

Appendix D

Test response data

1. List of tests.....	2
2. Test response data – Steady-state circular driving behaviour.....	14
3. Test response data – Lateral transient response.....	133
4. Test response data – Bump obstacle perturbation.....	253

Appendix Prepared by: Drew Sherry

Appendix Checked by: Rachna Rana

I. List of tests

Steady-state circular driving behaviour tests (circle left or circle right)

Test number	Specimen number	Vehicle	Test	Test surface	Front load	Rear load	CPD
G130368	TS57203	Suzuki Kingquad 400ASI	circle left	asphalt	-	-	-
G130369	TS57203	Suzuki Kingquad 400ASI	circle left	asphalt	-	-	-
G130370	TS57203	Suzuki Kingquad 400ASI	circle left	asphalt	-	-	-
G130371	TS57203	Suzuki Kingquad 400ASI	circle right	asphalt	-	-	-
G130372	TS57203	Suzuki Kingquad 400ASI	circle right	asphalt	-	-	-
G130373	TS57203	Suzuki Kingquad 400ASI	circle right	asphalt	-	-	-
G130380	TS57205	Kymco MXU300	circle left	asphalt	-	-	-
G130381	TS57205	Kymco MXU300	circle left	asphalt	-	-	-
G130382	TS57205	Kymco MXU300	circle left	asphalt	-	-	-
G130386	TS57205	Kymco MXU300	circle right	asphalt	-	-	-
G130387	TS57205	Kymco MXU300	circle right	asphalt	-	-	-
G130388	TS57205	Kymco MXU300	circle right	asphalt	-	-	-
G130395	TS57200	Honda Foreman TRX500FM	circle left	asphalt	-	-	-
G130396	TS57200	Honda Foreman TRX500FM	circle left	asphalt	-	-	-
G130397	TS57200	Honda Foreman TRX500FM	circle left	asphalt	-	-	-
G130398	TS57200	Honda Foreman TRX500FM	circle right	asphalt	-	-	-
G130399	TS57200	Honda Foreman TRX500FM	circle right	asphalt	-	-	-
G130400	TS57200	Honda Foreman TRX500FM	circle right	asphalt	-	-	-
G130407	TS58278	Tomcar TM-2	circle left	asphalt	-	-	-
G130408	TS58278	Tomcar TM-2	circle left	asphalt	-	-	-
G130409	TS58278	Tomcar TM-2	circle left	asphalt	-	-	-
G130410	TS58278	Tomcar TM-2	circle right	asphalt	-	-	-
G130411	TS58278	Tomcar TM-2	circle right	asphalt	-	-	-
G130412	TS58278	Tomcar TM-2	circle right	asphalt	-	-	-
G130425	TS57201	Yamaha Grizzly YFM450FAP	circle left	asphalt	-	-	-
G130426	TS57201	Yamaha Grizzly YFM450FAP	circle left	asphalt	-	-	-
G130427	TS57201	Yamaha Grizzly YFM450FAP	circle left	asphalt	-	-	-
G130428	TS57201	Yamaha Grizzly YFM450FAP	circle right	asphalt	-	-	-
G130429	TS57201	Yamaha Grizzly YFM450FAP	circle right	asphalt	-	-	-
G130430	TS57201	Yamaha Grizzly YFM450FAP	circle right	asphalt	-	-	-
G130443	TS57201	Yamaha Grizzly YFM450FAP	circle left	grass	-	-	-
G130444	TS57201	Yamaha Grizzly YFM450FAP	circle left	grass	-	-	-
G130445	TS57201	Yamaha Grizzly YFM450FAP	circle left	grass	-	-	-
G130446	TS57201	Yamaha Grizzly YFM450FAP	circle right	grass	-	-	-
G130447	TS57201	Yamaha Grizzly YFM450FAP	circle right	grass	-	-	-
G130448	TS57201	Yamaha Grizzly YFM450FAP	circle right	grass	-	-	-
G130449	TS57199	Honda Fourtrax TRX250	circle left	asphalt	-	-	-
G130450	TS57199	Honda Fourtrax TRX250	circle left	asphalt	-	-	-
G130451	TS57199	Honda Fourtrax TRX250	circle left	asphalt	-	-	-
G130452	TS57199	Honda Fourtrax TRX250	circle right	asphalt	-	-	-

Test number	Specimen number	Vehicle	Test	Test surface	Front load	Rear load	CPD
G130453	TS57199	Honda Fourtrax TRX250	circle right	asphalt	-	-	-
G130454	TS57199	Honda Fourtrax TRX250	circle right	asphalt	-	-	-
G130480	TS57199	Honda Fourtrax TRX250	circle left	asphalt	-	-	-
G130481	TS57199	Honda Fourtrax TRX250	circle left	asphalt	-	-	-
G130482	TS57199	Honda Fourtrax TRX250	circle left	asphalt	-	-	-
G130483	TS57199	Honda Fourtrax TRX250	circle right	asphalt	-	-	-
G130484	TS57199	Honda Fourtrax TRX250	circle right	asphalt	-	-	-
G130485	TS57199	Honda Fourtrax TRX250	circle right	asphalt	-	-	-
G130486	TS57199	Honda Fourtrax TRX250	circle left	asphalt	-	-	-
G130487	TS57199	Honda Fourtrax TRX250	circle left	asphalt	-	-	-
G130488	TS57199	Honda Fourtrax TRX250	circle left	asphalt	-	-	-
G130489	TS57199	Honda Fourtrax TRX250	circle right	asphalt	-	-	-
G130490	TS57199	Honda Fourtrax TRX250	circle right	asphalt	-	-	-
G130491	TS57199	Honda Fourtrax TRX250	circle right	asphalt	-	-	-
G130492	TS57199	Honda Fourtrax TRX250	circle left	asphalt	-	-	-
G130493	TS57199	Honda Fourtrax TRX250	circle left	asphalt	-	-	-
G130494	TS57199	Honda Fourtrax TRX250	circle left	asphalt	-	-	-
G130495	TS57199	Honda Fourtrax TRX250	circle right	asphalt	-	-	-
G130496	TS57199	Honda Fourtrax TRX250	circle right	asphalt	-	-	-
G130497	TS57199	Honda Fourtrax TRX250	circle right	asphalt	-	-	-
G130498	TS57199	Honda Fourtrax TRX250	circle left	asphalt	-	30kg	-
G130499	TS57199	Honda Fourtrax TRX250	circle left	asphalt	-	30kg	-
G130500	TS57199	Honda Fourtrax TRX250	circle left	asphalt	-	30kg	-
G130501	TS57199	Honda Fourtrax TRX250	circle right	asphalt	-	30kg	-
G130502	TS57199	Honda Fourtrax TRX250	circle right	asphalt	-	30kg	-
G130503	TS57199	Honda Fourtrax TRX250	circle right	asphalt	-	30kg	-
G130510	TS57199	Honda Fourtrax TRX250	circle left	asphalt	15kg	30kg	-
G130511	TS57199	Honda Fourtrax TRX250	circle left	asphalt	15kg	30kg	-
G130512	TS57199	Honda Fourtrax TRX250	circle left	asphalt	15kg	30kg	-
G130513	TS57199	Honda Fourtrax TRX250	circle right	asphalt	15kg	30kg	-
G130514	TS57199	Honda Fourtrax TRX250	circle right	asphalt	15kg	30kg	-
G130515	TS57199	Honda Fourtrax TRX250	circle right	asphalt	15kg	30kg	-
G130522	TS57199	Honda Fourtrax TRX250	circle left	asphalt	15kg	-	-
G130523	TS57199	Honda Fourtrax TRX250	circle left	asphalt	15kg	-	-
G130524	TS57199	Honda Fourtrax TRX250	circle left	asphalt	15kg	-	-
G130525	TS57199	Honda Fourtrax TRX250	circle right	asphalt	15kg	-	-
G130526	TS57199	Honda Fourtrax TRX250	circle right	asphalt	15kg	-	-
G130527	TS57199	Honda Fourtrax TRX250	circle right	asphalt	15kg	-	-
G130534	TS57199	Honda Fourtrax TRX250	circle left	asphalt	-	-	Lifeguard
G130535	TS57199	Honda Fourtrax TRX250	circle left	asphalt	-	-	Lifeguard
G130536	TS57199	Honda Fourtrax TRX250	circle left	asphalt	-	-	Lifeguard
G130537	TS57199	Honda Fourtrax TRX250	circle right	asphalt	-	-	Lifeguard
G130538	TS57199	Honda Fourtrax TRX250	circle right	asphalt	-	-	Lifeguard
G130539	TS57199	Honda Fourtrax TRX250	circle right	asphalt	-	-	Lifeguard
G130546	TS57199	Honda Fourtrax TRX250	circle left	asphalt	-	-	Quadbar
G130547	TS57199	Honda Fourtrax TRX250	circle left	asphalt	-	-	Quadbar
G130548	TS57199	Honda Fourtrax TRX250	circle left	asphalt	-	-	Quadbar
G130549	TS57199	Honda Fourtrax TRX250	circle right	asphalt	-	-	Quadbar
G130550	TS57199	Honda Fourtrax TRX250	circle right	asphalt	-	-	Quadbar
G130551	TS57199	Honda Fourtrax TRX250	circle right	asphalt	-	-	Quadbar
G130558	TS57199	Honda Fourtrax TRX250	circle left	asphalt	-	-	-

Test number	Specimen number	Vehicle	Test	Test surface	Front load	Rear load	CPD
G130559	TS57199	Honda Fourtrax TRX250	circle left	asphalt	-	-	-
G130560	TS57199	Honda Fourtrax TRX250	circle left	asphalt	-	-	-
G130561	TS57199	Honda Fourtrax TRX250	circle right	asphalt	-	-	-
G130562	TS57199	Honda Fourtrax TRX250	circle right	asphalt	-	-	-
G130563	TS57199	Honda Fourtrax TRX250	circle right	asphalt	-	-	-
G130570	TS57199	Honda Fourtrax TRX250	circle left	grass	-	-	-
G130571	TS57199	Honda Fourtrax TRX250	circle left	grass	-	-	-
G130572	TS57199	Honda Fourtrax TRX250	circle left	grass	-	-	-
G130573	TS57199	Honda Fourtrax TRX250	circle right	grass	-	-	-
G130574	TS57199	Honda Fourtrax TRX250	circle right	grass	-	-	-
G130575	TS57199	Honda Fourtrax TRX250	circle right	grass	-	-	-
G130582	TS57199	Honda Fourtrax TRX250	circle left	grass	-	30	-
G130583	TS57199	Honda Fourtrax TRX250	circle left	grass	-	30	-
G130584	TS57199	Honda Fourtrax TRX250	circle left	grass	-	30	-
G130585	TS57199	Honda Fourtrax TRX250	circle right	grass	-	30	-
G130586	TS57199	Honda Fourtrax TRX250	circle right	grass	-	30	-
G130587	TS57199	Honda Fourtrax TRX250	circle right	grass	-	30	-
G130594	TS57199	Honda Fourtrax TRX250	circle left	grass	15	30	-
G130595	TS57199	Honda Fourtrax TRX250	circle left	grass	15	30	-
G130596	TS57199	Honda Fourtrax TRX250	circle left	grass	15	30	-
G130597	TS57199	Honda Fourtrax TRX250	circle right	grass	15	30	-
G130598	TS57199	Honda Fourtrax TRX250	circle right	grass	15	30	-
G130599	TS57199	Honda Fourtrax TRX250	circle right	grass	15	30	-
G130612	TS57199	Honda Fourtrax TRX250	circle left	grass	15	-	-
G130613	TS57199	Honda Fourtrax TRX250	circle left	grass	15	-	-
G130614	TS57199	Honda Fourtrax TRX250	circle left	grass	15	-	-
G130615	TS57199	Honda Fourtrax TRX250	circle right	grass	15	-	-
G130616	TS57199	Honda Fourtrax TRX250	circle right	grass	15	-	-
G130617	TS57199	Honda Fourtrax TRX250	circle right	grass	15	-	-
G130639	TS57199	Honda Fourtrax TRX250	circle right	asphalt	-	-	-
G130640	TS57199	Honda Fourtrax TRX250	circle right	asphalt	-	-	-
G130641	TS57199	Honda Fourtrax TRX250	circle right	asphalt	-	-	-
G130642	TS57204	Kawasaki KVF300	circle left	asphalt	-	-	-
G130643	TS57204	Kawasaki KVF300	circle left	asphalt	-	-	-
G130644	TS57204	Kawasaki KVF300	circle left	asphalt	-	-	-
G130645	TS57204	Kawasaki KVF300	circle right	asphalt	-	-	-
G130646	TS57204	Kawasaki KVF300	circle right	asphalt	-	-	-
G130647	TS57204	Kawasaki KVF300	circle right	asphalt	-	-	-
G130660	TS57204	Kawasaki KVF300	circle left	asphalt	-	-	-
G130661	TS57204	Kawasaki KVF300	circle left	asphalt	-	-	-
G130662	TS57204	Kawasaki KVF300	circle left	asphalt	-	-	-
G130663	TS57204	Kawasaki KVF300	circle right	asphalt	-	-	-
G130664	TS57204	Kawasaki KVF300	circle right	asphalt	-	-	-
G130665	TS57204	Kawasaki KVF300	circle right	asphalt	-	-	-
G130666	TS57206	CF Moto CF500	circle left	asphalt	-	-	-
G130667	TS57206	CF Moto CF500	circle left	asphalt	-	-	-
G130668	TS57206	CF Moto CF500	circle left	asphalt	-	-	-
G130669	TS57206	CF Moto CF500	circle right	asphalt	-	-	-
G130670	TS57206	CF Moto CF500	circle right	asphalt	-	-	-
G130671	TS57206	CF Moto CF500	circle right	asphalt	-	-	-
G130681	TS57202	Polaris Sportsman 450HO	circle left	asphalt	-	-	-

Test number	Specimen number	Vehicle	Test	Test surface	Front load	Rear load	CPD
G130682	TS57202	Polaris Sportsman 450HO	circle left	asphalt	-	-	-
G130683	TS57202	Polaris Sportsman 450HO	circle left	asphalt	-	-	-
G130684	TS57202	Polaris Sportsman 450HO	circle right	asphalt	-	-	-
G130685	TS57202	Polaris Sportsman 450HO	circle right	asphalt	-	-	-
G130686	TS57202	Polaris Sportsman 450HO	circle right	asphalt	-	-	-
G130693	TS57213	Honda TRX700XX	circle left	asphalt	-	-	-
G130694	TS57213	Honda TRX700XX	circle left	asphalt	-	-	-
G130695	TS57213	Honda TRX700XX	circle left	asphalt	-	-	-
G130696	TS57213	Honda TRX700XX	circle right	asphalt	-	-	-
G130697	TS57213	Honda TRX700XX	circle right	asphalt	-	-	-
G130698	TS57213	Honda TRX700XX	circle right	asphalt	-	-	-
G130705	TS57212	Yamaha Raptor YFM250R	circle left	asphalt	-	-	-
G130706	TS57212	Yamaha Raptor YFM250R	circle left	asphalt	-	-	-
G130707	TS57212	Yamaha Raptor YFM250R	circle left	asphalt	-	-	-
G130708	TS57212	Yamaha Raptor YFM250R	circle right	asphalt	-	-	-
G130709	TS57212	Yamaha Raptor YFM250R	circle right	asphalt	-	-	-
G130710	TS57212	Yamaha Raptor YFM250R	circle right	asphalt	-	-	-
G130717	TS57212	Yamaha Raptor YFM250R	circle left	grass	-	-	-
G130718	TS57212	Yamaha Raptor YFM250R	circle left	grass	-	-	-
G130719	TS57212	Yamaha Raptor YFM250R	circle left	grass	-	-	-
G130720	TS57212	Yamaha Raptor YFM250R	circle right	grass	-	-	-
G130721	TS57212	Yamaha Raptor YFM250R	circle right	grass	-	-	-
G130722	TS57212	Yamaha Raptor YFM250R	circle right	grass	-	-	-
G130729	TS57211	Can-am DS90X	circle right	asphalt	-	-	-
G130730	TS57211	Can-am DS90X	circle right	asphalt	-	-	-
G130731	TS57211	Can-am DS90X	circle right	asphalt	-	-	-
G130732	TS57211	Can-am DS90X	circle left	asphalt	-	-	-
G130733	TS57211	Can-am DS90X	circle left	asphalt	-	-	-
G130734	TS57211	Can-am DS90X	circle left	asphalt	-	-	-
G130744	TS57207	Yamaha Rhino YXR700	circle left	asphalt	-	-	-
G130745	TS57207	Yamaha Rhino YXR700	circle left	asphalt	-	-	-
G130746	TS57207	Yamaha Rhino YXR700	circle left	asphalt	-	-	-
G130747	TS57207	Yamaha Rhino YXR700	circle right	asphalt	-	-	-
G130748	TS57207	Yamaha Rhino YXR700	circle right	asphalt	-	-	-
G130749	TS57207	Yamaha Rhino YXR700	circle right	asphalt	-	-	-
G130756	TS57207	Yamaha Rhino YXR700	circle left	grass	-	-	-
G130757	TS57207	Yamaha Rhino YXR700	circle left	grass	-	-	-
G130758	TS57207	Yamaha Rhino YXR700	circle left	grass	-	-	-
G130759	TS57207	Yamaha Rhino YXR700	circle right	grass	-	-	-
G130760	TS57207	Yamaha Rhino YXR700	circle right	grass	-	-	-
G130761	TS57207	Yamaha Rhino YXR700	circle right	grass	-	-	-
G130768	TS57207	Yamaha Rhino YXR700	circle left	asphalt	-	181	-
G130769	TS57207	Yamaha Rhino YXR700	circle left	asphalt	-	181	-
G130770	TS57207	Yamaha Rhino YXR700	circle left	asphalt	-	181	-
G130771	TS57207	Yamaha Rhino YXR700	circle right	asphalt	-	181	-
G130772	TS57207	Yamaha Rhino YXR700	circle right	asphalt	-	181	-
G130773	TS57207	Yamaha Rhino YXR700	circle right	asphalt	-	181	-
G130786	TS57207	Yamaha Rhino YXR700	circle left	grass	-	181	-
G130787	TS57207	Yamaha Rhino YXR700	circle left	grass	-	181	-
G130788	TS57207	Yamaha Rhino YXR700	circle left	grass	-	181	-
G130789	TS57207	Yamaha Rhino YXR700	circle right	grass	-	181	-

Test number	Specimen number	Vehicle	Test	Test surface	Front load	Rear load	CPD
G130790	TS57207	Yamaha Rhino YXR700	circle right	grass	-	181	-
G130791	TS57207	Yamaha Rhino YXR700	circle right	grass	-	181	-
G130792	TS57210	Honda Big Red MUV700	circle left	asphalt	-	-	-
G130793	TS57210	Honda Big Red MUV700	circle left	asphalt	-	-	-
G130794	TS57210	Honda Big Red MUV700	circle left	asphalt	-	-	-
G130795	TS57210	Honda Big Red MUV700	circle left	asphalt	-	-	-
G130796	TS57210	Honda Big Red MUV700	circle left	asphalt	-	-	-
G130797	TS57210	Honda Big Red MUV700	circle left	asphalt	-	-	-
G130798	TS57210	Honda Big Red MUV700	circle right	asphalt	-	-	-
G130799	TS57210	Honda Big Red MUV700	circle right	asphalt	-	-	-
G130800	TS57210	Honda Big Red MUV700	circle right	asphalt	-	-	-
G130802	TS57210	Honda Big Red MUV700	circle right	asphalt	-	-	-
G130803	TS57210	Honda Big Red MUV700	circle right	asphalt	-	-	-
G130804	TS57210	Honda Big Red MUV700	circle right	asphalt	-	-	-
G130817	TS57210	Honda Big Red MUV700	circle left	asphalt	-	454	-
G130818	TS57210	Honda Big Red MUV700	circle left	asphalt	-	454	-
G130819	TS57210	Honda Big Red MUV700	circle left	asphalt	-	454	-
G130820	TS57210	Honda Big Red MUV700	circle right	asphalt	-	454	-
G130821	TS57210	Honda Big Red MUV700	circle right	asphalt	-	454	-
G130822	TS57210	Honda Big Red MUV700	circle right	asphalt	-	454	-
G130829	TS57210	Honda Big Red MUV700	circle left	grass	-	454	-
G130830	TS57210	Honda Big Red MUV700	circle left	grass	-	454	-
G130831	TS57210	Honda Big Red MUV700	circle left	grass	-	454	-
G130832	TS57210	Honda Big Red MUV700	circle right	grass	-	454	-
G130833	TS57210	Honda Big Red MUV700	circle right	grass	-	454	-
G130834	TS57210	Honda Big Red MUV700	circle right	grass	-	454	-
G130847	TS57210	Honda Big Red MUV700	circle left	grass	-	-	-
G130848	TS57210	Honda Big Red MUV700	circle left	grass	-	-	-
G130849	TS57210	Honda Big Red MUV700	circle left	grass	-	-	-
G130850	TS57210	Honda Big Red MUV700	circle right	grass	-	-	-
G130851	TS57210	Honda Big Red MUV700	circle right	grass	-	-	-
G130852	TS57210	Honda Big Red MUV700	circle right	grass	-	-	-
G130853	TS57209	John Deere Gator XUV825i	circle left	asphalt	-	-	-
G130854	TS57209	John Deere Gator XUV825i	circle left	asphalt	-	-	-
G130855	TS57209	John Deere Gator XUV825i	circle left	asphalt	-	-	-
G130856	TS57209	John Deere Gator XUV825i	circle right	asphalt	-	-	-
G130857	TS57209	John Deere Gator XUV825i	circle right	asphalt	-	-	-
G130858	TS57209	John Deere Gator XUV825i	circle right	asphalt	-	-	-
G130865	TS57208	Kubota RTV500	circle left	asphalt	-	-	-
G130866	TS57208	Kubota RTV500	circle left	asphalt	-	-	-
G130867	TS57208	Kubota RTV500	circle left	asphalt	-	-	-
G130868	TS57208	Kubota RTV500	circle right	asphalt	-	-	-
G130869	TS57208	Kubota RTV500	circle right	asphalt	-	-	-
G130870	TS57208	Kubota RTV500	circle right	asphalt	-	-	-

Lateral transient response tests (step steer left or step steer right)

Test number	Specimen number	Vehicle	Test	Test surface	Front load	Rear load	CPD
G130374	TS57203	Suzuki Kingquad 400ASI	step steer left	asphalt	-	-	-
G130375	TS57203	Suzuki Kingquad 400ASI	step steer left	asphalt	-	-	-
G130376	TS57203	Suzuki Kingquad 400ASI	step steer left	asphalt	-	-	-
G130377	TS57203	Suzuki Kingquad 400ASI	step steer right	asphalt	-	-	-
G130378	TS57203	Suzuki Kingquad 400ASI	step steer right	asphalt	-	-	-
G130379	TS57203	Suzuki Kingquad 400ASI	step steer right	asphalt	-	-	-
G130389	TS57205	Kymco MXU300	step steer left	asphalt	-	-	-
G130390	TS57205	Kymco MXU300	step steer left	asphalt	-	-	-
G130391	TS57205	Kymco MXU300	step steer left	asphalt	-	-	-
G130392	TS57205	Kymco MXU300	step steer right	asphalt	-	-	-
G130393	TS57205	Kymco MXU300	step steer right	asphalt	-	-	-
G130394	TS57205	Kymco MXU300	step steer right	asphalt	-	-	-
G130401	TS57200	Honda Foreman TRX500FM	step steer left	asphalt	-	-	-
G130402	TS57200	Honda Foreman TRX500FM	step steer left	asphalt	-	-	-
G130403	TS57200	Honda Foreman TRX500FM	step steer left	asphalt	-	-	-
G130404	TS57200	Honda Foreman TRX500FM	step steer right	asphalt	-	-	-
G130405	TS57200	Honda Foreman TRX500FM	step steer right	asphalt	-	-	-
G130406	TS57200	Honda Foreman TRX500FM	step steer right	asphalt	-	-	-
G130413	TS58278	Tomcar TM-2	step steer left	asphalt	-	-	-
G130414	TS58278	Tomcar TM-2	step steer left	asphalt	-	-	-
G130415	TS58278	Tomcar TM-2	step steer left	asphalt	-	-	-
G130416	TS58278	Tomcar TM-2	step steer right	asphalt	-	-	-
G130417	TS58278	Tomcar TM-2	step steer right	asphalt	-	-	-
G130418	TS58278	Tomcar TM-2	step steer right	asphalt	-	-	-
G130431	TS57201	Yamaha Grizzly YFM450FAP	step steer left	asphalt	-	-	-
G130432	TS57201	Yamaha Grizzly YFM450FAP	step steer left	asphalt	-	-	-
G130433	TS57201	Yamaha Grizzly YFM450FAP	step steer left	asphalt	-	-	-
G130434	TS57201	Yamaha Grizzly YFM450FAP	step steer right	asphalt	-	-	-
G130435	TS57201	Yamaha Grizzly YFM450FAP	step steer right	asphalt	-	-	-
G130436	TS57201	Yamaha Grizzly YFM450FAP	step steer right	asphalt	-	-	-
G130437	TS57201	Yamaha Grizzly YFM450FAP	step steer right	grass	-	-	-
G130438	TS57201	Yamaha Grizzly YFM450FAP	step steer right	grass	-	-	-
G130439	TS57201	Yamaha Grizzly YFM450FAP	step steer right	grass	-	-	-
G130440	TS57201	Yamaha Grizzly YFM450FAP	step steer left	grass	-	-	-
G130441	TS57201	Yamaha Grizzly YFM450FAP	step steer left	grass	-	-	-
G130442	TS57201	Yamaha Grizzly YFM450FAP	step steer left	grass	-	-	-
G130455	TS57199	Honda Fourtrax TRX250	step steer left	asphalt	-	-	-
G130456	TS57199	Honda Fourtrax TRX250	step steer left	asphalt	-	-	-
G130457	TS57199	Honda Fourtrax TRX250	step steer left	asphalt	-	-	-
G130458	TS57199	Honda Fourtrax TRX250	step steer left	asphalt	-	-	-
G130459	TS57199	Honda Fourtrax TRX250	step steer left	asphalt	-	-	-
G130460	TS57199	Honda Fourtrax TRX250	step steer left	asphalt	-	-	-
G130461	TS57199	Honda Fourtrax TRX250	step steer left	asphalt	-	-	-
G130462	TS57199	Honda Fourtrax TRX250	step steer left	asphalt	-	-	-
G130463	TS57199	Honda Fourtrax TRX250	step steer left	asphalt	-	-	-
G130464	TS57199	Honda Fourtrax TRX250	step steer left	asphalt	-	-	-
G130465	TS57199	Honda Fourtrax TRX250	step steer left	asphalt	-	-	-
G130466	TS57199	Honda Fourtrax TRX250	step steer left	asphalt	-	-	-

Test number	Specimen number	Vehicle	Test	Test surface	Front load	Rear load	CPD
G130467	TS57199	Honda Fourtrax TRX250	step steer right	asphalt	-	-	-
G130468	TS57199	Honda Fourtrax TRX250	step steer right	asphalt	-	-	-
G130470	TS57199	Honda Fourtrax TRX250	step steer right	asphalt	-	-	-
G130471	TS57199	Honda Fourtrax TRX250	step steer right	asphalt	-	-	-
G130472	TS57199	Honda Fourtrax TRX250	step steer right	asphalt	-	-	-
G130473	TS57199	Honda Fourtrax TRX250	step steer right	asphalt	-	-	-
G130474	TS57199	Honda Fourtrax TRX250	step steer right	asphalt	-	-	-
G130475	TS57199	Honda Fourtrax TRX250	step steer right	asphalt	-	-	-
G130476	TS57199	Honda Fourtrax TRX250	step steer right	asphalt	-	-	-
G130477	TS57199	Honda Fourtrax TRX250	step steer right	asphalt	-	-	-
G130478	TS57199	Honda Fourtrax TRX250	step steer right	asphalt	-	-	-
G130479	TS57199	Honda Fourtrax TRX250	step steer right	asphalt	-	-	-
G130504	TS57199	Honda Fourtrax TRX250	step steer left	asphalt	-	30kg	-
G130505	TS57199	Honda Fourtrax TRX250	step steer left	asphalt	-	30kg	-
G130506	TS57199	Honda Fourtrax TRX250	step steer left	asphalt	-	30kg	-
G130507	TS57199	Honda Fourtrax TRX250	step steer right	asphalt	-	30kg	-
G130508	TS57199	Honda Fourtrax TRX250	step steer right	asphalt	-	30kg	-
G130509	TS57199	Honda Fourtrax TRX250	step steer right	asphalt	-	30kg	-
G130516	TS57199	Honda Fourtrax TRX250	step steer left	asphalt	15kg	30kg	-
G130517	TS57199	Honda Fourtrax TRX250	step steer left	asphalt	15kg	30kg	-
G130518	TS57199	Honda Fourtrax TRX250	step steer left	asphalt	15kg	30kg	-
G130519	TS57199	Honda Fourtrax TRX250	step steer right	asphalt	15kg	30kg	-
G130520	TS57199	Honda Fourtrax TRX250	step steer right	asphalt	15kg	30kg	-
G130521	TS57199	Honda Fourtrax TRX250	step steer right	asphalt	15kg	30kg	-
G130528	TS57199	Honda Fourtrax TRX250	step steer left	asphalt	15kg	-	-
G130529	TS57199	Honda Fourtrax TRX250	step steer left	asphalt	15kg	-	-
G130530	TS57199	Honda Fourtrax TRX250	step steer left	asphalt	15kg	-	-
G130531	TS57199	Honda Fourtrax TRX250	step steer right	asphalt	15kg	-	-
G130532	TS57199	Honda Fourtrax TRX250	step steer right	asphalt	15kg	-	-
G130533	TS57199	Honda Fourtrax TRX250	step steer right	asphalt	15kg	-	-
G130540	TS57199	Honda Fourtrax TRX250	step steer left	asphalt	-	-	Lifeguard
G130541	TS57199	Honda Fourtrax TRX250	step steer left	asphalt	-	-	Lifeguard
G130542	TS57199	Honda Fourtrax TRX250	step steer left	asphalt	-	-	Lifeguard
G130543	TS57199	Honda Fourtrax TRX250	step steer right	asphalt	-	-	Lifeguard
G130544	TS57199	Honda Fourtrax TRX250	step steer right	asphalt	-	-	Lifeguard
G130545	TS57199	Honda Fourtrax TRX250	step steer right	asphalt	-	-	Lifeguard
G130552	TS57199	Honda Fourtrax TRX250	step steer left	asphalt	-	-	Quadbar
G130553	TS57199	Honda Fourtrax TRX250	step steer left	asphalt	-	-	Quadbar
G130554	TS57199	Honda Fourtrax TRX250	step steer left	asphalt	-	-	Quadbar
G130555	TS57199	Honda Fourtrax TRX250	step steer right	asphalt	-	-	Quadbar
G130556	TS57199	Honda Fourtrax TRX250	step steer right	asphalt	-	-	Quadbar
G130557	TS57199	Honda Fourtrax TRX250	step steer right	asphalt	-	-	Quadbar
G130564	TS57199	Honda Fourtrax TRX250	step steer left	asphalt	-	-	-
G130565	TS57199	Honda Fourtrax TRX250	step steer left	asphalt	-	-	-
G130566	TS57199	Honda Fourtrax TRX250	step steer left	asphalt	-	-	-
G130567	TS57199	Honda Fourtrax TRX250	step steer right	asphalt	-	-	-
G130568	TS57199	Honda Fourtrax TRX250	step steer right	asphalt	-	-	-
G130569	TS57199	Honda Fourtrax TRX250	step steer right	asphalt	-	-	-
G130600	TS57199	Honda Fourtrax TRX250	step steer left	grass	15	30	-
G130601	TS57199	Honda Fourtrax TRX250	step steer left	grass	15	30	-
G130602	TS57199	Honda Fourtrax TRX250	step steer left	grass	15	30	-

Test number	Specimen number	Vehicle	Test	Test surface	Front load	Rear load	CPD
G130603	TS57199	Honda Fourtrax TRX250	step steer right	grass	15	30	-
G130604	TS57199	Honda Fourtrax TRX250	step steer right	grass	15	30	-
G130605	TS57199	Honda Fourtrax TRX250	step steer right	grass	15	30	-
G130606	TS57199	Honda Fourtrax TRX250	step steer right	grass	-	30	-
G130607	TS57199	Honda Fourtrax TRX250	step steer right	grass	-	30	-
G130608	TS57199	Honda Fourtrax TRX250	step steer right	grass	-	30	-
G130609	TS57199	Honda Fourtrax TRX250	step steer left	grass	-	30	-
G130610	TS57199	Honda Fourtrax TRX250	step steer left	grass	-	30	-
G130611	TS57199	Honda Fourtrax TRX250	step steer left	grass	-	30	-
G130618	TS57199	Honda Fourtrax TRX250	step steer left	grass	15	-	-
G130619	TS57199	Honda Fourtrax TRX250	step steer left	grass	15	-	-
G130620	TS57199	Honda Fourtrax TRX250	step steer left	grass	15	-	-
G130621	TS57199	Honda Fourtrax TRX250	step steer right	grass	15	-	-
G130622	TS57199	Honda Fourtrax TRX250	step steer right	grass	15	-	-
G130623	TS57199	Honda Fourtrax TRX250	step steer right	grass	15	-	-
G130624	TS57199	Honda Fourtrax TRX250	step steer right	grass	-	-	-
G130625	TS57199	Honda Fourtrax TRX250	step steer right	grass	-	-	-
G130626	TS57199	Honda Fourtrax TRX250	step steer right	grass	-	-	-
G130627	TS57199	Honda Fourtrax TRX250	step steer left	grass	-	-	-
G130628	TS57199	Honda Fourtrax TRX250	step steer left	grass	-	-	-
G130629	TS57199	Honda Fourtrax TRX250	step steer left	grass	-	-	-
G130630	TS57199	Honda Fourtrax TRX250	step steer left	asphalt	-	-	-
G130631	TS57199	Honda Fourtrax TRX250	step steer left	asphalt	-	-	-
G130632	TS57199	Honda Fourtrax TRX250	step steer left	asphalt	-	-	-
G130633	TS57199	Honda Fourtrax TRX250	step steer right	asphalt	-	-	-
G130634	TS57199	Honda Fourtrax TRX250	step steer right	asphalt	-	-	-
G130635	TS57199	Honda Fourtrax TRX250	step steer right	asphalt	-	-	-
G130648	TS57204	Kawasaki KVF300	step steer left	asphalt	-	-	-
G130649	TS57204	Kawasaki KVF300	step steer left	asphalt	-	-	-
G130650	TS57204	Kawasaki KVF300	step steer left	asphalt	-	-	-
G130651	TS57204	Kawasaki KVF300	step steer right	asphalt	-	-	-
G130652	TS57204	Kawasaki KVF300	step steer right	asphalt	-	-	-
G130653	TS57204	Kawasaki KVF300	step steer right	asphalt	-	-	-
G130654	TS57204	Kawasaki KVF300	step steer right	asphalt	-	-	-
G130655	TS57204	Kawasaki KVF300	step steer right	asphalt	-	-	-
G130656	TS57204	Kawasaki KVF300	step steer right	asphalt	-	-	-
G130657	TS57204	Kawasaki KVF300	step steer left	asphalt	-	-	-
G130658	TS57204	Kawasaki KVF300	step steer left	asphalt	-	-	-
G130659	TS57204	Kawasaki KVF300	step steer left	asphalt	-	-	-
G130672	TS57206	CF Moto CF500	step steer left	asphalt	-	-	-
G130673	TS57206	CF Moto CF500	step steer left	asphalt	-	-	-
G130674	TS57206	CF Moto CF500	step steer left	asphalt	-	-	-
G130675	TS57206	CF Moto CF500	step steer right	asphalt	-	-	-
G130676	TS57206	CF Moto CF500	step steer right	asphalt	-	-	-
G130677	TS57206	CF Moto CF500	step steer right	asphalt	-	-	-
G130699	TS57213	Honda TRX700XX	step steer left	asphalt	-	-	-
G130700	TS57213	Honda TRX700XX	step steer left	asphalt	-	-	-
G130701	TS57213	Honda TRX700XX	step steer left	asphalt	-	-	-
G130702	TS57213	Honda TRX700XX	step steer right	asphalt	-	-	-
G130703	TS57213	Honda TRX700XX	step steer right	asphalt	-	-	-
G130704	TS57213	Honda TRX700XX	step steer right	asphalt	-	-	-

Test number	Specimen number	Vehicle	Test	Test surface	Front load	Rear load	CPD
G130711	TS57212	Yamaha Raptor YFM250R	step steer left	grass	-	-	-
G130712	TS57212	Yamaha Raptor YFM250R	step steer left	grass	-	-	-
G130713	TS57212	Yamaha Raptor YFM250R	step steer left	grass	-	-	-
G130714	TS57212	Yamaha Raptor YFM250R	step steer right	grass	-	-	-
G130715	TS57212	Yamaha Raptor YFM250R	step steer right	grass	-	-	-
G130716	TS57212	Yamaha Raptor YFM250R	step steer right	grass	-	-	-
G130723	TS57212	Yamaha Raptor YFM250R	step steer left	asphalt	-	-	-
G130724	TS57212	Yamaha Raptor YFM250R	step steer left	asphalt	-	-	-
G130725	TS57212	Yamaha Raptor YFM250R	step steer left	asphalt	-	-	-
G130726	TS57212	Yamaha Raptor YFM250R	step steer right	asphalt	-	-	-
G130727	TS57212	Yamaha Raptor YFM250R	step steer right	asphalt	-	-	-
G130728	TS57212	Yamaha Raptor YFM250R	step steer right	asphalt	-	-	-
G130735	TS57211	Can-am DS90X	step steer left	asphalt	-	-	-
G130736	TS57211	Can-am DS90X	step steer left	asphalt	-	-	-
G130737	TS57211	Can-am DS90X	step steer left	asphalt	-	-	-
G130738	TS57211	Can-am DS90X	step steer right	asphalt	-	-	-
G130739	TS57211	Can-am DS90X	step steer right	asphalt	-	-	-
G130740	TS57211	Can-am DS90X	step steer right	asphalt	-	-	-
G130750	TS57207	Yamaha Rhino YXR700	step steer left	asphalt	-	-	-
G130751	TS57207	Yamaha Rhino YXR700	step steer left	asphalt	-	-	-
G130752	TS57207	Yamaha Rhino YXR700	step steer left	asphalt	-	-	-
G130753	TS57207	Yamaha Rhino YXR700	step steer right	asphalt	-	-	-
G130754	TS57207	Yamaha Rhino YXR700	step steer right	asphalt	-	-	-
G130755	TS57207	Yamaha Rhino YXR700	step steer right	asphalt	-	-	-
G130762	TS57207	Yamaha Rhino YXR700	step steer left	grass	-	-	-
G130763	TS57207	Yamaha Rhino YXR700	step steer left	grass	-	-	-
G130764	TS57207	Yamaha Rhino YXR700	step steer left	grass	-	-	-
G130765	TS57207	Yamaha Rhino YXR700	step steer right	grass	-	-	-
G130766	TS57207	Yamaha Rhino YXR700	step steer right	grass	-	-	-
G130767	TS57207	Yamaha Rhino YXR700	step steer right	grass	-	-	-
G130774	TS57207	Yamaha Rhino YXR700	step steer left	asphalt	-	181	-
G130775	TS57207	Yamaha Rhino YXR700	step steer left	asphalt	-	181	-
G130776	TS57207	Yamaha Rhino YXR700	step steer left	asphalt	-	181	-
G130777	TS57207	Yamaha Rhino YXR700	step steer right	asphalt	-	181	-
G130778	TS57207	Yamaha Rhino YXR700	step steer right	asphalt	-	181	-
G130779	TS57207	Yamaha Rhino YXR700	step steer right	asphalt	-	181	-
G130780	TS57207	Yamaha Rhino YXR700	step steer left	grass	-	181	-
G130781	TS57207	Yamaha Rhino YXR700	step steer left	grass	-	181	-
G130782	TS57207	Yamaha Rhino YXR700	step steer left	grass	-	181	-
G130783	TS57207	Yamaha Rhino YXR700	step steer right	grass	-	181	-
G130784	TS57207	Yamaha Rhino YXR700	step steer right	grass	-	181	-
G130785	TS57207	Yamaha Rhino YXR700	step steer right	grass	-	181	-
G130805	TS57210	Honda Big Red MUV700	step steer left	asphalt	-	-	-
G130806	TS57210	Honda Big Red MUV700	step steer left	asphalt	-	-	-
G130807	TS57210	Honda Big Red MUV700	step steer left	asphalt	-	-	-
G130808	TS57210	Honda Big Red MUV700	step steer right	asphalt	-	-	-
G130809	TS57210	Honda Big Red MUV700	step steer right	asphalt	-	-	-
G130810	TS57210	Honda Big Red MUV700	step steer right	asphalt	-	-	-
G130811	TS57210	Honda Big Red MUV700	step steer left	asphalt	-	-	-
G130812	TS57210	Honda Big Red MUV700	step steer left	asphalt	-	-	-
G130813	TS57210	Honda Big Red MUV700	step steer left	asphalt	-	-	-

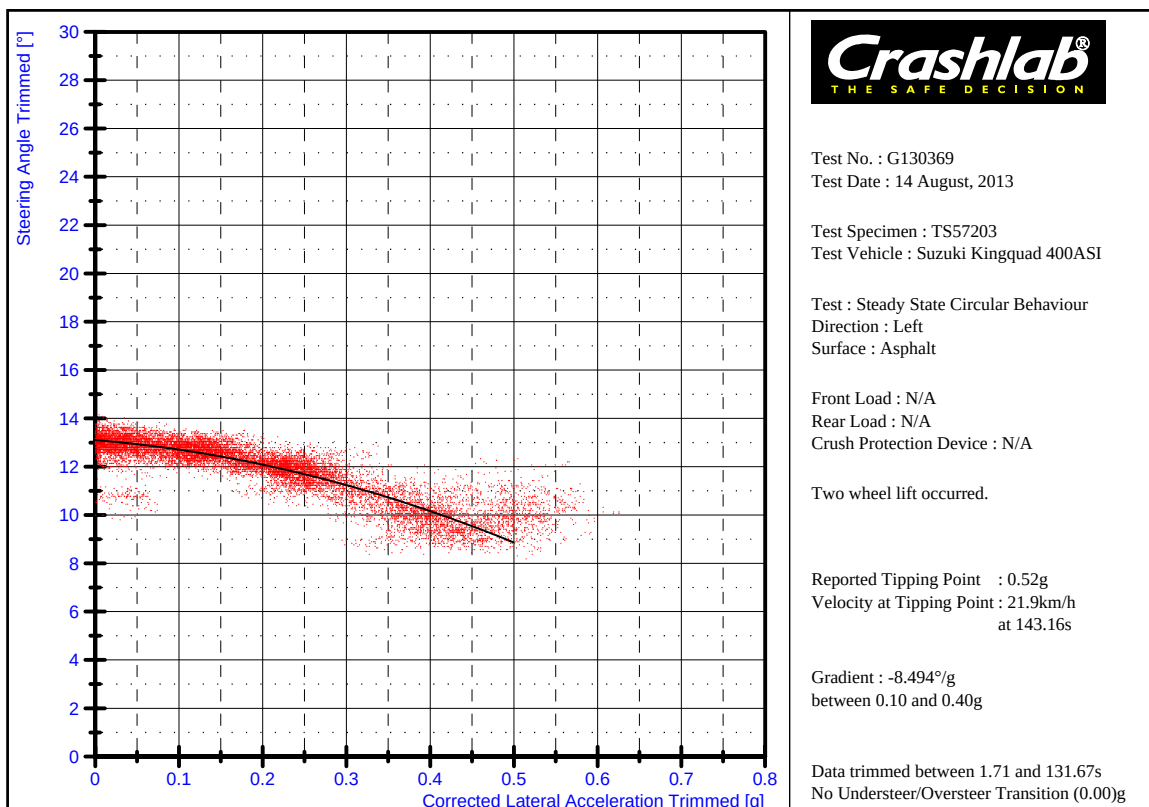
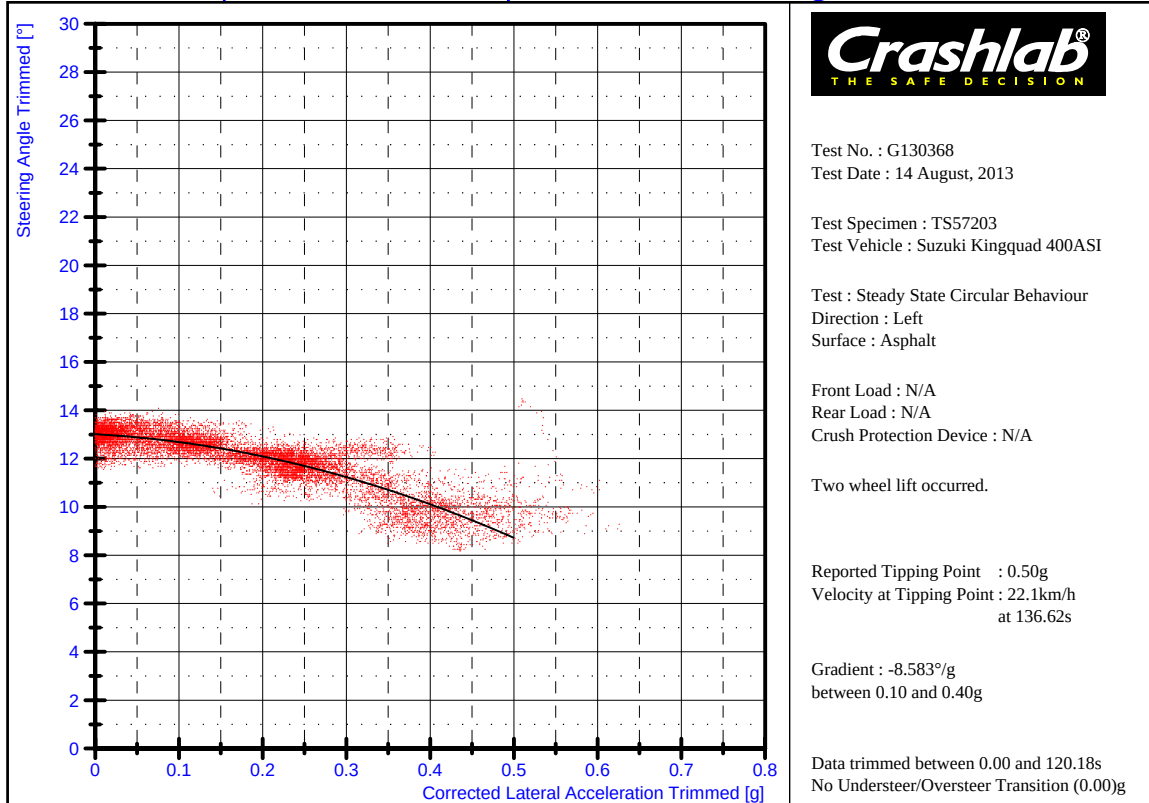
Test number	Specimen number	Vehicle	Test	Test surface	Front load	Rear load	CPD
G130814	TS57210	Honda Big Red MUV700	step steer right	asphalt	-	-	-
G130815	TS57210	Honda Big Red MUV700	step steer right	asphalt	-	-	-
G130816	TS57210	Honda Big Red MUV700	step steer right	asphalt	-	-	-
G130823	TS57210	Honda Big Red MUV700	step steer left	asphalt	-	454	-
G130824	TS57210	Honda Big Red MUV700	step steer left	asphalt	-	454	-
G130825	TS57210	Honda Big Red MUV700	step steer left	asphalt	-	454	-
G130826	TS57210	Honda Big Red MUV700	step steer right	asphalt	-	454	-
G130827	TS57210	Honda Big Red MUV700	step steer right	asphalt	-	454	-
G130828	TS57210	Honda Big Red MUV700	step steer right	asphalt	-	454	-
G130835	TS57210	Honda Big Red MUV700	step steer left	grass	-	454	-
G130836	TS57210	Honda Big Red MUV700	step steer left	grass	-	454	-
G130837	TS57210	Honda Big Red MUV700	step steer left	grass	-	454	-
G130838	TS57210	Honda Big Red MUV700	step steer right	grass	-	454	-
G130839	TS57210	Honda Big Red MUV700	step steer right	grass	-	454	-
G130840	TS57210	Honda Big Red MUV700	step steer right	grass	-	454	-
G130841	TS57210	Honda Big Red MUV700	step steer left	grass	-	-	-
G130842	TS57210	Honda Big Red MUV700	step steer left	grass	-	-	-
G130843	TS57210	Honda Big Red MUV700	step steer left	grass	-	-	-
G130844	TS57210	Honda Big Red MUV700	step steer right	grass	-	-	-
G130845	TS57210	Honda Big Red MUV700	step steer right	grass	-	-	-
G130846	TS57210	Honda Big Red MUV700	step steer right	grass	-	-	-
G130859	TS57209	John Deere Gator XUV825i	step steer left	asphalt	-	-	-
G130860	TS57209	John Deere Gator XUV825i	step steer left	asphalt	-	-	-
G130861	TS57209	John Deere Gator XUV825i	step steer left	asphalt	-	-	-
G130862	TS57209	John Deere Gator XUV825i	step steer right	asphalt	-	-	-
G130863	TS57209	John Deere Gator XUV825i	step steer right	asphalt	-	-	-
G130864	TS57209	John Deere Gator XUV825i	step steer right	asphalt	-	-	-
G130871	TS57208	Kubota RTV500	step steer left	asphalt	-	-	-
G130872	TS57208	Kubota RTV500	step steer left	asphalt	-	-	-
G130873	TS57208	Kubota RTV500	step steer left	asphalt	-	-	-
G130874	TS57208	Kubota RTV500	step steer right	asphalt	-	-	-
G130875	TS57208	Kubota RTV500	step steer right	asphalt	-	-	-
G130876	TS57208	Kubota RTV500	step steer right	asphalt	-	-	-
G130997	TS57202	Polaris Sportsman 450HO	step steer left	asphalt	-	-	-
G130998	TS57202	Polaris Sportsman 450HO	step steer left	asphalt	-	-	-
G130999	TS57202	Polaris Sportsman 450HO	step steer left	asphalt	-	-	-
G131000	TS57202	Polaris Sportsman 450HO	step steer right	asphalt	-	-	-
G131001	TS57202	Polaris Sportsman 450HO	step steer right	asphalt	-	-	-
G131002	TS57202	Polaris Sportsman 450HO	step steer right	asphalt	-	-	-

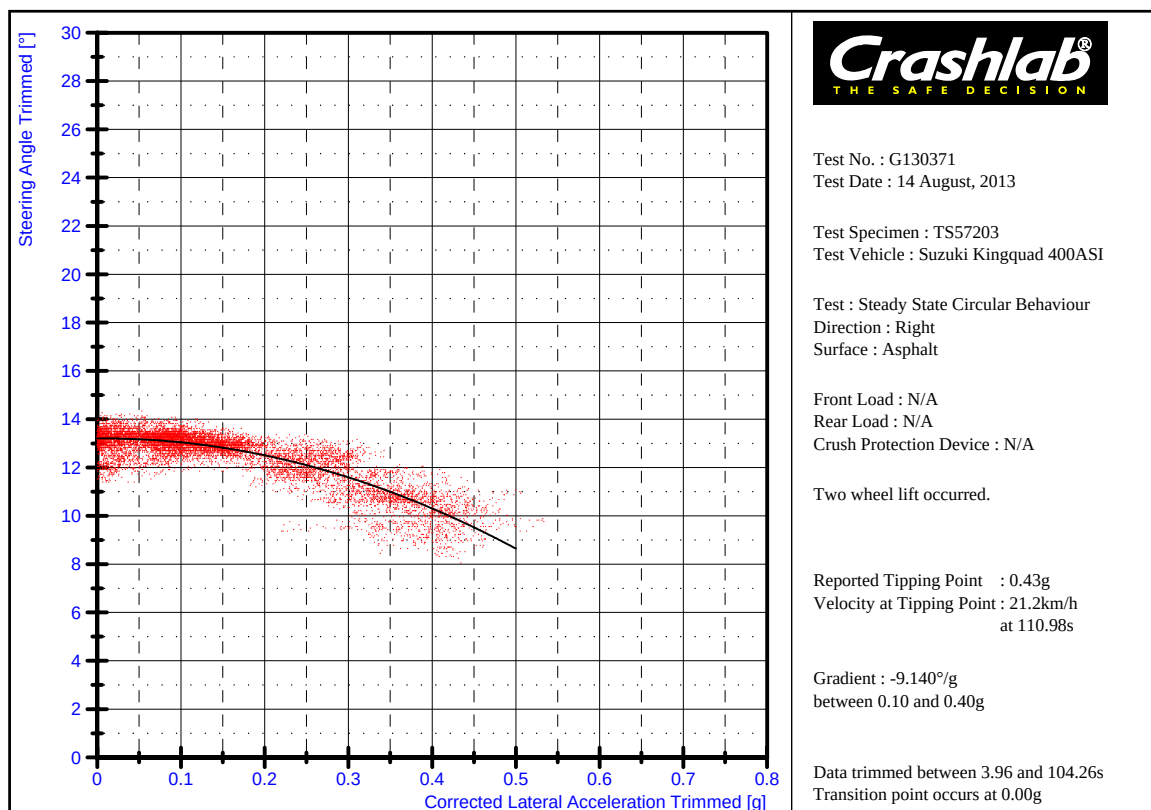
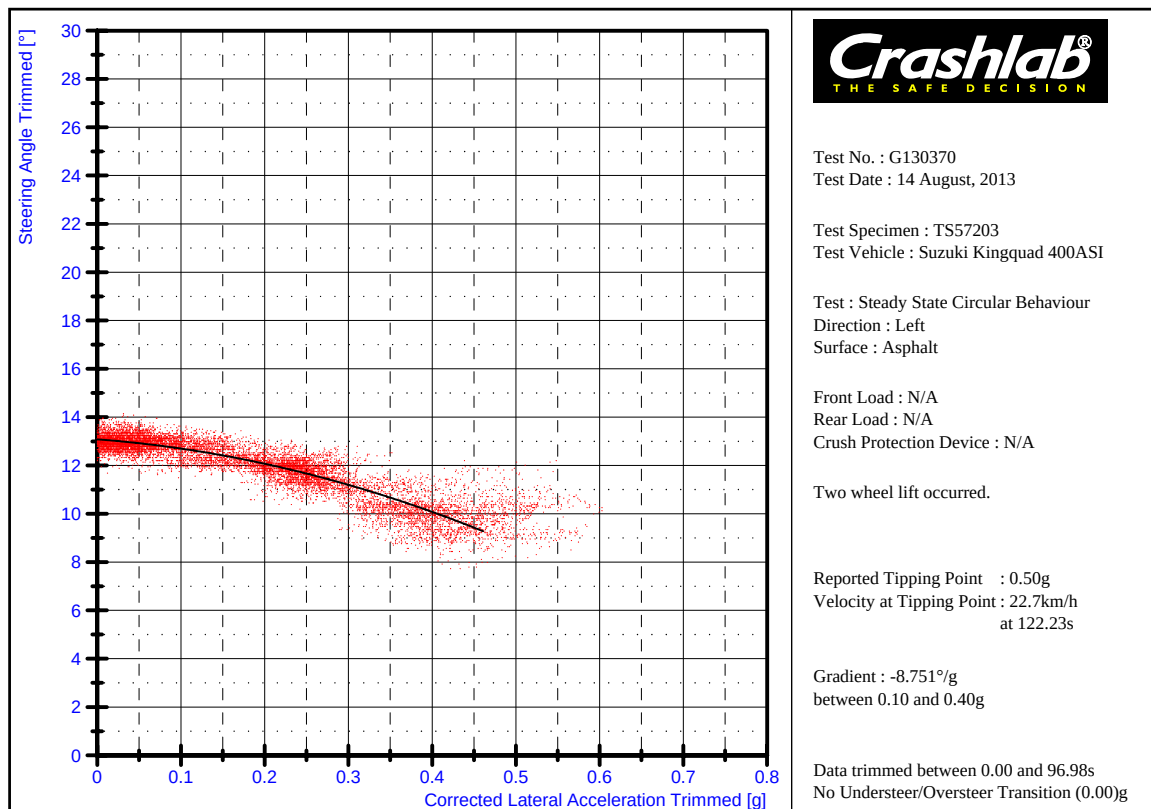
Bump obstacle perturbation tests (bump left or bump right)

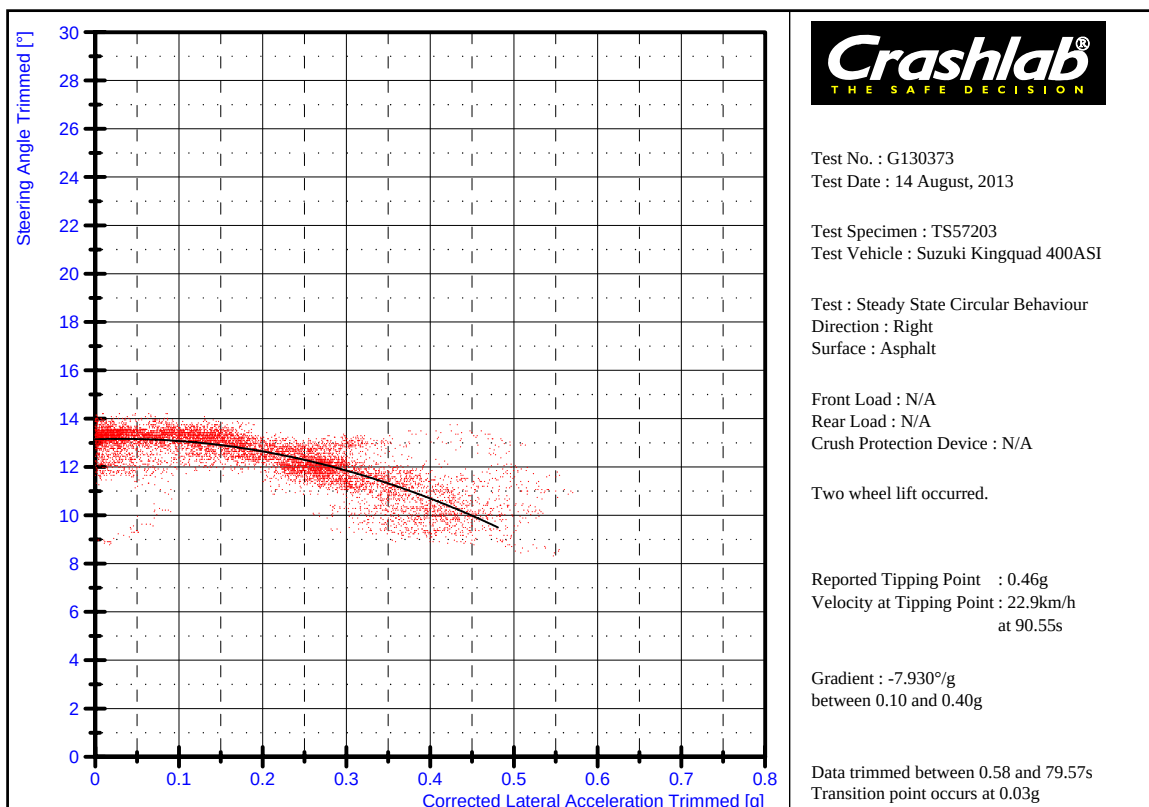
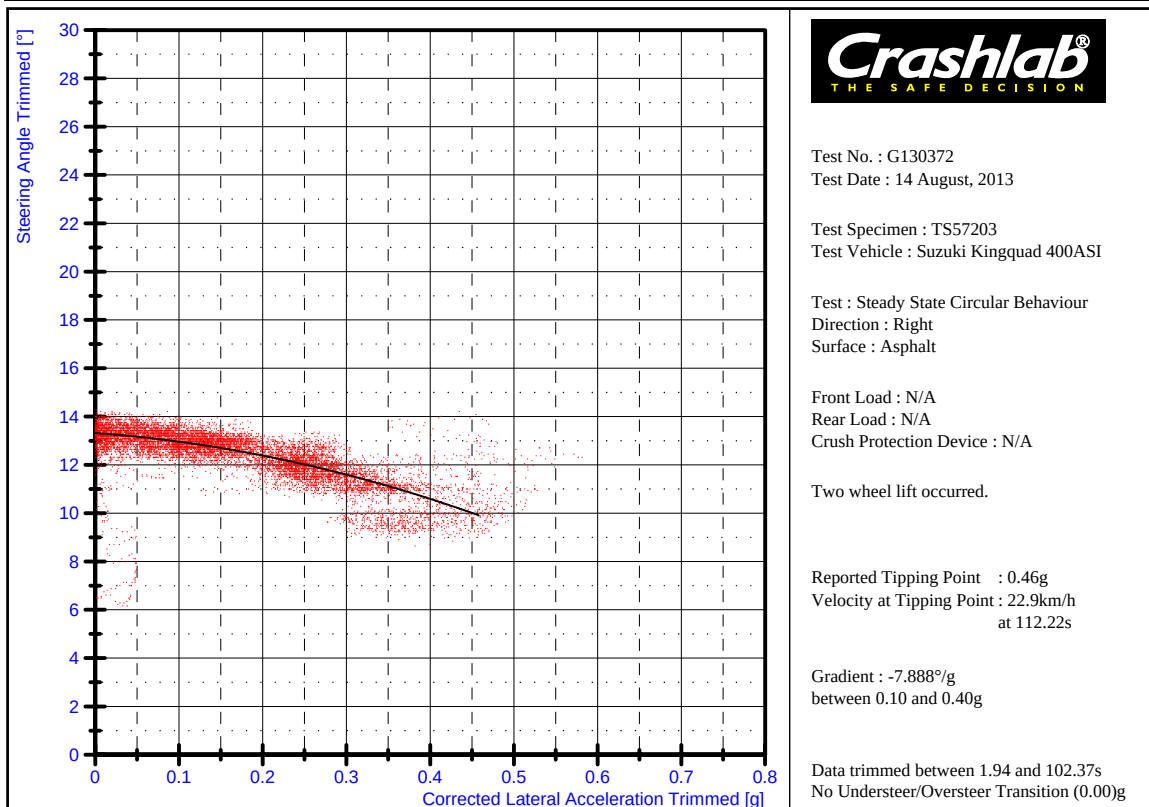
Test number	Specimen number	Vehicle	Test	Velocity (km/h)	ATD
G130906	TS57206	CF Moto CF500	Bump Left	25	95th% male
G130908	TS57206	CF Moto CF500	Bump Left	25	95th% male
G130909	TS57206	CF Moto CF500	Bump Left	25	95th% male
G130910	TS57206	CF Moto CF500	Bump Right	25	95th% male
G130911	TS57206	CF Moto CF500	Bump Right	25	95th% male
G130912	TS57206	CF Moto CF500	Bump Right	25	95th% male
G130913	TS57199	Honda Fourtrax TRX250	Bump Right	25	95th% male
G130915	TS57199	Honda Fourtrax TRX250	Bump Right	25	95th% male
G130916	TS57199	Honda Fourtrax TRX250	Bump Right	25	95th% male
G130917	TS57199	Honda Fourtrax TRX250	Bump Left	25	95th% male
G130919	TS57199	Honda Fourtrax TRX250	Bump Left	25	95th% male
G130920	TS57199	Honda Fourtrax TRX250	Bump Left	25	95th% male
G130921	TS57201	Yamaha Grizzly YFM450FAP	Bump Left	25	95th% male
G130923	TS57201	Yamaha Grizzly YFM450FAP	Bump Left	25	95th% male
G130924	TS57201	Yamaha Grizzly YFM450FAP	Bump Left	25	95th% male
G130926	TS57201	Yamaha Grizzly YFM450FAP	Bump Right	25	95th% male
G130928	TS57201	Yamaha Grizzly YFM450FAP	Bump Right	25	95th% male
G130929	TS57201	Yamaha Grizzly YFM450FAP	Bump Right	25	95th% male
G130931	TS57203	Suzuki Kingquad 400ASI	Bump Right	25	95th% male
G130932	TS57203	Suzuki Kingquad 400ASI	Bump Right	25	95th% male
G130933	TS57203	Suzuki Kingquad 400ASI	Bump Right	25	95th% male
G130935	TS57203	Suzuki Kingquad 400ASI	Bump Left	25	95th% male
G130936	TS57203	Suzuki Kingquad 400ASI	Bump Left	25	95th% male
G130937	TS57203	Suzuki Kingquad 400ASI	Bump Left	25	95th% male
G130938	TS57205	Kymco MXU300	Bump Left	25	95th% male
G130939	TS57205	Kymco MXU300	Bump Left	25	95th% male
G130942	TS57205	Kymco MXU300	Bump Left	25	95th% male
G130943	TS57205	Kymco MXU300	Bump Right	25	95th% male
G130944	TS57205	Kymco MXU300	Bump Right	25	95th% male
G130946	TS57205	Kymco MXU300	Bump Right	25	95th% male
G130948	TS57200	Honda Foreman TRX500FM	Bump Right	25	95th% male
G130949	TS57200	Honda Foreman TRX500FM	Bump Right	25	95th% male
G130950	TS57200	Honda Foreman TRX500FM	Bump Right	25	95th% male
G130951	TS57200	Honda Foreman TRX500FM	Bump Left	25	95th% male
G130952	TS57200	Honda Foreman TRX500FM	Bump Left	25	95th% male
G130954	TS57200	Honda Foreman TRX500FM	Bump Left	25	95th% male
G130955	TS57202	Polaris Sportsman 450HO	Bump Left	25	95th% male
G130956	TS57202	Polaris Sportsman 450HO	Bump Left	25	95th% male
G130957	TS57202	Polaris Sportsman 450HO	Bump Left	25	95th% male
G130959	TS57202	Polaris Sportsman 450HO	Bump Right	25	95th% male
G130960	TS57202	Polaris Sportsman 450HO	Bump Right	25	95th% male
G130961	TS57202	Polaris Sportsman 450HO	Bump Right	25	95th% male
G130963	TS57204	Kawasaki KVF300	Bump Right	25	95th% male
G130964	TS57204	Kawasaki KVF300	Bump Right	25	95th% male
G130965	TS57204	Kawasaki KVF300	Bump Right	25	95th% male
G130966	TS57204	Kawasaki KVF300	Bump Left	25	95th% male
G130967	TS57204	Kawasaki KVF300	Bump Left	25	95th% male
G130968	TS57204	Kawasaki KVF300	Bump Left	25	95th% male

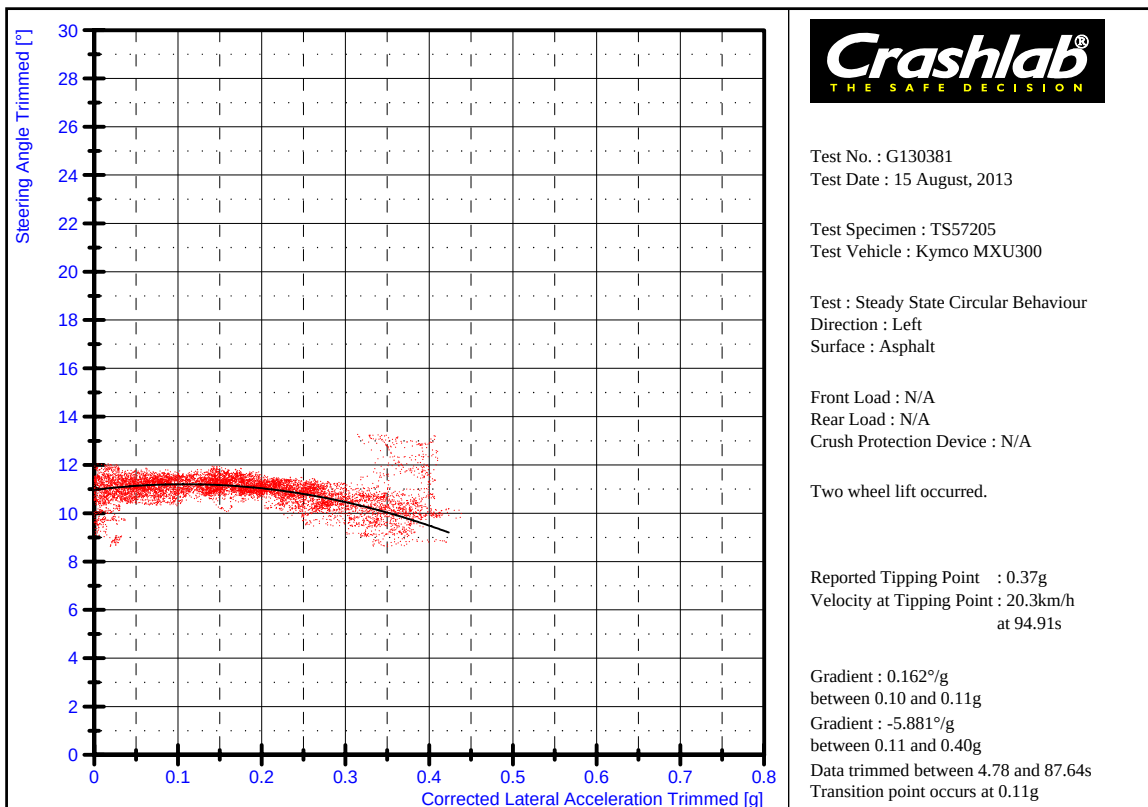
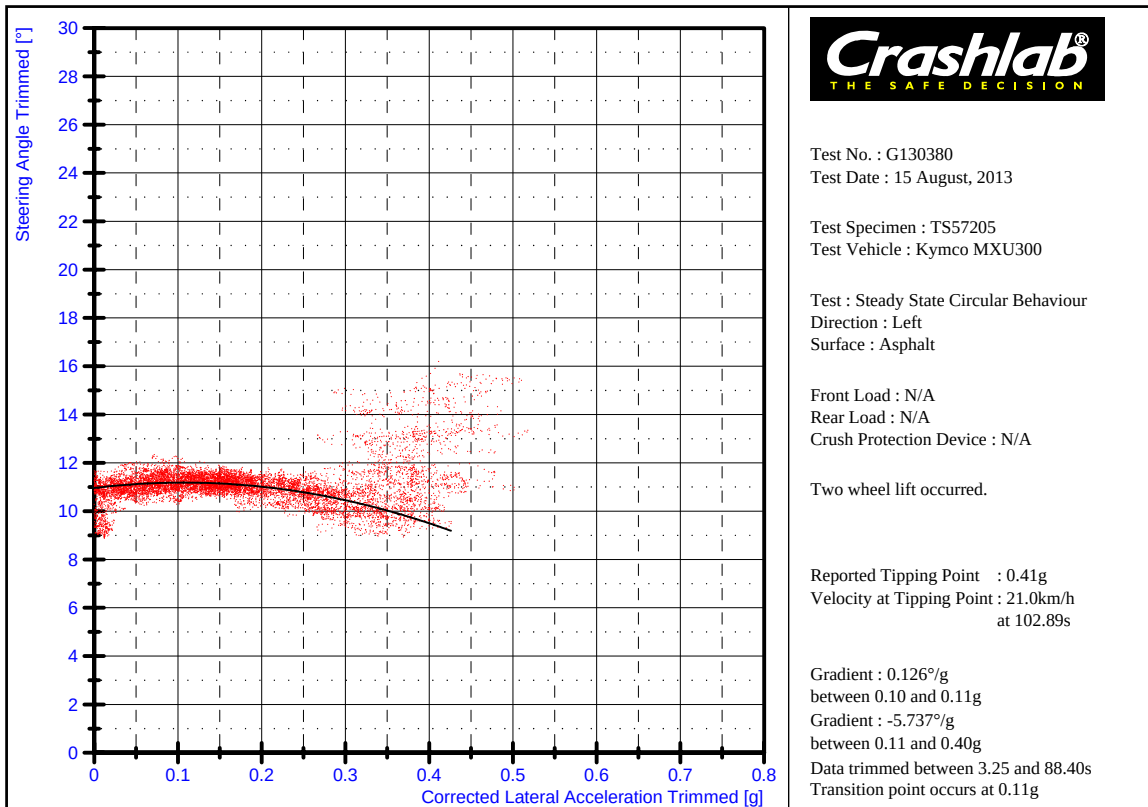
Test number	Specimen number	Vehicle	Test	Velocity (km/h)	ATD
G130973	TS57213	Honda TRX700XX	Bump Left	25	95th% male
G130974	TS57213	Honda TRX700XX	Bump Left	25	95th% male
G130975	TS57213	Honda TRX700XX	Bump Left	25	95th% male
G130978	TS57213	Honda TRX700XX	Bump Right	25	95th% male
G130979	TS57213	Honda TRX700XX	Bump Right	25	95th% male
G130981	TS57213	Honda TRX700XX	Bump Right	25	95th% male
G130983	TS57212	Yamaha Raptor YFM250R	Bump Right	25	95th% male
G130984	TS57212	Yamaha Raptor YFM250R	Bump Right	25	95th% male
G130985	TS57212	Yamaha Raptor YFM250R	Bump Right	25	95th% male
G130986	TS57212	Yamaha Raptor YFM250R	Bump Left	25	95th% male
G130988	TS57212	Yamaha Raptor YFM250R	Bump Left	25	95th% male
G130989	TS57212	Yamaha Raptor YFM250R	Bump Left	25	95th% male
G130990	TS57211	Can-am DS90X	Bump Left	20	5th% female
G130991	TS57211	Can-am DS90X	Bump Left	20	5th% female
G130992	TS57211	Can-am DS90X	Bump Left	20	5th% female
G130993	TS57211	Can-am DS90X	Bump Right	20	5th% female
G130994	TS57211	Can-am DS90X	Bump Right	20	5th% female
G130996	TS57211	Can-am DS90X	Bump Right	20	5th% female

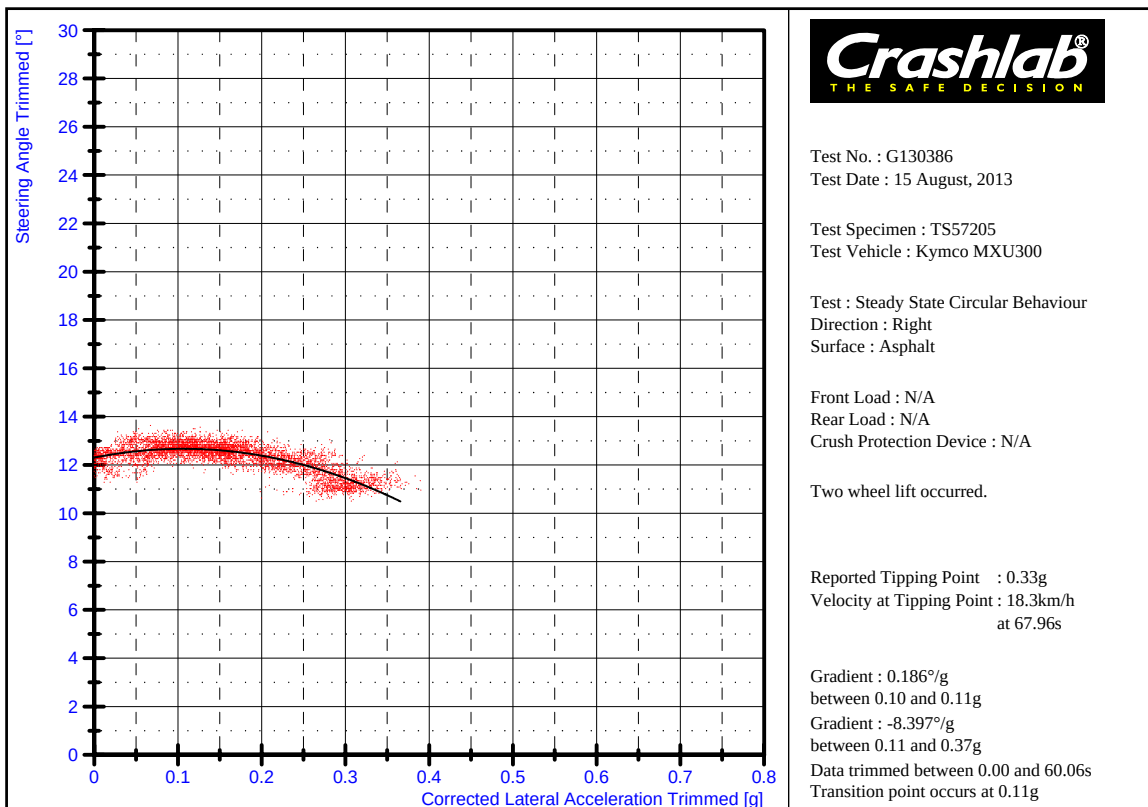
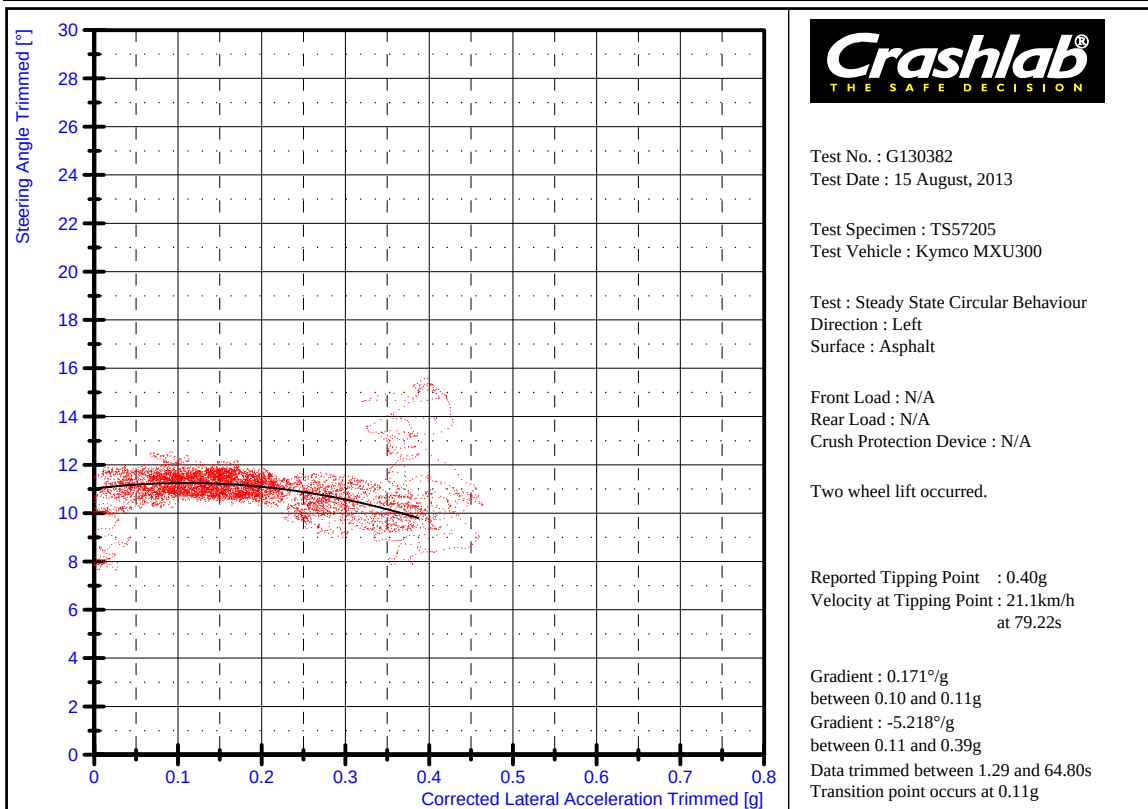
2. Test response data – Steady-state circular driving behaviour

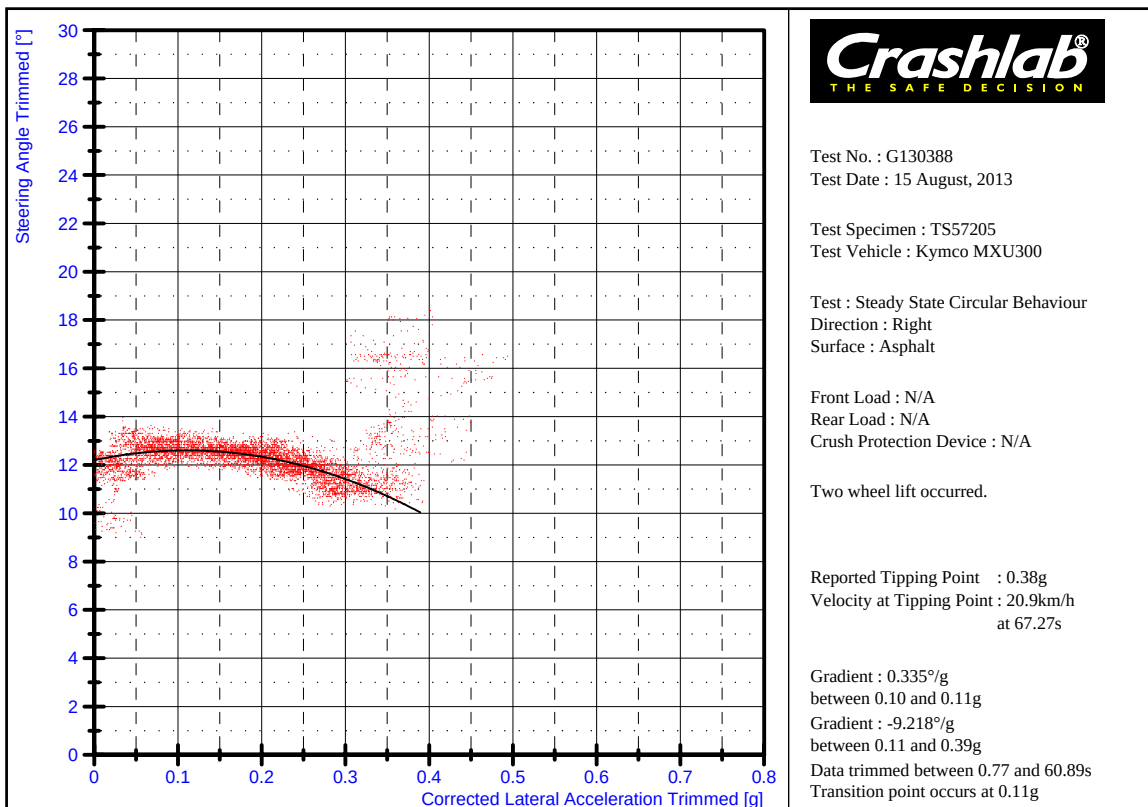
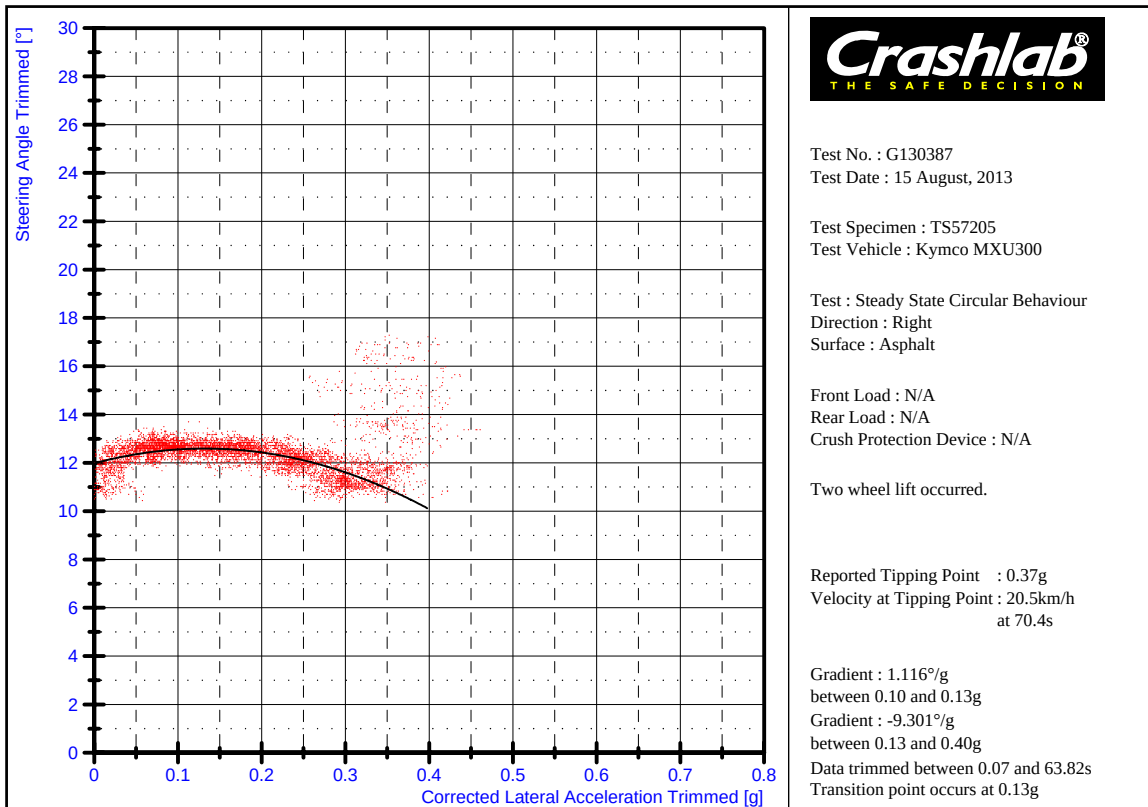


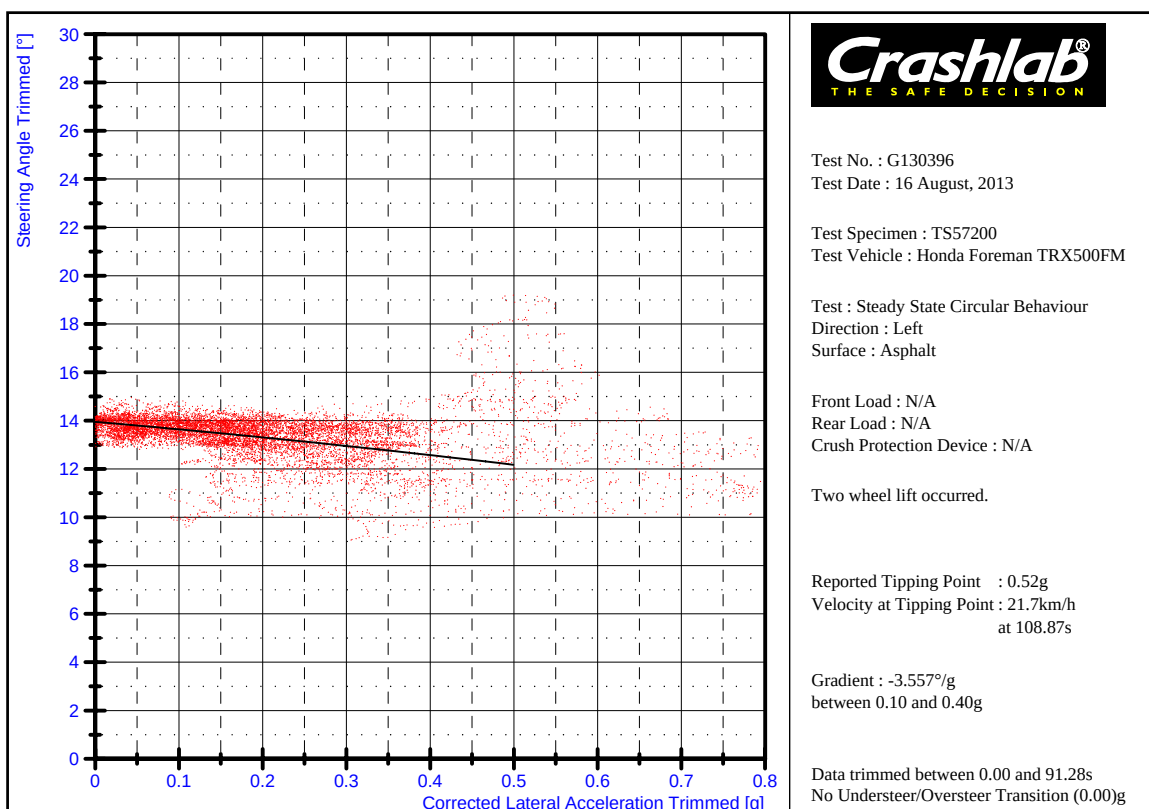
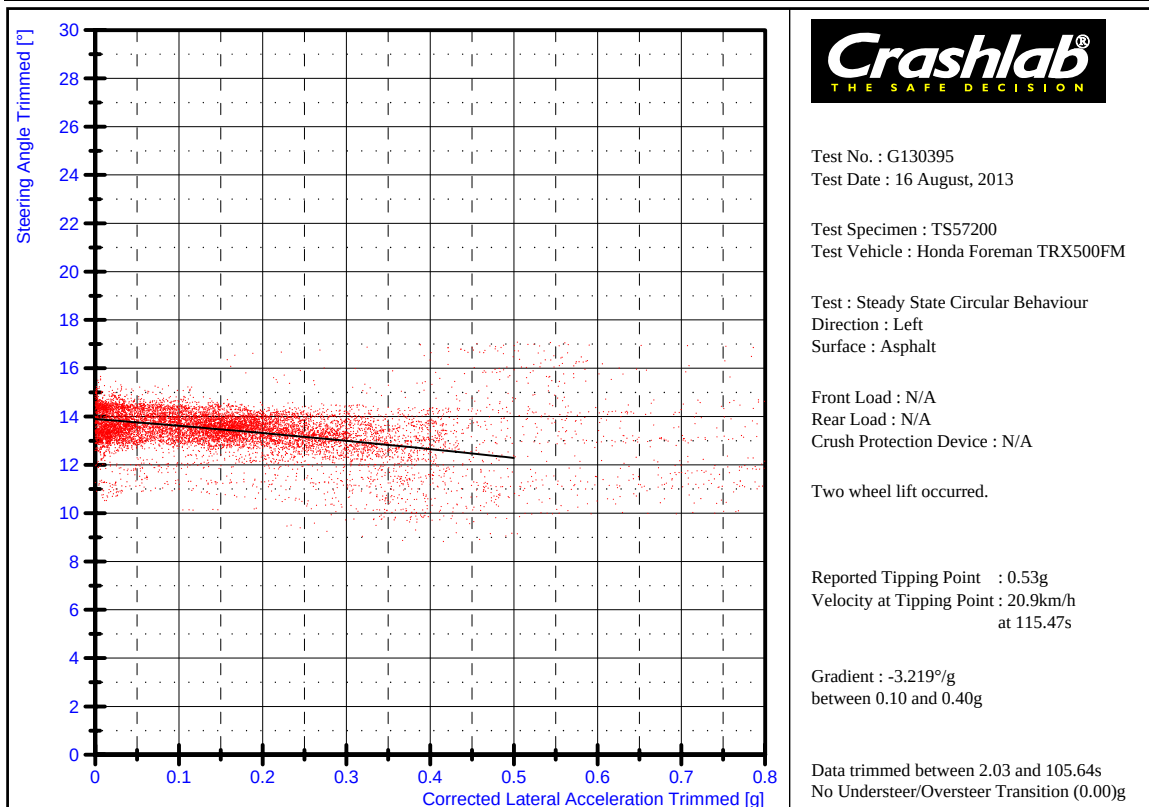


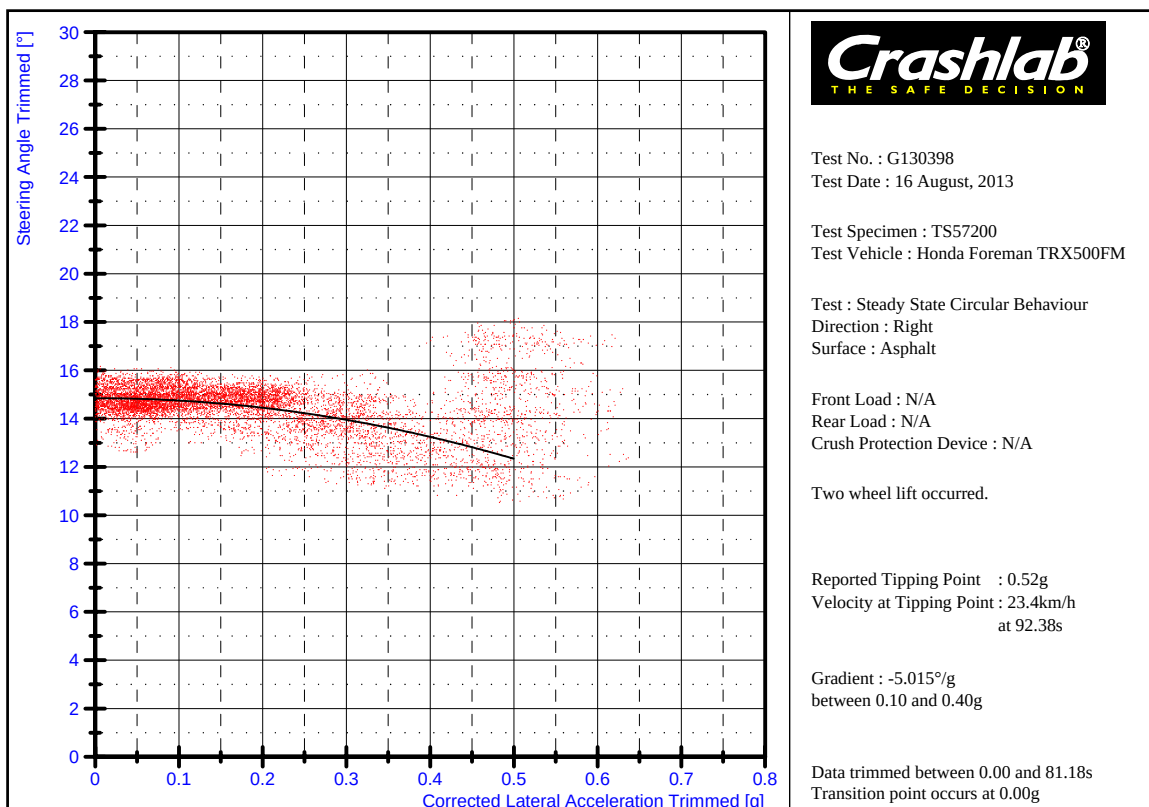
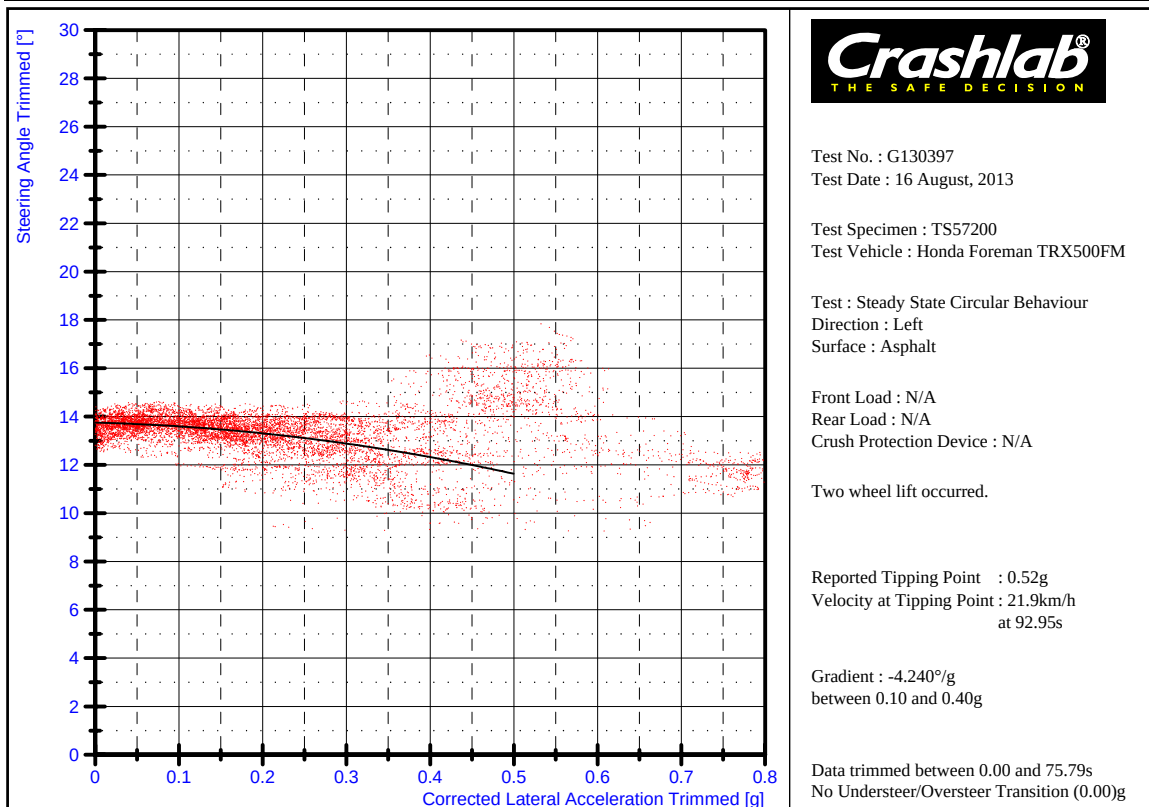


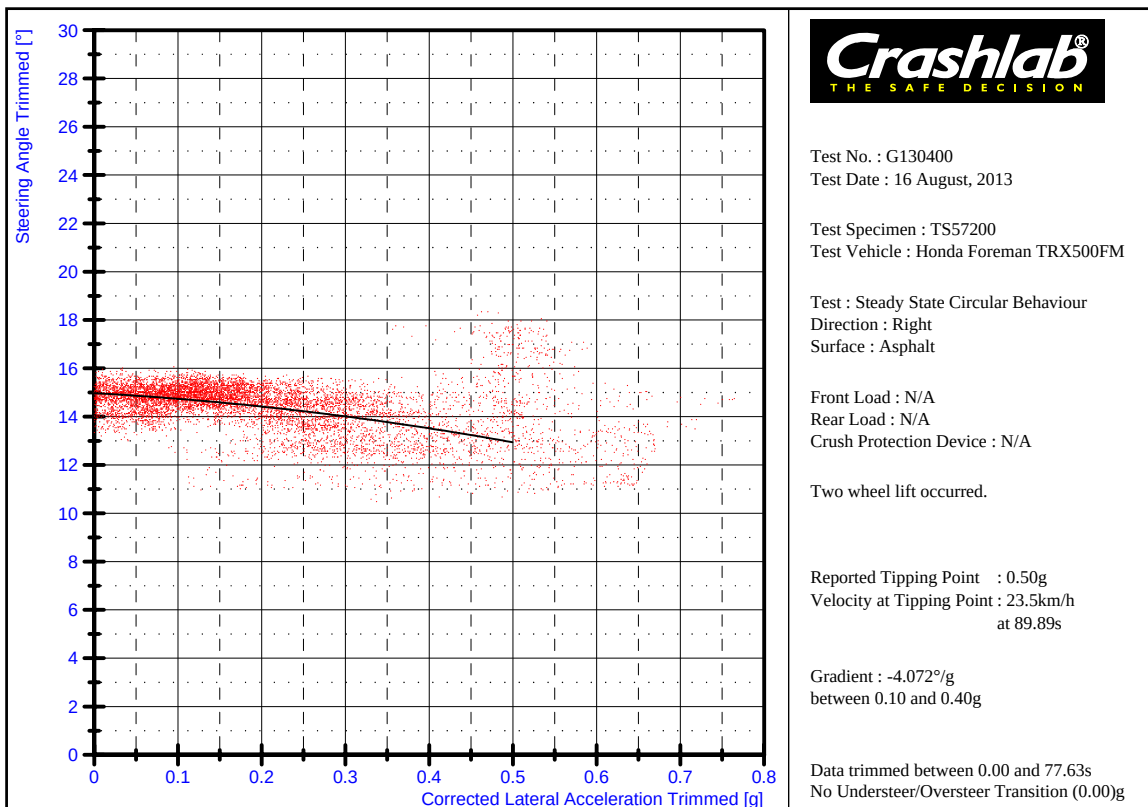
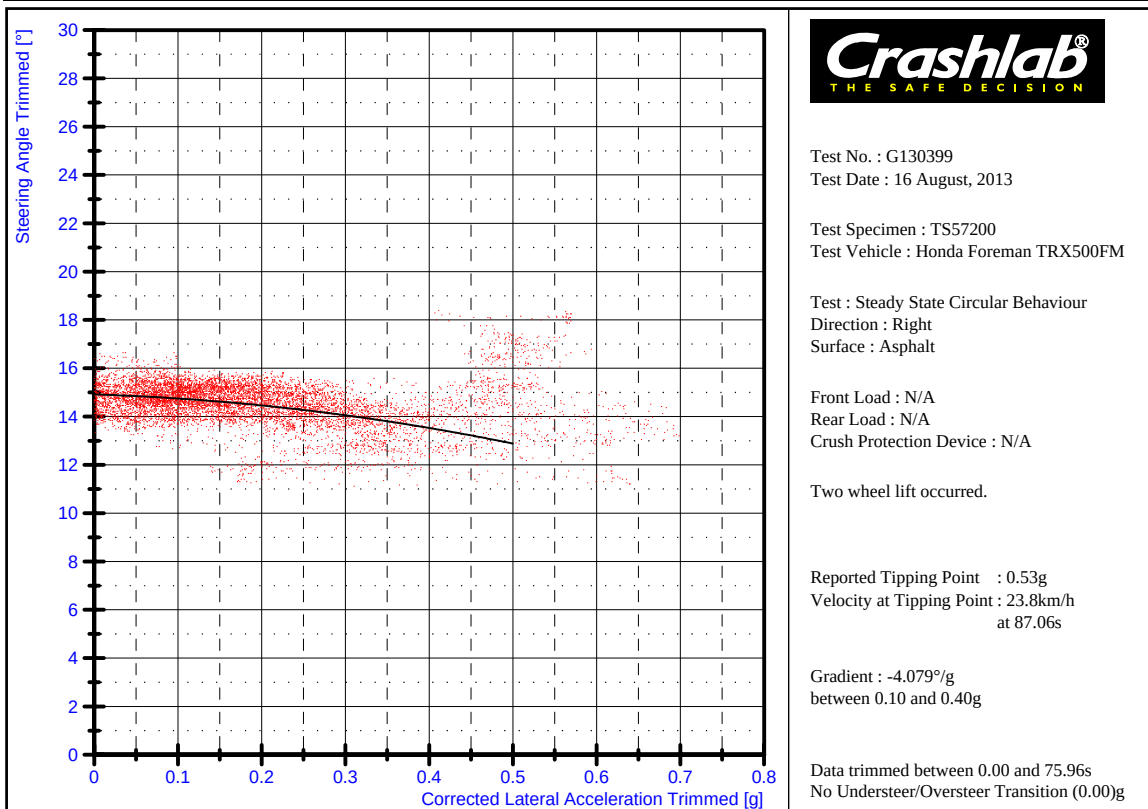


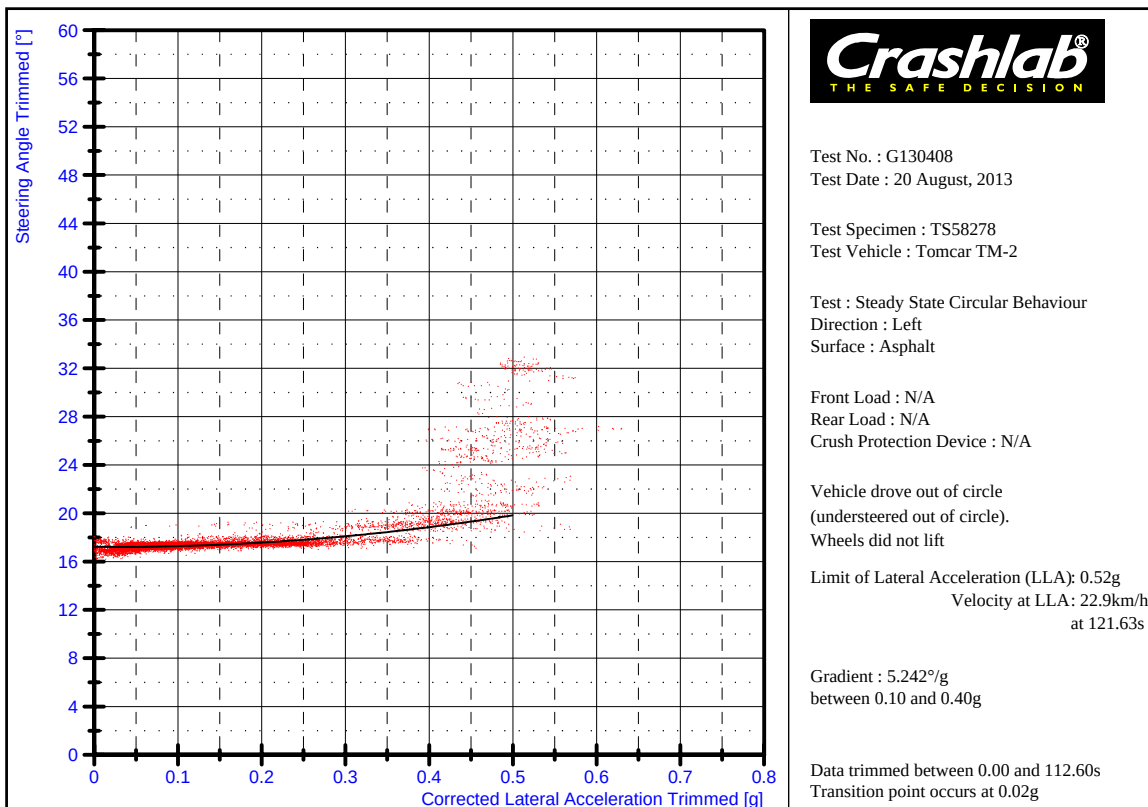
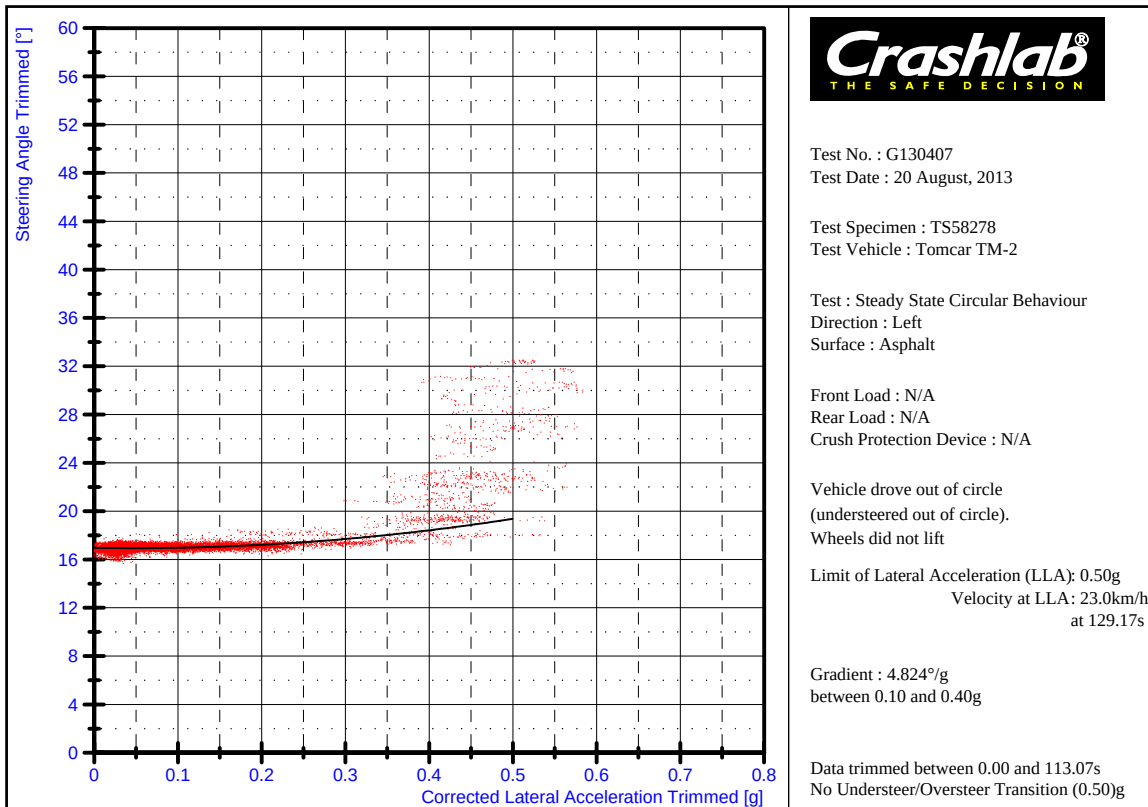


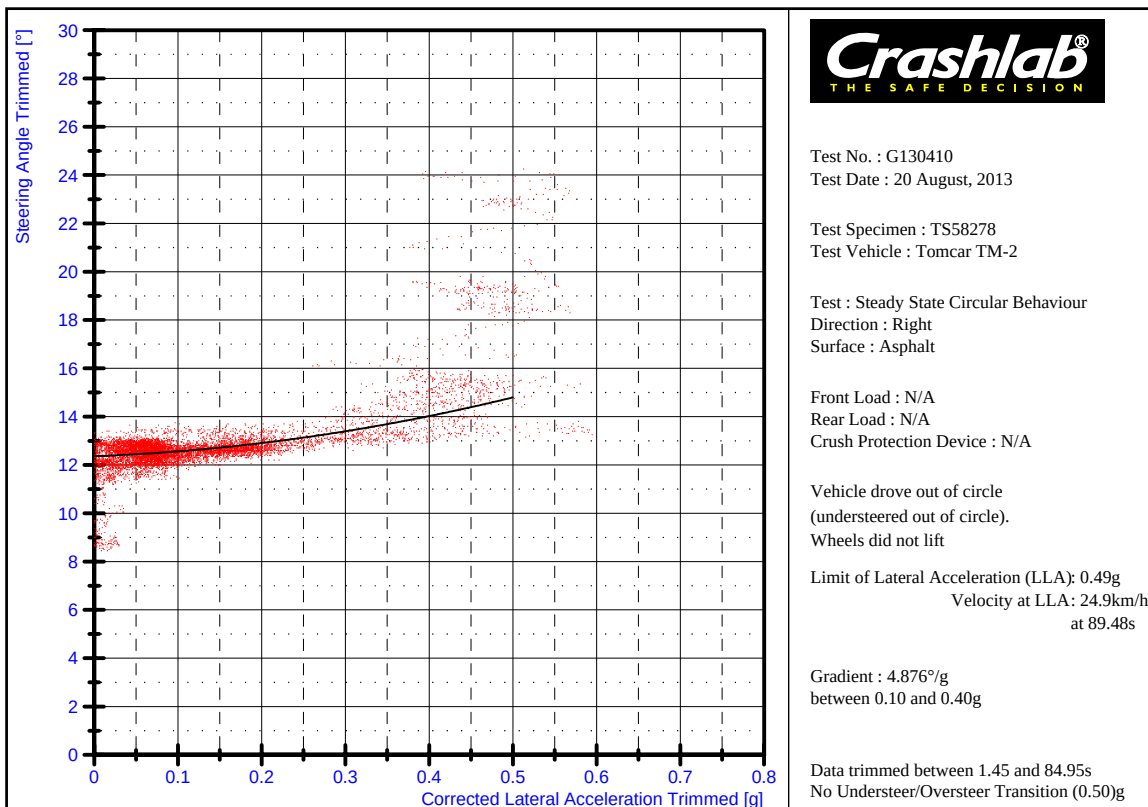
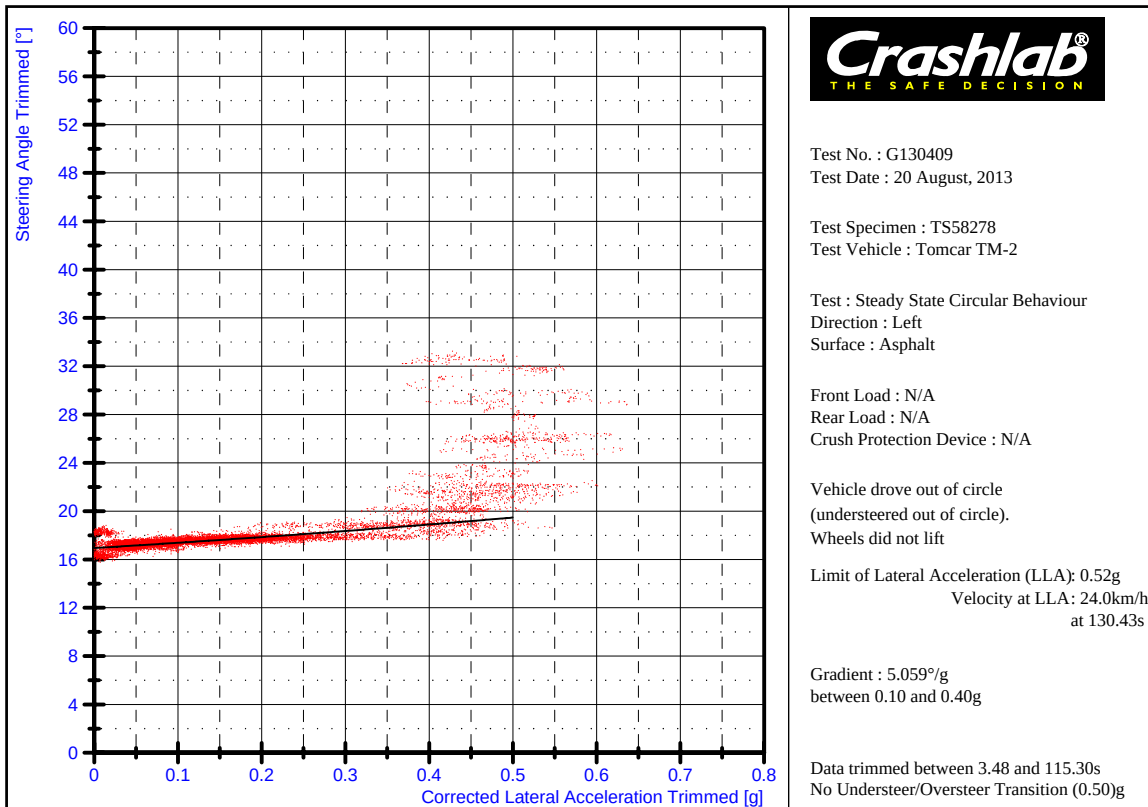


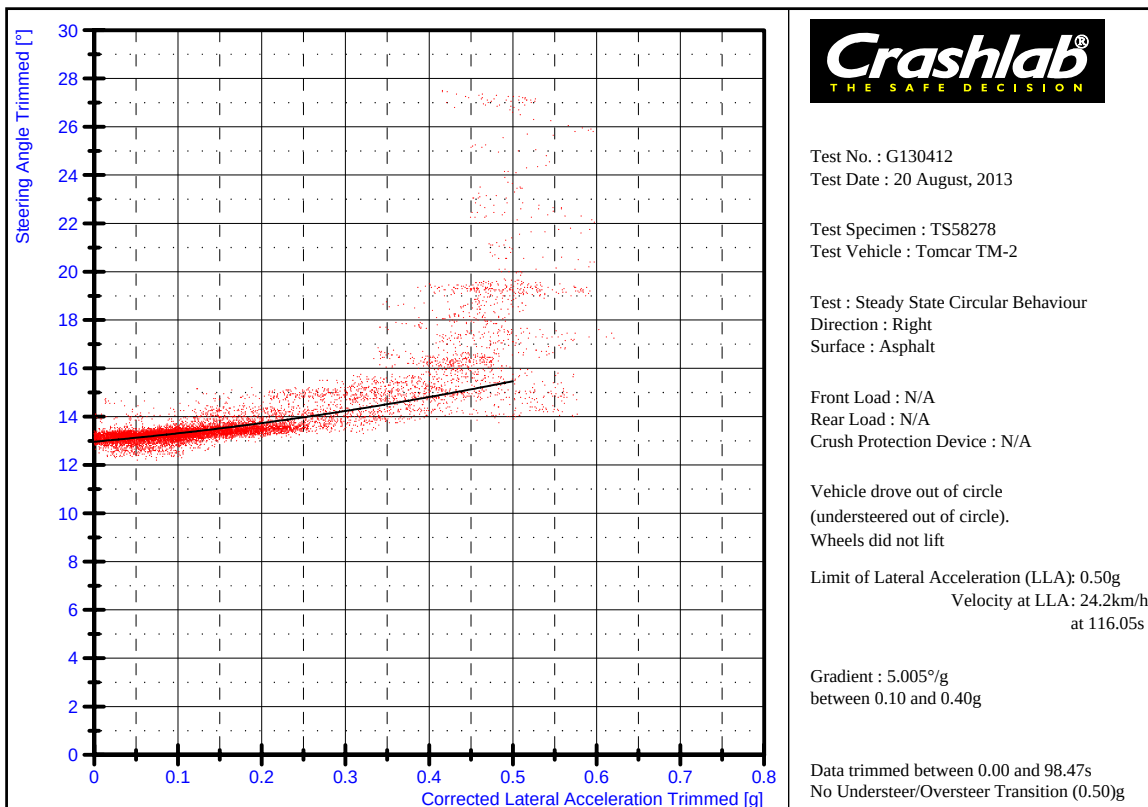
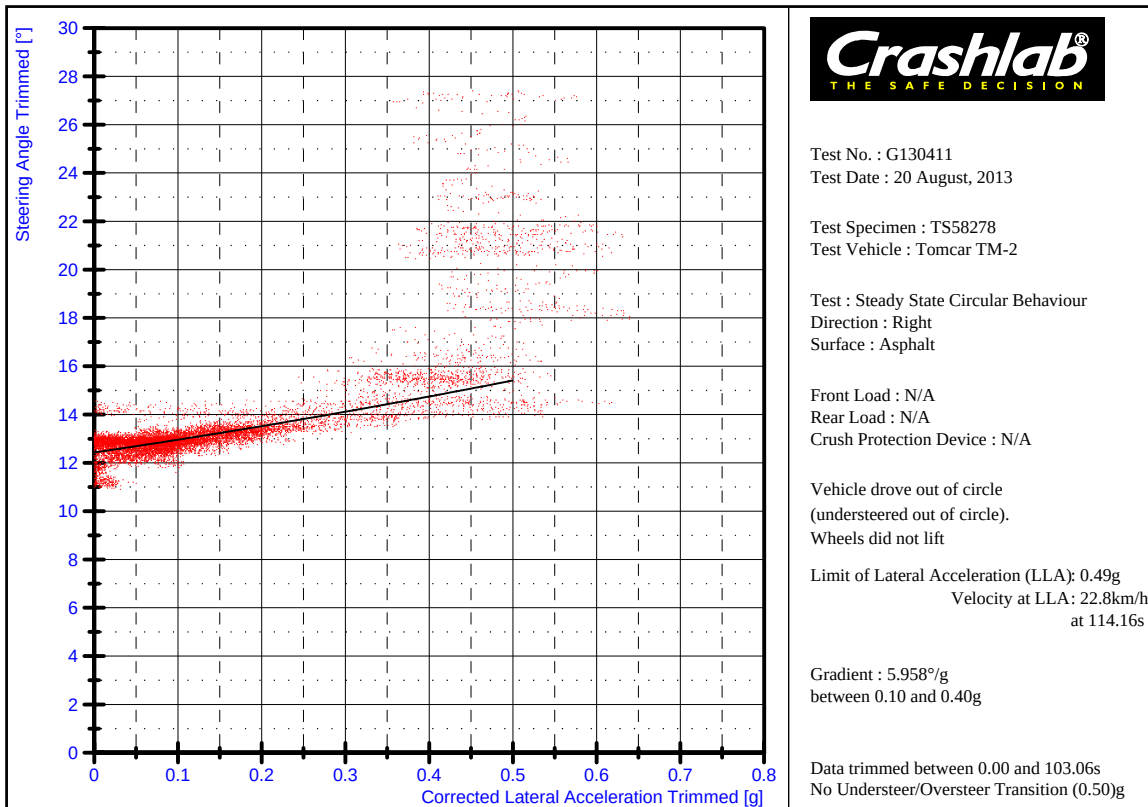


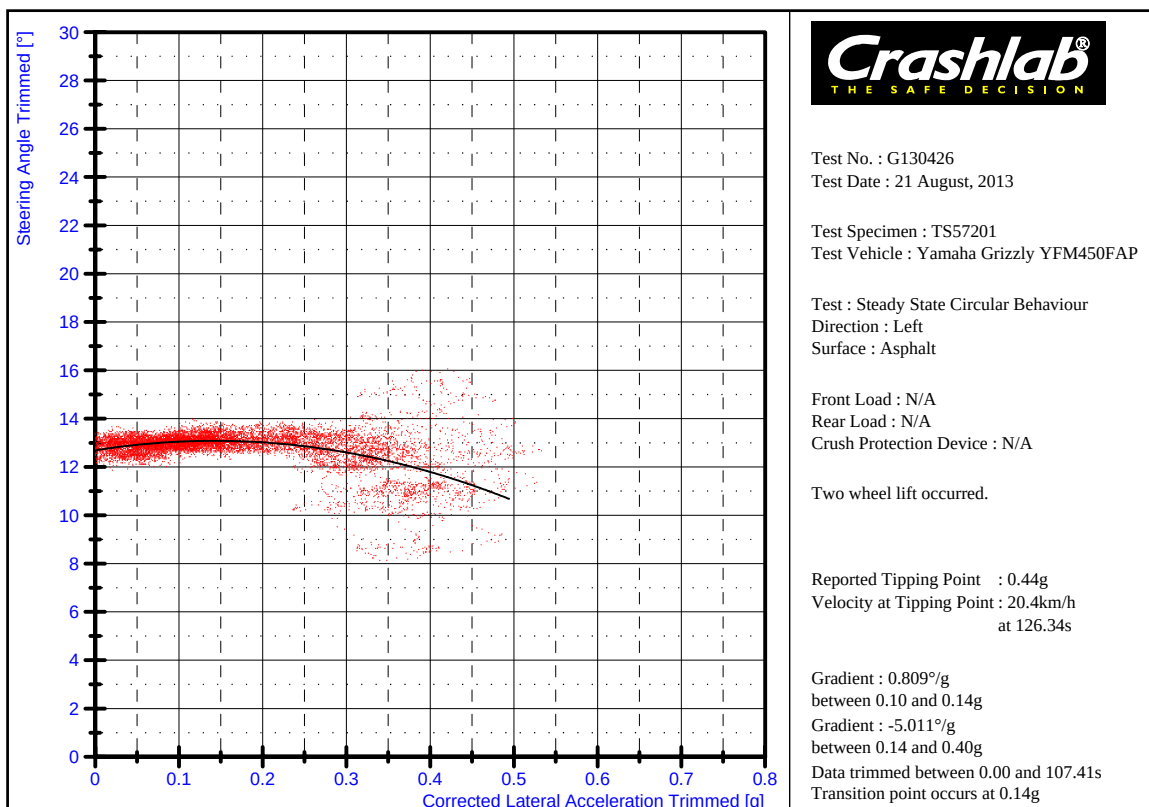
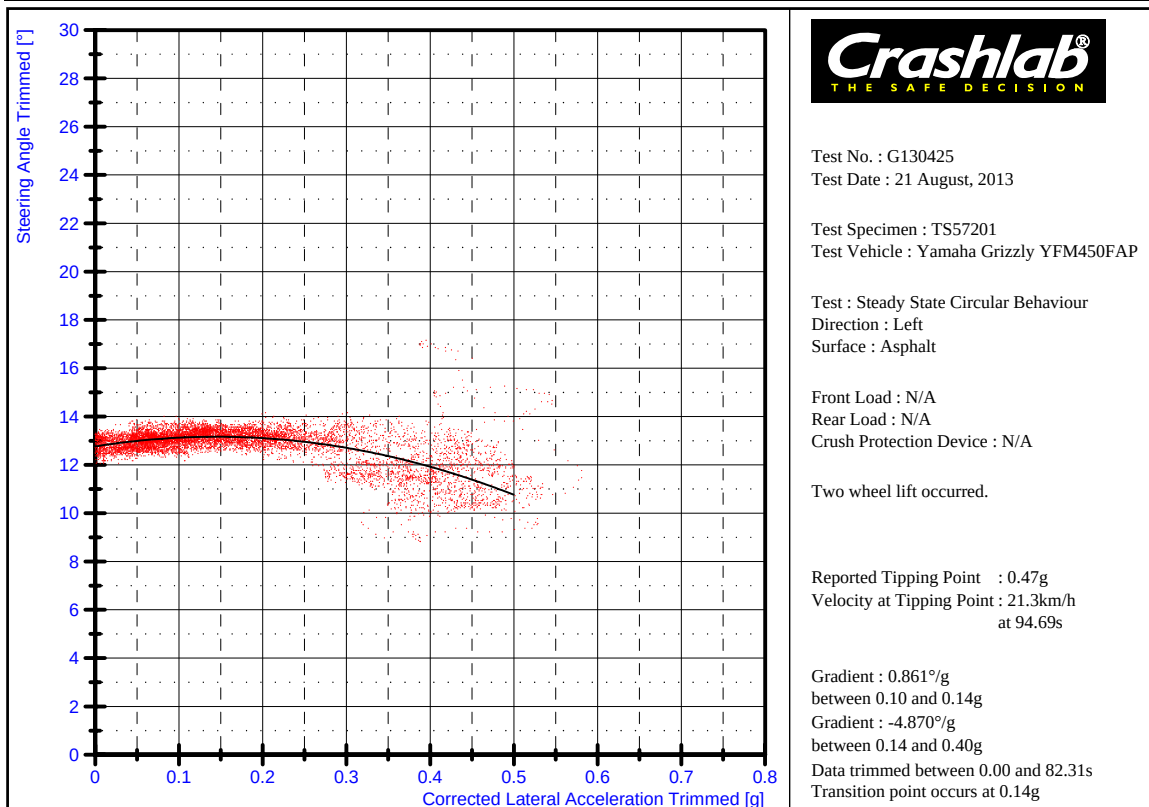


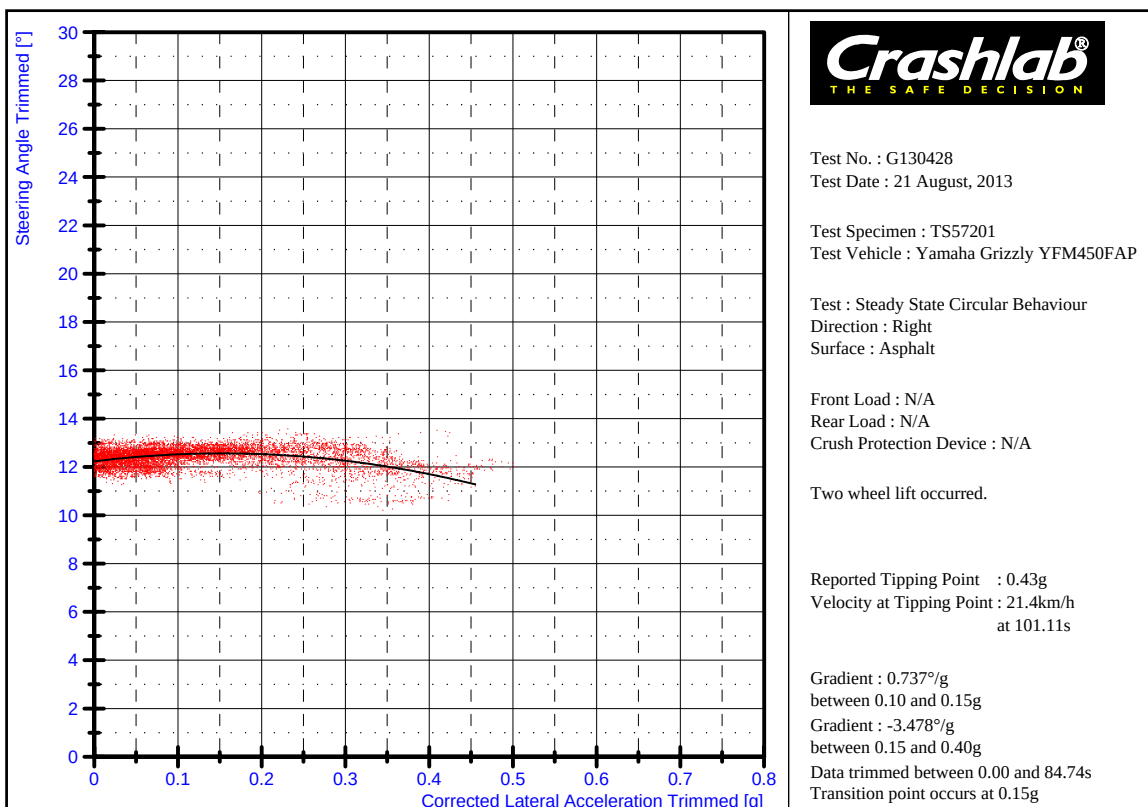
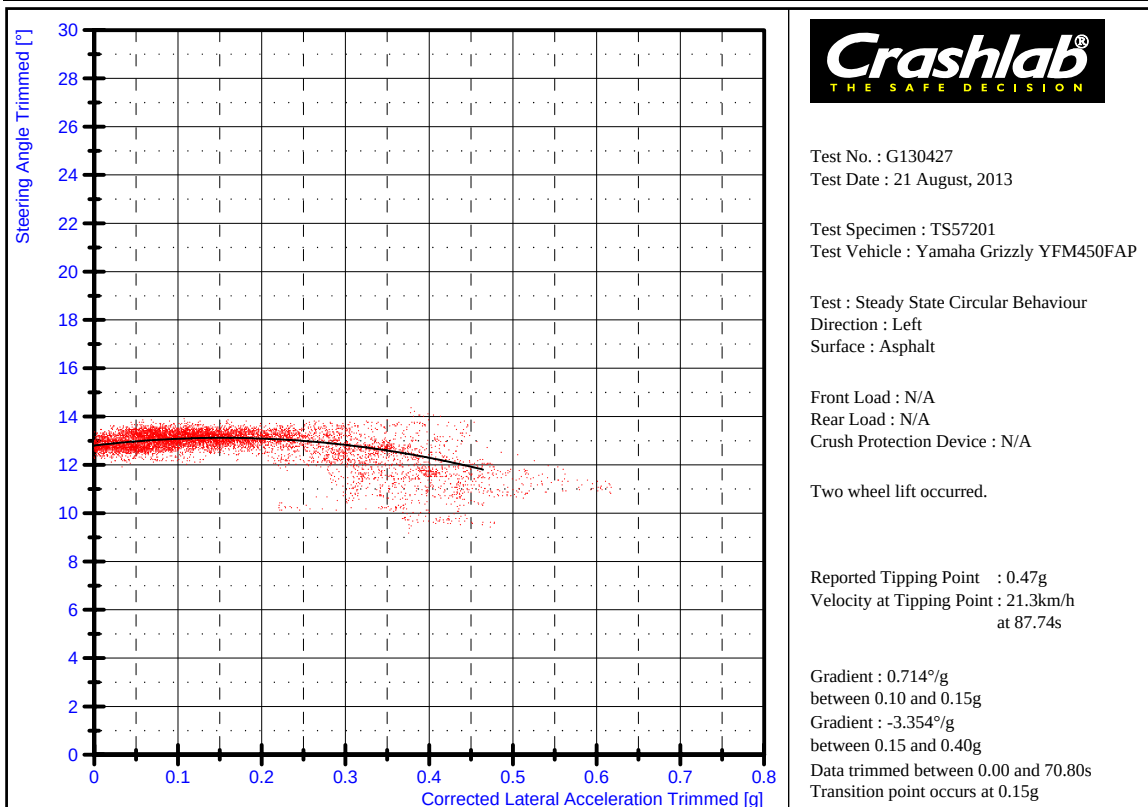


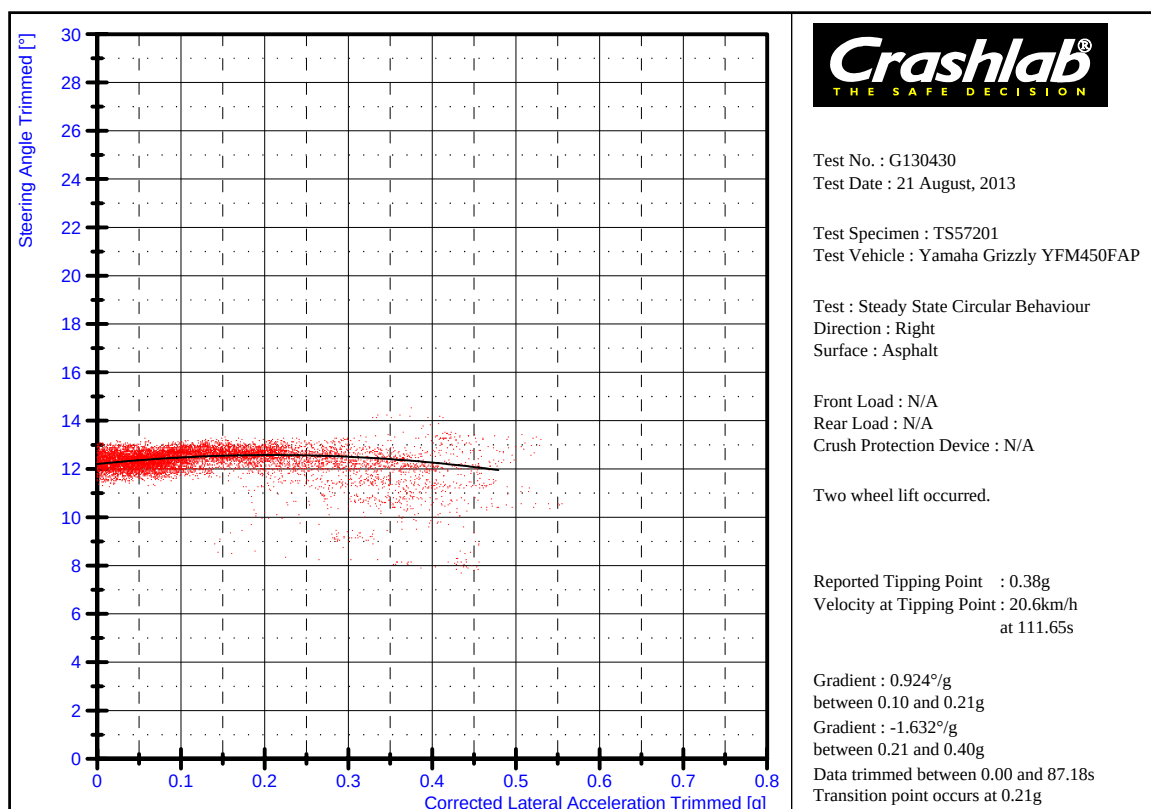
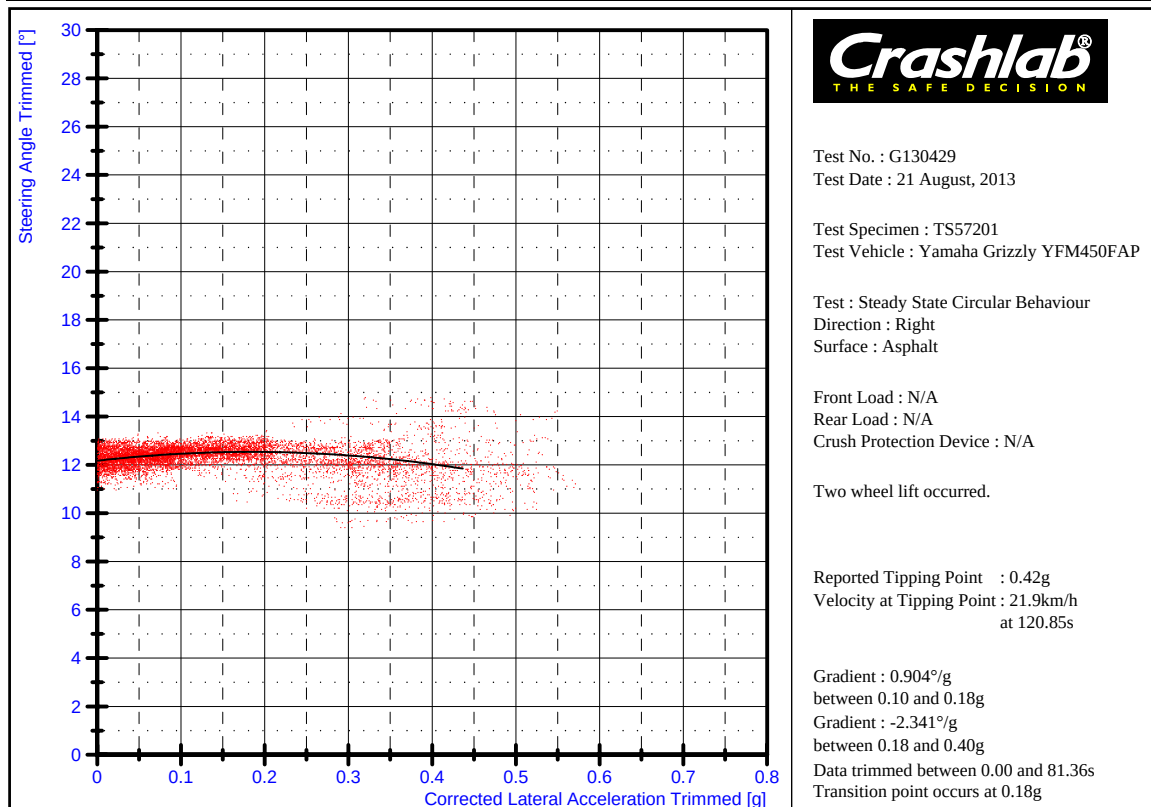


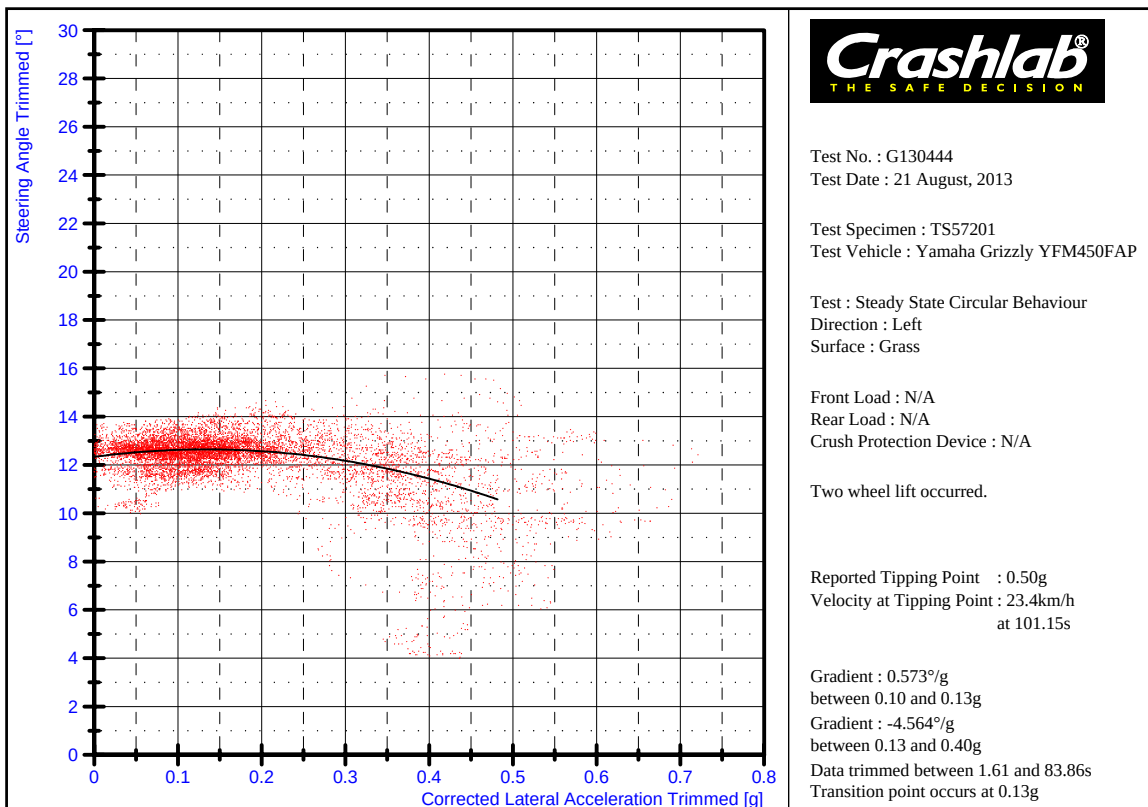
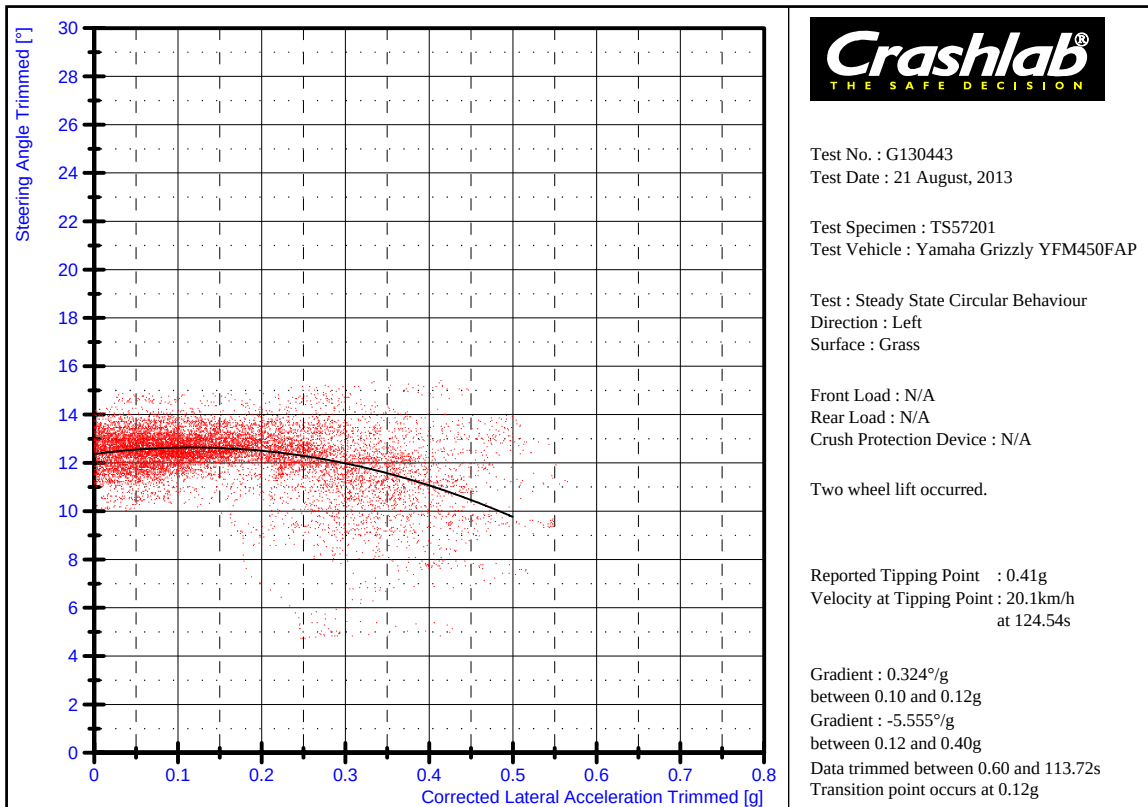


