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# NEVADA AUTOMOTIVE TEST CENTER

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DIVISION  
OF

HODGES  
TRANSPORTATION  
INC.



110A-231659

FINAL REPORT  
FOR  
U.S. ARMY TANK-AUTOMOTIVE COMMAND

TERRAIN SEVERITY DATA GENERATION  
AT YUMA PROVING GROUND  
TACOM REPORT NO. 13491

AUTHORIZATION:  
CONTRACT NO. DAAE07-89-C-R106

NATC PROJECT NO. 20-17-399

OCTOBER 1989 - NOVEMBER 1990

VOLUME II OF II

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REPORT DOCUMENTATION PAGE		1. REPORT NO. 13491	2.	3. Recipient's Accession No.	
4. Title and Subtitle TERRAIN SEVERITY DATA GENERATION AT YUMA PROVING GROUND				5. Report Date Approval Date: Nov 1990	
7. Author(s) S. Colin Ashmore, Henry C. Hodges Jr., Matthew J. M. Prebeg				8. Performing Organization Report No. NATC 20-17-399	
9. Performing Organization Name and Address Nevada Automotive Test Center P.O. Box 234 Carson City, Nevada 89702 (702) 882-3261				10. Project/Task/Work Unit No.	
				11. Contract(G) or Grant(G) No. (C) DAAE07-89-C-R106 (G)	
12. Sponsoring Organization Name and Address U.S. Army Tank-Automotive Command AMSTA-QAT Warren, Michigan 48397-5000 Attn: Mr. Chester Kedzior (COTR)				13. Type of Report & Period Covered Final - Volume II of II Oct 1989 - Nov 1990	
13. Supplementary Notes This report consists of two volumes: Volume I contains the report narrative and supplementary charts; Volume II contains additional supplementary charts.				14.	
16. Abstract (Limit 200 words) This report details the results of a course profiling exercise conducted at the Yuma Proving Grounds (YPG) using the Nevada Automotive Test Center (NATC) Dynamic Force Measurement Vehicle (DFMV) methodology, the U.S. Army Waterways Experiment Station (WES) rod and level methodology and the Aberdeen Proving Ground (APG) inertial profilometer methodology. The rod and level methodology was used to establish the baseline for validation and comparison purposes. Eleven test courses were profiled at YPG. The test courses profiled included terrain representative of that used by the Army for ground-based vehicle durability testing. All data acquired was supplied to the U.S. Army Tank-Automotive Command (TACOM) for further analysis by their vehicle simulation department.  For each of the eleven courses, a left- and right-wheel path elevation versus distance profile, a left- and right-wheel path wave-number spectrum and coherence function plots were computed from the four wheels on the DFMV. This data was compared to equal data from the rod and level and the inertial profilometer.  Based upon the profiles and wave-number spectra computed using procedures in this report, techniques for measuring and monitoring road roughness characteristics are recommended. It is further recommended that a wave-number spectrum course roughness description replace the current RMS roughness index.					
17. Document Analysis a. Descriptors road roughness, test course roughness, terrain severity, road profile, profile measurement, wave-number spectra, spatial PSD, vehicle testing, vehicle simulation  b. Identifiers/Open-Ended Terms Dynamic Force Measurement Vehicle, U.S. Army Waterways Experiment Station rod and level, Aberdeen Proving Ground inertial profilometer, Yuma Proving Ground RMS courses, Yuma Proving Ground Middle East Courses, Yuma Proving Ground Truck Hill courses  c. COSATI Field/Group					
18. Availability Statement Unlimited		19. Security Class (This Report) Unclassified		21. No. of Pages 277	
		20. Security Class (This Page) None		22. Price	

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## RMS COURSE #3

### WAVE-NUMBER SPECTRA

2, 4, 6 and 8 MPH

Four (4) curves per speed, one for each DFMV tire, as follows

LEFT FRONT  
RIGHT FRONT  
LEFT REAR  
RIGHT REAR

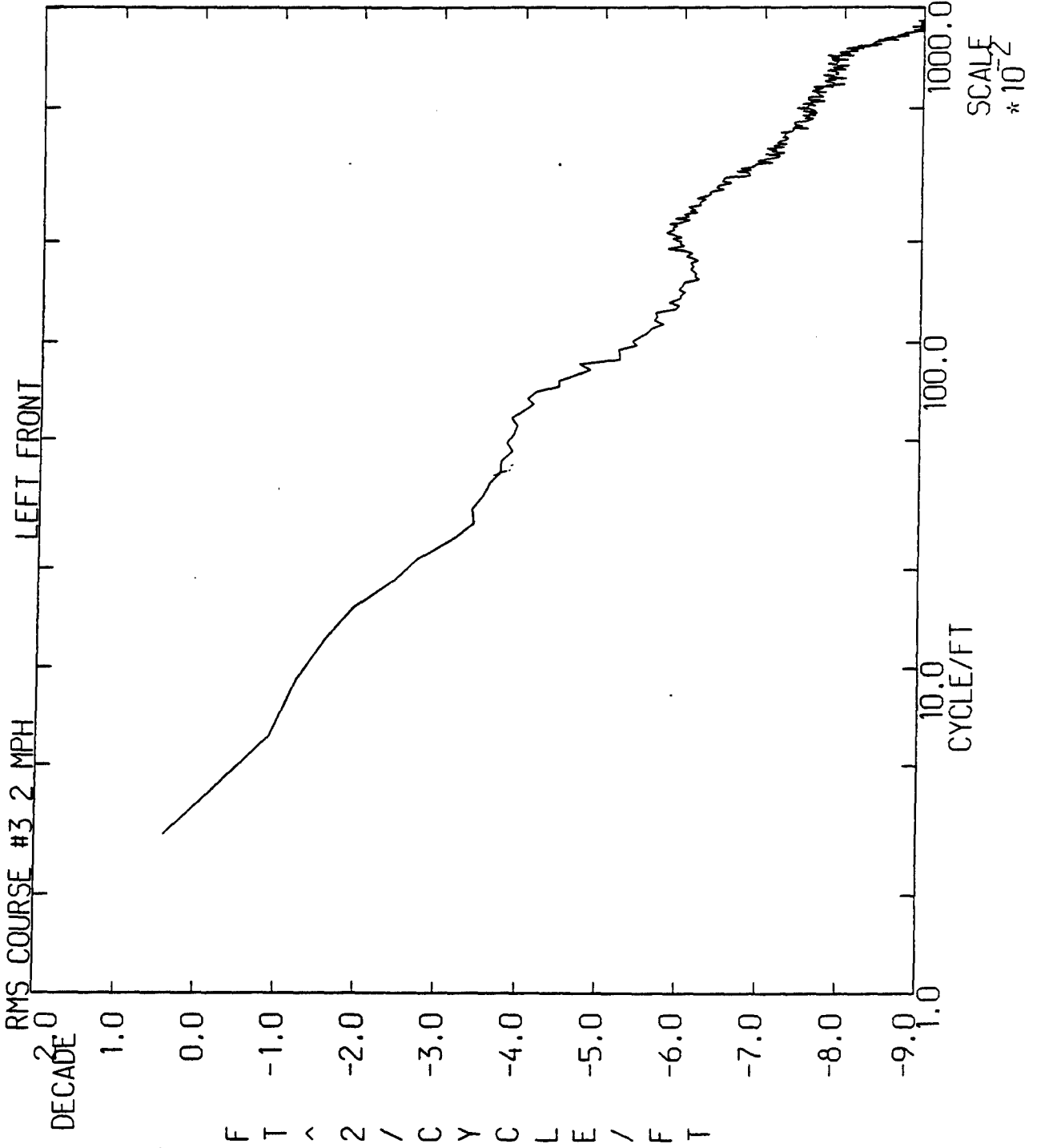
Volume II contains the data for the different DFMV speeds over each YPG course. The data was previously submitted to TACOM in an interim data report, however, the data was not reprocessed with the signal processing considerations discussed in the Volume I report (e.g., in this data, much of the spectral resolution was below the footprint). The wave-number cut-off at the low end of the spectra was limited by the frequency range of the accelerometer, as discussed in the report and shown in the table below. The wave-number cut-off at the high end of the spectrum was limited by the footprint length of the DFMV tire, which was  $\approx 1.2 \text{ ft}^{-1}$ . These cut-offs were verified through the DFMV front-to-rear coherence plots. Therefore, when comparing plots between different speeds, do not compare the data past these limits. As discussed in the report, the faster speed runs produced the best results at the lower wave numbers.

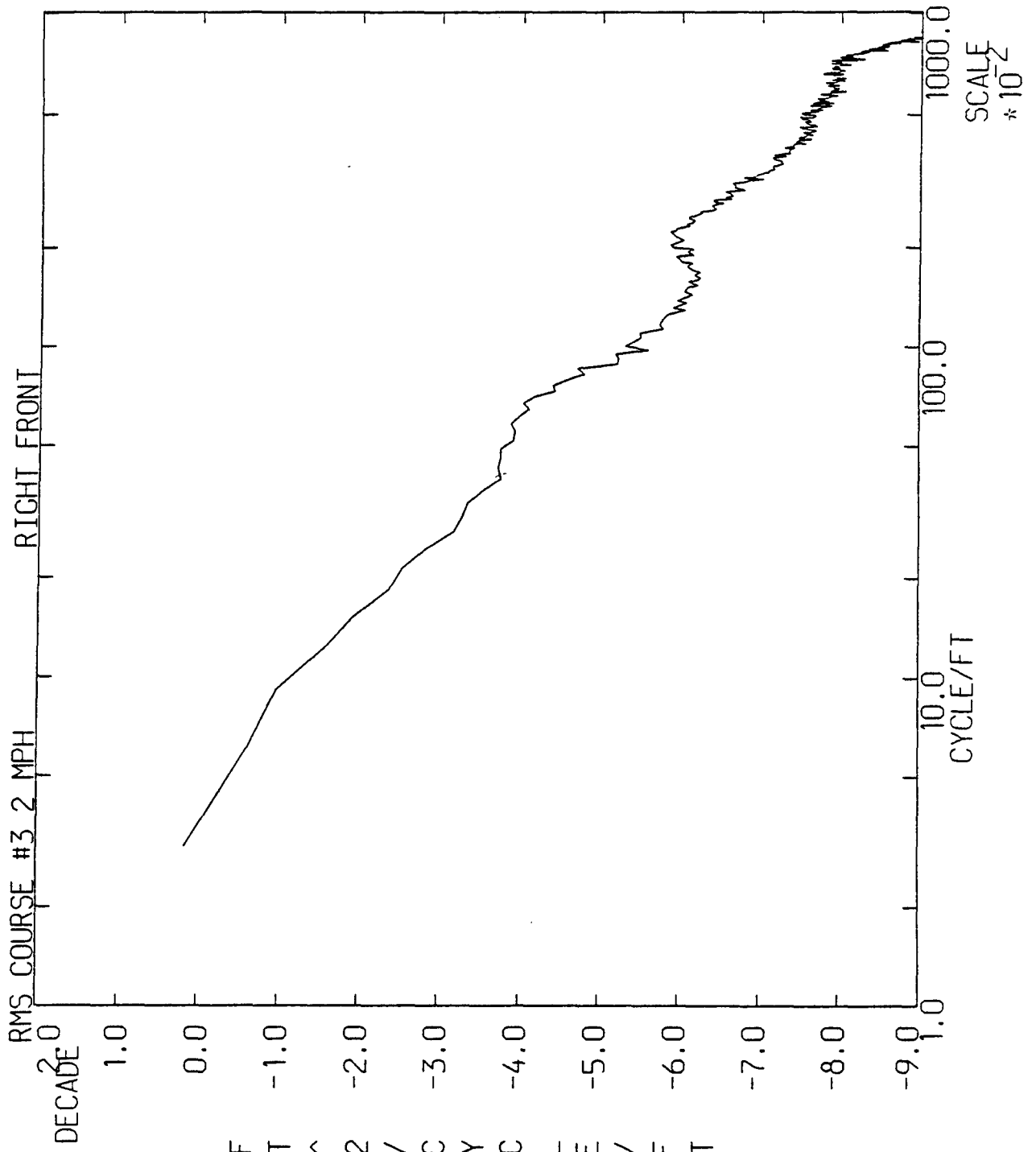
Table 1. DFMV Actual Versus Predicted Wavelength Limits

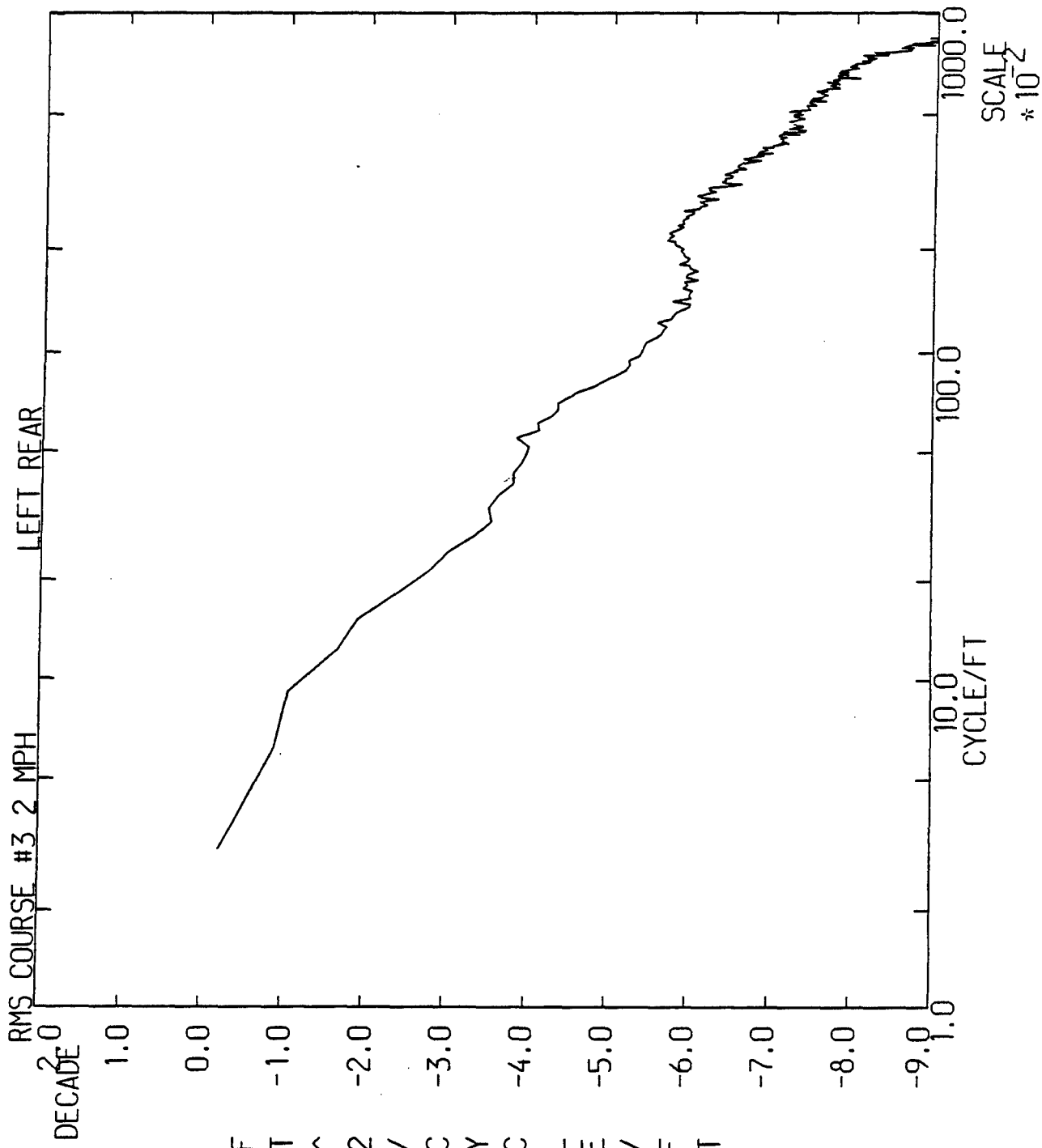
DFMV Speed MPH	Expected Wavelength Resolution*	Actual Wavelength Resolution**
2	60	15
4	120	30
6	180	45
8	240	60
10	300	75

\* Based on the advertised low-end frequency range for the accelerometer used

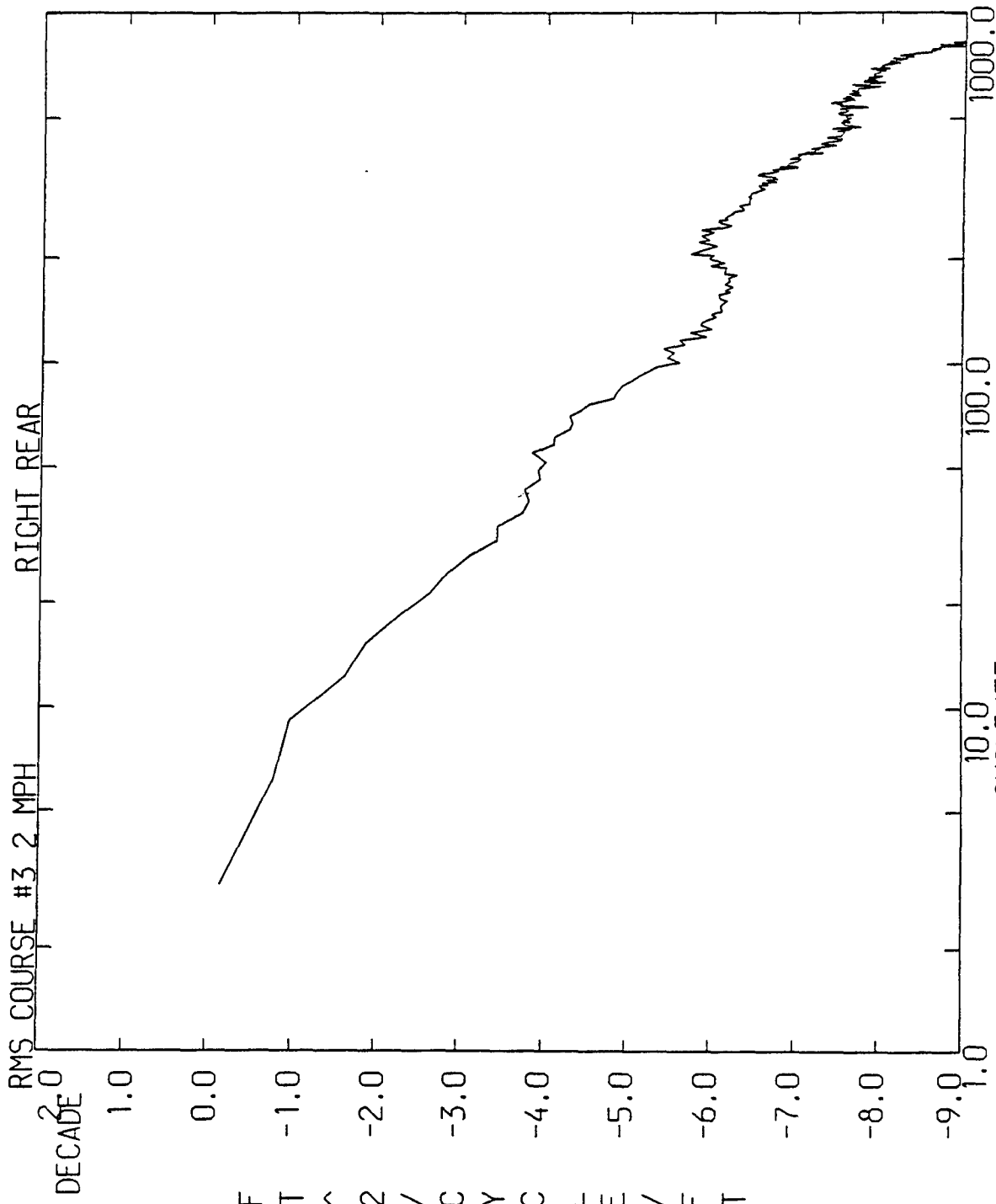
\*\* Based on actual low-end frequency range for the accelerometer used







Out



SCALE  
\* 10<sup>-2</sup>

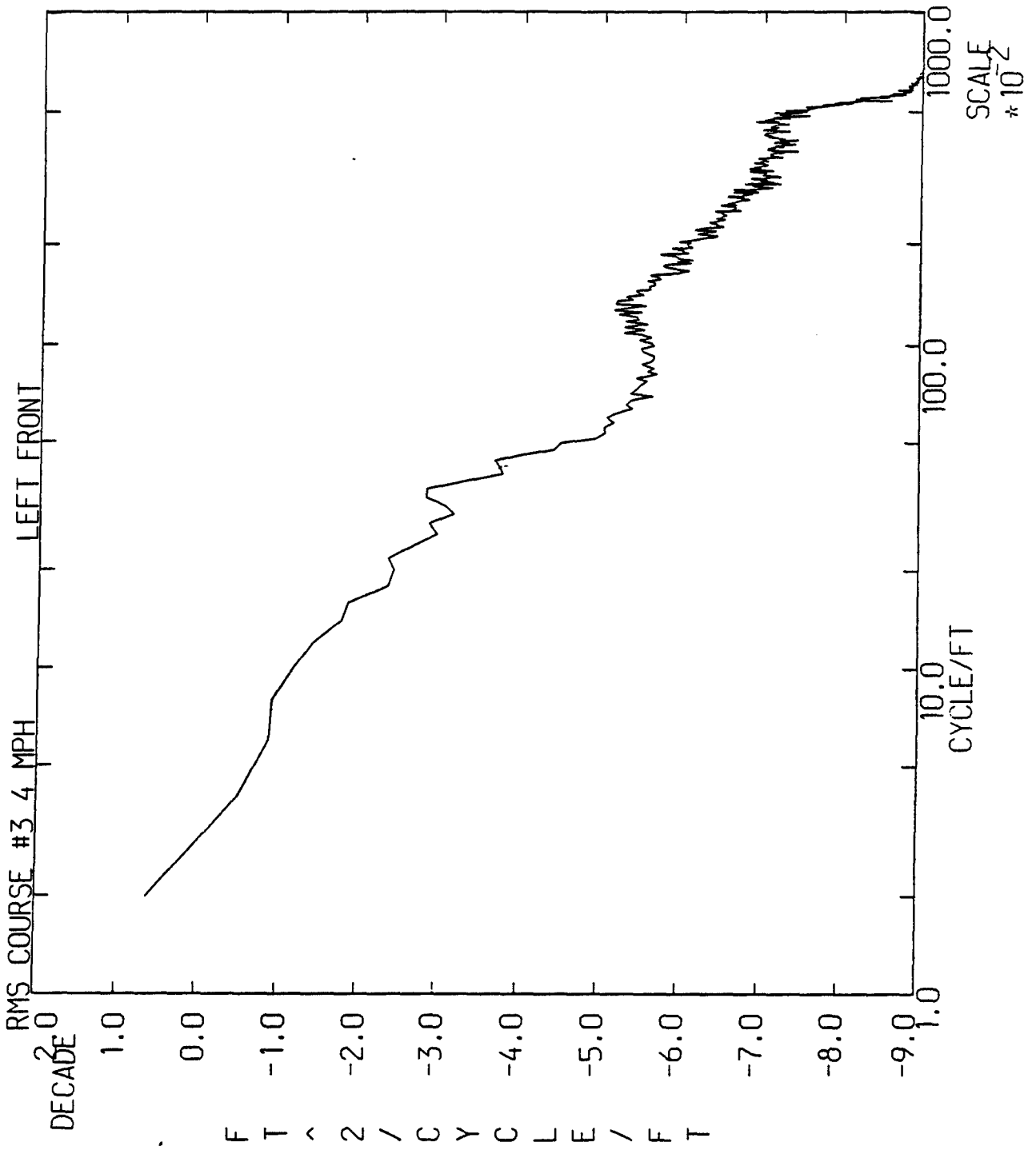
RIGHT REAR

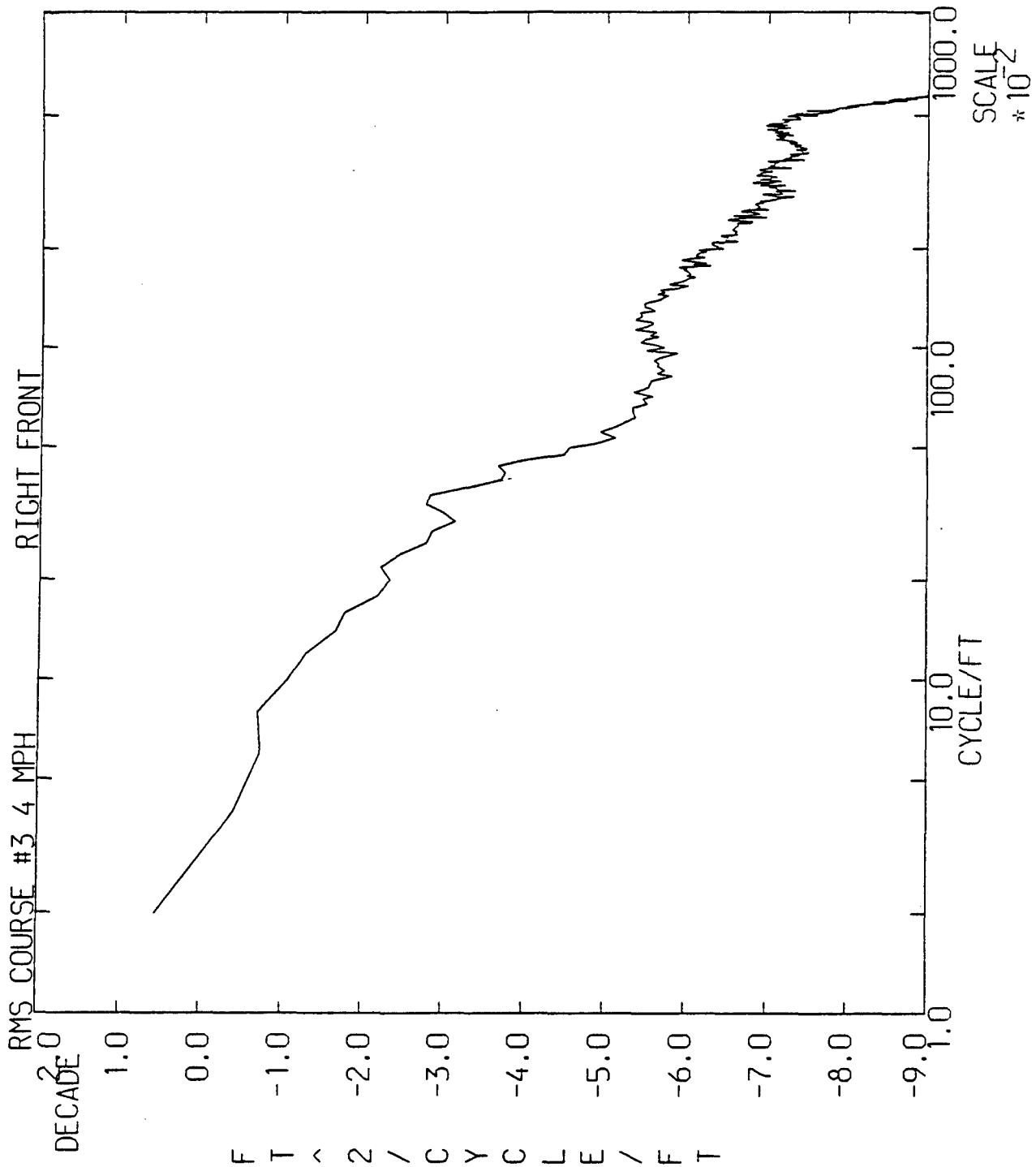
RMS COURSE #3 2 MPH

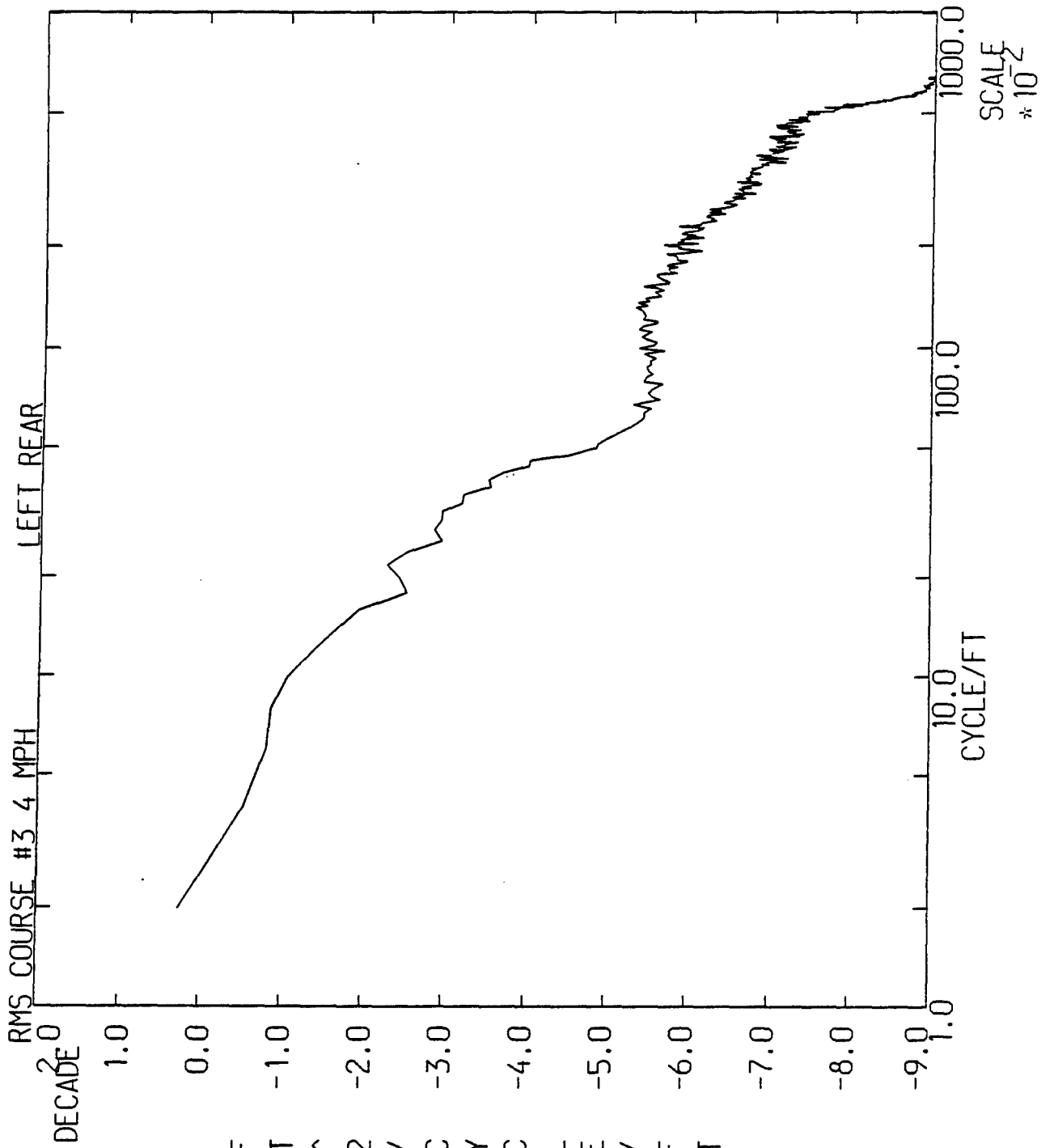
DECADE

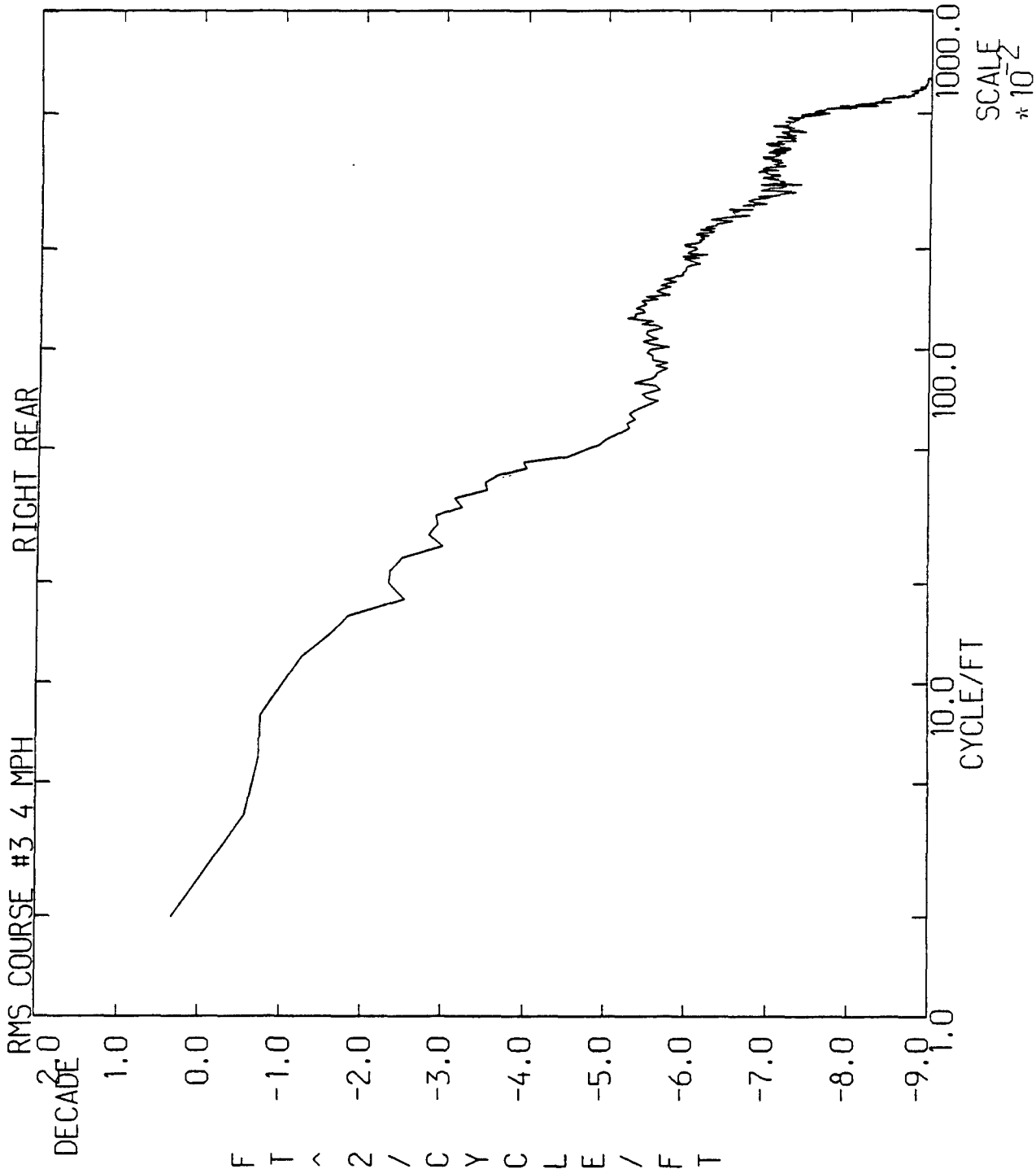
F T < 2 / C Y C L E / F T

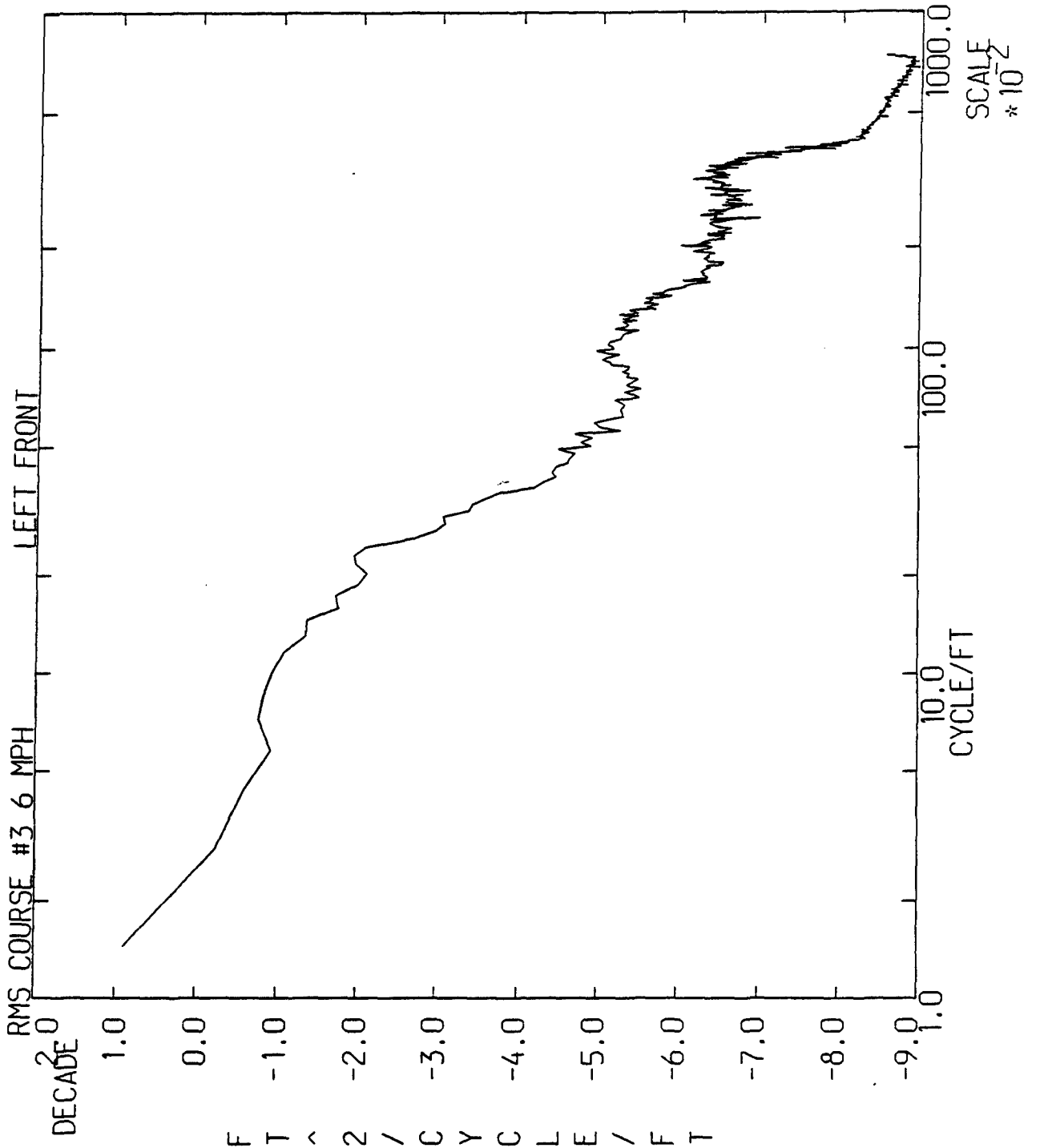


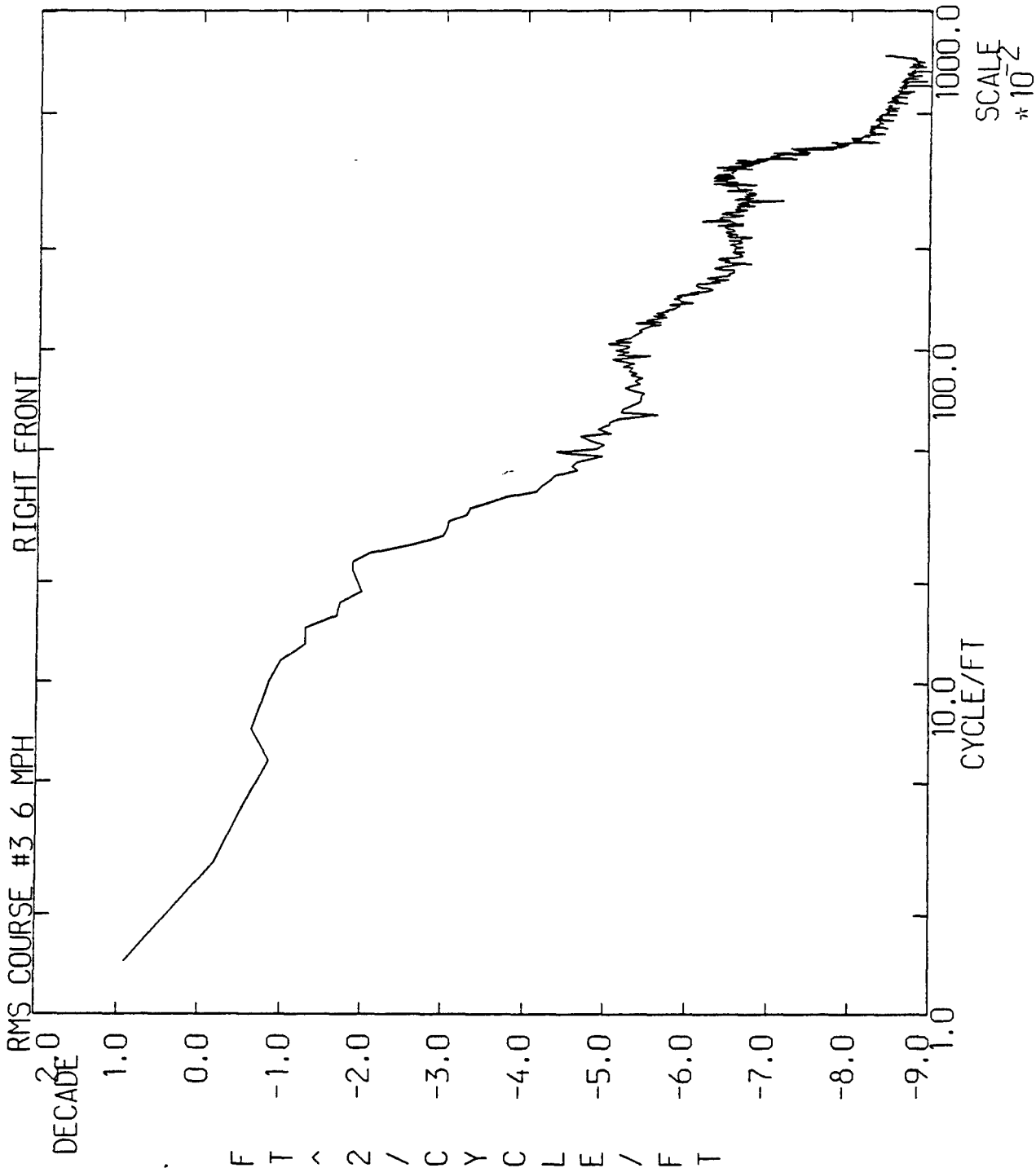


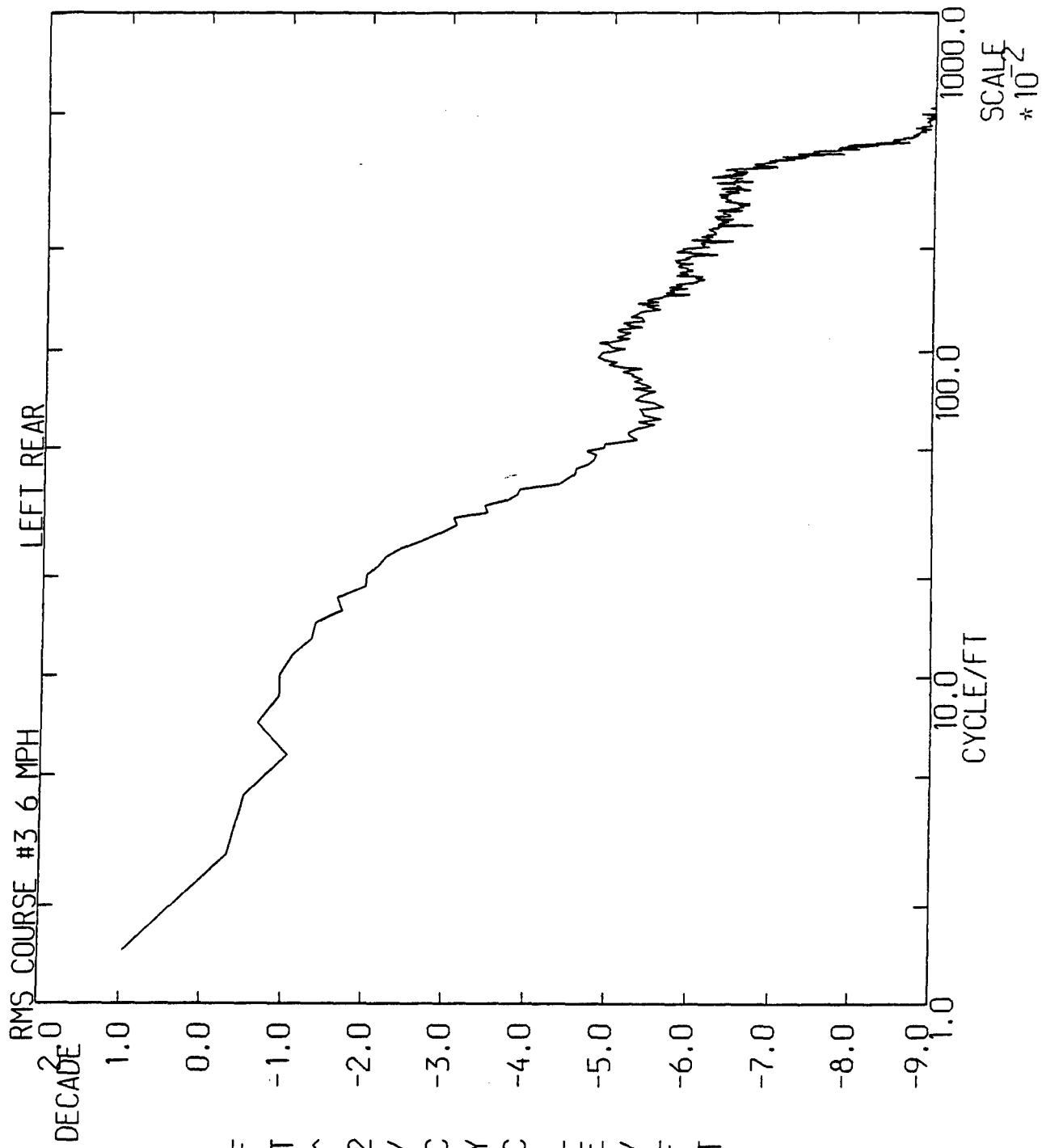


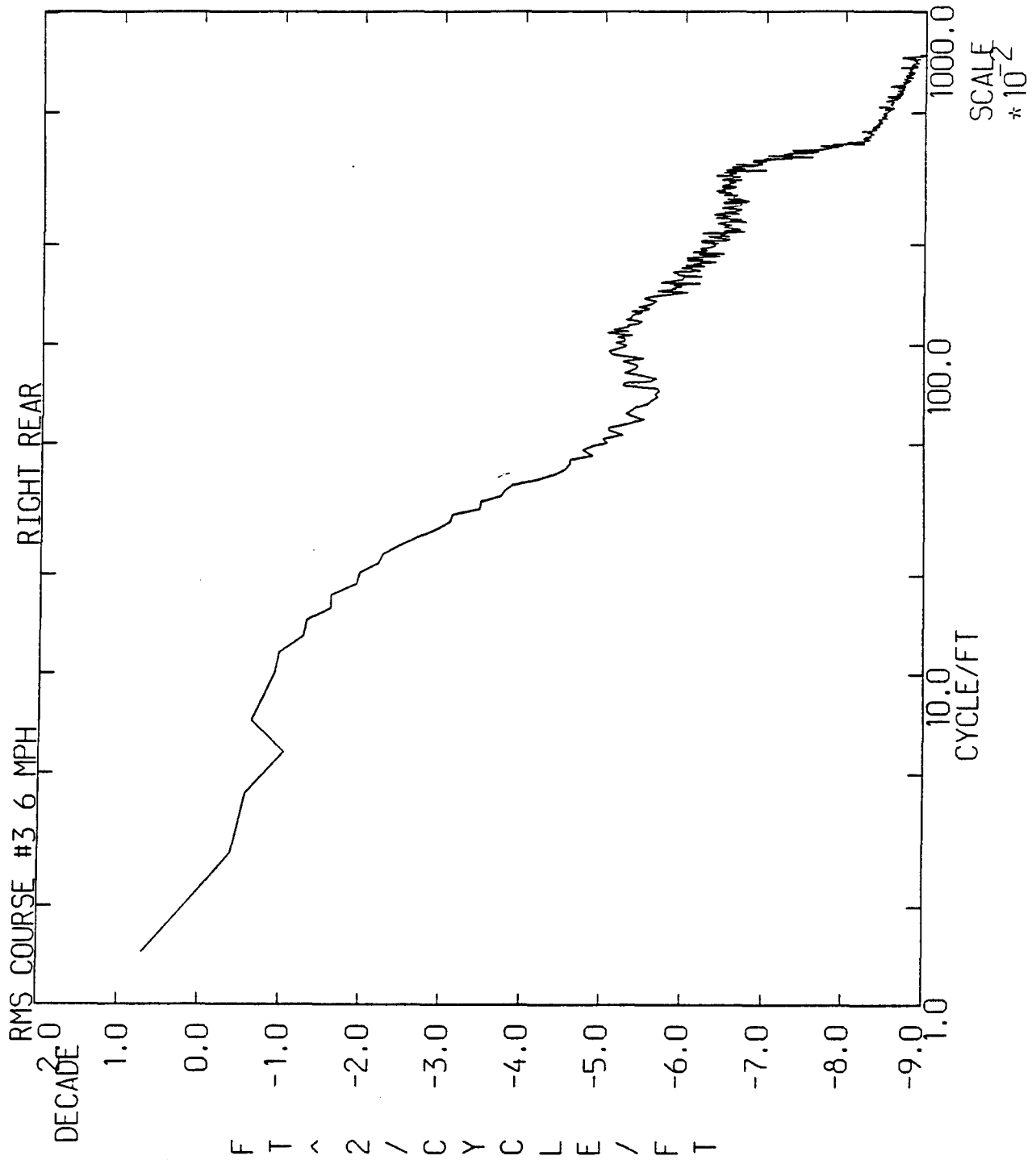




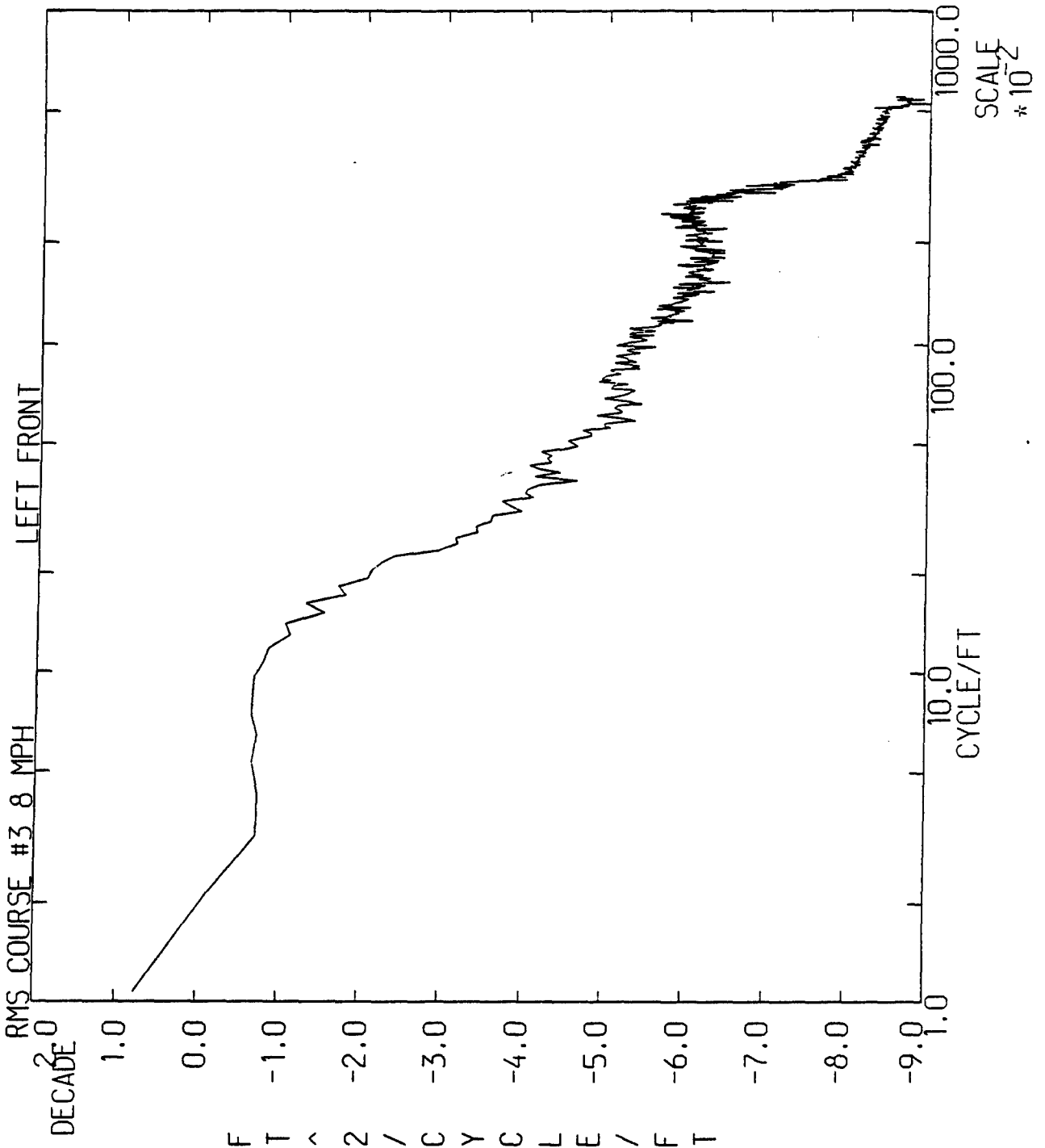


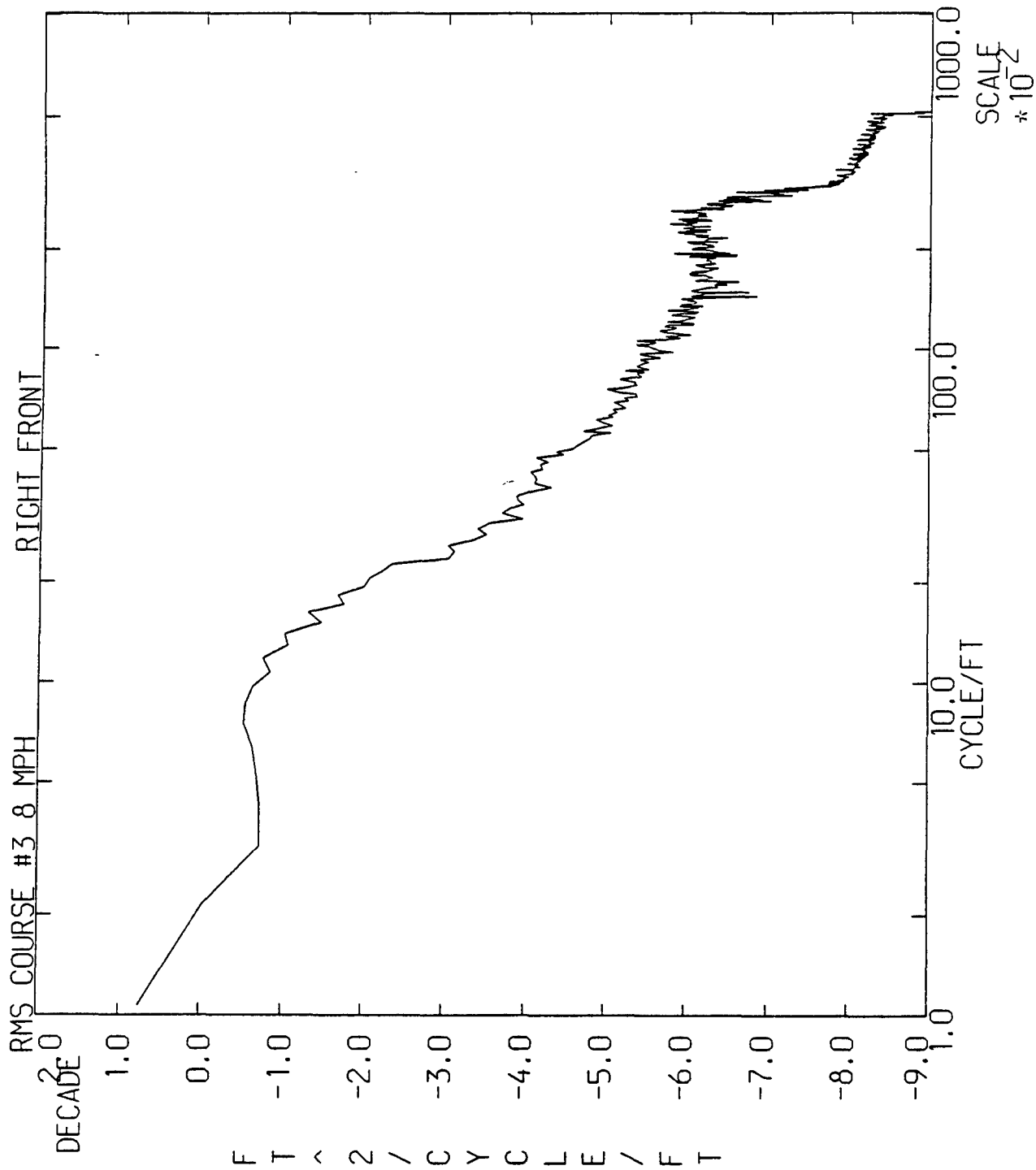


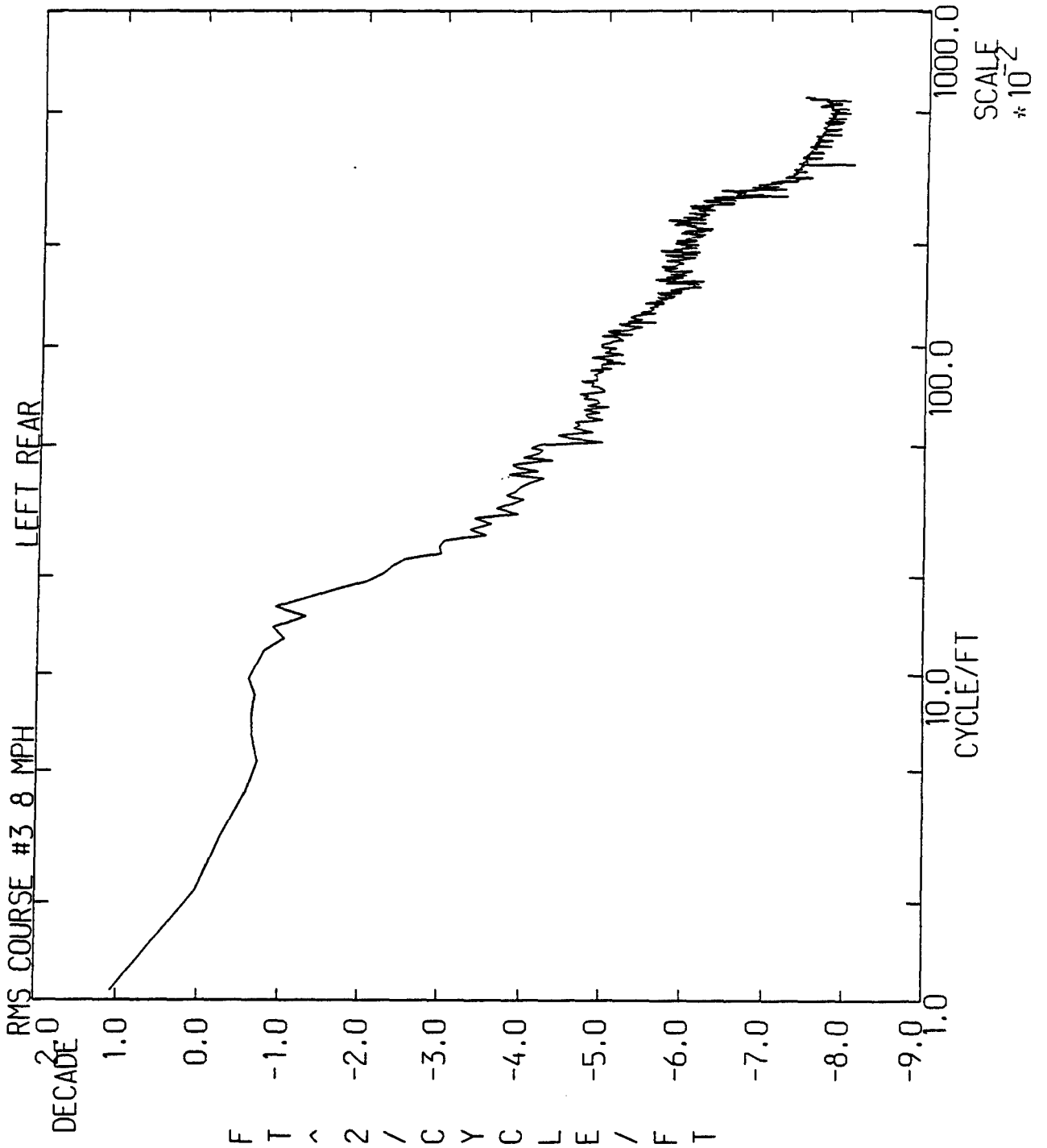


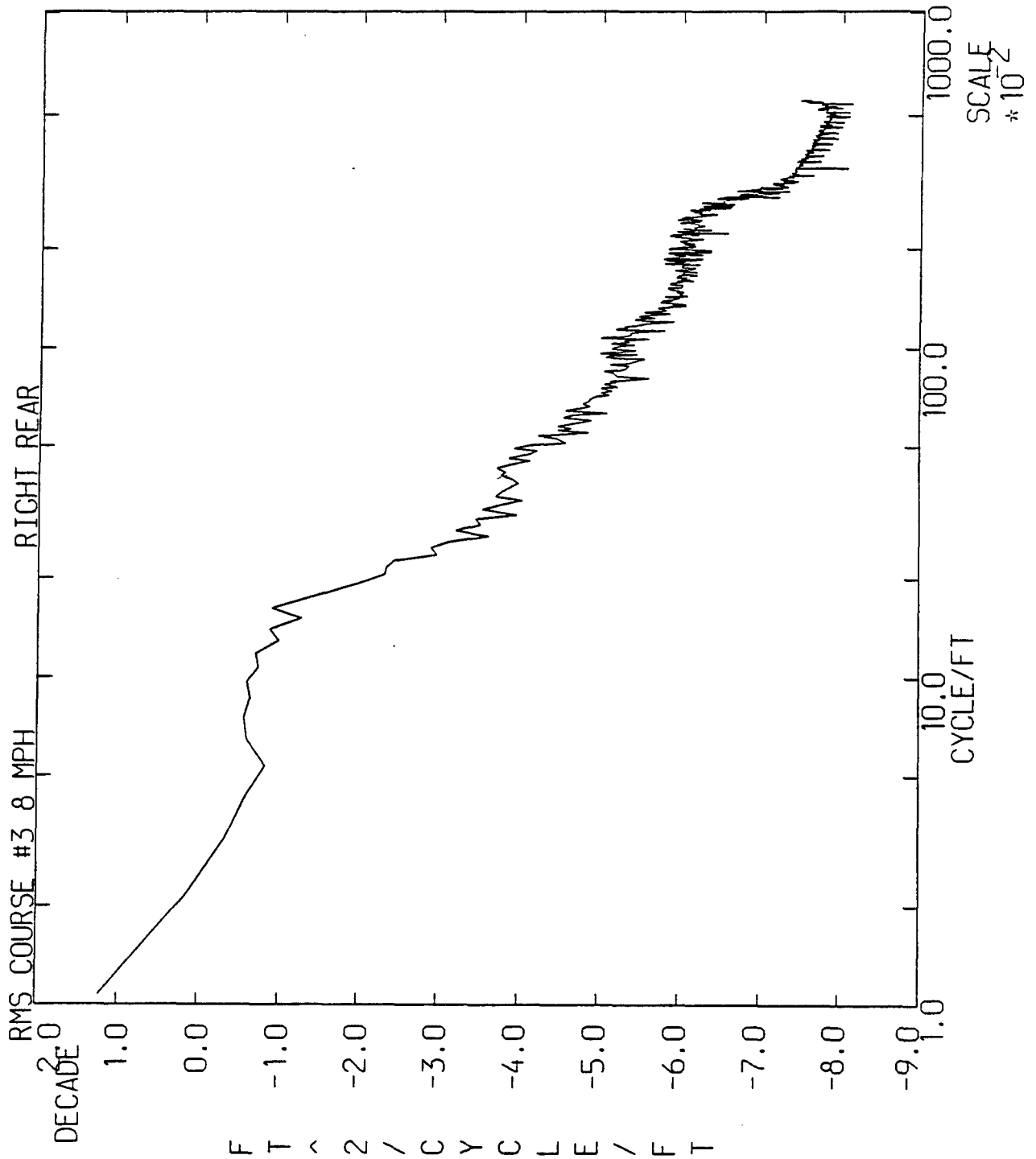












## RMS COURSE #4

### WAVE-NUMBER SPECTRA

2, 4, 6 and 8 MPH

Four (4) curves per speed, one for each DFMV tire, as follows

LEFT FRONT  
RIGHT FRONT  
LEFT REAR  
RIGHT REAR

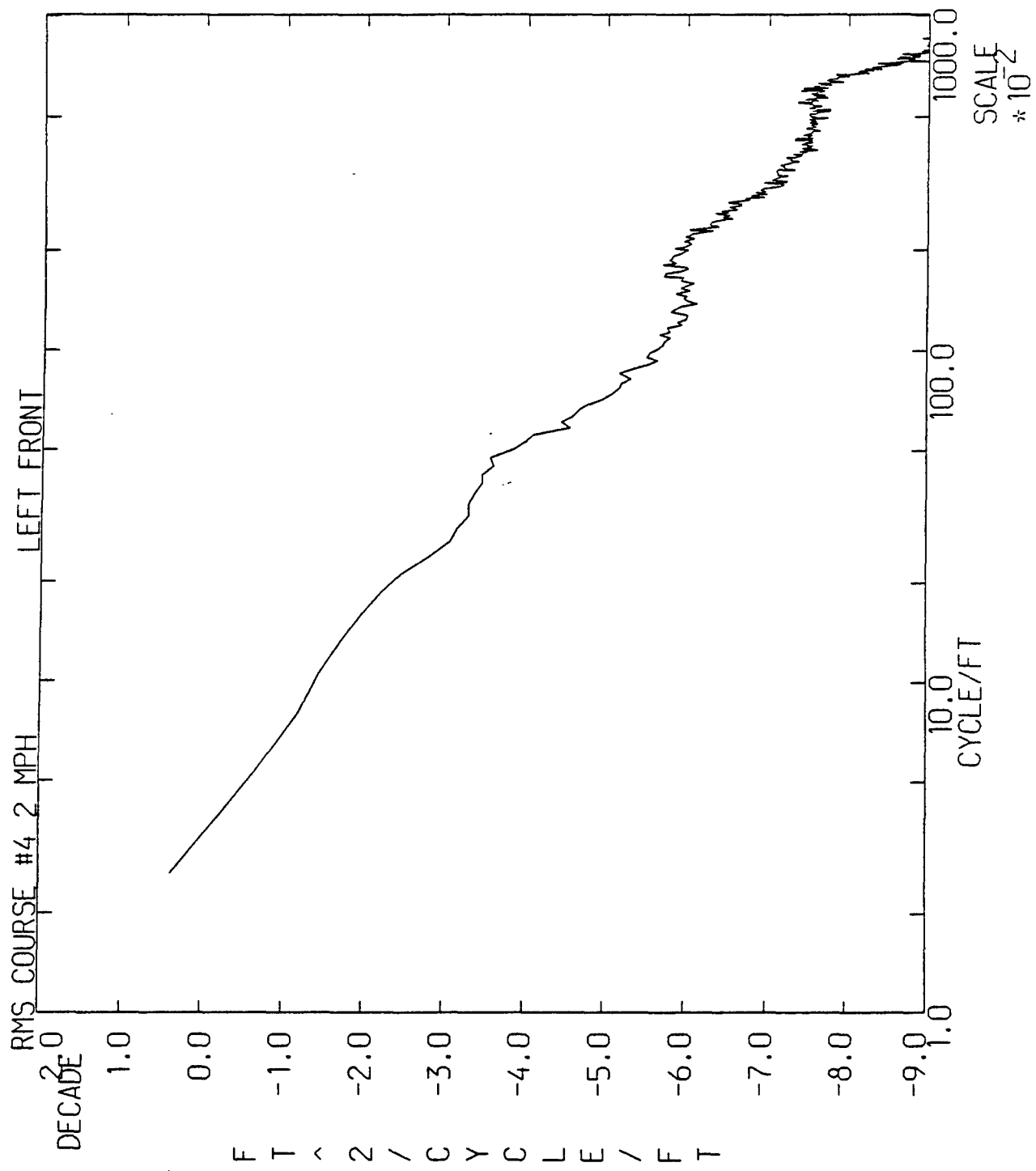
Volume II contains the data for the different DFMV speeds over each YPG course. The data was previously submitted to TACOM in an interim data report, however, the data was not reprocessed with the signal processing considerations discussed in the Volume I report (e.g., in this data, much of the spectral resolution was below the footprint). The wave-number cut-off at the low end of the spectra was limited by the frequency range of the accelerometer, as discussed in the report and shown in the table below. The wave-number cut-off at the high end of the spectrum was limited by the footprint length of the DFMV tire, which was  $\approx 1.2 \text{ ft}^{-1}$ . These cut-offs were verified through the DFMV front-to-rear coherence plots. Therefore, when comparing plots between different speeds, do not compare the data past these limits. As discussed in the report, the faster speed runs produced the best results at the lower wave numbers.

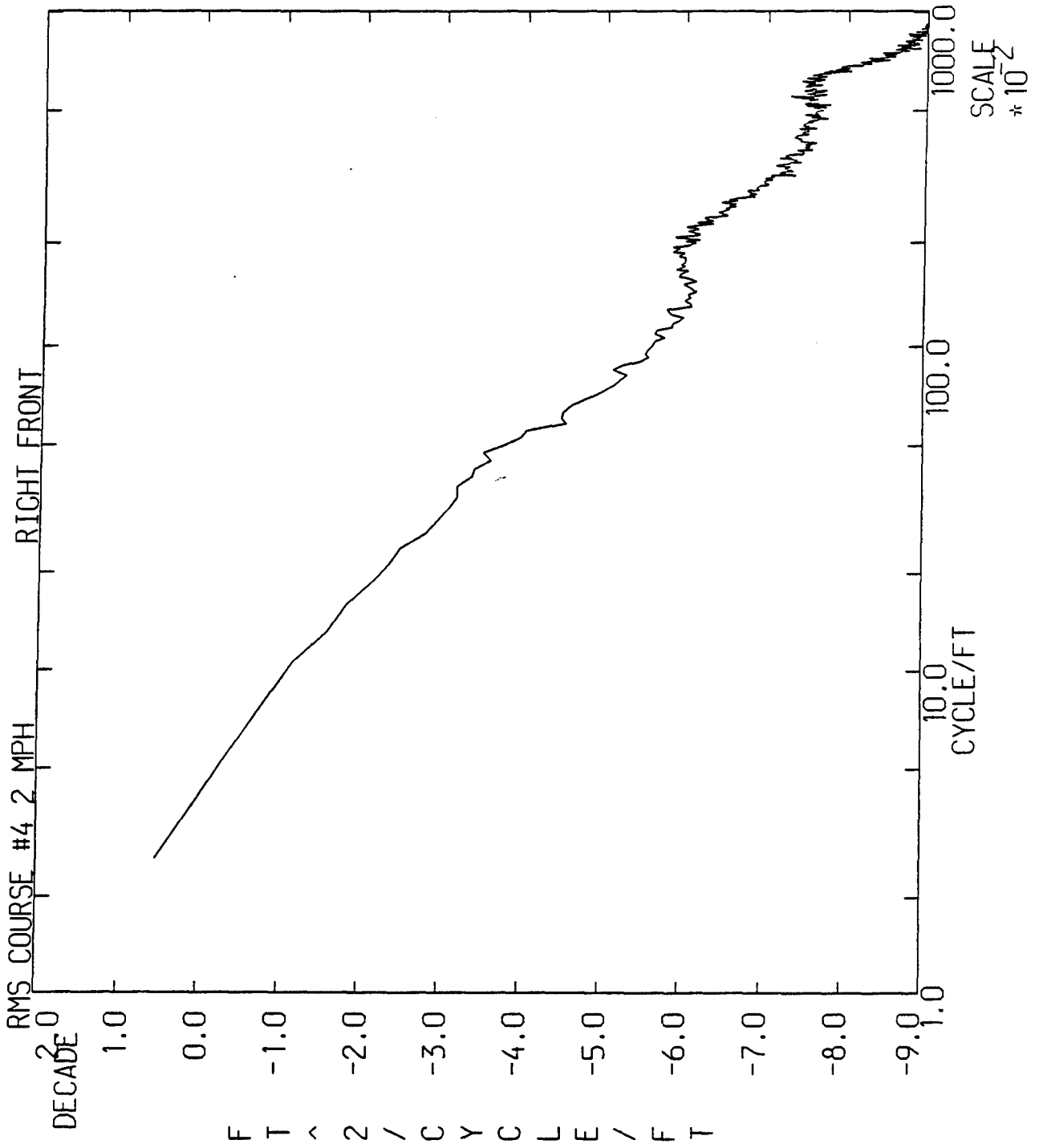
Table 1. DFMV Actual Versus Predicted Wavelength Limits

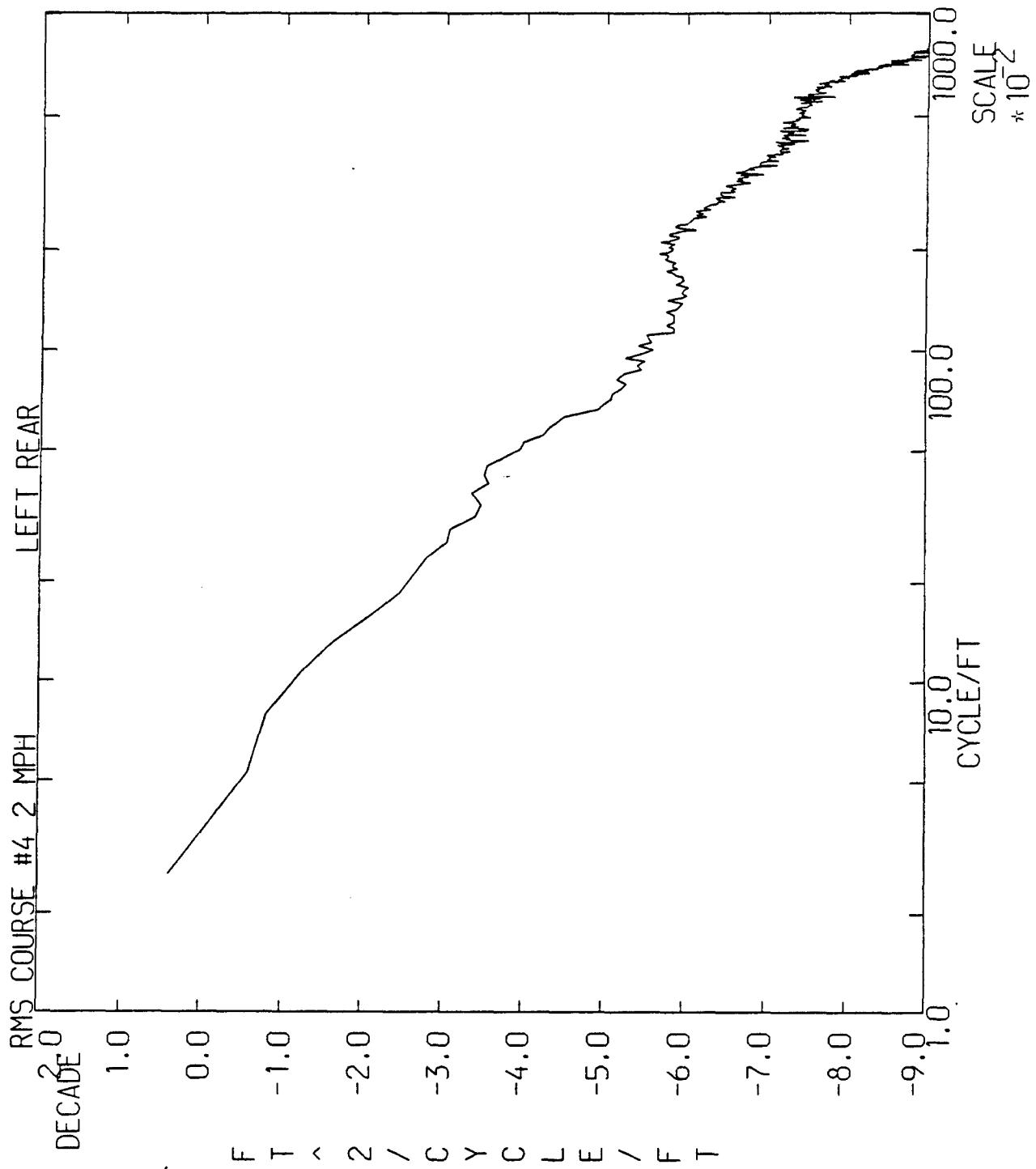
DFMV Speed MPH	Expected Wavelength Resolution*	Actual Wavelength Resolution**
2	60	15
4	120	30
6	180	45
8	240	60
10	300	75

\* Based on the advertised low-end frequency range for the accelerometer used

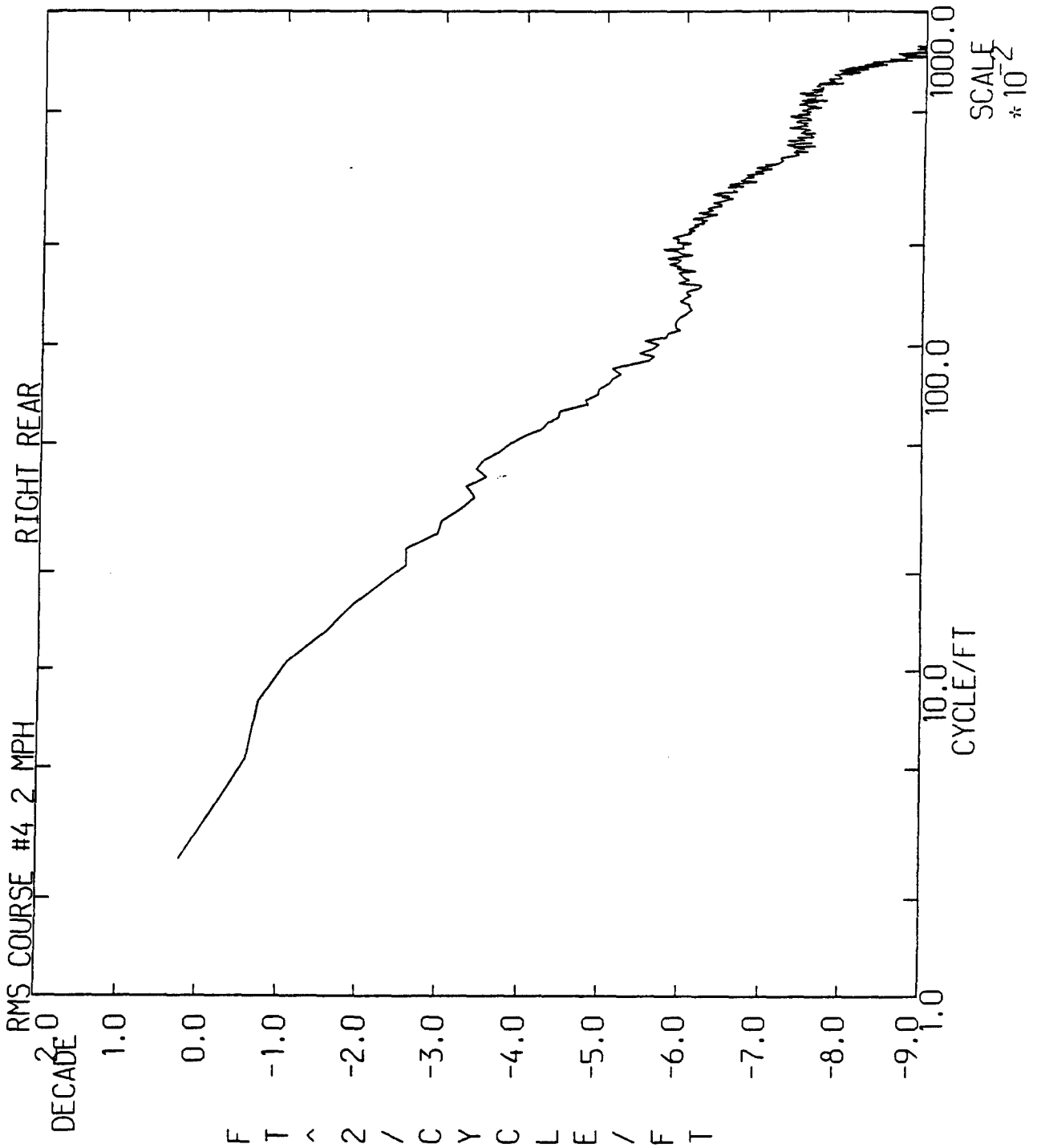
\*\* Based on actual low-end frequency range for the accelerometer used

