
International Standard



4249/3

INTERNATIONAL ORGANIZATION FOR STANDARDIZATION • МЕЖДУНАРОДНАЯ ОРГАНИЗАЦИЯ ПО СТАНДАРТИЗАЦИИ • ORGANISATION INTERNATIONALE DE NORMALISATION

● **Motorcycle tyres and rims (Code-designated series) —
Part 3: Rims**

*Pneumatiques et jantes pour motocycles (Séries dont les dimensions sont désignées par des codes) —
Partie 3: Jantes*

Second edition — 1986-12-15

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Descriptors : road vehicles, motorcycles, rims, dimensions, dimensional tolerances, designation.

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.

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. They are approved in accordance with ISO procedures requiring at least 75 % approval by the member bodies voting.

International Standard ISO 4249/3 was prepared by Technical Committee ISO/TC 31, *Tyres, rims and valves*.

This second edition cancels and replaces the first edition (ISO 4249/3-1981), and its Amendment 1-1982: clauses 0 and 6 are new, as are figures 2 to 5 and tables 3 to 6 (with the previous table 3 becoming table 7 in this edition); the annex has also been extended and illustrated.

Users should note that all International Standards undergo revision from time to time and that any reference made herein to any other International Standard implies its latest edition, unless otherwise stated.

Motorcycle tyres and rims (Code-designated series) — Part 3: Rims

0 Introduction

The tyres covered in ISO 4249/1 are designated by the nominal section width and nominal rim diameter in the inch code. This designation indicates the origin of these tyres and does not indicate a preference for a unit not included in the SI system of units; it is merely a convenient designation for a series of motorcycle tyres which has been in existence for a long period of time.

ISO 4249 consists of three parts:

Part 1: Tyres.

Part 2: Tyre load ratings.

Part 3: Rims.

1 Scope and field of application

This part of ISO 4249 lays down rim dimensions for a selection of rims for an inch code-designated series of motorcycle tyres. It sets only those rim contour dimensions necessary for tyre mounting, and for fitting the tyre to the rim.

2 References

ISO 3911, *Wheels/rims — Nomenclature, designation, marking, and units of measurement.*

ISO 4249/1, *Motorcycle tyres and rims (Code designated series) — Part 1: Tyres.*

3 Finish

3.1 Rim contour

The rim on the side of the tyre shall be smoothly contoured and free of sharp edges.

3.2 Rim valve hole

The rim valve hole shall be centred on the bottom of the rim well. On the tyre side, the edges shall be rounded or chamfered.

While on the hub side, the edges shall be free of burrs, which could damage the valve.

4 Designation

The rim shall be designated by its diameter code and nominal rim width (for example, 18 × 1.85). (See also ISO 3911.)

5 Cylindrical bead seat

5.1 Rim contours

Dimensions and tolerances of the cylindrical bead seat rims are given in figure 1 and table 1.

5.2 Rim diameters

Nominal rim diameter code, specified diameters and circumferences are given in table 2.

6 Tapered bead seat rims (MT type)

6.1 Rim contours

Dimensions and tolerances of tapered bead seat rims are given in figure 2 and table 3.

Optional well contours are given in figures 3 and 4, and table 5.

6.2 Bead seat contours

Bead seat contours for MT 1.85 and MT 2.15 rims without hump are given in figure 5 and table 4.

6.3 Rim diameter and hump circumference

The nominal rim diameter code, the specified rim diameter and the hump circumference are given in table 6.

The annex provides information concerning the measuring rim diameter and the measuring rim circumference when an 8 mm ball tape is used for checking MT rims.

