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**HSRI** 46679



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Firestone Transport 110

# 8.00 - 16.5D

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# I. TABULATED DATA

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9.50 - 16.5 E

> Lateral Force vs. Inflation Pressure, Load, Steer Angle Aligning Moment vs. Inflation Pressure, Load, Steer Angle

> > Montgomery Wards Steel Belted Super Wide

10.00 - 16.5 E

# I. TABULATED DATE FOR GOODYEAR SUPER SINGLE HIMILER. . 262

Lateral Force vs. Inflation Pressure, Load & Steer Angle Aligning Moment vs. Inflation Pressure, Load & Steer Angle

Goodyear Super Single Himiler

DYNAMOMETER

Goodyear Super Single Himiler

loads, the tire behaves (laterally) like a softening spring. The lateral spring rate is the slope through the origin of the lateral load-deflection curve.

TRACTION STIFFNESS ( $C_{\alpha}$ ,  $C_{\gamma}$ ,  $C_{s}$ ) - The following three properties are defined to characterize the mechanical behavior of a rolling tire operated at very small slip and camber angles and for very light application of braking or driving power.

**Cornering Stiffness** 

$$C_{\alpha} = \frac{dF_{y}}{d\alpha} \bigg|_{\alpha = 0}$$
(1)

Camber Stiffness

$$C_{\gamma} = \frac{\mathrm{d}F_{y}}{\mathrm{d}\gamma} \bigg|_{\gamma = 0}$$

Circumferential Stiffness

$$C_{s} = \frac{dF_{x}}{ds} \bigg|_{s=0}$$
(3)

where:

 $\alpha$  = slip angle

- $\gamma$  = camber angle
- s = circumferential slip parameter



Fig. 1 - Vertical load versus change in low-speed rolling height of tires shown in Figs. 2A-2C

- = 1 locked wheel
- s = 0 free rolling (light braking: s < 0.05) < 0 driving
- $F_x$  = longitudinal traction force (depends primarily on s)
- $F_v$  = lateral traction force (depends on both  $\alpha$  and  $\gamma$ )

Graphically, the traction stiffness is the slope taken through the origin of the traction force ( $F_x$  or  $F_y$ ) versus a particular operating variable ( $\alpha$ ,  $\gamma$ , or s) curve. These stiffnesses measure the initial rise of traction force and have no direct relation to peak values. However, a tire with higher traction stiffness will usually develop higher peak traction force. The usefulness of these definitions depends on linear behavior for small values of the operating variables. Examination of the following truck tire data will show this linearity to be a reasonable assumption.

#### GENERAL BEHAVIOR

(2)

Figs. 2A-2C describe three truck tires chosen to exhibit a broad range of traction stiffness properties<sup>\*</sup>. The mechanical properties listed below each tire were measured at rated load and pressure. The carpet plots of lateral force versus slip angle and vertical load show the variation in lateral force obtained and indicate how the cornering stiffness,  $C_{\alpha}$ , is related to slip angle and load. Although  $C_{\alpha}$  measures only the initial rise of lateral force with slip angle for a particular tire load, the rise is similar at other tire loads. It appears that a tire showing higher cornering stiffness will develop more lateral force than a lower stiffness tire operated at the same slip angle and vertical load.

### TIRE LOAD

The operating variable having the greatest influence on traction stiffness is tire load. The influence of tire load derives from the extreme deformation which a tire undergoes in the contact region. Specifically, the meridian and circumference profiles, intersecting at the center of contact, are substantially altered in dimension and curvature as tire load is increased. The camber, cornering, and circumferential stiffnesses, being indirectly influenced by lateral and longitudinal tire stiffness, are consequently dependent on structural geometry, and are seen to increase with test load for the tires diagrammed in Figs. 3A-3D.

Particularly affected by sidewall deformation is the lateral spring rate,  $K_y$ . Fig. 3D illustrates the variation of  $K_y$  with tire load for the three tires shown in Figs. 2A-2C. Increasing load on the tire from far below the design value results mainly in an increased contact length with some change in the meridian profile. The increased contact length causes an increase in lateral stiffness. At higher loads, the changes in tire

2

<sup>\*</sup>The tires are representative of the 14 different truck tire sizes tested for this program.



Load 8640 1b. 85,000 lb/unit slip C<sub>s</sub> ٢ 1014.7 1b/deg C 162.0 1b/deg ĸ, 2860 1b/in 5420 1b/in K z

.....



Fig. 2 - Measured mechanical properties of three different tires. A-11.00-22/G; B-12.00-20/G; C-15-22.5/H

29 0 0

1000

3000

2000

0

2

3-

4

profile become very pronounced, especially in the sidewall area, and cause a reduction in spring rate. It should be noted that the maximum value of lateral spring rate occurs near the design load for each tire tested.

The vertical load-deflection data are remarkably linear for a broad range of tire loads (Fig. 1). Fig. 1 suggests that it is reasonable to consider the tire as a linear vertical spring with spring rate,  $K_z$ , defined as the average slope of the load-deflection plot.

### INFLATION PRESSURE

C,

lb/deg

180

Increasing inflation pressure reverses the deformation caused by vertical load. Although a decrease in contact length accompanies an increase in inflation pressure, the dominant effects of increased pressure are reduced curvature in the sidewall and a generally stiffened carcass structure. The net result is a lateral spring rate that increases with inflation pressure, as is demonstrated by Fig. 4; these data being obtained on the three tires shown in Figs. 2A-2C. As may be expected, the effect of increasing the pressure is more pronounced at the higher loads which cause large distortions in the meridian profile.

The cornering stiffness,  $C_{\alpha}$ , exhibits similar pressure sensitivity at higher vertical loads. Fig. 5 compares the lateral force versus slip angle and vertical load exhibited by a 10.00-20/G tire (Fig. 6B) at rated inflation pressure (100 psi) and at 50 psi. As can be anticipated from lateral spring rate behavior measured for these three different tires (Fig. 4), cornering stiffness increases with inflation pressure at higher loads.

The apparent similarity between  $K_y$  and  $C_\alpha$  is due to the definition of  $K_y$  as the lateral stiffness of a standing tire measured at, effectively, a 0 deg slip angle while  $C_\alpha$  is defined to measure the stiffness of the rolling tire in generating lateral force at very small slip angles. However, the contact region deformation associated with tire traction is considerably more complicated than the deformation associated with the measurement of  $K_y$ . As no rational basis exists for the correlation of these values, they are treated as independent mechanical properties.

15-22.5/H

(90 psi)



C<sub>s</sub>

lb/unit slip

90.000

30,000

5-22.5/H

(90 psi)

Fig. 3 - Variation of mechanical properties with tire load for tires shown in Figs. 2A-2C. A-camber stiffness versus tire load; B-cornering stiffness versus tire load; C-circumferential stiffness versus tire load; D-lateral spring rate versus tire load

### 'LY RATING AND TIRE SIZE

The ply rating designates the load range for which a particuar size tire is designed. Load limits for various sizes at specific nflation pressures up to the design pressure are tabulated according to empirical formulae. The ply rating is a measure of the strength of the tire carcass and does not necessarily ndicate the actual number of plies.

The tire pairs listed in Table 1 were tested on design width recision rims at the indicated pressures and loads which are



ig. 4 - Lateral spring rate  $K_y$  versus inflation pressure for tires shown 1 Figs. 2A-2C

near the design values specified for these tires used as singles and duals. The higher rated tire of each pair is generally used as a dual. The 20 in tires that were tested all have the tread pattern shown in Fig. 6B. The tread pattern of the 11.00-22 tires (Fig. 2A) is similar. Table 2 lists the measured mechanical properties and illustrates the differences which may be found in tires which are similar in all respects, except for ply rating.

The differences seen in Table 2 are slight and possibly influenced by tire nonuniformity and/or measurement precision. There is remarkably little change in the properties of the 11.00-22 tires, the largest set tested for differences due to ply rating. The slight increase in test pressure (see Table 1) may be responsible for the increases in vertical spring rate. It is of interest to note that the vertical spring rate measured for the 10.00-20 tire with the G rating was less than that obtained for the F load rating. However, the lateral force generating ability did increase with increased load rating as evidenced by the



Fig. 5 - Lateral force versus slip angle and vertical load on 10.00-20/G tire at rated pressure (100 psi) and at 50 psi



Fig. 6 - Measured mechanical properties of 10.00-20/F nylon tire in three tread patterns. Arib-type I; B-rib-type II; C-open tread



measured increase in  $C_{\alpha}$  and by the carpet plot comparison given in Fig. 7.

Fig. 7 represents the extreme in force variation found in this study of ply rating and tire size. More tests are needed to establish firmly the trends evident in Table 2.

### TREAD PATTERN INFLUENCE

It is widely recognized that the tread pattern is a very important factor in wet traction performance. However, it also appears that pattern influence is noticeable in the data from low-speed dry-traction flat bed tests. Fig. 6 shows the three 10.00-20/F nylon tires, similar except for tread design, that were tested in this study. Listed beneath the tires are the five basic mechanical properties defined earlier. The values shown were measured at rated inflation pressure. 85 psi, and rated load, 5430 lb.

From an examination of the data, it appears that tread design has little influence on the tire spring rates  $K_y$  and  $K_z$ .

The cornering stiffness,  $C_{\alpha}$ , was affected very little although

the open tread did generate slightly higher lateral force at higher slip angles than the rib-type pattern (see comparison presented in Fig. 8). The camber stiffness,  $C_{\gamma}$ , was sub-

stantially changed by the tread pattern. In Fig. 9, it is seen that the open tread generated considerably less lateral force (or camber thrust) than the rib-type pattern.

The marked decrease in longitudinal stiffness,  $C_s$  (Fig. 6),

incer	ianical properties	
Tire	Test	Test
Size and Rating	Pressure, psi	Load, It
9.00-20/E	80	4160
9.00-20/F	85	4250
10.00-20/F	85	5430
10.00-20/G	85	5430
11.00-22/F	85	6290
11.00-22/G	90	6140

is a result of increased tread compliance<sup>\*</sup>. It would be of considerable interest to compare the peak braking traction of the rib-type and open tread tires. Although the force measuring equipment employed in these tests was incapable of responding to a longitudinal slip much above  $s = 0.04^{**}$ , the higher initial slope (indicated by the measured  $C_s$ ) of the  $F_x$ 

\*This is to be expected in the open pattern which has approximately twice the void area of the closed rib-type pattern. \*\*Far below that required for peak braking force generation.



Fig. 7 - Comparison of lateral force versus slip angle and vertical load on 10.00-20 tires with ply ratings F and G



Fig. 8 - Lateral force versus slip angle and vertical load on open and rib-type II tread patterns

#### Table 2 - Measured Mechanical Properties for Three Sets of Two Tires Which Differ Only in Ply Rating

Tire	9.00-20		10.00-20		11.00-22	
Rating	E	F	F	G	F	G
C <sub>s</sub> , lb/unit slip	41,000	41,000	42,000	50,000	47,000	51,000
C <sub>a</sub> , lb/deg	466.1	479.4	523.4	588.8	542.7	536.9
$C_{\gamma}$ , lb/deg	59.6	64.4	6 <b>9</b> .0	74.6	63.3	62.8
K <sub>v</sub> , lb/in	1,673	1,889	1,618	1,482	2,116	1,909
K <sub>z</sub> , lb/in	3,824	4,122	4,700	4,363	5,578	5,850

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# 2.2 DATA MEASUREMENT AND PROCESSING PROCEDURES

2.2.1 TIRE PREPARATION. Truck tires were prepared for testing through the maintenance of certain practices intended to assure consistency of test conditions as well as representativeness of measured traction performance. All tires were mounted on their respective Tire & Rim Associationrecommended rims (disc wheels).

The inflation pressure of each tire was maintained at a representative "hot" inflation level which had been identified in prior testing as the equilibrium value which accompanies operation at 60 mph and rated load, following "cold" inflation to the T&RA-recommended value. The maintained "hot" inflation pressure values are shown for each sample in Table 4.

### Table 4.

Tire Sample	Size	Code	T&RA-Recommended "Cold" Inflation	Maintained "Hot" Inflation
Firestone Transport 1	10.00x20/F	FT10	85 psi	100 psi
Goodyear Super Hi Miler	10.00x20/F	GyS10	85	100
General Power Jet	10.00x20/F	GLJ10	85	100
Goodyear Super Hi Miler	11x22.5/F	GyS11	90	100
Firestone Transport l	12.00x20/H	FT12	105	120
Uniroyal Unimaster Rib	15x22.5/H	UU15	100	115

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the peak and slide traction of the six-tire sample (on BADC asphalt).





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Figure 26. Correlation between the mean peak and slide values measured among the repeat runs of each of two tires and the respective  $SN_{40}$  measurements on each of four test pavements.



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## **ASELINE DATA SUMMARY**

Shown in Fig. 7 is a summary of peak and slide values  $F_x/F_z$  for the tire sample on the dry asphalt surface. It general load sensitivity of the subject sample is indited by the variation in performance over the three exined load levels, expressed as a fraction of the T&RA commended load for each tire. A two-point velocity nsitivity indicator is provided at each load level by the l and 60 mph data.

In general, the data are rather closely grouped, alough the sample of tires was by no means representare of the range of constructions and rubber compounds nich are available. As can be deduced from the spread tween the peak and slide values, peak-to-slide ratios are gher at the lower velocity—since the peak  $F_x/F_z$  data low a significant decrement with velocity in the 40-60 ph range while slide values are essentially unchanged. Shown in Fig. 8 is a summary of peak and slide  $F_r/F_z$ measured for an eight-tire sample on a wet jenniteated asphalt. These data, all taken at 20 mph, are prented as a function of vertical load, normalized to the &RA rating of each tire. All of the sample tires inprporated a common highway rib tread design and thus e might have anticipated the fairly consistent wet surce performance indicated across the sample. Neverthess, the remarkable tight grouping does suggest that the &RA load rating is a powerful normalizer.

### ENSITIVITY TO VERTICAL LOAD

Data taken over a wide range of vertical loads on dry ncrete (SN  $\approx$  75) are shown in Fig. 9. For comparison f two tires of widely differing load rating, a 10  $\times$  20/F imple is represented together with data from a 15  $\times$ 2.5/H wide base single tire. Although the brake torque apability of the mobile dynamometer limited the load

Fig. 6 - Typical "µ-slip" history measured on wet, jennitecoated surface

range over which the  $15 \times 22.5$  tire could be tested, sufficient data was obtained to indicate significant differences in normalized longitudinal force capability. Also shown in Fig. 9 are peak and slide values taken over a somewhat narrower load range on asphalt, with the  $10 \times 20$  tire. While the peak values differ markedly in both



Fig. 7 - Summary of  $F_x/F_z$  peak and slide data—dry asphalt, 40 and 60 mph

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break-in, the tire was operated at its rated load and at the reference value of inflation pressure described above.

### DISCUSSION OF PRELIMINARY TRACTION MEASUREMENTS

The mobile dynamometer described earlier has been operated under various conditions of test surface, velocity, tire load, and tire samples to produce analog measurements of the longitudinal traction of truck tires.

As indicated previously, the preliminary measurements which are reported here involve longitudinal force data which has been scaled using steady-state  $F_x$  and  $M_y$  recordings. Thus the interpretation of <u>absolute</u> values in the normalized longitudinal force measures is not encouraged, since the torque scaling of  $F_x$  neglects that torque component which derives from the rearward deflection of the vertical load vector during generation of "braking" shear forces. Although the data have been corrected to account for this influence, per estimates based upon static laboratory measurements of truck tires, we suggest that the presented data have greatest merit as indicators of <u>relative</u> sensitivities.

While longitudinal force production has been found to be sensitive to various operating conditions, the single property which most significantly distinguishes truck tires from automobile tires concerns the remarkable peak-to-slide ratios which are exhibited on dry surfaces. As shown in Figure 5, the typical dry asphalt performance is summarized in the form of a " $\mu$ -slip" history (a plot of normalized longitudinal force,  $F_x/F_z$  versus the ratio of instantaneous tangential tire-

to-road relative velocities, 
$$s = \frac{V - R_e \omega}{V} \times 100\%$$

where V = vehicle velocity

- $R_e$  = effective rolling radius of the test tire
- $\omega$  = angular velocity of the test tire.

Fig. 5 - Example of "µ-slip" history measured on dry surface

Notable characteristics of the Fig. 5 example include a force peak occurring in the vicinity of s = 20%, followed by a rather steep negative slope out to  $s \approx 85\%$ , at which point an abrupt inflection occurs, depressing the locked wheel value further. Over a sample of eight tires tested on a dry bituminous asphalt surface (SN  $\approx$  78) the ratio of peak-to-slide  $F_x/F_z$  ranged from 1.50 to 2.02 with the force inflection in the high slip regime being observed over a majority of conditions. Comparing this general curve shape with those commonly measured on dry surfaces with passenger car tires, we observe that the truck tire's narrow, accentuated peaking, followed by a 30-50\% reduction in force capability at lockup contrasts markedly with the car tire's rather flat shape in the 20-100\% slip range.

The typical  $\mu$ -slip curve shape which was measured with truck tires on a wet jennite-coated asphalt (SN  $\approx$  20) is shown in Fig. 6. In this case, the on-board water delivery system was employed to deposit a water film of 0.025 in nominal thickness ahead of the test tire at 20 mph test velocity. (The film thickness dimension is defined as the height of the rectangular cross section stream which is deposited on the test surface at the indicated velocity.)

The broad peak on the Fig. 6 curve is a characteristic which was observed over all specimens in the eight-tire sample. In most cases, the peak value of  $F_x/F_z$  is sustained to within  $\pm 0.02$  over a band of longitudinal slip which is the excess of 40%. The peak-to-slide ratios on the wet-coated asphalt were seen to range from 1.53-2.02. Although the pronounced peak-to-slide decrement is comparable to passenger car tire performance on such a surface, the broad peak characteristic of the truck tire sample is notable.



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Fig. 8 - Summary of F<sub>x</sub>/F<sub>z</sub> peak and slide data-wet jennite, 20 mph

trend and absolute values, the slide data on both surfaces agree well over the common range of loads.

These data suggest that the load sensitivity of truck tires, in terms of longitudinal traction capability, is sufficiently influenced by both surface pavement and tire design characteristics that generalizations are difficult.

### SENSITIVITY TO VELOCITY

Data taken over a wide velocity range on both asphalt and concrete surfaces have indicated a significant sensitivity of peak and slide performance to velocities as shown in Fig. 10. Comparing surfaces, the  $10 \times 20$  tire sample which was tested at its rated load of 5430 lbs, indicated a markedly different behavior on an asphalt versus concrete pavement (although the respective ASTM skid numbers were 78 asphalt and 75 concrete).

As shown, this tire indicates a large increase in both peak and slide values of  $F_x/F_z$  in the low velocity regime on asphalt, while only the slide values appear to indicate a significant velocity sensitivity on the concrete surface. This phenomenon causes the peak-to-slide ratio on dry concrete to range from 1.75 at 60 mph down to 1.08 at 3 mph.

Comparing two tires of widely differing load rating, the  $10 \times 20/F$  and  $15 \times 22.5/H$  are seen to exhibit comparable peak and slide behavior, over the 3-60 mph velocity range. Both tires showed, on concrete, a dominant velocity sensitivity of shear force production at the 100% slip



Fig. 9 -  $F_x/F_z$  sensitivity to vertical load at velocity = 40 mph

condition, with peak values of  $F_x/F_z$  being influenced to a much lesser extent.

These dry surface data, in general, seem to indicate that: truck tires can exhibit significant longitudinal traction sensitivity to velocity and that these sensitivities can be markedly influenced by pavement characteristics.



Fig. 10 -  $F_x/F_z$  sensitivity to velocity at  $F_z$  = rated load

#### INFLATION PRESSURE SENSITIVITY

Shown in Fig. 11 is a sample of data taken on a  $10 \times 20/F$  highway rib tire at two values of cold inflation pressure. The dry asphalt data show a significant decrease in peak force capability with decreased inflation pressure, while the slide values are much less influenced by the 85 to 50 psi pressure reduction. Interestingly, the dry surface sensitivity of peak forces to inflation pressure is greatest at the lighter vertical loads, while on the wetted surface, the least sensitivity of peak force to inflation pressure was found at the lightest load.

#### TREAD WEAR SENSITIVITY

A set of three  $10.00 \times 22/F$  tires was tested representing each of three tread wear conditions: new, half-worn, and fully worn. The fully worn condition of this highway rib tread was represented by a nominal depth of 1/8 in. in the circumferential grooves, of which there were only two (kerfs and sipes were no longer evident at this wear condition). The data shown in Fig. 12 illustrate the anticipated result of increasing dry traction and decreasing wet traction with increasing wear. To the extent that groove depth most significantly effects hydrodynamic phenomena related to wet surface traction, however, the largest influences are to be found at elevated velocities not represented in these data.



# IMPLICATIONS OF THESE TEST RESULTS ON PREDICTIVE APPROACHES

The truck tire data presented in this paper show several characteristics which challenge currently available semiempirical tire models (9). The phenomena which present the greatest challenge to modeling are:

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1. The very broad maximum force region which was obtained on the wet jennite-coated surface. (The normalized force is nearly maximum over the range of 20%-60% slip. See Fig. 6)

2. On dry surfaces the peak normalized force obtained for most of the tires tested decreased significantly between the 40 and 60 mph cases but the lock wheel slide values are nearly equal at 40 and 60 mph. (See Fig. 7.)

3. On dry surfaces the load and velocity sensitivities of the peak longitudinal force are highly dependent upon pavement characteristics. Also, the measured level of peak longitudinal force can differ greatly between measurements made on asphalt and concrete surfaces which have equal skid numbers. (See Figs. 9 and 10.)

Clearly, the measured peak and slide longitudinal force properties of truck tires depend upon normal load, velocity, and surface condition in a significant and complicated manner.


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### TABLE 4

SUMMARY OF UNCORRECTED BASELINE DATA

Tire	20 Wet J	mph ennit	e	4 Dry	0 mph Asphal	t	60 Dry	mph Asphal	t
	Fz	μp	μs	Fz	μp	<sup>μ</sup> s	Fz	μp	μ <sub>s</sub>
	2010	.60	. 36	1942	1.11	. 59	2012	.95	.59
8.25-20/E	3984	.59	.31	4066	.92	.50	4043	.86	.53
	5675	.54	.27	5883	.86	.47	5936	.75	.46
	2571	. 48	.25	2745	.97	.49	2609	.88	.49
9.00-20/E	4826	.53	.28	4929	.87	.45	4927	.78	.44
	6918	.49	.27	7006	. 79	.41	7116	.66	. 38
	3079	.56	. 35	3079	1.01	.54	3138	1.00	.54
10.00-20/F	5601	.63	. 31	5550	.89	.47	5662	.82	.48
	8407	.49	.29	8800	.73	.41	8362	.73	.43
	2740	.54	. 36	3081	.87	.51			
11.00-22.5/F	5380	.48	.25	5364	.88	.49	5507	.79	.48
	8376	.40	.23	8218	.68	.45	8214	.66	.44
	3240	.50	. 33	3431	.85	.55			
11.00-22/F	6542	.51	.30	6529	.87	.48			
	9812	.41	.24				8344	.76	.46
	3820	. 49	.27	3875	.95	.53	3859	.84	.53
12.00-20/G	7359	.42	.23	5544	.88	.48	5529	.87	.49
	11248	. 37	.20						
	3274	.52	. 30		<b></b>		3369	.94	.52
12.00-22.5/F	5959	.52	.31	6078	.87	.46	6036	.81	.46
	9293	. 42	.23	7830	.76	.42	7821	.76	.43
	4501	.45	.22	4353	.99	.53	4414	.86	.49
15.00-22.5/H	8749	.42	.22	6597	.87	.43			
	13519	.36	.20						

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## SUMMARY OF BASELINE DATA CORRECTED PER THE TABLE 3 ERROR RANGE ESTIMATES

	20 mph – Wet Jennite		40 mph – Dry Asphalt	60 mph – Dry Asphalt		
	Tire	F z	<sup>µ</sup> p Hi Lo	μ <sub>s</sub> Hi Lo	<sup>µ</sup> p <sup>µ</sup> s F <sub>z</sub> Hi Lo Hi Lo	$F_{z} Hi - Lo Hi - Lo$
		2010	.5249	.3130	1942 .9791 .5148	2012 .8378 .5148
	8.25-20/E	3984	.5552	. 29 27	4066 .8575 .4644	4043 .8075 .4946
		5075	.5250	.2025	5883 .8379 .4543	5930 .7269 .4442
		2571	. 42 40	.2221	2745 .8681 .4341	2609 .7873 .4341
16	9.00-20/E	4826 6918	. 50 48	.2725	4929  .83 79  .43 41    7006  .77 72  .40 38	4927  .74 71  .42 40    7116  .64 61  .37 35
		3079	.5047	.3130	3079 .9086 .4846	3138.8985 .4846
	10.00-20/F	<sup>′</sup> 5601	.6158	.3028	5550 .8682 .4543	5662 .7975 .4644
		8407	.4845	.2827	8800 .7168 .4038	8362 .7168 .4240
	11 00 22 5/5	2740	.4845	.3230	3081 .7773 .4543	
1	11.00-22.5/F	8376	. 39 37	.2221	8218 .6663 .4442	8214 .6461 .4341

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• Goodyear Custom Cross Rib

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- Uniroyal Fleet Master Super Lug
- ▲ Firestone Transport 200
- ▲ Goodyear Super Hi Miler
- General GTX
- G Firestone Transport 1



Figure 7. Cornering Stiffness,  $C_{\alpha}$ , as Influenced by Vertical Load,  $F_z$ , for the Six-Tire Sample.



Figure 9. Characteristic  $\mu$ -slip curve shapes at the reference condition of 40 mph and 1.0 × Rated Load.

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1.() 0.9Rib Peak 0 0.8 9.7 Slide 0.6 • Goodycar Custom Cross Rib Uniroyal Flect Master Super Lug Firestone Transport 200  $\bigtriangleup$  Goodyear Super Hi Miler General GTX 0 Firestone Transport 1 ).3 0.2 + 1.0 0.5 1.5 ()  $F_z/F_z$ rated Figure 10. Peak and slide values of  $F_x/F_z$  at 20 mph

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for the six-tire sample.



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#### TABLE 4

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#### PEAK AND SLIDE VALUES OF F<sub>x</sub>/F<sub>z</sub> AS OBTAINED OVER THE FIVE REPEAT RUNS FOR EACH OF THE SIX SAMPLE TIRES

<u>Goodyear Super Hi Miler</u>			Fires	Firestone Transport 200				
Run	μp	μ <sub>s</sub>	Run	μ <sub>p</sub>	μ <sub>s</sub>			
1	.86	.60	1	.74	.56			
4	.85	.61	4	.75	.55			
7	.87	.63	7	.79	.59			
10	.85	.60	10	.73	.56			
13	.85	.60	13	.72	.54			
Avg.	.856	.608	Avg.	.746	.56			
σ	.00800	.0117	σ	.0242	.0167			
Fires	tone Tr	ansport 1	Goody	ear Cust	om Cross Rib			
Run	μ <sub>p</sub>	μs	Run	μp	μs			
1	.85	.57	1	.67	.53			
4	.83	.56	4	.70	.56			
7	.82	.58	7	.74	.55			
10	.81	.56	10	.73	.55			
13	.80	.57	13	.73	.55			
Avg.	.822	. 568	Avg.	.714	.548			
σ	.0172	.00748	σ	.0258	.00980			
General GTX		Uniroyal Fleetmaster Super-Lu						
Run	μp	μs	Run	μ <sub>p</sub>	μ <sub>s</sub>			
1	.83	.54	1	.70	.54			
4	.83	.52	4	.71	.55			
7	.83	.53	7	.73	.55			
10	.80	.53	10	.74	.56			
13	.82	.53	13	.74	.55			
Avg.	.822	.53	Avg.	.724	.55			
σ	.0117	.00632	σ	.01625	.00632			

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Figure 15. Envelopes of  $F_y/F_z$  vs.  $\alpha$  data obtained at test velocities of 20, 40, and 55 mph and at rated load for all six tires in the sample.

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- Goodyear Custom Cross Rib
- Firestone Transport 200
- **—** Firestone Transport 1
- ----- General GTX
  - ---▲ Goodyear Super Hi Miler



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Figure 16. Summary of the  $F_y/F_z$  vs.  $\alpha$  behavior of the six-tire sample at each of three loads, and at 20 mph.

#### APPENDIX B-I

### TABULAR FLAT-BED TEST RESULTS

The following table indicates lateral force measurements which were obtained with each tire at slip angles of  $\pm 1^{\circ}$  and at 0° for each of three values of vertical load. The cornering stiffness parameter,  $C_{\alpha}$ , is then listed as the average of the lateral forces obtained at  $\pm 1^{\circ}$  and  $\pm 1^{\circ}$ .