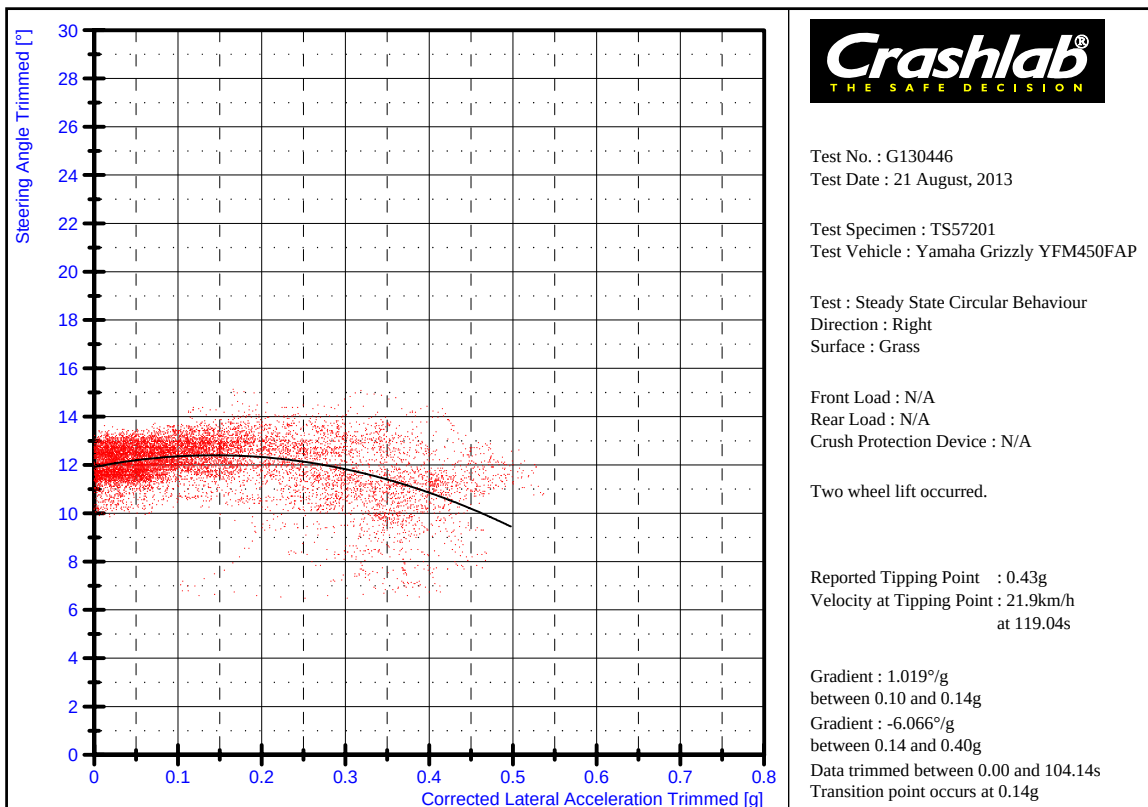
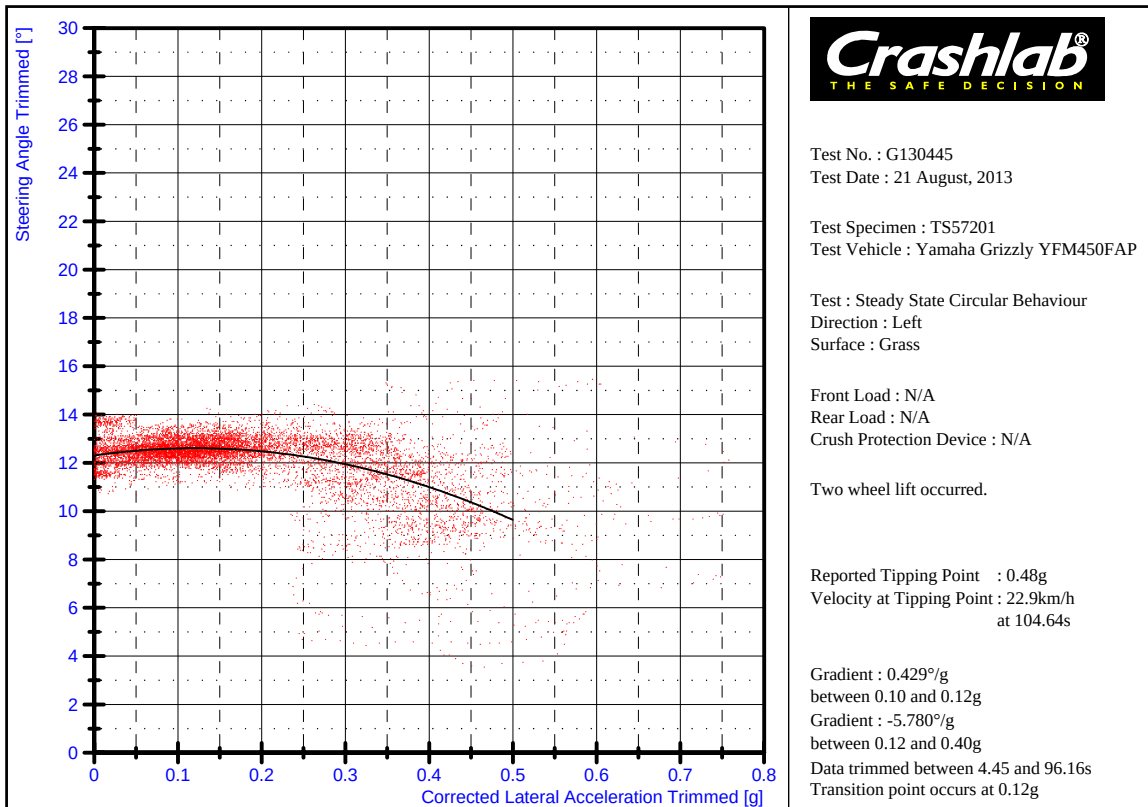


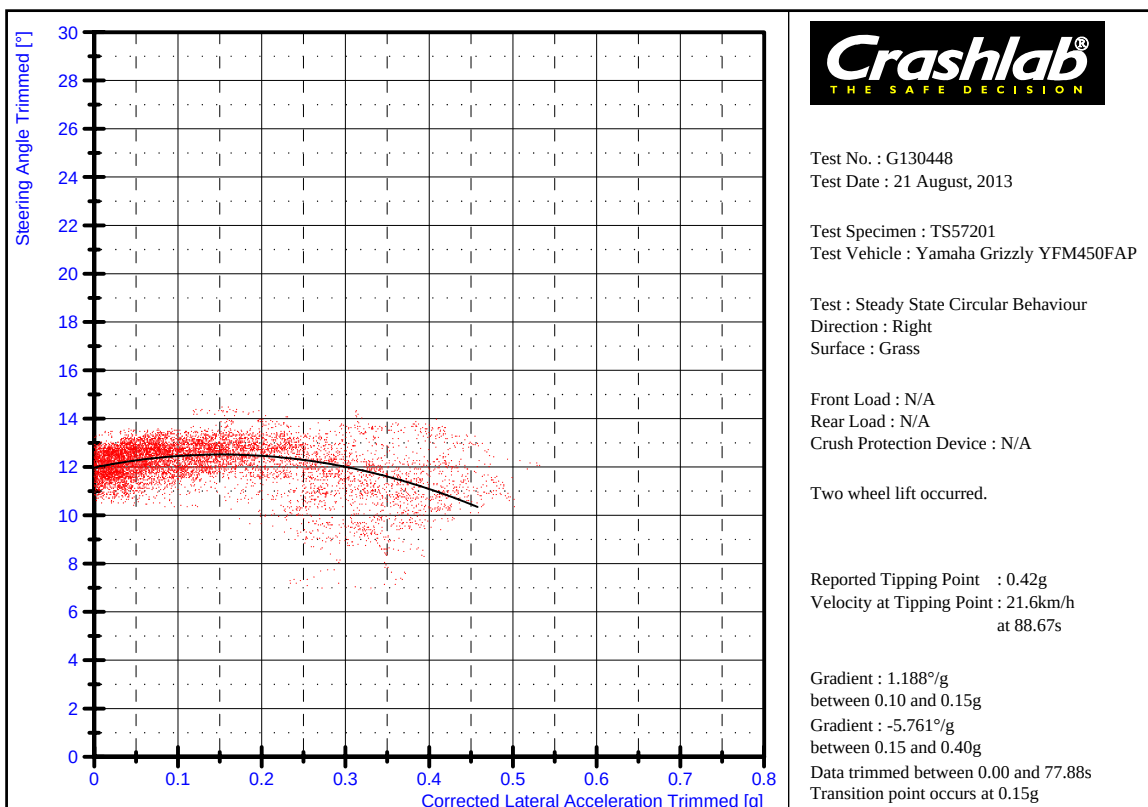
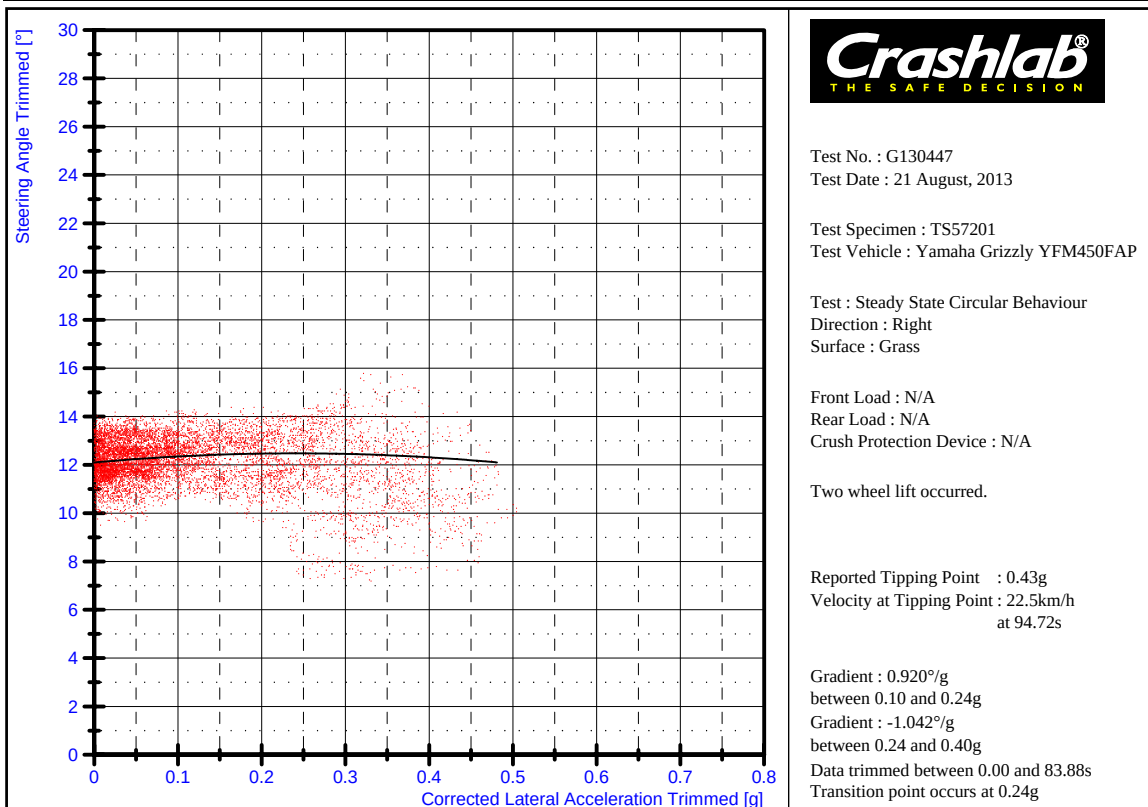


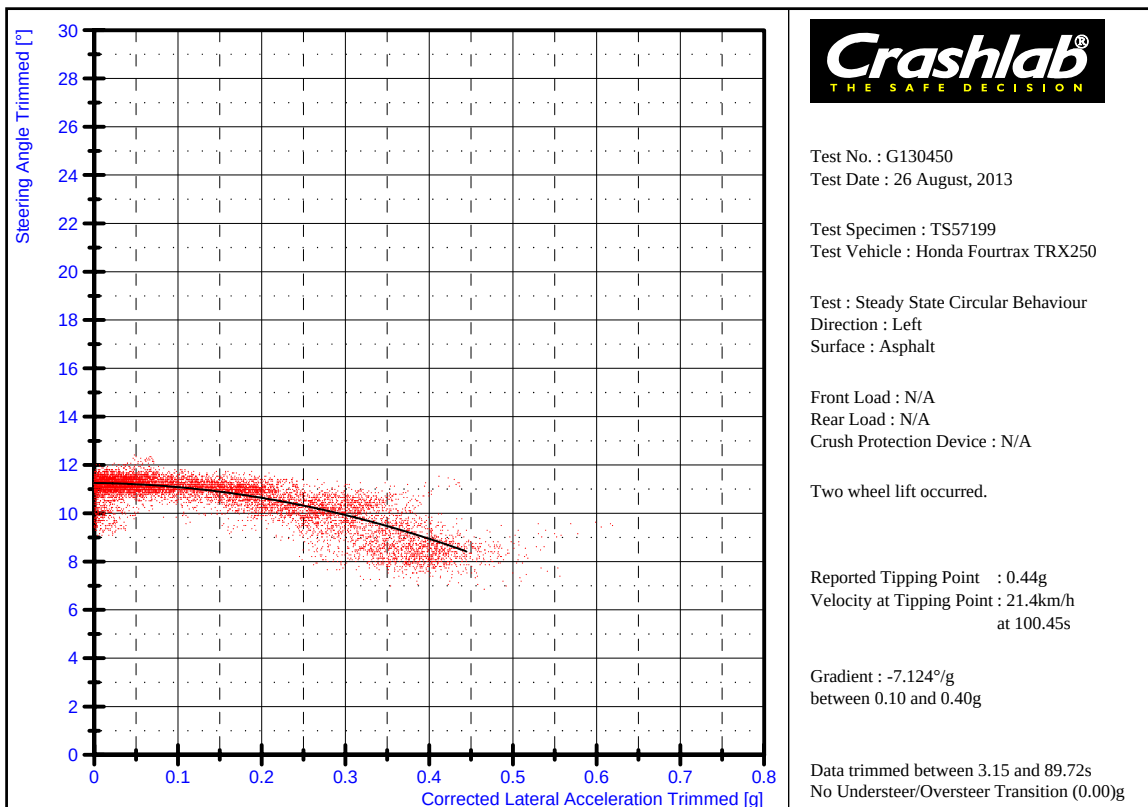
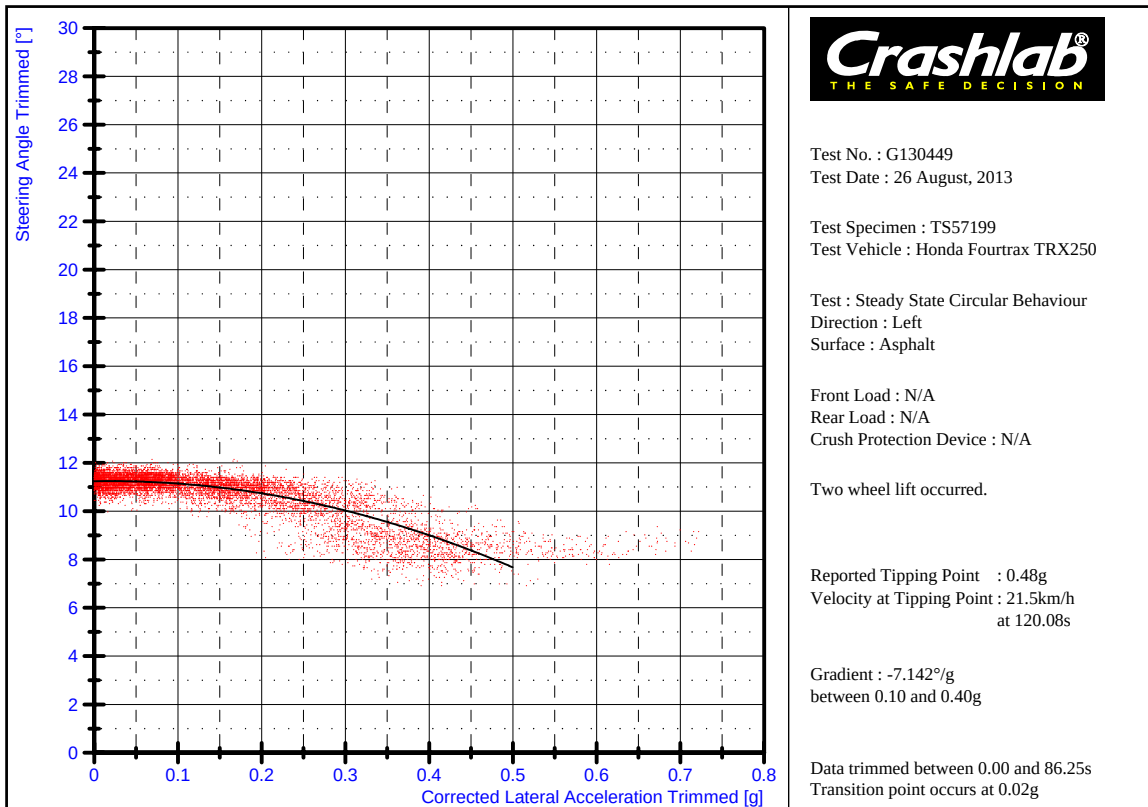


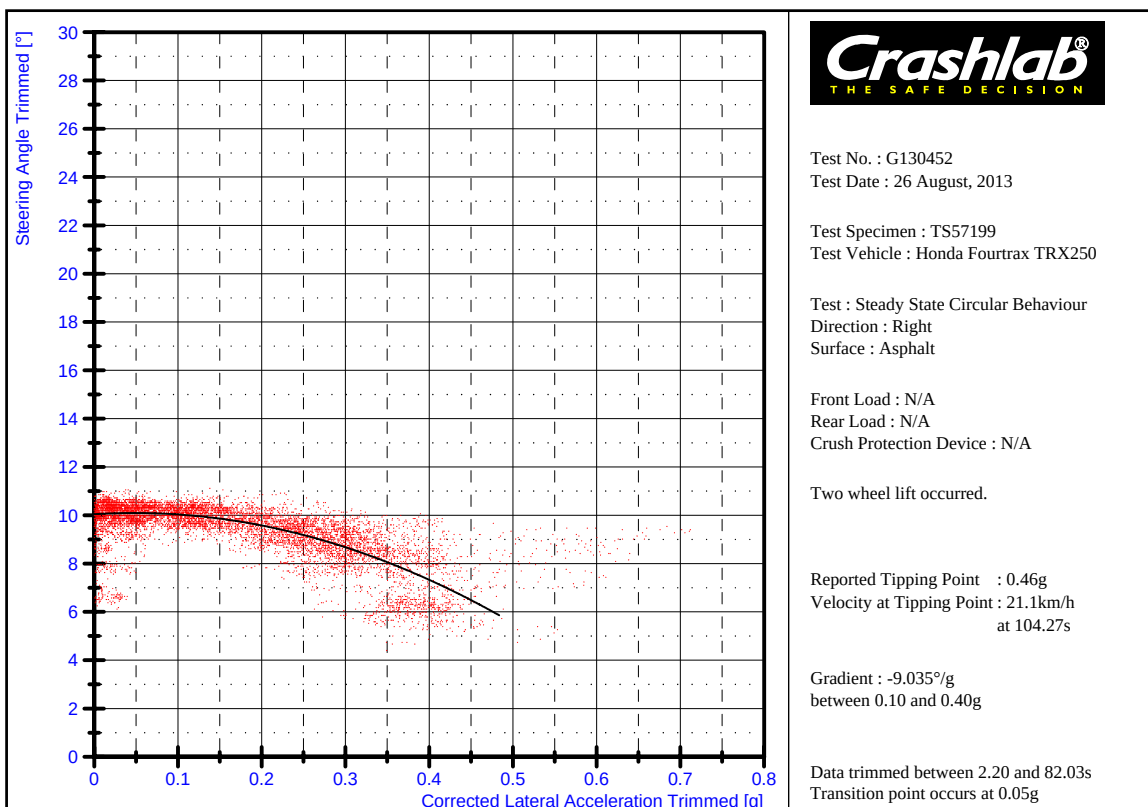
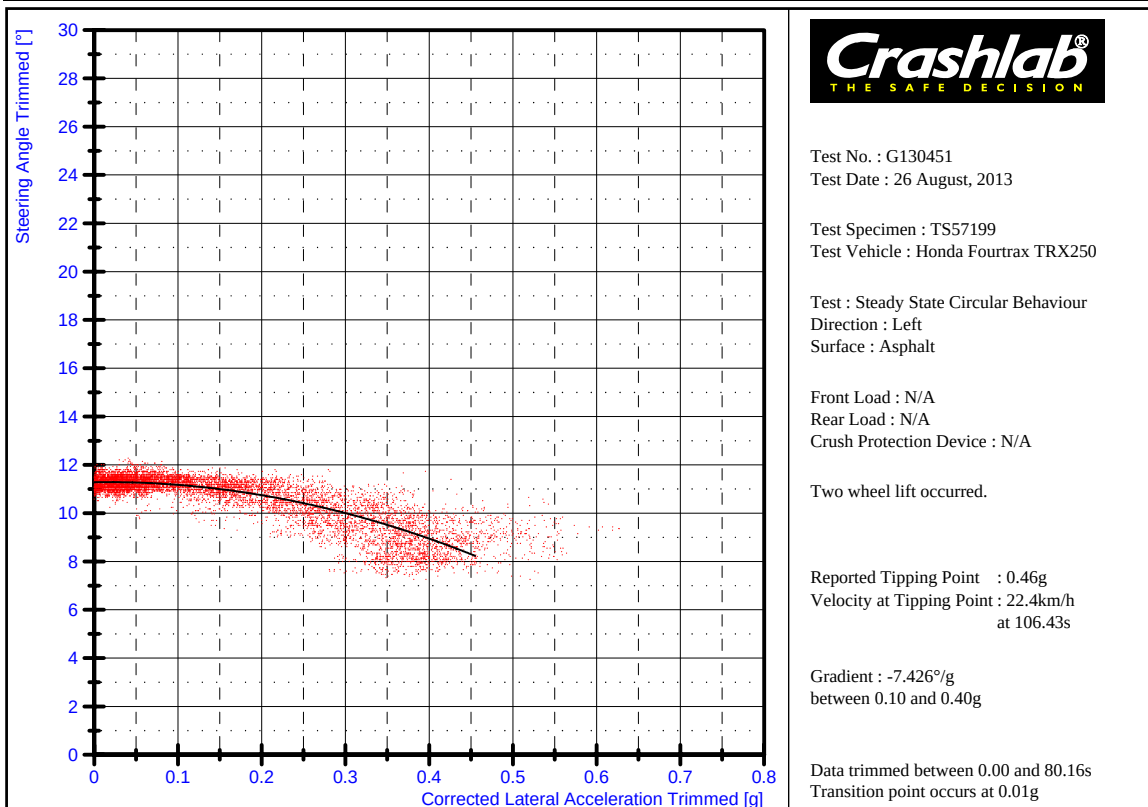


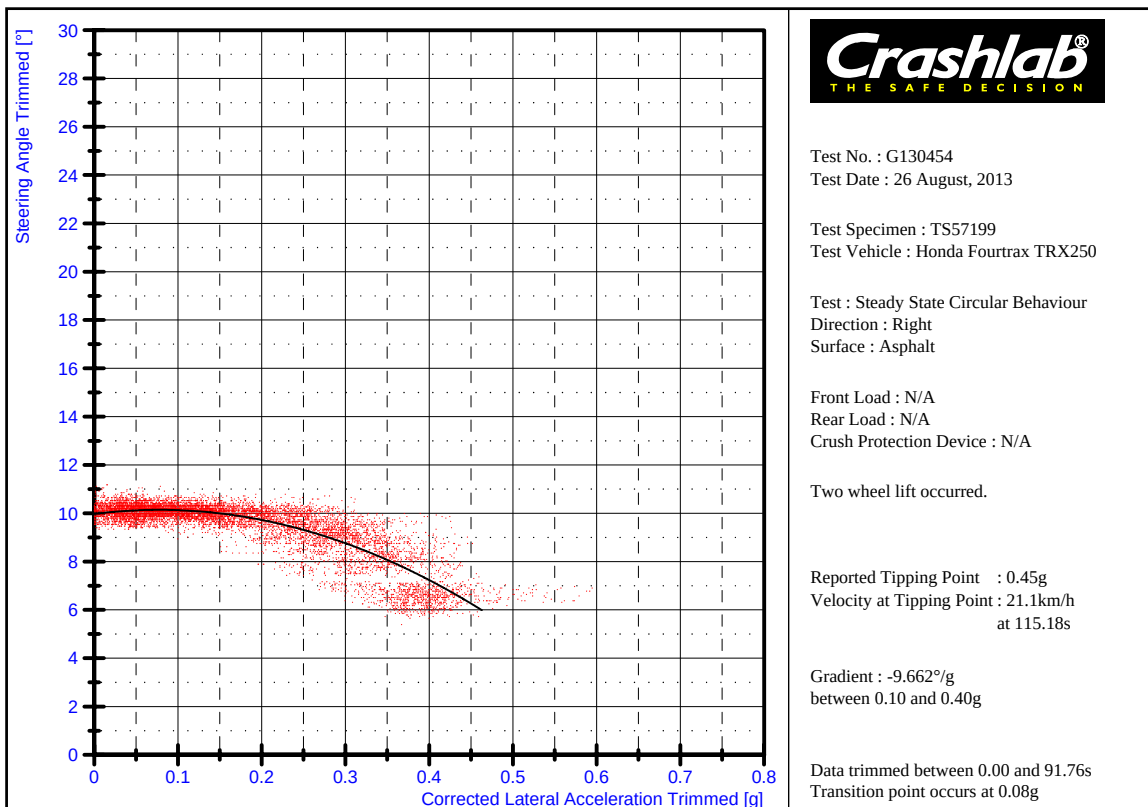
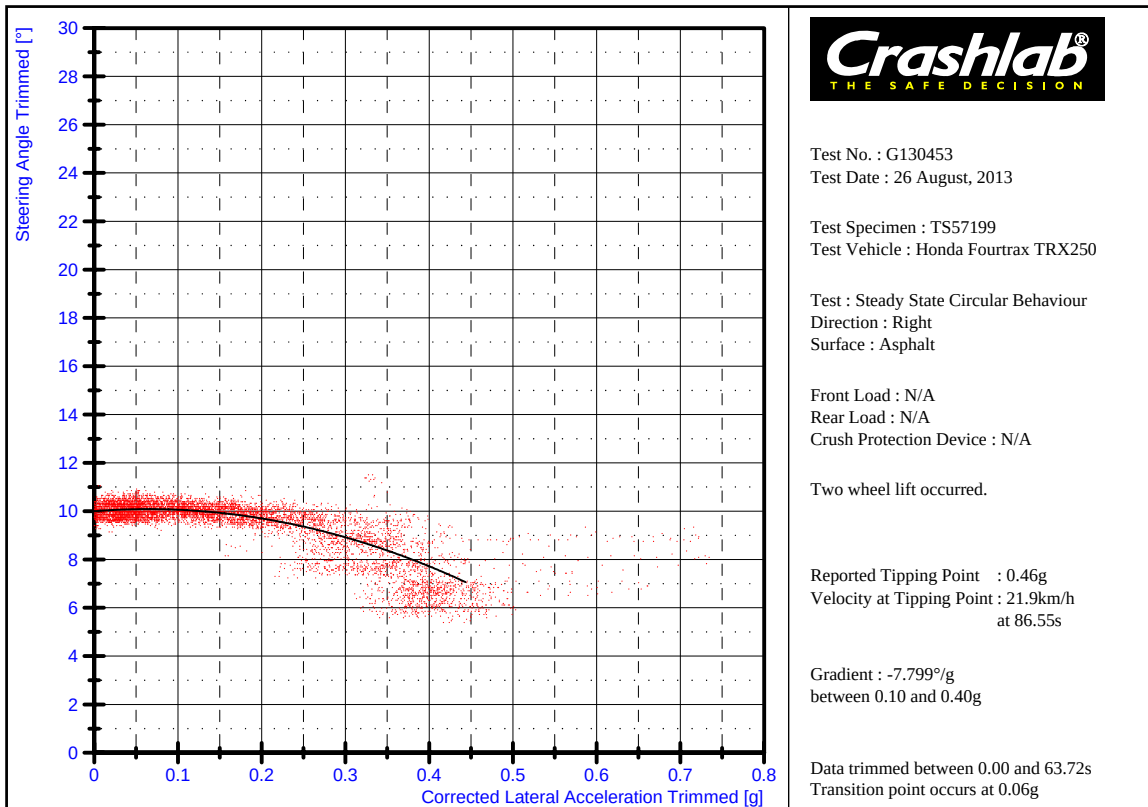


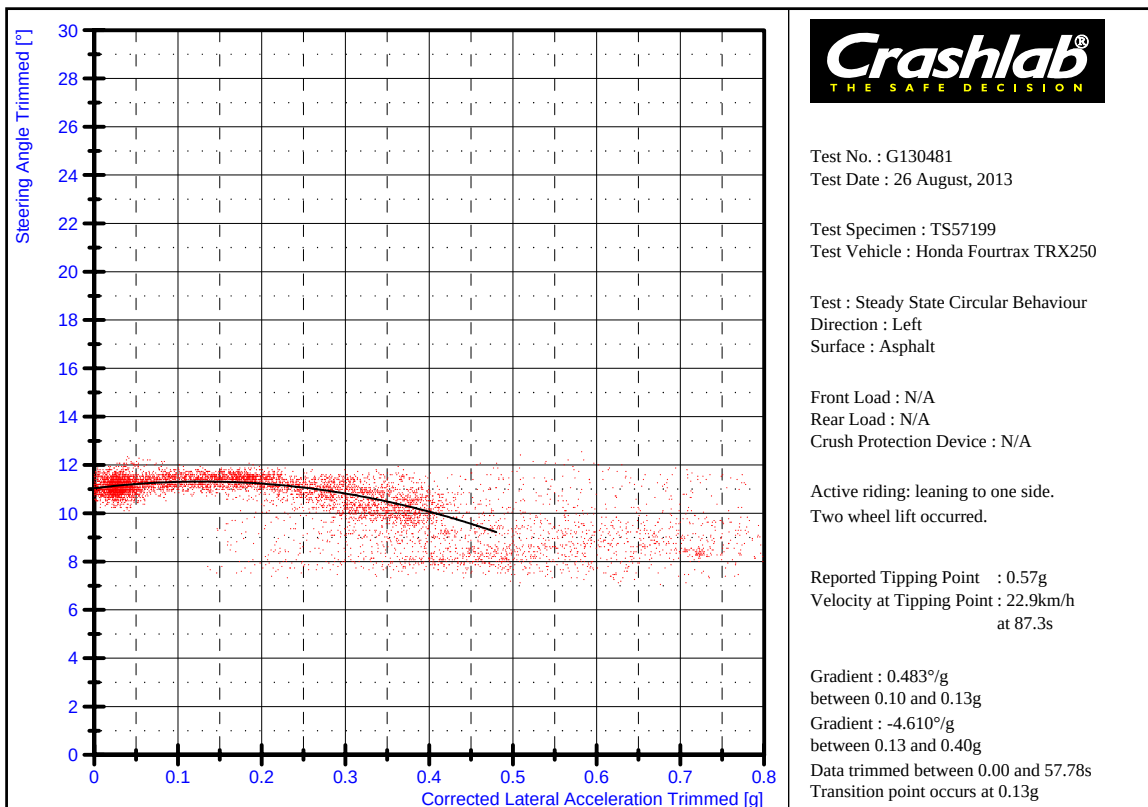
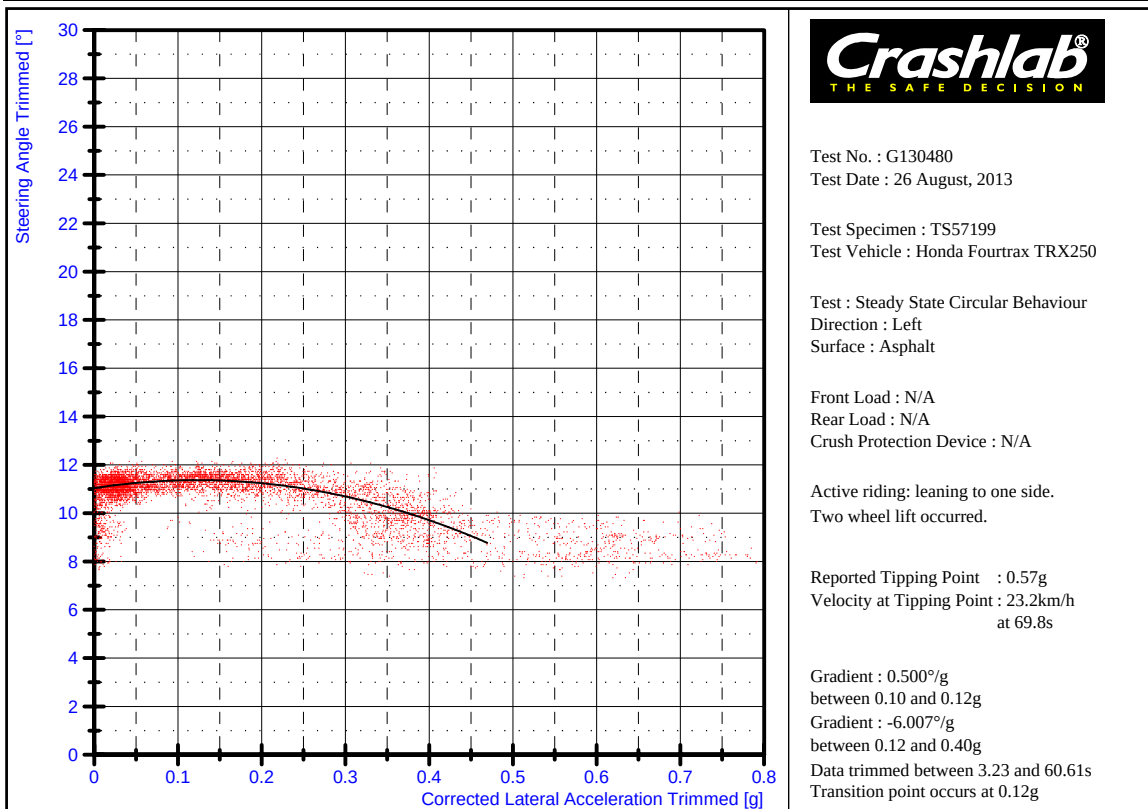


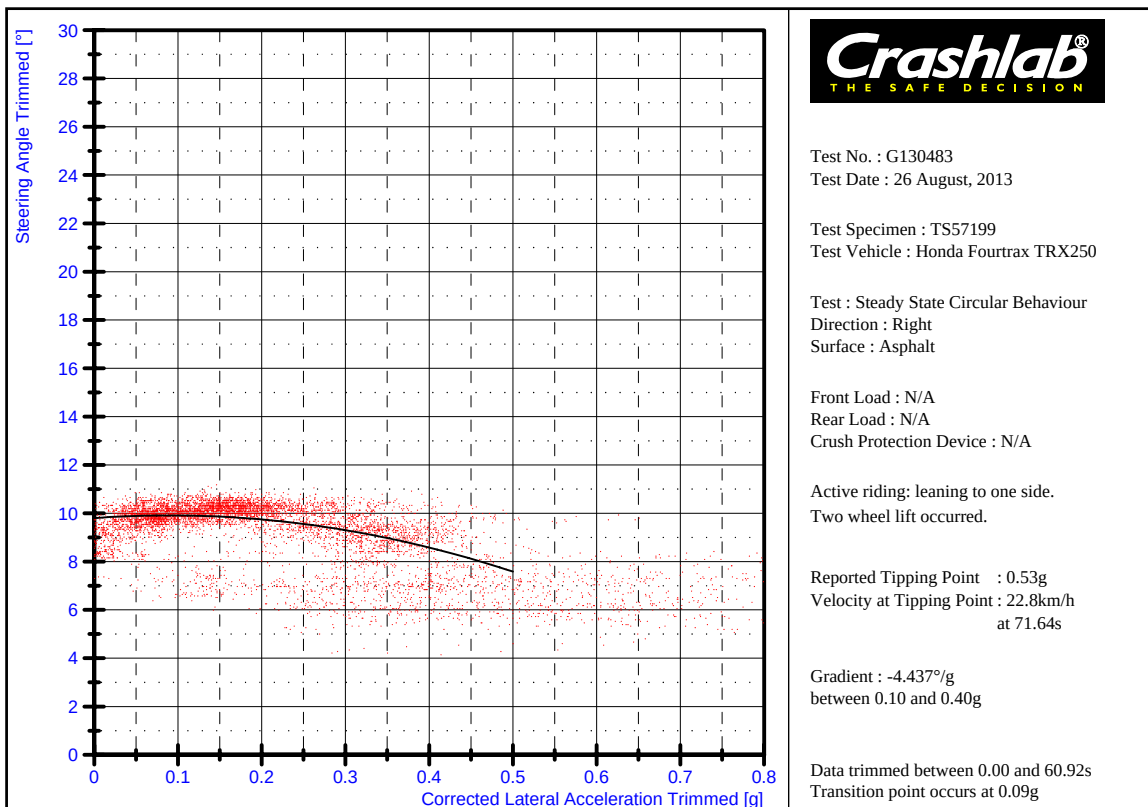
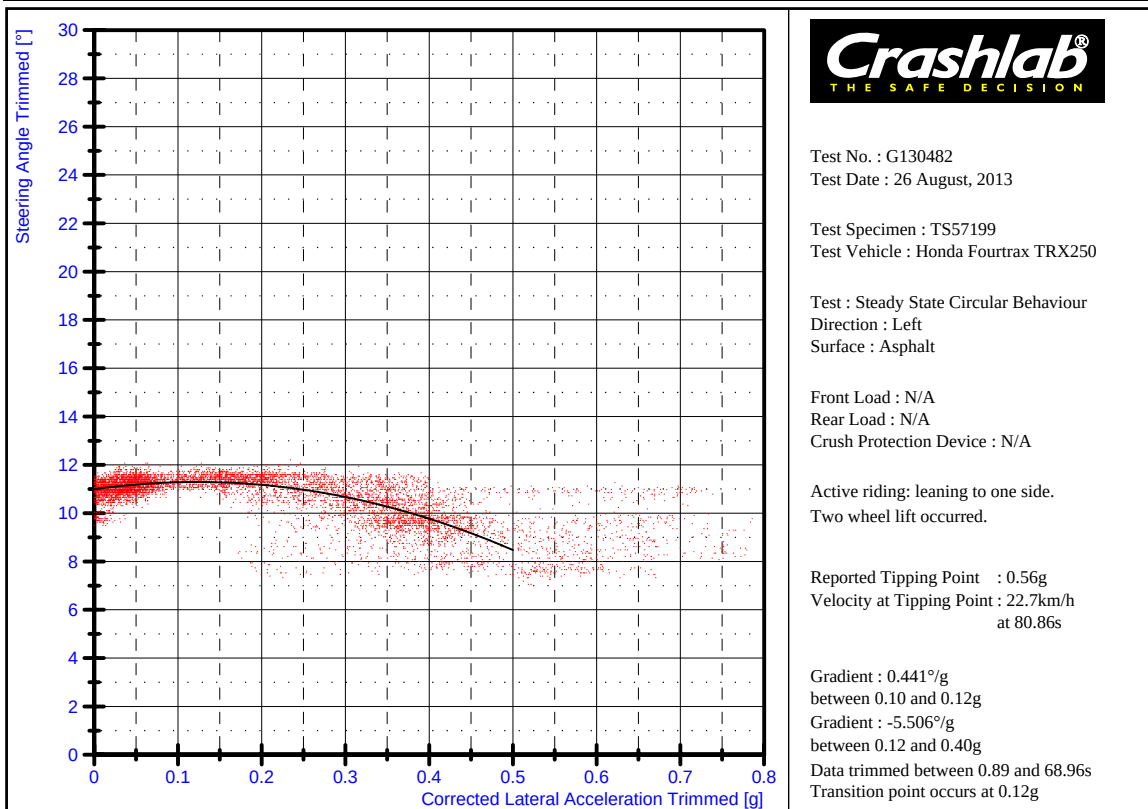


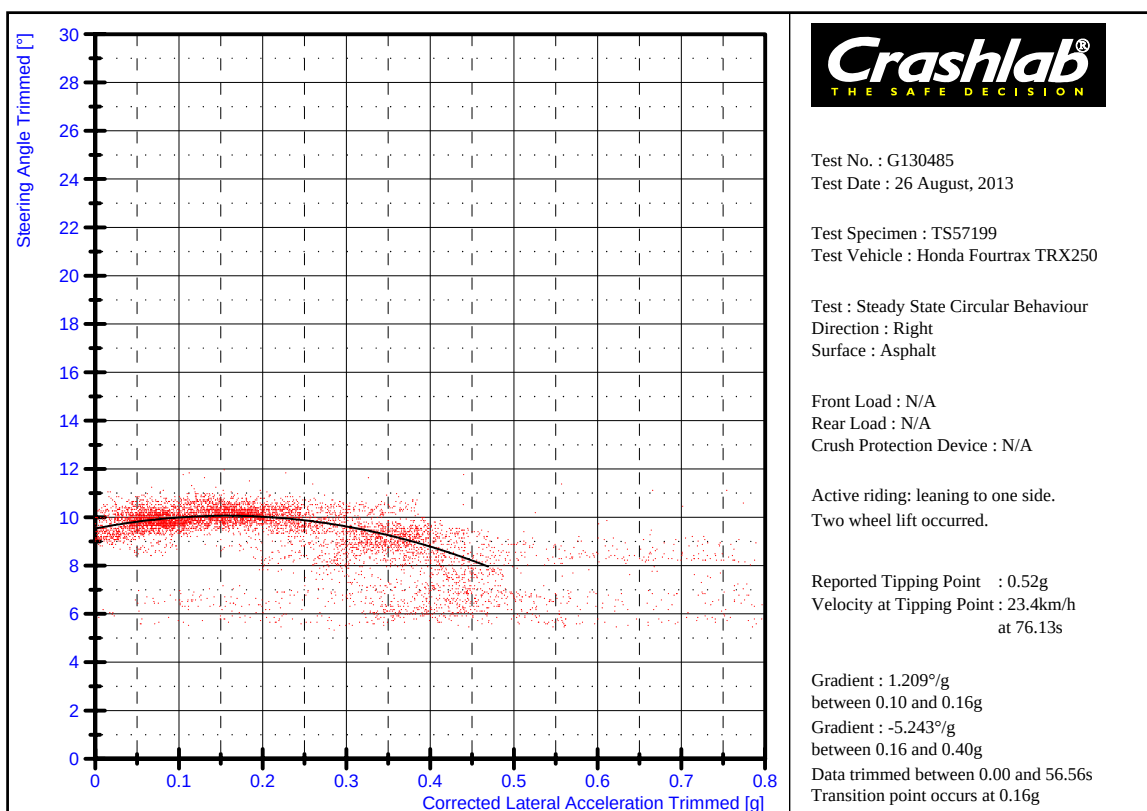
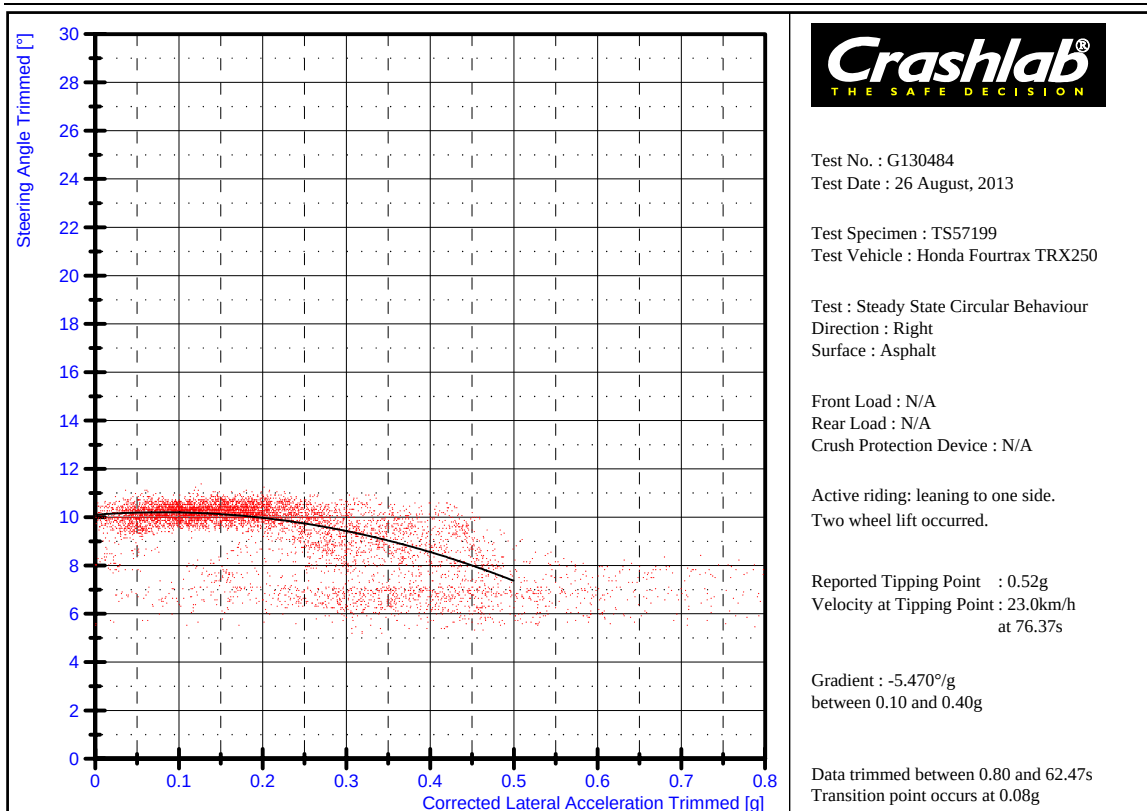


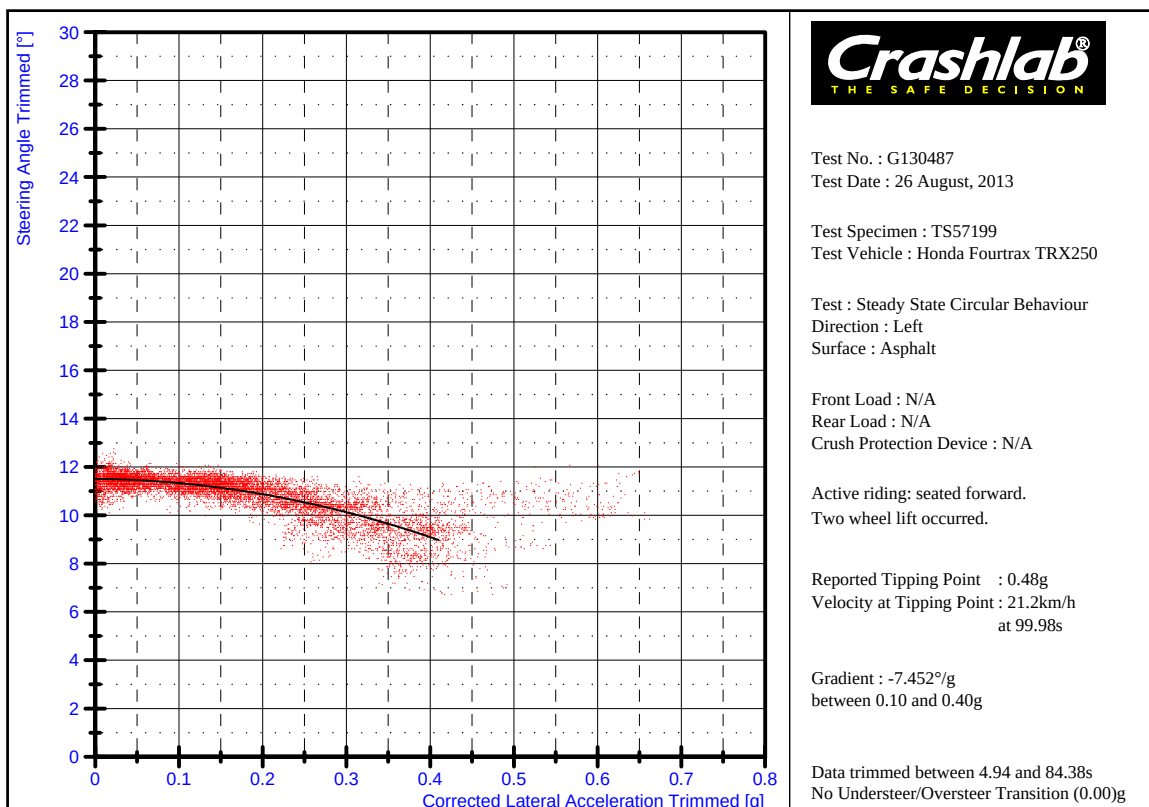
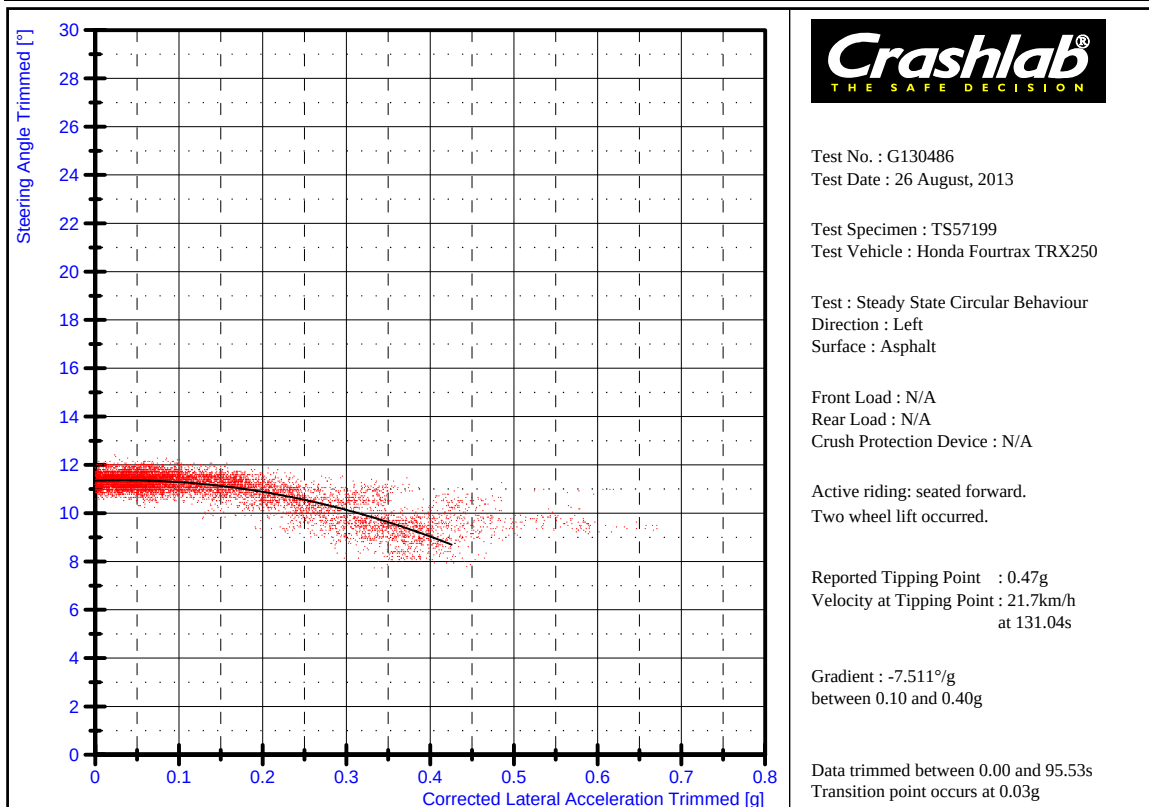


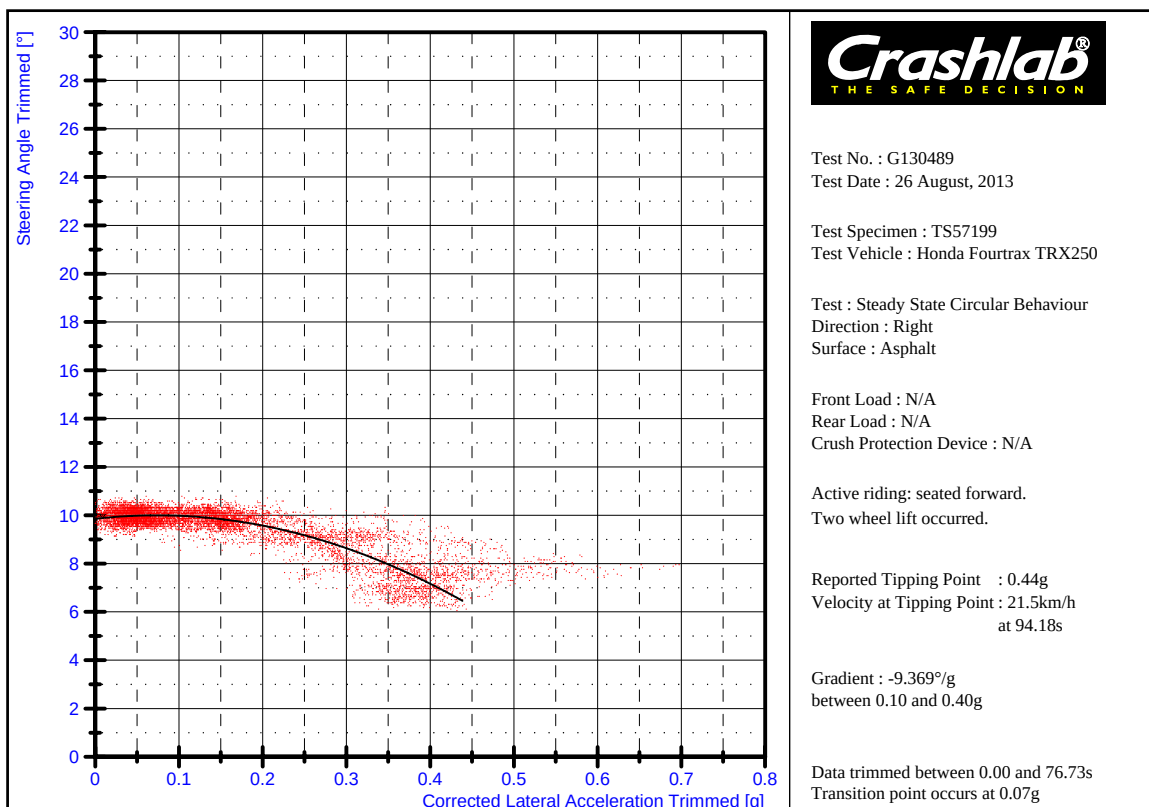
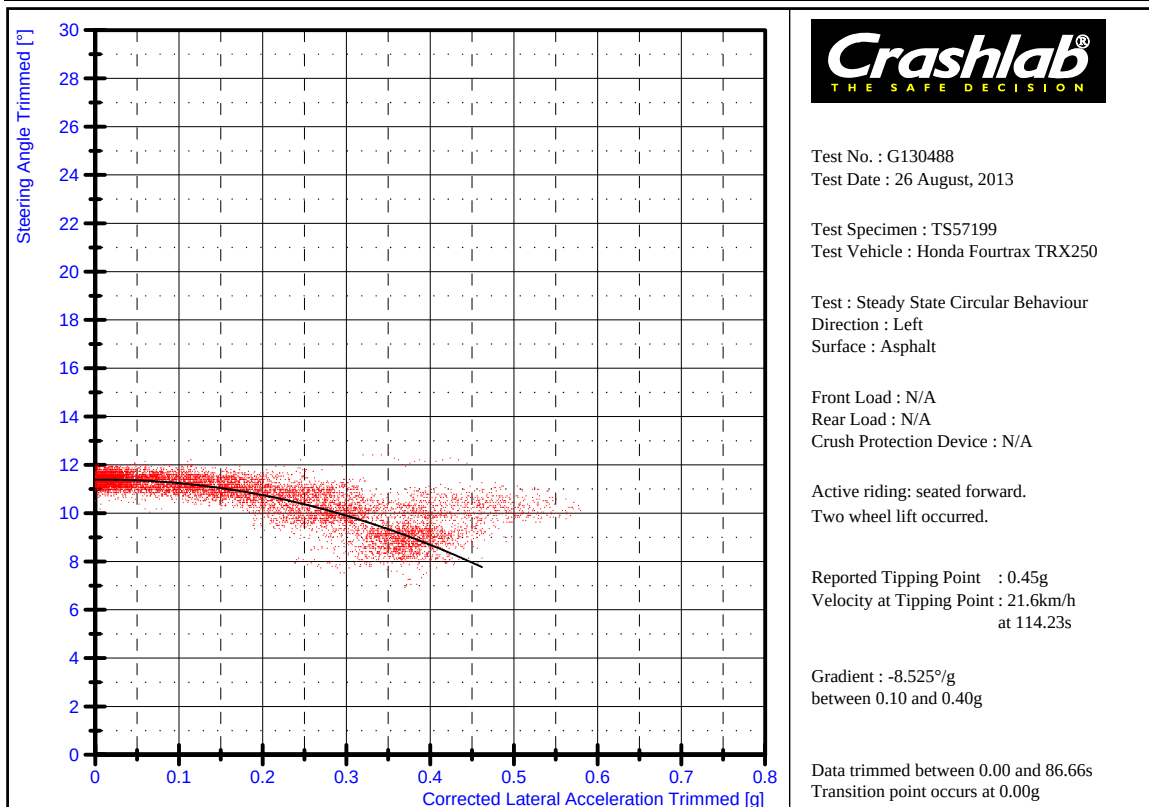


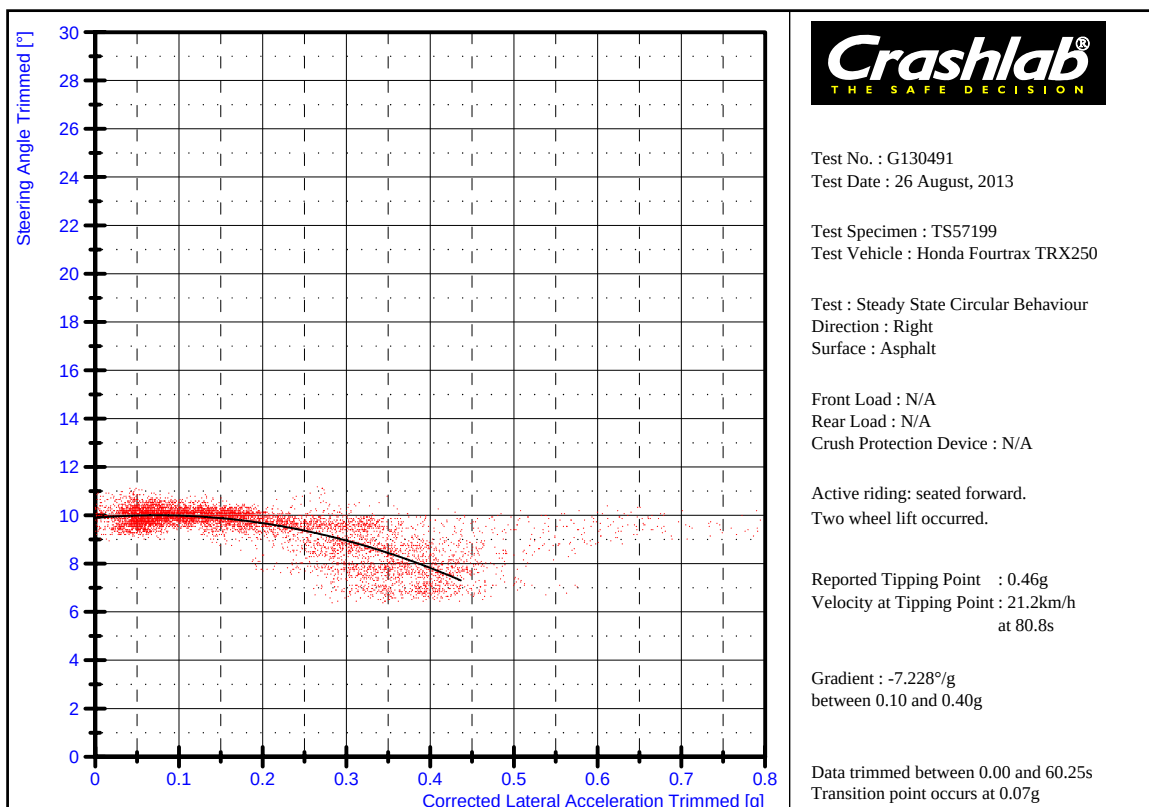
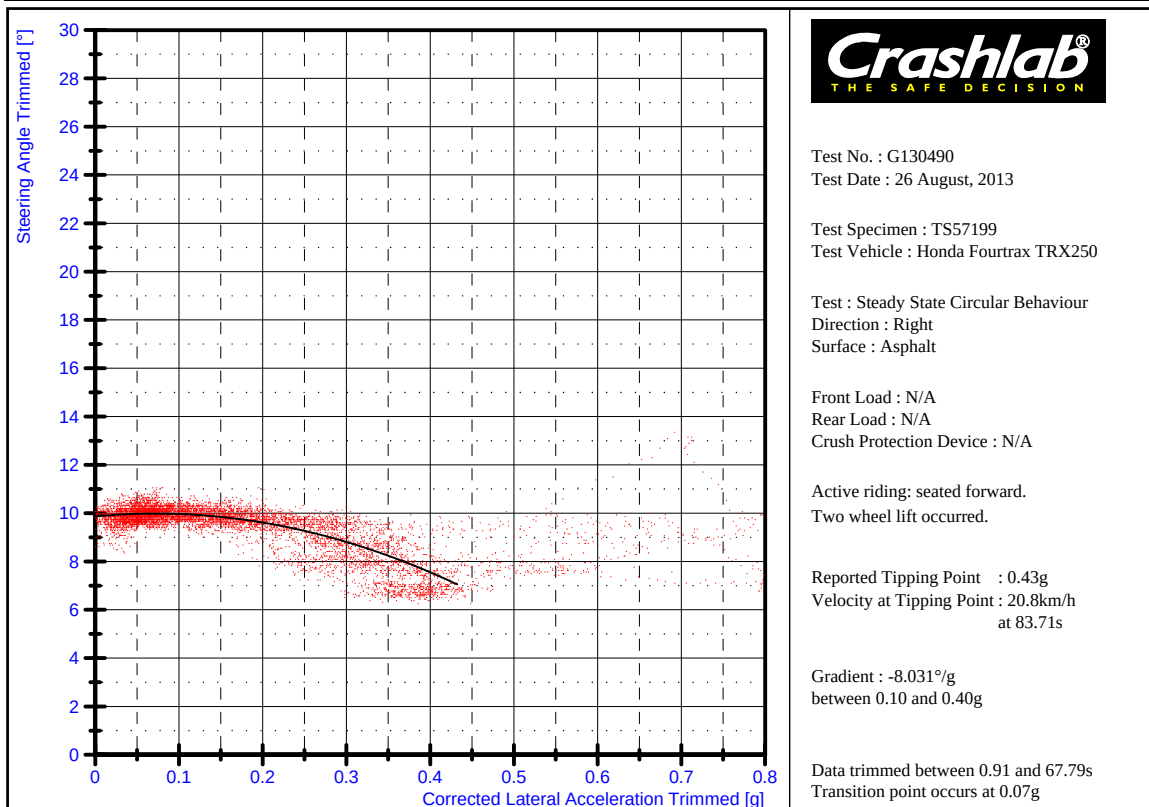


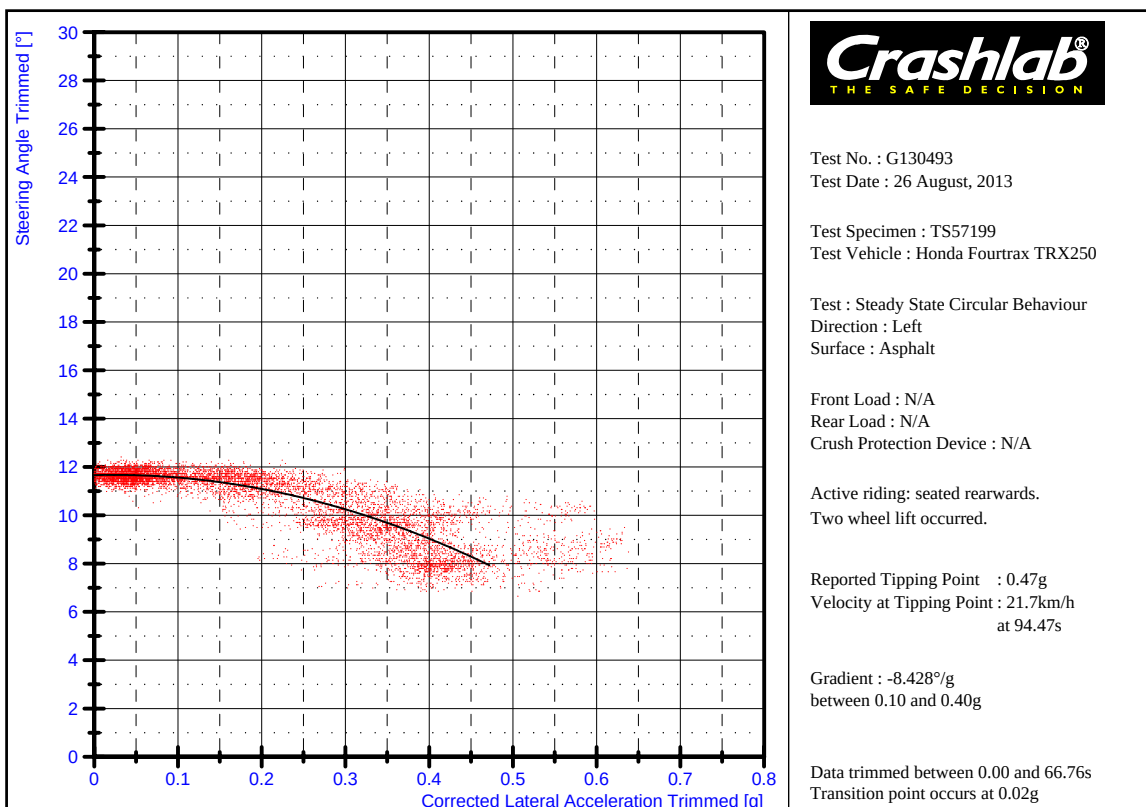
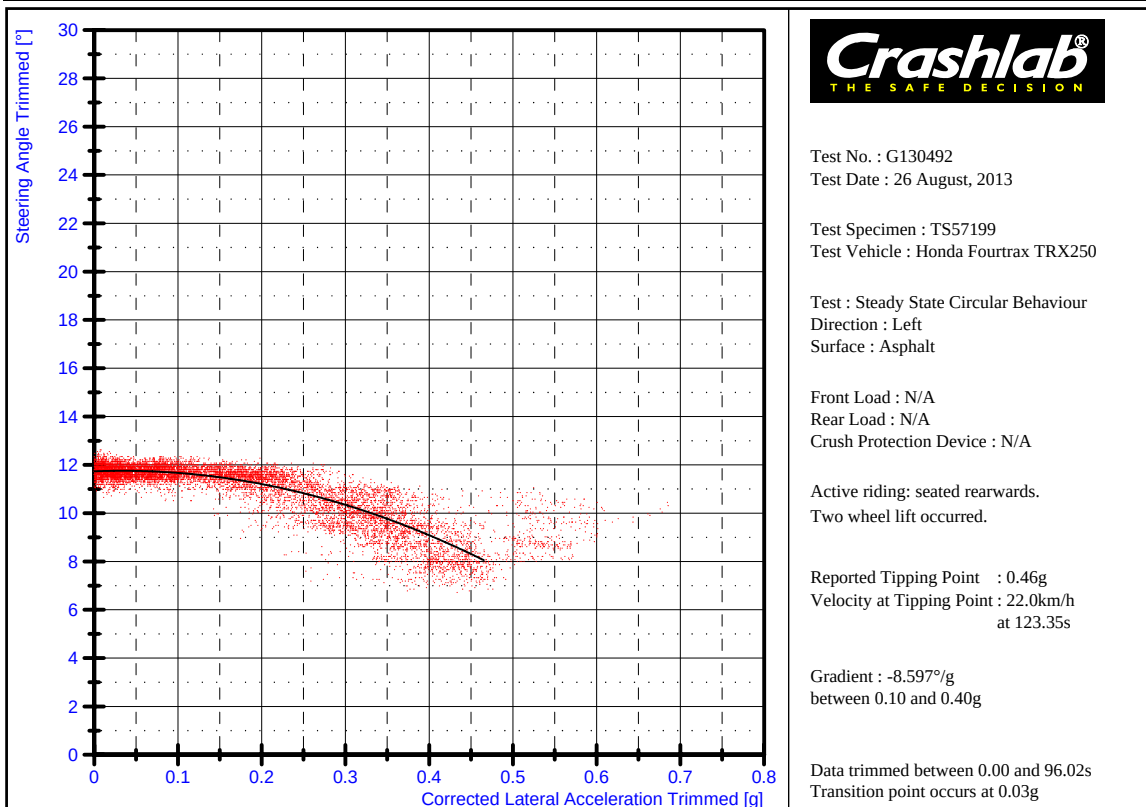


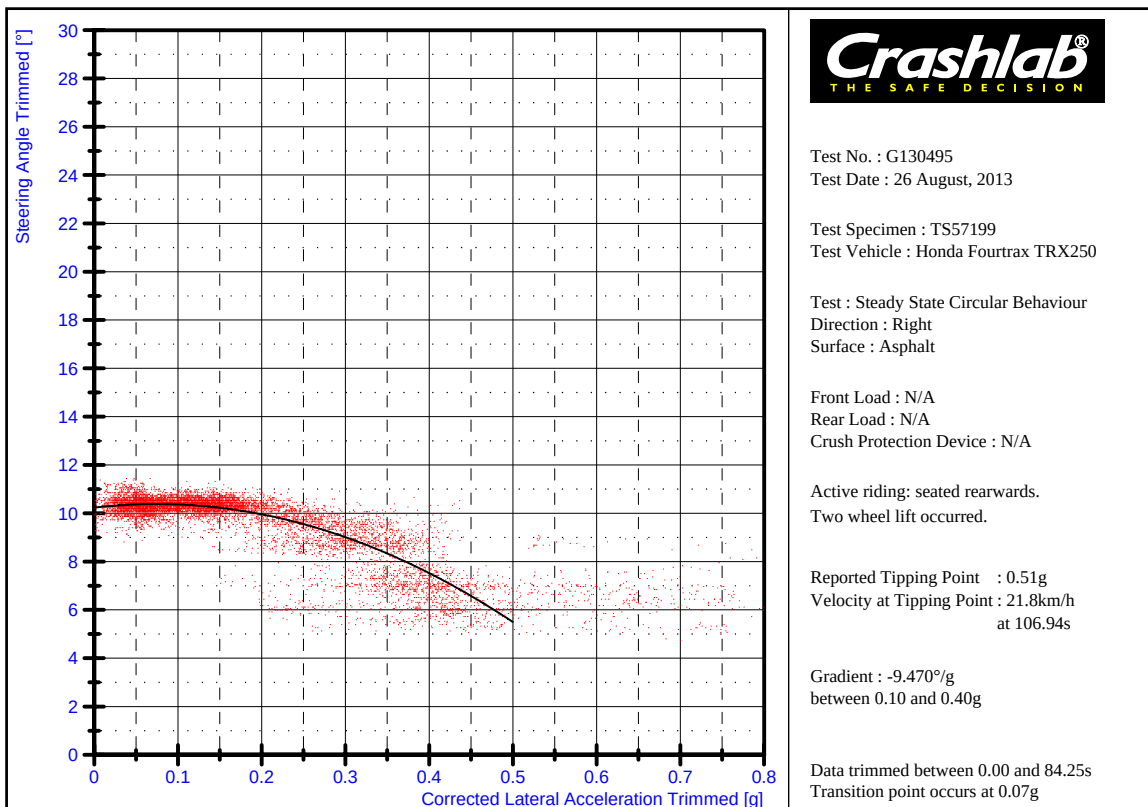
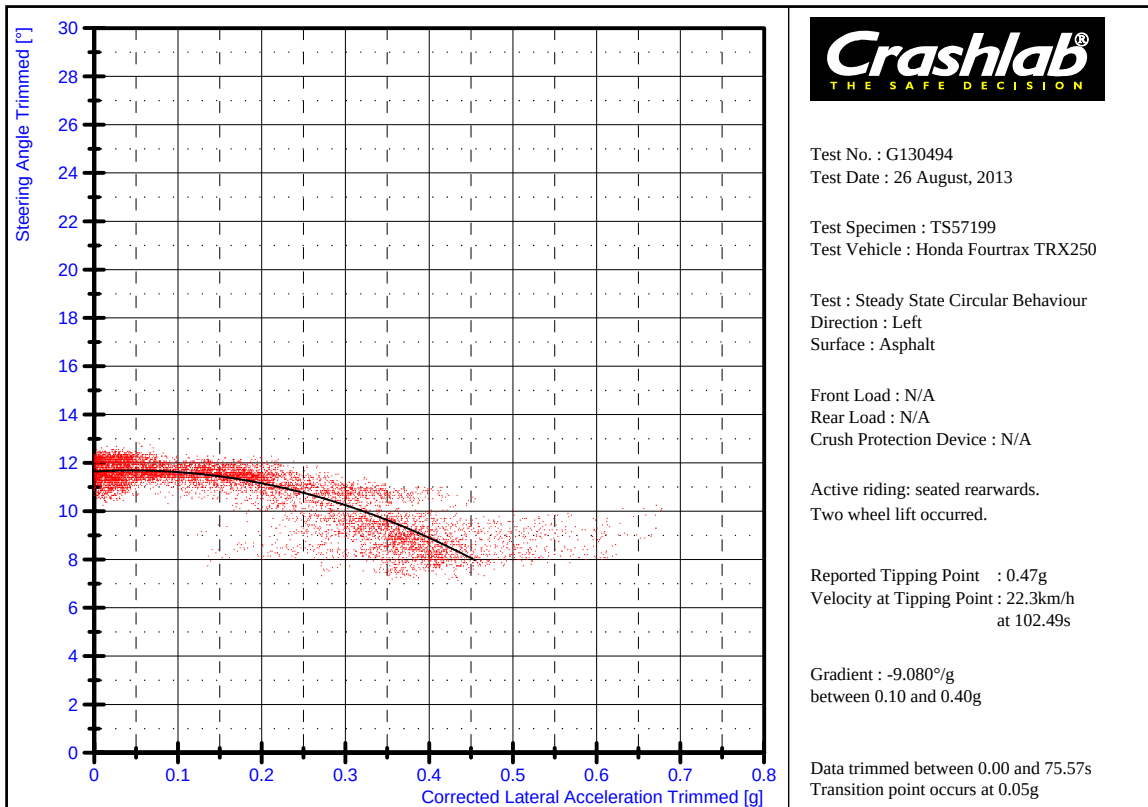


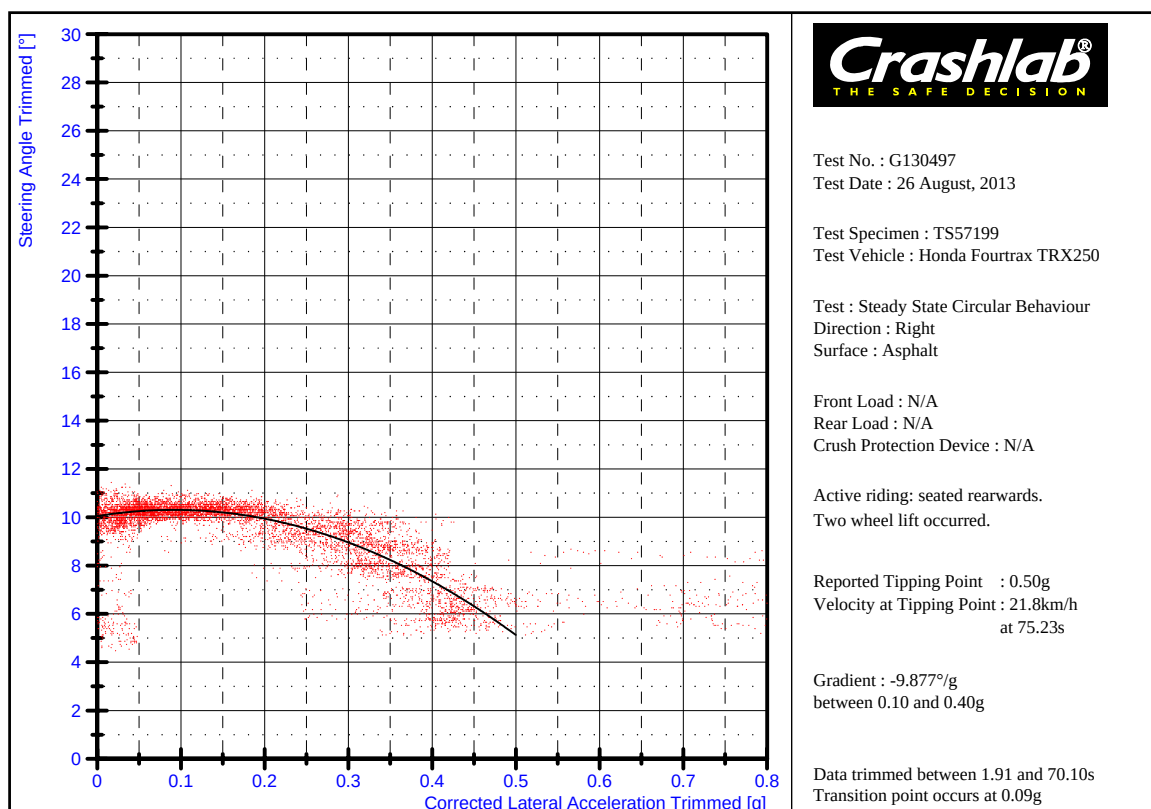
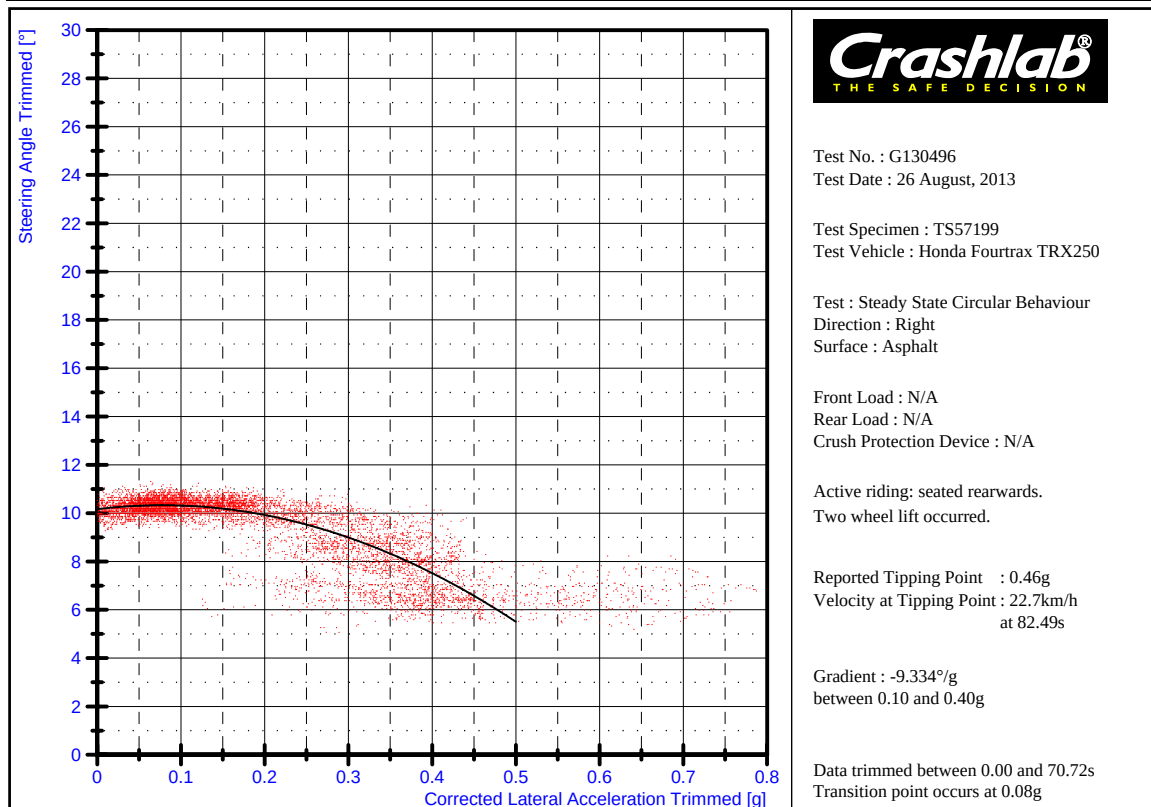


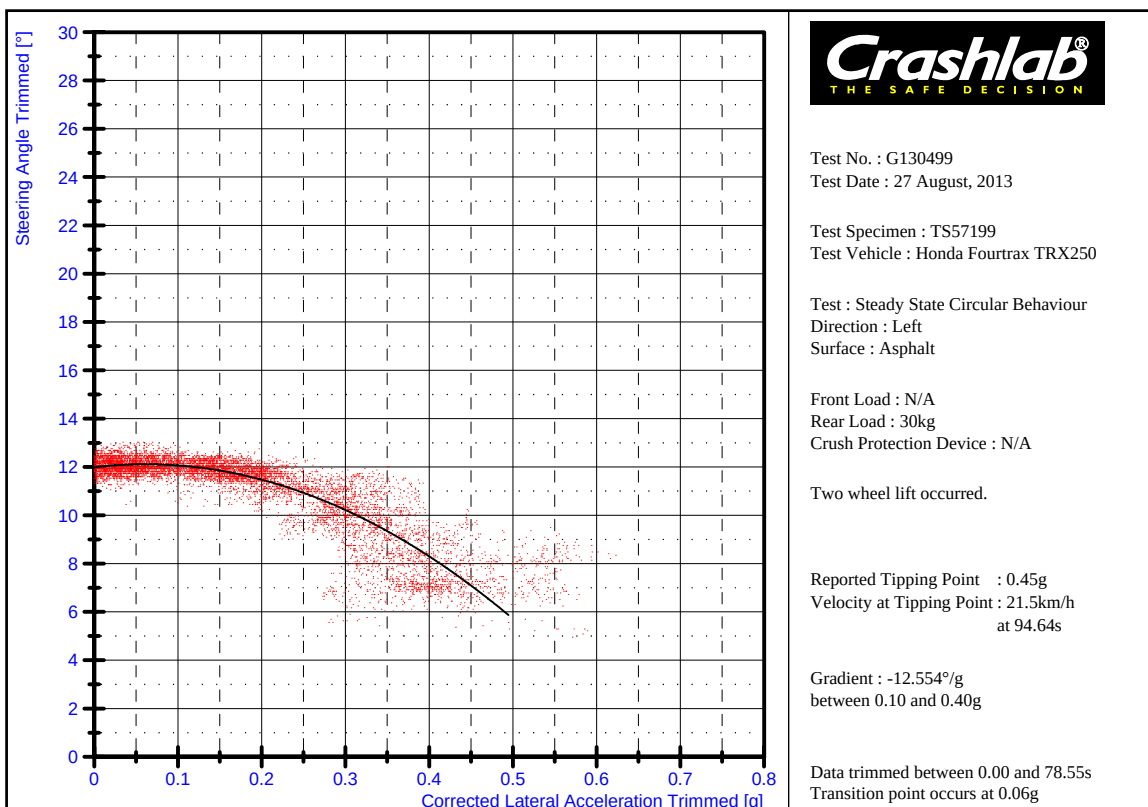
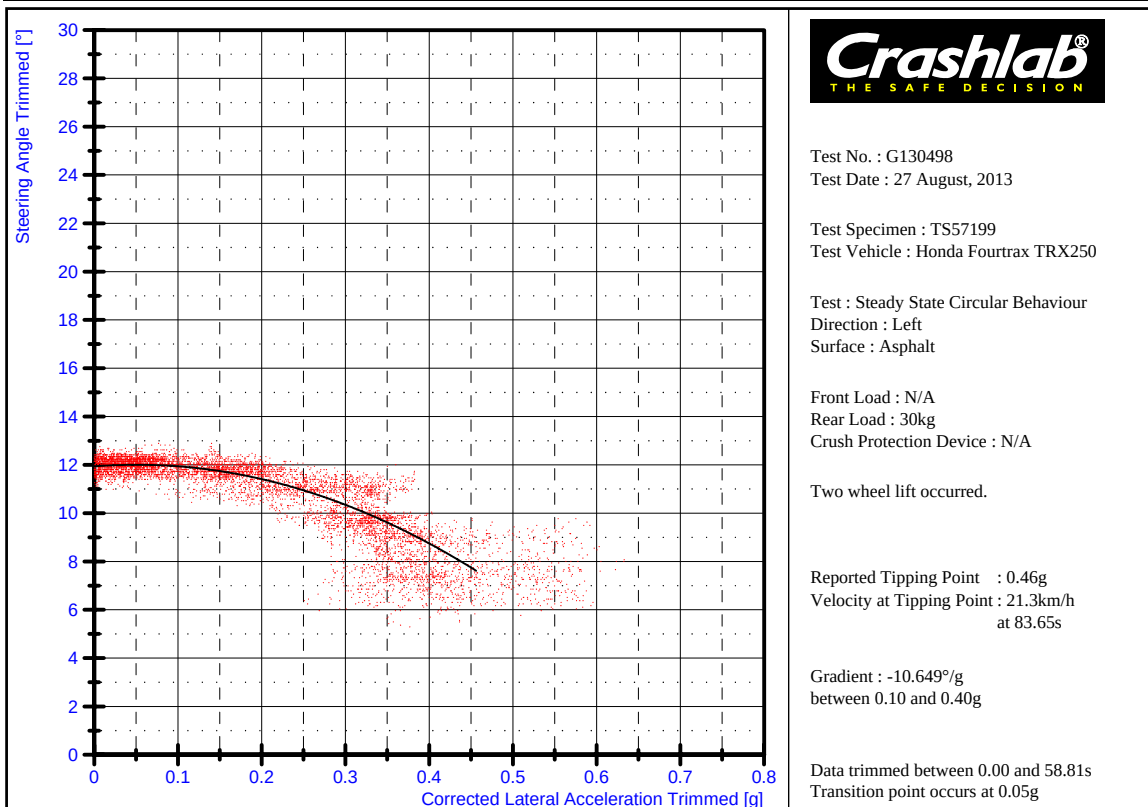


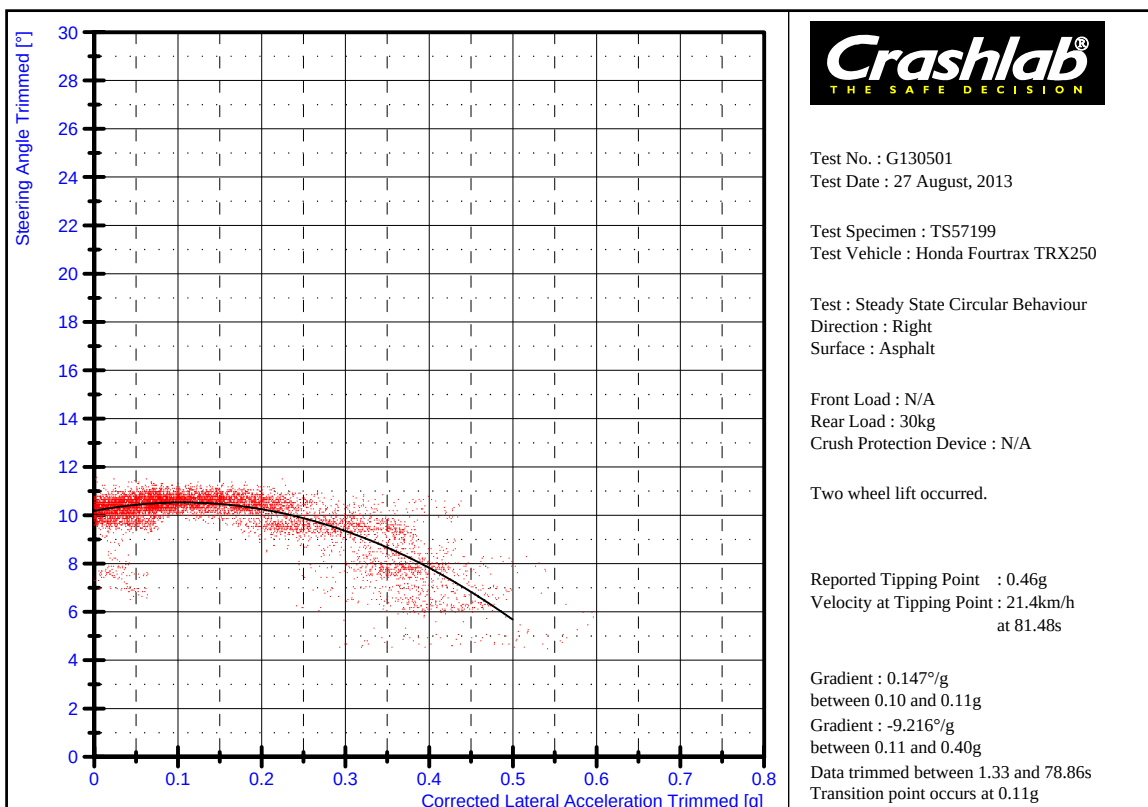
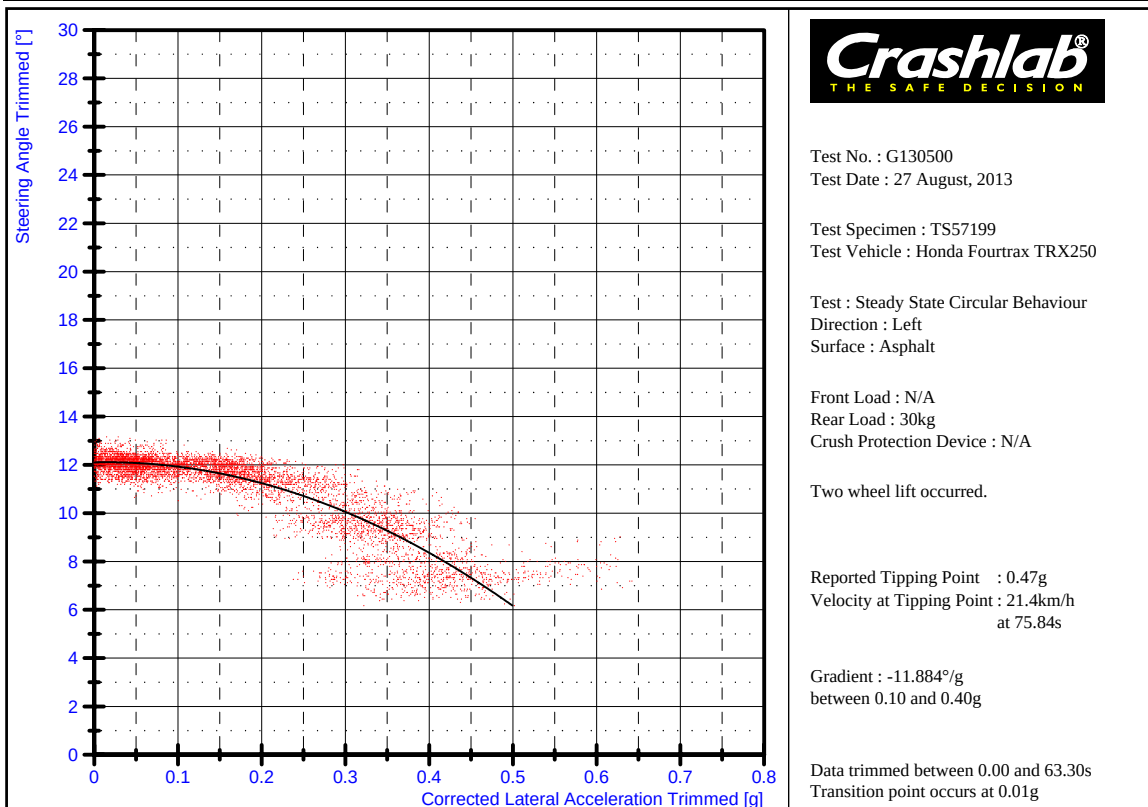


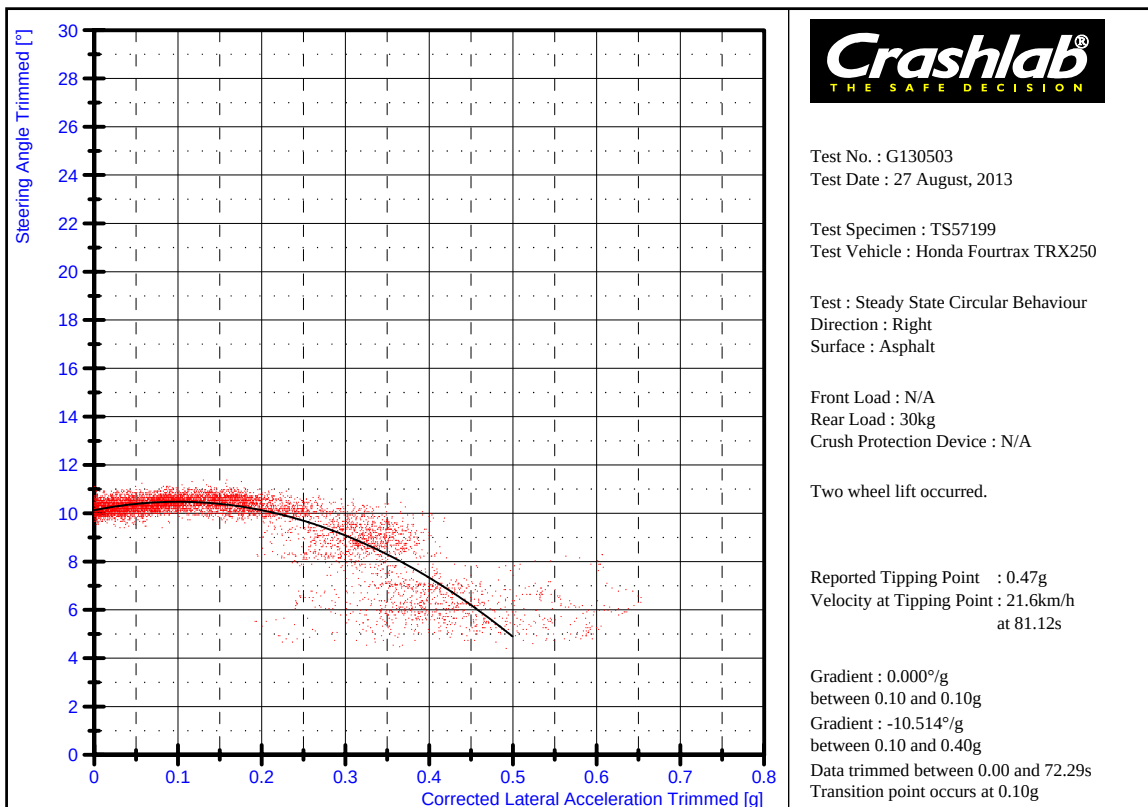
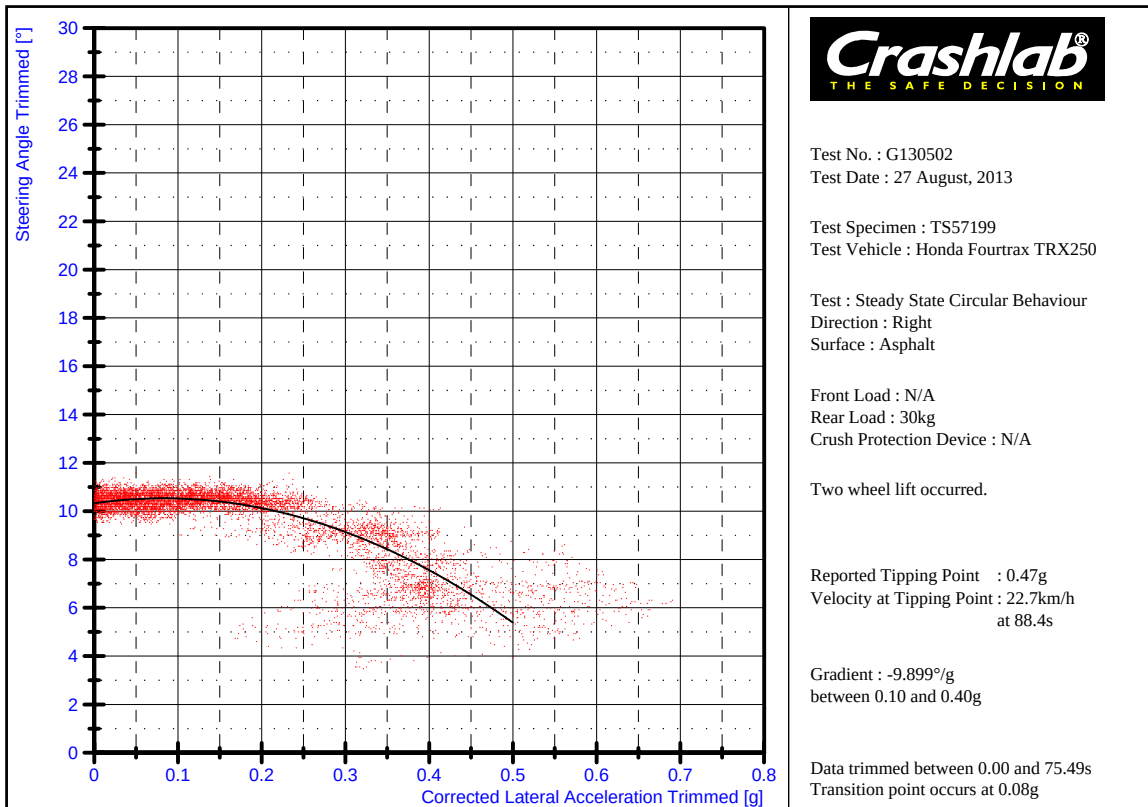


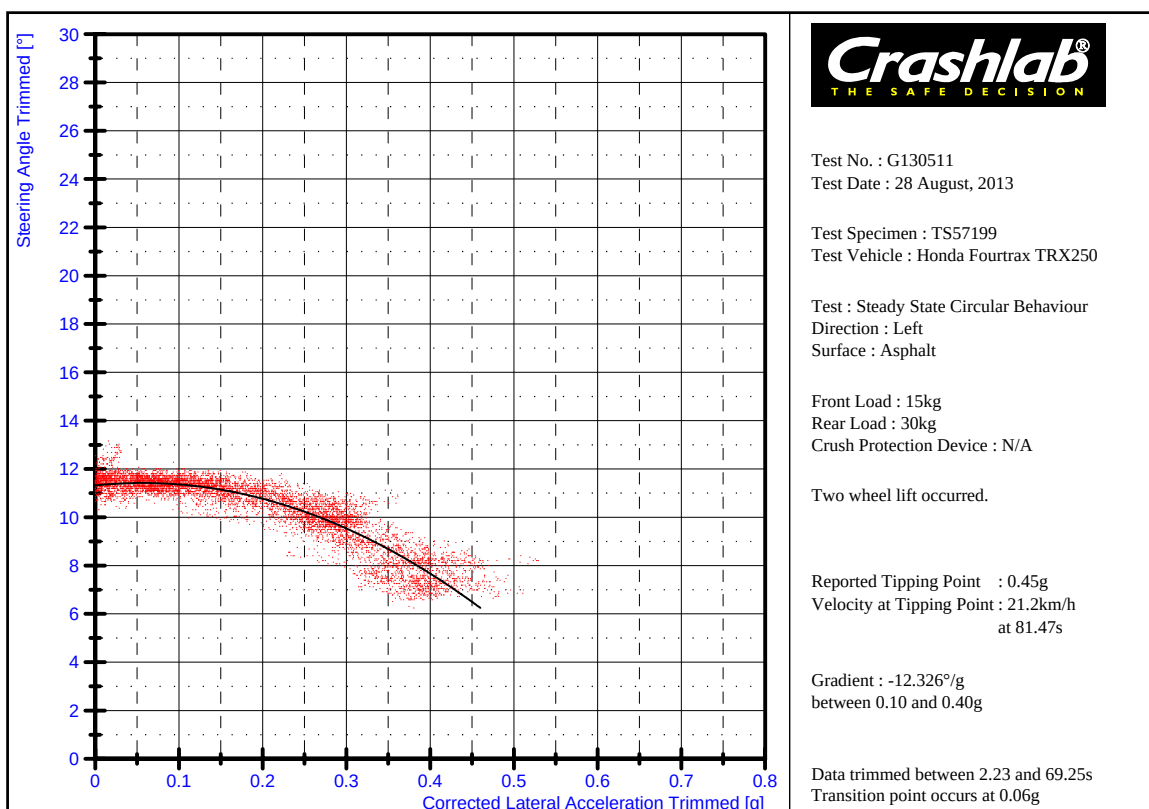
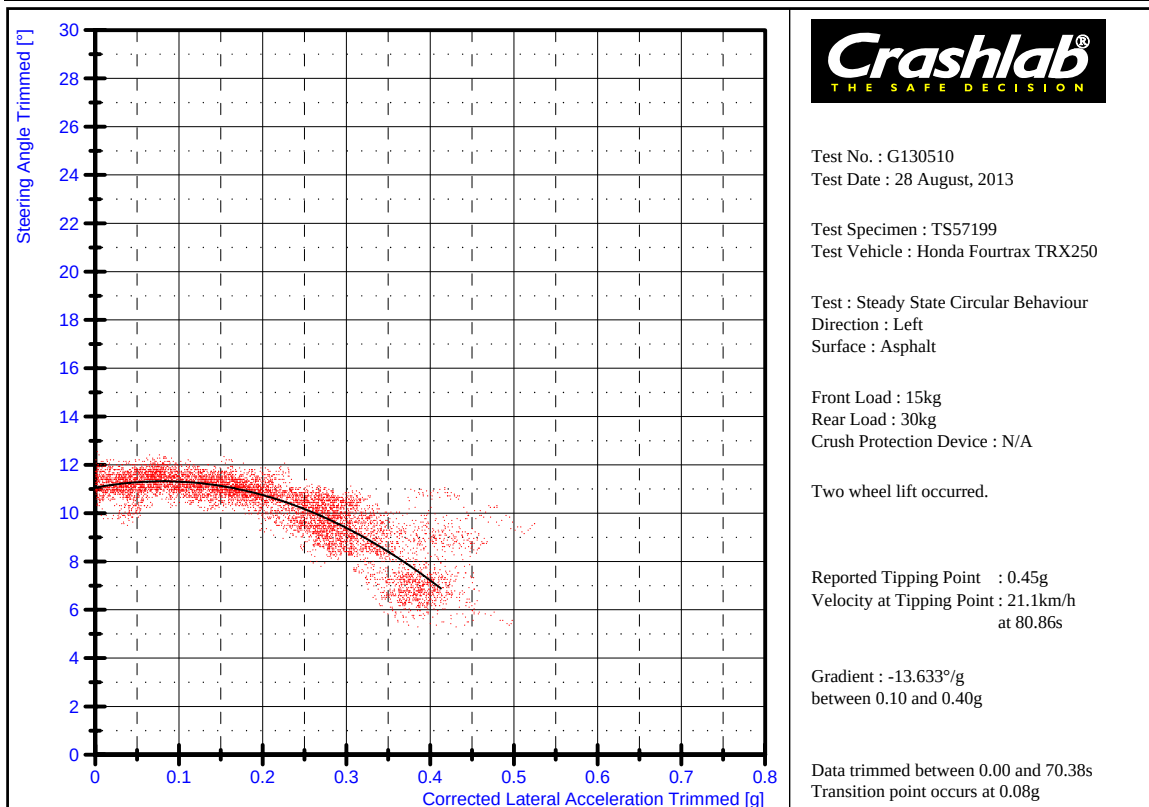


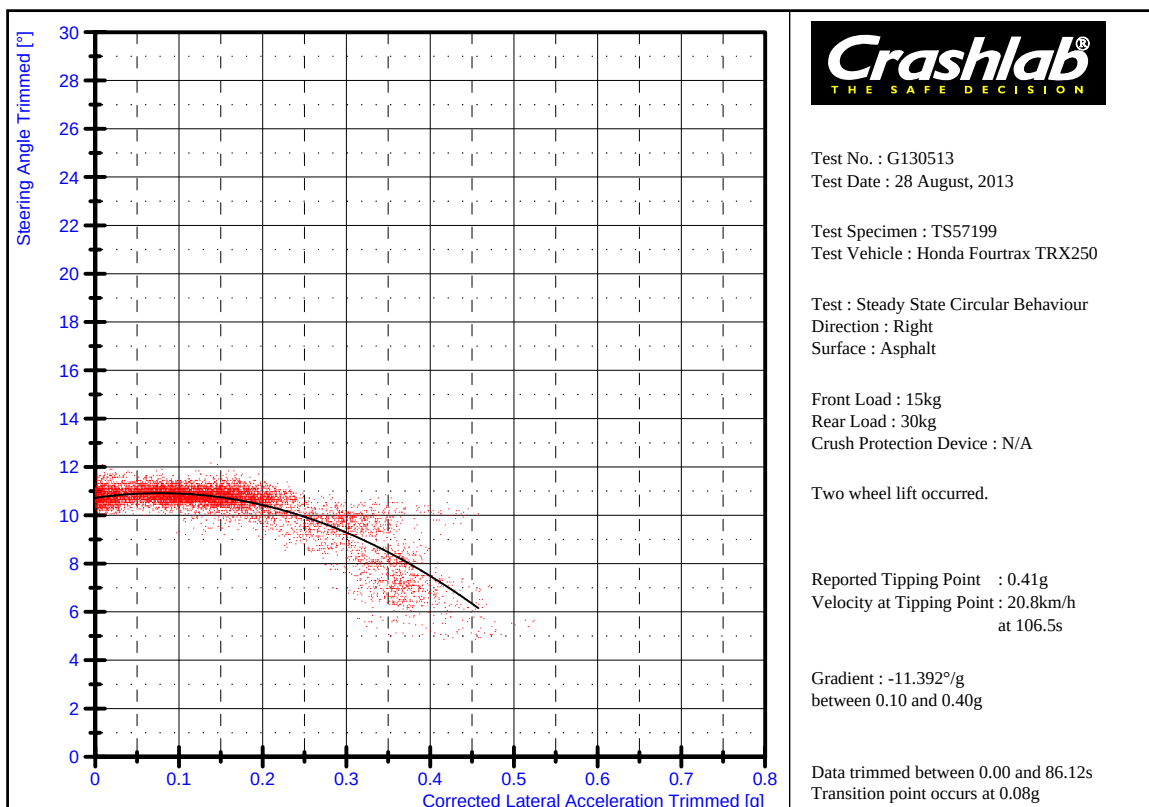
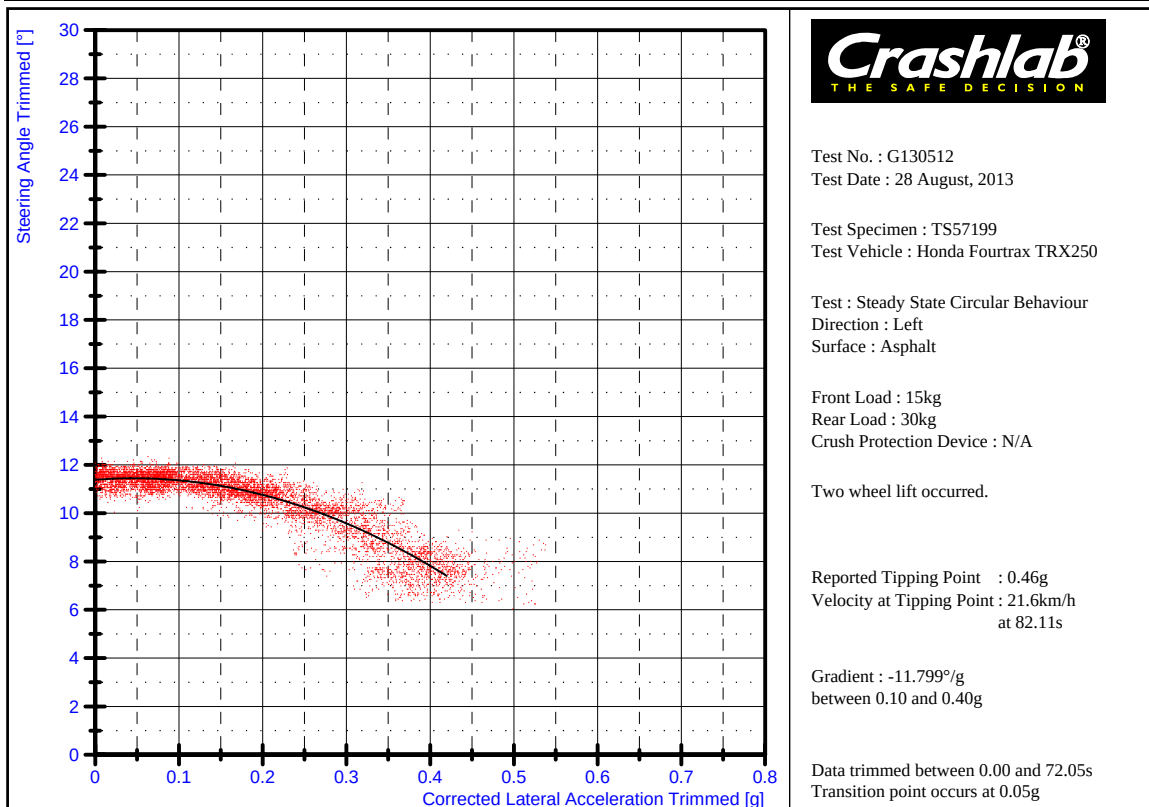


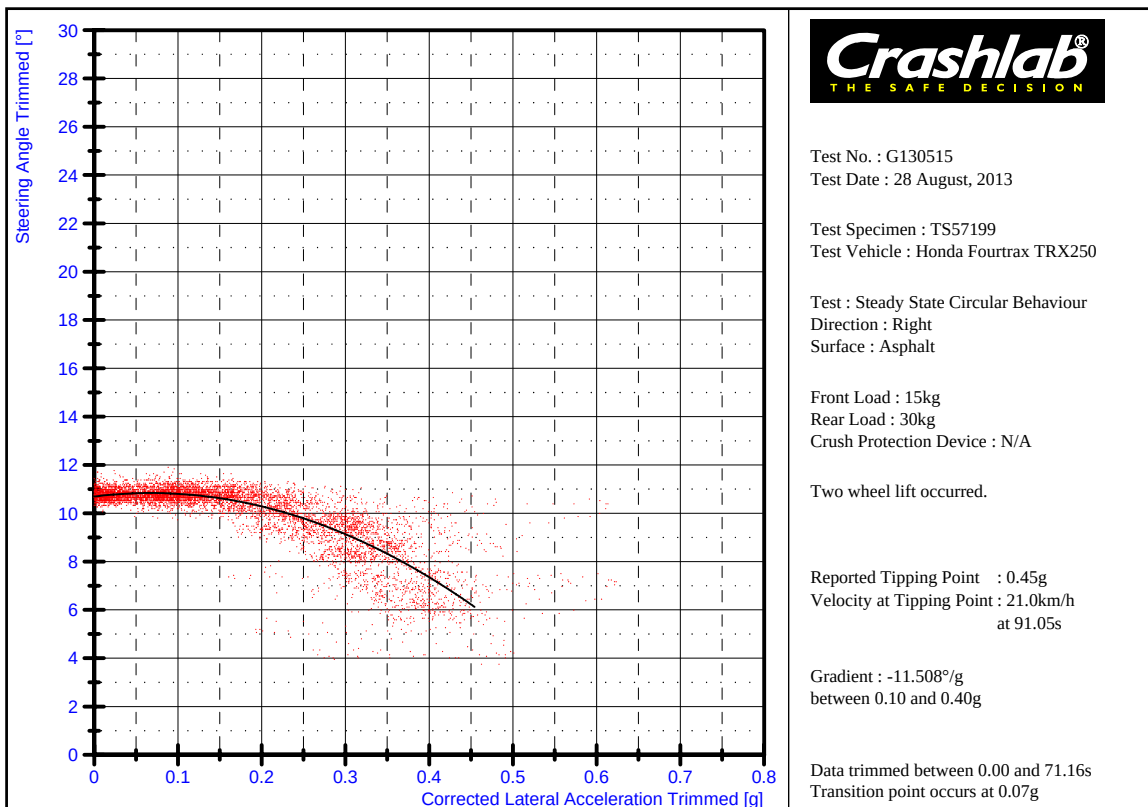
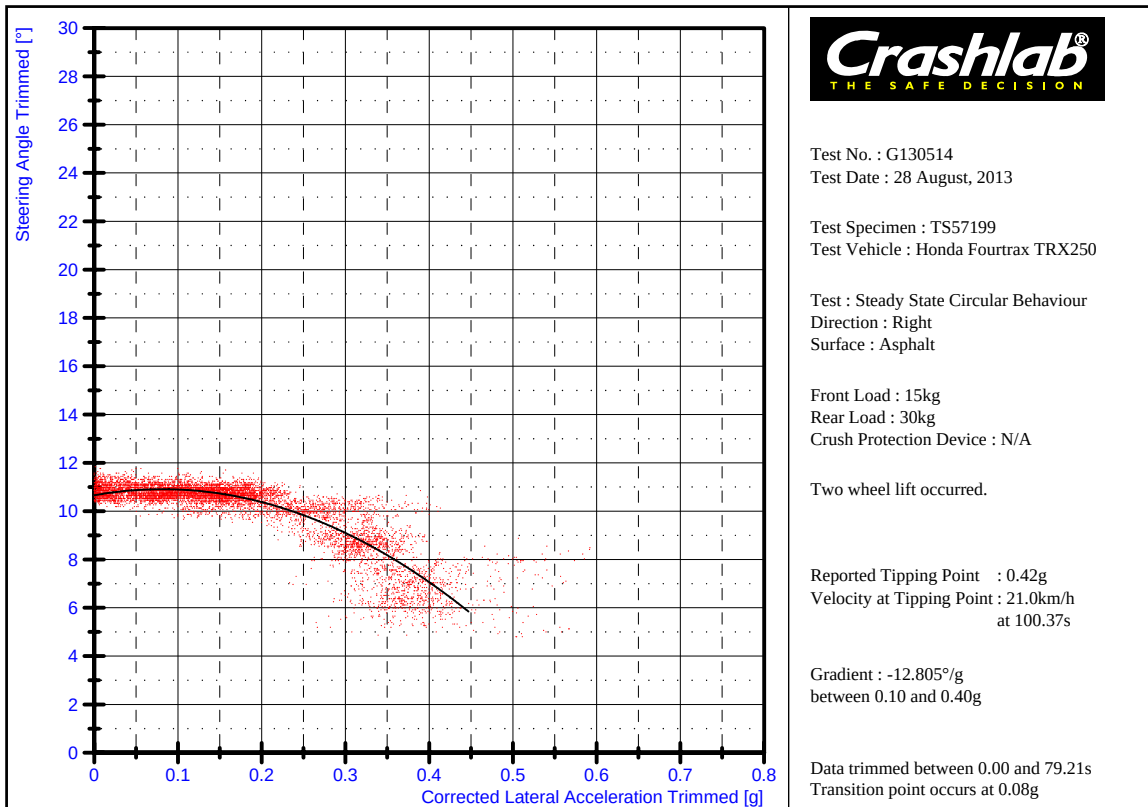


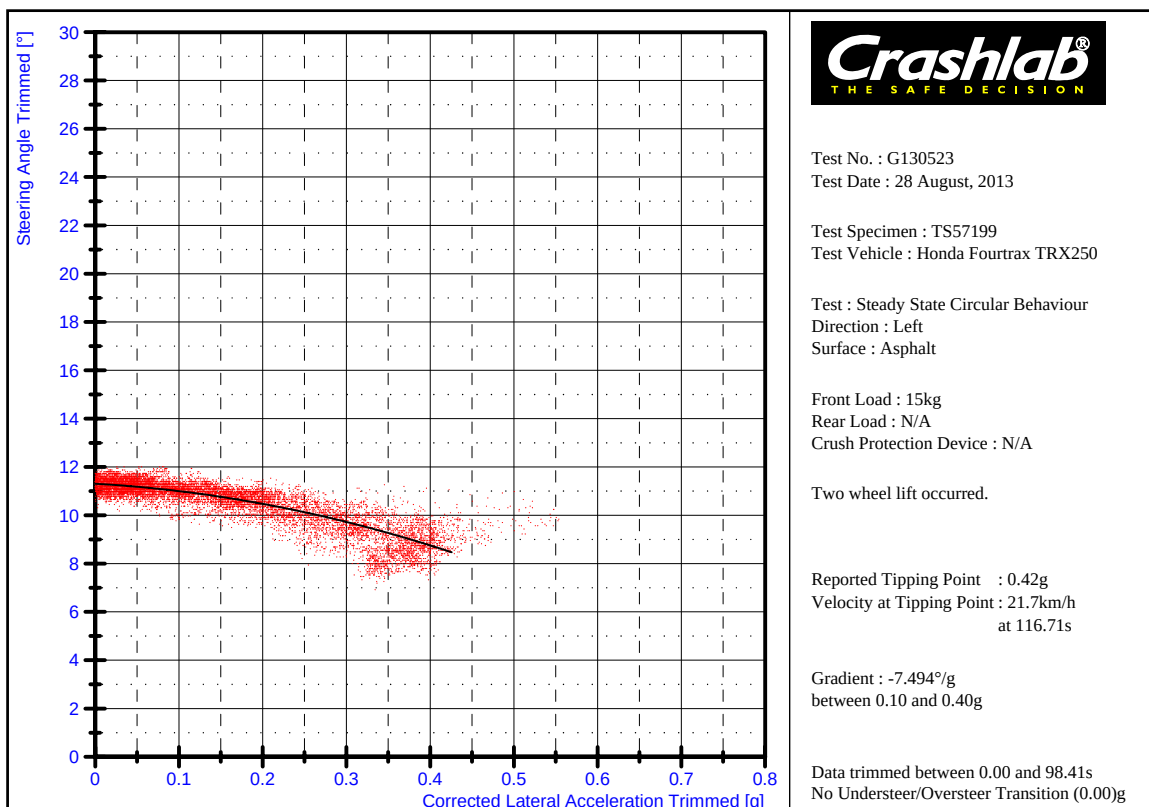
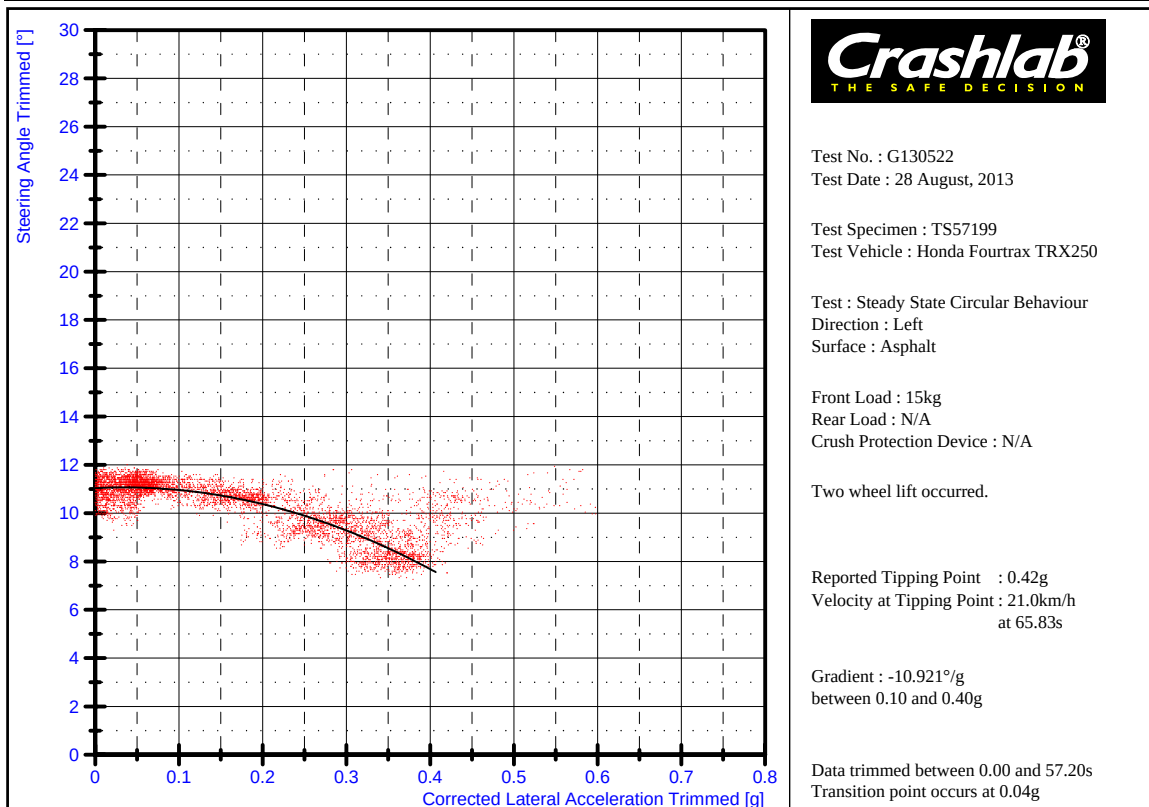


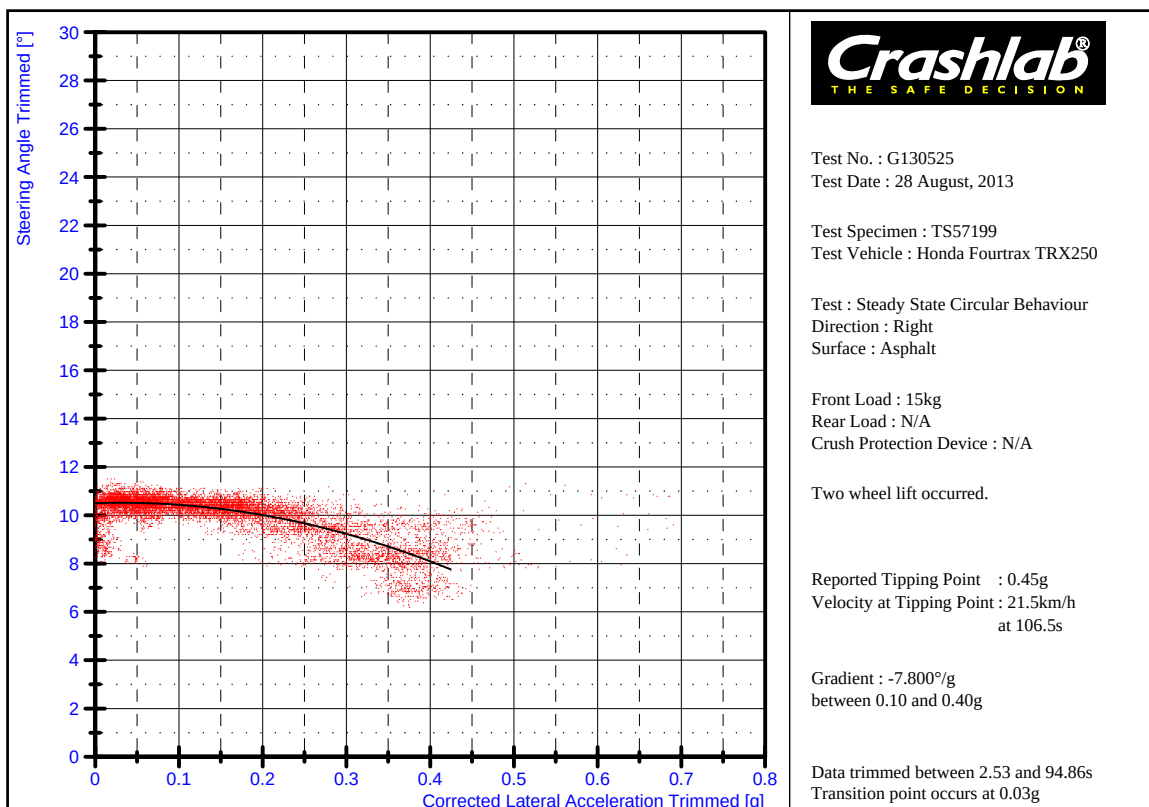
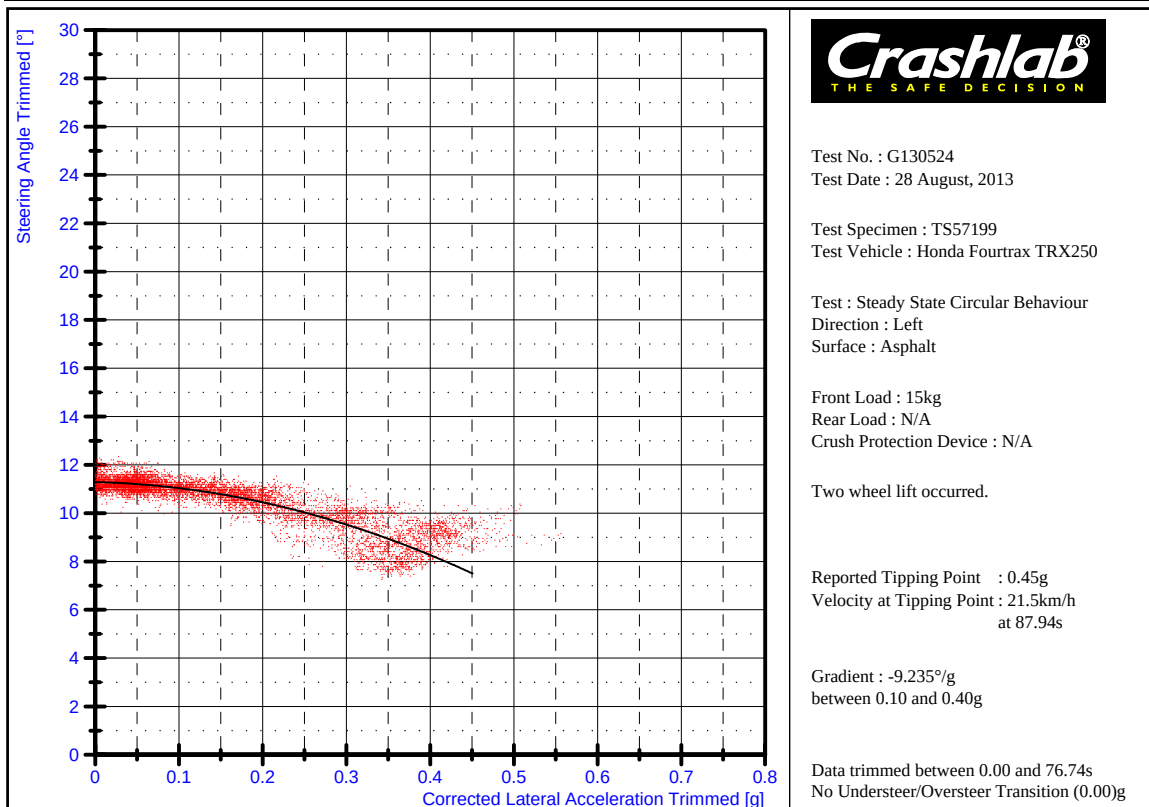


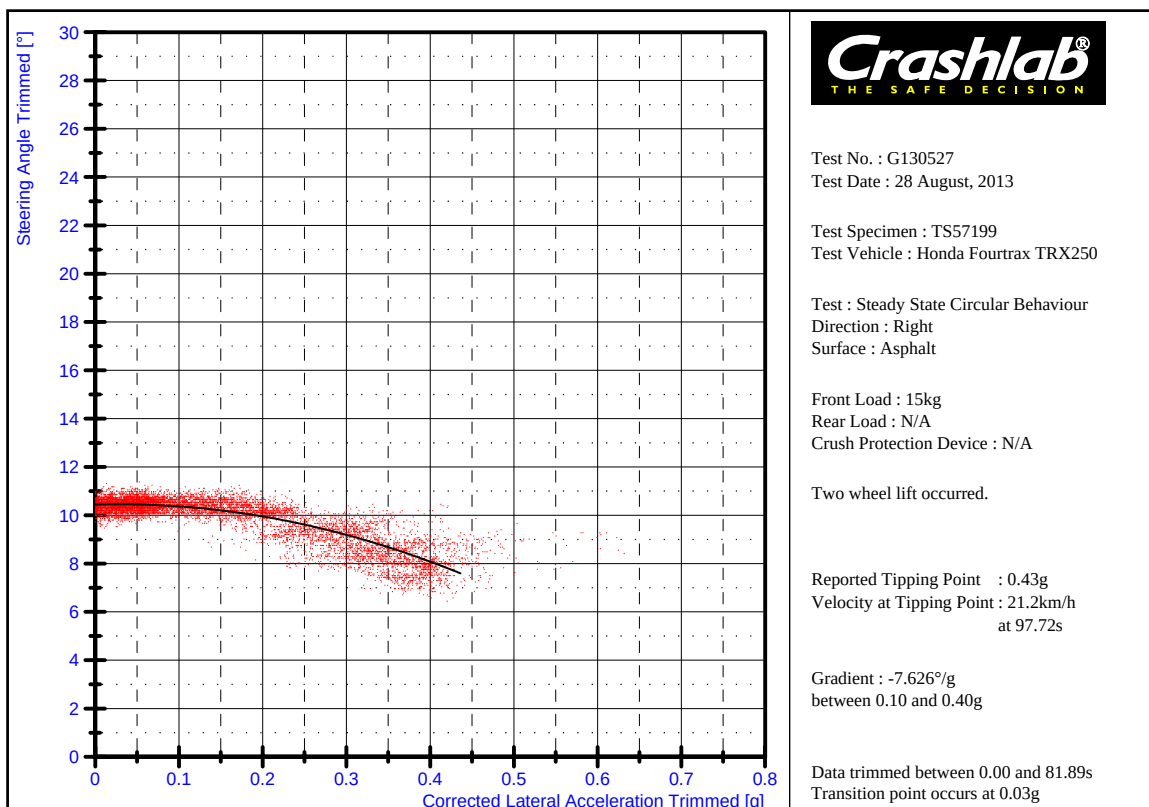
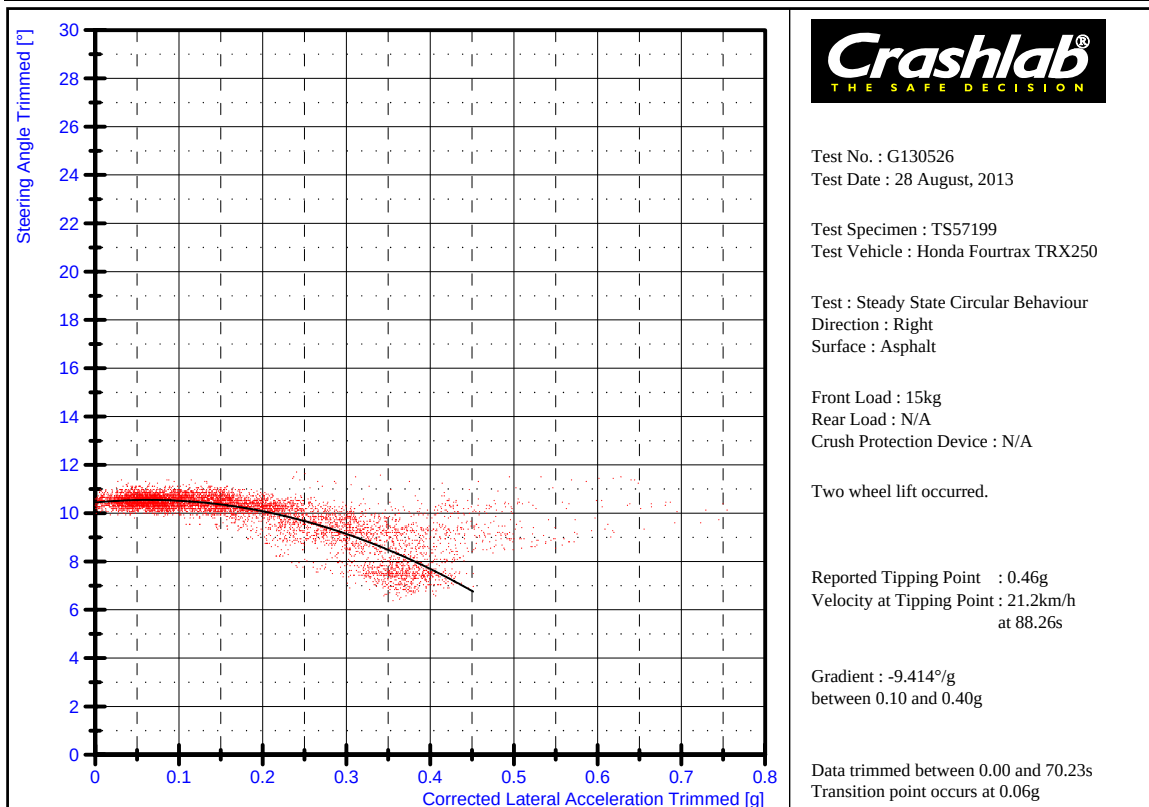


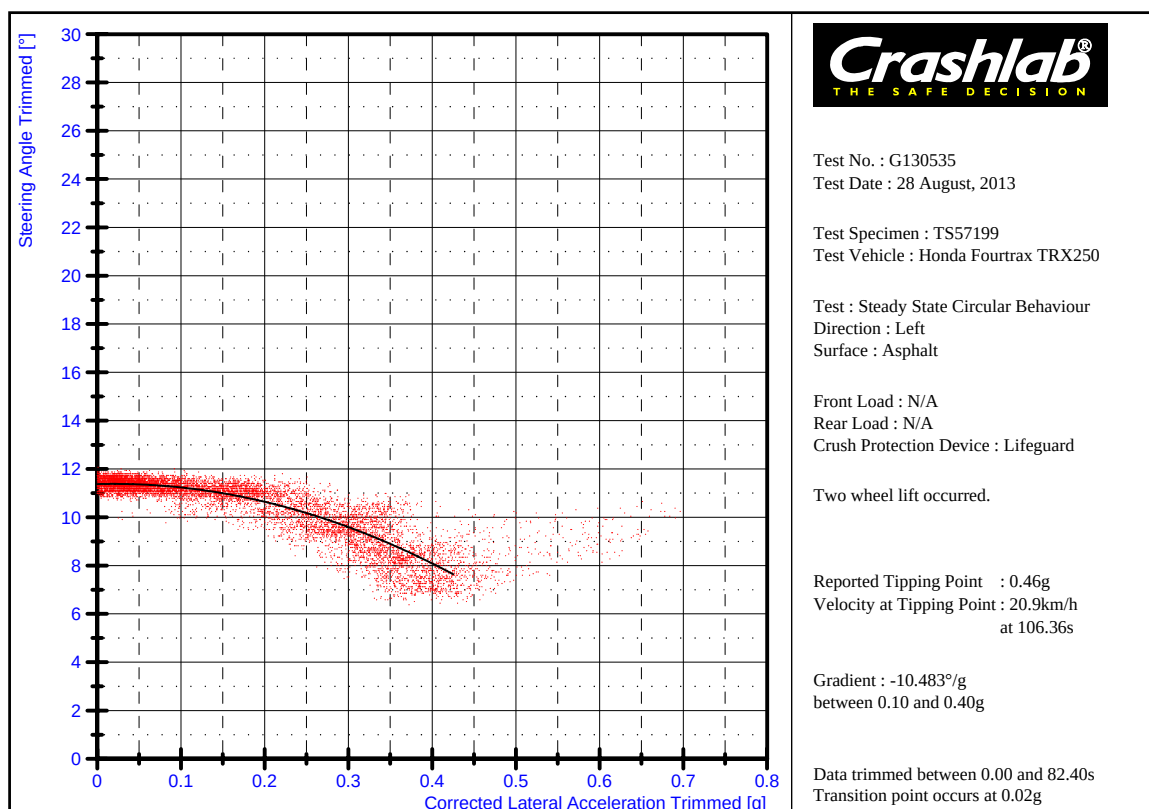
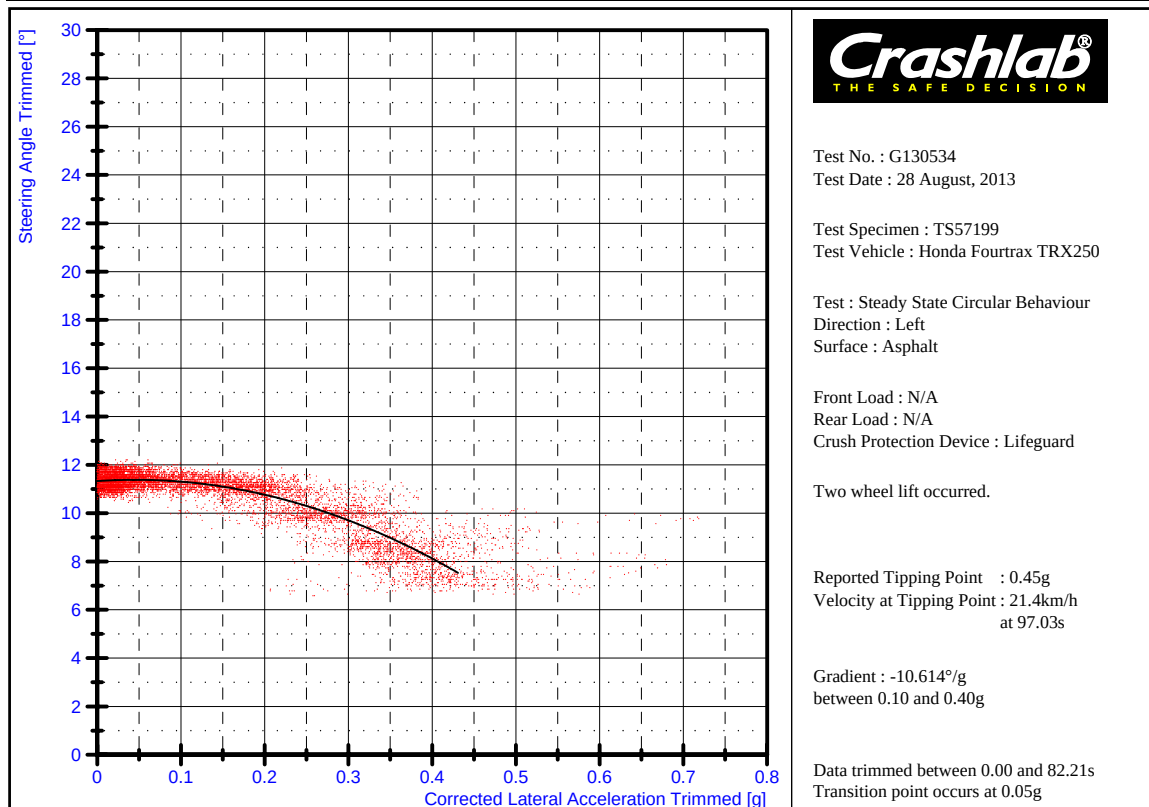