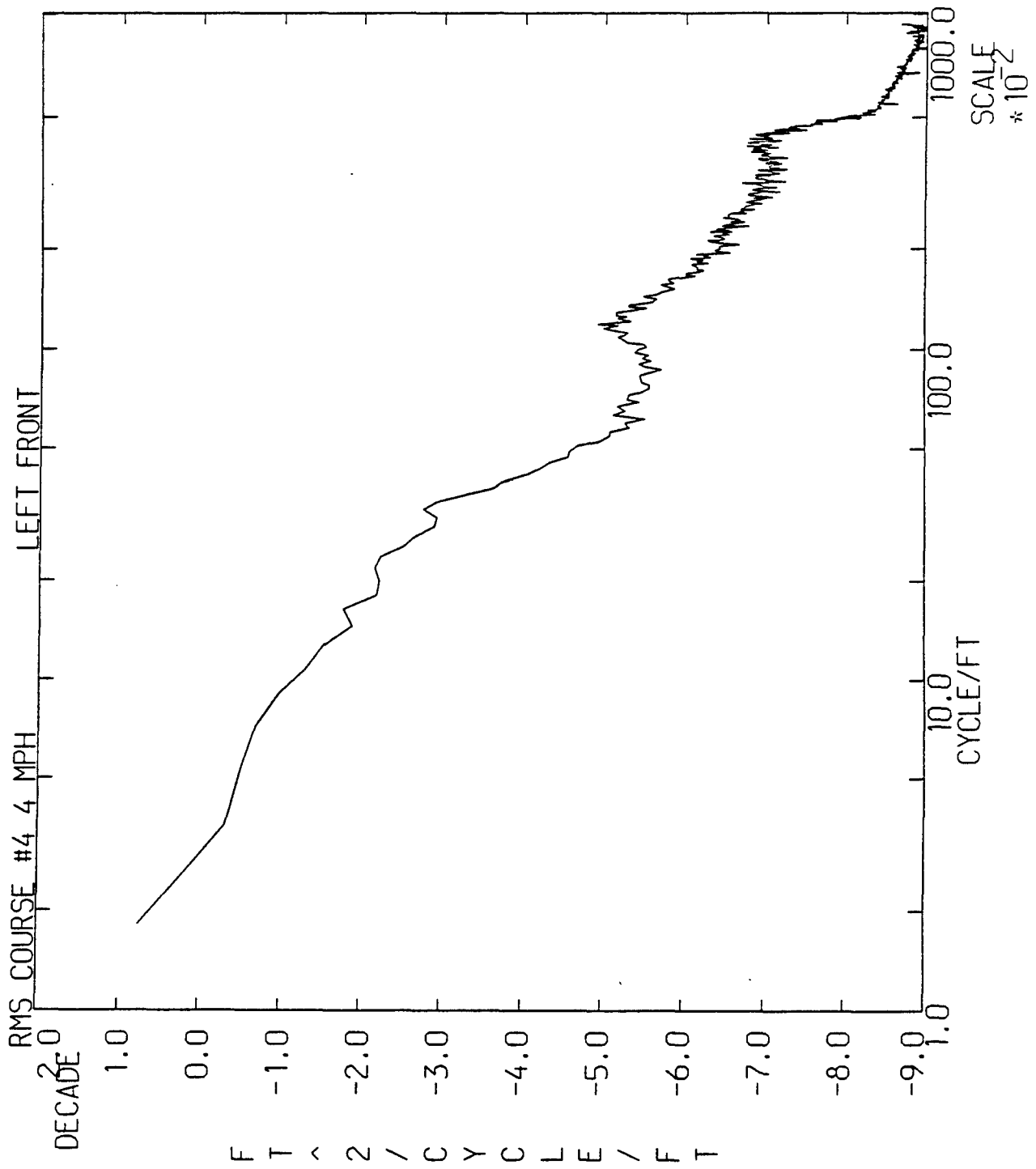


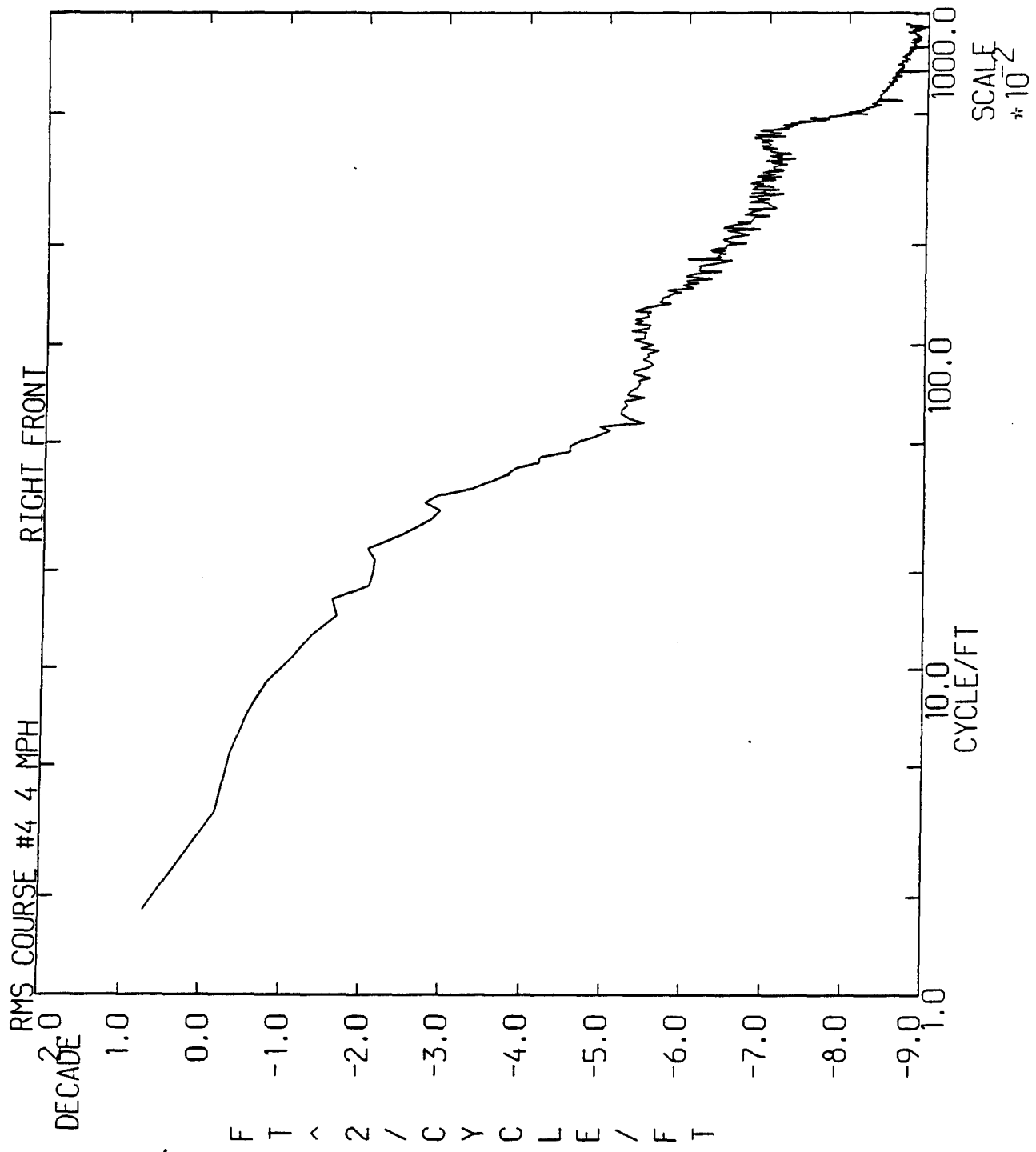


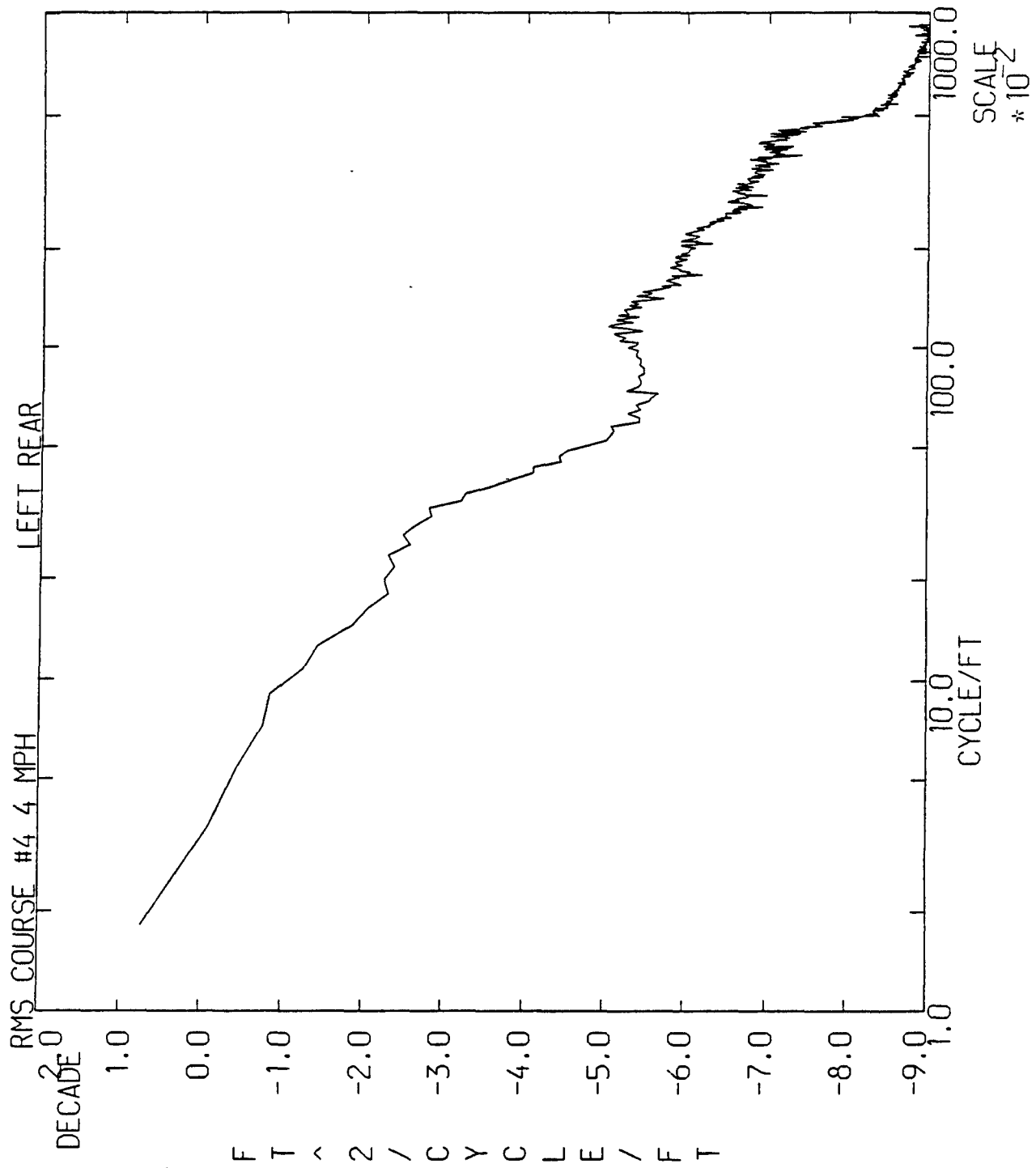


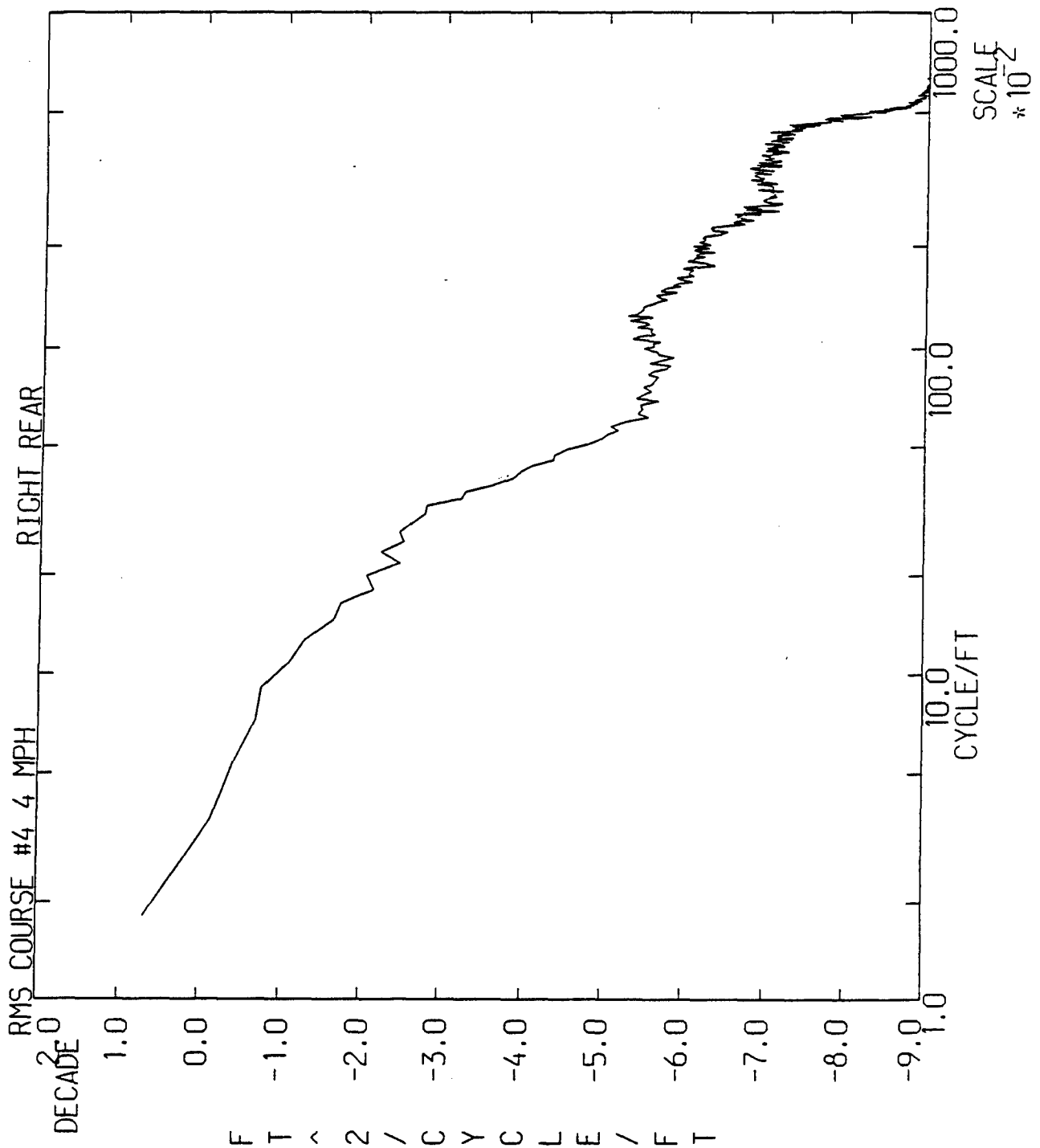


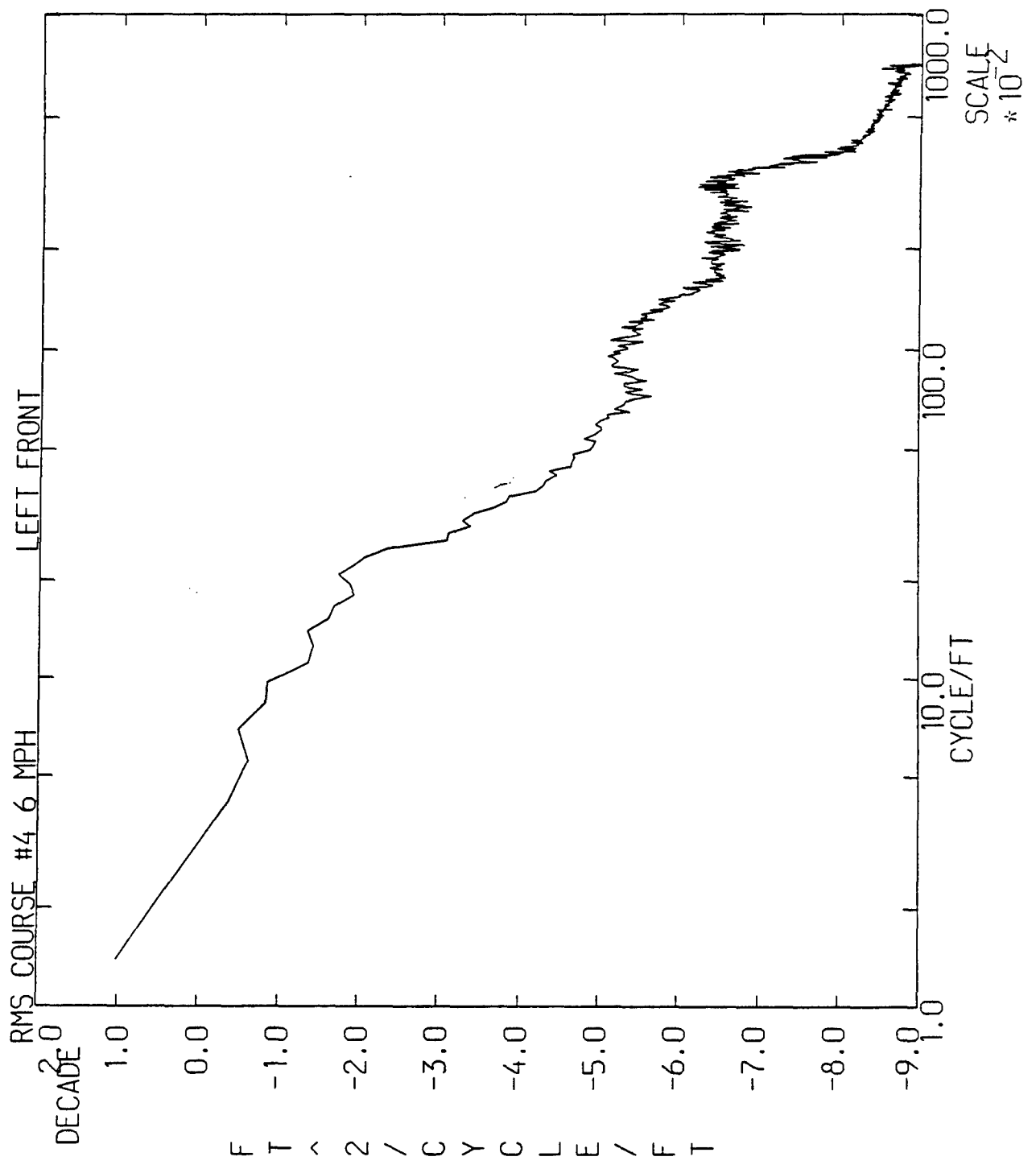




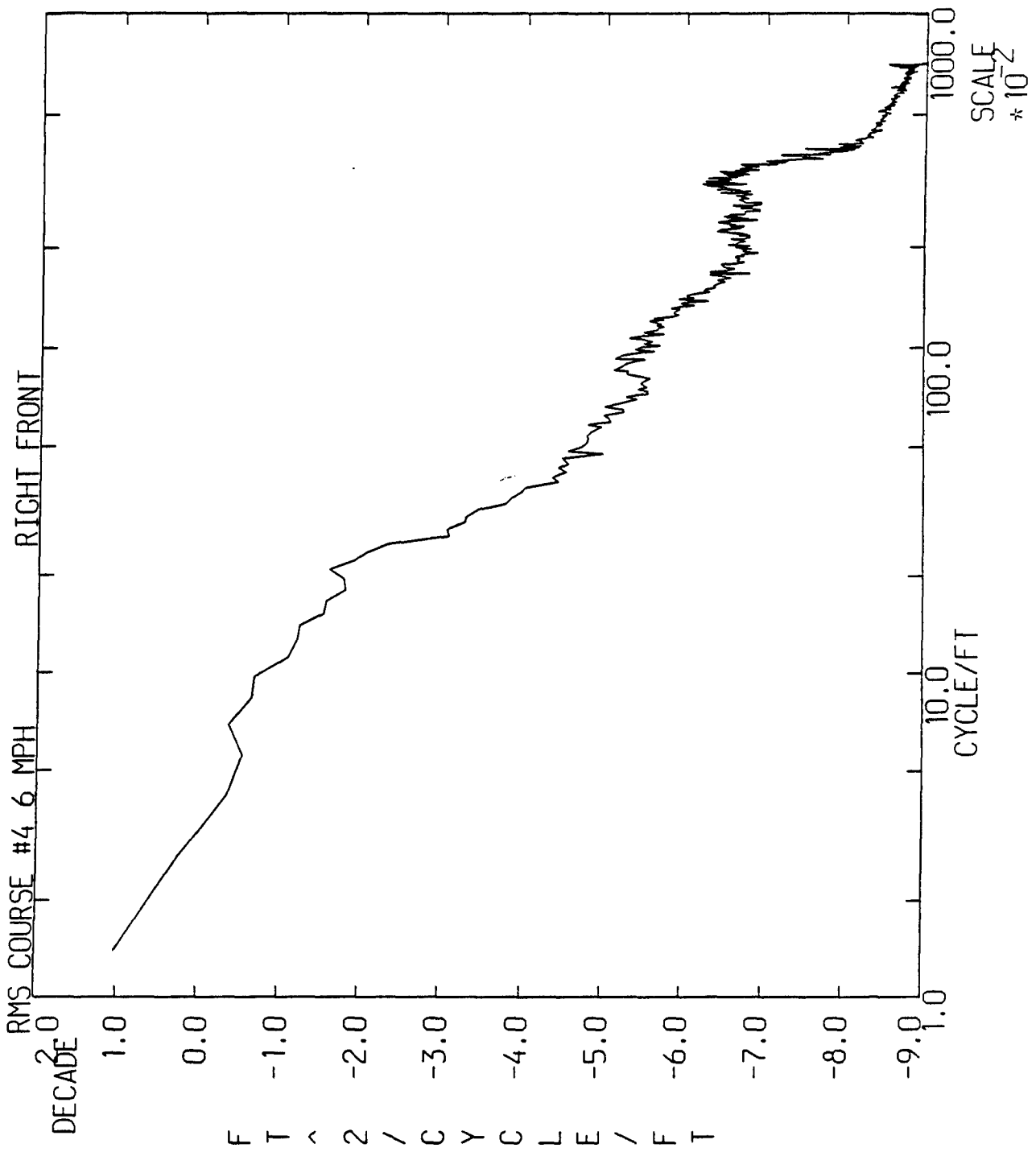


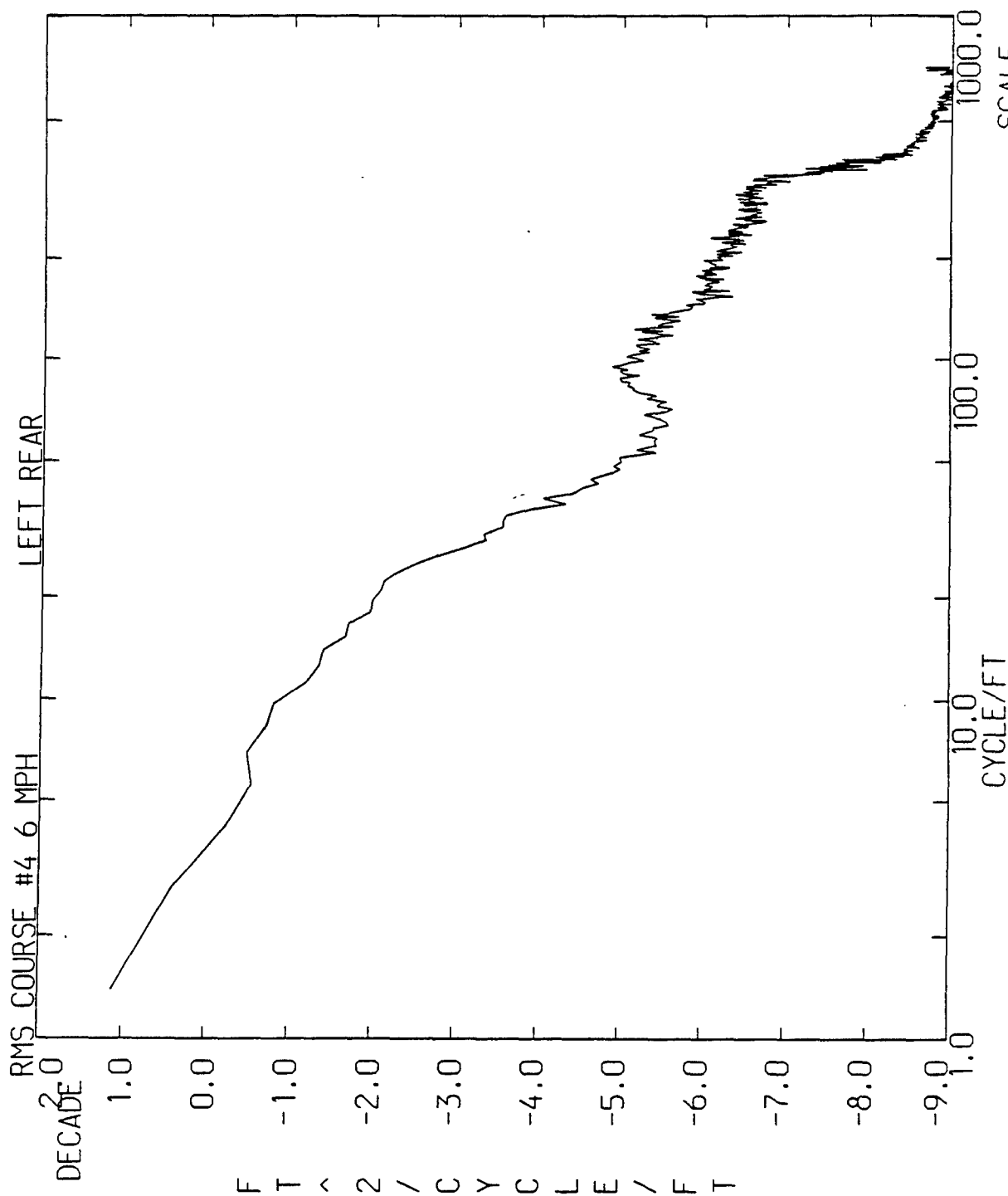




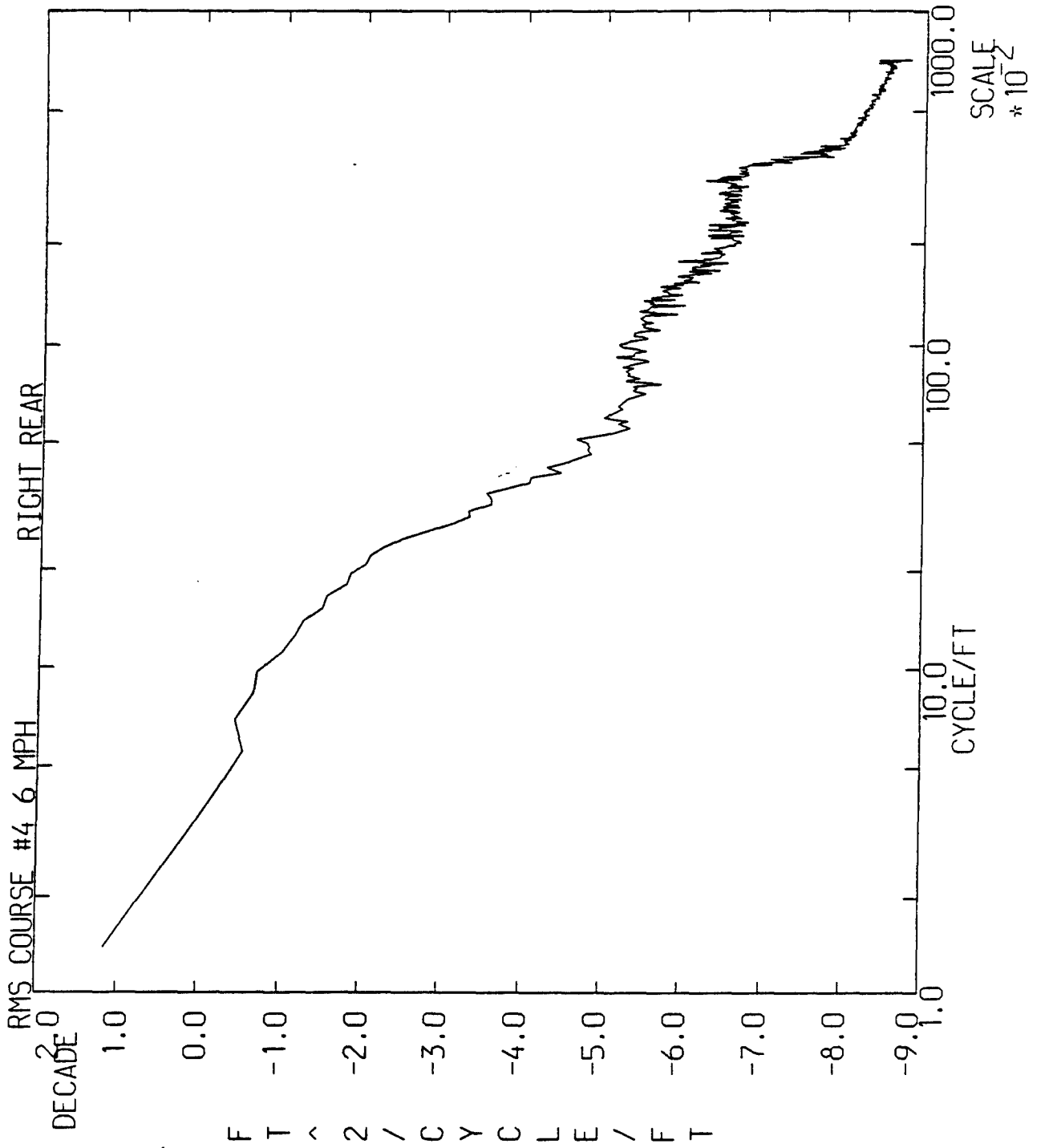


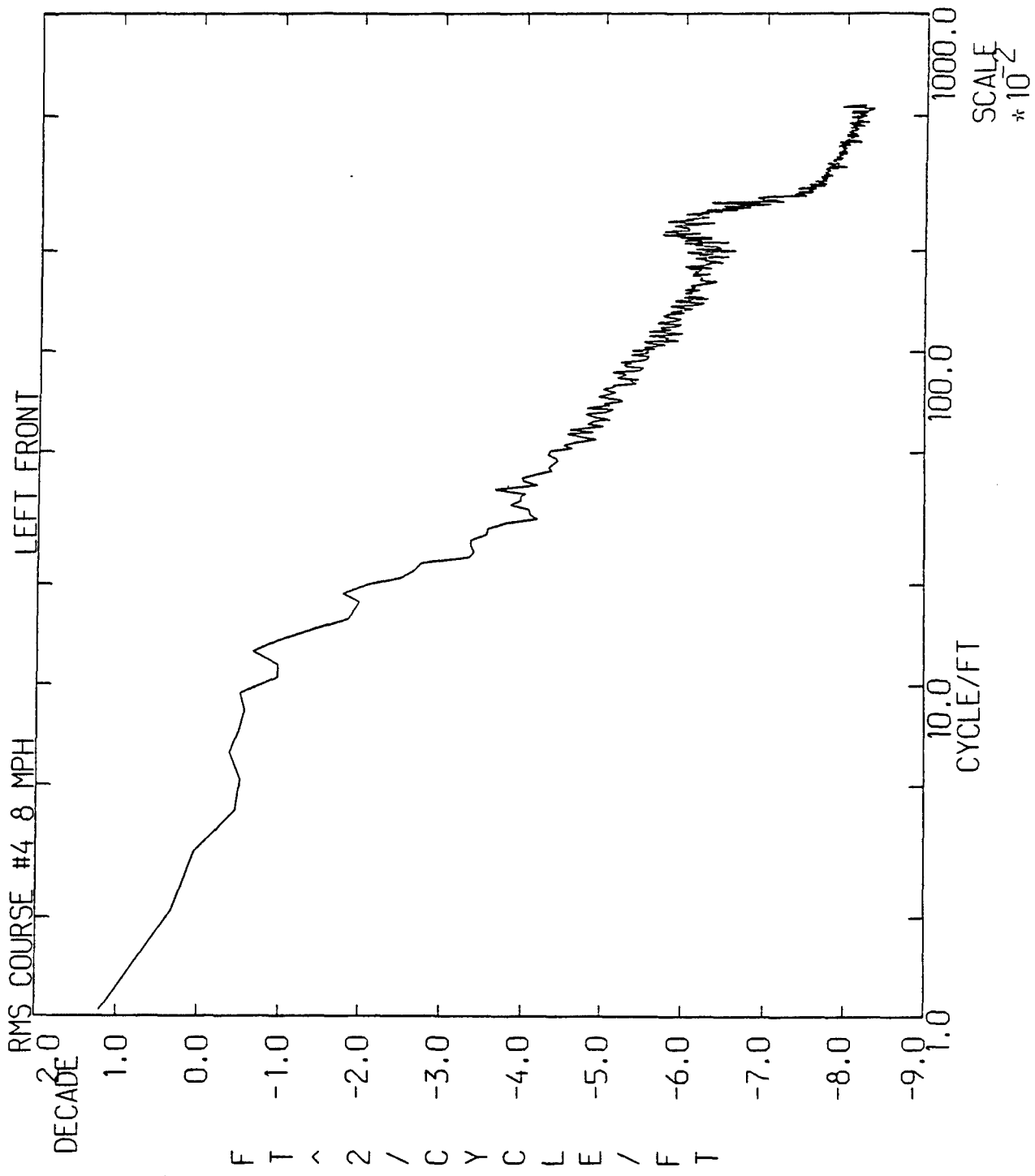
F T < 2 / C Y C L E / F T

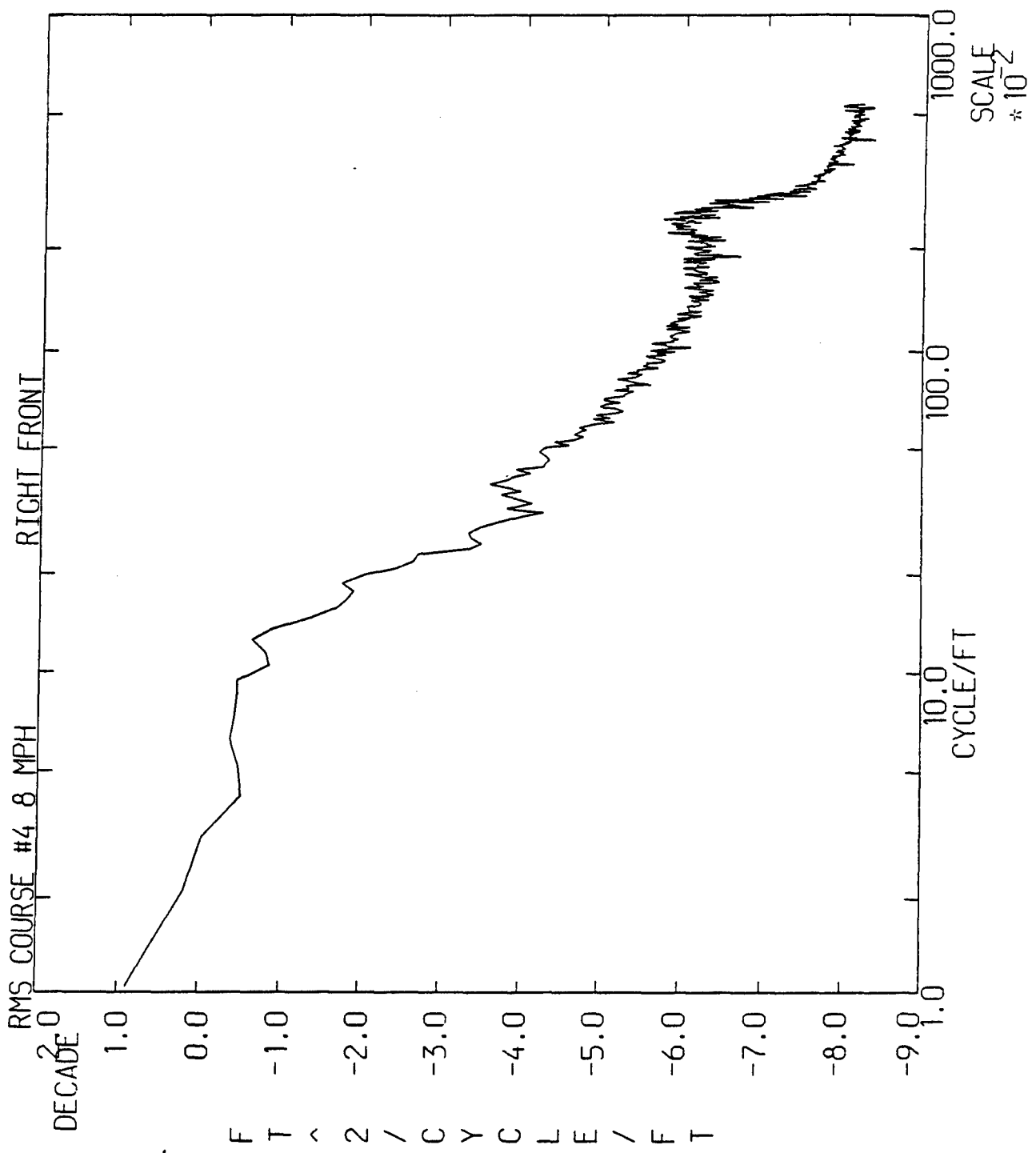


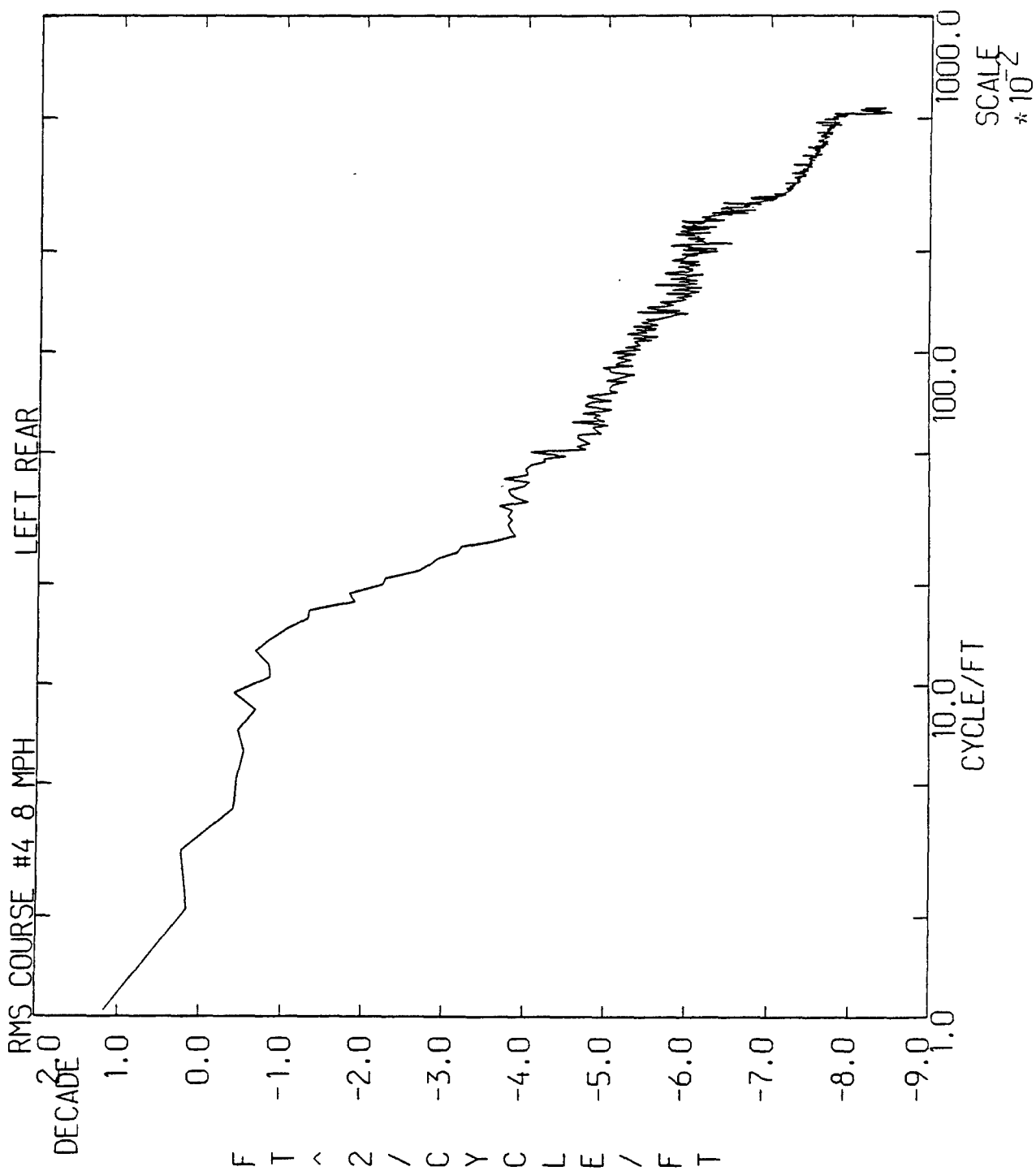


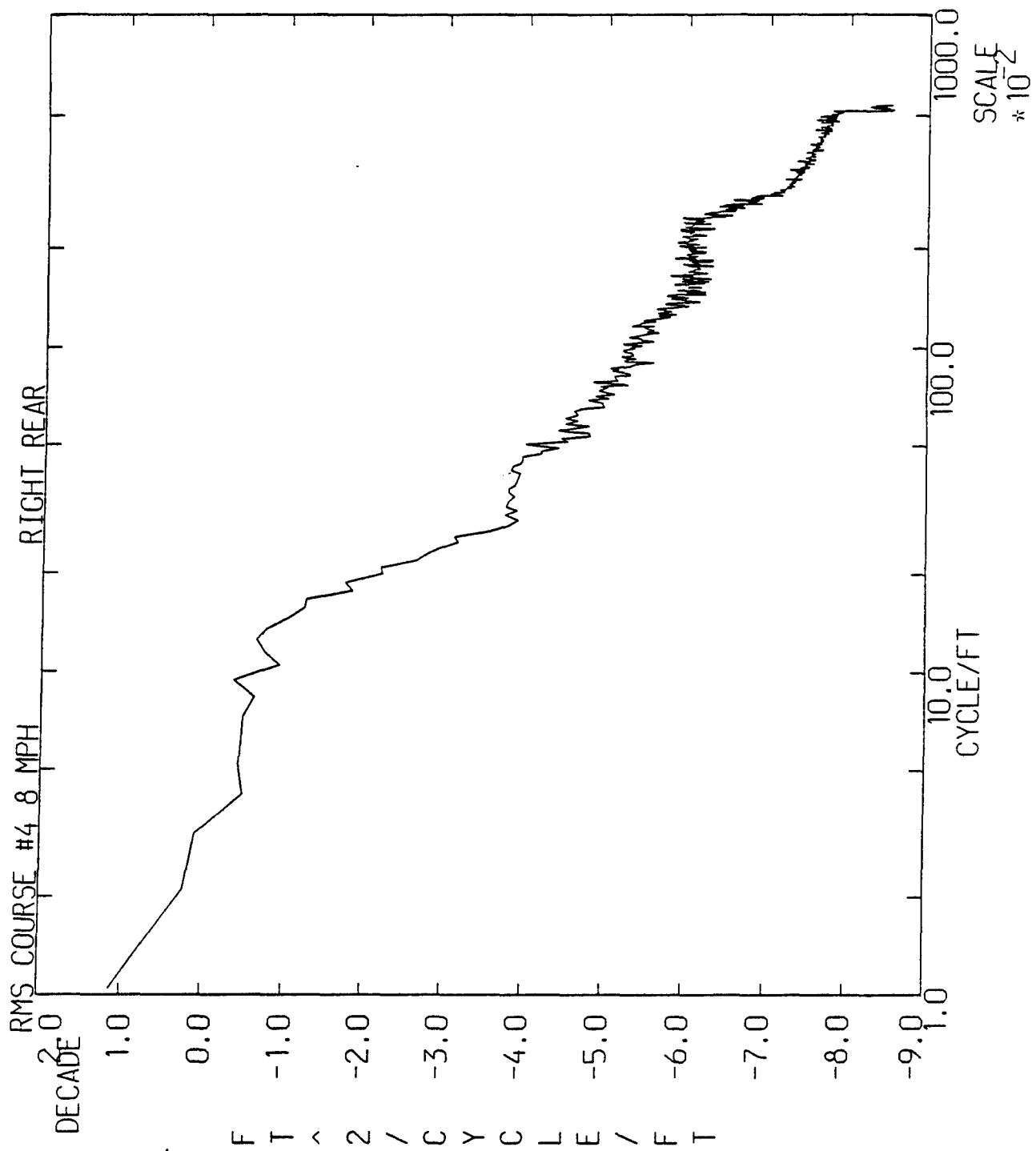












## RMS COURSE #5

### WAVE-NUMBER SPECTRA

2, 4, 6 and 8 MPH

Four (4) curves per speed, one for each DFMV tire, as follows

LEFT FRONT  
RIGHT FRONT  
LEFT REAR  
RIGHT REAR

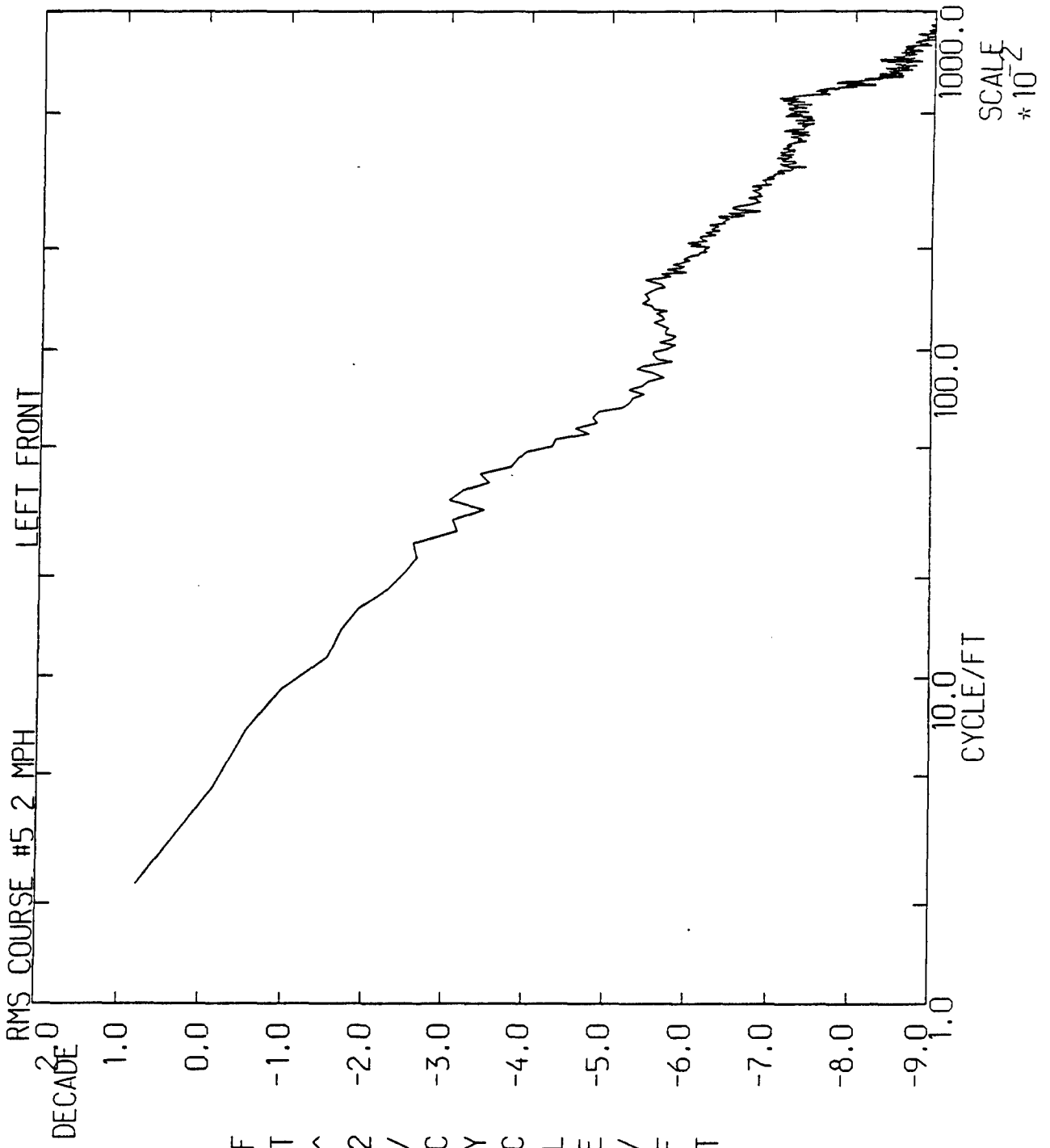
Volume II contains the data for the different DFMV speeds over each YPG course. The data was previously submitted to TACOM in an interim data report, however, the data was not reprocessed with the signal processing considerations discussed in the Volume I report (e.g., in this data, much of the spectral resolution was below the footprint). The wave-number cut-off at the low end of the spectra was limited by the frequency range of the accelerometer, as discussed in the report and shown in the table below. The wave-number cut-off at the high end of the spectrum was limited by the footprint length of the DFMV tire, which was  $\approx 1.2 \text{ ft}^{-1}$ . These cut-offs were verified through the DFMV front-to-rear coherence plots. Therefore, when comparing plots between different speeds, do not compare the data past these limits. As discussed in the report, the faster speed runs produced the best results at the lower wave numbers.

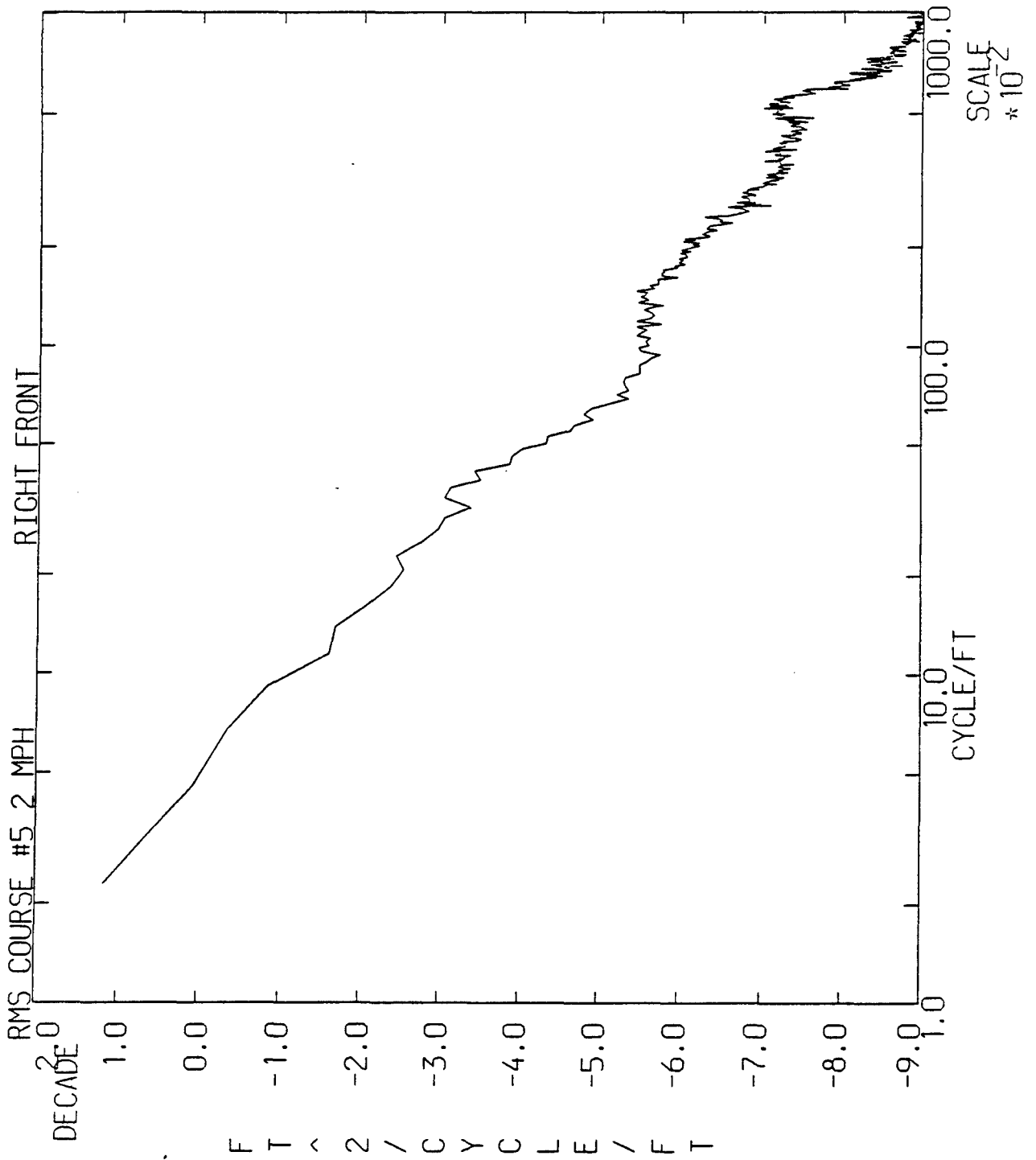
Table 1. DFMV Actual Versus Predicted Wavelength Limits

DFMV Speed MPH	Expected Wavelength Resolution*	Actual Wavelength Resolution**
2	60	15
4	120	30
6	180	45
8	240	60
10	300	75

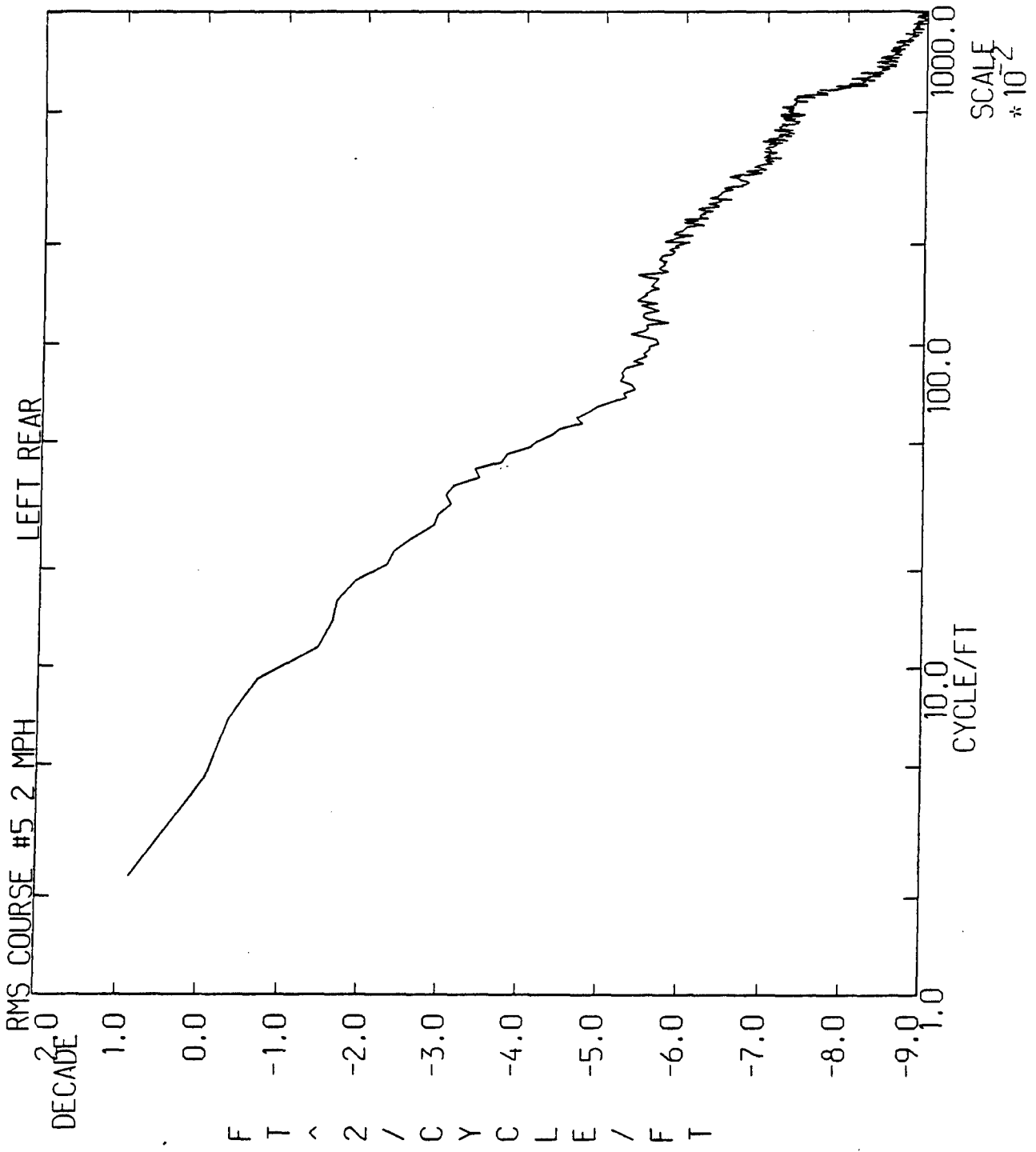
\* Based on the advertised low-end frequency range for the accelerometer used

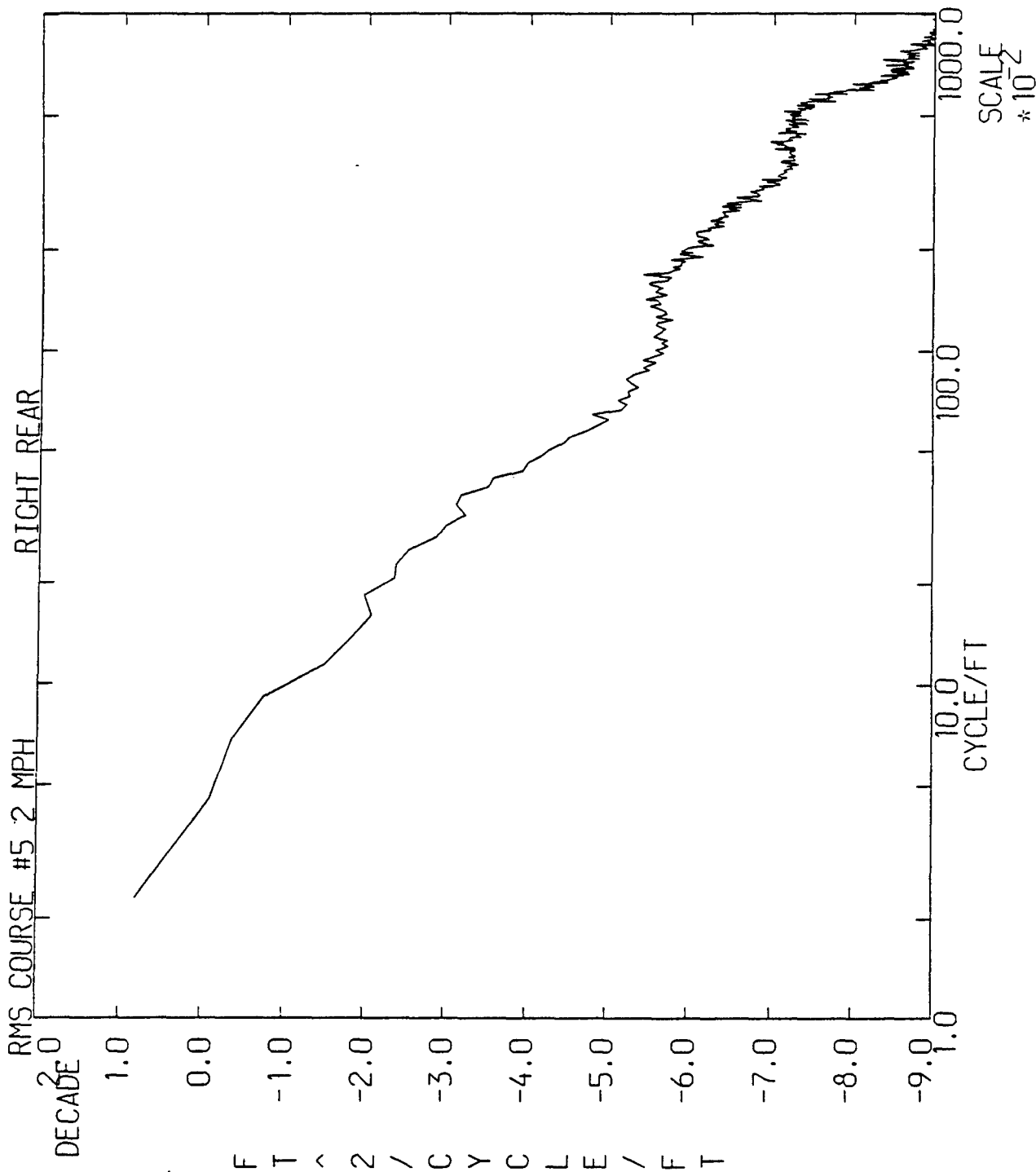
\*\* Based on actual low-end frequency range for the accelerometer used

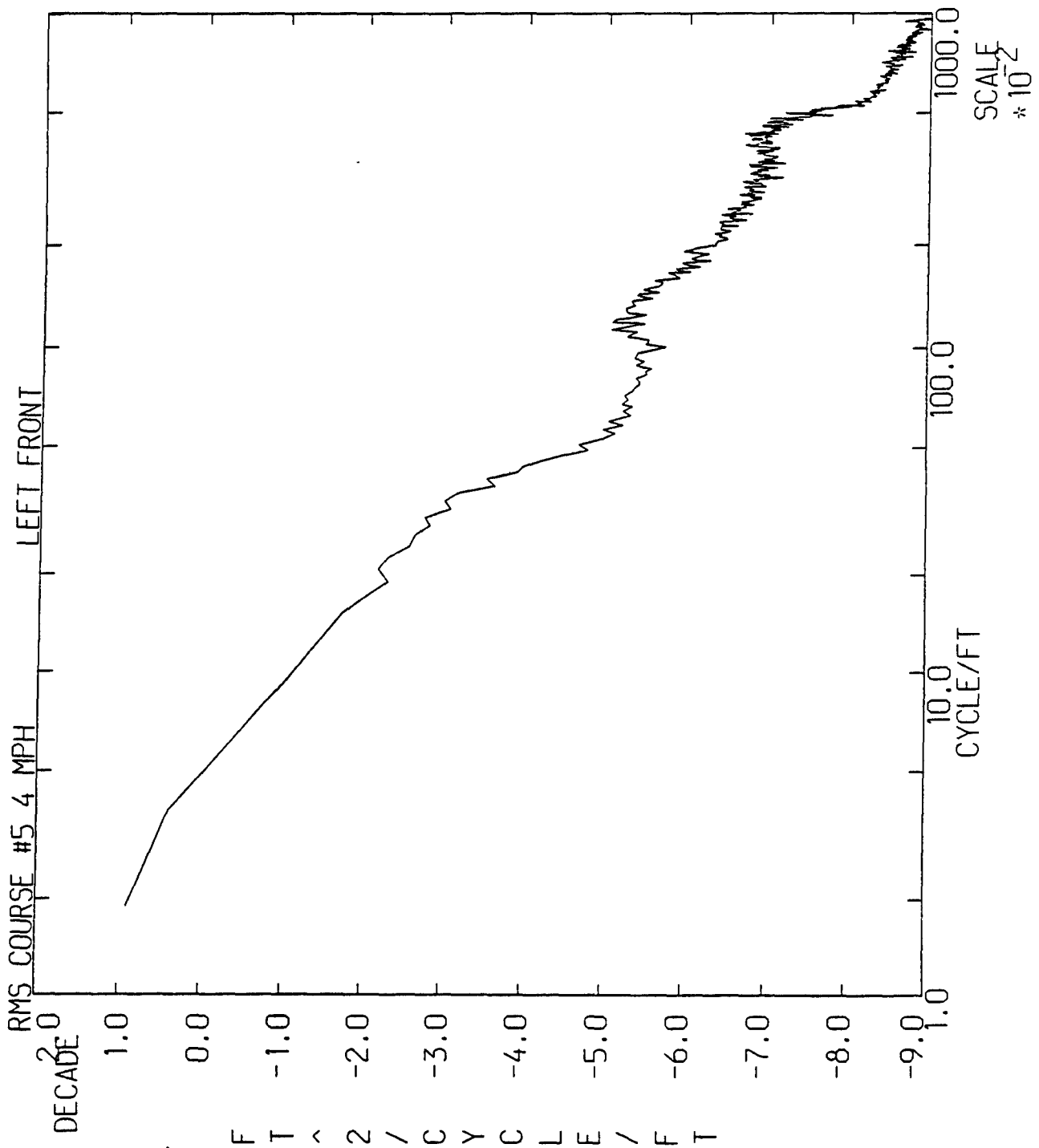


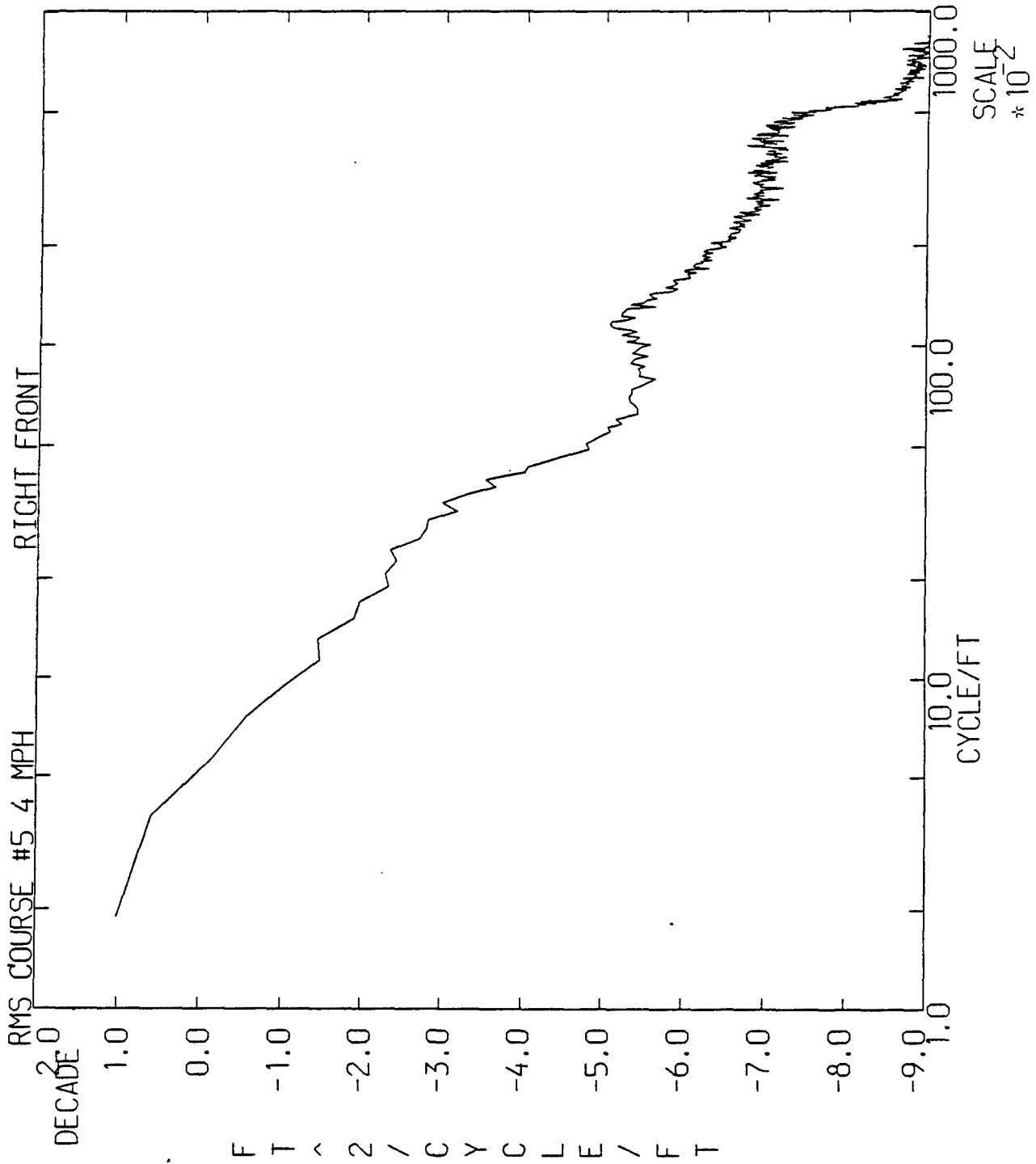


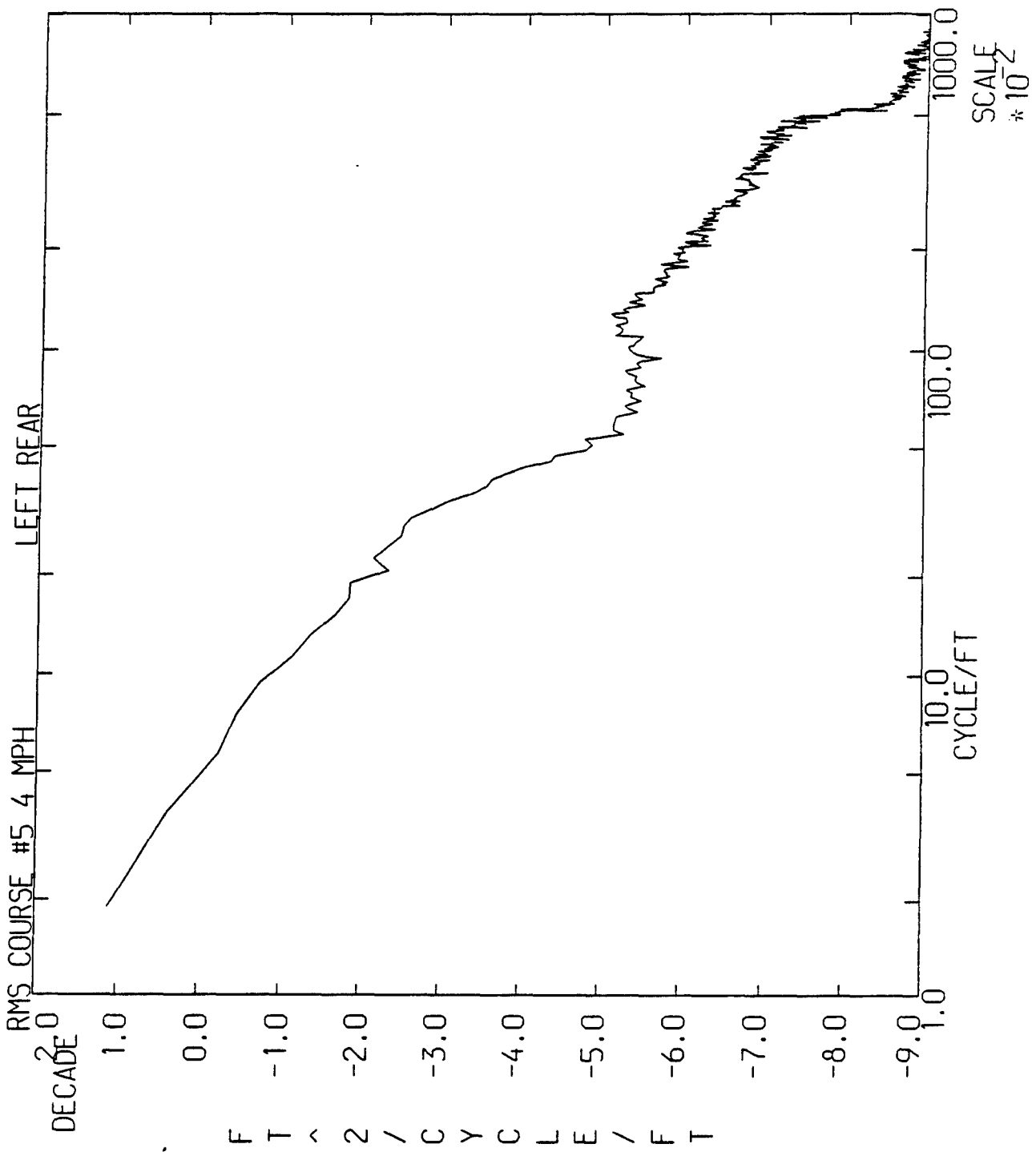


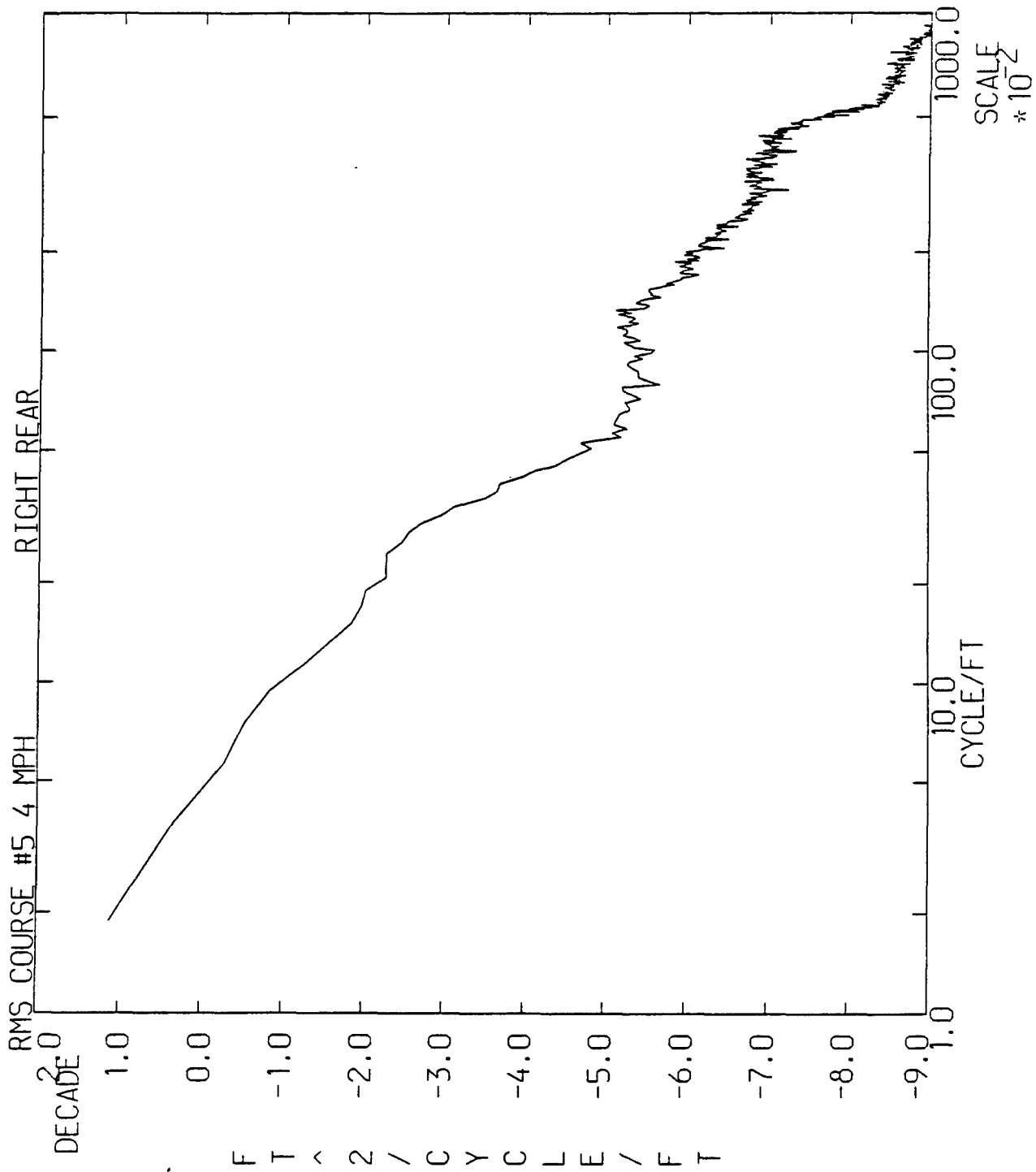


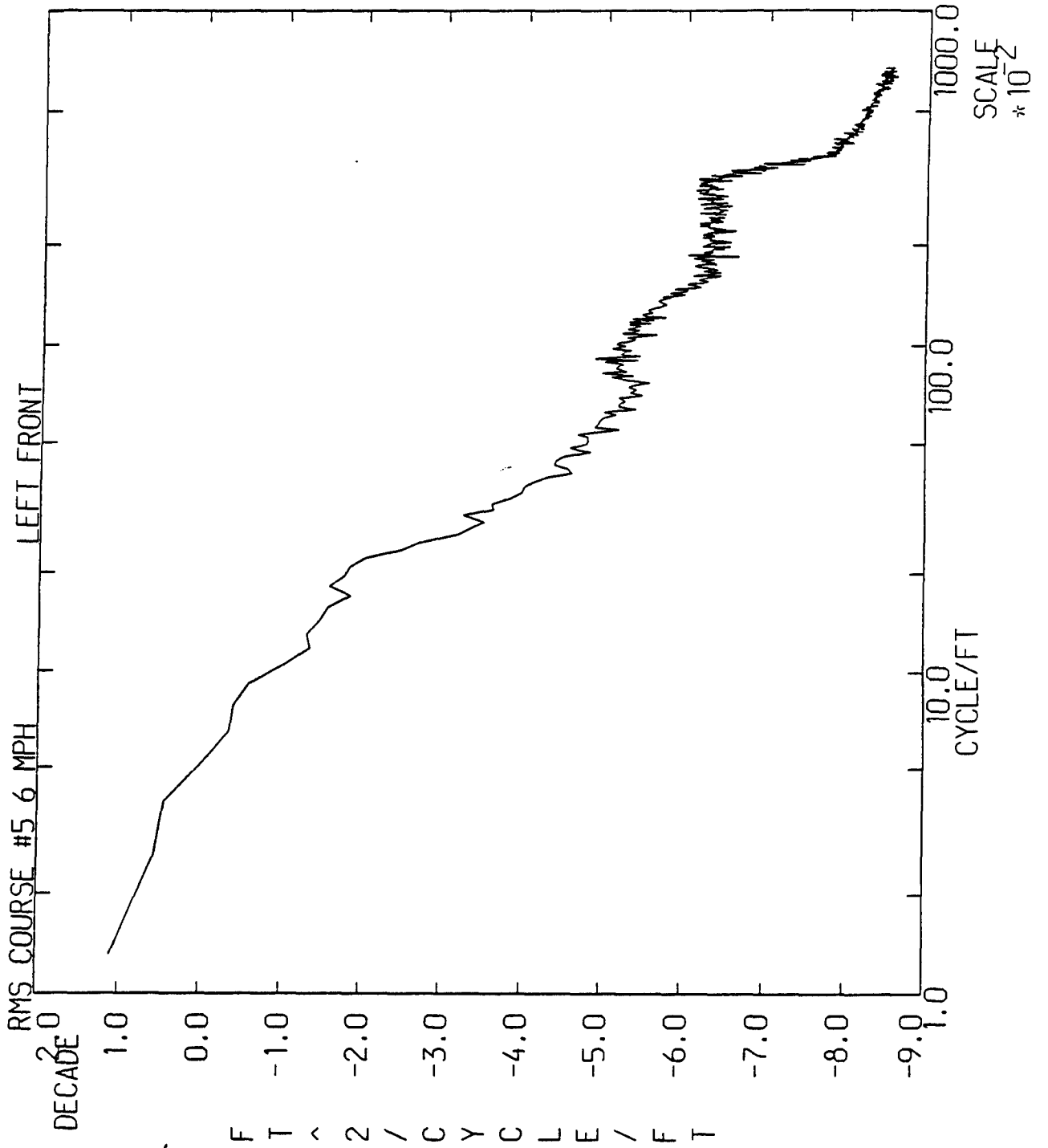


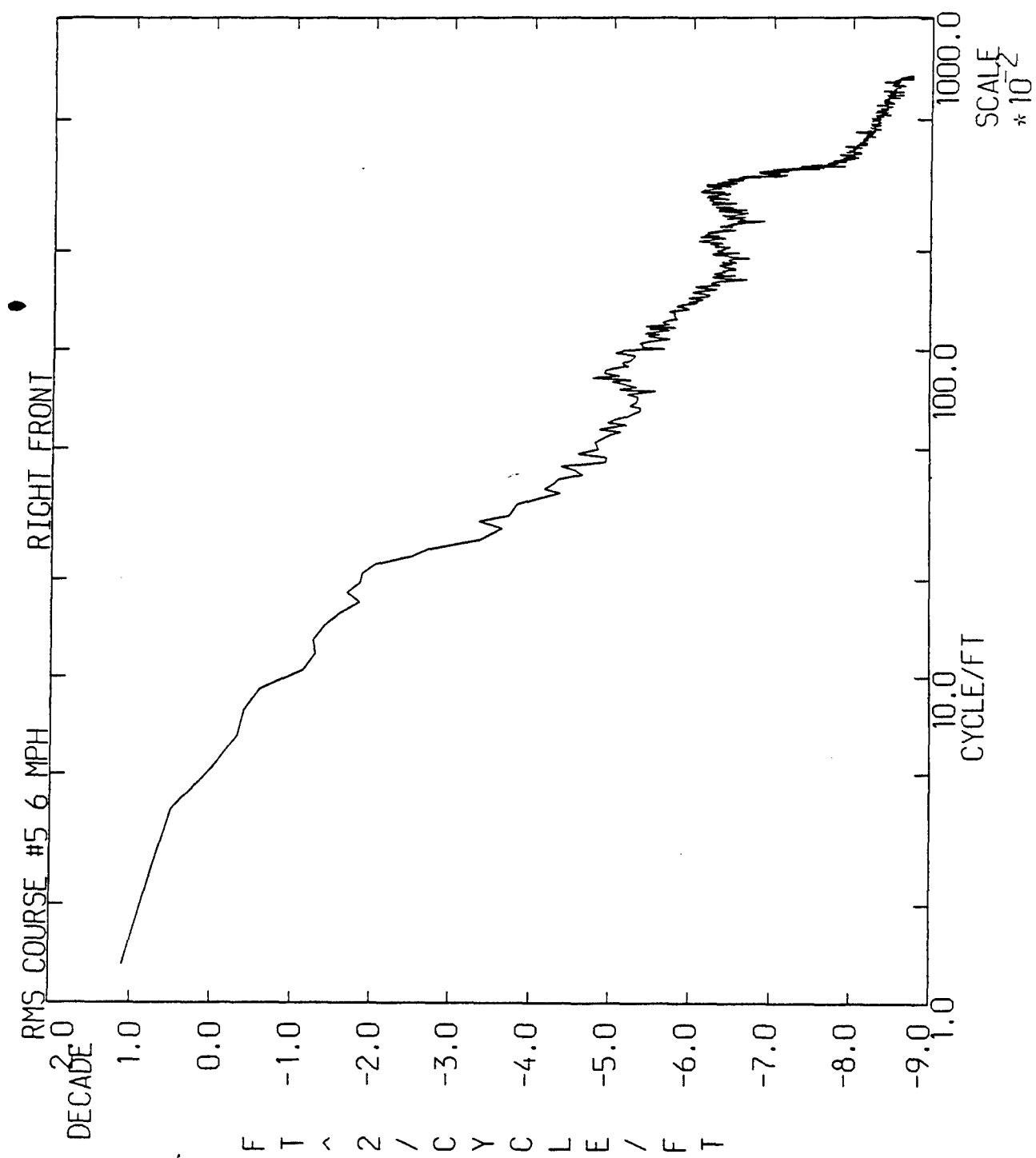




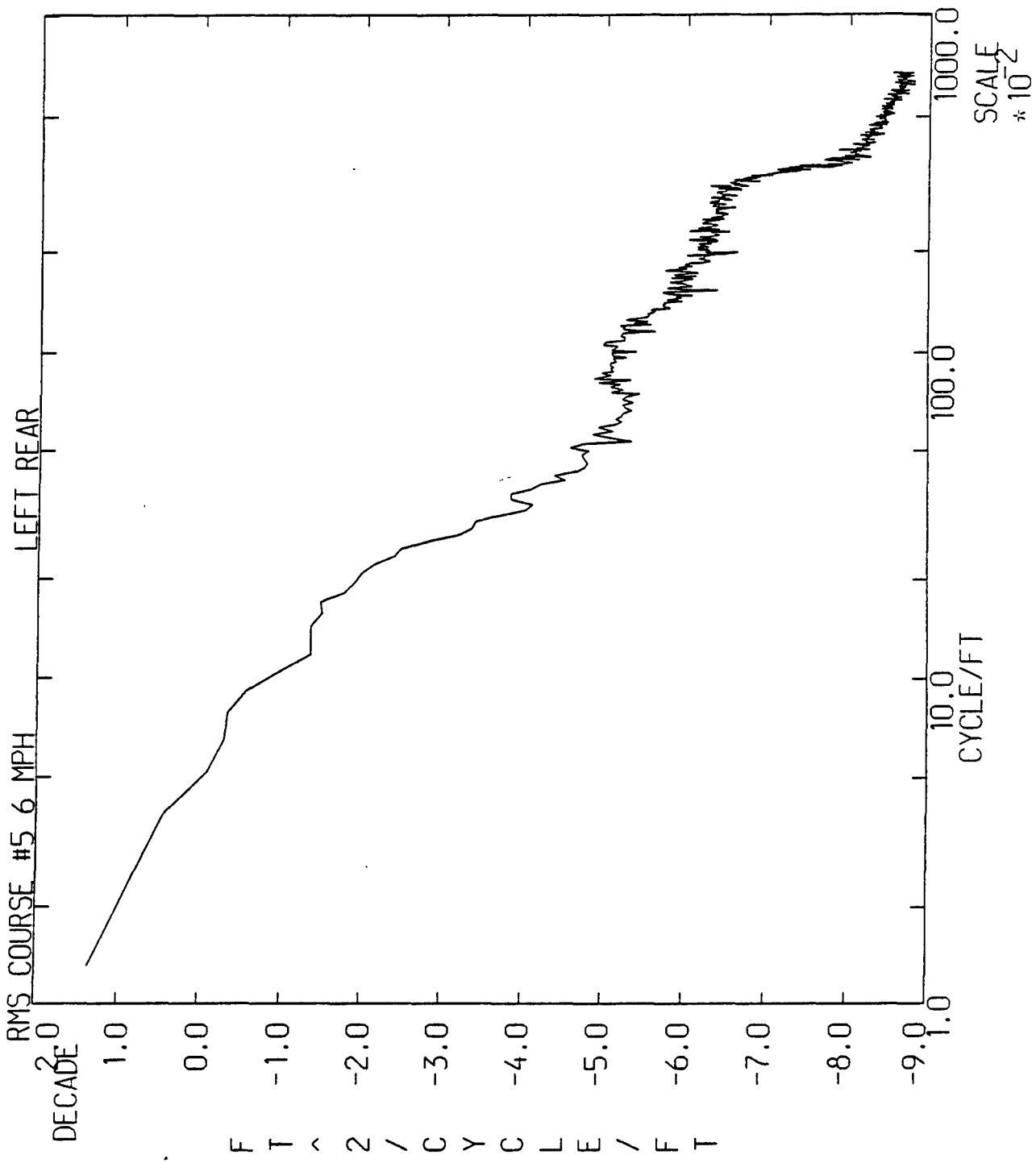


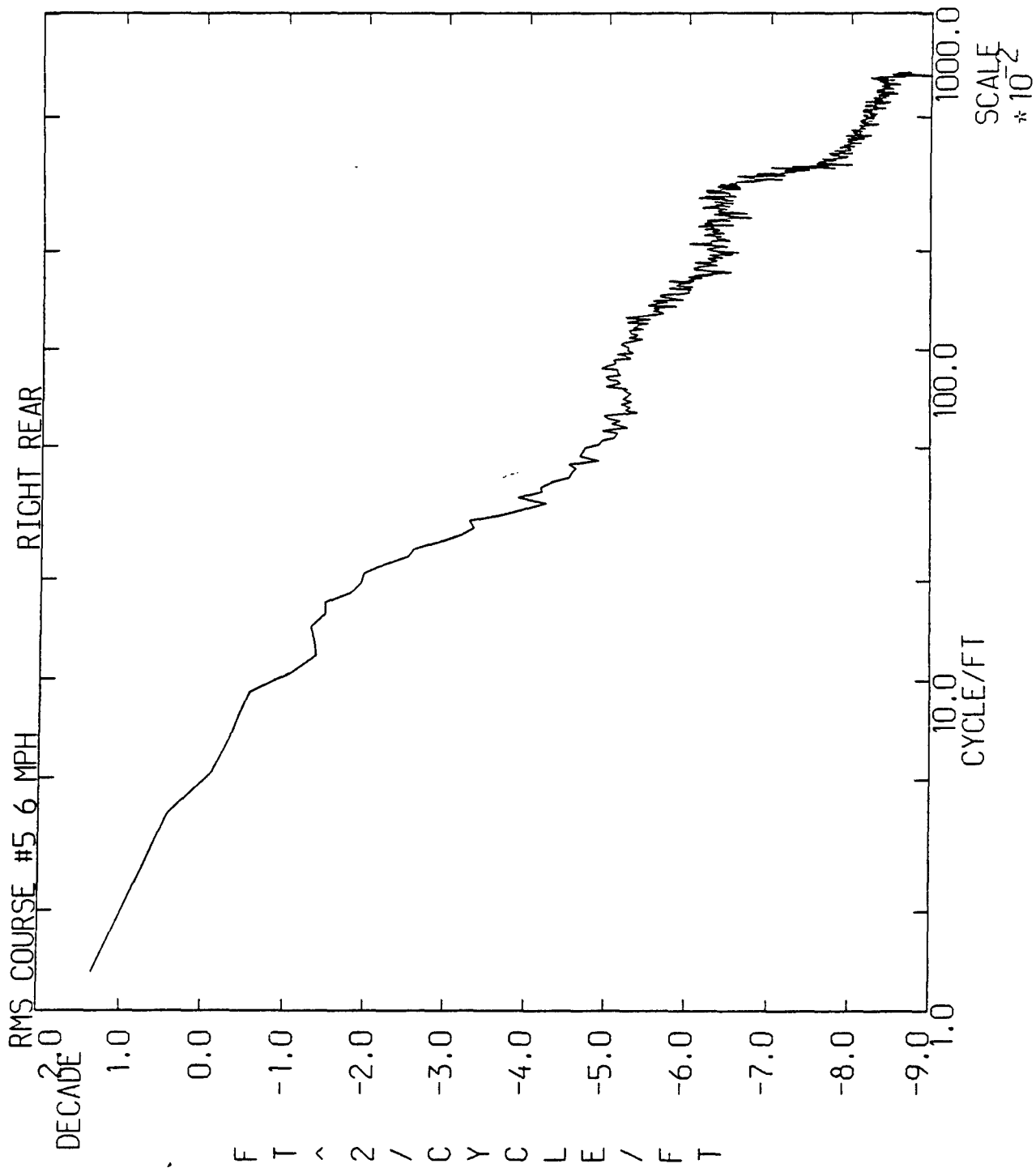


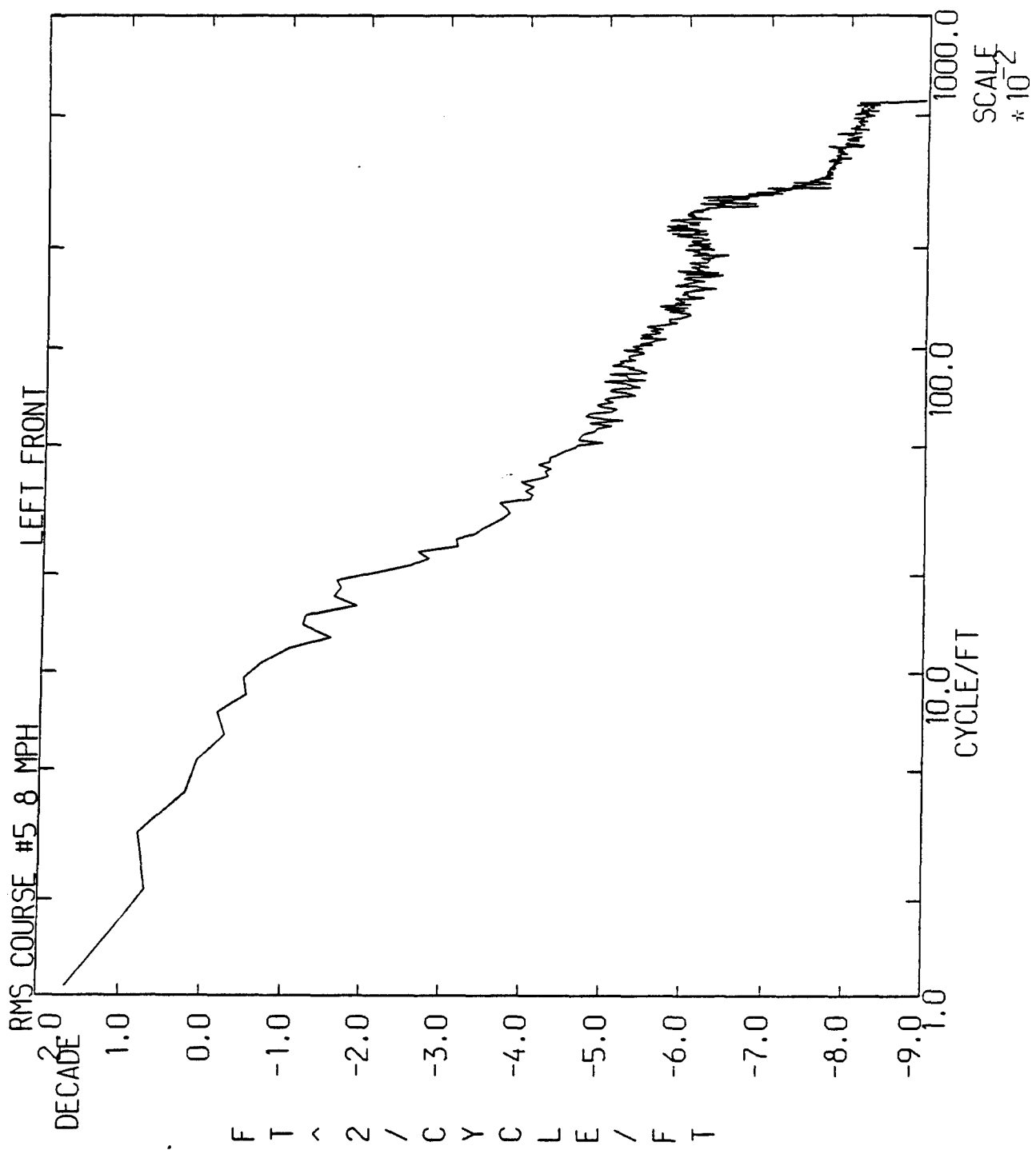


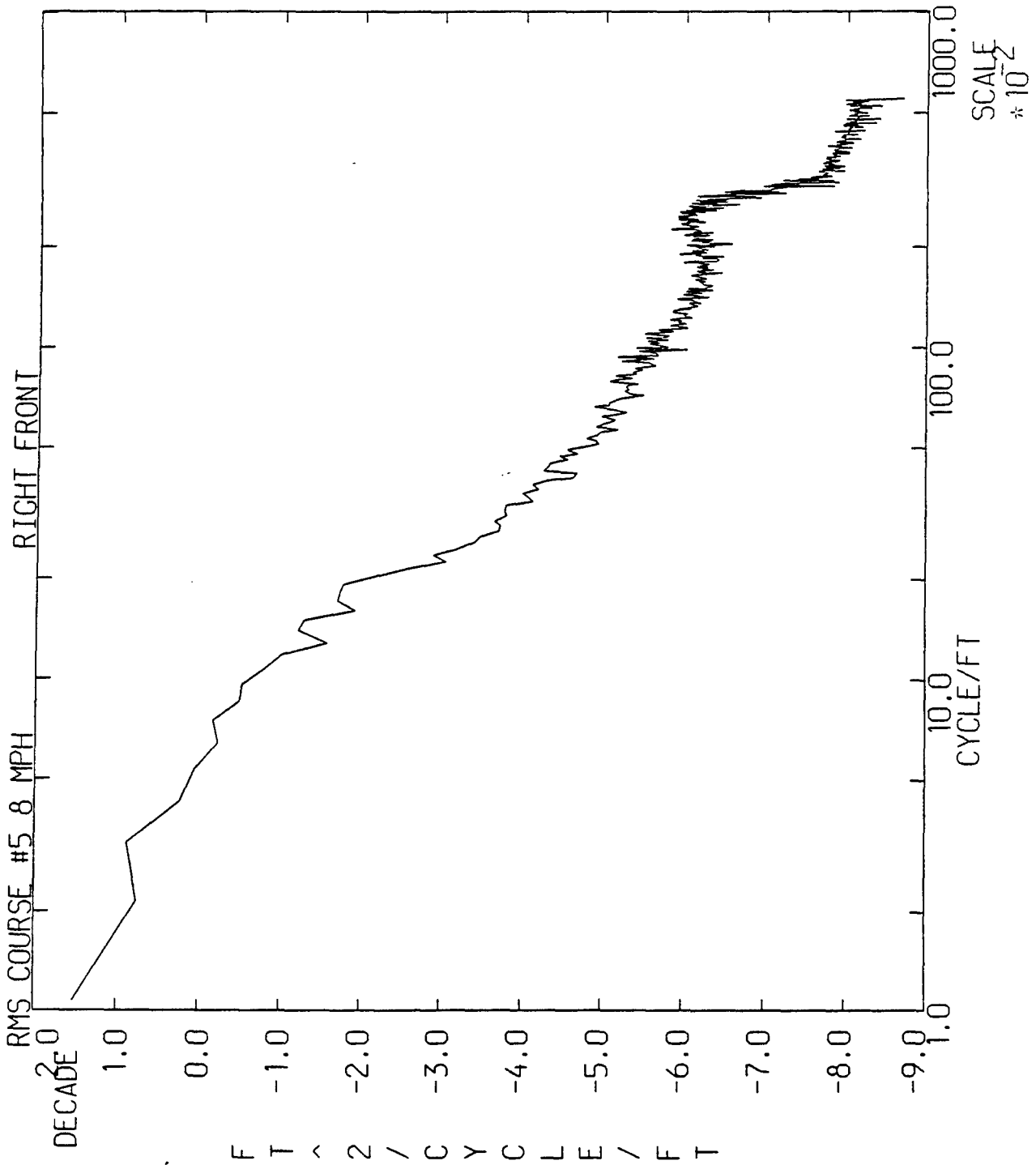


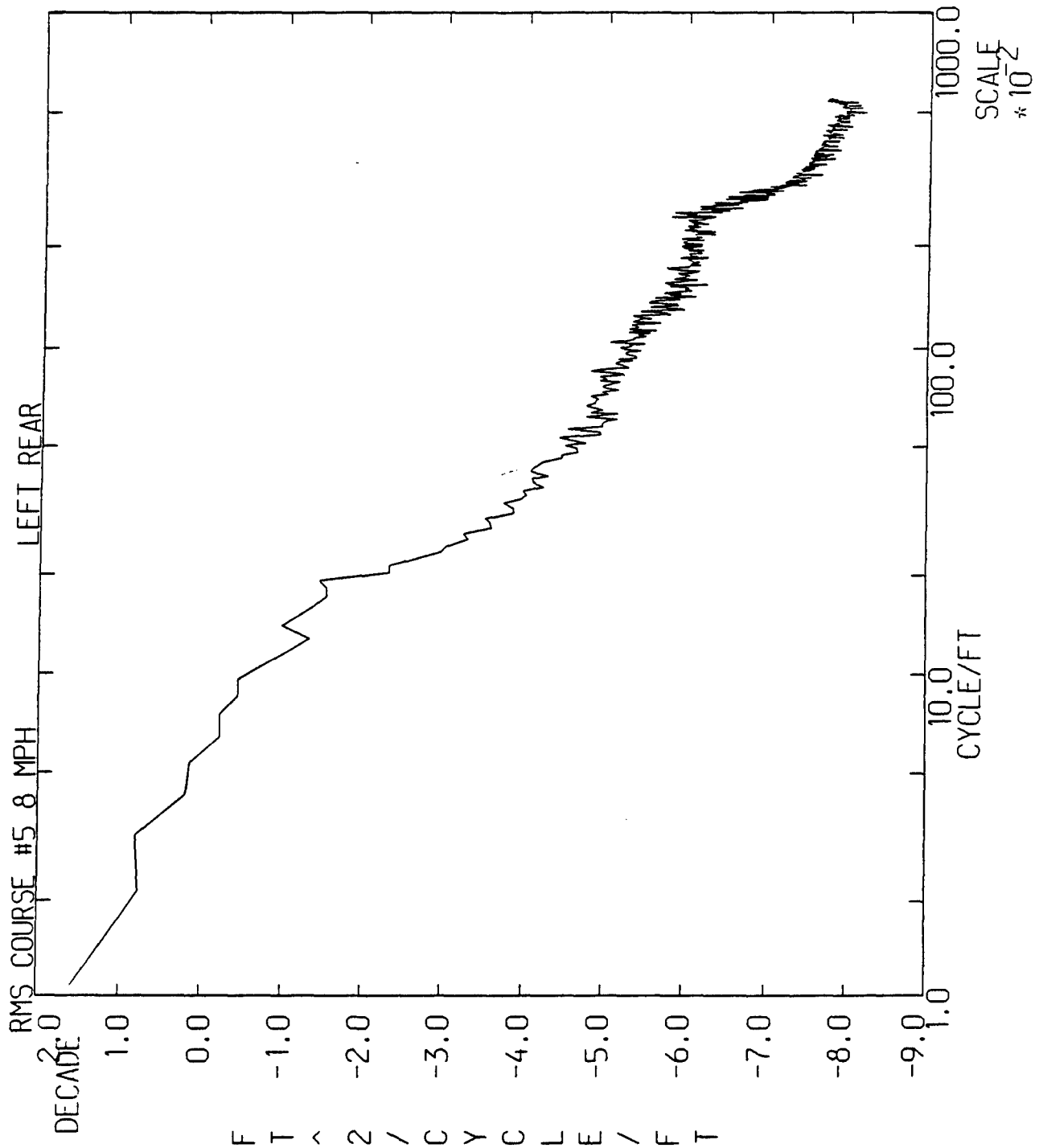


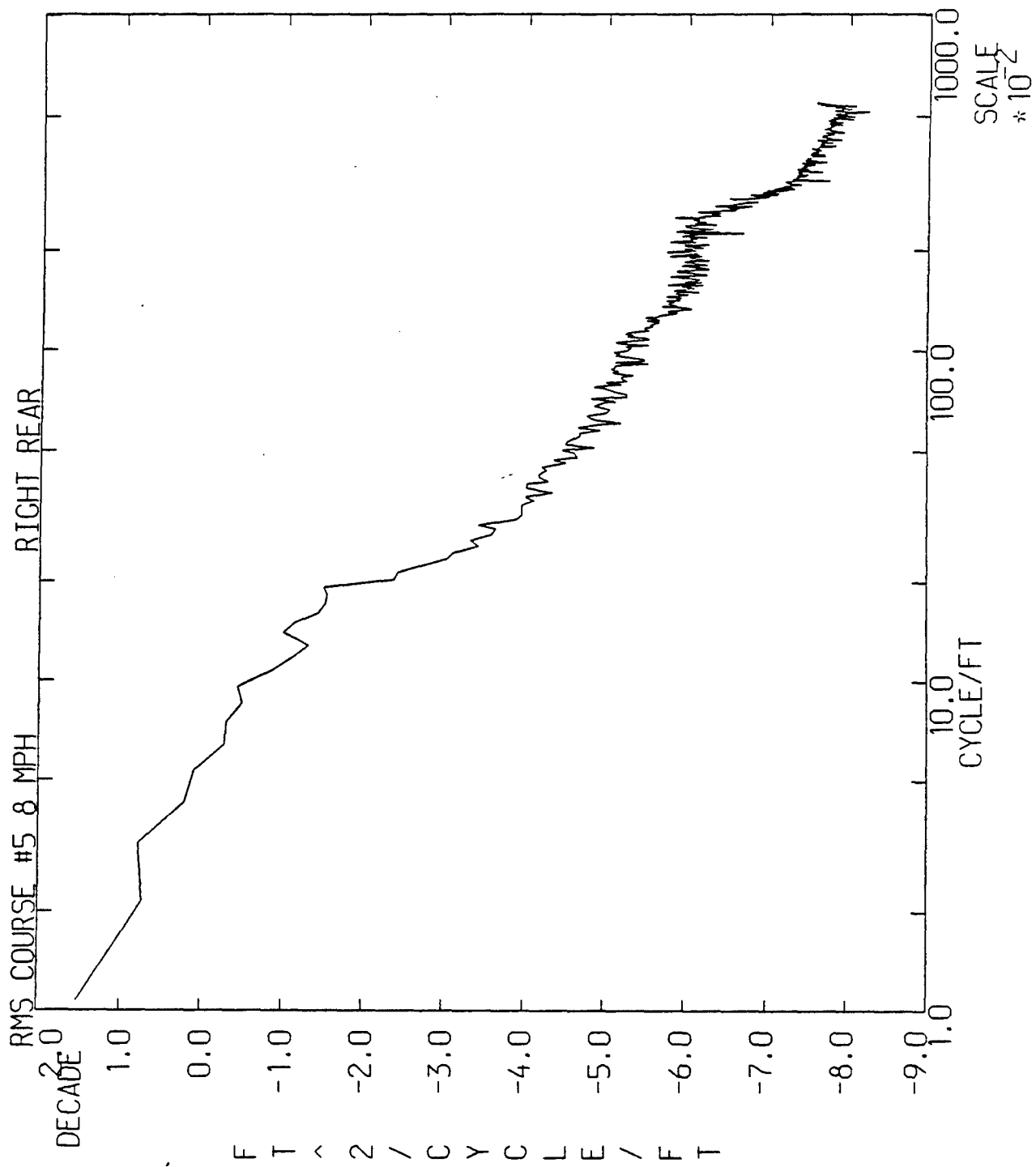












## RMS COURSE #2

(Negative Bump or Discrete Event Course)