Tire	Vertical Load, 1bs.	Latera at Sli +1°	l Force, 1bs p Angles, α -1° 0°	Cornering Stiffness C <sub>a</sub> lbs/deg	
Goodyear Super Hi Miler	1630 3260 5430	-291 -459 -606	234 -31 363 -60 444 -73	263 411 525	
General GTX	1630 3260 5430	- 326 - 503 - 643	260 - 37 392 - 65 492 - 80	293 448 568	
Firestone Transport l	1630 3260 5430	- 346 - 540 - 670	267 -49 403 -76 486 -106	306 471 578	
Uniroyal Fleetmaster Super Lug	1630 3260 5430	-268 -430 -559	215 - 26 340 - 47 417 5 - 64	242 385 483	
Goodyear Custom Cross Rib	1630 3260 5430	-270 -433 -572	224 - 36 337 - 56 418 - 77	247 385 495	
Firestone Transport 200	1630 3260 5430	-259 -403 -538	178 - 30 289 - 51 315 - 84	219 346 426	

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Table 1. Peak and Slide Values of  $F_X/F_Z$  as Obtained Over the Five Repeat Runs for Each of the Six Sample Tires on Wet Concrete.

Goodyear Super Hi Miler			Firestone Transport 200				
Run	μp	μs	Run	μ <sup>μ</sup> ρ	<sup>μ</sup> s		
1	.68	. 47	l	.67	.49		
4	.69	.47	4	.64	.49		
7	.66	.45	7	.65	.50		
10	.66	.42	10	.63	.48		
13	.68	. 43	13	.64	.48		
Avg.	.674	.448	Avg.	.646	.488		
σ	.012	.0204	σ	.013	.0075		
Firestone Transport 1			Goodyea	r Custom	Cross Rib		
Run	μb	<sup>μ</sup> s	Run	μ <sup>μ</sup> ρ	<sup>μ</sup> s		
1	.79	.61	1	.58	.46		
4	.77	.57	4	.62	.47		
7	.75	.57	7	.61	.47		
10	.80	.58	10	.62	.47		
13	.79	.54	13	.61	.44		
Avg.	.780	.574	Avg.	.608	.462		
σ	.0179	.0195	σ	.0147	.0117		
General GTX			Uniroyal Fleetmaster Super-Lug				
Run	. <sup>µ</sup> p	<sup>μ</sup> s	Run	<sup>μ</sup> ρ	<sup>μ</sup> s		
1	.76	.54	1	.55	.43		
4	.72	.51	4	.53	.41		
7	.73	.51	7	.48	.37		
10	.73	.52	10	.53	.38		
13	.72	.51	13	.49	.36		
Avg.	.732	.518	Avg.	.516	.390		
σ	.0147	.0156	σ	.0262	.0261		

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Velocity, mph

Figure 2. Velocity sensitivity of slide value of  $F_X/F_Z$  at rated load.











Figure 5. Lateral traction results, 40 mph, 0.5 x rated load.



Figure 6. Lateral traction results, 55 mph, 1.0 x rated load.

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Figure 3.17. The load sensitivity of  $F_X/F_Z$  values measured at 4% slip for heavy tires of radial and bias-ply construction (tires are identified by code numbers previously listed in Table 3-1).



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Figure 3.19. "Peak and slide" values of  $F_X/F_Z$  vs. load for individual bus tires—superimposed within the envelope of data taken on eight truck and bus tires at 40 mph (for code identifications, see Table 3-1).





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Normalized Load  $F_z/F_{zR}$ 

Figure 3.22. "Peak and slide" values of  $F_x/F_z$  vs. load for individual truck tires—superimposed within the envelope of data taken on eight truck and bus tires at 40 mph (for code number identifications, see Table 3-1). 55

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Figure 3.23. "Peak and slide" values of  $F_X/F_Z$  vs. load for individual truck tires—superimposed within the envelope of data taken on eight truck and bus tires at 55 mpn (for code number identifications, see Table 3-1).



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Figure 3.24. Lateral force measurements of heavy truck and bus tires at 20 mph and 0.5 x rated load.



Figure 3.25. Lateral force measurements of heavy truck and bus tires at 20 mph, 1.5 x rated load.

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Figure 3.27. Envelope and specific examples of  $(F_y/F_z \ vs. \alpha)$  measurements taken for 8 heavy truck and bus tires at 1.0  $F_{zR}$  and 20 mph.

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1.0 -.8 .6 F<sub>v</sub>/F<sub>z</sub> .4 H-12 H-20 H-8 .2 H-4 Envelope T T 5 15 20 25 10 Alpha (degs)

Figure 3.28. Envelope and specific examples of  $(F_y/F_z \text{ vs. } \alpha)$  measurements taken for 8 heavy truck and bus tires at 1.0  $F_{zR}$  and 40 mph.

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Figure 3.34. Lateral force measurements of light truck tires at rated load, 20 mph.



Figure 3.35. Lateral force measurements of light truck tires at rated load, 40 mph.

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Figure 3.36. Lateral force measurements of light truck tires at rated load, 55 mph.

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MICHELIN XCR 8.00R16.5/E FZ = 3077 LB

Figure 3.37. Example velocity sensitivity in the lateral traction performance of a Michelin light truck tire.

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Overall, the van results indicate that the installation of four tires of the same type and at the same inflation pressure yields a reasonable directional behavior over the entire performance range regardless of the specific shear force behavior of the various types examined. In contrast, any fore/aft bias in tire distribution which places the lower lateral traction capability in the rear will result in the classical reduction in directional stability.

Particularly significant is the calculation of reduced yaw stability for the case of the OE tire installed with its recommended inflation pressure bias. Insofar as light truck tires may or may not indicate the classical polarity of slope in their lateral traction sensitivity to inflation pressure, it would appear that recommendations of a biased distribution of inflation pressure are open to question.

4.2.2 <u>Simulation Results Illustrating Vehicle Response</u> <u>Sensitivity to Tire Selections - Pickup Truck</u>. Design parameters measured on the pickup truck test vehicle were applied in a sequence of simulations examining the influence of "pickup truck tires" on the yaw behavior of the subject vehicle. In these calculations the selected tires covered  $F_y/F_z$  versus  $\alpha$  characteristics as shown in Figure 4.9. As was shown in the case of the tires selected for the van simulations, the range of properties spans linear range variations as well as variations in the high slip behavior. Note, also, that the traction properties employed in these simulations represent actual tires rather than artificially-generated descriptions.

Three tire configurations were examined with the vehicle in its unloaded condition. As shown in Figure 4.10, calculations of response to trapezoidal steer at 30 mph illustrate virtually zero sensitivity to the differing tires installed uniformly at all four wheel positions. Note that although the sideslip response of the  $E_0$  data indicates a large departure from the other configurations, the expanded  $\beta$  scale tends to exaggerate an otherwise insignificant distinction.


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# TABLE 3.1. FLAT-BED TEST TIRES

Tire No.	Manufacturer	Mode 1	Size
Heavy Truck Tires		<u>.</u>	
H- 1	Uniroyal	Triple Tread	10 x 20F
H-2	Uniroyal	Triple Tread	10 x 20G
H-3	Uniroyal	Triple Tread	11 x 22.5F
· H-4	B.F. Goodrich	Milesaver Radial Steel H.D.R.	10 R 20 G
H-5	B.F. Goodrich	Milesaver Radial Steel H.D.B.	10 R 20 G
H-6	Goodyear	Unisteel R-1	10 R 20 G
K-7	Goodyear	Unisteel L-1	10 R 20 G
H-8	Firestone	Power Drive	10 x 20F
H-9	Uniroyal	Unimaster Rib	15 x 22.5H
H-10	Michelin	Radial	10 R 20 G
H-11	Uniroyal 🖉	Fleetmaster Superlug	10 x 20F
Heavy Bus Tires			
H-12	Firestone	Hiway Mileage	12.5 x 22.5G
H-13	B.F. Goodrich	Intercity Mileage	12.5 x 22.5G
H-14	B.F. Goodrich	Intercity Mileage	11.5 x 20G
H-15	Uniroyal	Intercity	12.5 x 22.5G
H-16	Uniroyal	MaxRoute I	11.00 R 20H
H-17	Goodyear	Custom Cruiser	12.5 x 22.5G
H-18	Michelin	Radial XZA	11 R 20 H
H-19	Michelin	Radial XZA	11 R 22.5 H
H-20	Michelin	Radial XZA	12 R 22.5H
Light Truck Tires			
L-1	Firestone	Transport 500	8.00 x 16.5D
L-2	Goodyear	Custom HiMiler	8.75 x 16.5E
L-3	Goodyear	R1b HiMiler	8.00 x 16.5D
L-4	Firestone	Transport 110	7.50 x 16.5C
L-5	Goodyear	Super Single HiMiler	10.00 x 16.5E
L-6	Firestone i	Town & Country Truck	8.00 x 16.5D
L-7	Goodyear	Custom Flexsteel	8.00 R 16.5E
L-8	Goodrich	Milesaver Radial	8.00 R 16.5D
L-9	Goodyear	Glas Guard XG	8.00 x 16.5D
L-10	Goodyear	Glas Guard XG	8.75 x 16.5E
L-11	Firestone	Town & Country Truck	8.75 x 16.5E
L-12	Goodyear	Custom Flexsteel	8.75 R 16.5E
L-13	Michelin	Radial XCA	8.00 R 16.5E
L-14	Wards	Steel Belted . Super Wide	9.50 x 16.5D
L-15	Michelin	Radial XCA	8.75 R 16.5D
L-16	General	Jumbo Power Jet	8.00 x 16.5D
L-17	General	Jumbo Power Jet	8.75 x 16.5E
L-18	Goodyear	Glas Guard	8.00 x 16.5D
L-19	Goodyear	Glas Guard ,	8.75 x 16.5E
L-20	Goodyear	Rib HiMiler	8.75 x 16.5E

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Figure 4.19. Load sensitivity of the cornering stiffness parameter for the three tires employed in intercity bus simulations.

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vehicle behavior resulting from the various tire installations were found to be so small as to be contained within the narrow envelopes indicated. The low velocity data, of course, illustrates the reduced yaw velocity gain and is expressed in this unnormalized fashion to give good data separation. As indicated, the loaded vehicle data falls below the empty vehicle responses in each case.

Three tire selections, whose  $C_{\alpha}/F_z$  curves are shown in Figure 4.19, are represented in these calculations; the bias-ply, tube-type baseline tire (Firestone Commercial Mileage 12.5 x 22.5), a tube-type radial (Michelin XZA 11R20/H), and a tubeless radial (Michelin XZA 11R22.5/H). Since tire construction mixes are scrupulously avoided in the operation of intercity bus fleets, the question of a fore/aft mix in carcass construction types was not addressed. Further, since the intercity coach is not characteristically operated with lug-type tires on driving axles (in contrast to the line-haul tractor), the fore/aft mix of tread types is, likewise, a moot issue.

Although the trapezoidal steer response data were selected here to illustrate the positive loading effect and negligible tire effects, detailed results illustrating other less discriminating maneuvers are presented in Appendix F.

4.2.6 <u>Simulation Results Specifically Addressing Heavy</u> <u>Truck Yaw Divergencies</u>. A limited series of computations were performed using HSRI's digital simulation [4] to examine the generality of the divergent yaw response which was observed during full-scale testing of a heavy truck. The findings presented in this section serve to address the sensitivity of heavy truck spinout to various vehicle configuration parameters, thereby expanding upon the test results and computations presented in Appendix G (which directly explained the spinout/rollover incident occurring in this study).

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Figure 6



it should be noted, by the substantial degree of "mixing" which occurs among rib and lug data—quite in contrast with data taken on the similarly-limited sample of bias tires [2] which showed virtually no mixing and a 23% spread in average  $(F_x/F_z)$  peak values on wet concrete.

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Regarding "slide" traction values, the data taken on wet and dry concrete display virtually no significant rib/lug distinctions in the case of the radial truck tire. This observation again contrasts radials with bias-ply tires, the latter of which showed an average 16% lower slide traction performance of lug tires on wet concrete.

In summary of longitudinal traction measurements, radial-ply truck tires, as represented in this sample, are not seen to be significantly discriminated, according to tread type, by the gathered peak and slide traction values. As a note regarding the statistical quality of the longitudinal traction measurements, the data obtained in the three repeat runs for each tire and surface are shown in Table 2. The tabulated data show that relatively good repeatability was obtained, with a typical standard deviation of approximately .012 for either peak or slide traction coefficients on both surfaces.

## 3.4 Mobile Traction Results - Lateral

Tests were conducted on the lateral traction dynamometer to permit examination of the friction-limited lateral force behavior of the six-tire sample. Data resulting from these tests were reduced to the plotted format of Figures 8 through 11. These data indicate the basic sensitivity of the  $F_y/F_z$  versus  $\alpha$  relationship to velocity and vertical load under the two subject surface conditions. As with longitudinal traction measurements, the tire exhibits a steeply rising (elastic) behavior followed by a friction-determined saturation. In the case of lateral traction, the angular slip range of interest is limited to about  $\alpha = 20^\circ$ , thereby eliminating any need

		;		-								
				Dry		Std.			Wet		Std.	
		( Rel	peat N	umber)		Dev.	( Repe	at Num	lber)		Dev.	
		,	2	e	Ave.	Ι×α	-	2		Ave.	D × D	
	Peak	.82	.81	.84	.823	.012	.75	.73	.72	.733	.012	•
Firestone Iransteel	Slide	.65	.65	.63	.643	600.	.58	.58	.57	.577	.005	
	Peak	.85	.82	.81	.827	.017	.73	.72	.70	717.	.012	
Firestone Iransteel Traction	Slide	.65	.63	.62	.633	.012	.58	.58	.57	.577	.005	
	Peak	.83	.80	.84	.833	.017	.74	.75	.76	.750	.008	
Goodyear Unisteel K-I	Slide	.61	.59	.62	.607	.012	.55	.55	.56	.553	.005	
	Peak	.78	.78	.81	067.	.014	.67	.61	.64	.640	.025	
Goodyear Unisteel L-I	Slide	.62	.62	.62	.620	.000	.54	.52	.53	.530	.008	
	Peak	.82	.82	.81	.817	.005	.68	.64	.67	.663	.017	
Michelin XZA	Slide	.57	.59	.58	.580	.008	.56	.55	.56	.557	.005	
	Peak	.79	.73	.78	.767	.026	.74	.70	.69	.710	.022	
Michelin X42	Slide	.62	.59	.59	.600	.014	.60	.56	.56	.573	610.	

Table 2. Peak and Slide Values of  $F_X/F_Z$  Obtained from three (3) Repeated Runs on Each Tire.

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Firestone Transteel
Goodyear Unisteel R-1
Michelin XZA
Firestone Transteel Traction
Goodyear Unisteel L-1
Michelin XZZ

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Load sensitivity in the peak and slide traction of a six-tire sample on յ. 3: dry asphalt. All tests run at 64 km/h.



4: Velocity sensitivity of the peak and slide traction values for a sixtire sample on dry asphalt. All tires operated at their respective T & RA rated load.



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Fig. 5: The differing influence of pavement surface on the velocity sensitivities of two tires.







Figure 3. Envelopes of the cornering stiffness parameter measured over a range of vertical loads.



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Figure 12. Peak and slide values versus speed for bias-ply tires at rated load on dry concrete.



Figure 14. Peak and slide values versus speed for bias-ply tires at rated load on wet concrete.





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Figure 18. Peak and slide values versus load for bias-ply tires at 20 mph on wet concrete.



Figure 20. Envelopes of peak longitudinal traction values obtained on dry concrete.



Figure 21. Envelopes of peak longitudinal traction values obtained on wet concrete.



Figure 22. Envelopes of slide values obtained on dry concrete.



SPEED, mph

Figure 23. Envelopes of slide values obtained on a wet concrete surface.



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Figure 24. Envelopes of lateral traction performance on dry concrete.





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#### 2. TEST TIRES

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The tire sample was chosen to be representative of the entire truck tire population, that is, representative in construction brand and popularity. The number of tires of each brand sele for the test sample was based on the market penetration of the sales of that brand, and the relative number of tires of the three major types (bias ply, ribbed tread; bias ply, lug trea and radial ply, ribbed tread) was based on the relative popul rity of the types. Table 1 lists the test tires and identifi their type.

All of the tires were of the  $10.00 \ge 20$  size and they were mounted on the proper rim recommended by the Tire & Rim Assoc ation. They were inflated to the maximum pressure (85 psi for bias ply tires and 90 psi for radial ply tires) and loade to a nominal 4,620 lbs.

Each tire was warmed-up by traveling about six miles at 50 miles per hour immediately before being tested. Each tire was also broken-in by six brake applications of one second lc up duration during the warm-up. The whole group of tires were tested in braking and then retested later in cornering as a group.

### 3. SURFACES

Two pavements very much like the Uniform Tire Quality Grading traction pads at San Angelo, Texas were used. The surfaces were located at the Transportation Research Center of Ohio. One surface was a hot mixed bituminous asphalt pavement with a nominal ASTM E274-70 skid number of 60. The other surface was a polished Portland cement concrete pavement with a nomin ASTM E274-70 skid number of 35.

IADLE 1. IGUI AINEU

TIRE NO.	MANUFACTURER	% OF MARKET*	MODEL	CARCASS TYPE	TREAD TYPE
	-		11	leibed	Rih
lağb	Goodyear	2118	niits teet - 2	Vaulal S.	
2a&b	Goodyear		Himiler Special	Blas	KID
3afb	Goodyear		Custom Quiet Drive	Bias	Rib
4a6b	Goodyear		SuperHiMiler	Bias	Rib
5a6b	Goodyear		Custom Hi-Miler	Bias	Rib
6a § b	Firestone	18%	Power Drive	Bias	Lug
7afb	Firestone		Transteel	Radial	K1D
8a6b	Firestone		Long Hauler	Bias	Rib
9a6b	Firestone		Super All Traction	Bias	Lug
10a6b	Kellv-Springfield	6.5%	Registered Armor Trac	Bias	Rib
11a6b	Kelly-Springfield		Registered Drive Trac	Bias	Lug
12a6b	General (	6.18	GQT	Bias	Rib
13a6b	General		ÚCL	Bias	Lug
14a6b	Michelin	6.0%	XZA	Radial	Rib
15a6b	Michelin		X Z Z	Radial	Rib
16afb	Uniroyal	5.2%	Fleetmaster Triple Tread	Bias	Rib
17afb	Uniroyal		Fleetmaster Superlug	Bias	Lug
18a6b	B.F. Goodrich	5.0%	Extra Miler XL	Bias	Rib
19a6b	B.F. Goodrich		Traction Express Custom	Bias	Lug
20a6b	Sears	4.68	Plus Mileage Rib	Bias	Rib
21a6b	Sears		Silent Trac	Bias	Lug
22afb	Armstrong	4.5%	SD-200	Bias	Rib
24afb	Dayton	28	Thorobred Premium ESD	Bias	Rib
26afb	Rećap		Uniroyal Fleet Carrier	Bias	Rib

\*Tire Review Magazine

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Comparison of Locked Wheel Braking Force Coefficient (µ<sub>XS</sub>) for Truck Tire and Car Tire Populations on Concrete

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Comparison of Peak Braking Force Coefficient  $(\mu_{\textbf{X}p})$  for Truck Tire and Car Tire Populations on Concrete Fig. 27

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Comparison of Peak Braking Force Coefficient  $(\mu_{Xp})$  for Truck Tire and Car Tire Populations on Asphalt

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TABLE 2 TRUCK TIRE TRACTION FORCE COEFFICIENTS ON CONCRETE CORRECTED FOR SURFACE WEAR

			μ	xs			μ	xp			μ <sub>y</sub>	p	
TIRE	TIRE	40	mph	55	mph	40	mph	55	mph	40	mph	55	mph
TYPE	NO.	avg	s	avg	S	avg	S	avg	S	avg	S	avg	S
` <b>\</b>	2A	.245	.026	.200	.010	. 362	.069	. 311	.054	.381	.025	.336	.000
T	2B	.222	.031	.186	.019	.337	.021	.308	.016	.376	.022	.333	.019
	4A	.221	.018	.182	.012	.325	.040	.290	.043	. 430	.028	.385	.024
	4B	.211	.021	.187	.022	.308	.034	.261	.021	.404	.021	.369	.019
	5A	.264	.024	.211	.021	.347	.028	.303	.025	.371	.023	.325	.017
	5B	.247	.033	.208	.028	.343	.039	.304	.021	.392	.020	.343	.030
	8A	.222	.021	.186	.011	.324	.039	.282	.034	.362	.015	.300	.022
Ġ	8B	.232	.017	.194	.021	.332	.029	.272	.036	.352	.028	.301	.006
I	10A	.266	.011	.209	.012	.350	.029	.305	.025	.396	.018	.368	.015
A	10B	.266	.042	.224	.016	.362	.039	.317	.025	.382	.022	.342	.021
S	12A	.201	.022	.161	.017	.276	.029	.232	.014	.397	.029	.386	.054
	12B	.218	.026	.173	.021	.292	.010	.245	.010	.404	.029	.375	.034
R	16A	.245	.037	.196	.017	.343	.038	.276	.030	.382	.034	.350	.018
I	16B	.238	.024	.217	.018	.353	.043	.310	.040	.400	.025	.371	.012
B	18A	.250	.026	.200	.012	.347	.039	.272	.033	.381	.018	.342	.013
	18B	.239	.025	.198	.016	.352	.045	. 302	.030	.395	.024	.360	.020
	20A	.251	.021	.232	.012	.371	.028	. 326	.022	.383	.024	.351	.020
	20B	.263	.021	.230	.015	.370	.043	.326	.025	. 394	.019	.367	.029
	22A	.228	.013	.222	.027	.358	.029	.290	.041	. 393	.028	.342	.017
1	22B	.253	.030	.221	.024	.354	.028	.292	.017	.382	.021	.305	.020
¥	24A	.235	.022	.200	.024	.317	.028	.216	.024	.347	.021	.304	.015
+	24B	.251	.032	.208	.021	.344	.023	.287	.011	.363	.019	. 320	.016
	3A	.224	.033	.193	.032	.331	.030	.285	.019	.362	.015	. 317	.026
	3B	.231	.019	.204	.022	.330	.024	.295	.018	.363	.023	.299	.012
	6A	.229	.027	.203	.024	.301	.021	.285	.023	.365	.032	.316	.015
1	6B	.204	.014	.185	.020	.293	.027	.266	.025	.353	.024	.329	.018
<i>B</i>	9A	.226	.012	.179	.024	. 320	.036	.260	.044	.361	.022	.298	.023
1	9B	.233	.028	.196	.024	. 322	.016	.297	.050	.3/1	.039	. 328	.024
A		.224	.026	.185	.026	.325	.028	.286	.039	.406	.026	.359	.027
S	118	.214	.018	.202	.028	.335	.032	.291	.040	.415	.034	.3/4	.051
-	13A 12D	.1/6	.022	.12/	.007	.224	.029	.1/6	.013	.318	.023	.306	.085
<u>ل</u> ••	138	.16/	.013	.138	.027	.224	.025	.216	.032	.316	.024	.2/4	.025
0	17A 17D	. 220	.026	.194	.018	.289	.029	.251	.013	.320	.040	.280	.021
G I	107	.240	.UZL	.195	.01/	. 328	.033	.291	.020	. 323	.030	.204	.UIQ
	10p	.230	010 010	.19/	.024	. JLL .	.026	.26/	.020	.407	.045	100.	.021
	170 717	·239	.012	.109	.042	.JLU	.029	.250	.018	.J00 707	.035	.323	020
¥	21A 21P	• 2 40	.021	200	.052	. 545	.021	. 309	.025	. 307	.015		.024
+	21D 17	.230	.019	.200	.037	. 313	.029	.202	.029	. 390	.015	. 200	.029
Ş	1P 1P	-233 720	.013	.100	.012	. 552 1221	.03/	. JJØ 216	.055	.410	.020	. 372 272	.010
л л	1D 71	·230	.032	.170	.022	.JOL 276	.033 110	. 224	.033	• 407 201	.022	. 570	.012
ת ת	7¤	• 4 4 4 91 9	•045 (177	167	.013	·2/0 200	.041 127	•234 910	.045	125	023		.024
U	101	· 412	.022	155	.055	270	.03/	• 2 4 U 7 A A	.035	- 20F	.030	263 274	020
מ	] <u>/</u> P	.220	.014 017	.100	.010	· 202	.039 720	• 2 4 4 7 / /	.020		.035	360	.009
л Т	152	. 247	.010	100	.010	220	.037	• 4 4 4 9 9 5	.019	07	041	376	.030
÷ R	15B	. 274	.071	.190	.025	- J2 J 711	02/	205	.027	. 420	.036	. 410	.045
RE	26A	.184	.029	. 153	.013	. 235	.024	.194	.011	. 370	.017	.262	.025
CAP	26B	.171	.011	.152	.022	.235	.024	.216	.039	.366	.016	.297	.015

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	TDF	T	μ x	s			μ <sub>x</sub>	p			μ <sub>υ</sub>	а а	
E E	NO	40	mph	55	mph	40	mph	55	mph	40	mph	<b>5</b> 5 r	הסח
	10.	avg	S	avg	S	avg	s	avg	s	avg	s	avg	s
	2A	. 538	.026	.462	.024	.784	.023	.718	.036	. 620	.023	. 572	.033
	2B	.481	.015	.417	.019	.745	.040	.684	.051	.651	.018	.589	.021
	4A	.521	.024	.444	.033	.778	.032	.729	.030	.612	.018	. 597	.023
	4B	.506	.020	.462	.021	.738	.068	.770	.027	.620	.014	.586	.019
	5A	.612	.017	.461	.046	.779	.021	.682	.034	.666	.034	.620	.020
	5B	.507	.020	.487	.029	.769	.014	.692	.031	.631	.017	.611	.022
	8A	.474	.017	.421	.026	.674	.033	.604	.052	.613	.018	.554	.012
	8B	.747	.040	.403	.026	.676	.025	.619	.034	.615	.021	.578	.030
	10A	.500	.036	.465	.026	.745	.039	.684	.018	.655	.023	.624	.022
	10B	.514	.015	.451	.047	.735	.022	.680	.048	.648	.018	.604	.031
	12A	. 552	.034	.445	.034	.784	.022	.726	.025	.657	.024	.611	.014
	12B	.519	.026	.461	.034	.754	.026	.721	.042	.675	.008	.610	.031
	16A	.538	.026	.437	.021	.710	.054	.666	.036	.670	.020	.608	.018
	16B	. 524	.022	.451	.042	.731	.027	.663	.012	.662	.019	.591	.015
	18A	. 519	.030	.482	.036	.817	.055	.770	.020	.648	.027	.557	.018
	18B	. 544	.044	.463	.037	.797	.047	.606	.040	.662	.032	.582	.014
	20A	.585	.008	.479	.017	.791	.012	.640	.021	.623	.016	.574	.008
	20B	.576	.044	.453	.052	.742	.027	.633	.043	.604	.021	.548	.015
	22A	.475	.032	.419	.014	.760	.031	.660	.037	.573	.023	.518	.015
	22B	.471	.018	.411	:023	.728	.038	.642	.036	.653	.027	.609	.023
	24A	.518	.013	.459	. 031	.679	.038	.640	.036	.665	.016	.611	.018
	24B	.552	.018	.485	.028	.721	.031	. 574	.017	.700	.023	.644	.004
-	3A	.560	.006	.479	.024	.744	.031	.654	.024	.635	.015	.581	.911
	3B	.556	.025	.471	.024	.745	.026	.669	.016	.681	.016	.585	.012
	6A	.461	.031	.416	.026	.614	.031	.587	.029	.642	.023	.633	.019
	6B	. 398	.082	.405	.025	.567	.046	.603	.029	.643	.021	.599	.025
	9A	.562	.022	.437	.025	.697	.032	.657	.018	.688	.008	.663	.008
	9B	.501	.059	.431	.008	.679	.031	.677	.021	.709	.014	.704	.008
	11A	.471	.018	.403	.023	.610	.034	.590	.016	.710	.031	.649	.021
	11B	.478	.016	.404	.018	.611	.027	.586	.019	.678	.014	.635	.014
	13A	.458	.027	.402	.045	.642	.031	.611	.037			.587	.020
	13B	.435	.025	.366	.023	.643	.043	.584	.022	.620	.019	.593	.012
	17A	.423	.022	.401	.020	.555	.024	.581	.045	.622	.016	.557	.008
	17B	.415	.016	.396	.017	. 535	.030	.590	.037	.579	.012	.538	.024
	19A	.540	.024	.443	.014	.720	.022	.641	.023	.636	.022	.518	.022
	19B	.483	.021	.431	.024	.670	.029	.622	.030	.660	.026	.582	.016
	21A	.516	.025	.442	.012	.716	.020	.680	.017	.618	.013	.601	.010
	21B	.512	.016	.454	.029	.708	.056	.696	.012	.632	.021	.583	.022
	1A	.437	.031	. 387	.020	.730	.027	.681	.022	:604	.022	.582	.029
	1B	.422	.022	. 393	.031	.722	.040	.657	.032	.585	.015	.573	.021
	7A	.445	.026	. 393	.015	.694	.027	.631	.025	.613	.020	.563	.030
	7B	.475	.020	.410	.027	.694	.031	.658	.024	.613	.010	.582	.020
	14A	.473	.016	.419	.019	.713	.052	.679	.043	.640	.005	.597	.012
	14B	.474	.020	.410	.027	.646	.051	.604	.036	.661	.015	.613	.012
	15A	.443	.020	.404	.019	.736	.014	.684	.053	.690	.013	.652	.029
_	15B	.448	.023	.390	.030	.747	.014	.712	.031	.762	.052	.689	.039
-	26A	.505	.025	.424	.029	.847	.041	.756	.024	.815	.024	.738	.039
	26B	. 485	.078	. 454	.026	. 848	.032	766	.037	.780	.019	.696	.024

TABLE 3CK TIRE TRACTION FORCE COEFFICIENTS ON ASPHALT CORRECTED FOR SURFACE WEAR

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And a station of the second

COMPARISON OF TRACTION PROPERTIES ON A SMOOTH CONCRETE PAVEMENT TABLE 7.

