
Road vehicles — Passenger car wheels for road use — Test methods

*Véhicules routiers — Roues pour voitures particulières pour
utilisation sur routes — Méthodes d'essai*

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Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

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For an explanation on the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the WTO principles in the Technical Barriers to Trade (TBT) see the following URL: [Foreword - Supplementary information](#)

The committee responsible for this document is ISO/TC 22, *Road vehicles*, Subcommittee SC 33, *Vehicle dynamics and chassis components*.

This fifth edition cancels and replaces the fourth edition (ISO 3006:2005), which has been technically revised.

Introduction

This International Standard was developed in response to requests to establish uniform test methods to evaluate certain fatigue strength characteristics of wheels used on passenger cars. The standardization of test methods allows manufacturers of vehicles and/or wheels to evaluate their products in a uniform manner. By using these methods, wheels from different parts of the world can be compared and evaluated for use.

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Road vehicles — Passenger car wheels for road use — Test methods

1 Scope

This International Standard specifies two laboratory methods for testing certain essential fatigue strength characteristics of wheels intended for road use on passenger cars as defined in ISO 3833.

The test methods are

- a) dynamic cornering fatigue test;
- b) dynamic radial fatigue test.

2 Normative references

The following documents, in whole or in part, are normatively referenced in this document and are indispensable for its application. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 3833, *Road vehicles — Types — Terms and definitions*

ISO 3911, *Wheels and rims for pneumatic tyres — Vocabulary, designation and marking*

3 Terms and definitions

For the purposes of this document, the terms and definitions given in ISO 3911 and the following apply.

3.1

hub bolt (fasteners)

bolt that is attached to the hub before mounting the wheel

3.2

wheel nut (fasteners)

nut for fastening the wheel as a set with the *hub bolts (fasteners)* ([3.1](#))

3.3

wheel bolt

bolt for fastening the wheels as a set into a threaded hole in the hub

3.4

load rating

value obtained by converting the force to mass which can be loaded under defined conditions to the tyres which can be applied to the test wheel

3.5

maximum vertical static load

maximum value of the vertical load acting on the tyres

Note 1 to entry: It is specified by the wheel manufacturer or vehicle manufacturer and it derives from the specification of a vehicle which is intended to use the test wheel.

3.6 crack

material separation with a propagation of more than 10 mm occurring during a test

Note 1 to entry: The inspection by method for liquid penetrant that are defined in ISO 3452-1.

4 General requirement

Only fully processed new wheels which are equivalent of wheels intended for the vehicle shall be used for the tests.

5 Dynamic cornering fatigue test

5.1 Equipment

The test machine shall have a driven rotatable device where either the wheel rotates under the influence of a stationary bending moment (see [Figure 1](#)) or the wheel is stationary and is subjected to a rotating bending moment (see [Figure 2](#)).

5.2 Procedure

5.2.1 Preparation

Clamp the rim of the wheel securely to the test fixture. The adaptor face of the test machine shall have equivalent wheel mounting systems to those used on the vehicle. The mating surfaces of the test adaptor and wheel shall be free of excessive scoring and deformation, and excessive build-up of paint, dirt, or foreign matter.

Attach the load arm and adaptor assembly to the mounting surface of the wheel using hub bolts and wheel nuts or wheel bolts which are as follows:

- equivalent to those used in a vehicle;
- in good condition;
- lubricated or non-lubricated in accordance with the state of being applied to a vehicle (as specified by the vehicle manufacturer).

Tighten these wheel nuts or wheel bolts at the beginning of the test to the vehicle or wheel manufacturer's specified torque values.

In the early stages of the test, to improve the adaptability of the nut contact surface of the wheel and the wheel nut or wheel bolt, the wheel nut or wheel bolt can be re-tightened once.

5.2.2 Bending moment application

To impart a bending moment to the wheel, apply a force, F , parallel to the plane of the wheel mounting surface.

Maintain the bending moment within $\pm 2,5$ % of the calculated value.

