



SURFACE VEHICLE INSERT DOCUMENT TYPE	J2429™	SEP2015
	Issued	1998-01
	Revised	2015-09
Superseding J2429 MAY2004		
Free-Rolling Cornering Test for Truck and Bus Tires		

RATIONALE

The original document made some assumptions regarding future work that have not been met. Additionally, the over-the-road test machine mentioned in the text has been decommissioned and is no longer available. Needs for corrections were found during the renewal process. The purpose of this revision is to implement these corrections and bring the document up to date in light of developments between 2004 and 2015.

1. SCOPE

This SAE Recommended Practice describes a test method for determination of heavy truck (Class VI, VII, and VIII) tire force and moment properties under free-rolling cornering conditions. The steady-state properties are acquired as functions of slip angle and normal force, which are changed incrementally using a sequence specified in this document. The data are suitable for use in vehicle dynamics modeling, comparative evaluations for research and development purposes, and manufacturing quality control.

This document addresses two principal topics; a) the description of a hypothetical "Ideal Machine," and b) a standard directly applicable to testing practices currently common to the industry. The references to the "Ideal Machine" are meant to provide a roadmap for the testing machine manufacturer, providing direction and goals for the next generation of testing capabilities. The ranges of parameters for the "Ideal Machine," including those in Tables 2 and 3, are intended to represent minimal requirements to meet the *full and complete* data needs of the industry. The remaining documentation provides practical guidelines for the test engineer to ensure the integrity of data generated using current and conventional means.

1.1 Truck Tires

For the purposes of this document, truck tires are defined as being the tires mounted on all heavy commercial over-the-road trucks and buses. Examples of vehicles which use heavy truck tires include: tractor/semi-trailer combinations, dump trucks, school buses, etc. Tires mounted on other types of lighter GVWR vehicles are explicitly excluded from consideration in this document.

1.2 Effects Not Considered

The effects of inclination angle and spindle torque or any combination of inclination angle or spindle torque with slip angle and / or normal force are not considered in this document.

SAE Technical Standards Board Rules provide that: "This report is published by SAE to advance the state of technical and engineering sciences. The use of this report is entirely voluntary, and its applicability and suitability for any particular use, including any patent infringement arising therefrom, is the sole responsibility of the user."

SAE reviews each technical report at least every five years at which time it may be revised, reaffirmed, stabilized, or cancelled. SAE invites your written comments and suggestions.

Copyright © 2015 SAE International

All rights reserved. No part of this publication may be reproduced, stored in a retrieval system or transmitted, in any form or by any means, electronic, mechanical, photocopying, recording, or otherwise, without the prior written permission of SAE.

TO PLACE A DOCUMENT ORDER: Tel: 877-606-7323 (inside USA and Canada)
Tel: +1 724-776-4970 (outside USA)
Fax: 724-776-0790
Email: CustomerService@sae.org
http://www.sae.org

SAE WEB ADDRESS:

**SAE values your input. To provide feedback
on this Technical Report, please visit
http://www.sae.org/technical/standards/J2429_201509**

1.3 Test Machines

This document is test machine neutral. It may be applied using any type of test machine capable of fulfilling the requirements stated in this document. By way of example, specific data used in support of various parts of this document came from both an indoor flat-belt type machine, the CALSPAN Tire Research Facility (TIRF), and an outdoor over-the-road dynamometer, the University of Michigan Transportation Research Institute (UMTRI) Mobile Tire Dynamometer. This document does not require a machine to match the ideal machine defined in Section 1.3.1, but does require that a test machine's performance be fully defined over its range of application. In this document, an ideal is a goal not a requirement.

NOTE: The UMTRI Mobile Tire Dynamometer was decommissioned and is no longer available in response to an institute decision to no longer engage in testing. It is still mentioned in this revision because much of the supporting data was taken with the UMTRI machine and experience with it shows the quality of information that can be obtained with a machine of this type.

1.3.1 Ideal Machine

This document references an ideal machine which is capable of fully matching every item in this document, as well as those found in documents SAE J2673 and SAE J2675, to the extent specified herein. Such a machine neither existed at the time this document was written nor is it certain that the technology to build such a machine exists at this time. However, it is important to establish the parameters that define an ideal machine, so that as testing capabilities evolve, they do so with specific goals in mind. The ideal machine is defined without regard to the configuration of the machine or current capabilities – it is defined instead by its ability to provide desired levels of quality, accuracy, repeatability, and range of data.

Current limits of available technology bound the feasible performance of any type of machine to somewhat different levels. However, while the existence of an "ideal machine" would overcome these limits in performance, this recommended procedure does not depend on having an ideal machine. Useful data can be, and has been, gathered on existing machines for years. However, for repeatability, and for situations when data from different machines might be compared, it is important to document the capability of each machine that contributes data.

2. REFERENCES

2.1 Applicable Documents

The following publications form a part of this specification to the extent specified herein. Unless otherwise indicated, the latest issue of SAE publications shall apply.

2.1.1 SAE Publications

Available from SAE International, 400 Commonwealth Drive, Warrendale, PA 15096-0001, Tel: 877-606-7323 (inside USA and Canada) or +1 724-776-4970 (outside USA), www.sae.org.

SAE J670	Vehicle Dynamics Terminology
SAE J2047	Tire Performance Terminology
SAE J2673	Straight-Line Braking Test for Truck and Bus Tires
SAE J2675	Combined Cornering and Braking Test for Truck and Bus Tires
SAE 760029	Effects of Test Speed and Surface Curvature on Cornering Properties of Tires, M. G. Pottinger, K. D. Marshall, and G. A. Arnold, 1976.
SAE 770870	The Effect of Tire Break-In on Force and Moment Properties, K. D. Marshall, R. L. Phelps, M. G. Pottinger, and W. Pelz, 1977.
SAE 810066	The Effect of Aging on Force and Moment Properties of Radial Tires, M. G. Pottinger and K. D. Marshall, 1981.
SAE 960180	A Model for Combined Cornering and Braking Forces, D. J. Schuring, W. Pelz, M. G. Pottinger, 1996.

SAE 962153 Truck Tire Wet Traction: Effects of Water Depth, Speed, Tread Depth, Inflation, and Load, M. G. Pottinger, W. Pelz, D. M. Pottinger, and C. B. Winkler, 1996.

SAE CRP-11 Truck Tire Characterization, December 1995

NOTE: CRP-11 is a book compiling the results of a very long and involved research study. It is indexed by the original statement of work (SOW) element numbers.

Contained within CRP-11 are these elements relevant to this J-Document:

Final Report (SOW 1.2.1), M. G. Pottinger, August 7, 1994.

Recommended Test Sample Sizes (SOW 1.5) and the CALSPAN/UMTRI Comparison (SOW 3.0), M. G. Pottinger and W. Pelz, July 30, 1994.

