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

PQ TEST NR ***MT08-15***
Rescinds 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.**

Prepared by:

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MAJ (OS) PA
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Approved by:

ERNESTO T LOPENA
Colonel, GSC (OS) PA
Chief

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

TEST NR: *OACOCS MT02-16*
Rescinds All other Test and Acceptance Procedure for Tire 9.00-20

16 MAY 2016

TEST AND ACCEPTANCE PROCEDURE FOR TIRE, (9.00-20)

1. GENERAL

1.1. Scope: This Test and Acceptance Procedure shall apply to 9.00-20 Tires intended for Trucks, Cargo/Troop Carrier, 2 ½ Ton M35 Series and KM250.

1.2. Objective: To ascertain compliance of tires with standards and specifications in consonance with the need of the end user.

1.3. Reference: a. Philippine National Standard for Pneumatic Tires, PNS 25, 1994.
b. ISO 4209-1:2001 International Standard – Truck and Bus Tires and Rims (Metric Series)

2. PROCEDURES

2.1. The Technical Inspection and Acceptance Committee (TIAC) for Ordnance-Mobility or its representatives shall ensure that the complete quantity stated in the contract is packed/palletized prior to inspection.

2.2. The TIAC shall conduct random sampling from the lot or lots. The samples shall be properly segregated, packed, marked and secured by the members/representatives of the committee.

2.3. Technical inspection and test shall be conducted on the representative samples of the lot by visual, dimensional and functional test to determine the over-all workmanship, markings, size and appropriate packaging of the items.

2.4. Functional Test will be done to determine the functional performance of the tire/

2.5. Results obtained shall be recorded and evaluated to determine the compliance of the items to Technical Specifications and as basis for acceptance or rejection of the lot or lots.

3. TEST PARAMETERS

3.1. Visual Inspection

3.1.1. Purpose: To determine the completeness, overall external workmanship, symbols, codes and markings of the tire set sample/s.

3.1.2. Procedure: Visually inspect the completeness, overall appearance and presence of required symbols or markings of the tire set.

3.1.3. Standard:

3.1.3.1. With the Tire's required Flap and Tube.

3.1.3.2. With the required Traction Design (Directional/Rib or Lug Type as appropriate)

3.1.3.3. With PS or ICC Quality Mark.

3.1.3.4. With Brand name or Trade name.

3.1.3.5. Tire Designation Markings: Manufacturer's Standard for Tire, **9.00-20**. (Tire size, Minimum Ply rating/Load Range and Type/Construction)
3.1.3.6. With Maximum Air Pressure markings.
3.1.3.7. With the words "Made in the Philippines" or country of origin if imported.
3.1.3.8. With Manufacturing Date markings.
3.1.3.9. With Maximum Load Capacity markings.
3.1.3.10. No evident damage of tread, sidewall, ply, cord, inner liner, flaps and tubes. 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 sample/s.

3.2.2. Procedure:

3.2.2.1 The tire set sample/s shall be mounted on its corresponding rim and inflate to the indicated maximum permissible inflation pressure (760 kPa) at maximum load as labeled on the tire sidewall. The tire shall be allowed to stand for a minimum of 24 hours at room temperature. The pressure thereafter should be measured and adjusted to within 10 kPa of the pressure specified for the tire type, 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 of maximum widths 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 result averaged.

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)	1069	1089
Maximum Overall Width (mm)	275	275
Minimum Size Factor (mm)	1260	1260
Tread Depth (mm)	At least 14	At least 16
Air Pressure Loss during 24h conditioning period	Not more than 13.8 kPa or 2PSI	Not more than 13.8 kPa or 2PSI

3.3. Tire Strength Test

3.3.1 Purpose: To determine the strength of the tire.

3.3.2 Number of Samples: One (1) sample shall be subjected to plunger test for each quantity of delivery from **151** up to **1,200** pieces. Additional sample shall be randomly selected from the quantity in-excess of 1,200 pcs but within the lot of 151- 1,200 to be subjected to the test.

3.3.3 Procedure:

3.3.3.1 To be conducted by Philippine GeoAnalytics Inc (PGAI) if done in-Country or equivalent government recognized testing center at the country of origin.

3.3.3.2 Force a **38mm** diameter cylindrical steel plunger rod with a hemispherical end at **5** equally distributed points perpendicularly into the tread rib as near to the centerline as possible, avoiding penetration into the groove, at the rate of **50 mm/min±10 mm/min**.

3.3.3.3 The plunger is stopped before reaching the rim or the required tire strength value of **2,282J** is reached without the tire breaking.

3.3.3.4 Should there be a Pre Delivery Inspection at the country of origin, all the required Functional Tests and Inspections shall be conducted through a capable independent third party entity or that host country/government accredited test facility or in the absence thereof, at the manufacturer's test facilities. The Manufacturer shall issue a document certifying that the tested tire came from the lots delivered and have passed the Tire Strength Test.

3.3.4 Standard: Tire Strength requirement based on PNS 25:1994 standards if done in-Country or its equivalent standard used at the country of origin if conducted thereat.

4. TABLE OF CLASSIFICATION OF DEFECTS

DEFECTS	CLASSIFICATION	
	MAJOR	MINOR
Visual		
1. Without the Tire's required Flap and Tube	X	
2. Not the required Traction Design (Directional/Rib or Lug Type as appropriate)	X	
3. Without PS or ICC Quality Mark	X	
4. Without Brand Name or Trade Name markings	X	
5. Without Manufacturer's Tire Designation Markings for **9.00-20**.	X	
6. Not within the Minimum Load Range and/or Ply Rating and Type/Construction requirements	X	
7. Without Maximum Air Pressure Markings	X	
8. Without the words "Made in the Philippines" or country of origin if imported.	X	
9. Without Manufacturing Date Mark/Symbol	X	
10. Not within the Manufacturing Period requirement	X	
11. Without Maximum Load Capacity Markings	X	
12. Not within the Maximum Load Capacity Requirement	X	
13. Evident damage on Tread or Sidewall or Ply or Cord or Inner liner	X	
14. Evident damage on Flap or Tube/Tube valve	X	
15. Bead Separation	X	
16. Chunking or Cracking or Open Splices on tire surface	X	

Dimensional Test		
17. Dimensions (Diameter or Width or Tread Depth) is not within the standard requirement		X
18. Size Factor is not within the standard requirement	X	
19. Air Pressure lost after 24 hours at room temperature exceeded 13.8kPa or 2PSI.	X	

5. ACCEPTANCE CRITERIA:

5.1. Visual Inspection

Acceptability of lots shall be determined by using the following Sampling Plans for visual inspection based on MIL STD 105E dated 10 May 1989 using the Acceptable Quality Level as shown in the sampling plan table.

To use the Sampling Plan, a number of sample units based on General Inspection Level I (GIL-I) shall be inspected. If the number of defective/s found is equal to or less than the Acceptance Number (AC) based on GIL I (Reduced), the lot or batch shall be considered acceptable. If the number of defective/s found is equal to or greater than the Rejection Number (RE) based on GIL I (Reduced), the lot or batch shall be rejected.

If the number of defective/s found in the inspection is between the first Acceptance (AC) and Rejection Number (RE); sampling plan for Normal Inspection (GIL-II) shall be applied. The number of samples shall be increased corresponding to the required samples for General Inspection Level II (Normal). The number of defective/s found in the first and second samples shall be accumulated. If the cumulative number of defective/s is equal to or less than the Acceptance Number (AC) for GIL-II (Normal), the lot or batch shall be considered acceptable. If the cumulative number of defective/s is equal to or greater than the Rejection Number (RE) for GIL-II (Normal), the lot or batch shall be rejected.

