Final Report
Contract DOT-HS-031-1-159

Vehicle Handling Performance

Volume 2 of 2
Vehicle Response Data

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November 1972

Prepared for
National Highway Traffic Safety Administration
U. S. Department of Transportation
Washington, D.C. 20591

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TECHNICAL REPORT STANDARD TITLE PAGE

1. Report No.	2. Government Accession No.	3. Recipient's Catalog No.
4. Title and Subtitle VEHICLE HANDLING PERFORMANCE		5. Report Date November 1972 6. Performing Organization Code
7. Author(s) R.D. Ervin, P. Grote, P.S. Fancher, C.C. MacAdam, L. Segel		8. Performing Organization Report No. UM-HSRI-72-2-3
9. Performing Organization Name and Address Highway Safety Research Institute The University of Michigan Huron Parkway & Baxter Road Ann Arbor, Michigan 48105		10. Work Unit No. 11. Contract or Grant No. DOT-HS-031-1-159
12. Sponsoring Agency Name and Address National Highway Traffic Safety Administration U.S. Department of Transportation Washington, D.C. 20591		13. Type of Report and Period Covered Final Report 6/71 - 11/72 14. Sponsoring Agency Code
15. Supplementary Notes		
16. Abstract Volume 2 - Data Plots		
17. Key Words vehicle mechanics, vehicle performance, open-loop measures, limit performance, emergency maneuvers, test procedures, data base		18. Distribution Statement Unlimited Availability

19. Security Classif. (of this report)	20. Security Classif. (of this page)	21. No. of Pages	22. Price
Unclassified	Unclassified		

Form DOT F 1700.7 (8-69)

VOLUME 2

VEHICLE HANDLING PERFORMANCE

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APPENDIX VII
FULL-SCALE PROGRAM DATA

This appendix contains the data plots for all test vehicles in all maneuvers. Each plot contains those data points which are considered to be valid as generated from the digital tabulation discussed in Appendix V.

The plots are organized by maneuver number groupings. The derivations of the various numerics are defined in Appendix V mathematically, and are redefined ahead of each group of plots in descriptive terms.

The data plots in each maneuver are arranged with an alphabetical order of vehicle presentation, as follows:

Ambassador (AMC)
Austin America
Brookwood (Chevrolet)
Dodge Coronet
Firebird (Pontiac)
Galaxie (Ford)
Gremlin (AMC)
Imperial (Chrysler)
Lotus Europa
Mercedes 300 SEL
Toronado (Oldsmobile)
Volkswagen Super Beetle

Data plots are not provided for either the Austin or Volkswagen in VHTP #5, 60 mph. In addition, no VHTP #6 data is provided for the Austin.

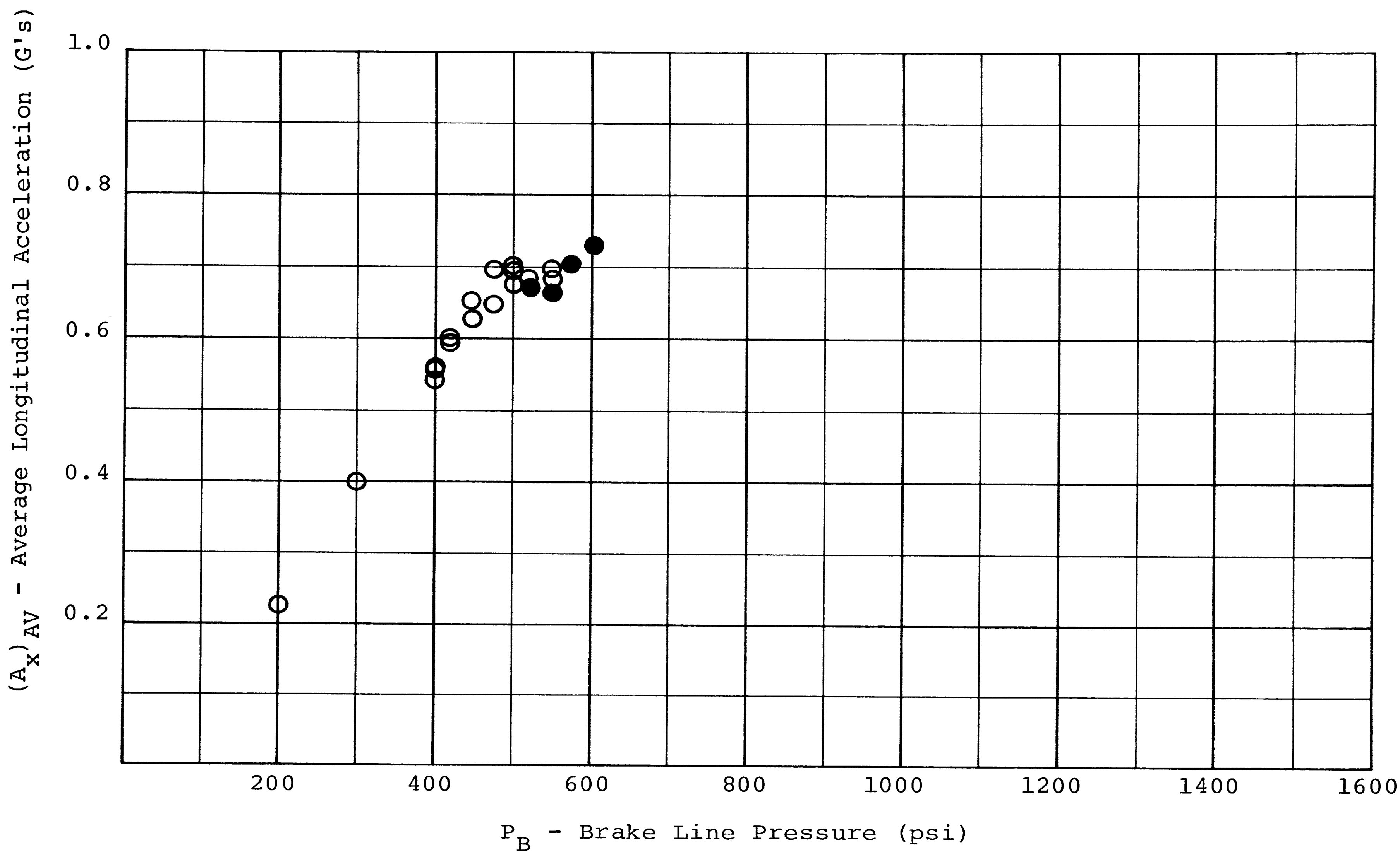
VHTP #1 - STRAIGHT LINE BRAKING

$(A_x)_{ave}$ - Average Deceleration from 35 mph to 10 mph

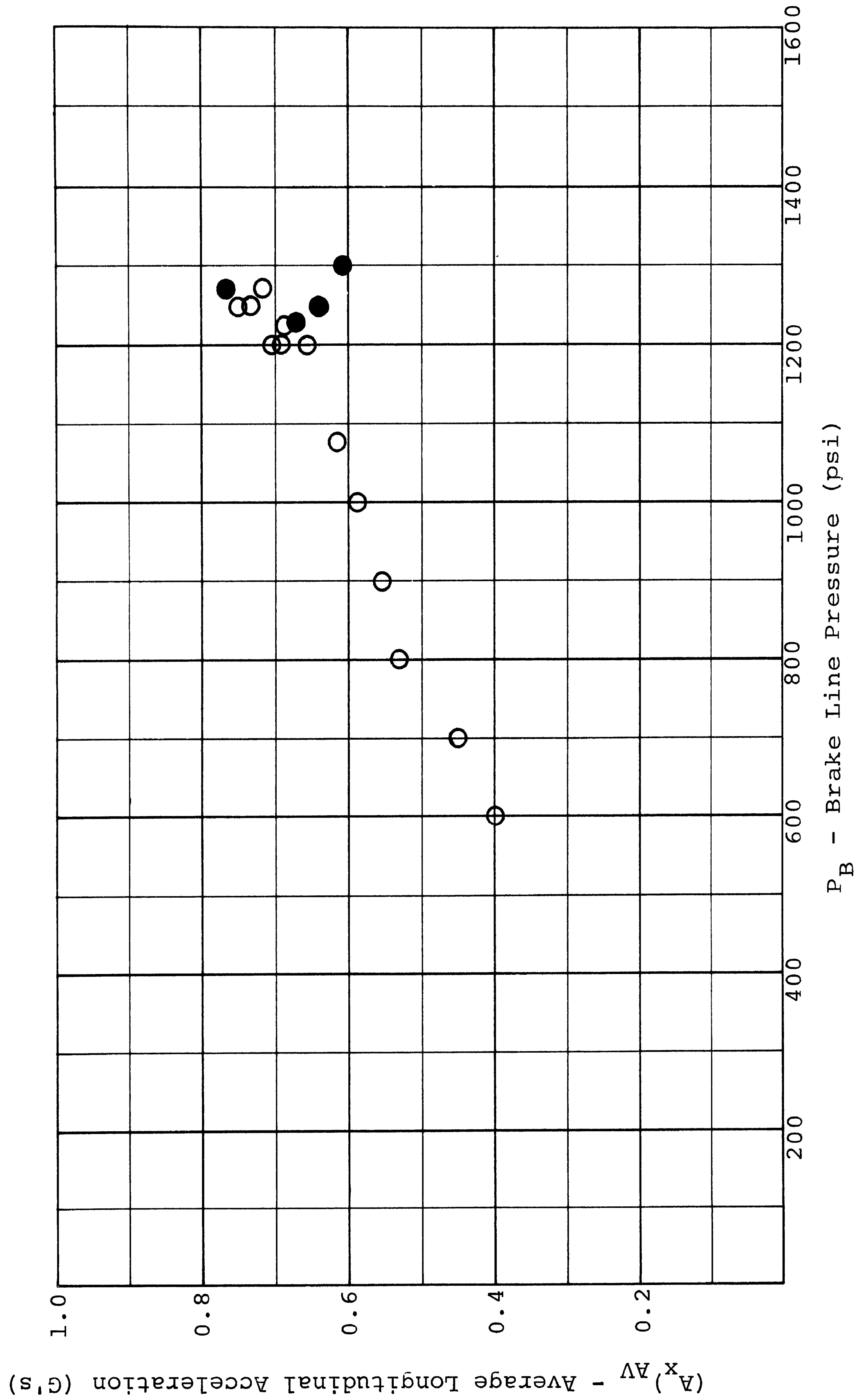
P_B - Brake Line Pressure

● - Indicates 2 Wheels Locked on the Same Axle

○ - Indicates Fewer Than 2 Wheels Locked on Either Axle



STRAIGHT LINE BRAKING - AMBASSADOR



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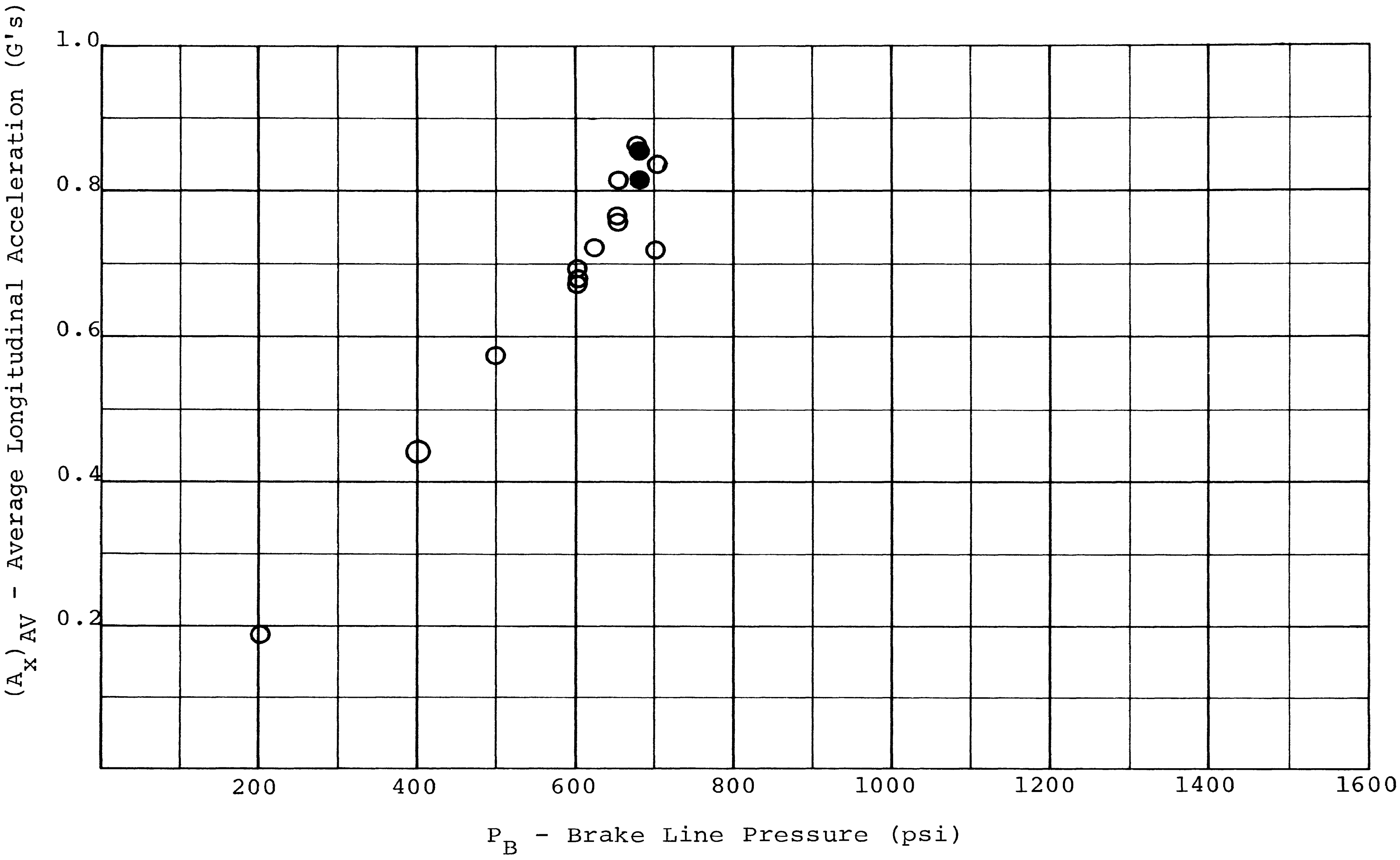
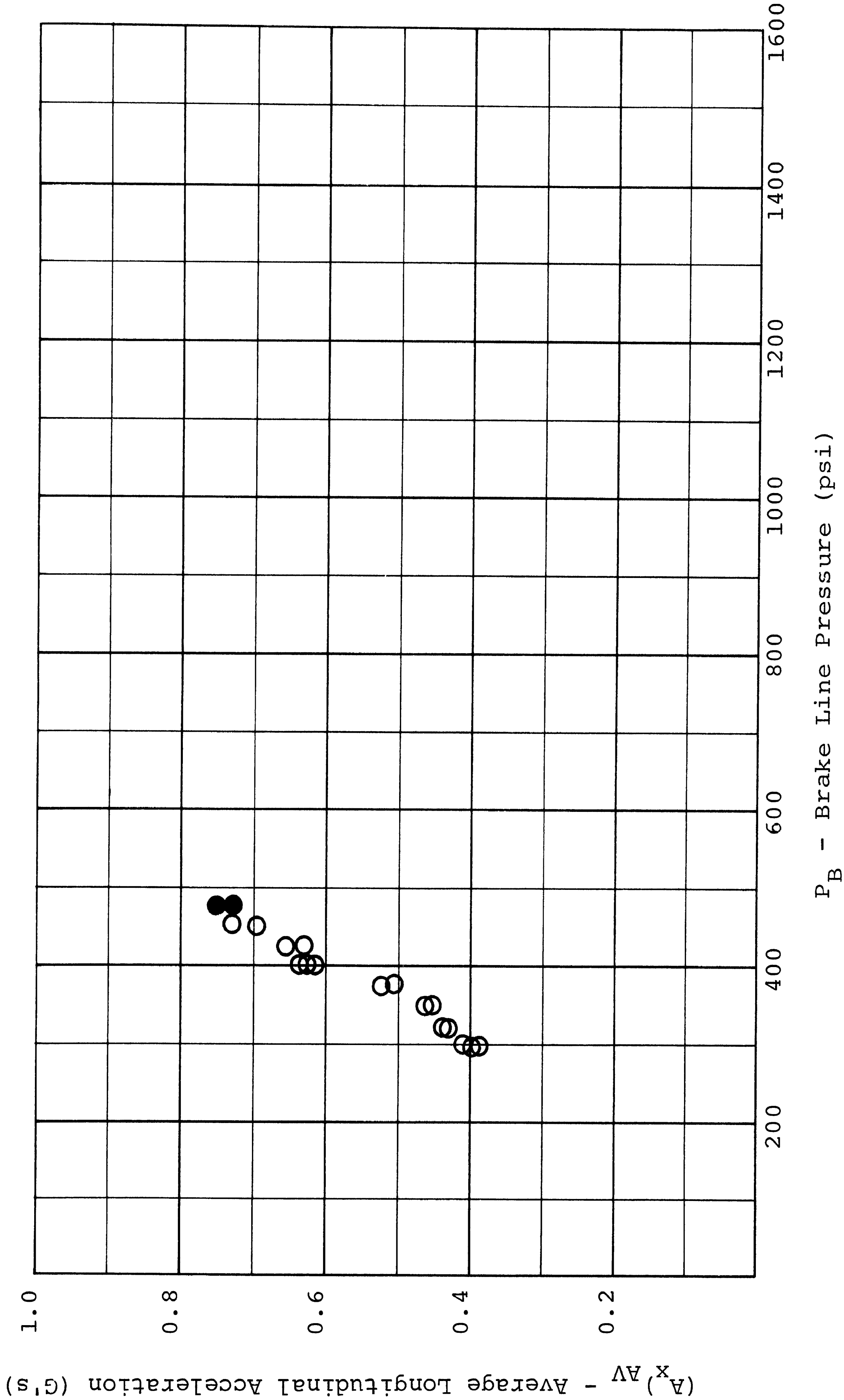


STRAIGHT LINE BRAKING - CHEVROLET



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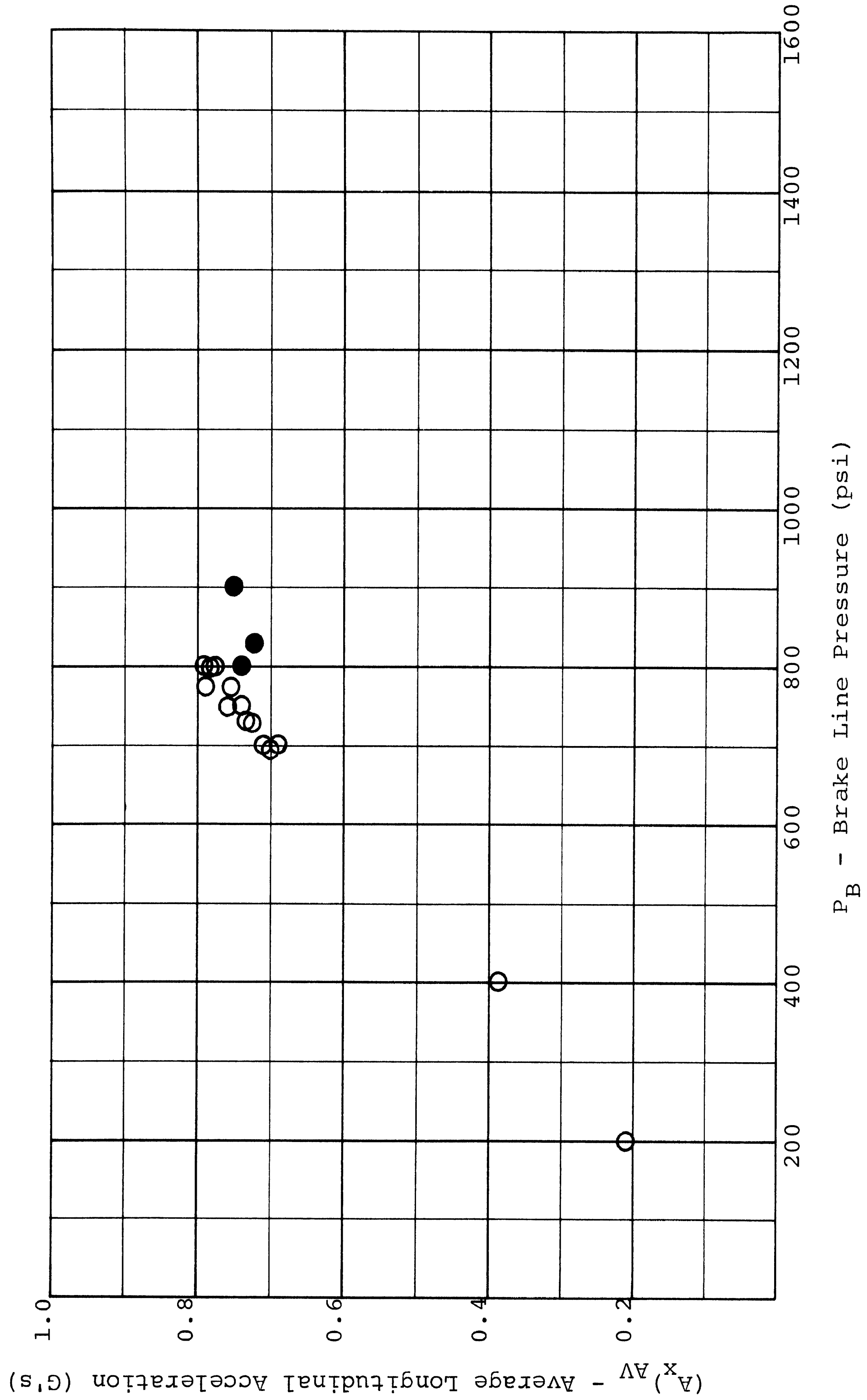
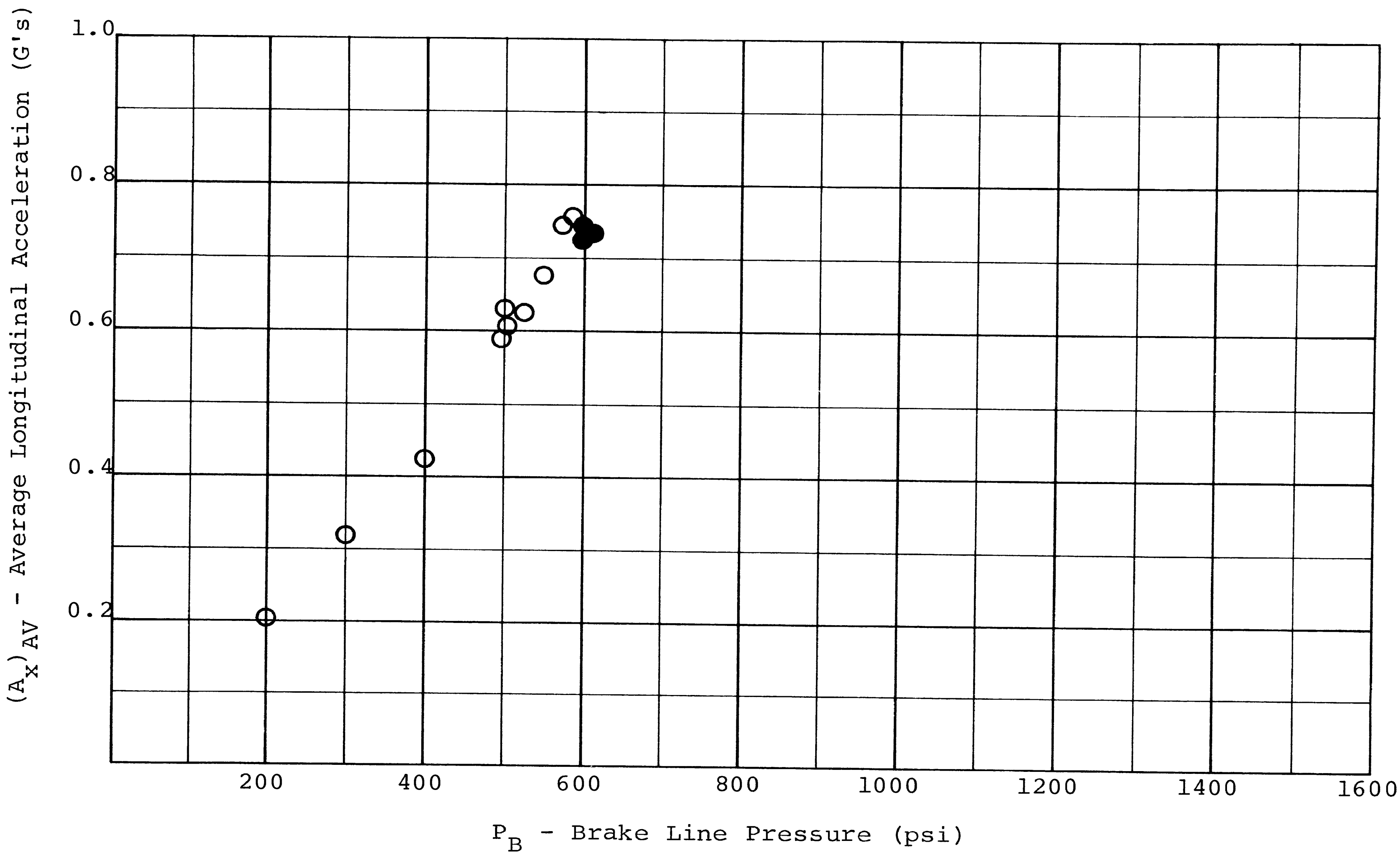
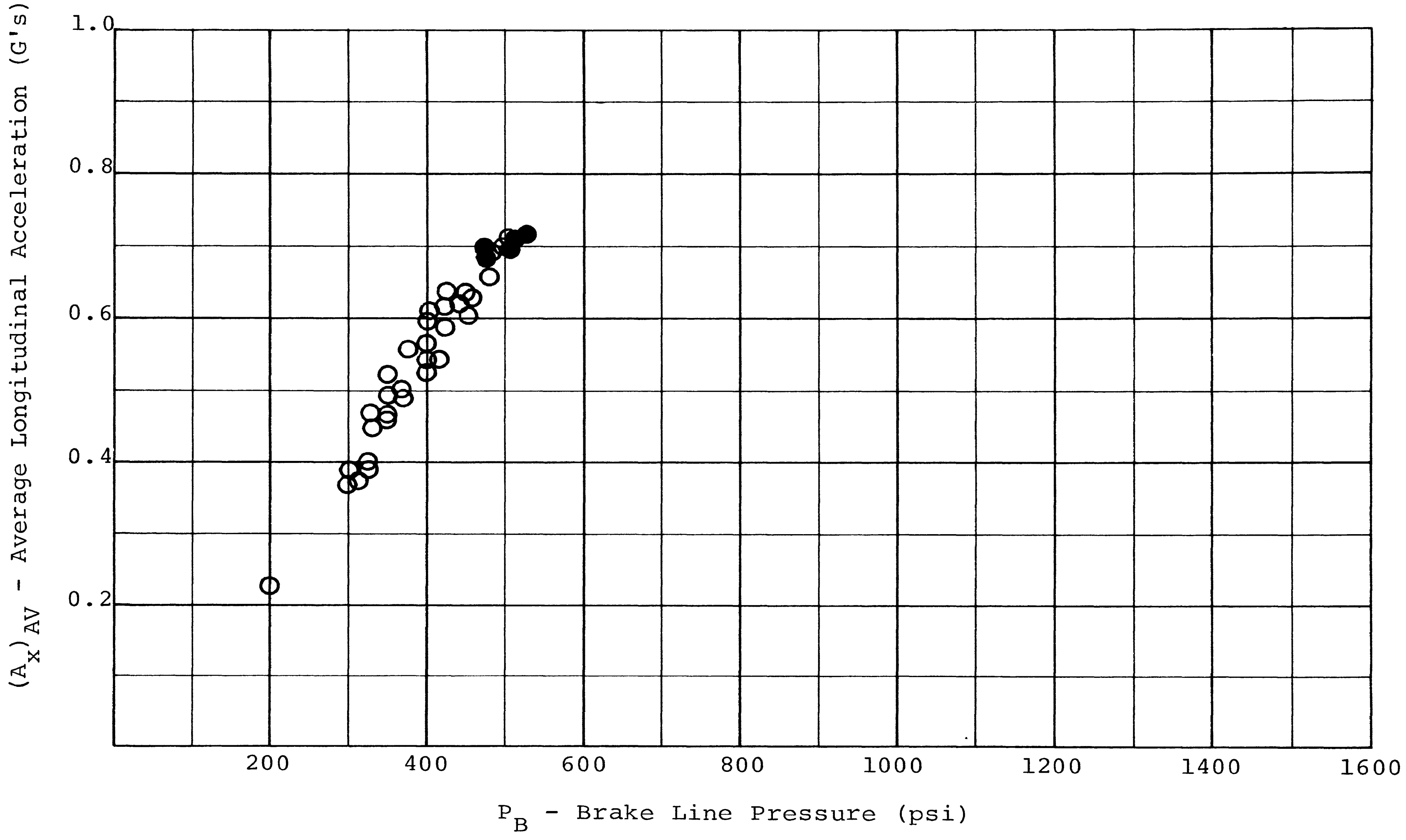


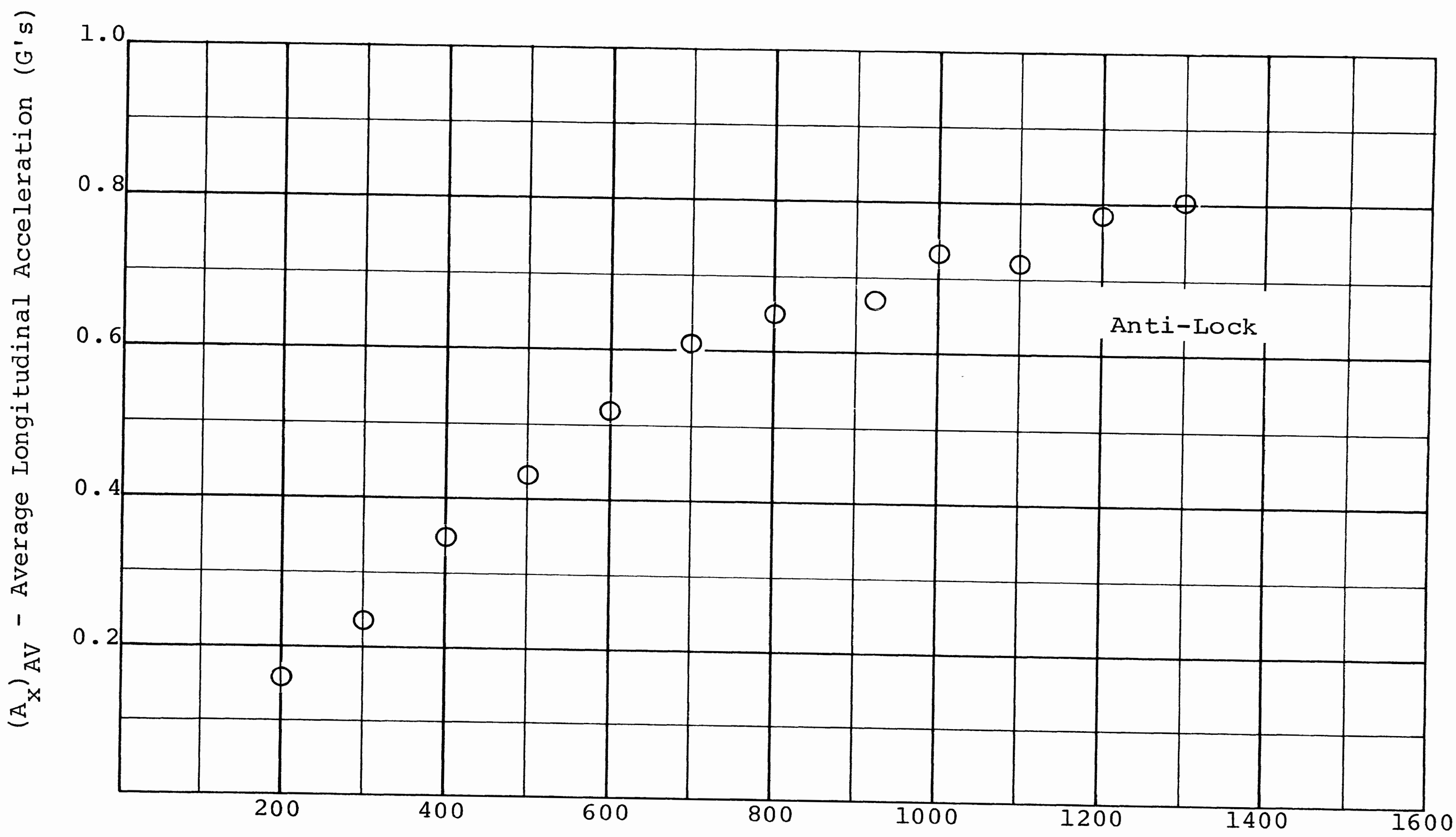
STRAIGHT LINE BRAKING - FIREBIRD TRANS-AM



STRAIGHT LINE BRAKING - GALAXIE

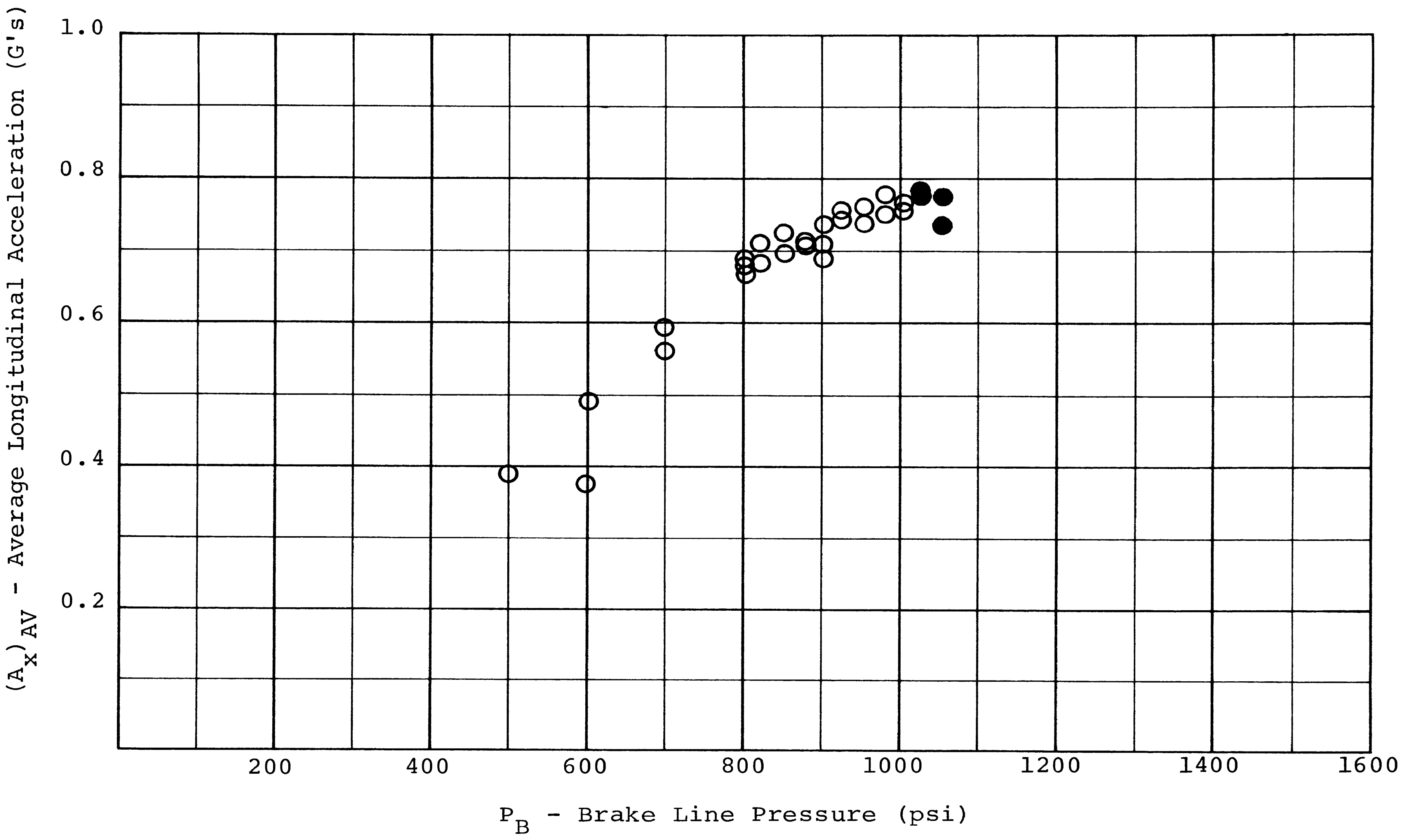


STRAIGHT LINE BRAKING - GREMLIN

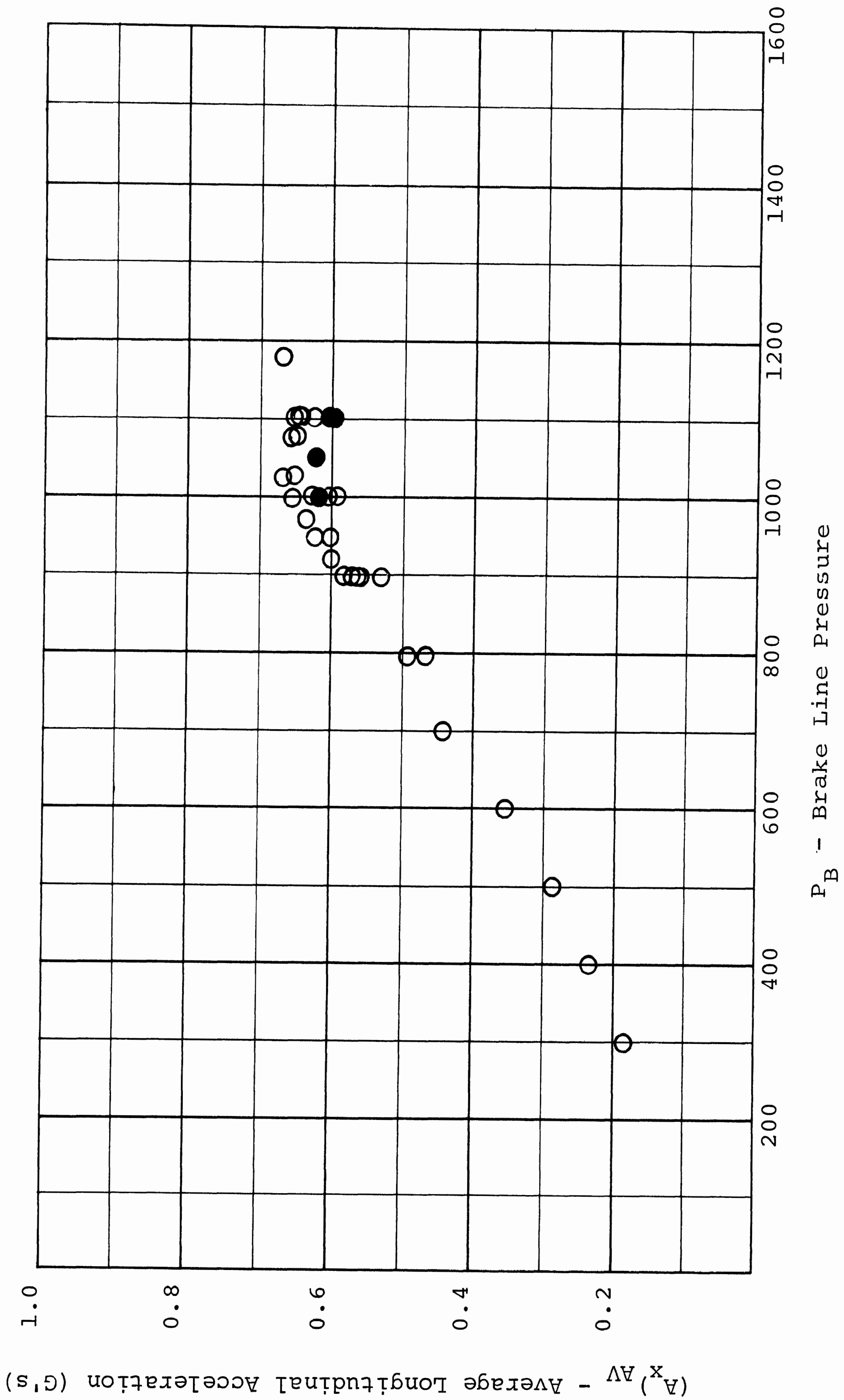


P_B - Brake Line Pressure (psi)

STRAIGHT LINE BRAKING - IMPERIAL



STRAIGHT LINE BRAKING - LOTUS



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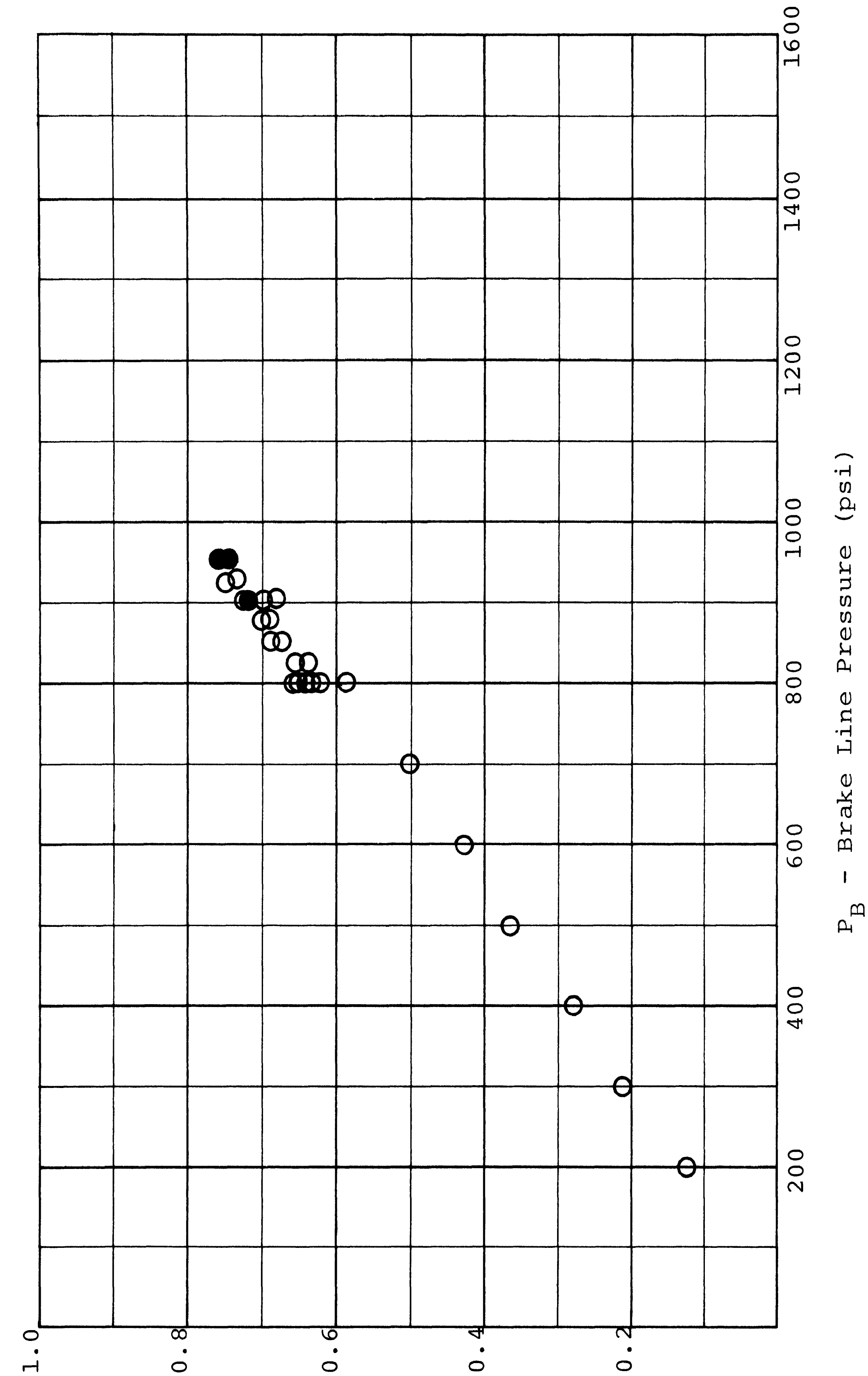
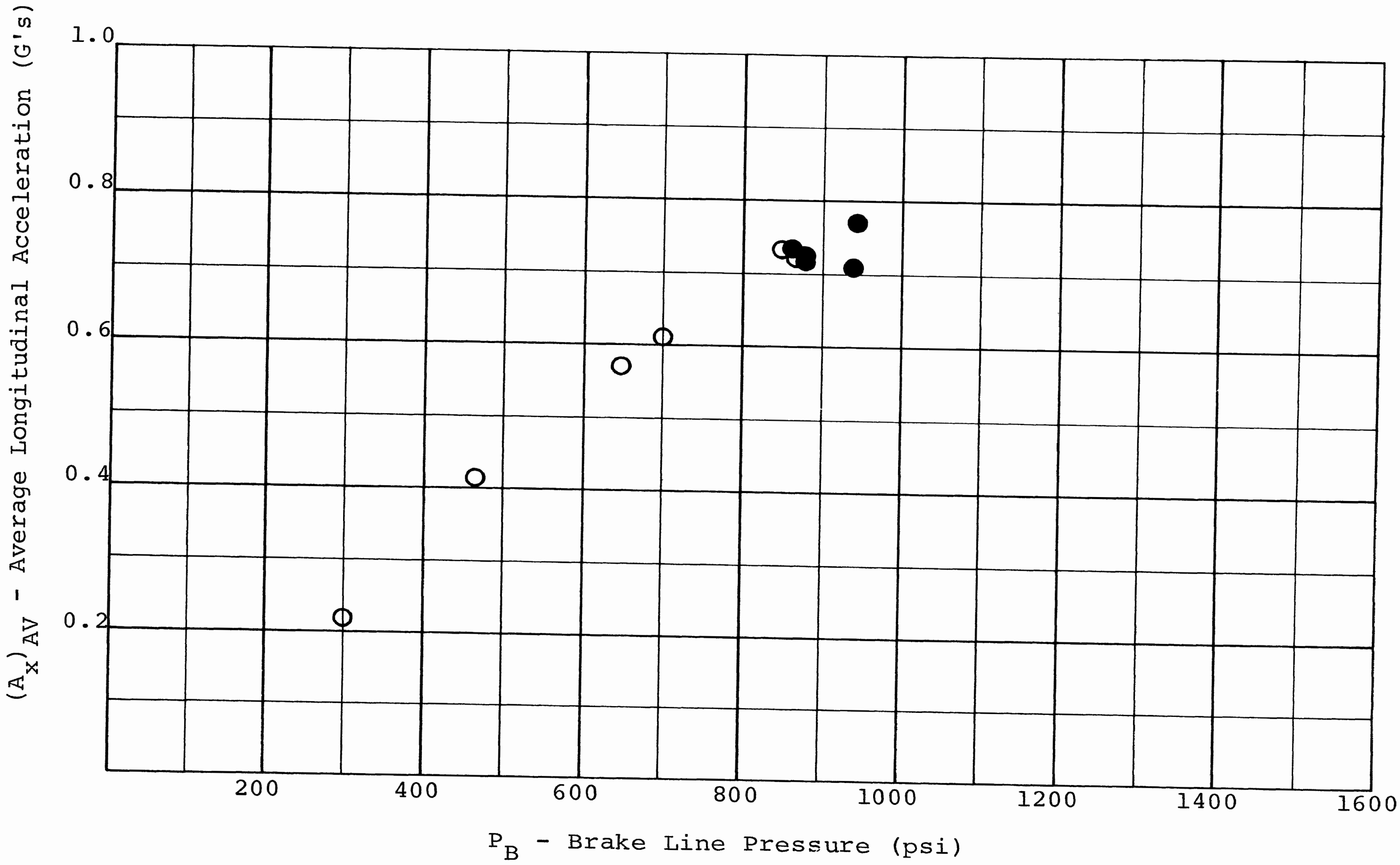


STRAIGHT LINE BRAKING - TORONADO



STRAIGHT LINE BRAKING - VOLKSWAGEN

VHTP #2 - BRAKING IN A TURN

$(A_x)_{ave}$ - Average Deceleration from 35 mph to 10 mph

P_B - Brake Line Pressure

β_P - Peak Vehicle Sideslip Angle

$\dot{\beta}_P$ - Peak Vehicle Sideslip Angle Rate

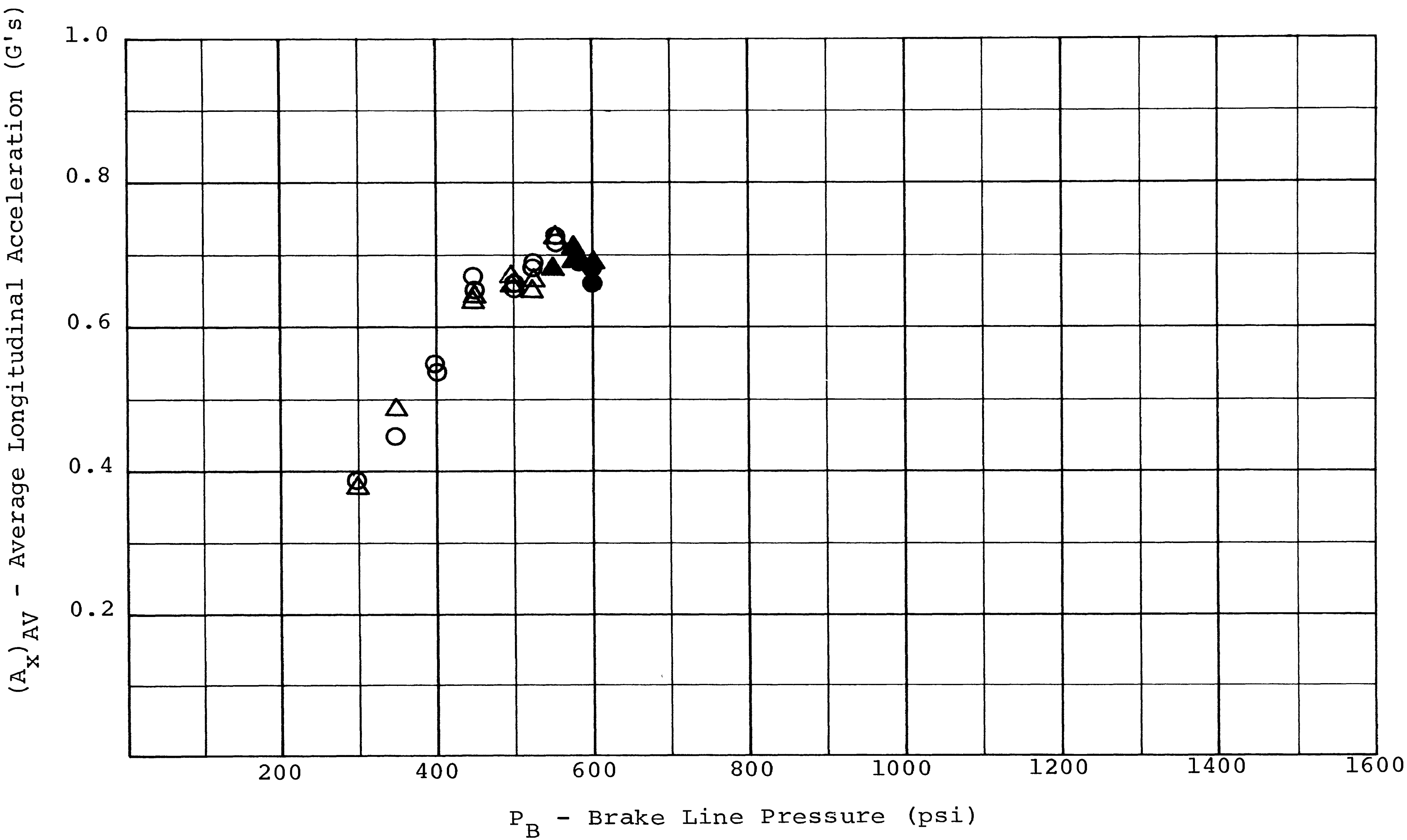
$R_o(1/R)$ - Average Path Curvature Ratio Relative to Initial Turn

○ - Indicates Right Turn - Fewer Than 2 Wheels Locked On Any Axle

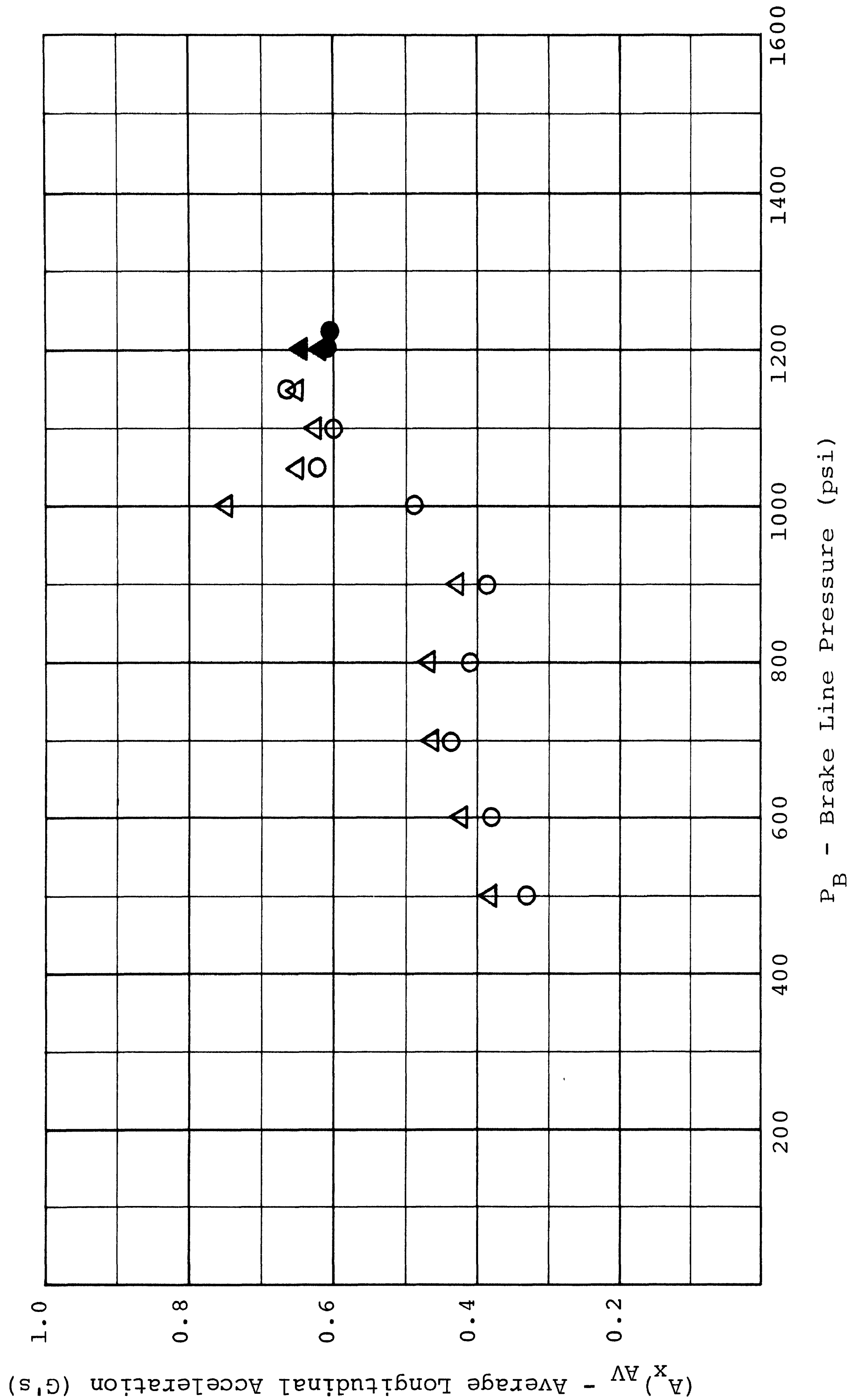
△ - Indicates Left Turn - Fewer Than 2 Wheels Locked On Any Axle

● - Indicates Right Turn - 2 Wheels Locked On One Axle

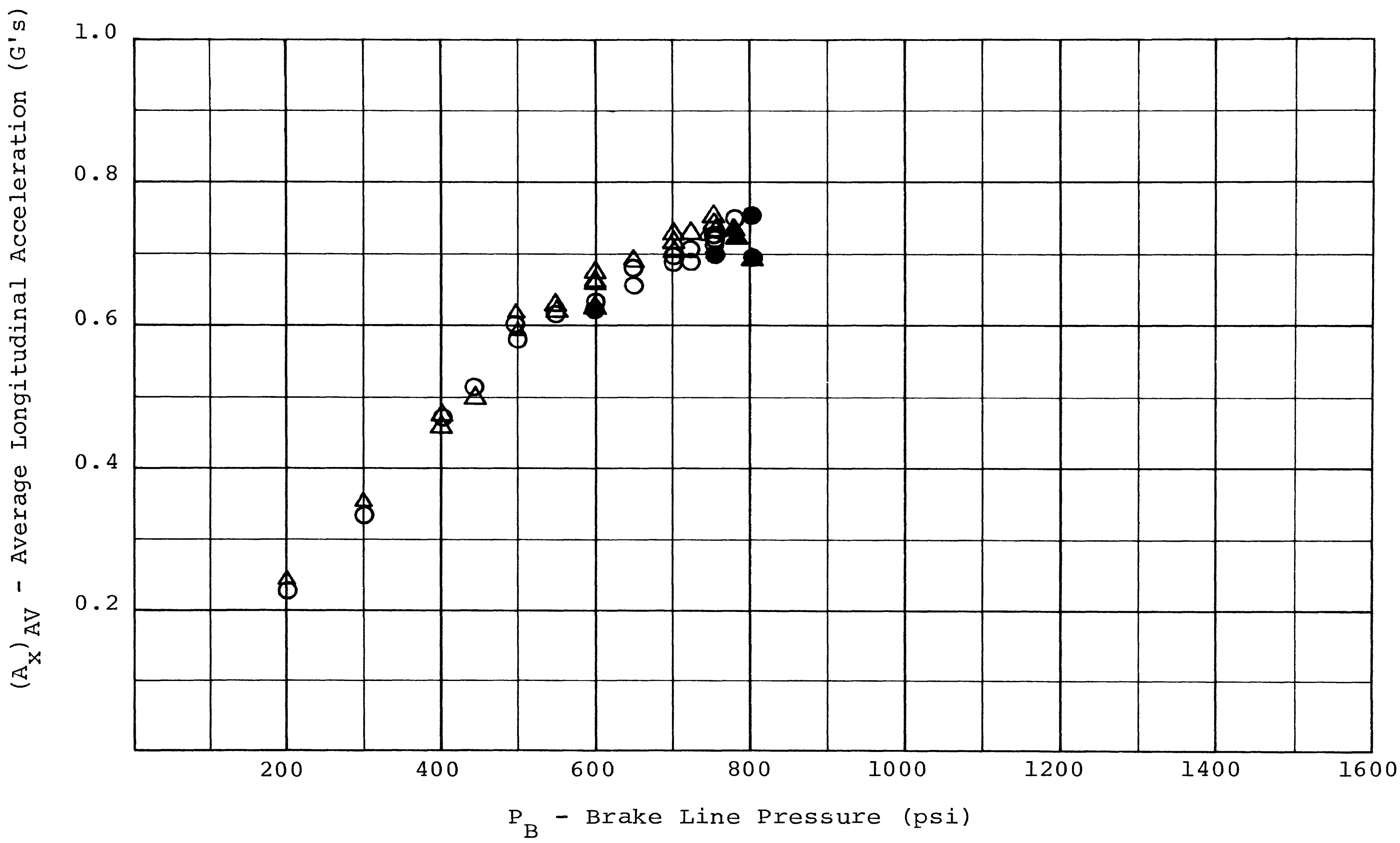
▲ - Indicates Left Turn - 2 Wheels Locked On One Axle



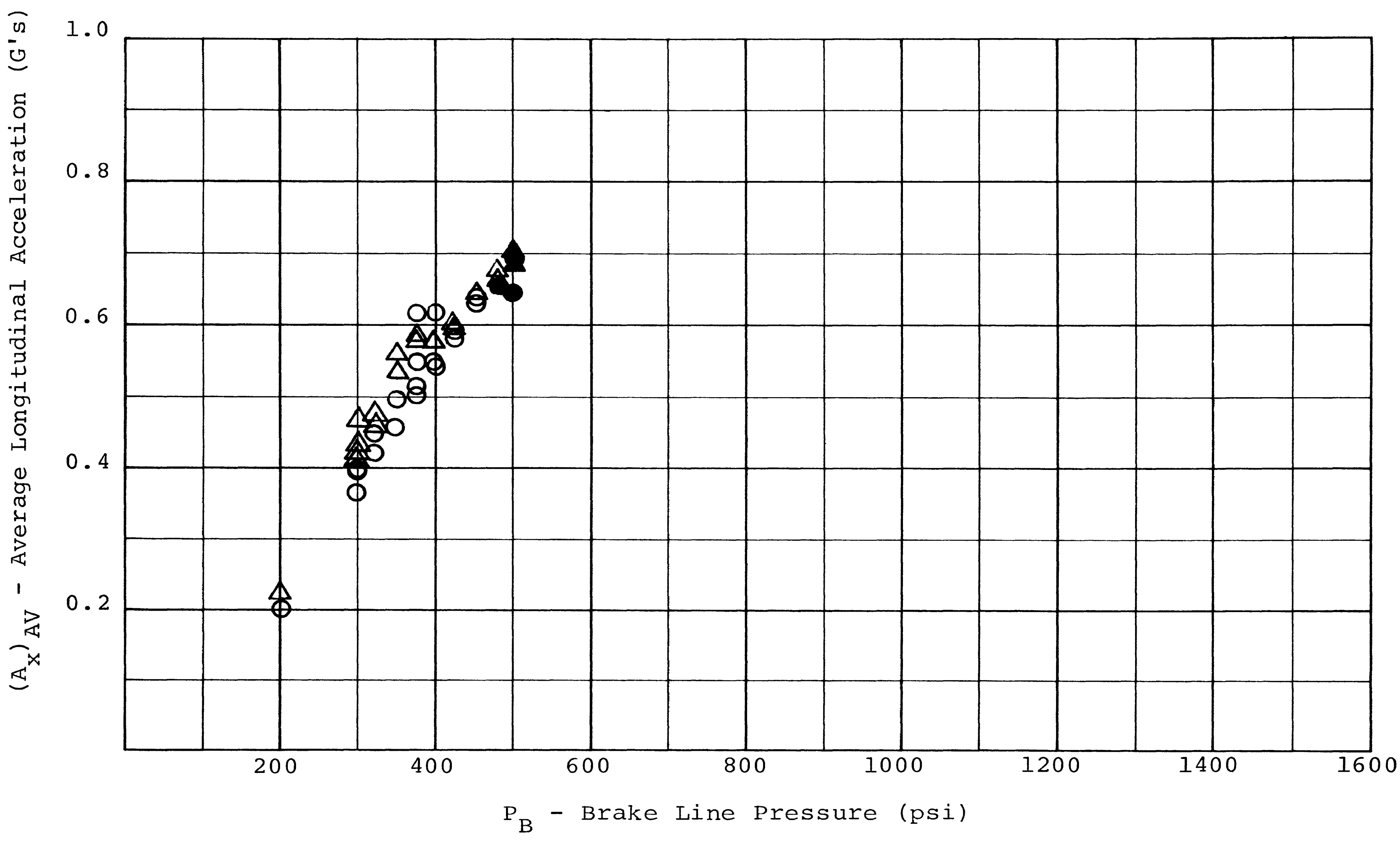
BRAKING IN A TURN - AMBASSADOR



BRAKING IN A TURN - AUSTIN



BRAKING IN A TURN - CHEVROLET



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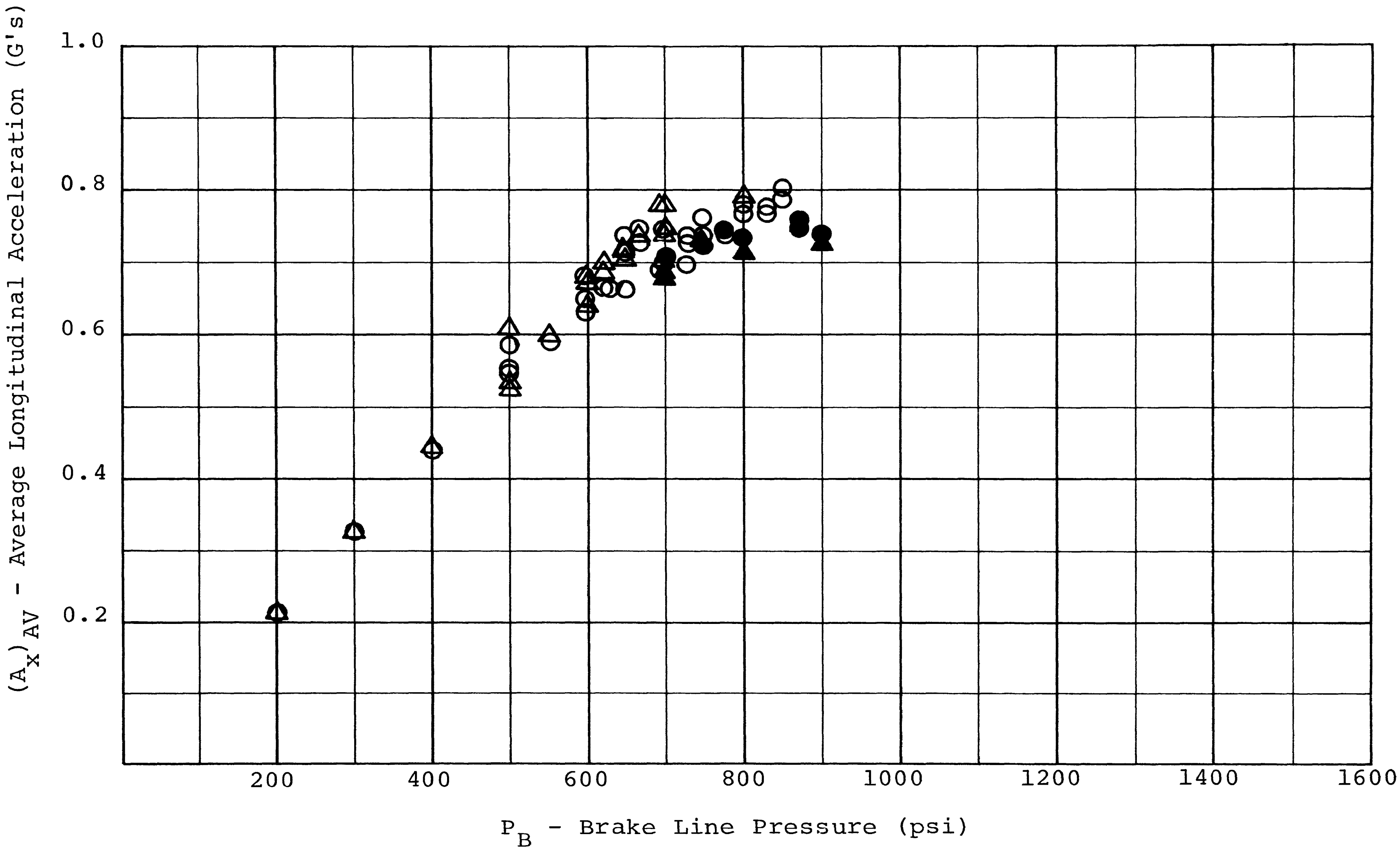
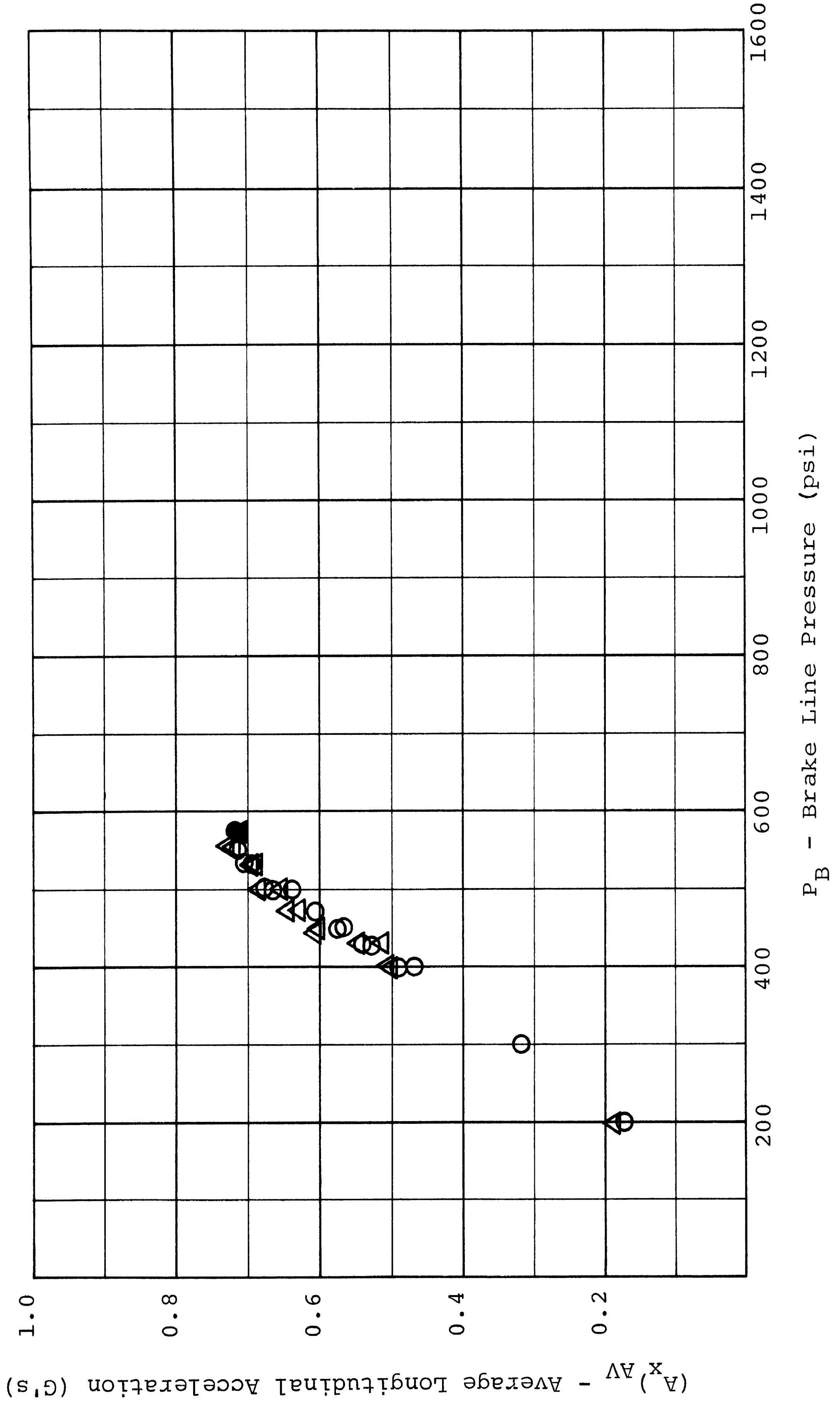


BRAKING IN A TURN - FIREBIRD TRANS-AM



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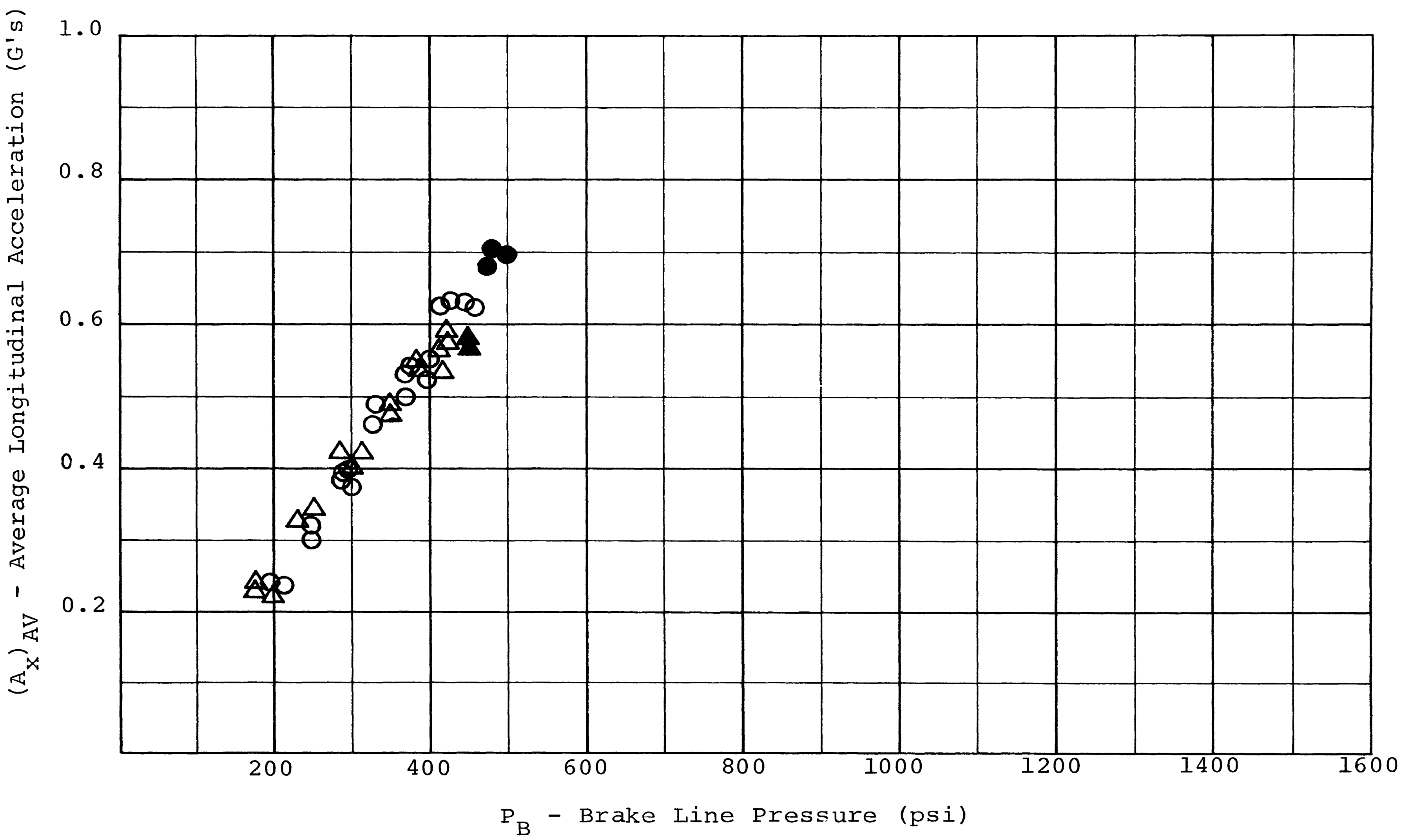

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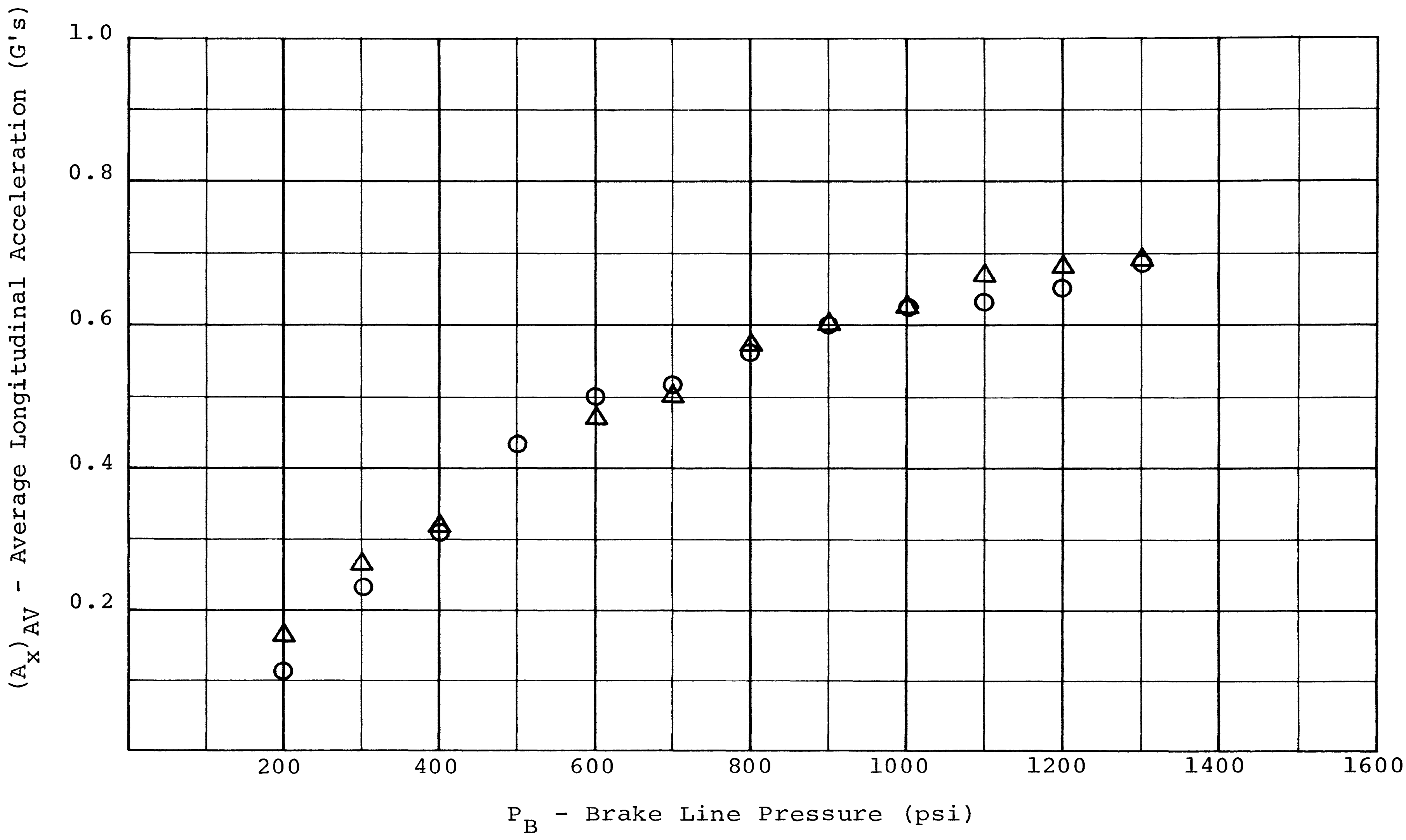
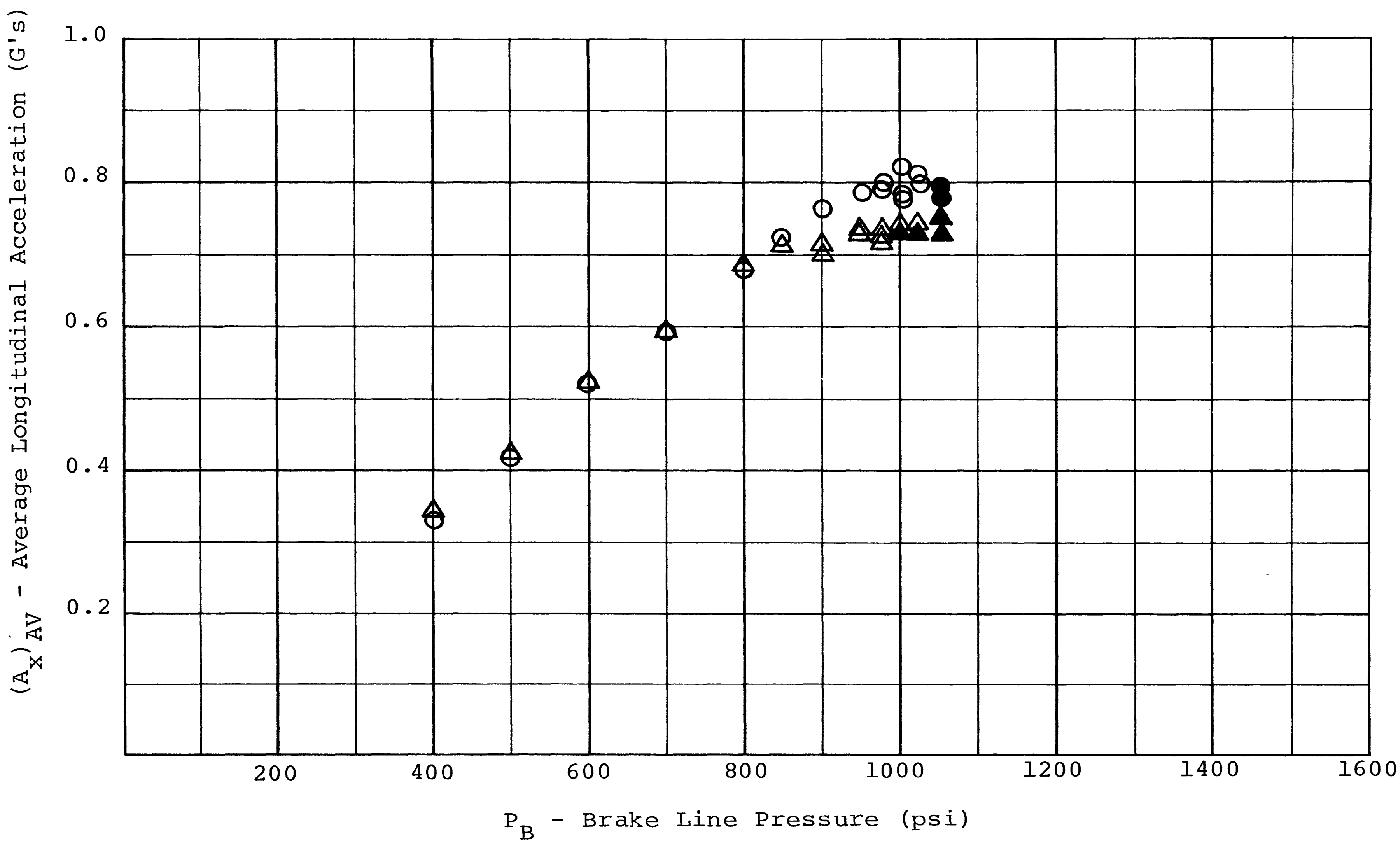


BRAKING IN A TURN - IMPERIAL



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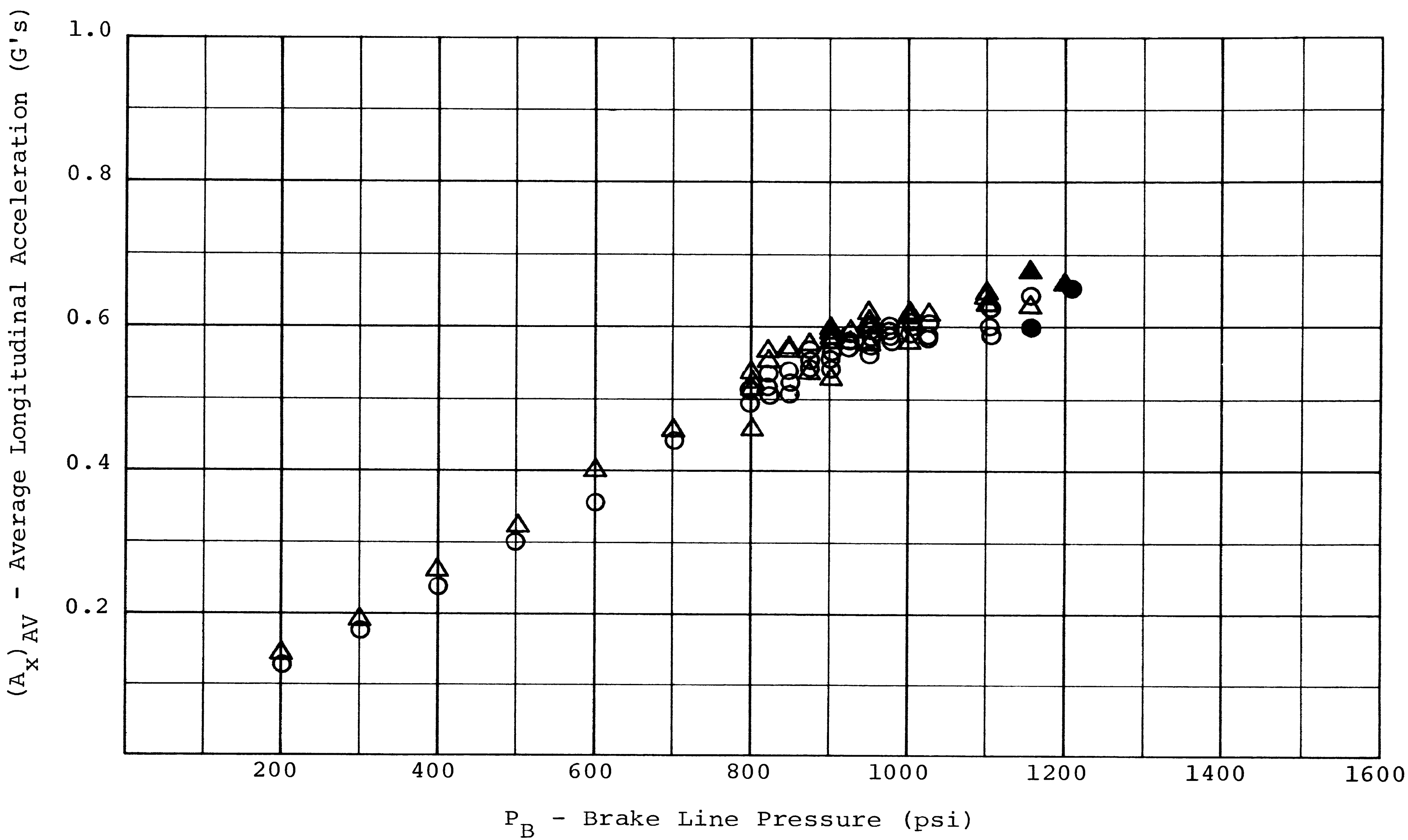

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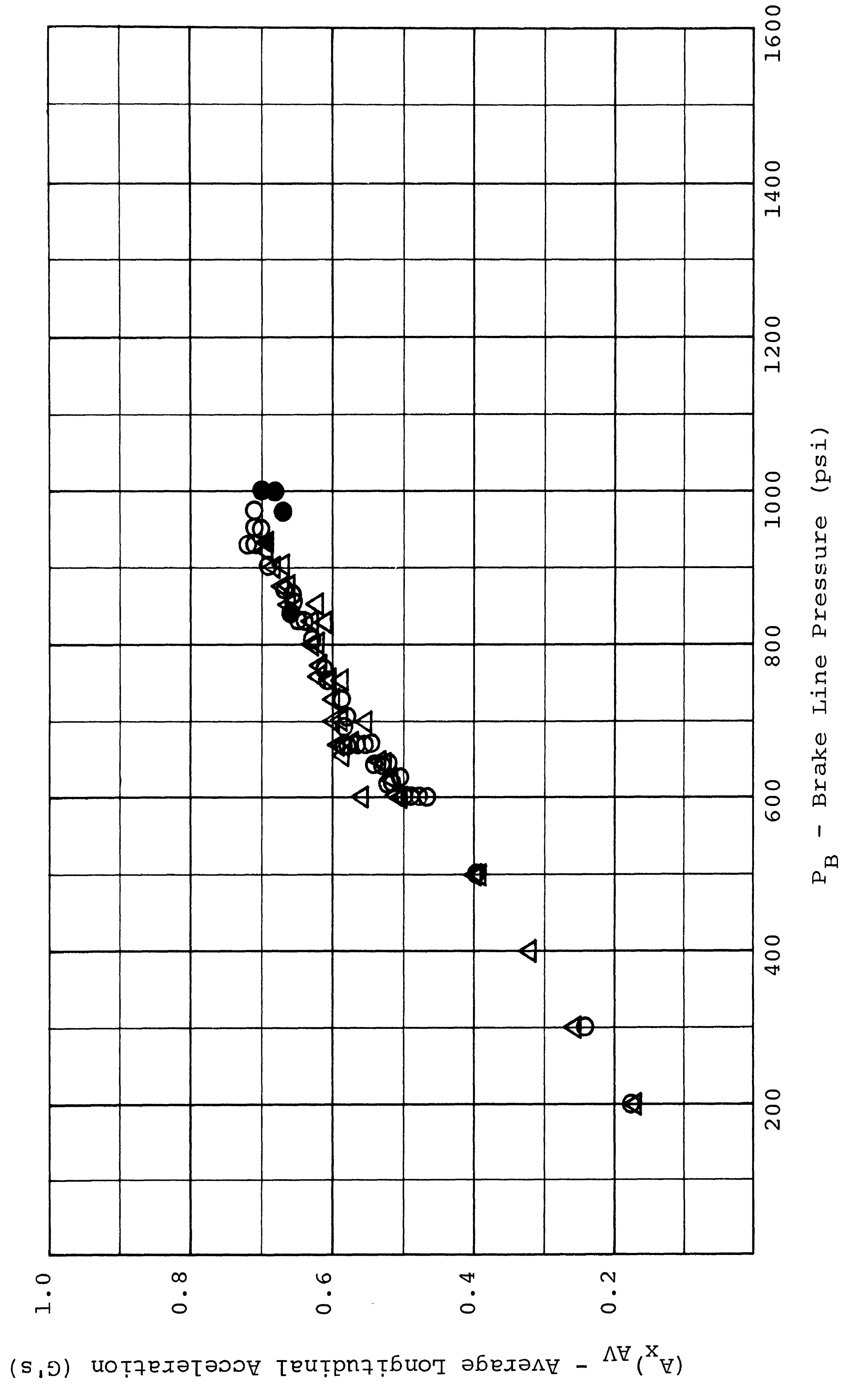

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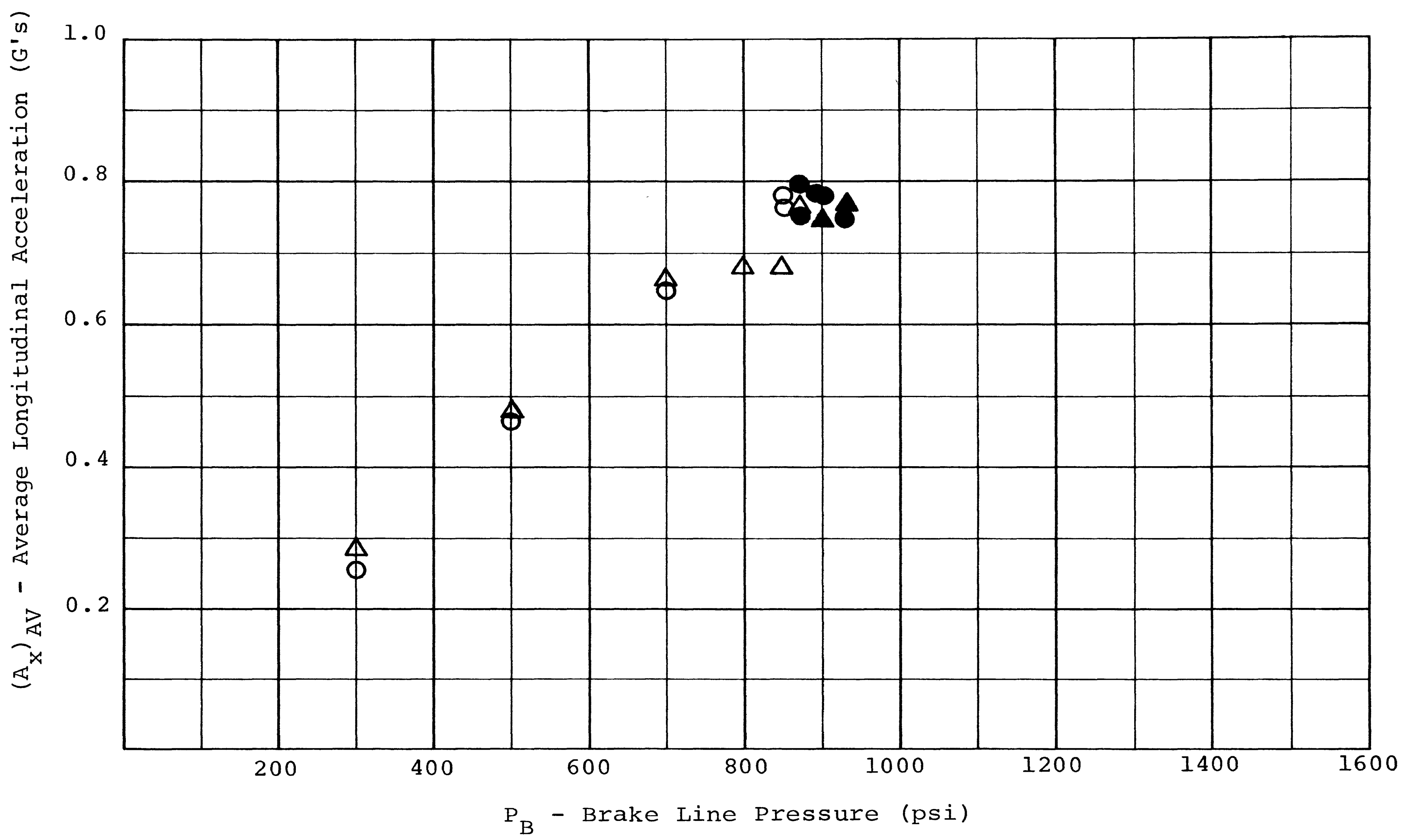

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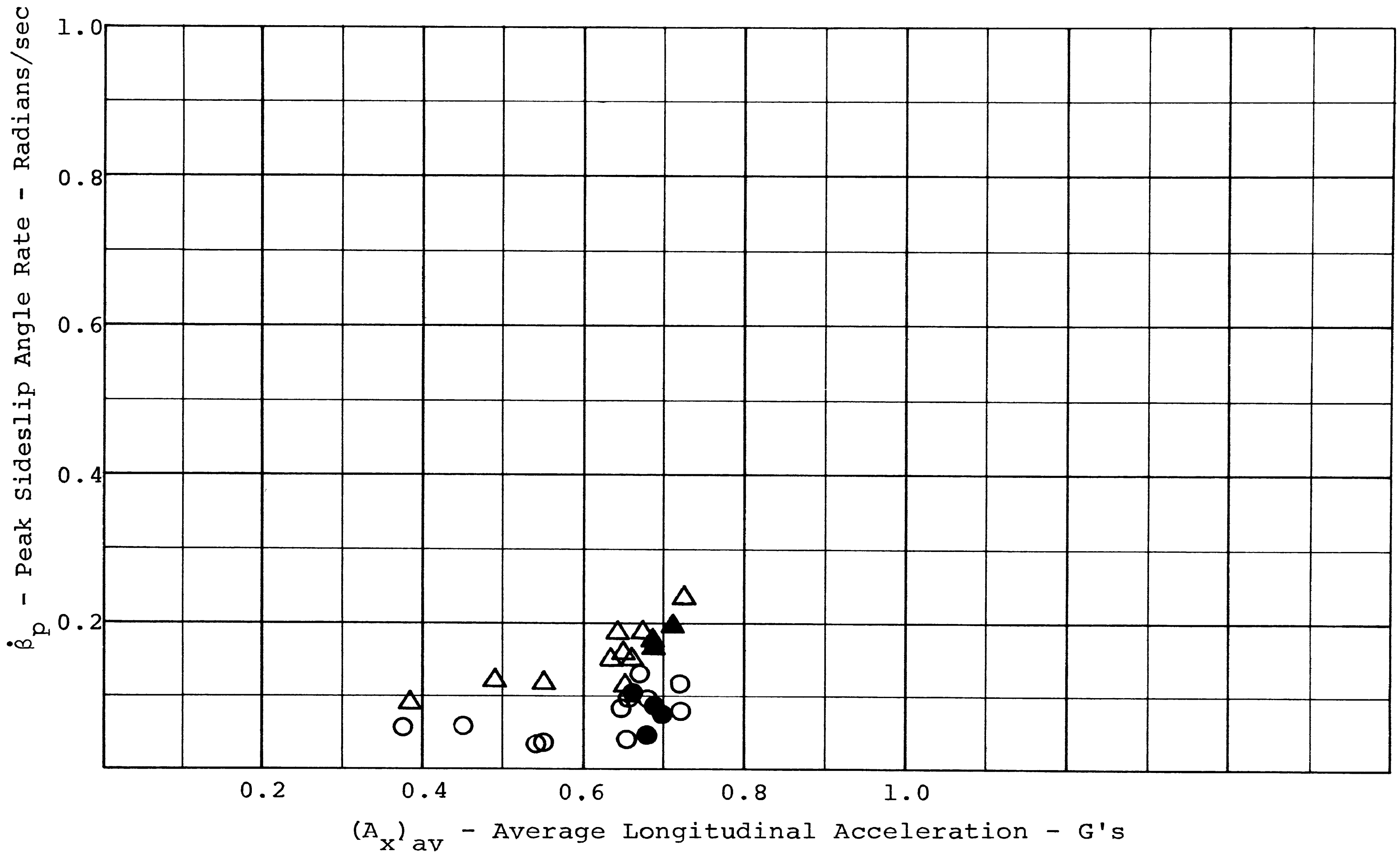

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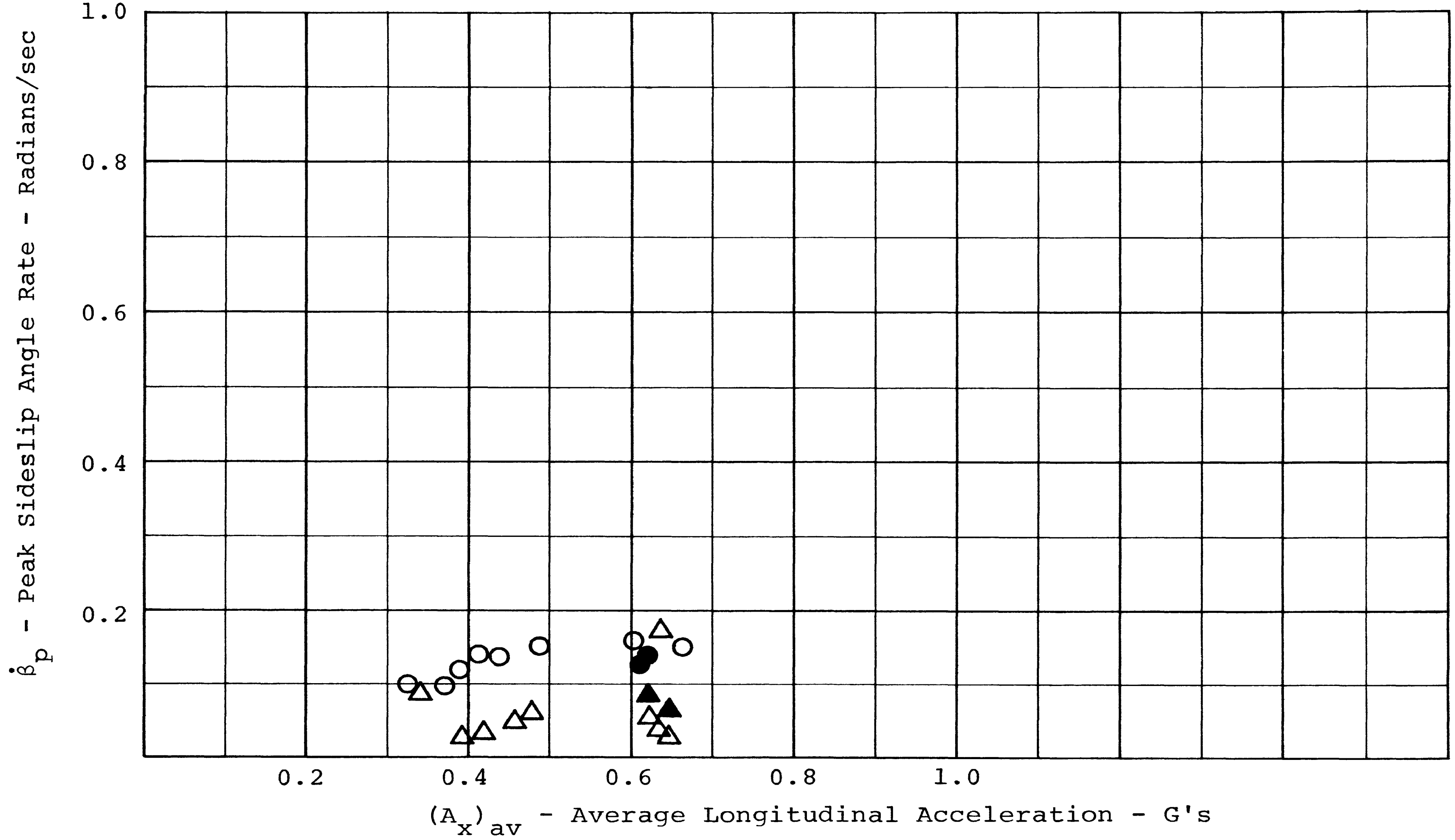

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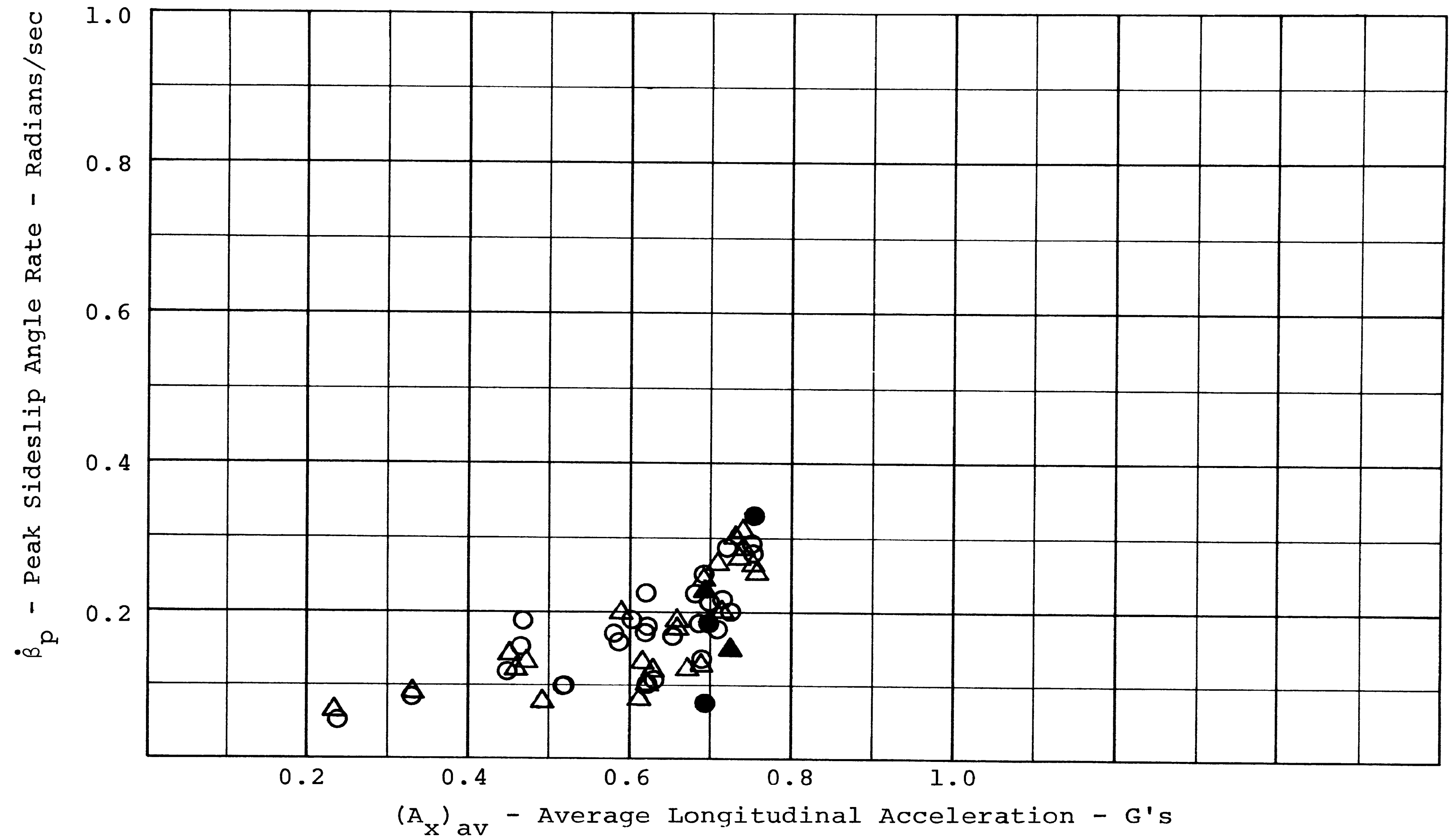

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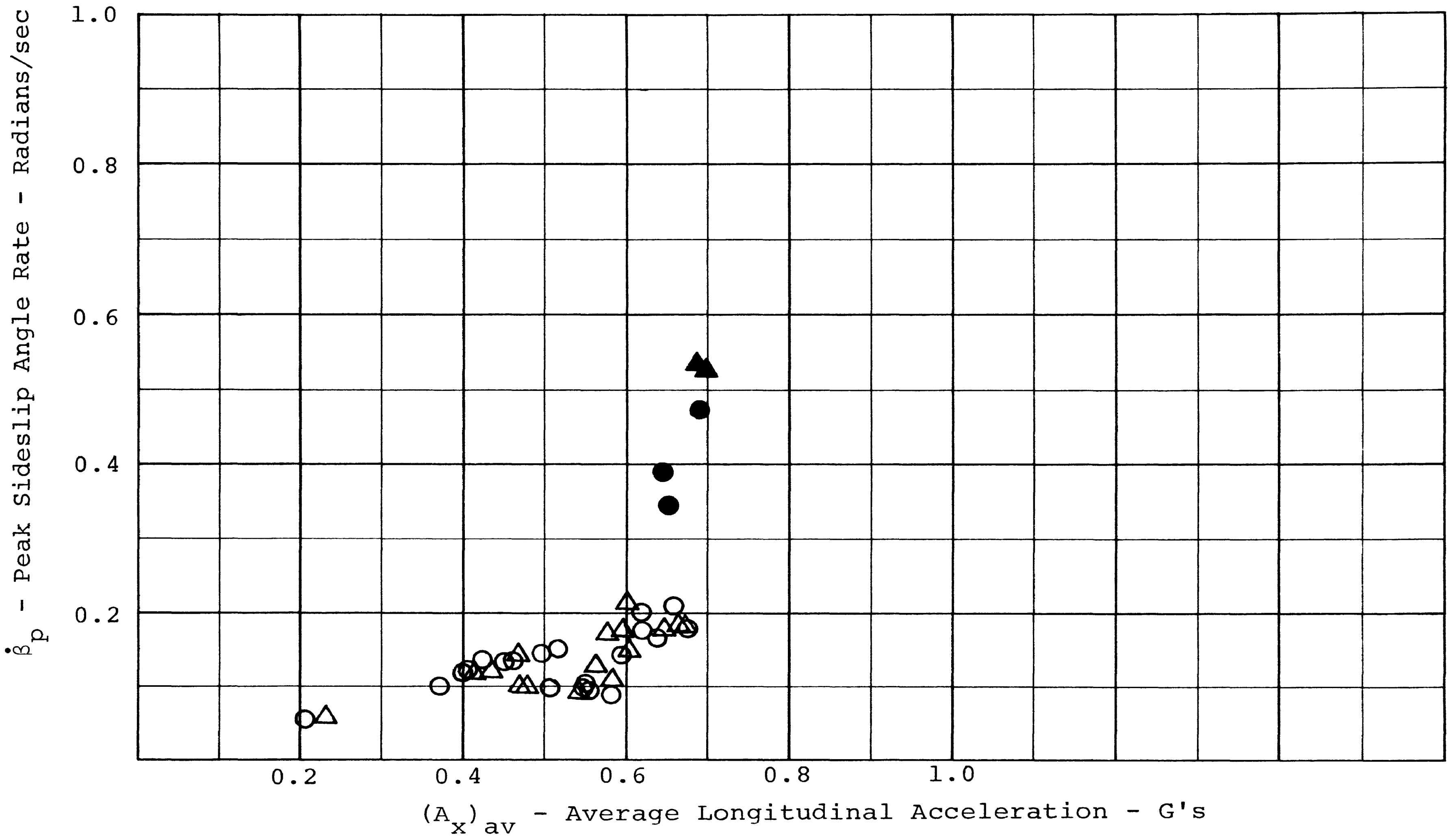

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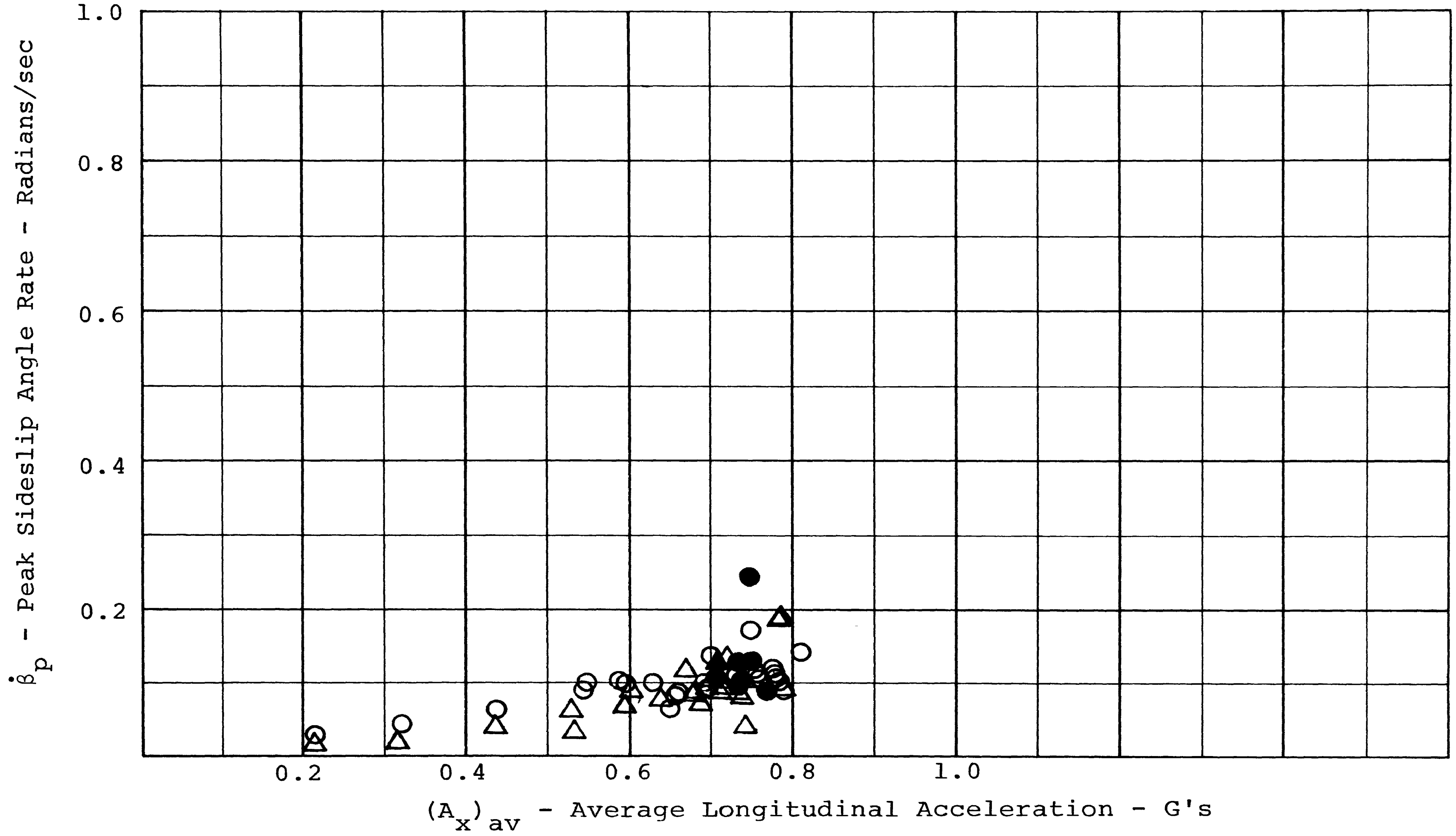

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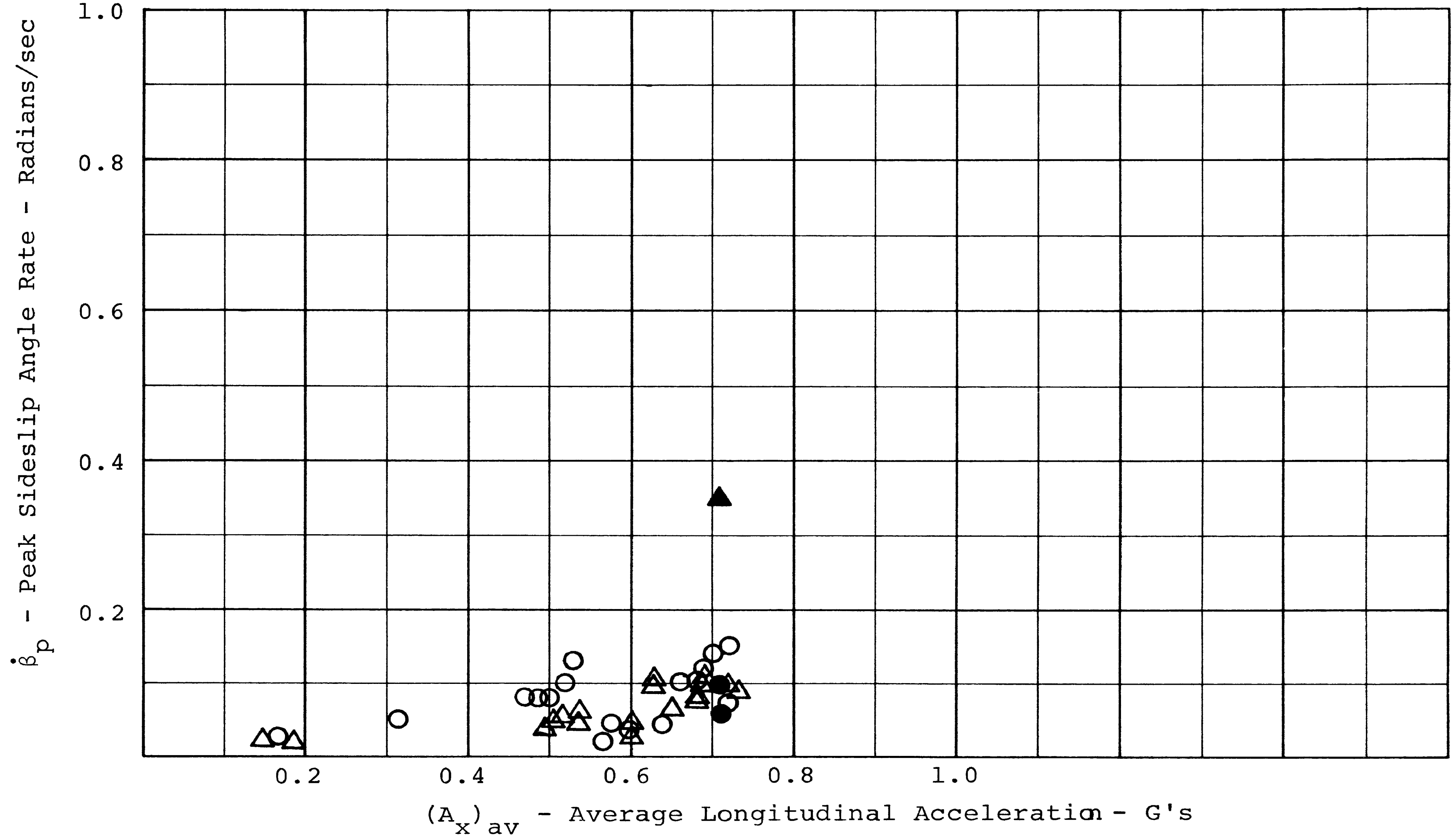

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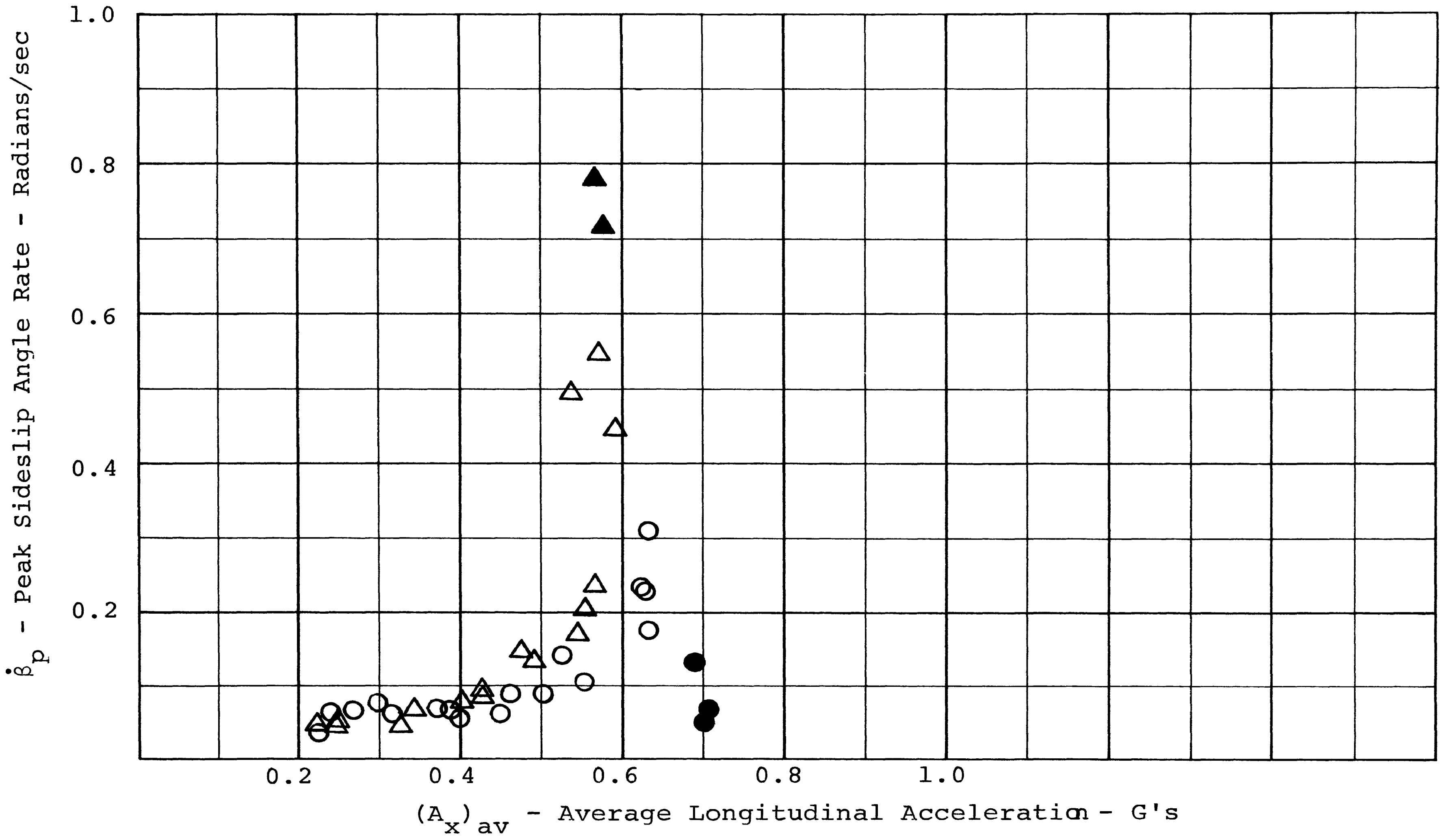