2.1.2 Tire and Rim Association Publications

Available from the Tire and Rim Association, 175 Montrose West Avenue, Suite 150, Copley, OH 44321-2793, Tel: 330-666-8121, www.us-tra.org.

XXXX Year Book, The Tire and Rim Association, Inc. (XXXX stands for the current year)

2.2 Related Publications

The following publications are provided for information purposes only and are not a required part of this SAE Technical Report.

OSHA Standard 1910.77 Available in wall chart form as #TTMP-7/95 from the Rubber Manufacturers Association, 1400 K St., NW Suite 900, Washington, DC 20005. Tel: 202-682-4800, www.rma.org.

NIST Handbook 105 Specifications and Tolerances for Reference Standards and Field Standard Weights and Measures (NIST Class F) – Available electronically at <http://ts.nist.gov/ts/hdocs/230/235/105-1.pdf>.

Paper #45 American Chemical Society Mtg., October 17, 1995, Straight-Line Braking Test for Heavy Duty Truck Tires, M.G. Pottinger, G.A. Tapia, C.B. Winkler and W. Pelz.

3. DEFINITIONS

The definitions, which follow, are of special meaning in this document and are either not contained in other documents or are worded somewhat differently in this document.

NOTE: Definitions and symbols in this document employ the SAE J670 Superseded Tire Axis System (called the Historic SAE Tire Axis System in SAE J2047), which is described in Appendix C of SAE J670.

3.1 TEST

Execution of the procedure described in this document one time on one tire.

3.2 TEST PROGRAM

A test program, as referred to in this document, is a designed experiment involving a set of the tests described in this document.

4. NOMENCLATURE

Table 1 lists the symbols used in this document.

Table 1 - Symbols defined

Symbol	Defined Term
α	Slip Angle
C	Force and Moment Interaction Matrix
F _{ACT}	Force and Moment Corrected for Interactions
F _{SEN}	Force and Moment Sensed by Measuring System
F _{cal}	Forces and Moments Applied During Calibration
F _X	Longitudinal Force
F _Y	Lateral Force
F _Z	Normal Force
γ	Inclination Angle
M _X	Overturning Moment
M _Z	Aligning Moment
ω	Spin Angular Velocity about the Wheel Spindle
p	Inflation Pressure
R ₁	Loaded Radius
S	Test Speed
SR	Slip Ratio
T _A	Ambient Temperature
T _S	Spindle Torque

5. APPARATUS

5.1 Conventional Laboratory Machines

A conventional laboratory machine for performing truck tire force and moment testing according to this document is comprised of three systems: a simulated roadway whose surface moves at the test speed, a loading and positioning system, and a measuring system. Table 2 specifies the applicable setting accuracies with respect to test speed, loading, and positioning plus ideal control setting rates for machines capable of performing not only this test, but also, other related tests such as straight-line braking and combined cornering and braking.

NOTE: Torque control is not addressed in Table 2 because the J2673 and J2675 tests only involve slip ratio ramping and torque control is difficult for slip ratio magnitudes equal to or greater than those associated with peak friction. Further, torque control places a requirement on the system that torque be generated by a motor system.

Table 2 - Laboratory machine control setting accuracies and rates

Setting	Least Acceptable Setting Accuracy SI Units	Least Acceptable Setting Accuracy USC Units
Test Speed	±1.0 km/h	±0.6 mph
Normal Force	±1% of Full Scale	±1% of Full Scale
Slip Angle	±0.05 degree	±0.05 degree
Inclination Angle ⁽¹⁾	±0.05 degree	±0.05 degree
Spin Angular Velocity ⁽¹⁾	±10rpm	±10rpm
Rate	Ideal Maximum Rate	
Normal Force	≥ 8900 N/s	≥ 2000 lb/s
Slip Angle	≥ 5 degrees/s	≥ 5 degrees/s
Spin Angular Velocity ⁽¹⁾	≥1200 rpm/s	≥1200 rpm/s
Inclination Angle ⁽¹⁾	≥ 1 degree/s	≥ 1 degree/s

¹ Inclination Angle (γ) and spin angular velocity (ω) are not required and are not used in this document. They are provided should anyone desire to build a machine for more general tests.

5.1.1 Simulated Roadway

The simulated roadway shall be a surface coated with an abrasive material. The abrasive material shall exhibit essentially stable frictional properties over a useful period of time as confirmed by a control tire testing procedure such as the example included in Section 7, Preparation of Apparatus. The roadway shall be maintained free of loose materials and deposits.

NOTE: The proper frictional characteristics for the simulated road surface and the change of the frictional characteristics with time (surface endurance) are not defined. These are subjects which should be resolved through research.

- 5.1.1.1 The roadway shall be wide enough to support the entire test tire footprint. Ideally, the active width would be 800 mm (31.5 in) to insure that the widest standardized or currently envisioned tire (e.g. 605/70R20.5, 24R20.5, etc.) could be tested.
- 5.1.1.2 The roadway and its supporting structure shall be sufficiently rigid so as to not change appreciably in either transverse or longitudinal curvature or angular orientation under the maximum test loads and/or slip angles applied in this document.
- 5.1.1.3 The roadway shall preferably be flat or, if curved, have a very large radius (radius > 1.52 m, or 60.0 in), as roadway curvature distorts tire force and moment properties (SAE 760029). Though combined cornering and braking data to support this requirement do not currently exist, the probable correctness of this requirement can be inferred from the distortion of free-rolling force and moment properties induced by roadway curvature (SAE 760029), which implies the need for an impractically large round wheel machine to provide data indistinguishable from flat surface data.
- 5.1.1.4 The drive system shall be capable of operating the roadway at the test speed, S. An ideal drive system would permit speeds between 10 and 120 km/h (6 and 75 mph). Test speed affects tire force and moment data (SAE 760029) and tire force and moment data in braking (SAE 962153). Therefore, it is desirable to specify test speed, S, as realistically as possible consistent with the test machine's capabilities.
- 5.1.1.5 Ambient temperature, T_A , shall be maintained within the allowable range specified in Sections 8 and 9. Ambient temperature affects tire temperature and tire temperature affects tire force and moment data (SAE 770870).

5.1.2 Loading and Positioning System

The system positions the tire with respect to the roadway and loads it against the roadway surface at the normal force, F_z , specified in Section 9. The system shall accommodate the tire sizes to be tested.

5.1.2.1 The loading and positioning system shall accommodate tire-wheel-assemblies with diameters and widths required by users. An ideal system would accommodate rims from 15X6.00 to 24.5X16 allowing testing of tires between 800 mm and 1400 mm (31.5 to 55.0 in) in outside diameter with section widths up to 645 mm (25.4 in).

