

INCH-POUND

MIL-T-4L

30 March 1994**SUPERSEDING**

MIL-T-4K

8 August 1991

MILITARY SPECIFICATION

TIRES AND INNER TUBES (NON-AIRCRAFT); PACKAGING OF

This specification is approved for use by all Departments and Agencies of the Department of Defense.

1. SCOPE

1.1 Scope. This specification covers the preservation, packing, and marking for shipment and storage of: vehicle (non-aircraft) tires, pneumatic; inner tubes, pneumatic tires; and tires with flaps

2. APPLICABLE DOCUMENTS

2.1 Government documents.

2.1.1 Specifications, standards and handbooks. The following specifications, standards and handbooks form a part of this document to the extent specified herein. Unless otherwise specified, the issues of these documents shall be those listed in the issue of the Department of Defense Index of Specifications and Standards (DODISS) and supplement thereto, cited in the solicitation (see 6.2).

Beneficial comments (recommendations, additions, deletions) and any pertinent data which may be of use in improving this document should be addressed to: U.S. Army Tank-Automotive Command, ATTN: AMSTA-GDS, Warren, MI 48397-5000, by using the self-addressed Standardization Document Improvement Proposal (DD Form 1426) appearing at the end of this document, or by letter.

AMSC N/A

FSC 2610

DISTRIBUTION STATEMENT A. Approved for public release; distribution is unlimited.

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SPECIFICATIONS

FEDERAL

- L-P-378 - Plastic Sheet and Strip, Thin, Gauge, Polyolefin.
- T-T-871 - Twine, Cotton, Wrapping.
- T-T-911 - Twine, Fibrous, Jute.
- PPP-B-566 - Boxes, Folding, Paperboard.
- PPP-B-585 - Boxes, Wood, Wirebound.
- PPP-B-601 - Boxes, Wood Cleated-Plywood
- PPP-B-621 - Boxes, Wood, Nailed and Lock-Corner.
- PPP-B-636 - Boxes, Shipping Fiberboard.
- PPP-B-640 - Boxes, Fiberboard, Corrugated, Triple Wall.
- PPP-F-320 - Fiberboard: Corrugated and Solid, Sheet Stock (Container Grade) and Cut Shapes.
- PPP-T-60 - Tape, Packaging, Waterproof.

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- MIL-P-116 - Preservation Packaging, Method of
- MIL-B-117 - Bags, Sleeves and Tubing.
- MIL-T-50036 - Talc, Technical, T1 and T3.

Commercial

- A-A-52408 - Commercial Item Description - Preservative, Coating, Rubber; for Rubber Surfaces.

STANDARDS

MILITARY

- MIL-STD-129 - Marking for Shipment and Storage
- MIL-STD-147 - Palletized Unit Loads.
- MIL-STD-1190 - Minimum Guidelines for Level C Preservation, Packing and Marking.

(Unless otherwise indicated, copies of federal and military specifications, standards, and handbooks are available from the Naval Publications and Printing Services Office, Standardization Documents Order Desk, Bldg. 4D, 700 Robbins Avenue, Philadelphia, PA 19111-5094.)

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2.2 Non-Government publications. The following document(s) form a part of this document to the extent specified herein. Unless otherwise specified, the issues of the documents which are DOD adopted are those listed in the issue of the DODISS, cited in the solicitation. Unless otherwise specified, the issues of documents not listed in the DODISS are the issues of the documents cited in the solicitation (see 6.2).

AMERICAN SOCIETY FOR TESTING AND MATERIALS

D3950 - Standard Specification for Strapping,
Nonmetallic (and Joining Methods)

D3951 - Standard Practice for Commercial Packaging

(Application for copies should be addressed to American Society for Testing and materials, 1916 Race Street, Philadelphia, PA 19103.)

UNIFORM CLASSIFICATION COMMITTEE, AGENT
Uniform Freight Classification

(Application for copies should be addressed to the Uniform Classification Committee, Tariff Publishing Officer, Room 1106, 222 South Riverside Plaza, Chicago, IL 60606)

NATIONAL MOTOR FREIGHT TRAFFIC ASSOCIATION, INC, AGENT
National Motor Freight Classification

(Application for copies should be addressed to National Motor Freight Traffic Association, Inc. 1616 P Street NW, Washington, D.C. 20036)

Non-Government standards and other publications are normally available from the organizations that prepare or distribute the documents. These documents also may be available in or through libraries or other informational services.

