

TF-N  
 AIRCRAFT MAINTENANCE MANUAL  
WHEELS - INSPECTION/CHECK

TASK 32-41-00-210-002 -A

On A/C 001-999

Inspection/Check of the Wheels and Tires

**WARNING :** PUT THE SAFETY DEVICES AND THE WARNING NOTICES IN POSITION BEFORE YOU START A TASK ON OR NEAR:

- THE FLIGHT CONTROLS
- THE FLIGHT CONTROL SURFACES
- THE LANDING GEAR AND THE RELATED DOORS
- COMPONENTS THAT MOVE.

MOVEMENT OF COMPONENTS CAN KILL OR CAUSE INJURY TO PERSONS AND/OR CAN CAUSE DAMAGE TO THE EQUIPMENT.

**WARNING :** MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING GEAR. THIS WILL PREVENT UNWANTED MOVEMENT OF THE LANDING GEAR, AND THUS POSSIBLE INJURY TO PERSONS AND DAMAGE TO THE AIRCRAFT AND/OR EQUIPMENT.

**WARNING :** LET THE BRAKES AND THE WHEELS BECOME COOL BEFORE YOU GO NEAR THE LANDING GEAR. DO NOT APPLY A LIQUID OR GAS DIRECTLY ON A HOT WHEEL OR BRAKE UNIT. THIS CAN CAUSE A TIRE EXPLOSION AND/OR A WHEEL RIM BURST.

**WARNING :** BE CAREFUL WHEN YOU USE CONSUMABLE MATERIALS. OBEY THE MATERIAL MANUFACTURER'S INSTRUCTIONS AND YOUR LOCAL REGULATIONS.

**CAUTION :** IF A TIRE OVERSPEED (TIRE SPEED ABOVE THE LIMIT SPECIFIED BY THE TIRE MANUFACTURER) OCCURS DURING A TAKEOFF OR A LANDING, YOU MUST IMMEDIATELY:

- REMOVE THE APPLICABLE WHEEL(S) FROM THE AIRCRAFT, AND
- SEND THE RELATED TIRE(S) BACK TO THE TIRE MANUFACTURER TO MAKE SURE THAT IT/THEY IS/ARE SERVICEABLE.

ON A318, A319, A320 AND A321 AIRBUS AIRCRAFT, THE LIMIT SPEED IS 225 MPH (195 KTS).

1. Reason for the Job

Self explanatory

2. Job Set-up Information

A. Consumable Materials

REFERENCE	DESIGNATION
08ABC1	Aqueous Cleaner-Aircraft Exterior Pressure Spraying -
08BBD1	Non Aqueous Cleaner-- Isopropyl Alcohol -

B. Referenced Information

REFERENCE	DESIGNATION
<b>On A/C 004; 006-010; 012-015; 019; 021-023; 026-027; 034-099; 101-149; 151-153; 155-199; 201-213; 215-249; 251-299; 301-349; 351-399; 401-450; 453-456; 463-500; 601-629; 701-758</b>	
31-33-00-710-009-A	Readout Procedure of the Digital Flight Data Recorder
<b>On A/C 631-650; 759-850</b>	
31-33-00-710-009-B	Readout Procedure of the Digital Flight Data Recorder
<b>On A/C 001-999</b>	

TF-N  
AIRCRAFT MAINTENANCE MANUAL  
WHEELS - INSPECTION/CHECK

REFERENCE	DESIGNATION
32-41-00-210-003-A	Functional Check of Tire Pressures
32-41-00-910-001-A	Tire Mixability Precautions
32-41-11-000-006-A	Removal of the MLG Wheel
32-41-11-400-006-A	Installation of the MLG Wheel
32-41-12-000-001-A	Removal of the NLG Wheel
32-41-12-400-001-A	Installation of the NLG Wheel
(Ref. Fig. 1 / 32-41-00 -991-00100)	
(Ref. Fig. 1 / 32-41-00 -991-00200)	
(Ref. Fig. 1 / 32-41-00 -991-00500)	
(Ref. Fig. 1 / 32-41-00 -991-00600)	
(Ref. Fig. 1 / 32-41-00 -991-00700)	
(Ref. Fig. 1 / 32-41-00 -991-00300)	
(Ref. Fig. 1 / 32-41-00 -991-00400)	
(Ref. Fig. 1 / 32-41-00 -991-00800)	
(Ref. Fig. 1 / 32-41-00 -991-03600)	
(Ref. Fig. 1 / 32-41-00 -991-00900)	
(Ref. Fig. 1 / 32-41-00 -991-03000)	
(Ref. Fig. 1 / 32-41-00 -991-04600)	
(Ref. Fig. 1 / 32-41-00 -991-04700)	
(Ref. Fig. 1 / 32-41-00 -991-04800)	
(Ref. Fig. 1 / 32-41-00 -991-03100)	
(Ref. Fig. 1 / 32-41-00 -991-07100)	

3. Job Set-up

Subtask 32-41-00-860-051 -A

On A/C 001-999

A. Not Applicable

4. Procedure

NOTE : The data given is for bias and radial tires and for all Airline Operators.

Subtask 32-41-00-210-070 -A

On A/C 001-999

A. Visual Inspection of the Wheels

- (1) On each main gear wheel, examine the drive shroud of the tachometer.
- (2) Make sure that there are no cracks on the wheel rims.
- (3) Make sure that there are no leaks on the valves.
- (4) Make sure that the valve thread is not damaged. Fully tighten the valve cap which seals the valve from dirt and leaks.

Subtask 32-41-00-210-071 -A

On A/C 001-999

TF-N  
AIRCRAFT MAINTENANCE MANUAL  
WHEELS - INSPECTION/CHECK

B. Visual Inspection of the Tires

On A/C 001-999

(Ref. Fig. 1 / 32-41-00 -991-00100)

On A/C 001-999

(Ref. Fig. 1 / 32-41-00 -991-00200)

On A/C 001-999

(Ref. Fig. 1 / 32-41-00 -991-00500)

On A/C 001-999

(Ref. Fig. 1 / 32-41-00 -991-00600)

- (1) Make sure that the aircraft tires are in the correct condition to continue to operate on the aircraft.

Make sure that the tires:

- have no air leaks,
- have no friction damage,
- are worn equally,
- have no cuts and flat spots.

Remove the wheel when the tire is worn to the base of any groove in one or more points, or if you can see any reinforcing material (metal or fabric).

NOTE : Refer to the limits for the use of the tires.

- (2) Make sure that the tire pressure is in the specified limits 32-41-00-210-003-A .
- (3) Obey the tire mixability precautions 32-41-00-910-001-A .
- (4) Remove the wheel when the tire shows signs of a tread bulge (make a mark on the bulge before you deflate the tire) 32-41-11-000-006-A 32-41-11-400-006-A or 32-41-12-000-001-A 32-41-12-400-001-A .
- (5) If the tread is not worn equally and if it is necessary, remove the wheel and put it on the opposite axle 32-41-11-000-006-A 32-41-11-400-006-A or 32-41-12-000-001-A 32-41-12-400-001-A ).

Subtask 32-41-00-210-060 -A

On A/C 001-999

TF-N  
AIRCRAFT MAINTENANCE MANUAL  
WHEELS - INSPECTION/CHECK

C. Tire Wear Deterioration Properties

NOTE : This data is given for information only.

