACKS