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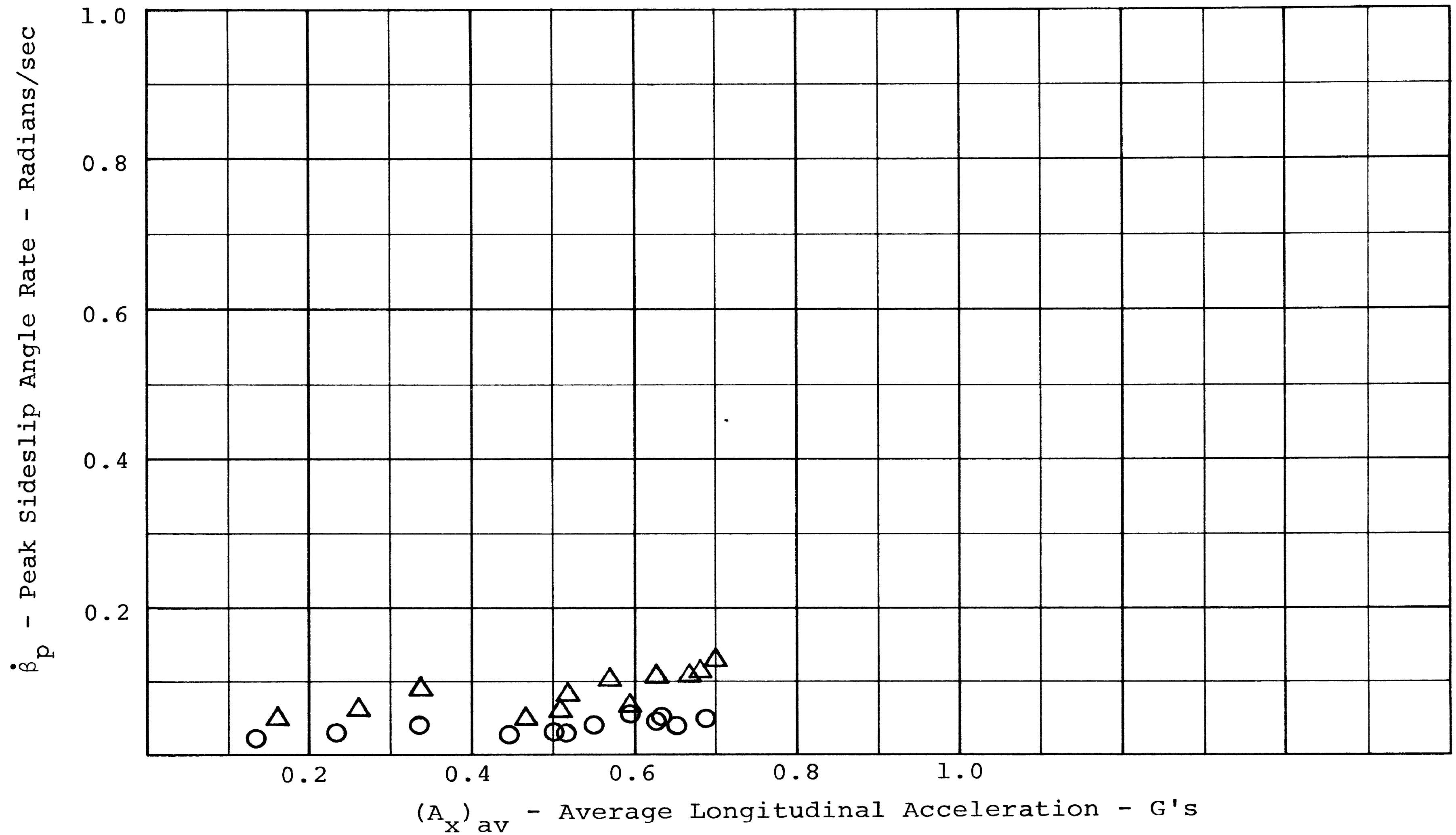

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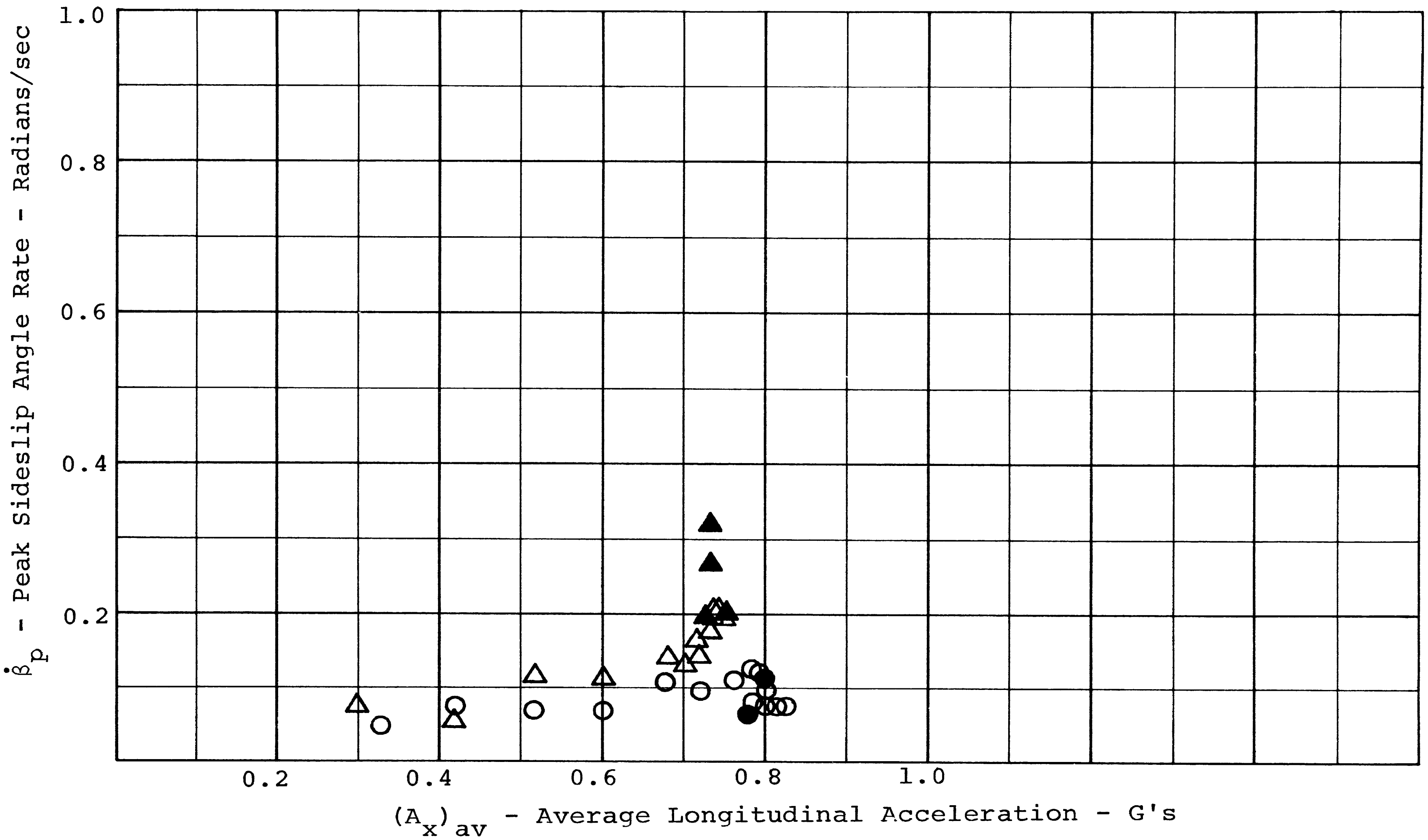

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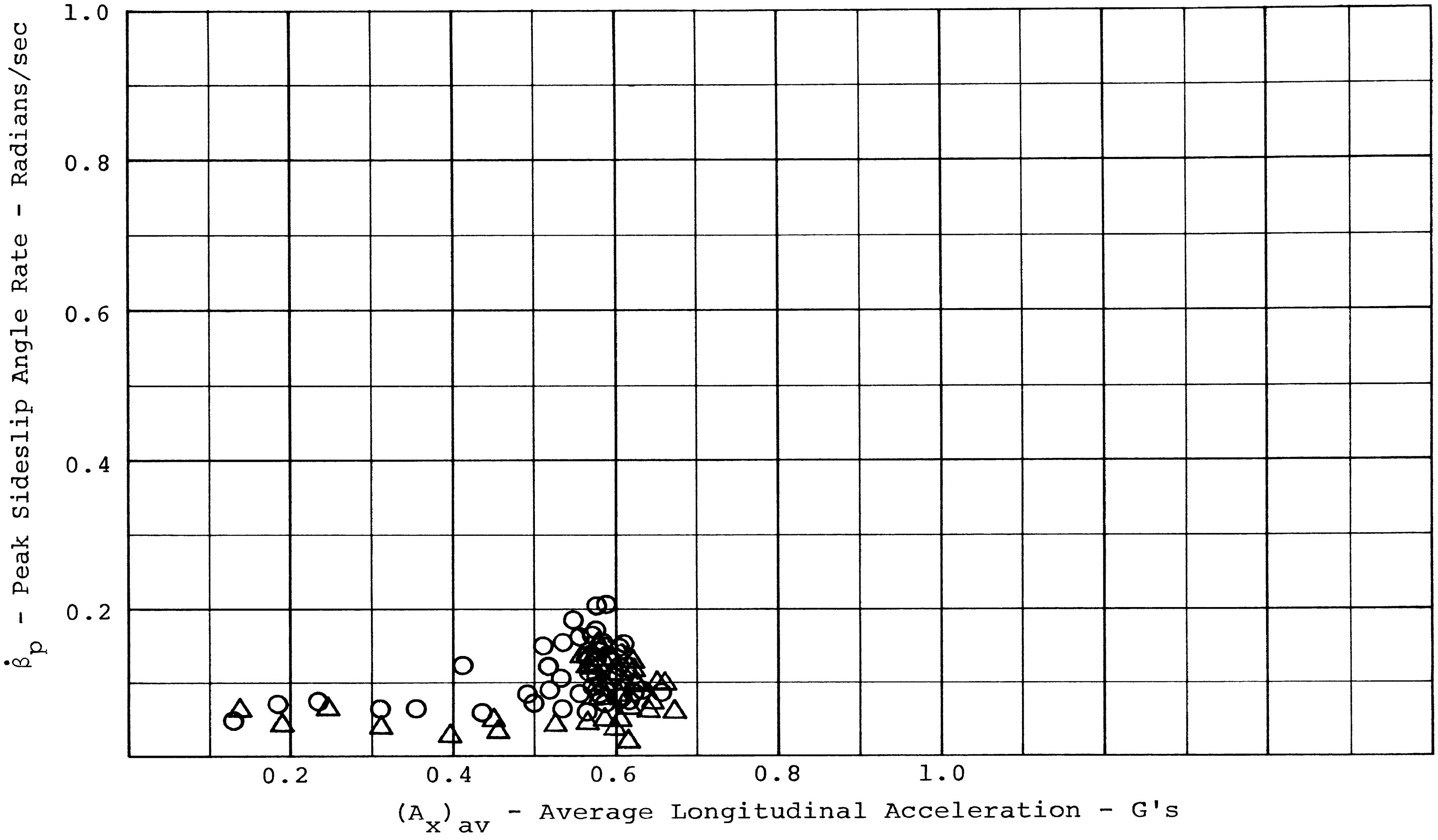

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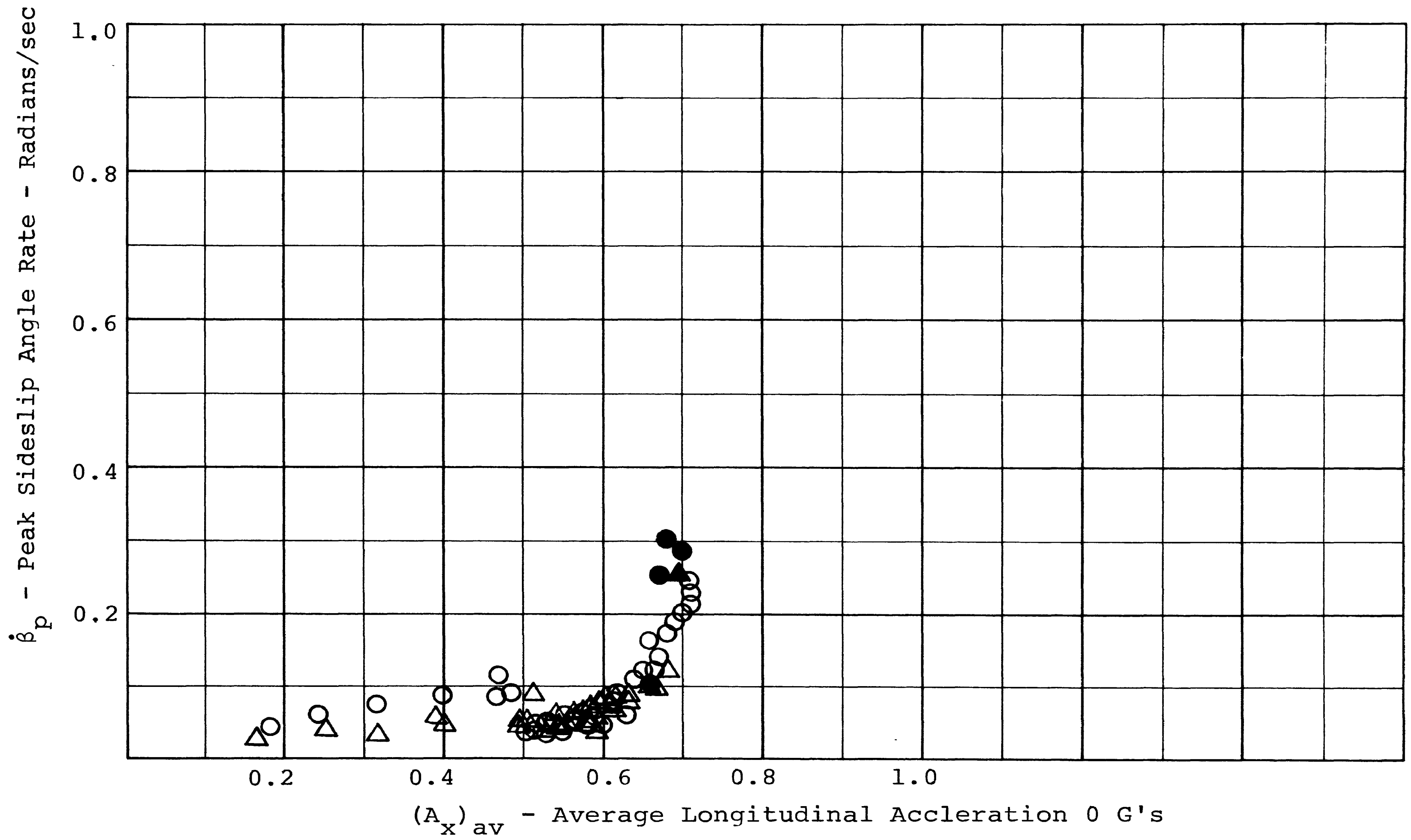

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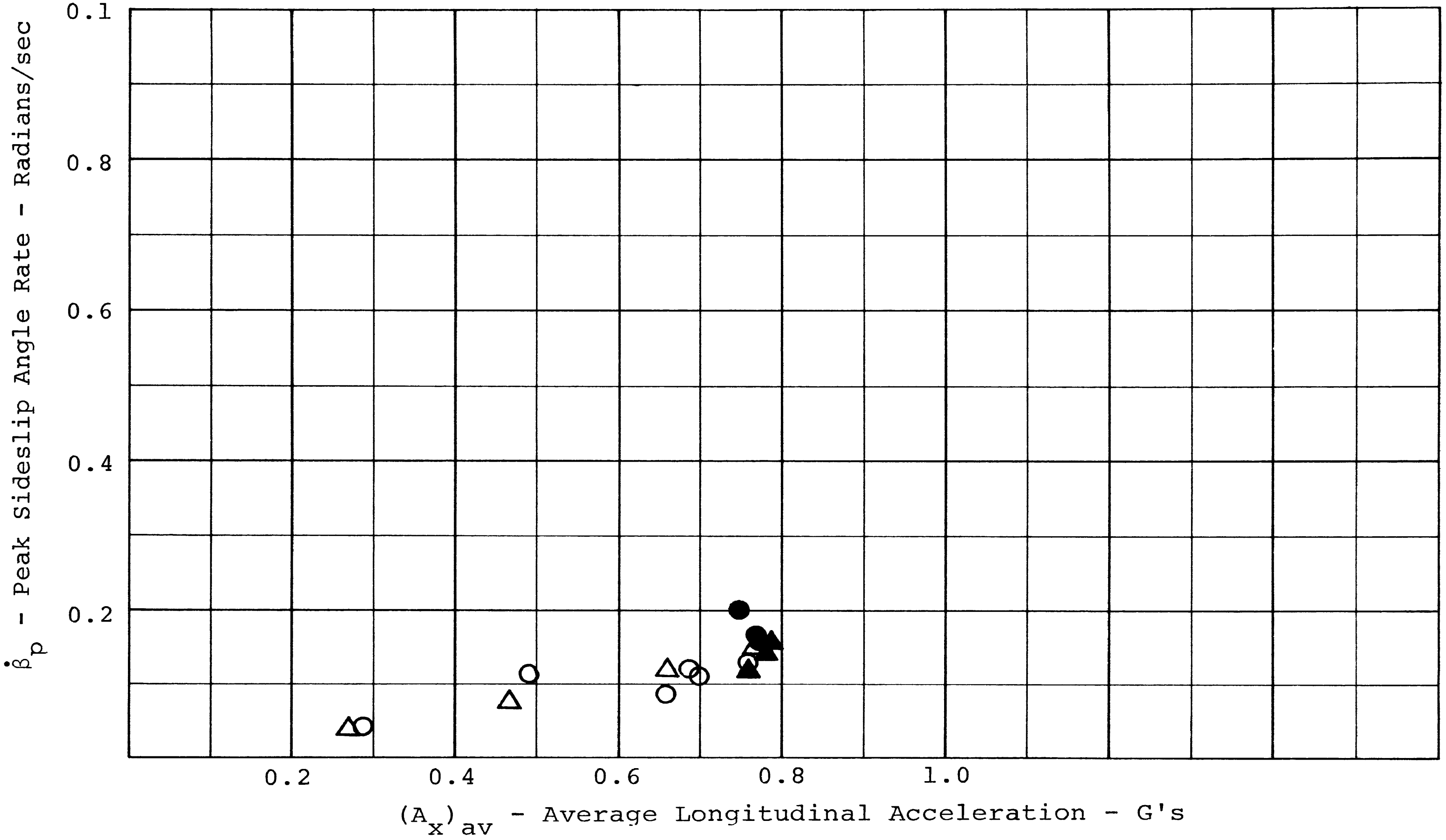

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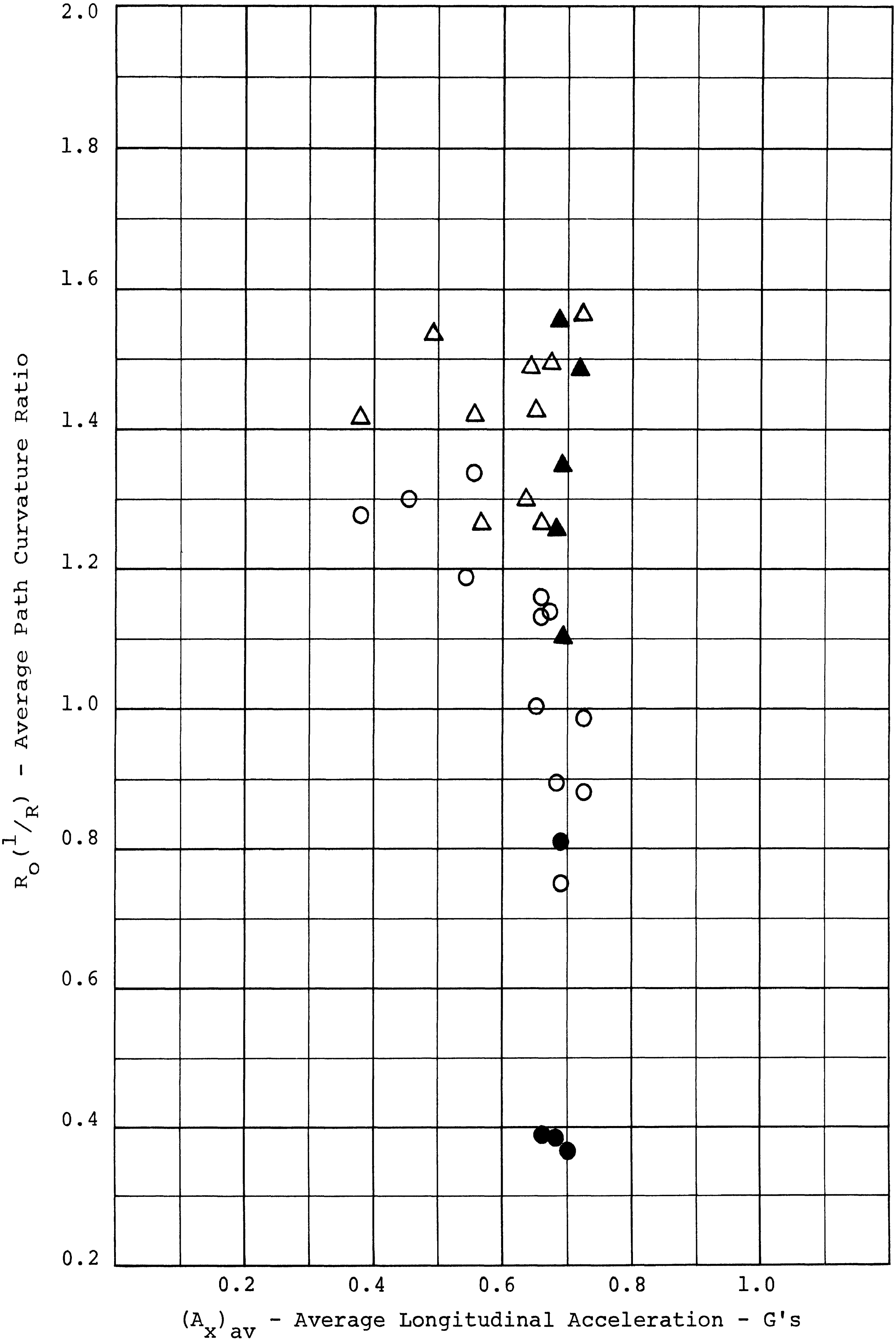

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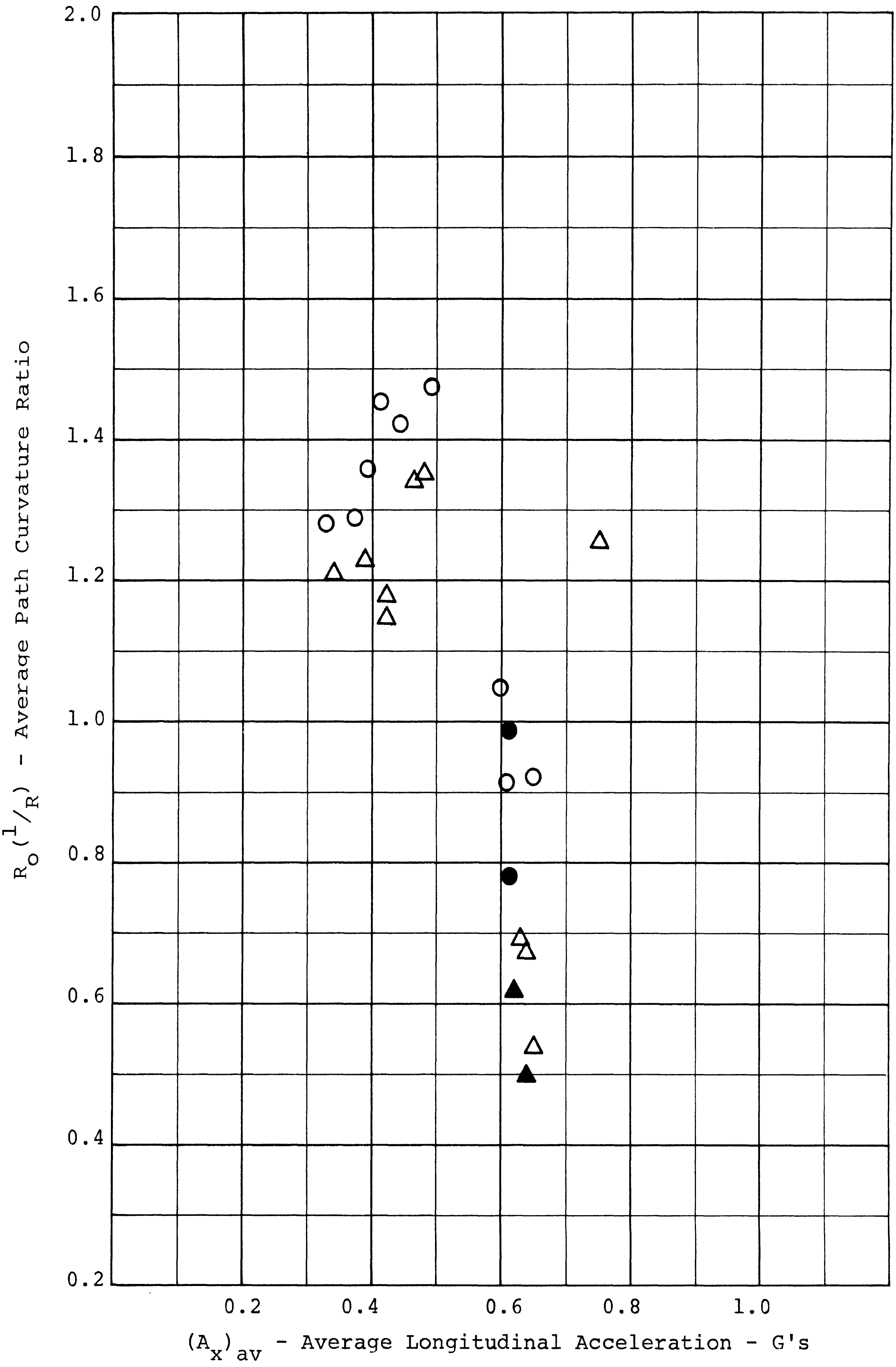

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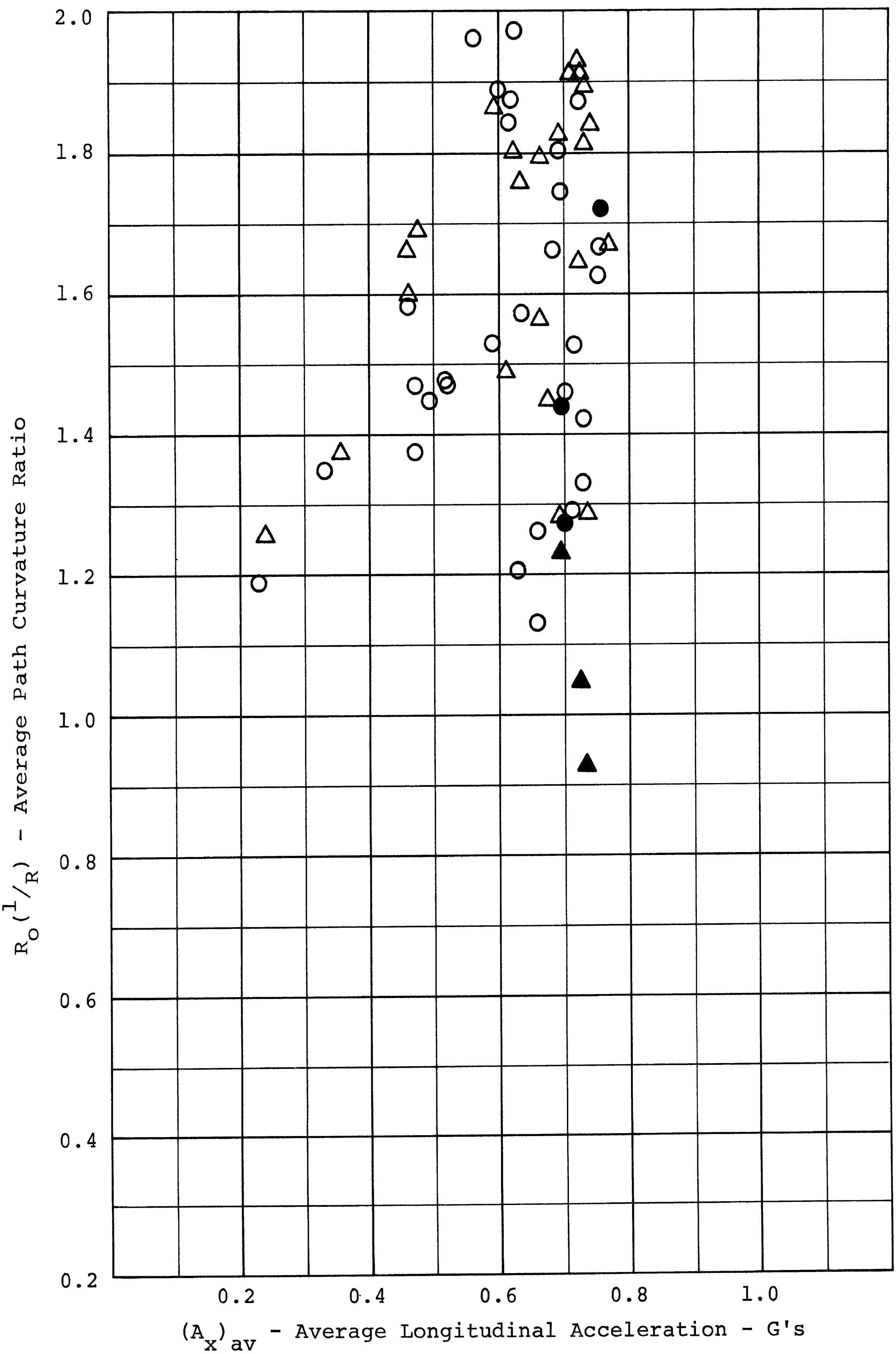

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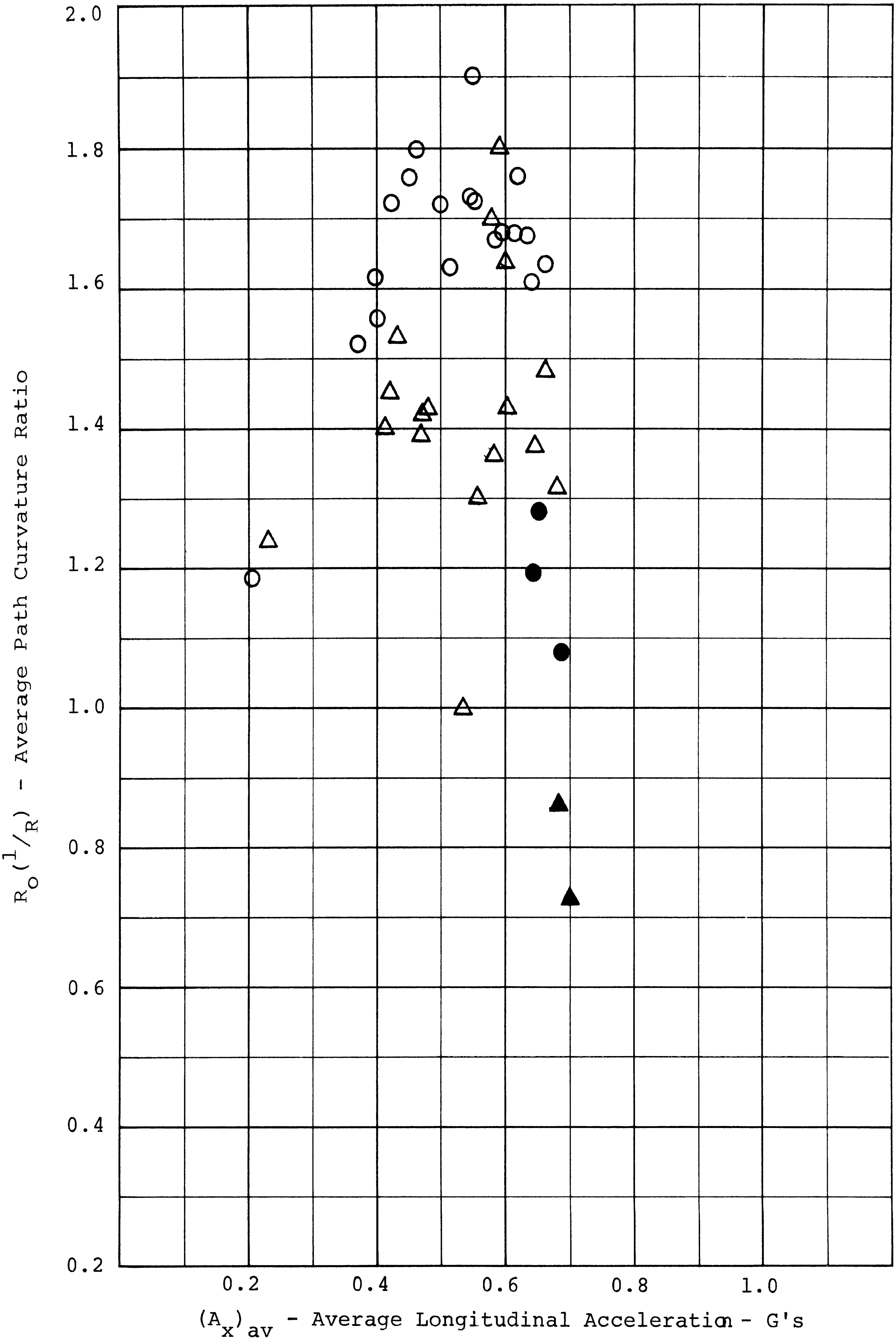

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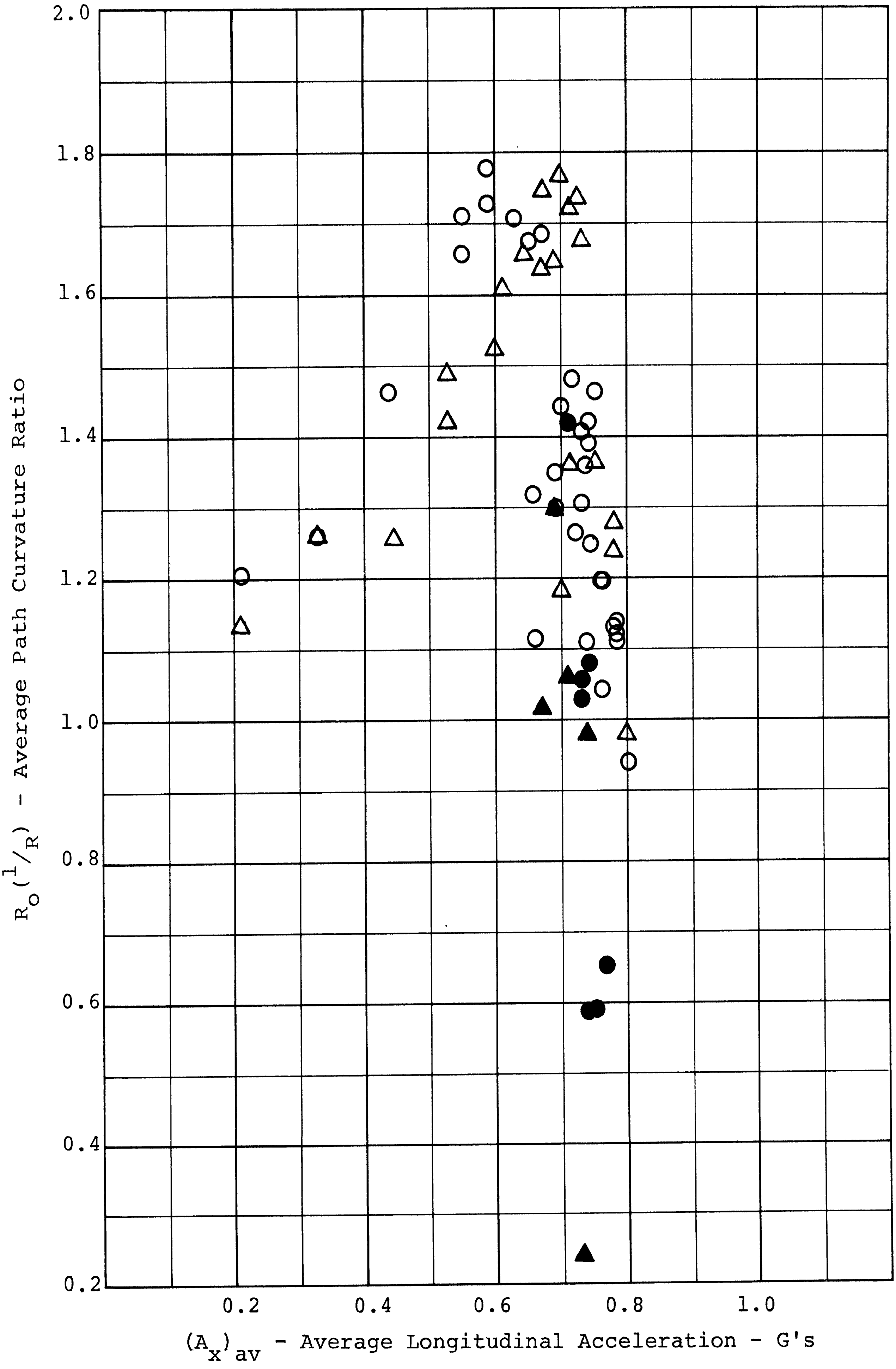

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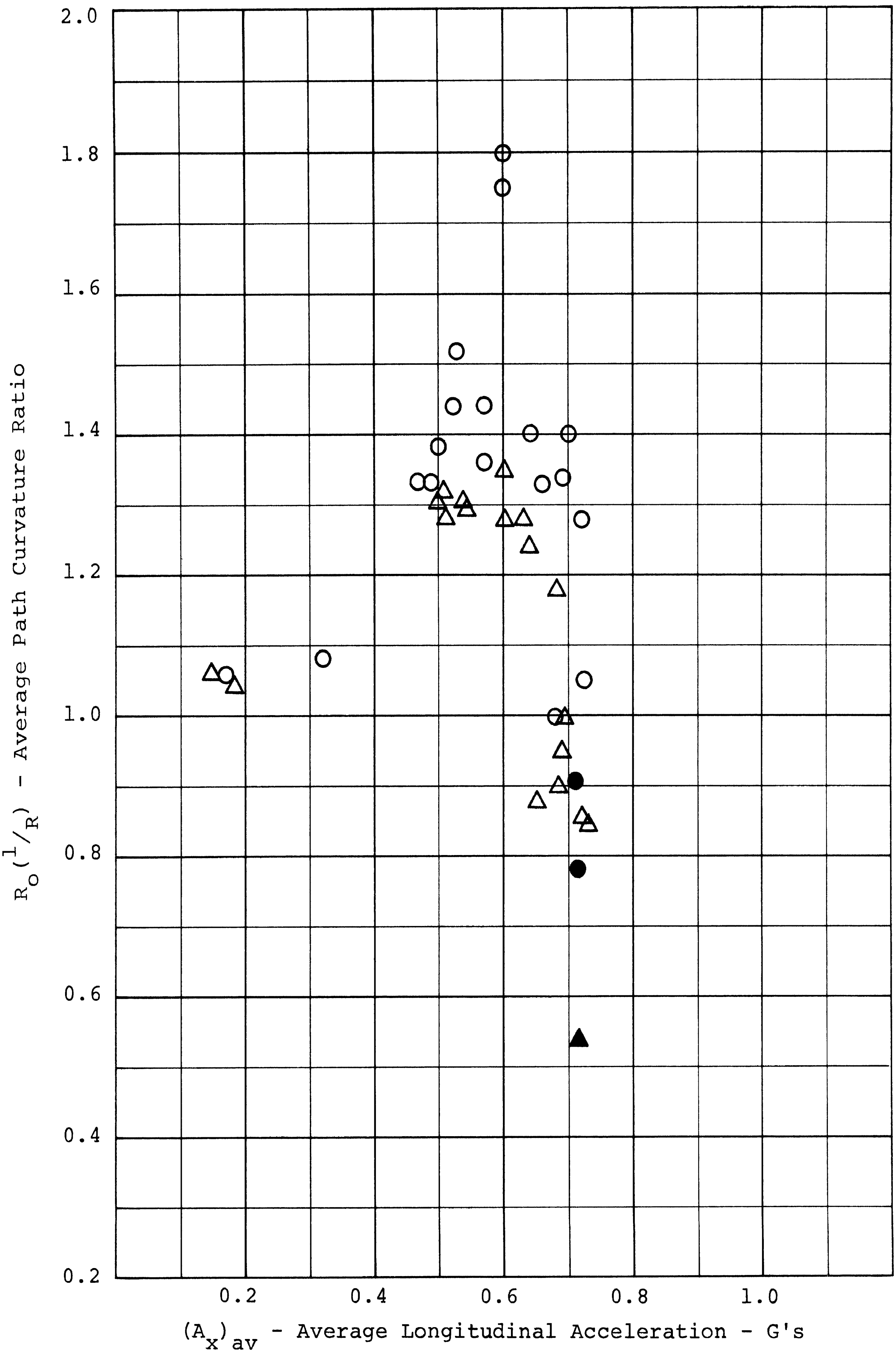

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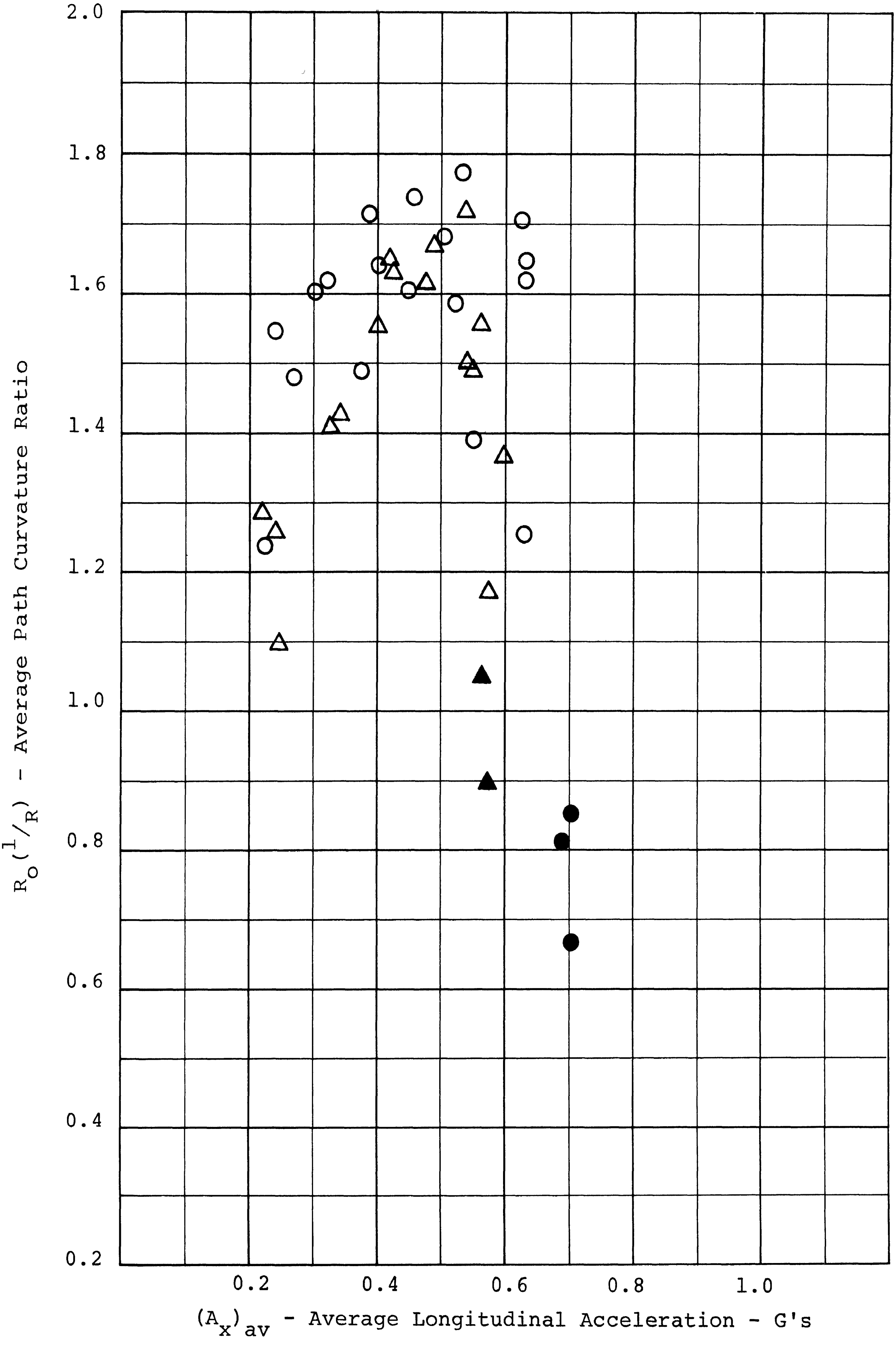

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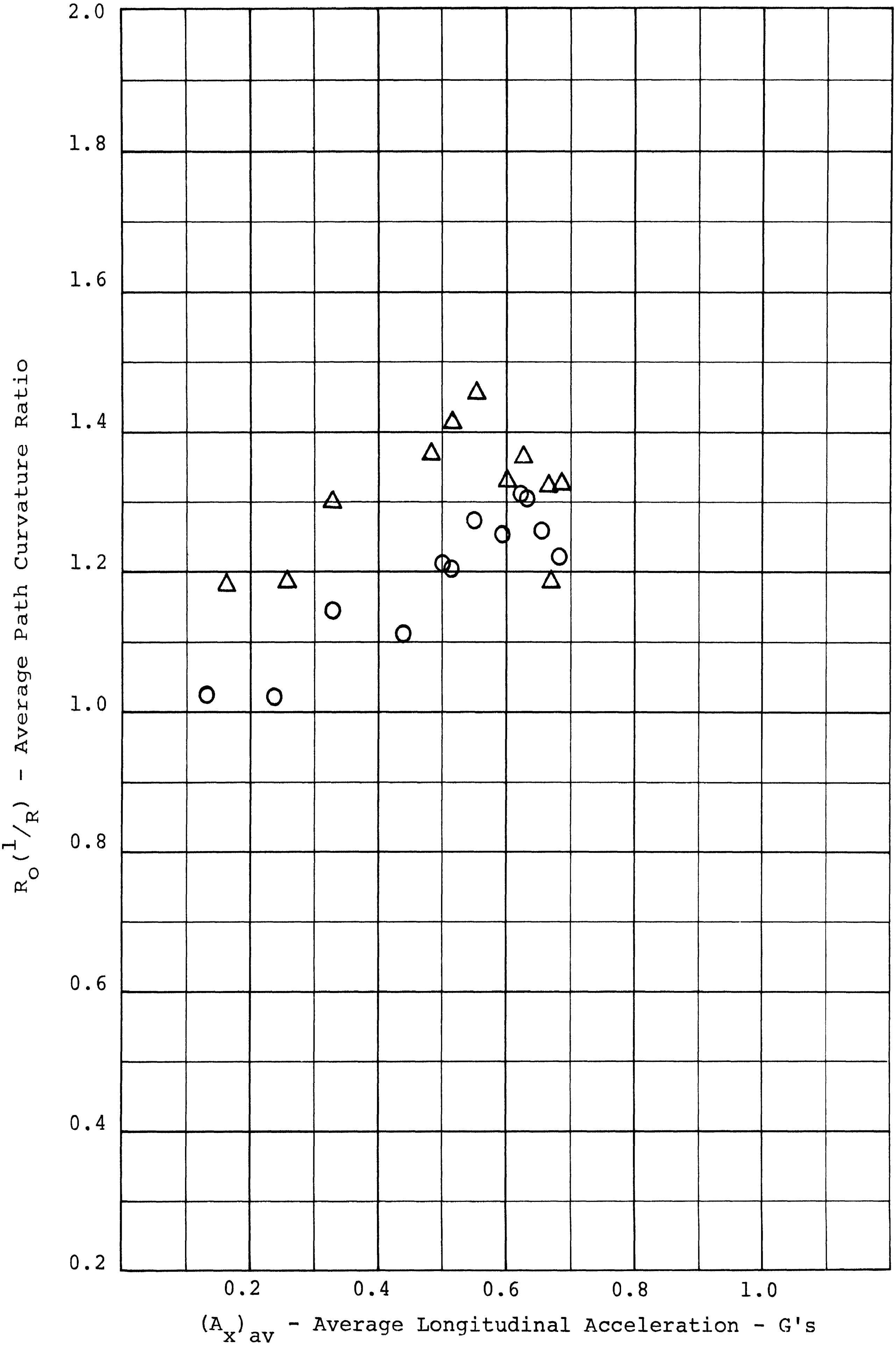

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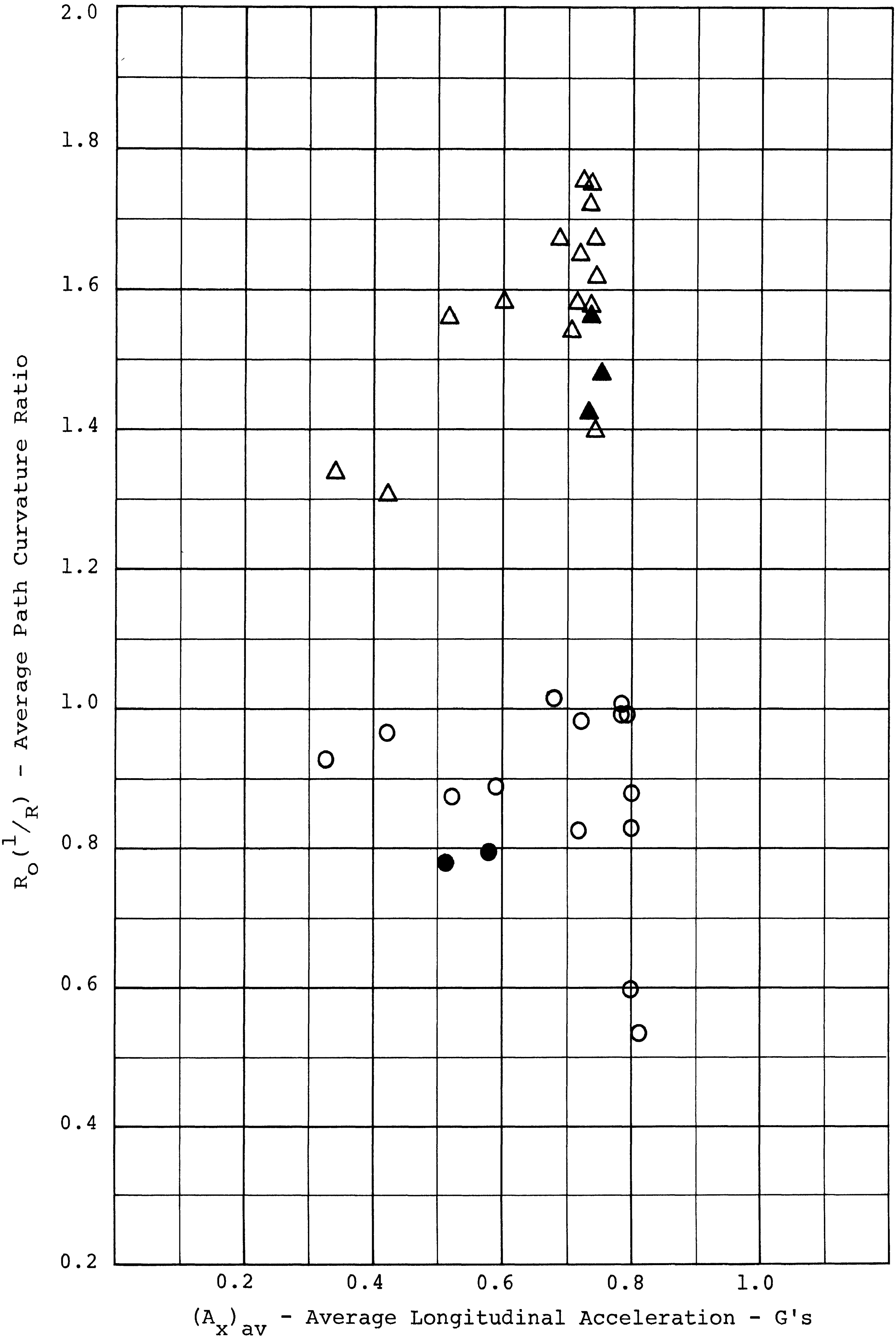

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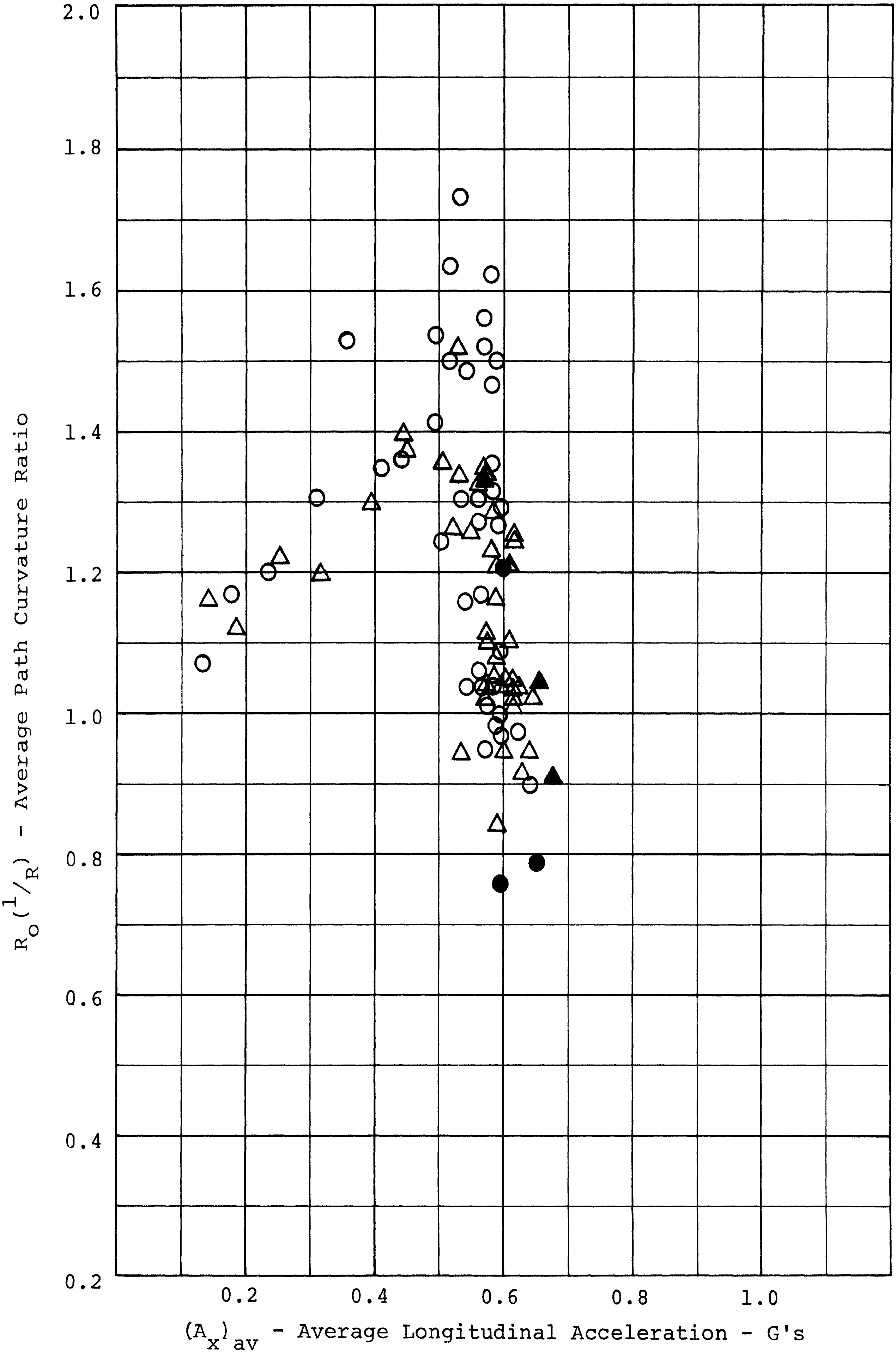

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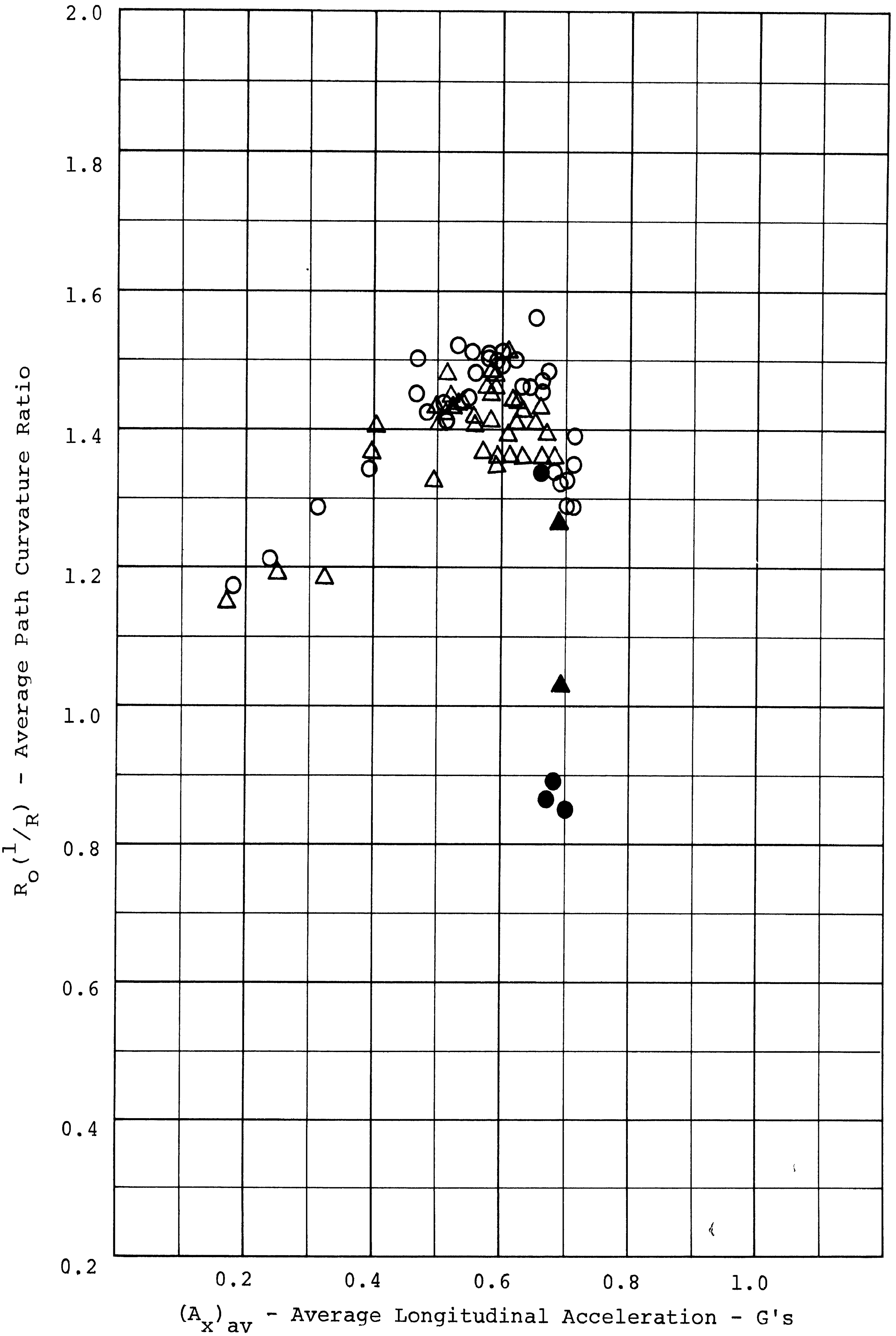
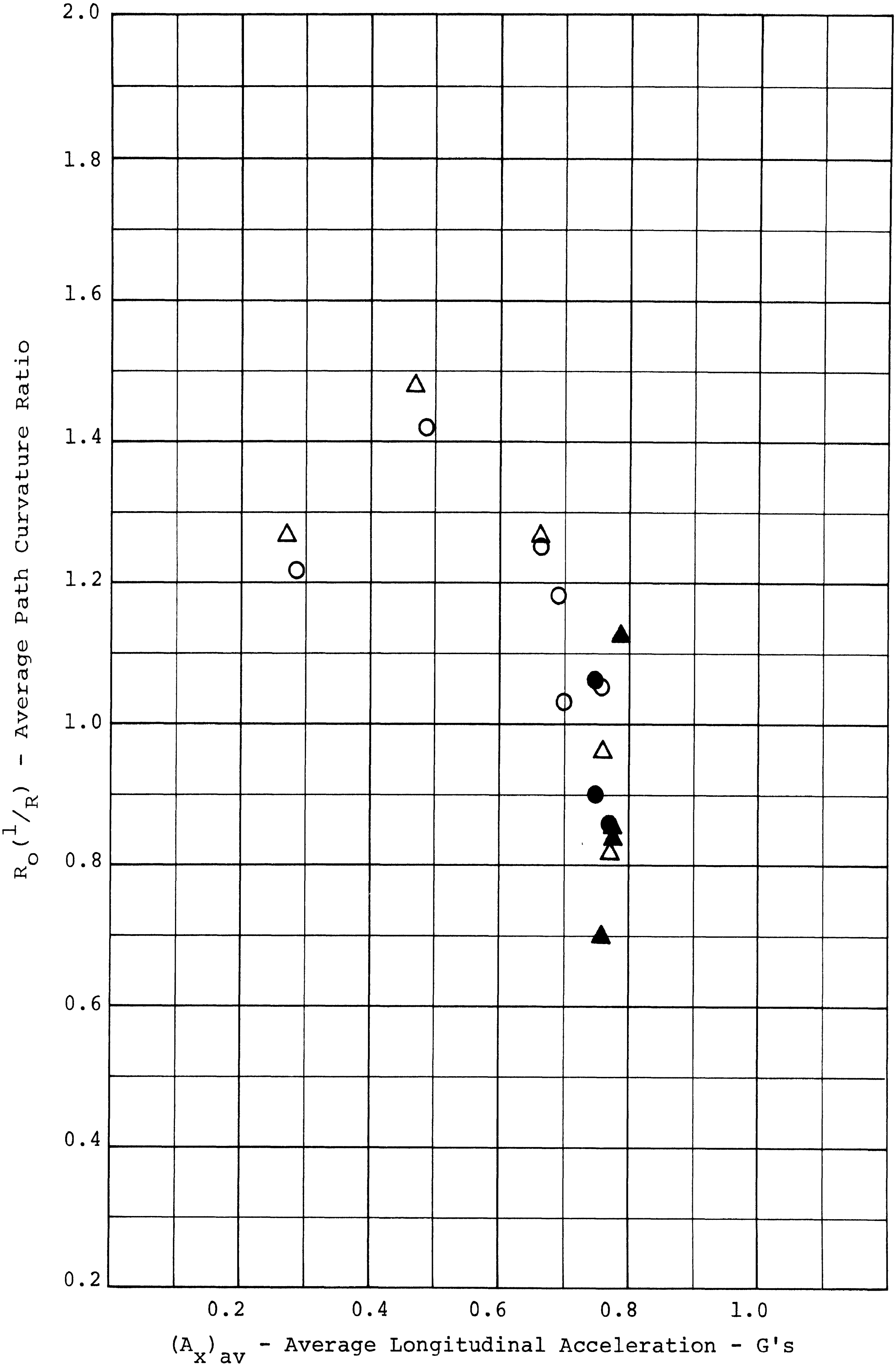


BRAKING IN A TURN - TORONADO



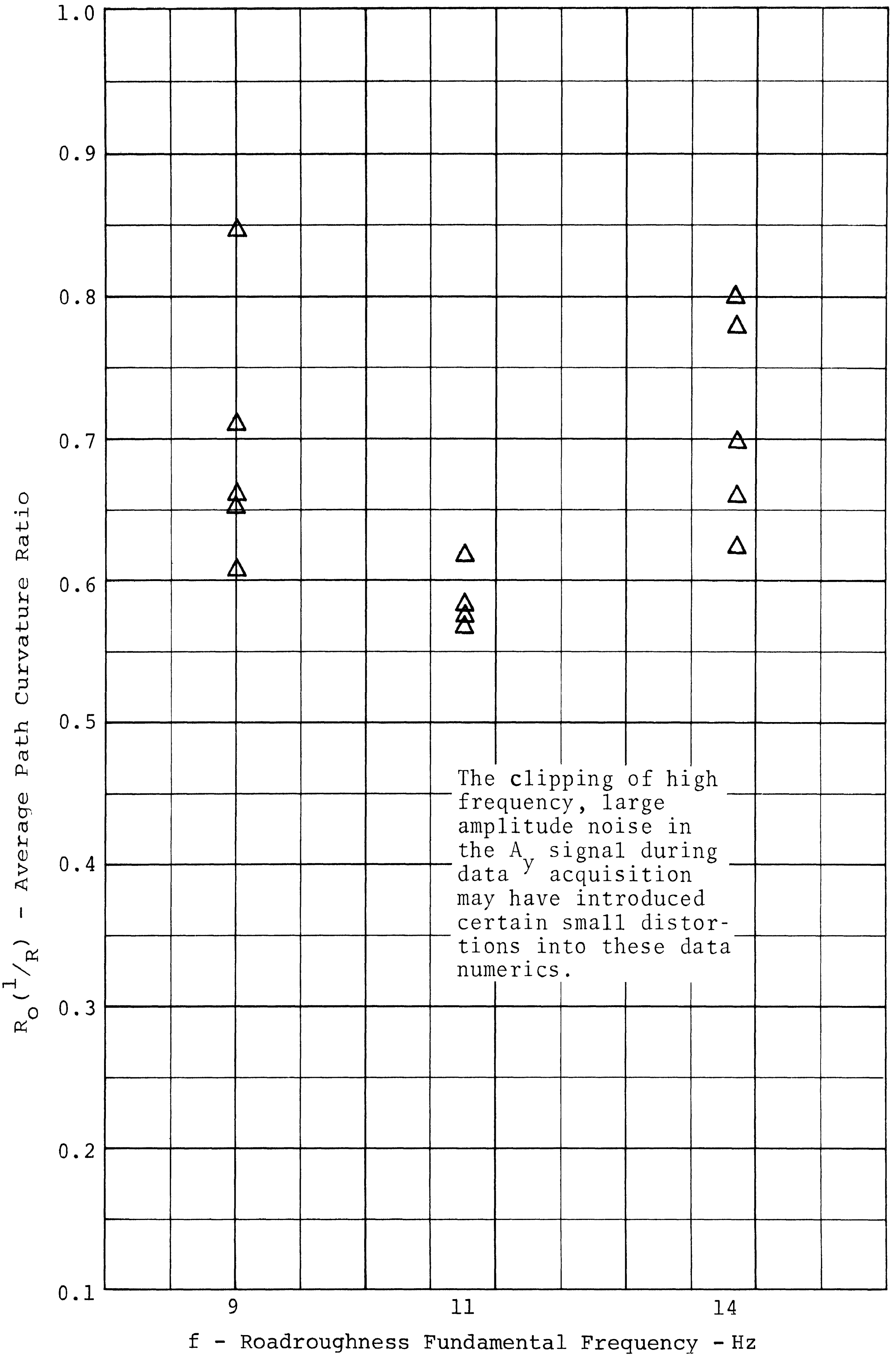
BRAKING IN A TURN - VW

VHTP #3 - ROADHOLDING IN A TURN

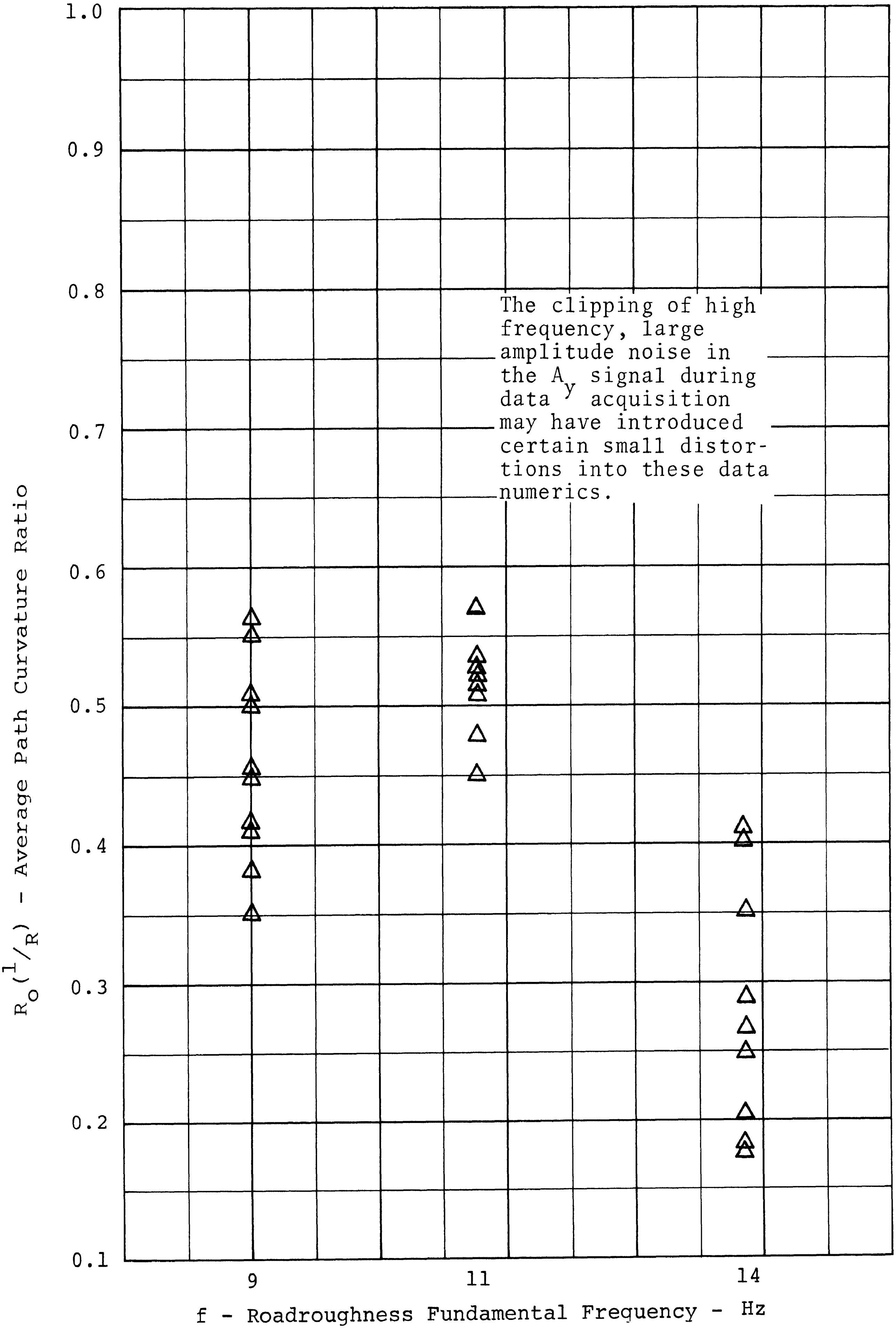
f - Roadroughness Fundamental Frequency—Determined by the Spacing of the Disturbance Elements in Each Grid

$R_o(1/R)_{ave}$ - Average Path Curvature Ratio Relative to the Initial Turn

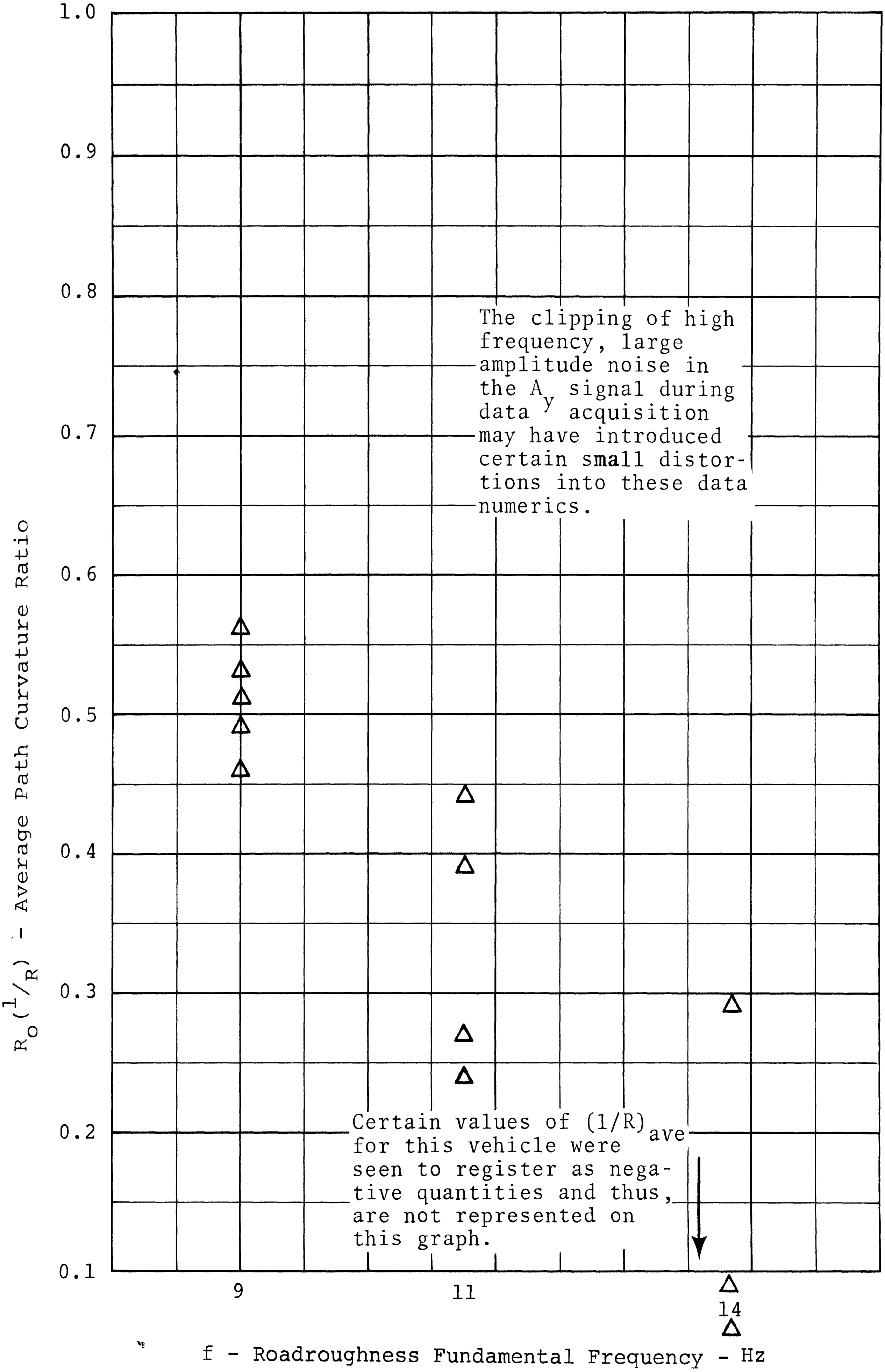
$\dot{\beta}_p$ - Peak Body Sideslip Rate



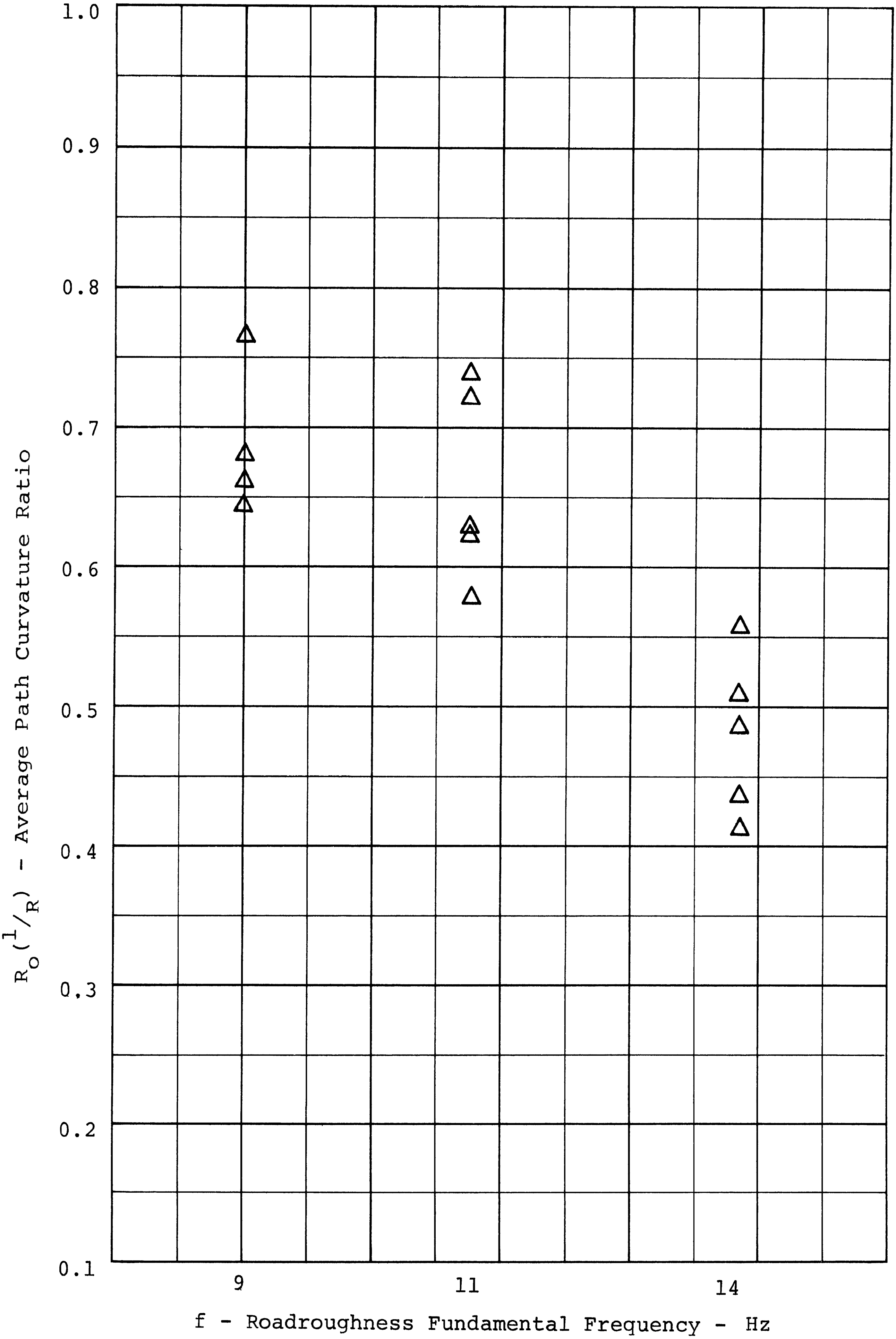
ROADHOLDING IN A TURN - AMBASSADOR



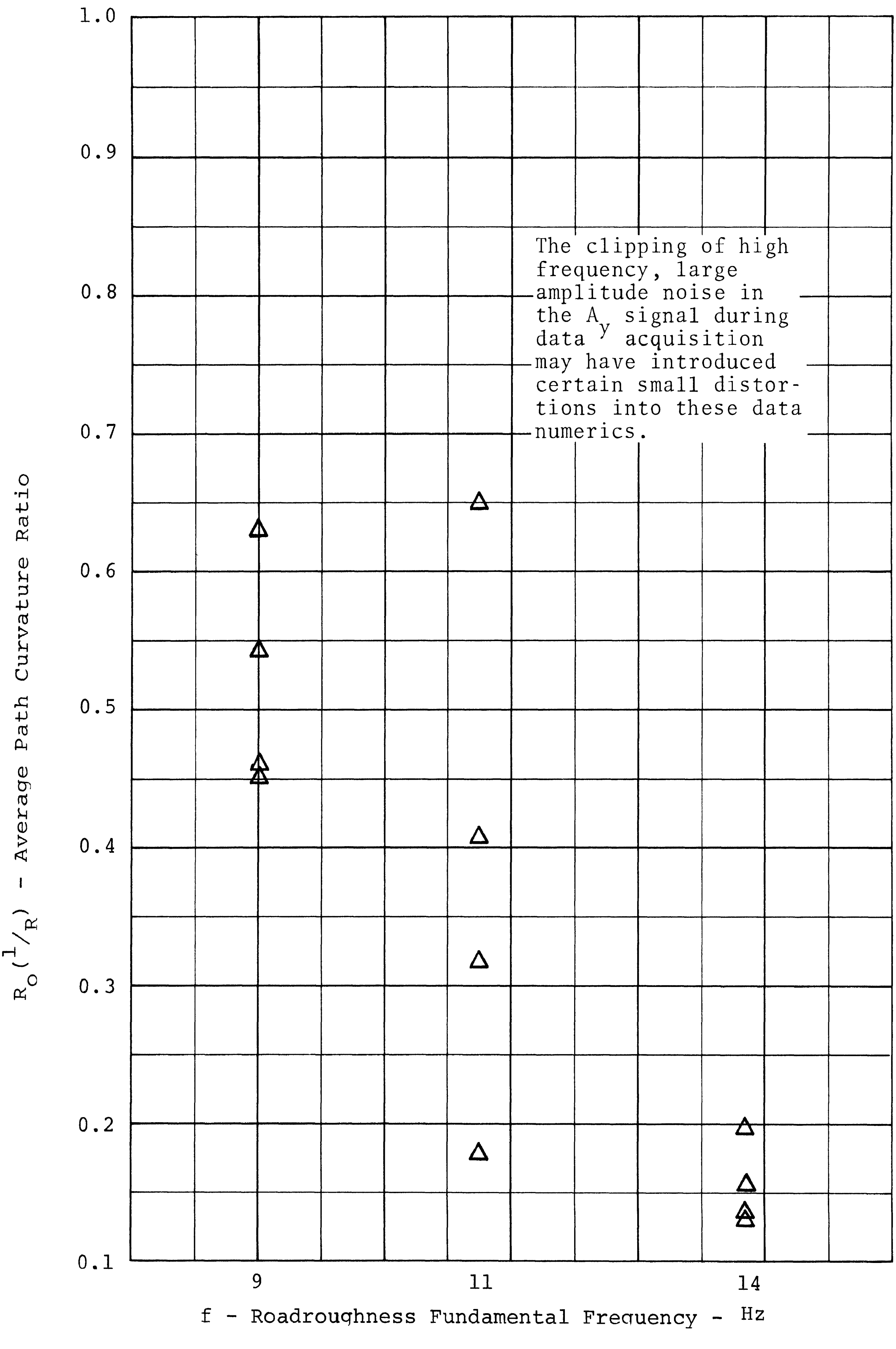
ROADHOLDING IN A TURN - AUSTIN



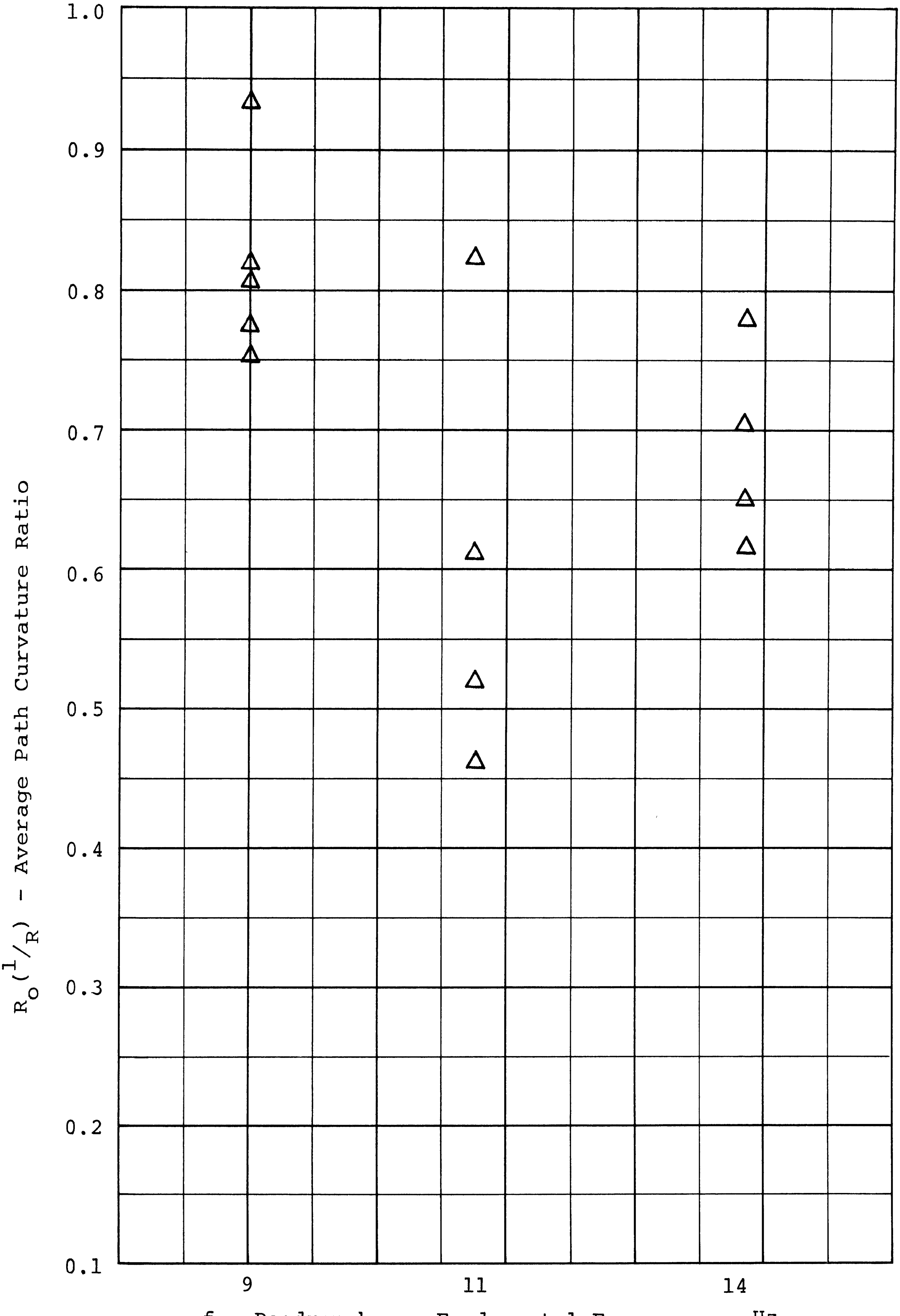
ROADHOLDING IN A TURN - CHEVROLET



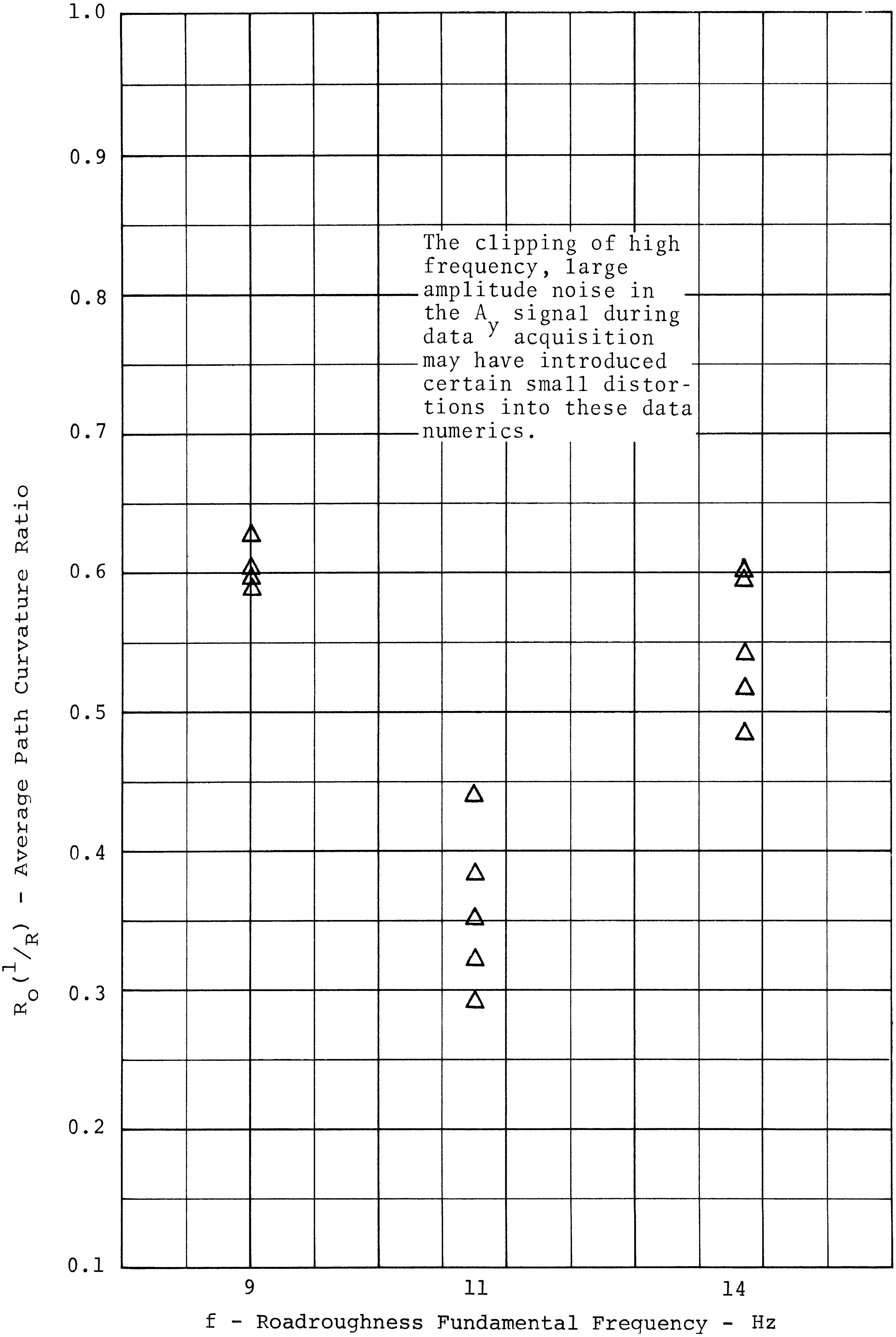
ROADHOLDING IN A TURN - DODGE



ROADHOLDING IN A TURN - FIREBIRD



ROADHOLDING IN A TURN - GALAXIE



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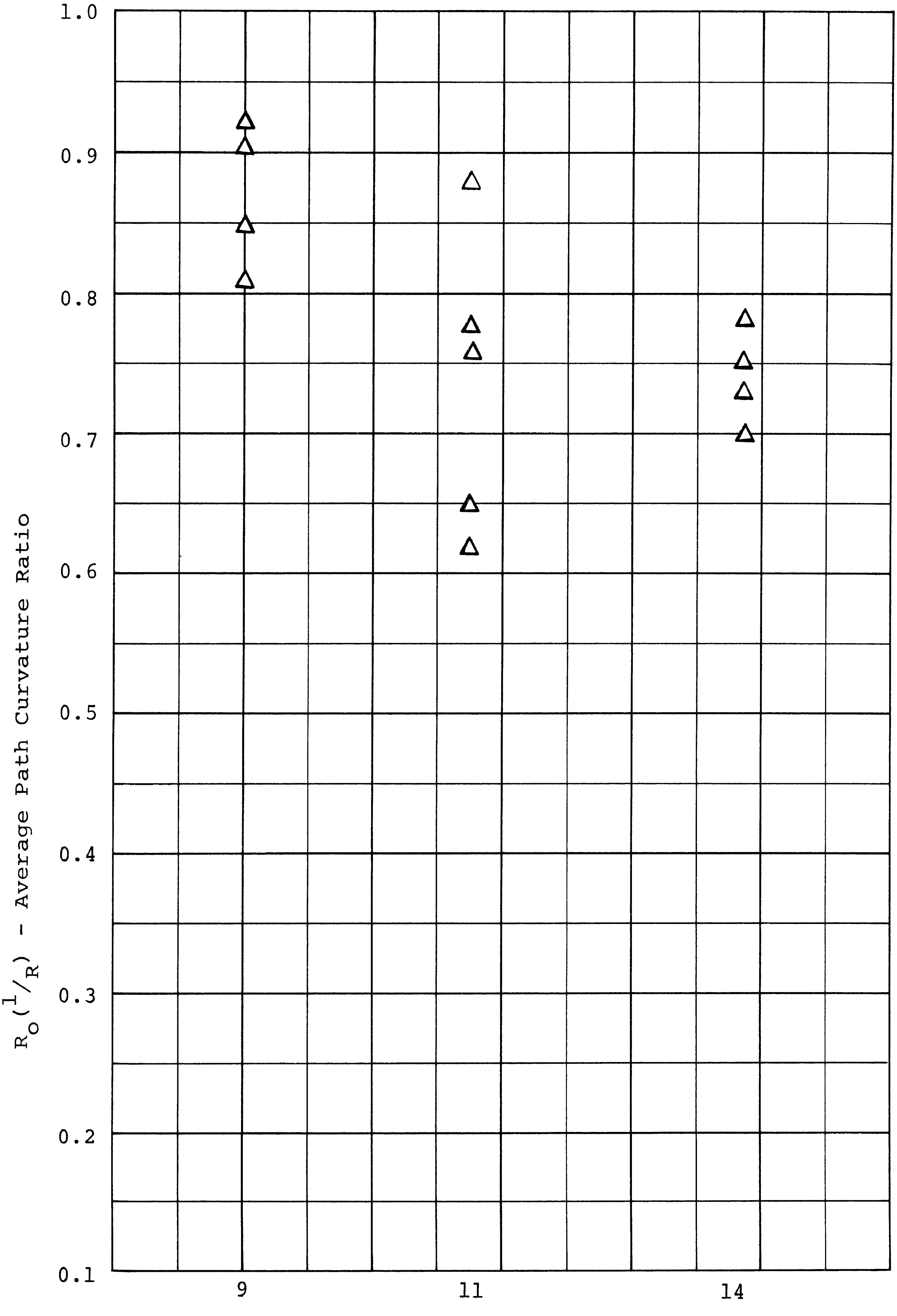

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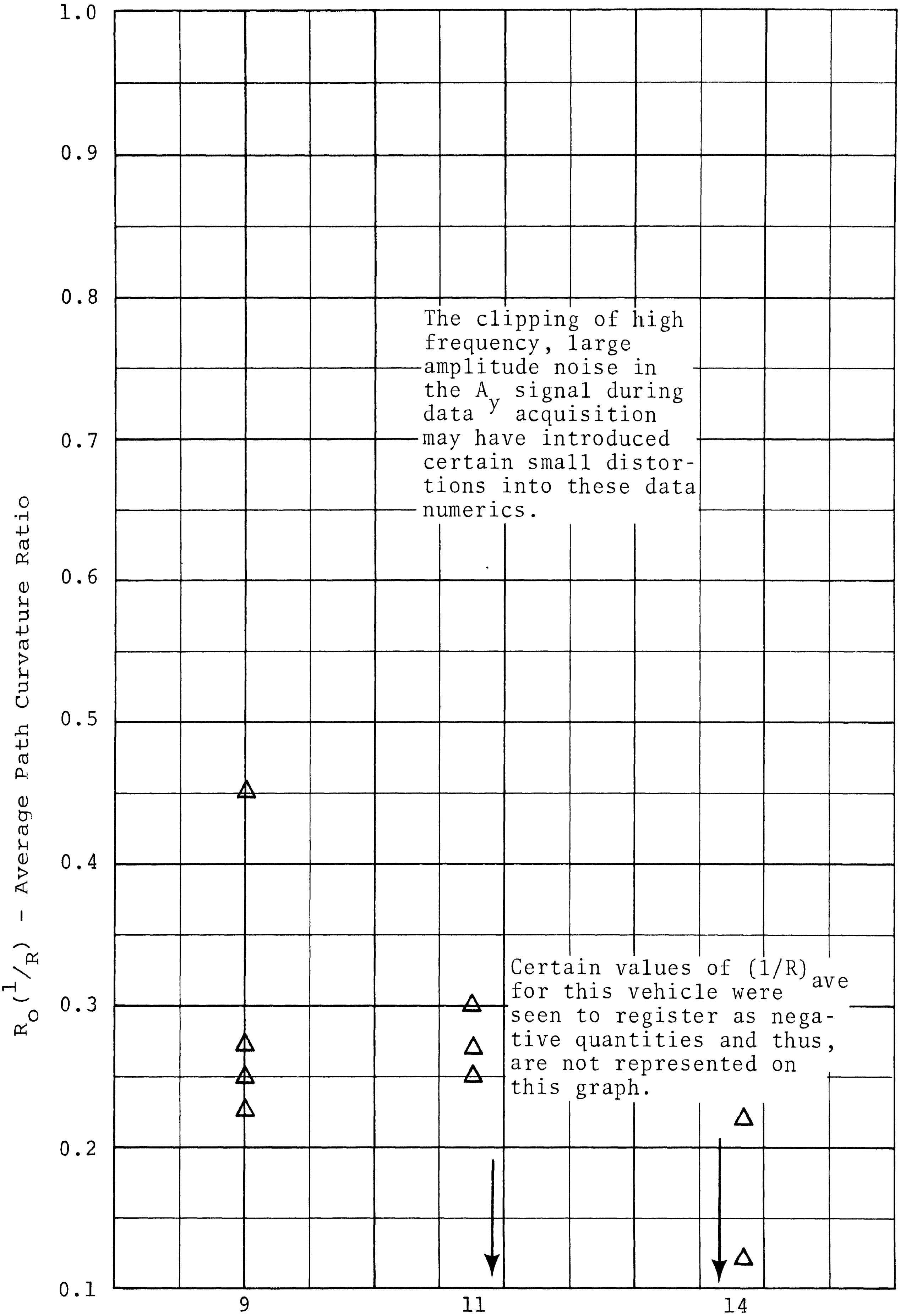

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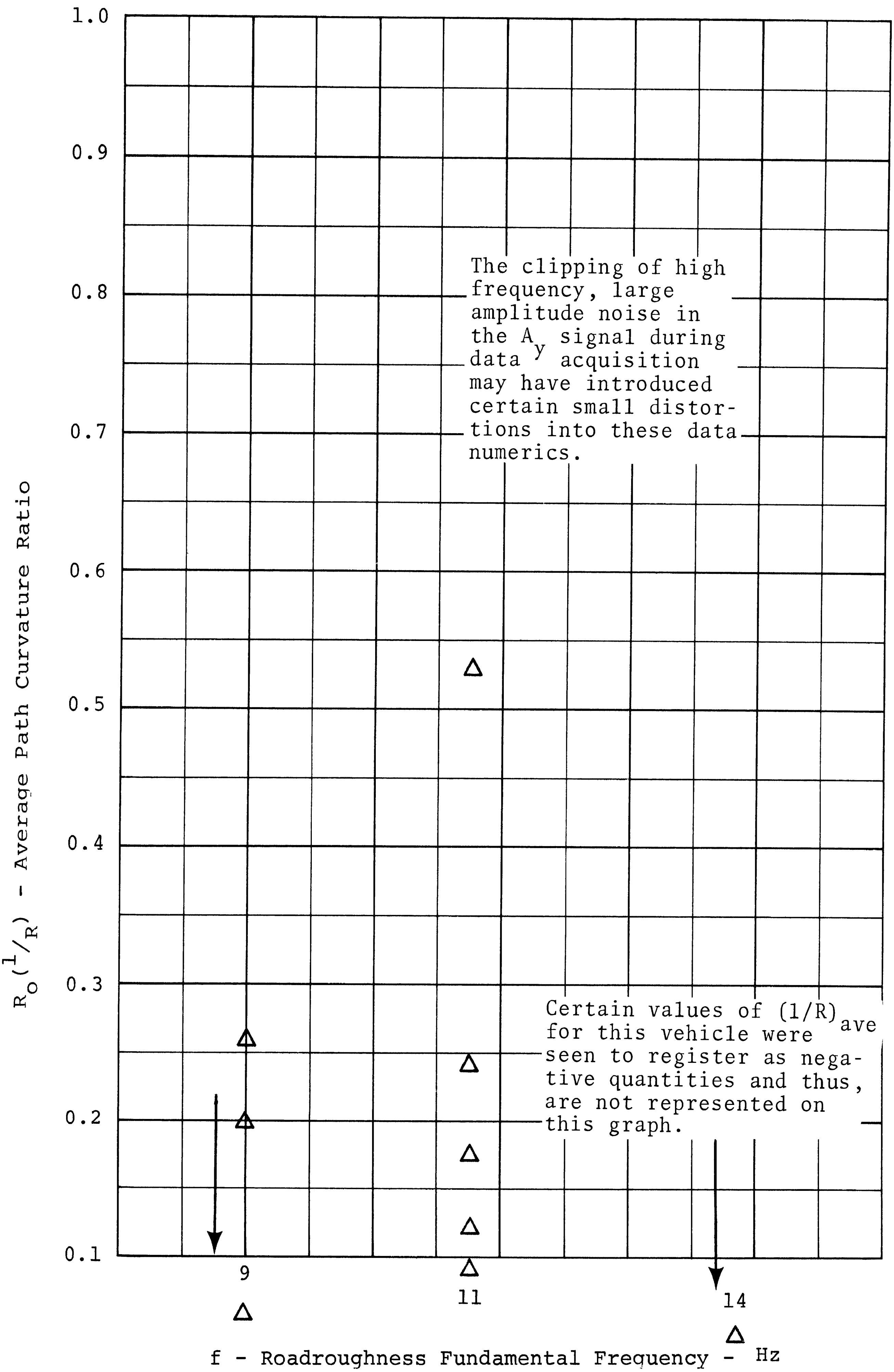
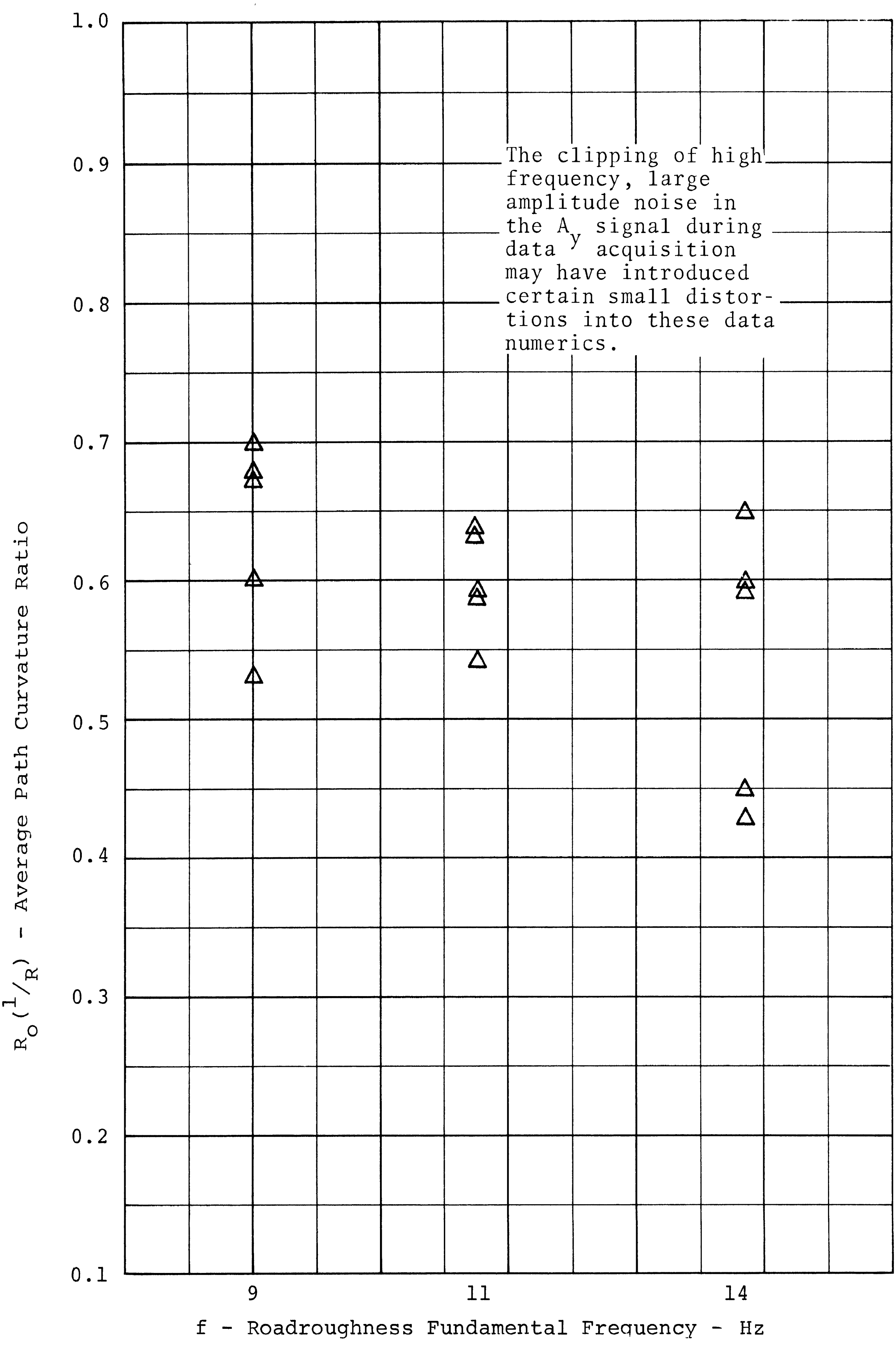
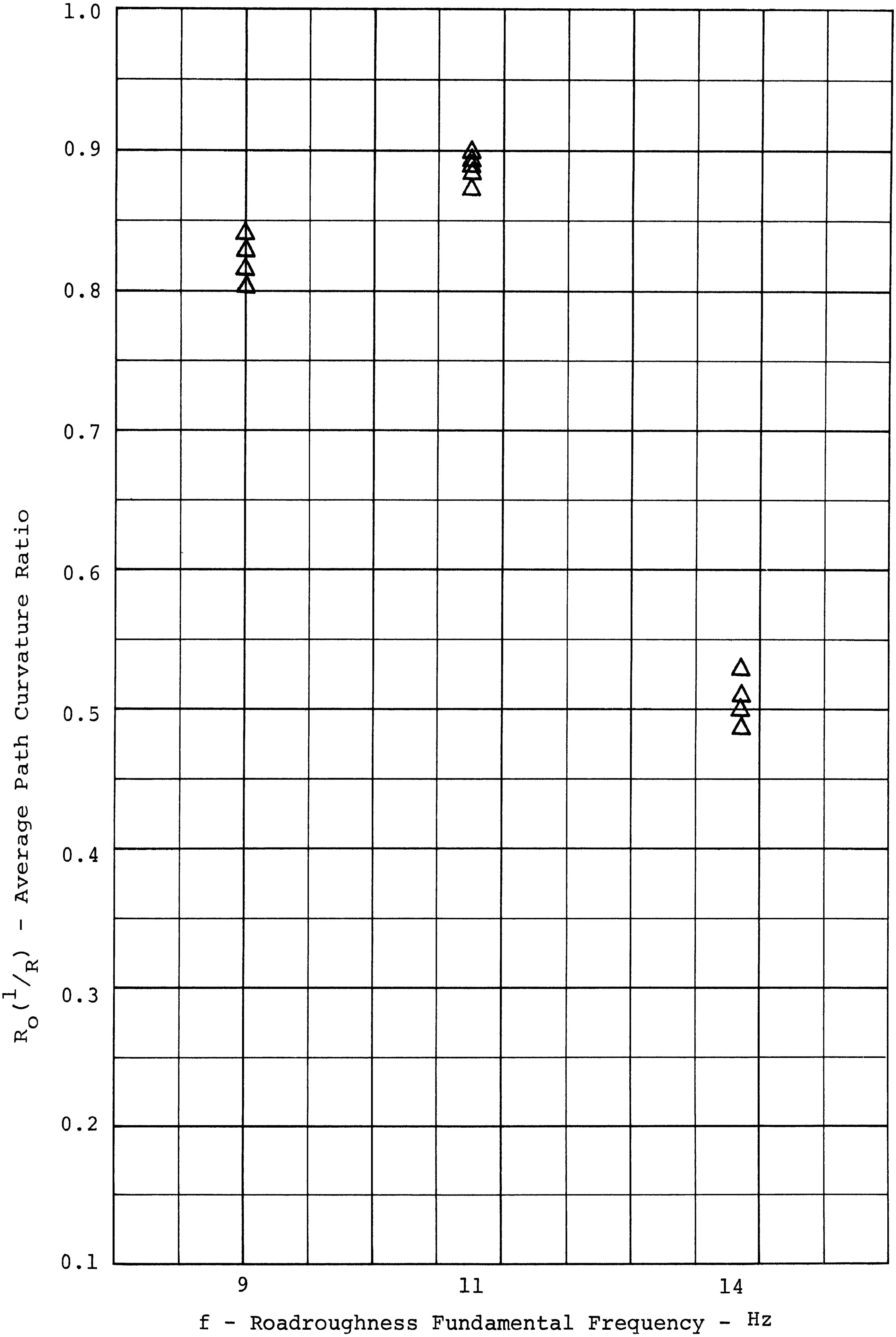
ROADHOLDING IN A TURN - LOTUS