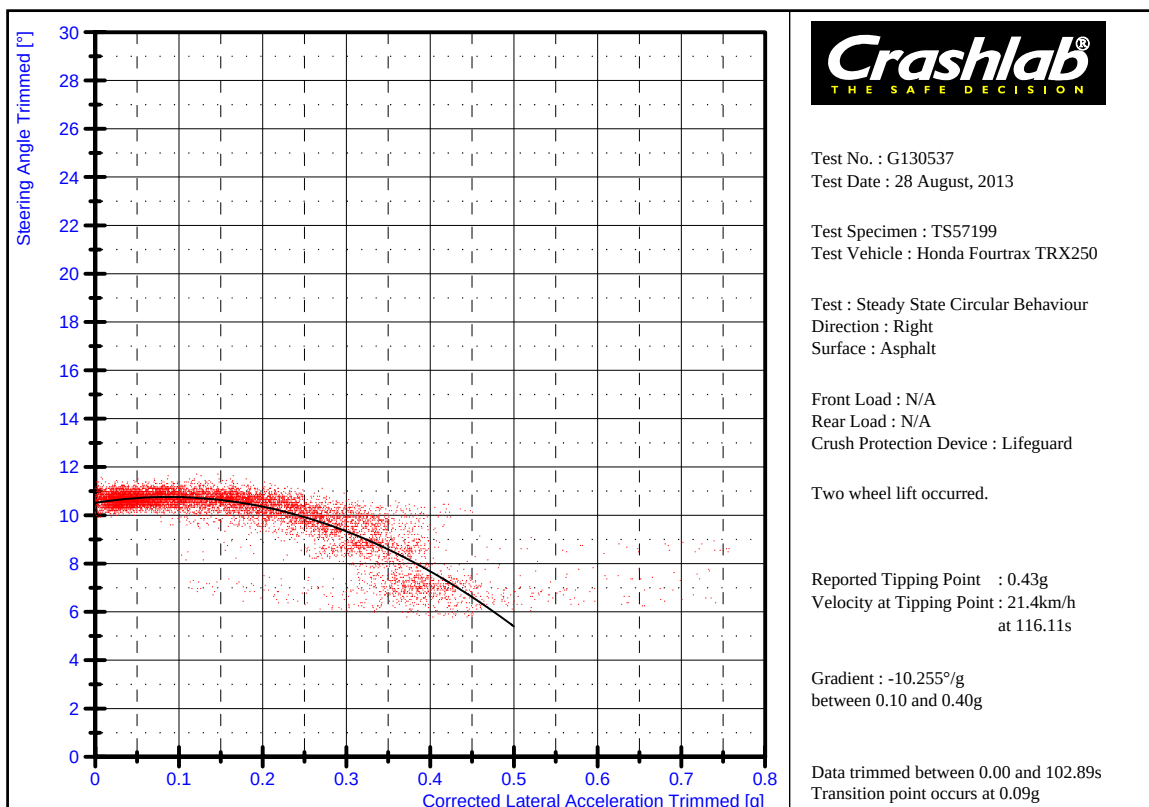
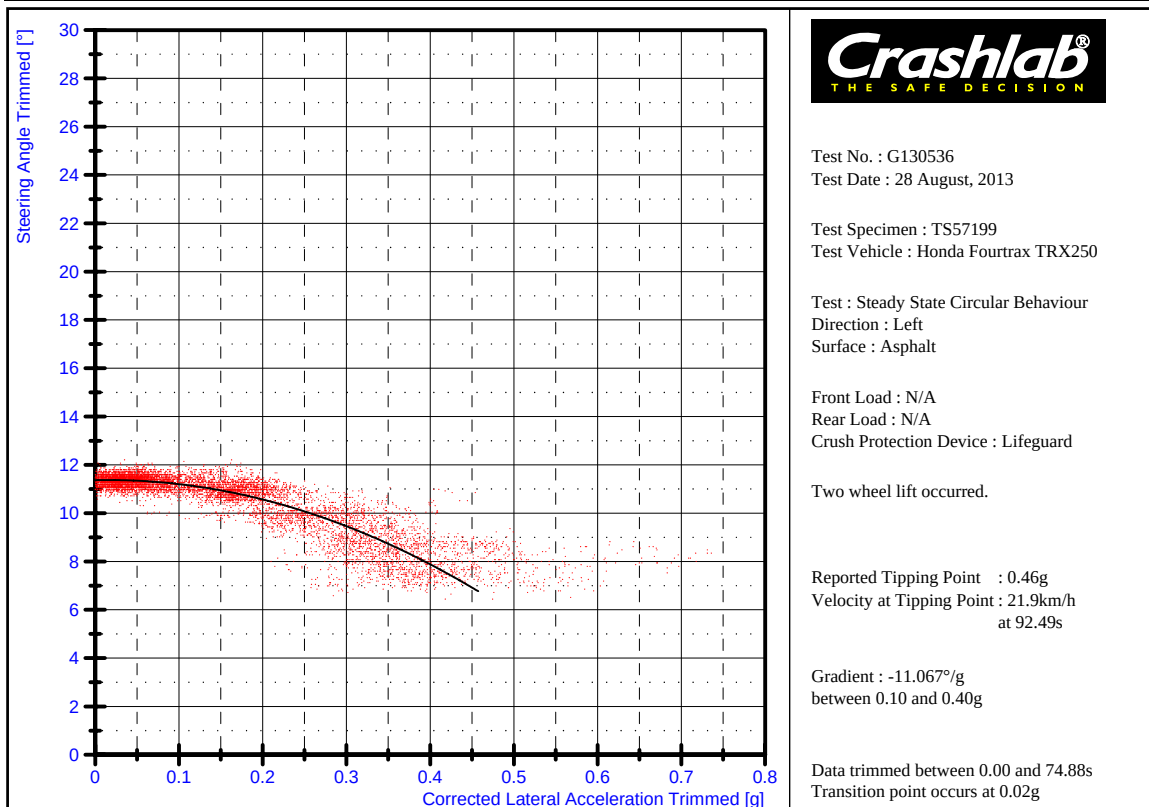


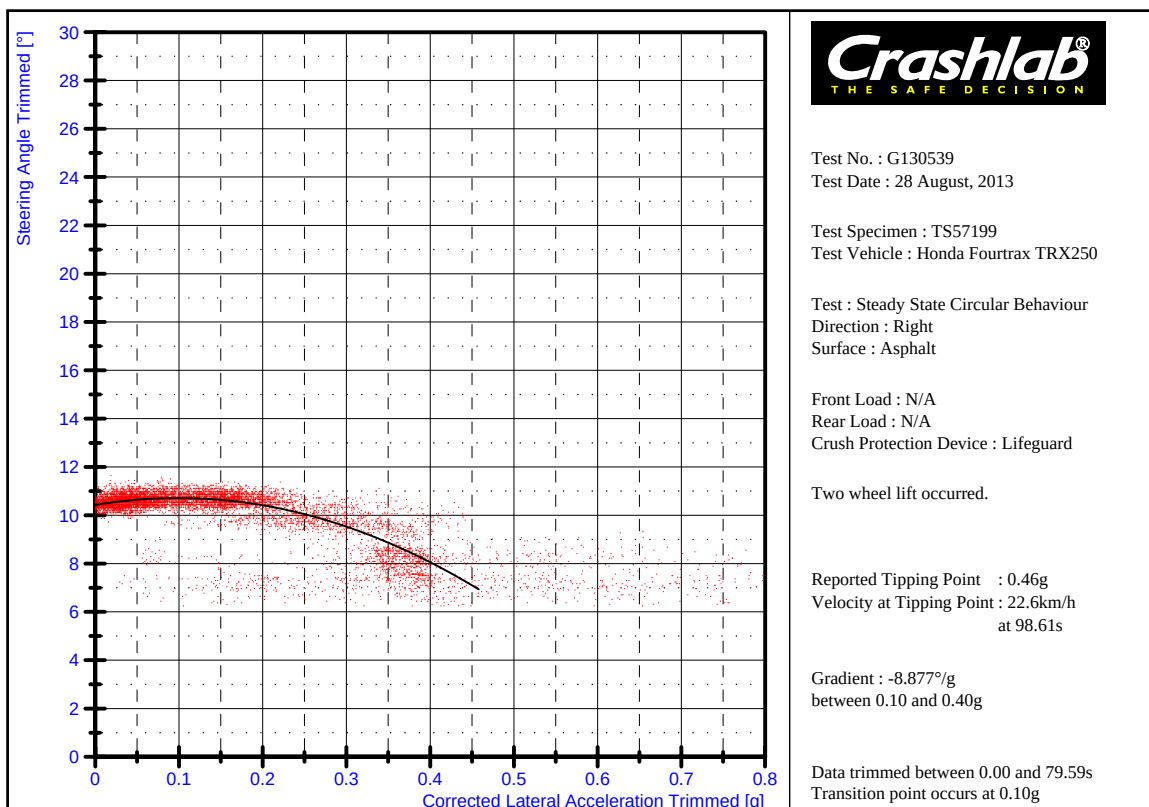
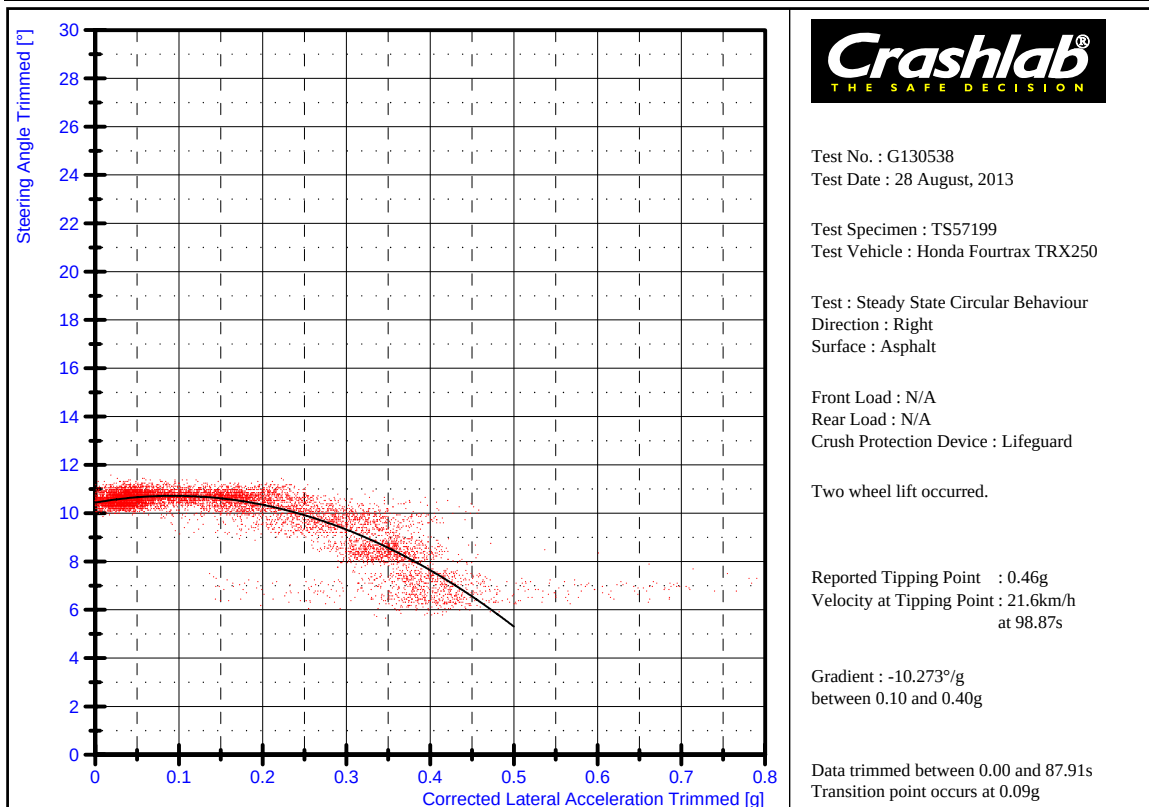


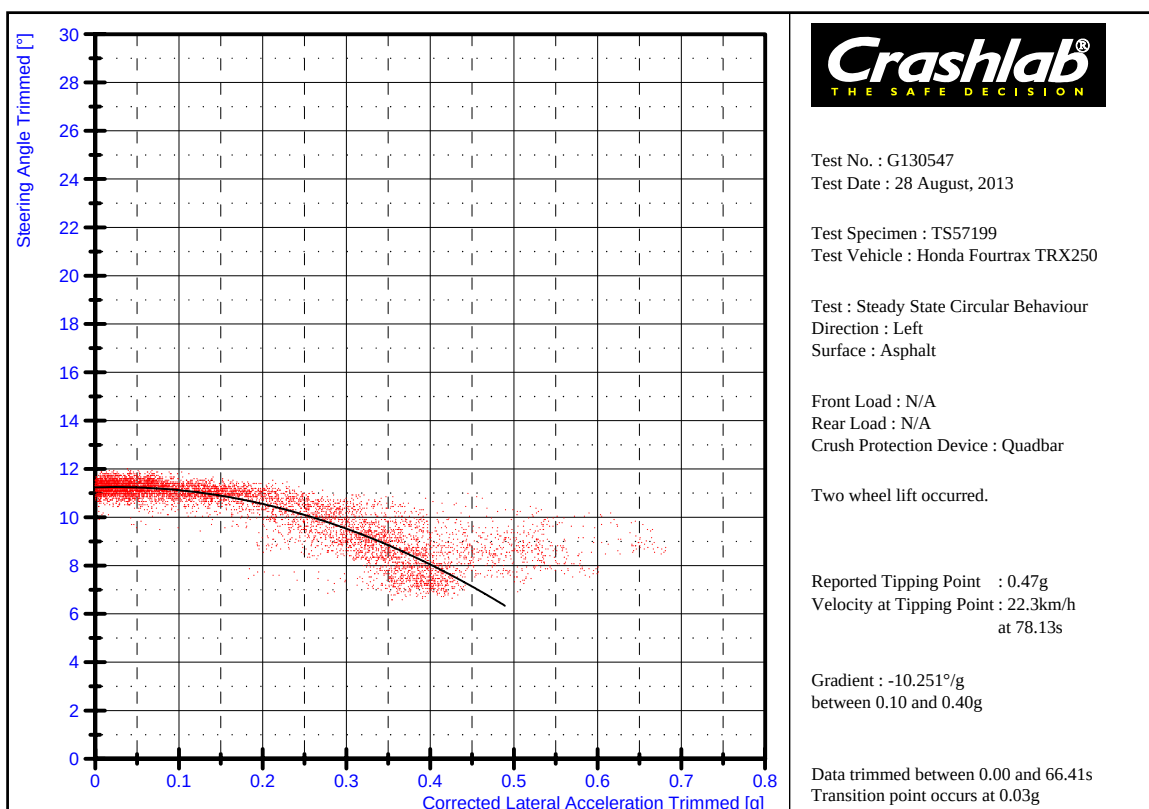
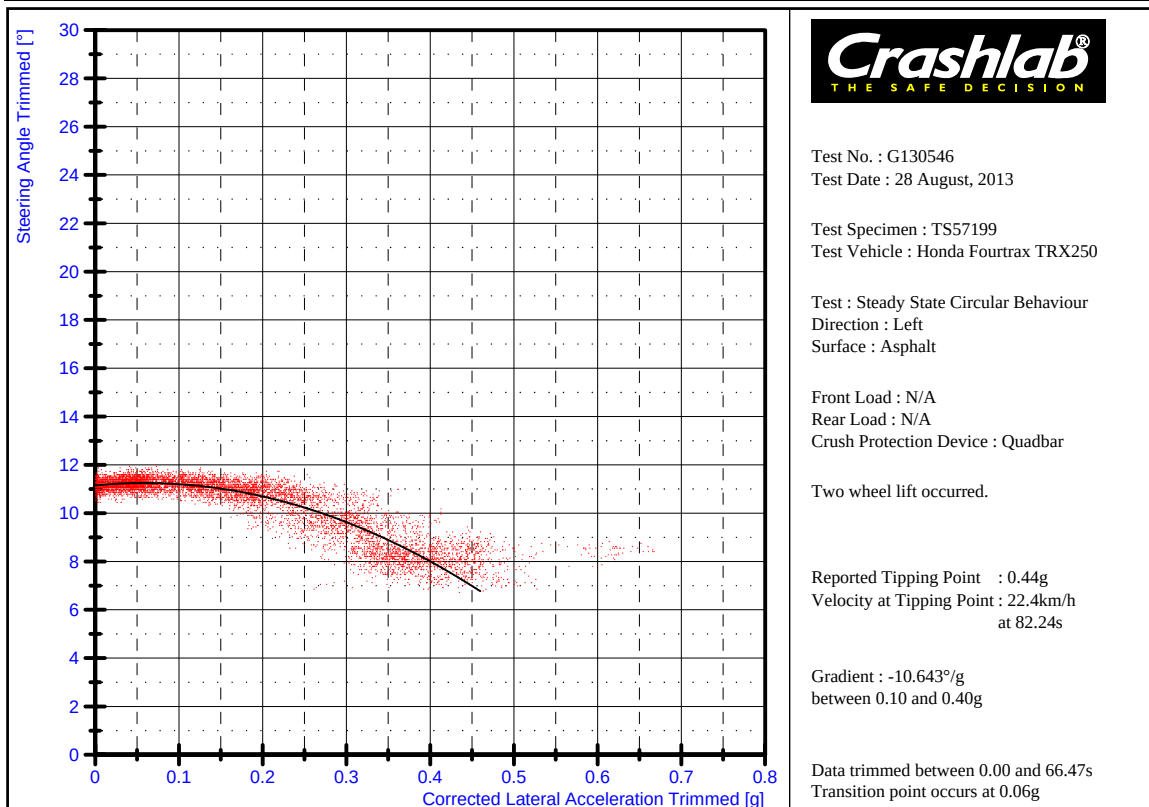


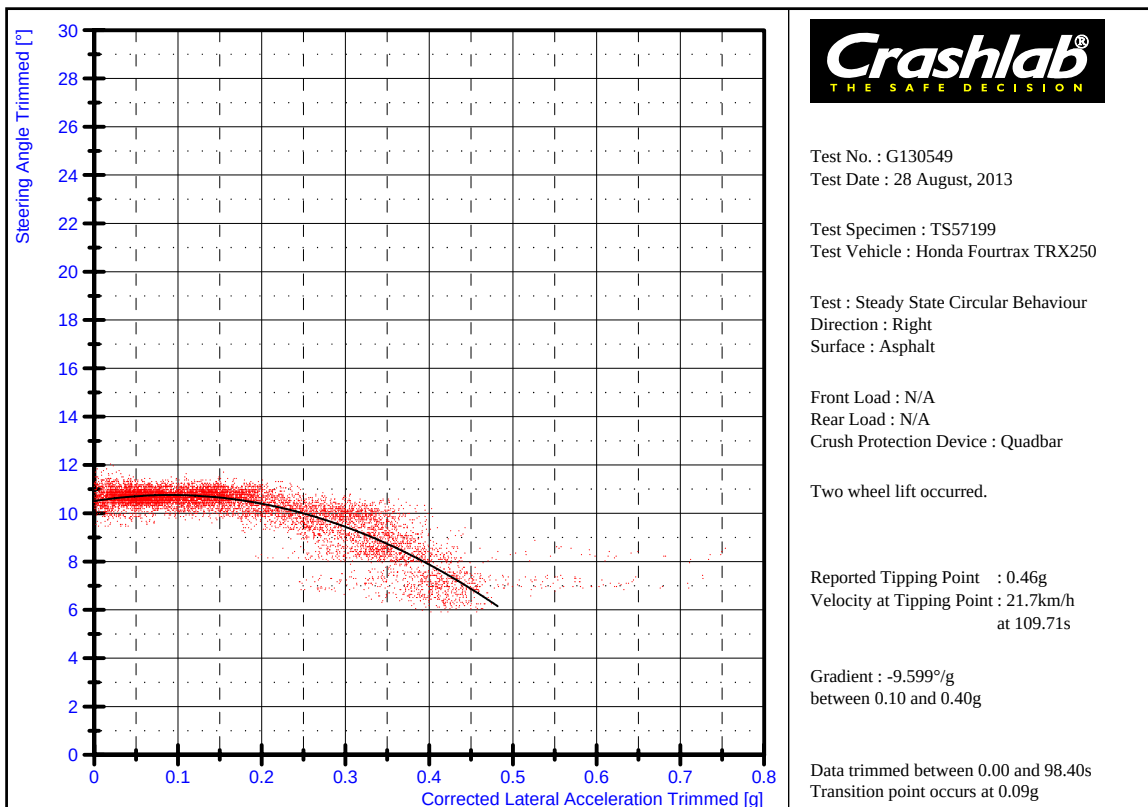
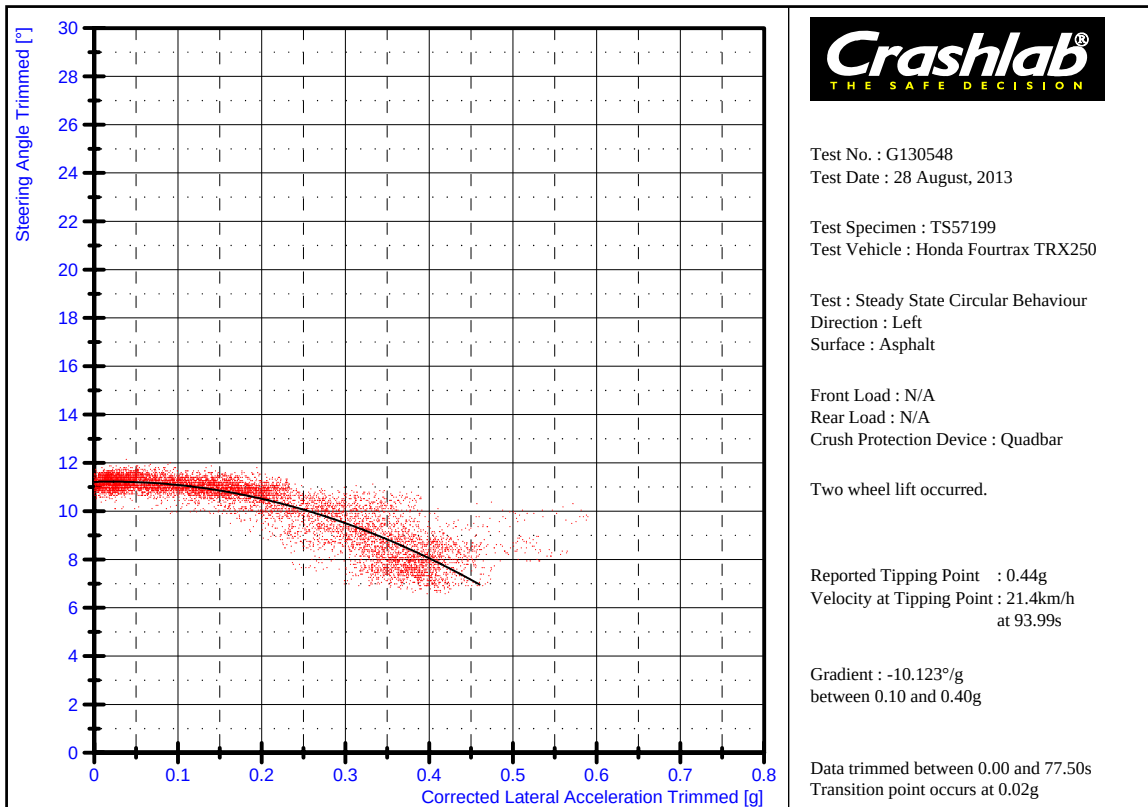


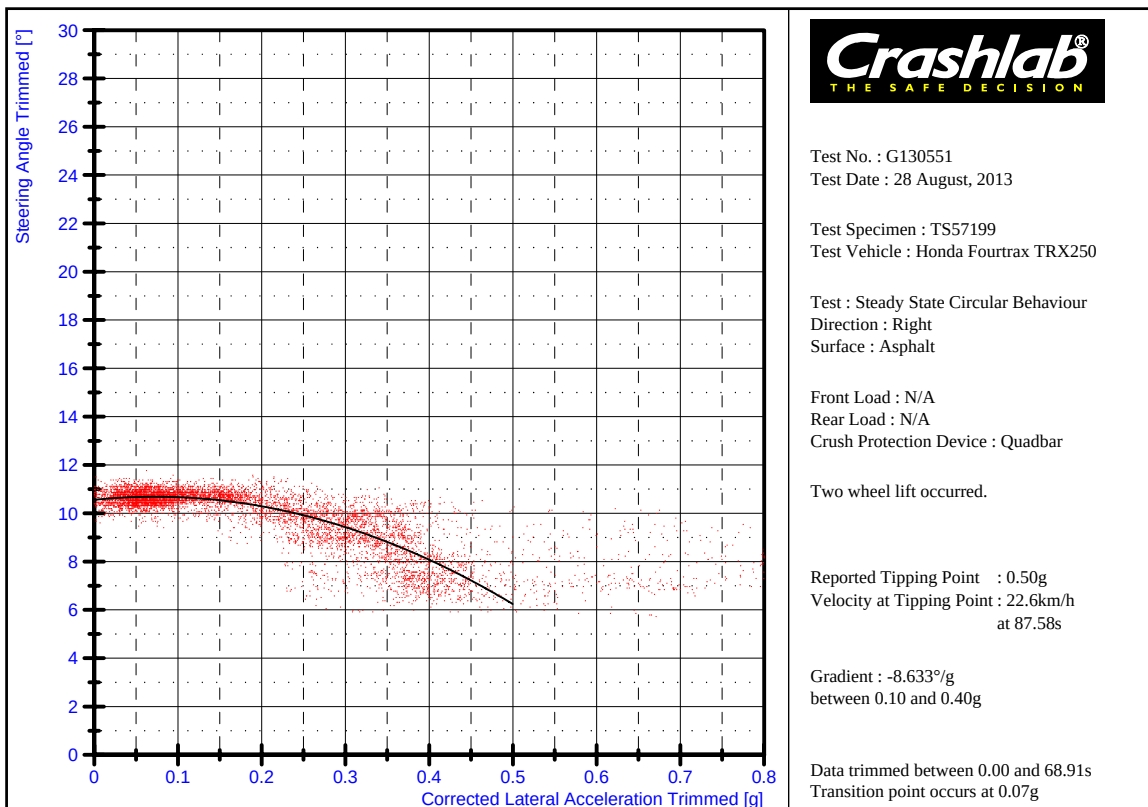
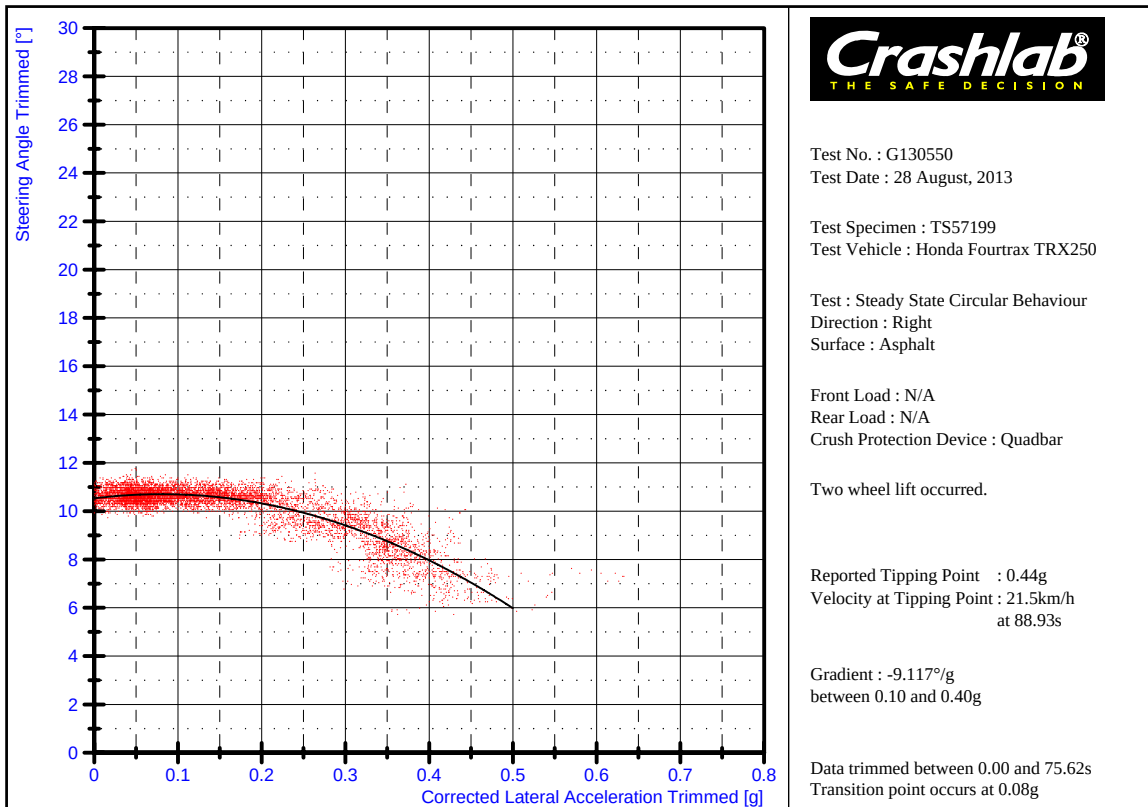


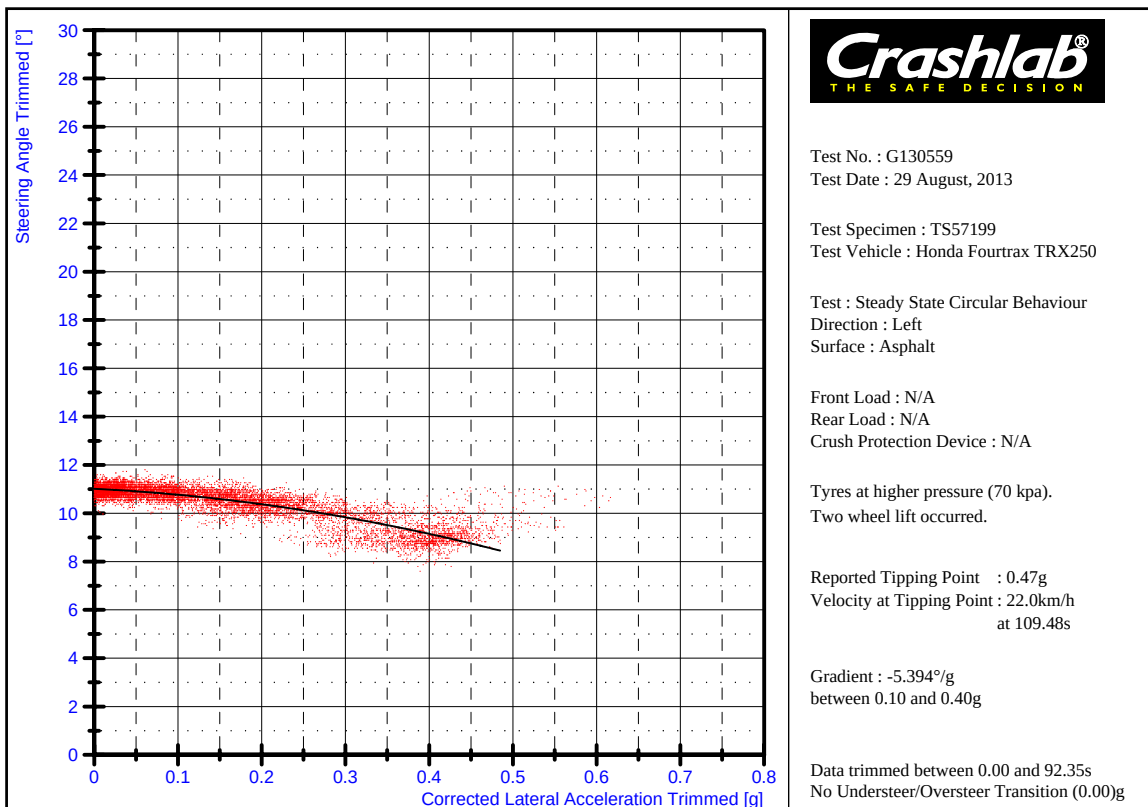
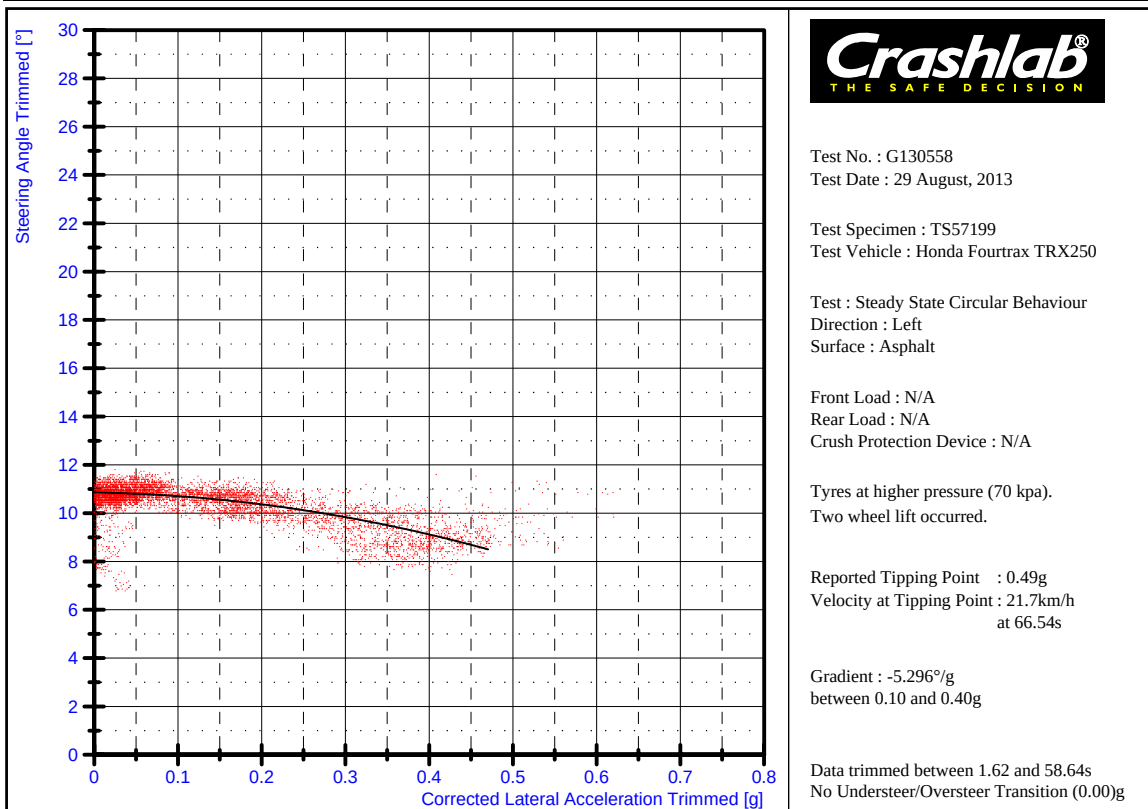


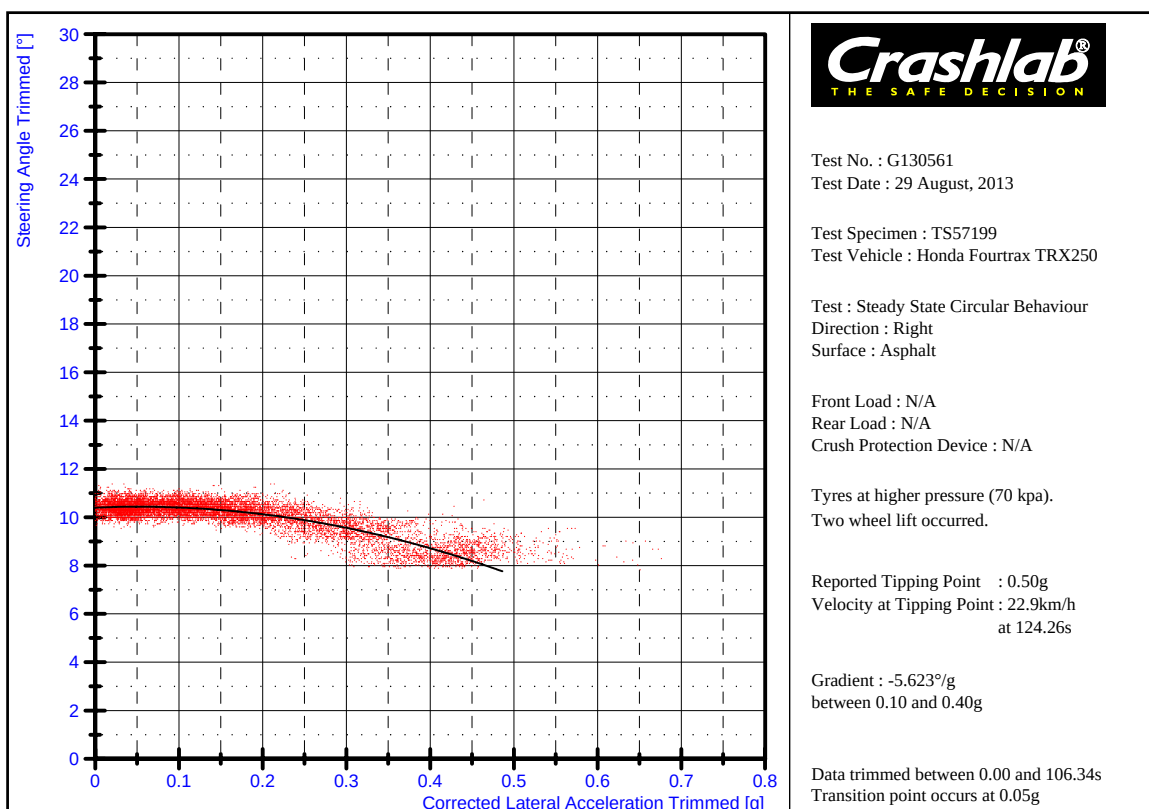
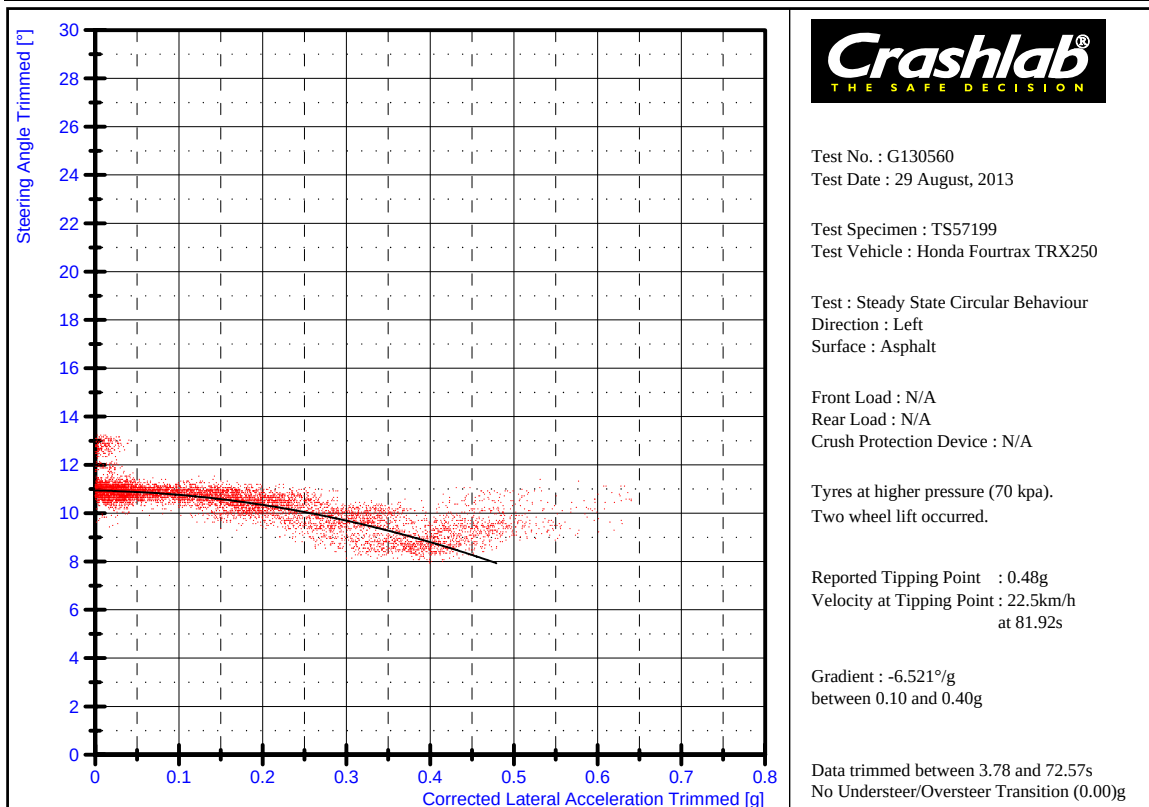


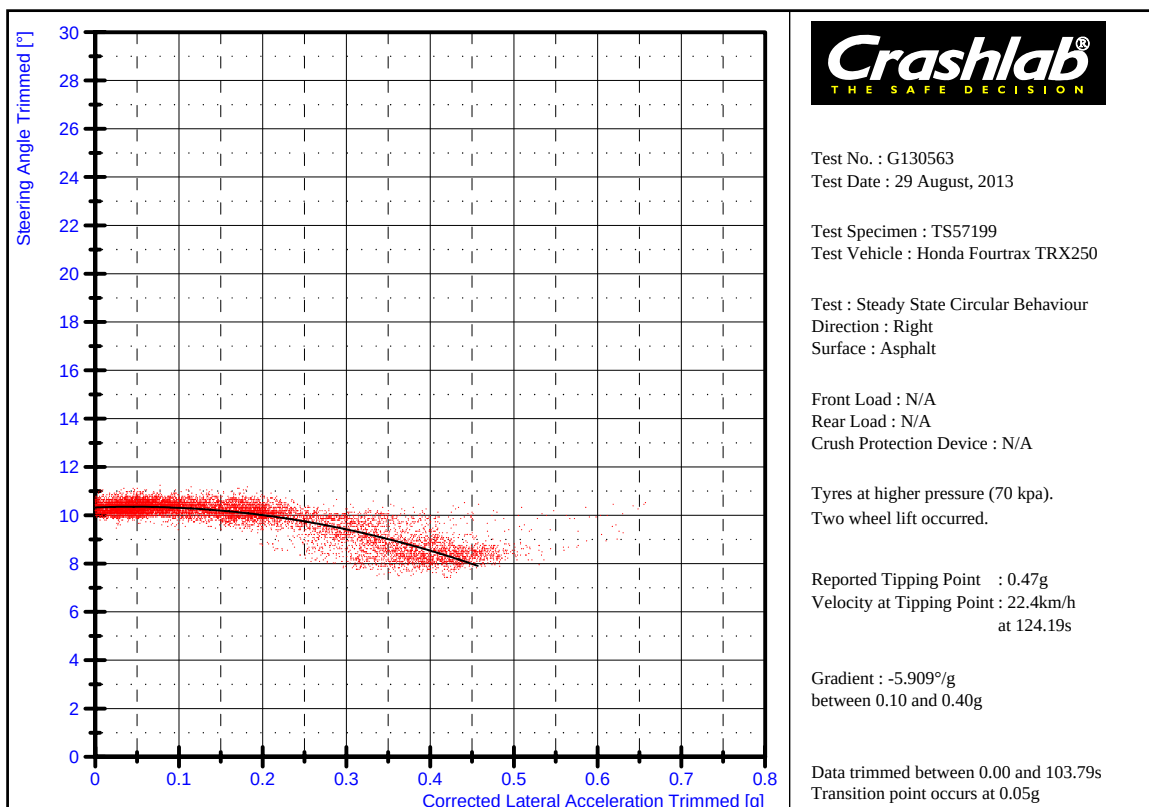
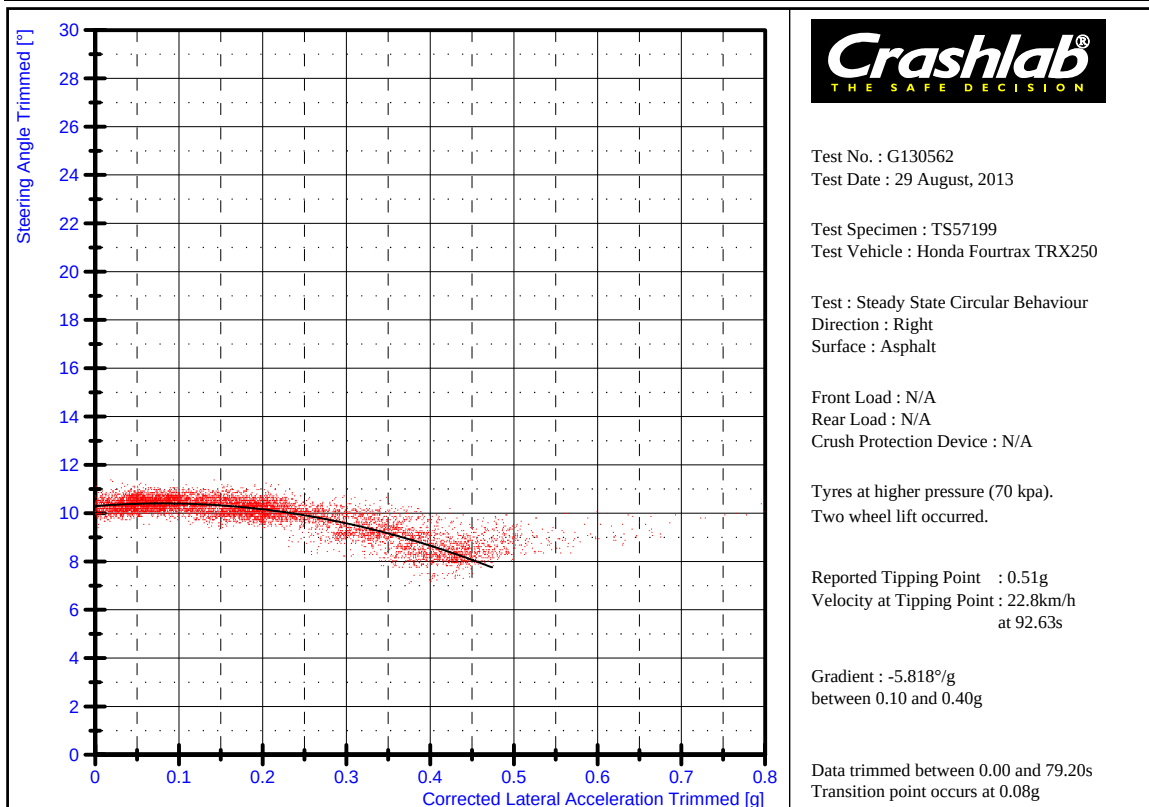


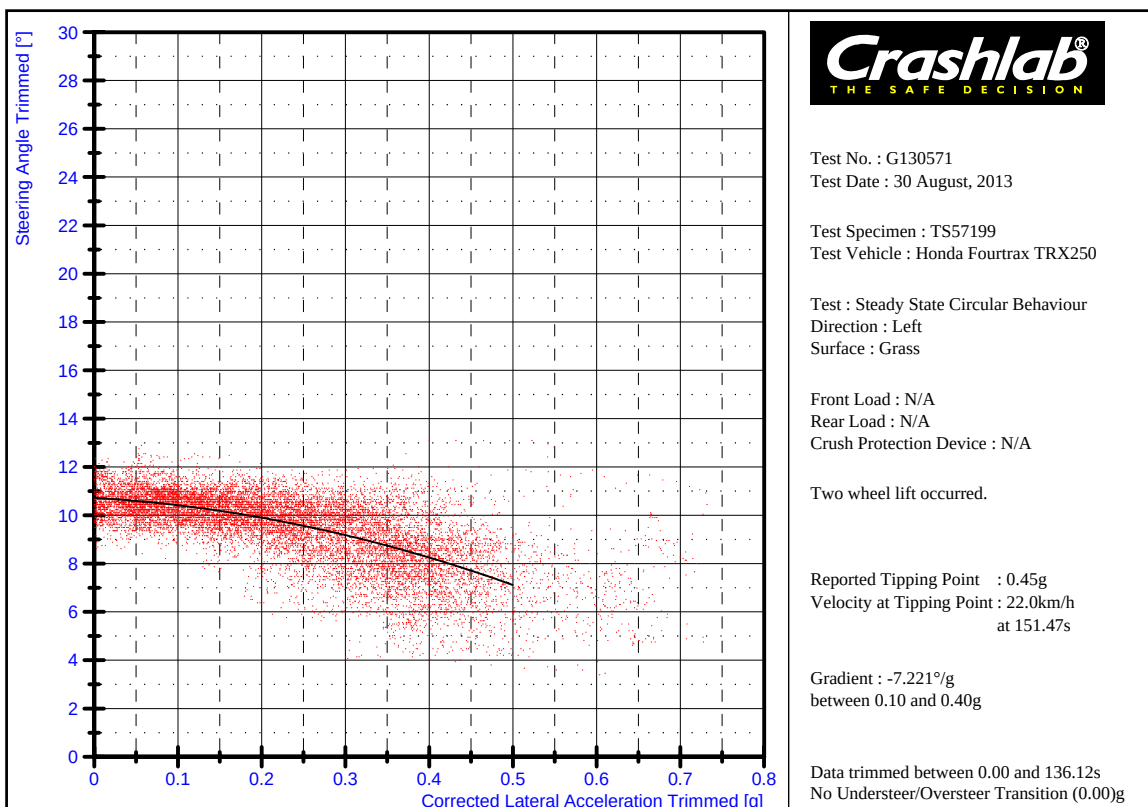
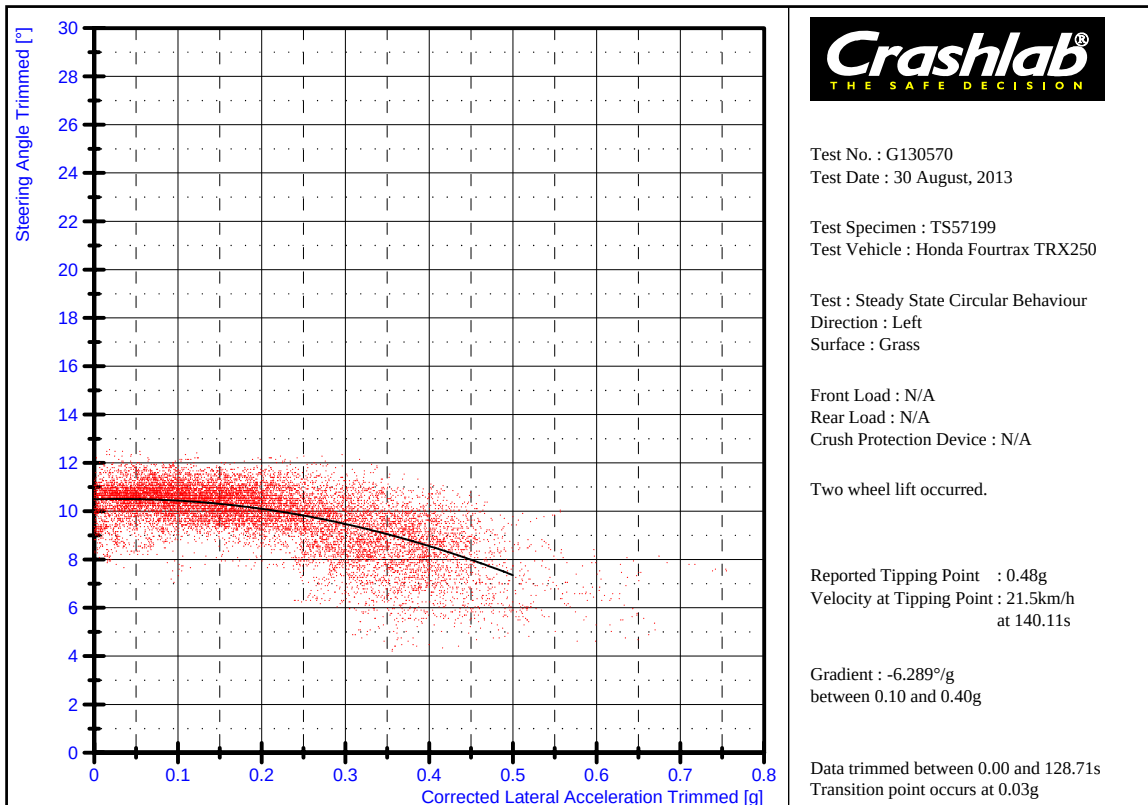


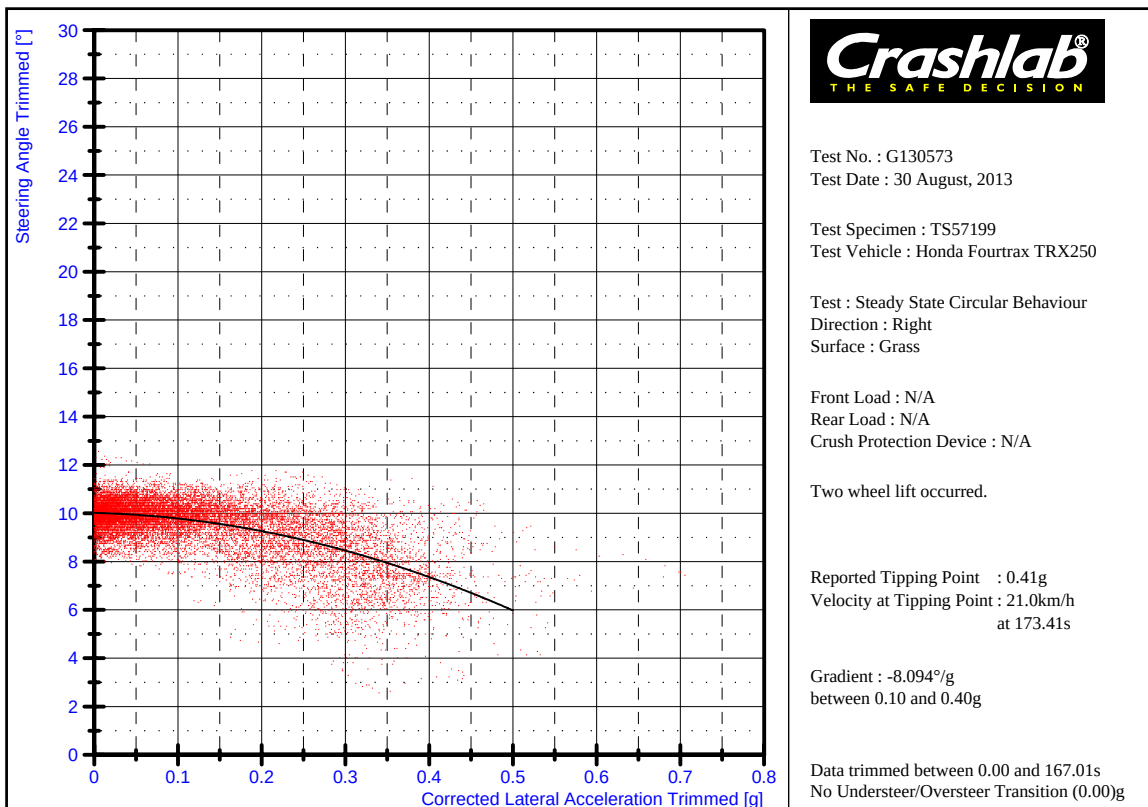
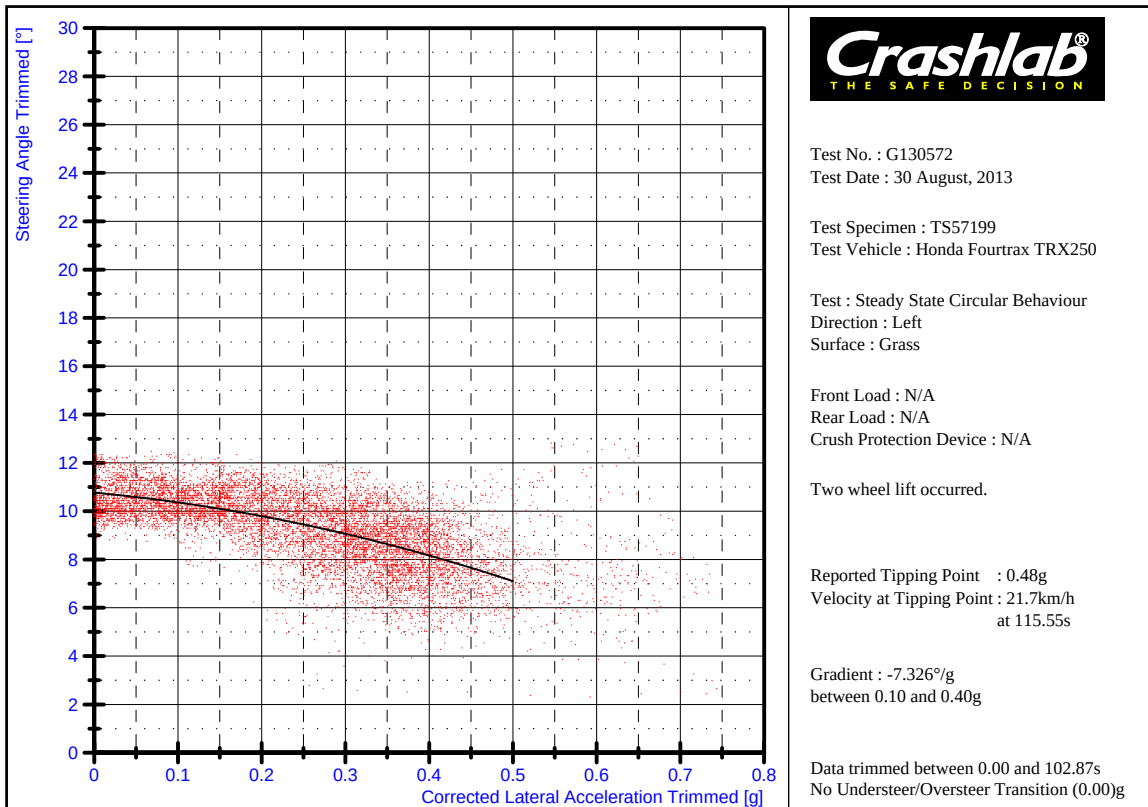


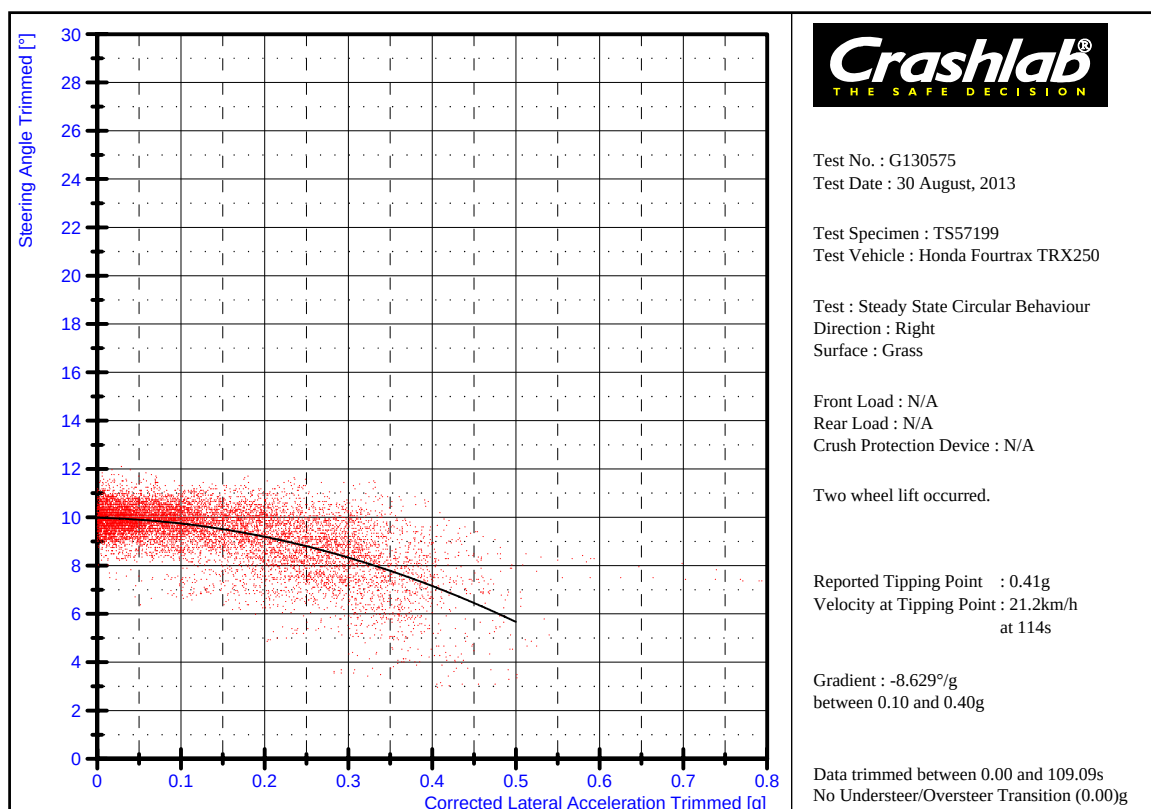
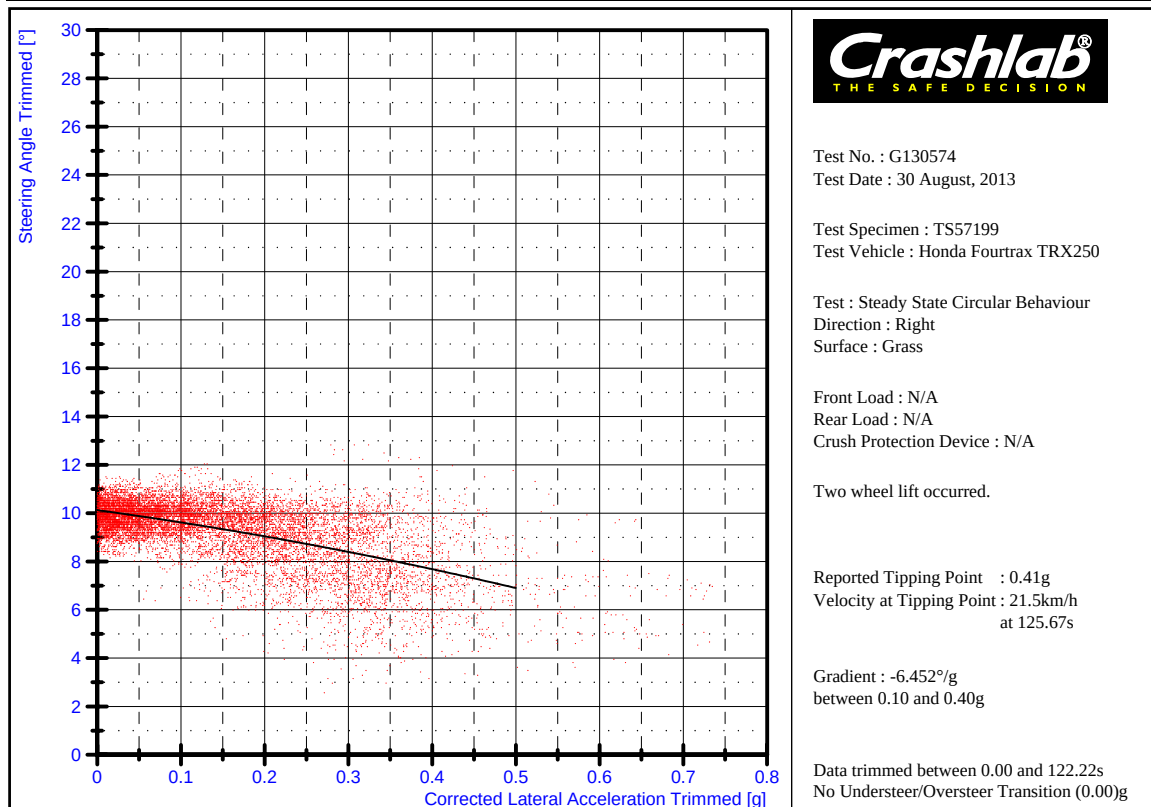


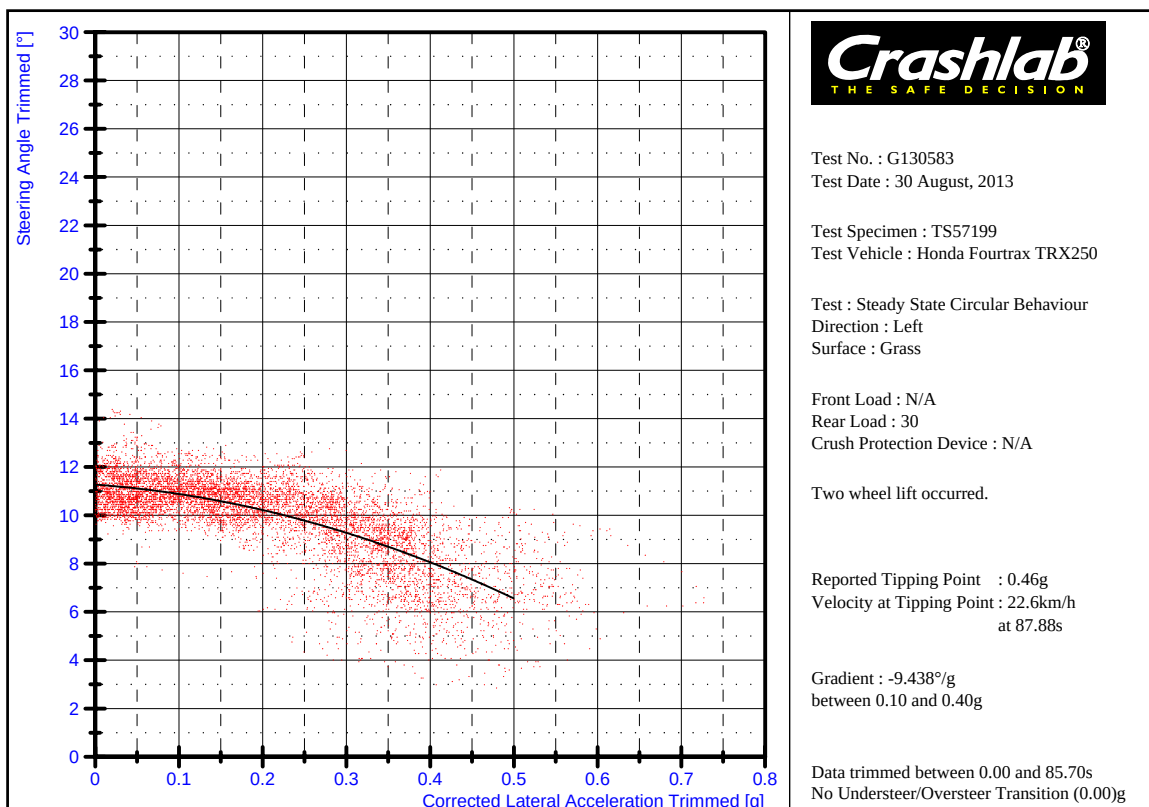
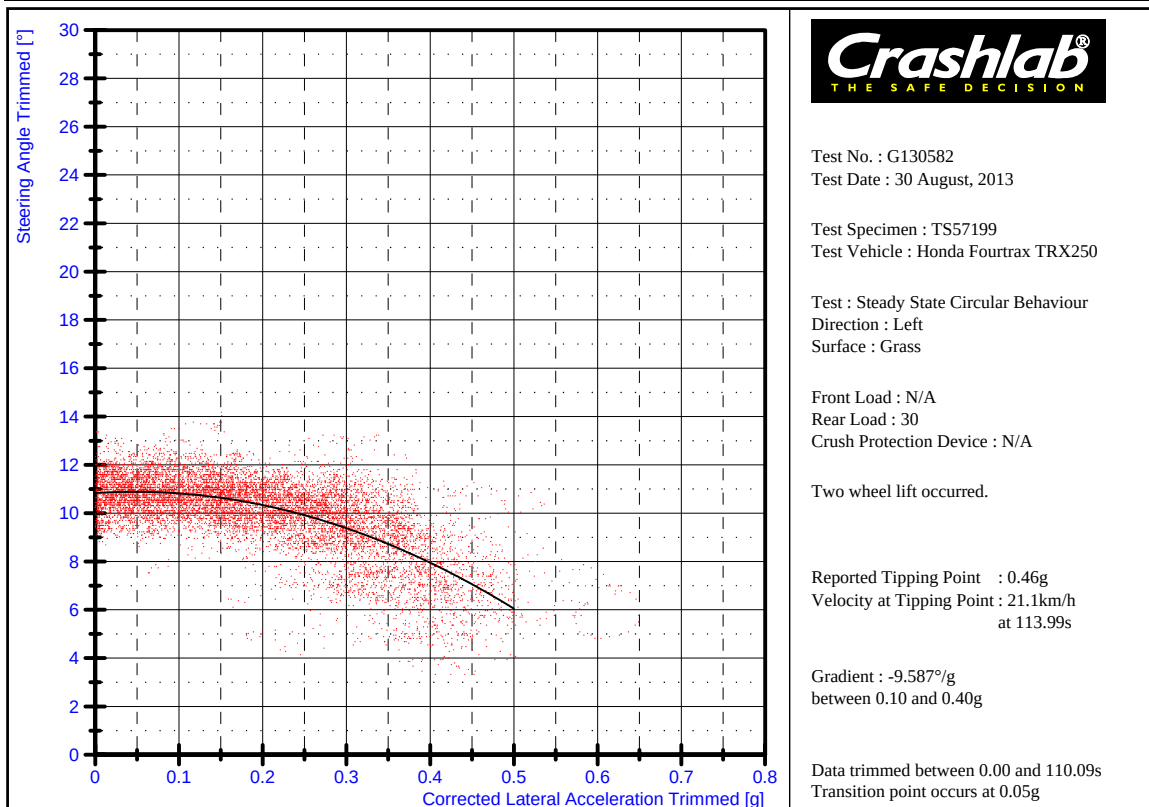


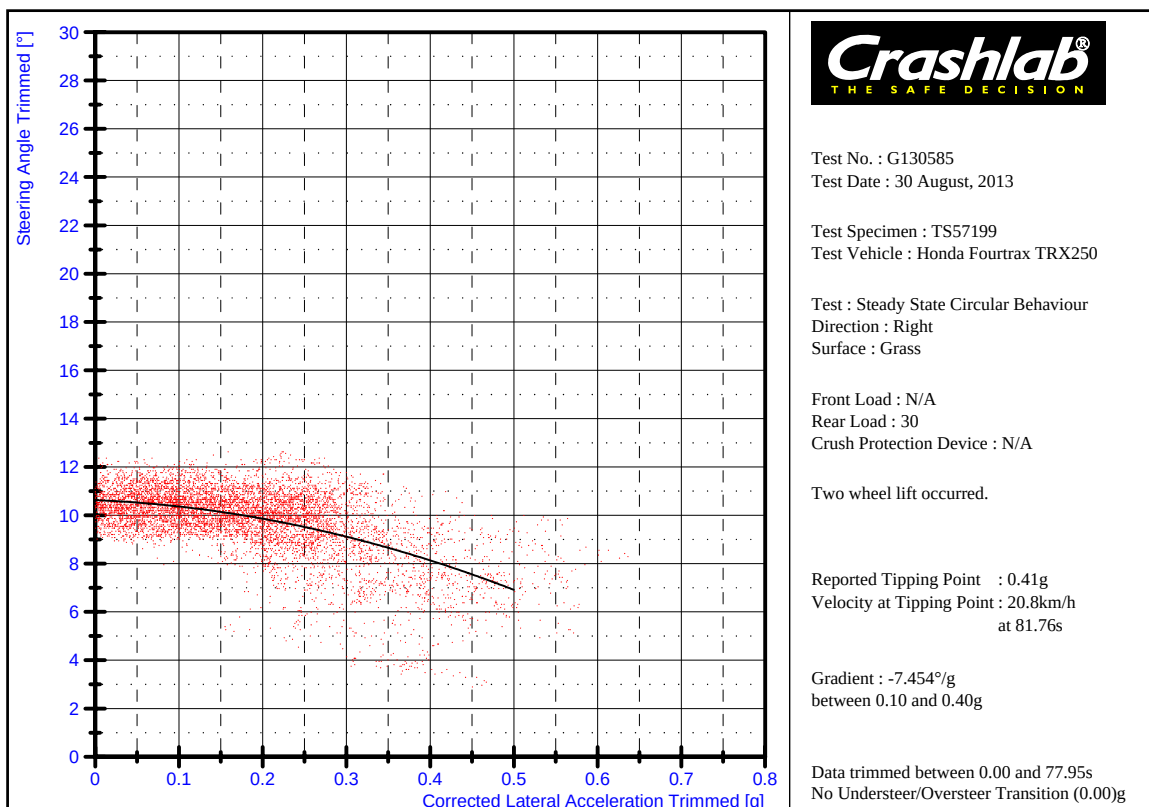
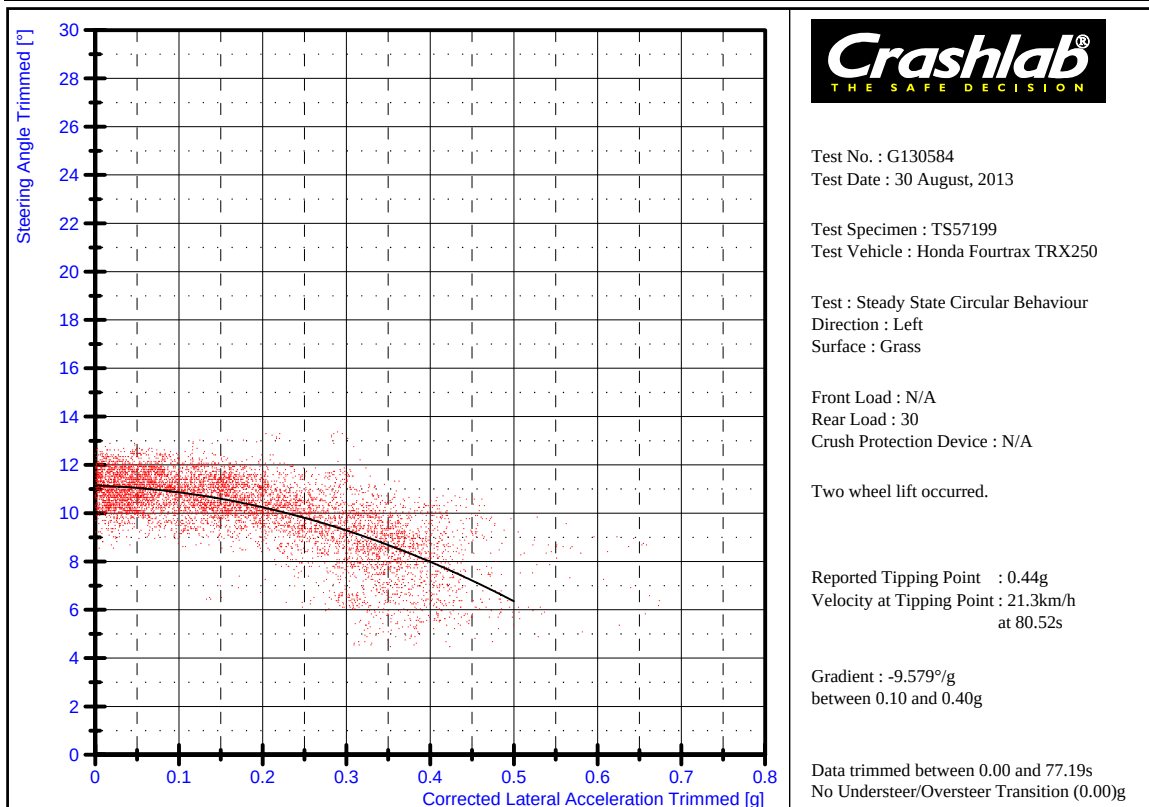


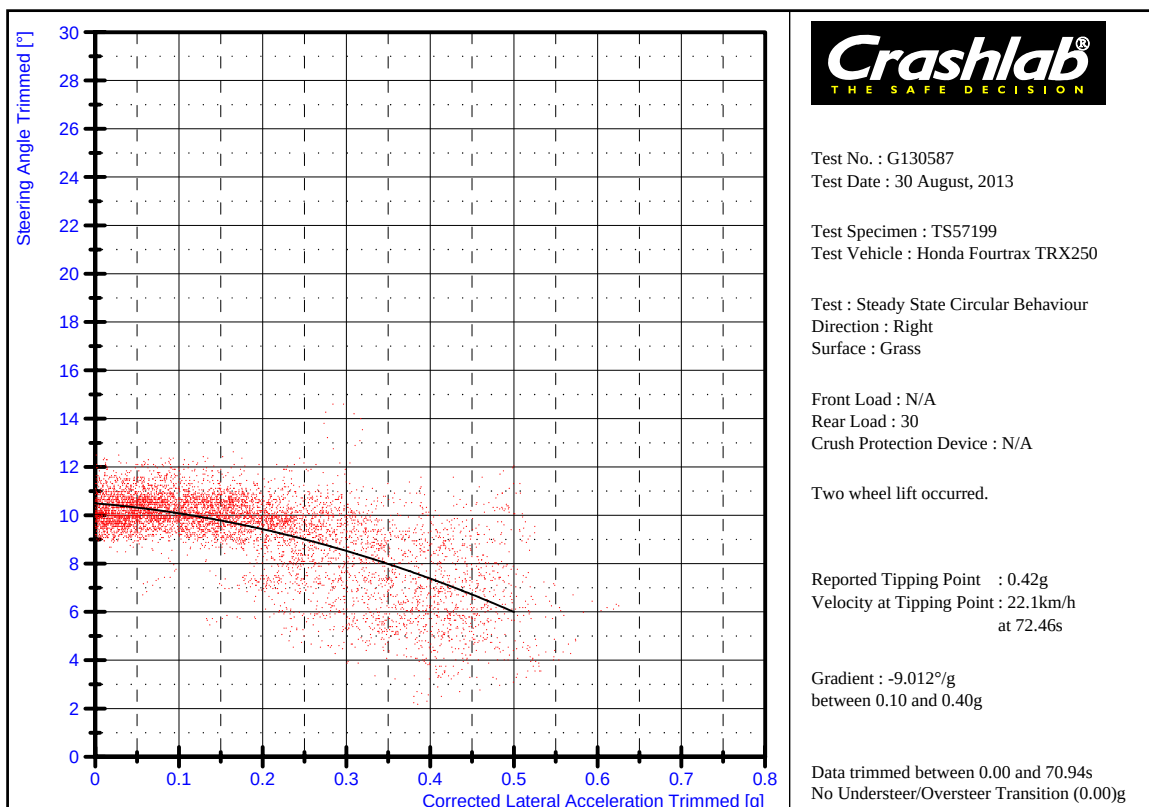
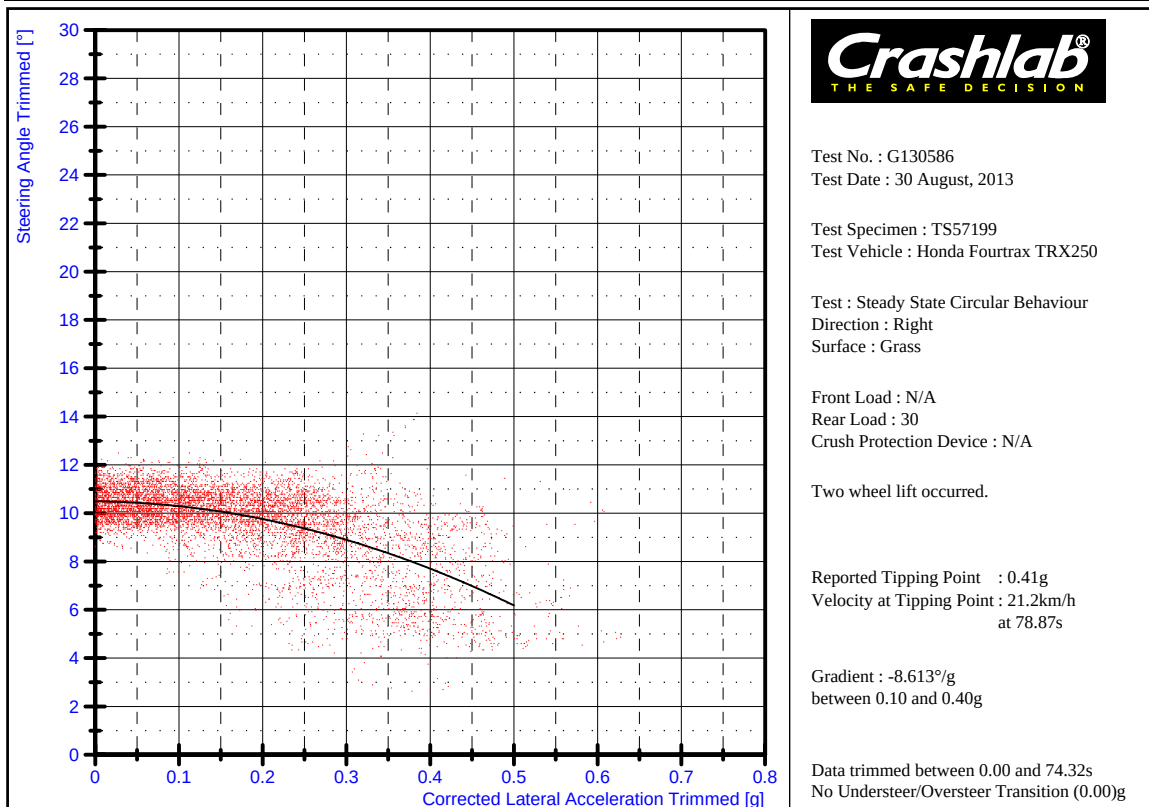


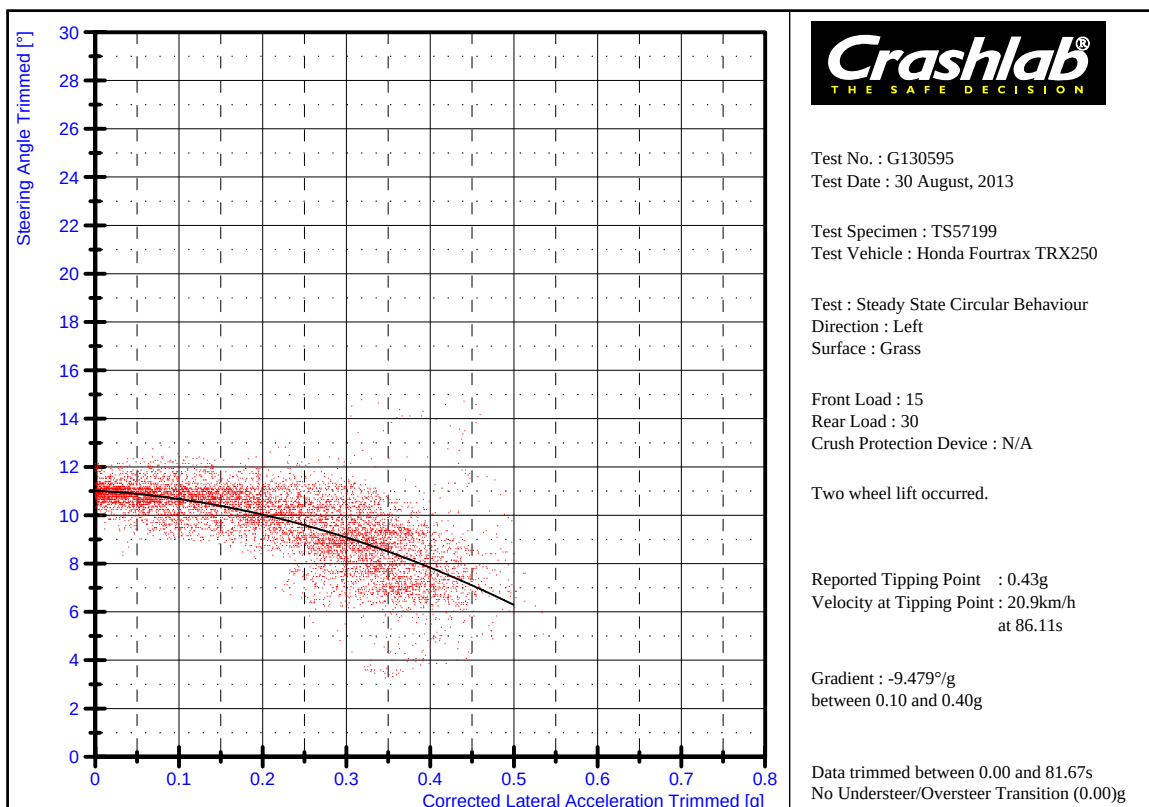
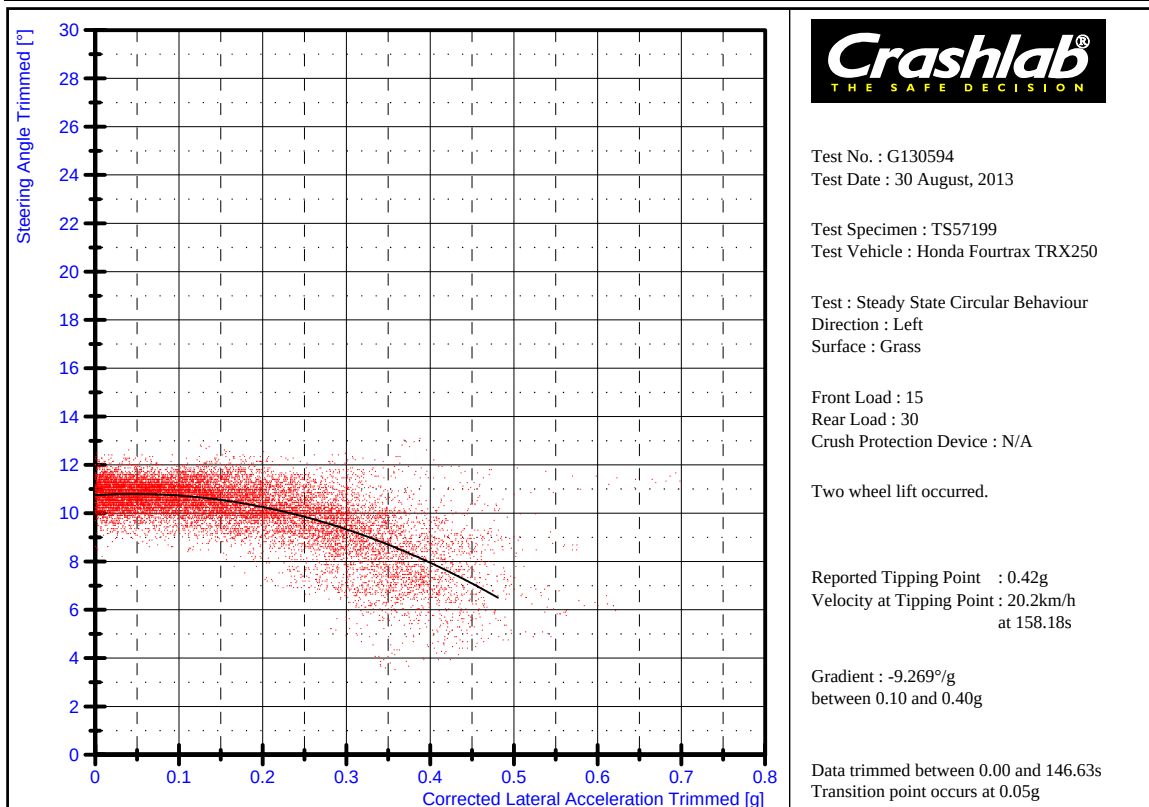


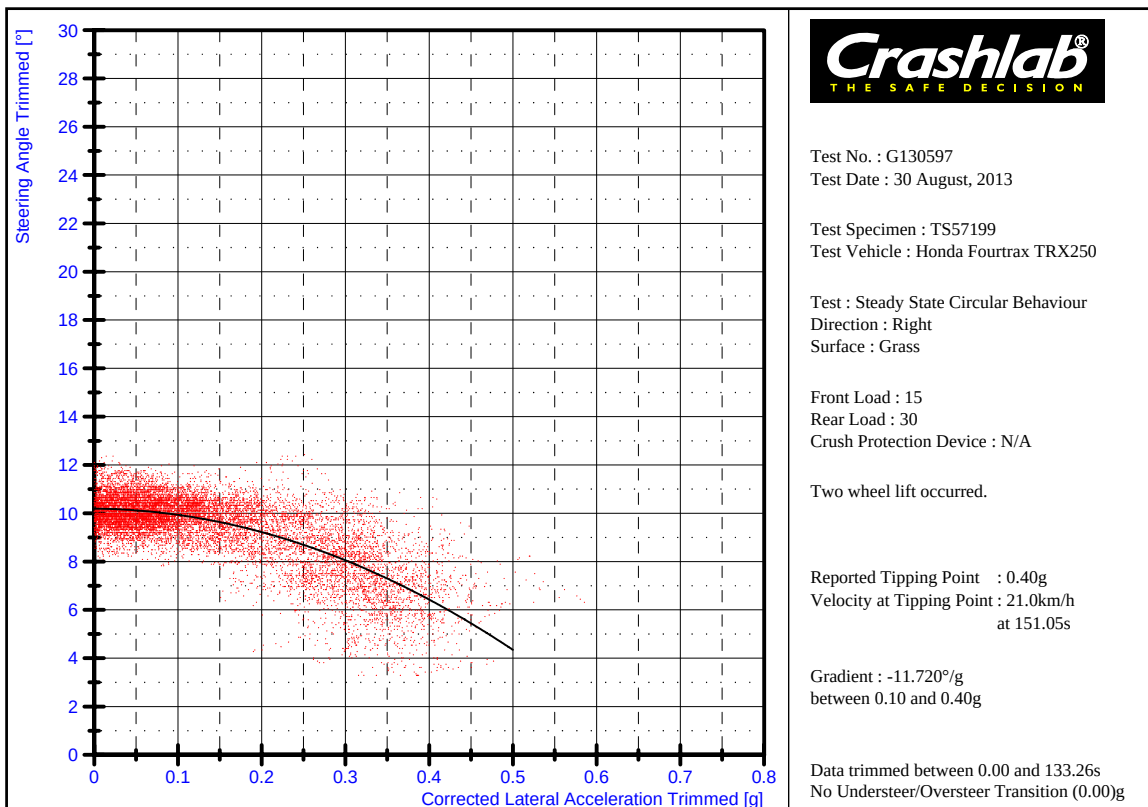
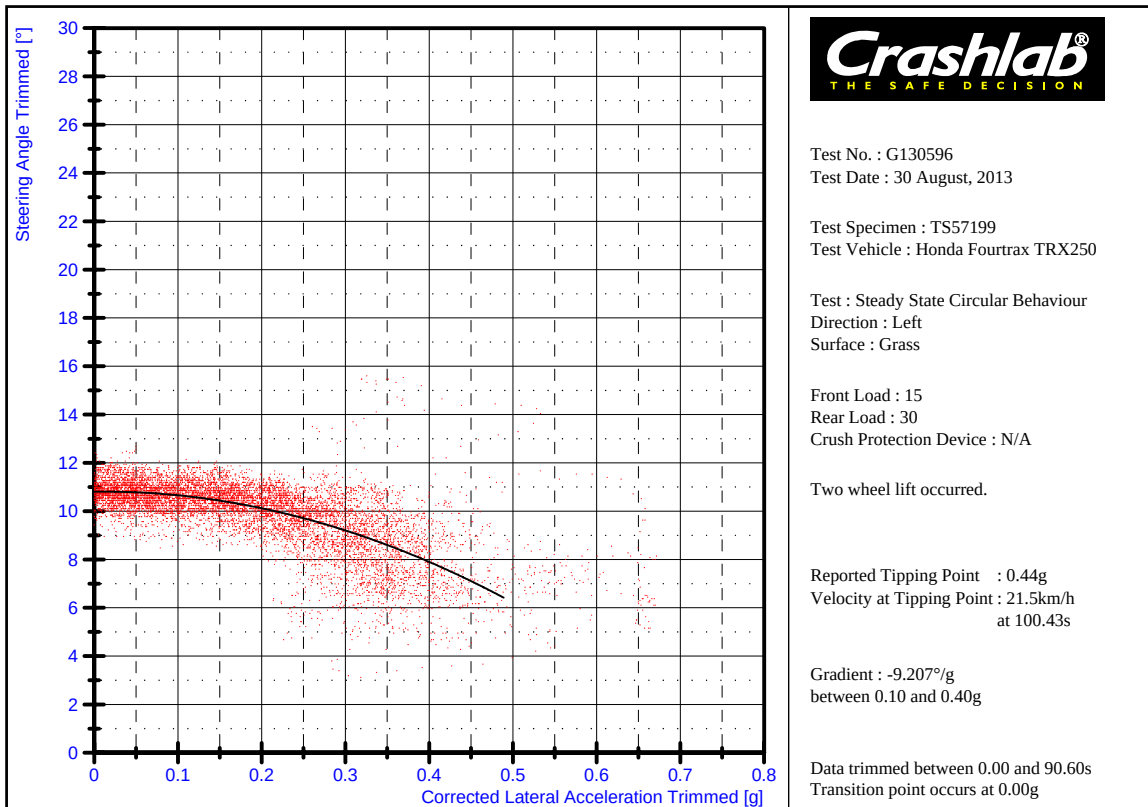


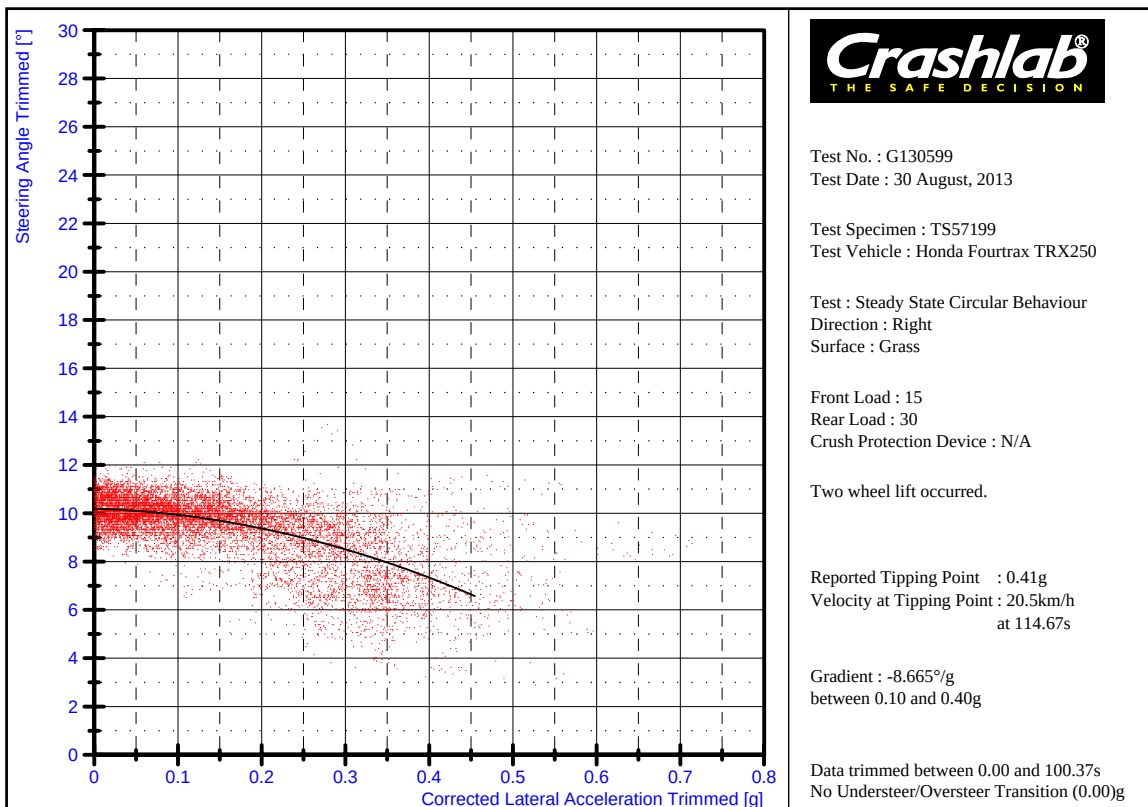
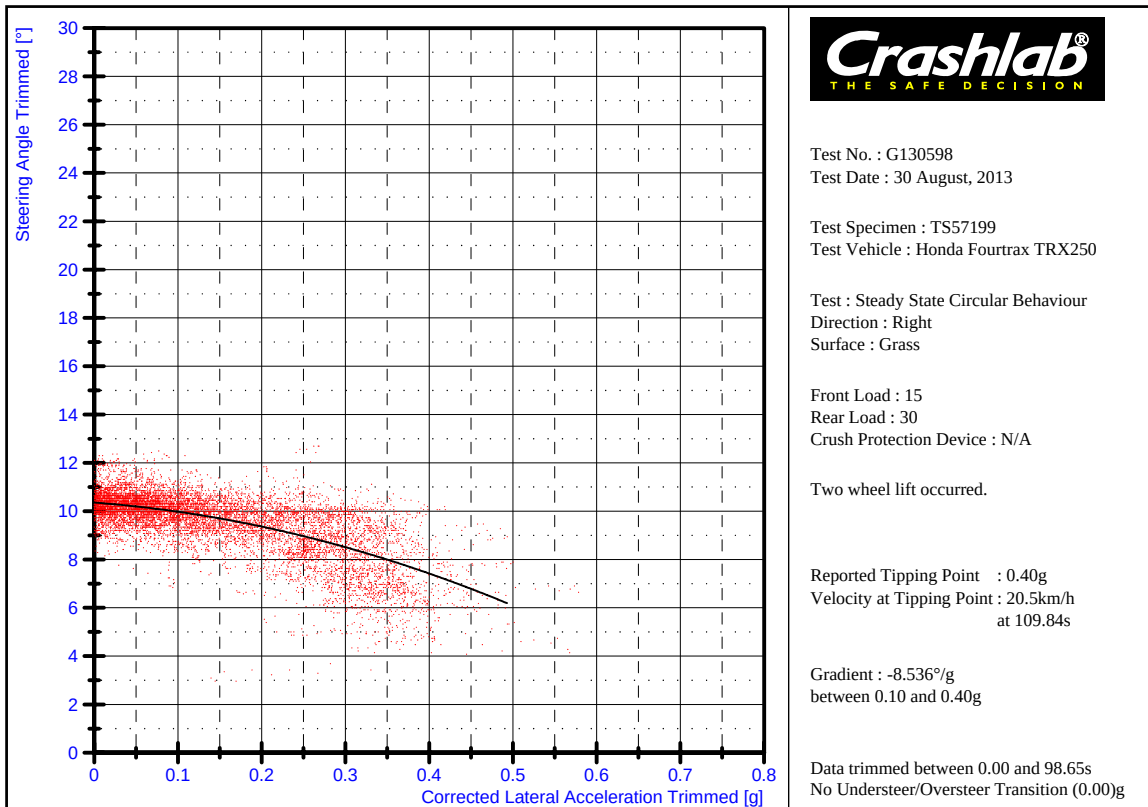


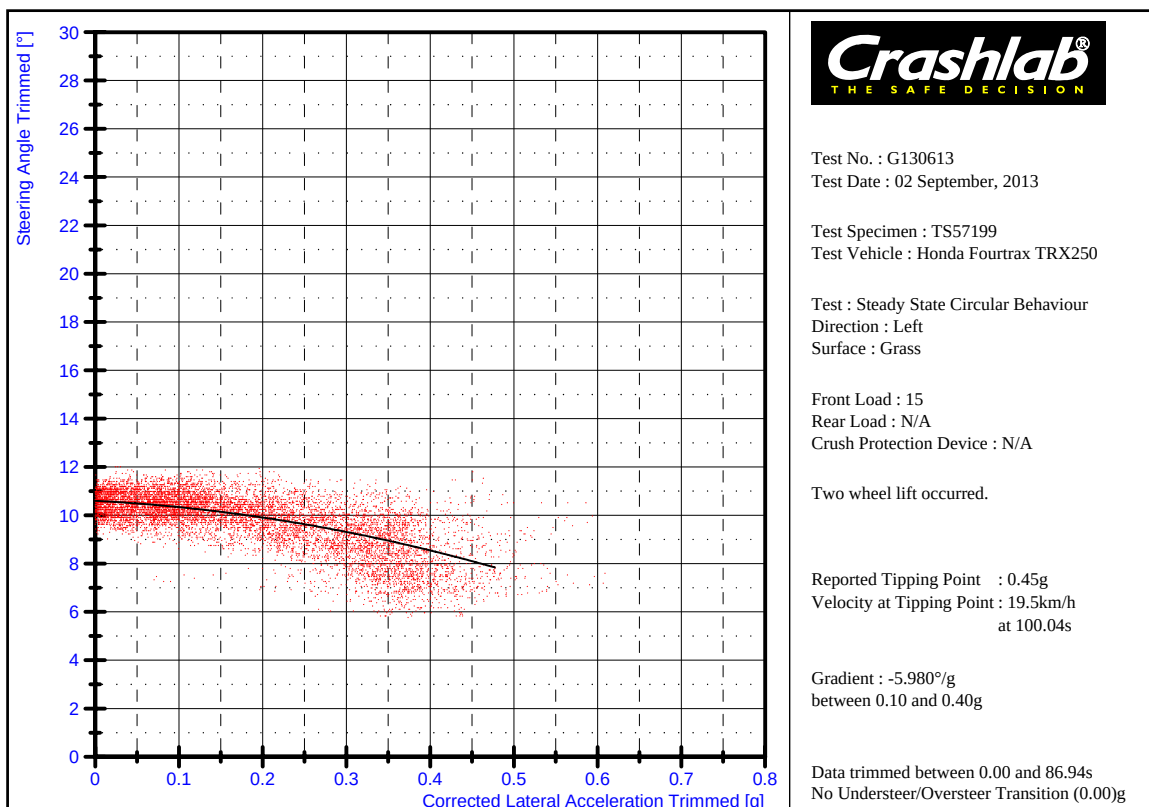
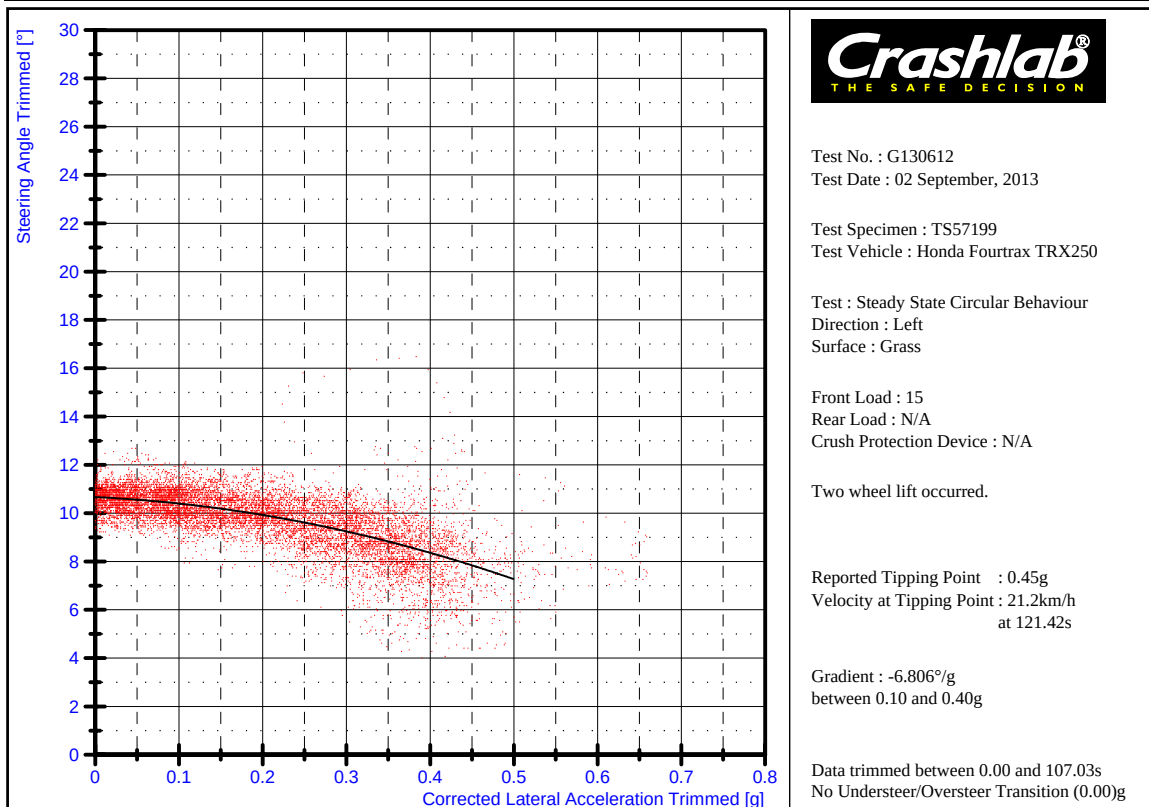


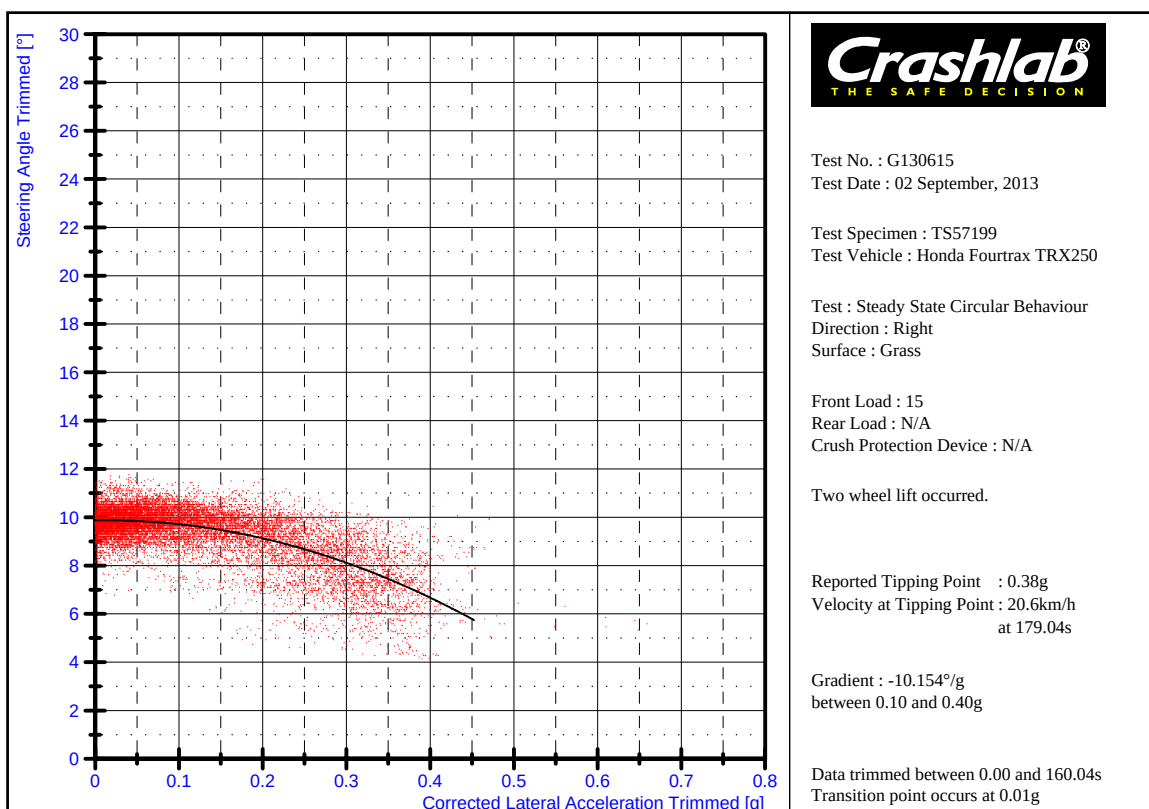
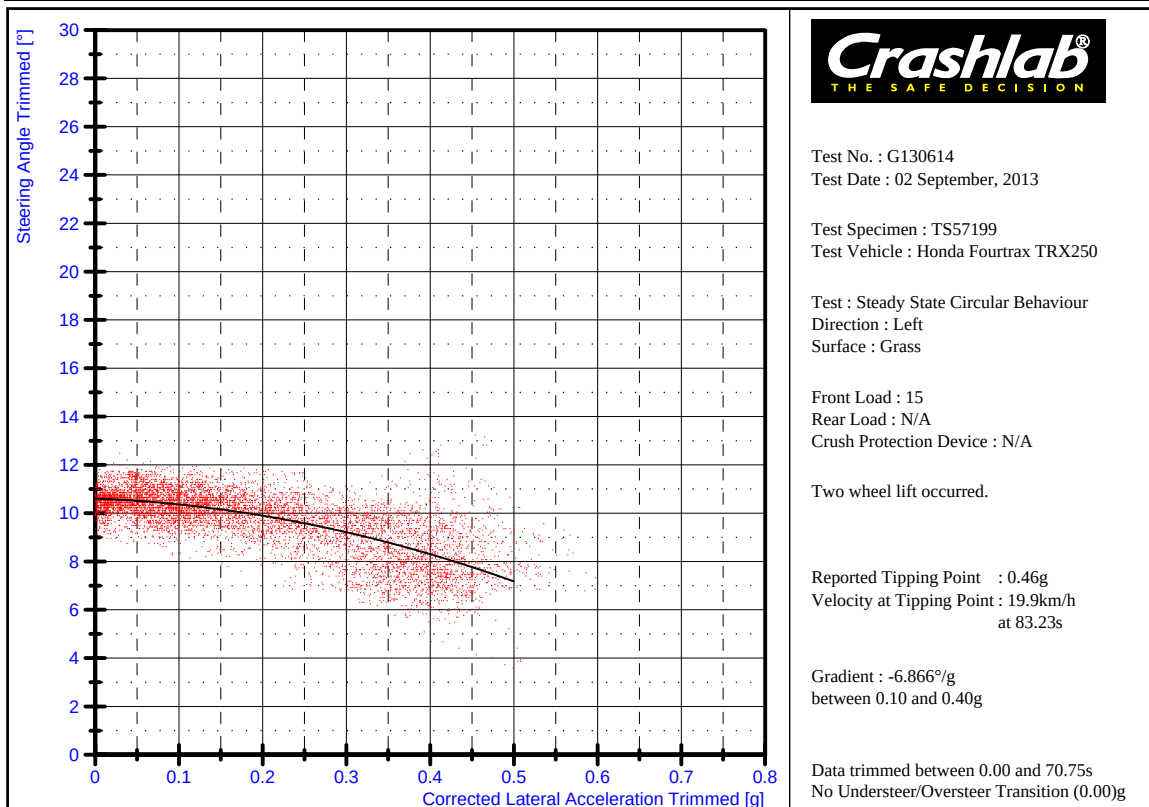


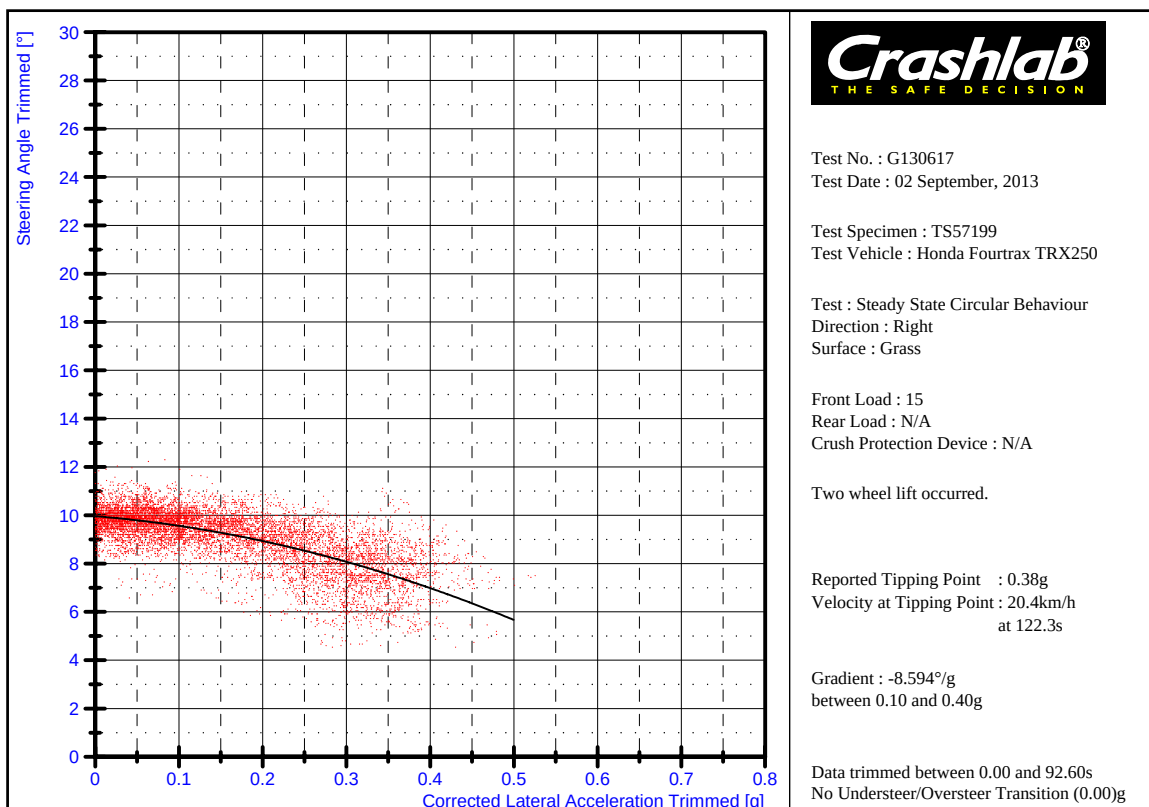
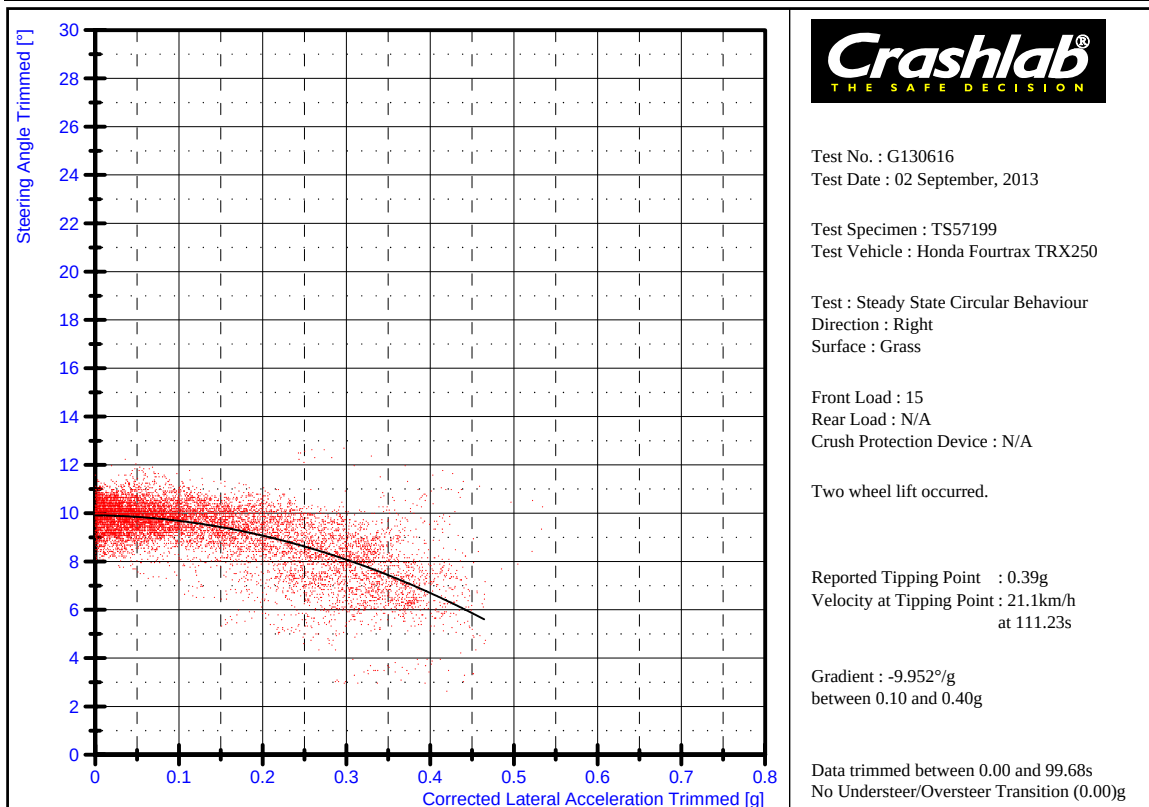


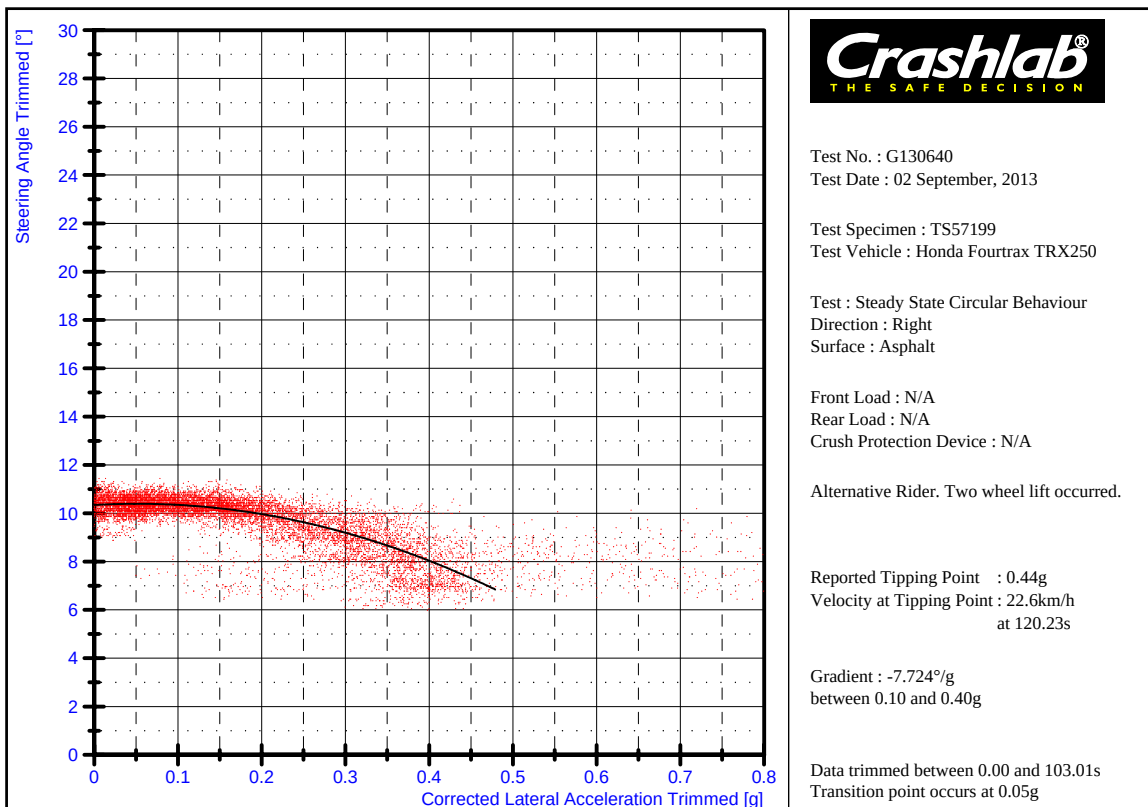
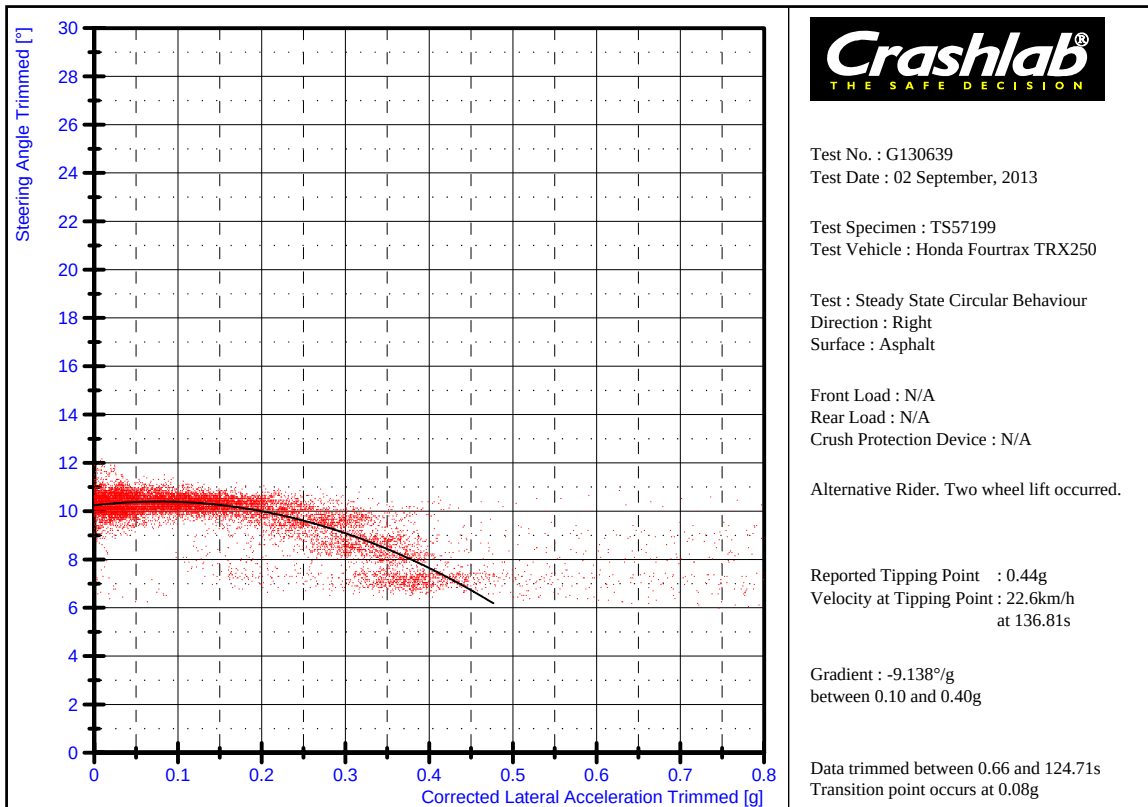


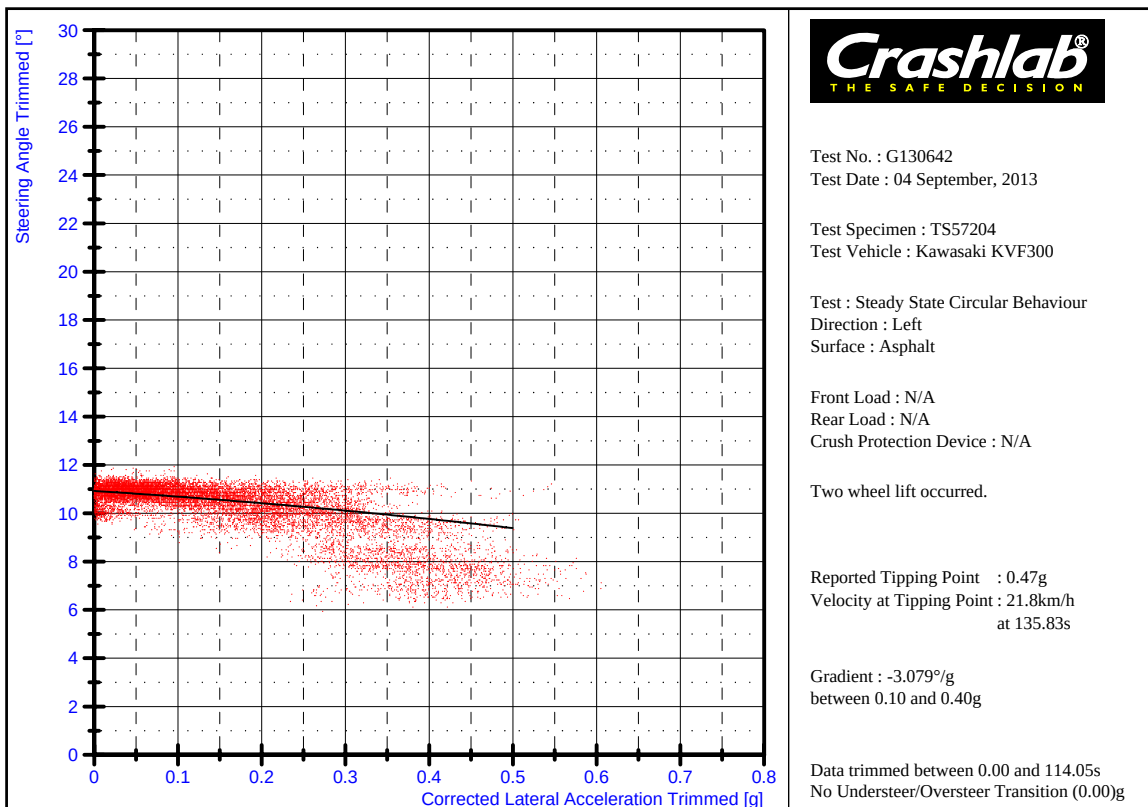
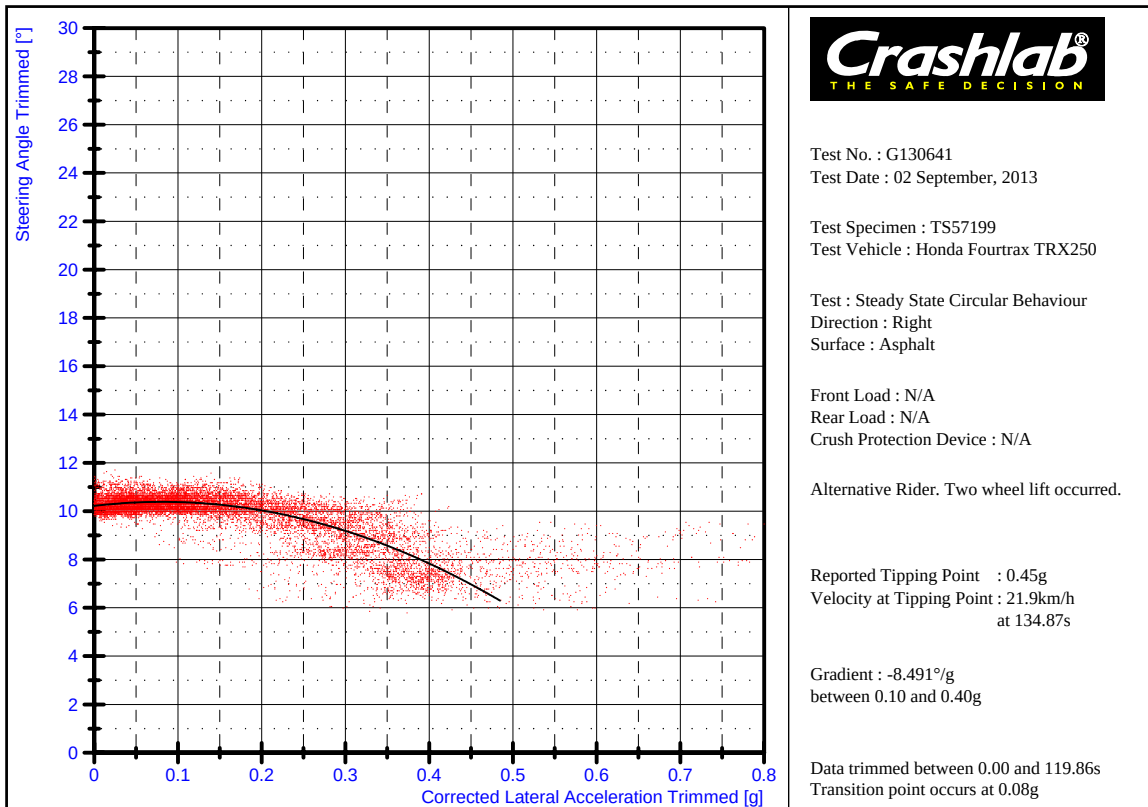


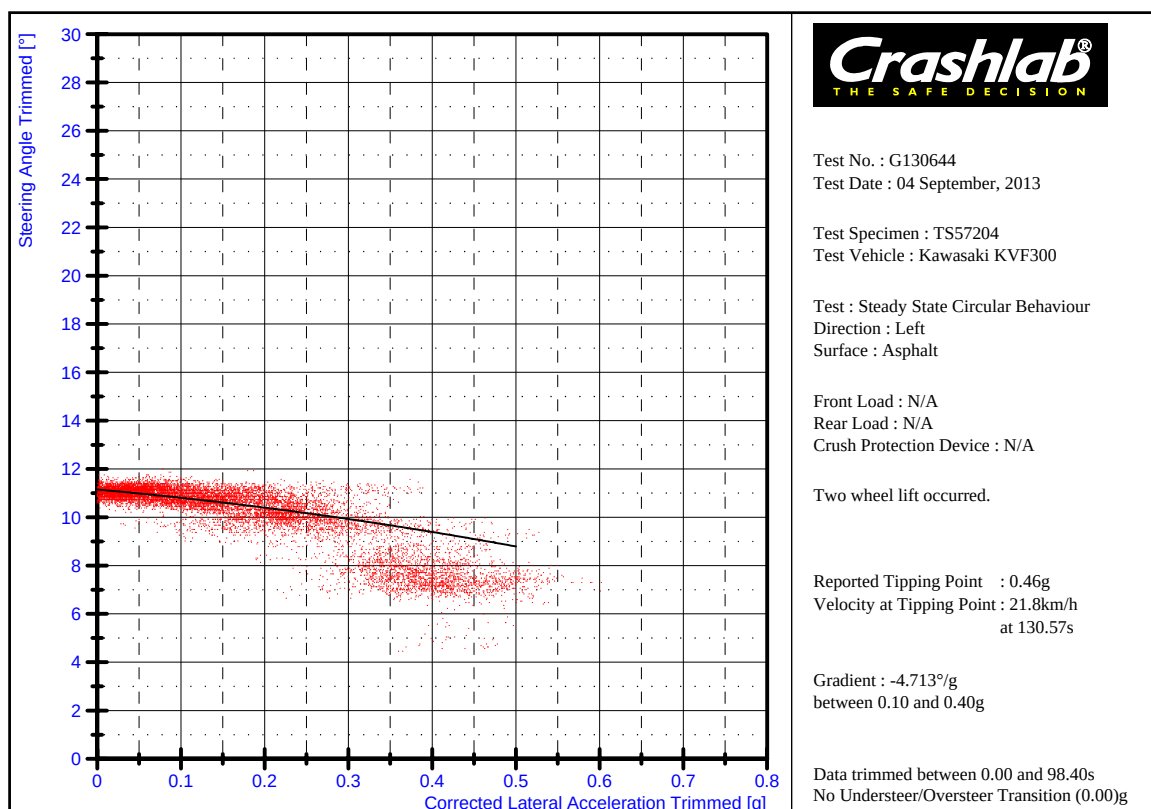
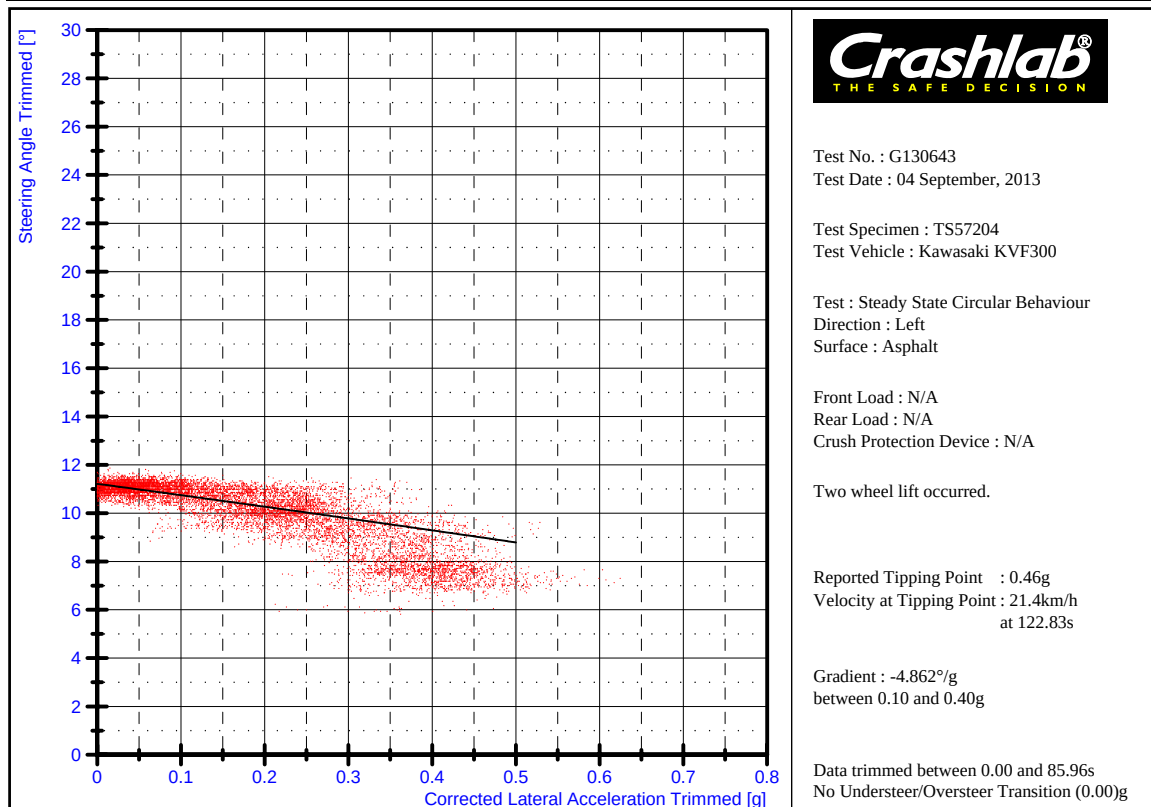


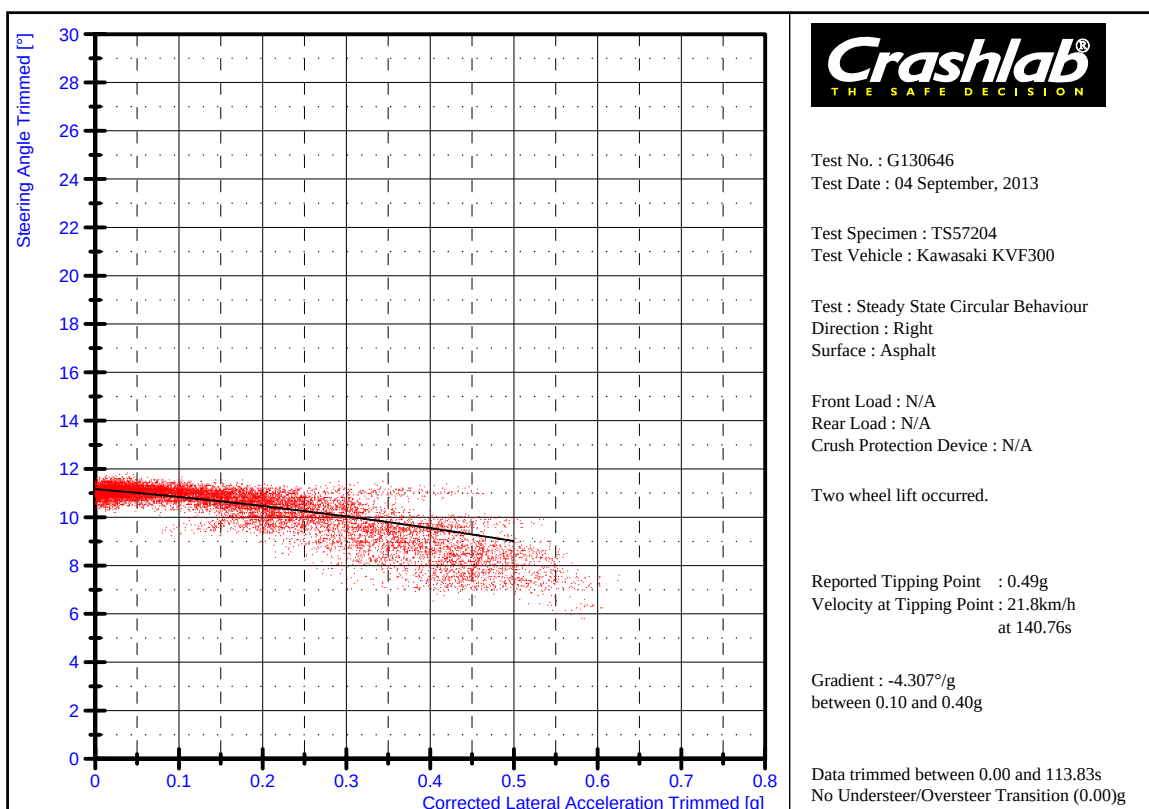
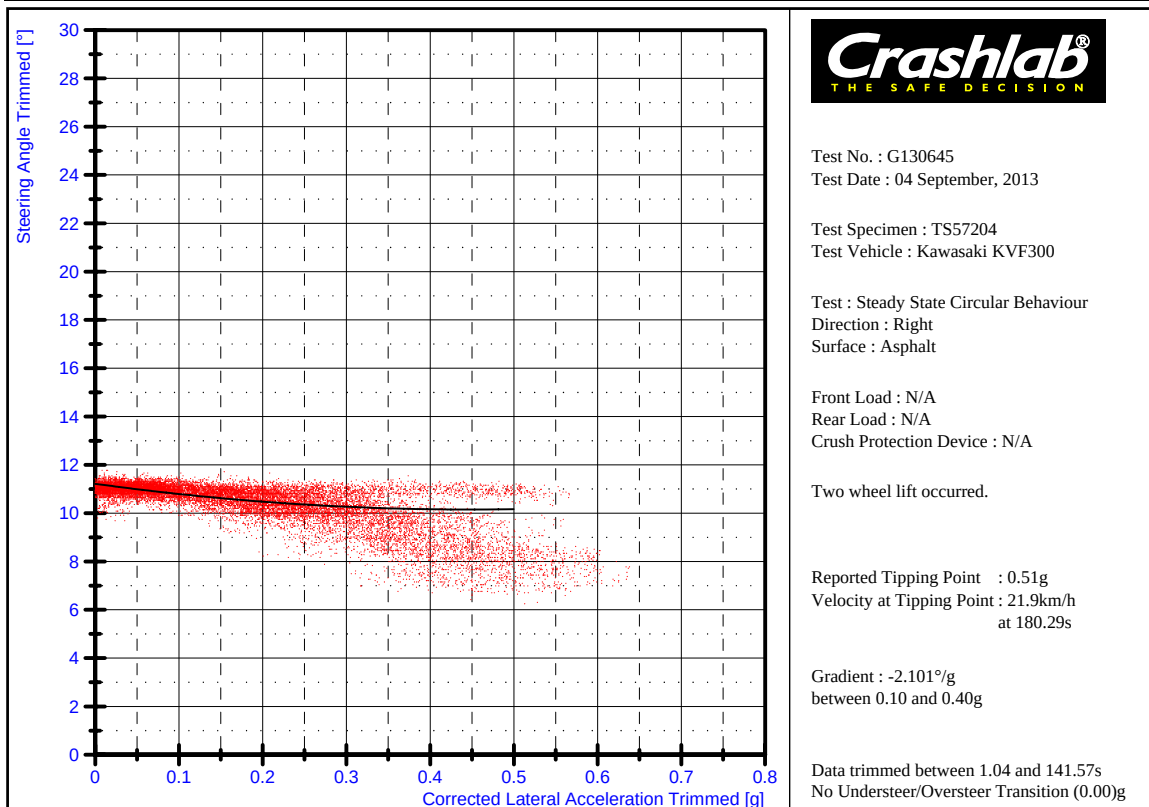


