



HEADQUARTERS
PHILIPPINE ARMY
OFFICE OF THE ARMY CHIEF ORDNANCE AND CHEMICAL SERVICE
Fort Andres Bonifacio, Metro Manila

PQ TEST NR MT08-15

Revises PQ Test Nr MT05-12 for Tire, 10.00-20, 16PR

**POST QUALIFICATION TEST PROCEDURE FOR
TIRE, 10.00-20, 16PR**

1. GENERAL

- 1.1. Scope: This Test and Acceptance Procedure shall apply to 10.00-20, 16PR Tires intended for Trucks and Buses.
- 1.2. Objective: To ascertain compliance of tires with standards and specifications in consonance with the need of the end user.
- 1.3. Reference: Philippine National Standard for Pneumatic Tires, PNS 25, 1994.

2. **SAMPLES:** Test sample shall consist of: One (1) serviceable Tire Set each of Directional/Rib and Lug Type (as applicable) based on the technical specifications on the submitted product offered by the proponent during the bidding.

3. TEST PARAMETERS

3.1. Visual Inspection

- 3.1.1. Purpose: To determine the overall external workmanship, symbols, codes and marks of the tire.
- 3.1.2. Procedure: Visually inspect the overall appearance and presence of required symbols or markings of the tire.
- 3.1.3. Standard:
 - 3.1.3.1. With the required Traction Design (Directional/Rib or Lug Type as appropriate)
 - 3.1.3.2. With PS or ICC Quality Mark.
Note: *If the Tires are imported and without PS Quality Mark, the ICC Certificate of Inspection shall be submitted to the TIAC on or before the test and acceptance inspection is conducted by the Committee. Failure to do so will be a ground for rejection.*
 - 3.1.3.3. With Brand name or Trade name.
 - 3.1.3.4. Tire designation markings: Manufacturer's Standard for Tire, 10.00-20, 16PR. (Tire size, Minimum Ply rating/Load Range and Type/Construction)
 - 3.1.3.5. With Maximum Air Pressure markings.
 - 3.1.3.6. With the words "Made in the Philippines" or country of origin if imported.
 - 3.1.3.7. With Manufacturing Date markings.
 - 3.1.3.8. With Maximum Load Capacity markings.

- 3.1.3.9. No evident damage of tread, sidewall, ply, cord, inner liner. No bead separation, chunking, broken cords, cracking or open splices.

3.2. Dimensional Test

3.2.1. Purpose: To determine the actual dimensions of the tire.

3.2.2. Procedure:

3.2.2.1. The tire shall be mounted on its corresponding rim and inflate to 725 kPa. The tire shall be allowed to stand for a minimum of 24 hours at room temperature. The pressure thereafter should be at least 725 kPa being the ideal condition for measurement of the tire. Measure the overall diameter, overall width, size factor and tread depth.

3.2.2.2. Overall diameter shall be determined to the nearest millimeter by measuring the outside circumference by a tape and then divide the value by constant 3.1416 (π). Or by means of a measuring device calibrated to show directly the diameter of the tire.

3.2.2.3. Overall width is the average maximum width including the sidewalls, side ribs, bars decorations, letters or numerals. The width shall be measured by nearest millimeters at four different points equally distributed around the tire and the average of the measurement computed.

3.2.2.4. Size factor shall be the sum of overall diameter and overall width.

3.2.2.5. Tread depth shall be measured at the first major groove nearest the tread centerline, avoiding any wear indication.

3.2.3. Standard:

Dimensions	Directional Traction Design	Lug Traction Design
Maximum Overall Diameter (mm)	1081	1081
Maximum Overall Width (mm)	300	300
Minimum Size Factor (mm)	1295	1295
Tread Depth (mm)	15 (± 2)	16 (± 2)

4. TABLE OF CLASSIFICATION OF DEFECTS

DEFECTS	CLASSIFICATION	
	MAJOR	MINOR
Visual		
1. Not the required Traction Design (Directional/Rib or Lug Type as appropriate)	X	
2. Without PS or ICC Quality Mark		X
3. Without Brand name or Trade name		X
4. Without Manufacturer's Tire Designation Markings for Tire 10.00-20, 16PR.		X
5. Not within the Minimum Load Range and/or Ply Rating and Type/Construction requirements	X	

6. Without Maximum Air Pressure markings	X	
7. Without the words "Made in the Philippines" or country of origin if imported.		X
8. Without Manufacturing Date Mark/Symbol	X	
9. Not within the Maximum Load Capacity requirements	X	
10. Tread damage	X	
11. Sidewall damage	X	
12. Ply damage	X	
13. Cord damage	X	
14. Inner liner damage	X	
15. Bead separation	X	
16. Chunking	X	
17. Cracking	X	
18. Open splices	X	
Dimensional		
19. Overall Diameter is not within the standard requirement	X	
20. Overall Tire Width is not within the standard requirement	X	
21. Minimum Size Factor is not within the standard requirement	X	
22. Tread Depth is not within the standard requirement	X	

5. POST QUALIFICATION CRITERIA: Zero major defect. A maximum of one (1) for minor defect.

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