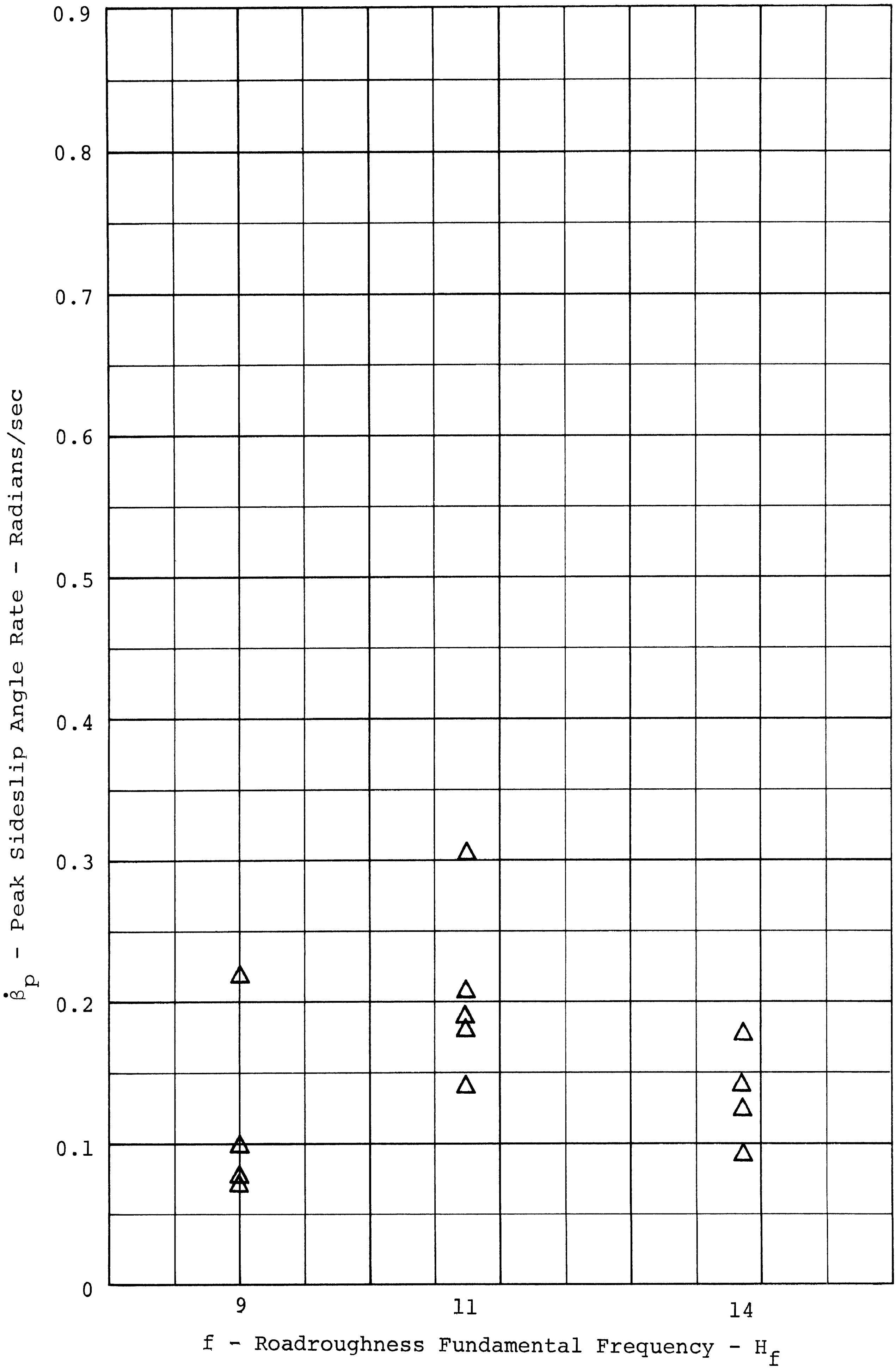
ROADHOLDING IN A TURN - MERCEDES



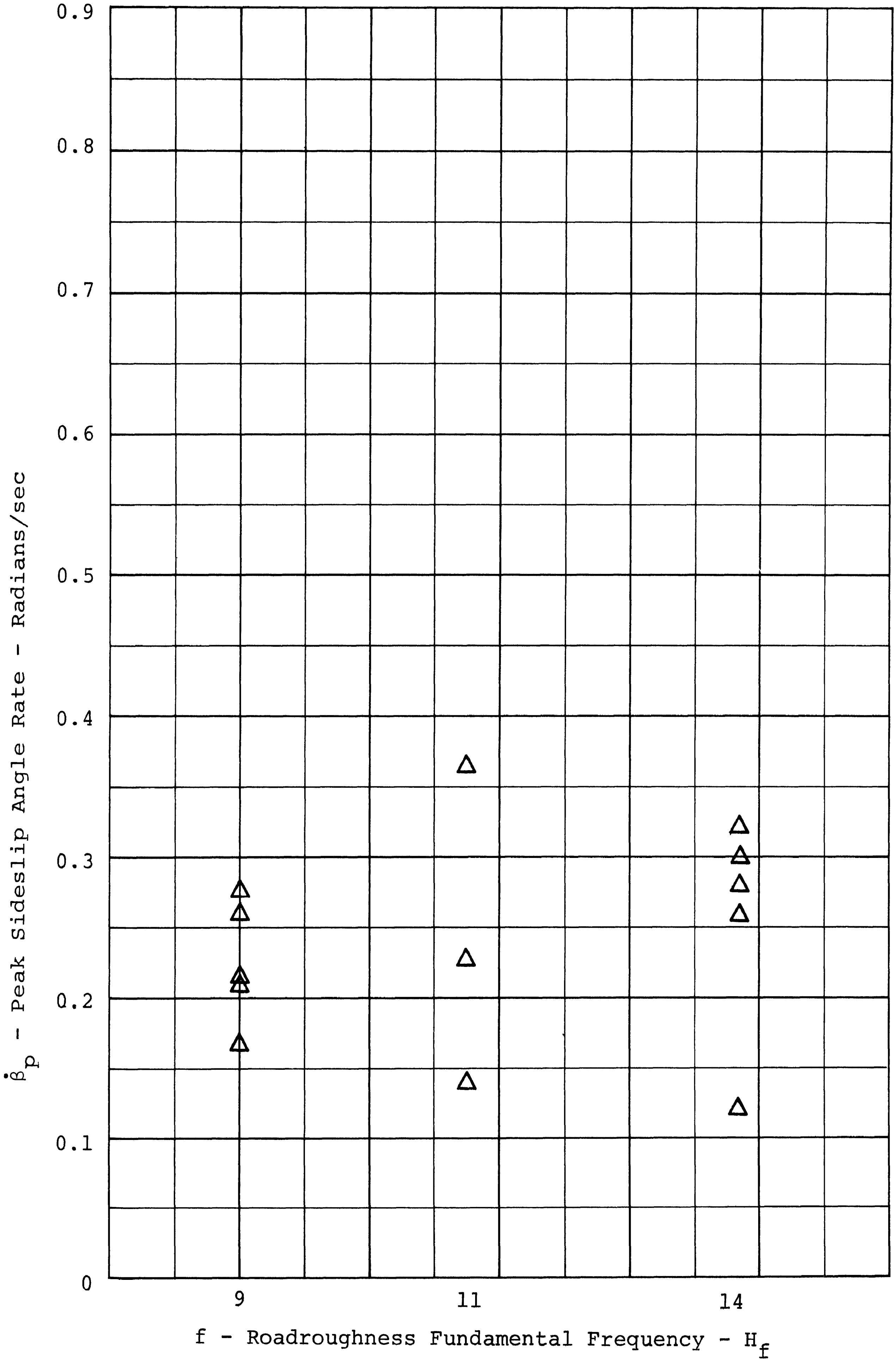
ROADHOLDING IN A TURN - TORONADO



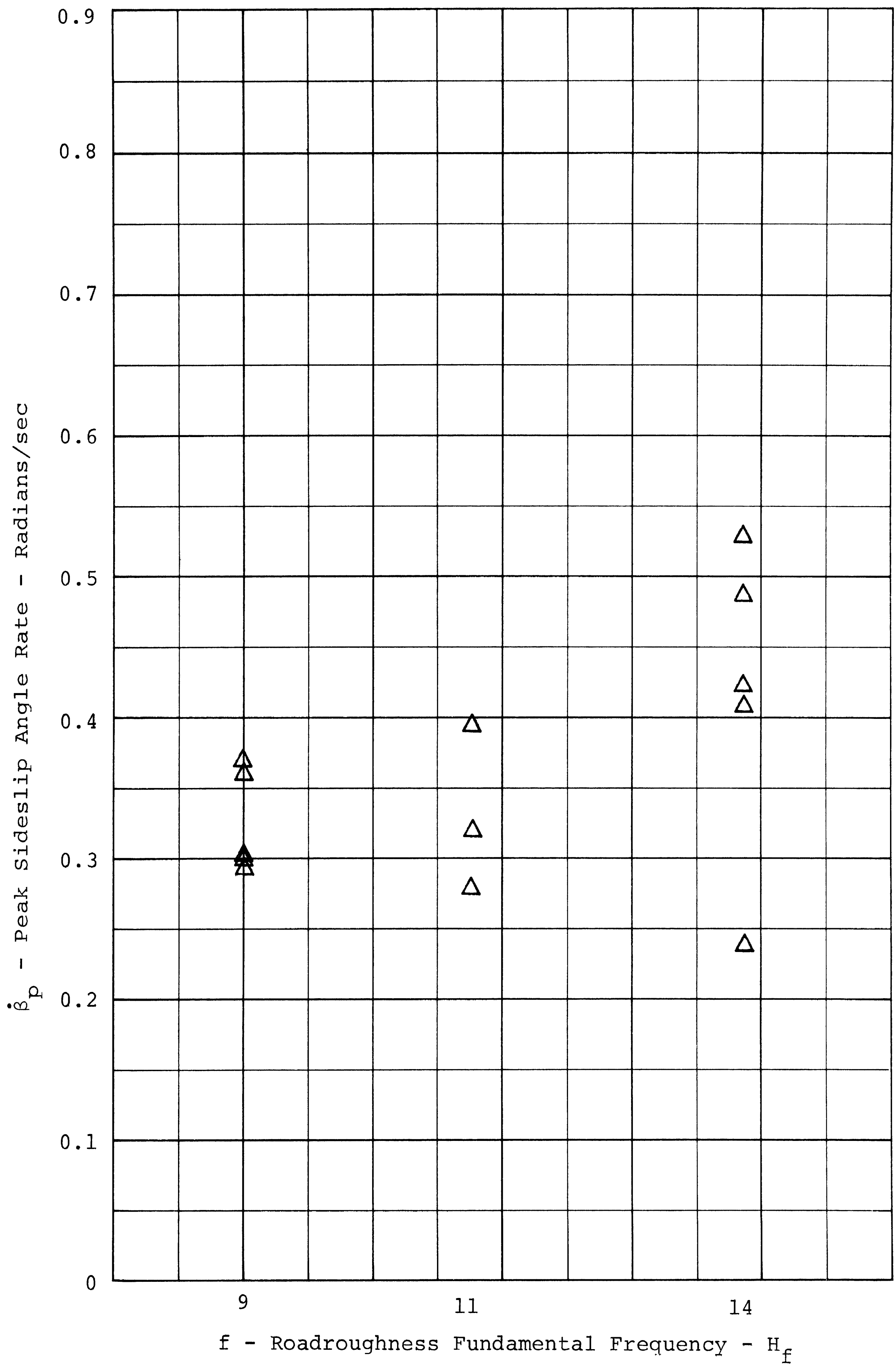
ROADHOLDING IN A TURN - VW



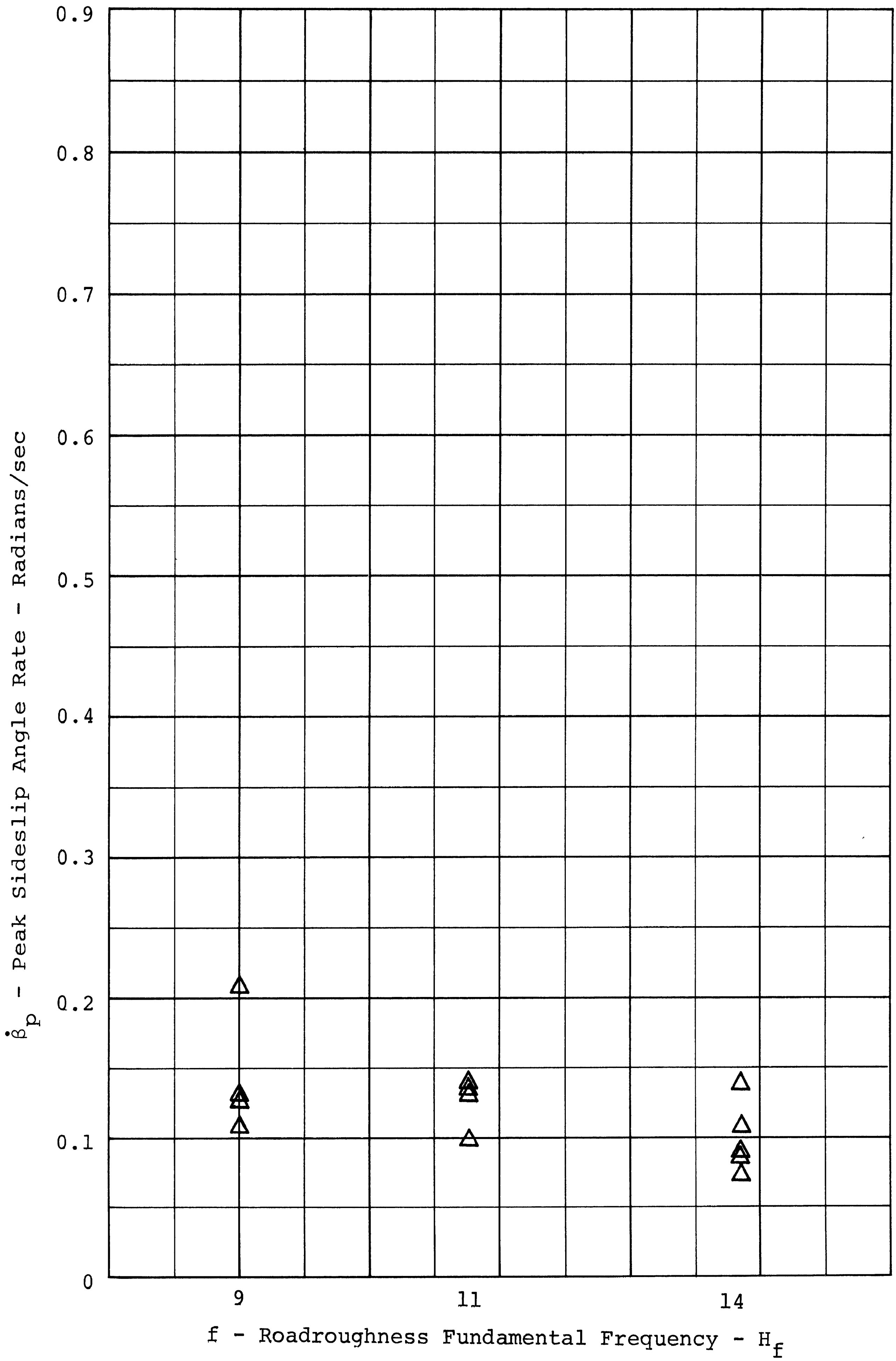
ROADHOLDING IN A TURN - AMBASSADOR



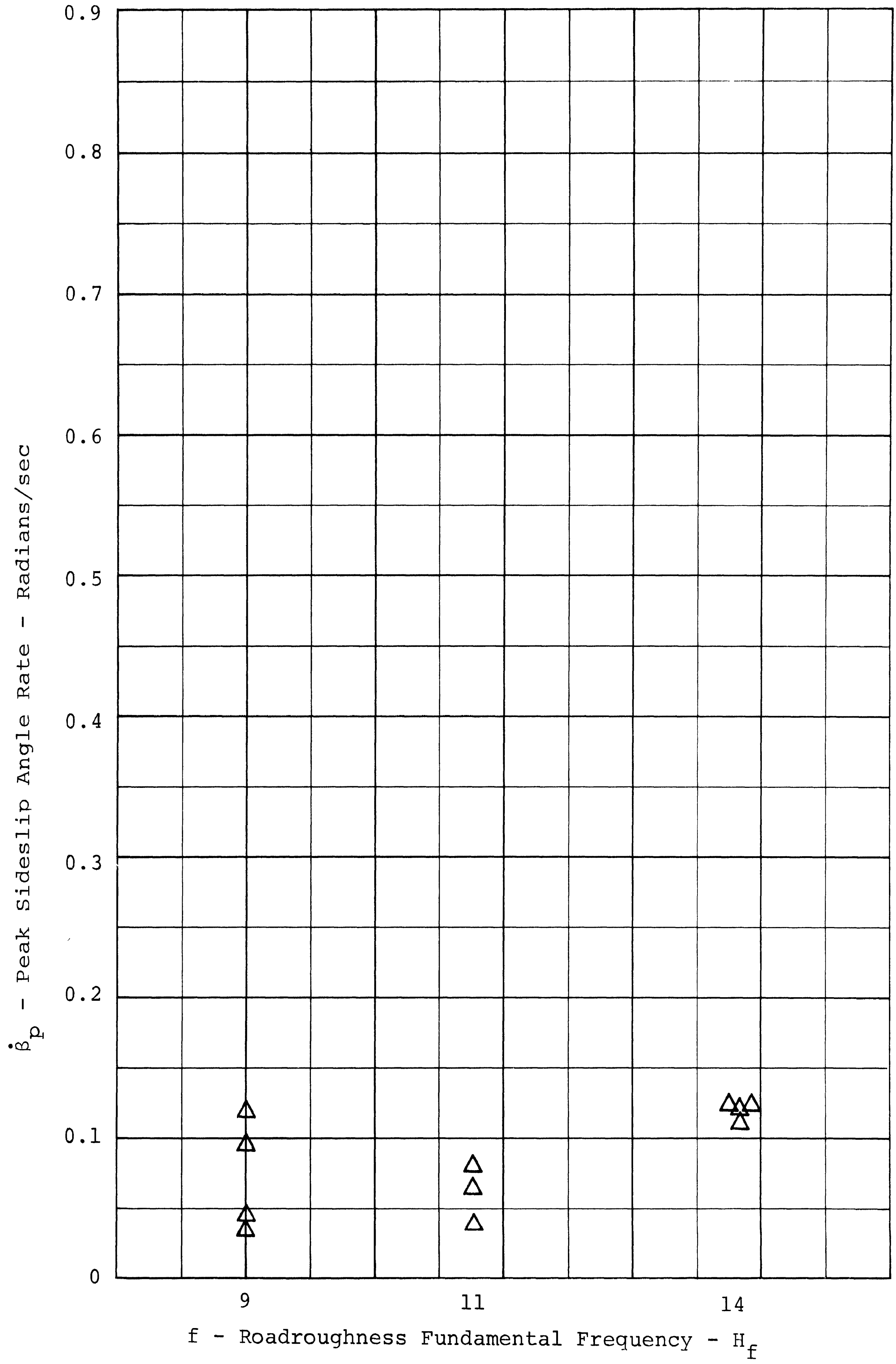
ROADHOLDING IN A TURN - AUSTIN



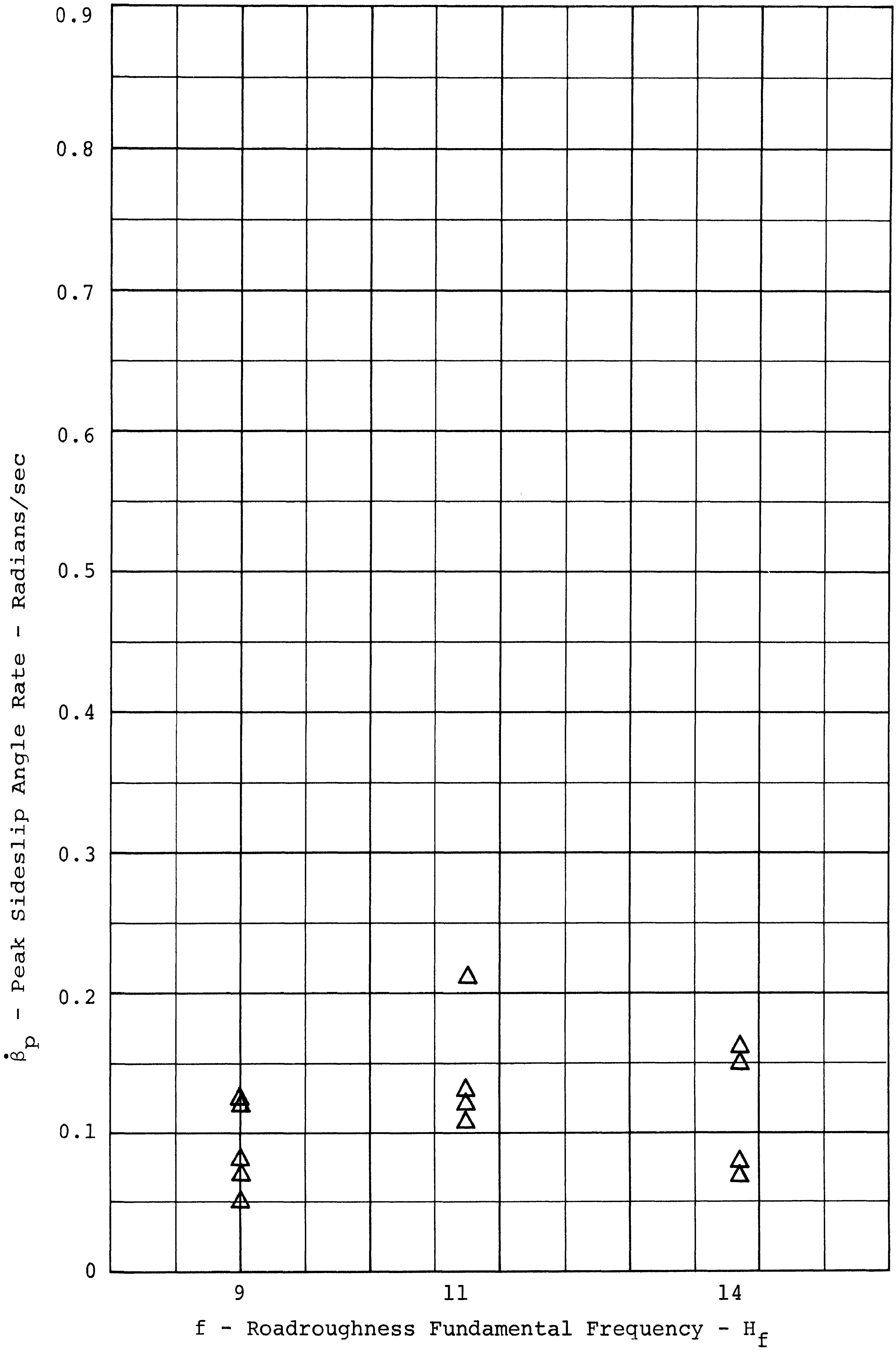
ROADHOLDING IN A TURN - CHEVROLET



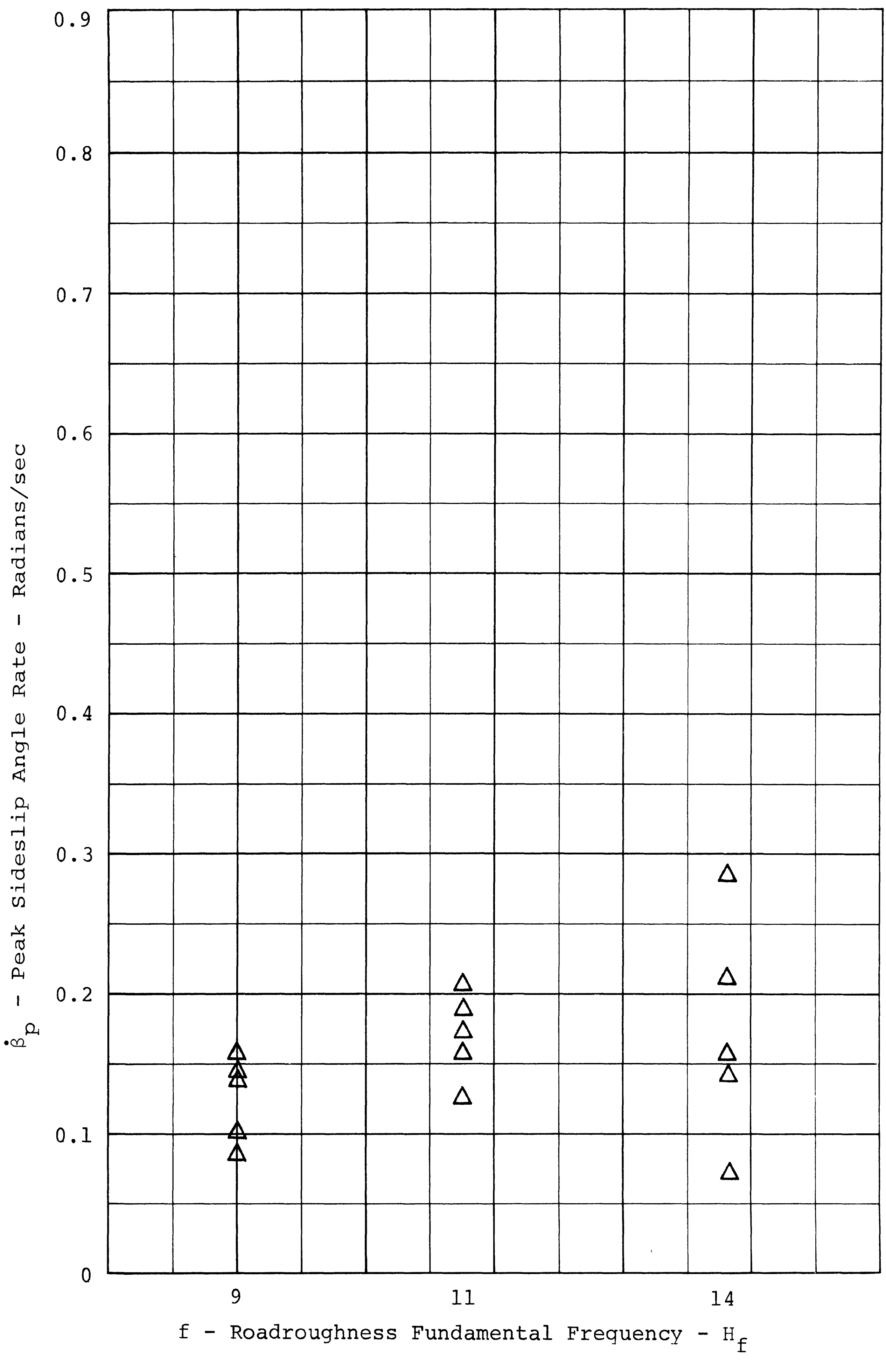
ROADHOLDING IN A TURN - DODGE



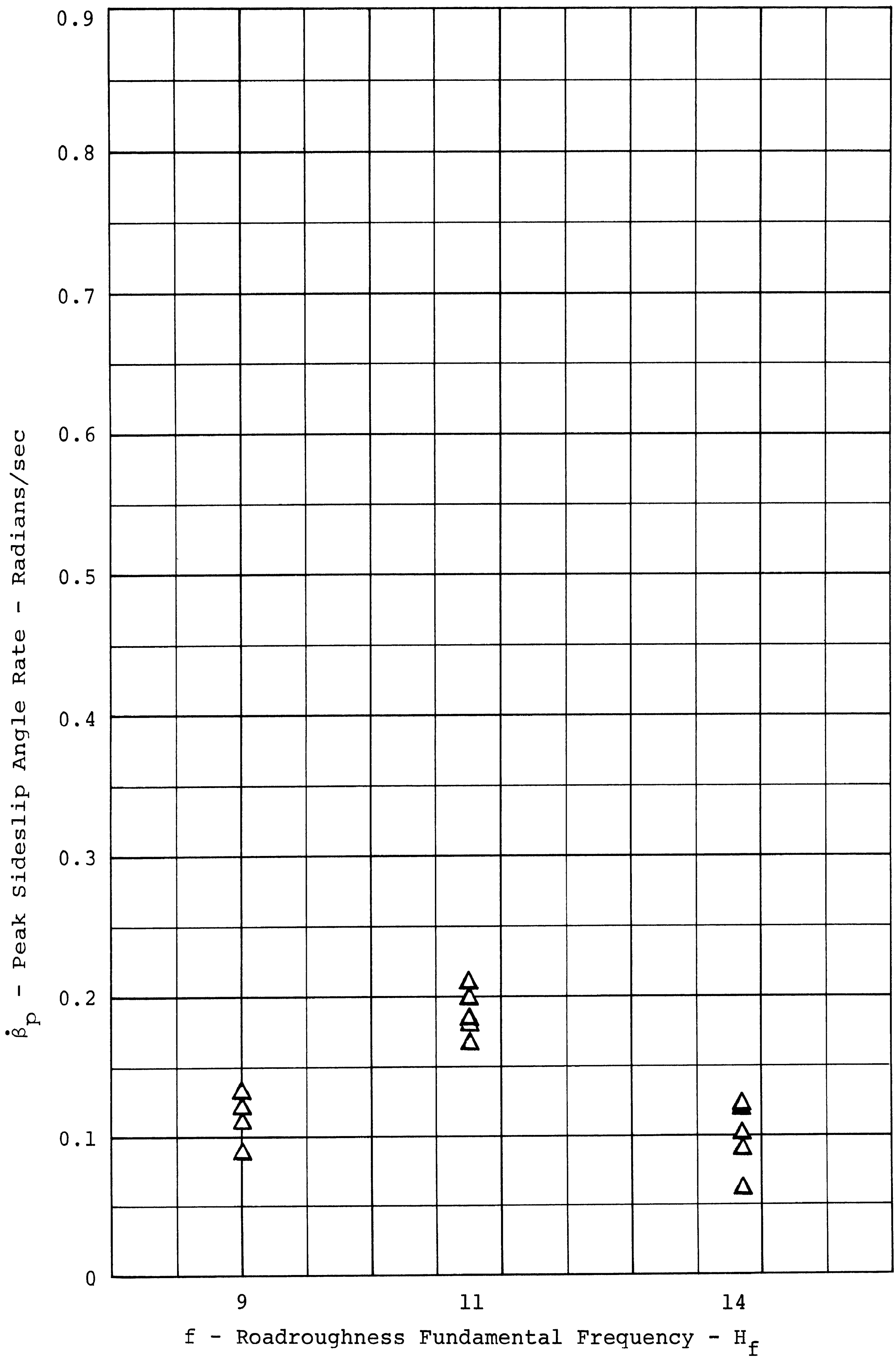
ROADHOLDING IN A TURN - FIREBIRD



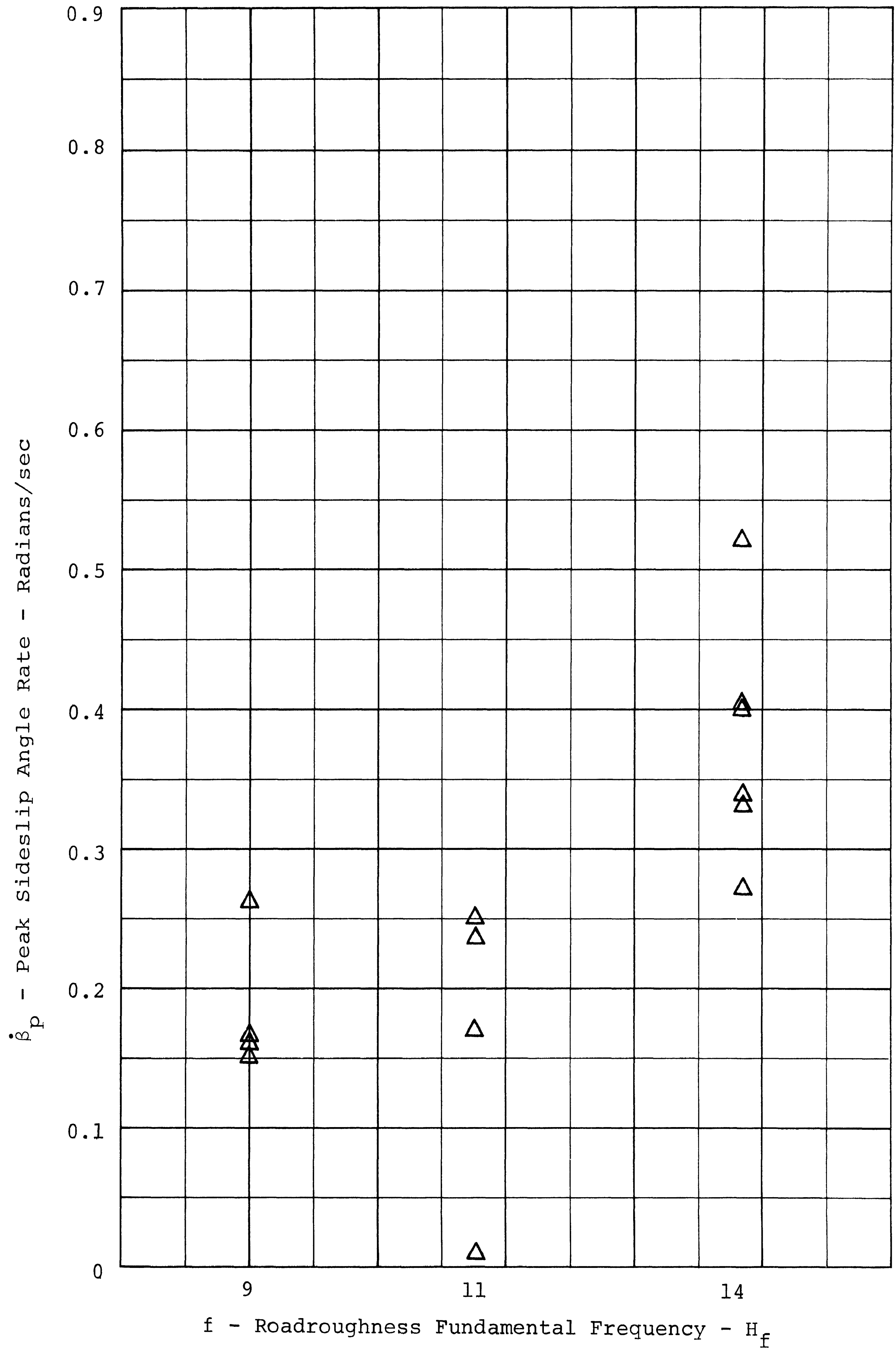
ROADHOLDING IN A TURN - GALAXIE



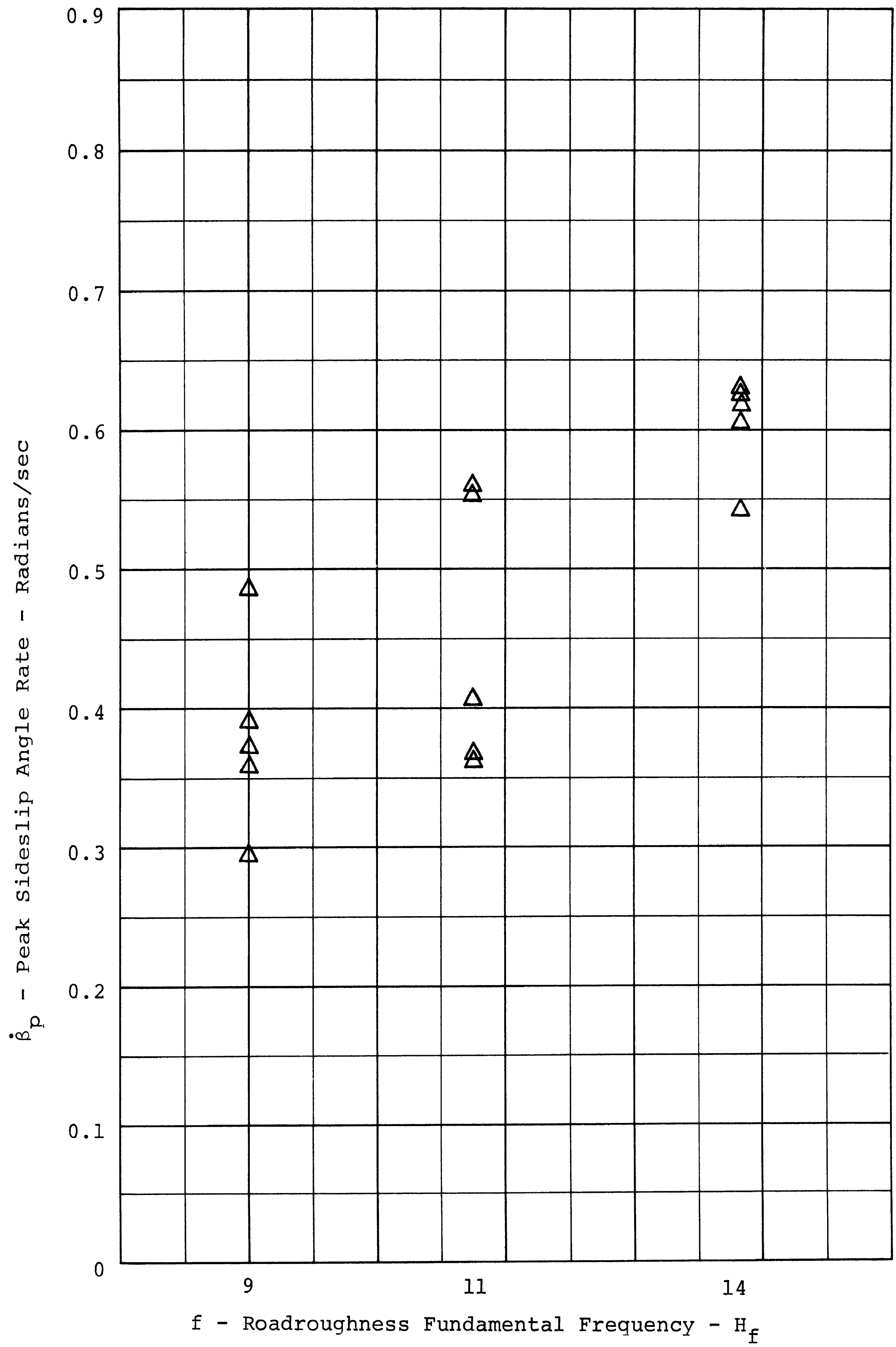
ROADHOLDING IN A TURN - GREMLIN



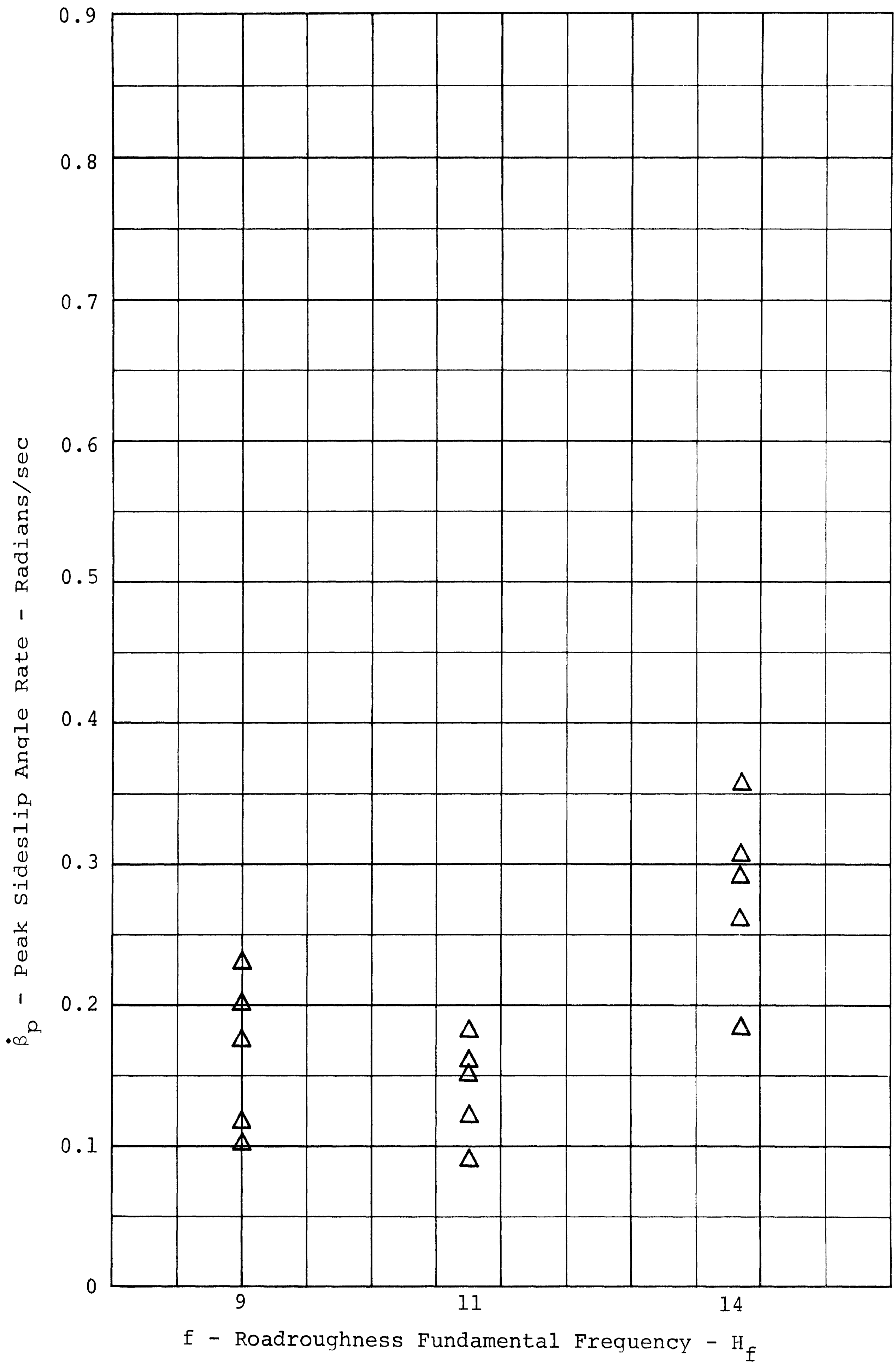
ROADHOLDING IN A TURN - IMPERIAL



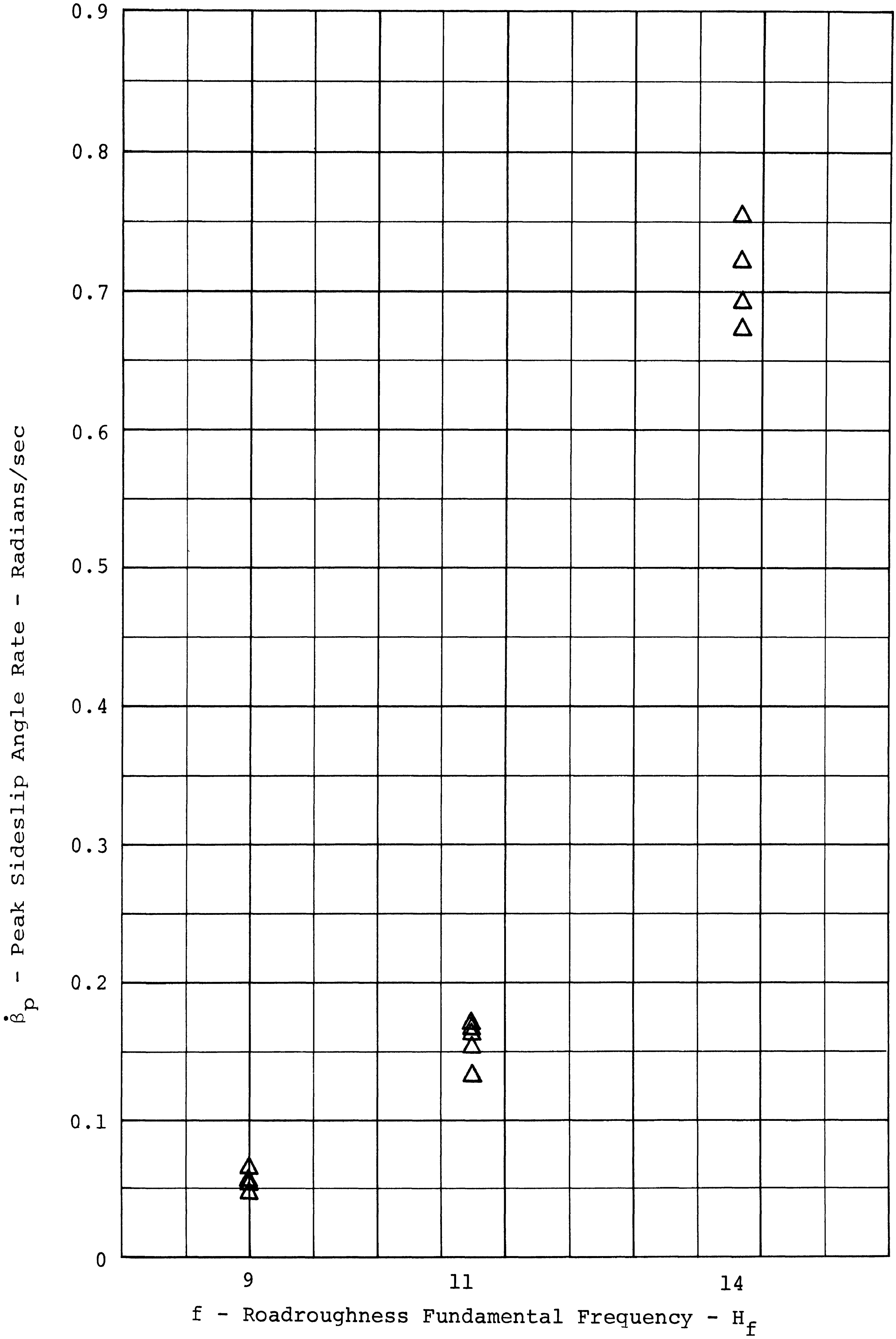
ROADHOLDING IN A TURN - LOTUS



ROADHOLDING IN A TURN - MERCEDES



ROADHOLDING IN A TURN - TORONADO



ROADHOLDING IN A TURN - VW

VHTP #4 - TRAPEZOIDAL STEER

A_{y_p} - Peak Lateral Acceleration

N - Test Runs

σ' - Normalized Steer Angle, or Nominal Front Wheel Steer Angle

r_p - Peak Yaw Rate

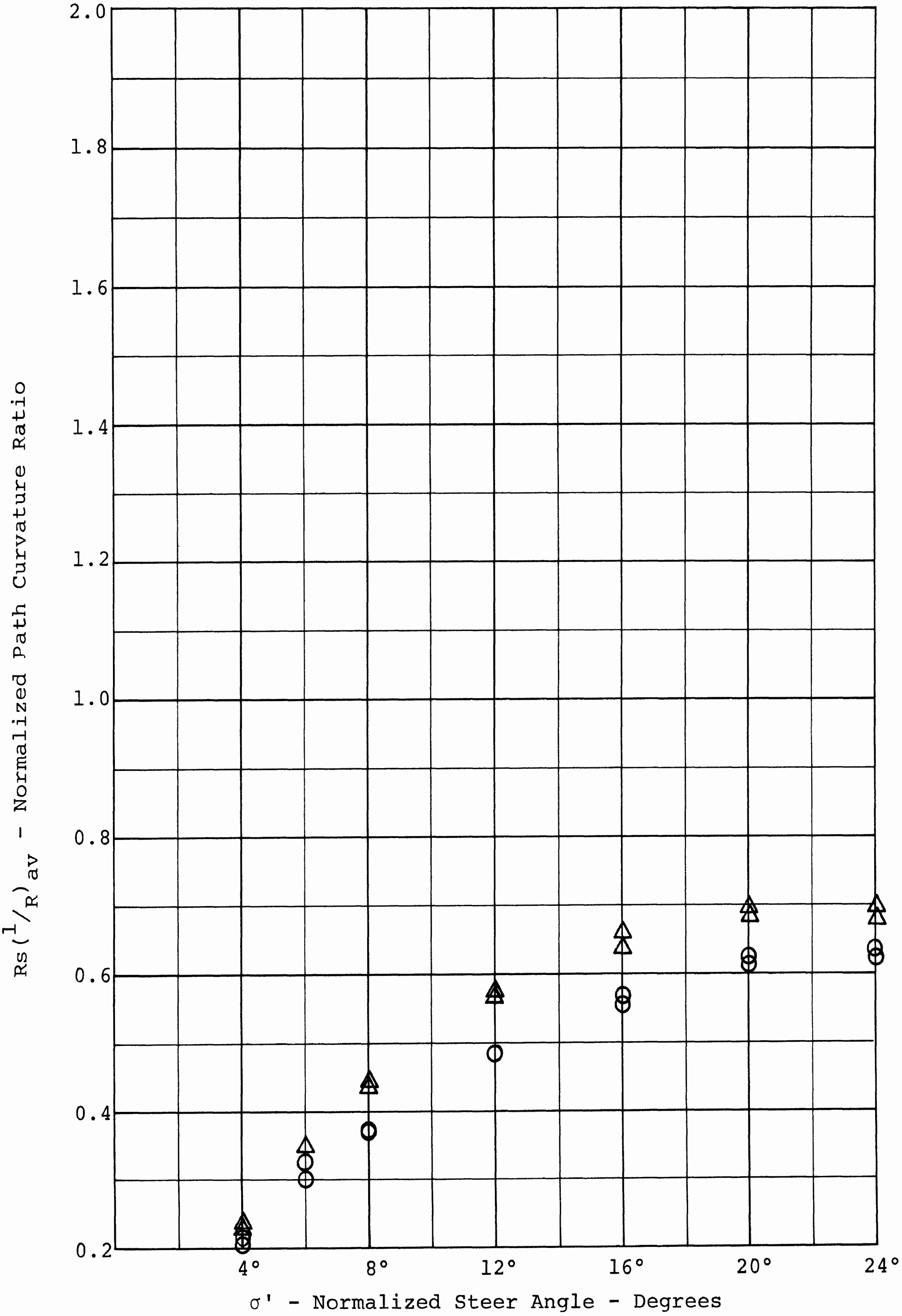
$R_s(1/R)_{ave}$ - Path Curvature Response Averaged Over Two Seconds and Rationed to a Reference Path Curvature Deriving from a Steady Turn of 40 mph and 1.0g A_y

