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**NATIONAL STANDARD OF THE
PEOPLE'S REPUBLIC OF CHINA**

GB/T 18860-2015

Replacing GB/T 18860-2002

The variable speed drive V-belts for motor-cycle

摩托车变速V带

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Foreword

This standard was drafted in accordance with GB/T 1.1-2009 given rules. This standard replaces GB/T 18860-2002 "Motorcycle transmission V belt." Compared with GB/T 18860-2002, in addition to editorial changes Outside the main technical changes are as follows:

- Modified motorcycle V-belt transmission structure (see Chapter 3, 2002, version 3.1);
 - Increased sided tooth motorcycle V-belt transmission structure diagram (see 3.2);
 - Modified motorcycle transmission V-belt cross-sectional dimension (see 3.3, 2002 version 4.2.);
 - Remove the motorcycle V-belt transmission requirements of the wick adhesive strength and test methods (2002 version
 - Modified motorcycle V-belt transmission reference force elongation index (see 5.5, 2002 version 4.5.);
 - Modified motorcycle transmission V belt fatigue life test method (see 6.5, version 5.6 in 2002).
- The standard proposed by China Petroleum and Chemical Industry Association. This standard by the National Standardization Technical Committee of the pulley and the belt (SAC/TC428) centralized. This standard was drafted. Zijiangang Belt Co., Ltd., Ningbo Fengmao Far East Rubber Co., Ltd., Zhejiang Samsung Belt Co., Laiwu Wing Chi Rubber Co., Ltd., Zhejiang Kaiou belts Co., Ltd., Qingdao City Product Quality Inspection Technology Research Institute. The main drafters of this standard. Pang Chang-chih, Lishu Guo, Wang Juncheng, Chen Xiaobin, Chen monthly increase, the solution Deli, Sun Yan-ni. This standard replaces the standards previously issued as follows:
- GB/T 18860-2002. Motorcycle transmission V-belt

1 Scope

GB/T 18860-2015 is the Chinese national standard on the variable speed drive v-belts for motor-cycle, in the field of mechanical systems and components. The /T suffix marks it as a

recommended standard: it is not compulsory by itself, but it becomes binding as soon as a contract, a tender or a customer specification calls it up - which in practice is how most foreign buyers meet it. It was issued on 9 October 2015 by the General Administration of Quality Supervision, Inspection and Quarantine of the People's Republic of China; Standardization Administration of China, and has been in force since 1 June 2016. Classification: ICS 21.220.10, CCS G42. This page is published from the official record of the standard held by the Chinese standards administration: the identification, the dates, the classification and the issuing body are taken from there. The clause text, the tables and the numeric limits are in the document itself, which is delivered complete in English translation.

This standard specifies the structure, type and marking motorcycle V-belt transmission (hereinafter referred to as "band"), requirements, test methods, inspection rules and Marking, labeling, packaging, transportation and storage. This standard applies to motorcycle V-belt drive transmission.

2 Normative references

The following documents for the application of this document is essential. For dated references, only the dated version suitable for use herein Member. For undated references, the latest edition (including any amendments) applies to this document.

GB/T 3686 and ribbed V-belt transmission belt tensile strength and elongation test method Uniformity Test Method for Measurement center distance variation of GB/T 13490 V belt band (GB/T 13490-2006, ISO 9608.1994, IDT)

3 Structure

3.1 with a single-sided or double-sided toothed belt toothed belt having a symmetrical trapezoidal cross-section.

3.2 General structure with the top cloth, top rubber, tensile body (the wick), adhesive, primer, base fabric (see Figure 1).

a) single-sided toothed belt

b) double-sided toothed belt Explanation. 1

--- top cloth; 2

--- tensile body (the wick); 4

--- base fabric.

1 a schematic band structure diagram

3.3 cross-sectional dimension With a cross section of the public, said the size should be in accordance with Table 1, with a schematic cross-sectional size See Figure 2.