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Bicycle tyres and rims —

Part 1 : Tyre designations and dimensions

Pneumatiques et jantes pour cycles —

Partie 1 : Désignation et cotes des pneumatiques

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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.

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 5775-1 was prepared by Technical Committee ISO/TC 31, *Tyres, rims and valves*.

This third edition cancels and replaces the second edition (ISO 5775-1 : 1980) and its addendum 1 of 1982, of which it constitutes a minor revision.

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.

Bicycle tyres and rims —

Part 1 :

Tyre designations and dimensions

0 Introduction

This International Standard specifies the main requirements for bicycle tyres and rims. Part 2 covers rim dimensions.

1 Scope and field of application

This part of ISO 5775 specifies the designations and dimensions for pneumatic bicycle tyres :

Section one : "Wired edge" tyres mounted on straight side (SS) or crotchet type (CT) rims.

Section two : "Beaded edge" tyres mounted on hooked bead (HB) rims.

Tubular sew-up tyres and non-pneumatic tyres will be the subjects of separate International Standards.

2 References

ISO 4223-1, *Definitions of some terms used in the tyre industry — Part 1 : Pneumatic tyres.*

ISO 5775-2, *Bicycle tyres and rims — Part 2 : Rims.*

3 Definitions

For the purposes of this part of ISO 5775, the definitions given in ISO 4223-1 apply.

Section one : "Wired edge" tyres mounted on straight side (SS) or crotchet type (CT) rims

NOTE — For tyres that can be mounted on both straight side and hooked bead rims, see clause 11 in section two.

4 Tyre designation

The tyre designation for straight side (SS) and crotchet type (CT) rims shall be shown on the sidewall of the tyre and shall include the marking given in 4.1 to 4.4.

4.1 Tyre size designation

The characteristics shall be indicated as follows :

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

The nominal section width of the tyre shall be expressed in millimetres.

4.1.2 Tyre construction code

The tyre construction code shall be a separated dash.

NOTE — Other codes will be established for new concepts of tyres.

4.1.3 Nominal rim diameter

The nominal rim diameter shall be expressed in millimetres.

4.2 Old marking

To help customers in those countries where other systems of marking were used, the old marking(s) can be added in parentheses before or after the tyre size designation.

It is suggested that characters smaller than those used for the designation specified in 4.1 be adopted. See the annex for correspondence between "tyre size designation" and "old markings". Sizes not included in the annex shall bear the tyre size designation only.

4.3 Other service characteristics

4.3.1 In the case of tubeless tyres, the marking "TUBELESS" shall be shown on the tyre.

4.3.2 In the case of a preferred direction of rotation of the tyre, an arrow shall be used to indicate that direction.

4.3.3 Specific indications, if required, may be added to indicate

- the recommended inflation pressure, in kilopascals;
- other characteristics.

4.4 Example

A tyre having nominal section width 32 mm, nominal rim diameter 597 mm and recommended inflation pressure of 400 kPa shall be marked as follows :

32 — 597 inflate to 400 kPa

5 Tyre dimensions

5.1 Calculation of "design new tyre" dimensions

5.1.1 Theoretical rim width, R_{th}

The theoretical rim width, R_{th} , is equal to the product of the nominal section width, S_N , by the rim/section ratio, K_1 :

$$R_{th} = K_1 \times S_N$$

NOTE — For tyres with $S_N < 30$, $K_1 = 0,65$. For tyres with $S_N > 30$, $K_1 = 0,55$.

5.1.2 Measuring rim width, R_m

The measuring rim width, R_m , is the width of the existing rim nearest to the theoretical rim width, R_{th} . See ISO 5775-2 for existing rim widths.

5.1.3 Design new tyre section width, S

The design new tyre section width, S , is the nominal section width, S_N , transferred from the theoretical rim width, R_{th} , to the measuring rim width, R_m :

$$S = S_N + K_2 (R_m - R_{th})$$

rounded to the nearest whole number.

NOTE — For tyres of existing concepts, $K_2 = 0,4$.