$\dot{\beta}_p$ - Peak Vehicle Sideslip Angular Rate

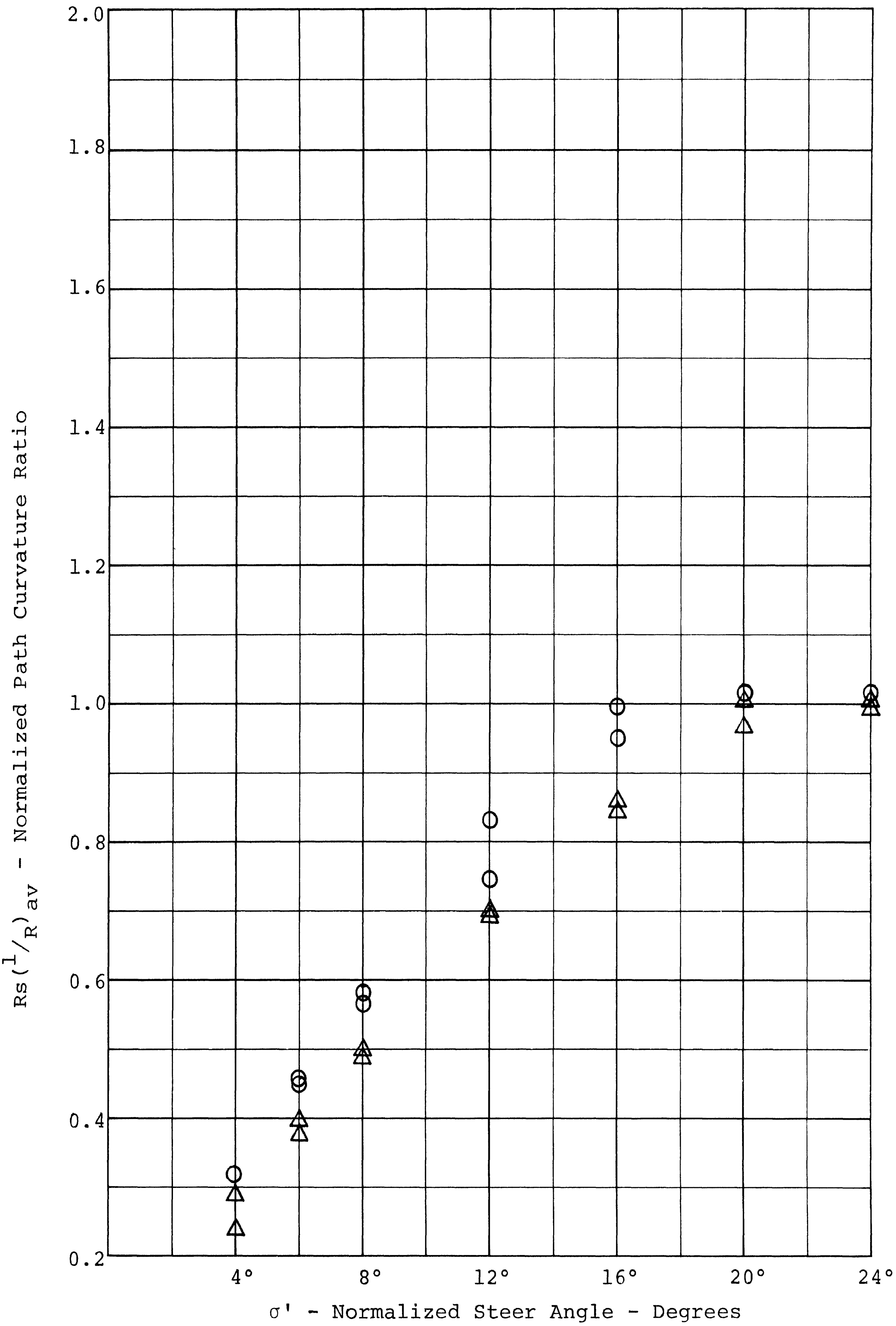
β_p - Peak Vehicle Sideslip Angle

Δ - Indicates Left Turn

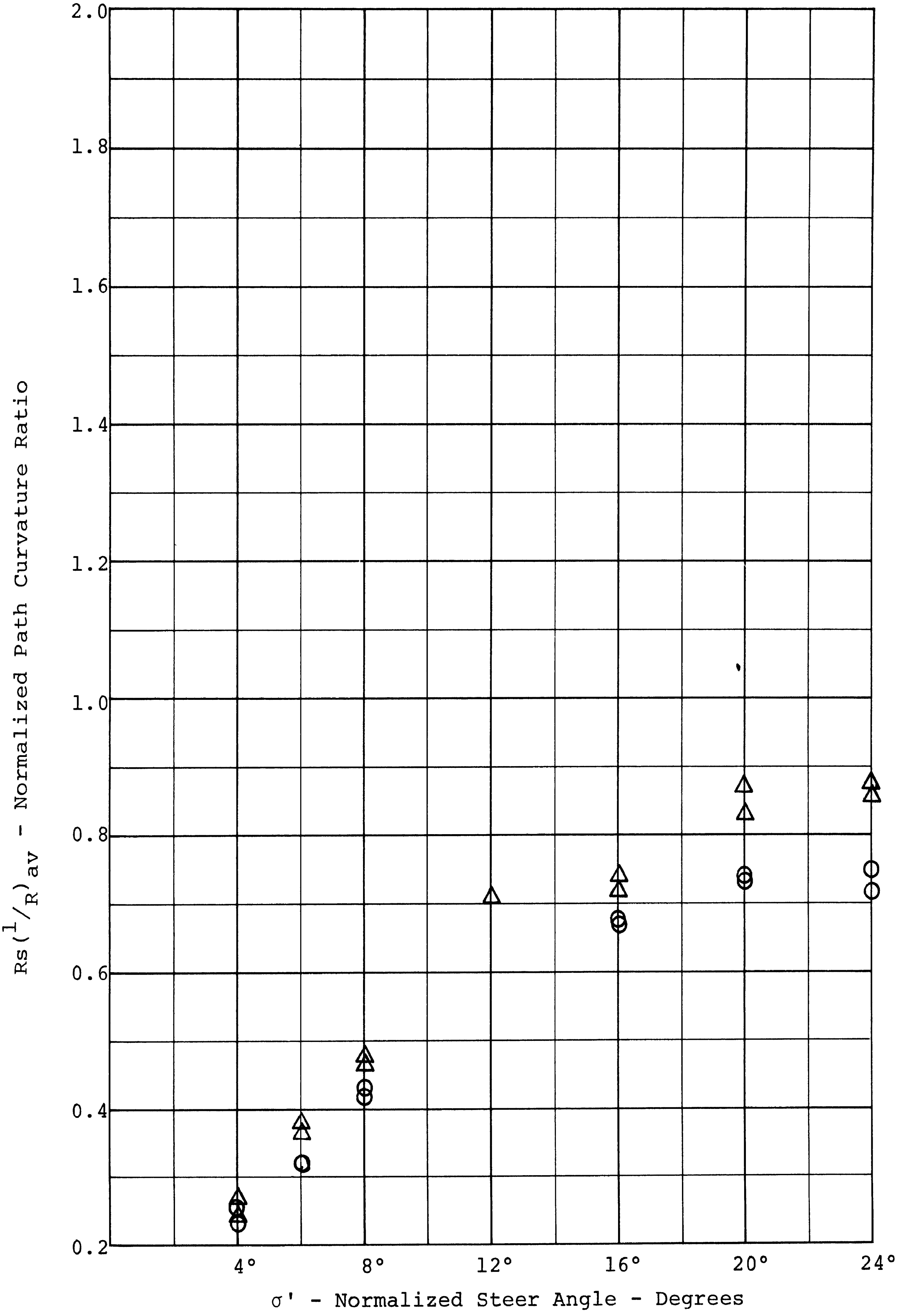
$\circ$ - Indicates Right Turn



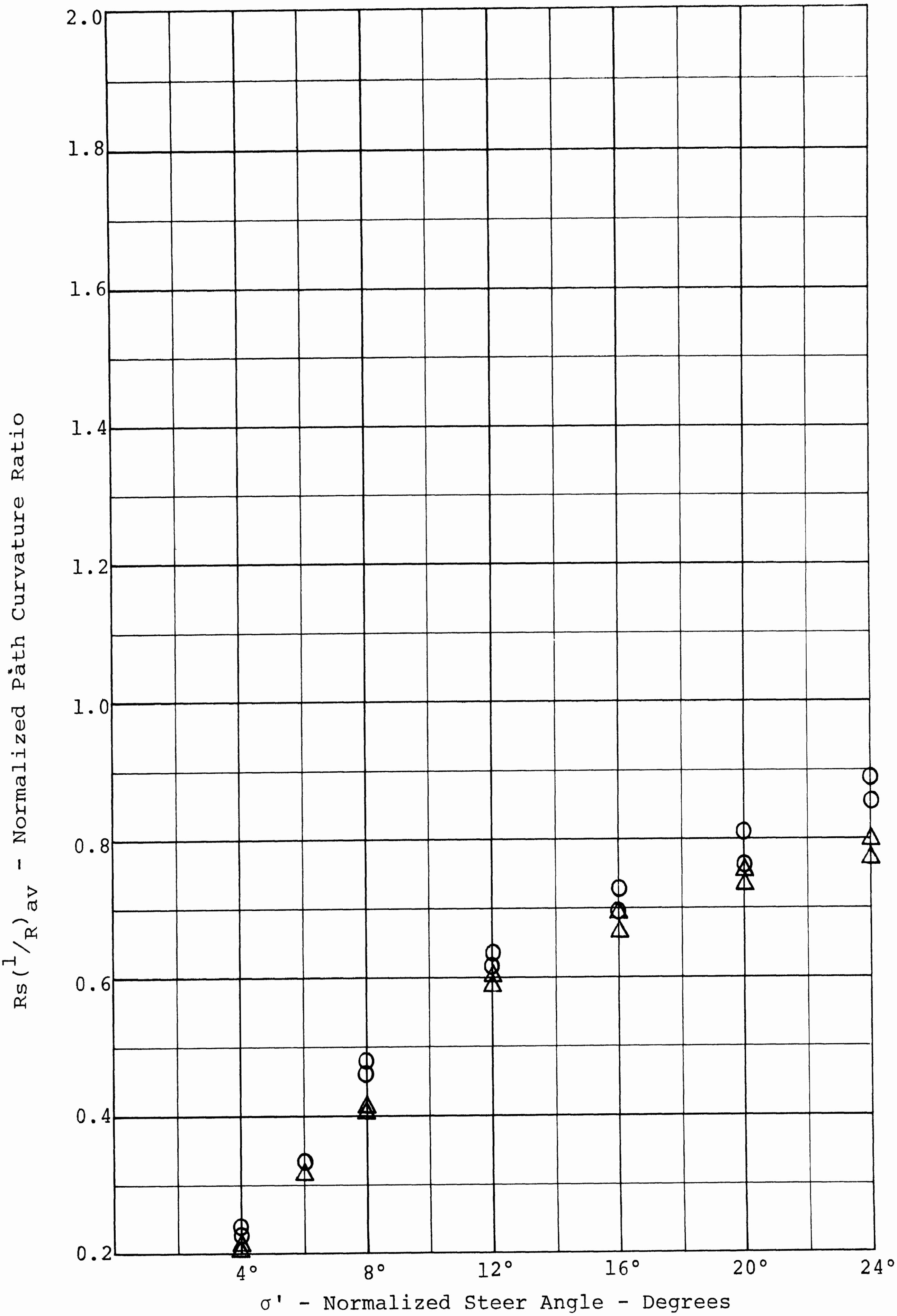
TRAPEZOIDAL STEER - AMBASSADOR



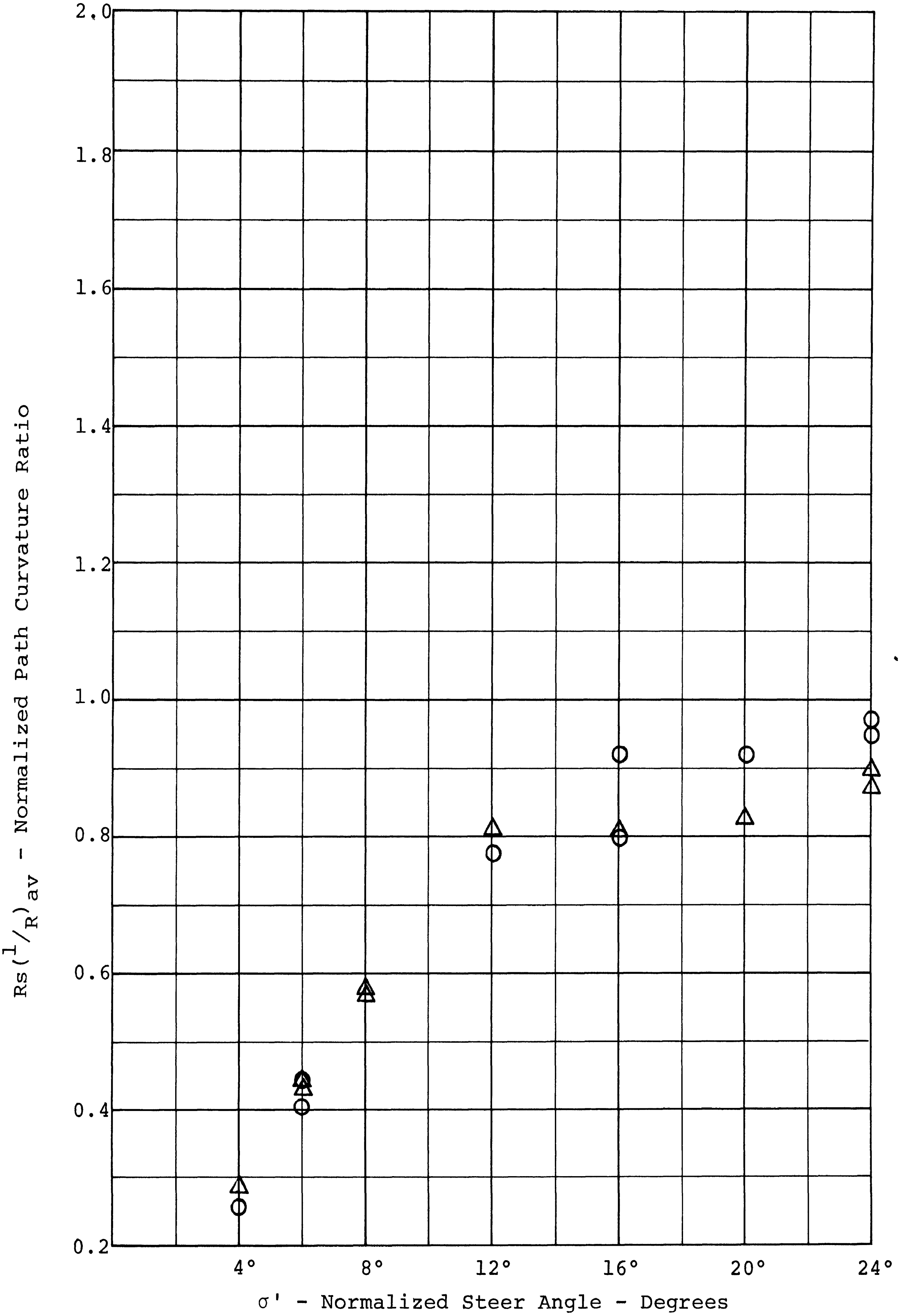
TRAPEZOIDAL STEER - AUSTIN



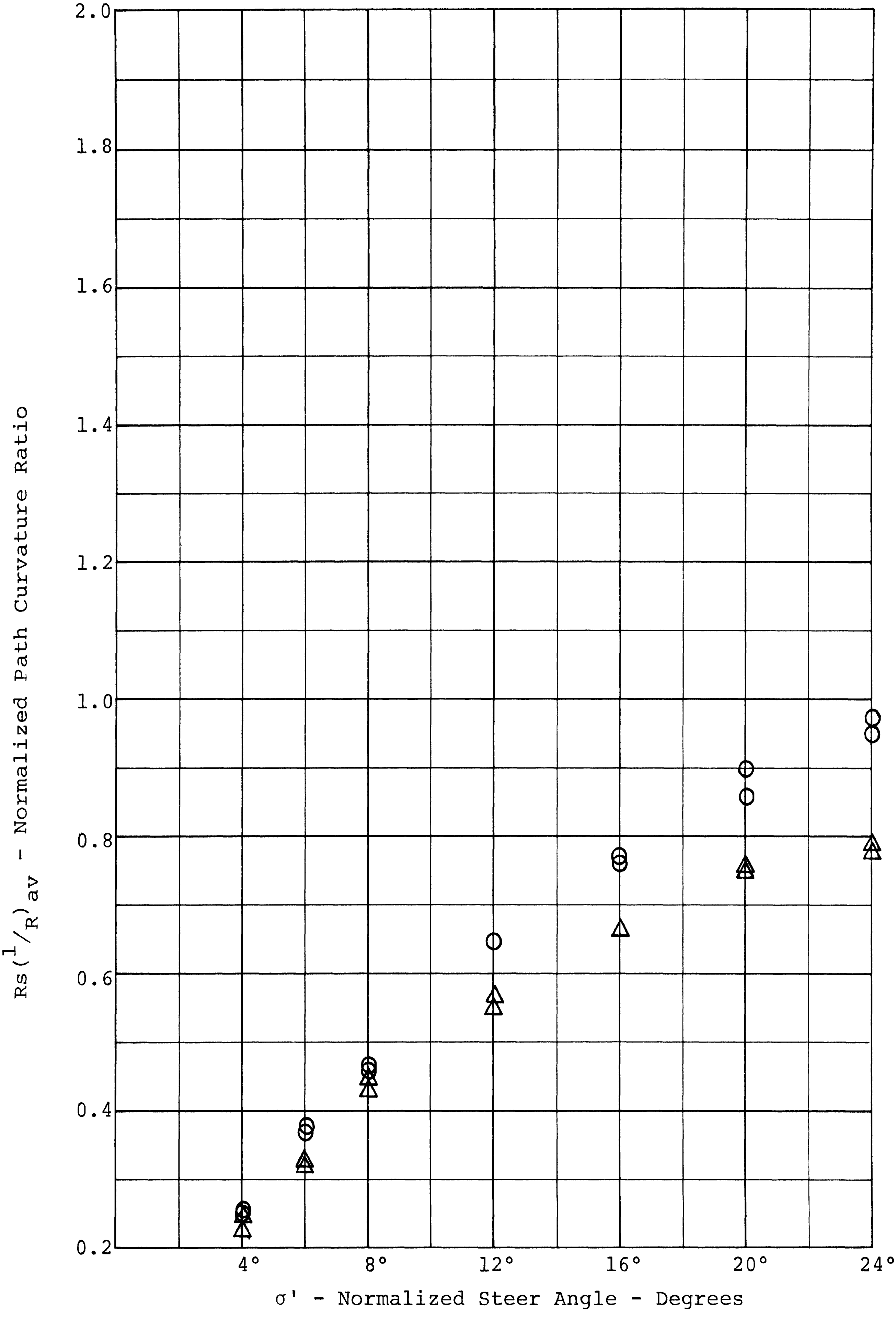
TRAPEZOIDAL STEER - BROOKWOOD



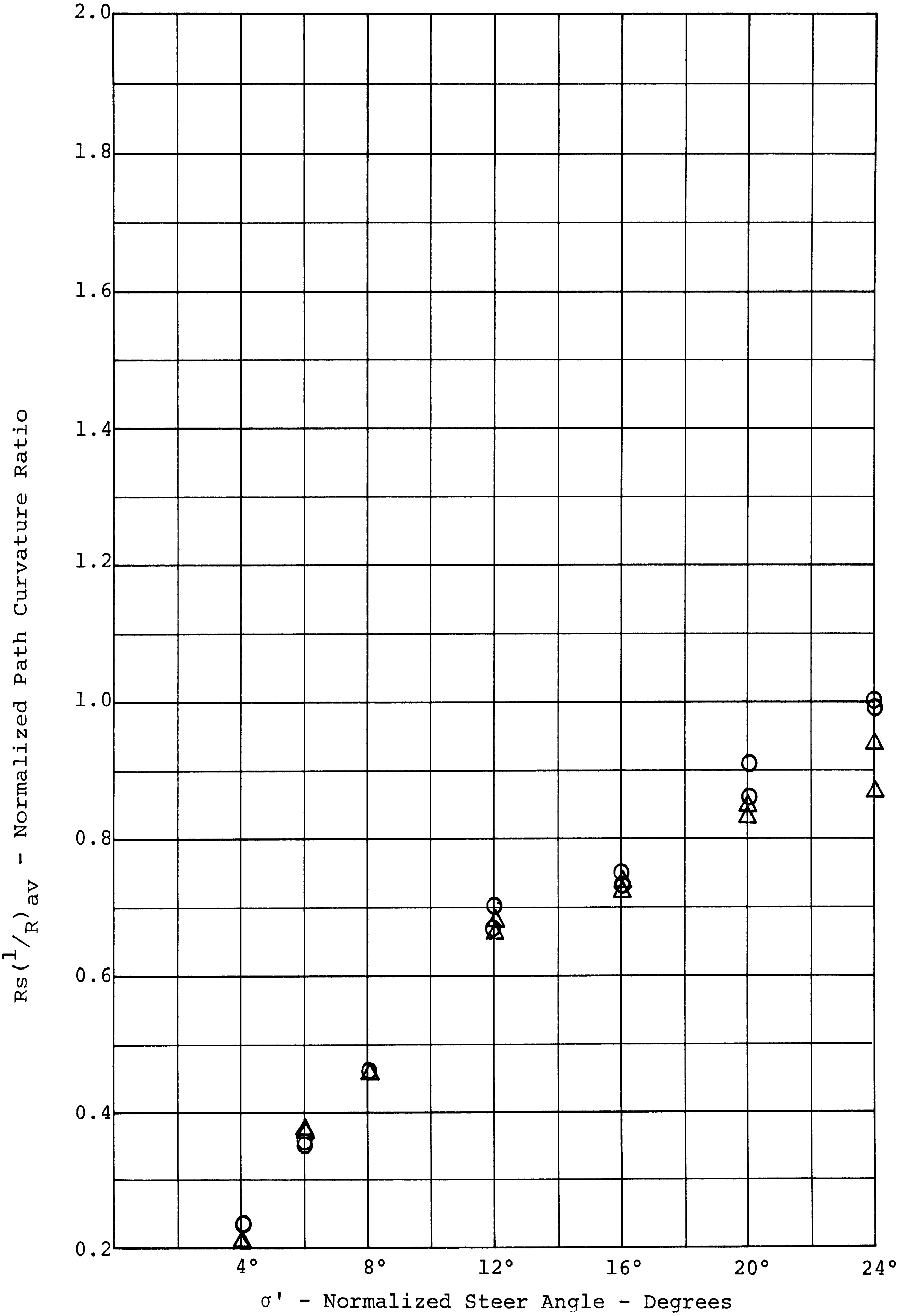
TRAPEZOIDAL STEER - DODGE



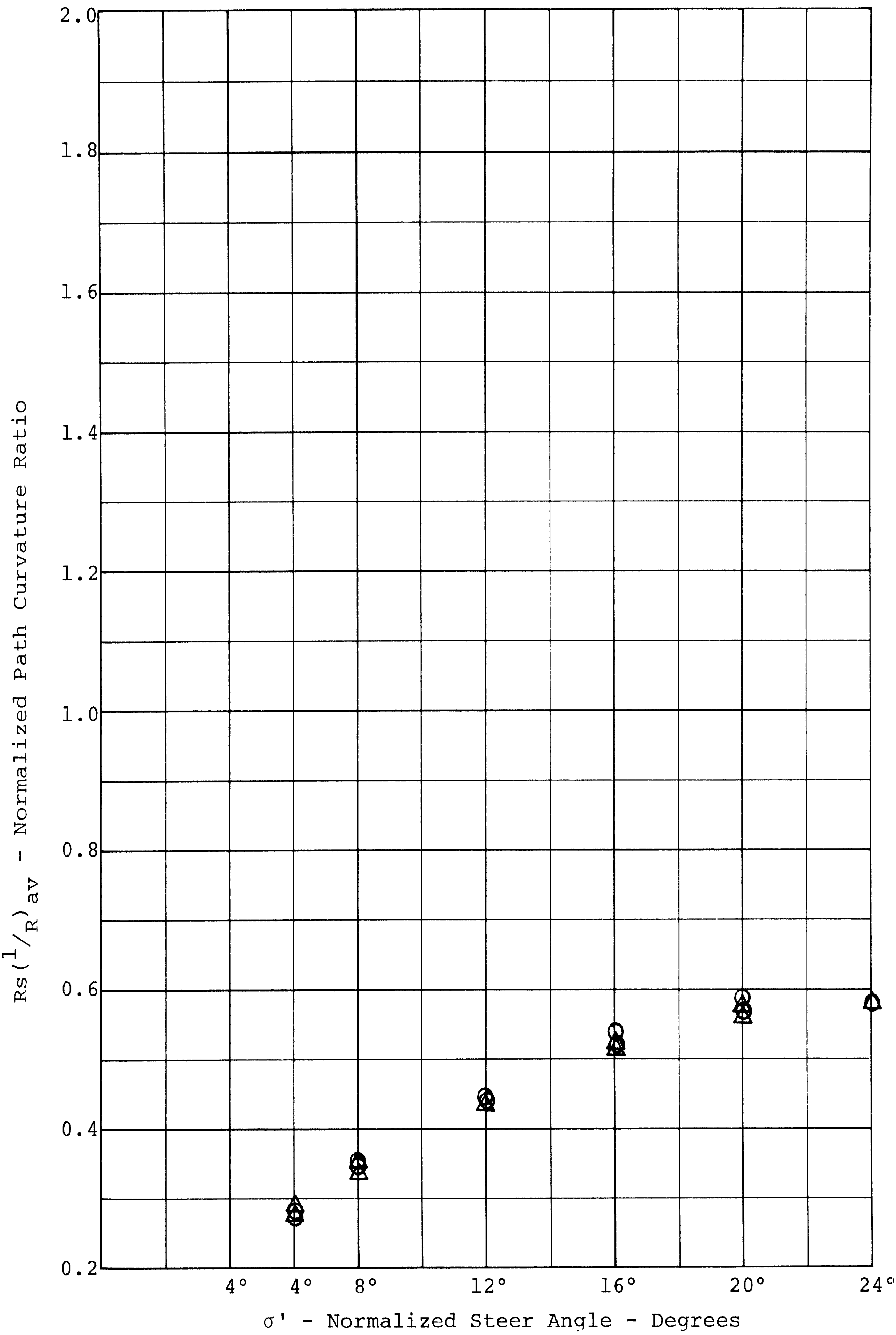
TRAPEZOIDAL STEER - FIREBIRD



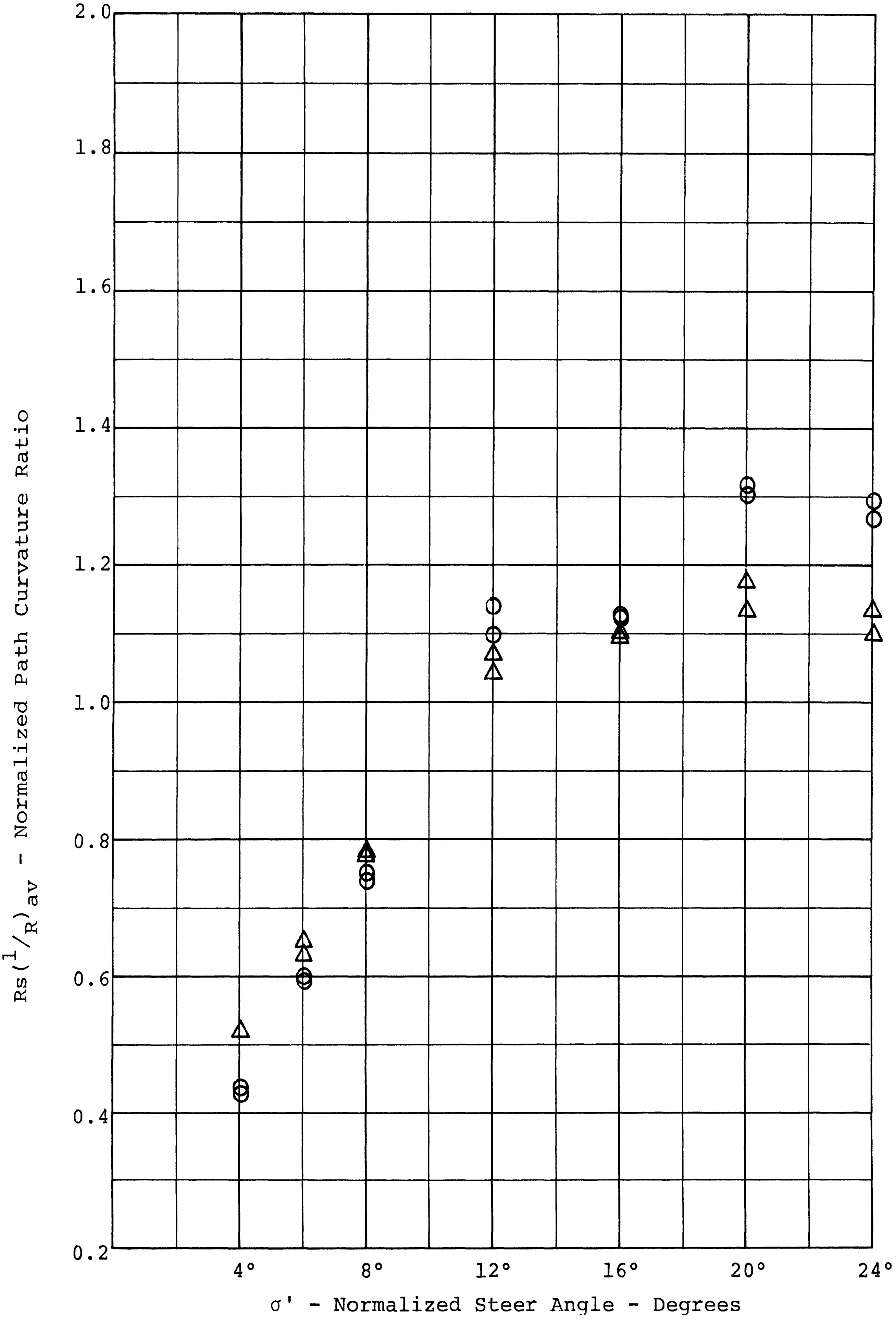
TRAPEZOIDAL STEER - GALAXIE



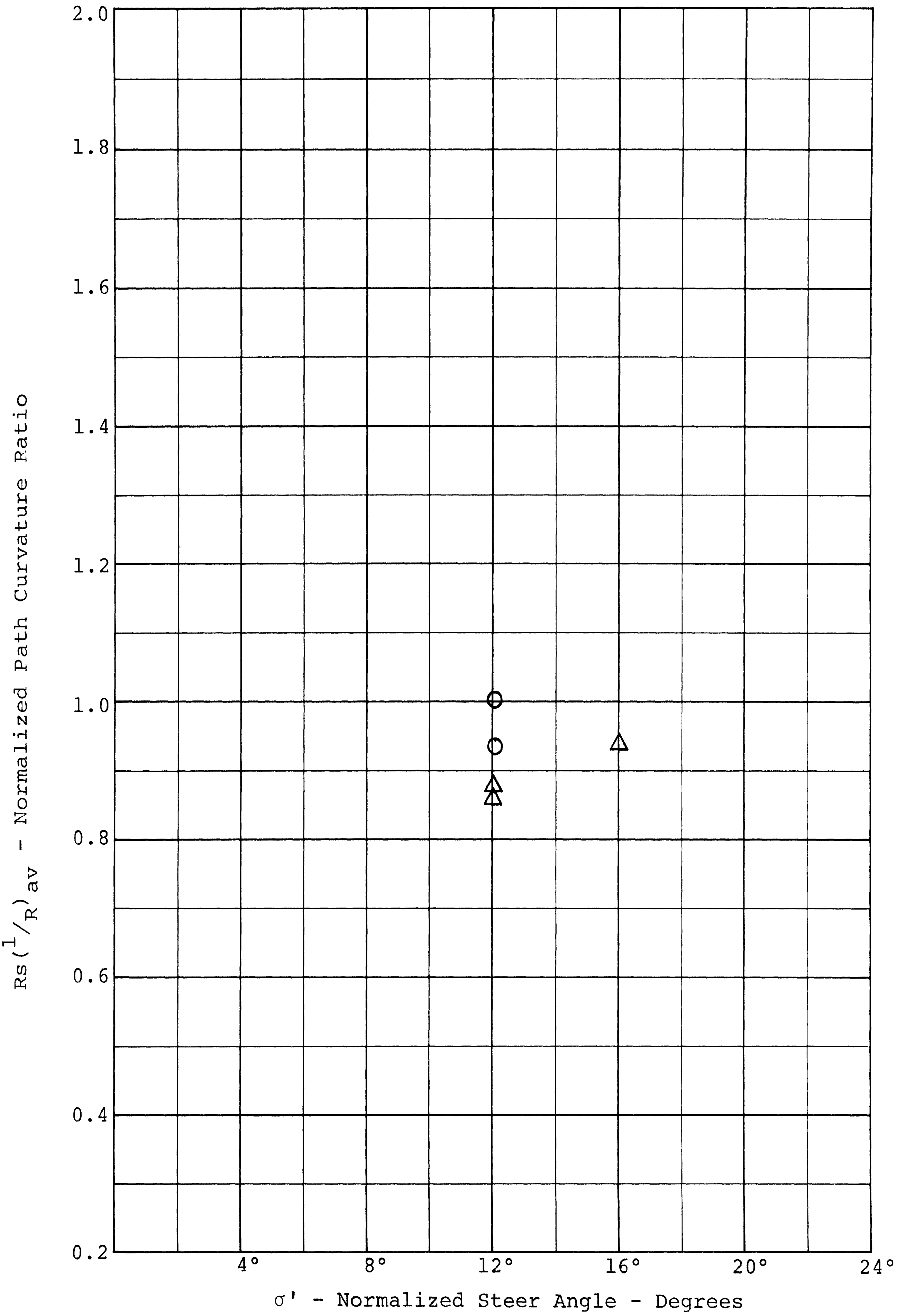
TRAPEZOIDAL STEER - GREMLIN



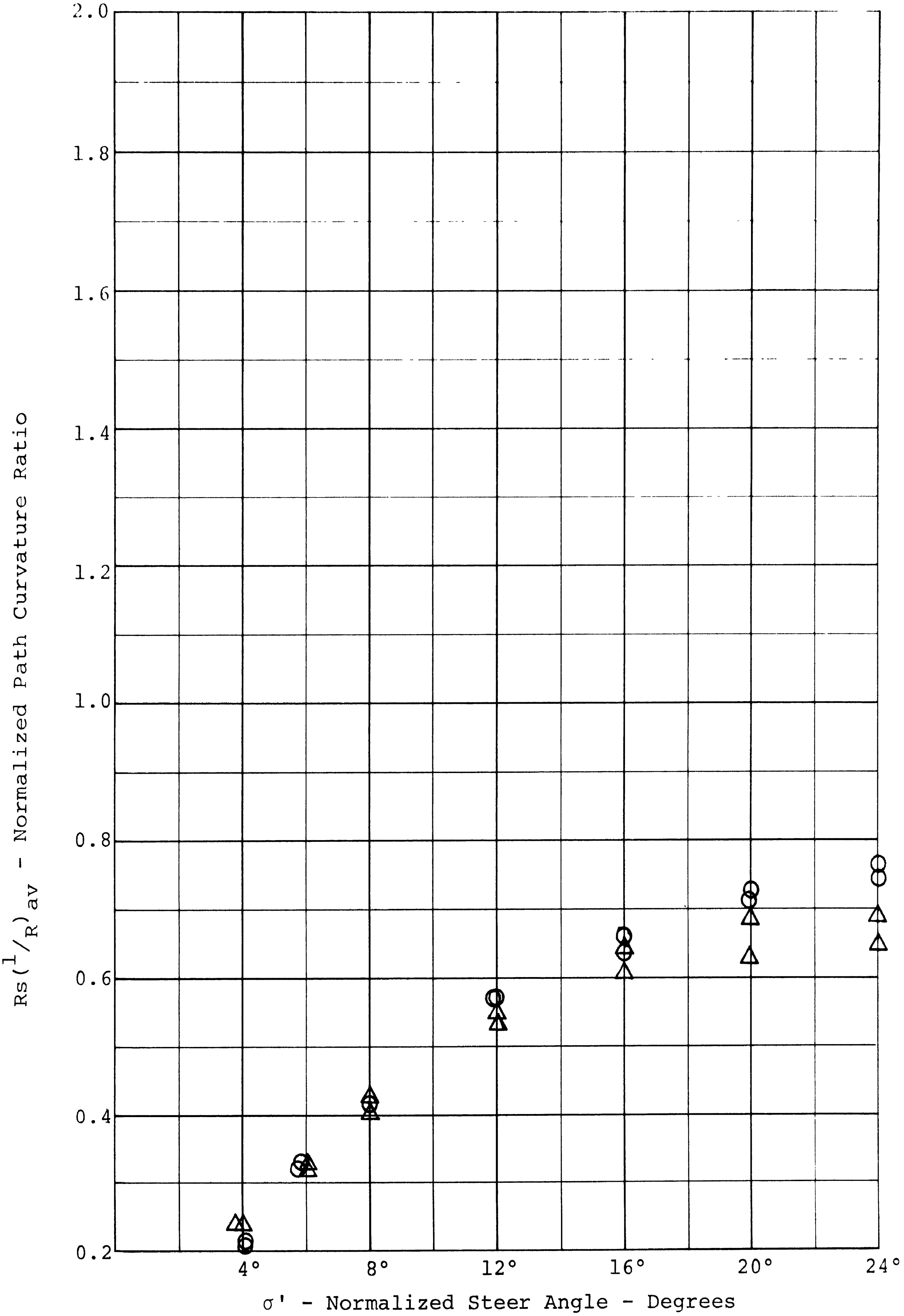
TRAPEZOIDAL STEER - IMPERIAL



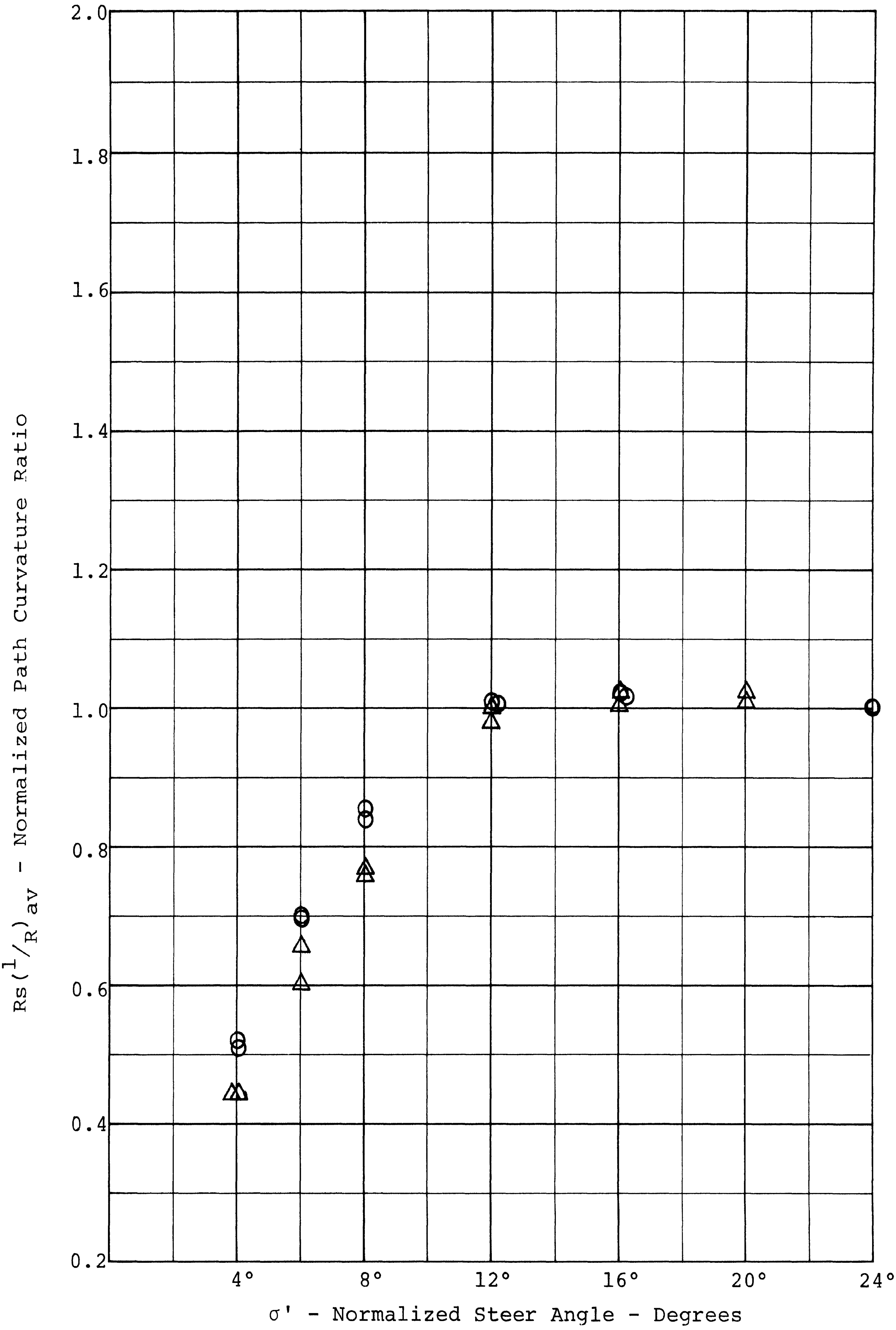
TRAPEZOIDAL STEER - LOTUS



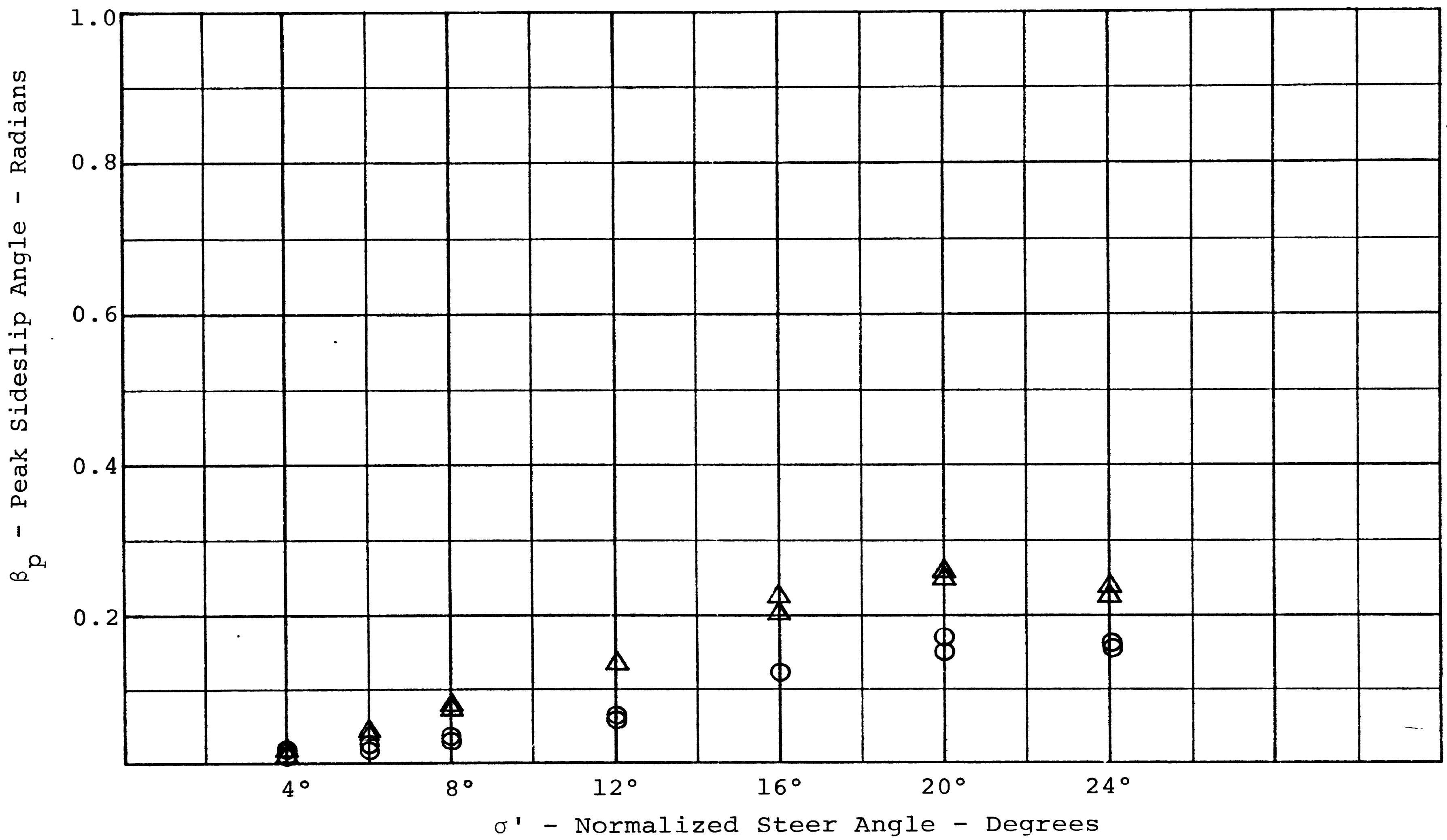
TRAPEZOIDAL STEER - MERCEDES



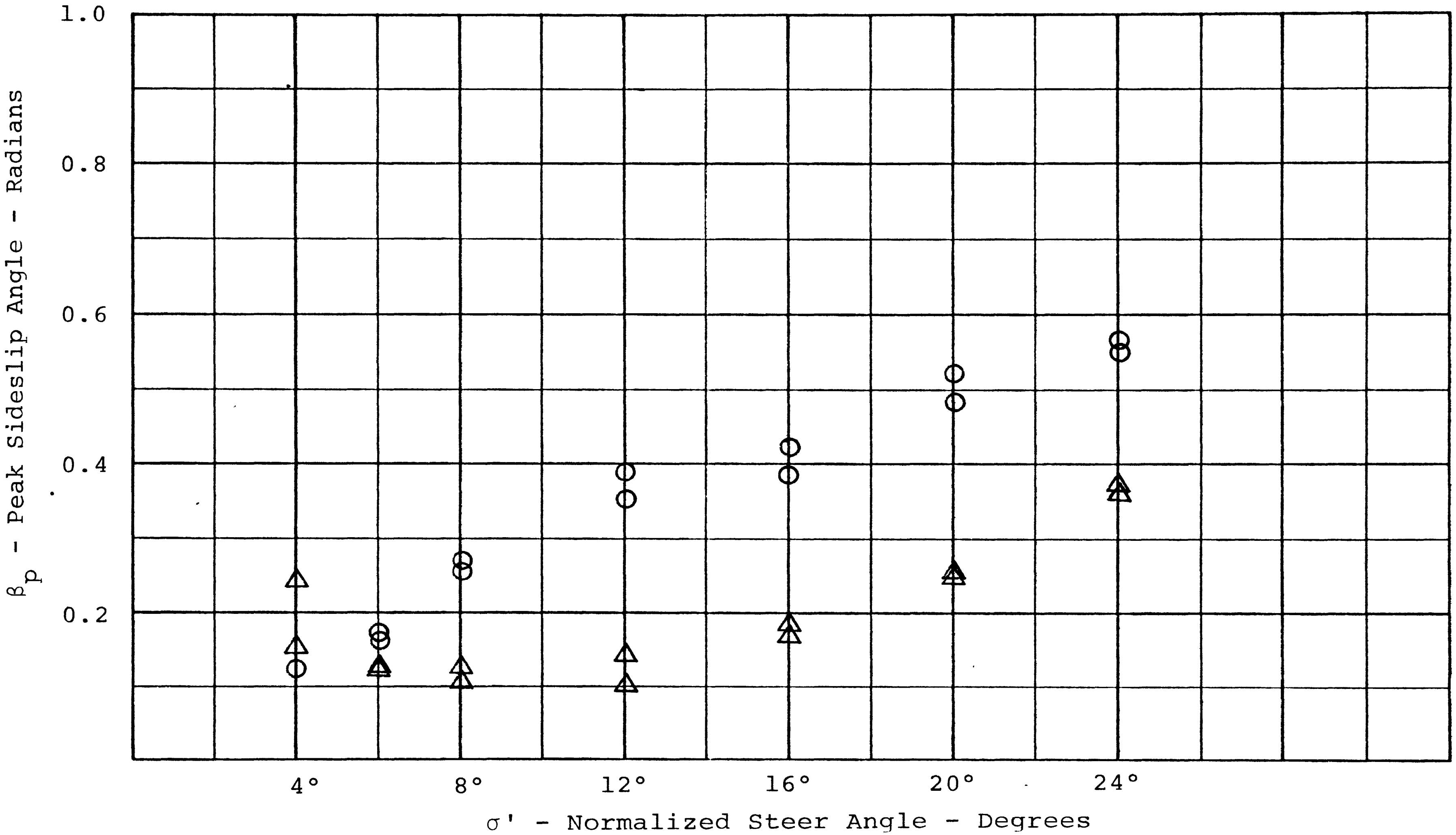
TRAPEZOIDAL STEER - TORONADO



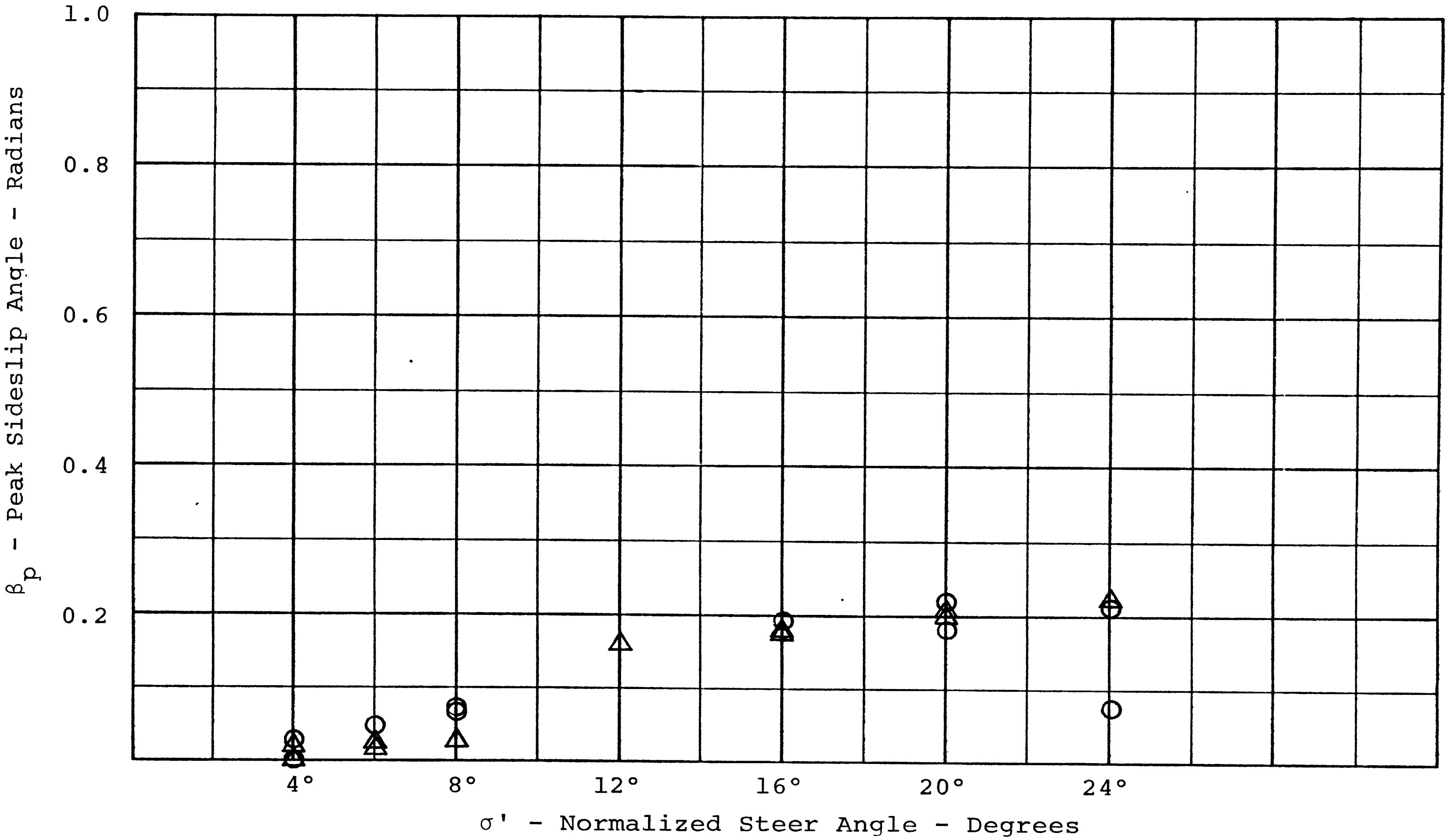
TRAPEZOIDAL STEER - VW



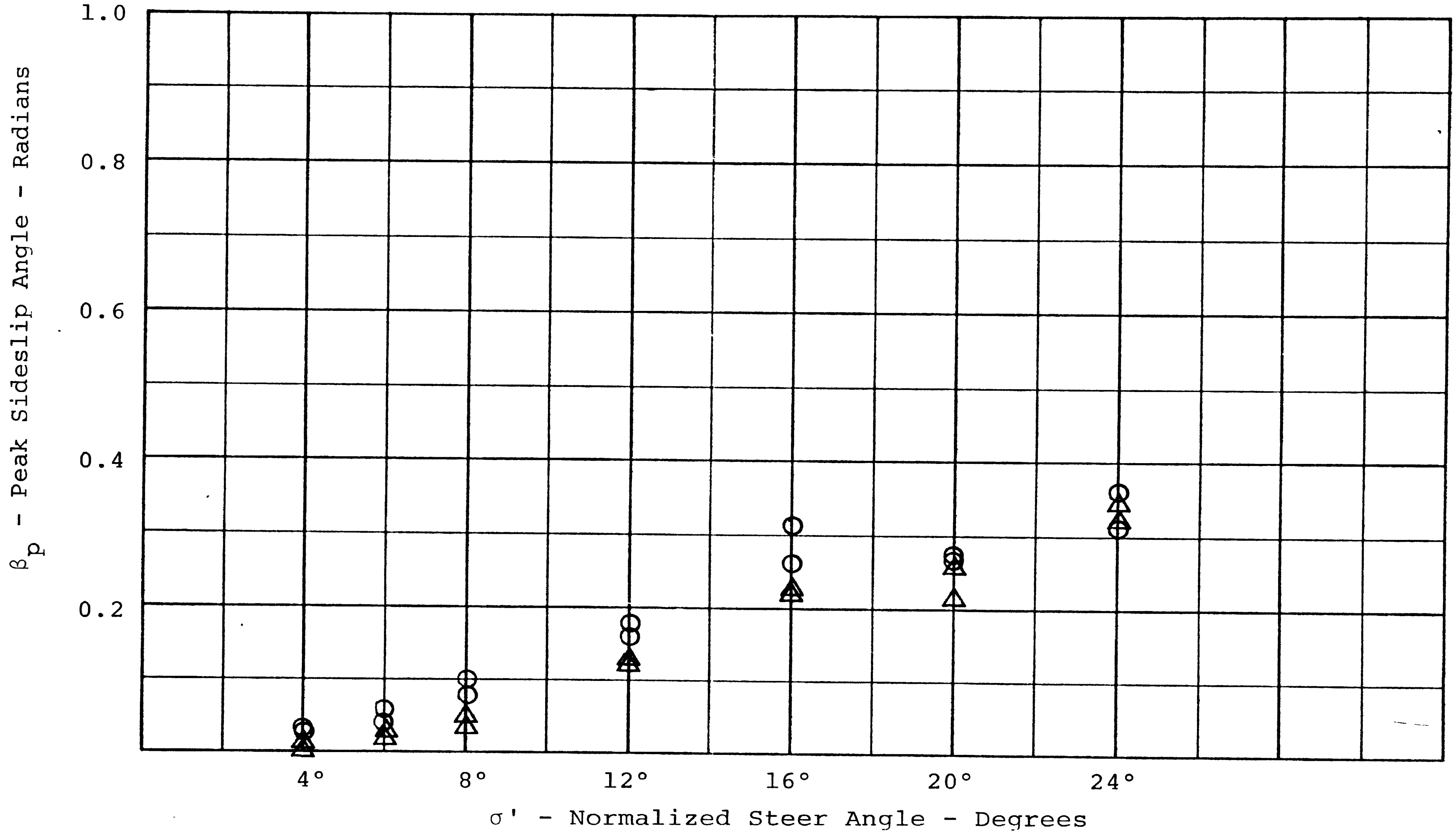
TRAPEZOIDAL STEER - AMBASSADOR



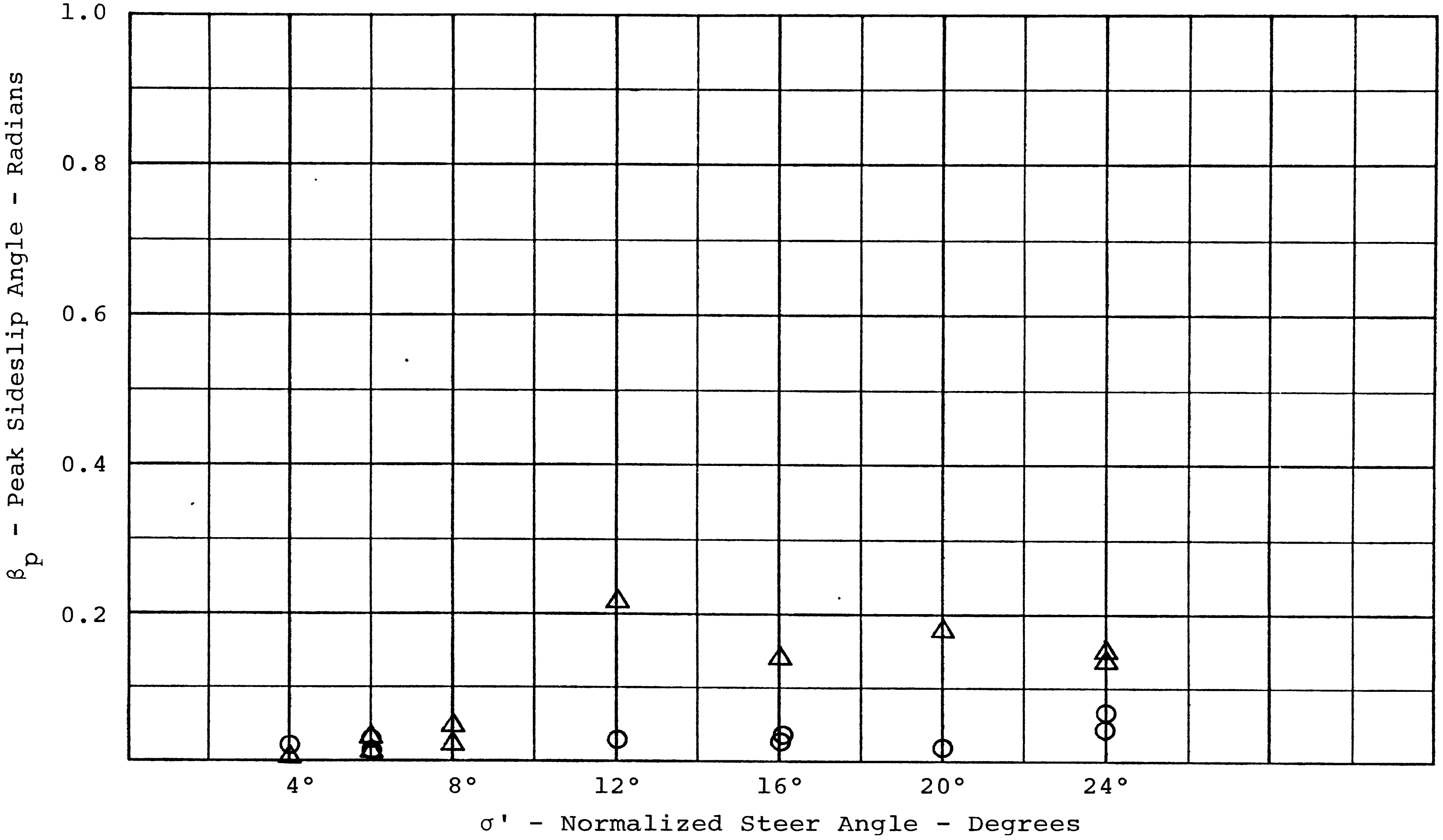
TRAPEZOIDAL STEER - AUSTIN



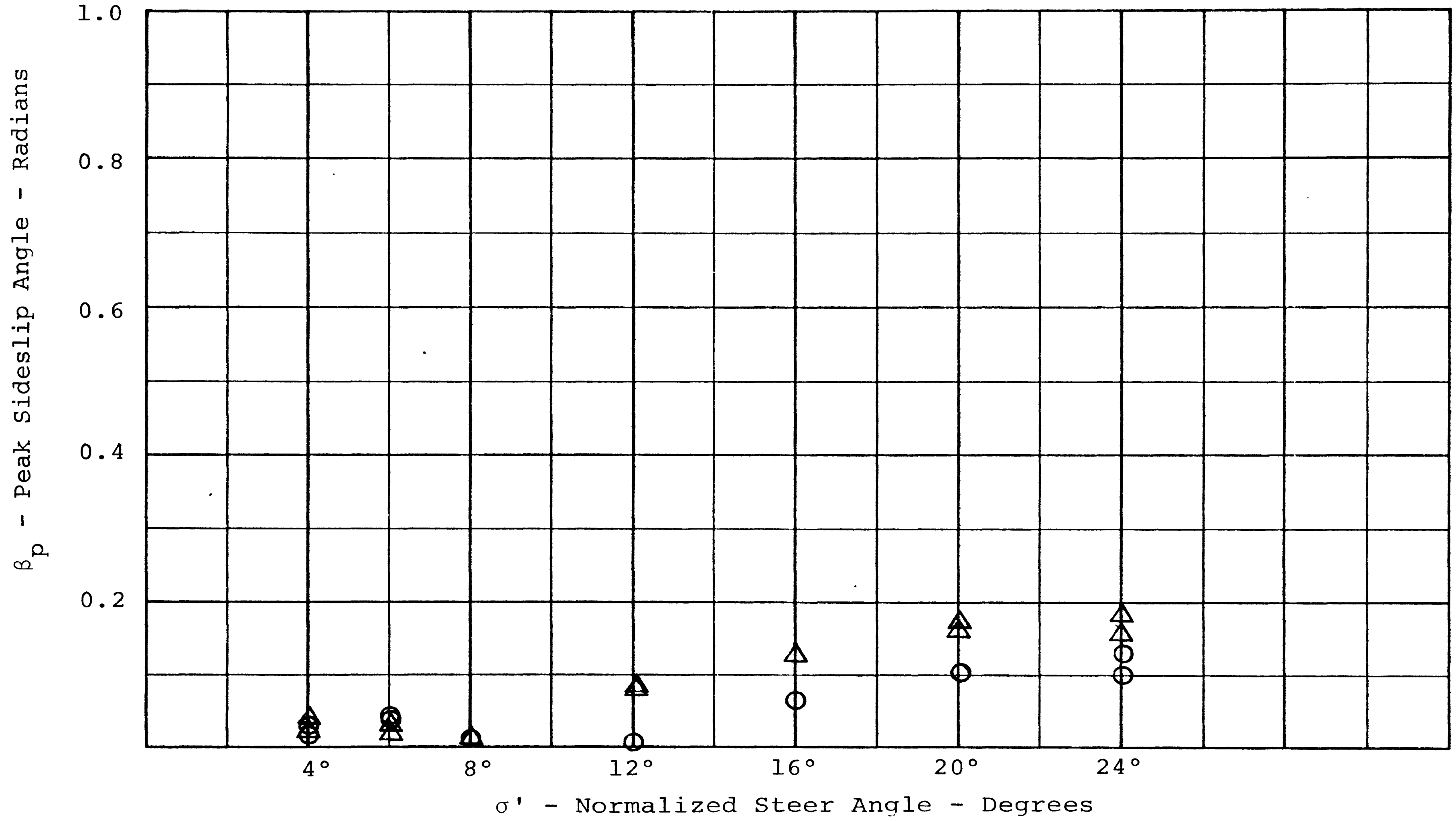
TRAPEZOIDAL STEER - BROOKWOOD



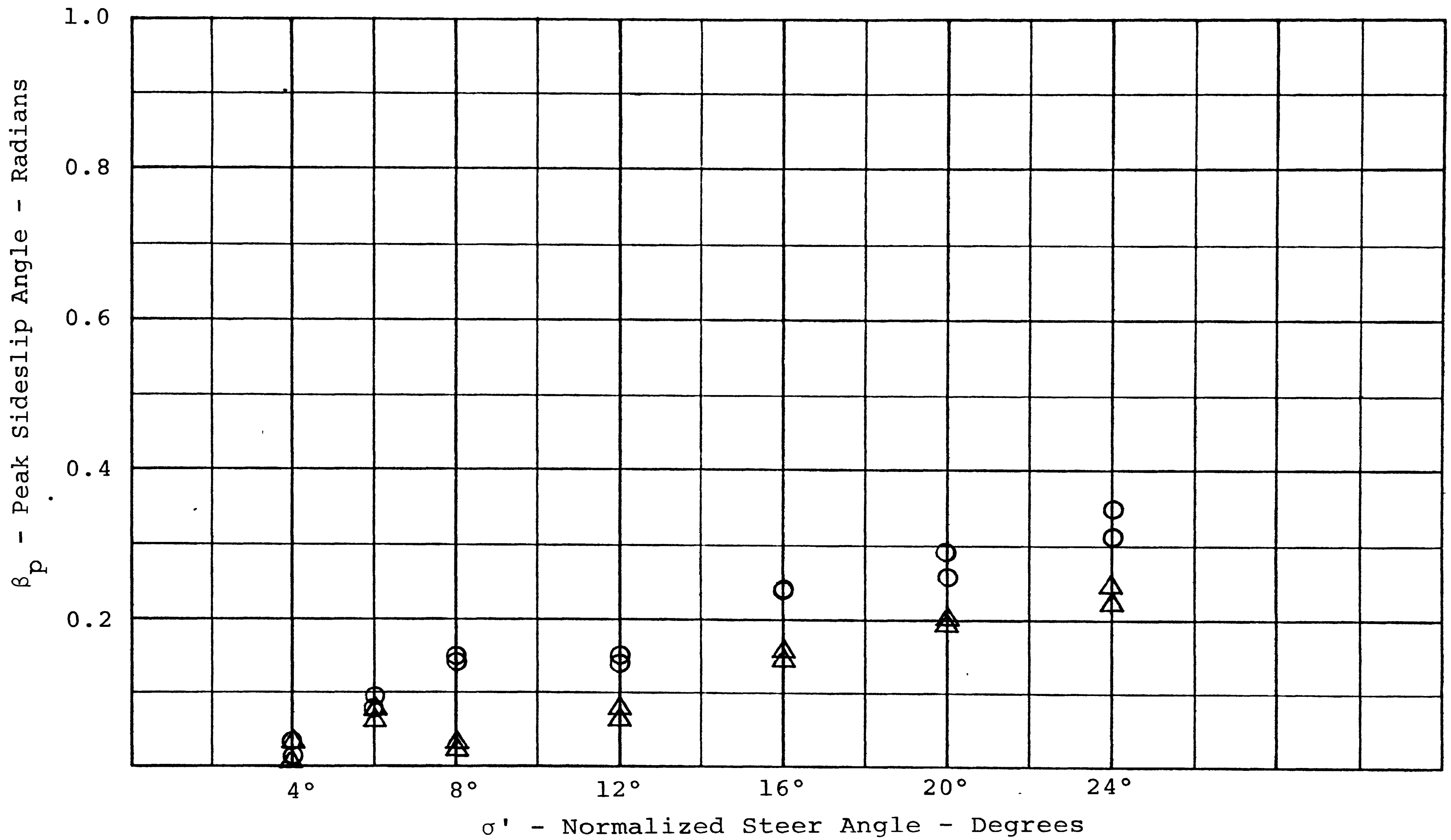
TRAPEZOIDAL STEER - DODGE



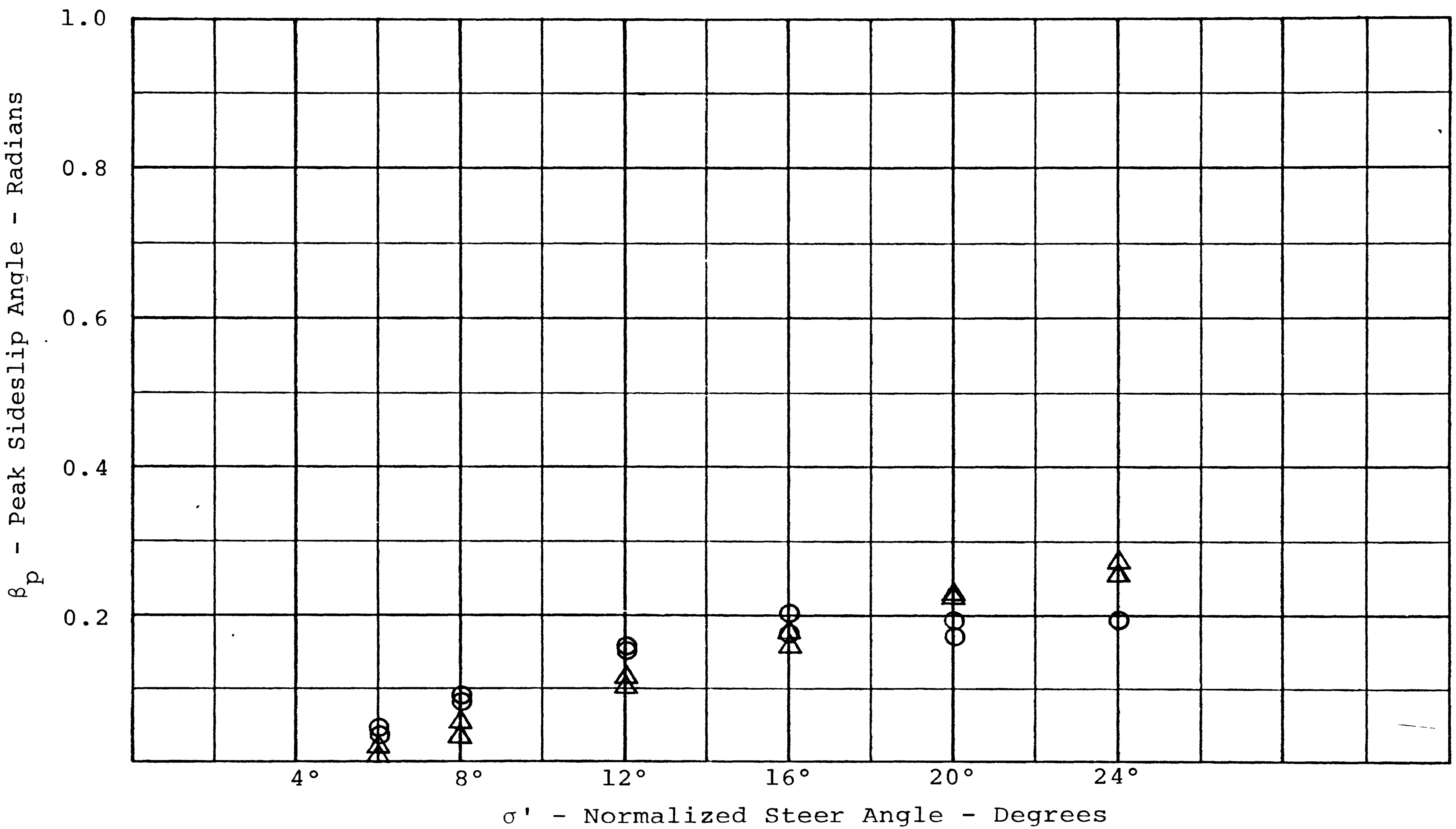
TRAPEZOIDAL STEER - FIREBIRD



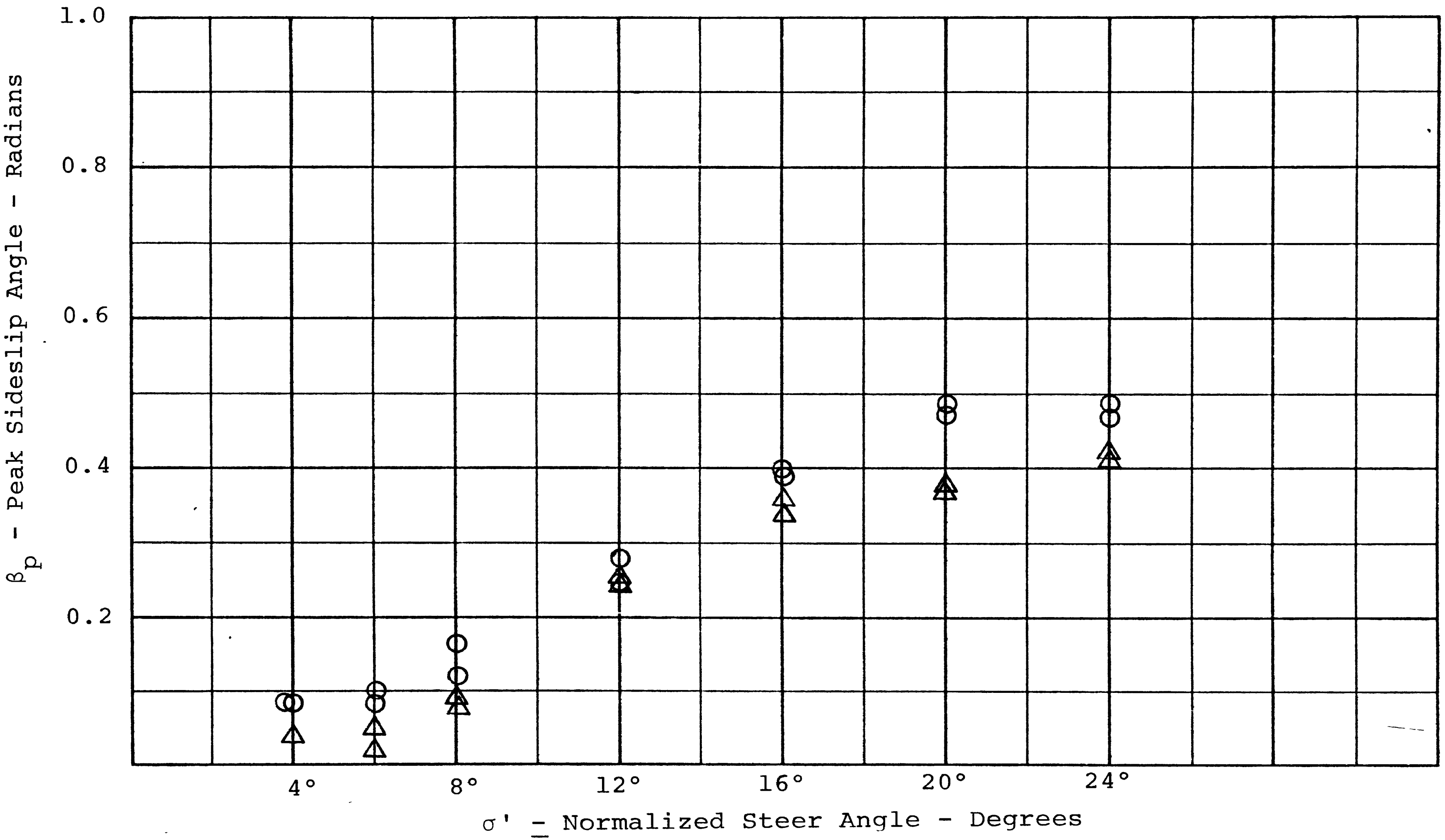
TRAPEZOIDAL STEER - GALAXIE



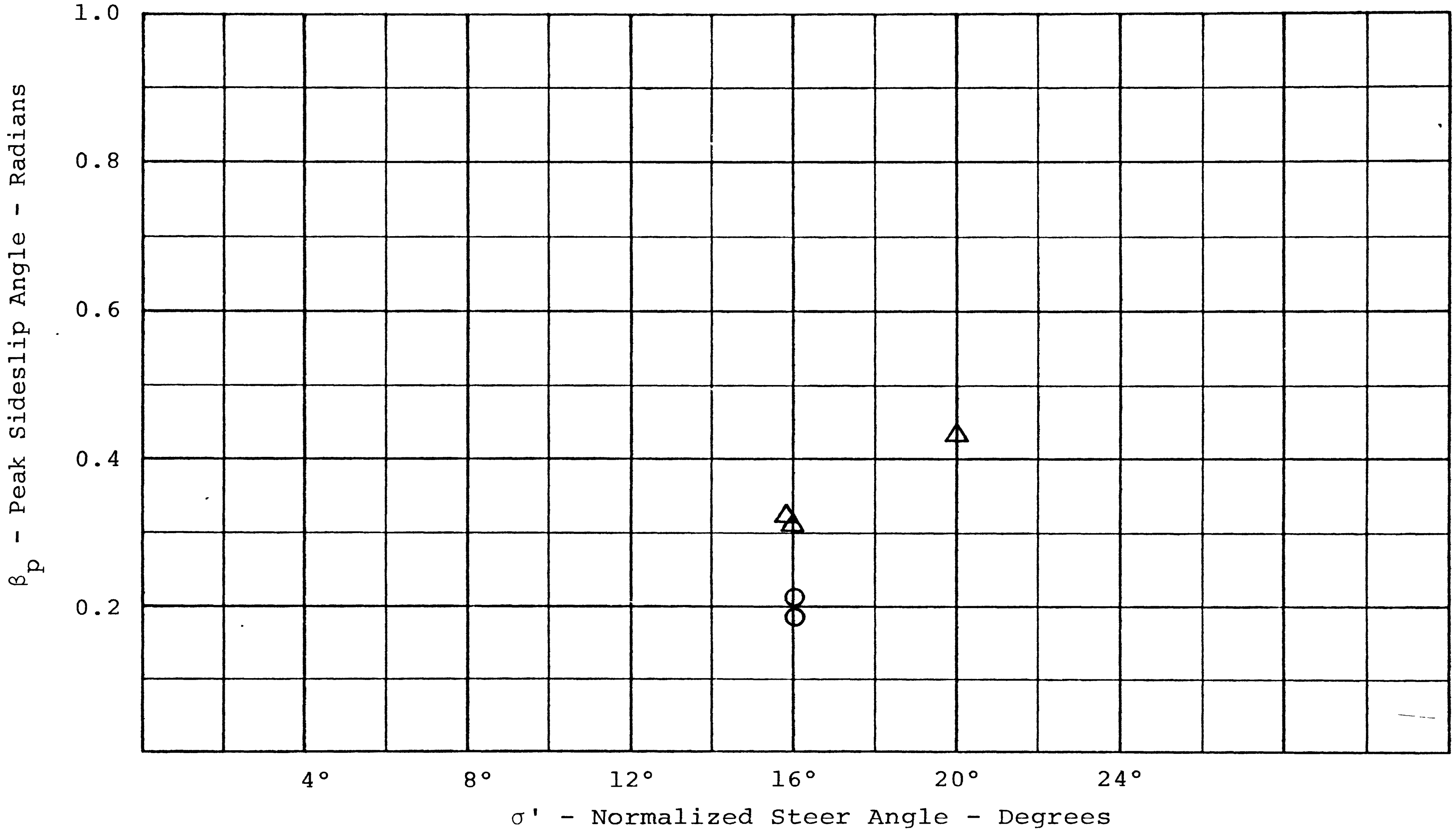
TRAPEZOIDAL STEER - GREMLIN



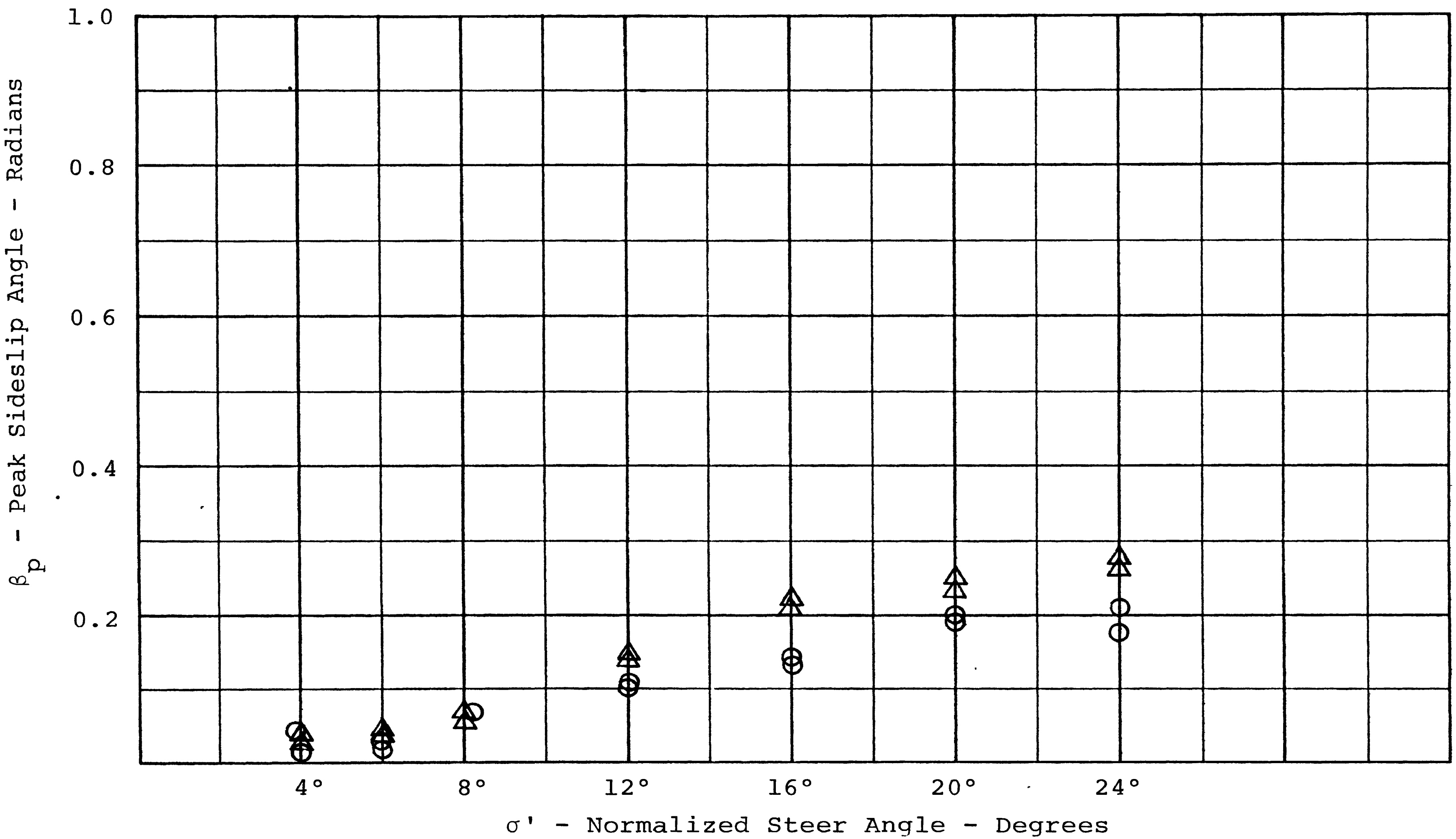
TRAPEZOIDAL STEER - IMPERIAL



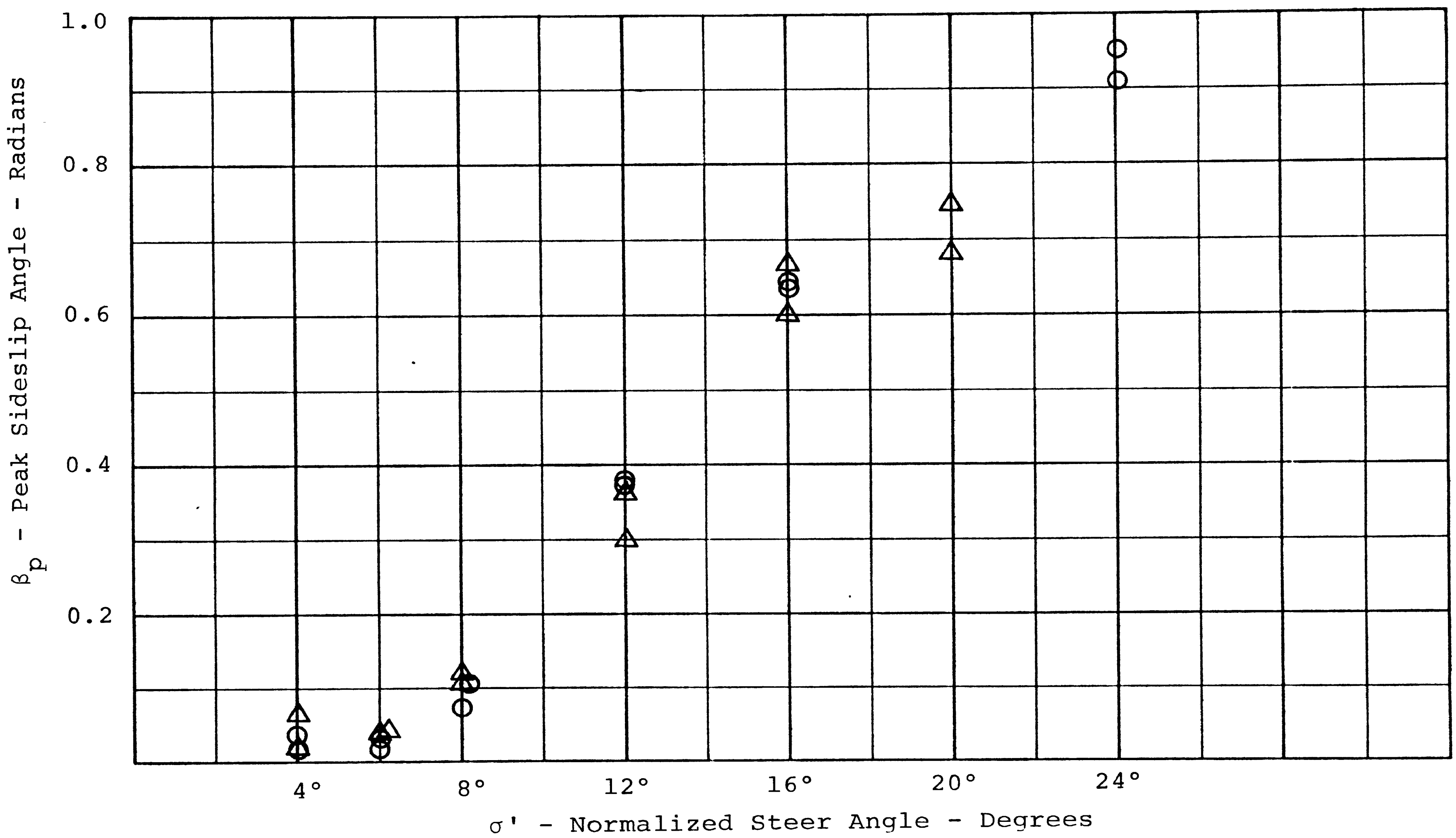
TRAPEZOIDAL STEER - LOTUS



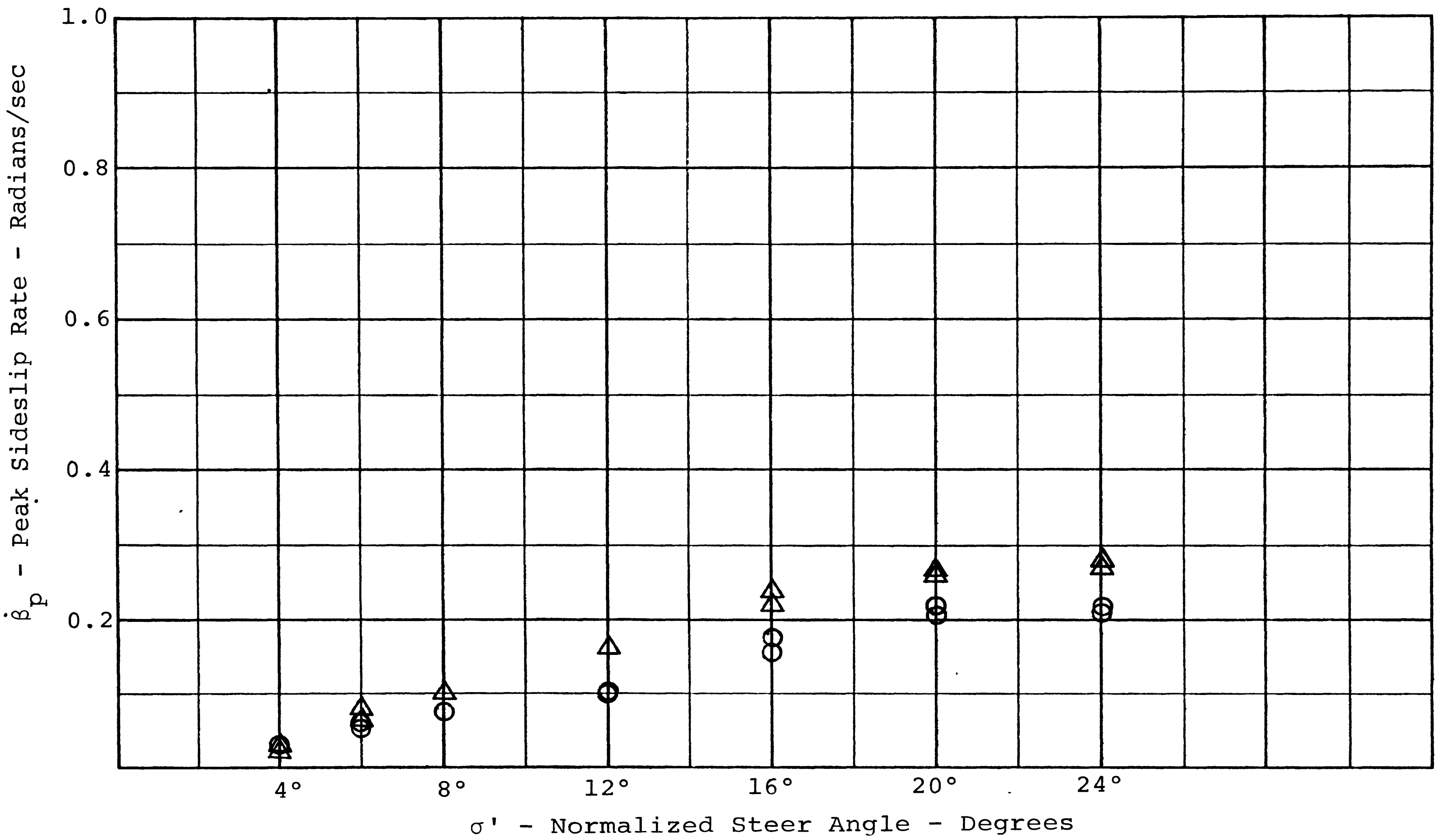
TRAPEZOIDAL STEER - MERCEDES



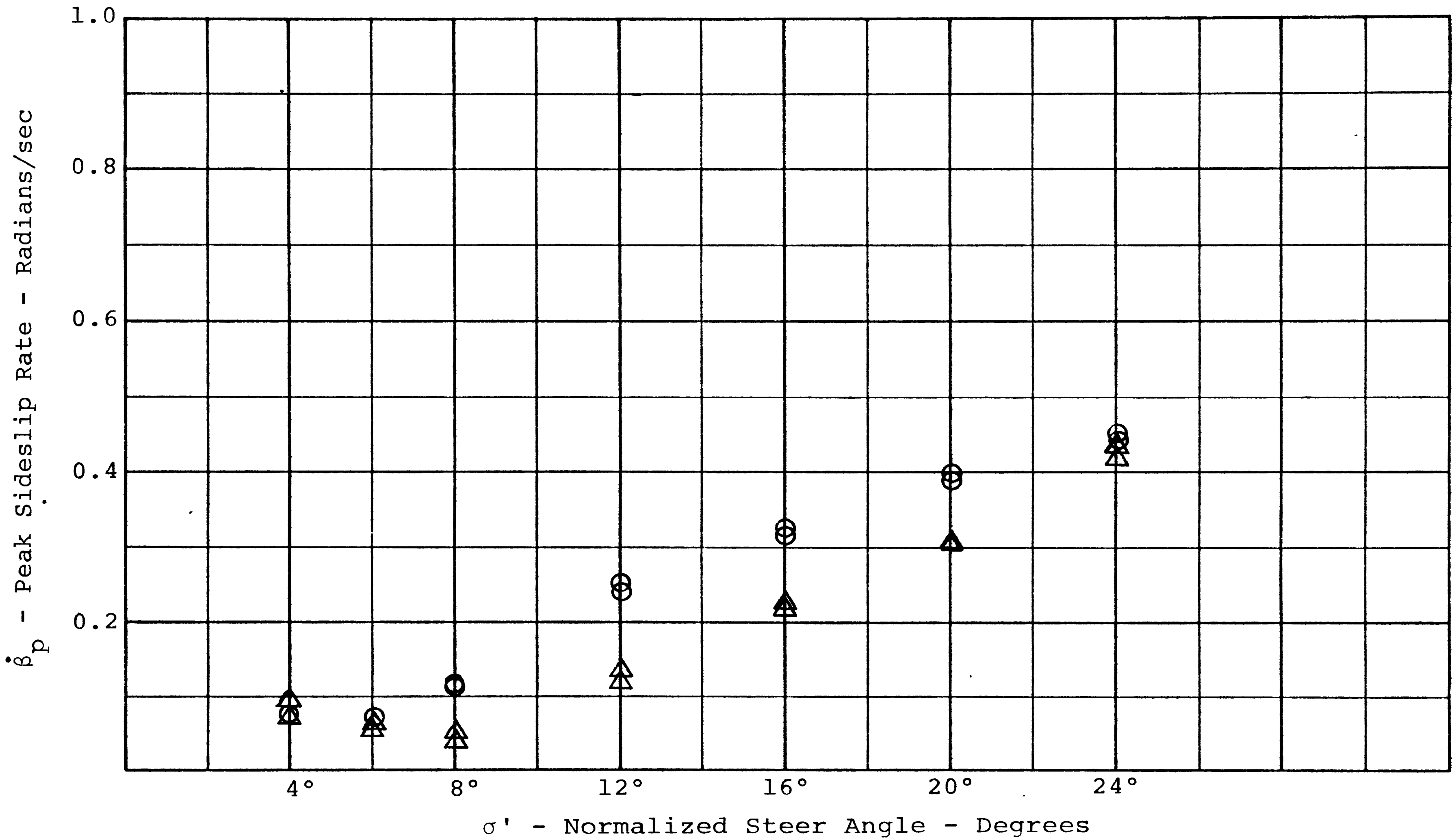
TRAPEZOIDAL STEER - TORONADO



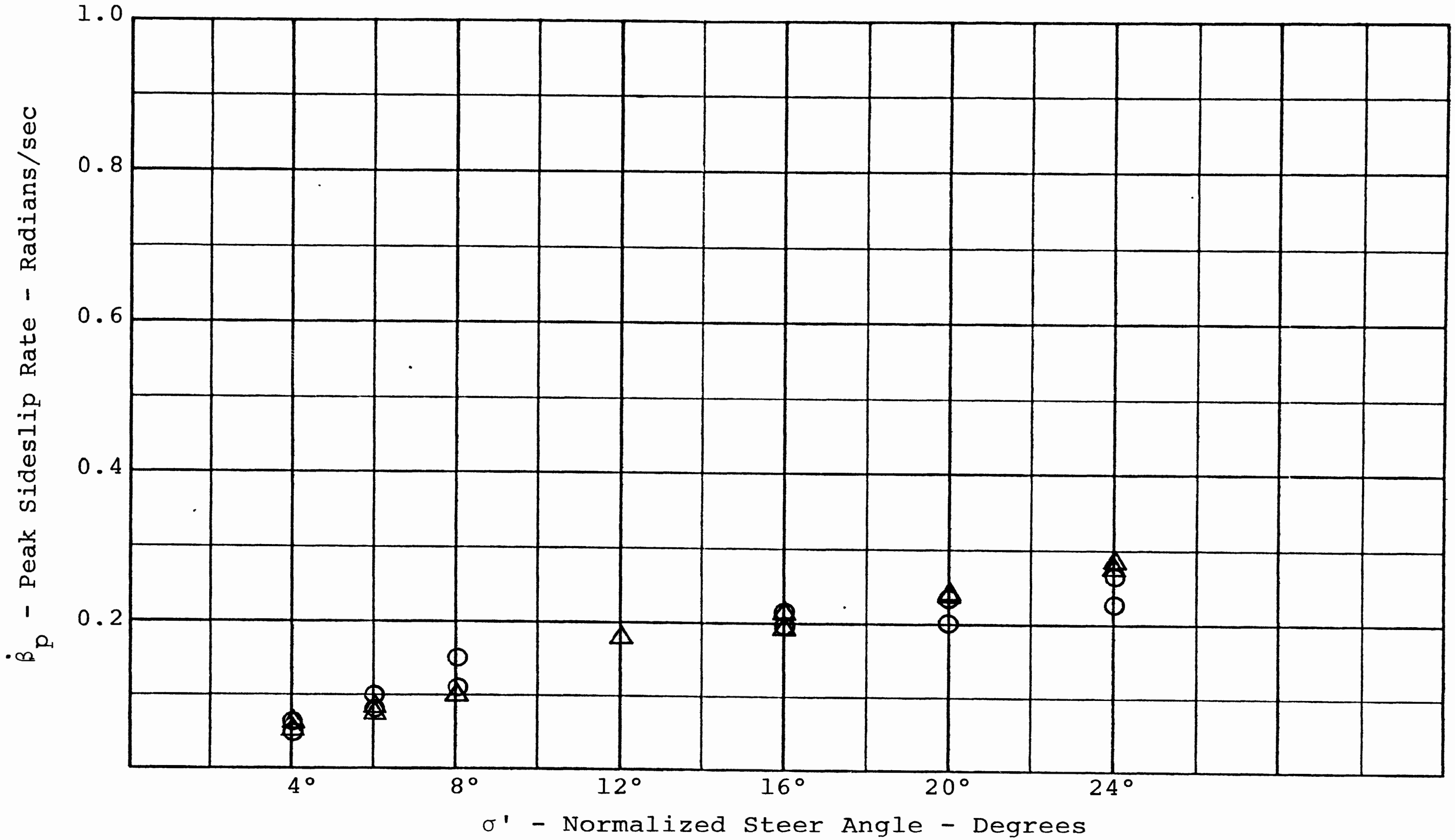
TRAPEZOIDAL STEER - VW



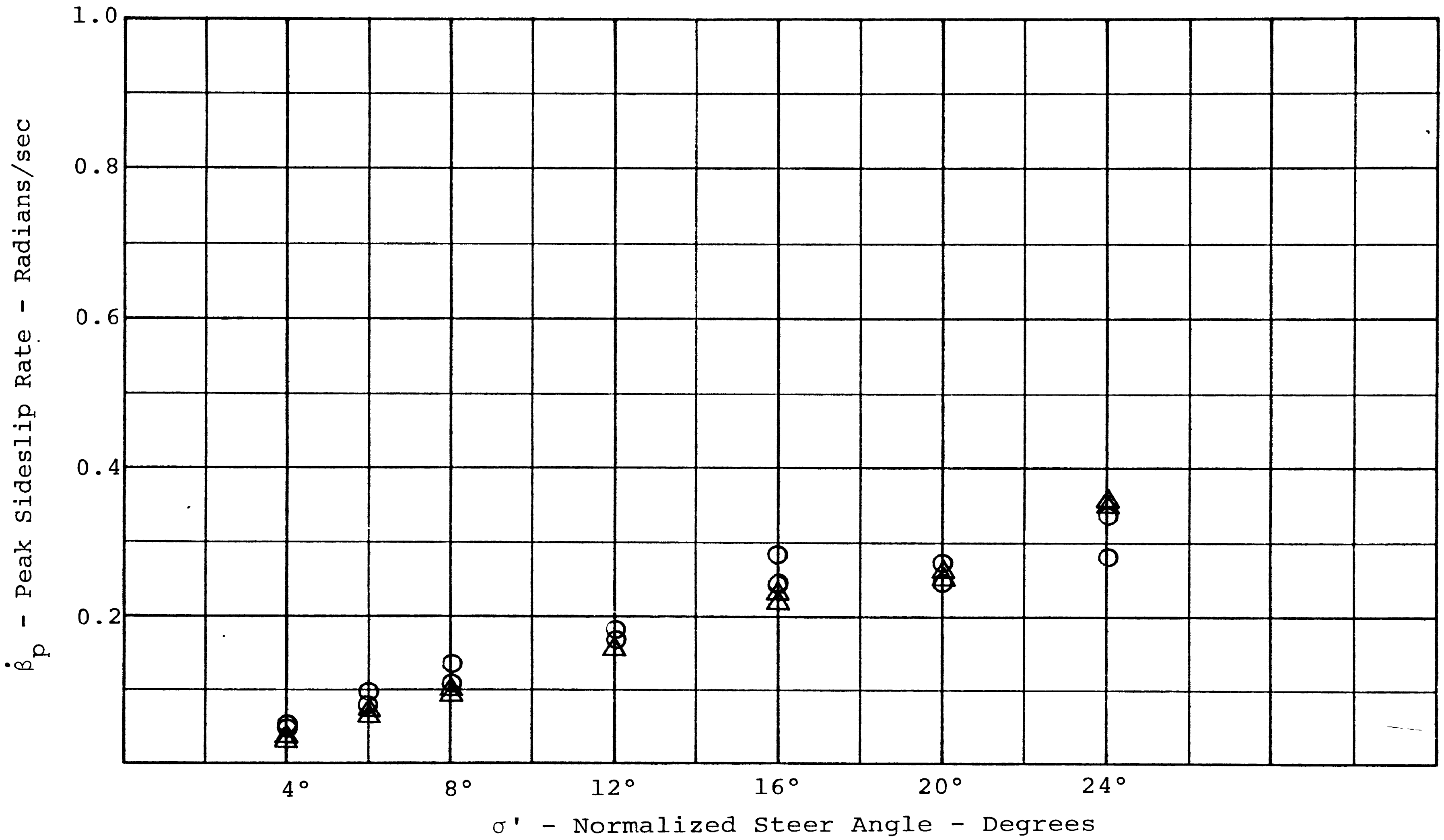
TRAPEZOIDAL STEER - AMBASSADOR



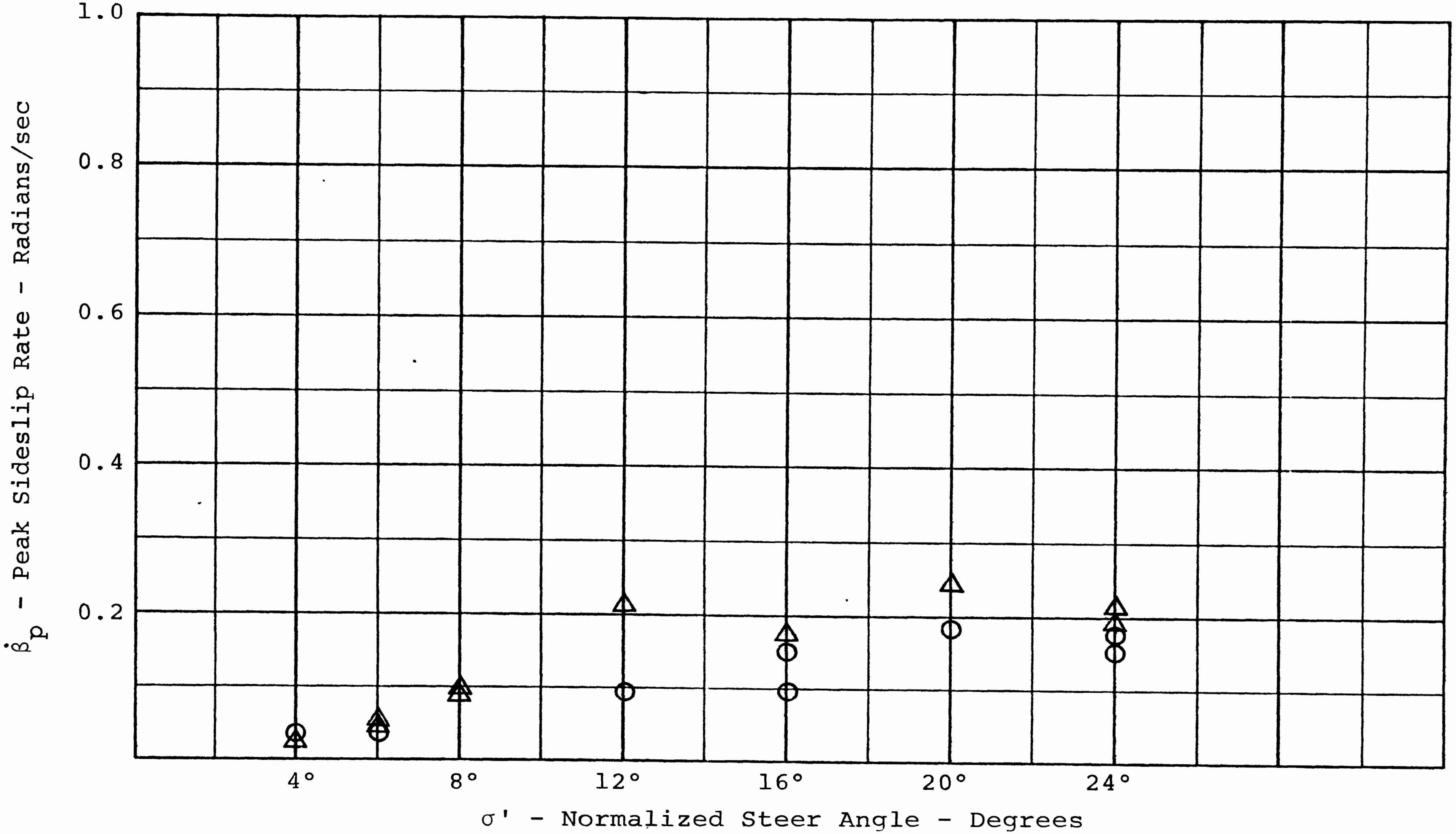
TRAPEZOIDAL STEER - AUSTIN



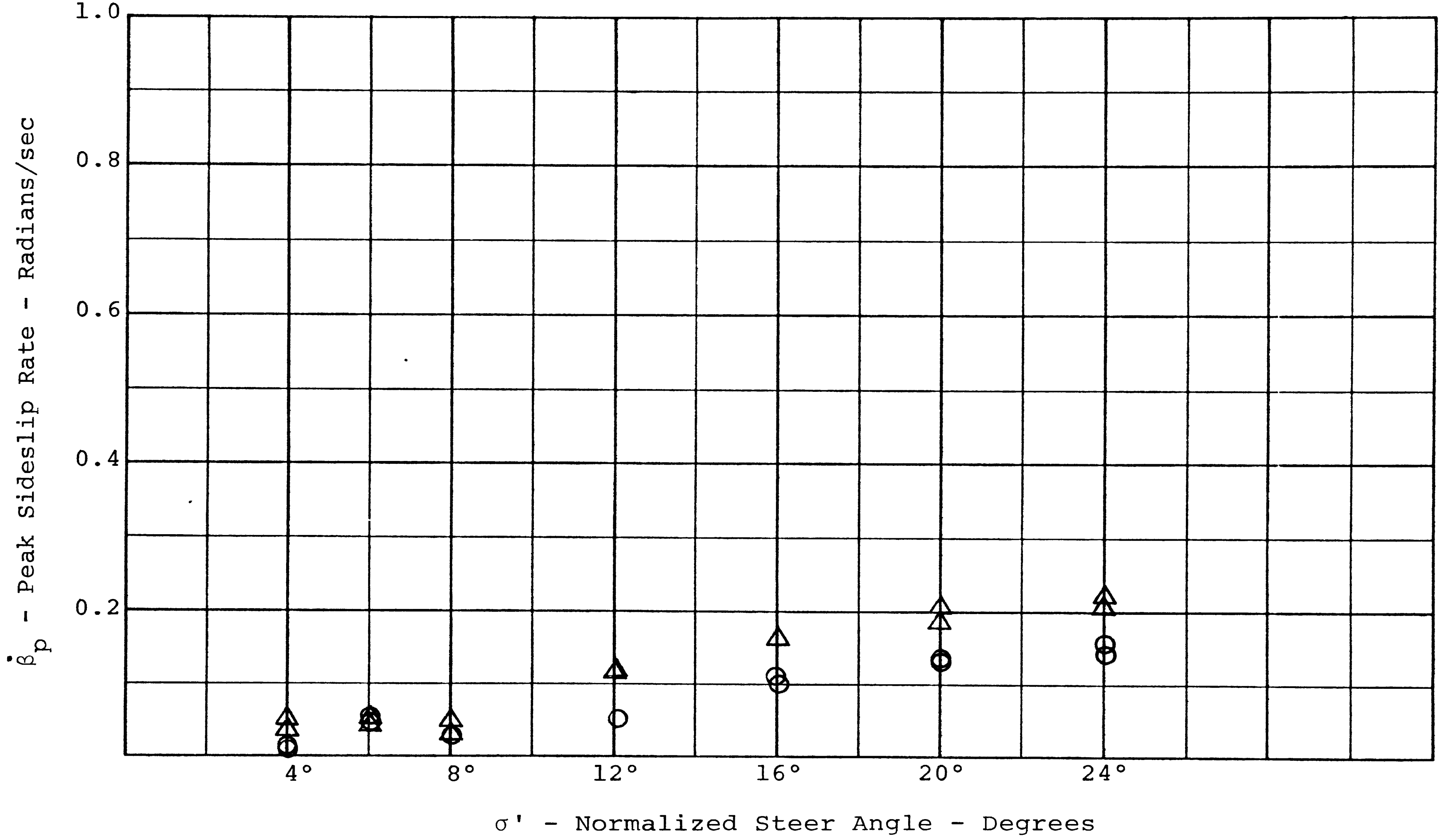
TRAPEZOIDAL STEER - BROOKWOOD



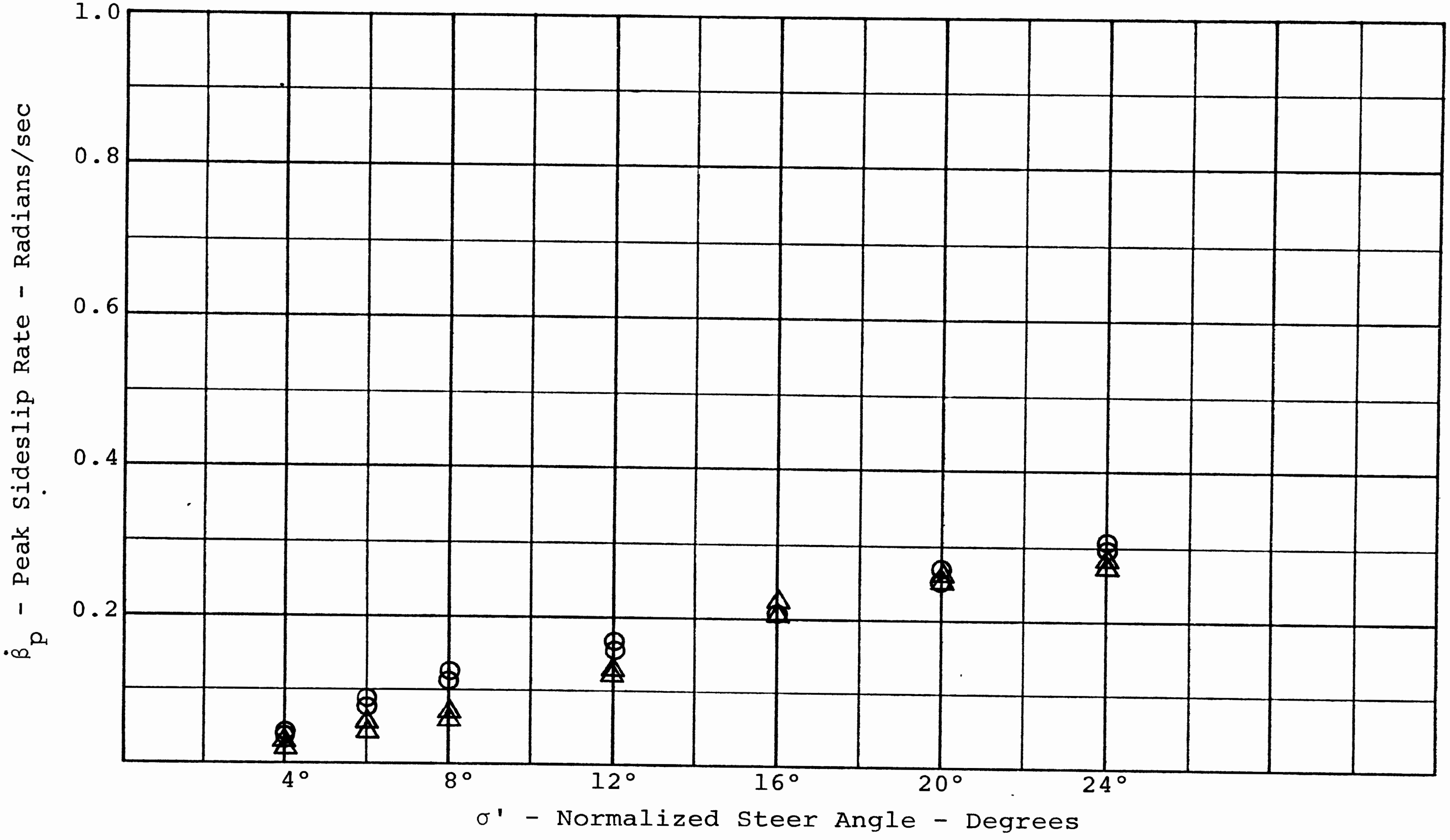
TRAPEZOIDAL STEER - DODGE



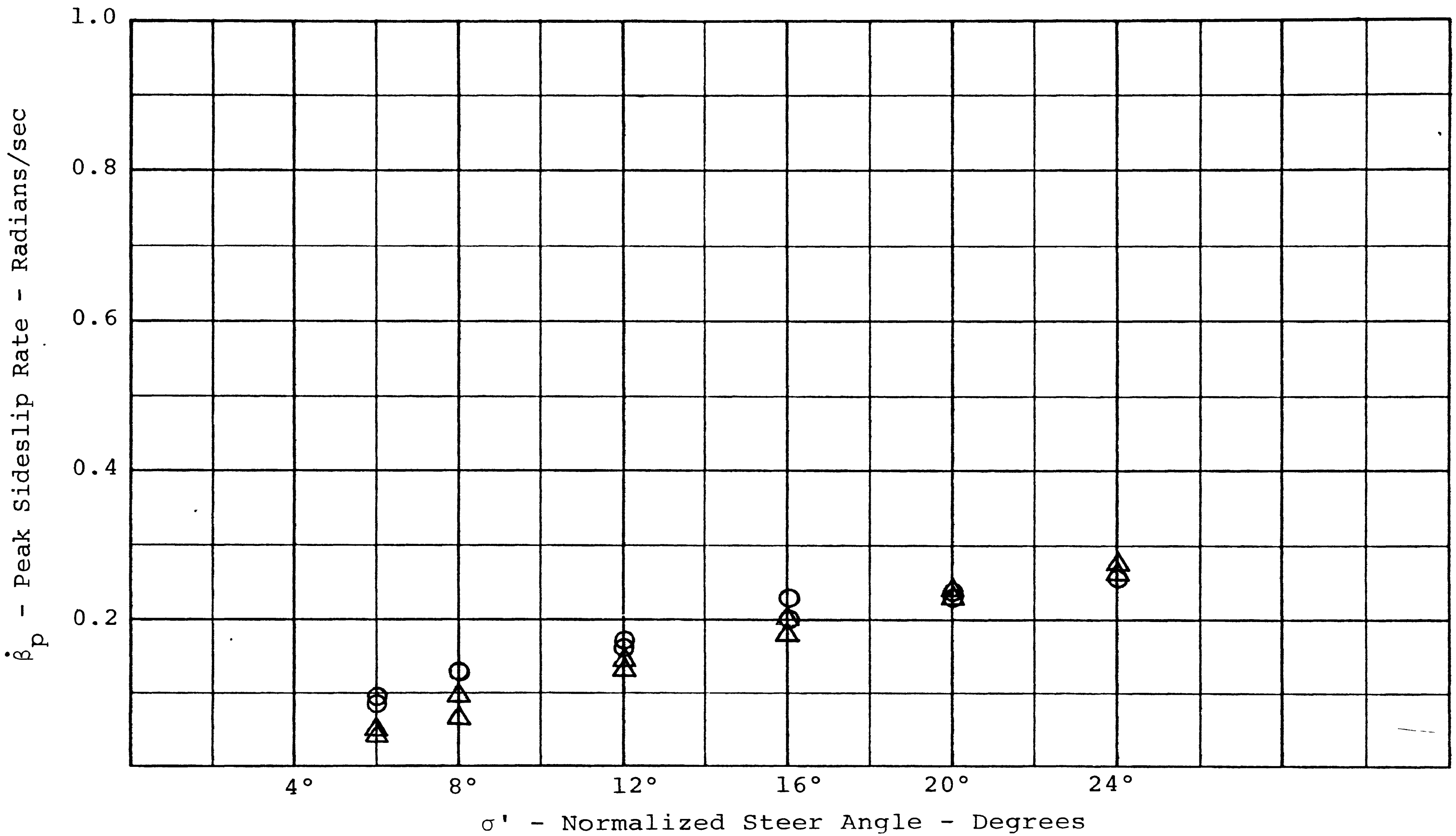
TRAPEZOIDAL STEER - FIREBIRD



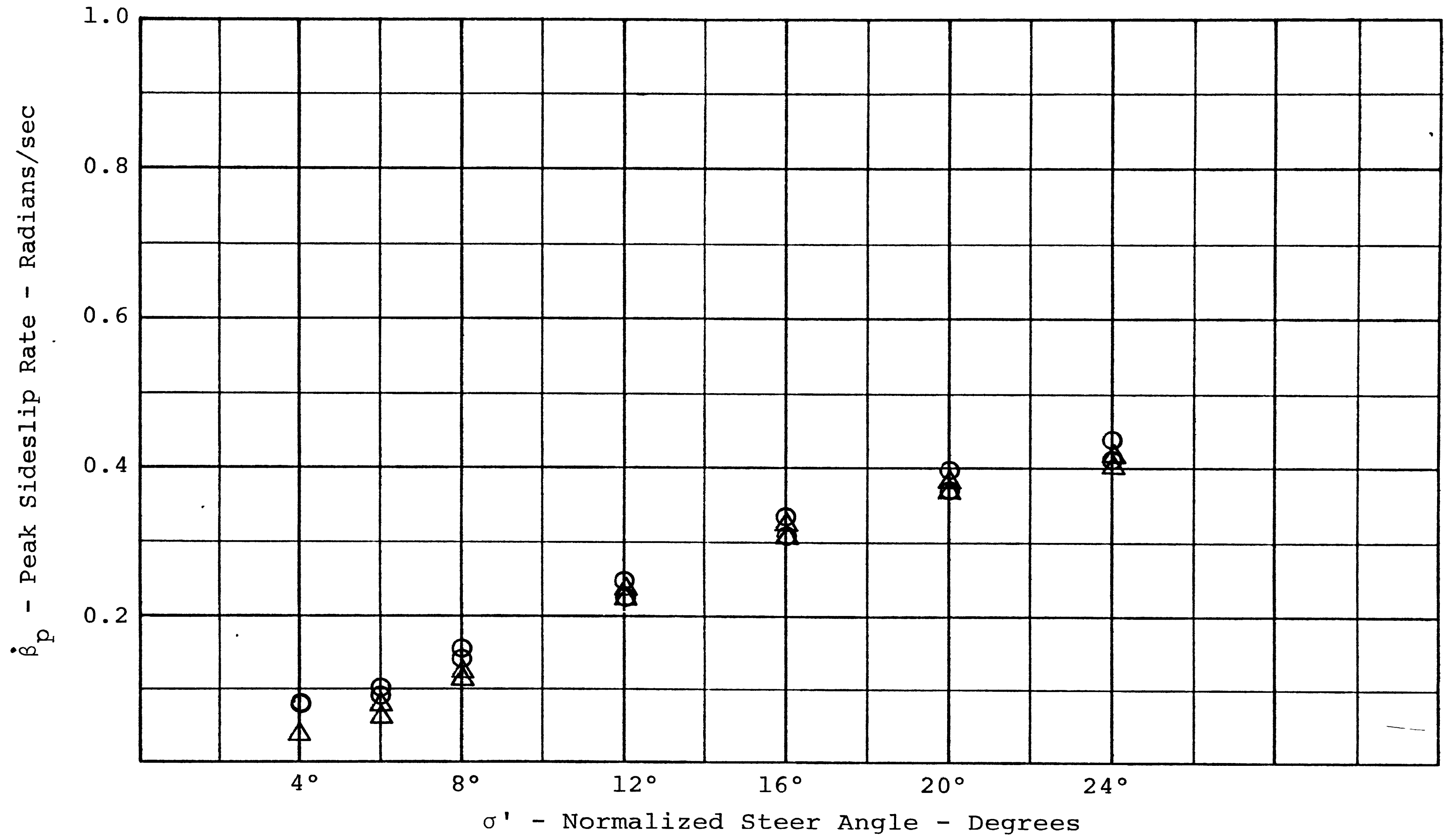
TRAPEZOIDAL STEER - GALAXIE



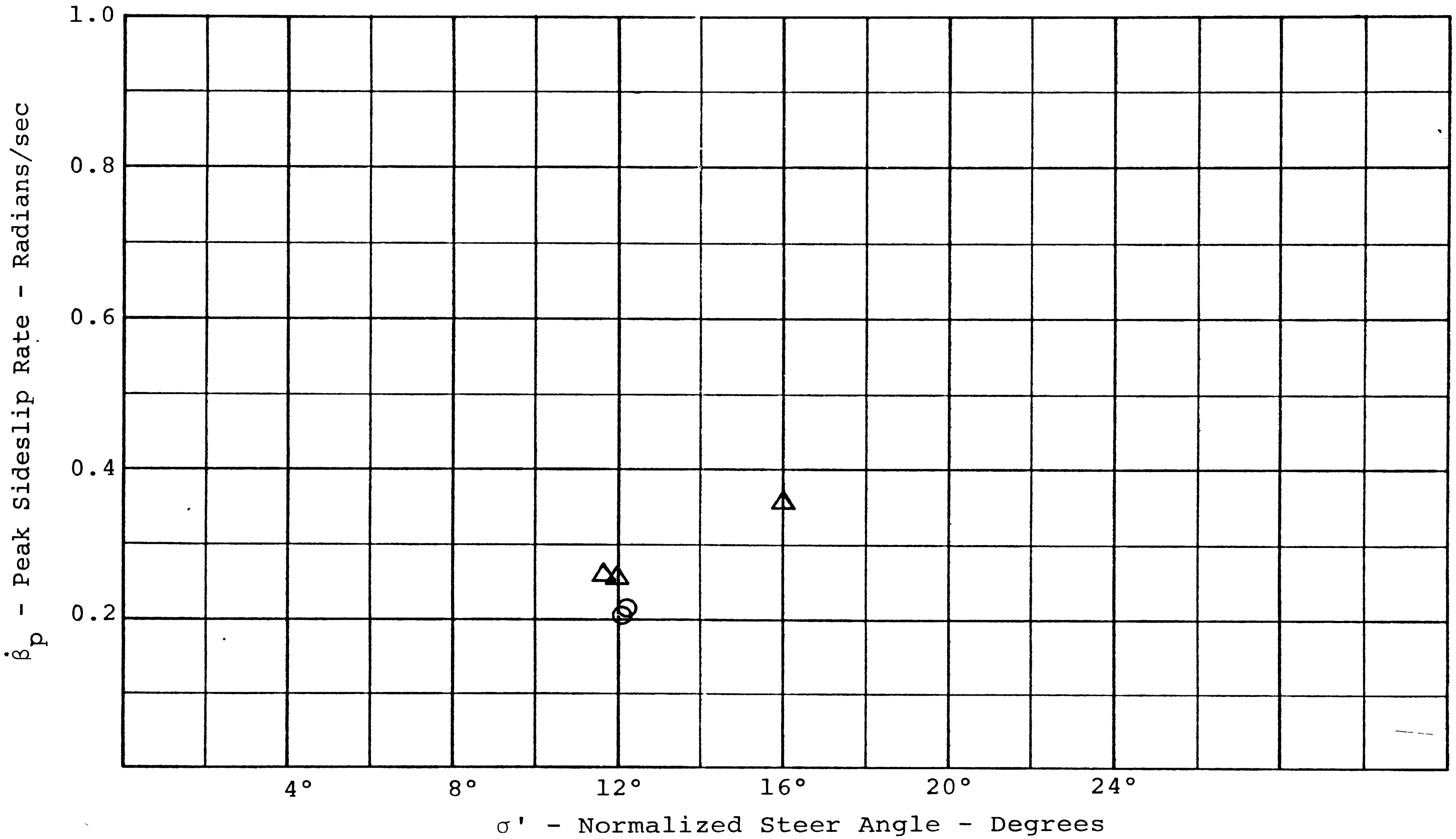
TRAPEZOIDAL STEER - GREMLIN



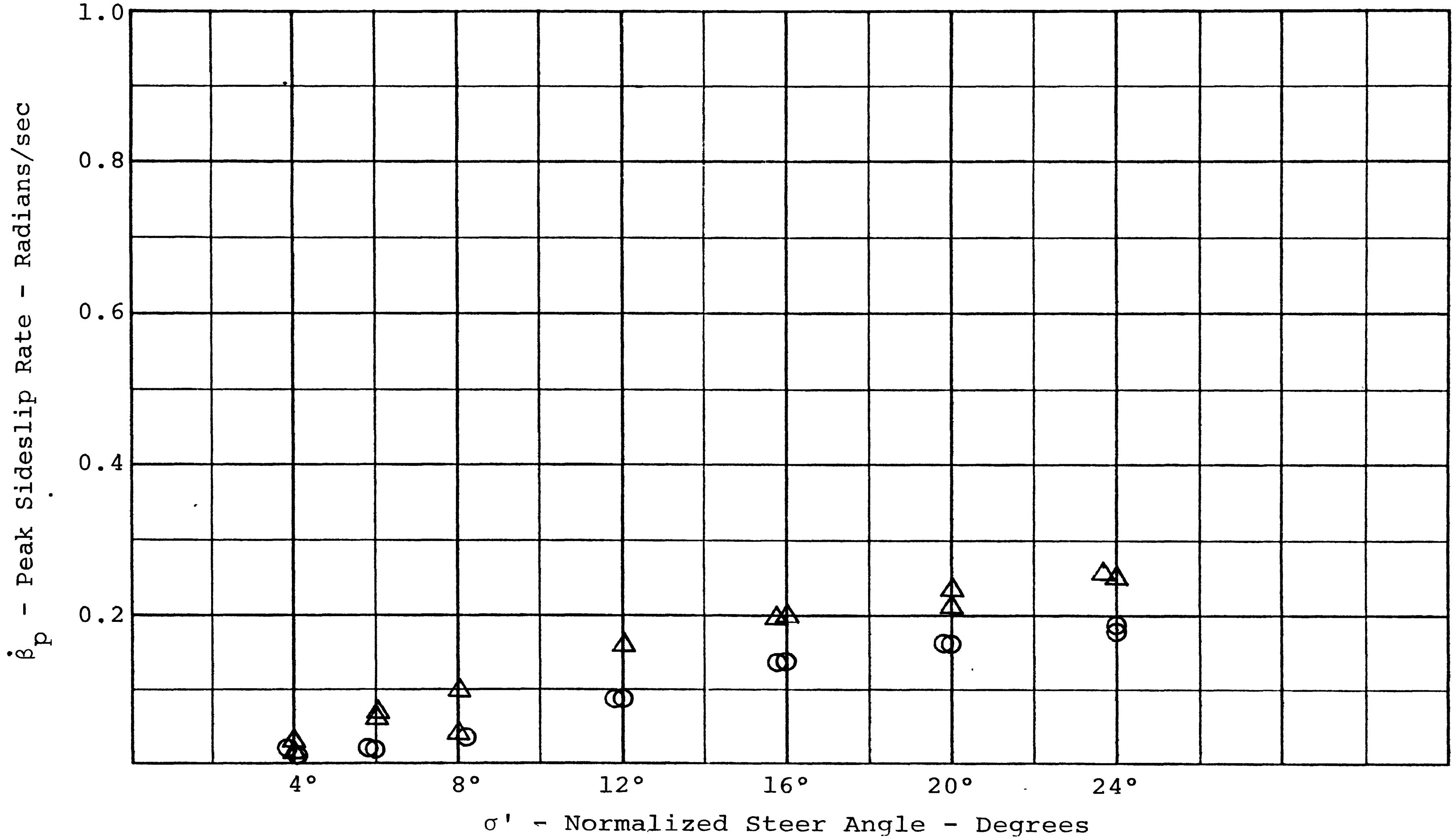
TRAPEZOIDAL STEER - IMPERIAL



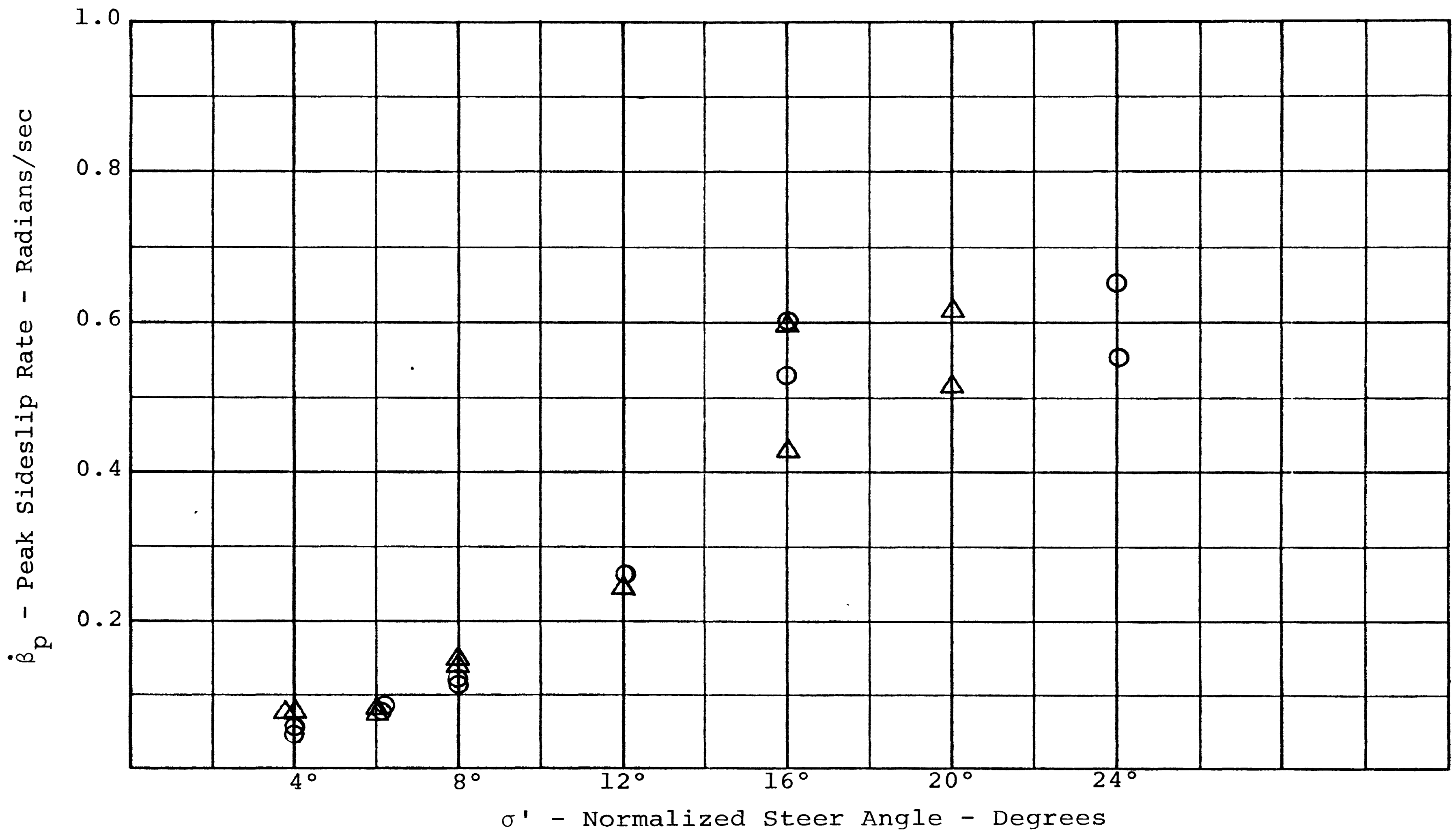
TRAPEZOIDAL STEER - LOTUS



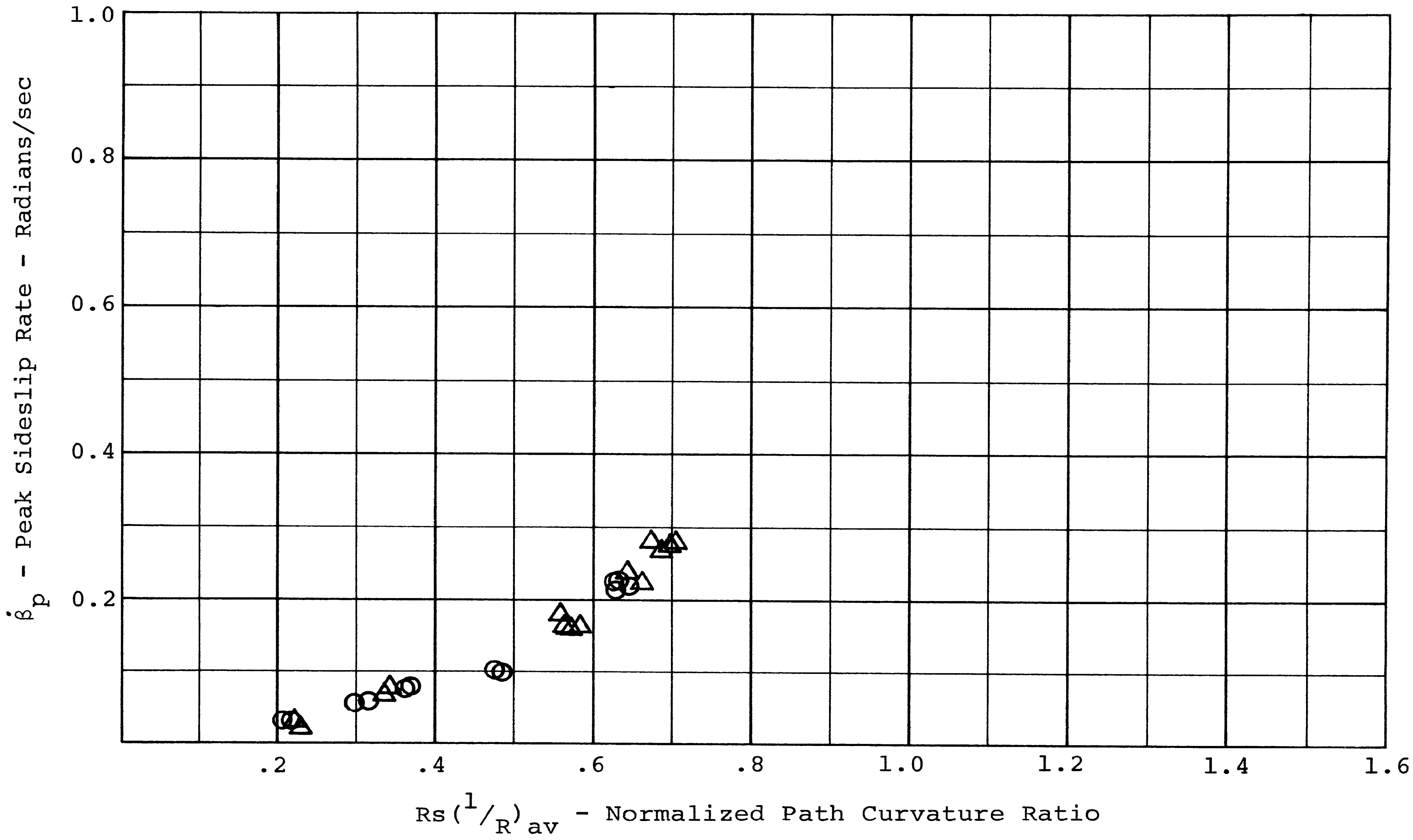
TRAPEZOIDAL STEER - MERCEDES



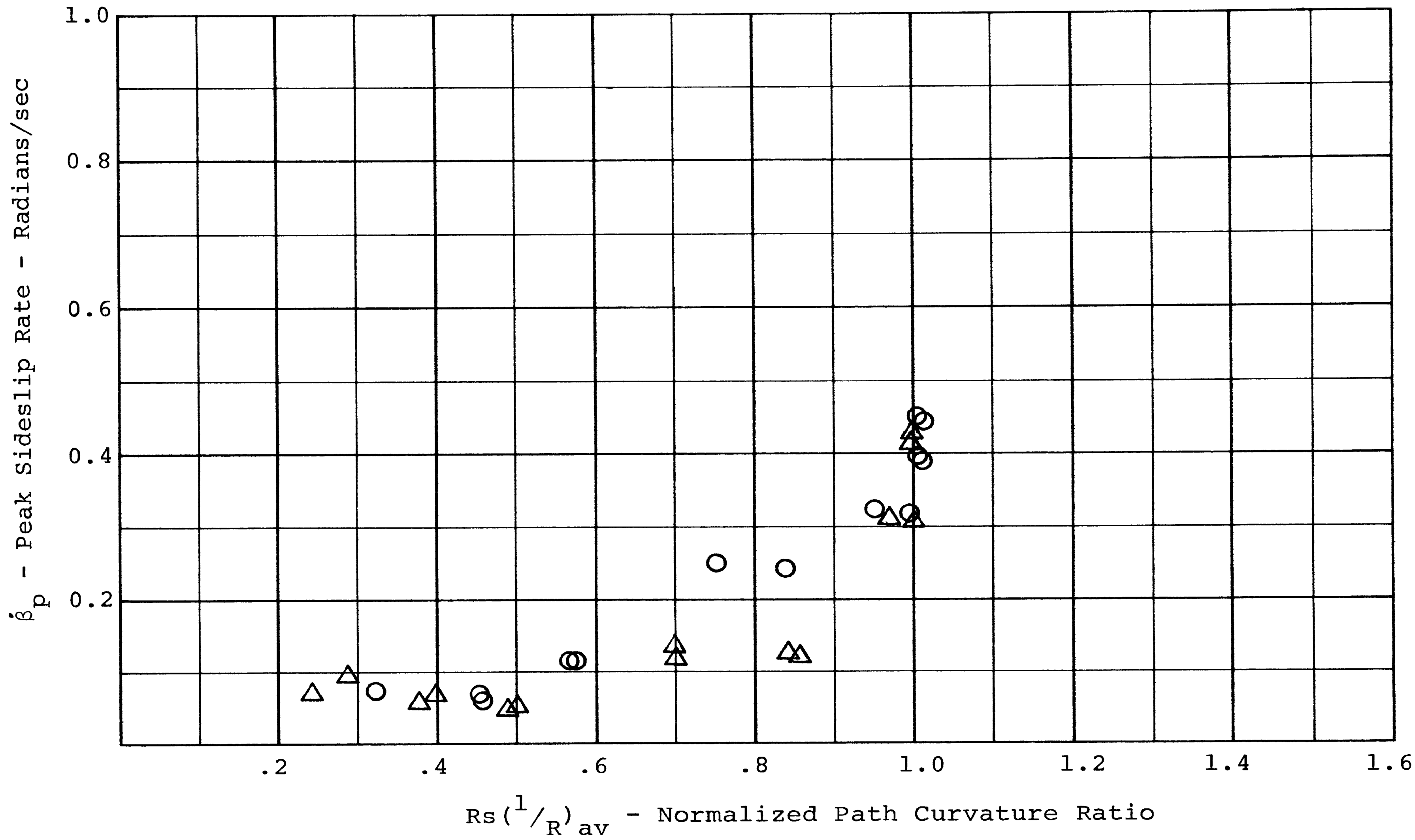
TRAPEZOIDAL STEER - TORONADO



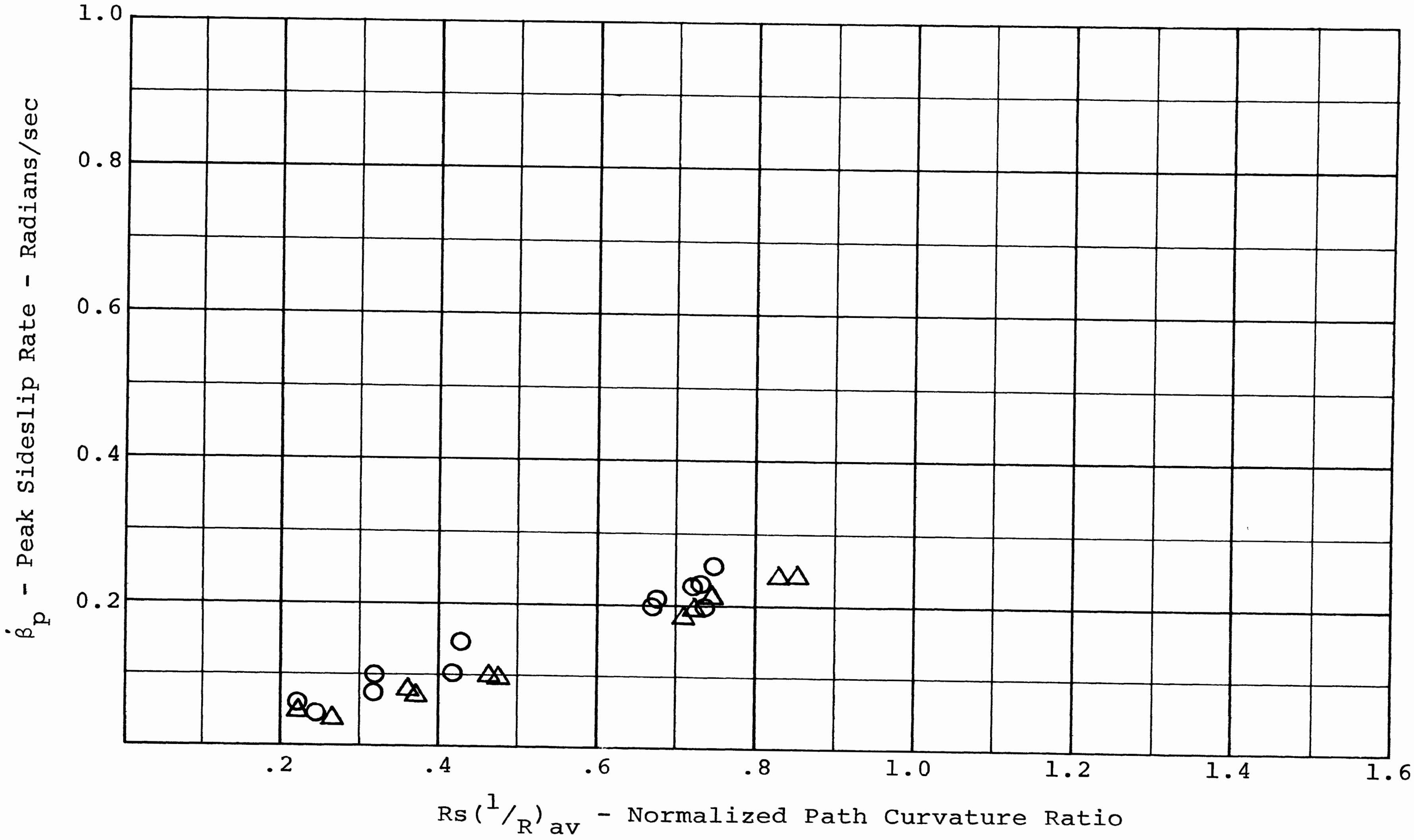
TRAPEZOIDAL STEER - VW



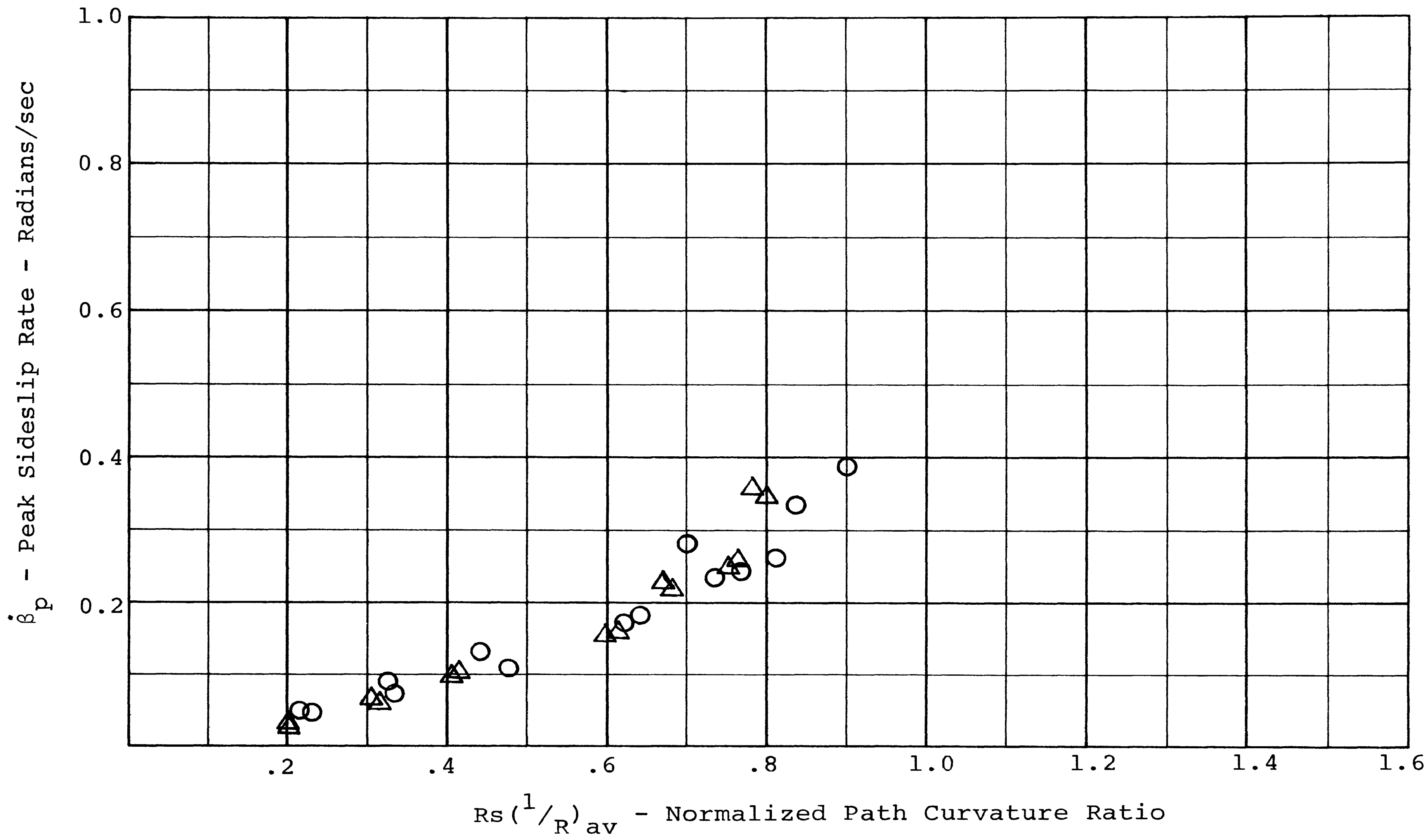
TRAPEZOIDAL STEER - AMBASSADOR



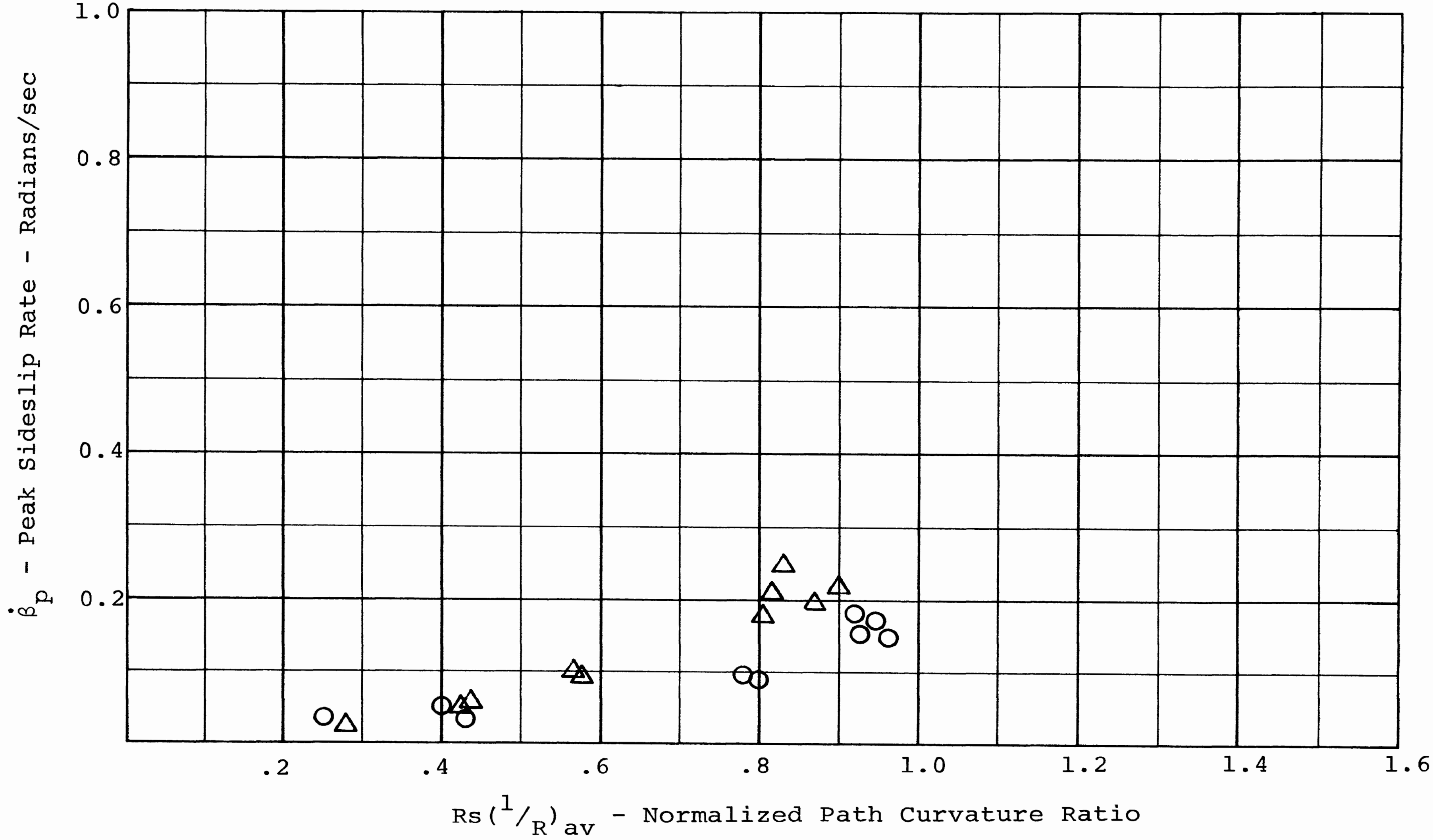
TRAPEZOIDAL STEER - AUSTIN



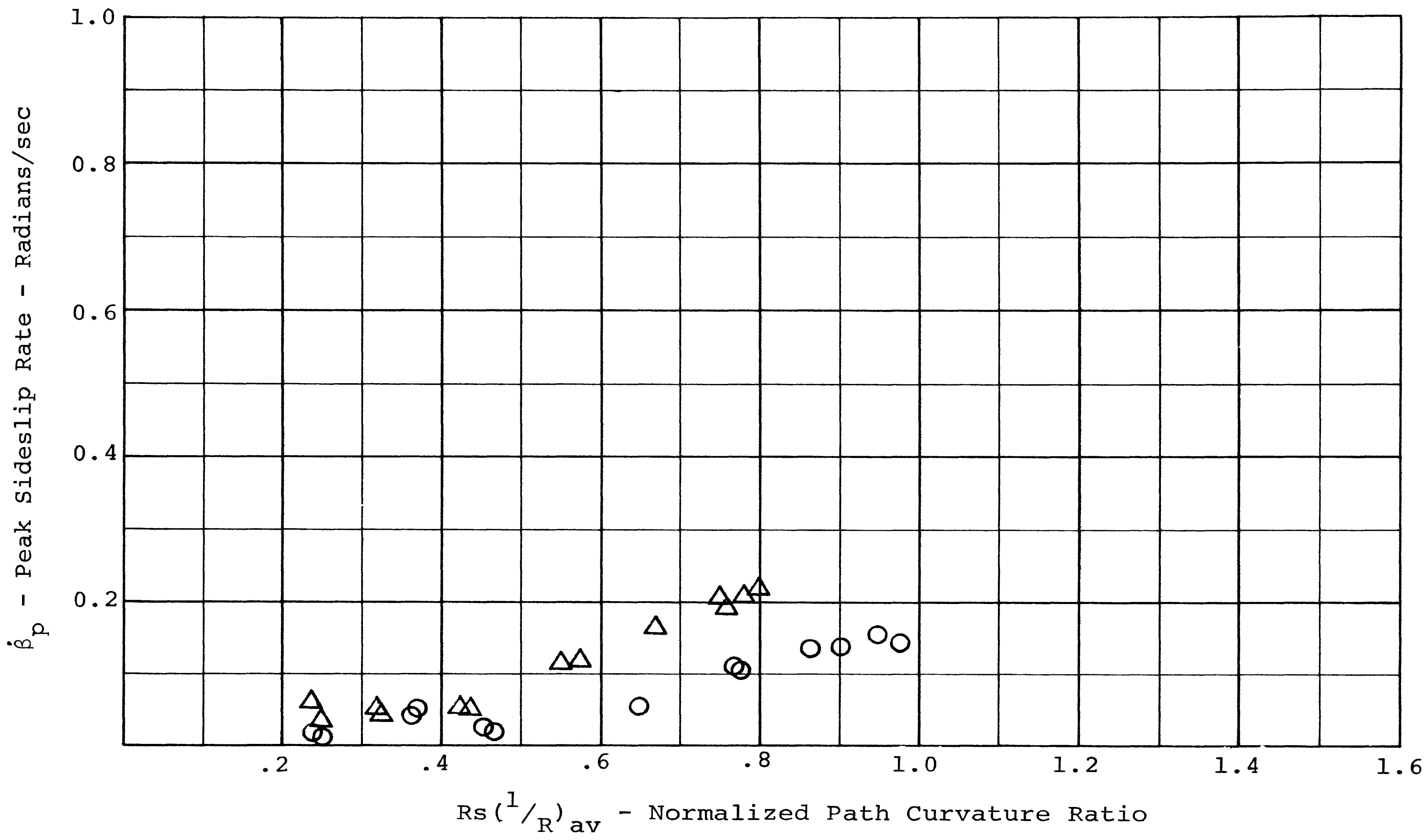
TRAPEZOIDAL STEER - BROOKWOOD



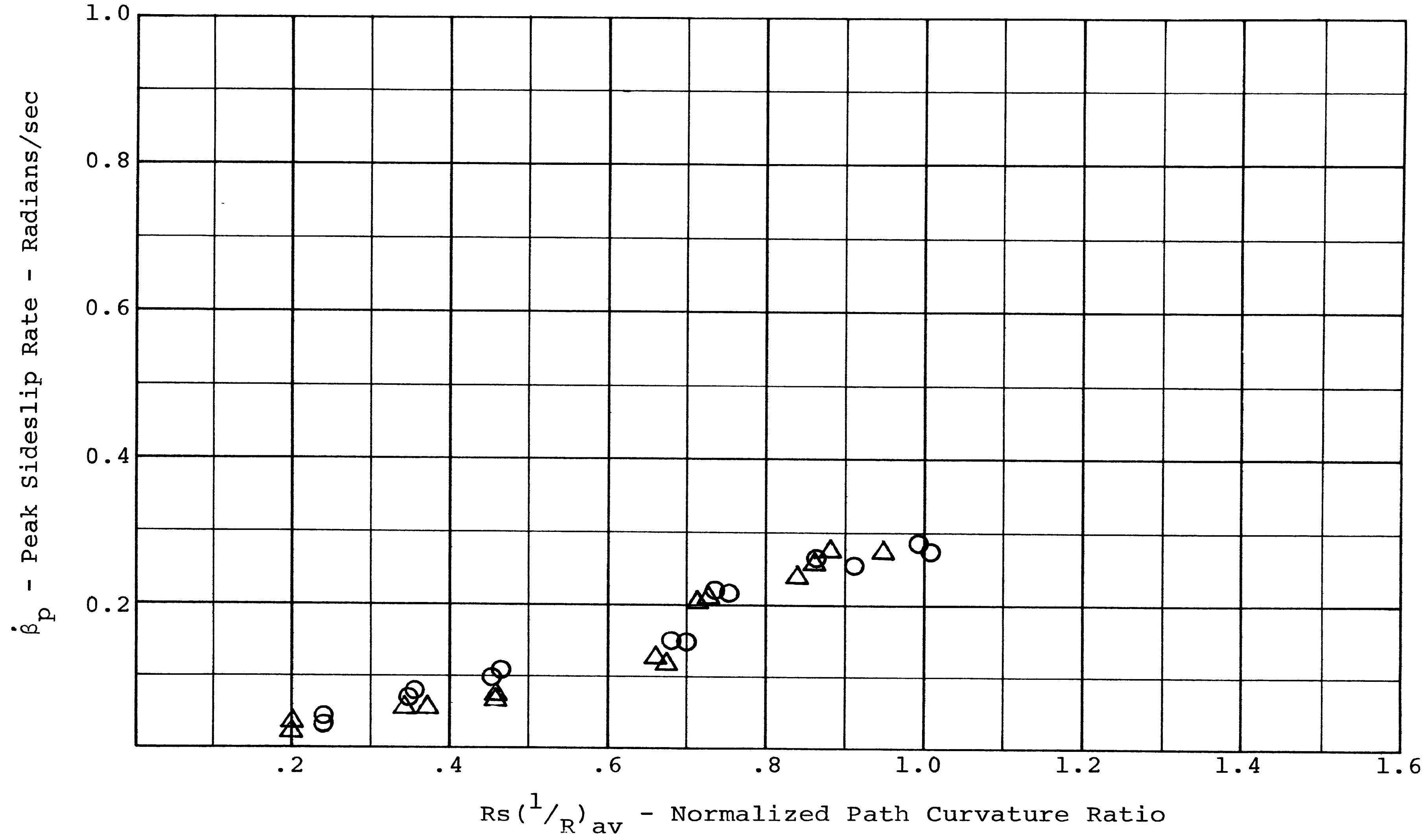
TRAPEZOIDAL STEER - DODGE



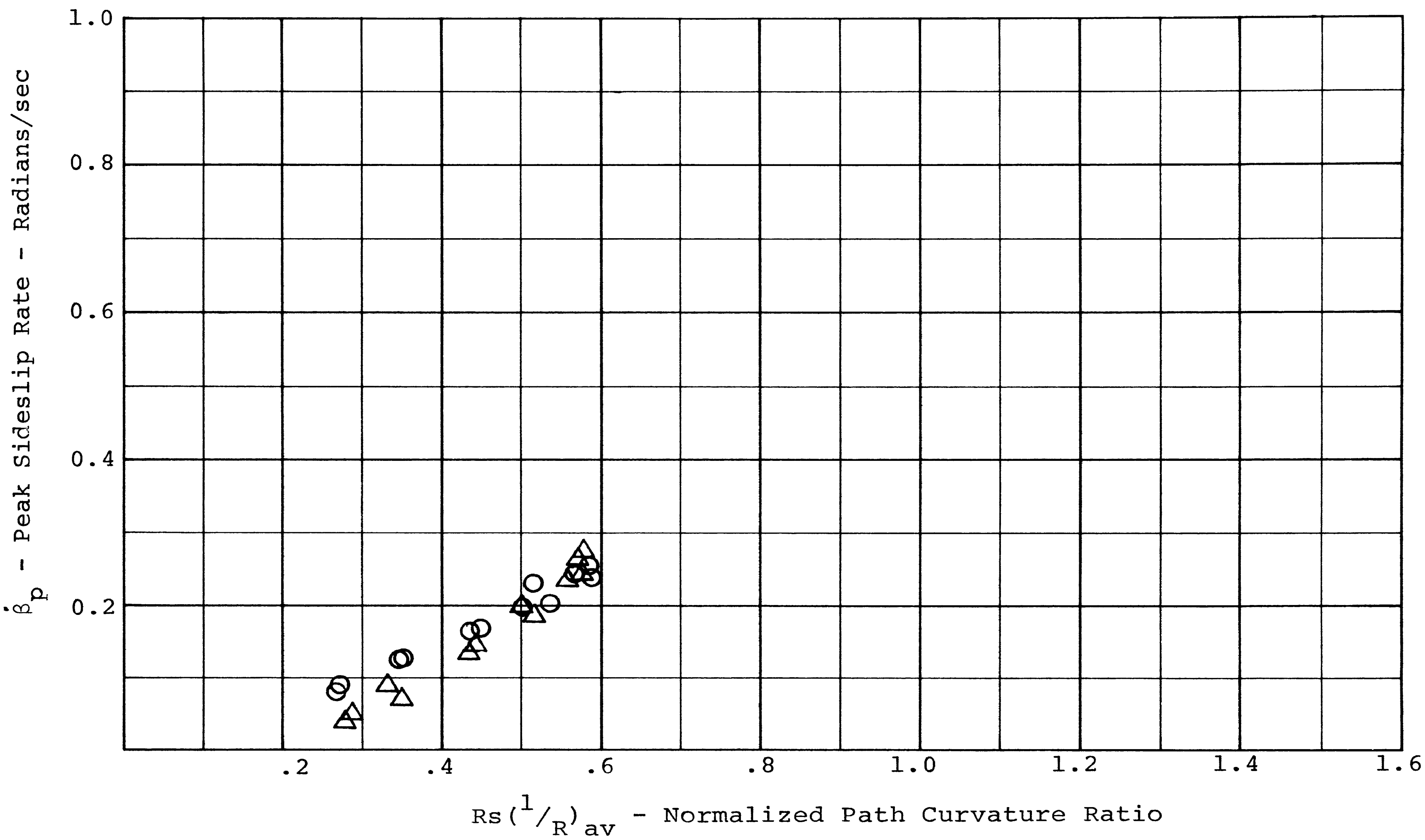
TRAPEZOIDAL STEER - FIREBIRD



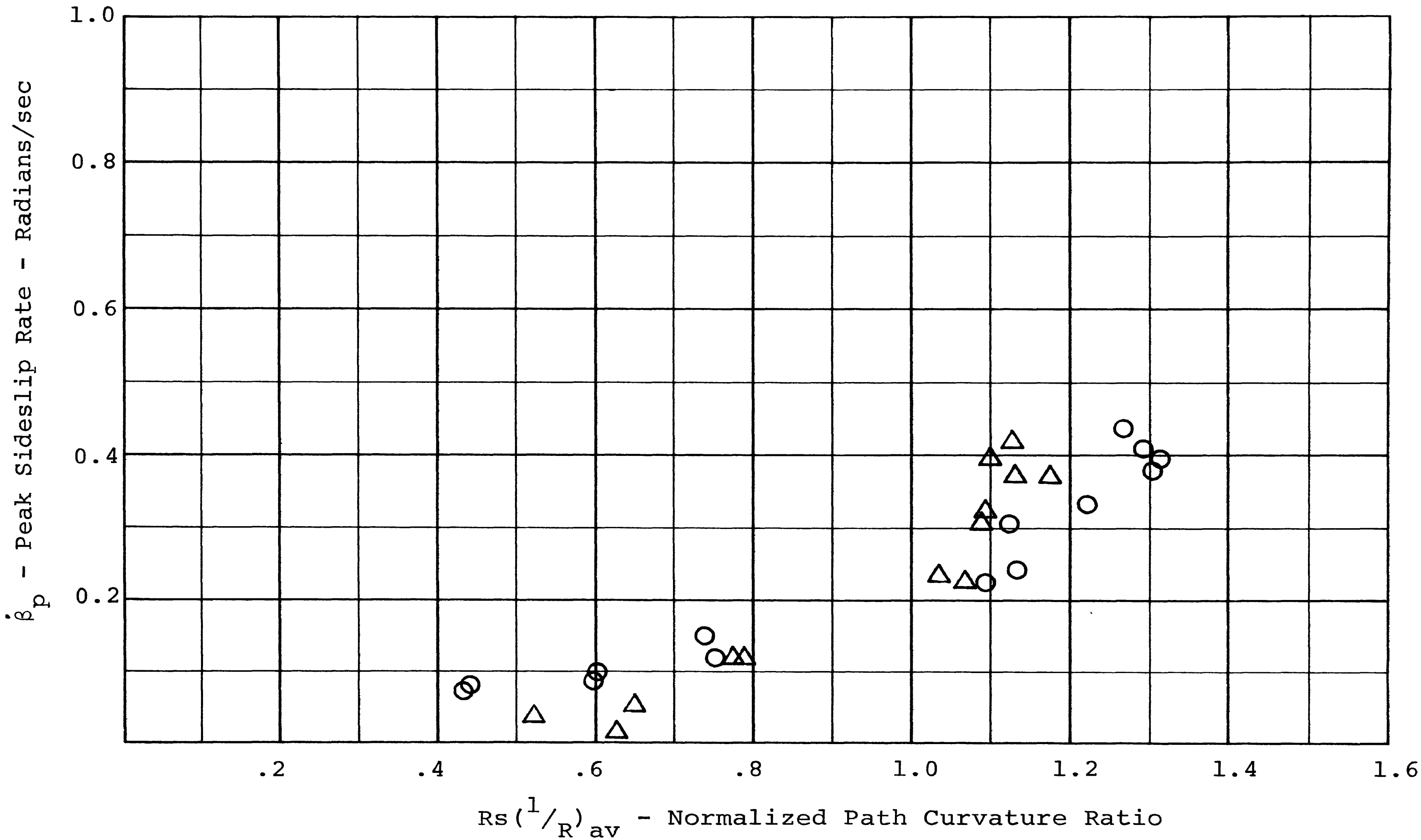
TRAPEZOIDAL STEER - GALAXIE



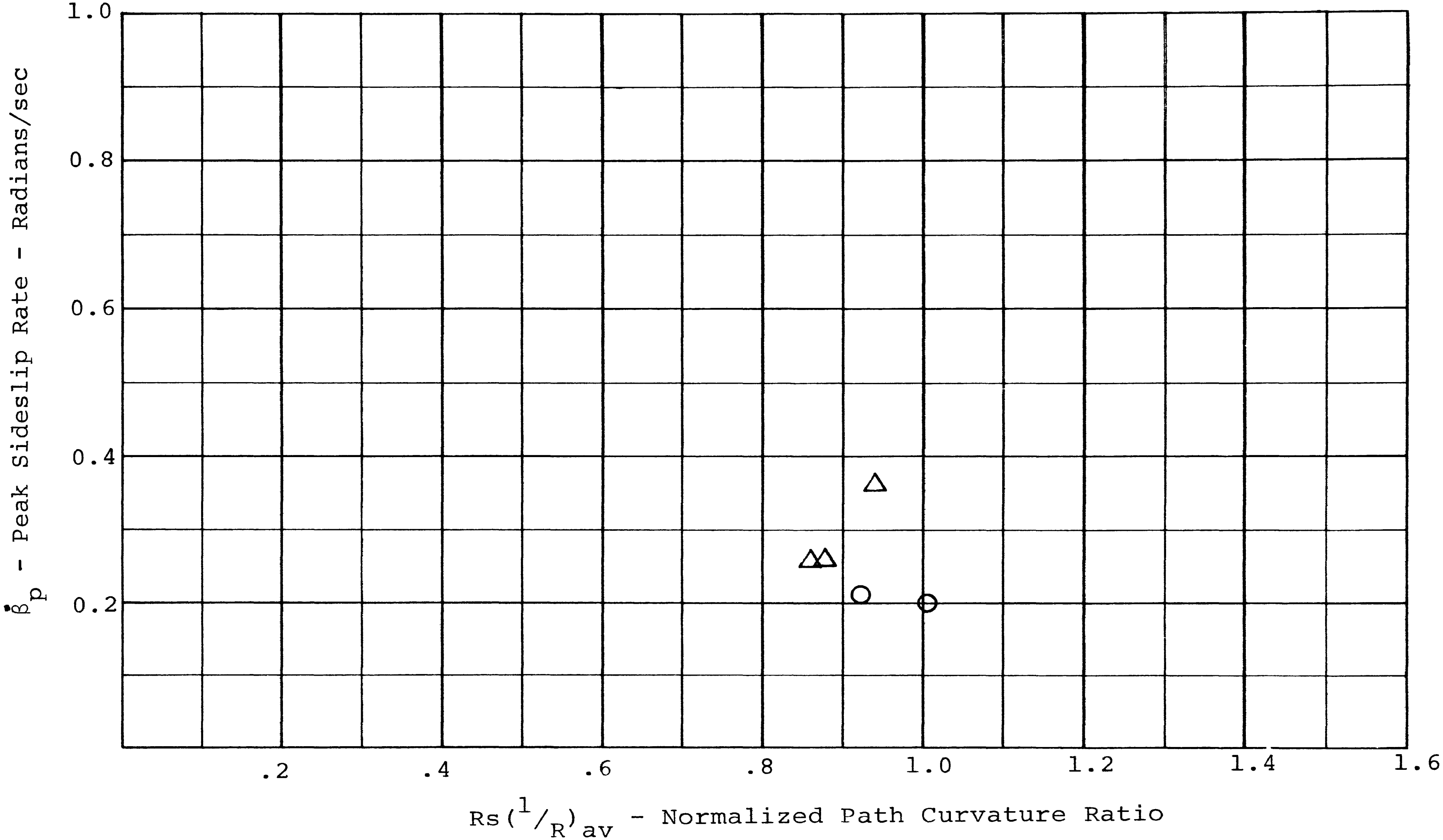
TRAPEZOIDAL STEER - GREMLIN



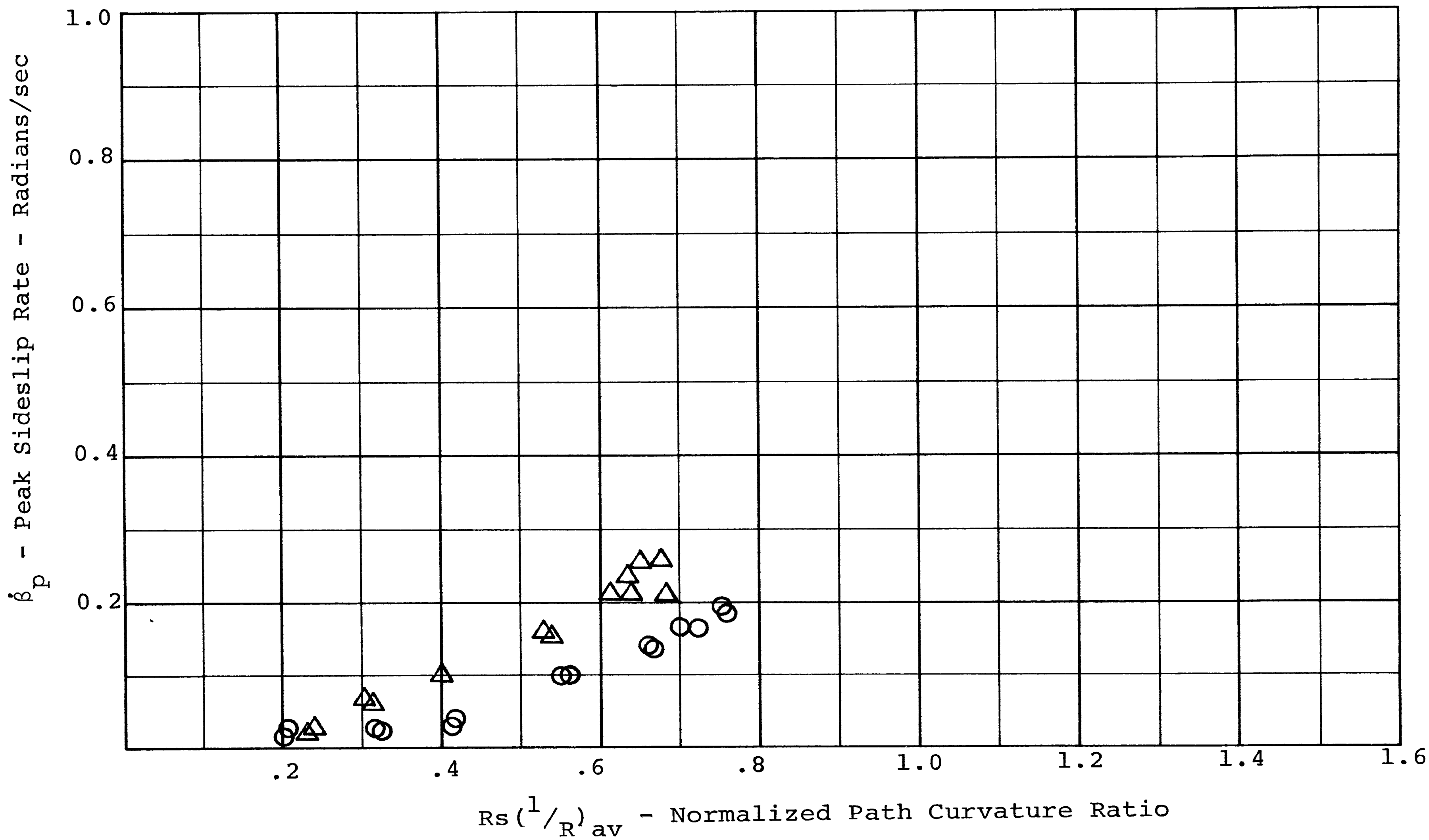
TRAPEZOIDAL STEER - IMPERIAL



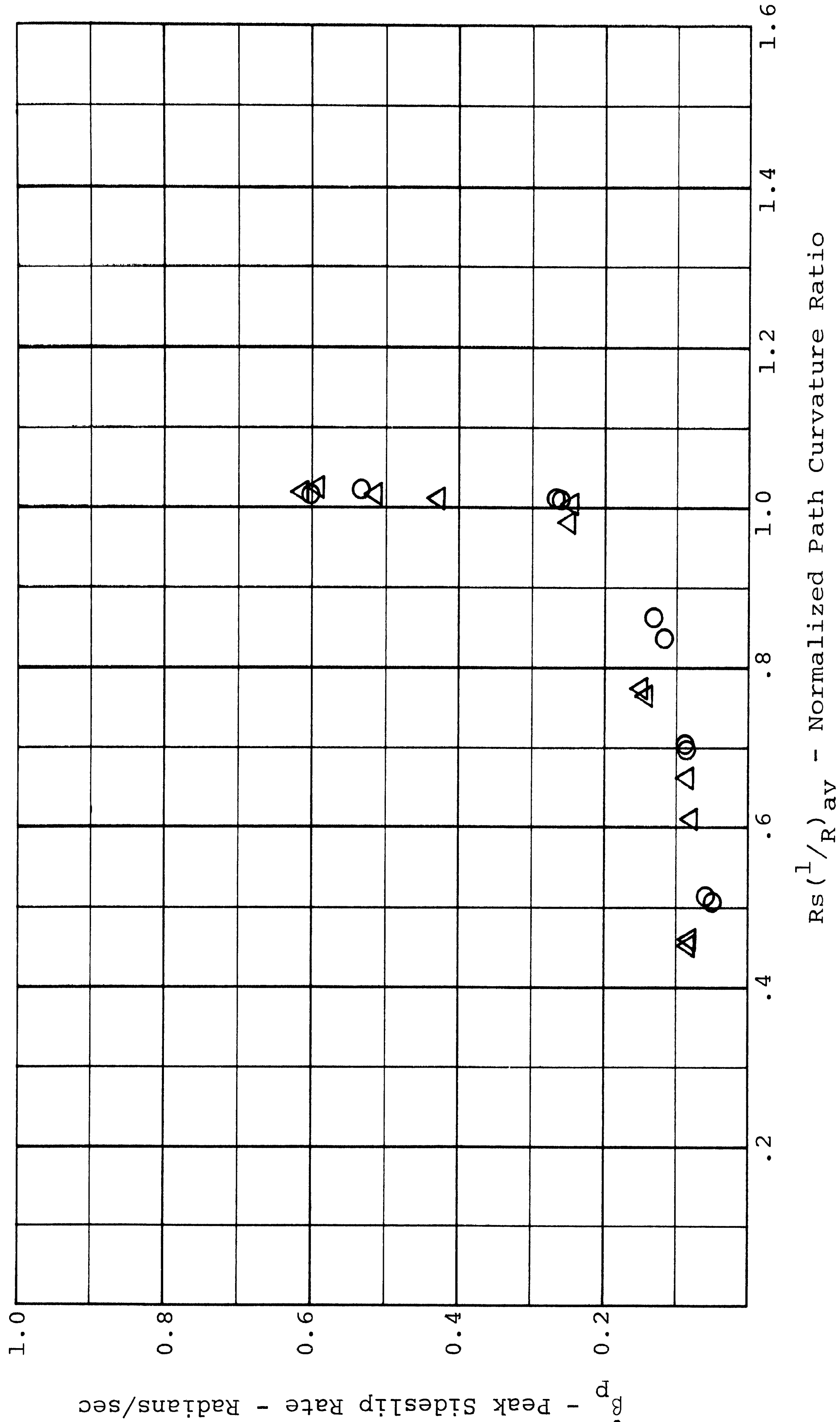