5.3 Bending moment determination

Determine the bending moment M (force $F \times$ moment arm l), in newton metres, using Formula (1):

$$M = (\mu \times R + d) \times F_v \times S \quad (1)$$

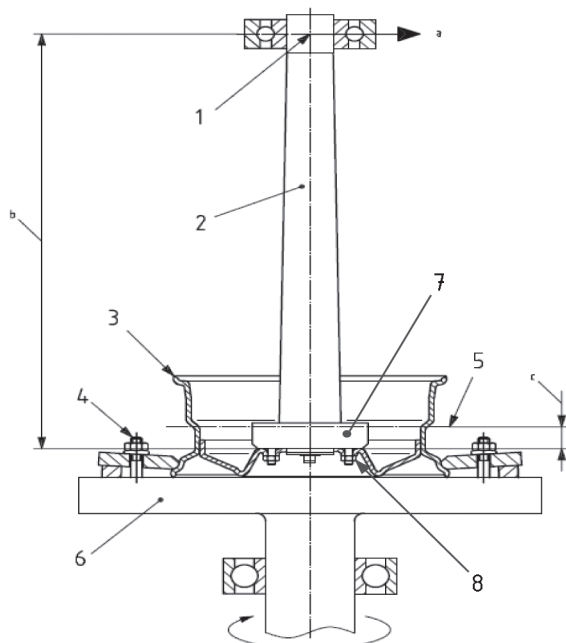
where

- μ is the assumed coefficient of friction developed between tyre and road (see [Table A.1](#));
- R is the radius, in metres, of either of the following:
 - the largest value of the static loaded radius of the tyres which can be applied to the wheel;
 - the largest value of the static loaded radius of the tyres which is specified by the wheel or the vehicle manufacturer;
- d is the inset or outset (positive for inset; negative for outset) of the wheel, in metres (see ISO 3911);
- F_v is the value, in Newtons, of either of the following:
 - the largest value of the load rating of the tires which can be applied to the wheel;
 - the maximum vertical static load which is specified by the wheel or the vehicle manufacturer;
- S is the accelerated test factor (see [Table A.1](#)).

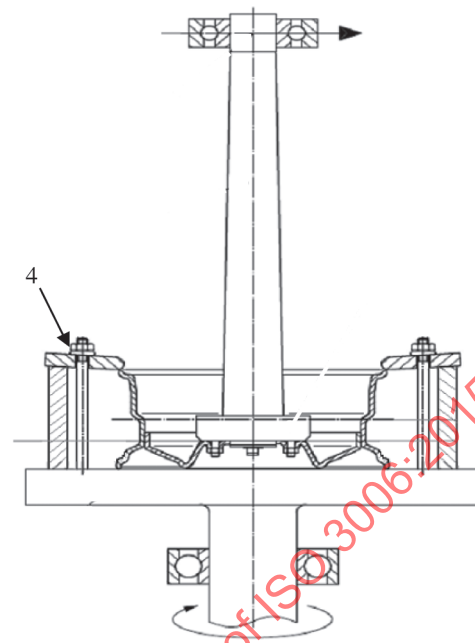
5.4 Test termination

The test shall be terminated in either of the two following circumstances:

- inability of wheel to sustain load;
- propagation of a crack or cracks existing prior to test or new visible stress-caused cracks penetrating through a section of the wheel.



a) Bottom clamping method



b) Top clamping method

Key

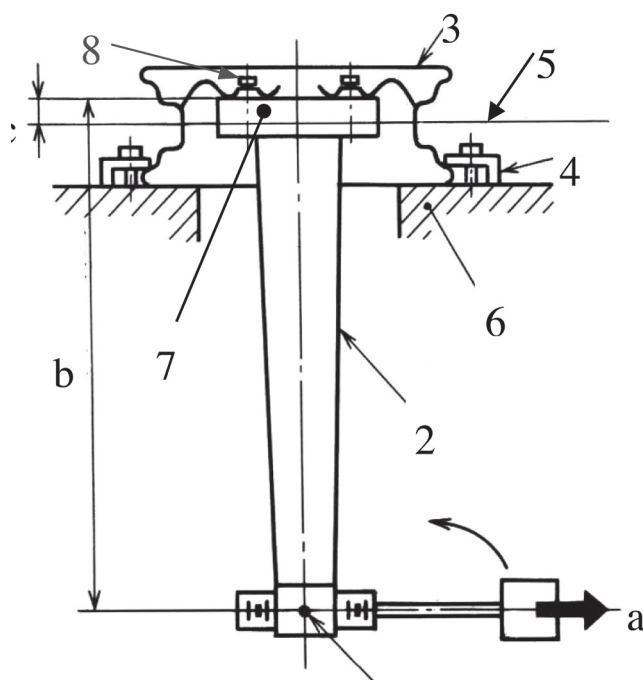
- 1 pivot point
- 2 loading arm
- 3 wheel
- 4 fastener
- 5 rim centre plane
- 6 rotary disc
- 7 adaptor
- 8 wheel nuts or wheel bolts