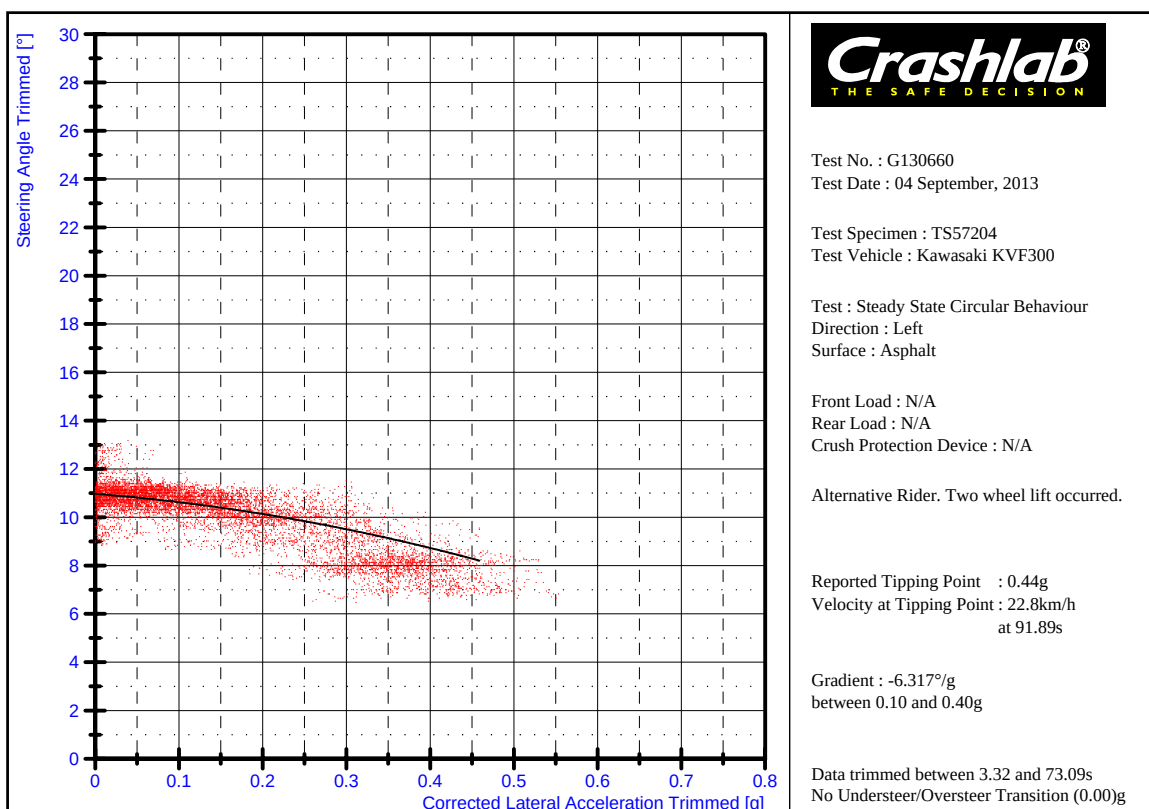
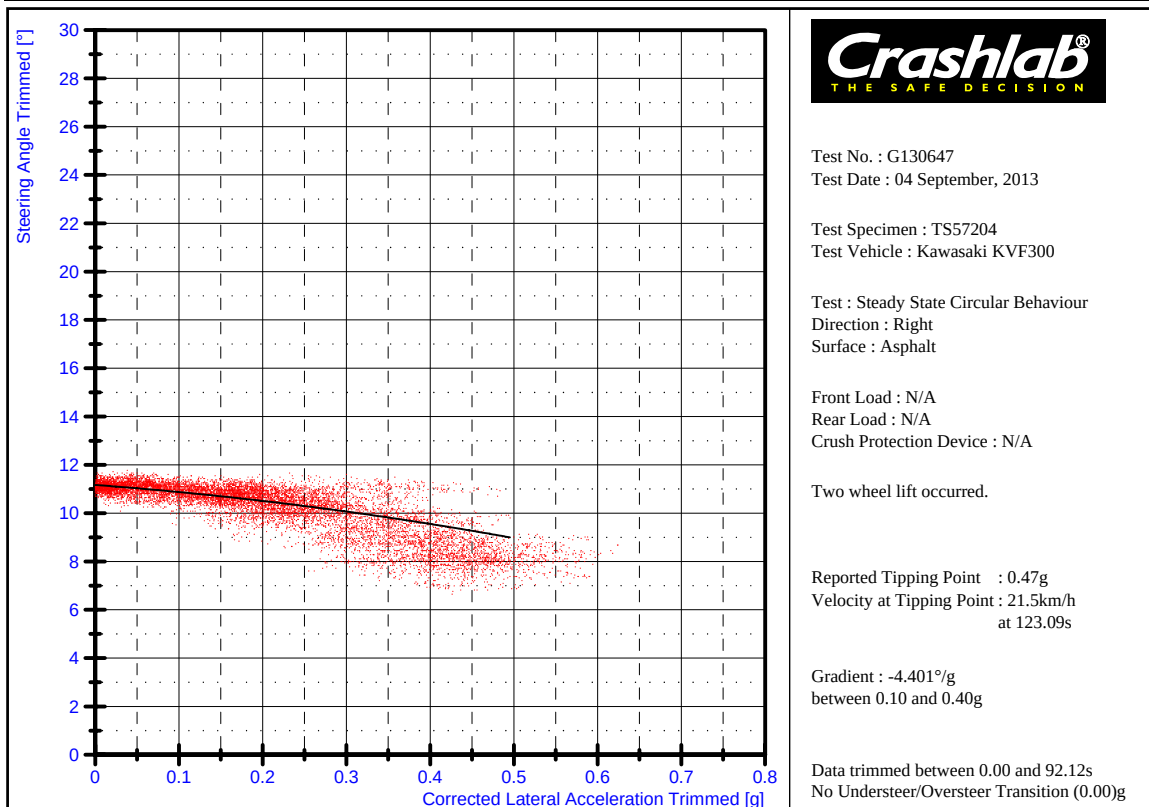


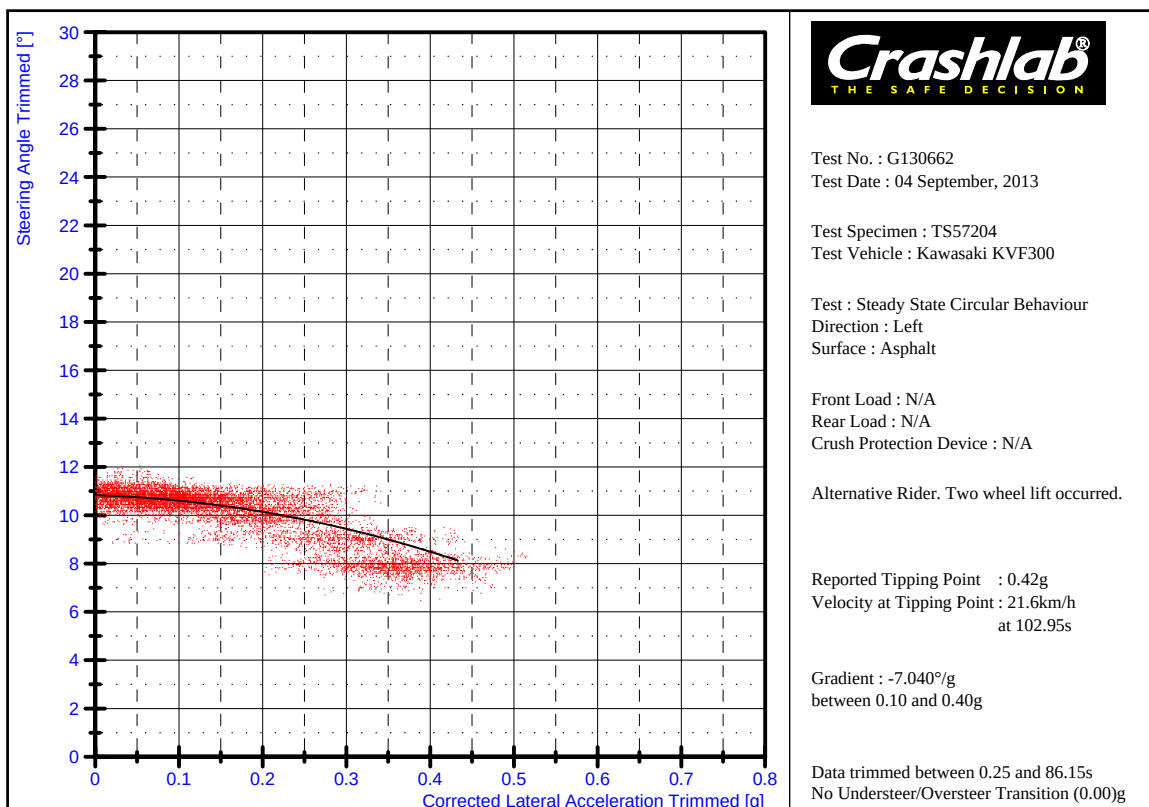
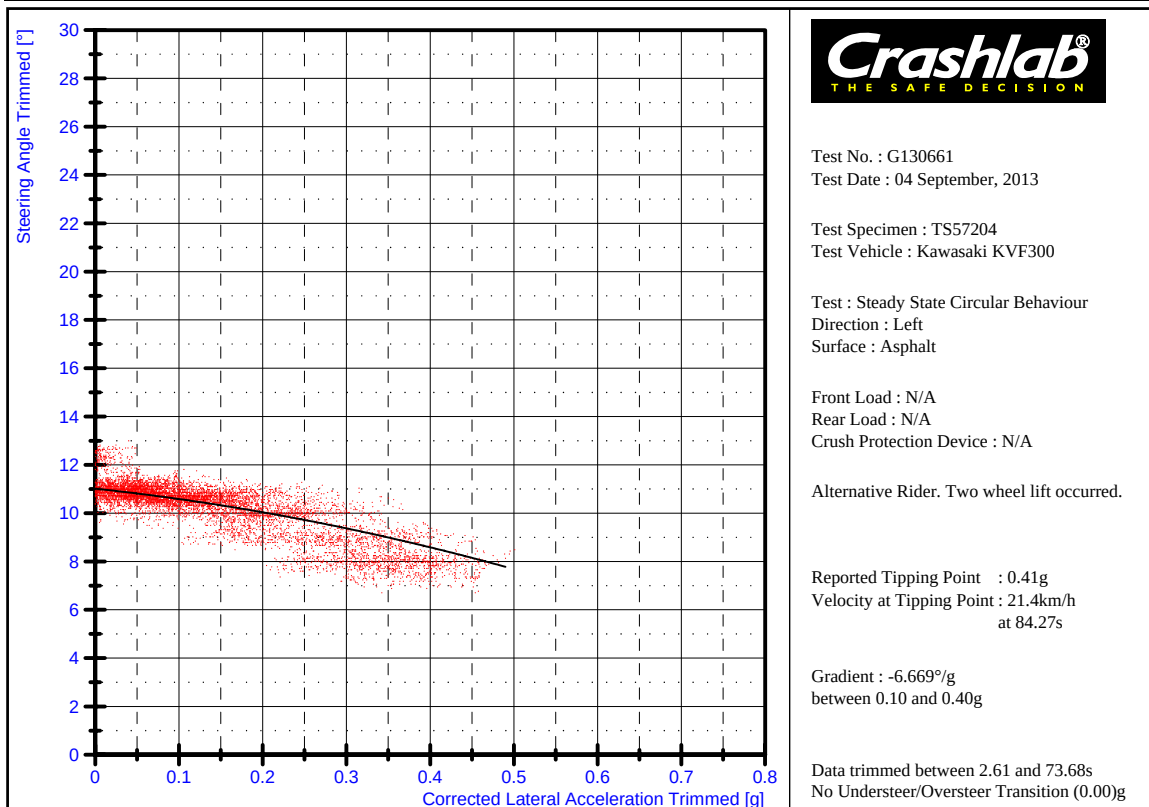


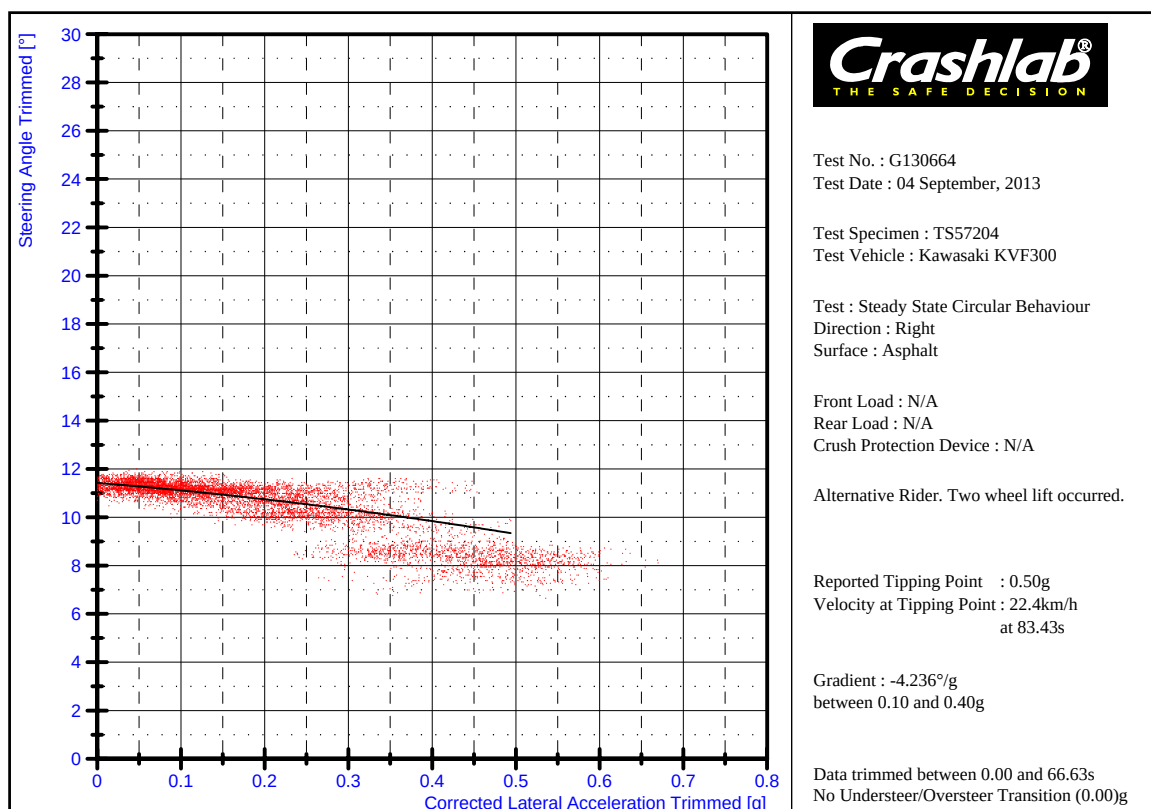
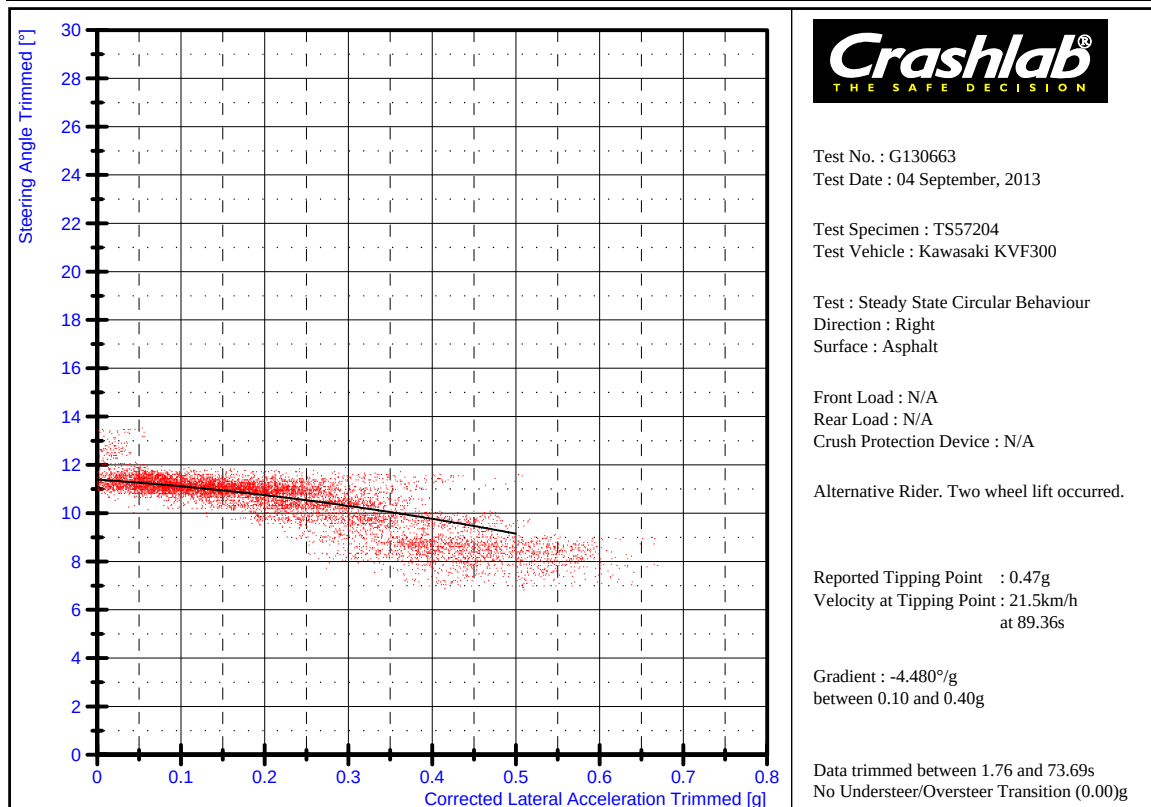


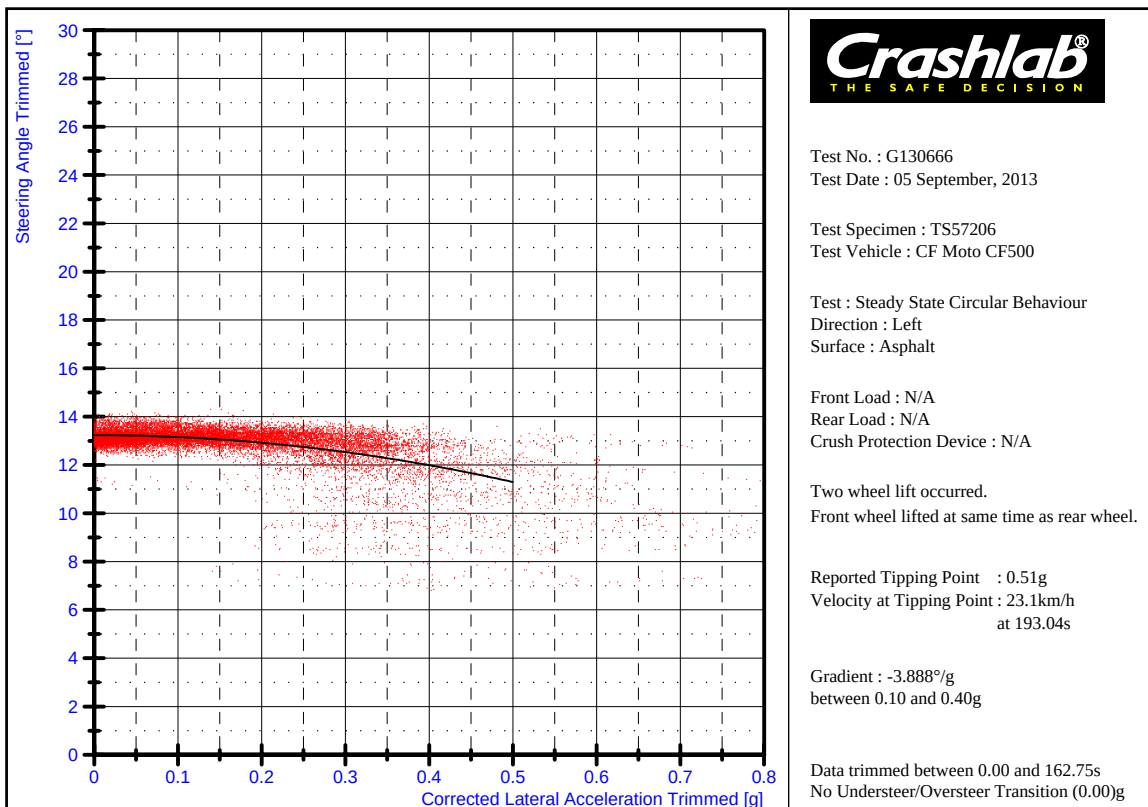
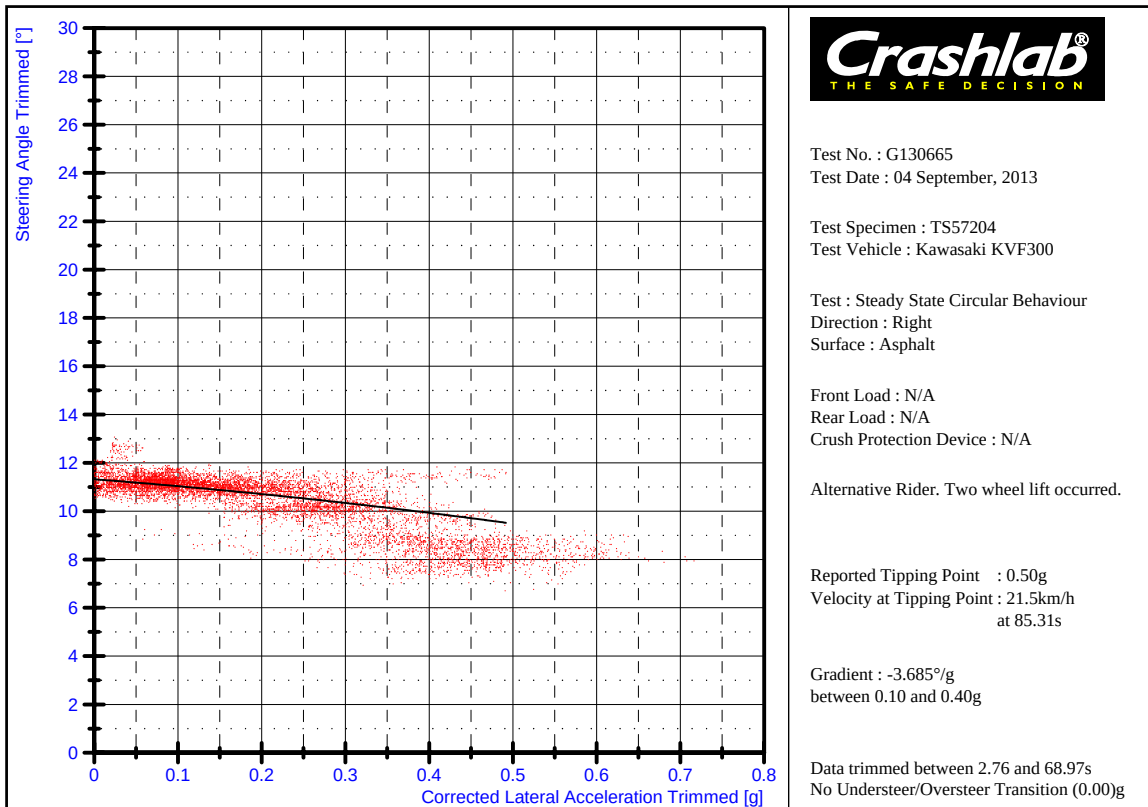


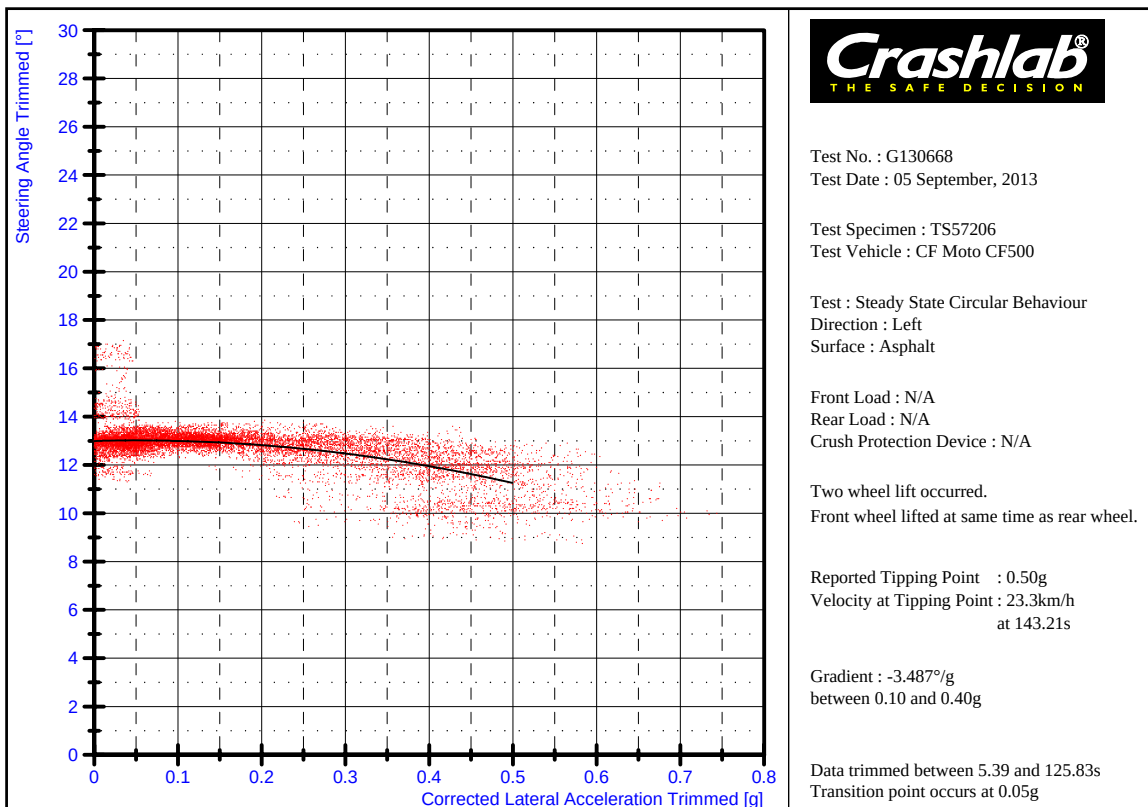
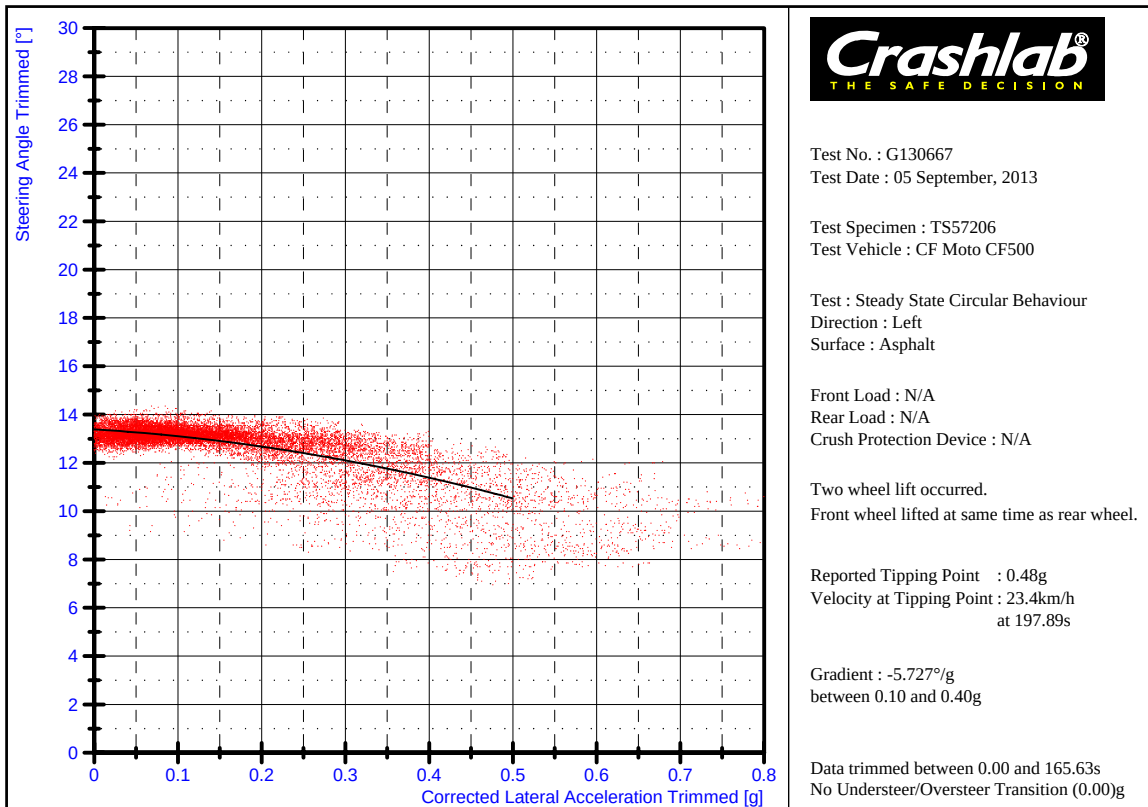


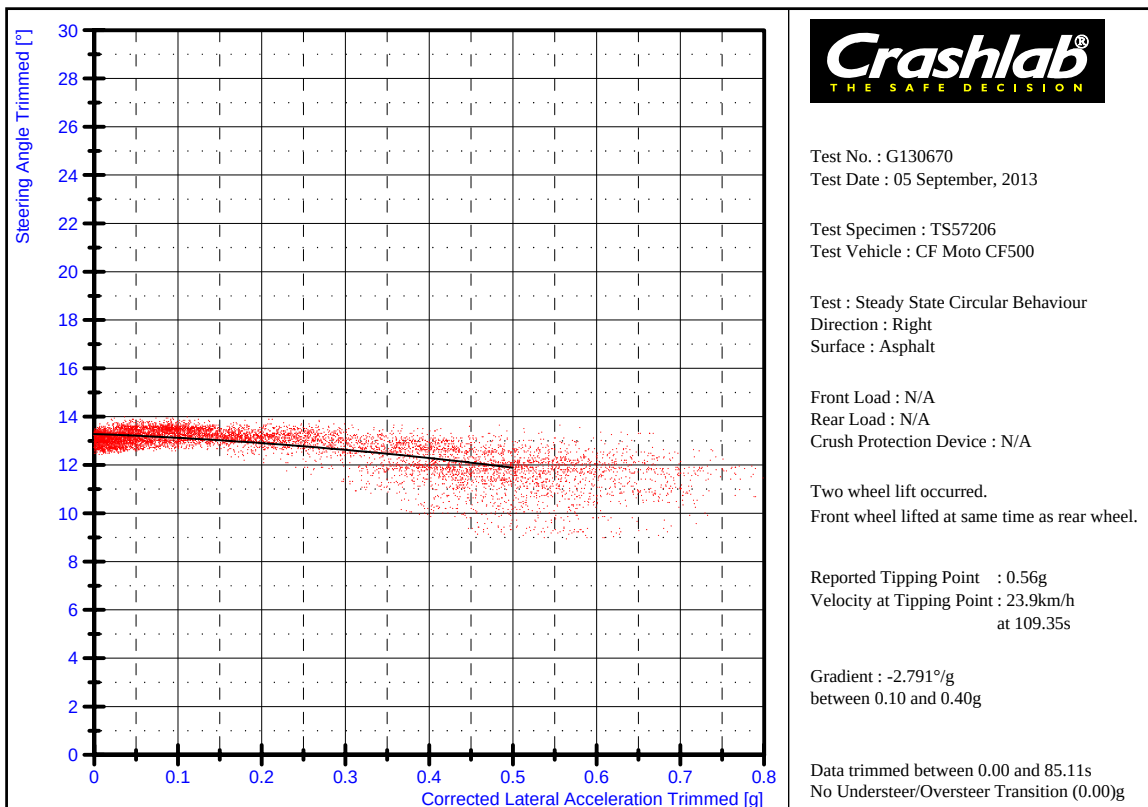
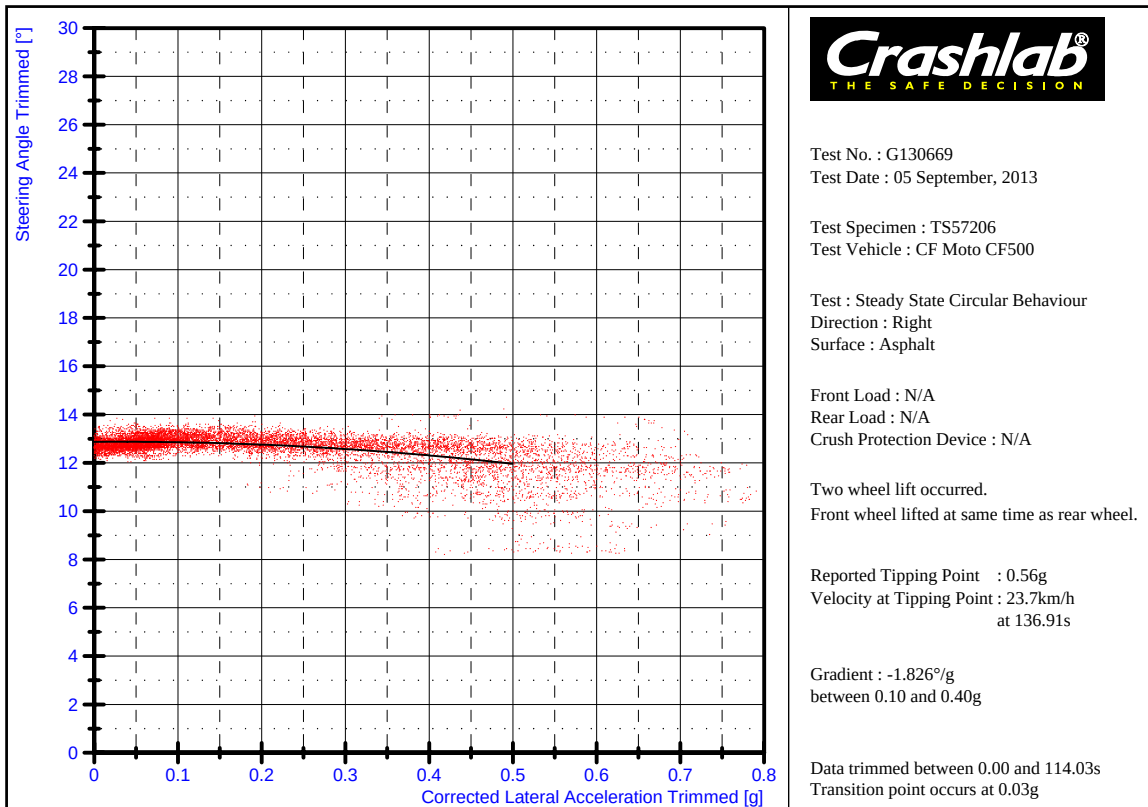


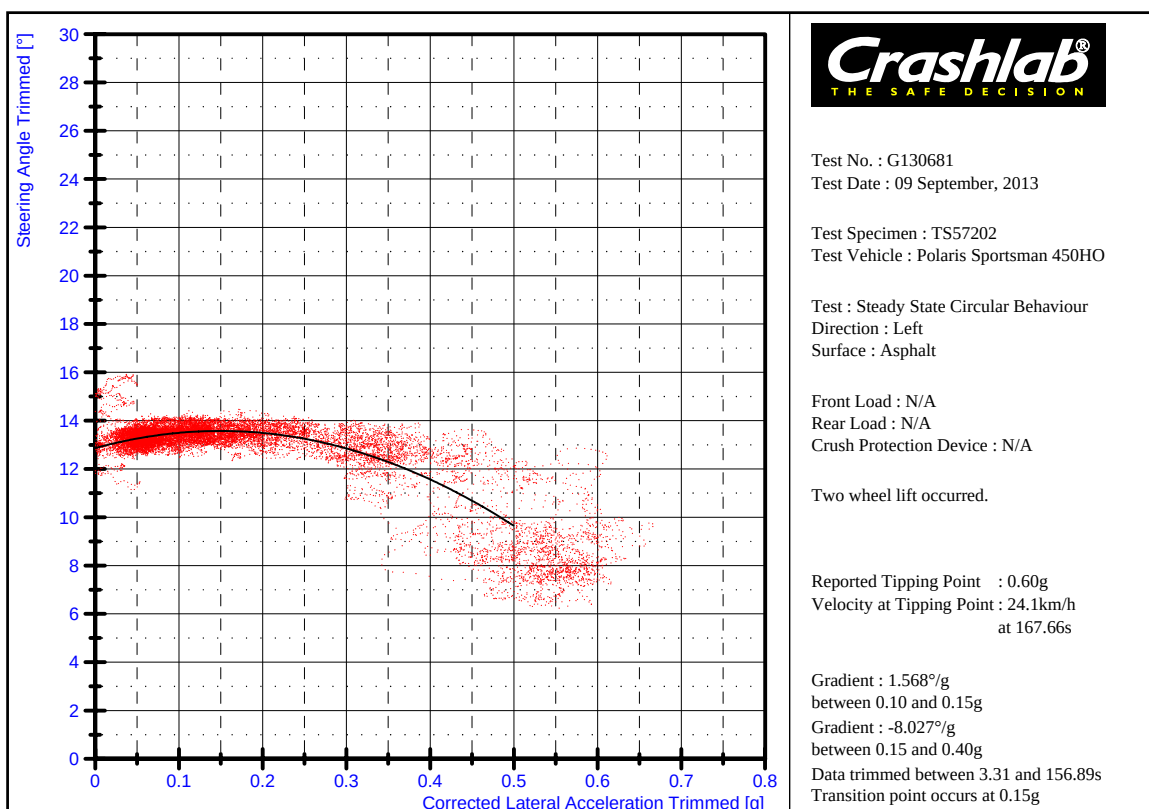
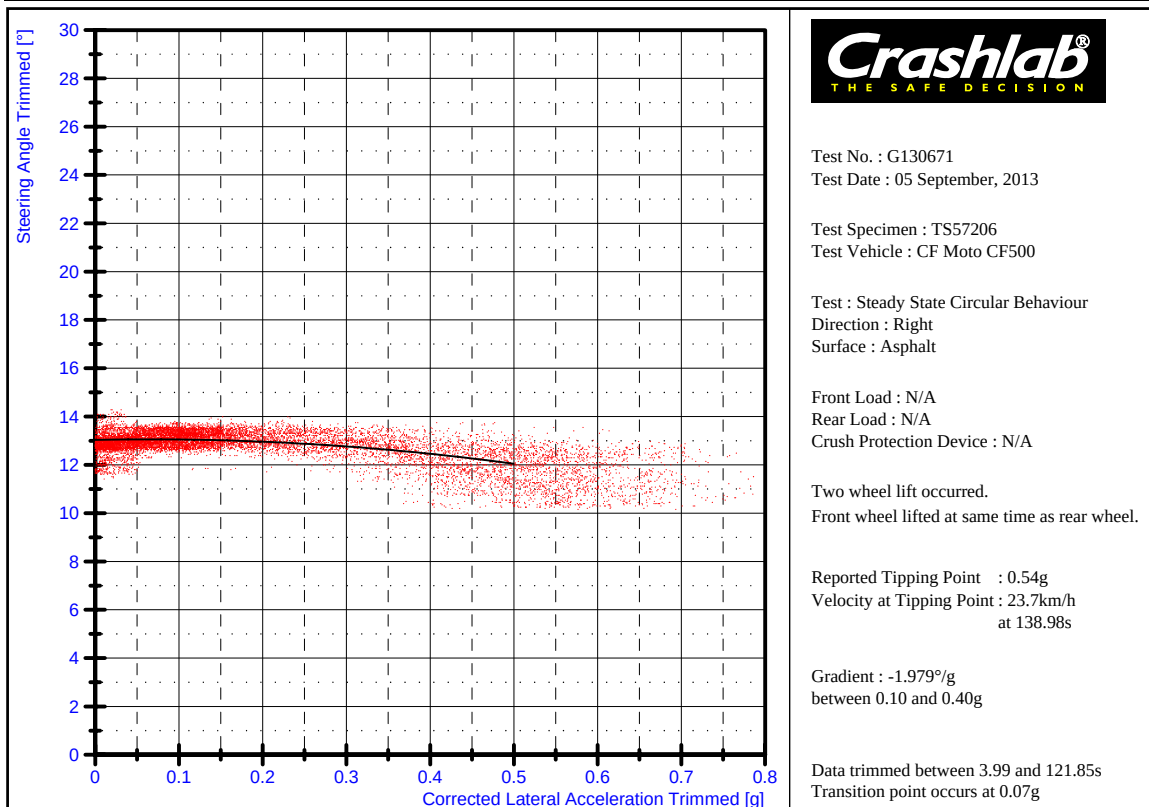


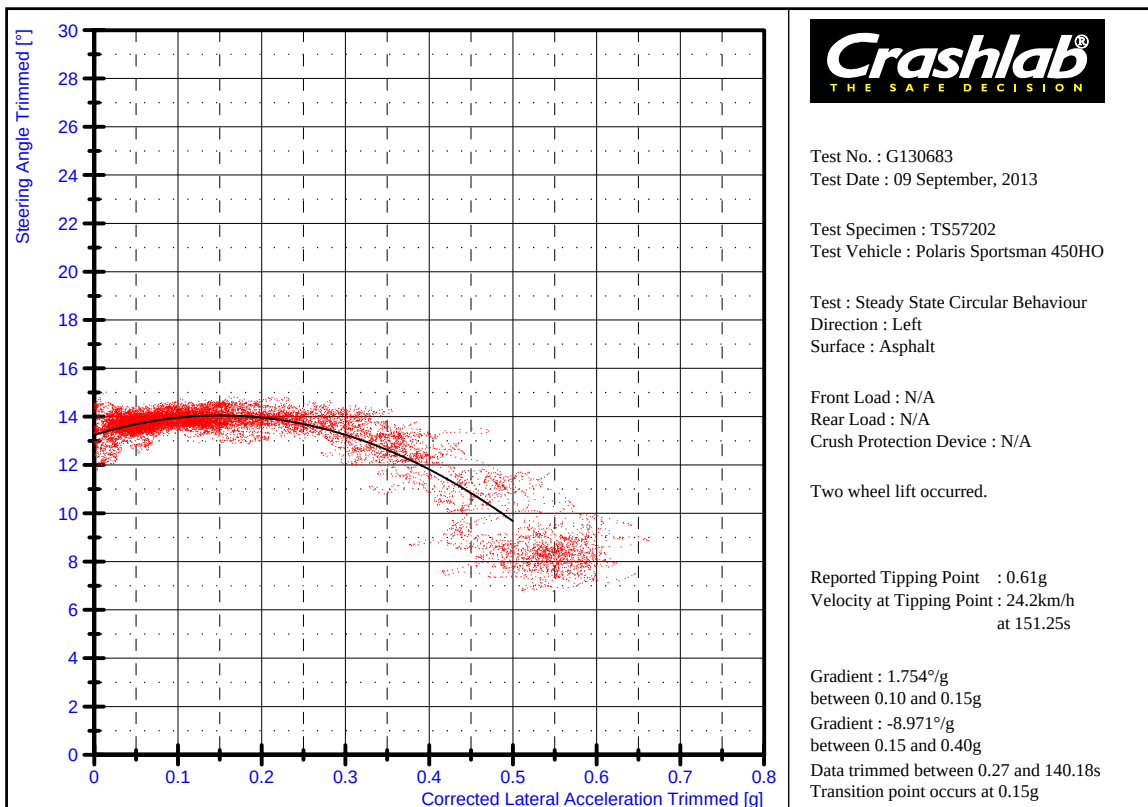
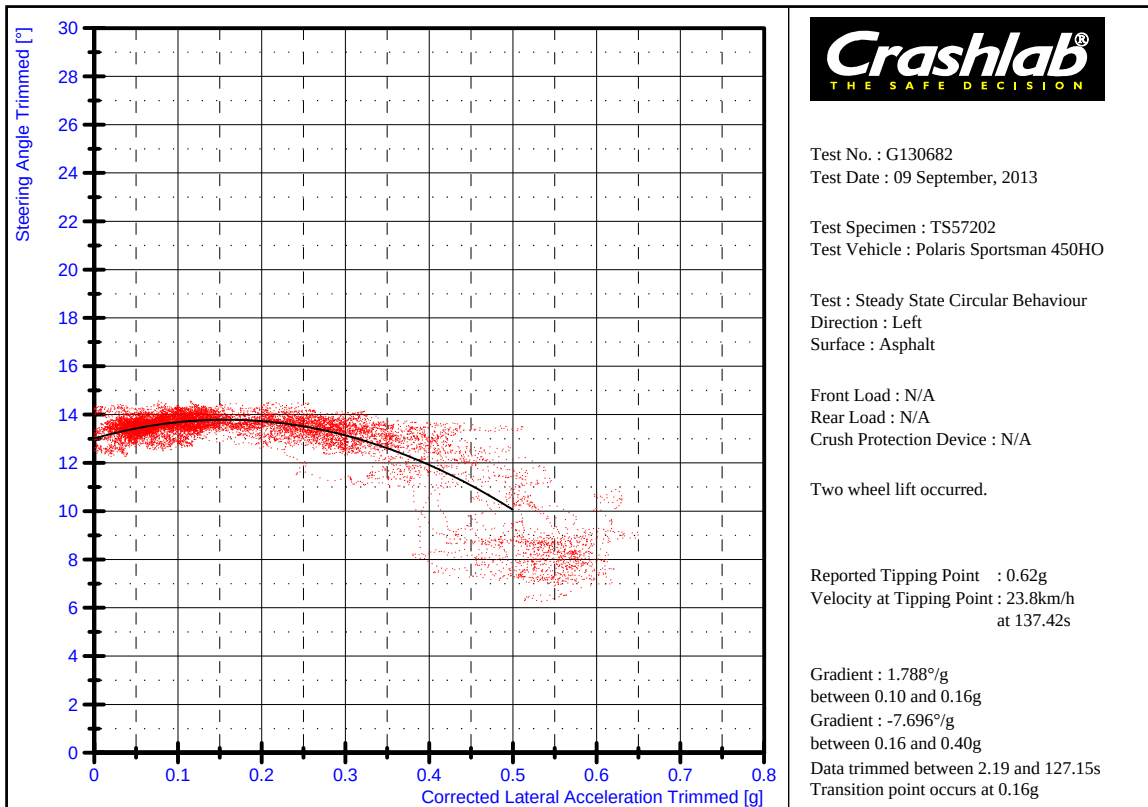


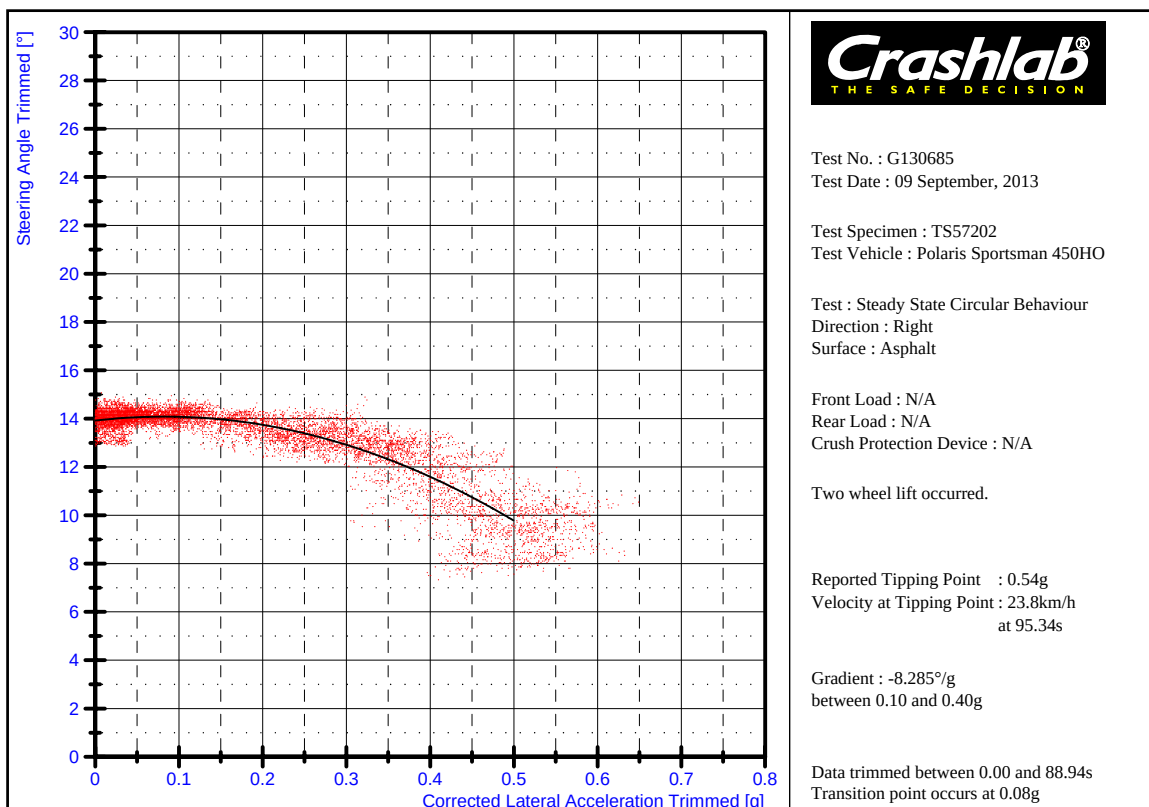
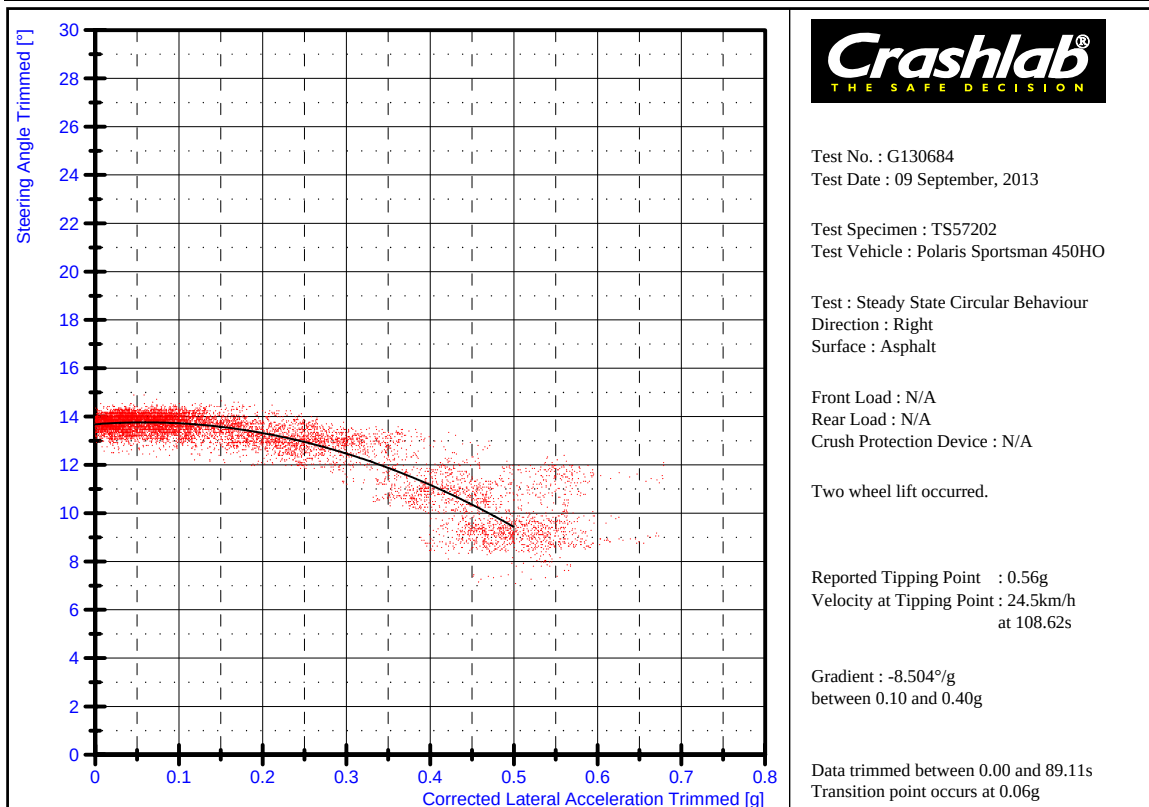


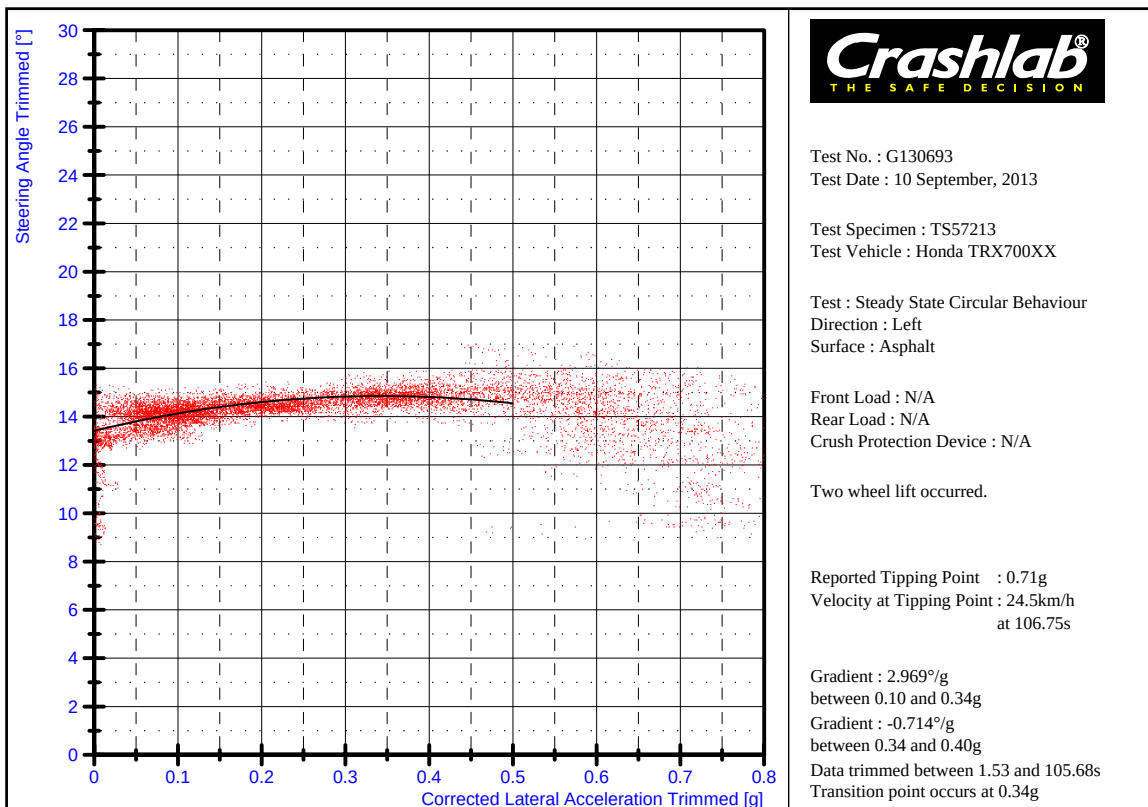
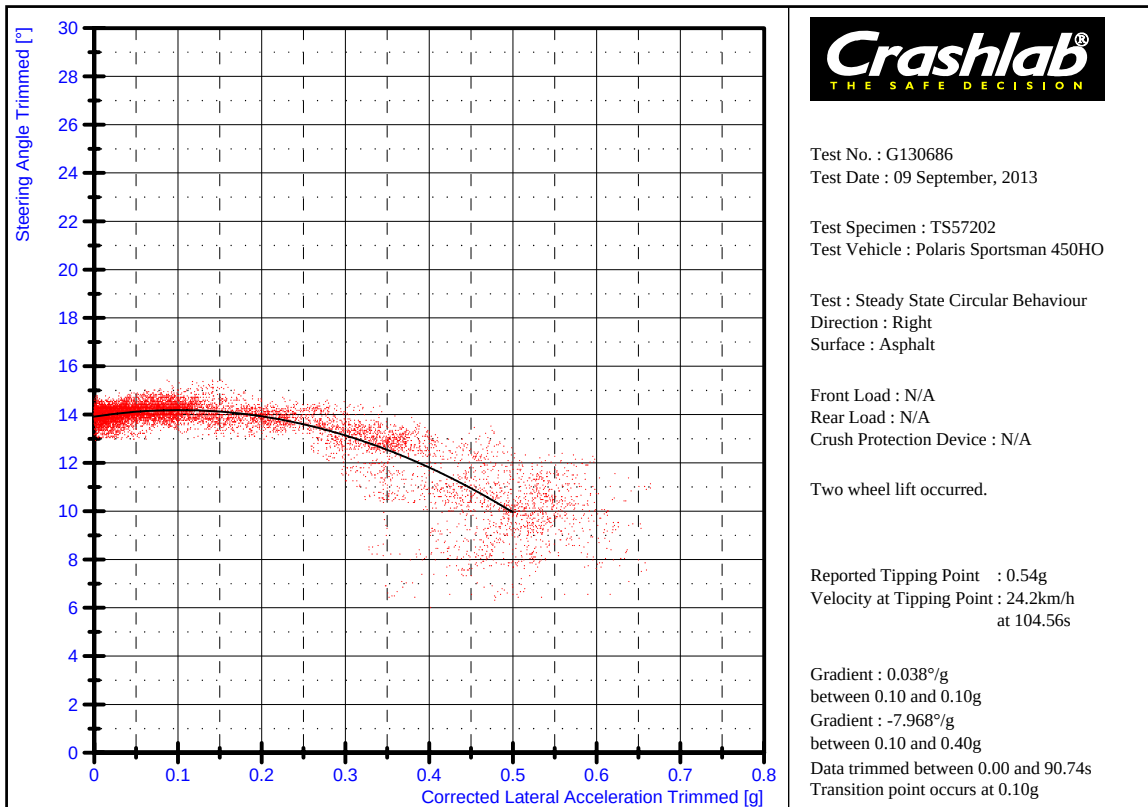


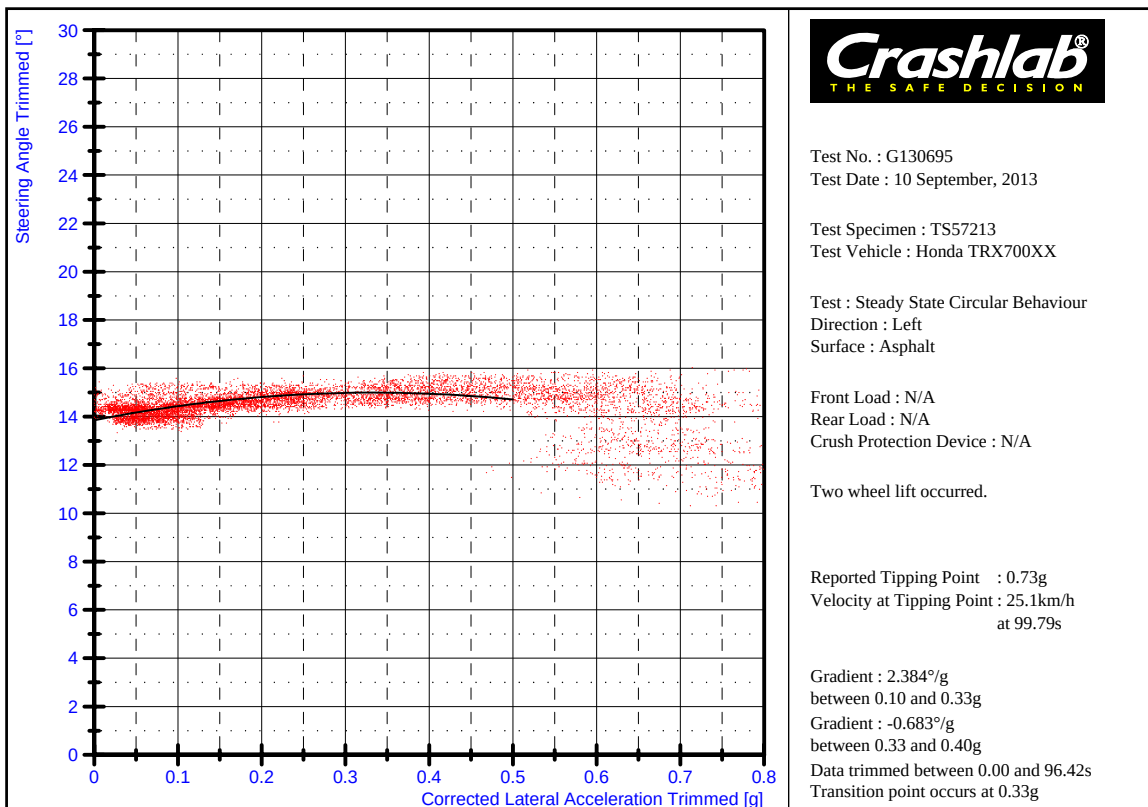
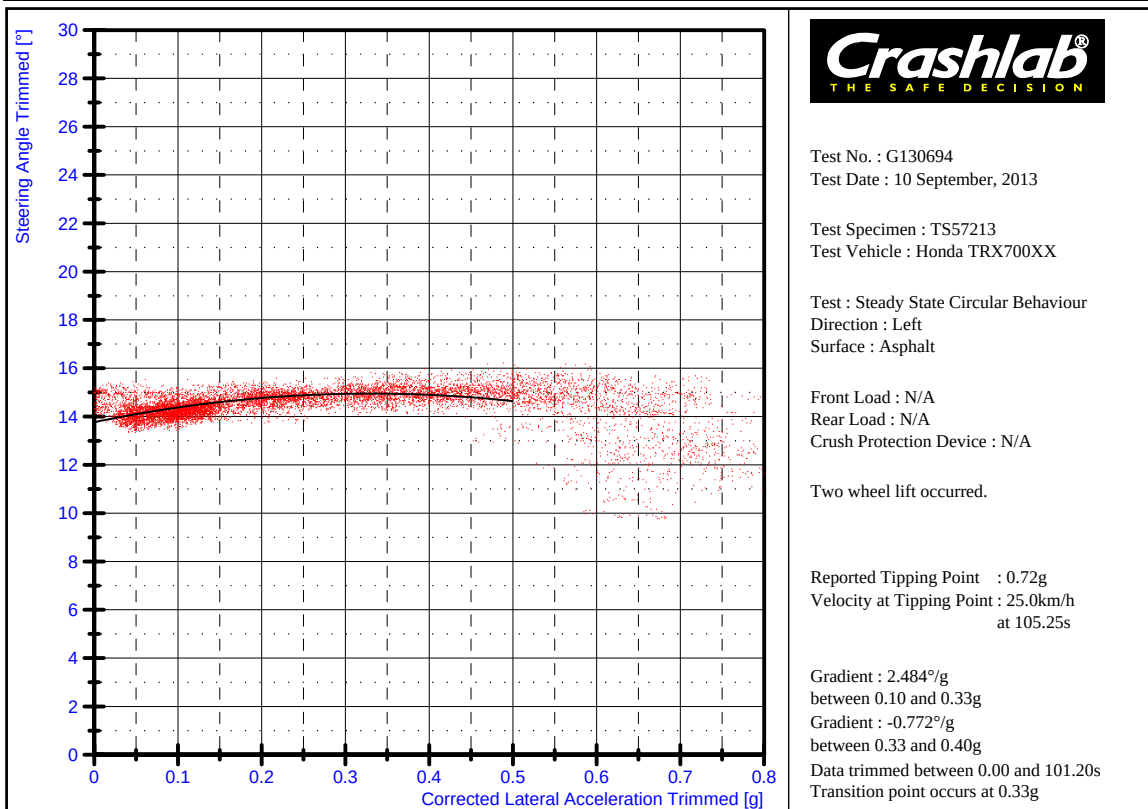


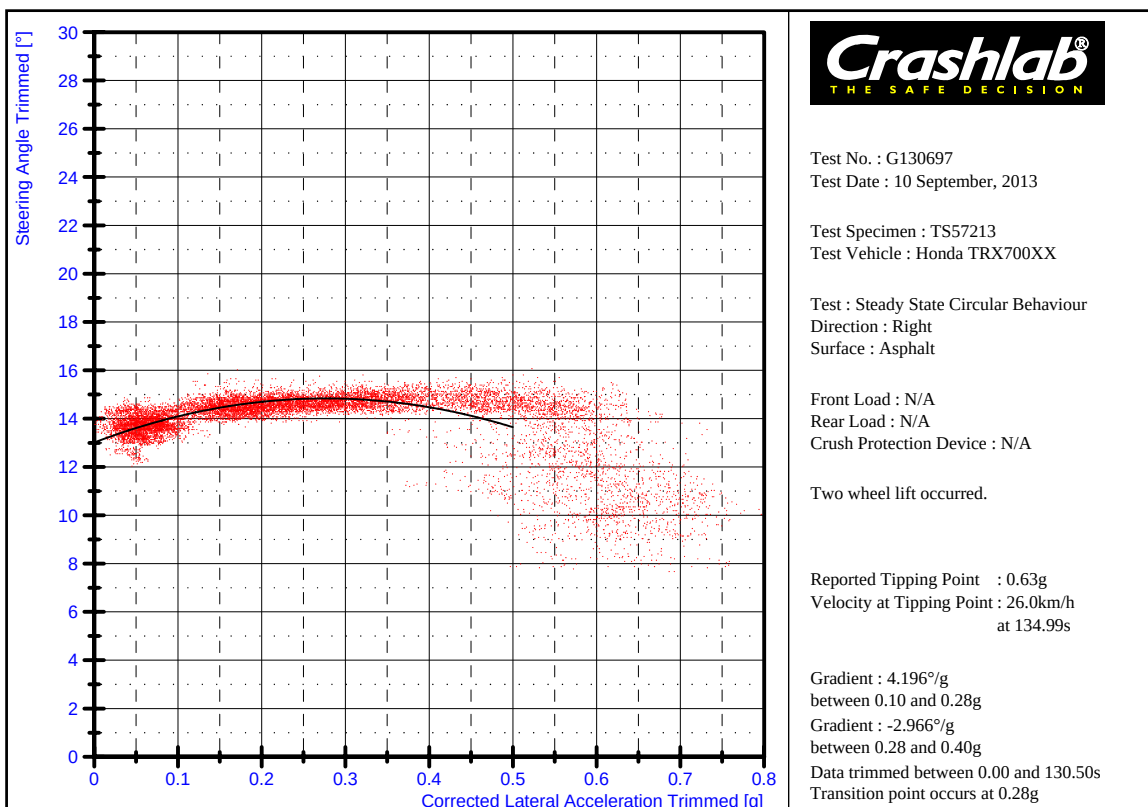
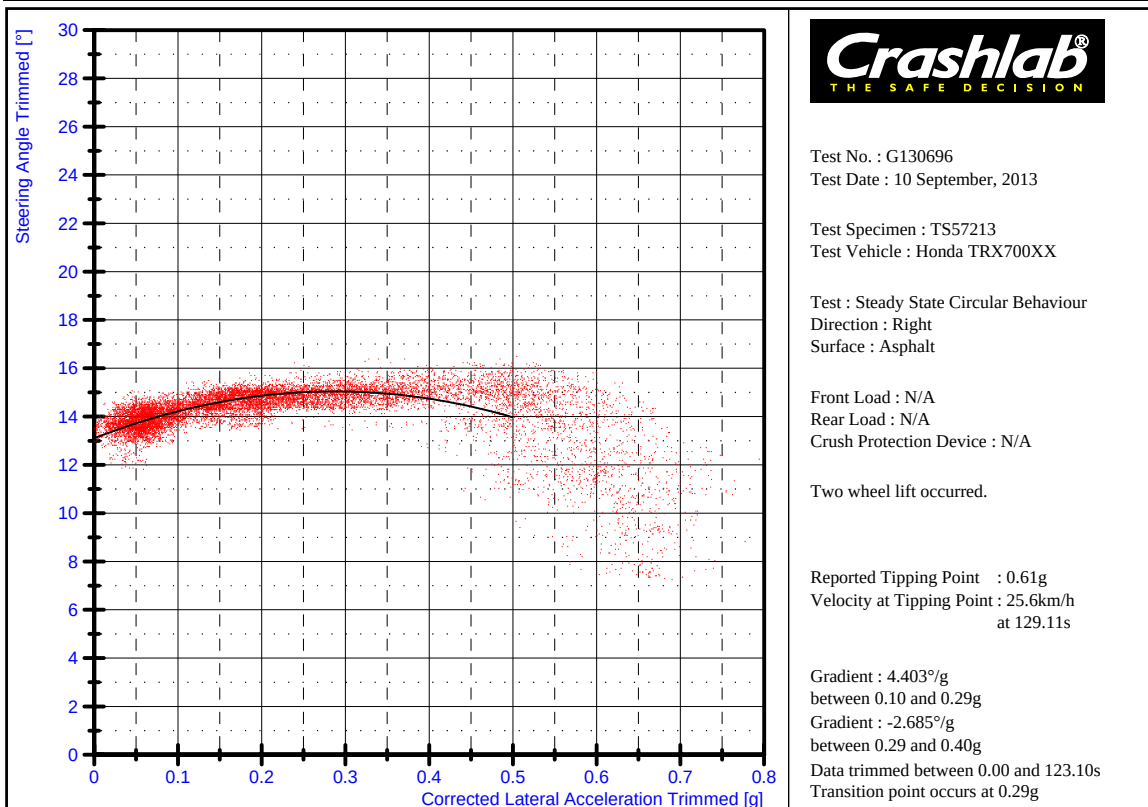


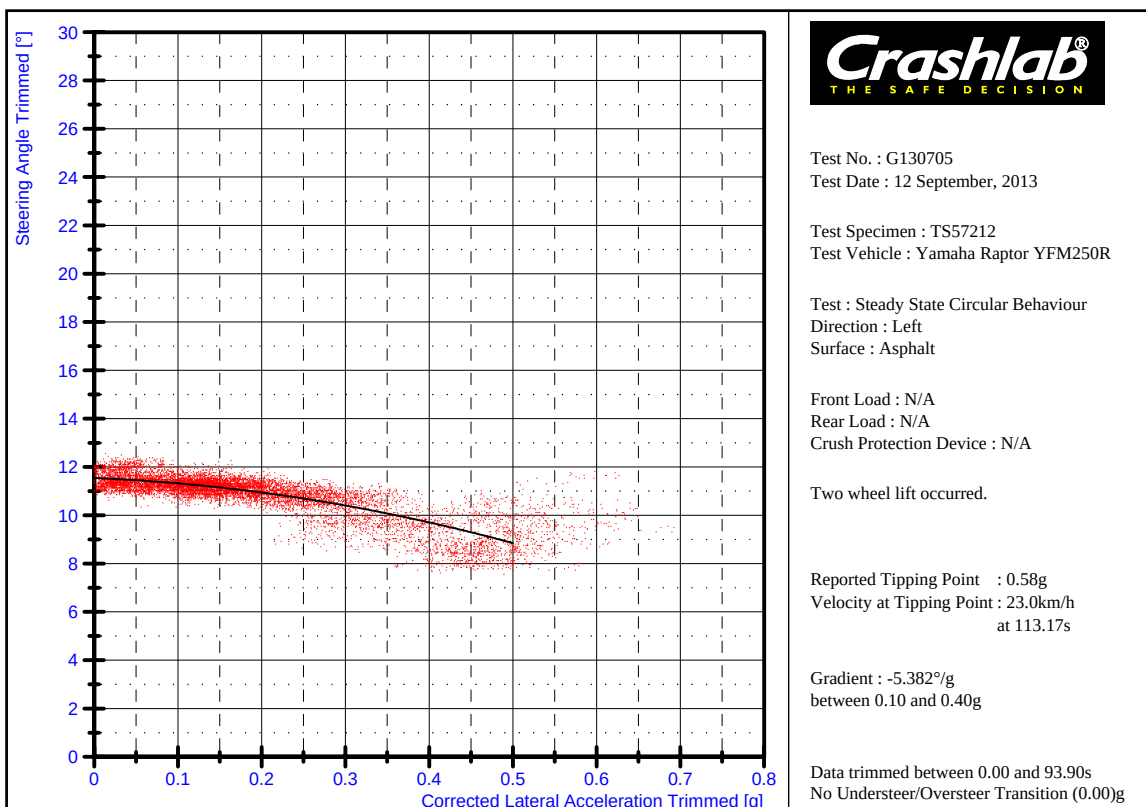
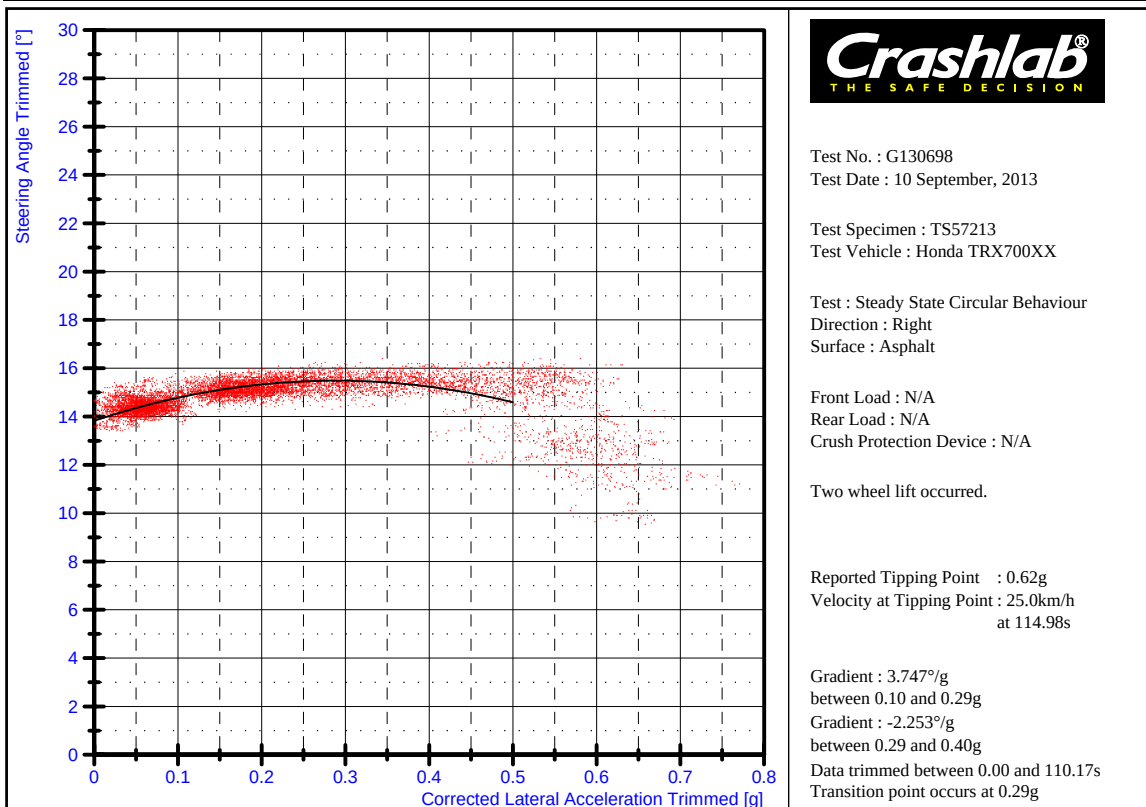


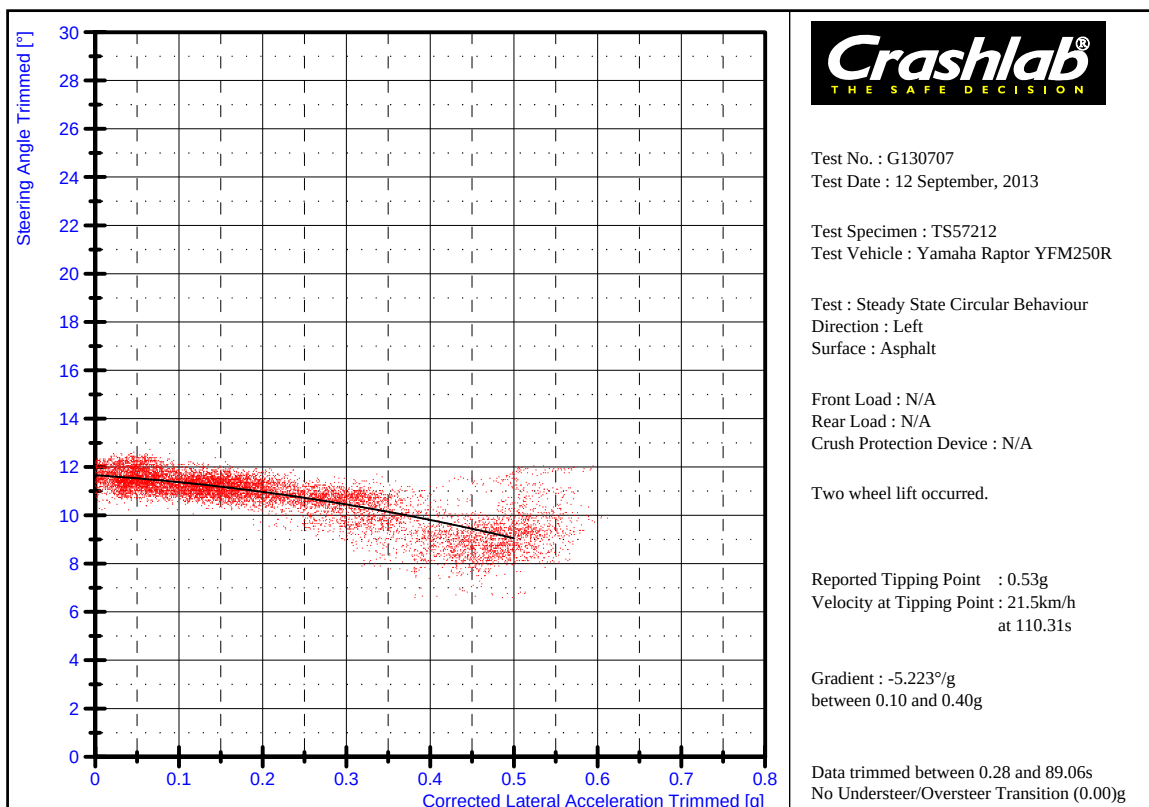
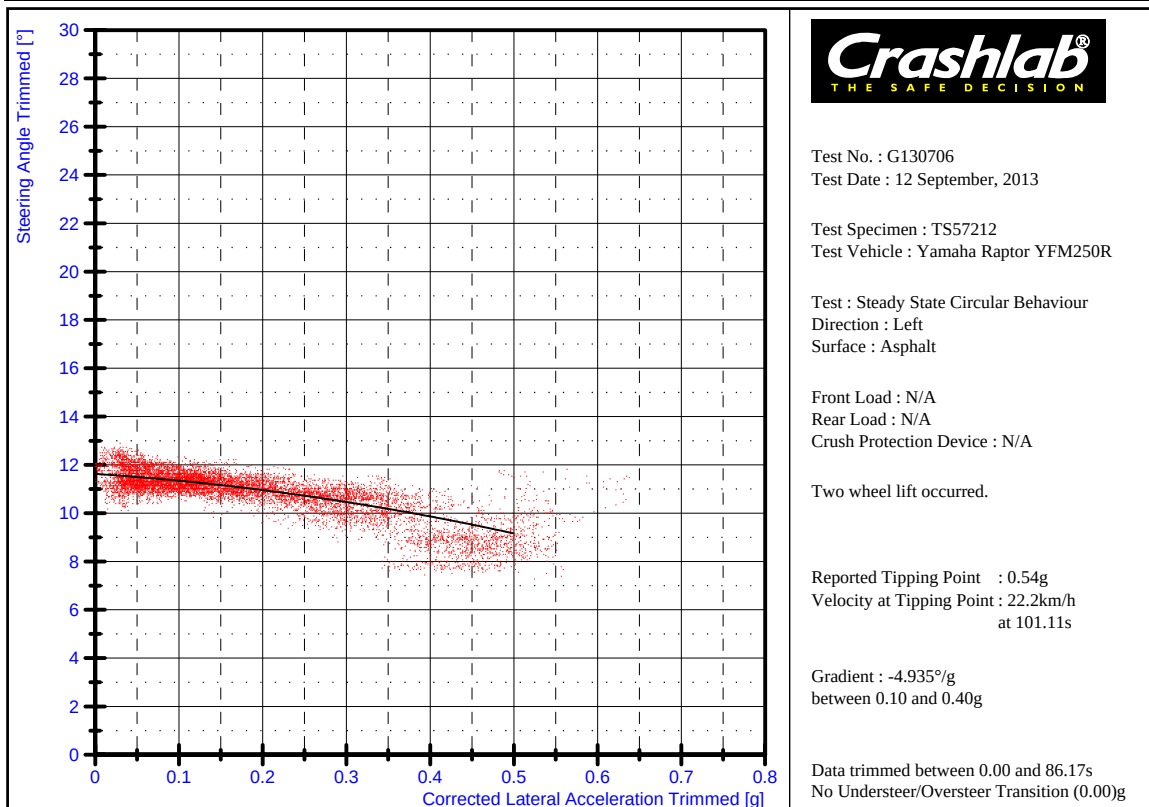


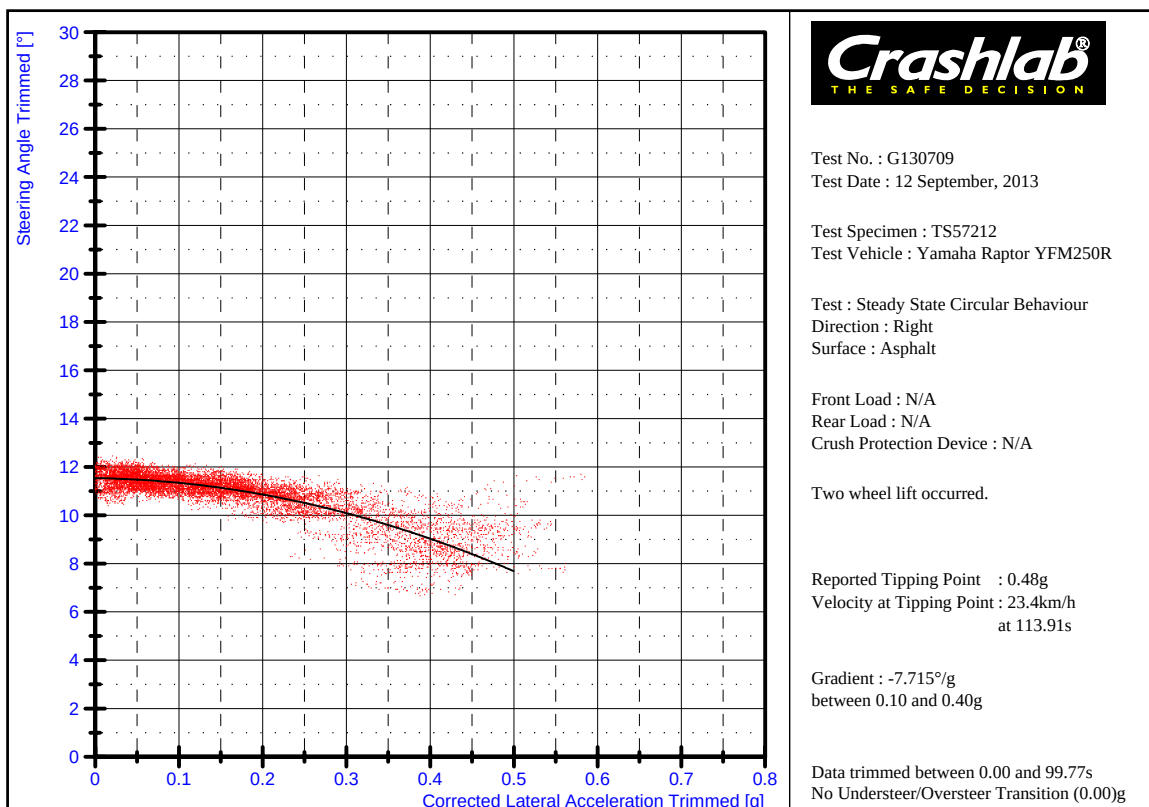
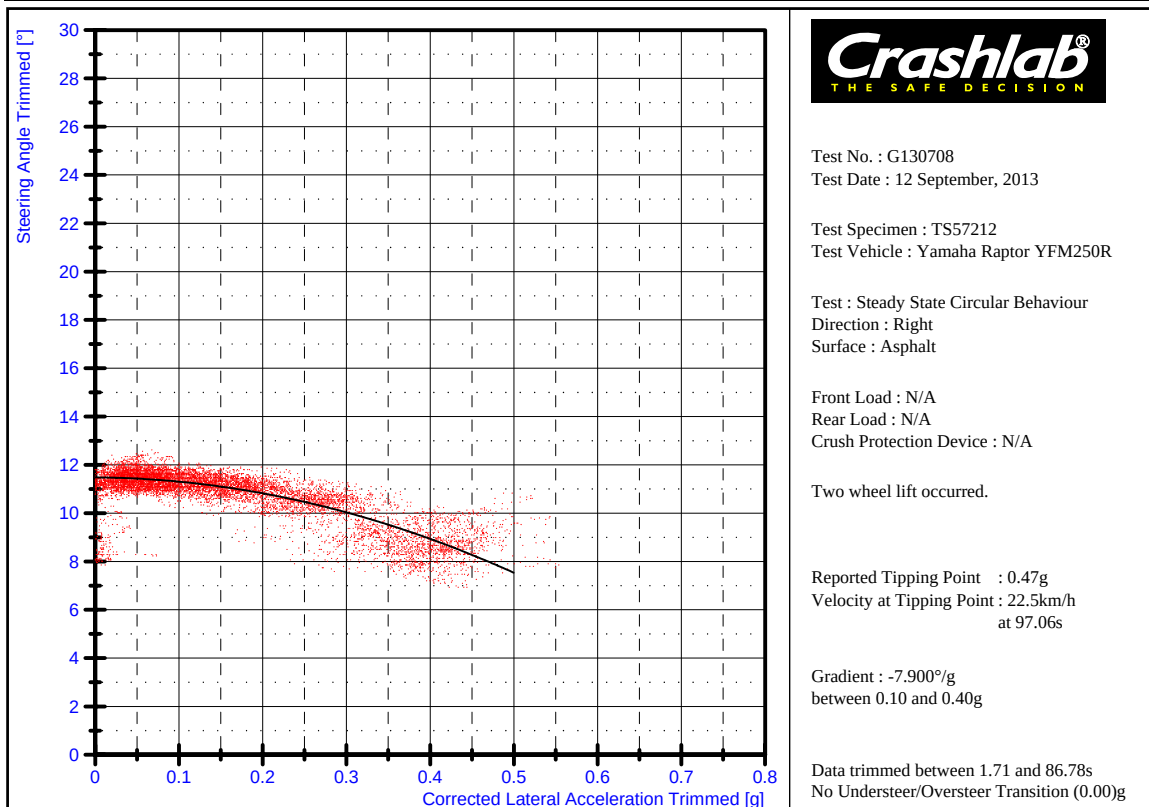


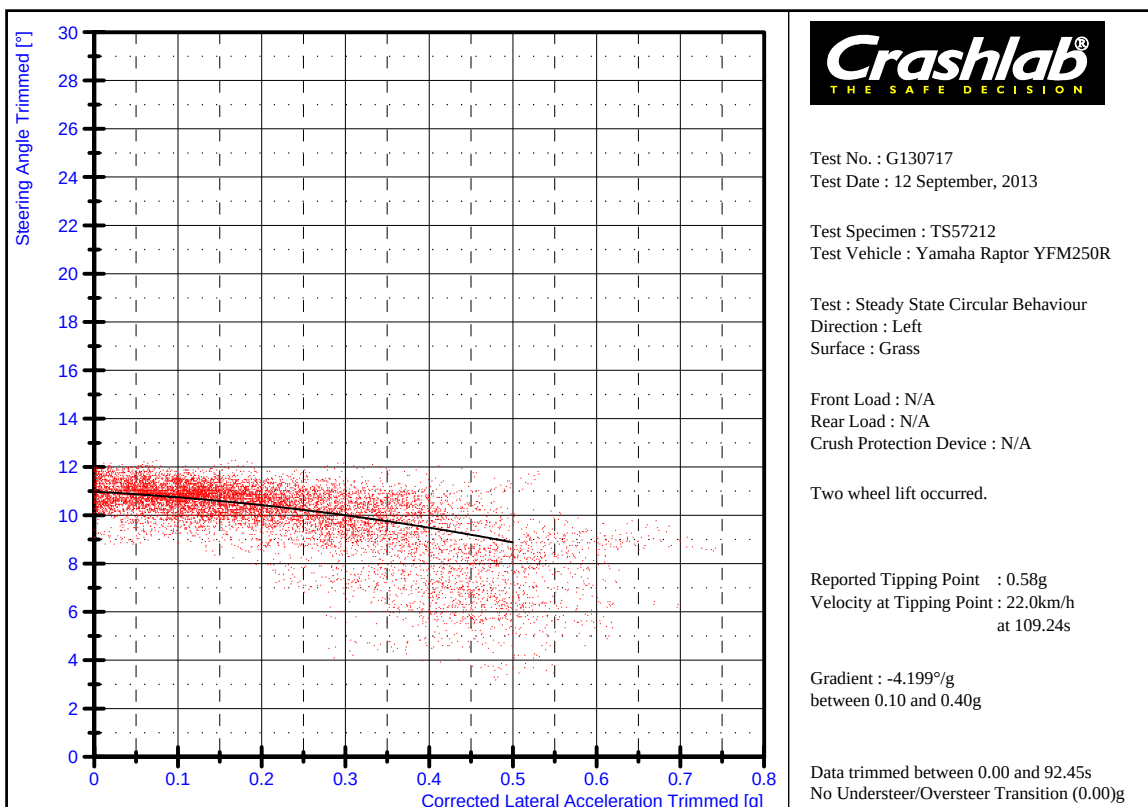
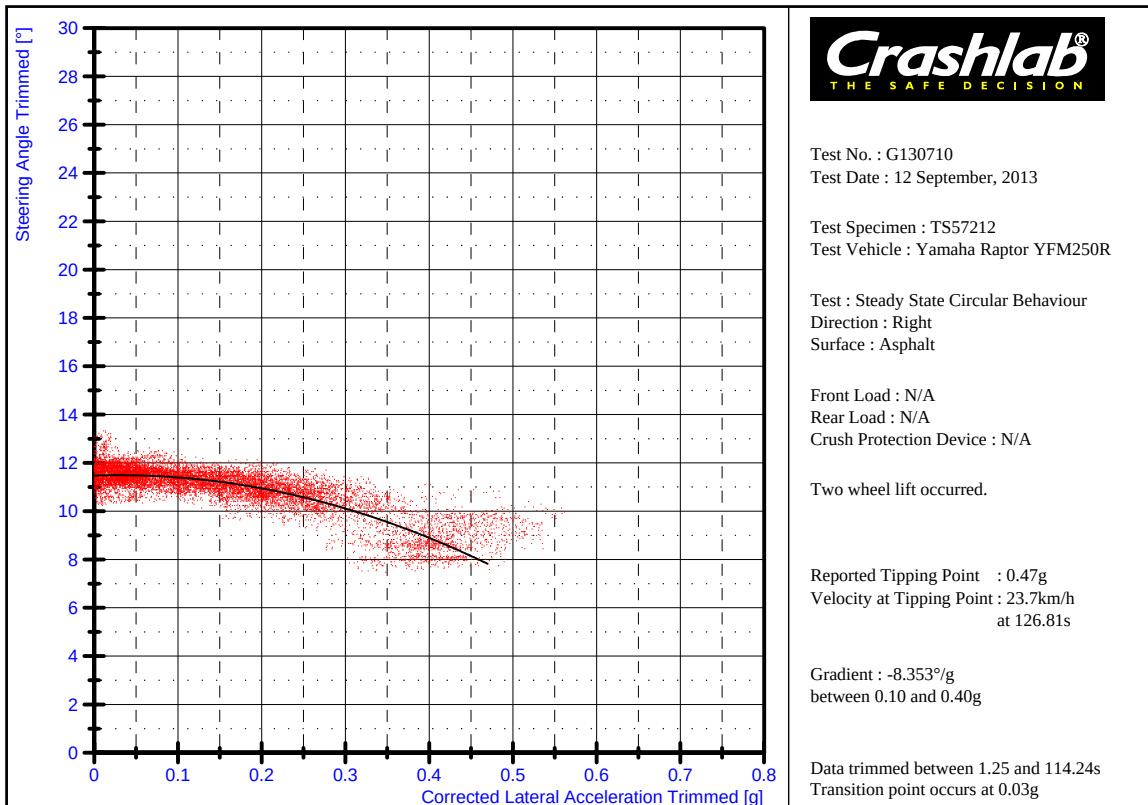


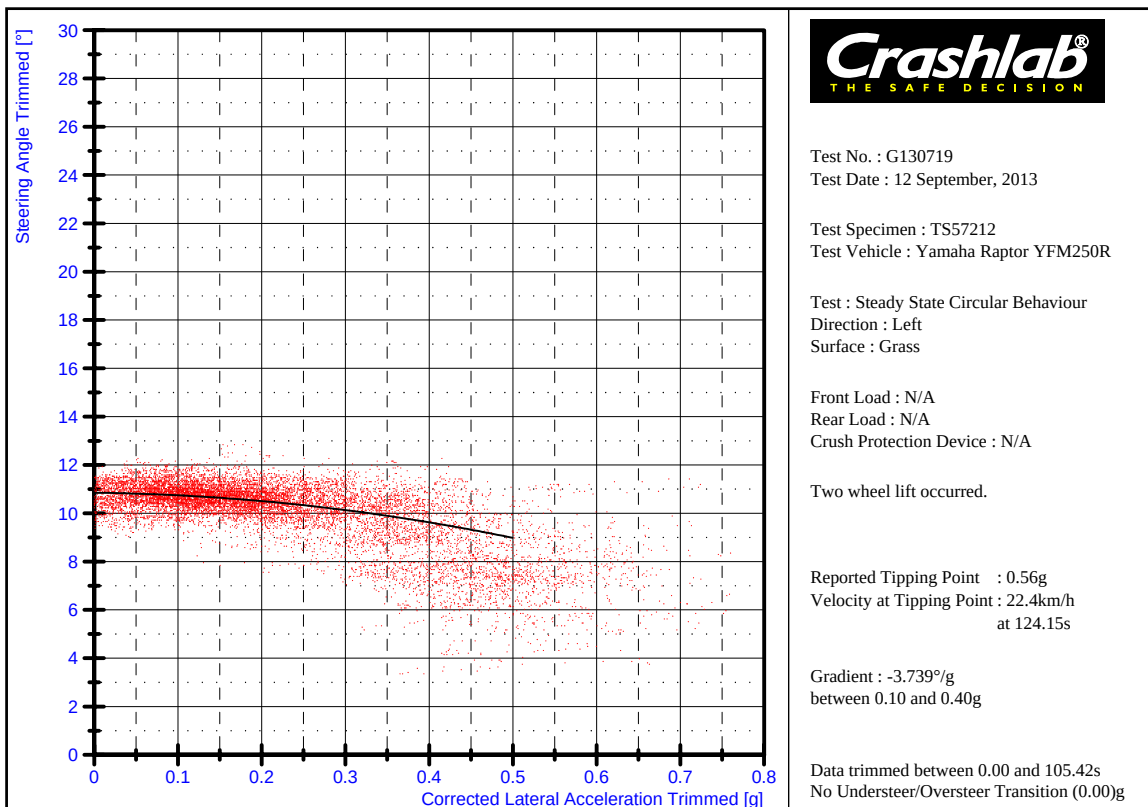
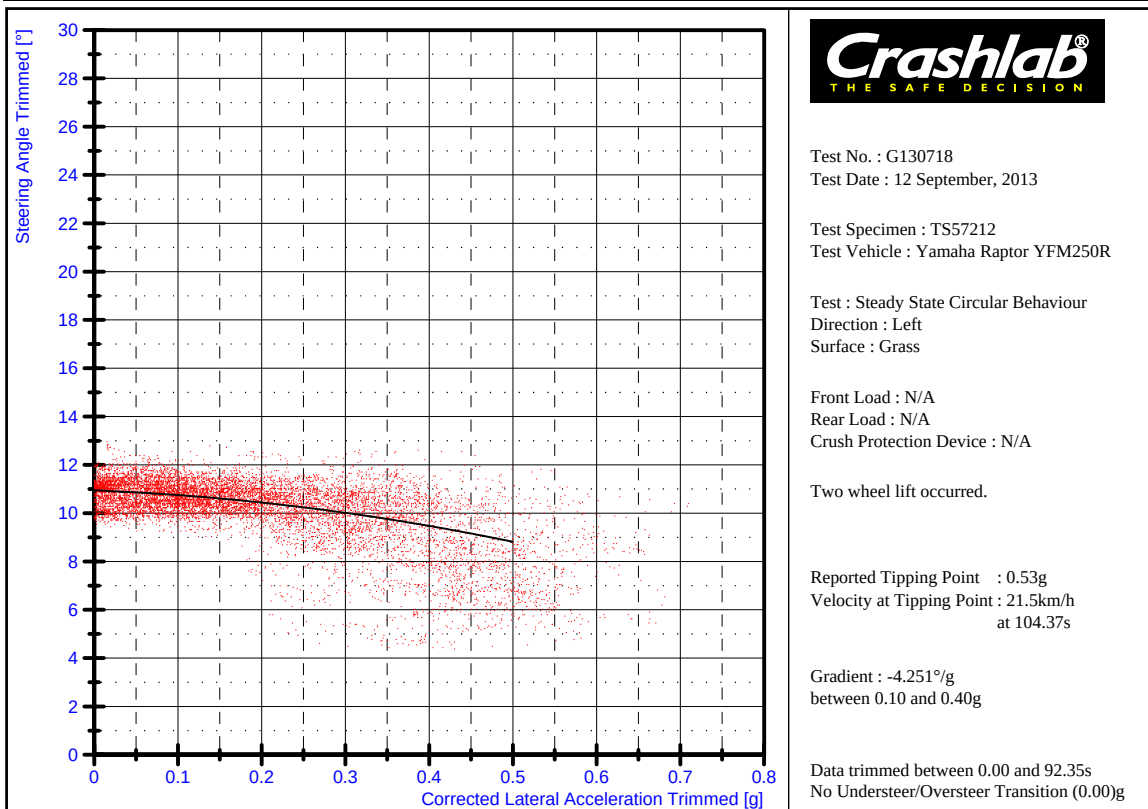


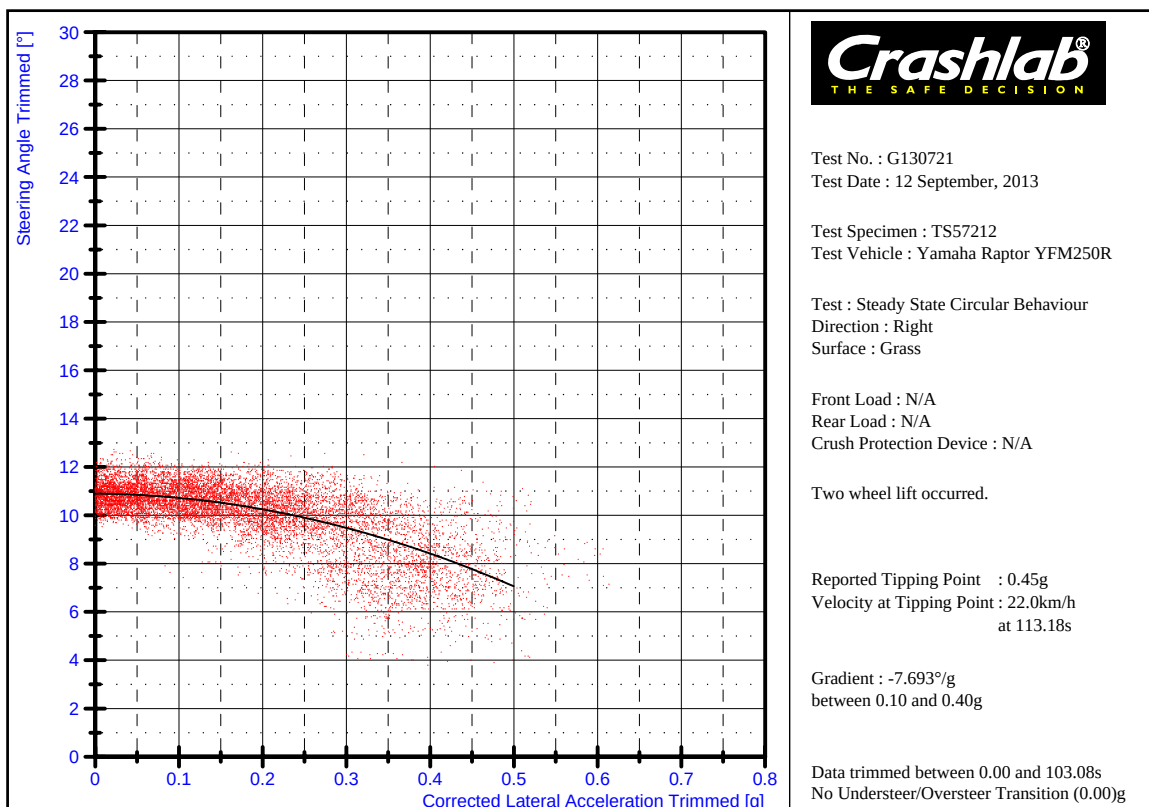
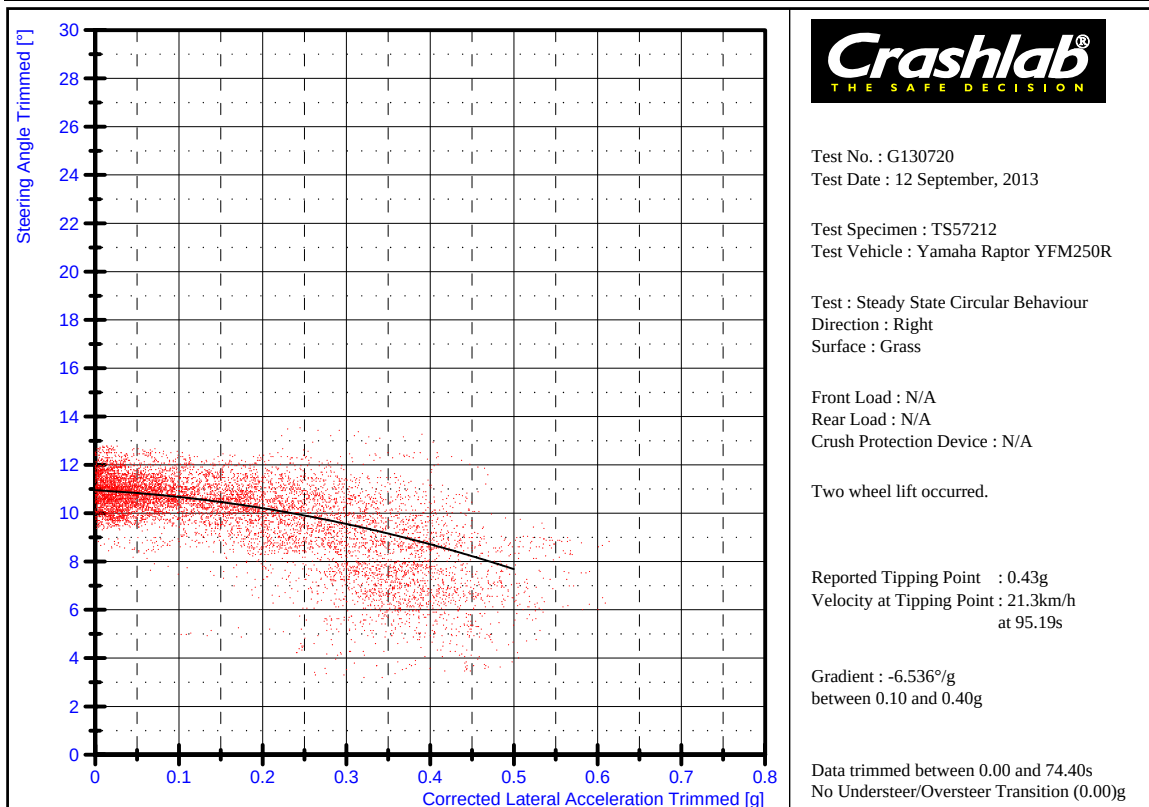


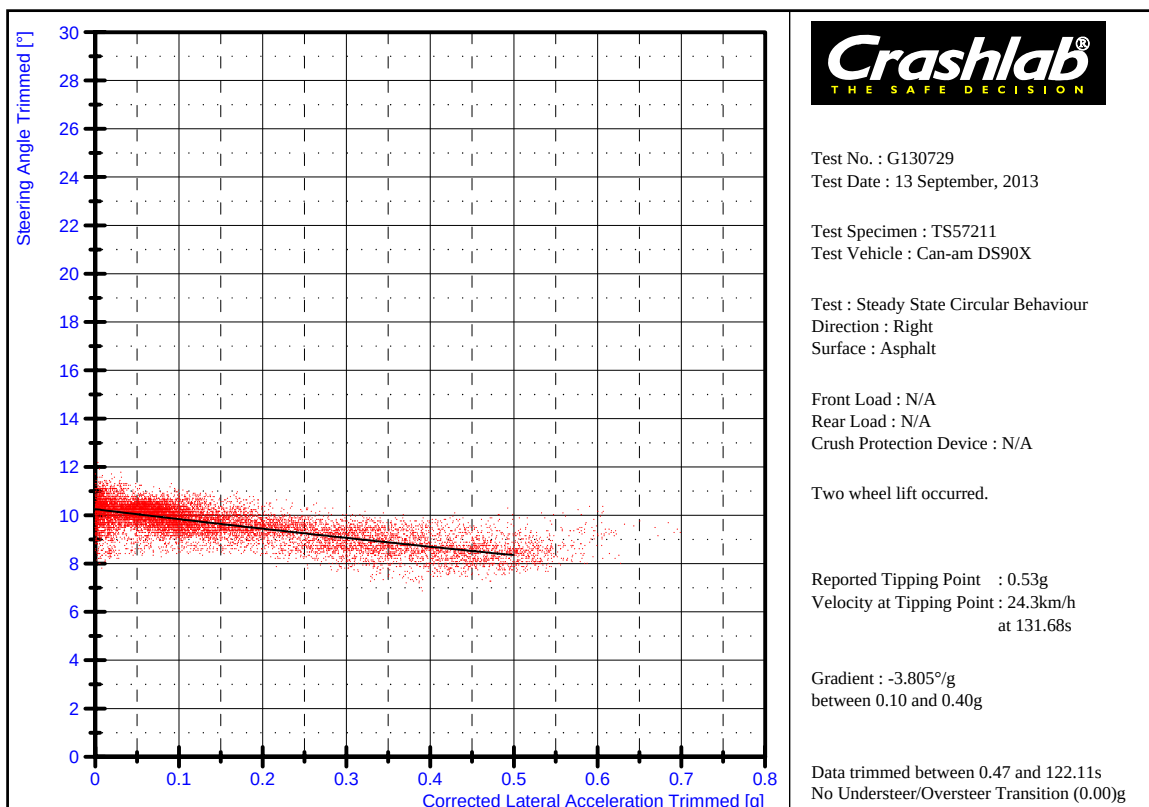
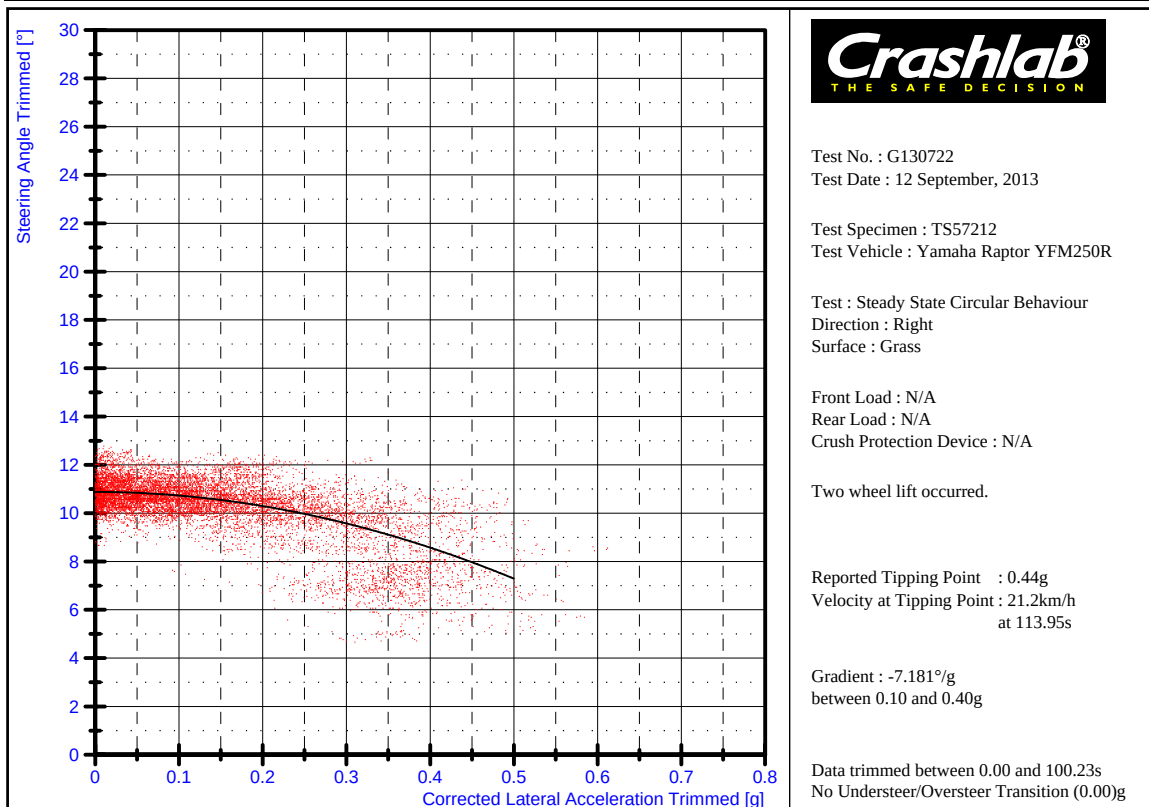


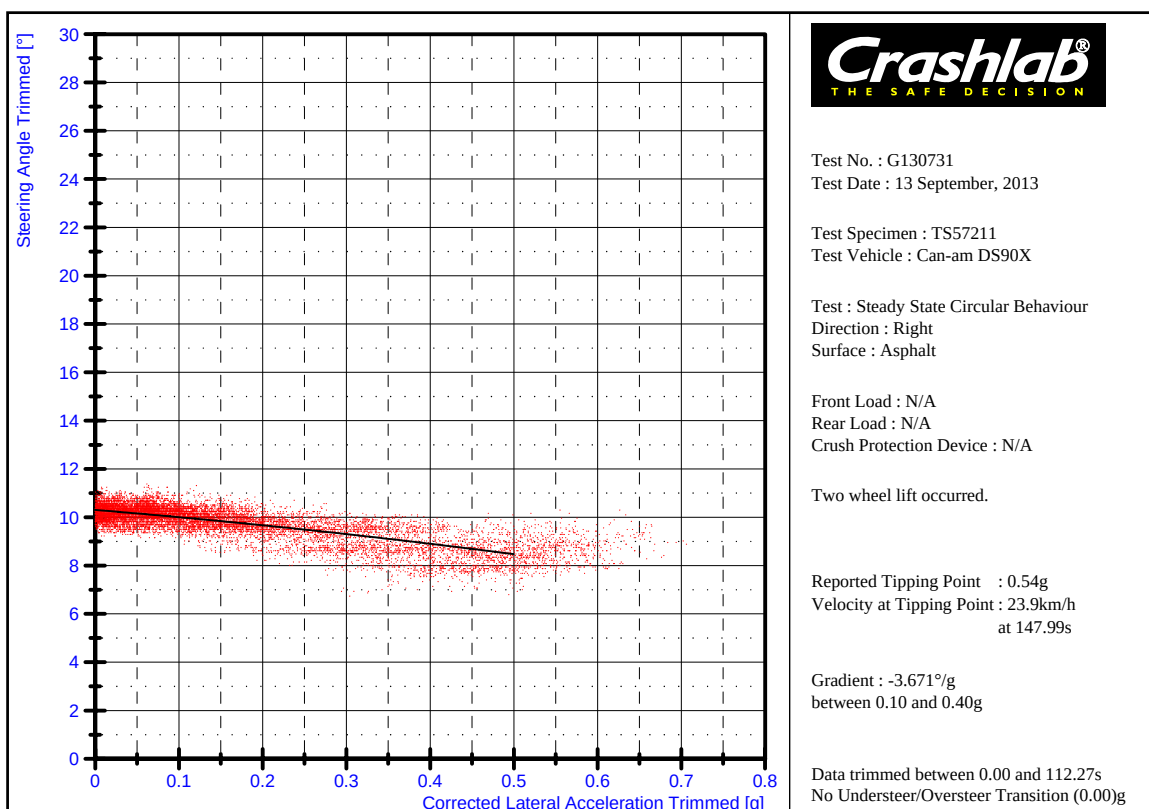
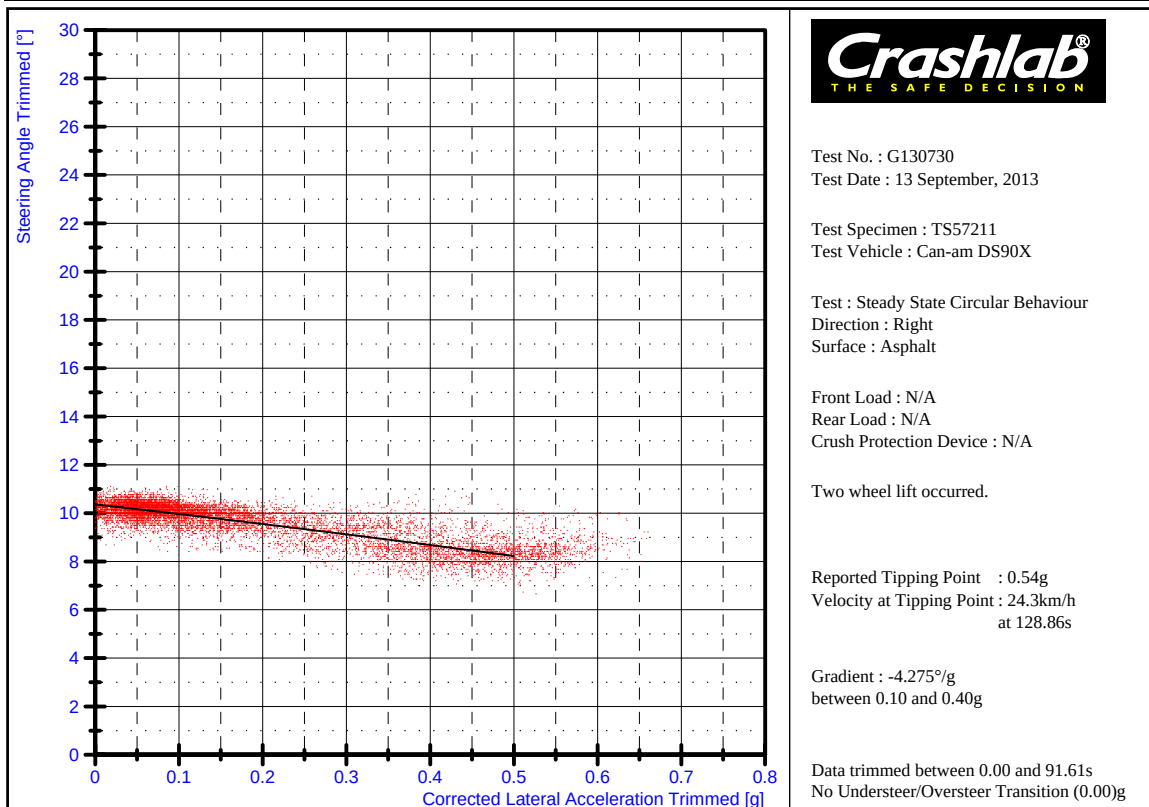


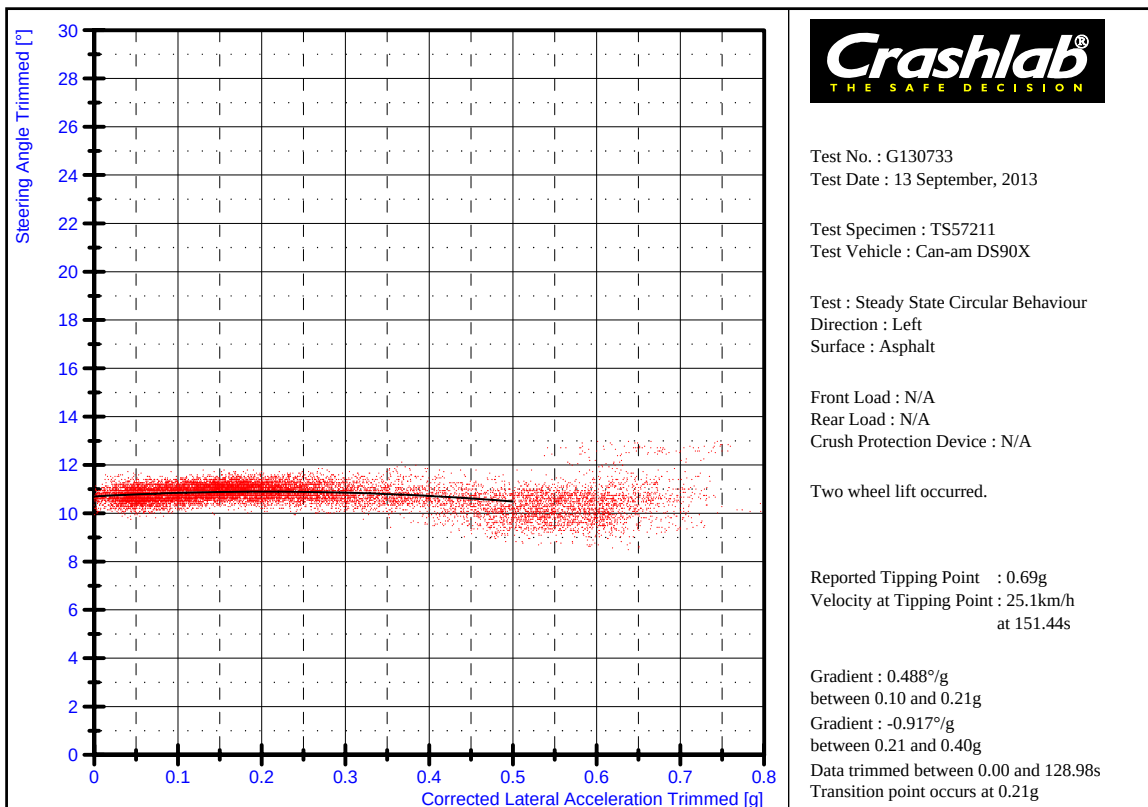
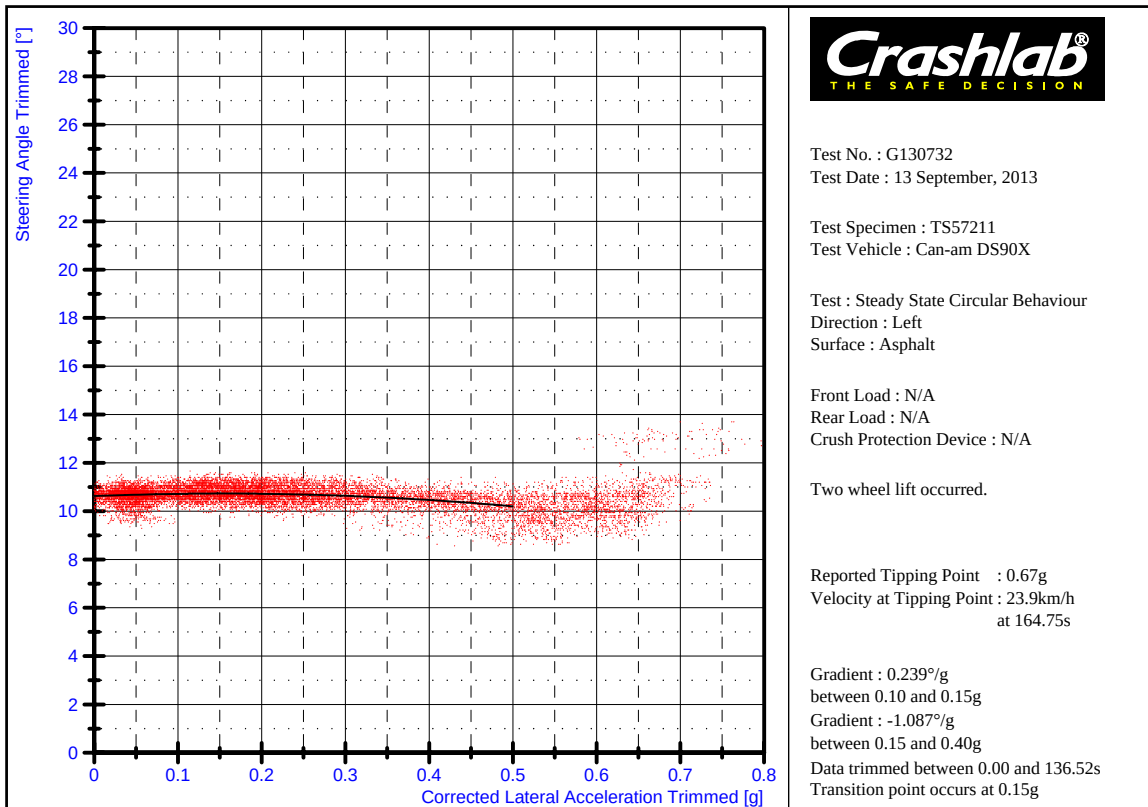


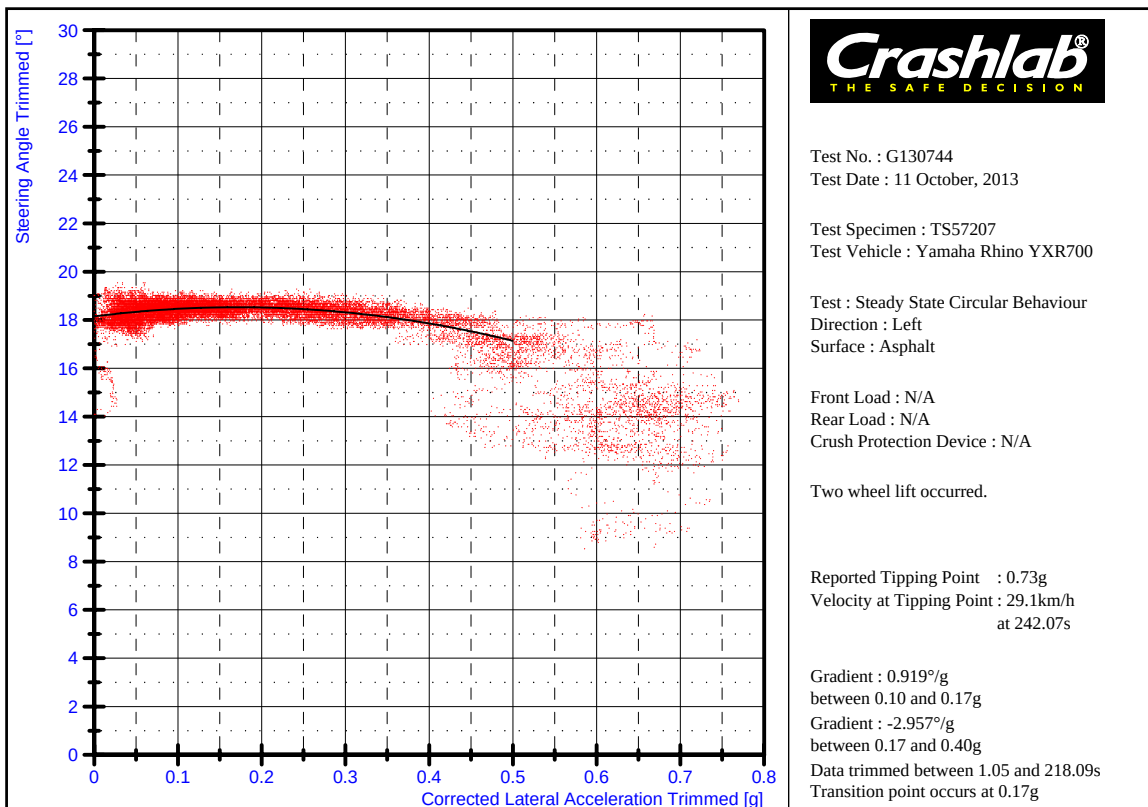
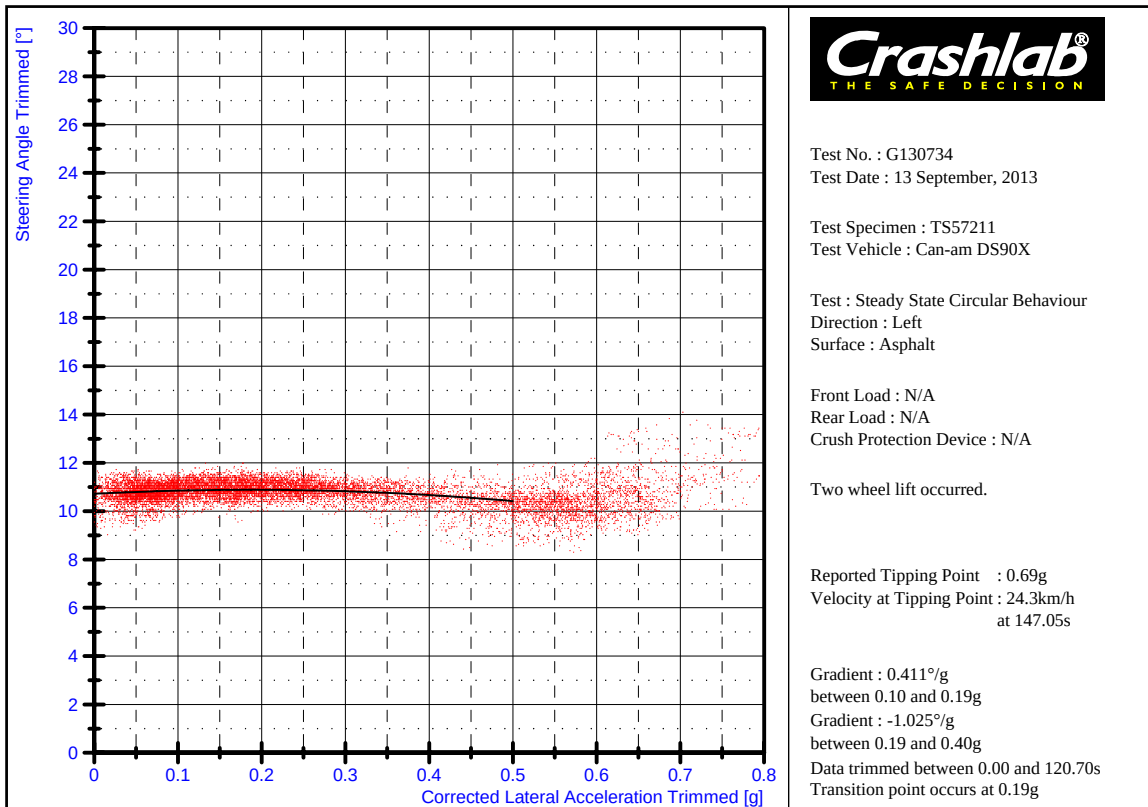


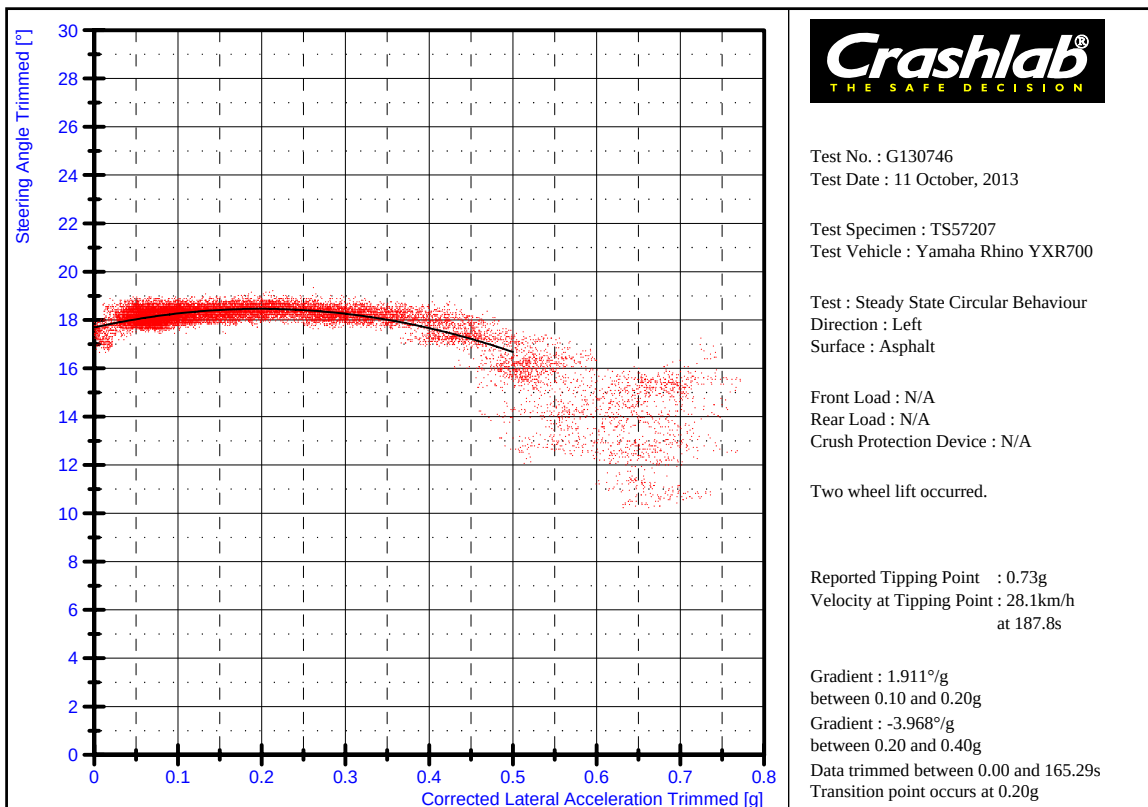
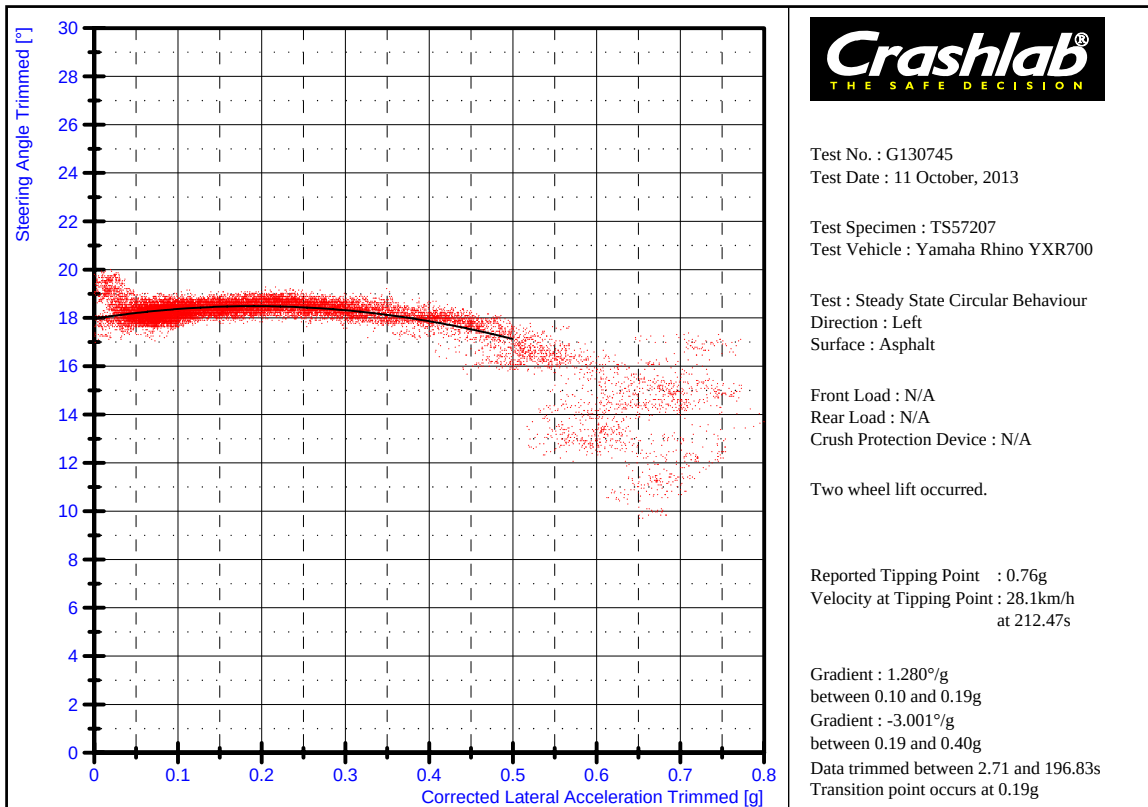


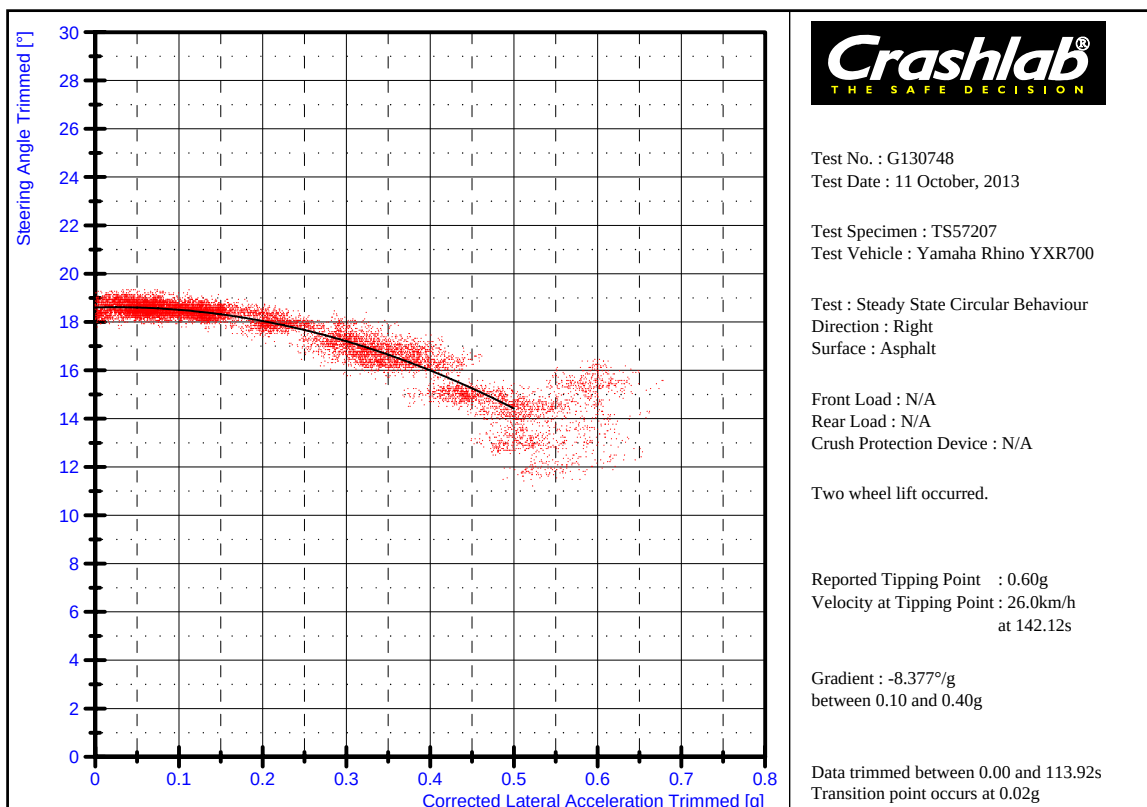
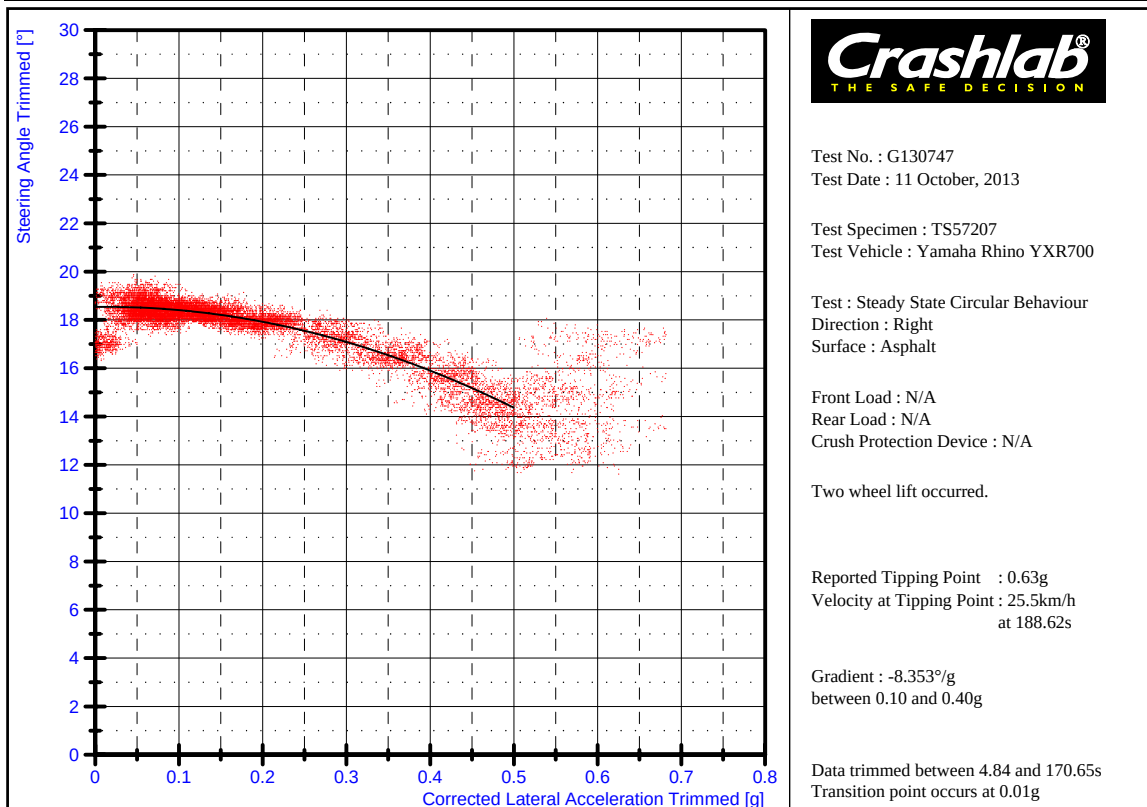


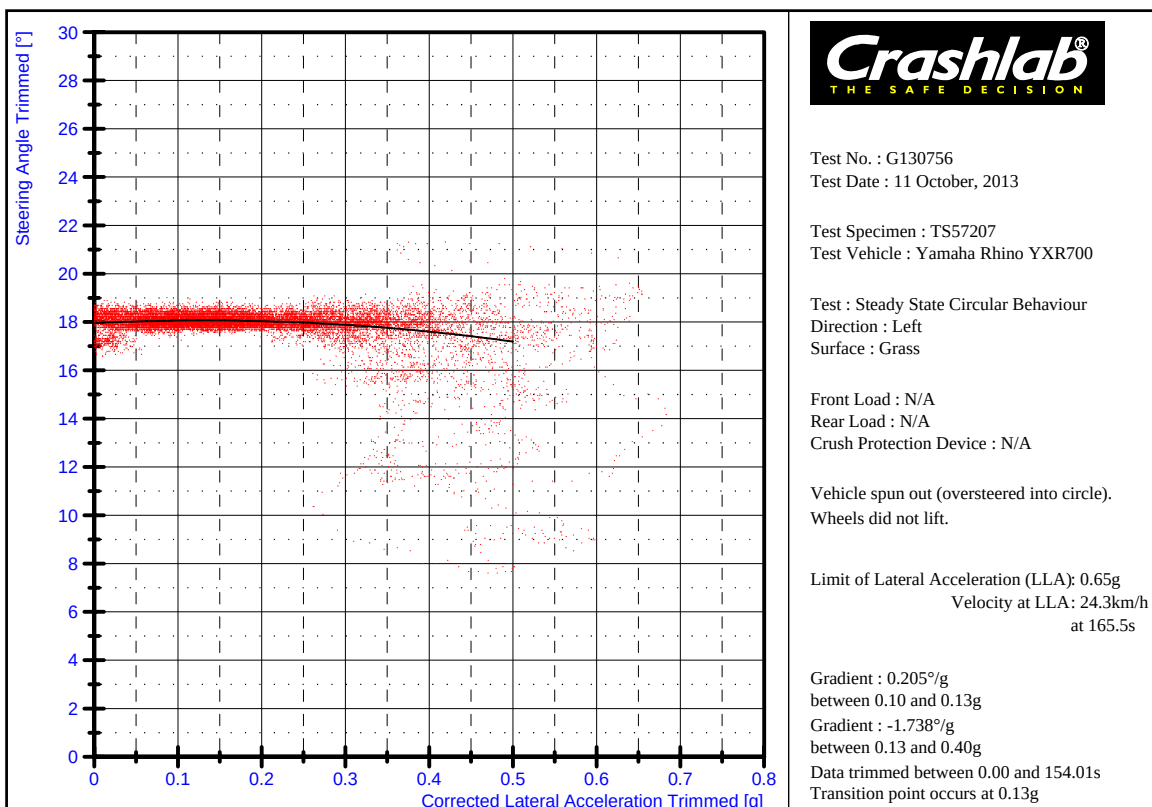
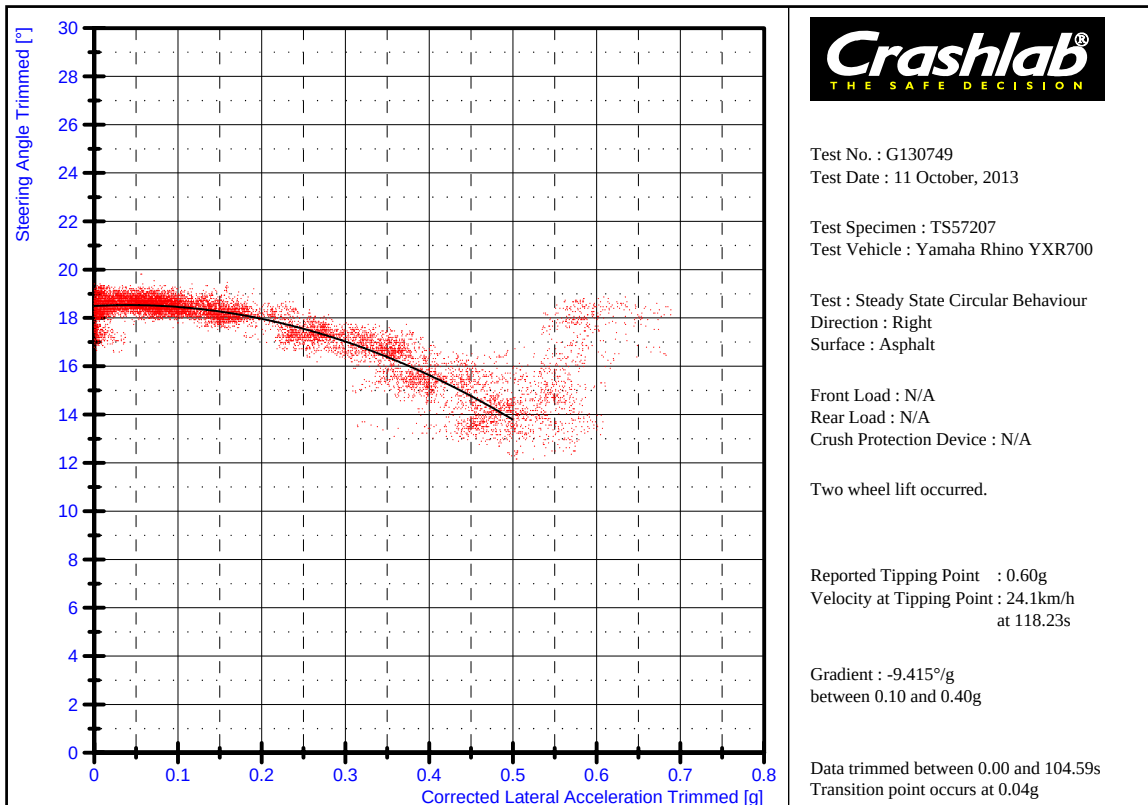