5.1.4 Design new tyre section height, H

The design new tyre section height, H , is equal:

- to the nominal section width, S_N , when $S_N > 28$ mm;
- to the nominal section width S_N , plus 2,5 mm when $S_N < 28$ mm.

5.1.5 Design new tyre overall diameter, D_o

The design new tyre overall diameter, D_o , is the sum of the nominal rim diameter, D_r , plus twice the design new tyre section height, H :

$$D_o = D_r + 2 H$$

Existing values of the nominal rim diameter, D_r , are given in ISO 5775-2.

5.2 Calculation of maximum tyre dimensions in service

This calculation is for use by vehicle manufacturers in designing for tyre clearance.

5.2.1 Maximum overall width in service, W_{\max}

The maximum overall width in service, W_{\max} , is equal to the design new tyre section width, S , plus 3 mm :

$$W_{\max} = S + 3 \text{ mm}$$

This includes protective ribs, lettering, embellishments, manufacturing tolerances and growth due to service.

5.2.2 Maximum overall diameter in service, $D_{o,\max}$

The maximum overall diameter in service, $D_{o,\max}$, is equal to the nominal rim diameter, D_r , plus twice the design new tyre section height, H , plus 6 mm :

$$D_{o,\max} = D_r + 2H + 6 \text{ mm}$$

This includes manufacturing tolerances and growth due to service.

5.3 Values

Table 1 shows the dimensions for measuring rim width, design section width and design section height according to 5.1 for nominal section widths to be used.

Table 1 — "Wired edge" tyres mounted on straight side rims — New tyre dimensions

Dimensions in millimetres

Nominal section width S_N	Measuring rim width ¹⁾ R_m	New tyre	
		Design section width S	Design section height H
20	13C	20	22,5
23	15C	23	25,5
25	15C	25	27,5
28	18	28	28
32	18	32	32
35	20	35	35
37	20	37	37
40	22	40	40
44	24	44	44
47	27	47	47
50	27	50	50
54	30,5	54	54
57	30,5	57	57
62	34 (30,5)	62 (61)	62

1) For dimensions of measuring rims, see ISO 5775-2.

6 Tyre dimension measurement method

Before measuring, tyres shall be mounted on the measuring rim, inflated to the recommended inflation pressure and allowed to stand for a minimum of 24 h at normal room temperature, after which the inflation pressure shall be readjusted to the original value.

7 Recommended rim contours

The recommended straight side (SS) and crotchet type (CT) rim contours correlated to nominal tyre section widths, S_N , are presented in table 2.

When mounting the tyre on a permitted rim, the section width of the tyre varies by 0,4 times the difference between the recommended and permitted rim widths.

NOTE — Rim dimensions and bead seat characteristics are given in ISO 5775-2.

Table 2 — "Wired edge" tyres mounted on straight side and crotchet type rims — Recommended rims

Nominal section width S_N	Recommended rims ¹⁾	
	Straight side (SS) rims	Crotchet type (CT) rims
20	—	13 C
23	—	13 C — 15 C
25	16 — 18	13 C — 15 C — 17 C
28	16 — 18 — 20	15 C — 17 C — 19 C
32	16 — 18 — 20	15 C — 17 C — 19 C
35	18 — 20 — 22	17 C — 19 C — 21 C
37	18 — 20 — 22	17 C — 19 C — 21 C
30	20 — 22 — 24	19 C — 21 C — 23 C
44	20 — 22 — 24 — 27	21 C — 23 C — 25 C
47	22 — 24 — 27	23 C — 25 C
50	24 — 27 — 30,5	25 C
54	27 — 30,5	—
57		
62		

1) Crotchet type rims shall be used when tyre inflation pressures over 500 kPa are recommended.

Section two : "Beaded edge" tyres mounted on hooked bead (HB) rims

8 Tyre designation

The tyre designation for hooked bead (HB) rims shall be shown on the sidewall of the tyre and shall include the marking given in 8.1 to 8.3.