2.3 Order of precedence. In the event of a conflict between the text of this specification and the references cited herein, the text of this document takes precedence. Nothing in this document, however, supersedes applicable laws and regulations unless a specific exemption has been obtained.

3. REQUIREMENTS

3.1 First article. When specified (see 6.2), a sample pack shall be subjected to first article inspection in accordance with 4.3.

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3.2 Materials. Materials used for preservation and packing in accordance with this specification shall be as specified herein or in referenced specifications and shall be either new or reused. Reuse of serviceable packaging materials is permitted and shall be free from defects affecting serviceability. All materials required to preserve and pack items under this specification shall be of appropriate size and specified strength to contain the items and packages as applicable (see 4.6.1).

3.2.1 Recycled, virgin and reclaimed materials. There are no requirements for the exclusive use of virgin materials. The use of recycled or reclaimed (recovered) materials is acceptable provided that all other requirements of this specification are met (see 4.6.1 and 6.5.2).

3.3 Packaging.

3.3.1 Packaging requirements. **Unless otherwise specified** herein, the packaging and inspection shall be in accordance with MIL-P-116 (see 4.5).

3.3.2 Preservation. Preservation shall be level A or C, as specified (6.2).

3.3.2.1 Tires, Level A.

3.3.2.1.1 Cleaning. Tires shall be cleaned in accordance with MIL-P-116, process C-1, to ensure that all loose particles and mold release agents are removed.

3.3.2.1.2 Drying. Tires shall be dried in accordance with MIL-P-116, process D-1.

3.3.2.1.3 Preservative. Tires shall be preserved in accordance with A-A-52408.

3.3.2.1.4 Tires with flap. Flaps shall be rolled and placed inside the tire. When the size of the rolled flap and normal distance between beads assure that flap will remain in place during normal handling and transportation, no tying is required. When the size of the rolled flap is such that it will not be securely held within the tire, it shall be secured within the tire using twine conforming to T-T-871 or T-T-911, or nonmetallic strapping conforming to ASTM D3950, in such a manner as to assure safe delivery. When it is too difficult to insert the rolled flap within the tire, it shall be secured within the tire in the normal installed position. Safe transportation shall be ensured by securing flaps within the tire using twine conforming to T-T-871 or T-T-911, or nonmetallic strapping conforming to ASTM D3950.

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3.3.2.2 Tires, Level C Tires shall be processed as required in paragraph 3.3.2.1, except A-A-52408 preservative is not required, unless otherwise specified (see 6.2.f.) .

3.3.2.3 Tubes, Level A.

3.3.2.3.1 Tubes weighing less than 15 pounds. Tubes shall be dusted with talc conforming to MIL-T-50036, Type T1, individually rolled or folded, and placed one each into a bag conforming to MIL-B-117. The bag shall be closed by heat sealing. As an alternative to bagging alone, tubes, prepared in the preceding manner, shall be first placed one each into a fiberboard box conforming to PPP-B-636, style RSC, type CF, grade W5c, or one each into a folding box conforming to PPP-B-566, and then placed into a bag conforming to MIL-B-117. Container closure shall be in accordance with the applicable container specification. The bag shall be closed by heat sealing.

For Navy use only, bag material shall be limited to nonlaminated, pure plastics (i.e. L-P-378).

3.3.2.3.2 Tubes weighing more than 15 pounds. Tubes shall be dusted with talc conforming to MIL-T-50036, Type T1, individually rolled or folded, and packed one each into a box conforming to PPP-B-636, style RSC, type CF, grade W5c, and then placed into a bag conforming to MIL-B-117. Container closure shall be in accordance with the container specification. The bag shall be closed by heat sealing.

For Navy use only, bag material shall be limited to nonlaminated, pure plastics (i.e. L-P-378).

3.3.2.3.3 Intermediate container. Intermediate containers shall conform to PPP-B-636, class WR, grade W5c, style optional and shall be used under the following conditions:

- a. When they are considered economical because of total quantity on order, production schedule, or when it facilitates handling, storage and reshipment.
- b. When the quantity to be shipped to a single destination permits the use of two or more intermediate containers in an exterior container.
- c. When the exterior surface of the unit pack is a bag .
- d. When the unit pack volume is less than 64 cubic inches and the exterior container is a rigid type.