TRAPEZOIDAL STEER - LOTUS



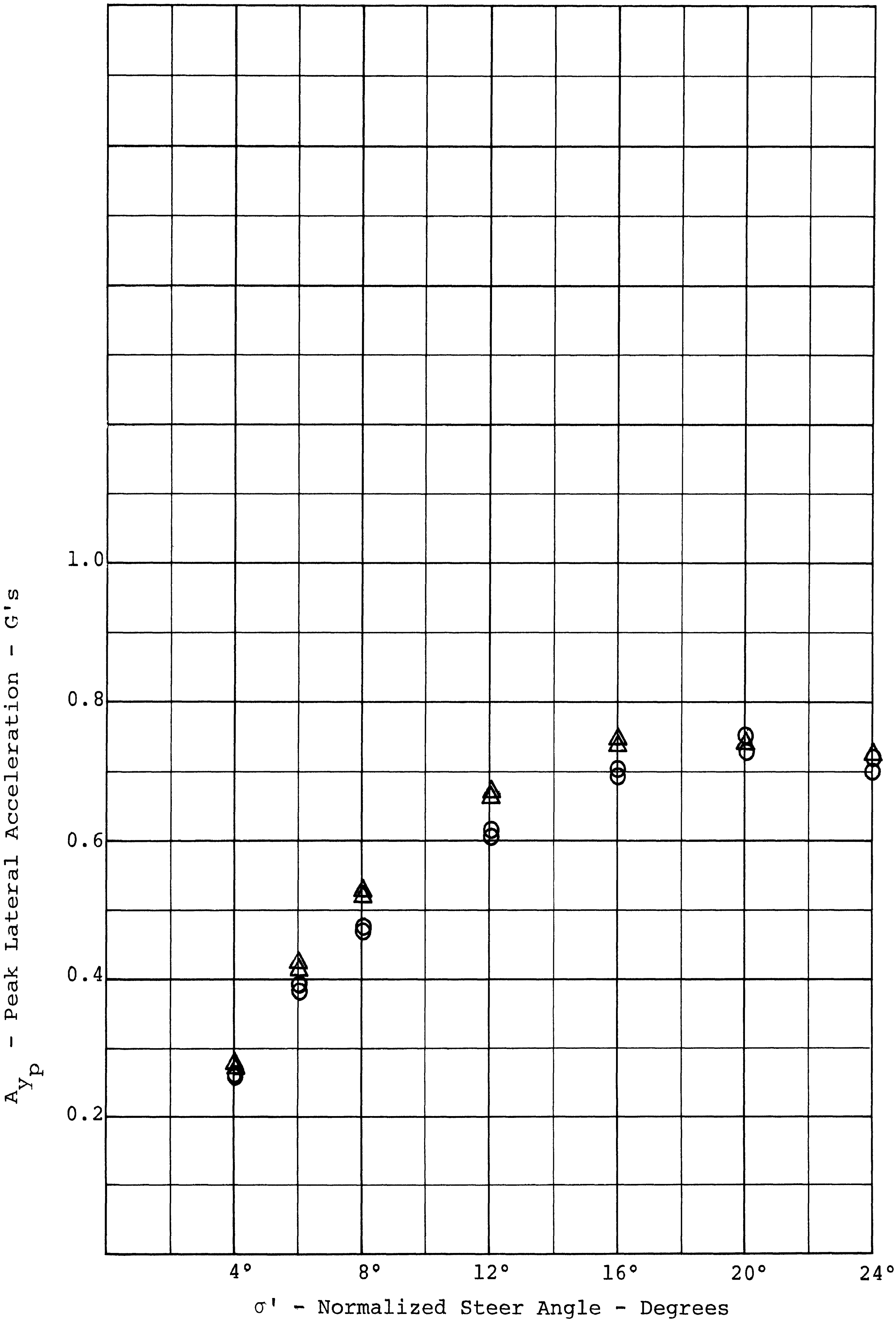
TRAPEZOIDAL STEER - MERCEDES



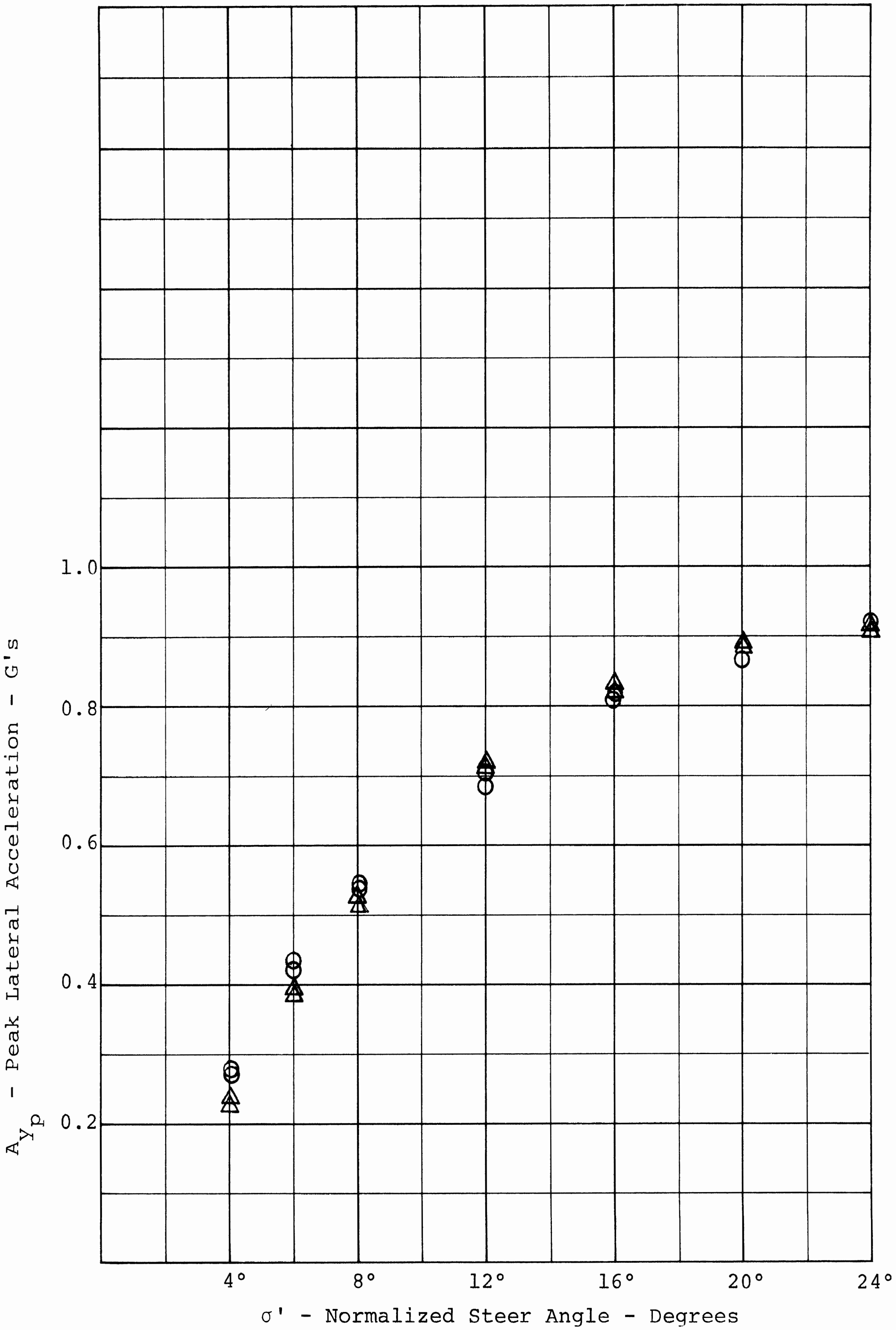
TRAPEZOIDAL STEER - TORONADO



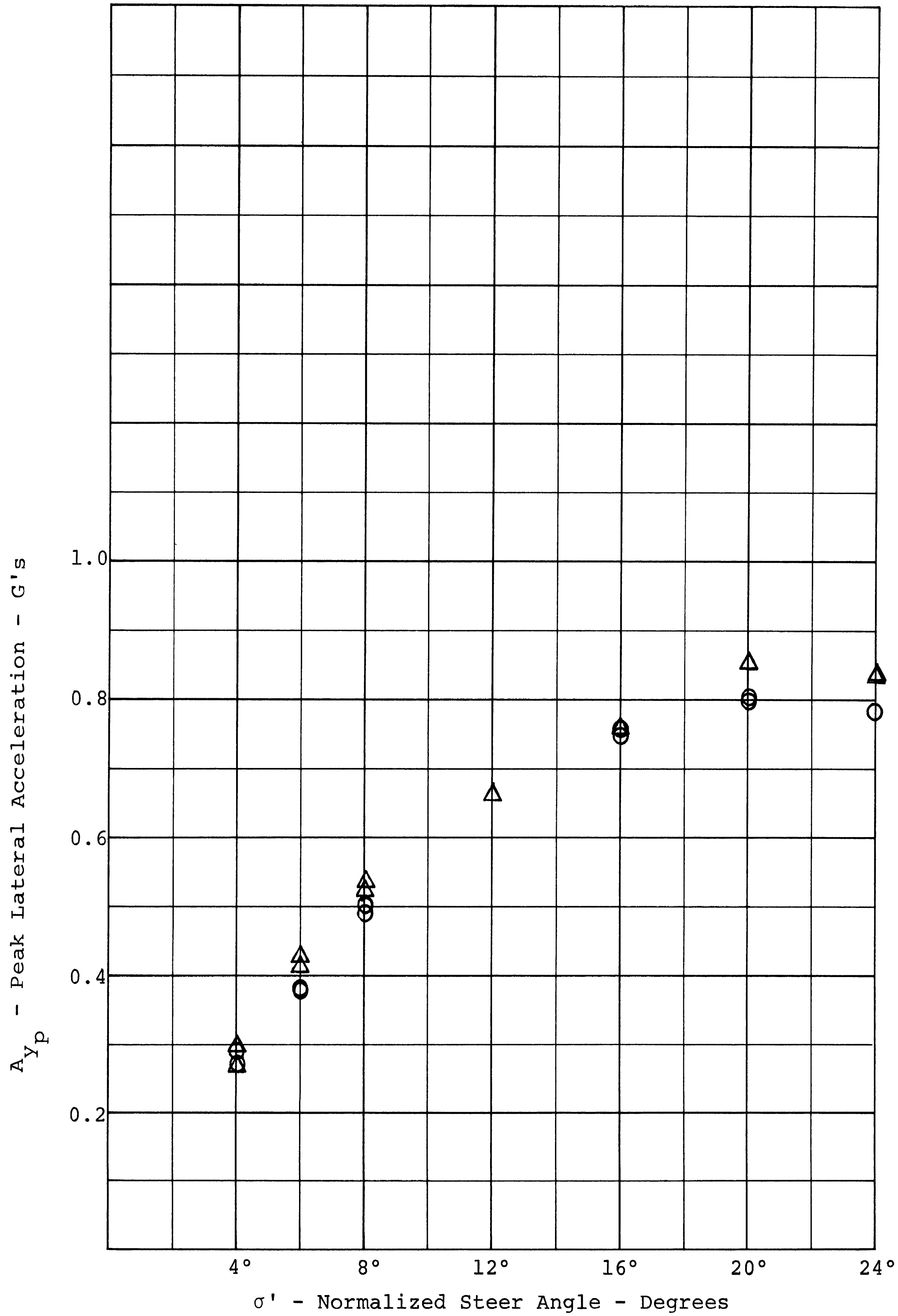
TRAPEZOIDAL STEER - VW



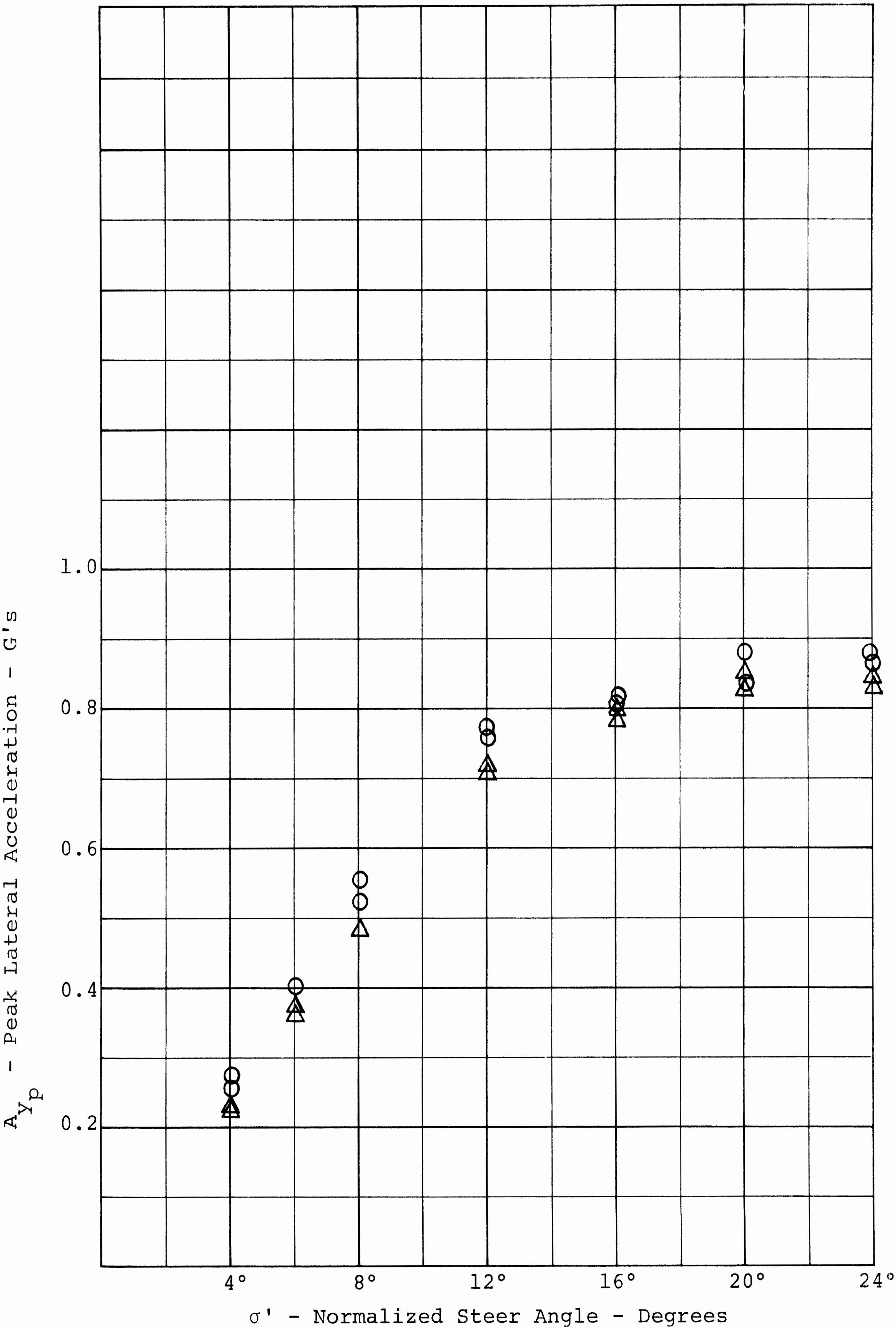
TRAPEZOIDAL STEER - AMBASSADOR



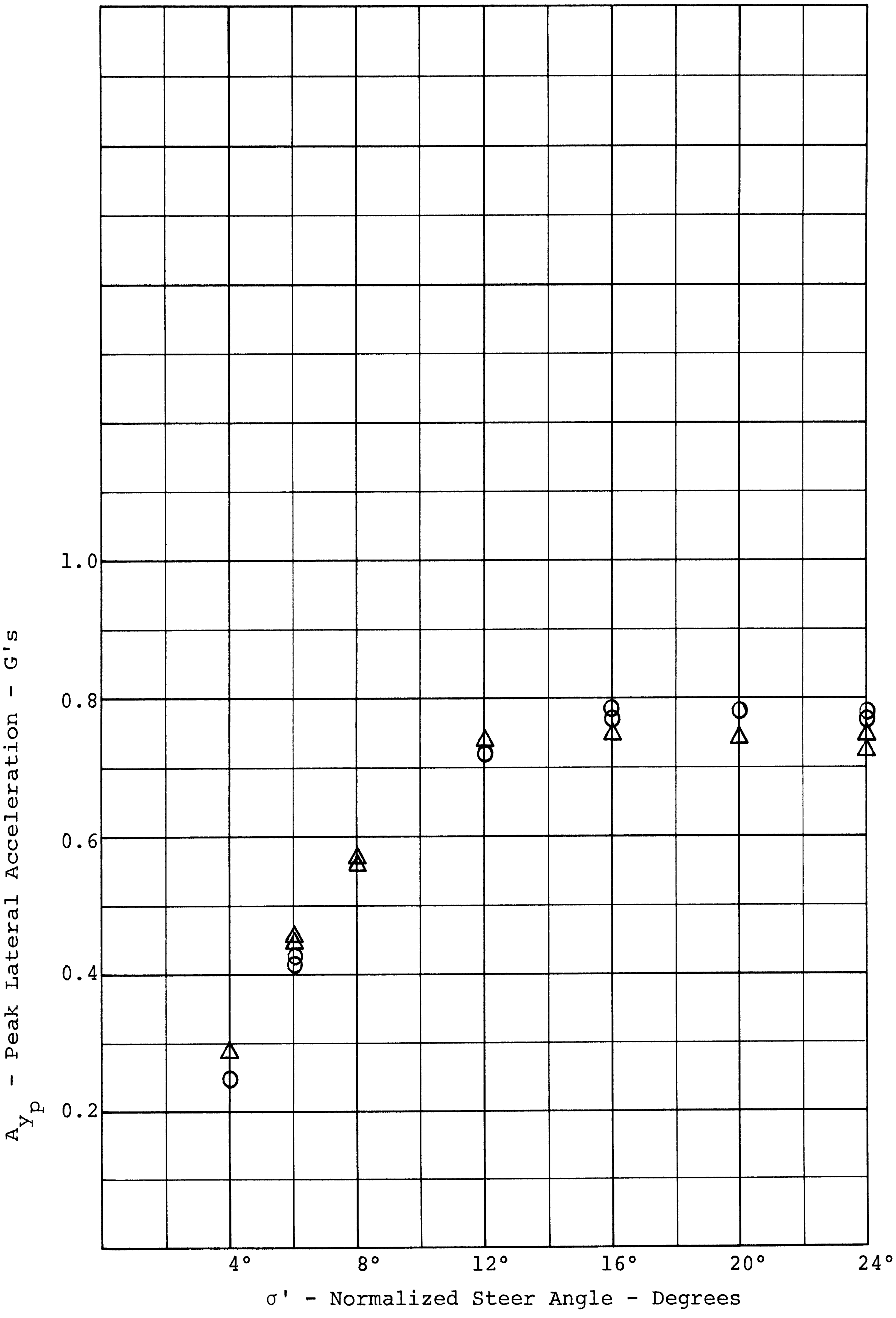
TRAPEZOIDAL STEER - AUSTIN



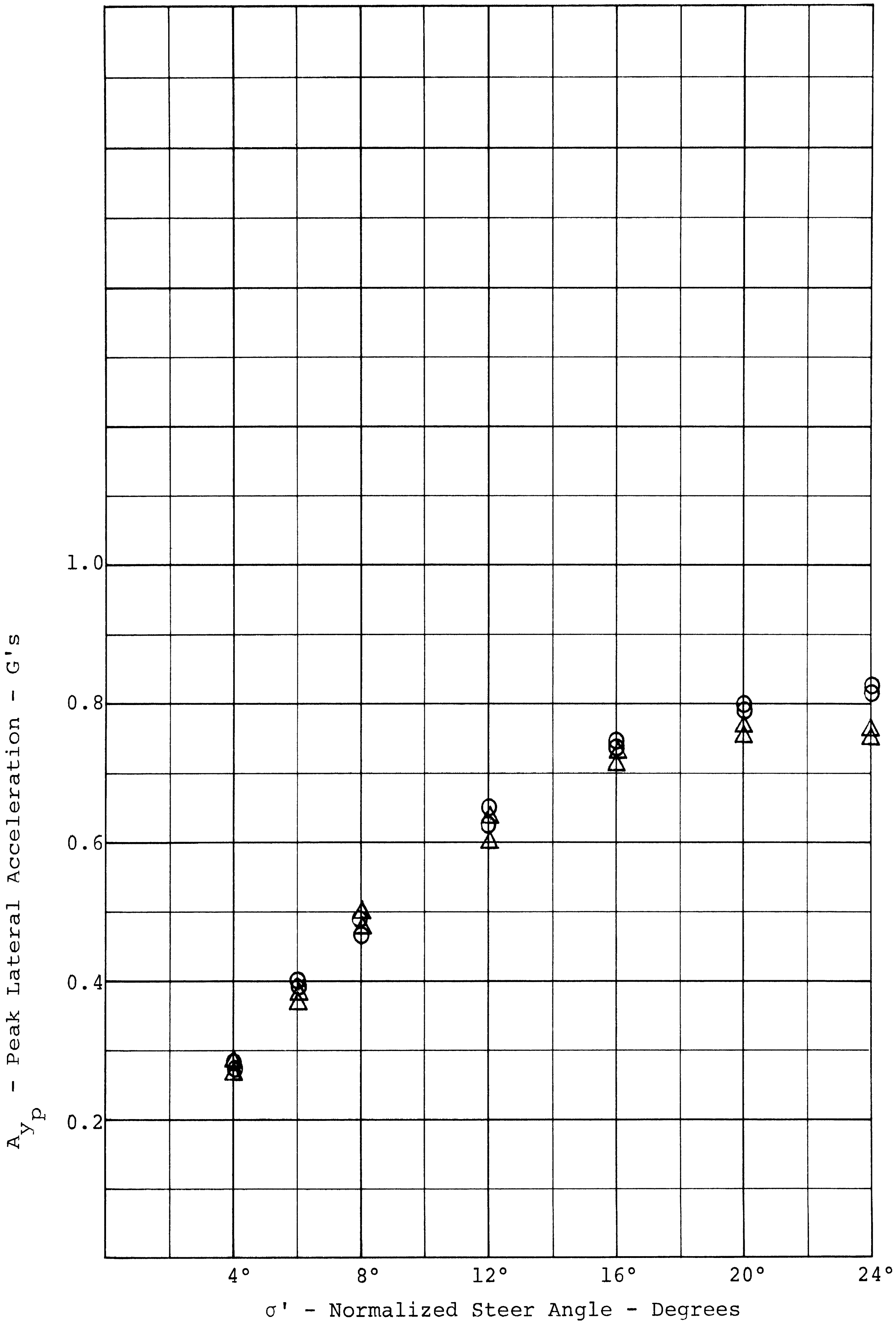
TRAPEZOIDAL STEER - BROOKWOOD



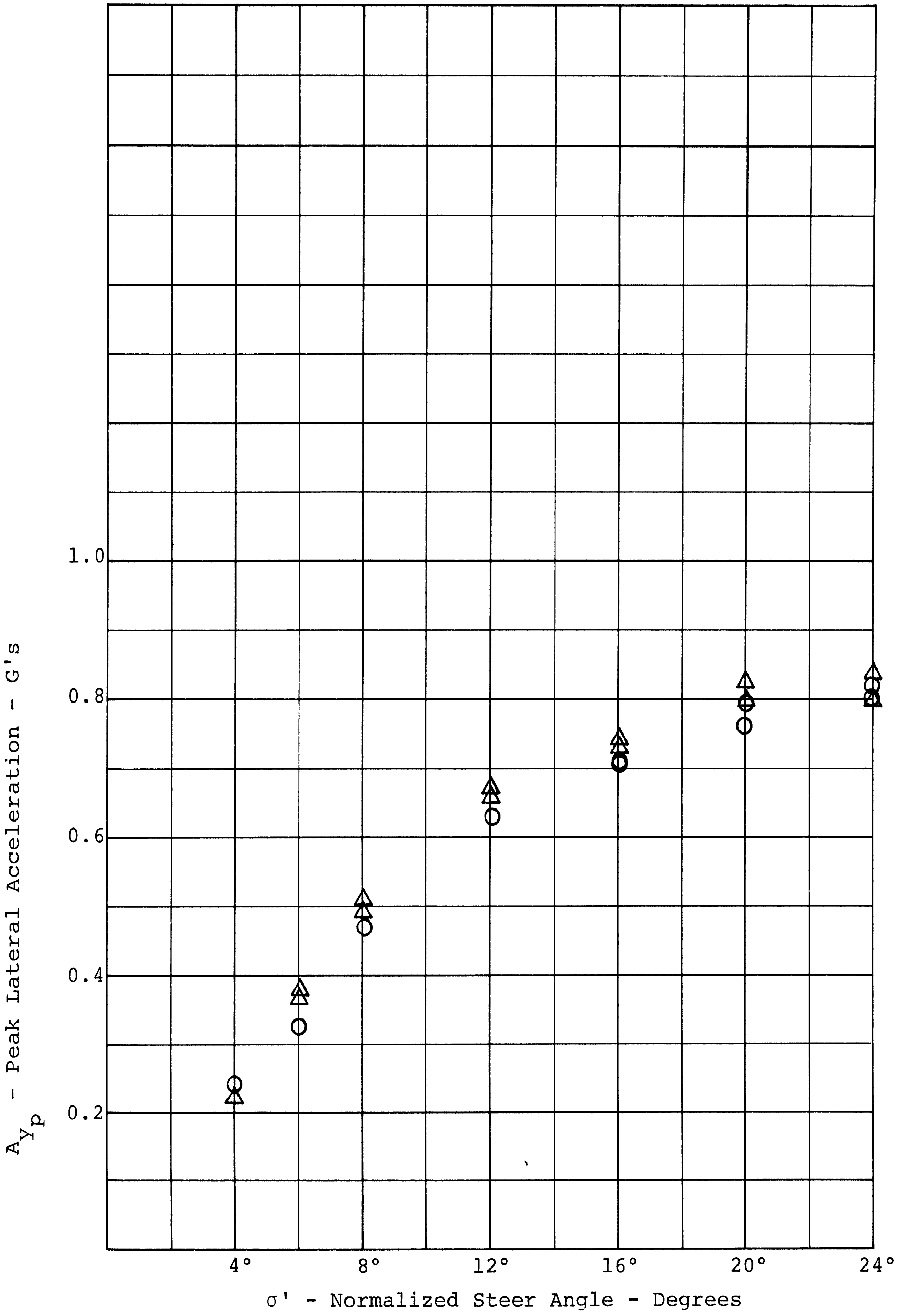
TRAPEZOIDAL STEER - DODGE



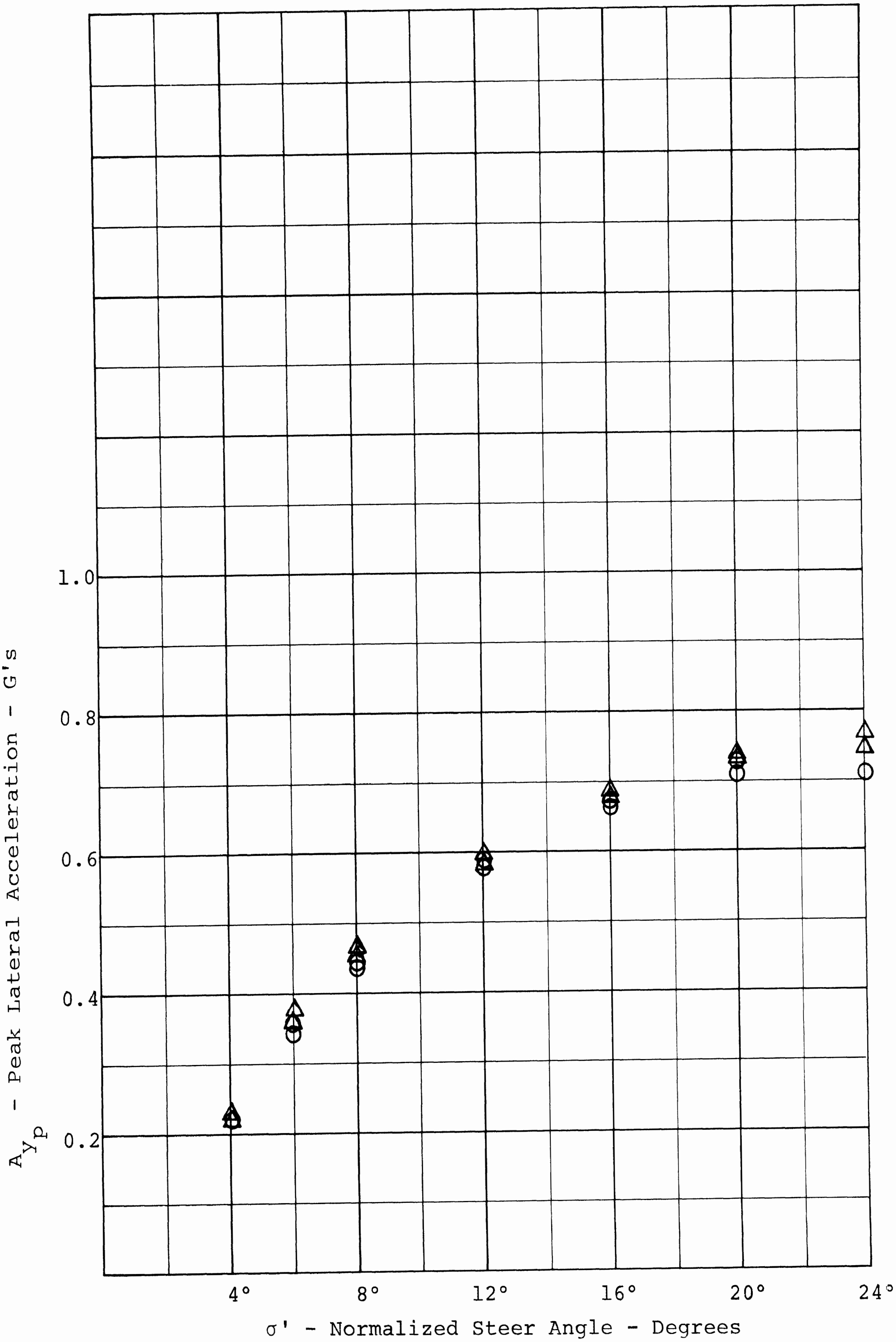
TRAPEZOIDAL STEER - FIREBIRD



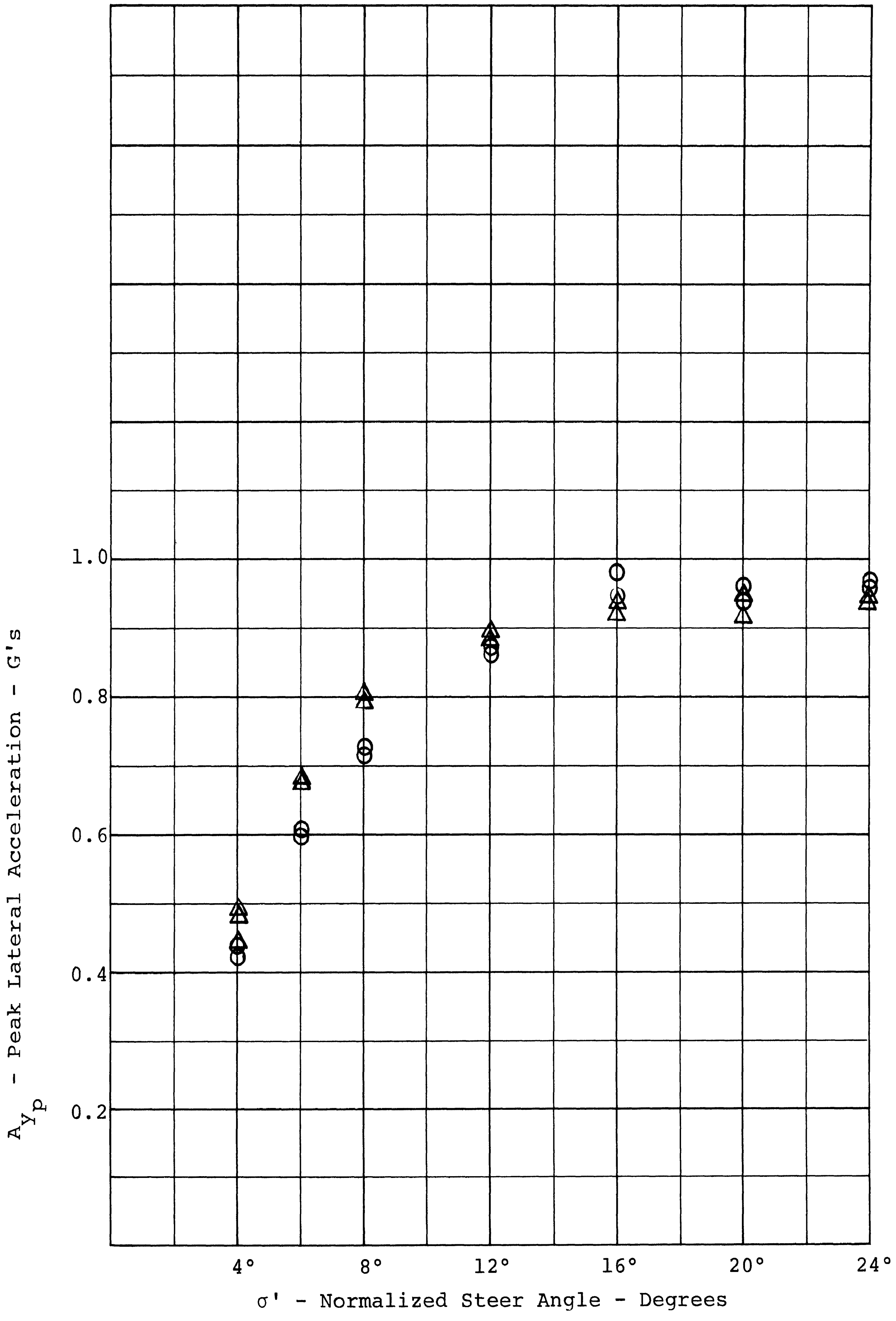
TRAPEZOIDAL STEER - GALAXIE



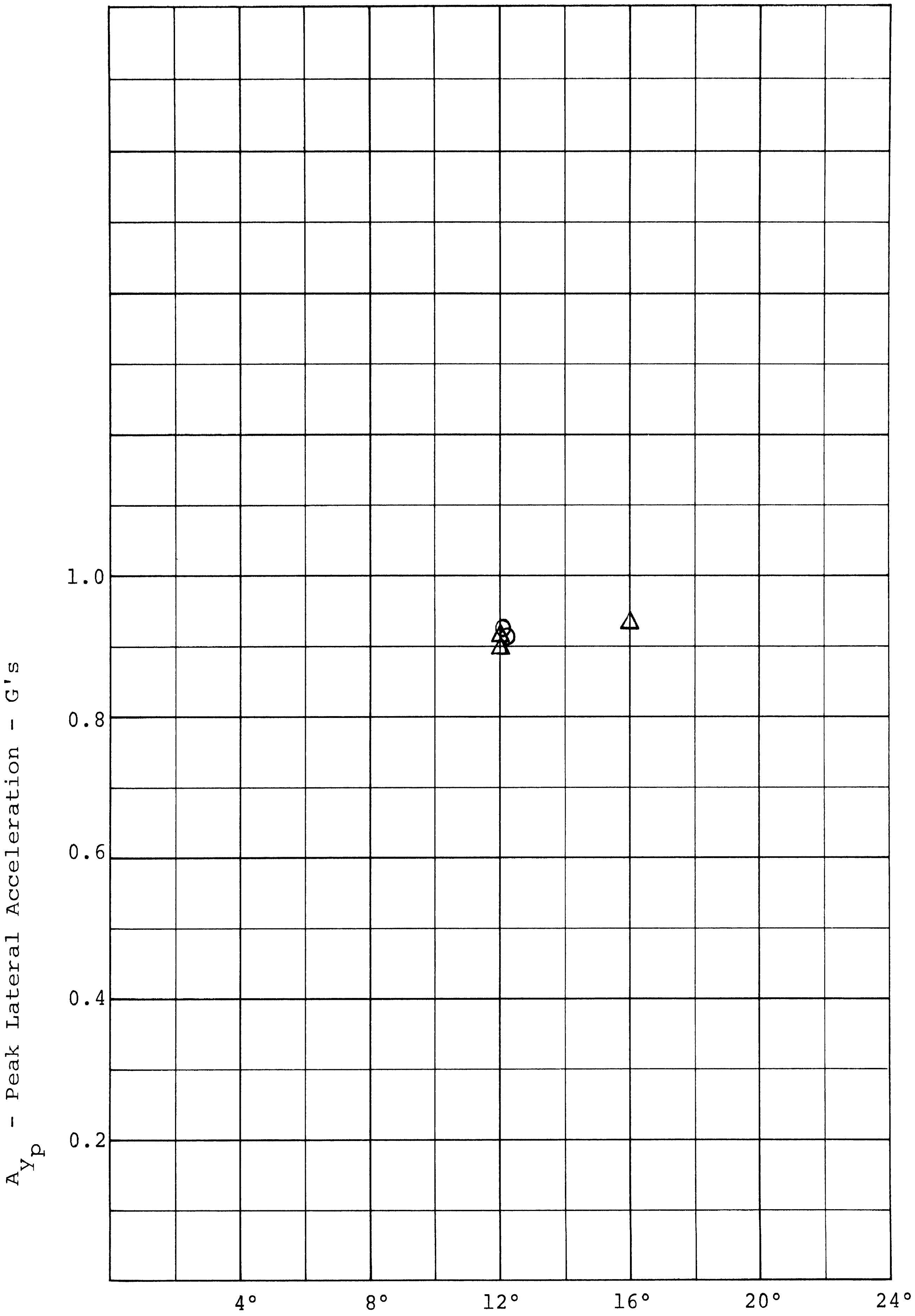
TRAPEZOIDAL STEER - GREMLIN



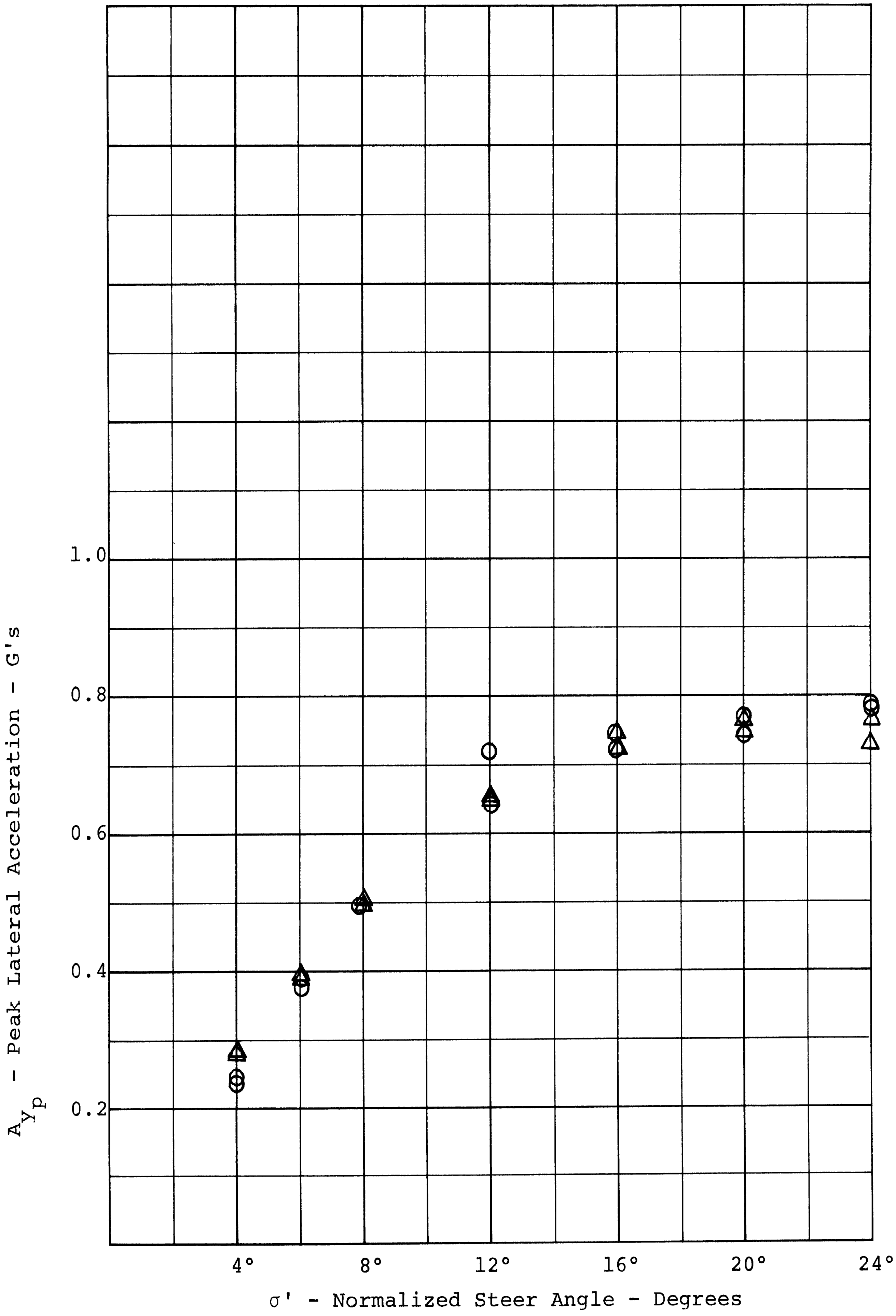
TRAPEZOIDAL STEER - IMPERIAL



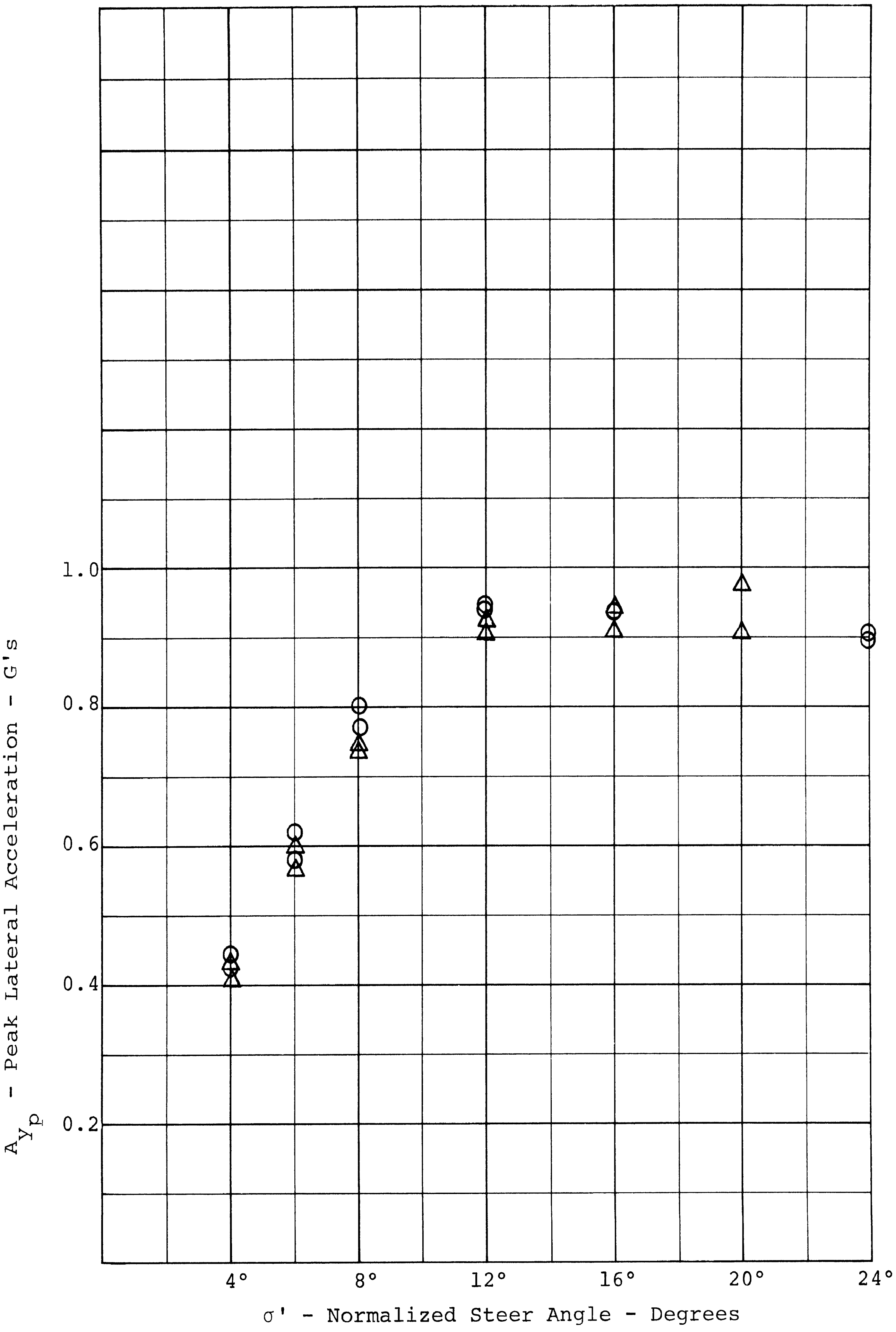
TRAPEZOIDAL STEER - LOTUS



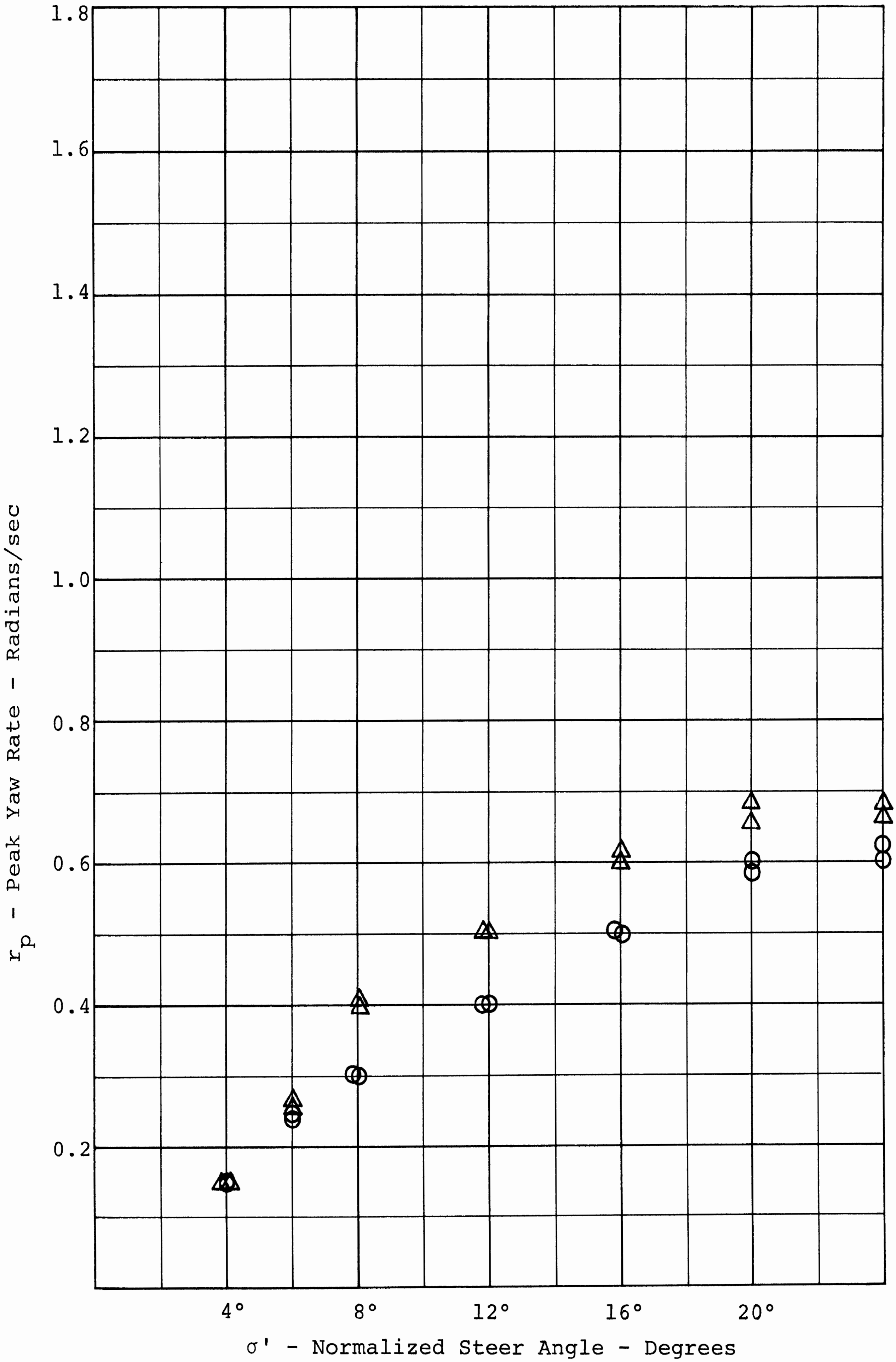
TRAPEZOIDAL STEER - MERCEDES



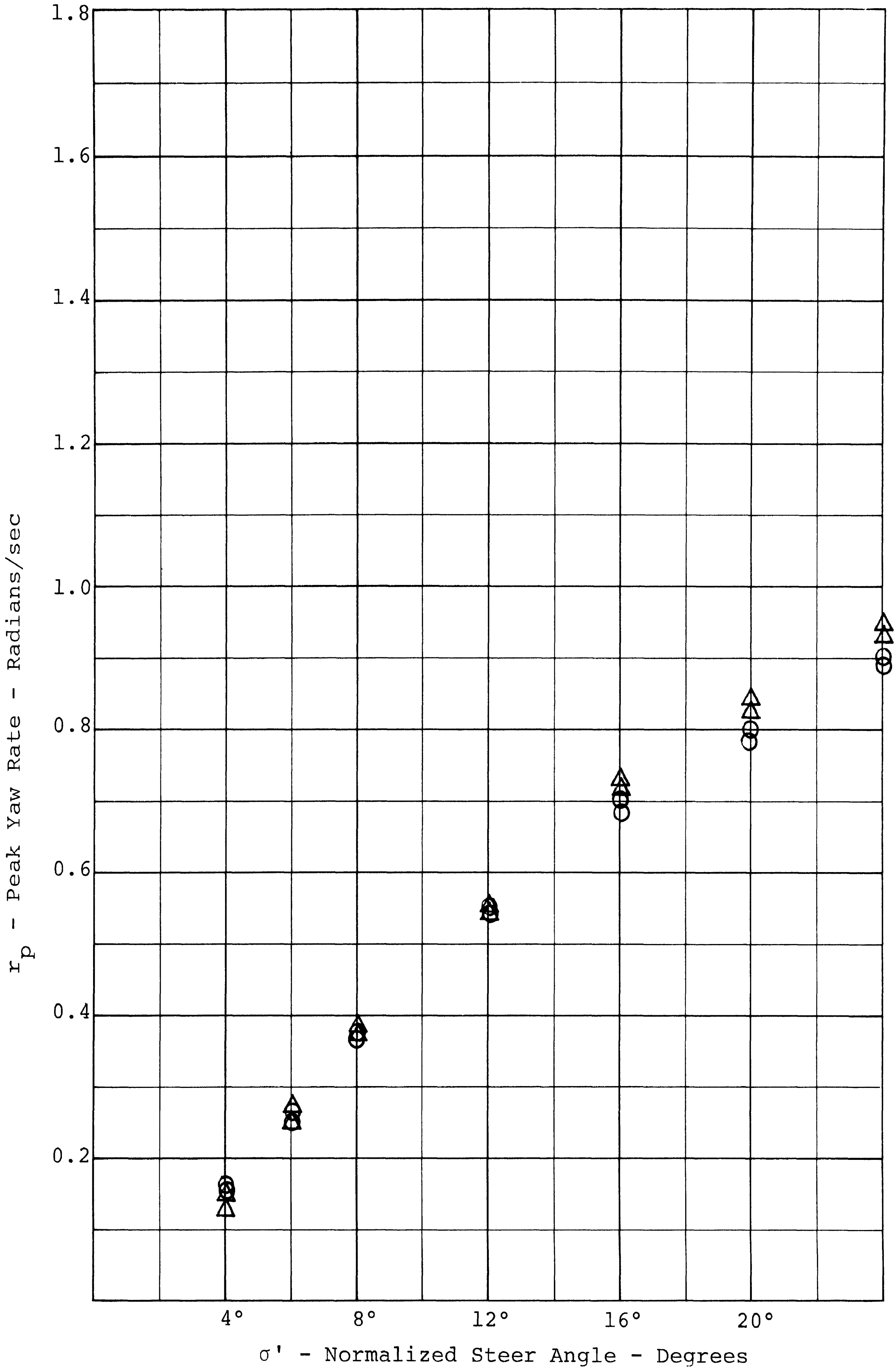
TRAPEZOIDAL STEER - TORONADO



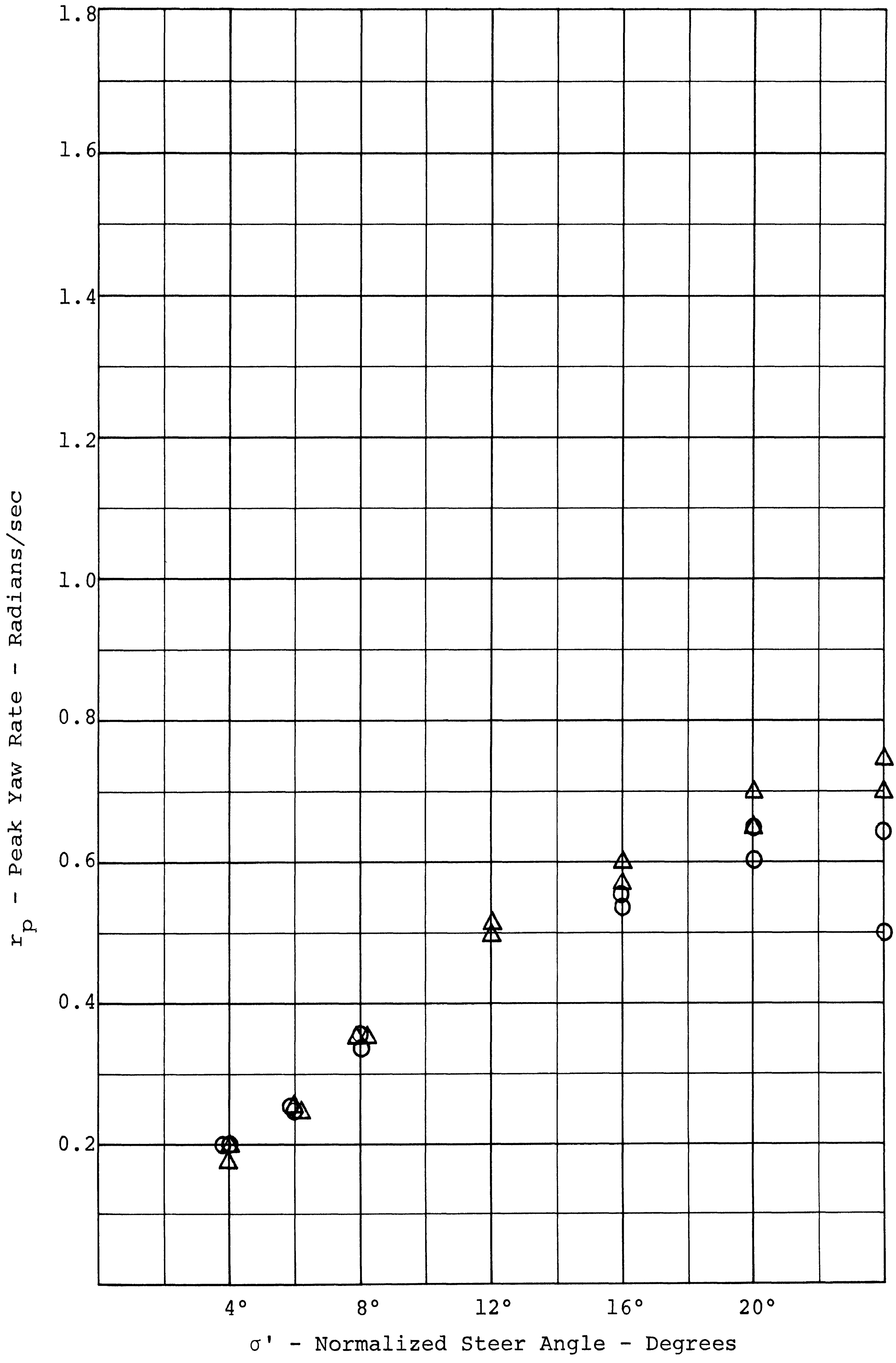
TRAPEZOIDAL STEER - VW



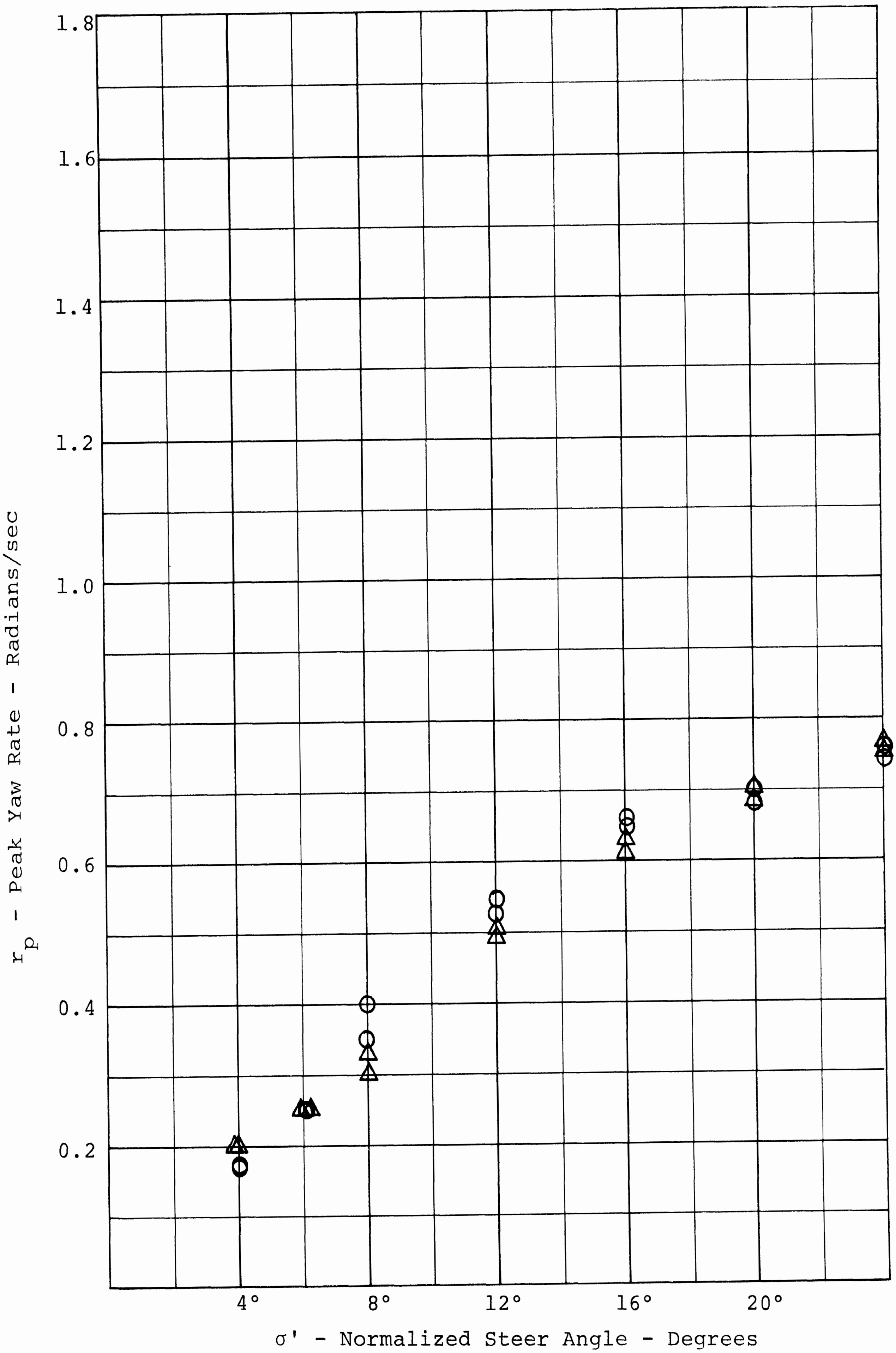
TRAPEZOIDAL STEER - AMBASSADOR



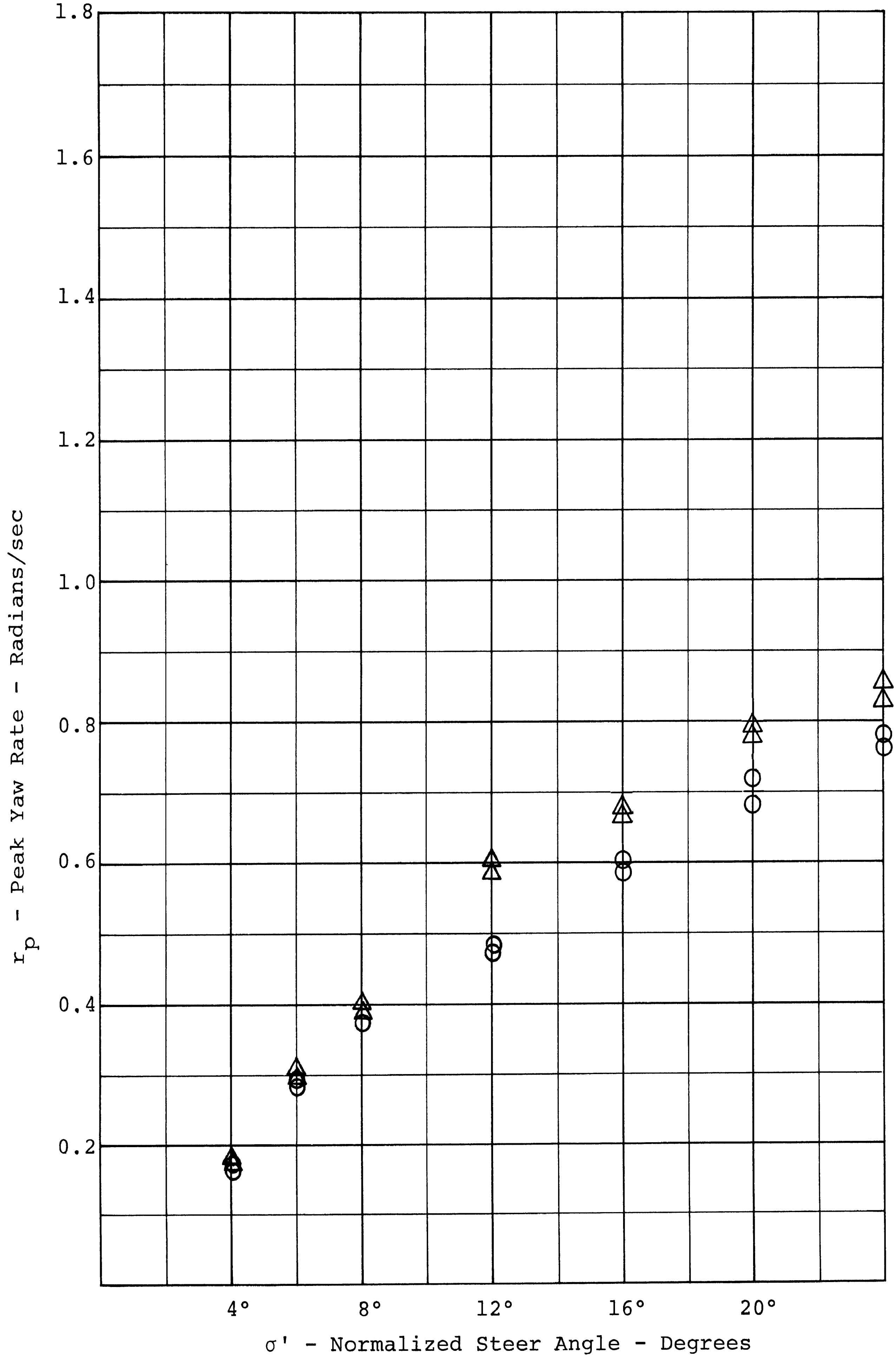
TRAPEZOIDAL STEER - AUSTIN



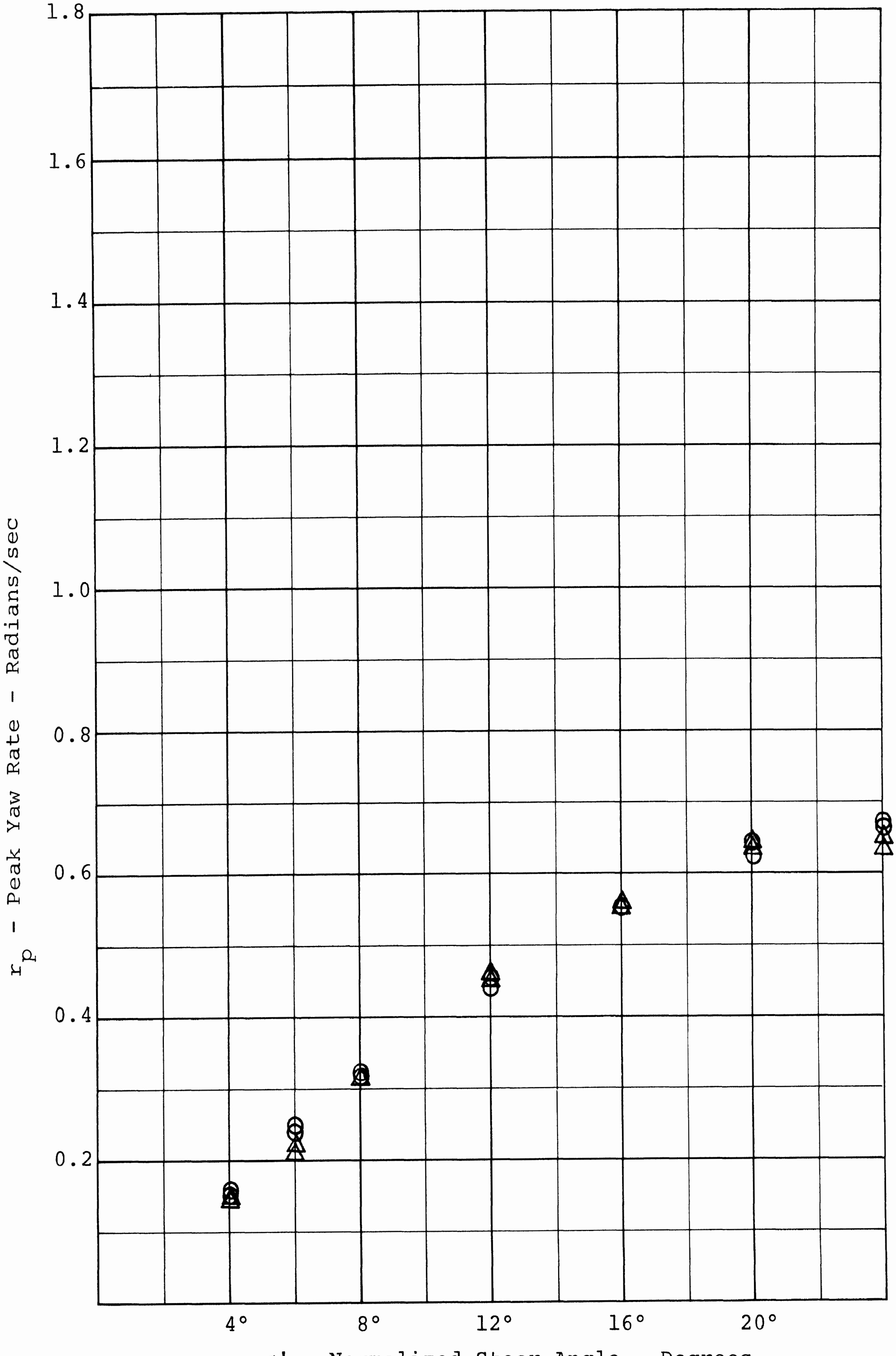
TRAPEZOIDAL STEER - BROOKWOOD



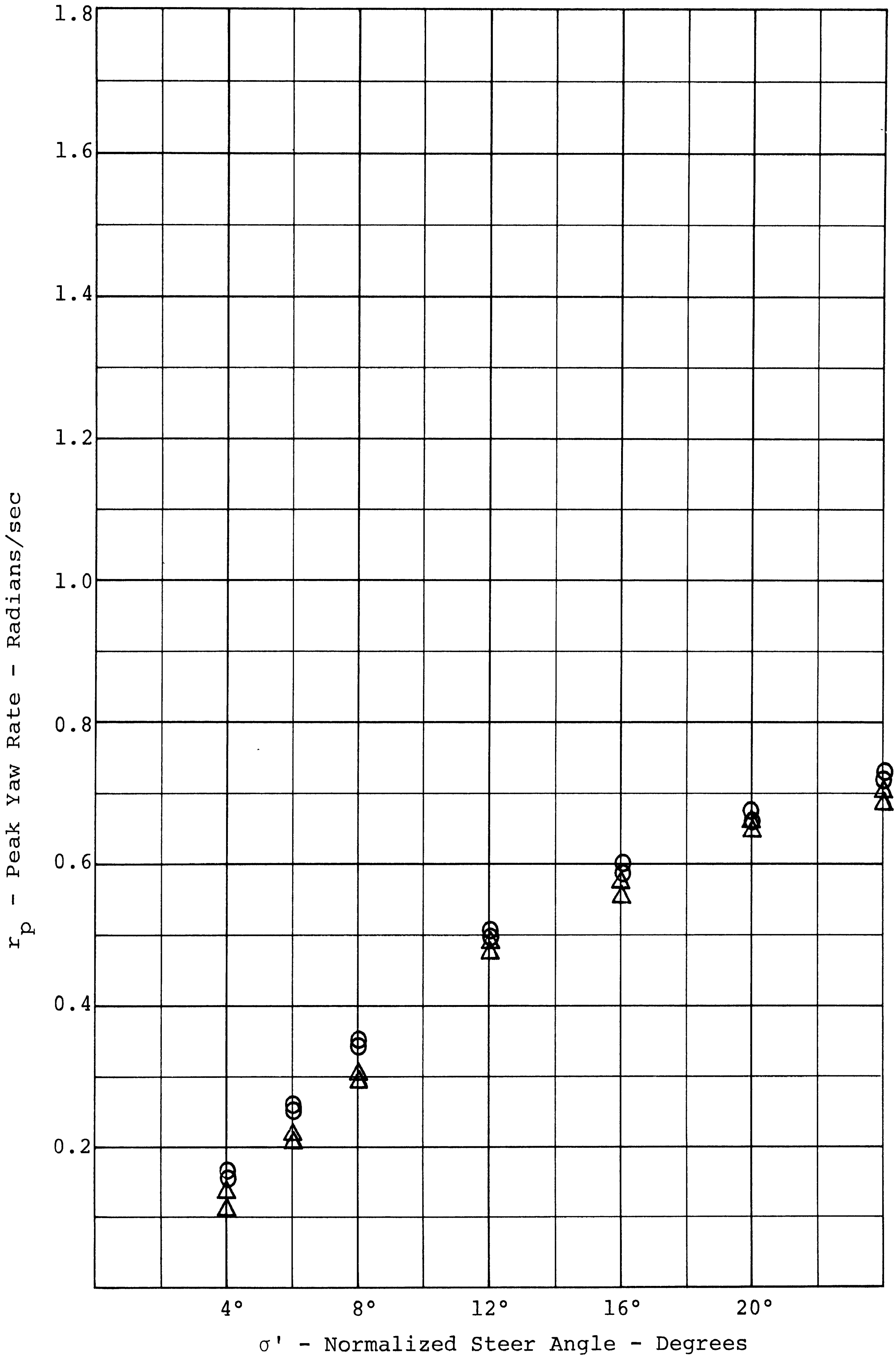
TRAPEZOIDAL STEER - DODGE



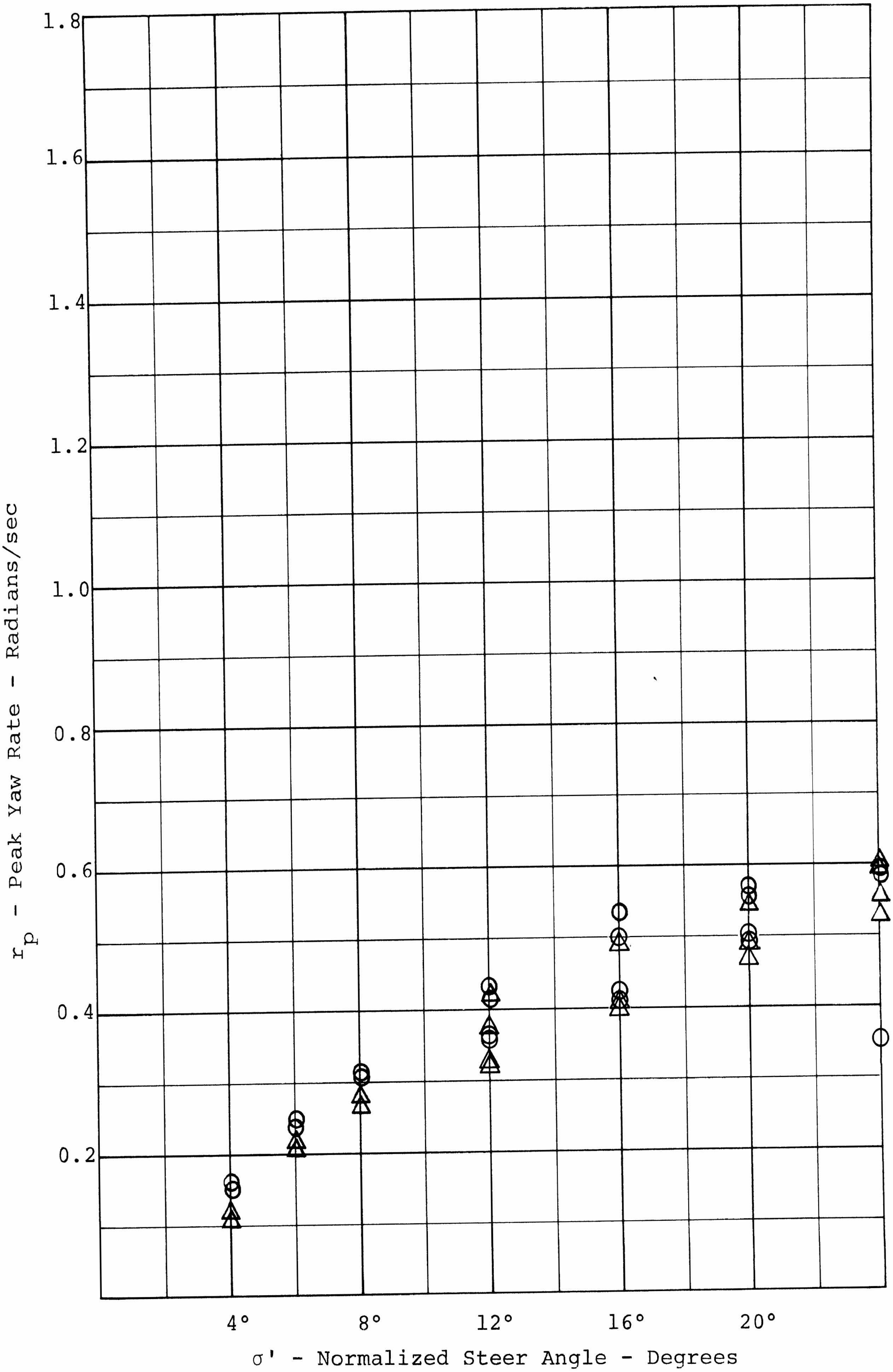
TRAPEZOIDAL STEER - FIREBIRD



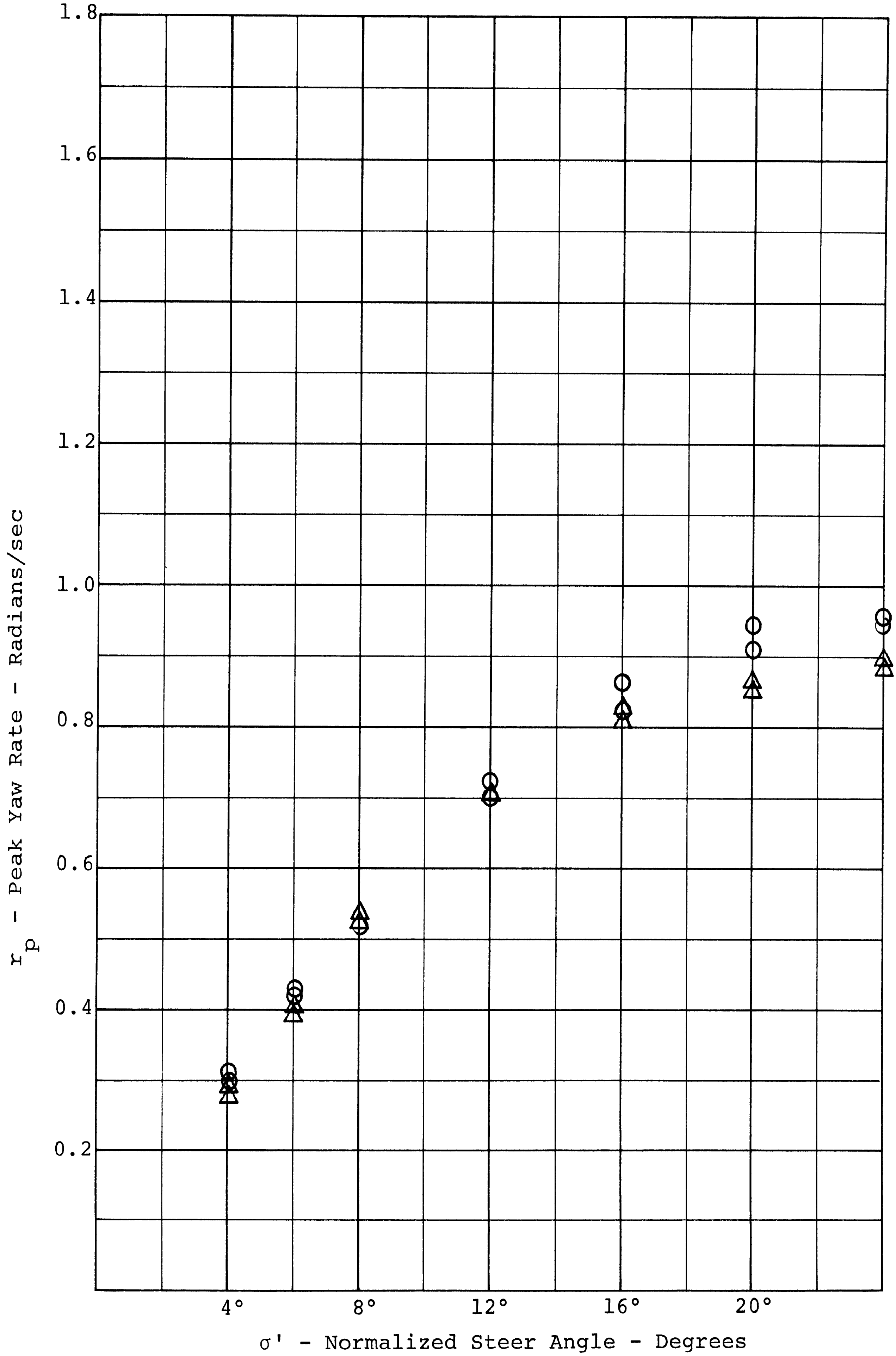
TRAPEZOIDAL STEER - GALAXIE



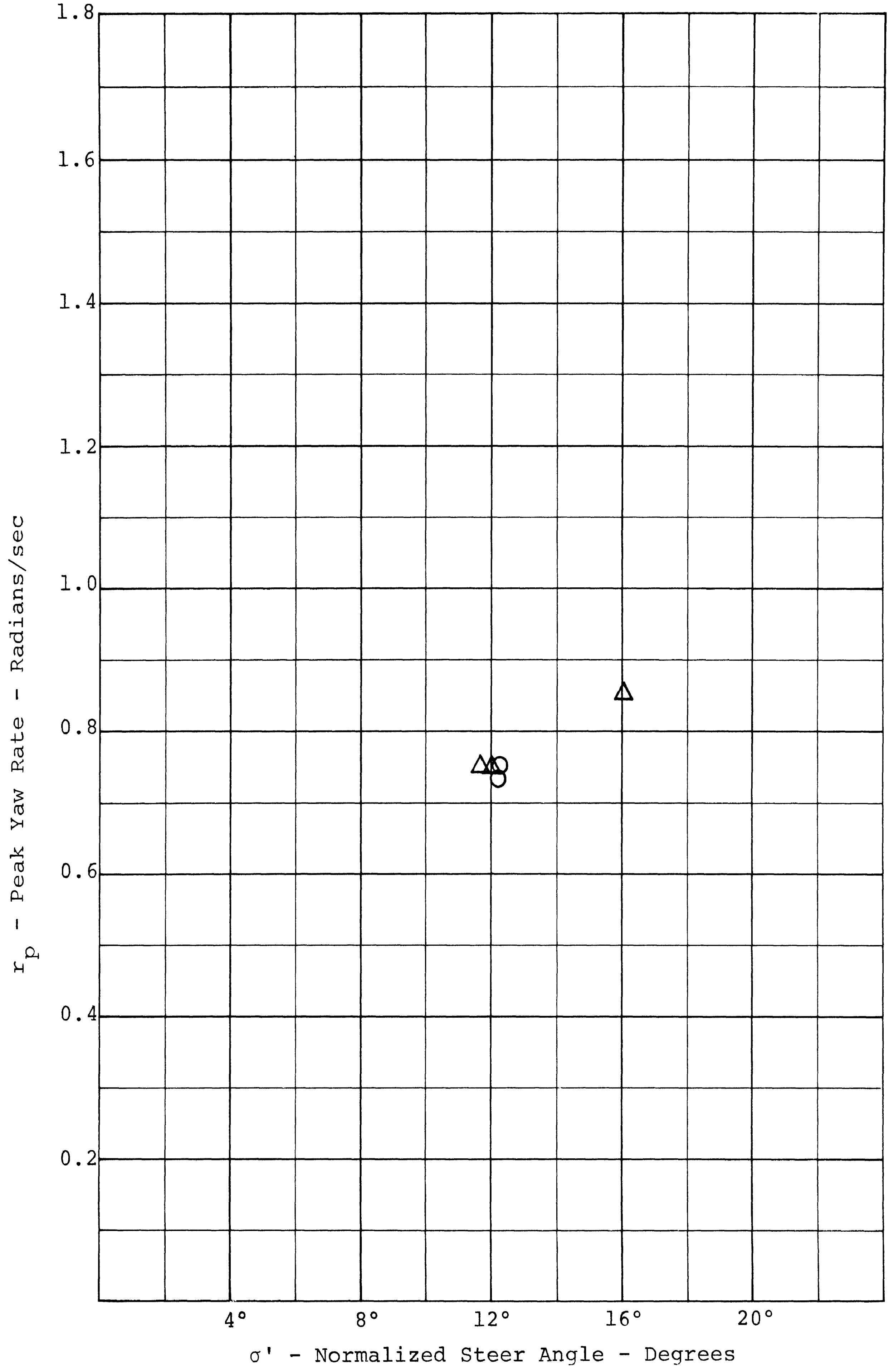
TRAPEZOIDAL STEER - GREMLIN



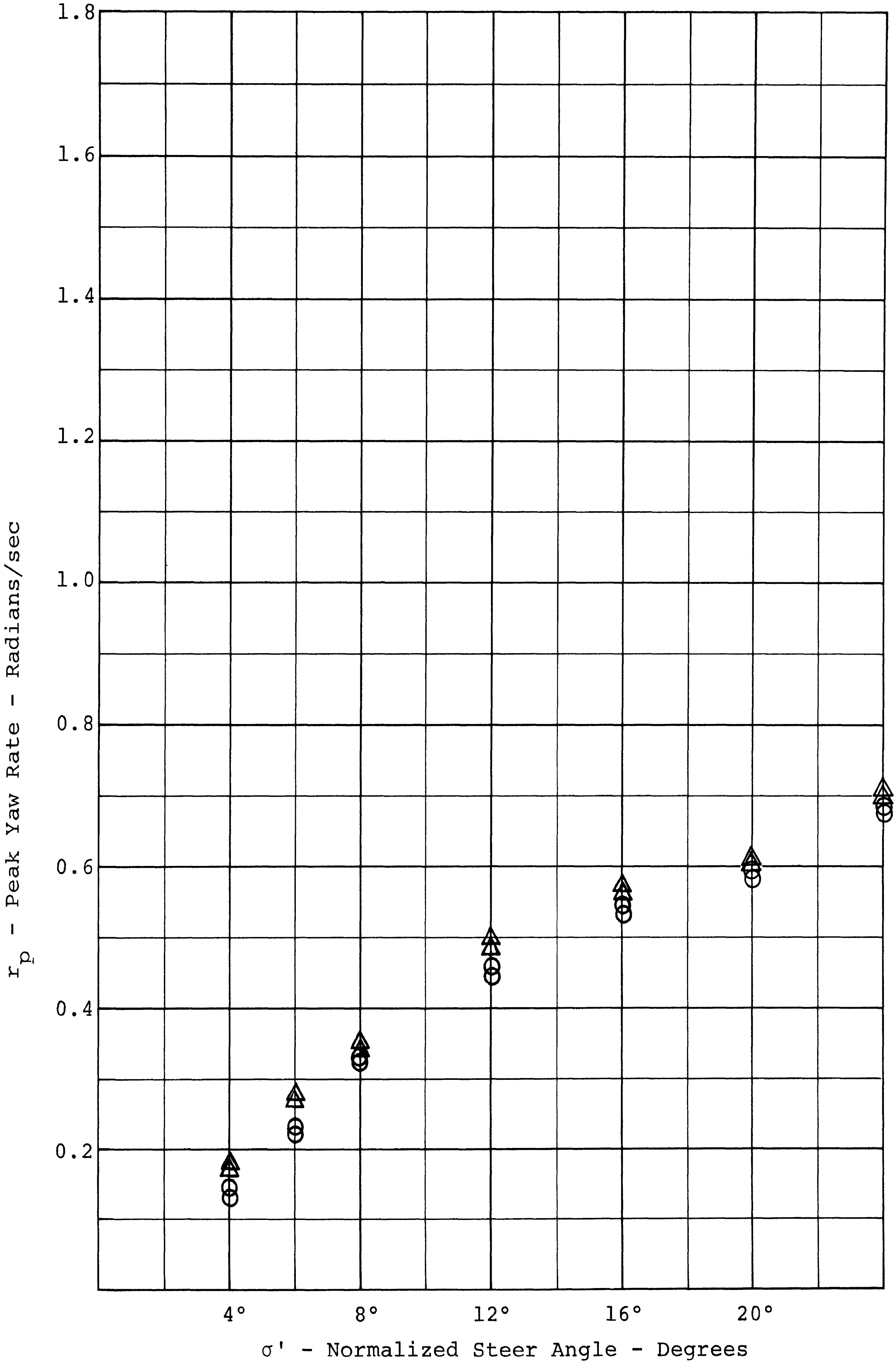
TRAPEZOIDAL STEER - IMPERIAL



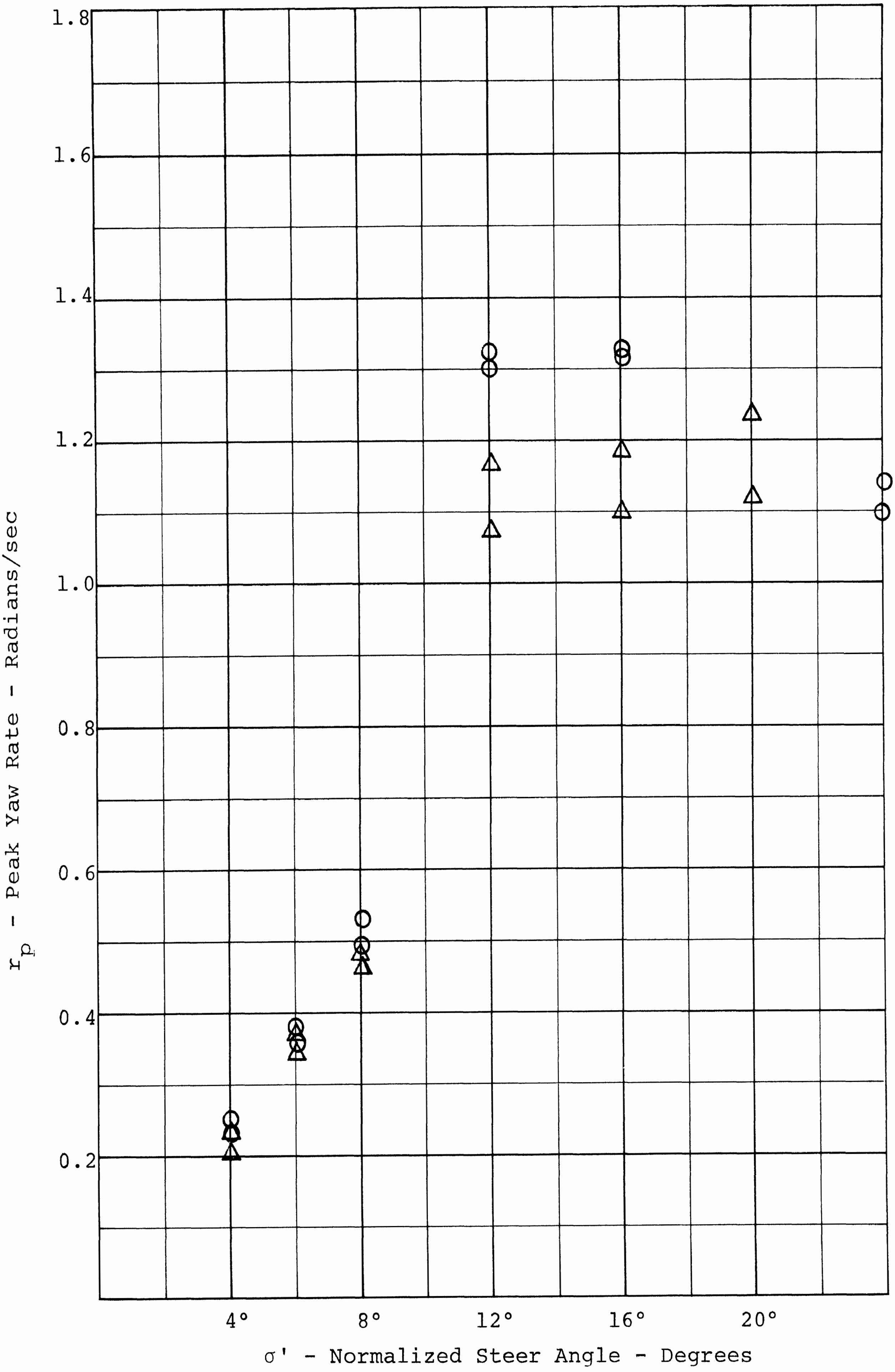
TRAPEZOIDAL STEER - LOTUS



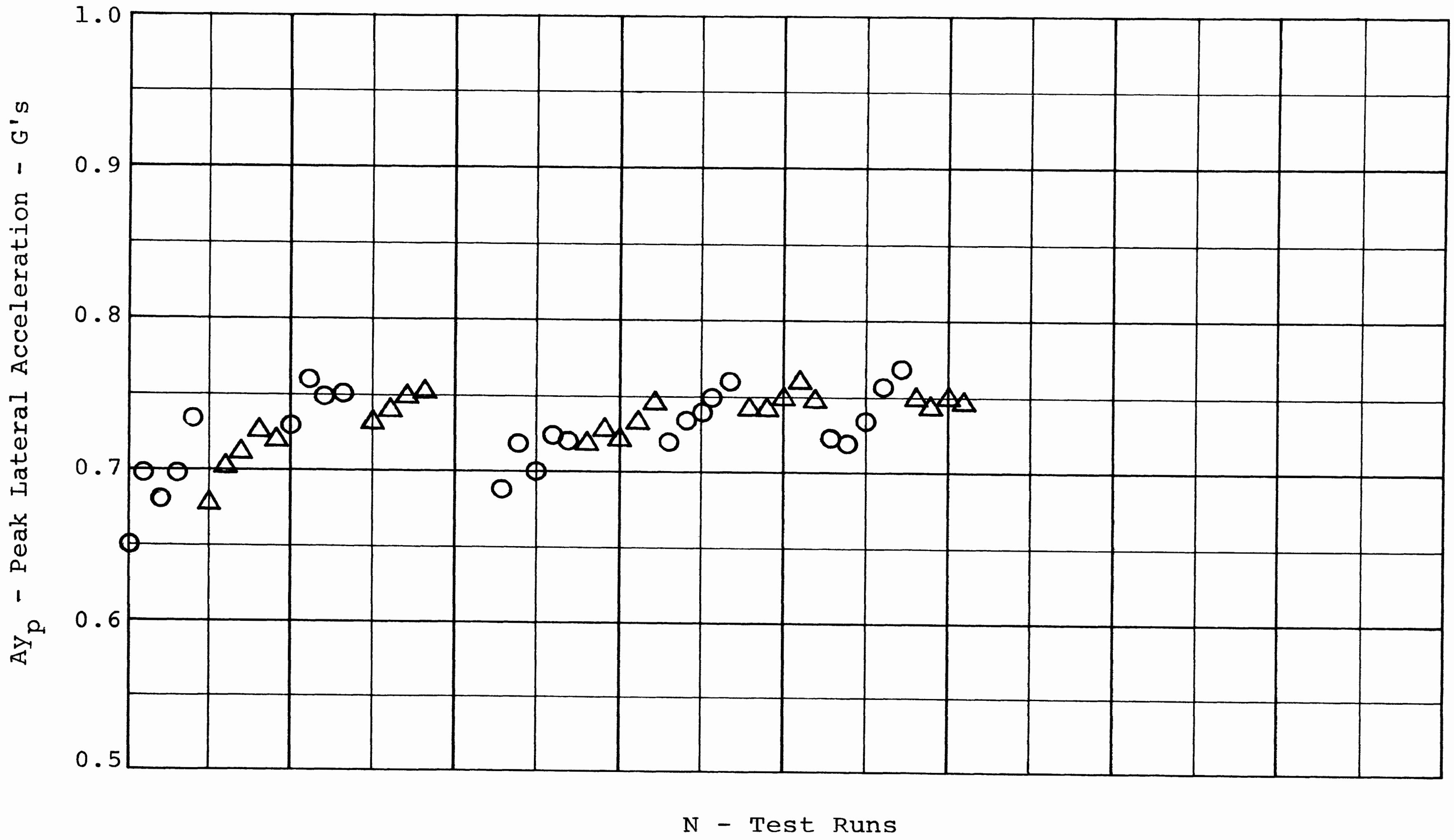
TRAPEZOIDAL STEER - MERCEDES



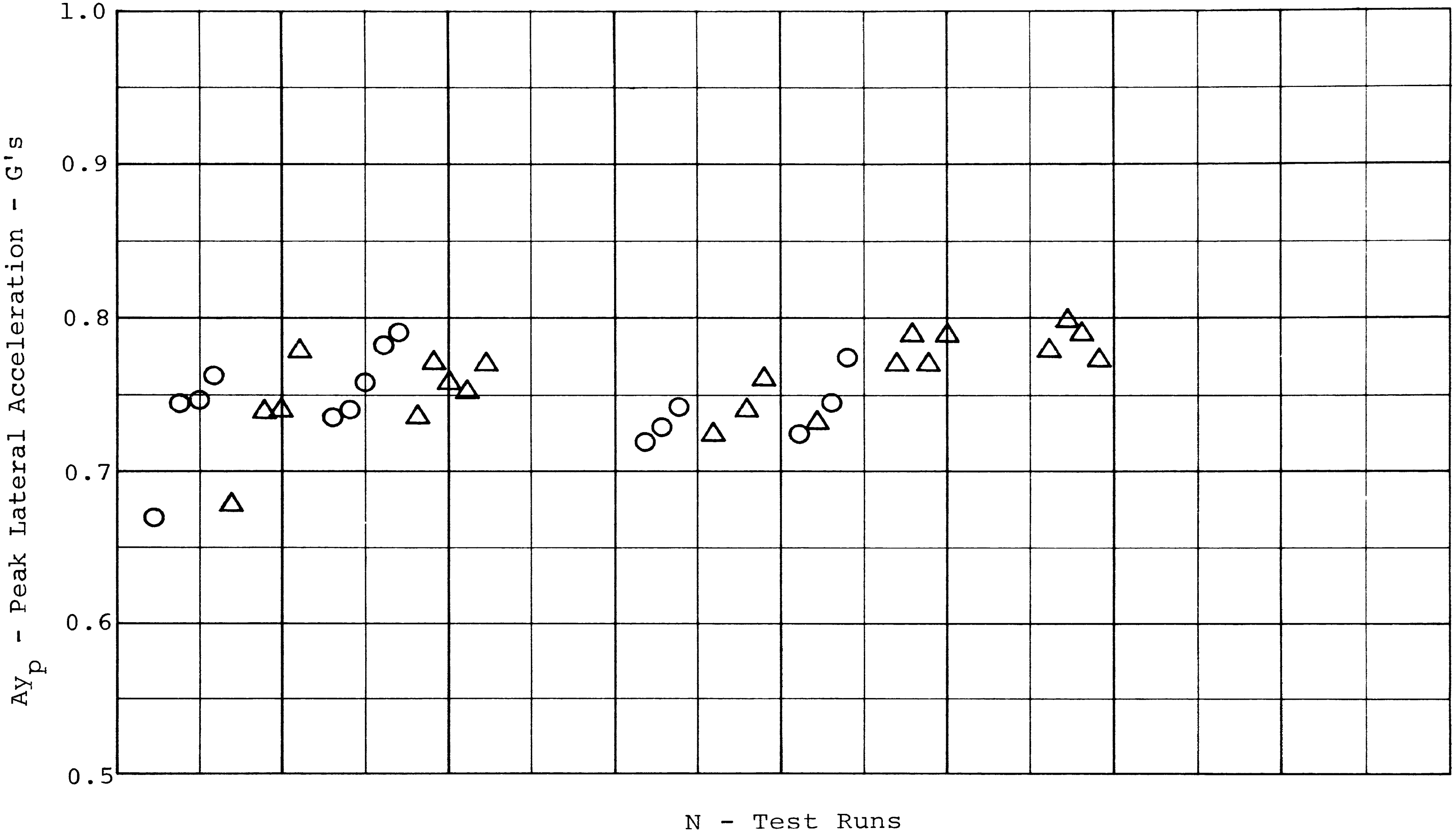
TRAPEZOIDAL STEER - TORONADO



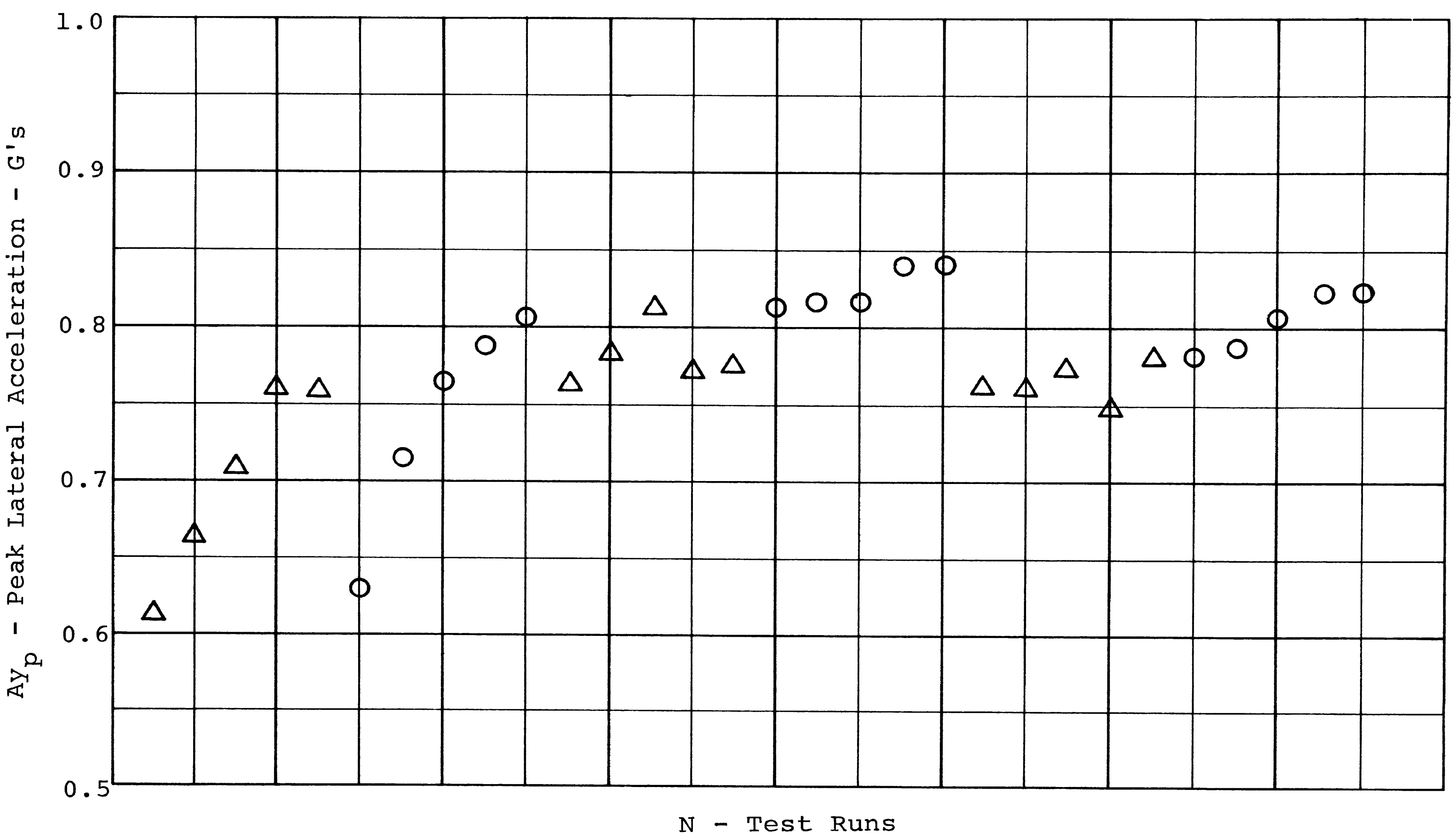
TRAPEZOIDAL STEER - VW



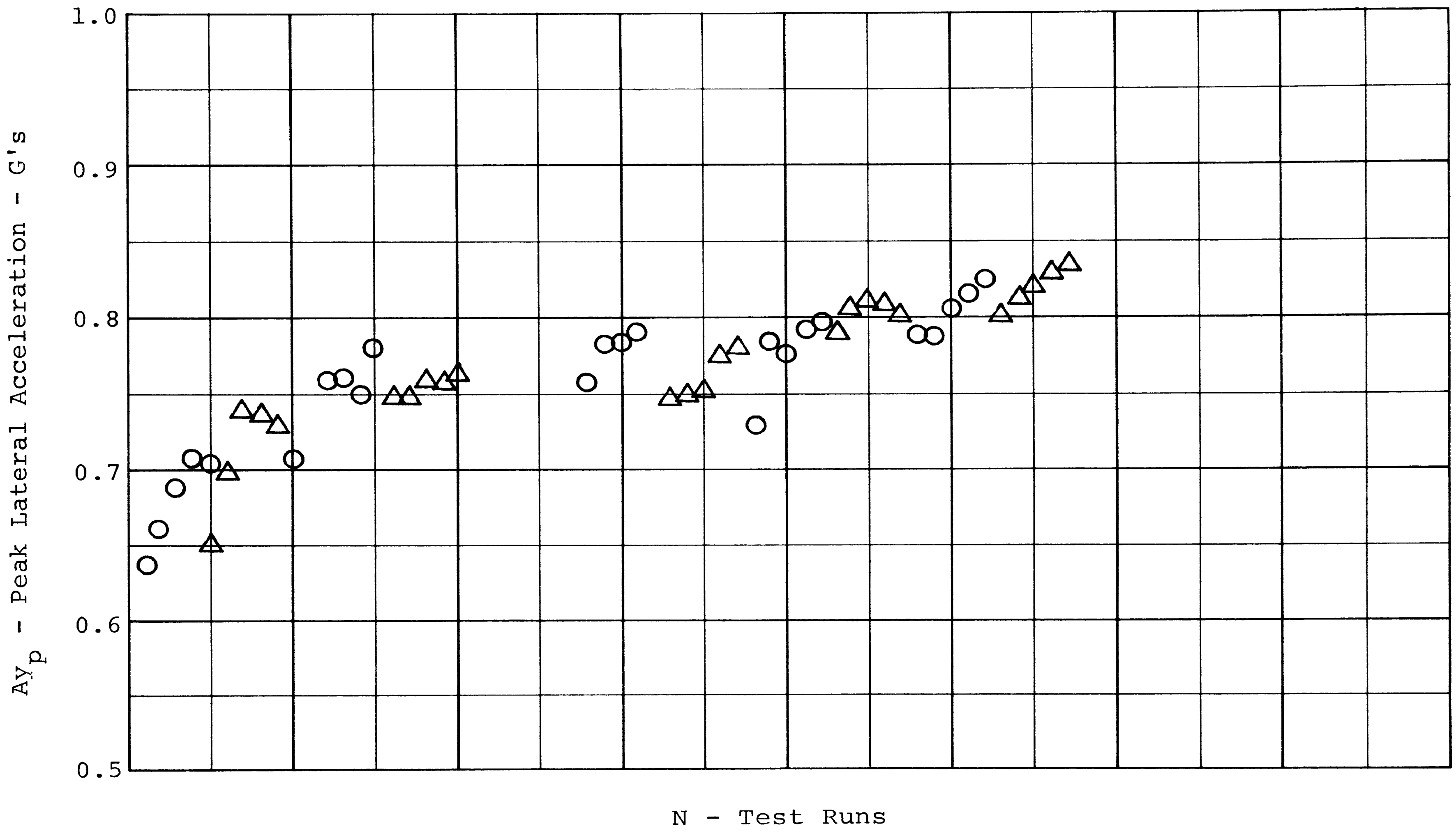
TRAPEZOIDAL STEER - TIRE BREAK-IN DATA - AMBASSADOR



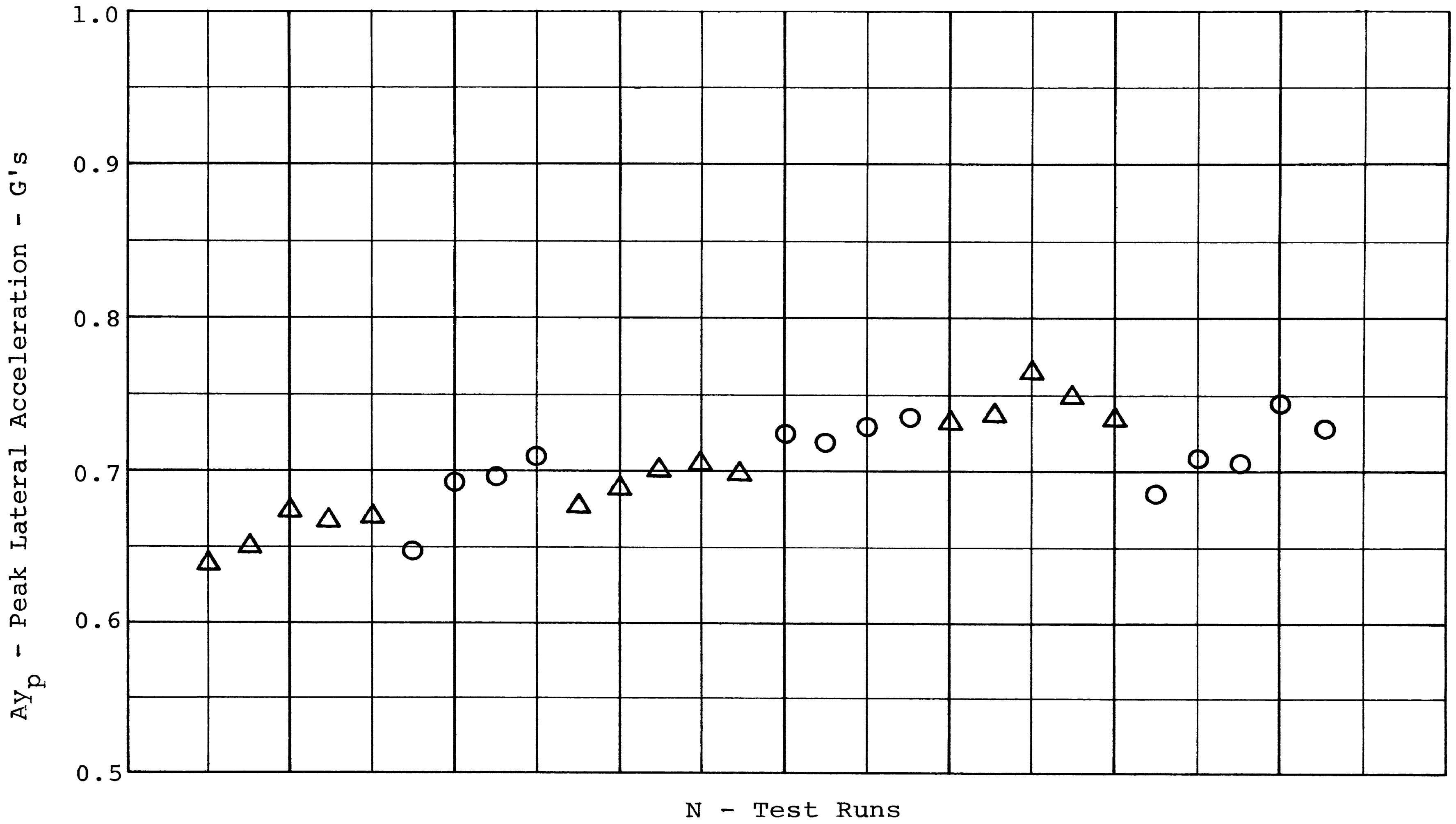
TRADEZOIDAL STEER - TIRE BREAK-IN DATA - BROOKWOOD



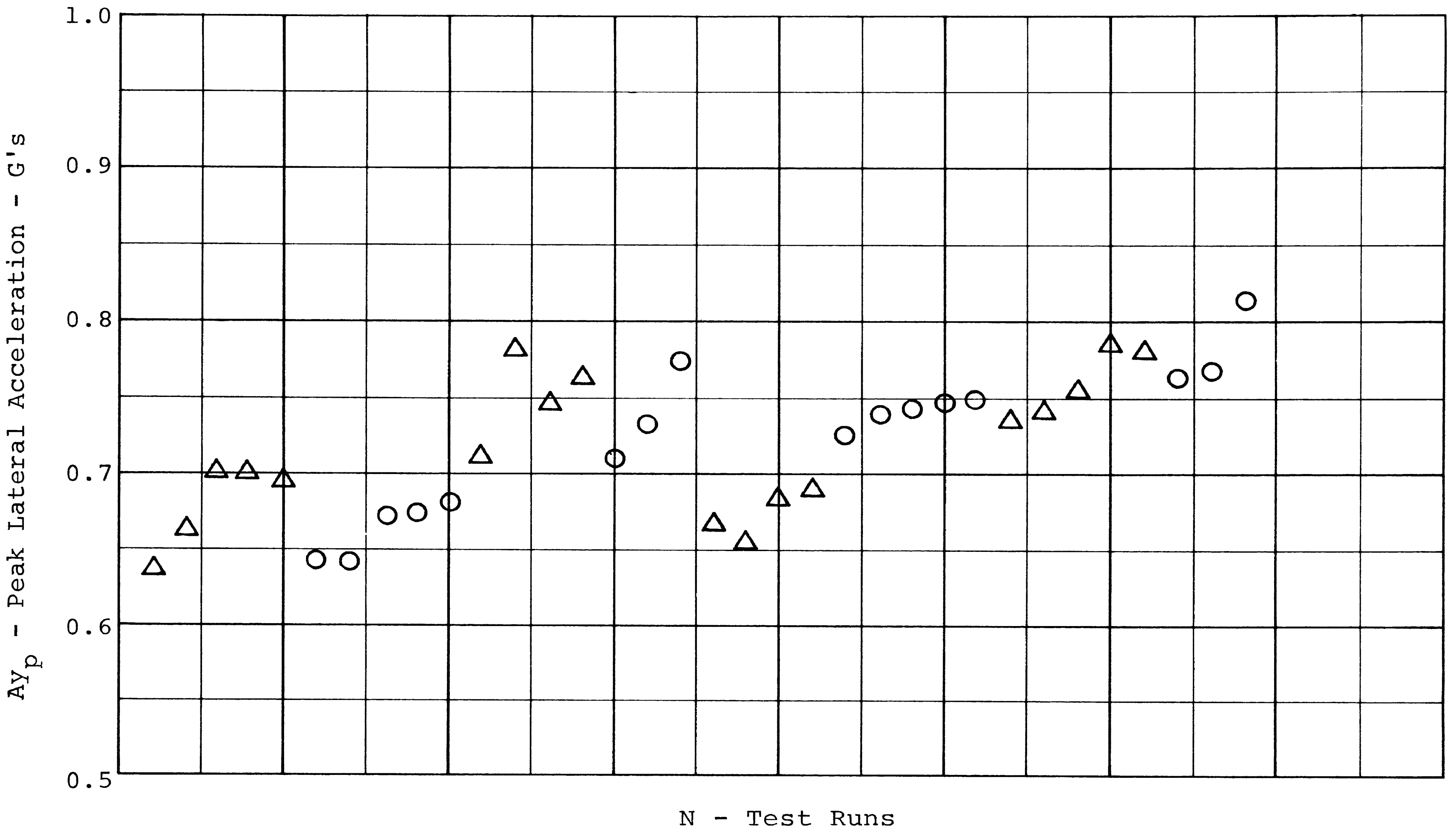
TRAPEZOIDAL STEER - TIRE BREAK-IN DATA - AUSTIN



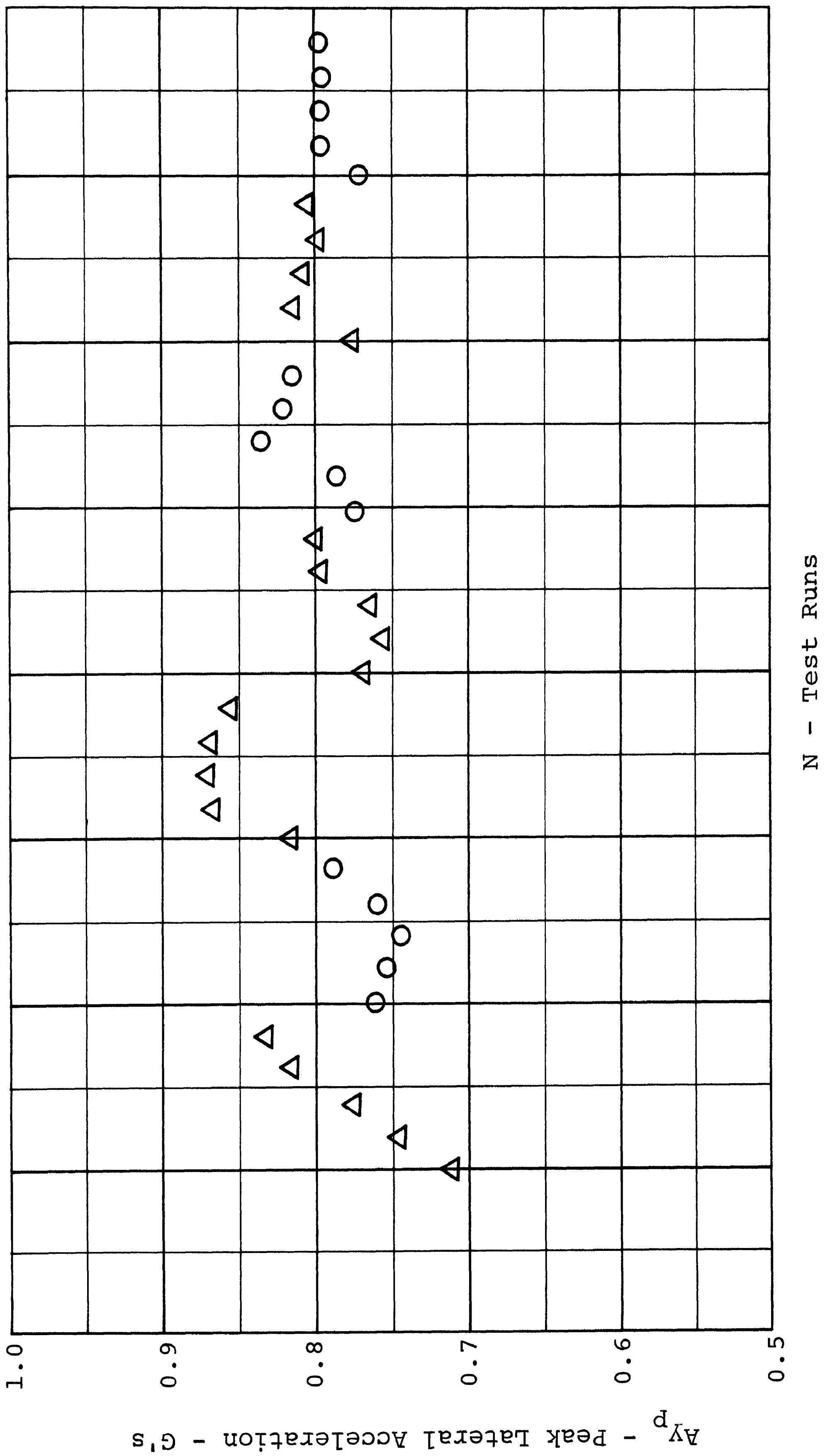
TRAPEZOIDAL STEER - TIRE BREAK-IN DATA - DODGE



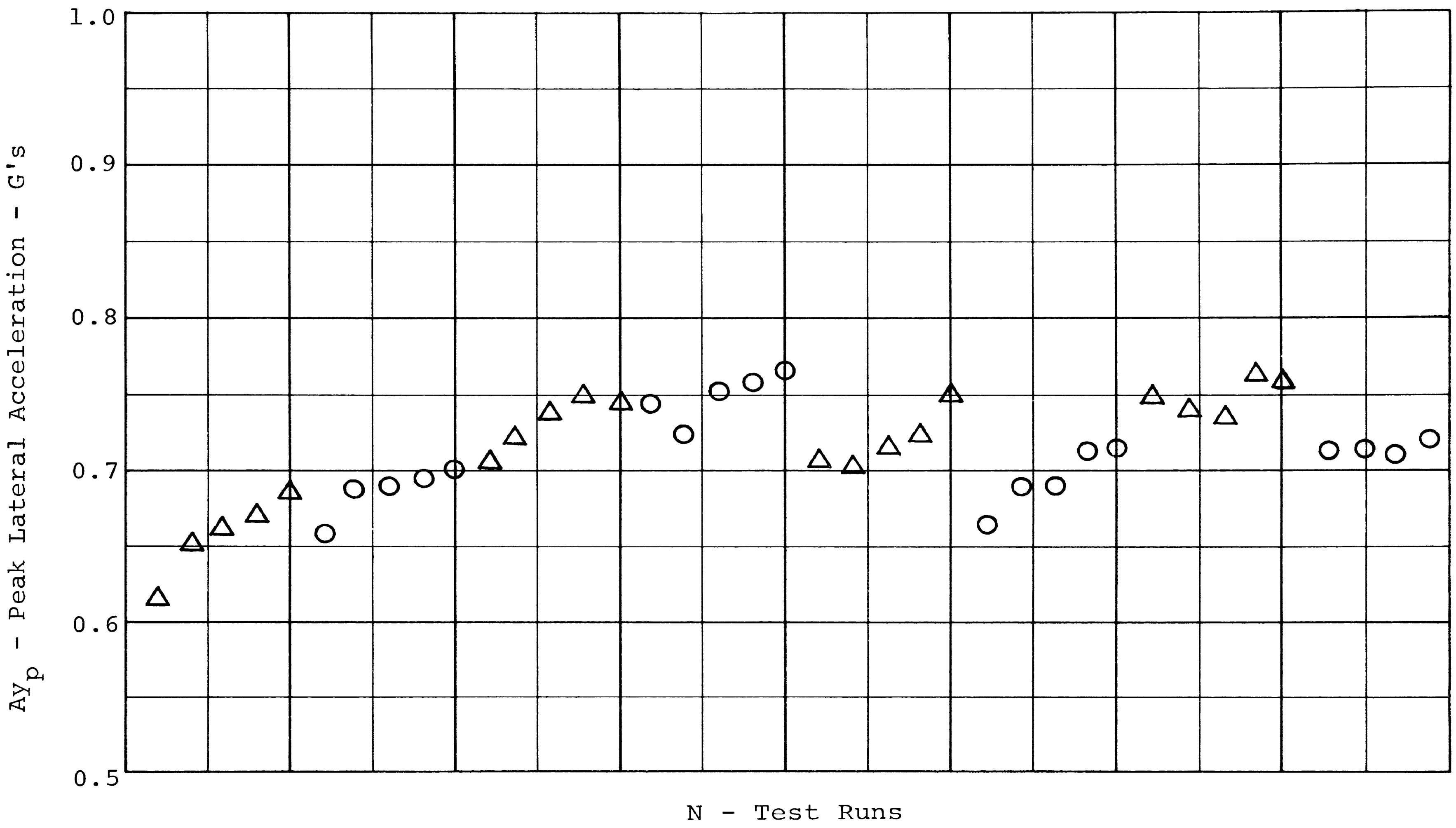
TRAPEZOIDAL STEER - TIRE BREAK-IN DATA - FIREBIRD



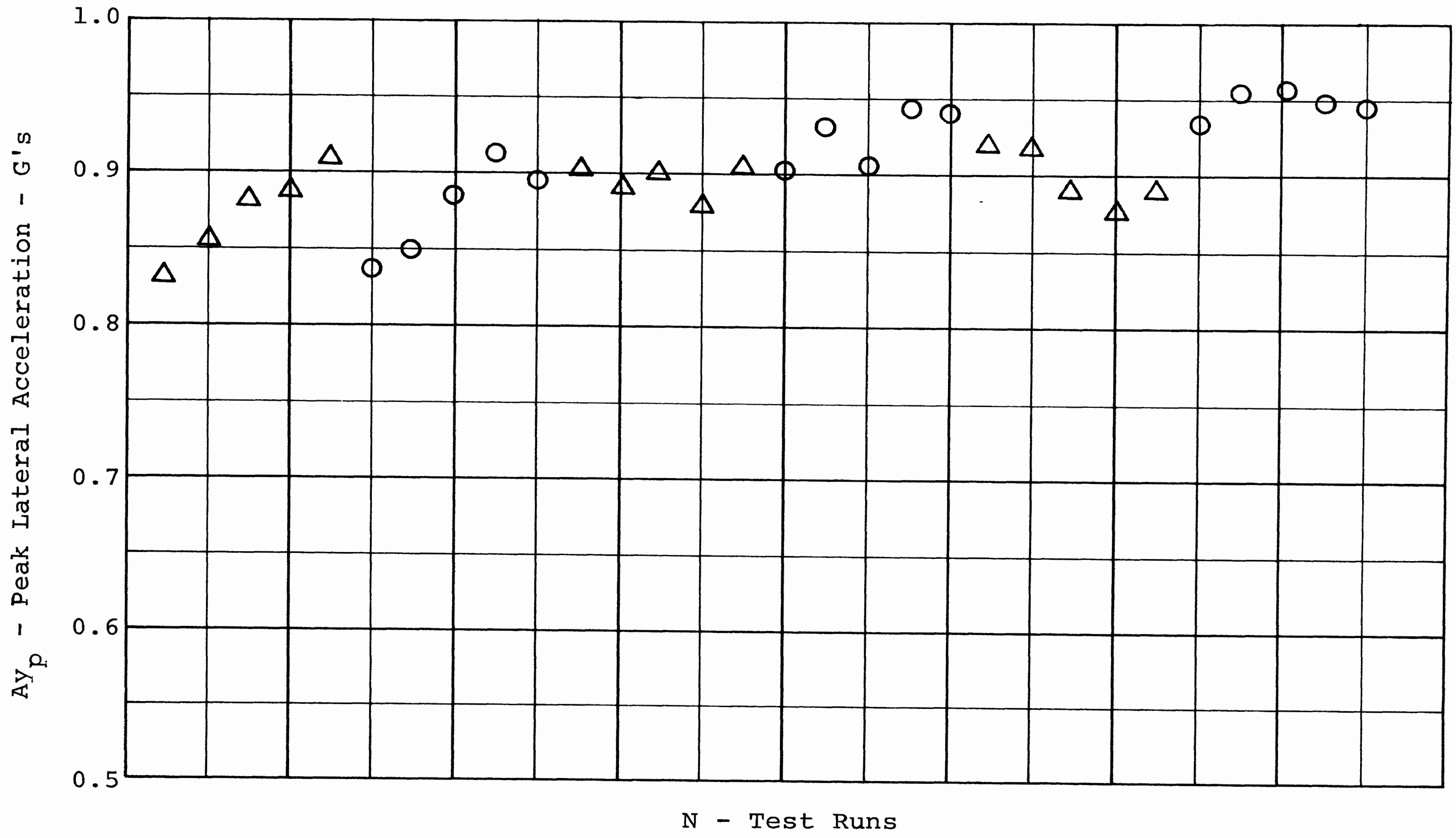
TRAPEZOIDAL STEER - TIRE BREAK-IN DATA - GALAXIE



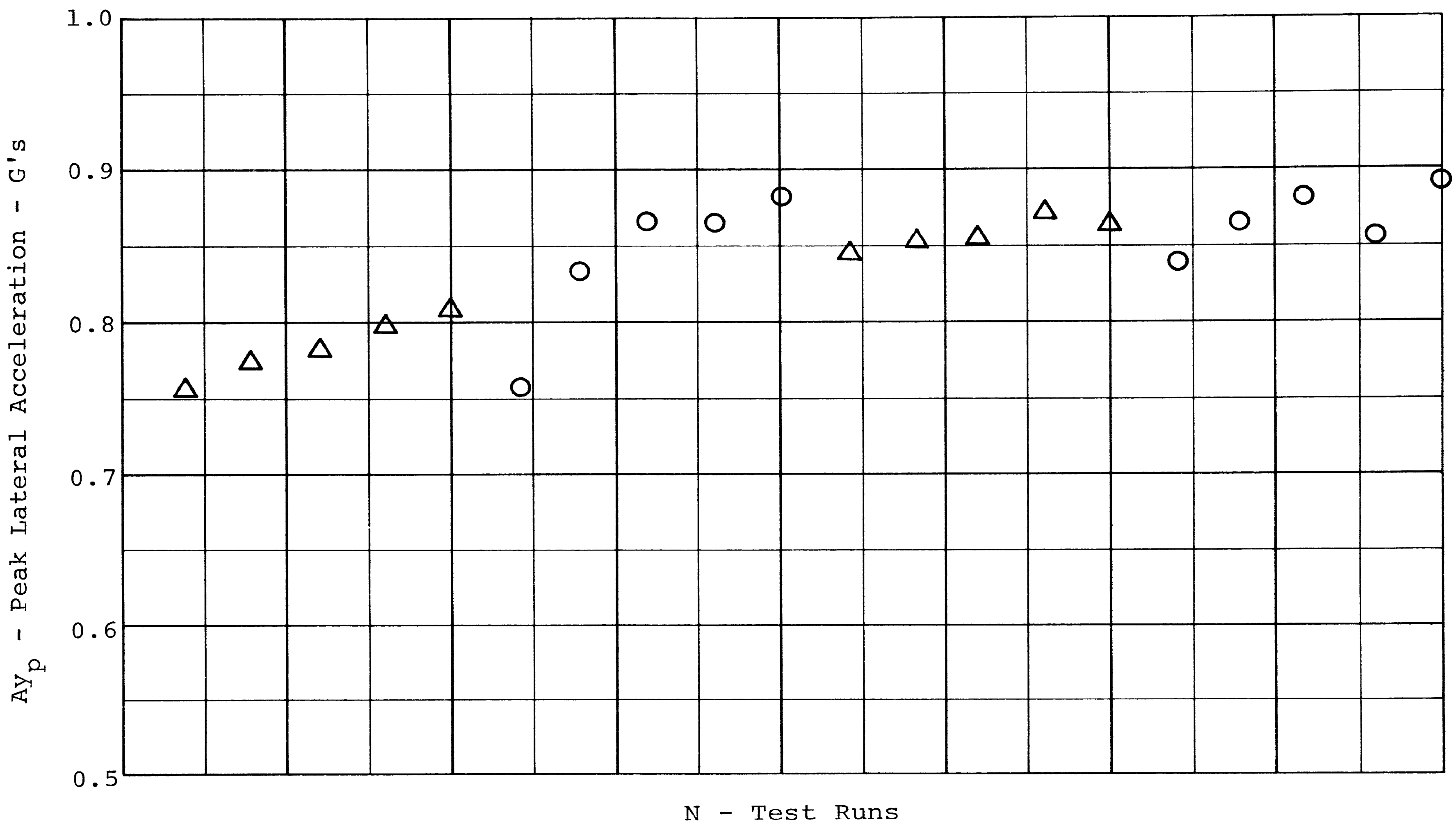
TRAPEZOIDAL STEER - TIRE BREAK-IN DATA - GREMLIN



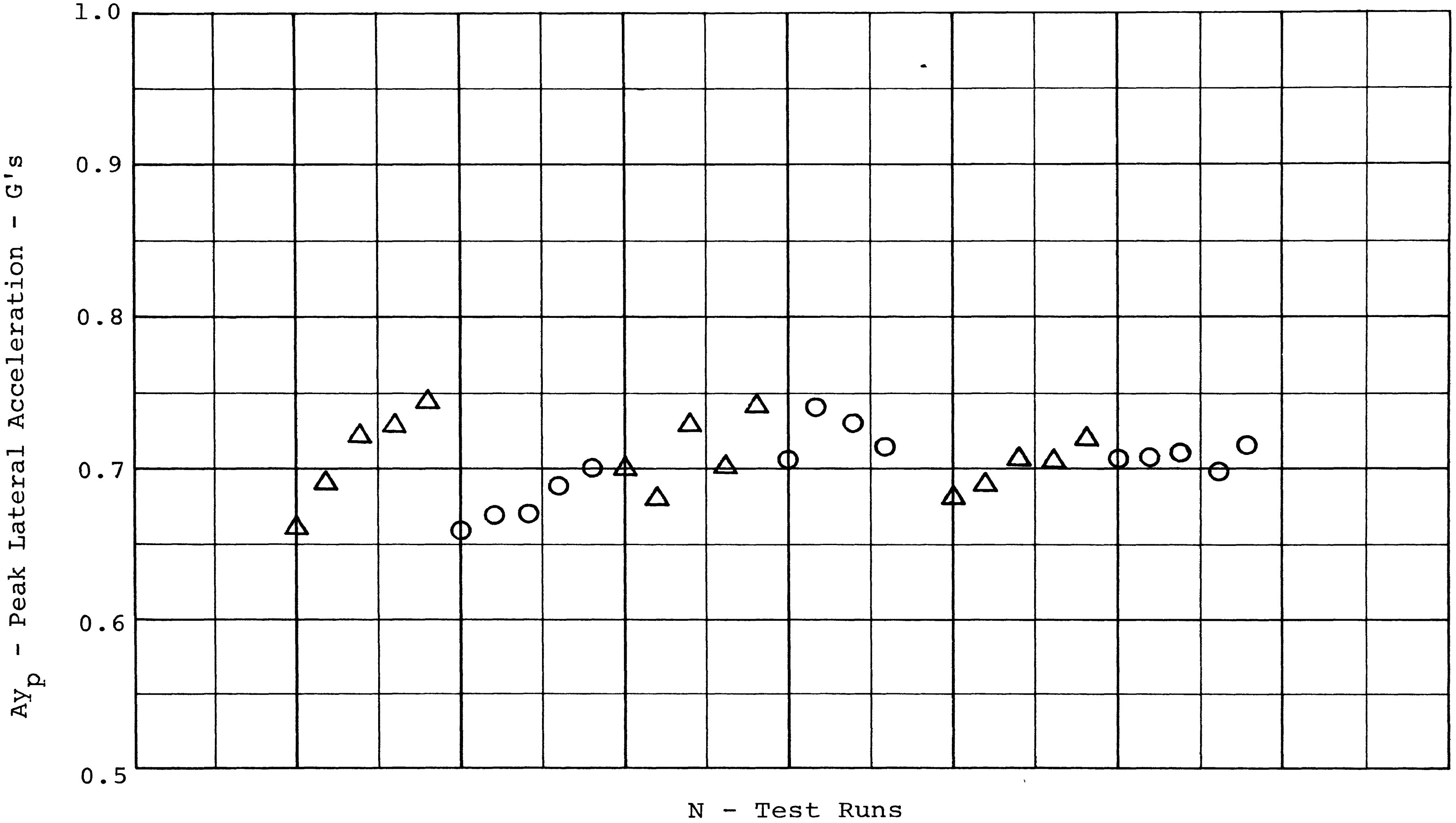
TRAPEZOIDAL STEER - TIRE BREAK-IN DATA - IMPERIAL



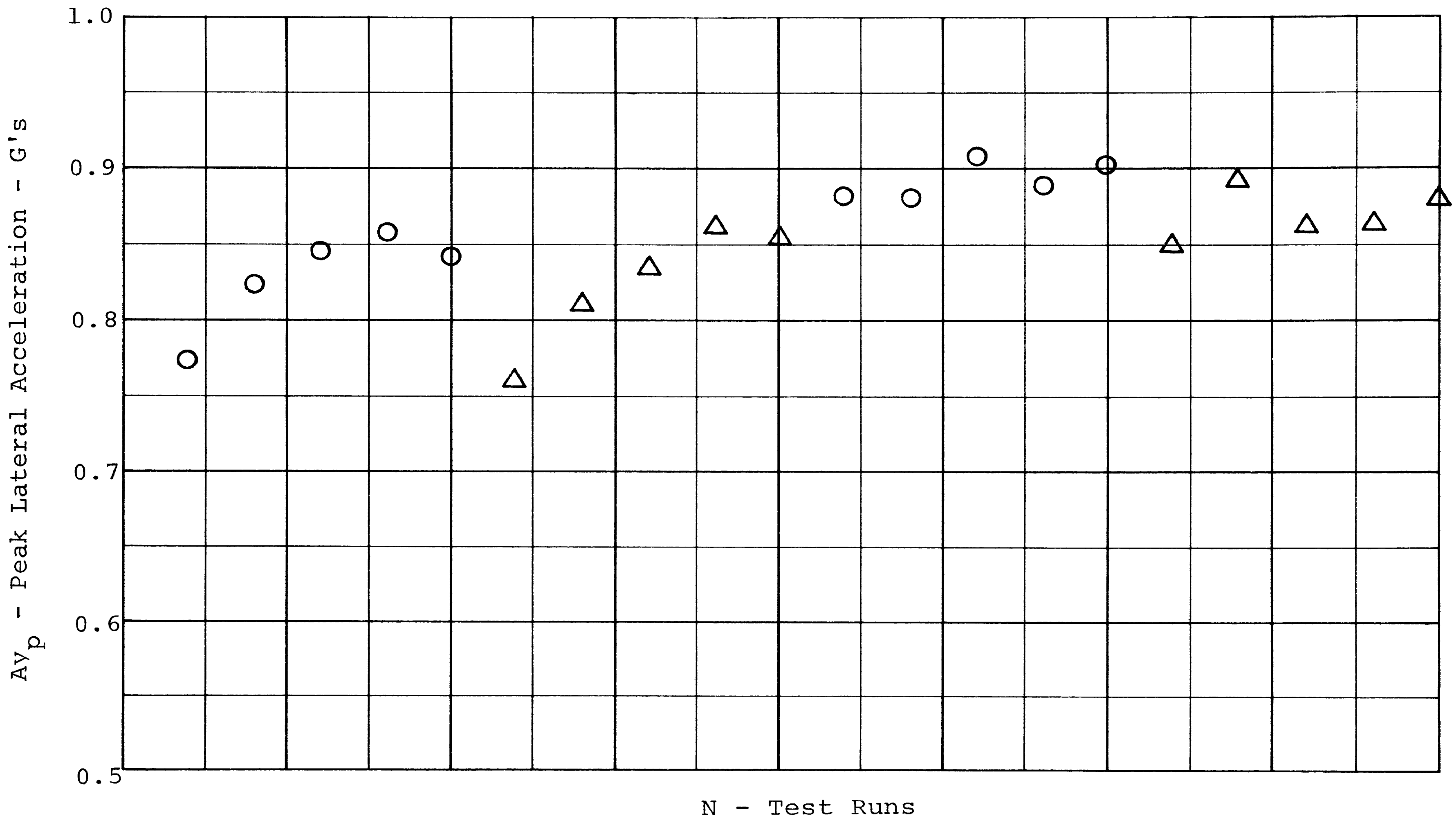
TRAPEZOIDAL STEER - TIRE BREAK-IN DATA - LOTUS



TRAPEZOIDAL STEER - TIRE BREAK-IN DATA - MERCEDES



TRAPEZOIDAL STEER - TIRE BREAK-IN DATA - TORONADO



TRAPEZOIDAL STEER - TIRE BREAK-IN DATA - VW

VHTP #5 - SINUSOIDAL STEER

$\Delta\psi$ - Vehicle Heading Angle Deviation After 3.4 Seconds

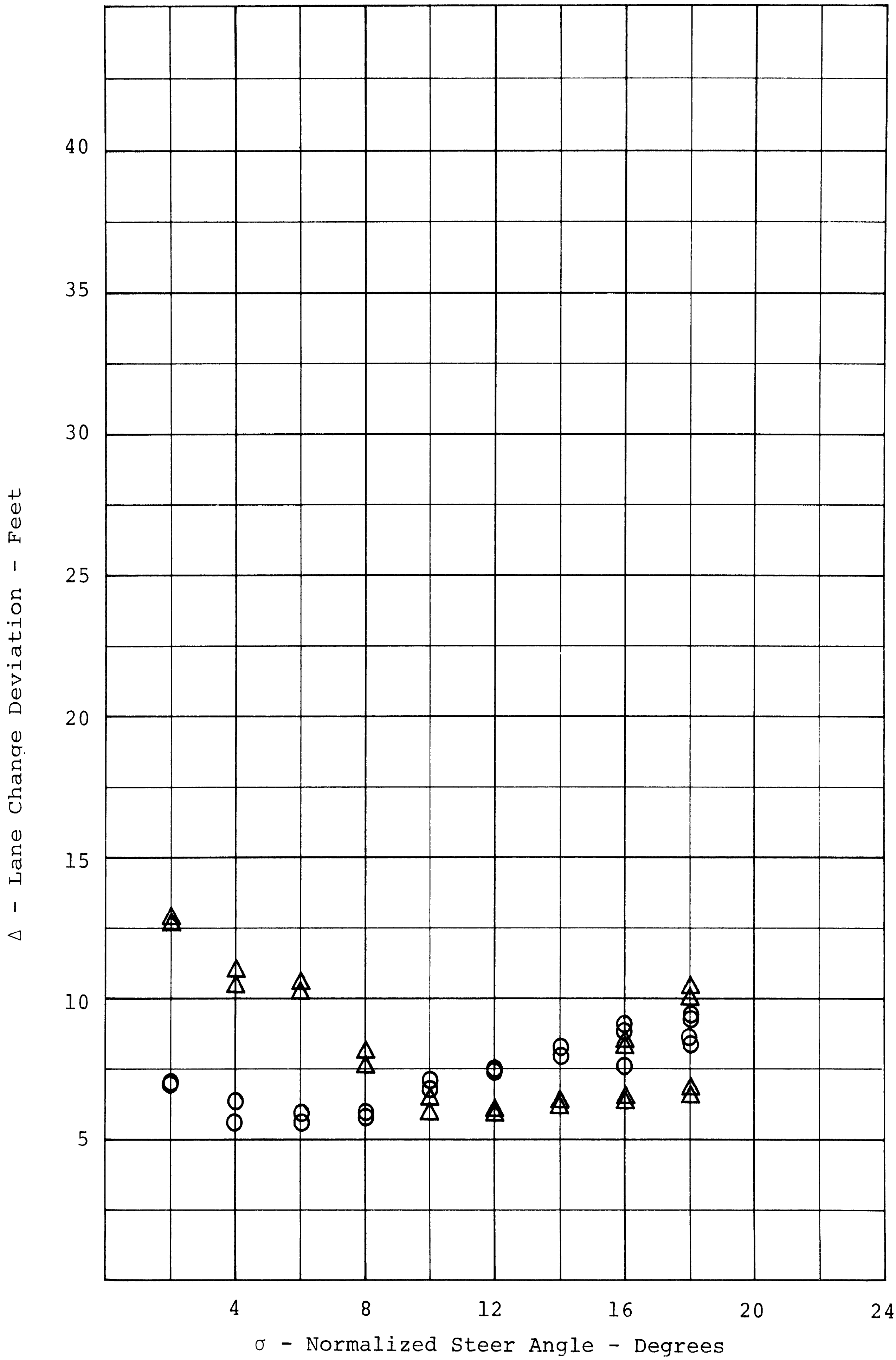
σ - Normalized Steer Angle, or Nominal Front Wheel Steer Angle

Δ - Lane Change Deviation from "Ideal" Lane Change Displacement

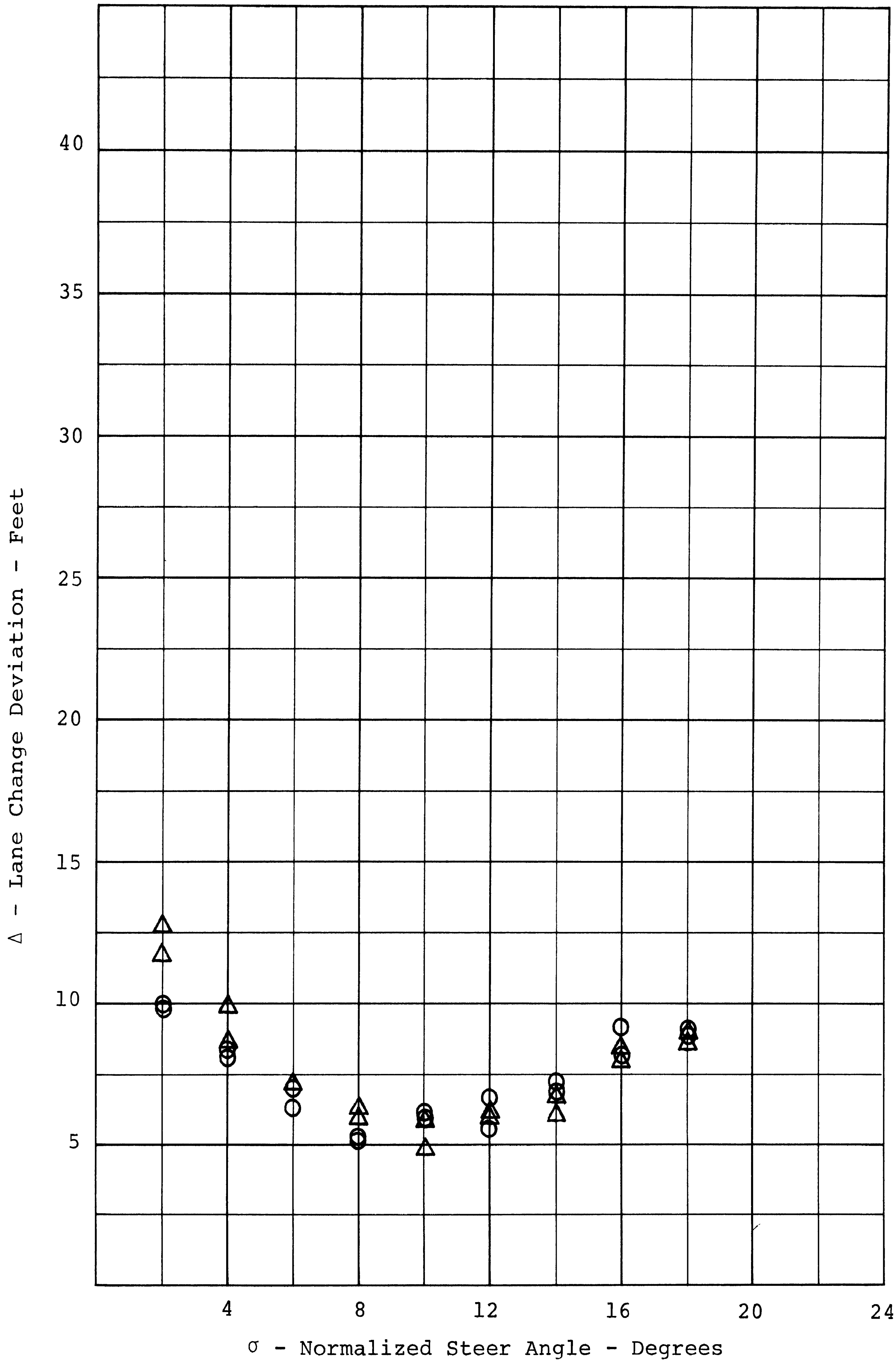
β_p - Peak Sideslip Angle

Δ - Indicates Sine Steer Input is of "Initially Left" polarity

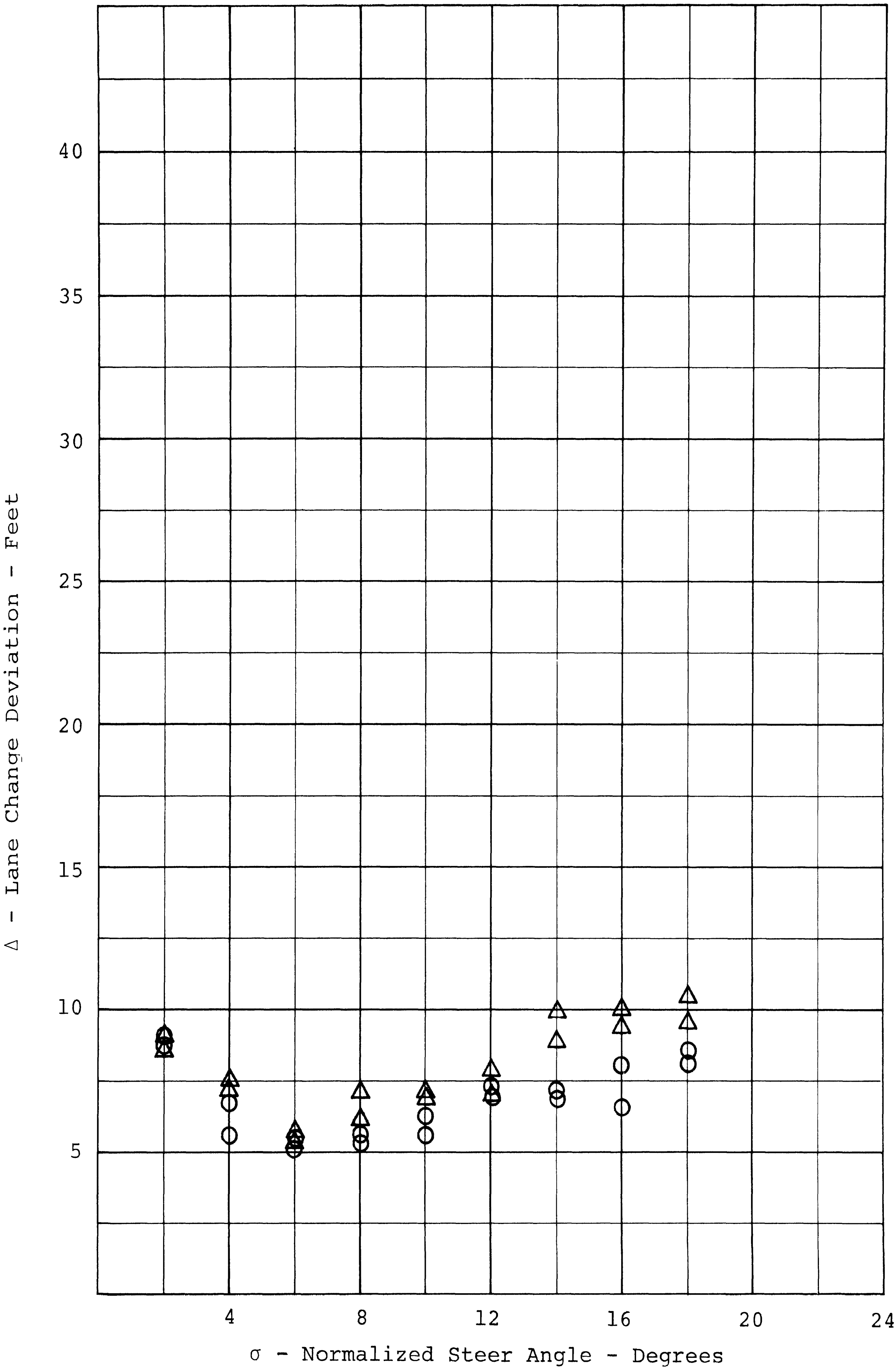
O - Indicates Sine Steer Input is of "Initially Right" polarity



