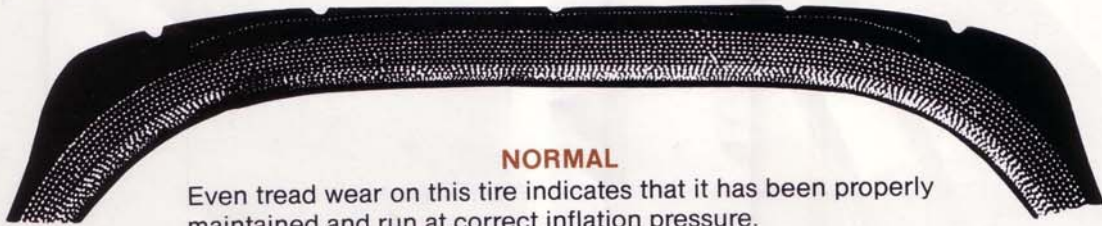


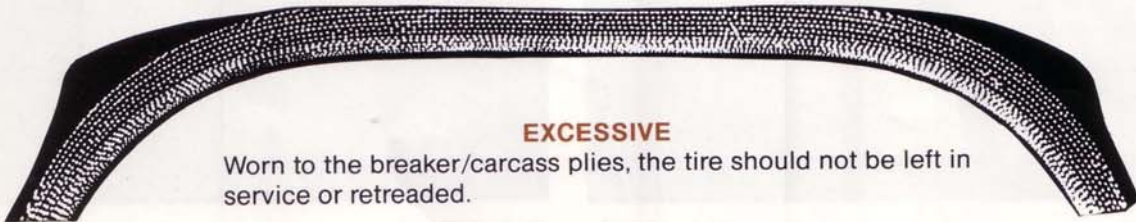
inspection

TYPICAL TREAD WEAR



NORMAL

Even tread wear on this tire indicates that it has been properly maintained and run at correct inflation pressure.



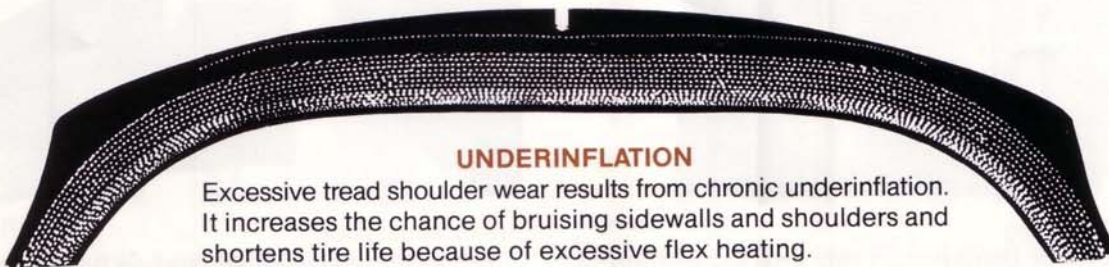
EXCESSIVE

Worn to the breaker/carcass plies, the tire should not be left in service or retreaded.



OVERINFLATION

Continuous overinflation accelerates center tread wear. It reduces traction while making tread more susceptible to cutting.



UNDERINFLATION

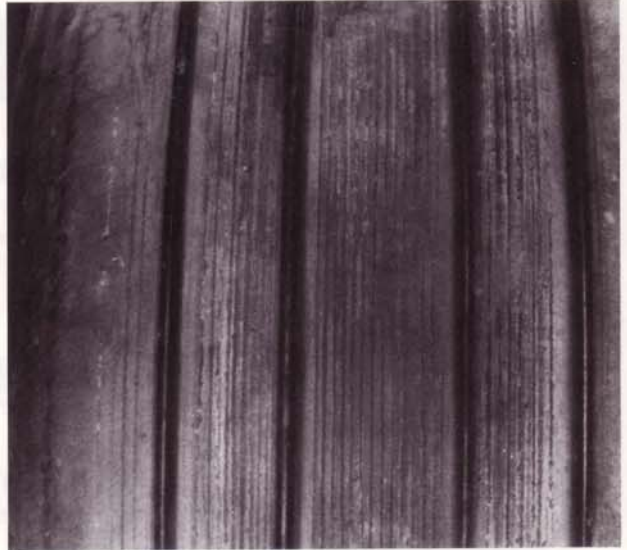
Excessive tread shoulder wear results from chronic underinflation. It increases the chance of bruising sidewalls and shoulders and shortens tire life because of excessive flex heating.