On A/C 001-999

(Ref. Fig. 1 / 32-41-00 -991-00700)

On A/C 001-999

(Ref. Fig. 1 / 32-41-00 -991-00300)

On A/C 001-999

(Ref. Fig. 1 / 32-41-00 -991-00400)

On A/C 001-999

(Ref. Fig. 1 / 32-41-00 -991-00800)

On A/C 001-999

(Ref. Fig. 1 / 32-41-00 -991-03600)

On A/C 001-999

(Ref. Fig. 1 / 32-41-00 -991-00900)

On A/C 001-999

(Ref. Fig. 1 / 32-41-00 -991-03000)

On A/C 001-999

(Ref. Fig. 1 / 32-41-00 -991-04600)

On A/C 001-999

(Ref. Fig. 1 / 32-41-00 -991-04700)

On A/C 001-999

(Ref. Fig. 1 / 32-41-00 -991-04800)

(1) Normal wear

An equal wear of the tread shows that the tire maintenance was correct during the tire life.

(2) Uneven wear

(a) Usually, underinflation (inflation pressure less than 90% of the nominal pressure (refer to table of pressure) 32-41-00-210-003-A can cause:

- Too much tread shoulder wear
- High deflection of the tire, with subsequent heat build-up which can cause important internal tire damage.

(b) Overinflation (when the tire pressure is more than 105% of the nominal pressure (refer to table of pressure) 32-41-00-210-003-A can:

- Cause too much wear on the center of the tire tread
- Increase the risk of Foreign Object Damage (FOD) to the tire.

(3) Maximum operation speed

On the A318, A319, A320 and A321 aircraft, the maximum wheel speed is 225 MPH (195 KTS) (if the wheel speed is not available, use the ground speed).

(4) Tread damage

(a) Flat spots

The locking of the wheel during braking, hard touch down or sudden steering maneuvers (for the NLG tires) cause flat spots.

(b) Peeled rib

A peeled rib usually starts because of a cut in the tread and causes a circumferential delamination of the tread rib away from the tire carcass.

(c) Tread rubber reversion

Wheel locking on wet or icy runways is the usual cause of tread rubber reversion.

TF-N  
AIRCRAFT MAINTENANCE MANUAL  
WHEELS - INSPECTION/CHECK

It is an oval-shaped area in the tread (same as a flat spot) where rubber shows signs of burns (usually because of hydroplaning on wet or icy runways).

**WARNING :** REMOVE THE VALVE CORE WHEN THE TIRE IS FULLY DEFLATED. REMOVAL OF THE WHEEL VALVE CORE WHEN THE TIRE IS INFLATED CAN EJECT THE CORE WITH HIGH SPEED AND FORCE. THIS CAN CAUSE INJURY TO PERSONS.

**WARNING :** ALWAYS GO NEAR THE WHEELS FROM AN OBLIQUE ANGLE, IN THE DIRECTION OF THE TIRE SHOULDERS. IF YOU DO NOT OBEY THIS INSTRUCTION AND DAMAGE OCCURS TO THE TIRE, PIECES OF THE TIRE CAN CAUSE YOU INJURY.

(d) Thrown tread

Thrown tread is a total or partial loss of tread that shows the carcass plies.

Signs of tread separation are tread bulges, local uneven wear (depression) or local tread/sidewall rubber split.

**WARNING :** DO NOT REMOVE OBJECTS FROM A PRESSURIZED TIRE. THE PRESSURE CAN EJECT OBJECTS WITH MUCH FORCE AND THUS CAUSE INJURY.

TF-N  
AIRCRAFT MAINTENANCE MANUAL  
WHEELS - INSPECTION/CHECK

- (e) Tread cuts

The specified cut limits are related to the service experience of each vendor. Because of the different technologies and tire constructions, damage tolerance can be different for each manufacturer.  
Refer to the applicable vendor manual for details.  
Foreign objects that are on the runway, taxiway and parking areas can cause cuts to the tires.  
If the tire has an unwanted object in the tread or sidewall:
  - 1 With a crayon, identify the area where you can see the object.
  - 2 Remove the wheel and make sure that the object does not move.
  - 3 Move the wheel to a safe area.
  - 4 Deflate the tire before you remove the object.
  - 5 Do an inspection of the tire at the tire shop.
- (f) Chevron cutting

Chevron cutting is a tread damage (large number of small Z-,S- or V-shaped cracks) usually in a tire-footprint area. Operation and/or braking on cross-grooved runways is/are the usual cause of chevron cutting.
- (g) Groove cracking

Groove cracking can occur after an environmental aggression of the rubber (ozone attack for example) or too much mechanical loading of the tire. These cracks occur at the bottom of the tread groove.
- (h) Rib undercutting

Rib undercutting is an extension of groove cracking that occurs because of the mechanical loading that continues below a tread rib. It can cause tread chunking, peeled rib or thrown tread.
- (i) Open tread splice

An open tread splice is a crack in the rubber where there is separation of joint or splice.
- (j) Tread chipping and chunking

This is a condition that you can see at the edge of the tread rib where small quantities of rubber start to separate from the tread surface. Tread chunking can occur because of high lateral loading of the tire because of a tight turning.
- (5) Sidewall damage
  - (a) Cuts or cracks on the sidewall

Foreign objects on the operating surfaces frequently cause sidewall cuts.
  - (b) Weathering and radial cracking

Weathering and cracking occur when tires are in aggressive environmental conditions.
  - (c) Blisters and bulges

They usually are a sign of separation of components.
- (6) Contamination damage

Brake oil, tar oil, solvent, chemicals and hydrocarbon based products can cause contamination damage. It is necessary to clean the tire with Non Aqueous Cleaner--

TF-N  
 AIRCRAFT MAINTENANCE MANUAL  
WHEELS - INSPECTION/CHECK

Isopropyl Alcohol - (Material No. **08BBD1**) and Aqueous Cleaner-Aircraft Exterior Pressure Spraying - (Material No. **08ABC1**) .

After the cleaning, push the rubber in the contaminated area.

If the rubber is tacky, it is necessary to change the wheel.

(7) Circular tire movement on the wheel:

(a) Paint a continuous radial line on the tire and the wheel when the tire is installed.

NOTE : The paint radial line is not erased between each flight cycle.

(b) If, after the first flight cycle, the circular tire movement is less than 20 degrees:

- 1 Keep the wheel on the aircraft.
- 2 Monitor the circular tire movement during the subsequent five flight cycles.

NOTE : The circular tire movement is the total of the tire movement during the five flight cycles.

(c) If, after five flight cycles, the circular tire movement is more than 20 degrees:

- 1 Replace the wheel.
- 2 Send the tire to the tire shop for inspection.

NOTE : For more information, refer to the tire manufacturer specifications.

Subtask 32-41-00-210-052 -A

On A/C 001-999

D. Tire Utilization Limits

On A/C 001-999

(Ref. Fig. 1 / 32-41-00 -991-03100)

NOTE : Because each groove is part of the tread, the instruction given for tread is also applicable for cuts at the bottom of the groove.

