
**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

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ISO 3006 was prepared by Technical Committee ISO/TC 22, *Road vehicles*, Subcommittee SC 19, *Wheels*.

This fourth edition cancels and replaces the third edition (ISO 3006:1995), 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. Only laboratory test methods are given. No minimum performance levels are part of this International Standard.

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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

- dynamic cornering fatigue test;
- dynamic radial fatigue test.

2 Normative references

The following referenced documents are indispensable for the application of this document. 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 General

Only fully processed new wheels which are representative of wheels intended for the vehicle shall be used for the tests. No wheel shall be used for more than one test.

4 Dynamic cornering fatigue test

4.1 Equipment

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

4.2 Procedure

4.2.1 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.