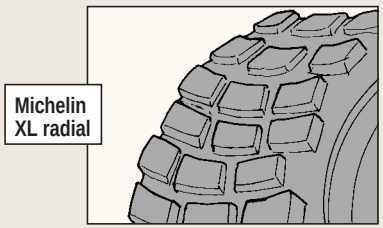
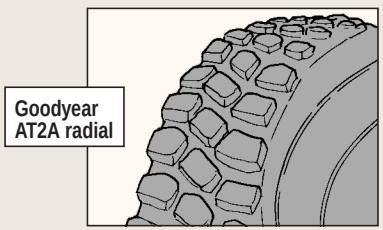
Timely Tire Talk

Three different tires are approved for use on HEMTT vehicles. Two of them work well with each other, but the other one is a loner. Here are the details:

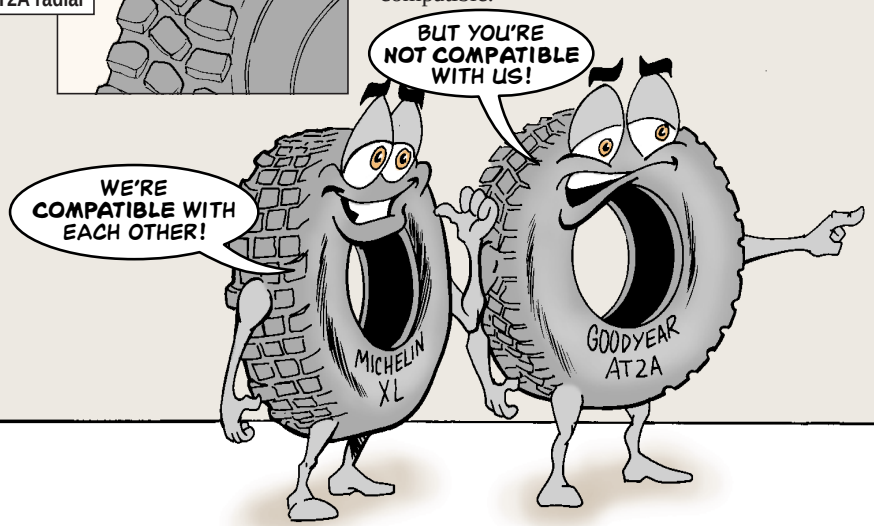
➤ When you order a replacement tire using NSN 2610-01-126-1576 from TM 9-2320-279-24P, you get either a Michelin XL (16.00R20, load range J) or a Goodyear AT2A (16.00R20, load range M).



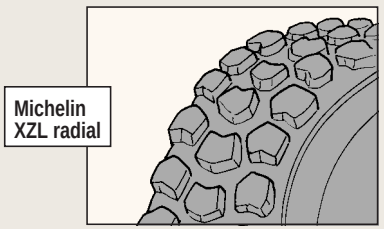


Both tires can be used on the same truck without damage to the tires or the truck. It's a common practice to use all the same tires on a single axle, but it is not necessary. Both tires were tested together and are compatible on the same axle.

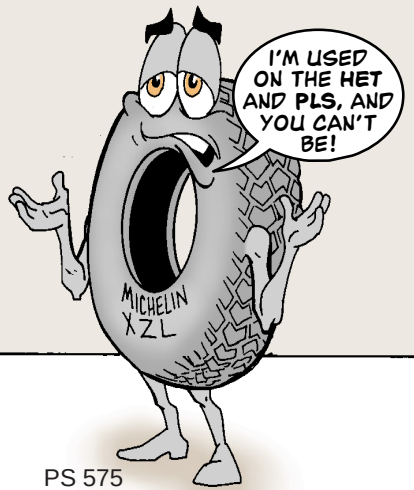
Here's the word from Para 2-7 of TM 9-2610-200-14, *Care, Maintenance, Repair, and Inspection of Pneumatic Tires and Inner Tubes*: "Minor variations of tread designs, as encountered from one manufacturer to another, may be used providing the sizes and tire constructions (bias or radial) are compatible."



➤ There is another NSN shown in the HEMTT parts TM: NSN 2610-01-334-2694. This tire, a Michelin XZL (16.00R20, load range M), can be used on the truck only in a full set of eight tires. It cannot be mixed with the other tires, however, because its tread is not compatible.



Note that the XZL is used on the M1070 heavy equipment transporter and the M1074/M1075 palletized loading system tractor. Just because the XZL can be used on the HEMTT does not mean that the XL or AT2A can be used on the HET or PLS. They cannot! The XL is not large enough for either vehicle, and the AT2A did not pass the use test for either truck.



➤ All three tires have non-directional tread, so it does not matter how they are mounted on the wheels. The tread can point forward or backward, even though the XL tread appears to be directional.

➤ Some or all of these tires may rub against the HEMTT's front axle equalizer beam during a hard left or hard right turn. Eyeball the beam for evidence of rubbing. There must be at least 1 inch of clearance between the tread and the beam when the wheel is turned as far as possible to the left and right.

If you find evidence of rubbing, report it. Your DS shop must adjust the steering stop bolts to the correct clearance. The adjustment information is found in TM 9-2320-279-34-2. DS should note that TACOM has increased the clearance from 3/4 inch to 1 inch since the TM was printed.