### WAVE-NUMBER SPECTRA

2, 4, 6, 8 and 10 MPH

Four (4) curves per speed, one for each DFMV tire, as follows

LEFT FRONT  
RIGHT FRONT  
LEFT REAR  
RIGHT REAR

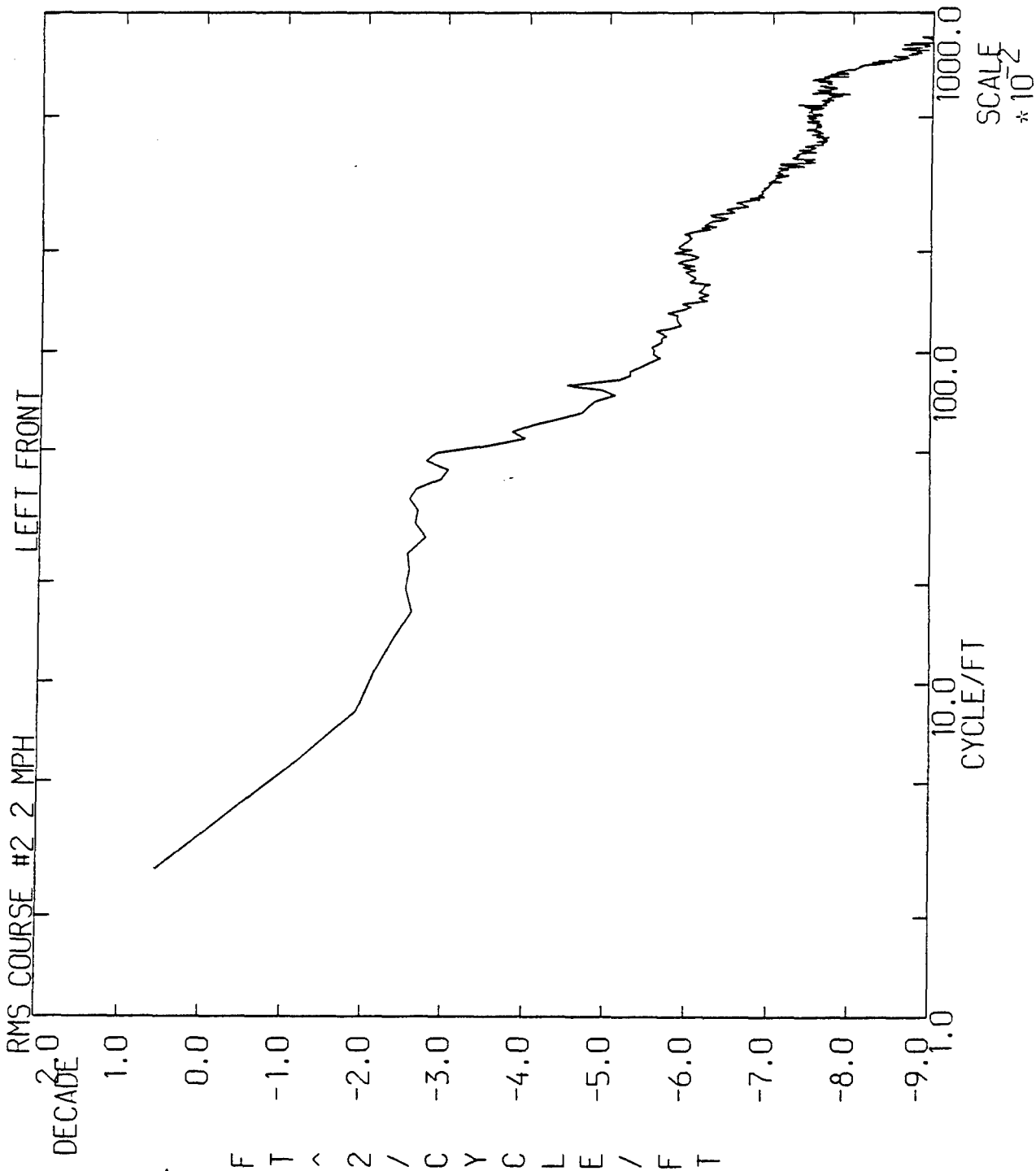
Volume II contains the data for the different DFMV speeds over each YPG course. The data was previously submitted to TACOM in an interim data report, however, the data was not reprocessed with the signal processing considerations discussed in the Volume I report (e.g., in this data, much of the spectral resolution was below the footprint). The wave-number cut-off at the low end of the spectra was limited by the frequency range of the accelerometer, as discussed in the report and shown in the table below. The wave-number cut-off at the high end of the spectrum was limited by the footprint length of the DFMV tire, which was  $\approx 1.2 \text{ ft}^{-1}$ . These cut-offs were verified through the DFMV front-to-rear coherence plots. Therefore, when comparing plots between different speeds, do not compare the data past these limits. As discussed in the report, the faster speed runs produced the best results at the lower wave numbers.

Table 1. DFMV Actual Versus Predicted Wavelength Limits

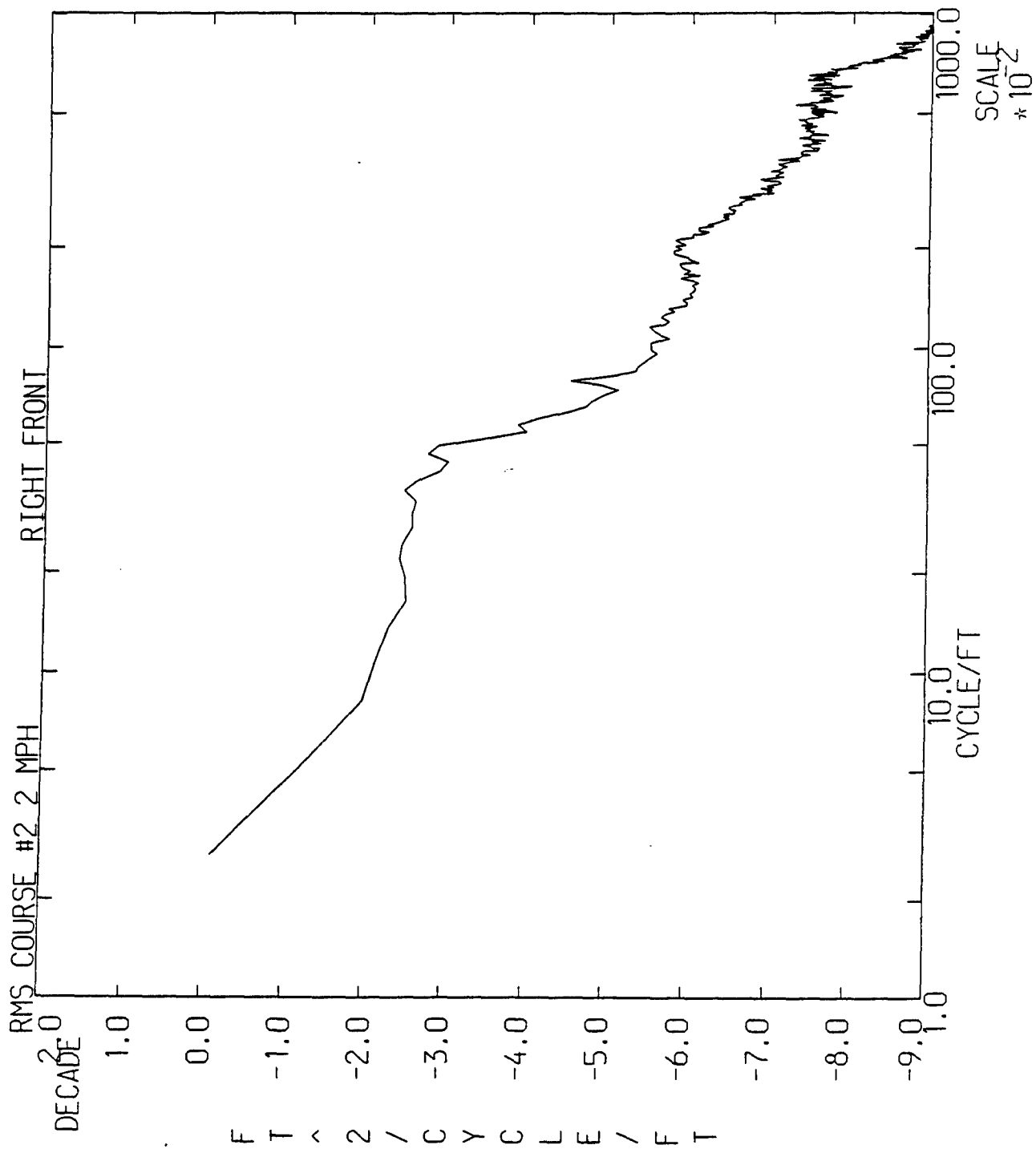
DFMV Speed MPH	Expected Wavelength Resolution*	Actual Wavelength Resolution**
2	60	15
4	120	30
6	180	45
8	240	60
10	300	75

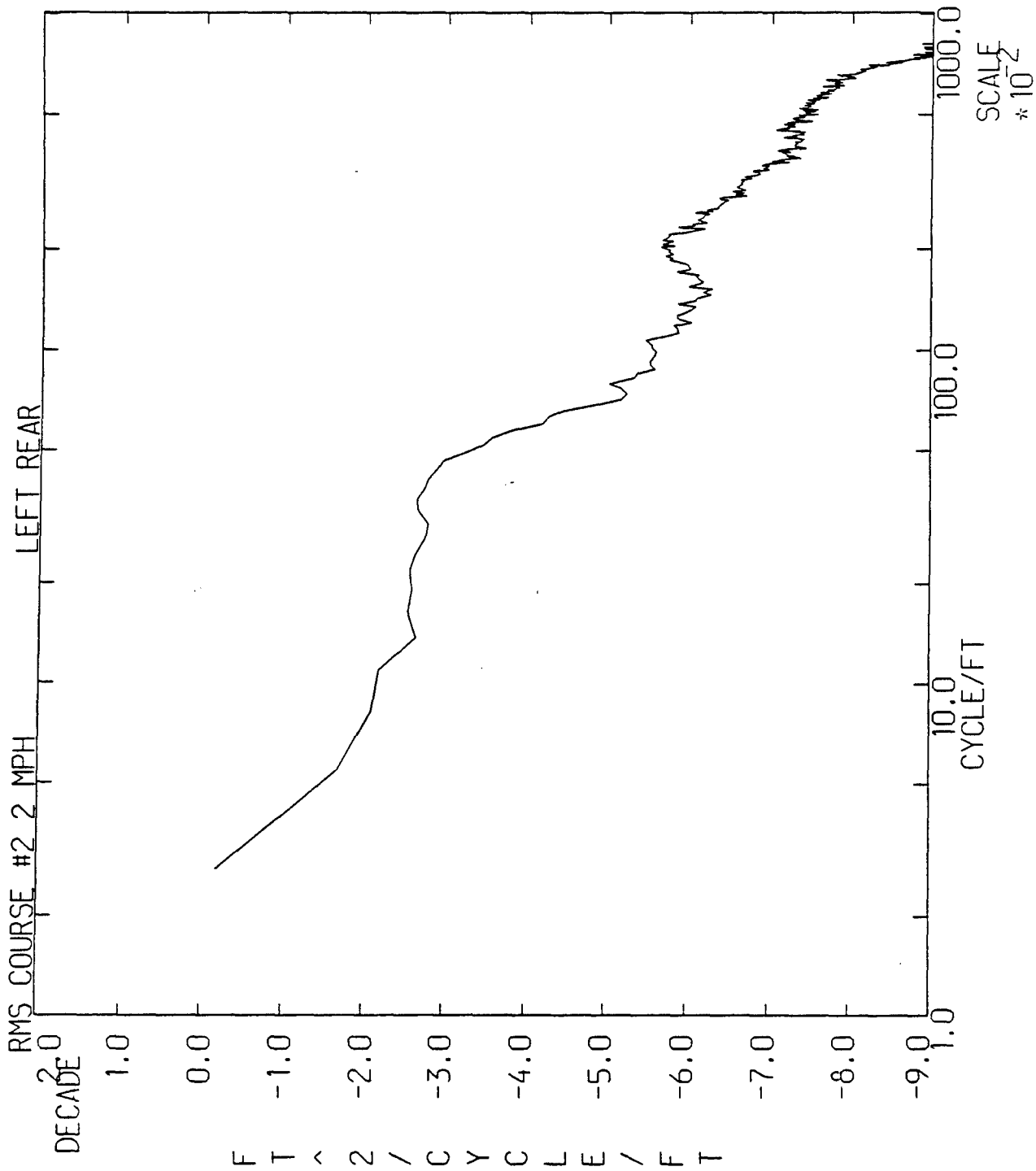
\* Based on the advertised low-end frequency range for the accelerometer used

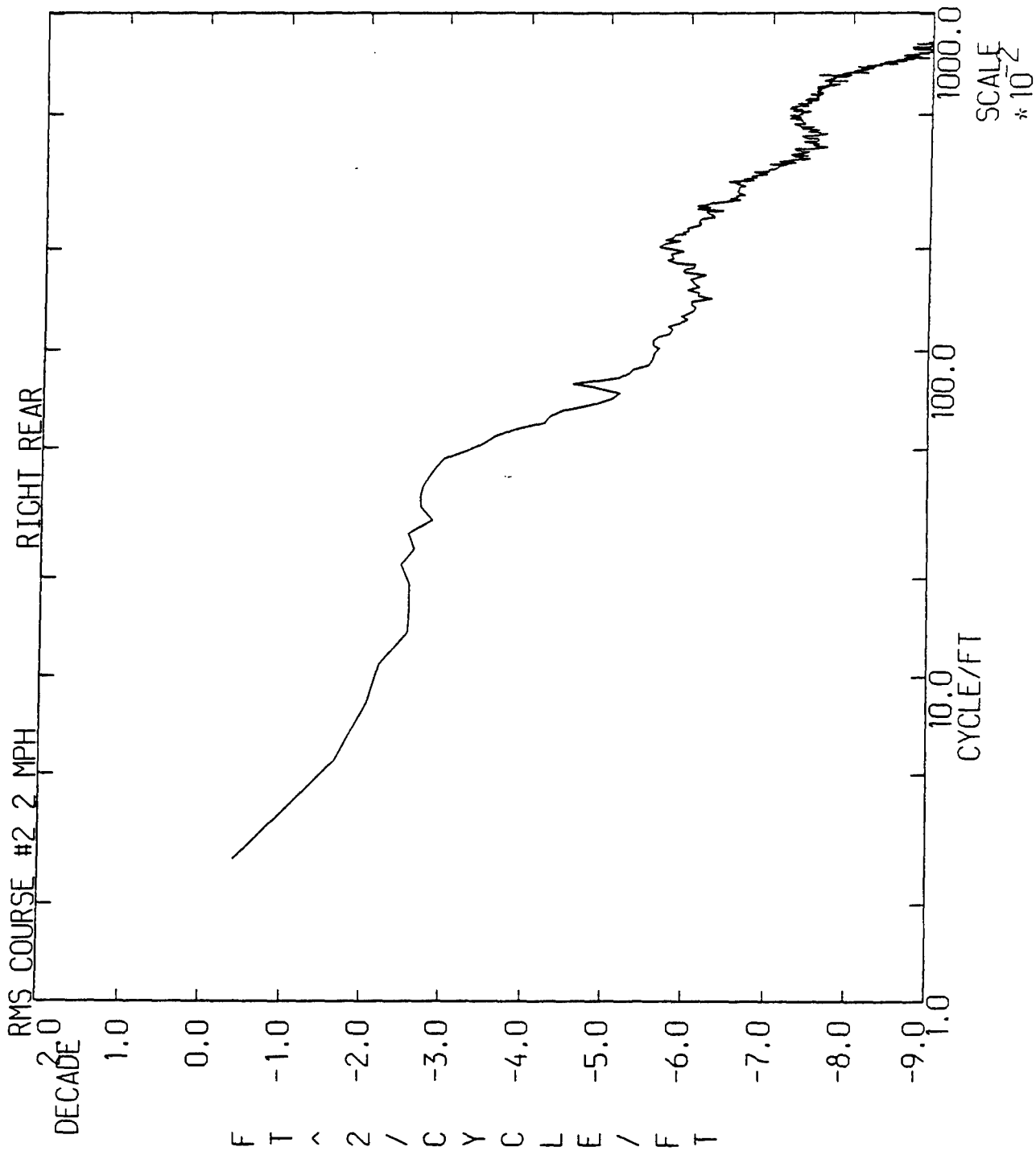
\*\* Based on actual low-end frequency range for the accelerometer used

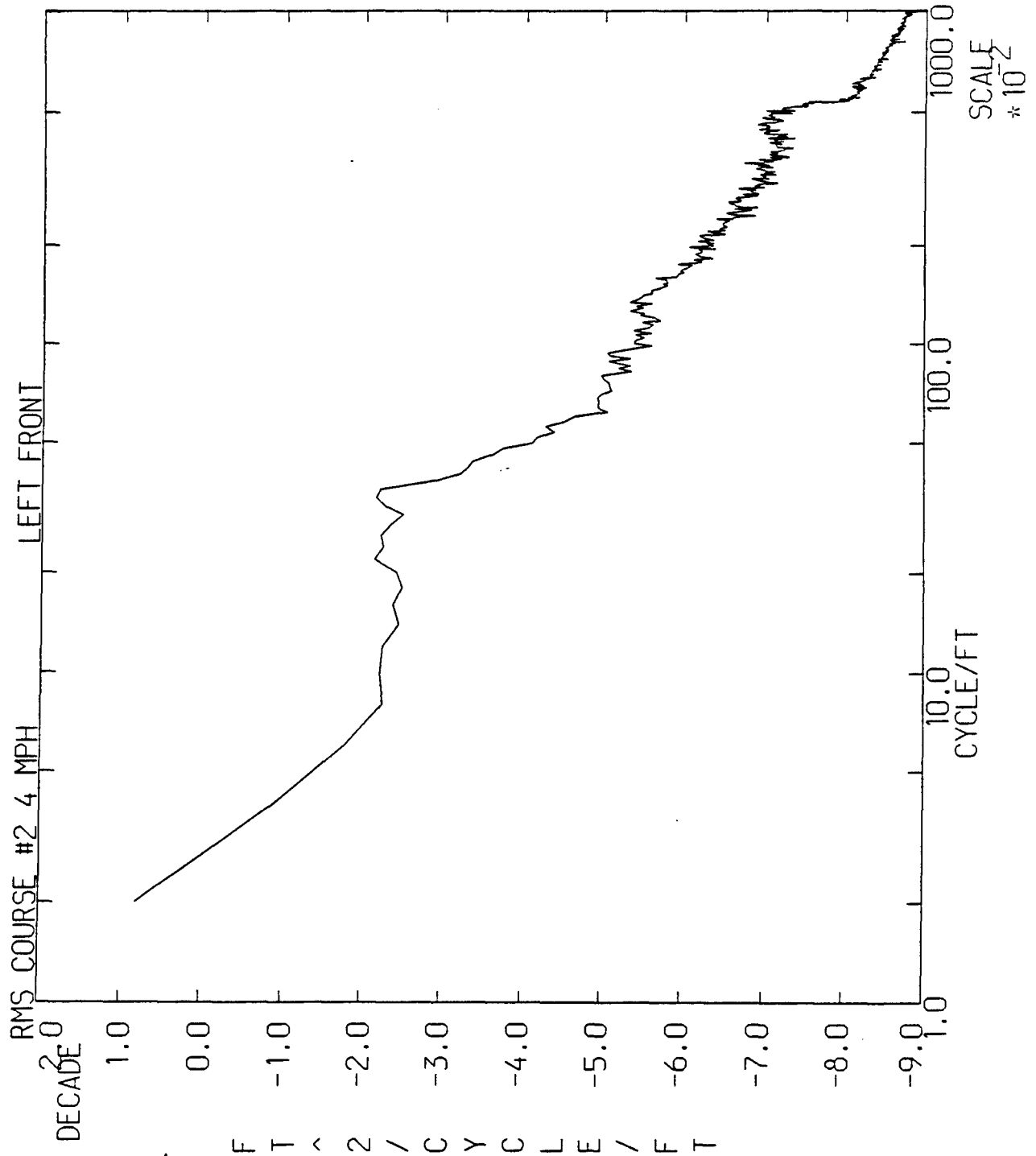


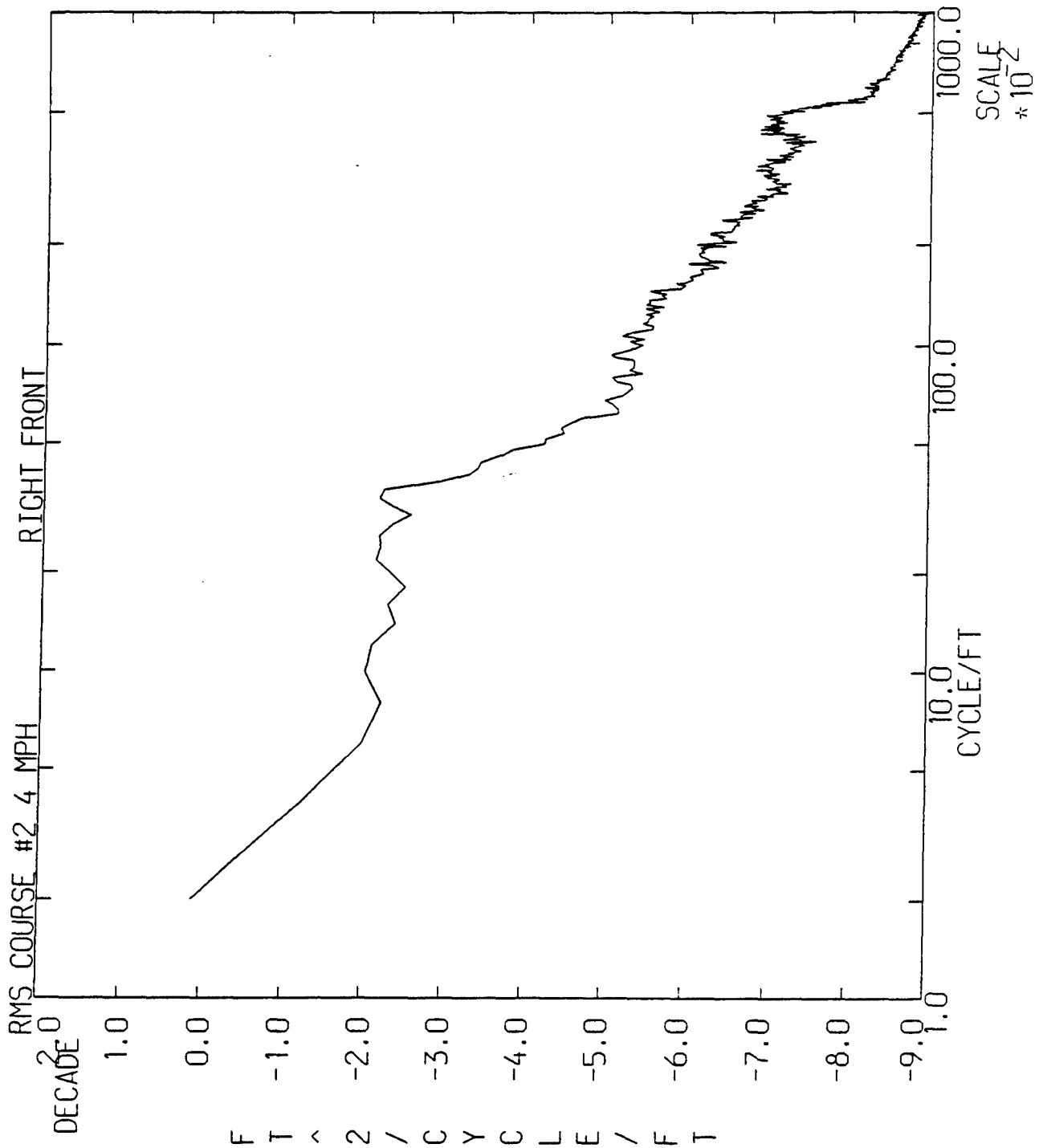


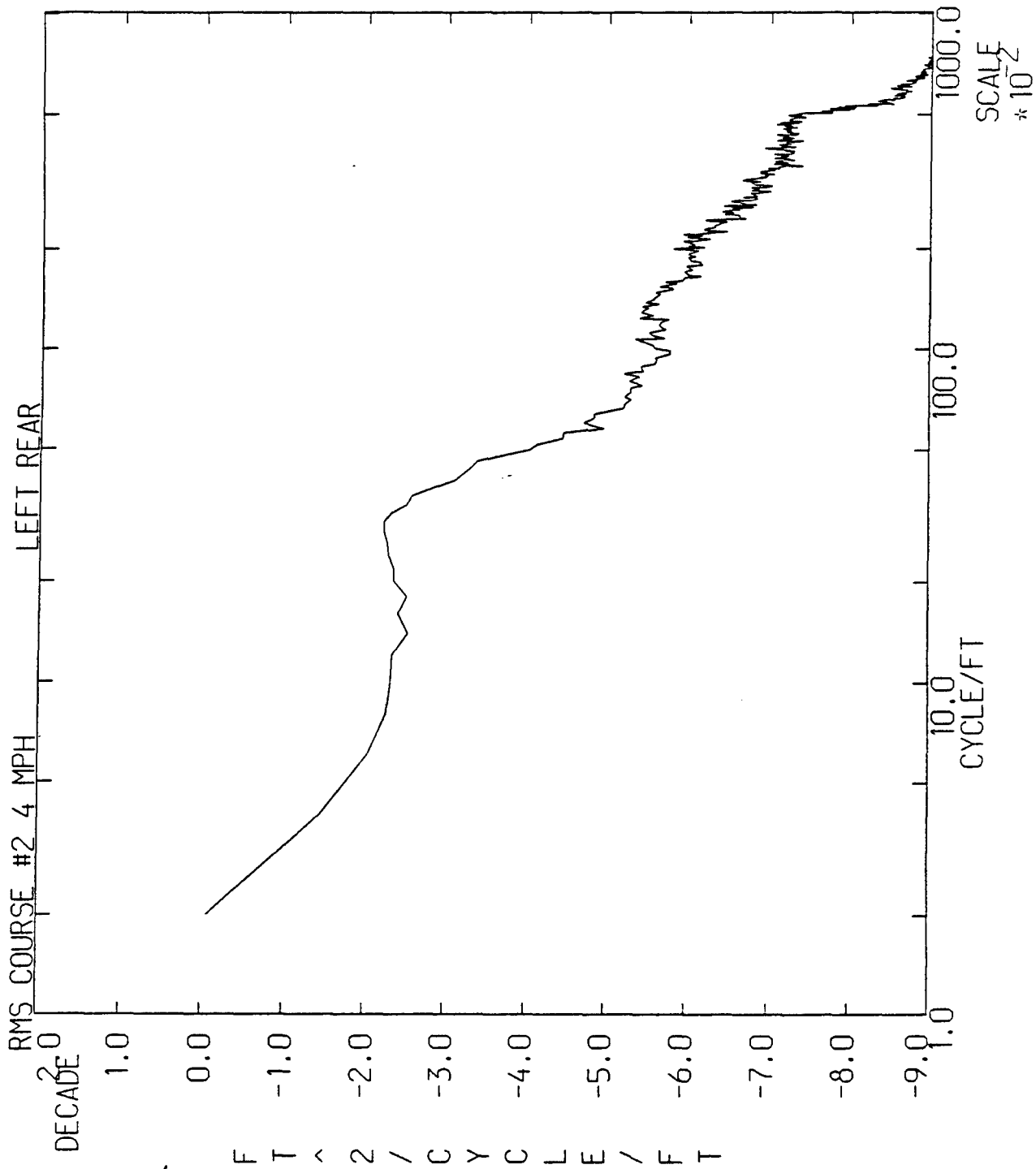


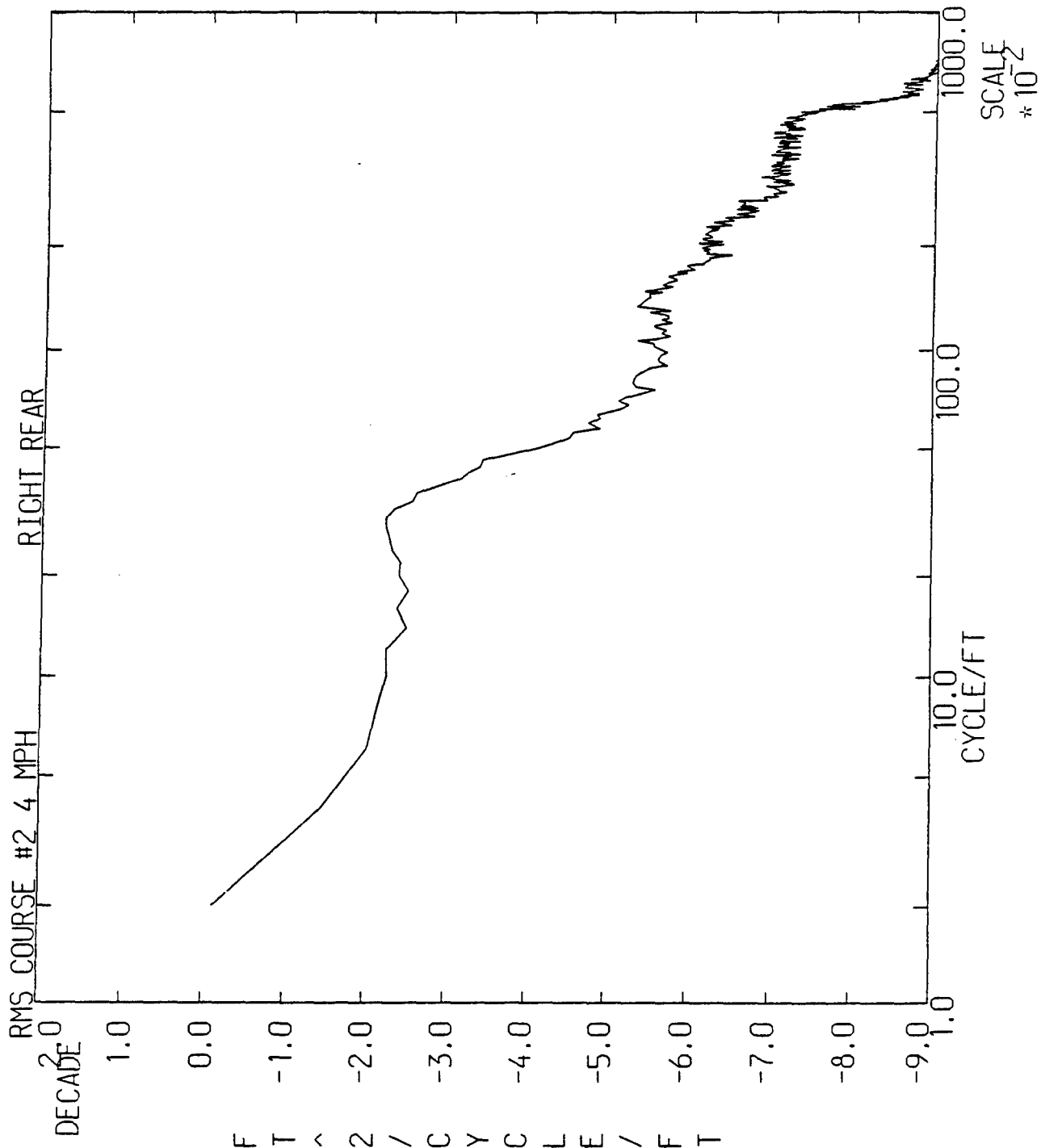


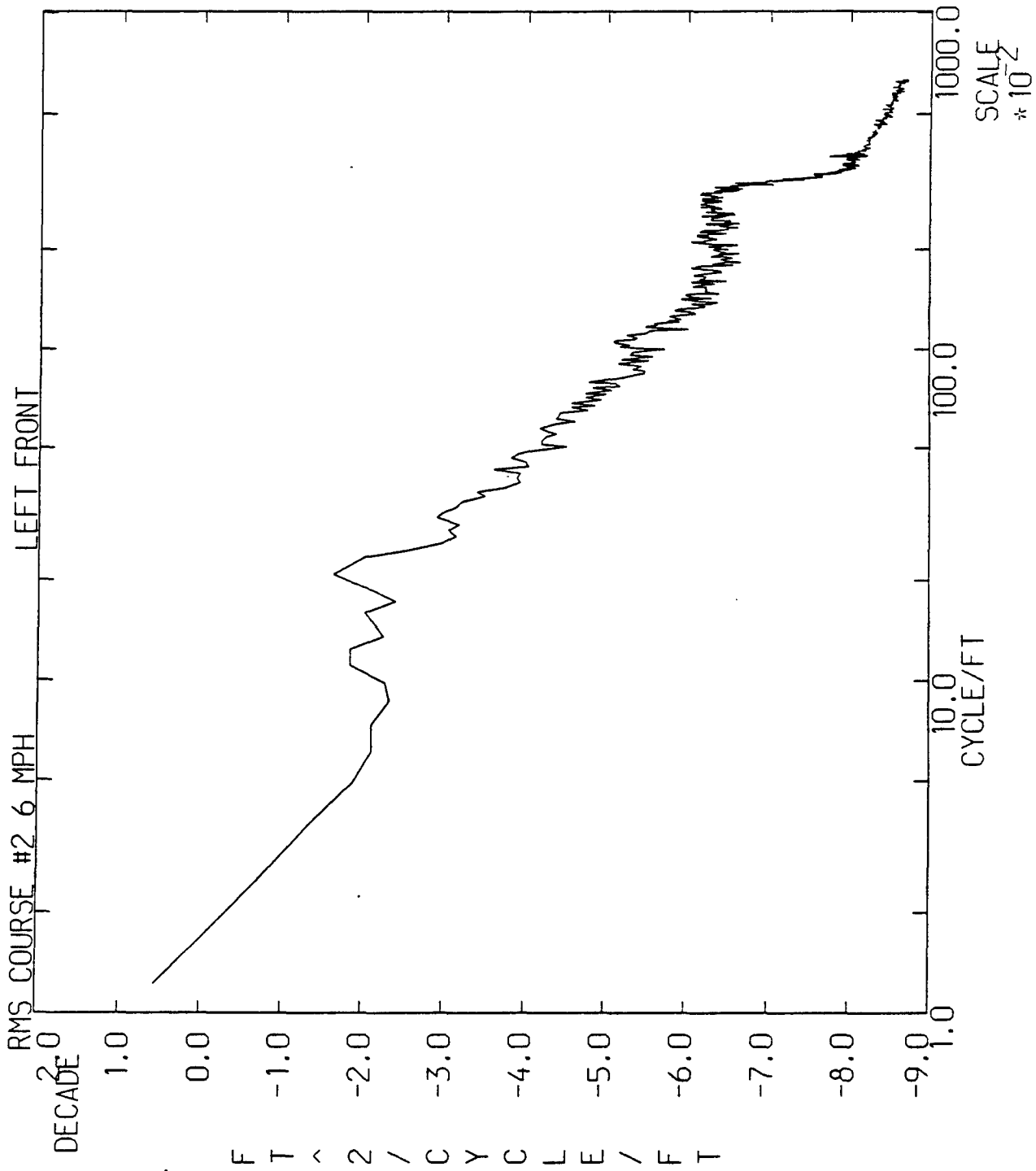




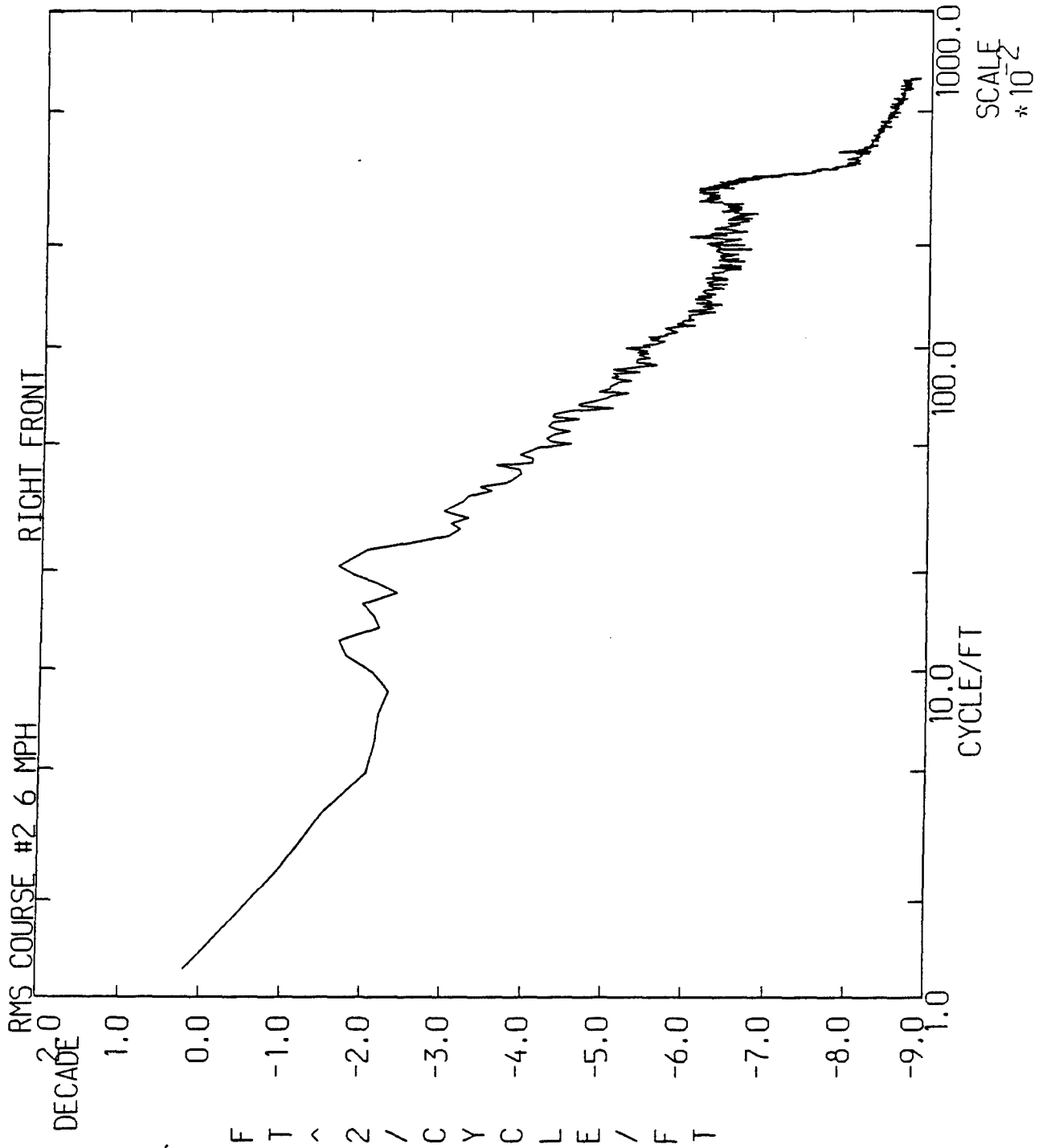


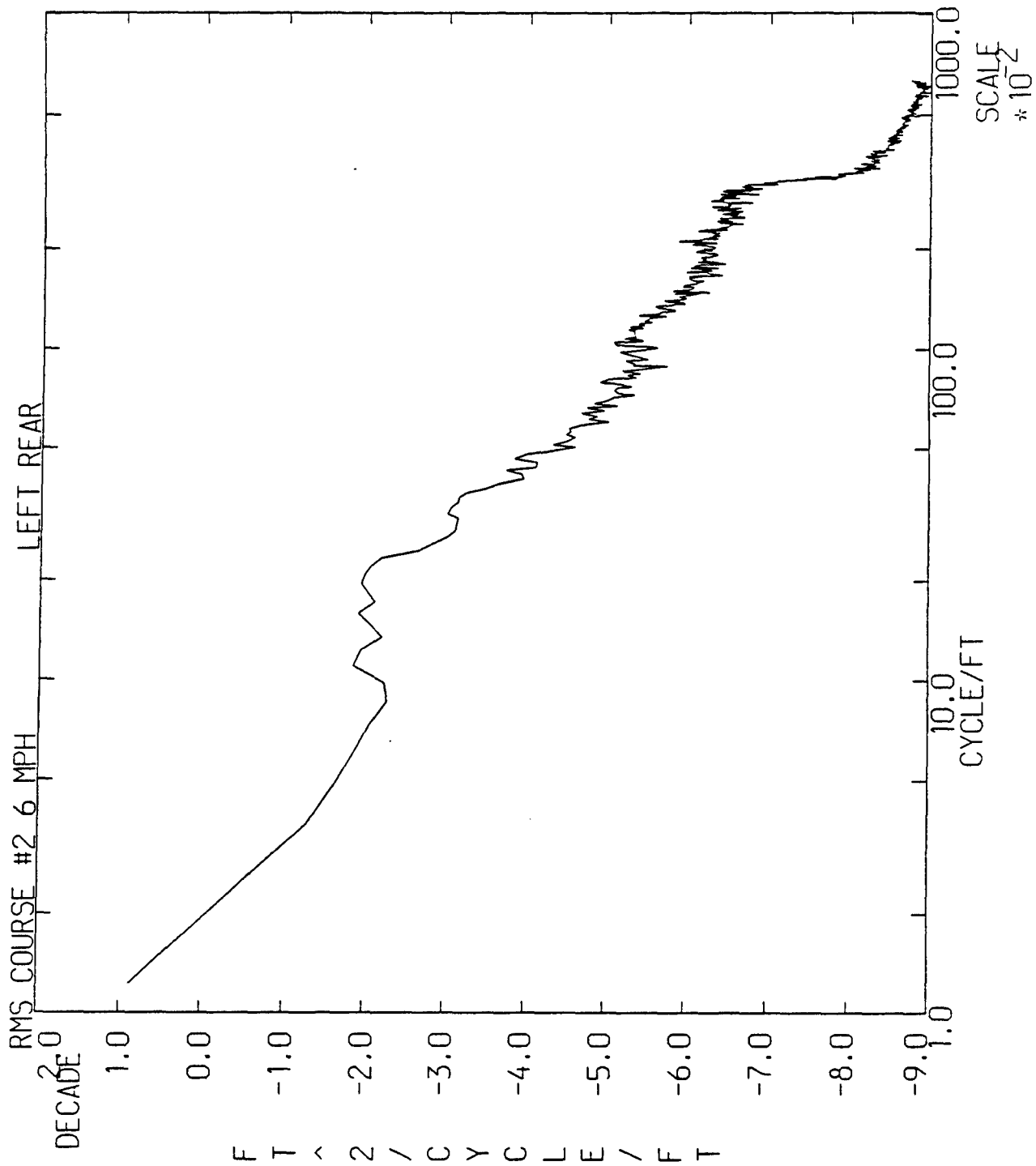


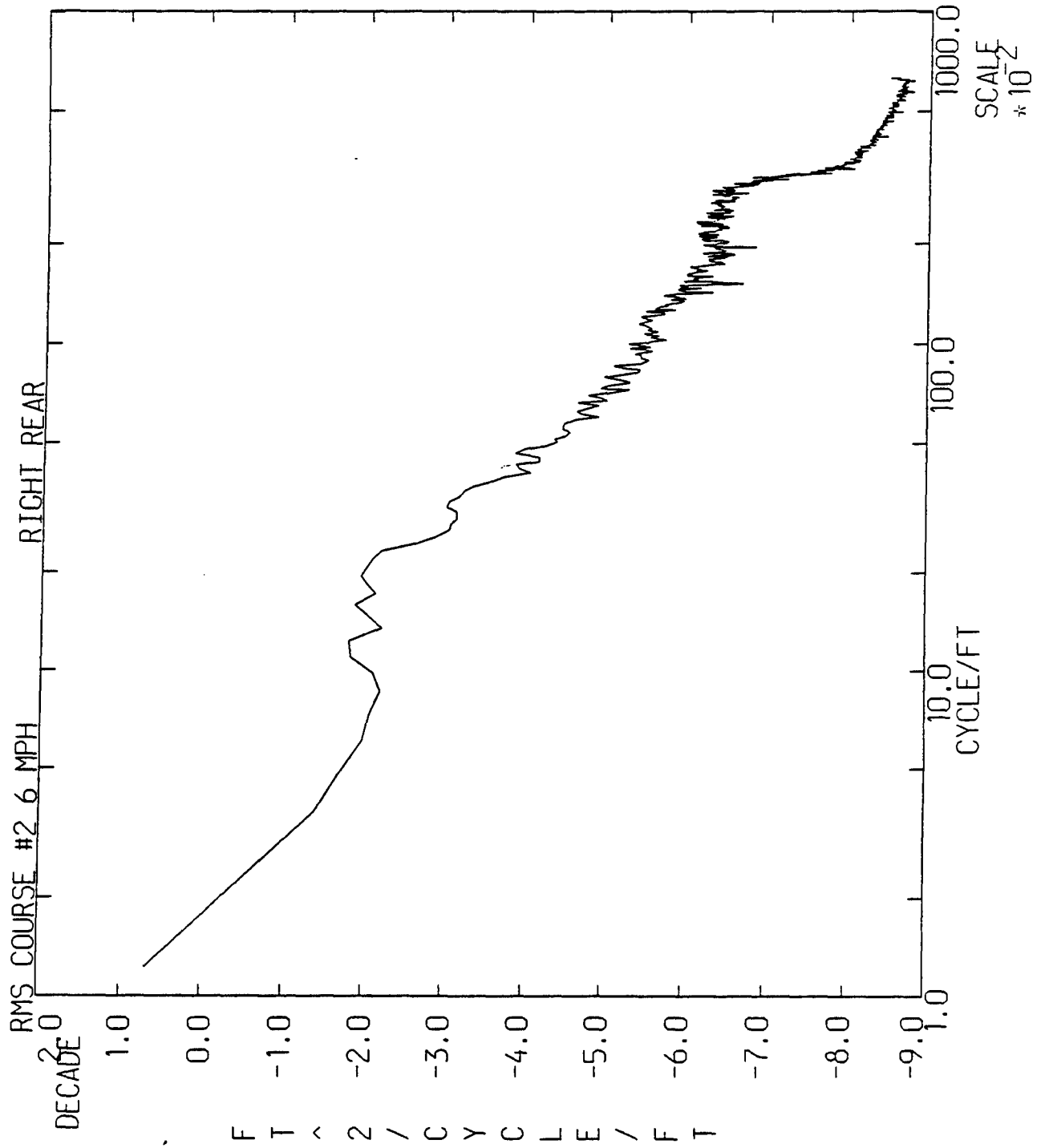


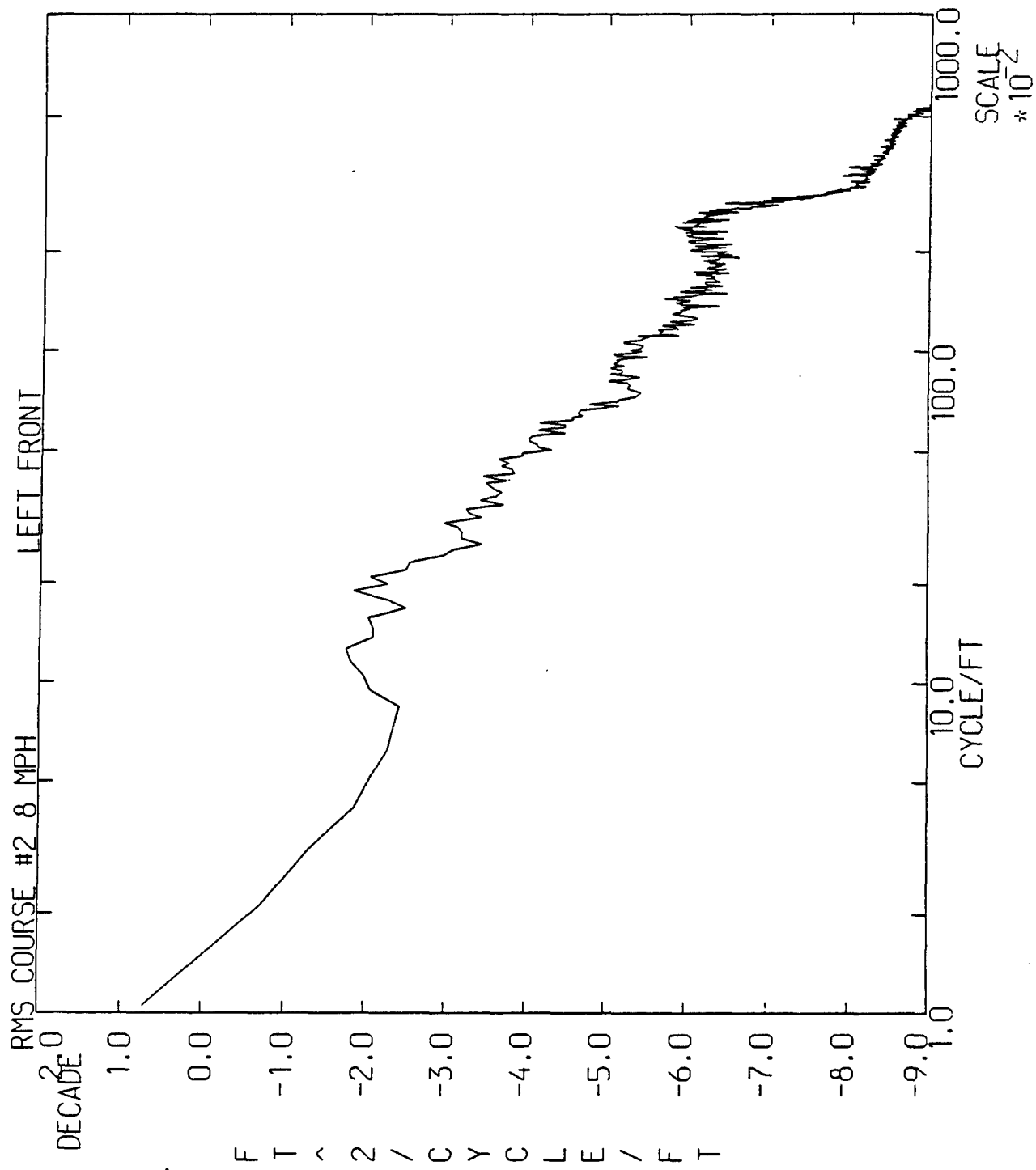


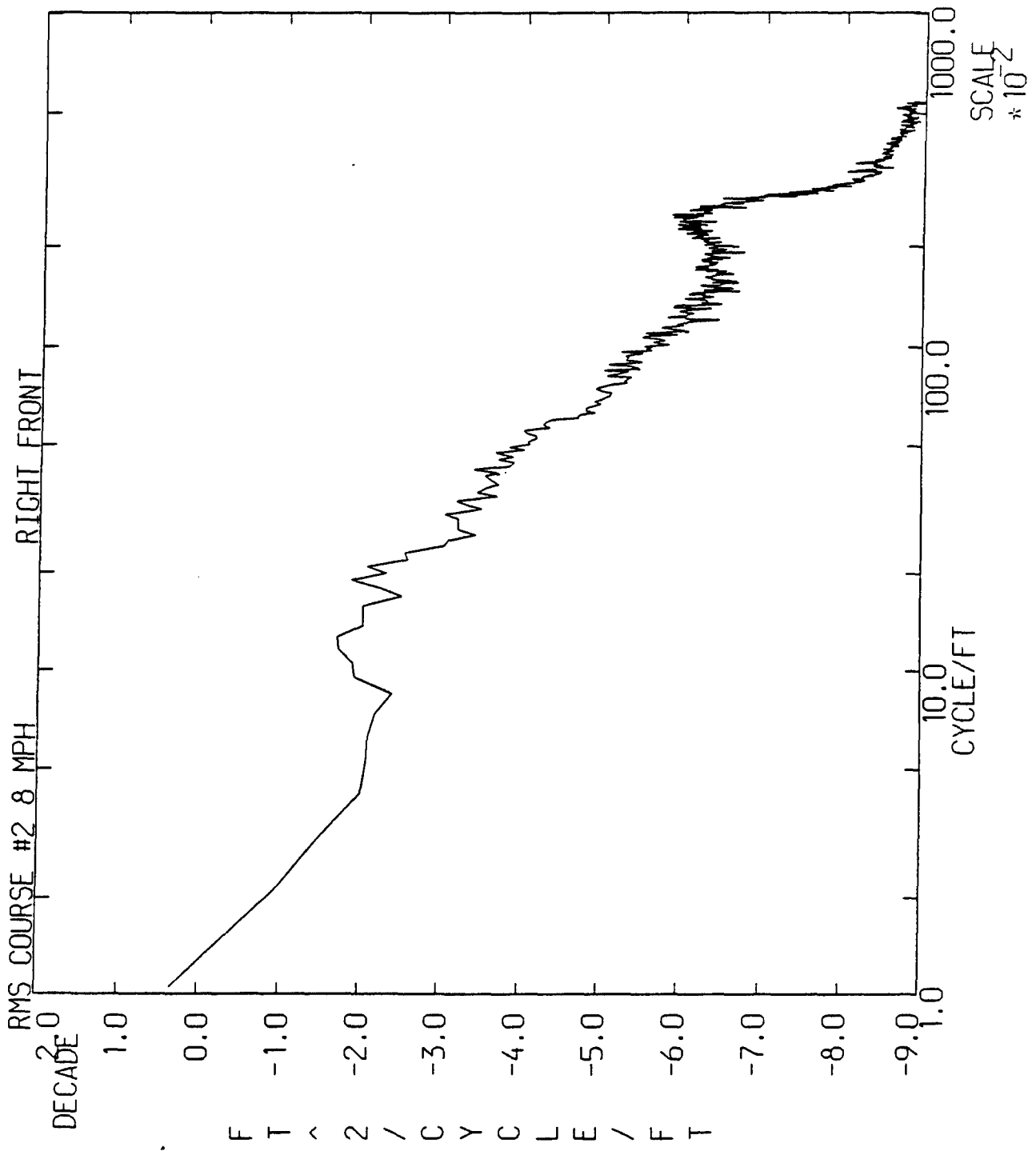


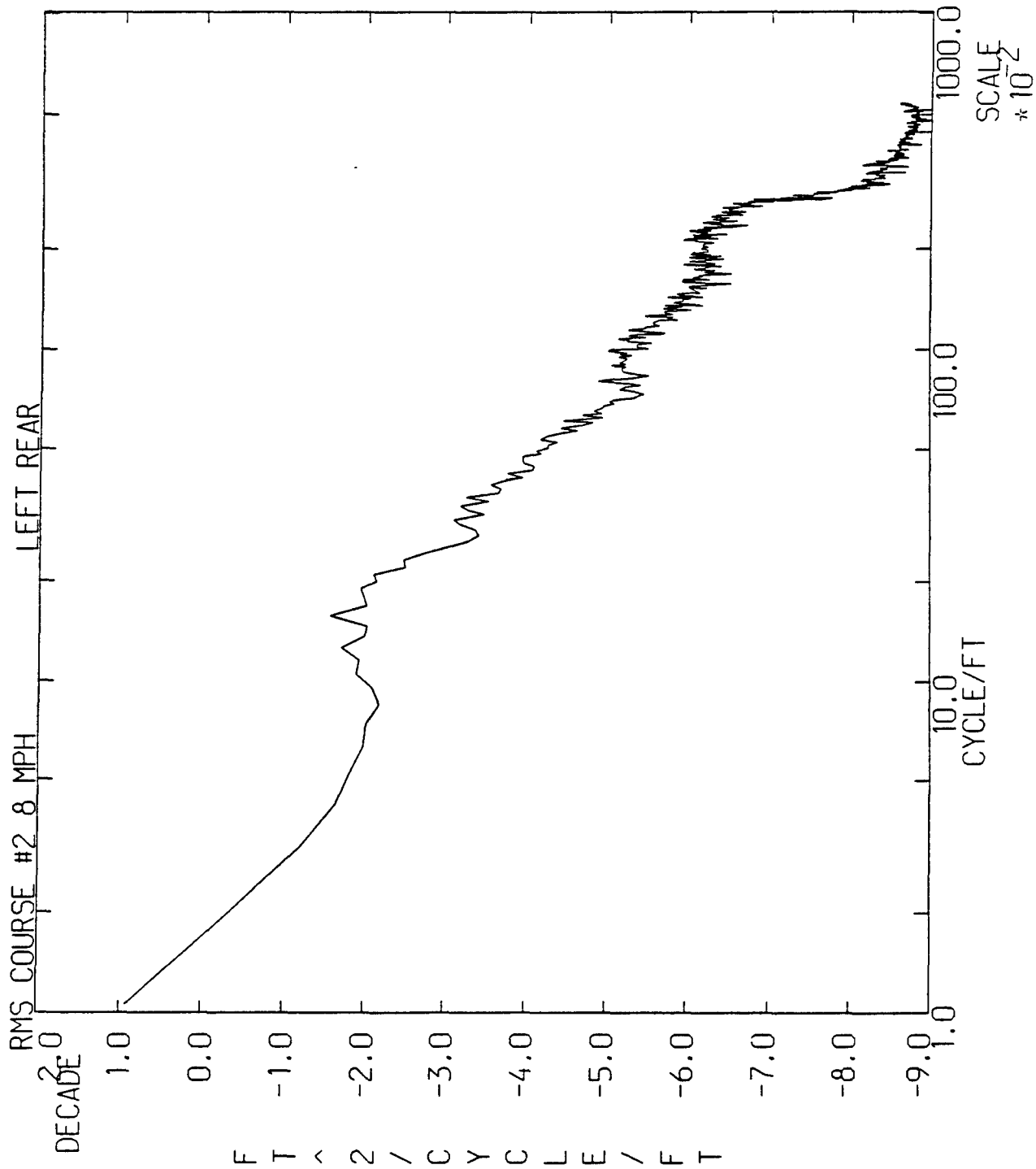


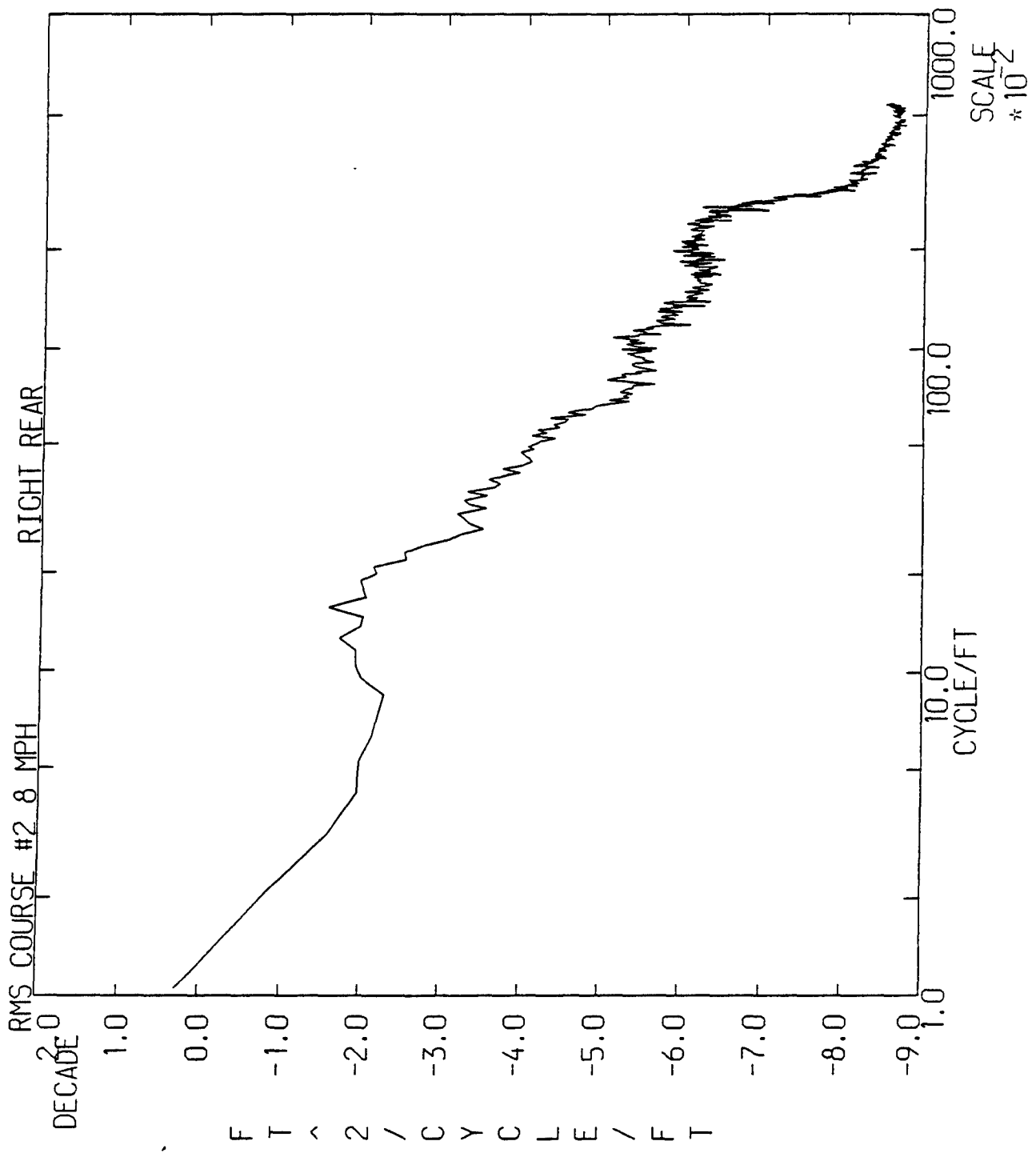


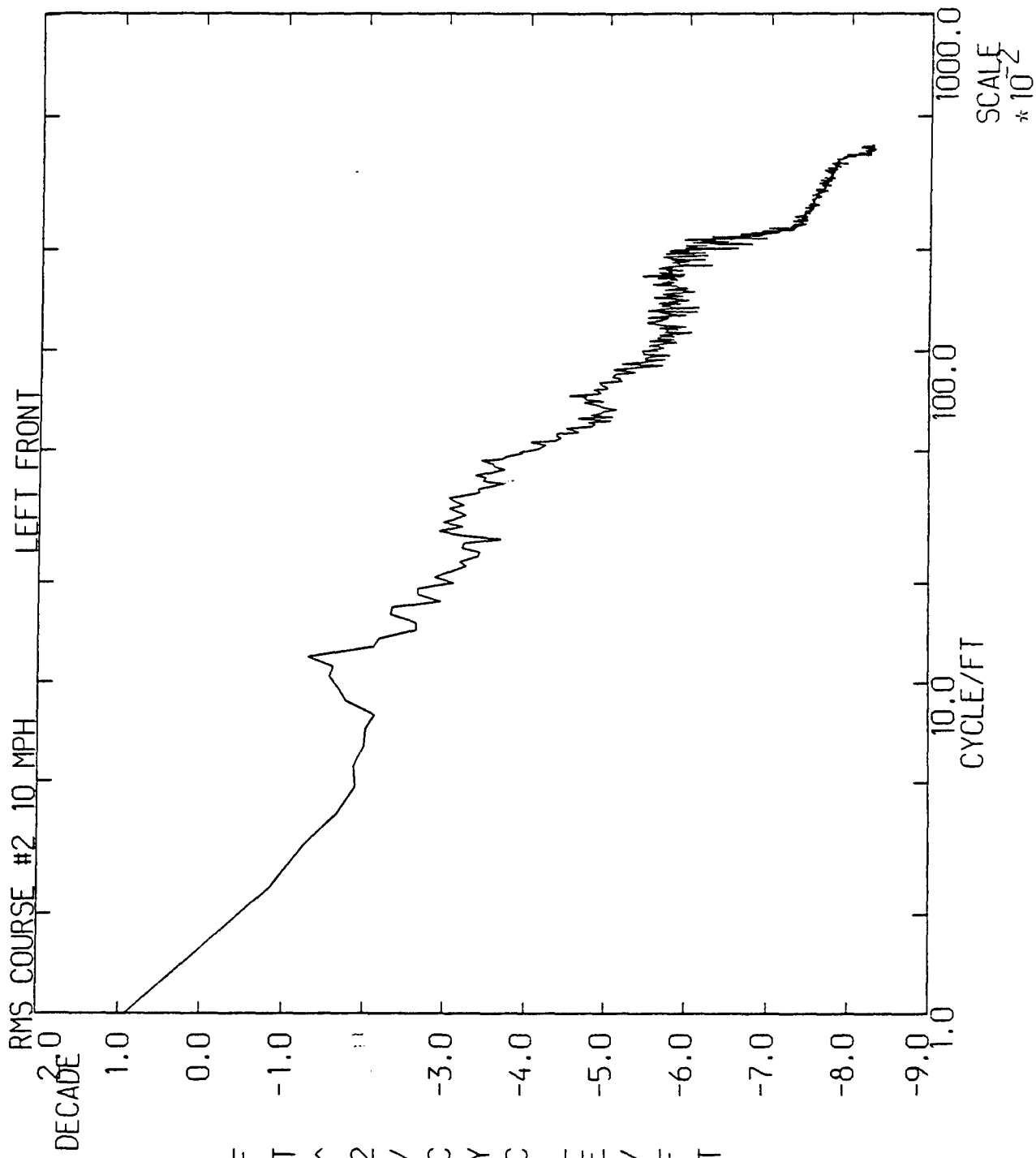






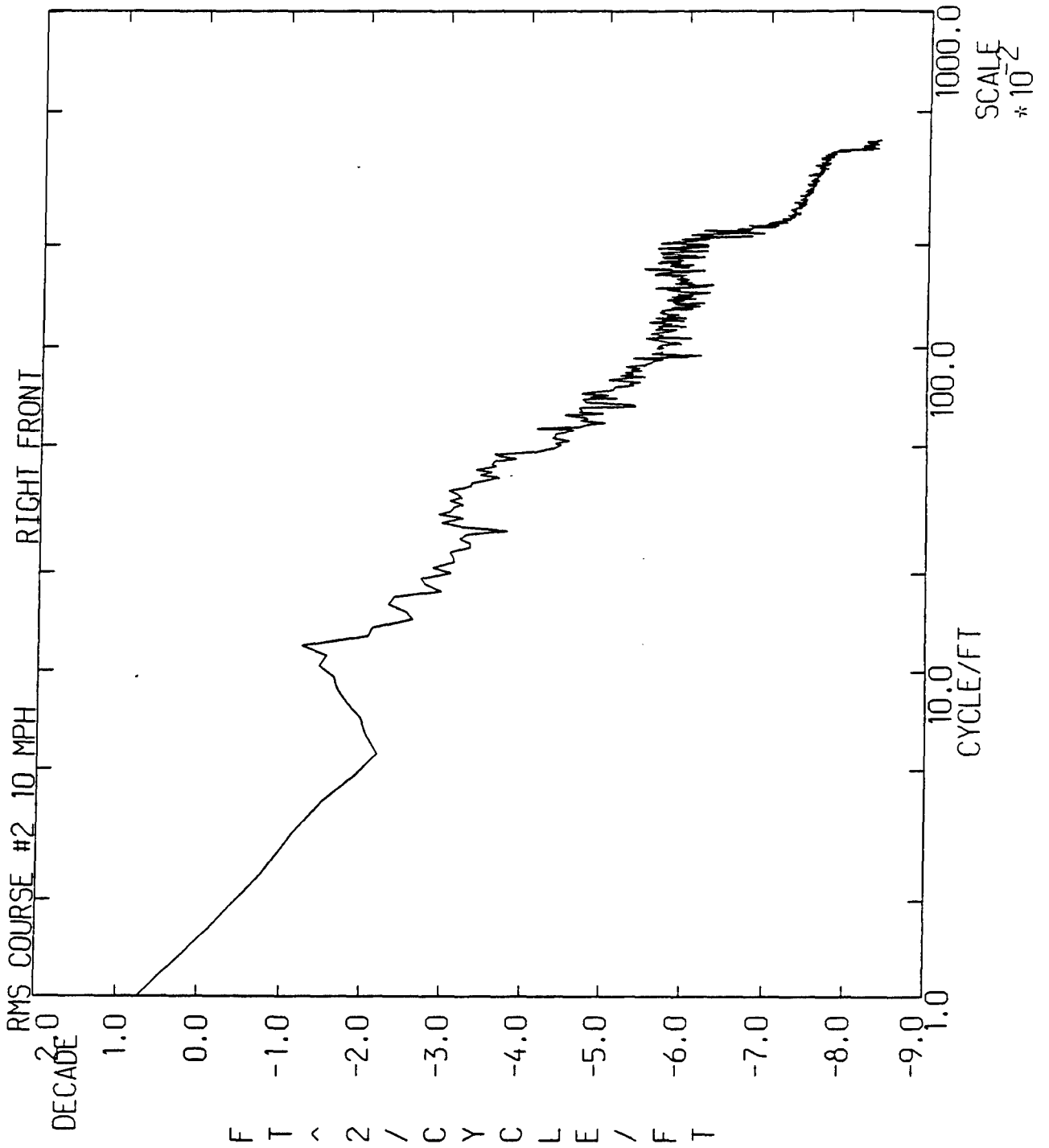


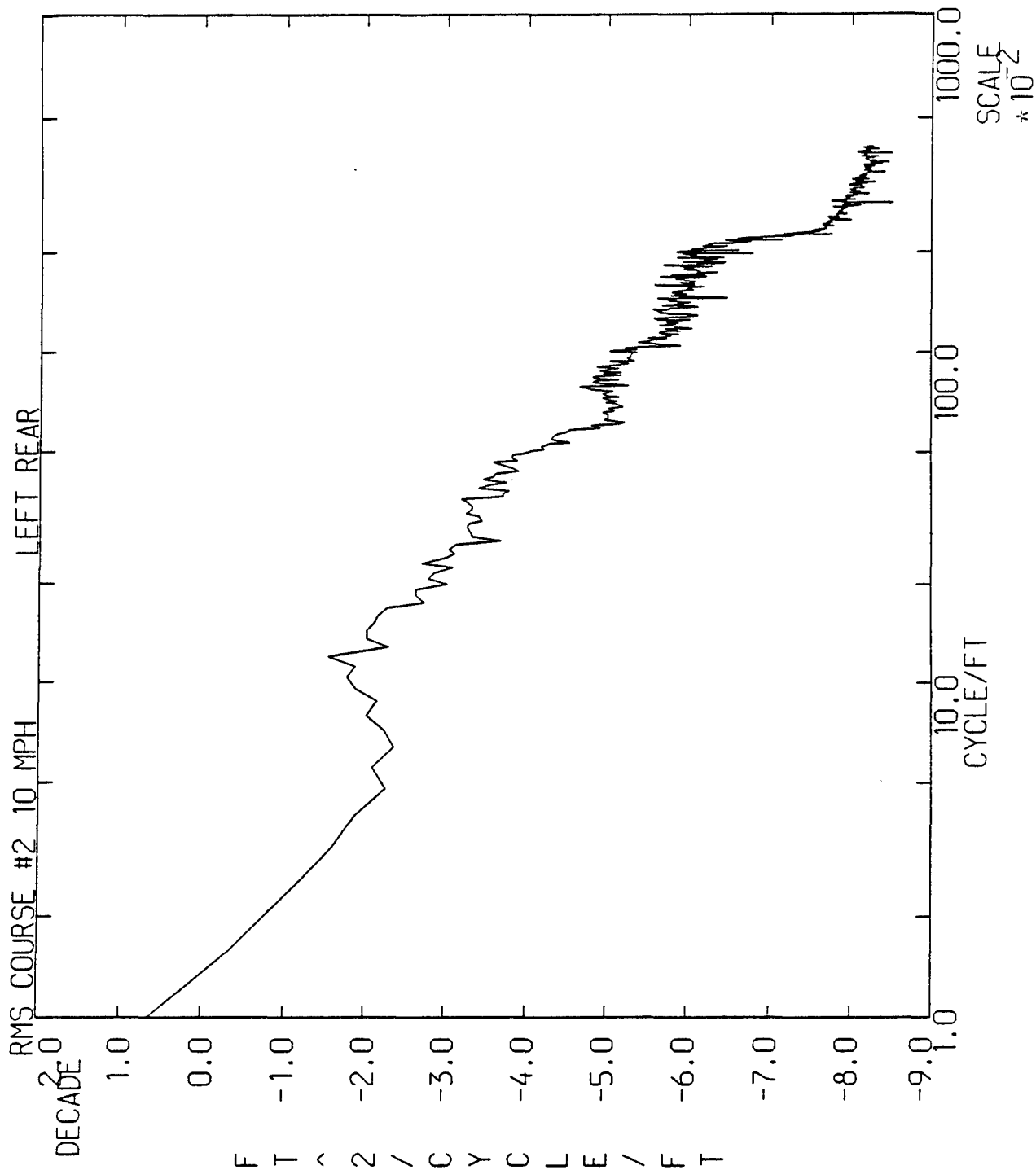


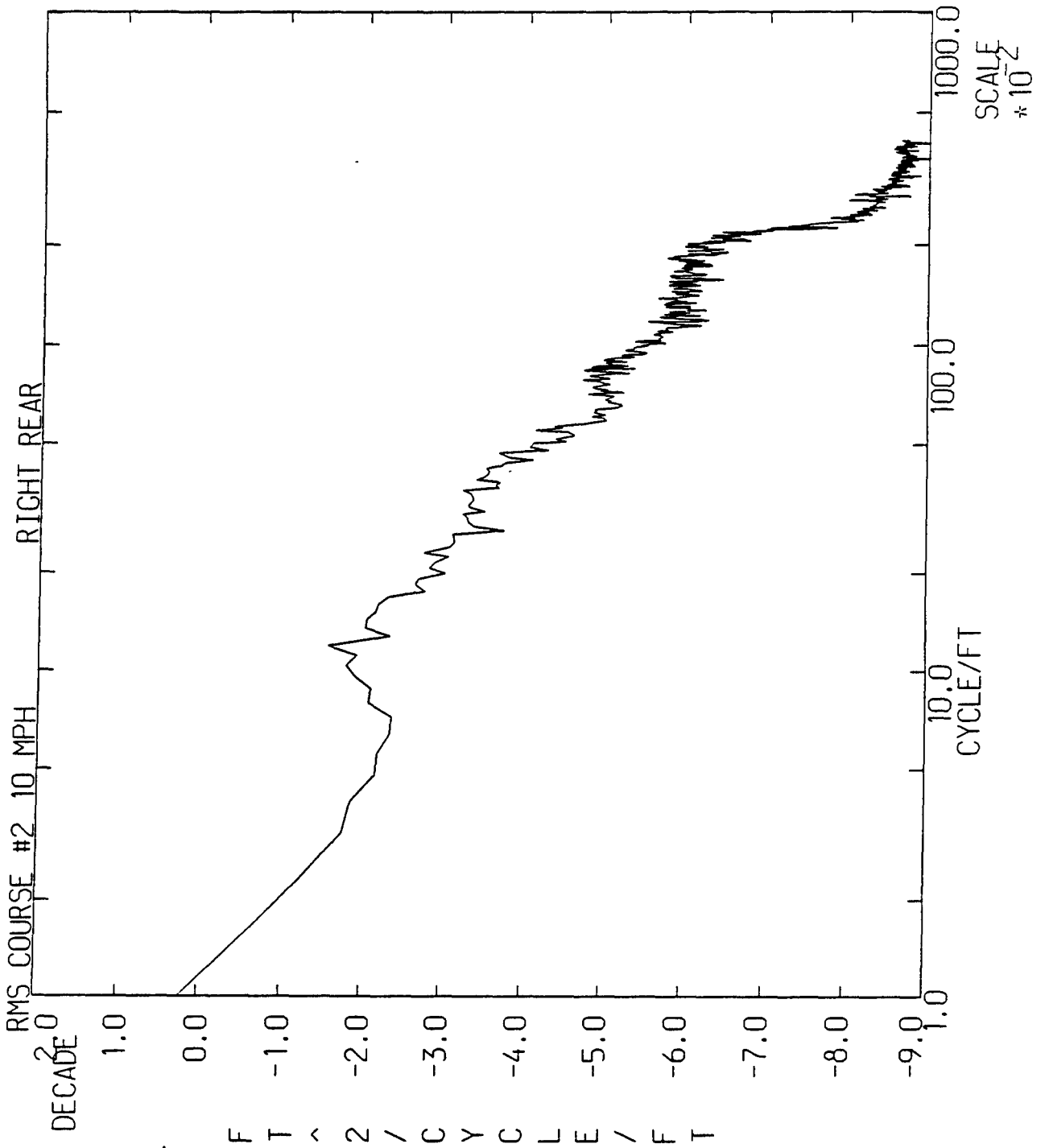


F T ^ 2 / C Y C L E / F T









## WASHBOARD COURSE

### WAVE-NUMBER SPECTRA

2, 4, 6, 8 and 10 MPH

Four (4) curves per speed, one for each DFMV tire, as follows

LEFT FRONT  
RIGHT FRONT  
LEFT REAR  
RIGHT REAR

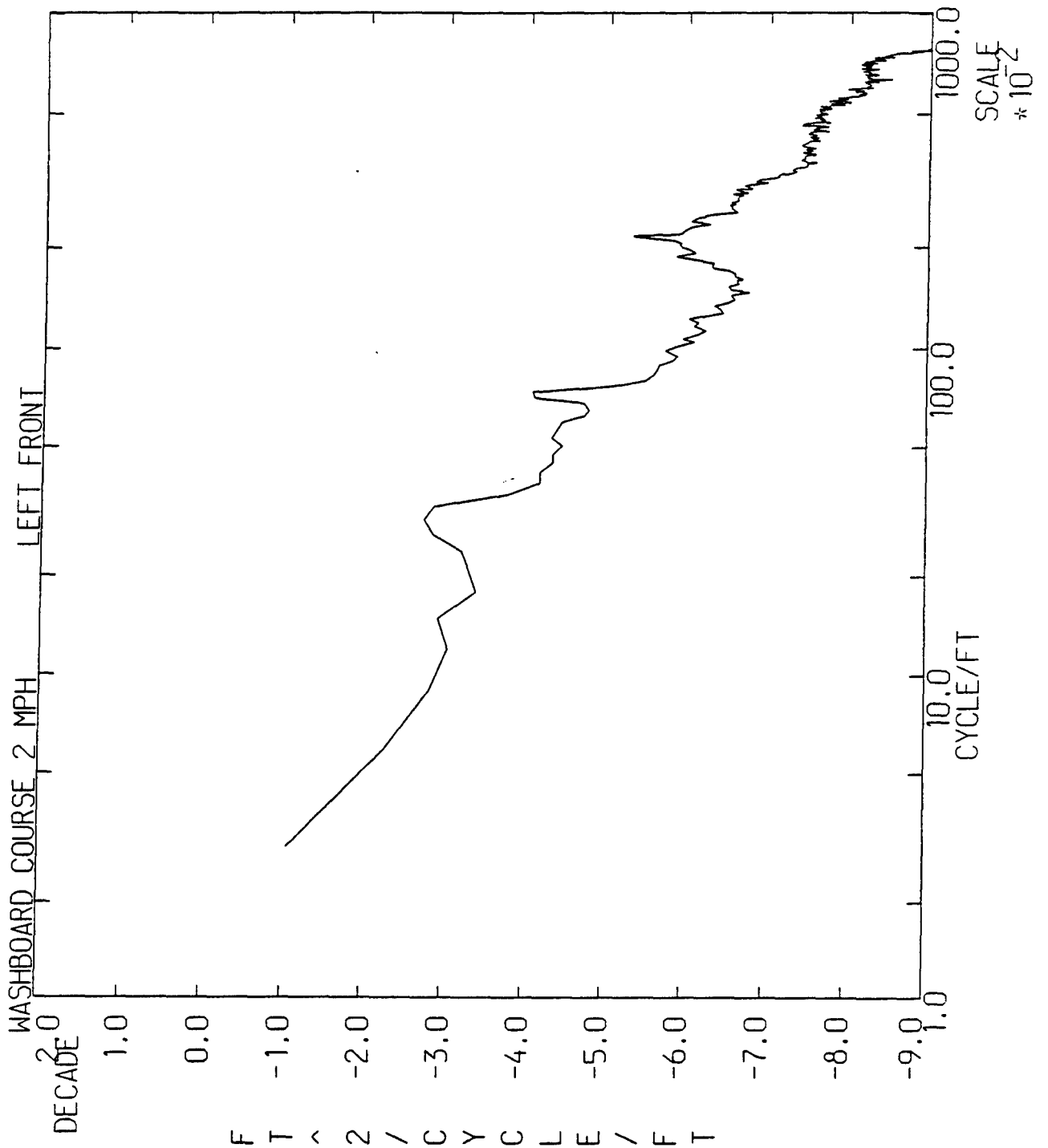
Volume II contains the data for the different DFMV speeds over each YPG course. The data was previously submitted to TACOM in an interim data report, however, the data was not reprocessed with the signal processing considerations discussed in the Volume I report (e.g., in this data, much of the spectral resolution was below the footprint). The wave-number cut-off at the low end of the spectra was limited by the frequency range of the accelerometer, as discussed in the report and shown in the table below. The wave-number cut-off at the high end of the spectrum was limited by the footprint length of the DFMV tire, which was  $\approx 1.2 \text{ ft}^{-1}$ . These cut-offs were verified through the DFMV front-to-rear coherence plots. Therefore, when comparing plots between different speeds, do not compare the data past these limits. As discussed in the report, the faster speed runs produced the best results at the lower wave numbers.