5.1.2.2 The loading mechanism shall be able to exert the normal forces required by the Test Procedure, Section 9, for the tire sizes to be tested. An ideal loading system would be able to exert normal forces with magnitudes of up to 140 kN (31,500 lb) allowing potential rollover simulation when mounting the largest tires that would fit the ideal machine. In practice usable normal force might be limited to a smaller magnitude by the structural characteristics of the test surface. The positioning system and its supporting structure shall provide a slip angle, α . It shall, as a minimum, permit incremental setting of slip angles from -7 to $+7$ degrees. An ideal slip angle setting system would be able to continuously set slip angles from -15 to $+15$ degrees at a minimum. For this test, the positioning system and its supporting structure shall provide an inclination angle of $\gamma = 0^\circ \pm 0.05^\circ$. If inclination angle, γ , setting capability is provided, as part of a general machine, the positioning system and its supporting structure shall, as a minimum, permit incremental setting of inclination angles from -5 to $+5$ degrees. An ideal inclination angle setting system would be able to continuously set inclination angles from -10 to $+10$ degrees.

5.1.3 Measuring System

The measuring system shall, at a minimum, be capable of measuring these data: aligning moment (M_z), lateral force (F_y), normal force (F_z), loaded radius (R_l), test speed (S), slip angle (α), and ambient temperature (T_A). The individual results for all channels shall be corrected for tare. Force and moment interactions shall be corrected by a matrix method. Section 6 provides a matrix correction example for an ideal machine capable of measuring three forces and three moments.

The ideal measuring system should be capable of measuring these data: aligning moment (M_z), ambient temperature (T_A), inclination angle (γ), (if the positioning system permits tire inclination), inflation pressure (p), lateral force (F_y), loaded radius (R_l), longitudinal force (F_x), normal force (F_z), overturning moment (M_x), test speed (S), slip angle (α), spin angular velocity about the wheel spindle (ω), and spindle torque (T_s). The individual results for all channels should be corrected for tare. Interaction should be corrected by a matrix method. Section 6 provides a matrix correction example for an ideal machine capable of measuring three forces and three moments.

5.1.3.1 The range of measurement for each individual channel must include the expected result range for the test tire in question when tested according to Section 9. Table 3 provides a set of ranges consistent with the ideal capacities of the roadway and loading and positioning systems expressed in this document. An ideal machine would have the ability to perform all the measurements for which system ranges are provided in Table 3.

Table 3 - Measuring system ideal ranges

Measurement	Full Scale Range SI Units	Full Scale Range USC Units
Aligning Moment	0 ± 11 kN·m	0 ± 8,100 ft-lb
Ambient Temperature	10 to 35 °C	50 to 95 °F
Inclination Angle ⁽¹⁾	0 ± 10 degrees	0 ± 10 degrees
Inflation Pressure ⁽¹⁾	0 to 1500 kPa	0 to 215 psi
Lateral Force	0 ± 140 kN	0 ± 31 500 lb
Loaded Radius ⁽¹⁾	350 to 675 mm	14.5 to 27.5 in
Longitudinal Force ⁽¹⁾	0 ± 140 kN	0 ± 31 500 lb
Normal Force	0 to 140 kN	0 to 31 500 lb
Overturning Moment ⁽¹⁾	0 ± 33 kN·m	0 ± 24 300 ft-lb
Slip Angle	0 ± 15 degrees	0 ± 15 degrees
Spin Angular Velocity ⁽¹⁾	0 ± 1200 rpm	0 ± 1200 rpm
Spindle Torque ⁽¹⁾	0 ± 94 500 Nm	0 ± 70000 ft-lb
Test Speed	0 to 120 km/hr	0 to 75 mph

1. This measurement is recommended for an ideal machine, but is not required for this test.

5.1.3.2 The measurement accuracy for each channel shall be equal to or better than that listed in Table 4.

Table 4 - Conventional laboratory machine measuring system accuracies

Measurement	Accuracy ⁽¹⁾
Aligning Moment	±0.5% of Full Scale
Ambient Temperature ⁽¹⁾	±0.5 °C (± 1.0 °F)
Inclination Angle ^(1,2)	±0.02 degree
Inflation Pressure ⁽¹⁾	±3.5 kPa (± 0.50 psi)
Lateral Force	±0.5% of Full Scale
Loaded Radius ^(1,2)	±0.5 mm (±0.020 in)
Longitudinal Force ⁽²⁾	±0.5% of Full Scale
Normal Force	±0.5% of Full Scale
Overturning Moment ^(1,2)	±0.5% of Full Scale
Slip Angle	±0.02 degree
Spin Angular Velocity ⁽²⁾	±5 rpm
Spindle Torque ^(1,2)	±0.5% of Full Scale
Test Speed	±0.5% of Full Scale

1. This applies to a single sample with loading of only the measurement channel being examined.

2. This measurement is recommended for an ideal machine, but is not required for this test.

5.1.3.3 The A/D converters used must have a 16 bit or greater resolution.

5.2 Over-the-Road Machines

An over-the-road machine for performing truck tire force and moment testing according to this document is comprised of three systems: a mobility system, a loading and positioning system, and a measuring system. Table 5 specifies the applicable setting accuracies with respect to test speed, loading, positioning, and ideal control setting rates.

Table 5 - Over-the-road machine control setting accuracies and ideal rates

Setting	Least Acceptable Setting Accuracy SI Units	Least Acceptable Setting Accuracy USC Units
Test Speed	±10% of Full Speed	±10% of Full Speed
Normal Force	±3% of Full Scale	±3% of Full Scale
Slip Angle	±0.10 degree	±0.10 degree
Inclination Angle ⁽¹⁾	±0.10 degree	±0.10 degree
Rate	Ideal Maximum Rate	
Normal Force	≥ 8900 N/s	≥ 2000 lb/s
Slip Angle	≥ 5 degrees/s	≥ 5 degrees/s
Inclination Angle ⁽¹⁾	≥ 1 degree/s	≥ 1 degree/s

1. Inclination Angle (γ) is not required and is not used in this document. It is provided should anyone desire to build a machine for more general tests.

NOTE: The road surface chosen to be the test surface is fundamental in this experiment. The surface is not discussed as a separate section as in the case of the laboratory test machine. However, test surface frictional characteristics should be defined within the context of the friction spectrum of highways. Further, the question of the change in the frictional characteristics with time (surface endurance) should be investigated. These are subjects, which should be resolved through research.

NOTE: Torque control is not considered for the reason discussed in the note in 5.1.

5.2.1 Mobility System

The mobility system shall be capable of moving the loading and positioning system over the test road at the test speed specified by the test engineer. An ideal mobility system would permit speeds between 10 and 120 km/h (6 and 75 mph). Test speed affects tire force and moment data (SAE 760029). Therefore, it is desirable to specify test speed as realistically as possible consistent with the test machine's capabilities.