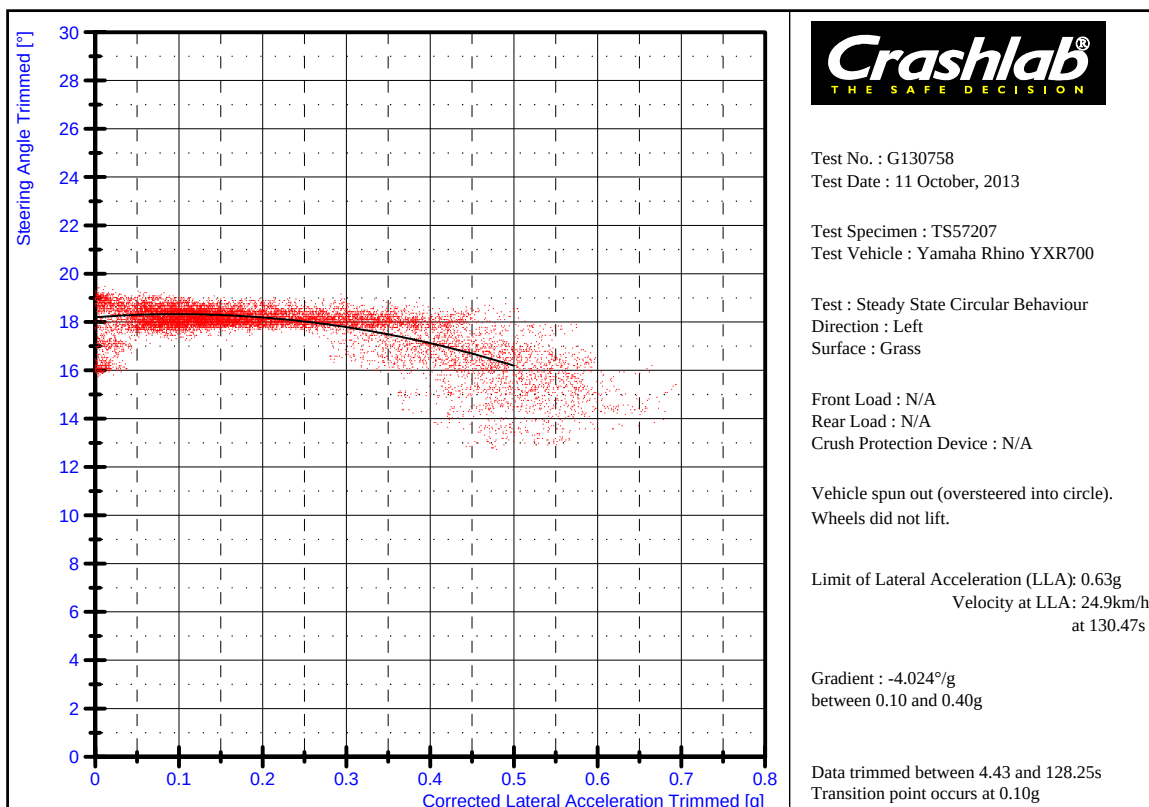
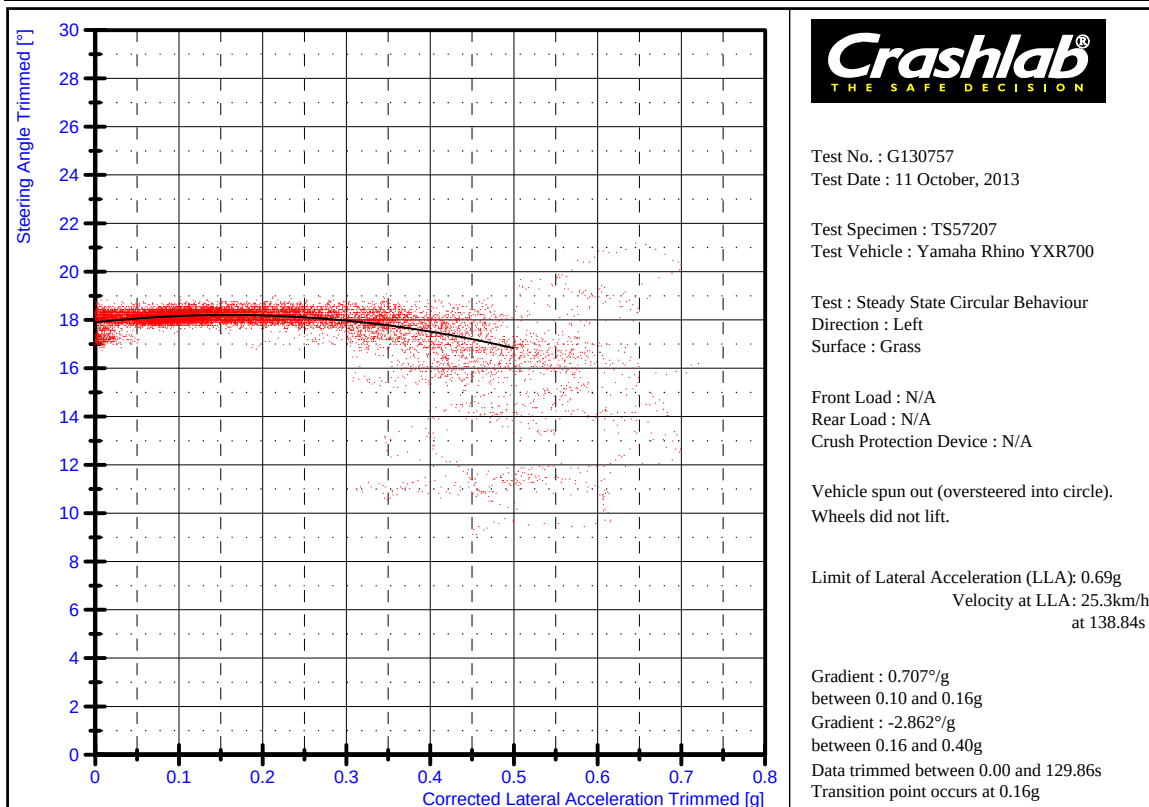


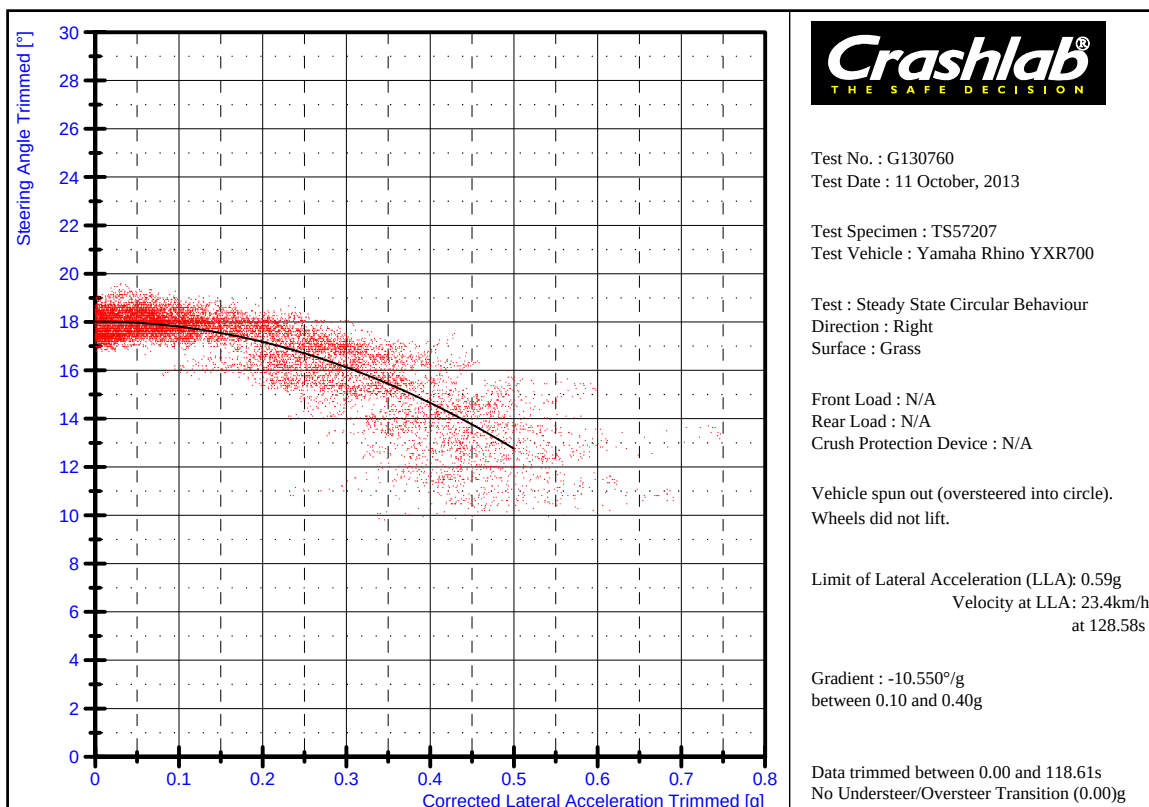
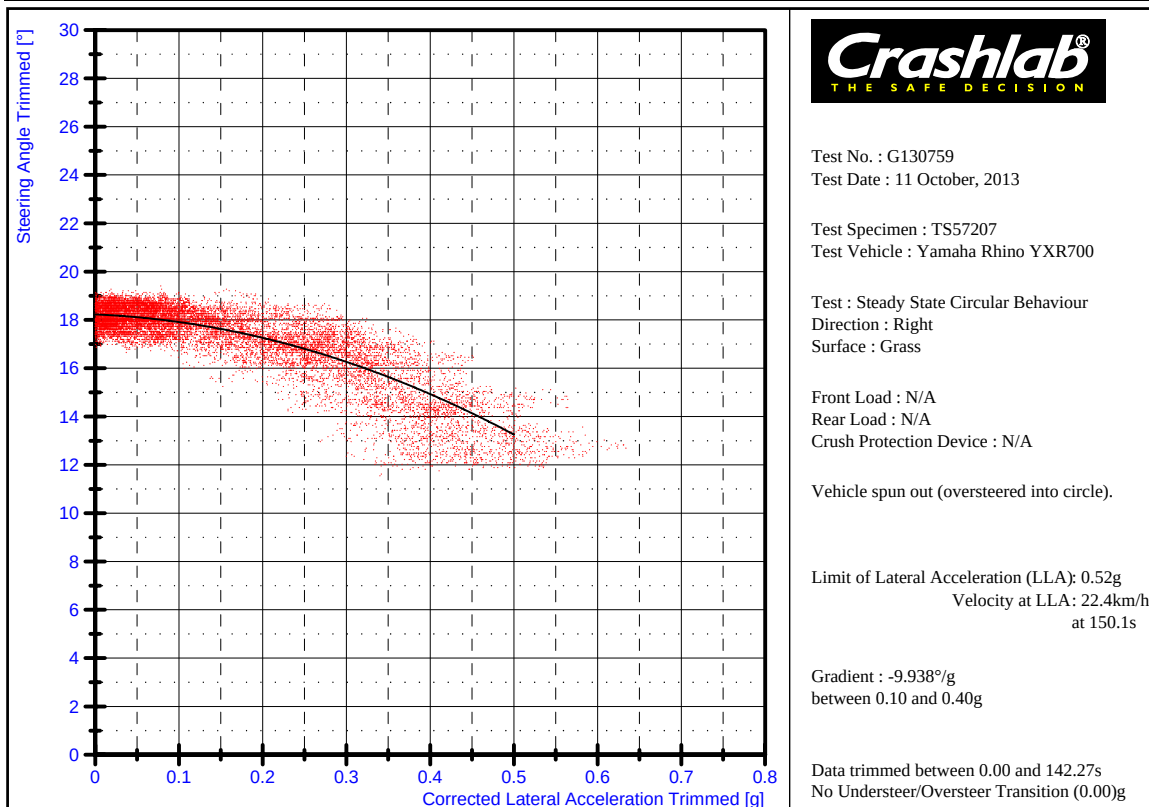


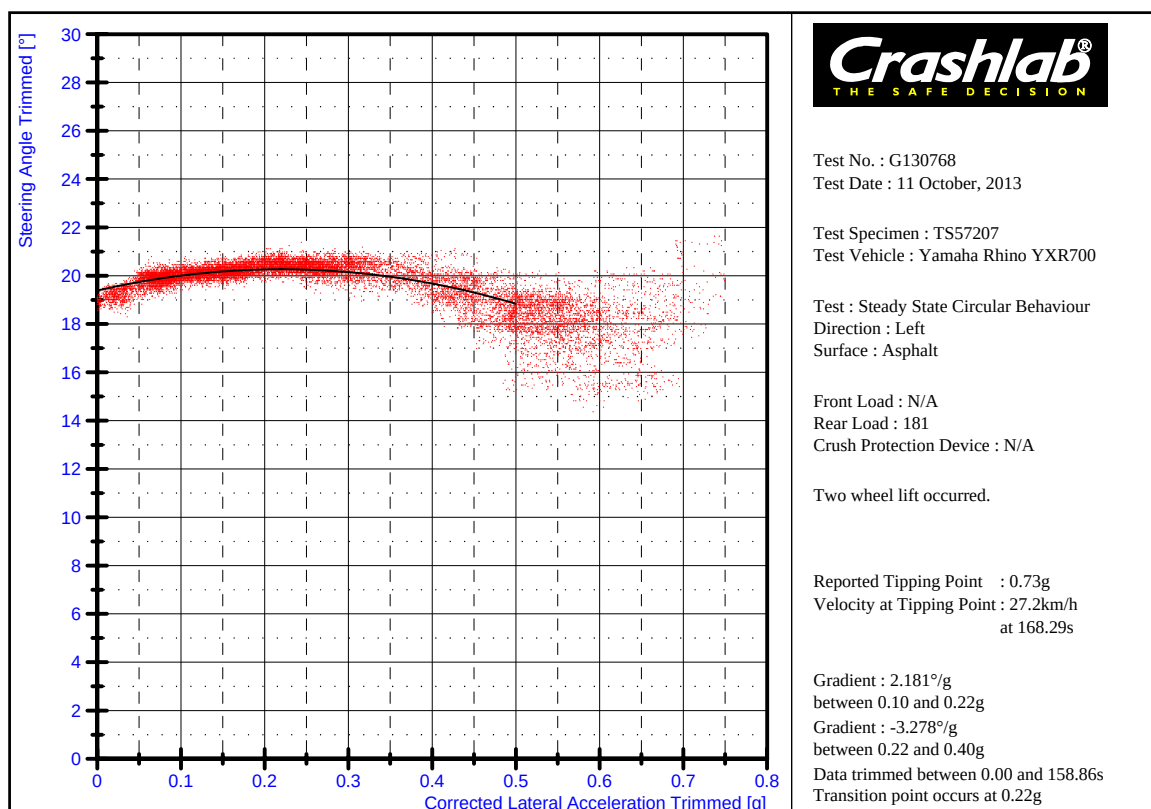
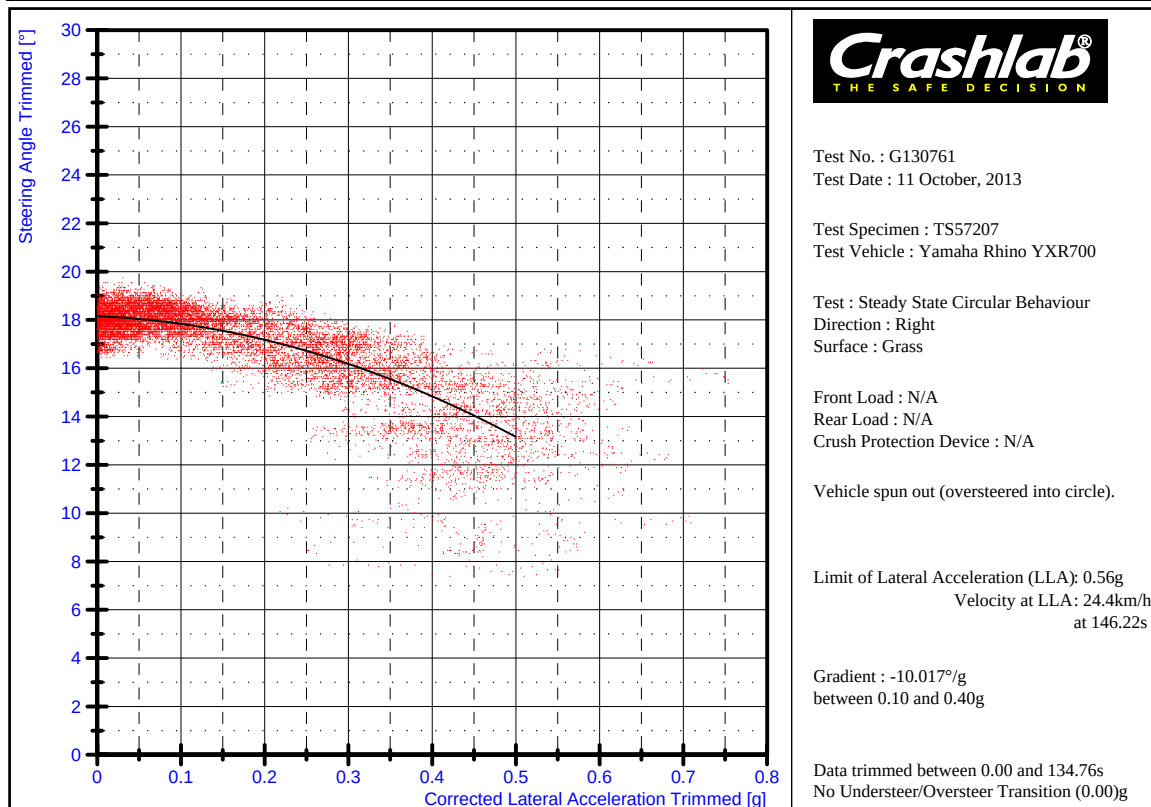


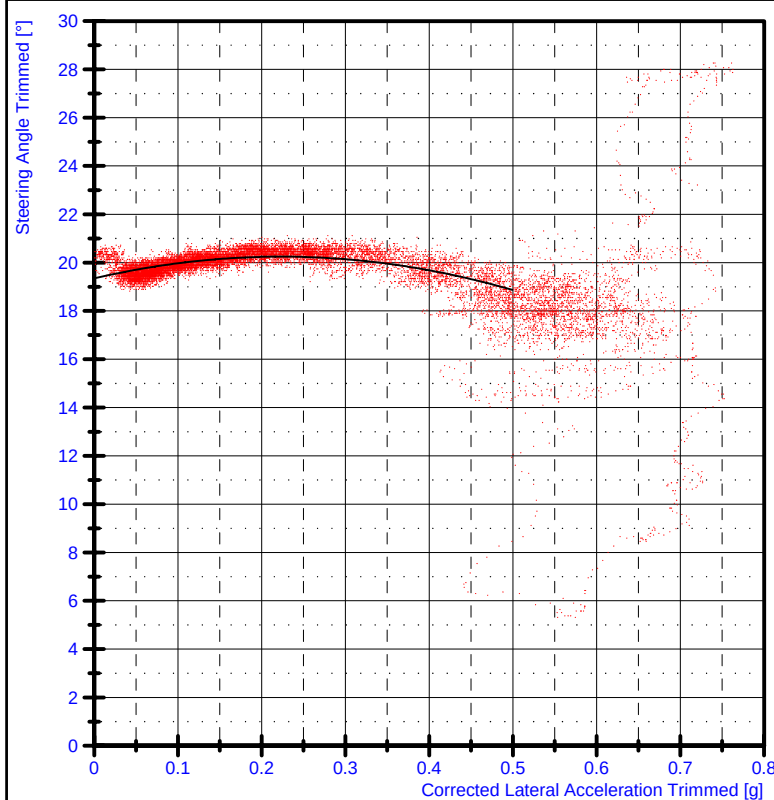












Test No. : G130769
Test Date : 11 October, 2013

Test Specimen : TS57207
Test Vehicle : Yamaha Rhino YXR700

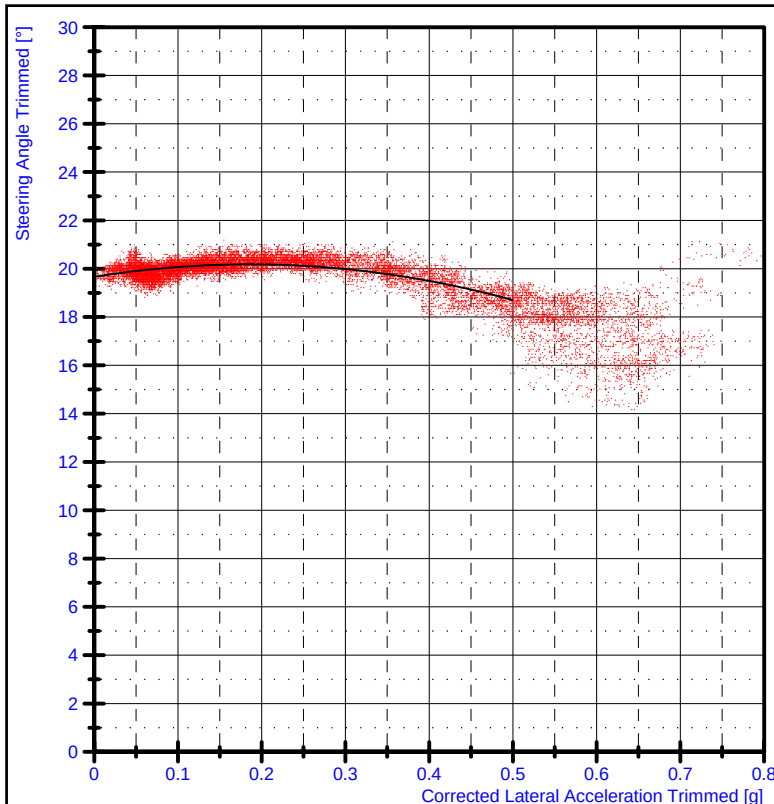
Test : Steady State Circular Behaviour
Direction : Left
Surface : Asphalt

Front Load : N/A
Rear Load : 181
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.73g
Velocity at Tipping Point : 24.0km/h
at 167.71s

Gradient : 2.204°/g
between 0.10 and 0.22g
Gradient : -3.207°/g
between 0.22 and 0.40g
Data trimmed between 0.00 and 149.93s
Transition point occurs at 0.22g



Test No. : G130770
Test Date : 11 October, 2013

Test Specimen : TS57207
Test Vehicle : Yamaha Rhino YXR700

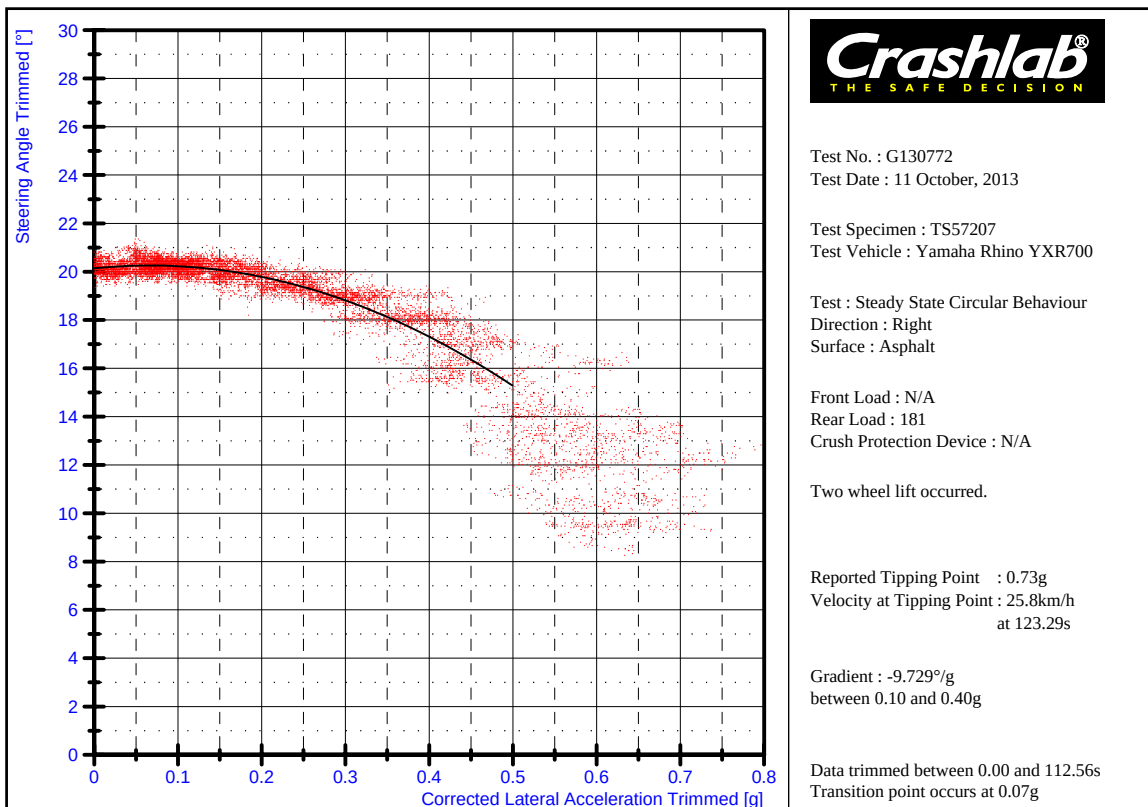
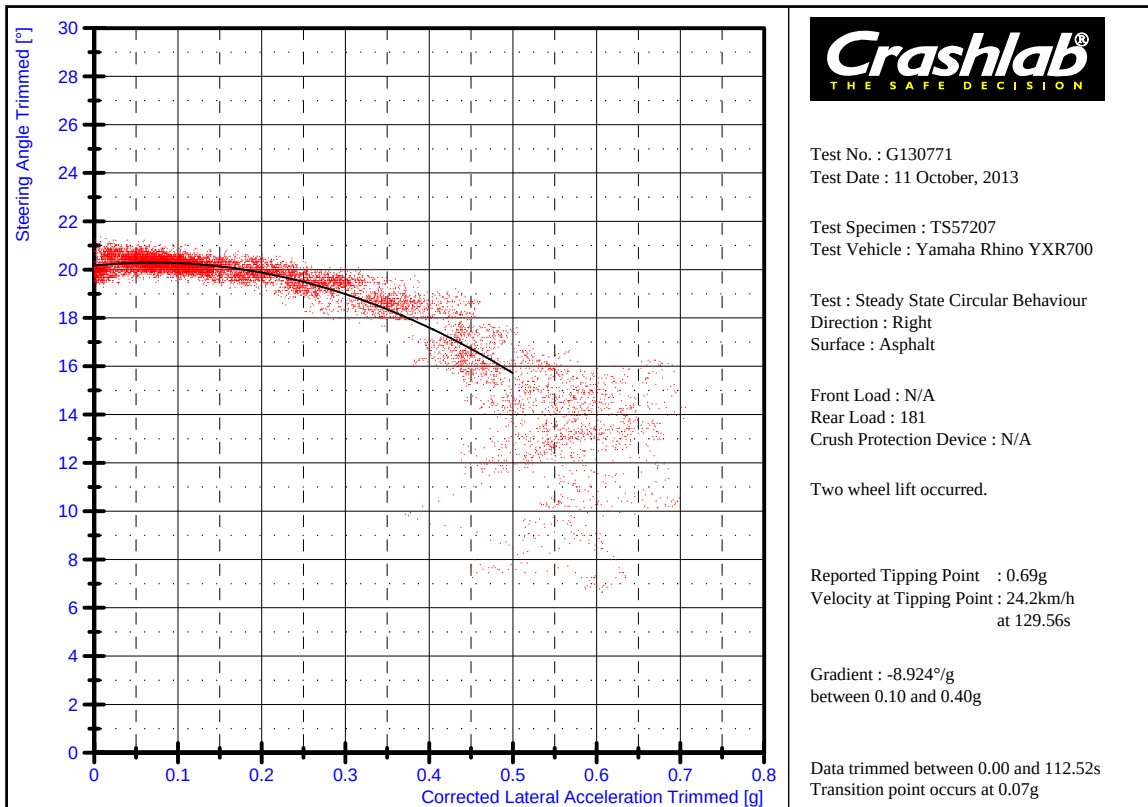
Test : Steady State Circular Behaviour
Direction : Left
Surface : Asphalt

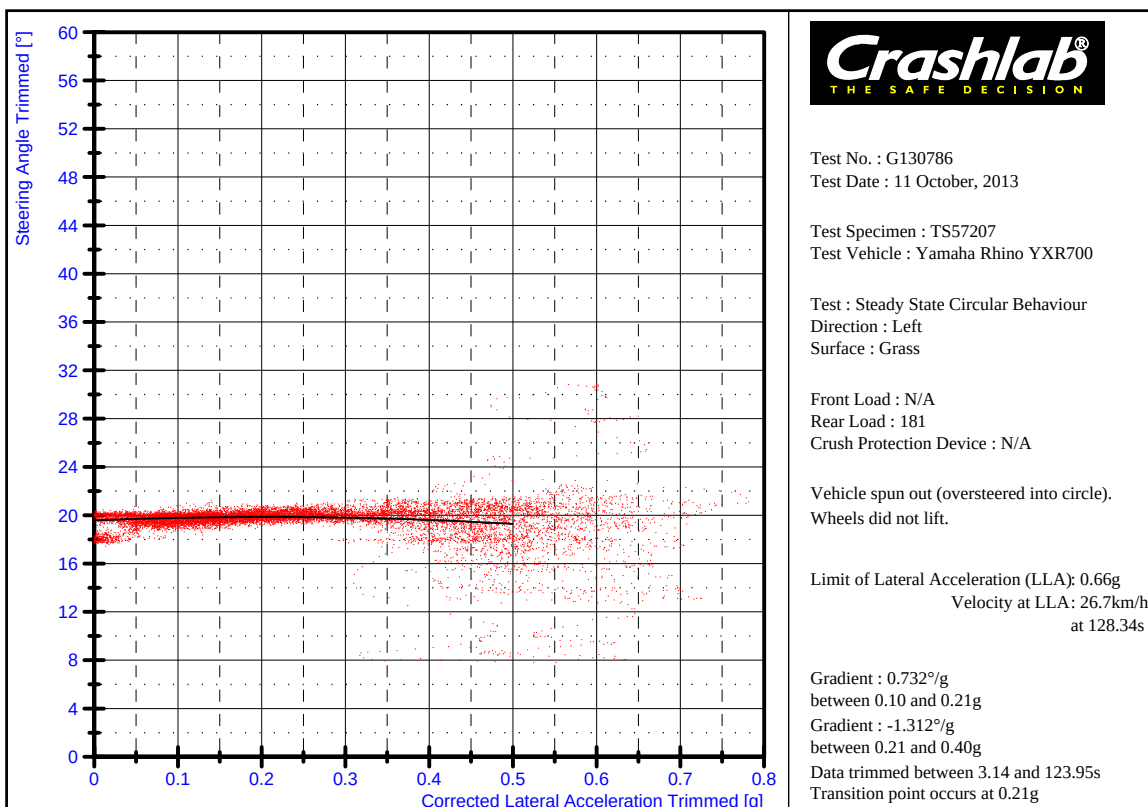
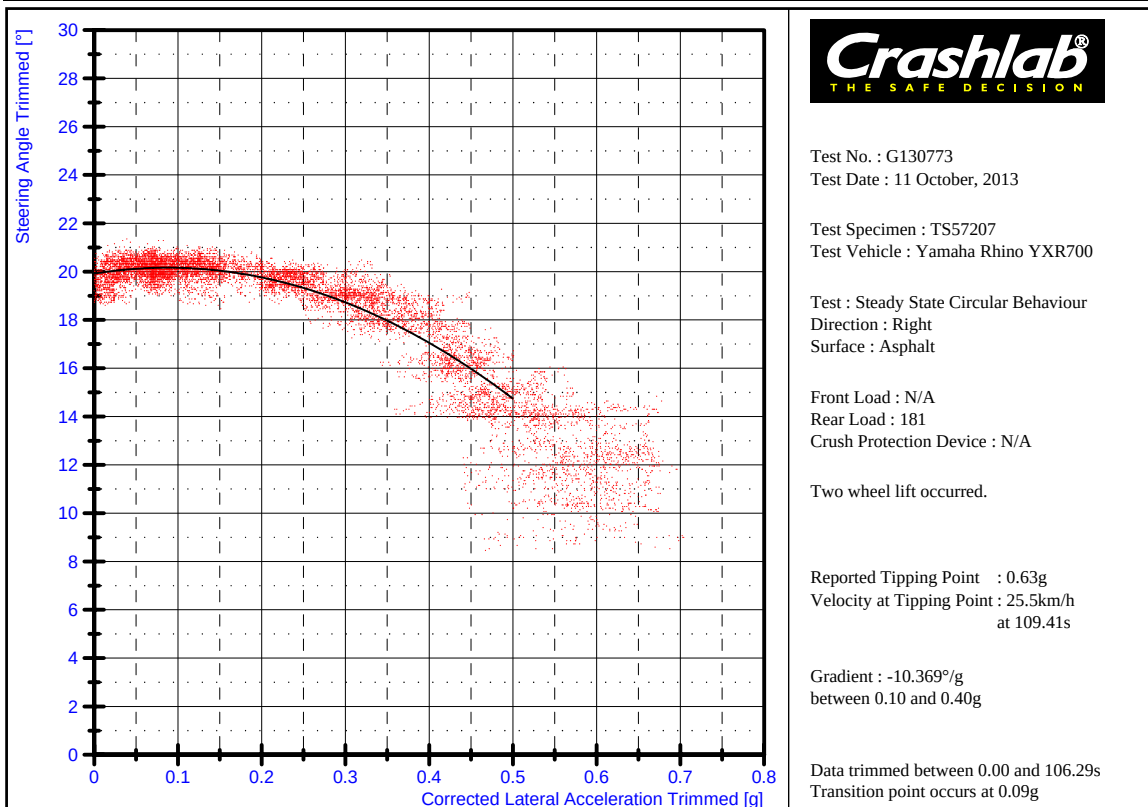
Front Load : N/A
Rear Load : 181
Crush Protection Device : N/A

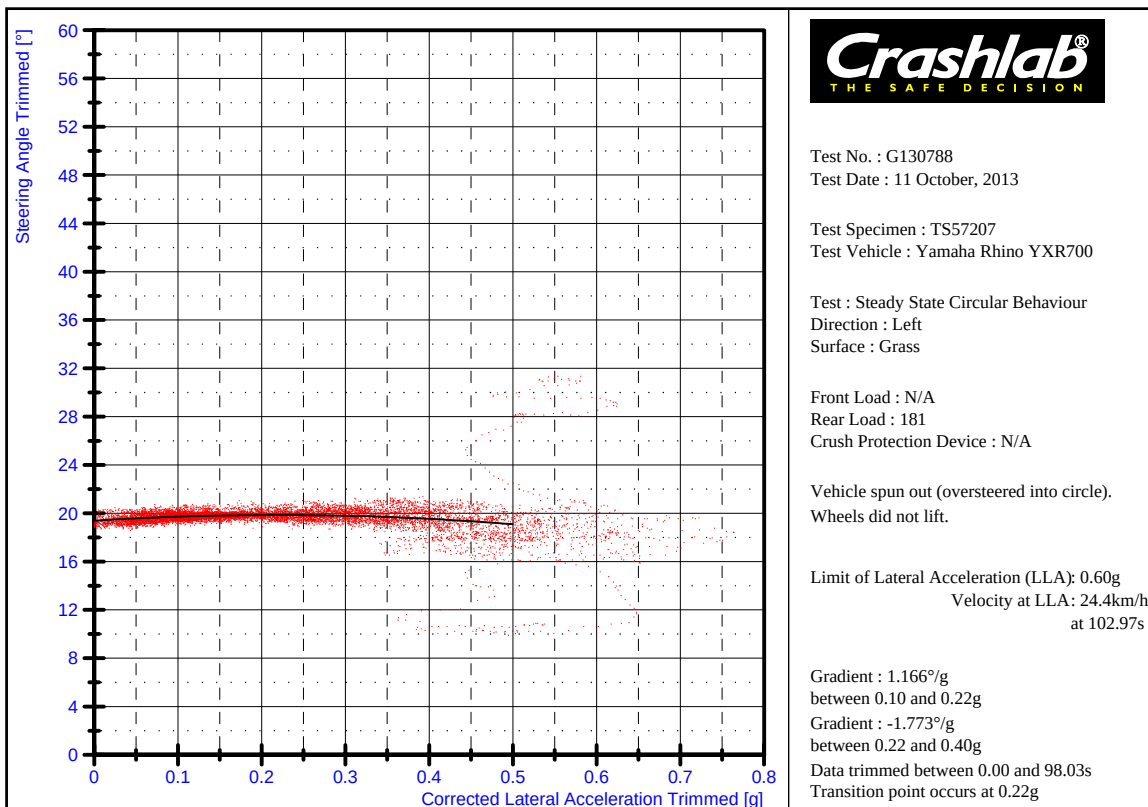
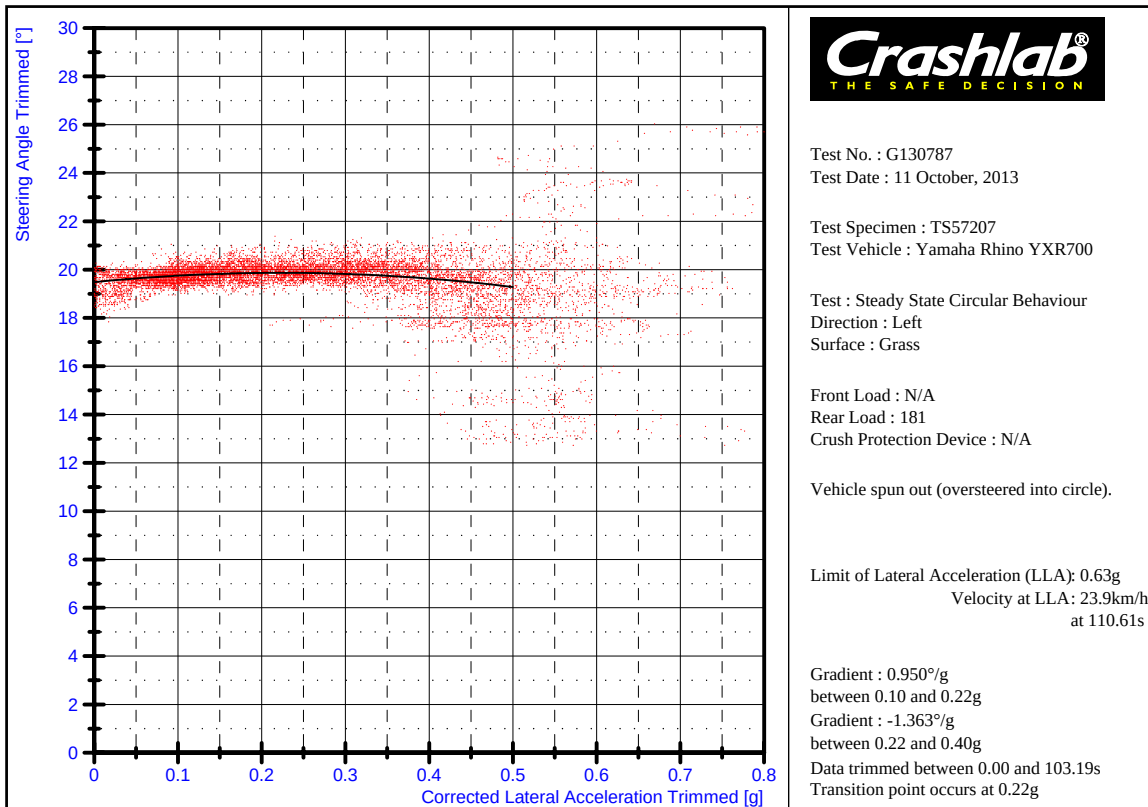
Two wheel lift occurred.

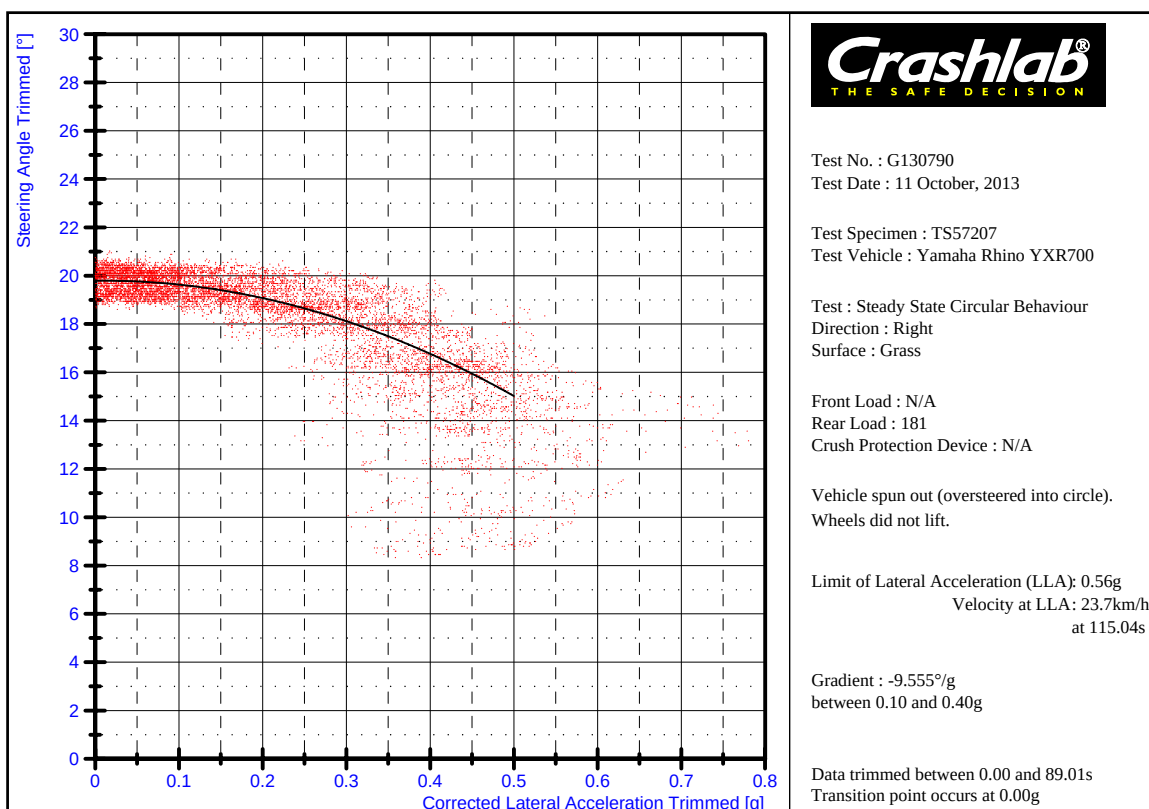
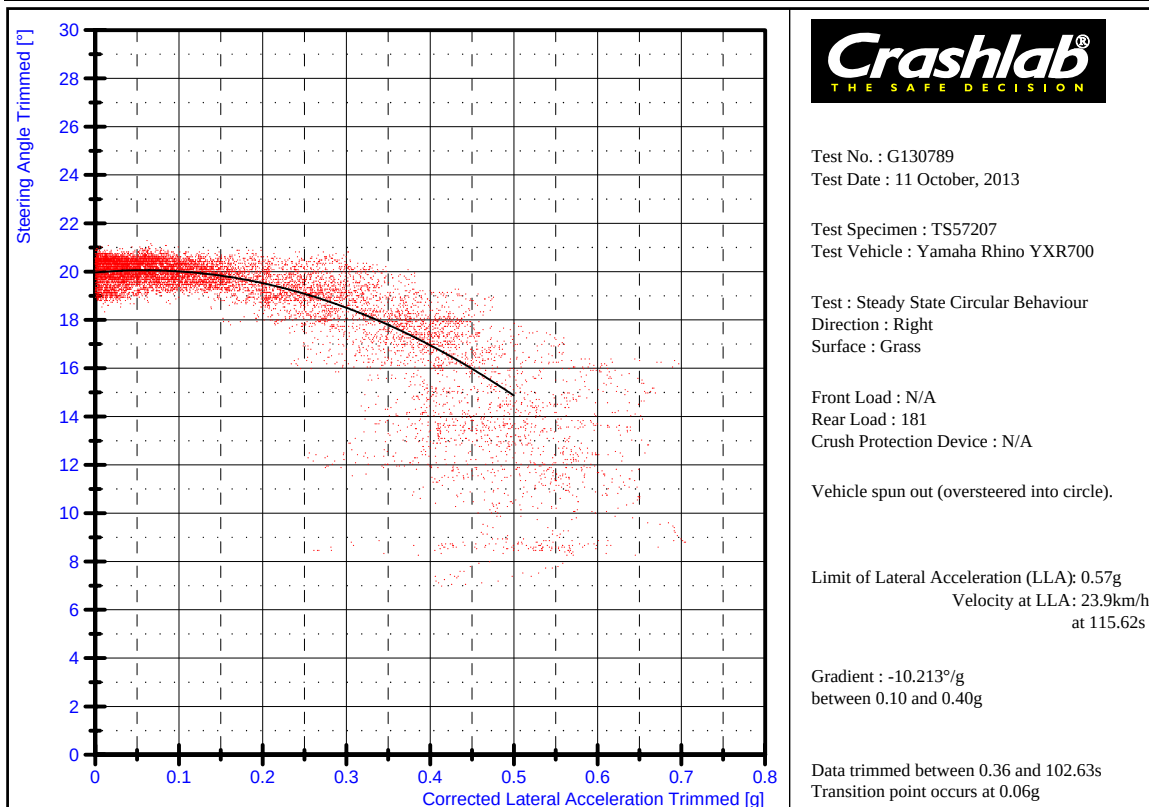
Reported Tipping Point : 0.77g
Velocity at Tipping Point : 26.4km/h
at 173.06s

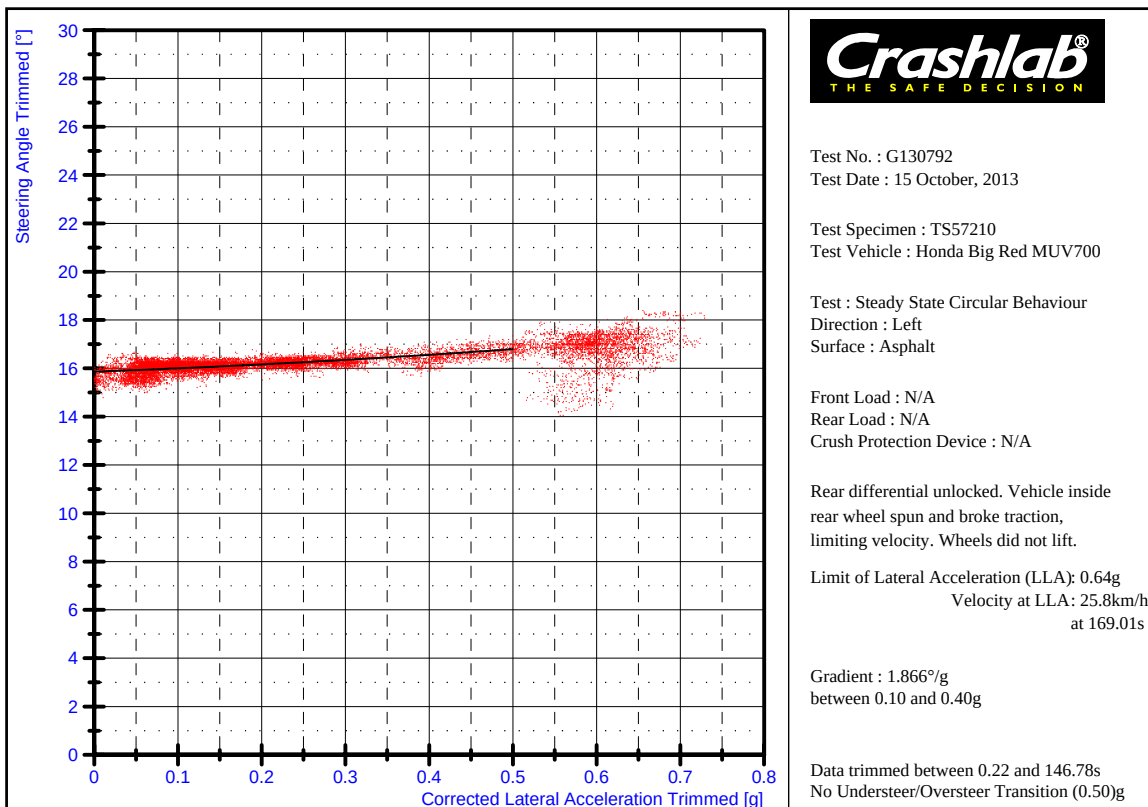
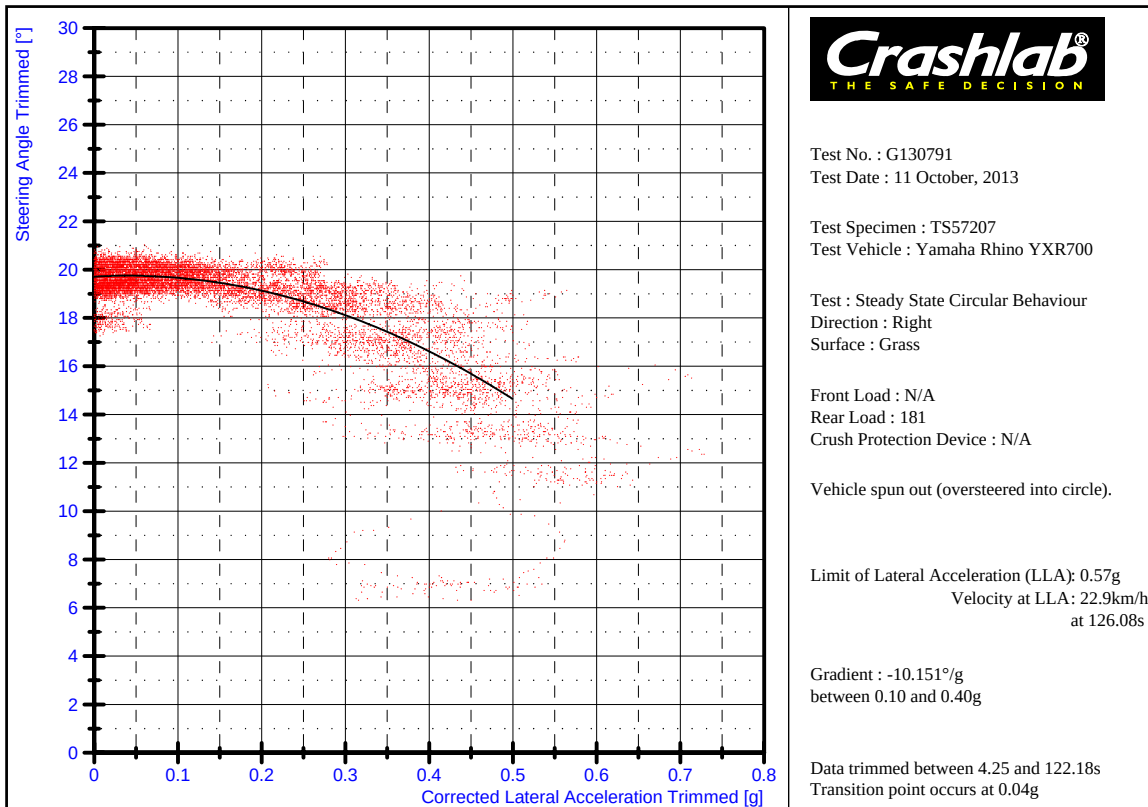
Gradient : 1.279°/g
between 0.10 and 0.19g
Gradient : -3.212°/g
between 0.19 and 0.40g
Data trimmed between 0.00 and 158.29s
Transition point occurs at 0.19g

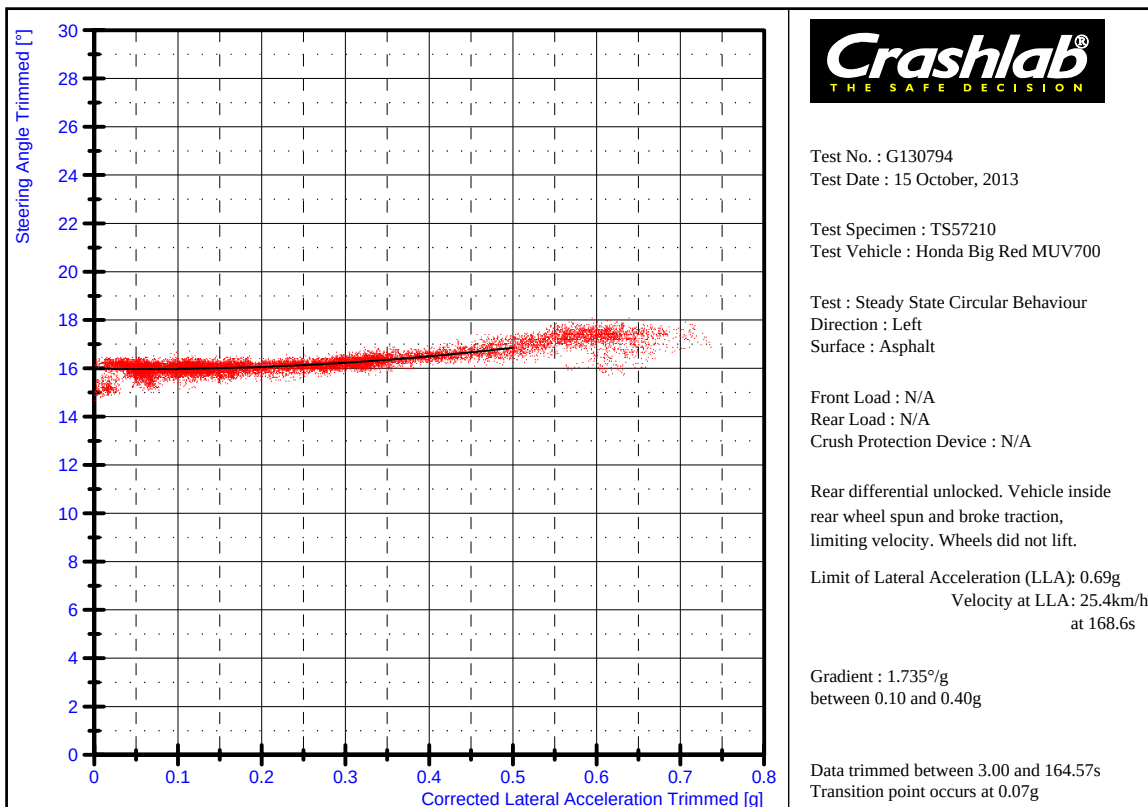
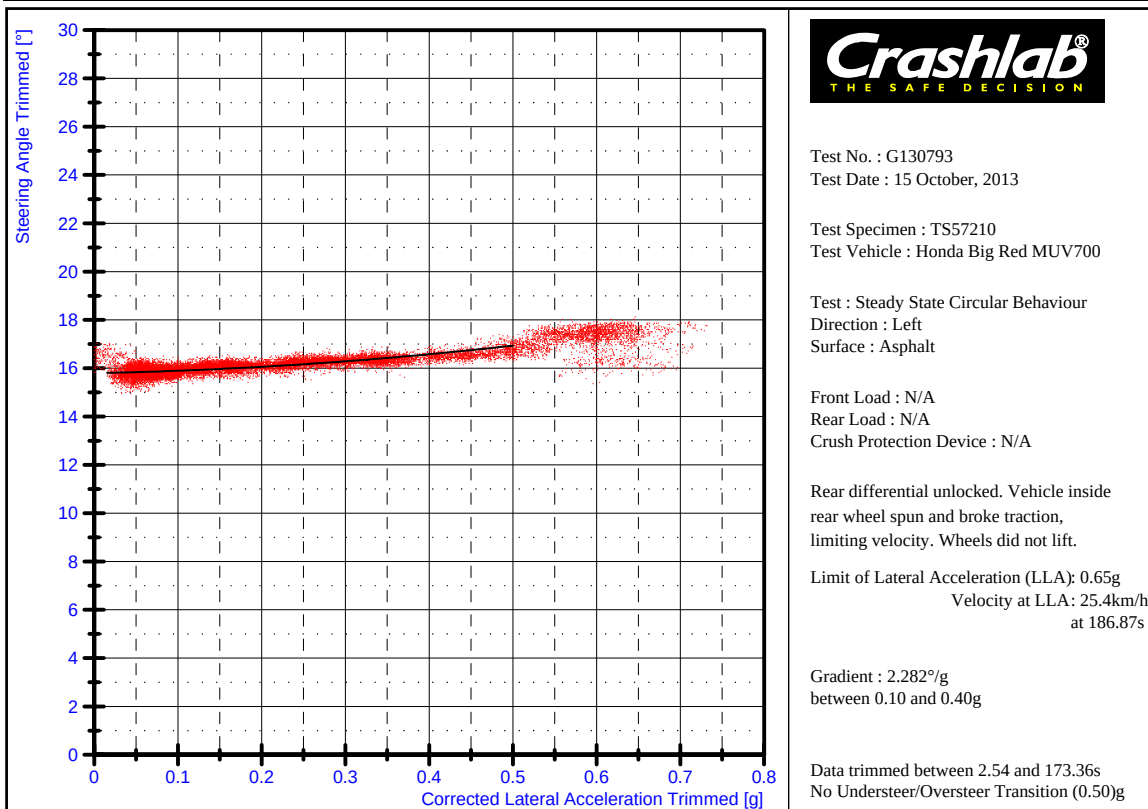


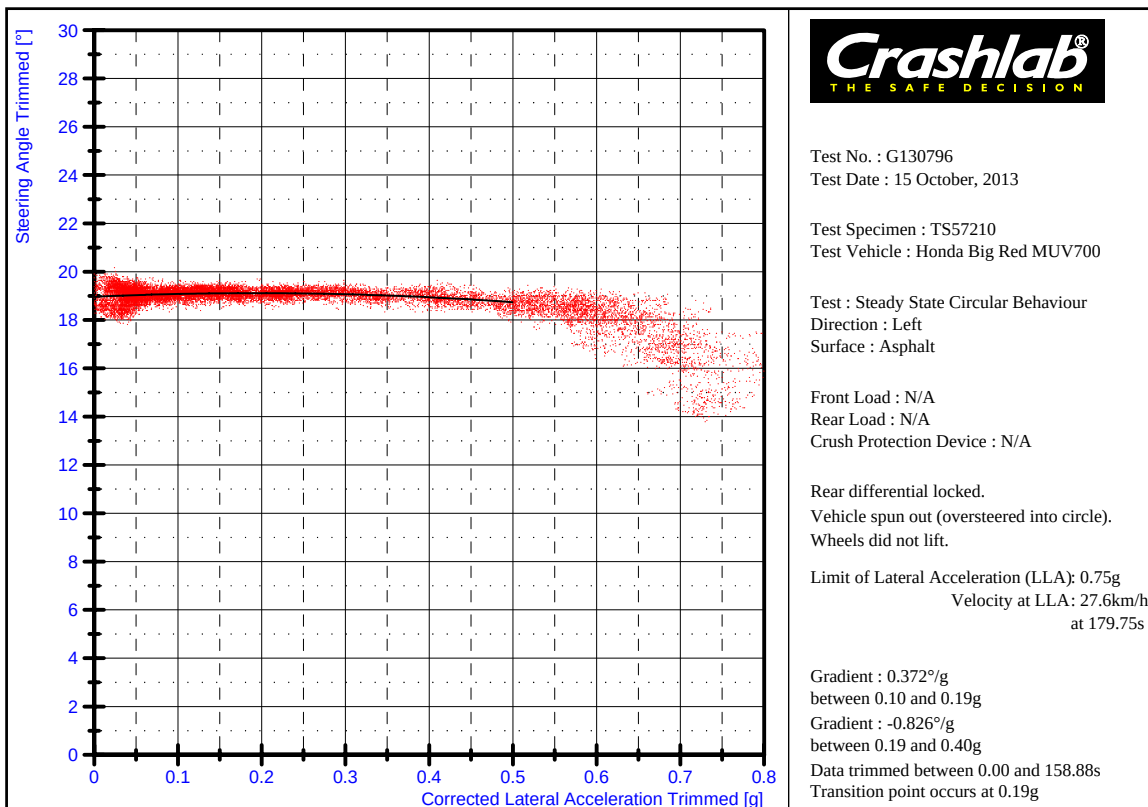
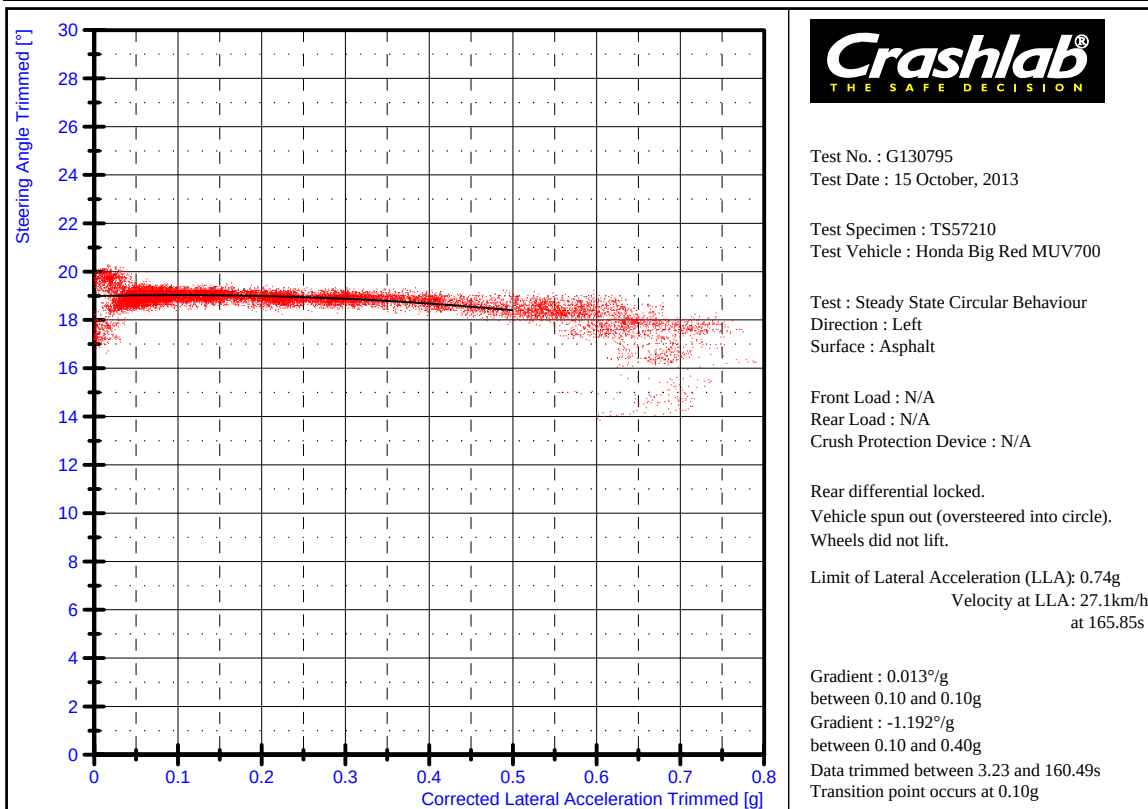


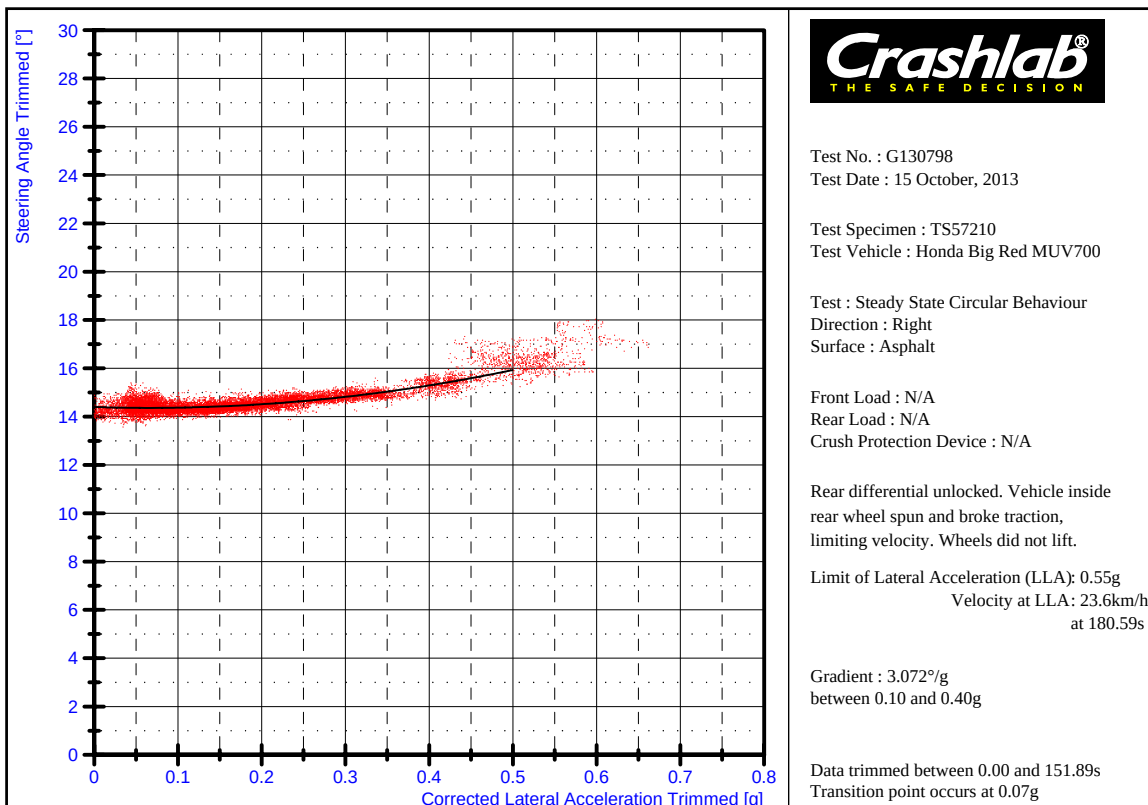
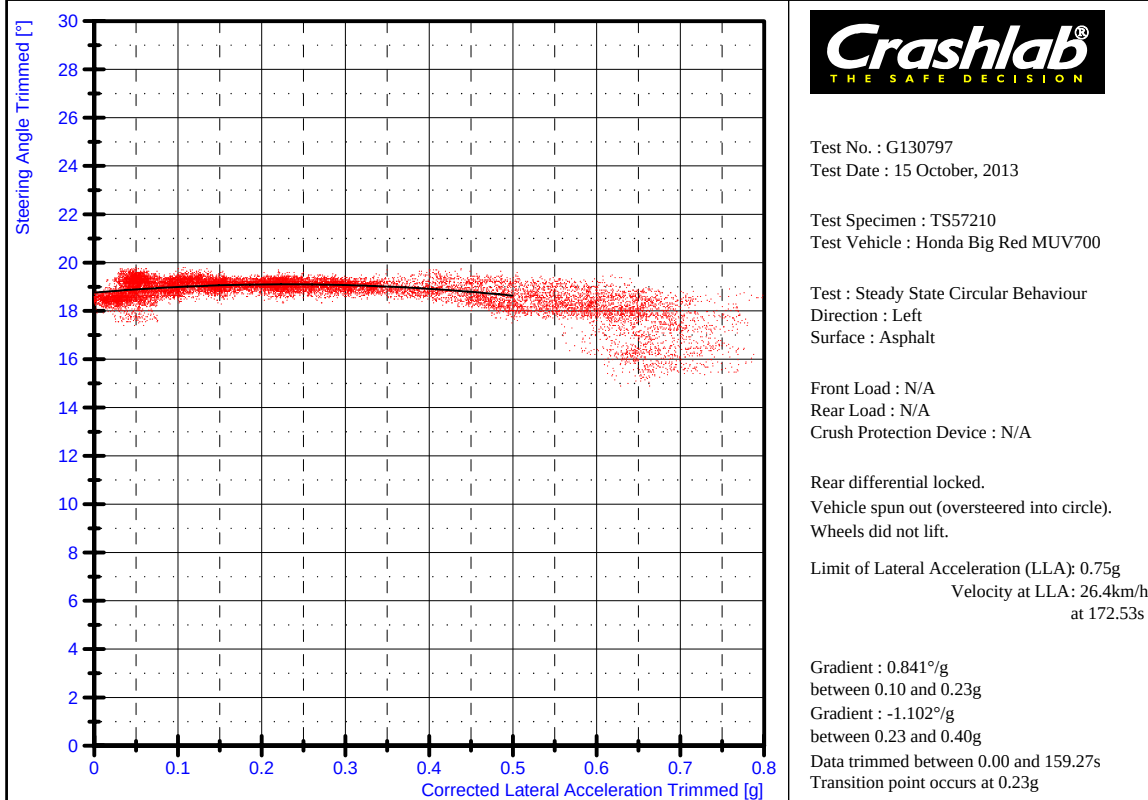


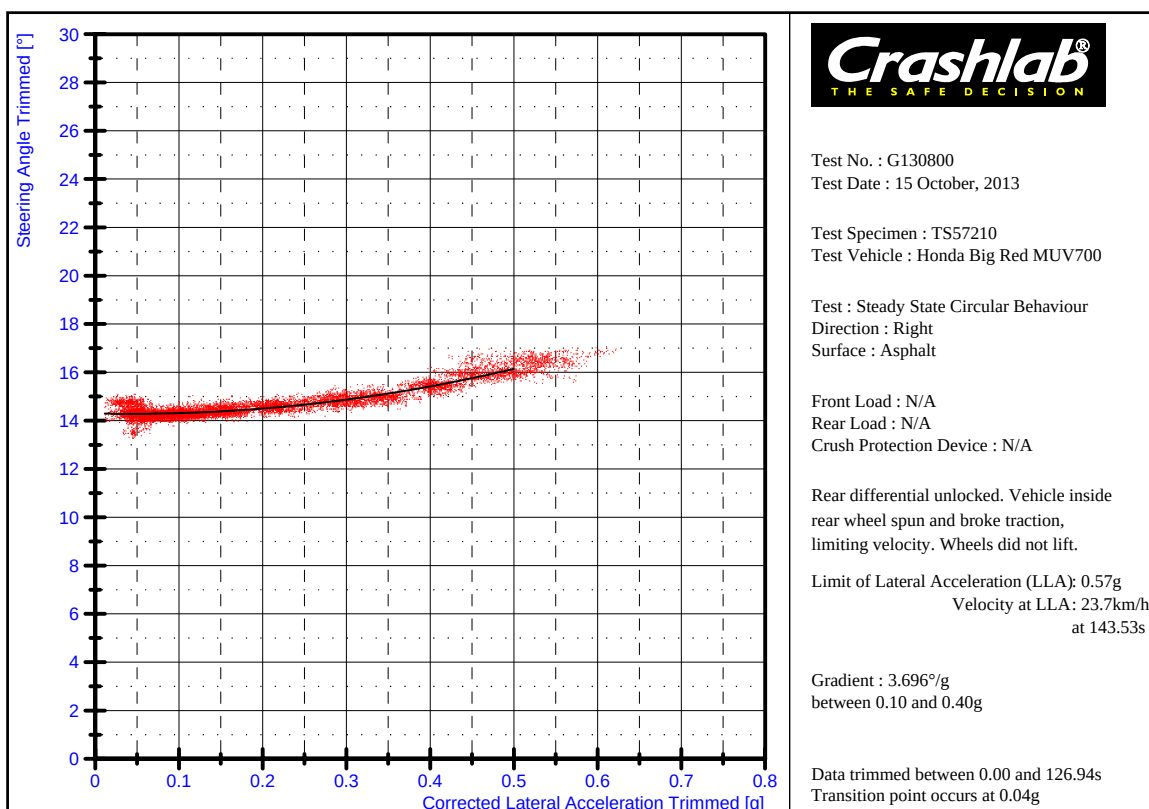
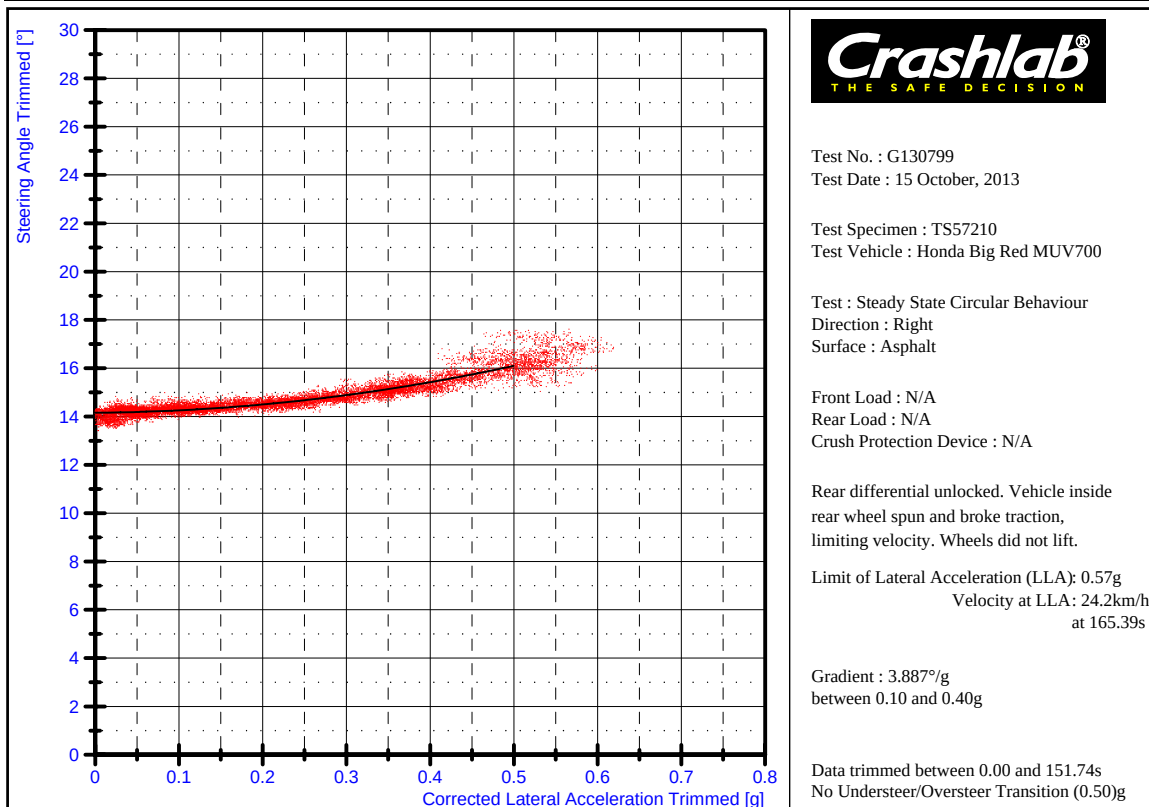


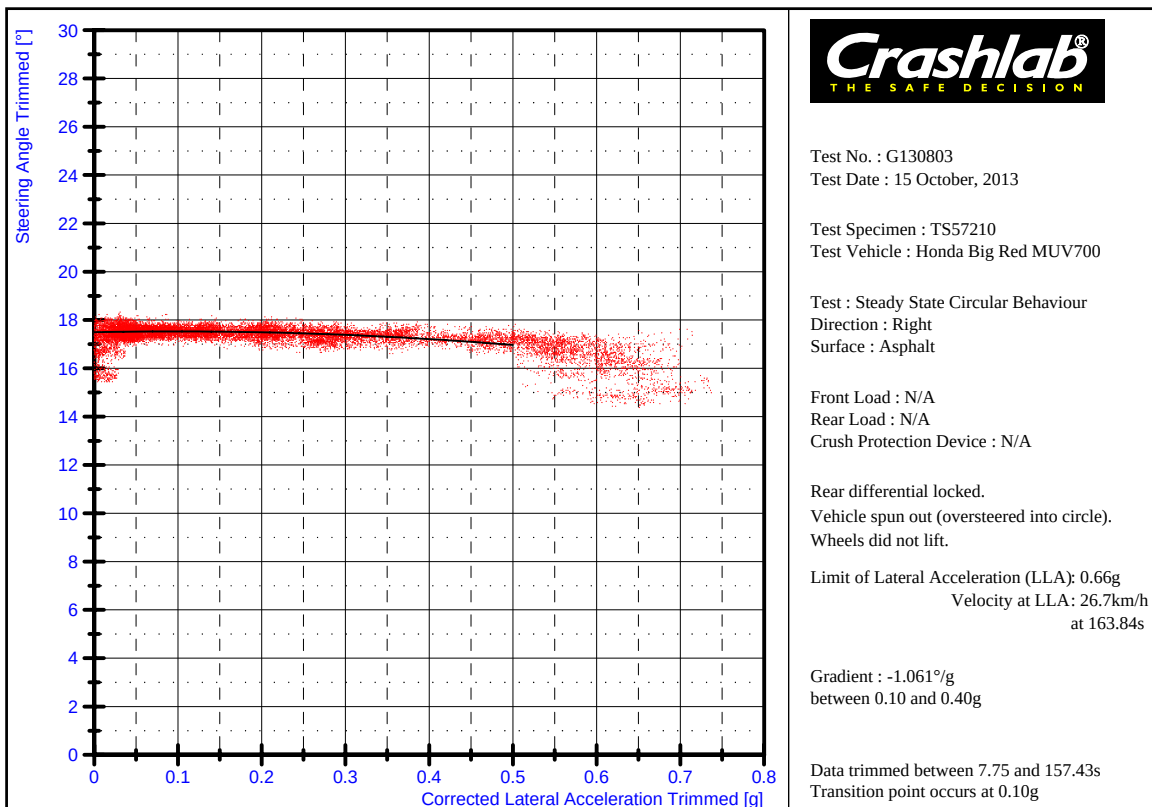
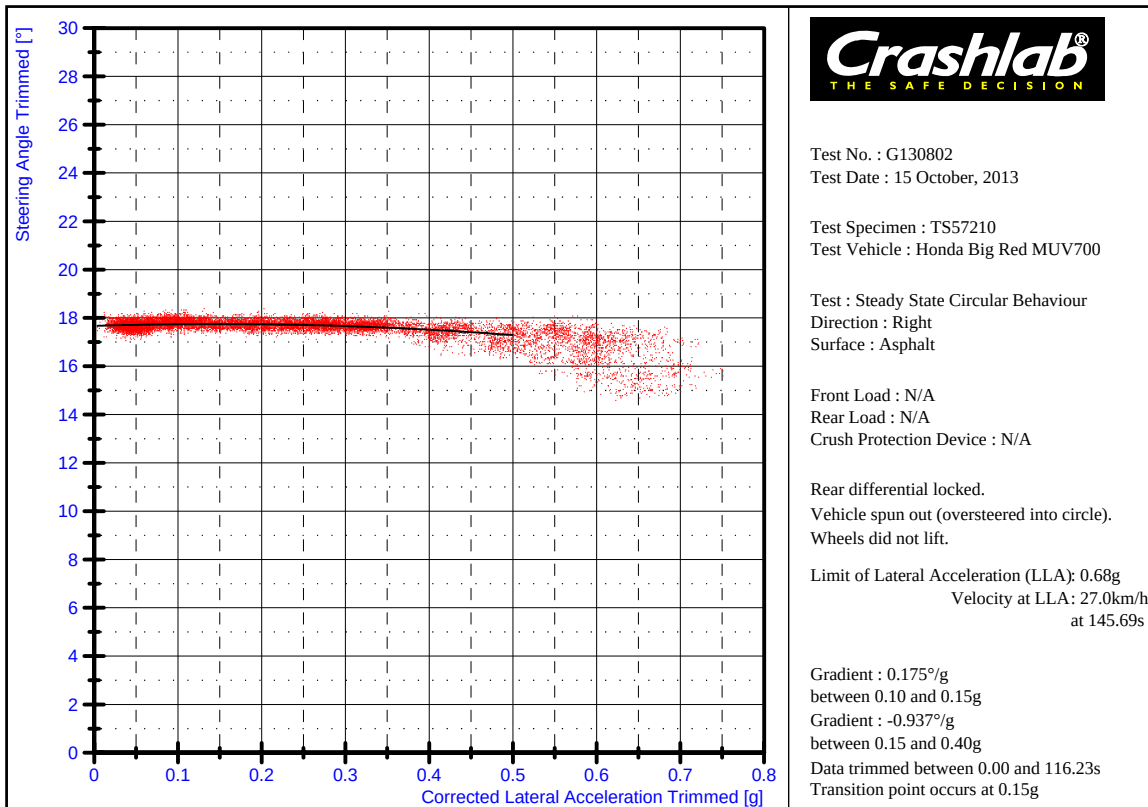


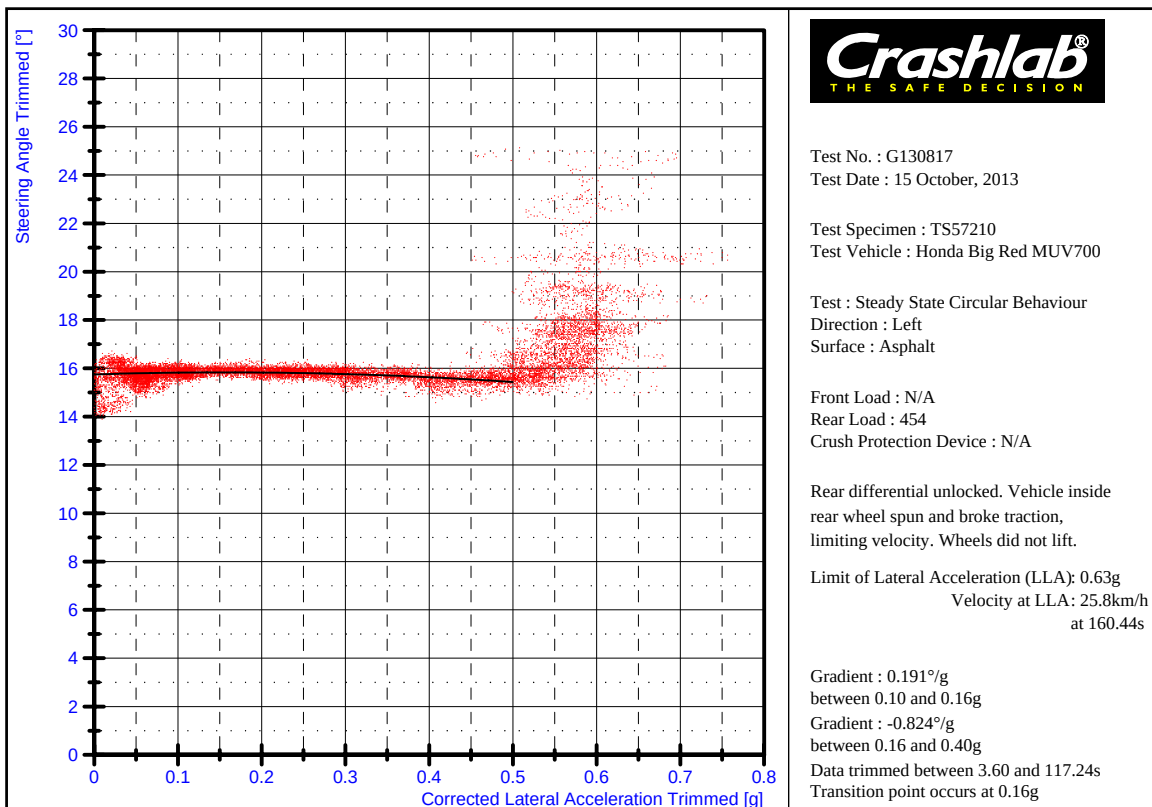
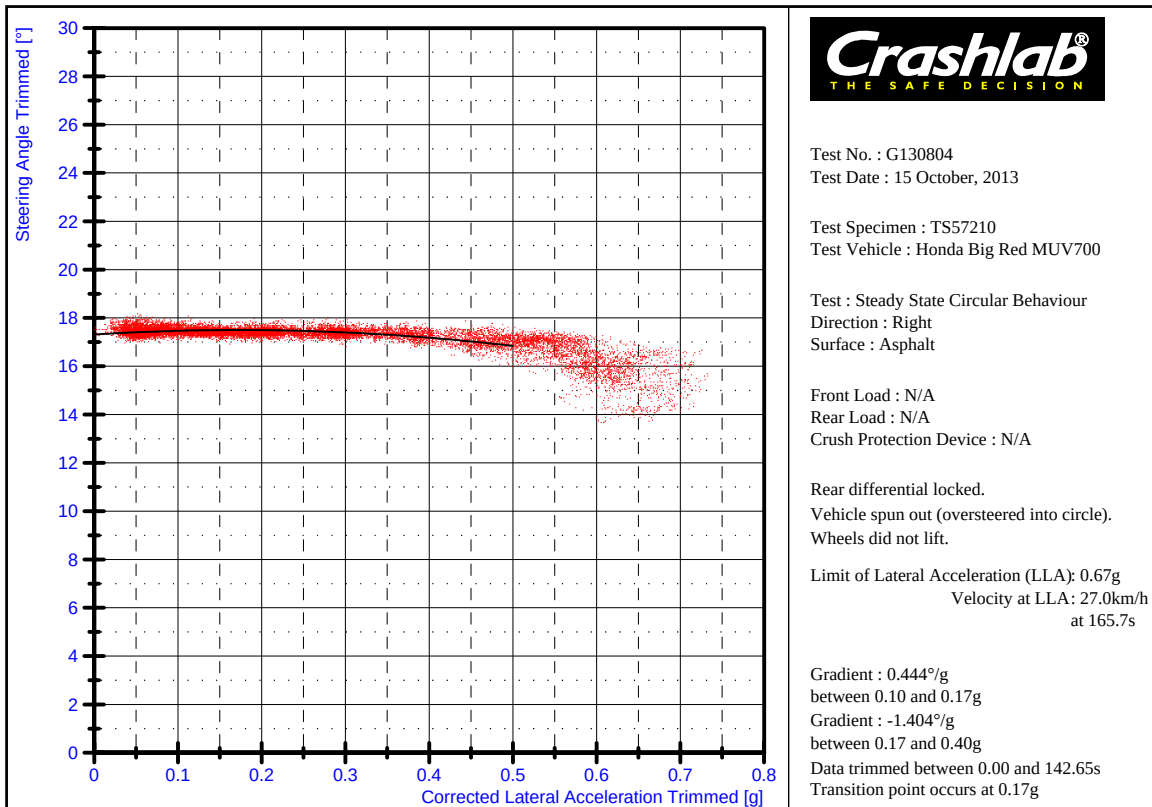


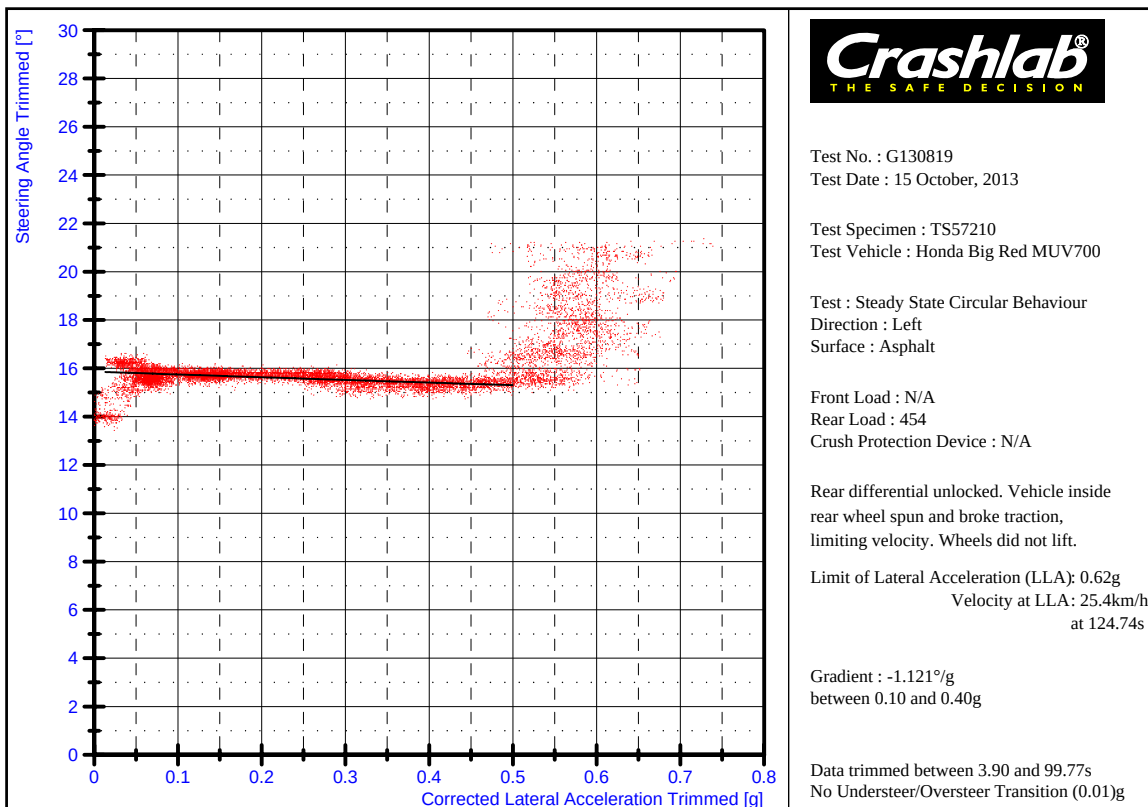
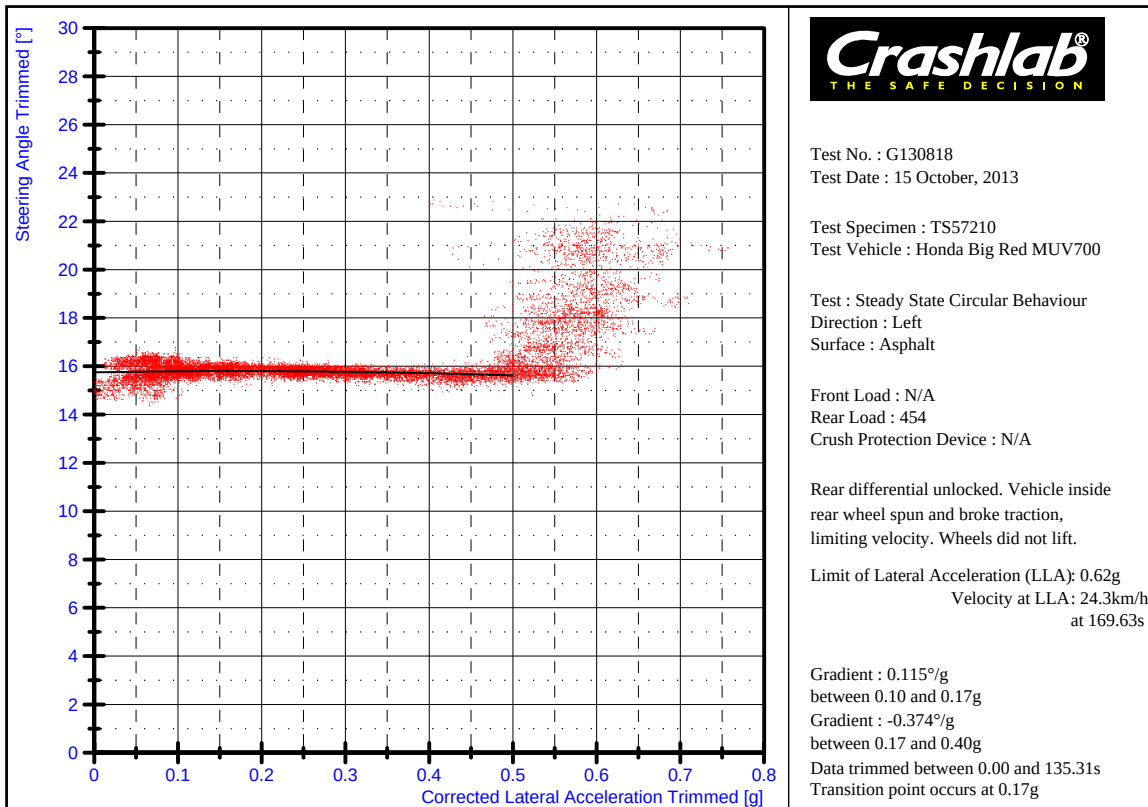


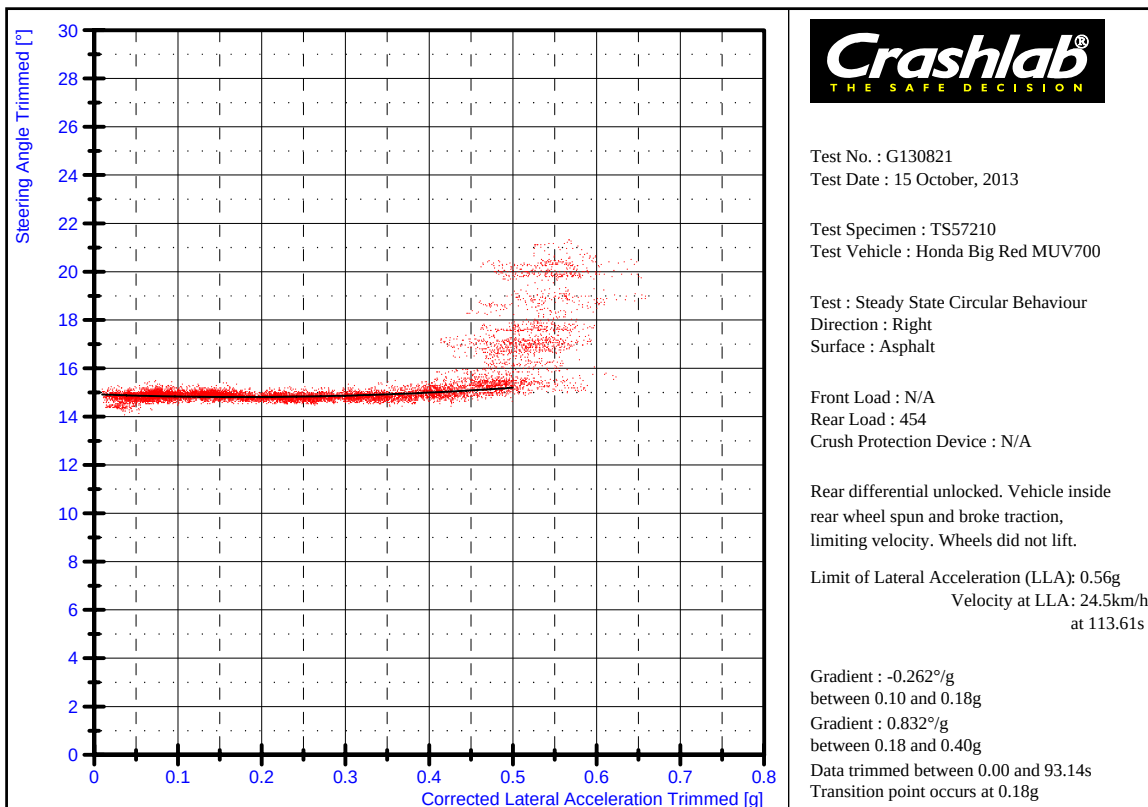
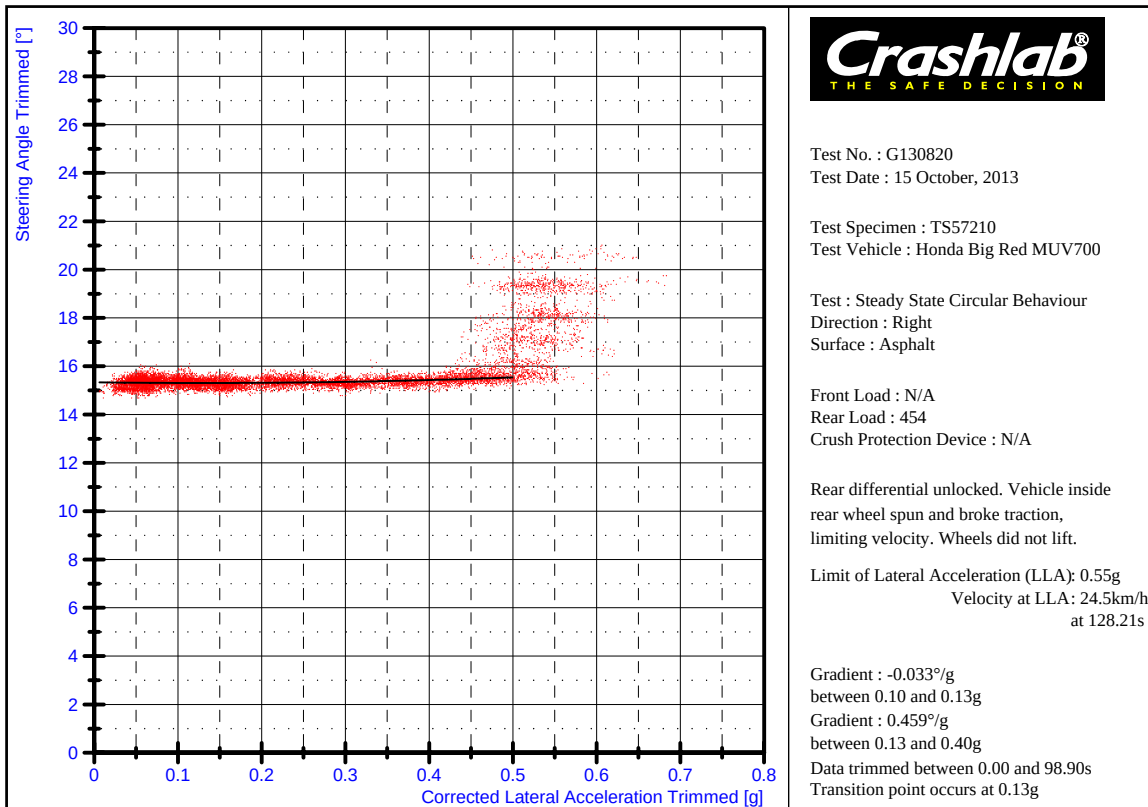


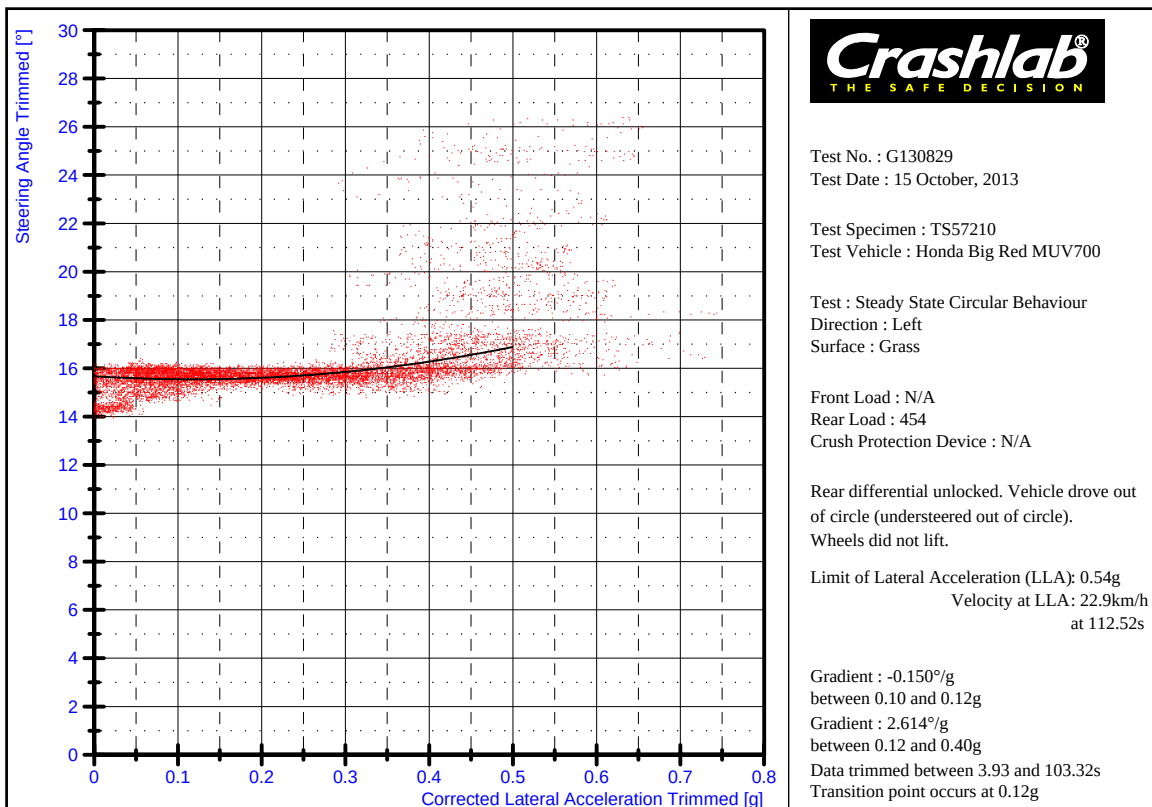
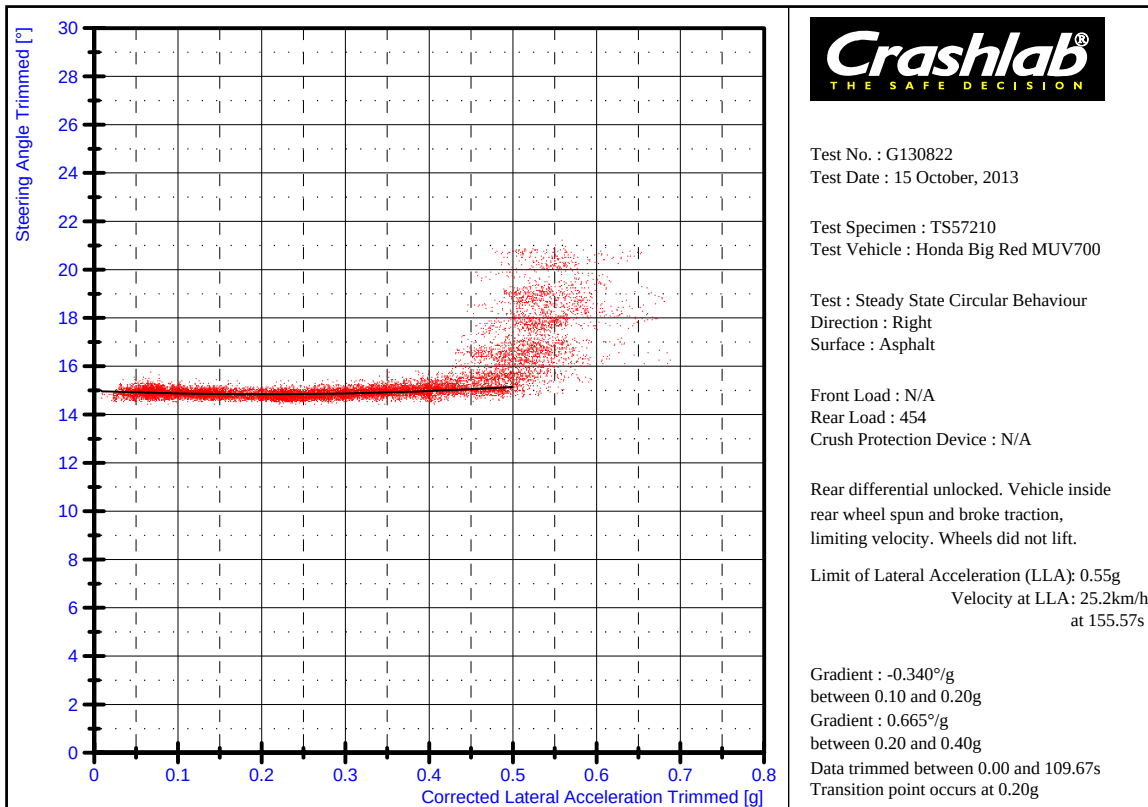


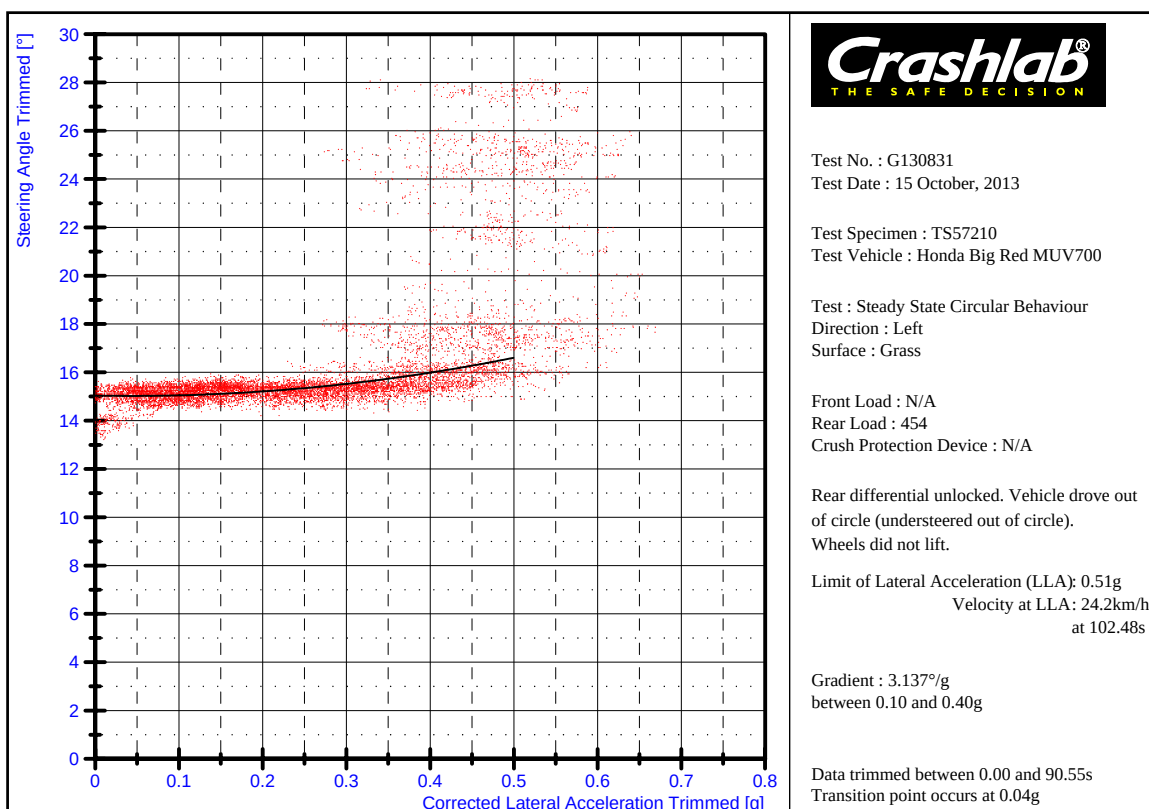
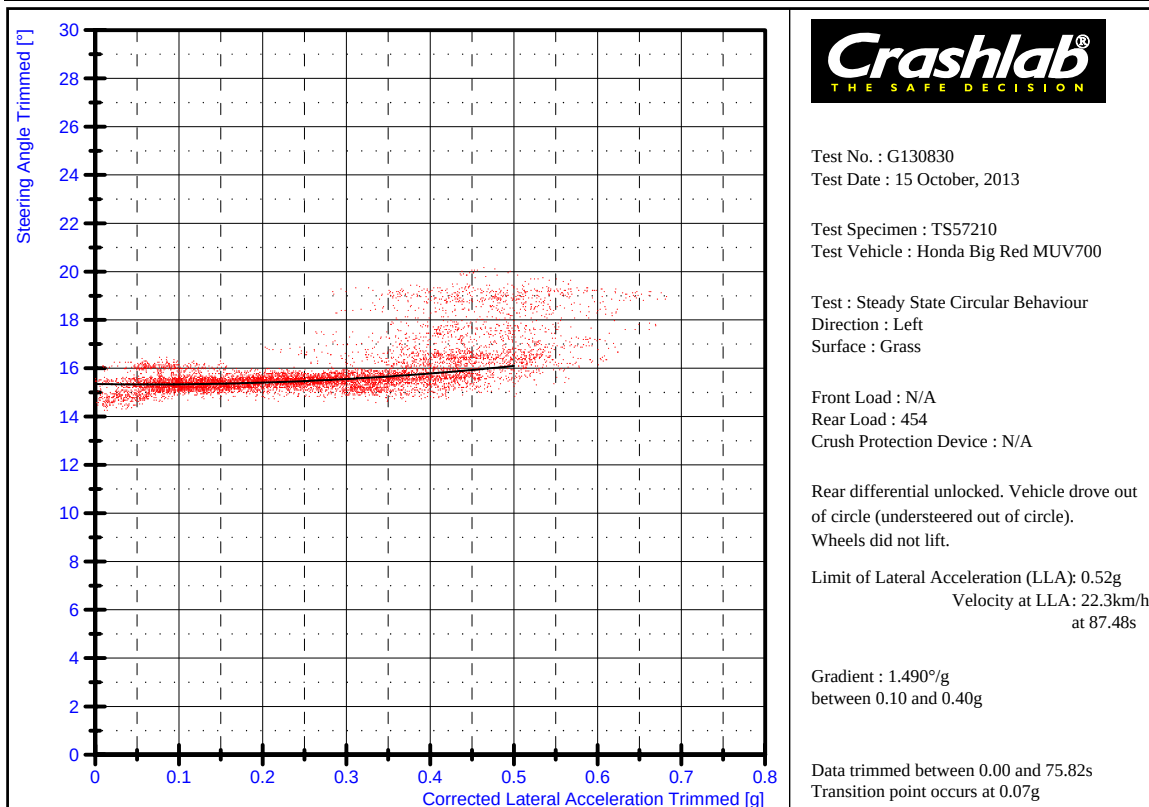


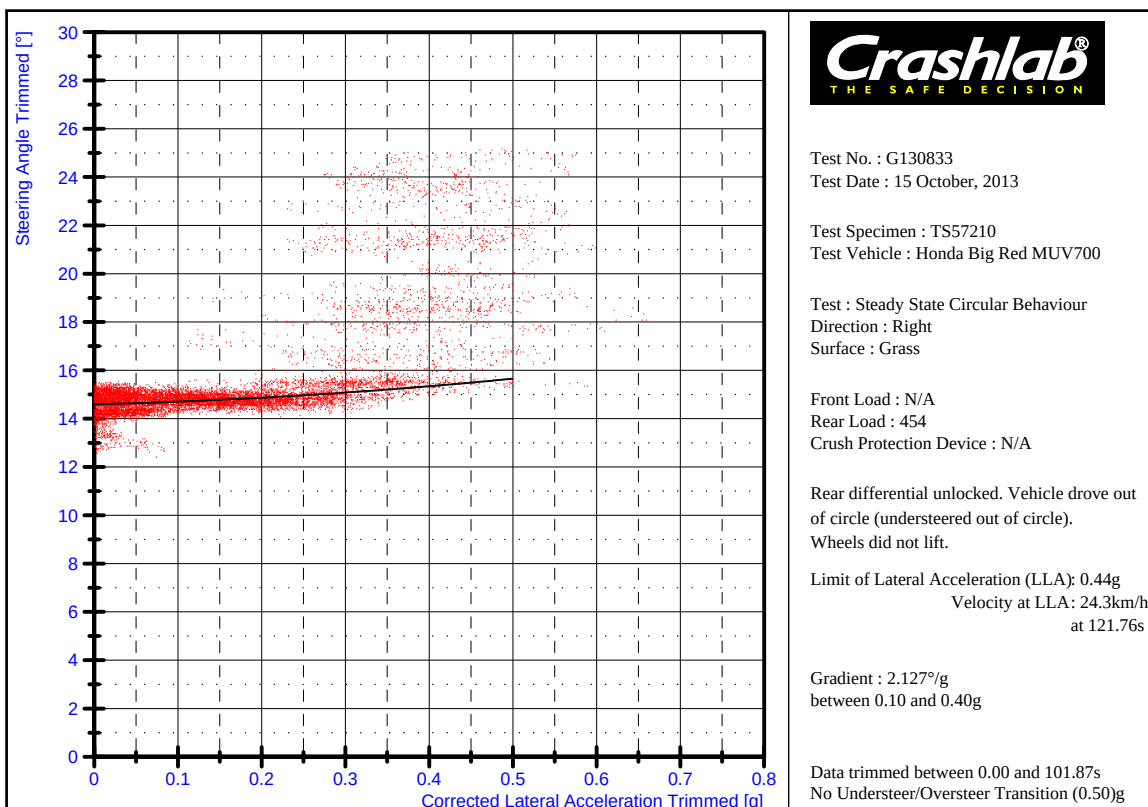
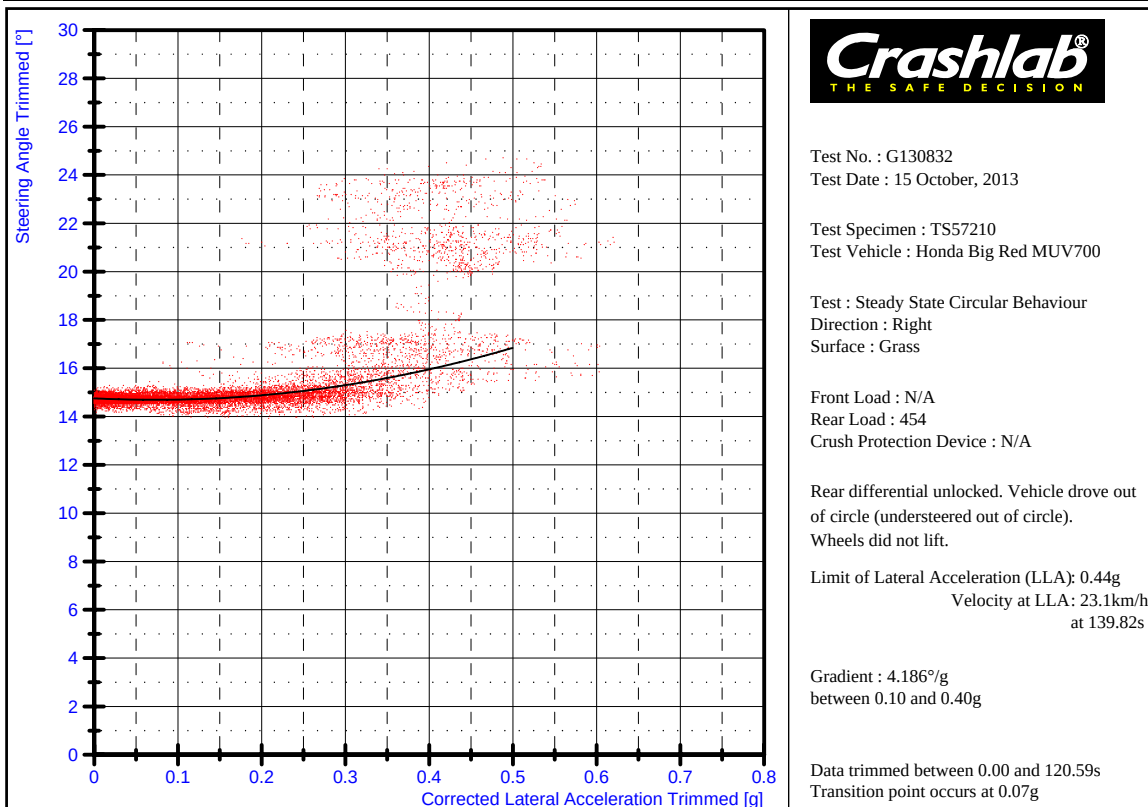


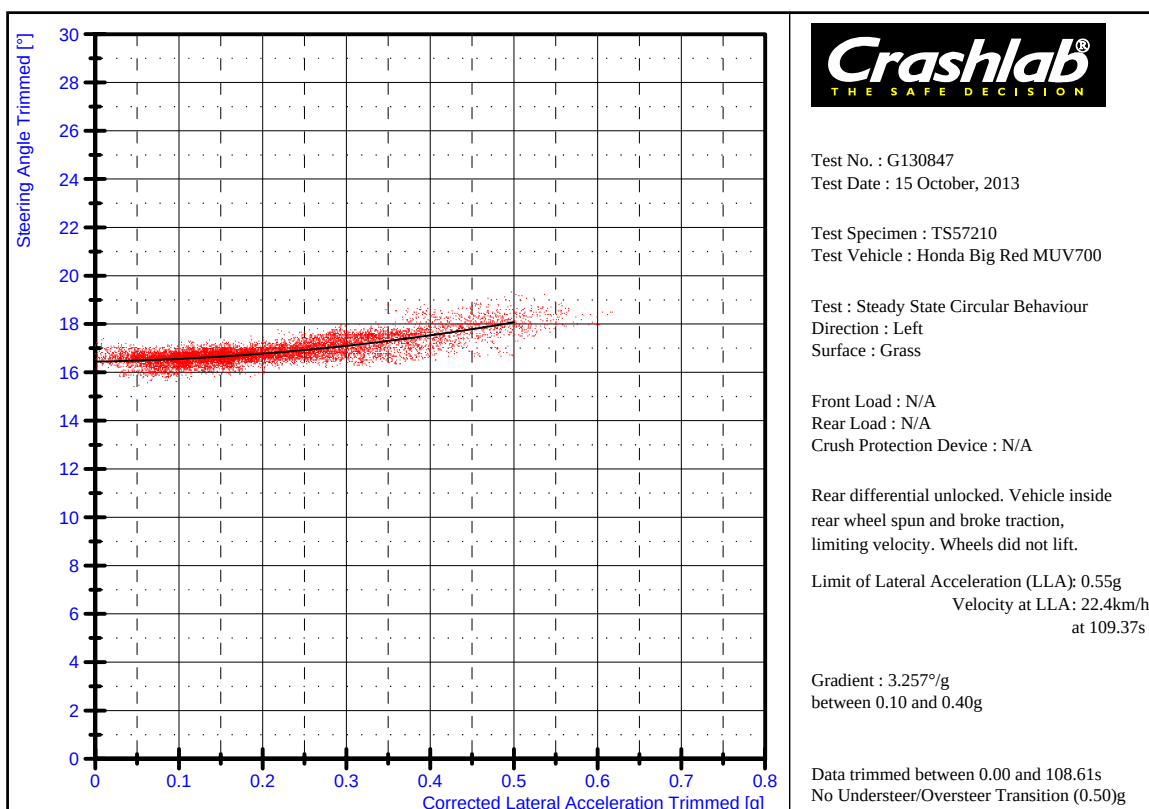
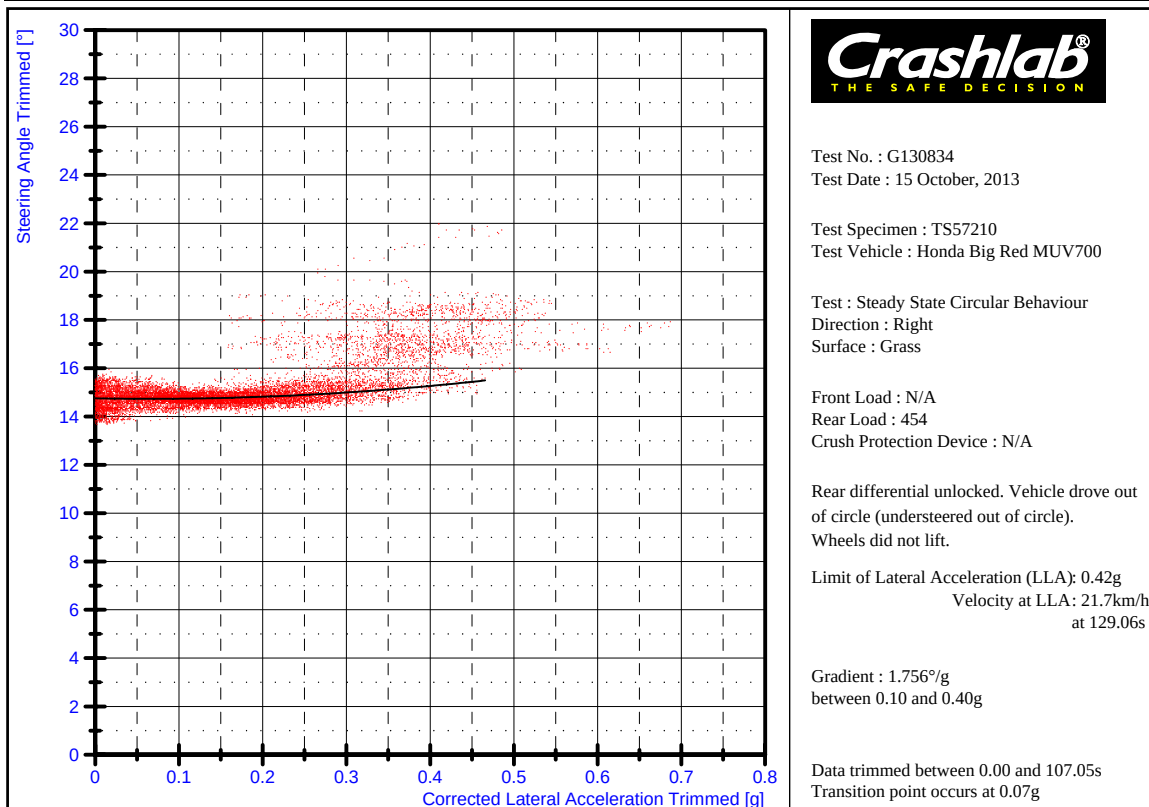


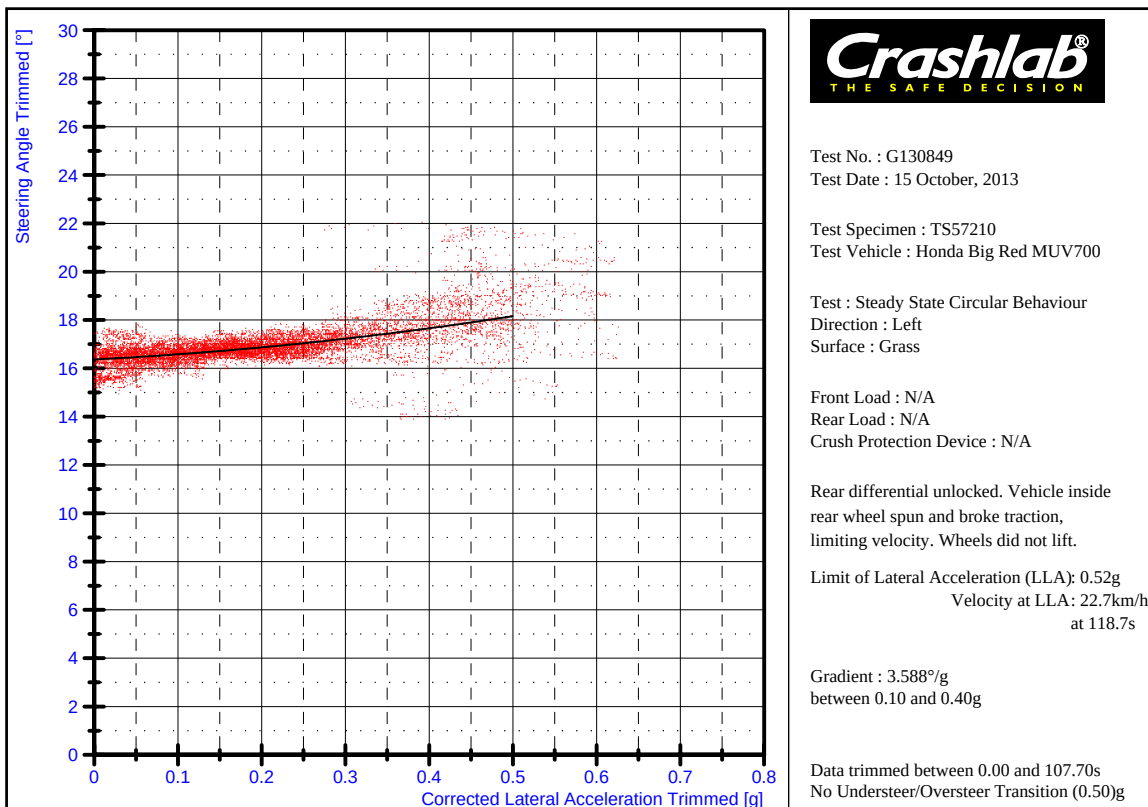
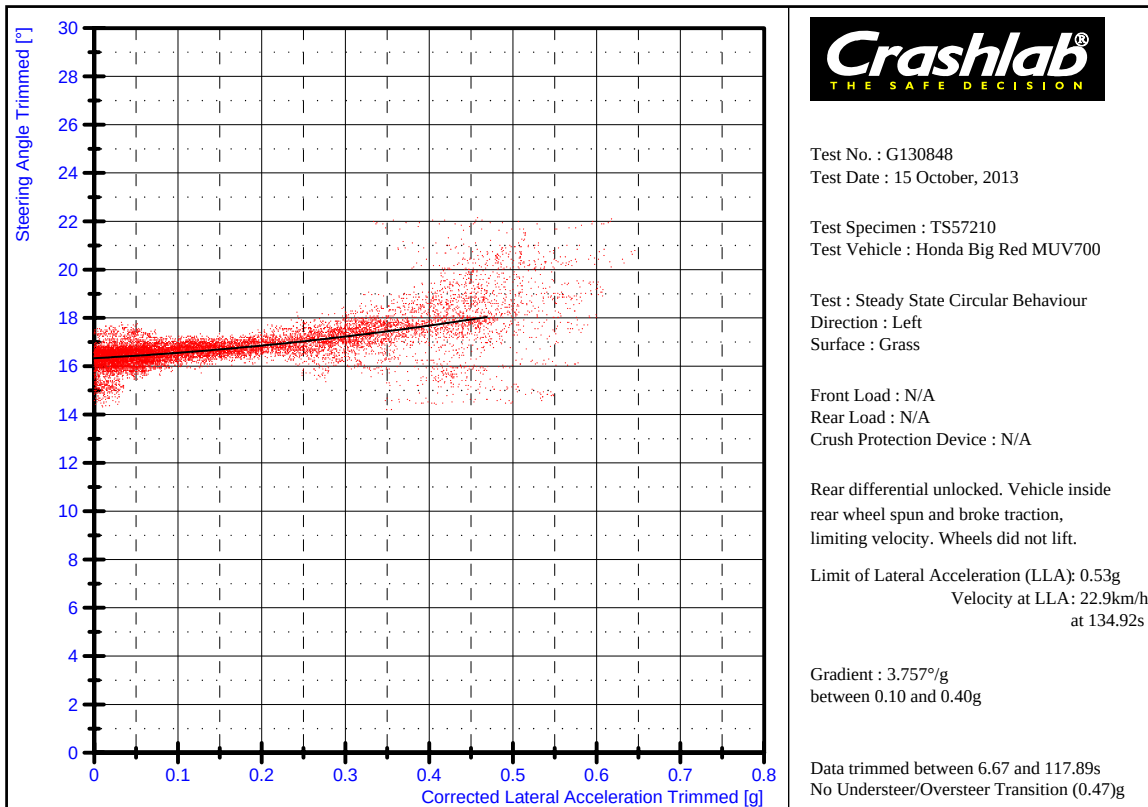


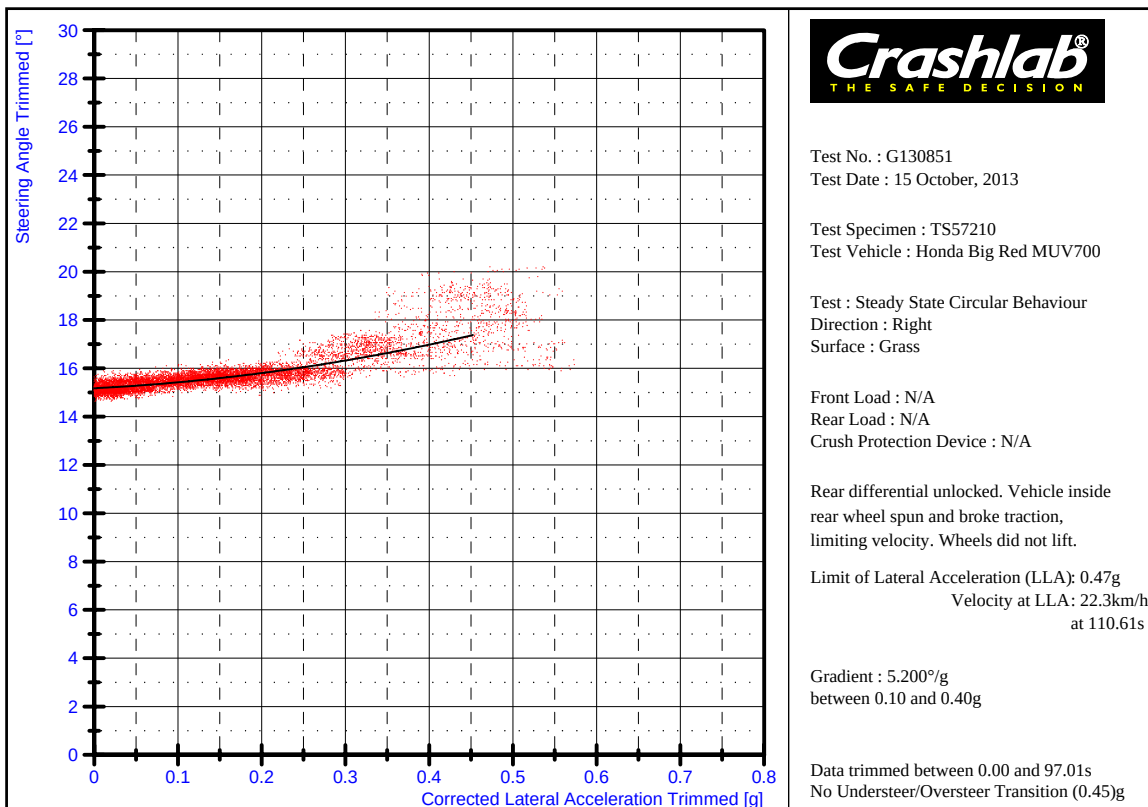
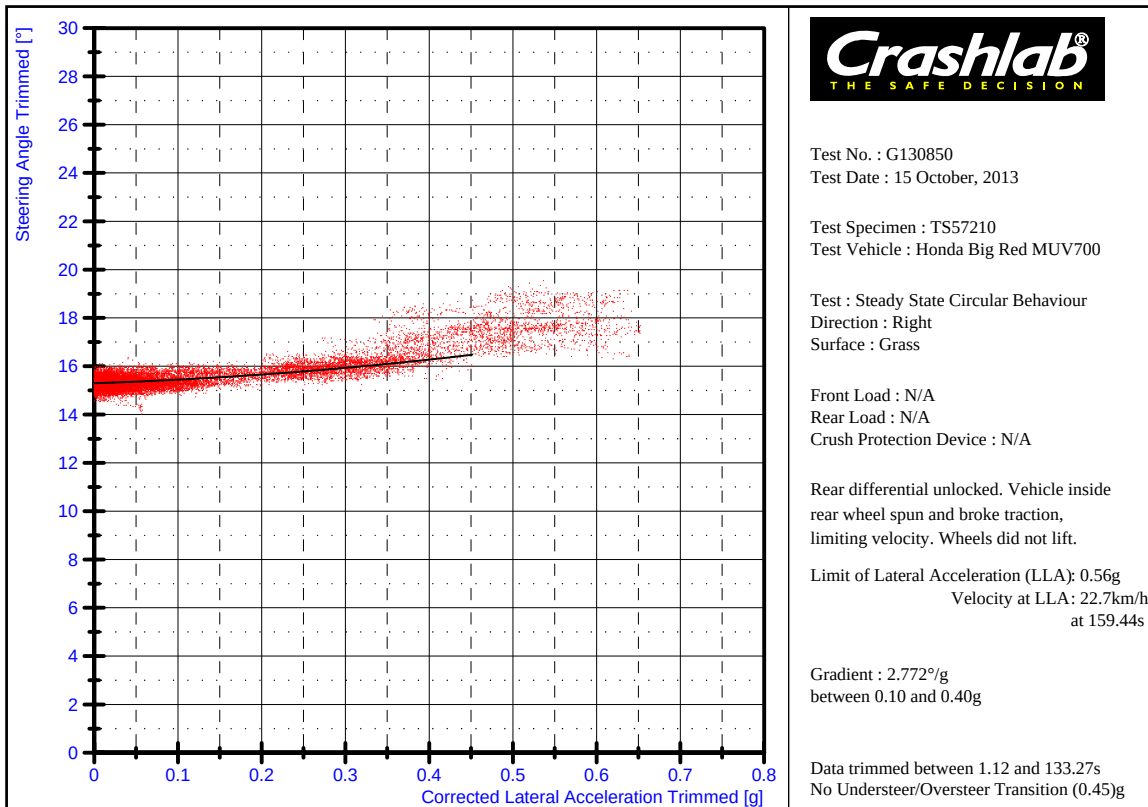


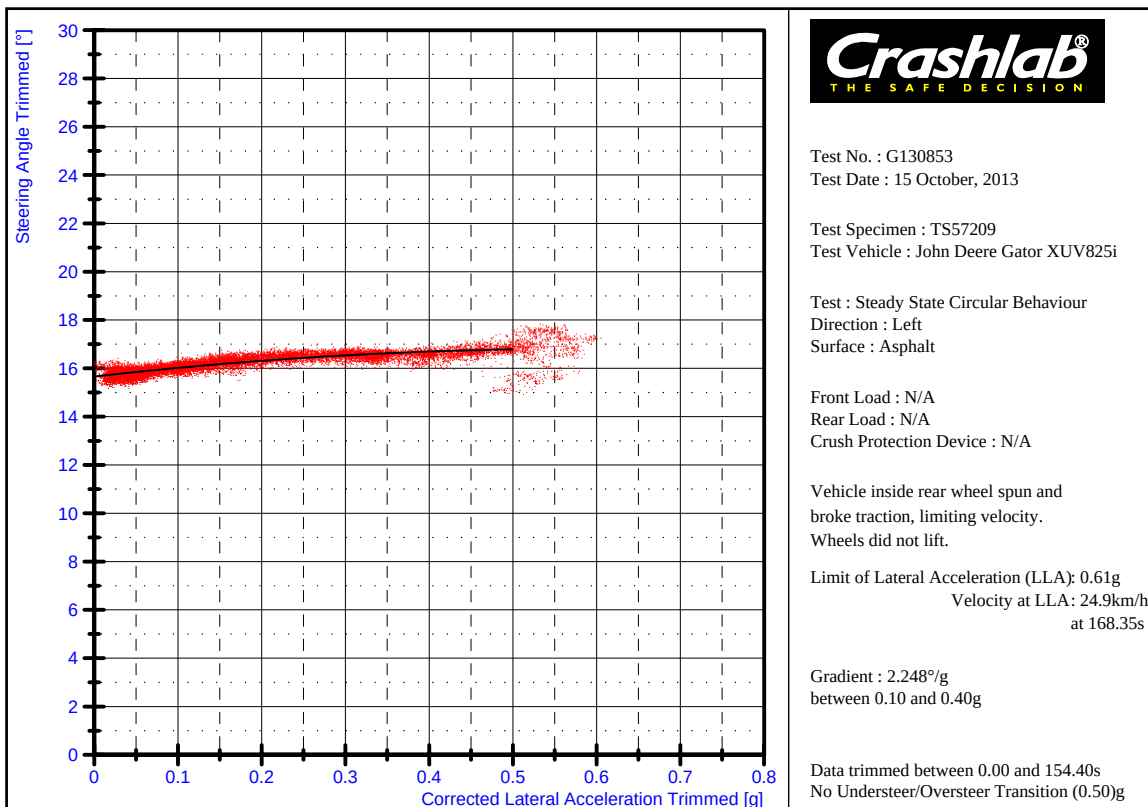
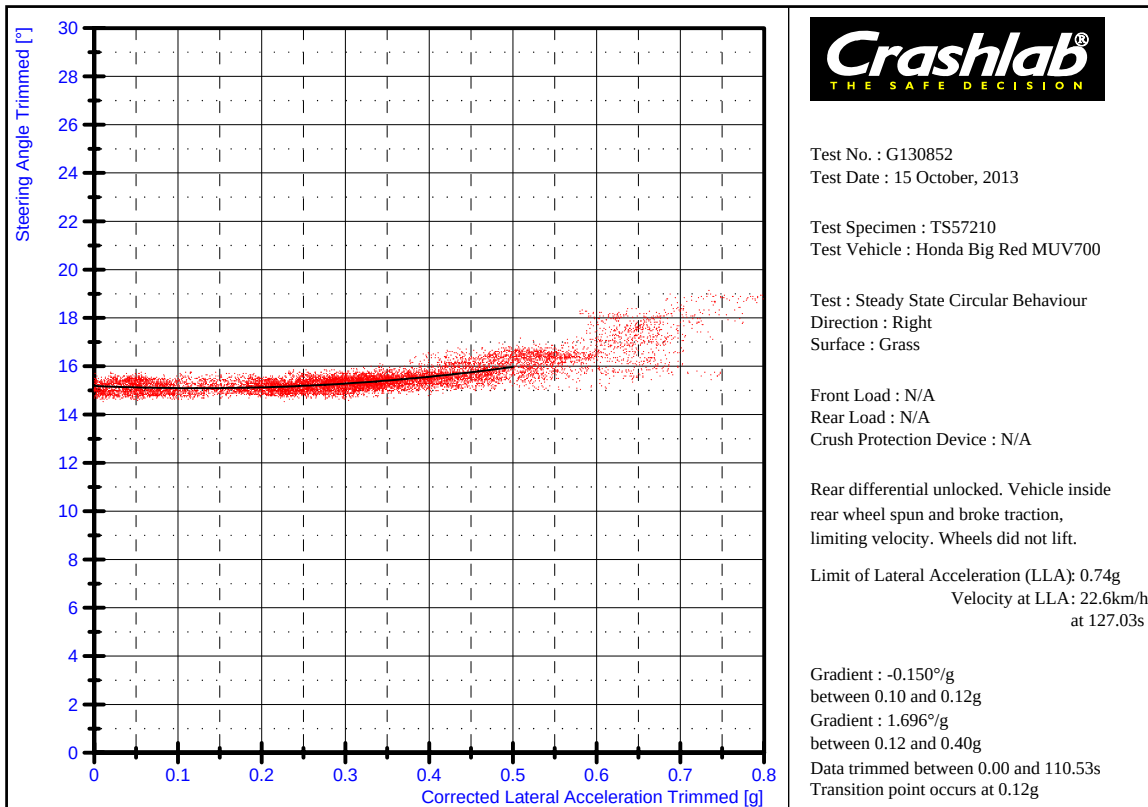