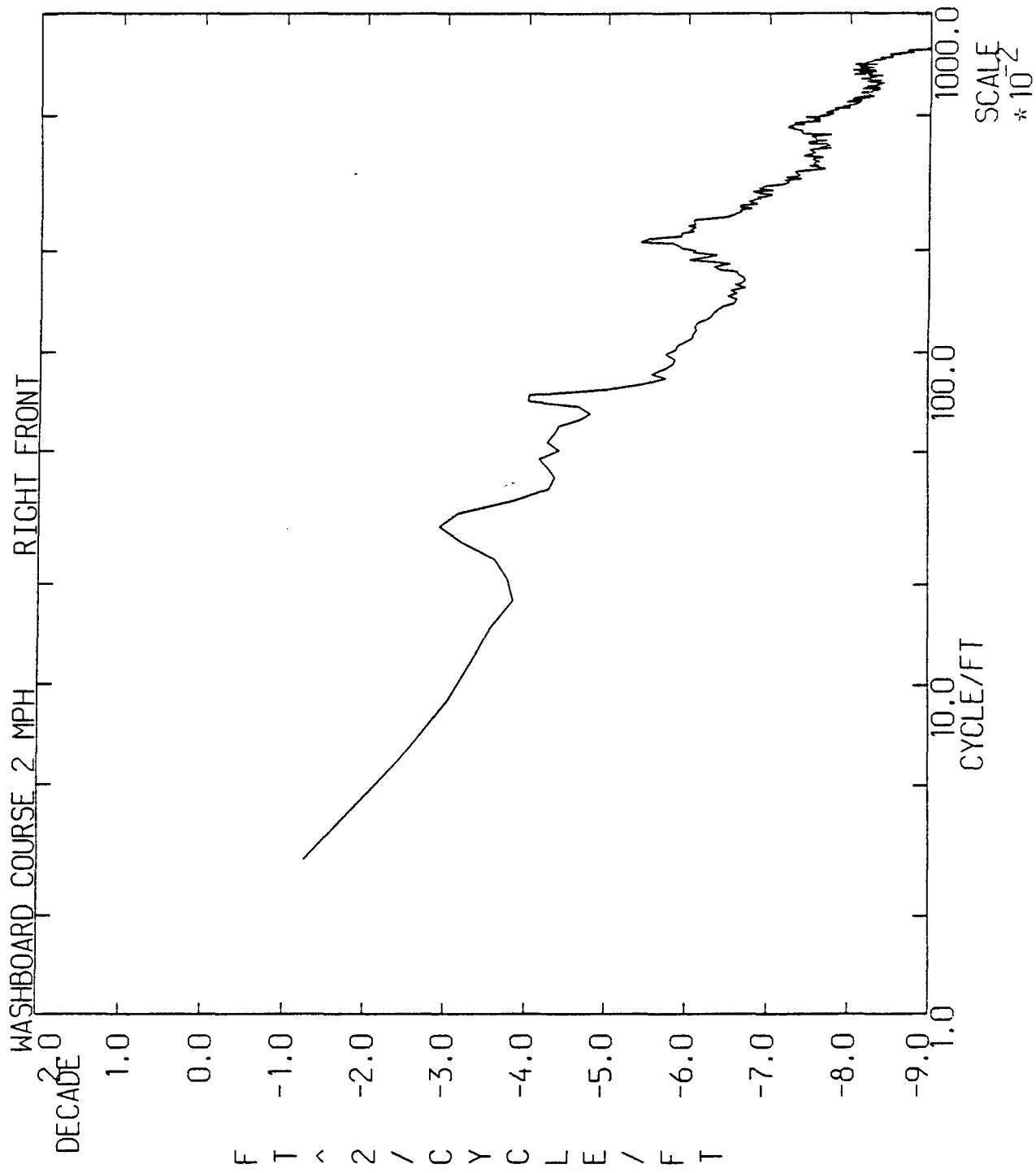
Table 1. DFMV Actual Versus Predicted Wavelength Limits

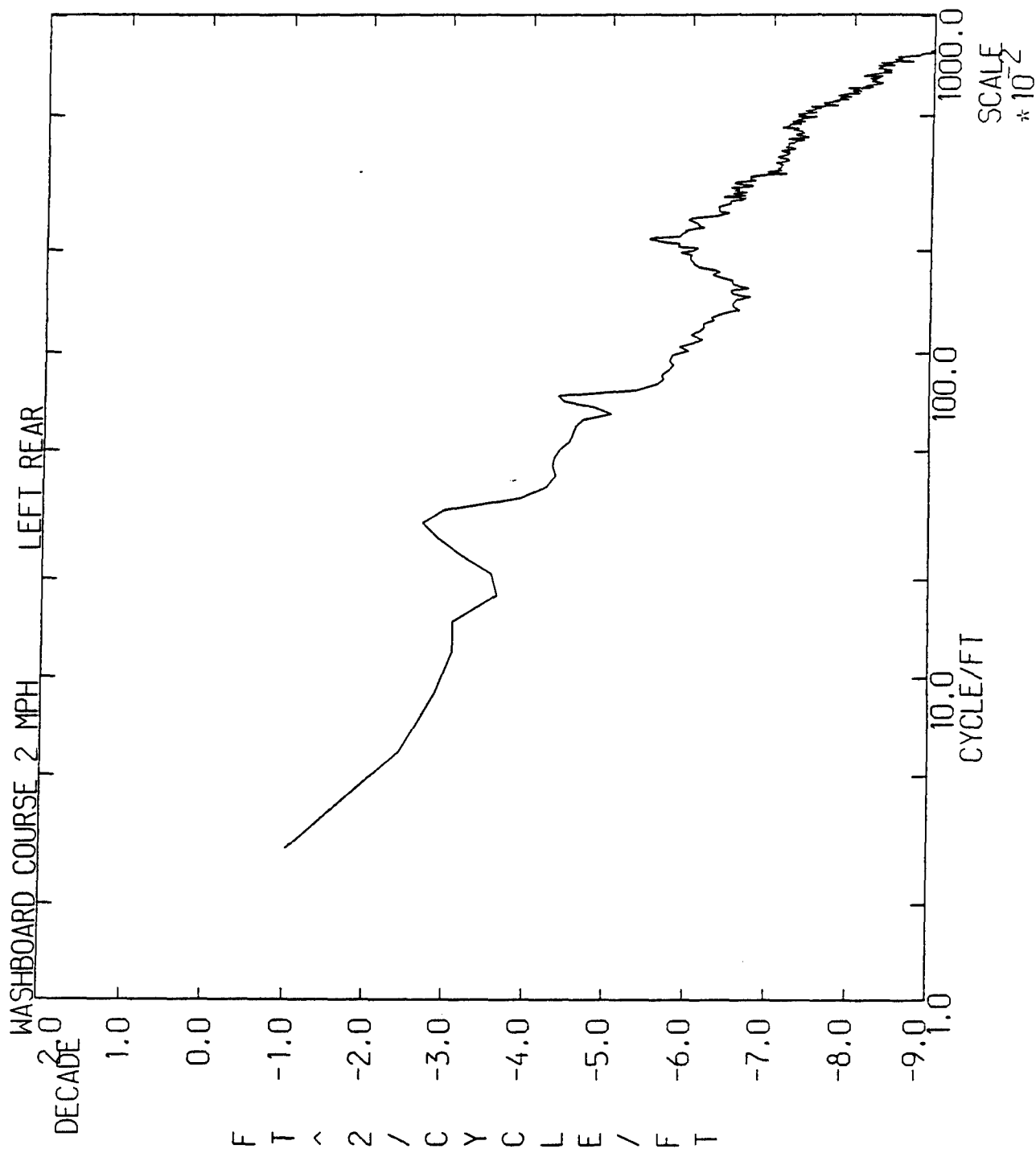
DFMV Speed MPH	Expected Wavelength Resolution*	Actual Wavelength Resolution**
2	60	15
4	120	30
6	180	45
8	240	60
10	300	75

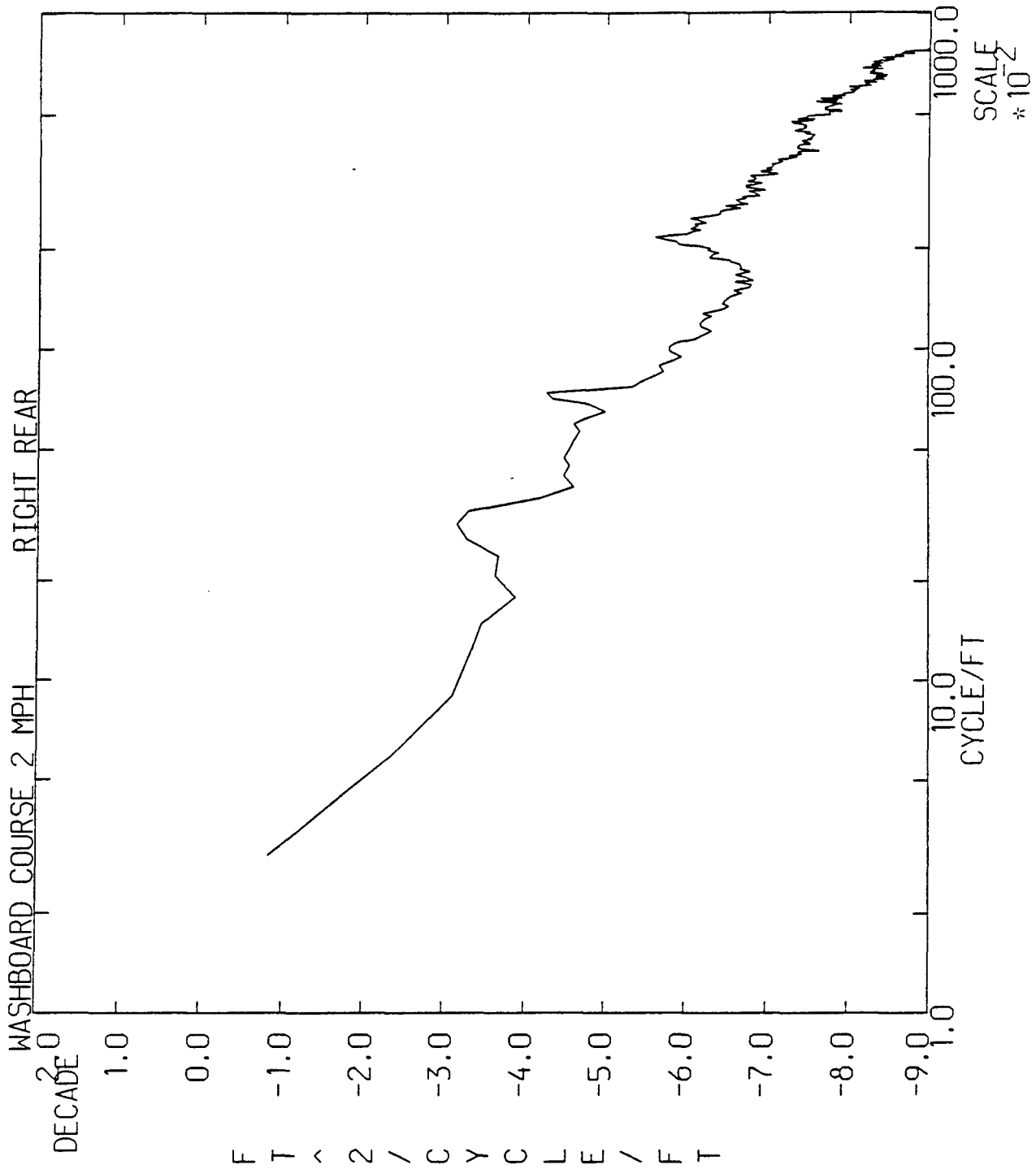
\* Based on the advertised low-end frequency range for the accelerometer used

\*\* Based on actual low-end frequency range for the accelerometer used

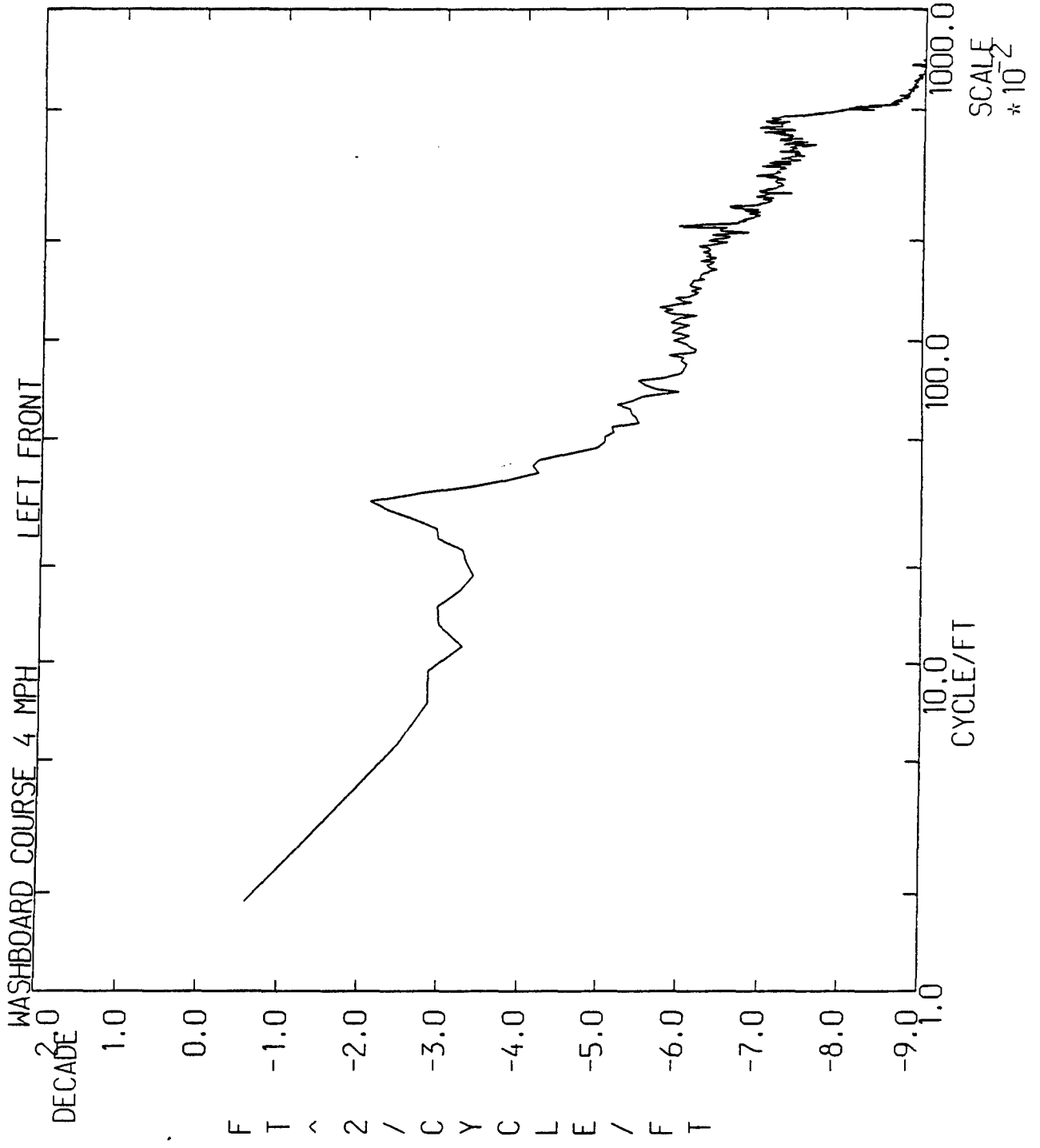


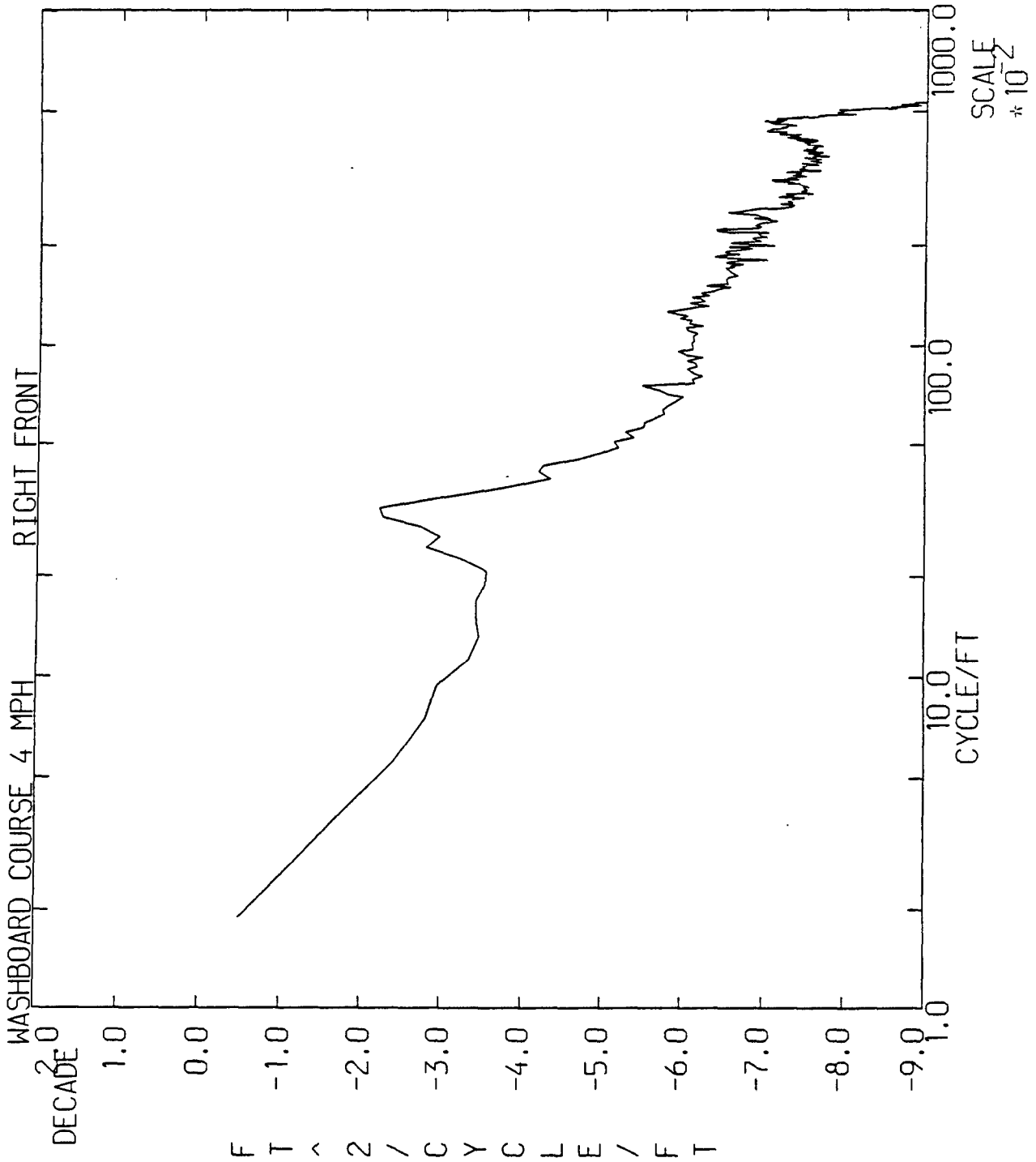


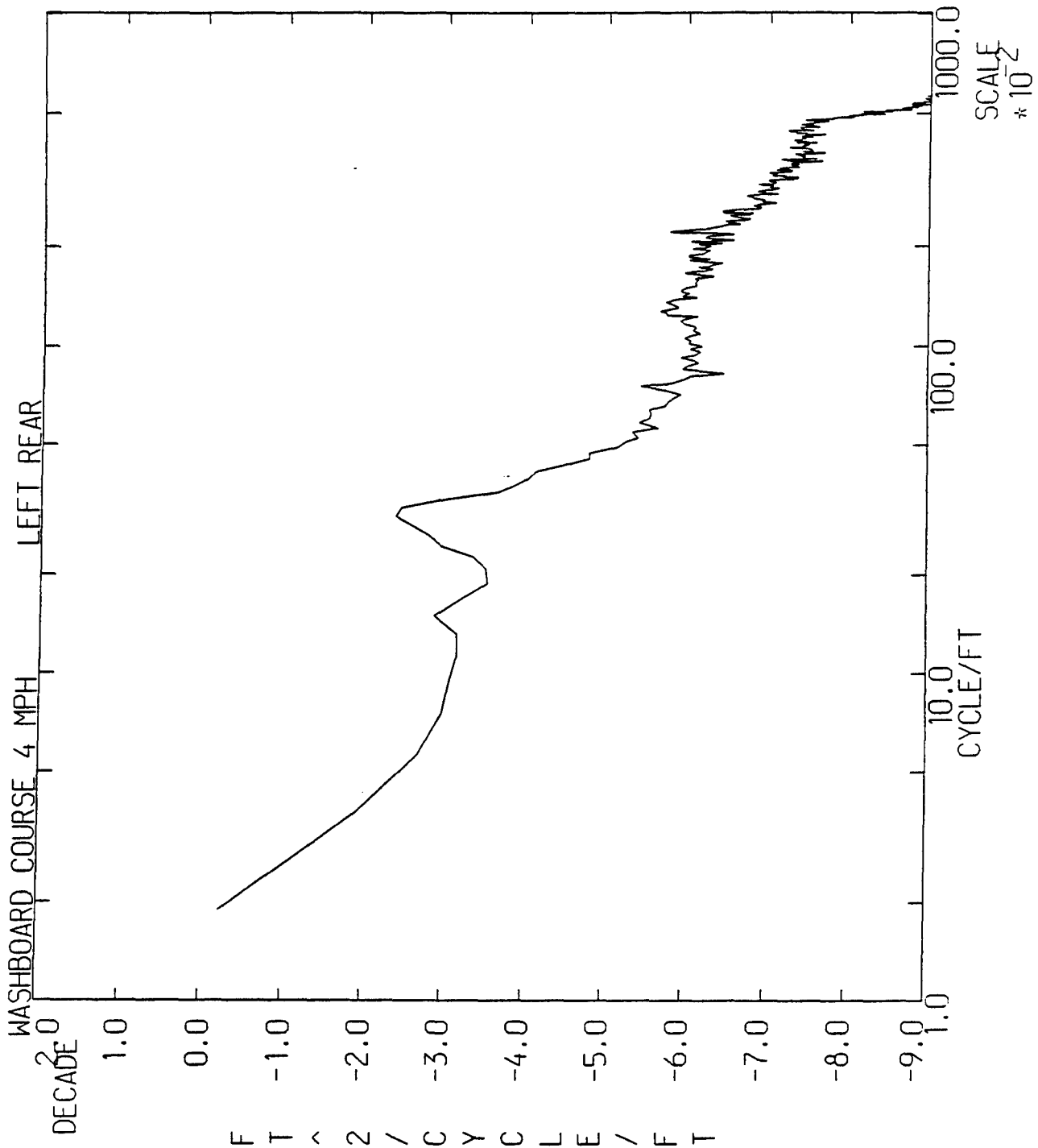


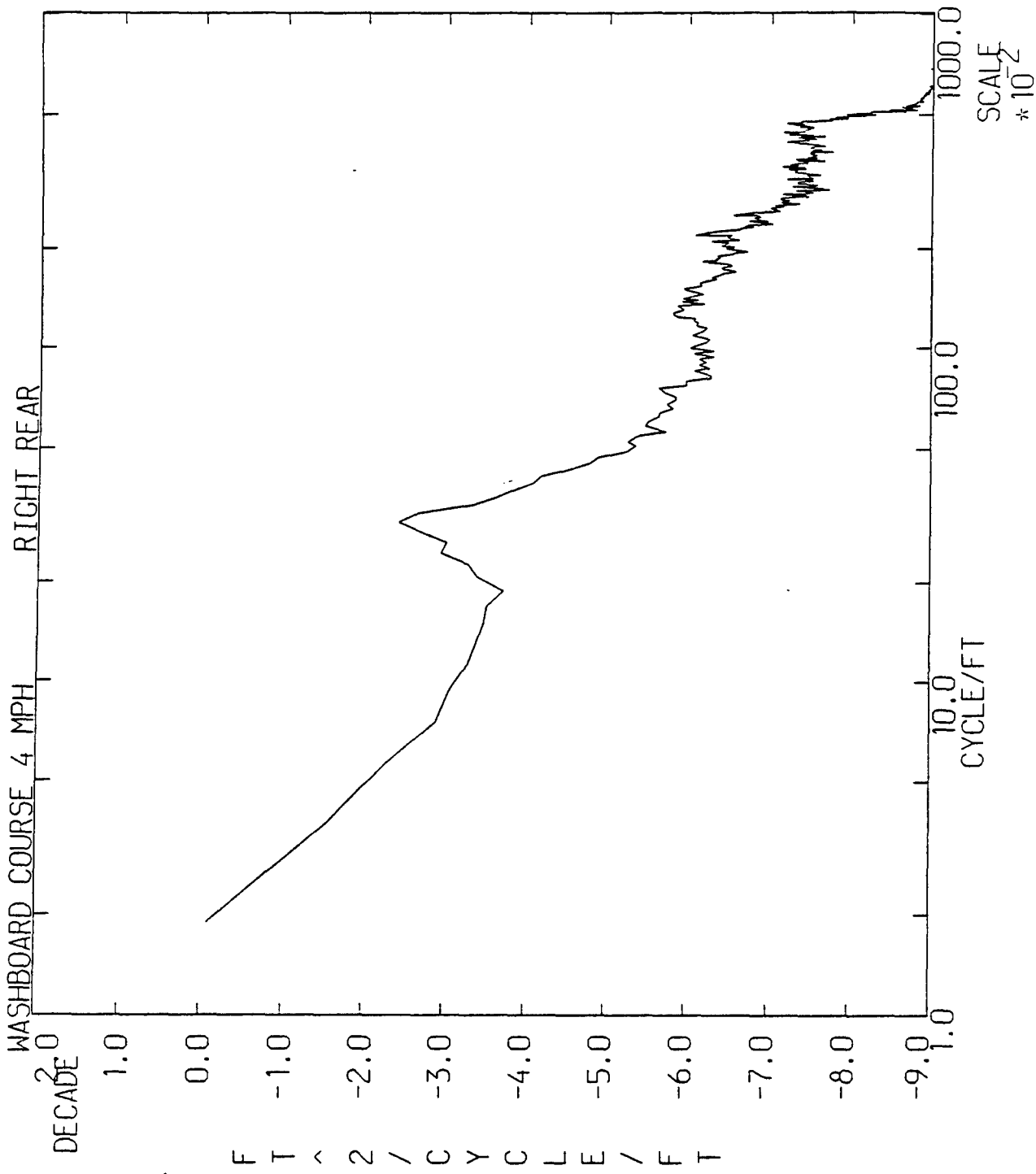


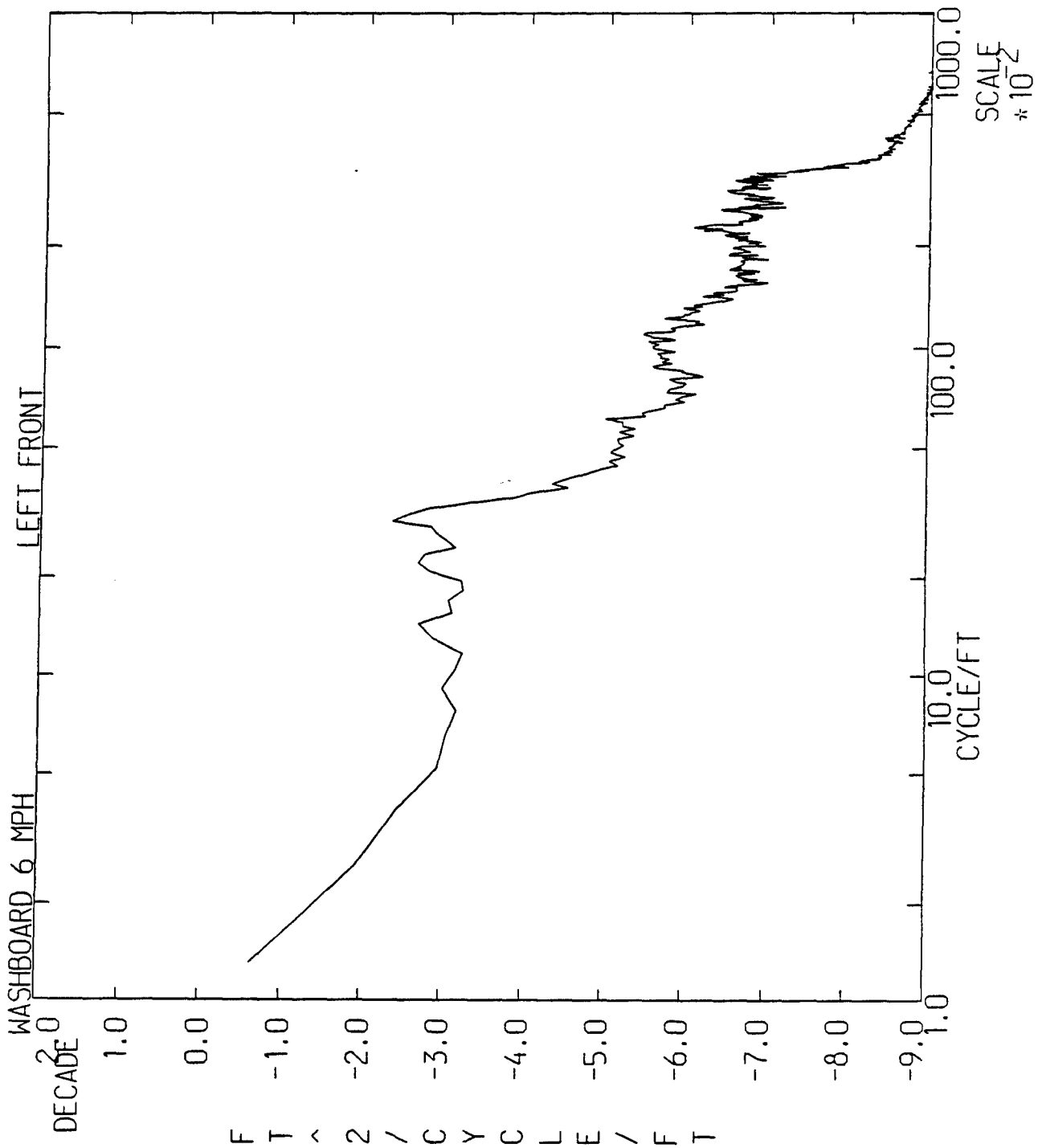


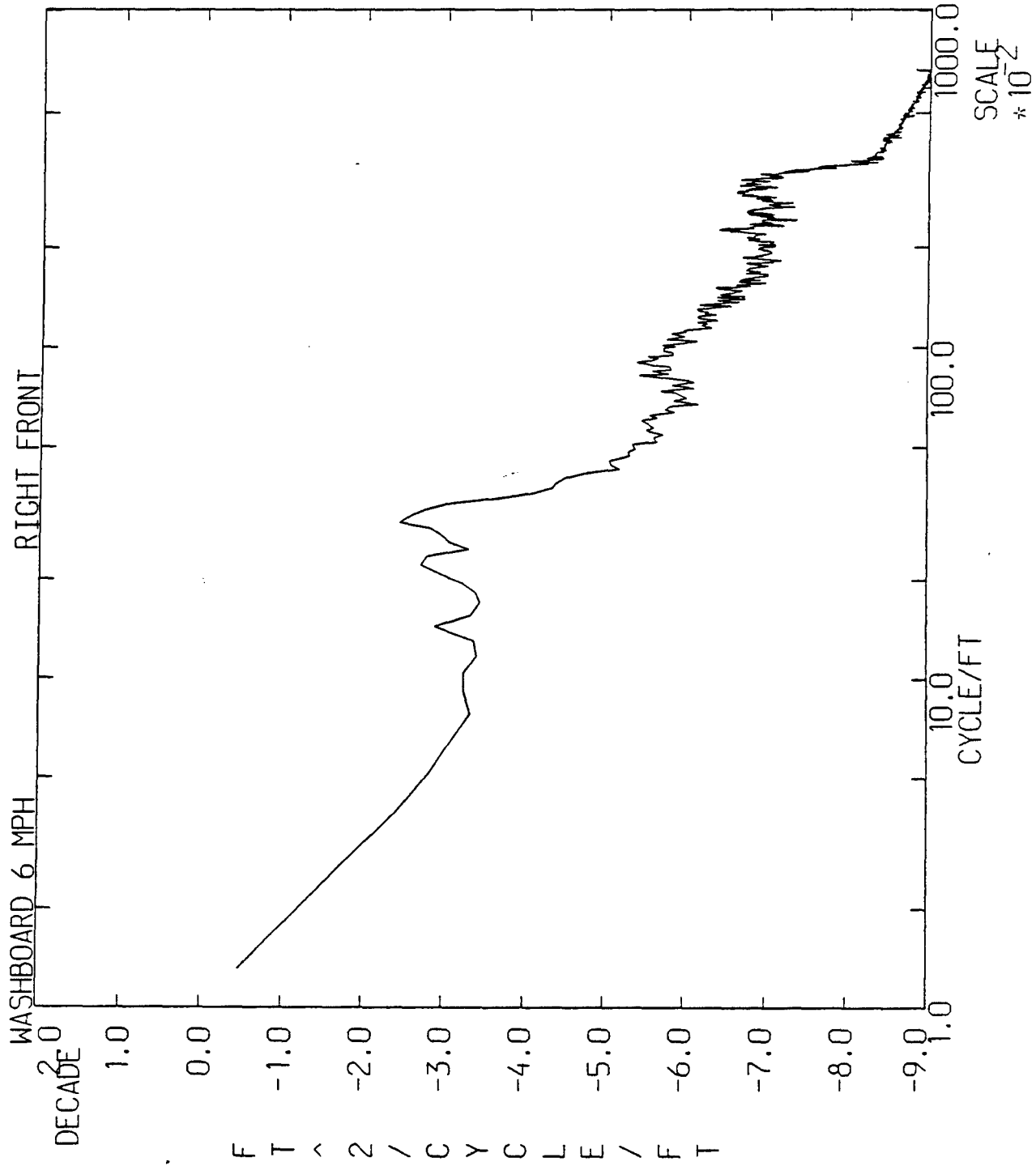


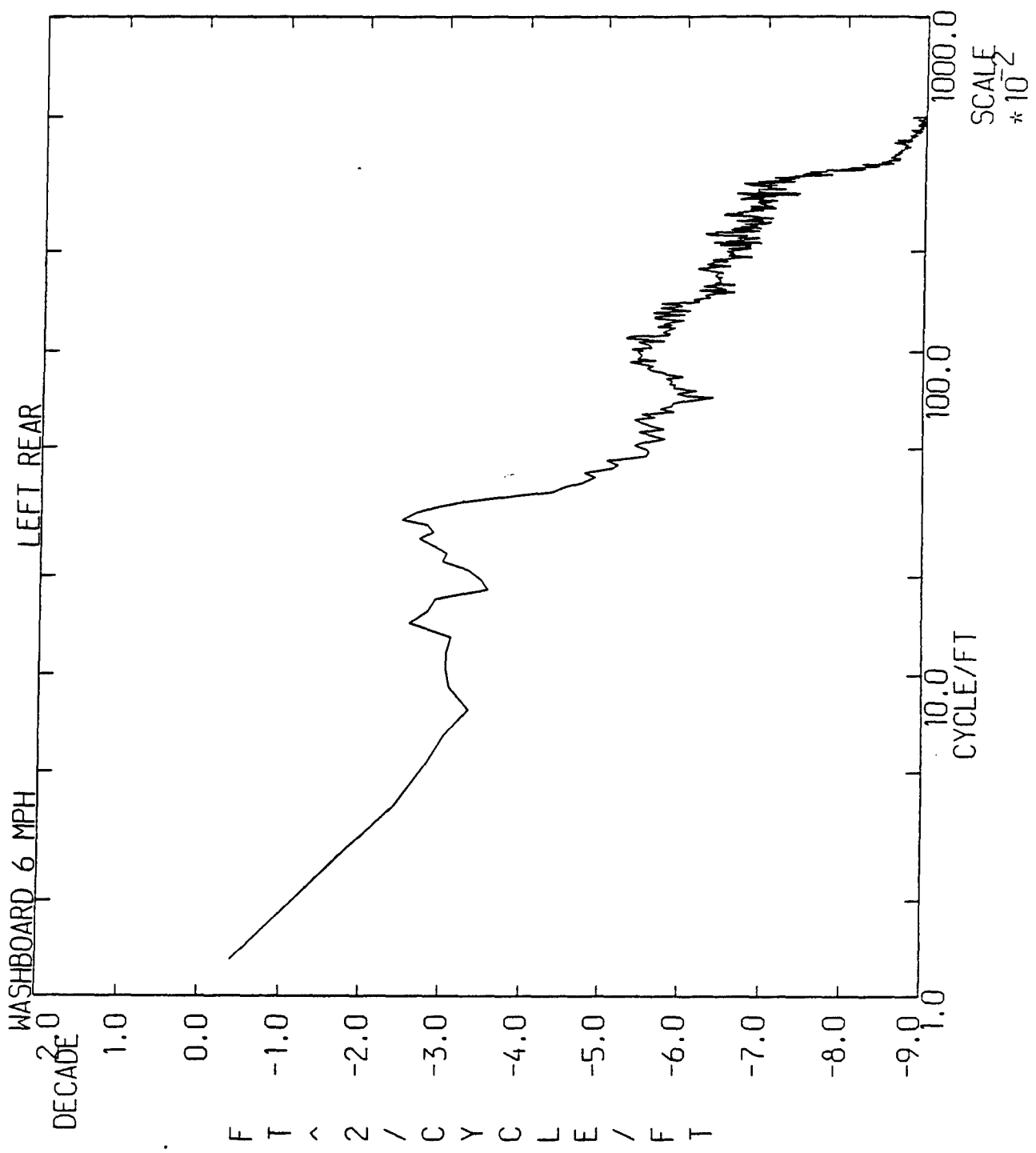


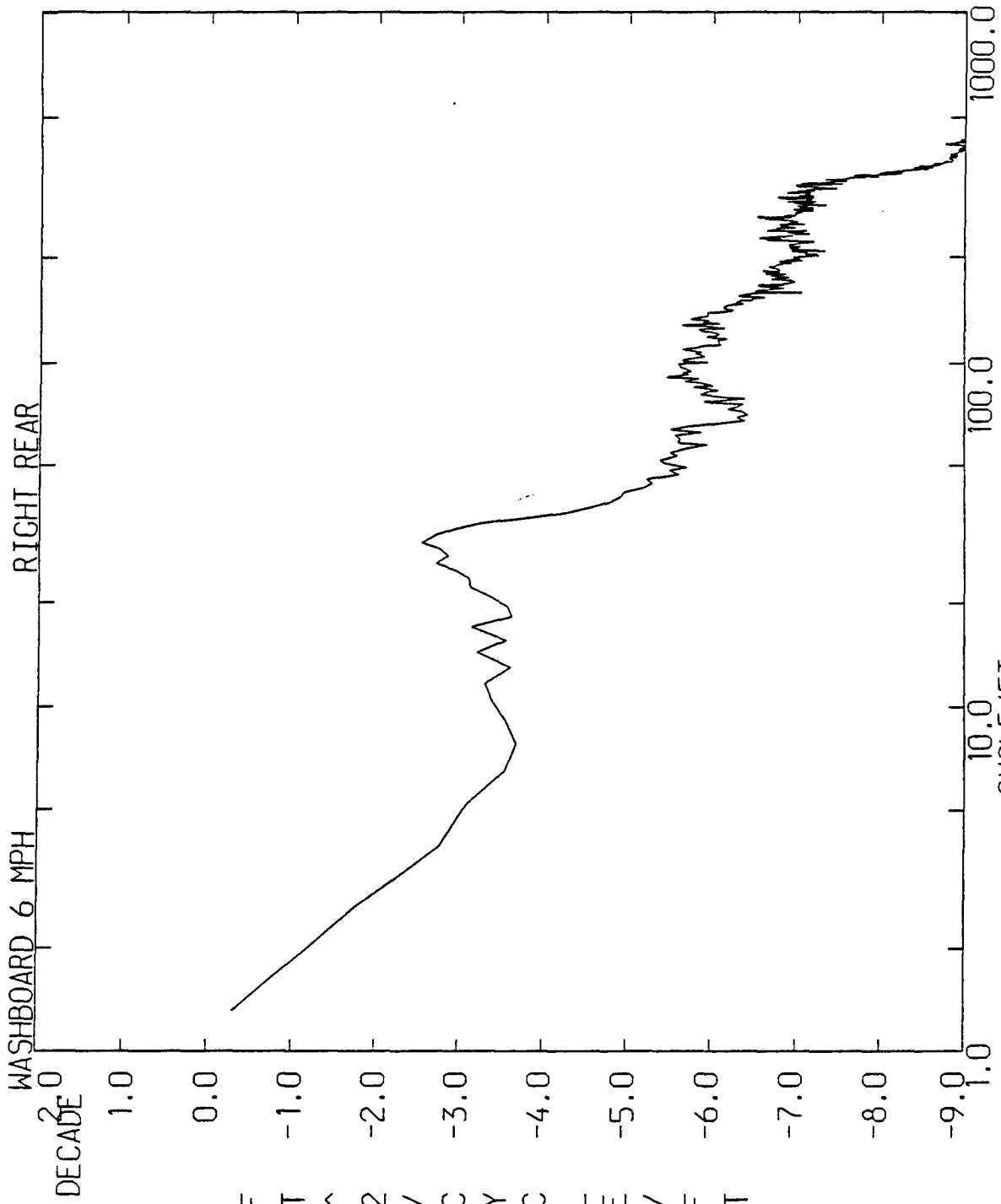




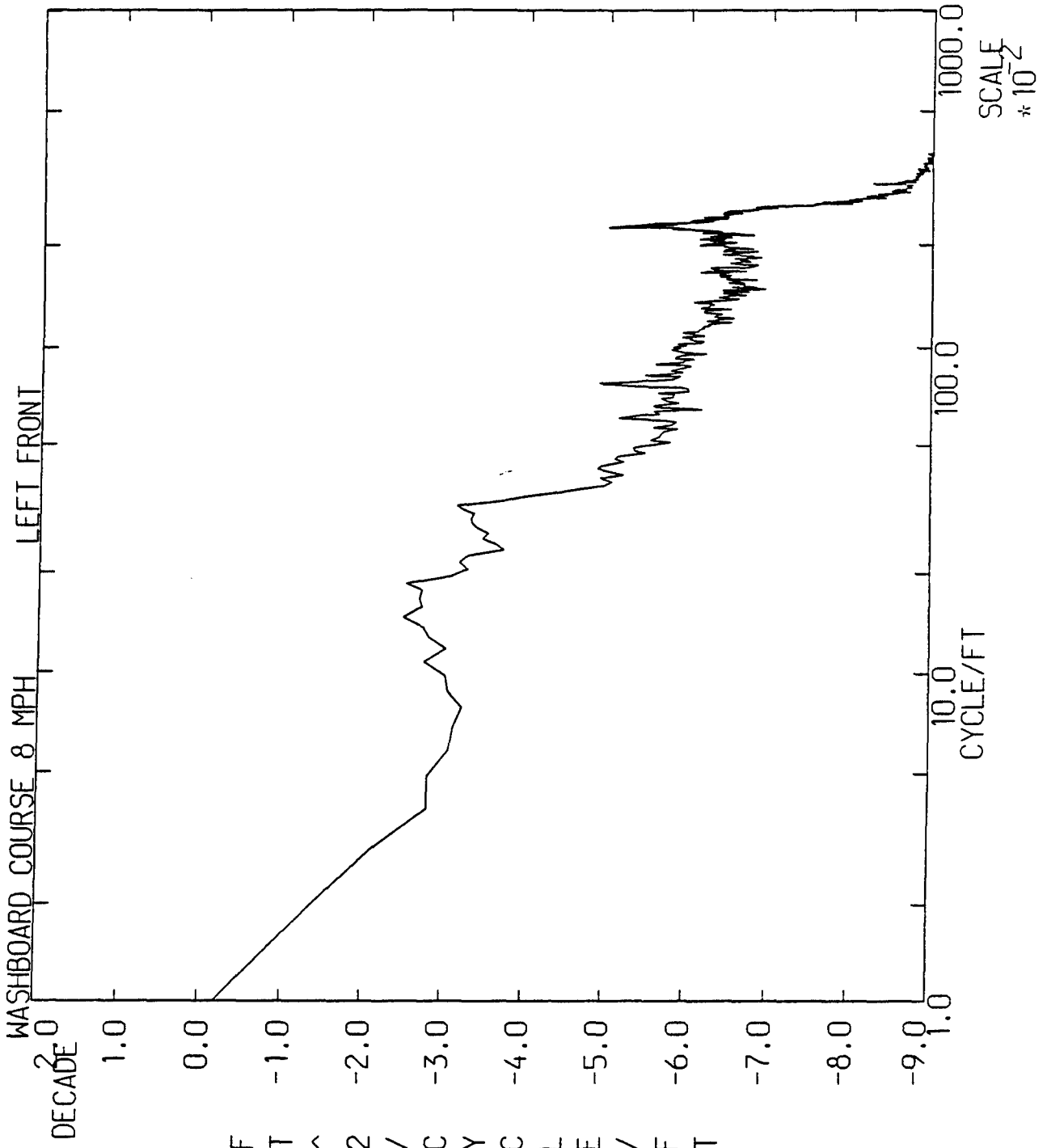


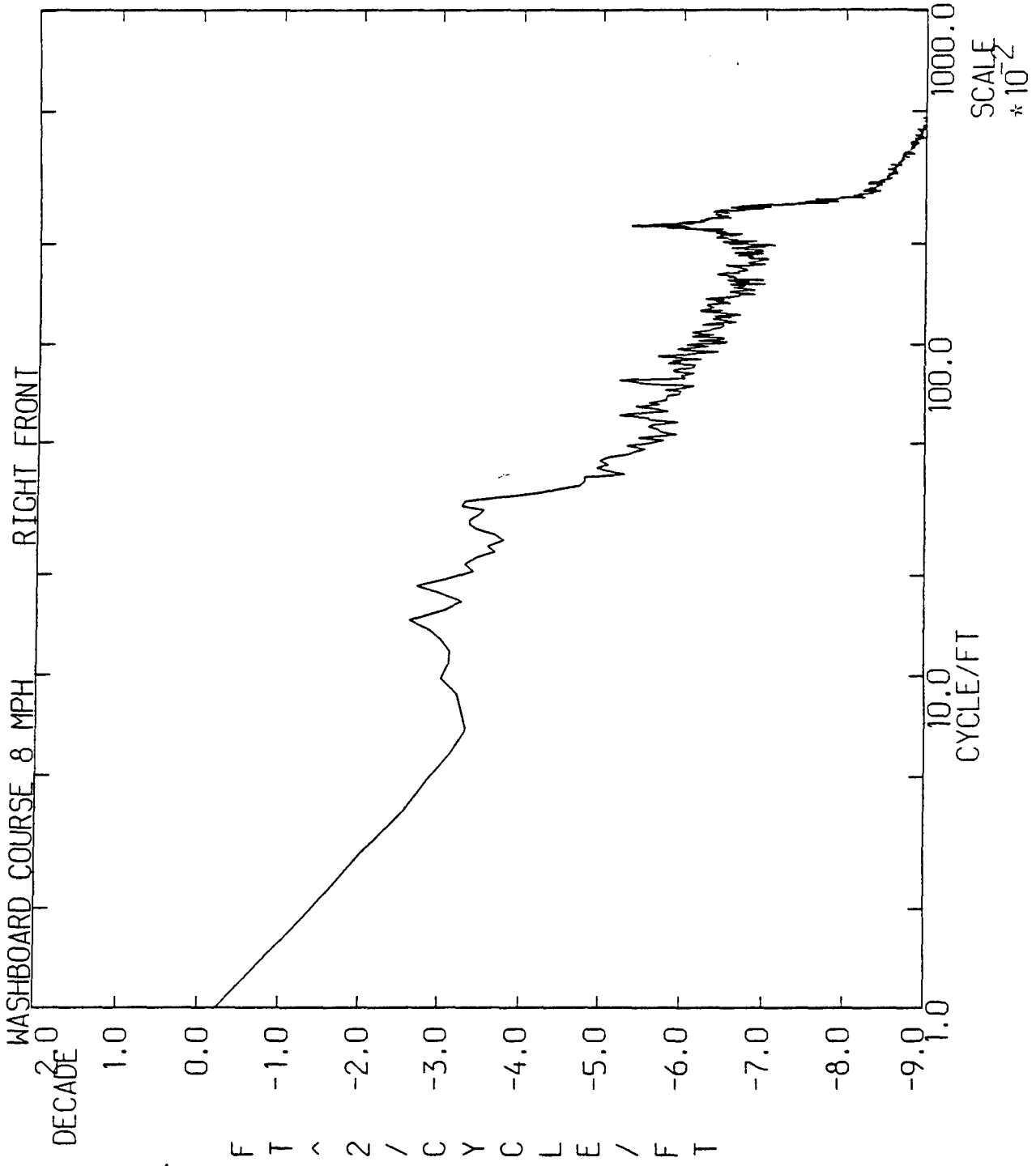


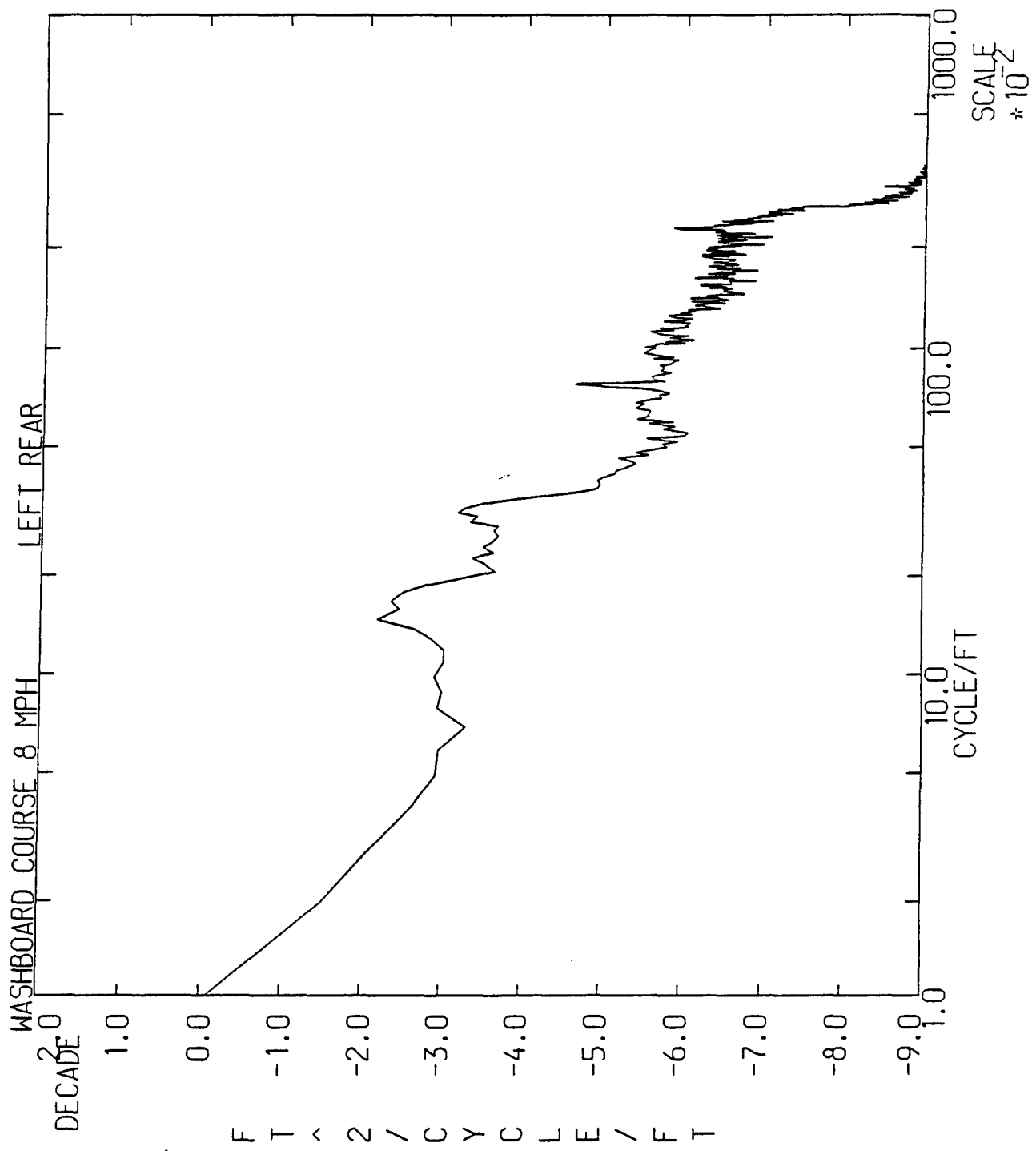


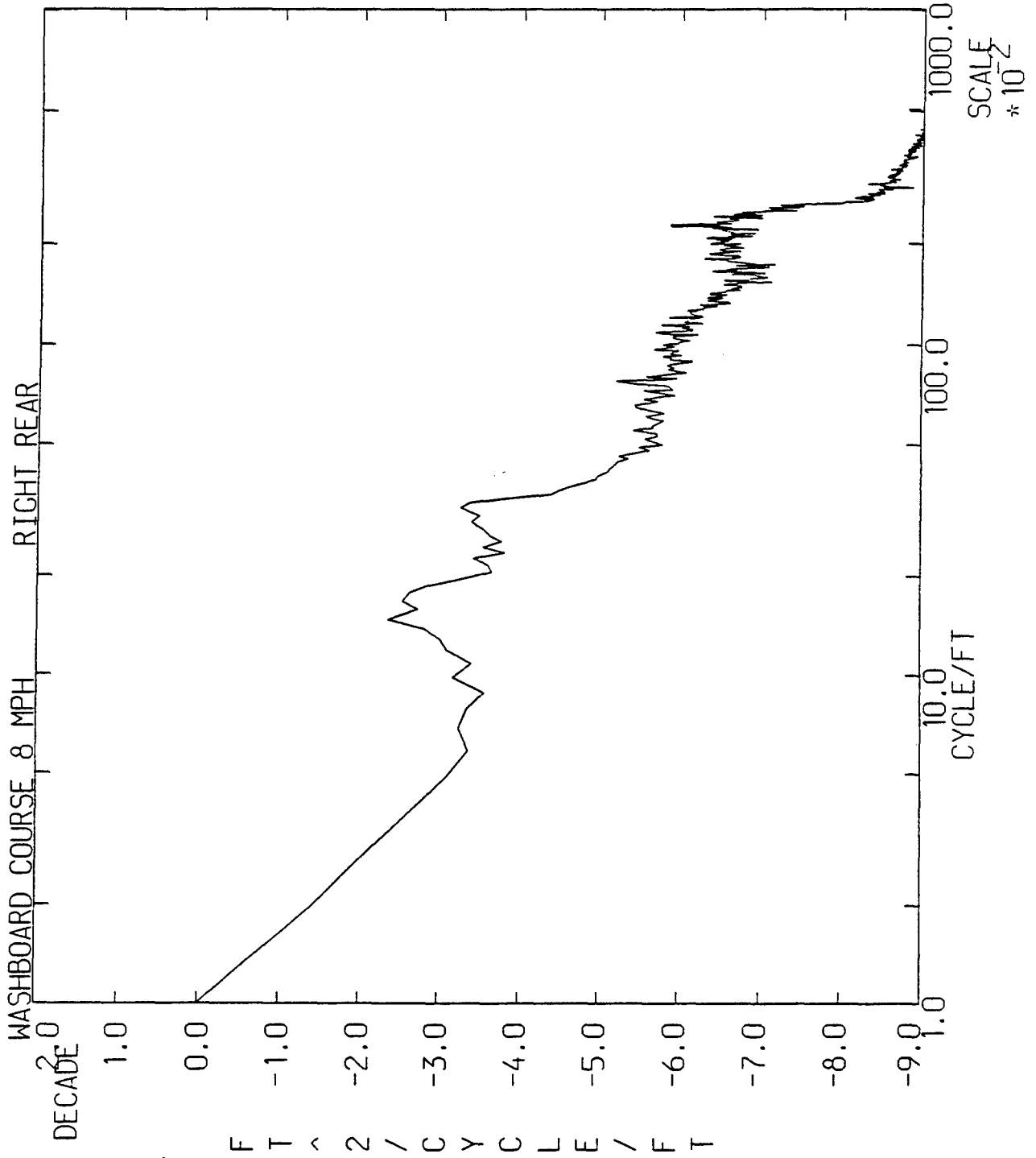


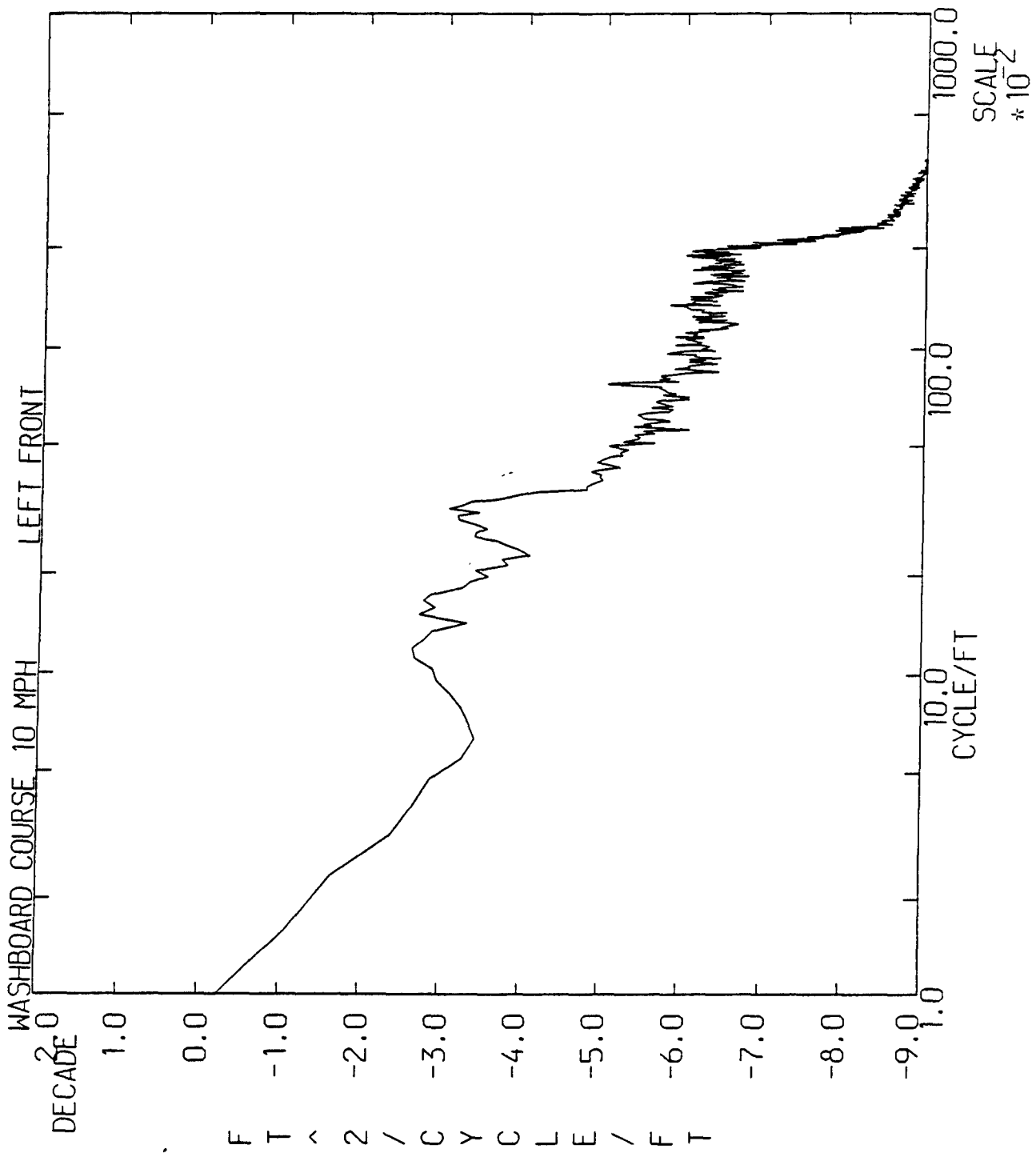


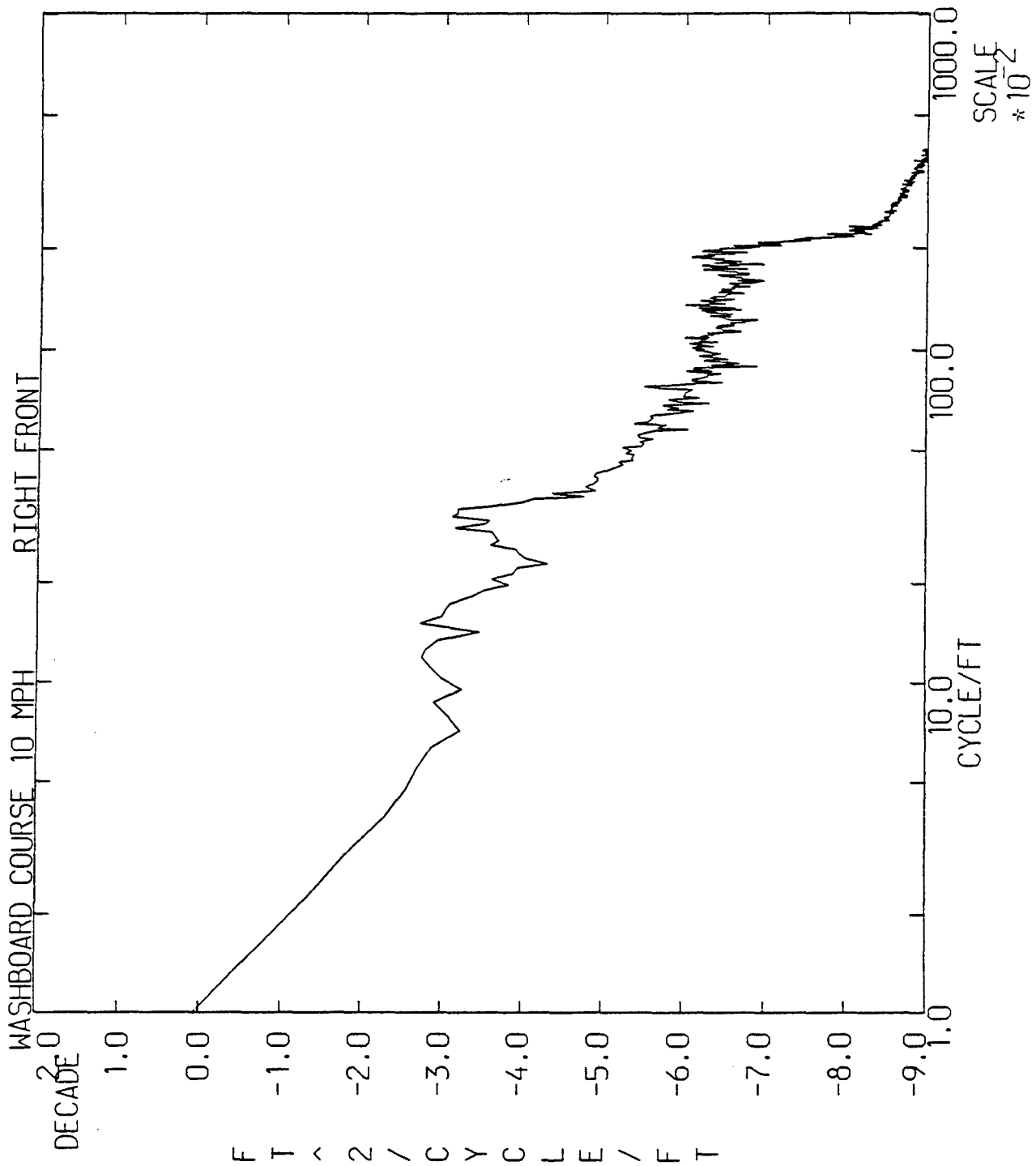


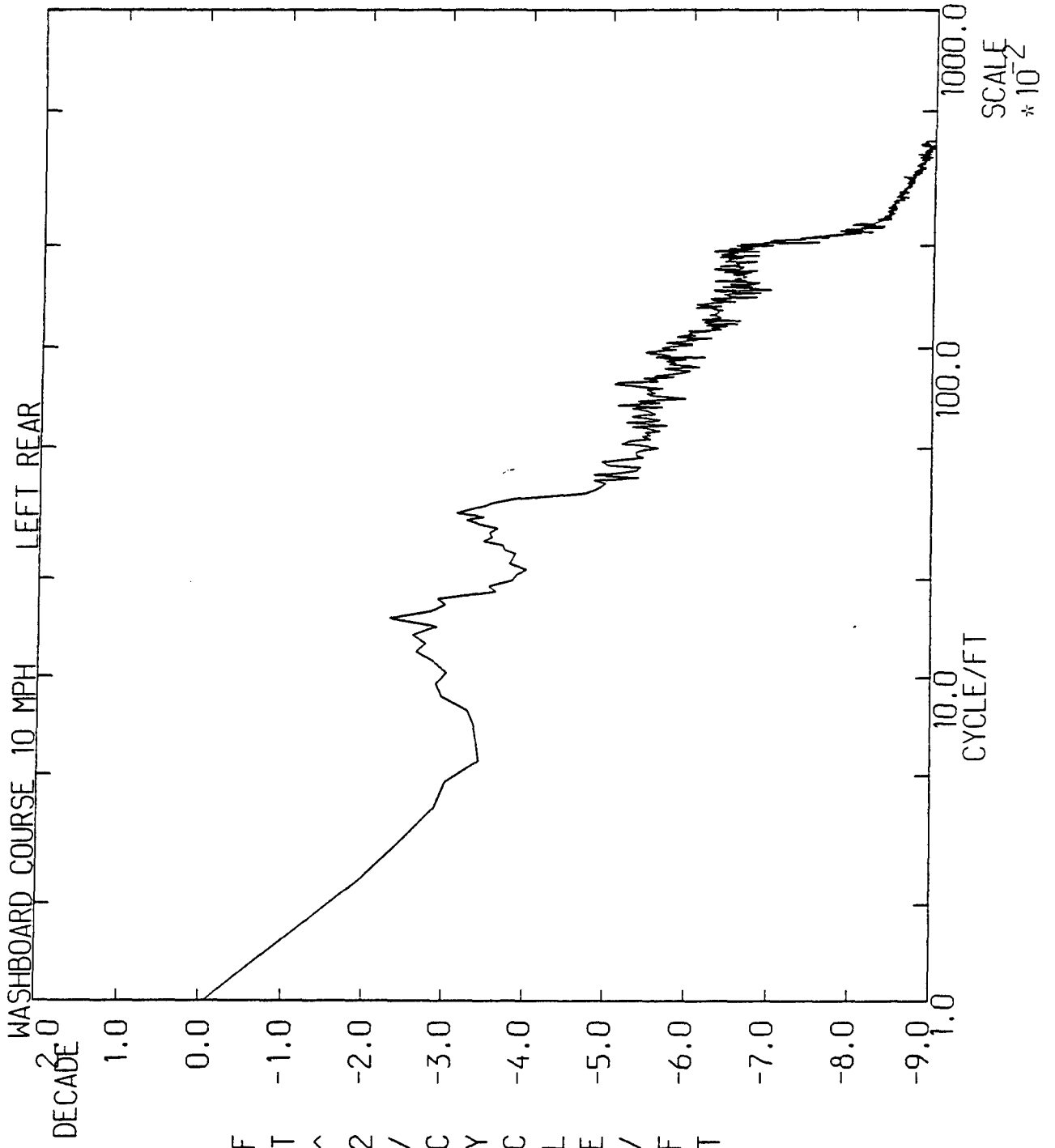


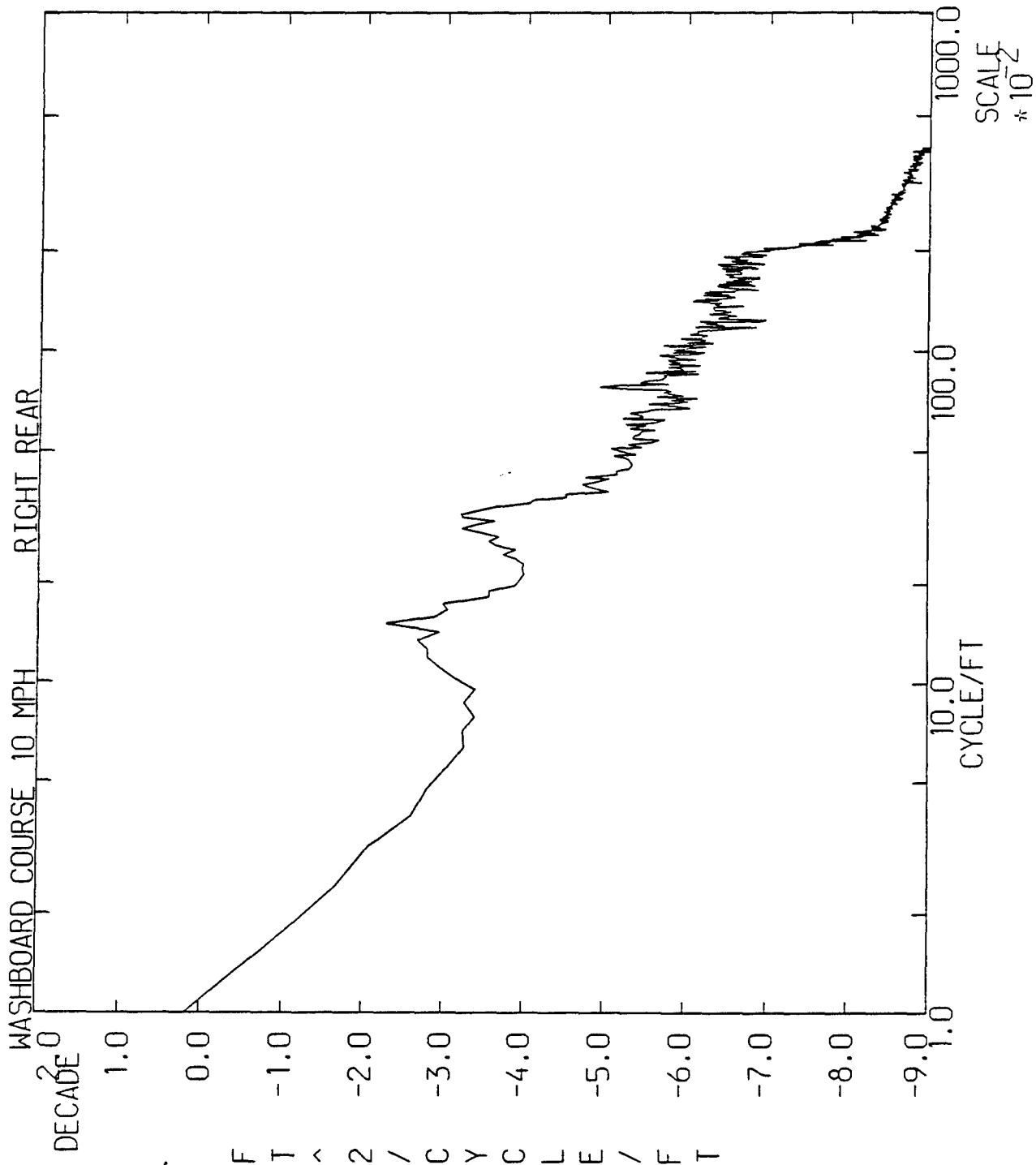














## MIDDLE EAST #1

### WAVE-NUMBER SPECTRA

2, 4, 6, 8 and 10 MPH

Four (4) curves per speed, one for each DFMV tire, as follows

LEFT FRONT  
RIGHT FRONT  
LEFT REAR  
RIGHT REAR

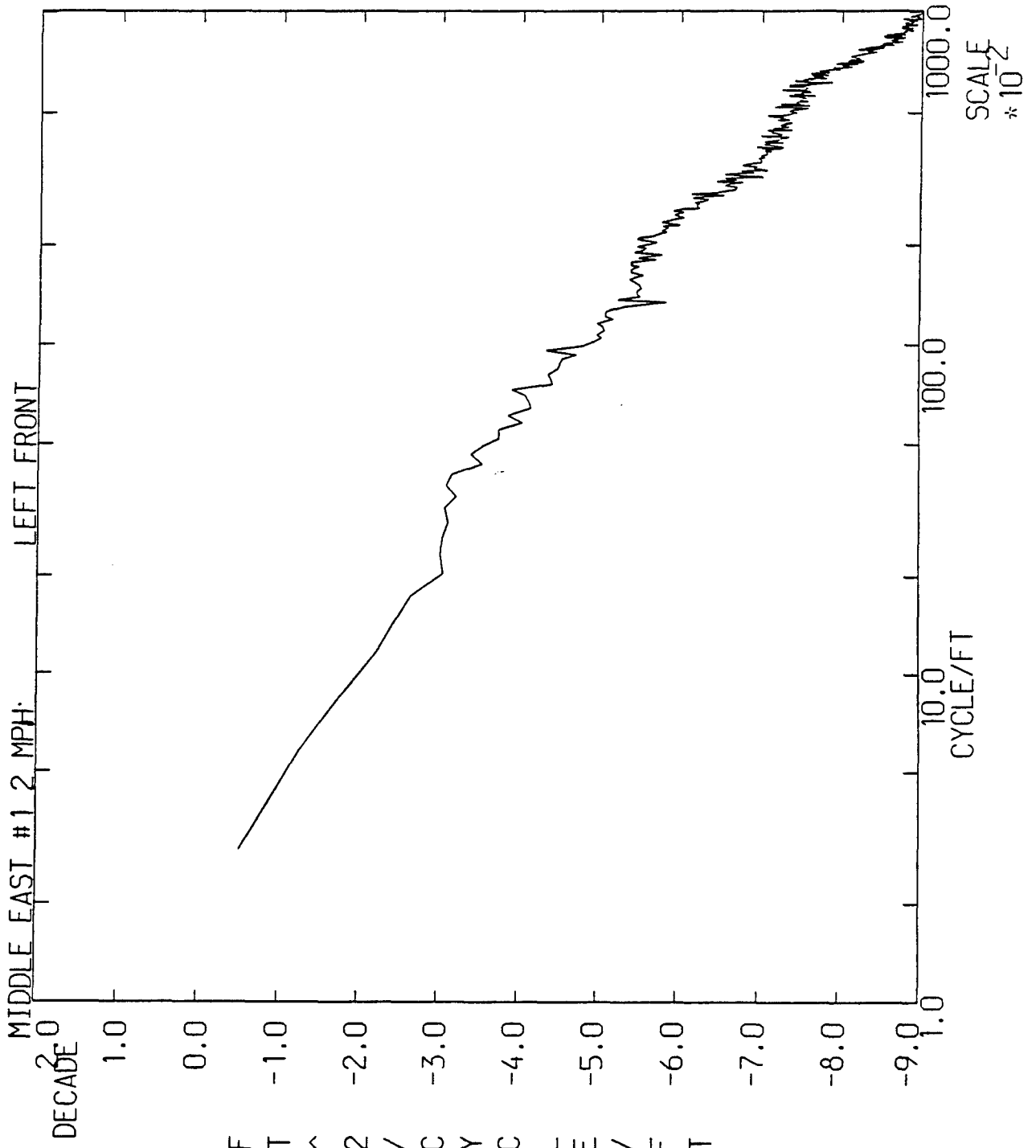
Volume II contains the data for the different DFMV speeds over each YPG course. The data was previously submitted to TACOM in an interim data report, however, the data was not reprocessed with the signal processing considerations discussed in the Volume I report (e.g., in this data, much of the spectral resolution was below the footprint). The wave-number cut-off at the low end of the spectra was limited by the frequency range of the accelerometer, as discussed in the report and shown in the table below. The wave-number cut-off at the high end of the spectrum was limited by the footprint length of the DFMV tire, which was  $\approx 1.2 \text{ ft}^{-1}$ . These cut-offs were verified through the DFMV front-to-rear coherence plots. Therefore, when comparing plots between different speeds, do not compare the data past these limits. As discussed in the report, the faster speed runs produced the best results at the lower wave numbers.