5.2.2 Loading and Positioning System

The system positions the tire with respect to the road and loads it against the road surface at the normal forces specified in Section 9. The system shall accommodate the tire sizes to be tested.

5.2.2.1 The loading and positioning system shall accommodate tire-wheel-assemblies with diameters and widths required by users. An ideal system would accommodate rims from 15X6.00 to 24.5X16 allowing testing of tires between 800 to 1400 mm (31.5 to 55.0 in) in outside diameter with section widths up to 645 mm (25.4 in).

5.2.2.2 The loading mechanism shall be able to exert the normal forces required by the Test Procedure, Section 9, for the tire sizes to be tested. An ideal loading system would be able to exert normal force magnitudes of up to 140 kN (31 500 lb). But in testing the usable load may have to be limited to lower values due to structural characteristics of the test road.

5.2.2.3 The positioning system and its supporting structure shall, as a minimum, permit incremental setting of slip angles from -7 to +7 degrees. An ideal slip angle setting system would be able to continuously set slip angles at least from -15 to +15 degrees.

5.2.2.4 If inclination angle setting capability is provided, the positioning system and its supporting structure shall permit incremental setting of inclination angles from at least -5 to +5 degrees. An ideal inclination angle setting system would be able to continuously set inclination angles from -10 to +10 degrees.

5.2.3 Measuring System

The measuring system shall be capable of measuring at least these data: aligning moment (M_z), lateral force (F_y), normal force, (F_z), loaded radius (R_l), slip angle (α), ambient temperature (T_A), and test speed (S). The individual results for all channels shall be corrected for tare. Interactions shall be corrected by a matrix method. Section 6 provides a matrix correction example for an ideal machine capable of measuring three forces and three moments.

The ideal measuring system should be capable of measuring these data: aligning moment (M_z), ambient temperature (T_A), inclination angle (γ), (if the positioning system permits tire inclination), inflation pressure (p), lateral force (F_y), loaded radius (R_l), longitudinal force (F_x), normal force (F_z), overturning moment (M_x), test speed (S), slip angle (α), spin angular velocity about the wheel spindle (ω), and spindle torque (T_s). The individual results for all channels shall be corrected for tare. Interactions shall be corrected by a matrix method. Section 6 provides a matrix correction example for an ideal machine capable of measuring three forces and three moments.

5.2.3.1 The range of measurement for each individual channel must include the expected result range for the test tire in question when tested according to Section 9. Table 3 provides a set of ranges consistent with the ideal capacities for loading and positioning systems expressed in this document. An ideal machine would have the ability to perform all the measurements for which system ranges are provided in Table 3.

5.2.3.2 The measurement accuracy for each channel shall be equal to or better than that listed in Table 6.

Table 6 - Over-the-road machine measuring system accuracies

Measurement	Accuracy ⁽¹⁾
Aligning Moment	±1.0% of Full Scale
Ambient Temperature ⁽¹⁾	±0.5 °C (±1.0 °F)
Inclination Angle ^(1,2)	±0.05 degree
Inflation Pressure ⁽¹⁾	±3.5 kPa (±0.50 psi)
Lateral Force	±1.0% of Full Scale
Loaded Radius ^(1,2)	±1.0 mm (±0.040 in)
Longitudinal Force ⁽²⁾	±1.0% of Full Scale
Normal Force	±1.0% of Full Scale
Overturning Moment ^(1,2)	±1.0% of Full Scale
Slip Angle	±0.05 degree
Spin Angular Velocity ⁽²⁾	±5 rpm
Spindle Torque ^(1,2)	±1.0% of Full Scale
Test Speed	±0.5% of Full Scale

¹ This applies to a single sample with loading of only the measurement channel being examined.

² This measurement is not required or used in this document. Information is provided should anyone desire to build a machine suitable for more general testing.

5.2.3.3 The A/D converters used must have a 16 bit or greater resolution.

5.3 Hybrid - Laboratory Machines Over Pavement

The Hybrid system described in this section for performing truck tire force and moment testing according to this document is comprised of four systems: an automated mobility system, a loading and positioning system, a measuring system, and a paved road surface protected from the environment.

Hybrid systems (an emerging class) are being designed to hopefully provide the repeatability of a laboratory machine combined with the friction characteristics of a paved road surface protected from extreme changes in environmental conditions. Unlike Mobile systems described in the previous section, hybrid machines may be automated to remove variability in speeds and test locations and positions, may utilize rail systems to constrain vehicle motion, and are protected from external environmental conditions.

It is anticipated that detailed specifications will be included in the next revision of this document after experimental results for Hybrid Systems are available.

6. CALIBRATION

6.1 Transducer Calibration

Calibrate all transducers according to a standard written procedure specific to the test machine being calibrated. This procedure shall exercise the components of the measuring system, Table 3, over substantially the full measurement range possible on the test machine being calibrated. This procedure shall allow statistically valid examination of the calibration results.

6.1.1 Calibration Fixtures

Calibration fixtures are specific to the test machine being calibrated. The design and physical attachments of the fixtures shall be documented in writing supported by necessary drawings and photographs.

6.1.2 Calibration Reference Standards

Standard reference load cells, dead weights, pressure transducers or gauges, height gauges, thermometers, speed sensors, and fundamental angle references shall be traceable to the National Institute of Standards and Technology (NIST) or an equivalent national standards organization when this J-Document is applied outside the United States. There shall be current valid calibration certificates for all the calibration reference standards used on file within the testing laboratory's files at the time a calibration is conducted.

6.1.2.1 Reference load cells used for calibration of the force and moment components of the measuring systems specified in Table 3 shall be calibrated according to a dead weight procedure using Class F weights (NIST HB105-1).

6.1.2.2 Reference pressure transducers used for calibrating the pressure measuring system shall be calibrated using a hydrostatic calibrator or similar appropriate technique.

6.1.2.3 The height gauge used for calibrating the loaded radius transducers in Tables 3, 4, and 6, if fitted, shall be accurate to ± 0.025 mm (± 0.0010 in) over the range of loaded radii measurable on the test machine.

6.1.2.4 Angle references used for calibrating slip angle transducers and inclination angle transducers, if fitted, shall have angular accuracies of ± 0.01 degree or better.

6.1.3 Calibration Procedure

NOTE: The basic concept is presented here. However, the example matrices for load cell interactions are precisely applicable only to a three force and three moment system.

