

FSAE TTC -- ROUND 5 RUN GUIDE

Run numbers correspond to the data files, such as "A1464run17.dat" for Run 17.

Rim Diameter, in	Tire		Rim Width, in	Cornering Test (psi)				Drive/Brake/Combined Test (psi)			
				8	10	12	14	8	10	12	14
13	Goodyear	D2704 20.0x7.0-13	7	none	3x, 11*	3z, 10z, 11	11	55	54	53w,54, 55	54
13	Goodyear	D2704 20.0x7.0-13	8	none	12*	12, 13	12	58	57	56w, 57, 58	57
13	Continental	205 / 510 R13	7	6	5	5, 7	5	49	48	47w, 48, 49	48
13	Continental	205 / 510 R13	8	9	8	8, 9	8	52	51	50w, 51, 52	51
13	Hoosier	20.5 x 7.0 - 13 R25B	6	15	14	14, 15	14	43	42	41w, 42, 43	42
13	Hoosier	20.5 x 7.0 - 13 R25B	7	17	16	16, 17	16	46	45	44w, 45, 46	45
10	Hoosier	18.0 x 6.0 - 10 R25B	6	19	18	18, 19	18	37	36	35w, 36, 37	36
10	Hoosier	18.0 x 6.0 - 10 R25B	7	21	20	20, 21	20	40	39	38w, 39, 40	39
10	Hoosier	6.0 / 18.0 - 10 LCO	6	23	22	22, 23	22	30	29	28w, 29, 30	29
10	Hoosier	6.0 / 18.0 - 10 LCO	7	25	24	24, 25	24	34	33	31w, 32y, 34	33

Runs 1, 2, 26 and 27 were "check tires"--practice runs using old tires. Data for these runs is not presented.

w indicates initial spring rates, cold-to-hot test and warm-up/conditioning cycles ONLY (same warmup as in cornering test)

x indicates the tire de-beaded. Test was not completed at this pressure. Partial data only.

y indicates TIRF aborted during pressure change. No problem with the test--resumed as Run 33.

z indicated tire debeaded early in 10 psi sweeps. 12 psi okay.

Run 4 was an attempt to continue Run 3 at 10 psi. Tire immediately debeaded.

Run 10 attempted to eliminate debearing by replacing 10 psi with 11 psi. Tire still debeaded at 350 lb load. Run 11 returns to 10 psi and eliminates the 350 lb load.

* reduced highest load to prevent debearing

See "1464 Summary Tables.xls" for Calspan's complete description of the test procedures. Tire spring rate, cornering stiffness and weight tables also included.