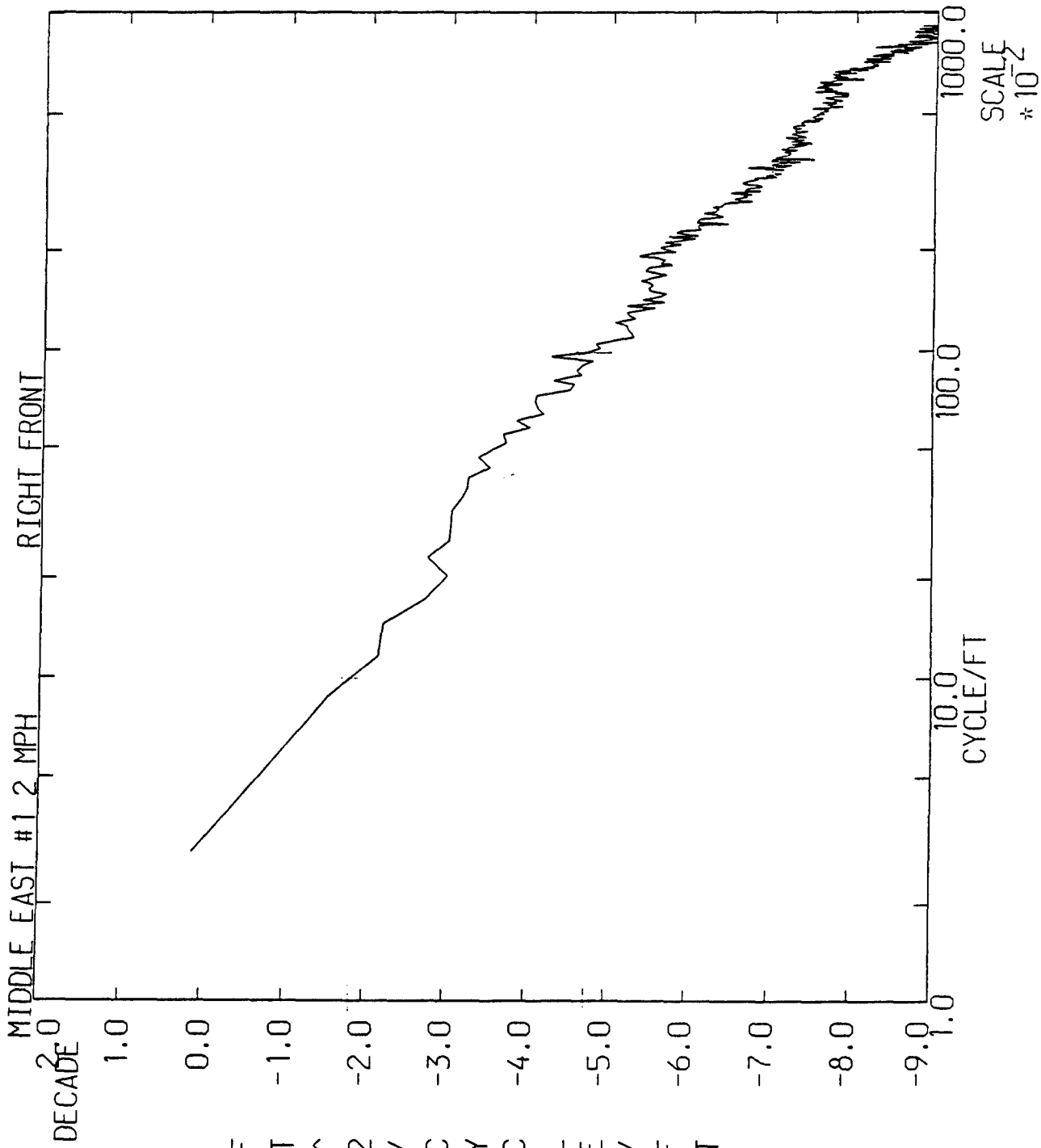
Table 1. DFMV Actual Versus Predicted Wavelength Limits

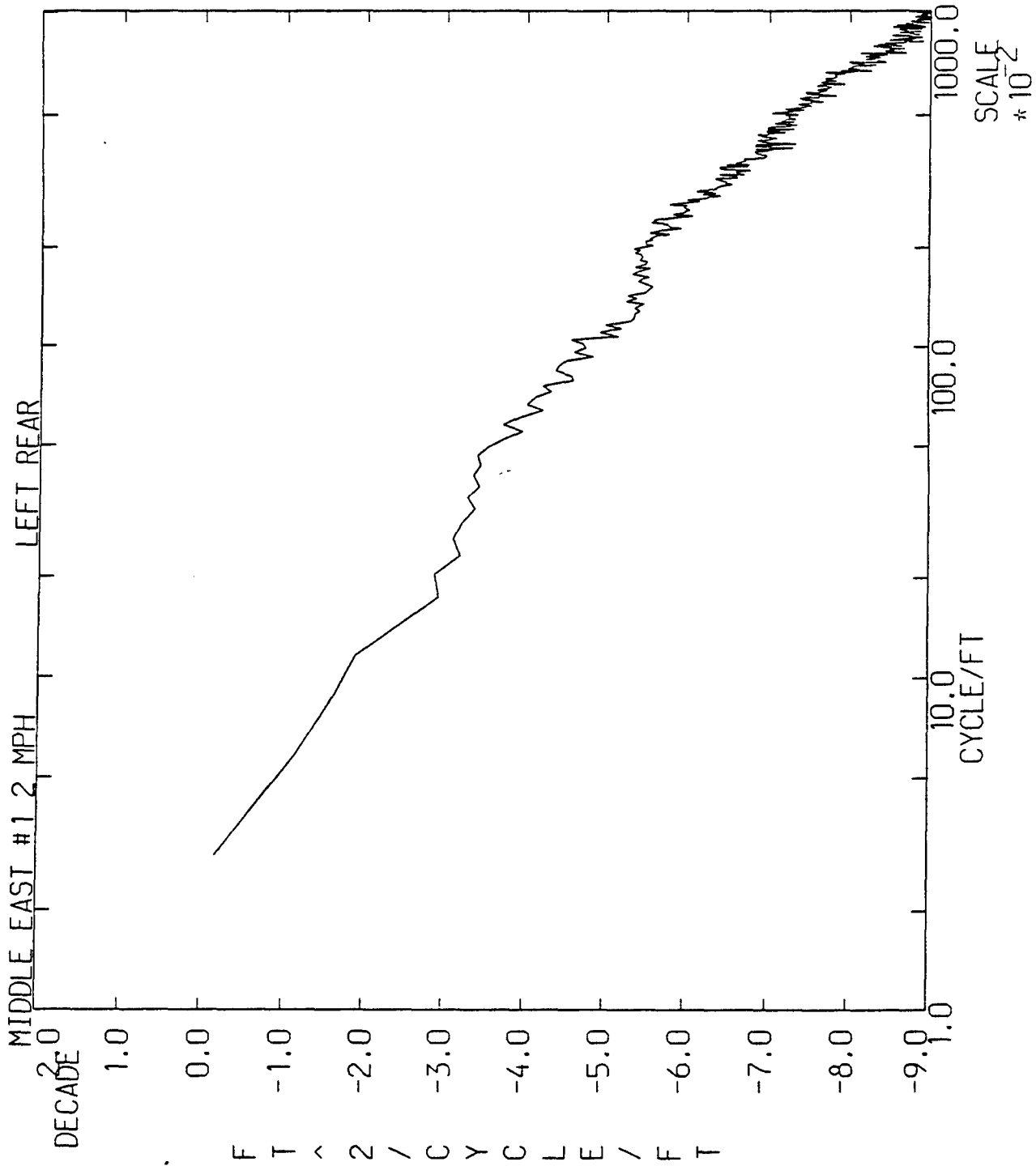
DFMV Speed MPH	Expected Wavelength Resolution*	Actual Wavelength Resolution**
2	60	15
4	120	30
6	180	45
8	240	60
10	300	75

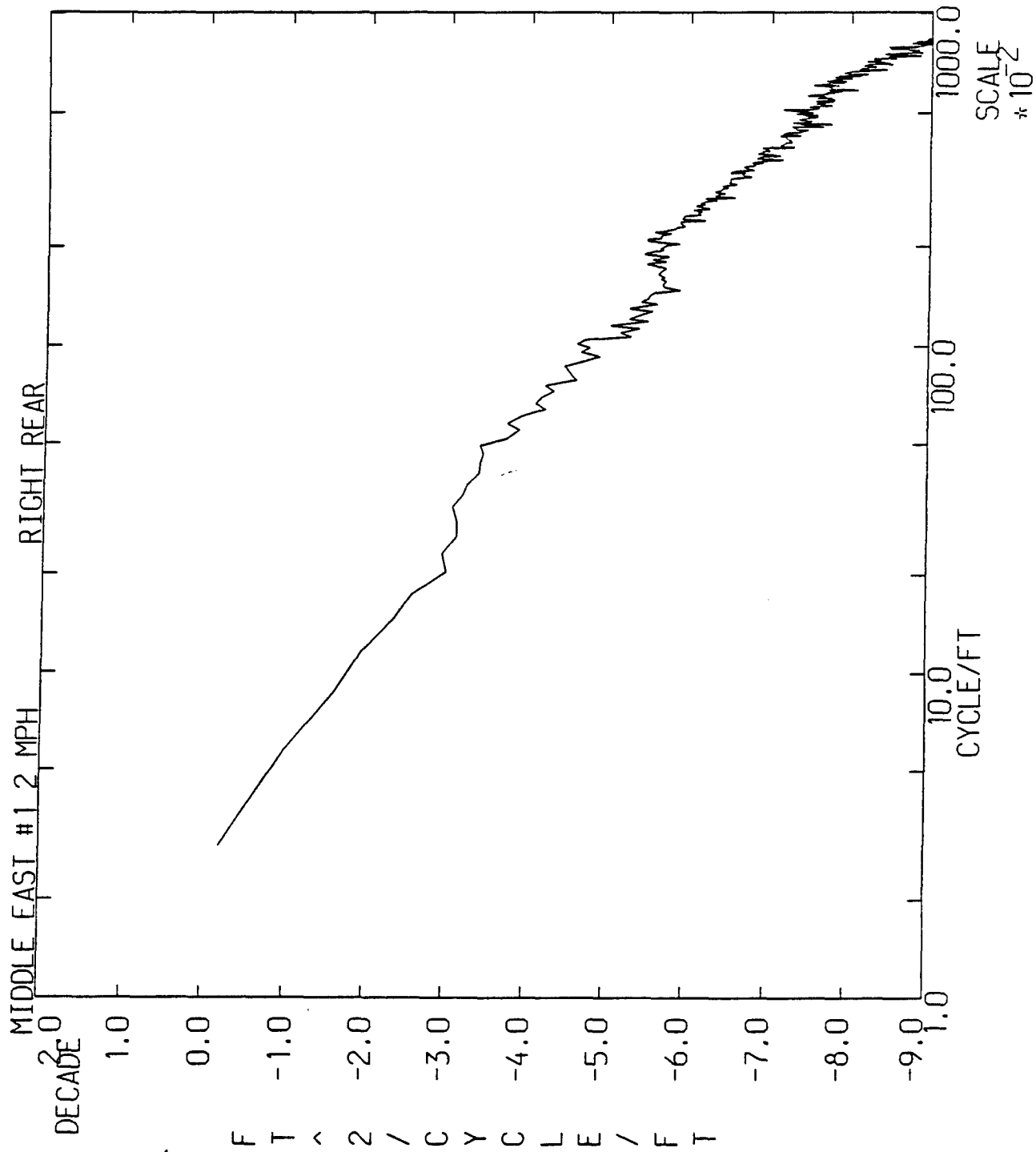
\* Based on the advertised low-end frequency range for the accelerometer used

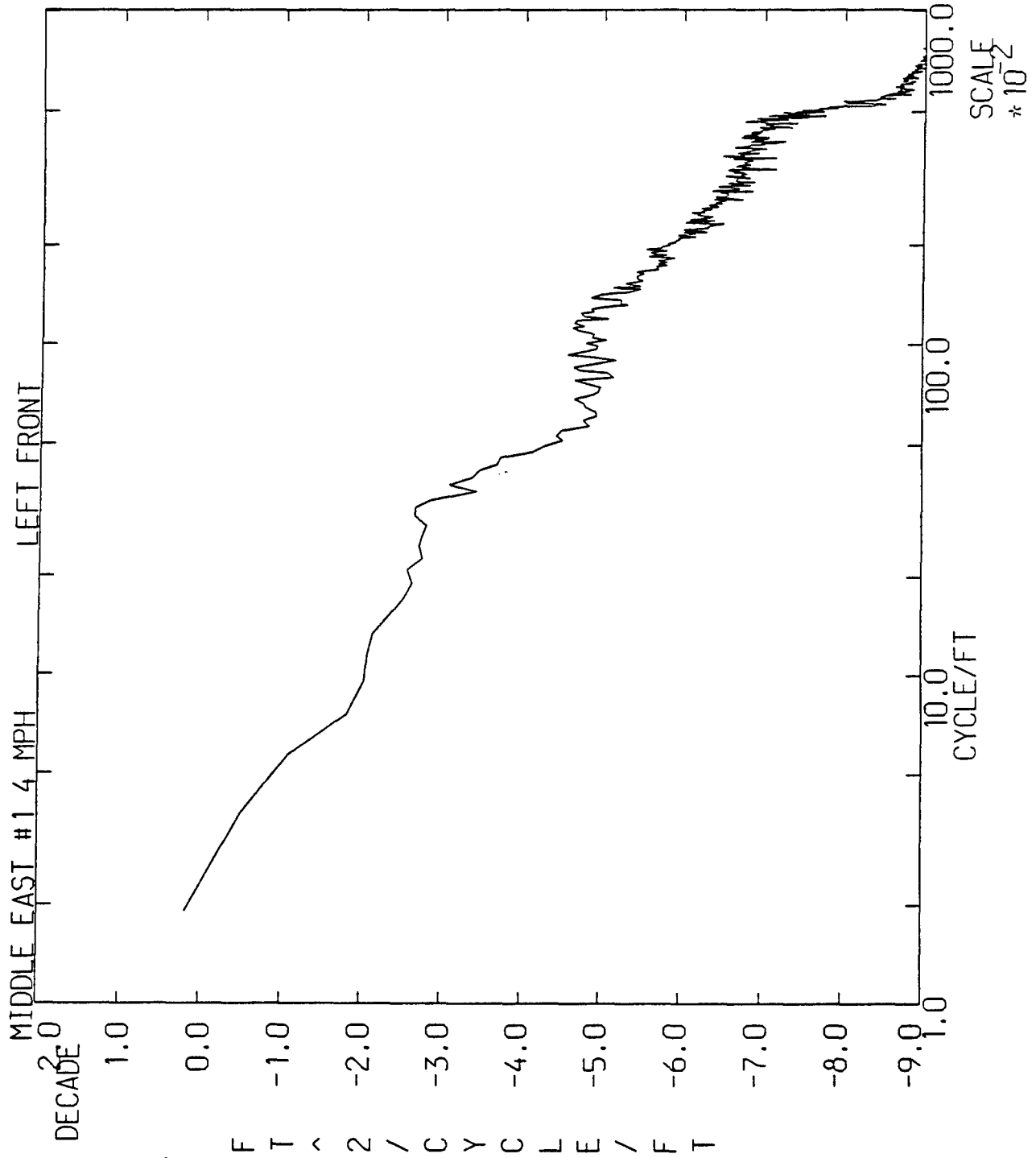
\*\* Based on actual low-end frequency range for the accelerometer used

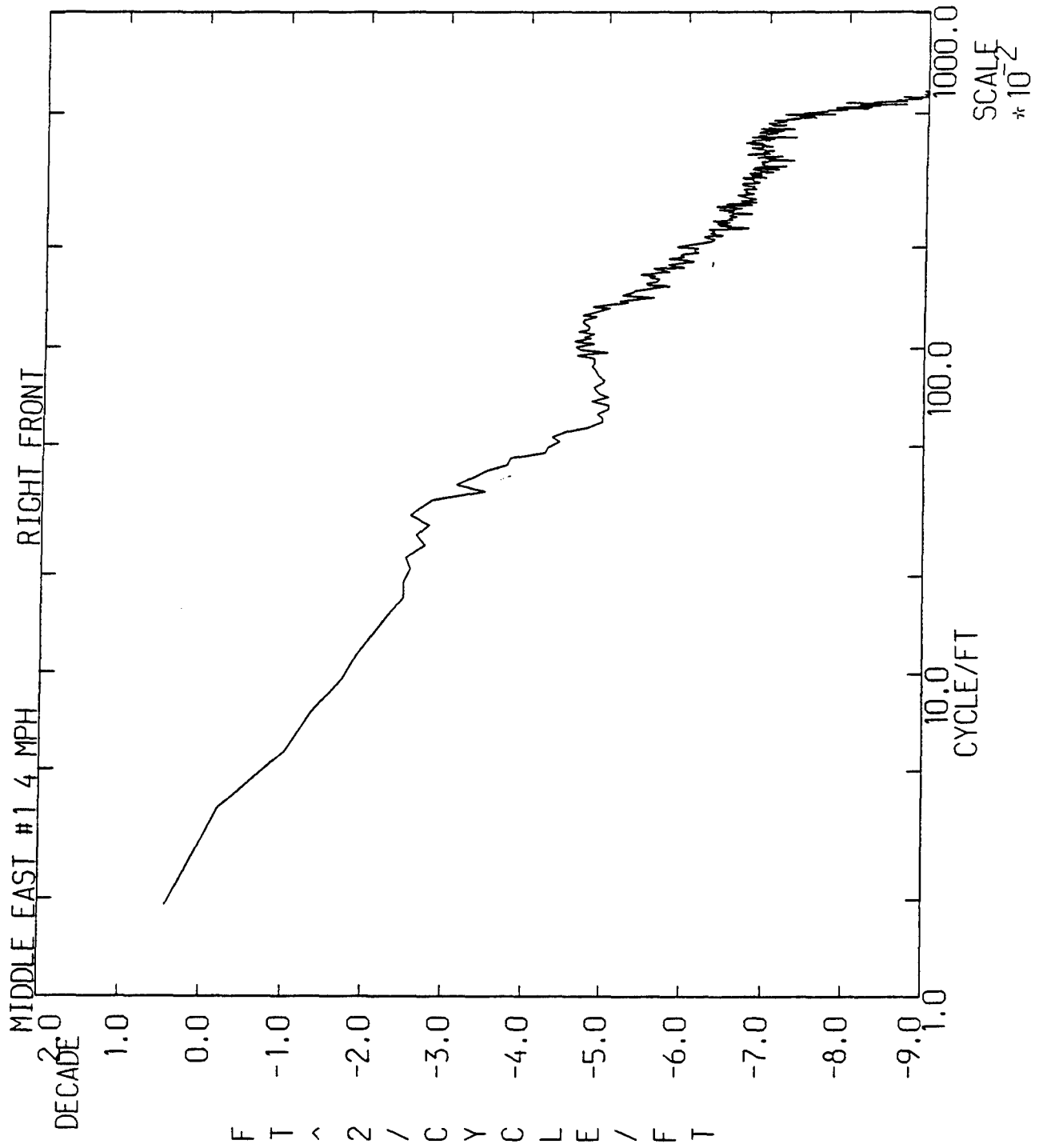


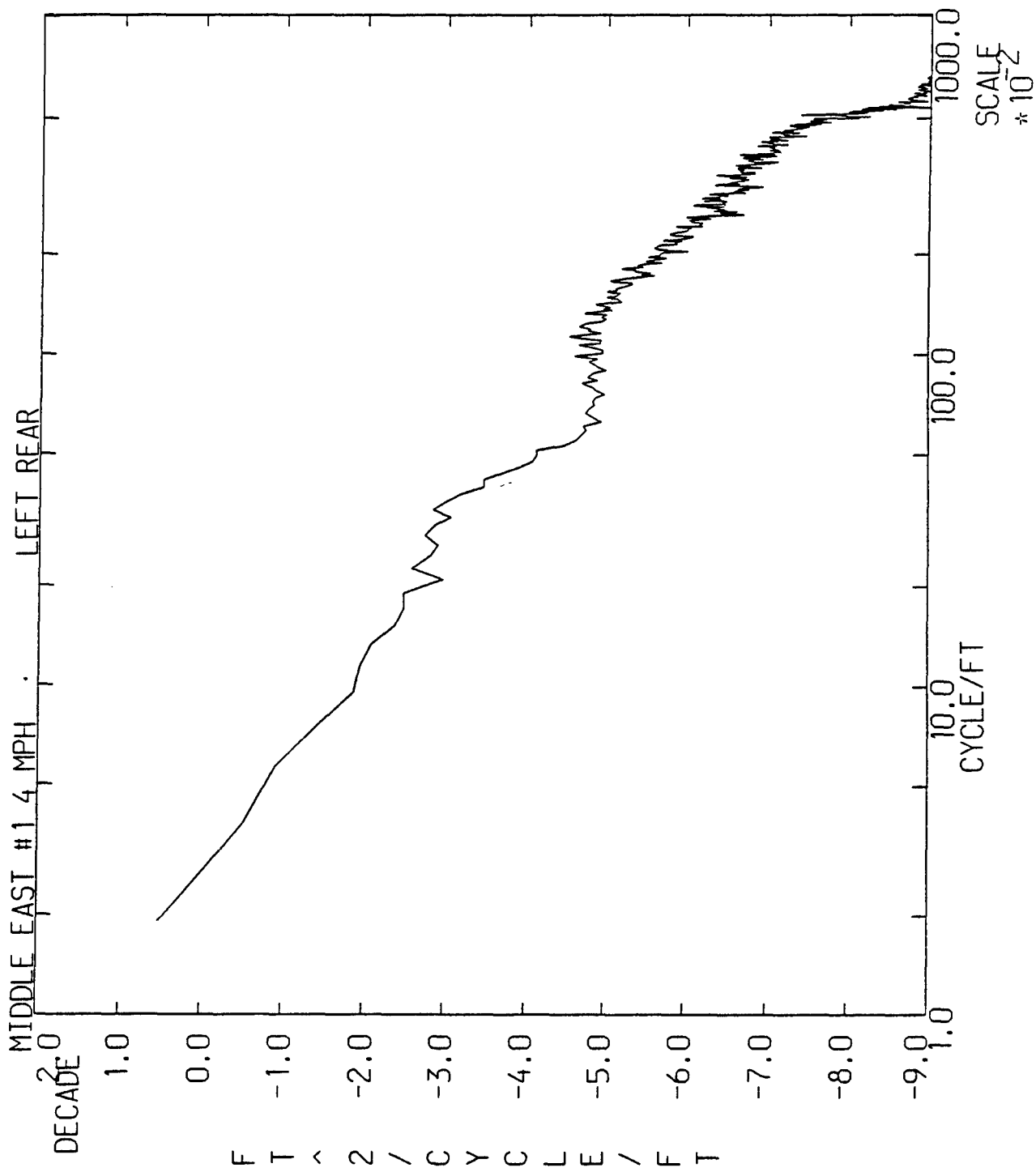




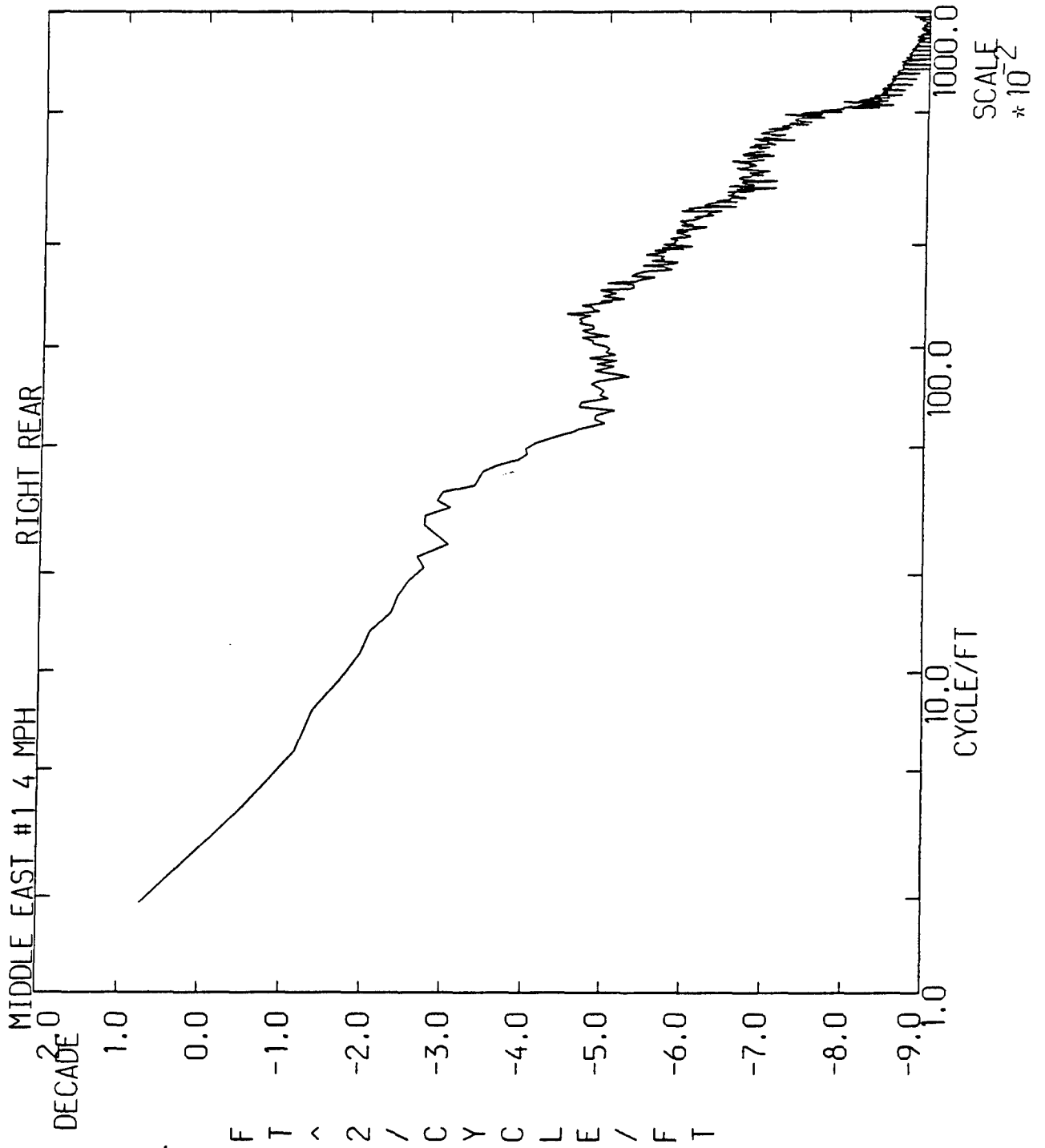


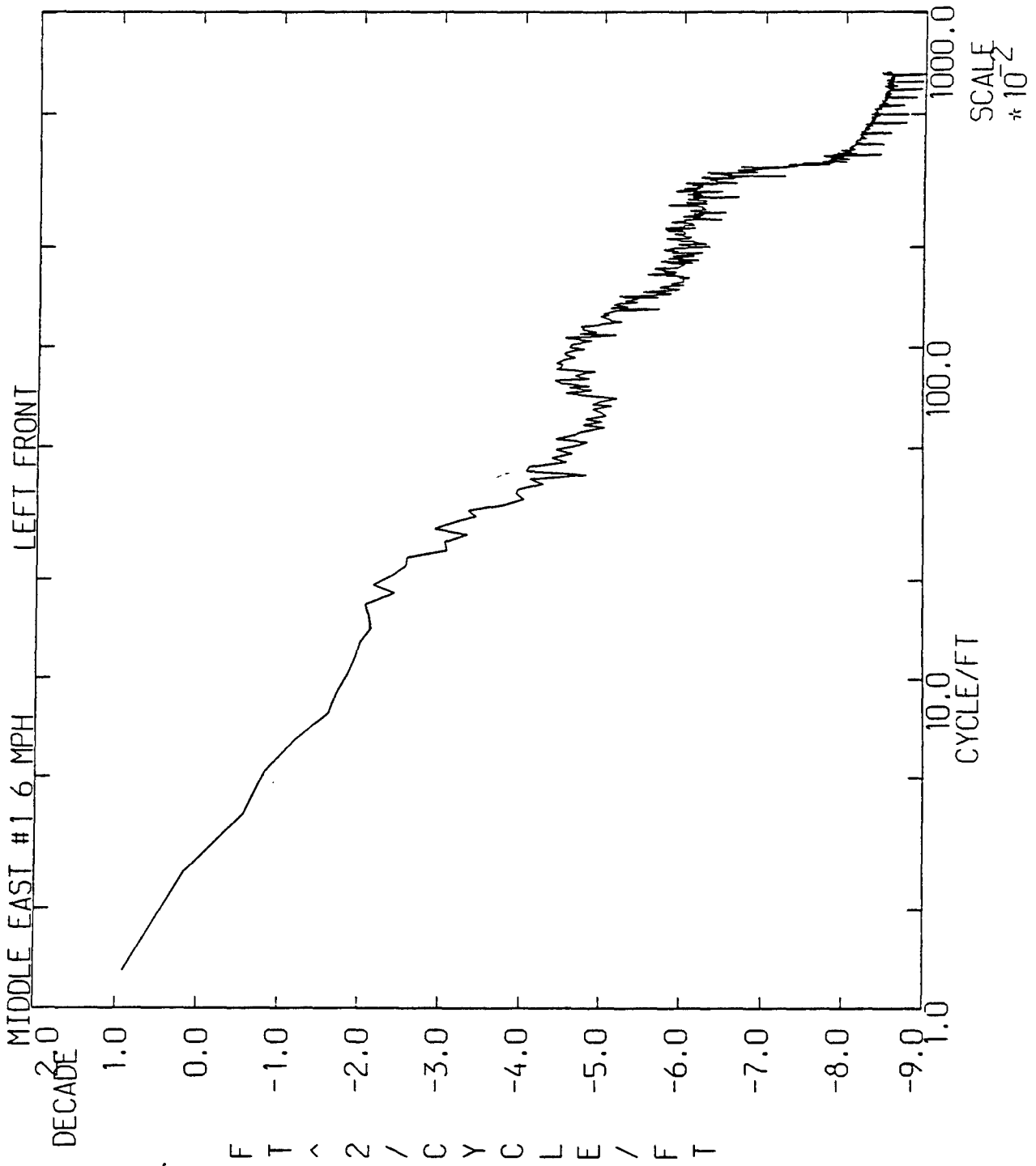


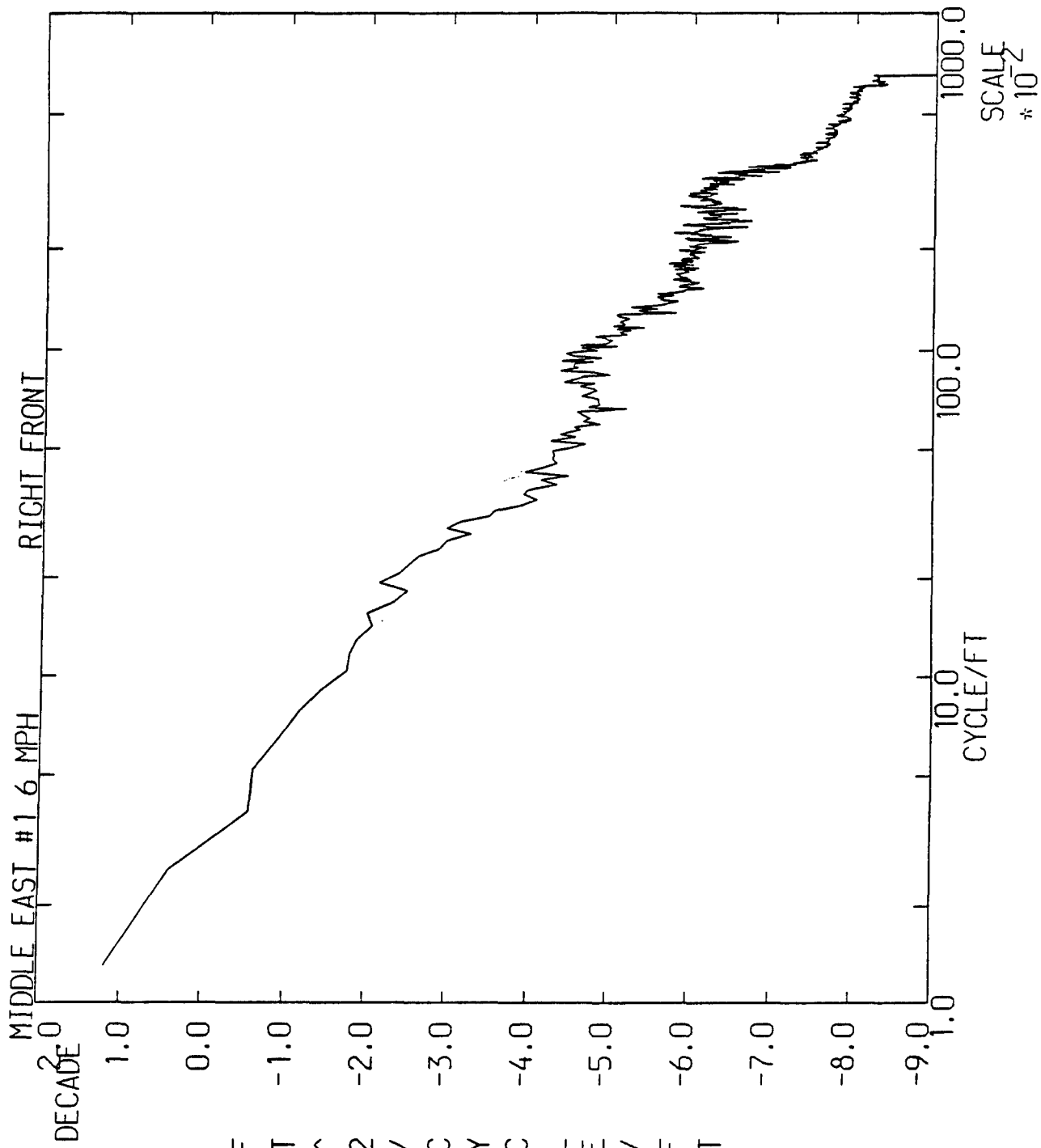


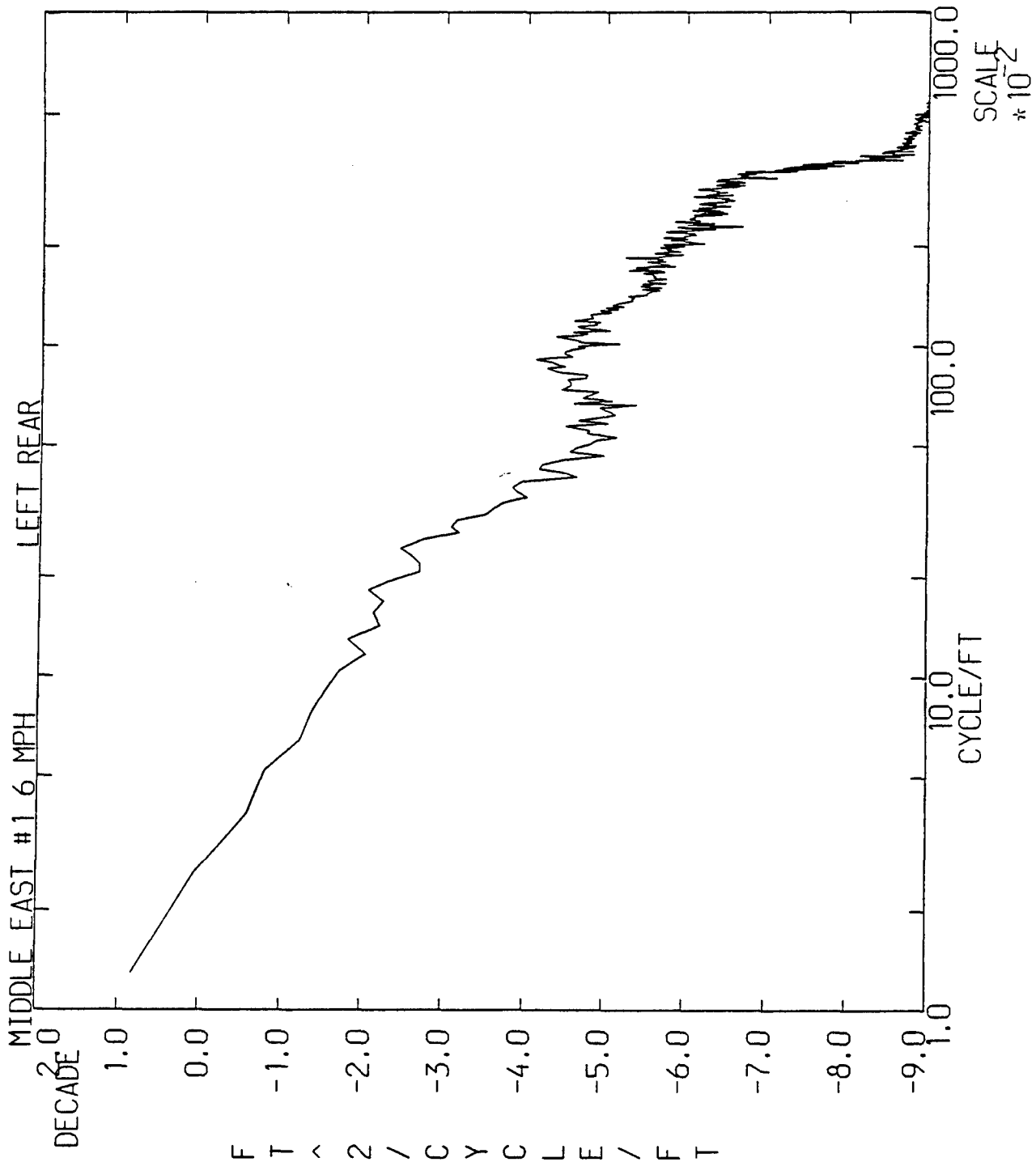


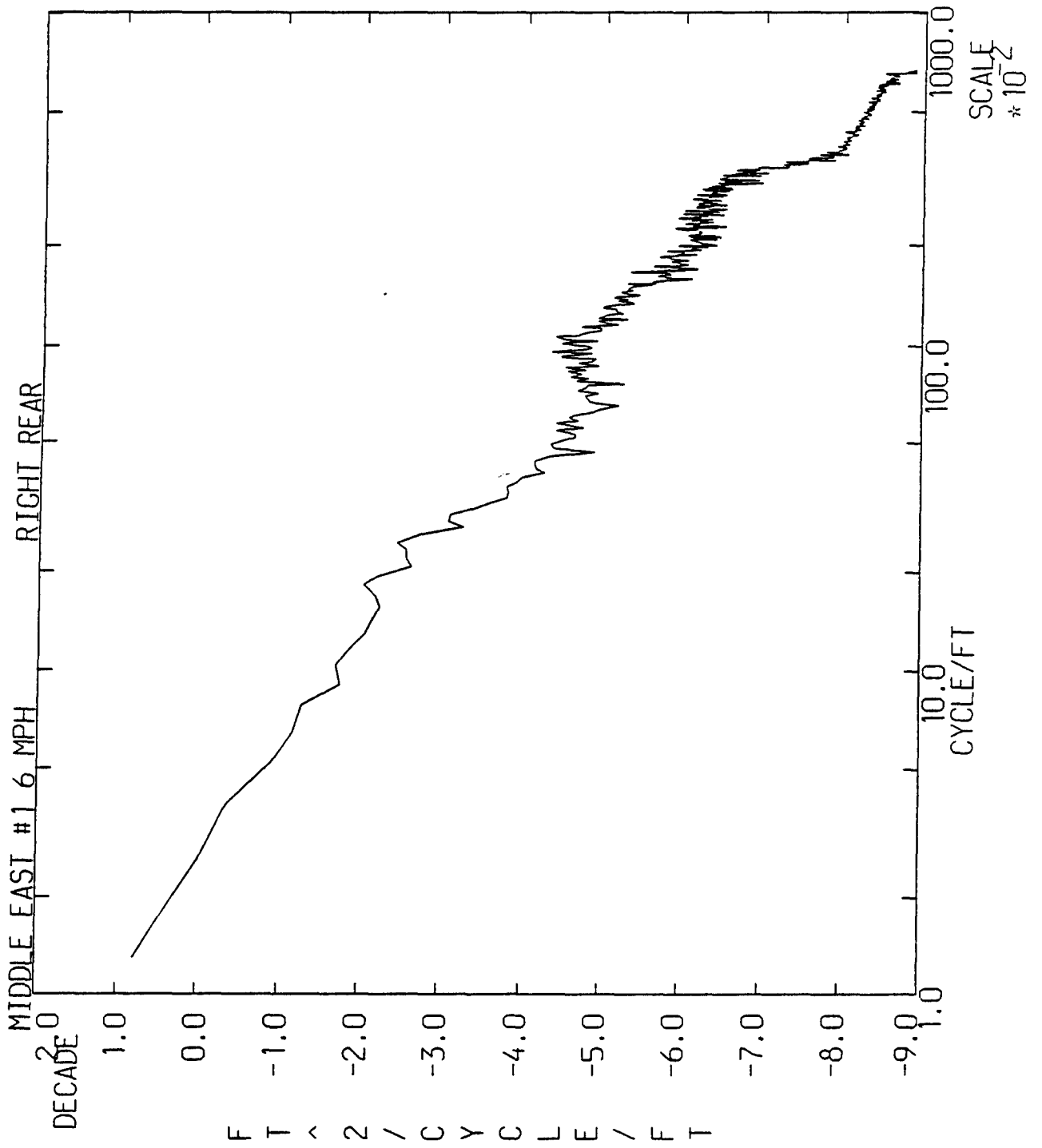


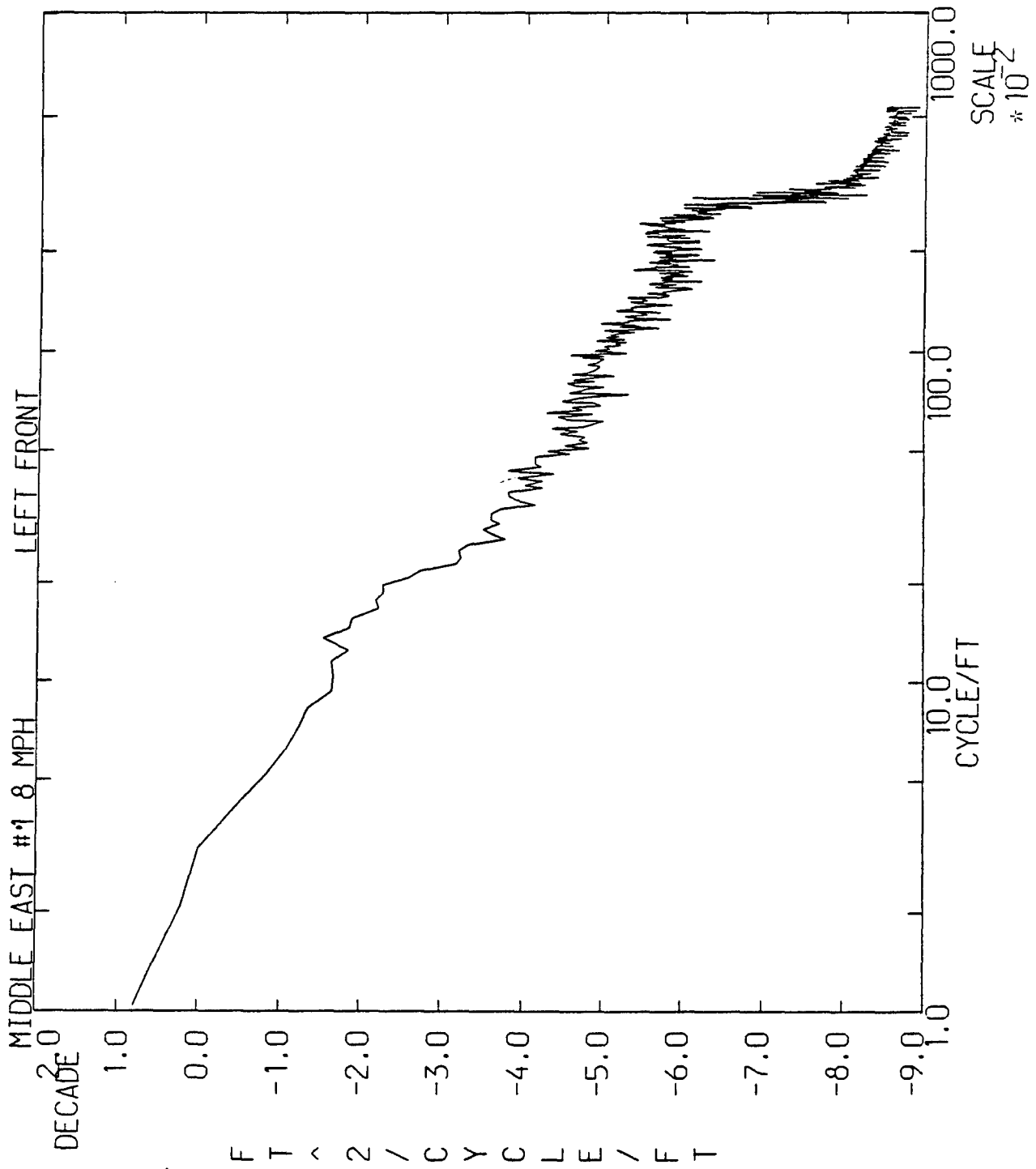


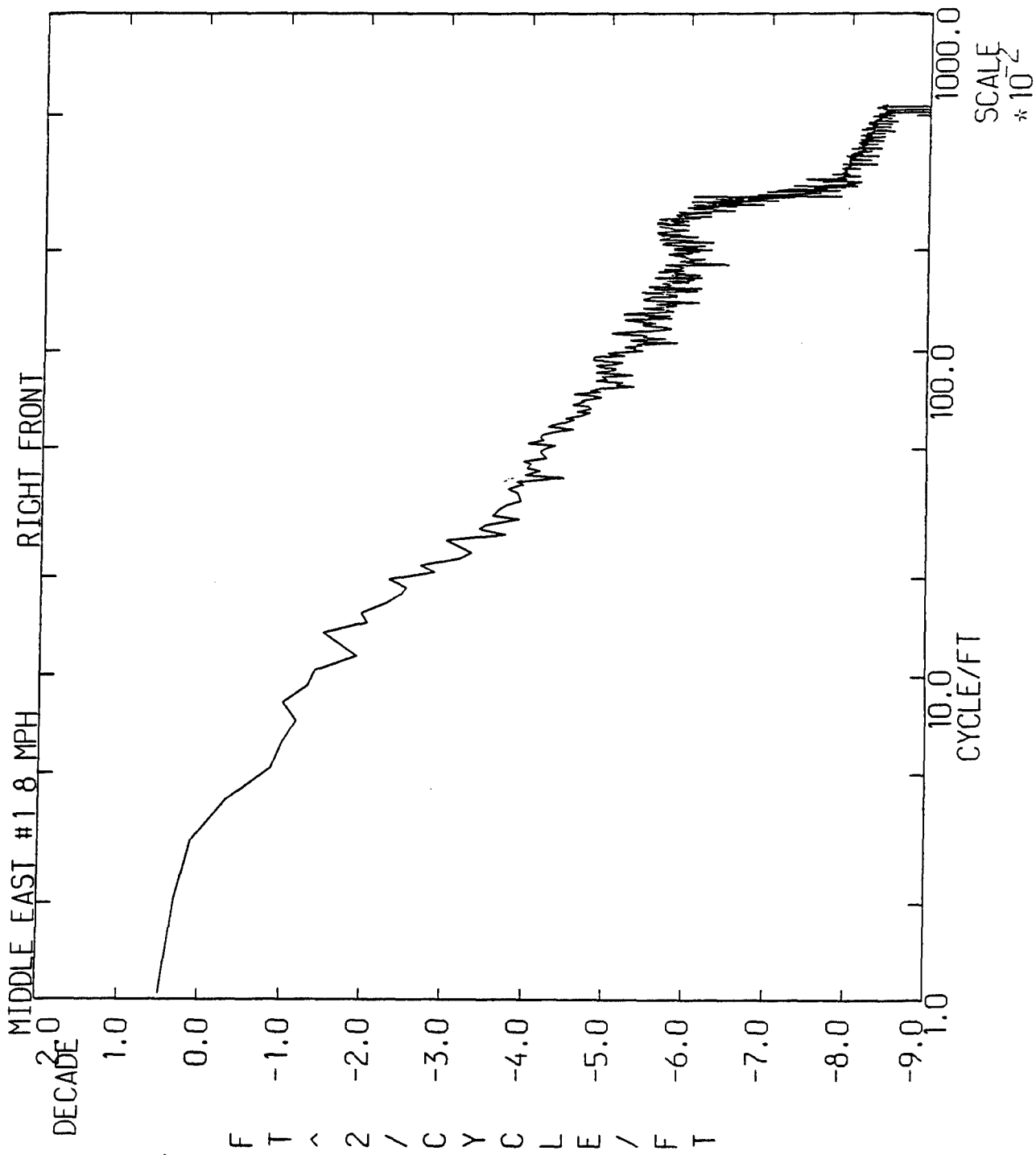


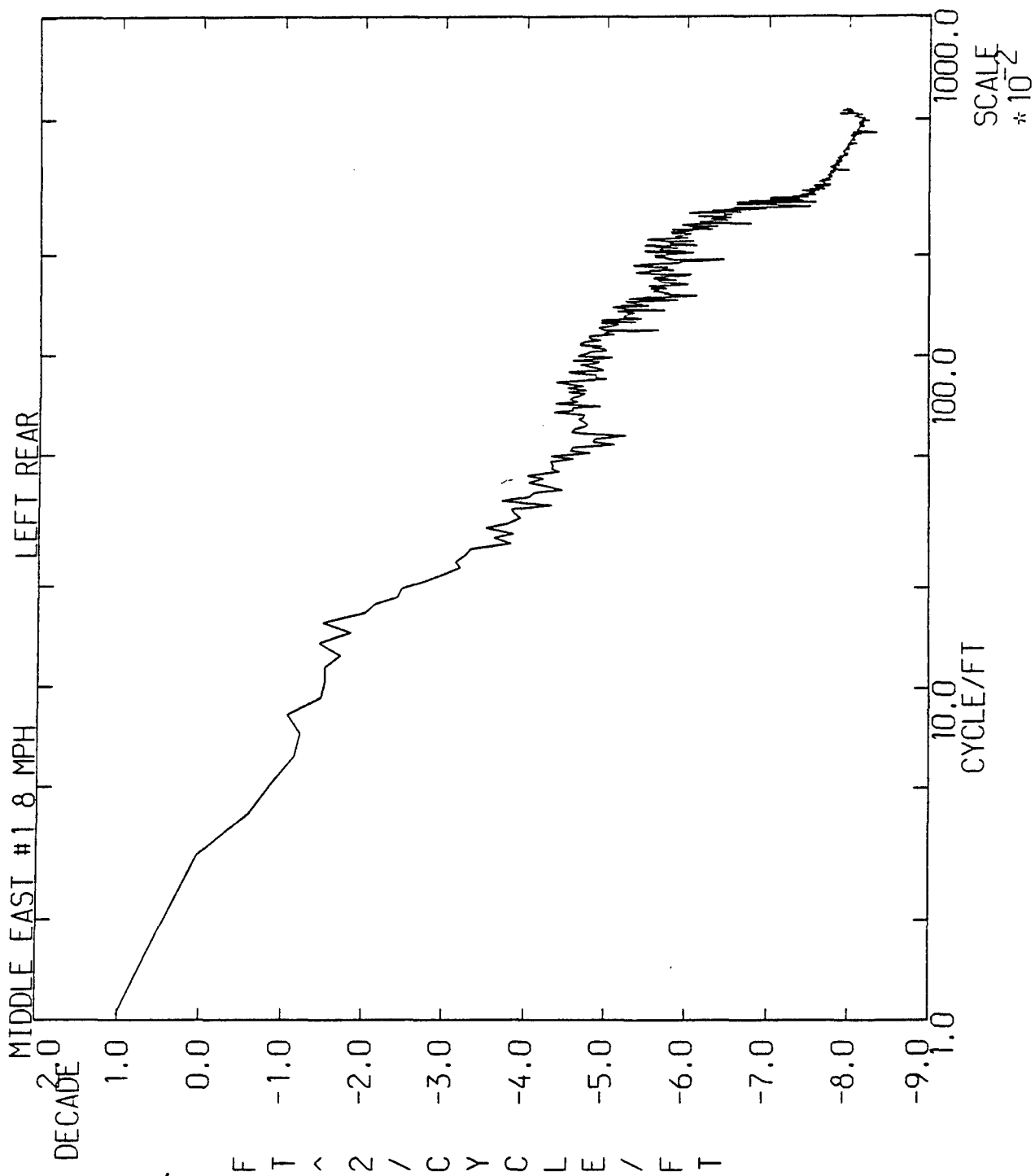




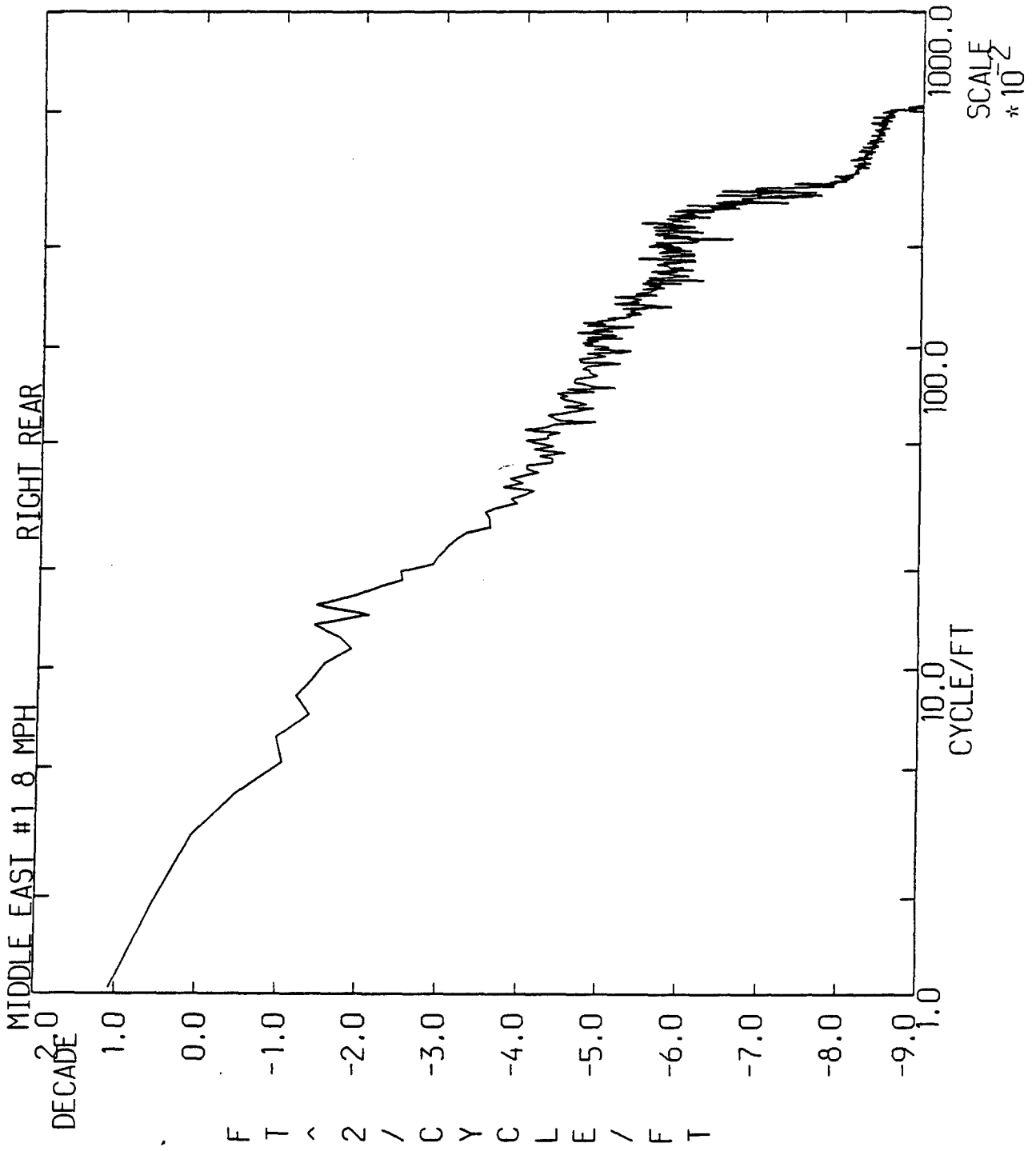


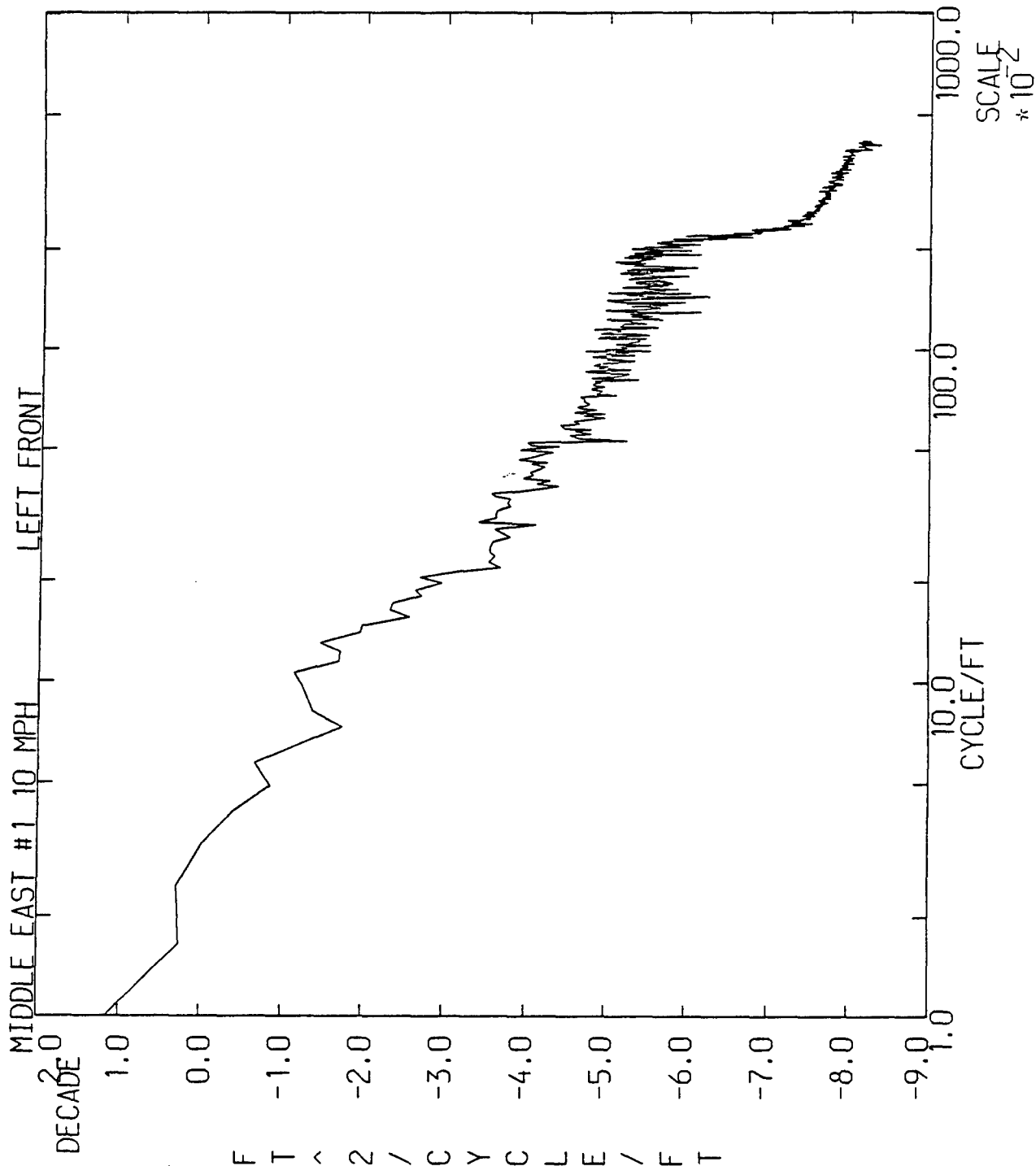


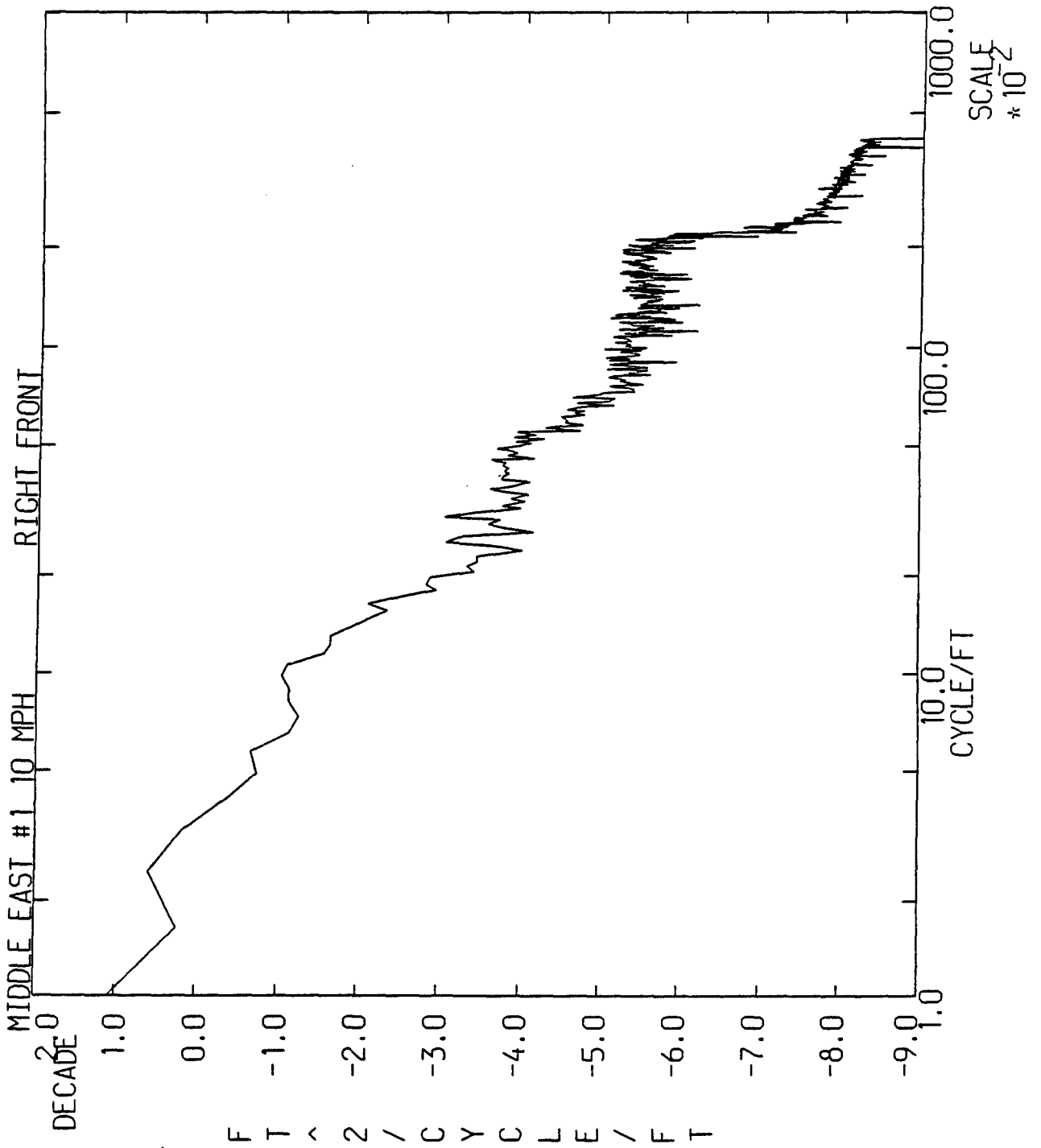


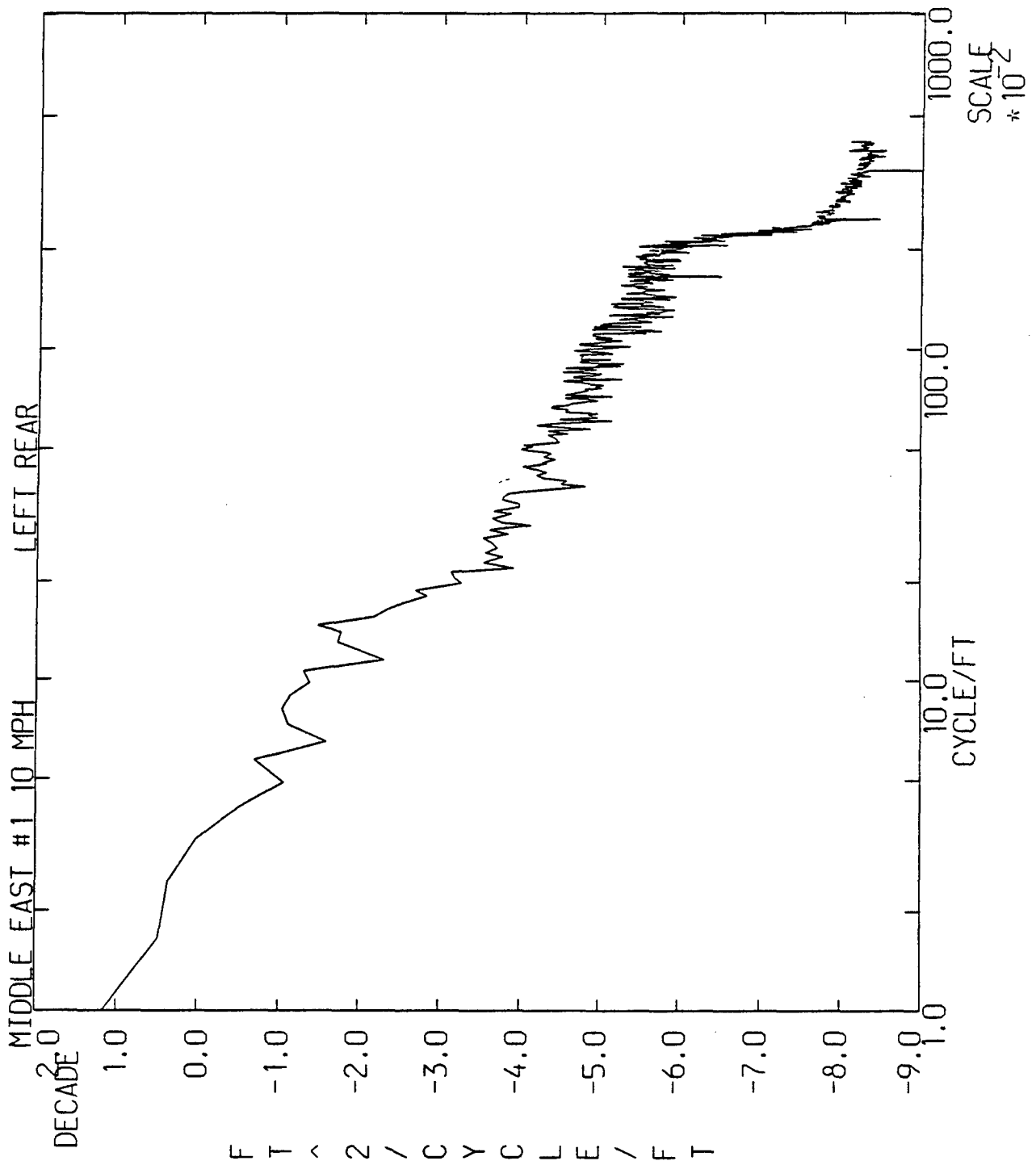


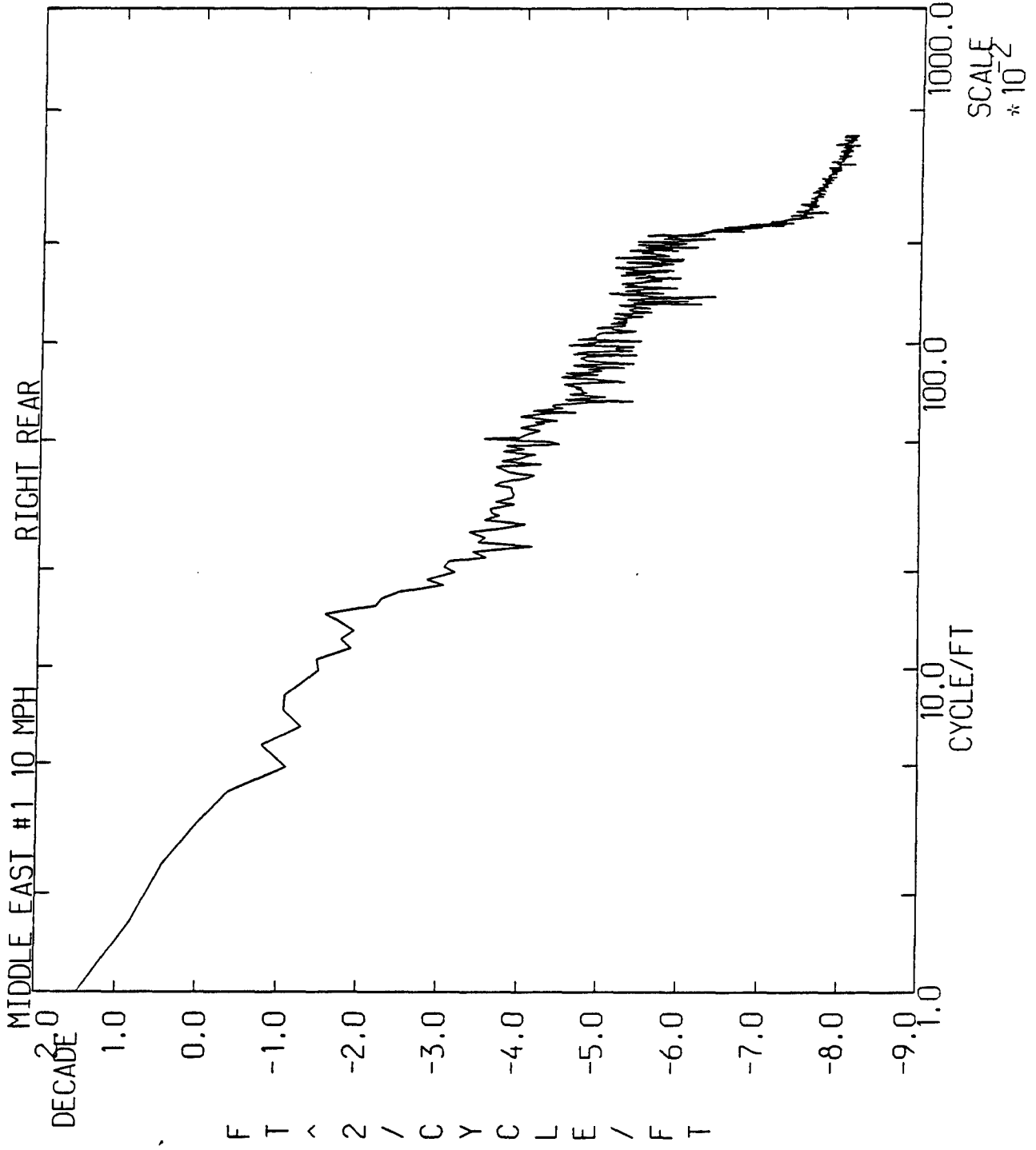












## MIDDLE EAST #2

### WAVE-NUMBER SPECTRA

2, 4, 6, 8 and 10 MPH

Four (4) curves per speed, one for each DFMV tire, as follows

LEFT FRONT  
RIGHT FRONT  
LEFT REAR  
RIGHT REAR

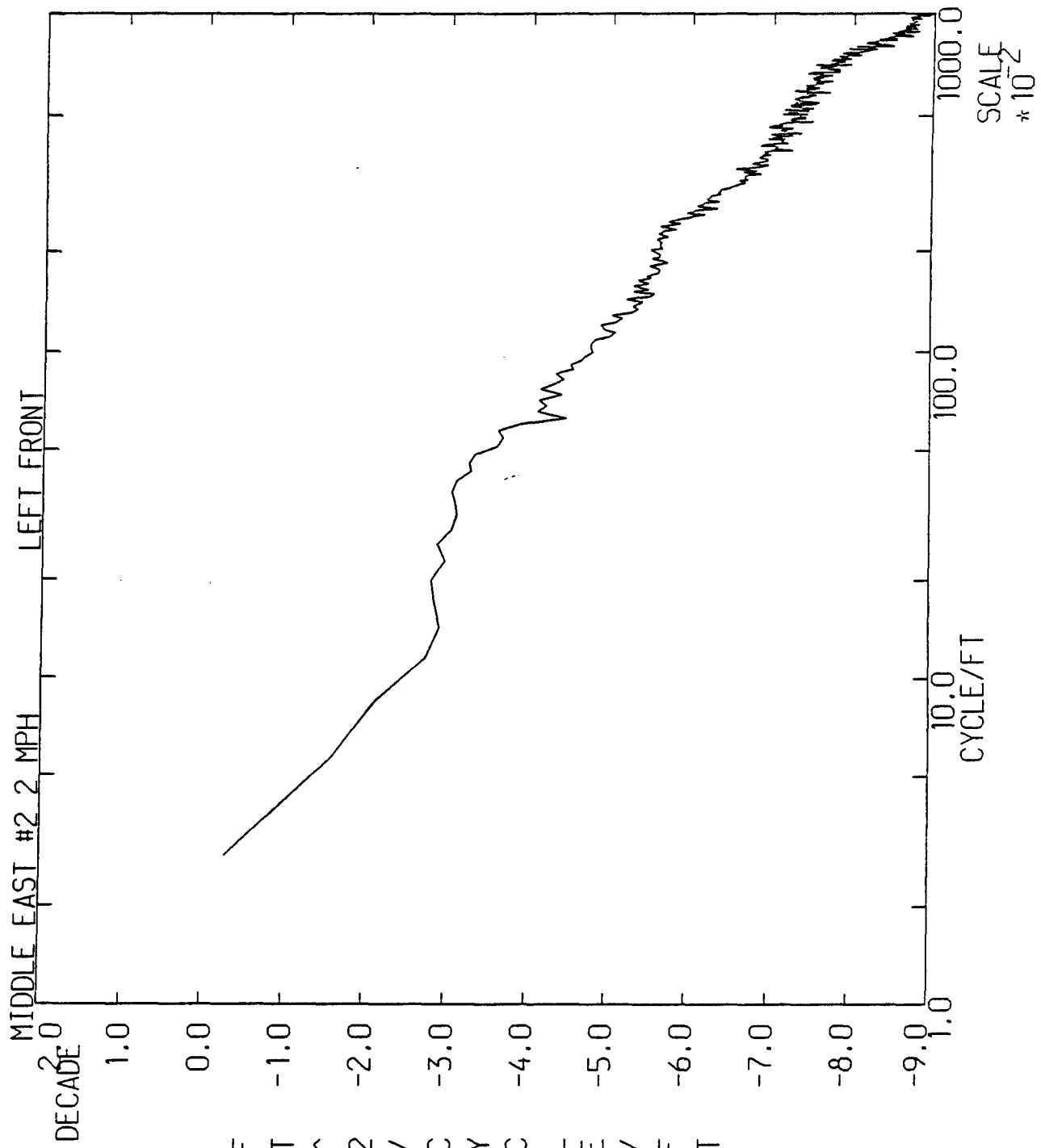
Volume II contains the data for the different DFMV speeds over each YPG course. The data was previously submitted to TACOM in an interim data report, however, the data was not reprocessed with the signal processing considerations discussed in the Volume I report (e.g., in this data, much of the spectral resolution was below the footprint). The wave-number cut-off at the low end of the spectra was limited by the frequency range of the accelerometer, as discussed in the report and shown in the table below. The wave-number cut-off at the high end of the spectrum was limited by the footprint length of the DFMV tire, which was  $\approx 1.2 \text{ ft}^{-1}$ . These cut-offs were verified through the DFMV front-to-rear coherence plots. Therefore, when comparing plots between different speeds, do not compare the data past these limits. As discussed in the report, the faster speed runs produced the best results at the lower wave numbers.

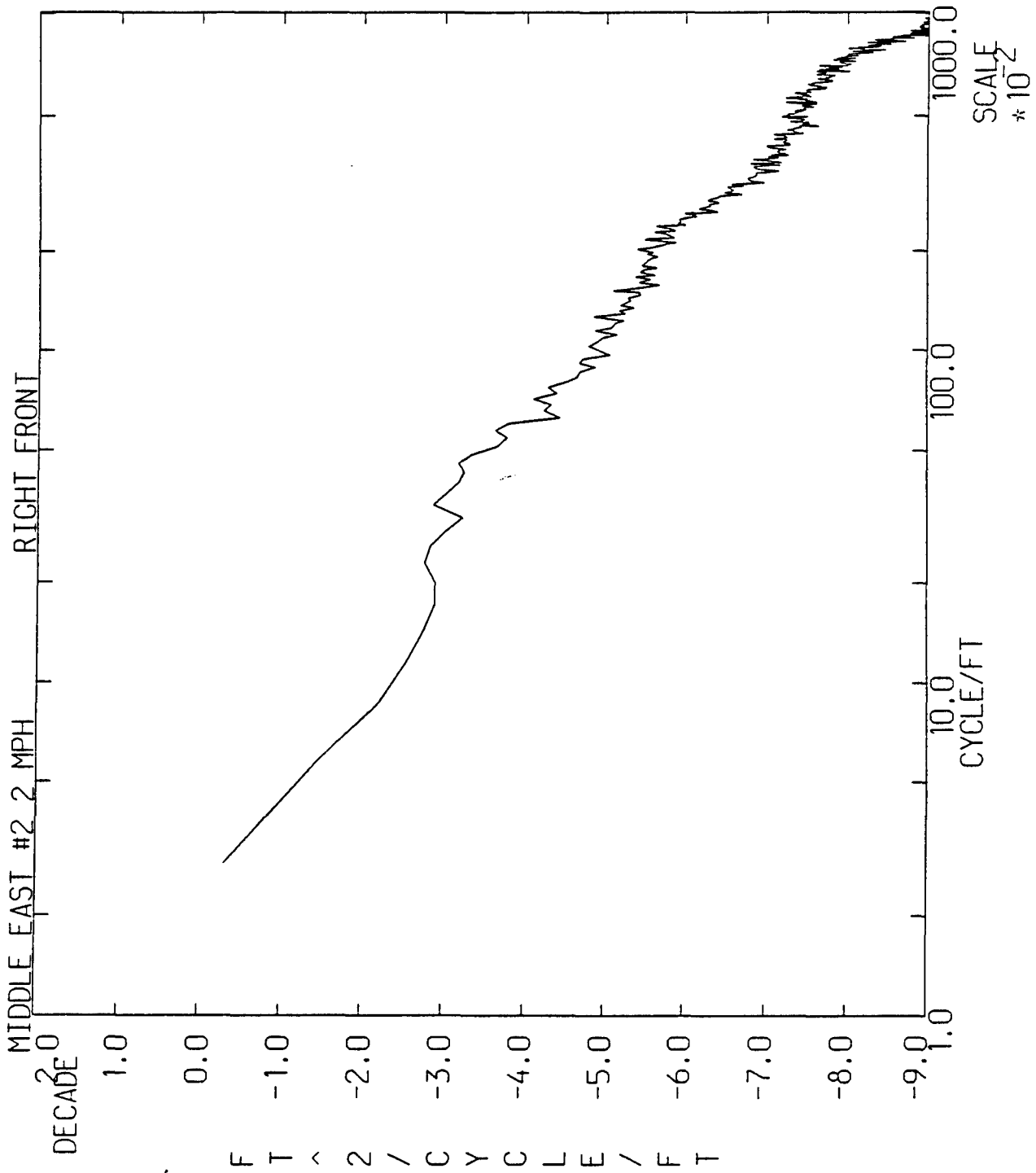
Table 1. DFMV Actual Versus Predicted Wavelength Limits

DFMV Speed MPH	Expected Wavelength Resolution*	Actual Wavelength Resolution**
2	60	15
4	120	30
6	180	45
8	240	60
10	300	75

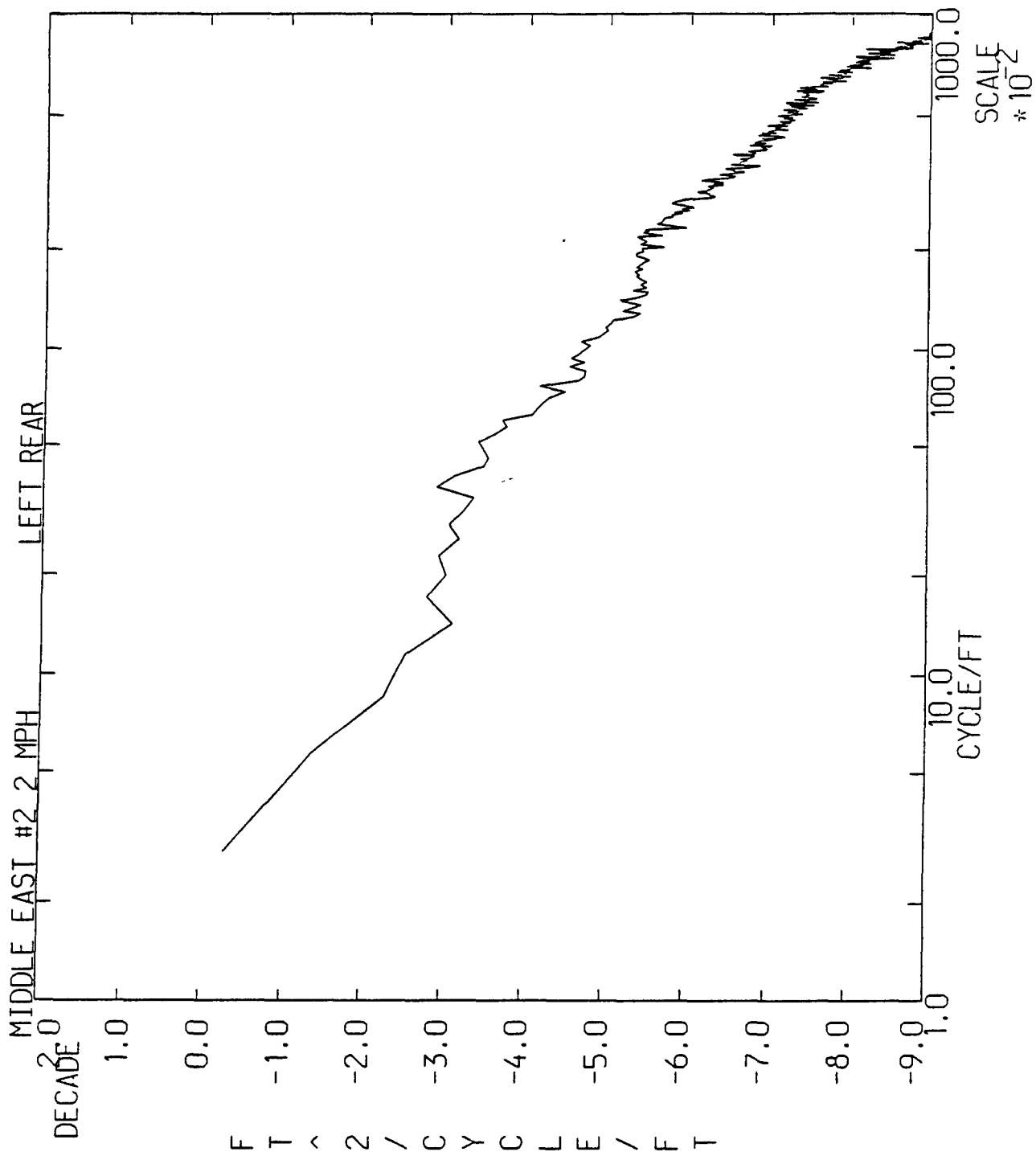
\* Based on the advertised low-end frequency range for the accelerometer used

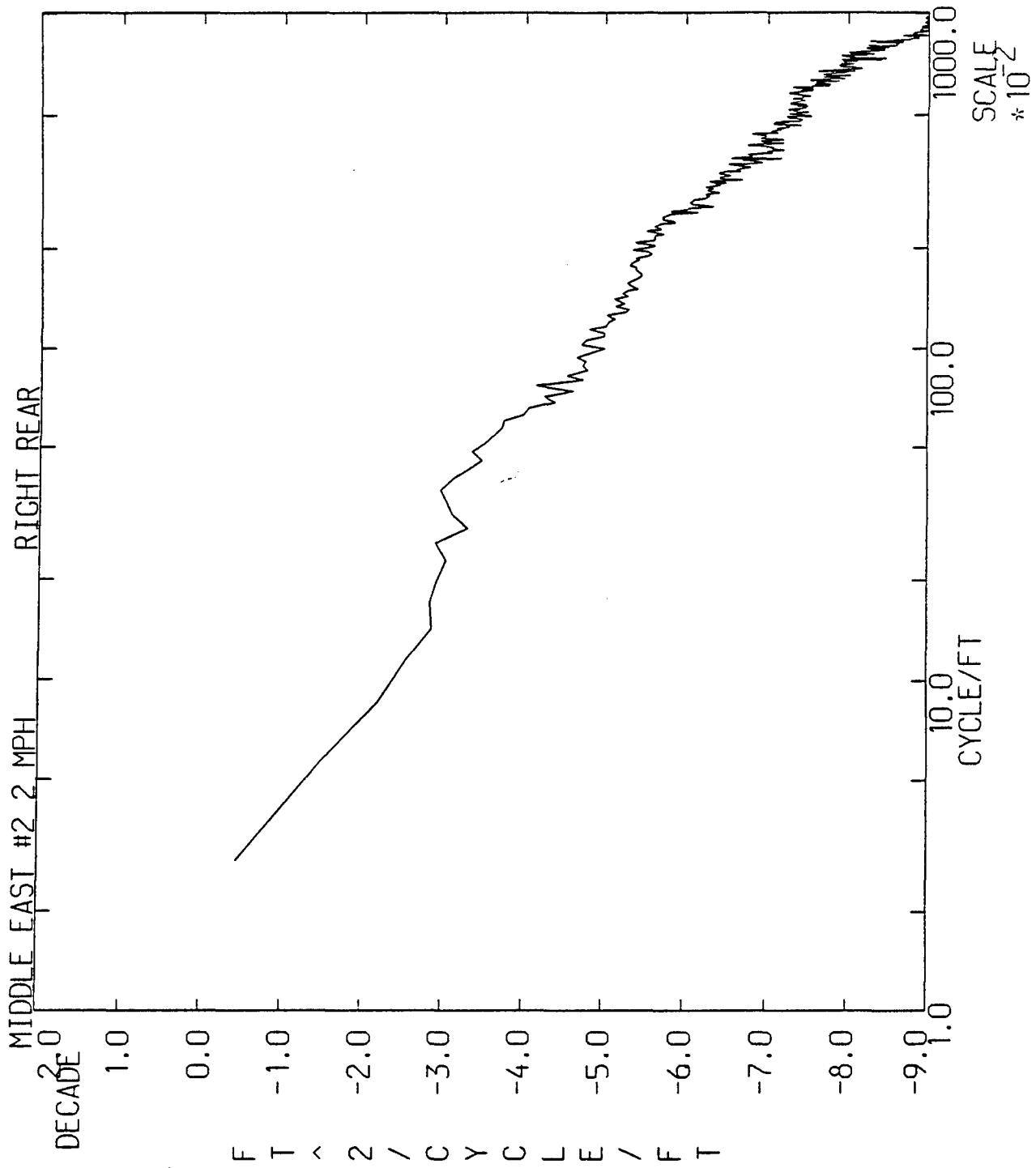
\*\* Based on actual low-end frequency range for the accelerometer used

