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Passenger car tyres — Methods of measuring rolling resistance

*Pneumatiques pour voitures particulières — Méthodes de mesure de la
résistance au roulement*



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Foreword

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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.

International Standard ISO 8767 was prepared by Technical Committee ISO/TC 31, *Tyres, rims and valves*, Sub-Committee SC 3, *Passenger car tyres and rims*.

Annex A forms an integral part of this International Standard. Annexes B and C are for information only.

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International Organization for Standardization

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Passenger car tyres — Methods of measuring rolling resistance

1 Scope

This International Standard specifies methods for measuring rolling resistance, under controlled laboratory conditions, for new pneumatic tyres designed primarily for use on passenger cars. The relationship between values obtained and the fuel economy of the vehicle is undetermined, and such values are not intended to be used to indicate levels of performance or quality.

This International Standard applies to all passenger car tyres.

It enables comparisons to be made between the rolling resistance of new tyres when they are free-rolling straight ahead, in a position perpendicular to the drum outer surface, and in steady-state conditions.

In measuring tyre rolling resistance, it is necessary to measure small forces in the presence of much larger forces. It is, therefore, essential that equipment and instrumentation of appropriate accuracy be used.

2 Definitions

For the purposes of this International Standard, the following definitions apply.

2.1 rolling resistance: F_r : Loss of energy (or energy consumed) per unit of distance.

NOTE 1 The SI unit conventionally used for the rolling resistance is the newton metre per metre (N·m/m).

This is equivalent to the drag force in newtons (N).

2.2 rolling resistance coefficient: C_r : Ratio of the rolling resistance, in newtons, to the load on the tyre, in newtons. This quantity is dimensionless and is derived as follows:

$$C_r = \frac{\text{rolling resistance}}{\text{test load}}$$

2.3 capped inflation: Process of inflating the tyre and allowing the inflation pressure to build up, as the tyre is warmed up while running.

2.4 regulated inflation: Process of inflating the tyre to the required pressure independent of its temperature, and maintaining this inflation pressure while the tyre runs under load. This is most commonly done by using a regulated pressure source attached to the tyre through a rotating union. (See annex B.)

2.5 parasitic loss: Loss of energy (or energy consumed) per unit distance excluding tyre losses, and attributable to aerodynamic loss, bearing friction and other sources of systematic loss which may be inherent in the measurement.

2.6 skim reading: Type of parasitic loss measurement, in which the tyre is kept rolling, without slippage, while reducing the tyre load to a level at which energy loss within the tyre itself is virtually zero.

2.7 machine reading: Type of parasitic loss measurement, involving losses of the test machine, exclusive of losses in the rotating spindle which carries the tyre and rim.

2.8 moment of inertia: (See annex C.)

3 Test methods

The following alternative measurement methods are given in this International Standard. The choice of an individual method is left to the tester. For each method, the test measurements shall be converted to a rolling resistance force acting at the tyre/drum interface.

- Force method: the reaction force at the tyre spindle.
- Torque method: the torque input to the test drum.

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- c) Power method: the power input to the test drum.
- d) Deceleration method: the deceleration of the test drum and tyre assembly.

4 Test equipment**4.1 Drum specifications****4.1.1 Diameter**

The test dynamometer shall have a cylindrical flywheel (drum) with a diameter of between 1,5 m and 3 m inclusive. It should be noted that the results are different; see 8.3 for drum diameter correction for comparisons, if necessary.

4.1.2 Surface

The surface of the drum shall be smooth steel or textured and shall be kept clean. For the textured drum surface, see B.4.

4.1.3 Width

The width of the drum test surface shall exceed the width of the test tyre tread.

4.2 Test rim

The tyre shall be mounted on a test rim, as specified in annex A.

4.3 Load, alignment, control and instrumentation accuracies

Measurement of these parameters shall be sufficiently accurate and precise to provide the required test data. The specific and respective values are shown in annex A.

4.4 Thermal environment**4.4.1 Reference conditions**

The reference ambient temperature, as measured on the rotational axis of the tyre, 1 m away from the plane touching the nearest tyre sidewall, shall be 25 °C.

4.4.2 Alternative conditions

If the reference temperature cannot be obtained, the rolling resistance measurement shall be corrected to standard temperature conditions in accordance with 8.2.

4.4.3 Drum surface temperature

Care should be taken to ensure that the temperature of the test drum surface is approximately the same as the ambient temperature at the beginning of the test.