6.1.3.1 Simulated tire forces and moments shall be applied to the measuring system force and moment measuring components using fixtures involving reference load cells or optional deadweights traceable to NIST. Equation 1 represents the calibration process. The component gains, Table 7, and the inverse of the associated interaction matrix, C^{-1} , are developed. Inversion of C^{-1} yields the interaction matrix, C , Table 8. Equation 2 shows the practical use of the matrix. Table 9 gives the units for the components of the interaction matrix.

$$\mathbf{F}_{\text{SEN}} = \mathbf{C}^{-1} \mathbf{F}_{\text{CAL}} \quad (\text{Eq. 1})$$

$$\mathbf{F}_{\text{ACT}} = \mathbf{C} \mathbf{F}_{\text{SEN}} \quad (\text{Eq. 2})$$

Table 7 - Units of force and moment gains

Type of Measurement	Gain ⁽¹⁾ SI Units	Gain ⁽¹⁾ USC Units
Force	N _{SEN} /N _{CAL}	lb _{SEN} /lb _{CAL}
Moment	N·m _{SEN} /N·m _{CAL}	ft·lb _{SEN} /ft·lb _{CAL}

1. Offsets are handled through tare readings.

Table 8 - Layout of interaction matrix c

ACTUAL	SENSED F _x	SENSED F _y	SENSED F _z	SENSED M _x	SENSED T _s	SENSED M _z
F _x	C ₁₁	C ₁₂	C ₁₃	C ₁₄	C ₁₅	C ₁₆
F _y	C ₂₁	C ₂₂	C ₂₃	C ₂₄	C ₂₅	C ₂₆
F _z	C ₃₁	C ₃₂	C ₃₃	C ₃₄	C ₃₅	C ₃₆
M _x	C ₄₁	C ₄₂	C ₄₃	C ₄₄	C ₄₅	C ₄₆
T _s	C ₅₁	C ₅₂	C ₅₃	C ₅₄	C ₅₅	C ₅₆
M _z	C ₆₁	C ₆₂	C ₆₃	C ₆₄	C ₆₅	C ₆₆

Table 9 - Units for interaction matrix terms

Units SI	Units USC	Matrix Terms	Matrix Terms	Matrix Terms
N _{ACT} /N _{SEN}	lb _{ACT} /lb _{SEN}	C ₁₁	C ₁₂	C ₁₃
		C ₂₁	C ₂₂	C ₂₃
		C ₃₁	C ₃₂	C ₃₃
N·m _{ACT} /N·m _{SEN}	ft·lb _{ACT} /ft·lb _{SEN}	C ₄₁	C ₄₂	C ₄₃
		C ₅₁	C ₅₂	C ₅₃
		C ₆₁	C ₆₂	C ₆₃
		C ₁₄	C ₁₅	C ₁₆
N _{ACT} /N·m _{SEN}	lb _{ACT} /ft·lb _{SEN}	C ₂₄	C ₂₅	C ₂₆
		C ₃₄	C ₃₅	C ₃₆
		C ₄₄	C ₄₅	C ₄₆
N·m _{ACT} /N·m _{SEN}	ft·lb _{ACT} /ft·lb _{SEN}	C ₅₄	C ₅₅	C ₅₆
		C ₆₄	C ₆₅	C ₆₆

- 6.1.3.2 The pressure measuring system shall be calibrated using a hydrostatic calibrator or a reference pressure transducer to determine its gain, kPa_{SEN}/kPa_{CAL} (psi_{SEN}/psi_{CAL}), and offset, kPa (psi).
- 6.1.3.3 The loaded radius measuring system shall be calibrated using a height gauge to determine its gain, mm_{SEN}/mm_{CAL} (in_{SEN}/in_{CAL}), and offset, mm (in).
- 6.1.3.4 The slip angle measuring system shall be calibrated using an appropriate angle reference to determine its gain, degrees_{SEN}/degrees_{CAL} and offset, degrees.
- 6.1.3.5 The inclination angle measuring system, if fitted, shall be calibrated using an appropriate angle reference to determine its gain, degrees_{SEN}/degrees_{CAL} and offset, degrees.
- 6.1.3.6 The spin angular velocity measuring system shall be calibrated using an appropriate angular velocity reference to determine its gain, rpm_{SEN}/rpm_{CAL} and offset, rpm.

- 6.1.3.7 The test speed sensing system shall be calibrated using an appropriate reference to determine its gain, $\text{km/h}_{\text{SEN}}/\text{km/h}_{\text{CAL}}$ ($\text{mph}_{\text{SEN}}/\text{mph}_{\text{CAL}}$) and offset, km/h (mph).
- 6.1.3.8 The individual, non-interacting, gains and offsets are used as illustrated in Equation 3. Where possible, the use of a tare procedure to suppress the offset is desirable as offsets are often not stable over long periods of time.

$$\text{ACTUAL} = (1/M) \bullet \text{SENSED} - (B/M) \quad (\text{Eq. 3})$$

where:

ACTUAL is the real magnitude of the variable.

B is the offset.

M is the gain measured in calibration.

SENSED is the magnitude of the variable, which the transducer measures.

6.2 Frequency of Calibration

The test machine shall be calibrated at least once a year or more often should experience with a specific machine indicate that more frequent calibrations are warranted.

6.2.1 Calibration to Resolve a Problem

Should routine operational checks conducted in accordance with Section 7, Preparation of Apparatus, reveal an apparent problem with some component of the measuring system and routine practices do not resolve the problem, that portion of the measuring system in question shall be recalibrated before testing continues. If the problem is a force and moment measurement problem indicating a need for recalibration, the entire force and moment measuring system must be recalibrated.

6.3 Maintenance of Calibration Records

The gains, offsets, and calibration matrix elements shall be kept as a permanent record along with any observations on measuring system performance made during calibration. The gains, offsets, and calibration matrix elements shall be plotted as a function of time so as to develop a statistical record usable in assessing the significance of small random changes in calibration or in detecting measuring system drift.

7. PREPARATION OF APPARATUS

7.1 Purpose

Preparation of apparatus is intended to insure that: (a) test equipment meets its calibration during a test program and from test program-to-test program and (b) the road or roadway surface exhibits an approximately stationary friction level during the test program and from test program-to-test program. The precise method of preparing the apparatus used at each site must be contained within the written procedures of an individual test site.

7.2 Measuring System Before the Start of a Test Program

Before the start of a test program, the following non-interacting transducer gain check procedure and a force platform, single point pull, or control tire check of the force measuring system shall be conducted. A full calibration of the measuring system performed before the start of a test program may be substituted for the procedures detailed under this heading.

7.2.1 Non-Interacting Transducer Gain Checks

The performance of the transducers listed immediately below, which are in use at given laboratory or test site, shall be multi-point checked against a reference adequate to verify that they are still in calibration. If a transducer is no longer in calibration (the check result is deviant by twice the expected system accuracy or more), it shall be repaired and re-calibrated prior to the start of testing. The precise check method shall be a written procedure on file within the records of the testing company or agency. The method must specify a way to insure that the check method is itself valid. The results of the checks shall be retained by the test facility as a permanent time-sequenced record.