a Load, F

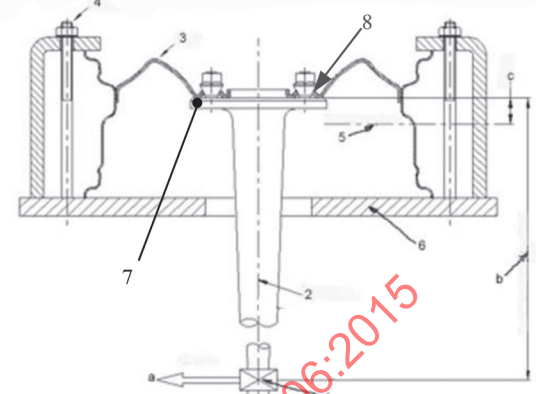
b Moment arm, l (0,5 m to 1,4 m).

c Inset, d .

**Figure 1 — Example of dynamic cornering fatigue test fixture
— the wheel rotates under the influence of a stationary bending moment**



a) Bottom clamping method



b) Top clamping method

Key

- 1 pivot point
- 2 loading arm
- 3 wheel
- 4 fastener
- 5 rim centre plane
- 6 fixing base
- 7 adaptor
- 8 wheel nuts or wheel bolts
- a Load, F
- b Moment arm, l (0,5 m to 1,4 m).
- c Inset, d .

Figure 2 — Example of dynamic cornering fatigue test — rotating bending moment**6 Dynamic radial fatigue test****6.1 Equipment**

The test machine shall be equipped with a means of imparting a constant radial load as the wheel rotates. There are many means of imparting radial loads: the suggested equipment incorporates a driven rotatable drum which presents a smooth surface wider than the loaded test tyre section width. The recommended minimum external diameter of the drum is 1 700 mm.

The test wheel and tyre fixture shall provide loading normal to the drum external surface and in line radially with the centre of the test wheel and the drum. The axes of the drum and test wheel shall be parallel (see [Figure 3](#)). For dual application wheel, it shall be tested as a single application wheel.

The mating surfaces of the test adaptor and wheel shall be free of excessive scoring and deformation, and excessive build-up of paint, dirt, or foreign matter.

6.2 Procedure

Tyres used in this test shall meet the following:

- tyre which have load rating of maximum value in the tyres which are applied to the test wheel;
- tyre which is specified by the wheel or vehicle manufacturer. Select the tyre of maximum load rating if there is more than one tyre which is specified by the vehicle or wheel manufacturer.

Adapter for testing shall be equivalent of the hub the mass production.

Hub bolt and wheel nuts or wheel bolt shall be used as follows:

- equivalent to those used in a vehicle;
- in good condition;
- lubricated or non-lubricated in accordance with the state being applied to a vehicle (as specified by the vehicle manufacturer).

Tighten these wheel nuts or wheel bolts at the beginning of the test to the vehicle or wheel manufacturer's specified torque values.

The cold inflation pressure of the test tyre shall be in accordance with the values in [Table 1](#).

Table 1 — Test inflation pressures

Unit kPa

Tyre pressure at usage load	Test pressure
up to 160	280
161 to 280	450
281 to 450	550
a) 100 kPa = 1 bar.	

There will be an increase in pressure during the test. This increase is normal and no adjustment is necessary. The loading system shall maintain the specified load within $\pm 2,5$ % of the calculated value.

6.3 Radial load determination

Determine the radial load, F_r , in Newtons, using Formula (2):

$$F_r = F_v \times K \quad (2)$$

where

F_v is the value, in Newtons, of either of the following:

- the largest value of the load rating of the tires which can be applied to the wheel;
- the maximum vertical static load which is specified by the wheel or the vehicle manufacturer;

K is the accelerated test factor ([Table A.2](#)).