TRANSPORTABILITY TESTS

Attachment 003

4.2. Test Method No. 2 - Hazard Course. This step provides for the specimen load to be driven over a 200-foot-long segment of concrete-paved road which consists of two series of railroad ties projecting 6 inches above the level of the road surface. This hazard course was traversed two times (see figure 2).

a. The first series of ties are spaced on 8-foot centers and alternately positioned on opposite sides of the road centerline for a distance of 50 feet.

b. Following the first series of ties, a paved roadway of 75 feet separates the first and second series of railroad ties.

c. The second series of ties is alternately positioned similarly to the first, but spaced on 10-foot centers for a distance of 50 feet.

d. The test load is driven across the hazard course at speeds that would produce the most violent vertical and side-to-side rolling reaction obtainable in traversing the hazard course (approximately 5 mph).

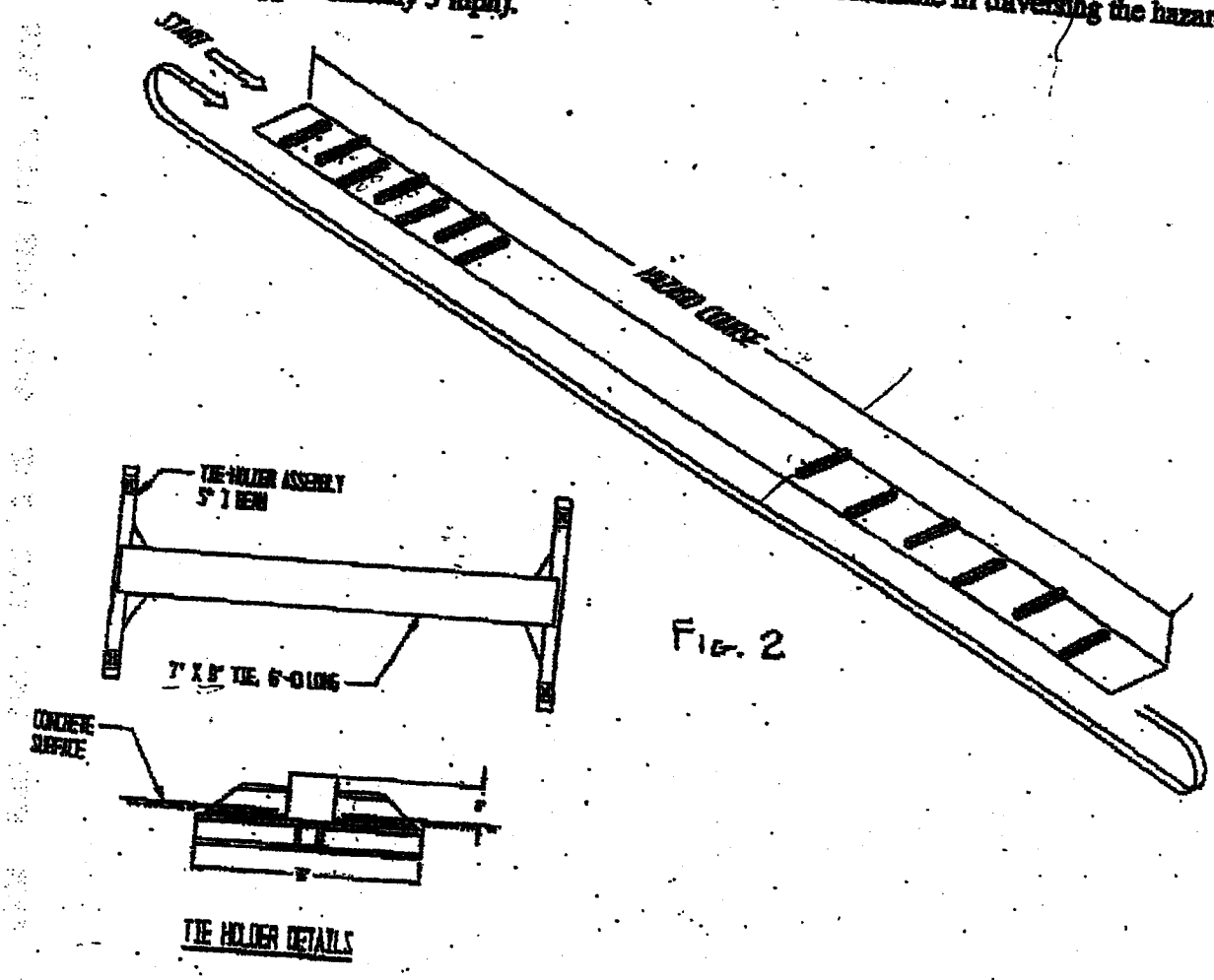

FIG. 2