TABLE- I

SAMPLING PLAN: SINGLE SAMPLING PLAN FOR GENERAL INSPECTION LEVEL-I			
CLASSIFICATION OF DEFECT	AQL	LOT SIZE: 91 – 150 SAMPLE SIZE: 3	
		AC	RE
Major	6.5	0	2
Minor	10	1	3

TABLE- I-A

SAMPLING PLAN: SINGLE SAMPLING PLAN FOR GENERAL INSPECTION LEVEL – II (NORMAL)			
CLASSIFICATION OF DEFECT	AQL	LOT SIZE: 91 – 150 SAMPLE SIZE: 20	
		AC	RE
Major	6.5	3	4
Minor	10	5	6

TABLE- II

SAMPLING PLAN: SINGLE SAMPLING PLAN FOR GENERAL INSPECTION LEVEL-I			
CLASSIFICATION OF DEFECT	AQL	LOT SIZE: 151 – 280 SAMPLE SIZE: 5	
		AC	RE
Major	6.5	1	3
Minor	10	1	4

TABLE- II-A

SAMPLING PLAN: SINGLE SAMPLING PLAN FOR GENERAL INSPECTION LEVEL – II (NORMAL)			
CLASSIFICATION OF DEFECT	AQL	LOT SIZE: 151 – 280 SAMPLE SIZE: 32	
		AC	RE
Major	6.5	5	6
Minor	10	7	8

TABLE- III

SAMPLING PLAN: SINGLE SAMPLING PLAN FOR GENERAL INSPECTION LEVEL-I			
CLASSIFICATION OF DEFECT	AQL	LOT SIZE: 281 – 500 SAMPLE SIZE: 8	
		AC	RE
Major	6.5	1	4
Minor	10	2	5

TABLE- III-A

SAMPLING PLAN: SINGLE SAMPLING PLAN FOR GENERAL INSPECTION LEVEL – II (NORMAL)			
CLASSIFICATION OF DEFECT	AQL	LOT SIZE: 281 – 500 SAMPLE SIZE: 50	
		AC	RE
Major	6.5	7	8
Minor	10	10	11

TABLE- IV

SAMPLING PLAN: SINGLE SAMPLING PLAN FOR GENERAL INSPECTION LEVEL-I			
CLASSIFICATION OF DEFECT	AQL	LOT SIZE: 501 – 1,200 SAMPLE SIZE: 13	
		AC	RE
Major	6.5	2	5
Minor	10	3	6

TABLE- IV-A

SAMPLING PLAN: SINGLE SAMPLING PLAN FOR GENERAL INSPECTION LEVEL – II (NORMAL)			
CLASSIFICATION OF DEFECT	AQL	LOT SIZE: 501 – 1,200 SAMPLE SIZE: 80	
		AC	RE
Major	6.5	10	11
Minor	10	14	15

TABLE- V

SAMPLING PLAN: SINGLE SAMPLING PLAN FOR GENERAL INSPECTION LEVEL-I			
CLASSIFICATION OF DEFECT	AQL	LOT SIZE: 1,201 – 3,200 SAMPLE SIZE: 20	
		AC	RE
Major	6.5	3	6
Minor	10	5	8

TABLE- V-A

SAMPLING PLAN: SINGLE SAMPLING PLAN FOR GENERAL INSPECTION LEVEL – II (NORMAL)			
CLASSIFICATION OF DEFECT	AQL	LOT SIZE: 1,201 – 3,200 SAMPLE SIZE: 125	
		AC	RE
Major	6.5	14	15
Minor	10	21	22

AC- acceptance number RE- rejection number

For quantities exceeding the lot size provided in the following sampling plan, additional samples shall be randomly selected from the quantity in-excess based on the applicable sampling table and subjected for dimensional test. All sample/s or groups of samples tested shall pass the requirement all the same as one homogeneous quantity.

5.2. Dimensional Test

Acceptability of lots shall be determined by using the following Sampling Plans for dimensional test based on MIL STD 105E dated 10 May 1989 using the Acceptance Limits as shown in the sampling plan table.

Determination of sample/s to be subjected to dimensional test is based on Special Inspection Level S-2 (SIL-S2) due to the strenuous requirement on tools and equipment, personnel and time. Acceptable Quality Limits shall be based on the values indicated in General Inspection Level II (GIL-II) corresponding to the quantity inspected based on SIL-S2. If the number of defective/s found is equal to or less than the Acceptance Number (AC) based on GIL-II, the lot or batch shall be considered acceptable. If the number of defective/s found is equal to or greater than the Rejection Number (RE) based on GIL-II, the lot or batch shall be rejected.

TABLE- I

SAMPLING PLAN: SINGLE SAMPLING PLAN FOR SPECIAL INSPECTION LEVEL – S-2			
CLASSIFICATION OF DEFECT	AQL	LOT SIZE: 26 – 150 SAMPLE SIZE: 3	
		AC	RE
Major	4.0	0	1
Minor	6.5	0	1

TABLE- II

SAMPLING PLAN: SINGLE SAMPLING PLAN FOR SPECIAL INSPECTION LEVEL – S-1			
CLASSIFICATION OF DEFECT	AQL	LOT SIZE: 151 – 1,200 SAMPLE SIZE: 5	
		AC	RE
Major	4.0	0	1
Minor	6.5	1	2

TABLE- III

SAMPLING PLAN: SINGLE SAMPLING PLAN FOR SPECIAL INSPECTION LEVEL – S-2			
CLASSIFICATION OF DEFECT	AQL	LOT SIZE: 1,201 – 3,200 SAMPLE SIZE: 8	
		AC	RE
Major	4.0	1	2
Minor	6.5	1	2

AC- acceptance number RE- rejection number

For quantities exceeding the lot size provided in the following sampling plan, additional samples shall be randomly selected from the quantity in-excess based on the applicable sampling table and subjected for dimensional test. All sample/s or groups of samples tested shall pass the requirement all the same as one homogeneous quantity.

5.3. Tire Strength Test

All tire samples must pass the test. Any sample that fail the tire strength test shall cause the rejection of the lot.

6. ACCEPTABILITY

The result of the test based on the above criteria shall be the basis for evaluation of the Acceptance Committee in the acceptance/rejection of the above item for use of the PA.

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Acting Chief, Mobility Branch

Approved by:

ERNESTO T LOPENA
Colonel, GSC (OS) PA
Chief

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

DEC 2 7 2012

SPECS NR ***MT05-12***

TECHNICAL SPECIFICATIONS FOR TIRE, 10.00-20, 16PR

Application: Intended for use in Trucks and bus		
Technical Data	**Directional Traction Design**	**Lug Traction Design**
Visual		
1. Traction Design	**Directional**	**Lug**
2. Type	Bias, tube type	Bias, tube type
3. Philippine Standard (PS) or Import Commodity Clearance (ICC) Quality Mark	Identifiable	Identifiable
4. Brand name or trade name	Identifiable	Identifiable
5. Nominal size including ply rating /load range	Identifiable	Identifiable
Tire size	10.00-20	10.00-20
Minimum Ply Rating/Load Range	16/ H	16/ H
6. Maximum air pressure markings	Identifiable	Identifiable
7. The words "Made in the Philippines" or country of origin if imported.	Identifiable	Identifiable
8. Manufacturing date markings	Identifiable	Identifiable
9. Maximum load capacity	Identifiable	Identifiable
Single(kgs)	3,000 @725 kPa	3,000 @725 kPa
Double (kgs)	2,750 @725 kPa	2,750 @725 kPa
Dimensional		
10. Maximum Overall Diameter (mm)	1,081	1,081
11. Maximum Overall Tire Width (mm)	300	300
12. Minimum Size Factor (mm)	1,295	1,295
13. Tread Depth (mm)	15	16
Tire Strength		
14. Minimum Breaking Energy Value	Must pass the plunger rod test	Must pass the plunger rod test

Prepared by:

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MAJ (OS) PA
Chief, Mobility Branch

Recommended by:

JOB S YUCOCO
COL OS (GSC) PA
Chief

Approved by:

APPROVED/DISAPPROVED

DEC 2 7 2012

BAUTISTA

HEADQUARTERS
PHILIPPINE ARMY
OFFICE OF THE ARMY CHIEF QUARTERMASTER
Fort Andres Bonifacio, Metro Manila

PA SPECIFICATION

SPEC NR OE-23T195 R15 LT
11 OCT 2019
(Interim)

TECHNICAL SPECIFICATION FOR TIRE, 195 R15 LT

Application: Intended for use of Ultra Light Truck/Light Truck	
Technical Data	**Requirements**
Design:	
1. Traction Design	Directional/Lug type
2. Type/ Construction	Tubeless/Radial
Construction:	Bead, Inner Liner, 1st Ply, 2nd Ply, Tread, 1st Belt, 2nd Belt and Side Wall
Composition:	Natural Rubber
	Synthetic Rubber
	Carbon Black
	Steel
	Fibre, Fillers, Accelerators, antiozonants, etc
Markings:	
1. Manufacturer's Tire Designation Markings	195 R15 LT
2. Minimum ply rating/Load range	6 ply/Load Range C
3. Country of origin if imported	Philippines/Country of origin
4. Manufacturing date/Symbol	Coded by Week/Year
5. Manufacturing Period requirement	Date covered is within one (1) year prior to delivery period
Maximum load capacity (at 450 kPa):	
Maximum load single (kgs)	At least 875
Maximum load double (kgs)	At least 825
Dimensional Test:	
1. Size Factor (mm)	872 (minimum)
2. Overall Tire Width (mm)	202 (maximum)
3. Tread Depth (mm)	708 (minimum)
Tire strength:	Min 362J @ 50mm/min ± 10mm/min
Workmanship manufacturing standard:	SPECS Compliant
Packaging:	Each tire shall be packed in transparent plastic or manufacturer standard.