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In the event that an intermediate container is required, the following limitations apply:

- a. Quantity of unit packs per intermediate container shall be divisible by two.
- b. Maximum 100 unit packs per intermediate container.
- c. Maximum size of 2.0 cubic feet.

The container closure shall be in accordance with the requirements of PPP-B-636.

3.3.2.4 Tubes, Level C.

3.3.2.4.1 Preservation. Tubes shall be preserved in accordance with ASTM-D3951.

3.3.2.4.2 For Army use only. Tubes shall be preserved accordance with MIL-STD-1190.

3.4 Packing.

3.4.1 Tires, Level A.

3.4.1.1 All motorcycle and bicycle tires, and vehicle tires with outside diameter of less than 14 inches. Tires shall be packed in boxes conforming to PPP-B-585, class 2, style 1; or PPP-B-601, type overseas, style optional, grade B; or PPP-B-621, class 2, style optional, grade B.

3.4.1.2 Tires with an outside diameter of 14 inches and greater. Tires with an outside diameter of 14 inches or greater shall be unitized. Tube and tubeless type tires shall be unitized into bundles not exceeding 43 inches in height. Means of unitizing may be by shrink wrapping with material conforming to L-P-378, type IV, class 3 or 4, grade A or B, finish 1 or 2, stretch wrapping with material conforming to L-P-378, type I, II, or III, grade A or B, finish 1 or 2; or strapping bundles with nonmetallic strapping conforming to ASTM D3950, type I, II, or III, grade A or B. When using strapping, a minimum of three vertical straps shall be used. Straps shall be evenly spaced, tensioned, and tires compressed a maximum 15% of the bundle. As a minimum, strapping must be tensioned sufficiently to ensure integrity of the load. Edge protectors shall be used where applicable to prevent any damage to the tires. Unitized tires shall be arranged in the vehicle conveyance in a manner which facilitates handling with the appropriate material handling equipment, and which does not damage any of the tires.

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3.4.1.2.1 For Navy use only. The requirements of 3.4.1.2 apply, except that means of unitizing shall be limited to nonmetallic strapping conforming to ASTM D3950, type I, II, or III, grade A or B.

3.4.2 Tires, Level B.

3.4.2.1 All motorcycle and bicycle tires, and vehicle tires with an outside diameter less than 14 inches. Motorcycle, bicycle, and vehicle tires with an outside diameter less than 14 inches shall be packed in boxes conforming to PPP-B-640, style E, class 2 for loads up to 1000 lbs. Loads up to 2000 lbs shall be packed in boxes conforming to PPP-B-640, style B, class 2.

3.4.3.1 All motorcycle and bicycle tires, and vehicle tires with an outside diameter of less than 14 inches. A multiple quantity of unit or intermediate packs, bearing the same stock number, shall be placed in close-fitting containers conforming to transportation rules and regulations (e.g; rule 41 of the Uniform Freight Classification, and item 222 of the National Motor Freight Classification).

3.4.3.2 Tires with an outside diameter of 14 inches and greater. Tires shall be unitized when the quantity of tires being shipped will fit the cargo conveyance being used. Unless otherwise specified (see 6.2.h), when the unitization of the tires would result in the tires encompassing more space than is available in the cargo conveyance, tires may be shipped loose. Unitized tires shall be of a size and weight which permits handling with the appropriate material handling equipment, and shall be arranged in the vehicle conveyance in a manner so as to facilitate such handling. Loose and unitized tires shall be arranged in a manner which would not cause damage to any of the tires.

3.4.3.2.1 For Navy use only. Plastics shall not be used as a unitizing material unless absolutely necessary. Any plastic used shall be limited to non-laminated material (i.e. L-P-378) .

3.4.4 Tubes, Level A. Tubes shall be packed same as 3.4.1.1.

3.4.5 Tubes, Level B. Tubes shall be packed in fiberboard exterior boxes conforming to PPP-B-636, style RSC, type CF, grade optional, class WR.

3.4.6 Tubes, Level C. Tubes shall be packed in accordance with ASTM-D3951.

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3.4.6.1 **For Army use only.** Tubes shall be packed in accordance with MIL-STD-1190.

