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Effects of Tire Rolling Resistance On Class 8 Tractor-Trailer Stopping Distance

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| 16. Abstract <p>The Federal Motor Carrier Safety Administration and National Highway Traffic Safety Administration conducted a joint test program through Oak Ridge National Laboratory to explore the effects of tire rolling resistance levels on Class 8 tractor-trailer stopping distance performance over a range of loading and surface conditions. The objective was to determine whether there is a relationship between tire rolling resistance and stopping distance for vehicles of this type.</p> <p>The results of this research suggest that tire rolling resistance is not a reliable indicator of Class 8 tractor-trailer stopping distance. The correlation coefficients (R2 values) for linear regressions of wet and dry stopping distance versus overall vehicle rolling resistance values did not meet the minimum threshold for statistical significance for any of the test conditions. Correlation between the tire coefficient of rolling resistance (CRR) and stopping distance was found to be negligible for the dry tests for both loading conditions. While correlation was higher for the wet testing (showing a slight trend in which lower CRRs correspond to longer stopping distances), it still did not meet the minimum threshold for statistical significance. In terms of compliance with Federal safety standards, it was found that the stopping distance performance of the vehicle with the four tire sets studied in this research (with estimated tractor CRRs which varied by 33%), were well under the Federal Motor Vehicle Safety Standards No. 121 stopping distance requirements.</p> | | | | | | | | | | | |
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Overview

The DOT Federal Motor Carrier Safety Administration and National Highway Traffic Safety Administration conducted a joint test program through Oak Ridge National Laboratory to explore the effects of tire rolling resistance values on Class 8 tractor-trailer stopping distance performance over a range of loading and surface conditions. The objective was to determine whether there is a relationship between tire rolling resistance and stopping distance for vehicles of this type.

Sets of 60-mph stopping distance tests were performed on four different sets of tires (on the same tractor semitrailer test vehicle) on wet and dry pavement at the Transportation Research Center in East Liberty, Ohio. For each set of tires, ten stopping distance tests were performed for each test condition. New tires of these same tire models were also laboratory-tested for rolling resistance at Smithers Rapra to facilitate comparison between the test track performance and the coefficients of rolling resistance (CRRs) for each tire set. Six new tires of each model were tested for rolling resistance.

Test Vehicle

The test vehicle was a model year 2014 Freightliner Cascadia 125 6x4 tractor that used the same Utility 2012 VS2DX 53-foot dry van trailer with air suspension for all test conditions other than Part 571 Federal Motor Vehicle Safety Standards (FMVSS) No. 121 testing, which requires a special unbraked control trailer (Figure 1). The tractor and trailer brakes were fully burnished in accordance with the FMVSS No. 121 procedures prior to testing. All tires were subjected to an on-road conditioning run of 100 miles at approximately 60 mph, loaded to 60,000 lb. gross combination vehicle weight (GCVW), prior to the start of braking tests.



Figure 1. Class 8 Tractor with 53-Foot Dry Van Trailer and FMVSS No. 121 Unbraked Control Trailer

The vehicle test weights selected for the test program are detailed in Table 1. Exact test weights for each test series are available in Appendix A, with additional details on per axle loading and vehicle configuration in Appendix C.

Table 1. Nominal Vehicle Test Weights (GCVW)

| Description of Loading Condition | Nominal Gross Combination Vehicle Weight (GCVW) |
|---|--|
| FMVSS No. 121 Load | 57,700 lb. |
| Medium Load | 60,000 lb. |
| Maximum FHWA Bridge Formula Load (for vehicles of this length and number of axles) | 80,000 lb. |
| *A slightly higher GCVW than the standard 56,500-lb. target GCVW for FMVSS No. 121 tests was used to parallel other efforts where higher loads were tested. | |

Test Tires

The test tire models were selected from four manufacturers and were comprised of “all-position” (which are primarily used on tractor steer or trailer axles) and “drive” designated models (Table 1). The test design utilized the EPA SmartWay Verified designation as an indicator of low rolling resistance at the various axle positions. Detailed results of the tire rolling resistance testing are discussed later in this report and displayed in Table 8 and Appendix B. The all-position tire models ranged in average CRR from 4.6 to 6.5 N/kN. The drive tire models ranged in average CRR from 5.9 to 8.2 N/kN.

Table 2. Tested Tire Models

| Designation | Tire Model | CRR Test Average ¹ | SmartWay ² Verified as Steer (≤ 6.5 CRR) ³ | SmartWay Verified as Drive (≤ 6.6 CRR) | SmartWay Verified as Trailer (≤ 5.1 CRR) |
|--------------|-------------------------|-------------------------------|--|--|--|
| All Position | Bridgestone Ecopia R197 | 4.6 | YES | N/A | YES |
| | Yokohama RY617 | 5.7 | YES | N/A | NO |
| | Bridgestone R280 | 6.3 | YES | N/A | NO |
| | Goodyear G399A LHS | 6.5 | YES | N/A | NO |
| Drive | Bridgestone Ecopia M710 | 5.9 | N/A | YES | N/A |
| | Yokohama 703ZL | 6.2 | N/A | YES | N/A |
| | Goodyear G572A LHD | 6.4 | N/A | YES | N/A |
| | Bridgestone M726 EL | 8.2 | N/A | NO | N/A |

Table 3 shows how the tire models were combined into four sets of test tires. Tire Set 2 was comprised of SmartWay-verified low rolling resistance tires (LRRT) at all steer, drive, and trailer positions. Sets 1 and 3 had verified models at two of three positions (tractor steer and drive axles). Set 4 had verified tires at only one of three positions (steer) and had the highest combined rolling resistance of the four sets

Table 3. Tested Tire Sets

| Tire Set | Tire Model for Each Axle Group | | |
|----------|--------------------------------|-------------------------|-------------------------|
| | Steer (2 Tires) | Drive (8 Tires) | Trailer (8 Tires) |
| Set 1 | Goodyear G399A LHS | Goodyear G572A LHD | Goodyear G399A LHS* |
| Set 2 | Bridgestone Ecopia R197 | Bridgestone Ecopia M710 | Bridgestone Ecopia R197 |
| Set 3 | Yokohama RY617 | Yokohama 703ZL | Yokohama RY617* |
| Set 4 | Bridgestone R280 | Bridgestone M726 EL* | Bridgestone R280* |

*Indicates a tire model that is not verified as a low rolling resistance model under EPA SmartWay for that axle position.

Results of CRR tests for each model of tire were used to calculate an overall nominal CRR for each complete tire set for an 80,000-lb GCVW, shown in Table 4. An explanation of these calculations, along with charts showing the breakdown of actual rolling resistance by axle group using exact test weights, appear in the analysis section on rolling resistance results.

¹ See Table 7 and Appendix B for detailed tire rolling resistance results.

² Per EPA SmartWay Technology Tires Listing (Accessed 4/15/2015)

<http://www.epa.gov/smartway/forpartners/technology.htm>

³ Per ISO 28580 (2 meter drum) Target Values;

<http://www.epa.gov/smartway/forpartners/documents/verified/420f12024.pdf>

Table 4. Overall CRR Estimates Each Tire Set Loaded to 80,000-lb GCVW

| Tires | Estimated Overall GCV CRR (N/kN) |
|--------------|---|
| Set 1 | 6.48 |
| Set 2 | 5.15 |
| Set 3 | 5.95 |
| Set 4 | 7.10 |

Stopping Distance

The stopping distance testing was conducted on a Portland cement concrete skid pad with nominal dry peak and slide coefficients of friction of 0.94 and 0.89, respectively. Ten service brake stops for each tire set were performed on wet pavement, dry pavement, and repeated on wet pavement for two different GCVWs—60,000 lb and 80,000 lb—for a total of 60 stops per tire set. These tests were performed in a manner similar to the FMVSS No. 121 tests where the vehicle was brought up to the target speed (in this case 60-mph) and the service brakes were fully applied until the vehicle came to a stop. (Unlike the FMVSS No. 121 stops, however, the full tractor-trailer vehicle combination with a braked trailer was under test.) In addition to these stops, a set of ten 60-mph stopping tests were also performed for each set of tractor tires with an unbraked control trailer and tested in accordance with FMVSS No. 121 protocols.

A sample run is shown below in Figure 2 for reference. This plot shows the full braking pressure being applied at time zero, causing the vehicle to come to a complete stop from its 60-mph initial speed. The vehicle deceleration is fairly constant at 20 ft/s² after approximately 0.5 seconds.

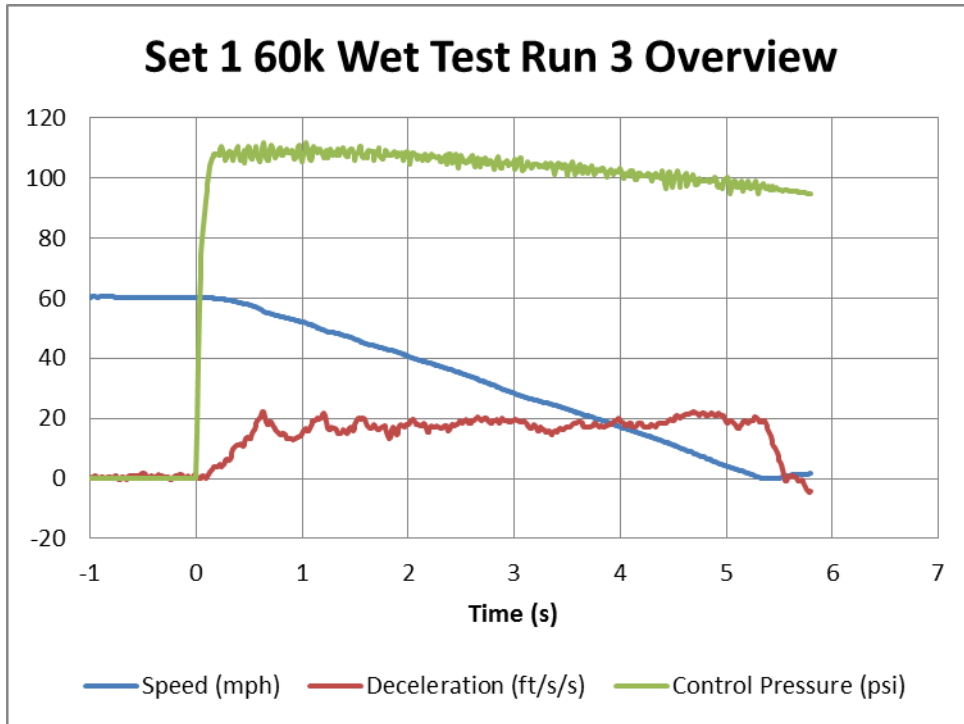


Figure 2. Streaming Data from Sample Stopping Test

Stopping Distance Results Summary

The following figures show the overall stopping distance results. The values shown in Figure 3 represent the averages of the ten stopping distance tests for each scenario, and Figure 4 through Figure 7 show each individual stopping test. Note that for clarity and to better facilitate comparisons, the y axis does not begin at zero; a range of 200 ft to 300 ft is used throughout this report for 60-mph stopping distances.

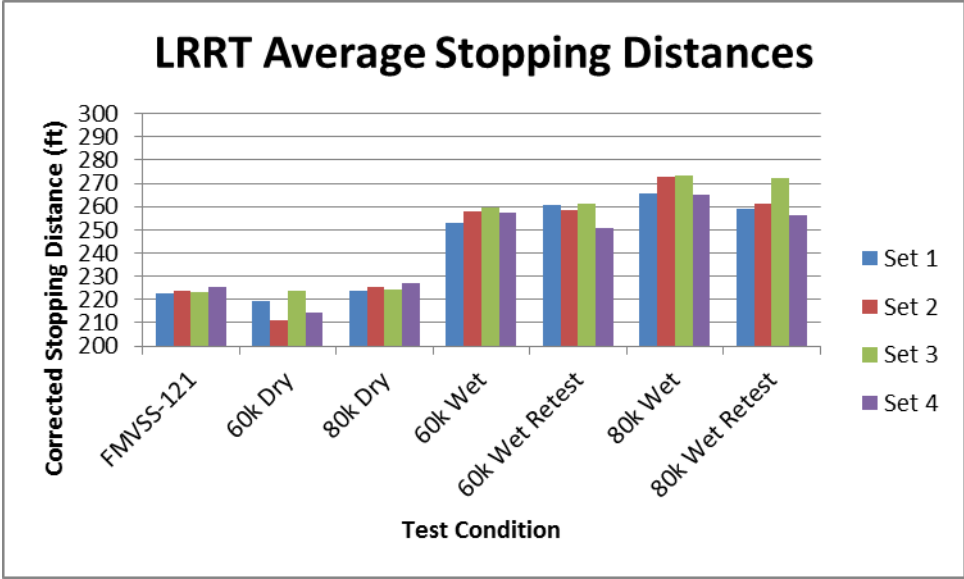


Figure 3. Average Stopping Distances

Test results for each run are available in Appendix A.

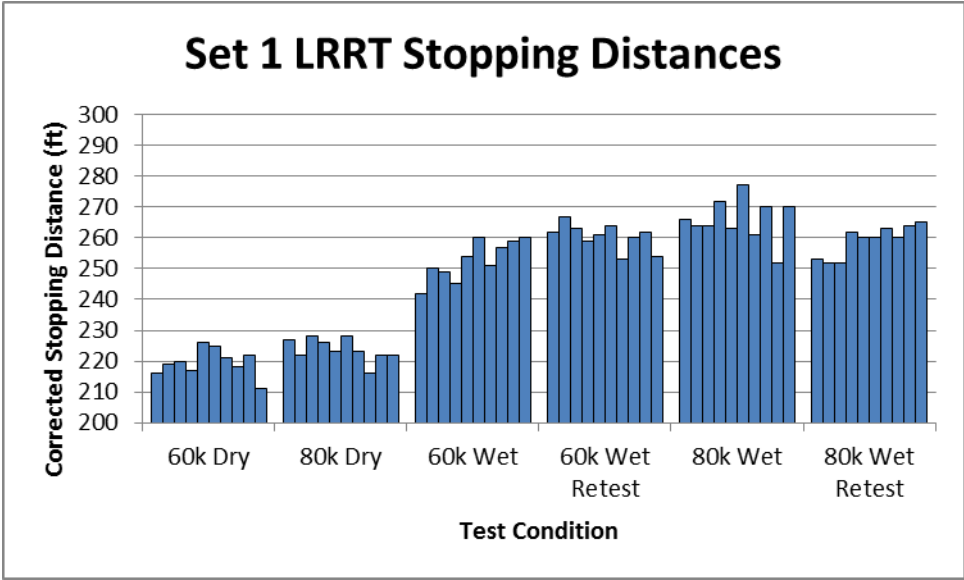


Figure 4. Individual Stopping Distances for Set 1 Test Runs

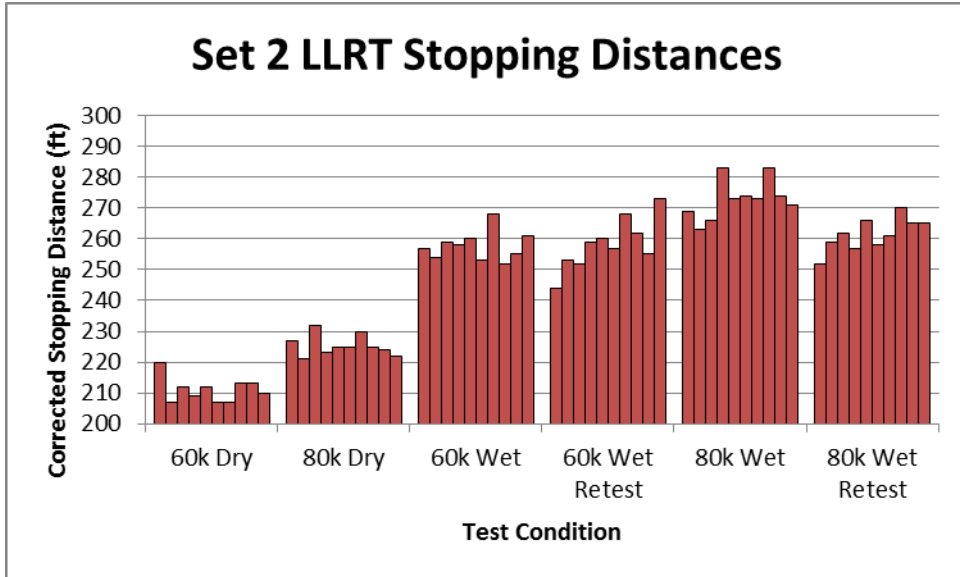


Figure 5. Individual Stopping Distances for Set 2 Test Runs

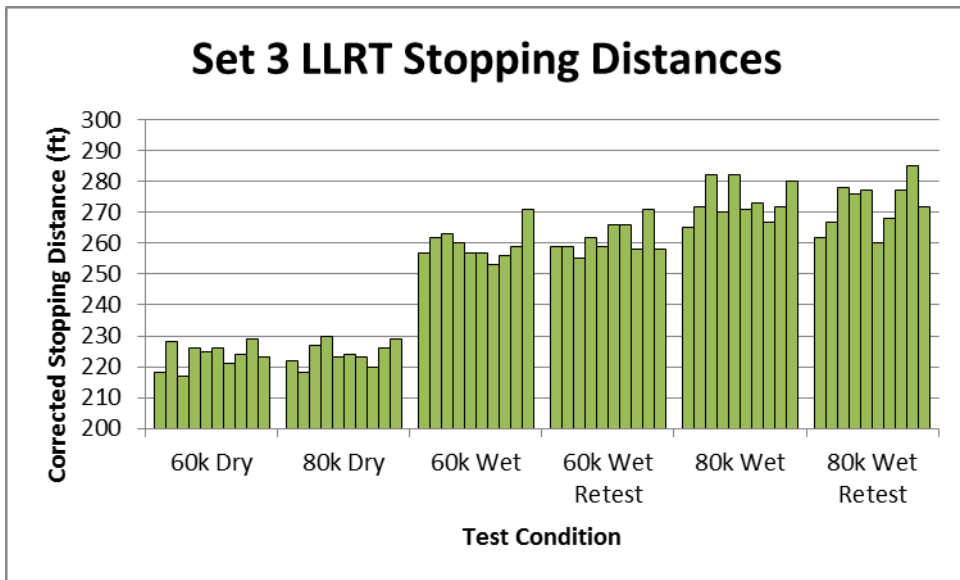


Figure 6. Individual Stopping Distances for Set 3 Test Runs

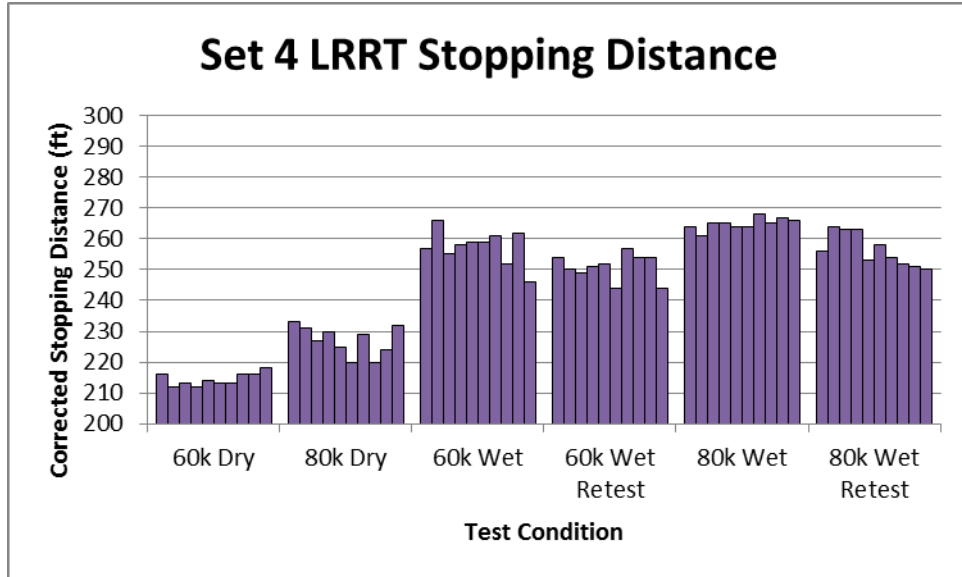


Figure 7. Individual Stopping Distances for Set 4 Test Runs

Stopping distances for each run of the FMVSS No. 121-type stops are shown in Figure 8.