Non-Interacting Transducers to Check:

Ambient Temperature¹
Inclination Angle²
Inflation Pressure¹
Loaded Radius²
Slip Angle
Spin Angular Velocity
Test Speed

NOTE: The remainder of this section lists a number of examples of what might be done to verify satisfactory load cell performance. None of the example methods represents a procedural requirement applying to any specific laboratory. However, each specific laboratory is required to have in use its own written procedure which will verify that load cell performance is satisfactory at the outset of a test program.

7.2.2 Force Platform³ Check of Force Measuring System

A tire typical in size of the tires to be tested in the test program shall be statically loaded onto the force platform at the tire's rated normal load capacity for rated inflation at this load. This will allow a check of F_z gain for the force measuring system. With F_{zRATED} applied and both F_y and M_z initially set to zero, the force-measuring platform shall be exercised through a displacement which will induce F_y values from -50% to 50% of the magnitude of F_{zRATED} . This checks F_y gain. With F_y set to zero and $F_z = F_{zRATED}$, the footprint shall be twisted sufficiently to induce M_z data over the range of $\pm 0.015 \text{ m} \cdot F_{zRATED}$, where F_{zRATED} is expressed in Newtons. This checks M_z gain. If a channel of the force-measuring system is no longer in calibration (the check result is deviant by twice the expected system accuracy or more), the system shall be repaired and re-calibrated prior to the start of testing. The precise check method shall be a written procedure on file within the records of the testing company or agency. The method must specify a way to insure that the force platform has itself been calibrated. The results of the checks shall be retained by the test facility as a permanent time-sequenced record.

7.2.2.1 A force-measuring platform shall be capable of supporting the entire check tire footprint under normal forces up to at least 75% of the maximum magnitude measurable by the force-measuring system and be capable of applying at least $\pm 75\%$ of the force-measuring systems capacity for F_y , and M_z . Friction elements, such as bearings, shall not be interposed between the moving stage and the tire footprint. It shall have a verifiable and traceable calibration history.

1 These data need not be sampled simultaneously with the basic data specified in this procedure. However, good practice demands minimally that this measurement be made at the beginning and end of a test and an appropriate value entered within the data set so that the user knows the tire operational state. For example, in the non-sampled case, the header information in the data file would contain values for Ambient Temperature and Inflation Pressure typical of the conditions existing at the time of the test.

2 This measurement is not used in this document. It would only be checked in the case of a machine with this transducer

3 In the case of this practice, it is only necessary that the force and moment measuring platform allow checking of F_y , F_z , and M_z . However, if the machine is a generalized (ideal) machine, the platform and/or other equipment should allow verification testing of all forces and moment.

7.2.3 Single Point Pull Check

A repeatable load is applied to the force measurement system at a fixed point and direction. This may be done either of two ways. (1) A special spindle tip with a cable system set at an angle plus offset to the machine axis system and a known weight may be substituted as a force and moment source in place of a force platform. Or, (2) The calibration force can be applied using a long tie rod with a load cell on the rod axis. Application of the known force permits a quick check of system response.

7.2.4 Control Tire Check Of Force-Measuring System

A control tire typical in size to the tires to be tested in the test program shall be tested according to the following procedure. This test uses the tire appreciably below the expected peak tire friction level expected on the test surfaces used in this test so this is not a friction check, but rather a load cell system check. Control tire selection and pre-testing (SOW 1.2.1 Final Report) is discussed in Appendix A, Control Tire Selection, Pre-Testing, Storage, and Data analysis. It is good practice to leave a control tire mounted on a single rim during its use as a control.

7.2.4.1 The control tire shall be tested on a rim which is typical for general application of the control tire at an inflation regulated to the maximum rated for the control tire specification used.

7.2.4.2 Prior to the control test, the tire shall be conditioned as indicated in Table 10.

Table 10 - Control tire conditioning for force-measuring system check

Time min.	Speed km/h	Speed mph	F _Z N	F _Z lb	α degrees	γ degrees
5	16	10	Rated	Rated	0	0

7.2.4.3 Test the control tire as indicated in Table 11.

Table 11 - Control tire test for force measuring system check

Speed km/h	Speed mph	γ degrees	F _Z N	F _Z lb	α degrees						
16	10	0	Rated	Rated	0	0.5	1	-0.5	-1	-4	4

7.2.4.4 Data analysis shall begin with correction of the $F_Y(\alpha)$ and $M_Z(\alpha)$ data for any F_Z error using Equations 4 and 5. Fit the F_Z corrected $F_Y(\alpha)$ and $M_Z(\alpha)$ data at slip angles of 0.0°, 0.5°, 1.0°, -0.5°, and -1.0° with regression lines. Compute the Aligning Stiffness, Cornering Stiffness, $F_Y(0^\circ)$, and $M_Z(0^\circ)$. The F_Z corrected $F_Y(\alpha)$ and $M_Z(\alpha)$ data at -4.0° and 4.0° shall be mirrored using Equations 6 and 7. Aligning Stiffness, Cornering Stiffness, $F_Y(0^\circ)$, $M_Z(0^\circ)$, $F_{YM}(4^\circ)$ and $M_{ZM}(4^\circ)$ degrees) shall be plotted on control charts showing lines for the mean value and $\pm 2.5 \sigma$, standard deviations, from the mean based on the data from control tire pretesting. If the values of Aligning Stiffness, Cornering Stiffness, $F_Y(0^\circ)$, $M_Z(0^\circ)$, $F_{YM}(4^\circ)$, and $M_{ZM}(4^\circ)$ degrees) lie within $\pm 2.5 \sigma$ band, as determined in the control tire pretesting, the force-measuring system is assumed to be in calibration. If any of the values lie outside of 2.5σ band, repeat the control tire check. If the check is again failed, repair and re-calibrate the force measuring system. ⁴

$$F_{Y@Rated} = (F_{ZRated}/F_{ZMeasured}) \cdot F_{YMeasured} \quad (\text{Eq. 4})$$

$$M_{Z@Rated} = (F_{ZRated}/F_{ZMeasured}) \cdot M_{ZMeasured} \quad (\text{Eq. 5})$$

$$F_{YM}(4^\circ) = 0.5 \cdot [F_Y(-4^\circ) + F_Y(4^\circ)] \quad (\text{Eq. 6})$$

$$M_{ZM}(4^\circ) = 0.5 \cdot [M_Z(-4^\circ) + M_Z(4^\circ)] \quad (\text{Eq. 7})$$

⁴ The Aligning and Cornering Stiffness will very slowly increase with time due to tire aging. If a control tire is used for a very long time this effect can become significant (SAE 810066).

7.3 Roadway Friction Before the Start of a Test Program

Before the start of a test program, a check of roadway surface friction shall be conducted.