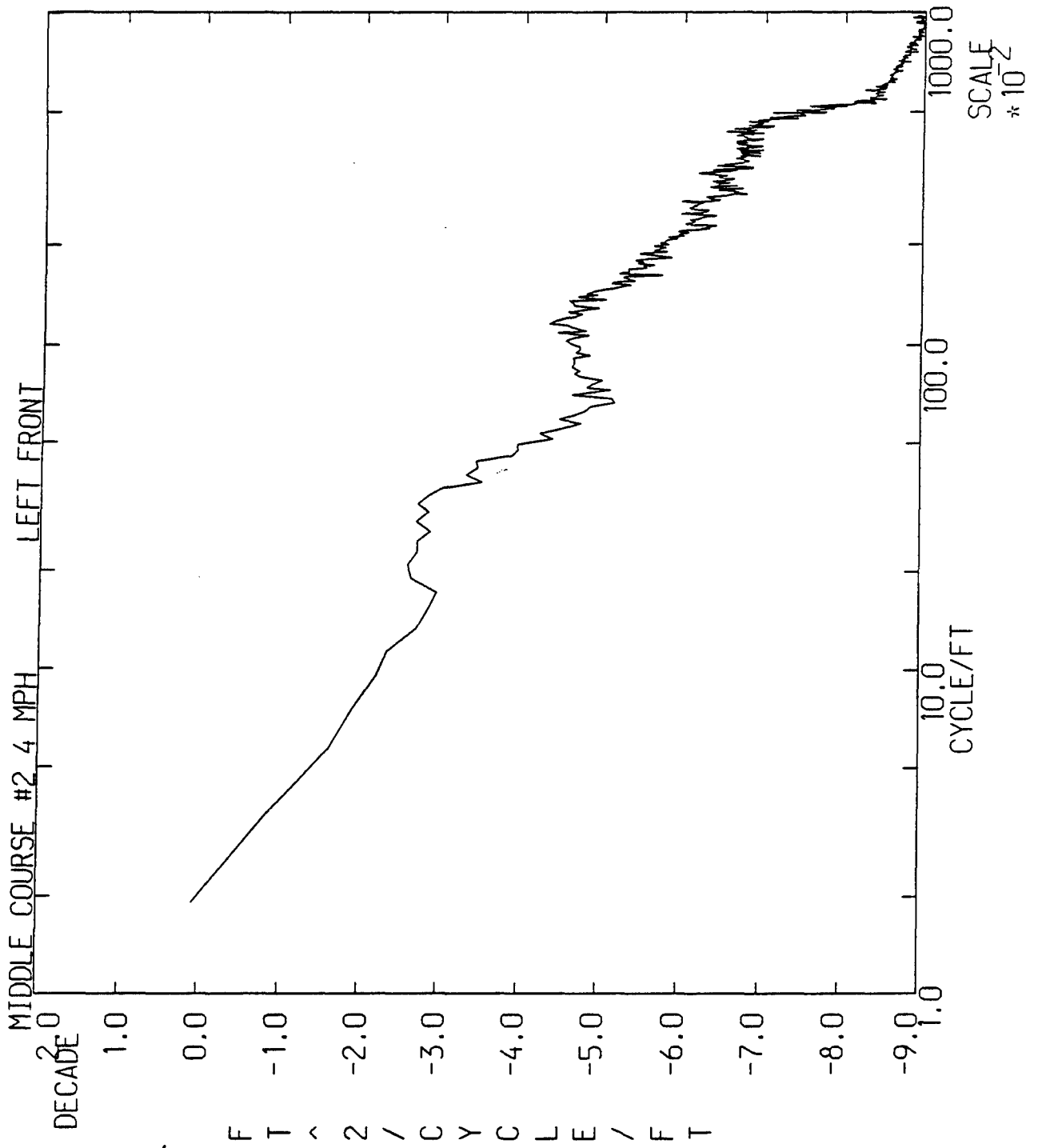


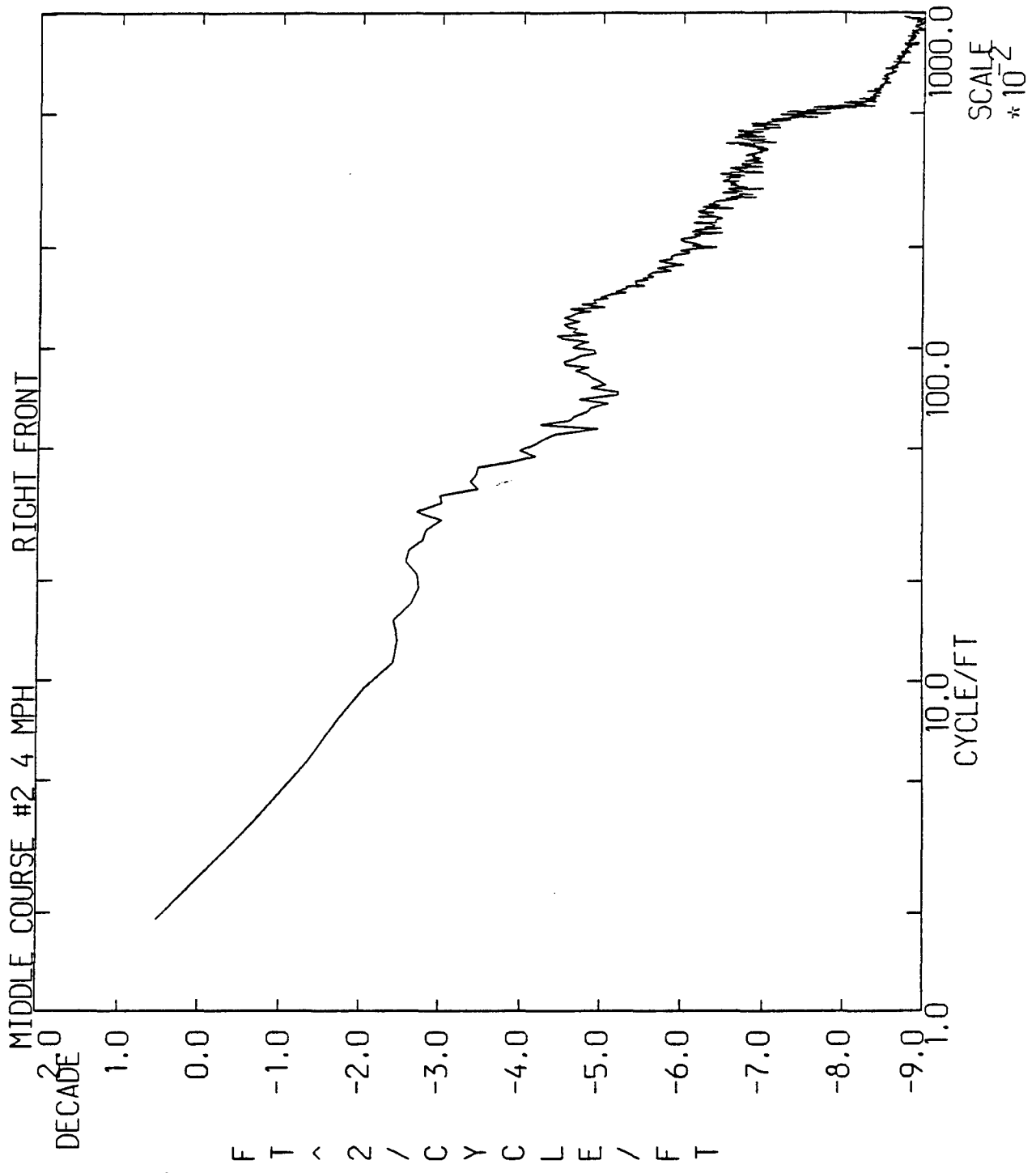


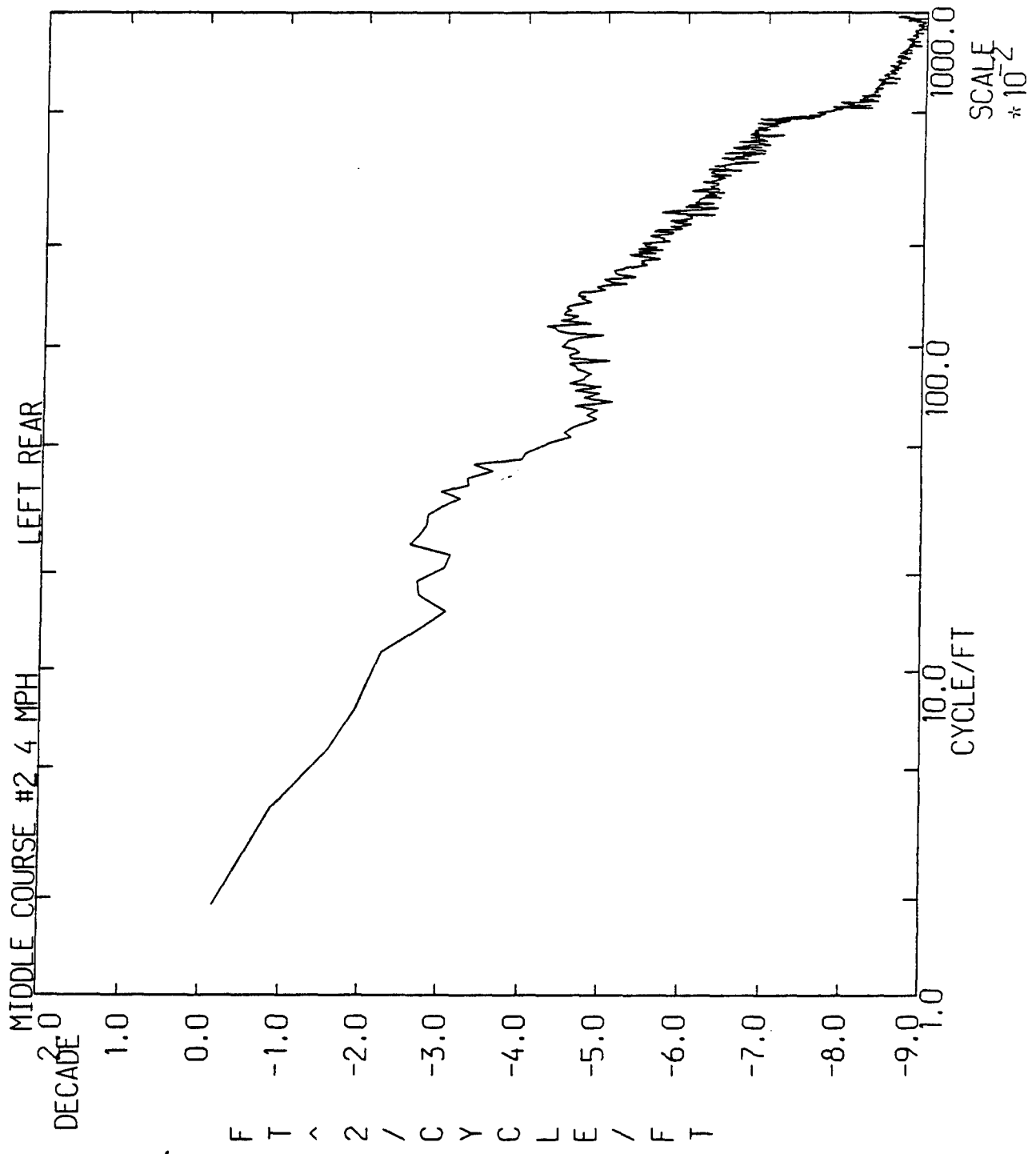


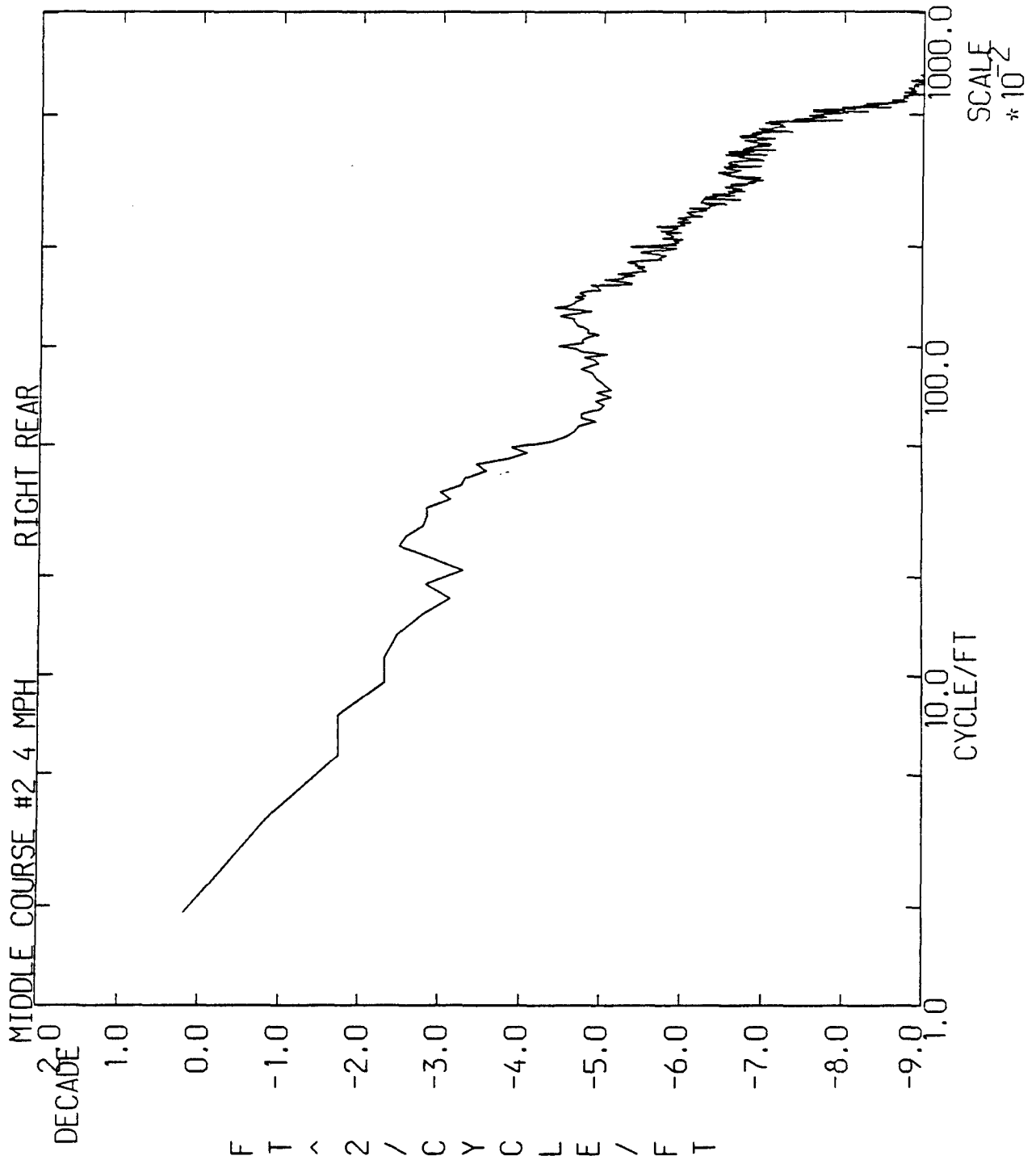


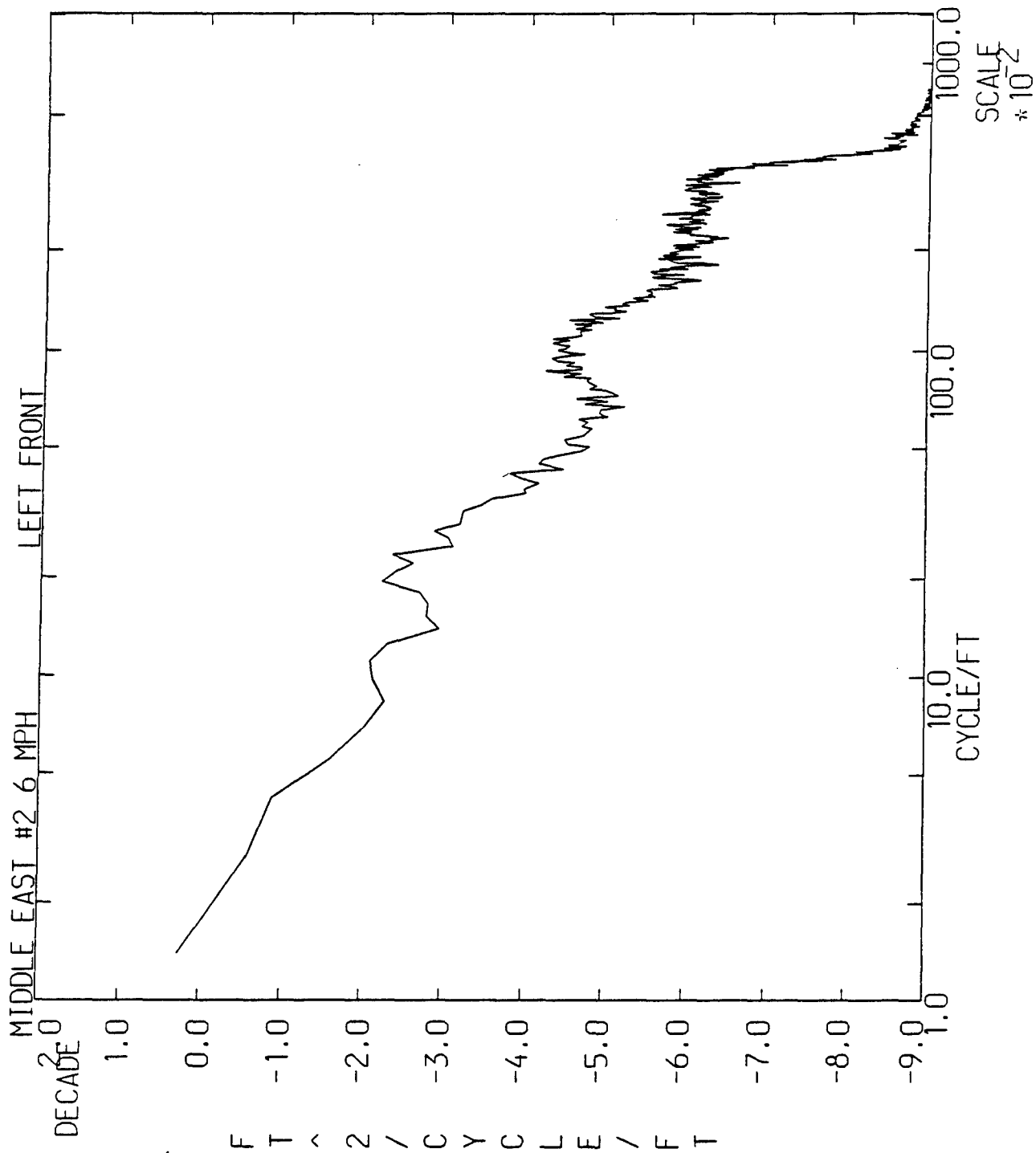


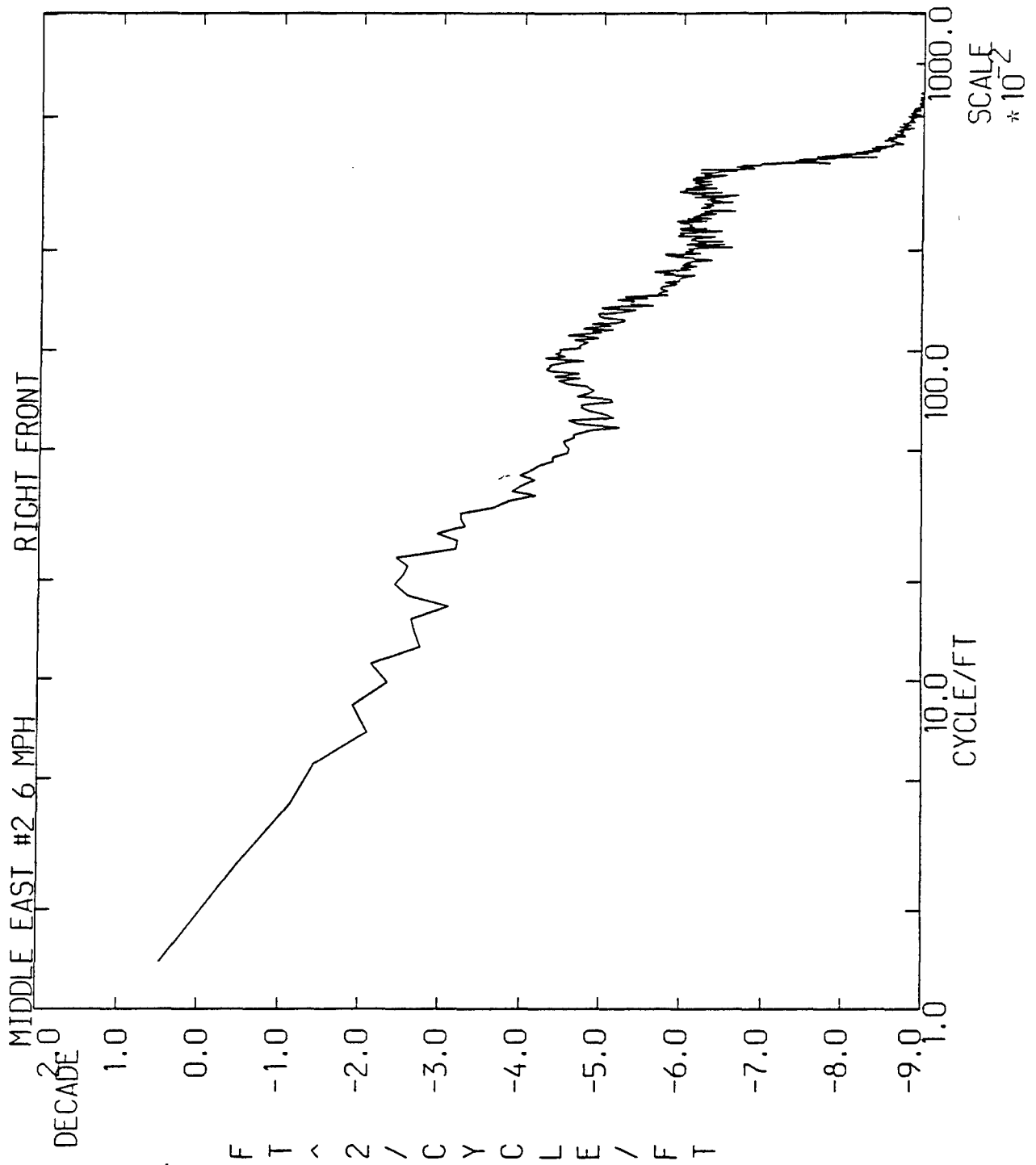




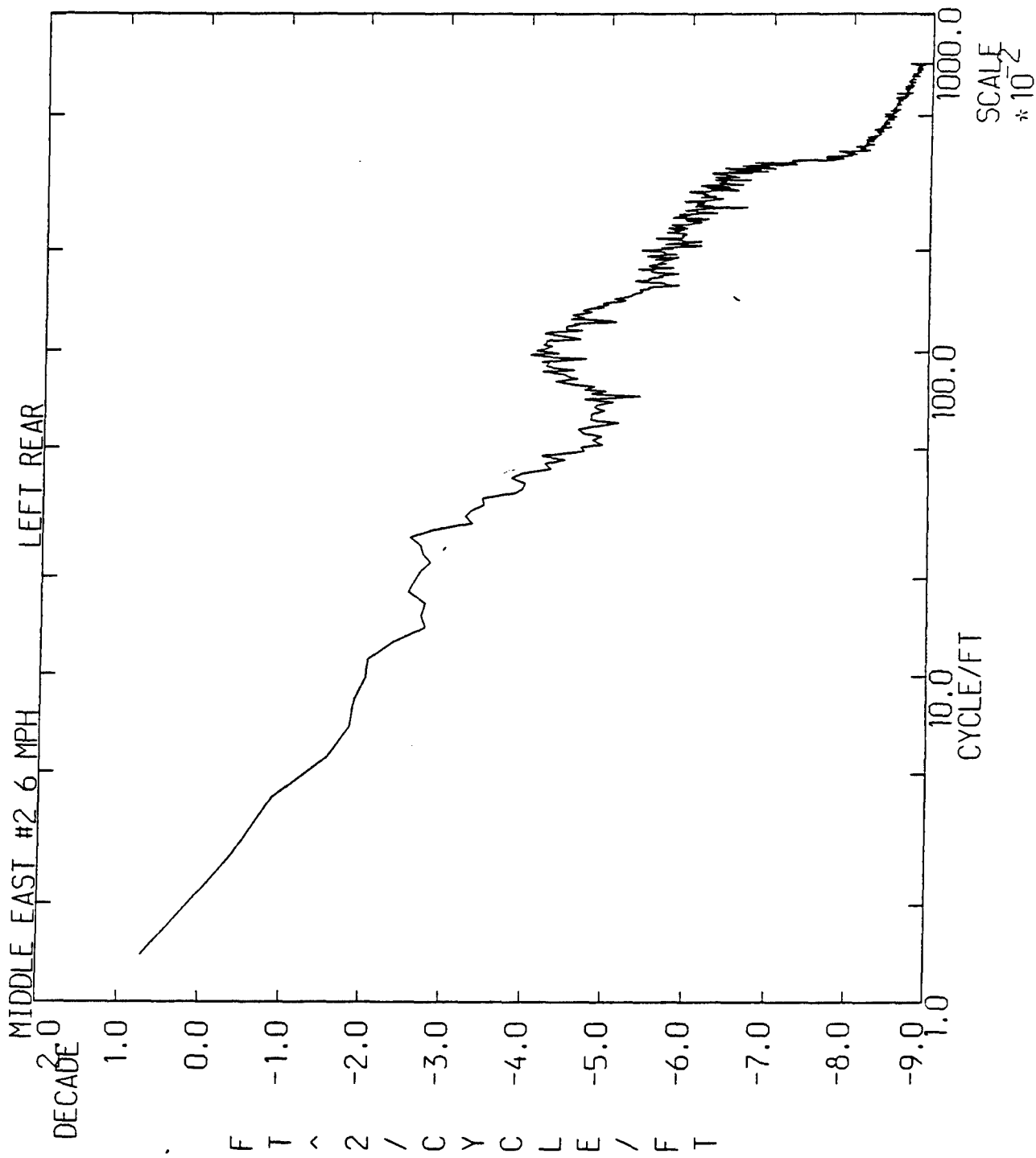


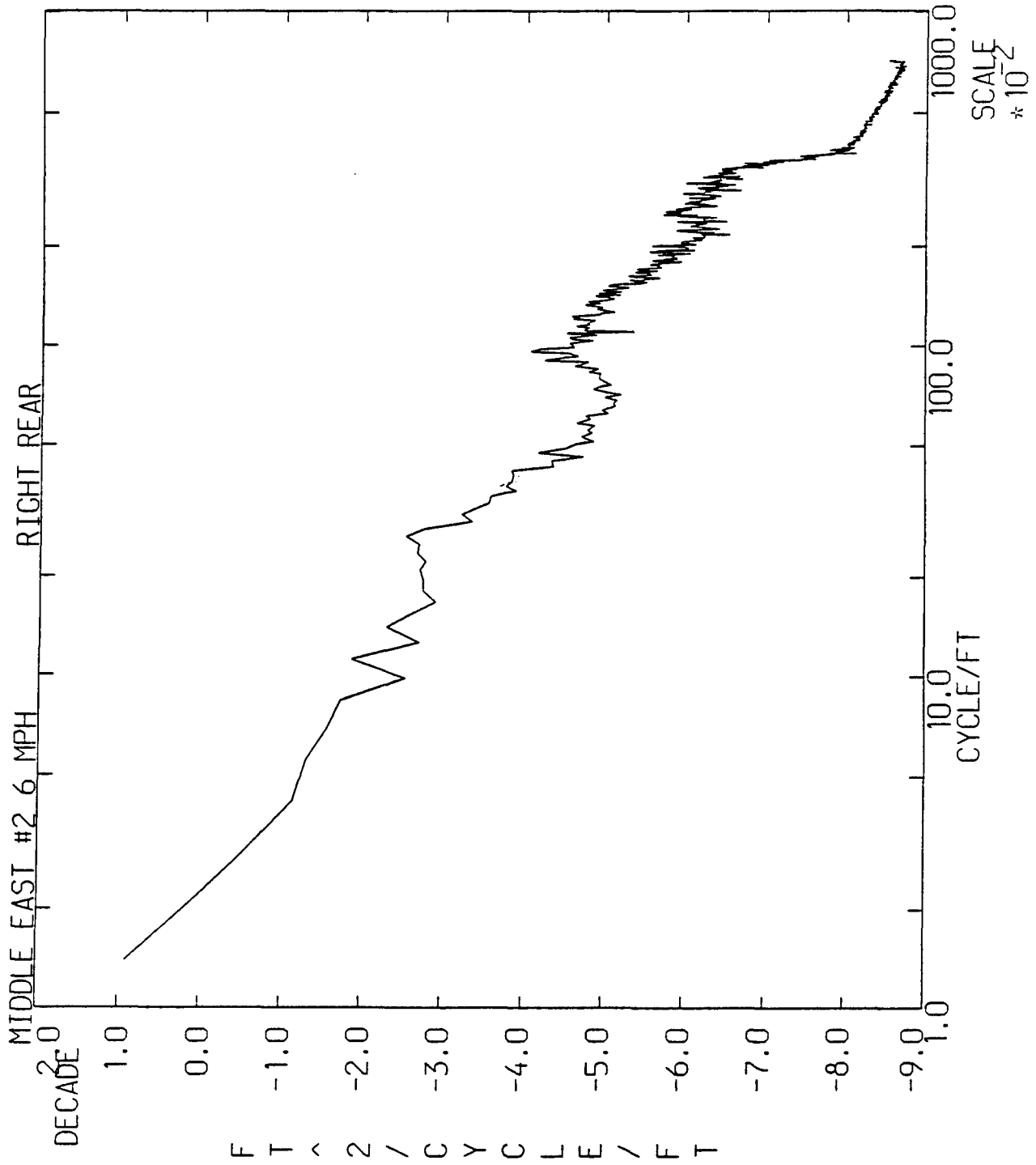


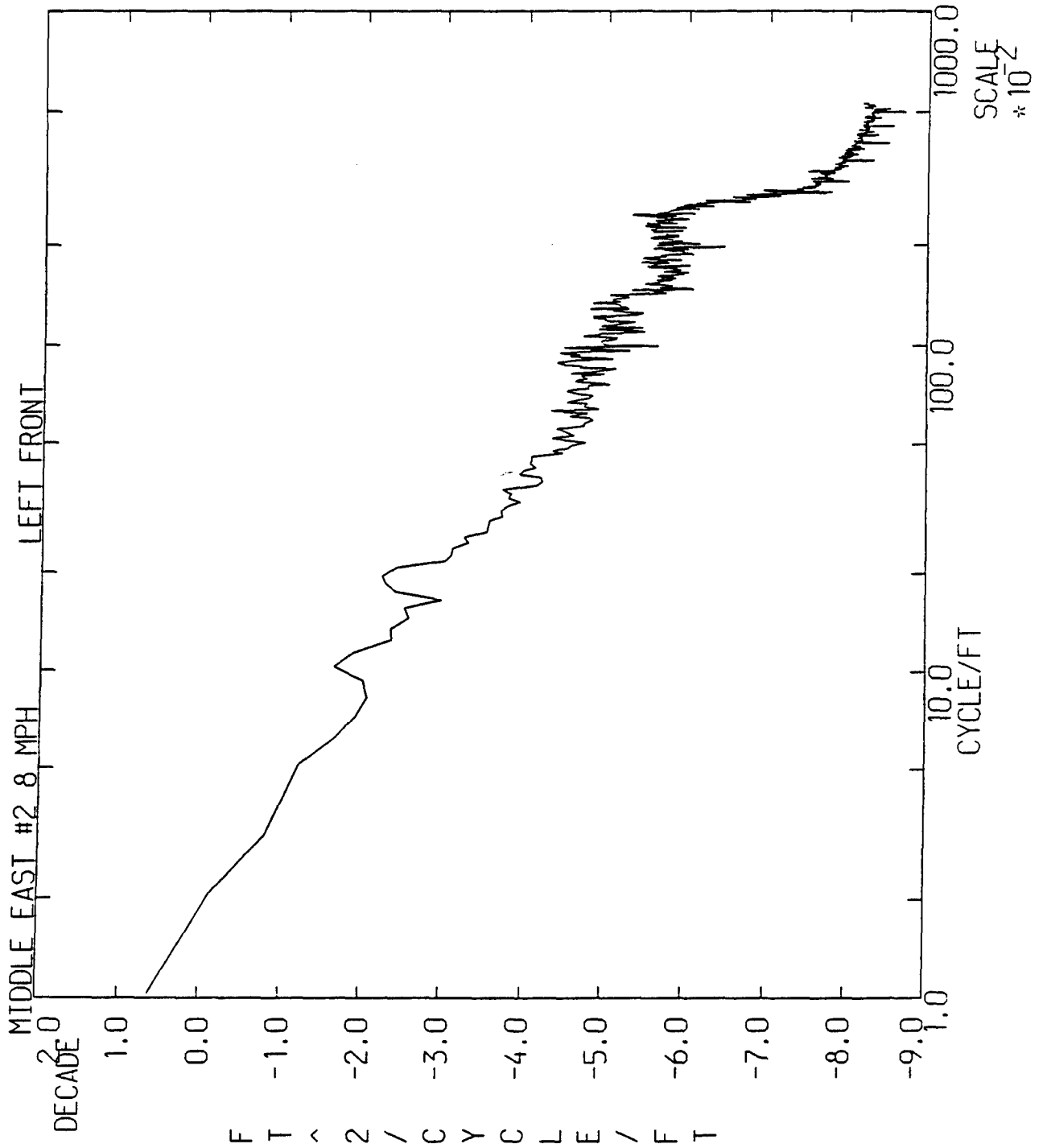


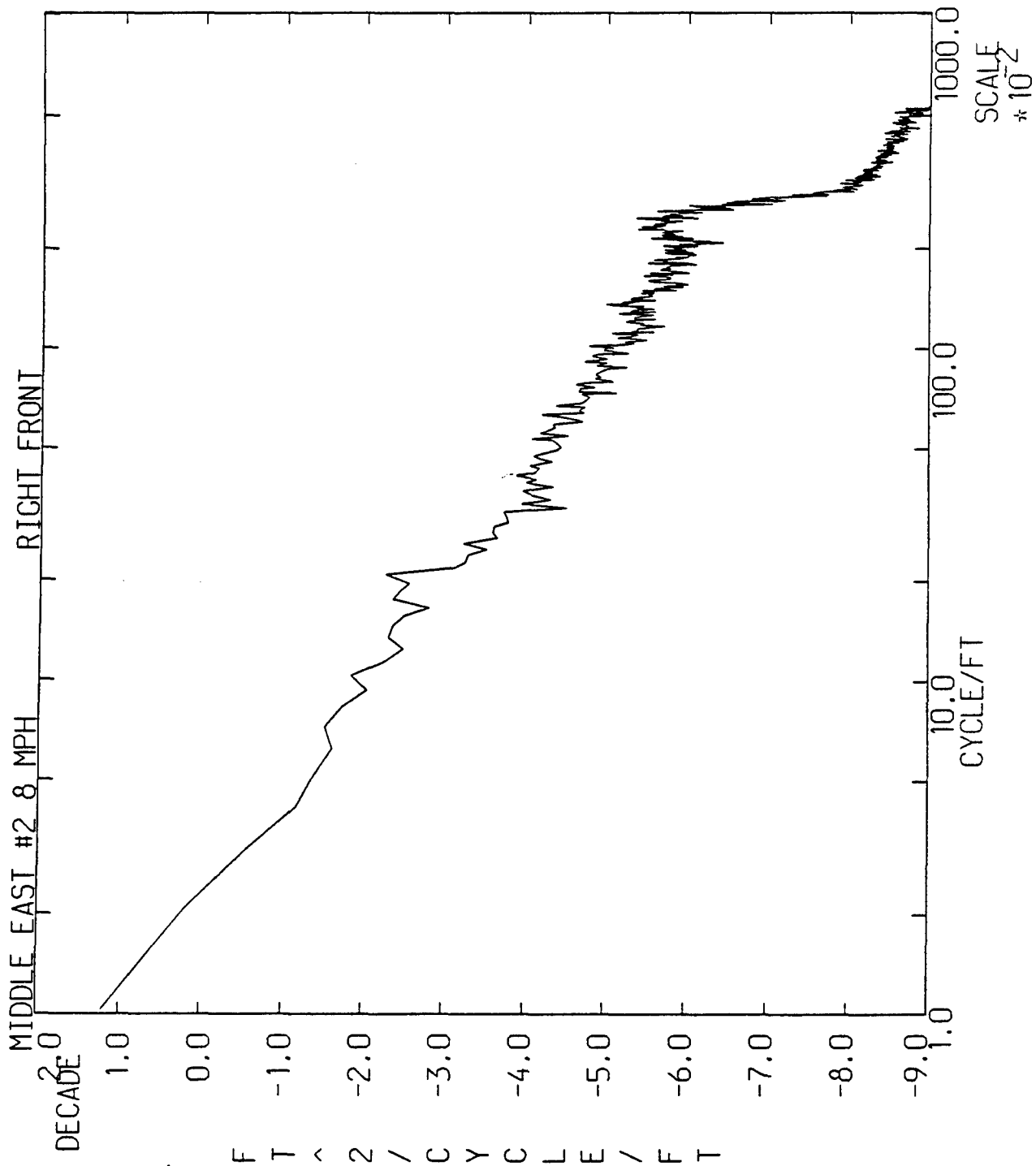


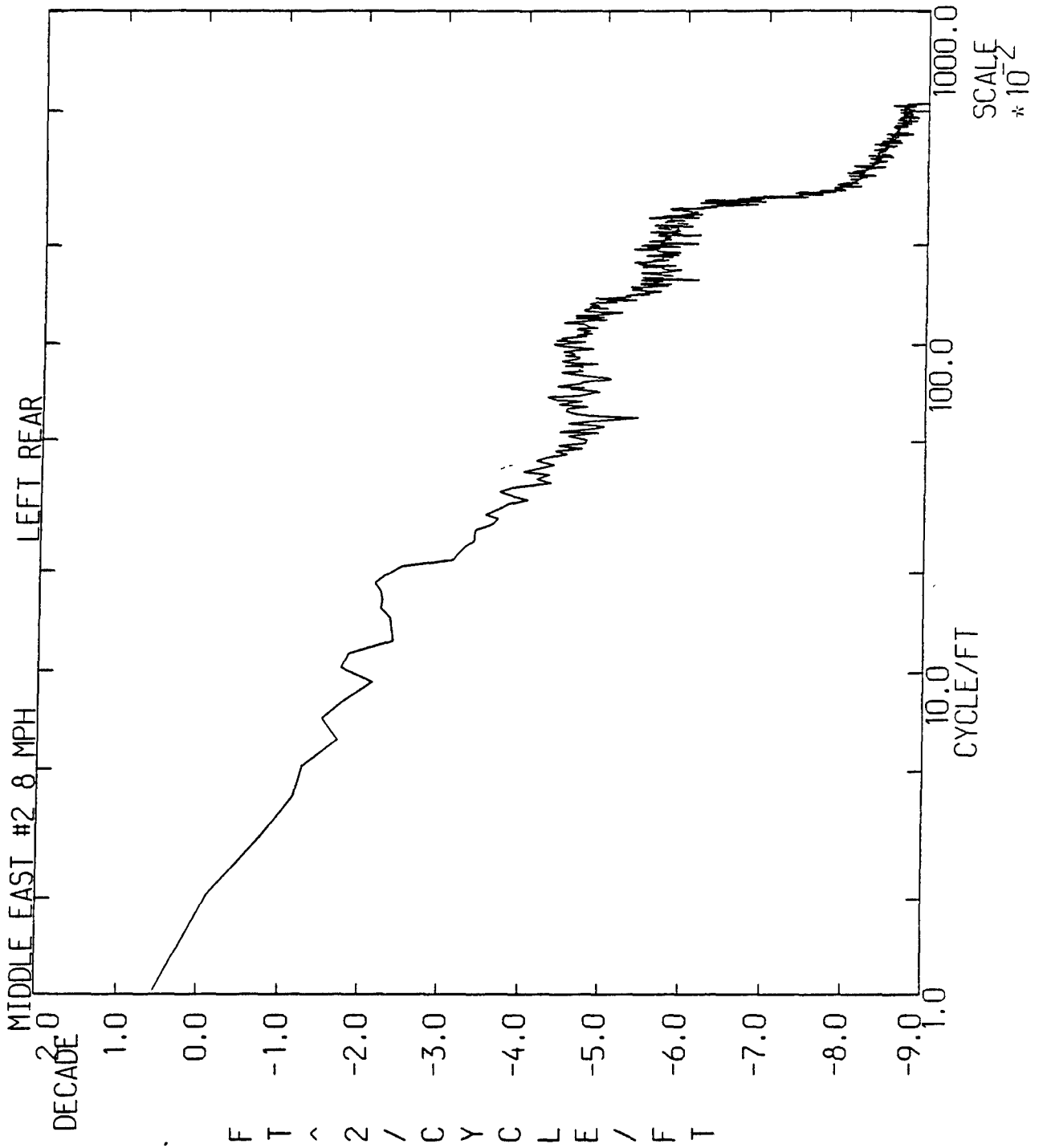


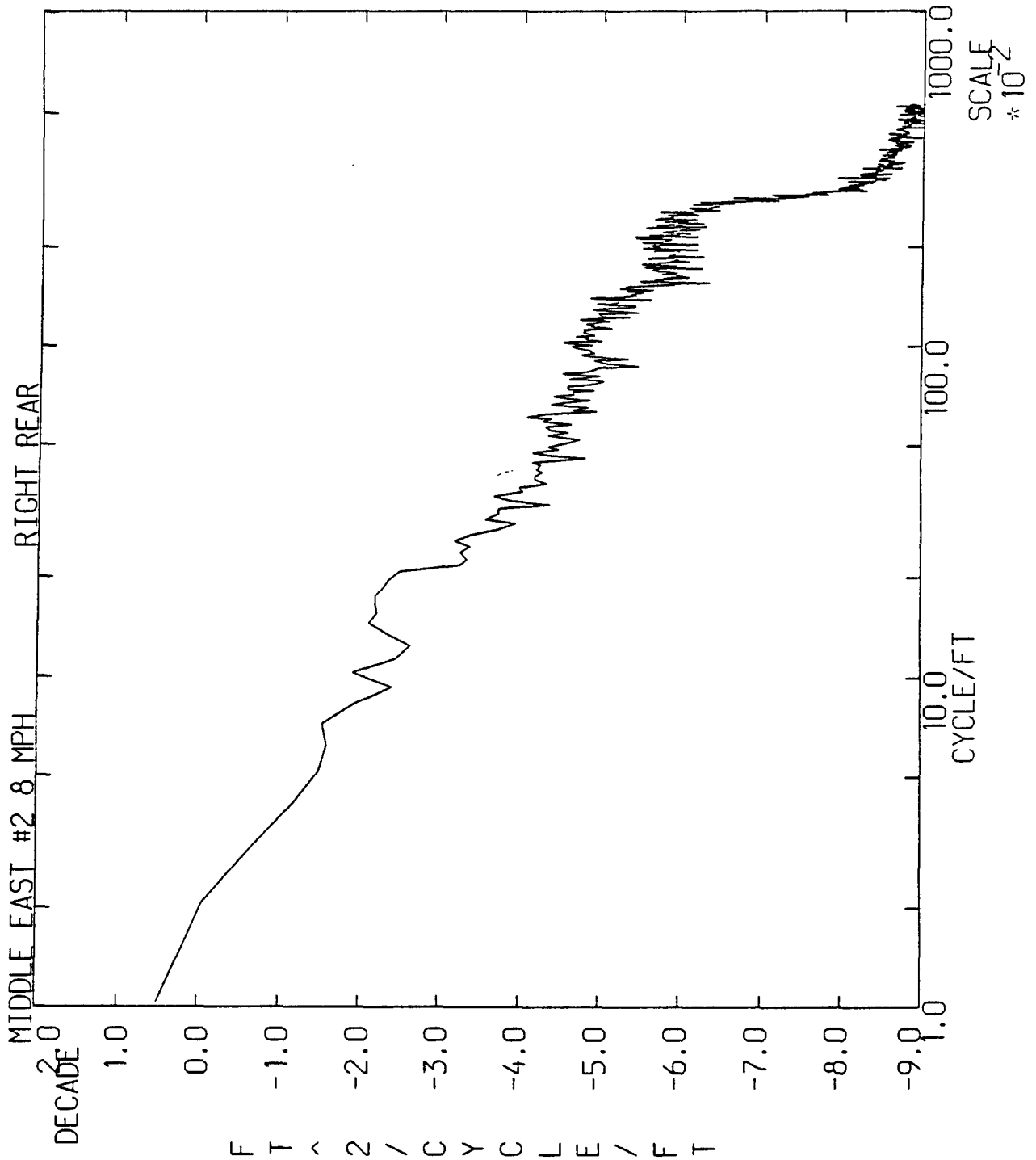


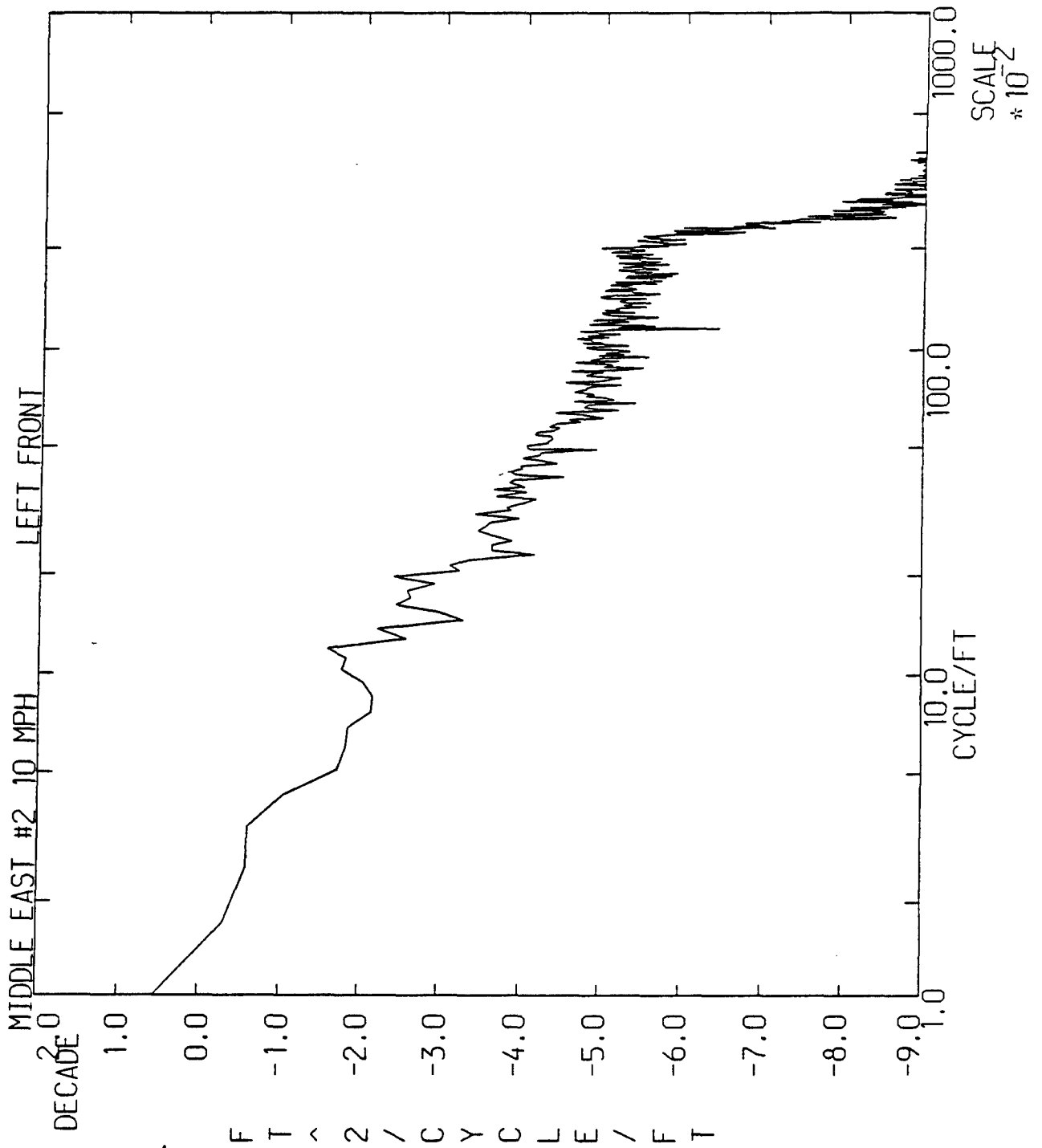


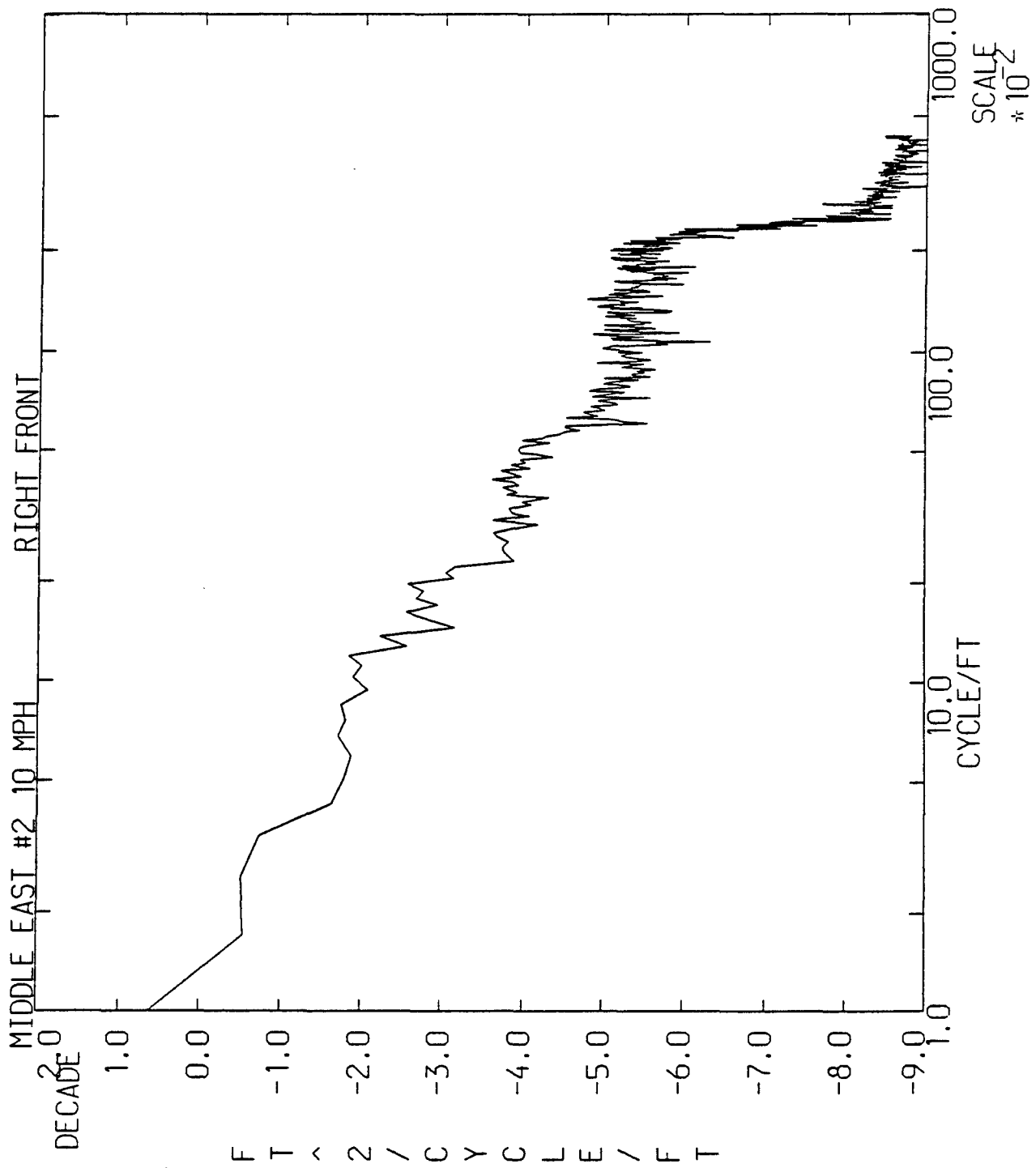




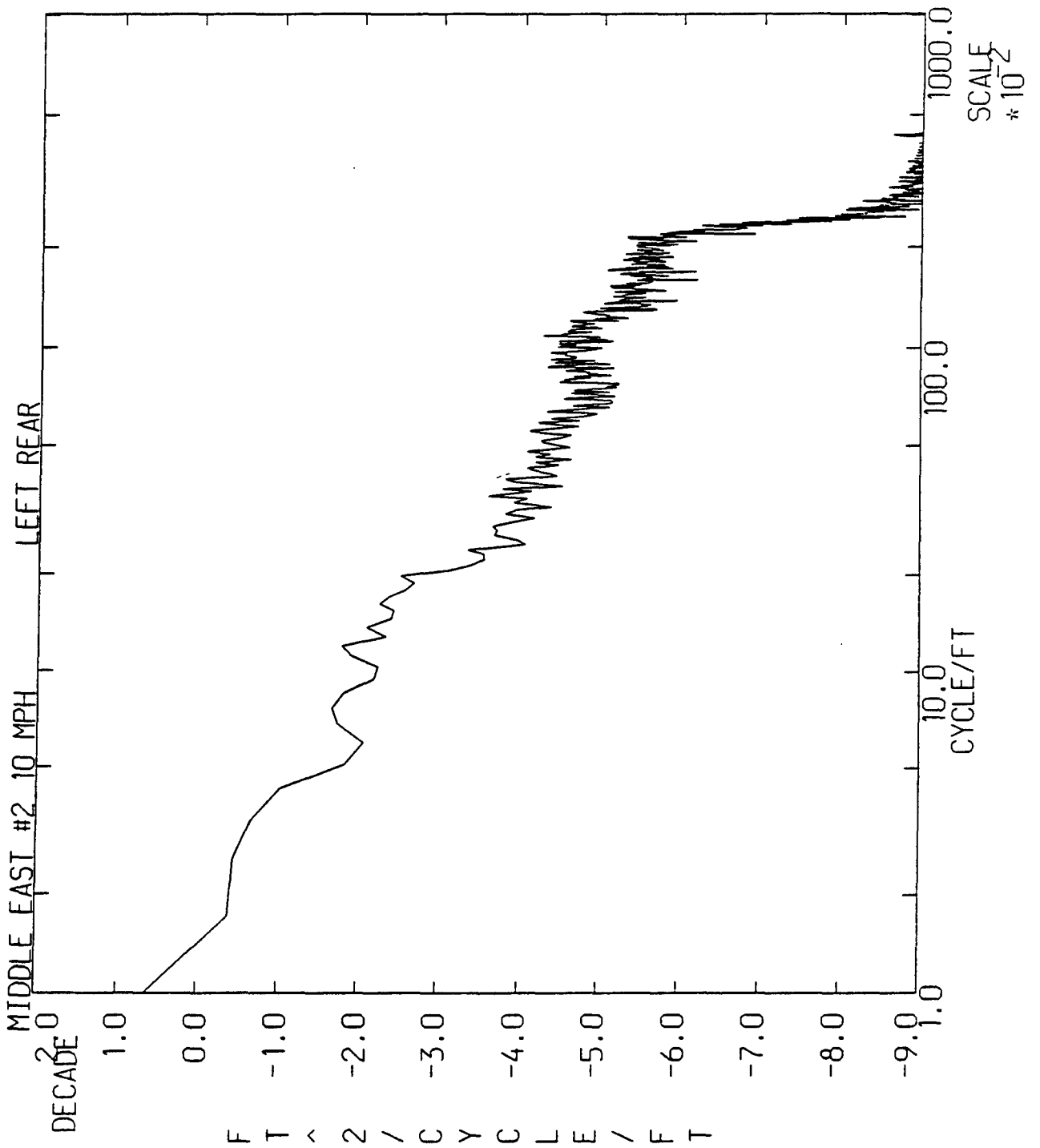


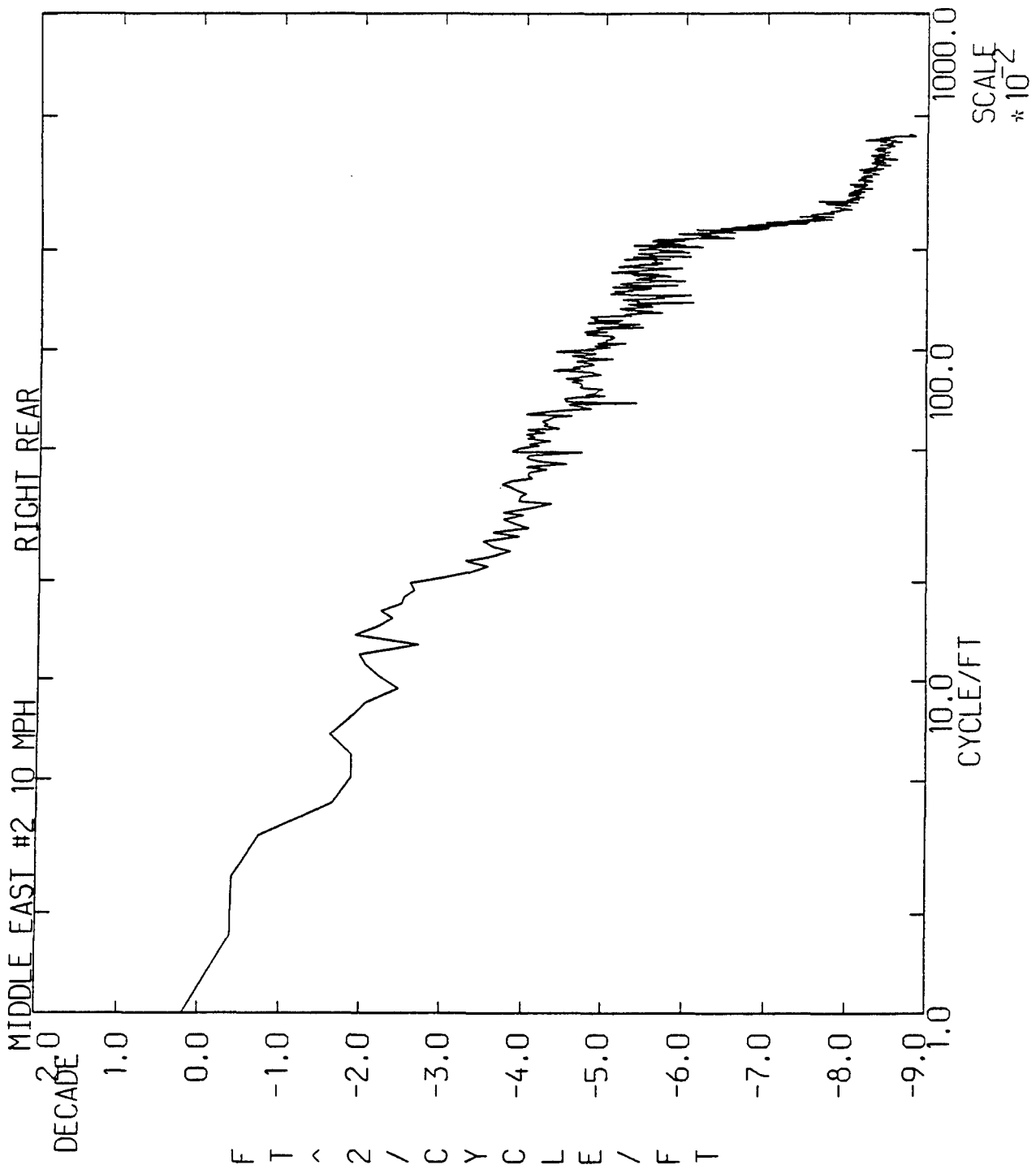












## TRUCK HILL #1

### WAVE-NUMBER SPECTRA

2, 4, 6, 8 and 10 MPH

Four (4) curves per speed, one for each DFMV tire, as follows

LEFT FRONT  
RIGHT FRONT  
LEFT REAR  
RIGHT REAR

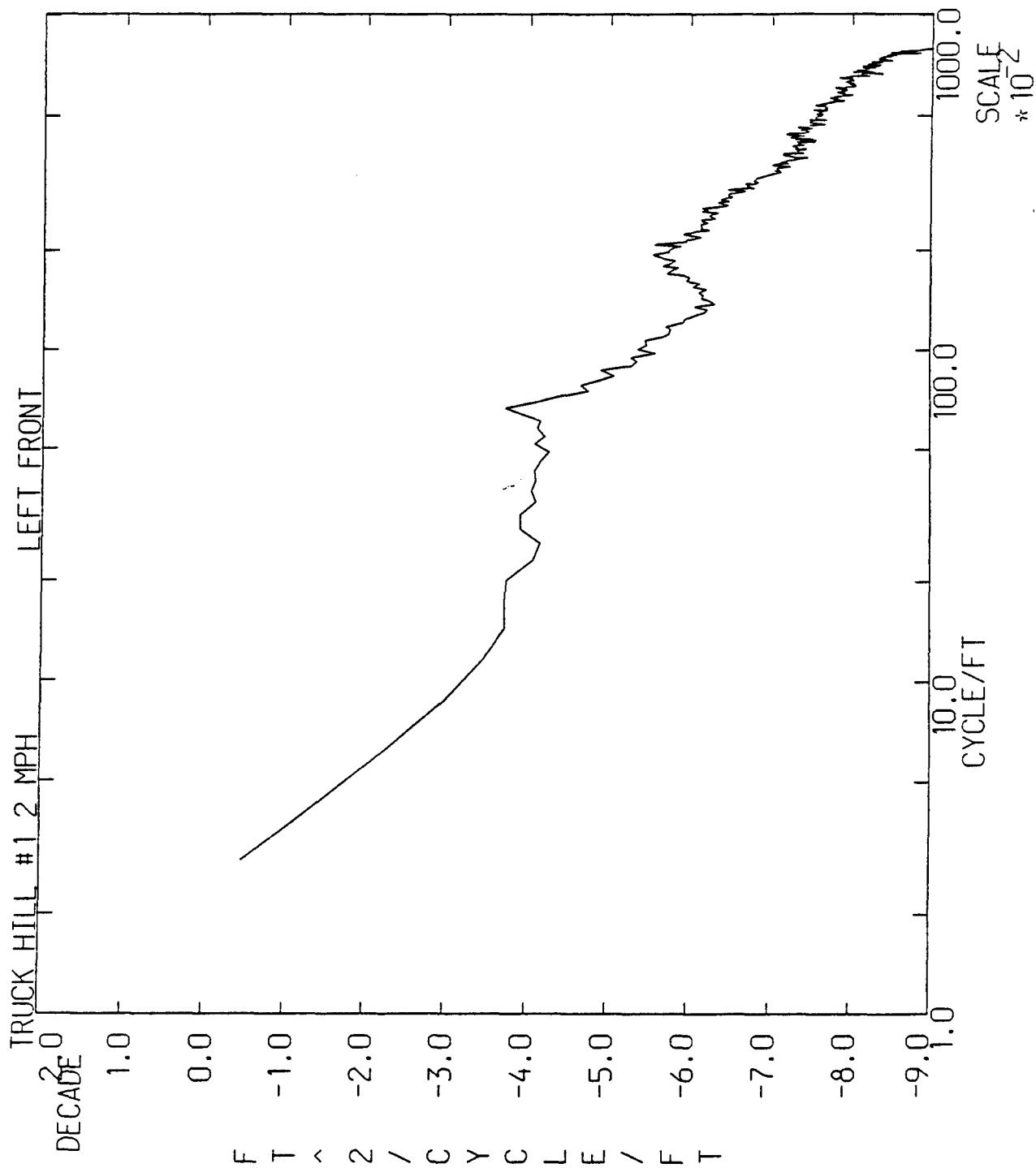
Volume II contains the data for the different DFMV speeds over each YPG course. The data was previously submitted to TACOM in an interim data report, however, the data was not reprocessed with the signal processing considerations discussed in the Volume I report (e.g., in this data, much of the spectral resolution was below the footprint). The wave-number cut-off at the low end of the spectra was limited by the frequency range of the accelerometer, as discussed in the report and shown in the table below. The wave-number cut-off at the high end of the spectrum was limited by the footprint length of the DFMV tire, which was  $\approx 1.2 \text{ ft}^{-1}$ . These cut-offs were verified through the DFMV front-to-rear coherence plots. Therefore, when comparing plots between different speeds, do not compare the data past these limits. As discussed in the report, the faster speed runs produced the best results at the lower wave numbers.

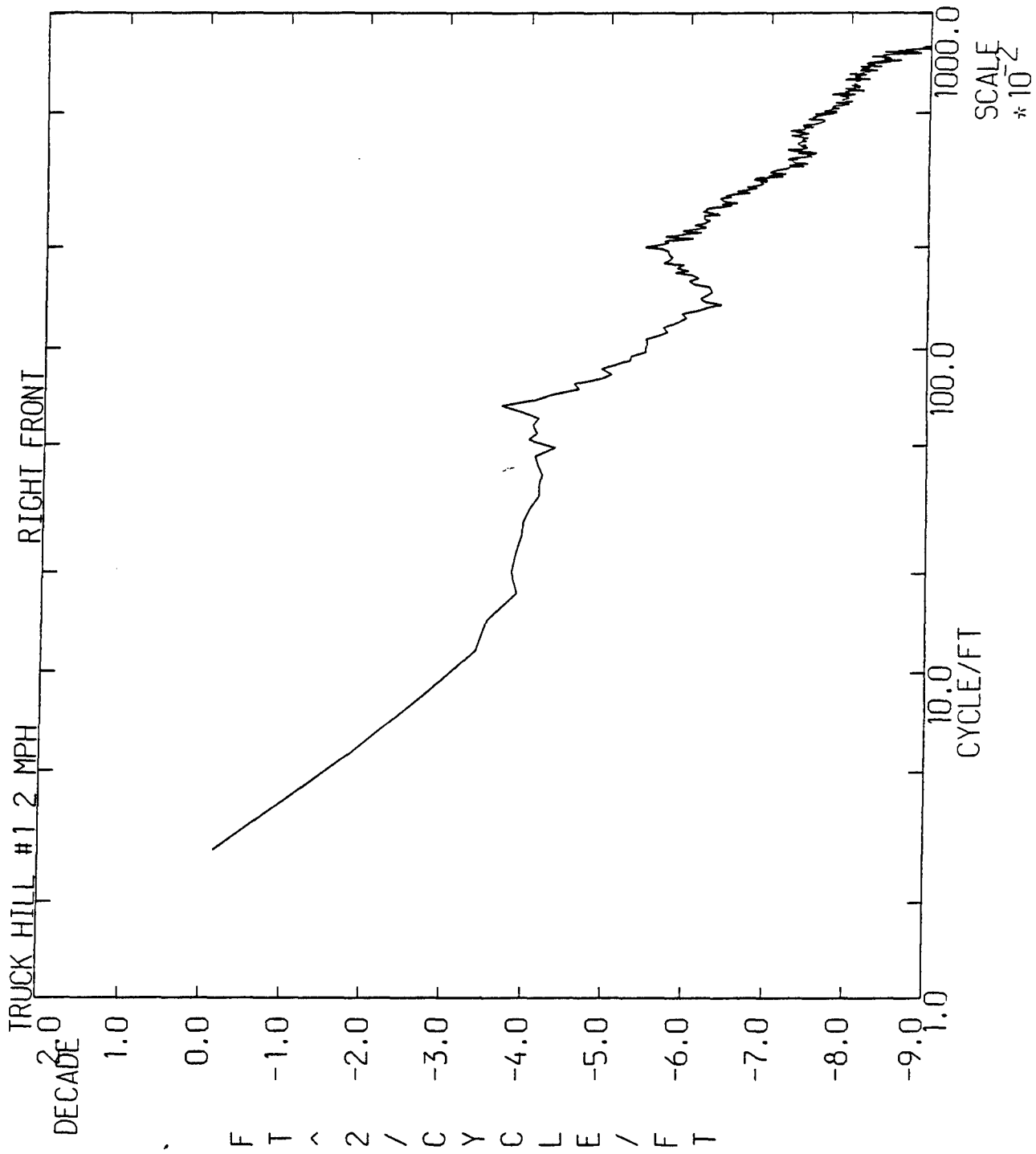
Table 1. DFMV Actual Versus Predicted Wavelength Limits

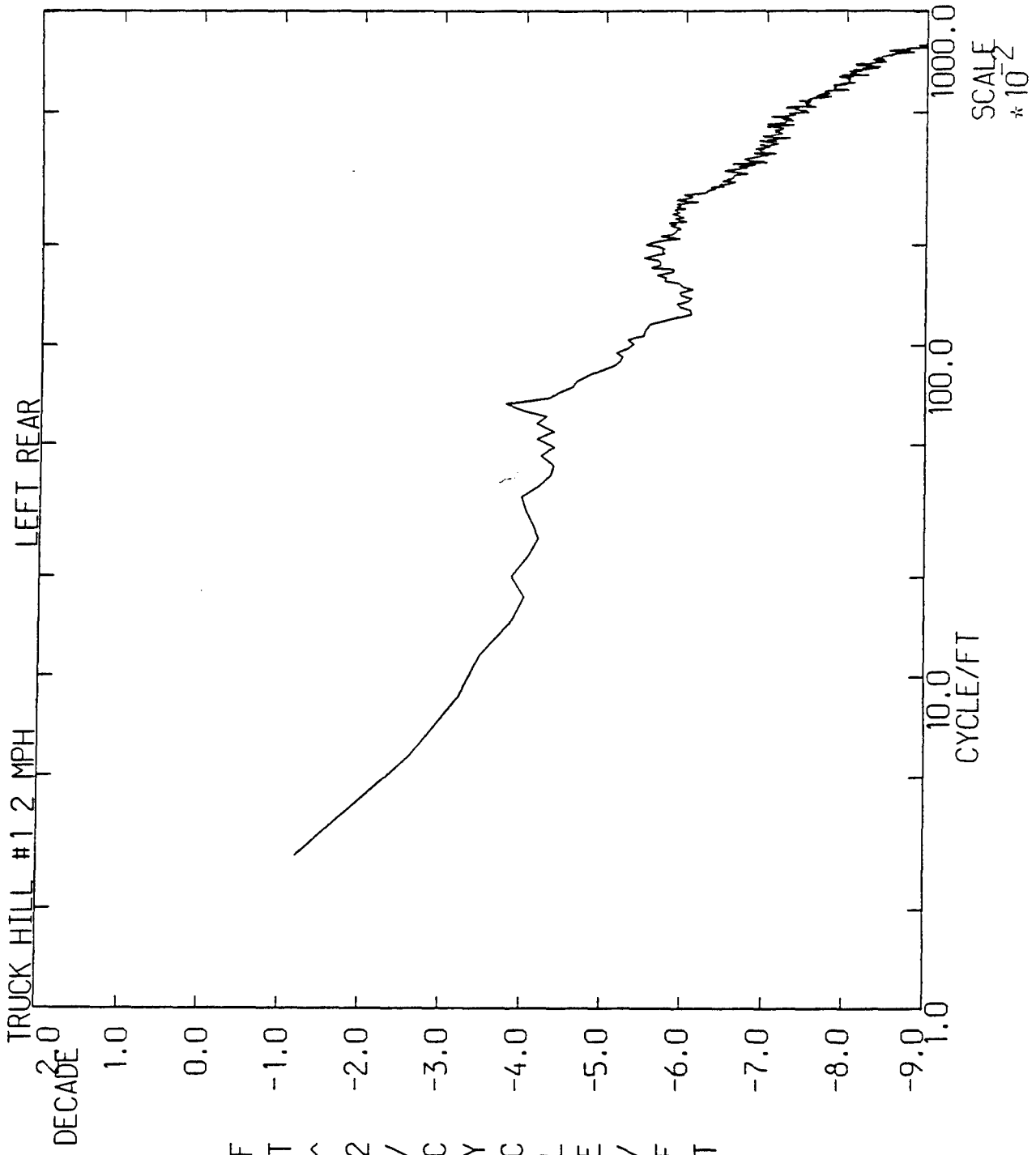
DFMV Speed MPH	Expected Wavelength Resolution*	Actual Wavelength Resolution**
2	60	15
4	120	30
6	180	45
8	240	60
10	300	75

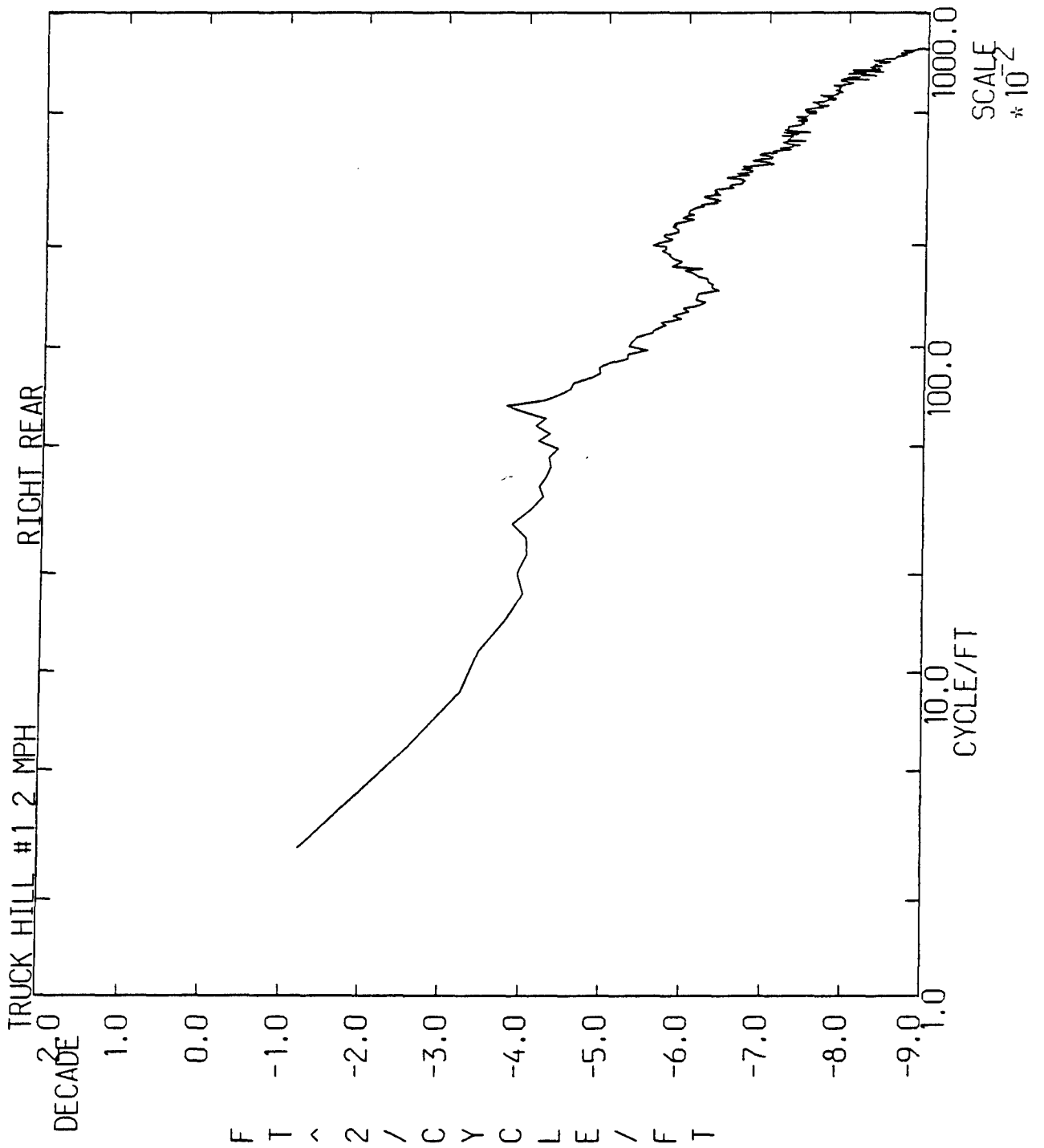
\* Based on the advertised low-end frequency range for the accelerometer used

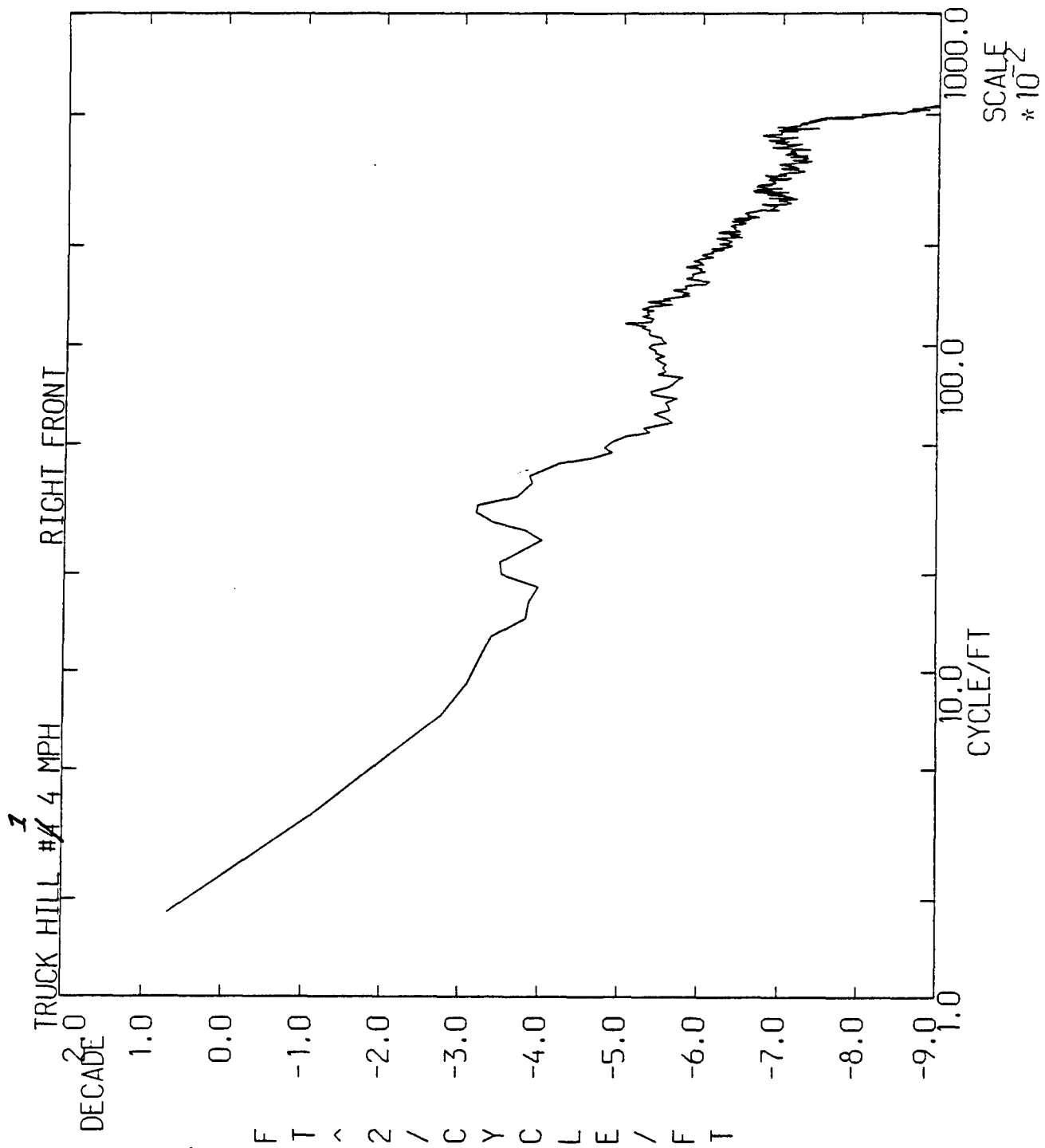
\*\* Based on actual low-end frequency range for the accelerometer used



