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# International Standard



# 7116

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

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## Road vehicles — Measurement method for the maximum speed of mopeds

*Véhicules routiers — Méthode de mesurage de la vitesse maximale des cyclomoteurs*

First edition — 1981-07-01

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UDC 629.118.35 : 629.11.072

Ref. No. ISO 7116-1981 (E)

Descriptors : road vehicles, motorcycles, measurement, speed.

Price based on 2 pages

## 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 7116 was developed by Technical Committee ISO/TC 22, *Road vehicles*, and was circulated to the member bodies in February 1980.

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

Austria	Germany, F. R.	Poland
Belgium	Ireland	Romania
Brazil	Italy	South Africa, Rep. of
Bulgaria	Japan	Spain
China	Korea, Dem. P. Rep. of	Sweden
Denmark	Korea, Rep. of	United Kingdom
Egypt, Arab Rep. of	Mexico	USA
France	Netherlands	USSR

No member body expressed disapproval of the document.

# Road vehicles — Measurement method for the maximum speed of mopeds

## 1 Scope and field of application

This International Standard specifies the method of determining the maximum speed of mopeds.

## 2 References

ISO 3833, *Road vehicles — Type — Denominations and definitions*.

ISO 6726, *Road vehicles — Weights of mopeds and motorcycles with two wheels — Vocabulary*.

## 3 Preparation of the vehicles

**3.1** The vehicle must conform in all its parts and components with the production series.

**3.2** The adjustment of the fuel feed and ignition devices, the viscosity of the oils for the moving mechanical parts and the pressure of the tyres should conform to the instructions given by the manufacturer of the vehicle.

**3.3** The engine and the transmission shall be properly run in according to the manufacturer's instructions.

**3.4** Before the test, all parts of the vehicle shall be stabilized at the temperature normal for the vehicle in use.

**3.5** The weight of the vehicle shall be the vehicle kerb weight.

**3.6** The distribution of the load between the wheels shall be in conformity with the manufacturer's instructions.

## 4 Driver

**4.1** The driver shall have a mass between 70 and 75 kg and a height between 1,65 and 1,75 m.

**4.2** The driver shall wear a well-fitting riding suit (one piece) or similar clothing.

**4.3** He shall be seated on the seat provided for the rider, his feet upon the pedals or foot-rests, with his arms normally extended.

## 5 Features of the test track

The test shall be carried out on a roadway

- which allows the maximum speed to be maintained over a measuring strip of 200 m. This distance must be established to the nearest 1 m. The entry section to the measuring strip must be of the same nature (surface and longitudinal profile) as the strip and sufficiently long to permit the vehicle to attain its maximum speed;
- in a straight line;
- clean, smooth, dry, covered with asphalt or a similar material;
- with not more than 1 % slope in the length and not more than 3 % lateral slope. The difference in altitude between any two points on the test strip must not exceed 1 metre.

## 6 Atmospheric conditions

- Atmospheric pressure :  $100 \pm 3$  kPa
- Temperature : between 278 and 303 K
- Relative humidity : 50 to 95 %
- Maximum wind speed : 3 m/s

## 7 Test procedure

**7.1** The gear ratio which allows the vehicle to attain its maximum speed on the level shall be used. The throttle control shall be held fully open and any devices for enriching the mixture shall be rendered inoperative.

**7.2** The rider shall maintain the riding position defined in 4.3.

**7.3** The vehicle must have reached a constant speed by the time it arrives at the measuring strip. This shall be covered in two successive runs, one in each direction.

**7.4** The fuel and lubricants shall be those prescribed by the manufacturer.