NOTE: The remainder of this section is an example of what might be done to verify satisfactory roadway surface friction. The example method requires the presence of torque capability on the test machine and could not be run by a facility without torque capability. It is not a procedural requirement applying to any laboratory. However, each specific laboratory is required to have in use its own written procedure which will verify that roadway surface friction is satisfactory at the outset of a test program.

Development of a valid method of tracking roadway surface friction applicable to any machine capable of only free-rolling testing should be pursued through research prior to the next renewal of this document. It is possible, based on work to date, that the level of $Mz(4^\circ)$ might be a valid indicator.

7.3.1 Example Control Tire Check of Roadway Surface Friction

A control tire typical in size to the tires to be tested in the test program shall be tested according to the following procedure. Control tire selection and pre-testing (SOW 1.2.1 Final Report) is discussed in Appendix A Surface Friction Control Tire Selection, Pre-Testing, Storage, and Data Analysis.

7.3.1.1 The control tire shall be tested on a rim which is typical for general application of the control tire at an inflation regulated to the maximum rated for the control tire specification used.

7.3.1.2 Prior to the roadway surface friction control test, the tire shall be conditioned as indicated in Table 12.

Table 12 - Control tire conditioning for surface friction check

Time min.	Speed km/h	Speed mph	F_z N	F_z lb	α degrees	γ degrees
15	48	30	Rated	Rated	0	0

7.3.1.3 Test the control tire as indicated in Table 13.

Table 13 - Control tire test for surface friction check

Speed km/h	Speed mph	α degrees	γ degrees	F_z N	F_z lb	Slip Ratio Start, %	Slip Ratio End, %	Slip Ratio Rate, %/s
48	30	0	0	Rated	Rated	0	-80	-80

7.3.1.4 Data analysis shall begin with correction of the $F_x(\text{SR})$ data corrected for any F_z errors using Equation 8. The $F_{x\text{CORR}}(\text{SR})$ shall be plotted versus the reference value of $F_x(\text{SR})$ for the control tire used.

$$F_{x\text{CORR}} = (F_{z\text{Rated}}/F_{z\text{Measured}}) \cdot F_{x\text{Measured}} \quad (\text{Eq. 8})$$

7.3.1.5 Testing may begin if the regression line slope of $F_{x\text{CORR}}(\text{SR})$ versus $F_{x\text{REF}}(\text{SR})$ is between 0.95 and 1.05 and there is no appreciable nonlinearity (see Figures 5 and 6, A Straight-Line Braking Test for Heavy-Duty Truck tires: SAE CRP-11). In this case, the surface exhibits an approximately stationary friction level and there is a reasonable probability that surface friction will not lead to results divergent from previous results on the same surface.

7.3.1.6 Testing may not begin if the regression line slope of $F_{x\text{CORR}}(\text{SR})$ versus $F_{x\text{REF}}(\text{SR})$ is not between 0.95 and 1.05 and/or there is appreciable nonlinearity (see Figures 5 and 6, A Straight-Line Braking Test for Heavy-Duty Truck Tires: SAE CRP-11). In this case, the surface exhibits a non-stationary friction level and there is a reasonable probability that surface friction differences will lead to results divergent from previous results on the same surface. The following actions shall be taken:

- a. On an indoor machine, the surface shall be replaced with a duplicate sample of the original abrasive surface which shall be broken-in according to the standard written procedure for surface break-in in use at the test facility in question. Then, the procedure of 7.3.1 shall be repeated to verify that surface friction is now properly bounded.

- b. For tests run outdoors, other locations on the test surface shall be tried using the method of 7.3.1 until an area with friction similar to the original friction is found. Should this prove impossible, the friction achieved shall be documented by a graph of the type discussed in 7.3.1.4 and through preservation of the data as a computer file. Testing may resume under the warning that the results obtained may not be usefully comparable to previous results.

7.4 Measuring System Check During a Test Program

At the beginning of each operating day the measuring system shall be checked to insure that the system has not deviated from its calibration. This check may be done by repeating 7.2 or by a standard daily check routine which shall be a written procedure on file within the records of the testing company or agency and which has been shown to yield a valid daily check of the particular measuring system being used. The results of each daily check shall be retained by the test facility as a permanent time sequenced record. Should the measuring system not pass a daily check, it is mandatory that the system be repaired and subjected to a check by the method of 7.2 or to a full calibration whichever is more appropriate.

7.5 Roadway Friction Test During a Test Program

The roadway friction check of 7.3 shall be repeated:

1. Each time an indoor facility must replace its roadway surface due to a failure which necessitates replacement of the roadway surface,
2. If the surface has reached the end of its documented usable life and the intent is to continue using the surface,
3. Daily, if an indoor facility has no documented usable life information within its files or is using a surface beyond its documented usable life,
4. Each time a test track is subject to unusual weather events,
or
5. The test track surface has been disused for a substantial time period, two weeks or more.

The results of each check shall be retained by the test facility as a permanent time-sequenced record. Should the surface friction check reveal that requirements of 7.3.1-5 are not met then the requirements of 7.3.1.6 become mandatory before testing can resume.

7.5.1 Documented Usable Life

Documented usable life is the usage life for which it has been experimentally established that there is a 5% or less change in friction coefficient. The data and analysis on which the documented usable life is based shall be part of the permanent written records of the testing facility using a particular documented usable life along with test time and severity tracking to establish usable life of artificial roadway surfaces.

7.6 Measuring System at the End of a Test Program

- 7.6.1 7.2 shall be repeated as written at the end of testing.

7.7 Roadway Friction at the End of a Test Program

- 7.7.1 7.3 shall be repeated as written at the end of testing.

7.7.2 Reporting of Apparatus and Surface Status During a Test Program

If the system and roadway friction remain controlled throughout the test program, a statement certifying control is the only required report on control. Should a loss of control occur, the testing company or agency shall issue a summary report of the problems and an estimation of the effect of the problems on use of the data.

It is advised that any deviation from control be promptly brought to the attention of the test purchaser rather than to wait for the formal report before informing the customer.

8. SELECTION AND PREPARATION OF TEST TIRES

8.1.1 Selecting Tire for Good Comparability

The purpose of the test must be carefully borne in mind when selecting test tires since tire properties depend on numerous factors besides the tire design and materials. It is especially important to properly account for storage history (SAE 810066) and previous work history (SAE 770870). Due to the many complex questions that the test defined in this document may be used to address, specific tire selection recommendations can only be made for the case in which different tires are to be compared for pure design or materials effects. In this case, all test tires should be of approximately the same age, have been stored under essentially the identical conditions, have experienced approximately the same exercise history, and have been sampled from production lots with similar statistical characteristics.

8.2 Inflation Pressure

The inflation pressure used in the test is a regulated inflation pressure. The test inflation pressure may be pre-specified by the test requester. In the absence of such a specification, the method of this section allows determination of a realistic tire inflation pressure for use in the force and moment test. Operating tire inflation may be tire specification dependent as individual tire specifications may exhibit different operating temperatures and, therefore, different operating inflation pressures in spite of having been inflated to the same cold inflation pressure prior to operation.