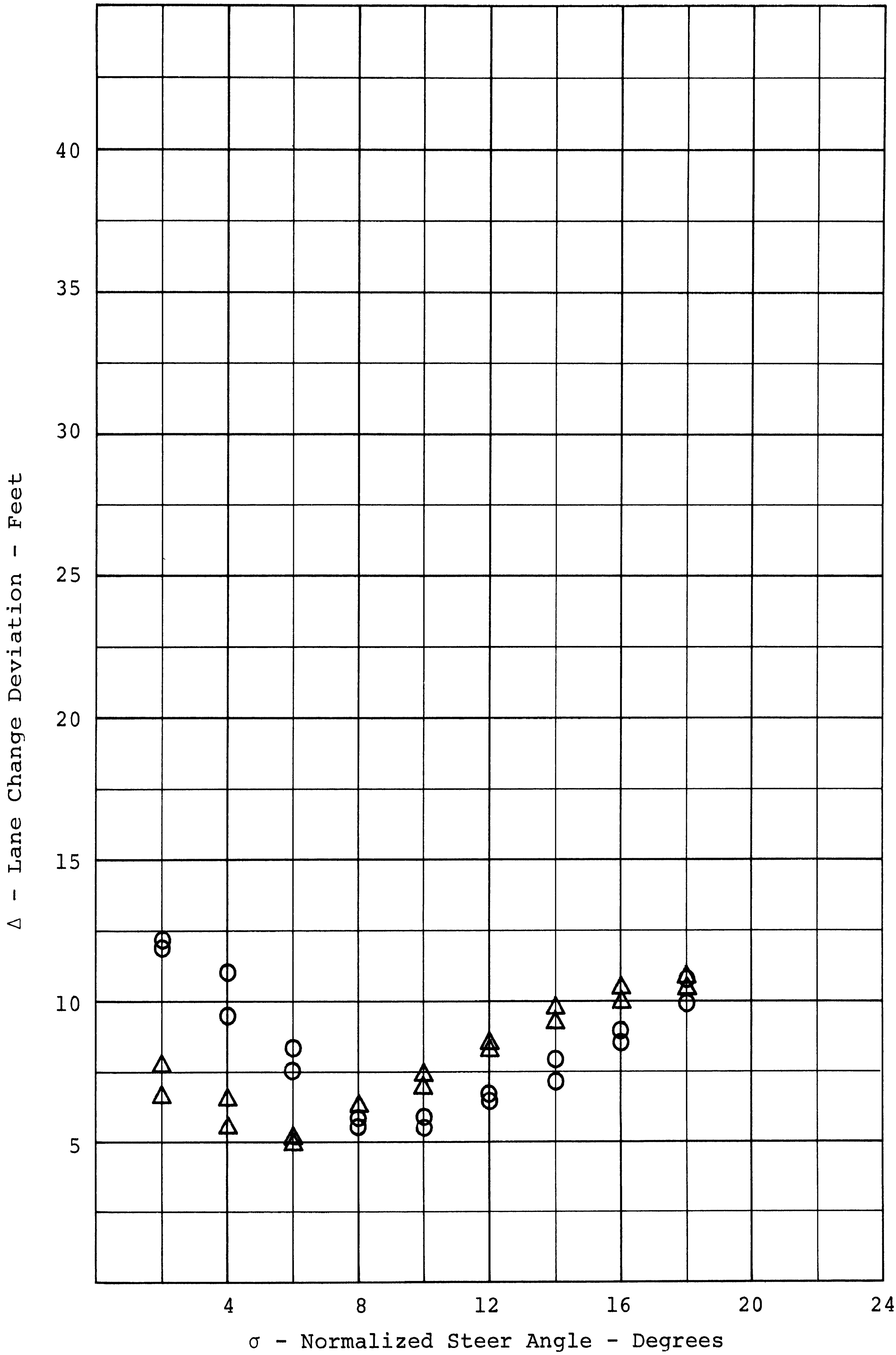
SINUSOIDAL STEER - 45 MPH - AMBASSADOR



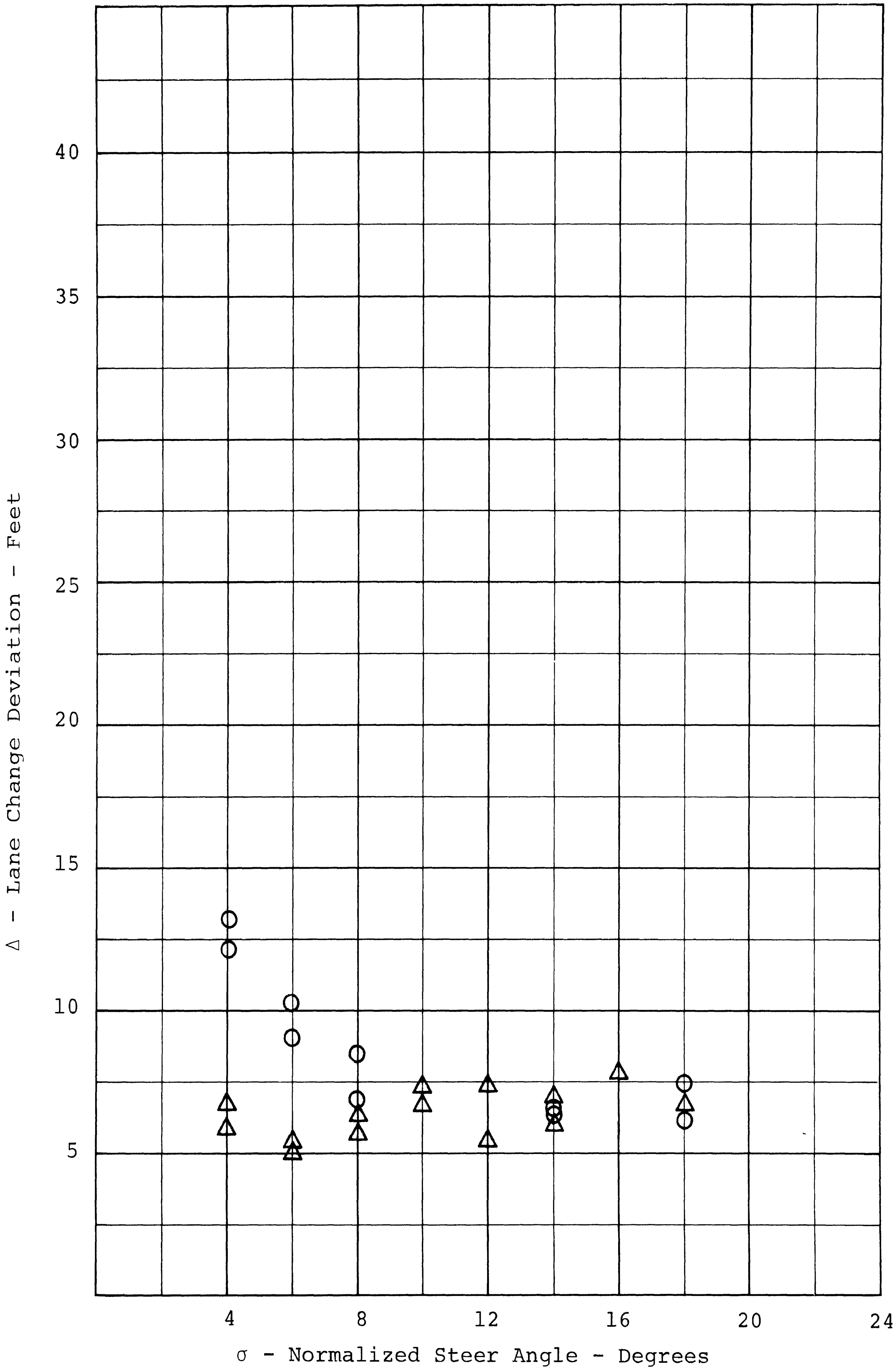
SINUSOIDAL STEER - 45 MPH - AUSTIN



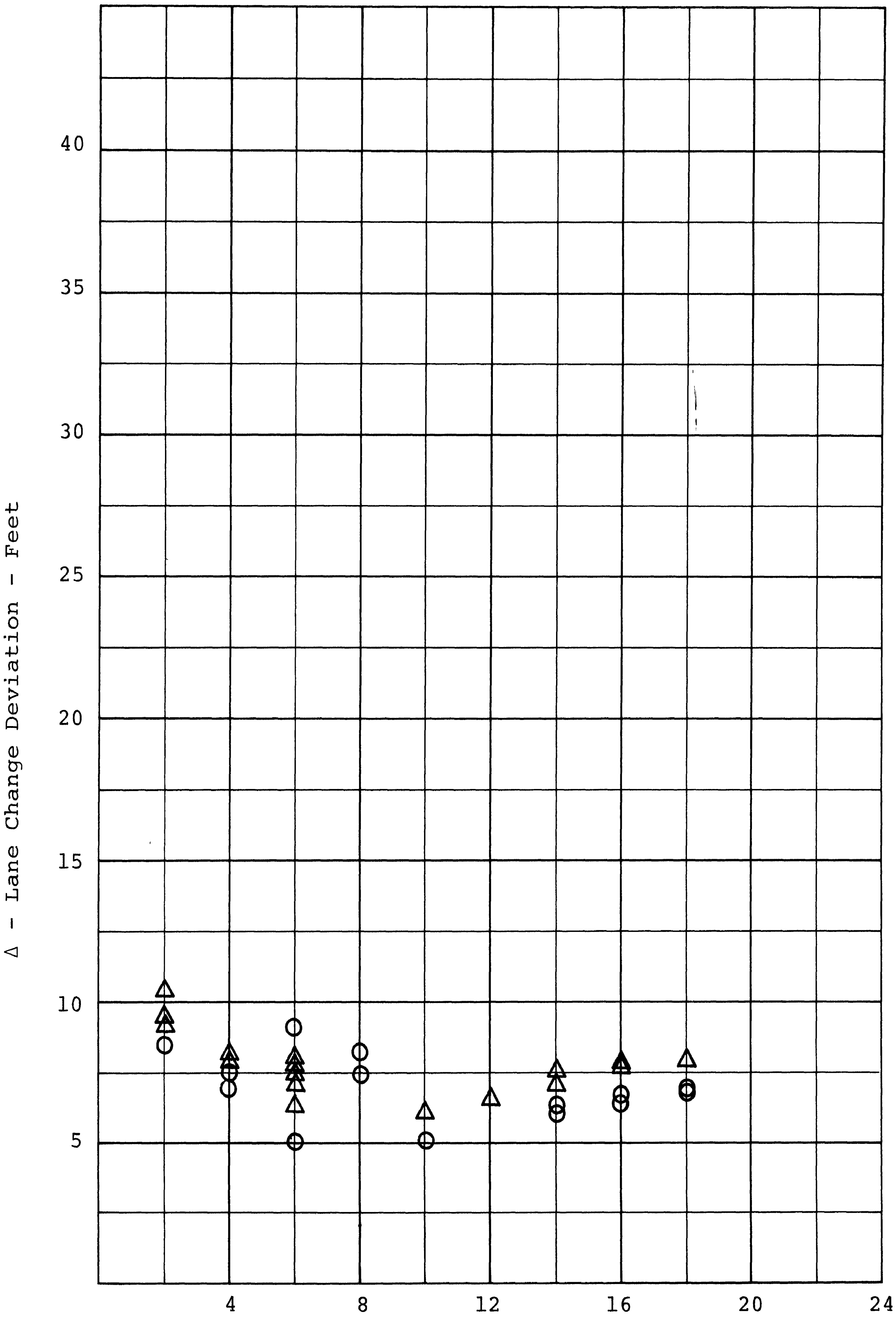
SINUSOIDAL STEER - 45 MPH - BROOKWOOD



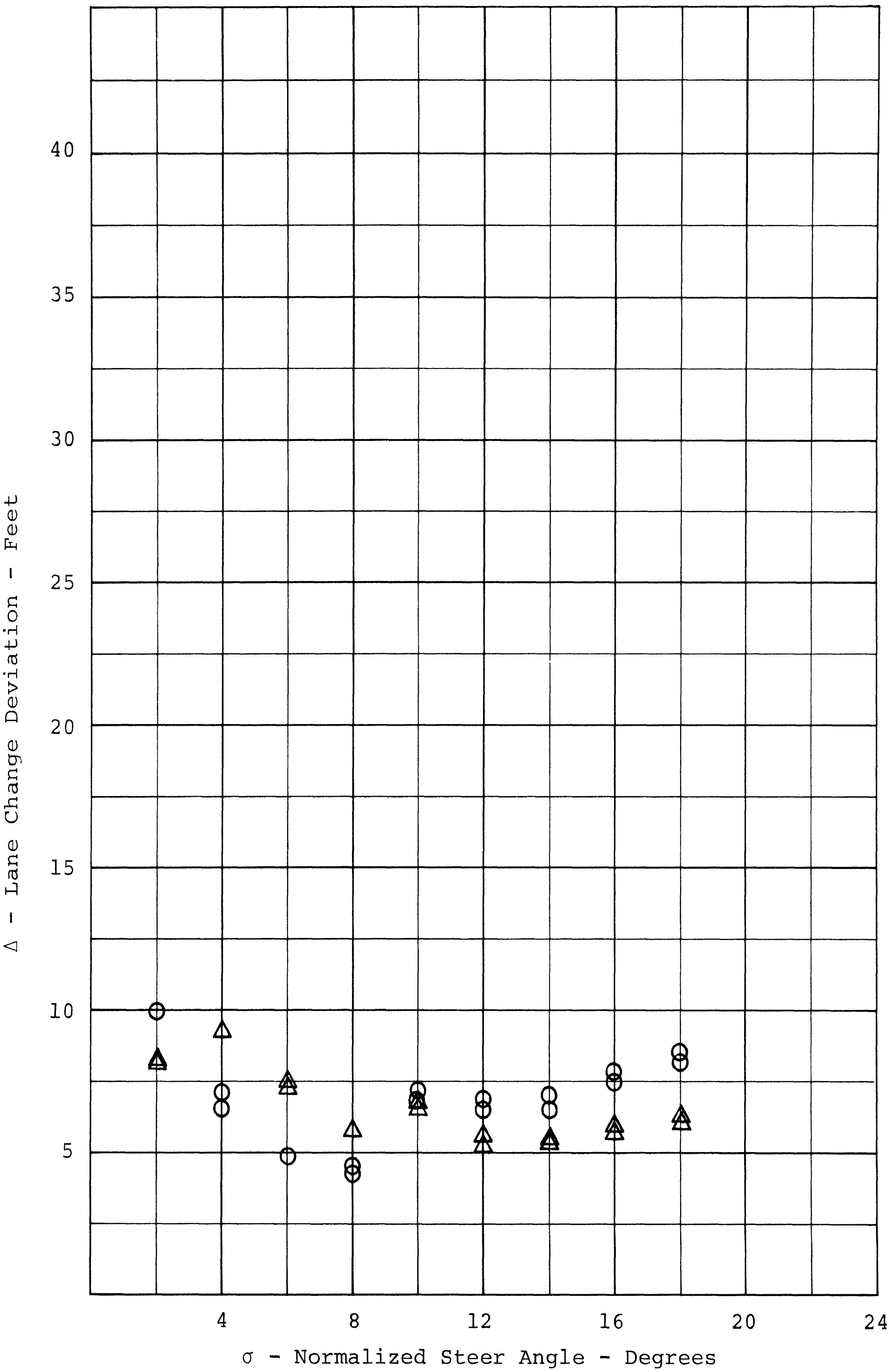
SINUSOIDAL STEER - 45 MPH - DODGE



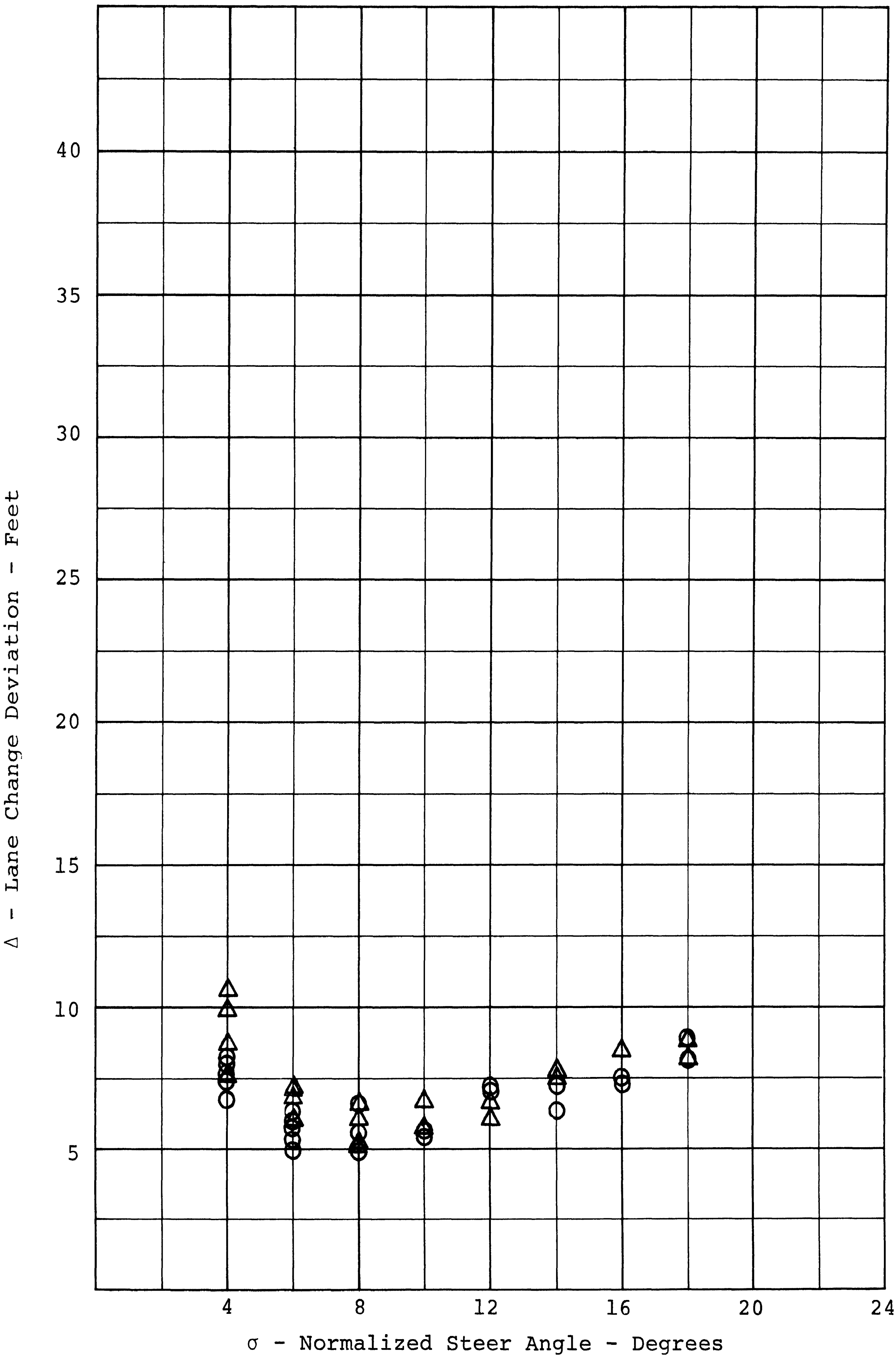
SINUSOIDAL STEER - 45 MPH - FIREBIRD



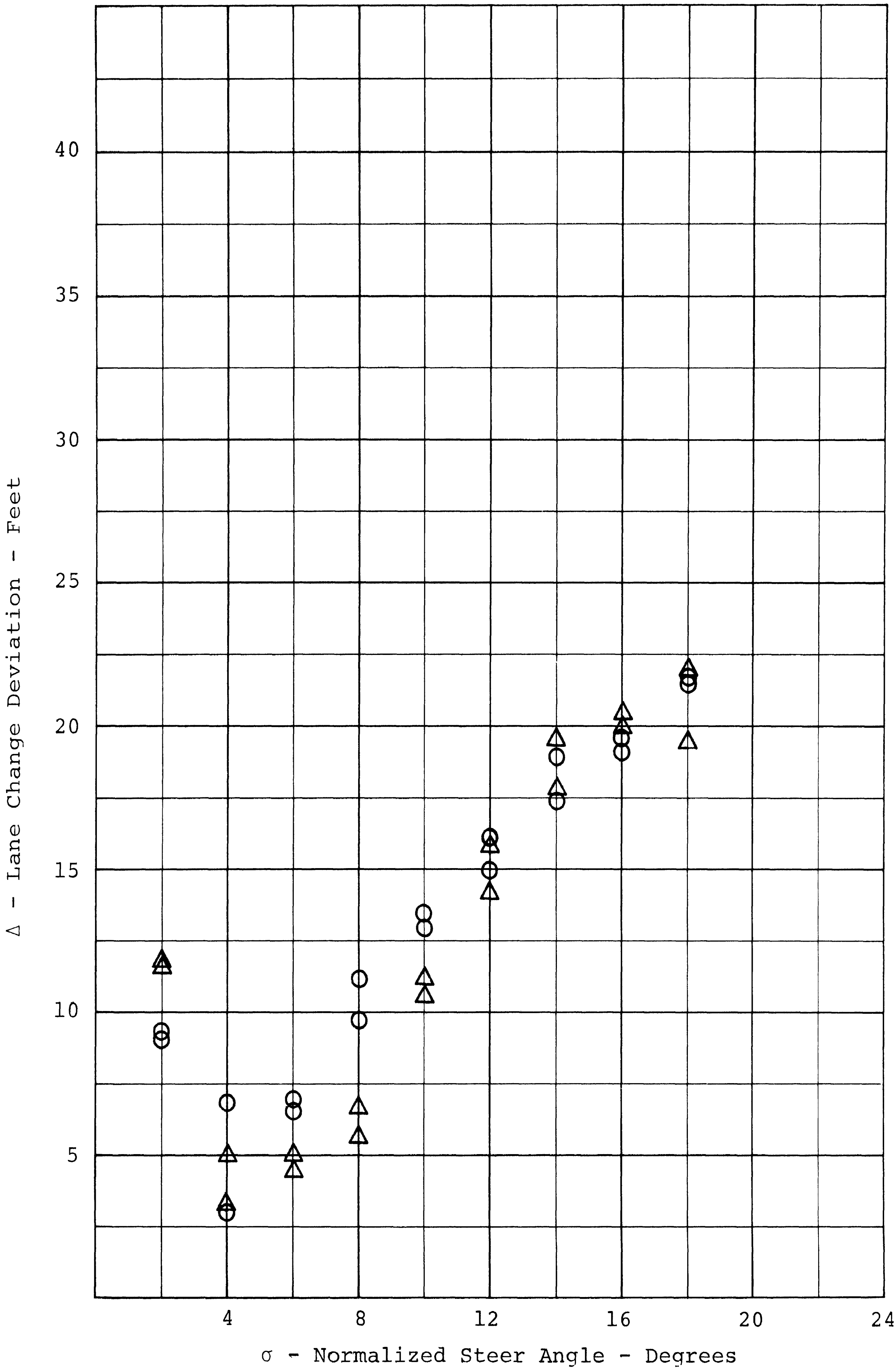
SINUSOIDAL STEER - 45 MPH - GALAXIE



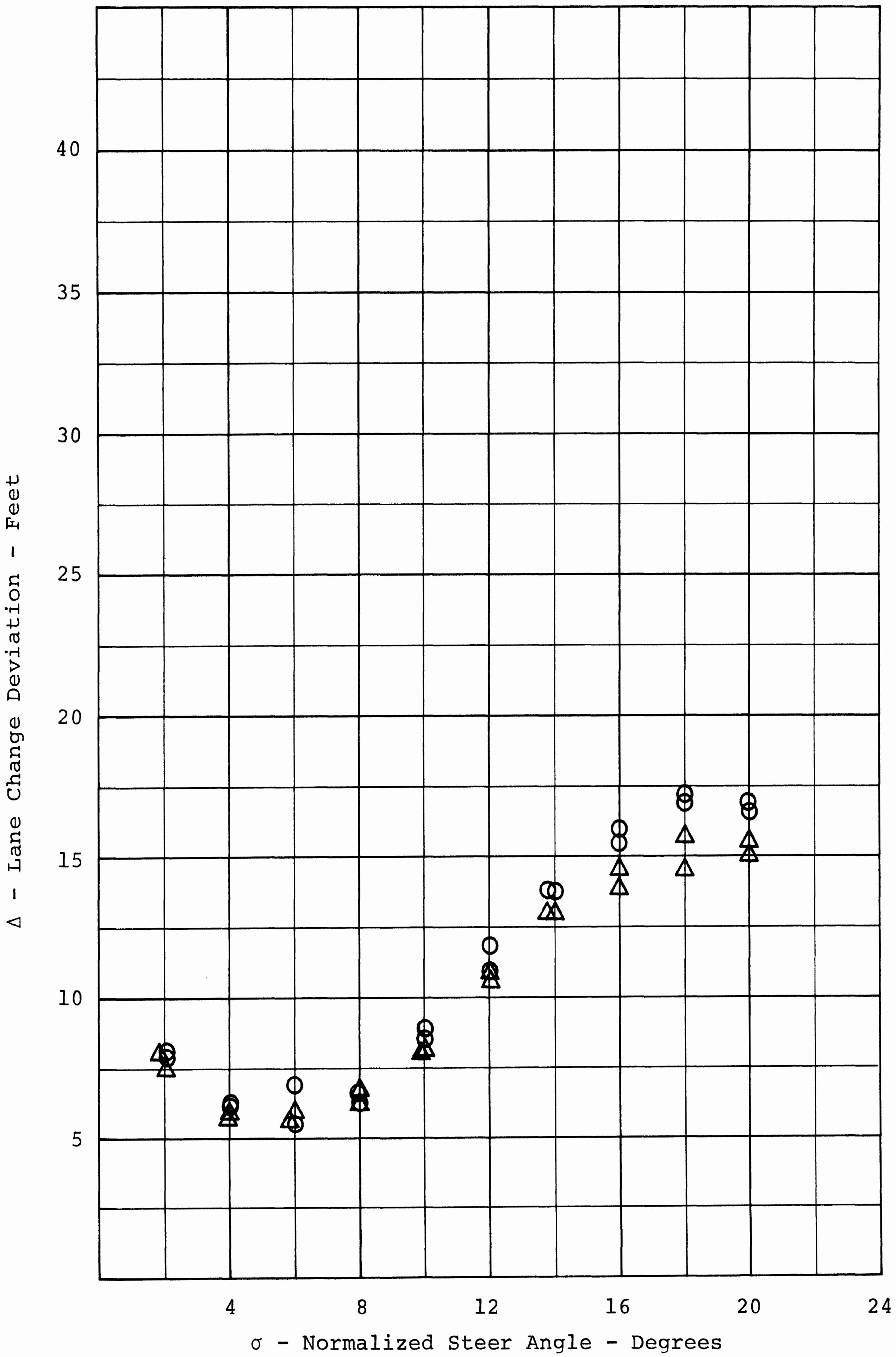
SINUSOIDAL STEER - 45 MPH - GREMLIN



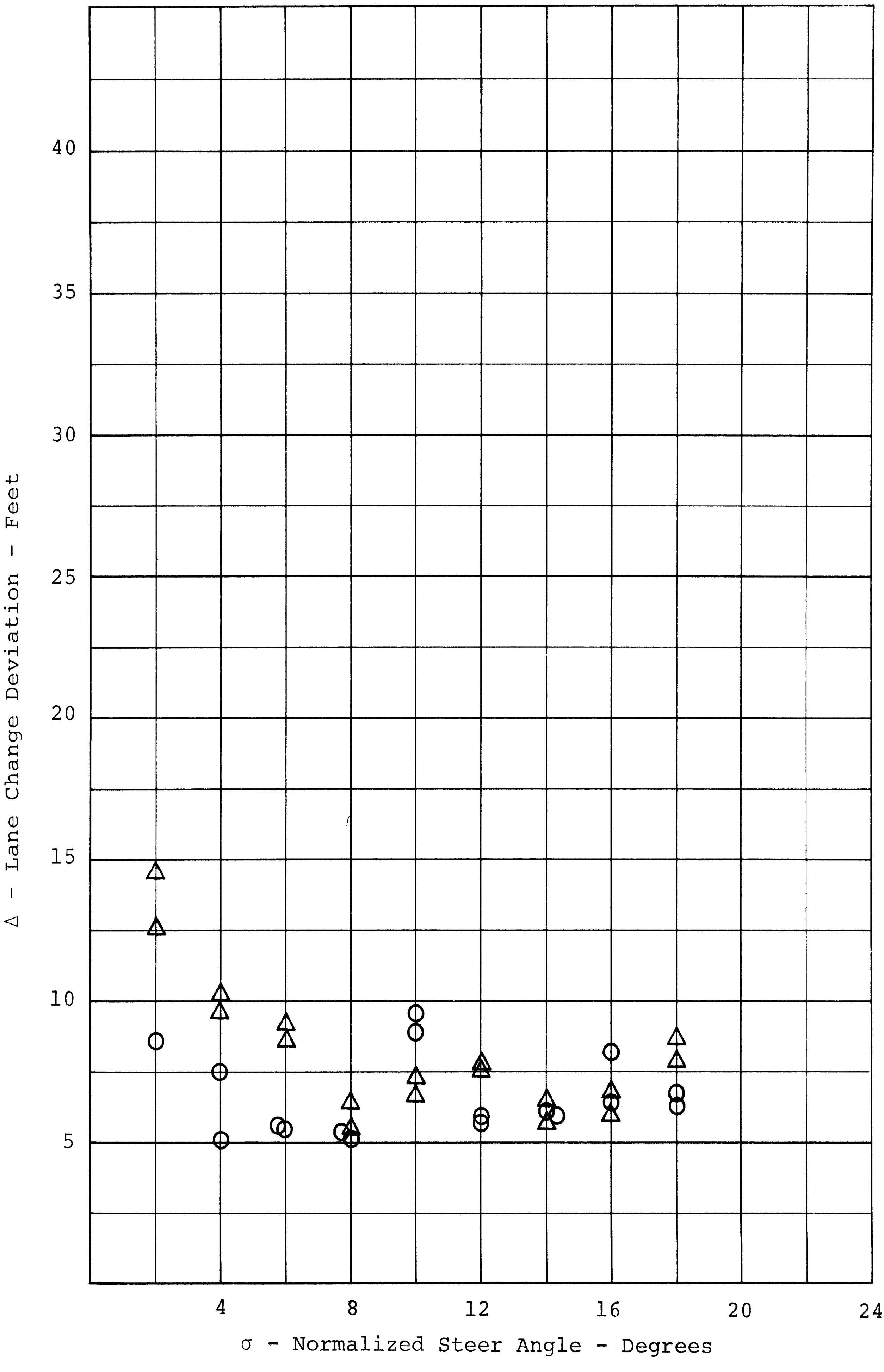
SINUSOIDAL STEER - 45 MPH - IMPERIAL



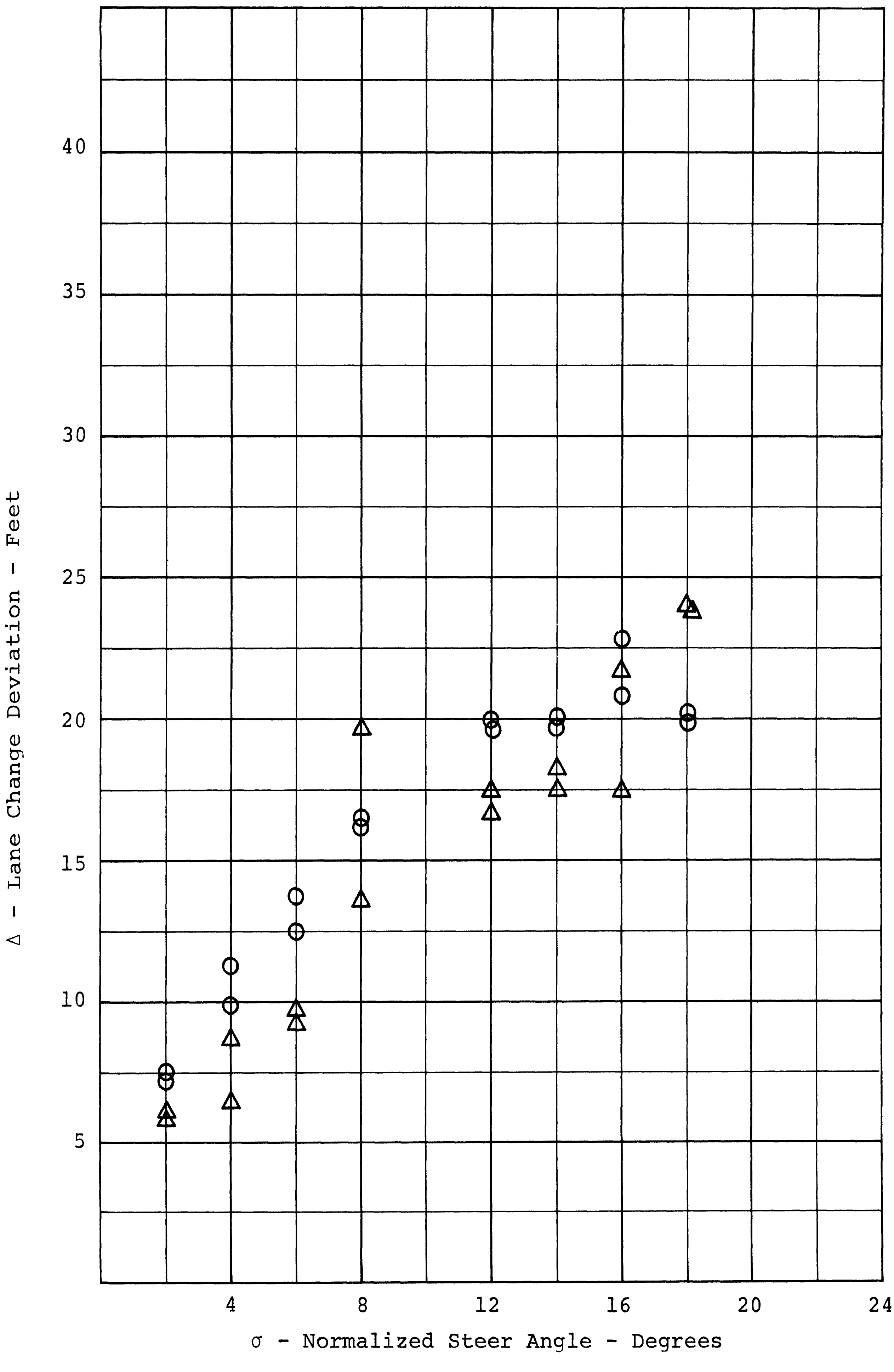
SINUSOIDAL STEER - 45 MPH - LOTUS



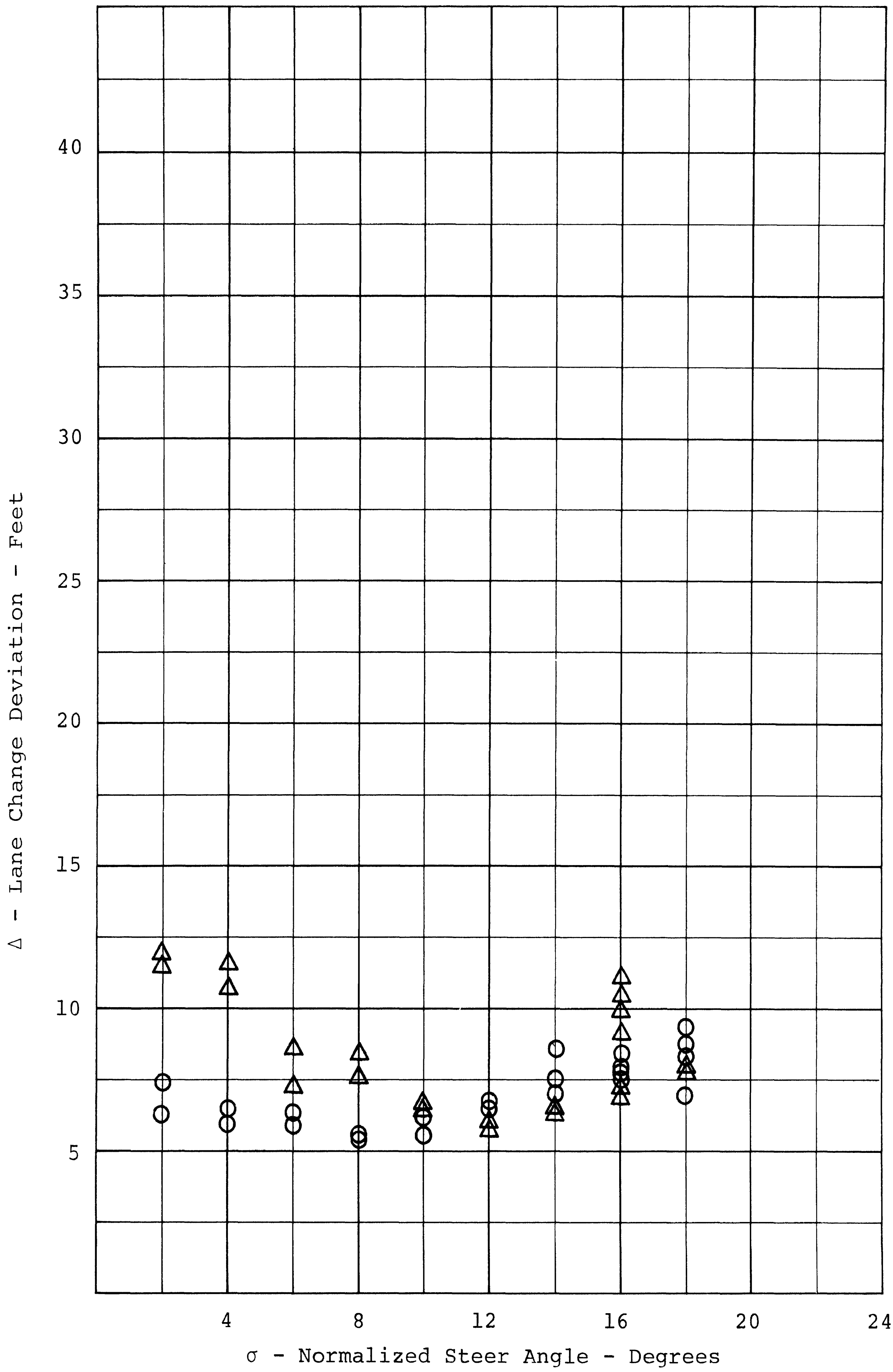
SINUSOIDAL STEER - 45 MPH - MERCEDES



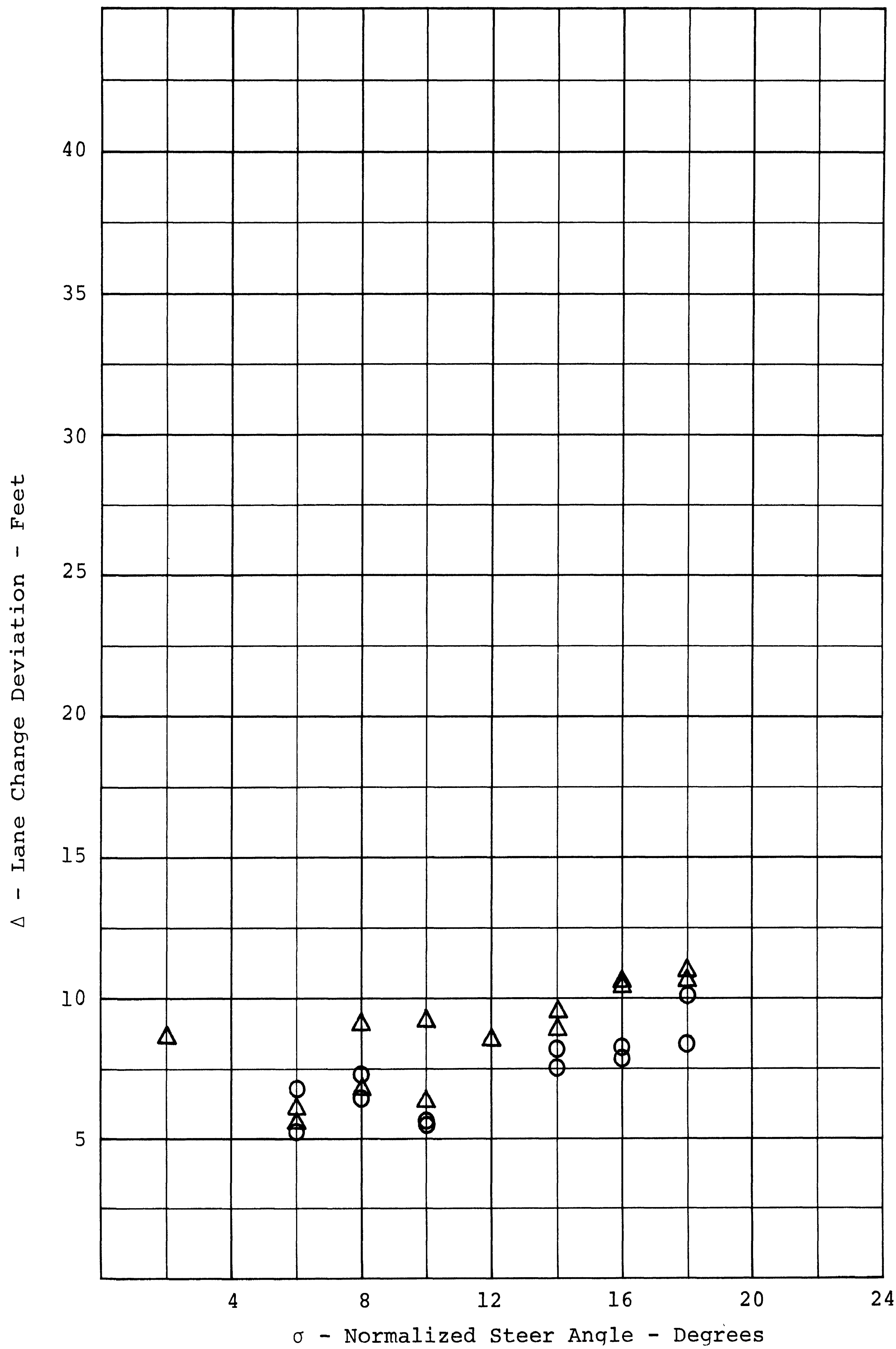
SINUSOIDAL STEER - 45 MPH - TORONADO



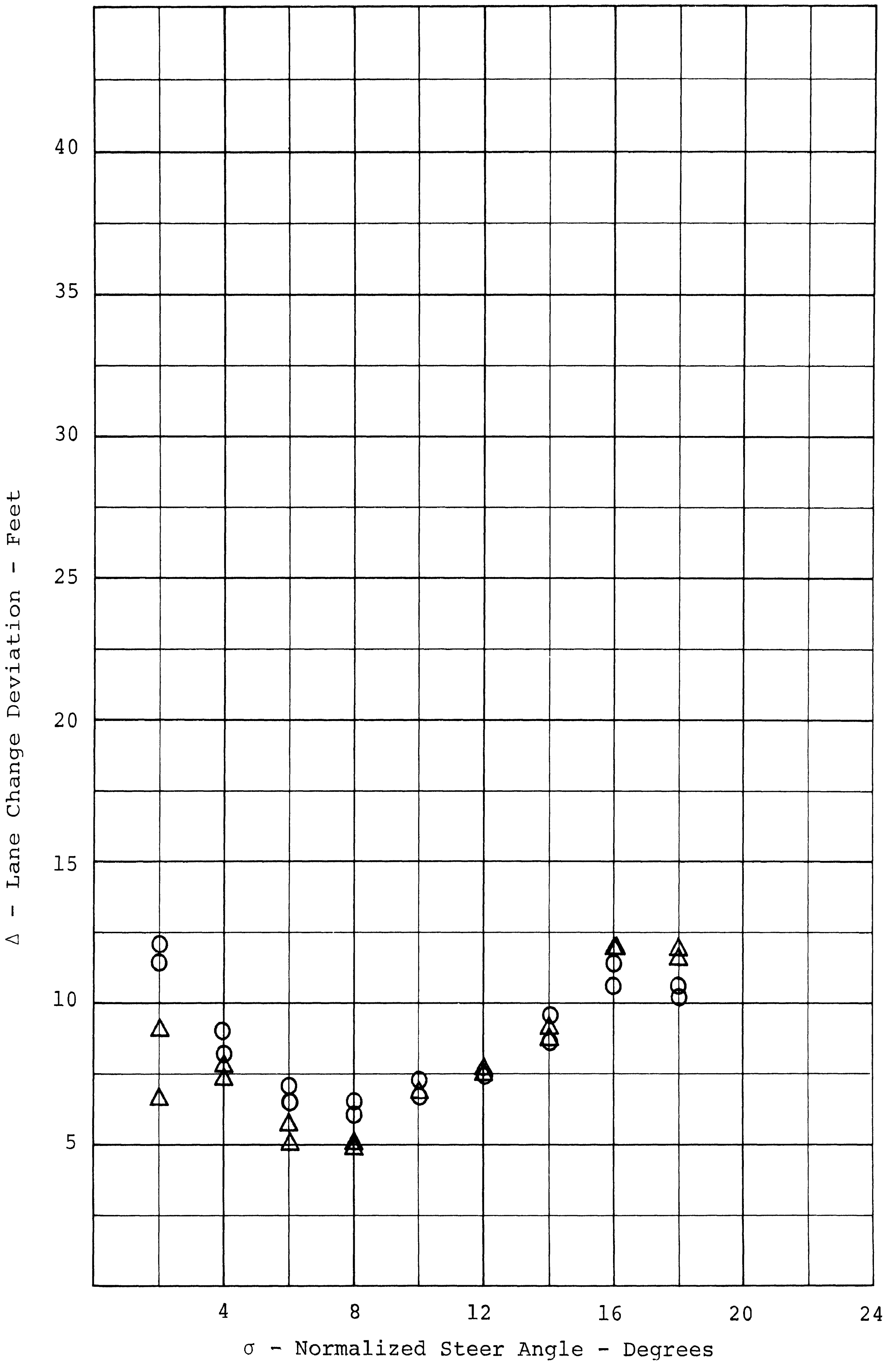
SINUSOIDAL STEER - 45 MPH - VW



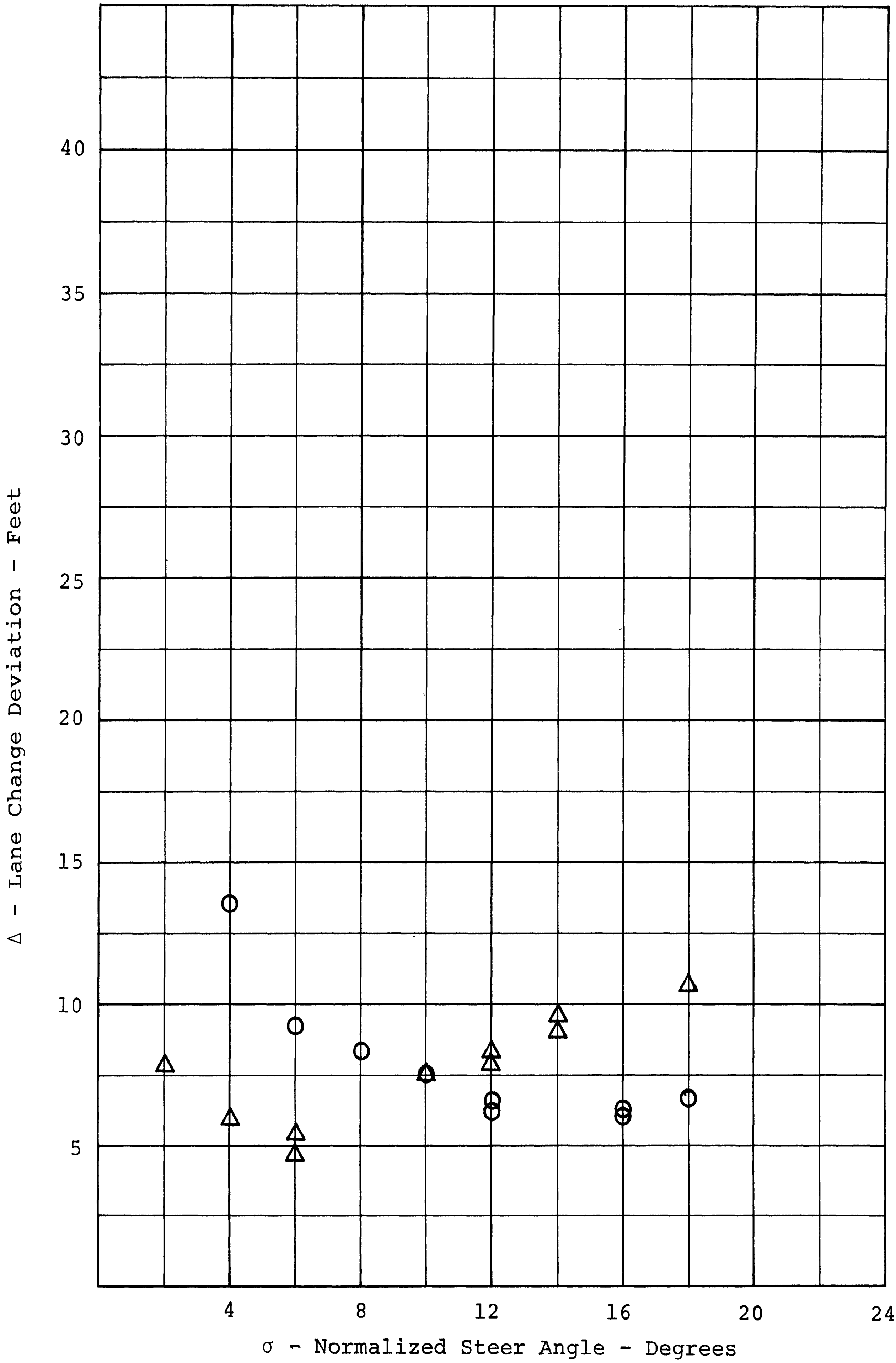
SINUSOIDAL STEER - 60 MPH - AMBASSADOR



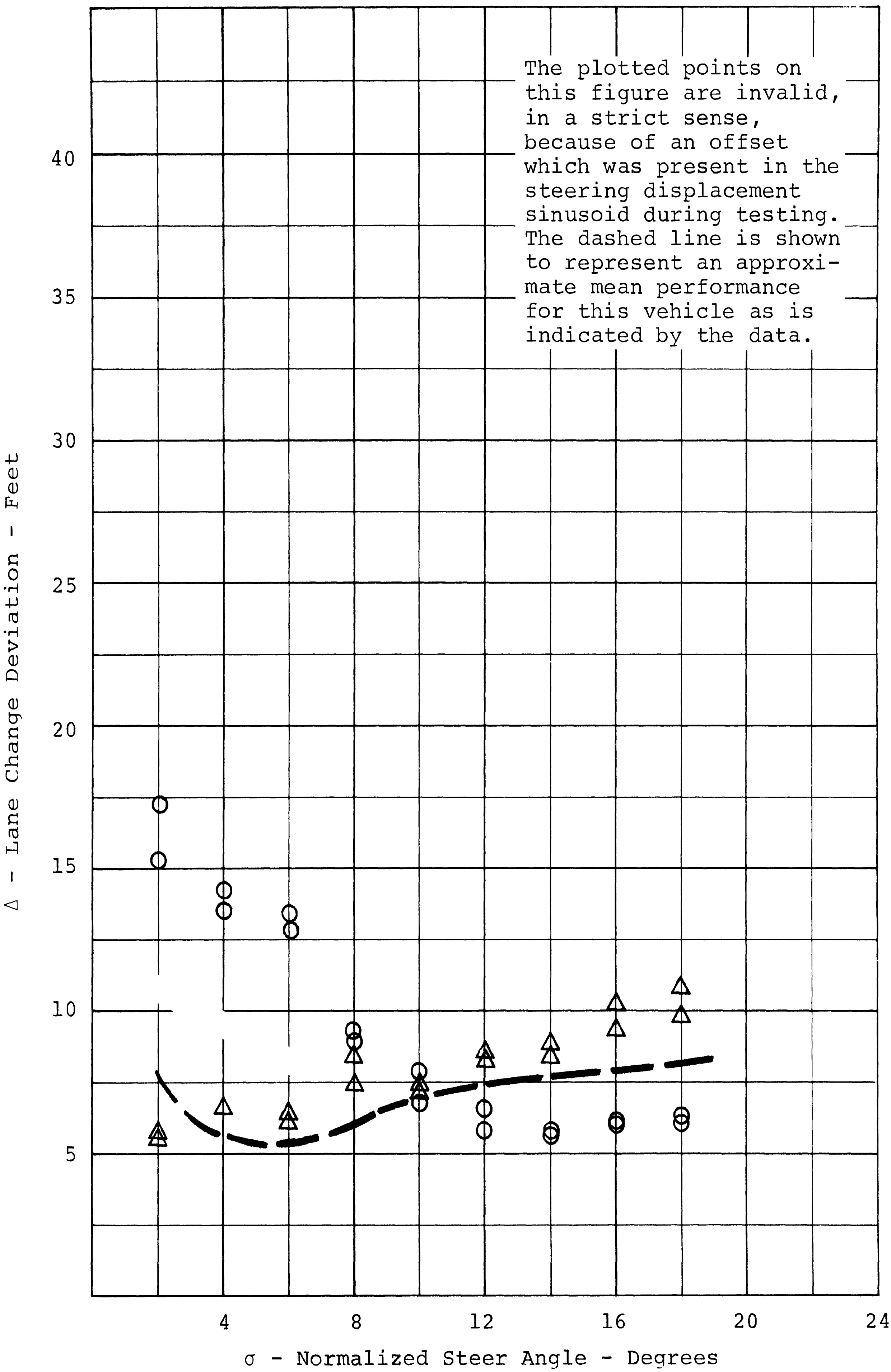
SINUSOIDAL STEER - 60 MPH - BROOKWOOD



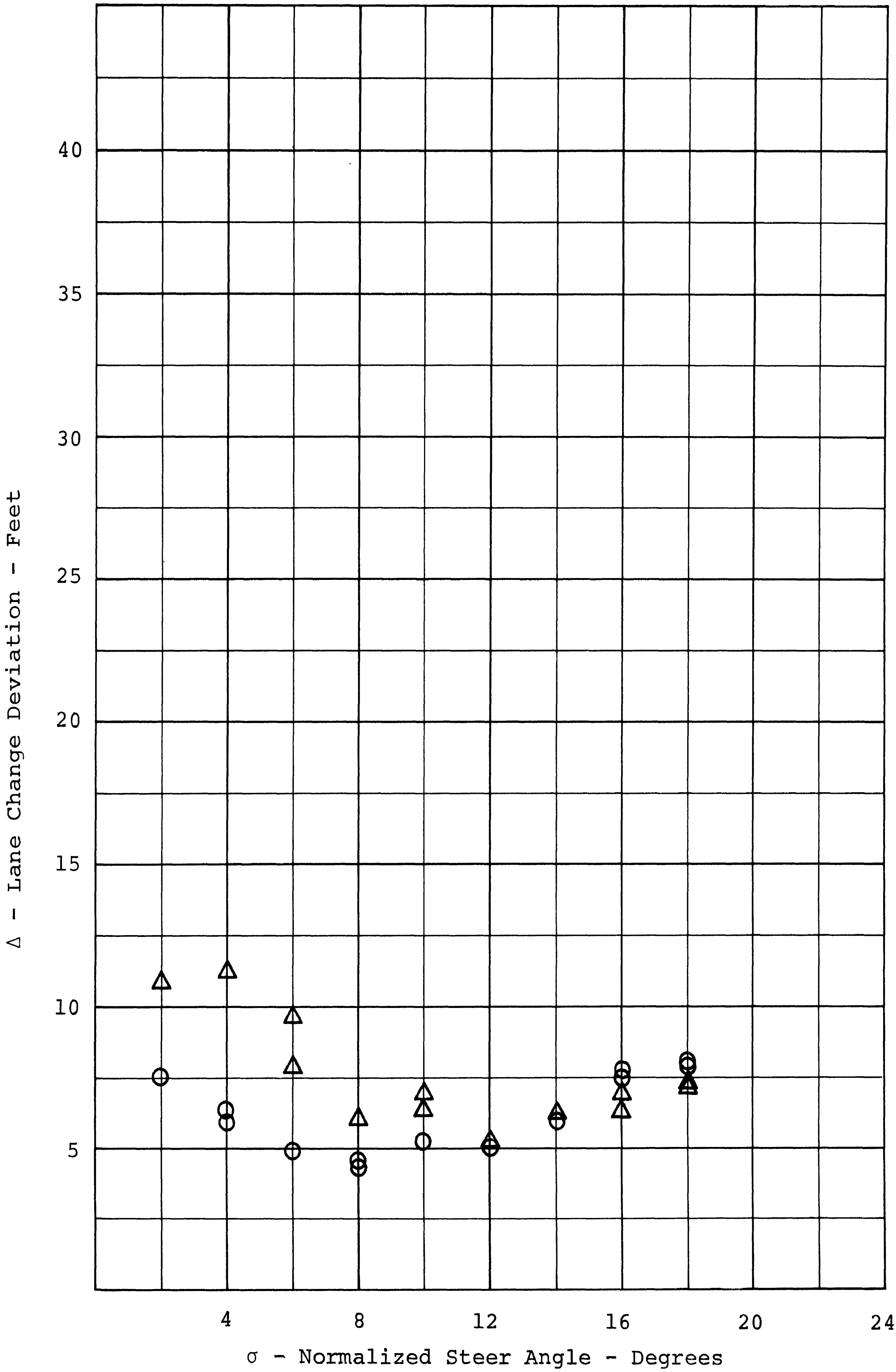
SINUSOIDAL STEER - 60 MPH - DODGE



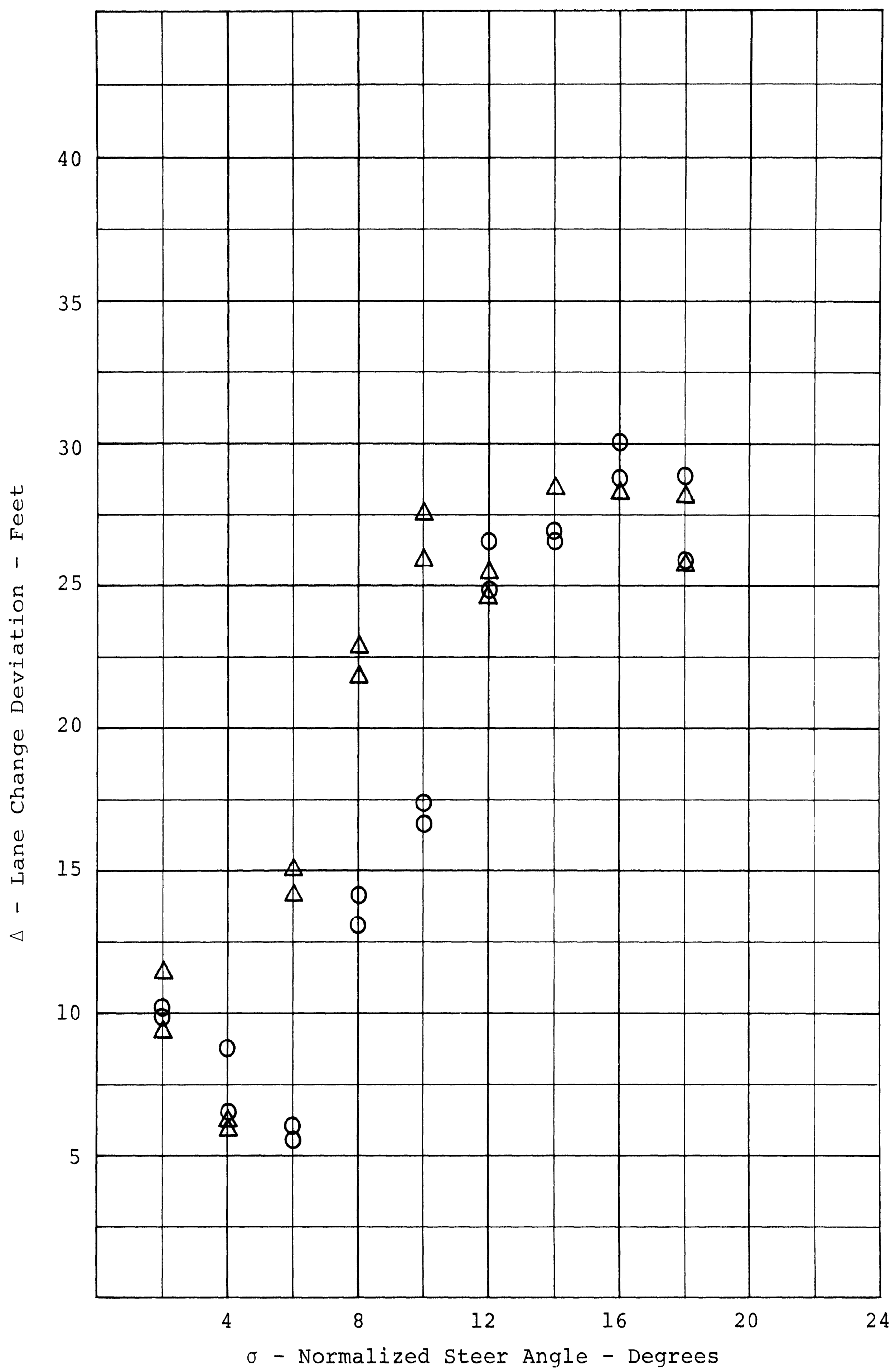
SINUSOIDAL STEER - 60 MPH - FIREBIRD



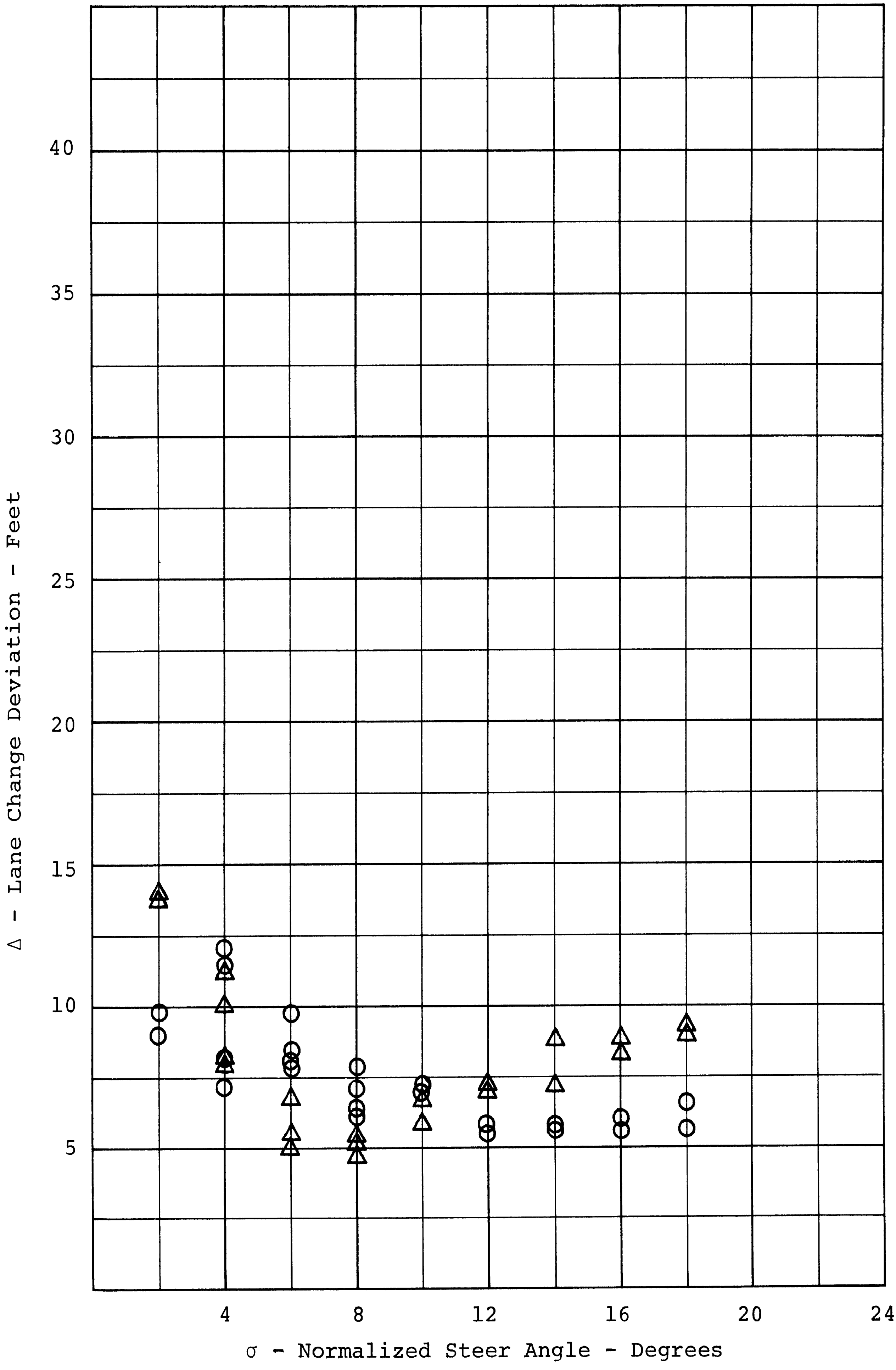
SINUSOIDAL STEER - 60 MPH - GALAXIE



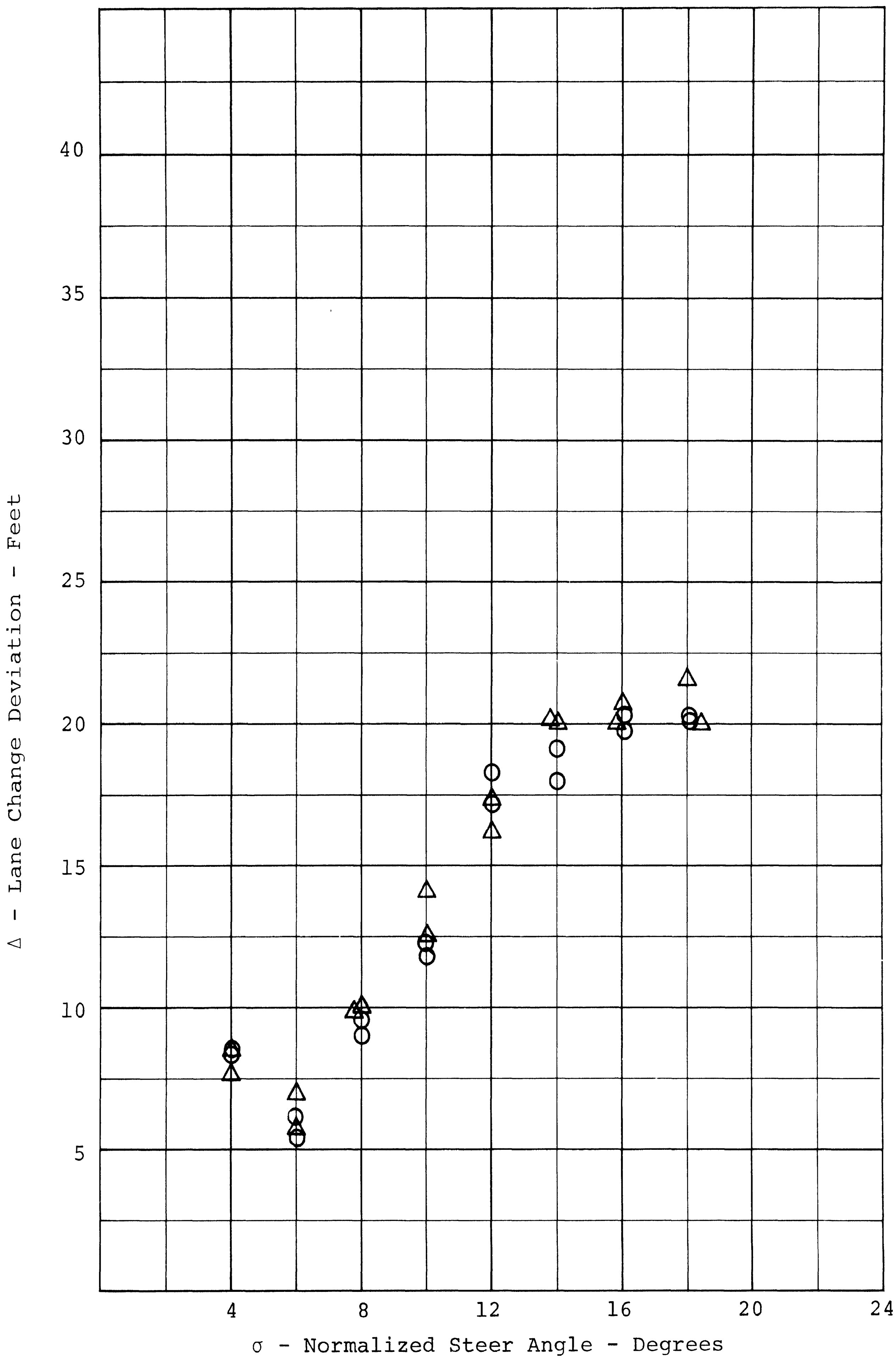
SINUSOIDAL STEER - 60 MPH - GREMLIN



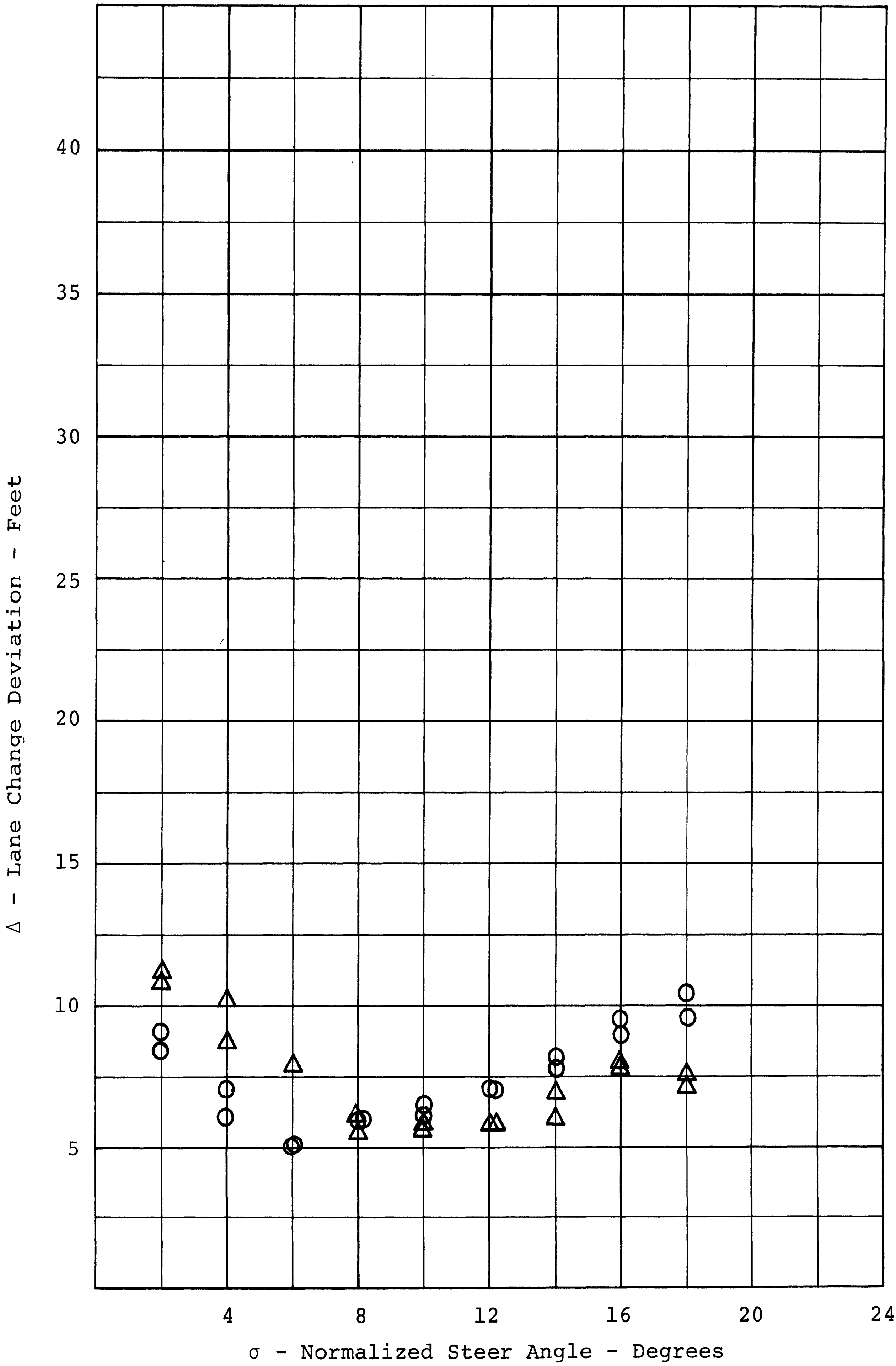
SINUSOIDAL STEER - 60 MPH - LOTUS



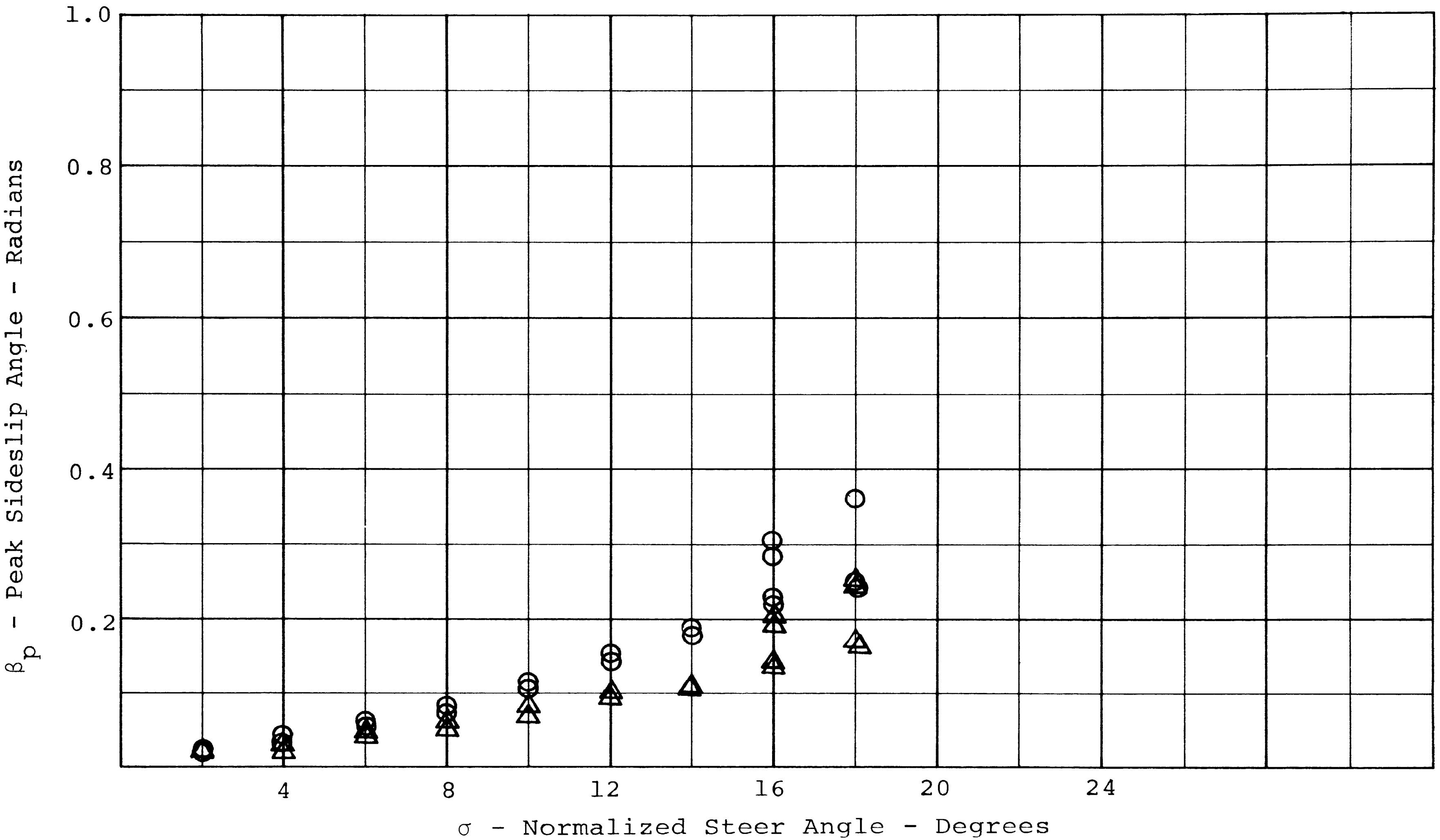
SINUSOIDAL STEER - 60 MPH - IMPERIAL



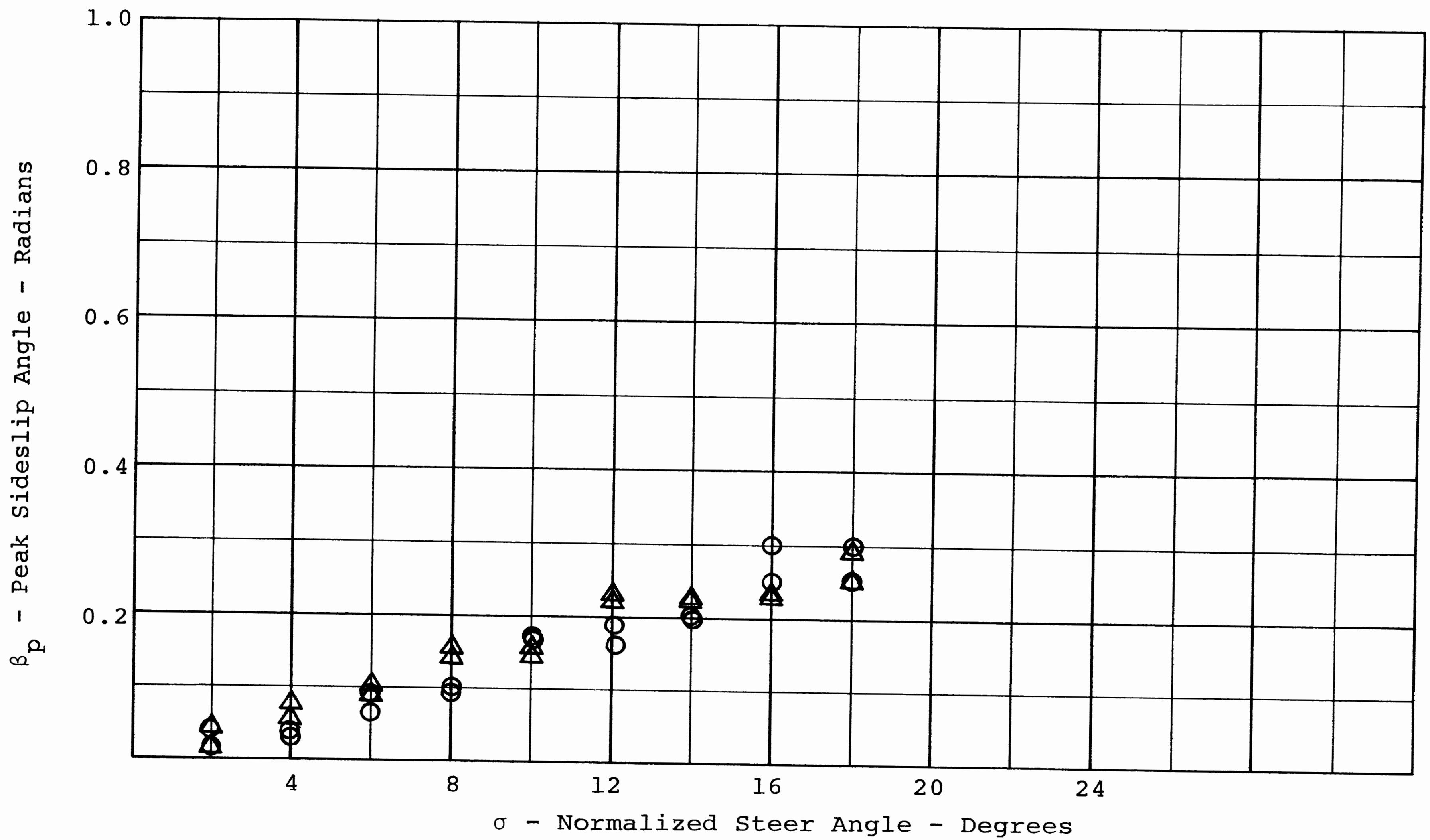
SINUSOIDAL STEER - 60 MPH - MERCEDES



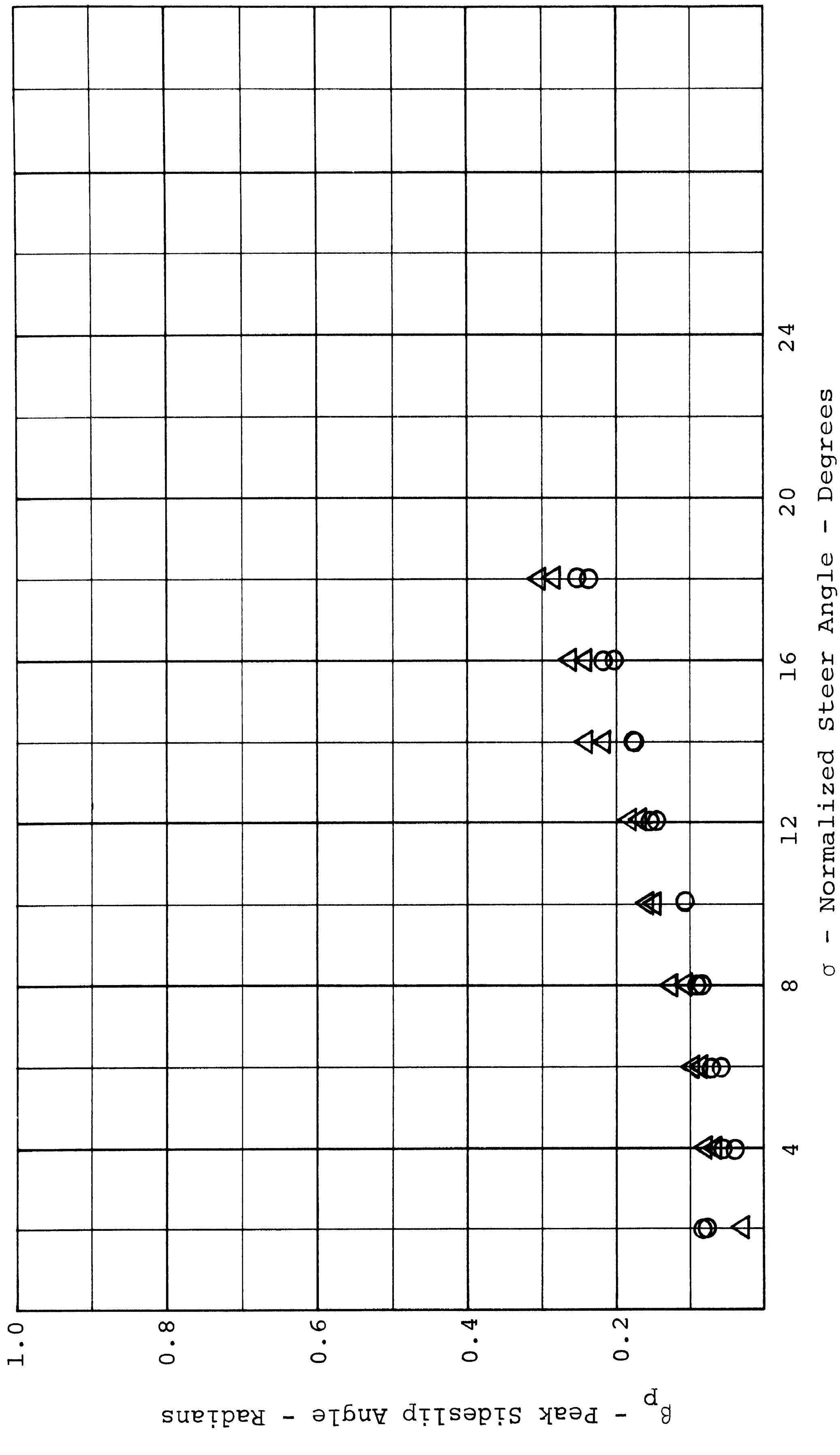
SINUSOIDAL STEER - 60 MPH - TORONADO



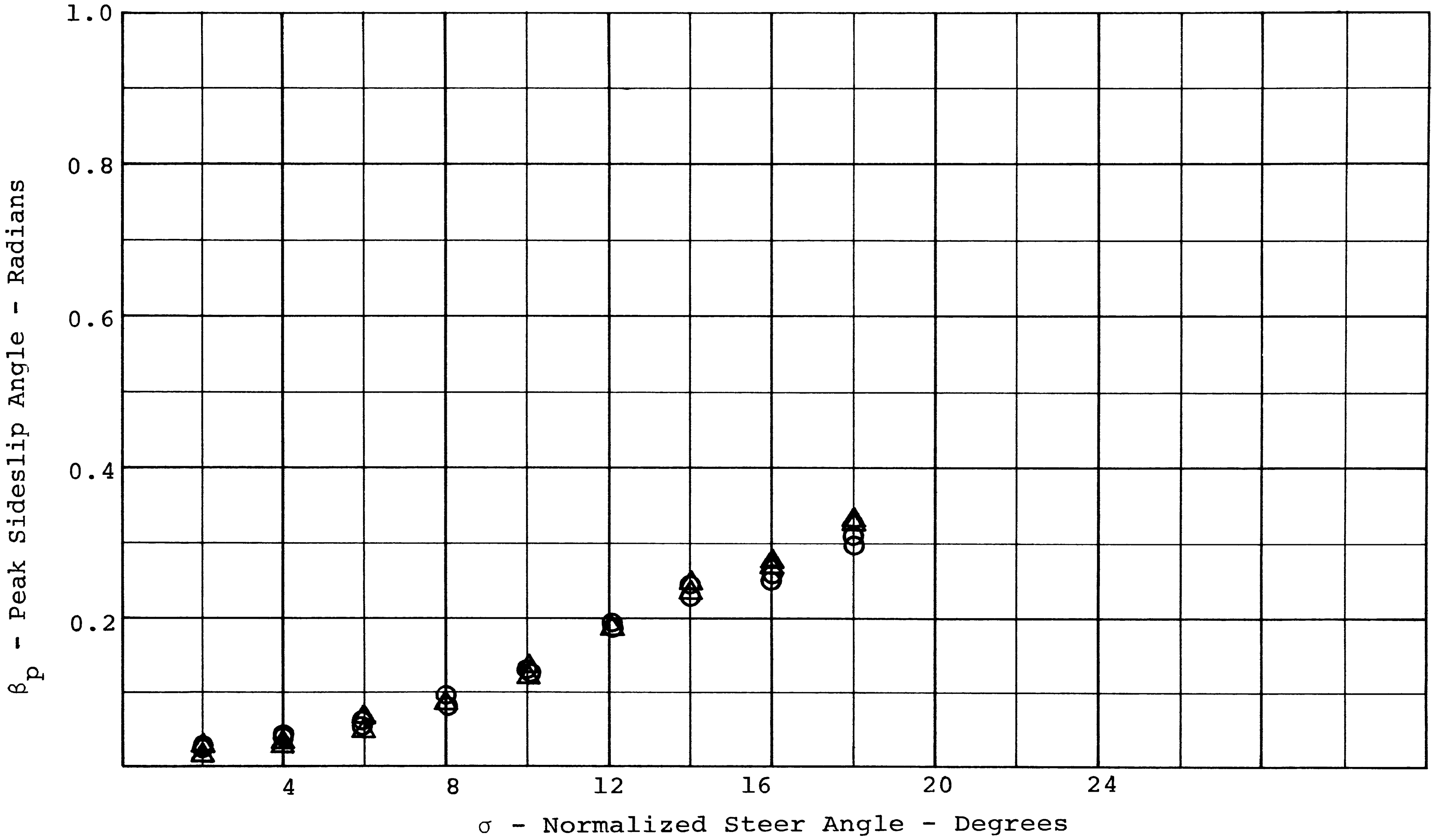
SINUSOIDAL STEER - 45 MPH - AMBASSADOR



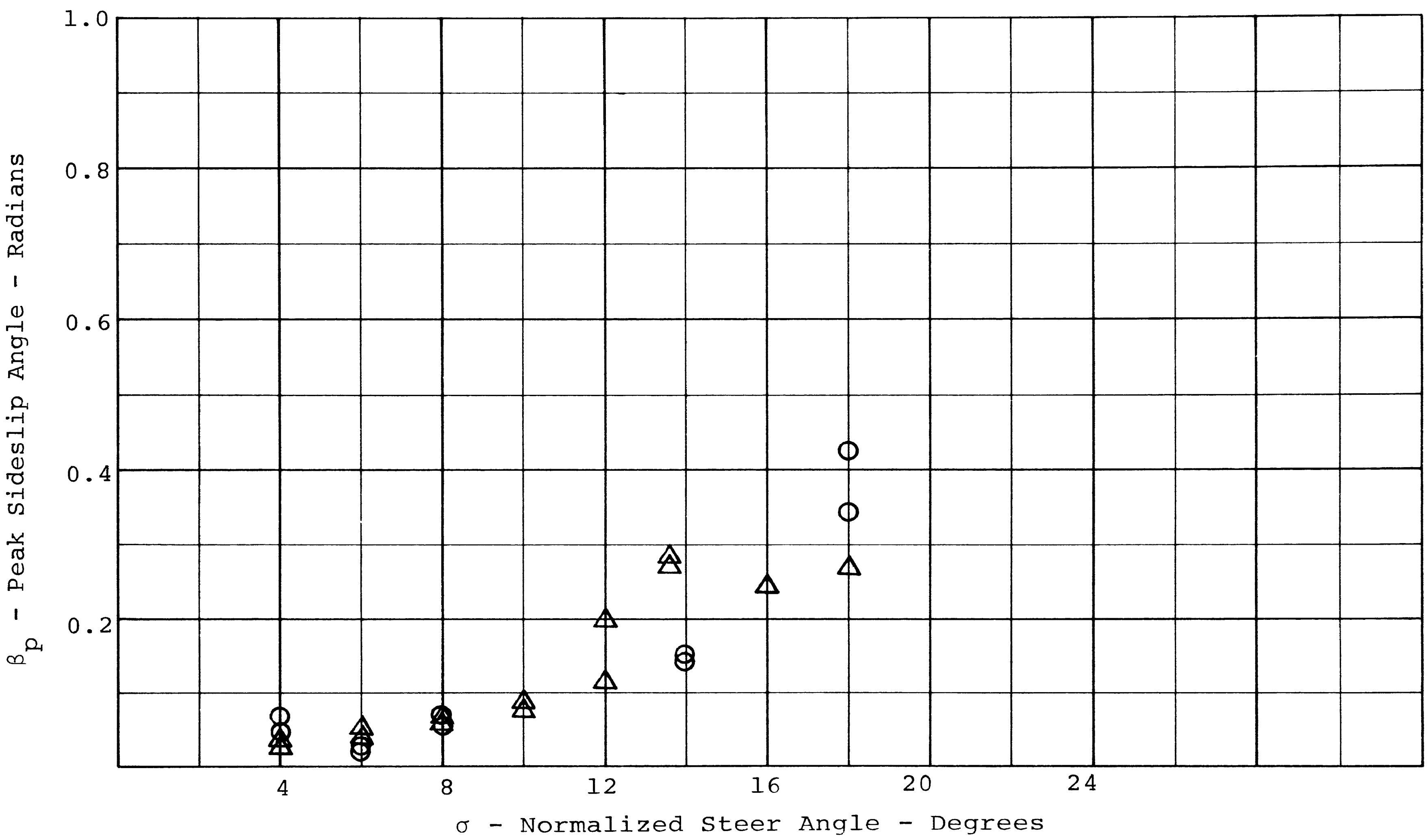
SINUSOIDAL STEER - 45 MPH - AUSTIN



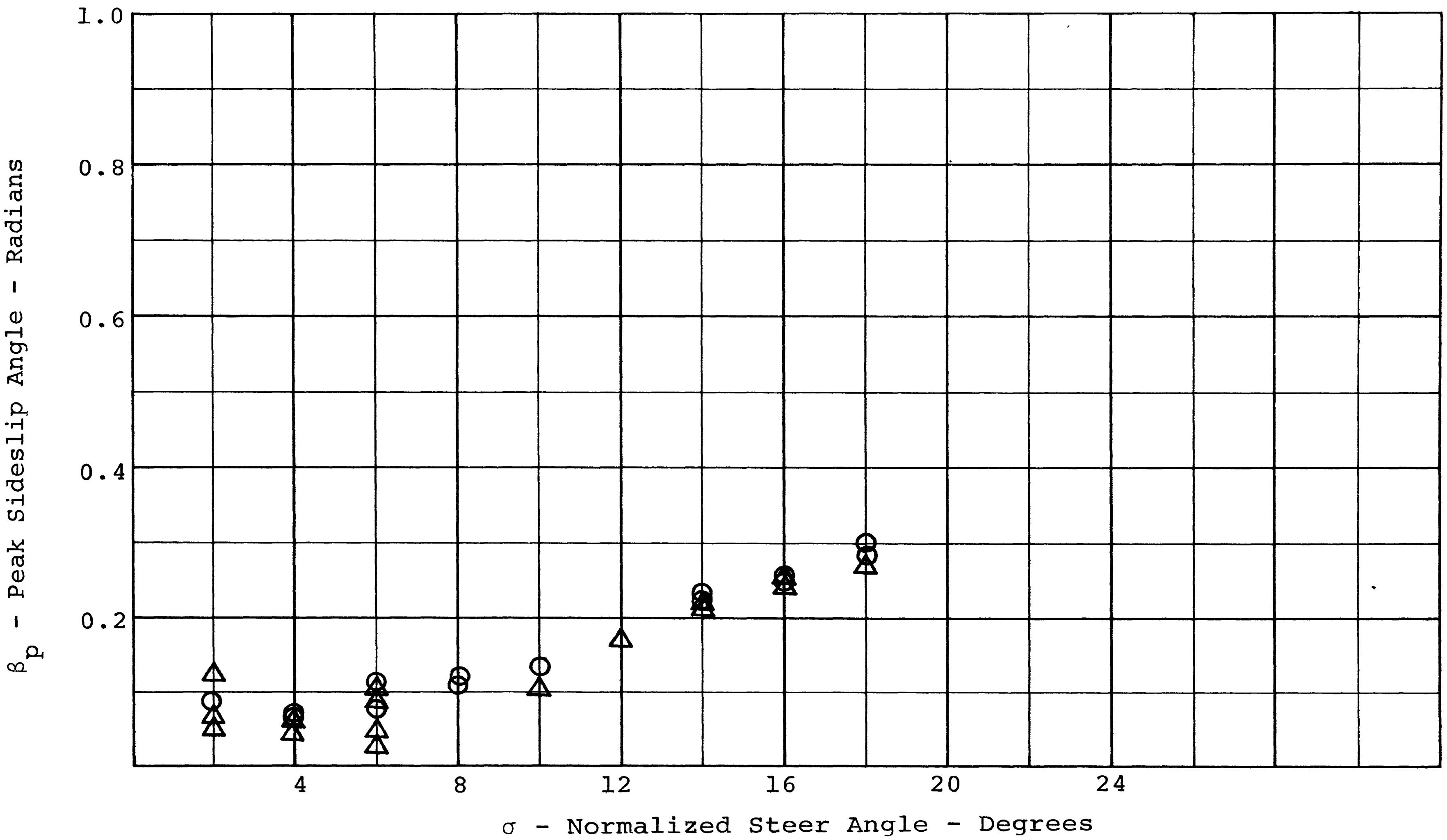
SINUSOIDAL STEER - 45 MPH - BROOKWOOD



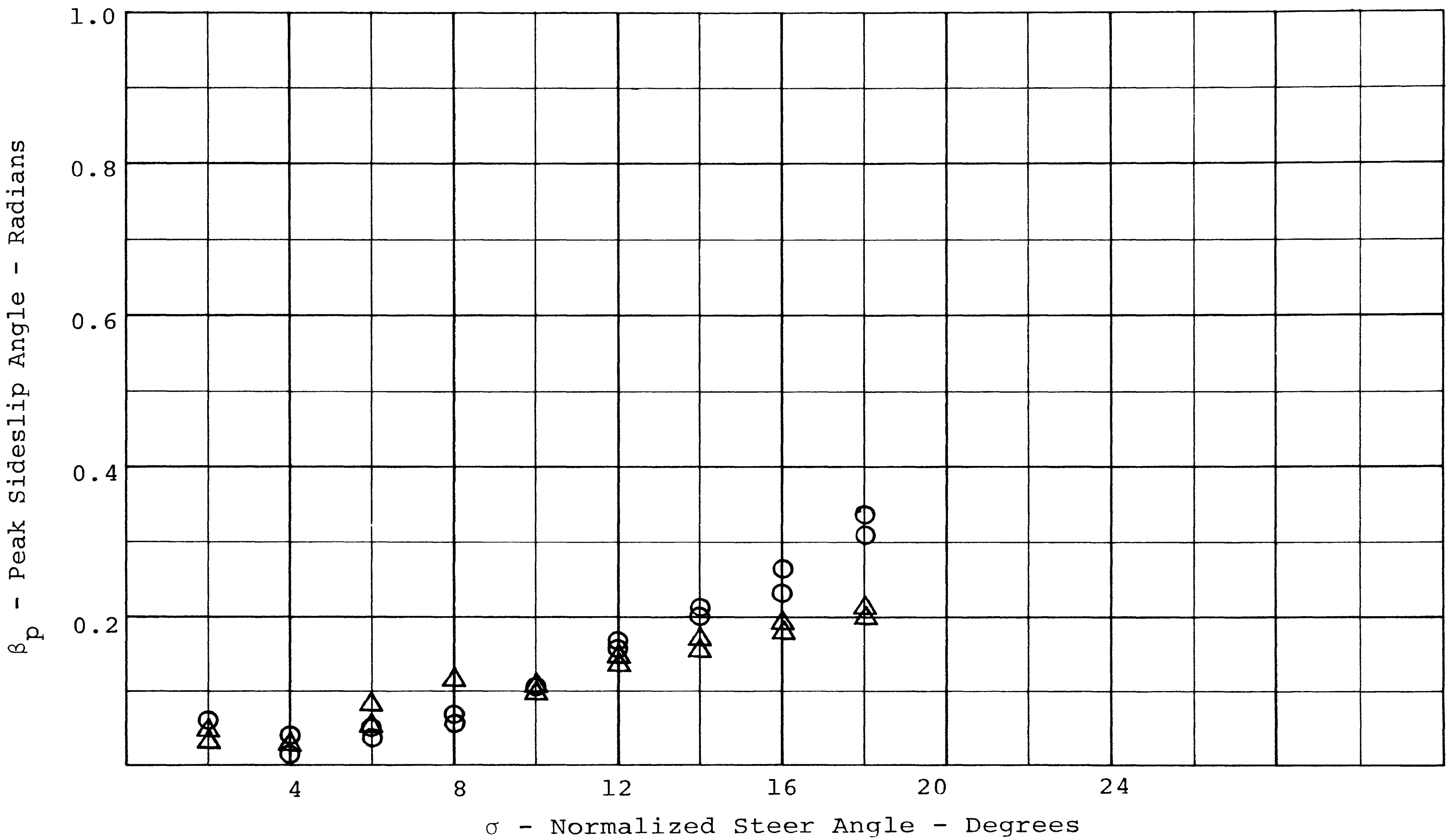
SINUSOIDAL STEER - 45 MPH - DODGE



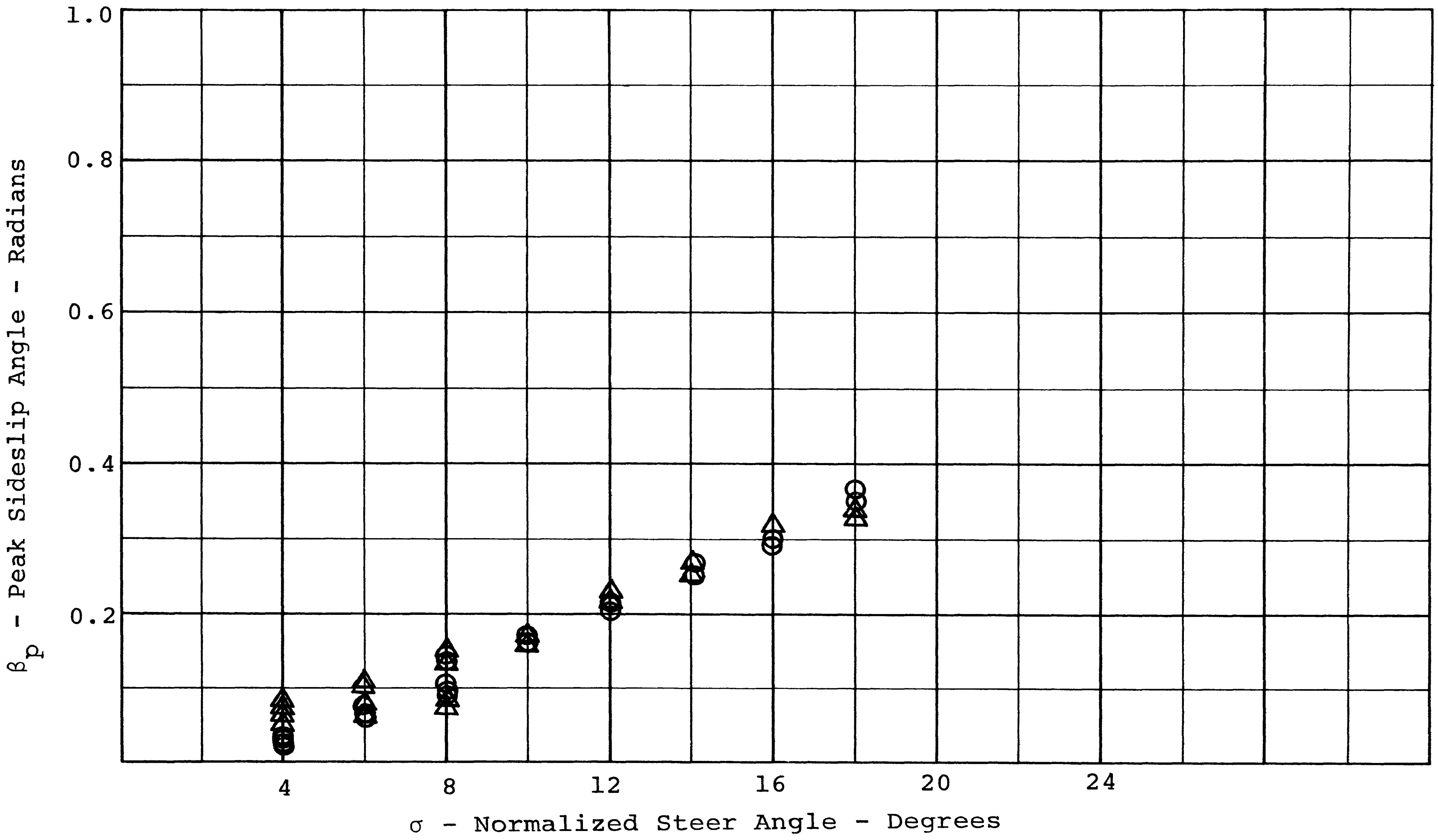
SINUSOIDAL STEER - 45 MPH - FIREBIRD



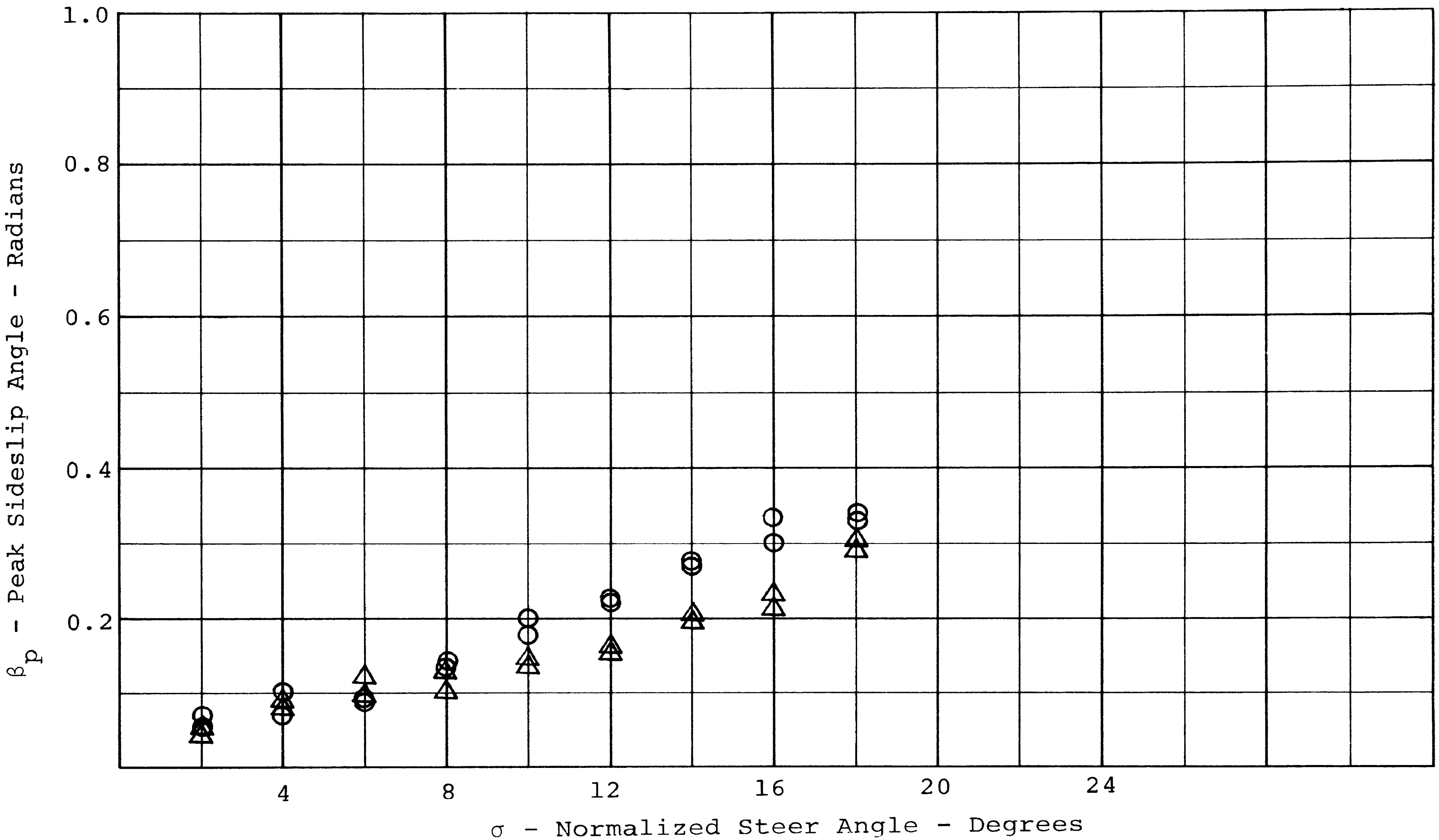
SINUSOIDAL STEER - 45 MPH - GALAXIE



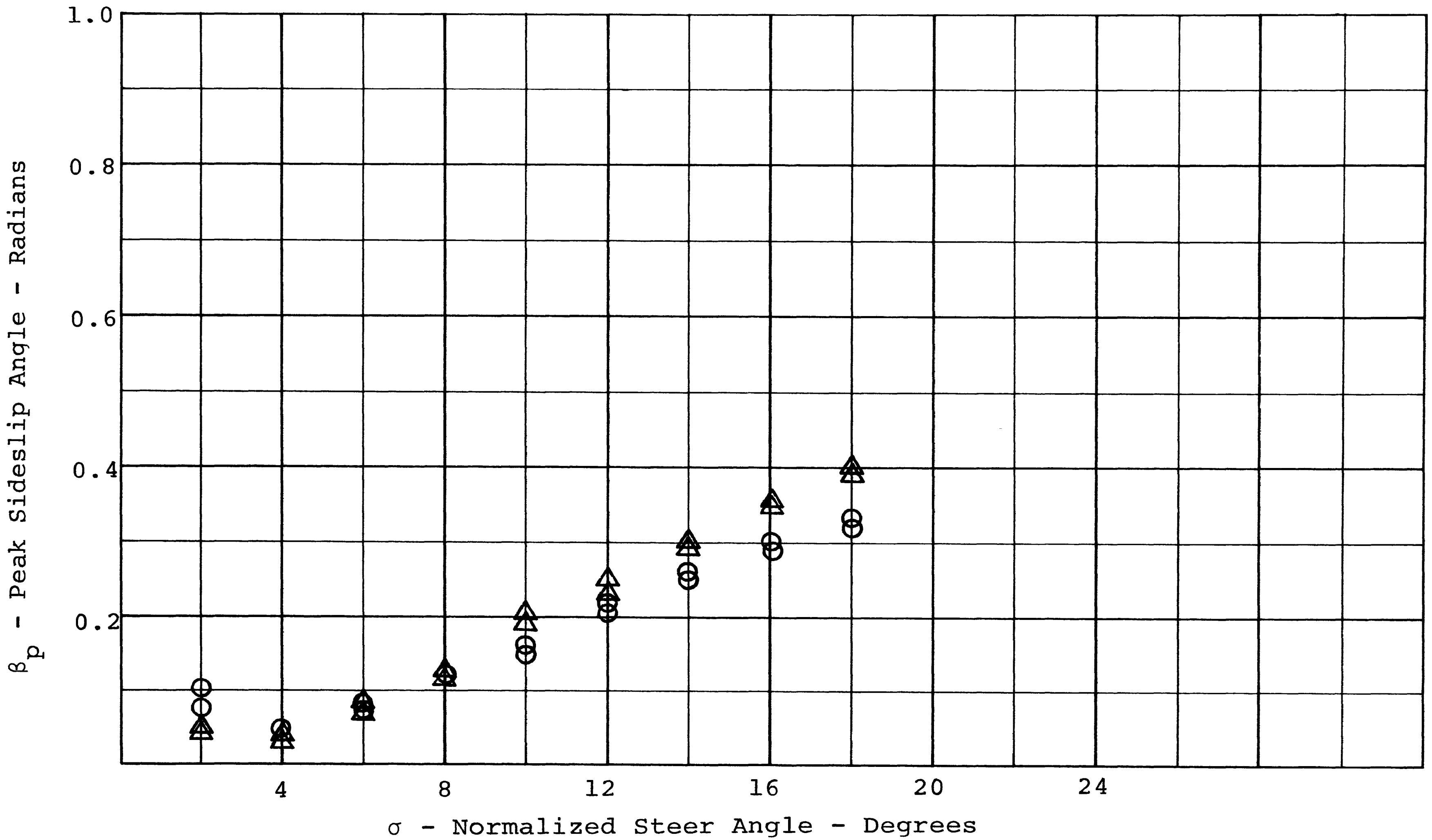
SINUSOIDAL STEER - 45 MPH - GREMLIN



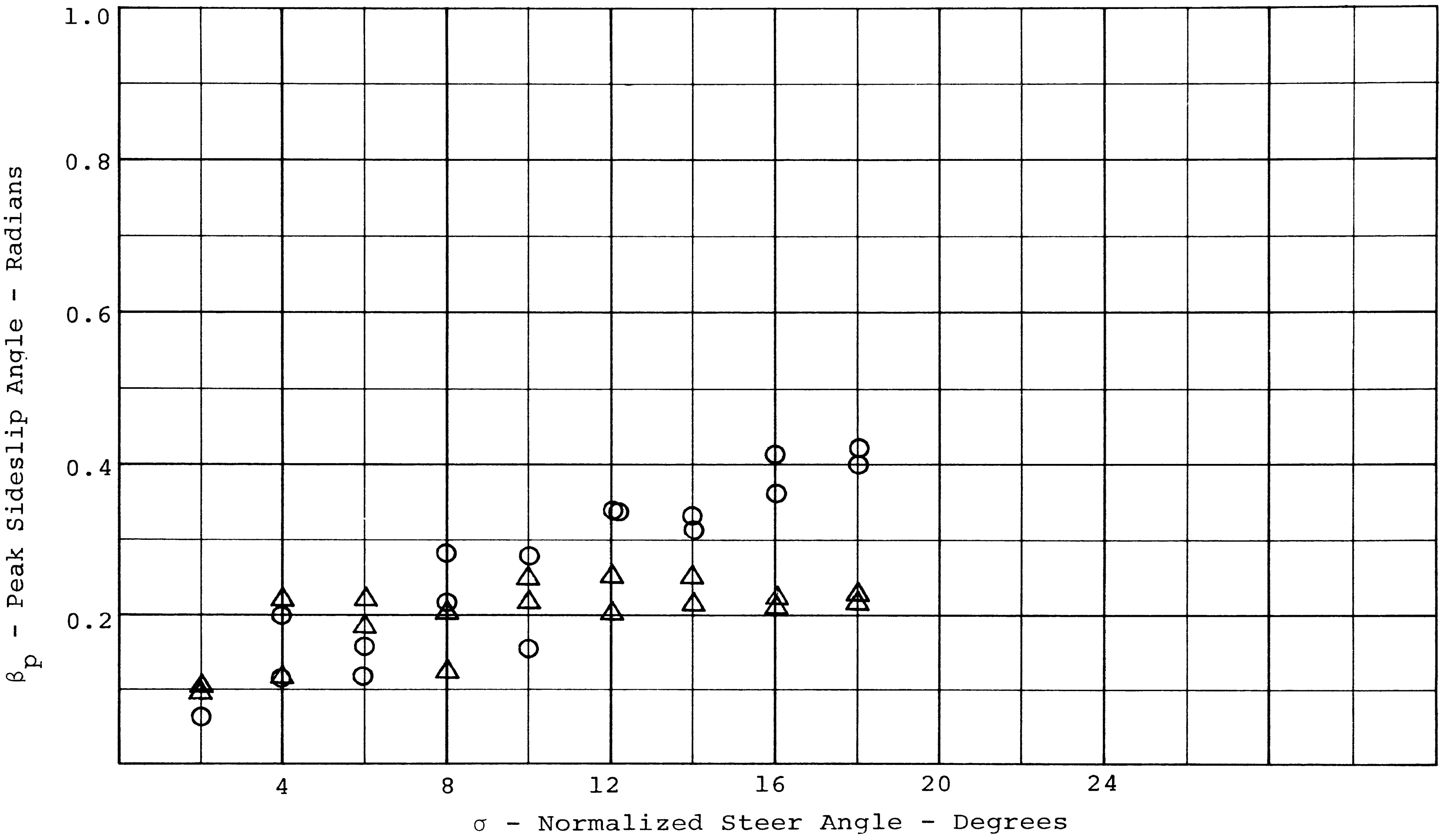
SINUSOIDAL STEER - 45 MPH - IMPERIAL



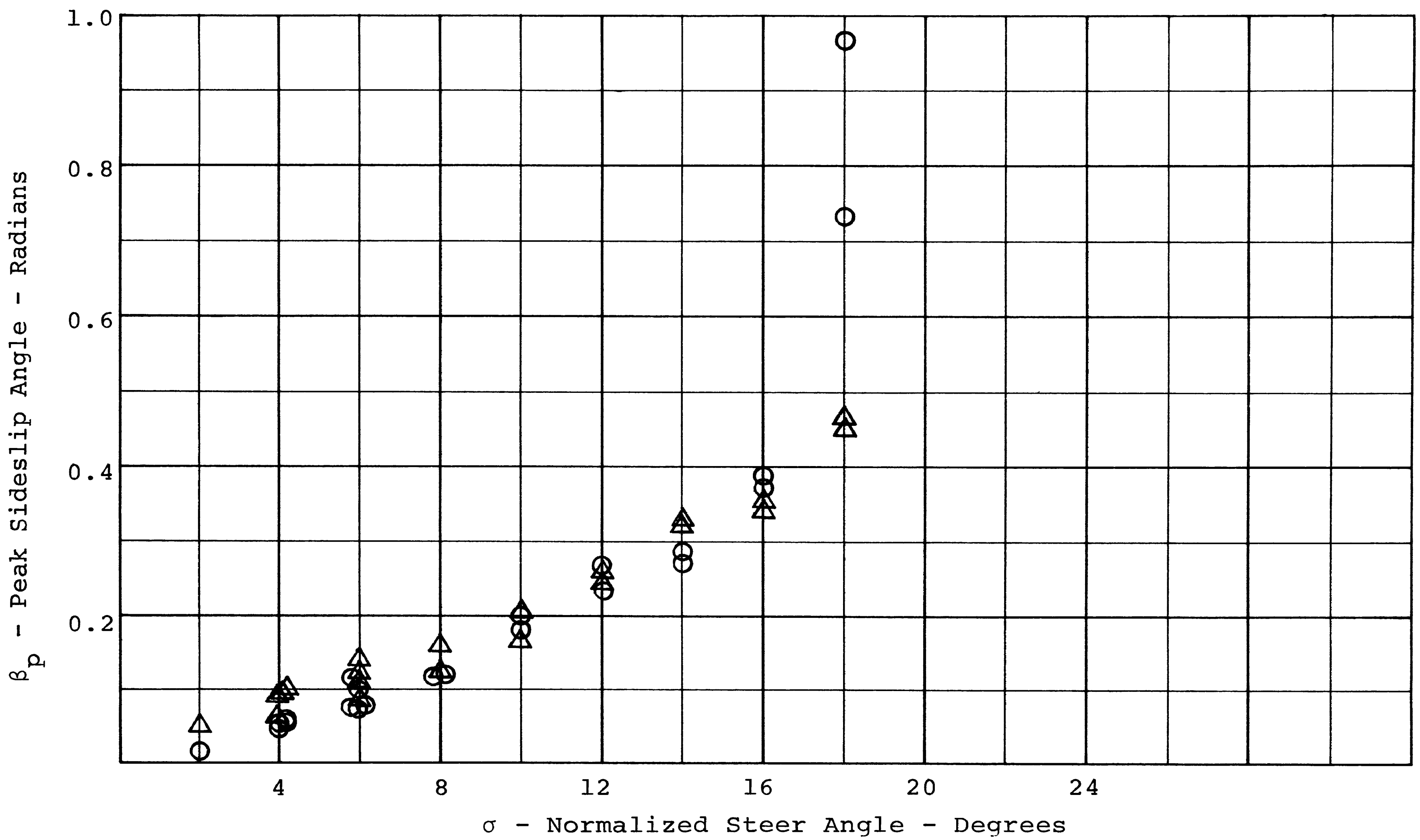
SINUSOIDAL STEER - 45 MPH - Lotus



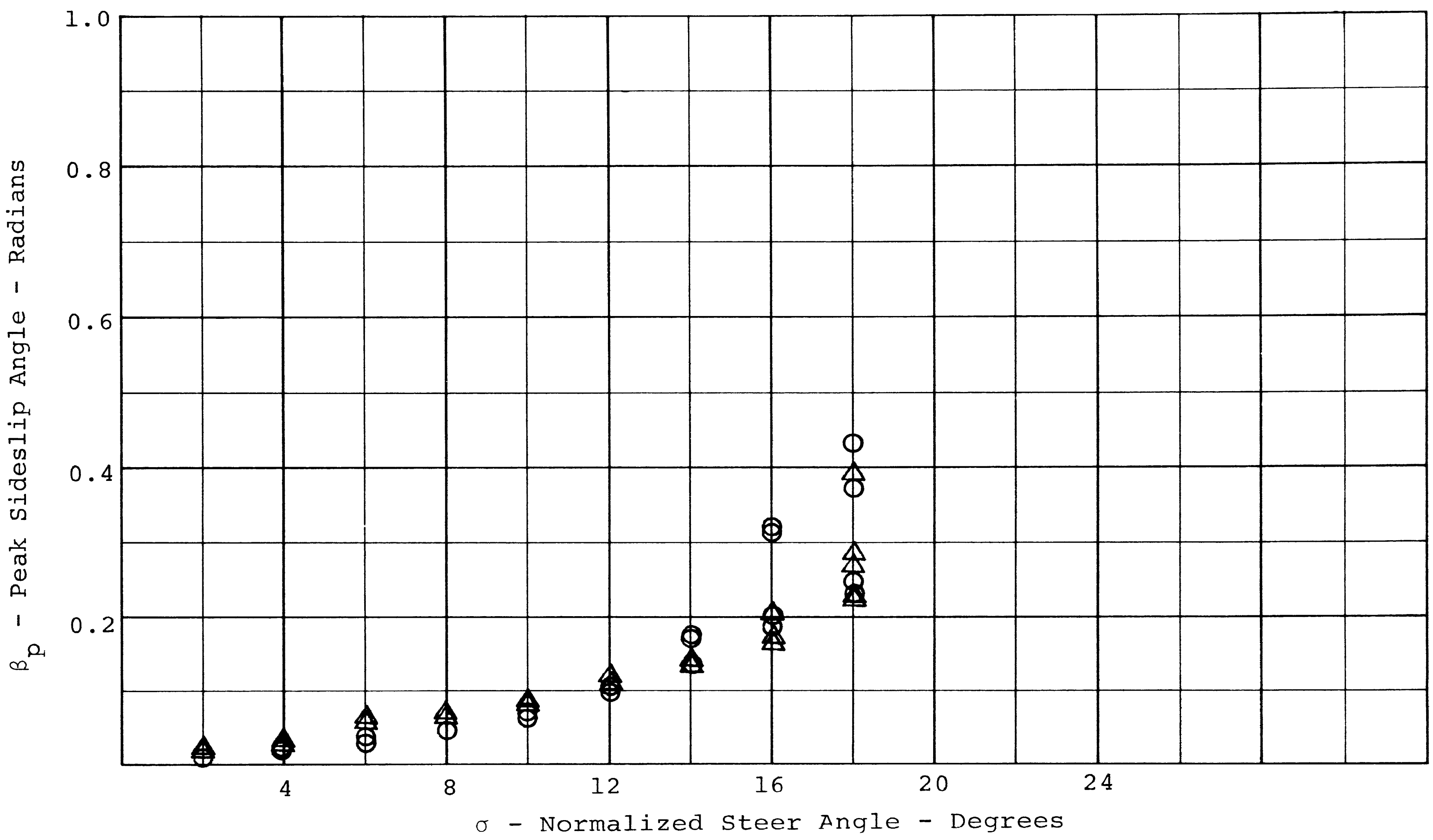
SINUSOIDAL STEER - 45 MPH - MERCEDES



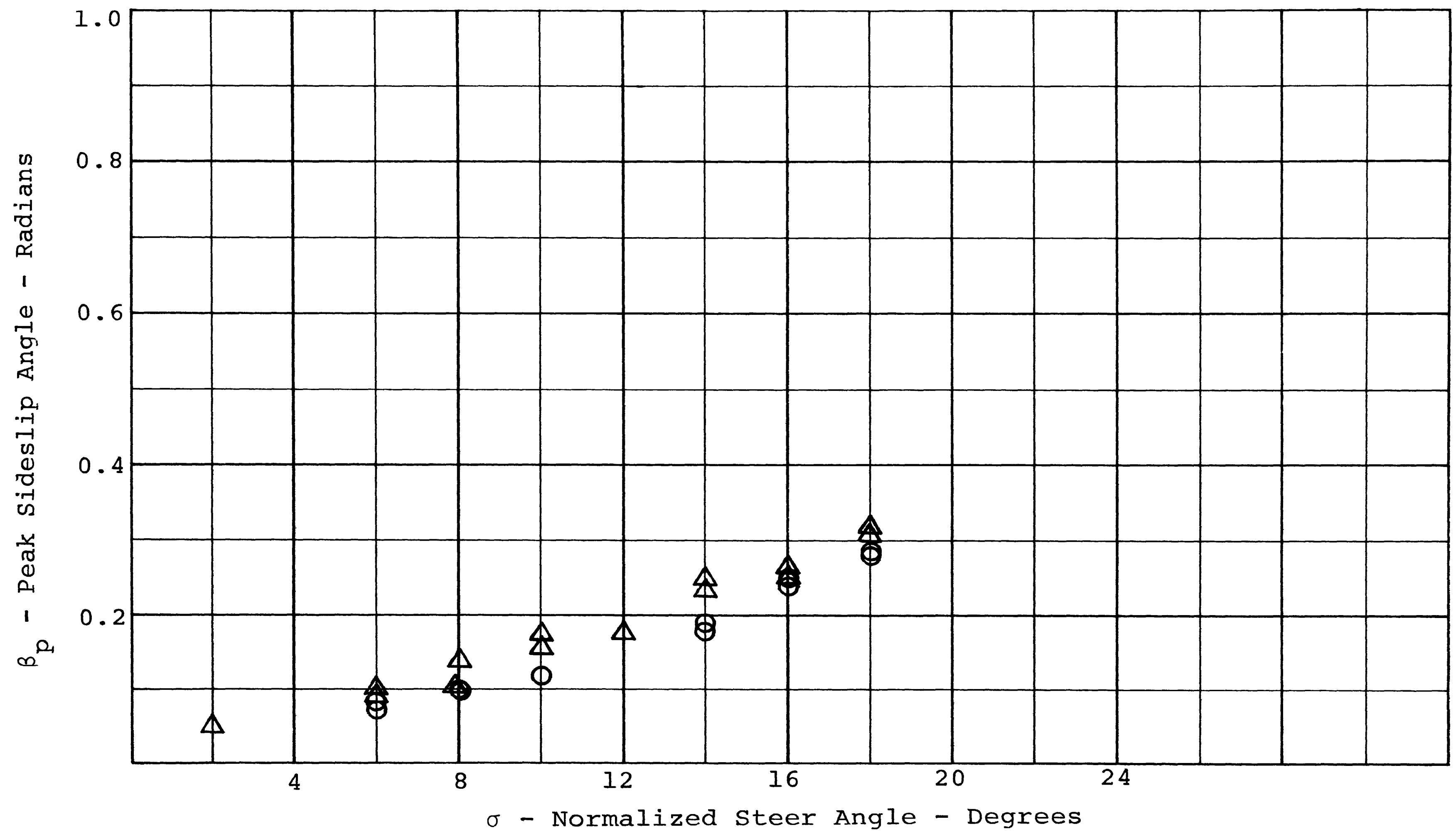