3.5 **Unitization.** Unskidded, boxed tires or tubes being shipped to a single destination and exceeding a total weight of 125 pounds shall be palletized in accordance with MIL-STD-147. Unitized tires and unitized loads of packaged tubes shall be comprised of Items of the same manufacturer, National Stock Number, and shelf life (marked in terms of calendar quarter followed by the last two digits of the calendar year, with the day of the quarter being the last day; e.g., EXP DATE 4Q93).

3.5.1 **For Navy use only.** Plastics shall not be used as a unitizing material unless absolutely necessary. Any plastic used shall be limited to non-laminated material (i.e. L-P-378).

3.6 **Marking.** In addition to any special marking required by the contract or order (see 6.2), all tires (boxed, loose, or within a unitized load), unit packs, intermediate packs, exterior shipping containers and unitized loads shall be legibly marked in accordance with MIL-STD-129.

3.6.1 **Special Marking.** Tires and tubes are a type I, 5 year nonexpendable shelf-life item, and shall be marked as required for such a shelf-life item, in accordance with MIL-STD-129. Shelf life marking shall be applied to all tires, unit packs, intermediate packs, exterior packs, and unitized loads. Loose tires and unitized loads of loose tires (and tires within such loads), which have DOT or DOD markings molded into the sidewall, indicating the week and year of manufacture (cure date) of the tire, do not require the cure date to be marked, but do require the expiration date to be marked.

3.7 **Workmanship.** Preservative, packaging, packing, and unitization shall be applied or manufactured to the quality standards of their applicable specifications. When stretch wrapping loose tires, the stretch film must overlap both of the end tires at least 6 inches to insure maximum bonding of the unitized load. Insufficient overwrapping of stretch film plies causes a weak area to form in the stretch film. A minimum film overwrap of 70 percent for the spiral mode and 50 percent for the convolute mode is necessary to prevent formation of this weak area in the tire bundle.

4. **QUALITY ASSURANCE PROVISIONS**

4.1 **Responsibility for inspection.** Unless otherwise specified in the contract or purchase order, the contractor is responsible for the performance of all inspection requirements as specified herein. Except as otherwise specified in the contract

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or purchase order, the contractor may use his own or any other facilities suitable for the performance of the inspection requirements specified herein, unless disapproved by the Government. The Government reserves the right to perform any of the inspections set forth in this specification where such inspections are deemed necessary to assure supplies and services conform to prescribed requirements.

4.1.1 **Responsibility** for compliance All items shall meet all requirements of sections 3. The inspection set forth in this specification shall become a part of the contractor's overall inspection system or quality program. The absence of any inspection requirements in the specification shall not relieve the contractor of the responsibility of ensuring that all products or supplies submitted to the Government for acceptance shall comply with all requirements of the contract. Sampling inspection, as part of manufacturing operations, is an acceptable practice to ascertain conformance to requirements, however, this does not authorize submission of known defective material, either indicated or actual, nor does it commit the Government to accept defective material.

4.2 Classification of inspections. The inspection requirements specified herein are classified as follows:

- a. First article inspection (see 4.3)
- b. Quality conformance inspection (QCI) (see 4.4) .
 1. Examination (see 4.4.2).
- c. Control tests (see 4.5)

4.3 First article inspection. First article inspection shall be performed on preproduction samples of one pack as specified in table I. Approval of the first article sample by the Government shall not relieve the contractor of the obligation to supply packs that are fully representative of those inspected as a first article sample. Any changes or deviations of the production units from the first article sample shall be subject to the approval of the contracting officer.

4.3.1 First article inspection failure. Deficiencies found during, or as a result of, the first article-inspection shall be cause for rejection of the first article sample until evidence has been provided by the contractor that corrective action has been taken to eliminate the deficiency. Any deficiency found during, or as a result of the first article inspection shall be evidence that all items already produced prior to completion of the first article test are similarly deficient unless contrary evidence satisfactory to the contracting officer is furnished by

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the contractor. Such deficiencies on all items shall be corrected by the contractor. The Government will not accept products until first article inspection is completed to the satisfaction of the Government.

4.4 OCI. OCI shall include the examination of 4.4.2. Noncompliance with any of the specified requirements in section 3 shall be cause for rejection of the sample and the inspection lot (see 6.4.)

TABLE I. Classification of defects.