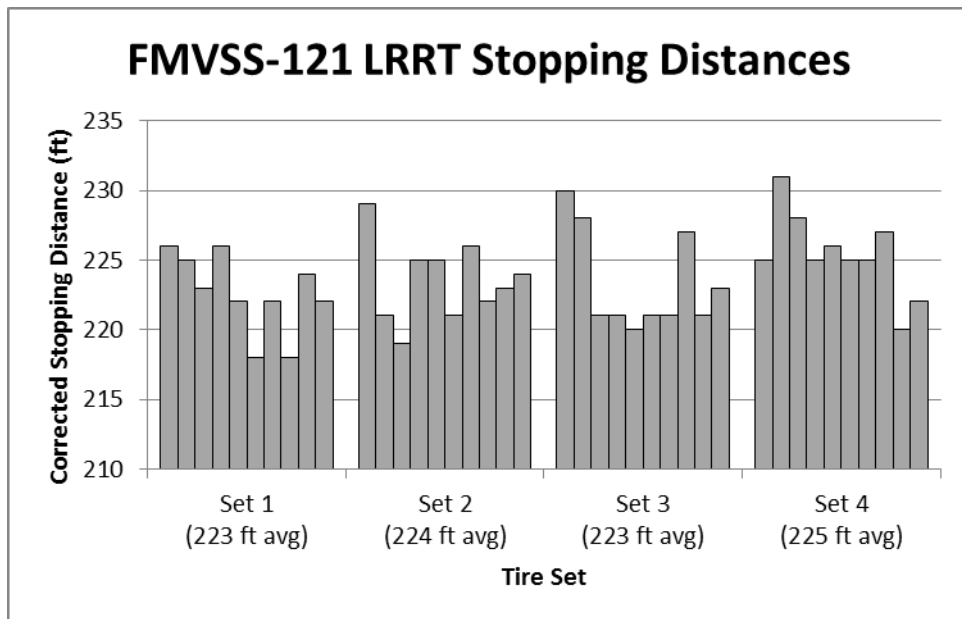


Figure 8. Individual Stopping Distances for FMVSS No. 121 Test Runs

Table 5 shows the average stopping distances for each set of tests. Also shown is the standard deviation for each 10-run set. The standard deviation provides a measure of how closely the individual runs are grouped around the overall average value. Table 6 displays the coefficient of variation (ratio of the standard deviation to the mean) for each set of tests. All sets of vehicle stopping distances had a coefficient of variation below 3%.

Table 5. Stopping Distance Averages and Standard Deviations (ft)

| Test Set | Average | | | | Sample Standard Deviation | | | |
|----------------|---------|-------|-------|-------|---------------------------|-------|-------|-------|
| | Set 1 | Set 2 | Set 3 | Set 4 | Set 1 | Set 2 | Set 3 | Set 4 |
| FMVSS No. 121 | 222.6 | 223.5 | 223.3 | 225.4 | 2.875 | 2.915 | 3.622 | 3.026 |
| 60k Dry | 219.5 | 211.0 | 223.7 | 214.3 | 4.403 | 4.000 | 4.001 | 2.058 |
| 80k Dry | 223.7 | 225.4 | 224.2 | 227.1 | 3.683 | 3.438 | 3.824 | 4.725 |
| 60k Wet | 252.7 | 257.7 | 259.5 | 257.5 | 6.360 | 4.715 | 4.994 | 5.563 |
| 60k Wet Retest | 260.5 | 258.3 | 261.3 | 250.9 | 4.301 | 8.247 | 4.900 | 4.306 |
| 80k Wet | 265.9 | 272.9 | 273.4 | 264.9 | 6.887 | 6.420 | 6.004 | 1.912 |
| 80k Wet Retest | 259.1 | 261.5 | 272.2 | 256.4 | 4.977 | 5.233 | 7.857 | 5.317 |

Table 6. Stopping Distance Coefficients of Variation

| Test Set | Estimated Coefficient of Variation | | | |
|----------------|------------------------------------|-------|-------|-------|
| | Set 1 | Set 2 | Set 3 | Set 4 |
| FMVSS No. 121 | 1.3% | 1.3% | 1.6% | 1.3% |
| 60k Dry | 2.0% | 1.9% | 1.8% | 1.0% |
| 80k Dry | 1.6% | 1.5% | 1.7% | 2.1% |
| 60k Wet | 2.5% | 1.8% | 1.9% | 2.2% |
| 60k Wet Retest | 1.7% | 3.2% | 1.9% | 1.7% |
| 80k Wet | 2.6% | 2.4% | 2.2% | 0.7% |
| 80k Wet Retest | 1.9% | 2.0% | 2.9% | 2.1% |

Figure 9 below illustrates the confidence intervals for each series of tests based on the calculated average and standard deviation. Each marker and corresponding band represents the confidence interval for the identified set of ten runs for a given tire-load-pavement condition. The colored diamonds mark the average stopping distance for each set of ten tests, and the line on which this marker is overlaid indicates the range and limits of the 95% confidence interval (the interval in which it can be predicted with 95 % confidence that the actual population average would lie given an unlimited number of repetitions).

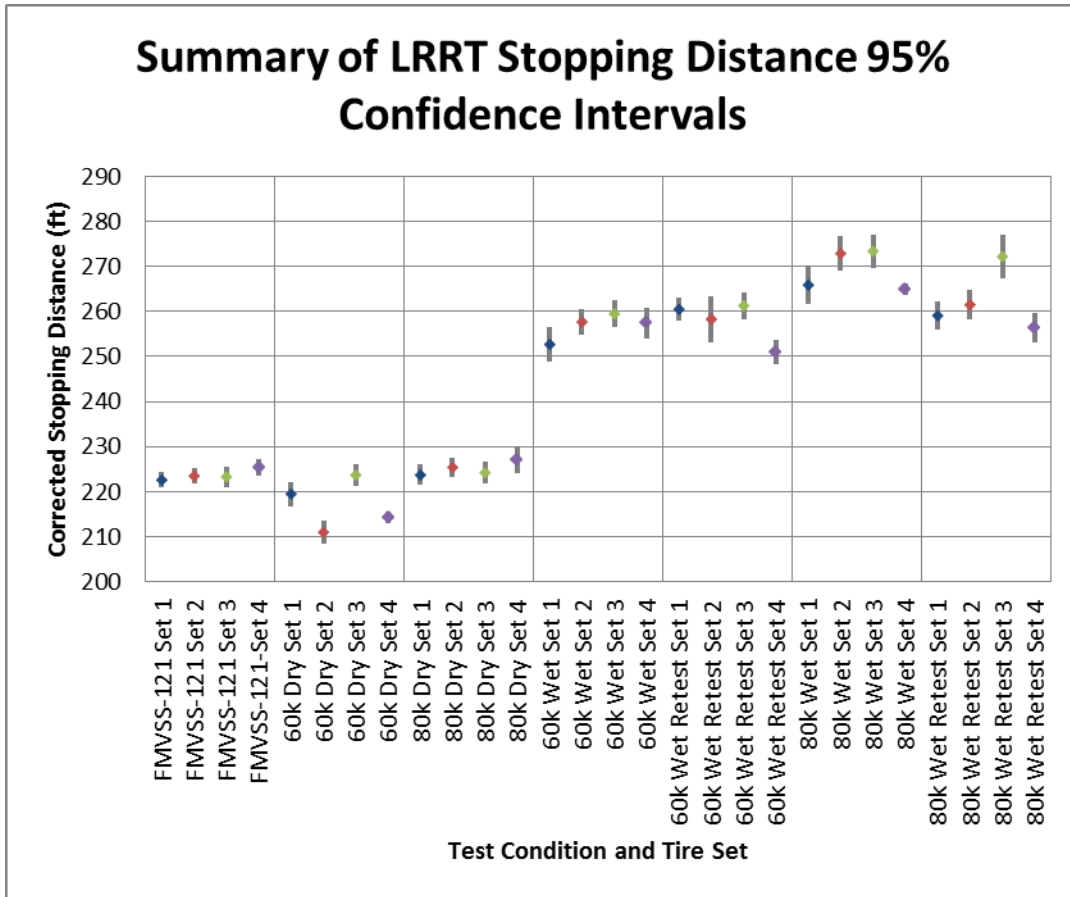


Figure 9. Stopping Distance Confidence Intervals

Of particular interest is that in some cases the confidence interval for the wet test does not overlap with that of the wet retest as would be expected. Possible causes for this discrepancy include ambient and test track temperature changes and variations in water distribution on the test surface.

Maximum and minimum values for each set of runs are shown in Table 7 along with the range for stopping distances in each set of runs.

Table 7. Stopping Distance Range (ft)

| Test Set | Maximum | | | | Minimum | | | | Range | | | |
|----------------|---------|-------|-------|-------|---------|-------|-------|-------|-------|-------|-------|-------|
| | Set 1 | Set 2 | Set 3 | Set 4 | Set 1 | Set 2 | Set 3 | Set 4 | Set 1 | Set 2 | Set 3 | Set 4 |
| FMVSS No. 121 | 226 | 229 | 230 | 231 | 218 | 219 | 220 | 220 | 8 | 10 | 10 | 11 |
| 60k Dry | 226 | 220 | 229 | 218 | 211 | 207 | 217 | 212 | 15 | 13 | 12 | 6 |
| 80k Dry | 228 | 232 | 230 | 233 | 216 | 221 | 218 | 220 | 12 | 11 | 12 | 13 |
| 60k Wet | 260 | 268 | 271 | 266 | 242 | 252 | 253 | 246 | 18 | 16 | 18 | 20 |
| 60k Wet Retest | 267 | 273 | 271 | 257 | 253 | 244 | 255 | 244 | 14 | 29 | 16 | 13 |
| 80k Wet | 277 | 283 | 282 | 268 | 252 | 263 | 265 | 261 | 25 | 20 | 17 | 7 |
| 80k Wet Retest | 265 | 270 | 285 | 264 | 252 | 252 | 260 | 250 | 13 | 18 | 25 | 14 |

The widest stopping distance range (between maximum and minimum stopping distance for a given set of tests) was 25 feet, approximately 10% of the measured stopping distance.

The variation in stopping distance test results is of particular interest for the FMVSS No. 121 stops—the standard provides a maximum stopping distance which must be met by at least one of the six runs in a standard FMVSS No. 121 test⁴. (Unlike the other stopping distance tests performed, the FMVSS No. 121 tests are performed with an unbraked control trailer and thus only provide insight into the tractor braking system.) In these tests, the tractor was loaded to 53,190 lb. (13,180 lb. on the steer axle and 40,010 lb. on the drive axles) with 4,500 lb. on the test trailer axle. For this type of tractor-trailer combination vehicle, the maximum stopping distance for a 60-mph stop is 250 feet. As apparent from Figure 10, even the longest measured stopping distances for each set of ten runs were well under this limit.

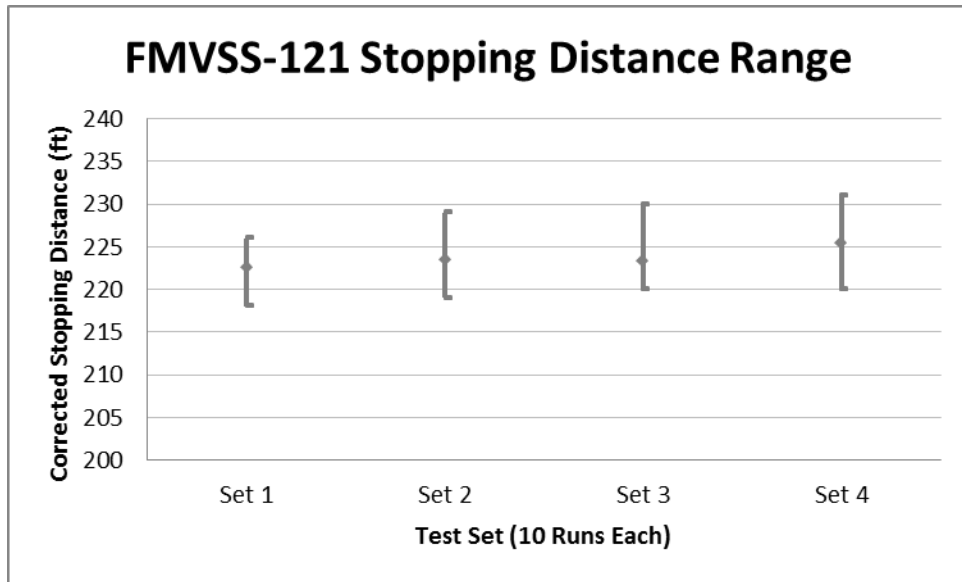


Figure 10. Range of Stopping Distances for FMVSS No. 121 Stops

⁴ http://www.nhtsa.gov/DOT/NHTSA/Rulemaking/Rules/Associated%20Files/121_Stopping_Distance_FR.pdf (Table II p. 143)

Stopping Distance and Deceleration

Following are plots of the stopping distance as a function of the average deceleration (Figure 11 to Figure 15). The upper left group of points represents the wet stopping distance tests (and retests) and the lower right group represents the dry testing resulting in higher decelerations and shorter stopping distances, as expected. This information for each tire set is shown separately to allow comparisons to be made between different test conditions. As expected, the higher test weight (dark markers in these plots) generally resulted in longer stopping distances.

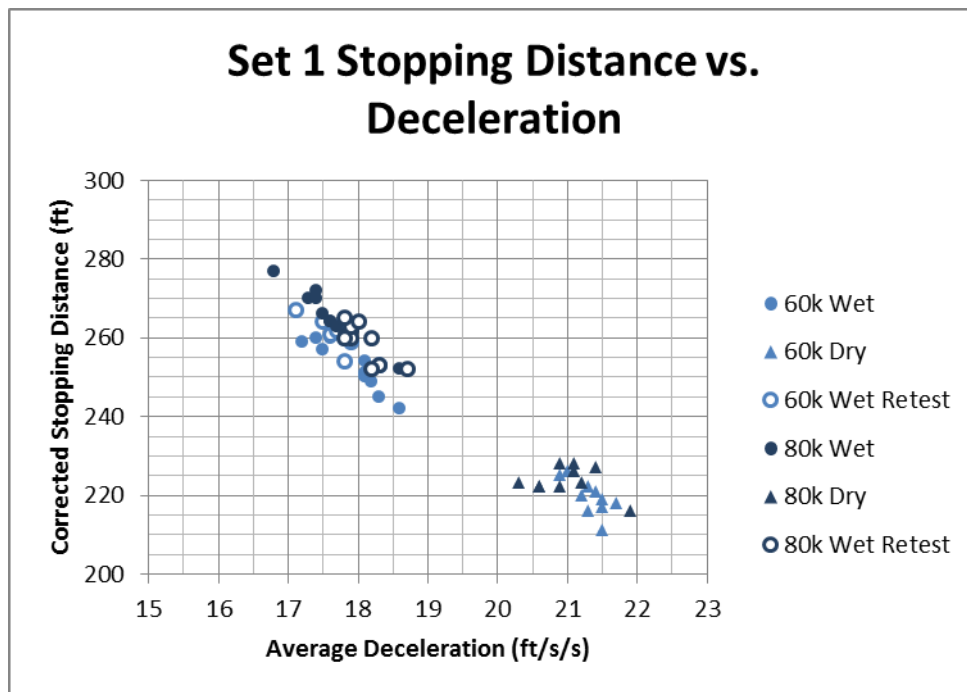


Figure 11. Stopping Distance vs. Deceleration for Set 1 Tests

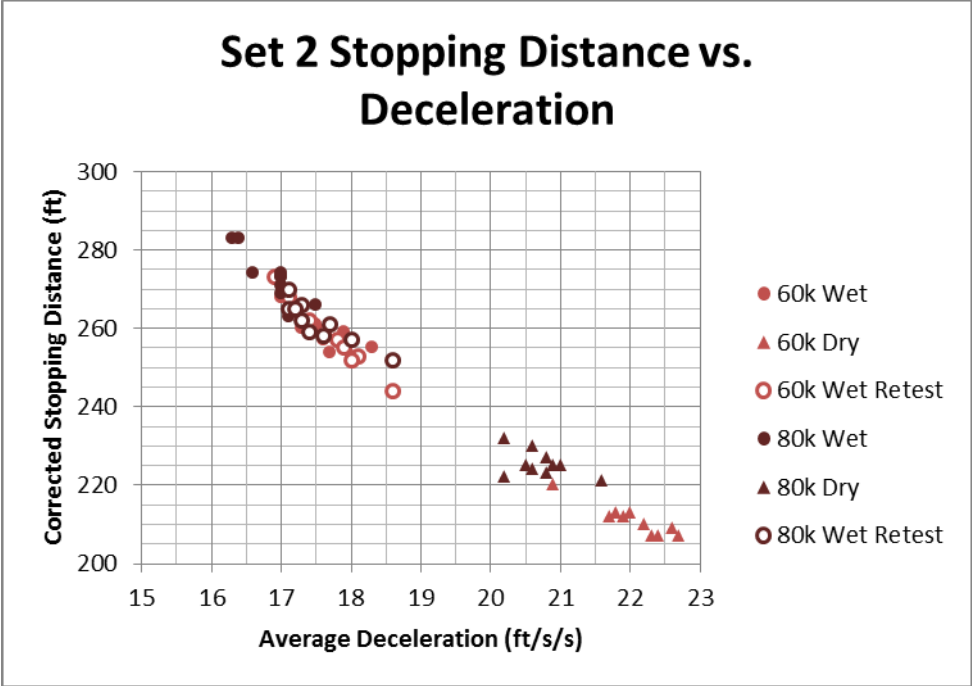


Figure 12. Stopping Distance vs. Deceleration for Set 2 Tests

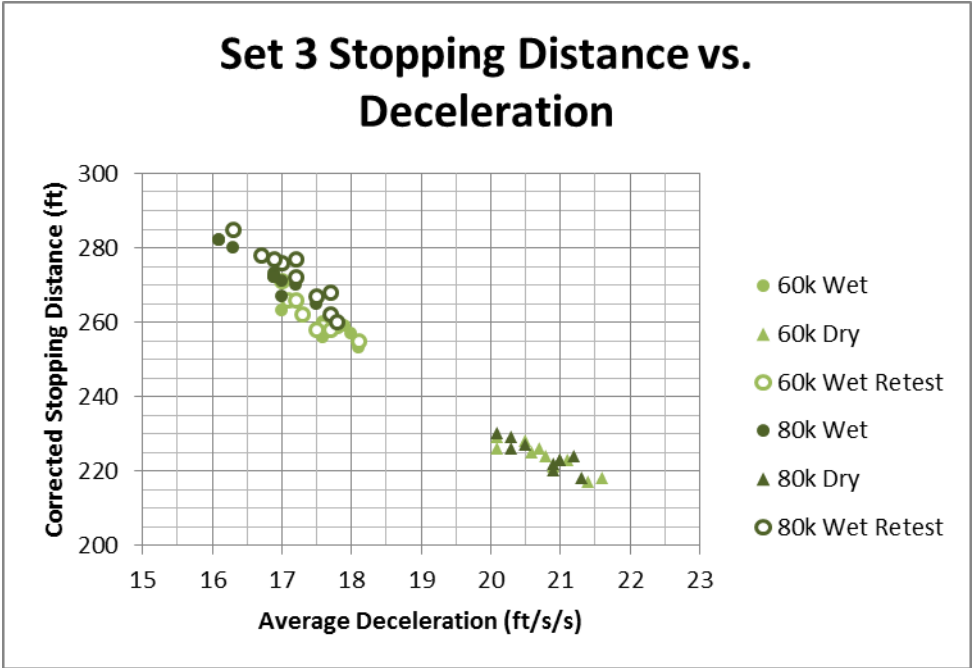
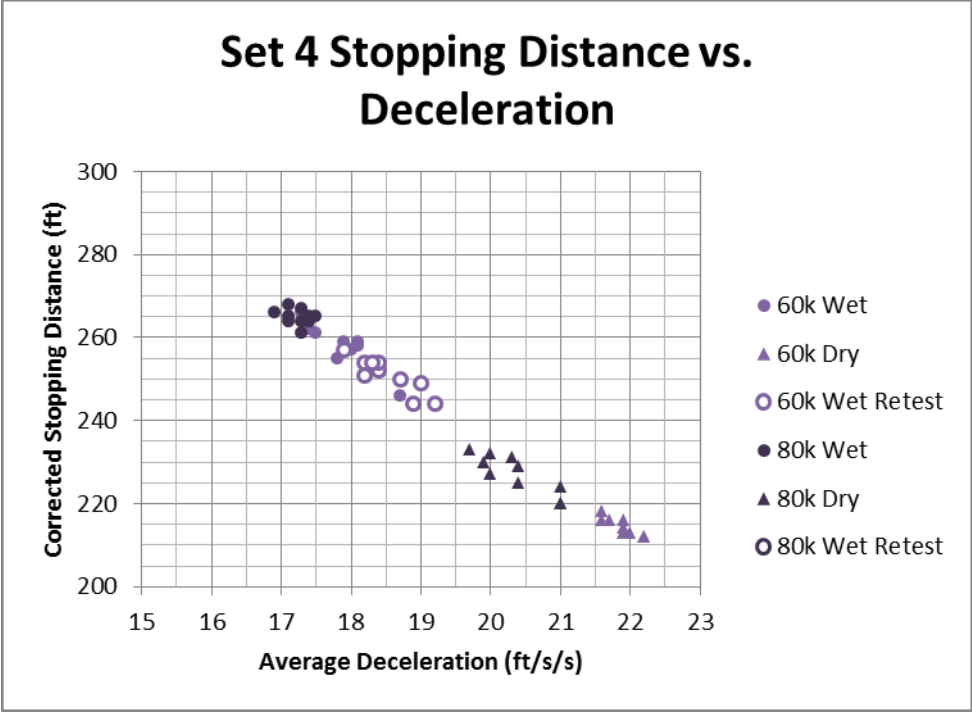


Figure 13. Stopping Distance vs. Deceleration for Set 3 Tests



Ambient Temperature

One suggested explanation for the differences between stopping distances for the initial sets of wet test runs and subsequent retests was the variation in ambient temperature. Due to the number of tests and setup required between sets of a given load and tire set, the tests were performed over a period of several days. As shown in Figure 16, there was a significant temperature variation over the course of testing.

