TECHNICAL MANUAL

Operator's, Organizational, Direct Support and General Support Maintenance Manual Including Repair Parts List for BEAD BREAKER, PNEUMATIC TIRE (STANDARD WHEEL AND RIM CO.) (NSN 4910-00-773-9341)

HEADQUARTERS, DEPARTMENT OF THE ARMY
NOVEMBER 1980

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No. 9-4910-595-14&P

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DEPARTMENT OF THE ARMY
WASHINGTON, DC, *30 November 1980*

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REPORTING ERRORS AND RECOMMENDING IMPROVEMENTS

You can help improve this manual. If you find any mistake or if you know of a way to improve the procedures, please let us know. Mail your letter, DA Form 2028 (Recommended Changes to Publications and Blank Forms), or DA Form 2028-2 located in the back of this manual direct to: Commander, US Army Armament Materiel Readiness Command, ATTN: DRSAR-MAS, Rock Island, IL 61299.
A reply will be furnished to you.

NOTE

This manual is published for the purpose of identifying an authorized commercial manual for the use of the personnel to whom the bead breader is issued. Repair parts should be ordered by manufacturer's part number as shown in the back of this manual. Model and serial number should be referenced when ordering replacement parts.

Manufactured by: Standard Wheel & Rim Co.
200 South Cameron Street
P. O. Box 1715
Harrisburg, PA 17105

Procured under Contract No: DAAA09-75-C-6796

This technical manual is an authentication of the manufacturers' commercial literature and does not conform with the format and content specified in AR 310-3, Military Publications. This technical manual does, however, contain available information that is essential to the operation and maintenance of the equipment.

INSTRUCTIONS FOR REQUISITIONING PARTS

NOT IDENTIFIED BY NSN

When requisitioning parts not identified by National Stock Number, it is mandatory that the following information be furnished the supply officer.

1 - Manufacturer's Federal Supply Code Number - 73842

2 - Manufacturer's Part Number exactly as listed herein.

3 - Nomenclature exactly as listed herein, including dimensions, if necessary.

4 - Manufacturer's Model Number - NA

5 - Manufacturer's Serial Number (End Item)

6 - Any other information such as Type, Frame Number, and Electrical Characteristics, if applicable.

7 - If DD Form 1348 is used, fill in all blocks except 4; 5, 6, and Remarks field in accordance with AR 725-50.

Complete Form as Follows:

(a) In blocks 4, 5, 6, list manufacturer's Federal Supply Code Number - _____followed by a colon and manufacturer's Part Number for the repair part.

(b) Complete Remarks field as follows:
Noun: (nomenclature of repair part)
For: NSN: 4910-00-773-9341
Manufacturer: Standard Wheel & Rim Co.
Model: NA
Serial: (of end item)

Any other pertinent information such as Frame Number, Type, Dimensions, etc.

Double check to make sure all components are properly seated prior to inflation.

Mixing parts of one manufacturer's rims with those of another is potentially dangerous. Always check manufacturer for approval.

Don't overload rims or over-inflate tire/rim assembly. Check your rim manufacturer if special operating conditions are required.

Don't reinflate a tire that has been run flat without first inspecting the tire, rim, and wheel assembly. Double check the lock ring for damage; make sure that it is secure in the gutter before inflation.

Never run a vehicle on one tire of a dual assembly. The carrying capacity of the single tire and rim is dangerously exceeded, and operating a vehicle in this manner can result in damage to the rim.

Don't be careless or take chances. If you are not sure about the proper mating of rim and wheel parts, consult a wheel and rim expert. This may be the tire man who is servicing your fleet, the rim and wheel distributor in your area, or the Motor Wheel Sales Engineer.

Don't use undersized rims. Use the right rims for the job.

Don't seat rings by hammering while the tire is inflated. Don't hammer on an inflated or partially inflated tire/rim assembly.

Don't inflate tire before all side and lock rings are in place. Check components for proper assembly again after inflating to approximately 5 PSI.

Don't let anyone mount or demount tires without proper training.

Never sit on or stand in front of a tire and rim assembly that is being inflated. Use a clip-on chuck and make sure inflation hose is long enough to permit the person inflating the tire to ;stand to the side of the tire, not in front or in back of the tire assembly.

Do not, under any circumstances, attempt to rework, weld, heat, or braze any rim components that are cracked, broken or damaged. Replace with new parts, or parts that are not cracked, broken, or damaged and which are of the same size, type and make.

Inflate in a safety cage or use safety chains during inflation.

Regardless of how hard or firm the ground appears, put hardwood blocks under the jack.

Block the tire and wheel on the other side of the vehicle before you place the jack in position; always crib up with blocks just in case the jack may slip.

Remove the bead seat band slowly to prevent it from dropping off and crushing your toes. Support the band on your thigh and roll it slowly to the ground. This will protect your back and toes. Demounting tools apply pressure to rim flanges to unseat tire beads. Keep your fingers clear. Slant demounting bead tool about 10 to keep it firmly in place. If it slips off, it can fly with enough force to kill. Always stand to one side when you apply hydraulic pressure.

When using a cable or chain sling, stand clear; it might snap and lash out.