TREAD CONDITIONS



Cuts

Penetration by a foreign object. For cut removal criteria see chart on Page 23.



Spiral Wrap

Some retreads have reinforcing cords wound into the tread which become visible as the tire wears. This is an acceptable condition and not cause for removal. The wrap reduces chevron cutting and tread chunking.



Tread Chunking

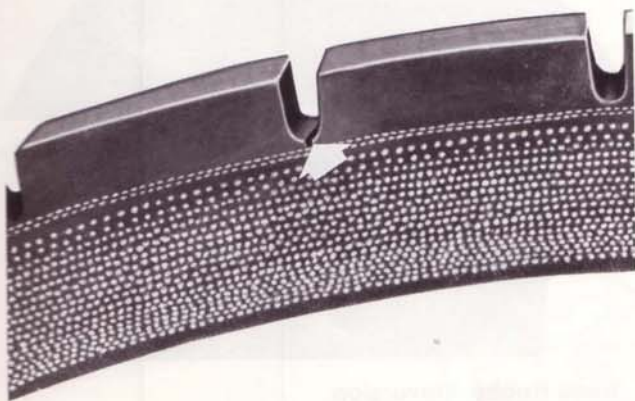
A pock mark condition in the wearing portion of tread... usually due to rough or unimproved runways. Remove if fabric is visible.



Tread Separation

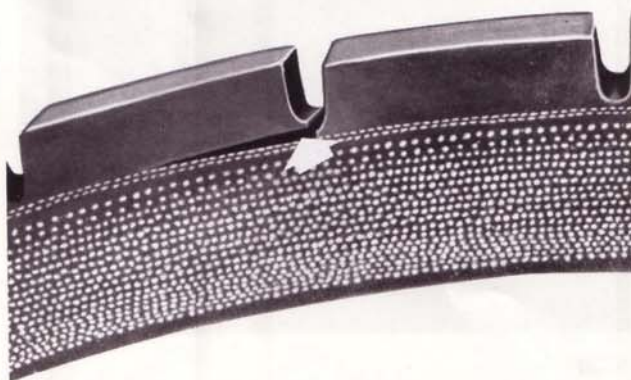
A rather large area of separation or void between components in the tread area due to loss of adhesion. Usually caused by excessive loads or flex heating from underinflation. Remove immediately.

TREAD CONDITIONS



Groove Cracking

A circumferential cracking at the base of a tread groove; remove if fabric is visible. Can result from underinflated or overloaded operation.



Rib Undercutting

An extension of groove cracking progressing under a tread rib; remove from aircraft. Can lead to tread chunking, peeled rib or thrown tread.



Peeled Rib

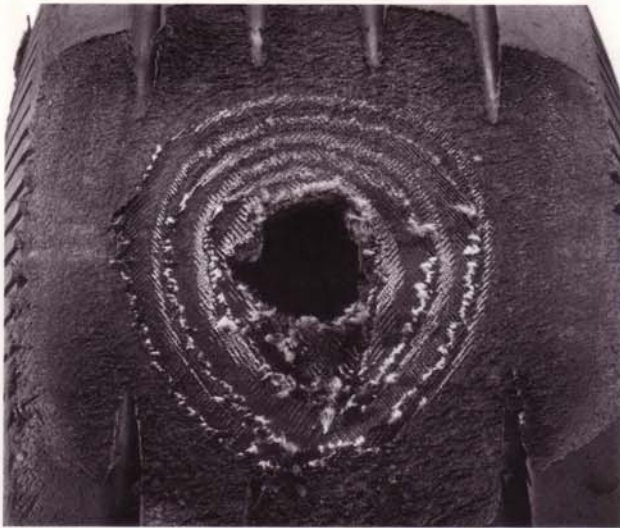
Usually begins with a cut in tread, resulting in a circumferential delamination of a tread rib, partially or totally to tread fabric ply. Remove and replace.



Thrown Tread

Partial or complete loss of tread down to tread fabric ply, undertread layer or carcass plies. Remove and replace.