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	40 m	hh			55 mph	
COMPARI SUN	μ <sub>xs</sub>	dx <sub>n</sub>	d A n	μxs	μxp	μ <sub>yp</sub>
Bias/Rib vs. Bias Lug	Bias/Rib**	Bias/Rib	Bias/Rib	Bias/Rib	NS*	Bias/Rib
Radial/Rib vs. Bias/Lug	SN	NS	Radia1/Rib	NS	NS	Radia1/Rib
Bias/Rib vs. Radial/Rib	Bias/Rib	Bias/Rib	Radia1/Rib	Bias/Rib	NS	Radia1/Rib

\*No significant difference, determined by t test

\*\*The tire type having the highest level of the specified traction property is given

COMPARISONS OF TRACTION PROPERTIES ON A COARSE ASPHALT PAVEMENT TABLE 8.

		40 mph			55 mph	
CUMPAKISUN	μ <sub>xs</sub>	u xn	۵۸ <sup>н</sup>	μ <sub>XS</sub>	μxp	ανμ
Bias/Rib vs.						
Bias/Lug	NS*	Bias/Rib**	NS	Bias/Rib	Bias/Rib	NS
Radial/Rib vs. Bias/Lug	SN	Radia1/Rib	NS	NS	Radial/Rib	NS
Bias Rib vs. Radial/Rib	Bias/Rib	Bias/Rib	NS	Bias/Rib	NS	NS

\*No significant difference, determined by the t test

\*\*The tire type having the highest level of the specificed traction property is given

	ASPHALT		CONCRETE	
COMPARISON	40 mph	55 mph	40 mph	55 mph
μ <sub>xs</sub> vs. μ <sub>xp</sub>	.563	.400	.876	.720
<sup>µ</sup> xs <sup>vs.µ</sup> yp	. 20	. 05	.005	.057
μ <sub>yp</sub> vs.µ <sub>xp</sub>	23	. 06	.405	.285

# TABLE 5. CORRELATION BETWEEN TRACTION PROPERTIES

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# TABLE 6.STANDARD DEVIATION BETWEEN PAIRS OF TIRES<br/>OF THE SAME BRAND, MODEL AND SIZE, POOLED<br/>OVER VARIOUS CATEGORIES

	#			ASPHA	LT		
TIRE TYPE	DEGREES OF		40 mph			55 mph	
	FREE - DOM	<sup>μ</sup> xs	μ <sub>xp</sub>	<sup>µ</sup> ур	<sup>μ</sup> xs	μxp	<sup>µ</sup> ур
Bias/Rib	11	.028	.022	.022	.016	.040	.024
Bias/Lug	8	.027	.027	.021	.011	.011	.024
Radial/Rib	4	.012	.024	.027	.009	.031	.016
A11	23	.026	.024	.023	.013	.031	.023
				CONCRE	ГЕ		
			40 mj	oh		55 mp	h
		<sup>μ</sup> xs	µxp	<sup>μ</sup> yp	<sup>μ</sup> xs	μ <sub>μ</sub> xp	<sup>µ</sup> ур
Bias/Rib	11	.010	.010	.011	.033	.019	.014
Bias/Lug	8	.010	.014	.007	.009	.019	.016
Radial/Rib	3	.007	.009	.012	.008	.006	.023
A11	23	.010	.012	.010	.023	.018	.016
		over <sup>µ</sup> xs	all	overal xp	.1	overa <sup>µ</sup> y	11 p
A11	92	.019		.022		.01	9

91.8 15.10 -22.0 191.1 210.0 -22.0 191.1 210.0 -230.0 191.1 210.1 210.1 191.1 210.1 191.1 210.1 191.1 <td< th=""><th>2 2</th><th></th><th>6</th><th>•</th><th>Ţ</th><th>64</th><th>•</th><th>4 4</th><th>a 1</th><th>8.4</th><th></th><th>. I 2</th><th>&lt; ; =</th><th></th><th></th></td<>	2 2		6	•	Ţ	64	•	4 4	a 1	8.4		. I 2	< ; =		
54.0 615.0 -22.0 129.0 -103.7 216.0 -226.0 359.2 657.2 639.7 913.0 -099.6 109.2 104.0 101.7 101.2 104.0 101.7 101.2 104.0 101.7 101.2 104.0 101.7 101.2 104.0 101.7 101.2 104.0 101.7 101.2 104.0 101.7 101.2 104.0 101.7 101.2 104.0 101.7 101.2 104.0 101.7 101.2 104.0 101.7 101.2 104.0 101.7 101.2 104.0 101.7 101.2 104.0 101.7 101.2 104.0 101.7 101.2 104.0 101.7 101.2 104.0 101.7 101.2 104.0 100.0 101.7 101.2 100.0 101.7 101.2 100.0 101.7 101.2 100.0 101.7 101.2 100.0 101.7 101.2 100.0 101.7 101.2 100.0 101.7 101.2 100.0 101.7 101.2 100.0 101.7 101.2 100.0 101.7 101.2 100.0 101.7 101.2 100.0 101.7 101.2 100.0 101.2 100.0 101.7 101.2 100.0 101.7 101.2 100.0 101.7 101.2 100.0 101.7 101.2 100.0 101.7 101.2 100.0 101.7 101.2 100.0 101.7 101.2 100.0 101.7 101.2 100.0 101.7 100.2 101.2 100.0 101.7 100.2 101.2 100.0 101.7 100.2 101.2 100.0 101.7 100.2 101.2 100.0 100.0 101.2 100.0 100.0 101.2 100.0 100.	50 80 50 80 50 80		2	•	-	1	4	3	•	5	5				
59.0 1335.0 -27.4 219.3 -190.4 359.2 667.2 -031.7 911.0 -090.1 1300.1 1316.1 1400.1   50.0 2356.0 -33.0 -232.4 511.3 -455.7 661.6 -020.5 1253.1 131.1.1 1401.	50.8 50.8	615.0	-22,8	129.6	-103,7	216.6	-228,0	368.0	-340.0	488,4	-457,7	548,6	-499 <sub>•</sub> 7	524.1	-214
50.8 835.8 -31.8 233.4 513.3 -452.7 961.6 -020.5 1223.3 1472.1 1400.7 1510.1 1400.1   59.8 2808.0 -48.4 311.6 -246.2 579.7 -465.6 1812.3 -946.0 1528.7 -1746.0 1910.4 1910.	50.0	1335.0	• 27.4	219.3	-189.0	402.8	-359,2	667.2	-630.7	913.9	.168-	1940.4	.1964.0	1837.9	-1839.
59.8 2000.9 -40.4 311.0 -240.2 570.7 -465.6 1012.1 1010.2 -1144.0 1010.2 -1144.0 1010.4 100.4   ALIGNING MOMENT (FFLB.) AT INDICATED INFLATION PRESSURE (P31). LOAD (LB.)). AND BTEER ANGLE (DEG.) -1 -2 -4 -0 -1 -1 -1 -2 -1 -0 112 -12 -12 -1 -1 -1 -0 -12 -12 -1 -1 -1 -0 -1 -1 -0 -1 -1 -0 -1 -1 -1 -0 -1 -1 -1 -0 -1 -1 -1 -0 -1 -1 -1 -0 -1 <td></td> <td>2050.0</td> <td>.33,0</td> <td>283,8</td> <td>-232.4</td> <td>513.3</td> <td>-452,7</td> <td>861.6</td> <td>+820.5</td> <td>1255,4</td> <td>•1223.3</td> <td>1472.1</td> <td>1400.7</td> <td>1516.3</td> <td>-1481.</td>		2050.0	.33,0	283,8	-232.4	513.3	-452,7	861.6	+820.5	1255,4	•1223.3	1472.1	1400.7	1516.3	-1481.
ALIGNING MOMENT (FTLB_1) AT INDICATED INFLATION PRESBURE (P31), LOAD (LB_1), AND BTEER ANGLG (DEG.) P31 LOAD 8 +1 -1 +2 -2 +4 -4 +8 -0 +12 +12 +14 55.8 615.8 8.9 8.9 -7.1 6.5 -16.8 9.9 -13.5 8.6 -6.4 -9.6 -2.3 -2.4 2. 55.8 1335.8 2.4 23.5 -21.2 37.7 -38.9 44.1 -45.5 25.2 -38.4 17.3 -16.1 -5.5 -3 56.8 2058.8 4.7 49.6 -35.6 63.5 -66.7 84.5 -39.6 53.3 -608.4 17.3 -44.2 -5.1 -6 59.8 2058.8 9.7 61.9 -408.8 102.4 -95.5 136.5 -134.6 90.9 -187.6 40.4 -77.8 6.8 -11 59.8 2058.8 9.7 61.9 -408.8 102.4 -95.5 136.5 -134.6 90.9 -187.6 40.4 -77.8 6.8 -11	59.0	2849.0	- 49.4	311.6	-246.2	579.7	-485.6	1912.3	-946.8	1528.7	-1499,8	1619.2	-1746.8	1918.6	-1888.
ALIGNING HONENT (FFLB.) AT INDICATED INFLATION PRESSURE (PS1), LOAD (LB.), AND STEER ANGLE (DEG.)   P31 LOLD 0 -1 -2 -4 -6 -12 -12 -10 </td <td>• • • •</td> <td></td> <td>·</td> <td></td> <td></td>	• • • •												·		
F31 L040 8 -1 -2 -4 -6 -12 -10 -12 -10 -11 -1	ALIGNING M	IOHENT (F	TLB.)	AT INDI	CATED INF	LATION P	RESSURE	(184)	LOAD (LB.	ONA .C.	STEER AN	פרבֿ (מבפ			
X 59.8 615.8 8.9 3.9 -7.1 6.5 -10.8 9.8 -13.5 8.6 -6.4 -9.6 -2.3 -2.4 5.5 5.2 -313.9 1315.8 2.6 2.5 -30.9 44.1 -45.5 2.2 -318.4 7.3 -16.1 -5.5 5.6 5.8 -338.4 7.3 -16.1 -5.5 5.8 -318.4 7.4 40.6 -35.6 60.5 -60.7 84.5 -00.6 5.8 3.1 -0.8 41.1 -0.8 41.1 -0.8 5.8 3.1 -0.8 41.1 -0.8 41.1 -0.8 5.8 -318.4 7.1 -0.4 17.1 -0.4 17.1 -0.4 12.1 -0.8 5.8 5.8 -318.4 -0.7 16.1 -0.8 5.8 -318.4 -0.7 16.1 -0.8 5.8 -318.4 -0.1 -0.1 -0.8 5.8 -318.4 -0.1 -0.8 5.8 -318.4 -0.1 -0.8 5.8 -318.4 -0.1 -0.8 5.8 -318.4 -0.1 -0.8 5.8 -318.4 -0.1 -0.8 5.8 -318.4 -0.1 -0.8 5.8 -318.4 -0.1 -0.8 5.8 -318.4 -0.1 -0.8 5.8 -318.4 -0.1 -0.8 5.8 -318.4 -0.1 -0.8 5.8 -318.4 -0.1 -0.8 5.8 -318.4 -0.1 -0.8 5.8 -318.4 -0.1 -0.8 5.8 -318.4 -0.1 -0.8 5.8 -318.4 -0.1 -0.8 5.8 -318.4 -0.1 -0.8 5.8 -318.4 -0.1 -0.8 5.8 5.8 -318.4 -0.1 -0.1 -0.1 -0.8 5.8 -318.4 -0.1 -0.1 -0.1 -0.1 -0.8 5.8 -318.4 -0.1 -0.1 -0.1 -0.1 -0.1 -0.1 -0.1 -0.1	124	LOAD .	6	 +		+2	~ 1	7 +	7 -	8	€0 ₿	+12	-15	+16	•
Y 50.8 135.8 2.4 25.5 -21.2 37.7 -30.9 44.1 -45.5 22.2 -38.4 7.3 -10.1 -5.5 -5.   58.8 2.7 40.6 -35.6 60.5 -66.7 84.5 -60.6 58.3 -660.4 17.1 -44.2 -5.1 -6   58.8 2.7 61.9 -40.6 50.5 130.6 99.9 107.0 40.4 -17.8 -5.1 -6.8   58.8 2000.8 9.7 61.9 -40.6 50.5 130.6 99.9 -107.0 40.4 -17.8 6.8 -19.9   59.8 2000.8 9.7 61.9 -40.65 130.6 99.9 -107.0 40.4 -17.8 6.8 -19.9   59.8 2000.8 9.7 61.9 -40.6 -102.6 130.6 9.9 -107.0 0.8 -17.8 6.8 -19.4 -17.8 -19.9 -19.9 -19.9 -19.9 -19.9 -19.9 -19.9 -19.9 -19.9 -19.9 -19.9 -19.9 -19.9 -	2 50.8	615.0	0°4	8.8	-7.1	<b>6.</b> 5	-16.8	9.8	•13.5	8 6	- B . 4	- 0 - - 0 -	-2.3		
58.8 2059.8 4.7 40.6 -35.6 60.5 -06.7 84.5 -89.6 50.3 -608.4 17.3 -44.2 -5.1 -9 58.8 2008.8 9.7 61.9 -40.8 102.4 -95.5 130.6 90.9 -187.6 40.4 -77.8 6.8 -19.	£ 50.0	1335,0	2 <b>4</b>	25,5	-21,2	37.7	•38.9	44.1	= 45 <b>.</b> 5	22,2	-30.4	7.3	-16.1	=5°.5	
58.8 2000.6 9.7 61.9 -40.6 102.4 -95.5 136.5 -130.6 99.9 -107.6 40.4 -77.8 6.8 -19	50.0	2050,0	4.7	48.6	-35,6	68.5	- 66.7	84.5	-84°	50.3	-60.4	17.3	2.44.2	-5.1	. • •
	20°0	2600,0	9.7	61.9	9 • 8 7 -	102.4	-95.5	136,5	-138.6	6*66	-107.4	48.4	•77.8	9 • 8	•10°
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FIREST TRANSPORT 110 7.50X16.0 C

LATERAL FORCE (LO.) AT INDICATED INFLATION PRESSURE (PSI.), LOAD (LB.), AND STEER ANGLE (DEG.)

154	LOAD	8	1+		2+	2	7+	7	8+	i Î	21+	-12	414	91-
75.0	615.A	-19.6	112.9	-88.0	193.7	•173 <b>•</b> 3	316.6	-310.2	4-14.5	-457.8	520.1	•525•0	542.4	-533 <b>.</b> A
75.0	1332.0	•22-	217.3	-163.8	369.7	•328.Ø	620.3	-592,7	417.7	- 899. 4	1948.3 -	1049.1	1.0.11	-1112.6
75.0	2050.0	•33,5	295.2	-218.7	546.8	•443.9	844.2	-820.7	1247.0	•1259,0	1496.8 -	1478,2	1565.7	-1593°A
15.0	2767.0	.43.8	355.1	-269.0	617.0	-533,2	1039.7	-1039.8	1611.1	-1581.4	1908.2 -	1868.3	2902.4	-2013.0
50,0	1332.0	-21.2	244.3	-178.4	414.7	<b>356</b> ,5	682.6	-647.8	956.7	• 951.8	1882.5 -	1898.5	1150.0	-1139.9
50.0	2959.9	•39.9	320,2	-227,0	551,0	-469.7	913.8	.881.0	1336.5	-1310.5	1531.5 -	1526.6	1607.2	-1616.9
30.0	1332.0	39.8	262.1	-148.0	451.4	. 385.3	715.5	-692.8	977.4	-969.3	1112.3 -	1009.5	9.7211	-1153.7
30.0	2050.0	38.1	324.9	1.855-	563.4	-477,4	929.9	-873.4	1317.9	-1304.2	1527.9 -	1516.4	1687.1	-1594.8

ALIGNING MOMENT (FT.-LB.) AT 1401CATED INFLATION PRESSURE (PSI), LOAD (LB.), AND STEER ANGLE (DEG.)

24

-16	-3.4	- 4 . 7	- ÷ • 9	-17,5	-1,5	-7.8	1.4	6 * 7 -
+16	.2.0	•5.7	-2.2	8°9	-4.7	-9°9-		• ¢ • Ø
•12	-0.1	-13.7	-27.1	-51.4	=12°A	-30,0	-14.8	-32.7
21+	•2.6	2. h	18.0	35.0	3.9	15.8	6°9	19.3
60 8	-7.7	-24.1	-48.9	+82.7	-25,4	-68.3	-26,3	- 66.1
<b>£</b> +	6 . 4 .	13.3	39.8	70.1	14.9	49.5	21,1	56.5
÷	- 6 - 3	-28.4	•55.8	9•9	-37.0	-66.2	-43,2	
7+	6.4	22.6	50.9	81.4	29.4	68.8	36.6	85,6
2•	•3,3	-17.7	-35.0	-53,1	-22.6	8 * 7 7 =	-31.1	-59.4
či +	3,2	19.3	34,2	61.0	25.2	51.8	34.4	67.4
	-0.4	-8.2	-17.5	-26,2*	-11.4	-21.4	-16.1	-28,8
÷	1.9	11.2	23.7	37.4	16.3	33.6	6 82	43,8
8	8° 8	0°3	1.5	4.1	9°6	3.6	2.0	5°2
L010	615.0	1332.0	2050.0	2767.0	1332.0	2950.0	1332.0	2050.0
164	15.8	75,0	15.0	75.0	50,0	50.0	30,0	30,0

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FIREST TRANSPORT NO B. AVX16.5 D

GOODYE' RIB HIMILER B. BRXI6.5 U

LATERAL FORCE (LB.) AT INDICATED INFLATION PRESSURE (PSI.), LOAD (LB.), AND STEER ANGLE (DEG.)

-937.0 113A.9 -1098.3 -519.5 1452.4 -1400.5 1619.9 -1579.8 1848.3 -1811.5 2063.1 -2822.7 91. 549.4 +16 -457.5 -12 1022.0 501,2 +12 1503.3 -1483.5 1222.7 =1177.8 -410.8 -828.1 6. 402.4 857,6 80 + 935,3 -885,2 -732.8 -519.8 260.7 -248.3 4 552,0 768.5 7+ -140.0 541.4 -469.4 -295.2 - 393.3 ∩i ∎ 150.4 444.2 329.6 ~+ + -243,0 -136.1 -200.5 -74.8 -294.8 172.5 251.9 83,5 + -27.6 -33.6 - 9.7 -25.3 6 2800.0 615.0 1335.0 2050.0 LOAD 70.0 70.0 70.0 10.8 184

S ALIGNING MOMENT (FT.-LB.) AT INDICATED INFLATION PRESSURE (PSI), LOAD (LB.), AND STEER ANGLE (DEG.)

184	LOAD	5	•		د +	2 -	7 +	4 -	8	0	21+	21-	+16	•1•
70.0	615.0	-3,5	2,5	-8.2	7.4	-13.4	7.1	-12.6	3,9	•12,8	-1.9	- 6. 5	-1.1	<b>.</b> 1.3
70.0	1335,0	-0.5	12.5	-18.1	22.6	-21.4	28.4	-35.7	25.7	-31,8	12.9	•23,8	4 • 4	- F . b
70.0	2059°	2.1	27.3	-27.8	40.4	-4A.5	61.8	-66.9	54.4	-63.4	53.1	-47.0	17.3	• - 21 . 9
70.0	2800.0	3.0	4 A . O	<b>-</b> 36 <b>.</b> 0	69.9	-68.2	98.6	-107.0	97.9	-189.1	61.7	=75.2	34,3	•37.1

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8,00×16.5
TRUCK
COUNTRY
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IRES 'E

LATERAL FORCE (LB.) AT INDICATED INFLATION PRESSURE (PSI.), LOAD (LB.), AND STEER ANGLE (DEG.)

•1•	- 4 5 0 . 9	-1003.9	-1439.8	-1986.8	
91+	488.0	1029.9	1499.9	1115.5	
21.	-416.4	• • • • • •	-1362.5	-1774.5	
+12	457.8	975.1	1404.9	1003.4	
8	-357.1	-819.2	-1176.6	-1528.3	
8+	389.8	834.6	1227.0	1522,2	
4	-245.1	-537.7	-741.6	.930,6	
4	263.9	565,2	809.1	1000.1	
~ 1	•125.4	-208,2	-400.9	-481.1	
2+	155.5	329.3	472.4	570.7	
	•62.7	-142.3	-183,5	-222 -	
	90,2	186.9	274.3	325.4	
6	-5.8	-24.8	-40,5	-49.5	
LOAD	615.0	1335,0	2450.0	2600,0	
184	79.0	70.0	70.8	70.0	

ALIGNING MOMENT (FT.+LB,) AT INDICATED INFLATION PRESSURE (PSI), LOAD (LB,), AND STEER ANGLE (DEG.)