Major	Defects			Method of Inspection
	Packaging of tires	Packaging of tubes	Packing	
101	Improper preservation (see 3.3.2)	Tubes improperly folded (see 3.3.2.3.1, 3.3.2.3.2)	Container closure improper (see 3.3.2.3.3, 3.4)	Visual
102	Insecure tire flaps (see 3.3.2.1.4)	Bags not as specified (see 3.3.2.3.1, 3.3.2.3.2)	Container size improper (see 3.3.2.3.3, 3.4)	Visual
103	Incorrect marking (see 3.6 & 3.6.1)	Improper or inadequate bag closure (see 3.3.2.3.1, 3.3.2.3.2)	Exterior shipping container not as specified (see 3.3.2.3.3, 3.4)	Visual
104	Illegible marking (see 3.6 & 3.6.1)	Container not as specified (see 3.3.2.3)	Weight limitation of container exceeded (see 3.3.2.3.3, 3.4)	Visual
105	Faulty workmanship (see 3.7)	Container closure improper (see 3.3.2.3)	Improper Unitization (see 3.4.1.2, 3.4.3.2, 3.5)	Visual
106		Excessive looseness in package (see 3.3.2.3)	Improper marking (see 3.6 & 3.6.1)	Visual
107		Improper marking (see 3.6 & 3.6.1)	Illegible marking (see 3.6 & 3.6.1)	Visual
108		Illegible marking (see 3.6 & 3.6.1)		Visual
109		Faulty workmanship (see 3.7)	Faulty workmanship (see 3.7)	Visual

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4.4.1 Sampling plan for examination. Unless otherwise specified (see 6.2), the sampling plan for examination as specified herein shall be used. See 6.5 for definitions of sampling inspection terms.

4.4.1.1 Lot formation. A lot shall consist of all packaging of items having the same stock number and from an identifiable package period.

4.4.1.2 Sampling for examination. The sample for QCI examination shall be randomly selected from the inspection lot in accordance with table II (see 4.5).

4.4.2 **Examination.** The sample selected in accordance with 4.4.1.2 shall be examined and defects classified as specified in table I (see 4.6.2). The acceptance number in all cases is zero.

4.4.3 QCI failure. Any item that fails to conform to any specified requirement shall be rejected; any failure (one or more) of the selected sample in the major categories for the appropriate inspection lot size shall constitute a failure of the entire lot. The rejected item(s) may be repaired or corrected and resubmitted for inspection. If the contractor utilizes sampling inspection as an element of his inspection system, rejected inspection lots may be resubmitted for acceptance if the contractor performs 100 percent inspection on the lot for those characteristics which were defective and resulted in rejection of the lot and removes all defective units or obtains procuring activity approval to resample the lot due to the insignificance of the defects. Resubmitted lots shall be kept separate from new lots and shall be clearly identified as resubmitted lots.

4.5 Control tests. From each lot of packaged tubes that has passed the inspection specified 4.4.1.2, a representative sample shall be subjected to the leakage test, and heat seal test specified in MIL-P-116 (see 3.3.1, 3.3.2.3.1, and 3.3.2.3.2).

4.5.1 Failure. Failure of any packaged tubes to pass any of the specified control tests shall be cause for the Government to refuse acceptance of the production quantity represented, until action taken by the contractor to correct defects and prevent recurrence has been approved by the Government.

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TABLE II. Sampling plan for OCI.

Inspection lot size	Sample size for examination	
	Packaging of tires and tubes	Packing
2 to 8	*	5
9 to 15	13	5
16 to 25	13	5
26 to 50	13	5
51 to 90	13	7
91 to 150	13	11
151 to 280	20	13
281 to 500	29	16
501 to 1200	34	19
1201 to 3200	42	23
3201 to 10,000	50	29
10,001 to 35,000	60	35
35,001 to 150,000	74	40
150,001 to 500,000	90	40
500,001 and over	102	40

* Indicates entire lot must be inspected (100% inspection).

4.6 Methods of inspection.

4.6.1 Materials, design and construction. Conformance to 3.2, 3.3, 3.4, 3.5, and 3.6 shall be determined by inspection of contractor records providing proof or certification that design, construction, processing, and materials conform to requirements. Applicable records shall include drawings, specifications, design data, receiving inspection records, processing and quality control standards, vendor catalogs and certifications, industry standards, test reports, and rating data.

4.6.2 Defects. Conformance to 3.3 thru 3.7, shall be determined by examination for defects listed in table I. Examination shall be visual, tactile, or by measurement with standard inspection equipment.

