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Nederlandse norm

# **NEN-ISO 16992**

(en)

Passenger car tyres - Spare unit substitutive  
equipment (SUSE) (ISO 16992:2010, IDT)

Vervangt NEN-ISO 16992:2006

ICS 43.020; 83.160.10  
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Als Nederlandse norm is aanvaard:

- ISO 16992:2010, IDT

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Normcommissie 345053 "Banden en Velgen"

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**Passenger car tyres — Spare unit  
substitutive equipment (SUSE)**

*Pneumatiques pour voitures particulières — Équipements  
de substitution de roue de secours (SUSE)*



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## Foreword

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International Standards are drafted in accordance with the rules given in the ISO/IEC Directives, Part 2.

The main task of technical committees is to prepare International Standards. 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.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights.

ISO 16992 was prepared by Technical Committee ISO/TC 31, *Tyres, rims and valves*, Subcommittee SC 3, *Passenger car tyres and rims*.

This second edition cancels and replaces the first edition (ISO 16992:2006), which has been technically revised.

## Introduction

In order to ensure unrestricted mobility, road vehicles need to be equipped with fully efficient tyres in all positions.

Road vehicles are therefore traditionally provided with a spare unit intended to reinstate vehicle mobility in the event of loss of efficiency of one tyre. The spare unit can be either of the following:

- of the same type of the units normally equipping the vehicle, or
- of “temporary use” type, thus intended for use only under restricted conditions.

Some vehicles, however, can be constructed and provided with devices that can reinstate their mobility even in the absence of a spare unit on board. Various types of such devices (emergency solutions, products, systems) are available to users in order to ensure that they are able to continue their journey in the event of loss of efficiency of one or more tyres.

The term “spare unit substitutive equipment (SUSE)” (see definition 4.4) is used as a general name for all equipment intended to replace a spare unit on board the vehicle.

The term “extended mobility system” (see definition 4.5) refers to the assembly of several independent but interacting components specified and approved by a system manager.

This International Standard mainly concerns the extended mobility systems for vehicles equipped with passenger car tyres, thus allowing driving to continue in restricted conditions after a loss of efficiency of at least one of the tyres of the vehicle.

This International Standard specifies minimum performance levels for SUSE. It provides guidance when establishing objective requirements for a SUSE and allows the standard level of a given existing extended mobility system to be determined.

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