

Dynatest

995 Tire Traction Tester



The Dynatest 995 Tire Traction Tester (TTT) measures both the locked wheel (slide) and peak (slip) friction characteristics of tires on dry or wet pavements at speeds ranging from 30 to 110 KPH. The TTT consists of a fully instrumented tow vehicle and test trailer, that uses a Dynatest two-axis force transducer to provide vertical load and horizontal tractive force measurements.

Compliance with industry standards

- ASTM E274 “Standard Test Method for Skid Resistance of Paved Surfaces Using a Full-Scale Tire”
- ASTM F408 “Standard Test Method for Tires for Wet Traction in Straight Ahead Braking, Using a Towed Trailer”
- Applies to standard GMW15208 Tire Braking Traction
- ECE R117 “Uniform Provisions Concerning the Approval of Tires with Regard to Rolling Sound Emissions and to Adhesion on Wet Surfaces and/or to Rolling Resistance”
- Commission Regulation (EU) No. 228 “Wet Grip Testing Method for C1 Tires”
- ISO 15222 “Truck and Bus Tires—C2 Tires Measuring Relative Wet Grip Performance”
- ISO 23671 “Passenger Car Tires—Passenger Car Tires—Method for Measuring Relative Wet Grip Performance—Loaded New C1 Tires”
- Trailer equipped with a parallelogram suspension, non-resonant combination of coil springs with heavy duty air shocks and disc brakes
- Laminar flow nozzle
- Solid state electronics and instrumentation
- Stainless steel trailer for C1, powder coated for C2
- Full system diagnostics of transducer, encoders, brakes, and water system
- Menu-driven software enables operator to control test parameters
- Test headers, skid numbers, and peak friction values stored and can be printed
- On-board computer calculates Skid Number (SN) or Peak Braking Coefficient (PBC) in real time and can display friction and speed traces for each test
- Wet grip analysis and reporting provided off line

System Hardware and Software Features

- Two-axis transducer provides direct measurement of both horizontal traction force and vertical load on the test wheels.

Available Upgrade Options

- Dual side measurement and wetting
- Blocking bar for yaw restriction
- Differential GPS

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Learn more about the TTT