5. PACKAGING

This section is not applicable to this specification.

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6. **NOTES**

(This section contains information of a general or explanatory nature that may be helpful, but is not mandatory.)

6.1 Intended use. The preservation, packing, and marking requirements specified herein are intended to provide safe transportation and storage of tires, tubes, and tires with flaps.

6.2 Acquisition data Acquisition documents must specify the following:

- (a) Title, number and date of this specification.
- (b) Issue of DODISS to be cited in the solicitation, and if required, the specific issue of individual documents referenced (see 2.1.1 and 2.2).
- (c) Whether first article is required (see 3.1).
- (d) If a preproduction sample pack is not required (see 4.3).
- (e) Selection of applicable level of packaging for tires and tubes (see 3.3 and 3.4).
- (f) Whether preservative is required for Level C (see 3.3.2.2).
- (g) Whether contractor quality program or inspection system can be used (see 6.4).
- (h) When tires, otherwise allowed to be shipped loose, must be unitized (see 3.4.3.2).
- (i) Special marking requirements (see 3.6)

6.3 First Article. When first article inspection is required, the contracting officer should provide specific guidance to offers whether the item(s) should be a first article sample, a first production item, or a standard production item from the contractor's current inventory and the number of items to be tested as specified in 4.3. The contracting officer should include specific instructions in acquisition documents regarding arrangements for examinations, approval of first article test results and disposition of first articles. Invitations for bids should provide that the Government reserves the right to waive the requirement for samples for first article inspection to those bidders offering a product which has been previously acquired or tested by the Government, and that bidders offering such products, who wish to rely on such production or test, must furnish evidence with the bid that prior Government approval is presently appropriate for the pending contract.

6.4 Quality control program or inspection system. When contracts include provisions for the establishment by the contractor of a quality control program or inspection system, and the approved program or system includes sampling and inspection

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requirements to insure that packages and packs meet the requirements of this specification, that program should be used in lieu of the sampling and inspection provisions of 4.4.3.

6.5 Definitions.**6.5.1 Definitions of terms used in sampling inspection.**

a. Classification of defects. A classification of defects is the enumeration of possible defects of the unit of product classified according to their seriousness. A defect is any nonconformance of the unit of product with specified requirements. Defects will normally be grouped into one or more of the following classes: critical, major and minor defects. Also, defects may be grouped into other classes, or into subclasses within these classes.

b. Critical defects. A critical defect is a defect that judgement and experience indicate would result in hazardous or unsafe conditions for individuals using, maintaining, or depending upon the product, or a defect that judgement and experience indicate is likely to prevent performance of the critical function of a major end item such as a ship, aircraft, tank, missile, or space vehicle.

c. Critical defective. A critical defective is a unit of product which contains one or more critical defects and may also contain major and/or minor defects.

d. Defective. A defective is a unit of product which contains one or more defects.

e. Formation of lots or batches. The product shall be assembled into identifiable lots, sublots, batches, or in such other manner as may be prescribed (see 1). Each lot or batch shall, as far as is practicable, consist of units of product of a single type, grade, class, size, and composition, manufactured under essentially the same conditions, and at essentially the same time.

f. Lot or batch. The term lot or batch shall mean "inspection lot" or "inspection batch", i.e. , a collection of units or product from which a sample is to be drawn and inspected and may differ from a collection of units designated as a lot or batch for other purposes (e.g., production, shipment, etc.).

g. Lot or batch size. The lot or batch size is the number of units of product in a lot or batch.

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h. **Major defect.** A major defect is a defect, other than critical, that is likely to result in failure, or to reduce materially the usability of the unit of product for its intended purpose.

i. **Major defective.** A major defective is a unit of product which contains one or more major defects, and may also contain minor defects but contains no critical defect.

j. **Minor defect.** A minor defect is a defect that is not likely to reduce materially the usability of the unit of product for its intended purpose, or is a departure from established standards having little bearing on the effective use or operation of the unit.

k. **Minor defective.** A minor defective is a unit of product which contains one or more minor defects but contains no critical or major defect.

l. **Presentation of lots or batches.** The formation of the lots or batches, lot or batch size, and the manner in which each lot or batch is to be presented and identified by the supplier shall be designated or approved by the responsible authority. As necessary, the supplier shall provide adequate and suitable storage space for each lot or batch, equipment needed for proper identification and presentation, and personnel for all handling of product required for drawing of samples.