8.1 Tyre size designation

The characteristics shall be indicated as follows :

Overall diameter code × Nominal section code

8.1.1 Overall diameter code

The overall diameter code shall be in whole even numbers.

8.1.2 Symbol "×"

The symbol "×" shall be included between the code corresponding to the overall diameter and the code corresponding to the nominal section.

8.1.3 Nominal section code

The nominal section code shall be expressed in hundredths or thousandths, ending in 5 (for example 1.375).

8.2 Preferred direction of rotation

In the case of a preferred direction of rotation of the tyre, an arrow shall be used to indicate that direction.

8.3 Example

A tyre having overall diameter code 20 and nominal section code 1.375 shall be marked as follows :

20 × 1.375

9 Tyre dimensions

9.1 "Design new tyre" dimensions

9.1.1 Measuring rim width, R_m , and design dimensions

Table 3 gives the measuring rim width, R_m , the design new tyre section width, S , and the design new tyre section height, H , for a given nominal section code.

Table 3 — "Beaded edge" tyres mounted on hooked bead rims — Measuring rim width and design dimensions

Dimensions in millimetres

Nominal section code	Measuring rim width R_m	Design new tyre	
		Section width S	Section height ¹⁾ H
1.25	20	32	28
1.375	19,8	35	31
1.75	25	44	39
2.125	27	54	48

1) The design section height is equal to $0,88 \times$ design section width rounded to whole numbers.

9.1.2 Design new tyre overall diameter, D_o

The design new tyre overall diameter, D_o , is equal to the sum of the nominal outside rim diameter, D_2 , plus twice the design section height, H :

$$D_o = D_2 + 2 H$$

See ISO 5775-2 for existing values of nominal outside rim diameter.

9.2 Calculation of maximum tyre dimensions in service

This calculation is for use by vehicle manufacturers in designing for tyre clearance.

9.2.1 Maximum overall width in service, W_{max}

The maximum overall width in service, W_{max} , is equal to the design new tyre section width, S , plus 3 mm :

$$W_{max} = S + 3 \text{ mm}$$

This includes protective ribs, lettering, embellishments, manufacturing tolerances and growth due to service.

9.2.2 Maximum overall diameter in service, $D_{o,max}$

The maximum overall diameter in service, $D_{o,max}$, is equal to the nominal outside rim diameter, D_2 , plus twice the design new tyre section height, H , plus 6 mm :

$$D_{o,max} = D_2 + 2 H + 6 \text{ mm}$$

This includes manufacturing tolerances and growth due to service.

9.3 Determination of nominal overall diameter code

The nominal overall diameter code expresses the value of the design new tyre overall diameter, D_o , as in 9.1.2, multiplied by 0,04 and rounded to the nearest even number. (For example, if $D_o = 450$, nominal overall diameter code = 18.)

9.4 Values

Table 4 shows the dimensions for measuring rim width, measuring rim overall diameter, design section width, design overall diameter, maximum overall width in service and maximum overall diameter in service according to 9.1 and 9.2 for sizes of interest.

10 Tyre dimension measurement method

Before measuring, tyres shall be mounted on the measuring rim, inflated to the recommended inflation pressure and allowed to stand for a minimum of 24 h at normal room temperature, after which the inflation pressure shall be readjusted to the original value.

11 Tyres that can be mounted on both hooked bead (HB) and straight side (SS) rims

11.1 Tyre designation

Tyres of special construction can be designed in such a way as to permit their mounting both on hooked bead (HB) and straight side (SS) rims of similar diameters. In this case, the tyre shall be marked with the tyre designations of both categories, the designations being separated by a solidus; for example :

$$20 \times 1.75/47 - 406$$

11.2 Maximum tyre dimensions in service

The maximum tyre dimensions in service of the tyre shall conform to those of each tyre designation when fitted on the proper rim.