4.3. Test Method No. 3 - Road Trip. Using a suitable truck/tractor and trailer, or tactical vehicle, the tactical vehicle/specimen load of test methods nos. 1 and 2 shall be driven/towed for a total distance of at least 30 miles over a combination of roads surfaced with gravel, concrete, or asphalt. Test route shall include curves, corners, railroad crossings, cattle guards, and stops and starts. The test vehicle shall travel at the maximum speed suitable for the particular road being traversed, except as limited by legal restrictions. This step provides for the tactical vehicle/specimen load to be subjected to three full airbrake stops while traveling in the forward direction and one in the reverse direction while traveling down a 7 degree grade. The first three stops are at 5, 10, and 15 mph, while the stop in the reverse direction is of approximately 5 mph.

4.6. Test Method No. 6 - Washboard Course. Using a suitable truck/ tractor, and/or tactical vehicle, the specimen shall be towed/driven over the washboard course (figure 4) at a speed which produces the most violent response in the particular test load (as indicated by the resonant frequency of the suspension system beneath the load). The washboard course shall be constructed as shown in figure 4.

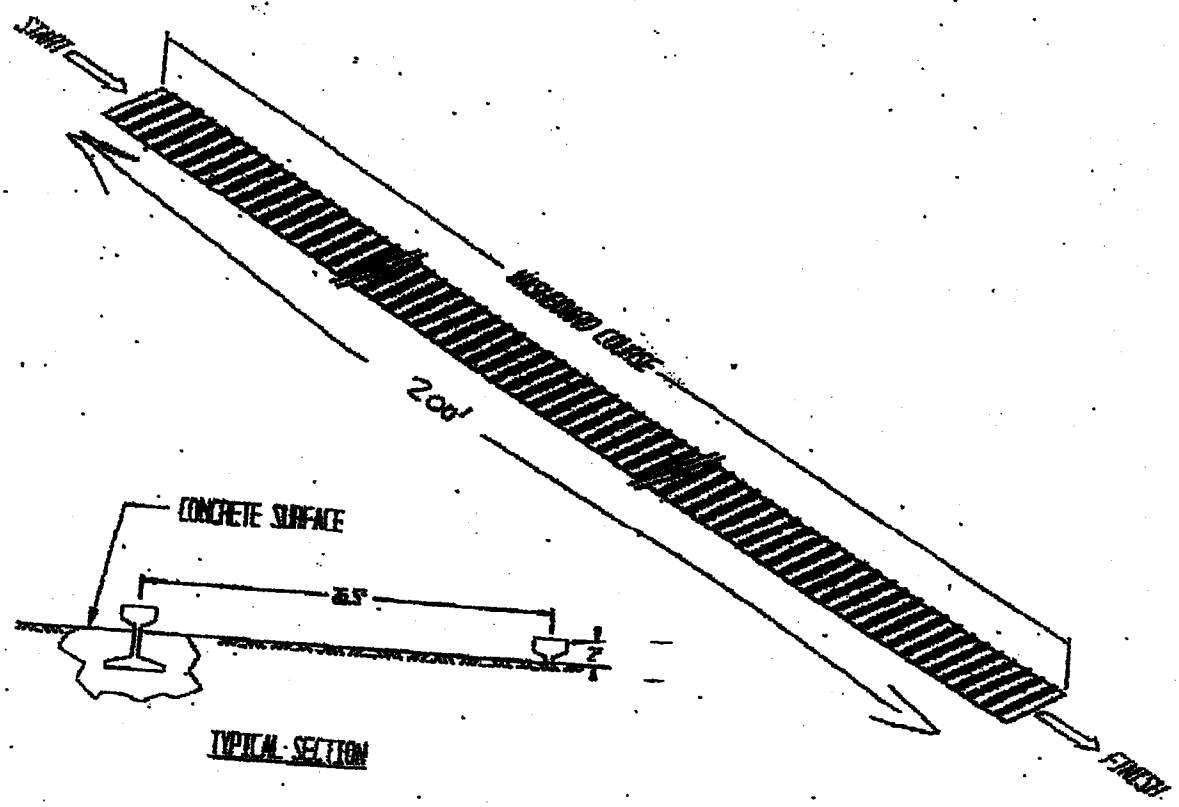

FIGURE 4