8.2.1 Tire Preparation for Determining Test Inflation

Mount an experimental tire for the specification to be tested on the tire and rim standards organization specified rim. Inflate the tire to the target cold inflation pressure specified by the test requester and cap the valve. Mounting and demounting shall be done in accordance with the practices specified in (OSHA 1910.177). The rim used shall meet or exceed OE specifications.

8.2.2 Test Inflation Determination Experiment

Run the tire at inclination angle (γ) = 0 degree slip angle (α) = 0 degree, normal force (F_z) = -(Rated Load for the target cold inflation), and test speed (S) for 1 h. At the end of 1 h, stop the test and measure the pressure in the test tire. The pressure measured is the test inflation pressure (p), which will be used during the tire conditioning and test.

8.2.3 Comment on Experimental Efficiency

The test inflation determination experiment corresponds to the first step of pre-test conditioning. Therefore, if the tester proceeds immediately with testing of the tire used in the inflation determination experiment, there is little extra cost associated with this step.

8.3 Pre-Test Conditioning

The purpose of this step is to raise the tire to the operating temperature associated with use at the test speed (S) and to very lightly scuff the tread in a way representative of a few miles of Interstate Highway travel.

8.3.1 Tire Preparation

Mount the test tire on the tire and rim standards organization specified rim. Mounting and demounting shall be done in accordance with the practices specified in (OSHA 1910.177). The rim used shall meet or exceed OE specifications. Inflate the test tire to the test inflation pressure (p) using a pressure regulator.

8.3.2 Conditioning

Condition the test tire in accordance with the operating sequence in Table 14.

Table 14 - Tire conditioning sequence

Distance Kilometers (mile)	Speed km/h (mph)	Load, % Rated	Pressure psi	α degrees	γ degrees
S X 1 h	S	100	P	0	0
0.80 (0.5)	S	100	P	1	0
0.80 (0.5)	S	100	P	-1	0

8.4 Ambient Temperature Limits

During pre-test conditioning, the ambient temperature, T_A , shall be between 15 °C (59 °F) and 27 °C (81 °F) so as to limit temperature induced variance in the lateral force results to $\pm 1\%$ or less (SAE 770870).

8.5 Sample Size

The precise sample size to test in order to determine F_Y and M_Z differences between two tire specifications at a stated level of accuracy depends on the variance of the tire samples chosen and on the testing variability of the test machine used. Consequently, the procedure referenced in the following paragraphs may not be completely accurate in every case. However, the method can be considered to be useful as a first approximation.

8.5.1 Estimating Sample Size

Using either the CALSPAN or UMTRI test machine and assuming a test sample variance identical to that in the samples used in compiling SAE CRP-11, an estimate of test sample size can be made (see, Figures C/U1.2.1-1 and C/U1.2.1-2, Recommended Test Sample Sizes (SOW 1.5) and The CALSPAN/UMTRI Comparison (SOW 3.0), SAE CRP-11).

NOTE: The sample size estimates for the UMTRI machine are no longer directly relevant due to it being decommissioned and no longer available for testing. However, the UMTRI sample sizes in the references illustrate the accuracy possibly using a properly constructed over-the-road force and moment tester.

9. TEST PROCEDURE

9.1 The Test

Without stopping at the end of conditioning, test according to the sequence in Table 15. The sequence is to set the first normal force, do the slip angles in order, set the second normal force, do the slip angles in order, etc. until Table 15 has been completed.

Table 15 - The free-rolling cornering test
 $\gamma = 0^\circ$; P is as determined in 8.2; s is at the engineering user's choice.

F_x , % Rated Load	α , deg								
-25	0	1	-1	-2	2	4	-4	-6	6
-50	0	1	-1	-2	2	4	-4	-6	6
-75	0	1	-1	-2	2	4	-4	-6	6
-100	0	1	-1	-2	2	4	-4	-6	6
-125	0	1	-1	-2	2	4	-4	-6	6
-150	0	1	-1	-2	2	4	-4	-6	6
-200	0	1	-1	-2	2	4	-4	-6	6

9.2 Ambient Temperature Limits

During the test, the ambient temperature, T_A , shall be between 15 °C (59 °F) and 27 °C (81 °F) so as to limit temperature induced variance in the lateral force results to $\pm 1\%$ or less (SAE 7700870).

9.3 Test Speed

The choice of test speed (S) should reflect the intended use of the model and the capabilities of the test machine being used. S is constant throughout the test.

9.4 Extension

Should there be a desire to use this test in modeling the combined cornering and braking behavior of a tire (SAE 960180), the test developed in this document must be extended to higher slip angles (SAE 960180). If the test is extended, any lateral force or aligning moment comparisons produced in the background work underlying this document are not to be extrapolated (SAE CRP-11).

NOTE: There are two possible modifications to the procedure which should be examined through research: a high-to-low (F_z) sequence and a swept slip angle test in place of the current incremental slip angle test.

10. DATA PROCESSING AND PRESENTATION

10.1 Data to Acquire

The data to acquire at a minimum are: F_Y , F_z , M_z , and α . Should the machine have the capability acquire: F_x , F_Y , F_z , M_x , M_z , p , R_1 , ω , S , T_A , T_S , α and γ .

10.2 Data Acquisition Rates and Filtering

Each reported data value shall be the average of data sampled 32 times per revolution over two revolutions so that tire uniformity variations are suppressed. Two revolutions should occur after load and slip angle setting prior to data acquisition to insure that relaxation effects are not part of the data.

10.3 Tire Coordinate System

All data shall be reported using one of the tire coordinate systems in SAE J670, As noted earlier in a note near the beginning of Section 3, this document is written in terms of the Historical SAE Coordinate System, SAE J2047, referred to as superseded in SAE J670.

10.4 Data Correction or Adjustment

If modest normal force (F_z) errors exist, the F_Y and M_z data may be corrected by use of Equations 9 and 10. Correction for slip angle errors is not considered. Depending on the tire modeling software used, neither correction may be necessary.

$$F_{Y@target} = (F_{Ztarget} / F_{ZMeasured}) \cdot F_{YMeasured} \quad (\text{Eq. 9})$$

$$M_{z@target} = (F_{Ztarget} / F_{ZMeasured}) \cdot M_{zmeasured} \quad (\text{Eq. 10})$$

10.5 Data File Format

The operating system used to format any media used to transmit data files must be specified in the letter of transmittal accompanying data files.

The data files shall be ASCII files whose character must be spelled out within the written procedures of the laboratory providing the data.

NOTE: The remainder of this section provides an example of how an ASCII data file might be done and is not a requirement of this document.