

FINAL
DRAFT

AMENDMENT

ISO/FDIS
4000-1
FDAM 1

ISO/TC 31/SC 03

Secretariat: AFNOR

Voting begins on:
2001-04-26

Voting terminates on:
2001-06-26

Passenger car tyres and rims —

Part 1: Tyres (metric series)

AMENDMENT 1

iTeh STANDARD PREVIEW

Pneumatiques et jantes pour voitures particulières —

(Partie 1: Pneumatiques (série millimétrique))

AMENDEMENT 1

ISO 4000-1:2001/FDAmD 1

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Reference number
ISO/FDIS 4000-1/FDAM 1:2001(E)

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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.

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Amendment 1 to ISO/FDIS 4000-1 was prepared by Technical Committee ISO/TC 31, *Tyres, rims and valves*, Subcommittee SC 3, *Passenger car tyres and rims*.

As an exceptional case, this draft amendment is being circulated for voting before publication of the standard that it amends. If this draft amendment is approved, it will be incorporated in the future seventh edition of ISO 4000-1:2001.

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Passenger car tyres and rims —

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Below clause 10, add the following clauses 11 and 12.

11 Choice of tyre sizes

In selecting tyres for a vehicle, the vehicle maximum load on the tyre shall not be greater than the applicable maximum load carrying capacity of the tyre. Vehicle maximum load on the tyre is the load on an individual tyre that is determined by distributing to each axle its share of the maximum loaded vehicle weight and dividing by two.

The vehicle normal load on the tyre shall not be greater than 88 % of the maximum load carrying capacity of the tyre. Vehicle normal load on the tyre is the load on an individual tyre that is determined by distributing (in accordance with Table 1) to each axle its share of the curb weight, accessory weight and normal occupant weight and dividing by 2. These, and other relevant weights, are defined below.

The vehicle manufacturer may specify an inflation pressure less than that corresponding to the maximum tyre load. In this case, the load on the tyre (at the corresponding vehicle loading condition) shall not exceed the tyre load capacity at the specified inflation pressure.

Maximum loaded vehicle weight is the sum of

- a) curb weight,
- b) accessory weight,
- c) vehicle capacity weight, and
- d) production option weight.

Curb weight is the weight of a motor vehicle with standard equipment including the maximum capacity of fuel, oil, and coolant, and, if so equipped, air conditioning and additional weight optional engine.

Accessory weight is the combined weight (in excess of those standard items that may be replaced) of automatic transmission, power steering, power brakes, power windows, power seats, radio, and heater, to the extent that these items are available as factory-installed equipment (whether installed or not).

Normal occupant weight is equivalent to 68 kg multiplied by the number of occupants as specified in Table 8. When local regulation includes a luggage weight, a weight of 7 kg per occupant, located in the luggage compartment, shall be used. Occupant distribution is the distribution of occupants in a vehicle as specified in Table 8.

Table 8 — Occupant loading and distribution for vehicle normal load for various designated seating capacities

Designated seating capacity, number of occupants	Vehicle normal load, number of occupants	Occupant distribution in a normally loaded vehicle
2 to 4	2	2 in front
5 and above	3	2 in front, 1 in second seat

Vehicle capacity weight is the rated cargo and luggage load plus 68 kg multiplied by the vehicle designated seating capacity.

Production option weight is the combined weight of those installed regular production options weighing over 2,3 kg in excess of those standard items they replace, not previously considered in curb weight or accessory weight, and including heavy duty brakes, ride levellers, roof rack, heavy duty battery and special trim.

12 Camber angle

Vehicle camber angles, especially under severe driving conditions, have an influence on tyre performance: the static camber angle on a passenger car cannot exceed the values for the different tyre sizes given in Table 9.

Table 9 — Maximum camber angle for different aspect ratio

Aspect ratio	Maximum camber angle
45	3°
40	3°
35	2°
30	2°
25	2°
20	2°