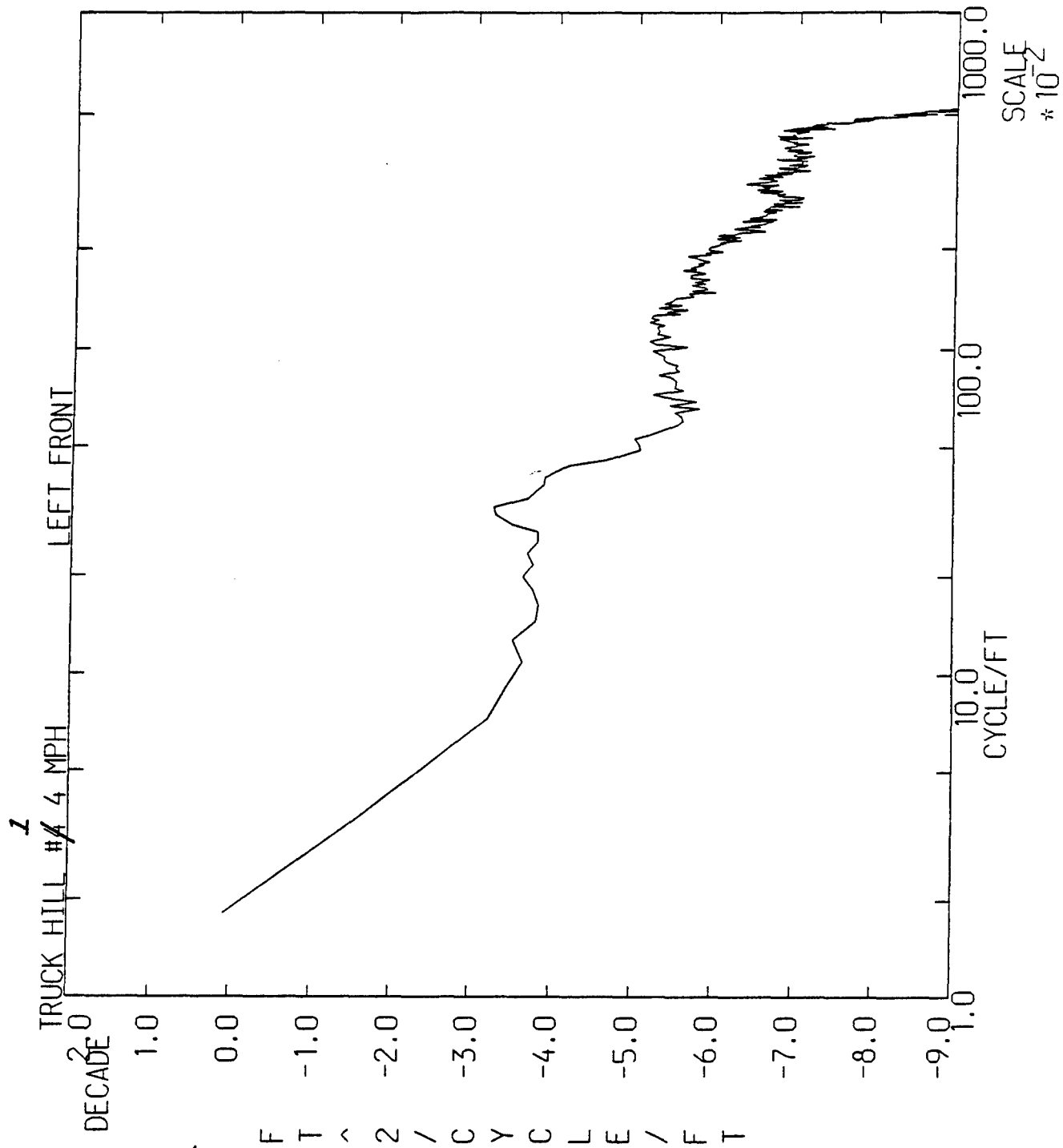


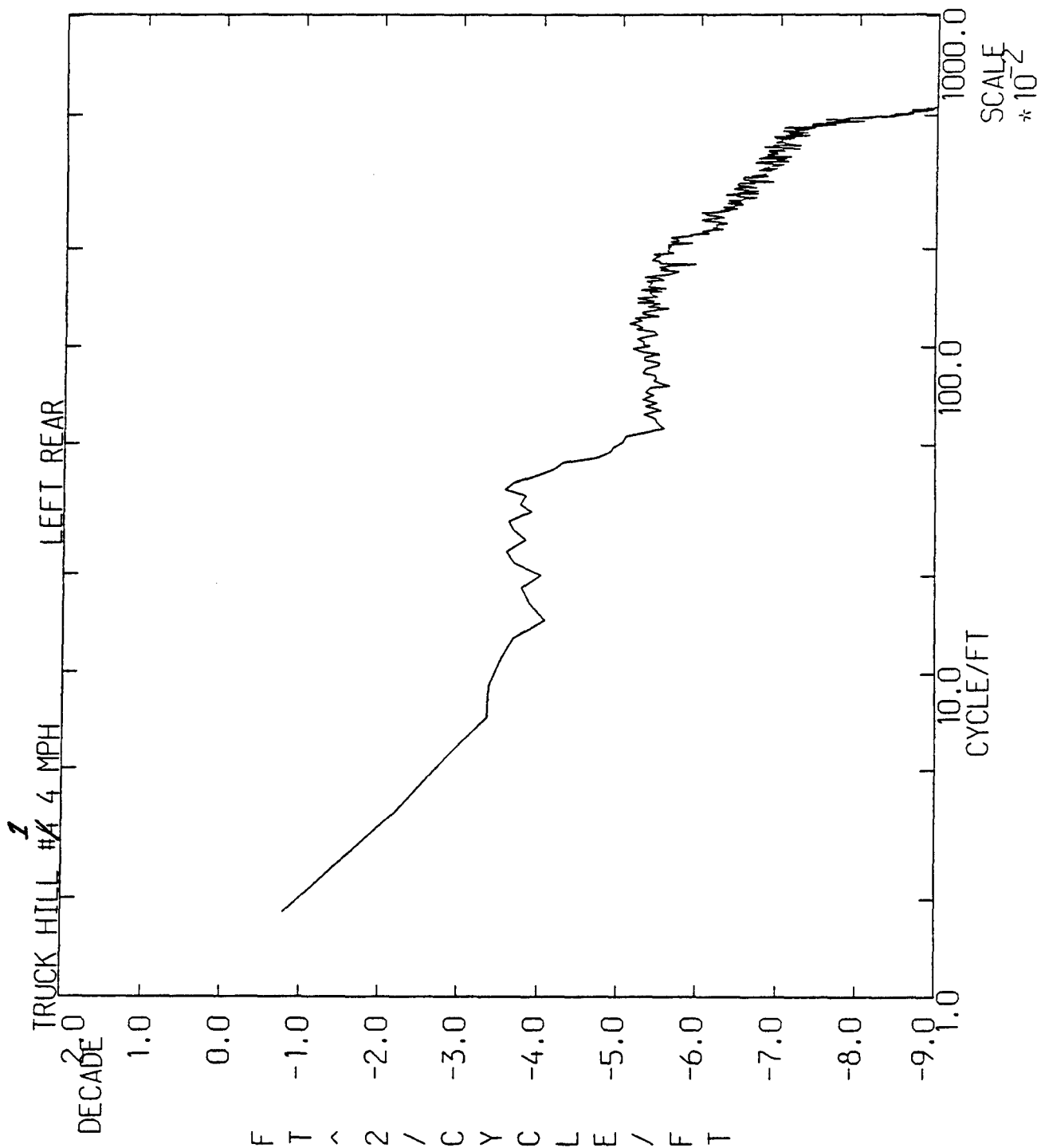


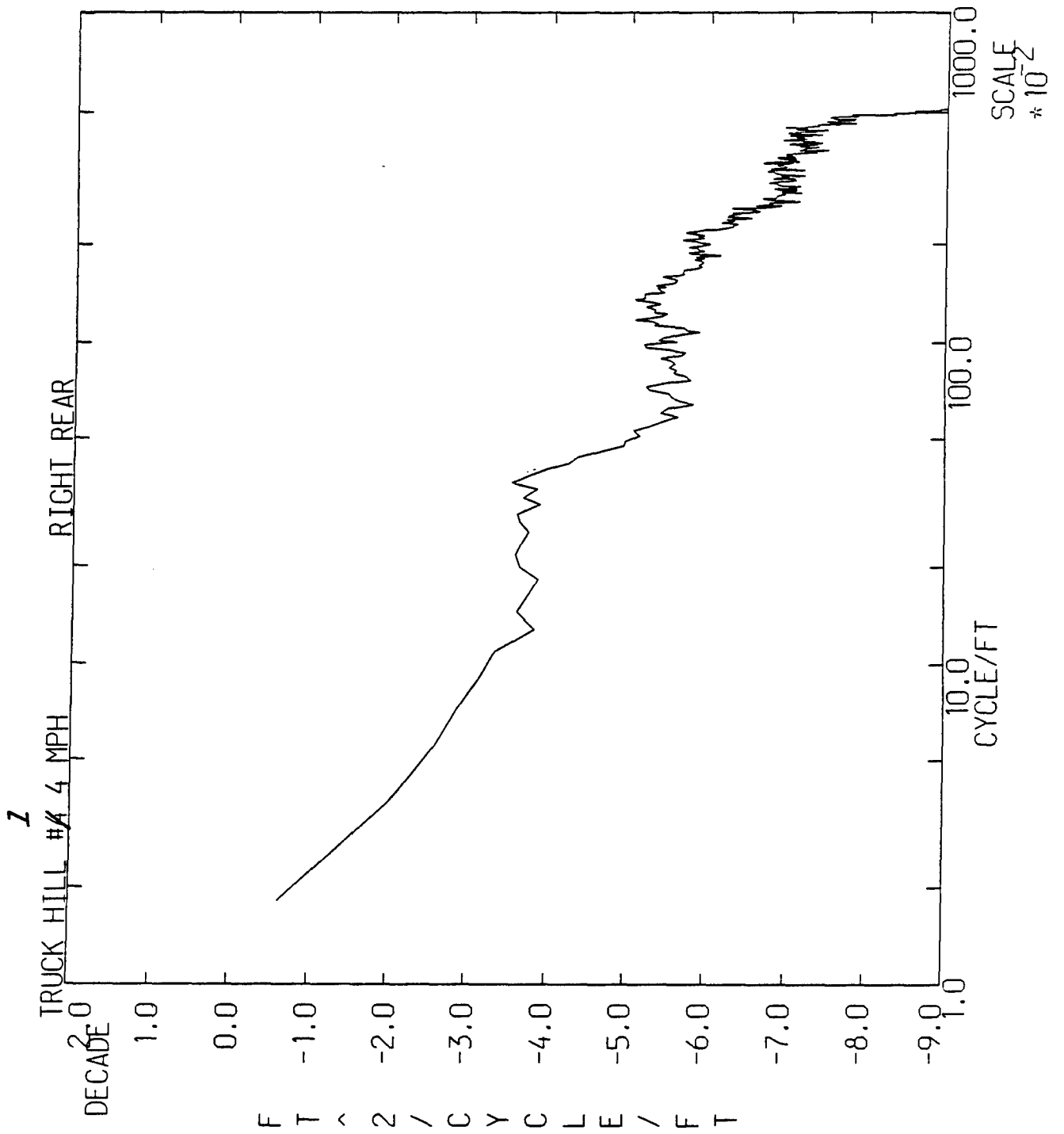


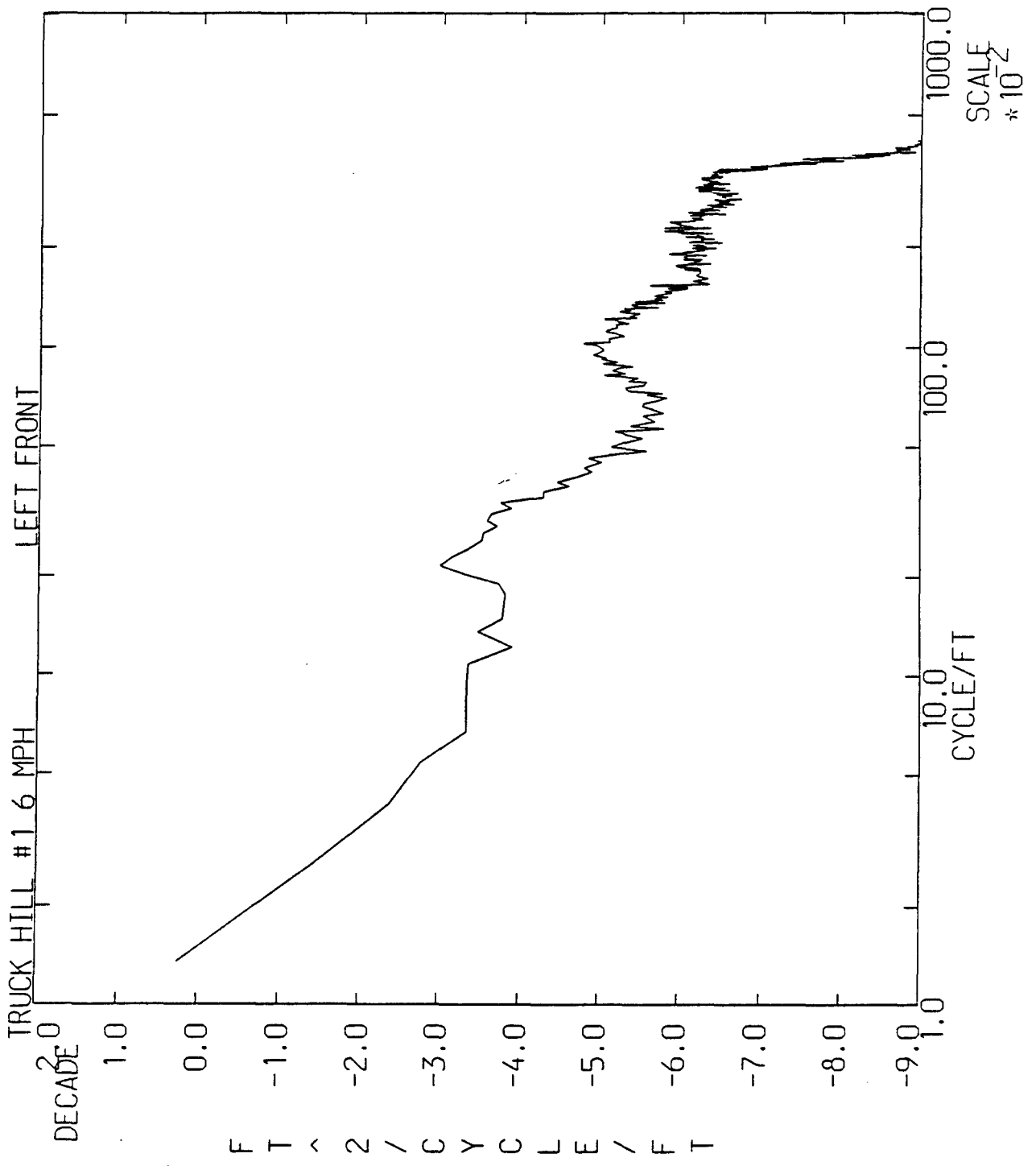


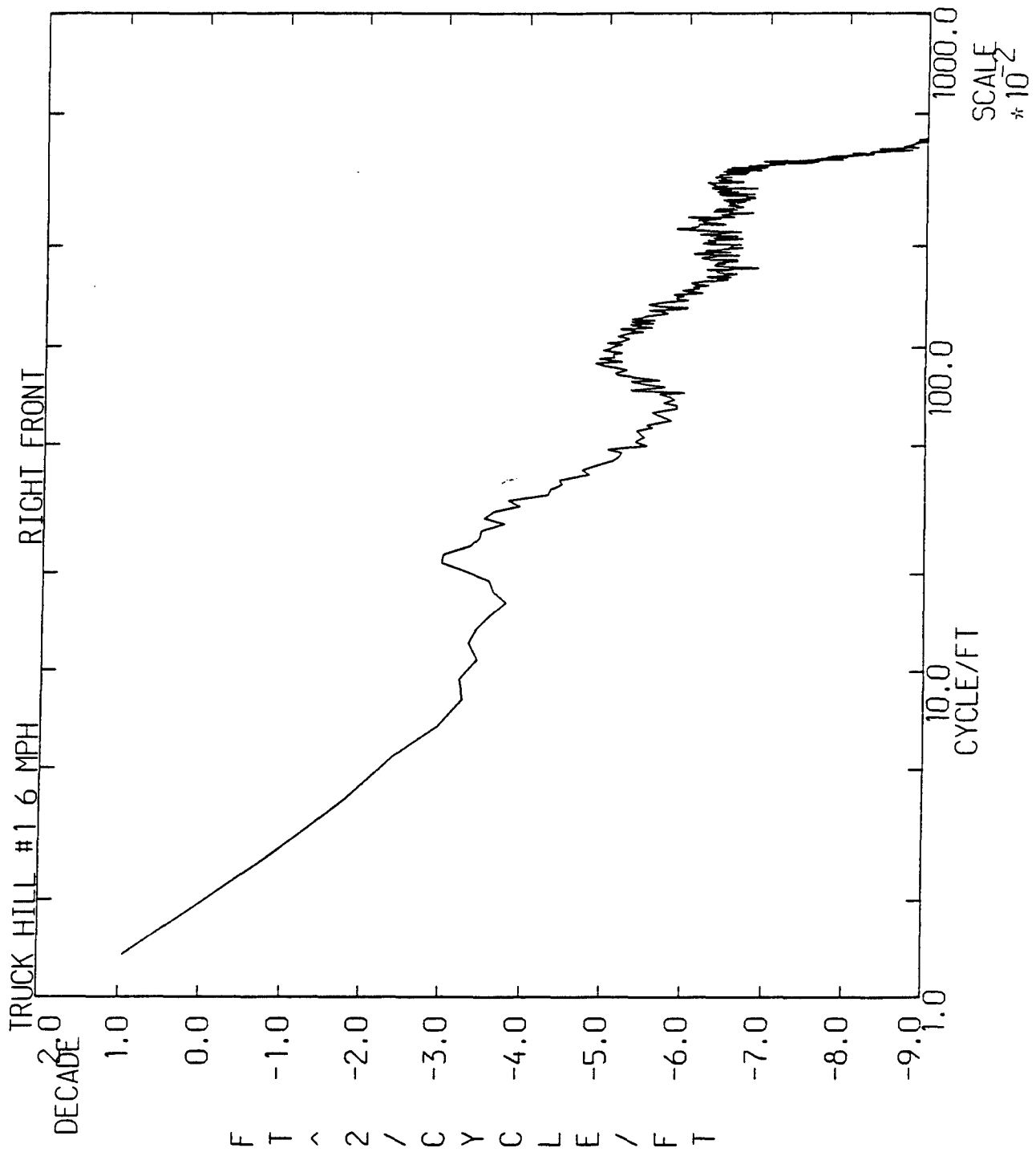


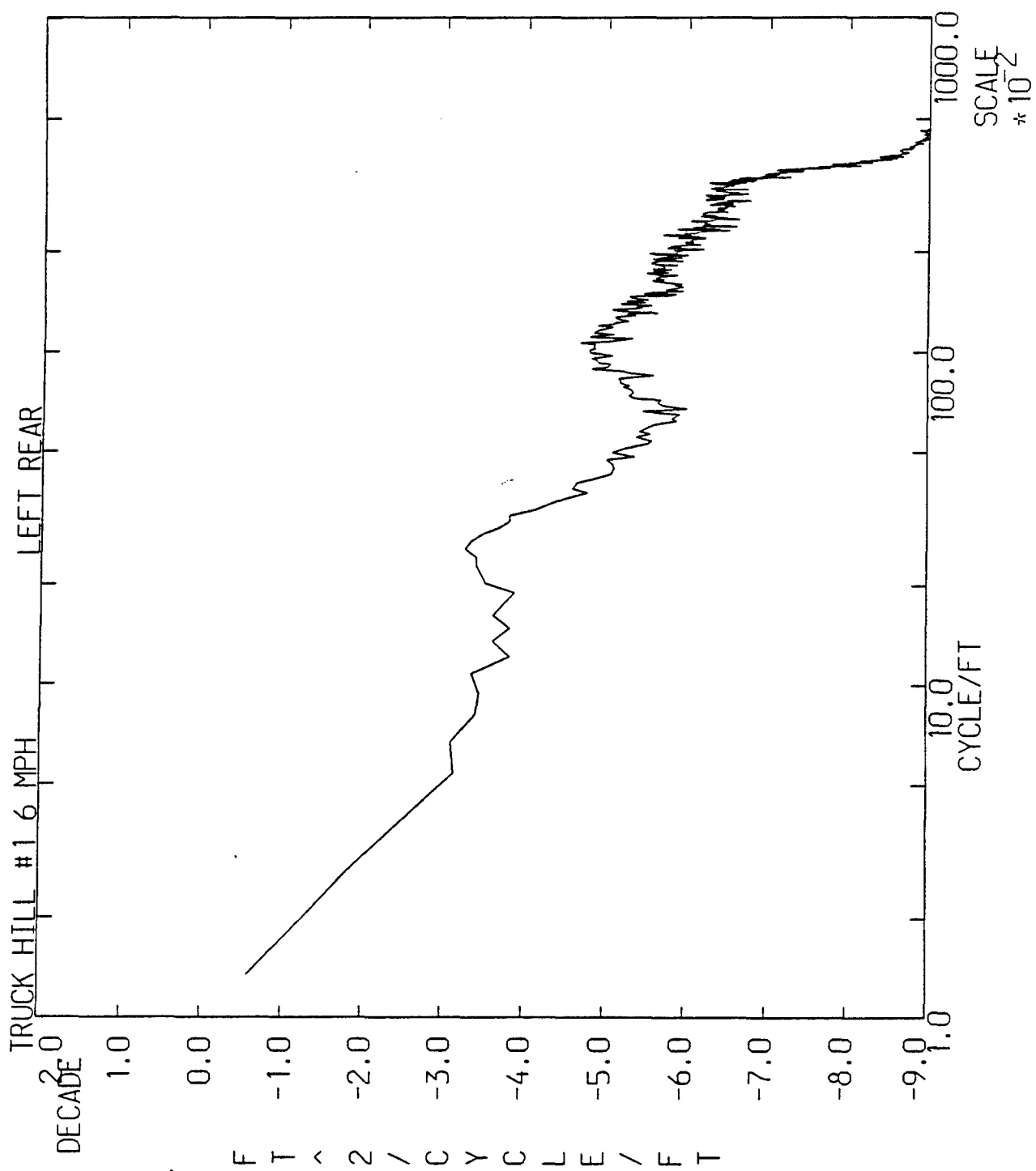


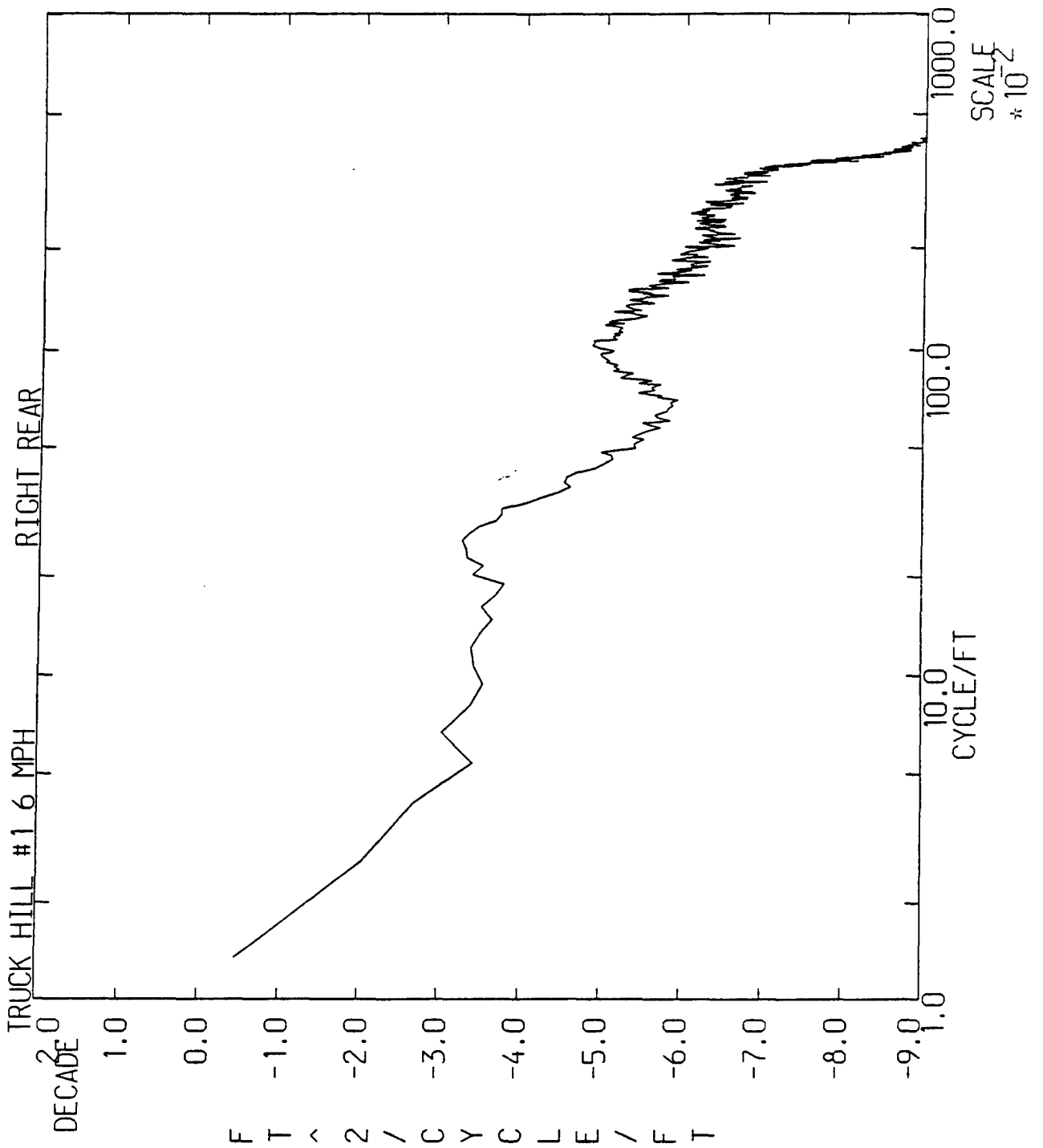


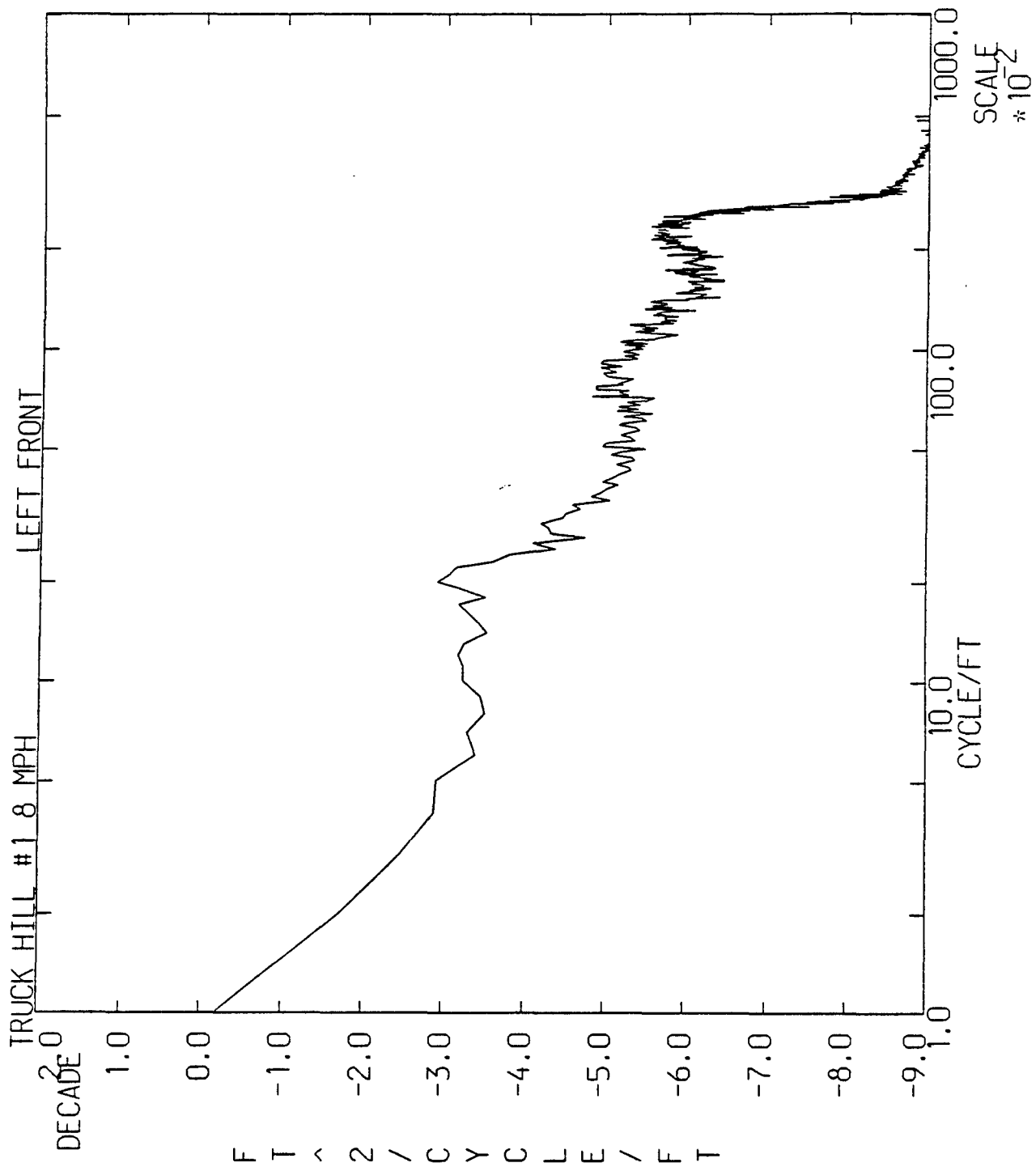




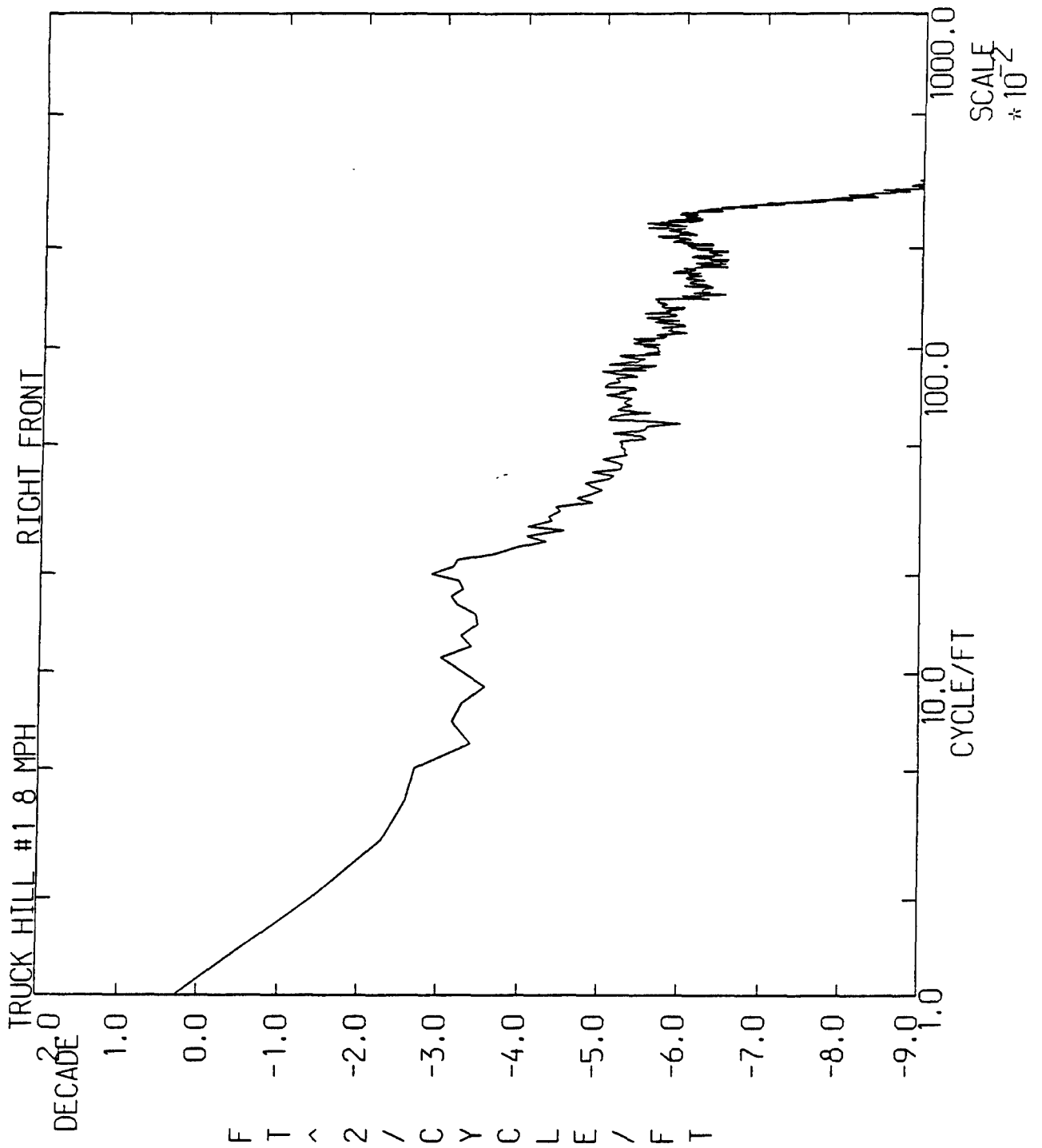


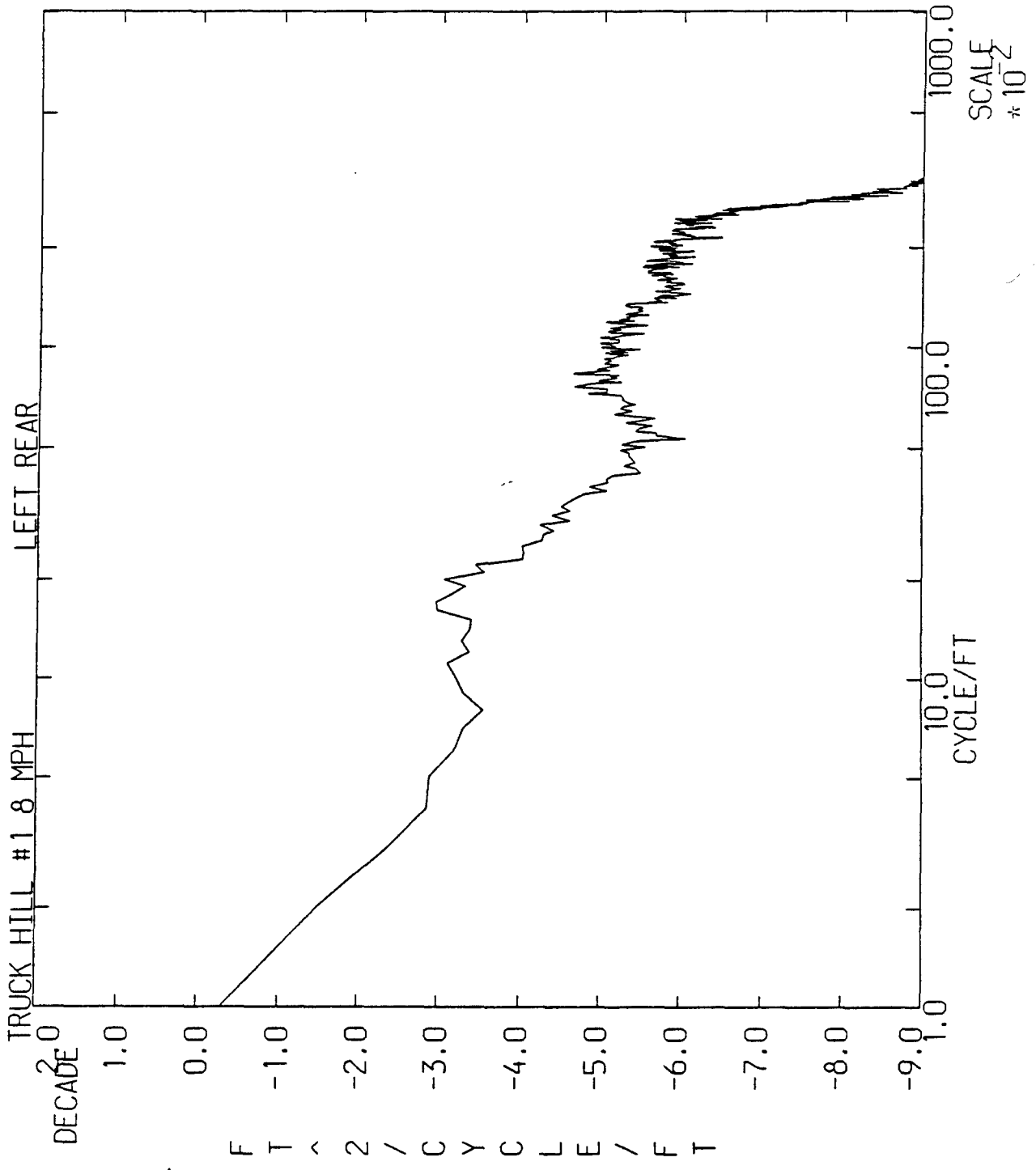


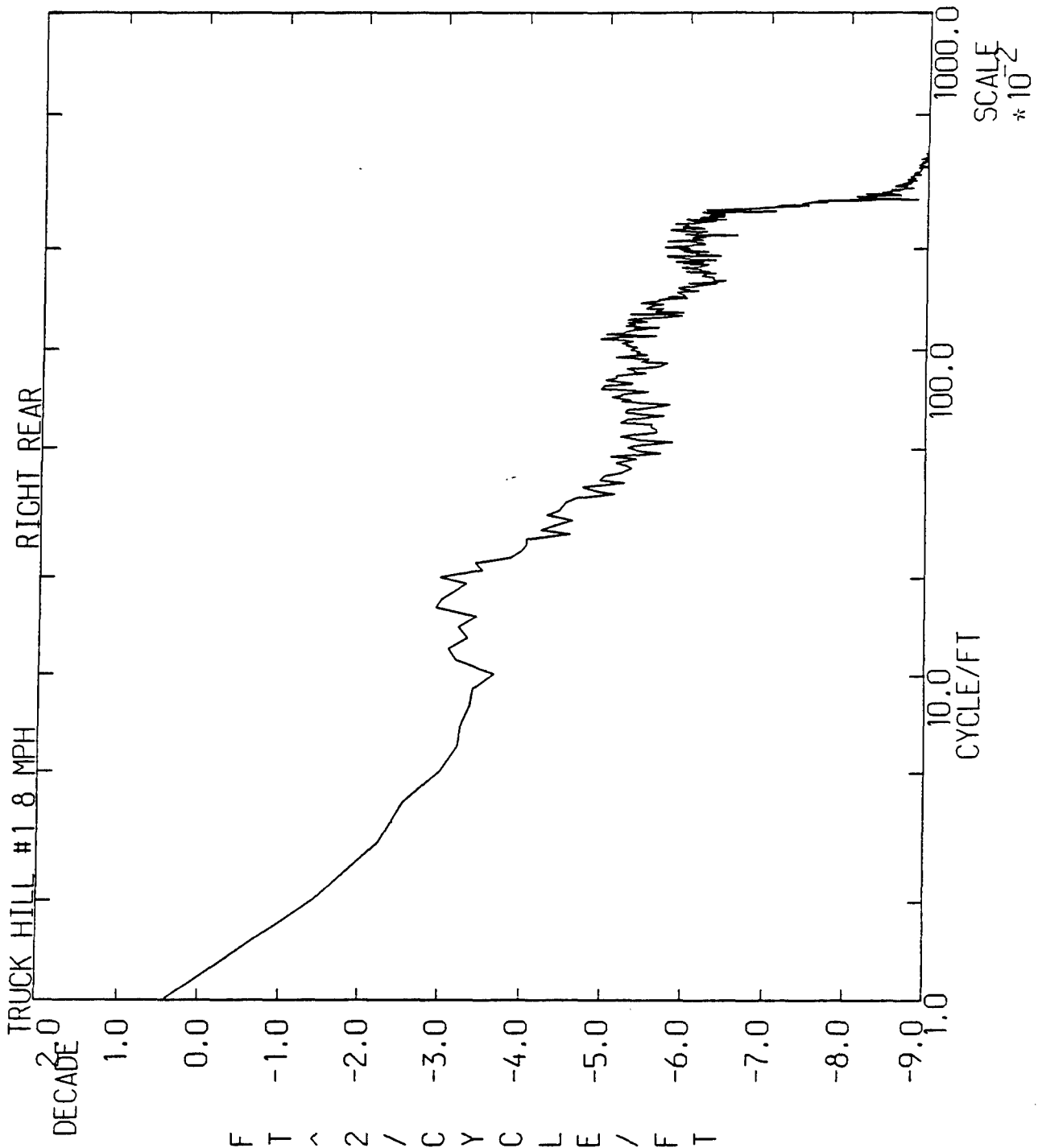


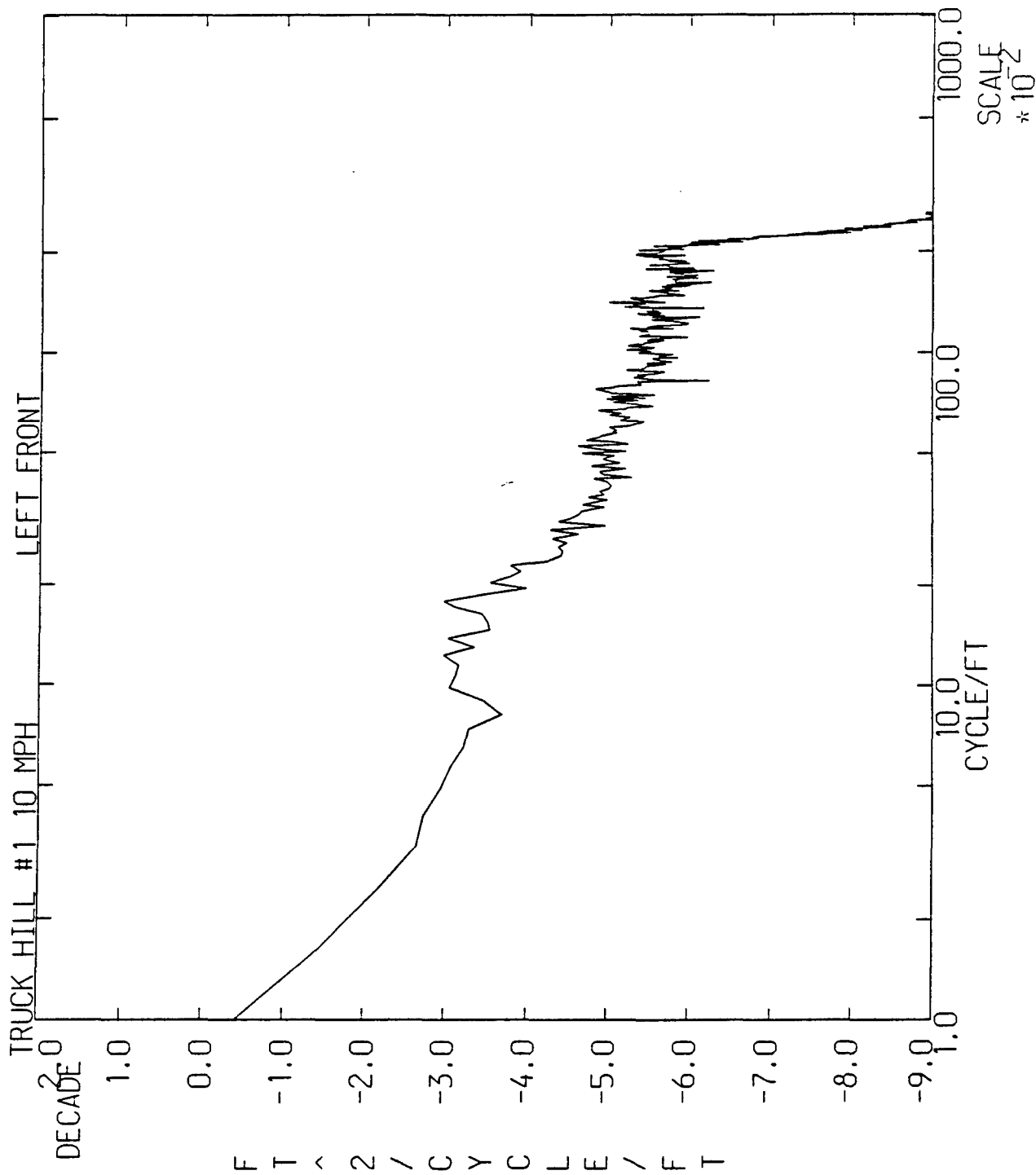


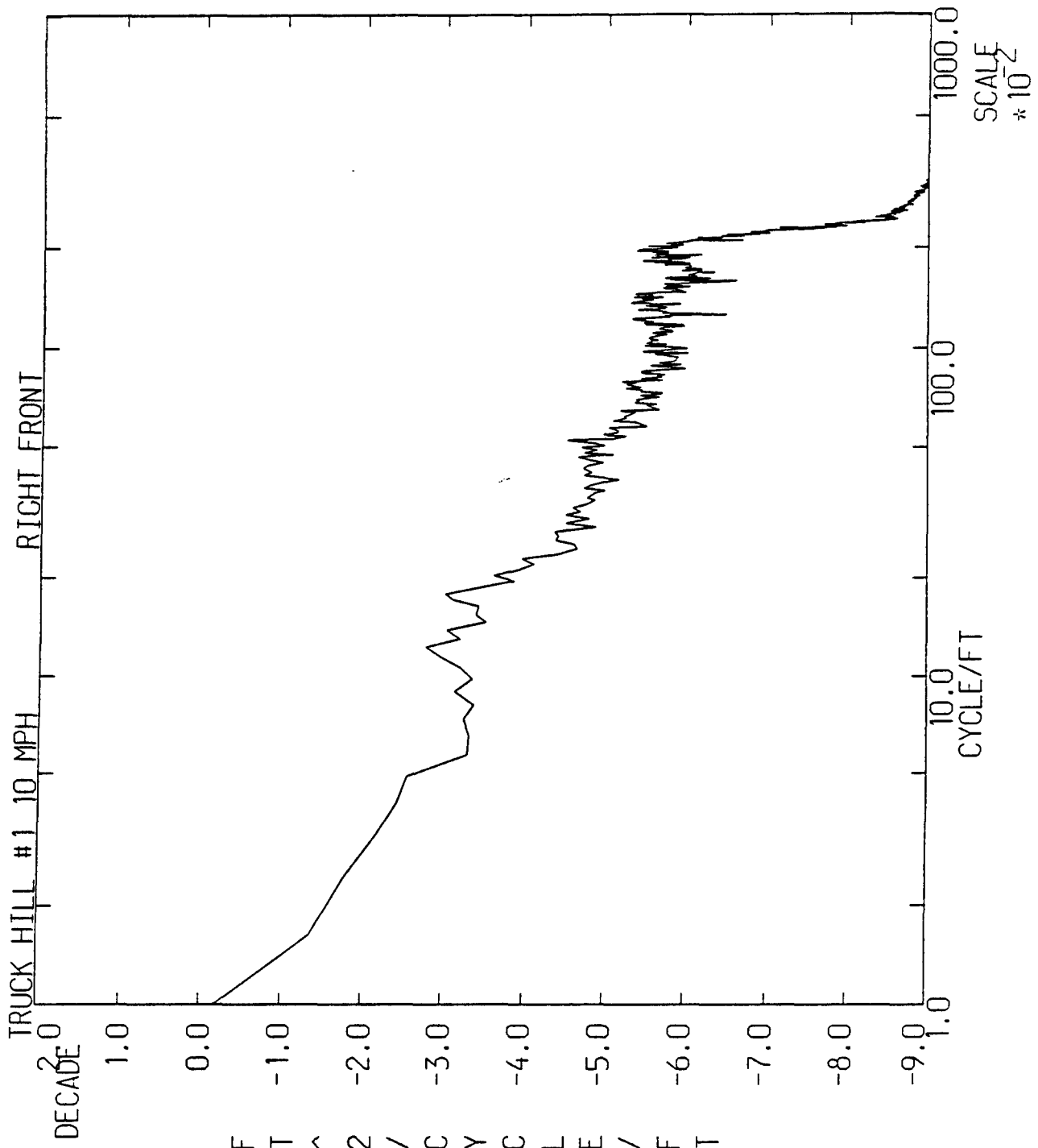


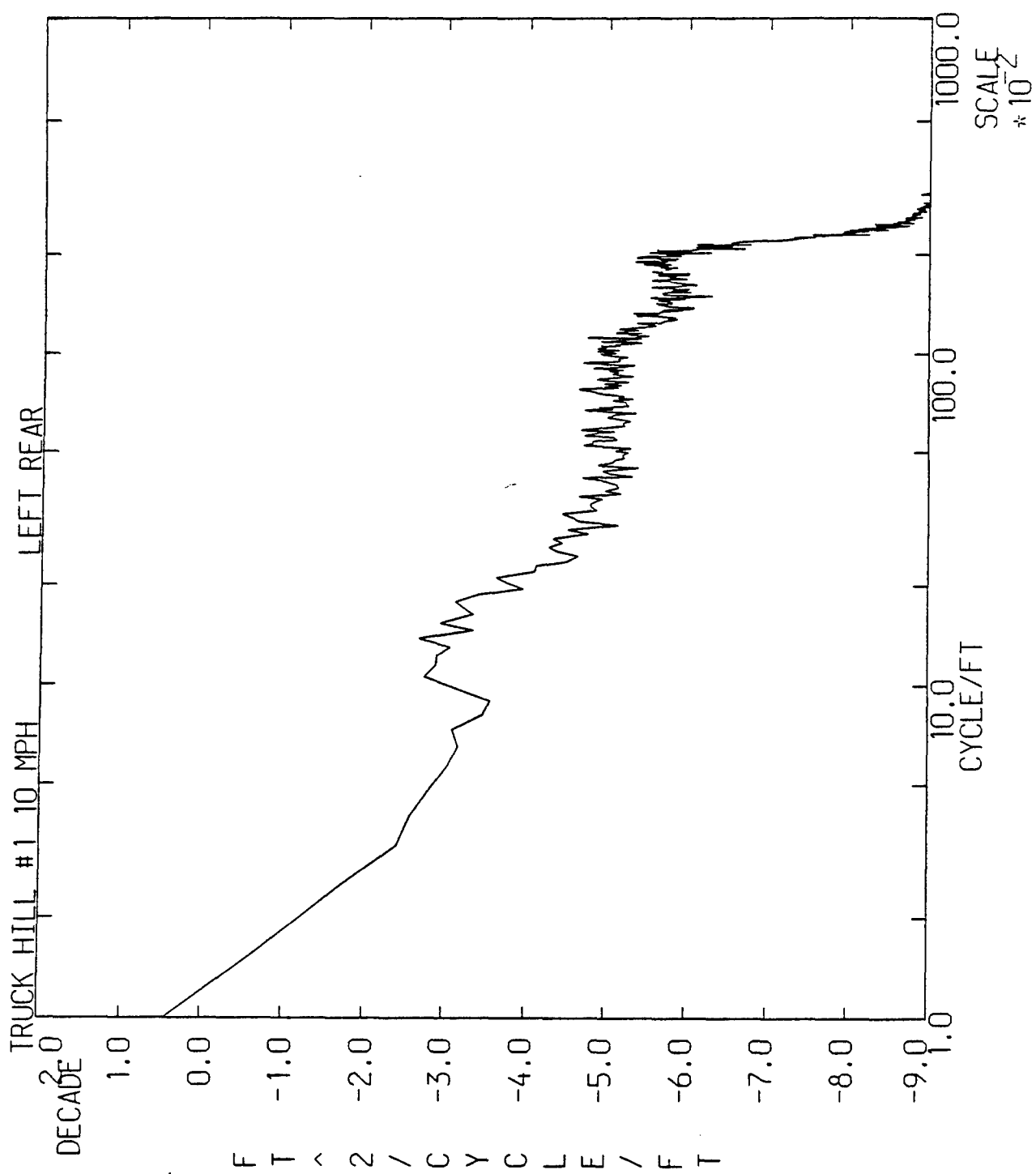


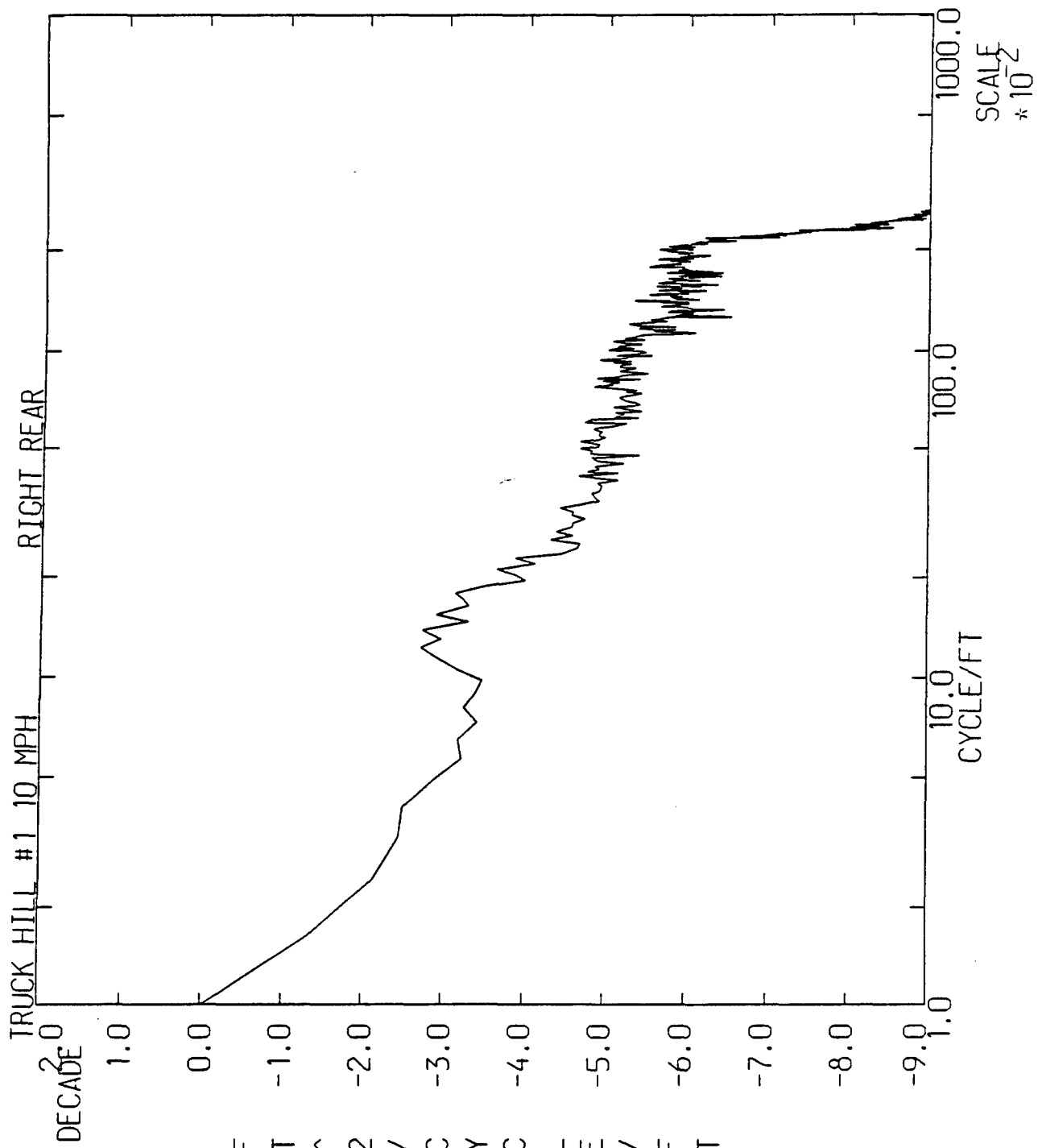












F T ^ 2 / C Y C L E / F T

## TRUCK HILL #2

### WAVE-NUMBER SPECTRA

4, 6, 8 and 10 MPH  
(wrong sensitivity on 2 mph run)

Four (4) curves per speed, one for each DFMV tire, as follows

LEFT FRONT  
RIGHT FRONT  
LEFT REAR  
RIGHT REAR

Volume II contains the data for the different DFMV speeds over each YPG course. The data was previously submitted to TACOM in an interim data report, however, the data was not reprocessed with the signal processing considerations discussed in the Volume I report (e.g., in this data, much of the spectral resolution was below the footprint). The wave-number cut-off at the low end of the spectra was limited by the frequency range of the accelerometer, as discussed in the report and shown in the table below. The wave-number cut-off at the high end of the spectrum was limited by the footprint length of the DFMV tire, which was  $\approx 1.2 \text{ ft}^{-1}$ . These cut-offs were verified through the DFMV front-to-rear coherence plots. Therefore, when comparing plots between different speeds, do not compare the data past these limits. As discussed in the report, the faster speed runs produced the best results at the lower wave numbers.

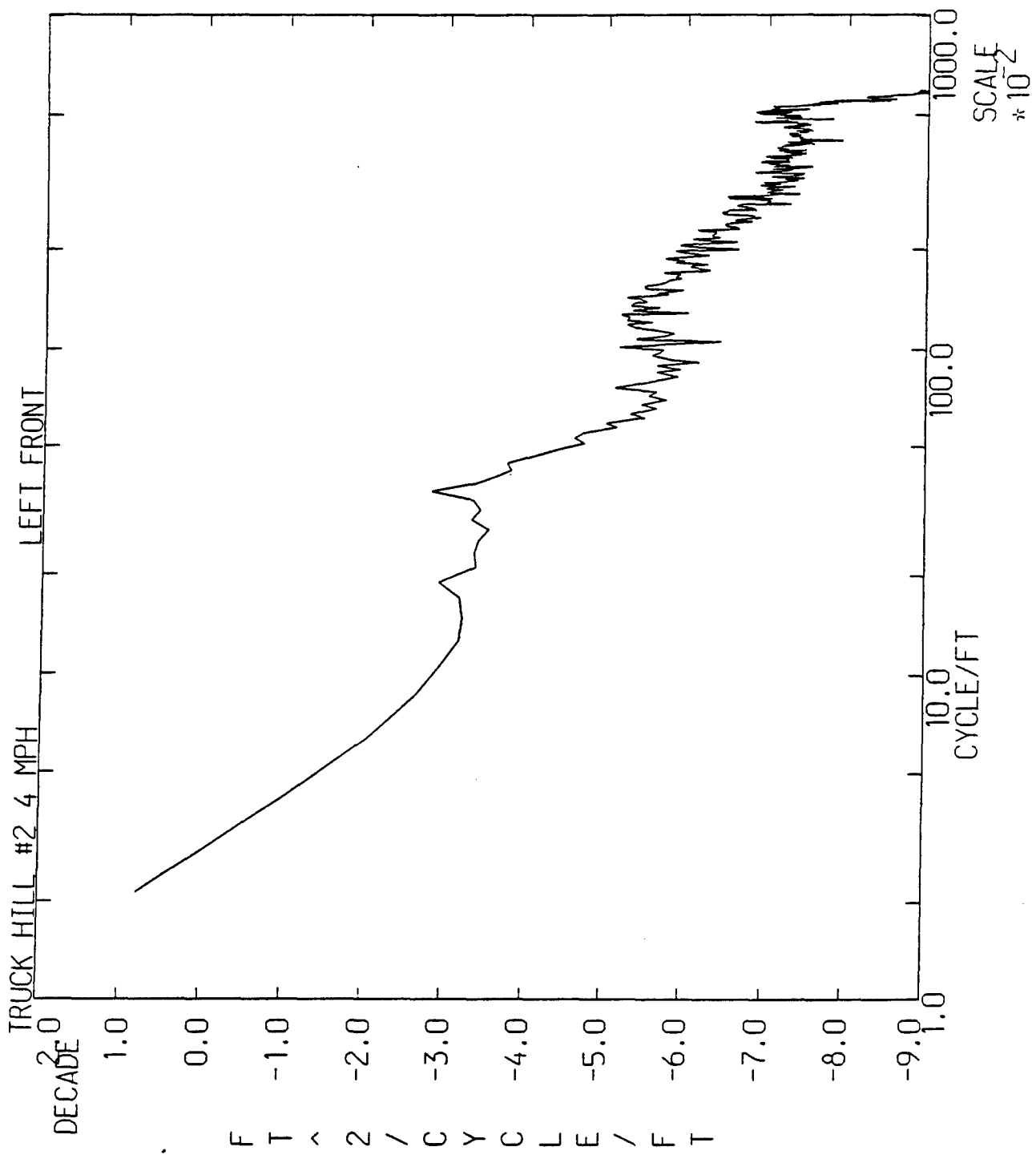
Table 1. DFMV Actual Versus Predicted Wavelength Limits

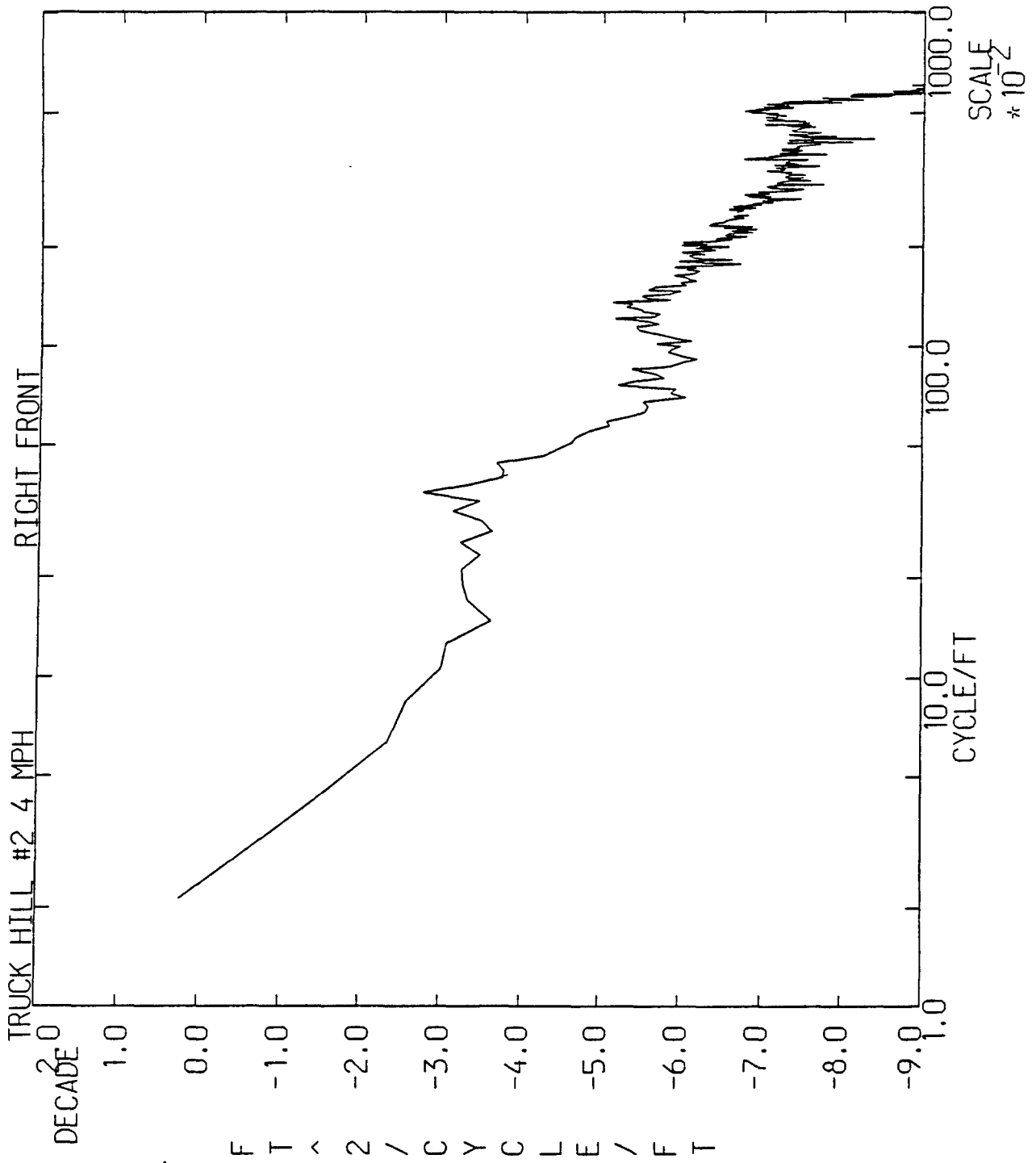
DFMV Speed MPH	Expected Wavelength Resolution*	Actual Wavelength Resolution**
2	60	15
4	120	30
6	180	45
8	240	60
10	300	75

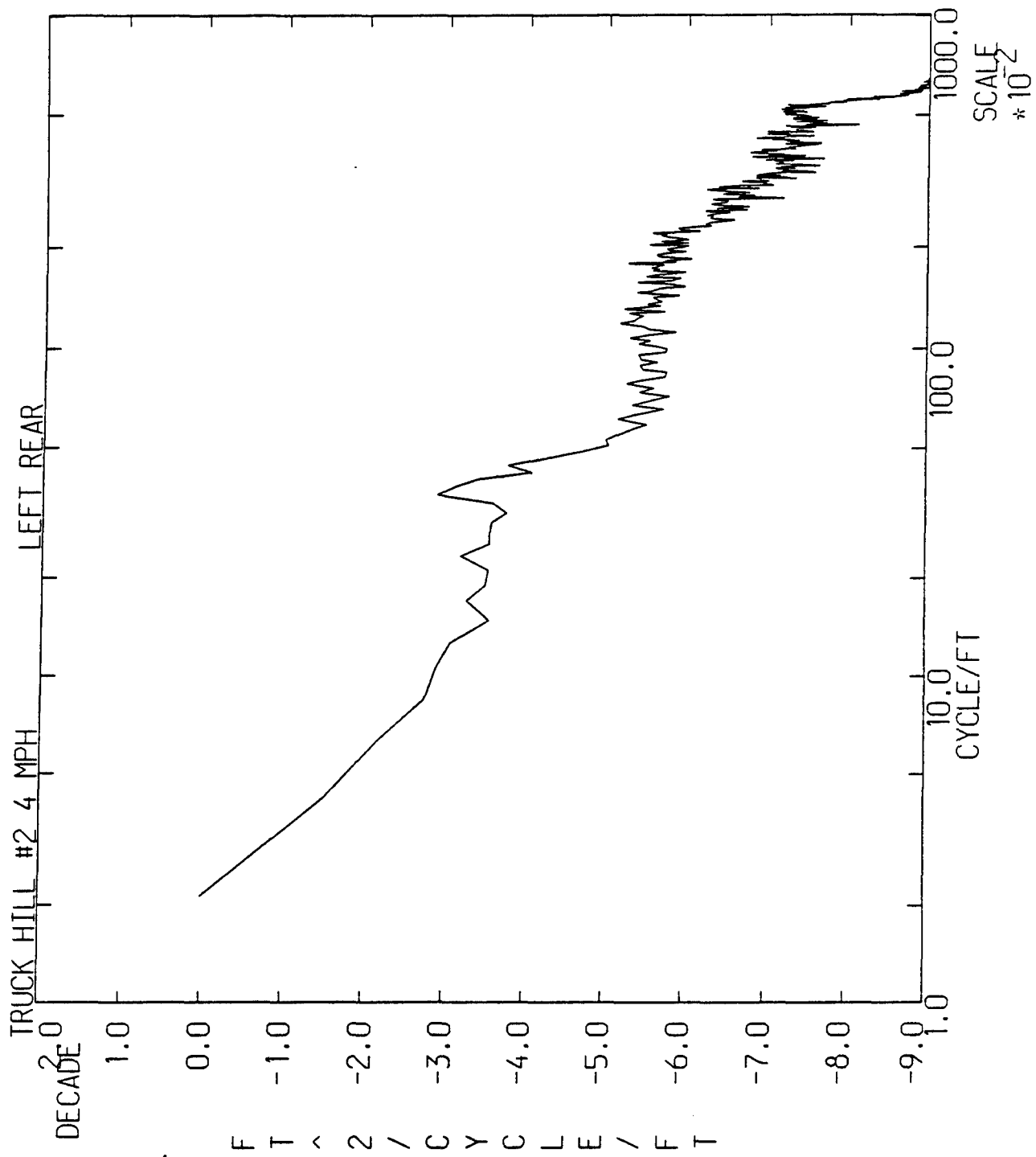
\* Based on the advertised low-end frequency range for the accelerometer used

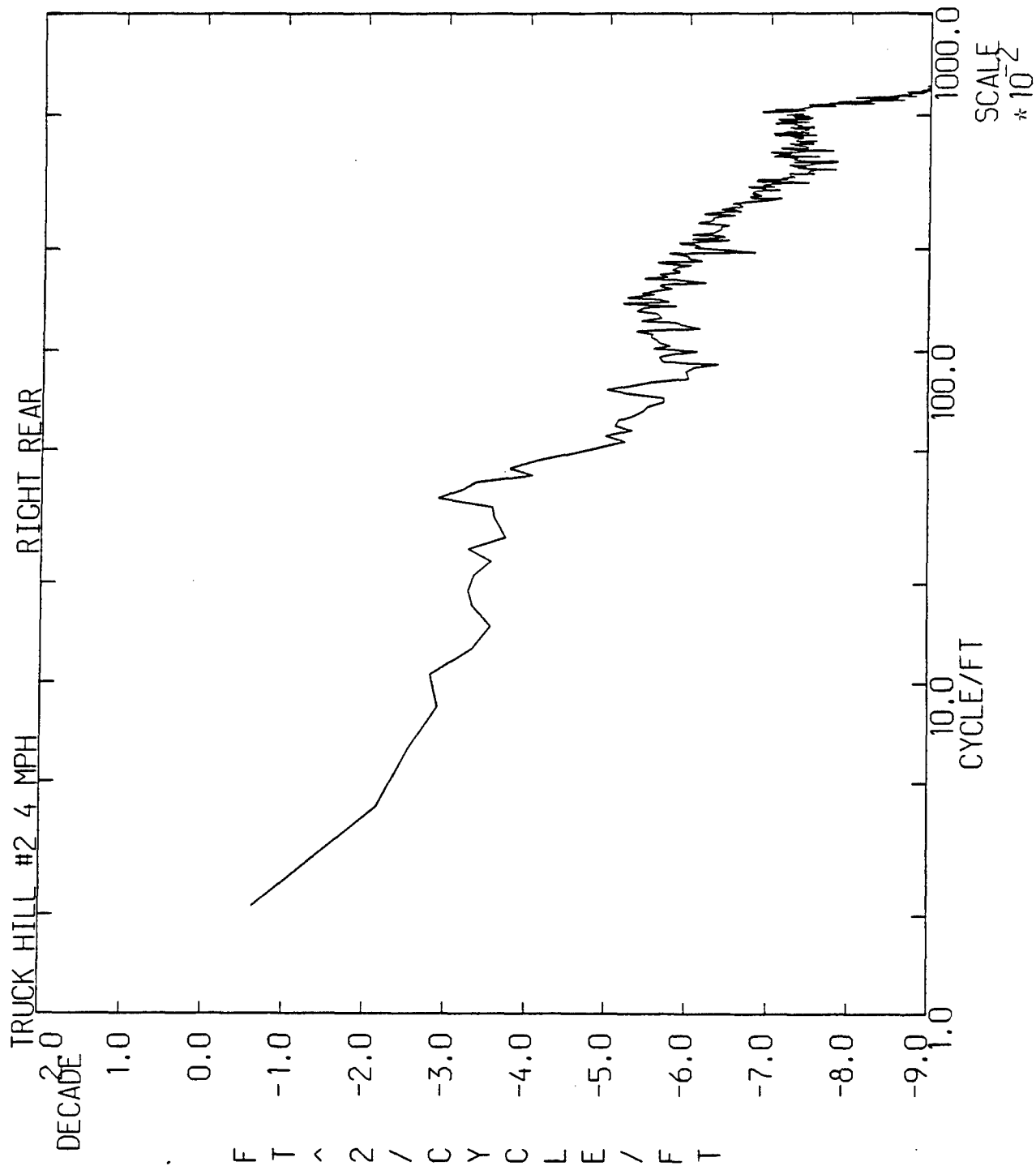
\*\* Based on actual low-end frequency range for the accelerometer used