•10	-2.2	• 1 • 8	-18.7	-24.5	
÷16	- 7 - 9	4.4-	-3.9	8.8	
~!-	- 5.7	-13.7	-29,8	-54.2	
+12	8 <sup>.</sup> 2	2,6	16.0	39.7	
60	-7.2	-22.5	-52,7	- 68.4	
0+	2.7	17.8	42.6	74.8	
t 	-11.4	-27.9	-55.9	-88.4	
44	4.9	26.0	50.5	84,5	
~~~	-10.9	.22.1	-40,6	<b>=</b> 56,6	
2+	4.5	20,3	41.6	66.2	
	-4.9	-15.0	-21.7	-30.7	
+1	4.5	15.1	25.9	41.8	
8	-1.6	-1.0	3.1	7.1	
LOAD	615.0	1335,0	2950.0	2800.0	
184	70.0	70.0	70.0	70.0	
•			2	.9	

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GOODR MILESAVER RADIAL STEEL HOR 8, 88R16, 5 D

LATERAL FORCE (LB',) AT INDICATED INFLATION PRESSURE (PSI,), LOAD (LB,), AND STEER ANGLE (DEG,)

•1•	-507.7	•1133.4	•1622 <b>, B</b>	-2000.1
•1•	\$59°	1211.0	1720.0	2158.5
-12	-487.7	-1849.5	-1510.1	-1929,9
21+	502.2	1118.4	1589.1	1993.3
0	-394,4	- 682.8	-1264,9	-1619.7
8+	416.4	917.5	1334,5	1681.4
7 -	-250.4	-546.0	-810.7	<b>-985,2</b>
7	267.4	579.8	843.3	1020.1
2+	-148.0	-333.7	-471.0	•-557.9
2+	164.2	. 332.4	471.9	565.6
ī	-77.4	-176.7	-243,5	*289,8
1+	86.8	178.9	258,9	286.3
6	-13.0	-6.4	.8.	•12.2
LOAD	615.8	1335.8	2950.0	2600.0
I S d	70.0	70.0	70.0	70.0

ALIGNING MOMENT (FT.-LB.) AT INDICATED INFLATION PRESSURE (PSI), LOAD (LB.), AND STEER ANGLE (DEG.)

<b>•</b> ] b	-5.0	<b>6</b> • 6 <b>•</b>	-28.6	<b>•</b> 55,6
+1+	• 2 •	2.9	21.4	59.0
21=	-5.4	• 23, 8	• * * 5 -	•95°3
21+	0 ° 0	12.8	45.1	84.2
8	• 9 ° 9	• 35,5	• \$ 6 9 •	•124 <b>.</b> 8
8+	-1.1	26.0	71.0	121.4
71	-11.6	•37.9	-74.4	-122.2
5+	2 3	20.1	64.5	120.1
-2	-10.1	- 30,2	-55,7	•85 ° 0
2+	3,5	22.6	52.4	19.0
-	<b>~</b> 9 <b>*</b> 5	-16.8	-35.4	-48,7
+	1.2	12.2	29.9	46.9
8	.3.3	-3.1	•3.9	-2.1
LOAD	615.0	1335.0	2950,0	2800.0
164	78.0	70.0	70.0	70.6

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LATERAL FORCE (LB.) AT INDICATED INFLATION PRESSURE (PSI.), LOAD (LB.), AND STEER ANGLE (DEG.)

-16	-442.8	• • 1 2 •	÷1347.7	•1785,3
÷16	469.8	963,2	1015.7	1647.0
-12	-398.1	-845,8	1252.9	•1638.3
+12	431.9	902.6	1294,8	1660.4
0	-332.7	-711.7	-1010.1	•1323.9
8+	369.8	734.6	1967.7	1368.4
7	-220.9	-456.9	-634.4	-801.4
+ 4	238,9	485.6	683,0	869.6
~ +	•122.1	-243.5	•337,3	-429.3
2+	144.4	309.5	10 0 0 0 °	509.3
-	-69 - 4	-124,2	+168,5	. 198.1
 +	79.0	176.8	237.2	285,4
8	-9.2	-19.3	<b>=</b> 37 <b>.</b> 8	•31.3
LOAD	615.0	1335,0	2050,0	2600.0
16d	70.0	70.0	70.8	70.0

ALIGNING MOMENT (FT'--LB') AT INDICATED INFLATION PRESSURE (PSI), LOAD (LB.), AND BTEER ANGLE (DEG.)

•1•	.9 .5.8	.1 1.4	.4 .10,5	
+ 1 6	• •	¢	4	• 21
-12	• 3.	• 1 1 •	-26.	- <b>4 6 8</b>
+12	-1.1	<b>6</b> • 5	21.0	41.9
•	•7.3	-18.4	-40.7	-11.0
8+	-2.4	17.6	37.6	70.0
7	-8.1	-23.7	- 44 . 3	-70.1
7+	1.0	15.4	42.1	69.7
~ ₽	-B.Q	.1853.0	-31.7	L • 67 -
2 +	2.6	14.3	33.1	54.1
ī	-7.1	-11.7	-16.7	- 24,4
1+	3.7	11.3	21.9	34,2
6	-3,1	1.5	8 ° 7	6.7
LOAD	615.8	1335.0	2450.0	2808.0
lsd	79.0	70.0	70.0	70.0
			32	2

GENERAL IMBO POWER JET COMMERCIAL B. 00X16.5 D

LATERAL FORCE (LB',) AT INDICATED INFLATION PRESSURE (PSI,), LOAD (LB,), AND STEER ANGLE (DEG,)

-643.6 1286.5 -1162.7 1851.9 -1839.4 2198.8 -2169.9 2281.3 -2168.6 -554.4 1272.7 -1215.1 1051.8 -1771.1 • - -610,0 +16 1218.6 -1165.2 1740.7 -1696.3 -541.2 -12 585,7 -12 1060.9 -1039.0 -496.3 1495.7 -1456.4 • 504,3 ¢+ - 690- 9 .932.0 -327.7 3-366.9 713.6 1000.7 7+ -522,2 **-3**94**.**0 -200.1 2 683,5 216.7 . 578.4 416.7 **∧** + 369.6 . =328.9 -267.4 -103.9 -199.7 ; 129.5 237.5 313.5 -17.0 -25.4 -34.4 -23.8 0 2800.0 615.8 1335.0 2050.0 LOAD 70.0 70.0 70.0 70.0 184

ALIGNING MOMENT (FT.-LB.) AT INDICATED INFLATION PRESSURE (PSI), LOAD (LB.), AND STEER ANGLE (DEG.)

91e	1.1	-1.9	8 • 6 =	-37.6	
•1•	4.4.	- 4 . 1	5.1	31.5	
-15	.5.	-9.2	-30,5		
+12	- 3, 8	5.1	20.6	56.3	
6	- 9 . 1	-28.1	-62,7	•117.9	•
8	-2.9	19.2	56.2	102.3	
7-	-16.0	-46.6	-90.4	•139.1	
7+	6.2	36.2	78.1	128.4	
- 2	-13.4	-37.4	- 9 A . B	-98.9	
+2	5,8	31.5	60.9	93,2	
•	-19.0	• 22 •	-39,2	<b>•</b> 57 <b>•</b> 8	
	0.7	18.9	36.9	52.9	
6		-3.6	• 2 • 8	-1.9	
LOAD	615.8	1335.0	2050,0	2800.8	
ISd	70.0	70.0	79.0	70.0	
		•	39		

GOODYE JLAS GUARD 8.00X16.5 D

LATERAL FORCE (LB.) AT INDICATED INFLATION PRESSURE (PSI.), LOAD (LB.), AND STEER ANGLE (DEG.)

•1•	-505.0	-1057.0	-1555.0	-2022.0	
+16	473.8	1915.0	1491.8	1983.8	
-12	-448.0	-964.	.1413.8	-1638.8	
-12	479.8	1011.0	1406.9	1695.0	
•	-486.4	- 864, Ø	.1247.0	•1681,8	
•	415.8	889,8	1273.0	1616.8	
7 -	-268.0	-575.8	-616.0	.1911.0	
₽ +	285,0	624.0	. 882.0	1089.0	
2.	-152,0	•336,0	• 453.0	-561.9	
2+	163.0	384.8	548.0	665.0	
*	-80.1	-179.8	•222•0	•289 <b>,</b> 0	
	102.2	227,0	316.8	379.8	
5	- 9 - 7	-26.4	•51,3	-50.3	
LOAD	615.0	1335.0	2050.0	2600.0	
184	70.0	70.0	70.0	70.0	

ALIGNING MOMENT (FT.-LB.) AT INDICATED INFLATION PRESSURE (PSI), LOAD (LB.), AND STEER ANGLE (DEG.)

-16	-2,7	<b>-</b> 3,6	8.8	12.5
+ 1 <del>0</del>	2,3	2.7	<b>=5</b> ,9	<b>.</b> 16.7
-12	-1.2	<b>-</b> 6 <b>.</b> 9	= 20° 8	-46.8
÷12	•1.8	4.1	16.4	.36.1
•	-3.7	-28,9	-47.7	- 86.9
8+	5.1	18.7	41.8	88°2
2 -	• B • 2	-30.2	•63. Ť	-186.8
7	5.4	27.8	57.0	102,4
5 -	<b>-</b> 9 <b>.</b> 2	-25,5	-47,5	• 69 •
42	6 ° 5	28.6	52.6	80.5
7	-6.7	-12.8	-25.4	44.1
	4 . 8	17.3	33,5	57.1
6	•2•2	1.5	6 . 4	11.4
LOAD	615.8	1335.0	2050.0	2809.9
184	70.0	79.0	70.8	70.0

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TIRF						Γ	
Tire	Speed	Slip	Ver	tical Loa	d, 1b	Run	
No.	mph	Angie	1165	2330	3495	No.	Remarks
	20	В	x	x	x	1	]
. 1	40		x	x	x	2	Additional
	55		x	x	x	3	TIRF Schedule
	20		х	x	x	4	
2	40		x	x	x	5	]]
	55		·	_	x	6	
	55		x	-	-	7	Original
	40		-	x	-	8	HSRI Schedule
3	20		-	-	x	9	
	55		×	-	-	10	Repeat of Run
	20		x	-	-	31	h
13	40		-	-	x	32	
	55		_	x	-	33	Original
	20		-	x	-	34	HSRI Schedule
14	40		x	-	-	35	
	55	В	-	-	x	36	Repeat of Run 6
1	1	1	1	1	1	1	( <sup>1</sup>

Table C-1. TIRF TEST SCHEDULE - CORNERING TESTS

Firestone 8.00-16.5D Rim 6 in

.

Inflation Pressure 80 psi

 $B = 0^{\circ}, 1^{\circ}, 2^{\circ}, 4^{\circ}, 8^{\circ}, 12^{\circ}, 16^{\circ}$ 

TIRF	Speed	Slip	Vertical Load, lb			Run	
No.	mph	Angle	1165	2330	3495	No.	Remarks
	55	A	-	x	-	28	
. 4	20	0	x	x	X	28	
	40	А	-	x	-	29	Original
5	40	0	x	x	x	29	HSRI Schedul
	20	А	-	x	-	30	
6 .	55	0	x	x	x	30	

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Table C-2. TIRF TEST SCHEDULE - BRAKING/CORNERING

Longitudinal Slip From 0 to -1

Firestone 8.00-16.5 D, Rim 6 in

Inflation Pressure 80 psi

 $A = 0^{\circ}, 4^{\circ}, 8^{\circ}, 12^{\circ}$ 

### TIRF DATA

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#### GRAPHICAL PRESENTATION

RUN: 1- 1-32 SLIP FIGLE (DEG) NORMAL FORCE (LBSP 2009.6 16 <sup>1</sup>2 63. 3 1759.0 ÷. 1599.9 <-2<sup>33</sup> 4 1258.0 1999.0 -1175. 750.0 566.6 1. -250 0 0.0 .000

1: F Y (LBS)

ORD:2

.

020:3





3- 1-32

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SLIP ANGLE (GEG) HOFTAL FORCE (LESP 2000 0 \_3464. 12 16 8 1759.0 1589.8 .23 4. 1258.0 1889.6 -11<sup>67.</sup> 750.0 500.0 1 250.0 0.0 .0 ORD 2 CRD : 3

1. F Y (LBS)

#### RUN: 4- 1-32

------

-112 -







-113-





-114-





-115-

-116-



1165 1b 40 mph



2330 lb 40 mph

.

- 117 -



-118-

3495 1b 40 mph



1165 lb 55 mph

-119-



1: NORM. TRACTIVE FORCE

RUN 28- 1-32

-120-



RUN 29- 1-32



## 1: NORM. TRACTIVE FORCE

RUN 30- 1-32



-123-



-125-

••

.





-126-
RUN 35- 1-32

- 127 -

59.00 -159.0 -159.0 -359.0 -558.0 -759.0 -759.0 -069 2.808 4.809 6.839 2.829 18.69 12.63 14.63 16.63 SLIP ANGLE (DEG)

1: LATERAL FORCE (LBS)



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# Table C-6

### LISTED DATA SYMBOLS

	· ·	DIMENS	IONS
SYMBOLS	PARAMETERS	ENGLISH	S.I.
	FORCES AND MOMENTS		
FX	LONGITUDINAL FORCE*	1b	N
FY	LATERAL FORCE	1b	N
SFY	NEGATIVE LATERAL FORCE (-FY)	lb	N
FZ	NORMAL FORCE	1b	N
AVL	ANALOG VERTICAL LOAD	1b	N
TF	(DEF. 1)	1b	N
FR	ROLLING RESISTANCE <sup>*</sup> (DEF. 2)	1b	N
МХ	OVERTURNING MOMENT*	ft-1b	N-m
MY .	ROLLING RESISTANCE MOMENT*	ft-lb	N-m
MZ	ALIGNING TORQUE <sup>*</sup>	ft-lb	N-m
HT	TRANSMISSION OUTPUT TORQUE (DEF. 3)	ft-1b	N-m
Т	WHEEL TORQUE*	ft-lb	N-m -
BFT	BEARING FRICTION TORQUE (DEF. 4)	ft-1b	N-m
	PRESSURE		
Р	INFLATION PRESSURE	psi	bar
	SPEEDS		
RS	ROAD SPEED	mph	km/h
N	WHEEL ROTATIONS PER MINUTE	rpm	rpm
R	WHEEL ROTATIONS PER MILE (OR km) (DEF.5)	rev/mi	rev/km
SR LS	LONGITUDINAL SLIP (DEF. 6) (DEF. 7)	_	-
	ANGLES	_	
SA	SLIP ANGLE	der	deg
IA	INCLINATION ANGLE	deg	deg
		, v	L.

50

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## Table C-6

## LIST DATA SYMBOLS (Cont'd)

		DIMENS	IONS
SYMBOLS	PARAMETERS	ENGLISH	S.I.
	TIRE RADII		
RH	RADIUS-LOADED	in	cm
RE	RADIUS-EFFECTIVE (DEF. 8)	in	cm
	TIME		
TE	TIME ELAPSED	sec	sec
	TIRE COEFFICIENTS		
NFX	FX/FZ		
NFY	FY/FZ	_	-
NMY	MY/FZ	- 	-
NMZ .	MZ/FZ	-	-
F	GM f-FUNCTION		-
G	GM g-FUNCTION	_	-
H	GM h-FUNCTION	-	-
A	GM ALIGNING TORQUE FUNCTION	_ ft	 cm

\*DEFINED ACCORDING TO SAE J670c

## Table C-7

#### SYMBOL DEFINITIONS

NO.	DEFINITION
1	$TF = FX - \frac{BFT}{RH} \times 12 $ (FOR PROGRAM CHECKOUT)
2	FR = -FX FOR FREE-ROLLING TIRE (T=0)
3	HI = T - BFT; (FOR PROGRAM CHECKOUT)
4	BFT IS NEGATIVE
5	$R = 60 \frac{N}{RS}$
6	$SR = \frac{N \times RH}{k \times RS} - 1;$ $k^* = \frac{168.07}{265.26}$ FOR ENGLISH SYSTEM
7	$LS = \frac{N}{RS} \left( \frac{RS}{N} \right) - 1$ FREE ROLLING
8	$RE = k \frac{RS}{N}$

, , , , , ,	ي مريق - الرياب ، حسن من من المالية المالية من المالية من المالية من المالية المالية المالية المالية ا						· · ··································	ور خان درورده دانانده ورود کرد.						-																			-132
-			8 6 7 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8					and a second second as a second second second																									
•	• • •										1 1 1					F											a - a - and						
	•	•	TE			00- 1	12.00	U) • 1 -	00.1	22.00	24.00	29.00	31.00	00-76	00°6E	11 .00	00 • 4 4 · 00	00-01													1		
	•		NFY	0000	0.0	0.13	0.16	0.20	0.30	0.35	0 - 4 - 0 0 - 4 - 0	65.0	0-55 0-55		0.57	0.67	14.0	0.68											•				
			RIL	13.20	15.08	13.42	12.67	13.51	13.61	13-18	13.41	13.12	13.39	13.10	13.37	13.66	13.06	13.67		•						•	-				t 		
	•		MZ	9 <b>.</b> .9	2.21	34-16	11.4	90 • 4 5	20.10	113.40	60.76 21.25	18.82	22.34			-2 • 50	61 - 57 -	51°51								: :	•		:	·			
	:	ATA	λw	5 - 1 C	-11-34	36-10 8-42	C	32.65	-6-26	43.03	10-43	45.51	10.18	56.38	10.57	-14-18	32.18	-14-84								•					•		
	TABLE	VBULATED D	XW	11.30	- n i	55° 55	7.69	12.88 1.3.88	44. BI	161.99	40°48	237.90	115.98	06-970	121.19	43.52	101 101 1	33.40		:		and & R da				1	1 	-					
		11	F X			-25-00	67.9-	-50.12	0:) • 8 -	-61.18	-20.80	-63.42	-29.06		05.02-	-3.00		67 07				-							1		1 1 1	•	
,			ΕΫ́		-2.07	CC. 6/6-	-100.43	-101-62	-346-25	U.S. 5 47 1-		-1702.74	-1281.62	-1746-35	00.7161-	-704.53		59.2461-			1							1					
	•	32	E E E	-34/6.12	-1146-29	-2504-98	-1145.74		-1147.00	-3:10.40	-2517621 -1142 34		-2320.81	- 34-53-54-	- 2007.04-	-1153.29	- 10 - 10 - 10	-1175.05		- 8					•								
		<b>1</b> - 1 - 1	<b>V</b> 5				1.00	66 <b>.</b> 1	1.55	0.0 • •		H.C.I	: 10°9		12.03	12.03					-										I		
		RUN:	ks	12.02	20.17	20-17	20.21	20.13	26.17	20.13	20.24	20.13	10.24	20.17	20.24	24 25 24		20.17	98					; •					1		•	1	

					TA	TABLE V PULATED D	ATA								
	RUN	2-1-32		1				•	•	•		•	•		1
	RS 40.41	A4E- 0.0	FZ_		FX -56_85	MX ALAI	MY 45.04	MZ M HA	RH 13 27	NFY	16	•		•	I
	72.02	0.0 -231	18.61	6.04	-22.93	14.31	6.90	6-19	13.49	00.0-	3.00				
	40.37	0-0 -114	46-29	-2-04	-8.66	3.67	-4.76	3.48	13.72	0-00	00-5				1
	40.03 75	1.00 -347	73.94	-264.35	-50.29	52.64 22.64	32.44	18.65	13.20	0-10	7.00				
	- 40.37			- 146-940		10.20				0.15		;	•		ł
	40.41	1+E- 99-1	. 8. 74	-032.24		67.76	42.40	5 9 8 9 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	13.15						
	- 40.41	1-59 -2-2	22 .44			4H_39	- 10-75	55.55							
	40.41	c11- 66-1	18.12	66.045-		17-22	64-8-	23.00	13-73	0.29	00-61				
4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4	40.37	4.00 -349	- 21.44	-1223.05	-59.37	164.84	41.32	124.30	13.20	0.35	21.00	•	• •		+
	40.41	4.00 -252	27.40	46.634-	-28.58	61.91	12.30	68.84	13.47	0.41	24.00				
$ \begin{array}{c} \mathbf{C}_{(4,3)} \\ \mathbf{C}_{(4,3)} $		dll- 86.6	69-20	-502.34	-5 -32	32.44	15*6-	25.03	13.11	0.49	20.00		•		
46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41       46:41 <td< td=""><td>40.37</td><td>8.01 -34U</td><td>- 40-20</td><td>-1755.12</td><td>-66.01</td><td>236.71</td><td>48<b>.</b> 48</td><td>10.43</td><td>13.15</td><td>04.0</td><td>29.00</td><td></td><td></td><td></td><td></td></td<>	40.37	8.01 -34U	- 40-20	-1755.12	-66.01	236.71	48 <b>.</b> 48	10.43	13.15	04.0	29.00				
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0.00       97.00       -0.01       -22.32.41       -97.00         0.010       97.00       -0.01       -22.32.41       -97.00         0.011       97.00       -0.01       -22.32.41       -97.00         0.012       97.00       -0.01       -22.32.41       -97.00         0.013       97.00       -0.01       -22.32.41       -97.00         0.014       97.00       -0.01       -22.32.41       -97.00         0.015       97.00       -0.01       -22.32.41       -97.00         0.015       97.00       -0.01       -22.32.41       -97.00         0.015       97.00       -0.01       -22.32.41       -97.00         0.015       97.00       -0.01       -22.35.40       -97.00         0.10       97.00       -0.01       -23.35.40       -97.00         0.11       97.00       -0.01       -23.35.40       -97.00         0.11       97.00       -0.01       -23.35.40       -97.00         0.11       97.00       -0.01       -23.45.40       -97.00         0.12       97.00       -0.01       -23.45.40       -97.00         0.12       97.00       -0.01       -23.45.40 <td< td=""><td>7     98       7     98       7     98       7     98       7     98       7     94       7     94       7     98       7     94       7     94       7     94       7     98       7     98       7     98       7     98       7     98       90     96       7     98       90     90       7     90       7     90       7     90       7     90       7     90       7     90       7     90       7     90       7     90       7     90       7     90       7     90       7     90       7     90       7     90       7     90       7     90       7     90       7     90       7     90       7     90       7     90       7     90       7     90       7     90       7<!--</td--><td>2001 4 4 2 2 2 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td><td>73       73       74       74       75       119       124       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125</td><td></td><td>22322222222222222222222222222222222222</td><td></td></td></td<>	7     98       7     98       7     98       7     98       7     98       7     94       7     94       7     98       7     94       7     94       7     94       7     98       7     98       7     98       7     98       7     98       90     96       7     98       90     90       7     90       7     90       7     90       7     90       7     90       7     90       7     90       7     90       7     90       7     90       7     90       7     90       7     90       7     90       7     90       7     90       7     90       7     90       7     90       7     90       7     90       7     90       7     90       7     90       7     90       7 </td <td>2001 4 4 2 2 2 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td>73       73       74       74       75       119       124       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125</td> <td></td> <td>22322222222222222222222222222222222222</td> <td></td>	2001 4 4 2 2 2 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	73       73       74       74       75       119       124       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125       125		22322222222222222222222222222222222222	
0.65       57.00       -0.01       -23.37.50       -0.01       -23.37.50       -0.01       -23.37.50       -0.01       -23.37.50       -0.01       -23.37.50       -0.01       -23.37.50       -0.01       -23.37.50       -0.01       -23.37.50       -0.01       -23.37.50       -0.01       -23.37.50       -0.01       -23.37.50       -0.01       -23.37.50       -0.01       -23.37.50       -0.01       -23.37.50       -0.01       -23.37.50       -0.01       -23.37.50       -0.01       -23.37.50       -0.01       -23.37.50       -0.01       -23.37.50       -0.01       -23.37.50       -0.01       -23.37.50       -0.01       -23.37.50       -0.01       -23.37.50       -0.01       -23.37.50       -0.01       -23.37.50       -0.01       -23.37.50       -0.01       -23.37.50       -0.01       -23.37.50       -0.01       -23.37.50       -0.01       -0.01       -23.37.50       -0.01       -0.01       -0.01       -0.01       -0.01       -0.01       -0.01       -0.01       -0.01       -0.01       -0.01       -0.01       -0.01       -0.01       -0.01       -0.01       -0.01       -0.01       -0.01       -0.01       -0.01       -0.01       -0.01       -0.01       -0.01       -0.01       -0.01       -0.01<	7 98 - 0	24 4 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	10     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     12     <			
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0.10       7.00       -0.01       -2335.96       -4235.41         0.11       7.700       -0.01       -2355.24       -42         0.15       57.00       -0.01       -2355.24       -42         0.15       57.00       -0.01       -2355.24       -42         0.15       57.00       -0.01       -2355.24       -42         0.15       57.00       -0.01       -2355.24       -42         0.15       57.00       -0.01       -2355.24       -42         0.16       57.00       -0.01       -2355.24       -42         0.16       57.00       -0.01       -2355.24       -42         0.16       -0.01       -2355.24       -42         0.17       57.00       -0.01       -2355.24       -42         0.17       57.00       -0.01       -2355.45       -42         0.25       57.00       -0.01       -2355.45       -42         0.25       57.00       -0.01       -2355.45       -42         0.25       57.00       -0.01       -2350.45       -42         0.25       57.00       -0.01       -2350.45       -42         0.25       57.00       -0.01 </td <td>7.844 -61-70 6.03 -69-70 2.883 -990.04 7.855 -900.04 7.75 -61.24 7.75 -77 -77 7.75 -77 7.75 -77 7.75 -61.24 7.75 -77 7.75 -77 7.75 -61.24 7.75 -77 7.75 -61.24 7.75 -77 7.75 -77 7.75 -61.24 7.75 -61.24 7.75 -61.24 7.75 -77 7.75 -77 7.75 -77 7.75 -61.24 7.75 -61.24 7.75 -10.55 -61.24 7.75 -75 -75 -75 -75 -75 -75 -75 -75 -75 -</td> <td>12.27 12.27 12.27 10.17 10.17 10.17 10.14 10.14 11.27 10.14 11.27 10.14 11.27 10.14 11.27 10.14 11.27 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 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10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10</td> <td>-13.04 -13.04 -14.55 -8.55 -8.55 -8.55 -8.55 -12.68 -12.64 -12.65 -12.65 -13.06 -13.06 -13.06 -13.06 -13.06 -12.35 -12.35 -12.35 -12.35</td> <td></td> <td>00000000000000000000000000000000000000</td> <td>3999999999999999999</td>	7.844 -61-70 6.03 -69-70 2.883 -990.04 7.855 -900.04 7.75 -61.24 7.75 -77 -77 7.75 -77 7.75 -77 7.75 -61.24 7.75 -77 7.75 -77 7.75 -61.24 7.75 -77 7.75 -61.24 7.75 -77 7.75 -77 7.75 -61.24 7.75 -61.24 7.75 -61.24 7.75 -77 7.75 -77 7.75 -77 7.75 -61.24 7.75 -61.24 7.75 -10.55 -61.24 7.75 -75 -75 -75 -75 -75 -75 -75 -75 -75 -	12.27 12.27 12.27 10.17 10.17 10.17 10.14 10.14 11.27 10.14 11.27 10.14 11.27 10.14 11.27 10.14 11.27 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 10.17 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0.10       77.00       -0.01       23.552.96       -4.2         0.11       77.00       -0.01       23.552.96       -4.2         0.15       77.00       -0.01       23.552.96       -4.2         0.15       77.00       -0.01       23.552.96       -4.2         0.15       77.00       -0.01       -23.552.96       -4.2         0.15       77.00       -0.01       -23.552.96       -4.2         0.15       77.00       -0.01       -23.552.96       -4.2         0.19       57.00       -0.01       -23.555.96       -4.2         0.19       57.00       -0.01       -23.555.96       -4.2         0.20       57.00       -0.01       -23.355.96       -4.2         0.21       57.00       -0.01       -23.355.96       -4.2         0.23       57.00       -0.01       -23.355.96       -4.2         0.23       57.00       -0.01       -23.355.96       -4.2         0.23       57.00       -0.01       -23.355.96       -4.2         0.23       57.00       -0.01       -23.355.96       -4.2         0.23       57.00       -0.01       -23.450.05       -4.2 <t< td=""><td>2.883 -90.810 2.883 -90.810 2.883 -90.94 3.855 -90.24 5.135 -60.24 7.559 -66.75 7.75 -61.00 7.559 -66.75 7.79 -105.65 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0</td><td>10 - 24 10 - 24 10 - 17 10 - 17 11 - 12 14 - 96 14 - 96 14 - 12 14 /td><td>72 -8 -8 - 8 - 8 - 8 - 8 - 8 - 8 - 8 - 8</td><td></td><td>00000000000000000000000000000000000000</td><td>000000000000000000000000000000000000000</td></t<>	2.883 -90.810 2.883 -90.810 2.883 -90.94 3.855 -90.24 5.135 -60.24 7.559 -66.75 7.75 -61.00 7.559 -66.75 7.79 -105.65 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	10 - 24 10 - 24 10 - 17 10 - 17 11 - 12 14 - 96 14 - 96 14 - 12 14	72 -8 -8 - 8 - 8 - 8 - 8 - 8 - 8 - 8 - 8		00000000000000000000000000000000000000	000000000000000000000000000000000000000