EDMUNDO S SUFICIENCIA
Colonel, GSC (QMS), PA
Chief

NOTED
CG, PA
DATE: OCT 11 2019

HEADQUARTERS
PHILIPPINE ARMY
OFFICE OF THE ARMY CHIEF QUARTERMASTER
Fort Andres Bonifacio, Metro Manila

PA SPECIFICATION

SPEC NR OE-23T195 R15 LT
11 OCT 2018
(Interim)

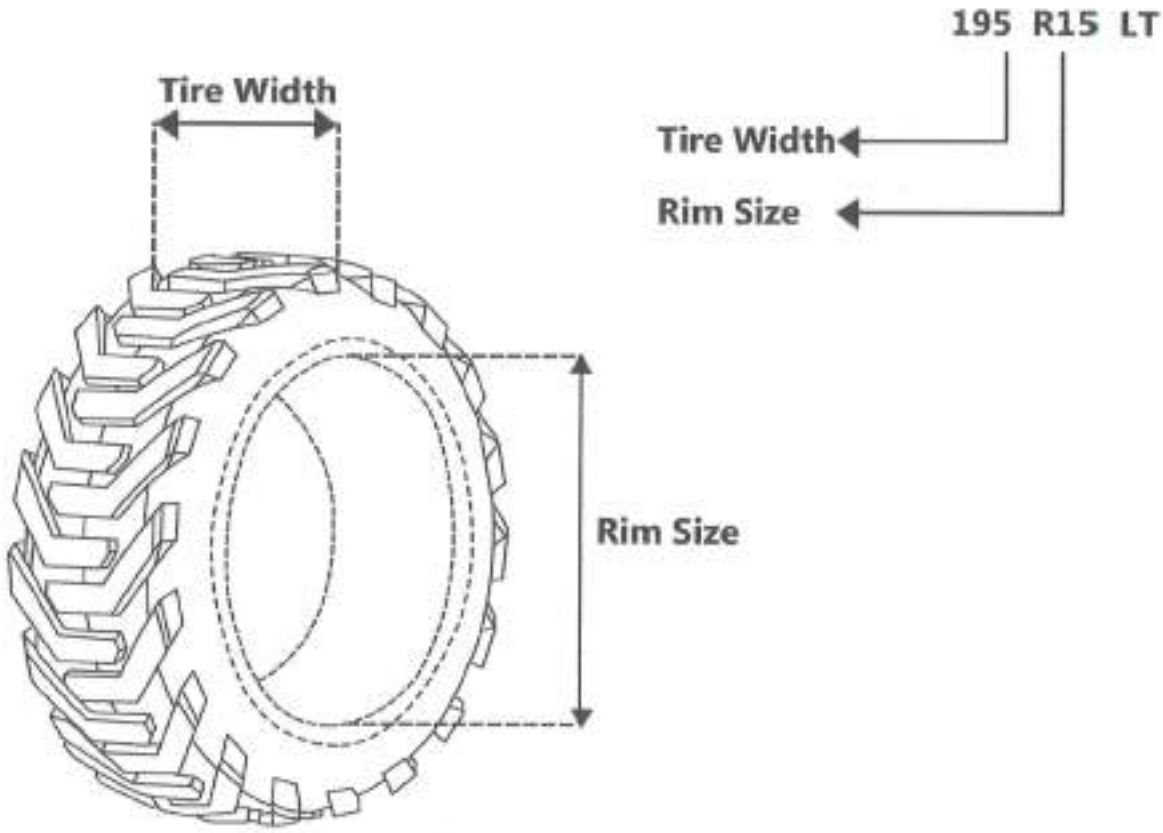
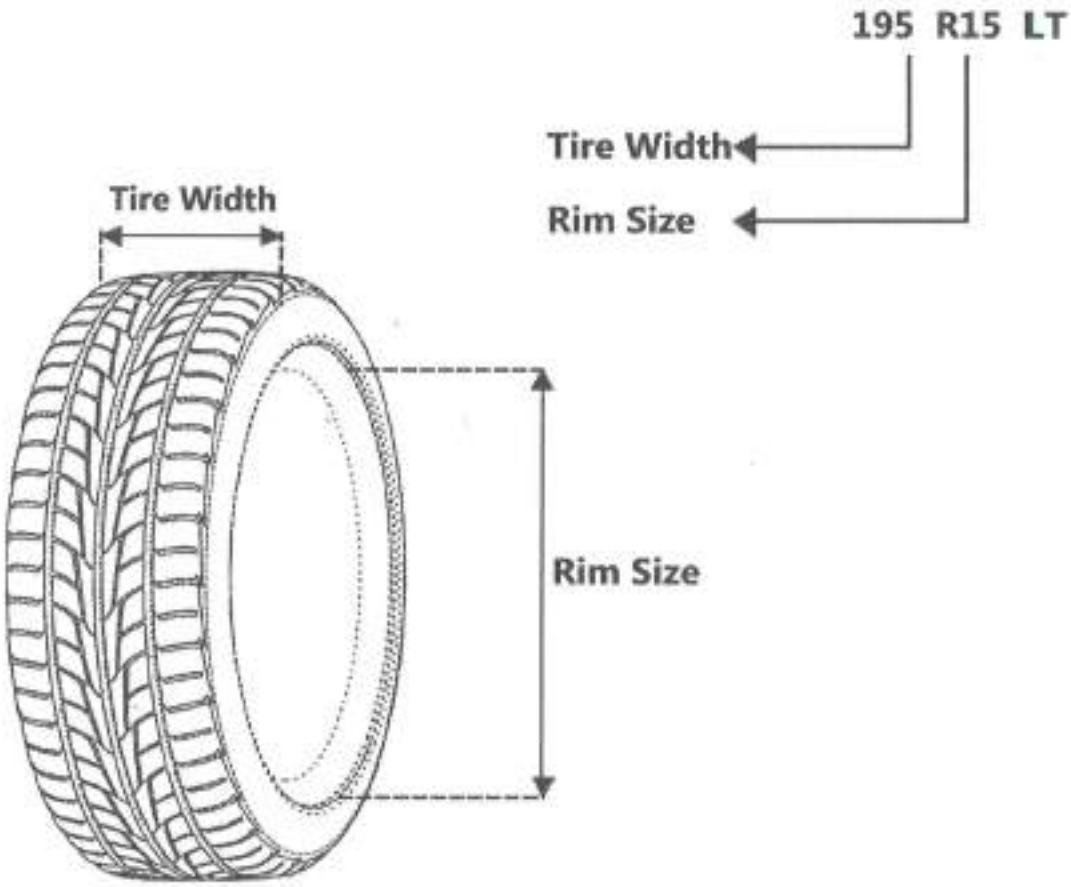


FIGURE 1

HEADQUARTERS
PHILIPPINE ARMY
OFFICE OF THE ARMY CHIEF QUARTERMASTER
Fort Andres Bonifacio, Metro Manila

PA SPECIFICATION

SPEC NR OE-23T195 R15 LT
11 OCT 2019
(Interim)



Directional Type

FIGURE 2

HEADQUARTERS
PHILIPPINE ARMY
OFFICE OF THE ARMY CHIEF QUARTERMASTER
Fort Andres Bonifacio, Metro Manila

TEST AND ACCEPTANCE PROCEDURE FOR TIRE, 195 R15 LT

1. GENERAL

1.1. Scope: This Test and Acceptance Procedure shall apply to 195 R15 LT Tires intended for Ultra Light Truck and Light Truck Vehicles.

1.2. Objective: To ascertain compliance of tires with standards and specifications in consonance with the need of the end user.

1.3. References:

a. Philippine National Standard for Pneumatic Tires, PNS 25: 1994.

b. ISO 4209-1:2001 International Standard – Truck and Bus Tires and Rims (Metric Series)

2. PROCEDURES

2.1. The Technical Inspection and Acceptance Committee (TIAC) for Quartermaster Items or its representatives shall ensure that the complete quantity stated in the contract is packed/palletized prior to inspection.

2.2. The TIAC shall conduct random sampling from the lot or lots. The samples shall be properly segregated, packed, marked and secured by the members/representatives of the committee.

2.3. Technical inspection and test shall be conducted on the representative samples of the lot by visual, dimensional and functional test to determine the over-all workmanship, markings, size and appropriate packaging of the items.

2.4. Functional Test will be done to determine the functional performance of the tire.

2.5. Results obtained shall be recorded and evaluated to determine the compliance of the items to Technical Specifications and as basis for acceptance or rejection of the lot or lots.

3. PHYSICAL INSPECTION

3.3. Visual Inspection

3.3.1. Purpose: To determine the completeness, overall external workmanship, symbols, codes and markings of the tire set sample/s.

3.3.2. Procedure: Visually inspect the completeness, overall appearance and presence of required symbols or markings of the tire set.