TREAD CONDITIONS



Skid

An oval-shaped flat spot or skid burn in the tread rubber. May extend to or into fabric plies. Remove if balance is affected or fabric is exposed.



Tread Rubber Reversion

An oval-shaped area in the tread similar to a skid, but where rubber shows burning due to hydroplaning during landing. Usually caused by wet or ice-covered runways. Remove if balance is affected.



Blister

A void within the tread or sidewall rubber. Remove and inspect.



Chevron Cutting

Tread damage caused by running and/or braking on cross-grooved runways. Remove if chunking to fabric occurs, or tread cut removal criteria are exceeded.

SIDEWALL CONDITIONS



Cut or Snag

Penetration by a foreign object on runways and ramps; in shops, or storage areas. Remove and replace if injury extends into fabric.



Ozone or Weather Checking/Cracking

Random pattern of shallow sidewall cracks. Usually caused by age deterioration, prolonged exposure to weather or improper storage. Remove if fabric is visible.



Radial or Circumferential Cracks

Cracking condition found in the sidewall/shoulder area; remove and replace if down to fabric. Can result from underinflated or overloaded operation.



Sidewall Separation

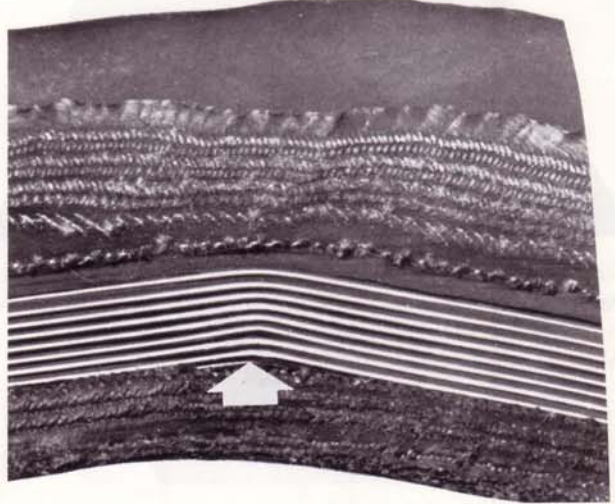
Sidewall rubber separated from the carcass fabric. Remove immediately.

BEAD CONDITIONS



Brake Heat Damage

A deterioration of the bead face from toe to wheel flange area; minor to severe blistering of rubber in this area; melted or solidified nylon fabric if temperatures were excessive; very hard, brittle surface rubber. Tire is to be scrapped.



Kinked Bead

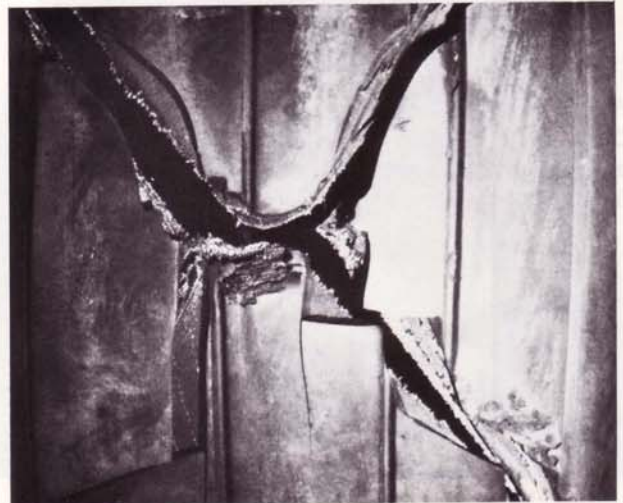
An obvious deformation of the bead wire in the bead toe, face or heel area. Can result from improper mounting or demounting and/or excessive spreading for inspection purposes. Tire is to be scrapped.

CARCASS CONDITIONS



Inner Tire Breakdown

Deterioration (distorted/wrinkled rubber of tubeless tire innerliner or fabric fraying/broken cords in tube-type tires) in the shoulder area... usually caused by underinflated or overloaded operation. Tire is to be scrapped.



Impact Break

Rupture of tire carcass in tread or sidewall area, usually from extreme hard landing or penetration by foreign object. Tire is to be scrapped.