

The Road Hazard Impact Machine

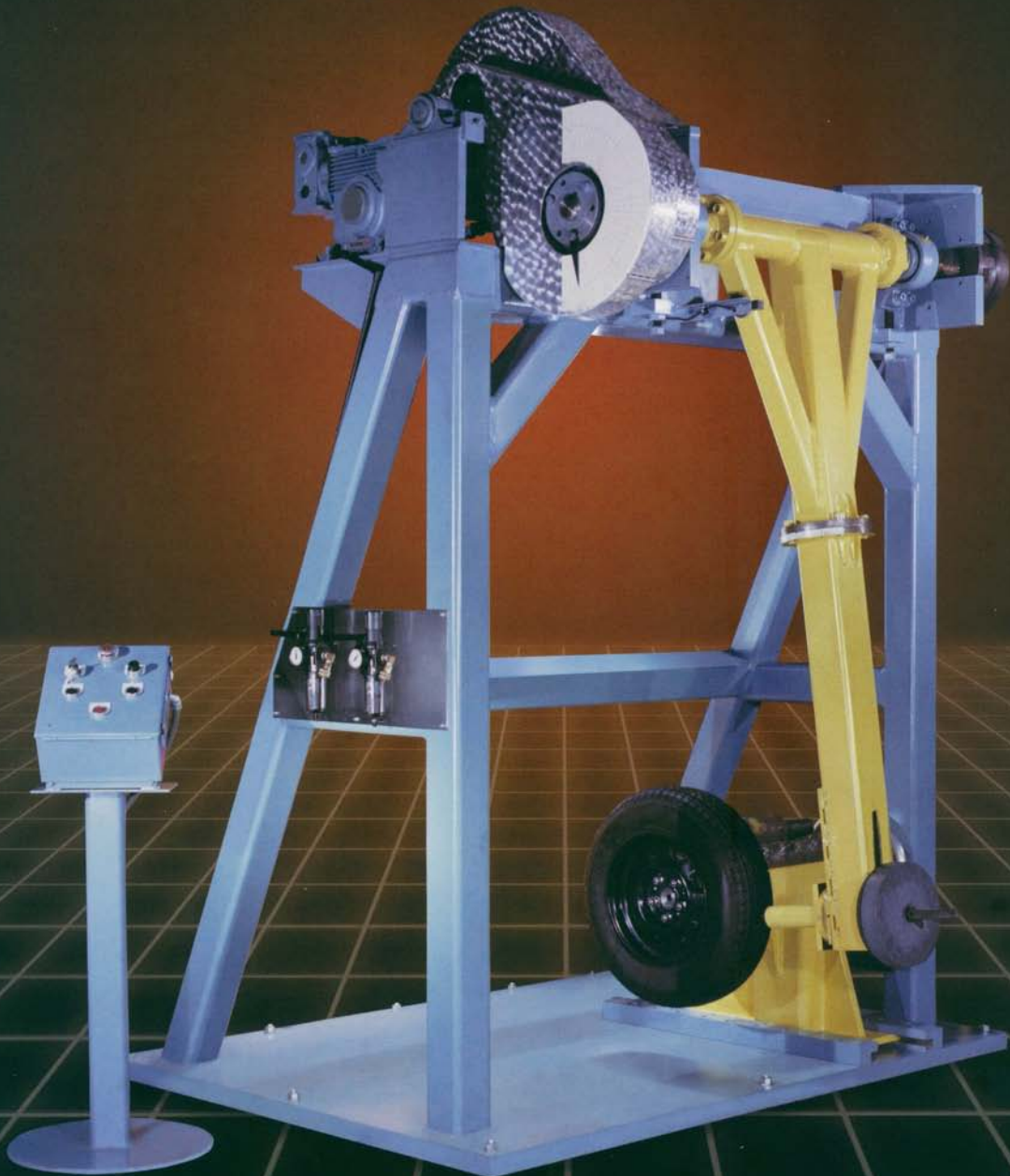


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The Road Hazard Impact Machine

The Road Hazard Impact Machine (Frontal Impact) was designed by Standards Testing Labs in accordance with SAE Spec J1981. The SAE standard was written to provide uniform test conditions for evaluating the effect of road hazards, such as curbs or potholes, on the tire/wheel system. Optional machine construction variations allow for impact testing of tires.

Features:

- Adjustable support base for proper alignment of test product to pendulum
- A triple clutch brake system for lifting and releasing the pendulum
- Electrically actuated disc brake system designed to prevent rebound impacts to the tire
- Multiple Striker Heads designed of nodular iron and to SAE J1981 specifications
- Adjustable striker angle position simulate curbs and comparable obstructions
- Adjustable striker height position to allow for off-center strikes (which simulate impacts such as very deep potholes)



Tire Deflection in off-center strike

Capabilities:

- Can accommodate passenger and light truck tire/wheel assemblies with outside diameters ranging from 19.8 inches to 36 inches
- Wheel assembly holding fixture is designed with screw-type adjustments of up to 6 inches for varying rim widths and offsets



Various possible striker heads

Specifications:

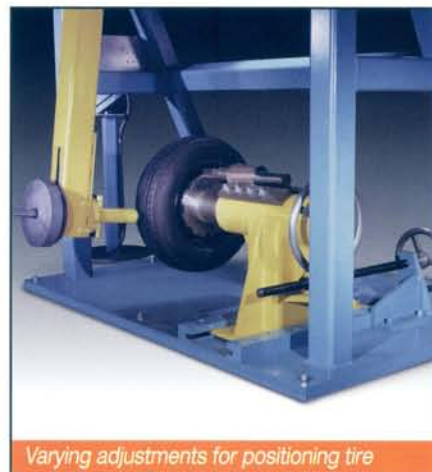
Pendulum length	The length of the pendulum from pivot to striker is from 5'2" to 6'
Pendulum (arm) travel	Up to 179 degrees from tire/wheel assembly
Drop mass	From 54 kg to 139 kg at center of gravity
Striker Adjustments	Attachment point to allow for +/- 84 degrees around the Z axis for inboard or outboard strikes



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Varying adjustments for positioning tire