



Standard Test Method for Tires, Pneumatic, Vehicular, Highway¹

This standard is issued under the fixed designation F1922; the number immediately following the designation indicates the year of original adoption or, in the case of revision, the year of last revision. A number in parentheses indicates the year of last reapproval. A superscript epsilon (ϵ) indicates an editorial change since the last revision or reapproval.

INTRODUCTION

This ASTM Standard has been developed to replace ASTM Provisional Standard PS 63-97. The provisional standard was approved so that the U.S. military and other government agencies could continue to purchase tested and qualified tires, until F1922 had been approved. The provisional standard replaced the government's specification ZZ-T-381, *Federal Specification, Tires, Pneumatic, Vehicular, Highway*, under the former Federal Tire Program. That program was discontinued and is replaced by the U.S. Army Tank Automotive Command's Cooperative Tire Qualification Program (CTQP). While fulfilling the military's commercial and tactical needs, the CTQP will continue to serve federal, state and local agencies that want to purchase qualified tires using this test method.

This test method is designed to be used in conjunction with the Administrator's Approval and Requirements Manual (CTQP F1922) (**1**),² to qualify tires for purchase primarily by the U.S. federal government, military, and other state and local entities.

1. Scope

1.1 This test method covers comparative tire durability and treadwear. This test method covers commercially available, over the highway pneumatic tires, new and retreaded, both tube type and tubeless, for use on conventional passenger cars, station wagons, pursuit and emergency high speed and pursuit passenger vehicles, light trucks, medium to heavy truck, trailers, buses, and similar vehicles normally operated on public roads and highways. This test method also covers commercially available, special application light truck tires for operation on non-improved road surfaces.

1.2 The values stated in SI units are to be regarded as the standard. The values given in parentheses are for information only.

1.3 *This standard does not purport to address all of the safety concerns, if any, associated with its use. It is the responsibility of the user of this standard to establish appropriate safety and health practices and determine the applicability of regulatory limitations prior to use.*

¹ This test method is under the jurisdiction of ASTM Committee F09 on Tires and is the direct responsibility of Subcommittee F09.20 on Vehicular Testing.

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² The boldface numbers in parentheses refer to the list of references at the end of this standard.

2. Referenced Documents

2.1 ASTM Standards:³

D2240 [Test Method for Rubber Property—Durometer Hardness](#)

F414 [Test Method for Energy Absorbed by a Tire When Deformed by Slow-Moving Plunger](#)

F538 [Terminology Relating to the Characteristics and Performance of Tires](#)

F1806 [Practice for Tire Testing Operations—Basic Concepts and Terminology for Reference Tire Use](#)

3. Terminology

3.1 Definitions:

3.1.1 *alignment, n*—the adjustment of various parts of the vehicle's suspension system to ensure proper handling stability and to minimize abnormal tire treadwear.

3.1.2 *balancing, n*—a process to correct for heavy or light areas of a tire and wheel assembly.

3.1.2.1 *Discussion*—There are some instances where balancing is done to the tire within the factory by the manufacturer.

³ For referenced ASTM standards, visit the ASTM website, www.astm.org, or contact ASTM Customer Service at service@astm.org. For *Annual Book of ASTM Standards* volume information, refer to the standard's Document Summary page on the ASTM website.