(1) Tread surface

CONDITION	OBSERVATION/ DAMAGE	ACTION
Normal wear	If: <ul style="list-style-type: none"> <li>• The tread wear is at the bottom of groove at one or more points, or</li> <li>• You can see the reinforced ply (bias tire) or the protector ply (radial tire) at one or more points of the tread surface.</li> </ul>	Remove the tire immediately.  <u>NOTE</u> : If the aircraft is away from the main base (or maintenance base) one flight to the main base (or to a line station where a spare wheel is available) is permitted.
Uneven wear	If the wear limits are reached.	Remove the tire immediately.  <u>NOTE</u> : If the aircraft is away from the main base (or maintenance base) one flight to the main base (or to a line station where a spare wheel is available) is permitted.
Overspeed	If a tire overspeed occurs during take-off or landing. Do the readout procedure of the Digital Flight Data Recorder (DFDR) and download the wheel speed data On A/C 004; 006-010; 012-015; 019; 021-023; 026-027; 034-099; 101-149; 151-153; 155-199; 201-213; 215-249; 251-299; 301-349; 351-399; 401-450; 453-456; 463-500; 601-629; 701-758 On A/C 631-650; 759-850	Remove the wheel(s) in overspeed condition immediately. Send the tire(s) back to the tire manufacturer (with the cause of the removal) to make sure that it is (they are) serviceable. If it is not possible to find the speed of each wheel, replace all the wheels.

TF-N  
 AIRCRAFT MAINTENANCE MANUAL  
 WHEELS - INSPECTION/CHECK

CONDITION	OBSERVATION/ DAMAGE	ACTION
	31-33-00-710-009-A 31-33-00-710-009-B .  <b>NOTE :</b> As an alternative to DFDR readout, you can use Digital AIDS Recorder (DAR) data, if: <ul style="list-style-type: none"> <li>• The DAR recording rate and the precision of the wheel speed is same as the DFDR recording rate and the precision.</li> </ul> Read the wheel speed information for each wheel and tire assembly. Make sure that the wheel speed information of each wheel is not more than the maximum wheel speed (if the wheel speed information is not available, use the ground speed). On A318, A319, A320 and A321 aircraft, the maximum wheel speed is 225 MPH (195 KTS).	

(2) Tread damage

DAMAGE	OBSERVATION	ACTION
Flat spots	- If the flat spot goes to the reinforcing ply (bias tire) or the protector ply (radial tire). - If the flat spot does not go to reinforcing ply (bias tire) or the protector ply (radial tire) and if there is sufficient groove depth in the flat spot area (refer to the supplier specification).	Remove the tire immediately. Keep the tire on the aircraft.
Peeled rib		Remove the tire immediately.
Tread rubber reversion	During the check: - If the tread rubber reversion goes to the reinforcing ply (bias tire) or the protector ply (radial tire), or - If there is shimmy or unbalance.	Remove the tire immediately.
Thrown tread		Remove the tire. immediately. <b>NOTE:</b> It is necessary to get pieces of tread from the airport authorities and send them back to the home base for Vendor analysis, if necessary. <b>NOTE:</b> If the tire is still inflated after the aircraft is parked, it is necessary to wait three hours (for tire cooling) before you record the pressure. Then, deflate the tire before the removal of the wheel assembly.
Tread cuts	If there are no cut limits specified in the documentation	Remove the tire immediately.

TF-N  
 AIRCRAFT MAINTENANCE MANUAL  
 WHEELS - INSPECTION/CHECK

DAMAGE	OBSERVATION	ACTION
	and if: (1) The cut or embedded object lets you see or goes into the reinforcing ply (bias tire) or the protector ply (radial tire): - The cut goes into the outer casing ply (bias tire) or the outer layer (radial tire). - The cut length is more than 50.8 mm (2.00 in.), or - The cut width is more than 3.175 mm (0.125 in.), or - the cut is not in the limits of one rib. - The cut is in the limits of one rib and distance A between its two ends is more than 12.7 mm (0.50 in.). (2) The cut or embedded object does not go into the reinforcing ply (bias tire) or the protector ply (radial tire): - The cut length is more than 304.8 mm (12.00 in.), or - The cut width is more than 3.175 mm (0.125 in.), or - The cut is not in the limits of one rib. - The cut is in the limits of one rib and distance B between its two ends is more than 12.7 mm (0.50 in.).	Remove the tire immediately.
Chevron cutting	Because of different technologies and tire constructions, damage tolerance can be different for each manufacturer and for each tire reference of the same manufacturer. Refer to the applicable Vendor manual for data. If there are no cut limits specified in the documentation and if: - The tire is in the limits given for tread cuts. - You can see the tread reinforcing ply (bias tire) or the protector ply (radial tire).	Remove the tire immediately.
Groove cracking	During the check: - If groove cracking lets you see the reinforcing ply (bias tire) or the protector ply (radial tire), or - Groove cracking undercuts the adjacent rib.	Remove the tire immediately.
Rib undercutting		Remove the tire when the crack goes below the rib.

TF-N  
 AIRCRAFT MAINTENANCE MANUAL  
 WHEELS - INSPECTION/CHECK

DAMAGE	OBSERVATION	ACTION
Open tread splice		Remove the tire immediately.
Tread chipping and chunking	If you can see the fabric.	Remove the tire immediately.

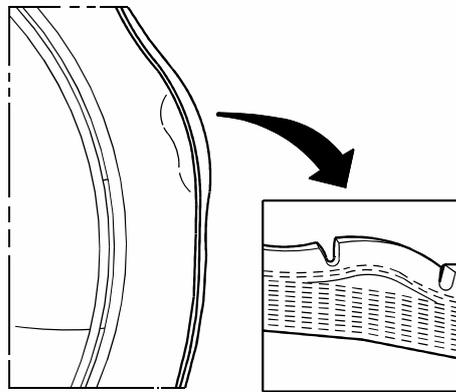
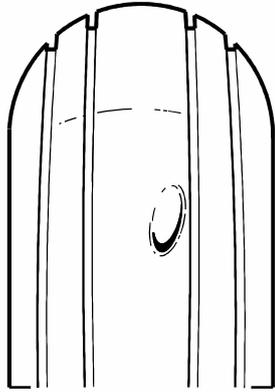
(3) Sidewall damage

On A/C 001-999

(Ref. Fig. 1 / 32-41-00 -991-07100)

DAMAGE	OBSERVATION	ACTION
Cuts or cracks on the sidewall	If you can see the sidewall cords or if the sidewall cords are damaged.	Remove the tire immediately.
Weathering and radial cracking	If you can see the sidewall cords.	Remove the tire immediately.
Blisters and bulges		Remove the tire immediately. Make marks on the damage area before you deflate the tire for easy identification and analysis by the Vendor.
Bead bulges for MICHELIN MLG tire M01103-02 only	<p><b>NOTE :</b> It is possible to use a MICHELIN MLG tire M01103-02 with a bead bulge for six more flight cycles if there are all the conditions that follow:</p> <ul style="list-style-type: none"> <li>• The serial number is between 4182S020 and 6298S010.</li> <li>• The bead bulge is between the wheel flange and the circular line along the bottom of the MICHELIN AIR X letters.</li> <li>• When you find the bead bulge, the area where it is has the maximum dimensions that follow:</li> </ul> <p>* Length: 100 mm (3.94 in.)            * Width: 70 mm (2.76 in.).            The bead bulge tolerance is applicable for the inner and outer tire sides.</p>	After these six flight cycles, you must replace the tire with a serviceable one.

