



# Advanced Emergency Braking System

11th session

Paris 06-07/02/2020



# AEBS - 11th

## E1136 tyre reference no longer produced

### 6. Test procedure

#### 6.1. Test Conditions

6.1.1. The test shall be performed on a flat, dry concrete or asphalt surface affording good adhesion.

6.1.1.1. The road test surface shall have a nominal 4/ peak braking coefficient (PBC) of 0.9, unless otherwise specified, when measured using either:

6.1.1.2. The American Society for Testing and Materials (ASTM) **E1136 standard reference test tyre**, in accordance with ASTM Method E133790, at a speed of 40 mph; or

6.1.1.3. The k-test method specified in Appendix 2 to Annex 6 of Regulation No. 13-H.

 This tyre reference will be out of production mid-2020



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## E1136 substitute ?

- E1136 (or SRTT14'' 195/75 R14) may be replaced by
- (non official) SRTT16'' 225/60 R16
- UTAC have compared the adherence evaluation of this 2 references on various tracks :

Track	1	2	3	4	5	6	7	8	9
SRTT14''	1,039	1,078	1,12	1,12	1,029	1,12	1,02	1,01	1,02
SRTT16''	1,157	1,238	1,19	1,19	1,255	1,19	1,17	1,20	1,17



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## E1136 substitute ?

- Average SRTT14'' adherence : 1,06
- Average SRTT16'' adherence : 1,20 (+12,6%)
- So if SRTT16'' will replace SRTT14'', UTAC propose this change :
- 6.1.1.1. The road test surface shall have a nominal 4/ peak braking coefficient (PBC) of **0.9 [1,0]**, unless otherwise specified, when measured using either:
- Justification : on track measurement comparaison seems to show an increase of +12,6% of the PCB between the references.
- **Conclusion : We still need to wait for the SRTT16'' status pass to official**



Thanks for your attention