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

*Véhicules routiers — Roues/jantes pour véhicules utilitaires —  
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.

International Standards are drafted in accordance with the rules given in the ISO/IEC Directives, Part 2.

The main task of technical committees is to prepare International Standards. 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.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights.

ISO 3894 was prepared by Technical Committee ISO/TC 22, *Road vehicles*, Subcommittee SC 19, *Wheels*.

This third edition cancels and replaces the second edition (ISO 3894:1995), which has been technically revised. The 40° rotary fatigue test was deleted since it is used in limited applications.

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## 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 road vehicles. Only laboratory test methods are given. No minimum performance levels are part of this International Standard.

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 — Wheels/rims for commercial vehicles — Test methods

## 1 Scope

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

The test methods are

- a) disc wheel dynamic cornering fatigue test;
- b) disc wheels and wheels with demountable rims — dynamic radial fatigue test; and
- c) wheels with demountable rims — dynamic cornering fatigue test.

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## 2 Normative references (standards.iteh.ai)

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/rims which are representative of wheels/rims intended for the vehicle shall be used for the tests. No wheel/rim shall be used for more than one test.

## 4 Disc wheel 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.

### 4.2 Procedure

#### 4.2.1 Preparation

Clamp the rim of the wheel securely to the test fixture in accordance with Figure 1a) or 1b). 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.

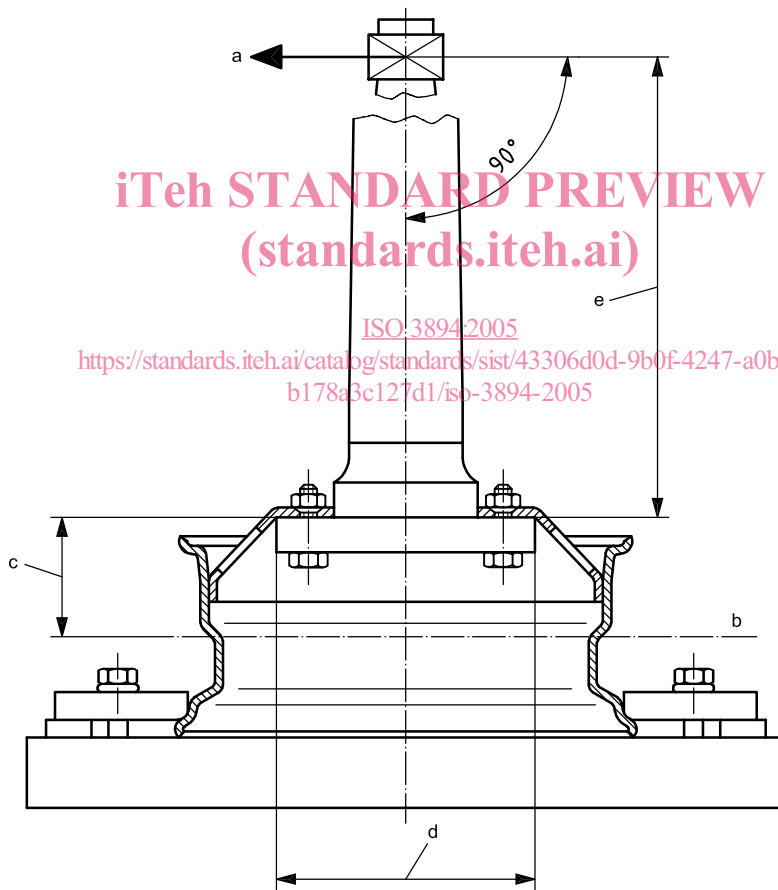
Attach the load arm and adaptor assembly to the mounting surface of the wheel using studs or bolts, and nuts which are in good condition, lubricated or non-lubricated in accordance with the intended vehicle application (as specified by the vehicle manufacturer), and are representative of those used on the vehicle. Assemble and tighten the wheel fixing at the beginning of the test using the procedure specified by the vehicle or wheel manufacturer.

Wheel bolts or nuts may be retorqued during the test.