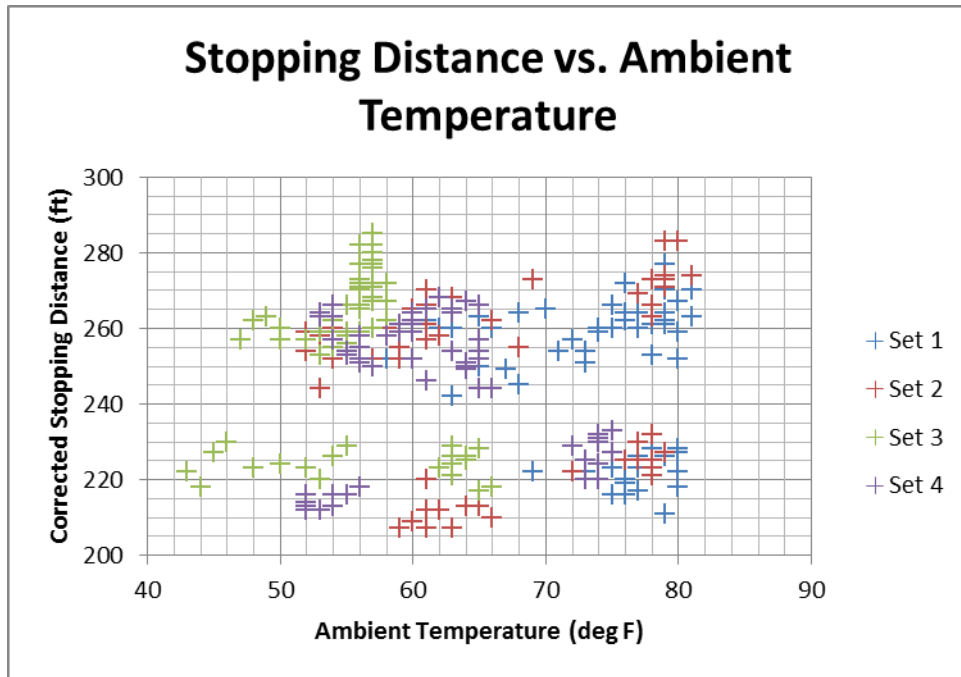


Figure 16. Stopping Distance vs. Ambient Temperature for All Tests

Based on this scatterplot, it would be expected that some of the difference between, for example, the Set 1 (blue) and Set 3 (green) tests could be attributed to the temperature variation. Similarly, the test runs performed on Set 2 (red) were performed at a wide range of ambient temperatures, so some of the variability seen within a single tire set may also be attributable to temperature.

To explore this idea, plots were created showing for each set of tires the effect of ambient temperature on stopping distance (Figure 17 to Figure 20). It was generally observed that higher temperatures resulted in longer stopping distances for a given load and pavement condition.

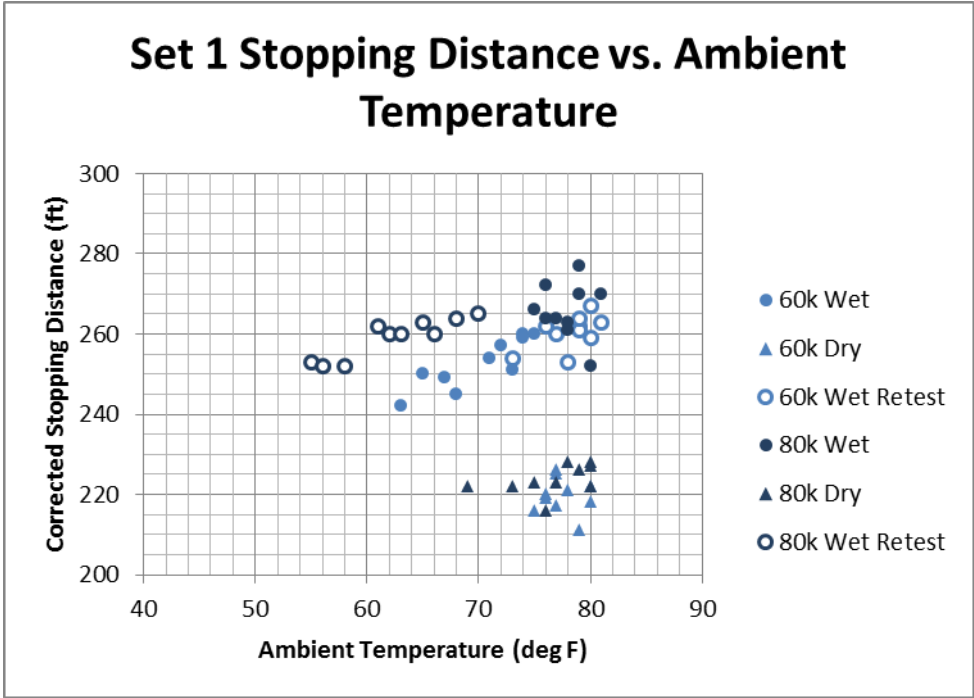


Figure 17. Stopping Distance vs. Ambient Temperature for Set 1 Tests

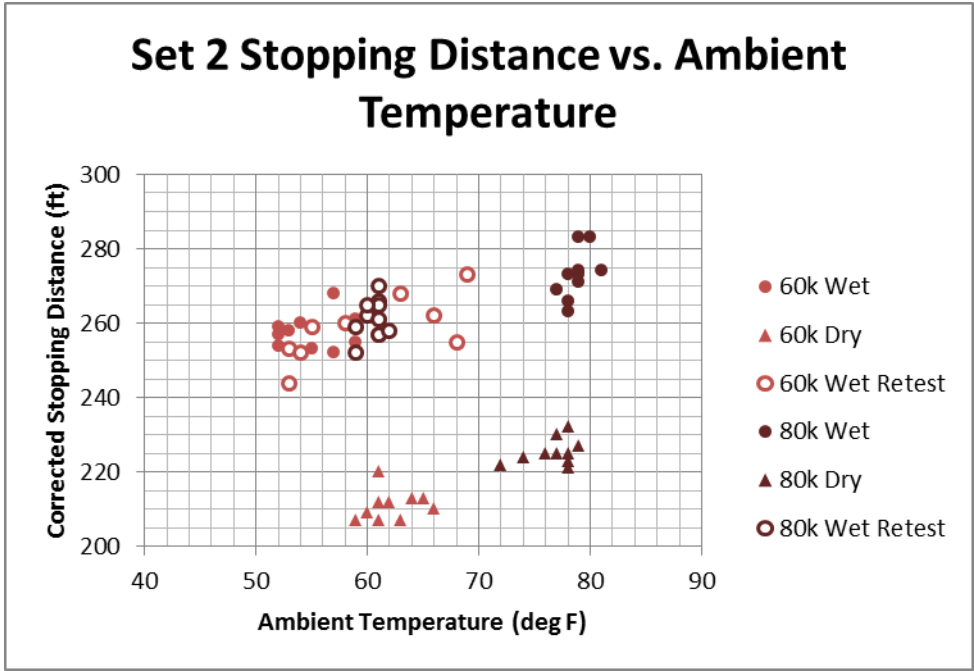


Figure 18. Stopping Distance vs. Ambient Temperature for Set 2 Tests

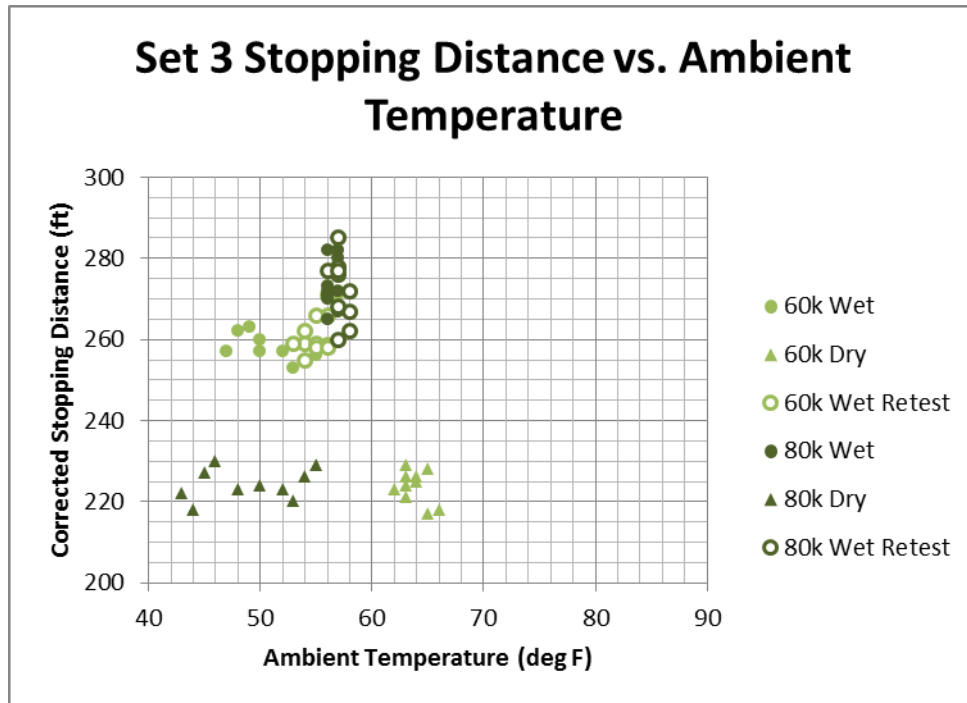


Figure 19. Stopping Distance vs. Ambient Temperature for Set 3 Tests

The dry test data for Set 3 (Figure 19) is particularly interesting in that there is very little difference in stopping distance between the two weights (light and dark triangles). It would generally be expected (as has been shown earlier in this report) that heavier weights correspond to longer stopping distances. However, for this tire set, the lower-weight tests (marked by light green triangles) were performed at higher temperatures than the heavier-weight tests (marked dark green triangles) for the dry pavement condition. In this situation, the temperature effect appears to offset the weight effect completely, leading to nearly identical average corrected stopping distances of approximately 224 ft.

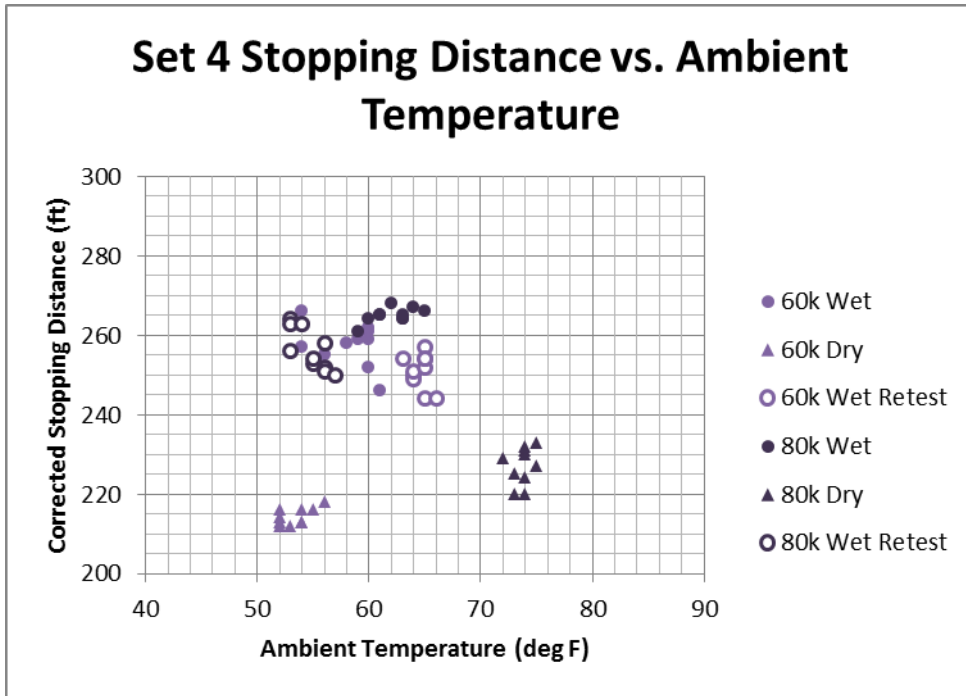


Figure 20. Stopping Distance vs. Ambient Temperature for Set 4 Tests

Because the FMVSS No. 121 stops were performed over a shorter period of time as a group, there was much less temperature variation between tire sets, as shown in Figure 21. This corresponds to less variability in stopping distance—all stops for all tire types are within an approximate 15-ft range.

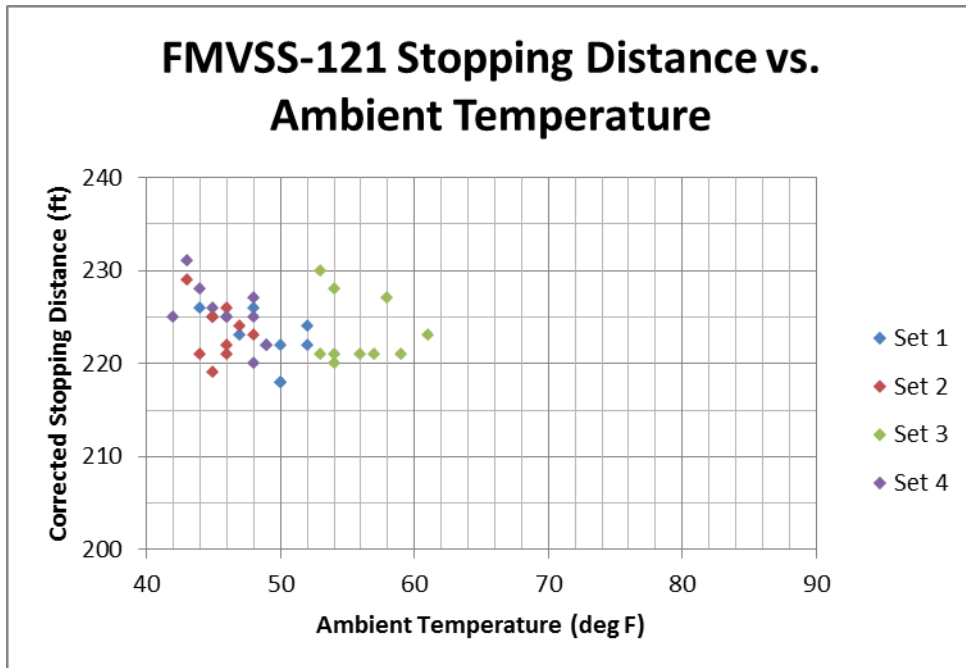


Figure 21. Stopping Distance vs. Ambient Temperature for FMVSS No. 121 Tests

Rolling Resistance

Average CRRs

Rolling resistance tests were performed on six of each model of tire used for the stopping distance testing. There was one case where tire damage prevented testing of the sixth tire; in this case (Bridgestone R280), only five data points were used to determine the average values. A summary of the average CRRs is shown in Figure 22. The lab testing was actually performed using a 1.707-m drum, but all values presented in this report have been corrected to the equivalent 2.0-m drum, 25 °C values in conformance with ISO 28580.

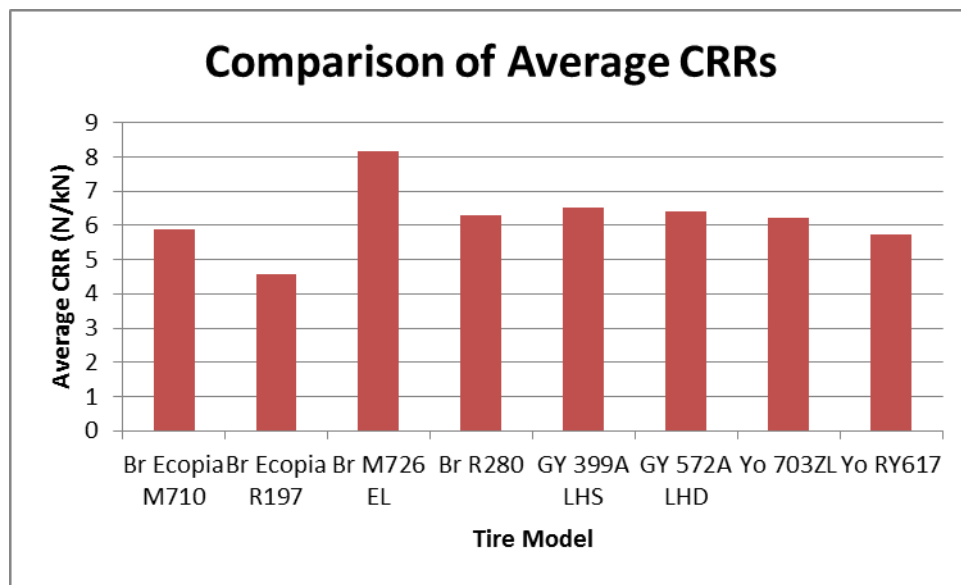


Figure 22. Average CRRs by Tire Model

The numerical values are shown in Table 8, along with the standard deviation and range (difference between maximum and minimum CRR) to provide an indication of the spread of data.

Table 8. Summary of CRR Statistical Values (N/kN)

| Designation | Tire Model | Average | Standard Deviation | Range |
|--------------------|-------------------------|----------------|---------------------------|--------------|
| All Position | Bridgestone Ecopia R197 | 4.5884 | 0.1078 | 0.2857 |
| | Yokohama RY617 | 5.7485 | 0.1325 | 0.3077 |
| | Bridgestone R280 | 6.3111 | 0.1452 | 0.3259 |
| | Goodyear G399A LHS | 6.5340 | 0.3676 | 0.9985 |
| Drive | Bridgestone Ecopia M710 | 5.9000 | 0.0975 | 0.2547 |
| | Yokohama 703ZL | 6.2245 | 0.0980 | 0.2779 |
| | Goodyear G572A LHD | 6.4128 | 0.0962 | 0.2309 |
| | Bridgestone M726 EL | 8.1637 | 0.2597 | 0.5466 |

The variation between tests of a same tire model was generally within the expected range of 0.5 N/kN. However, one test within the Goodyear 399A LHS yielded CRR values approximately 1 N/kN lower than the other test runs; this is reflected in the high standard deviation for the test sample (0.3676). This tire was retested to confirm that the unexpectedly low value was valid.

Comparison of CRRs to Stopping Tests

The CRRs are dimensionless parameters which can be used to calculate estimates of rolling resistance for a given load. This was done by multiplying the weight for each axle group by the 2-m drum CRR for the tire model used in that position. This information is presented in Figure 23 (60,000-lb GCVW) and Figure 24 (80,000-lb GCVW). Although only the nominal weights appear in the plot titles for clarity, calculations were performed for each tire set using the actual test weights measured at the test track facility's certified pit scale.