SINUSOIDAL STEER - 45 MPH - TORONADO



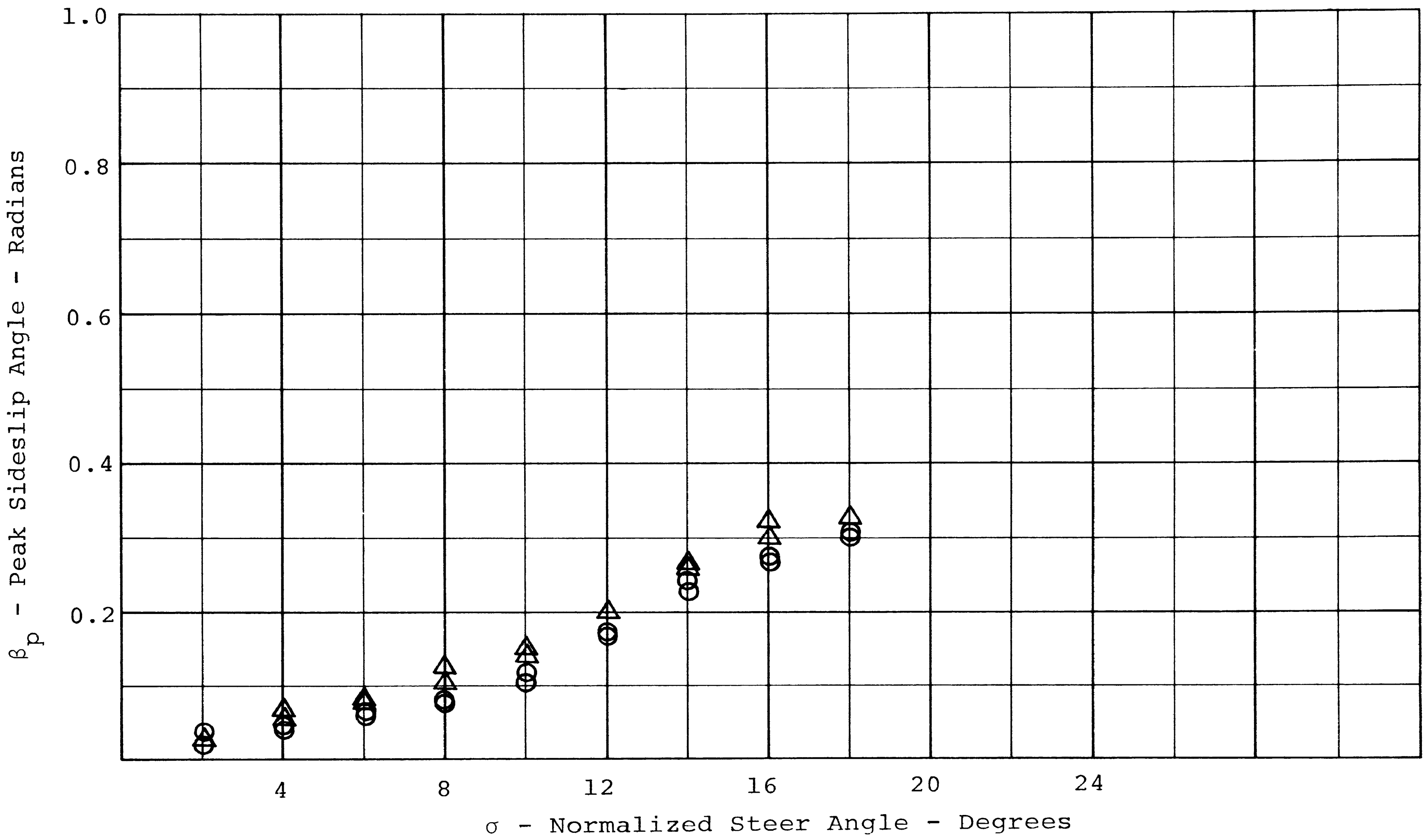
SINUSOIDAL STEER - 45 MPH - VW



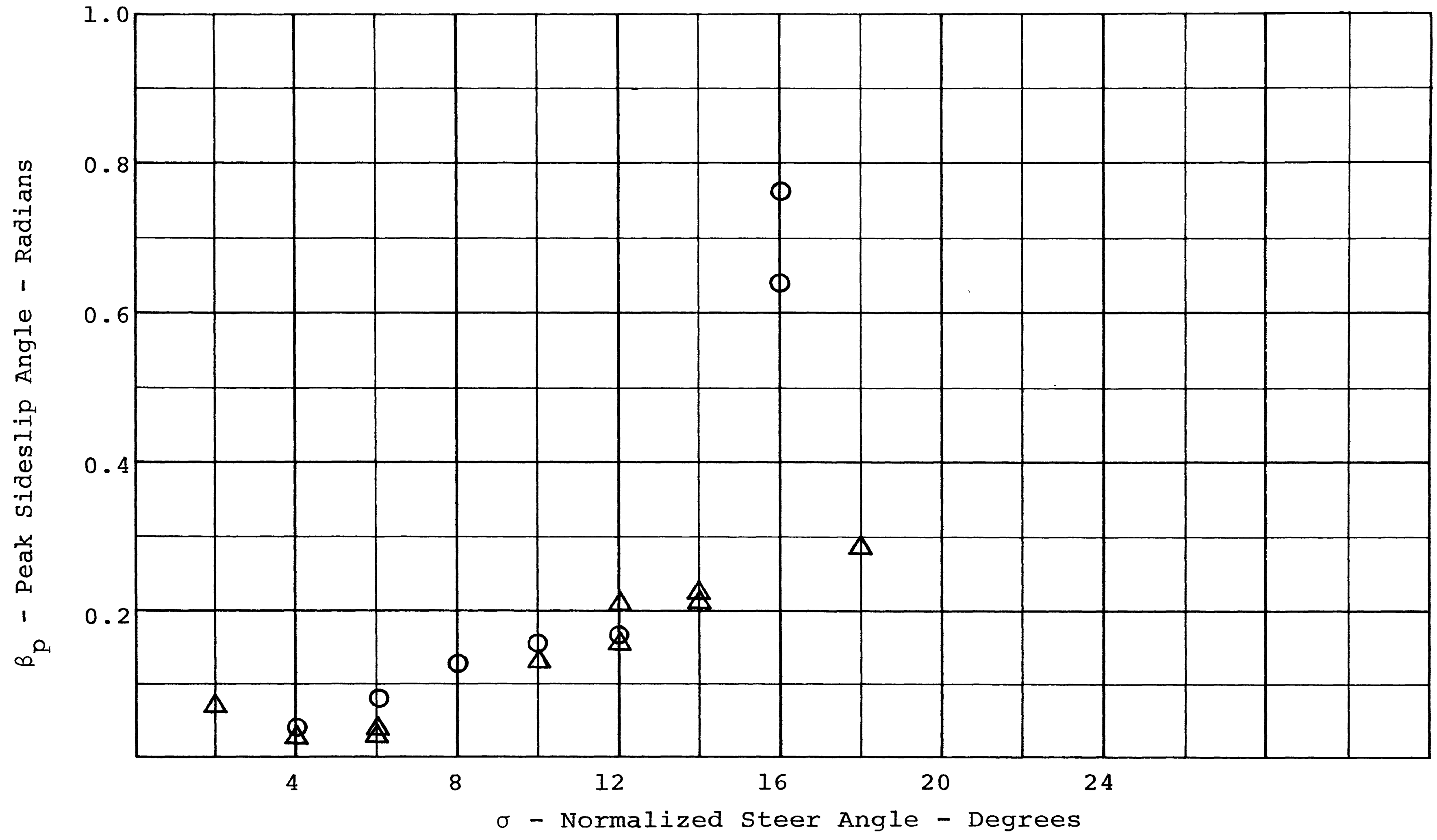
SINUSOIDAL STEER - 60 MPH - AMBASSADOR



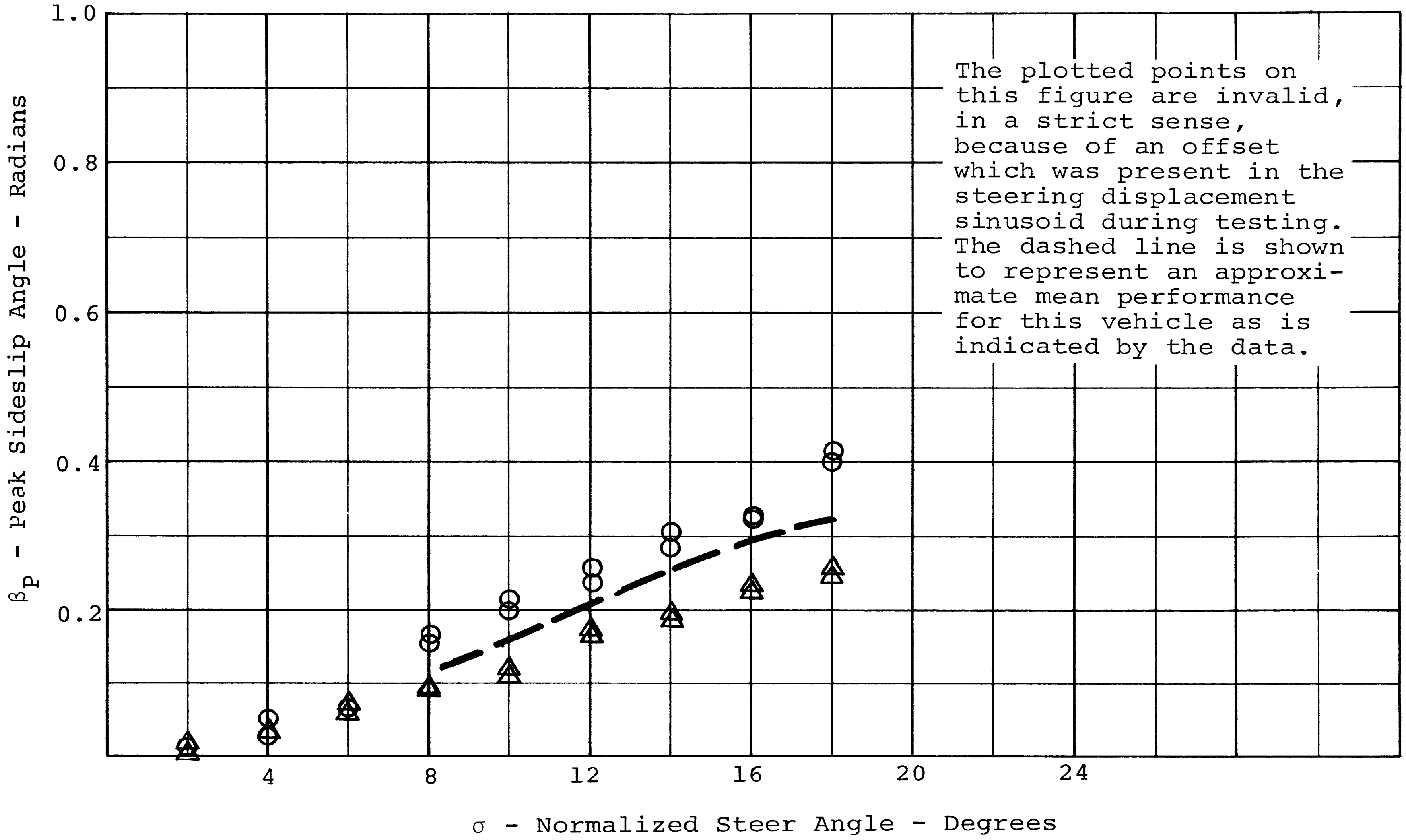
SINUSOIDAL STEER - 60 MPH - BROOKWOOD



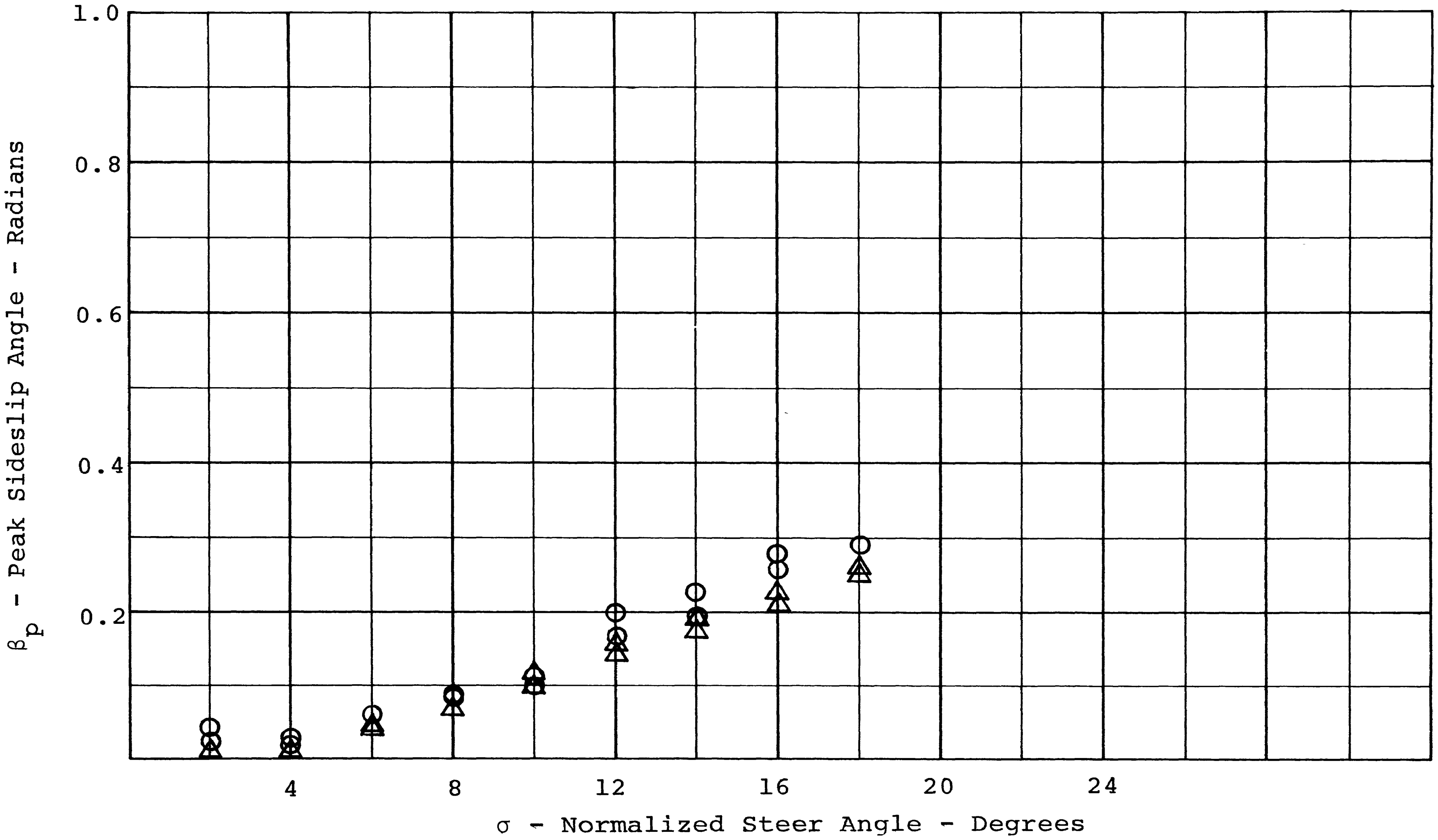
SINUSOIDAL STEER - 60 MPH - DODGE



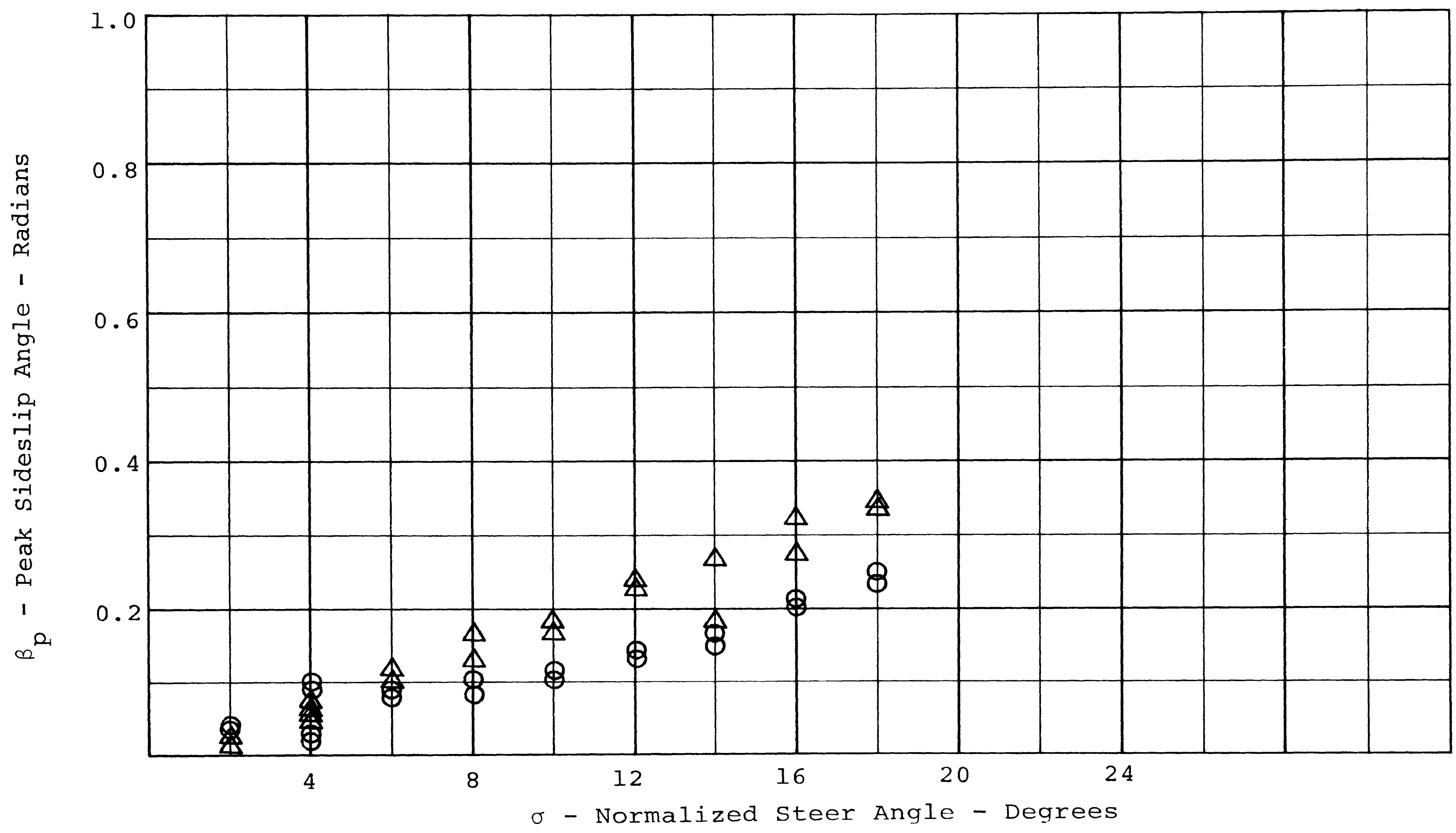
SINUSOIDAL STEER - 60 MPH - FIREBIRD



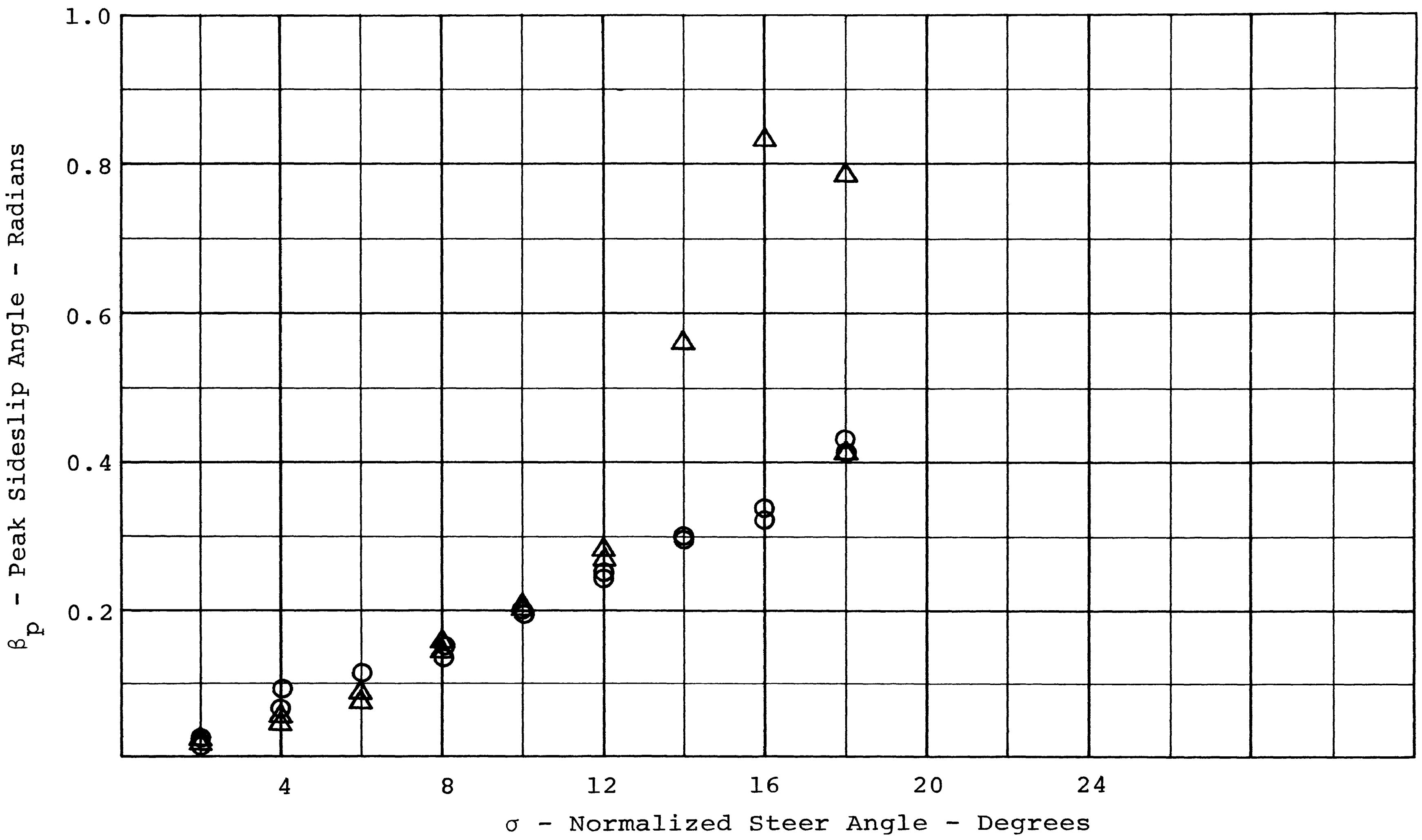
SINUSOIDAL STEER - 60 MPH - GALAXIE



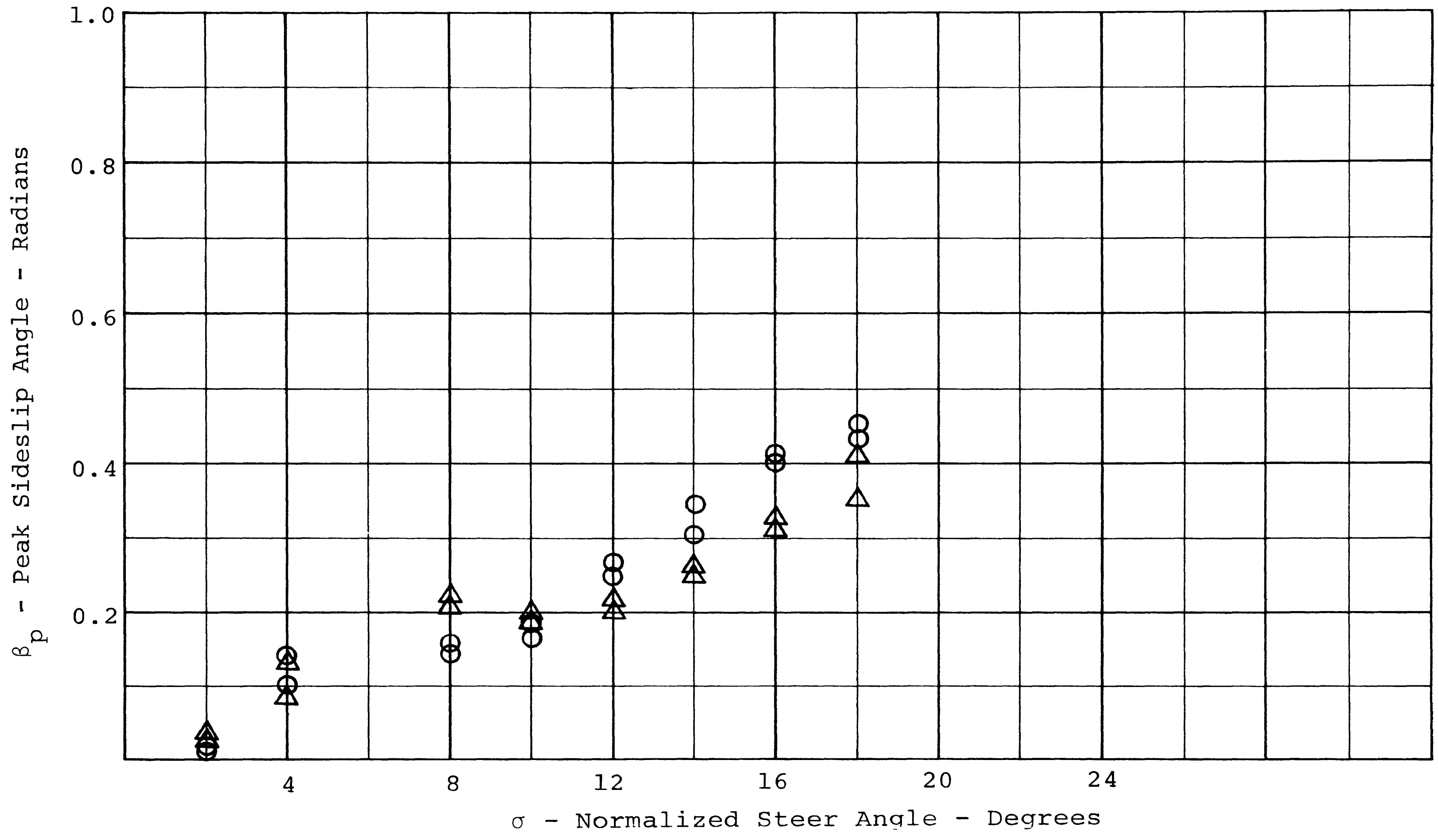
SINUSOIDAL STEER - 60 MPH - GREMLIN



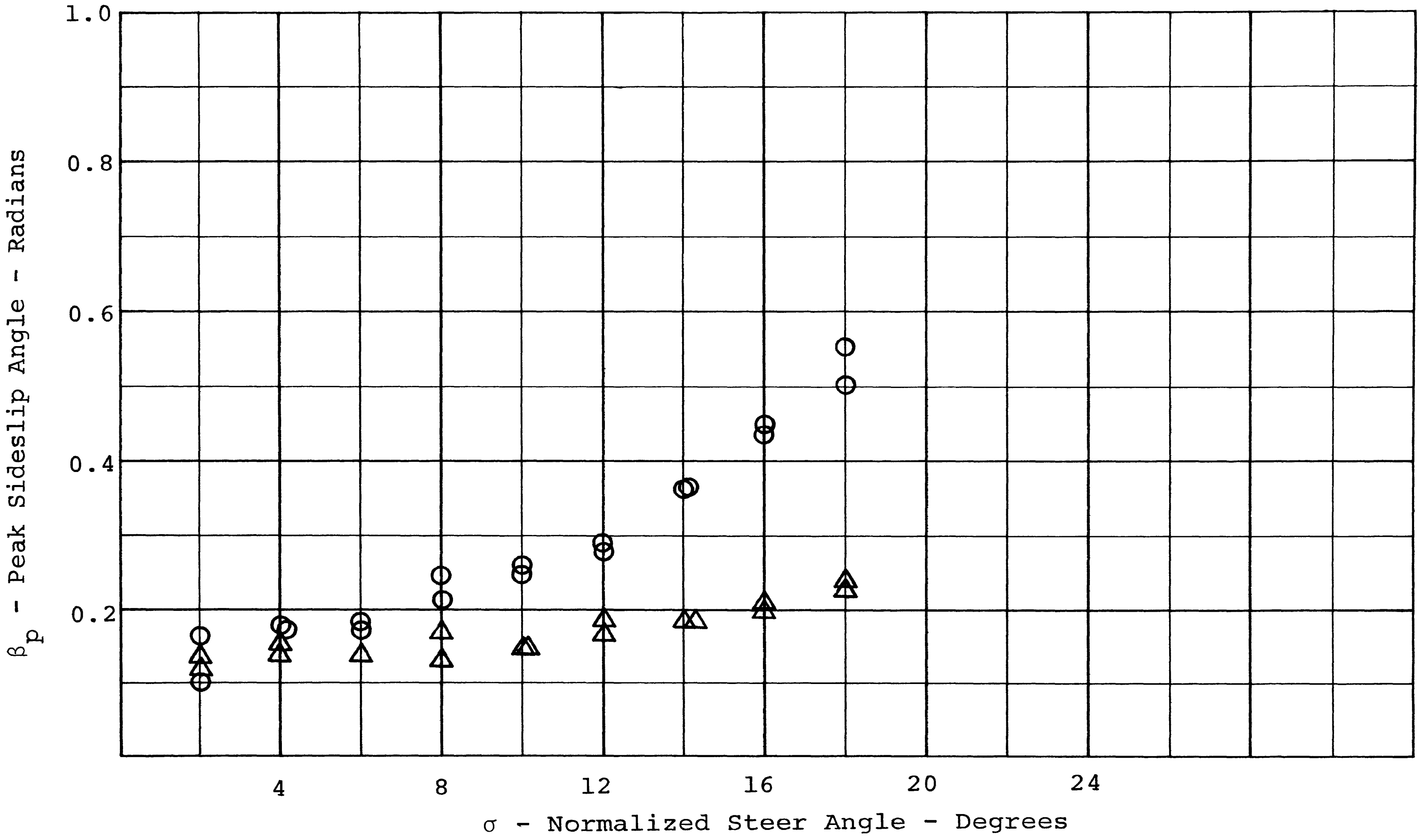
SINUSOIDAL STEER - 60 MPH - IMPERIAL



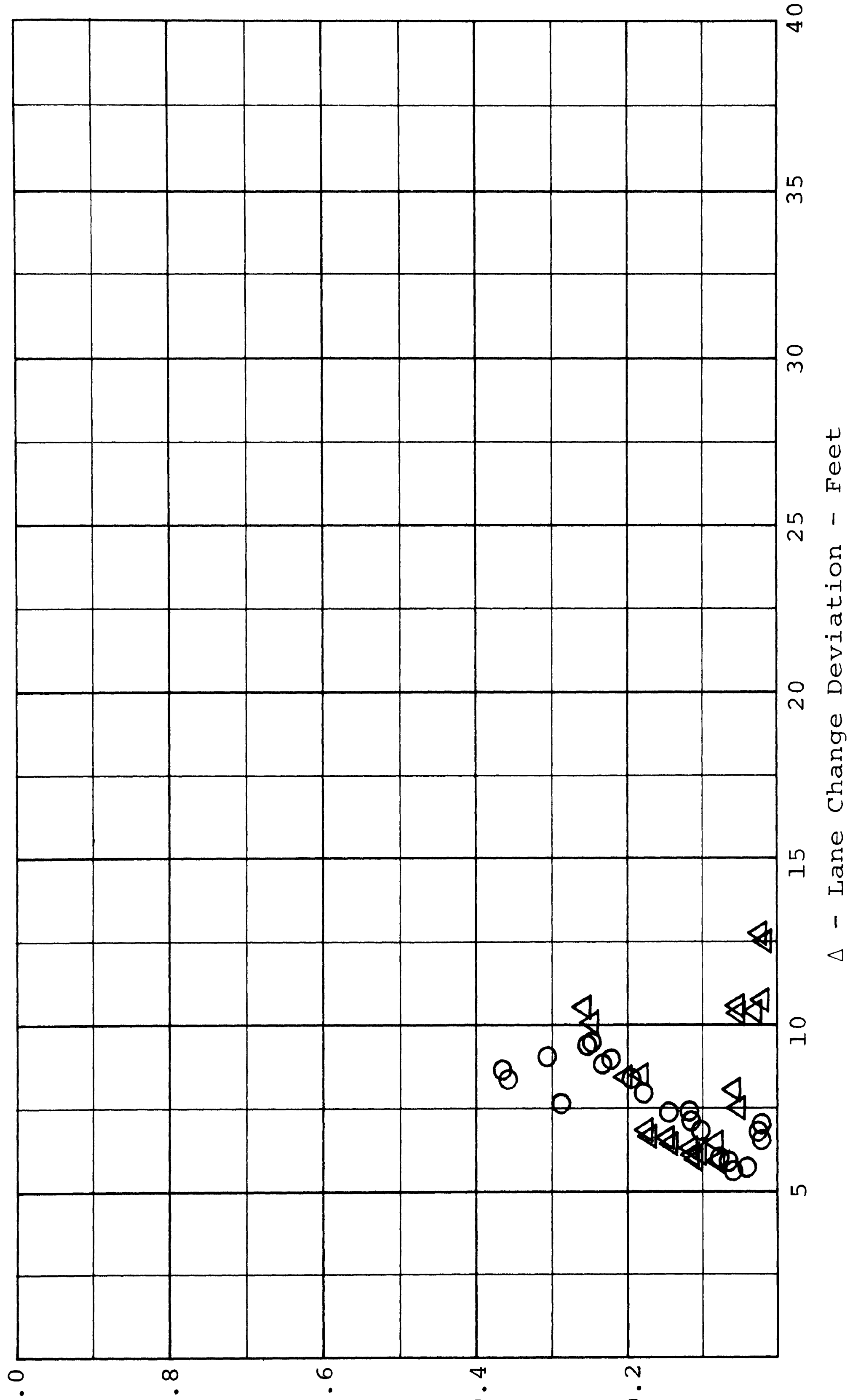
SINUSOIDAL STEER - 60 MPH - LOTUS



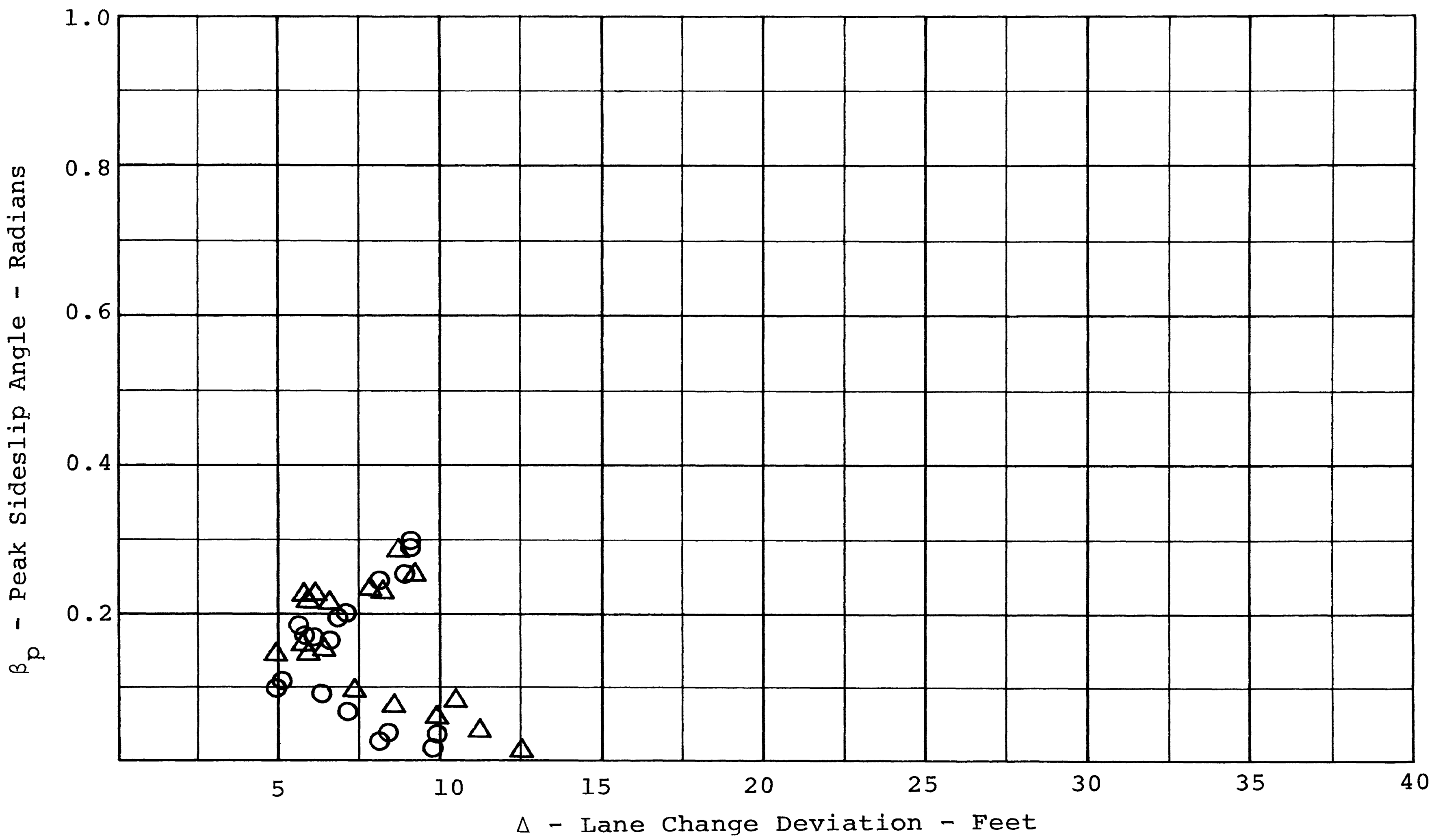
SINUSOIDAL STEER - 60 MPH - MERCEDES



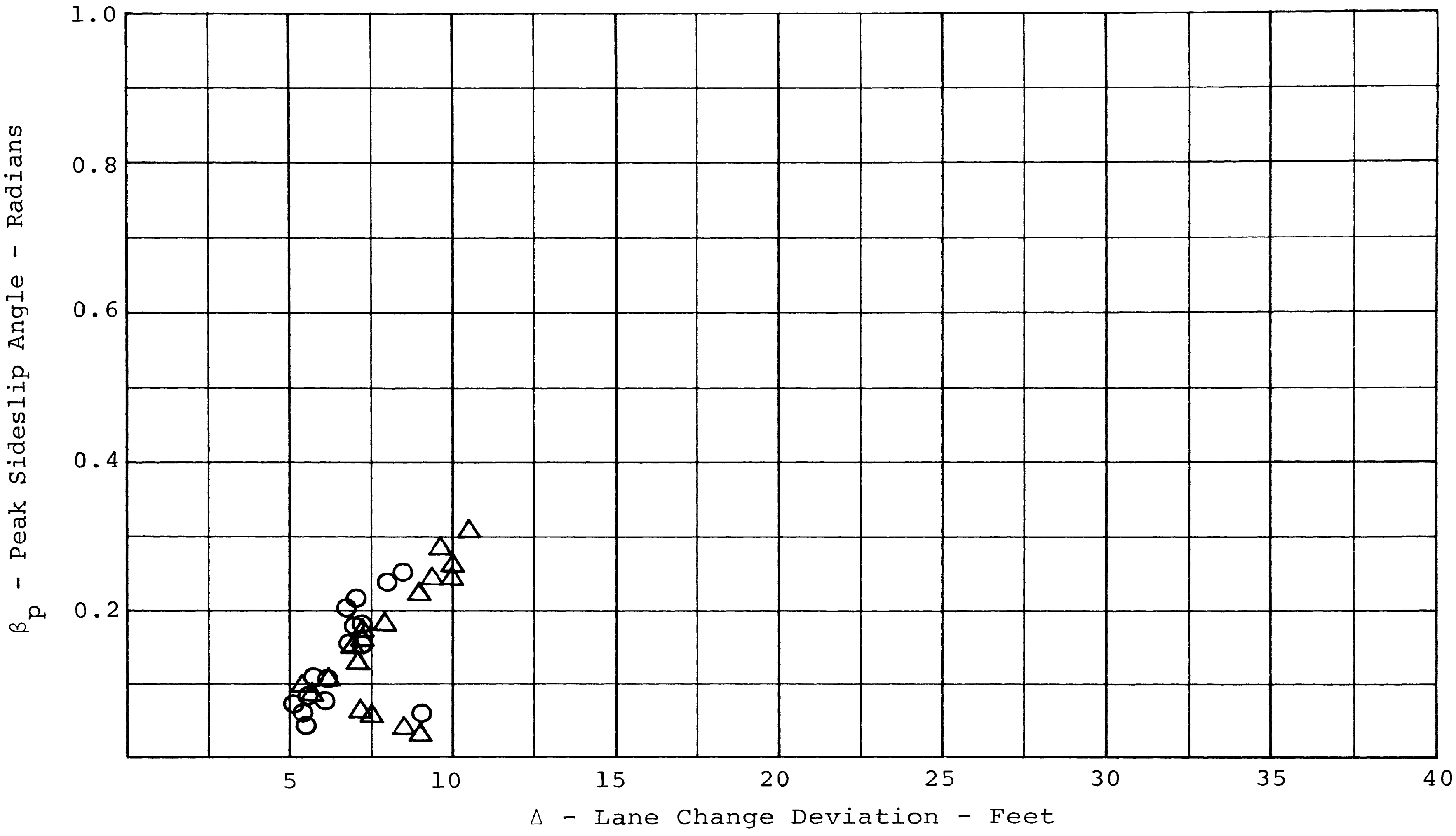
SINUSOIDAL STEER - 60 MPH - TORONADO



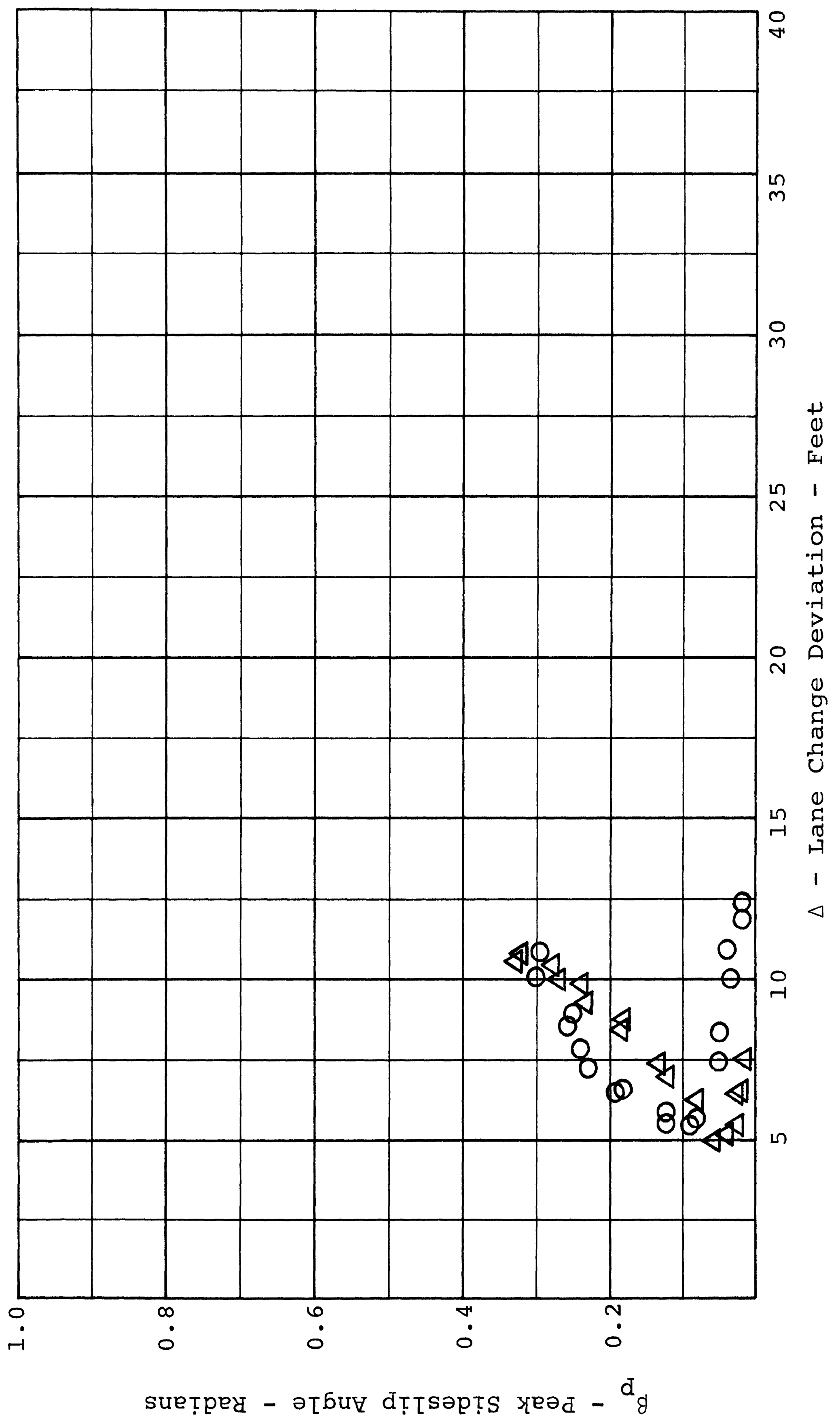
SINUSOIDAL STEER - 45 MPH - AMBASSADOR



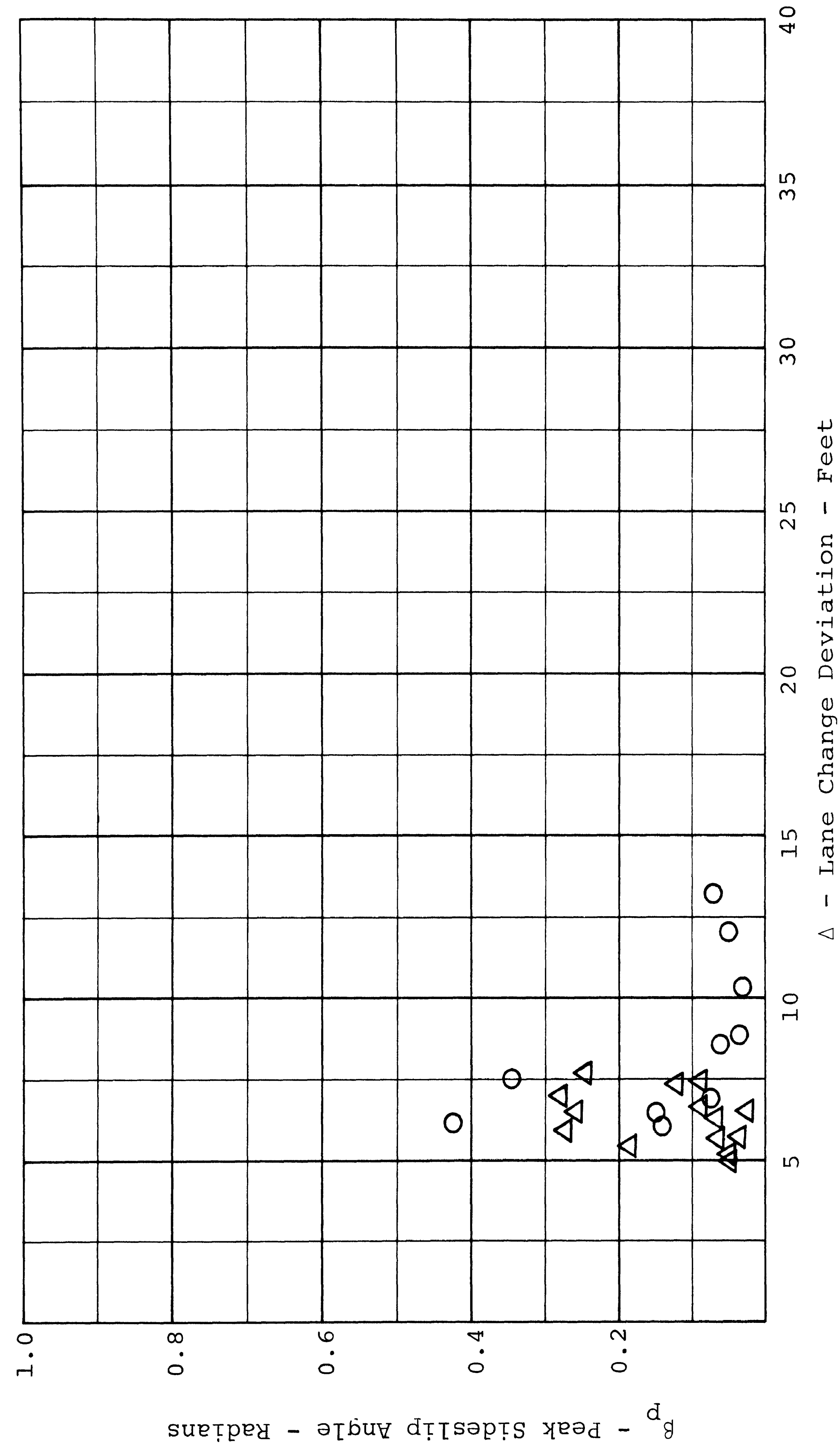
SINUSOIDAL STEER - 45 MPH - AUSTIN



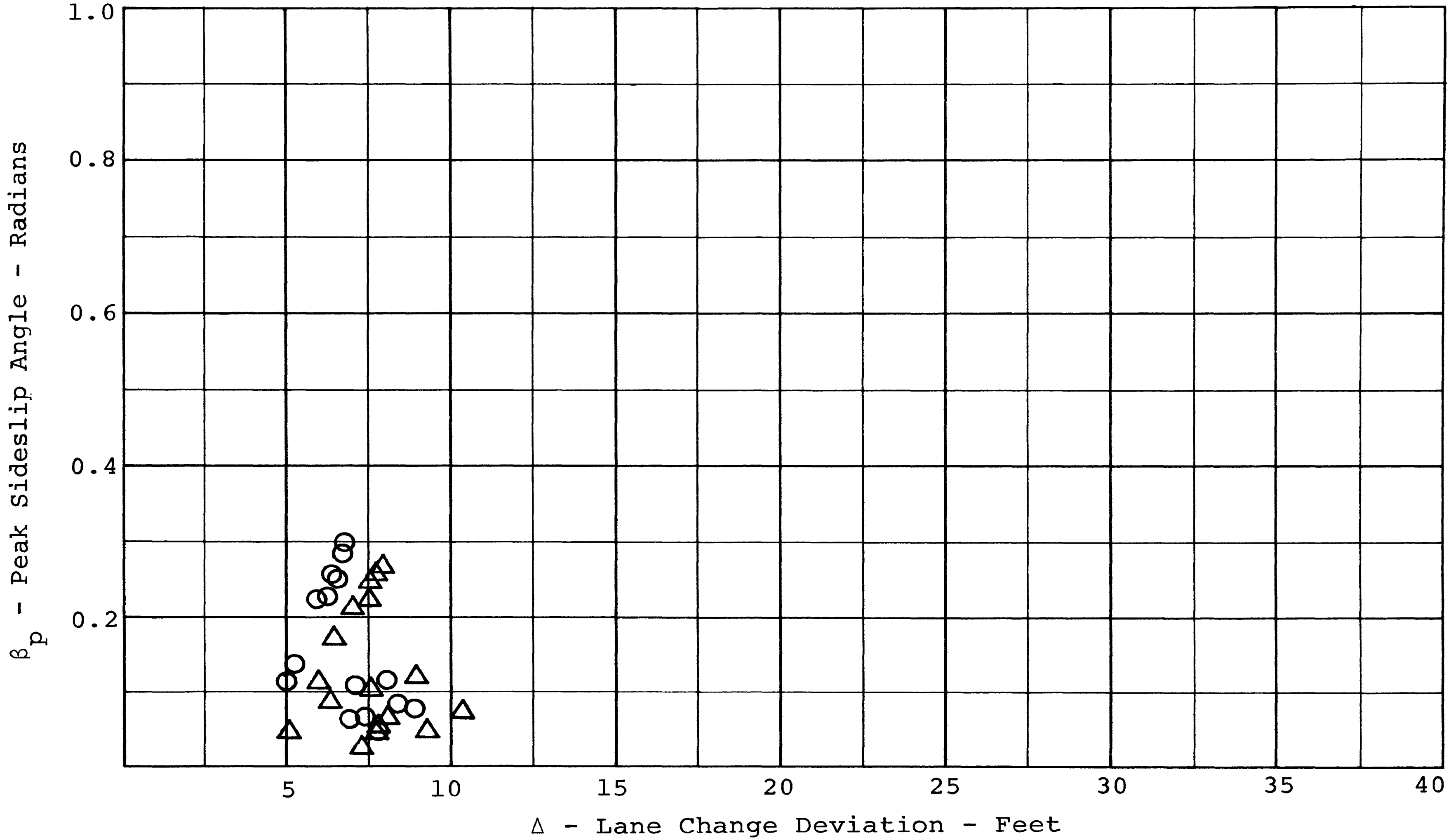
SINUSOIDAL STEER - 45 MPH - BROOKWOOD



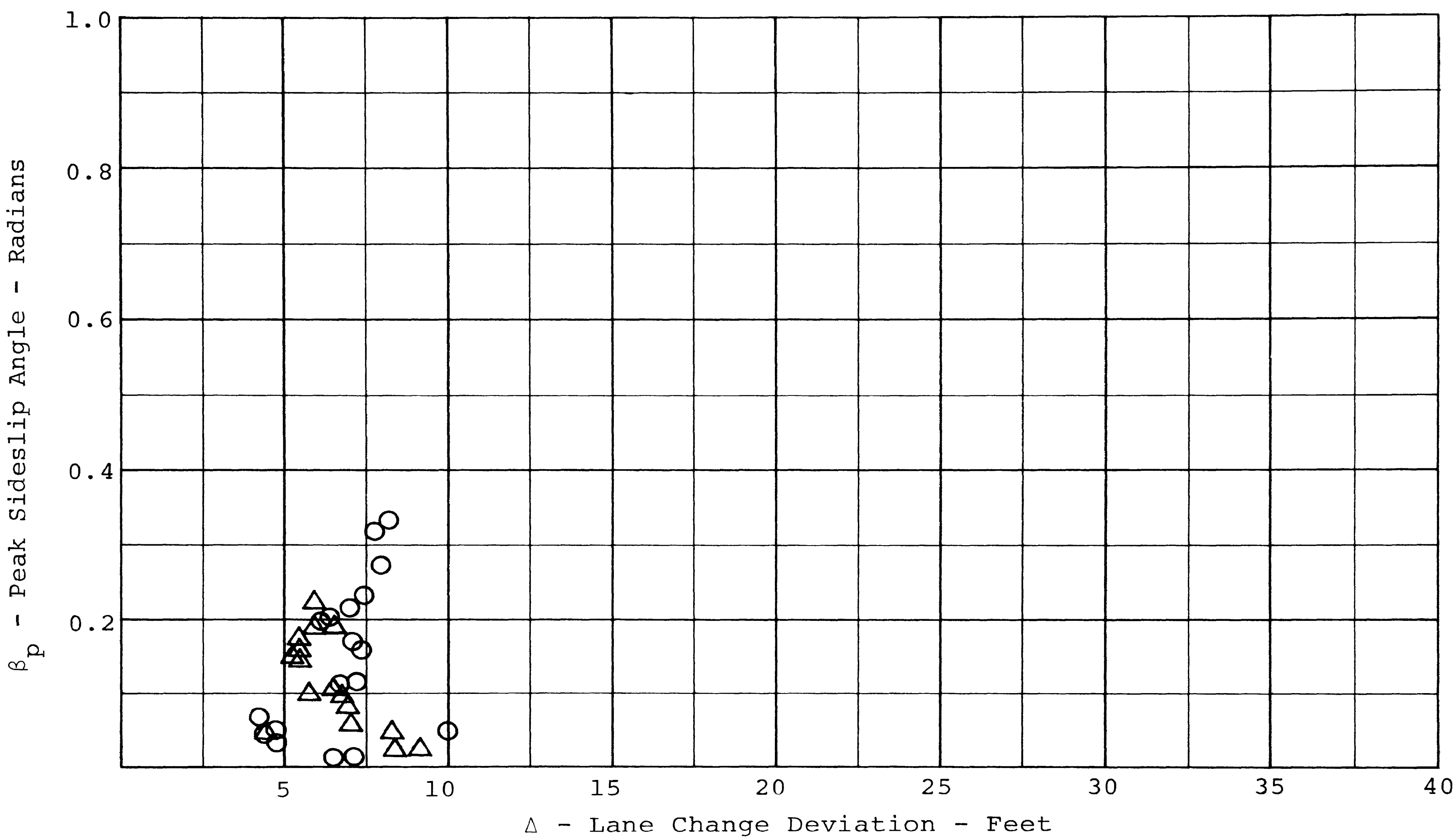
SINUSOIDAL STEER - 45 MPH - DODGE



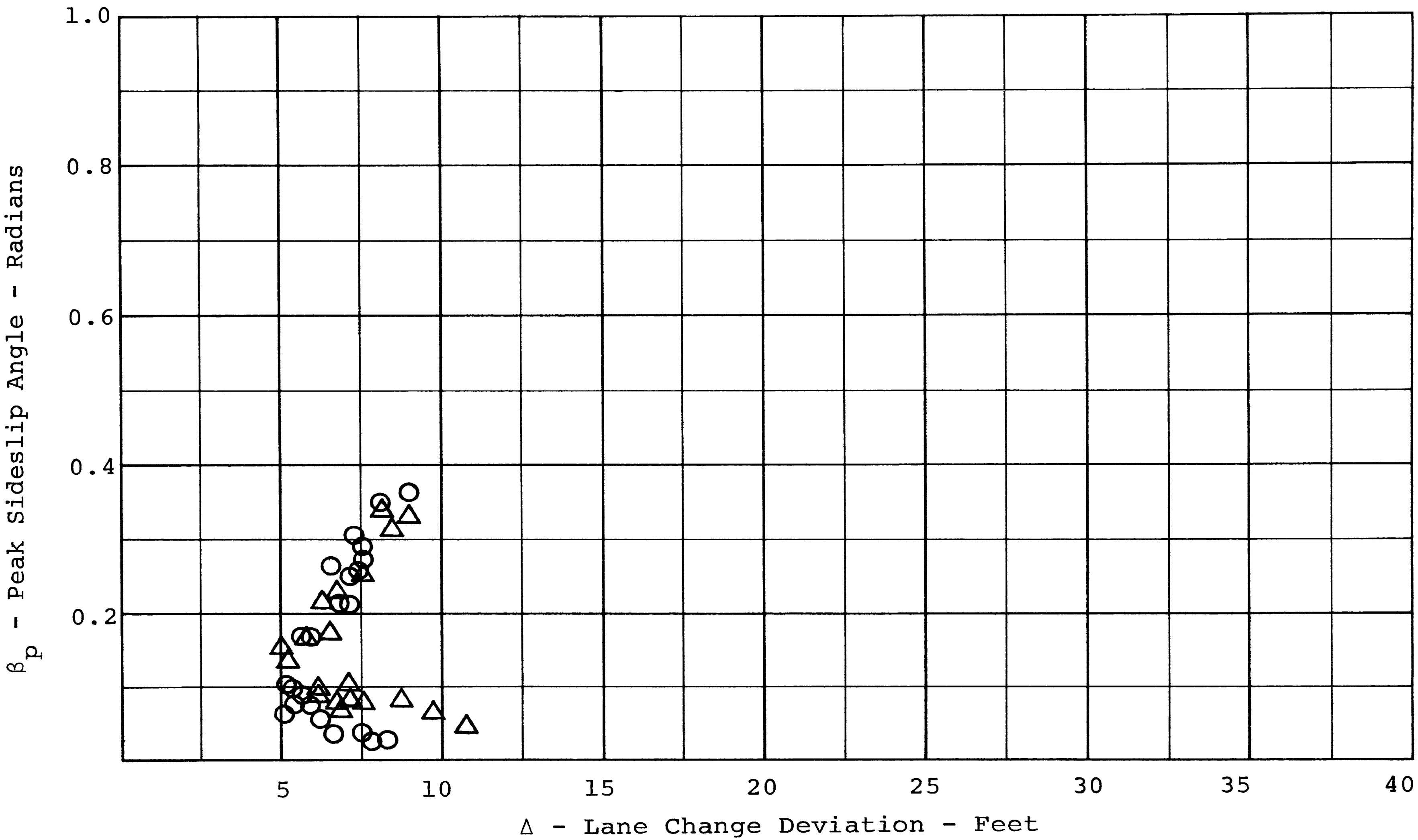
SINUSOIDAL STEER - 45 MPH - FIREBIRD



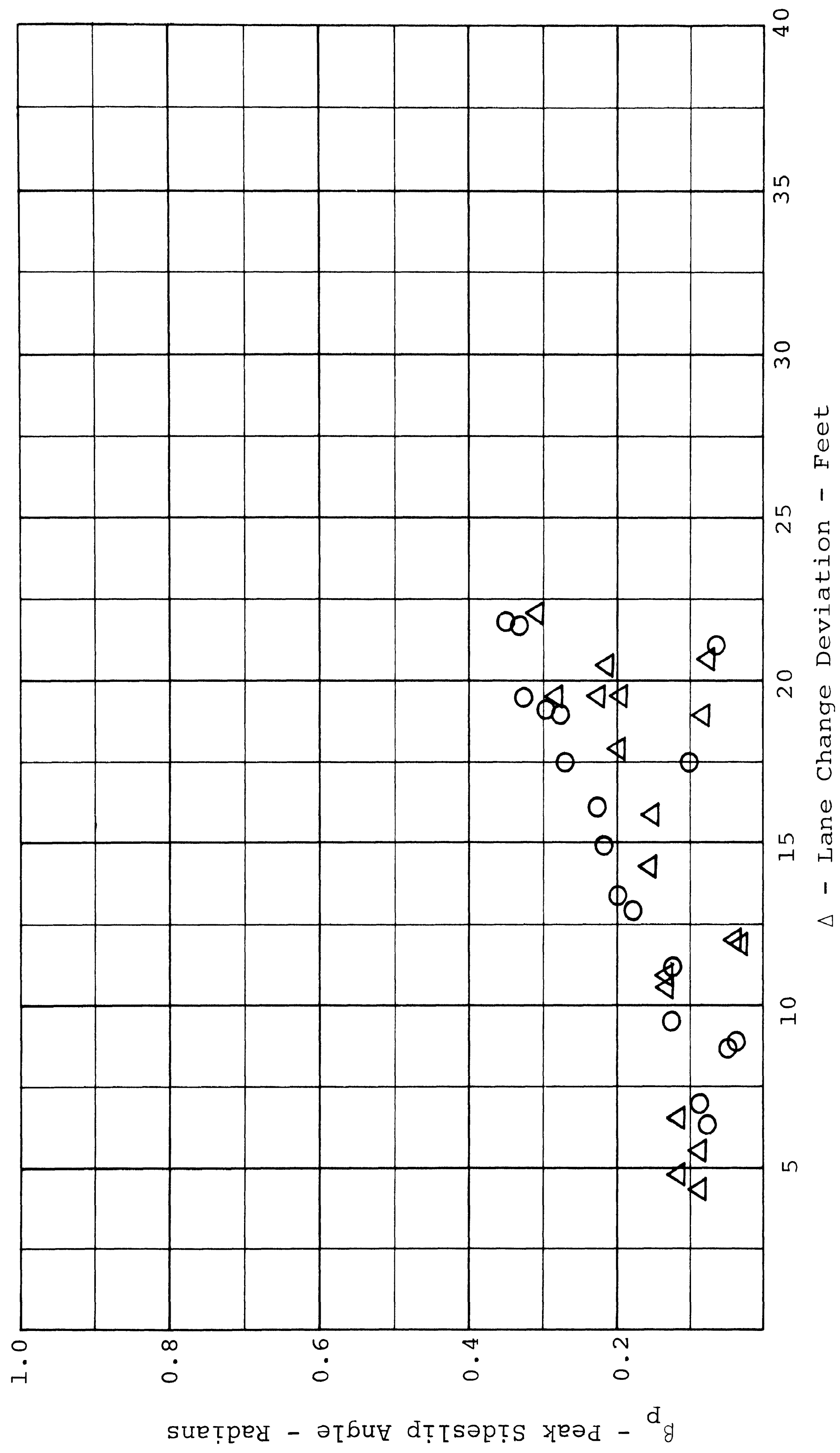
SINUSOIDAL STEER - 45 MPH - GALAXIE



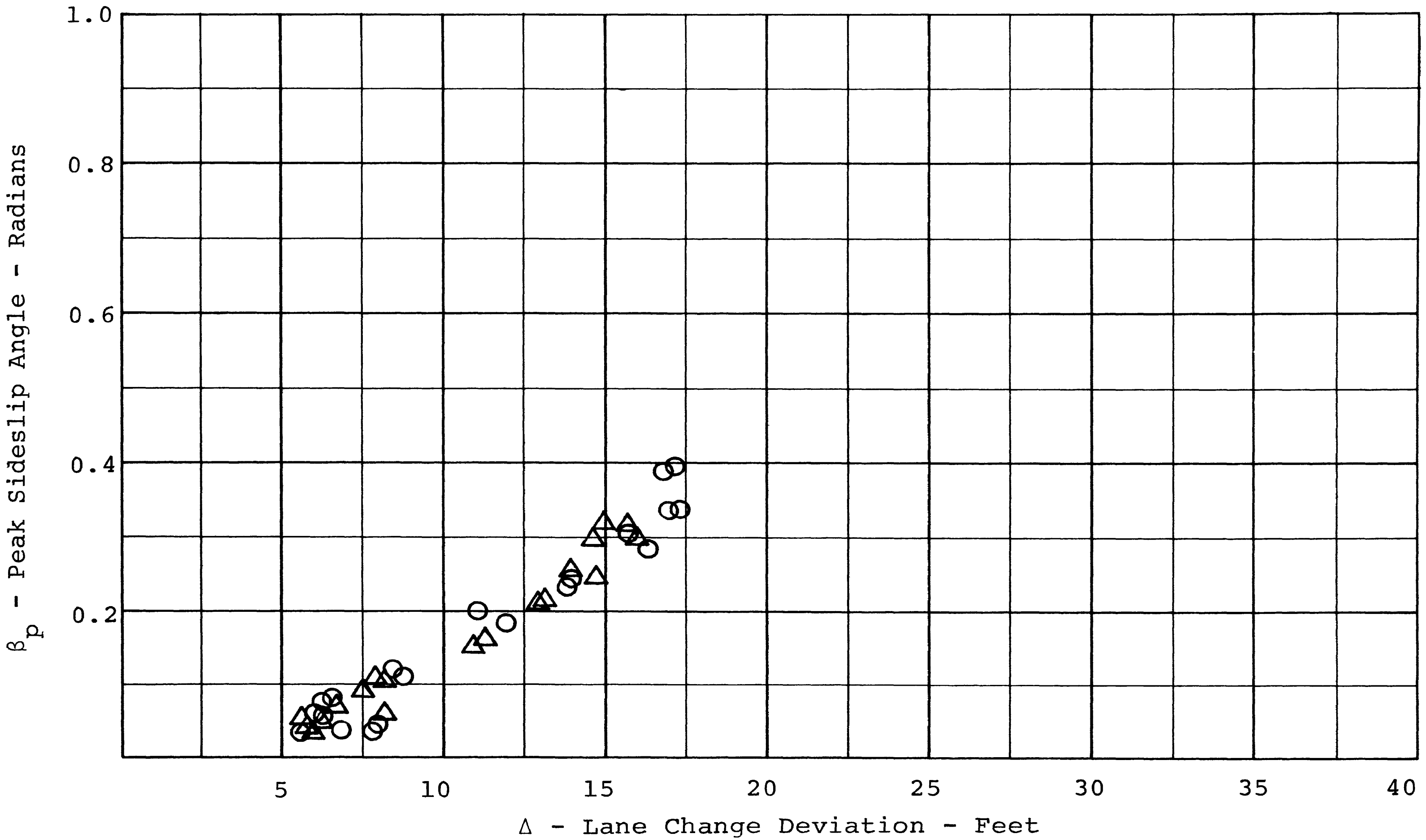
SINUSOIDAL STEER - 45 MPH - GREMLIN



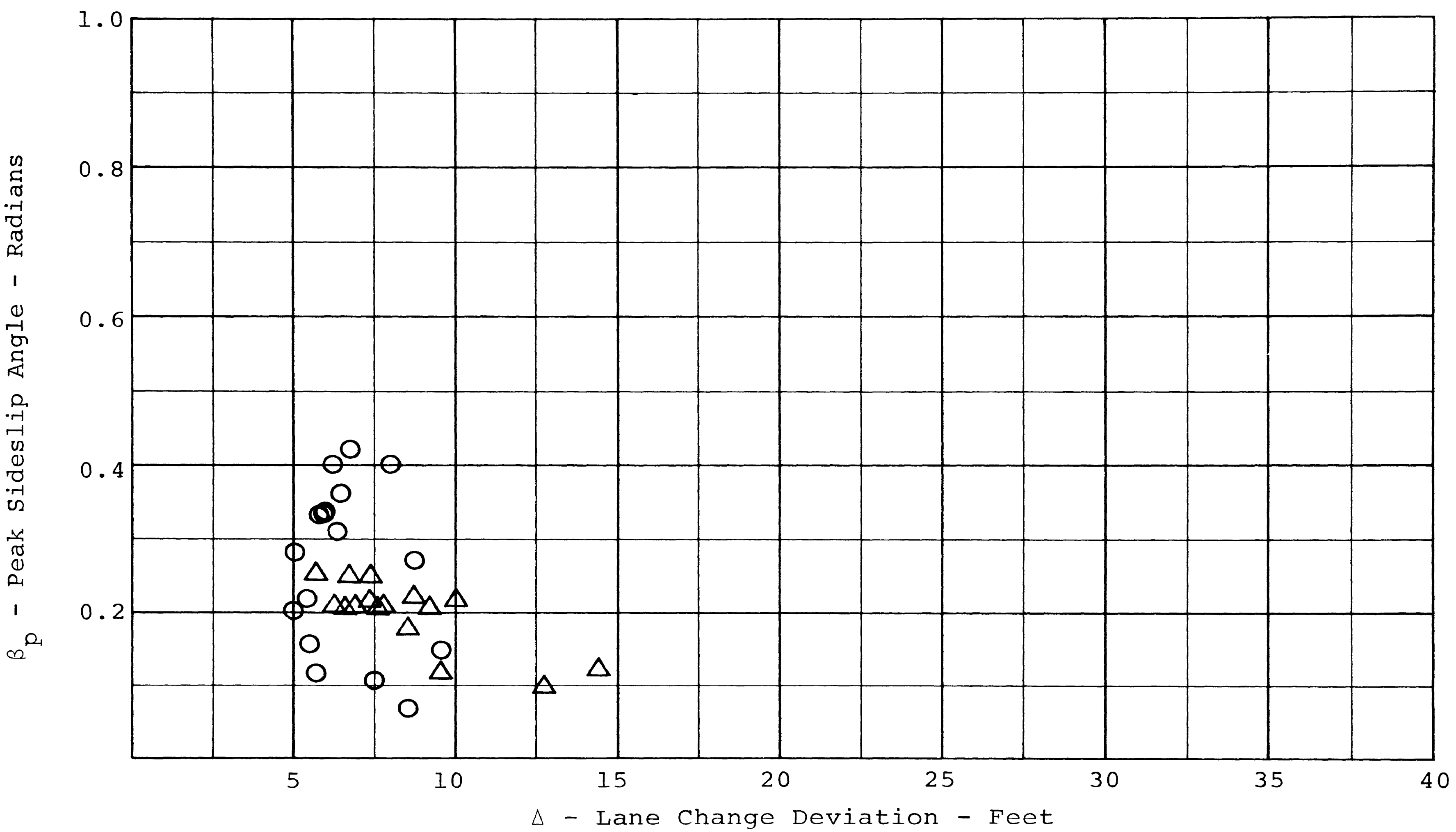
SINUSOIDAL STEER - 45 MPH - IMPERIAL



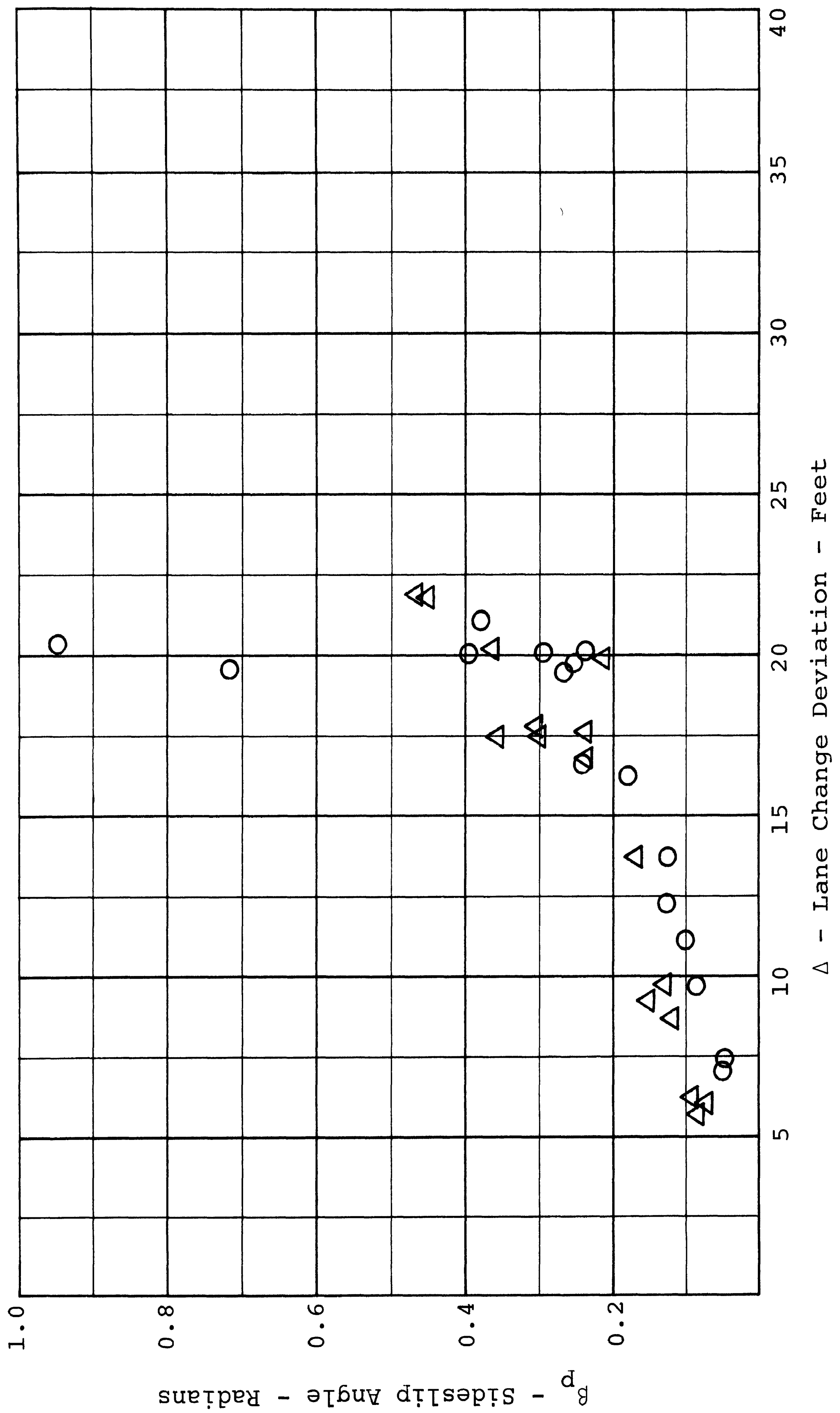
SINUSOIDAL STEER - 45 MPH - LOTUS



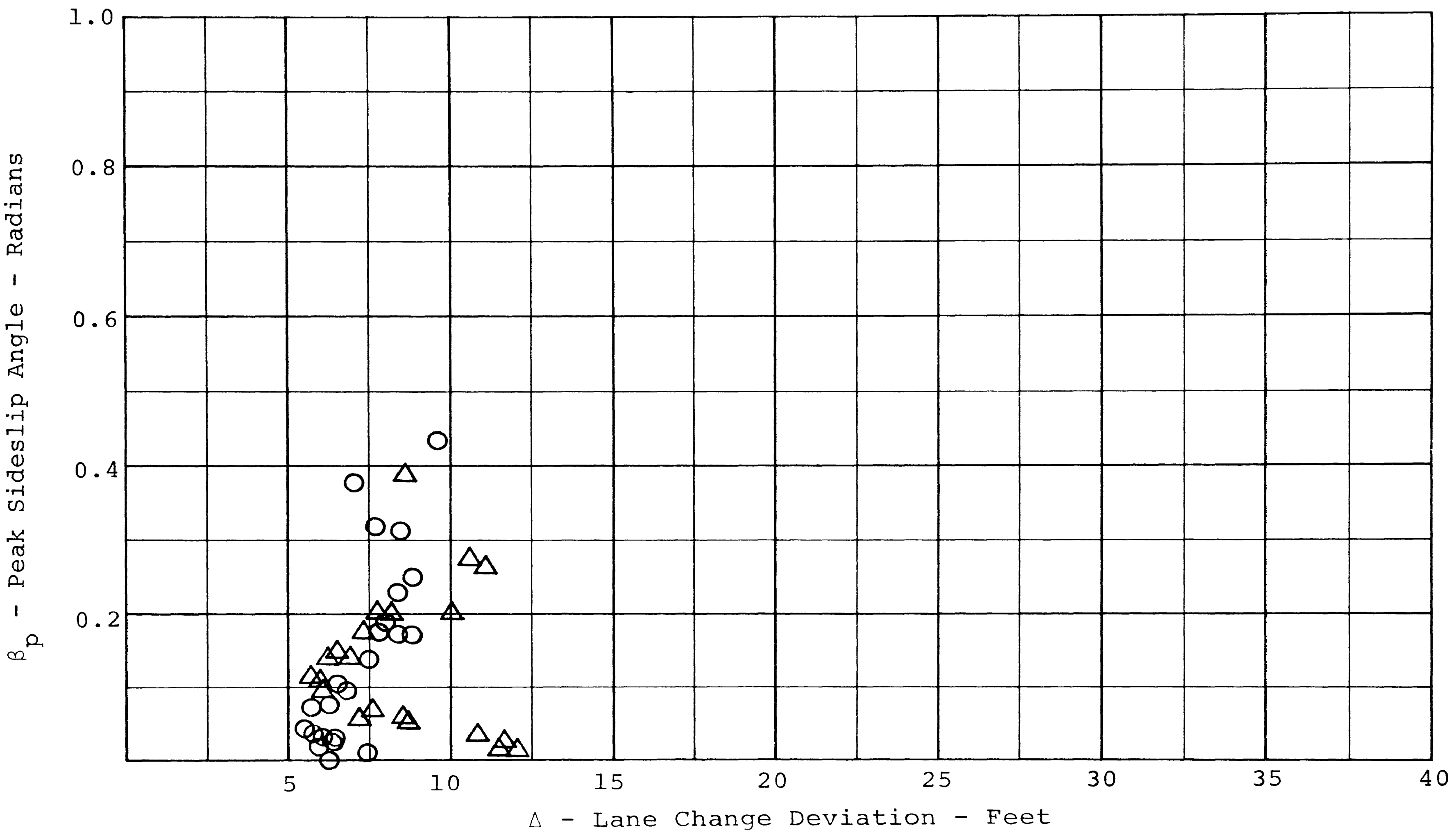
SINUSOIDAL STEER - 45 MPH - MERCEDES



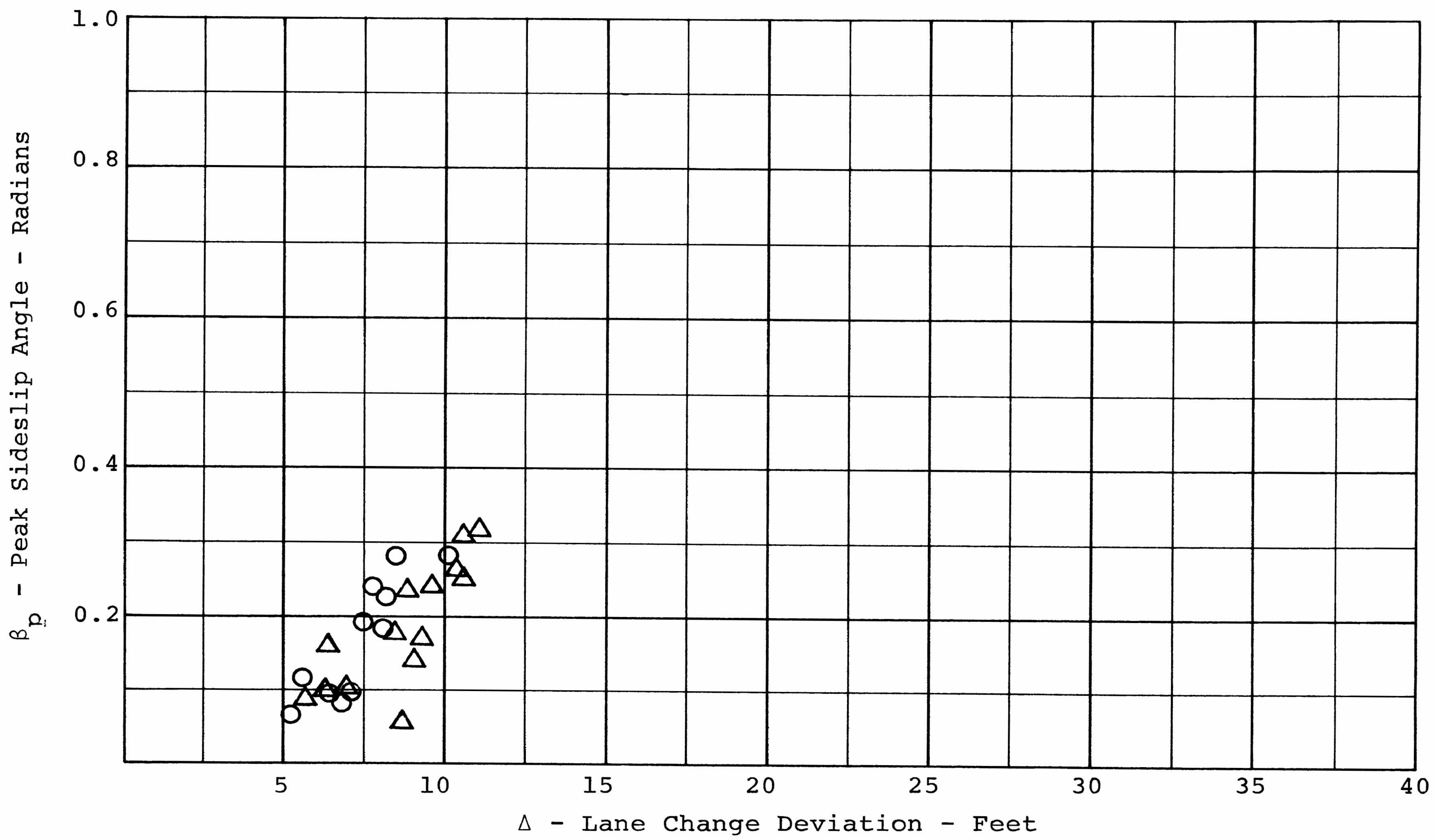
SINUSOIDAL STEER - 45 MPH - TORONADO



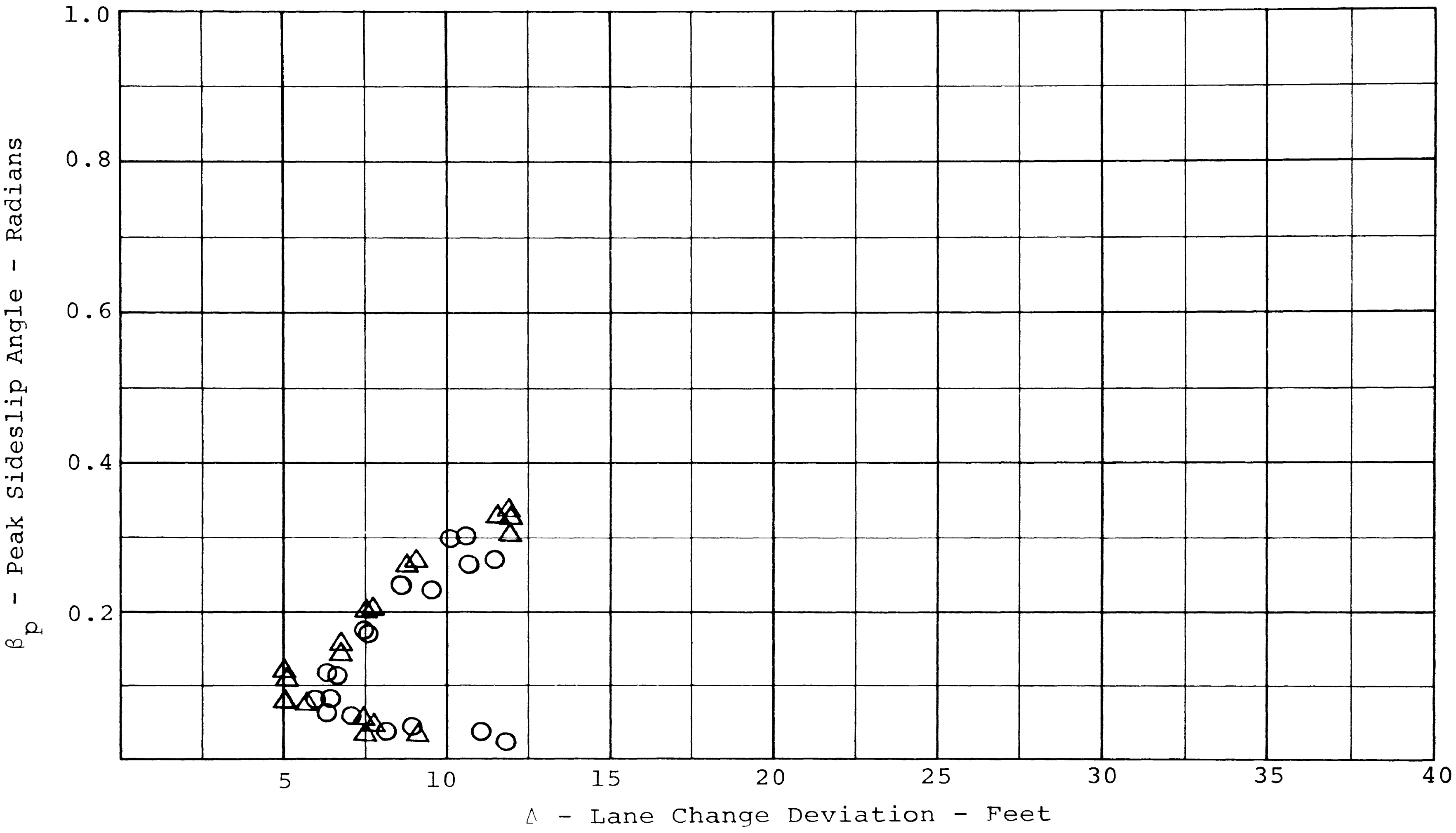
SINUSOIDAL STEER - 45 MPH - VW



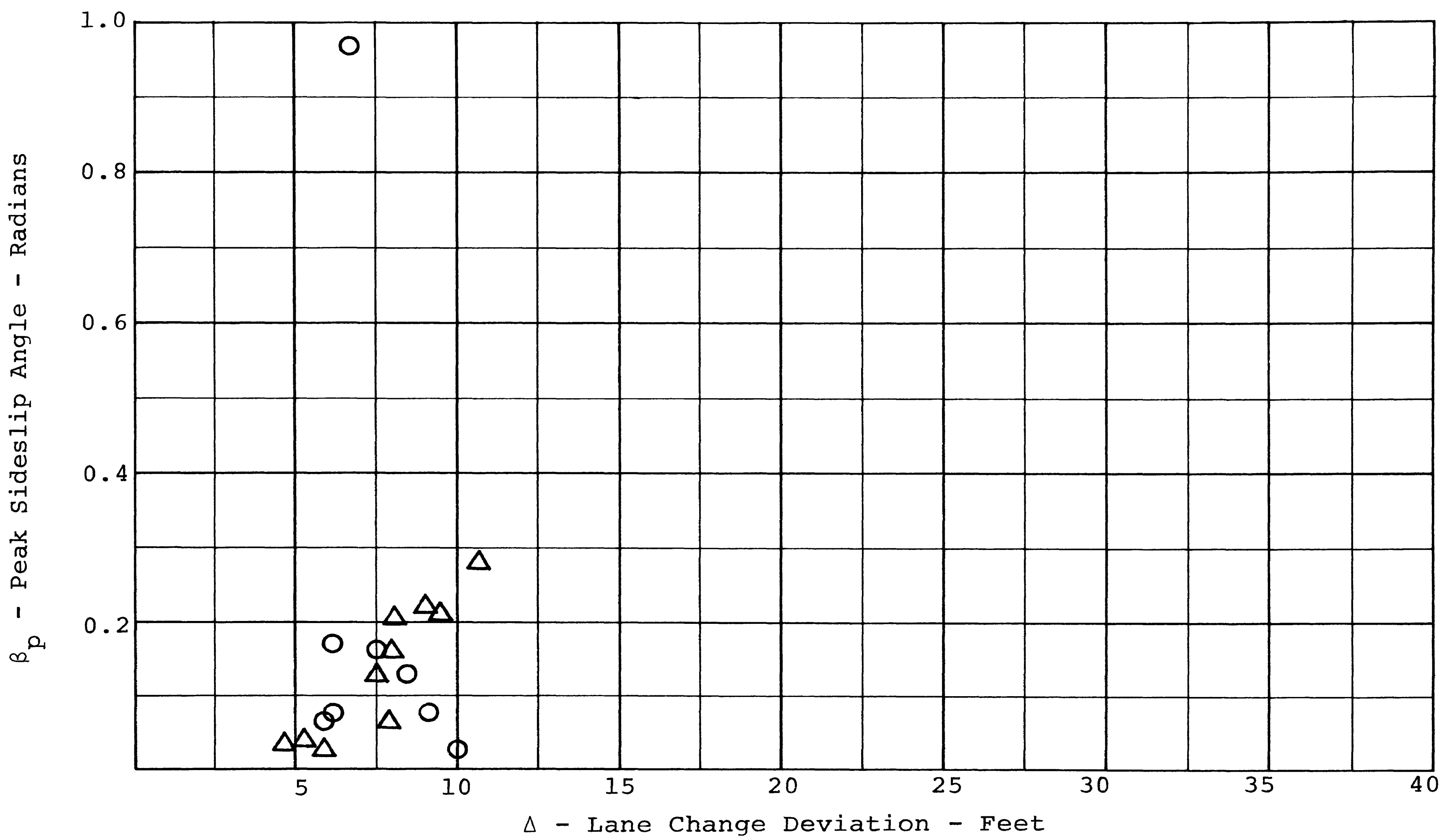
SINUSOIDAL STEER - 60 MPH - AMBASSADOR



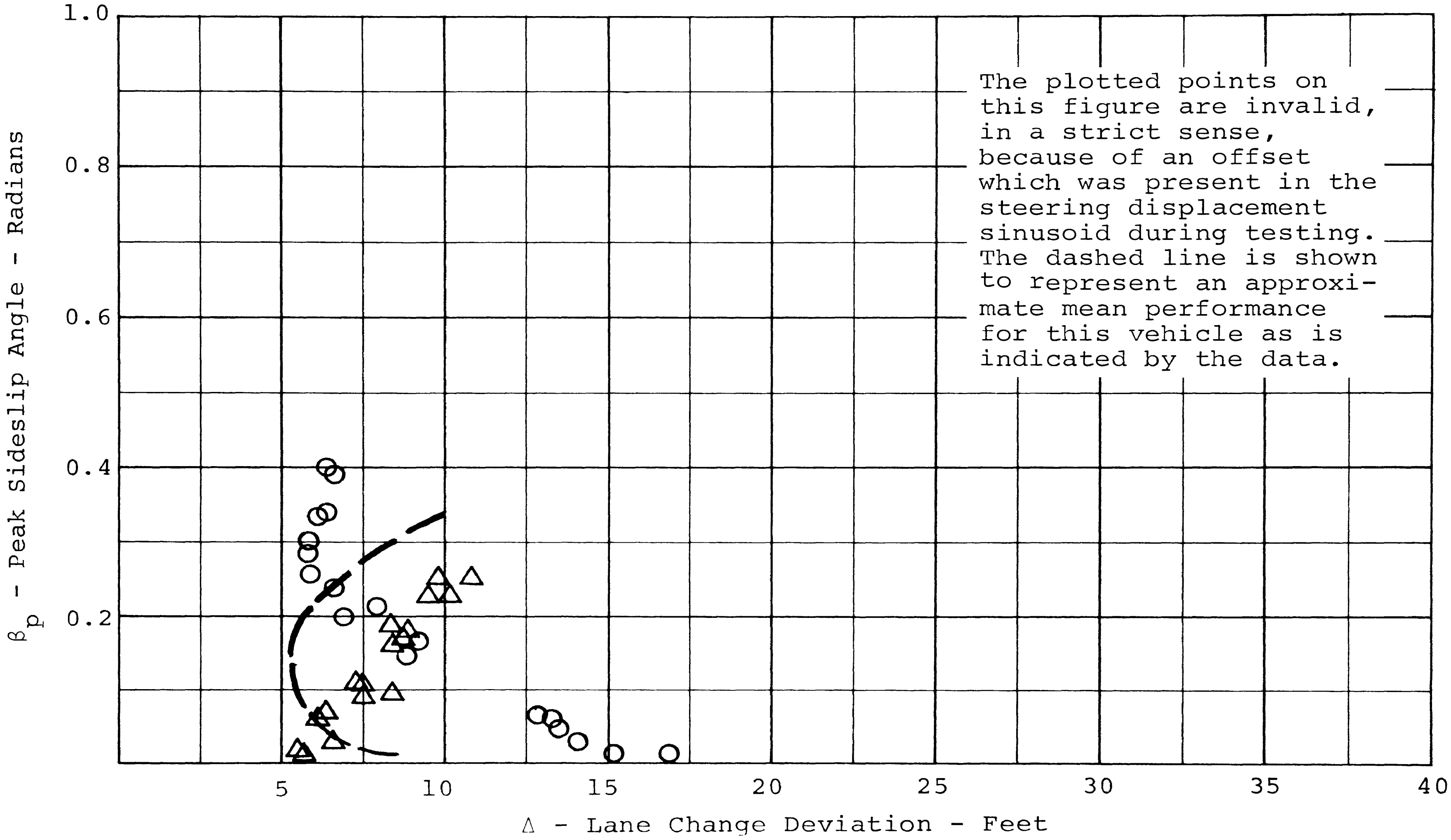
SINUSOIDAL STEER - 60 MPH - BROOKWOOD



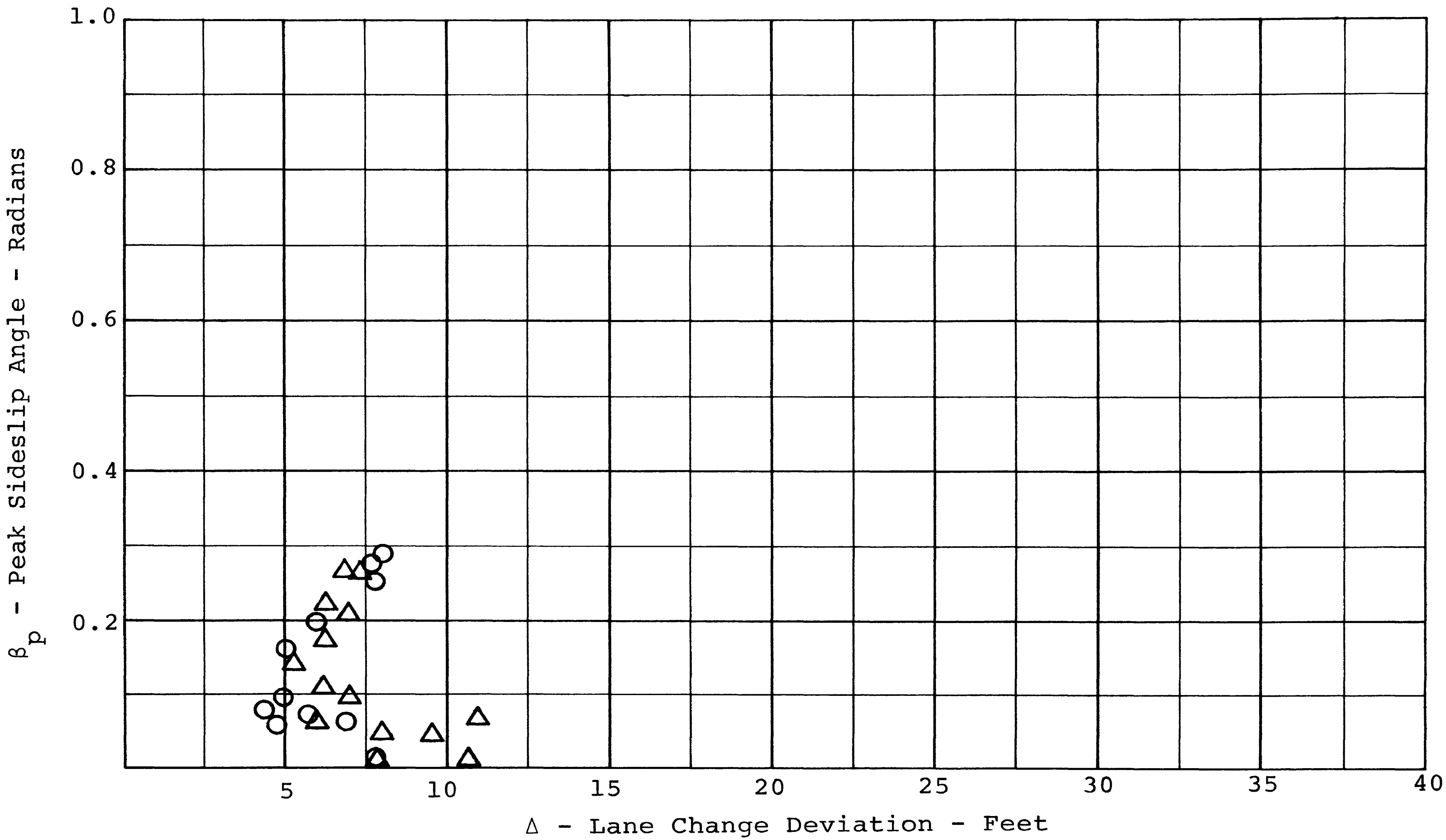
SINUSOIDAL STEER - 60 MPH - DODGE



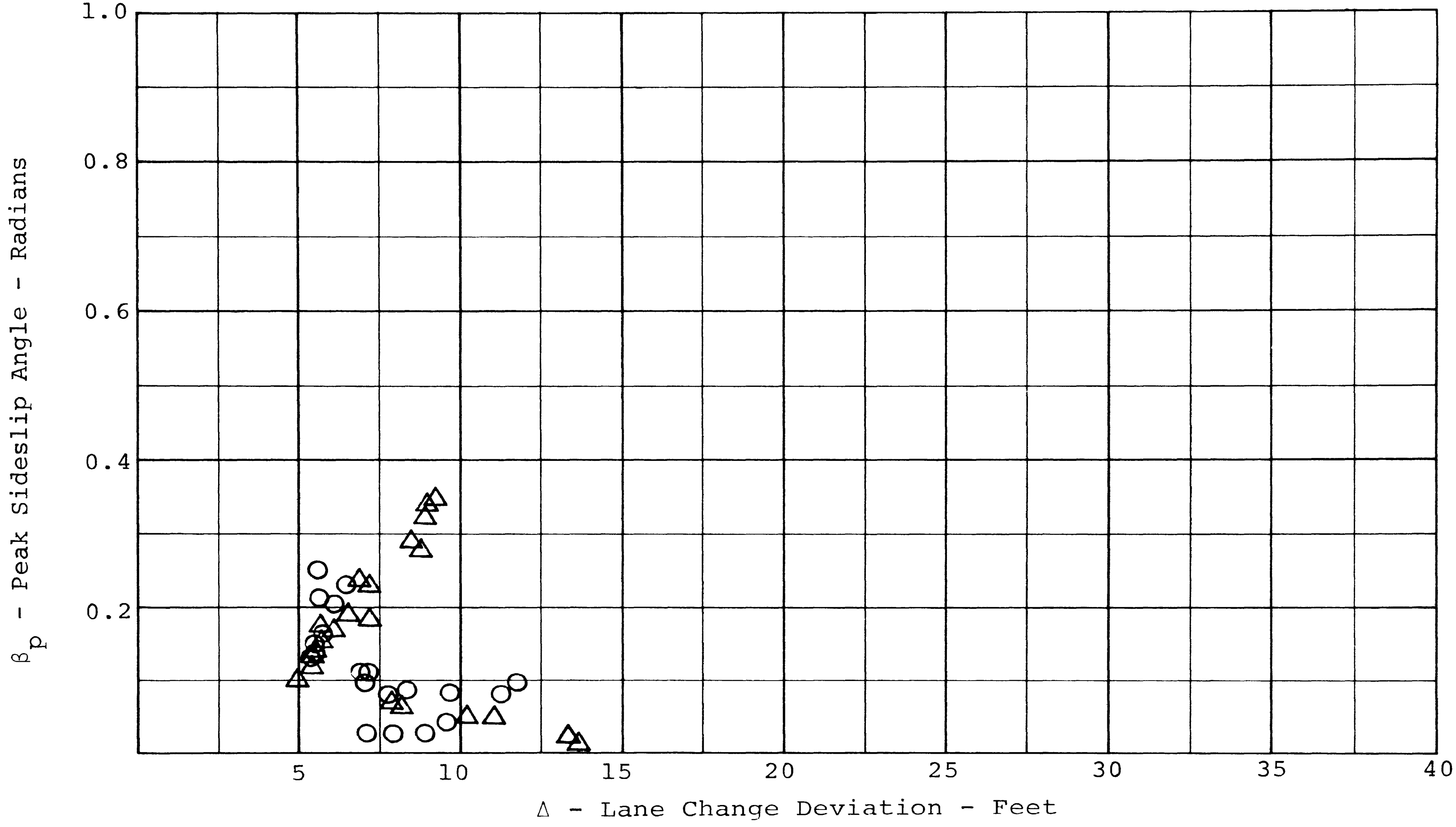
SINUSOIDAL STEER - 60 MPH - FIREBIRD



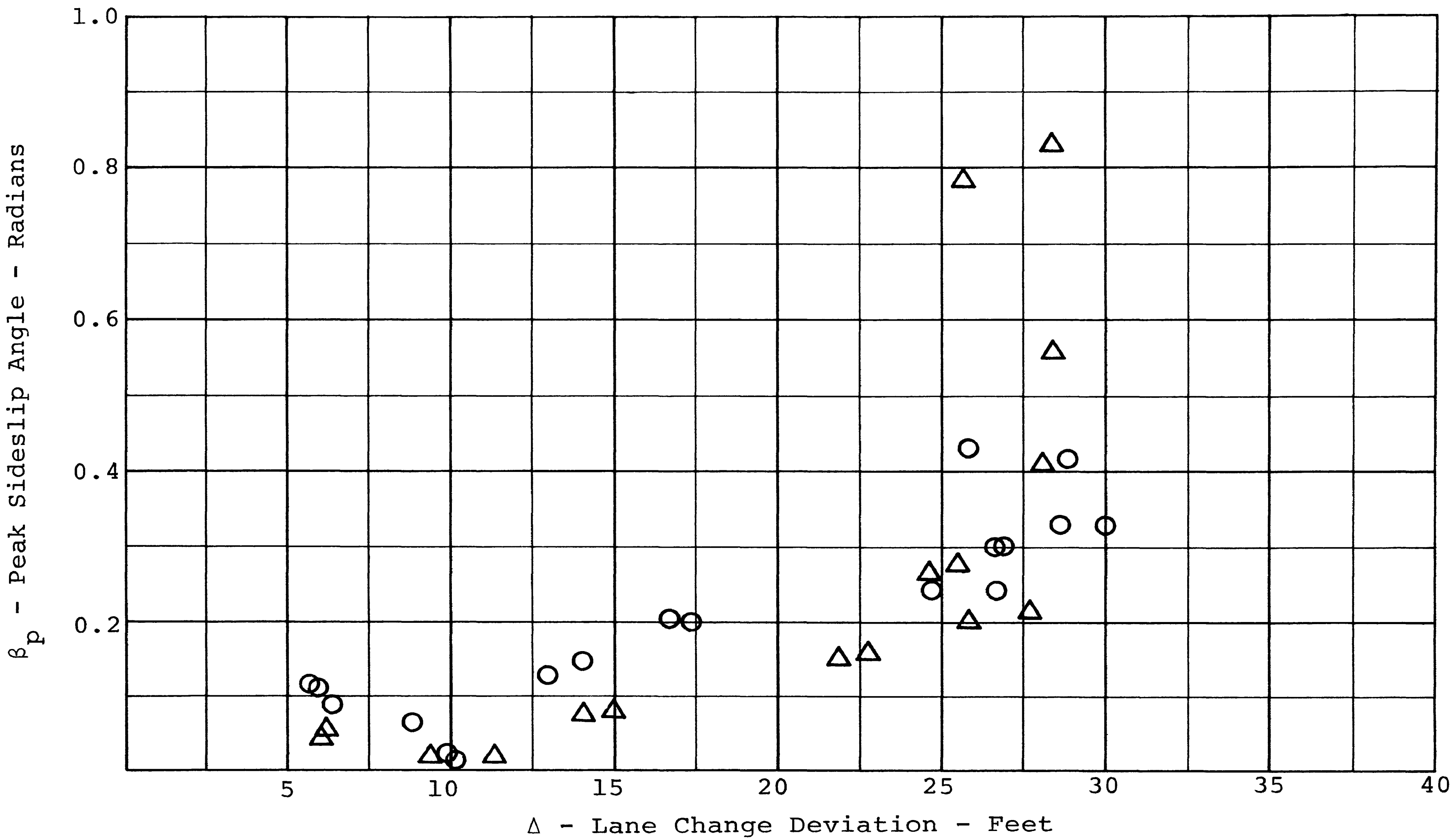
SINUSOIDAL STEER - 60 MPH - GALAXIE



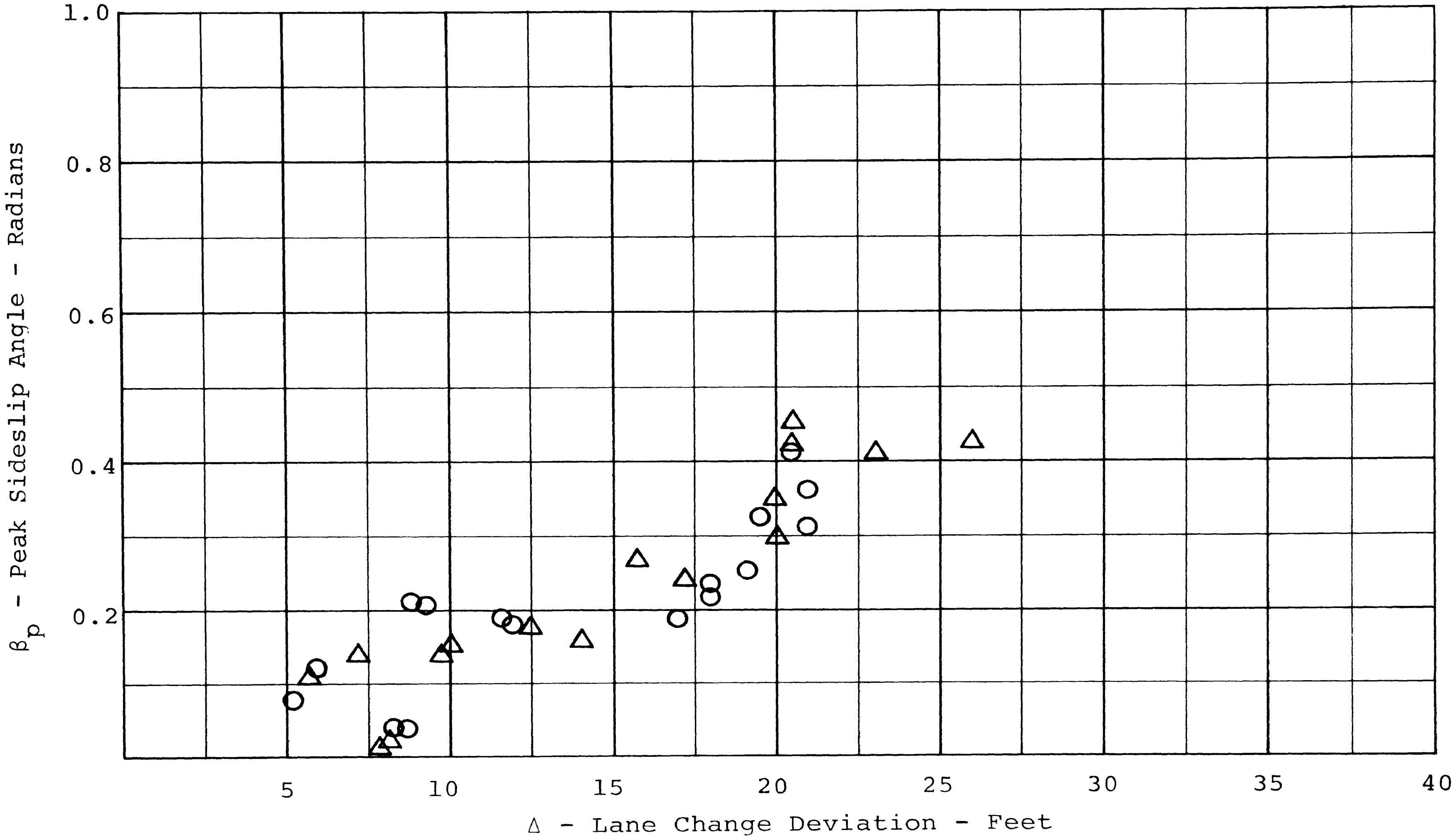
SINUSOIDAL STEER - 60 MPH - GREMLIN



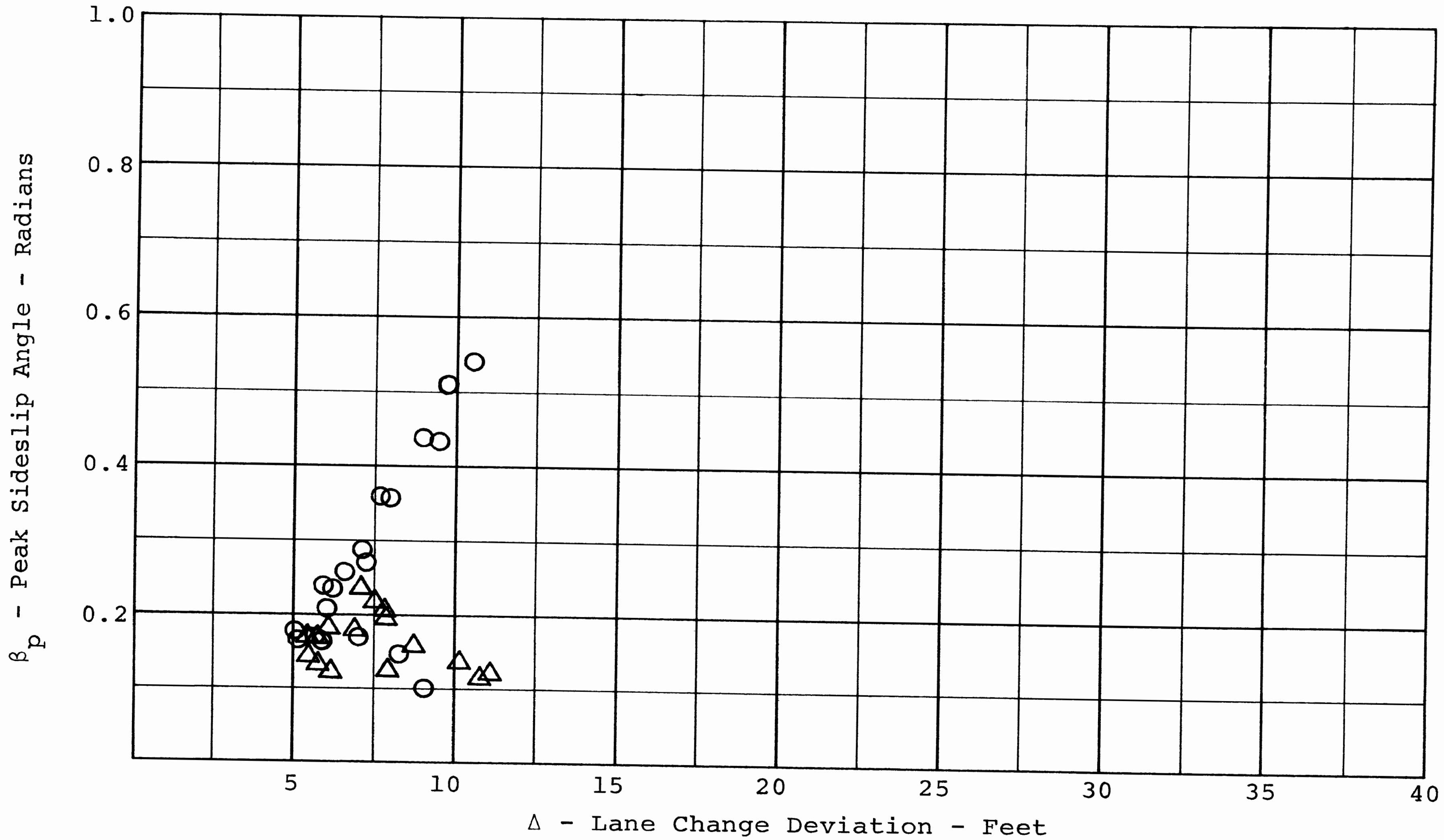
SINUSOIDAL STEER - 60 MPH - IMPERIAL



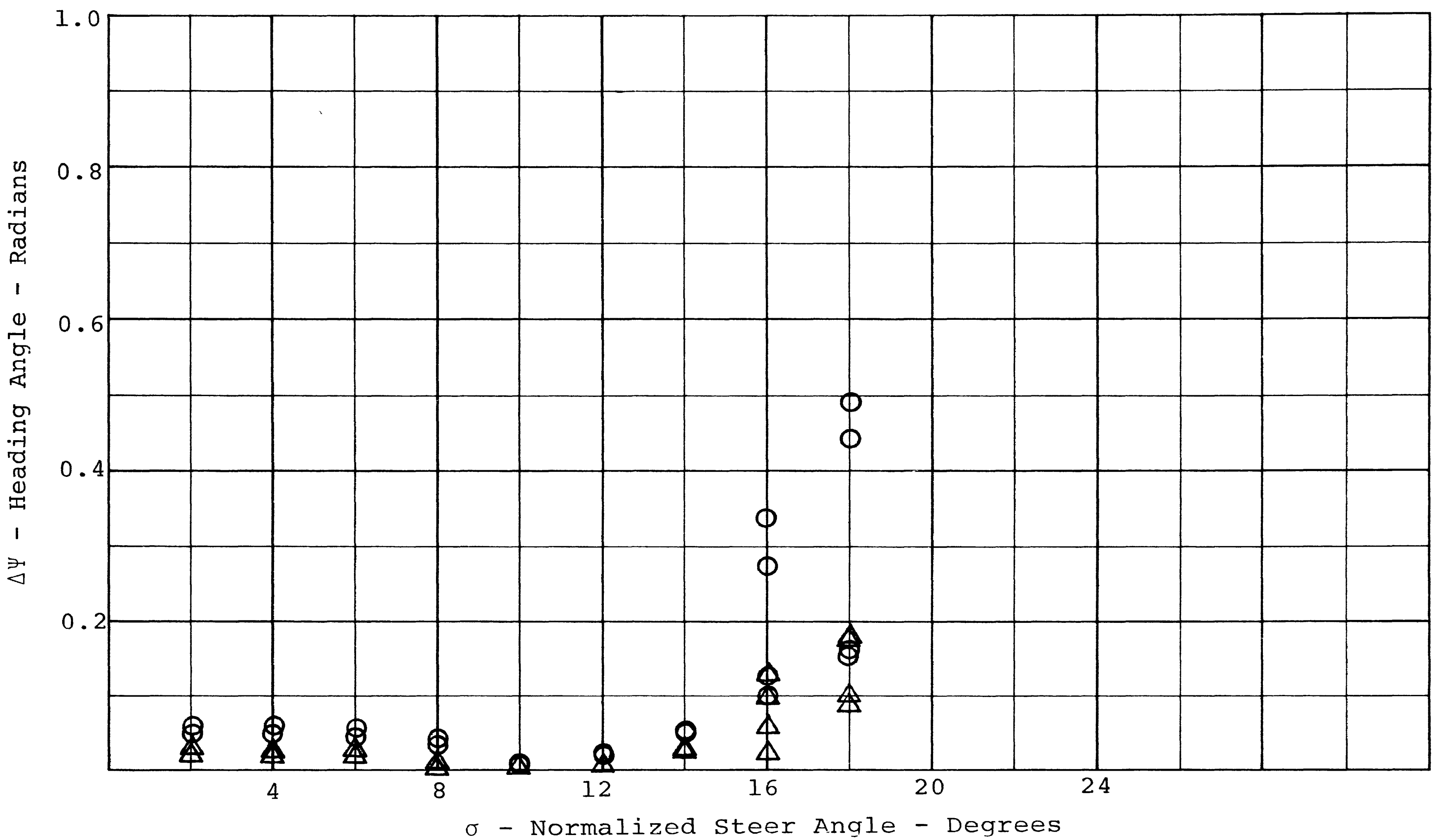
SINUSOIDAL STEER - 60 MPH - LOTUS



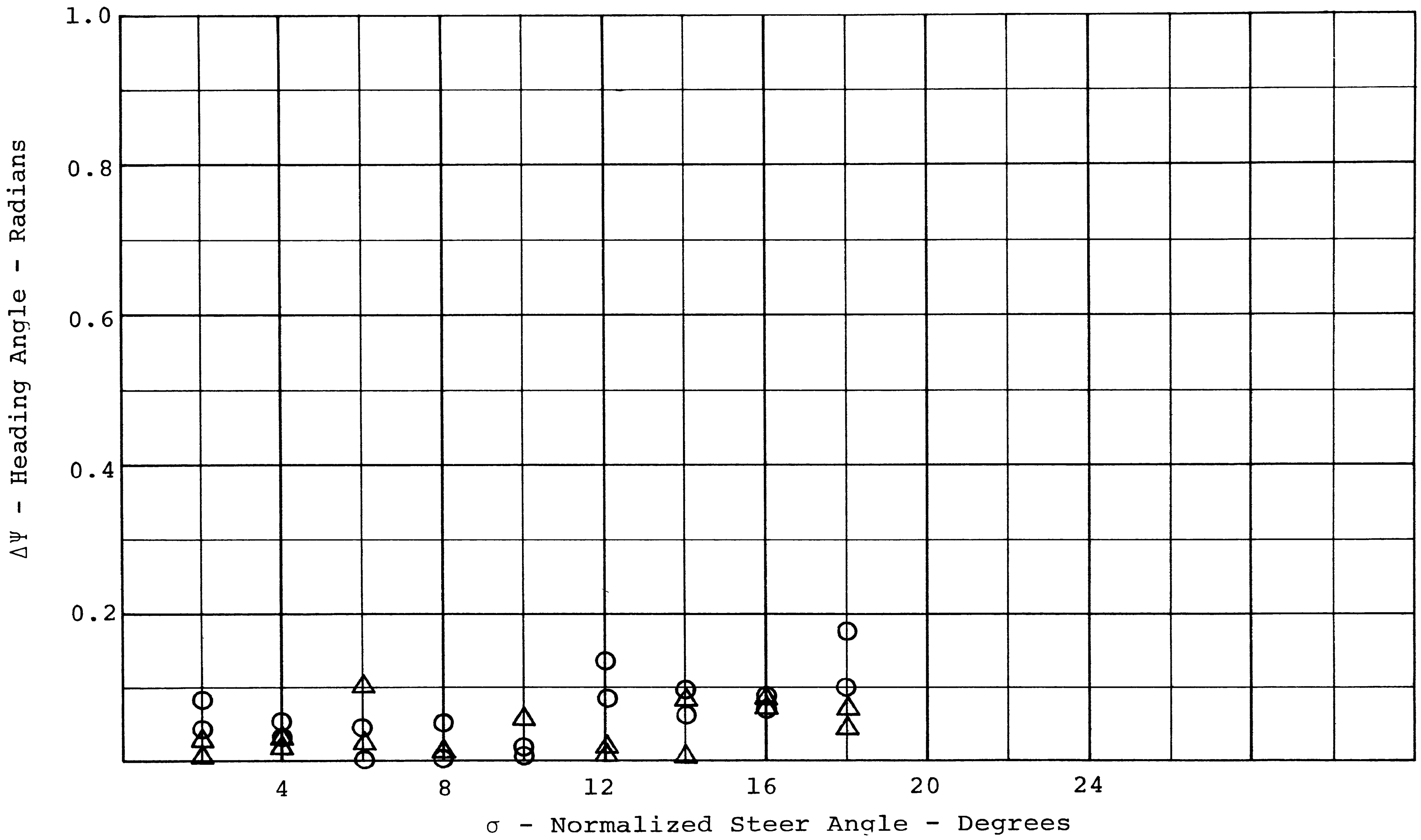
SINUSOIDAL STEER - 60 MPH - MERCEDES



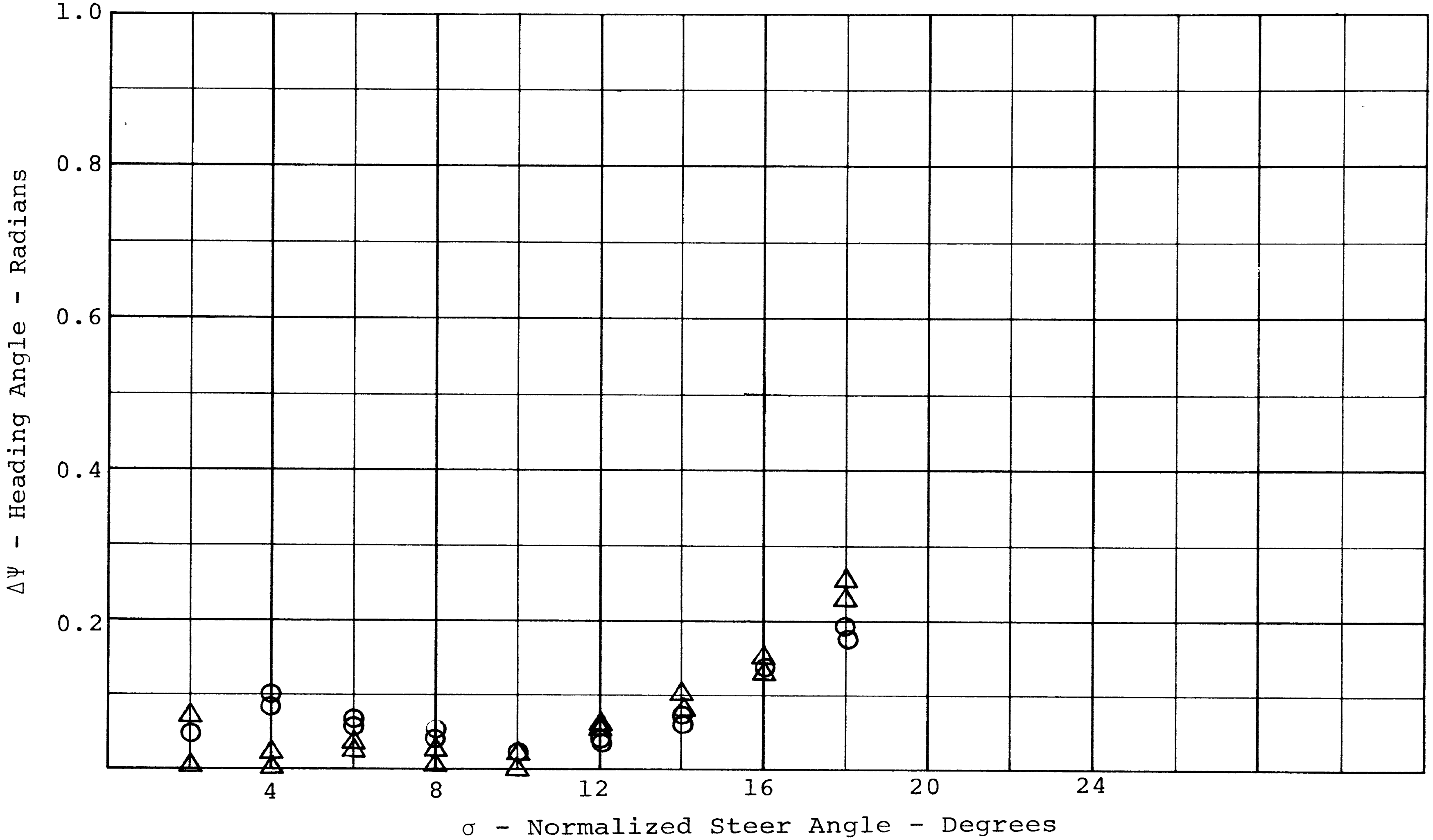