0.112       7.00       -0.01       -2555.24       -0.01         0.113       5.7.05       -0.01       -2555.24       -0.01         0.115       5.7.05       -0.01       -2555.24       -0.01         0.115       5.7.05       -0.01       -2555.24       -0.01         0.115       5.7.05       -0.01       -2555.24       -0.01         0.117       5.7.05       -0.01       -2555.24       -0.01         0.118       5.7.05       -0.01       -2555.24       -0.01         0.117       5.7.05       -0.01       -2555.24       -0.01         0.118       5.7.05       -0.01       -2555.24       -0.01         0.119       5.7.05       -0.01       -2555.24       -0.01         0.110       5.7.05       -0.01       -2355.24       -0.21         0.120       5.7.05       -0.01       -2355.24       -0.21         0.121       5.7.05       -0.01       -2355.24       -0.21         0.122       5.7.05       -0.01       -2355.24       -0.21         0.121       5.7.05       -0.01       -2355.24       -0.21         0.122       5.7.05       -0.01       -2355.24       -1.22 <td>2.833 -90.81 2.833 -90.81 3.85 -90.94 5.13 -90.94 2.79 -66.75 7.75 -61.72 2.90 -71.15 2.92 -77 2.92 -77 2.92 -77 2.92 -77 2.92 -77 7.79 -105.65</td> <td>10 - 24 10 - 17 10 - 17 10 - 17 10 - 17 14 - 96 14 - 12 10 - 14 14 - 12 10 - 14 14 - 12 14 /td> <td>14 -2.81 188 -2.81 189 -2.81 1.15 -12.97 1.15 -12.99 1.12.97 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2.99 1.2</td> <td></td> <td>00000000000000000000000000000000000000</td> <td>202020202020 202020202020 202020202020 202020202000000</td>	2.833 -90.81 2.833 -90.81 3.85 -90.94 5.13 -90.94 2.79 -66.75 7.75 -61.72 2.90 -71.15 2.92 -77 2.92 -77 2.92 -77 2.92 -77 2.92 -77 7.79 -105.65	10 - 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0.15       77.00       -0.00       -2352.67       -37         0.16       57.00       -0.00       -2352.67       -37         0.16       57.00       -0.00       -2352.67       -37         0.18       57.00       -0.00       -2352.67       -37         0.19       57.00       -0.00       -2352.67       -37         0.19       57.00       -0.00       -2352.67       -37         0.10       57.00       -0.00       -2355.67       -37         0.10       57.00       -0.00       -2355.96       -37         0.10       57.00       -0.00       -2355.96       -37         0.10       57.00       -0.00       -2355.96       -42         0.10       57.00       -0.00       -2355.96       -42         0.10       57.00       -0.00       -2355.96       -42         0.10       57.00       -0.00       -2355.96       -42         0.23       57.00       -0.00       -2355.96       -42         0.23       57.00       -0.00       -2355.96       -42         0.23       57.00       -0.00       -2355.95       -42         0.23       56.95	7.85 -90.00 7.85 -90.00 5.13 -41.32 2.79 -66.75 7.75 -61.75 -61.00 7.69 -71.15 2.92 -71.15 2.92 -71.15 7.79 -105.65	10 11 10 10 10 10 10 10 10 10 10 10 10 1	88 -12.53 94 -12.43 111 -12.43 -2.43 -2.43 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45 -12.45		00000000000000000000000000000000000000	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
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14-14 14-14 14-14 14-14 14-14 14-14 14-14 14-14 14-14 14-14 14-14 14-14 14-14 14-14</td><td>694</td><td></td><td>00000000000000000000000000000000000000</td><td>00000000000000000000000000000000000000</td></td<>		14-03 14-03 14-03 14-11 14-11 14-11 14-11 14-11 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 14-12 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0.15       57.66       -0.01       2315.45       -32         0.16       57.66       -0.01       2315.45       -32         0.18       57.66       -0.01       2315.45       -32         0.19       57.66       -0.01       -2315.45       -32         0.10       57.66       -0.01       -2315.45       -32         0.20       57.66       -0.01       -235.56       -42         0.20       57.66       -0.01       -235.56       -42         0.20       57.66       -0.01       -235.56       -42         0.20       -1.66       -0.01       -235.56       -42         0.20       -1.66       -0.01       -235.60       -42         0.20       -1.66       -6.01       -235.60       -42         0.20       -1.66       -6.01       -235.60       -42         0.20       -1.66       -6.01       -235.60       -42         0.21       -235.00       -240.01       -235.60       -42         0.22       57.06       -6.01       -235.60       -42         0.23       57.76       -6.01       -235.70       -37         0.23       56.77	5.13 -41.32 2.79 -61.32 7.75 -61.03 7.69 -65.79 2.92 -71.15 2.92 -77.50 1.00 -99.46 1.00 -99.46	20.12 20.12 20.12 20.12 11.4 12.00 12.12 20.13 12.12 20.13 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.12 12.	64 11 12 12 12 12 12 12 12 12 12			N N M S S S S S S S S S S S S S S S S S
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0.21       51.00       -0.01       -2365.60       41         0.22       97.05       -0.01       -2365.60       41         0.23       97.05       -0.01       -2365.60       41         0.23       97.05       -0.01       -2365.60       41         0.23       97.05       -0.01       -2365.00       41         0.25       97.05       -0.01       -2340.05       -37         0.26       97.05       -0.01       -2340.05       -37         0.28       97.06       -0.01       -2340.05       -37         0.28       57.06       -0.01       -2240.05       -37         0.20       57.06       -0.01       -2240.05       -37         0.28       57.06       -0.01       -2240.05       -37         0.20       56.441       -0.01       -2263.05       -37         0.20       56.25       -6.01       -126.01       -17         0.20       56.24       -6.01       -127.05       -27         0.20       56.25       -6.01       -127.05       -27         0.20       56.24       -6.01       -127.05       -17         0.21       56.26 <t< td=""><td>1.60 -99.46 7.79 -105.63 7.64 -139.34</td><td>20.45 -312. 13.96 -698. 4.50 -1274</td><td>67 -22.93 57 -22.59 64 -12.35</td><td>13.53 13.53 12.53</td><td>20°0</td><td>0.04 C.65</td></t<>	1.60 -99.46 7.79 -105.63 7.64 -139.34	20.45 -312. 13.96 -698. 4.50 -1274	67 -22.93 57 -22.59 64 -12.35	13.53 13.53 12.53	20°0	0.04 C.65
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0.25       57.06       -0.01       -224.03         0.27       57.06       -0.01       -224.03         0.28       57.06       -0.01       -225.54       -131         0.29       57.76       -0.01       -225.54       -131         0.29       57.46       -0.01       -225.54       -131         0.20       57.76       -0.01       -225.54       -131         0.20       57.46       -0.01       -226.54       -131         0.20       57.46       -0.01       -226.55       -131         0.50       57.46       -0.01       -266.52       -201         0.51       57.54       -13       -172       -201         0.51       57.46       -0.01       -262.66       -173         0.53       57.41       -1.22       -201       -174         0.53       57.41       -1.24       -201       -174         0.54       57.44       -0.01       -1970.16       -177         0.53       54.41       -1.44       -0.01       -194.67       -278         0.55       54.41       -1.44       -0.01       -194.67       -288         0.55       54.41 <t< td=""><td></td><td></td><td></td><td></td><td>0.62</td><td>C.Uc</td></t<>					0.62	C.Uc
C.20       27.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00       -5.00		4.44	11•n- 08°	13.53	0.02	0.09
0.27       57.06       -0.01       220.354       -10.0         0.28       50.96       50.96       -0.01       -20.66       -110         0.20       50.96       -0.01       -20.66       -110       -10.01       -10.66       -110         0.30       50.96       -0.01       -20.66       -0.01       -20.66       -10       -10.01         0.30       50.46       -0.01       -20.66       -0.01       -20.66       -10       -10         0.31       50.46       -0.01       -20.26       13       -17       -20       -17         0.32       50.26       -0.01       -1970       -16       -10       -17       -28         0.32       50.26       -0.01       -1970       -16       -17       -28       -17         0.33       50.46       -0.01       -1970       -18       -17       -28       -17         0.33       50.46       -0.01       -1997       -28       -17       -28       -17         0.35       50.46       -0.01       -1997       -28       -17       -28       -28         0.35       50.46       -0.01       -1997       -28       -28 <td< td=""><td></td><td>9.83 - 2341. 19 80 - 2140</td><td></td><td></td><td>10.0</td><td></td></td<>		9.83 - 2341. 19 80 - 2140			10.0	
0.28       50.96       -0.01       -2.066       -1.17         0.30       50.96       -0.01       -2.096       13       -17         0.30       50.46       -0.01       -2.096       13       -17         0.30       50.46       -0.01       -2.096       13       -17         0.31       50.46       -0.01       -2.026       13       -17         0.32       50.46       -0.01       -1976       14       -17         0.33       50.46       -0.01       -1976       14       -17         0.33       50.46       -0.01       -1976       14       -17         0.33       50.46       -0.01       -1976       14       -17         0.33       50.46       -0.01       -1976       14       -17         0.34       54.91       -0.01       -1997       28       -17         0.35       54.91       -0.01       -1997       -28       -17         0.35       54.91       -0.01       -1997       -28       -17		20 45 - 1910 20 45 - 1910				C.13
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(-51       5c.(7       -(.20"       -6.01       -1970.14      17         C.32       5c.2b       -0.24       -0.01       -1943.28       -17         C.33       5f.c5       -0.46       -0.61       -1943.28       -17         C.33       5f.c5       -0.46       -0.61       -1944.47       -28         C.34       54.41       -1.44       -0.61       -1954.42       -28         C.35       54.41       -1.44       -0.61       -1954.42       -28         C.35       54.41       -1.44       -0.61       -1954.42       -28         C.35       54.41       -1.44       -0.61       -1954.42       -28	7.80 -1266-5H	64.29 3905	53 -25d 05	13.50	0.61	
C.32     5c.2b     -C.24     -C.01     -1943.28     -17       C.33     5f.c5     -C.46     -0.61     -1941.47     -28       C.34     54.41     -1.45     -C.01     -1954.12     -28       C.35     54.41     -1.45     -C.01     -1954.12     -28       C.35     54.41     -1.45     -C.01     -1954.12     -28	7.70 -1246.82	" "88.54 -1616.		13.50	10.0	- C. 63
6.33     55.65     -6.46     -0.61     -1411.47     -28.       6.54     54.41     -1.45     -0.01     -1954.12     -28.       6.35     44.13     -6.51     -0.61     -1957.67     -8	7.84 -1191.76	78.85 2054.	115 -305-10	13.49	0.01	()
C+34         P(+)1         -(.45)         P(+)1         -28           C+32         (.4+1)         -(.4+1)         -(.4+1)         -84         -84           C+32         (.4+1)         -(.4+1)         -(.4+1)         -84         -84         -84	H.13 -1044.75	52.31 -517.	.43 -240.70	13.47	0.01	74.0
	8-62 -435.23	42.22 63.	59 -162.94	13 .46	0.61	0.40
	B.58 -834.00	56.79 618.	-1 - 2 - 44	13.44	0.00	0.45
	64.104- 64.4	54-19 -852	.43 -121-93	13.43	-0-00	C • 4 0
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			10-0-	-2169.72	-2-16	-921.33	22 - 64	-89.93	-110-86	13.40	0.05	
10	54.91	-0-10	10-0-	-2198.27	16.9-	H6 025-	-1-57	340.21	-95.52	13.40	00.0	<b>C • •</b> •
- 15	55.11	-0-35	-0.01	-2230.01	-9.32	-934.88	-11.11	-316.34	-77.11	13.39	C.) • C	
• 42	55.20	12.0-	-0-01	-2285.58	0.72	-942-42	15.19	151-29	-67.50	13.39	-0 <b>-</b> 0	
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45	- 55.30		-0.01	-2327.01	70.2-	-903.12	-8.04	266.72	-53.44	13.3"	0.00	0.00
46	55.40	-0.40	-0-01	-2345.00	5.46	-963-40	18.42	-10.55	-53.27	13.39	-0.10	د ۲
47	55.40	-0.97	-0-01	-2000-12	96.3	-856.40	27.86	85.12	-51.01	13.39	-( •1.0	<b>5</b> • • • •
48	55.20	P5-0-	-0-01	-2365.48	-7.92	-566.25	21.69	-51.33	-43.72	13,39	و مرزن	10.01
54	55.20	-0-4A	-0-01	-2305.62	-23.28	-420.42	6°40	20.01-	-38 C6	12.39	( • ( <b>' '</b>	・ ・ ・ ・
50	55.50	-0-98	-0-01	-2346.38	-4.90	-835.08	10.77	109.26	-43.00	13.34	00.0	ن د. د
- 15-	- 56.18	- 66-0-	10.0	- 2341.96 -	.16.2	-164.cH	27.87	28.07	-44.52	13.39	-0-00	
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	- 56.28 -	66-0-	10-0-	27	0.24	-832.37	24.14	277.80	-34.52	13.34	-0.0	0 · • 0
49	55.59	55°0-	-0-0-	-2322.01	-5.07	-726.29	20.15	5H.40	-40.16	12.29	C C.C.	U U
	- 54.91	66.0-	-0-01	-2330.25	0 * 8	-710.04	27.07	-228-40	64" 05-	13.39	0.1.1	ر. ت
-56	54.71	-1.60	10-0-	-2330.98	-8-42	-644.20	27.07	-12.54	-31.63	13.39	0.0	•
- 27	54.81	-1-00	10-0	-2307.38	11, 2	79.117-	20.19	-344.61		13.39	ن و <del>د</del> راند ا	- -
84.	54.81	-1.00	-0.01	-2315.66	-2.99	-108.62	31.24	47.73	-20.45	13.39	0-1-0	•
- 23	. 54.52	-1.60	-0.01	-2305.08	5.27	-794.04	27.78	54°L	-27.60	13.34	-0*0-	
60	54.42	-1-00	-0-01	-2304 - 66	0.28	-611.65	24.21	-224.76	-22.76	12.39	n-0-	•
- 61	- 54.42		10.0-	-2315.24	0.33	-828.32	24.27	78.44	-17.51	13.29	- ت• ت-	ф • Э
- 62	54.52	-1.00	10.0-	-2304-69	-9°6	18-7-94-	17.15	-80.09	-10.01	13.39	0.00	1000
63	54.23	-1.00	10-0-1	-2315.06	10.6-	-860.50	61.71	-HB . 42	-19.57	13,39	0.0	
• • •	54.03	-1.00	-0.01	-2320.11	-4.72	-843.50	20.00	125 .47	-24.65	13.36	0.0	5. • J
	54.03	-1.00	-0.01	-2315.66	5.48	-853.50	57.59	-205.37	-24.08	15.38	-0-10	
. 66	55° 53	-1.00	-0.01	-2319-92	5.55	-676.78	29.13	-67.77	-20-87	13.36	00 <b>°</b> 0-	
- 67 -	53.83	-1.60	-0.01	-2309-51	-4.50	-885.17	11.41	-1H.OU	-10.56	13.38	C.) • C.D	55
99-	E8.E2	-1.00	-0.01	18.2062-	-9.48	-894.42	1.4.1	-407.45	-0.74	13.38	0 ● ژ. ژ	< 
- 69-			10.0	-2319.06	0.60	55-306-	24.62	290 54-	- 0.50	13.38	-0 • (()	1 J
- 70	53-74	-1-00	10.0-	-2314.99	0.82	-465.40	34.42	-150.20	-23.56	13.38	-0-01	
	52.64	-1.00	-0.01	-<311.35	-4.01	-1034.49	21.44	-53-63	-34.57	13.34	G.°C €	
	. 53.64	-1.00	-0-01	-2510.12	-8 <b>-</b> 9 -	-1066.78	340	20.001	-32.44	13.38	ن•ر ن ن	5
13	53-64	-1-00	-0.01	-2311.36	-9.95	60-8601-	18.04	-12.44	-25.18	13.37	00-0	いたまでい
.74	53.54	-1,1:0	-0.01	-2322.51	-4.16	543 RON-	15.13	15.4	- 19 - 44	76.41	0.60	
75	53 . 54		10-0			-976.79	34.40	- 126.75	-17.17	13,37	-0.0	

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NFY	0.00	0.00	-0°CC	03•0-		0.42	0.42	0.42	0.42	0.42	24.0	0.42	0 42	0.42	0 - 42	0.42		0.42	0.42	0.42			0.42	0.42	C.61	16-0	75 - 0	0.30	C • 22	0-14	0°08	0.04								
HH	13.37	13.37	13.57			13.50	13.50	13.50	13.50	13.50	13.50	00°61	10.00	13.50	13.50	13.50		13.50	13.50	13.50			13.50	13.50	13.50 	13.51		03.61	13.50	13.49	13.48 13.47	13.46								
ZM	-18.84	-21.62	-26.07	84.42-		21-12	20.11	31.45	39.65	37.54	34.538	30.60	10.15	38.52	86.16	33 <b>.</b> 46	10-26	37.63	35.28	32 • HZ	28.46		27.15	33.95	37.35		-76-56	-153.07		-247.30	-324.92	-230.87	•		•		•	•		
7.7	-164.78	126.72	\$5 <b>.</b> 56	-173.62	10.02-	10-24	58.44	-30.06-	-4.30	7.20	34 •21		29-27	50.33	54.75	26.74		10.12	28.45	17.21	-22.03	- 248-42	-641-52	-1200.05	-2056-76	-2010-C102-		-1642.19	-1498.28	4060-57	-1412.50	-462.02							;	
¥Ψ	21.33	11.74	10-42	54 • 72 55	20.42	87.30	PO.1H	50°48	114.61	78.94	77.58 20.02	14°03	81.24	16.05	90.46	81.10 40 40	75.15	40° 61	e7.88	14°41	20°06	40-05 60-78	00° 58	68.6d -	86.79 -	- AO. 0A		42.70	104.70 -	122 - 23	142.15	- 93.51								
× ×	-983.17	-984.64	-987-60	-940-08	-429-40	-126.77	-96.66	62-14-		-64.72	-77-42	-04.38	2 T • CV -	-44.92	-105.77	-17.45			-85.63	-83.30	12.11-		-106.23	-104-53	10-441-	CH.10c-	-087.82	-123. cE21-	-1374-96	-1445 - 52	-1434-56 -1236 76	-11 70 - 68	•							
7-7	-4.17	-4.17	0.600	12.0	57 C-	76° 766-	66 955-	-090.16	40°586-	9:5 620-	-974.82		-989.94	78.689-	-084 .82	-990.05	10-580-	06 625-	0L-6L6-	-944 .87	00.044-	20-085-	-984 .86	1 d' 62 ń-	-969 •48	-944.46	0. 001-	- 96-1.99-	- 465.07	- 553 .09 -	-166-66	-76.35	•							
F 2	-2318.08	-2311.76	-2316.31	TT-5553-	62.7222-	95-6967-	05.0265-	-2370.75	-2376.13	-2358-54	-2347.77		-2337.16	-2349.00	-2359.79	-2364.45		-2342 -47	-2337.82	-2337.38	-2343.48		-2358.40	-2358.76	-2340.17	25•2157-	-77-7-77-		-2142.07	-2043.(9	-2034.08	-1961-60-			•		•	7		
SA	-0.01	-10-7-	10-0-				- L 5 • C	14.0	5-47	15.5	<b>7 7 7 7 7 7 7 7 7 7</b>	16°0	1	3.47	19.5			2.07	16° E	3.47	12.0			1.5.5		1 <b>1</b> - 1 - 1			1678	5.41	10 - 0 1	3.47							•	
Sk	-1.00	-1.00	00-1-	-1-00				-0-02	ドン・シー	-1, -0,-				-0-0-	-1.0(1-				-0.02					-1- (02)	-1.03				50°-)-	-1.14			·						r	
KS	5-1- F-1	- 44.54	44° F4	3			57.65	: 7.00	97.6	0-)• / ¢	57.00		57.00	57.00	\$ 7.00	57.00		57.66	51.60	0.)• [ -			5.7 • C •	57.00	11.00				56.50	50.00		1 96 93				:			·	
1E	0.76	0.77	0.78	0.79 0.79		- H - O	0.63	0.114	0.45	0. 60	0.67	0 ° 8 4	0 - 4 C	0.51	0.42	64.0		0 • 0 C • 0	6.57	0.44	66-0		1.02	1.63	1.04	c0•1		1.00	1.69	1.10	1.1	1.13				•				
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TABLE V TANNATED GATA

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	•		RH	13.44	13.42	13.41	13.40		RE-EI-	13.5H	13.37	13.3H	15.51		13.37	13.37	13.31	10.01		13.37	13.37	10.01	13.37	13.37	15.61	13.37	13.37	13.36	13.36	13.36	13.36	13.36	13.36			:					
-			M2	01-201-	-139.65	-151-03	-141.15	-121-01		-60.00	-72.60	-60.37	- 15 . BU - 18 . 93	14.16-	-81.53	-70.11	81° 4/-			10.27-	-76.03	-74-09	-70.41	-76.46	-12.16 	-11-73	-73.76	-70.71	-64.52	-61.46	-63.58	-67.44									
		4 - - - -	A M		-951.02	760.12	-338.26	-120.33	54-144 54-005-	211-94	-19.41	-502-95	343-16	-42.71	237.74	-301.42	72.48	151-00	159.32	-49.40	-153.52 52.521-	123.21 -101.1H	10.65	8.14	-84-70	40.46	46.921-	22.52	12.061-	42 . 69	-126.76	10.28	27.60								
		• • •	X H		60°11	51.38	36.95	20.80	12.76	08. SE	49.70	26.47	50-05 20-05	30.16	10.79	7.08	31.39	71-76	69.44	37.22	33.70	41-05 47-66	37.55	10.02	50°84	57.77	37.58	50.54	57 • 75	20.99	17.22	99 ° CE	41.40							•	
	ATA	•	FX FX	1020-01	1079.67	1121.14	1115.99	1092.42	1121-01	1125-94	1446.63	1062.90	1112.90	1185.19	1146-52	1044.63	1122.41	1140.01	1122.33 -	1C 87.3H	1113.65	10-5211	1134.20	1118.98	1136.99	1151.39	1127.42	1099.81	1145244	00-0011	1151-44	1138.67	1182.45							;	
v_3_10.×▲	IARLE V Bulaten d	:	FY ۲	- 41.01-	- 11.17-	- 66.18-	-92.22 -	- 66.16-	- 67 69	- 62 - 26 -	-57.43 -	- 11.31-	- 06-26-	- 61, 16-	-103-00 -	-103.13 -	-92.78	- 05°/0-		- 87.89 -	- 02 86 -	- 68.19-	- 50.79-	-82.64 -	- 82°23 -	- 19-29-	- 37.64 -	- 82 • 74 -	- 19-11-	- 49.79-	- 102 -77 -	- 1792.	- 65.58						-		
	11		F2	.10.5000-	-2037-70	-2048.96	-2125-54	-2112-00	-2400+13 -2245-03 -	-2279.87		-2318.09	-2332 - 75	-2372.31	-2306 .36	-2349.84	-2355.97	-2340 .US	-2346.22	-2335.62	-2340.94	-2335 -66 -2319 - 60	-2318.95	-2319-75	-2314.49	-2308-40	-2313.87	-2330.73	- 2330 • 73 - 73	-2323.43 -	-2323-20	-2339.86	-2345.20					2			
		-	SA	10.0	3.97	5.47	3.97		70 C	3.45	3.98	3.94	20.0		<b>θ</b> Υ•€	3.98	85°C	5.03 0.03	3.95	3.53	85° E .	25°0' F	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	. H 6. E	86°C	0.0 0.0	3.9B	. 86° č	27.5	19.5	3.47	10°0	16.5			i	:	•		1	
		2	SR	-0-21	-0.67	-074	-0.79		-0-00 	-0.51	-0-93	-0-94	-0.5V	-0.97	-0-93	-0.98	-0.58	- C - C - C - C - C - C - C - C - C - C	-0.99	-0.99	-0.99		00-1-	-1.00	-1-00	-1.00	-1.00	-1.00		-1.00	-1.00	-1.00	00 • 1								
		28- 1-3	RS F	02000	53.93	54.13	54.42	54 - CZ	10.46	55.01	55.01	10.35	55 • UT		55.30	- 55.30	55.69	00.00 51.05	55.98	55.30	54.91	54.57	11 - 11 12 - 12 12	54.13	54.13 52.63	00000000000000000000000000000000000000	53.74	53 e 4	93.04 52.44 54.44	53.55	53.35	53.25	53.15					:			
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•	NFX	0.50	0.45	0.46	C +	0.48	0.44	U.40	0.40	0 • C	0.02	0 • U	0.04	<pre>c</pre>	0.1	20.0	- C.U.S	<b>č</b> )•0	50°0		10.0			10-07-0		C • C •		C • 1 •	0 = 24	C.37	C-50								
•	NFY	0 • C4	C.C4	0+04	40 	\$0°U	50.0	to • C 4	40.0	0°03 0		12.0	C-57		5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 • •		0.56	0	0.57	0-54	95.0	5 5 1 1 1 1	44.0	03.0	12.0	0-57	0 C	0.52	0.48	0.33	k		•					
	KIN	13.36	13.36	13.36		13.36	13.16	13.30	13.36	13.20	13.48	13.40	13.43	13-48	13.48	12.4U		1 - 4 B	13.48 12.48		13.48	13.48	13.48 12.48 ''	87.51	13.48	13.48	13.48	13.48	13 c48	13.48	13.4H	;		•				• 	
	MZ	-68.58	-61.30	-50.50	-55•12 -65-76		-67-24	-66.96	-64 -78	-57.96	13-11	4.54	-4-47	0.09	11.67	19-84	15.22	10.65	8 • 2 2 8 - 2 4	12.77	13.92	14-02	10.59	00° - 3	0.77	1-26	5.76	-7.45	41.68	-103.83									
	ž	116.24	3.47	-115.55	64•14 64•14	-46.19	64.141		-64.50	162.60	5L•71-	-6.33	46 • 60 ·	60.07	6.74	-16.12	21.13	17.53		- 7 - 7 - 7 - 7 - 7 - 7 - 7 - 7 - 7 - 7	67.83	34.36	-27-13	50.05-	-237.58	-605 .93	-1258-64 -2050 49	-2	-2366 - 78	-2067.56	-1789-50 -1528-68							•	•
	Χ₩	41.46	41.27	4() • 96	41.12	98° 60	13.76	73-65	51.43	35.16	119-65	112.60	d5.35	120-26	117.78	117.72	117.91	110.57		122.38	123.94	117.99	108.06	114-10	120.12	116.61	- 72.071 - 72.1	151.67	129.19 -	119.67 -	- 85.801								• • • • • •
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	•	ZW	-63-57	-125-14	-204.03	-284.84	-356-79	-377.48	-331.85	-246.15	-174 -24	-171.75	-197 .47	-204-69	-190.76	-150.45	-119.42	-103.08	-106.47	-112.41	-107.82	-102.49	-98.28	-94.09	-95-64	-94.67	-80.98	-74.25	-64.11	-60.27		13.72-	-54.87	- 44 • 63	-34.20	- 91.16-	34.06-	-38.81	-j6.j2	-34.41	
	•	ΥW	-2474.75	-2206.40	-1921.16	-1544.45	1751.75	-65 • <del>5</del> 6-	-241.12	1134.29	-1353.15	1105.69	-653-53	140.22	385.06	-644.47	4 5 4 <b>•</b> 8 8	-141.55	-281.49	503.43	-257.47	1.53	253.00	-191.77	-66.41	211.39	-249.78	47.75	164.12	-350.83	140 .29	26.64	-150.51	65 <b>.</b> 95	-115.29	-160.69	64.451	-61.10	<b>BC</b> . H.1-	-16.41	
	•	XW	152.76	139.79	123 •24 -	116.73	145.68	154-15	148.61	115.37	101.78	105.76	121.40	<u> </u>	18.47	-11.24	13.08	27-34	72.16	49 . 19	38.47	54.03	69.48	45.15	14 - 46	9.15	40° LE	61.27	60.67	74.24	67-14	46.48	35.00	96.99	3.1.34	40.74	50.01	54.37	54.07	44.30	
V DATA		FX	-478-54	-729.48	-031-02	-1280.77	-1442-26	-1504-07	-1402.18	-1240.09	-1165.44	-1140.21	-1261.42	-1263.80	-1240.83	-1256.34	-1249.44	-1259-66	-1245.94	-1234-92	-1273.44	-1274.70 "	-1281.79	-1248-92	-1215-26	-1248 -76	-1254.34	-1253.35	-1216.54	-1185.73	-1229-44	-1249.42	62.63.1-	-1210.75	-1168.08	-1207.37	-1236.00	-1247.02	-1210.50	-1173.25	
TABLE ABULATED		ΕΥ	-1316.62	-1229.99	-1082.72	-679.79	-646.94	-439 -55	14.505-	-243.16	-222.95	-217.93	-222.85	-253.43	-299.10	-314.25	-294.11	-258 .66	-239.61	-243.81	-258.83	-263.96	-269.02	-289.39	-304-73	-200 \$52	-274.17	-253.91	-243.87	-249.02	-258.97	-274 .02	-284.13	-264.29	-270.34	-274.11	-268.93	-263.80	-263.49	-204.15	
		F2	-2306.98	-2283.40	-2249.37	-2218.91	-2196.36	-2149.30	-2118-67	-2086.88	-2070-13	-2046.98	-2135.5515-	-2160.10	-2162.67	-21hB.06	-2237.00	-2266.81	-2243.21	-2296.41	-2301.74	-2341.45	-2270.39	-2264.25	-2356.87	-2356.07	18.12c2-	-2358.11	-2342.21	-2343.20	15-3463-	-2331.23	-2330.74	-2550.90	-2326.16	-2320.30	-2320.62	-2315-35	-2320.09	-2319.44	
		SA	11.98	36.11	11-93	12-00	12.00	12.00	12.00	100	12.00	12.00	12.00	12.00	12-00	12.06	00-21	12.00	12-00	12.00	12.00	00°2L	<u>00-51</u>	12.60	12.00	. 12.00	1 0 0	- 1 2 • UO	12-00		12.00	U2.51	12.00	00-11	12.60	12.00	00-21	12.00	1∠ •00		
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		- 36-08	-31-78	-46-29	-65.86	-72.25	-82.034	-221.30	. <b>61-</b> 963-	56°686-	-1420-91	-1652.27	-1640.41	-1582-44	-1423-04	-1348.94	-1340.61	-1409.97	-1465.62	-1468.31	-1450.05	-1415.37	-1424.67	-1456.69	-1474.30	-1469.55	-1424.77	-1428.45	-1441-00	-1453.23	-1443.85	-139.49	-1384.23	-1395.74	-1419.13	-1434.14	-1412.40	-1460.42	
	2	22.18-	-41.40	-41.33	-36 .14	-25.93	-15.74	-5.06	·1.1	-2.18	-20.79	-25 •02	-29.83	-24.96	-10.26	-10-44	-20.76	-25.71	-10.43	4.71	11.6	-5 .70	-20.91	-10.69	-0-54	-10.76	11.16-	-31.16	-20 .99	-0-66	. 9.39	4.20	56°ST	-21.10	-26.03	-25.97	-21.06	-5.83	
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		SA	-0.01	10.0-			-0-0-	1 ) 0 -	10.0	10-0-		-0.01	10.0-	12.0-				-0.01	10-0-		-0.01	10'0			10-0-	-0.01	-0.01	-0.01				-0.01	-0.01	-0.01				
		SR -	E0.0-	-0.02				-0-02	-0:05	-0-02		-0.62	-0-05				-0.02	-0.02	20-0-			-0-05			-0.04	-0-00	-0.11	-C.18	-0-21	0000 00 00		-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0	-0.75	27.0				* . * *