TF-N  
AIRCRAFT MAINTENANCE MANUAL  
WHEELS - INSPECTION/CHECK



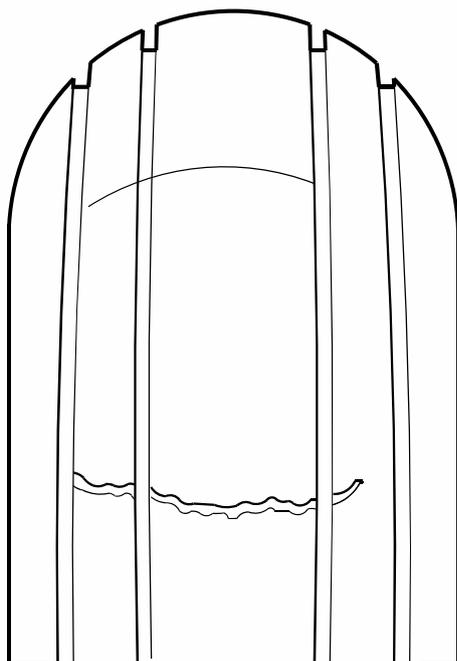
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Tire Wear and Deterioration Characteristics- Tread Separation - Blister or Bulge

Figure 1 / Graphic 32-41-00 -991-03000

On A/C 001-999

TF-N  
AIRCRAFT MAINTENANCE MANUAL  
WHEELS - INSPECTION/CHECK



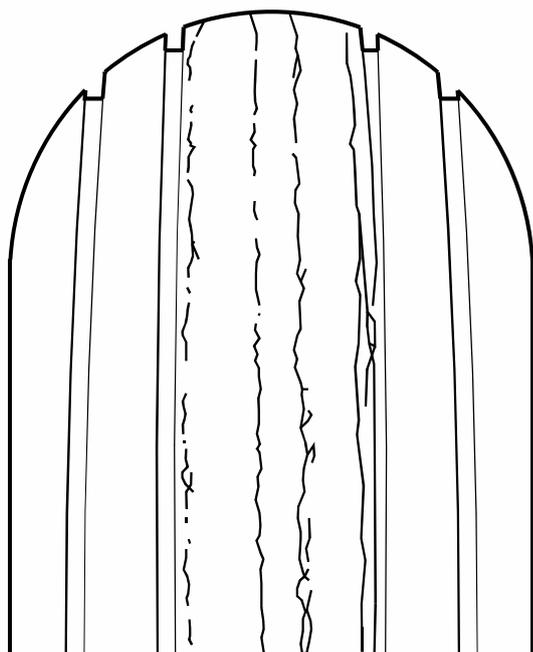
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Tire Wear and Deterioration Characteristics- Open Tread Splice

Figure 1 / Graphic 32-41-00 -991-04600

On A/C 001-999

TF-N  
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WHEELS - INSPECTION/CHECK



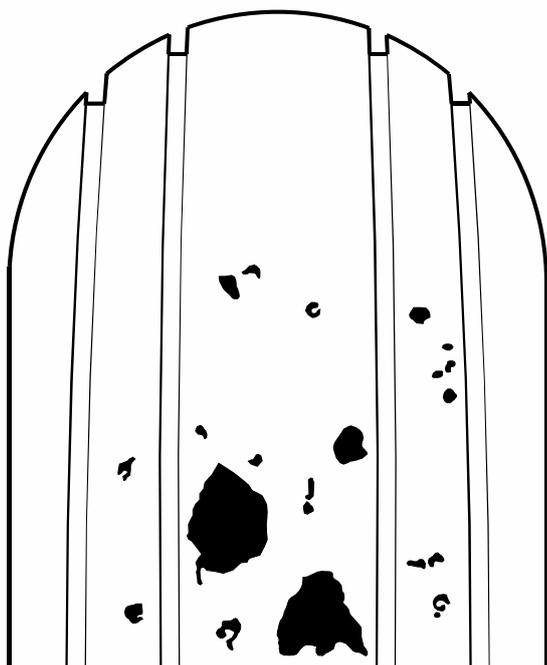
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Tire Wear and Deterioration Characteristics- Tread Flaking and Chipping

Figure 1 / Graphic 32-41-00 -991-04700

On A/C 001-999

TF-N  
AIRCRAFT MAINTENANCE MANUAL  
WHEELS - INSPECTION/CHECK



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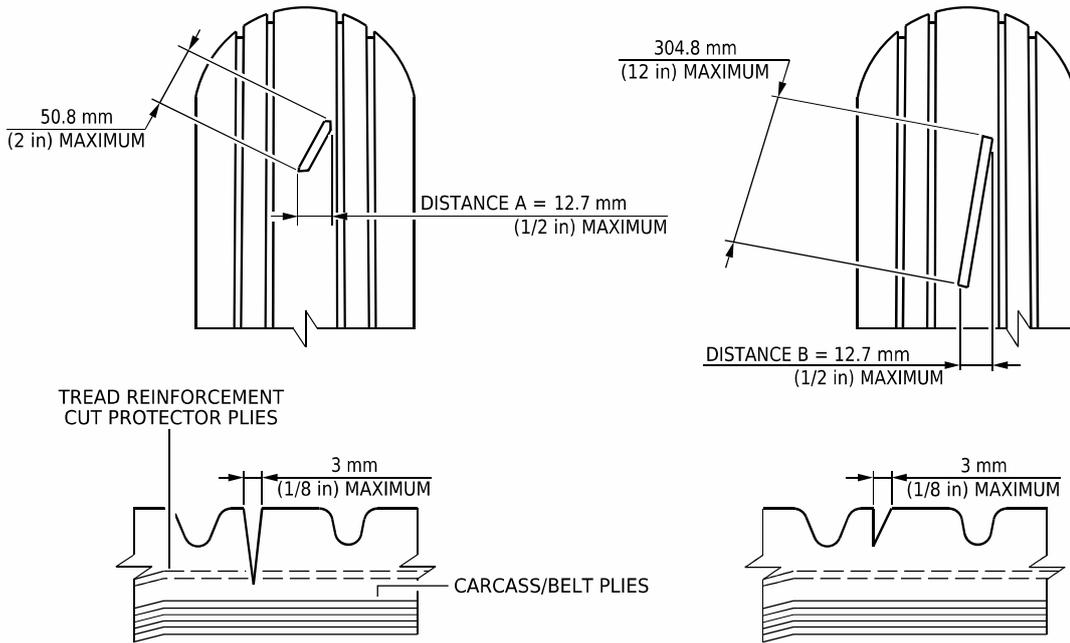
Tire Wear and Deterioration Characteristics- Tread Chunking

Figure 1 / Graphic 32-41-00 -991-04800

Tire Wear and Deterioration Characteristics- Tread Chunking

On A/C 001-999

TF-N  
 AIRCRAFT MAINTENANCE MANUAL  
WHEELS - INSPECTION/CHECK

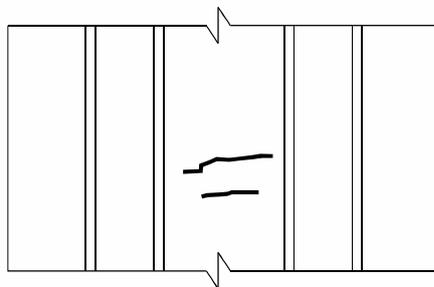


CIRCUMFERENTIAL CUTS

TIRES WITH CUT THAT PENETRATE THE TREAD REINFORCEMENT/PROTECTOR PLYS ARE NOT SERVICEABLE IF :

- (A) CUT EXCEEDS THE ABOVE LIMITS.
- (B) CUT PENETRATE THE CARCASS PLYS (BIAS) OR BELT PLYS (RADIAL).
- (C) CUT IS NOT CONTAINED WITHIN ONE RIB

TIRES WITH CUTS THAT DO NOT EXPOSE FABRIC ARE NOT SERVICEABLE IF THEY EXCEED THE ABOVE LIMITS.