SINUSOIDAL STEER - 60 MPH - TORONADO



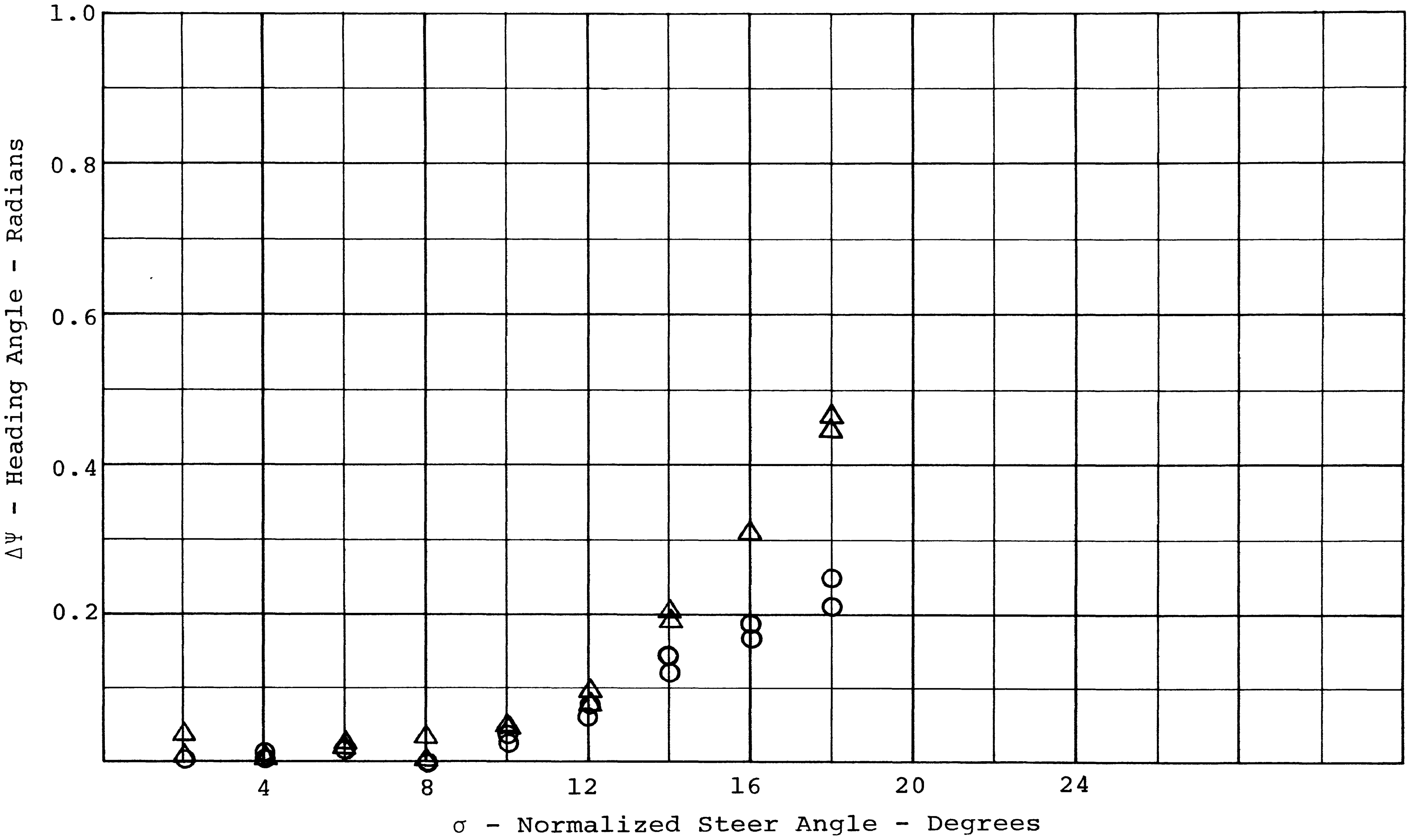
SINUSOIDAL STEER - 45 MPH - AMBASSADOR



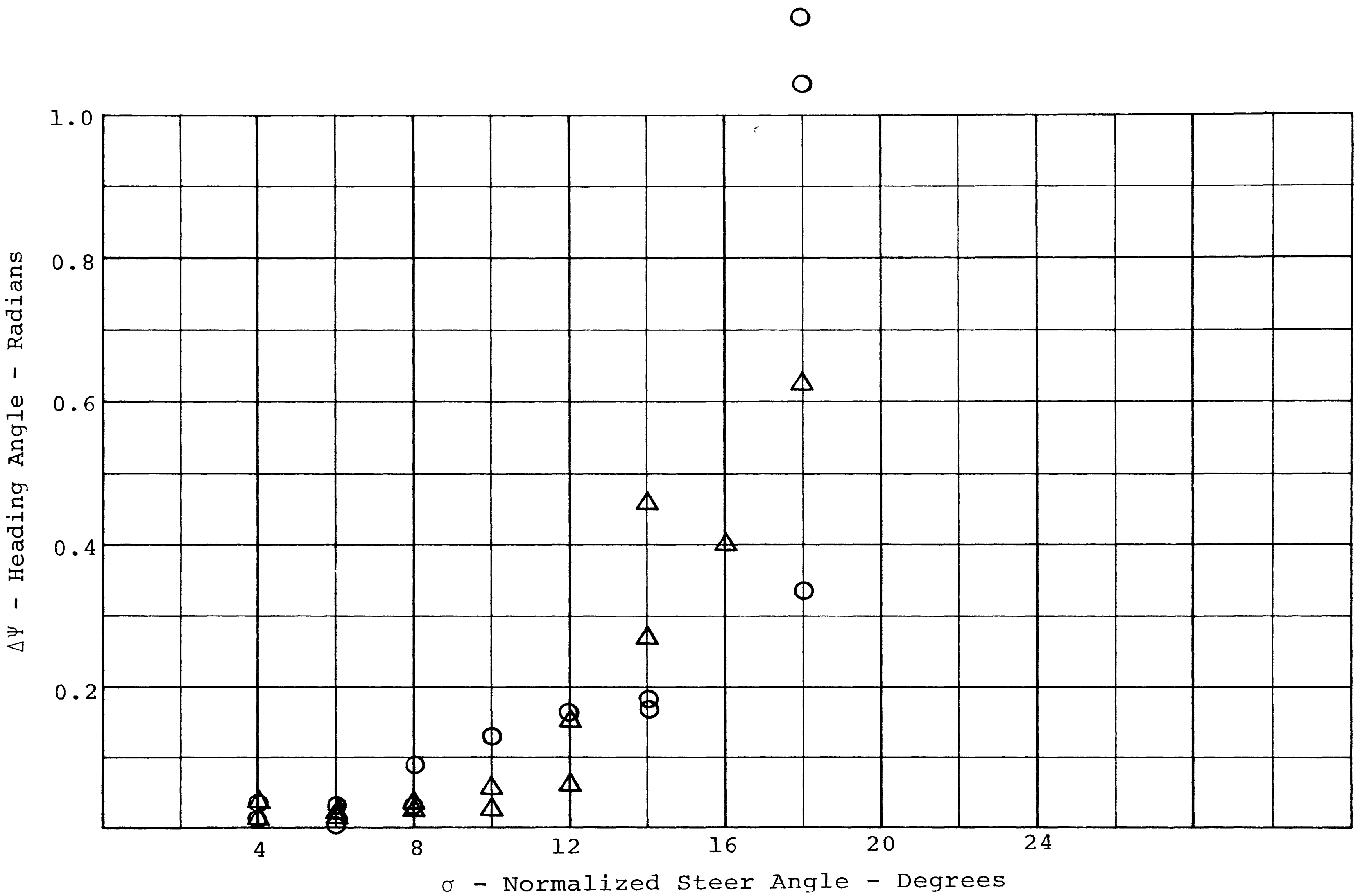
SINUSOIDAL STEER - 45 MPH - AUSTIN



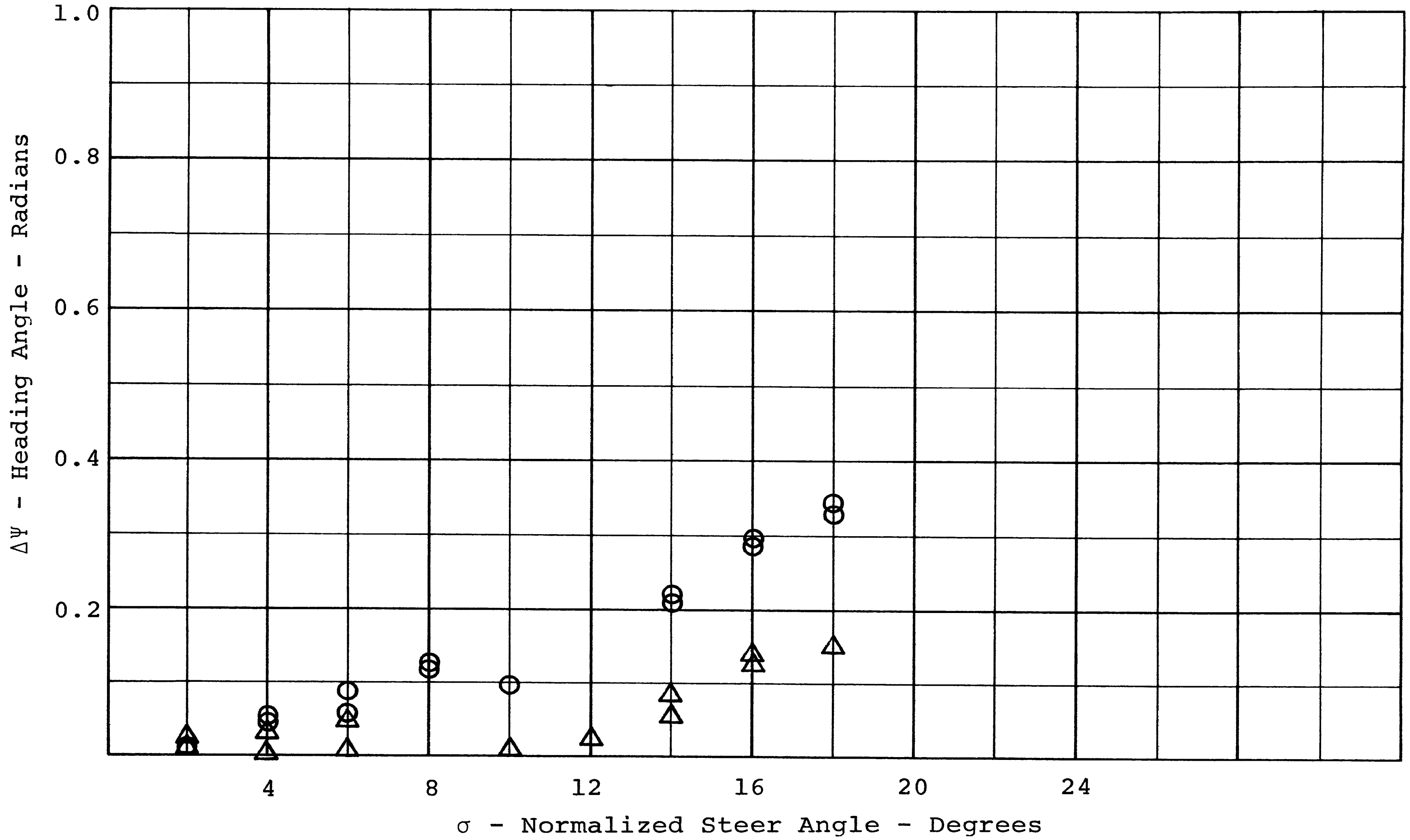
SINUSOIDAL STEER - 45 MPH - BROOKWOOD



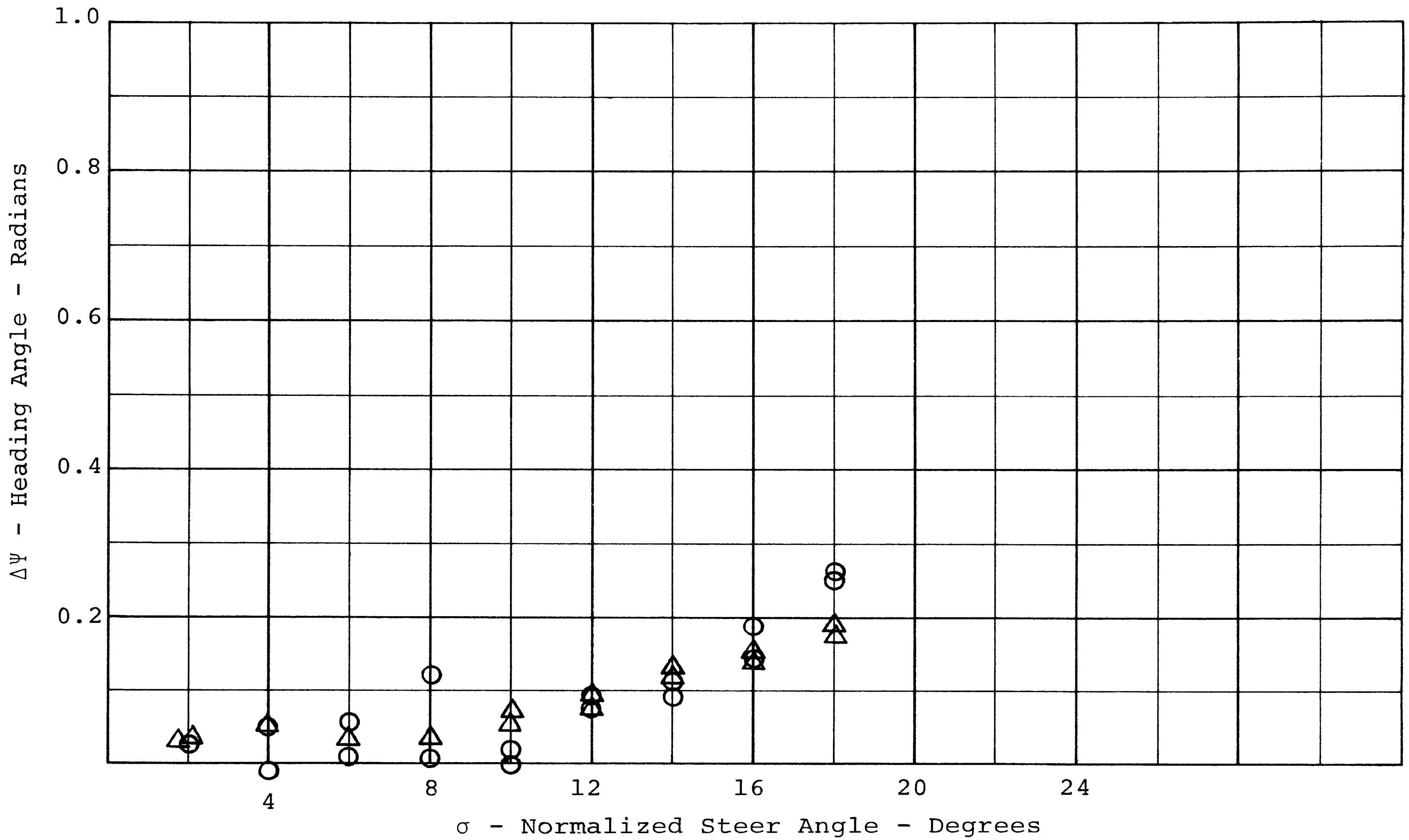
SINUSOIDAL STEER - 45 MPH - DODGE



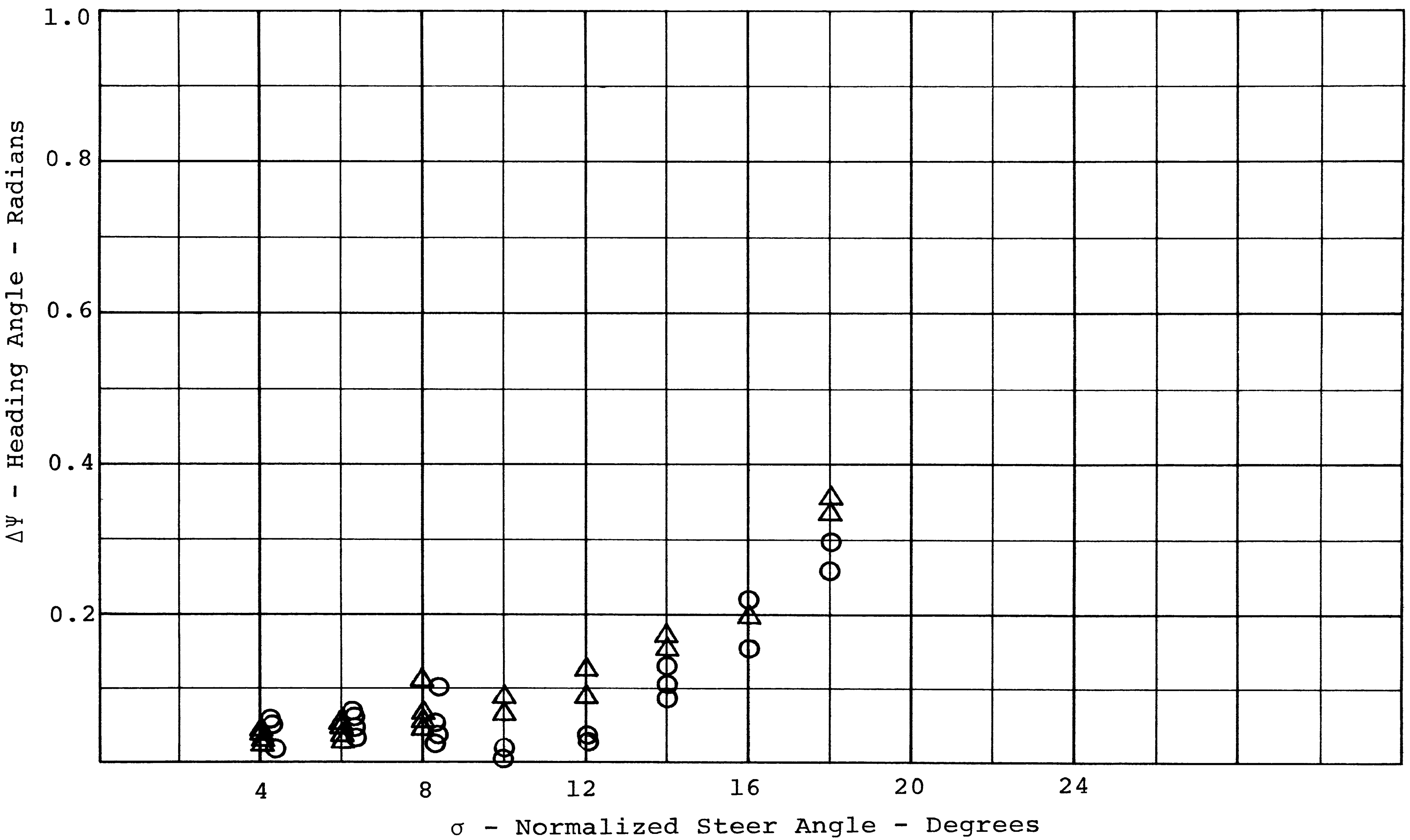
SINUSOIDAL STEER - 45 MPH - FIREBIRD



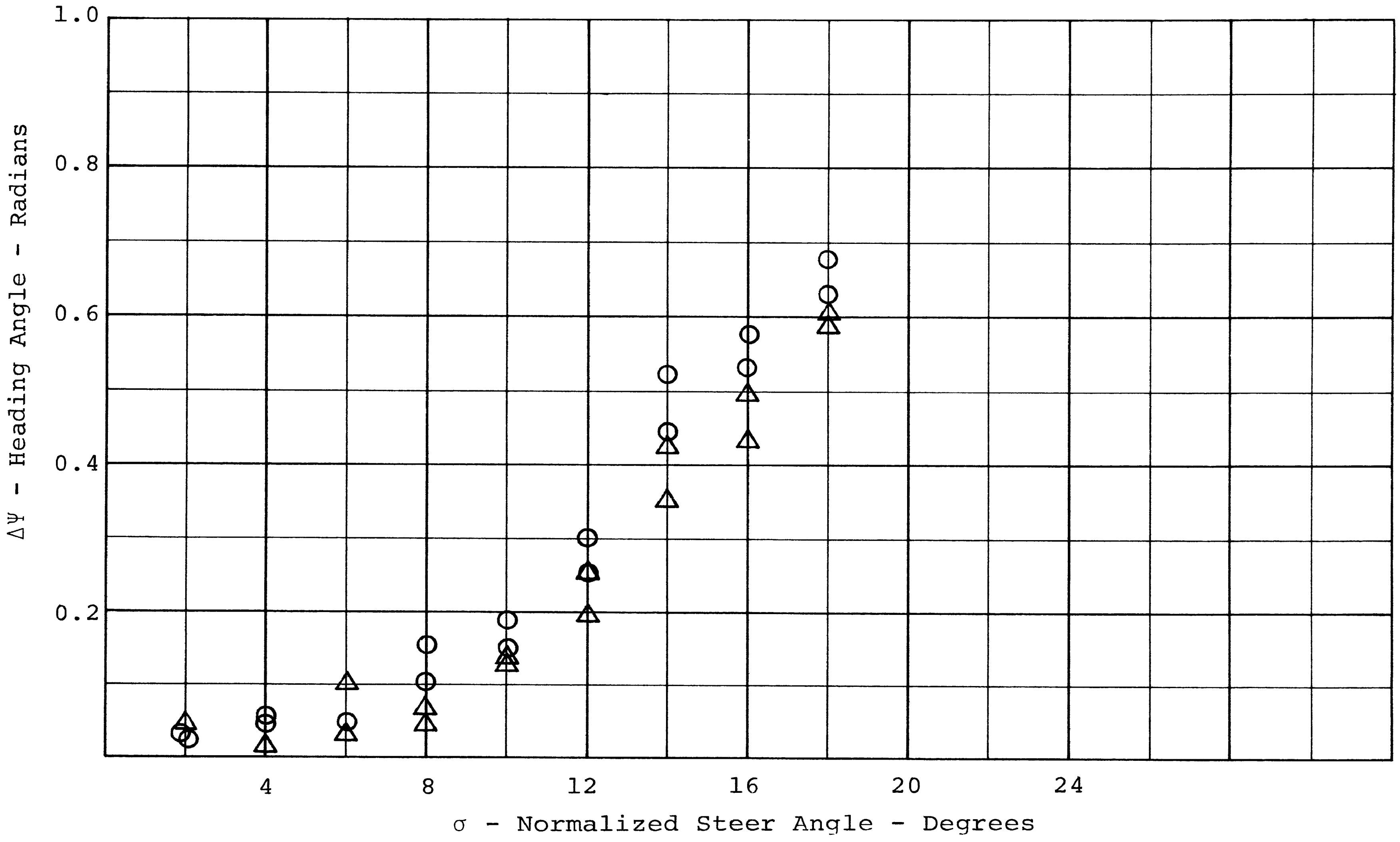
SINUSOIDAL STEER - 45 MPH - GALAXIE



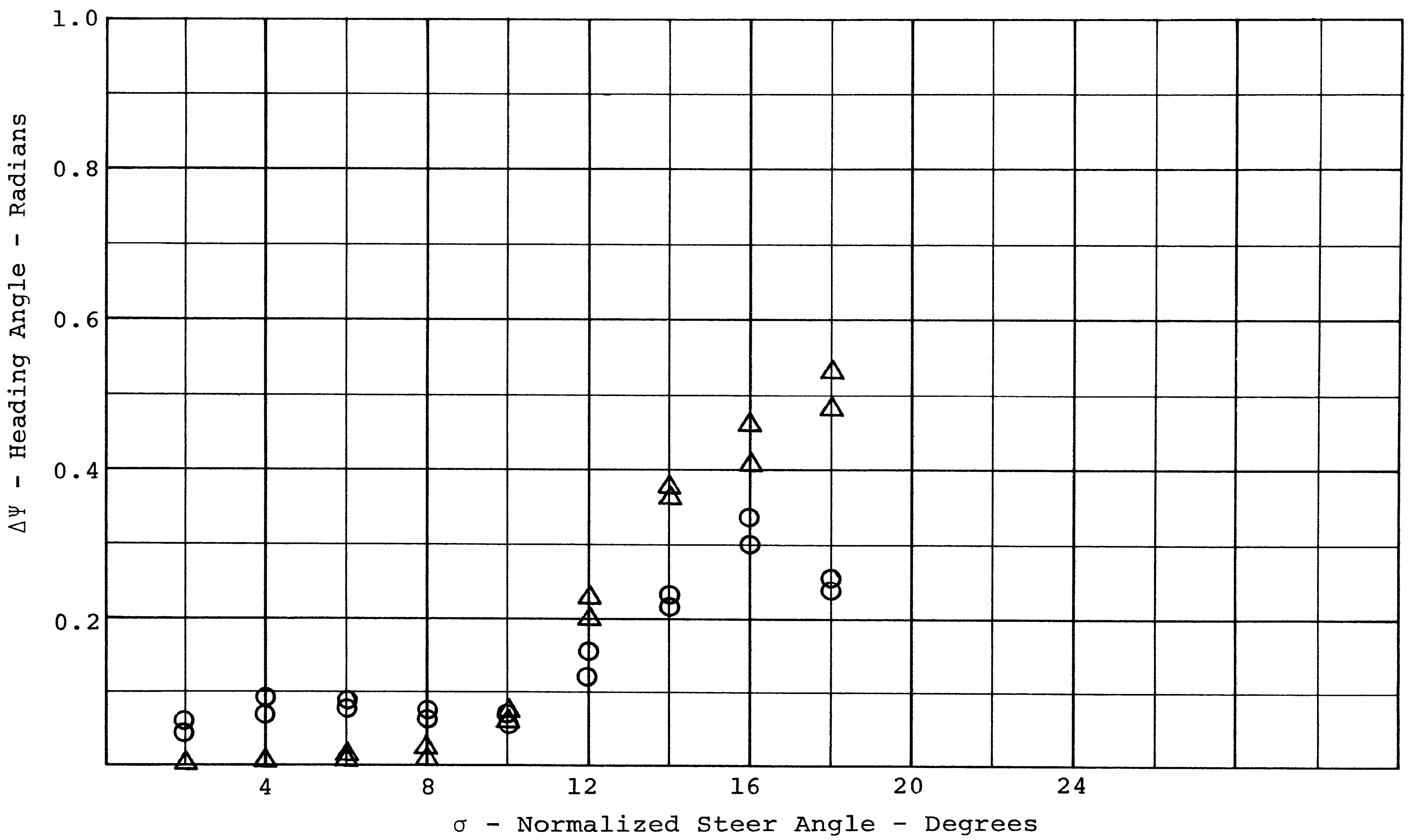
SINUSOIDAL STEER - 45 MPH - GREMLIN



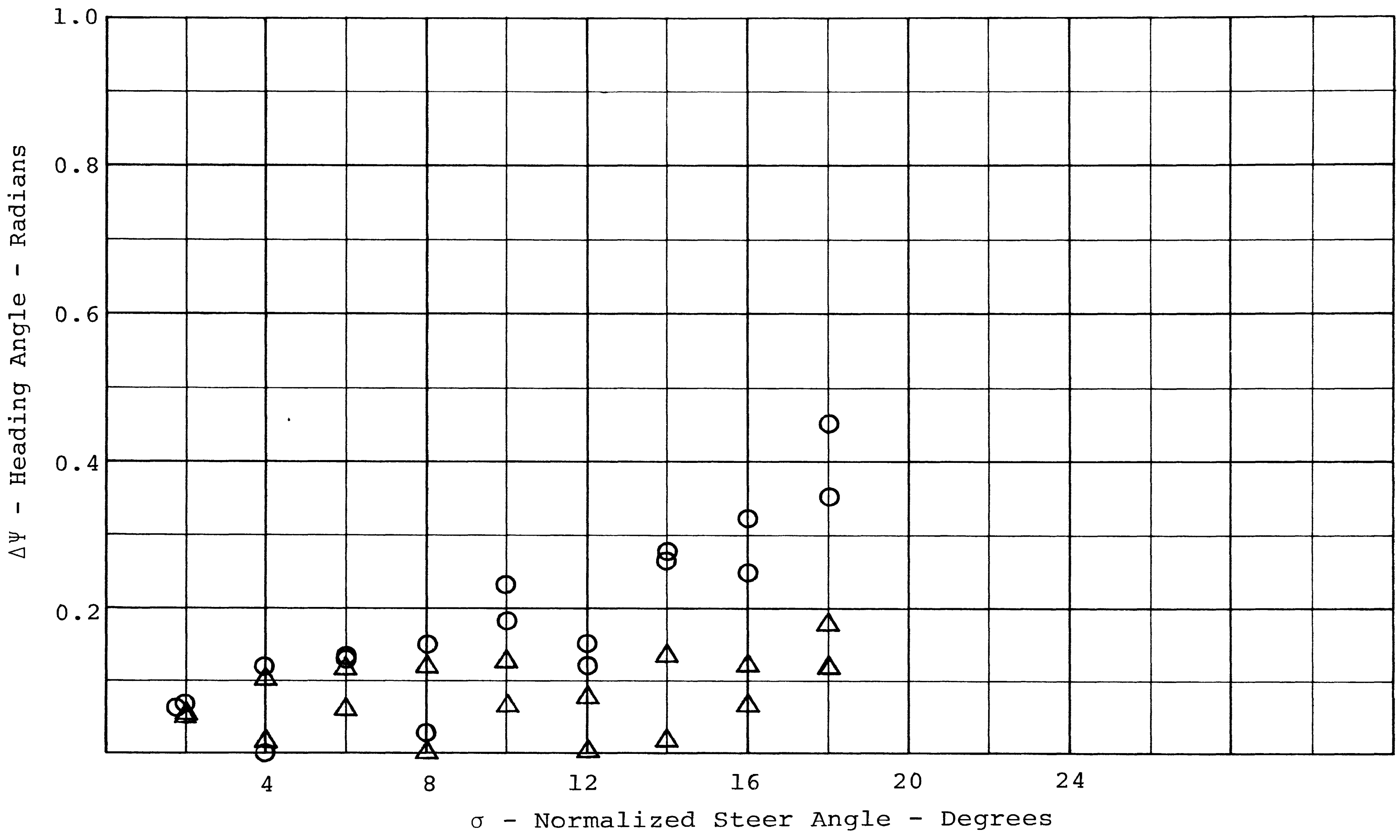
SINUSOIDAL STEER - 45 MPH - IMPERIAL



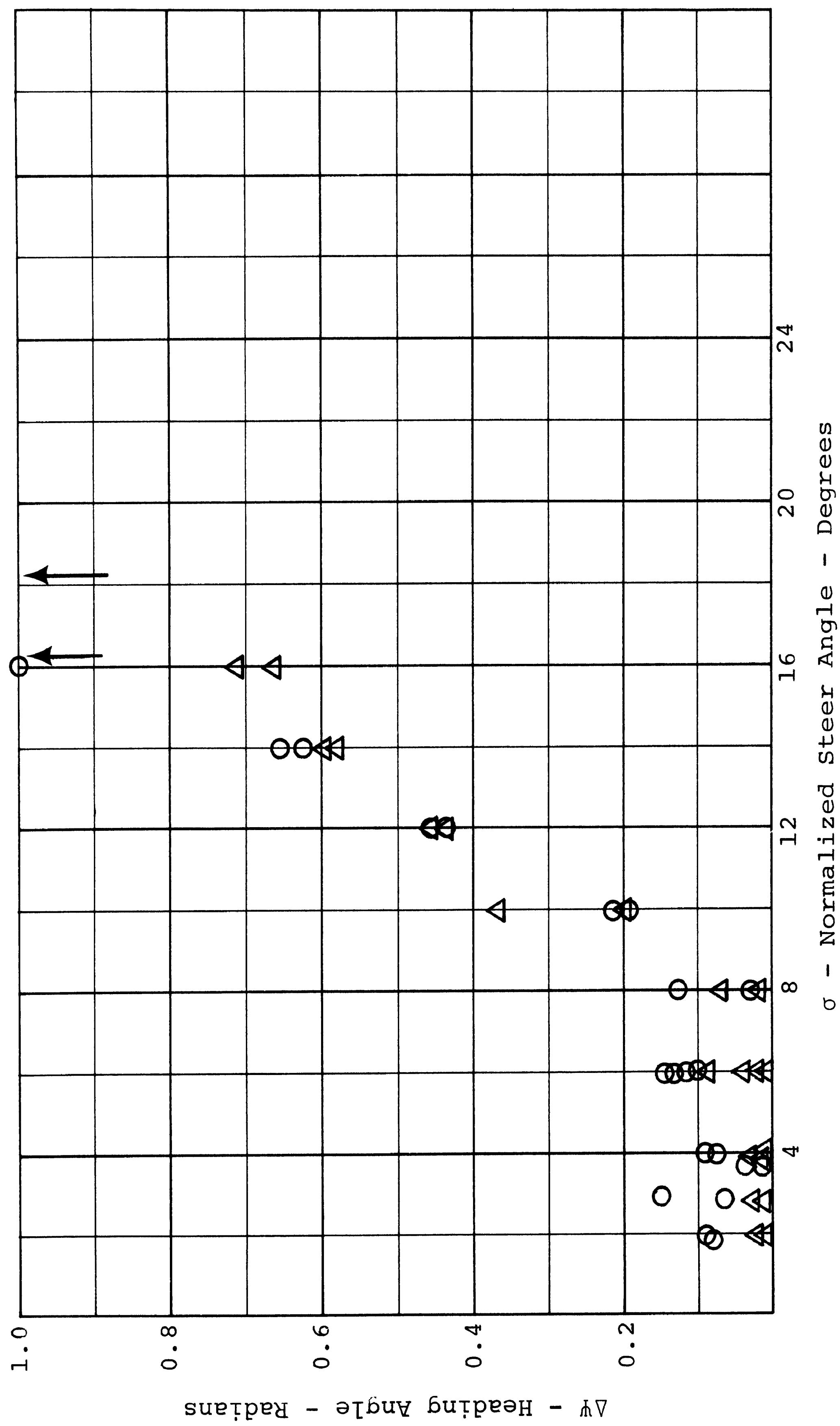
SINUSOIDAL STEER - 45 MPH - LOTUS



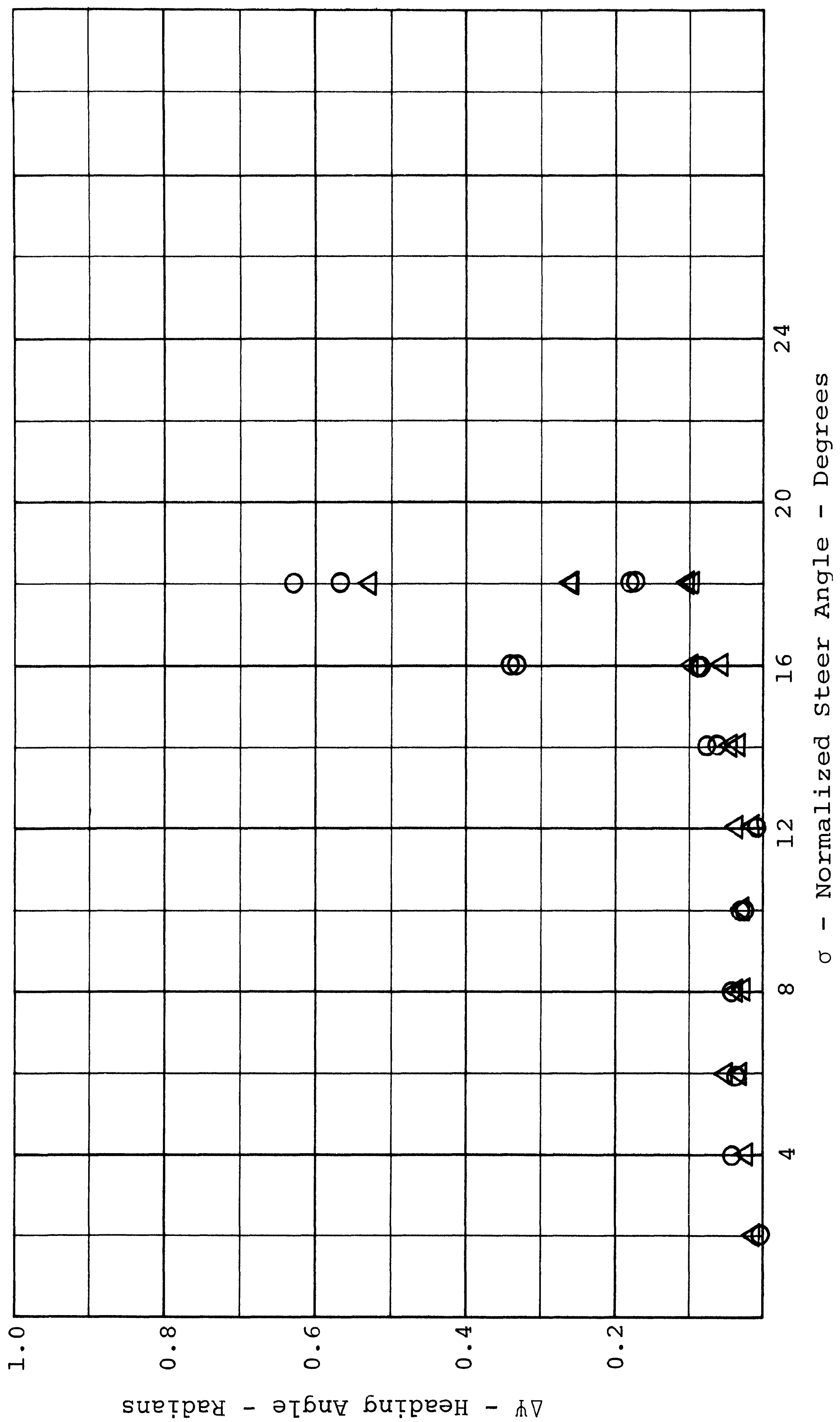
SINUSOIDAL STEER - 45 MPH - MERCEDES



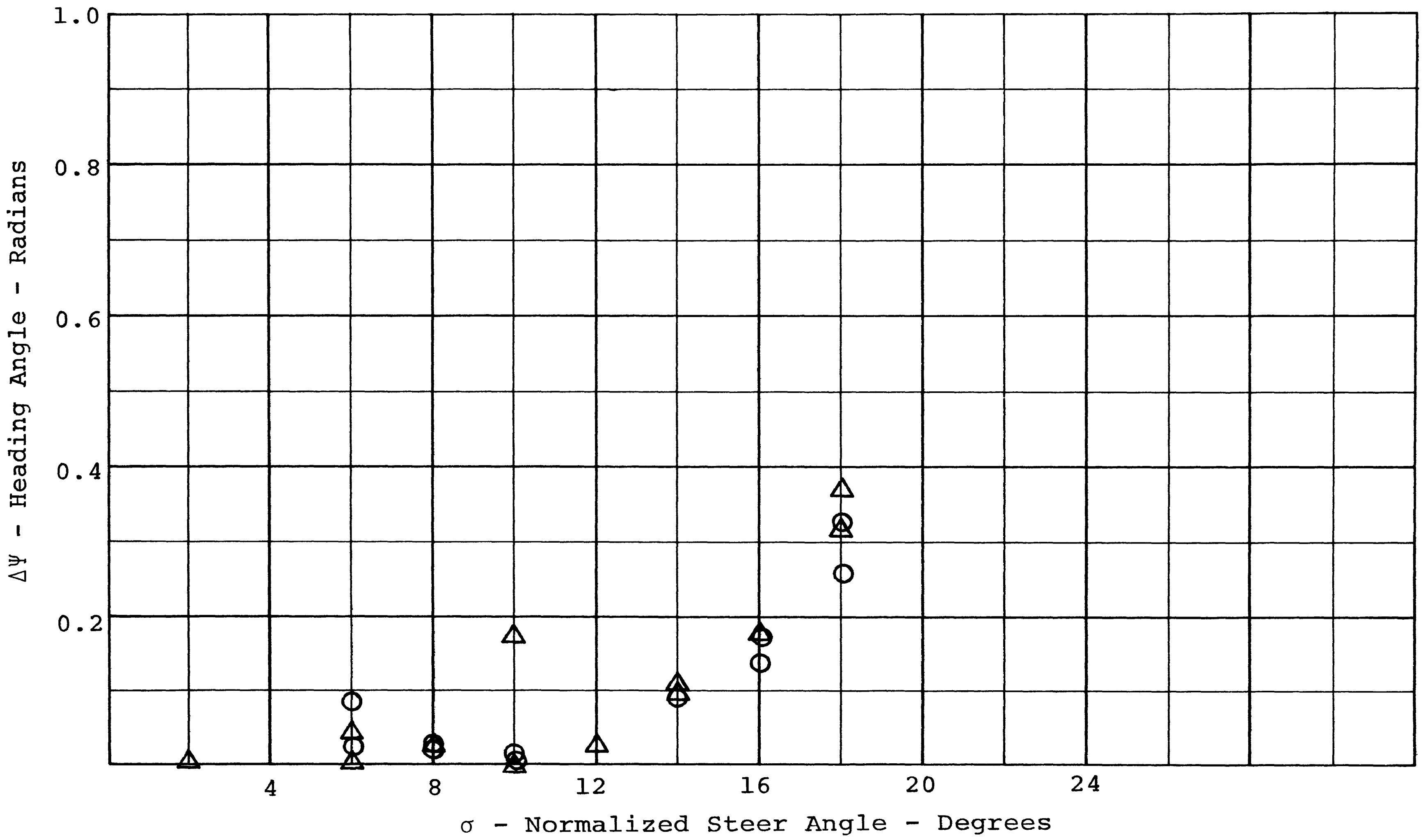
SINUSOIDAL STEER - 45 MPH - TORONADO



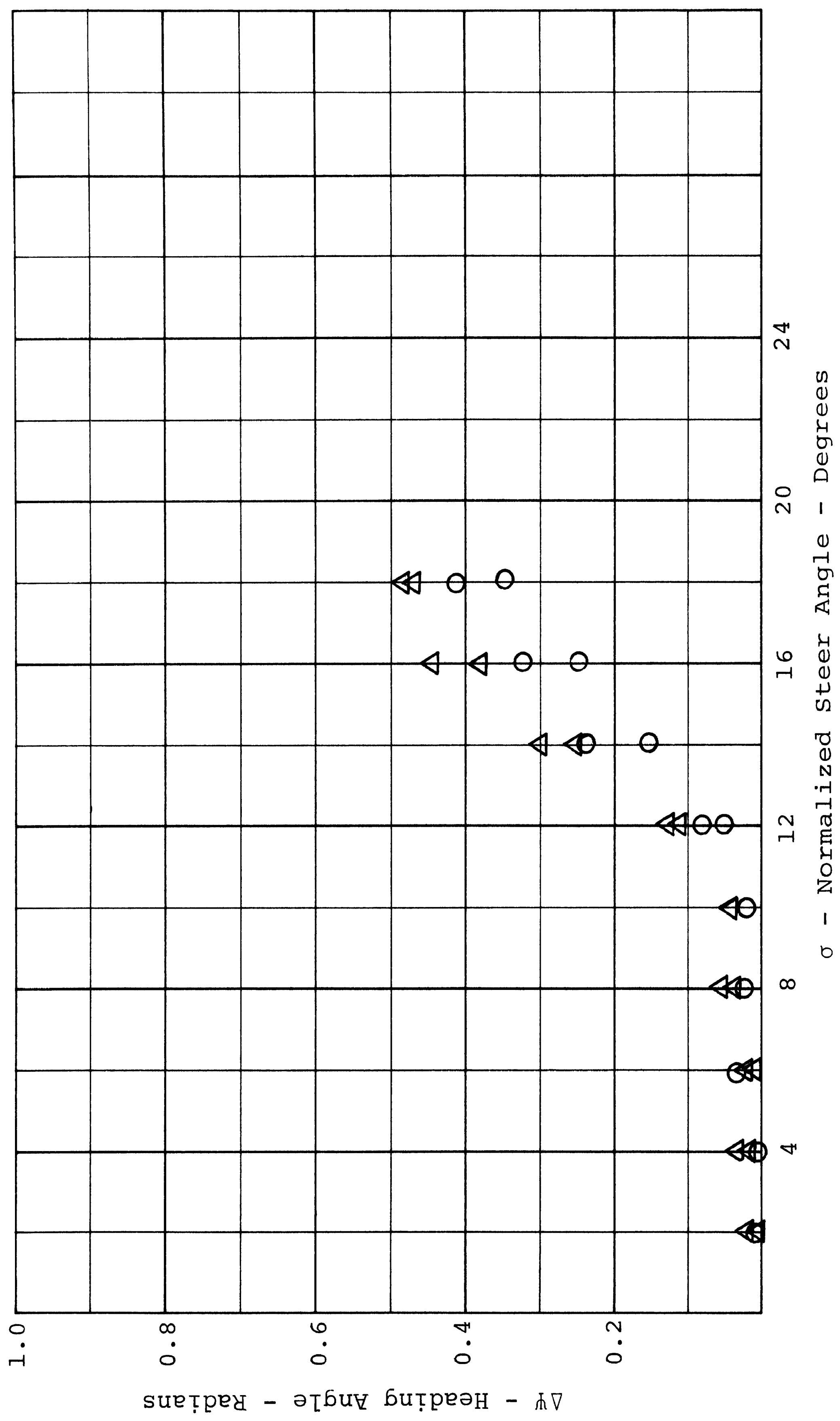
SINUSOIDAL STEER - 45 MPH - VW



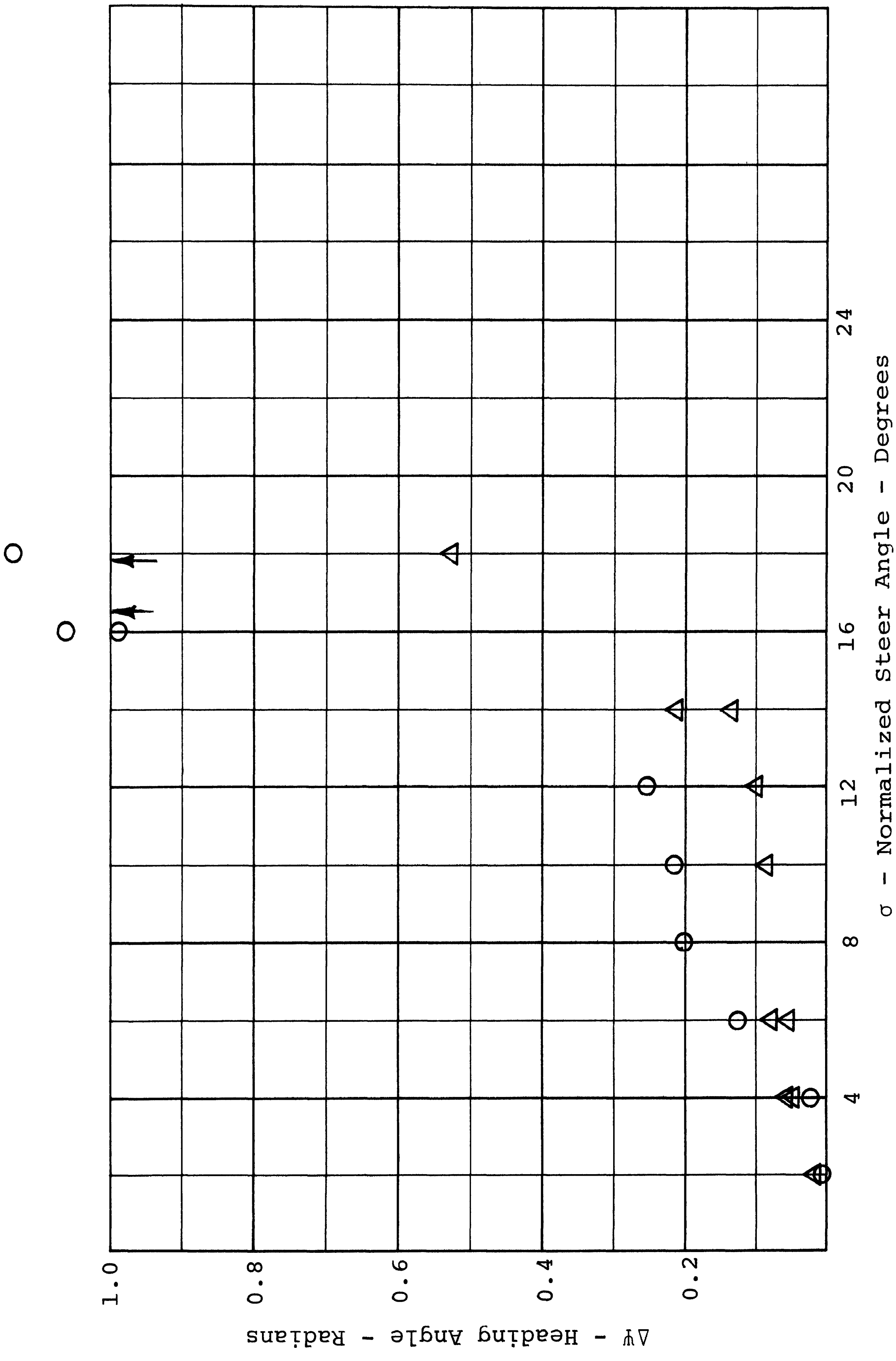
SINUSOIDAL STEER - 60 MPH - AMBASSADOR



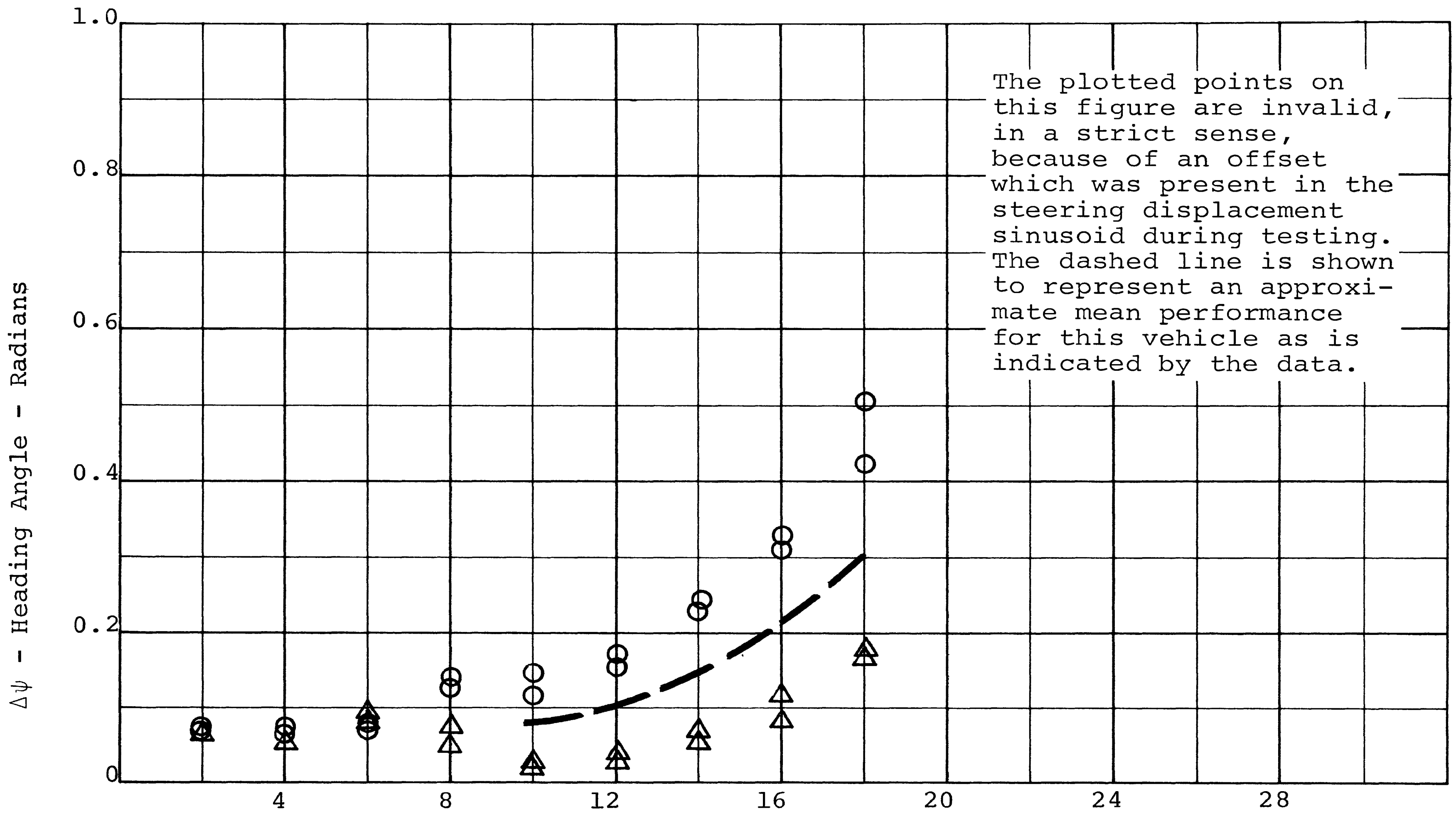
SINUSOIDAL STEER - 60 MPH - BROOKWOOD



SINUSOIDAL STEER - 60 MPH - DODGE

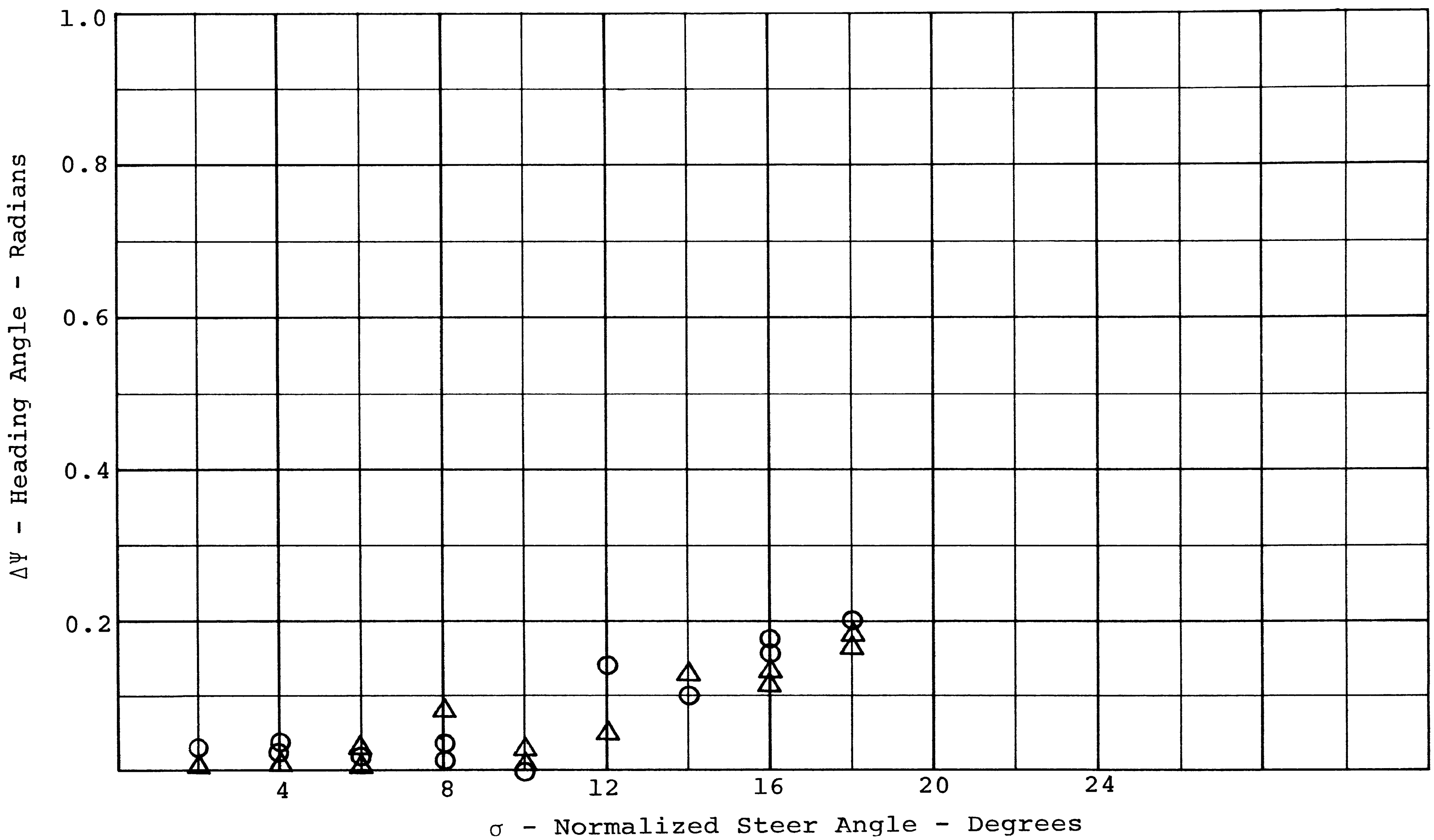


SINUSOIDAL STEER - 60 MPH - FIREBIRD

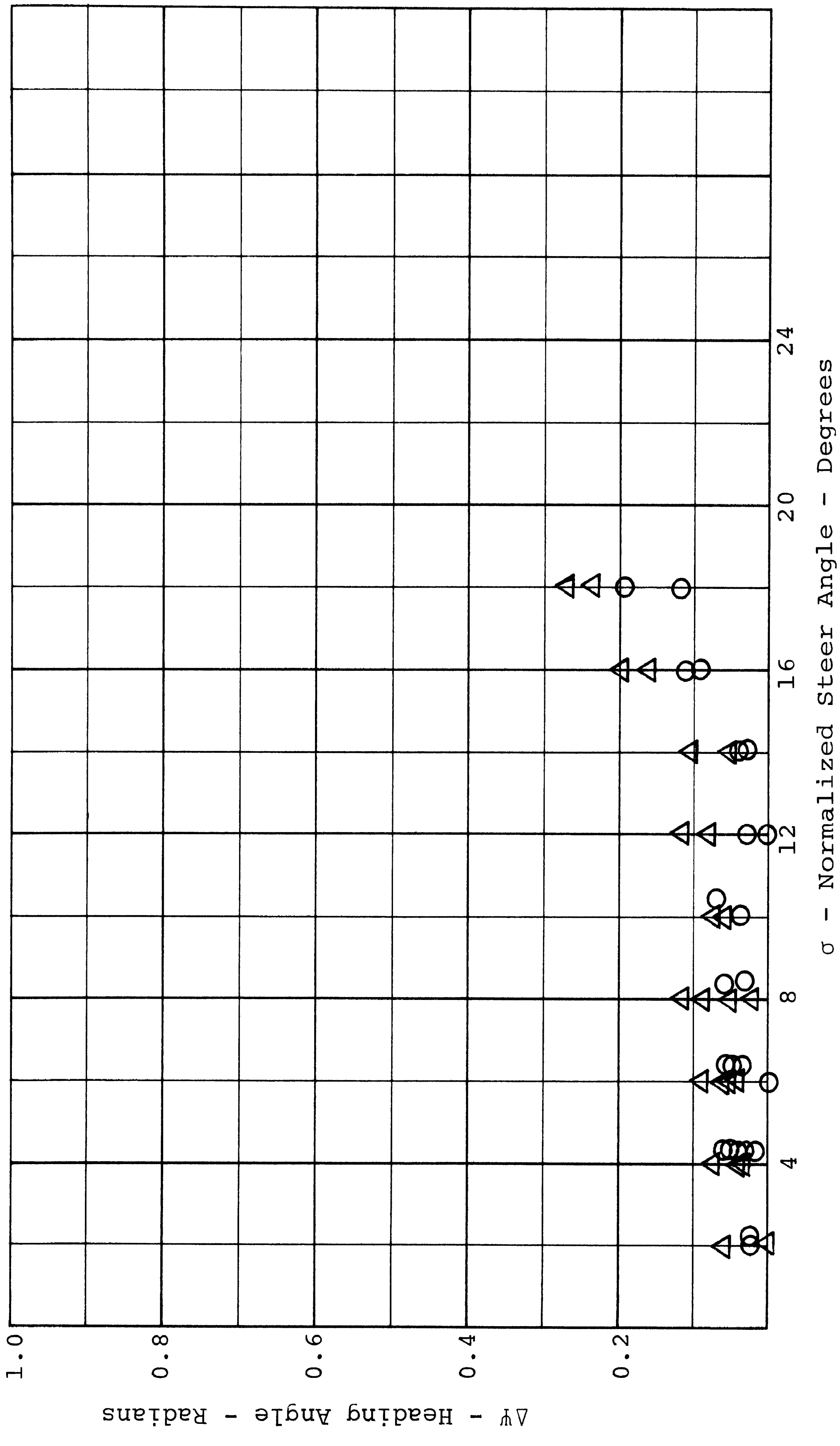


σ - Normalized Steer Angle - Degrees

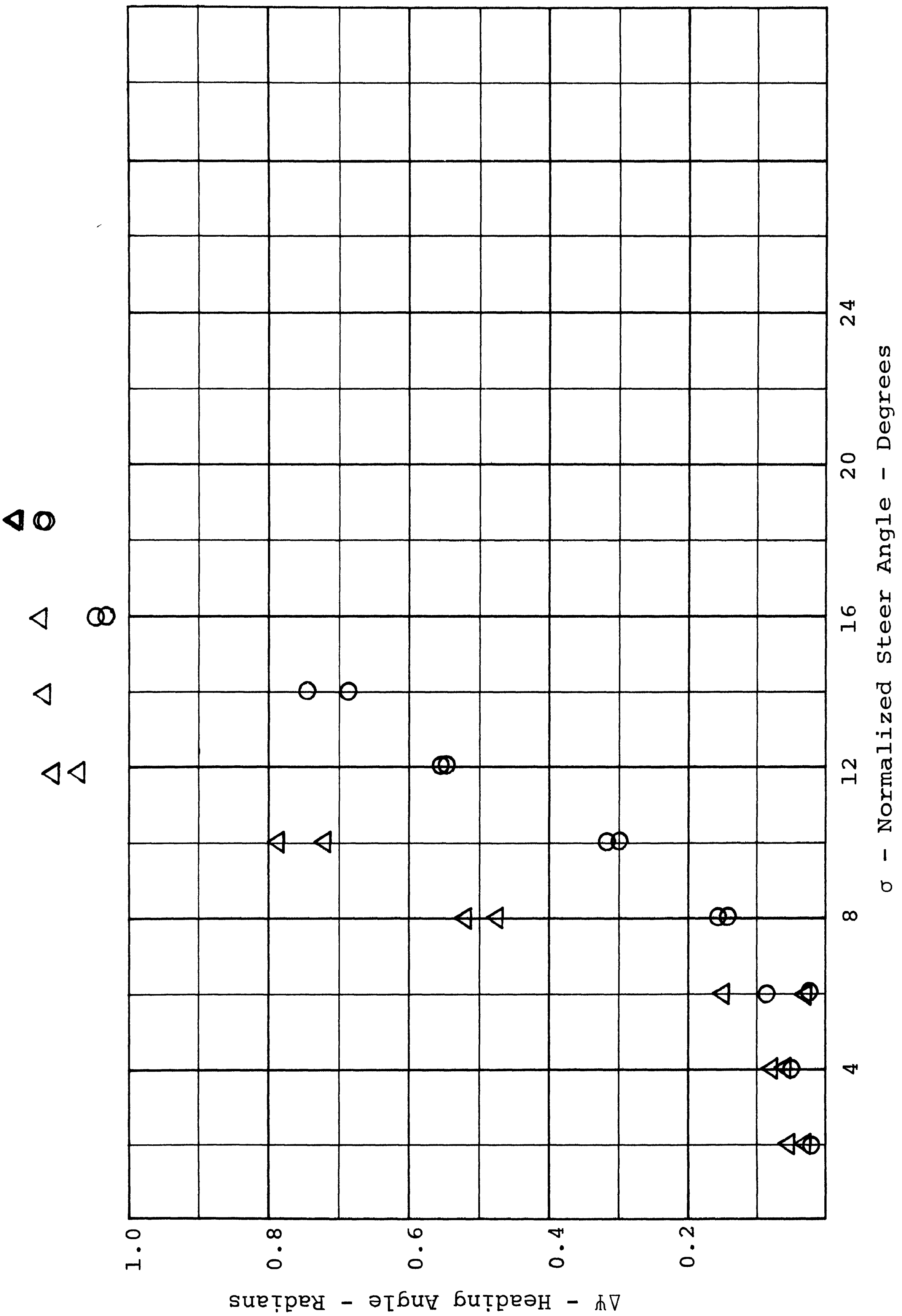
SINUSOIDAL STEER - 60 MPH - GALAXIE



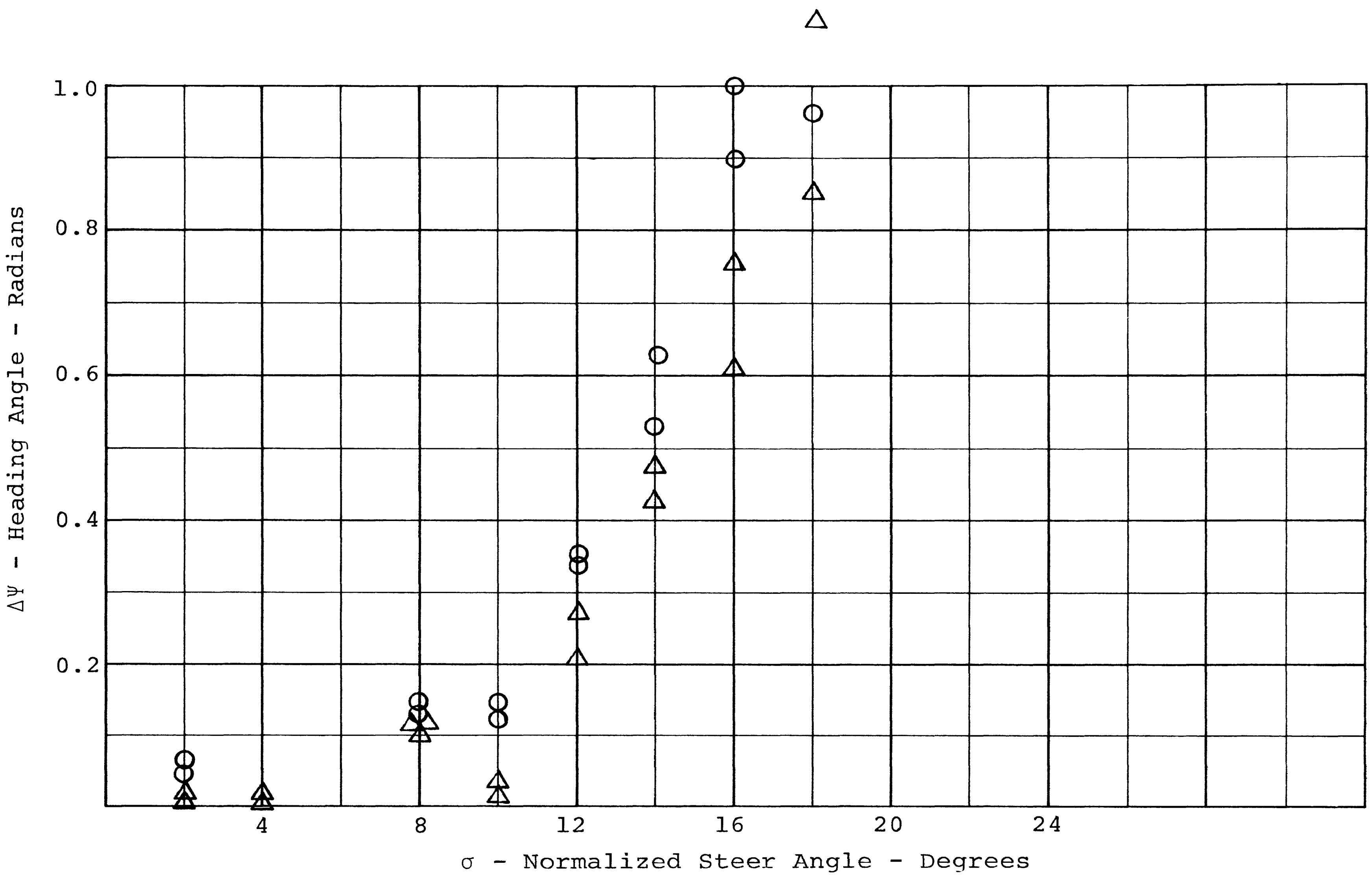
SINUSOIDAL STEER - 60 MPH - GREMLIN



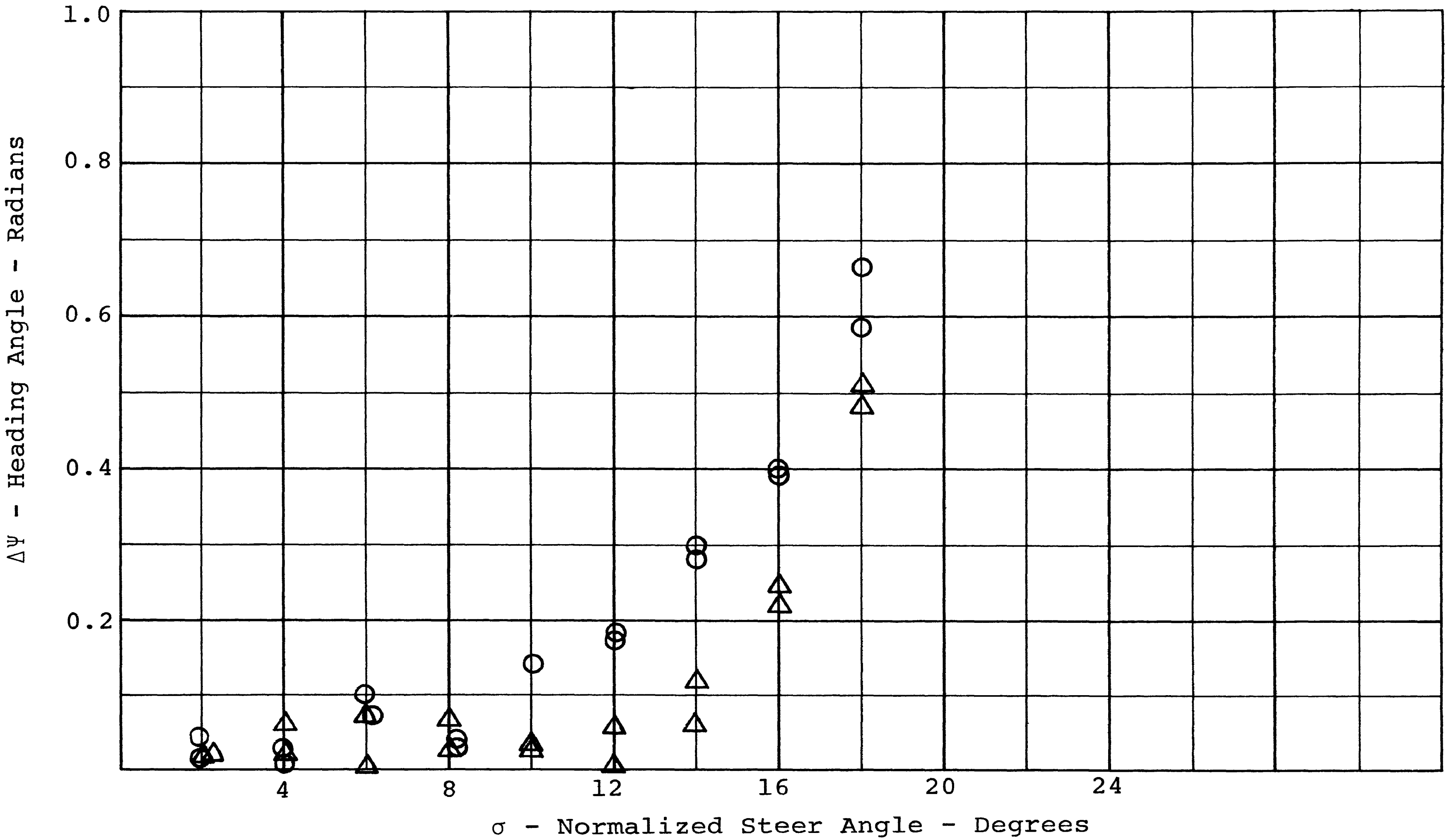
SINUSOIDAL STEER - 60 MPH - IMPERIAL



SINUSOIDAL STEER - 60 MPH - LOTUS



SINUSOIDAL STEER - 60 MPH - MERCEDES

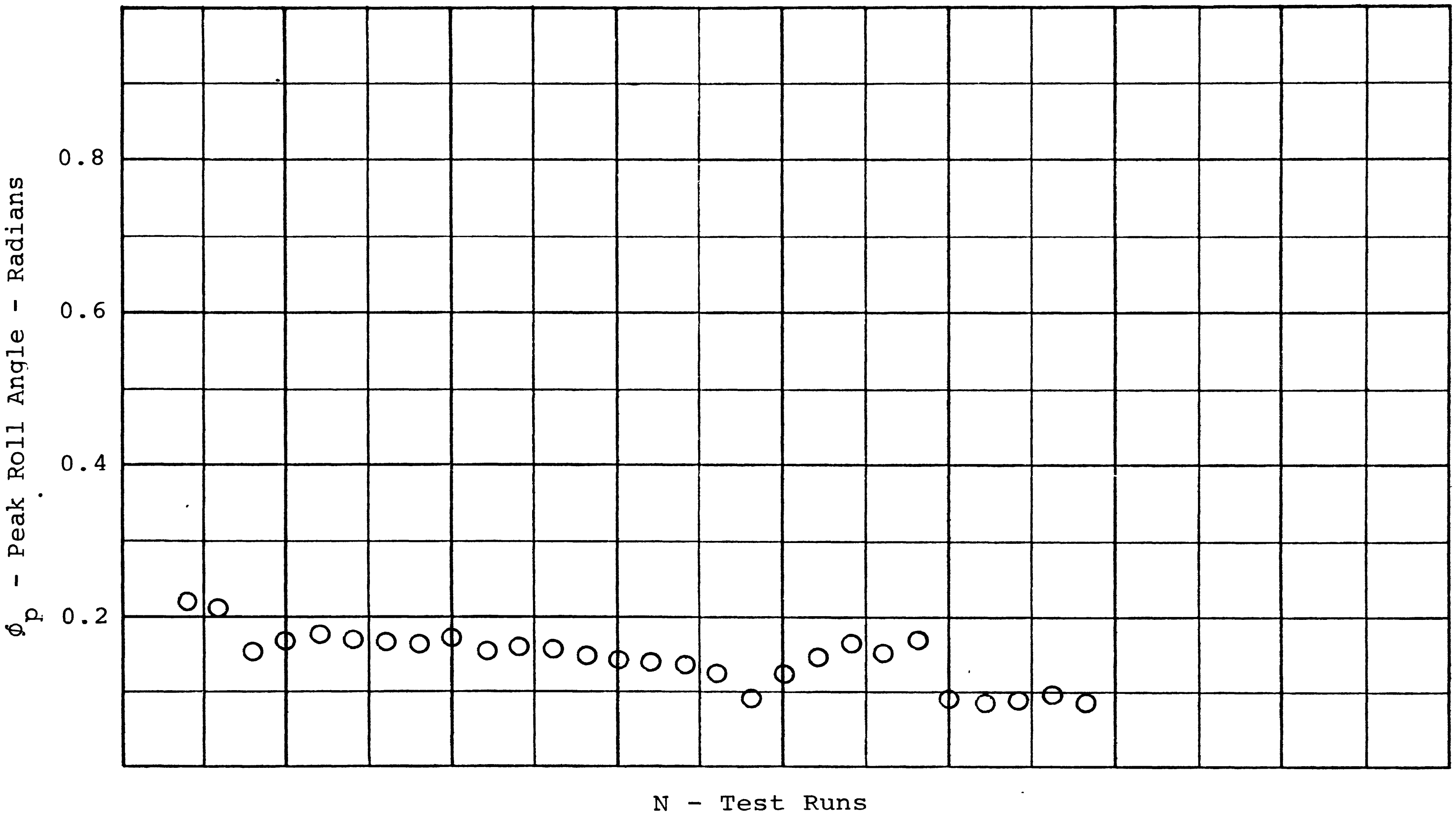


SINUSOIDAL STEER - 60 MPH - TORONADO

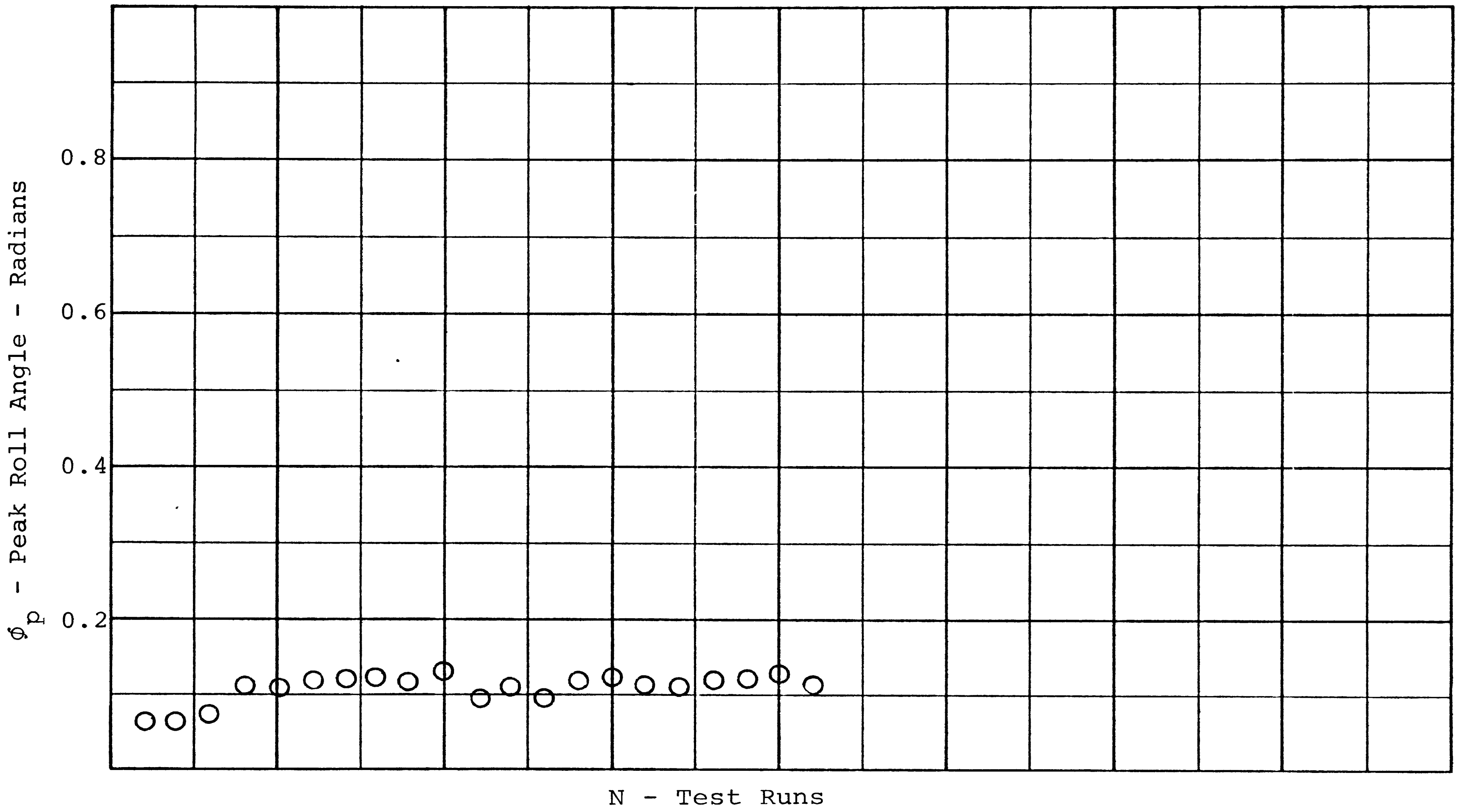
VHTP #6 - DRASTIC STEER AND BRAKE

N - Test Runs

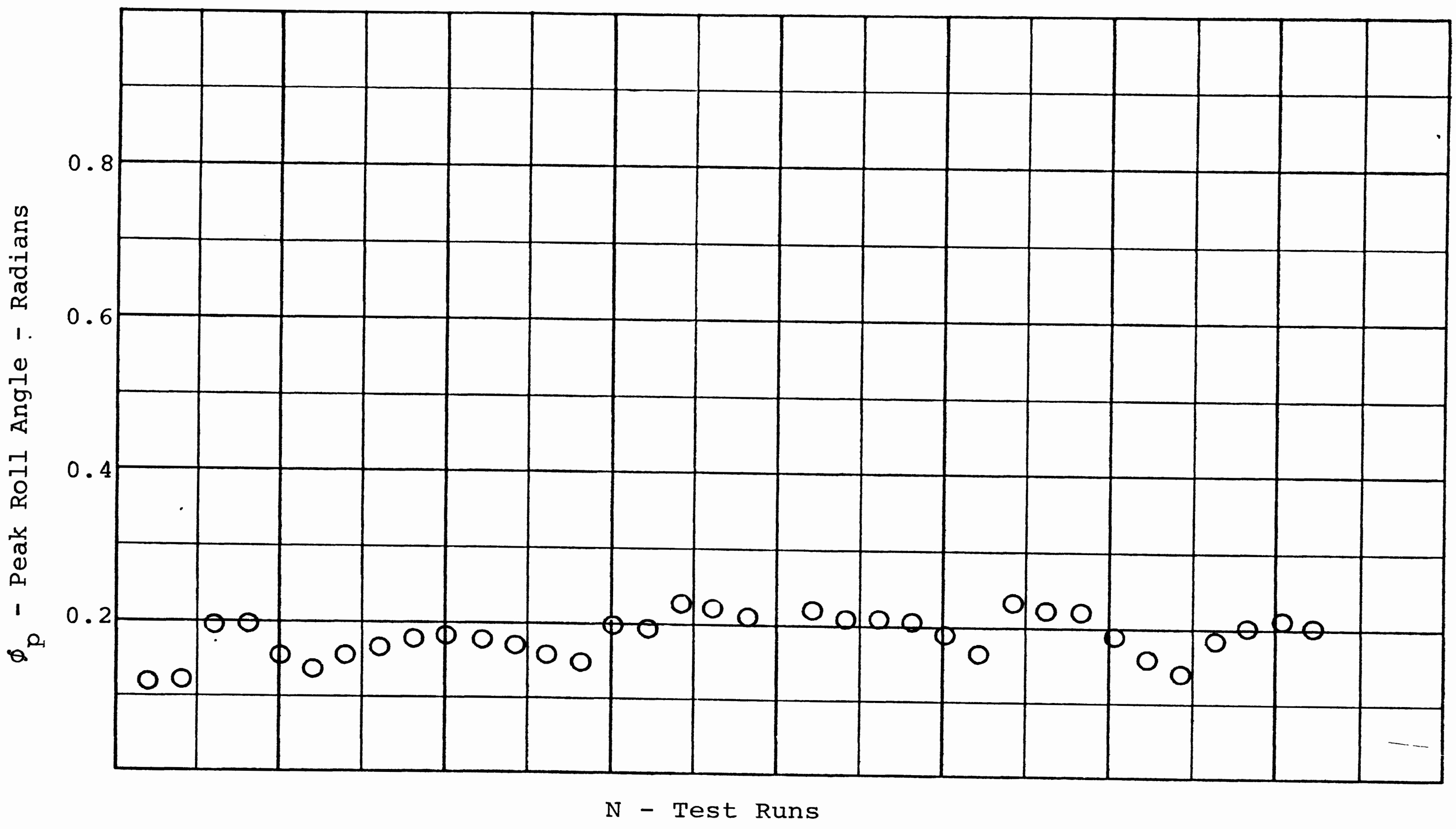
ϕ_p - Peak Value of Roll Angle



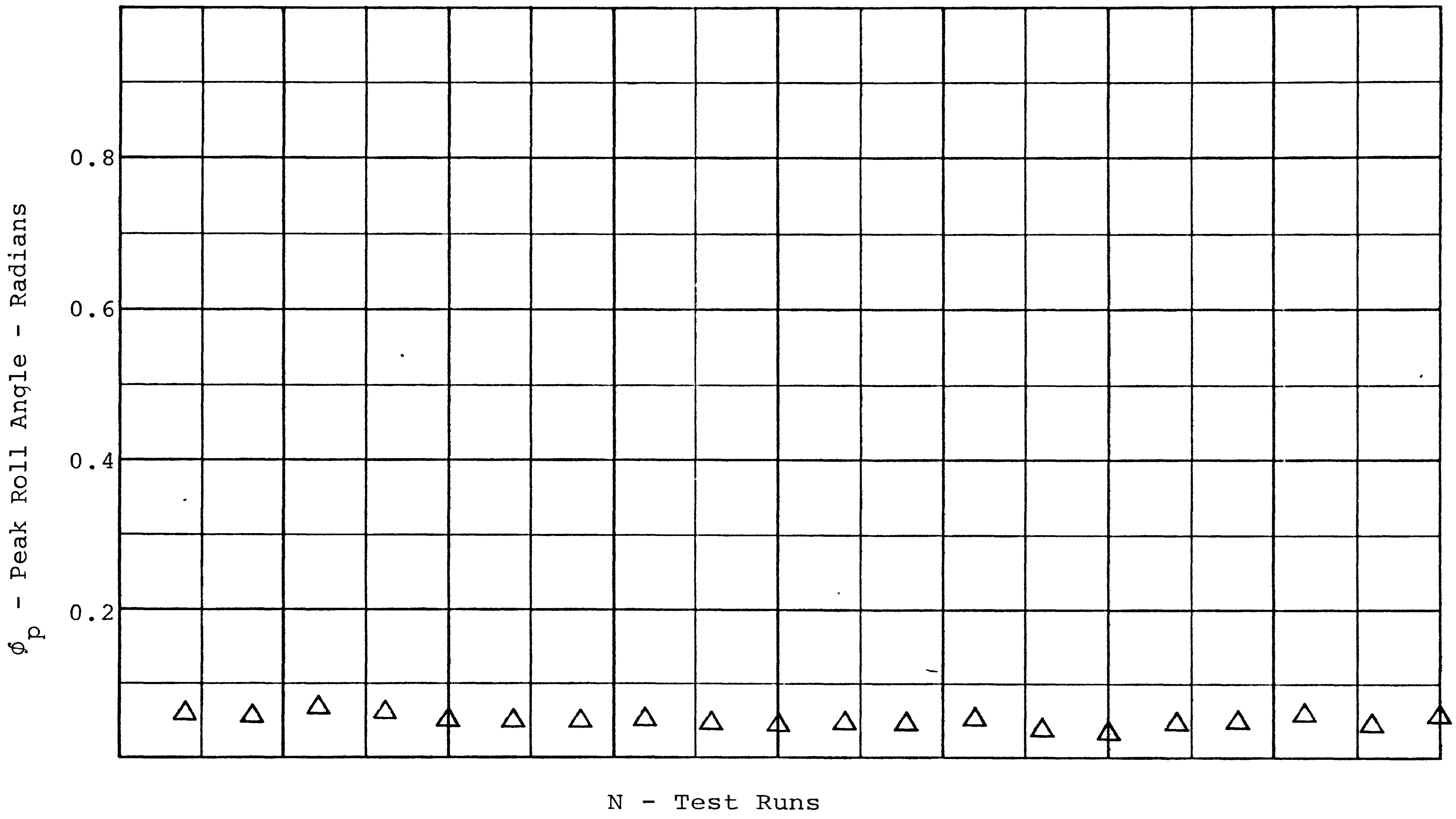
DRASTIC STEER/BRAKE - AMBASSADOR



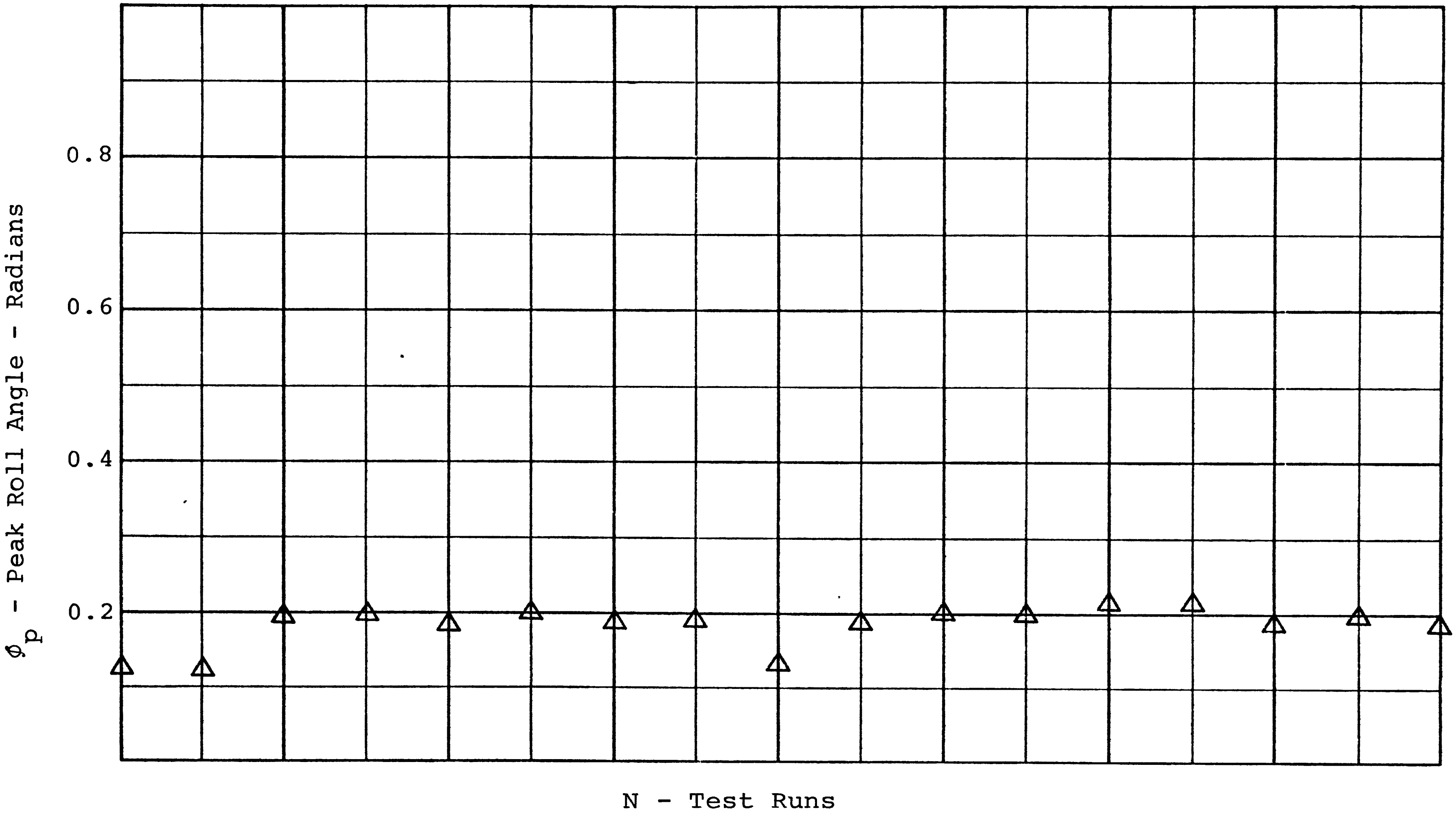
DRASTIC STEER/BRAKE - BROOKWOOD



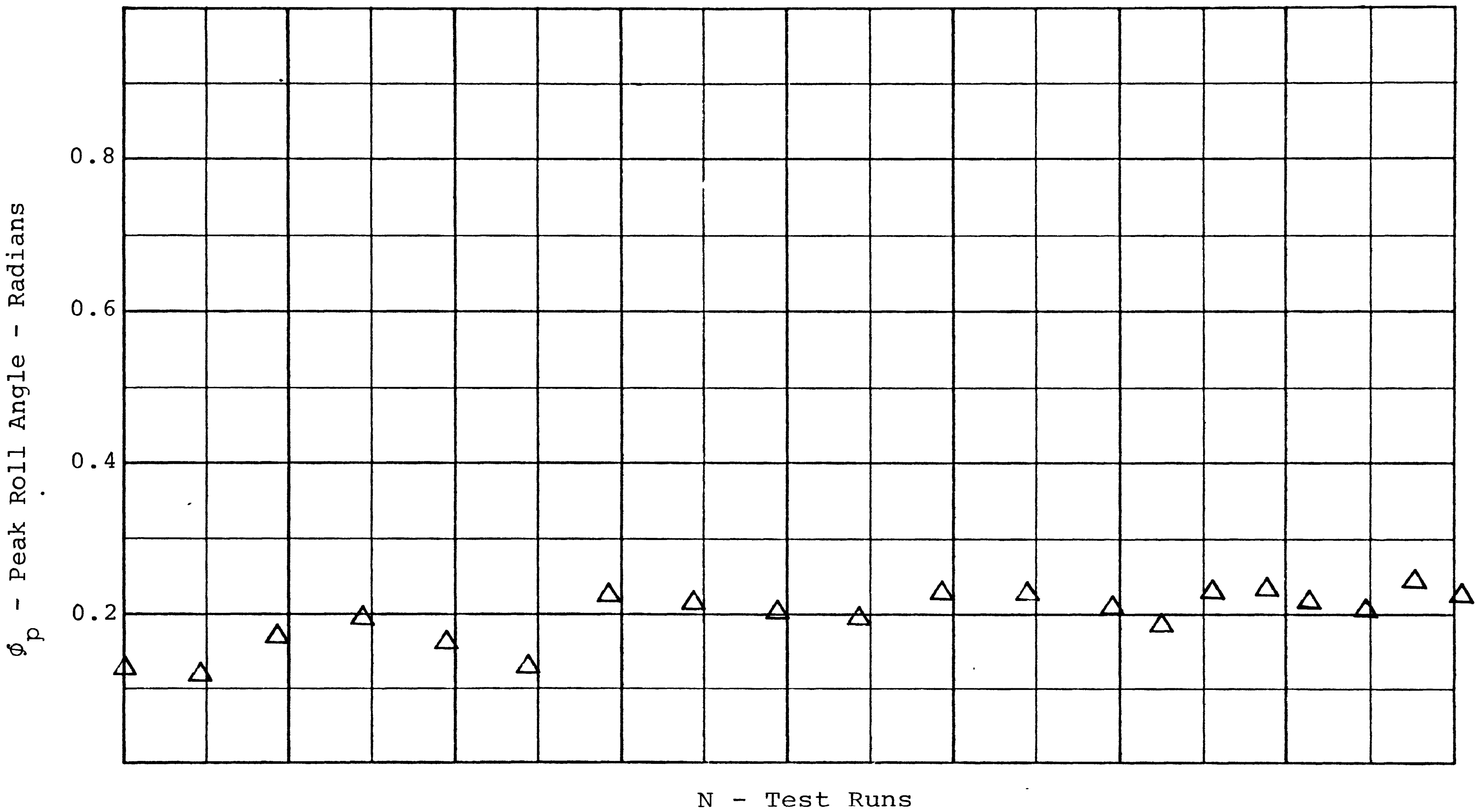
DRASTIC STEER/BRAKE - DODGE



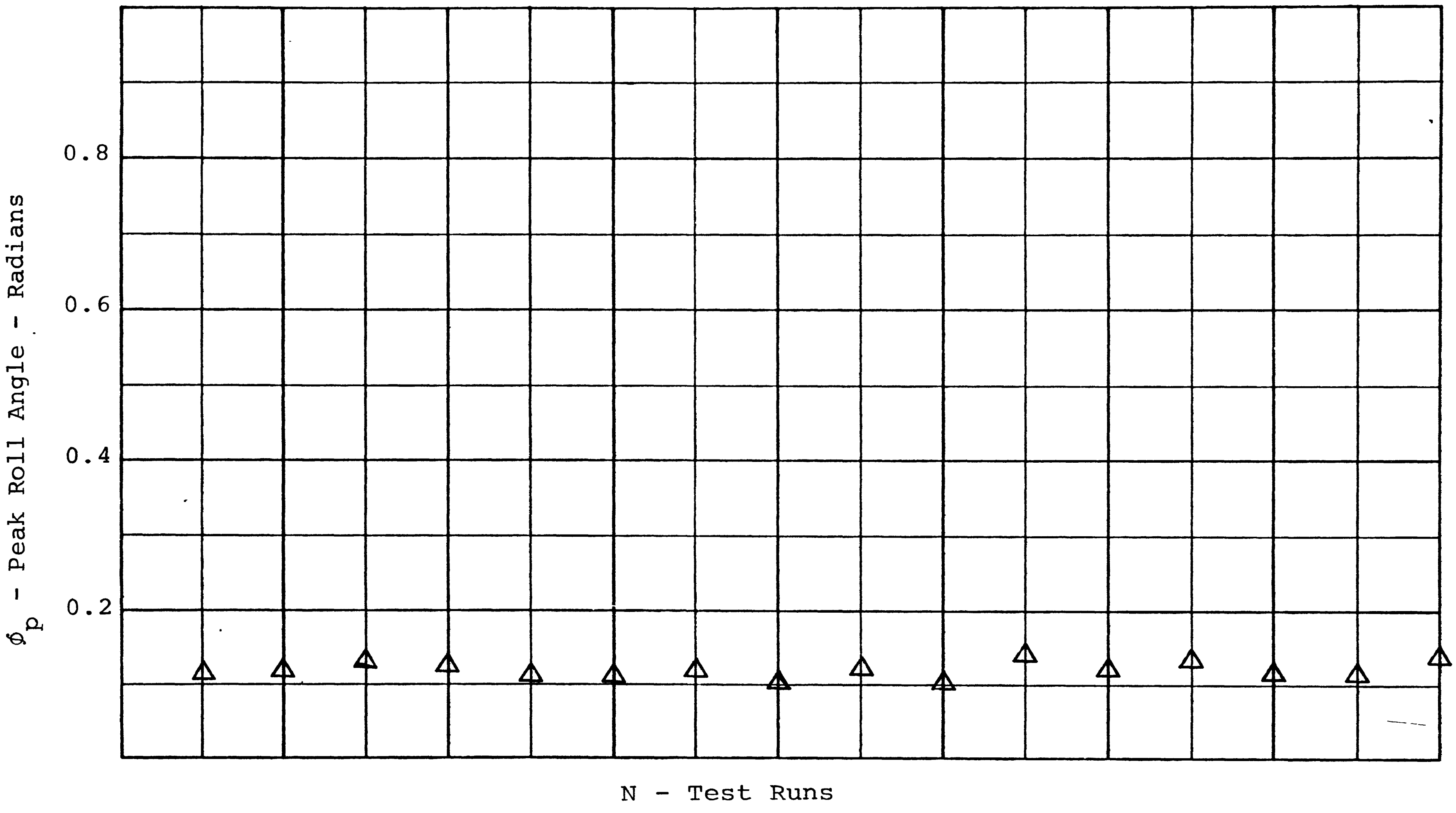
DRASTIC STEER/BRAKE - FIREBIRD



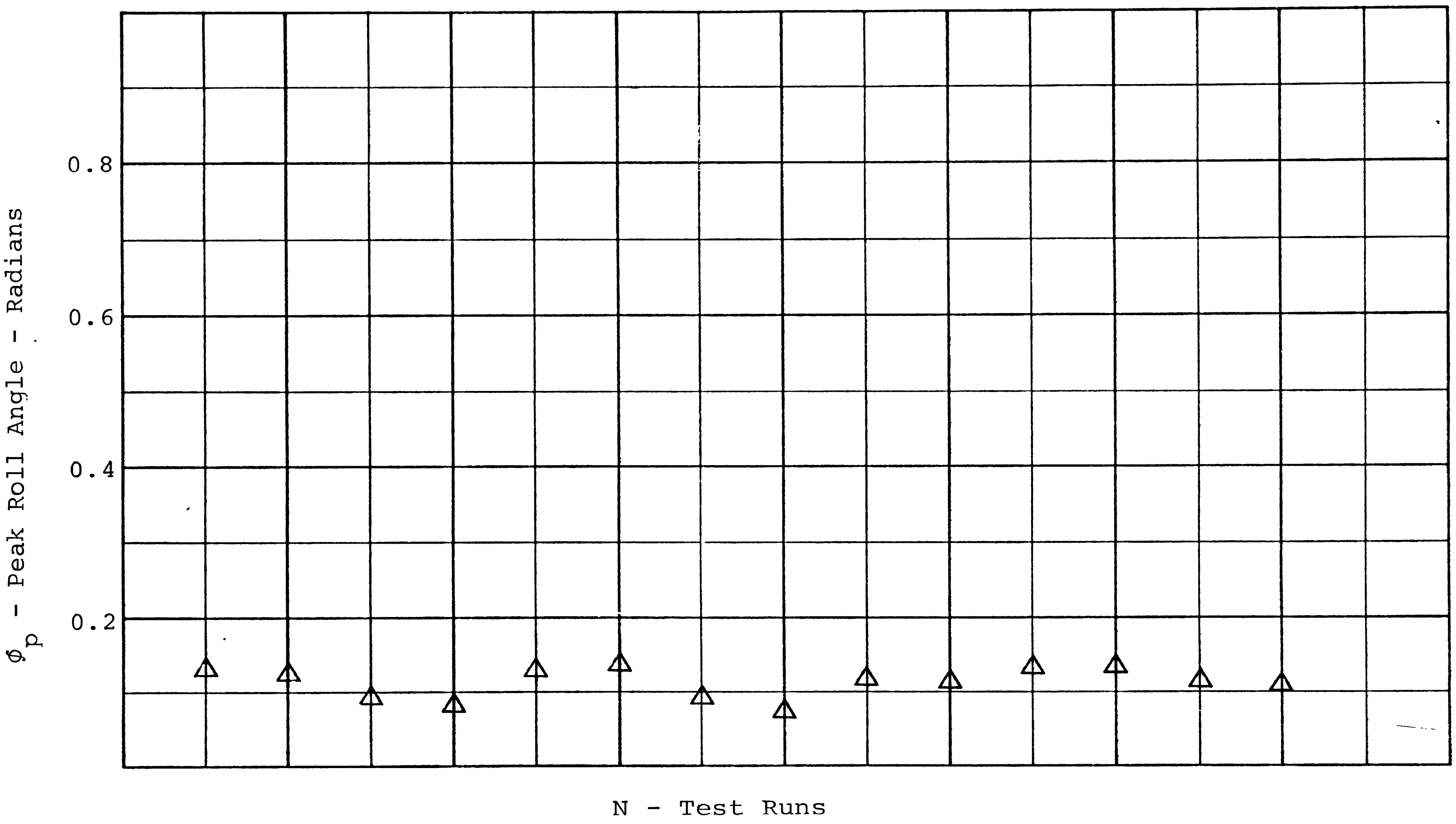
DRASTIC STEER/BRAKE - GALAXIE



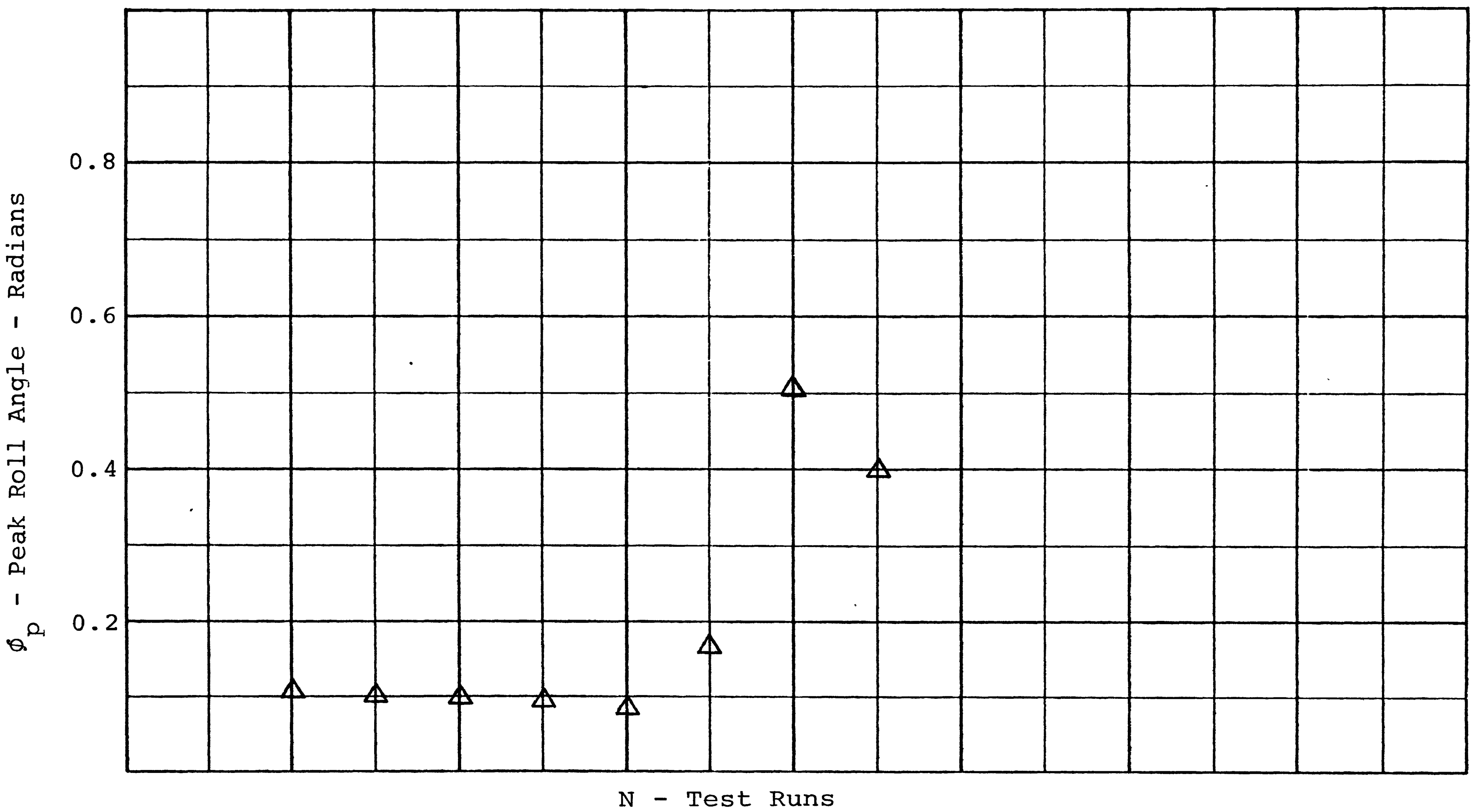
DRASTIC STEER/BRAKE - GREMLIN



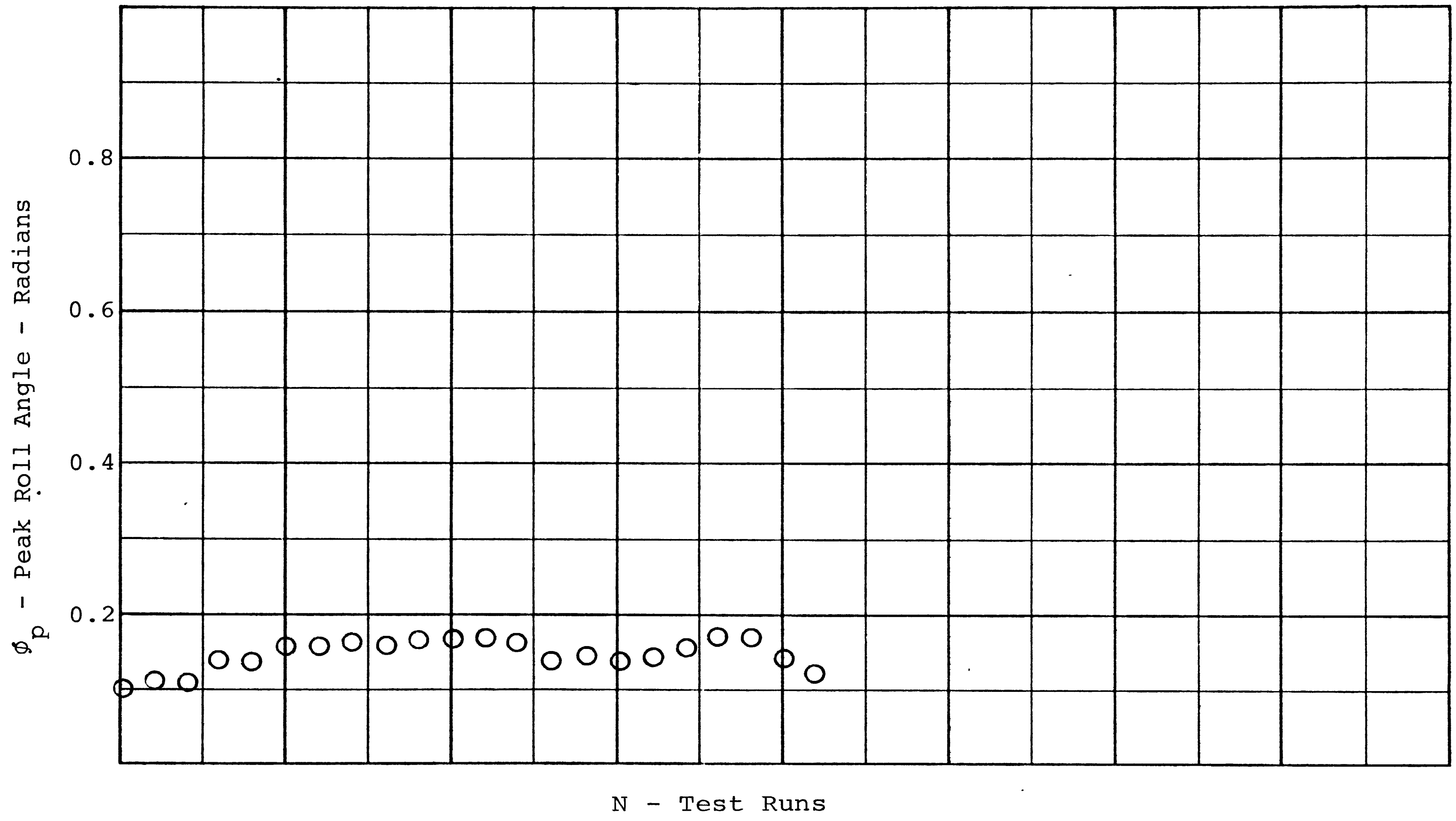
DRASTIC STEER/BRAKE - IMPERIAL



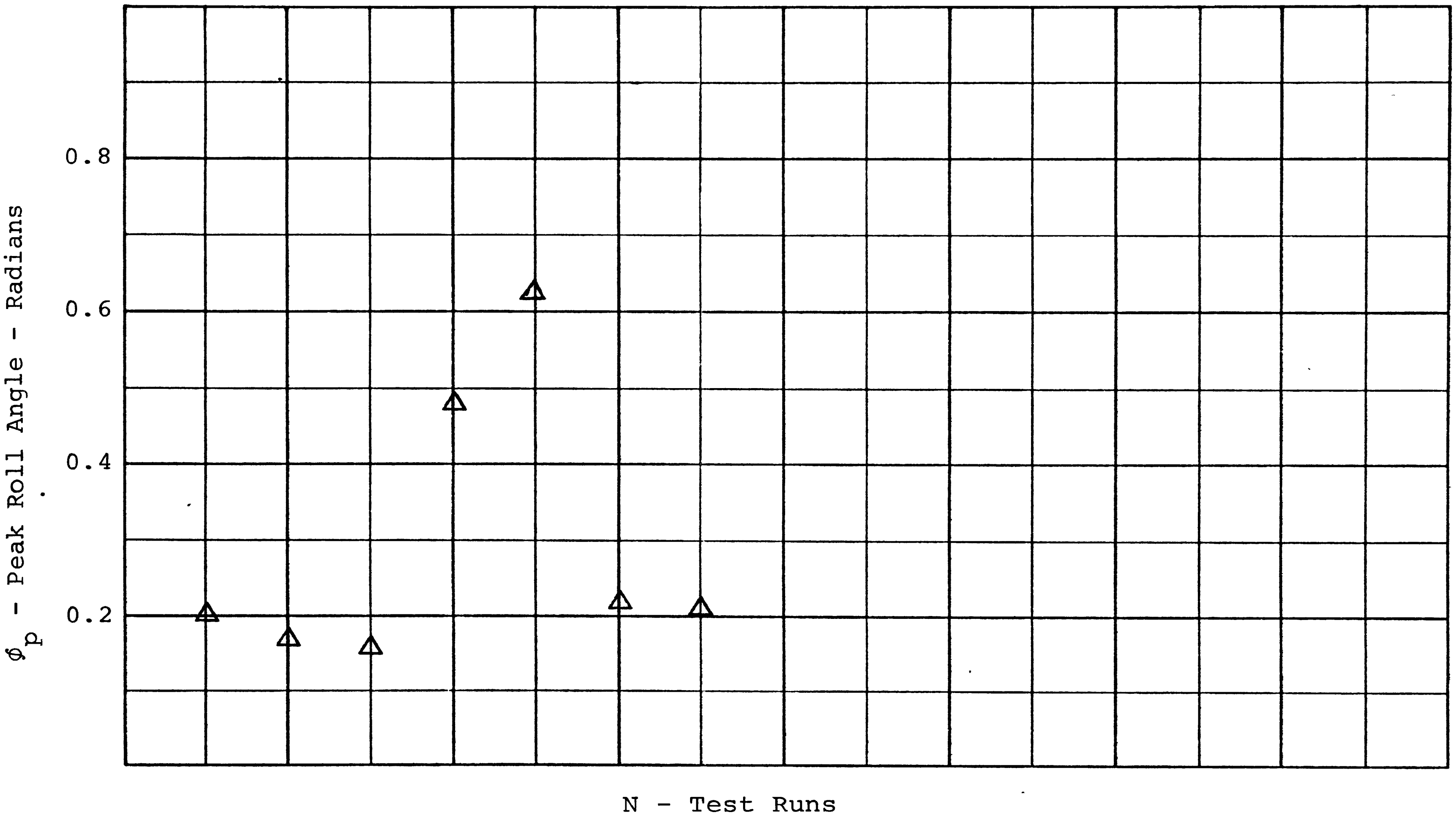
DRASTIC STEER/BRAKE - LOTUS



DRASTIC STEER/BRAKE - MERCEDES



DRASTIC STEER/BRAKE - TORONADO



DRASTIC STEER/BRAKE - VW