	79-1 -67.	RS	41.23	41.62	41.62	41.02	41.52	41.02	41.62	41.62	41.66 41.62	41.62	41.02	41-62	41.62 41 42	41.62	41.62	41.02	41.62	41.62	41.62	41.62	41.62	41°02	41.52	41.52	41.43	41.53	41.13	10 10 10 10 10 10	59.67	38.69	04-35	30.50				
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NFX	0.53	G.5U	(1.4.4)	0.44	0.47	0.45	0.45	0.40	0.00	0.51	0.50	0.44			0.44	0.44	0.44	24°0		0 • 2 • 0 • 2 • 2 • 2	C • 4 5	C . 4 B	0-47	0.40	0 C		C •• J	0.44	0.40	37.0	0.49	0.48	0.45						1		
NFY	10-0-	0.00	0.000		C.01	0.00	-0.00-	-0.00	-0.00	0.00	10.0	<b>C</b> •CI		-0.00	-0.50		0.01					-0-05	00-0		0.5	07-3	-0.00	-0.00	-0.00		0.01	0.01	00.0								
RN	13.36	13.36	9c. c 1	20°11		15.35		13.35	26, E1	15.35	13.35	13.35		15.35	13.35	25.EL	12.35			10.05 10.05	13.35	13.35	13,35	25.51	13.95	15.35	13.24	1j.34	13.34		19-11	13.34	13 •34	a 111 mar				•		:	
7 W 2	-105.84	-76.68	-64°59-		-40.17	-14 - 31	4.48	o2•ċ	-7.04	-17.09	-15.27	4.29		12.09		2.19	15.43	20.02		-0 6.03	19.41	27.50	19.25	5.74	7.02	18.61	23.43	96.02	15.10	12.55	12.42	12.22	14.34					•		1	
24	-324.04	141.76	266.35	741-65	-114.55	44.046-	t 1 • 19	63.111-	-125.61	223.53	-16.45	-100-18	-100-001-	-101-52	70.61	- 42.47	-99-49	14.87		UH.13	-14-64	6.tb	107.97	- 15 - 13	15.62-	-10.67	-155.15	-136.47	-100.40		-56-93	-50.98								•	
WX	37.06	12.50	37° X	17.44 N.71	-17.30	-10.75	19.45	23.43	16.32	65.0	1.56	5 25	10-21	19.80	19.02	12.53	5.26		16.02	19.02	19.97	16.24	6.82	1 2 - 1	N. 0 N	12.42	15.96	23.05	19.67	10 - D	1.64	5.13	8.94							•	
F X	-1185.39	-1110-81	-11:0-37	-11:0.00	-1084.43	-1036.59	-1004-80	-1115.30	-11/5-15	-11 66.64	-11-8-93 	-1147.28	10.6111-	-1110-60	-1099.05	-1122.45	-1110.06	-11-0-14		-1131.79	-1176.70	-1116-13	-1090.84	-1072-43	-1008-03	-1065.62	-1642-16	-1623.63	-1078.40	-1109.99	11-36-11-	-1110.40	-1140.37							• • •	
7	16.42	-4-14	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5		-19.62.	- 70.9-		10.94	86.0	- 6- 14	-19.36	- 14 • 29		5 . H O	5.79	- 61.19-	-14.32				10.6	0.91	· E1. 6-	- 14 - 53		-4.33	0.00	10.66	5 <b>- 5</b> - 5		-19.35	- 46.41-	-9.21					t	1	•	
74	-2222.74	-2545-32		-2420-17	96.6162-	14.4252-	-2347.73	46.0665-	-2346.12	04.45.5-	-2340+19	-2340.55	-2331-25	-2330.82	-2530.40	-2325.14	-2330.62	- < 3 < 5 < 5 < 5 < 5 < 5 < 5 < 5 < 5 < 5		-2324.70	-2319.N3	-2325-52	-2325-73	-1331.24	-2326-38	- 52-1252-	-2315-98	-2326-31			-2335.50	-2335.25	-2335.27			1		- 	:	*	
45	10-0-	-0.0			-0-01	-ċ.č.	-0-01	-10-0-	-0.01	10.0-	-0-01			-0.01	-0.01	-0.01				10.0-	-0 <b>-</b> 01	10.0-				-0-01		-0-01			-0-01	-0-01	10.0				1 				
24	-0-112		82.0-		47 - 0 -	ーじょうり	97.0-	1 · · ) -	14-1-	R 7 - C - C - C - C - C - C - C - C - C -	-C. < U		65 · 0-	55 - 1-	-1.(.()	-1.60	-1-			-1-00	-1.00	00.1-	-1-00	00,1-		-1-(0	-1-00			-1-60	0.0-1-	-1.66	- 20 - 1 -				•			-	
5 ¥ S	50.50	39.08	97 <b>•</b> 50	97.75 80.75	1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.	5275	ت کا کہ داق	30.69	30.09	13.5.85	51.42	17. VC		59.40	40.00	34.77				36.0	38 °C1	1 1 1 1	1.5.1.5	12.76	37.61	37.61	14.70			37.51	3H .C.I	33.01	13.96							, †	
-	0.030 	0.34		1 <b>4</b> 7 7	C 4 - J	550 -	0.45	() • 40	(-41	5 • 5 ÷ 5	C • 4 5			C . 53	L.54	C.55	0				C.61	ر • ہے	5 ° ° ° °	ر • ٥ <del>د</del> ر • ٥ 5	0.66	167	U•6h	500		C = 7 2	c. 73	C . 74	0.75		:	ł	- • •	i		٠	
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•	38.10	-1-00	-0.01	-2324.71	1.02	-1154.72	16.41	-56.06	15.89	13.34	JJ-0-	00		ļ
	38.20	-1.00	-0.0I	-2324.92	6.09	-1153.07	20-01	-3 • CB	18.19	13,34	-0.1.0-	04.1		
- -	<b>28 .</b> 20	-1-00	-0-01	-2320-03	5.97	-1114.13	19.91	15.34	22.85	13.34	-6.50	() • • O		
	36.30	-1.60	-0.01	-2314.70	0.17	-1076-54	16.07	-147.73	25.38.	13.34	-0-00	1.4.1		
	34 <b>.</b> 50	-1.00	10.0-	-2525.31	-9.28	-1105-57	8.88	53.32	20.39	13.34	0.01	1000		
	30.40	-1.00	-0.01	-2314.57	-19.29	-1126.17	1.75	69.10	12.33	13.34	10.0	アイ・コ	•	
۰ ۸	41.62	-0°05	1.5° E	-2324.19	-1062.96	-31.02	83.16	31.14	58.05	13.42	0.40	5 • C 4		
ľ M	41.02	-0.02	74.6	-2325.20	-1058.03	-54.38	96.18	2.03	53.48	13.42	0.46	ΰ , U ε		
•	41.62	-0.02	19.c	-2309.35	-1057.96	-55.71	96.29	69.8-	51.32	13.42	0.46	ていて		
2	41.02	-0.02	14.6	-2308.32	-1068.06	-65.47	79.43	14.71	51.22	13.42	0.46	い. じょ		•
۔ م	41.52	-0-02	5.47	70. 4162-	-1069.03	-70.18	69-03	33.74	52 . 44	13.42	ر. • • <del>ن</del> ه	( J. )		
1 L	41.52	-0.02	14.6	-2330.29	-1063.03	-02.81	112.57	0.79	55.96	13.41	57.0	51-1		
8	41.52	-0-05	3.47	-2365.93	-1063.22	-35.22	121.42	-28.16	59.32	13.41	0.45			
6	20-15	-0.02	16.5	-2370-20	-1073.30		104.12	-3.45	50°07	13.42	0.45	11-112		
•	41.52	-0.02	14 · C	-2374.48	-1079 -29	-84-34	00-16	41.33	14-25	13.42	0.45	1 - U 4		
	41.52	-0-07	19.5	-2369.21	-1076.22	94.42-	91.10	59.89	54.54	12.42	9.40	• • • •		
7	41.52	-0.02	5.47	-2363-92	-1068-10	-91.50	94 . 46	45.69	51-17	13.42	0.45	- C4		
	41.52	-0.02	10,6	-2341 28	-1063.15	-54.02	14-26	-3.21	40.54	13.42	0.11	ניו. ו		
•	41.02	-0.02	14.6	-2318.89	-1057.99	-66.43	86.70	17.71	50.02	13.42	0.46	( . Ú J		
2	41.52	-0.02 -)	16.0	-2303.02	-1052.84	-06.40	90.52	15.86	58.21	13.42	0.46	5.0.3		
•	41-62	-0-05	. 3.97	-2314.84	-1047.80	-04.82	103.73	14.12	60.57	13.42	C • 45	<b>5</b>		1
1 L	41.02	- C.02	3.47	-2331.95	-1057-99	-50.19	105.41	4.21	58.25	13.42	<b>61,0</b>	<b>1 .</b> U Z		•
7	4 <b>l.</b> 62	-0.02	54.5	-4325.61	-1073.28	-31.55	85 <b>.</b> 06	-35.44	57.06	13.42	0.40	10-0		
6	41.62	-0.02	19.5	-231.12	-1063.37	-41.70	78.65	-40.20	57.12	13.41	0.46	(, • ( <i>r e</i>		•
•	41.52	-0.02	5.47	-234 .36	-1078 -24	-67.24	100.63	-59 -04	57.16	13.42	G. 46	د نا. ا		
	41.62	-0.02	15.5	-2370.46	-1073.15	-66.17	104.35	-281.86	55.28	13.42	55.0		•	
7	41.62	-0-0-	16-5	-2375.32	-1058.11	-91.58	107.98	-701 - 64	51.26	13.42	0-45	5-14		
3	41.52	-0.02	76.6	-2362-87	-1073 •08	-119.86	94 .84	-1361.40	49.91	15.42	0.45	(j•j	1	
, 4	41.62	-0-C3	3.47	-2343.71	-1062.49	-237.24	43.26	-2210.43	52.12	13.42	0.45	<b>c.l</b> c		
2 5	41.62	-0.03	15.5-	-2305 61	-1036.24	-407.25	07.54	-2494.30	37.98	13.42	<b>0 • •</b> • 5	0 - ZG		;
- 0	41.62	-0-03	79°C	-2261.74	-969.44	-742.34	85.49	-2126.43	-12.34	13.42	ć≁_0	46.1		
1 1			16.5	-2202-75	16-123-	-1122.41	12-06	-1768.12	-100.70	13.42	0.58 ·	10.1		ł
¥ 1	56.19	-0-01	1.6°E	-2163.23	-624.23	-1344.26	104.30	-1536.43	-203-34	13.41	0.45	(v • h Z		
6	<b>61.52</b>	-0.12	5.47	-2142.06	-416.70	-1464.63	124.70	2005.00	-248.01	13.41	C • 1 5	<b>c - /u</b>	•	i
۔ د	61.43	-0.19	5.97	-2105.73	-239.00	-1554.10	130.73	-4 88 .67	03.966-	13.40	0.11	U.14		
· 1	41.33	-0.29	79.6	-2106.51	-133 .69	-1522.93	129.60	122.15	-314.20	95.51	, 0.)•J	1.12 V	•	•
<b>▼</b>	4 <b>1.1</b> 5	4E.0-	3.47	-2085.96	13.54-	-135.6.47	10.14	1156.59	-245.34	13.39	0°0*	( • • )		
7		0101	70 ° C		72-62-	-1:71.54	17 22	The Oli I-	-140.44				1 · · · · · ·	1

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XL X	0.00	U.02	0.03	0.52	2 <b>c</b> • 0	0.54	9.0	0.60	0.54	0.56	0.55	0.24	6¢.0	6.6.0	1 4.0	0 • • • •	6°0	0.04	0.54	0.55	0.56	0 • 55	0.54	C • 5 2		C.54	cd.0		0.51		0+22	G • 54	0.55	C.57	8C•0						
	C.03	C. C.3	0.04	60.0	0.00	0.06	c.n5	•0 • 0	E0.0	0.63	0.03	6.04	0.05	<b>40.0</b>	G0•0	0.04		0.04	0.04	0.04		C.C5	0.04	0.0	40°0	40 0 0	C.04	. <b>0</b> • 0 4	5-0 C-C-		0.0	0.04	C 04	0 0 0	60°n				1		
	13.36	13.36	13.35	13.75	13.34	13.33	13.34	13.33	66.61	13.33	12.33	13.33	13.33	13.33	13.33	12,35		19.33	13.33	13.33	13.33	13.33	13.33		20001	12.32	13.32	13.32	13.32	12.21	12,32	13.32	13.52	15.32	20001				i.		
	-111.43	-200.46	-210-42	-192.18	-154.91	-129.31	-113.4H	-97.52	16.66-	05.63-	67.22-	-35.82	-18.12	-12.98	-17.CB	-10.12	C0.V-	<b>6</b> • 00	16* 2	-16.32	-15.21	0.58	9 • 42	0.14		2.41	6.37	6.37	8.72	96° C	- 60 - 5-	2.87	8.06	5.31	60.97				•		
	CC-105	-367.04	-108.67	530.07	-457.60	0E.SA	302-41	-234.05	17.171	228.15	-242.18	159.12	40.34	-251.03	11.40	50°66-	01-88	-5 - 85	-250.03	103.06	140.02	-110.67	44.06		76.36	146.25	-145.43	-11.22	-42.50		-117.61	-275-04	-46.00	146.53					•		
	1 1 - 1 4	51.92	73 .82	32.08	8 • 4 I	12.15	26.12	24.01	35.34	51.95	57.82	00-1C	4.62	-3.65	12.94	N4.05	51-14 51-14	41.23	53 . 79	<b>ζ2•</b> Οξ	26.77	20.17	30.28	24.12	37.55	34.06	30 <b>-</b> 3 <b>1</b>	20.42	5/=/?	20-14 10-16	33.99	50 • 2 4	26.81	23.37			•			·	
	-1221-02	54.4151-	-1306.81	-13649	T5.05c1-	-1330.46	-1348.10	-1358.50	-1338.48	-1243.44	-1279.02	-1260.74	-1243 <u>-</u> 64	-1225-49	-1267.03	-1233-90	-1266-41	-1203-86	- 1249.73	-1205.04	-129b.34	-1217.94	-1241-03		-1238-45	-1250.00	-1233-02	-1145-60	-1180.20	-1233-31	-1255.29	-1245.44	-1283.20	-1325.73 -1325.73			· •				
	10 · c · · ·	-54.60	-78-82-	-109,36	-129.74	-124 -70	-104.42		-79.21	-69.26	-74.37	-44 .68	-114.92	-120.05	-110.07		47-73-	-84 .39	-94.60	-09,58	-104 -53.	19.901-	1 4 ° 6 ° 1 ° 1			-94.50	53 - 65 -	89.62-	61•68- 	-84 -50	-54.54	19-99-67	-104-57	94. 401-							
	42+×172- 1×+C	5.57 -2140.25	3.47 -2170.77	3.57 -2201.03	. 3.47 -2221.91	5-97 -2259-52	2.57 -2275.75	3.71 -2200.24	3.47 -2301.70	3.67 -2313.95	3.41 -2531.46	2 <b>.</b> 41.42-541.82	3-48 -236.33	5.47 -2330.20	5.47 -2340.85	89°67777 94°5	5-47 -2336-48	3.47 -2325.69	- 72325.47 -	36.0553-14.5	3.47 -2319.61	2.0257 8heE	10°0163- 14°2 90 1000- 00 1		3.47 - 515.32	3.48 -2310.65	53-515- 14-6	3.57 -2320.15	3447 - 4315 - 44 	3.47 -2320.00	5.47 -2320.63	3++5325-146	3.47 -2324.84				· · · · · · · · · · · · · · · · · · ·				
		-0.05	-0.72	-1.17	-0.82	-0-60	- ( - 1:1:	-0-0-	-6.44	キカーシー	55-0-	-0.50	7	-6.47	50°-1	-0-40 -0-40		-0.59	55* )-	-1.10	-1.00				00.1-	-1.00	-1-00	-1-00		-1.00	-1-0.5	-1.((	-1-00			;	8 1				
26. 26		74.45	38.69	36.96	36.50	12.54	39.10	39.65	3 <b>5 °</b> H F	56°95	39 <b>.1</b> 5	94 <b>-</b> 1d	38 •9h	36.79	38.75	50 - 43 11 - 11		TT. 95	40.06	40.04	10.4c		10° 20'		38.10	27.81	57.61		- 12•10 10•10	37.62	37.62	:1.J	37.42	31.62							
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1.4.1       7.47       7.27       7.24       11.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1.4.1       1	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	<u>ت</u>	- <u>-</u> -	1.6-1	2361-16 -	-1325.51	· -44.98	142.00	0.57	0.12	13.41	0-14		
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	2	- C • C • C	1.97	- 68.6935-	-135.54	-64.13	116.74	31.52	0.29	13.40	0.18	61.0	
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	0.002       112.003       -55.40       113.40       0.002         0.011       1741       -200.35       -135.04       114.40       0.002         0.011       1741       -101.05       -55.40       114.40       0.002         0.011       1741       -101.05       -55.40       114.40       0.012         0.011       1741       -111.25       111.26       13.40       0.55         0.011       1741       -101.40       111.26       114.40       0.014         0.011       1741       -101.40       114.41       0.014       0.014         0.011       1741       -101.40       114.41       0.014       0.014         0.011       1741       -101.41       114.41       0.014       0.014         0.011       1741       -10.41       114.41       0.014       0.014         0.011       1741       -10.41       114.41       0.014       0.014         0.011       1741       -10.41       114.41       0.014       0.014         0.011       1741       -10.41       114.41       0.014       0.014         0.011       1741       -10.41       114.41       0.014       0.014 </td <td></td> <td></td> <td>1.6-1</td> <td>-2248-31</td> <td>-1345.66</td> <td>-76.00</td> <td>50<b>-</b>95</td> <td>48-81</td> <td>]•4]</td> <td>13.40</td> <td>0.54</td> <td><b>C</b>• <b>U</b></td> <td></td>			1.6-1	-2248-31	-1345.66	-76.00	50 <b>-</b> 95	48-81	]•4]	13.40	0.54	<b>C</b> • <b>U</b>	
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1.4.5       7.4.4       25.40       13.4.1       1.4.5.4       14.4.5.4         1.4.5       1.4.5       1.4.5.4       14.4.4       14.4.4       14.4.4         1.4.5       1.4.5       1.4.5.4       14.4.4       14.4.4       14.4.4         1.4.5       1.4.5       1.4.5.4       14.4.4       14.4.4       14.4.4         1.4.5       1.4.5       1.4.5       14.4.4       14.4.4       14.4.4         1.4.5       1.4.5       1.4.5       14.4.4       14.4.4       14.4.4         1.4.5       1.4.5       1.4.5       14.4.4       14.4.4       14.4.4         1.4.5       1.4.5       1.4.5       14.4.4       14.4.4       14.4.4         1.4.5       1.4.5       1.4.5       14.4.4       14.4.4       14.4.4         1.4.5       1.4.5       1.4.5       14.4.7       14.4.4       14.4.4         1.4.6       1.4.5       1.4.5       14.4.7       14.4.4       14.4.4         1.4.7       1.4.5       1.4.5       14.4.7       14.4.4       14.4.4         1.4.7       1.4.5       1.4.6.5       14.4.4       14.4.4       14.4.4         1.4.7       1.4.5.5       1.4.6.5       14.4.6	0.1       0.1       0.1       0.1       0.0         0.1       0.1       0.1       0.1       0.1       0.1         0.1       0.1       0.1       0.1       0.1       0.1       0.1         0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1         0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1         0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1         0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1         0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1         0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0.1       0	O.	• (· • (· •	1.6-1	-2355.08	-1366.14	-45.12	113.61	-6.22	24-45	13.40	0.58	, 5.0 ° °	
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TABLEE V Tabulated data

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FIRESTONE TRANSPORT 500 WIDE OVAL 8.00X16.5/D VEL = 40 MPH

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255



FZ = 2865 LB



FIRESTONE TRANSPORT 500 WIDE OVAL 8.00X16.5/D FZ = 2844 LB VEL = 40 MPH



VEL = 40 MPH ASPHALT




FZ = 2787 LB VEL = 41 MPH ASPHALT

260



FIRESTONE TOWN & COUNTRY TRUCK 8.00X16.5/D VEL = 40 MPH



FIRESTONE TOWN & COUNTRY TRUCK 8.00X16.5/D FZ = 2804 LB



FIRESTONE TOWN & COUNTRY TRUCK 8.00X16.5/D FZ = 2801 LB VEL = 40 MPH



GENERAL JUMBO POWER JET 8.00X16.5/D VEL = 41 MPH



GENERAL JUMBO POWER JET 8.00X16.5/D FZ = 2843 LB



FZ = 2832 LB VEL = 41 MPH

GOODYEAR TUM FLEXSTEEL 8.00R16.5 E

LATERAL FORCE (LB',) AT INDICATED INFLATION PRESSURE (PSI.), LOAD (LB.), AND STEER ANGLE (DEG.)

-12 +19 -11	. <b>6 -488.3 568.2 -5</b> 4 <u>:</u>	.4 -1814.8 1141.4 -1181	.4 -1457,8 1688.5 -1531	.7 -1892.5 2040.8 -2001	
-8 +12	189.7 518	156.2 1862	24.1 1520	197 . 3 1948	
8+	+47.1 +1	905.2 -6	1296.6 -12	1-1.6491	•
4	-264.1	-544.3	-778.5	•983.8	
4	283,1	599.2	843,5	1064.1	
۲ •	-144.9	•305,0	1.144-	•529,6	
<b>2+</b>	161.2	351.3	495.0	606.2	
	-72,3	-148.1	-208,5	-251,0	
+1	89,8	207.7	292.2	334,4	
6	-21.5	-30.6	-48.3	-50.7	
LOAD	615.0	1335.0	2050.0	2809.0	
I S d	70.0	70.0	70.0	70.0	

ALIGNING MOMENT (FT,-LB,) AT INDICATED INFLATION PRESSURE (P31), LOAD (LB,), AND STEER ANGLE (DEG,)

91-	<b>5°3</b>	-12.5	•22°3	- 40 . 4
+16	-5,3	215	18.7	39.7
-12	<b>• • • •</b>	-20.9	•43.4	-75.4
-15	-1.4	10.8	32,5	67.7
10 1	-7.9	-31.4	.e3.8	-189.3
8 +	2 . 3	25.4	50.9	102.4
7 -	6-9.8	-33.4	-67.4	-108.8
7+	5.8	26.2	58.9	101.5
2	<b>• • •</b>	-26.6	6 77 -	-70.2
5+	4 • 4	19.8	43.9	67.2
-	- ti - B	*15°5	-30,3	-45,3
1+	0 B	12.9	2645	38,8
8	• 3.7	-1.8	-1.2	1.4
LOAD	615,0	1335.0	2050.0	2880,8
154	70.0	70.0	70.9	70.8
•		2	50	

MICHELIN RADIAL XCA 8.00R16.5 E

LATERAL FORCE (LB.) AT INDICATED INFLATION PRESSURE (PSI.), LOAD (LB.), AND STEER ANGLE (DEG.)

-16	-528.0	1154.3	1690.2	2210.1	
+10	594.5	1240.6 -	1605.3 -	2303,0 -	
21.	-516.8	1115.3	-1612.9	-2111.1	
21+	542.7	1163.7	1696.1 .	2179.2	
60 1	4°677-	.999.4	•1458.6	-1988.5	
8	488.6	1052.7	1534.9	1968.1	
7	-308.6	. 6 . 669 .	-1054.0	-1359.6	
7 +	329.4	736.2	1980.3	1369.8	
-2	-188.1	-422.2	<b>-</b> 612 <b>.</b> 5	•785.0	
2+	9191	429.0	. 615.4	745.5	
•	-98.1	-241.7	-343.4	•422•9	
•	112.7	229.0	303.3	362.9.	
5	-5.9	8.2.	15.7	34.4	
LOAD	615.0	1335.0	2050.0	2800,0	
184	70.0	70.0	70.0	78.8	
			-	<b>-</b> ·	

ALIGNING MOMENT (FT.-LB.) AT INDICATED INFLATION PRESSURE (PSI), LOAD (LB.), AND STEER ANGLE (DEG.)

79.8       615.8       w2.7       1.7       w6.8       3.4       w11.2       5.6       w6.3       w1.8       w5.1       w1.3       w3.2       8.         N       79.8       1335.8       w2.4       13.3       w21.8       21.6       w29.5       27.9       w33.9       17.5       w10.5       w4.6       w4.6       w2.3       3.         N       70.8       1335.8       w2.4       17.3       w21.8       21.6       w2.3       w57.9       w33.9       17.5       w10.5       w4.6       w4.6       w2.3       3.         N       70.8       2055.8       w5.3       w57.5       w57.5       w10.6       w1.2       25.2       w20.9       11.9       w1.         N       70.8       2056.9       62.3       w57.5       w11.6       w11.2       25.2       w20.9       11.9       w1.         79.8       2080.8       w9.5       71.3       w91.6       108.9       w11.4       0.70.7       52.4       w51.6       30.9       w10.9        184	LOAD	5	• 1		2+	ی ۲	7+	7 -	8+	0.	•12	-12	+16	-16		
X       70.0       1335.0       -2.4       13.5       -21.6       -29.5       27.9       -33.9       17.5       -10.5       -0.6       -2.1       3.         X       70.0       2050.0       -57.3       -35.4       47.3       -55.2       -20.9       11.8       -44.         X       70.0       2050.0       -41.3       -55.9       62.3       -67.5       41.2       25.2       -20.9       11.8       -44.         X       70.0       2050.0       -47.5       -17.0       -41.2       25.2       -20.9       11.8       -44.         700.0       20000.0       -9.3       -54.9       106.9       -67.5       -70.9       10.9       -24.9       -54.9       -24.9		79.8	615.0	-2.7	1.7	<b>-</b> 6.8	3 • 5	-11.2	5,6	-6.3	-1.0	-6.2	-5.1	•1.3	-3,2	9 ° 9
) 78.8 2858.8 *6.6 27.3 *36.4 47.3 *55.9 62.3 *67.5 47.8 *41.2 25.2 *28.9 11.8 *4. 78.8 2888.8 *9.3 48.6 *54.9 77.3 *91.8 188.9 *114.8 87.3 *79.7 52.4 *51.6 38.9 *24.	30	70.0	1335.0	-2.4	13.3	-21.8	21.0	-29,5	27.9	-33.9	17.5	-18.5	4.4	- 4 . 6	-2,3	3,6
70.0 2000.0 -9.3 40.6 -54.9 77.3 -91.0 108.9 -114.0 67.3 -79.7 52.4 -51.6 38.9 -24.	1	70,0	2050.0	<b>•</b> 6.6	27.3	-36.4	47.3	-55,9	62.3	-67.5	47.8	-41.2	25,2	• 20.9	11.0	- 4 ° 9 .
		70.0	2800,0	• 9° 3	40,0	•54°9	77.3	.01.0	108.9	-114.0	87.3	- 79.7	52.4	-51.6	38.9	-24.8



GOODYEAR CUSTOM FLEXSTEEL 8.00R16.5/E VEL = 40 MPH



FZ = 3025 LB



GOODYEAR CUSTOM FLEXSTEEL 8.00R16.5/E FZ = 3026 LB VEL = 41 MPH



MICHELIN XCA 8.00R16.5/E VEL = 41 MPH



MICHELIN XCA 8.00R16.5/E FZ = 3077 LB



MICHELIN XCA 8.00R16.5/E FZ = 3084 LB VEL = 41 MPH This expectation is confirmed by Fig. 13 which compares the carpet plots of lateral force versus slip angle and vertical load for dual tires with twice the measured lateral force from the single tire. The vertical loads in Fig. 13 are twice the test loads on the single tire.

Figs. 14A-14B show the dependence of the traction stiffnesses  $C_{\alpha}$  and  $C_{\gamma}$  on vertical load. The vertical loads on the single

Table 4 - Mechanica Tire A	ll Properties of Sir ssembly at 65 psi	igle and Dual
	Single*	Dual**
C <sub>s</sub> , lb/unit slip	31,000	54,000
$C_{\alpha}$ , lb/deg	311.1	594.4
$C_{\gamma}$ , lb/deg	52.0	97.1
K <sub>v</sub> , lb/in	1,279	2,423
K <sub>z</sub> , lb/in	2,690	5,756

\*Single tire load is 2750 lb (rated single tire load is 3140 lb).

\*\*Dual tire load is 5500 lb (rated load).

 Table 5 - Dependence of Single and Dual Tire Lateral Force

 on Inflation Pressure

Lateral I 6 deg Slip	Force, at Angle, lb
Single*	Dual**
1290	2414
1361	2616
1494	2787
1512	2807
	Lateral I 6 deg Slip Single* 1290 1361 1494 1512

\*Single tire load is 2750 lb. \*\*Dual tire load is 5500 lb.



Fig. 13 - Comparison of lateral force versus slip angle and vertical load on dual assembly of 8-22.5/D tires with twice lateral force obtained from single 8-22.5/D tire operated at same pressure, slip angles, and half of vertical loads applied to dual assembly

tire were half of the dual tire loads indicated on the abscissas of Fig. 14.

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The dual tire aligning moment as a function of slip angle and vertical load was found to be very close to twice the single tire aligning moment measured at the same slip angles and half of the loads on the dual assembly. A comparison of the moment data for selected slip angles is given in Table 6.

## CLOSURE

It cannot be overemphasized that the tire data presented in this paper have been obtained in a specific set of experiments on a single testing machine. From the highway data available



Fig. 14 - Variation of dual and single tire mechanical properties with tire load. A-cornering stiffness versus tire load; B-camber stiffness versus tire load

Table 6 - Comparison of	Dual and	Single	Tire	Aligning	Moments*
	at 65	psi			

Aligning	Moment,	ft-lb, at	Indicated	Slip	Angle, deg	;

Dual Tire	1 (	deg	4	deg	12	deg
Load, lb	Dual	Single	Dual	Single	Dual	Single
1800	26.6	26.6	49.0	50.6	6.1	5.8
3600	69.2	70.8	151.7	137.2	59.4	60.4
5500	110.2	113.6	282.5	281.2	171.8	174.2
7200	141.1	153.6	406.3	399.4	311.7	326.4

\*The single tire moment is twice the measured value.

## DUAL VERSUS SINGLE TIRE TRACTION

A special experiment was conducted to determine the relationship between the force and moment producing properties of tires used as singles with the same tires used as duals. A nylon 8-22.5/D rib-type II tire (Fig. 6B) was selected for test, being the maximum size that could be mounted in a dual configuration on the flat bed machine. To represent the dual configuration, the tires were mounted on a precision dual rim with 5.25 in bead spacing. The inflated sidewall spacing was 1 in. For single tire testing, the test tire was mounted on the same rim with 5.25 in bead spacing located midway between the previous duals (dashed outline in Fig. 12A).

The bead spacing used in these tests is less than the 6.00 in design rim width. No data are yet available on the influence of rim width, but it is believed that the mechanical properties and traction forces measured in this test are indicative of the differences to be expected in dual and single wheel application.

To eliminate the effect of inflation pressure, the single tire tests were run at the rated dual tire pressure, 65 psi. This practice was followed because the influence of inflation pressure on the lateral force developed by single and dual tires is measurable, though slight (Table 5).

Table 4 shows that the vertical spring rate,  $K_z$ , of the dual tire assembly is slightly more than twice the single tire spring rate. For identical tires, each carrying half of the vertical load, the spring rate should be exactly two times the single tire rate. The variation may be attributed to a slight difference in tire stiffnesses.