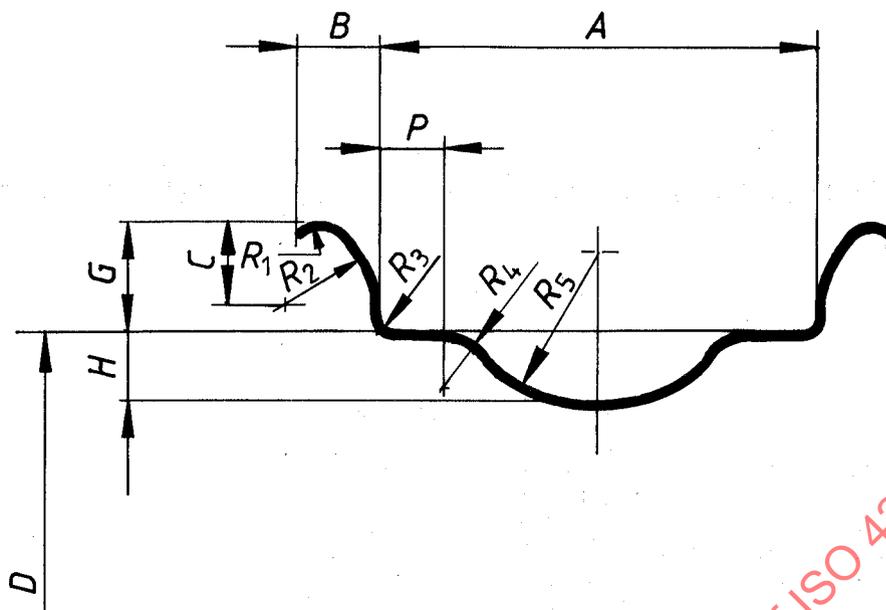


Figure 1 – Cylindrical bead seat rims

Table 1 – Dimensions of cylindrical bead seat rims

Dimensions in millimetres

Nominal rim width in	A $+1$ $-0,5$	B min.	G $\pm 0,5$	H $+1$ $-0,5$	P min.	C	R ₂	R ₁ min.	R ₃ max.	R ₄ min.	R ₅ min.
1.10	28,0	5,0	7,0	7,0	3,0	5,0	5,5	1,5	1,5	5,0	7,0
1.20	30,5	5,5	9,0			5,5	6,0				
1.35	34,0	6,5	10,0	7,5	3,5	6,0	6,5	2,0	2,0	5,5	10,0
1.40	36,0			8,0		6,5	7,0				
1.50	38,0	7,5	10,5	9,0	4,0	6,5	7,0	2,0	2,0	6,0	11,5
1.60	40,5	12,0	4,5		7,5	8,0	13,0				
1.85	47,0	8,5	14,0	9,0	5,0	10,5	12,5	3,0	3,0	7,0	15,0
2.15	55,0				7,5						7,5
2.50	63,5	9,5	12,0	12,0	11,0	10,5	12,5	3,0	3,0	7,0	19,0
2.75	70,0	10,5									11,0

Table 2 – Specified rim diameters and circumferences

Dimensions in millimetres

Nominal rim diameter code	Specified rim diameter D	Specified rim circumference πD $+2$ $-0,5$
14	357,1	1 121,9
15	382,5	1 201,7
16	405,6	1 274,2
17	433,3	1 361,2
18	458,7	1 441,0
19	484,1	1 520,8
20	509,5	1 600,6
21	534,9	1 680,4
22	558,8	1 755,5
23	584,2	1 835,3

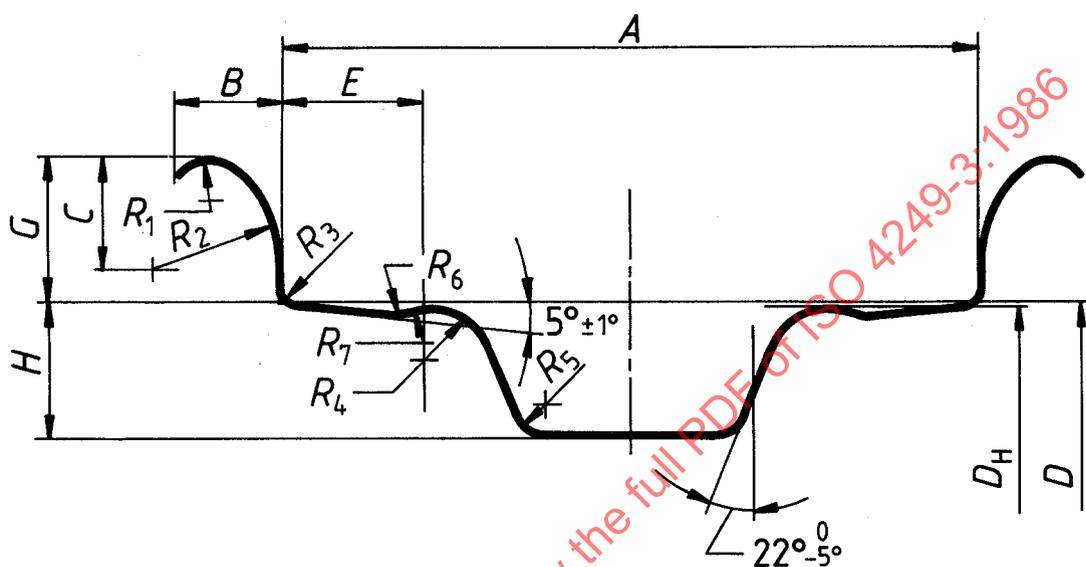


Figure 2 — 5° Tapered bead seat rim contours (MT type)

Table 3 — Dimensions of tapered bead seat rims

Dimensions in millimetres

Nominal rim width code	A		B min.	C	E ¹⁾ min.	G		H min.	R ₁ min.	R ₂	R ₃ max.	R ₄ ± 0,5	R ₅ ²⁾ min.	R ₆ ± 0,5	R ₇ ± 0,5												
		tol.					tol.																				
MT 1.85	47,0	+ 1,0	9,0	10,5	—	14,0	± 0,5	9,0	3	12,5	2,5	3	3	3	2,5												
MT 2.15	55,0	- 0,5			13,0																						
MT 2.50 ²⁾	63,5				14,0																						
MT 2.75	70,0	+ 1,5 - 1,0					15,0	+ 1,0 - 0,5								13,0											
MT 3.00	76,0																										
MT 3.50	89,0																										
MT 4.00	101,5																										
MT 4.50	114,5																										

1) E = Hump location.