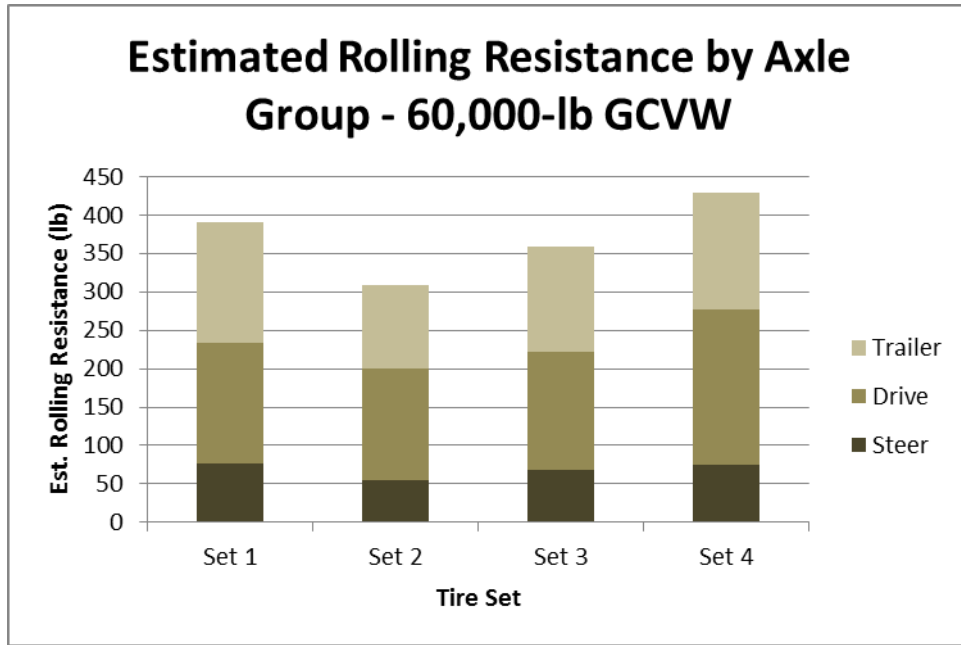


Figure 23. Estimated Rolling Resistance by Axle for 60,000-lb GCVW

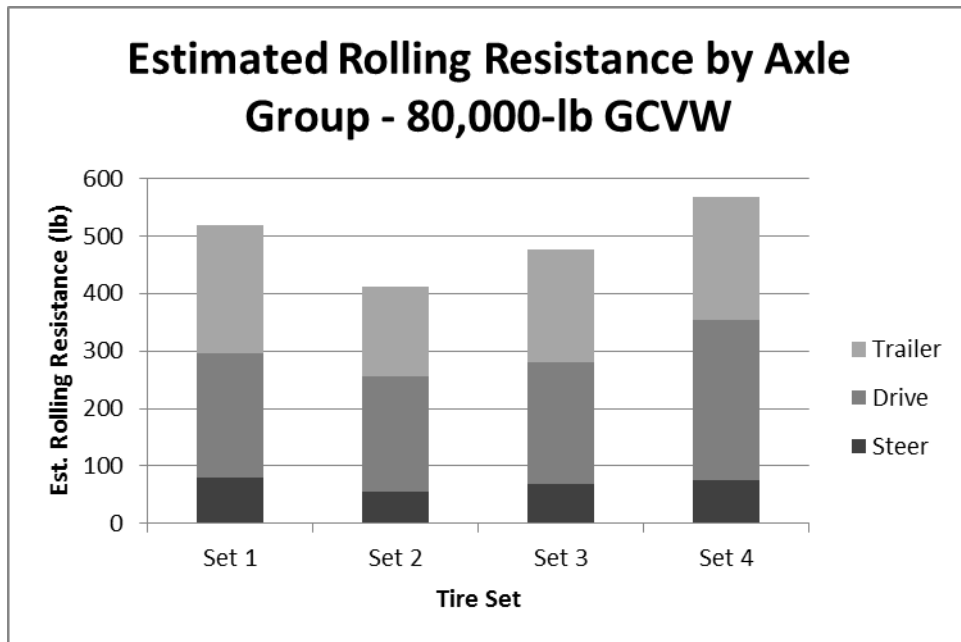


Figure 24. Estimated Rolling Resistance by Axle for 80,000-lb GCVW

These plots estimate the amount of rolling resistance provided by the tires at each axle. An overall vehicle CRR can be calculated by dividing the total rolling resistance forces for each axle group by the GCVW to get a dimensionless CRR for each tire set. This was done for each tire configuration and compared to the stopping distance test results for both the 60,000-lb and 80,000-lb GCVWs (Figure 25 and Figure 26, respectively).

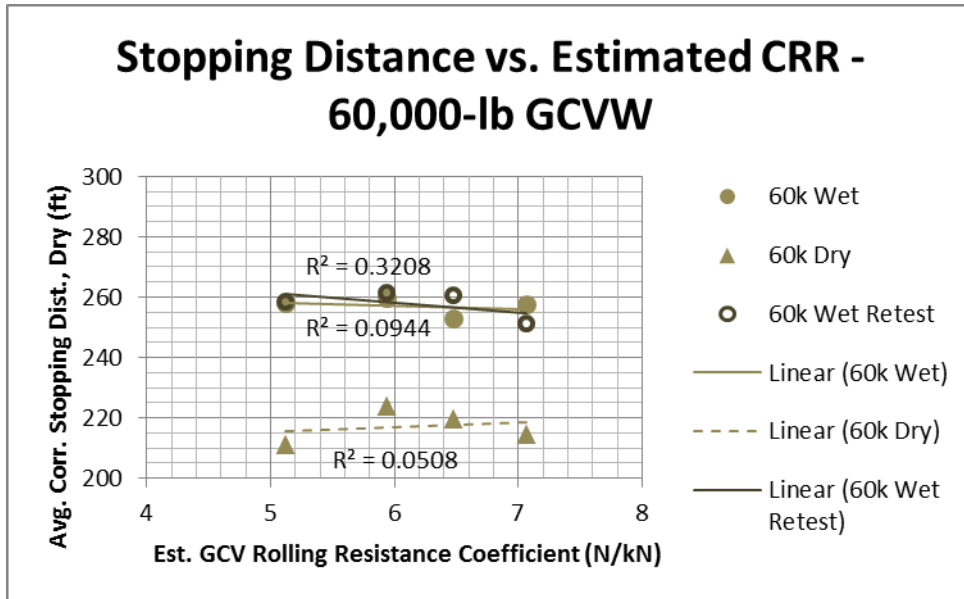


Figure 25. Stopping Distance vs. Overall Vehicle CRR for 60,000-lb GCVW

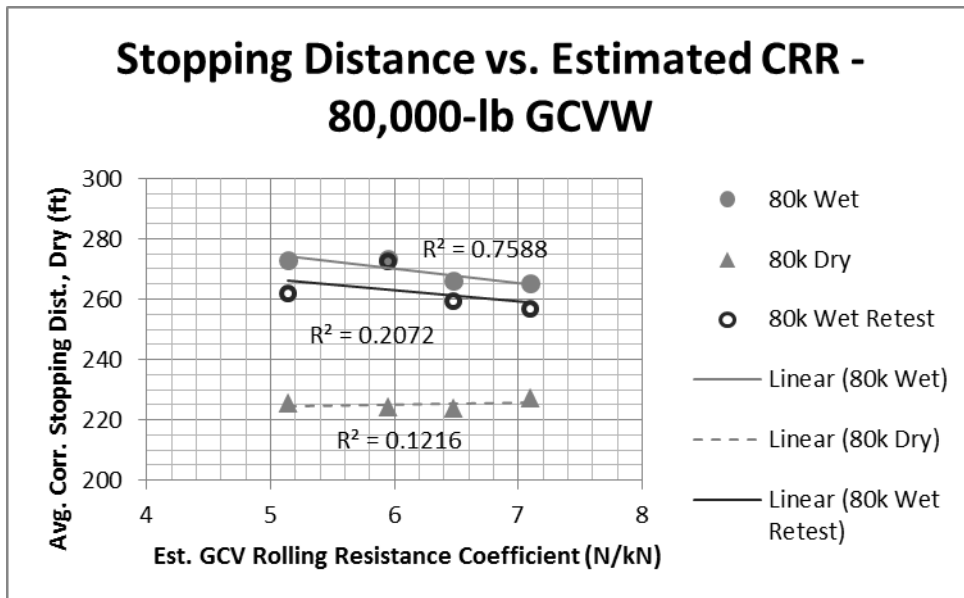


Figure 26. Stopping Distance vs. Overall Vehicle CRR for 80,000-lb GCVW

Shown for each series of data is the R^2 value, a measure of the portion of variation in stopping distance explained by the CRR. A value close to 1 (or -1) would mean a nearly perfect correlation between the two variables—that the CRR would be an excellent indicator of stopping distance. Values close to zero would indicate that the CRR is practically unrelated to stopping distance.

As noted previously, ambient temperature variations did have a noticeable effect on stopping distance, but are not screened out in the data used for these plots. Of note is that the correlation

between CRR and stopping distance is negligible for the dry tests for both loading conditions. Although the correlation is higher for the wet testing (showing a slight trend in which lower CRRs correspond to longer stopping distances), it still does not meet the minimum threshold for statistical significance (typically 0.95, sometimes relaxed to 0.9). The strongest correlation between CRR and stopping distance was observed in the “80k Wet” data ($R^2 = 0.7588$).

The differences between relative performance of tire sets for the two loads is expected to be primarily due to the effect of load on the efficiency of the test vehicle’s braking system, although further variation is introduced by ambient temperature differences for the stopping distance tests.

A similar method to that shown for the overall tractor-trailer combination can be used to estimate the CRR values for the tractor only in the FMVSS No. 121 stopping distance testing. These tests involved a tractor loaded to 53,190 lb. (13,180 lb. on the steer axle and 40,010 lb. on the drive axles) with 4,500 lb. on the test trailer axle. These tractor-only CRR estimates are shown for each tire set in Table 9.

Table 9. Tractor-Only CRR Estimates for FMVSS No. 121 Tests

| Tires | Estimated Tractor CRR (N/kN) |
|--------------|-------------------------------------|
| Set 1 | 6.44 |
| Set 2 | 5.57 |
| Set 3 | 6.11 |
| Set 4 | 7.70 |

In spite of the wide range of CRRs for the sets of tractor tires (over 2 kN/N between sets 2 and 4, or about 33% of the average tractor CRR), all FMVSS No. 121 stopping test runs for all tire sets were within the required distance.

Conclusions

While all vehicle stopping distance test sets had a coefficient of variation below 3%, ambient test temperature was observed to induce variability in the results. It was generally observed that higher ambient temperatures resulted in longer stopping distances for a given load and pavement condition. The overall results of this research suggest that tire rolling resistance is not a reliable indicator of Class 8 tractor-trailer stopping distance. The correlation coefficients (R^2 values) for linear regressions of wet and dry stopping distance versus overall vehicle rolling resistance values did not meet the minimum threshold for statistical significance for any of the test conditions. Correlation between CRR and stopping distance was found to be negligible for the dry tests for both loading conditions. While correlation was higher for the wet testing (showing a slight trend in which lower CRRs correspond to longer stopping distances), it still did not meet the minimum threshold for statistical significance. In terms of compliance with Federal safety standards, it was found that the stopping distance performance of the vehicle with the four tire sets studied in this research (with estimated tractor CRRs which varied by 33%), were well under the FMVSS No. 121 stopping distance requirements.

Appendix A – Stopping Distance Test Results

| Description | Tire Set | Condition | Run | Target Speed (mph) | Target Control Pressure (psi) | Actual Speed (mph) | Actual Stop Distance (ft) | Corrected Stop Distance (ft) | Avg. Primary Control Pressure (psi) | Avg. Deceleration (ft/s/s) | Stop Time (sec) | Amb. Temp (deg F) | Steer Axle Weight (lb) | Drive Tandem Axles Weight (lb) | Trailer Tandem Axles Weight (lb) | Gross Vehicle Weight (lb) |
|----------------------|----------|-----------|-----|--------------------|-------------------------------|--------------------|---------------------------|------------------------------|-------------------------------------|----------------------------|-----------------|-------------------|------------------------|--------------------------------|----------------------------------|---------------------------|
| 60k Base Wet | 1 | Wet | 1 | 60 | Full | 60.1 | 243.2 | 242 | 103.6 | 18.6 | 5.18 | 63 | 11,790 | 24,450 | 23,950 | 60,190 |
| 60k Base Wet | 1 | Wet | 2 | 60 | Full | 59.9 | 248.9 | 250 | 106.3 | 18.1 | 5.27 | 65 | 11,790 | 24,450 | 23,950 | 60,190 |
| 60k Base Wet | 1 | Wet | 3 | 60 | Full | 60.1 | 249.9 | 249 | 103.9 | 18.2 | 5.3 | 67 | 11,790 | 24,450 | 23,950 | 60,190 |
| 60k Base Wet | 1 | Wet | 4 | 60 | Full | 60.1 | 245.2 | 245 | 100.3 | 18.3 | 5.25 | 68 | 11,790 | 24,450 | 23,950 | 60,190 |
| 60k Base Wet | 1 | Wet | 5 | 60 | Full | 60.1 | 255.6 | 254 | 102.1 | 18.1 | 5.35 | 71 | 11,790 | 24,450 | 23,950 | 60,190 |
| 60k Base Wet | 1 | Wet | 6 | 60 | Full | 60.4 | 263.3 | 260 | 99 | 17.4 | 5.55 | 74 | 11,790 | 24,450 | 23,950 | 60,190 |
| 60k Base Wet | 1 | Wet | 7 | 60 | Full | 60.6 | 256 | 251 | 102.3 | 18.1 | 5.38 | 73 | 11,790 | 24,450 | 23,950 | 60,190 |
| 60k Base Wet | 1 | Wet | 8 | 60 | Full | 60.3 | 259.5 | 257 | 107 | 17.5 | 5.5 | 72 | 11,790 | 24,450 | 23,950 | 60,190 |
| 60k Base Wet | 1 | Wet | 9 | 60 | Full | 60.2 | 261.1 | 259 | 99.9 | 17.2 | 5.56 | 74 | 11,790 | 24,450 | 23,950 | 60,190 |
| 60k Base Wet | 1 | Wet | 10 | 60 | Full | 60.4 | 263.5 | 260 | 98.7 | 17.6 | 5.5 | 75 | 11,790 | 24,450 | 23,950 | 60,190 |
| 60k Base Dry | 1 | Dry | 1 | 60 | Full | 60.4 | 218.7 | 216 | 98.3 | 21.3 | 4.64 | 75 | 11,790 | 24,450 | 23,950 | 60,190 |
| 60k Base Dry | 1 | Dry | 2 | 60 | Full | 60.3 | 221.5 | 219 | 102.9 | 21.5 | 4.63 | 76 | 11,790 | 24,450 | 23,950 | 60,190 |
| 60k Base Dry | 1 | Dry | 3 | 60 | Full | 60.3 | 222.6 | 220 | 107.2 | 21.2 | 4.7 | 76 | 11,790 | 24,450 | 23,950 | 60,190 |
| 60k Base Dry | 1 | Dry | 4 | 60 | Full | 60.2 | 218.2 | 217 | 104.2 | 21.5 | 4.58 | 77 | 11,790 | 24,450 | 23,950 | 60,190 |
| 60k Base Dry | 1 | Dry | 5 | 60 | Full | 60.1 | 226.2 | 226 | 104.3 | 21 | 4.74 | 77 | 11,790 | 24,450 | 23,950 | 60,190 |
| 60k Base Dry | 1 | Dry | 6 | 60 | Full | 60.4 | 227.7 | 225 | 107 | 20.9 | 4.74 | 77 | 11,790 | 24,450 | 23,950 | 60,190 |
| 60k Base Dry | 1 | Dry | 7 | 60 | Full | 60.2 | 221.9 | 221 | 107.3 | 21.4 | 4.63 | 78 | 11,790 | 24,450 | 23,950 | 60,190 |
| 60k Base Dry | 1 | Dry | 8 | 60 | Full | 60.1 | 218.9 | 218 | 106.7 | 21.7 | 4.57 | 80 | 11,790 | 24,450 | 23,950 | 60,190 |
| 60k Base Dry | 1 | Dry | 9 | 60 | Full | 60.1 | 222 | 222 | 107.5 | 21.3 | 4.64 | 80 | 11,790 | 24,450 | 23,950 | 60,190 |
| 60k Base Dry | 1 | Dry | 10 | 60 | Full | 60.1 | 211.6 | 211 | 106.3 | 21.5 | 4.57 | 79 | 11,790 | 24,450 | 23,950 | 60,190 |
| 60k Base Wet Re-Runs | 1 | Wet | 1 | 60 | Full | 60.2 | 263.7 | 262 | 104.5 | 17.7 | 5.47 | 79 | 11,790 | 24,450 | 23,950 | 60,190 |

| Description | Tire Set | Condition | Run | Target Speed (mph) | Target Control Pressure (psi) | Actual Speed (mph) | Actual Stop Distance (ft) | Corrected Stop Distance (ft) | Avg. Primary Control Pressure (psi) | Avg. Deceleration (ft/s/s) | Stop Time (sec) | Amb. Temp (deg F) | Steer Axle Weight (lb) | Drive Tandem Axles Weight (lb) | Trailer Tandem Axles Weight (lb) | Gross Vehicle Weight (lb) |
|----------------------|----------|-----------|-----|--------------------|-------------------------------|--------------------|---------------------------|------------------------------|-------------------------------------|----------------------------|-----------------|-------------------|------------------------|--------------------------------|----------------------------------|---------------------------|
| 60k Base Wet Re-Runs | 1 | Wet | 2 | 60 | Full | 60.4 | 269.8 | 267 | 106.4 | 17.1 | 5.62 | 80 | 11,790 | 24,450 | 23,950 | 60,190 |
| 60k Base Wet Re-Runs | 1 | Wet | 3 | 60 | Full | 60.1 | 263.2 | 263 | 108.2 | 17.7 | 5.44 | 81 | 11,790 | 24,450 | 23,950 | 60,190 |
| 60k Base Wet Re-Runs | 1 | Wet | 4 | 60 | Full | 60.1 | 259.8 | 259 | 107.2 | 17.9 | 5.38 | 80 | 11,790 | 24,450 | 23,950 | 60,190 |
| 60k Base Wet Re-Runs | 1 | Wet | 5 | 60 | Full | 60.2 | 262.3 | 261 | 106.5 | 17.6 | 5.46 | 79 | 11,790 | 24,450 | 23,950 | 60,190 |
| 60k Base Wet Re-Runs | 1 | Wet | 6 | 60 | Full | 60.4 | 267.5 | 264 | 107.2 | 17.5 | 5.56 | 79 | 11,790 | 24,450 | 23,950 | 60,190 |
| 60k Base Wet Re-Runs | 1 | Wet | 7 | 60 | Full | 60.1 | 254.2 | 253 | 106.6 | 18.3 | 5.29 | 78 | 11,790 | 24,450 | 23,950 | 60,190 |
| 60k Base Wet Re-Runs | 1 | Wet | 8 | 60 | Full | 60.4 | 263.7 | 260 | 104.2 | 17.8 | 5.41 | 77 | 11,790 | 24,450 | 23,950 | 60,190 |
| 60k Base Wet Re-Runs | 1 | Wet | 9 | 60 | Full | 60 | 262 | 262 | 108.1 | 17.7 | 5.42 | 76 | 11,790 | 24,450 | 23,950 | 60,190 |
| 60k Base Wet Re-Runs | 1 | Wet | 10 | 60 | Full | 60.5 | 258.8 | 254 | 107.5 | 17.8 | 5.38 | 73 | 11,790 | 24,450 | 23,950 | 60,190 |
| 80k Base Wet | 1 | Wet | 1 | 60 | Full | 60.3 | 268.6 | 266 | 94 | 17.5 | 5.5 | 75 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Base Wet | 1 | Wet | 2 | 60 | Full | 60.5 | 268.2 | 264 | 100.1 | 17.6 | 5.48 | 76 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Base Wet | 1 | Wet | 3 | 60 | Full | 60.2 | 265.5 | 264 | 100.3 | 17.6 | 5.46 | 77 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Base Wet | 1 | Wet | 4 | 60 | Full | 60.5 | 276.3 | 272 | 95.1 | 17.4 | 5.57 | 76 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Base Wet | 1 | Wet | 5 | 60 | Full | 60.3 | 265.5 | 263 | 99.1 | 17.7 | 5.48 | 78 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Base Wet | 1 | Wet | 6 | 60 | Full | 60.2 | 278.7 | 277 | 100.6 | 16.8 | 5.73 | 79 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Base Wet | 1 | Wet | 7 | 60 | Full | 60.4 | 264.3 | 261 | 103.8 | 17.8 | 5.42 | 78 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Base Wet | 1 | Wet | 8 | 60 | Full | 60.3 | 272.6 | 270 | 103.5 | 17.3 | 5.57 | 79 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Base Wet | 1 | Wet | 9 | 60 | Full | 59.8 | 249.9 | 252 | 106.1 | 18.6 | 5.17 | 80 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Base Wet | 1 | Wet | 10 | 60 | Full | 60.2 | 271.5 | 270 | 98.1 | 17.4 | 5.53 | 81 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Base Dry | 1 | Dry | 1 | 60 | Full | 60.4 | 230.1 | 227 | 100.9 | 21.4 | 4.67 | 80 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Base Dry | 1 | Dry | 2 | 60 | Full | 60.3 | 224.2 | 222 | 105.5 | 20.6 | 4.75 | 80 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Base Dry | 1 | Dry | 3 | 60 | Full | 60.4 | 230.9 | 228 | 106.9 | 20.9 | 4.75 | 80 | 12,070 | 33,950 | 33,960 | 79,980 |