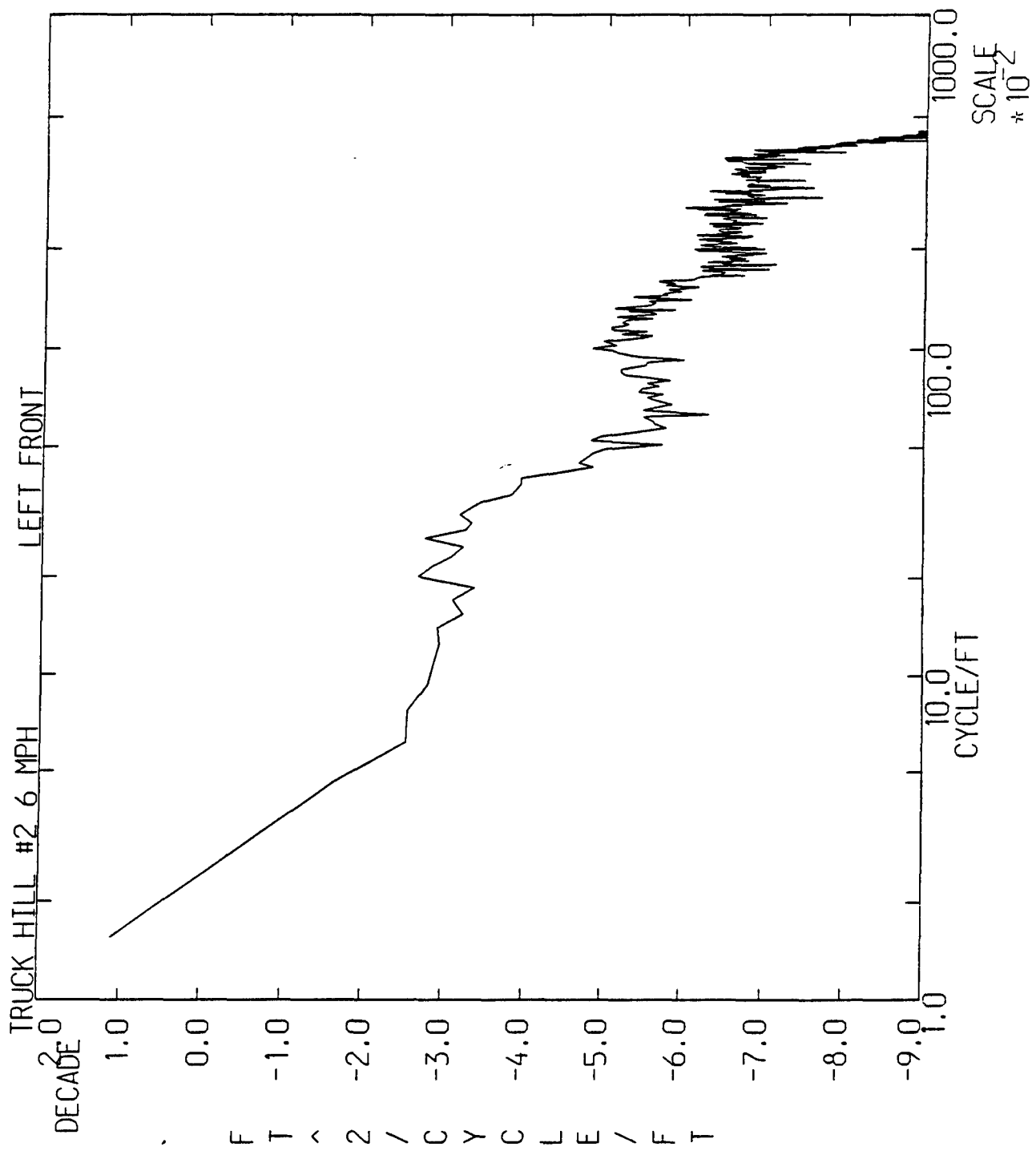


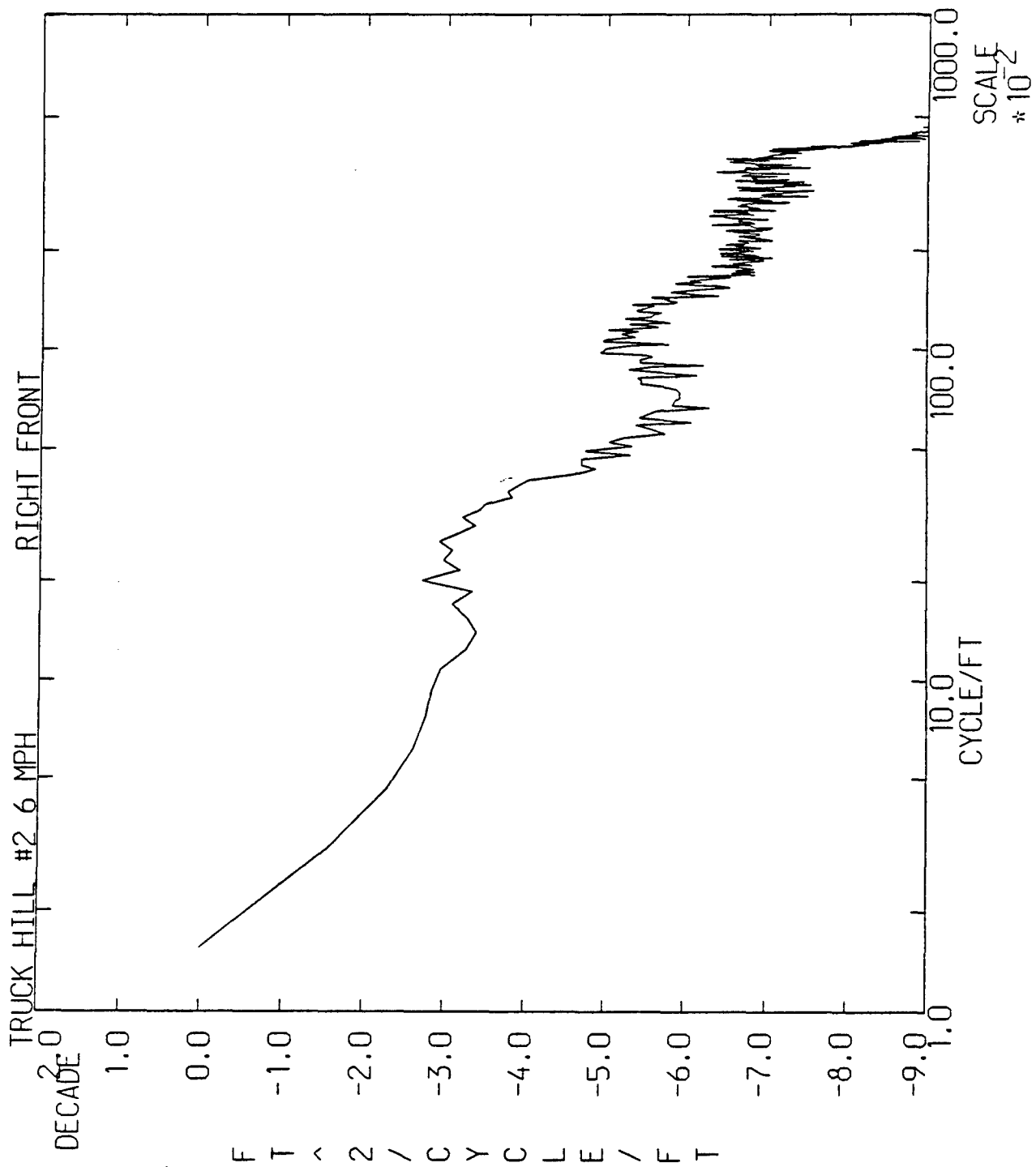


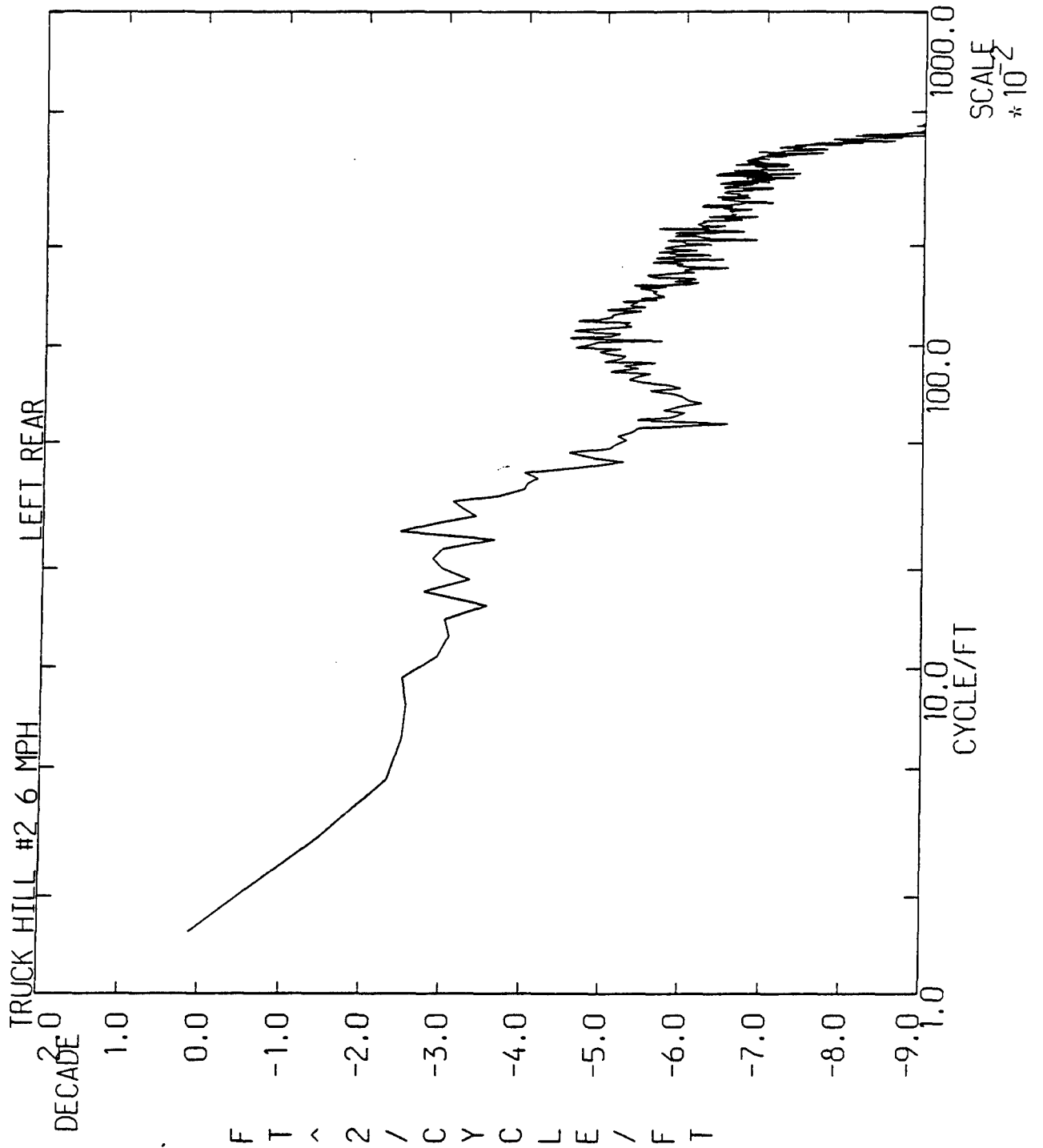


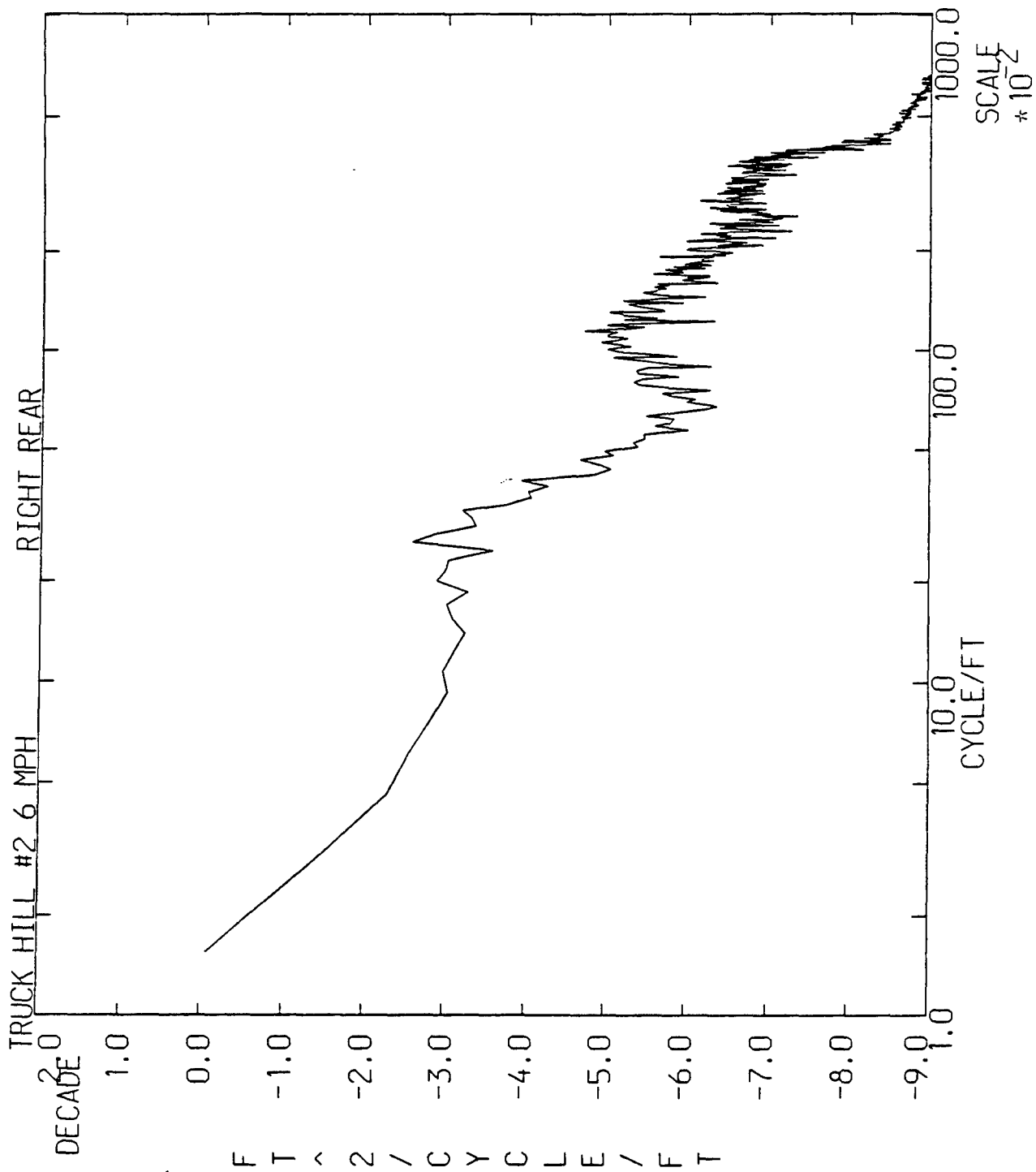




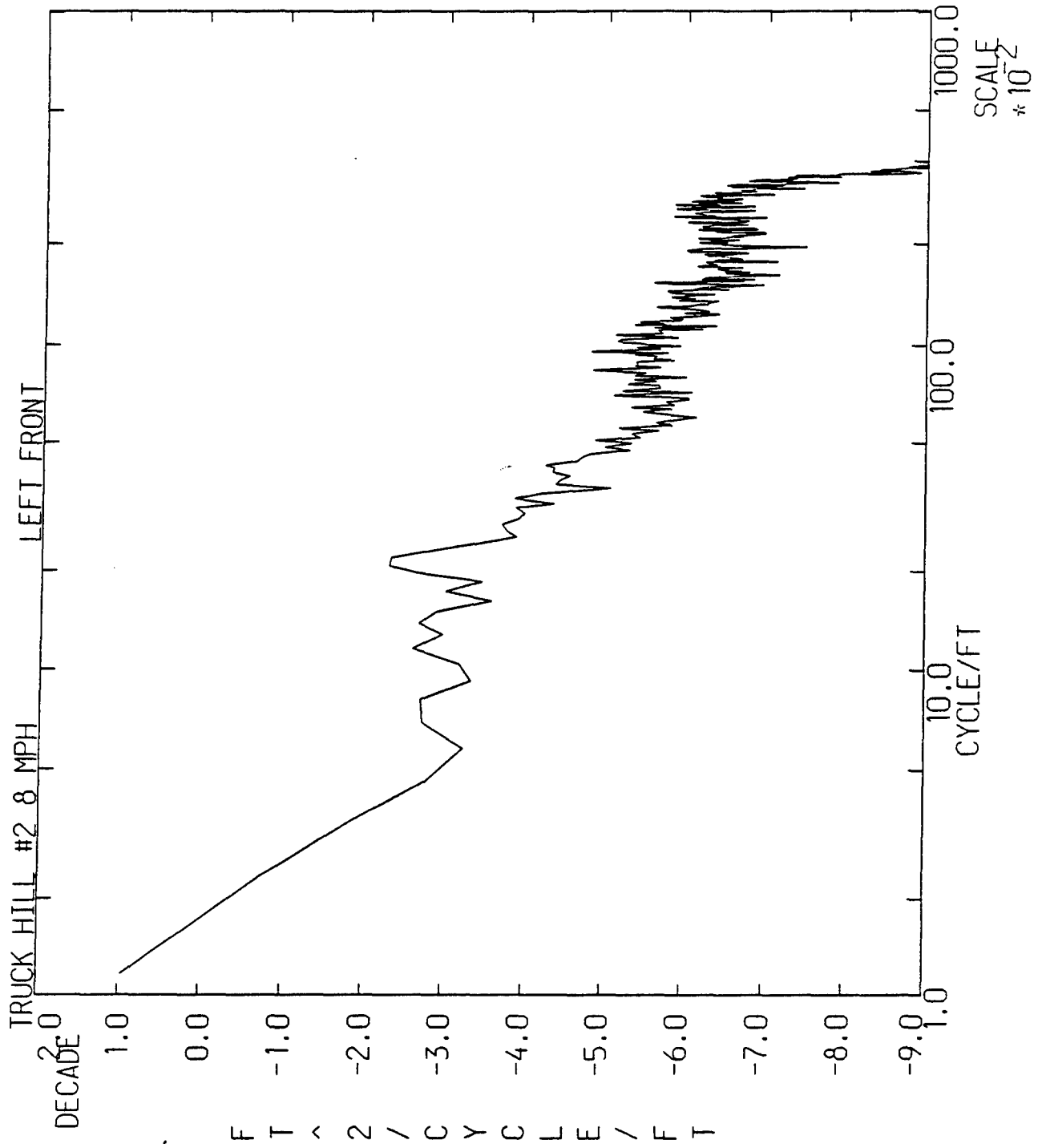


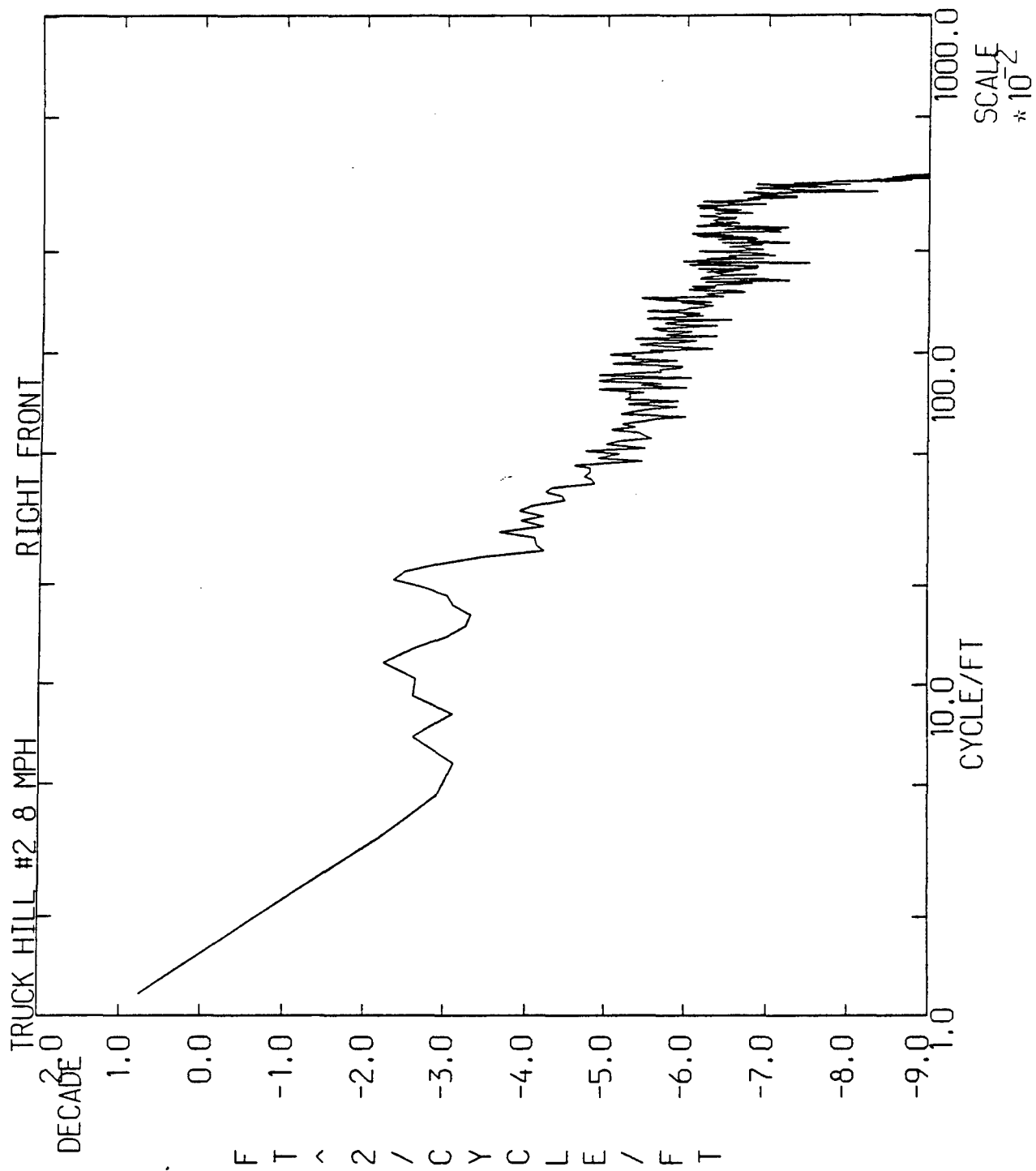


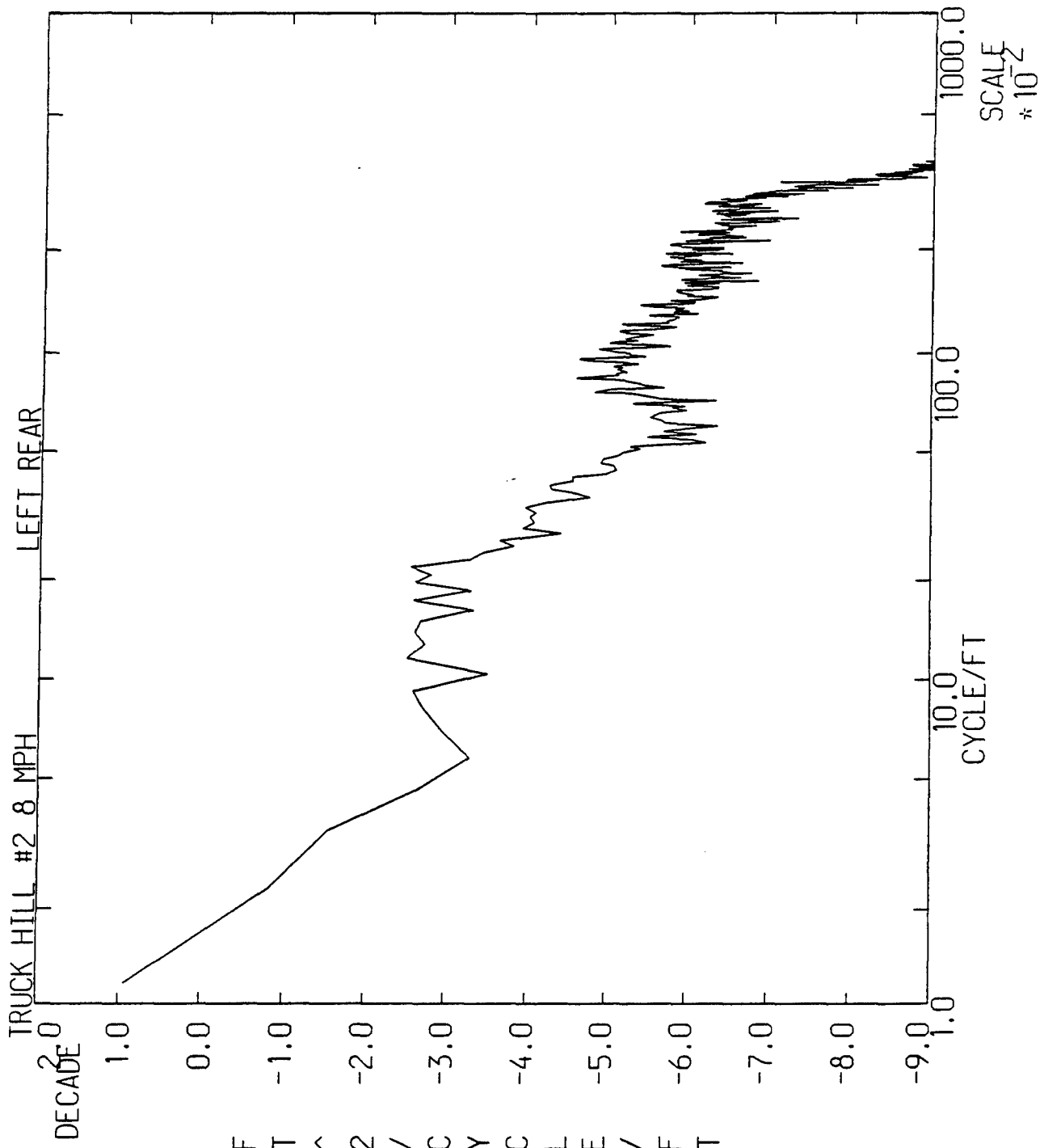


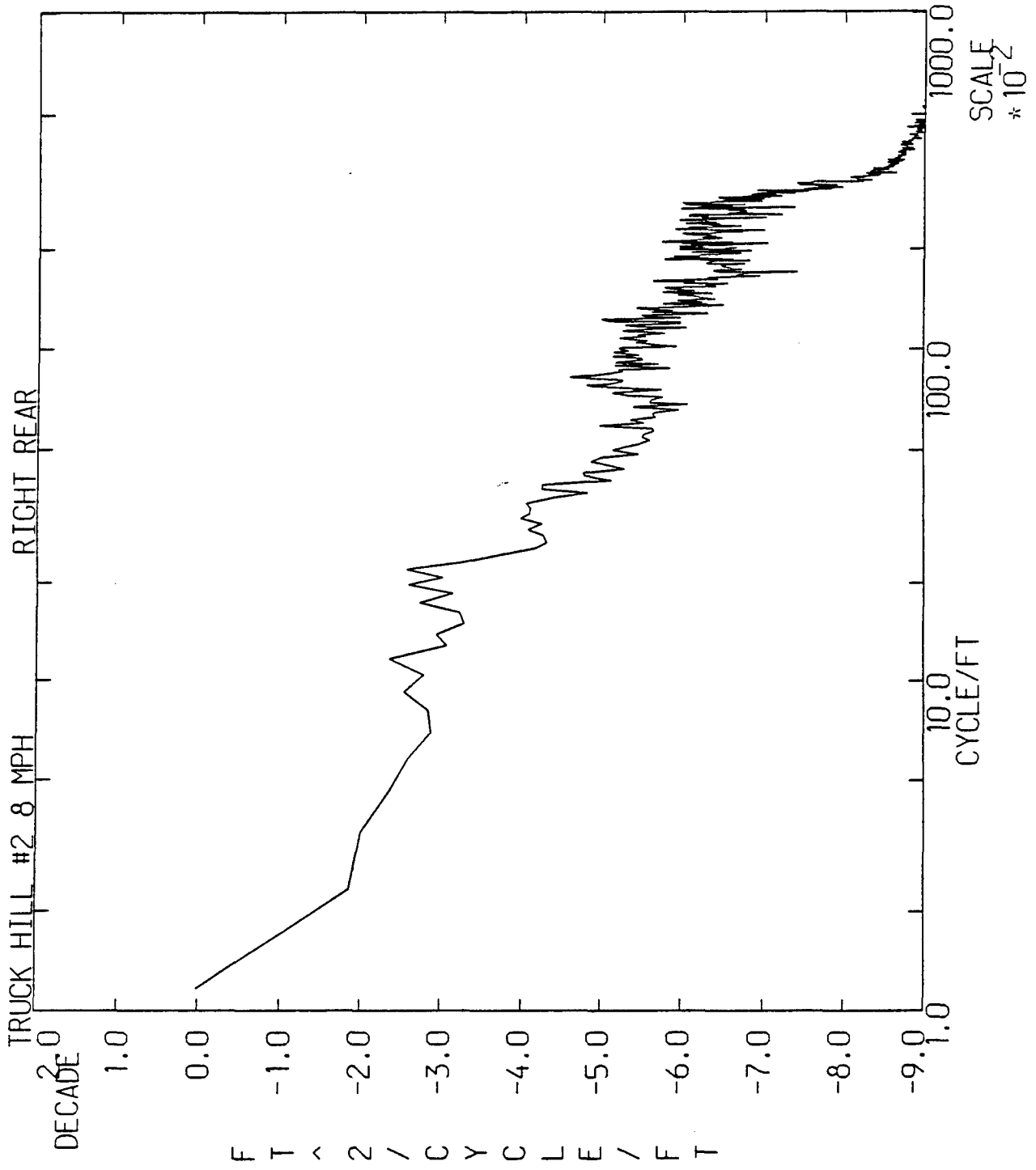


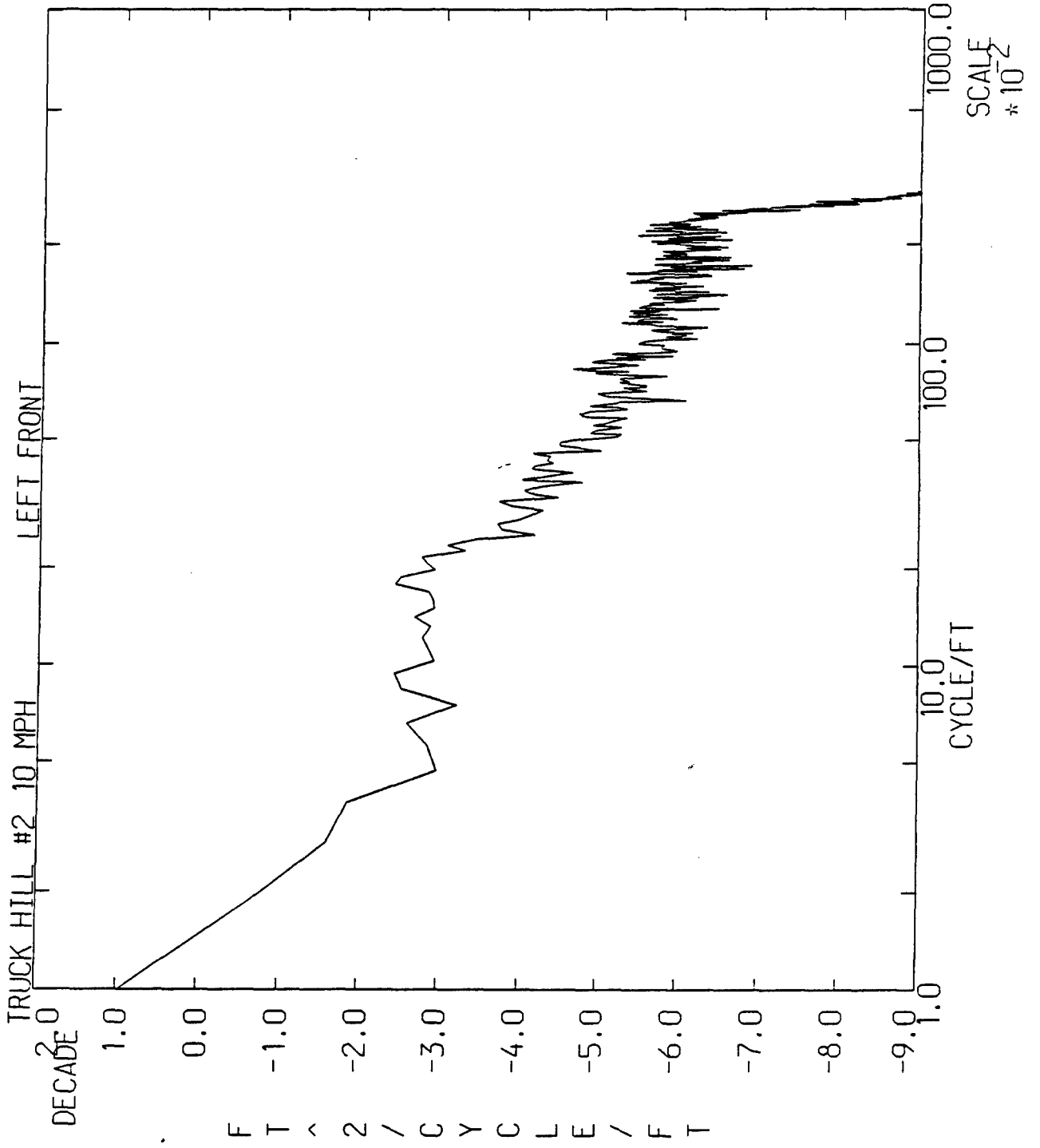


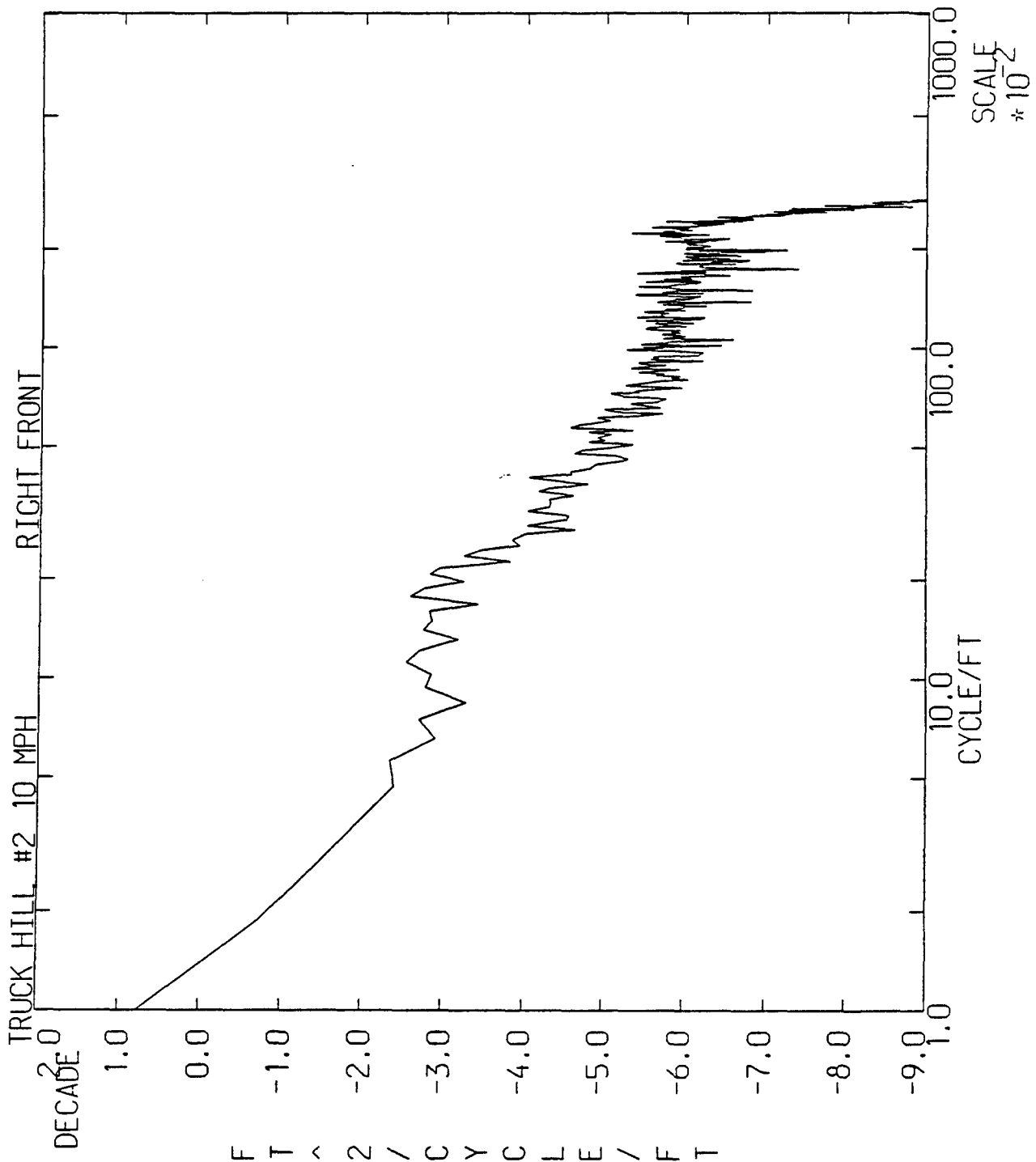


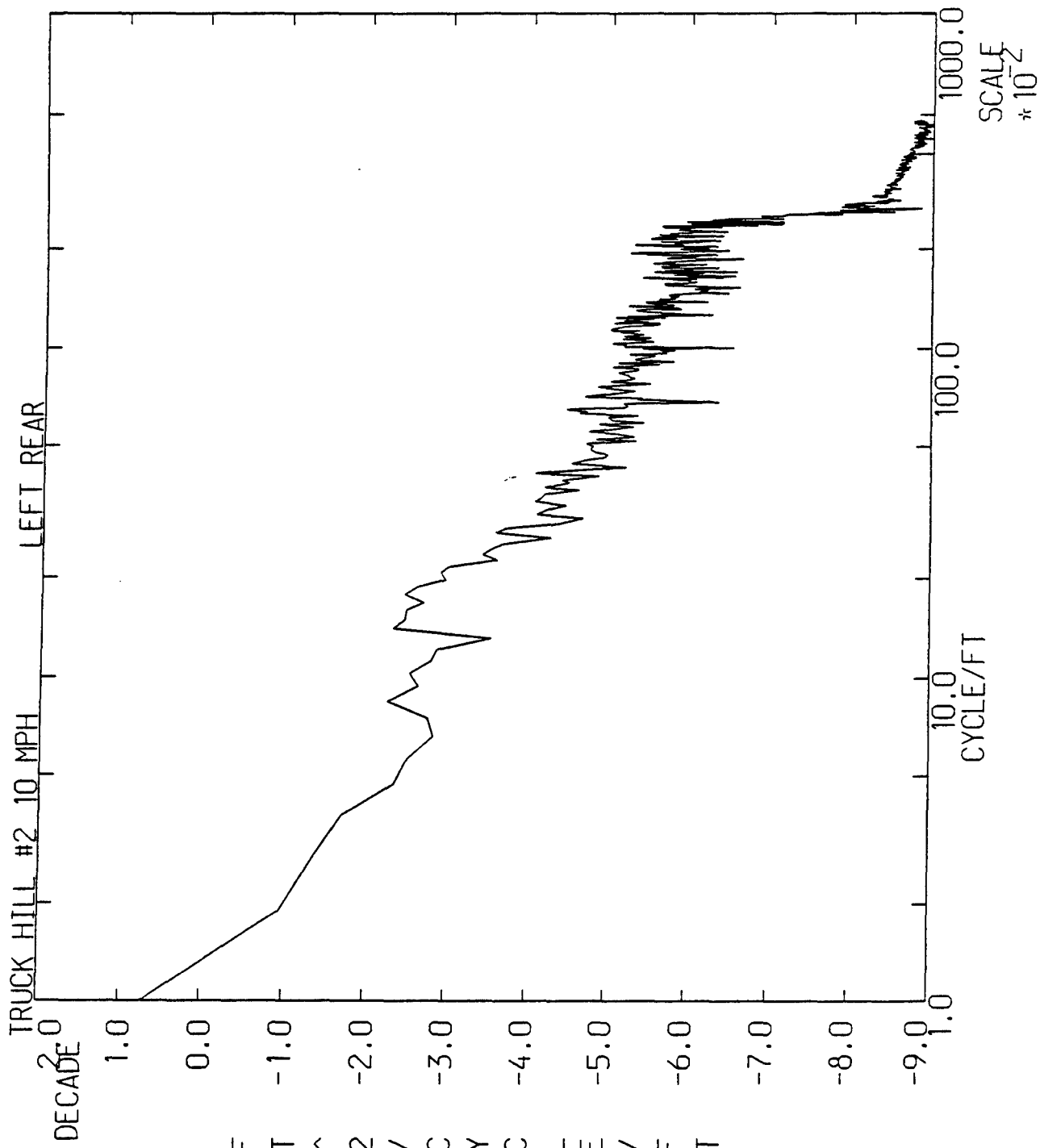


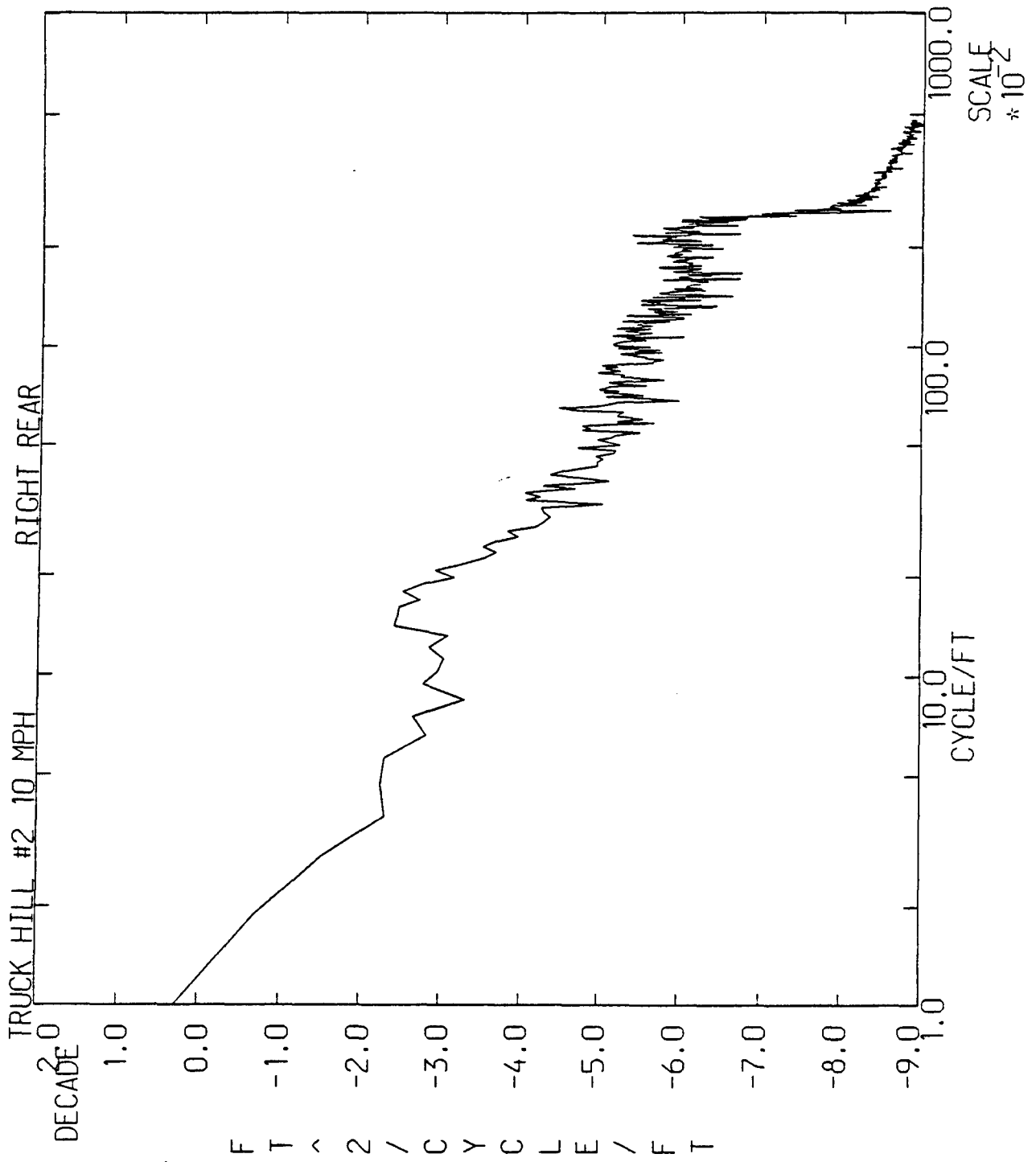














## TRUCK HILL #3

### WAVE-NUMBER SPECTRA

2, 4, 6, 8 and 10 MPH

Four (4) curves per speed, one for each DFMV tire, as follows

LEFT FRONT  
RIGHT FRONT  
LEFT REAR  
RIGHT REAR

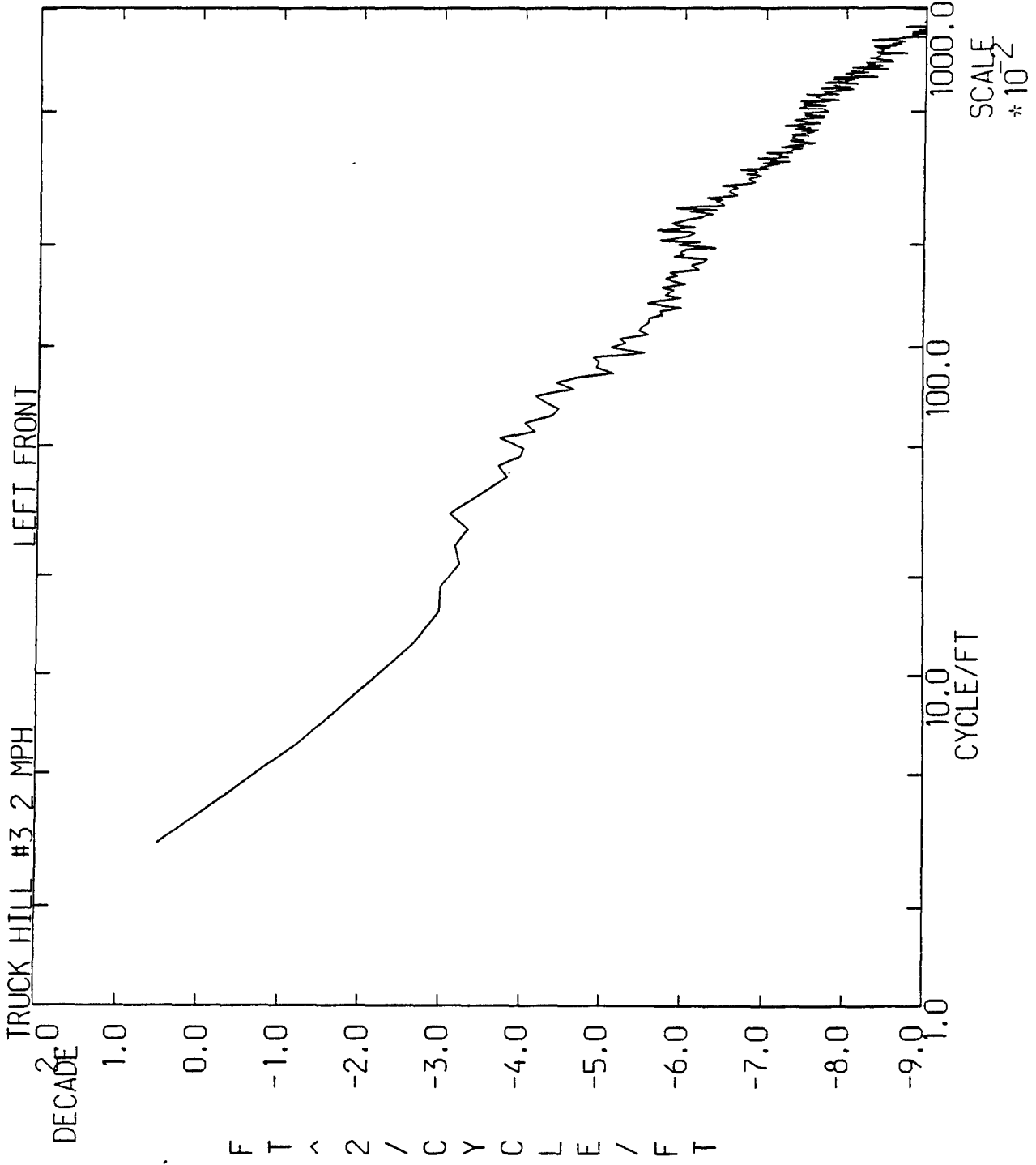
Volume II contains the data for the different DFMV speeds over each YPG course. The data was previously submitted to TACOM in an interim data report, however, the data was not reprocessed with the signal processing considerations discussed in the Volume I report (e.g., in this data, much of the spectral resolution was below the footprint). The wave-number cut-off at the low end of the spectra was limited by the frequency range of the accelerometer, as discussed in the report and shown in the table below. The wave-number cut-off at the high end of the spectrum was limited by the footprint length of the DFMV tire, which was  $\approx 1.2 \text{ ft}^{-1}$ . These cut-offs were verified through the DFMV front-to-rear coherence plots. Therefore, when comparing plots between different speeds, do not compare the data past these limits. As discussed in the report, the faster speed runs produced the best results at the lower wave numbers.

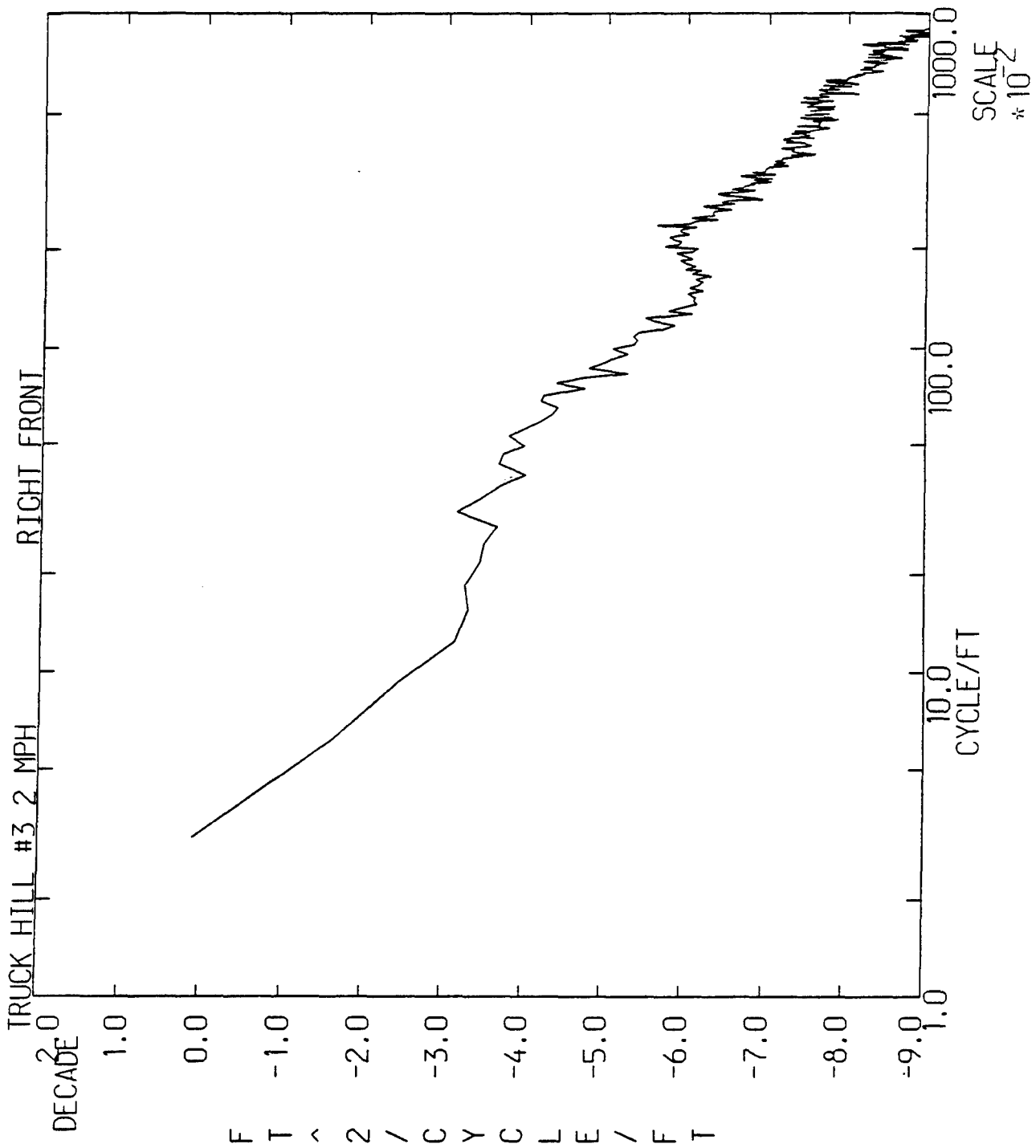
Table 1. DFMV Actual Versus Predicted Wavelength Limits

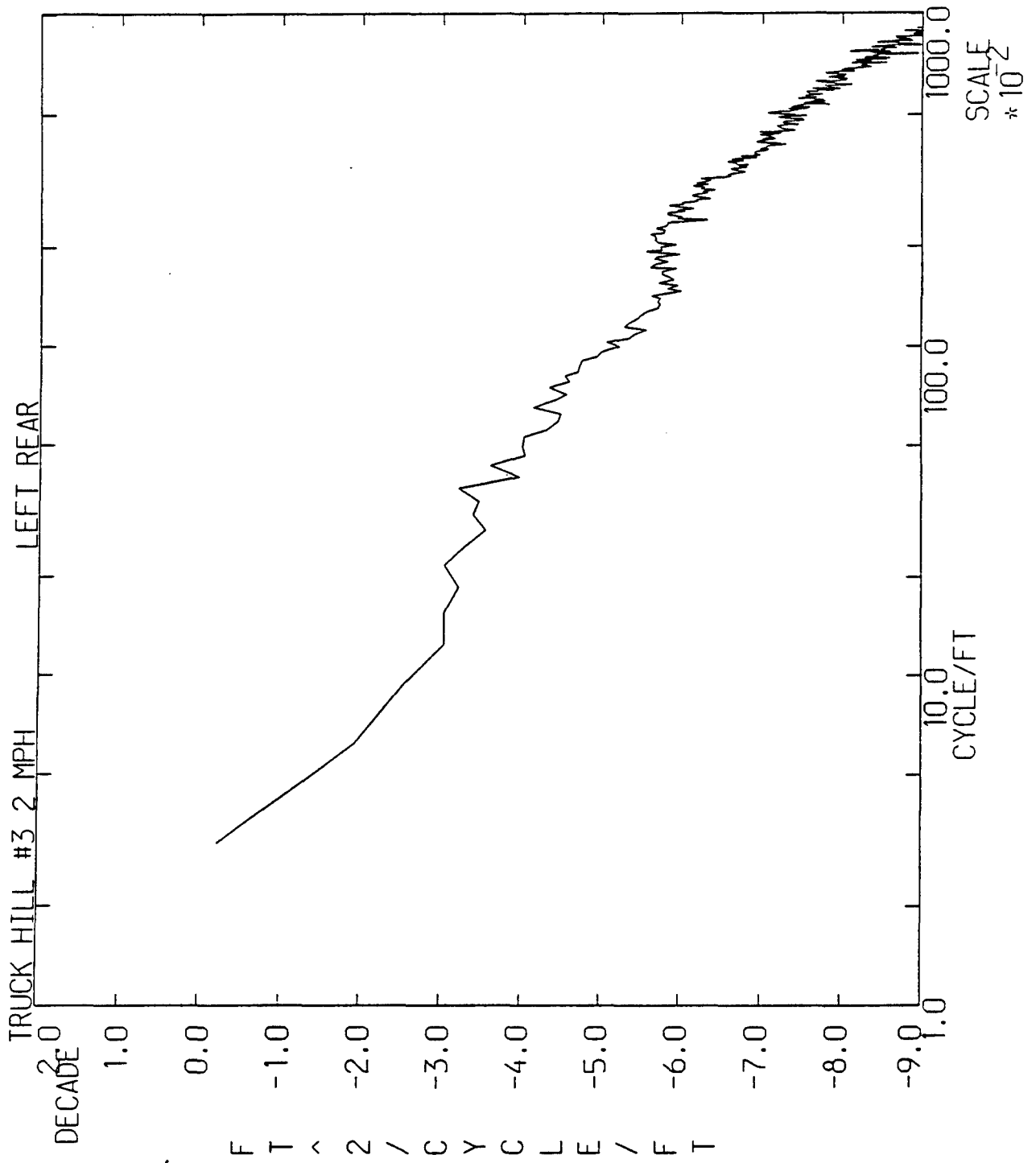
DFMV Speed MPH	Expected Wavelength Resolution*	Actual Wavelength Resolution**
2	60	15
4	120	30
6	180	45
8	240	60
10	300	75

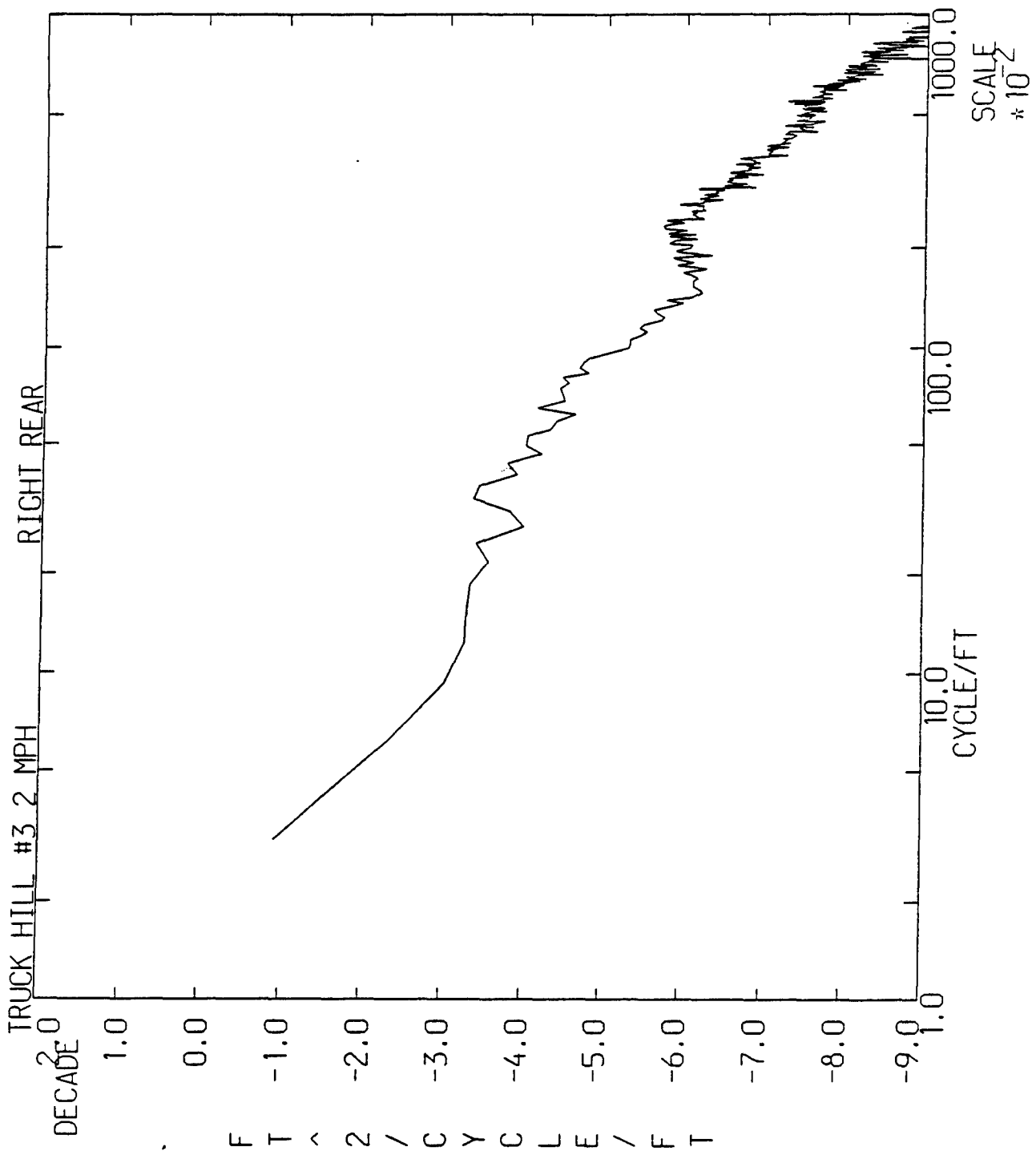
\* Based on the advertised low-end frequency range for the accelerometer used

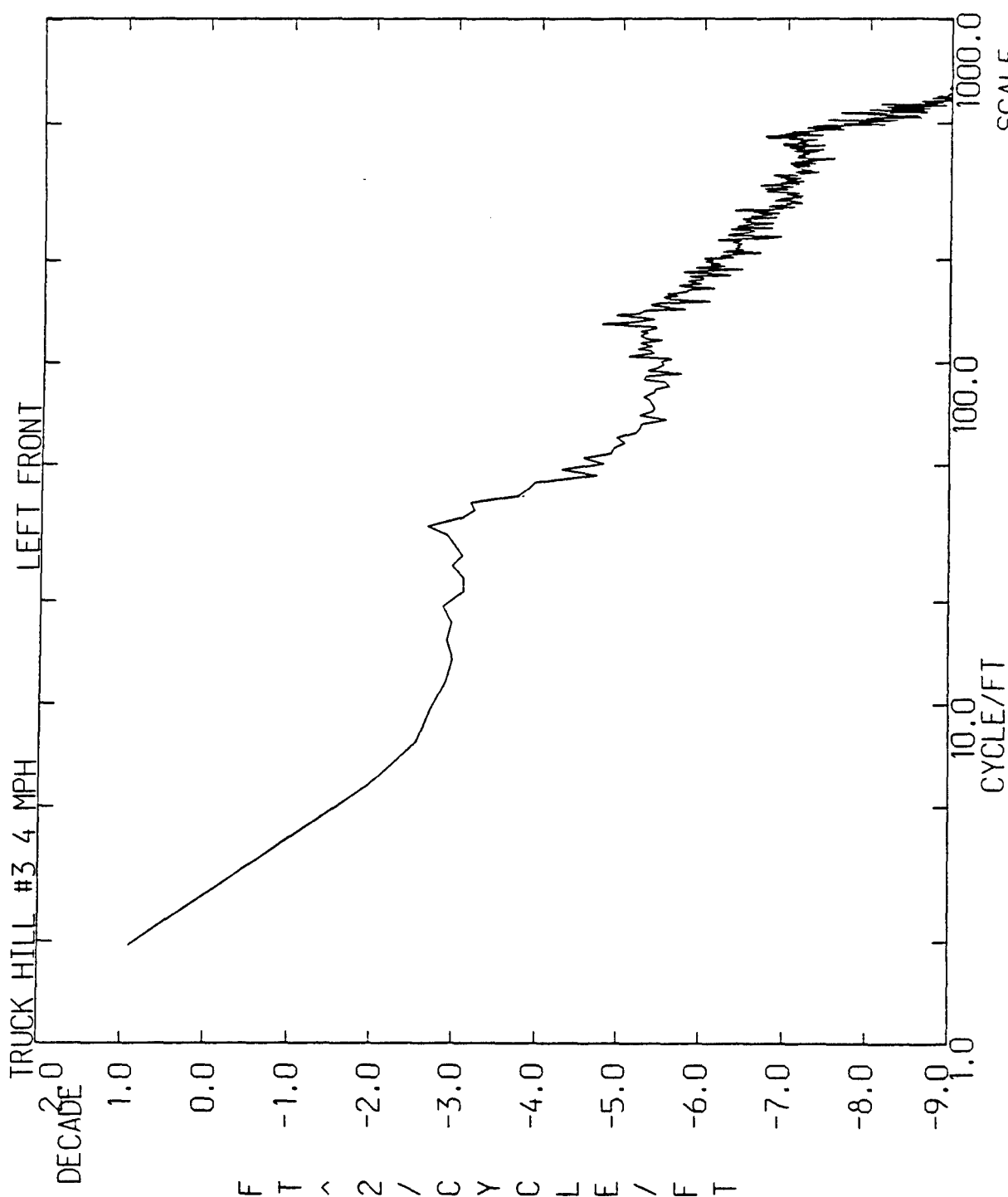
\*\* Based on actual low-end frequency range for the accelerometer used

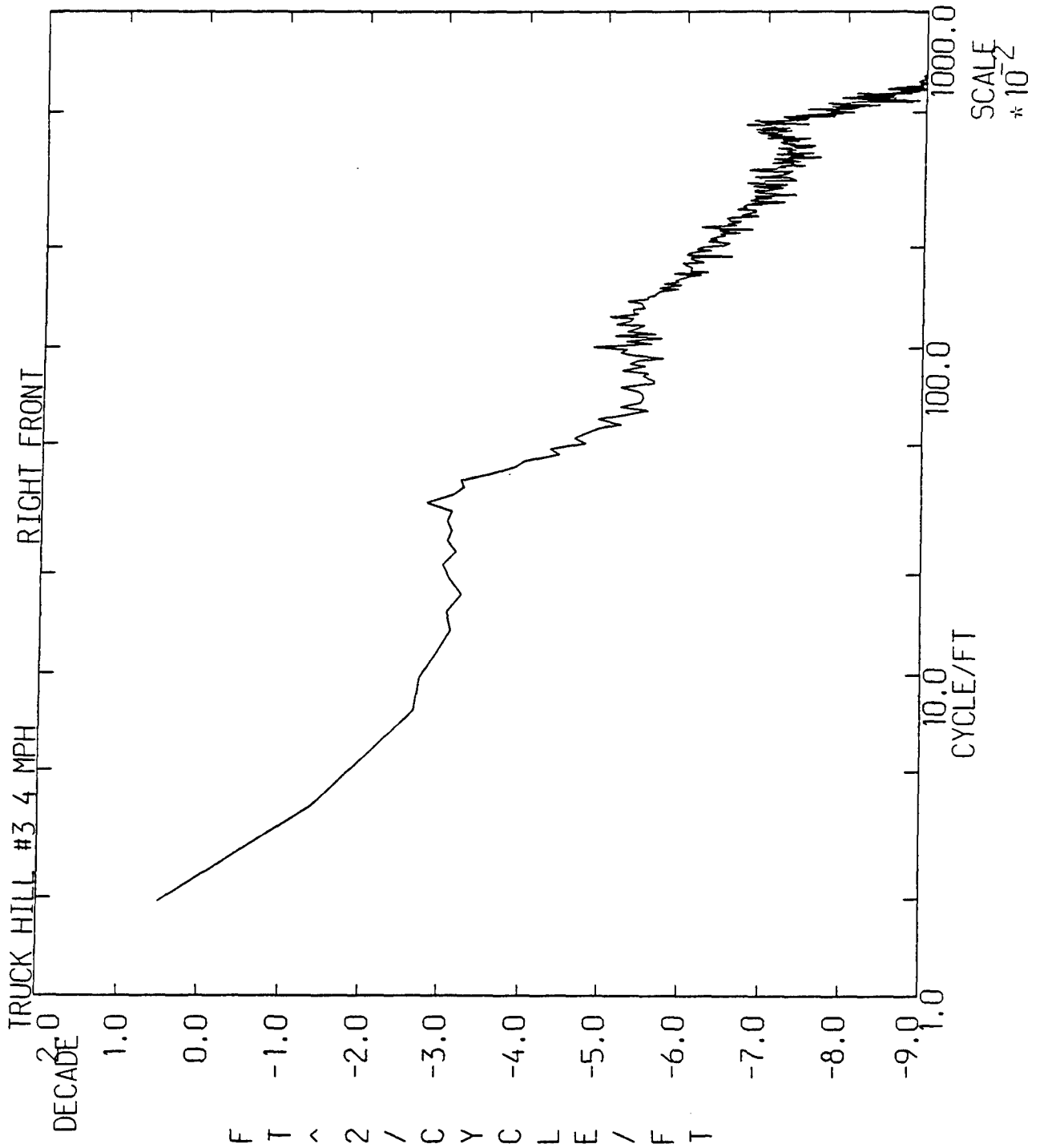


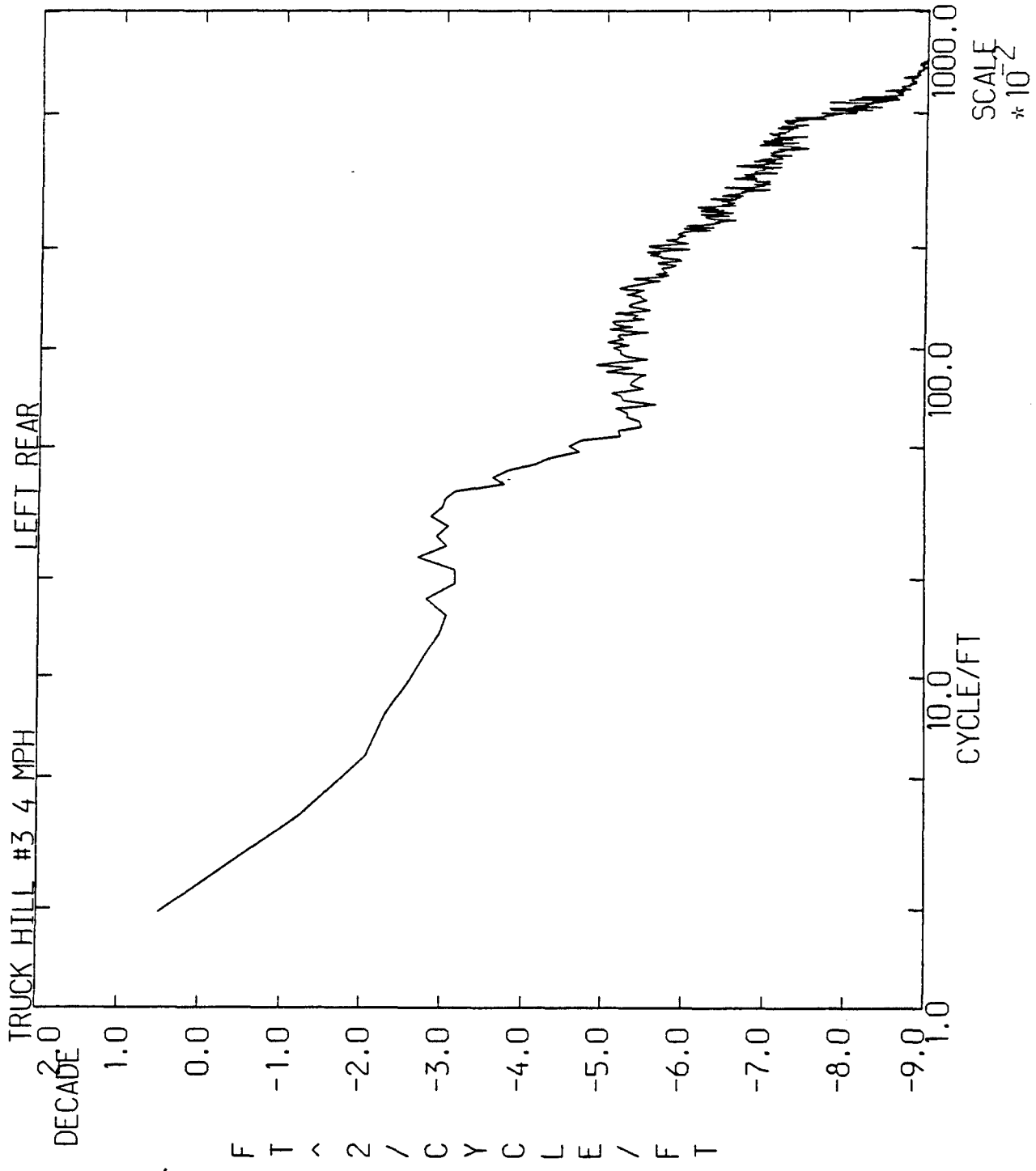




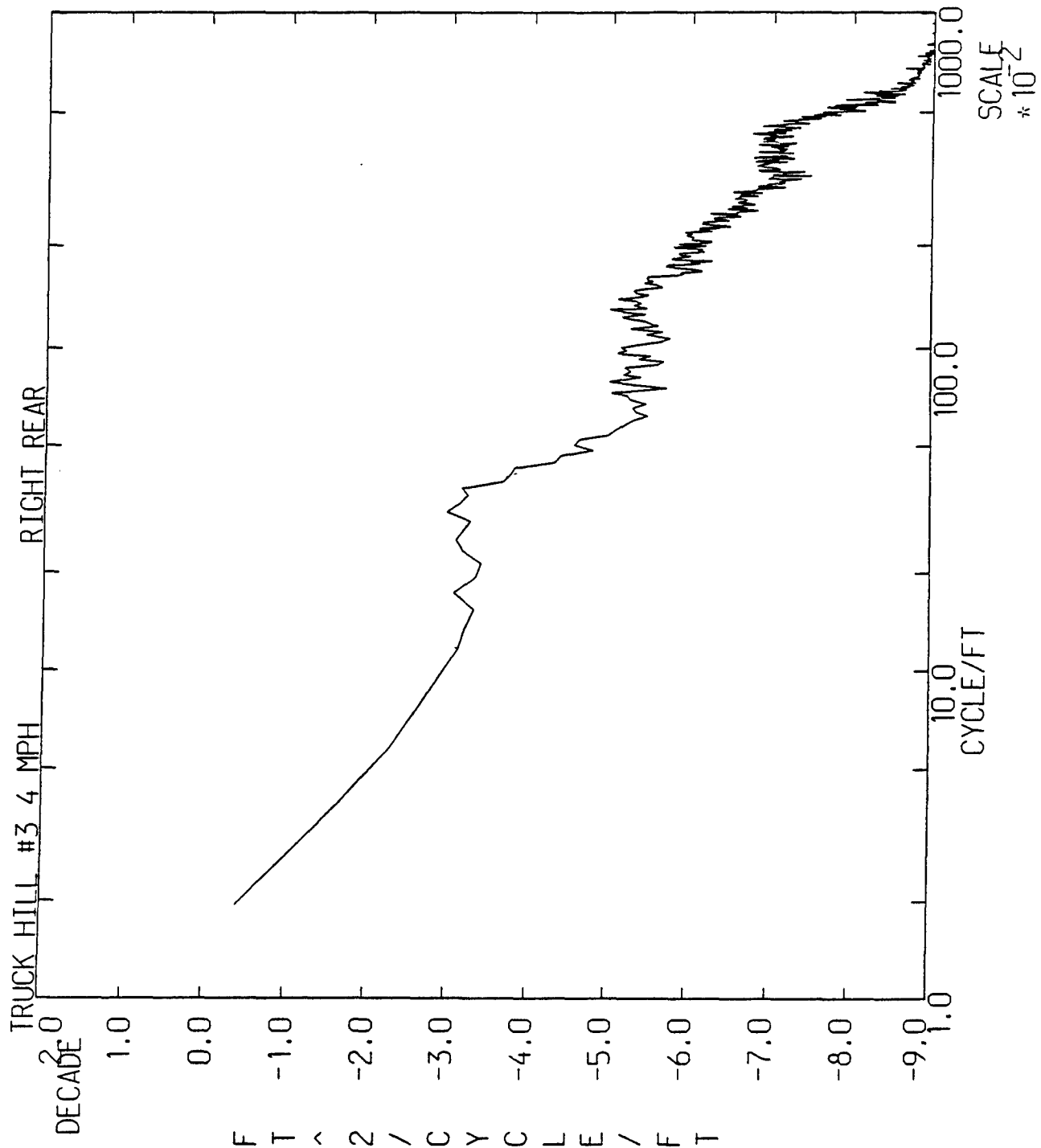


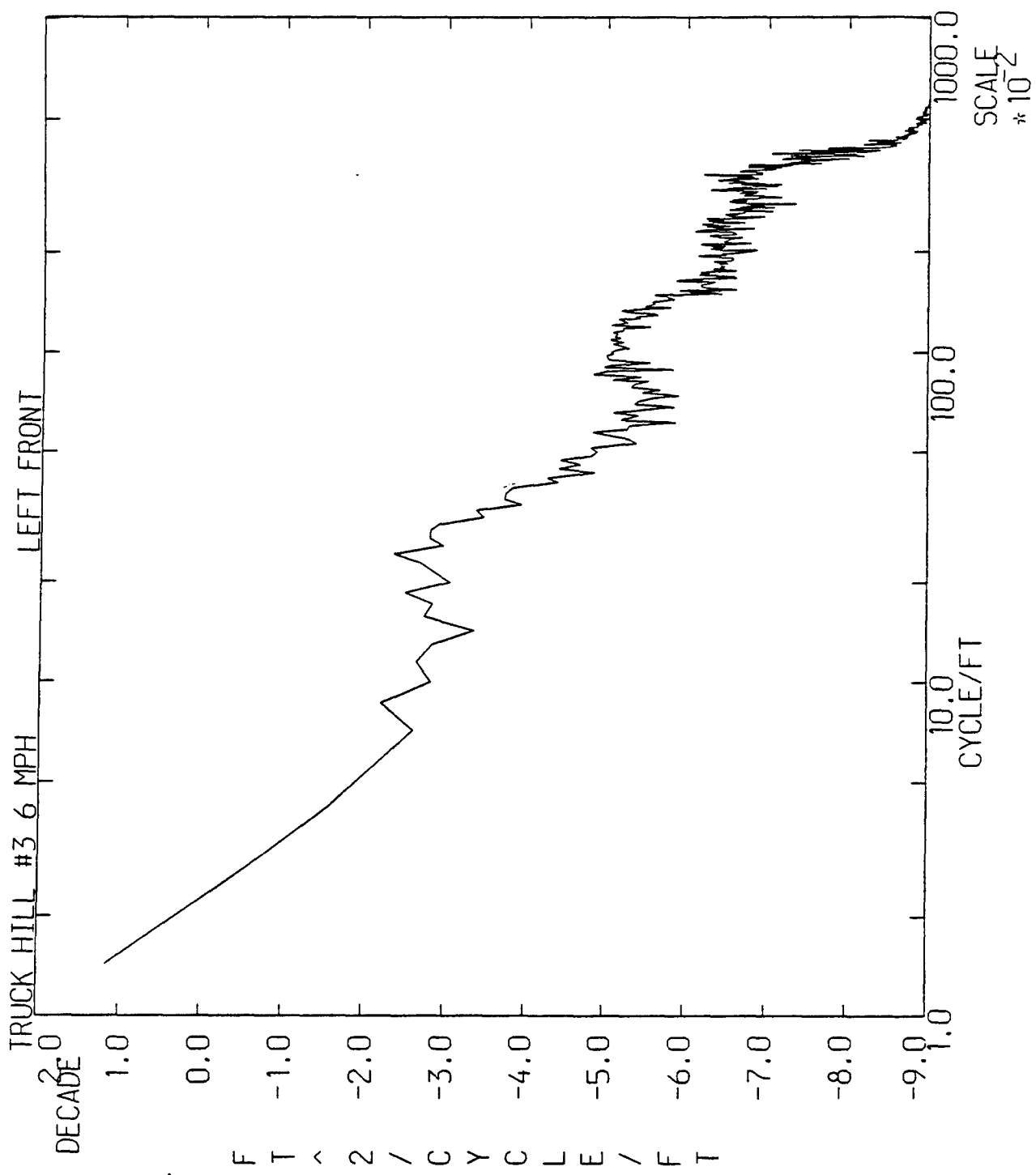


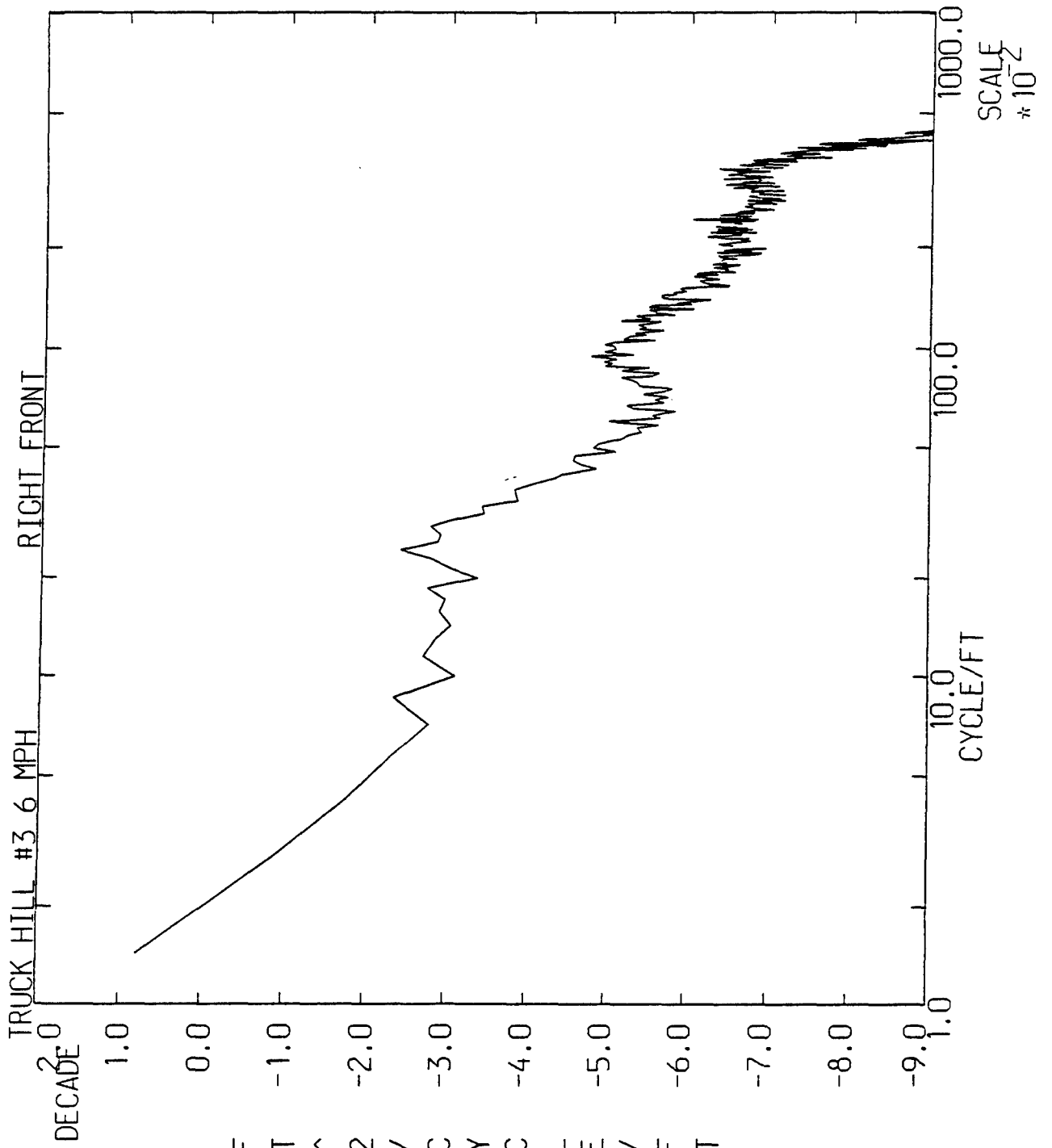


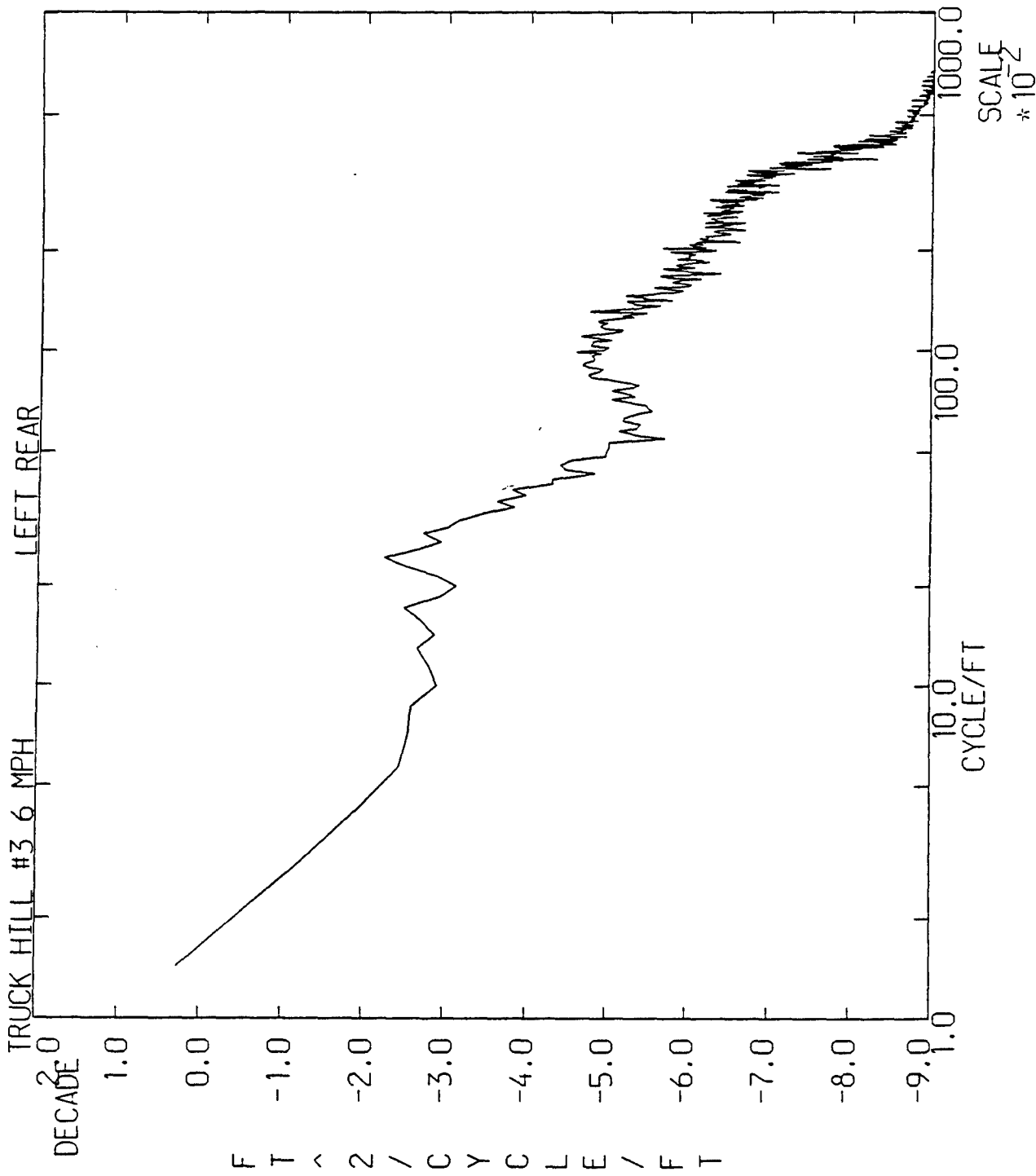


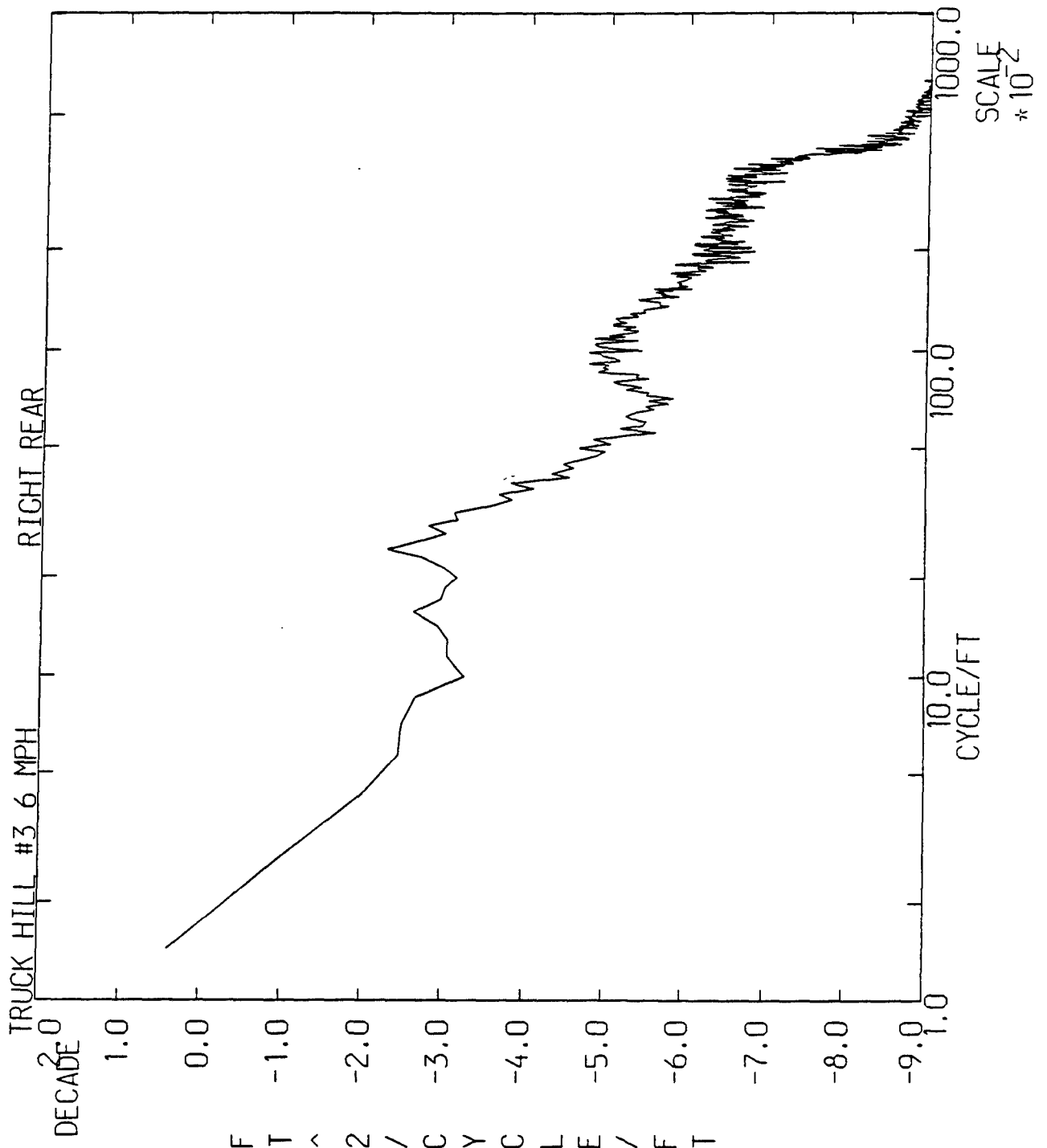


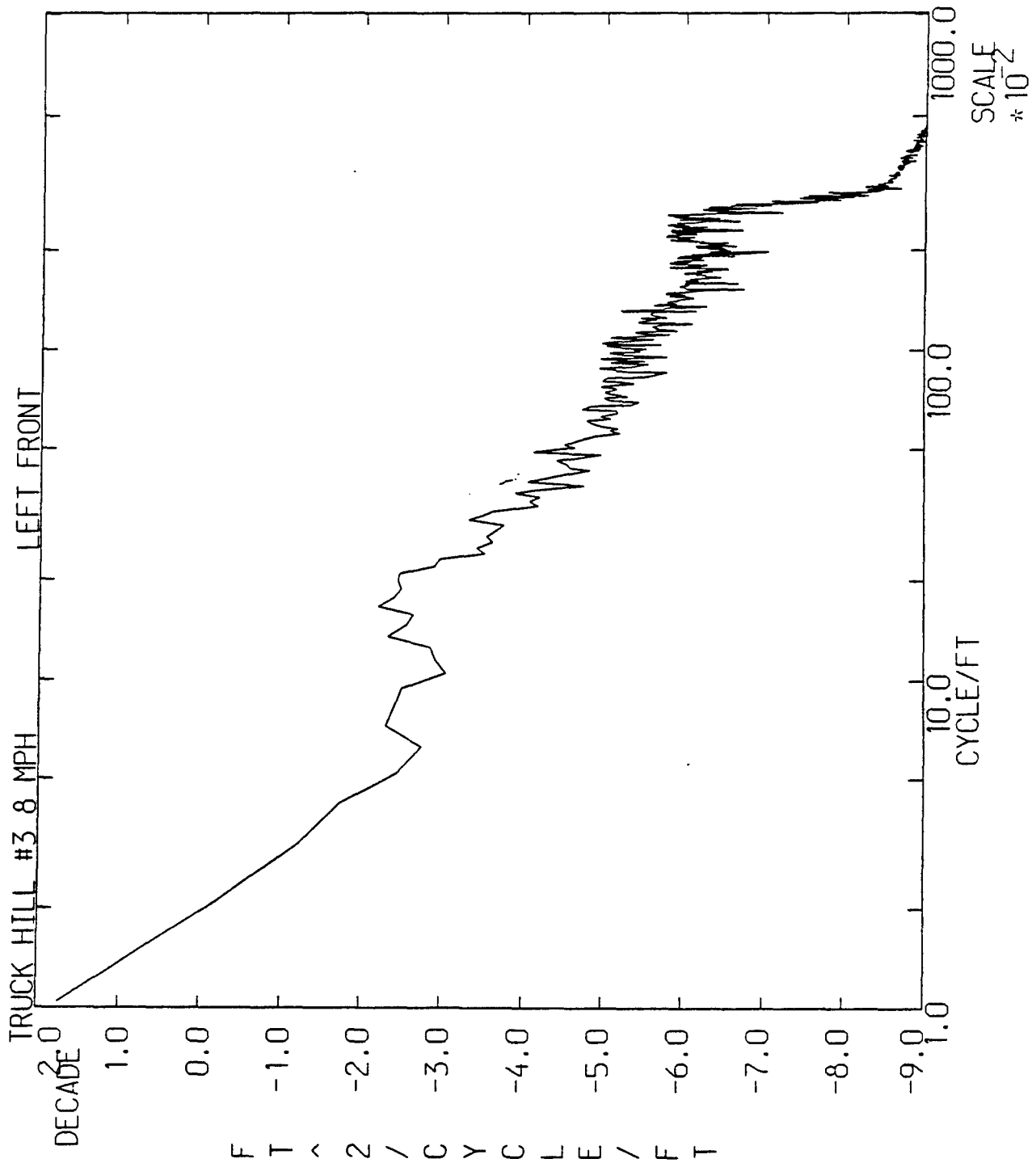


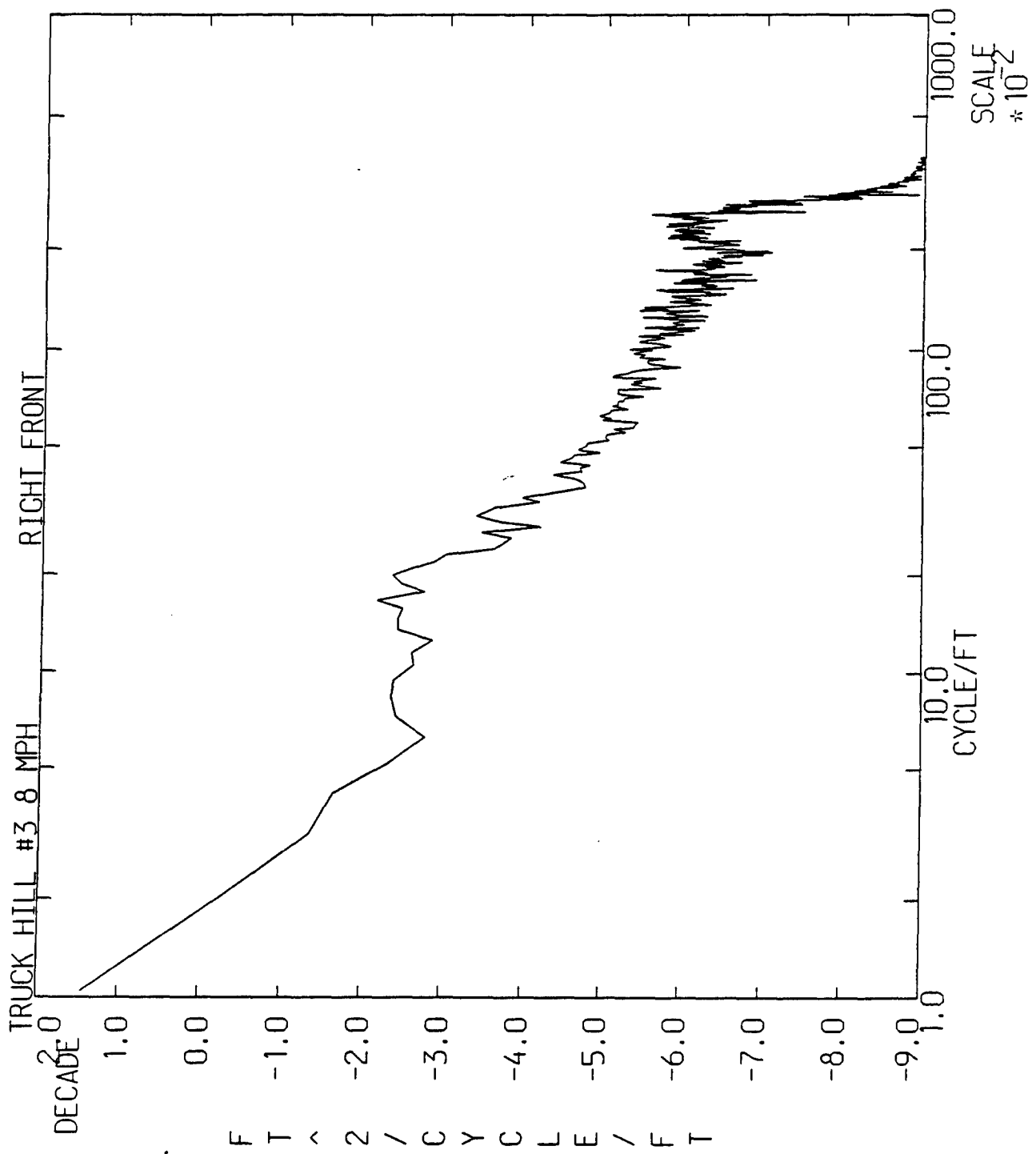


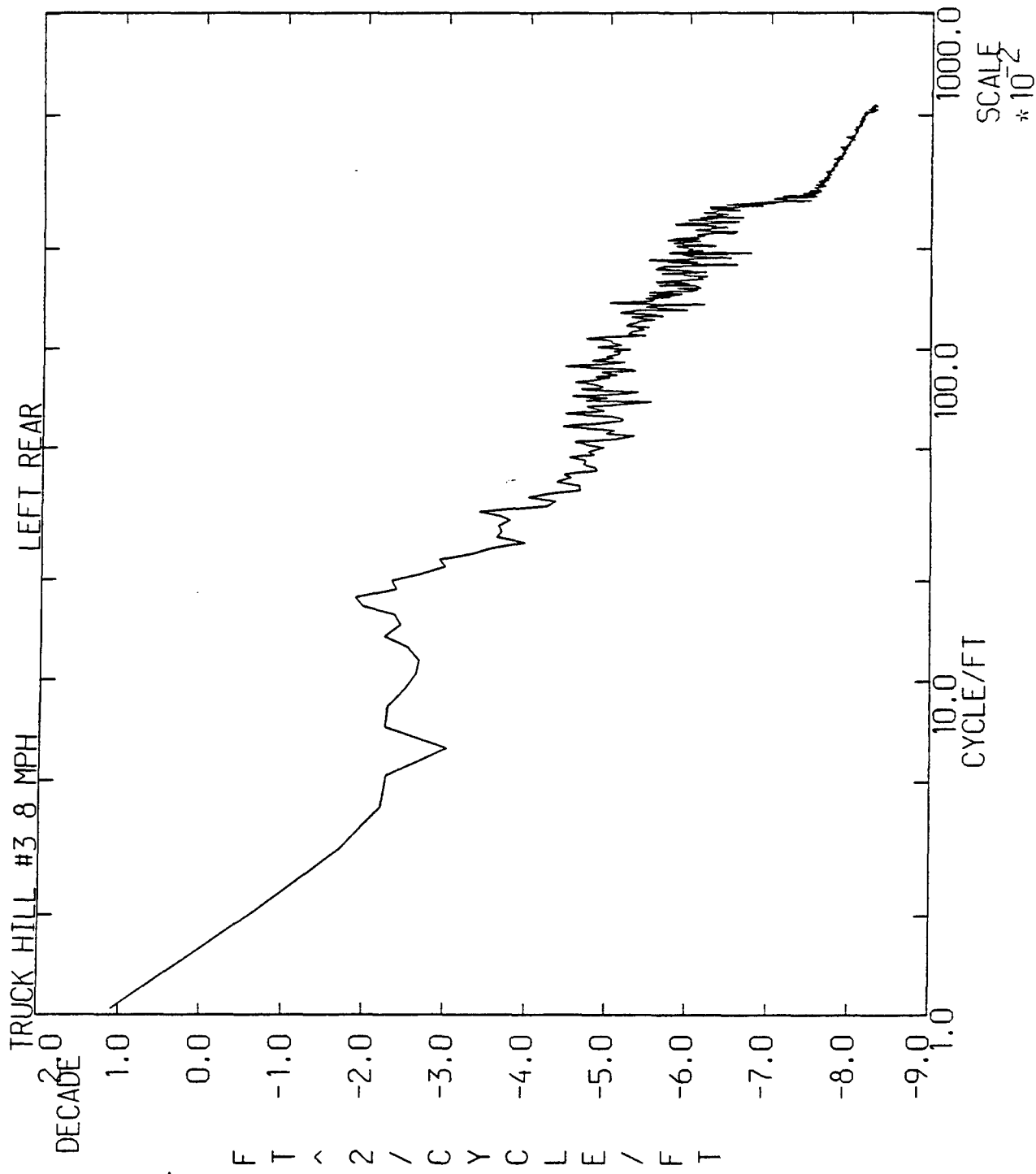




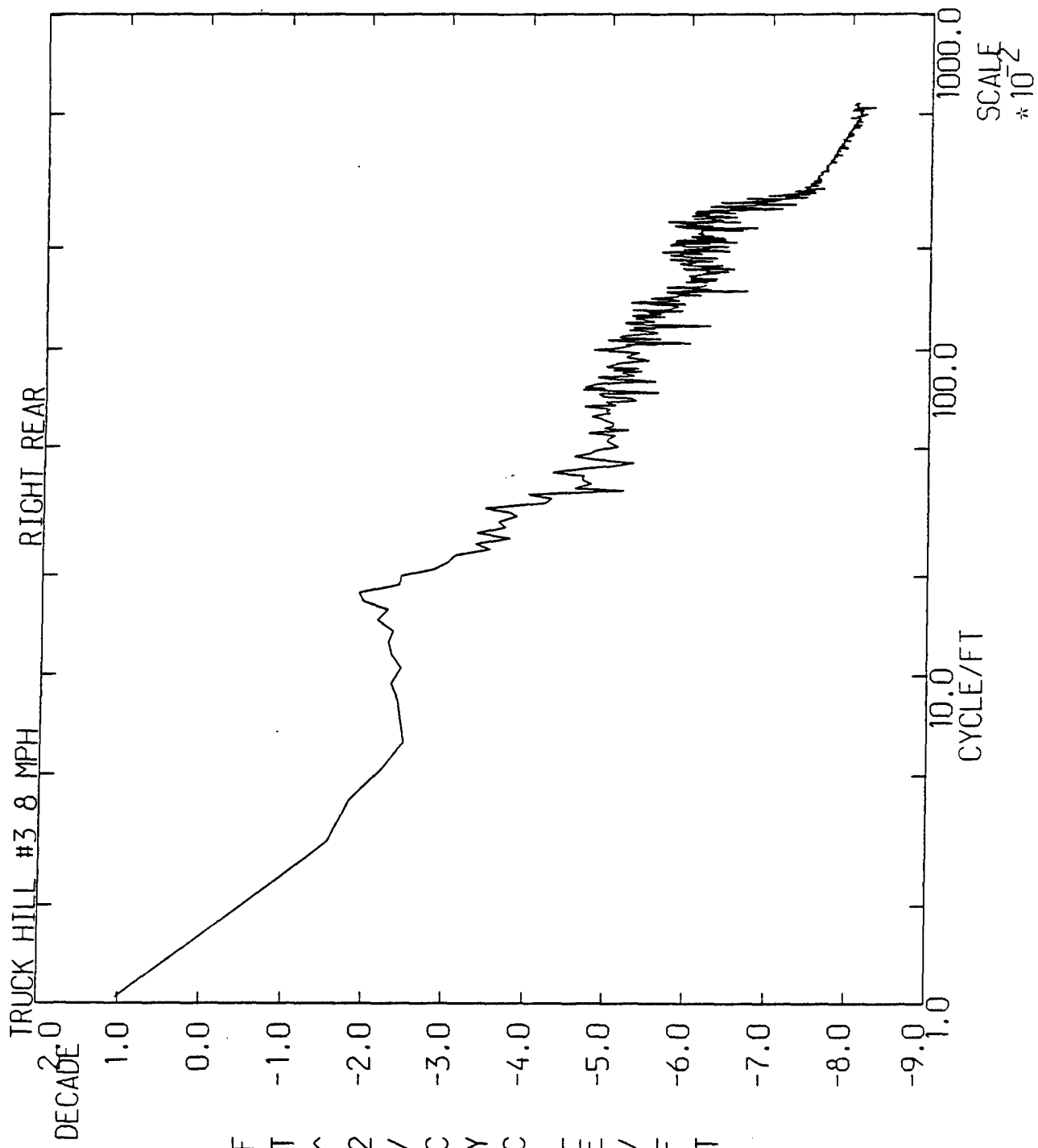


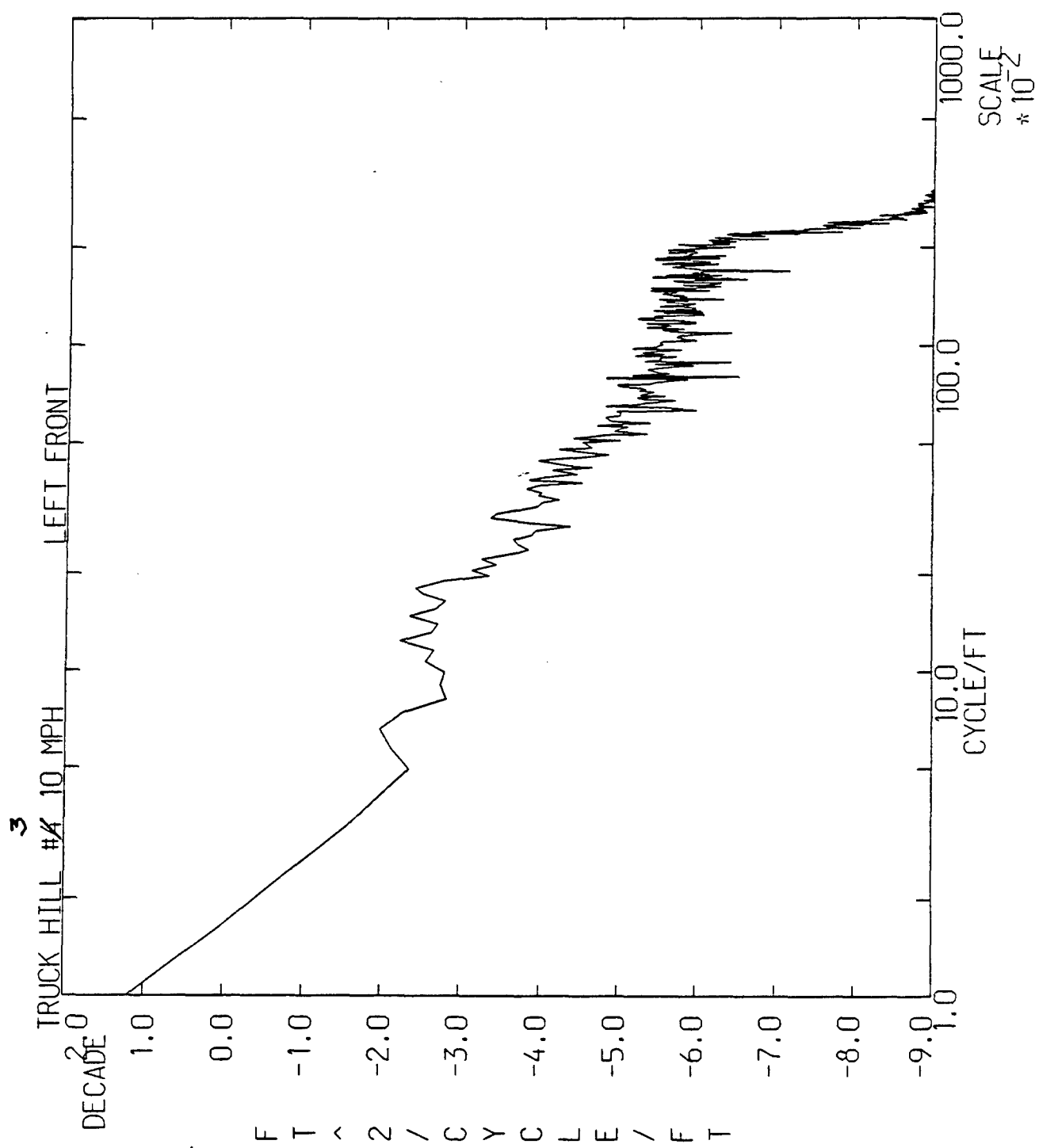




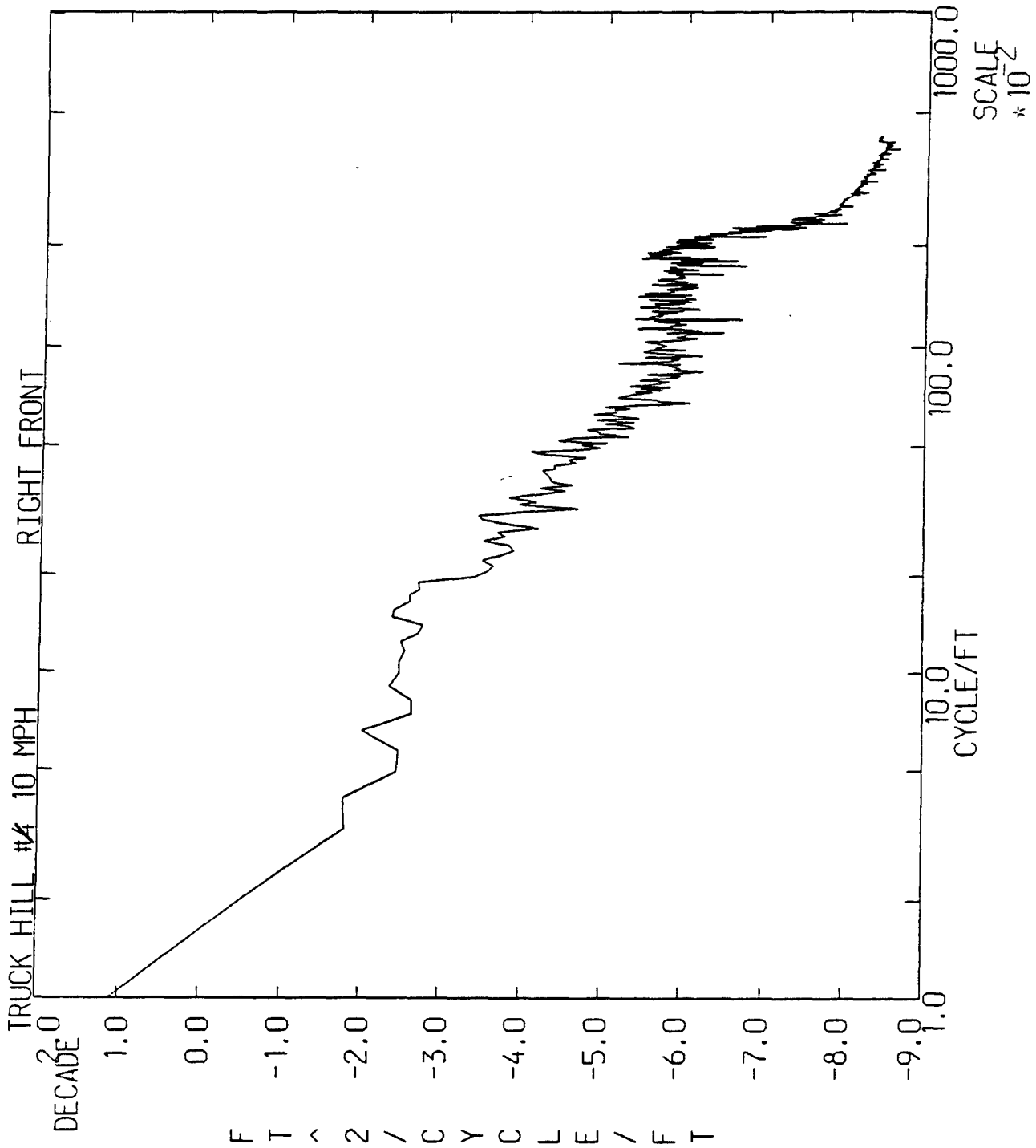




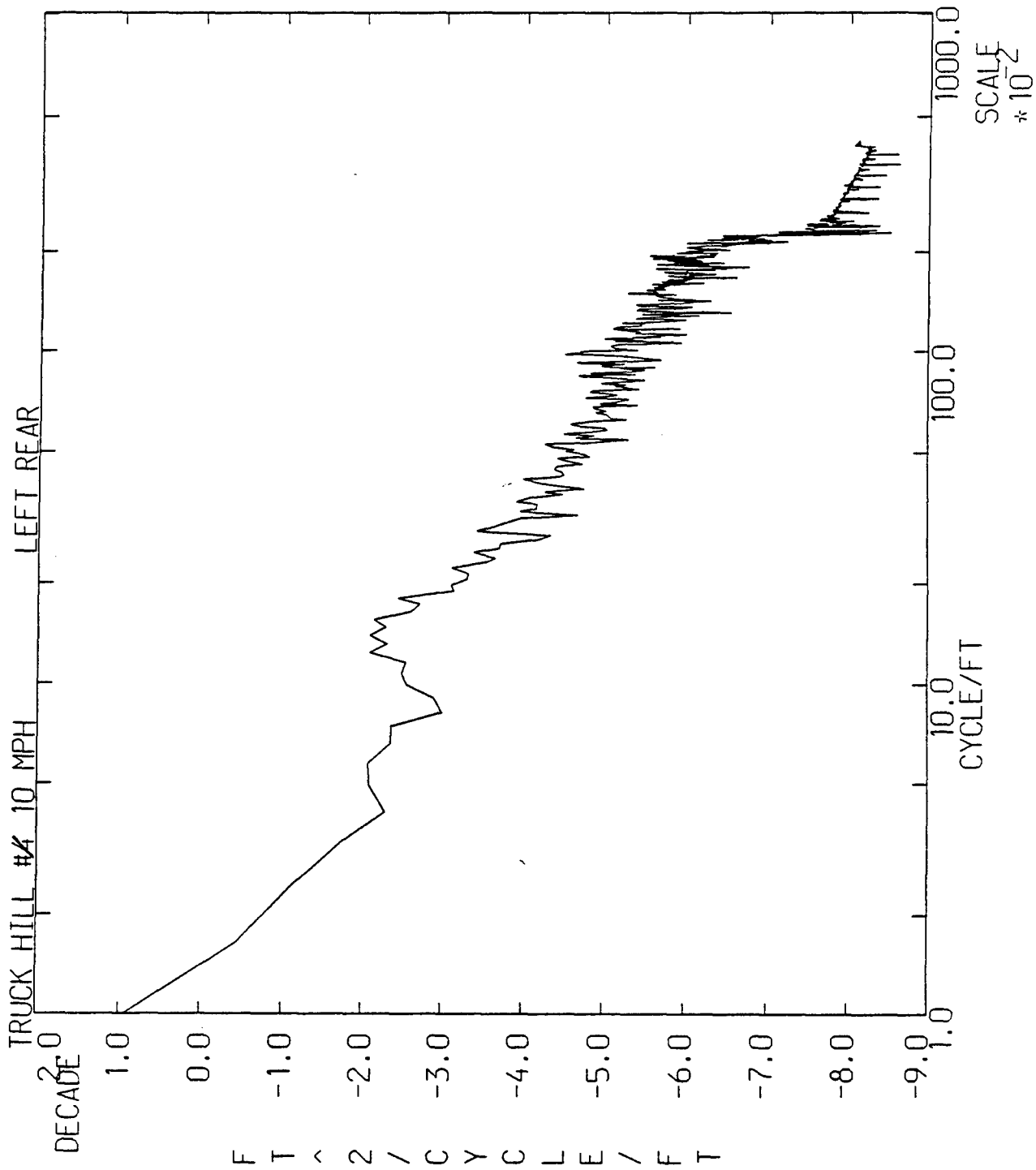




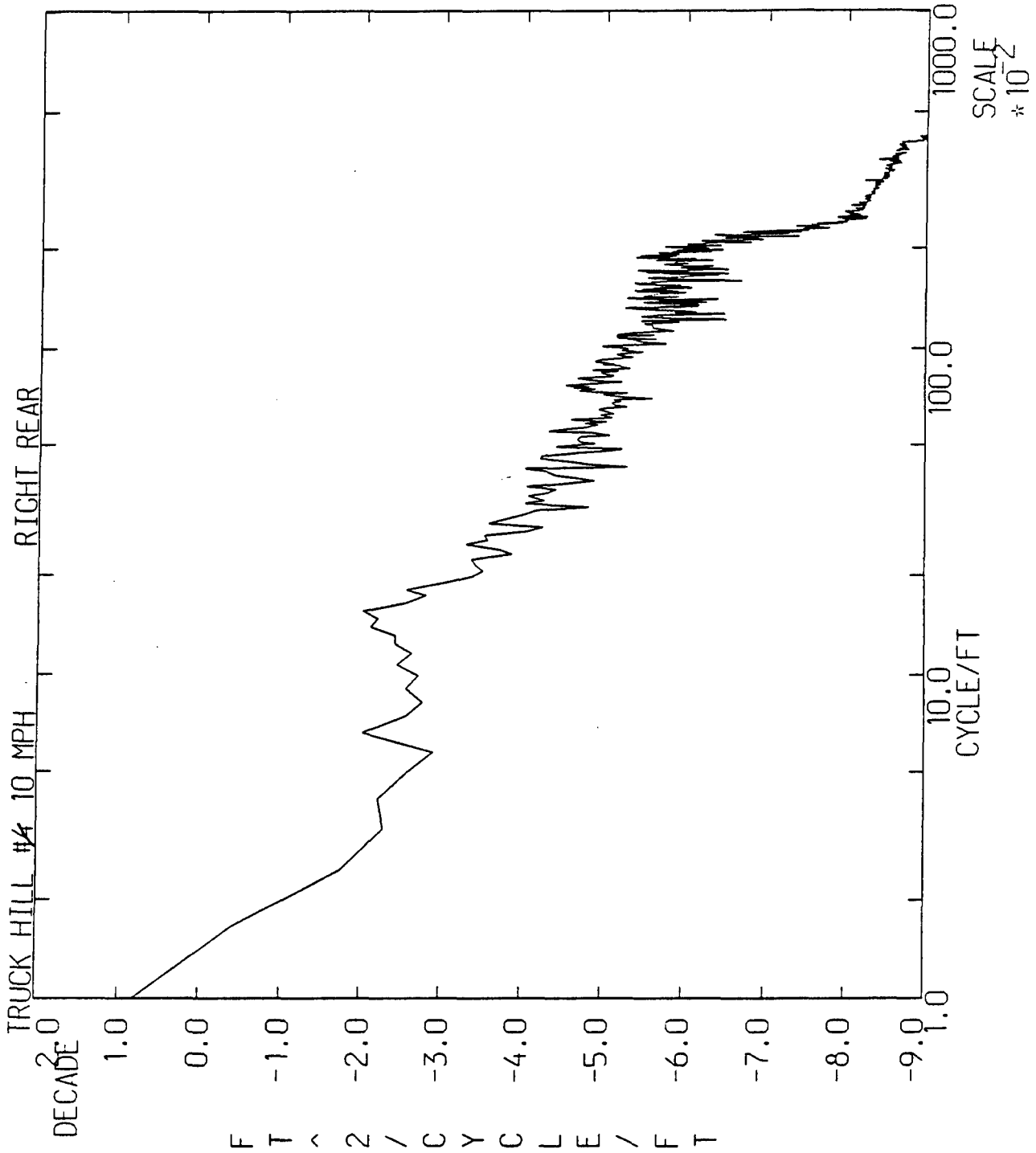
3



3



3



## TRUCK HILL #4

### WAVE-NUMBER SPECTRA

2, 4, 6 and 8 MPH

Four (4) curves per speed, one for each DFMV tire, as follows

LEFT FRONT  
RIGHT FRONT  
LEFT REAR  
RIGHT REAR

Volume II contains the data for the different DFMV speeds over each YPG course. The data was previously submitted to TACOM in an interim data report, however, the data was not reprocessed with the signal processing considerations discussed in the Volume I report (e.g., in this data, much of the spectral resolution was below the footprint). The wave-number cut-off at the low end of the spectra was limited by the frequency range of the accelerometer, as discussed in the report and shown in the table below. The wave-number cut-off at the high end of the spectrum was limited by the footprint length of the DFMV tire, which was  $\approx 1.2 \text{ ft}^{-1}$ . These cut-offs were verified through the DFMV front-to-rear coherence plots. Therefore, when comparing plots between different speeds, do not compare the data past these limits. As discussed in the report, the faster speed runs produced the best results at the lower wave numbers.

Table 1. DFMV Actual Versus Predicted Wavelength Limits

DFMV Speed MPH	Expected Wavelength Resolution*	Actual Wavelength Resolution**
2	60	15
4	120	30
6	180	45
8	240	60
10	300	75

\* Based on the advertised low-end frequency range for the accelerometer used

\*\* Based on actual low-end frequency range for the accelerometer used