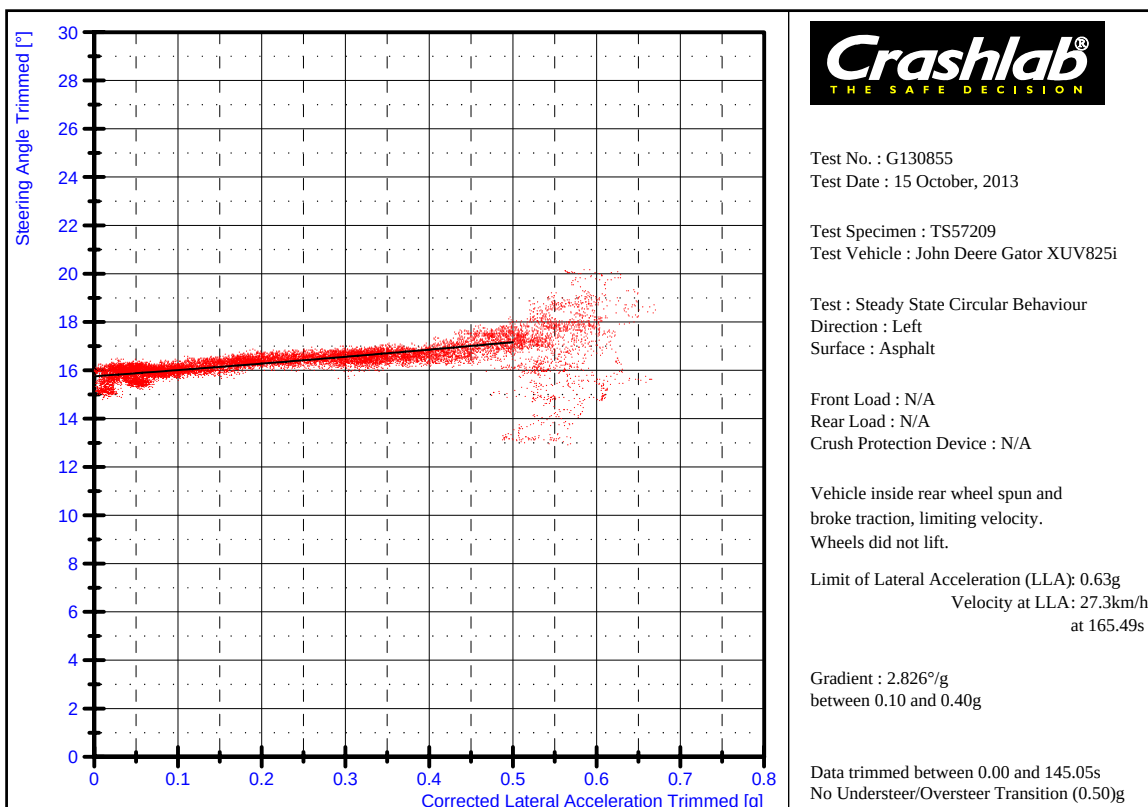
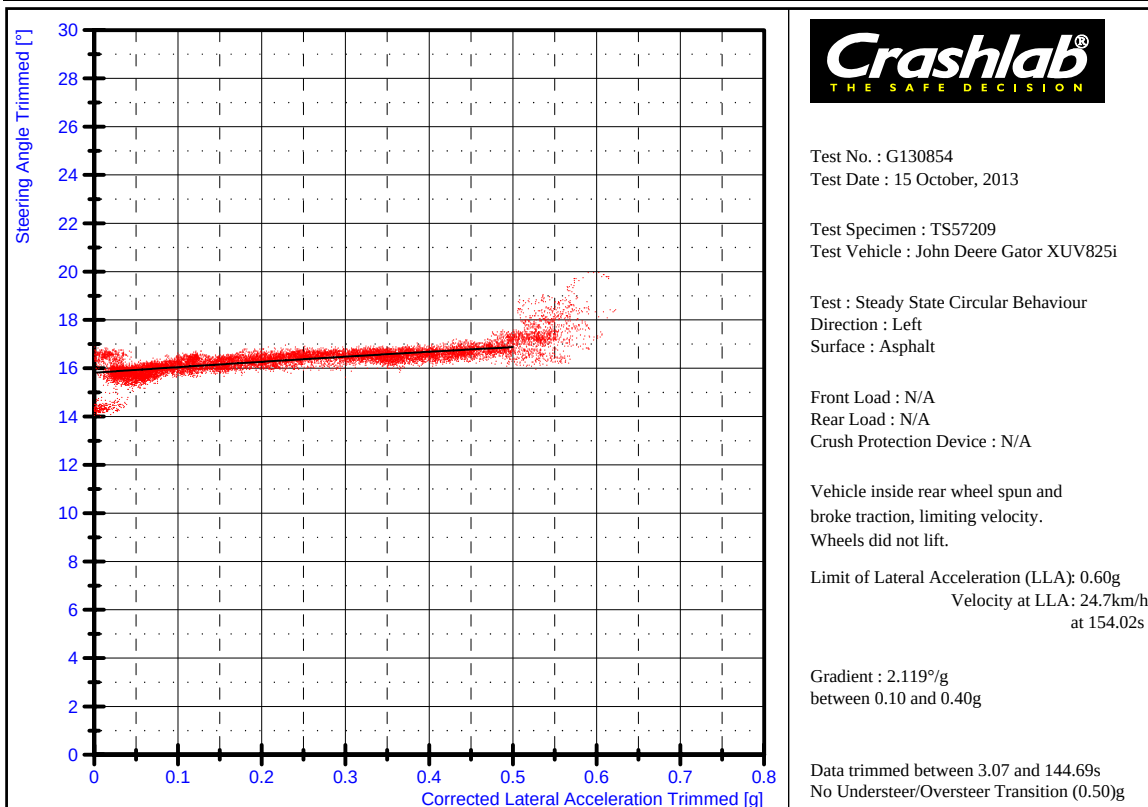


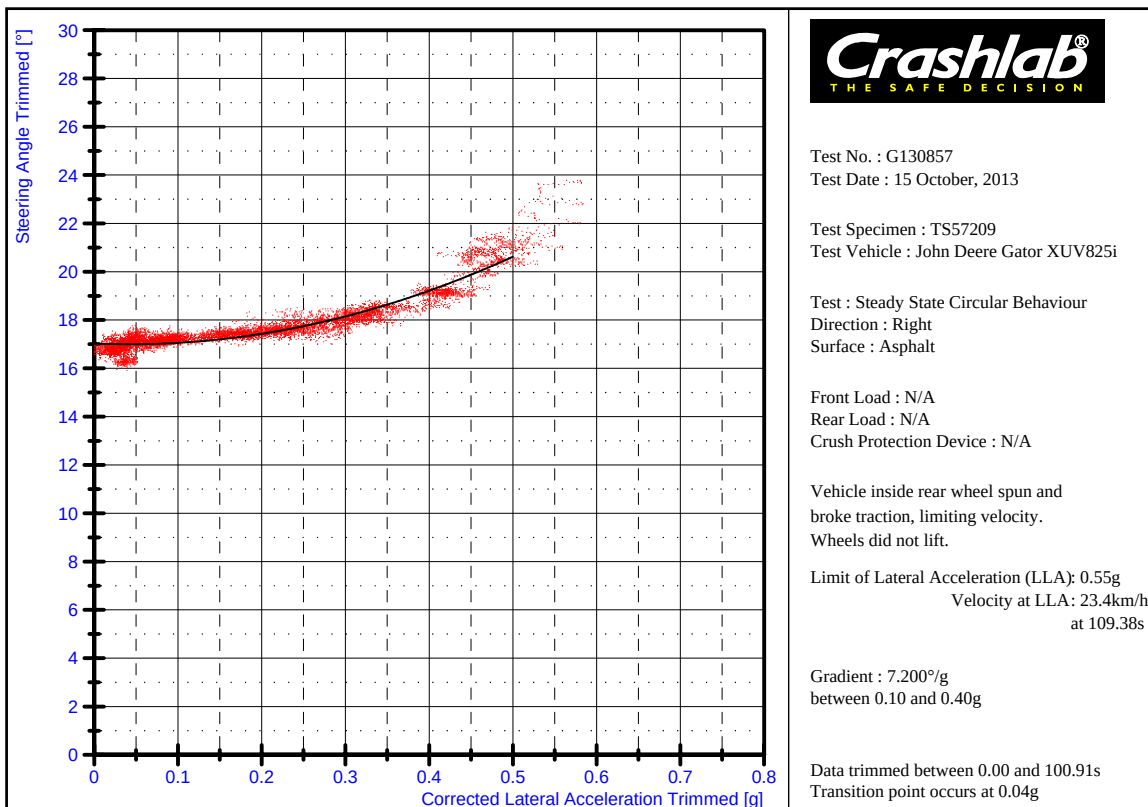
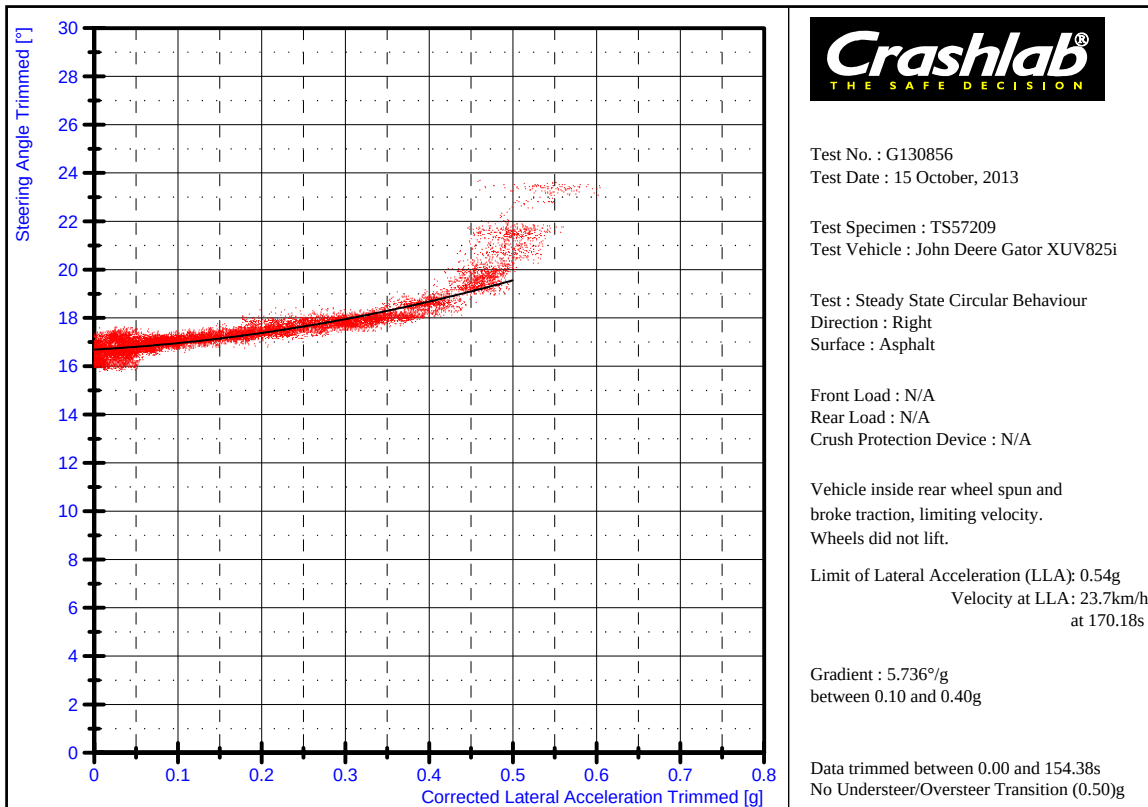


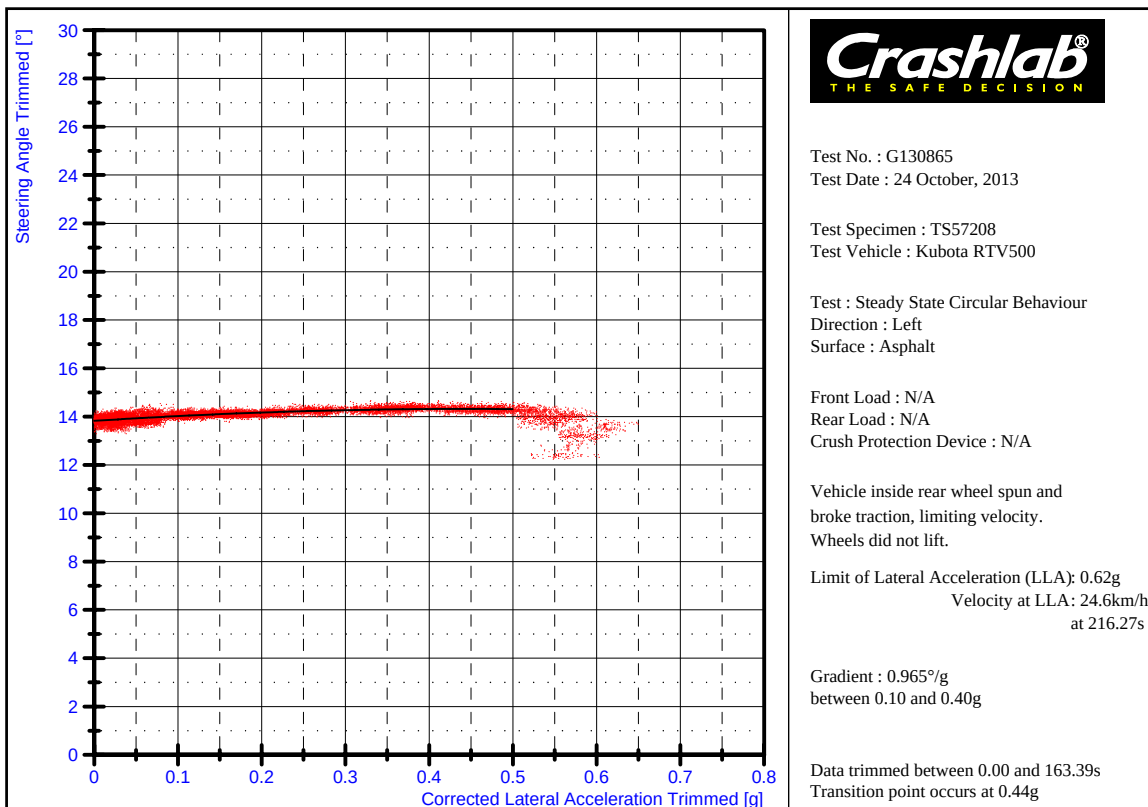
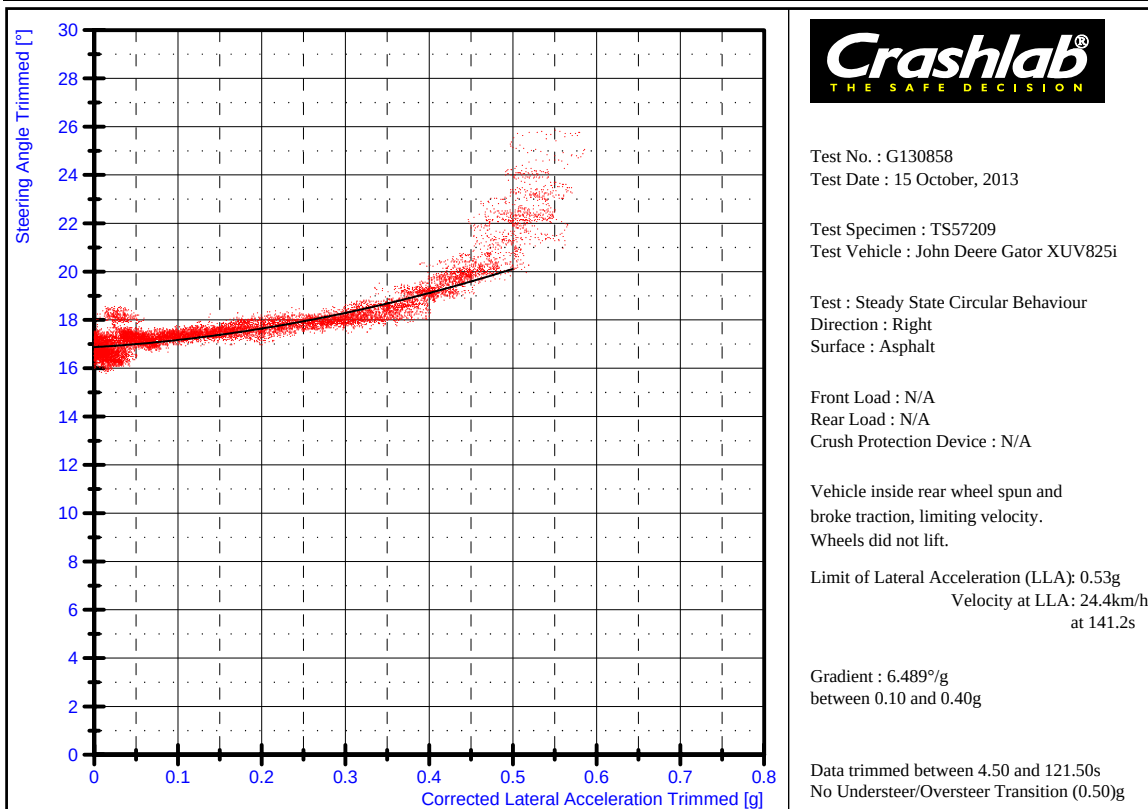


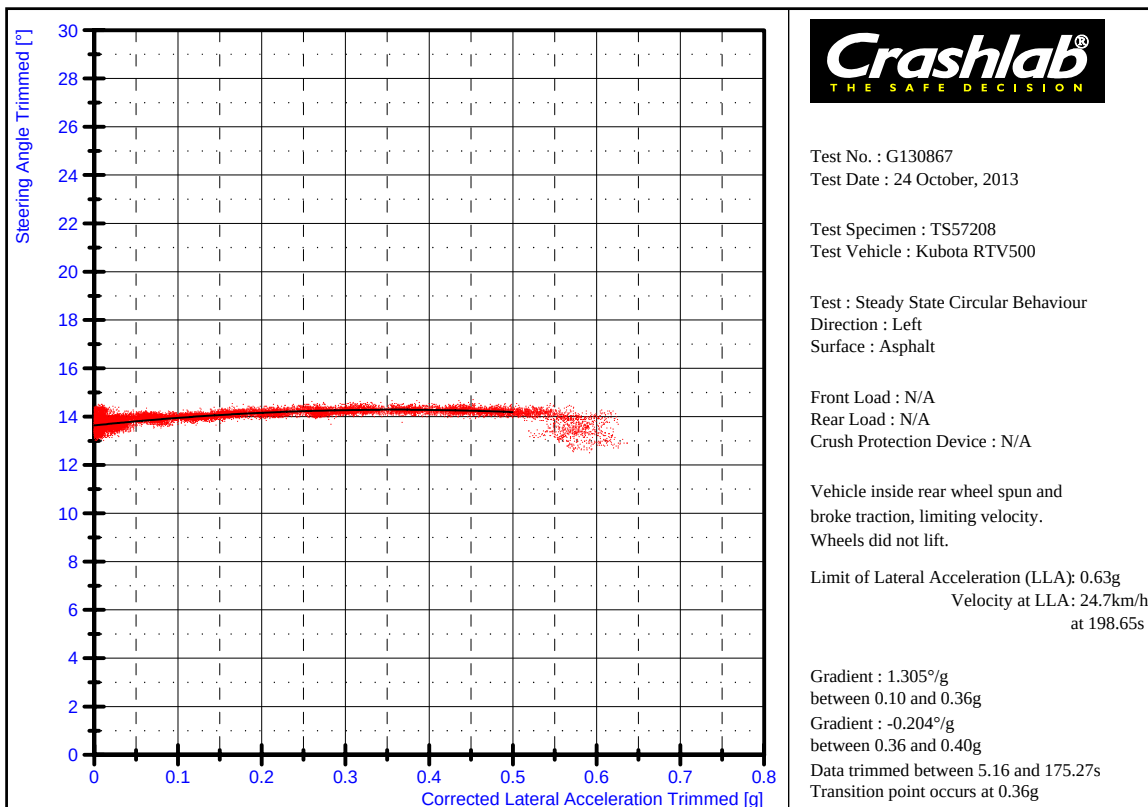
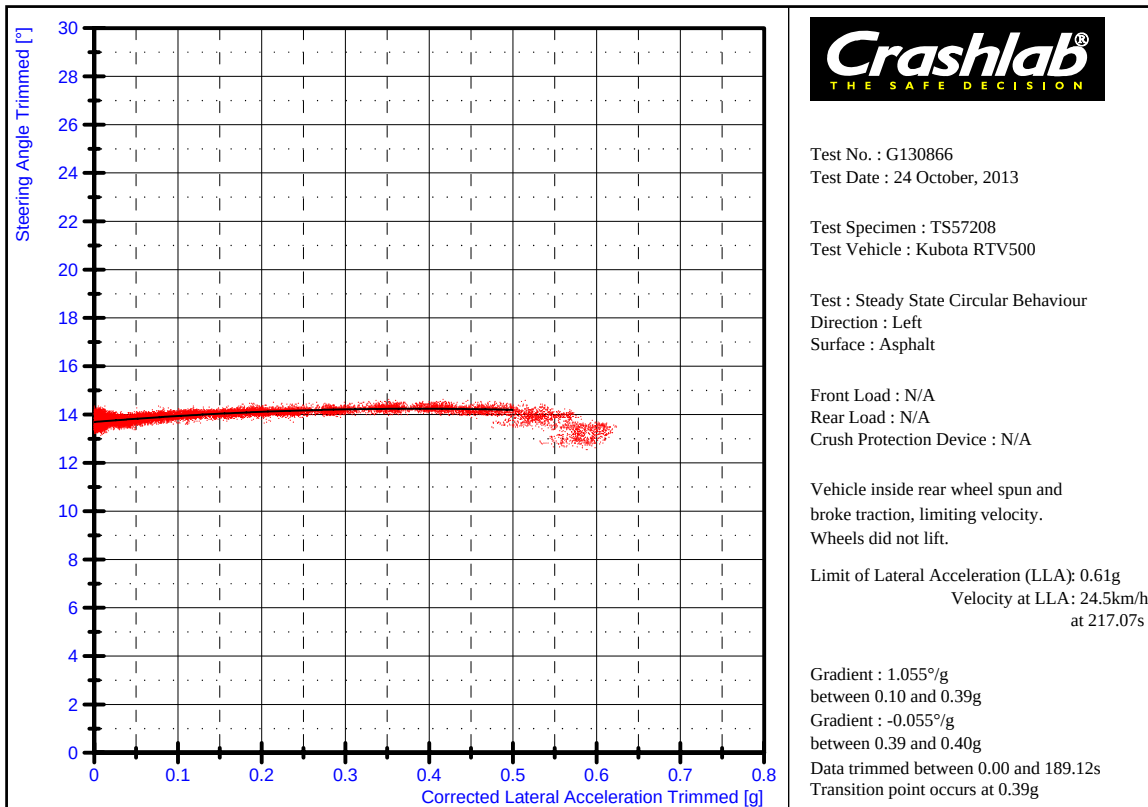


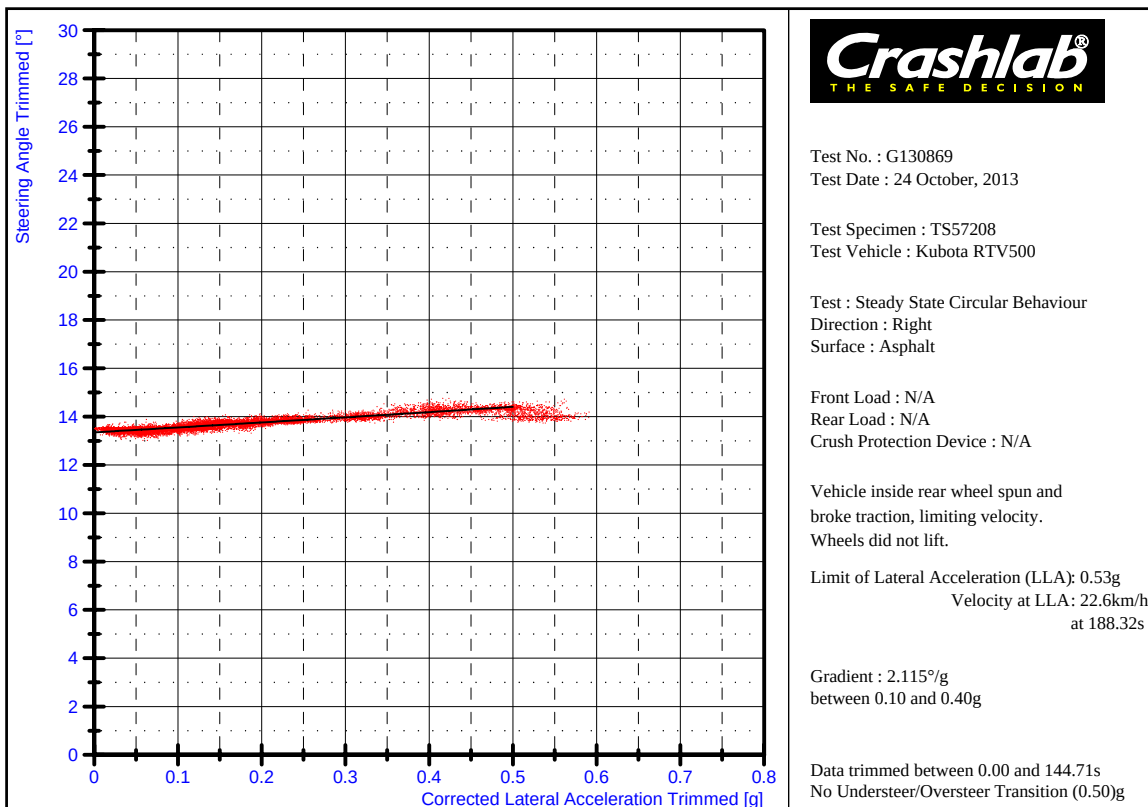
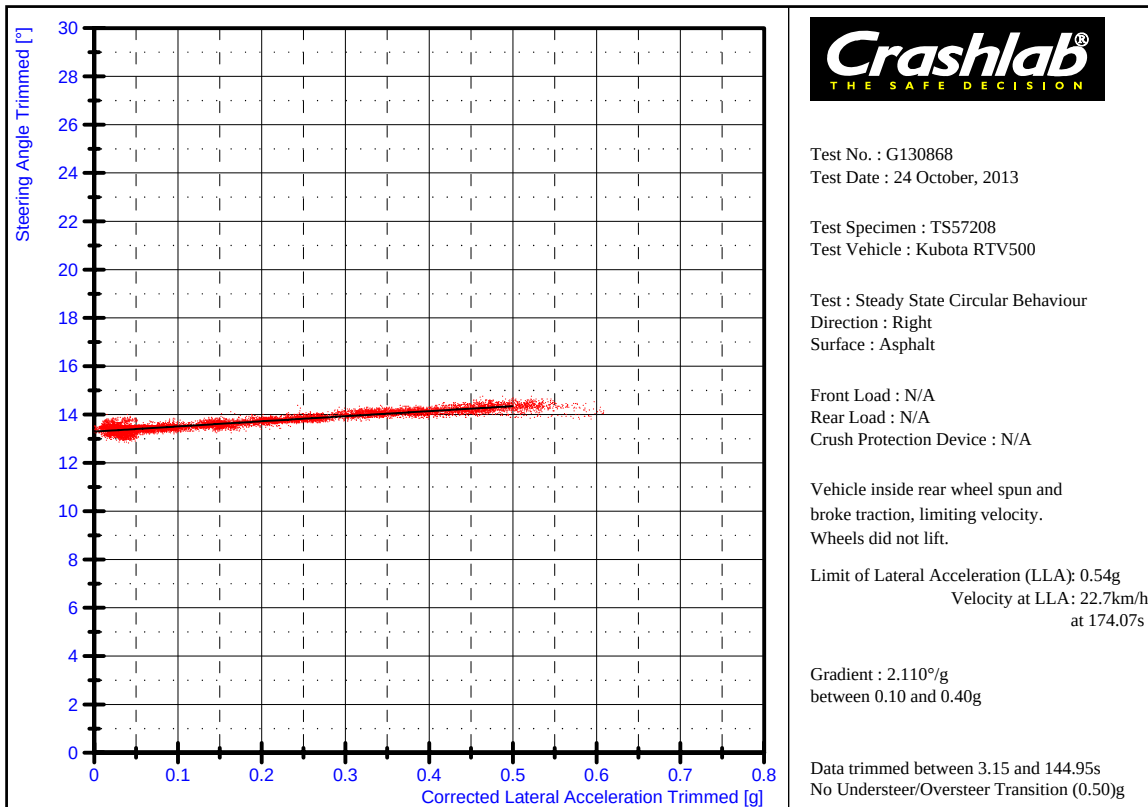


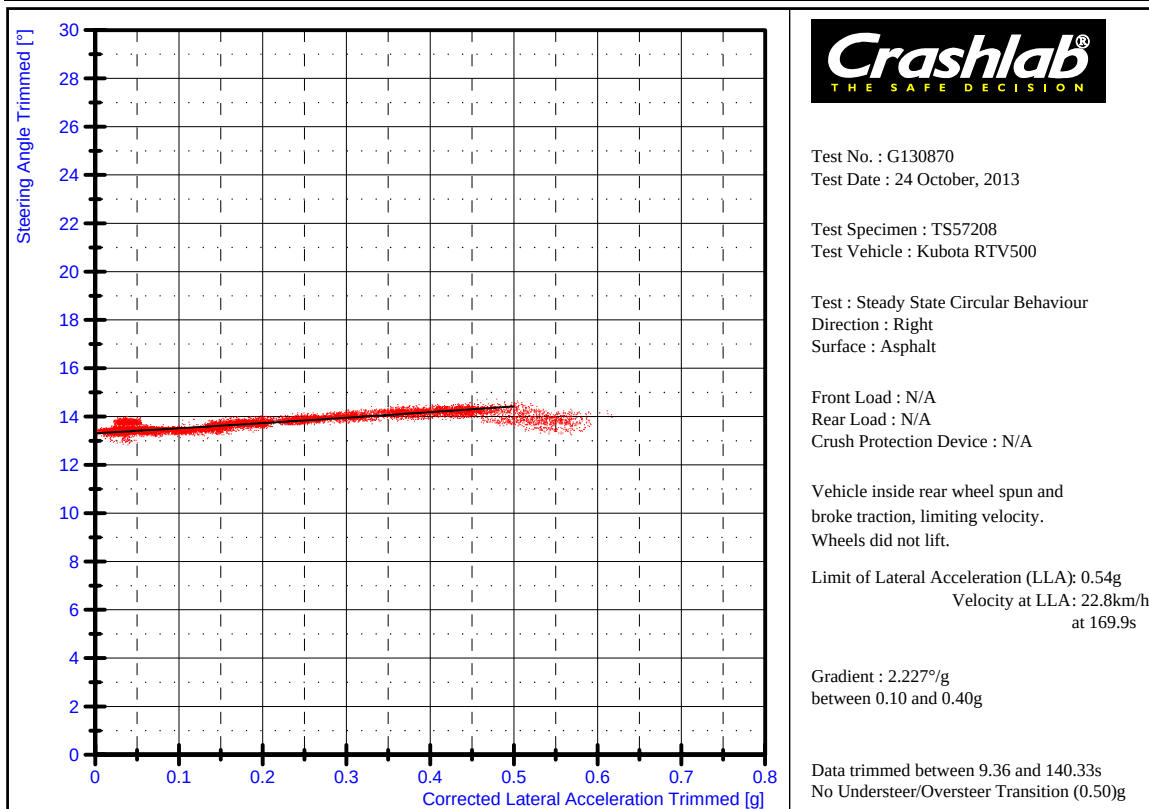




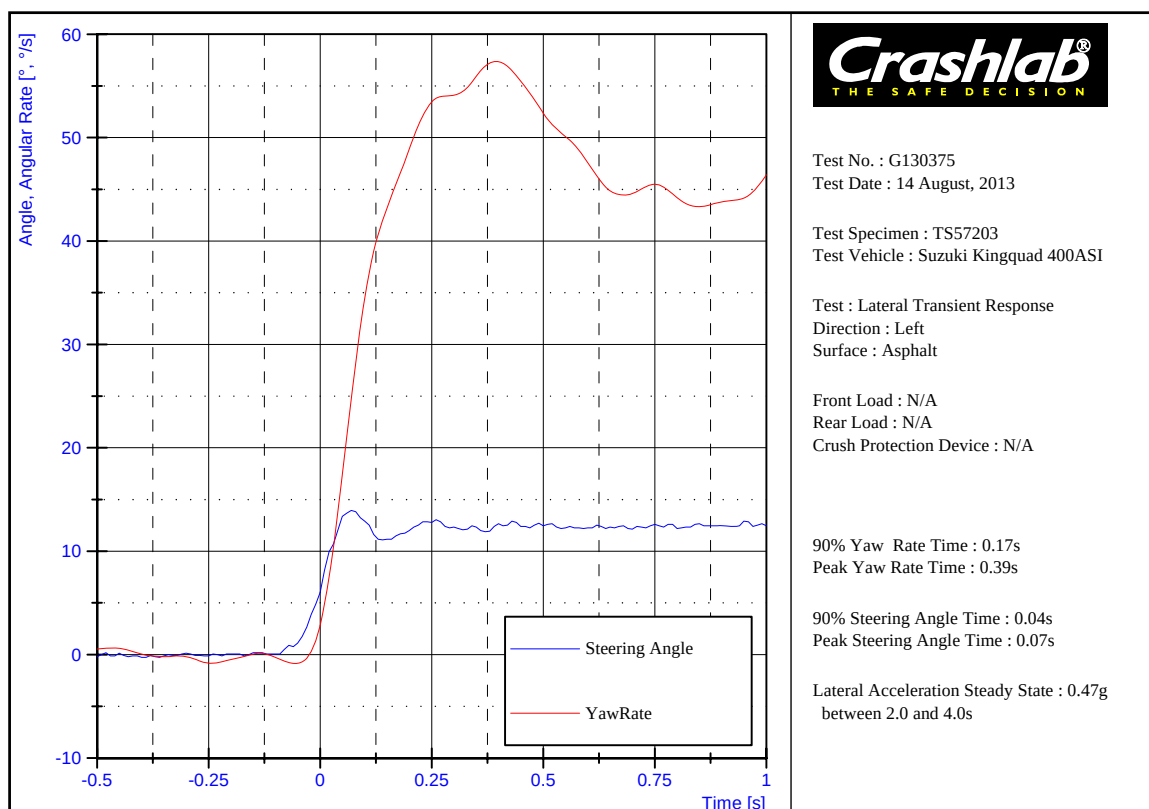
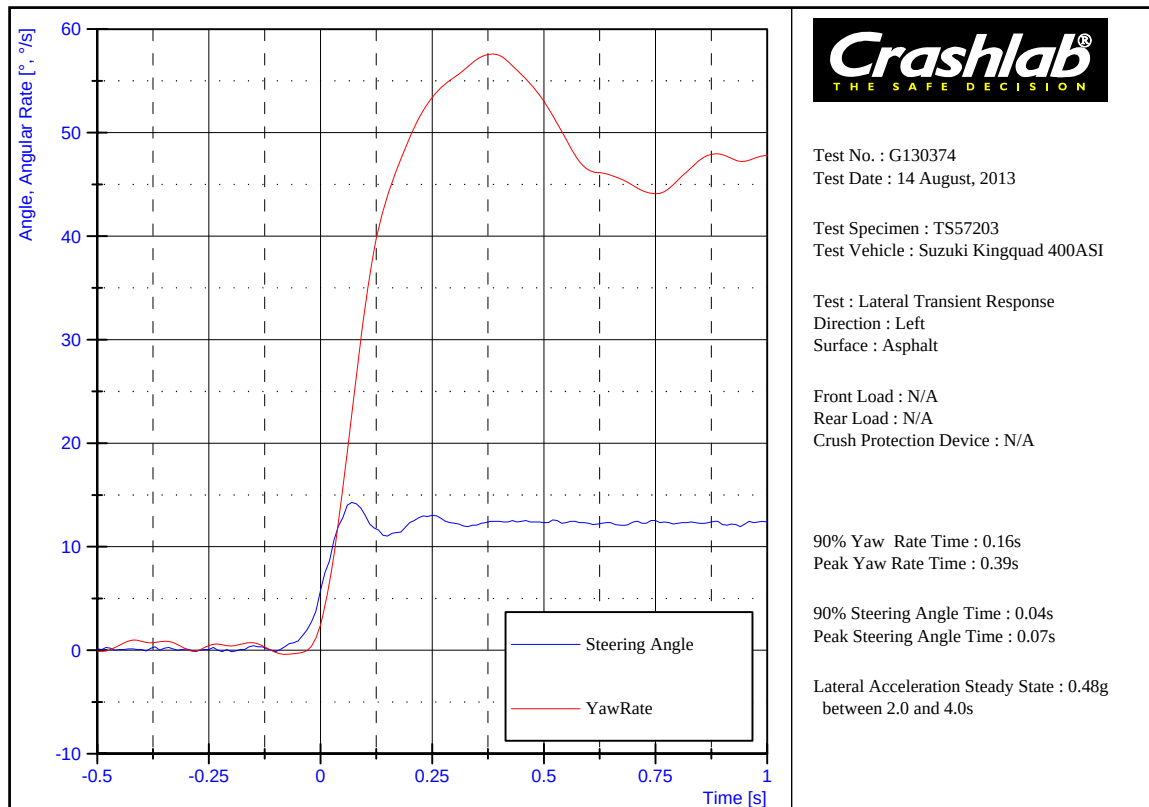


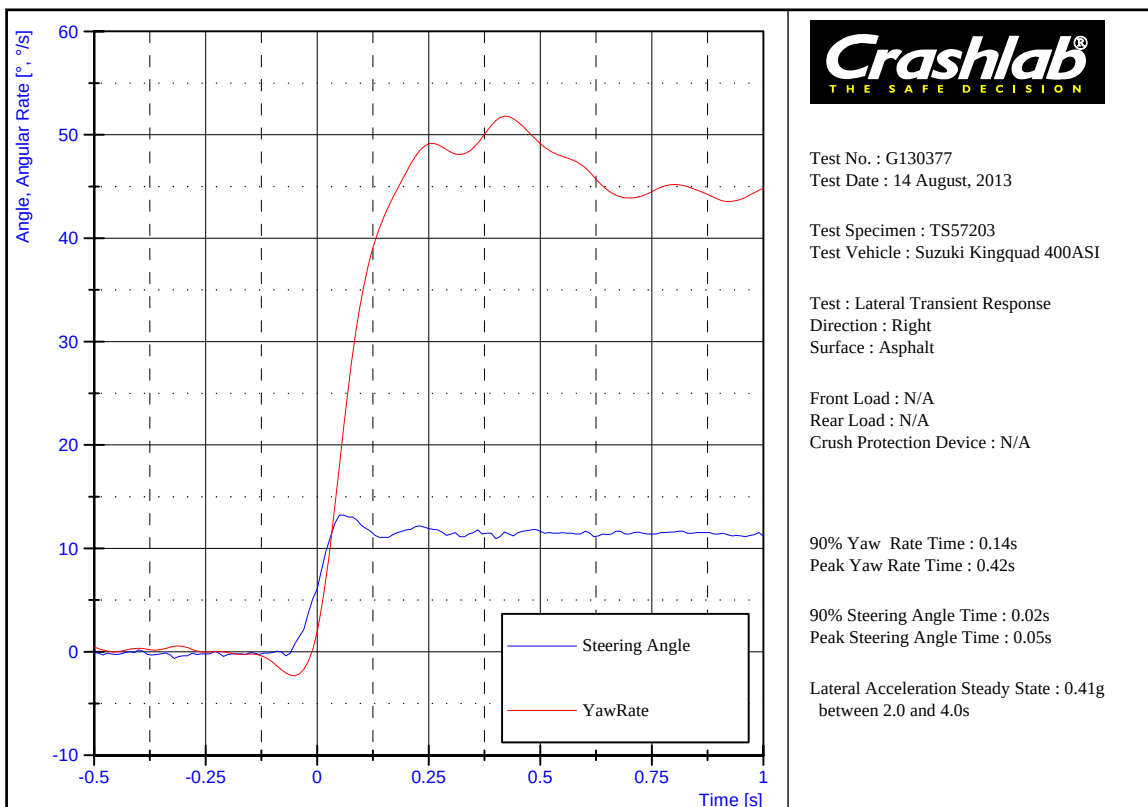
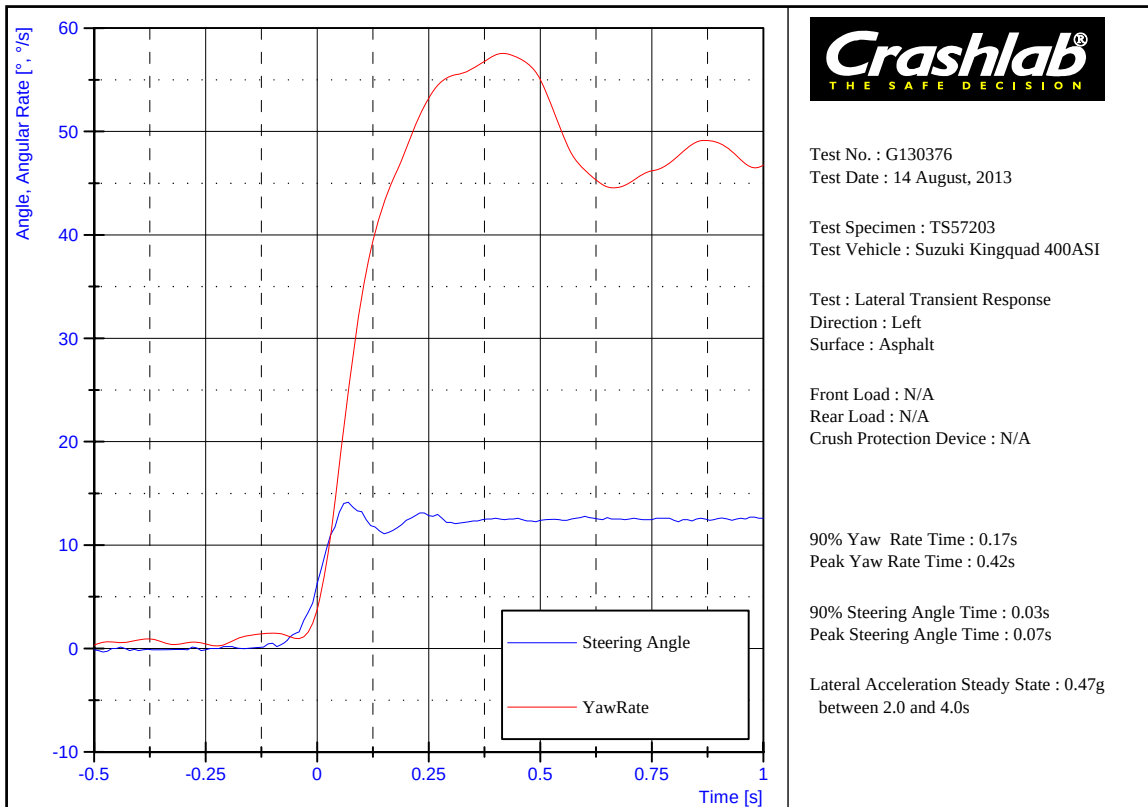


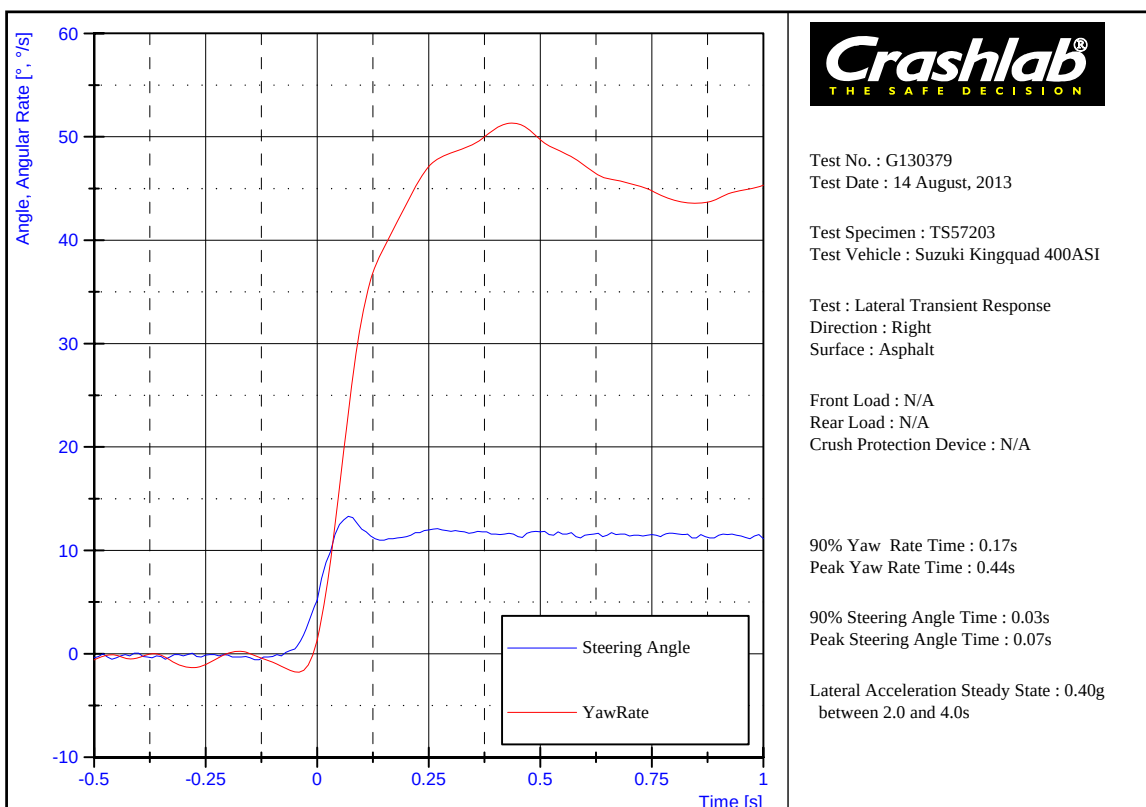
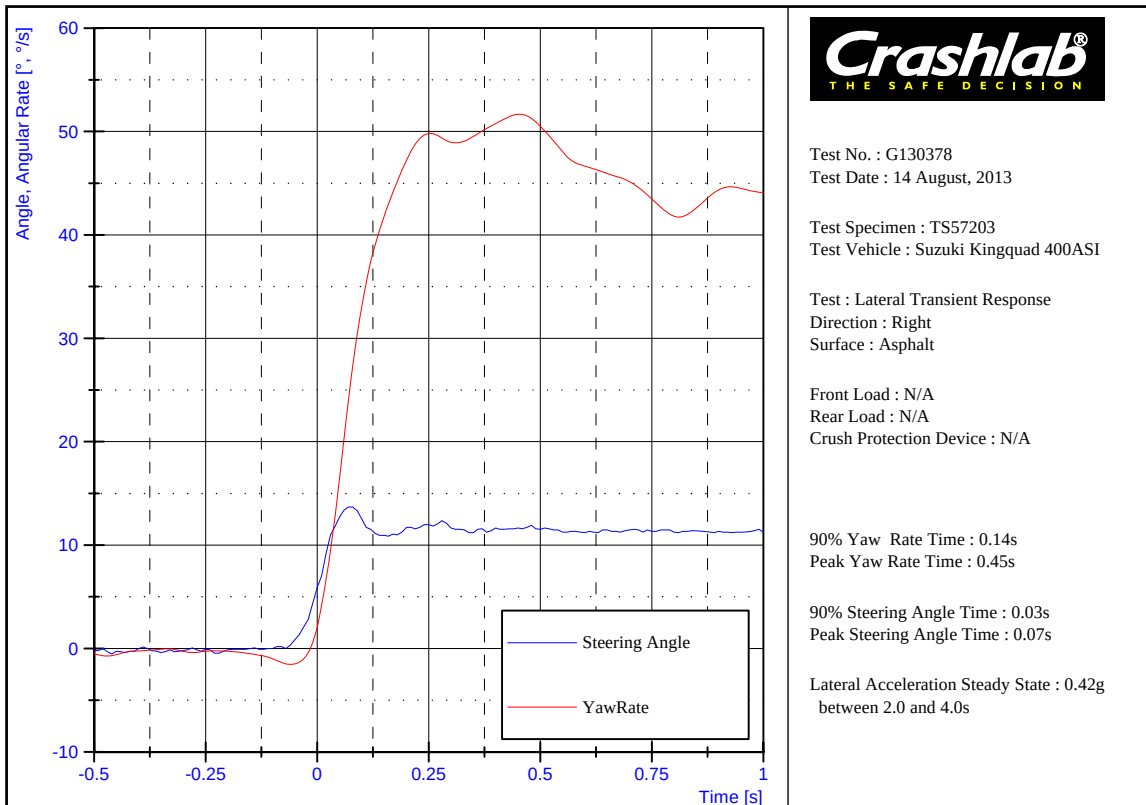


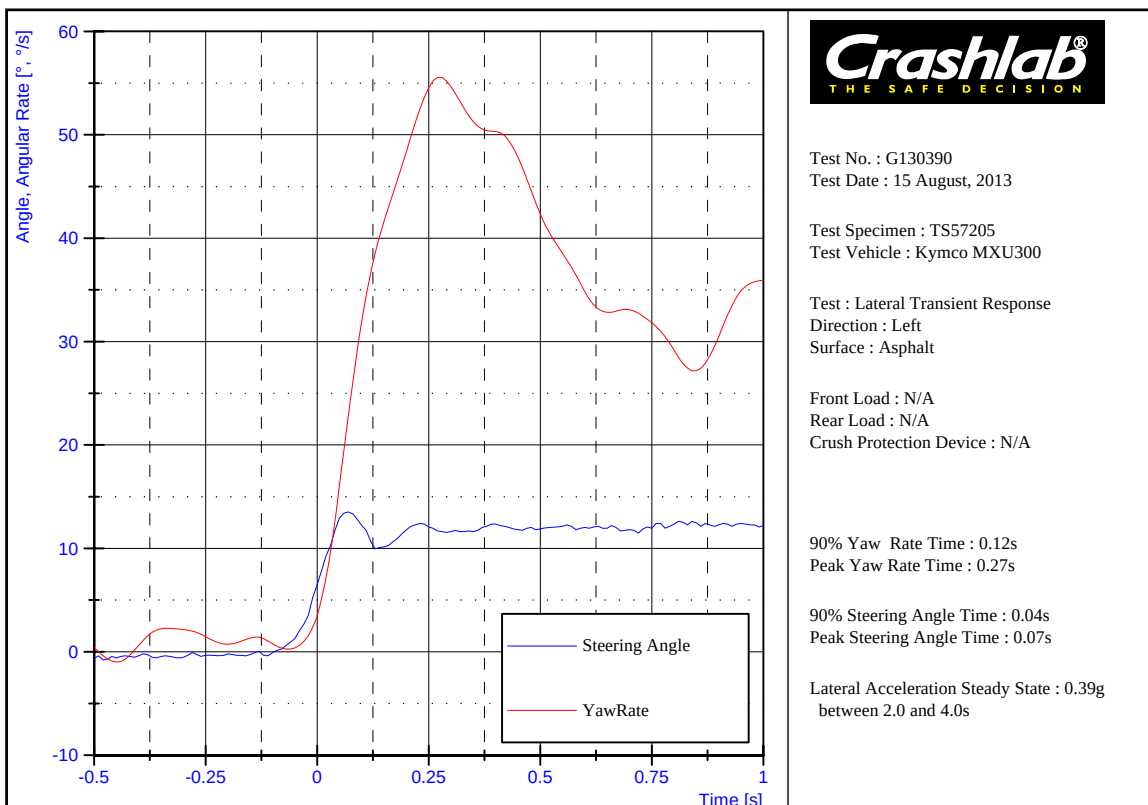
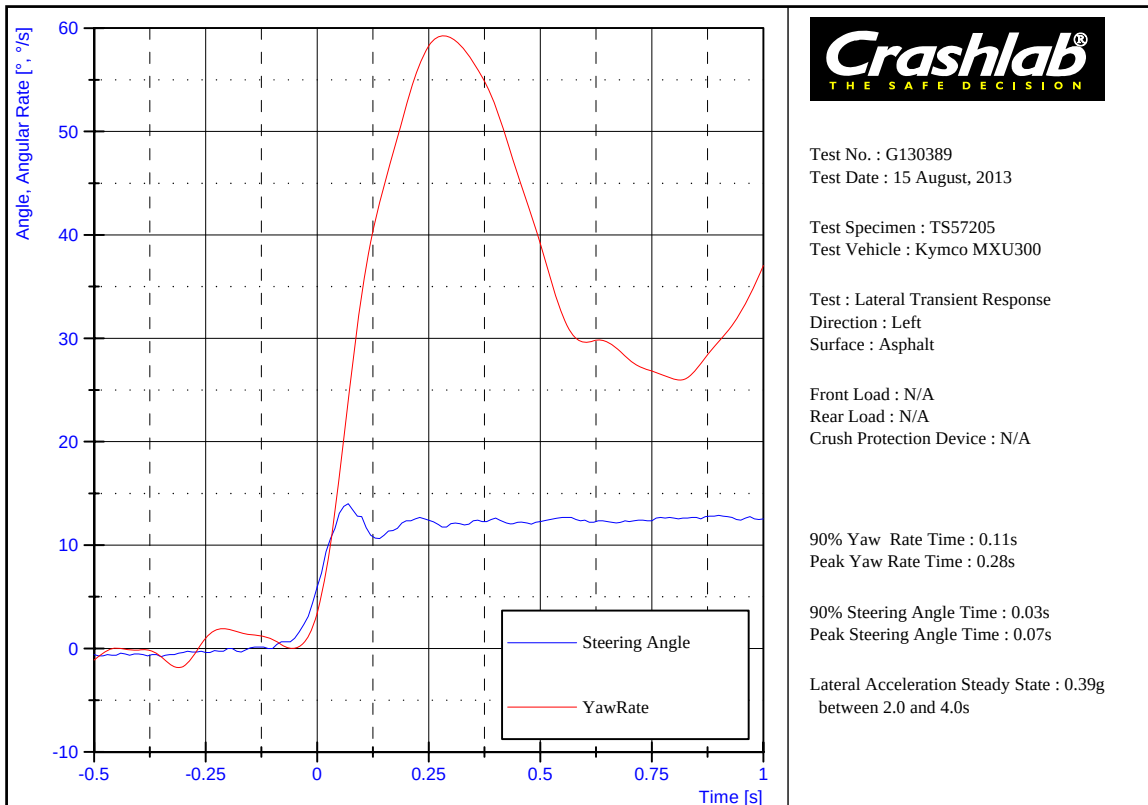


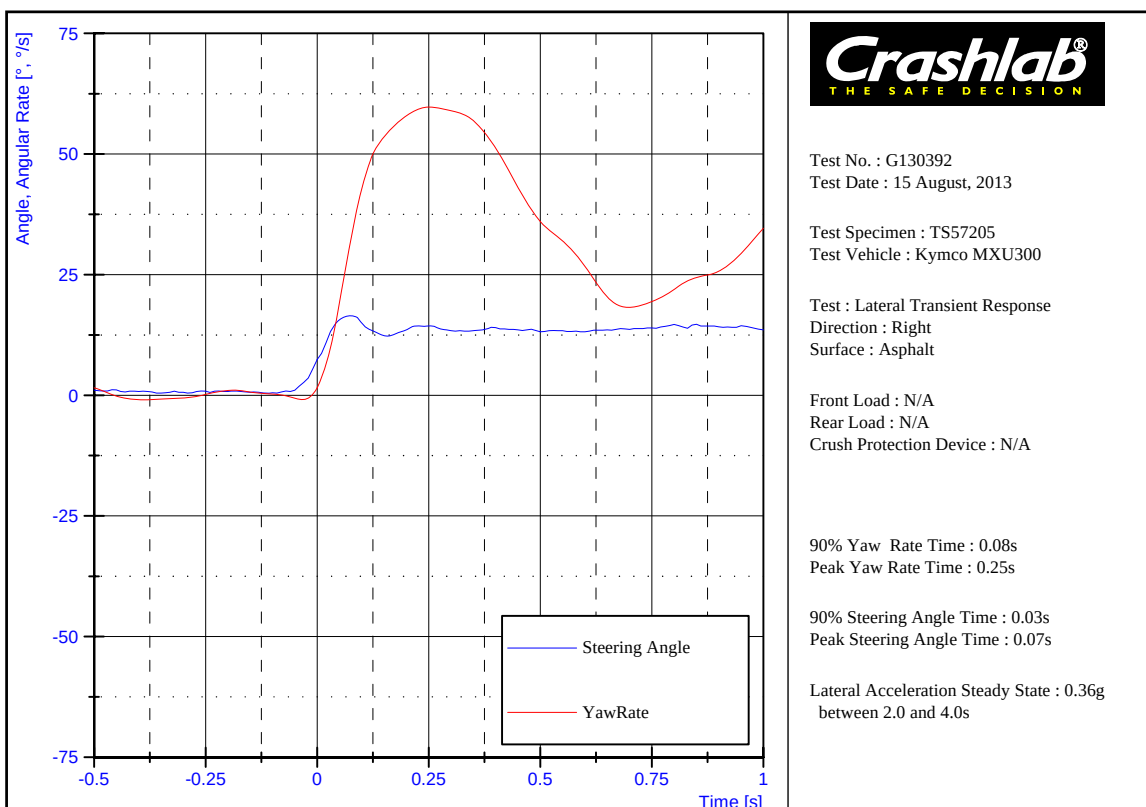
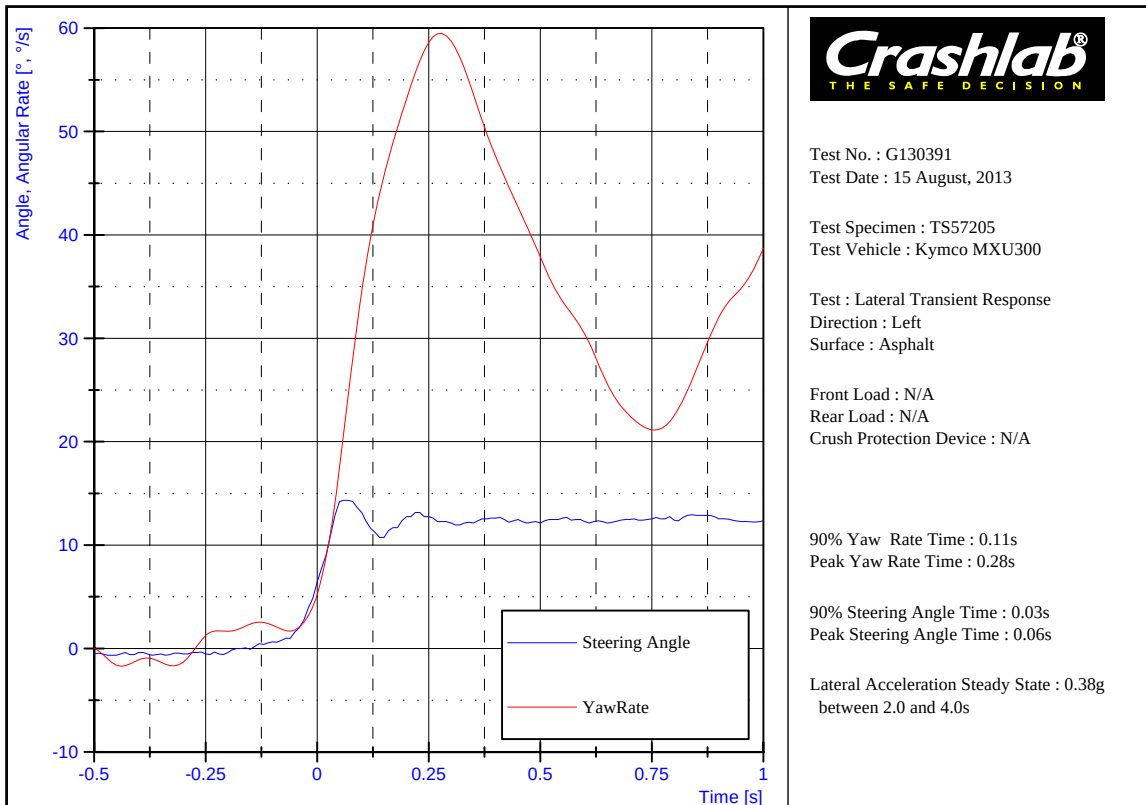
3. Test response data – Lateral transient response

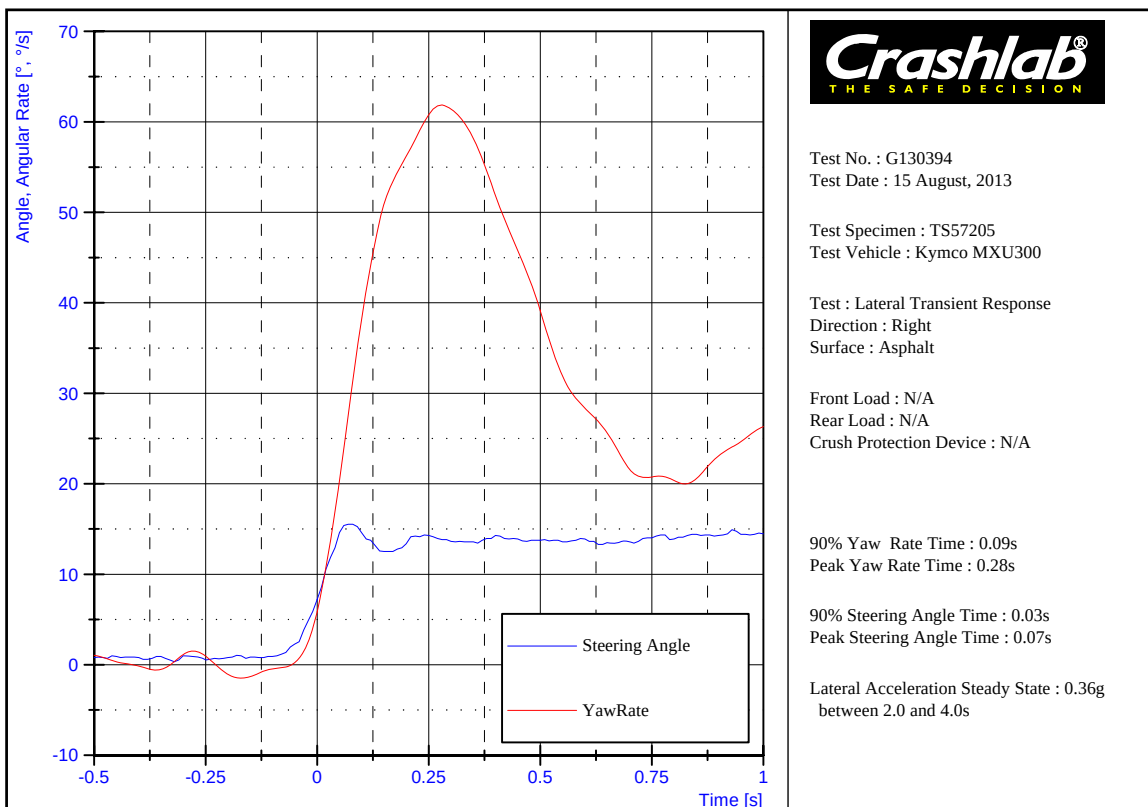
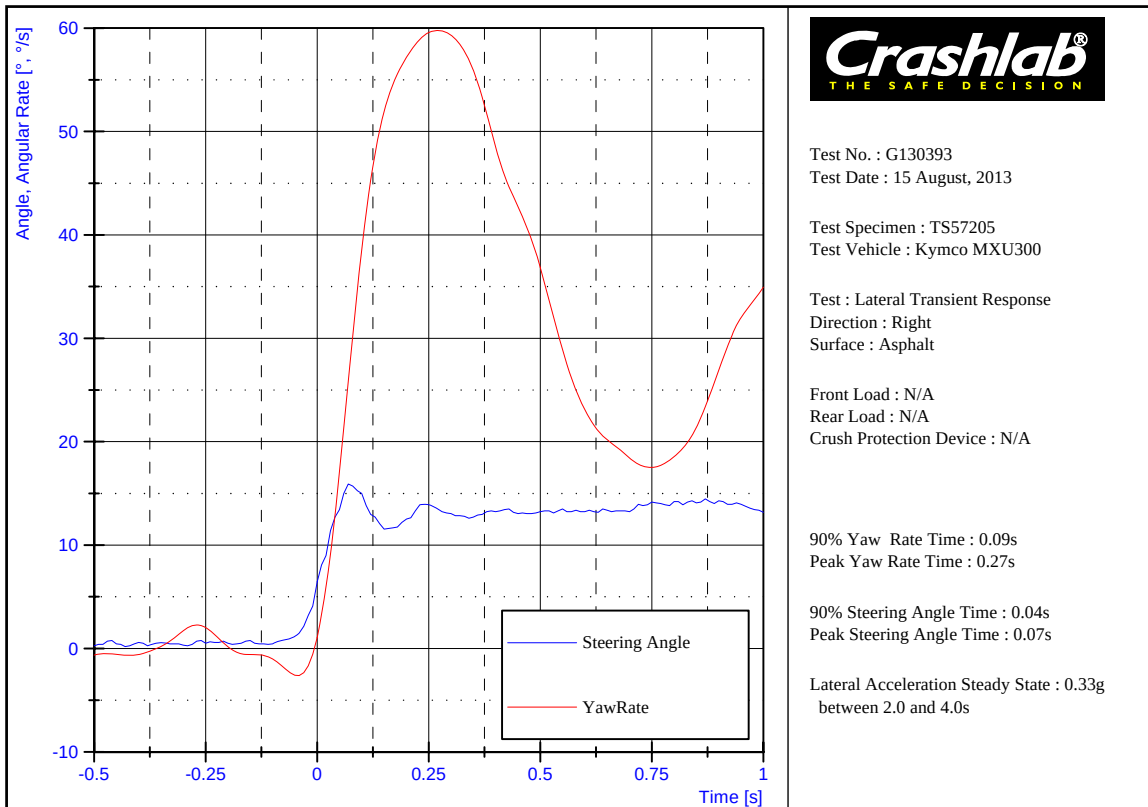


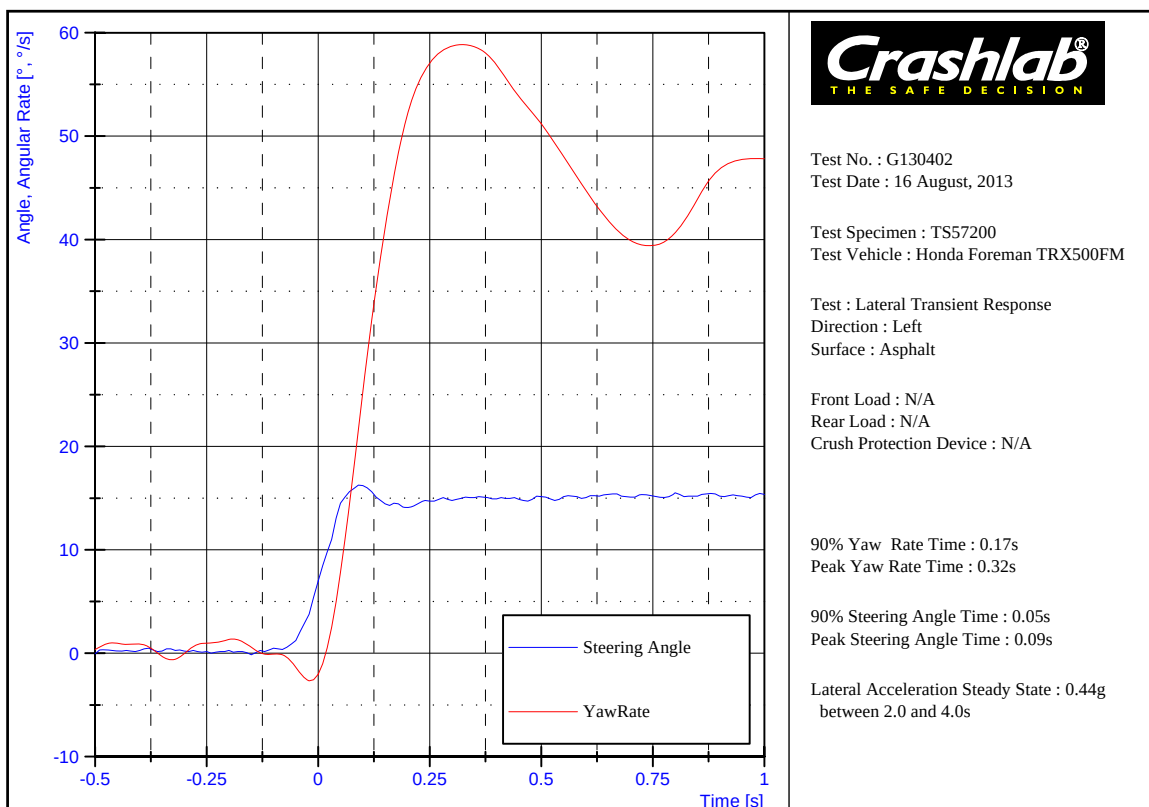
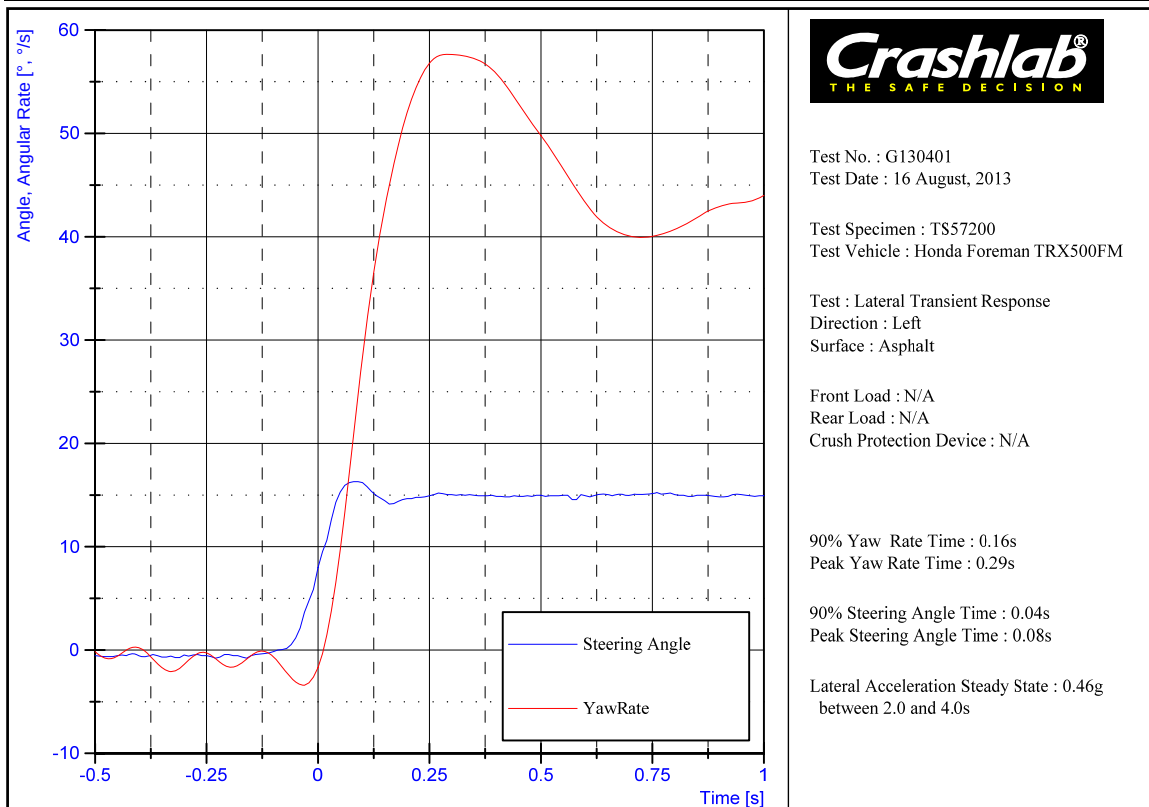


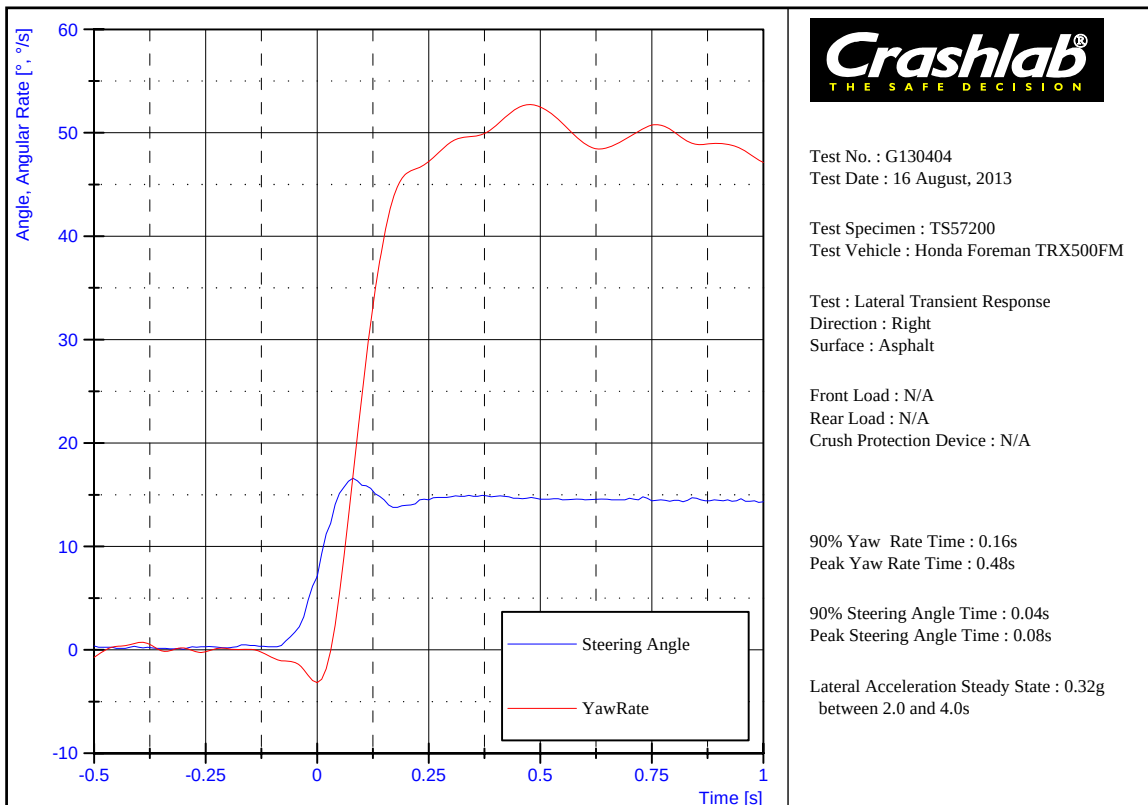
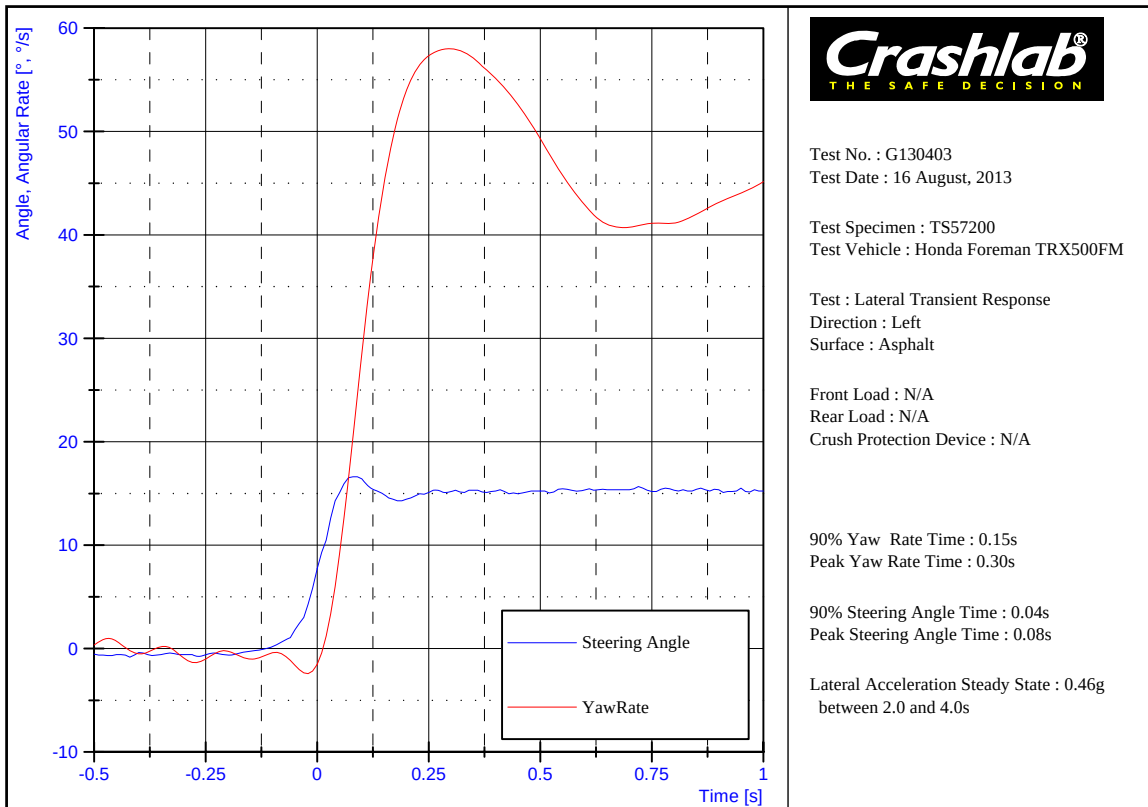


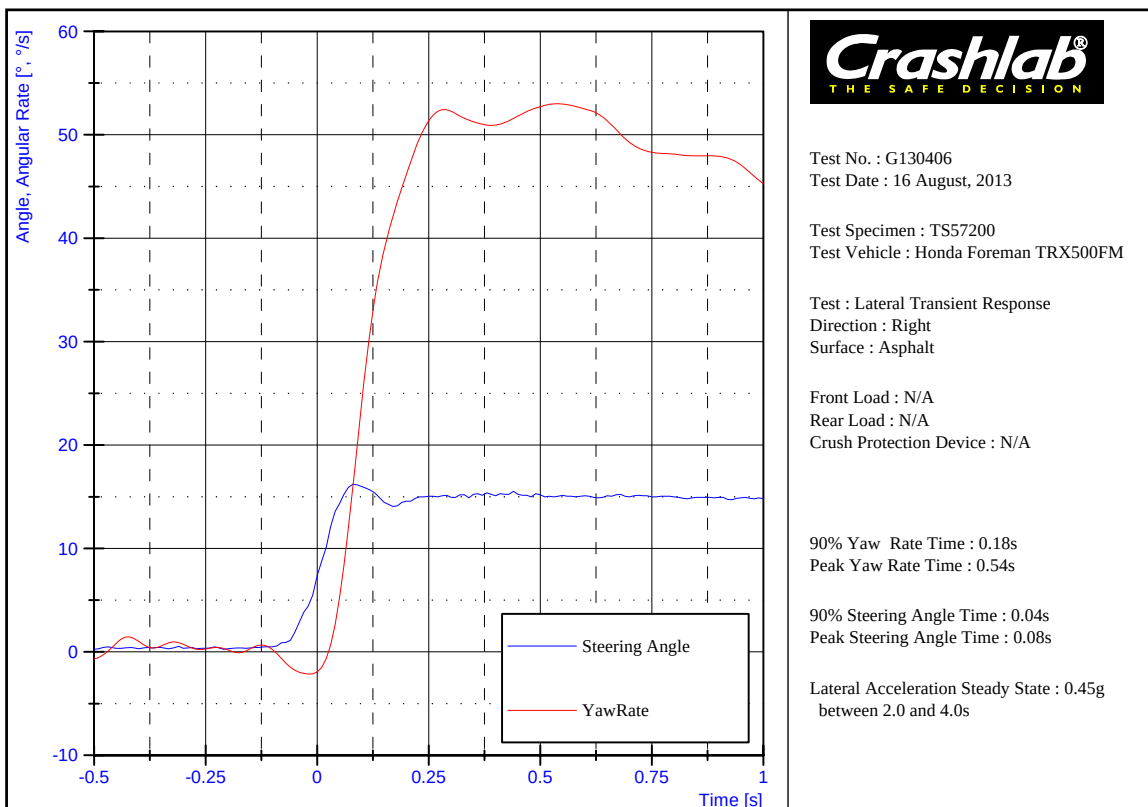
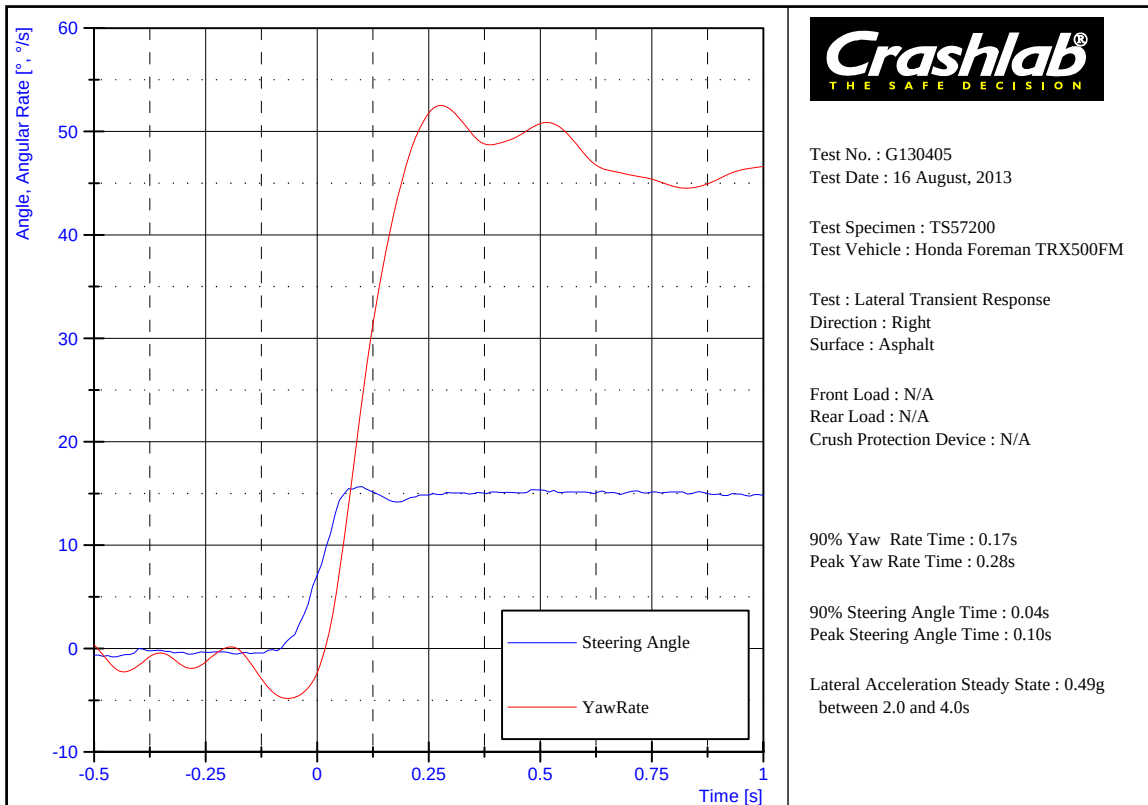


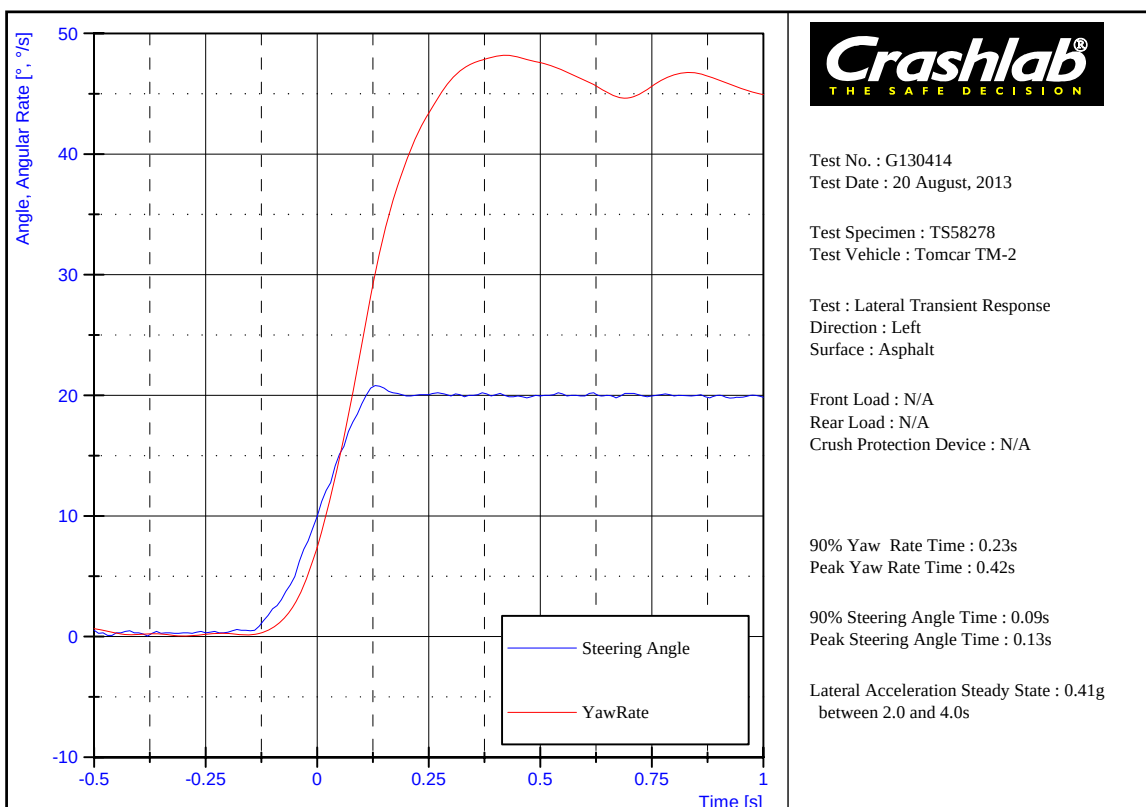
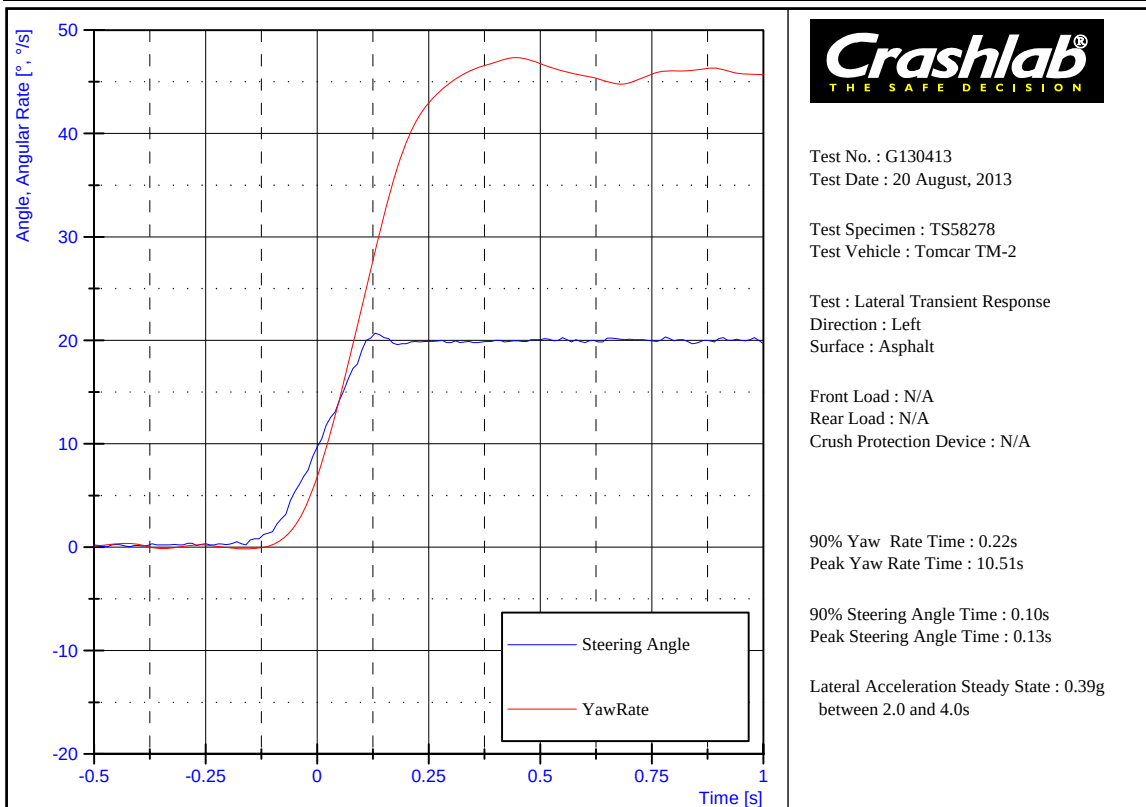


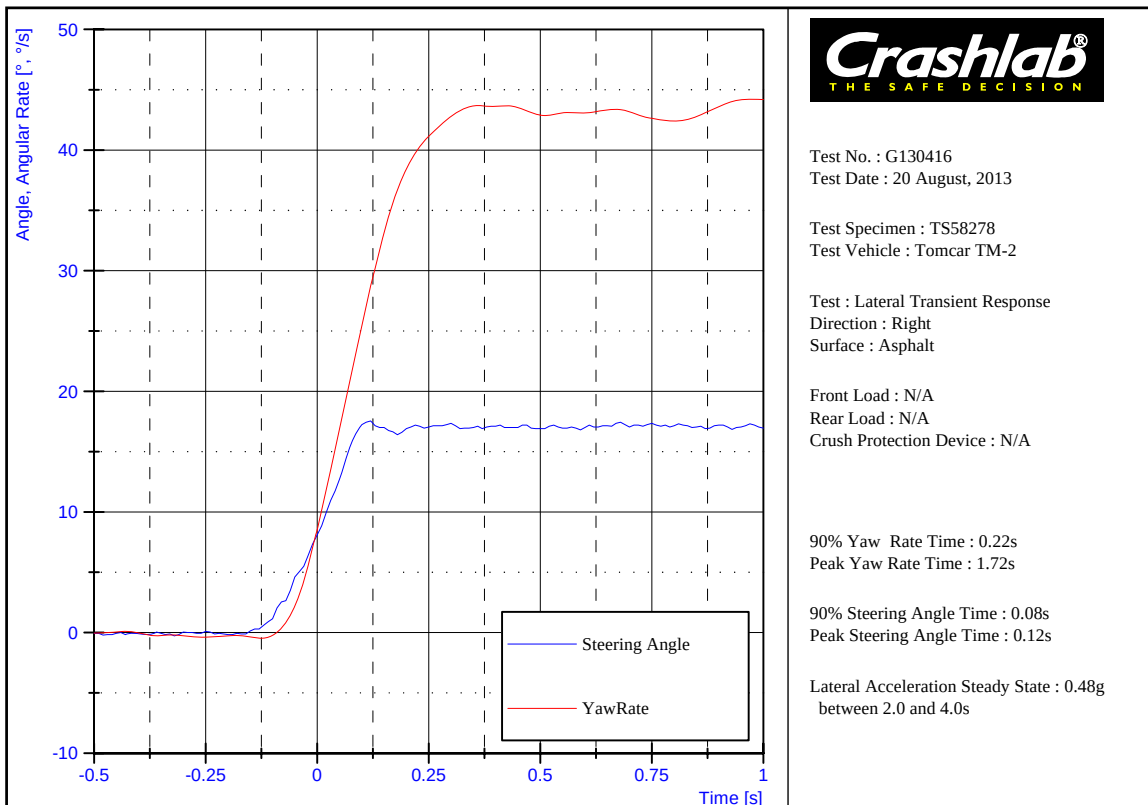
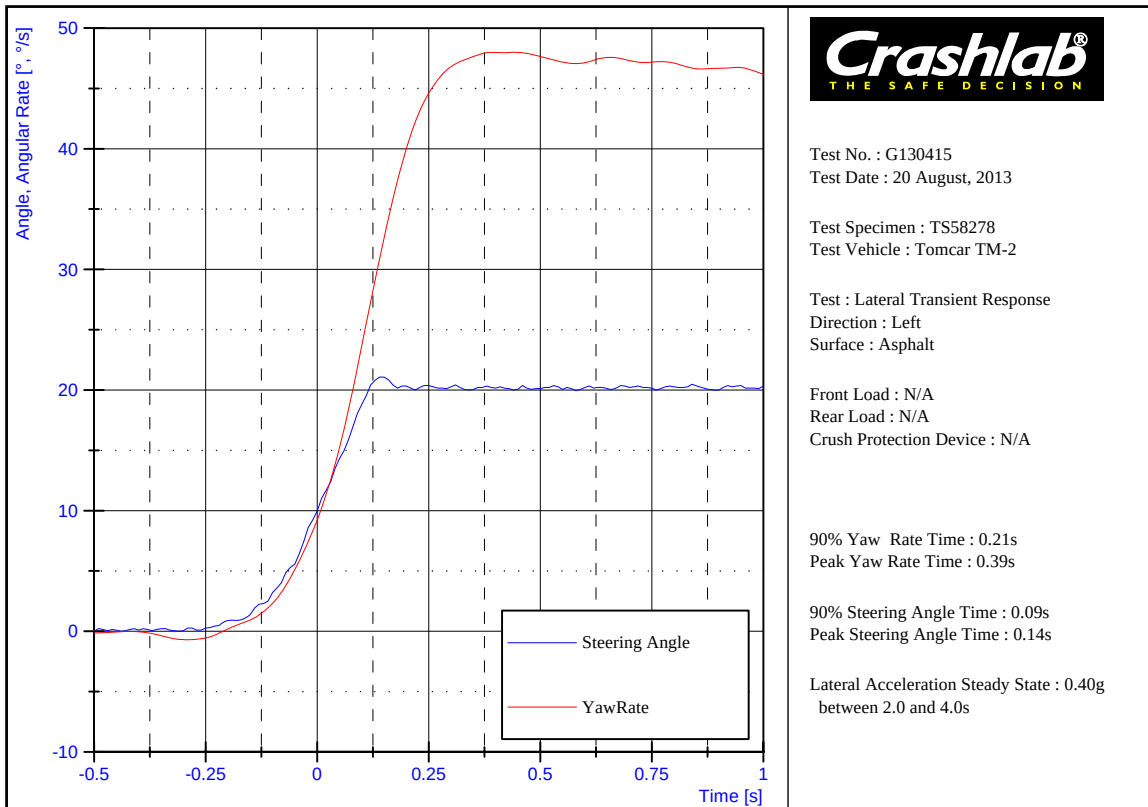


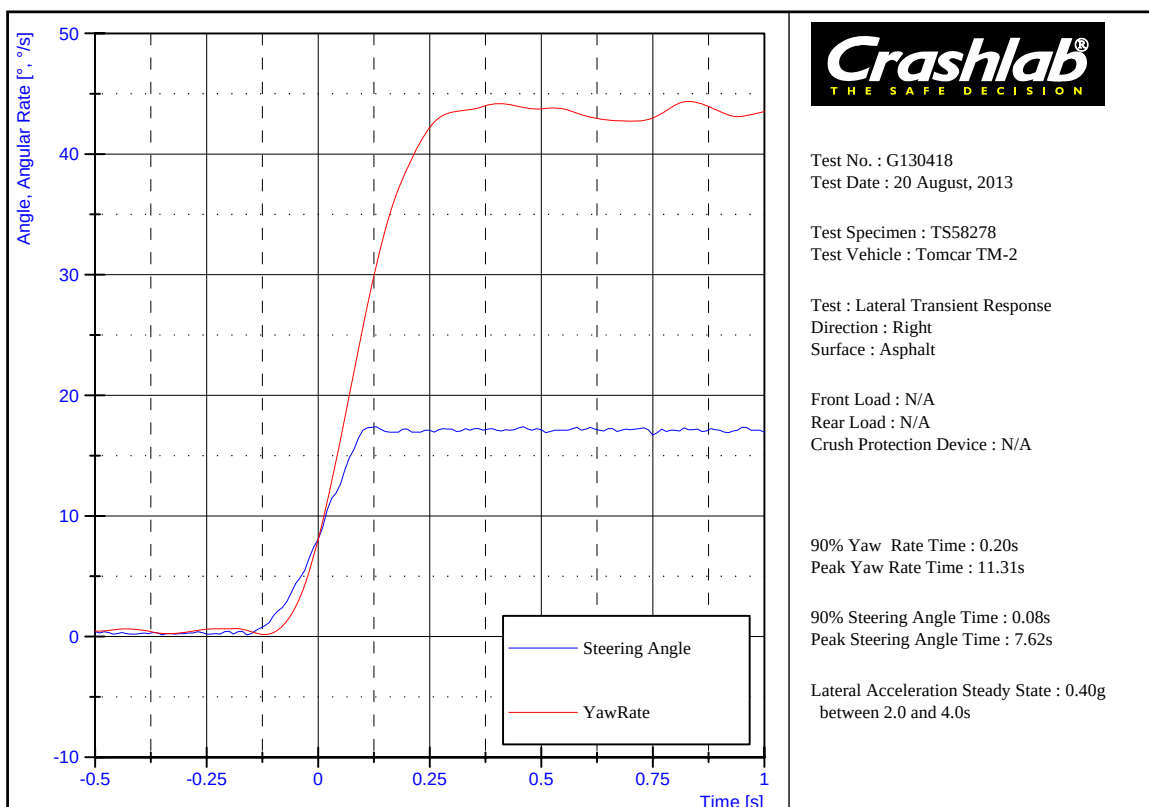
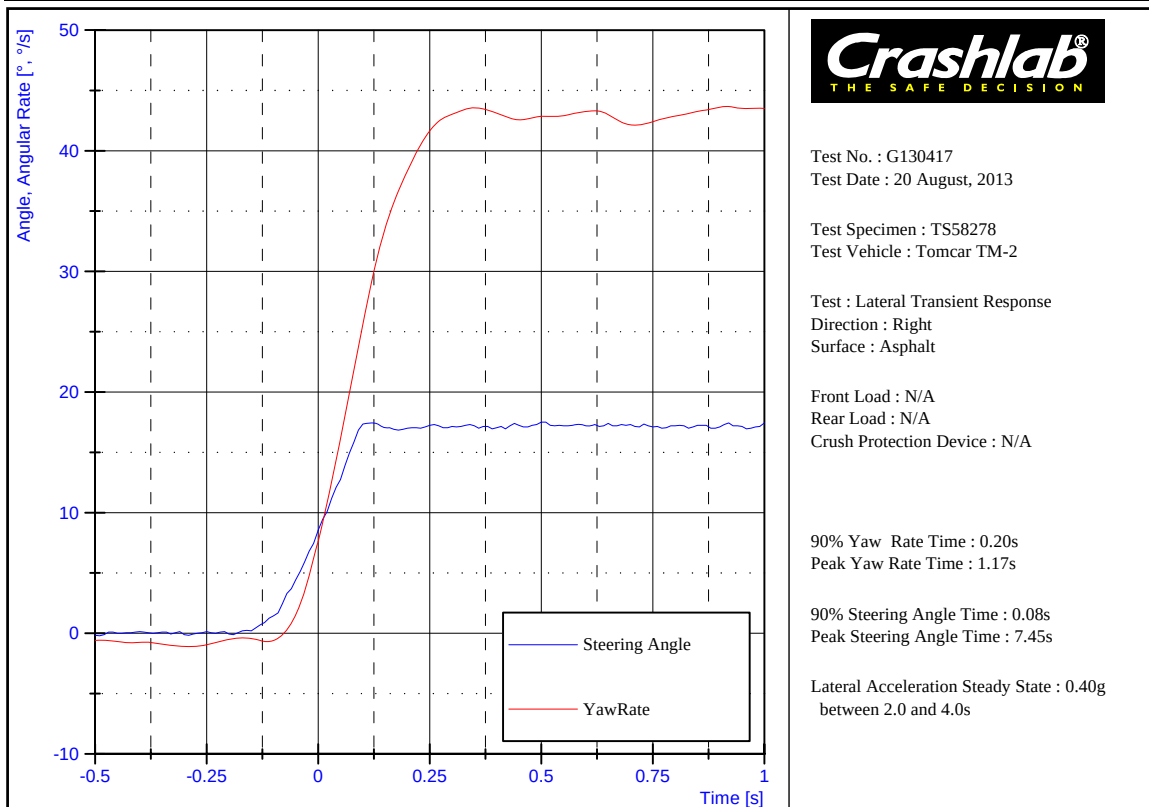


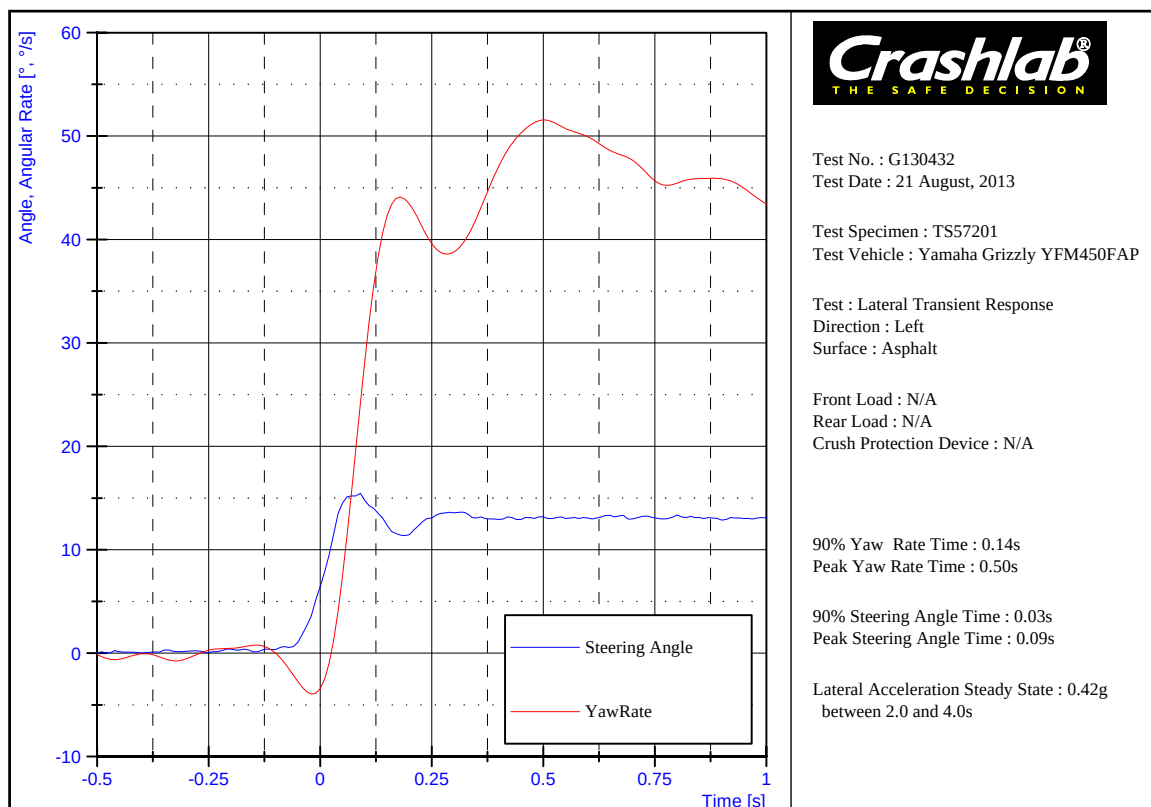
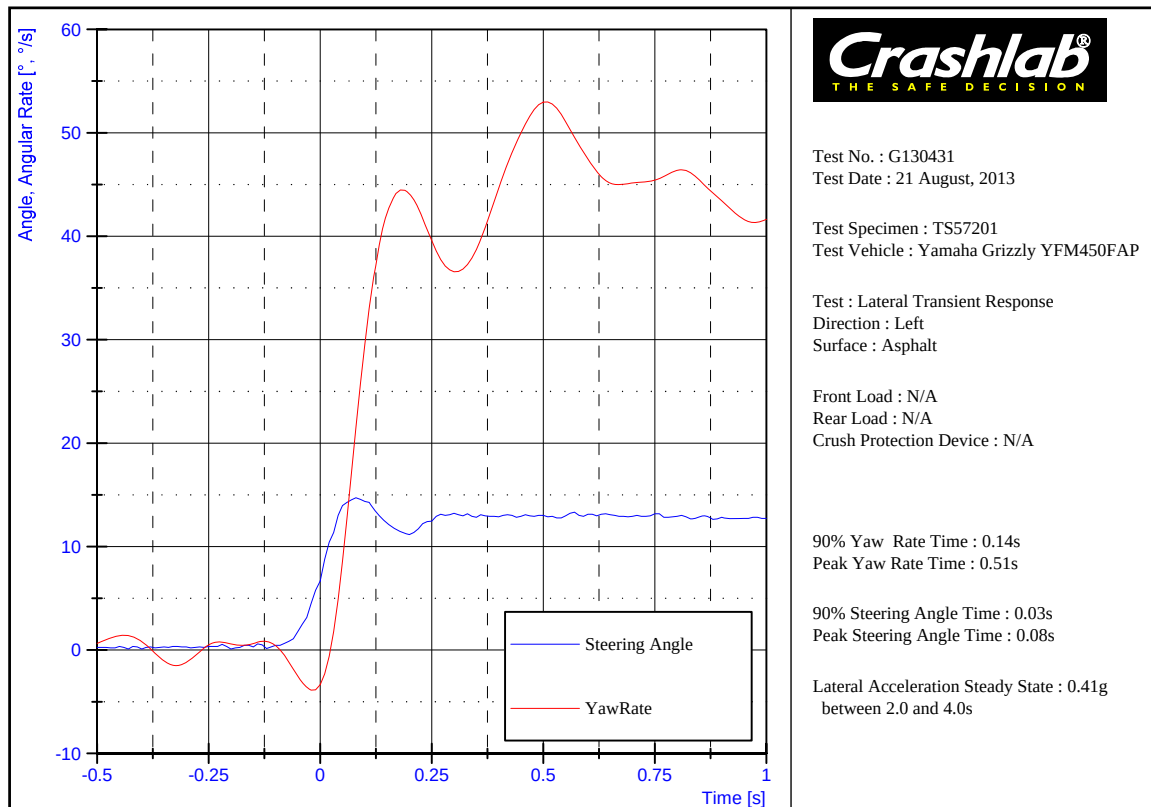


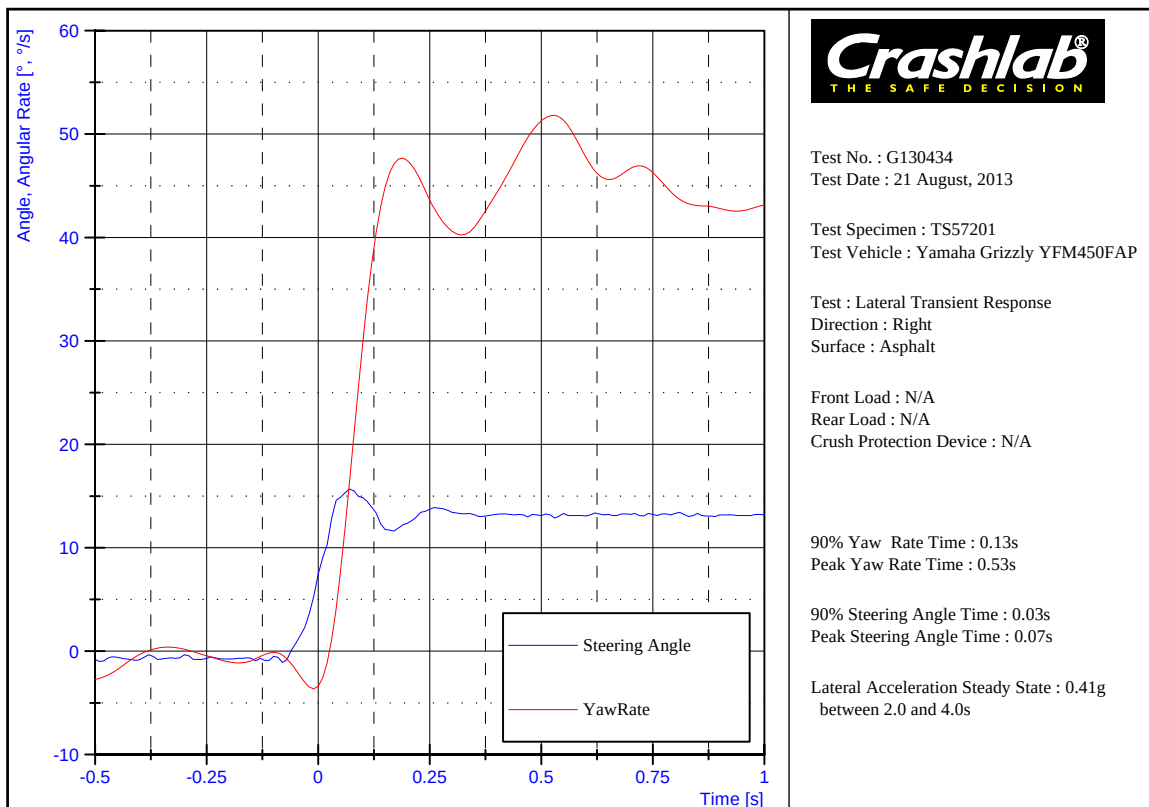
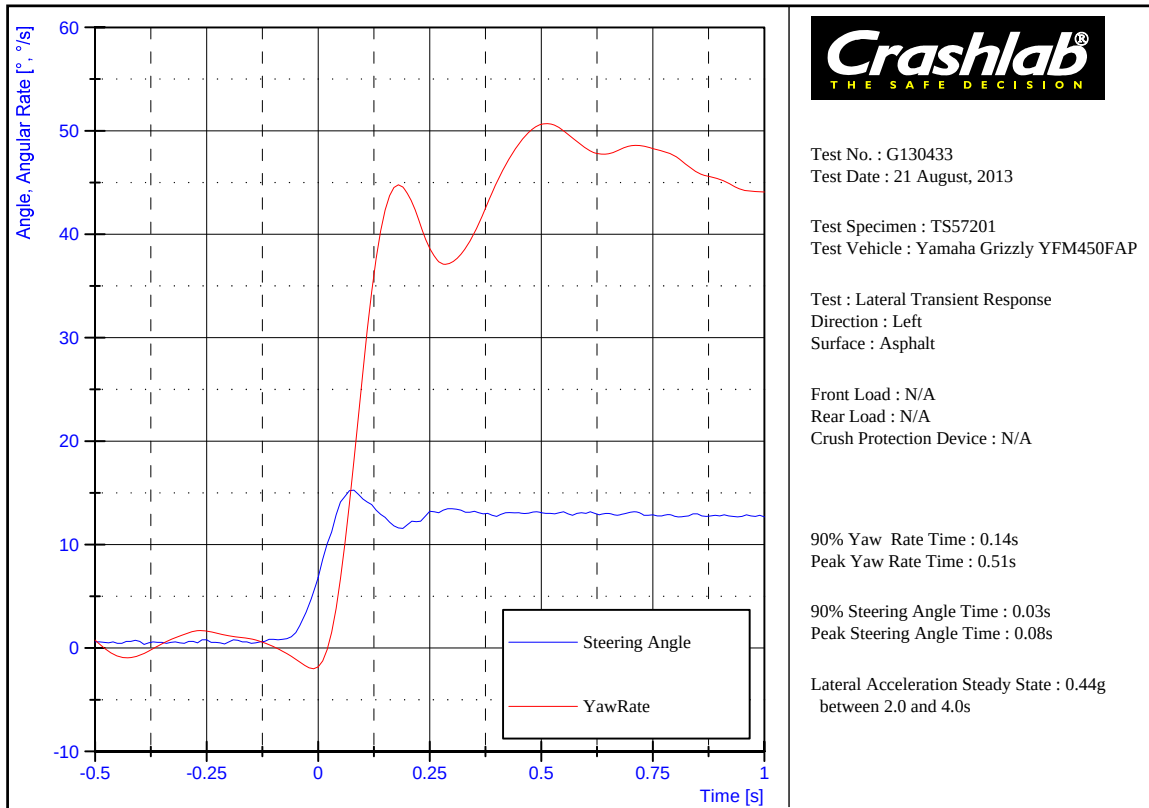


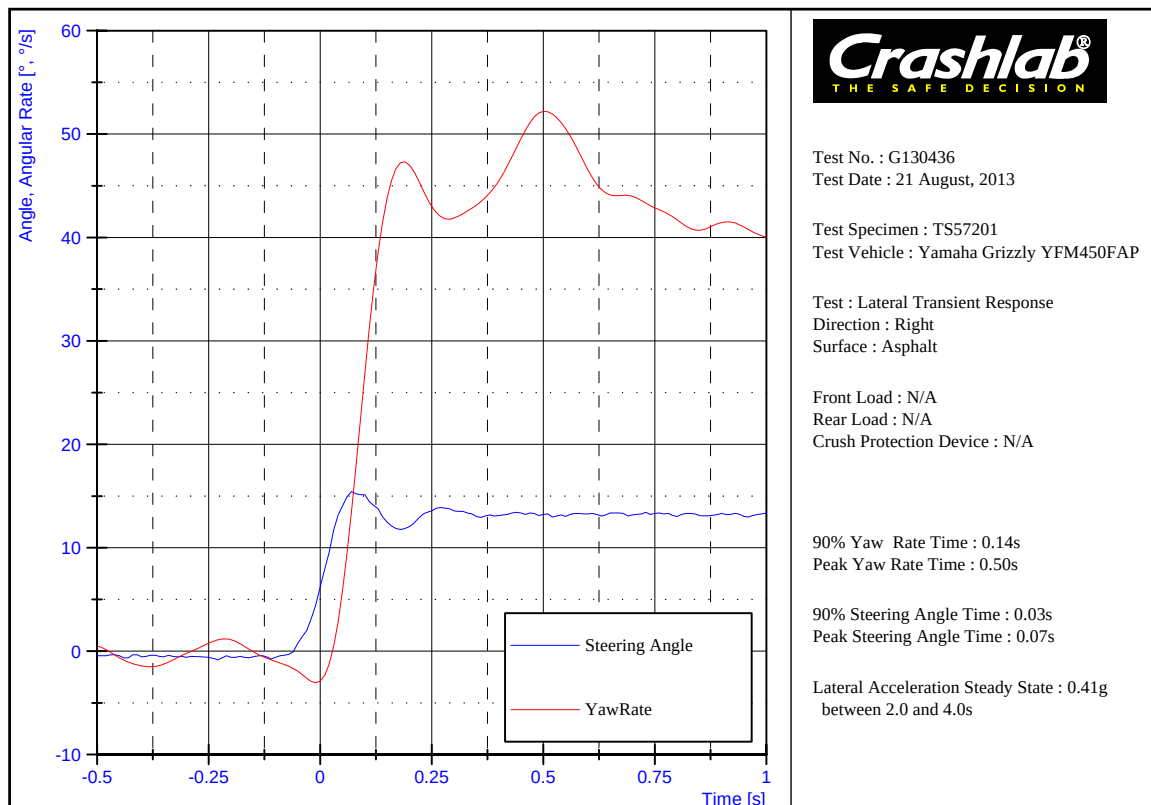
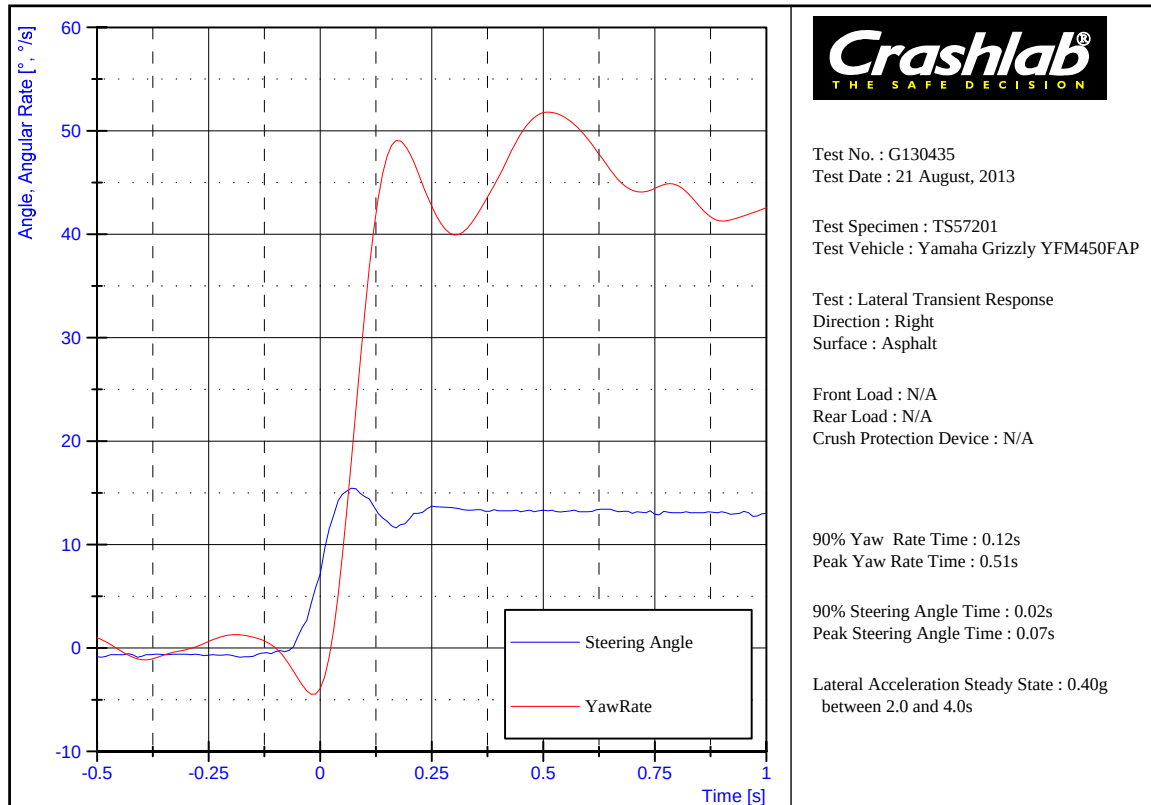


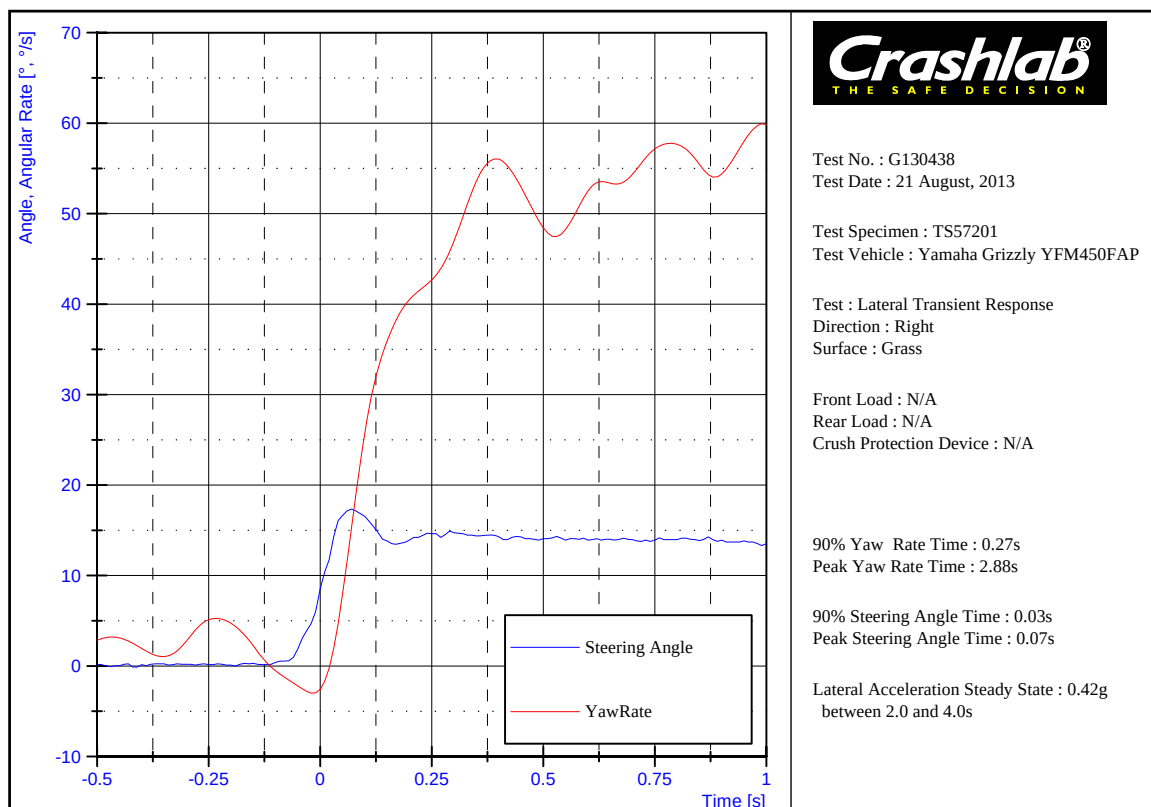
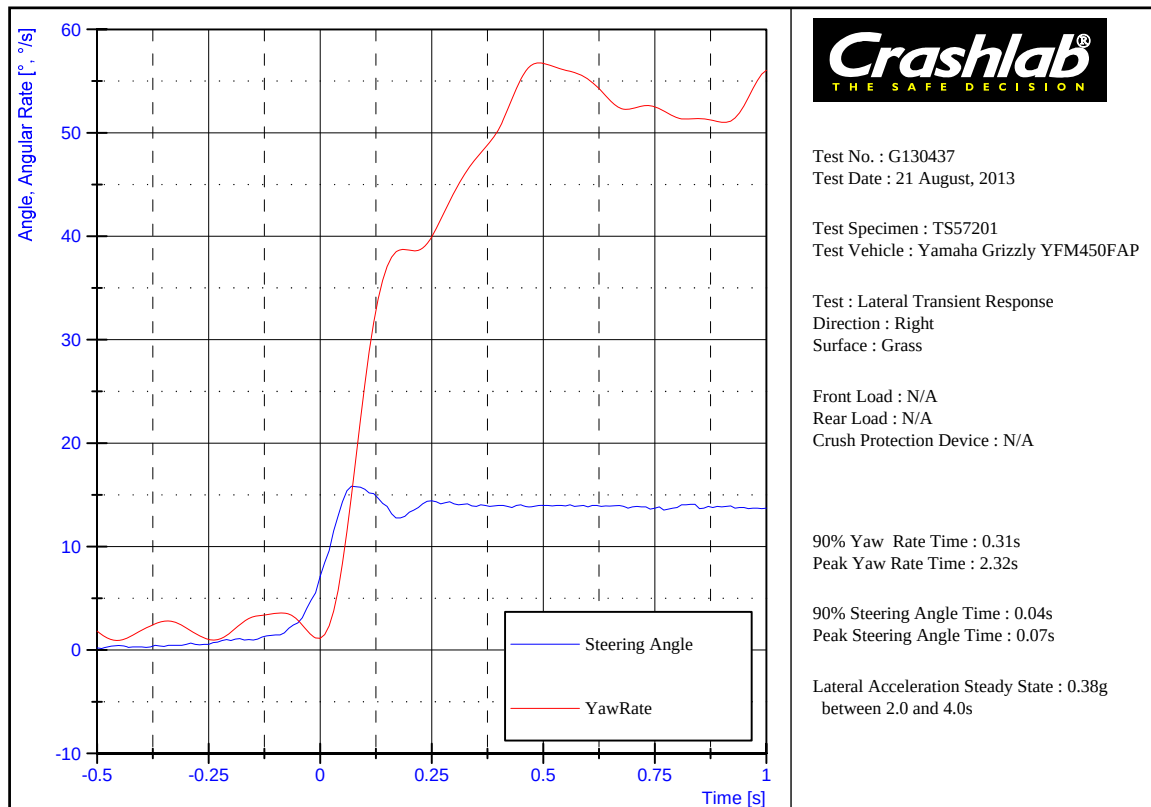


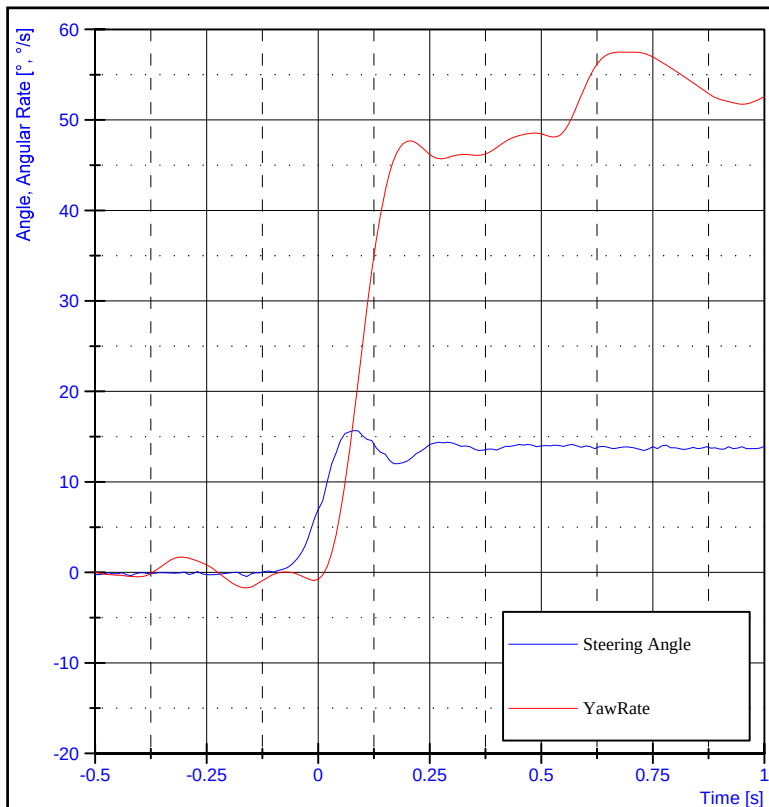












Test No. : G130439
Test Date : 21 August, 2013

Test Specimen : TS57201
Test Vehicle : Yamaha Grizzly YFM450FAP

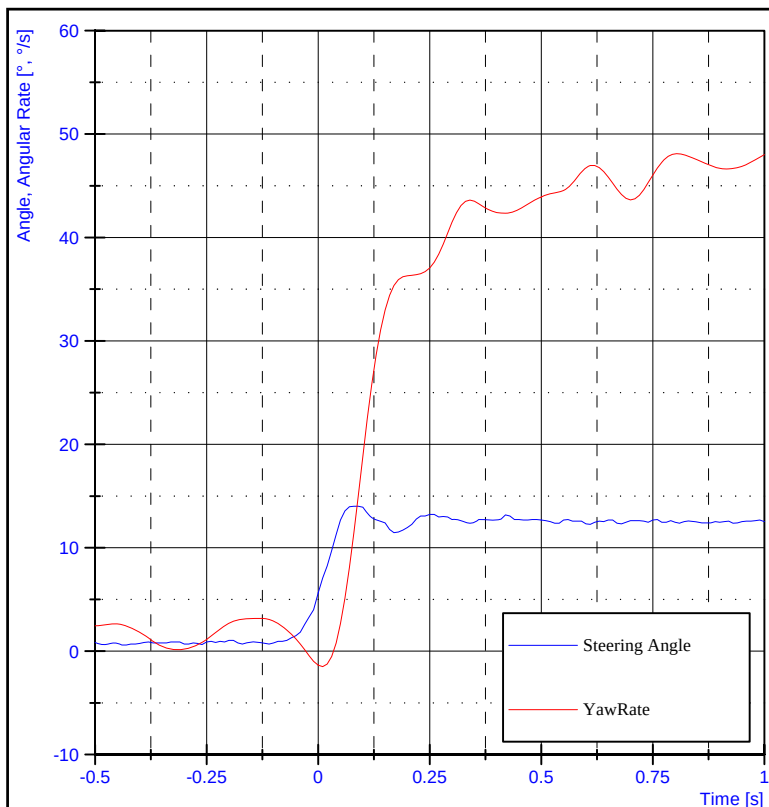
Test : Lateral Transient Response
Direction : Right
Surface : Grass

Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.16s
Peak Yaw Rate Time : 0.68s

90% Steering Angle Time : 0.04s
Peak Steering Angle Time : 0.08s

Lateral Acceleration Steady State : 0.39g
between 2.0 and 4.0s



Test No. : G130440
Test Date : 21 August, 2013

Test Specimen : TS57201
Test Vehicle : Yamaha Grizzly YFM450FAP

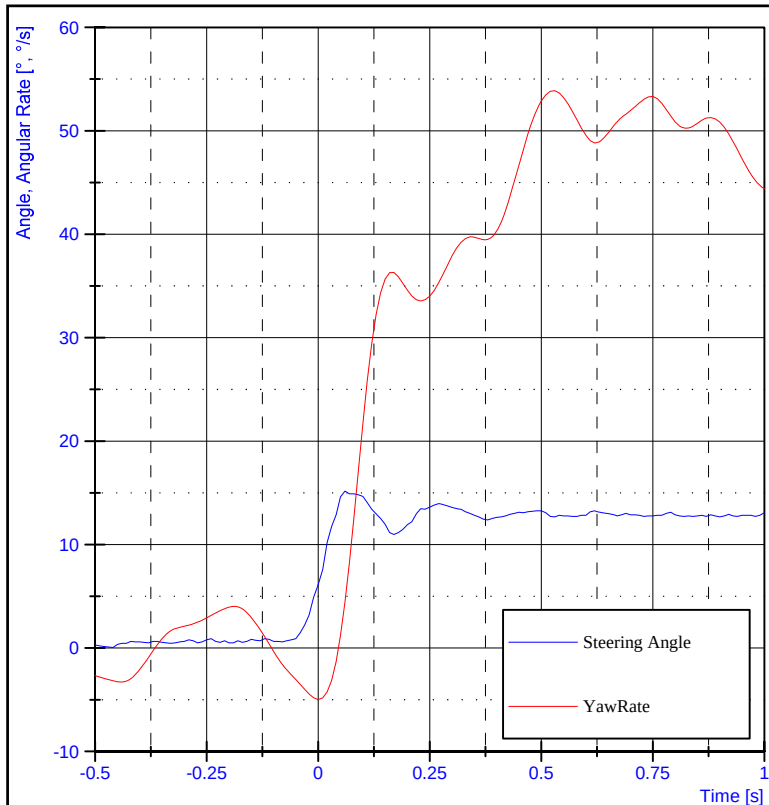
Test : Lateral Transient Response
Direction : Left
Surface : Grass

Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.31s
Peak Yaw Rate Time : 4.55s

90% Steering Angle Time : 0.04s
Peak Steering Angle Time : 0.08s

Lateral Acceleration Steady State : 0.35g
between 2.0 and 4.0s



Test No. : G130441
Test Date : 21 August, 2013

Test Specimen : TS57201
Test Vehicle : Yamaha Grizzly YFM450FAP

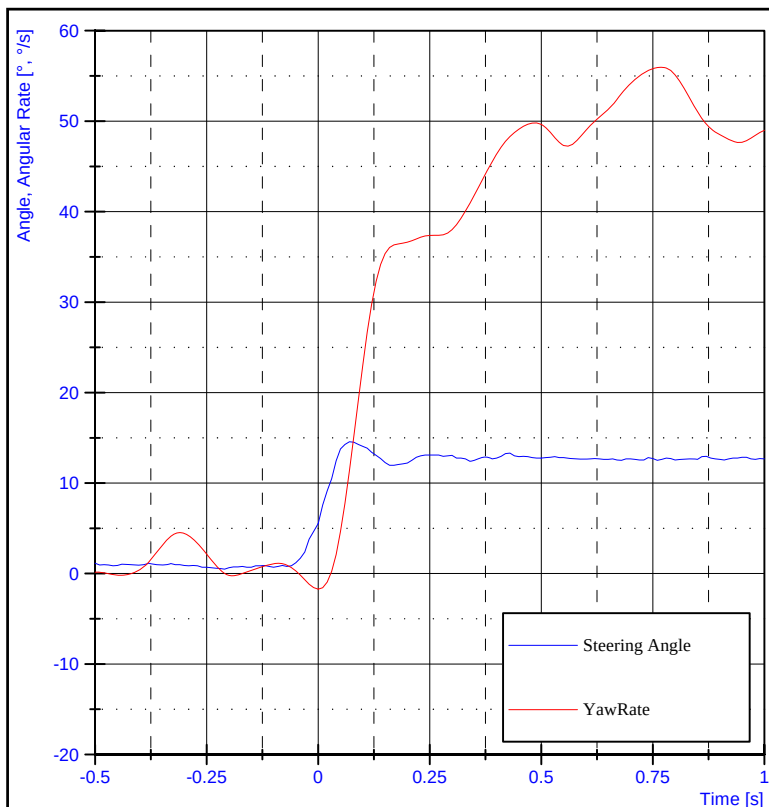
Test : Lateral Transient Response
Direction : Left
Surface : Grass

Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.42s
Peak Yaw Rate Time : 0.53s

90% Steering Angle Time : 0.03s
Peak Steering Angle Time : 0.06s

Lateral Acceleration Steady State : 0.38g
between 2.0 and 4.0s



Test No. : G130442
Test Date : 21 August, 2013

Test Specimen : TS57201
Test Vehicle : Yamaha Grizzly YFM450FAP

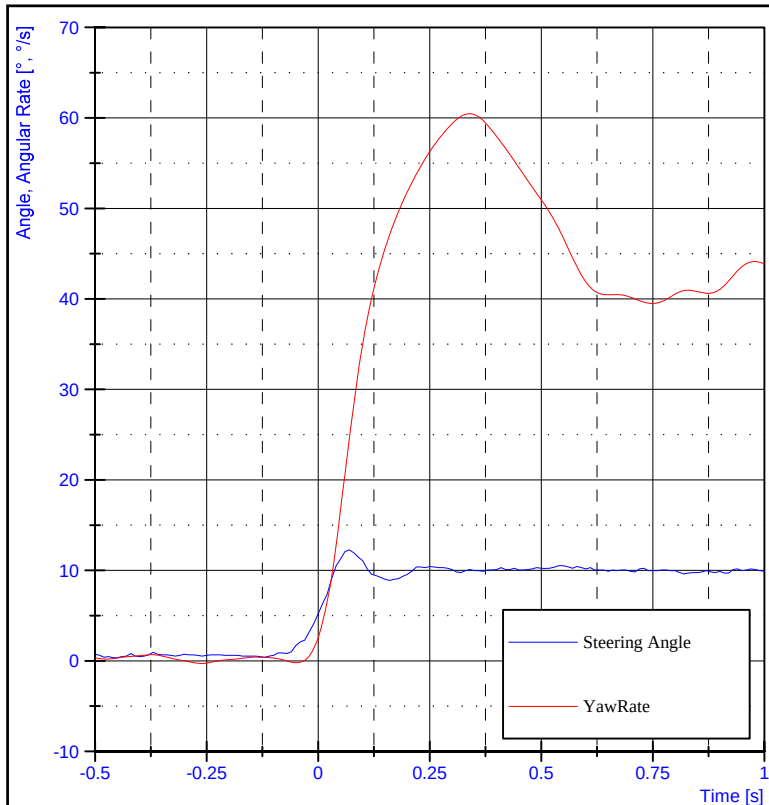
Test : Lateral Transient Response
Direction : Left
Surface : Grass

Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.38s
Peak Yaw Rate Time : 0.77s

90% Steering Angle Time : 0.04s
Peak Steering Angle Time : 0.07s

Lateral Acceleration Steady State : 0.39g
between 2.0 and 4.0s



Test No. : G130455
Test Date : 26 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

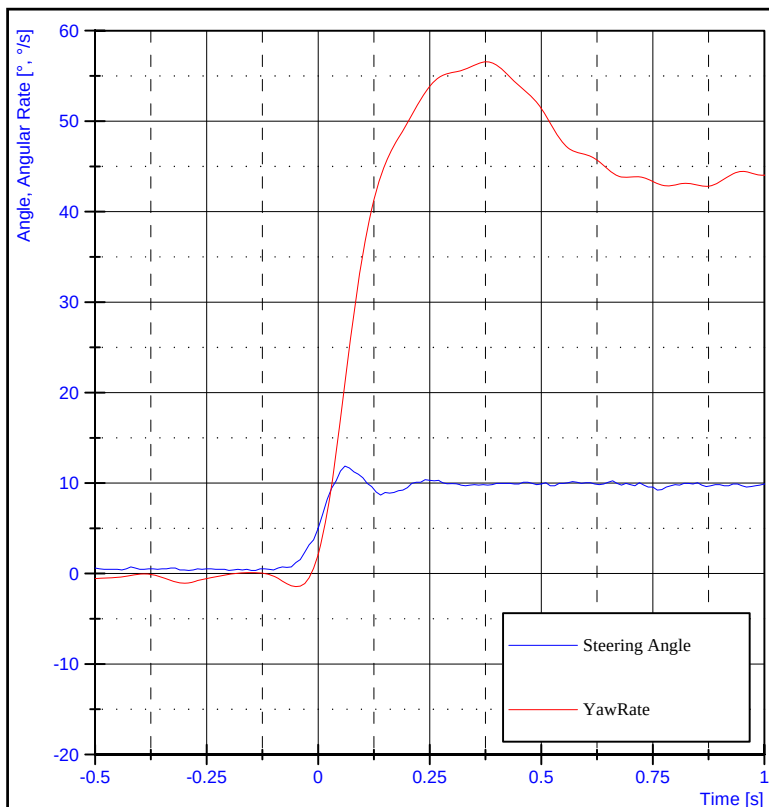
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.12s
Peak Yaw Rate Time : 0.34s

90% Steering Angle Time : 0.03s
Peak Steering Angle Time : 0.07s

Lateral Acceleration Steady State : 0.44g
between 2.0 and 4.0s



Test No. : G130456
Test Date : 26 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

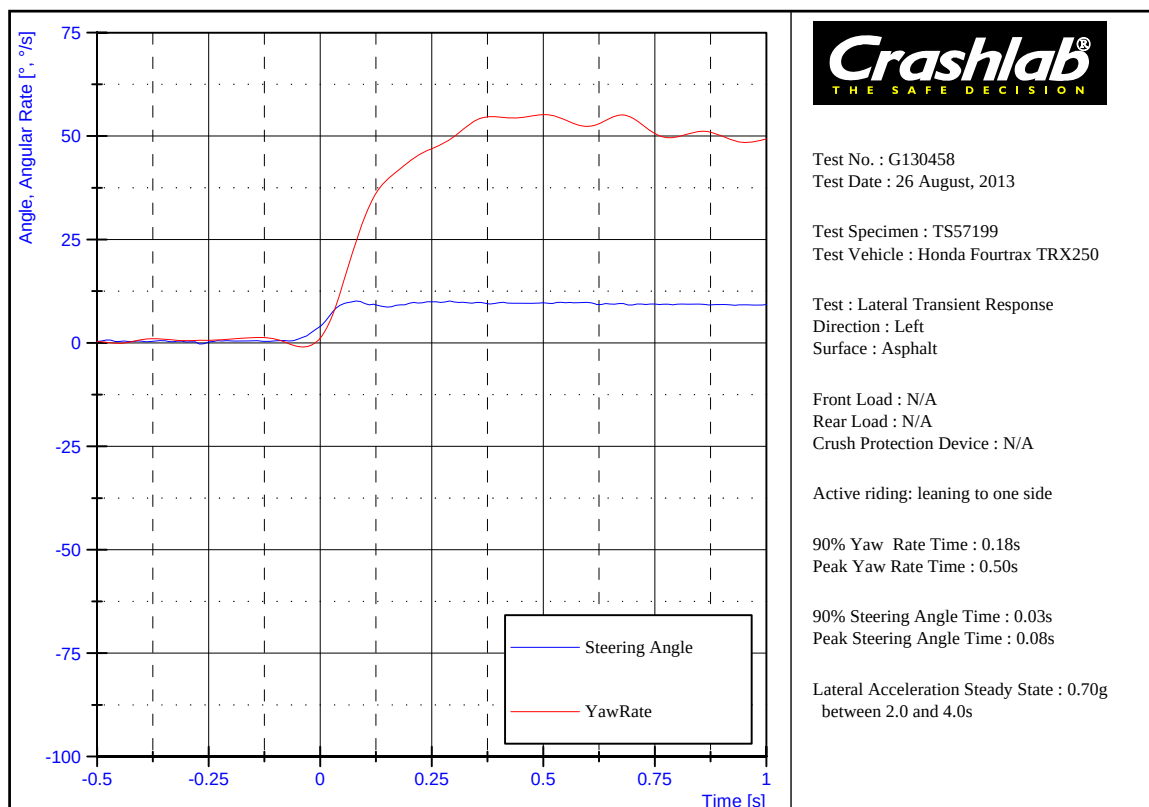
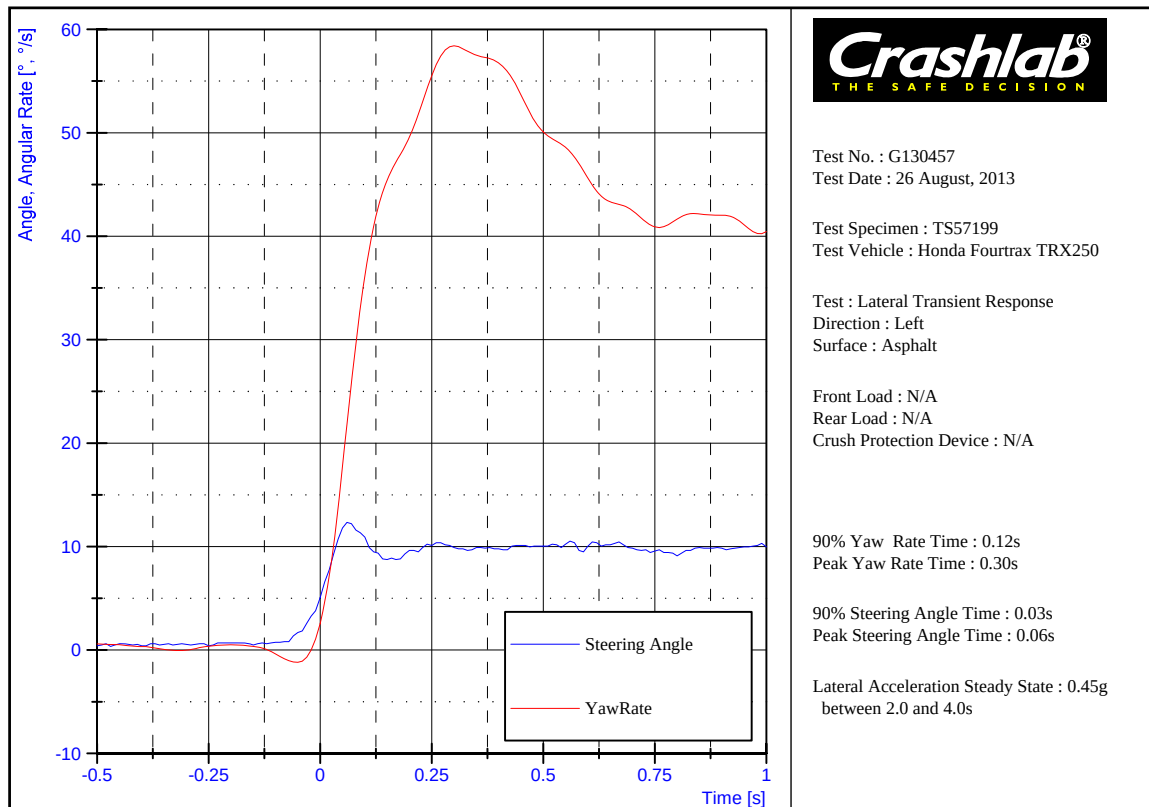
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

