
INTERNATIONAL STANDARD



4000 / I

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Passenger car tyres and rims (Future series) — Part I : Tyres

Pneumatiques et jantes pour voitures particulières (Conception future)
Partie I : Pneumatiques

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FOREWORD

ISO (the International Organization for Standardization) is a worldwide federation of national standards institutes (ISO member bodies). The work of developing International Standards is carried out through ISO technical committees. Every member body interested in a subject for which a technical committee has been set up 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.

Draft International Standards adopted by the technical committees are circulated to the member bodies for approval before their acceptance as International Standards by the ISO Council.

International Standard ISO 4000/1 was developed by Technical Committee ISO/TC 31, *Tyres, rims and valves*, and was circulated to the member bodies in October 1975.

It has been approved by the member bodies of the following countries :

Australia	Japan	Sweden
Austria	Korea, Rep. of	Switzerland
Brazil	Mexico	Turkey
Czechoslovakia	Netherlands	United Kingdom
France	Poland	U.S.S.R.
Israel	Romania	Yugoslavia
Italy	Spain	

The member bodies of the following countries expressed disapproval of the document on technical grounds :

Bulgaria
Canada
U.S.A.

Passenger car tyres and rims (Future series) — Part I : Tyres

1 SCOPE AND FIELD OF APPLICATION

This International Standard establishes the designation and marking of future series of tyres primarily intended for passenger cars.¹⁾

ISO 4000/II will deal with requirements for rims.

2 REFERENCE

ISO 4223, *Definitions of some terms used in the tyre industry.*

3 DEFINITIONS

For definitions of terms relating to tyres, see ISO 4223.

4 TYRE DESIGNATION

4.1 Dimensional and constructional characteristics

The characteristics shall be indicated as follows

Nominal section width	Nominal aspect ratio	Tyre construction code	Nominal rim diameter code
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4.1.1 Nominal section width

The nominal tyre section width shall be indicated in millimetres, ending either in "0" or "5", so that in any one series of tyres with the same aspect ratio, the values shall all end with "0" or all end with "5".

4.1.2 Nominal aspect ratio

The nominal aspect ratio shall be expressed as a percentage and shall be a multiple of 5.

4.1.3 Tyre construction code

The tyre construction code shall be as follows :

B for bias belted construction

D for diagonal construction

R for radial ply construction

NOTE — The use of another code letter (for example, in the case of new construction type) should first be remitted to ISO for acceptance and inclusion in this list.

4.1.4 Nominal rim diameter code

4.1.4.1 For tyres mounted on these existing rims, the code shall be as follows :

Code	Nominal rim diameter mm
10	254
12	305
13	330
14	356
15	381
16	406
17	432
18	457
19	483
20	508

4.1.4.2 For tyres requiring new concept rims, for safety reasons especially concerning mounting, the code number shall be equal to the nominal rim diameter expressed in an integral number of millimetres.

4.2 Service condition characteristics

The characteristics shall be indicated as follows :

Load Index	Speed code
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4.2.1 Load Index

The tyre load capacity corresponding to the service conditions specified by the tyre manufacturer shall be indicated by a Load Index taken from table 1.

This indication is understood to be for a single mounting.

1) Dimensions are under study and will be included in a later edition of this International Standard.