m. **Representative sampling.** When appropriate, the number of units in the sample shall be selected in proportion to the size of sublots or subbatches, or parts of the lot or batch, identified by some rational criterion. When representative sampling is used, the units from each part of the lot or batch shall be selected at random.

n. **Sample.** A sample consists of one or more units of product drawn from a lot or batch, the units of the sample being selected at random without regard to their quality. The number of units or product in the sample is the sample size.

o. **Sampling plan.** A sampling plan indicates the number of units of product from each lot or batch which are to be inspected (sample size or series of sample sizes) and the criteria for determining the acceptability of the lot or batch (acceptance and rejection numbers).

p. **Time of sampling.** Samples may be drawn after all the units comprising the lot or batch have been assembled, or samples may be drawn during assembly of the lot or batch.

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6.5.2 Recovered materials. "Recovered materials" means materials that have been collected or recovered from solid waste (see 6.5.3).

6.5.3 Solid waste. "Solid waste" means (a) any garbage, refuse, or sludge from a waste treatment plant, water supply treatment plant, or air pollution control facility; and (b) other discarded material, including solid, liquid, semisolid, or contained gaseous material resulting from industrial, commercial, mining and agricultural operations, and from community activities. It does *not* include solid or dissolved material in domestic sewage, or solid or dissolved material in irrigation return flows, or industrial discharges which are point sources subject to permits under section 402 of the Clean Water Act, (33 U.S.C. 1342 et seq.) , or source, special nuclear, or byproduct material as defined by the Atomic Energy Act of 1954 (42 U.S.C. 2011 et seq.) (Source: Federal Acquisition Regulations, section 23.402).

6.6 Subject term (key word) listing.

Heat seal test
Intermediate container
Inner tube
Leakage test
Preservation
Recycled material
Tire flap
Unitization

6.7 AMC policy on AQLs/LTPDs. This specification is certified to be in compliance with current Army Material Command (AMC policy for the elimination of AQLs/LTPDs (Acceptable Quality Levels/Lot Tolerance Percent Defective) from military specifications.

Custodians:
Army - AT
Air Force - 84

Preparing activity:
Army - AT
(Project 2610-0156)

Review activities:
Army - AV, ME
Navy - MC

STANDARDIZATION DOCUMENT IMPROVEMENT PROPOSAL

INSTRUCTIONS

1. The preparing activity must complete blocks 1, 2, 3, and 8. In block 1, both the document number and revision letter should be given.
2. The submitter of this form must complete blocks 4, 5, 6, and 7.
3. The preparing activity must provide a reply within 30 days from receipt of the form.

NOTE: This form may not be used to request copies of documents, nor to request waivers, or clarification of requirements on current contracts. Comments submitted on this form do not constitute or imply authorization to waive any portion of the referenced document(s) or to amend contractual requirements.

1. RECOMMEND A CHANGE:		1. DOCUMENT NUMBER MIL-T-4L	2. DOCUMENT DATE (YYMMDD) 940330
3. DOCUMENT TITLE Tires and Inner Tubes (Non-Aircraft); Packaging of			
4. NATURE OF CHANGE (Identify paragraph number and include proposed rewrite, if possible. Attach extra sheets as needed)			
5. REASON FOR RECOMMENDATION			
6. SUBMITTER			
a. NAME (Last, First, Middle Initial)		b. ORGANIZATION	
c. ADDRESS (Include Zip Code)		d. TELEPHONE (Include Area Code)	7. DATE SUBMITTED (YYMMDD)
		(1) Commercial	
		(2) AUTOVON (if applicable)	
B. PREPARING ACTIVITY			
a. NAME		b. TELEPHONE (Include Area Code)	(2) AUTOVON
		(1) Commercial	786-5954
		(810) 574-5954	
c. ADDRESS (Include Zip Code) Commander U.S. Army Tank-Automotive Command ATTN: AMSTA-GDS Warren, MI 48397-5000		IF YOU DO NOT RECEIVE A REPLY WITHIN 45 DAYS, CONTACT. Defense Quality and Standardization Office 5203 Leesburg Pike, Suite 1403, Falls Church, VA 22041-3466 Telephone (703) 756-2340 AUTOVON 289-2340	