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**AMENDMENT 1**  
1999-11-01

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**Motorcycle tyres — Test methods for  
verifying tyre capabilities**

**AMENDMENT 1**

*Pneumatiques pour motocycles — Méthodes d'essai pour la vérification de  
l'aptitude des pneumatiques*  
*AMENDEMENT 1*  
(standards.iteh.ai)

ISO 10231:1997/Amd 1:1999

<https://standards.iteh.ai/catalog/standards/sist/52318707-31d5-4139-b890-afc112102ee7/iso-10231-1997-amd-1-1999>



## 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.

International Standards are drafted in accordance with the rules given in the ISO/IEC Directives, Part 3.

Draft International Standards adopted by the technical committees are circulated to the member bodies for voting. Publication as an International Standard requires approval by at least 75 % of the member bodies casting a vote.

Amendment 1 to International Standard ISO 10231:1997 was prepared by Technical Committee ISO/TC 31, *Tyres, rims and valves*, Subcommittee SC 10, *Cycle, moped, motorcycle tyres and rims*.

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[ISO 10231:1997/Amd 1:1999](https://standards.iteh.ai/catalog/standards/sist/52318707-31d5-4139-b890-afc112102ee7/iso-10231-1997-amd-1-1999)

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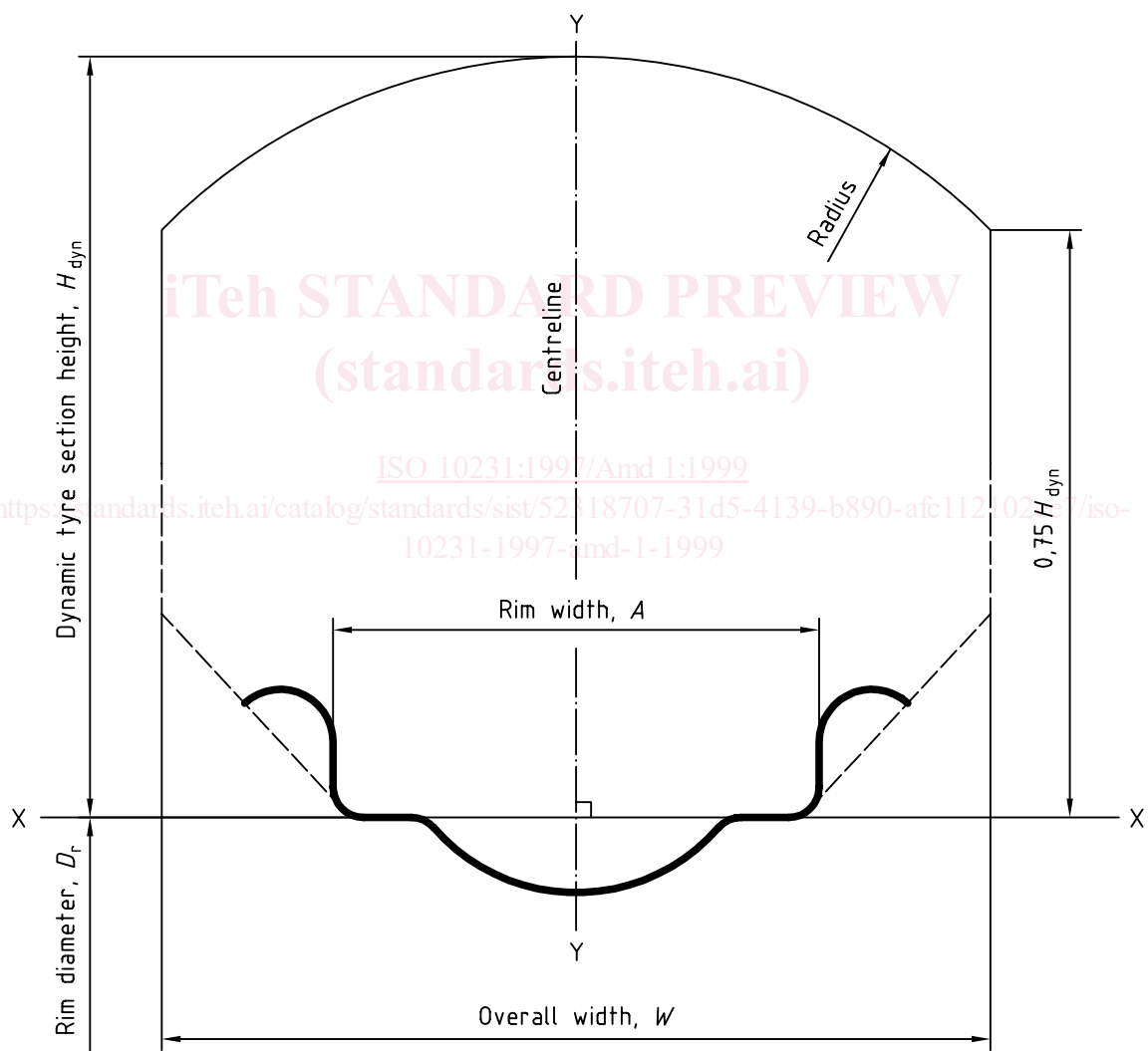
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# Motorcycle tyres — Test methods for verifying tyre capabilities

## AMENDMENT 1

Page 9, annex A

Replace Figure A.1 with the following.



### NOTES

- 1 For the overall width,  $W$ , and for the dynamic tyre section height,  $H_{dyn}$ , see ISO 5751-1:1994, 5.2.
- 2 The Y-axis is perpendicular to the X-axis and to the wheel axis.

Figure A.1