| Description | Tire Set | Condition | Run | Target Speed (mph) | Target Control Pressure (psi) | Actual Speed (mph) | Actual Stop Distance (ft) | Corrected Stop Distance (ft) | Avg. Primary Control Pressure (psi) | Avg. Deceleration (ft/s/s) | Stop Time (sec) | Amb. Temp (deg F) | Steer Axle Weight (lb) | Drive Tandem Axles Weight (lb) | Trailer Tandem Axles Weight (lb) | Gross Vehicle Weight (lb) |
|----------------------|----------|-----------|-----|--------------------|-------------------------------|--------------------|---------------------------|------------------------------|-------------------------------------|----------------------------|-----------------|-------------------|------------------------|--------------------------------|----------------------------------|---------------------------|
| 80k Base Dry | 1 | Dry | 4 | 60 | Full | 60.3 | 228.5 | 226 | 104 | 21.1 | 4.68 | 79 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Base Dry | 1 | Dry | 5 | 60 | Full | 60.5 | 226.8 | 223 | 101.1 | 20.3 | 4.78 | 77 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Base Dry | 1 | Dry | 6 | 60 | Full | 60.3 | 229.7 | 228 | 106.3 | 21.1 | 4.69 | 78 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Base Dry | 1 | Dry | 7 | 60 | Full | 60.3 | 225.5 | 223 | 105.7 | 21.2 | 4.66 | 75 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Base Dry | 1 | Dry | 8 | 60 | Full | 60.3 | 217.5 | 216 | 100.7 | 21.9 | 4.48 | 76 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Base Dry | 1 | Dry | 9 | 60 | Full | 60.5 | 225.5 | 222 | 100.1 | 20.6 | 4.7 | 73 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Base Dry | 1 | Dry | 10 | 60 | Full | 60.6 | 227 | 222 | 103.2 | 20.9 | 4.68 | 69 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Base Wet Re-Runs | 1 | Wet | 1 | 60 | Full | 60.1 | 254.1 | 253 | 101.8 | 18.3 | 5.22 | 55 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Base Wet Re-Runs | 1 | Wet | 2 | 60 | Full | 60 | 252.1 | 252 | 103.1 | 18.7 | 5.14 | 56 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Base Wet Re-Runs | 1 | Wet | 3 | 60 | Full | 59.2 | 245.5 | 252 | 99.2 | 18.2 | 5.16 | 58 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Base Wet Re-Runs | 1 | Wet | 4 | 60 | Full | 60.3 | 264.6 | 262 | 98.1 | 17.9 | 5.34 | 61 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Base Wet Re-Runs | 1 | Wet | 5 | 60 | Full | 60.6 | 264.3 | 260 | 97.2 | 18.2 | 5.29 | 62 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Base Wet Re-Runs | 1 | Wet | 6 | 60 | Full | 60.3 | 262.6 | 260 | 102.9 | 17.9 | 5.37 | 63 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Base Wet Re-Runs | 1 | Wet | 7 | 60 | Full | 60.1 | 264.4 | 263 | 97.9 | 17.9 | 5.39 | 65 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Base Wet Re-Runs | 1 | Wet | 8 | 60 | Full | 60.3 | 262.8 | 260 | 100.9 | 17.8 | 5.37 | 66 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Base Wet Re-Runs | 1 | Wet | 9 | 60 | Full | 60.3 | 266.7 | 264 | 101.4 | 18 | 5.38 | 68 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Base Wet Re-Runs | 1 | Wet | 10 | 60 | Full | 60.3 | 267.4 | 265 | 101.6 | 17.8 | 5.41 | 70 | 12,070 | 33,950 | 33,960 | 79,980 |
| 60k Set A Wet | 2 | Wet | 1 | 60 | Full | 60.3 | 259.1 | 257 | 104.1 | 17.6 | 5.39 | 52 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set A Wet | 2 | Wet | 2 | 60 | Full | 60.2 | 255.8 | 254 | 102.4 | 17.7 | 5.39 | 52 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set A Wet | 2 | Wet | 3 | 60 | Full | 59.9 | 258.2 | 259 | 103.4 | 17.9 | 5.34 | 52 | 11,800 | 24,630 | 23,990 | 60,420 |

| Description | Tire Set | Condition | Run | Target Speed (mph) | Target Control Pressure (psi) | Actual Speed (mph) | Actual Stop Distance (ft) | Corrected Stop Distance (ft) | Avg. Primary Control Pressure (psi) | Avg. Decel (ft/s/s) | Stop Time (sec) | Amb. Temp (deg F) | Steer Axle Weight (lb) | Drive Tandem Axles Weight (lb) | Trailer Tandem Axles Weight (lb) | Gross Vehicle Weight (lb) |
|-----------------------|----------|-----------|-----|--------------------|-------------------------------|--------------------|---------------------------|------------------------------|-------------------------------------|---------------------|-----------------|-------------------|------------------------|--------------------------------|----------------------------------|---------------------------|
| 60k Set A Wet | 2 | Wet | 4 | 60 | Full | 60.3 | 260.4 | 258 | 104.3 | 17.9 | 5.39 | 53 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set A Wet | 2 | Wet | 5 | 60 | Full | 60.5 | 263.9 | 260 | 102.6 | 17.3 | 5.54 | 54 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set A Wet | 2 | Wet | 6 | 60 | Full | 60.2 | 255.1 | 253 | 103.8 | 18 | 5.34 | 55 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set A Wet | 2 | Wet | 7 | 60 | Full | 60.3 | 270.7 | 268 | 104 | 17 | 5.64 | 57 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set A Wet | 2 | Wet | 8 | 60 | Full | 60.3 | 254.9 | 252 | 103.8 | 18.6 | 5.24 | 57 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set A Wet | 2 | Wet | 9 | 60 | Full | 60.3 | 257.8 | 255 | 99.8 | 18.3 | 5.3 | 59 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set A Wet | 2 | Wet | 10 | 60 | Full | 60.2 | 262.3 | 261 | 104.6 | 17.5 | 5.48 | 59 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set A Dry | 2 | Dry | 1 | 60 | Full | 60.3 | 222.2 | 220 | 99.9 | 20.9 | 4.64 | 61 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set A Dry | 2 | Dry | 2 | 60 | Full | 60 | 207.2 | 207 | 105.9 | 22.7 | 4.35 | 59 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set A Dry | 2 | Dry | 3 | 60 | Full | 60.5 | 214.9 | 212 | 105.9 | 21.9 | 4.51 | 61 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set A Dry | 2 | Dry | 4 | 60 | Full | 60.2 | 209.9 | 209 | 105.2 | 22.6 | 4.39 | 60 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set A Dry | 2 | Dry | 5 | 60 | Full | 60 | 212.5 | 212 | 101.7 | 21.7 | 4.54 | 62 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set A Dry | 2 | Dry | 6 | 60 | Full | 60.2 | 208.3 | 207 | 106.4 | 22.4 | 4.39 | 61 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set A Dry | 2 | Dry | 7 | 60 | Full | 60.1 | 207.9 | 207 | 107.5 | 22.3 | 4.42 | 63 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set A Dry | 2 | Dry | 8 | 60 | Full | 60.2 | 214 | 213 | 100.4 | 22 | 4.48 | 64 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set A Dry | 2 | Dry | 9 | 60 | Full | 60.4 | 216 | 213 | 107.2 | 21.8 | 4.54 | 65 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set A Dry | 2 | Dry | 10 | 60 | Full | 60.2 | 211.5 | 210 | 105.3 | 22.2 | 4.45 | 66 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set A Wet Re-Runs | 2 | Wet | 1 | 60 | Full | 60.4 | 247.6 | 244 | 105.3 | 18.6 | 5.17 | 53 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set A Wet Re-Runs | 2 | Wet | 2 | 60 | Full | 60 | 253 | 253 | 105.7 | 18.1 | 5.27 | 53 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set A Wet Re-Runs | 2 | Wet | 3 | 60 | Full | 60.1 | 253 | 252 | 104.1 | 18 | 5.31 | 54 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set A Wet Re-Runs | 2 | Wet | 4 | 60 | Full | 59.9 | 257.6 | 259 | 100.7 | 17.6 | 5.41 | 55 | 11,800 | 24,630 | 23,990 | 60,420 |

| Description | Tire Set | Condition | Run | Target Speed (mph) | Target Control Pressure (psi) | Actual Speed (mph) | Actual Stop Distance (ft) | Corrected Stop Distance (ft) | Avg. Primary Control Pressure (psi) | Avg. Deceleration (ft/s/s) | Stop Time (sec) | Amb. Temp (deg F) | Steer Axle Weight (lb) | Drive Tandem Axles Weight (lb) | Trailer Tandem Axles Weight (lb) | Gross Vehicle Weight (lb) |
|-----------------------|----------|-----------|-----|--------------------|-------------------------------|--------------------|---------------------------|------------------------------|-------------------------------------|----------------------------|-----------------|-------------------|------------------------|--------------------------------|----------------------------------|---------------------------|
| 60k Set A Wet Re-Runs | 2 | Wet | 5 | 60 | Full | 60.4 | 263.8 | 260 | 107.7 | 17.4 | 5.51 | 58 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set A Wet Re-Runs | 2 | Wet | 6 | 60 | Full | 60.4 | 260.7 | 257 | 105.2 | 17.8 | 5.38 | 61 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set A Wet Re-Runs | 2 | Wet | 7 | 60 | Full | 60.3 | 270.5 | 268 | 104 | 17.1 | 5.6 | 63 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set A Wet Re-Runs | 2 | Wet | 8 | 60 | Full | 60.2 | 263.4 | 262 | 103.2 | 17.4 | 5.53 | 66 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set A Wet Re-Runs | 2 | Wet | 9 | 60 | Full | 60 | 255.5 | 255 | 106.6 | 17.9 | 5.35 | 68 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set A Wet Re-Runs | 2 | Wet | 10 | 60 | Full | 60.2 | 275.2 | 273 | 103.7 | 16.9 | 5.67 | 69 | 11,800 | 24,630 | 23,990 | 60,420 |
| 80k Set A Wet | 2 | Wet | 1 | 60 | Full | 60.2 | 270.2 | 269 | 104.3 | 17 | 5.61 | 77 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Set A Wet | 2 | Wet | 2 | 60 | Full | 60.2 | 264.4 | 263 | 103.3 | 17.1 | 5.54 | 78 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Set A Wet | 2 | Wet | 3 | 60 | Full | 60.4 | 269.6 | 266 | 104.3 | 17.5 | 5.51 | 78 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Set A Wet | 2 | Wet | 4 | 60 | Full | 60.3 | 286.1 | 283 | 102.6 | 16.3 | 5.86 | 79 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Set A Wet | 2 | Wet | 5 | 60 | Full | 60.5 | 277 | 273 | 94.2 | 17 | 5.66 | 79 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Set A Wet | 2 | Wet | 6 | 60 | Full | 61 | 282.8 | 274 | 107.9 | 16.6 | 5.78 | 79 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Set A Wet | 2 | Wet | 7 | 60 | Full | 60.5 | 277.6 | 273 | 104.2 | 17 | 5.68 | 78 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Set A Wet | 2 | Wet | 8 | 60 | Full | 60.5 | 287.1 | 283 | 107.9 | 16.4 | 5.91 | 80 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Set A Wet | 2 | Wet | 9 | 60 | Full | 60.4 | 277.2 | 274 | 105.2 | 17 | 5.67 | 81 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Set A Wet | 2 | Wet | 10 | 60 | Full | 60.7 | 277.2 | 271 | 101.9 | 17 | 5.71 | 79 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Set A Dry | 2 | Dry | 1 | 60 | Full | 60.7 | 231.6 | 227 | 104 | 20.8 | 4.76 | 79 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Set A Dry | 2 | Dry | 2 | 60 | Full | 60.6 | 224.6 | 221 | 102.7 | 21.6 | 4.59 | 78 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Set A Dry | 2 | Dry | 3 | 60 | Full | 60.6 | 236.6 | 232 | 103.8 | 20.2 | 4.89 | 78 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Set A Dry | 2 | Dry | 4 | 60 | Full | 60.7 | 228.8 | 223 | 101 | 20.8 | 4.74 | 78 | 12,070 | 33,950 | 33,960 | 79,980 |

| Description | Tire Set | Condition | Run | Target Speed (mph) | Target Control Pressure (psi) | Actual Speed (mph) | Actual Stop Distance (ft) | Corrected Stop Distance (ft) | Avg. Primary Control Pressure (psi) | Avg. Deceleration (ft/s/s) | Stop Time (sec) | Amb. Temp (deg F) | Steer Axle Weight (lb) | Drive Tandem Axles Weight (lb) | Trailer Tandem Axles Weight (lb) | Gross Vehicle Weight (lb) |
|-----------------------|----------|-----------|-----|--------------------|-------------------------------|--------------------|---------------------------|------------------------------|-------------------------------------|----------------------------|-----------------|-------------------|------------------------|--------------------------------|----------------------------------|---------------------------|
| 80k Set A Dry | 2 | Dry | 5 | 60 | Full | 60.5 | 228.2 | 225 | 102.8 | 20.5 | 4.77 | 78 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Set A Dry | 2 | Dry | 6 | 60 | Full | 60.5 | 228.9 | 225 | 102.9 | 21 | 4.69 | 77 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Set A Dry | 2 | Dry | 7 | 60 | Full | 60.4 | 233.7 | 230 | 102.6 | 20.6 | 4.76 | 77 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Set A Dry | 2 | Dry | 8 | 60 | Full | 60.1 | 225.7 | 225 | 102.9 | 20.9 | 4.67 | 76 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Set A Dry | 2 | Dry | 9 | 60 | Full | 60.3 | 226.4 | 224 | 104.5 | 20.6 | 4.69 | 74 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Set A Dry | 2 | Dry | 10 | 60 | Full | 60.4 | 224.7 | 222 | 103.9 | 20.2 | 4.79 | 72 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Set A Wet Re-Runs | 2 | Wet | 1 | 60 | Full | 60.1 | 252.8 | 252 | 104.1 | 18.6 | 5.17 | 59 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Set A Wet Re-Runs | 2 | Wet | 2 | 60 | Full | 60.2 | 260.9 | 259 | 102.5 | 17.4 | 5.47 | 59 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Set A Wet Re-Runs | 2 | Wet | 3 | 60 | Full | 60.1 | 263.5 | 262 | 102.3 | 17.3 | 5.46 | 60 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Set A Wet Re-Runs | 2 | Wet | 4 | 60 | Full | 60.4 | 259.8 | 257 | 104.8 | 18 | 5.33 | 61 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Set A Wet Re-Runs | 2 | Wet | 5 | 60 | Full | 60.4 | 269 | 266 | 101.8 | 17.3 | 5.53 | 61 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Set A Wet Re-Runs | 2 | Wet | 6 | 60 | Full | 60.5 | 262.5 | 258 | 100.9 | 17.6 | 5.45 | 62 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Set A Wet Re-Runs | 2 | Wet | 7 | 60 | Full | 60.2 | 262.5 | 261 | 103.8 | 17.7 | 5.38 | 61 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Set A Wet Re-Runs | 2 | Wet | 8 | 60 | Full | 60.1 | 271.5 | 270 | 102.3 | 17.1 | 5.61 | 61 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Set A Wet Re-Runs | 2 | Wet | 9 | 60 | Full | 59.8 | 262.8 | 265 | 103.2 | 17.1 | 5.52 | 61 | 12,070 | 33,950 | 33,960 | 79,980 |
| 80k Set A Wet Re-Runs | 2 | Wet | 10 | 60 | Full | 60.1 | 265.8 | 265 | 103.9 | 17.2 | 5.54 | 60 | 12,070 | 33,950 | 33,960 | 79,980 |
| 60k Set B Wet | 3 | Wet | 1 | 60 | Full | 60.1 | 258.5 | 257 | 103 | 17.6 | 5.44 | 47 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set B Wet | 3 | Wet | 2 | 60 | Full | 60.1 | 262.7 | 262 | 101.5 | 17.3 | 5.52 | 48 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set B Wet | 3 | Wet | 3 | 60 | Full | 60.3 | 265.3 | 263 | 104.2 | 17 | 5.65 | 49 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set B Wet | 3 | Wet | 4 | 60 | Full | 60.3 | 263 | 260 | 100.6 | 17.6 | 5.52 | 50 | 11,800 | 24,630 | 23,990 | 60,420 |

| Description | Tire Set | Condition | Run | Target Speed (mph) | Target Control Pressure (psi) | Actual Speed (mph) | Actual Stop Distance (ft) | Corrected Stop Distance (ft) | Avg. Primary Control Pressure (psi) | Avg. Deceleration (ft/s/s) | Stop Time (sec) | Amb. Temp (deg F) | Steer Axle Weight (lb) | Drive Tandem Axles Weight (lb) | Trailer Tandem Axles Weight (lb) | Gross Vehicle Weight (lb) |
|-----------------------|----------|-----------|-----|--------------------|-------------------------------|--------------------|---------------------------|------------------------------|-------------------------------------|----------------------------|-----------------|-------------------|------------------------|--------------------------------|----------------------------------|---------------------------|
| 60k Set B Wet | 3 | Wet | 5 | 60 | Full | 60.4 | 260.5 | 257 | 103.9 | 17.6 | 5.46 | 50 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set B Wet | 3 | Wet | 6 | 60 | Full | 60 | 256.6 | 257 | 103.8 | 18 | 5.37 | 52 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set B Wet | 3 | Wet | 7 | 60 | Full | 60 | 253.2 | 253 | 102.7 | 18.1 | 5.35 | 53 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set B Wet | 3 | Wet | 8 | 60 | Full | 60.4 | 259.4 | 256 | 102.4 | 17.6 | 5.48 | 55 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set B Wet | 3 | Wet | 9 | 60 | Full | 60.3 | 260.9 | 259 | 104.8 | 17.9 | 5.43 | 56 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set B Wet | 3 | Wet | 10 | 60 | Full | 60.6 | 276.5 | 271 | 107.5 | 17.2 | 5.72 | 57 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set B Dry | 3 | Dry | 1 | 60 | Full | 60.2 | 219.1 | 218 | 101.8 | 21.6 | 4.57 | 66 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set B Dry | 3 | Dry | 2 | 60 | Full | 60.4 | 231.4 | 228 | 104.5 | 20.5 | 4.82 | 65 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set B Dry | 3 | Dry | 3 | 60 | Full | 60.3 | 219.5 | 217 | 104 | 21.4 | 4.61 | 65 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set B Dry | 3 | Dry | 4 | 60 | Full | 60.1 | 227.1 | 226 | 105.2 | 20.7 | 4.76 | 64 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set B Dry | 3 | Dry | 5 | 60 | Full | 60.5 | 228.3 | 225 | 105.9 | 20.6 | 4.8 | 64 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set B Dry | 3 | Dry | 6 | 60 | Full | 60.2 | 227.4 | 226 | 104 | 20.1 | 4.85 | 63 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set B Dry | 3 | Dry | 7 | 60 | Full | 60.4 | 223.3 | 221 | 106.8 | 20.9 | 4.7 | 63 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set B Dry | 3 | Dry | 8 | 60 | Full | 60.3 | 226.2 | 224 | 102.8 | 20.8 | 4.74 | 63 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set B Dry | 3 | Dry | 9 | 60 | Full | 60.3 | 231.5 | 229 | 104.8 | 20.1 | 4.91 | 63 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set B Dry | 3 | Dry | 10 | 60 | Full | 60.2 | 223.8 | 223 | 101.5 | 21.1 | 4.66 | 62 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set B Wet Re-Runs | 3 | Wet | 1 | 60 | Full | 60.1 | 259.7 | 259 | 105.1 | 17.6 | 5.44 | 54 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set B Wet Re-Runs | 3 | Wet | 2 | 60 | Full | 60 | 259.1 | 259 | 103.9 | 17.6 | 5.44 | 53 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set B Wet Re-Runs | 3 | Wet | 3 | 60 | Full | 60 | 254.6 | 255 | 104 | 18.1 | 5.35 | 54 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set B Wet Re-Runs | 3 | Wet | 4 | 60 | Full | 60.1 | 263.4 | 262 | 103.3 | 17.3 | 5.54 | 54 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set B Wet Re-Runs | 3 | Wet | 5 | 60 | Full | 60.2 | 260.3 | 259 | 104.6 | 17.8 | 5.39 | 55 | 11,800 | 24,630 | 23,990 | 60,420 |