3.3.3. Standard:

3.3.3.1. With the Tire's required appropriate size of Flap and Tube.

3.3.3.2. With the required Traction Design (Directional/Rib or Lug Type as appropriate)

3.3.3.3. With PS or ICC Quality Mark or Certificate of Exemption from DTI in case the product offered are beyond the minimum standard of DTI.

3.3.3.4. With Brand Name or Trade Name.

3.3.3.5. Tire Designation Markings: Manufacturer's Standard for Tire, 195 R15 LT (Tire Size, Minimum Ply Rating/Load Range and Type/Construction).

3.3.3.6. With Maximum Air Pressure Markings.

3.3.3.7. With the words "Made in the Philippines" or country of origin if imported.

3.3.3.8. With Manufacturing Date Markings.

3.3.3.9. With Maximum Load Capacity Markings.

3.3.3.10. No evident damage on tread, sidewall, ply, cord, inner liner and including damage on flap and tube/tube valve. No bead separation, chunking, broken cords, cracking or open splices.

3.4. Dimensional Test

3.4.1. Purpose: To determine the actual dimensions of the tire sample/s.

3.4.2. Procedure:

3.4.2.1. The tire set sample/s shall be mounted on its corresponding rim and inflated to the indicated maximum permissible inflation pressure (450kPa) at maximum load as labeled on the tire sidewall. The tire shall be allowed to stand for a minimum of 24 hours at room temperature. The pressure thereafter should be measured and adjusted to within 10 kPa of the pressure specified for the tire type, being the ideal condition for measurement of the tire. Measure the Overall Diameter, Overall Width and Size Factor by hanging the tire to avoid any obstruction from any external factor which may affect the dimensional test.

3.4.2.2. 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.

3.4.2.3. Overall Width is the average of maximum widths 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 result averaged.

3.4.2.4. Size Factor shall be the sum of overall diameter and overall width.

3.4.3. Standard:

Parameters	Traction Design
Size Factor (mm)	872 (minimum)
Overall Tire Width (mm)	202 (maximum)
Tread Depth (mm)	708 (maximum)

3.5. Tire Strength Test

3.3.1 Purpose: To determine the strength of the tire.

3.3.2 Allocation of samples

3.3.2.1 Post Qualification: One (1) sample shall be submitted to undergo the plunger test. Previous test result of plunger test that is within the period of one (1) year and evaluated as passed can be used in lieu of submission of required samples.

3.3.2.2 Pre Delivery/Final Acceptance: One (1) sample shall be subjected to plunger test that will be taken at random from the delivery which had already undergone the physical inspection and dimensional test. Additional sample for plunger test will be provided when prescribed in the contract which will be determined by procuring entity's representative.

3.3.3 Procedure:

3.3.3.2 To be conducted by Philippine GEO Analytics Inc (PGAI) if done in-Country or equivalent government recognized testing center at the country of origin.

3.3.3.3 Force a 19mm diameter cylindrical steel plunger rod with a hemispherical end at 5 equally distributed points perpendicularly into the tread rib as near to the centerline as possible, avoiding penetration into the groove, at the rate of 50 mm/min±10 mm/min.

3.3.3.4 The plunger is stopped before reaching the rim or the required tire strength value of 362J is reached without the tire breaking.

3.3.3.5 Should there be a Pre Delivery Inspection at the country of origin, all the required Functional Tests and Inspections shall be conducted through a capable independent third party entity or that host country/government accredited test facility or in the absence thereof, at the manufacturer's test facilities. The Manufacturer shall issue a document certifying that the tested tire came from the lots delivered and have passed the Tire Strength Test.

3.3.4 Standard: Tire Strength requirement based on PNS 25:1994 standards if done in-Country or its equivalent standard used at the country of origin if conducted thereat.

3.3.4.1 All tire samples must pass the test. Any samples that fail the tire strength test shall cause the rejection of the lot.

4. ACCEPTABILITY

4.1 The result of the test based on the above criteria shall be the basis for evaluation of the Acceptance Committee in the acceptance/rejection of the above item for use of the PA.

EDMUNDO S SUFICIENCIA
Colonel, QMS (GSC) PA
Chief

HEADQUARTERS
PHILIPPINE ARMY
OFFICE OF THE ARMY QUARTERMASTER
Fort Andres Bonifacio, Metro Manila

TABLE OF CLASSIFICATION OF DEFECTS

TIRE, 195 R15 LT

DEFECTS	CLASSIFICATION OF DEFECTS	
	Major	Minor
Visual		
1. Without the Tire's required appropriate size Flap and Tube	x	
2. Not the required Traction Design (Directional/Rib or Lug Type as appropriate)	x	
3. With PS or ICC Quality Mark or Certificate of Exemption from DTI in case the product offered are beyond the minimum standard of DTI.	x	
4. Without Brand Name or Trade Name markings	x	
5. Without Manufacturer's Tire Designation Markings for **195 R15 LT**	x	
6. Not within the Minimum Load Range and/or Ply Rating and Type/Construction requirements	x	
7. Without Maximum Air Pressure Markings	x	
8. Without the words "Made in the Philippines" or country of origin if imported.	x	
9. Without Manufacturing Date Markings/Symbol	x	
10. Not within the Manufacturing Period requirement	x	
11. Without Maximum Load Capacity Markings	x	
12. Not within the Maximum Load Capacity Requirement	x	
13. Evident damage on Tread or Sidewall or Ply or Cord or Inner liner	x	
14. Evident damage on Flap or Tube/Tube valve	x	
15. Bead Separation	x	
16. Chunking, Broken Cords, Cracking or Open Splices on tire surface	x	
Dimensional Test		
17. Dimensions (Diameter or Width or Tread Depth) is not within the standard requirement		x
18. Size Factor is not within the standard requirement	x	
Workmanship		
19. Does not affect appearance		x
20. Affect appearance	x	
Tire Strength		
21. Did not meet the required tire strength	x	
Total test point	**19**	**2**

EDMUNDO S SUFICIENCIA
Colonel, GSC (QMS) PA
Chief

NOTED
CG, PA
DATE: OCT 11 2019

Honor. Patriotism. Duty.

HEADQUARTERS
PHILIPPINE ARMY
PA TECHNICAL WORKING GROUP FOR ORDNANCE ITEMS – MOBILITY
Fort Andres Bonifacio, Metro Manila

PA PQT NR: *MT-13-06-16* 05 JUL 2016
Rescinds PQ Test Nr MT-13-11-15-A for Tire, 205/65 R15

POST QUALIFICATION TEST PROCEDURE FOR TIRE, 205/65 R15

1. GENERAL

1.1. Scope: This Post Qualification Test Procedure shall apply to **205/65 R15** radial type tires intended for Light Passenger Cars and Utility Vehicles.
1.2. Objective: To ascertain compliance of tires with standards and specifications in consonance with the need of the end user.
1.3. References: a. Philippine National Standard for Pneumatic Tires, PNS 25: 1994.
b. ISO 4209-1:2001 International Standard – Truck and Bus Tires and Rims (Metric Series)

2. SAMPLE ALLOCATION

Test sample shall consist of One (1) *serviceable* Tire 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 completeness, overall external workmanship, symbols, codes and markings of the tire set sample/s.
3.1.2. Procedure: Visually inspect the completeness, overall appearance and presence of required symbols or markings of the tire set.
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.
3.1.3.3. With Brand Name or Trade Name.
3.1.3.4. Tire Designation Markings: Manufacturer's Standard for Tire, **205/65 R15**. (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 on tread, sidewall, ply, cord and 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 sample/s.
3.2.2. Procedure:
3.2.2.1. The tire set sample/s shall be mounted on its corresponding rim and inflate to the indicated maximum permissible inflation pressure (220kPa) at maximum load as labeled on the tire sidewall. The tire shall be allowed to stand for a minimum of 24 hours at room temperature. The pressure thereafter should be measured and adjusted to within 10kPa of the pressure specified for the tire type, 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 of 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 result averaged.
3.2.2.4. Size Factor is the sum of the Overall Diameter and Overall Width when mounted on its rim and inflated to the specified inflation pressure.
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:

Parameters	Requirement
Overall Diameter (mm)	Not more than **664**
Overall Width (mm)	Not more than **215**
Size Factor (mm)	Minimum of **836**
Tread Depth (mm)	Minimum of **5.6**

3.3. Tire Strength

3.3.1 Purpose: To determine that the type of tire offered conforms to the tire strength requirement specified.
3.3.2 Procedure: Manufacturer's tire strength test result for same type of tire shall be submitted for evaluation.
3.3.3 Standard: The tire strength test values shall be compliant or higher with the PNS 25:1994 standard.