**Table 4 — "Beaded edge" tyres mounted on hooked bead rims —
Measuring rim, design new tyre, and in service dimensions**

Dimensions in millimetres

Tyre size designation	Measuring rim ¹⁾		Design new tyre		In service	
	Width	Overall diameter	Section width	Overall diameter	Maximum overall width	Maximum overall diameter
20 × 1.25	19,8	458,8	32	515	35	521
24 × 1.25		560,4		616		622
26 × 1.25		611,2		666		673
20 × 1.375	19,8	458,8	35	521	38	527
24 × 1.375		560,4		622		628
26 × 1.375		611,2		673		679
16 × 1.75	24,6	320,7	44	399	47	405
18 × 1.75		371		449		455
20 × 1.75		422,3		500		506
22 × 1.75		473		551		557
24 × 1.75		523,9		602		608
26 × 1.75		574,7		653		659
16 × 2.125	27,0	320,7	54	417	57	423
20 × 2.125		422,3		518		524
24 × 2.125		523,9		620		626
26 × 2.125		574,7		671		677

1) Dimensions subject to revision. For dimensions of measuring rims, see ISO 5775-2.

Annex

Old marking

(This annex does not form a part of the Standard: see 4.2.)

**Table 5 — Tyres mounted on straight side rims —
Correspondence between "tyre size designation" and "old markings"**

Tyre size designation	Old markings
28 — 590	26 × 1 3/8 × 1 1/8
28 — 622	28 × 1 5/8 × 1 1/8 700 × 28 C 28 × 1 5/8 × 1 1/4 × 1 1/8 700 C Carrera
28 — 630	27 × 1 1/4 fifty
28 — 635	700 B
28 — 642	28 × 1 3/8 × 1 1/8 700 × 28 A
32 — 239	12 × 1 3/8 × 1 1/4 300 × 32
32 — 248	12 × 1 1/4 300 × 32 A
32 — 288	14 × 1 3/8 × 1 1/4 350 × 32
32 — 298	14 × 1 1/4 350 × 32 A
32 — 340	16 × 1 3/8 × 1 1/4 400 A 400 × 32
32 — 349	16 × 1 1/4 NL 400 × 32 A
32 — 357	17 × 1 1/4
32 — 369	16 × 1 1/4
32 — 390	18 × 1 3/8 × 1 1/4 450 A 450 × 32
32 — 400	18 × 1 1/4 450 × 32 A
32 — 438	500 × 32 ANL
32 — 440	20 × 1 3/8 × 1 1/4 500 A 500 × 32
32 — 451	20 × 1 1/4 500 × 32 A
32 — 489	550 × 32 ANL
32 — 490	22 × 1 3/8 × 1 1/4 550 A 550 × 32
32 — 501	22 × 1 1/4 550 × 32 A
32 — 508	22 × 1 1/4 × 1
32 — 540	24 × 1 3/8 × 1 1/4
32 — 541	24 × 1 3/8 × 1 1/4 NL 600 A 600 × 32 A

Tyre size designation	Old markings
32 — 547	24 × 1 1/4
32 — 590	26 × 1 3/8 × 1 1/4 650 × 32 A
32 — 597	26 × 1 1/4
32 — 622	28 × 1 5/8 × 1 1/4 700 × 32 C 28 × 1 1/4 × 1 3/4 700 C Course
32 — 630	27 × 1 1/4
32 — 635	28 × 1 1/2 × 1 1/8 700 × 28 B 700 B Course
37 — 288	350 A Comfort 350 A 1/2 Balloon
37 — 298	14 × 1 3/8
37 — 337	16 × 1 3/8 ANL
37 — 340	16 × 1 3/8 NL 400 A Comfort 400 A 1/2 Balloon 400 × 42 A 400 × 35 A
37 — 349	16 × 1 3/8
37 — 387	18 × 1 3/8 NL
37 — 390	450 A Comfort 450 A 1/2 Balloon
37 — 400	18 × 1 3/8
37 — 438	20 × 1 3/8 NL
37 — 440	500 A Comfort 500 A 1/2 Balloon
37 — 451	20 × 1 3/8
37 — 489	22 × 1 3/8 NL
37 — 490	550 A Comfort 550 A 1/2 Balloon
37 — 498	22 × 1 3/8 × 1 1/4 NL
37 — 501	22 × 1 3/8