TRANSVERSE CUTS

(A) TIRES WITH TRANSVERSE CUTS THAT ARE CONTAINED WITHIN A RIB AND PENETRATE INTO THE CARCASS PLYS (BIAS) OR BELT PLYS RADIAL ARE NOT SERVICEABLE.

(B) TIRES WITH CUTS THAT EXTEND ACROSS A RIB FROM GROOVE TO GROOVE WHICH ARE DEEPER THAN THE GROOVE ARE NOT SERVICEABLE.

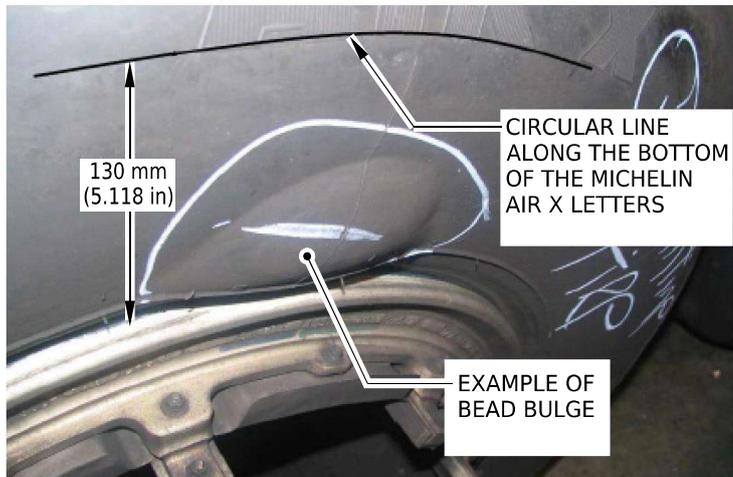
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Tire Utilization Limits - Tread Cuts (depth and length)

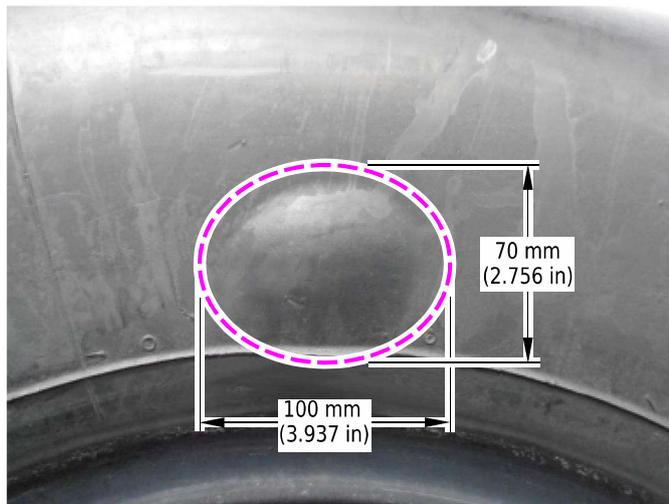
Figure 1 / Graphic 32-41-00 -991-03100

On A/C 001-999

TF-N  
AIRCRAFT MAINTENANCE MANUAL  
WHEELS - INSPECTION/CHECK



BEAD BULGE LOCATION



MAXIMUM SIZE OF THE BEAD BULGE

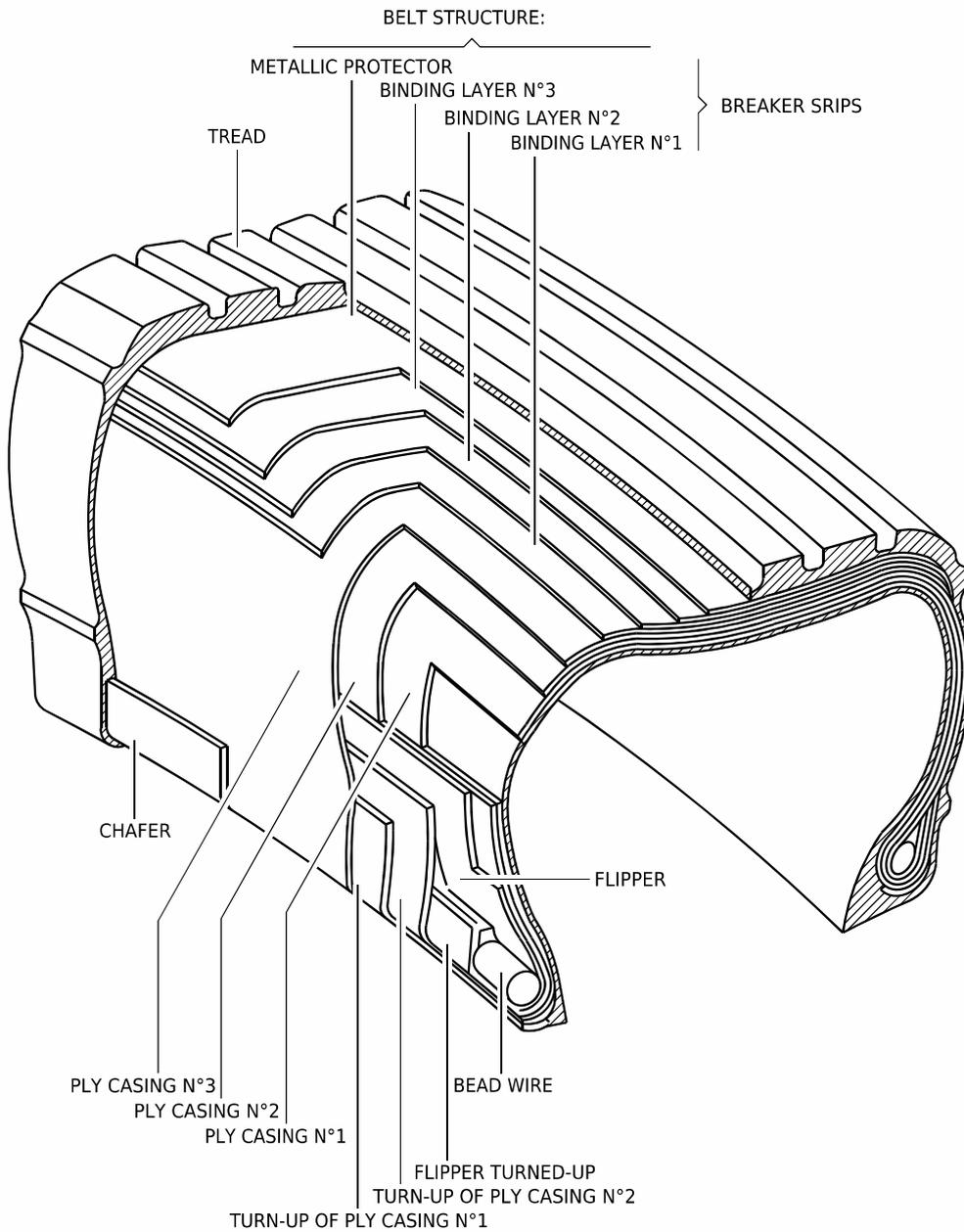
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Location and Maximum Size of Bead Bulge on Tire Sidewall (MICHELIN M01103-02 only)