4. TABLE OF CLASSIFICATION OF DEFECTS

DEFECTS	CLASSIFICATION	
	MAJOR	MINOR
Visual Inspection		
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 **205/65 R15**	X	
5. Not within the Minimum Load Range and/or Ply Rating and Type/Construction (Tubeless/Radial) 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 Manufacturing Period requirement	X	
10. Without Maximum Load Capacity Markings	X	
11. Not within the Maximum Load Capacity Requirements	X	
12. Evident damage on Tread or Sidewall or Ply or Cord or Inner liner	X	
13. Bead Separation	X	
14. Chunking or Cracking or Open Splices on tire surface	X	
Dimensional Test	X	
15. Dimensions (Diameter or Width or Tread Depth) is not within the standard requirement		X
16. Size Factor is not within the standard requirement	X	
17. Air Pressure lost after 24 hours at room temperature exceeded 13.8kPa or 2PSI	X	
Tire Strength		
18. The tire strength of the offered tire is below the requirement stated in PNS 25:1994 for the same type of tire.	X	

5. POST QUALIFICATION CRITERIA: No Defects Allowed.

Prepared by:

RAMON A TORRES
MAJ (OS) PA
Alternate Member

Approved by:

QUIRINO F LABORTE
Colonel, GSC (OS) PA
Chairman

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

TAP NR: *MT-13-06-16-A* 28 JUN 2016
Rescinds TAP Nr MT-13-03-16 for Tire, 205/65 R15

TEST AND ACCEPTANCE PROCEDURE FOR TIRE, 205/65 R15

1. GENERAL

1.1. Scope: This Test and Acceptance Procedure shall apply to 205/65 R15 radial type tires intended for Light Passenger Cars and Utility Vehicles.
1.2. Objective: To ascertain compliance of tires with standards and specifications in consonance with the need of the end user.
1.3. References: a. Philippine National Standard for Pneumatic Tires, PNS 25: 1994.
b. ISO 4209-1:2001 International Standard – Truck and Bus Tires and Rims (Metric Series)

2. PROCEDURES

2.1. The Technical Inspection and Acceptance Committee (TIAC) for Ordnance-Mobility or its representatives shall ensure that the complete quantity stated in the contract is packed/palletized prior to inspection.
2.2. The TIAC shall conduct random sampling from the lot or lots. The samples shall be properly segregated, packed, marked and secured by the members/representatives of the committee.
2.3. Technical inspection and test shall be conducted on the representative samples of the lot by visual, dimensional and functional test to determine the over-all workmanship, markings, size and appropriate packaging of the items.
2.4. Functional Test will be done to determine the functional performance of the tire.
2.5. Results obtained shall be recorded and evaluated to determine the compliance of the items to Technical Specifications and as basis for acceptance or rejection of the lot or lots.

3. TEST PARAMETERS

3.1. Visual Inspection

3.1.1. Purpose: To determine the completeness, overall external workmanship, symbols, codes and markings of the tire set sample/s.
3.1.2. Procedure: Visually inspect the completeness, overall appearance and presence of required symbols or markings of the tire set.
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.

3.1.3.3. With Brand Name or Trade Name.
3.1.3.4. Tire Designation Markings: Manufacturer's Standard for Tire, **205/65 R15**. (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 on tread, sidewall, ply, cord and 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 sample/s.
3.2.2. Procedure:
3.2.2.1. The tire set sample/s shall be mounted on its corresponding rim and inflate to the indicated maximum permissible inflation pressure (220kPa) at maximum load as labeled on the tire sidewall. The tire shall be allowed to stand for a minimum of 24 hours at room temperature. The pressure thereafter should be measured and adjusted to within 10kPa of the pressure specified for the tire type, 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 of 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 result averaged.
3.2.2.4. Size Factor is the sum of the Overall Diameter and Overall Width when mounted on its rim and inflated to the specified inflation pressure.
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:

Parameters	Requirement
Overall Diameter (mm)	Not more than **664**
Overall Width (mm)	Not more than **215**
Size Factor (mm)	Minimum of **836**
Tread Depth (mm)	Minimum of **5.6**

Air Pressure Loss during 24h conditioning period	Not more than 13.8 kPa or 2PSI

3.3. Tire Strength Test

3.3.1 Purpose: To determine the strength of the tire.

3.3.2 Number of Samples: One (1) sample shall be subjected to plunger test for each quantity of delivery from **151** up to **1,200** pieces. Additional sample shall be randomly selected from the quantity in-excess of 1,200 pcs but within the lot of 151- 1,200 to be subjected to the test.

3.3.3 Procedure:

3.3.3.1 To be conducted by Philippine GeoAnalytics Inc (PGAI) if done in-Country or equivalent government recognized testing center at the country of origin.

3.3.3.2 Force a **19mm** diameter cylindrical steel plunger rod with a hemispherical end at **5** equally distributed points perpendicularly into the tread rib as near to the centerline as possible, avoiding penetration into the groove, at the rate of **50 mm/min±10 mm/min**.

3.3.3.3 The plunger is stopped before reaching the rim or the required tire strength value of **294J** is reached without the tire breaking.

3.3.3.4 Should there be a Pre Delivery Inspection at the country of origin, all the required Functional Tests and Inspections shall be conducted through a capable independent third party entity or that host country/government accredited test facility or in the absence thereof, at the manufacturer's test facilities. The Manufacturer shall issue a document certifying that the tested tire came from the lots delivered and have passed the Tire Strength Test.

3.3.4 Standard: Tire Strength requirement based on PNS 25:1994 standards if done in-Country or its equivalent standard used at the country of origin if conducted thereat.

4. TABLE OF CLASSIFICATION OF DEFECTS

DEFECTS	CLASSIFICATION	
	MAJOR	MINOR
Visual Inspection		
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 **205/65 R15**	X	
5. Not within the Minimum Load Range and/or Ply Rating and Type/Construction (Tubeless/Radial) 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 Manufacturing Period requirement	X	
10. Without Maximum Load Capacity Markings	X	
11. Not within the Maximum Load Capacity Requirements	X	
12. Evident damage on Tread or Sidewall or Ply or Cord or Inner liner	X	
13. Bead Separation	X	
14. Chunking or Cracking or Open Splices on tire surface	X	
Dimensional Test		
15. Dimensions (Diameter or Width or Tread Depth) is not within the standard requirement		X
16. Size Factor is not within the standard requirement	X	
17. Air Pressure lost after 24 hours at room temperature exceeded 13.8kPa or 2PSI	X	

5. ACCEPTANCE CRITERIA:

5.1. Visual Inspection

Acceptability of lots shall be determined by using the following Sampling Plans for visual inspection based on MIL STD 105E dated 10 May 1989 using the Acceptable Quality Level as shown in the sampling plan table.

To use the Sampling Plan, a number of sample units based on General Inspection Level I (GIL-I) shall be inspected. If the number of defective/s found is equal to or less than the Acceptance Number (AC) based on GIL I (Reduced), the lot or batch shall be considered acceptable. If the number of defective/s found is equal to or greater than the Rejection Number (RE) based on GIL I (Reduced), the lot or batch shall be rejected.

If the number of defective/s found in the inspection is between the first Acceptance (AC) and Rejection Number (RE); sampling plan for Normal Inspection (GIL-II) shall be applied. The number of samples shall be increased corresponding to the required samples for General Inspection Level II (Normal). The number of defective/s found in the first and second samples shall be accumulated. If the cumulative number of defective/s is equal to or less than the Acceptance Number (AC) for GIL-II (Normal), the lot or batch shall be considered acceptable. If the cumulative number of defective/s is equal to or greater than the Rejection Number (RE) for GIL-II (Normal), the lot or batch shall be rejected.