A comparison of the  $C_s$ ,  $C_{\alpha}$ , and  $C_{\gamma}$  values tabulated in Table 4 suggests that the traction force generated by dual tires should be nearly double that generated by a single tire.



Fig. 12A - Dual and single tire positioning on precision test rim



Fig. 12B - Dual tire assembly mounted in flat bed tire testing machine

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Tire: Highway Tread 8-22.5/D: Single Rim: 22.5x5.25

Vertical	Inflation	Lateral F	'orce at	: Indic	ated Sl:	ip Angle	e (degs.)
(lbs.)	(psi)	1	2	4	8	12	16
900	65	153	292	447	643	712	748
1800	65	259	496	809	1235	1439	1527
2750	65	311	588	1018	1654	2002	2210
3600	65	295	<u>5</u> 77	1053	1804(	?)2334	2635
4500	65	275	548	1039(	?)1926	2530	2936

LATERAL FORCE VS SLIP ANGLE AND VERTICAL LOAD

ALIGNING TORQUE VS SLIP ANGLE AND VERTICAL LOAD

Vertical	Inflation	Aligning	Torque	at Indi	cated	Slip Ang	gle (degs.)
(lbs.)	(psi)	1	2		8	12	16
900	65	13	22	25	10	3	1
1800	65	35	61	6 <b>9</b>	52	30	17
2750	65	57	102	141	126	87	53
3600	65	77	144	200	214	163	104
4500	65	100	186	275	322	27 <b>2</b>	191

CIRCUMFERENTIAL STIFFNESS vs SLIP ANGLE AND NORMAL LOAD

Vertical	Inflation		Vertical
Load (lbs.)	Pressure (psi)	C <sub>s</sub> (1bs.)	Spring Rate (lbs./in.)
2750	65	31,000	2690

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LATERAL FORCE VS SLIP ANGLE AND VERTICAL LOAD

Vertical Load (lbs.)	Inflation	Lateral Force at Indicated Slip Angle (degs.					
	(psi)	1	2	4	8	12	16
1800	65	294	543	911	1249	1394	1452
3600	65	508	956	1654	2431	2827	3000
5500	65	594	1137	2020	3182	3905	4290
7200	65	. 570	1127	2096	3485	4521	5151
9 <b>80</b> 0	65	540	1072	2052	3617	4980	6071

## ALIGNING TORQUE VS SLIP ANGLE AND VERTICAL LOAD

Vertical	Inflation	Aligning	Torque	at Indi	cated	Slip Angle	(degs.)
(lbs.)	(psi)	1	2	4	8	12	16
1800	65	27	42	49	21	6	-0(?)
3600	65	69	118	152	103	59	31 -
5500	65	110	197	283	252	172	92
7200	65	141	262	406	423	312	178
9800	65	189	353	580	704	604	429

## CIRCUMFERENTIAL STIFFNESS vs SLIP ANGLE AND NORMAL LOAD

Vertical	Inflation		Vertical		
Load (lbs.)	Pressure (psi)	C <sub>s</sub> (lbs.)	Spring Rate (lbs./in.)		
5500	65	54,000	1556		

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MULOCK . 8.50



224

MULOCK = 0.47

FZ = 5883.6



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Tire: Highway Tread 8.25-20/E Rim: 20x7.00

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Vertical Inflation Lateral Force at Indicated Slip Angle (degs.) Load Pressure (1bs.) (psi) 1137 1814 1550 2662 1546 2765 3719 3931 

LATERAL FORCE vs SLIP ANGLE AND VERTICAL LOAD

ALIGNING TORQUE VS SLIP ANGLE AND VERTICAL LOAD

Vertical	Inflation Pressure (psi)	Aligning Torque at Indicated Slip Angle (d					le (degs.
(1bs.)		1	_2	4	8	12	16
1300	85	16	30	40	32	17	4
2700	85	42	77	116	116	81	34
4050	85	69	124	196	220	172	87
5400	85	92	175	288	351	296	164
6500	85	112	219	369	468	422	242

CIRCUMFERENTIAL STIFFNESS vs SLIP ANGLE AND NORMAL LOAD

Vertical Load (lbs.)	Inflation Pressure (psi)	C <sub>s</sub> (1bs.)	Vertical Spring Rate (lbs./in.)		
1300	85	14,000	ı		
4050	85	22,000	3900		
6500	85	36,000			



GOODYEAR SUPER HI-MILER WIDE TREAD 8.75X16.5/E VEL = 40 MPH



GOODYEAR SUPER HI-MILER WIDE TREAD 8.75X16.5/E FZ = 2846 LB



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GOODYEAR SUPER HI-MILER WIDE TREAD 8.75X16.5/E FZ = 2832 LB VEL = 40 MPH



GOODYEAR HI-MILER WIDE TREAD 8.75X16.5/E VEL = 39 MPH ASPHALT



DYEAR HI-MILER WIDE TREAD 8.75X16. FZ = 3268 LB ASPHALT

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ASPHALT






GOODYEAR GLAS-GUARD XG 8.75X16.5/E FZ = 2915 LB

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GOODYEAR GLAS-GUARD XG 8.75X16.5/E FZ = 2945 LB VEL = 41 MPH

# TABLE 3.1. FLAT-BED TEST TIRES

Tire No.	Manufacturer	Mode 1	Size
Heavy Truck Tires		•	
H-1	Uniroyal	Triple Tread	10 x 20F
H-2	Uniroya)	Triple Tread	10 x 20G
H-3	Uniroyal	Triple Tread	11 x 22.5F
· H-4	B.F. Goodrich	Milesaver Radial Steel H.D.R.	10 R 20 G
H-5	B.F. Goodrich	Milesaver Radial Steel H.D.B.	10 R 20 G
H-6	Goodyear	Unisteel R-1	10 R 20 G
K-7	Goodyear	Unisteel L-1	10 R 20 G
H-8	Firestone	Power Drive	10 x 20F
H-9	Uniroyal	Unimaster Rib	15 x 22.5H
H-10	Michelin	Radial	10 R 20 G
H-11	Uniroyal	Fleetmaster - Superlug	10 x 20F
Heavy Bus Tires			
H-12	Firestone	Hiway Mileage	12.5 x 22.5G
H-13	B.F. Goodrich	Intercity Mileage	12.5 x 22.5G
H-14	B.F. Goodrich	Intercity Mileage	11.5 x 20G
H-15	Uniroyal	Intercity	12.5 x 22.5G
H-16	Uniroyal	MaxRoute I	11.00 R 20H
H-17	Goodyear	Custom Cruiser	12.5 x 22.5G
H-18	Michelin	Radial XZA	11 R 20 H
H-19	Michelin	Radial XZA	11 R 22.5 H
H-20	Michelin	Radial XZA	12 R 22.5H
Light Truck Tires	-		
L-1	Firestone	Transport 500	8.00 x 16.5D
AR 10.5		and a literary	
L-3	Goodyear	Rib'HiMiler	8.00 x 16.5D
L-4	Firestone	Transport 110	7.50 x 16.5C
L-5	Goodyear	Super Single HiMiler	10.00 x 16.5E
L-6	Firestone	Town & Country Truck	8.00 x 16.5D
L-7	Goodyear	Custom Flexsteel	8.00 R 16.5E
L-8	Goodrich	Milesaver Radial	8.00 R 16.5D
L-9	Goodyear	Glas Guard XG	8.00 x 16.5D
			E Barry and a state
		A State of the sector	the state of the second
L-13	Michelin	Radial XCA	8.00 R 16.5E
L-14	Wards	Steel Belted . Super Wide	9.50 x 16.5D
			10.30
L-16	General	Jumbo Power Jet	8.00 x 16.5D
L-18	Goodycar	Glas Guard	8.00 x 16.50

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Figure 3.34. Lateral force measurements of light truck tires at rated load, 20 mph.



Figure 3.35. Lateral force measurements of light truck tires at rated load, 40 mph.





Figure 3.36. Lateral force measurements of light truck tires at rated load, 55 mph.

GOODYEN SUPER HIMILER 8.75X16.5 E

LATERAL FORCE (LB.) AT INDICATED INFLATION PRESSURE (PSI.), LOAD (LB.), AND STEER ANGLE (DEG.)

1 6 d	LOAD	5	-+	-	5+	رن ۲	4	4	€0 ◆	0	+12	-12	+16	•1•
75.0	864.8	-7.9	109.5	-86.6	194.9	-172.3	304.7	-321.1	539.2	• 529.3	453.5	-647.3	713.3	-712.5
75.0	1742 <b>.</b> P	8.42.	231.9	-178.2	404.6	-354,9	715.9	-671.3	i107.3	-1001-	1348.7	-1348.4	1483.3	-1492,2
15.0	2688,0-	-38.4	336.0	-254.2	596.6	+526.2	1058.4	• 996.	1668.6	-1638.1	2017.7	.2007.5	2238.9	-2238.9
75.0	3618.0	-46.7	4.07.7	- 135.0	739.6	-649.6	1332.4	•1243.0	2113.7	-2070.2	2971.4	-2555.1	2865.4	-2865.4
50,0	1742.0	• 25 • 5	267,2	-206.9	475.6	-417.8	839.1	-801.0	1260.6	# * * 5 Z I =			1616.3	-1644.2
50,0	2689,0-	-33.0	347.3	• 262.9	629.7	•551.5	1165.0	.1998.4	1789.6	-1766.5			2354.3	•2363.2
30.0	1742.8	-39.3	300.0	-220.3	534.7	-461.3	926.7	-865,3	1398.2	+1379.2			. 1759.9	•1733.2
30.0	2680.0	-31.8	328,5	• 243.1	602.5	•520.1	1989.4	-1009.8	1776,2	-1755.2		į	2377.0	-2361.0

	• ] •	-1.0	-19.8	-34.5	0.0	-18.6	-37.4
	•16	8	••	8.8	62,3	9.2	33,6
~	21.	<b>8</b> • 7 <b>•</b>	294.2	-61.4	-113.7	•-	
LE (DEG.	+12	6 ° 8	23,1	. 59.6	188.7		
ICEK ANG	0	-10.6	-43.8	- 94.7	-161.8	-46.9	-113,4
	8+	6°4	35.7	84.3	147.9	43.4	105.0
.UAU (LB.)	4	- 8 - 8	•38.6	-85.8	-141.6	-54.9	-118.4
	7+	9.5	40.0	87.0	143.9	55.6	120.8
SHUGGSH	- 2	-6.6	-27,3	• · 7 · •	4.90-	-37°9	-11,2
	۲ ج	8.3	31.4	6 7 7 9	101.3	44.4	89.2
		-2.3	-13,1	-29,0	- 44.9 -	-20,1	-39.2
ו זאטור		4.5	19.6	39.5	61.1	29.2	54.7
	6	° °	9°9	3.5	5.9	2 <b>.</b> 9	6.4
UMENT (FT	LOAD	0.498	1742.0	2689.0	3618.0	1742.8	2680,0
LIGNING M	154	15.0	75.8	75.0	15,0	50.0	58.8

GOODYE / FLAS GUARD XG 8.75X16.5 E

LATE∯AL FORCE (LB',) AT INDICATED INFLATION PRESSURE (PSI,), LOAD (LB,), AND STEER ANGLE (DEG,)

615.2 -595.1 1164.6 -1139.8 865.4 -883.9 1369.3 -1332.6 1619.9 -1564.6 1712.4 -1657.6 368.4 -275.2 643.8 -569.5 1088.3 -1019.4 1758.3 -1786.5 2076.8 -2011.2 2189.8 -2115.5 91-+16 964.4 -924.8 1123.2 -1071.7 567.8 -541.6 -12 +12 475.5 -458.8 0 80 + 611.0 -572.0 314.1 -294.2 4 4 4 286.6 =239.8 ·586.1 =442.2 184.4 -157.0 353.1 -319.0 ∩ı ₽ ∿i + -79.3 -162.6 -202.5 106.0 --+ -34.6 -41.4 -21.7 -28.7 6 3618.8 894,8 02.0 2680.0 1742.8 LOAD 85°0 85,8 85,8 PSI

ALIGNING MOMENT (FT.-LB.) AT INDICATED INFLATION PRESSURE (PSI), LOAD (LB.), AND STEER ANGLE (DEG.)

9 I e	•1.5	-2,6	-10.5	-21,2
<b>91</b> +	-4.2	-0.9	7.4	10.1
-15	•1.9	-16.8	-31.1	-54.7
+12	0.1	10.5	28.3	767
6) •	-14.8	-30.3	<b>*</b> 58 <b>.</b> 8	-93,7
8 ♦	4.1	26.5	54.3	94.7
7 -	-11.9	•33,0	-61,8	<b>*</b> 92 <b>.</b> 6
7+	8.7	30.9	58,5	95,6
2 -	<b>- 8 -</b>	-24,9	.49,8	-61.4
2+	4.8	21.8	45.1	78.4
	• 7 • 7	•12.1	*23,2	<b>.</b> 33,9
+1	1.7	14.8	29.4	45.9
8	-2.4	0.3	2.4	7.4
LOAD	8.44.8	1742.0	2689,0	3618.0
Isd	85.8	85,8	85.8	82°6
			22	

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LATERAL FORCE (LB,) AT INDICATED INFLATION PRESSURE (PSI,), LOAD (LB,), AND STEER ANGLE (DEG,)

-576.3 1162.9 -1125.4 1286.8 -1218.1 885,4 -843,6 1396,8 -1368,9 1689,6 -1647,3 1846,5 -1778,2 646.8 "573.3 1110.1 -1049.5 1778.6 -1741.6 2161.4 -2116.9 2379.2 -2342.1 • - • 430.4 414 -547.9 -12 \$15.3 +12 -941,2 -456.0 ç 969.2 471.3 8+ •588.5 -286.7 4 348.2 630.2 7+ -456.B -157.9 •339.4 ~ 162.9 1.515.1 372.4 ې + -236.4 374.4 . . 282.8 -74.1 -168.6 7 316.6 221,0 102.7 <del>-</del> -46.8 -40.2 -15.6 -26.8 6 3618.8 804.0 1742.0 2688.9 LOAD 0.50 85,8 85,0 05,0 ISd

ALIGNING MOMENT (FT.-LB.) AT INDICATED INFLATION PRESSURE (PSI), LOAD (LB.), AND STEER ANGLE (DEG.)

91.	-2.6	-7.9	-19.0	.28.6
•16	- 6, 2		-3.7	4.8
21-	-7.8	• 20.9	-43.4	-76.8
+12	-1.4	12.4	29.1	55.0
10 1	•19.1	•33,6	-66.9	-109.3
•	5.6	26.6	55.7	95,8
t -	-13,2	-37.2	-66.1	-103.1
<b>t</b> +	7.9	30.9	59.5	98.3
۲.	•11.9	-26,0	-47.8	<b>•</b> 65,3
2	4.1	26.7	46,8	71.6
-	- 6 - 1	-14.9	•26.0	-37,8
+1	5 4	16.2	29,3	46.8
6	8 ° 9	2.9	4.5	9.1
LOAD	8.448	1742.0	2680.0	3610.0
184	85,0	85.8	85,0	85.8

34-

# GOODYEAF 'STUH FLEXSTEEL 8.75816.5 E

LATERAL FORCE (LB.) AT INDICATED INFLATION PRESSURE (PSI.), LOAD (LB.), AND STEER ANGLE (DEG.)

•16	-716.4	-1331.7	•1886.2	• 2373. Ś
÷16	765.1	1398.7	1936.7	2415.4
-12	-646.7	*1265.7	-1841.0	.2318.8
21+	685.7	1339.3	1876.8	2375.4
0.	-539,8	-1078.7	•1593.4	-2046.3
6+	575.5	1131.4	1636.5	2107.7
3 -	-318.9	- 669.8	.989.1	-1241.0
7+	340.2	717.7	1062.9	1366.1
2	-182.4	-364,3	-541.8	-666.1
2+	202.6	431.1	613.9	770,5
	- 82 <b>.</b> 6	-109.1	-263,2	-321.0
-+	117.0	257.9	356.4	433.6
6	-21.5	9 • 7 7 •	-55,7	- 69 - 2
LOAD	804.0	1742.8	2688.0	3618.0
184	85.8	85.0	85.8	05.0

ALIGNING MOMENT (FT.-LB.) AT INDICATED INFLATION PRESSURE (PSI), LOAD (LB.), AND STEER ANGLE (DEG.)

- 1 -	• 5 • 4	.9.	-12,4	-29,4
÷16	-2,3	3.6	11.6	26.6
21.	-18.1	-27,2	-50.1	
21+	2.9	24.4	43.9	71.3
9.	-17.3	-46.6	-87.7	-142.6
<b>0</b> +	8,5	23.6	76.8	132,5
7 -	-14.8	-45.4	• 89 <b>•</b> 8	-141.4
44	9.3	41.1	82,3	132,2
2	•13.6	-31,6	-68.9	. 4 . 16 -
ري ب	8.3	29.6	57.3	90°4
	4 • 7 =	-14,9	-35,0	-52,2
•	3,6	19.8	33,2	54.6
6	-2.4	- 0 -	•1.3	2.1
LOAD .	864,8	1742,0	2680.0	3618.0
1 S d	82° 8	82.8	85,0	65.0

35

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MICHEL RADIAL XCA 8.75R16.5 D

LATERAL FORCE (LB.) AT INDICATED INFLATION PRESSURE (PSI.), LOAD (LB.), AND STEER ANGLE (DEG.)

70.0       70.0       70.0       555.7       650.2       -615.7       444.0       -017.1       1106.0       -012.1       117.1       1106.0       -012.1       117.1       1106.0       -012.1       117.1       1106.0       -012.1       117.1       1106.0       -012.1       1106.0       -012.1       1106.0       -012.1       1106.0       -012.1       1106.0       -012.1       1106.0       -012.1       1106.0       -012.1       1106.0       -012.1       1106.0       -012.1       1106.0       -012.1       1106.0       -012.1       1106.0       -012.1       1106.0       -012.1       1106.0       -012.1       1106.0       -012.1       1106.0       -012.1       1106.0       -012.1       1106.0       -012.1       1106.0       -012.1       1106.0       -012.1       1106.0       -012.1       1106.0       -012.1       1106.0       -012.1       1106.0       -012.1       1106.0       -012.1       1106.0       -012.1       1106.0       -012.1       1106.0       -012.1       1106.0       -012.1       1106.0       -012.1       1106.0       -012.1       1106.0       -012.1       1106.0       -012.1       1106.0       1106.0       1106.0       1106.0       1106.0       106.0       106.0		ISd	LOAD	8	•	ï	42	• 2	7+	4	8	0	-12	-12	• •	<b>91 -</b>
70.0       1530.0       230.0       270.0       502.9       -572.0       571.0       -851.0       1233.1       -1146.9       1244.3       -1173.3       1306.0       -12         70.0       355.2       351.7       -412.0       722.0       -769.0       1281.0       -1256.0       1601.0       -164.9       1244.3       -1173.3       1306.0       -17         70.0       355.2       351.7       -412.0       722.0       -769.0       1281.0       -1256.0       1601.0       -1634.1       1717.7       -1620.2       1836.5       -17         70.0       3170.0       42.0       437.9       -502.7       869.6       -935.6       1606.0       -1583.7       2125.0       2877.2       -2947.2       2263.7       -23         85.0       804.0       0.1       135.0       -124.6       245.2       -239.3       419.4       -406.2       629.7       -511.6       719.9       -646.5       759.9       -659.7       -231.7       2117.6       711.9       -666.5       759.9       -659.7       -251.7       2503.7       2503.7       259.6       -679.7       -511.6       711.9       759.6       -719.5       759.7       759.9       759.9       759.9       759.6	÷	70.0	705.0	•12.5	134.2	-134.1	227.6	-217,7	377.0	-370.6	589.5	-555-1	650.2	-615.7		
78.8       2350.8       35.2       351.7       -412.8       722.8       -769.6       1281.8       12558.8       1691.6       1171.7       -1626.2       1638.5       1713.5         78.8       3178.8       42.0       437.9       -502.7       689.6       -935.6       1606.8       -1563.7       2125.8       -2847.2       2203.7       -23         78.8       3178.8       42.0       437.9       -502.7       689.6       -935.6       1606.8       -1563.7       2125.8       -2847.2       2203.7       -23         85.8       13178.8       429.4       -406.8       -1545.6       549.2       -239.3       419.4       -406.2       629.7       -511.6       711.9       -666.5       759.9       -6         85.8       1742.8       1357.6       1317.6       -1255.6       1512.6       -1316.2       2316.2       -223.4         85.8       2608.8       18.2       771.3       -723.6       1317.6       -1255.6       1510.2       2516.2       -224.4       -216.2       -223.5       1306.5       1306.5       1941.5       -1212.6       1317.6       -1212.6       1317.6       1419.2       1316.2       -229.4       -229.5       2149.6       21419.2		70.0	1530.0	19.8	236.8	-279.0	502.9	-502.9	871.0	-851.8	1233.1	-1146.9	1244.3	-1173.3	1366.0	-1202.5
78.8       3178.8       42,0       437.9       -502.7       889.6       -935.8       1606.8       -1583.7       2125.8       -2647.2       2263.7       235.7       -23         85.8       884.8       8.1       135.8       -124.6       245.2       -239.3       419.4       -4086.2       629.7       -511.6       711.9       -666.5       759.9       -6         85.8       1742.8       1.2       278.9       519.2       -523.5       911.9       -889.1       1317.6       1255.6       1512.8       199.2       199.4       -49         85.8       1742.8       1.2       279.9       519.2       -523.5       911.9       -889.1       1317.6       1255.6       1512.8       -1419.2       1390.4       -491         85.8       2688.8       391.4       -4592.9       1366.3       -1347.6       1255.6       1512.8       -2110.3       2316.2       -223         85.8       3618.8       391.4       -4592.6       1366.5       1741.5       -1892.1       2110.3       2316.2       -223       -223         85.8       3618.8       392.4       973.0       -2408.5       2749.8       -2684.6       -2146.5       2169.6       -2148.6		70.0	2350,0	35.2	351,7	-412,0	722.0	-769.8	1281.0	-1258.8	1691.8	•1634.1	1717.7	-1628.2	1838.5	-1768.7
85,8 884,8 8,1 135,8 =124,6 245,2 =239,3 419,4 =488,2 629,7 =511,6 711,9 =668,5 759,9 =6 85,8 1742,8 1,2 278,5 =292,9 519,2 =523,5 911,9 =889,1 1317,6 =1255,8 1512,8 =1419,2 1596,6 =141 85,8 2688,8 38,2 391,4 =459,2 771,3 =793,6 1366,3 =1347,6 1941,5 =1892,1 2189,3 =2116,3 2316,2 =223 85,8 3618,8 44,3 466,5 =548,1 978,6 =1889,5 1757,7 =1723,8 2473,8 =2488,5 =2684,6		70,0	3170.0	42,0	437.9	-502.7	889.6	•935,8	1606.0	-1583.7	2125.0	•2058.1	2017.2	-2847.2	2263.7	-2316.7
85,8 1742,8 1.2 278,5 *292,9 519,2 *523,5 911,9 *889,1 1317,6 *1255,8 1512,8 *1419,2 1596,6 *141 85,8 2688,8 38,2 391,4 *459,2 771,3 *793,6 1366,3 *1347,8 1941,5 *1892,1 2169,3 *2116,3 2316,2 *22 85,8 3618,8 44,3 466,5 *548,1 978,6 *1889,5 1757,7 *1723,8 2473,8 *2488,5 2749,8 *2684,6		02,0	884,0	0.1	135,8	-124.6	245.2	•239,3	419.4	-408.2	1,929	-511.6	711.9	- 668.5	759.9	.697.6
85.8 2688.8 38.2 391.4 ~459.2 771.3 ~793.6 1366.3 ~1347.8 1941.5 ~1892.1 2189.3 ~2118.3 2316.2 ~22 85.8 3618.8 44.3 466.5 ~548.1 978.6 ~1009.5 1757.7 ~1723.8 2473.8 ~2488.5 2749.8 ~2684.6		0,20	1742.8	1.2	270.5	• 292 •	519.2	-523,5	911.9	.889.1	1317.6	•1255.8	1512.0	-1419.2	1596.4	-1486.8
85,0 3618,0 44,3 466,5 ~548,1 978,6 ~1009,5 1757,7 ~1723,0 2473,8 ~2480,5 2749,8 ~2684,6		85,8	2688.8	30.2	391.4	-459,2	771.3	-793.6	1366,3	-1347.0	5.1491	-1892.1	2169.3	2110.3	216.2	-2210.7
	•	85,0	3618.0	44.3	466.5	-548.1	970.6	-1009°S	1757.7	-1723.0	2473.8	-2400,5	2749.8	-2684,6		

O ALIGNING MOMENT (FT.-LB.) AT INDICATED INFLATION PRESSURE (PSI), LOAD (LB.), AND STEER ANGLE (DEG.)

3

2	٩D	6	+		5 + 2	~ <b>.</b>	7 +	7-	8	8.	+12	-12	<b>91</b>	91-
6	5.0	• 3, 5	1,5	t, e =	3,9	-11,2	3.9	-14.4	0.1	-7.3	-1.9	9 ° 5	- 4 - 3	-0,2
3	0.0	4.4	12.7	• 25 • 5	27.8	-33,5	34.6	-39.2	21.6	-21.0	9.6	-10.3	-12.5	10.1
35	6. 1	6.9-	31.1	-44.1	58.9	•68.3	19.8	-88.5	46,3	-45.7	25.6	•25,2	0.1	11.3
17	9 <b>.</b> 0	-11.7	50.6	•72.5	96.2	-116,2	131.4	-144.1	83.6	-83,1	54.4	-61.8	29.1	-3,2
00	<b>6</b> • <del>6</del>	-3.8	4.1	-19.6	7.3	-10.2	7.7	-12,4	3, 3	- 3.4	• 2 • 2	-1.9	1 • 6 -	0,1
74	2.0	-7.2	16.0	-27.0	26.0	•36.6	38.9	- 45, 4	26.9	-25,2	12.4	-11.2	3,5	1 • D
68	8.8	•5.3	32,2	-46.9	63.4	-72.8	85,5	- 01.3	68.7	- 62,6	37.1	-36,2	21.4	-14.6
61	8.0	-11,2	52,0	-74.8	99.6	-117.8	146.6	-153,5	123,0	-117.6	15.8	-19,8		

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لما
8.75X16.5
COMMERCIAL
JET
POWER
90
ENERAL

LATERAL FORCE (LB.) AT INDICATED INFLATION PRESSURE (PSI.), LOAD (LB.), AND STEER ANGLE (DEG.)

+10 -16	773.3 .742.	1466.2 -1364.	2056.2 -2086.	2578.3 -2537.	
21-	4 -661.7	1-1397.1	1 -1929.0	<b>-</b> 2489 <b>.8</b>	
+12	722.	1449.	1994.	2459.	
6	-590.1	-1193.3	-1711.3	-2092.4	
<b>8</b> •	621.2	1241.9	1731.1	2115.8	
- 4	-378.3	-768.6	1030.1	•1298.9	
4	484.1	812.1	1122.4	1361.0	
2 =	-221.1	<b>6</b> °12n-	-592.8	-690.5	
5+	249.1	464.2	621.7	741.3	
	+127.5	-216.1	-291.6	-355,9	
+1	150.6	256.0	348.6	481.6	
5	-16,2	-3.0	-32,5	-23,9	
LOAD	894,8	1742.0	2680.0	3618.0	•
P81	82°B	0.50	0°°	. 85,0	

ALIGNING MOMENT (FT.-LB.) AT INDICATED INFLATION PRESSURE (PSI), LOAD (LB.), AND STEER ANGLE (DEG.)

	184	LOAD	<b>6</b>	+1		42	2 <b>•</b>	<b>5</b> +	7.	8+	8	+12	-12	<b>+1</b>	-16
4	85°8	804.8	-3.1	4,5	-11.0	9.6	-14.5	5.7	-17.4	5.6	•12.5	-1.2	•5.4	-5,8	0.7
Ď	85.8	1742.8	-2,9	19.4	•23,0	31.1	-41.4	39.6	-52.1	36.7	-40.7	13.0	.=26.8	9.5	-11.3
	85,8	2680.0	.309.0	35.3	<b>-</b> 39 <b>.</b> 2	64.6	-68.4	87,5	- 47.7	74.2	-05.5	43.0	-50,9	18.3	• 27.4
	85.8	3618.8	•2.3	53,5	<b>6</b> °65 <b></b> •	92.2	-102.3	139.1	•152°9	132.6	-141.	01.0	67.3	43.1	-45.3

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LATERAL FORCE (LB.) AT INDICATED INFLATION PRESSURE (PSI.), LOAD (LB.), AND STEER ANGLE (DEG.)

0 V D	6	Ŧ	-	~ +	2	7+	7-	8+	8	<b>2</b> 1+	-15	•10	•1•
8	10.0	134,0	-100.0	223.0	-215.0	372.0	-343,0	565,0	<b>"522"0</b>	648 <b>.</b> 8	-605.0	691,8	- 9 4 9 -
•	•30.0	280.0	-215.0	462.0	-435,0	778.0	-725.0	1149.0	•1109.0	1334.0	-1277.0	1408.8	-1358,
	-52,0	392,0	•286.0	658,0	•583,8	1104,0	•1029.0	1642.0	-1604.0	1921.0	-1849 <b>.</b> B	2027.0	•1952,
•	•56,8	458.0	-335,0	795 <b>.0</b>	-699 <b>.</b>	1349.8	-1267.0	2066.0	<b>-1999.8</b>	2430.0	-2361.0	2600.0	.2500.

ALIGNING MOMENT (FT.-LB.) AT INDICATED INFLATION PRESSURE (PSI), LOAD (LB.), AND STEER ANGLE (DEG.)

	ISd	LOAD	. 5	-+	•	2+	- 2	5+	t7 =	8+	10	-15	-12	•16	•16
4	85,8	804 8	•1.0	5,0	-8.0	0.1	-11.9	-8.7	-11.0	3.5	-8.1	-8°	-3.6	6.5	-3,1
-2	85.9	1742.0	2.0	22.6	-20.4	33.4	-34,0	36.9	-41.6	28.6	-28.4	9.1	-16.4	- 4 - S	-1.8
	85,8	2689.0	6.7	8 7 7 7	<b>.</b> 37,9	65°4	-61,8	80,3	84.8	62.5	=65 <u>,</u> 4	26.2	-36,2	-1.5	- 6 , 2
	02.0	3618.8	9 ° 9	67.8	-50.4	105.0	-95°Ø	133.1	-135.0	108.7	-117.2	53,0	-68.3	5.9	-21.6
									•						

004.0 - 14.4 12.1 - 66.0 100.8 - 139.4 311.0 - 20.4 104.6 - 125.8 1251.6 - 126.6 1160.4 122.6 - 136.4 223.4 226.6 117.2 - 136.0 322.0 - 250.8 - 521.4 0 372.0 - 250.8 - 504.4 0 372.0 - 250.8 52.7 - 504.4 0 312.0 120.7 - 126.2 - 126.4 112.0 120.4 - 102.1 2 200.4 - 102.1 2 200.4 - 2215.8 230.4 2 25.4 - 4 - 4 - 4 - 4 - 1 - 1 - 1 - 2 - 2 - 4 - 4 - 4 - 4 - 1 - 1 - 1 - 2 - 2 - 2 - 4 - 4 - 4 - 4 - 1 - 1 - 2 - 12 - 1	8.465		-+		2 +	2 5 5	0 + -		8 + 9 6 + 9	8.82.4	+12 604-0	-1¢ -593,8	483. B	• • • • • •
IFICLE -30.8 322.8 -558.8 562.8 -514.8 972.4 -908.8 1589.8 -1455.8 1817.6 -1755.8 2824.8 2668.8 -408.8 372.8 -362.8 -6084.8 1109.8 -1132.9 1864.4 -1823.5 2290.8 -2215.8 2544.8 312.4 -302.8 605.8 -6084.8 1109.8 -1132.9 1864.4 -1823.5 2290.8 -2215.8 2544.8 100.101 8 -41 -1 -2 -2 -44 -4 -4 -8 -11.4 7.6 -112.4 -11.6 11.5 -11.1 -11.1 -11.1 -11.4 -11.4 7.6 -118.4 -11.8 13.1 -11.4 1.5 -10.1 12.4 -11.4 7.6 -118.4 -11.8 13.1 -11.4 11.8 -10.1 12.4 -11.4 7.6 -118.4 -11.8 13.1 -11.1 -11.1 -11.1 -11.1 -11.1 -11.1 -11.4 -11.4 7.6 -118.4 -11.8 13.1 -11.4 12.6 -10.4 13.1 -11.1 -11.1 -11.1 -11.1 -11.1 -11.1 -11.1 -11.4 13.1 -11.8 13.1 -11.4 -11.6 -12.5 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.8 -31.			122.0	- 86.0 - 82.0	180.0 402.0	8.742.	684.B	- 629 B	1848.9	982.0	1253.0	.1226.8	1368,8 -	1345.0
Jole,e -40.8 J72.8 -J82.8 605.8 -604.8 1130.8 -1132.9 1804.8 -1823.8 2290.8 -2215.8 2540.4 Johen (FTLB.) AT INDICATED INFLATION PRESSURE (PSI), LOAD (LB.), AND BTEEA ANGLE (DEG.) Johen J. 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2680.0	9.95	322.0	-258.0	562.0	-514.0	972.0	.909.	1509.8 -	1456,0	1017.0	.1763.0	2024.8 -	1967.8
IOHENI (FTLB.) AT INDICATED INFLATION PRESSURE (P31), LOAD (LB.), AND BTEER ANGLE (DEG.) LOAD 8 +1 -1 +2 -2 +4 +8 -8 +12 -12 +16 604.0 -1.1 6.2 -5.6 5.1 -19.6 11.5 -16.3 12.4 -11.4 7.6 -10.4 0. 1742.0 8.3 19.2 -16.4 31.1 -33.1 40.8 -42.0 50.6 -36.8 23.5 -31.8 13. 2608.0 6.5 36.6 -31.7 63.4 -58.2 '08.5 -80.0 03.6 -76.6 54.9 -64.1 30. 2608.0 6.5 59.4 -46.6 94.1 -67.7 131.1 -131.6 1333.3 -128.8 93.9 -188.3 56.	3610.0	8.64-	372.0	302 .	685.0	-684.0	1189.8	1132.0	1884.0 -	1823.0	2298.0	-2215.0	2548.0 -	2477.8