| Description | Tire Set | Condition | Run | Target Speed (mph) | Target Control Pressure (psi) | Actual Speed (mph) | Actual Stop Distance (ft) | Corrected Stop Distance (ft) | Avg. Primary Control Pressure (psi) | Avg. Deceleration (ft/s/s) | Stop Time (sec) | Amb. Temp (deg F) | Steer Axle Weight (lb) | Drive Tandem Axles Weight (lb) | Trailer Tandem Axles Weight (lb) | Gross Vehicle Weight (lb) |
|-----------------------|----------|-----------|-----|--------------------|-------------------------------|--------------------|---------------------------|------------------------------|-------------------------------------|----------------------------|-----------------|-------------------|------------------------|--------------------------------|----------------------------------|---------------------------|
| 60k Set B Wet Re-Runs | 3 | Wet | 6 | 60 | Full | 60 | 266.1 | 266 | 101.5 | 17.1 | 5.6 | 56 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set B Wet Re-Runs | 3 | Wet | 7 | 60 | Full | 60.2 | 267.2 | 266 | 105.4 | 17.2 | 5.61 | 55 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set B Wet Re-Runs | 3 | Wet | 8 | 60 | Full | 60 | 258.1 | 258 | 102.8 | 17.5 | 5.45 | 55 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set B Wet Re-Runs | 3 | Wet | 9 | 60 | Full | 60.1 | 271.9 | 271 | 103 | 17 | 5.64 | 56 | 11,800 | 24,630 | 23,990 | 60,420 |
| 60k Set B Wet Re-Runs | 3 | Wet | 10 | 60 | Full | 59.8 | 255.7 | 258 | 103 | 17.7 | 5.38 | 56 | 11,800 | 24,630 | 23,990 | 60,420 |
| 80k Set B Wet | 3 | Wet | 1 | 60 | Full | 60.3 | 267.5 | 265 | 104 | 17.5 | 5.51 | 56 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set B Wet | 3 | Wet | 2 | 60 | Full | 60.4 | 276.1 | 272 | 102.1 | 16.9 | 5.7 | 56 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set B Wet | 3 | Wet | 3 | 60 | Full | 60.3 | 285.2 | 282 | 101.4 | 16.1 | 5.9 | 56 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set B Wet | 3 | Wet | 4 | 60 | Full | 60.3 | 272.2 | 270 | 103.1 | 17.2 | 5.58 | 56 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set B Wet | 3 | Wet | 5 | 60 | Full | 60 | 282.1 | 282 | 101.9 | 16.1 | 5.84 | 57 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set B Wet | 3 | Wet | 6 | 60 | Full | 60.2 | 272.9 | 271 | 96.7 | 17 | 5.6 | 56 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set B Wet | 3 | Wet | 7 | 60 | Full | 60.3 | 275.5 | 273 | 102.5 | 16.9 | 5.7 | 56 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set B Wet | 3 | Wet | 8 | 60 | Full | 60.3 | 269.5 | 267 | 102.6 | 17 | 5.6 | 57 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set B Wet | 3 | Wet | 9 | 60 | Full | 60.1 | 273 | 272 | 100.5 | 16.9 | 5.64 | 57 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set B Wet | 3 | Wet | 10 | 60 | Full | 60.2 | 282 | 280 | 100.1 | 16.3 | 5.85 | 57 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set B Dry | 3 | Dry | 1 | 60 | Full | 60.4 | 225.1 | 222 | 104.4 | 20.9 | 4.67 | 43 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set B Dry | 3 | Dry | 2 | 60 | Full | 60.6 | 221.8 | 218 | 104 | 21.3 | 4.59 | 44 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set B Dry | 3 | Dry | 3 | 60 | Full | 60.4 | 230.2 | 227 | 104.3 | 20.5 | 4.76 | 45 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set B Dry | 3 | Dry | 4 | 60 | Full | 60.3 | 232.1 | 230 | 102.4 | 20.1 | 4.82 | 46 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set B Dry | 3 | Dry | 5 | 60 | Full | 60.4 | 226.2 | 223 | 101.7 | 21 | 4.67 | 48 | 12,050 | 34,040 | 33,920 | 80,010 |

| Description | Tire Set | Condition | Run | Target Speed (mph) | Target Control Pressure (psi) | Actual Speed (mph) | Actual Stop Distance (ft) | Corrected Stop Distance (ft) | Avg. Primary Control Pressure (psi) | Avg. Deceleration (ft/s/s) | Stop Time (sec) | Amb. Temp (deg F) | Steer Axle Weight (lb) | Drive Tandem Axles Weight (lb) | Trailer Tandem Axles Weight (lb) | Gross Vehicle Weight (lb) |
|-----------------------|----------|-----------|-----|--------------------|-------------------------------|--------------------|---------------------------|------------------------------|-------------------------------------|----------------------------|-----------------|-------------------|------------------------|--------------------------------|----------------------------------|---------------------------|
| 80k Set B Dry | 3 | Dry | 6 | 60 | Full | 60.4 | 227.5 | 224 | 101.9 | 21.2 | 4.65 | 50 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set B Dry | 3 | Dry | 7 | 60 | Full | 60.1 | 224 | 223 | 99.8 | 21 | 4.66 | 52 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set B Dry | 3 | Dry | 8 | 60 | Full | 60.1 | 220.5 | 220 | 103.8 | 20.9 | 4.67 | 53 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set B Dry | 3 | Dry | 9 | 60 | Full | 60.1 | 226.6 | 226 | 105.8 | 20.3 | 4.77 | 54 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set B Dry | 3 | Dry | 10 | 60 | Full | 60.4 | 232.6 | 229 | 102.6 | 20.3 | 4.8 | 55 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set B Wet Re-Runs | 3 | Wet | 1 | 60 | Full | 60.1 | 263 | 262 | 100.3 | 17.7 | 5.47 | 58 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set B Wet Re-Runs | 3 | Wet | 2 | 60 | Full | 60.3 | 269.7 | 267 | 102 | 17.5 | 5.54 | 58 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set B Wet Re-Runs | 3 | Wet | 3 | 60 | Full | 60.3 | 280.5 | 278 | 103 | 16.7 | 5.75 | 57 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set B Wet Re-Runs | 3 | Wet | 4 | 60 | Full | 60.3 | 279.3 | 276 | 101.8 | 17 | 5.69 | 57 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set B Wet Re-Runs | 3 | Wet | 5 | 60 | Full | 60.4 | 280.7 | 277 | 102.9 | 16.9 | 5.73 | 56 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set B Wet Re-Runs | 3 | Wet | 6 | 60 | Full | 60.1 | 261.3 | 260 | 102 | 17.8 | 5.39 | 57 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set B Wet Re-Runs | 3 | Wet | 7 | 60 | Full | 60.1 | 269.3 | 268 | 102.3 | 17.7 | 5.49 | 57 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set B Wet Re-Runs | 3 | Wet | 8 | 60 | Full | 60.5 | 281.3 | 277 | 103.1 | 17.2 | 5.68 | 57 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set B Wet Re-Runs | 3 | Wet | 9 | 60 | Full | 60.6 | 291 | 285 | 100.8 | 16.3 | 5.93 | 57 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set B Wet Re-Runs | 3 | Wet | 10 | 60 | Full | 60 | 272.7 | 272 | 101.1 | 17.2 | 5.59 | 58 | 12,050 | 34,040 | 33,920 | 80,010 |
| 60k Set C Wet | 4 | Wet | 1 | 60 | Full | 60.2 | 258.9 | 257 | 106.5 | 18 | 5.36 | 54 | 11,840 | 24,710 | 24,090 | 60,640 |
| 60k Set C Wet | 4 | Wet | 2 | 60 | Full | 60 | 266.1 | 266 | 104.3 | 17.3 | 5.55 | 54 | 11,840 | 24,710 | 24,090 | 60,640 |
| 60k Set C Wet | 4 | Wet | 3 | 60 | Full | 60.4 | 258.5 | 255 | 105.8 | 17.8 | 5.45 | 56 | 11,840 | 24,710 | 24,090 | 60,640 |
| 60k Set C Wet | 4 | Wet | 4 | 60 | Full | 60.2 | 259.8 | 258 | 106.7 | 18.1 | 5.39 | 58 | 11,840 | 24,710 | 24,090 | 60,640 |
| 60k Set C Wet | 4 | Wet | 5 | 60 | Full | 60.4 | 261.7 | 259 | 106.6 | 18.1 | 5.38 | 59 | 11,840 | 24,710 | 24,090 | 60,640 |

| Description | Tire Set | Condition | Run | Target Speed (mph) | Target Control Pressure (psi) | Actual Speed (mph) | Actual Stop Distance (ft) | Corrected Stop Distance (ft) | Avg. Primary Control Pressure (psi) | Avg. Deceleration (ft/s/s) | Stop Time (sec) | Amb. Temp (deg F) | Steer Axle Weight (lb) | Drive Tandem Axles Weight (lb) | Trailer Tandem Axles Weight (lb) | Gross Vehicle Weight (lb) |
|-----------------------|----------|-----------|-----|--------------------|-------------------------------|--------------------|---------------------------|------------------------------|-------------------------------------|----------------------------|-----------------|-------------------|------------------------|--------------------------------|----------------------------------|---------------------------|
| 60k Set C Wet | 4 | Wet | 6 | 60 | Full | 60.3 | 261.3 | 259 | 100 | 17.9 | 5.43 | 60 | 11,840 | 24,710 | 24,090 | 60,640 |
| 60k Set C Wet | 4 | Wet | 7 | 60 | Full | 60.2 | 263.2 | 261 | 106 | 17.5 | 5.51 | 60 | 11,840 | 24,710 | 24,090 | 60,640 |
| 60k Set C Wet | 4 | Wet | 8 | 60 | Full | 61.3 | 262.6 | 252 | 106.1 | 18.3 | 5.37 | 60 | 11,840 | 24,710 | 24,090 | 60,640 |
| 60k Set C Wet | 4 | Wet | 9 | 60 | Full | 60.3 | 264.7 | 262 | 109 | 17.4 | 5.55 | 60 | 11,840 | 24,710 | 24,090 | 60,640 |
| 60k Set C Wet | 4 | Wet | 10 | 60 | Full | 60 | 245.6 | 246 | 105 | 18.7 | 5.18 | 61 | 11,840 | 24,710 | 24,090 | 60,640 |
| 60k Set C Dry | 4 | Dry | 1 | 60 | Full | 60.1 | 216.8 | 216 | 104.3 | 21.6 | 4.54 | 52 | 11,840 | 24,710 | 24,090 | 60,640 |
| 60k Set C Dry | 4 | Dry | 2 | 60 | Full | 60 | 212.3 | 212 | 104.8 | 22.2 | 4.44 | 52 | 11,840 | 24,710 | 24,090 | 60,640 |
| 60k Set C Dry | 4 | Dry | 3 | 60 | Full | 60.1 | 213.5 | 213 | 104.1 | 21.9 | 4.51 | 52 | 11,840 | 24,710 | 24,090 | 60,640 |
| 60k Set C Dry | 4 | Dry | 4 | 60 | Full | 60.1 | 213 | 212 | 105.7 | 22.2 | 4.45 | 53 | 11,840 | 24,710 | 24,090 | 60,640 |
| 60k Set C Dry | 4 | Dry | 5 | 60 | Full | 60.1 | 214.7 | 214 | 106.3 | 21.9 | 4.5 | 52 | 11,840 | 24,710 | 24,090 | 60,640 |
| 60k Set C Dry | 4 | Dry | 6 | 60 | Full | 60.2 | 214.7 | 213 | 104 | 22 | 4.5 | 54 | 11,840 | 24,710 | 24,090 | 60,640 |
| 60k Set C Dry | 4 | Dry | 7 | 60 | Full | 60.2 | 214.7 | 213 | 105.9 | 21.9 | 4.51 | 54 | 11,840 | 24,710 | 24,090 | 60,640 |
| 60k Set C Dry | 4 | Dry | 8 | 60 | Full | 60 | 216 | 216 | 105.4 | 21.9 | 4.51 | 54 | 11,840 | 24,710 | 24,090 | 60,640 |
| 60k Set C Dry | 4 | Dry | 9 | 60 | Full | 60.3 | 217.7 | 216 | 102.2 | 21.7 | 4.55 | 55 | 11,840 | 24,710 | 24,090 | 60,640 |
| 60k Set C Dry | 4 | Dry | 10 | 60 | Full | 60.1 | 218.7 | 218 | 106.1 | 21.6 | 4.58 | 56 | 11,840 | 24,710 | 24,090 | 60,640 |
| 60k Set C Wet Re-Runs | 4 | Wet | 1 | 60 | Full | 60 | 253.8 | 254 | 108.1 | 18.2 | 5.31 | 63 | 11,840 | 24,710 | 24,090 | 60,640 |
| 60k Set C Wet Re-Runs | 4 | Wet | 2 | 60 | Full | 60.3 | 252.1 | 250 | 103.2 | 18.7 | 5.22 | 64 | 11,840 | 24,710 | 24,090 | 60,640 |
| 60k Set C Wet Re-Runs | 4 | Wet | 3 | 60 | Full | 60 | 248.8 | 249 | 102.8 | 19 | 5.12 | 64 | 11,840 | 24,710 | 24,090 | 60,640 |
| 60k Set C Wet Re-Runs | 4 | Wet | 4 | 60 | Full | 60.3 | 254 | 251 | 107.3 | 18.2 | 5.33 | 64 | 11,840 | 24,710 | 24,090 | 60,640 |
| 60k Set C Wet Re-Runs | 4 | Wet | 5 | 60 | Full | 60.1 | 253 | 252 | 103.9 | 18.4 | 5.28 | 65 | 11,840 | 24,710 | 24,090 | 60,640 |
| 60k Set C Wet Re-Runs | 4 | Wet | 6 | 60 | Full | 59.9 | 243.5 | 244 | 105 | 18.9 | 5.14 | 65 | 11,840 | 24,710 | 24,090 | 60,640 |

| Description | Tire Set | Condition | Run | Target Speed (mph) | Target Control Pressure (psi) | Actual Speed (mph) | Actual Stop Distance (ft) | Corrected Stop Distance (ft) | Avg. Primary Control Pressure (psi) | Avg. Deceleration (ft/s/s) | Stop Time (sec) | Amb. Temp (deg F) | Steer Axle Weight (lb) | Drive Tandem Axles Weight (lb) | Trailer Tandem Axles Weight (lb) | Gross Vehicle Weight (lb) |
|-----------------------|----------|-----------|-----|--------------------|-------------------------------|--------------------|---------------------------|------------------------------|-------------------------------------|----------------------------|-----------------|-------------------|------------------------|--------------------------------|----------------------------------|---------------------------|
| 60k Set C Wet Re-Runs | 4 | Wet | 7 | 60 | Full | 60.2 | 258.8 | 257 | 104.4 | 17.9 | 5.43 | 65 | 11,840 | 24,710 | 24,090 | 60,640 |
| 60k Set C Wet Re-Runs | 4 | Wet | 8 | 60 | Full | 60.3 | 256 | 254 | 107.2 | 18.4 | 5.31 | 65 | 11,840 | 24,710 | 24,090 | 60,640 |
| 60k Set C Wet Re-Runs | 4 | Wet | 9 | 60 | Full | 60 | 254 | 254 | 107.7 | 18.3 | 5.31 | 65 | 11,840 | 24,710 | 24,090 | 60,640 |
| 60k Set C Wet Re-Runs | 4 | Wet | 10 | 60 | Full | 59.9 | 243.5 | 244 | 103.2 | 19.2 | 5.1 | 66 | 11,840 | 24,710 | 24,090 | 60,640 |
| 80k Set C Wet | 4 | Wet | 1 | 60 | Full | 60.3 | 267.1 | 264 | 105.3 | 17.1 | 5.62 | 60 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set C Wet | 4 | Wet | 2 | 60 | Full | 60.2 | 263.1 | 261 | 102.8 | 17.3 | 5.51 | 59 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set C Wet | 4 | Wet | 3 | 60 | Full | 60.2 | 267.1 | 265 | 104.6 | 17.1 | 5.6 | 61 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set C Wet | 4 | Wet | 4 | 60 | Full | 60.2 | 266.7 | 265 | 104.5 | 17.4 | 5.52 | 61 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set C Wet | 4 | Wet | 5 | 60 | Full | 60.2 | 265.9 | 264 | 102.9 | 17.4 | 5.52 | 63 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set C Wet | 4 | Wet | 6 | 60 | Full | 60.3 | 266.7 | 264 | 105.5 | 17.3 | 5.57 | 63 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set C Wet | 4 | Wet | 7 | 60 | Full | 60.3 | 270.6 | 268 | 104.2 | 17.1 | 5.6 | 62 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set C Wet | 4 | Wet | 8 | 60 | Full | 60.3 | 268.2 | 265 | 102 | 17.5 | 5.52 | 63 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set C Wet | 4 | Wet | 9 | 60 | Full | 60.4 | 271.1 | 267 | 103.7 | 17.3 | 5.57 | 64 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set C Wet | 4 | Wet | 10 | 60 | Full | 60.4 | 269.2 | 266 | 102.3 | 16.9 | 5.63 | 65 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set C Dry | 4 | Dry | 1 | 60 | Full | 60.4 | 236.2 | 233 | 108.7 | 19.7 | 4.94 | 75 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set C Dry | 4 | Dry | 2 | 60 | Full | 60.3 | 233.1 | 231 | 107 | 20.3 | 4.85 | 74 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set C Dry | 4 | Dry | 3 | 60 | Full | 60.2 | 228.2 | 227 | 105.3 | 20 | 4.86 | 75 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set C Dry | 4 | Dry | 4 | 60 | Full | 60.1 | 231.2 | 230 | 105.2 | 19.9 | 4.91 | 74 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set C Dry | 4 | Dry | 5 | 60 | Full | 60.1 | 226.5 | 225 | 106.1 | 20.4 | 4.75 | 73 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set C Dry | 4 | Dry | 6 | 60 | Full | 60.1 | 221 | 220 | 106 | 21 | 4.64 | 73 | 12,050 | 34,040 | 33,920 | 80,010 |