TABLE- I

SAMPLING PLAN: SINGLE SAMPLING PLAN FOR GENERAL INSPECTION LEVEL-I			
CLASSIFICATION OF DEFECT	AQL	LOT SIZE: 91 – 150 SAMPLE SIZE: 3	
		AC	RE
Major	6.5	0	2
Minor	10	1	3

TABLE- I-A

SAMPLING PLAN: SINGLE SAMPLING PLAN FOR GENERAL INSPECTION LEVEL – II (NORMAL)			
CLASSIFICATION OF DEFECT	AQL	LOT SIZE: 91 – 150 SAMPLE SIZE: 20	
		AC	RE
Major	6.5	3	4
Minor	10	5	6

TABLE- II

SAMPLING PLAN: SINGLE SAMPLING PLAN FOR GENERAL INSPECTION LEVEL-I			
CLASSIFICATION OF DEFECT	AQL	LOT SIZE: 151 – 280 SAMPLE SIZE: 5	
		AC	RE
Major	6.5	1	3
Minor	10	1	4

TABLE- II-A

SAMPLING PLAN: SINGLE SAMPLING PLAN FOR GENERAL INSPECTION LEVEL – II (NORMAL)			
CLASSIFICATION OF DEFECT	AQL	LOT SIZE: 151 – 280 SAMPLE SIZE: 32	
		AC	RE
Major	6.5	5	6
Minor	10	7	8

TABLE- III

SAMPLING PLAN: SINGLE SAMPLING PLAN FOR GENERAL INSPECTION LEVEL-I			
CLASSIFICATION OF DEFECT	AQL	LOT SIZE: 281 – 500 SAMPLE SIZE: 8	
		AC	RE
Major	6.5	1	4
Minor	10	2	5

TABLE- III-A

SAMPLING PLAN: SINGLE SAMPLING PLAN FOR GENERAL INSPECTION LEVEL – II (NORMAL)			
CLASSIFICATION OF DEFECT	AQL	LOT SIZE: 281 – 500 SAMPLE SIZE: 50	
		AC	RE
Major	6.5	7	8
Minor	10	10	11

TABLE- IV

SAMPLING PLAN: SINGLE SAMPLING PLAN FOR GENERAL INSPECTION LEVEL-I			
CLASSIFICATION OF DEFECT	AQL	LOT SIZE: 501 – 1,200 SAMPLE SIZE: 13	
		AC	RE
Major	6.5	2	5
Minor	10	3	6

TABLE- IV-A

SAMPLING PLAN: SINGLE SAMPLING PLAN FOR GENERAL INSPECTION LEVEL – II (NORMAL)			
CLASSIFICATION OF DEFECT	AQL	LOT SIZE: 501 – 1,200 SAMPLE SIZE: 80	
		AC	RE
Major	6.5	10	11
Minor	10	14	15

TABLE- V

SAMPLING PLAN: SINGLE SAMPLING PLAN FOR GENERAL INSPECTION LEVEL-I			
CLASSIFICATION OF DEFECT	AQL	LOT SIZE: 1,201 – 3,200 SAMPLE SIZE: 20	
		AC	RE
Major	6.5	3	6
Minor	10	5	8

TABLE- V-A

SAMPLING PLAN: SINGLE SAMPLING PLAN FOR GENERAL INSPECTION LEVEL – II (NORMAL)			
CLASSIFICATION OF DEFECT	AQL	LOT SIZE: 1,201 – 3,200 SAMPLE SIZE: 125	
		AC	RE
Major	6.5	14	15
Minor	10	21	22

AC- acceptance number RE- rejection number

For quantities exceeding the lot size provided in the above sampling plan, additional samples shall be randomly selected from the quantity in-excess based on the applicable sampling table and subjected for dimensional test. All sample/s or groups of samples tested shall pass the requirement all the same as one homogeneous quantity.

5.2. Dimensional Test

Acceptability of lots shall be determined by using the following Sampling Plans for dimensional test based on MIL STD 105E dated 10 May 1989 using the Acceptance Limits as shown in the sampling plan table.

Determination of sample/s to be subjected to dimensional test is based on Special Inspection Level S-2 (SIL-S2) due to the strenuous requirement on tools and equipment, personnel and time. Acceptable Quality Limits shall be based on the values indicated in General Inspection Level II (GIL-II) corresponding to the quantity inspected based on SIL-S2. If the number of defective/s found is equal to or less than the Acceptance Number (AC) based on GIL-II, the lot or batch shall be considered acceptable. If the number of defective/s found is equal to or greater than the Rejection Number (RE) based on GIL-II, the lot or batch shall be rejected.

TABLE- I

SAMPLING PLAN: SINGLE SAMPLING PLAN FOR SPECIAL INSPECTION LEVEL – S-2			
CLASSIFICATION OF DEFECT	AQL	LOT SIZE: 26 – 150 SAMPLE SIZE: 3	
		AC	RE
Major	4.0	0	1
Minor	6.5	0	1

TABLE- II

SAMPLING PLAN: SINGLE SAMPLING PLAN FOR SPECIAL INSPECTION LEVEL – S-1			
CLASSIFICATION OF DEFECT	AQL	LOT SIZE: 151 – 1,200 SAMPLE SIZE: 5	
		AC	RE
Major	4.0	0	1
Minor	6.5	1	2

TABLE- III

SAMPLING PLAN: SINGLE SAMPLING PLAN FOR SPECIAL INSPECTION LEVEL – S-2			
CLASSIFICATION OF DEFECT	AQL	LOT SIZE: 1,201 – 3,200 SAMPLE SIZE: 8	
		AC	RE
Major	4.0	1	2
Minor	6.5	1	2

AC- acceptance number RE- rejection number

For quantities exceeding the lot size provided in the above sampling plan, additional samples shall be randomly selected from the quantity in-excess based on the applicable sampling table and subjected for dimensional test. All sample/s or groups of samples tested shall pass the requirement all the same as one homogeneous quantity.

5.3. Tire Strength Test

All tire samples must pass the test. Any sample that fail the tire strength test shall cause the rejection of the lot.

6. ACCEPTABILITY

The result of the test based on the above criteria shall be the basis for evaluation of the Acceptance Committee in the acceptance/rejection of the above item for use of the PA.

Prepared by:

MARCEL DS FIGURACION
LTC (OS) PA
Acting Chief, Mobility Branch

Approved by:

ERNESTO T LOPENA
Colonel, GSC (OS) PA
Chief

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

24 DEC 2015

PA SPECS NR: MT-13-11-15-A
Reasonds PA SPECS NR: MT-13-08-15 for Tire, 205/65 R15

TECHNICAL SPECIFICATIONS FOR TIRE, 205/65 R15

Application: Intended for use of Light Passenger Cars and Utility Vehicles.	
Technical Data	**Requirements**
Visual	
1. Nominal size including Ply Rating/Load Range	Identifiable
Tire size	205/65 R15
Ply Rating/Load Range	Minimum of 4/B
Type/Construction	Tubeless/Radial
2. Philippine Standard (PS) or Import Commodity Clearance (ICC) Quality Mark	Identifiable
3. Brand Name or Trade Name	Identifiable
4. Maximum Air Pressure Markings	Identifiable
5. The words "Made in the Philippines" or country of origin if imported.	Identifiable
6. Maximum Load Capacity (at 220 kPa)	Identifiable Not less than 632 kgs
7. Manufacturing Date	Identifiable
Dimensional	
8. Overall Diameter (mm)	Not more than 664
9. Overall Tire Width (mm)	Not more than 215
10. Tread Depth (mm)	Minimum of 5.6
11. Size Factor (mm)	Minimum of 836
Tire Strength	Must pass the plunger rod test

Prepared by:

JAY CHRISTIAN M DE GUIA
Major, (OS) PA
Chief, Mobility Branch

Recommended by:

ERNESTO T LOPENA
Colonel, GSC (OS) PA
Chief

Approved by:

EDUARDO M AÑO
Lieutenant General, AFP
Commanding General, PA

HEADQUARTERS
PHILIPPINE ARMY
OFFICE OF THE ARMY CHIEF QUARTERMASTER
Fort Andres Bonifacio, Metro Manila

PA SPECIFICATION

SPEC NR OE-23T205x65 R16
11 OCT 2019
(Interim)

TIRE, 205x65 R16

Application: Intended for use of the following vehicles: SUV and MPV	
Technical Data	**Requirements**
Design:	
1. Traction Design	Directional/Rib Type
2. Type/Construction	Tubeless/Radial
Construction:	Bead, Inner Liner, 1st Ply, 2nd Ply, Tread, 1st Belt, 2nd Belt and Side Wall
Composition:	Natural Rubber
	Synthetic Rubber
	Carbon Black
	Steel
	Fibre, Fillers, Accelerators, antiozonants, etc
Markings:	
1. Manufacturer's Tire Designation Markings	205x65 R16
2. Minimum ply rating/Load range	8 ply/Load Range D
3. Country of origin if imported	Philippines/Country of origin
4. Manufacturing date/Symbol	Coded by Week/Year
5. Manufacturing Period requirement	Date covered is within one (1) year prior to delivery period
Maximum load capacity (at 450 kPa):	
Maximum load single (kgs)	At least 1,060
Dimensional Test:	
1. Tire Diameter (mm)	677 (maximum)
2. Tire Width (mm)	209 (maximum)
3. Sidewall Height (mm)	136 (maximum)
4. Circumference (mm)	2117 (maximum)
Tire strength:	Min 271J @ 50mm/min ± 10mm/min
Workmanship manufacturing standard:	Tech Specs Compliant
Packaging:	Each tire shall be packed in transparent plastic or manufacturer standard.