LOAD $\theta$ $+1$ $-1$ $+2$ $-2$ $+0$ $+12$ $-12$ $+12$ $+12$ $+12$ $+12$ $+12$ $+12$ $+12$ $+10$ $11.4$ $7.6$ $-18.4$ $8.1$ $1742.6$ $0.3$ $19.2$ $-16.4$ $31.1$ $-31.1$ $40.8$ $30.6$ $-36.8$ $23.5$ $-31.6$ $31.6$ $-31.6$ $31.6$ $-31.6$ $31.6$ $-31.6$ $31.6$ $-31.6$ $31.6$ $-31.6$ $31.6$ $-31.6$ $31.6$ $-31.6$ $31.6$ $-31.6$ $31.6$ $-31.6$ $31.6$ $-31.6$ $31.6$ $-31.6$ $31.6$ $-31.6$ $31.6$ $31.6$ $-31.6$ $31.6$ $31.6$ $31.6$ $51.6$ $51.6$ $51.6$ $51.6$ $51.6$ $51.6$ $51.6$ $51.6$ $51.6$ $51.6$ $51.6$ $51.6$ $51.6$ $51.6$ $51.6$ $51.6$ $51.6$ $51.6$ $51.6$ $51.6$ $51.6$ $51.6$ $51.6$ $51.6$ $51.6$ $51.6$ $51.6$ $51.6$ $51.6$	TNJHOM	(FT,-LB,	ONI TA U	ICATED INF	LATION	PRESSURE	(PSI), L	.0AD (LB.	J. AND E	JTEER ANG	i <b>le (</b> deg	•		
084.6       -1.1       6.2       -5.6       0.1       -10.3       12.4       -11.4       7.6       -19.4       8.         1742.0       8.3       19.2       -10.4       31.1       -33.1       40.8       -42.8       36.6       -36.8       23.5       -31.9       13.         2008.0       6.5       36.6       -31.7       63.4       -58.2       80.5       -80.8       03.6       -76.6       59.9       -64.1       38.         2008.0       6.5       36.6       -31.7       63.4       -58.2       80.5       -80.8       03.6       -64.1       38.         3018.0       18.5       59.4       -40.6       94.1       -07.7       131.1       1333.3       -120.8       93.9       -64.1       38.         3018.0       18.5       59.4       -40.6       94.1       -07.7       131.1       -131.3       120.8       93.9       -64.1       38.         30.19.0       18.5       59.4       -40.6       131.6       131.6       1333.3       -120.8       93.9       -64.1       38.	LOAD	5	+		2+	- 2	- - +	4 -	0 +	е •	+12	•12	÷16	-16
1742.0 0.3 19.2 -10.4 31.1 -33.1 40.8 42.8 36.6 -36.8 23.5 -31.8 13. 2608.0 6.5 30.6 -11.7 63.4 -58.2 60.5 -00.8 03.6 -76.6 54.9 -64.1 38 3010.0 10.5 59.4 -46.6 94.1 -07.7 131.1 -111.0 1333.3 -120.8 93.9 -100.3 56.	8.4.8		6.2	-5.6	8.1	-10.8	11.5	-19.3	12.4	-11.4	7.6	• 1 8 • 4	0,3	
2000.0 6.5 36.6 -31.7 63.4 -58.2 80.5 -80.8 63.6 -76.6 54.9 -64.1 38. 3619.0 10.5 59.4 -46.6 94.1 -07.7 131.1 -131.0 1333.3 -120.8 03.9 -188.3 56.	1742.0		19.2	-18.4	31.1	-33.1	40.8	-42.8	36,6	<b>=</b> 36,8	23,5	-31,0	13,3	•19
3610.8 10.5 59.4 46.6 94.1 67.7 131.1 -131.8 1333.3 -120.8 93.9 -186.3 50.	2680.0	\$ °9	36.6	-31.7	63.4	-58,2	.80.5	- 80°. 8	83.6	-76.6	54.9	-64.1	38.8	-37.
	3616.0	1 10.5	59.4	1 -46.6	1 • 76	<b>-</b> 87 <b>.</b> 7	131.1	.131.8	1333,3	-128,8	93.9	-188.3	56.7	i 65
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measured increase in  $C_{\alpha}$  and by the carpet plot comparison given in Fig. 7.

Fig. 7 represents the extreme in force variation found in this study of ply rating and tire size. More tests are needed to establish firmly the trends evident in Table 2.

## TREAD PATTERN INFLUENCE

It is widely recognized that the tread pattern is a very important factor in wet traction performance. However, it also appears that pattern influence is noticeable in the data from low-speed dry-traction flat bed tests. Fig. 6 shows the three 10.00-20/F nylon tires, similar except for tread design, that were tested in this study. Listed beneath the tires are the five basic mechanical properties defined earlier. The values shown were measured at rated inflation pressure, 85 psi, and rated load, 5430 lb.

From an examination of the data, it appears that tread design has little influence on the tire spring rates  $K_y$  and  $K_z$ .

The cornering stiffness,  $C_{\alpha}$ , was affected very little although

the open tread did generate slightly higher lateral force at higher slip angles than the rib-type pattern (see comparison presented in Fig. 8). The camber stiffness,  $C_{\gamma}$ , was sub-

stantially changed by the tread pattern. In Fig. 9, it is seen that the open tread generated considerably less lateral force (or camber thrust) than the rib-type pattern.

The marked decrease in longitudinal stiffness,  $C_s$  (Fig. 6),

Table 1 - Tires Te Ply Rat Mecl	sted to Determine I ting and Tire Size on nanical Properties	nfluence of
Tire	Test	Test
Size and Rating	Pressure, psi	Load, It
9.00-20/E	80	4160
9.00-20/F	85	4250
10.0 <b>0-20</b> /F	. 85	5430
10.00-20/G	85	5430
11.00-22/F	85	6290
11.00-22/G	90	6140

is a result of increased tread compliance<sup>\*</sup>. It would be of considerable interest to compare the peak braking traction of the rib-type and open tread tires. Although the force measuring equipment employed in these tests was incapable of responding to a longitudinal slip much above  $s = 0.04^{**}$ , the higher initial slope (indicated by the measured  $C_s$ ) of the  $F_x$ 

\*This is to be expected in the open pattern which has approximately twice the void area of the closed rib-type pattern. \*\*Far below that required for peak braking force generation.



Fig. 7 - Comparison of lateral force versus slip angle and vertical load on 10.00-20 tires with ply ratings F and G  $\,$ 



Fig. 8 - Lateral force versus slip angle and vertical load on open and rib-type II tread patterns

 Table 2 - Measured Mechanical Properties for Three Sets of Two Tires Which

 Differ Only in Ply Rating

Tire	9.0	0-20	10.0	0-20	11.0	0-22
Rating	E	F	F	<u> </u>	F	G
C <sub>s</sub> , lb/unit slip	41,000	41,000	42,000	50,000	47,000	51,000
$C_{\alpha}$ , lb/deg	<b>466</b> .1	479.4	523.4	588.8	542.7	536.9
C, lb/deg	59.6	64.4	69.0	74.6	63.3	62.8
K <sub>v</sub> , lb/in	1,673	1,889	1,618	1,482	2,116	1,909
K <sub>z</sub> , Ib/in	3,824	4,122	4,700	4,363	5,578	5,850



break-in, the tire was operated at its rated load and at the reference value of inflation pressure described above.

# DISCUSSION OF PRELIMINARY TRACTION MEASUREMENTS

The mobile dynamometer described earlier has been .ted under various conditions of test surface, velocity, tire load, and tire samples to produce analog measurements of the longitudinal traction of truck tires.

As indicated previously, the preliminary measurements which are reported here involve longitudinal force data which has been scaled using steady-state  $F_x$  and  $M_y$  recordings. Thus the interpretation of <u>absolute</u> values in the normalized longitudinal force measures is not encouraged, since the torque scaling of  $F_x$  neglects that torque component which derives from the rearward deflection of the vertical load vector during generation of "braking" shear forces. Although the data have been corrected to account for this influence, per estimates based upon static laboratory measurements of truck tires, we suggest that the presented data have greatest merit as indicators of <u>relative</u> sensitivities.

While longitudinal force production has been found to be sensitive to various operating conditions, the single property which most significantly distinguishes truck tires from automobile tires concerns the remarkable peak-to-slide ratios which are exhibited on dry surfaces. As shown in Figure 5, the typical dry asphalt performance is summarized in the form of a " $\mu$ -slip" history (a plot of normalized longitudinal force,  $F_{\chi}/F_{z}$  versus the ratio of instantaneous tangential tire-

to-road relative velocities, 
$$s = \frac{V - R_e \omega}{V} \times 100\%$$

- $v_{\rm e} = V =$  vehicle velocity
  - $R_e$  = effective rolling radius of the test tire
  - $\omega$  = angular velocity of the test tire.



Notable characteristics of the Fig. 5 example include a force peak occurring in the vicinity of s = 20%, followed by a rather steep negative slope out to  $s \approx 85\%$ , at which point an abrupt inflection occurs, depressing the locked wheel value further. Over a sample of eight tires tested on a dry bituminous asphalt surface (SN  $\approx 78$ ) the ratio of peak-to-slide  $F_x/F_z$  ranged from 1.50 to 2.02 with the force inflection in the high slip regime being observed over a majority of conditions. Comparing this general curve shape with those commonly measured on dry surfaces with passenger car tires, we observe that the truck tire's narrow, accentuated peaking, followed by a 30-50\% reduction in force capability at lockup contrasts markedly with the car tire's rather flat shape in the 20-100\% slip range.

The typical  $\mu$ -slip curve shape which was measured with truck tires on a wet jennite-coated asphalt (SN  $\approx$  20) is shown in Fig. 6. In this case, the on-board water delivery system was employed to deposit a water film of 0.025 in nominal thickness ahead of the test tire at 20 mph test velocity. (The film thickness dimension is defined as the height of the rectangular cross section stream which is deposited on the test surface at the indicated velocity.)

The broad peak on the Fig. 6 curve is a characteristic which was observed over all specimens in the eight-tire sample. In most cases, the peak value of  $F_x/F_z$  is sustained to within  $\pm 0.02$  over a band of longitudinal slip which is the excess of 40%. The peak-to-slide ratios on the wet-coated asphalt were seen to range from 1.53-2.02. Although the pronounced peak-to-slide decrement is comparable to passenger car tire performance on such a surface, the broad peak characteristic of the truck tire sample is notable.

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Fig. 6 - Typical " $\mu$ -slip" history measured on wet, jennitecoated surface

### BASELINE DATA SUMMARY

Shown in Fig. 7 is a summary of peak and slide values of  $F_x/F_z$  for the tire sample on the dry asphalt surface. The general load sensitivity of the subject sample is indicated by the variation in performance over the three examined load levels, expressed as a fraction of the T&RA recommended load for each tire. A two-point velocity sensitivity indicator is provided at each load level by the 40 and 60 mph data.

In general, the data are rather closely grouped, although the sample of tires was by no means representative of the range of constructions and rubber compounds which are available. As can be deduced from the spread between the peak and slide values, peak-to-slide ratios are higher at the lower velocity—since the peak  $F_x/F_z$  data show a significant decrement with velocity in the 40-60 mph range while slide values are essentially unchanged.

Shown in Fig. 8 is a summary of peak and slide  $F_x/F_z$ as measured for an eight-tire sample on a wet jennitecoated asphalt. These data, all taken at 20 mph, are presented as a function of vertical load, normalized to the T&RA rating of each tire. All of the sample tires incorporated a common highway rib tread design and thus we might have anticipated the fairly consistent wet surface performance indicated across the sample. Nevertheless, the remarkable tight grouping does suggest that the T&RA load rating is a powerful normalizer.

# SENSITIVITY TO VERTICAL LOAD

Data taken over a wide range of vertical loads on dry concrete (SN  $\approx$  75) are shown in Fig. 9. For comparison of two tires of widely differing load rating, a 10  $\times$  20/F sample is represented together with data from a 15  $\times$ 22.5/H wide base single tire. Although the brake torque capability of the mobile dynamometer limited the load range over which the  $15 \times 22.5$  tire could be tested, sufficient data was obtained to indicate significant differences in normalized longitudinal force capability. Also shown in Fig. 9 are peak and slide values taken over a somewhat narrower load range on asphalt, with the  $10 \times 20$  tire. While the peak values differ markedly in both



Fig. 7 - Summary of  $F_x/F_z$  peak and slide data—dry asphalt, 40 and 60 mph



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Vertical	Inflation	Lateral F	orce a	t Indica	ated S1	ip Angle	e (degs.)
(1bs.)	(psi)	1	2	4	8	12	16
1300	80	216	388	632	911	1026	1048
2700	80	367	687	1187	1791	2081	2181
4160	80	466	868	1535	2441	2937	3162
5400	80	479	926	1696	2812	3478	3828
6500	80	460	924	1771	3026	3807	4314

LATERAL FORCE VS SLIP ANGLE AND VERTICAL LOAD

### ALIGNING TORQUE VS SLIP ANGLE AND VERTICAL LOAD

Vertical	Inflation	Aligning	Torque	at Indi	Lcated	Slip Angle	(degs.)
Load (1bs.)	Pressure (psi)	1	2	4	8	12	16
1300	80	19	29	32	19	8	0
2700	80	52	84	108	88	49	21
4160	80	87	146	202	198	<b>13</b> 6	70
5400	80	112	196	288	304	223	134
6500	80	134	240	365	410	312 2	206

CIRCUMFERENTIAL STIFFNESS vs SLIP ANGLE AND NORMAL LOAD

Vertical Load (lbs.)	Inflation Pressure (psi)	C <sub>s</sub> (lbs.)	Vertical Spring Rate (lbs./in.)
1300	80	14,000	**********
4160	80	41,000	3824
6500	80	6,500	

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Vertical Inflation Lateral Force at Indicated Slip Angle (degs.) Load Pressure (lbs.) (psi) 743 1286 2500 2431 920 1631 3990 4628 

LATERAL FORCE vs SLIP ANGLE AND VERTICAL LOAD

ALIGNING TORQUE VS SLIP ANGLE AND VERTICAL LOAD

Vertical	Inflation	Aligning	Torque	at Indi	cated	Slip Ang	le
Load (1bs.)	Pressure (psi)	1	_2	4	8	12	16
1400	85	20	33	38	20	6	-3
2800	85	52	89	118	87	49	19
4250	85	84	148	213	187	118	74
5600	85	114	202	306	295	208	139
6500	85	135	250	382	385	279	191

CIRCUMFERENTIAL STIFFNESS vs SLIP ANGLE AND NORMAL LOAD

Vertical Load (lbs.)	Inflation Pressure (psi)	C <sub>s</sub> (1bs.)	Vertical Spring Rate (lbs./in.)
1400	85	16,000	
4250	85	41,000	4122
6800	85	50,000	

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MONTGONE: MARDS STEEL BELTED SUPER WIDE 9.50X16.5 E

LATERAL FORCE (LB.) AT INDICATED INFLATION PRESSURE (PSI.), LOAD (LR.), AND STEER ANGLE (DEG.)

PSI       LOAD       0       +1       -1       +1       -1       +1       -1       +1       -1       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12       -12
P51       L0AD       0       +1       -1       +2       -2       +4       -4       +8       -6       +12         85.8       835.8       -28.2       172.4       -129.2       298.2       -254.1       463.6       -425.3       637.5       -628.4       737.8         85.8       835.8       -28.5       339.7       -236.3       562.2       -491.5       914.8       -659.3       1318.6       1259.9       1431.9         85.8       1810.8       -53.5       339.7       -236.3       552.2       -491.5       914.8       -659.3       1318.6       1259.9       1431.9         85.8       2788.8       -58.3       444.5       -342.6       776.8       -679.8       1283.5       -1224.7       1828.9       2873.9       2873.1         85.8       3758.8       -60.1       527.5       -314.6       1552.7       -1454.3       2291.3       2245.8       2683.8
PSI       LOAD       0       +1       -1       +2       -2       +4       +8       -6         85.8       635.8       -28.2       172.4       -129.2       298.2       -254.1       463.6       -425.3       637.5       -628.4         85.8       1810.8       -53.5       339.7       -234.3       562.2       -4491.5       914.8       -659.3       1310.0       -1259.9         85.8       1810.8       -53.5       339.7       -234.3       562.2       -4491.5       914.8       -659.3       1310.0       -1259.9         85.8       2780.8       -50.3       4444.5       -342.6       776.8       -679.8       1283.5       -1224.7       1828.6       -916.9         85.8       3750.8       -60.1       527.5       -361.4.6       1552.7       -1454.3       2291.3       -2245.8
PSI       LOAD       0       +1       -1       +2       -2       +4       -4       +8         85.8       835.8       -28.2       172.4       -129.2       298.2       -254.1       463.6       -425.3       637.5         85.8       835.8       -28.2       172.4       -129.2       298.2       -254.1       463.6       -425.3       637.5         85.8       1810.0       -53.5       339.7       -236.3       562.2       -491.5       914.0       -659.3       1310.0         85.8       2780.8       -56.3       444.5       -342.6       776.0       -679.8       1283.5       -1224.7       1828.6       0         85.8       3758.8       -60.1       527.5       -367.6       926.0       -814.6       1552.7       -1454.3       2291.3
PSI       LOAD       0       +1       -1       +2       -2       +4       -4         85.8       035.8       -28.2       172.4       -129.2       298.2       -254.1       463.6       -425.3         85.8       035.8       -28.2       172.4       -129.2       298.2       -254.1       463.6       -425.3         85.8       1810.8       -53.5       339.7       -234.3       562.2       -491.5       914.0       -859.3         85.8       1810.8       -56.3       444.5       -342.6       776.8       -679.8       1283.5       -1224.7         85.8       3750.8       -60.1       527.5       -367.6       926.0       -614.6       1552.7       -1454.3
PSI       L0AD       0       +1       -1       +2       +2       +4         85.8       835.8       -28.2       172.4       -129.2       298.2       -254.1       463.6         85.8       835.8       -28.2       172.4       -129.2       298.2       -291.5       914.0         85.8       1810.8       -53.5       339.7       -236.3       562.2       -491.5       914.0         85.8       2789.8       -58.3       444.5       -342.6       776.9       1283.5         85.8       3759.8       -60.1       527.5       -387.0       926.0       -614.6       1552.7
PSI       LOAD       0       +1       -1       +2       -2         85.8       835.8       -28.2       172.4       -129.2       298.2       -254.1         85.8       1810.8       -53.5       339.7       ~236.3       562.2       -491.5         85.8       1810.8       -56.3       444.5       -342.6       776.8       -679.8         85.8       3750.8       -60.1       527.5       -387.6       926.8       -814.6
PSI       LOAD       0       +1       -1       +2         85.8       835.8       -28.2       172.4       -129.2       298.2         85.8       810.8       -53.5       339.7       -236.3       562.2         85.8       1810.8       -53.5       339.7       -236.3       562.2         85.8       1810.8       -58.5       339.7       -236.3       562.2         85.8       2780.8       -58.3       444.5       -342.6       776.8         85.8       3750.8       -60.1       527.5       -367.6       926.8
PSI     LOAD     0     +1     -1       85.8     835.8     -28.2     172.4     -129.2       85.8     1810.8     -53.5     339.7     -236.3       85.8     2780.8     -56.3     444.5     -342.6       85.8     3750.8     -60.1     527.5     -307.6
PSI LOAD 0 +1 85.8 835.8 •28.2 172.4 85.8 1810.8 •53.5 339.7 85.8 2789.8 •58.3 444.5 85.8 3750.8 •60.1 527.5
PSI LOAD 0 85.8 835.8 -28.2 85.8 1810.8 -53.5 85.8 2780.8 -58.3 85.8 3758.8 -60.1
PSI LOAD . 85.8 835.8 85.8 1818.8 85.8 2789.8

ALIGNING MOMENT (FT."-LB.) AT INDICATED INFLATION PRESSURE (PSI), LOAD (LB.), AND STEER ANGLE (DEG.)

-16	8 . 8 . 5	6 <b>"</b> 2"6	9 ÷22,3	9 -45,1
+10	-18.	-21	13,	5 <b>0</b> •(
-12	-2,4	-15.6	= 39.7	-73.8
+12	•7.5	3.5	24.9	54.5
	-8.7	•35.6	÷77.5	•132,4
8 +	9,4	23,2	61.1	119.4
5-	-14.4	-53,2	-104.4	•175.3
7 +	5.9	43.8	92,9	160.6
~	-15,1	-44.5	•81.8	=124 B
2+	6.1	34.2	79.3	129,3
•	-8.8	•25.1	コ・ビフ・	- ¢ ð • Ø
•1	3,2	29.0	50.7	77.8
6	-1.5	1.4	6 ° 9	10.5
LOAD	835,8	1618.8	2780.0	3750.0
ISd	85.8	85.8	85.8	82°6

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GOODYEAR SUPER SINGLE HIMILER 10,00X16,5 E

LATERAL FORCE (LB.) AT INDICATED INFLATION PRESSURE (P31,), LOAD (LB.), AND STEER ANGLE (DEG.)

•	• • • • 5 • 3	1379.8	2033,2	2627,0	
+1+	786.8	1447.8 -	2891.7 -	2664.7 -	
-12	- + 4 4 . 1	-1342.9	-2005.9	-2355.7	
+12	691.8	1409.0	2049.5	2627.3	
6) 1	-553,7	+1171.8	-1762.5	-2239,0	
8+	583.7	1200.2	1763.1	2286.5	
4 -	=375.6	-748.0	-1109.3	-1393.5	
7+	410.0	815.8	1172.9	1477.5	
2	•195.6	-419.1	-600.1	-742.3	
N +	235.6	469.1	666.4	822.2	
	-107,5	• 208 • 8	-304,5	-362.9	
1+	130.4	264.6	378,2	464.2	
6	-12.9	-24.3	-29.8	-32.4	
LOAD	918.0	2038.0	3135,0	4230,0	
184	02.0	. 85 <b>.</b> A	85 <b>,</b> 9	02,0	

' ALIGNING MOMENT (FT.-LB.) AT INDICATED INFLATION PRESSURE (PSI), LOAD (LB.), AND STEER ANGLE (DEG.)

	184	LOAD	5	•		5+	5 •	₽ +	5-	8+	8	+12	-12	÷16	41.
	02°0	8.946	- 6 - 4	2•5	-10,0	8,2	-16.8	20.2	-17.4	2.1	-9.1	-4.7	•5•4	•5.6	4.0.
-	0.50	2938.0	6.2	20.6	-21,2	27.9	-34.8	37.7	-46.6	29,4	-38.4	8.1	-10.3	• 7 •	•6.3
ſ	85,8	3135.0	3.0	39.9	-38,4	62.8	• 6 9 • 4	83.7	9 * 16 -	68.6	- 81.4	27.8	-38,1	1.6	-14,5
a	<b>65,0</b>	4230.0	6.2	64.1	-56,2	104.3	-101-	148.4	-148.7	128.9	-135,5	57,0	•67,6	22.0	-31.4

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Figure 3.34. Lateral force measurements of light truck tires at rated load, 20 mph.



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Figure 3.35. Lateral force measurements of light truck tires at rated load, 40 mph.



Figure 3.36. Lateral force measurements of light truck tires at rated load, 55 mph.



GOODYEAR SUPER SINGLE 10.00X16.5/D VEL = 41 MPH



GOODYEAR SUPER SINGLE 10.00X16.5/D FZ = 2984 LB



GOODYEAR SUPER SINGLE 10.00X16.5/D FZ = 2980 LB VEL = 41 MPH
## TABLE 3.1. FLAT-BED TEST TIRES

<u>Tire No.</u> Heavy Truck	Manufacturer	Mode 1	Size
inres		· · · · · ·	
H-1	Uniroyal	Triple Tread	10 x 20F
H-2	Uniroyal	Triple Tread	10 x 20G
H-3	Uniroyal	Triple Tread	11 x 22.5F
H-4	B.F. Goodrich	Milesaver Radial Steel H.D.R.	10 R 20 G
H-5	B.F. Goodrich	Milesaver Radial Steel H.D.B.	10 R 20 G
H-6	Goodyear	Unisteel R-1	10 R 20 G
H-7	Goodyear	Unisteel L-1	10 R 20 G
H-8	Firestone	Power Drive	10 x 20F
H-9	Uniroyal	Unimaster Rib	15 x 22.5H
H-10	Michelin	Radial	10 R 20 G
H-11	Uniroyal	Fleetmaster - Superlug	10 x 20F
Heavy Bus Tires			
H-12	Firestone	Hiway Mileage	12.5 x 22.5G
H-13	B.F. Goodrich	Intercity Mileage	12.5 x 22.5G
H-14	B.F. Goodrich	Intercity Mileage	11.5 x 20G
H-15	Uniroyal	Intercity	12.5 x 22.5G
H-16	Uniroyal	MaxRoute I	11.00 R 20H
H-17	Goodyear	Custom Cruiser	12.5 x 22.5G
H-18	Michelin	Radial XZA	11 R 20 H
H-19	Michelin	Radial XZA	11 R 22.5 H
H-20	Michelin	Radial XZA	12 R 22.5H
Light Truck Tires			
L-1	Firestone	Transport 500	8.00 x 16.5D
L-2	Goodyear	Custom HiMiler	8.75 x 16.5E
L-3	Goodyear	Rib HiMiler	8.00 x 16.5D
L-4	Firestone	Transport 110	7.50 x 16.5C
		2011年1月,1月,北京市县。 1月1日日月月,1月1日日月月月日, 1月1日日日月月日,1月1日日月月日, 1月1日日日日日日日日日日	Station and the
L-6	Firestone	Town & Country Truck	8.00 x 16.5D
L-7	Goodyear	Custom Flexsteel	8.00 R 16.5E
L-8	Goodrich	Milesaver Radial	8.00 R 16.5D
L-9	Goodyear	Glas Guard XG	8.00 x 16.5D
L-10	Goodyear	Glas Guard XG	8.75 x 16.5E
L-11	Firestone	Town & Country Truck	8.75 x 16.5E
L-12	Goodyear	Custom Flexsteel	8.75 R 16.5E
L-13	Michelin	Radial XCA	8.00 R 16.5E
L-14	Wards	Steel Belted . Super Wide	9.50 x 16.5D
L-15	Michelin	Radial XCA	8.75 R 16.5D
L-16	General	Jumbo Power Jet	8.00 x 16.5D
L-17	General	Jumbo Power Jet	8.75 x 16.5E
L-18	Goodyear	Glas Guard	8.00 x 16.5D
L-19	Goodyear	Glas Guard ,	8.75 x 16.5E
L-20	Goodyear	Rib HiMiler	8.75 x 16.5E
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