Figure 1 / Graphic 32-41-00 -991-07100

On A/C 001-999

TF-N  
 AIRCRAFT MAINTENANCE MANUAL  
WHEELS - INSPECTION/CHECK

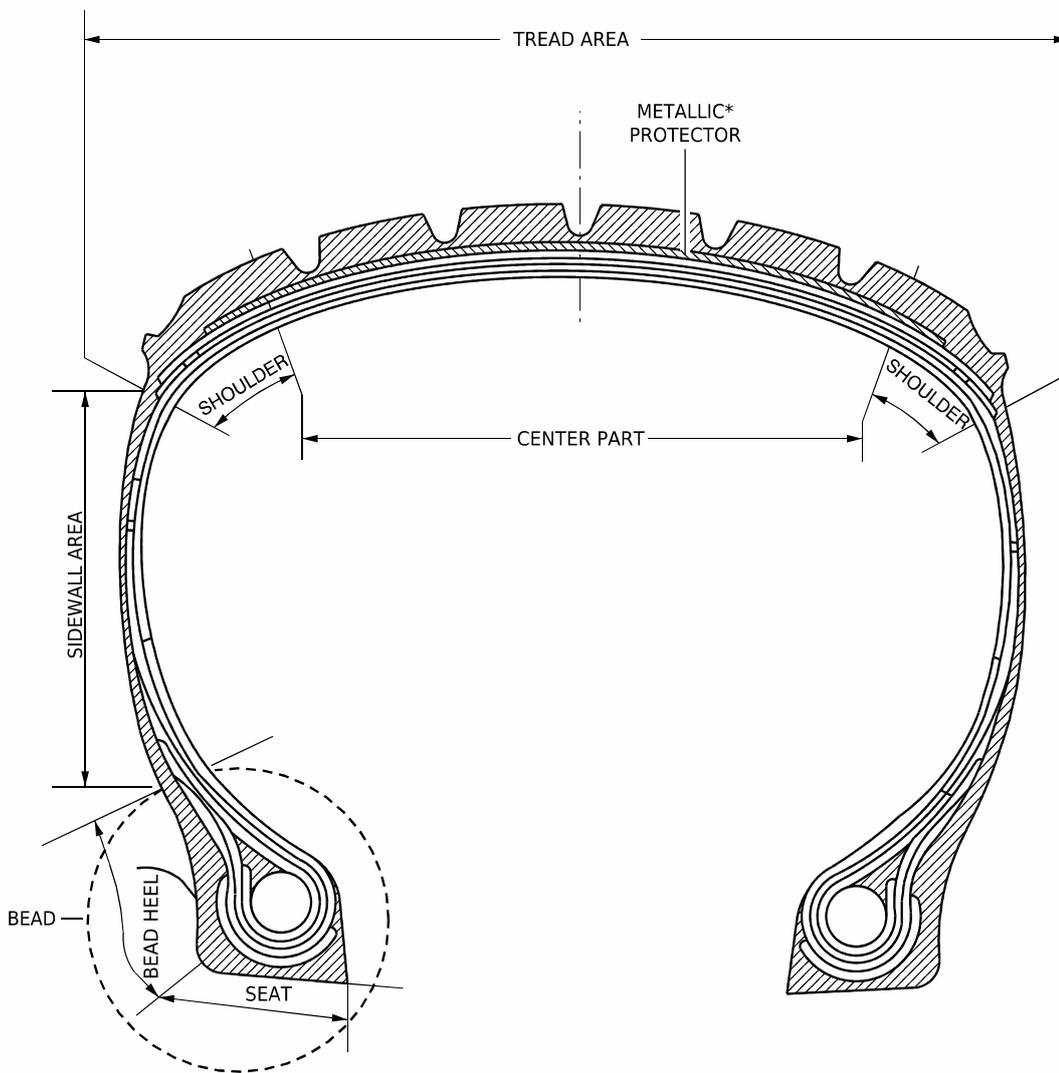


- THE NUMBER OF PLY CASINGS CAN BE LESS OR MORE THAN 3
- THE NUMBER OF BINDING LAYERS CAN BE LESS OR MORE THAN 3
- THE METALLIC PROTECTOR IS OPTIONAL AND MAY NOT BE USED

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**Radial Tire - General Description**  
 Figure 1 / Graphic 32-41-00 -991-00100  
 On A/C 001-999

TF-N  
AIRCRAFT MAINTENANCE MANUAL  
WHEELS - INSPECTION/CHECK

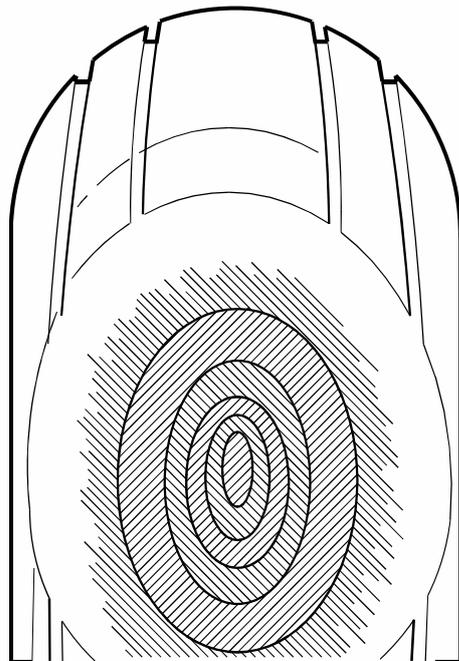


\*: THE METALLIC PROTECTOR IS OPTIONAL, AND  
DEPENDING ON TIRE MANUFACTURER MAY NOT  
BE USED ON A RADIAL AIRCRAFT TIRE.

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Radial Tire - Sectional View  
Figure 1 / Graphic 32-41-00 -991-00200  
On A/C 001-999

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WHEELS - INSPECTION/CHECK



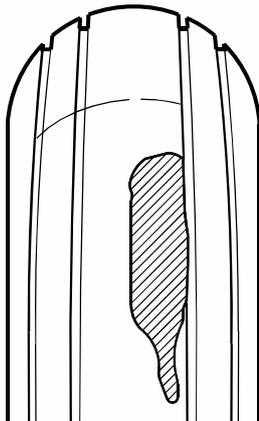
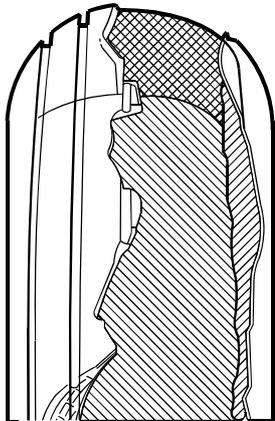
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Tire Wear and Deterioration Characteristics- Skid (Flat Spots)