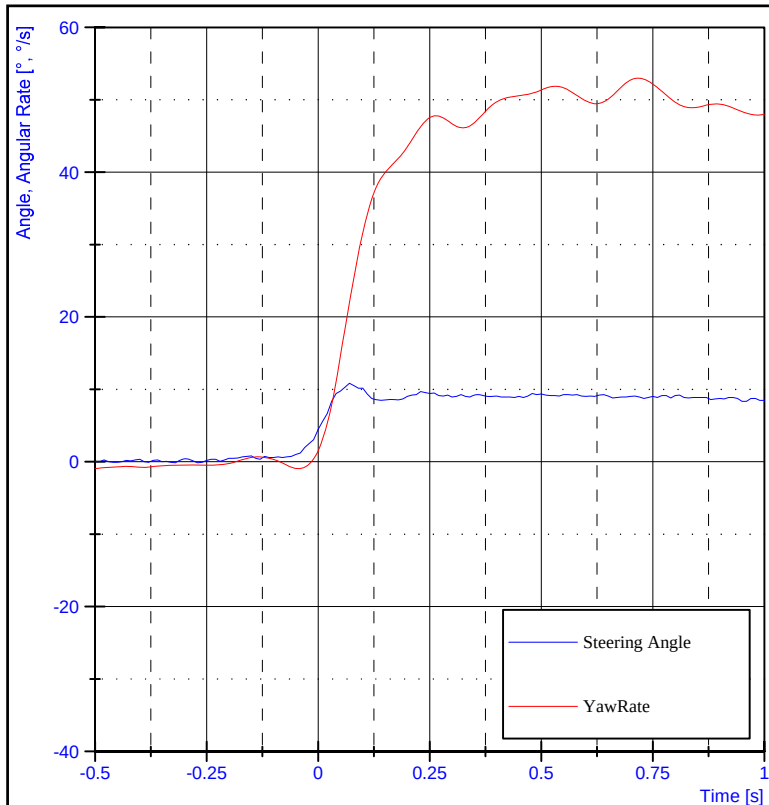
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.13s
Peak Yaw Rate Time : 0.38s

90% Steering Angle Time : 0.03s
Peak Steering Angle Time : 0.06s

Lateral Acceleration Steady State : 0.45g
between 2.0 and 4.0s





Test No. : G130459
Test Date : 26 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

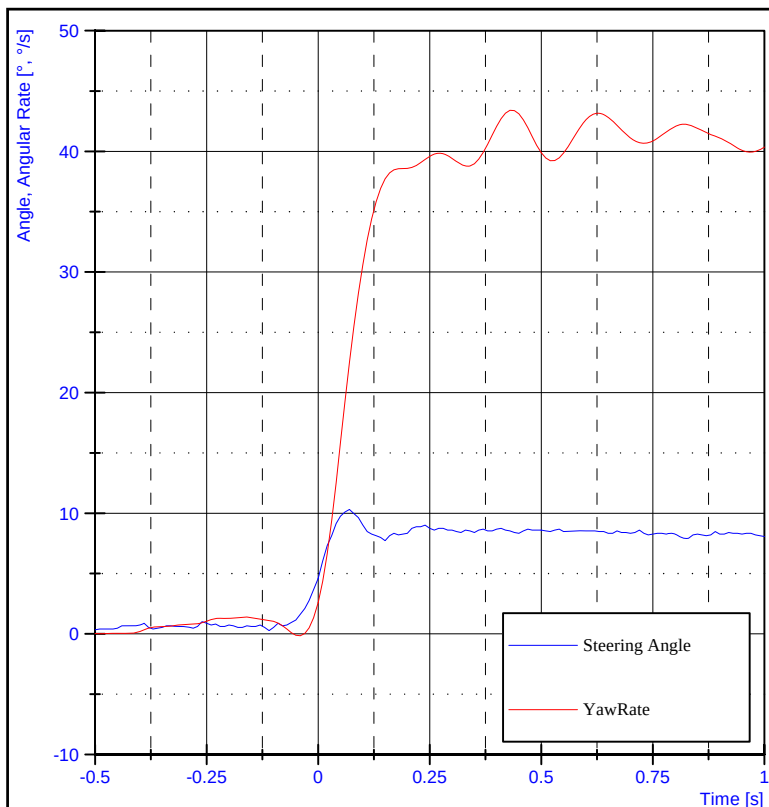
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Active riding: leaning to one side

90% Yaw Rate Time : 0.18s
Peak Yaw Rate Time : 0.72s

90% Steering Angle Time : 0.03s
Peak Steering Angle Time : 0.07s

Lateral Acceleration Steady State : 0.48g
between 2.0 and 4.0s



Test No. : G130460
Test Date : 26 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

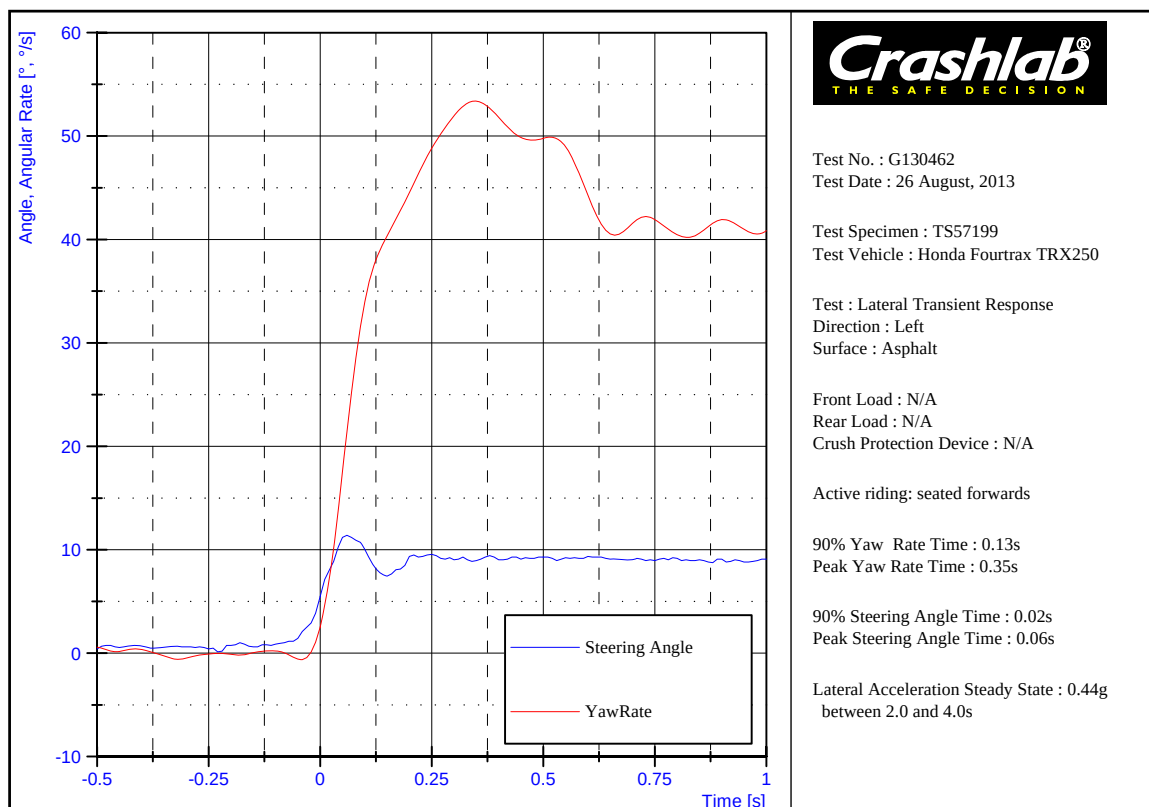
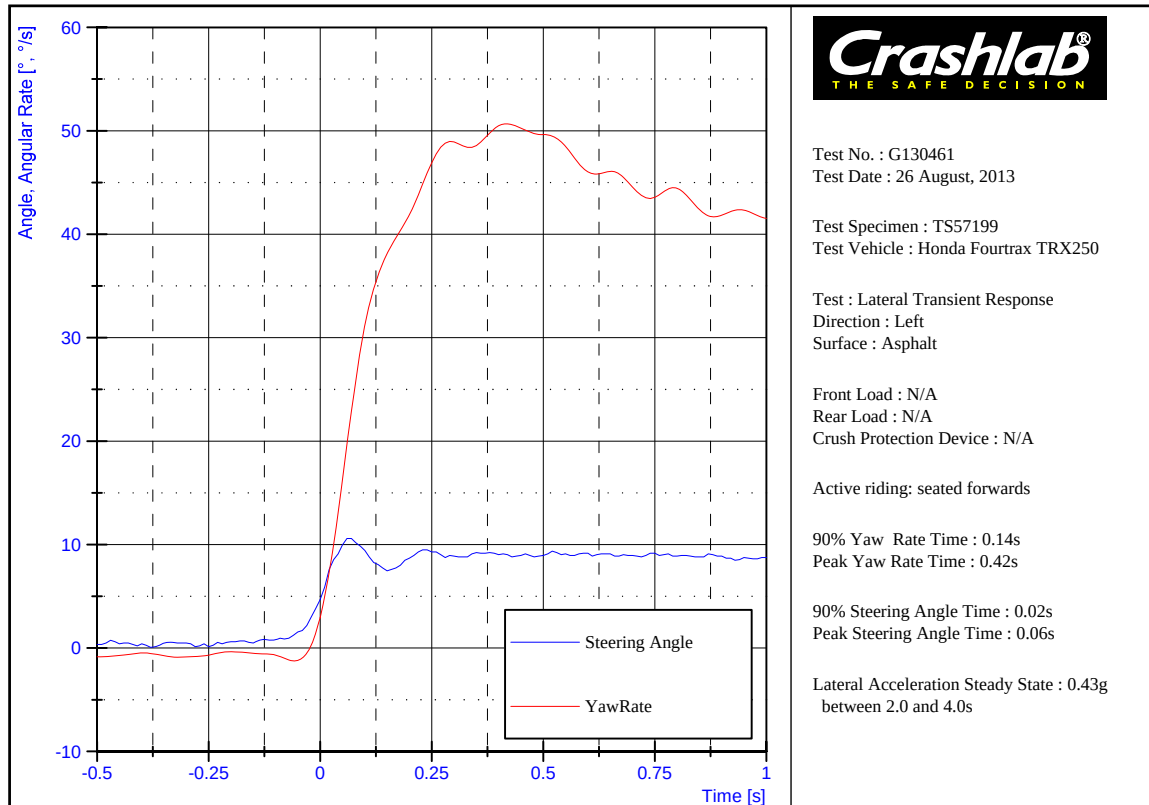
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

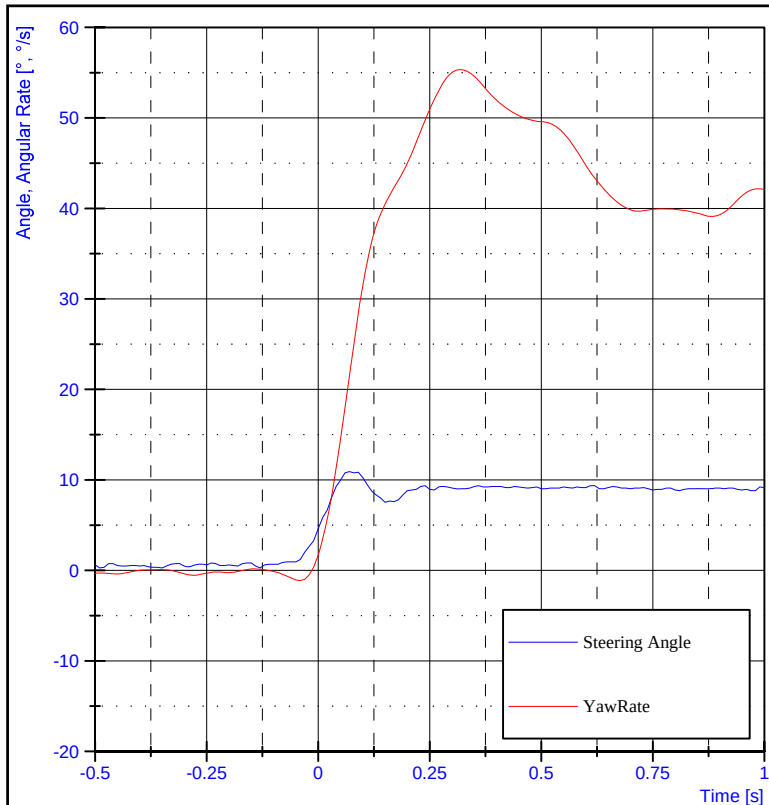
Active riding: leaning to one side

90% Yaw Rate Time : 0.39s
Peak Yaw Rate Time : 2.18s

90% Steering Angle Time : 0.02s
Peak Steering Angle Time : 0.07s

Lateral Acceleration Steady State : 0.63g
between 2.0 and 4.0s





Test No. : G130463
Test Date : 26 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

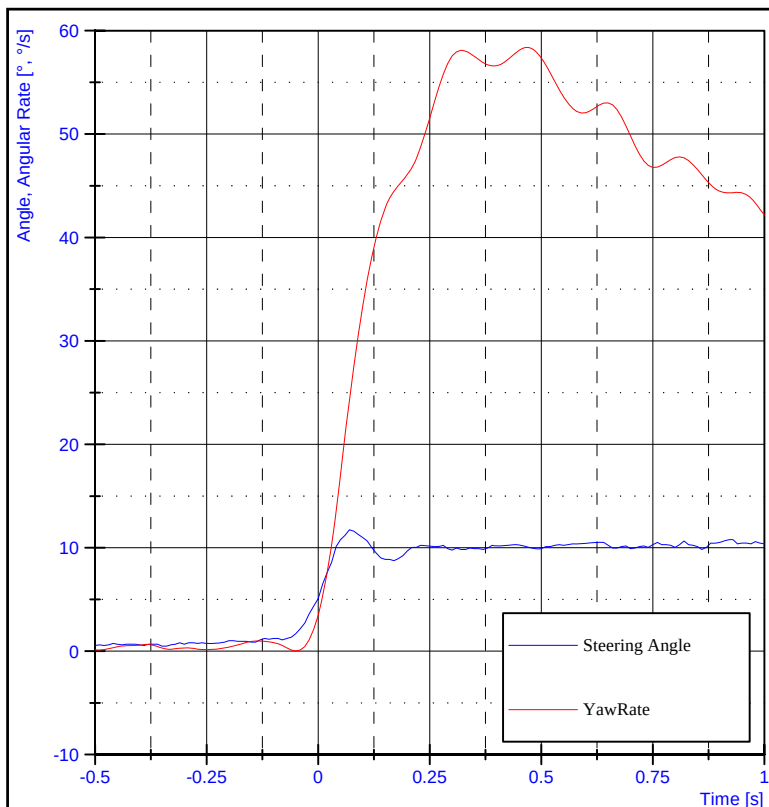
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Active riding: seated forwards

90% Yaw Rate Time : 0.14s
Peak Yaw Rate Time : 0.32s

90% Steering Angle Time : 0.03s
Peak Steering Angle Time : 0.07s

Lateral Acceleration Steady State : 0.43g
between 2.0 and 4.0s



Test No. : G130464
Test Date : 26 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

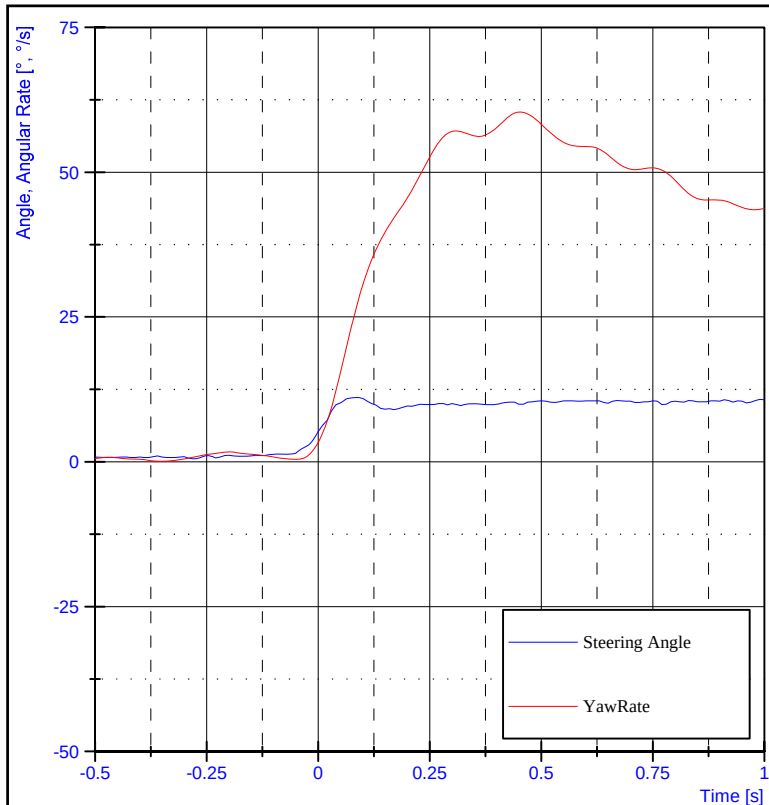
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Active riding: seated rearwards

90% Yaw Rate Time : 0.15s
Peak Yaw Rate Time : 0.47s

90% Steering Angle Time : 0.04s
Peak Steering Angle Time : 0.07s

Lateral Acceleration Steady State : 0.47g
between 2.0 and 4.0s



Test No. : G130465
Test Date : 26 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

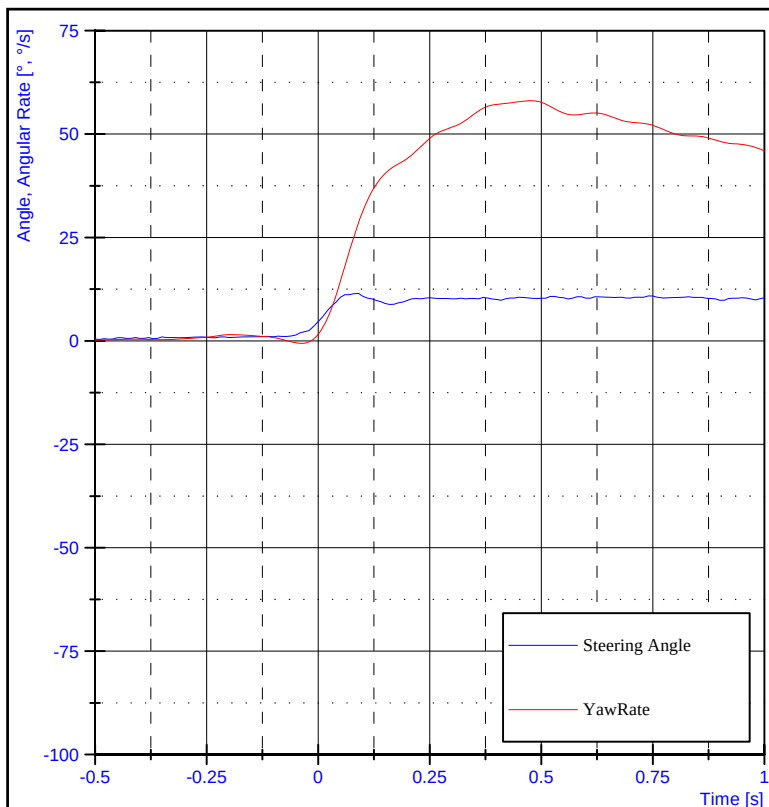
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Active riding: seated rearwards

90% Yaw Rate Time : 0.19s
Peak Yaw Rate Time : 0.45s

90% Steering Angle Time : 0.04s
Peak Steering Angle Time : 0.09s

Lateral Acceleration Steady State : 0.48g
between 2.0 and 4.0s



Test No. : G130466
Test Date : 26 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

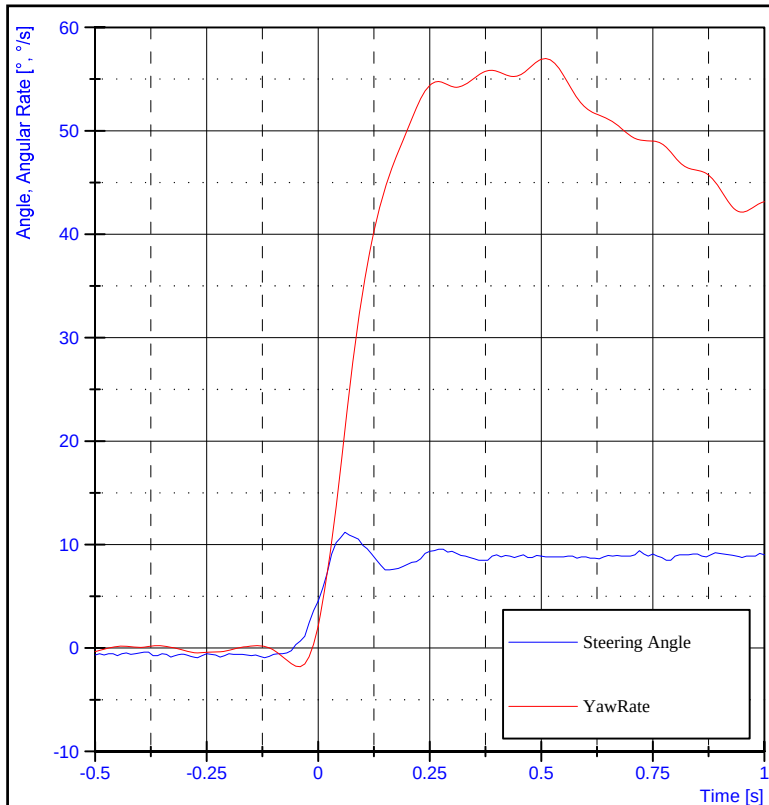
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Active riding: seated rearwards

90% Yaw Rate Time : 0.19s
Peak Yaw Rate Time : 0.48s

90% Steering Angle Time : 0.04s
Peak Steering Angle Time : 0.09s

Lateral Acceleration Steady State : 0.49g
between 2.0 and 4.0s



Test No. : G130467
Test Date : 26 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

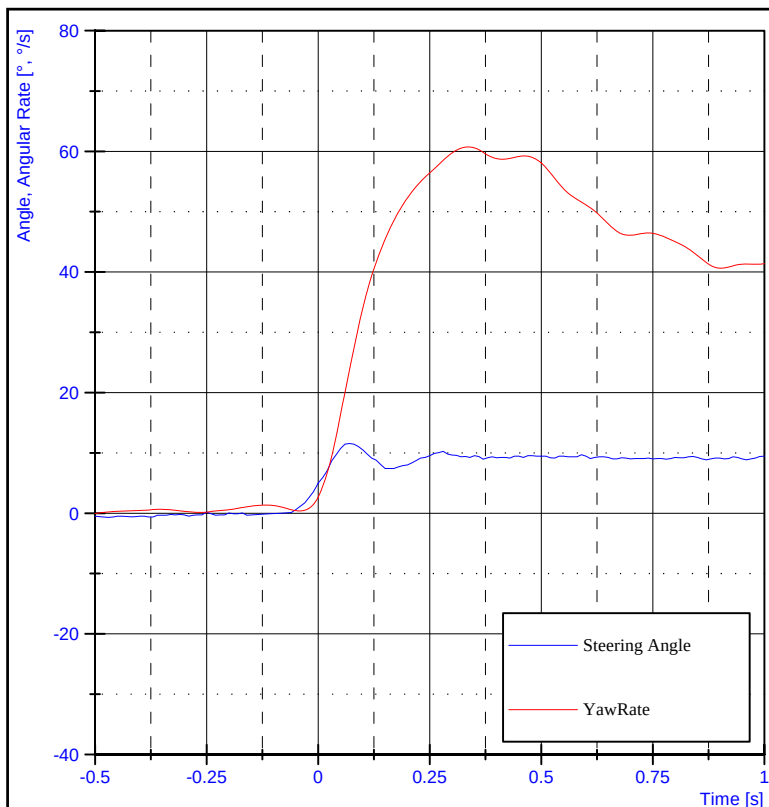
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.15s
Peak Yaw Rate Time : 0.51s

90% Steering Angle Time : 0.03s
Peak Steering Angle Time : 0.06s

Lateral Acceleration Steady State : 0.43g
between 2.0 and 4.0s



Test No. : G130468
Test Date : 26 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

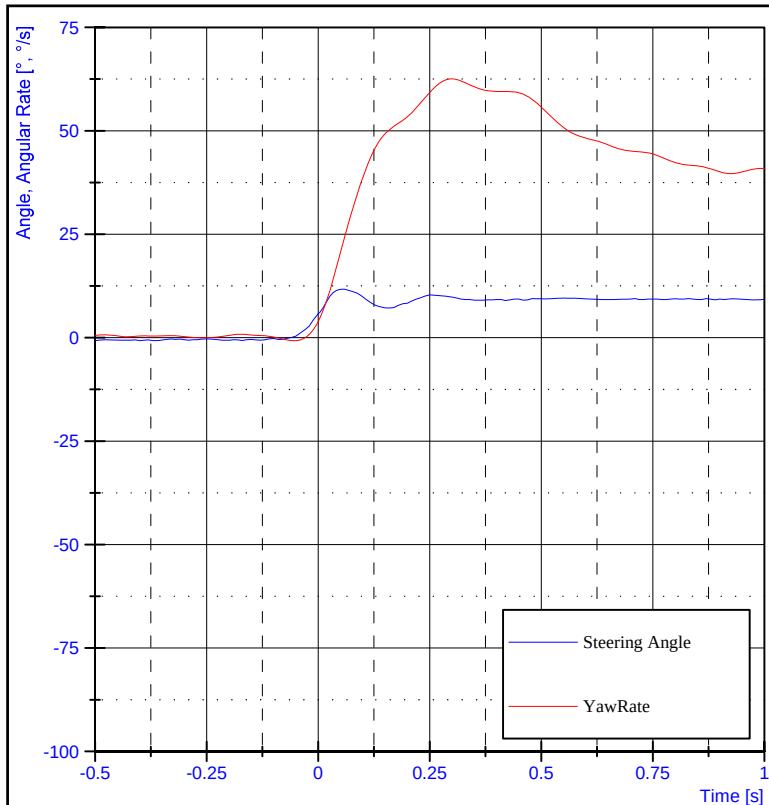
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.14s
Peak Yaw Rate Time : 0.34s

90% Steering Angle Time : 0.03s
Peak Steering Angle Time : 0.07s

Lateral Acceleration Steady State : 0.42g
between 2.0 and 4.0s



Test No. : G130470
Test Date : 26 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

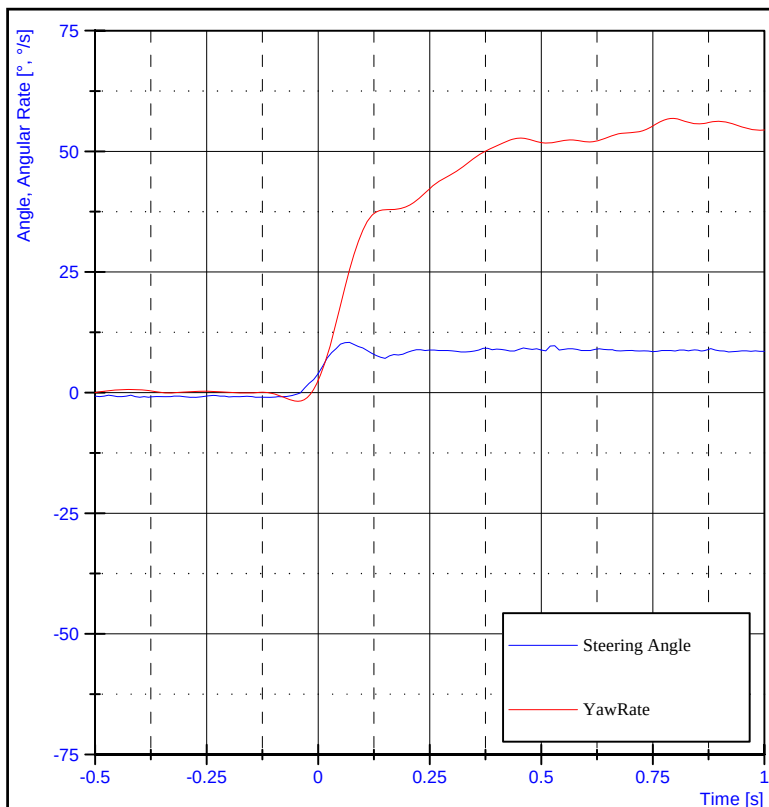
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.12s
Peak Yaw Rate Time : 0.30s

90% Steering Angle Time : 0.02s
Peak Steering Angle Time : 0.05s

Lateral Acceleration Steady State : 0.65g
between 2.0 and 4.0s



Test No. : G130471
Test Date : 26 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

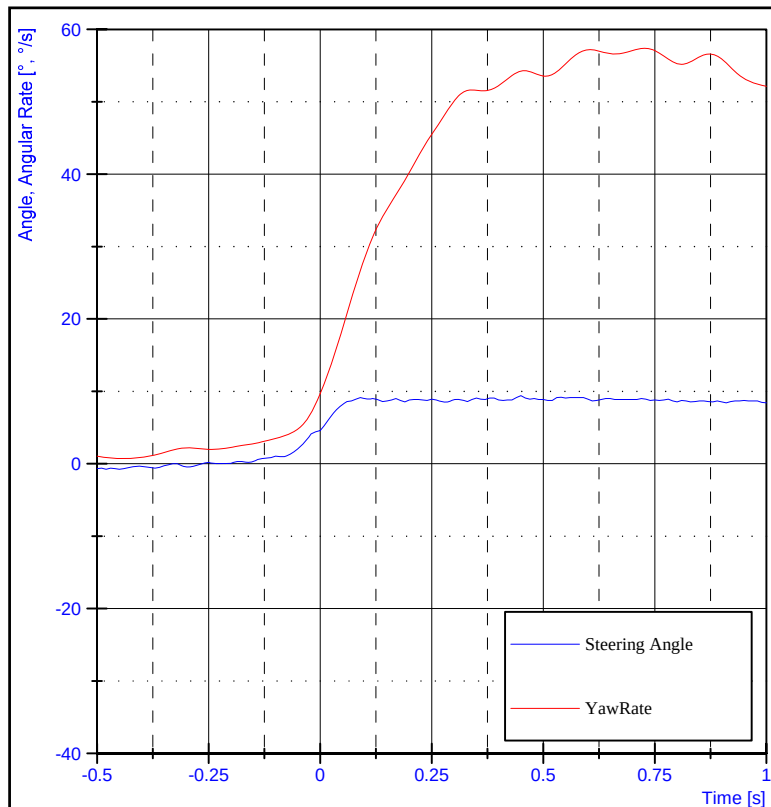
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Active riding: leaning to one side

90% Yaw Rate Time : 0.30s
Peak Yaw Rate Time : 0.79s

90% Steering Angle Time : 0.02s
Peak Steering Angle Time : 0.07s

Lateral Acceleration Steady State : 0.44g
between 2.0 and 4.0s



Test No. : G130472
Test Date : 26 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

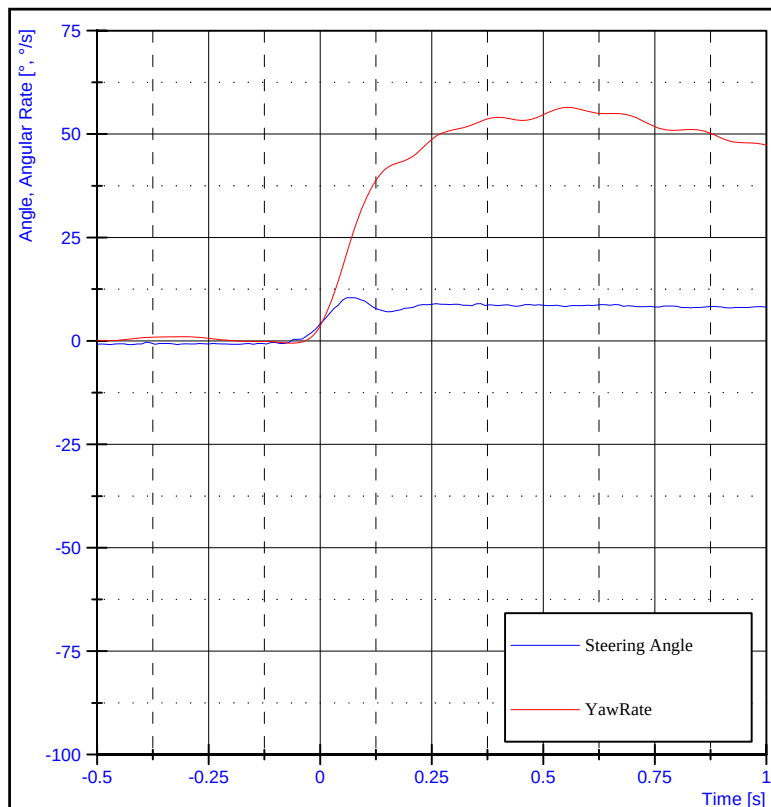
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Active riding: leaning to one side

90% Yaw Rate Time : 0.25s
Peak Yaw Rate Time : 0.73s

90% Steering Angle Time : 0.03s
Peak Steering Angle Time : 0.45s

Lateral Acceleration Steady State : 0.45g
between 2.0 and 4.0s



Test No. : G130473
Test Date : 26 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

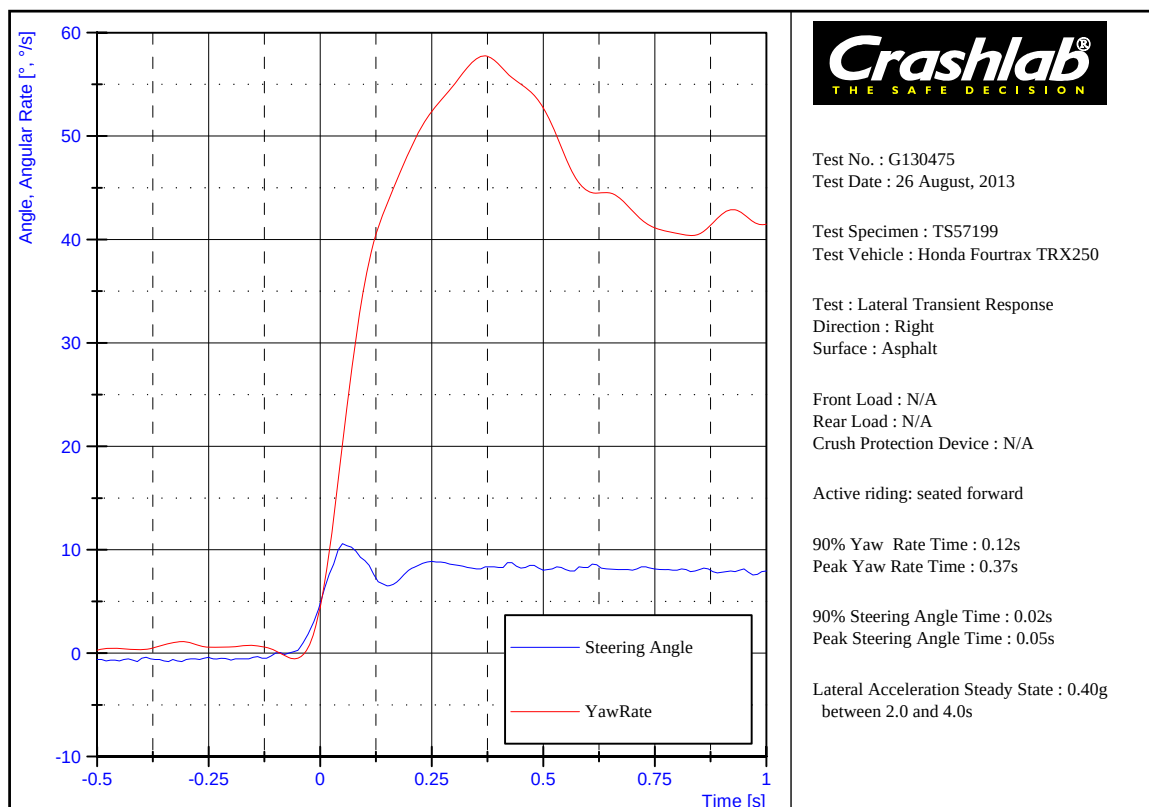
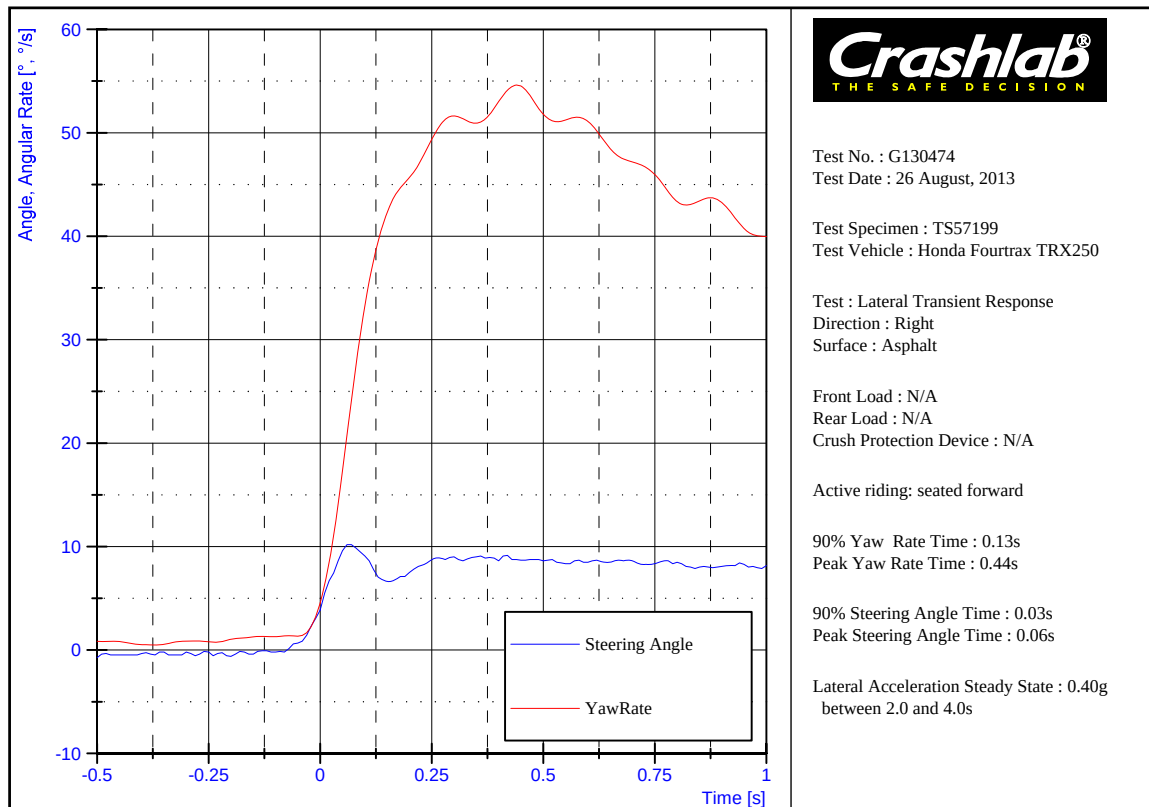
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

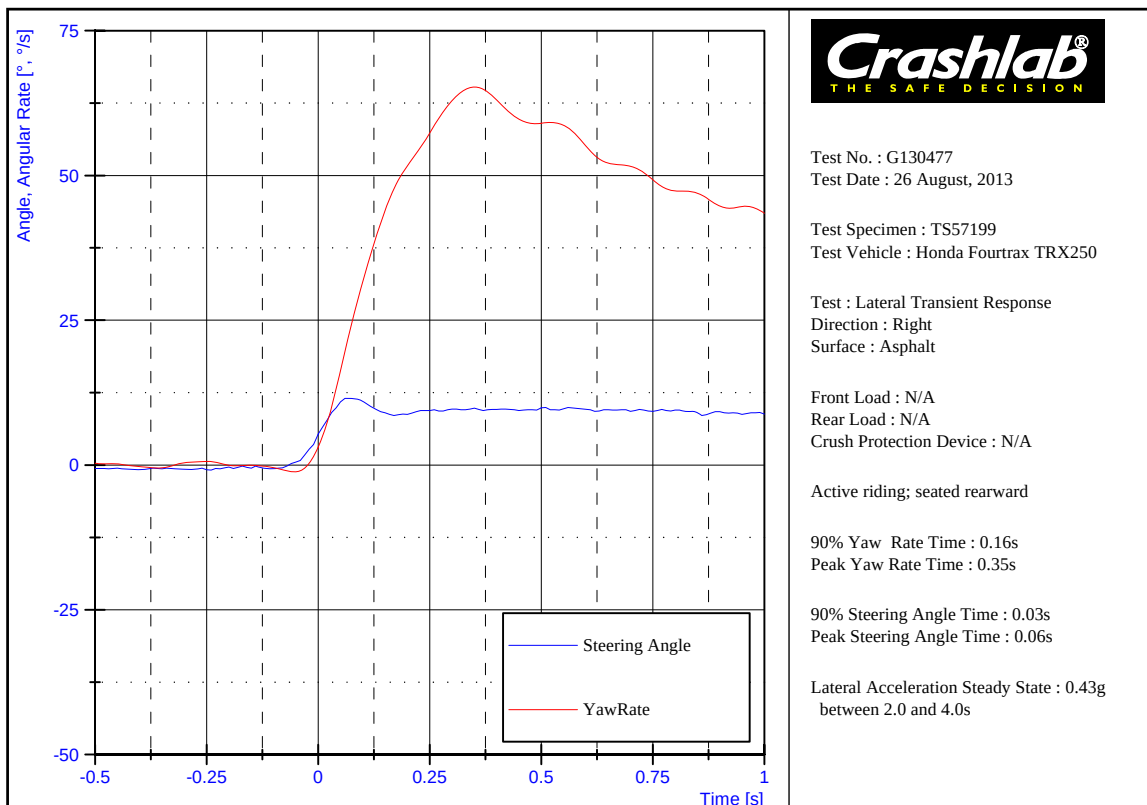
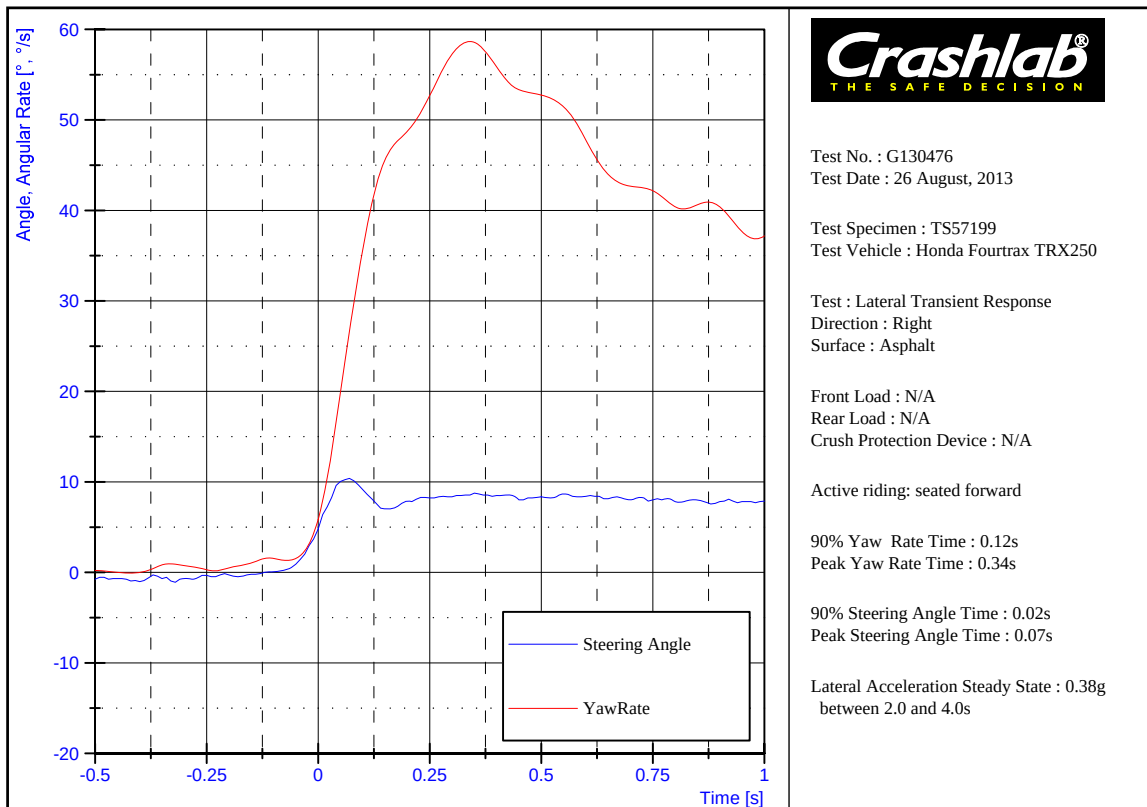
Active riding: leaning to one side

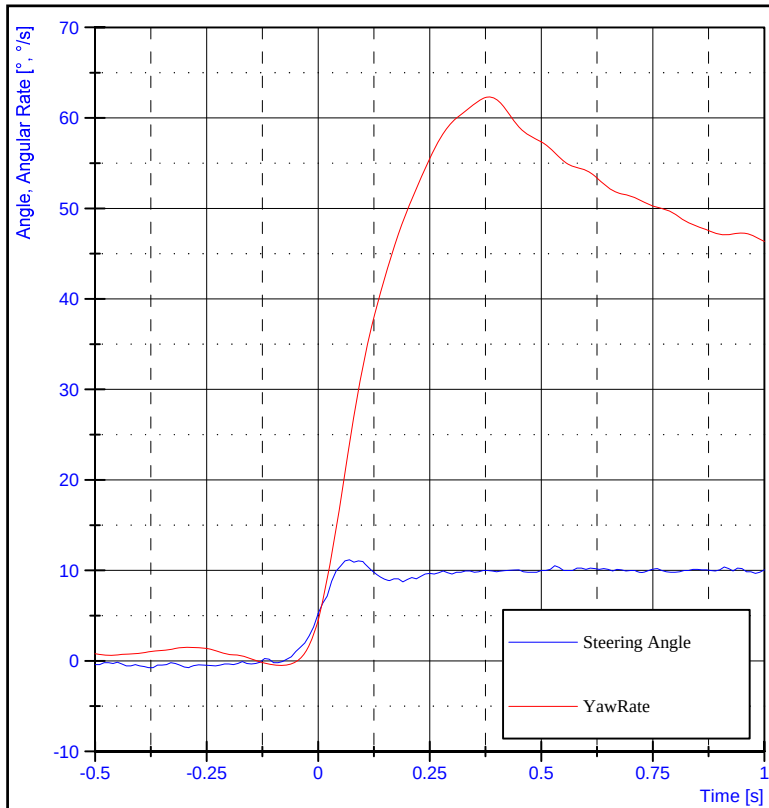
90% Yaw Rate Time : 0.20s
Peak Yaw Rate Time : 0.56s

90% Steering Angle Time : 0.03s
Peak Steering Angle Time : 0.06s

Lateral Acceleration Steady State : 0.45g
between 2.0 and 4.0s







Test No. : G130478
Test Date : 26 August, 2013
Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

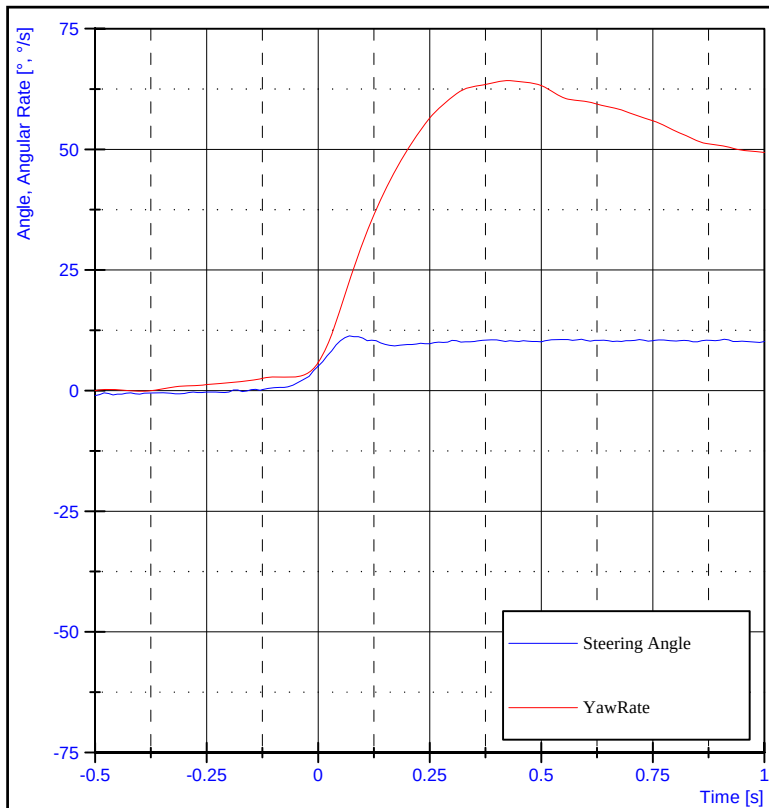
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Active riding; seated rearward

90% Yaw Rate Time : 0.19s
Peak Yaw Rate Time : 0.38s

90% Steering Angle Time : 0.03s
Peak Steering Angle Time : 0.07s

Lateral Acceleration Steady State : 0.43g
between 2.0 and 4.0s



Test No. : G130479
Test Date : 26 August, 2013
Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

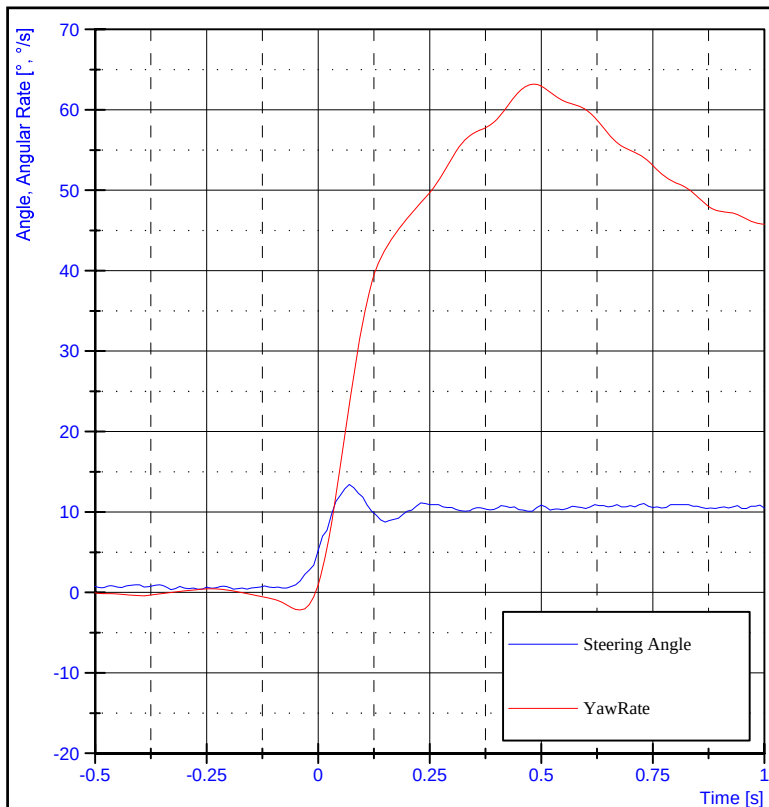
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Active riding; seated rearward

90% Yaw Rate Time : 0.19s
Peak Yaw Rate Time : 0.43s

90% Steering Angle Time : 0.04s
Peak Steering Angle Time : 0.07s

Lateral Acceleration Steady State : 0.44g
between 2.0 and 4.0s



Test No. : G130504
Test Date : 27 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

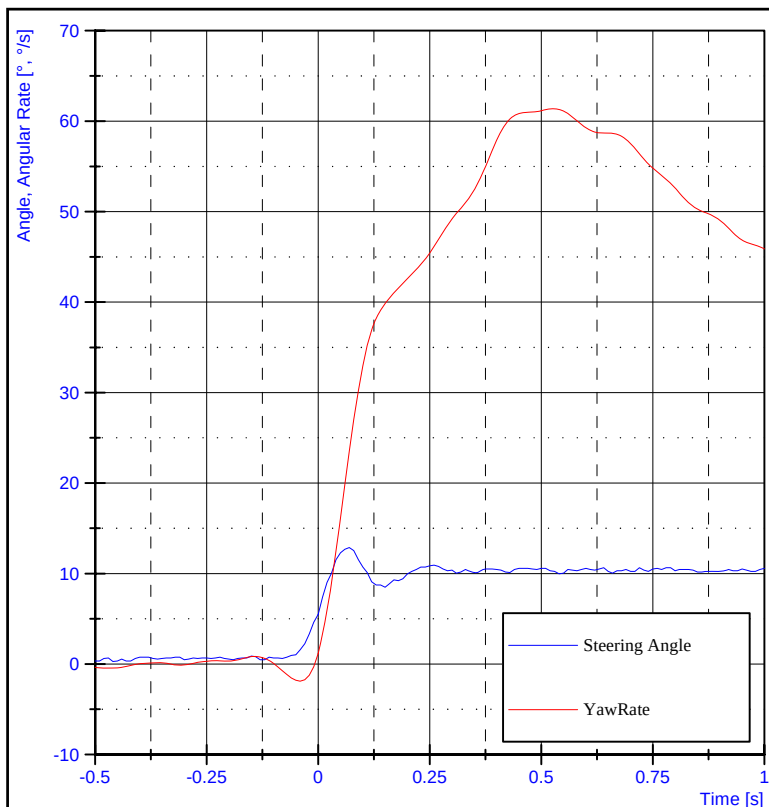
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

Front Load : N/A
Rear Load : 30kg
Crush Protection Device : N/A

90% Yaw Rate Time : 0.18s
Peak Yaw Rate Time : 0.48s

90% Steering Angle Time : 0.03s
Peak Steering Angle Time : 0.07s

Lateral Acceleration Steady State : 0.47g
between 2.0 and 4.0s



Test No. : G130505
Test Date : 27 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

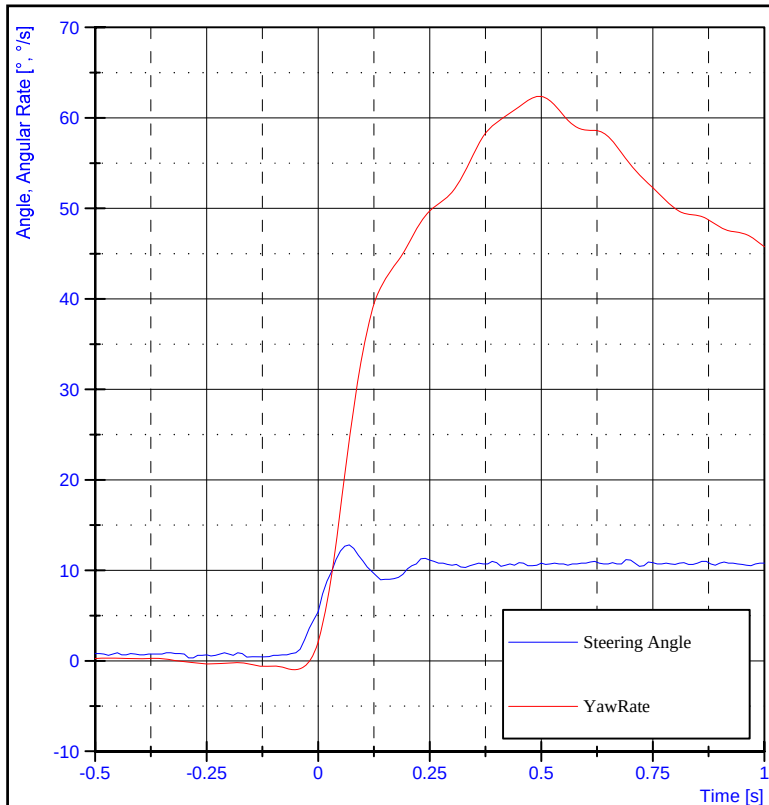
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

Front Load : N/A
Rear Load : 30kg
Crush Protection Device : N/A

90% Yaw Rate Time : 0.25s
Peak Yaw Rate Time : 0.53s

90% Steering Angle Time : 0.03s
Peak Steering Angle Time : 0.07s

Lateral Acceleration Steady State : 0.47g
between 2.0 and 4.0s



Test No. : G130506
Test Date : 27 August, 2013
Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

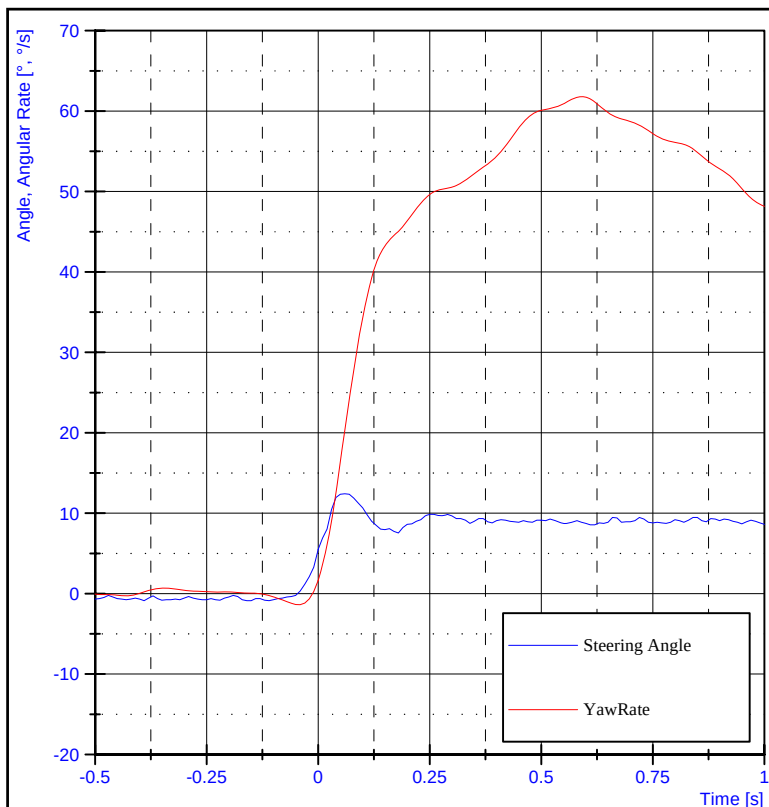
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

Front Load : N/A
Rear Load : 30kg
Crush Protection Device : N/A

90% Yaw Rate Time : 0.20s
Peak Yaw Rate Time : 0.50s

90% Steering Angle Time : 0.03s
Peak Steering Angle Time : 0.07s

Lateral Acceleration Steady State : 0.46g
between 2.0 and 4.0s



Test No. : G130507
Test Date : 27 August, 2013
Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

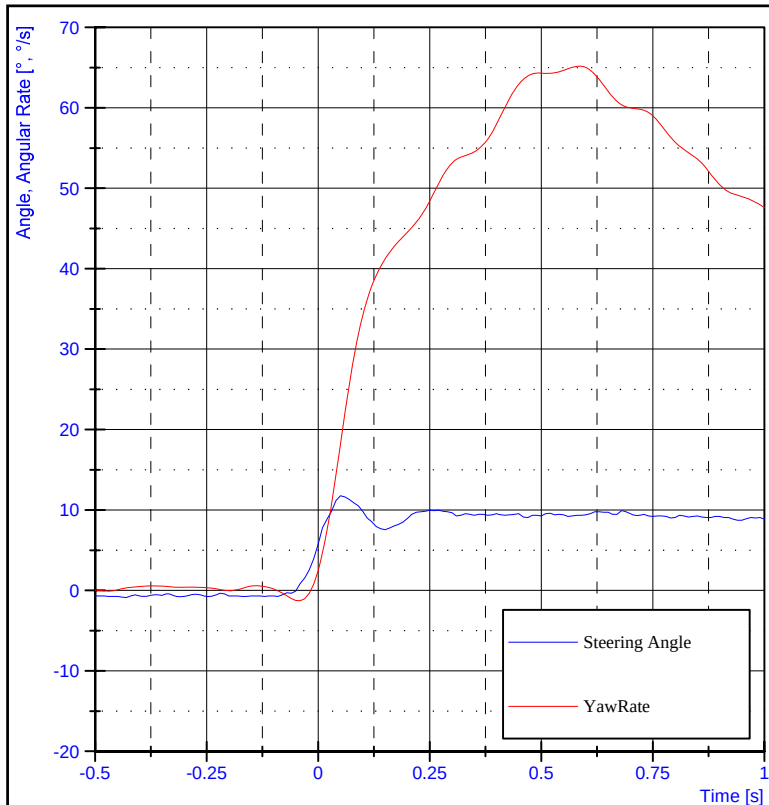
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

Front Load : N/A
Rear Load : 30kg
Crush Protection Device : N/A

90% Yaw Rate Time : 0.23s
Peak Yaw Rate Time : 0.59s

90% Steering Angle Time : 0.02s
Peak Steering Angle Time : 0.06s

Lateral Acceleration Steady State : 0.45g
between 2.0 and 4.0s



Test No. : G130508
Test Date : 27 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

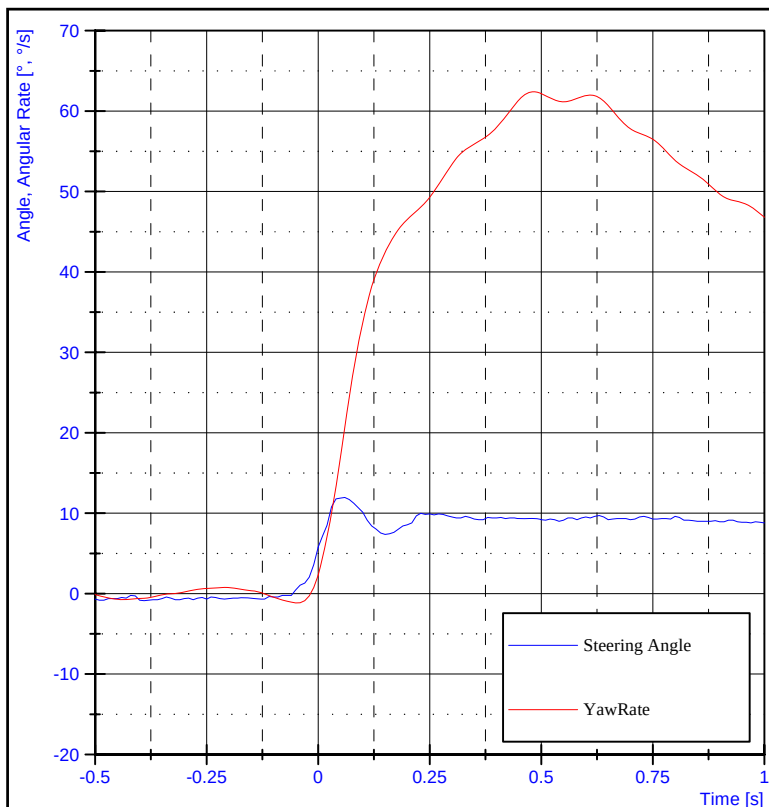
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

Front Load : N/A
Rear Load : 30kg
Crush Protection Device : N/A

90% Yaw Rate Time : 0.18s
Peak Yaw Rate Time : 0.59s

90% Steering Angle Time : 0.00s
Peak Steering Angle Time : 0.05s

Lateral Acceleration Steady State : 0.40g
between 2.0 and 4.0s



Test No. : G130509
Test Date : 27 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

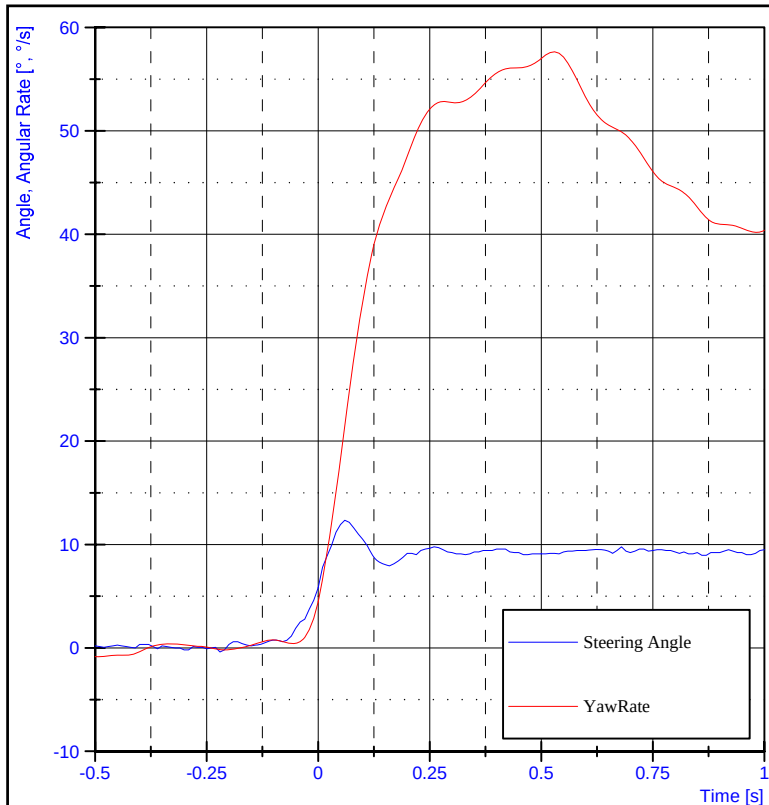
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

Front Load : N/A
Rear Load : 30kg
Crush Protection Device : N/A

90% Yaw Rate Time : 0.19s
Peak Yaw Rate Time : 0.48s

90% Steering Angle Time : 0.02s
Peak Steering Angle Time : 0.06s

Lateral Acceleration Steady State : 0.42g
between 2.0 and 4.0s



Test No. : G130516
Test Date : 28 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

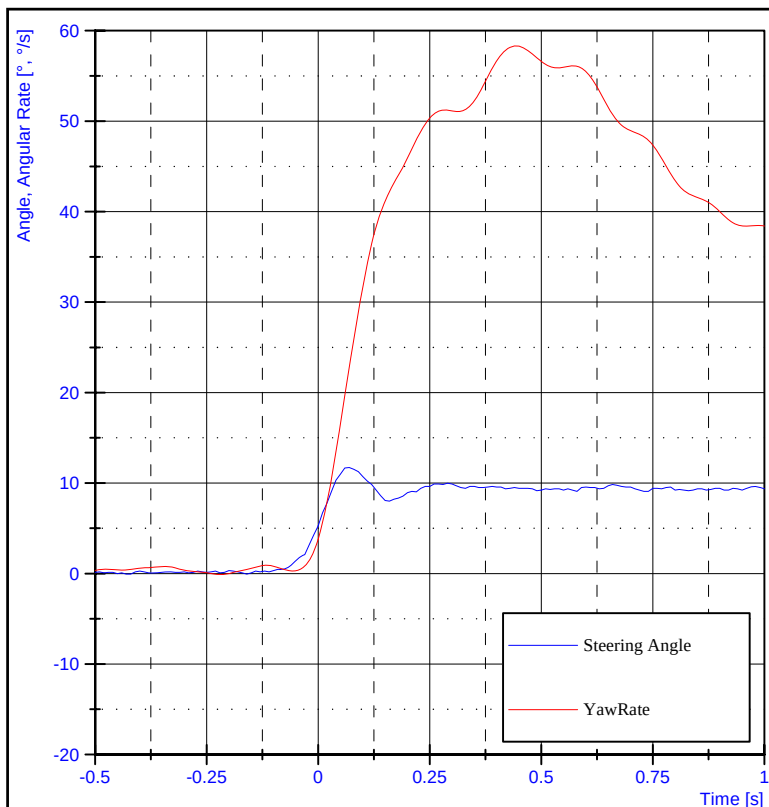
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

Front Load : 15kg
Rear Load : 30kg
Crush Protection Device : N/A

90% Yaw Rate Time : 0.14s
Peak Yaw Rate Time : 0.53s

90% Steering Angle Time : 0.02s
Peak Steering Angle Time : 0.06s

Lateral Acceleration Steady State : 0.45g
between 2.0 and 4.0s



Test No. : G130517
Test Date : 28 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

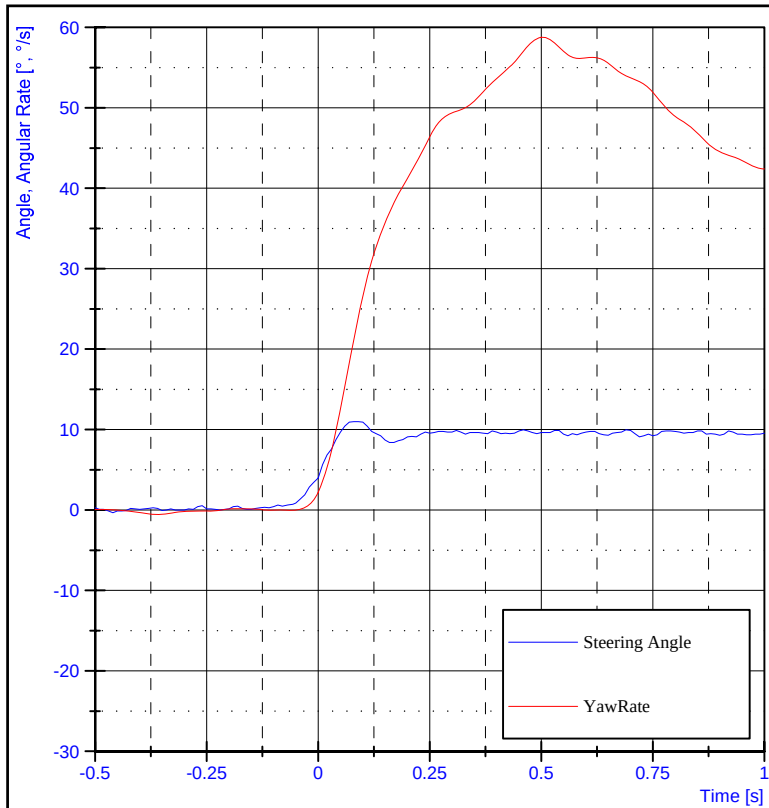
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

Front Load : 15kg
Rear Load : 30kg
Crush Protection Device : N/A

90% Yaw Rate Time : 0.15s
Peak Yaw Rate Time : 0.44s

90% Steering Angle Time : 0.03s
Peak Steering Angle Time : 0.07s

Lateral Acceleration Steady State : 0.43g
between 2.0 and 4.0s



Test No. : G130518
Test Date : 28 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

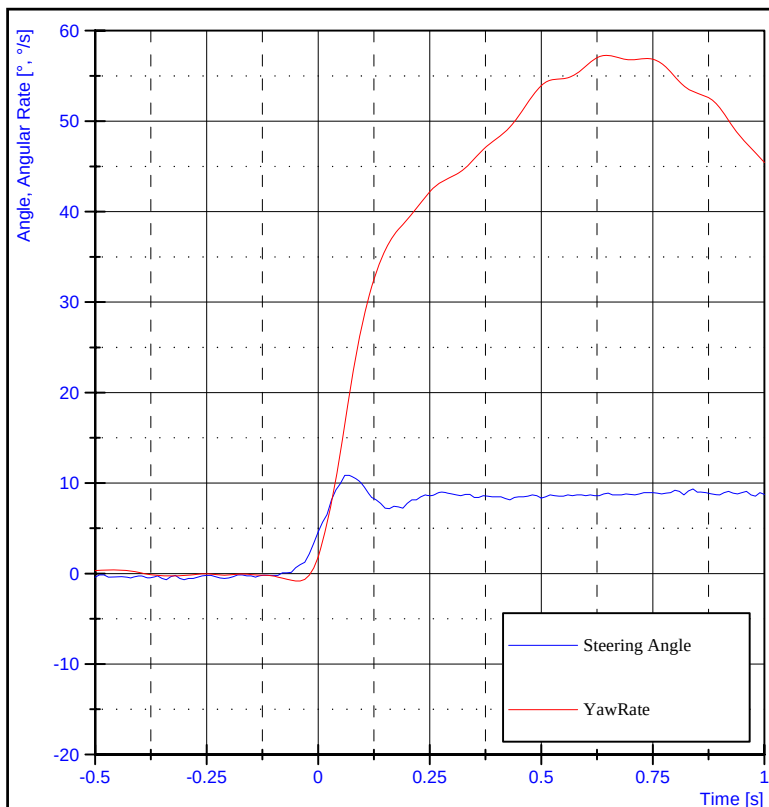
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

Front Load : 15kg
Rear Load : 30kg
Crush Protection Device : N/A

90% Yaw Rate Time : 0.20s
Peak Yaw Rate Time : 0.50s

90% Steering Angle Time : 0.04s
Peak Steering Angle Time : 0.08s

Lateral Acceleration Steady State : 0.44g
between 2.0 and 4.0s



Test No. : G130519
Test Date : 28 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

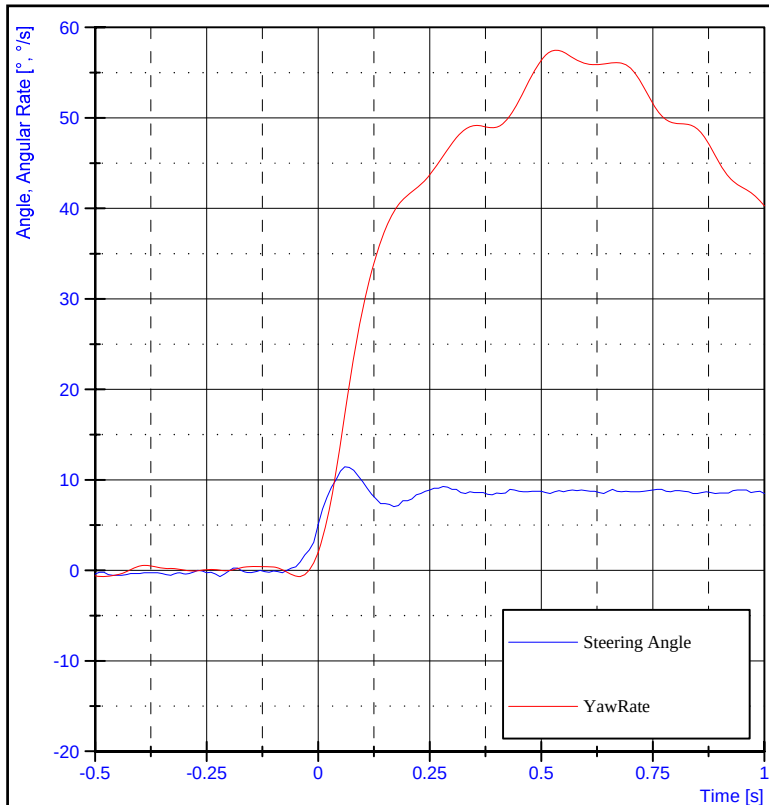
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

Front Load : 15kg
Rear Load : 30kg
Crush Protection Device : N/A

90% Yaw Rate Time : 0.27s
Peak Yaw Rate Time : 0.65s

90% Steering Angle Time : 0.03s
Peak Steering Angle Time : 0.06s

Lateral Acceleration Steady State : 0.40g
between 2.0 and 4.0s



Test No. : G130520
Test Date : 28 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

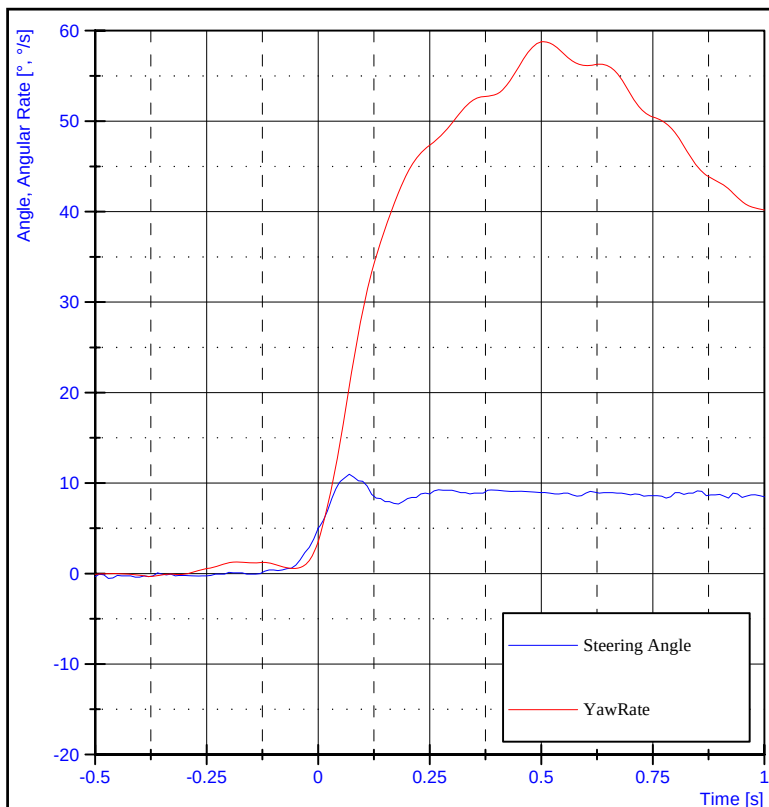
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

Front Load : 15kg
Rear Load : 30kg
Crush Protection Device : N/A

90% Yaw Rate Time : 0.22s
Peak Yaw Rate Time : 0.53s

90% Steering Angle Time : 0.02s
Peak Steering Angle Time : 0.06s

Lateral Acceleration Steady State : 0.40g
between 2.0 and 4.0s



Test No. : G130521
Test Date : 28 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

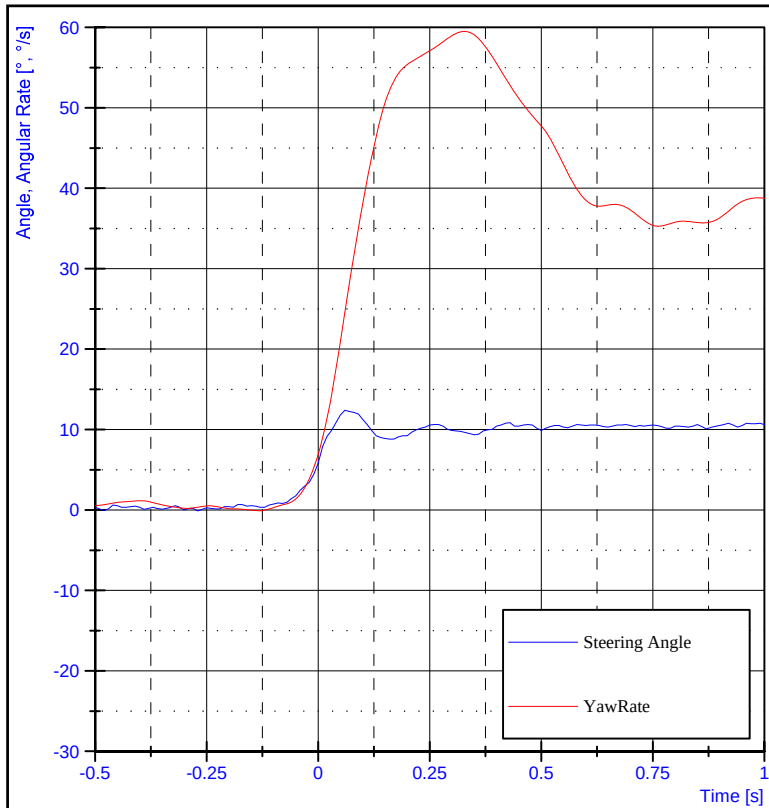
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

Front Load : 15kg
Rear Load : 30kg
Crush Protection Device : N/A

90% Yaw Rate Time : 0.19s
Peak Yaw Rate Time : 0.51s

90% Steering Angle Time : 0.03s
Peak Steering Angle Time : 0.07s

Lateral Acceleration Steady State : 0.40g
between 2.0 and 4.0s



Test No. : G130528
Test Date : 28 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

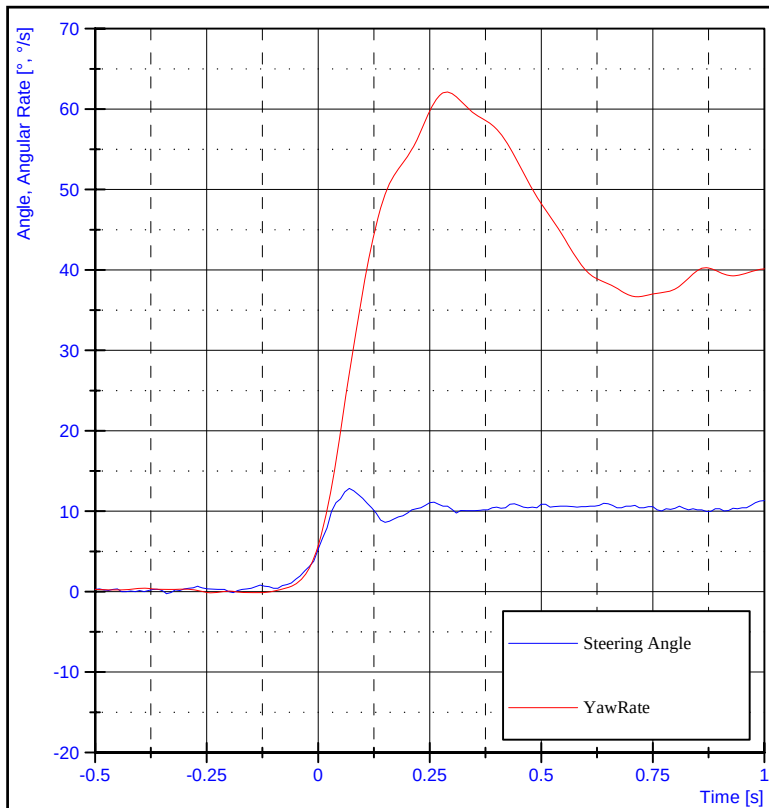
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

Front Load : 15kg
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.11s
Peak Yaw Rate Time : 0.33s

90% Steering Angle Time : 0.02s
Peak Steering Angle Time : 0.06s

Lateral Acceleration Steady State : 0.45g
between 2.0 and 4.0s



Test No. : G130529
Test Date : 28 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

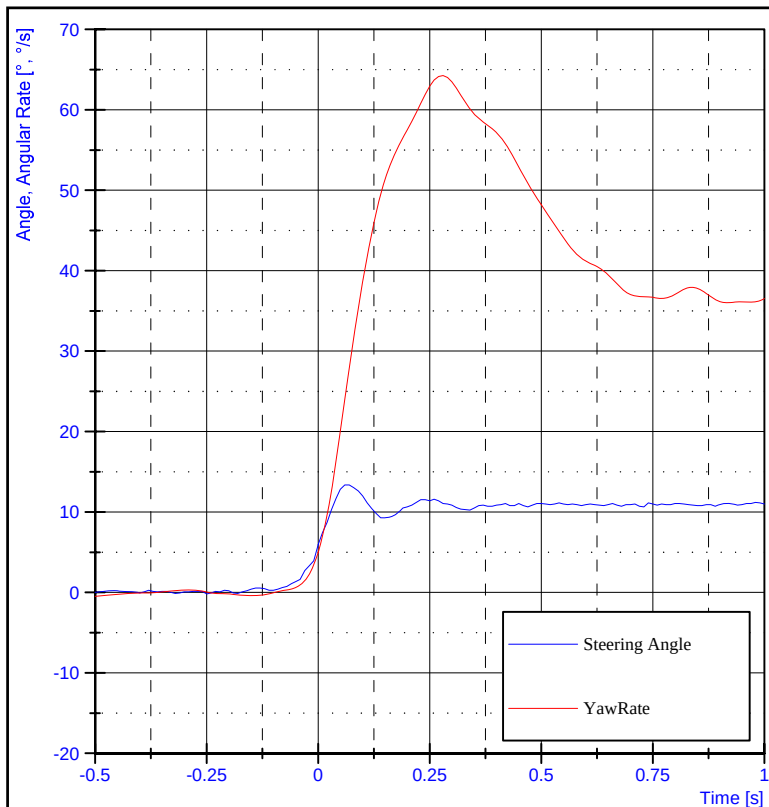
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

Front Load : 15kg
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.11s
Peak Yaw Rate Time : 0.29s

90% Steering Angle Time : 0.03s
Peak Steering Angle Time : 0.07s

Lateral Acceleration Steady State : 0.45g
between 2.0 and 4.0s



Test No. : G130530
Test Date : 28 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

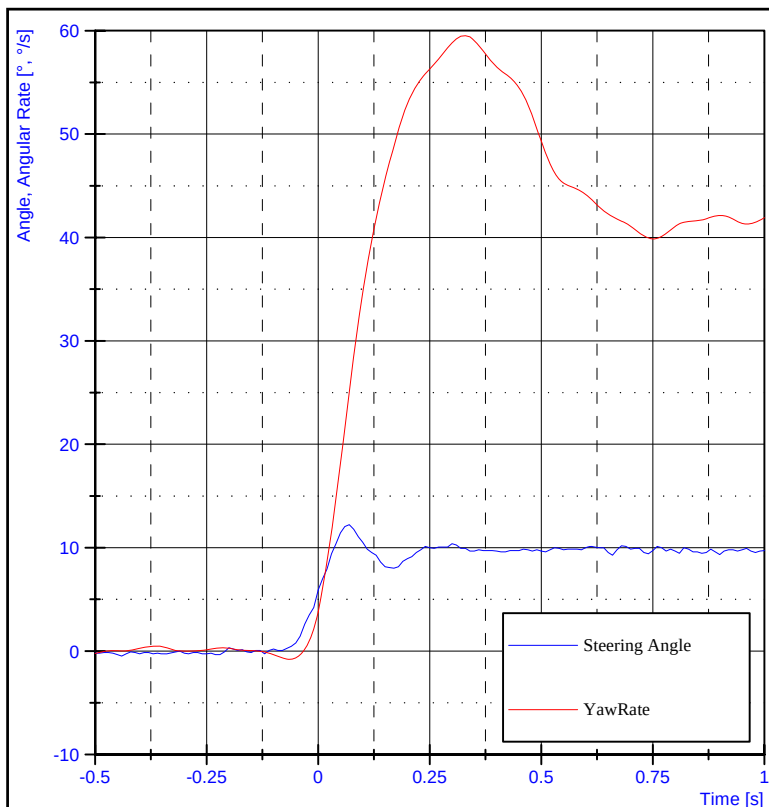
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

Front Load : 15kg
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.11s
Peak Yaw Rate Time : 0.28s

90% Steering Angle Time : 0.03s
Peak Steering Angle Time : 0.06s

Lateral Acceleration Steady State : 0.44g
between 2.0 and 4.0s



Test No. : G130531
Test Date : 28 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

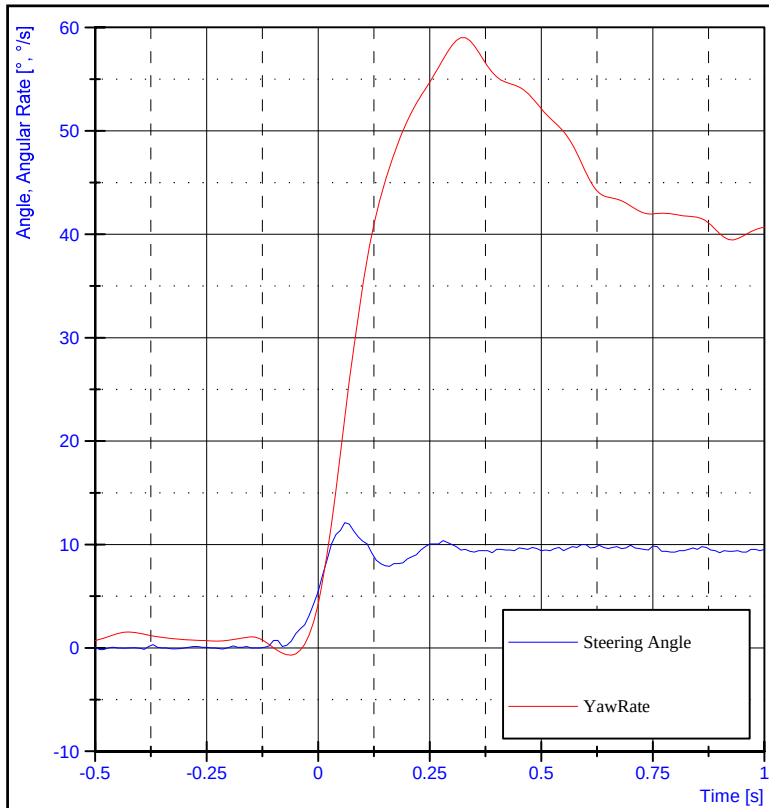
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

Front Load : 15kg
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.13s
Peak Yaw Rate Time : 0.33s

90% Steering Angle Time : 0.03s
Peak Steering Angle Time : 0.07s

Lateral Acceleration Steady State : 0.39g
between 2.0 and 4.0s



Test No. : G130532
Test Date : 28 August, 2013
Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

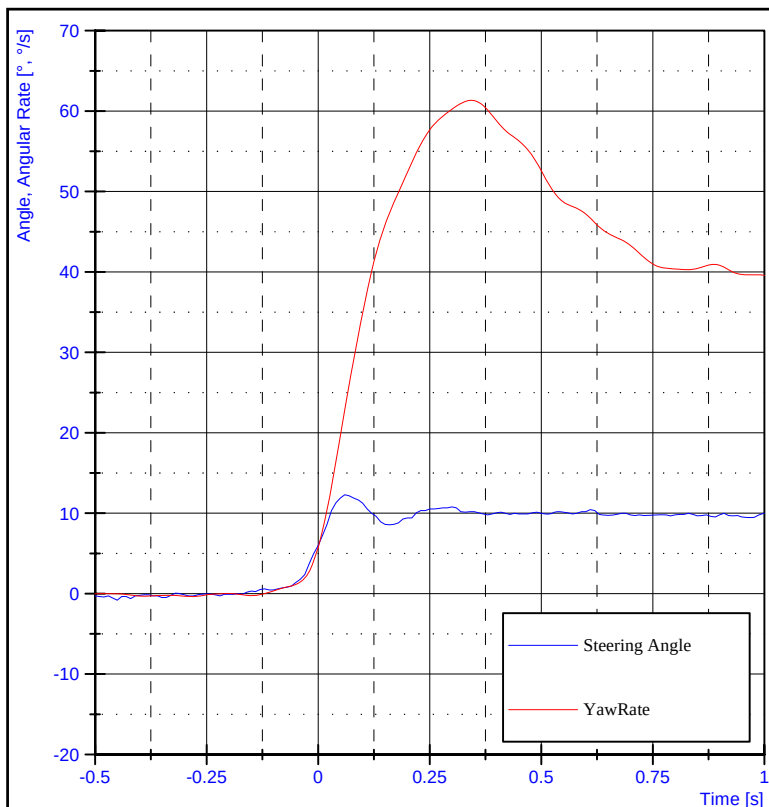
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

Front Load : 15kg
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.13s
Peak Yaw Rate Time : 0.32s

90% Steering Angle Time : 0.02s
Peak Steering Angle Time : 0.06s

Lateral Acceleration Steady State : 0.39g
between 2.0 and 4.0s



Test No. : G130533
Test Date : 28 August, 2013
Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

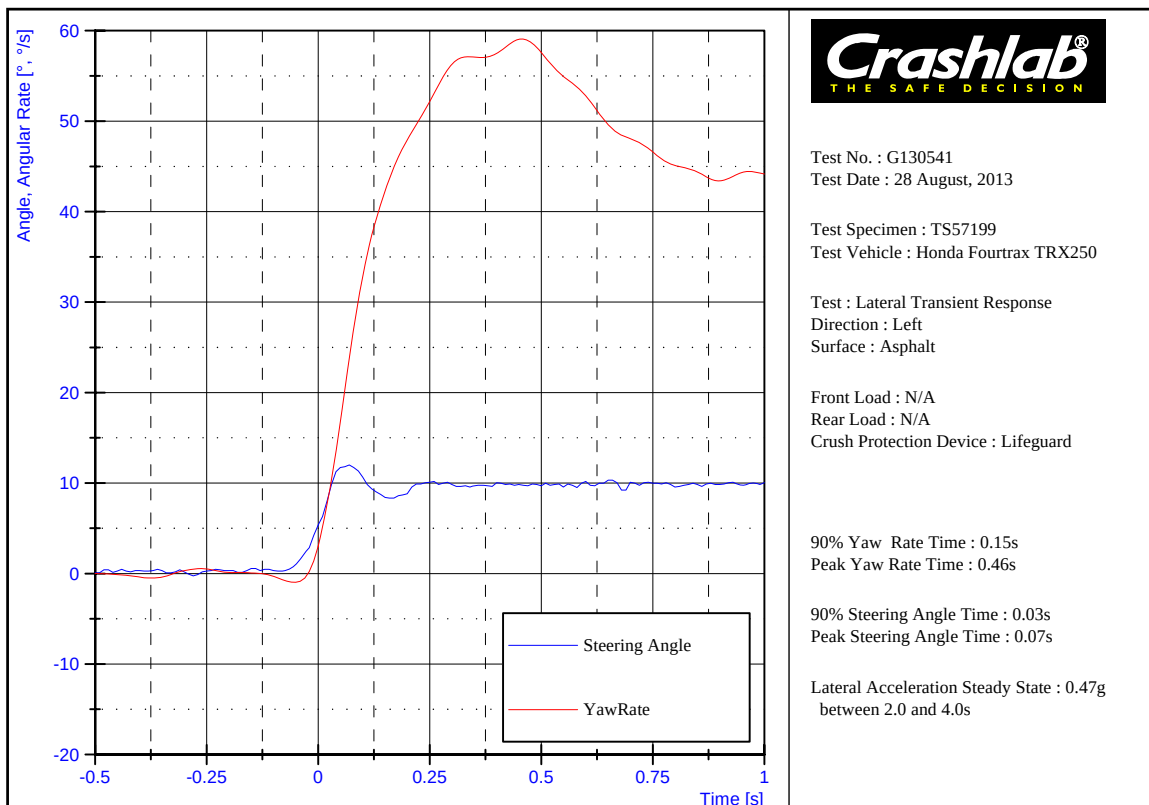
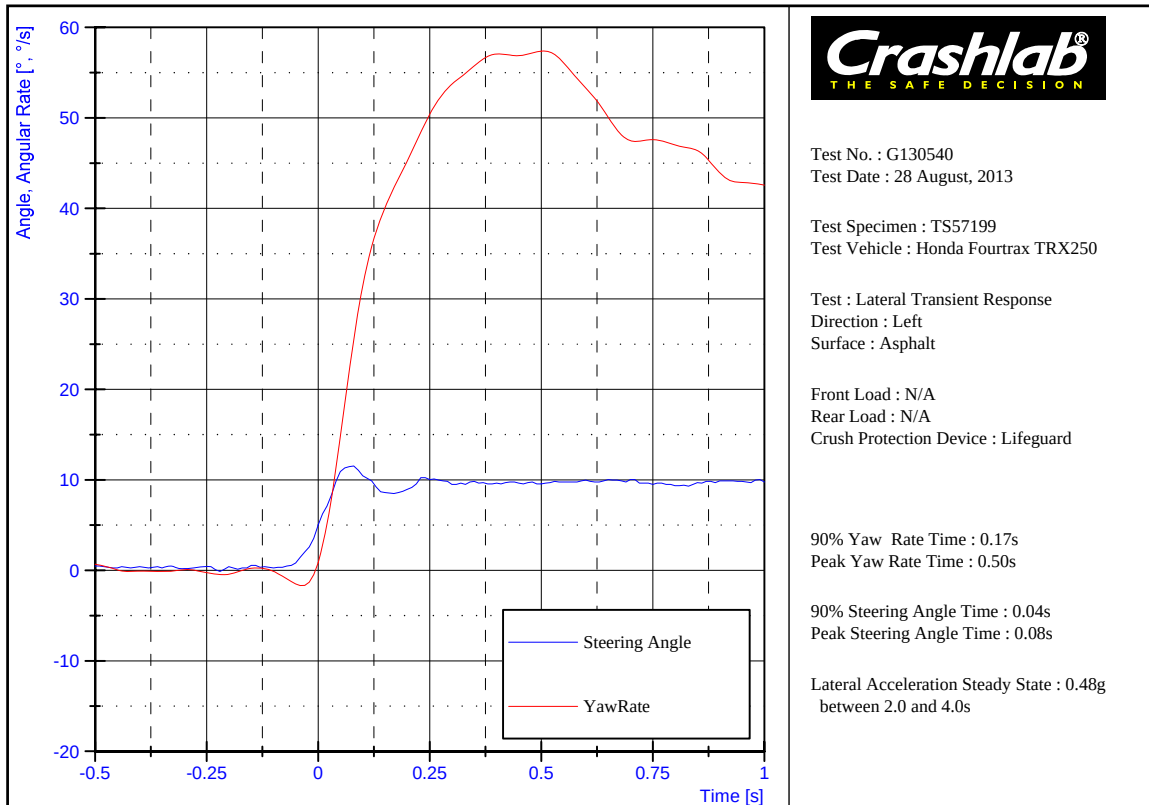
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

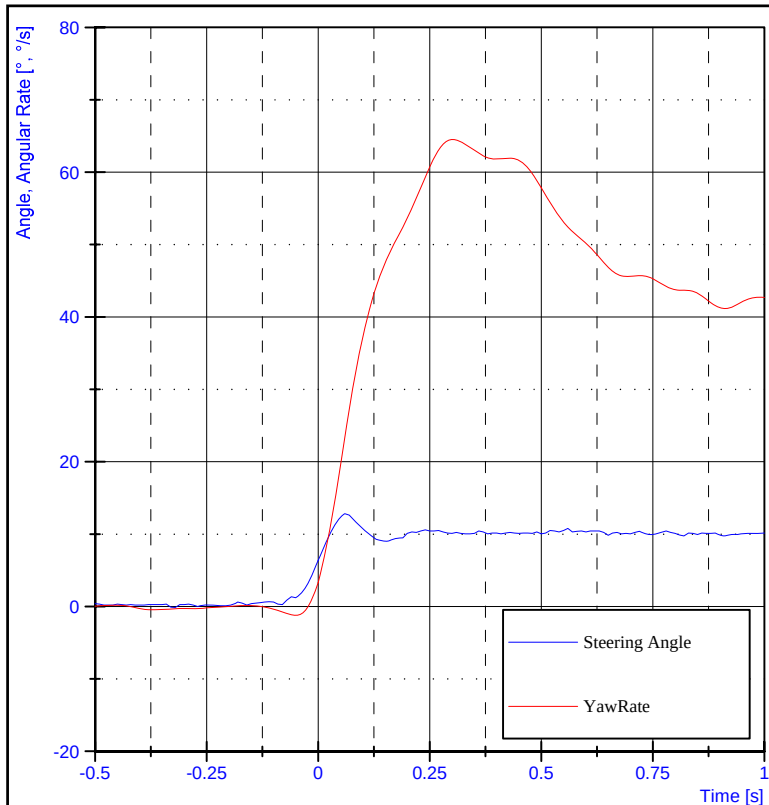
Front Load : 15kg
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.13s
Peak Yaw Rate Time : 0.34s

90% Steering Angle Time : 0.02s
Peak Steering Angle Time : 0.06s

Lateral Acceleration Steady State : 0.40g
between 2.0 and 4.0s





Test No. : G130542
Test Date : 28 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

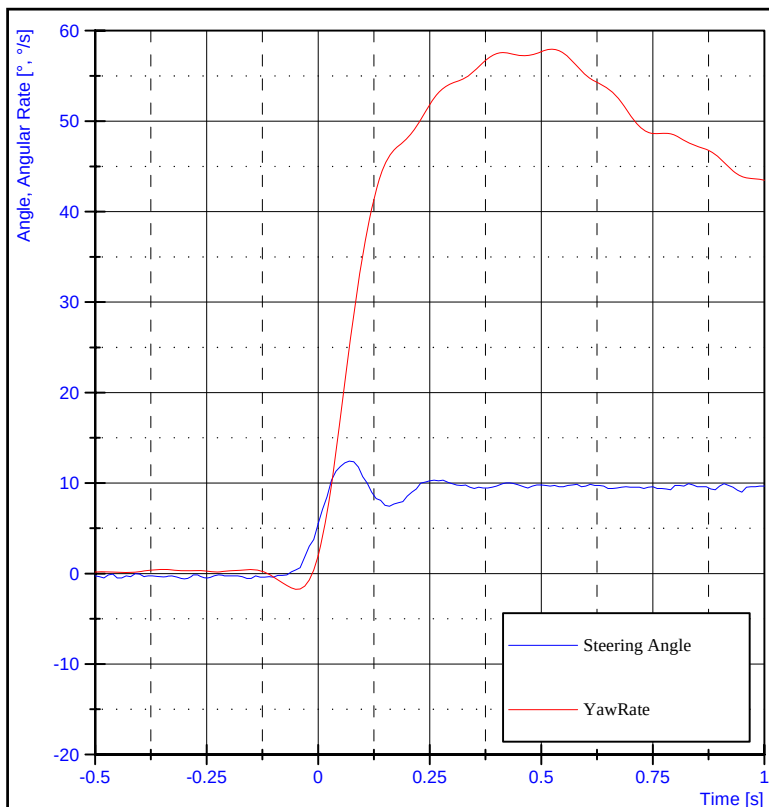
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

Front Load : N/A
Rear Load : N/A
Crush Protection Device : Lifeguard

90% Yaw Rate Time : 0.13s
Peak Yaw Rate Time : 0.30s

90% Steering Angle Time : 0.02s
Peak Steering Angle Time : 0.06s

Lateral Acceleration Steady State : 0.48g
between 2.0 and 4.0s



Test No. : G130543
Test Date : 28 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

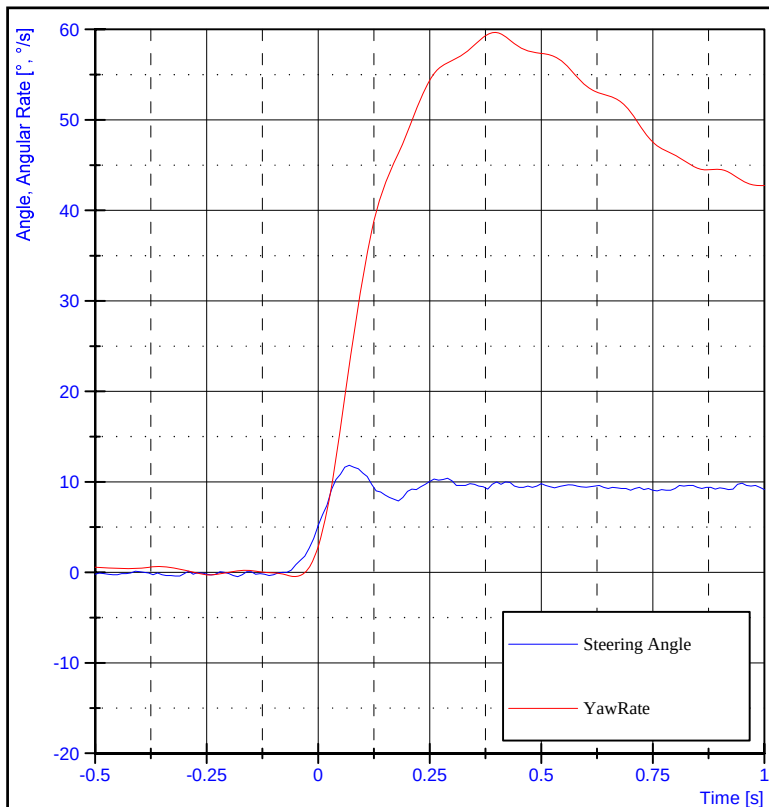
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

Front Load : N/A
Rear Load : N/A
Crush Protection Device : Lifeguard

90% Yaw Rate Time : 0.15s
Peak Yaw Rate Time : 0.52s

90% Steering Angle Time : 0.02s
Peak Steering Angle Time : 0.07s

Lateral Acceleration Steady State : 0.44g
between 2.0 and 4.0s



Test No. : G130544
Test Date : 28 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

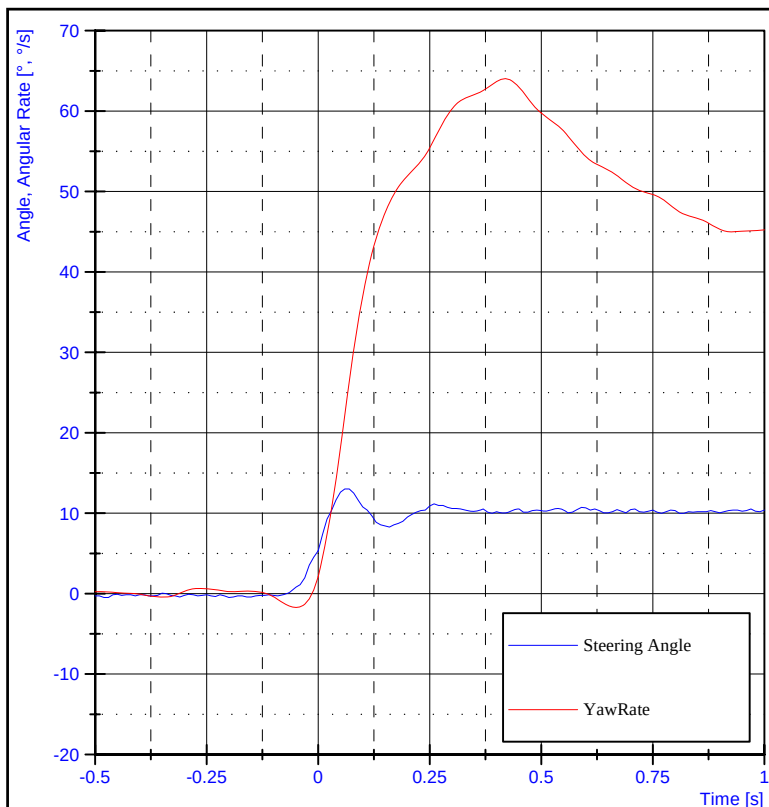
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

Front Load : N/A
Rear Load : N/A
Crush Protection Device : Lifeguard

90% Yaw Rate Time : 0.17s
Peak Yaw Rate Time : 0.40s

90% Steering Angle Time : 0.03s
Peak Steering Angle Time : 0.07s

Lateral Acceleration Steady State : 0.44g
between 2.0 and 4.0s



Test No. : G130545
Test Date : 28 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

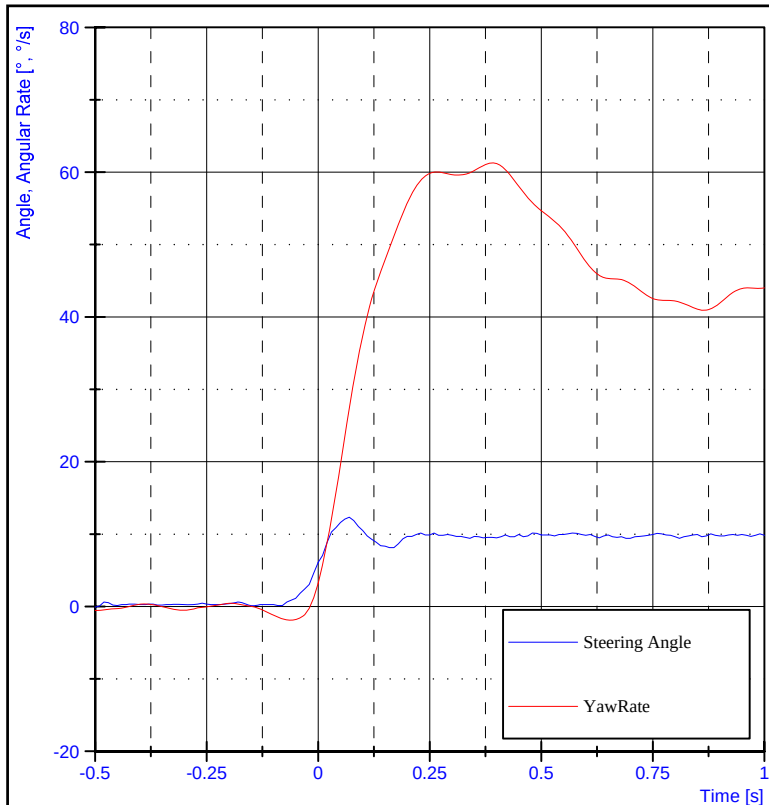
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

Front Load : N/A
Rear Load : N/A
Crush Protection Device : Lifeguard

90% Yaw Rate Time : 0.15s
Peak Yaw Rate Time : 0.42s

90% Steering Angle Time : 0.02s
Peak Steering Angle Time : 0.06s

Lateral Acceleration Steady State : 0.44g
between 2.0 and 4.0s



Test No. : G130552
Test Date : 28 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

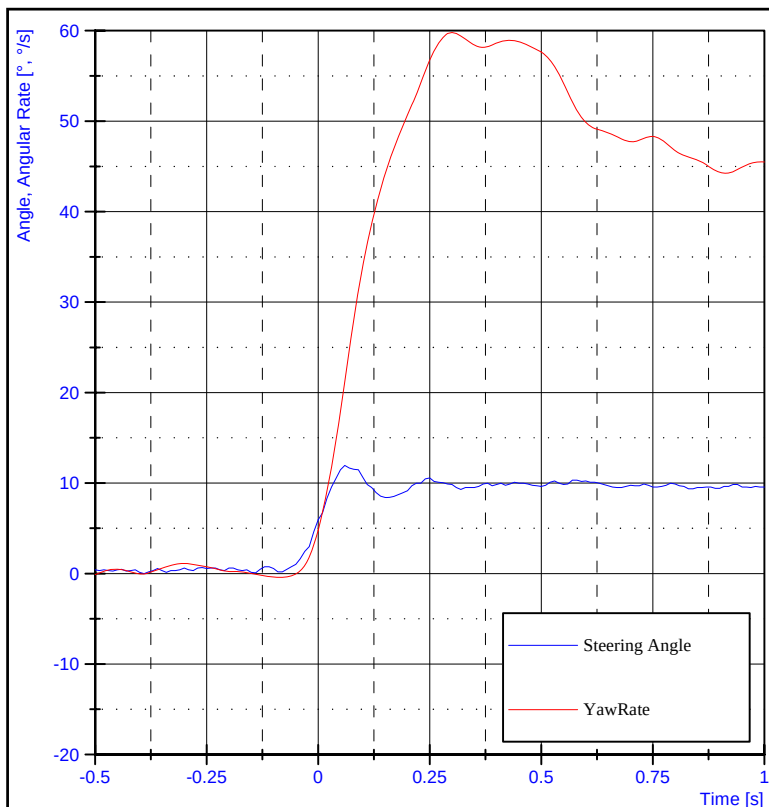
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

Front Load : N/A
Rear Load : N/A
Crush Protection Device : Quadbar

90% Yaw Rate Time : 0.12s
Peak Yaw Rate Time : 0.39s

90% Steering Angle Time : 0.02s
Peak Steering Angle Time : 0.07s

Lateral Acceleration Steady State : 0.46g
between 2.0 and 4.0s



Test No. : G130553
Test Date : 28 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

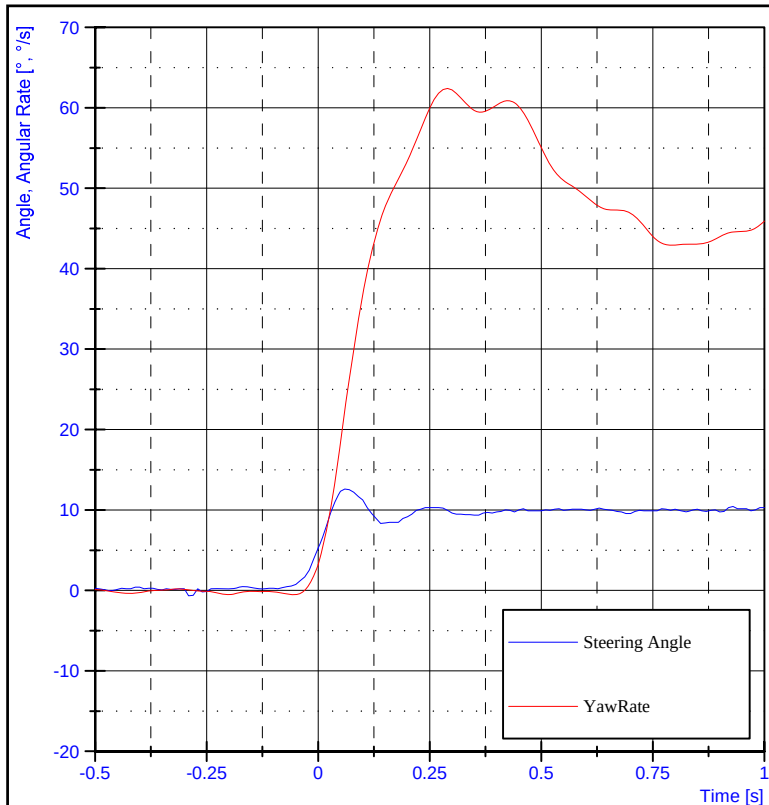
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

Front Load : N/A
Rear Load : N/A
Crush Protection Device : Quadbar

90% Yaw Rate Time : 0.15s
Peak Yaw Rate Time : 0.30s

90% Steering Angle Time : 0.02s
Peak Steering Angle Time : 0.06s

Lateral Acceleration Steady State : 0.47g
between 2.0 and 4.0s



Test No. : G130554
Test Date : 28 August, 2013
Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

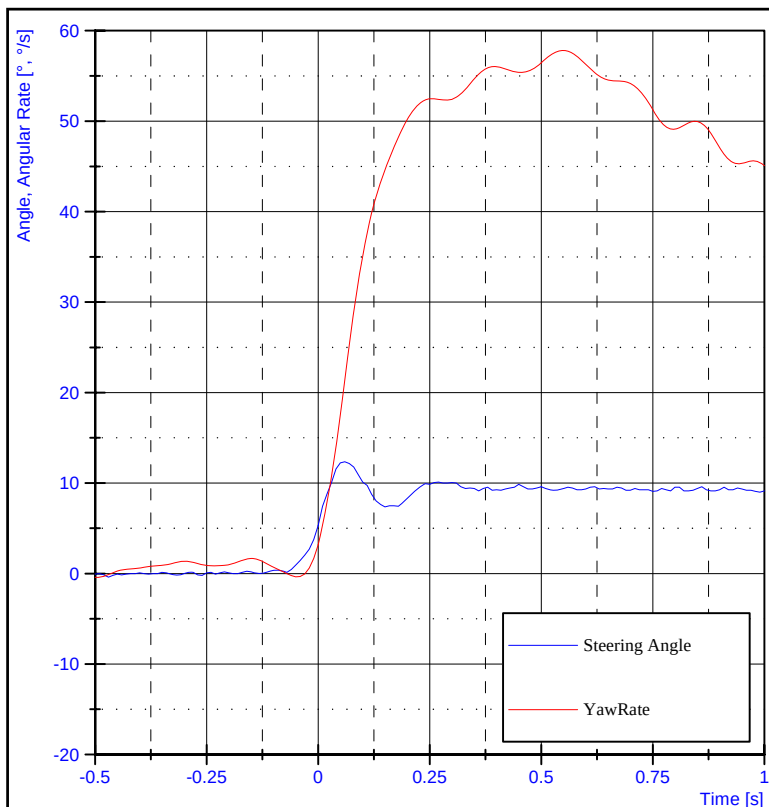
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

Front Load : N/A
Rear Load : N/A
Crush Protection Device : Quadbar

90% Yaw Rate Time : 0.13s
Peak Yaw Rate Time : 0.29s

90% Steering Angle Time : 0.03s
Peak Steering Angle Time : 0.06s

Lateral Acceleration Steady State : 0.46g
between 2.0 and 4.0s



Test No. : G130555
Test Date : 28 August, 2013
Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

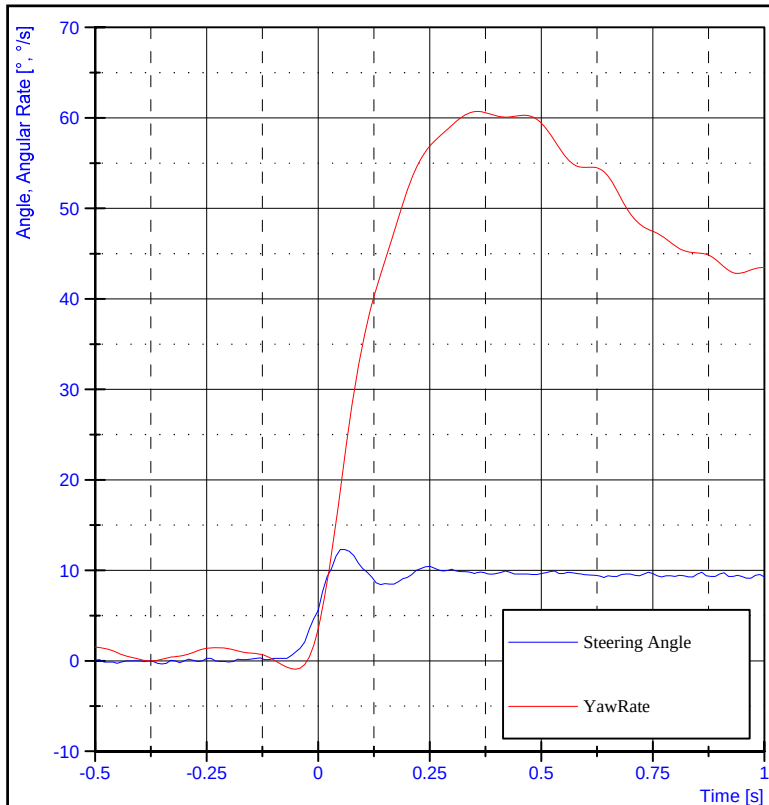
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

Front Load : N/A
Rear Load : N/A
Crush Protection Device : Quadbar

90% Yaw Rate Time : 0.16s
Peak Yaw Rate Time : 0.55s

90% Steering Angle Time : 0.02s
Peak Steering Angle Time : 0.06s

Lateral Acceleration Steady State : 0.45g
between 2.0 and 4.0s



Test No. : G130556
Test Date : 28 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

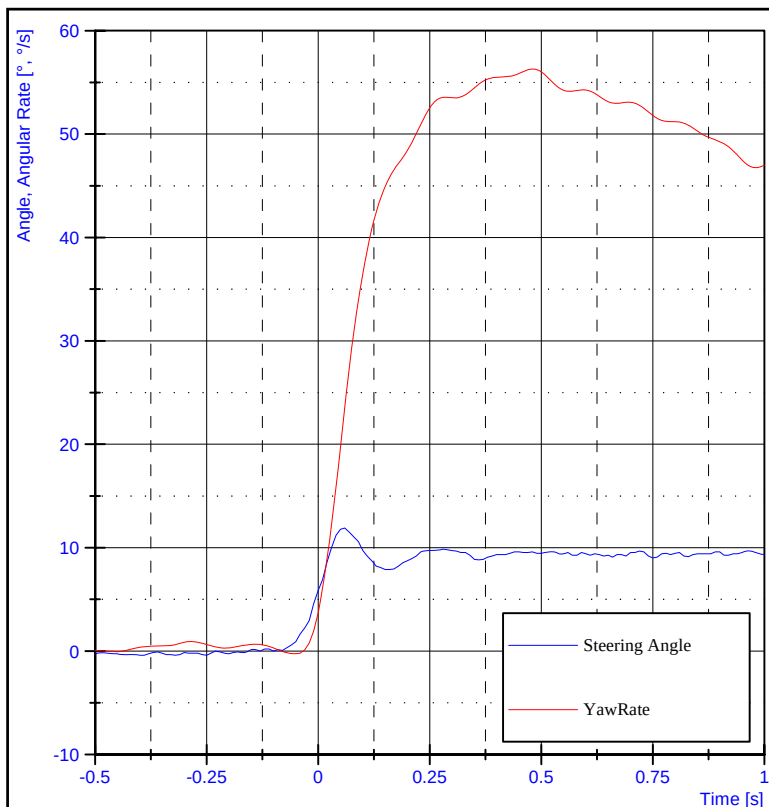
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

Front Load : N/A
Rear Load : N/A
Crush Protection Device : Quadbar

90% Yaw Rate Time : 0.16s
Peak Yaw Rate Time : 0.36s

90% Steering Angle Time : 0.02s
Peak Steering Angle Time : 0.05s

Lateral Acceleration Steady State : 0.45g
between 2.0 and 4.0s



Test No. : G130557
Test Date : 28 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

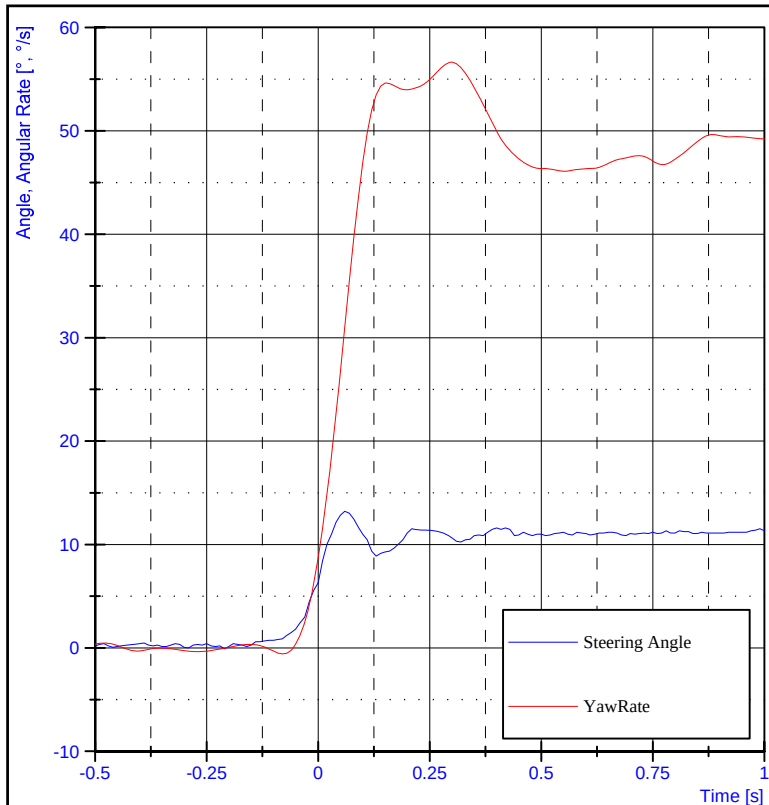
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

Front Load : N/A
Rear Load : N/A
Crush Protection Device : Quadbar

90% Yaw Rate Time : 0.15s
Peak Yaw Rate Time : 0.48s

90% Steering Angle Time : 0.02s
Peak Steering Angle Time : 0.06s

Lateral Acceleration Steady State : 0.44g
between 2.0 and 4.0s



Test No. : G130564
Test Date : 29 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

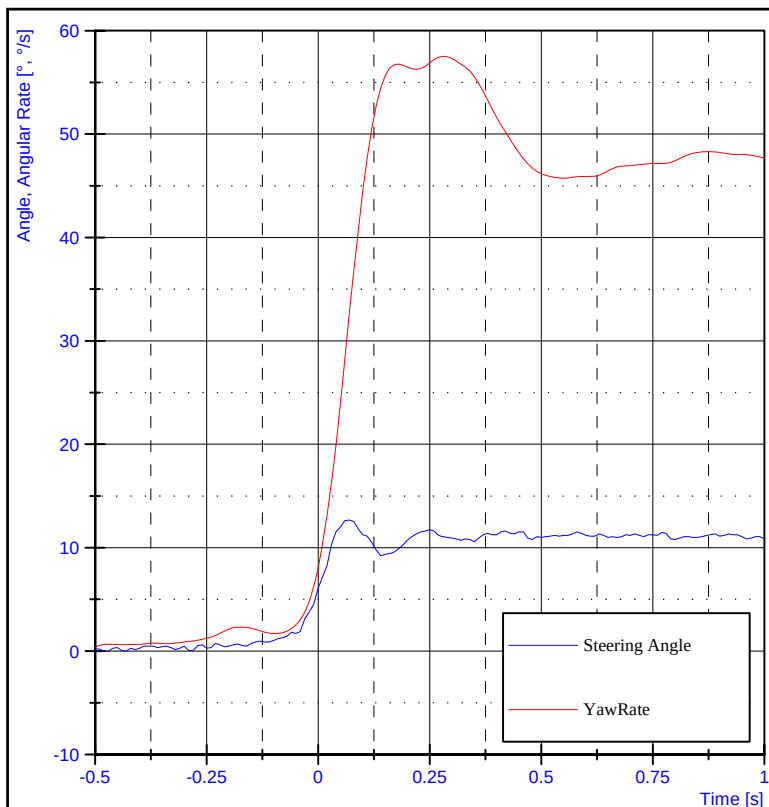
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Tyres at higher pressure (70 kpa)

90% Yaw Rate Time : 0.10s
Peak Yaw Rate Time : 0.30s

90% Steering Angle Time : 0.02s
Peak Steering Angle Time : 0.06s

Lateral Acceleration Steady State : 0.49g
between 2.0 and 4.0s



Test No. : G130565
Test Date : 29 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

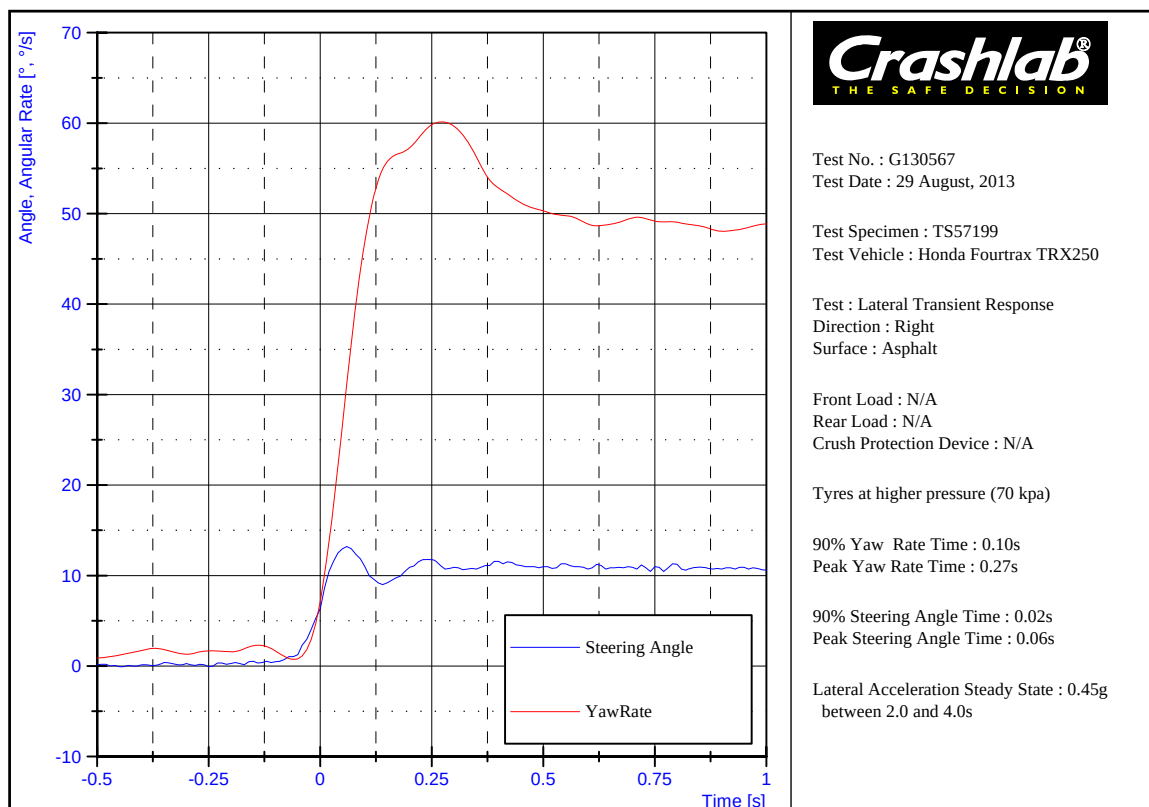
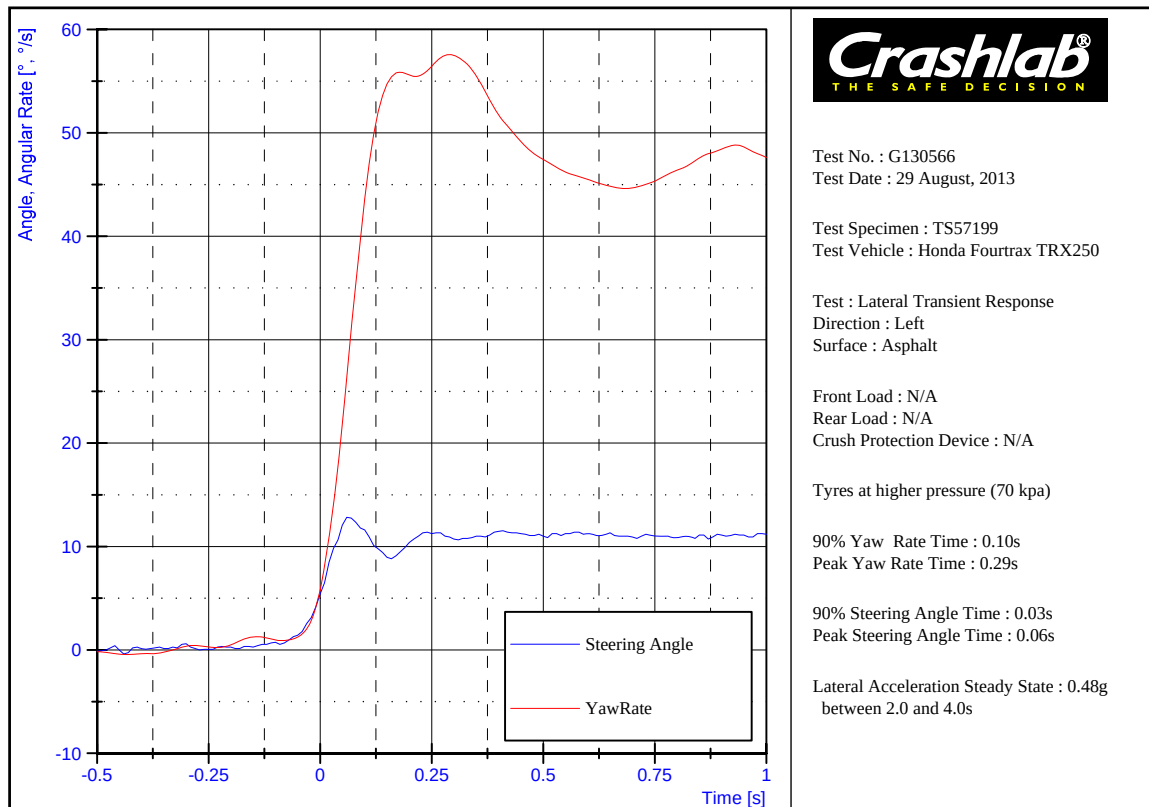
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

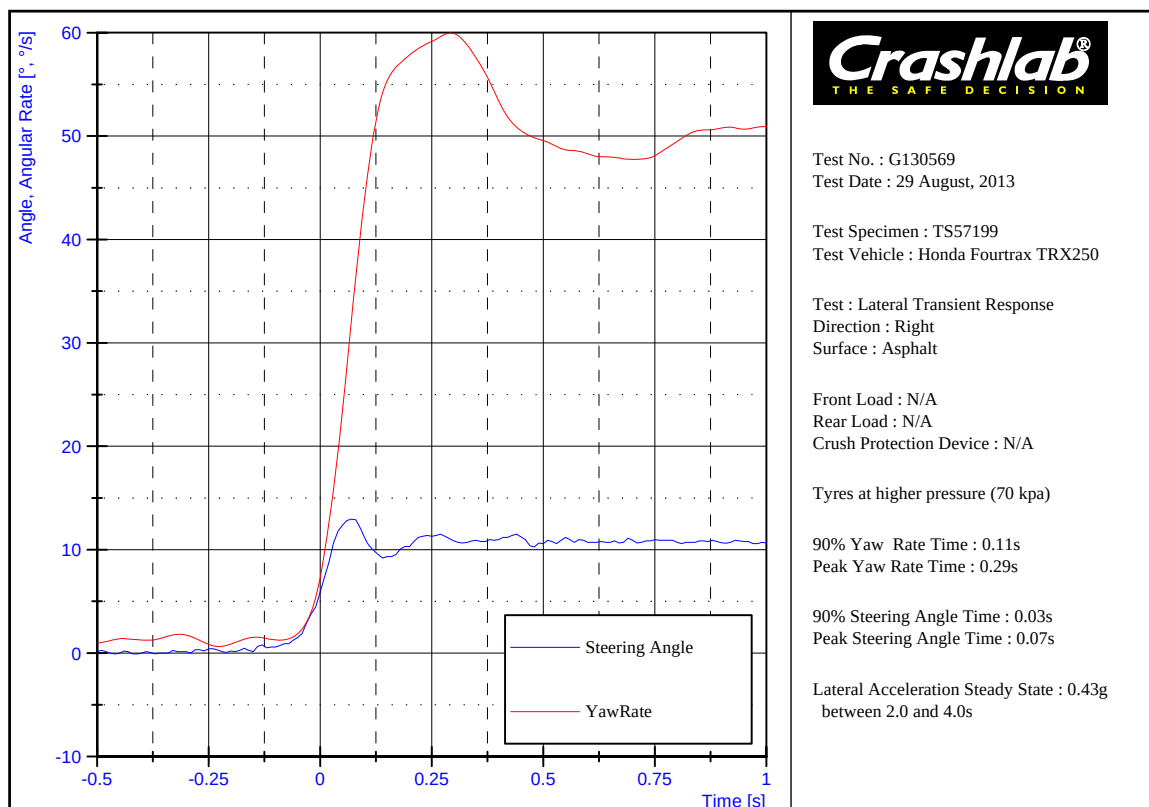
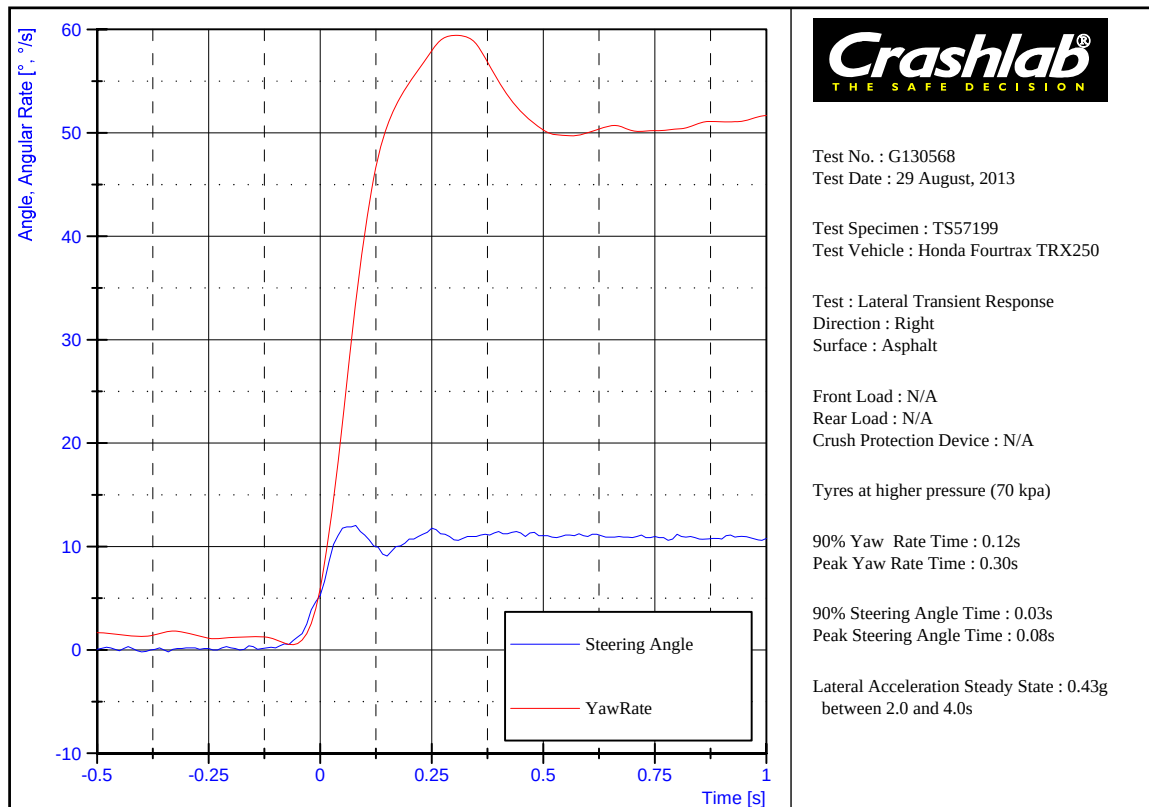
Tyres at higher pressure (70 kpa)

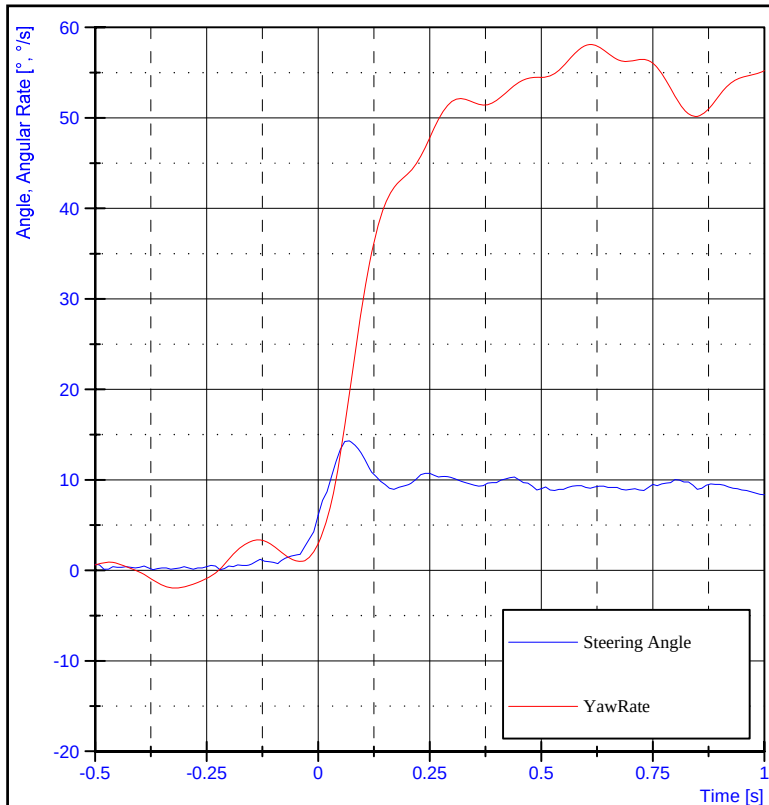
90% Yaw Rate Time : 0.10s
Peak Yaw Rate Time : 0.28s

90% Steering Angle Time : 0.03s
Peak Steering Angle Time : 0.07s

Lateral Acceleration Steady State : 0.49g
between 2.0 and 4.0s







Test No. : G130600
Test Date : 30 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

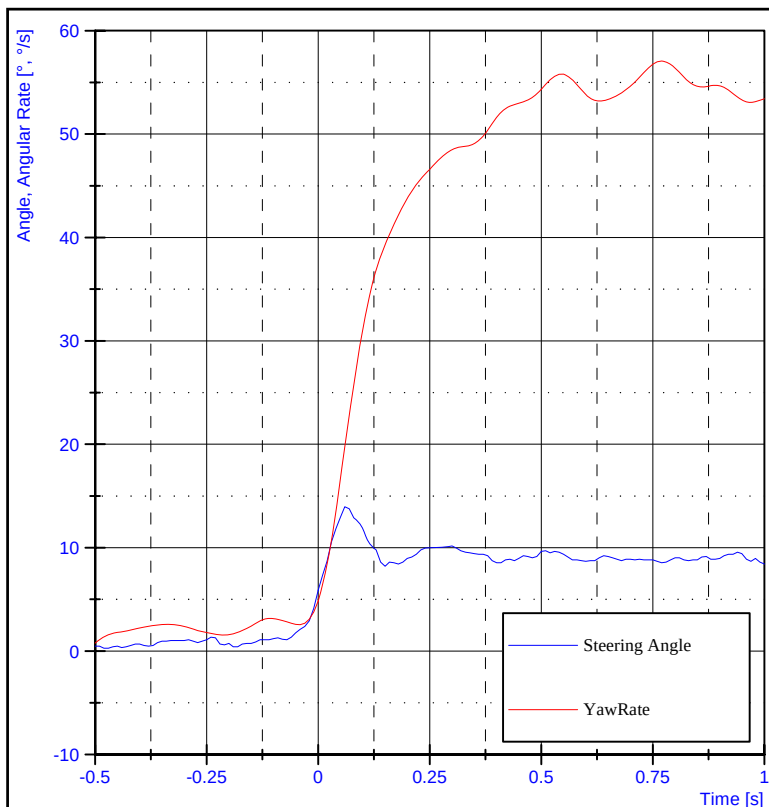
Test : Lateral Transient Response
Direction : Left
Surface : Grass

Front Load : 15
Rear Load : 30
Crush Protection Device : N/A

90% Yaw Rate Time : 0.21s
Peak Yaw Rate Time : 0.61s

90% Steering Angle Time : 0.03s
Peak Steering Angle Time : 0.07s

Lateral Acceleration Steady State : 0.44g
between 2.0 and 4.0s



Test No. : G130601
Test Date : 30 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