5 Test conditions

The test consists of a measurement of rolling resistance in which the tyre is inflated and the inflation pressure allowed to build up (i.e., "capped air").

5.1 Test speeds**5.1.1 Single test velocity**

The value shall be obtained at a drum velocity of 80 km/h.

5.1.2 Multiple test velocity

The values shall be obtained at drum velocities of 50 km/h, 90 km/h and 120 km/h.

5.2 Test load

The standard test load shall be computed from 80 % of the maximum load capacity of the tyre and shall be kept within the tolerance specified in annex A.

5.3 Test inflation pressure

The inflation pressure shall be the inflation pressure, specified by the tyre manufacturer concerned, corresponding to the maximum tyre load capacity reduced by 30 kPa. The inflation pressure shall be capped with the accuracy specified in A.4.1.

5.4 Duration and velocity

When the deceleration method is selected, the following requirements apply:

- a) for duration, Δt , the time increments shall not exceed 0,5 s;
- b) any variation of the test drum velocity shall not exceed 1 km/h.

5.5 Optional conditions

If the sensitivities of load, inflation or velocity are desired, the additional information given in annex B should be consulted.

6 Test procedure

The test procedure steps described below are to be followed in the sequence given.

6.1 Break-in

To ensure repeatability of measurements, an initial break-in and cooling period is required prior to the start of the test. Such a break-in should be carried out on a vehicle or on a test drum of at least 1,5 m diameter for a period of at least 1 h, at a minimum velocity of 80 km/h, with the load and inflation pressure given in 5.2 and 5.3 respectively.

6.2 Thermal conditioning

Place the inflated tyre in the thermal environment of the test location for the time necessary to achieve thermal equilibrium which is generally reached after 3 h.

6.3 Pressure adjustment

After thermal conditioning, the inflation pressure shall be adjusted to the test pressure, and verified 10 min after the adjustment was made.

6.4 Warm-up

The tyre shall be run at constant test velocity until reaching a stabilized steady-state value of rolling resistance. Recommendations for warm-up periods are given in annex B.

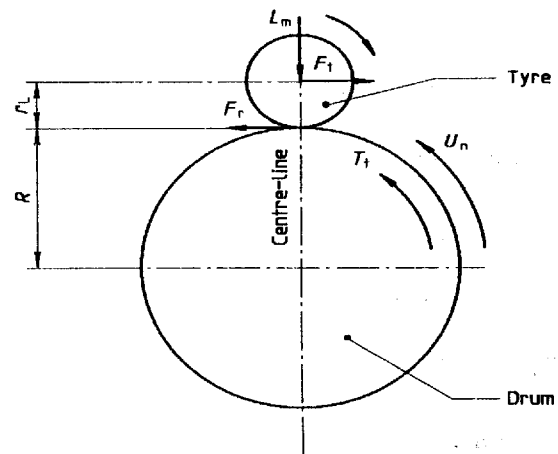
6.5 Measurement and recording

The following shall be measured and recorded (see figure 1):

- a) test velocity, U_n ;
- b) load on the tyre normal to the drum surface, L_m ;
- c) test inflation pressure:
 - 1) initial, as defined in 6.3,
 - 2) final, for capped inflation;
- d) the driving torque on the drive shaft, T_i , the tyre spindle force, F_t , the input power, $V \times A$, or the deceleration of the test drum/tyre/wheel assembly, $\Delta\omega/\Delta t$, depending on the method;
- e) distance, r_L (see 7.2.1);
- f) ambient temperature, t_{amb} ;
- g) test drum radius, R ;

h) test method chosen;

i) test rim (designation and material).



- F_r is the rolling resistance
- T_i is the torque driving the drum
- F_t is the spindle force on the tyre axle
- U_n is the test drum velocity
- L_m is the test load
- R is the drum radius
- r_L is the distance from the tyre axis to the drum outer surface under steady-state conditions

Figure 1 — Free-body diagram of tyre/drum system, assuming no bearing and windage losses

6.6 Measurement of parasitic losses

Determine parasitic losses by the procedure given in 6.6.1 to 6.6.3.

6.6.1 Skim reading

- a) Reduce the load to maintain the tyre at the test velocity without slippage to, for example, 50 N.
- b) Record the spindle force, F_{p_i} , input torque, T_{p_i} , or the power, whichever applies.
- c) Record the load on the tyre normal to the drum surface, L_p .

6.6.2 Machine reading

- a) Remove the tyre from the drum surface.
- b) At the test velocity, U_n , record the input torque, T_{p_i} , the power, or the test drum deceleration, whichever applies.