Figure 1 / Graphic 32-41-00 -991-00300

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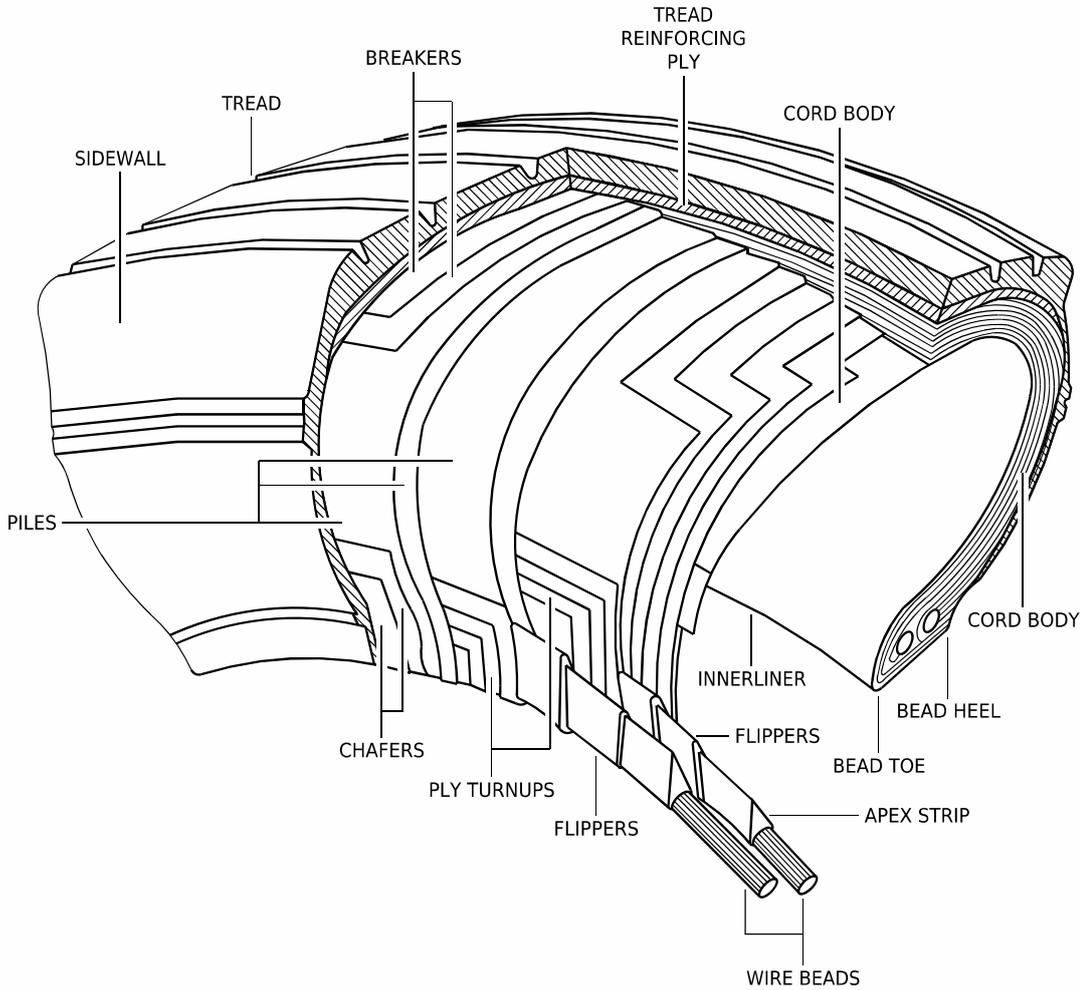
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Tire Deterioration Characteristics- Thrown Tread - Peeled Rib