#### 4.2.2 Bending moment application

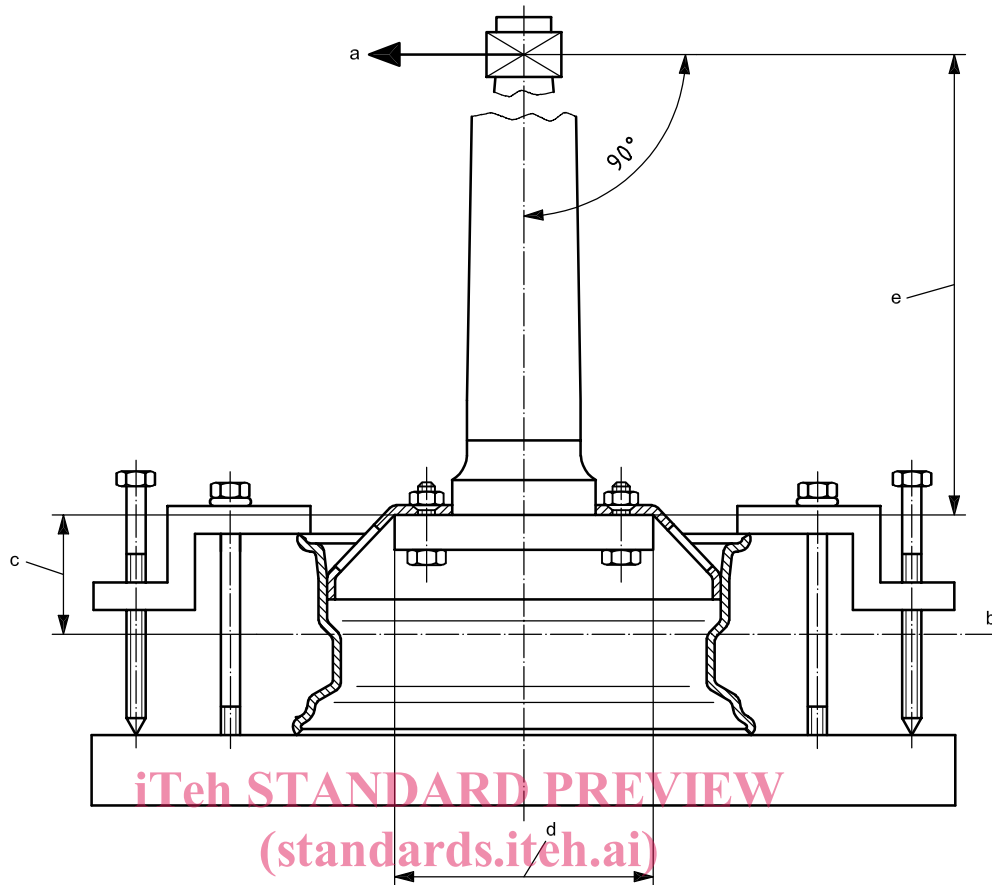
To impart a bending moment to the wheel, apply a force parallel to the plane of the wheel mounting surface at a specified distance with the moment arm as shown in Figures 1a) and 1b).

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



a) 90° loading method example showing bottom clamping

Figure 1 — Dynamic cornering fatigue test



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 b) 90° loading method example showing top clamping  
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#### Key

- a Test load.
- b Rim centre plane.
- c Inset,  $d$ .
- d Diameter.
- e Moment arm,  $l$ .

Figure 1 (continued)

### 4.3 Bending moment determination

Determine the bending moment  $M$  (force  $\times$  moment arm), in newton metres, from the formula

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

where

- $\mu$  is the assumed coefficient of friction developed between tyre and road (see Table A.1);
- $R$  is the static loaded radius, in metres, of the largest tyre to be used on the wheel as specified by the vehicle or wheel manufacturer;
- $d$  is the inset or outset (positive for inset; negative for outset), of the wheel, in metres (see ISO 3911). If the wheel may be used as both an inset and outset wheel, then the inset value shall be used;

$F_v$  is the load rating of the wheel, in newtons, as specified by the vehicle or wheel manufacturer;

$S$  is the accelerated test factor (see Table A.1).

#### 4.4 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.

### 5 Disc wheels and wheels with demountable rims — dynamic radial fatigue test

#### 5.1 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 set 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 (single application) and tyre fixture shall provide loading normal to the drum external surface and in line radially with the centre of the test wheel and drum. The axes of the drum and test wheel shall be parallel.

#### 5.2 Procedure

Tyres selected for this wheel test shall meet the load rating  $F_v$  of the wheel or be representative of the maximum load capacity tyre specified by the vehicle or wheel manufacturer, whichever is greater. For disc wheels, the test adaptor shall be representative of production hubs using bolts or studs, and nuts which are in good condition, lubricated or non-lubricated in accordance with the intended vehicle application (as specified by the vehicle manufacturer), and are representative of those used on the vehicle. For demountable rims, the test adaptor shall be representative of production spoke wheels using bolts or studs and nuts and clamps which are in good condition, lubricated or non-lubricated in accordance with the intended vehicle application (as specified by the vehicle manufacturer), and are representative of those used on the vehicle. Torque the wheel nuts to the torque limits specified by the vehicle or wheel manufacturer for the stud size and type of nut used. Check nut torque values and reset them periodically during the course of the test in order to compensate for the wearing-in of mating surfaces of nuts and bolt holes.

The test load and inflation pressures are based on wheel/rim ratings. Test inflation pressures shown in Table 1 are for information only.



Table 1 — Test inflation pressures

Tyre test pressure at usage load kPa <sup>a</sup>	Tyre test pressure kPa <sup>a</sup>
up to 310	450
320 to 450	550
460 to 580	690
590 to 720	900
730 to 830	1 000
<sup>a</sup> 100 kPa = 1 bar	

The selected cold test inflation pressure shall be maintained within  $\pm 5\%$ . The load system shall maintain the specified load within  $\pm 5\%$  of the calculated value.

### 5.3 Radial load determination

Determine the radial load  $F_r$  in newtons, from the formula

$$F_r = F_v K$$

where

$F_v$  is the load rating of the wheel/rim, in newtons, as specified by the vehicle or wheel/rim manufacturer;

$K$  is the accelerated test load factor (see Table A.2).

### 5.4 Test termination

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

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

## 6 Wheels with demountable rims — dynamic cornering fatigue test

### 6.1 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 2).