EDMUNDO S SUFICIENCIA
Colonel, GSC (QMS) PA
Chief

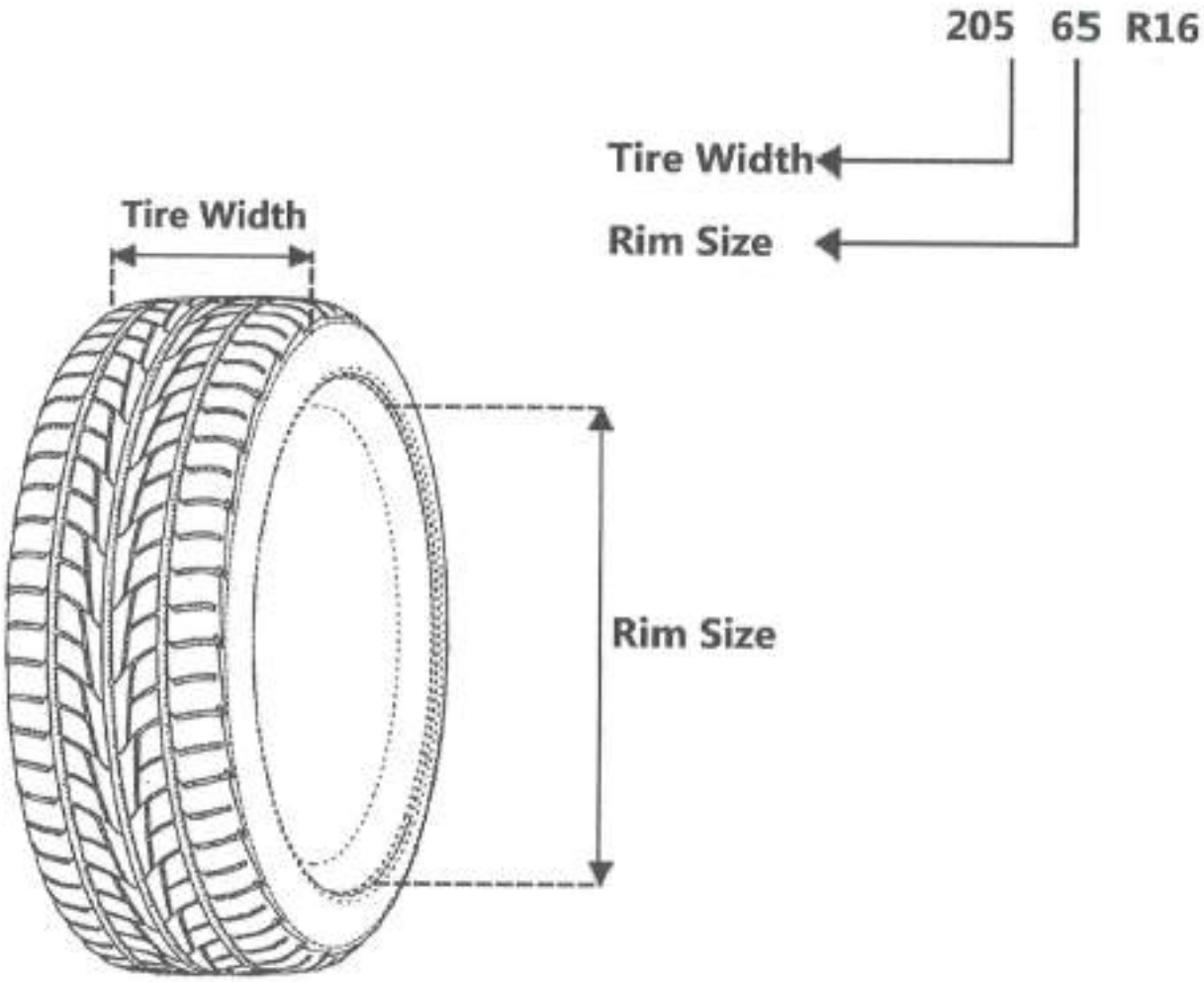
NOTED
/
TCG, PA (J)
DATE: OCT 11 2019

HEADQUARTERS
PHILIPPINE ARMY
OFFICE OF THE ARMY CHIEF QUARTERMASTER
Fort Andres Bonifacio, Metro Manila

PA SPECIFICATION

SPEC NR OE-23T205x65 R16

(Interim)



Directional Type

FIGURE 1

HEADQUARTERS
PHILIPPINE ARMY
OFFICE OF THE ARMY CHIEF QUARTERMASTER
Fort Andres Bonifacio, Metro Manila

PA SPECIFICATION

SPEC NR OE-23T205x65 R16
11 OCT 2019
(Interim)

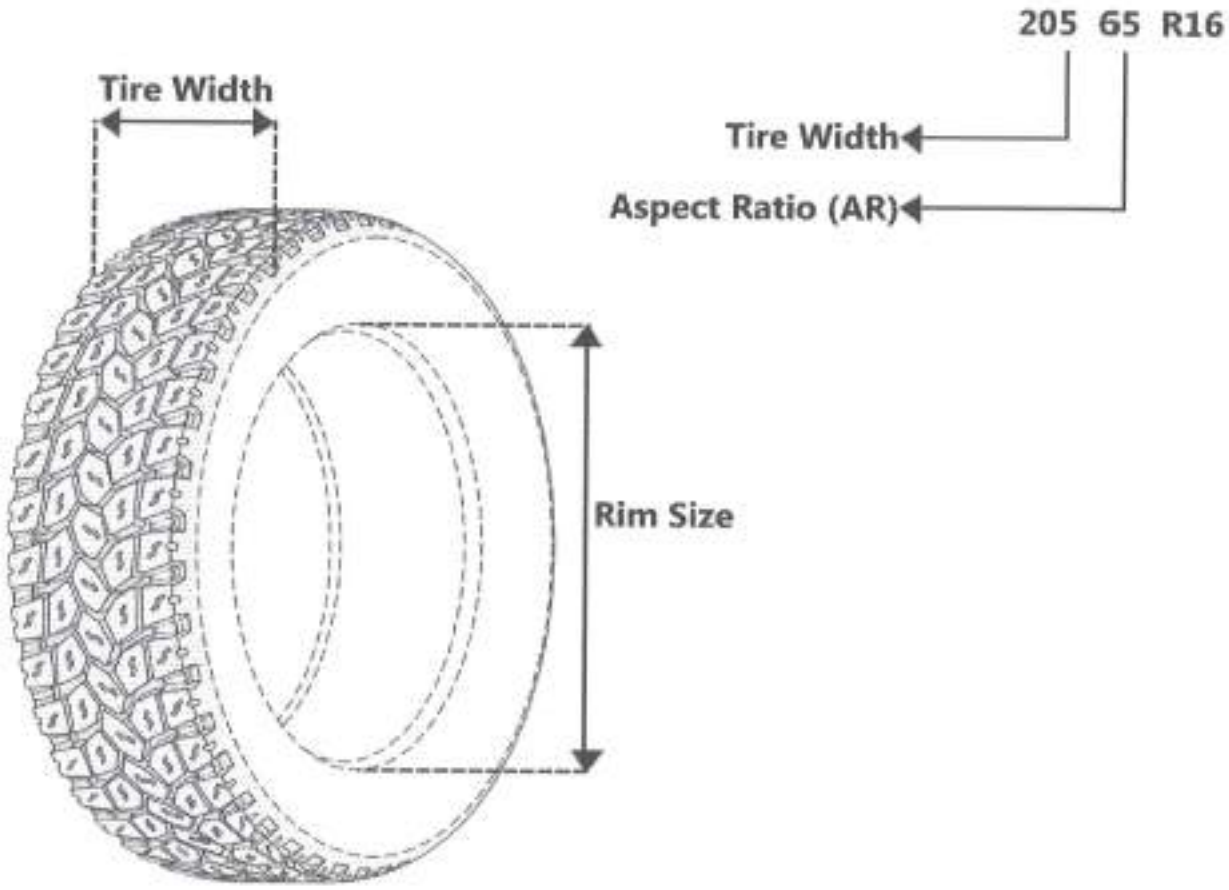


FIGURE 2

HEADQUARTERS
PHILIPPINE ARMY
OFFICE OF THE ARMY CHIEF QUARTERMASTER
Fort Andres Bonifacio, Metro Manila

TEST AND ACCEPTANCE PROCEDURE
TIRE, 205x65 R16

1. GENERAL

1.1. Scope: This Test and Acceptance Procedure shall apply to 205x65R16 Tires intended for the following vehicles: SUV and MPV

1.2. Objective: To ascertain compliance of tires with standards and specifications in consonance with the need of the end user.

1.3. References:

a. Philippine National Standard for Pneumatic Tires, PNS 25: 1994.

b. ISO 4209-1:2001 International Standard – Truck and Bus Tires and Rims (Metric Series)

2. PROCEDURES

2.1. The Technical Inspection and Acceptance Committee (TIAC) for Quartermaster Items or its representatives shall ensure that the complete quantity stated in the contract is packed/palletized prior to inspection.