Figure 1 / Graphic 32-41-00 -991-00400

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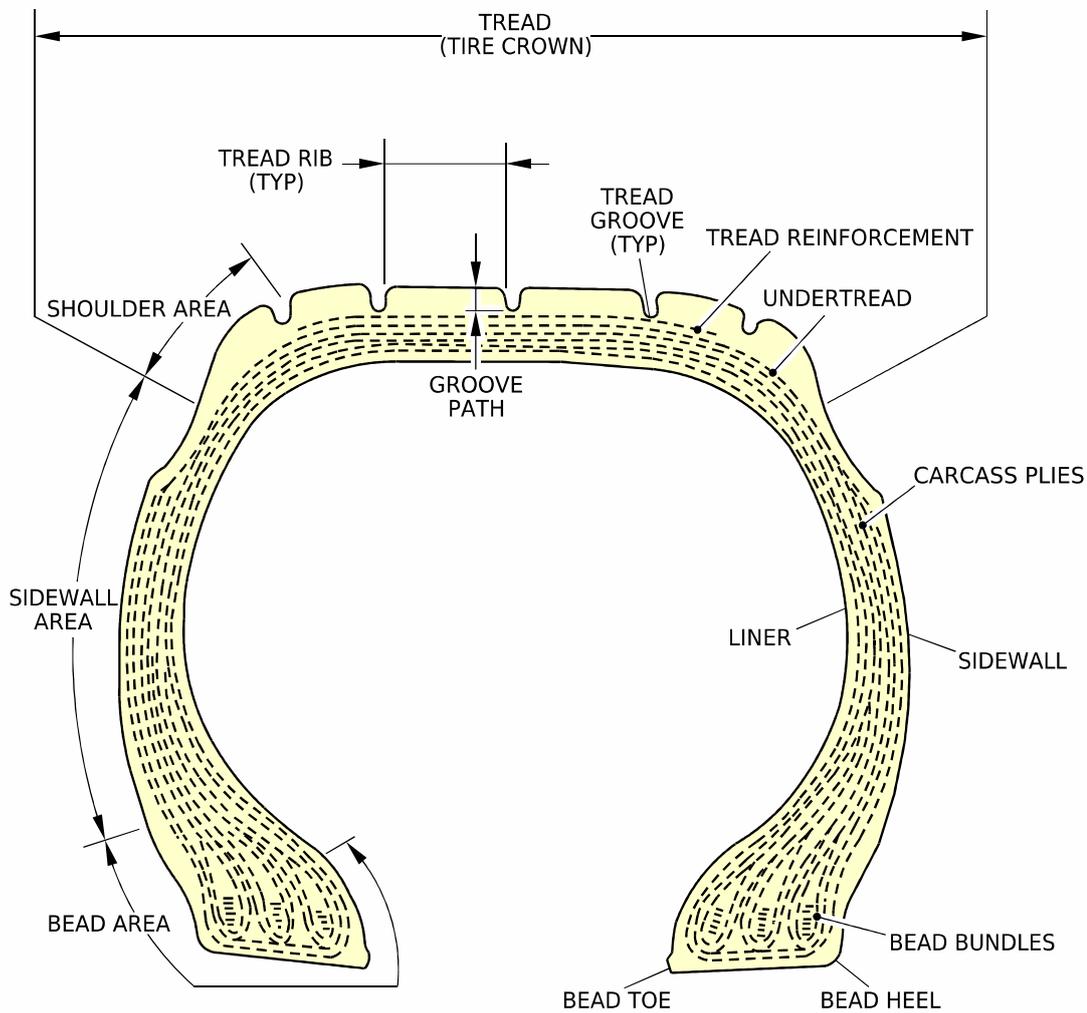
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**Bias Tire - General Description**  
Figure 1 / Graphic 32-41-00 -991-00500  
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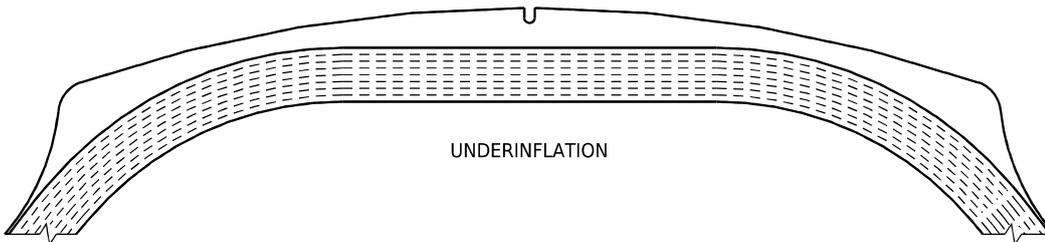
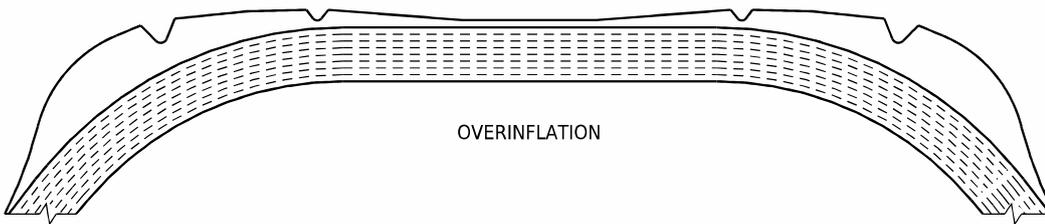
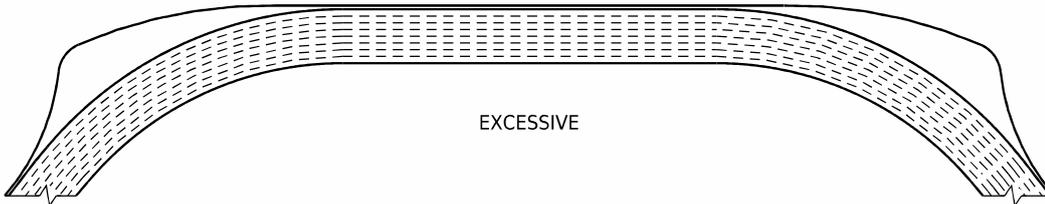
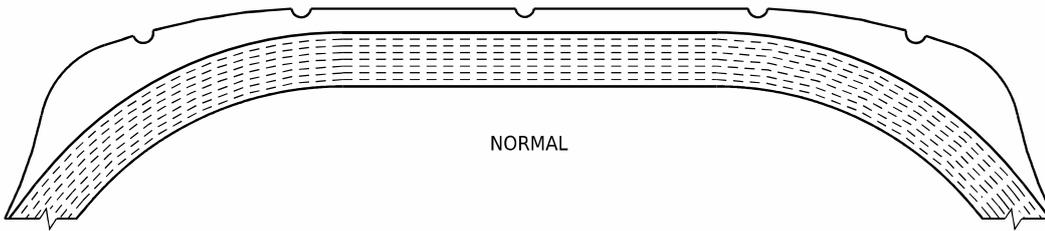
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**Bias Tire - Sectional View**  
Figure 1 / Graphic 32-41-00 -991-00600  
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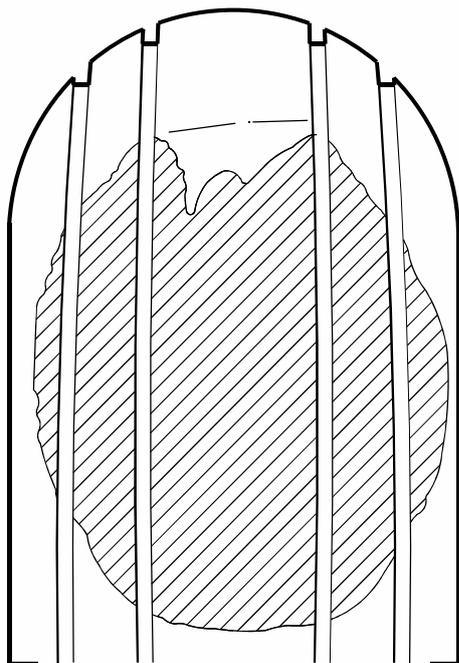
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Tire Wear and Deterioration Characteristics  
Figure 1 / Graphic 32-41-00 -991-00700  
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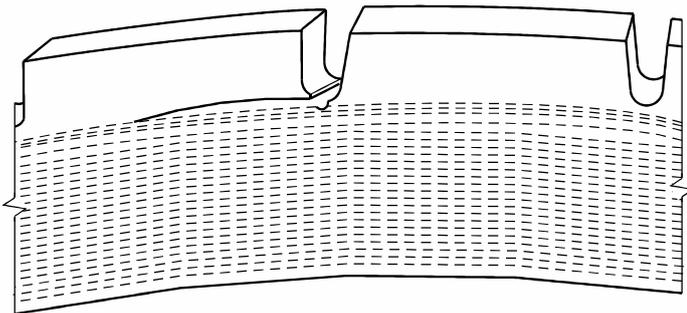
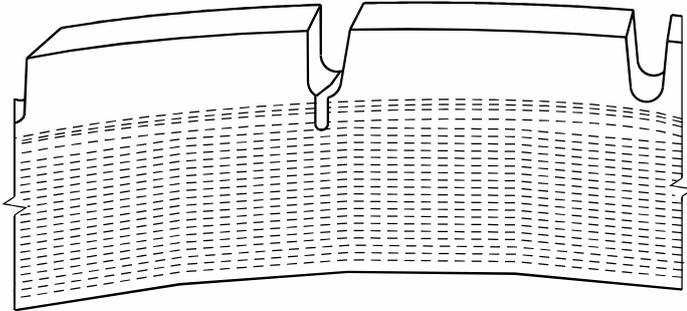
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Tire Deterioration Characteristics- Tread Rubber Reversion

Figure 1 / Graphic 32-41-00 -991-00800

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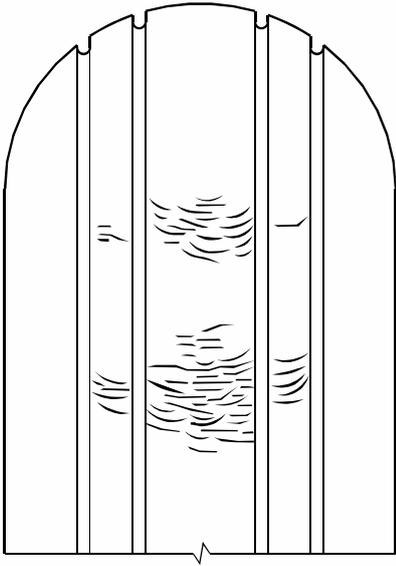
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Tire Deterioration Characteristics- Groove Cracking - Rib Undercutting

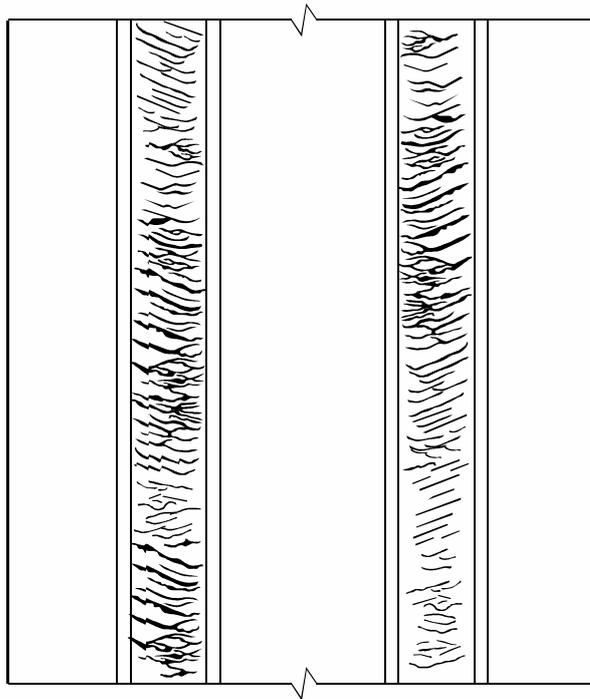
Figure 1 / Graphic 32-41-00 -991-00900

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CHEVRON CUTTING



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Tire Deterioration Characteristics- Chevron Cutting  
Figure 1 / Graphic 32-41-00 -991-03600  
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