| Description | Tire Set | Condition | Run | Target Speed (mph) | Target Control Pressure (psi) | Actual Speed (mph) | Actual Stop Distance (ft) | Corrected Stop Distance (ft) | Avg. Primary Control Pressure (psi) | Avg. Deceleration (ft/s/s) | Stop Time (sec) | Amb. Temp (deg F) | Steer Axle Weight (lb) | Drive Tandem Axles Weight (lb) | Trailer Tandem Axles Weight (lb) | Gross Vehicle Weight (lb) |
|-----------------------|----------|----------------|-----|--------------------|-------------------------------|--------------------|---------------------------|------------------------------|-------------------------------------|----------------------------|-----------------|-------------------|------------------------|--------------------------------|----------------------------------|---------------------------|
| 80k Set C Dry | 4 | Dry | 7 | 60 | Full | 60.3 | 231.4 | 229 | 105.9 | 20.4 | 4.8 | 72 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set C Dry | 4 | Dry | 8 | 60 | Full | 60 | 220.6 | 220 | 107.3 | 21 | 4.64 | 74 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set C Dry | 4 | Dry | 9 | 60 | Full | 60.2 | 224.9 | 224 | 104.8 | 21 | 4.65 | 74 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set C Dry | 4 | Dry | 10 | 60 | Full | 60.2 | 234.1 | 232 | 104.3 | 20 | 4.86 | 74 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set C Wet Re-Runs | 4 | Wet | 1 | 60 | Full | 60.2 | 257.5 | 256 | 108.1 | -- | 5.36 | 53 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set C Wet Re-Runs | 4 | Wet | 2 | 60 | Full | 60.4 | 266.8 | 264 | 103.7 | 17.4 | 5.52 | 53 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set C Wet Re-Runs | 4 | Wet | 3 | 60 | Full | 60.1 | 263.6 | 263 | 101.2 | 17.7 | 5.45 | 53 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set C Wet Re-Runs | 4 | Wet | 4 | 60 | Full | 60.3 | 265.4 | 263 | 102.4 | 17.6 | 5.47 | 54 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set C Wet Re-Runs | 4 | Wet | 5 | 60 | Full | 60.1 | 254.2 | 253 | 100.8 | 18.3 | 5.28 | 55 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set C Wet Re-Runs | 4 | Wet | 6 | 60 | Full | 60.1 | 258.9 | 258 | 101.6 | 17.6 | 5.42 | 56 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set C Wet Re-Runs | 4 | Wet | 7 | 60 | Full | 60 | 253.9 | 254 | 105.1 | 18 | 5.31 | 55 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set C Wet Re-Runs | 4 | Wet | 8 | 60 | Full | 60.1 | 252.9 | 252 | 104.6 | 18.4 | 5.25 | 56 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set C Wet Re-Runs | 4 | Wet | 9 | 60 | Full | 60.1 | 251.6 | 251 | 104.3 | 18.1 | 5.26 | 56 | 12,050 | 34,040 | 33,920 | 80,010 |
| 80k Set C Wet Re-Runs | 4 | Wet | 10 | 60 | Full | 60.2 | 251 | 250 | 105.1 | 18 | 5.28 | 57 | 12,050 | 34,040 | 33,920 | 80,010 |
| 121 BASELINE | 1 | FMVS S No. 121 | 1 | 60 | Full | 60.6 | 230.6 | 226 | 106 | 19.8 | 4.9 | 44 | 13,180 | 40,010 | 4,500 | 57,690 |
| 121 BASELINE | 1 | FMVS S No. 121 | 2 | 60 | Full | 60.2 | 226.1 | 225 | 102.5 | 20.3 | 4.78 | 45 | 13,180 | 40,010 | 4,500 | 57,690 |
| 121 BASELINE | 1 | FMVS S No. 121 | 3 | 60 | Full | 60.5 | 226.1 | 223 | 102 | 20.5 | 4.76 | 47 | 13,180 | 40,010 | 4,500 | 57,690 |
| 121 BASELINE | 1 | FMVS S No. 121 | 4 | 60 | Full | 60.4 | 228.3 | 226 | 105.4 | 20.3 | 4.77 | 48 | 13,180 | 40,010 | 4,500 | 57,690 |

| Description | Tire Set | Condition | Run | Target Speed (mph) | Target Control Pressure (psi) | Actual Speed (mph) | Actual Stop Distance (ft) | Corrected Stop Distance (ft) | Avg. Primary Control Pressure (psi) | Avg. Deceleration (ft/s/s) | Stop Time (sec) | Amb. Temp (deg F) | Steer Axle Weight (lb) | Drive Tandem Axles Weight (lb) | Trailer Tandem Axles Weight (lb) | Gross Vehicle Weight (lb) |
|--------------|----------|----------------|-----|--------------------|-------------------------------|--------------------|---------------------------|------------------------------|-------------------------------------|----------------------------|-----------------|-------------------|------------------------|--------------------------------|----------------------------------|---------------------------|
| 121 BASELINE | 1 | FMVS S No. 121 | 5 | 60 | Full | 60.3 | 224.2 | 222 | 105.1 | 20.7 | 4.73 | 49 | 13,180 | 40,010 | 4,500 | 57,690 |
| 121 BASELINE | 1 | FMVS S No. 121 | 6 | 60 | Full | 60.1 | 219 | 218 | 106.1 | 20.8 | 4.66 | 50 | 13,180 | 40,010 | 4,500 | 57,690 |
| 121 BASELINE | 1 | FMVS S No. 121 | 7 | 60 | Full | 60.3 | 224.5 | 222 | 105.1 | 20.7 | 4.74 | 50 | 13,180 | 40,010 | 4,500 | 57,690 |
| 121 BASELINE | 1 | FMVS S No. 121 | 8 | 60 | Full | 60.4 | 220.8 | 218 | 110 | 21.3 | 4.62 | 50 | 13,180 | 40,010 | 4,500 | 57,690 |
| 121 BASELINE | 1 | FMVS S No. 121 | 9 | 60 | Full | 60.3 | 225.9 | 224 | 102.8 | 20.5 | 4.76 | 52 | 13,180 | 40,010 | 4,500 | 57,690 |
| 121 BASELINE | 1 | FMVS S No. 121 | 10 | 60 | Full | 60.1 | 222.5 | 222 | 105.2 | 20.7 | 4.7 | 52 | 13,180 | 40,010 | 4,500 | 57,690 |
| 121 SET A | 2 | FMVS S No. 121 | 1 | 60 | Full | 60.4 | 231.9 | 229 | 103.4 | 19.6 | 4.91 | 43 | 13,180 | 40,010 | 4,500 | 57,690 |
| 121 SET A | 2 | FMVS S No. 121 | 2 | 60 | Full | 60.6 | 224.6 | 221 | 104.1 | 20.6 | 4.72 | 44 | 13,180 | 40,010 | 4,500 | 57,690 |
| 121 SET A | 2 | FMVS S No. 121 | 3 | 60 | Full | 60.3 | 221.4 | 219 | 106.2 | 20.9 | 4.66 | 45 | 13,180 | 40,010 | 4,500 | 57,690 |
| 121 SET A | 2 | FMVS S No. 121 | 4 | 60 | Full | 60.5 | 228.3 | 225 | 106.1 | 20.2 | 4.8 | 45 | 13,180 | 40,010 | 4,500 | 57,690 |
| 121 SET A | 2 | FMVS S No. 121 | 5 | 60 | Full | 60.6 | 229.1 | 225 | 104.7 | 20.3 | 4.81 | 45 | 13,180 | 40,010 | 4,500 | 57,690 |
| 121 SET A | 2 | FMVS S No. 121 | 6 | 60 | Full | 60.4 | 223.3 | 221 | 106.2 | 20.6 | 4.72 | 46 | 13,180 | 40,010 | 4,500 | 57,690 |

| Description | Tire Set | Condition | Run | Target Speed (mph) | Target Control Pressure (psi) | Actual Speed (mph) | Actual Stop Distance (ft) | Corrected Stop Distance (ft) | Avg. Primary Control Pressure (psi) | Avg. Deceleration (ft/s/s) | Stop Time (sec) | Amb. Temp (deg F) | Steer Axle Weight (lb) | Drive Tandem Axles Weight (lb) | Trailer Tandem Axles Weight (lb) | Gross Vehicle Weight (lb) |
|-------------|----------|----------------|-----|--------------------|-------------------------------|--------------------|---------------------------|------------------------------|-------------------------------------|----------------------------|-----------------|-------------------|------------------------|--------------------------------|----------------------------------|---------------------------|
| 121 SET A | 2 | FMVS S No. 121 | 7 | 60 | Full | 60.3 | 228.3 | 226 | 104.7 | 20.2 | 4.81 | 46 | 13,180 | 40,010 | 4,500 | 57,690 |
| 121 SET A | 2 | FMVS S No. 121 | 8 | 60 | Full | 60.4 | 225.1 | 222 | 106.8 | 20.6 | 4.72 | 46 | 13,180 | 40,010 | 4,500 | 57,690 |
| 121 SET A | 2 | FMVS S No. 121 | 9 | 60 | Full | 60.4 | 226.4 | 223 | 106.8 | 20.4 | 4.77 | 48 | 13,180 | 40,010 | 4,500 | 57,690 |
| 121 SET A | 2 | FMVS S No. 121 | 10 | 60 | Full | 60.6 | 227.7 | 224 | 105.9 | 20.6 | 4.77 | 47 | 13,180 | 40,010 | 4,500 | 57,690 |
| 121 SET B | 3 | FMVS S No. 121 | 1 | 60 | Full | 60.4 | 232.9 | 230 | 105.8 | 19.5 | 4.94 | 53 | 13,180 | 40,010 | 4,500 | 57,690 |
| 121 SET B | 3 | FMVS S No. 121 | 2 | 60 | Full | 60.3 | 230 | 228 | 102.9 | 20 | 4.85 | 54 | 13,180 | 40,010 | 4,500 | 57,690 |
| 121 SET B | 3 | FMVS S No. 121 | 3 | 60 | Full | 60.3 | 223.5 | 221 | 106.6 | 20.8 | 4.7 | 53 | 13,180 | 40,010 | 4,500 | 57,690 |
| 121 SET B | 3 | FMVS S No. 121 | 4 | 60 | Full | 60.3 | 223.1 | 221 | 106.7 | 20.6 | 4.72 | 54 | 13,180 | 40,010 | 4,500 | 57,690 |
| 121 SET B | 3 | FMVS S No. 121 | 5 | 60 | Full | 60.4 | 222.9 | 220 | 106.3 | 20.8 | 4.69 | 54 | 13,180 | 40,010 | 4,500 | 57,690 |
| 121 SET B | 3 | FMVS S No. 121 | 6 | 60 | Full | 60.2 | 222.9 | 221 | 104.6 | 20.9 | 4.69 | 56 | 13,180 | 40,010 | 4,500 | 57,690 |
| 121 SET B | 3 | FMVS S No. 121 | 7 | 60 | Full | 60.3 | 223 | 221 | 106.3 | 20.8 | 4.69 | 57 | 13,180 | 40,010 | 4,500 | 57,690 |
| 121 SET B | 3 | FMVS S No. 121 | 8 | 60 | Full | 60.3 | 229.7 | 227 | 105.9 | 20.7 | 4.77 | 58 | 13,180 | 40,010 | 4,500 | 57,690 |

| Description | Tire Set | Condition | Run | Target Speed (mph) | Target Control Pressure (psi) | Actual Speed (mph) | Actual Stop Distance (ft) | Corrected Stop Distance (ft) | Avg. Primary Control Pressure (psi) | Avg. Deceleration (ft/s/s) | Stop Time (sec) | Amb. Temp (deg F) | Steer Axle Weight (lb) | Drive Tandem Axles Weight (lb) | Trailer Tandem Axles Weight (lb) | Gross Vehicle Weight (lb) |
|-------------|----------|----------------|-----|--------------------|-------------------------------|--------------------|---------------------------|------------------------------|-------------------------------------|----------------------------|-----------------|-------------------|------------------------|--------------------------------|----------------------------------|---------------------------|
| 121 SET B | 3 | FMVS S No. 121 | 9 | 60 | Full | 60.3 | 223.6 | 221 | 105.2 | 20.8 | 4.7 | 59 | 13,180 | 40,010 | 4,500 | 57,690 |
| 121 SET B | 3 | FMVS S No. 121 | 10 | 60 | Full | 60.3 | 225.6 | 223 | 106.4 | 20.5 | 4.74 | 61 | 13,180 | 40,010 | 4,500 | 57,690 |
| 121 SET C | 4 | FMVS S No. 121 | 1 | 60 | Full | 60.2 | 226.4 | 225 | 105.1 | 20 | 4.83 | 42 | 13,180 | 40,010 | 4,500 | 57,690 |
| 121 SET C | 4 | FMVS S No. 121 | 2 | 60 | Full | 60.3 | 232.6 | 231 | 106.7 | 19.3 | 4.96 | 43 | 13,180 | 40,010 | 4,500 | 57,690 |
| 121 SET C | 4 | FMVS S No. 121 | 3 | 60 | Full | 60.3 | 230.4 | 228 | 102.3 | 19.8 | 4.89 | 44 | 13,180 | 40,010 | 4,500 | 57,690 |
| 121 SET C | 4 | FMVS S No. 121 | 4 | 60 | Full | 60.3 | 227.7 | 225 | 105.2 | 20.2 | 4.81 | 46 | 13,180 | 40,010 | 4,500 | 57,690 |
| 121 SET C | 4 | FMVS S No. 121 | 5 | 60 | Full | 60.4 | 228.7 | 226 | 104.5 | 20 | 4.83 | 45 | 13,180 | 40,010 | 4,500 | 57,690 |
| 121 SET C | 4 | FMVS S No. 121 | 6 | 60 | Full | 60.2 | 226.7 | 225 | 104.7 | 20.2 | 4.8 | 46 | 13,180 | 40,010 | 4,500 | 57,690 |
| 121 SET C | 4 | FMVS S No. 121 | 7 | 60 | Full | 60.3 | 227.4 | 225 | 104.4 | 20.2 | 4.81 | 48 | 13,180 | 40,010 | 4,500 | 57,690 |
| 121 SET C | 4 | FMVS S No. 121 | 8 | 60 | Full | 60.3 | 229.4 | 227 | 106.7 | 20.1 | 4.84 | 48 | 13,180 | 40,010 | 4,500 | 57,690 |
| 121 SET C | 4 | FMVS S No. 121 | 9 | 60 | Full | 60.3 | 222.3 | 220 | 105.4 | 20.5 | 4.73 | 48 | 13,180 | 40,010 | 4,500 | 57,690 |
| 121 SET C | 4 | FMVS S No. 121 | 10 | 60 | Full | 60.3 | 224.2 | 222 | 106.3 | 20.6 | 4.73 | 49 | 13,180 | 40,010 | 4,500 | 57,690 |

Appendix B – Rolling Resistance Test Results

| Tire Size | Test Rim Size | Design OD (mm) | Test Method | Test Drum Diameter (m) | MaxLoad (kg) | Max Inflation (kPa) | Req. Test Load (kN) | Req. Test Inflation (kPa) | Req. Test Speed (km/h) |
|-------------|---------------|----------------|-------------------|------------------------|--------------|---------------------|---------------------|---------------------------|------------------------|
| 295/75R22.5 | 9.00x22.5 | 1014 | ISO 28580 - Force | 1.7 | 2800 | 760 | 23.34 | 760 | 80 |

| SR Tracking No. | Manufacturer | Tire Name | USDOT Tire ID No. | Tire Size | Test Rim | Test Order | Data File | Test Date | Test Machine |
|-----------------|--------------|-------------|-------------------|-------------|--------------|------------|-----------|-----------|--------------|
| Control | Control | Control | Control | 255/80R22.5 | 8.25x22.5 | C1 | R2152708 | 27-Jan-15 | R2 |
| 1500388 | Yokohama | RY617 | 6B371UA0614 | 295/75R22.5 | 9.00x22.5 AI | 1 | R2152803 | 28-Jan-15 | R2 |
| 1500380 | Goodyear | G572A LHD | MC37VFBW1614 | 295/75R22.5 | 9.00x22.5 AI | 2 | R2152804 | 28-Jan-15 | R2 |
| 1500359 | Bridgestone | M726 EL | 32BT3DE0314 | 295/75R22.5 | 9.00x22.5 AI | 3 | R2152906 | 29-Jan-15 | R2 |
| 1500397 | Yokohama | 703ZL | FBTVJK4412 | 295/75R22.5 | 9.00x22.5 AI | 4 | R2152907 | 29-Jan-15 | R2 |
| 1500356 | Bridgestone | M726 EL | 2CBT3CW0414 | 295/75R22.5 | 9.00x22.5 AI | 5 | R2152908 | 30-Jan-15 | R2 |
| 1500391 | Yokohama | RY617 | 6B371UA1114 | 295/75R22.5 | 9.00x22.5 AI | 6 | R2153001 | 30-Jan-15 | R2 |
| 1500365 | Bridgestone | R280 | 2CBT6K22813 | 295/75R22.5 | 9.00x22.5 AI | 7 | R2153002 | 30-Jan-15 | R2 |
| 1500384 | Goodyear | G572A LHD | MC37VFBW1614 | 295/75R22.5 | 9.00x22.5 AI | 8 | R2153003 | 30-Jan-15 | R2 |
| 1500378 | Goodyear | G399A LHS | MC37HRBW3214 | 295/75R22.5 | 9.00x22.5 AI | 9 | R2153005 | 30-Jan-15 | R2 |
| Control | Control | Control | Control | 255/80R22.5 | 8.25x22.5 | C2 | R2153006 | 31-Jan-15 | R2 |
| 1500355 | Bridgestone | Ecopia R197 | 2CBT3A61714 | 295/75R22.5 | 9.00x22.5 AI | 10 | R2153102 | 31-Jan-15 | R2 |
| 1500368 | Bridgestone | Ecopia M710 | 32BT3JN2114 | 295/75R22.5 | 9.00x22.5 AI | 11 | R2153105 | 31-Jan-15 | R2 |
| 1500386 | Yokohama | RY617 | 6B371UA2913 | 295/75R22.5 | 9.00x22.5 AI | 12 | R2153106 | 31-Jan-15 | R2 |
| 1500382 | Goodyear | G572A LHD | MC37VFBW1614 | 295/75R22.5 | 9.00x22.5 AI | 13 | R2153202 | 1-Feb-15 | R2 |