Table 5 — (continued)

Tyre size designation	Old markings
37 — 540	24 × 1 3/8
37 — 541	600 A Comfort 600 A 1/2 Balloon 600 × 35 A
37 — 565	25 × 1 3/8
37 — 584	26 × 1 1/2 × 1 3/8 26 × 1 3/8 × 1 1/2
37 — 590	26 × 1 3/8 650 A 650 × 35 A
37 — 622	28 × 1 5/8 × 1 3/8 28 × 1 3/8 × 1 5/8 700 × 35 C
37 — 642	28 × 1 3/8 700 × 35 A
40 — 279	14 × 1 1/2 350 × 38 B
40 — 288	14 × 1 1/2 NL 350 × 38
40 — 330	16 × 1 1/2 400 × 38 B
40 — 432	20 × 1 1/2
40 — 440	20 × 1 1/2 NL 500 × 38
40 — 534	24 × 1 1/2
40 — 540	24 × 1 3/8 × 1 1/2 24 × 1 1/2 × 1 3/8
40 — 571	26 × 1 1/2 C.S. 26 × 1 5/8 × 1 1/2 NL
40 — 584	26 × 1 1/2 650 × 35 B 650 × 38 B
40 — 590	26 × 1 3/8 × 1 1/2 NL
40 — 622	28 × 1 5/8 × 1 1/2 NL 700 × 38 C
40 — 635	28 × 1 1/2 × 1 3/8 28 × 1 1/2 700 B Standard 700 × 35 B 700 × 38 B
44 — 194	10 × 1 5/8
44 — 288	14 × 1 3/8 × 1 5/8 350 A 350 × 42 A
44 — 340	16 × 1 5/8
44 — 428	20 × 1 5/8 × 1 1/2
44 — 484	22 × 1 5/8 × 1 1/2
44 — 531	24 × 1 5/8 × 1 1/2
44 — 584	26 × 1 1/2 × 1 5/8 26 × 1 5/8 × 1 1/2 26 × 1 3/4 × 1 1/2 650 B Semi-comfort 650 B 1/2 Balloon 650 × 42 B

Tyre size designation	Old markings
44 — 622	28 × 1 5/8 700 × 42 C
44 — 635	28 × 1 5/8 × 1 1/2 28 × 1 1/2 × 1 5/8
47 — 203	12 1/2 × 1.75 × 2 1/4
47 — 222	11 × 1 3/4
47 — 305	16 × 1.75 × 2
47 — 317	16 × 1 3/4
47 — 355	18 × 1.75 × 2
47 — 406	20 × 1.75 × 2 20 × 1.75
47 — 419	20 × 1 3/4
47 — 501 T	24 × 1 3/4 R 600 × 45 C
47 — 507	24 × 1.75 × 2 24 × 1.75
47 — 520	24 × 1 3/4
47 — 559	26 × 1.75 × 2 26 × 1.75
47 — 571	26 × 1 3/4 26 × 1 5/8 650 × 45 C 650 C S.C.
47 — 584	26 × 1.75 × 1 1/2 26 × 1 1/2 × 1 3/4 650 × 45 B
47 — 622	28 × 1 3/4 28 × 1.75 28 × 1 5/8 × 1 3/4 700 × 45 C
54 — 298	14 × 2 × 1 3/4
54 — 305	16 × 2
54 — 400	20 × 2 × 1 3/4 20 × 2 F 4 J
54 — 406	20 × 2.00
54 — 428	20 × 2
54 — 559	26 × 2.00
54 — 571	26 × 1 3/4 × 2 26 × 2 × 1 3/4 26 × 2 650 × 50 C
54 — 584	26 × 2 × 2 1/2 26 × 1 1/2 × 2
54 — 609	28 × 2