
**Road vehicles — Wheels/rims for
commercial vehicles — Test methods**

*Véhicules routiers — Roues/jantes pour véhicules utilitaires —
Méthodes d'essai*



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Contents

Page

Foreword	iv
Introduction	v
1 Scope	1
2 Normative references	1
3 Terms and definitions	1
4 General requirement	2
5 Wheels — Dynamic cornering fatigue test	2
5.1 Equipment.....	2
5.2 Procedure.....	2
5.2.1 Preparation.....	2
5.2.2 Bending moment application.....	2
5.3 Bending moment determination.....	3
5.4 Test termination.....	3
6 Wheels — Dynamic radial fatigue test	5
6.1 Equipment.....	5
6.2 Procedure.....	6
6.3 Radial load determination.....	6
6.4 Test termination.....	7
Annex A (informative) Recommended test factors and test cycles	8
Bibliography	9

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 fourth edition cancels and replaces the third edition (ISO 3894:2005), which has been technically revised with the following changes:

- the Annex has been changed to informative;
- [5.2](#) clarifies the test adapter;
- [Figures 2](#) and [3](#) are added for the cornering test;
- [Figure 1](#) title is corrected;
- the test factors and cycles agreed to in TC22/SC19/WG3 N151 Resolution 65 are included in the Annex.

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 commercial vehicles.

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.

Road vehicles — Wheels/rims for commercial vehicles — Test methods

1 Scope

This International Standard specifies two laboratory methods for testing certain essential strength characteristics of disc wheels intended for road use on commercial vehicles, buses, trailers, and multipurpose passenger vehicles, as defined in ISO 3833.

The test methods are

- dynamic cornering fatigue test and
- 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

test bolt (fasteners)

test bolt is a bolt that is attached to the hub/test fixture before mounting the wheel

3.2

wheel nut (fasteners)

nut for fastening the wheel as a set with the *test bolts (fasteners)* (3.1)

3.3

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

3.4

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 the vehicle manufacturer and it derives from the specifications of a vehicle which is intended to use the test wheel.

3.5

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 Wheels — Dynamic cornering fatigue test

5.1 Equipment

The test machine shall have a driven rotatable device whereby 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 mounting systems to those used on the vehicle. The mating surface 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 test bolts and wheel nuts. The test bolt and wheel nuts used shall be

- equivalent to those used in a vehicle,
- in good condition, and
- 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 at the beginning of the test to the vehicle or wheel manufacturer's specified torque values.

Wheel bolts or nuts can be retightened during the test.

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 at a specified distance, l (moment arm), as shown in [Figures 1](#) and [2](#).

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):

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

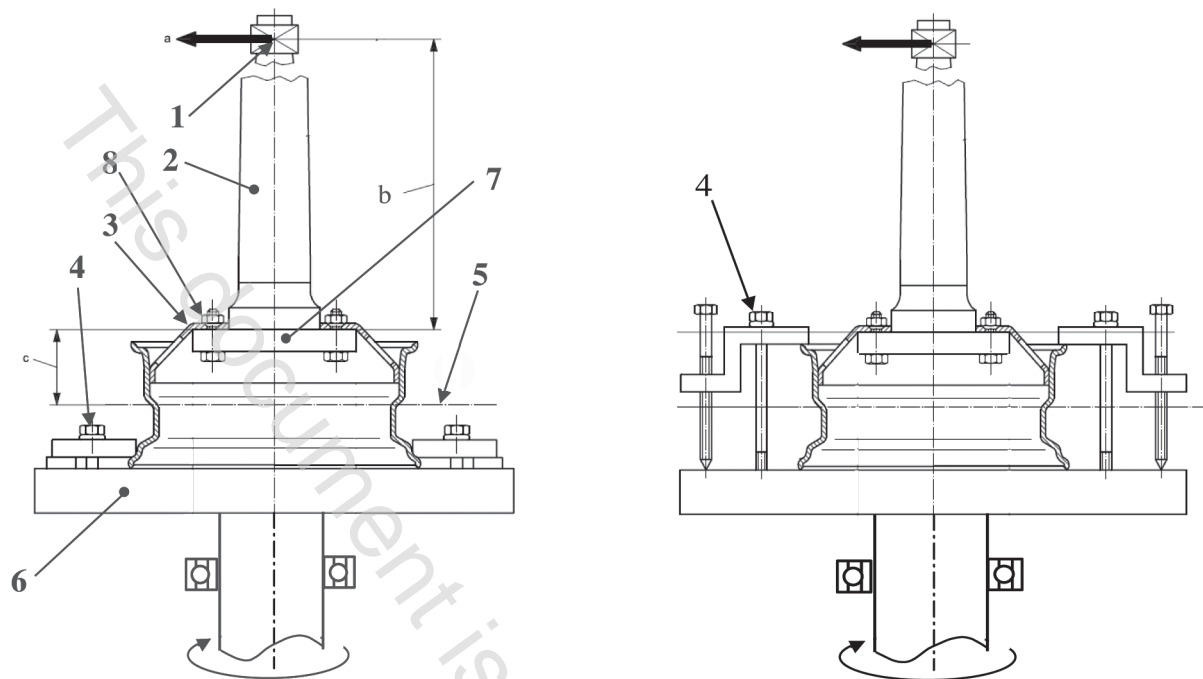
where

- 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). If the wheel can be used as both an inset and outset wheel, then the inset value shall be used;
- F_v is 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
- 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**