2.2. The TIAC shall conduct random sampling from the lot or lots. The samples shall be properly segregated, packed, marked and secured by the members/representatives of the committee.

2.3. Technical inspection and test shall be conducted on the representative samples of the lot by visual, dimensional and functional test to determine the over-all workmanship, markings, size and appropriate packaging of the items.

2.4. Functional Test will be done to determine the functional performance of the tire.

2.5. Results obtained shall be recorded and evaluated to determine the compliance of the items to Technical Specifications and as basis for acceptance or rejection of the lot or lots.

3. PHYSICAL INSPECTION

3.3. Visual Inspection

3.3.1. Purpose: To determine the completeness, overall external workmanship, symbols, codes and markings of the tire set sample/s.

3.3.2. Procedure: Visually inspect the completeness, overall appearance and presence of required symbols or markings of the tire set.

3.3.3. Standard:

3.3.3.1. With the Tires required appropriate size of Flap and Tube.

3.3.3.2. With the required Traction Design (Rib Type as appropriate)

3.3.3.3. With PS or ICC Quality Mark or Certificate of Exemption from DTI in case the product offered are beyond the minimum standard of DTI.

3.3.3.4. With Brand Name or Trade Name.

3.3.3.5. Tire Designation Markings: Manufacturer's Standard for Tire, 205x65 R16 (Tire Size, Minimum Ply Rating/Load Range and Type/Construction).

3.3.3.6. With Maximum Air Pressure Markings.

3.3.3.7. With the words "Made in the Philippines" or country of origin if imported.

3.3.3.8. With Manufacturing Date Markings.

3.3.3.9. With Maximum Load Capacity Markings.

3.3.3.10. No evident damage on tread, sidewall, ply, cord, inner liner and including damage on flap and tube/tube valve. No bead separation, chunking, broken cords, cracking or open splices.

3.4. Dimensional Test

3.4.1. Purpose: To determine the actual dimensions of the tire sample/s.

3.4.2. Procedure:

3.4.2.1. The tire set sample/s shall be mounted on its corresponding rim and inflated to the indicated maximum permissible inflation pressure (450kPa) at maximum load as labeled on the tire sidewall. The tire shall be allowed to stand for a minimum of 24 hours at room temperature. The pressure thereafter should be measured and adjusted to within 10kPa of the pressure specified for the tire type, being the ideal condition for measurement of the tire. Measure the Tire Diameter, Tire Width, Sidewall Height and Circumference by hanging the tire to avoid any obstruction from any external factor which may affect the dimensional test.

3.4.2.2. 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. Figure 1, 2 and 3.

3.4.2.3. Overall Width is the average of maximum widths 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 result averaged.

3.4.2.4. Size Factor shall be the sum of overall diameter and overall width.

3.4.3. Standard:

Parameters	Traction Design
Tire Diameter (mm)	677 (maximum)
Tire Width (mm)	209 (maximum)
Sidewall Height (mm)	136 (maximum)
Circumference (mm)	2117 (maximum)

3.5. Tire Strength Test

3.3.1 Purpose: To determine the strength of the tire.

3.3.2 Allocation of samples

3.3.2.1 Post Qualification: One (1) sample shall be submitted to undergo the plunger test. Previous test result of plunger test that is within the period of one (1) year and evaluated as passed can be used in lieu of submission of required samples.

3.3.2.2 Pre Delivery/Final Acceptance: One (1) sample shall be subjected to plunger test that will be taken at random from the delivery which had already undergone the physical inspection and dimensional test. Additional sample for plunger test will be provided when prescribed in the contract which will be determined by procuring entity's representative.

3.3.3 Procedure:

3.3.3.2 To be conducted by Philippine GeoAnalytics Inc (PGAI) if done in-Country or equivalent government recognized testing center at the country of origin.

3.3.3.3 Force a 38mm diameter cylindrical steel plunger rod with a hemispherical end at 5 equally distributed points perpendicularly into the tread rib as near to the centerline as possible, avoiding penetration into the groove, at the rate of 50 mm/min±10 mm/min.

3.3.3.4 The plunger is stopped before reaching the rim or the required tire strength value of 271J is reached without the tire breaking.

3.3.3.5 Should there be a Pre Delivery Inspection at the country of origin, all the required Functional Tests and Inspections shall be conducted through a capable independent third party entity or that host country/government accredited test facility or in the absence thereof, at the manufacturer's test facilities. The Manufacturer shall issue a document certifying that the tested tire came from the lots delivered and have passed the Tire Strength Test.

3.3.4 Standard: Tire Strength requirement based on PNS 25:1994 standards if done in-Country or its equivalent standard used at the country of origin if conducted thereat.

3.3.4.1 All tire samples must pass the test. Any samples that fail the tire strength test shall cause the rejection of the lot.

4. ACCEPTABILITY

4.1 The result of the test based on the above criteria shall be the basis for evaluation of the Acceptance Committee in the acceptance/rejection of the above item for use of the PA.

EDMUNDO S SUFICIENCIA
Colonel, QMS (GSC) PA
Chief

NOTED
CG, PA
DATE: OCT 11 2019

HEADQUARTERS
PHILIPPINE ARMY
OFFICE OF THE ARMY QUARTERMASTER
Fort Andres Bonifacio, Metro Manila

TABLE OF CLASSIFICATION OF DEFECTS

TIRE, 205x65 R16

DEFECTS	CLASSIFICATION OF DEFECTS	
	Major	Minor
Visual		
1. Each Tires required appropriate size Flap and Tube	x	
2. Required Traction Design (Rib Type as appropriate)	x	
3. With PS or ICC Quality Mark or Certificate of Exemption from DTI in case the product offered are beyond the minimum standard of DTI.	x	
4. Shall have Brand Name or Trade Name markings	x	
5. Manufacturer's Tire Designation Markings is 205x65 R16	x	
6. Not within the Minimum Load Range and/or Ply Rating and Type/Construction requirements	x	
7. Shall have Maximum Air Pressure Markings	x	
8. Shall have the words "Made in the Philippines" or country of origin if imported.	x	
9. Shall have Manufacturing Date Markings/Symbol	x	
10. Not within the Manufacturing Period requirement	x	
11. Each Tires shall have Maximum Load Capacity Markings	x	
12. Not within the Maximum Load Capacity Requirement	x	
13. Evident damage on Tread or Sidewall or Ply or Cord or Inner liner	x	
14. Evident damage on Flap or Tube/Tube valve	x	
15. Bead Separation	x	
16. Chunking, Broken Cords, Cracking or Open Splices on tire surface	x	
Dimensional Test		
17. Dimensions (Diameter or Width or Tread Depth) is not within the standard requirement		x
18. Size Factor is not within the standard requirement	x	
Workmanship		
19. Presence of dirt, stains and other defects:		
a. Does not affect appearance		x
b. Affect appearance	x	
Tire Strength		
20. Each Tire shall meet the required tire strength	x	
Packing and Packaging:		
21. Each Tire shall be packed in plastic transparent or manufacturer's standard	x	
Total test point	**20**	**2**

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Colonel, GSC (QMS) PA
Chief

HEADQUARTERS
PHILIPPINE ARMY
OFFICE OF THE ARMY CHIEF QUARTERMASTER
Fort Andres Bonifacio, Metro Manila

PA SPECIFICATION **SPEC NR OE-23T205x65 R17**

11 OCT 2019
(Interim)

TIRE, 205x65 R17

Application: Intended for use of the following vehicles: SUV and MPV	
Technical Data	**Requirements**
Design:	
1. Traction Design	Directional/Rib Type
2. Type/Construction	Tubeless/Radial
Construction:	Bead, Inner Liner, 1st Ply, 2nd Ply, Tread, 1st Belt, 2nd Belt and Side Wall
Composition:	Natural Rubber
	Synthetic Rubber
	Carbon Black
	Steel
	Fibre, Fillers, Accelerators, antiozonants, etc
Markings:	
1. Manufacturer's Tire Designation Markings	205x65 R17
2. Minimum ply rating/Load range	8 ply/Load Range D
3. Country of origin if imported	Philippines/Country of origin
4. Manufacturing date/Symbol	Coded by Week/Year
5. Manufacturing Period requirement	Date covered is within one (1) year prior to delivery period
Maximum load capacity (at 450 kPa):	
Maximum load single (kgs)	At least 1,060
Dimensional Test:	
1. Tire Diameter (mm)	702.3 (maximum)
2. Tire Width (mm)	209 (maximum)
3. Sidewall Height (mm)	137.25 (maximum)
4. Circumference (mm)	2197.77 (maximum)
Tire strength:	Min 271J @ 50mm/min ± 10mm/min
Workmanship manufacturing standard:	Tech Specs Compliant
Packaging:	Each tire shall be packed in transparent plastic or manufacturer standard.

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Chief

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