| SR Tracking No. | Manufacturer | Tire Name | USDOT Tire ID No. | Tire Size | Test Rim | Test Order | Data File | Test Date | Test Machine |
|-----------------|--------------|-------------|-------------------|-------------|--------------|------------|-----------|-----------|--------------|
| 1500352 | Bridgestone | Ecopia R197 | 2CBT3A61214 | 295/75R22.5 | 9.00x22.5 AI | 14 | R2153203 | 1-Feb-15 | R2 |
| 1500377 | Goodyear | G399A LHS | MC37HRBW3214 | 295/75R22.5 | 9.00x22.5 AI | 15 | R2153305 | 2-Feb-15 | R2 |
| 1500367 | Bridgestone | R280 | 2CBT6K24313 | 295/75R22.5 | 9.00x22.5 AI | 16 | R2153306 | 2-Feb-15 | R2 |
| 1500376 | Goodyear | G399A LHS | MC37HRBW3214 | 295/75R22.5 | 9.00x22.5 AI | 17 | R2153307 | 3-Feb-15 | R2 |
| 1500381 | Goodyear | G572A LHD | MC37VFBW1614 | 295/75R22.5 | 9.00x22.5 AI | 18 | R2153408 | 3-Feb-15 | R2 |
| 1500371 | Bridgestone | Ecopia M710 | 32BT3JN2114 | 295/75R22.5 | 9.00x22.5 AI | 19 | R2153409 | 3-Feb-15 | R2 |
| 1500358 | Bridgestone | M726 EL | 32BT3DE1314 | 295/75R22.5 | 9.00x22.5 AI | 20 | R2153410 | 3-Feb-15 | R2 |
| 1500350 | Bridgestone | Ecopia R197 | 2CBT3A61314 | 295/75R22.5 | 9.00x22.5 AI | 21 | R2153411 | 3-Feb-15 | R2 |
| Control | Control | Control | Control | 255/80R22.5 | 8.25x22.5 | C3 | R2153515 | 4-Feb-15 | R2 |
| 1500354 | Bridgestone | Ecopia R197 | 2CBT3A61714 | 295/75R22.5 | 9.00x22.5 AI | 22 | R2153516 | 4-Feb-15 | R2 |
| 1500362 | Bridgestone | R280 | 2CBT6K22313 | 295/75R22.5 | 9.00x22.5 AI | 23 | R2153517 | 4-Feb-15 | R2 |
| 1500360 | Bridgestone | M726 EL | 2CBT3DE1314 | 295/75R22.5 | 9.00x22.5 AI | 24 | R2153518 | 5-Feb-15 | R2 |
| 1500389 | Yokohama | RY617 | 6B371UA1414 | 295/75R22.5 | 9.00x22.5 AI | 25 | R2153619 | 5-Feb-15 | R2 |
| 1500375 | Goodyear | G399A LHS | MC37HRBW3214 | 295/75R22.5 | 9.00x22.5 AI | 26 | R2153620 | 5-Feb-15 | R2 |
| 1500387 | Yokohama | RY617 | 6B371UA1414 | 295/75R22.5 | 9.00x22.5 AI | 27 | R2153621 | 5-Feb-15 | R2 |
| 1500379 | Goodyear | G399A LHS | MC37HRBW3214 | 295/75R22.5 | 9.00x22.5 AI | 28 | R2153624 | 6-Feb-15 | R2 |
| 1500390 | Yokohama | RY617 | 6B371UA1414 | 295/75R22.5 | 9.00x22.5 AI | 29 | R2153725 | 6-Feb-15 | R2 |
| 1500370 | Bridgestone | Ecopia M710 | 32BT3JN2114 | 295/75R22.5 | 9.00x22.5 AI | 30 | R2153726 | 6-Feb-15 | R2 |
| 1500357 | Bridgestone | M726 EL | 2CBT3CW0414 | 295/75R22.5 | 9.00x22.5 AI | 31 | R2153727 | 6-Feb-15 | R2 |
| 1500394 | Yokohama | 703ZL | FBTVJK2513 | 295/75R22.5 | 9.00x22.5 AI | 32 | R2153728 | 6-Feb-15 | R2 |
| 1500364 | Bridgestone | R280 | 2CBT6K22813 | 295/75R22.5 | 9.00x22.5 AI | 33 | R2153801 | 7-Feb-15 | R2 |
| 1500395 | Yokohama | 703ZL | FBTVJK2513 | 295/75R22.5 | 9.00x22.5 AI | 34 | R2153802 | 7-Feb-15 | R2 |
| 1500383 | Goodyear | G572A LHD | MC37VFBW1614 | 295/75R22.5 | 9.00x22.5 AI | 35 | R2153803 | 7-Feb-15 | R2 |
| 1500351 | Bridgestone | Ecopia R197 | 2CBT3A62314 | 295/75R22.5 | 9.00x22.5 AI | 36 | R2153901 | 8-Feb-15 | R2 |
| 1500363 | Bridgestone | R280 | 2CBT6K22813 | 295/75R22.5 | 9.00x22.5 AI | 37 | R2153902 | 8-Feb-15 | R2 |
| Control | Control | Control | Control | 255/80R22.5 | 8.25x22.5 | C4 | R2153903 | 8-Feb-15 | R2 |
| 1500361 | Bridgestone | M726 EL | 2CBT3DE4913 | 295/75R22.5 | 9.00x22.5 AI | 38 | R2153904 | 9-Feb-15 | R2 |

| SR Tracking No. | Manufacturer | Tire Name | USDOT Tire ID No. | Tire Size | Test Rim | Test Order | Data File | Test Date | Test Machine |
|-----------------|--------------|-------------|-------------------|-------------|--------------|------------|-----------|-----------|--------------|
| 1500396 | Yokohama | 703ZL | FBTVJK1813 | 295/75R22.5 | 9.00x22.5 Al | 39 | R2154001 | 9-Feb-15 | R2 |
| 1500369 | Bridgestone | Ecopia M710 | 32BT3JN2114 | 295/75R22.5 | 9.00x22.5 Al | 40 | R2154002 | 9-Feb-15 | R2 |
| 1500372 | Bridgestone | Ecopia M710 | 32BT3JN2114 | 295/75R22.5 | 9.00x22.5 Al | 41 | R2154003 | 9-Feb-15 | R2 |
| 1500385 | Goodyear | G572A LHD | MC37VFBW1614 | 295/75R22.5 | 9.00x22.5 Al | 42 | R2154004 | 9-Feb-15 | R2 |
| 1500374 | Goodyear | G399A LHS | MC37HRBW3214 | 295/75R22.5 | 9.00x22.5 Al | 43 | R2154005 | 10-Feb-15 | R2 |
| 1500373 | Bridgestone | Ecopia M710 | 32BT3JN2114 | 295/75R22.5 | 9.00x22.5 Al | 44 | R2154101 | 10-Feb-15 | R2 |
| 1500392 | Yokohama | 703ZL | FBTVJK1813 | 295/75R22.5 | 9.00x22.5 Al | 45 | R2154102 | 10-Feb-15 | R2 |
| 1500353 | Bridgestone | Ecopia R197 | 2CBT3A61414 | 295/75R22.5 | 9.00x22.5 Al | 46 | R2154103 | 10-Feb-15 | R2 |
| 1500393 | Yokohama | 703ZL | FBTVJK2613 | 295/75R22.5 | 9.00x22.5 Al | 47 | R2154202 | 11-Feb-15 | R2 |
| 1500366 | Bridgestone | R280 | 2CBT6K22213 | 295/75R22.5 | 9.00x22.5 Al | 48 | NA | 11-Feb-15 | R2 |
| Control | Control | Control | Control | 255/80R22.5 | 8.25x22.5 | C6 | R2154306 | 12-Feb-15 | R2 |

| SR Tracking No. | Tire Orientation | Measured OD (mm) | Tire Weight (kg) | Act. Test Load (kN) | Act. Test Inflation (kPa) | Act. Test Speed (km/h) | Ambient Temperature (C) | Test Lr (mm) | RRF - 25 C, 1.7 m drum (N) | RRF - 25 C, 2 m drum (N) | CRR - 25 C, 1.7 m drum (N/kN) | CRR - 25 C, 2 m drum (N/kN) |
|-----------------|------------------|------------------|------------------|---------------------|---------------------------|------------------------|-------------------------|--------------|----------------------------|--------------------------|-------------------------------|-----------------------------|
| Control | RF | 973 | NA | 23.15 | 828 | 79.9 | 23.6 | 461 | 131 | 127 | 5.7 | 5.5 |
| 1500388 | RF | 1019 | 49.71 | 23.34 | 862 | 79.8 | 23.7 | 486 | 138 | 134 | 5.9 | 5.7 |
| 1500380 | RF | 1041 | 59.06 | 23.34 | 867 | 79.8 | 24.2 | 498 | 152 | 148 | 6.5 | 6.3 |
| 1500359 | RF | 1040 | 59.62 | 23.34 | 865 | 79.9 | 25.2 | 496 | 189 | 184 | 8.1 | 7.9 |
| 1500397 | RF | 1040 | 57.04 | 23.34 | 848 | 79.8 | 23.9 | 495 | 145 | 141 | 6.2 | 6.0 |
| 1500356 | RF | 1040 | 55.59 | 23.34 | 862 | 79.8 | 25.3 | 495 | 189 | 184 | 8.1 | 7.9 |
| 1500391 | RF | 1018 | 49.71 | 23.34 | 871 | 79.8 | 24.3 | 486 | 140 | 137 | 6.0 | 5.9 |
| 1500365 | RF | 1025 | 50.01 | 23.34 | 862 | 79.9 | 23.5 | 488 | 147 | 143 | 6.3 | 6.1 |
| 1500384 | RF | 1040 | 58.67 | 23.34 | 863 | 79.8 | 23.8 | 498 | 154 | 149 | 6.6 | 6.4 |
| 1500378 | RF | 1020 | 48.72 | 23.34 | 860 | 79.8 | 23.3 | 486 | 139 | 135 | 6.0 | 5.8 |

| SR Tracking No. | Tire Orientation | Measured OD (mm) | Tire Weight (kg) | Act. Test Load (kN) | Act. Test Inflation (kPa) | Act. Test Speed (km/h) | Ambient Temperature (C) | Test Lr (mm) | RRF - 25 C, 1.7 m drum (N) | RRF - 25 C, 2 m drum (N) | CRR - 25 C, 1.7 m drum (N/kN) | CRR - 25 C, 2 m drum (N/kN) |
|-----------------|------------------|------------------|------------------|---------------------|---------------------------|------------------------|-------------------------|--------------|----------------------------|--------------------------|-------------------------------|-----------------------------|
| Control | RF | 973 | NA | 23.15 | 827 | 79.8 | 22.9 | 461 | 131 | 128 | 5.7 | 5.5 |
| 1500355 | RF | 1010 | 45.81 | 23.34 | 845 | 79.8 | 22.9 | 480 | 109 | 106 | 4.7 | 4.5 |
| 1500368 | RF | 1030 | NA | 23.34 | 862 | 79.8 | 23.7 | 490 | 138 | 134 | 5.9 | 5.7 |
| 1500386 | RF | 1018 | 50.17 | 23.34 | 863 | 79.8 | 22.9 | 485 | 134 | 130 | 5.7 | 5.6 |
| 1500382 | RF | 1042 | 58.51 | 23.34 | 866 | 79.9 | 23.4 | 498 | 156 | 152 | 6.7 | 6.5 |
| 1500352 | RF | 1010 | 46.29 | 23.34 | 842 | 79.8 | 22.5 | 480 | 108 | 105 | 4.6 | 4.5 |
| 1500377 | RF | 1019 | 49.46 | 23.34 | 877 | 79.8 | 24.4 | 486 | 159 | 154 | 6.8 | 6.6 |
| 1500367 | RF | 1025 | 49.74 | 23.34 | 847 | 79.8 | 23.4 | 487 | 148 | 144 | 6.3 | 6.2 |
| 1500376 | RF | 1021 | 49.92 | 23.34 | 875 | 79.8 | 23.8 | 487 | 162 | 157 | 6.9 | 6.7 |
| 1500381 | RF | 1041 | 58.97 | 23.34 | 864 | 79.8 | 23.6 | 498 | 152 | 148 | 6.5 | 6.4 |
| 1500371 | RF | 1030 | 55.81 | 23.34 | 852 | 79.8 | 23.9 | 490 | 142 | 138 | 6.1 | 5.9 |
| 1500358 | RF | 1039 | 60.40 | 23.34 | 862 | 79.8 | 24.5 | 496 | 202 | 196 | 8.7 | 8.4 |
| 1500350 | RF | 1010 | 45.50 | 23.34 | 842 | 79.8 | 22.8 | 480 | 111 | 108 | 4.8 | 4.6 |
| Control | RF | 973 | NA | 23.15 | 831 | 79.8 | 23.9 | 461 | 131 | 127 | 5.7 | 5.5 |
| 1500354 | RF | 1009 | 45.81 | 23.34 | 838 | 79.8 | 22.7 | 480 | 108 | 105 | 4.6 | 4.5 |
| 1500362 | RF | 1024 | 49.90 | 23.34 | 865 | 79.7 | 23.1 | 488 | 153 | 149 | 6.6 | 6.4 |
| 1500360 | RF | 1039 | 60.31 | 23.34 | 868 | 79.8 | 24.9 | 496 | 200 | 195 | 8.6 | 8.3 |
| 1500389 | RF | 1018 | 50.26 | 23.34 | 859 | 79.9 | 24.2 | 485 | 135 | 131 | 5.8 | 5.6 |
| 1500375 | RF | 1019 | 48.87 | 23.34 | 873 | 79.8 | 24.6 | 486 | 160 | 155 | 6.8 | 6.7 |
| 1500387 | RF | 1018 | 50.89 | 23.34 | 862 | 79.9 | 24.0 | 485 | 141 | 137 | 6.0 | 5.9 |
| 1500379 | RF | 1020 | 49.03 | 23.34 | 873 | 79.7 | 23.8 | 486 | 163 | 159 | 7.0 | 6.8 |
| 1500390 | RF | 1018 | 50.64 | 23.34 | 874 | 79.9 | 22.8 | 486 | 140 | 136 | 6.0 | 5.8 |
| 1500370 | RF | 1030 | 55.43 | 23.34 | 852 | 79.8 | 23.9 | 490 | 143 | 139 | 6.1 | 6.0 |
| 1500357 | RF | 1041 | 55.54 | 23.34 | 859 | 79.8 | 24.7 | 495 | 202 | 196 | 8.7 | 8.4 |
| 1500394 | RF | 1040 | 57.40 | 23.34 | 846 | 79.8 | 24.4 | 495 | 150 | 146 | 6.4 | 6.2 |

| SR Tracking No. | Tire Orientation | Measured OD (mm) | Tire Weight (kg) | Act. Test Load (kN) | Act. Test Inflation (kPa) | Act. Test Speed (km/h) | Ambient Temperature (C) | Test Lr (mm) | RRF - 25 C, 1.7 m drum (N) | RRF - 25 C, 2 m drum (N) | CRR - 25 C, 1.7 m drum (N/kN) | CRR - 25 C, 2 m drum (N/kN) |
|-----------------|------------------|------------------|------------------|---------------------|---------------------------|------------------------|-------------------------|--------------|----------------------------|--------------------------|-------------------------------|-----------------------------|
| 1500364 | RF | 1024 | 57.40 | 23.34 | 868 | 79.8 | 23.4 | 488 | 155 | 151 | 6.7 | 6.5 |
| 1500395 | RF | 1040 | 57.72 | 23.34 | 856 | 79.9 | 23.7 | 495 | 151 | 147 | 6.5 | 6.3 |
| 1500383 | RF | 1041 | 58.81 | 23.34 | 864 | 79.8 | 22.9 | 498 | 152 | 148 | 6.5 | 6.3 |
| 1500351 | RF | 1010 | 46.40 | 23.34 | 852 | 79.8 | 22.3 | 480 | 115 | 112 | 4.9 | 4.8 |
| 1500363 | RF | 1025 | 49.92 | 23.34 | 869 | 79.8 | 22.7 | 488 | 153 | 149 | 6.6 | 6.4 |
| Control | RF | 973 | NA | 23.15 | 829 | 79.8 | 23.1 | 461 | 134 | 130 | 5.8 | 5.6 |
| 1500361 | RF | 1040 | 59.26 | 23.34 | 859 | 79.9 | 24.2 | 495 | 193 | 188 | 8.3 | 8.0 |
| 1500396 | RF | 1040 | 57.33 | 23.34 | 847 | 79.8 | 23.8 | 495 | 150 | 146 | 6.4 | 6.3 |
| 1500369 | RF | 1030 | 56.11 | 23.34 | 854 | 79.8 | 24.3 | 490 | 144 | 140 | 6.2 | 6.0 |
| 1500372 | RF | 1031 | 56.02 | 23.34 | 851 | 79.8 | 23.4 | 491 | 141 | 137 | 6.0 | 5.9 |
| 1500385 | RF | 1042 | 58.47 | 23.34 | 864 | 79.8 | 23.6 | 498 | 158 | 153 | 6.8 | 6.6 |
| 1500374 | RF | 1021 | 48.74 | 23.34 | 872 | 79.8 | 23.2 | 486 | 158 | 154 | 6.8 | 6.6 |
| 1500373 | RF | 1031 | 55.84 | 23.34 | 858 | 80.0 | 23.9 | 490 | 143 | 139 | 6.1 | 6.0 |
| 1500392 | RF | 1040 | 57.29 | 23.34 | 843 | 79.8 | 23.8 | 495 | 150 | 146 | 6.4 | 6.3 |
| 1500353 | RF | 1009 | 46.06 | 23.34 | 842 | 79.8 | 22.9 | 480 | 109 | 106 | 4.7 | 4.5 |
| 1500393 | RF | 1040 | 57.15 | 23.34 | 864 | 79.8 | 25.2 | 495 | 150 | 146 | 6.4 | 6.3 |
| 1500366 | RF | 1024 | 50.22 | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Control | RF | 973 | NA | 23.15 | 830 | 79.8 | 23.5 | 461 | 134 | 130 | 5.8 | 5.6 |

Appendix C – Test Vehicle Configuration

ORNL-03 Weight Log

| Test Type | Steer Axle (lbs) | Drive Tandem Total (lbs) | Trailer Tandem Total (lbs) | Total Test Weight (lbs) |
|------------------------------|------------------|--------------------------|----------------------------|-------------------------|
| Burnish | 13,240 | 40,340 | 40,020 | 93,600 |
| 60k Baseline Tires | 11,790 | 24,450 | 23,950 | 60,190 |
| 80k Baseline and Set A Tires | 12,070 | 33,950 | 33,960 | 79,980 |
| 60k Set A and Set B Tires | 11,800 | 24,630 | 23,990 | 60,420 |
| 80k Set B and Set C | 12,050 | 34,040 | 33,920 | 80,010 |
| 60k Set C | 11,840 | 24,710 | 24,090 | 60,640 |
| FMVSS 121 Control Trailer | 13,180 | 40,010 | 4,500 (Single Axle) | 57,690 |



| | |
|-------------------------|------------------------------------|
| Document Number: | 5.10-L4-703-00 |
| Document Name: | Vehicle Specification Sheet |

Record

Test Vehicle Specifications and Information Ryder Rental Tractor/Trailer - Unit Number 303

| | |
|-----------------------------|--|
| Manufacturer | Trac.: FREIGHTLINER Trail.: UTILITY TRAILER |
| Type | Trac.: 6x4 Tractor Trail.: 53' Van |
| Model Number | Trac.: Cascadia Trail.: 4000D-X |
| Date of Manufacture | Trac.: 05/2013 Trail.: 01/2012 |
| VIN | Trac.: 3AKJGLBG2ESFS8303 Trail.: 1UYVS2531DG503503VS2DX |
| GVWR | Trac.: 52,000 LBS Trail.: 65,000 LBS |
| No. of Axles | Trac.: 3 Trail.: 2 |
| Wheelbase Whole combination | Axle 1-2= 206" Axle 2-3= 52" Axle 3-4= 435" Axle 4-5= 50" |

| Axles | Axle 1 | Axle 2 | Axle 3 | |
|-----------------------------|--------------|---------------|---------------|--|
| Manufacturer | | | | |
| Model Number | | | | |
| Serial Number | | | | |
| GAWR | 12,000 lbs | 20,000 lbs | 20,000 lbs | |
| Suspension Type | Leaf Spring | AirLiner | AirLiner | |
| Brakes | | | | |
| Manufacturer | Meritor | Meritor | Meritor | |
| Type | Drum | Drum | Drum | |
| Size | 16.5"x5 | 16.5"x7 | 16.5"x7 | |
| Lining Code | MA1201 | MA2001 | MA2001 | |
| Chamber Make / Size | MGM 24L3 | MGM 3030L | MGM 3030L | |
| Slack Make / Size | Meritor 5.5" | Meritor 5.5" | Meritor 5.5" | |
| Rotor or Drum Make / Part # | Gunite 3758X | Gunite 3600AX | Gunite 3600AX | |
| Rotor or Drum Size | | | | |
| ABS | Wabco 4s4m | | | |
| Valve Type/Mfgr. | | | | |
| Burnish Tires | | | | |
| Manufacturer | Bridgestone | Bridgestone | Bridgestone | |
| Tread Name | R280 | M726EL | | |
| Size | 295/75R22.5 | 295/75R22.5 | 295/75R22.5 | |
| Pressure | 110 | 110 | 110 | |



| | |
|------------------|---------------------------------------|
| Document Number: | 5.10-L4-729-00 |
| Document Name: | Vehicle 7 Axle Specification Sheet |

Record

**Test Vehicle Specifications and Information
Ryder Rental Tractor/Trailer - Unit Number 303**

| Axles | Axle 4 | Axle 5 | |
|-----------------------------|-----------------|-----------------|--|
| Manufacturer | Hendrickson | Hendrickson | |
| GAWR | 20,000 lbs | 20,000 lbs | |
| Suspension Type | Air | Air | |
| Brakes | | | |
| Manufacturer | Meritor | Meritor | |
| Type | Drum | Drum | |
| Size | 16.5" x 7" | 16.5" x 7" | |
| Lining Code | MA212A | MA212A | |
| Chamber Make / Size | Haldex 30/30 L | Haldex 30/30 L | |
| Slack Make / Size | Haldex 5.5" ASA | Haldex 5.5" ASA | |
| Rotor or Drum Make / Part # | Meritor 123207 | Meritor 123207 | |
| Rotor or Drum Size | 16.5" x 7" | 16.5" x 7" | |
| ABS | Bendix 2s1m | | |
| Valve Type/Mfgr. | Bendix | | |
| Burnish Tires | | | |
| Manufacturer | Bridgestone | Bridgestone | |
| Tread Name | R280 | R280 | |
| Size | 295/75R22.5 | 295/75R22.5 | |
| Pressure | 110 | 110 | |

DOT HS 812 176
June 2015



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

