

This is a preview of "ISO 3006:2015". [Click here to purchase the full version from the ANSI store.](#)

Fifth edition
2015-06-15

Road vehicles — Passenger car wheels for road use — Test methods

*Véhicules routiers — Roues pour voitures particulières pour
utilisation sur routes — Méthodes d'essai*



Reference number
ISO 3006:2015(E)

© ISO 2015

This is a preview of "ISO 3006:2015". Click here to purchase the full version from the ANSI store.



COPYRIGHT PROTECTED DOCUMENT

© ISO 2015, Published in Switzerland

All rights reserved. Unless otherwise specified, no part of this publication may be reproduced or utilized otherwise in any form or by any means, electronic or mechanical, including photocopying, or posting on the internet or an intranet, without prior written permission. Permission can be requested from either ISO at the address below or ISO's member body in the country of the requester.

ISO copyright office
Ch. de Blandonnet 8 • CP 401
CH-1214 Vernier, Geneva, Switzerland
Tel. +41 22 749 01 11
Fax +41 22 749 09 47
copyright@iso.org
www.iso.org

This is a preview of "ISO 3006:2015". [Click here to purchase the full version from the ANSI store.](#)

Contents

	Page
Foreword	iv
Introduction	v
1 Scope	1
2 Normative references	1
3 Terms and definitions	1
4 General requirement	2
5 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 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

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).

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. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received (see www.iso.org/patents).

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

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 fifth edition cancels and replaces the fourth edition (ISO 3006:2005), which has been technically revised.

This is a preview of "ISO 3006:2015". [Click here to purchase the full version from the ANSI store.](#)

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. 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.