2) For MT 2.50 and larger rims, the well contour may be a rounded shape with R = full radius. (See option 2, figure 4.)

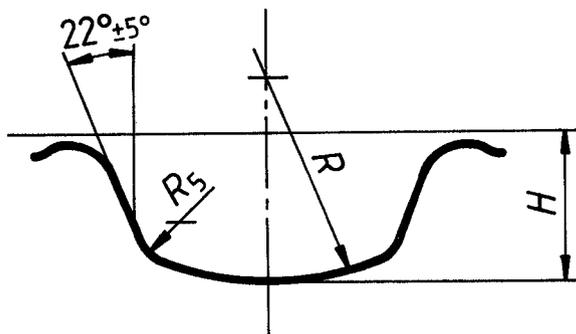


Figure 3 — Well contour — Option 1

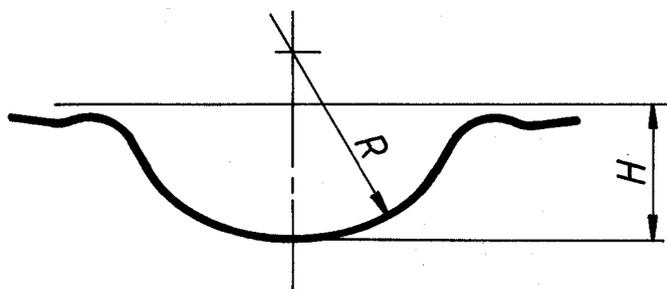


Figure 4 — Well contour — Option 2

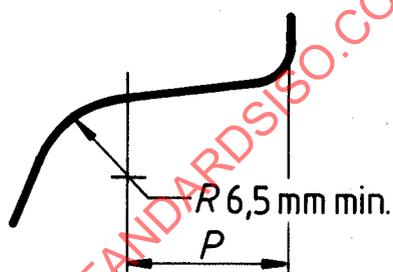


Figure 3 — Bead seat contours for MT 1.85 and MT 2.15 rims without hump

Table 4 — Bead seat contours for MT 1.85 and MT 2.15 rims without hump

Dimensions in millimetres

Nominal rim width code	P +2,0 0
MT 1.85	8,0
MT 2.15	11,0

Table 5 — Optional well contour

Dimensions in millimetres

Nominal rim width code	$R_5^{1)}$ min.	R min.
MT 1.85	3,0	20,0
MT 2.15		30,0
MT 2.50		
MT 2.75		40,0
MT 3.00		
MT 3.50		
MT 4.00		
MT 4.50		

1) For MT 2.50 and larger rims, the well contour may be a rounded shape with R = full radius. (See option 2, figure 4.)

Table 6 — Specified rim diameters and hump circumferences

Dimensions in millimetres

Nominal rim diameter code	Specified rim diameter ¹⁾ D	Hump circumference πD_H +2 -1
13	329,4	1 032,7
14 M/C ²⁾	357,6	1 121,1
15 M/C ²⁾	383,0	1 201,2
16	406,0 ³⁾	1 273,4
17	433,8	1 360,7
18	459,2	1 440,5
19	484,6	1 520,3
20	510,0	1 600,1
21	535,4	1 679,9
23	584,7	1 837,8

1) The tolerance on the bead seat periphery is $\begin{matrix} + 1,5 \\ - 0,5 \end{matrix}$ mm.

2) These rims are of the same nominal diameter but are different from those specified in ISO 4000/2. To prevent confusion, the present 14 and 15 rims and tyres are to be identified by the suffix "M/C".

3) For code 16, the tolerance is $\pm 1,0$ mm.

7 Permitted rim widths

Permitted rim widths for the existing series of motorcycle tyres are given in table 7.

Table 7 — Permitted rim widths

Tyre section	Permitted rim width ¹⁾
2.00	1.10 - 1.20 - 1.35
2.25	1.20 - 1.35 - 1.40 - 1.50 - 1.60
2.50	1.35 - 1.40 - 1.50 - 1.60
2.75	1.40 - 1.50 - 1.60 - 1.85
3.00	1.60 - 1.85 - 2.15
3.25	1.85 - 2.15 - 2.50
3.50	1.85 - 2.15 - 2.50
3.75	1.85 - 2.15 - 2.50
4.00	2.15 - 2.50 - 2.75 - 3.00
4.25	2.15 - 2.50 - 2.75 - 3.00
4.50	2.15 - 2.50 - 2.75 - 3.00
5.00	2.50 - 2.75 - 3.00 - 3.50

1) MT contours may also apply.

To obtain the measuring rim width for a given tyre section, see table 3 of ISO 4249/1.