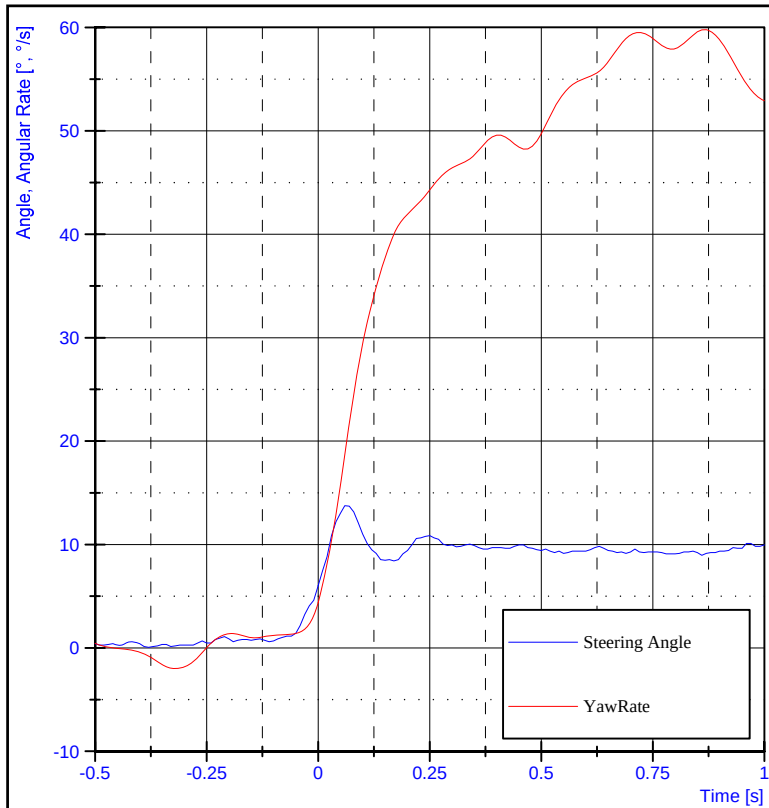
Test : Lateral Transient Response
Direction : Left
Surface : Grass

Front Load : 15
Rear Load : 30
Crush Protection Device : N/A

90% Yaw Rate Time : 0.19s
Peak Yaw Rate Time : 0.77s

90% Steering Angle Time : 0.02s
Peak Steering Angle Time : 0.06s

Lateral Acceleration Steady State : 0.44g
between 2.0 and 4.0s



Test No. : G130602
Test Date : 30 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

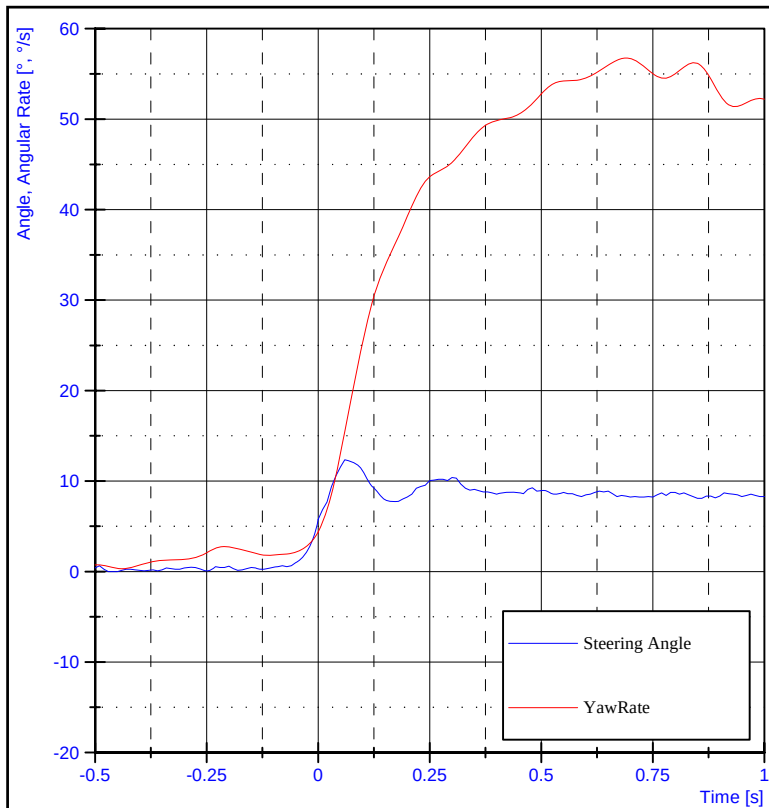
Test : Lateral Transient Response
Direction : Left
Surface : Grass

Front Load : 15
Rear Load : 30
Crush Protection Device : N/A

90% Yaw Rate Time : 0.25s
Peak Yaw Rate Time : 0.87s

90% Steering Angle Time : 0.02s
Peak Steering Angle Time : 0.06s

Lateral Acceleration Steady State : 0.45g
between 2.0 and 4.0s



Test No. : G130603
Test Date : 30 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

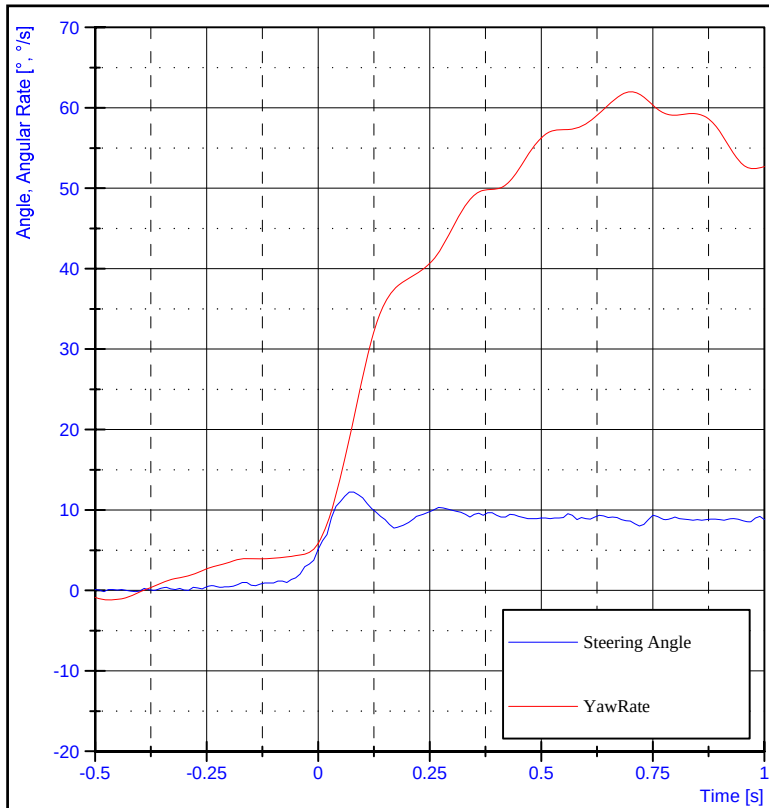
Test : Lateral Transient Response
Direction : Right
Surface : Grass

Front Load : 15
Rear Load : 30
Crush Protection Device : N/A

90% Yaw Rate Time : 0.32s
Peak Yaw Rate Time : 0.69s

90% Steering Angle Time : 0.02s
Peak Steering Angle Time : 0.06s

Lateral Acceleration Steady State : 0.39g
between 2.0 and 4.0s



Test No. : G130604
Test Date : 30 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

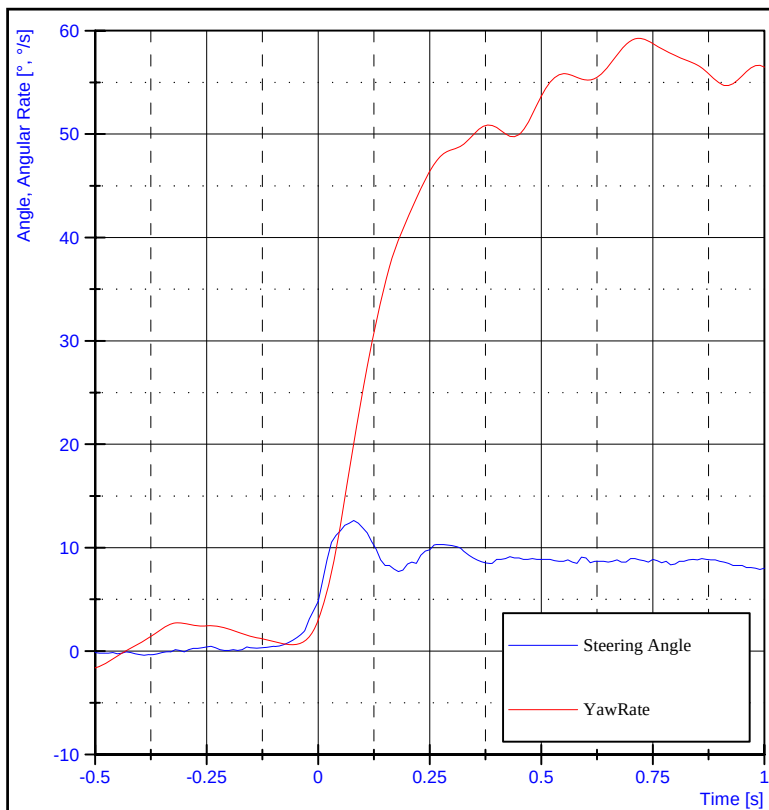
Test : Lateral Transient Response
Direction : Right
Surface : Grass

Front Load : 15
Rear Load : 30
Crush Protection Device : N/A

90% Yaw Rate Time : 0.32s
Peak Yaw Rate Time : 0.70s

90% Steering Angle Time : 0.03s
Peak Steering Angle Time : 0.07s

Lateral Acceleration Steady State : 0.41g
between 2.0 and 4.0s



Test No. : G130605
Test Date : 30 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

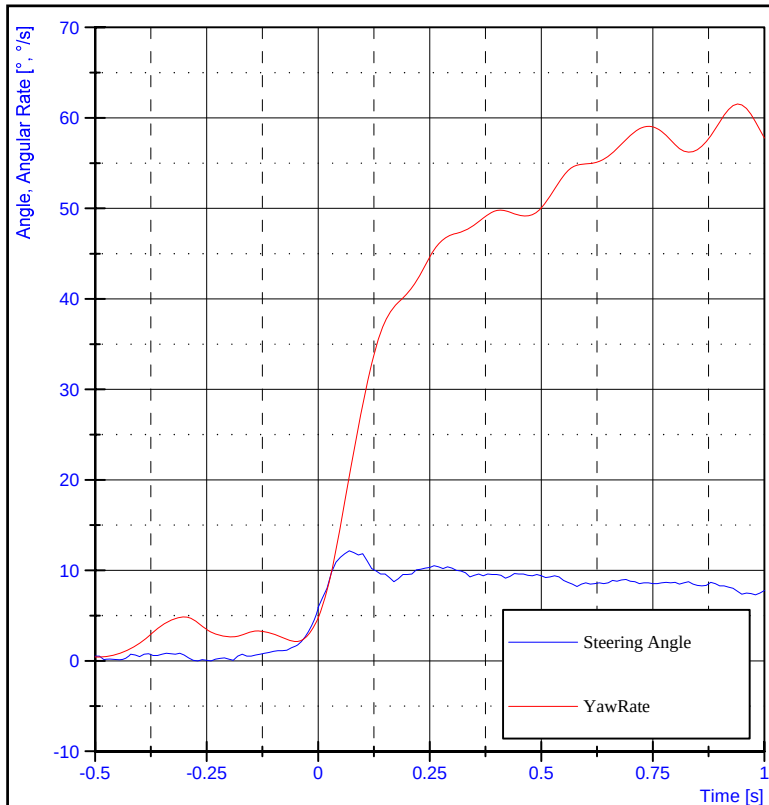
Test : Lateral Transient Response
Direction : Right
Surface : Grass

Front Load : 15
Rear Load : 30
Crush Protection Device : N/A

90% Yaw Rate Time : 0.25s
Peak Yaw Rate Time : 0.72s

90% Steering Angle Time : 0.02s
Peak Steering Angle Time : 0.08s

Lateral Acceleration Steady State : 0.40g
between 2.0 and 4.0s



Test No. : G130606
Test Date : 30 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

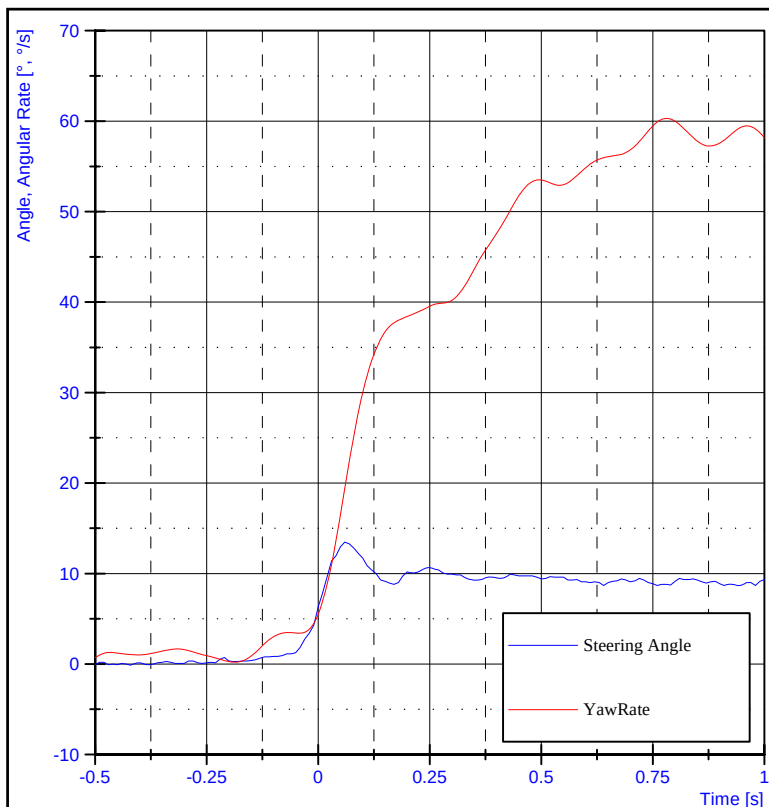
Test : Lateral Transient Response
Direction : Right
Surface : Grass

Front Load : N/A
Rear Load : 30
Crush Protection Device : N/A

90% Yaw Rate Time : 0.40s
Peak Yaw Rate Time : 2.30s

90% Steering Angle Time : 0.02s
Peak Steering Angle Time : 0.07s

Lateral Acceleration Steady State : 0.44g
between 2.0 and 4.0s



Test No. : G130607
Test Date : 30 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

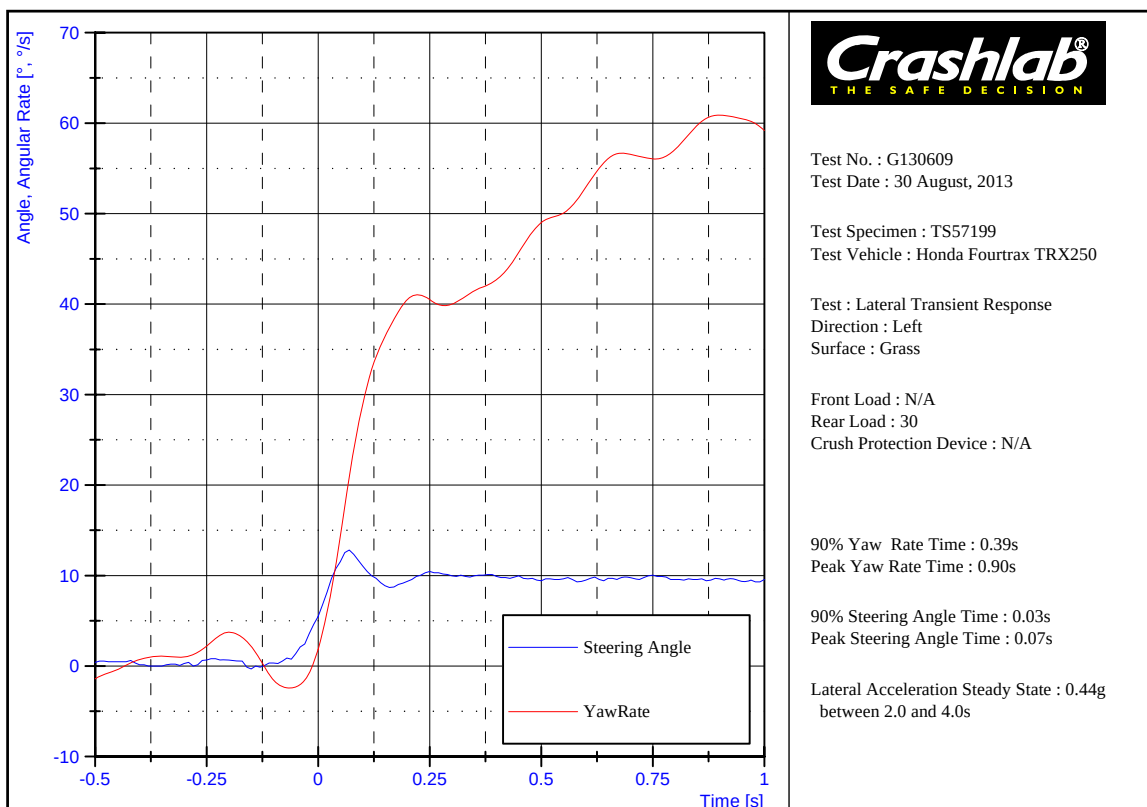
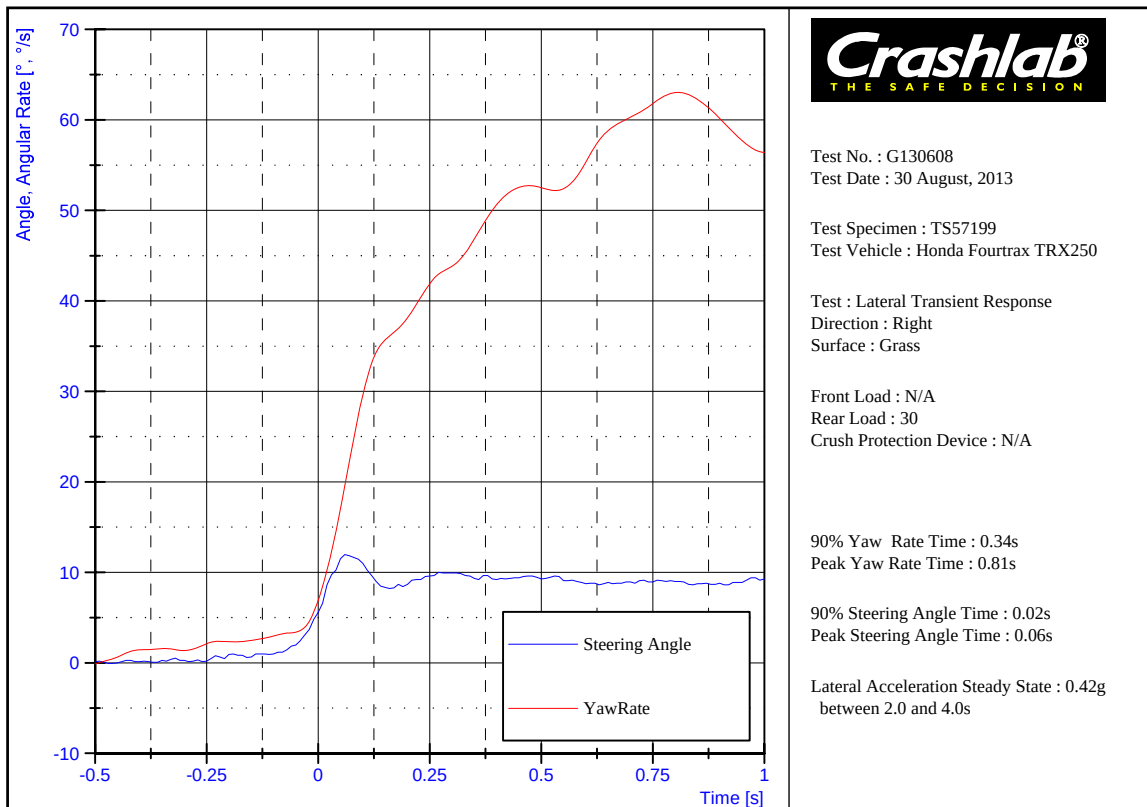
Test : Lateral Transient Response
Direction : Right
Surface : Grass

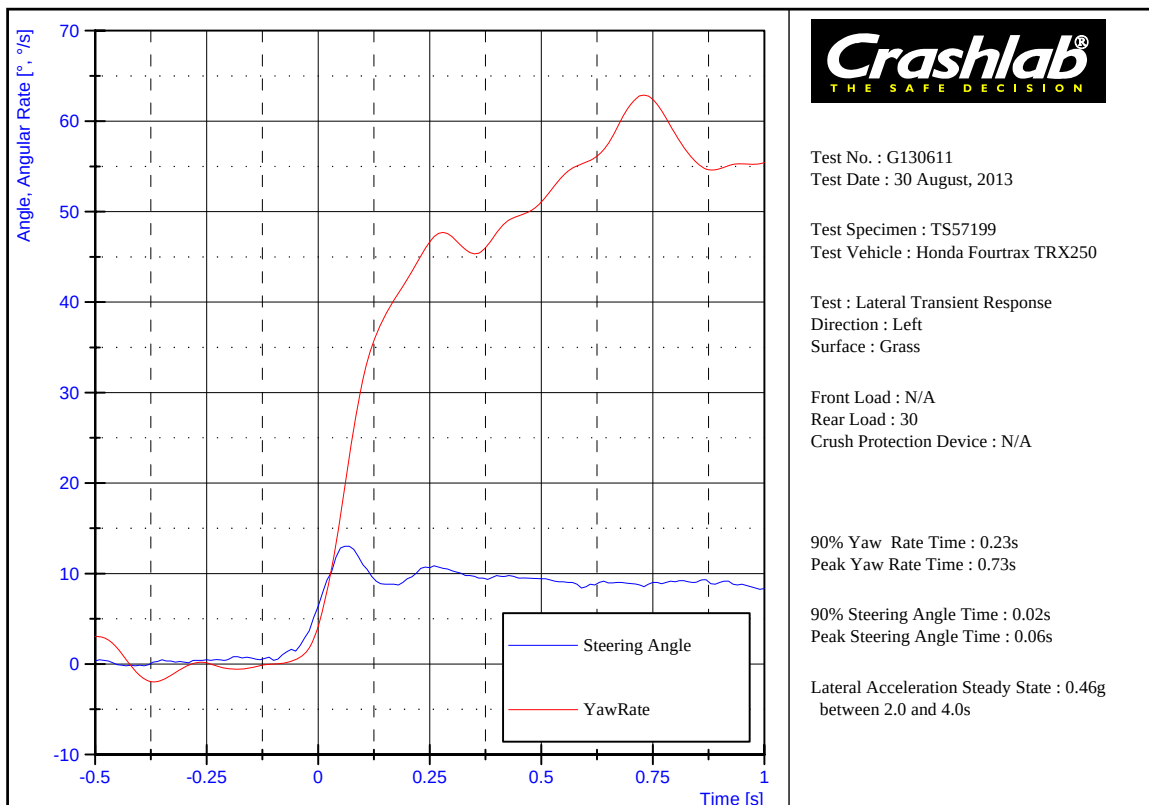
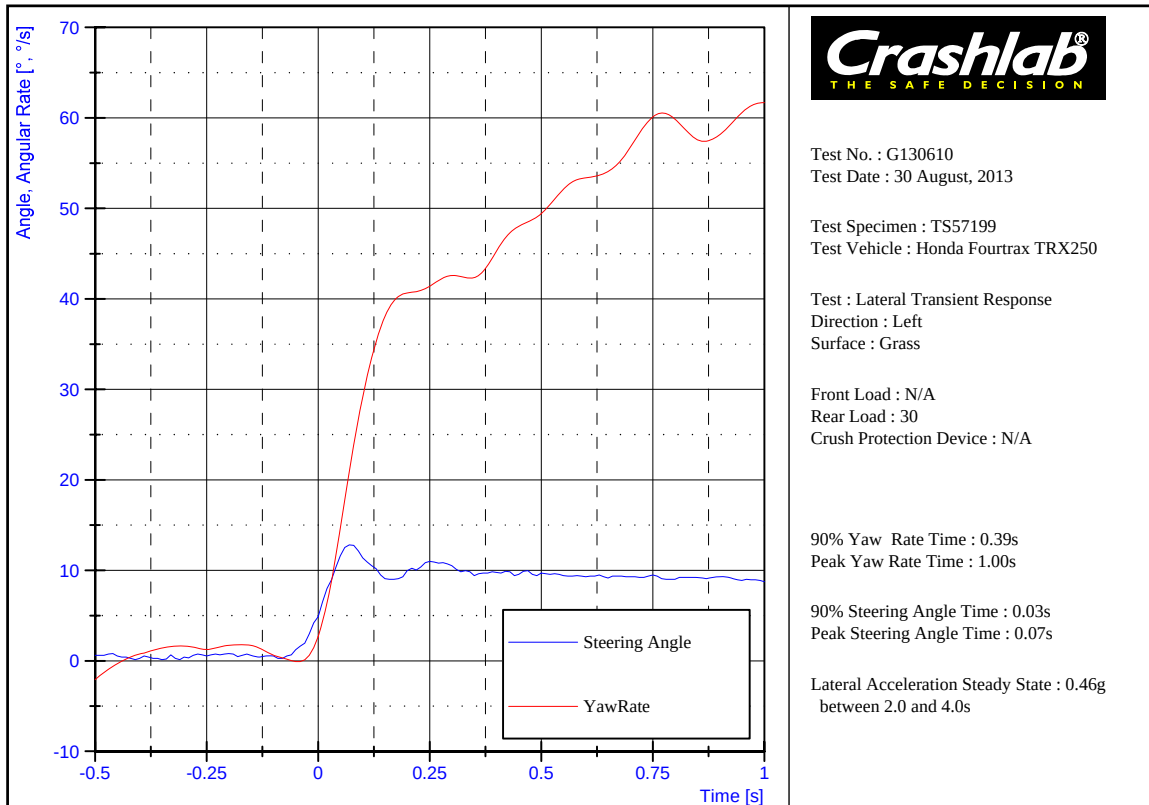
Front Load : N/A
Rear Load : 30
Crush Protection Device : N/A

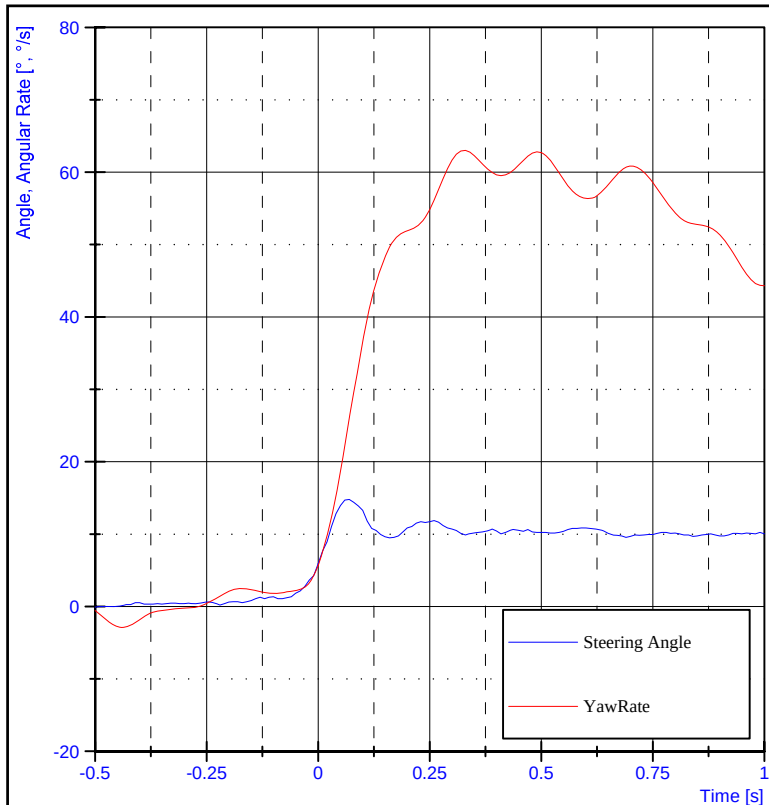
90% Yaw Rate Time : 0.45s
Peak Yaw Rate Time : 3.33s

90% Steering Angle Time : 0.02s
Peak Steering Angle Time : 0.06s

Lateral Acceleration Steady State : 0.45g
between 2.0 and 4.0s







Test No. : G130618
Test Date : 02 September, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

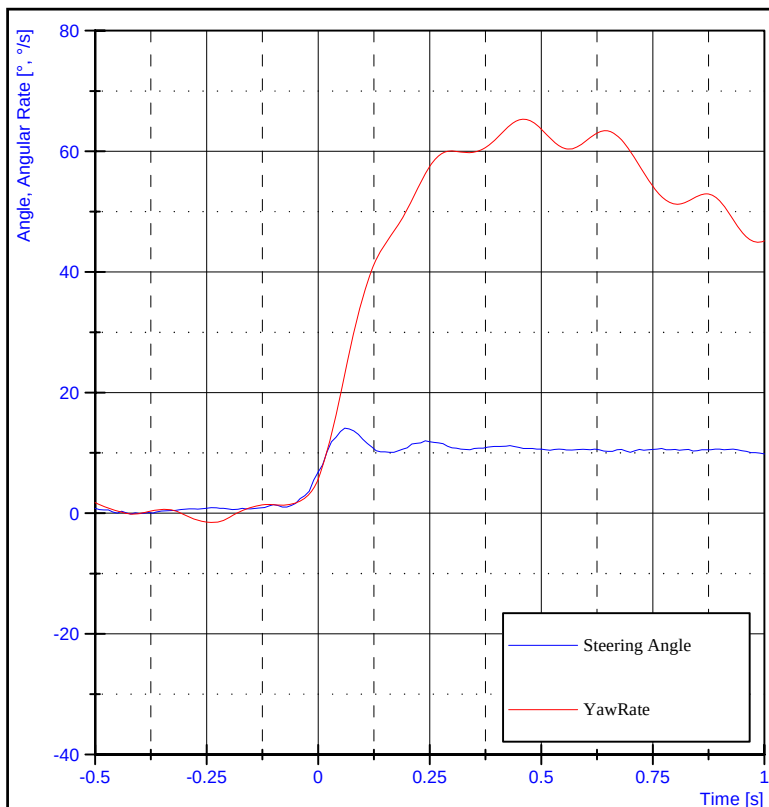
Test : Lateral Transient Response
Direction : Left
Surface : Grass

Front Load : 15
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.13s
Peak Yaw Rate Time : 0.33s

90% Steering Angle Time : 0.03s
Peak Steering Angle Time : 0.07s

Lateral Acceleration Steady State : 0.44g
between 2.0 and 4.0s



Test No. : G130619
Test Date : 02 September, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

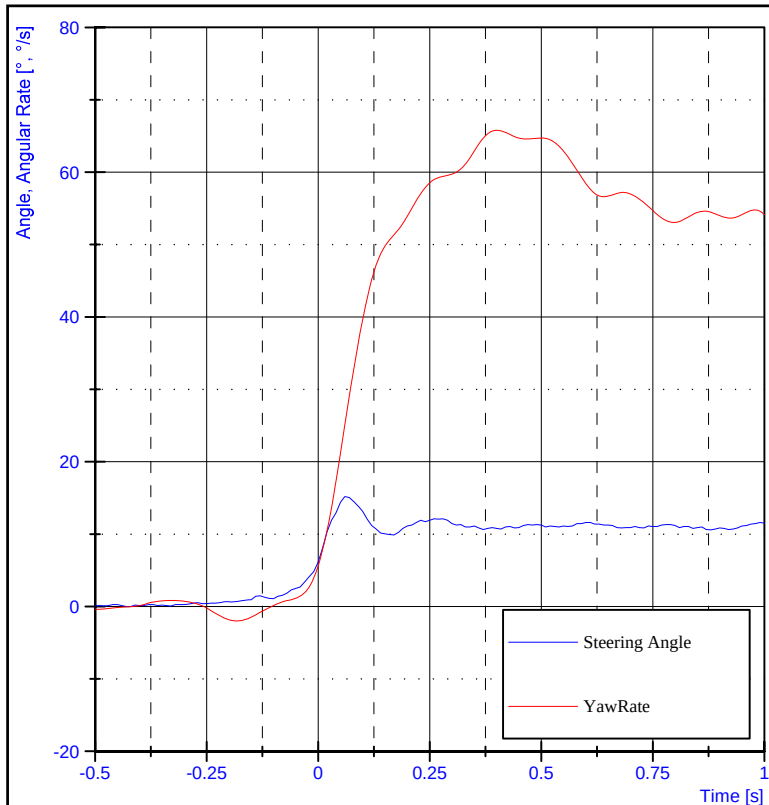
Test : Lateral Transient Response
Direction : Left
Surface : Grass

Front Load : 15
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.15s
Peak Yaw Rate Time : 0.46s

90% Steering Angle Time : 0.02s
Peak Steering Angle Time : 0.06s

Lateral Acceleration Steady State : 0.45g
between 2.0 and 4.0s



Test No. : G130620
Test Date : 02 September, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

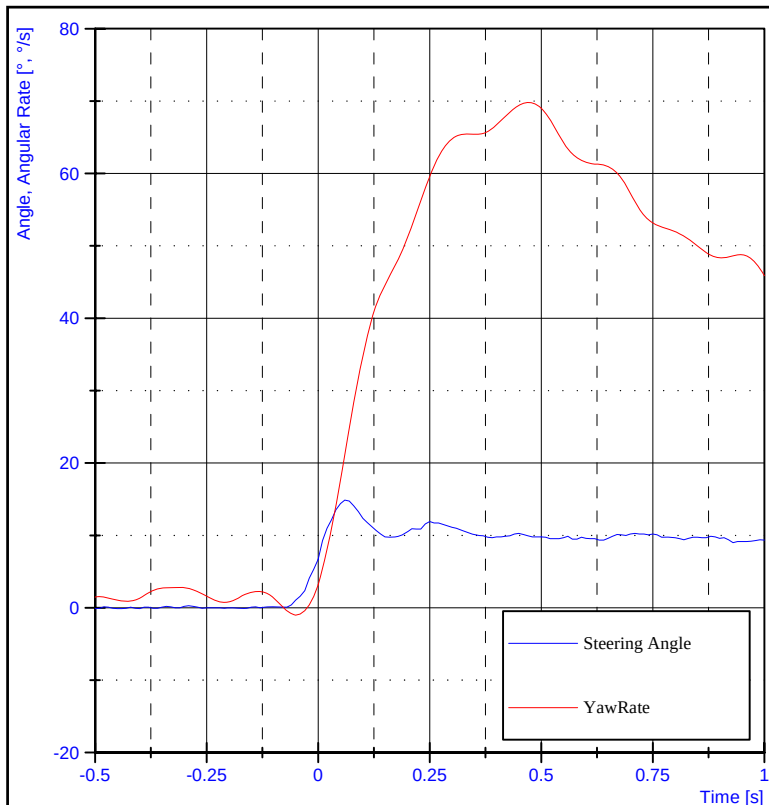
Test : Lateral Transient Response
Direction : Left
Surface : Grass

Front Load : 15
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.13s
Peak Yaw Rate Time : 0.40s

90% Steering Angle Time : 0.02s
Peak Steering Angle Time : 0.06s

Lateral Acceleration Steady State : 0.46g
between 2.0 and 4.0s



Test No. : G130621
Test Date : 02 September, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

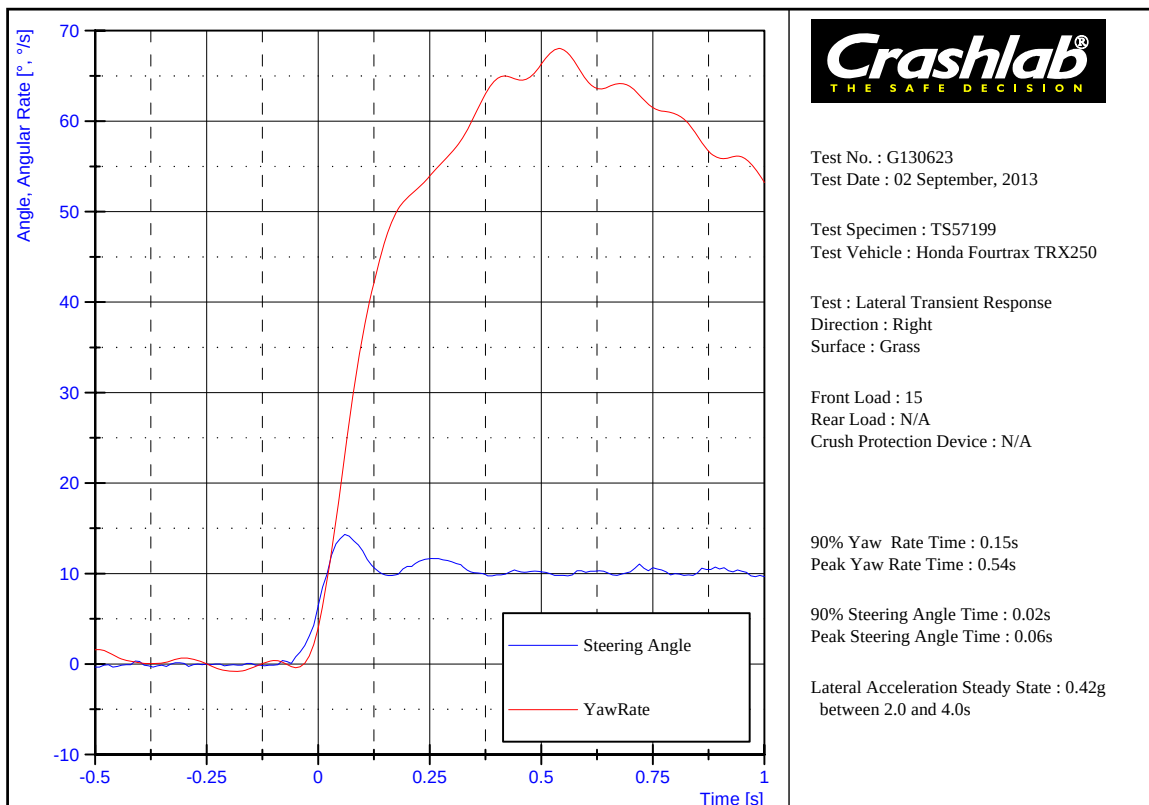
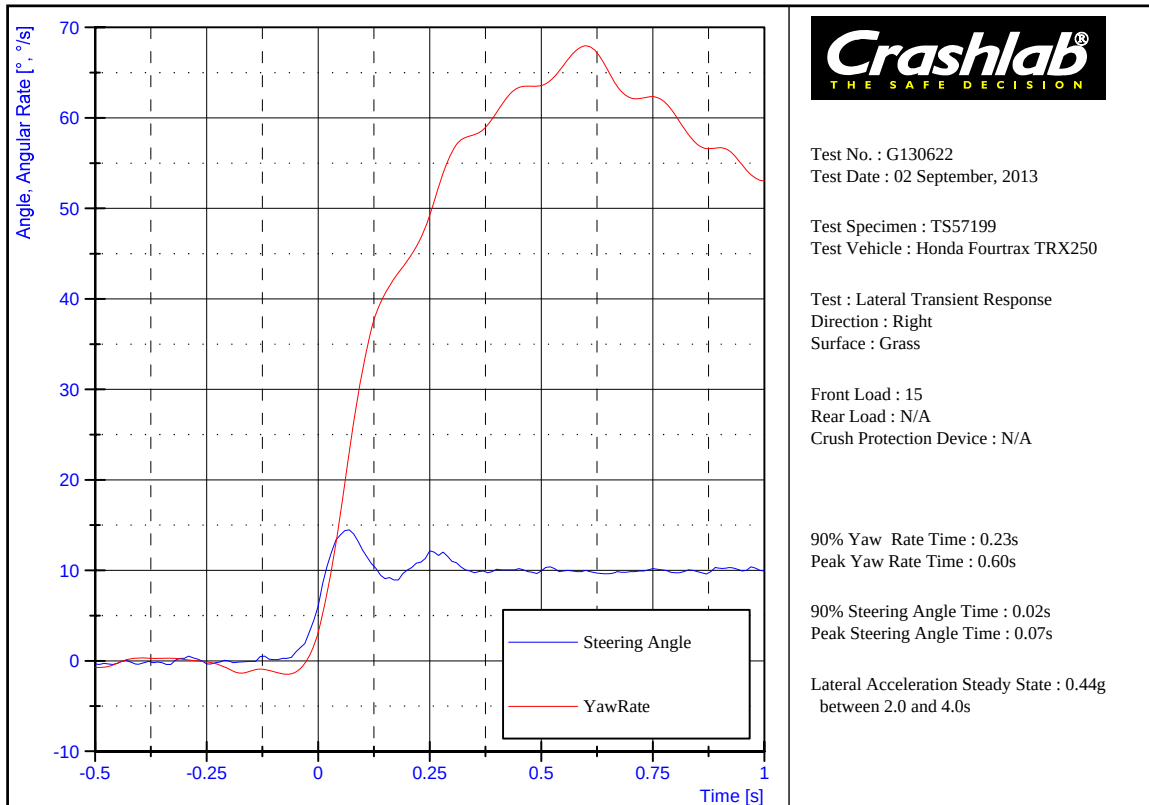
Test : Lateral Transient Response
Direction : Right
Surface : Grass

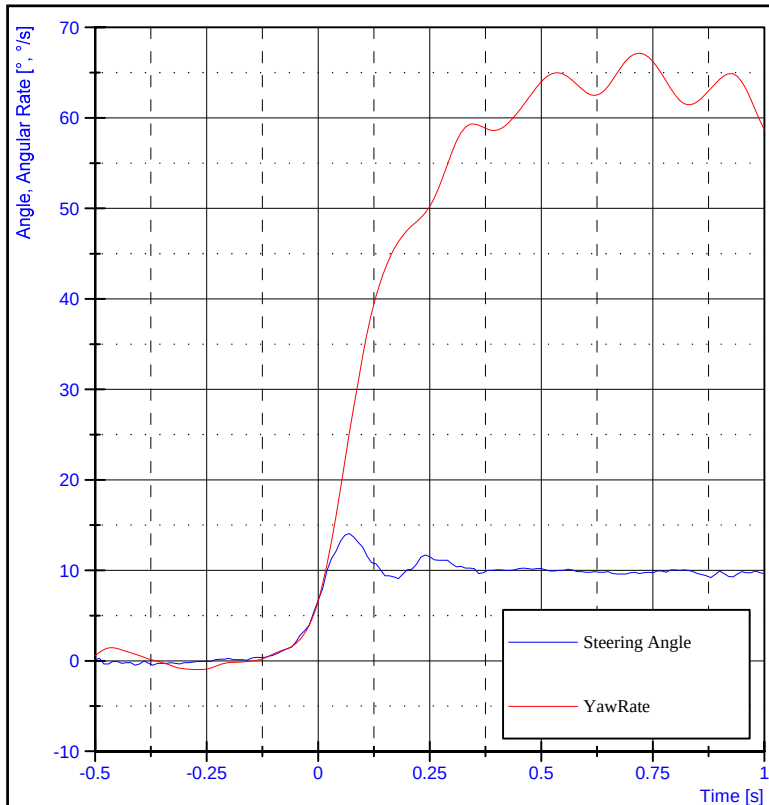
Front Load : 15
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.17s
Peak Yaw Rate Time : 0.47s

90% Steering Angle Time : 0.01s
Peak Steering Angle Time : 0.06s

Lateral Acceleration Steady State : 0.43g
between 2.0 and 4.0s





Test No. : G130624
Test Date : 02 September, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

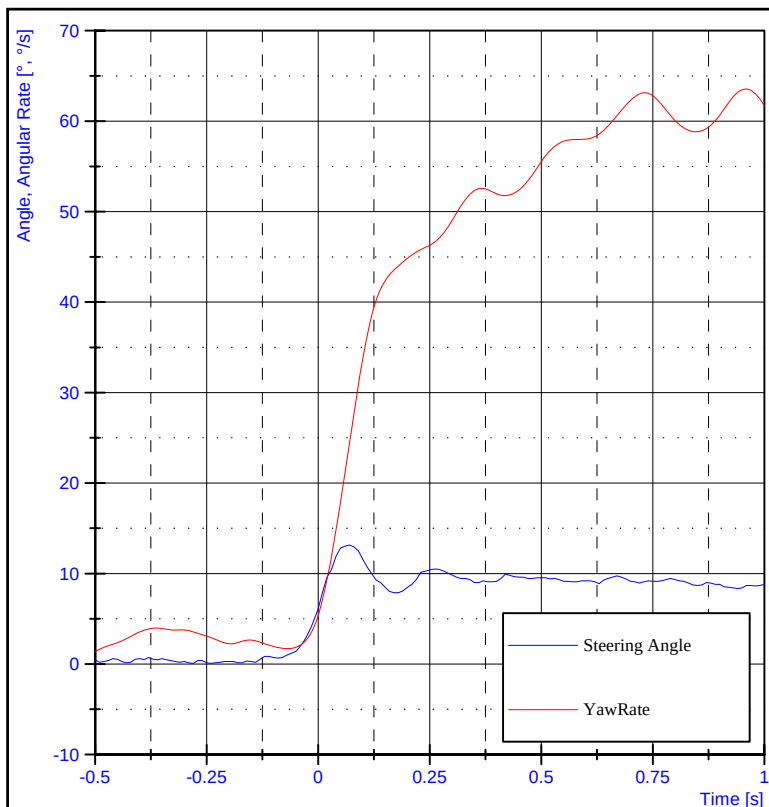
Test : Lateral Transient Response
Direction : Right
Surface : Grass

Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.19s
Peak Yaw Rate Time : 0.72s

90% Steering Angle Time : 0.02s
Peak Steering Angle Time : 0.07s

Lateral Acceleration Steady State : 0.45g
between 2.0 and 4.0s



Test No. : G130625
Test Date : 02 September, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

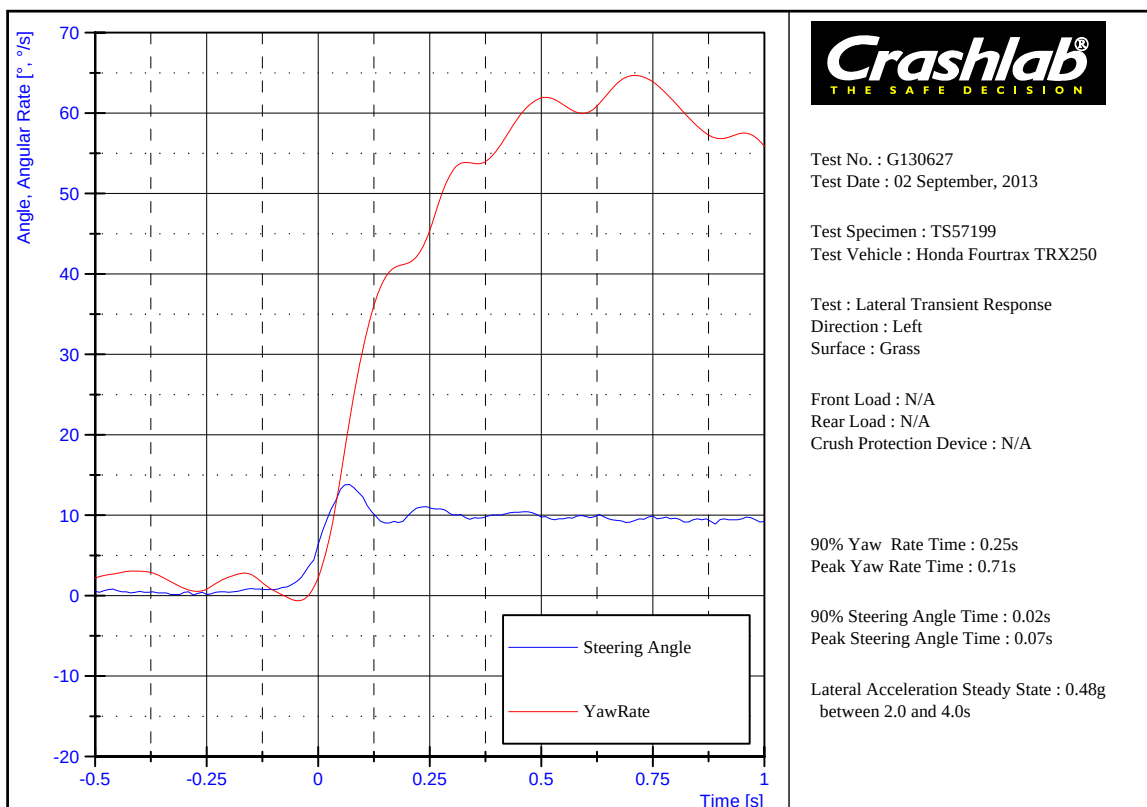
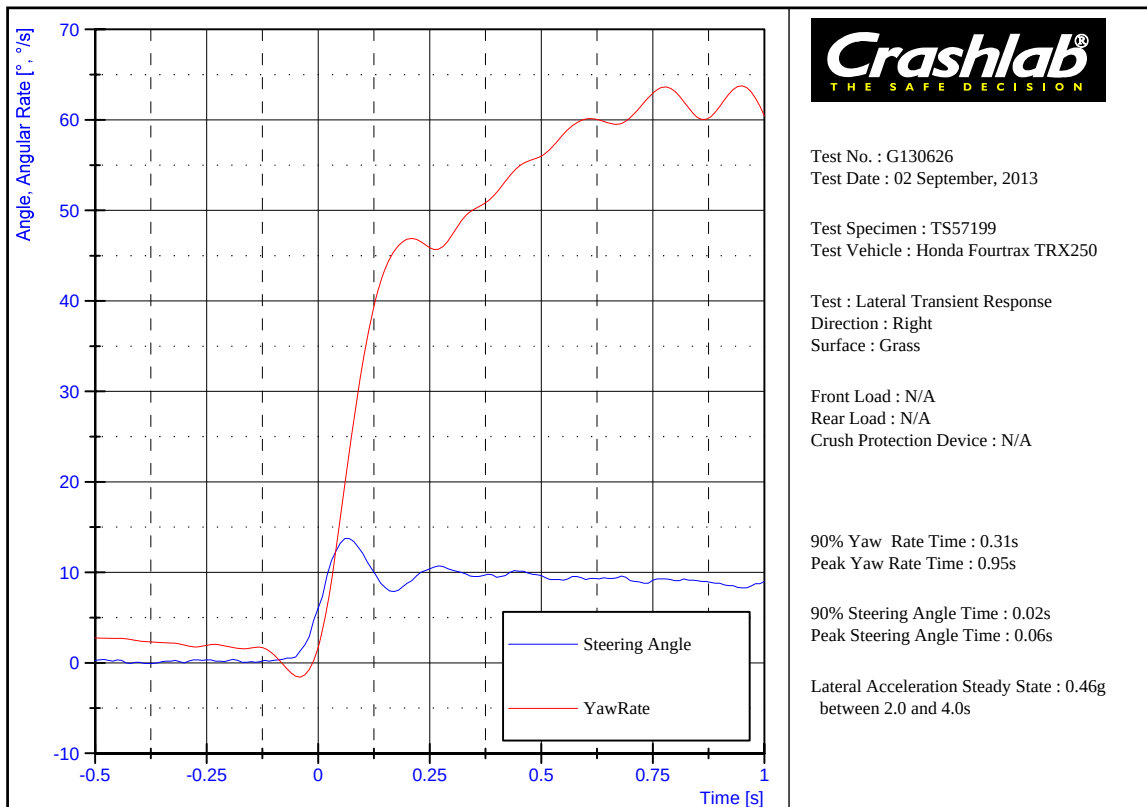
Test : Lateral Transient Response
Direction : Right
Surface : Grass

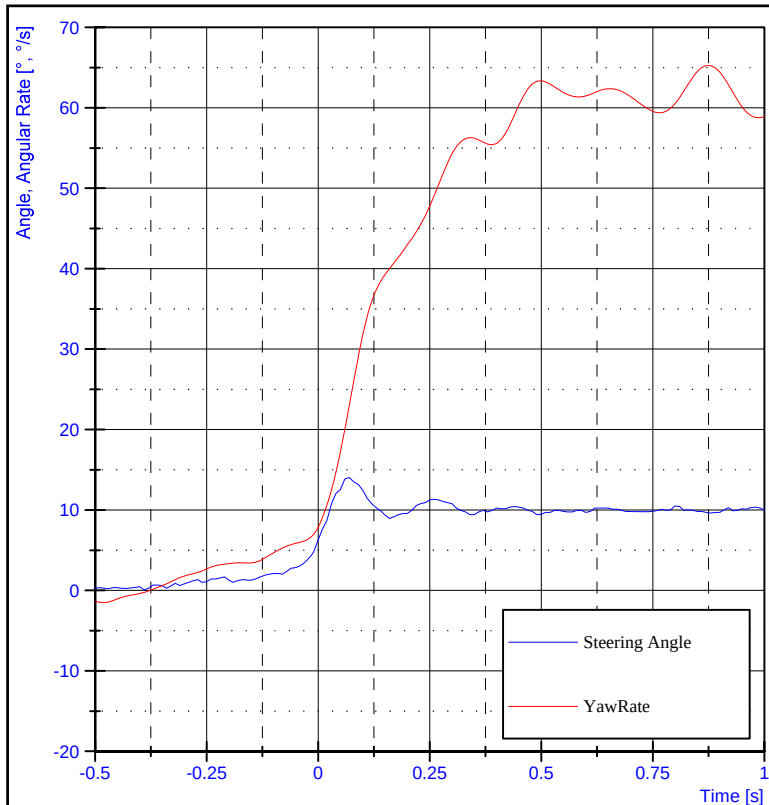
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.30s
Peak Yaw Rate Time : 2.90s

90% Steering Angle Time : 0.02s
Peak Steering Angle Time : 0.07s

Lateral Acceleration Steady State : 0.46g
between 2.0 and 4.0s





Test No. : G130628
Test Date : 02 September, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

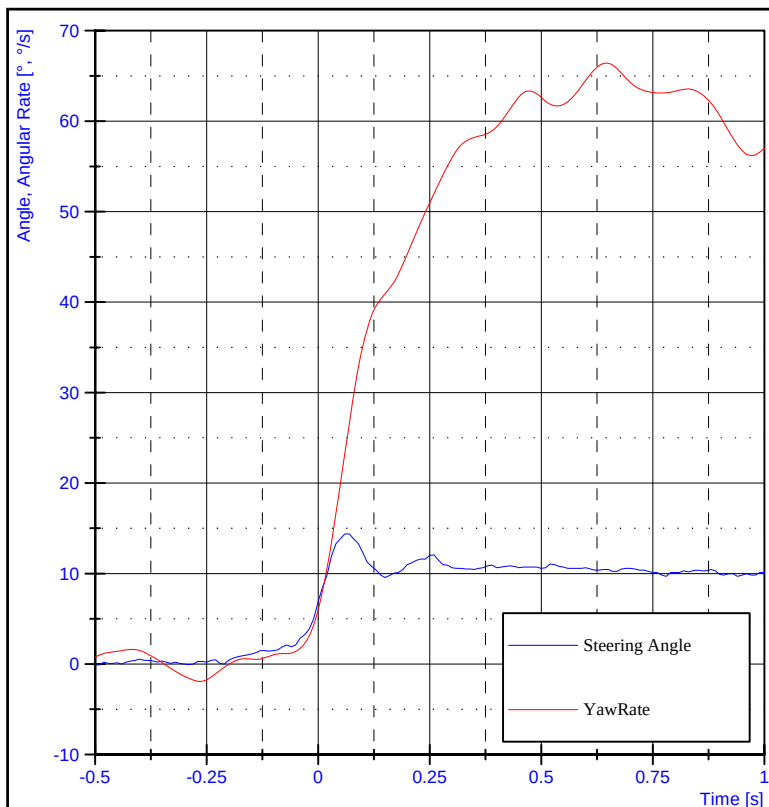
Test : Lateral Transient Response
Direction : Left
Surface : Grass

Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.24s
Peak Yaw Rate Time : 0.87s

90% Steering Angle Time : 0.02s
Peak Steering Angle Time : 0.07s

Lateral Acceleration Steady State : 0.48g
between 2.0 and 4.0s



Test No. : G130629
Test Date : 02 September, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

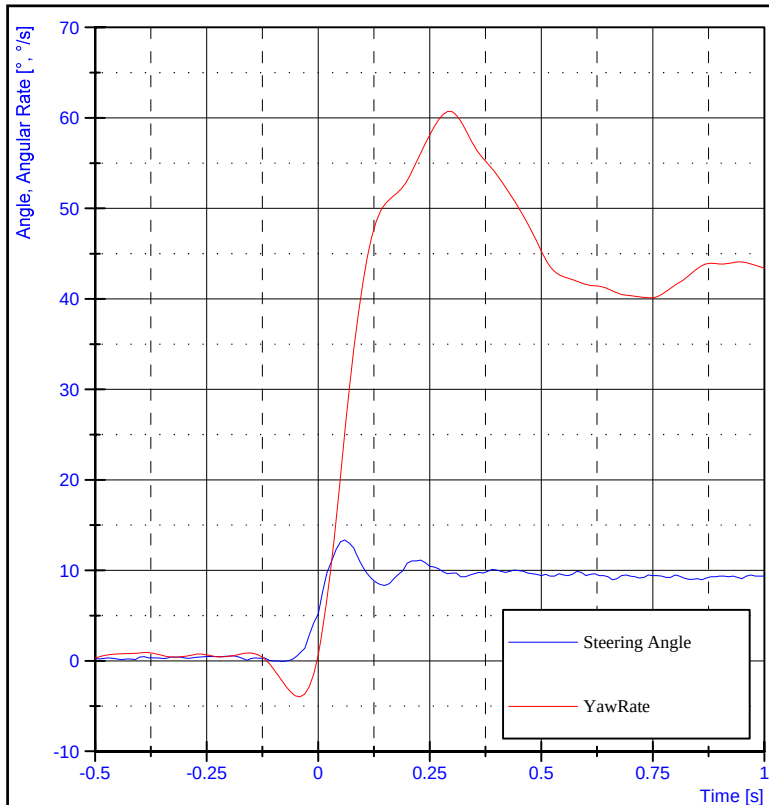
Test : Lateral Transient Response
Direction : Left
Surface : Grass

Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.22s
Peak Yaw Rate Time : 0.65s

90% Steering Angle Time : 0.02s
Peak Steering Angle Time : 0.06s

Lateral Acceleration Steady State : 0.48g
between 2.0 and 4.0s



Test No. : G130630
Test Date : 02 September, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

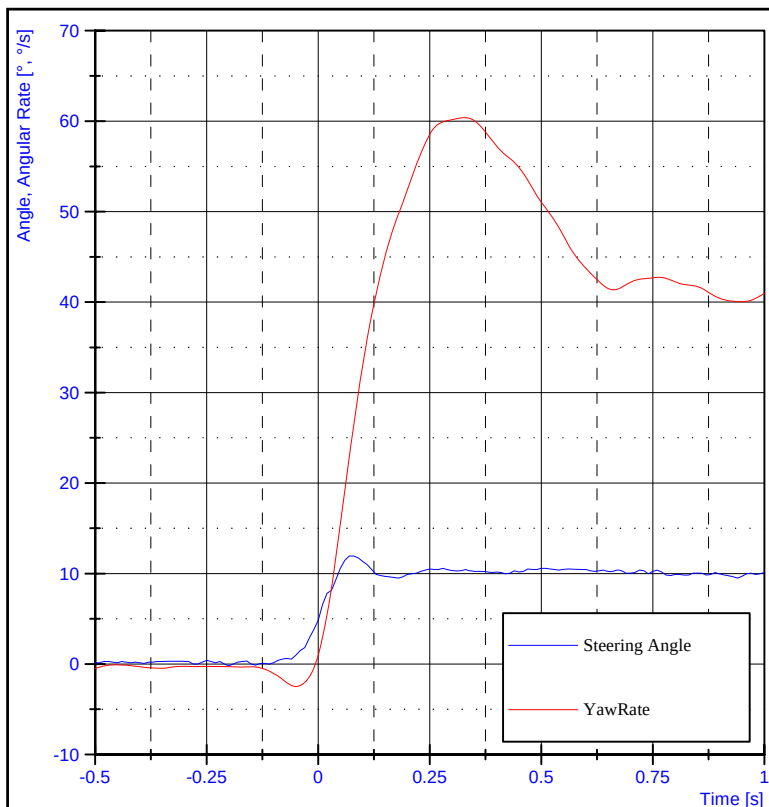
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Alternative Rider.

90% Yaw Rate Time : 0.10s
Peak Yaw Rate Time : 0.29s

90% Steering Angle Time : 0.02s
Peak Steering Angle Time : 0.06s

Lateral Acceleration Steady State : 0.42g
between 2.0 and 4.0s



Test No. : G130631
Test Date : 02 September, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

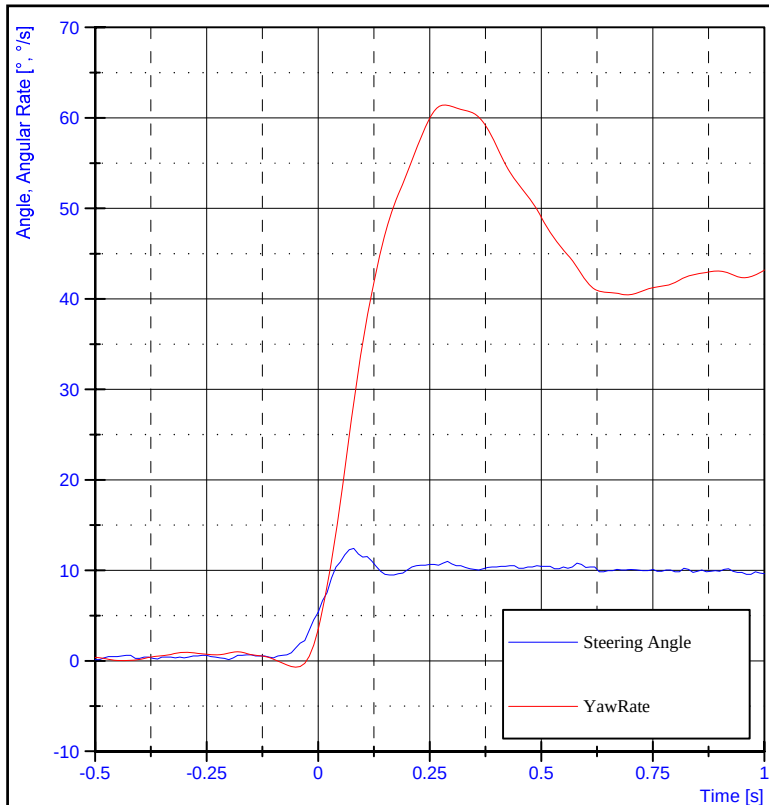
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Alternative Rider.

90% Yaw Rate Time : 0.13s
Peak Yaw Rate Time : 0.33s

90% Steering Angle Time : 0.04s
Peak Steering Angle Time : 0.07s

Lateral Acceleration Steady State : 0.43g
between 2.0 and 4.0s



Test No. : G130632
Test Date : 02 September, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

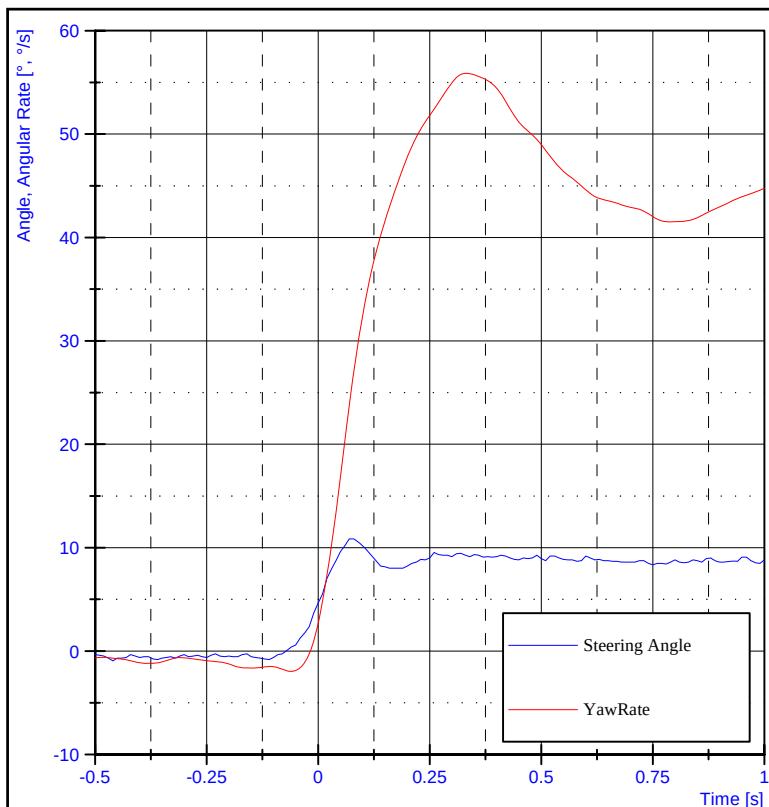
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Alternative Rider.

90% Yaw Rate Time : 0.12s
Peak Yaw Rate Time : 0.28s

90% Steering Angle Time : 0.03s
Peak Steering Angle Time : 0.08s

Lateral Acceleration Steady State : 0.43g
between 2.0 and 4.0s



Test No. : G130633
Test Date : 02 September, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

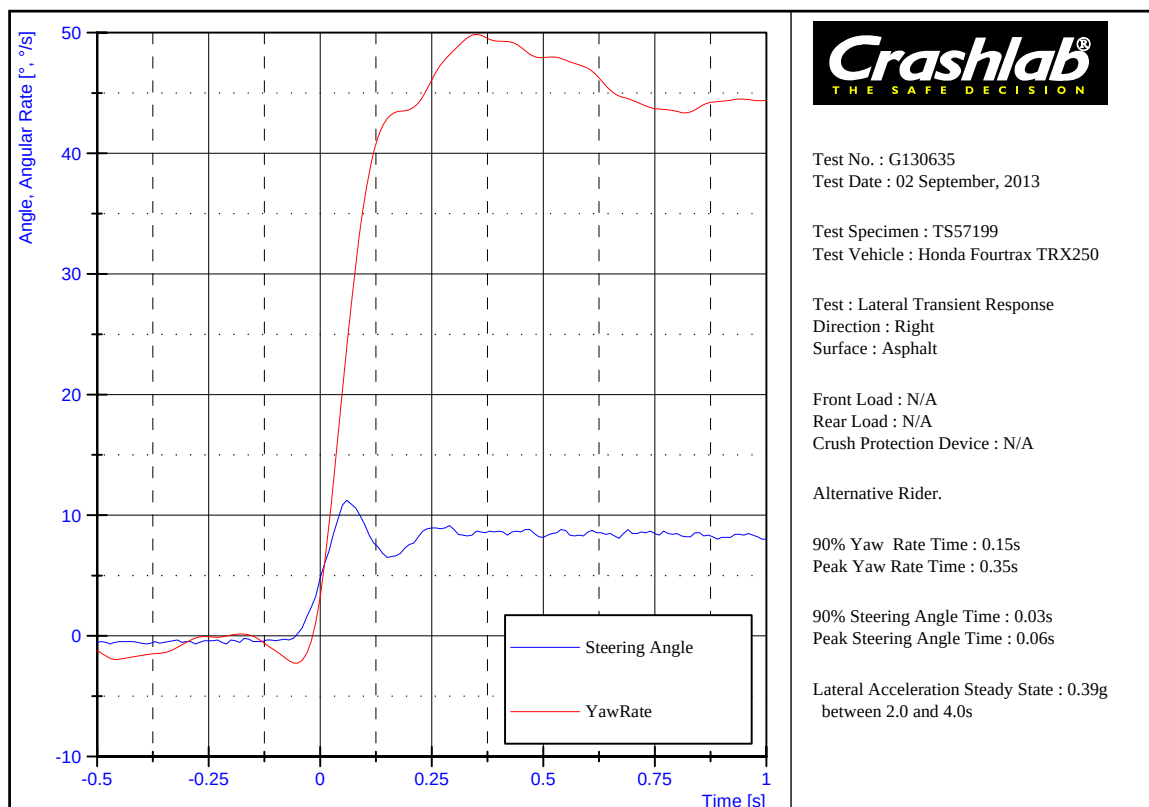
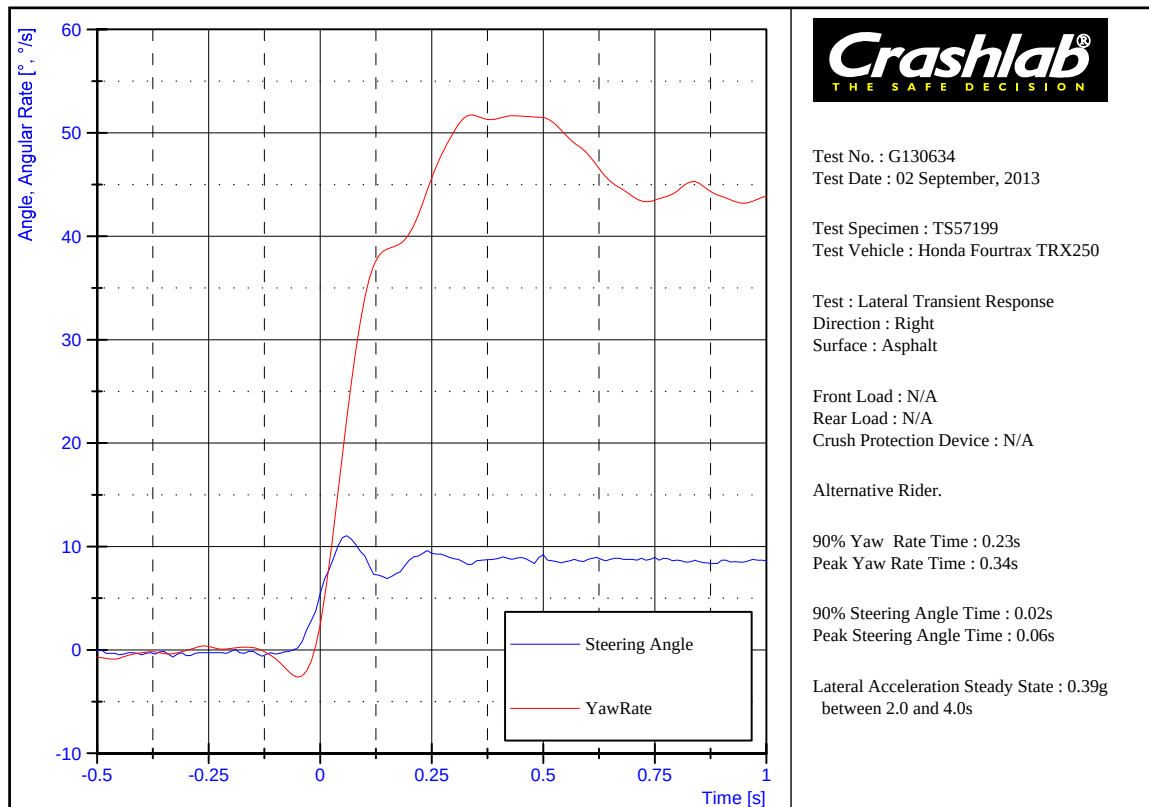
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

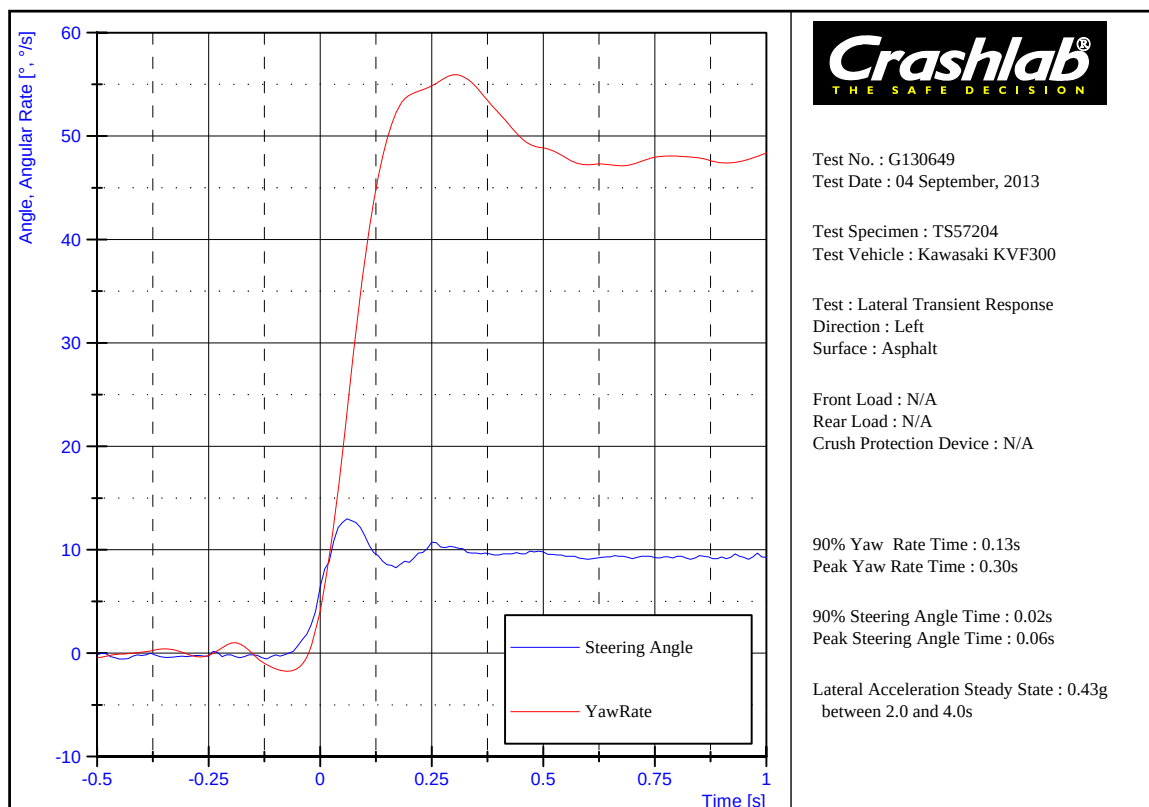
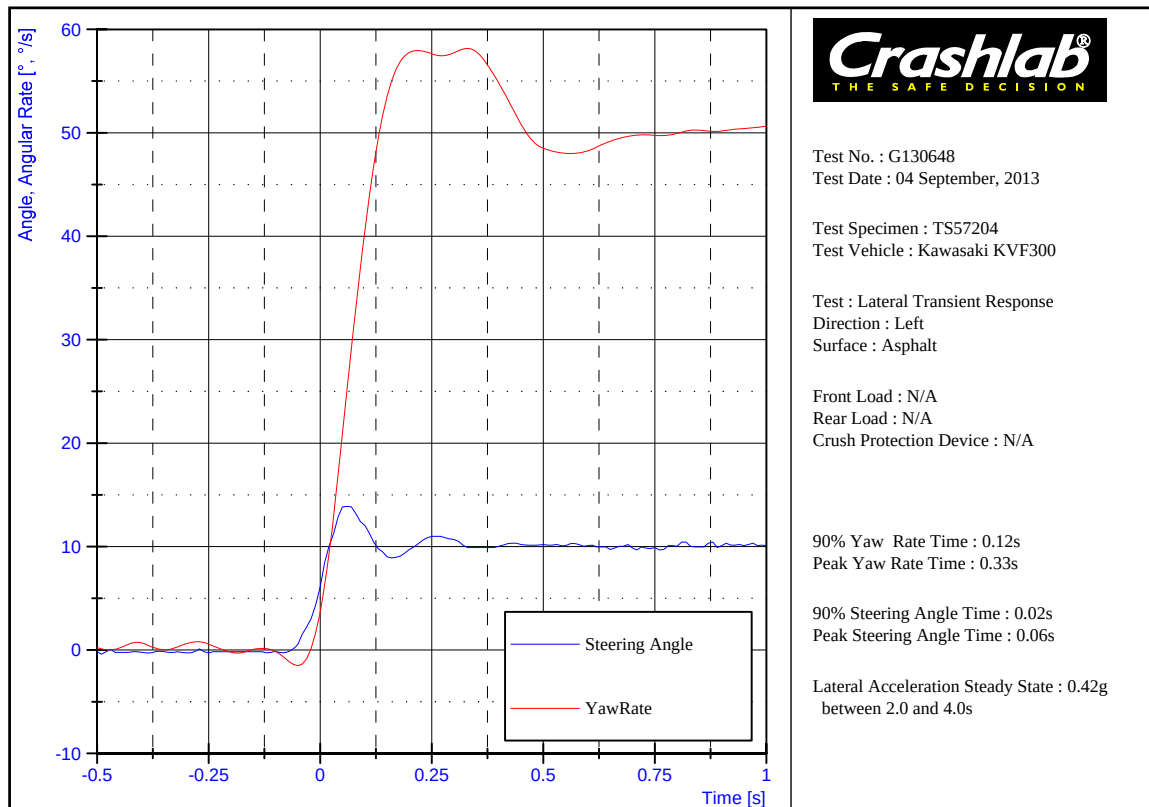
Alternative Rider.

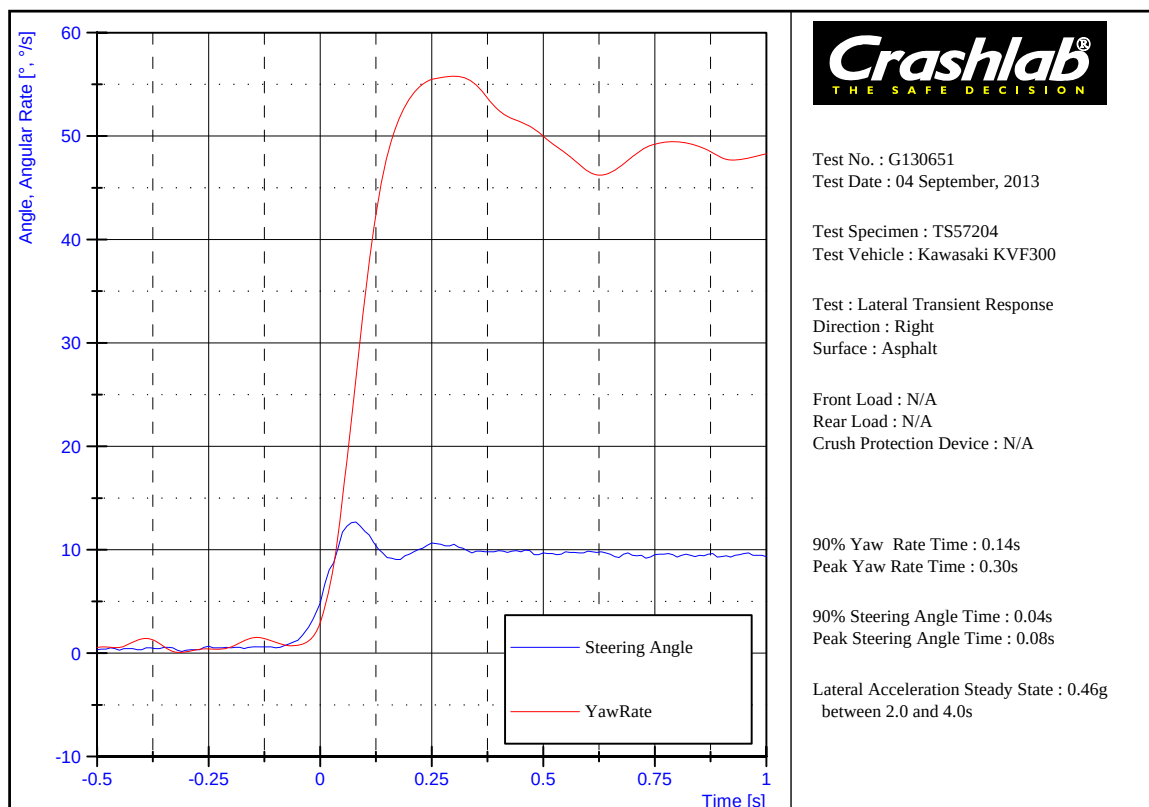
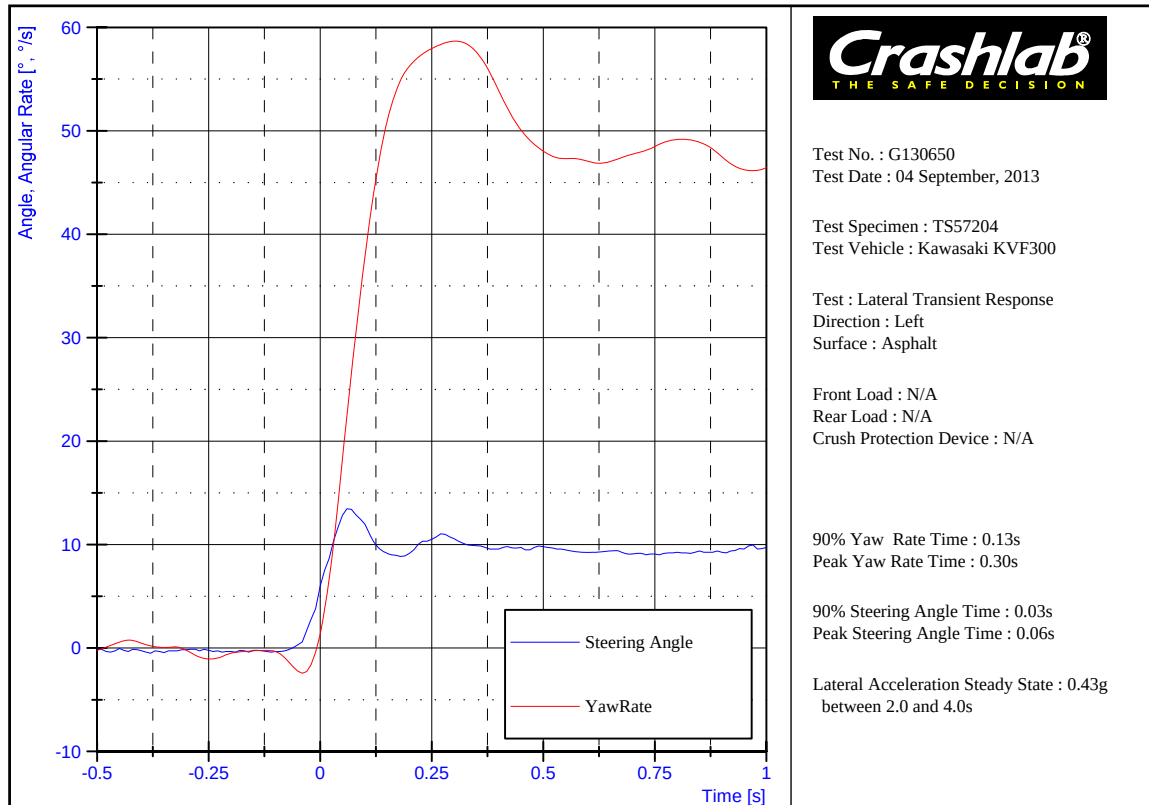
90% Yaw Rate Time : 0.16s
Peak Yaw Rate Time : 0.33s

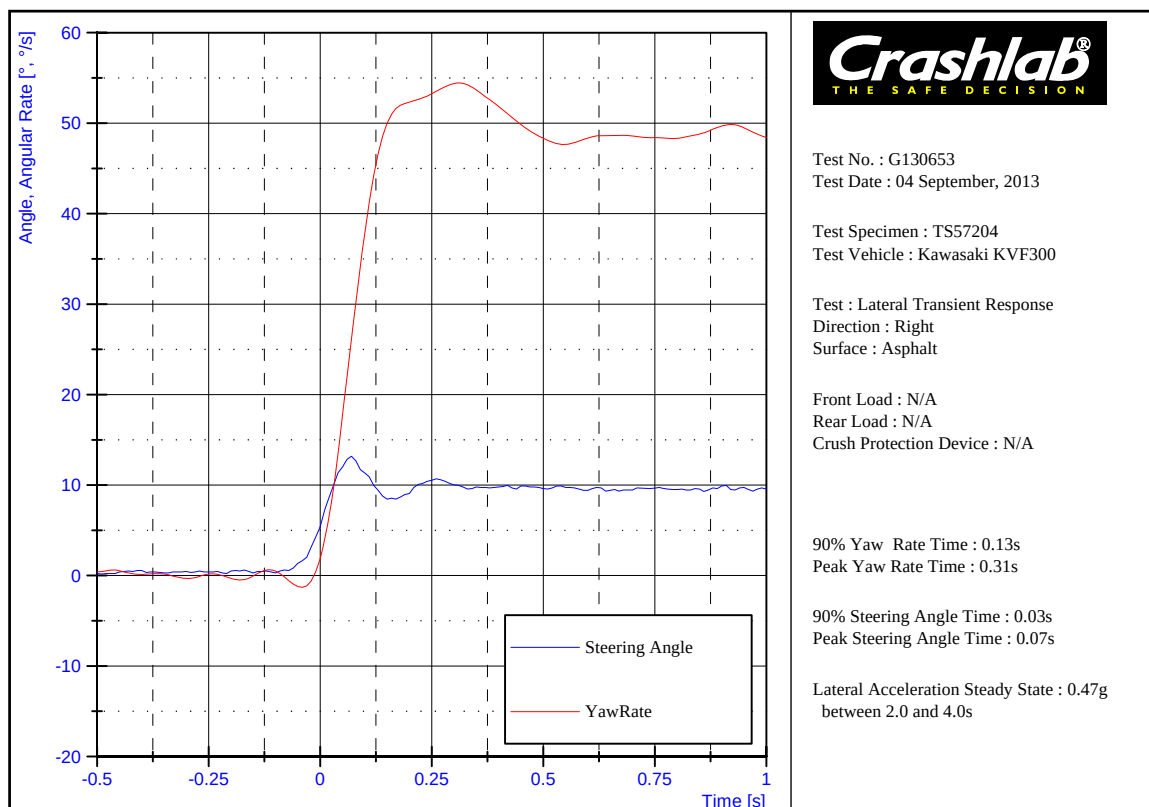
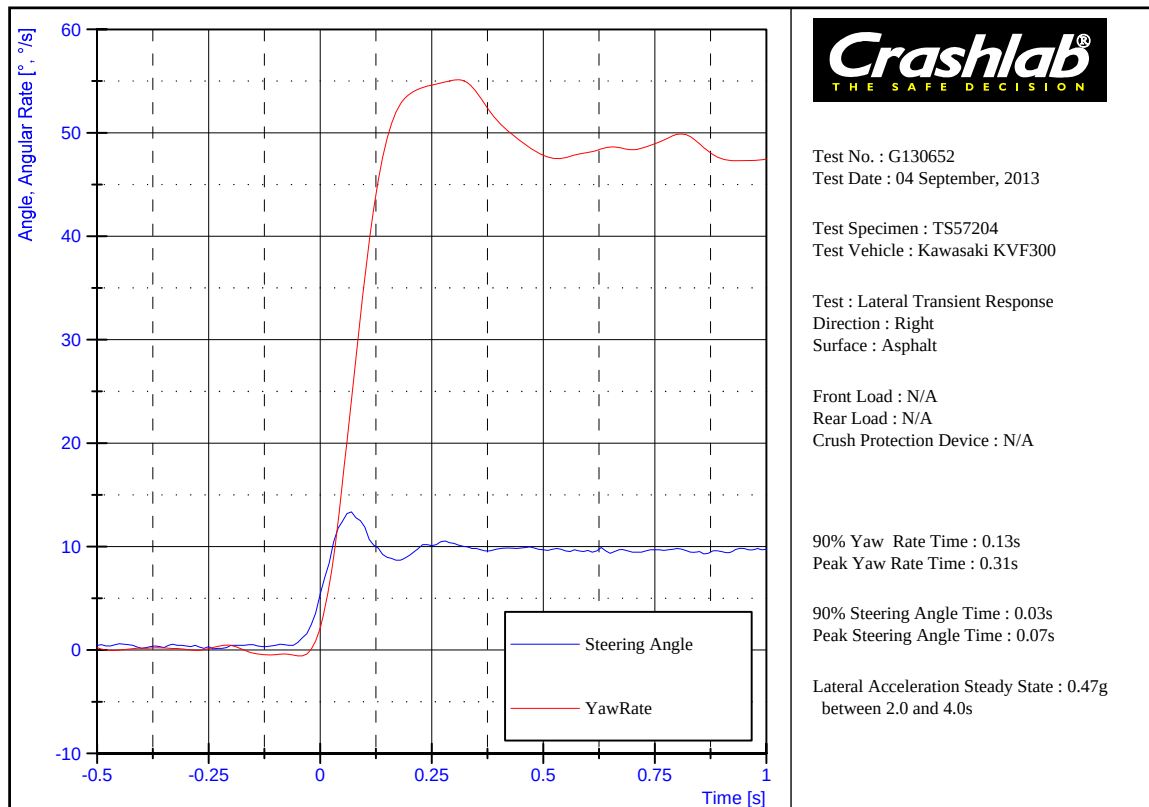
90% Steering Angle Time : 0.03s
Peak Steering Angle Time : 0.07s

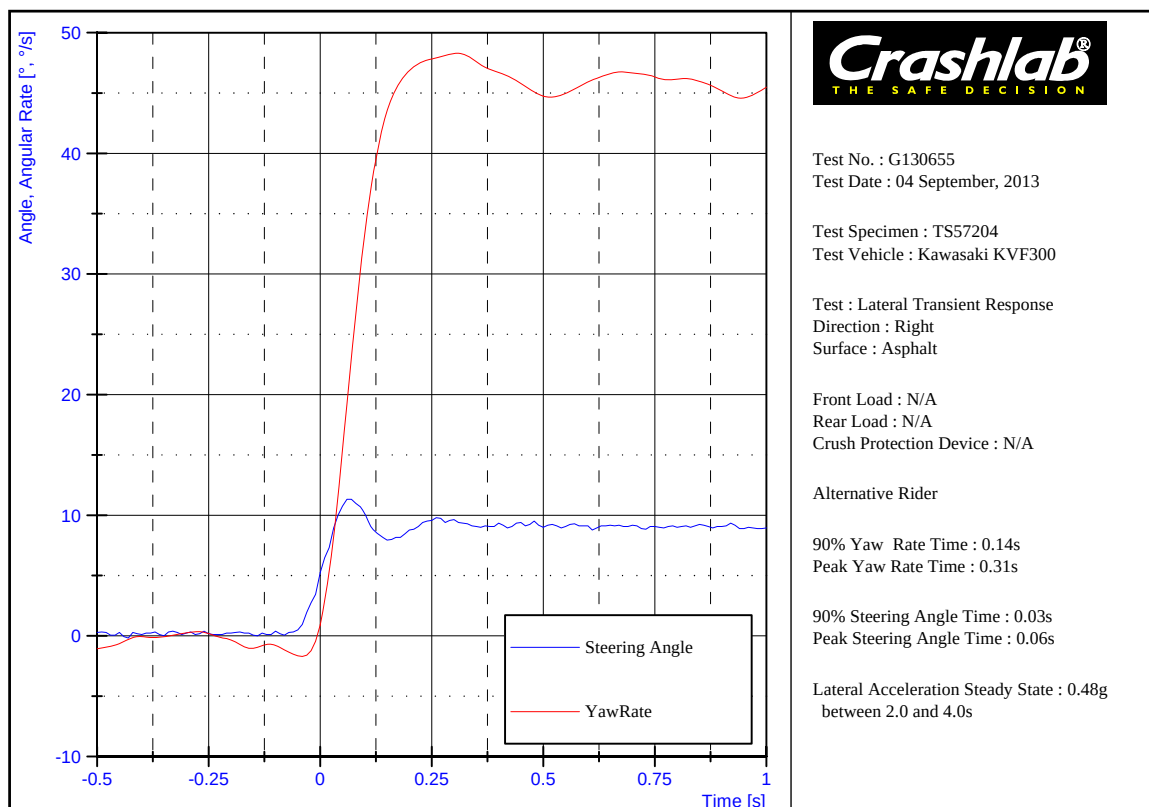
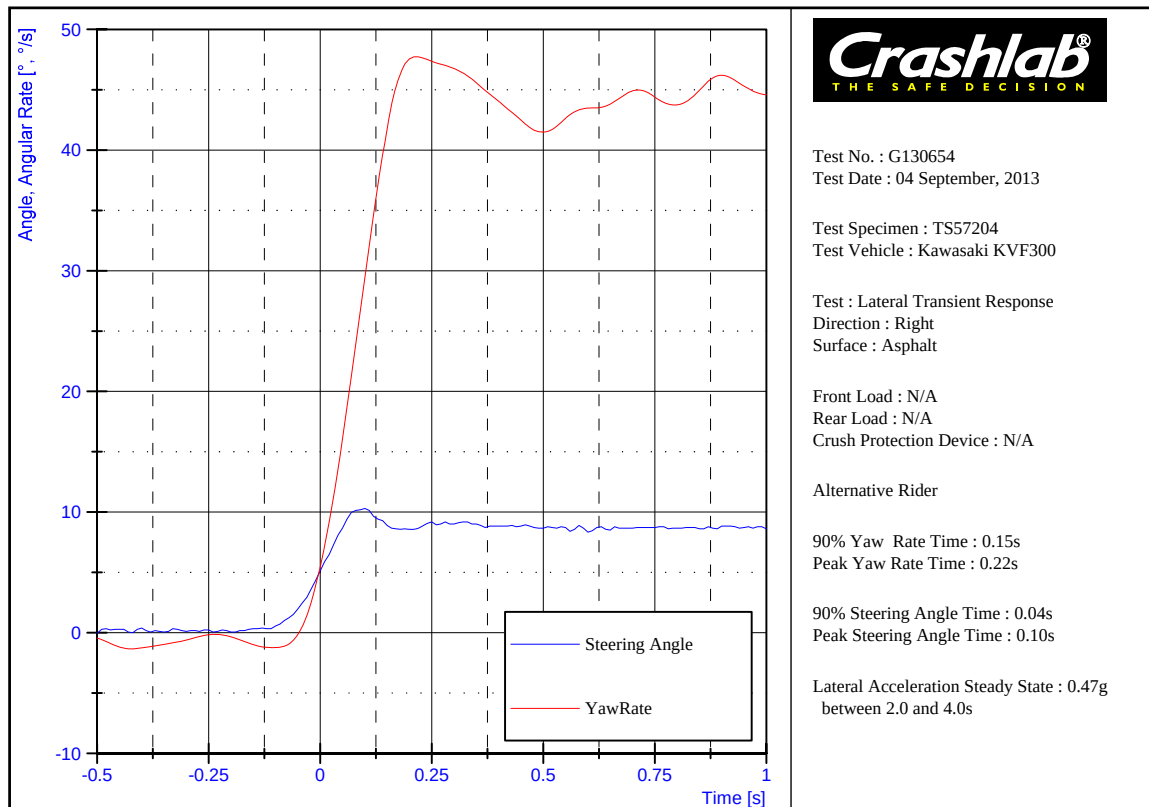
Lateral Acceleration Steady State : 0.39g
between 2.0 and 4.0s

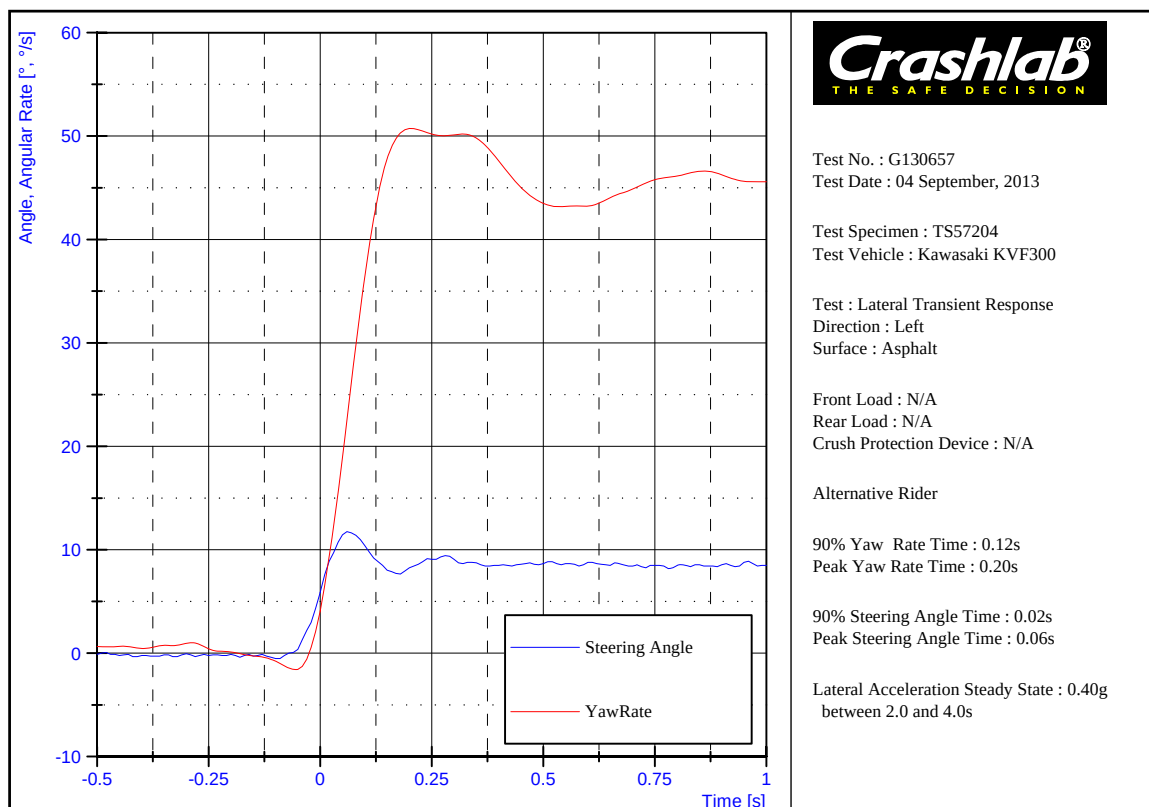
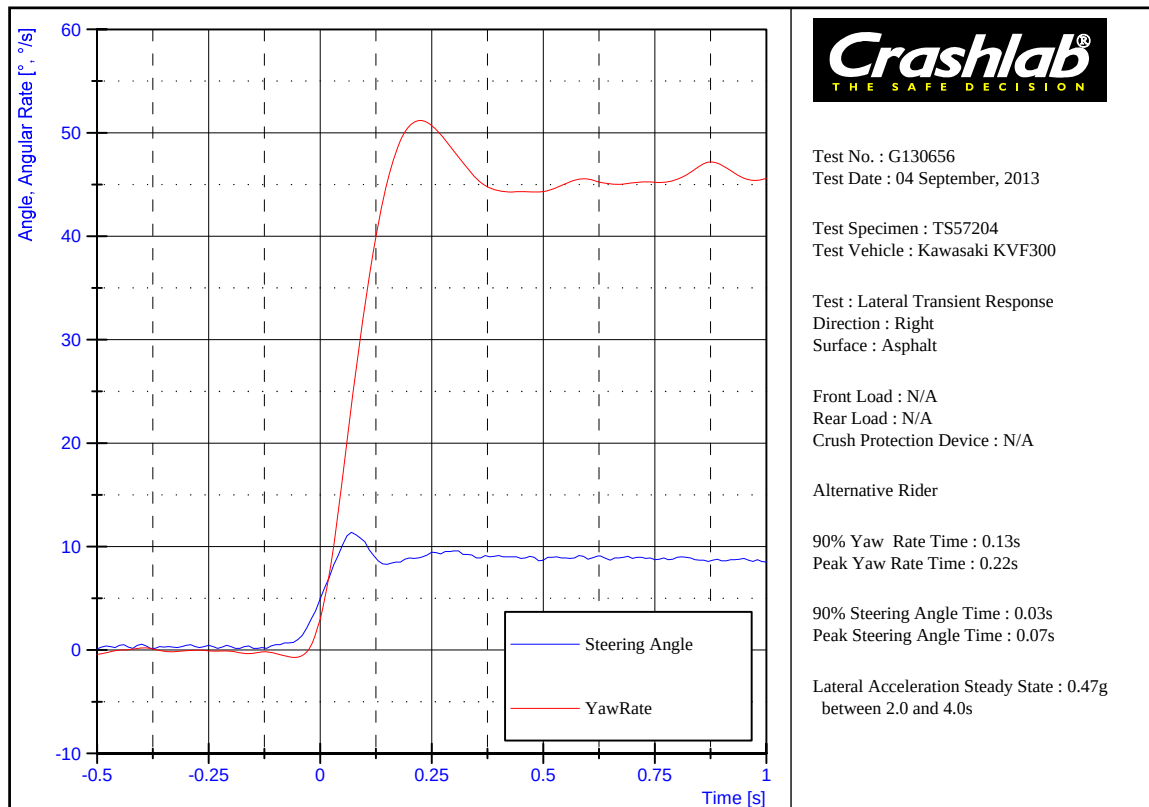


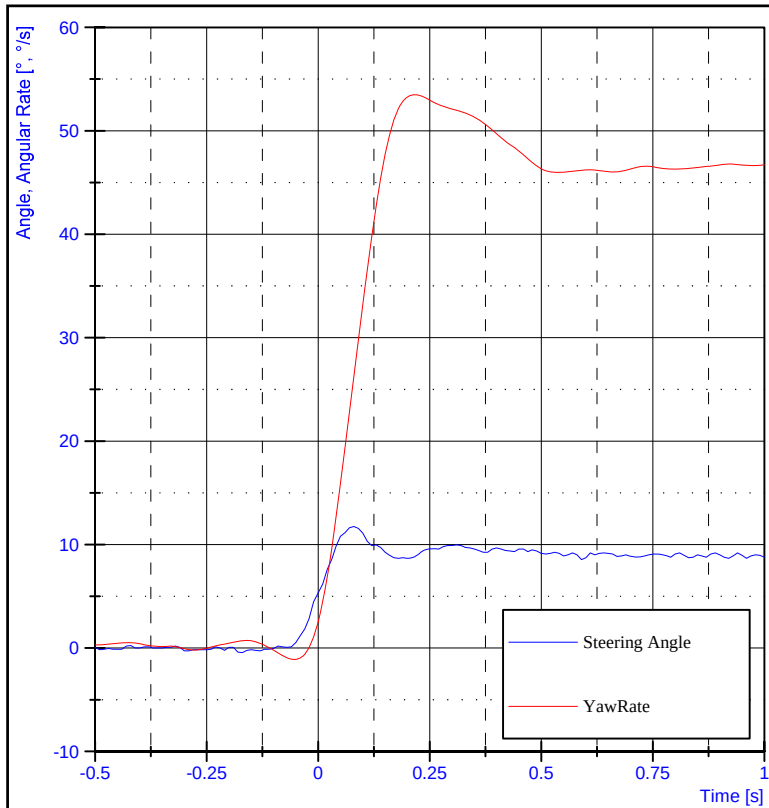












Test No. : G130658
Test Date : 04 September, 2013

Test Specimen : TS57204
Test Vehicle : Kawasaki KVF300

Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

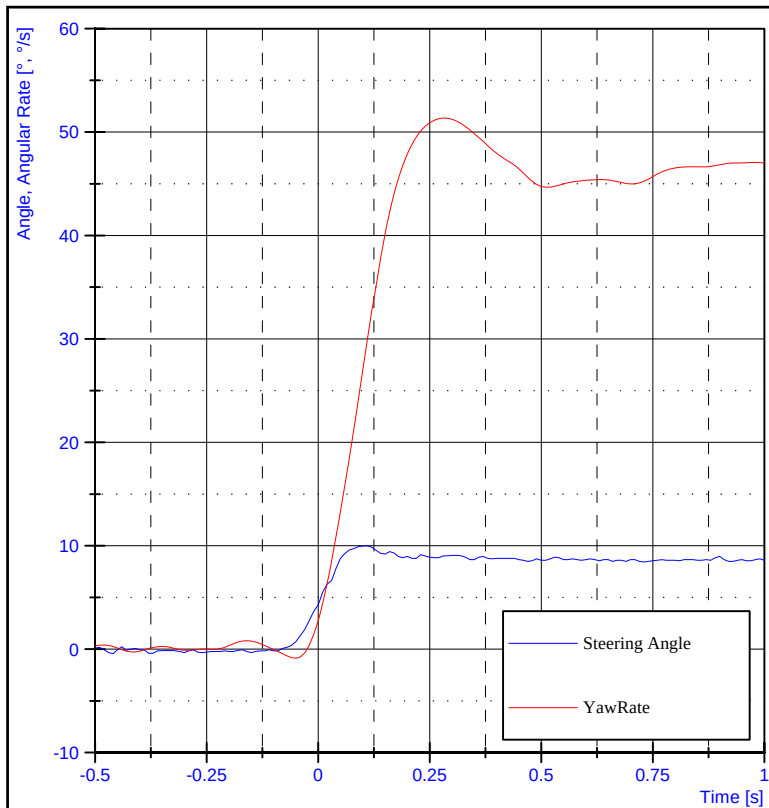
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Alternative Rider

90% Yaw Rate Time : 0.13s
Peak Yaw Rate Time : 0.22s

90% Steering Angle Time : 0.03s
Peak Steering Angle Time : 0.08s

Lateral Acceleration Steady State : 0.37g
between 2.0 and 4.0s



Test No. : G130659
Test Date : 04 September, 2013

Test Specimen : TS57204
Test Vehicle : Kawasaki KVF300

Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

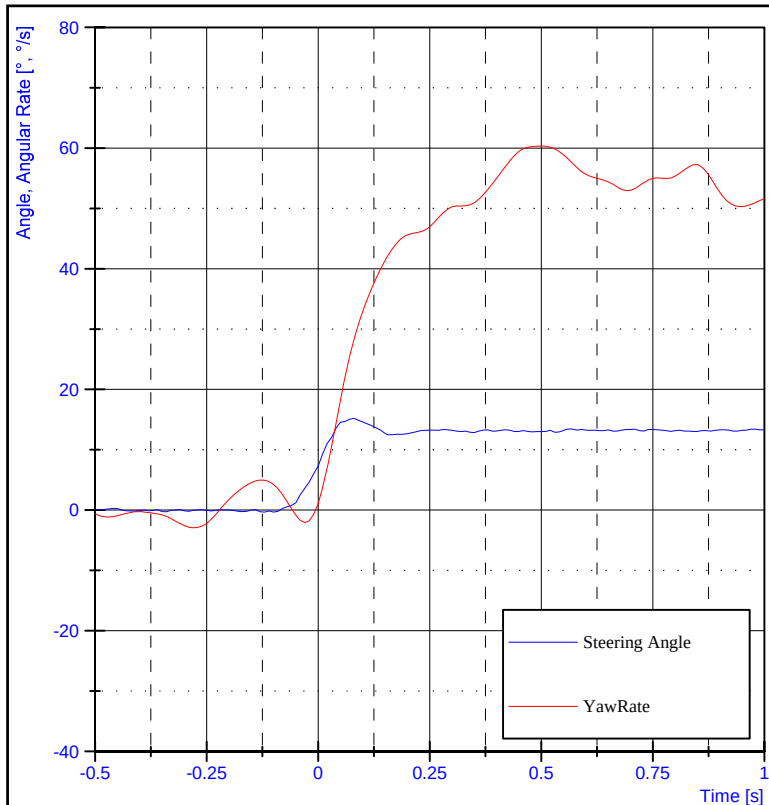
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Alternative Rider

90% Yaw Rate Time : 0.16s
Peak Yaw Rate Time : 0.28s

90% Steering Angle Time : 0.04s
Peak Steering Angle Time : 0.10s

Lateral Acceleration Steady State : 0.39g
between 2.0 and 4.0s



Test No. : G130672
Test Date : 05 September, 2013

Test Specimen : TS57206
Test Vehicle : CF Moto CF500

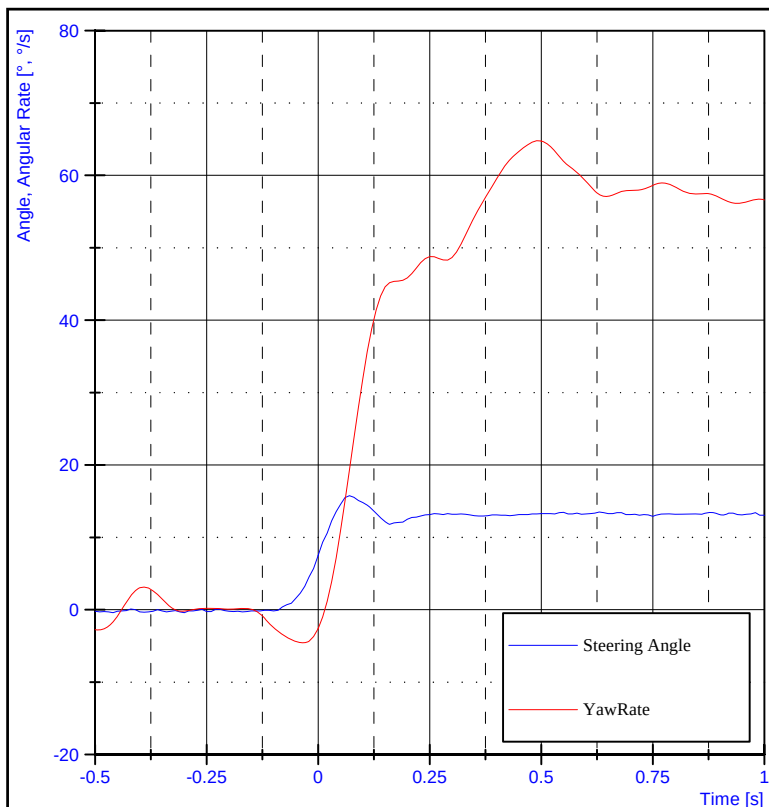
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.25s
Peak Yaw Rate Time : 0.50s

90% Steering Angle Time : 0.03s
Peak Steering Angle Time : 0.08s

Lateral Acceleration Steady State : 0.42g
between 2.0 and 4.0s



Test No. : G130673
Test Date : 05 September, 2013

Test Specimen : TS57206
Test Vehicle : CF Moto CF500

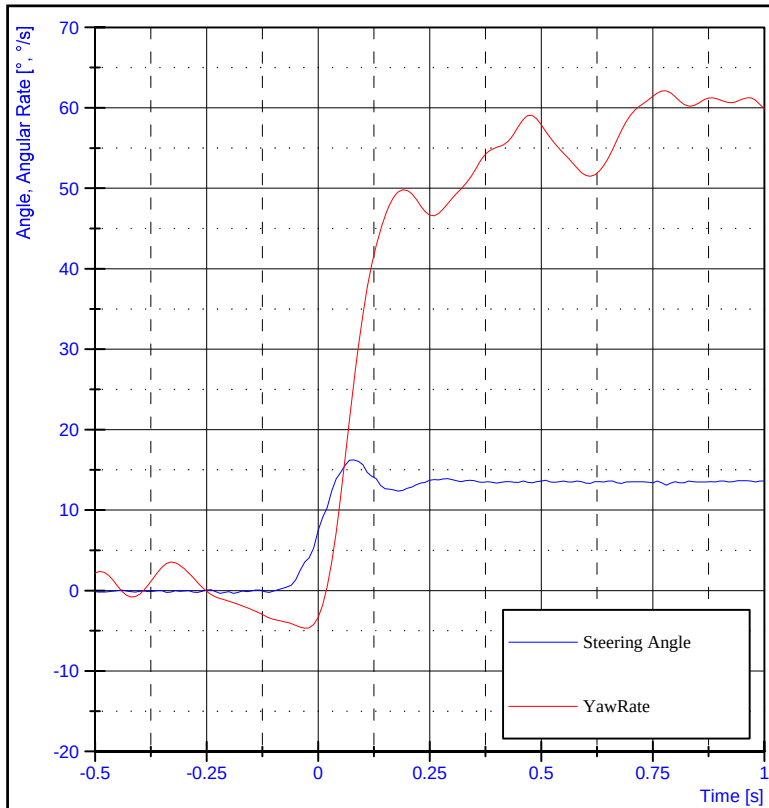
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.24s
Peak Yaw Rate Time : 0.49s

90% Steering Angle Time : 0.03s
Peak Steering Angle Time : 0.07s

Lateral Acceleration Steady State : 0.45g
between 2.0 and 4.0s



Test No. : G130674
Test Date : 05 September, 2013

Test Specimen : TS57206
Test Vehicle : CF Moto CF500

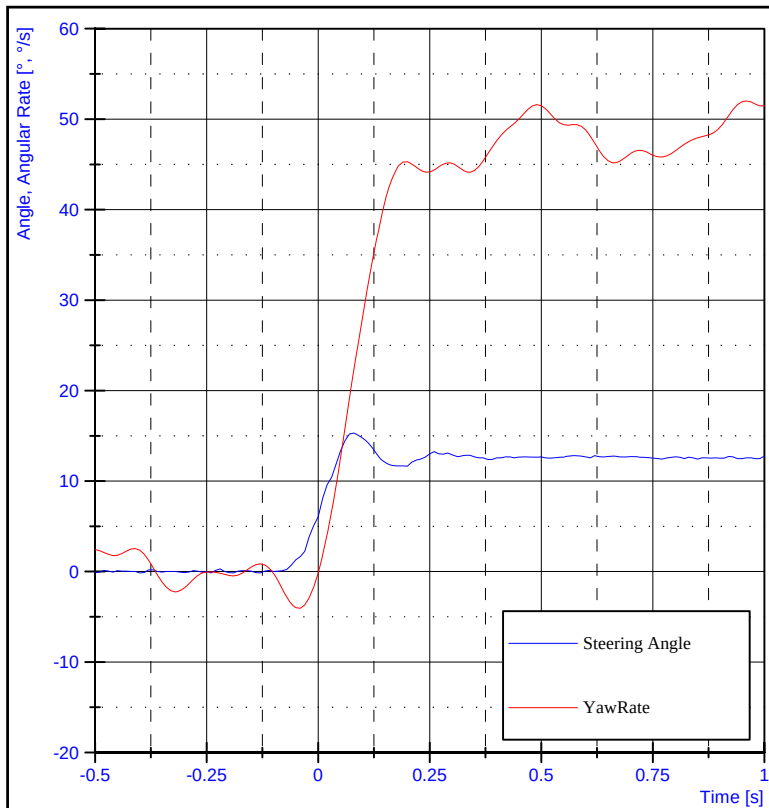
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.19s
Peak Yaw Rate Time : 0.78s

90% Steering Angle Time : 0.03s
Peak Steering Angle Time : 0.08s

Lateral Acceleration Steady State : 0.45g
between 2.0 and 4.0s



Test No. : G130675
Test Date : 05 September, 2013

Test Specimen : TS57206
Test Vehicle : CF Moto CF500

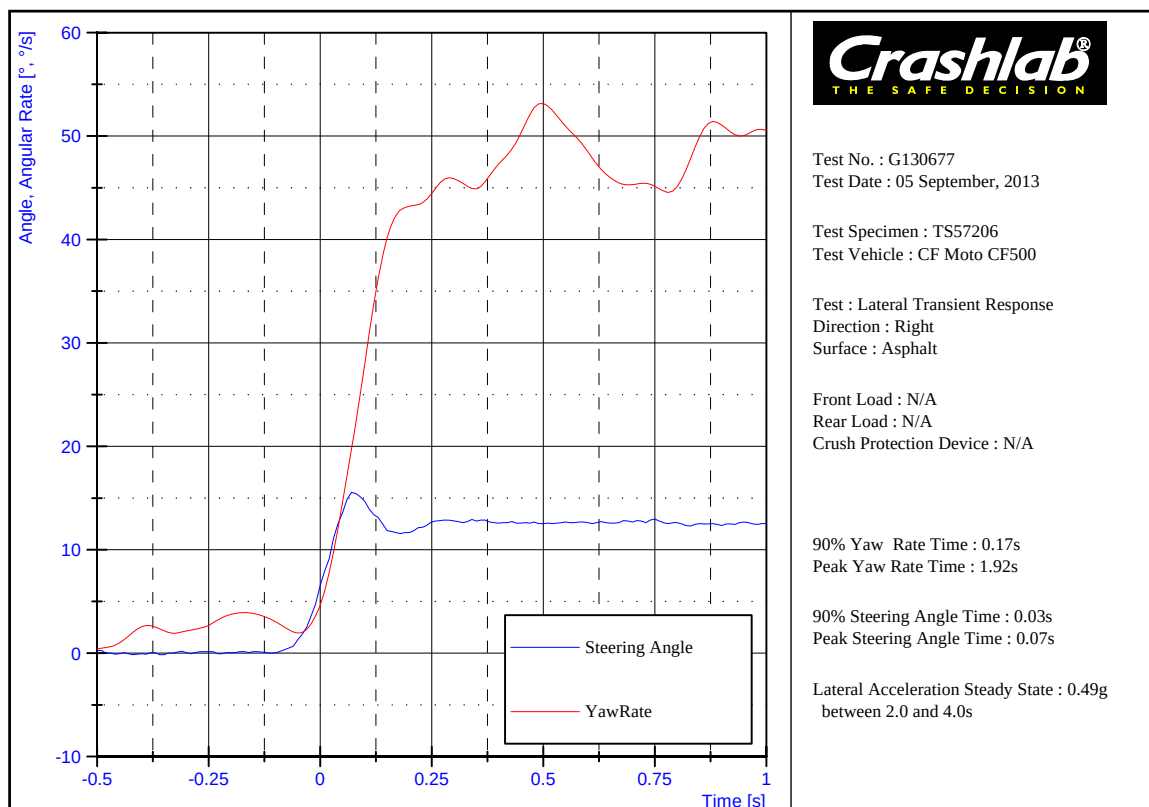
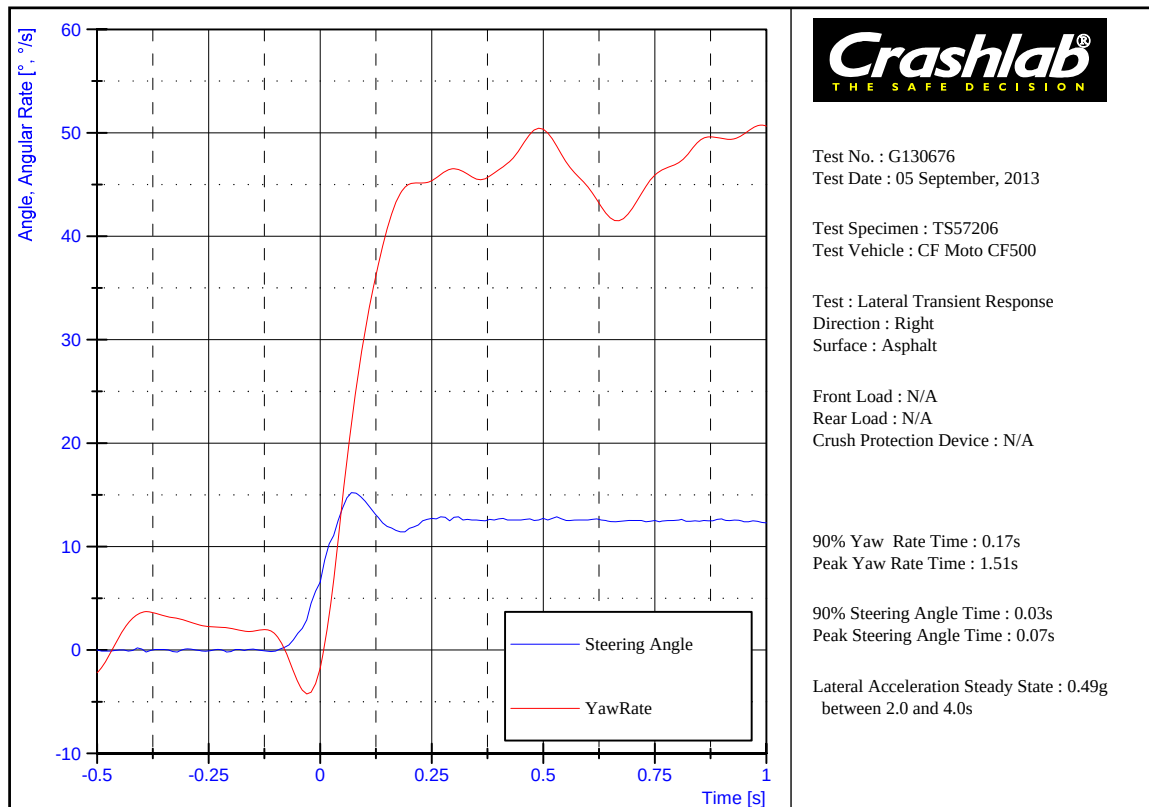
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

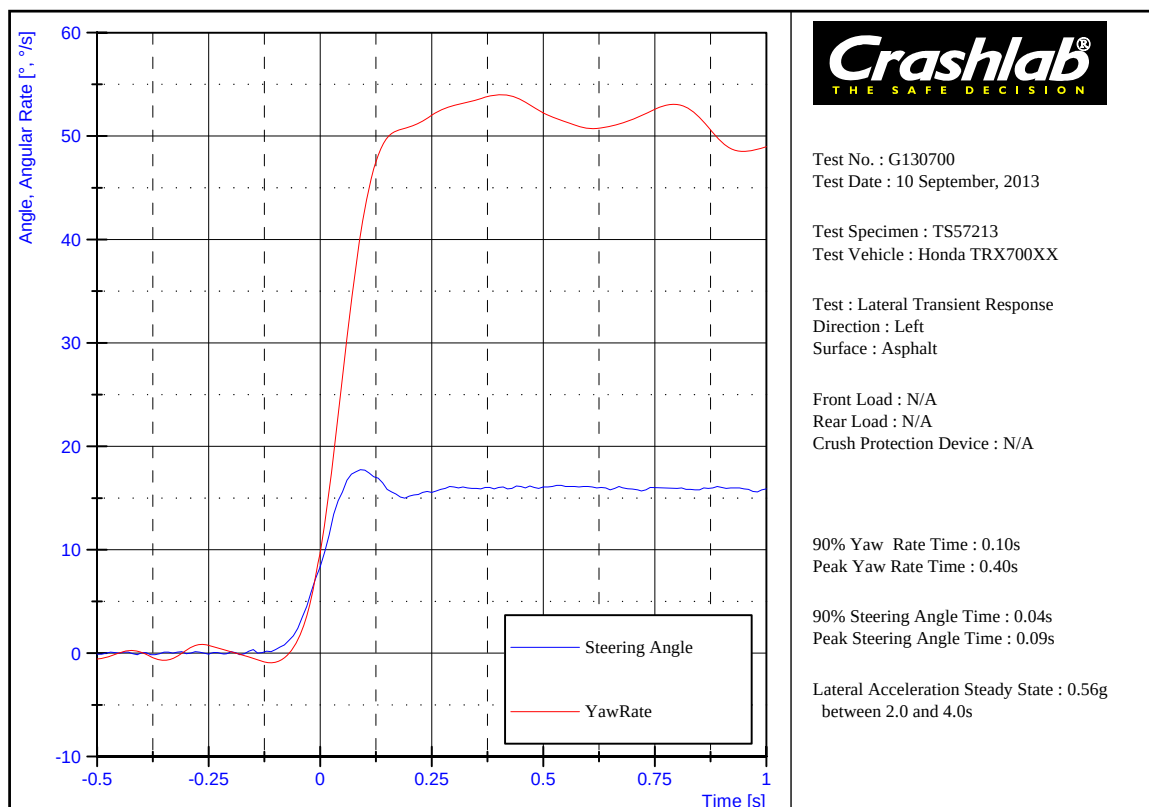
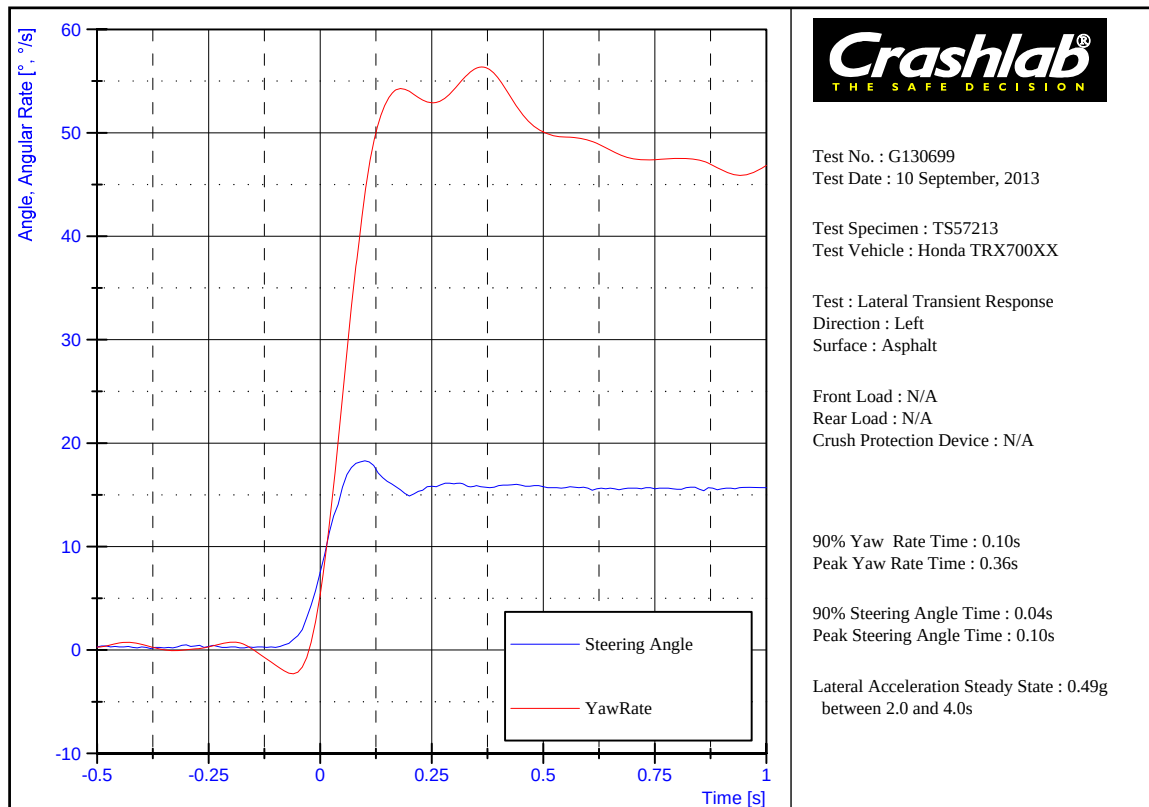
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

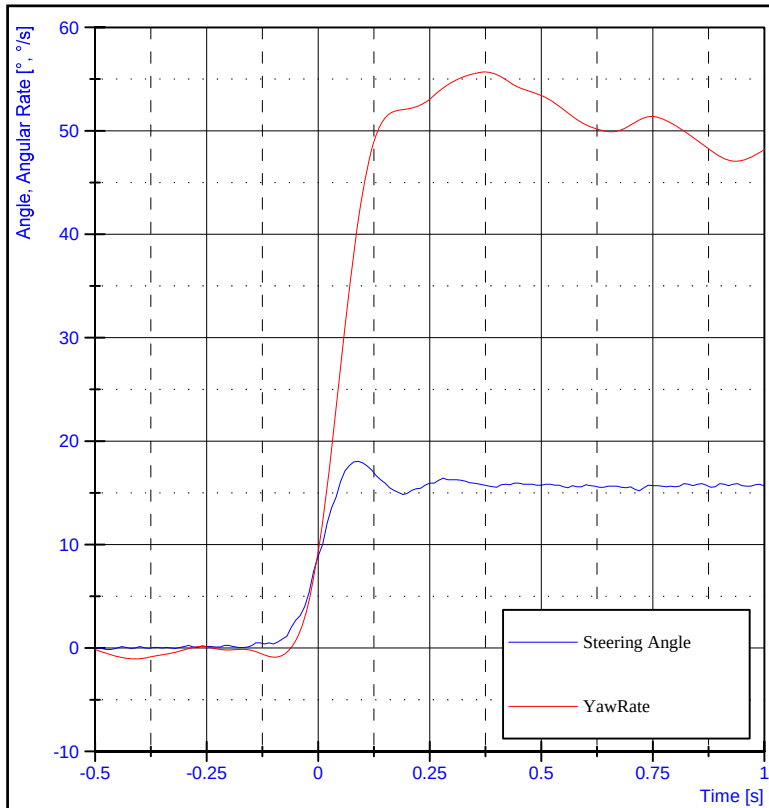
90% Yaw Rate Time : 0.18s
Peak Yaw Rate Time : 2.79s

90% Steering Angle Time : 0.04s
Peak Steering Angle Time : 0.08s

Lateral Acceleration Steady State : 0.52g
between 2.0 and 4.0s







Test No. : G130701
Test Date : 10 September, 2013

Test Specimen : TS57213
Test Vehicle : Honda TRX700XX

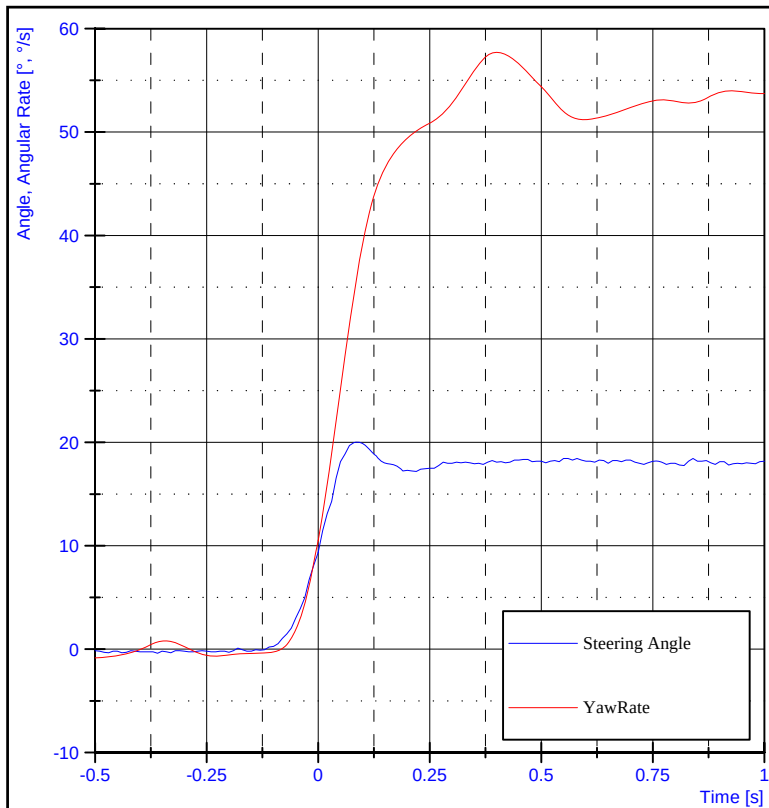
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.10s
Peak Yaw Rate Time : 0.37s

90% Steering Angle Time : 0.04s
Peak Steering Angle Time : 0.09s

Lateral Acceleration Steady State : 0.47g
between 2.0 and 4.0s



Test No. : G130702
Test Date : 10 September, 2013

Test Specimen : TS57213
Test Vehicle : Honda TRX700XX

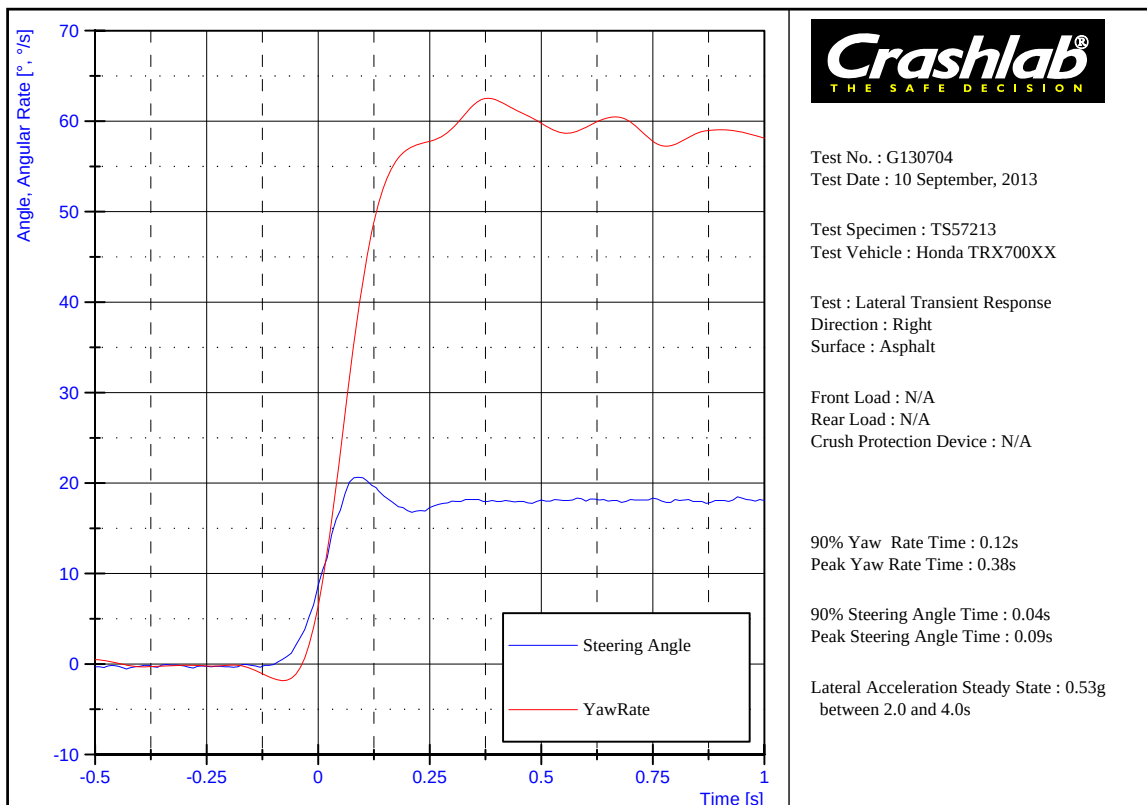
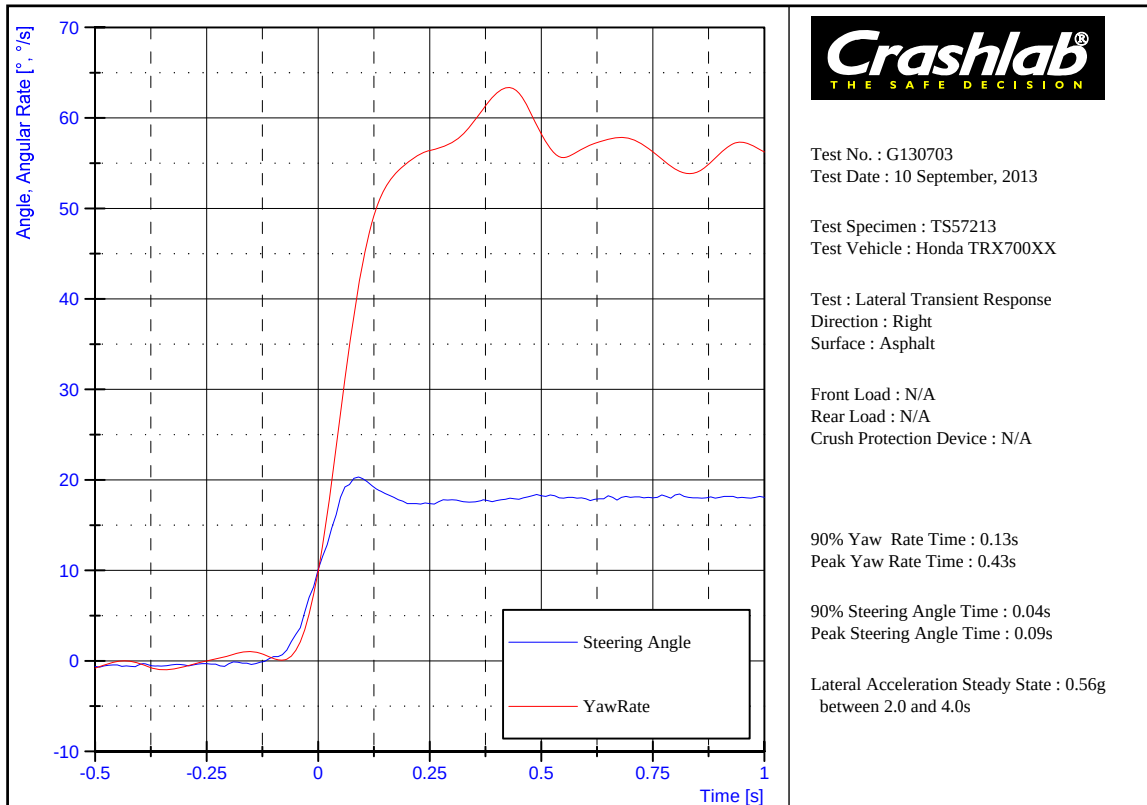
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

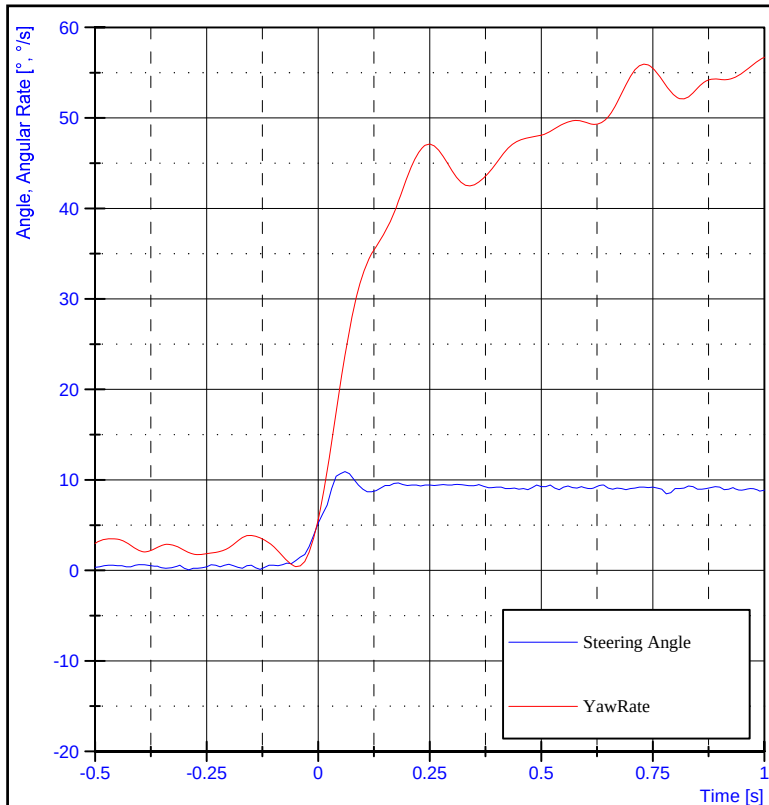
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.17s
Peak Yaw Rate Time : 4.94s

90% Steering Angle Time : 0.04s
Peak Steering Angle Time : 0.09s

Lateral Acceleration Steady State : 0.52g
between 2.0 and 4.0s





Test No. : G130711
Test Date : 12 September, 2013

Test Specimen : TS57212
Test Vehicle : Yamaha Raptor YFM250R

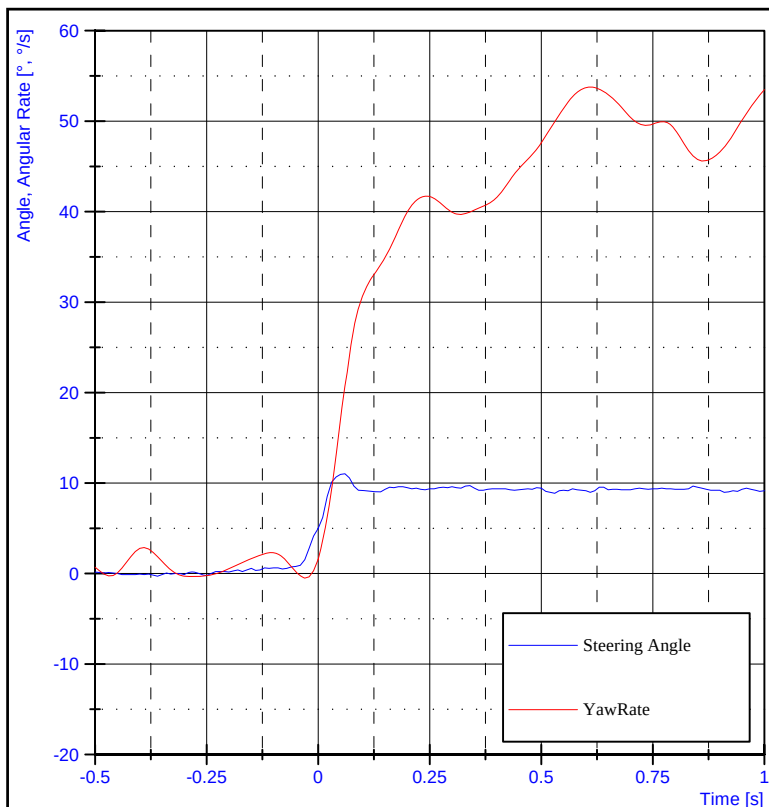
Test : Lateral Transient Response
Direction : Left
Surface : Grass

Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.22s
Peak Yaw Rate Time : 1.37s

90% Steering Angle Time : 0.03s
Peak Steering Angle Time : 0.06s

Lateral Acceleration Steady State : 0.50g
between 2.0 and 4.0s



Test No. : G130712
Test Date : 12 September, 2013

Test Specimen : TS57212
Test Vehicle : Yamaha Raptor YFM250R

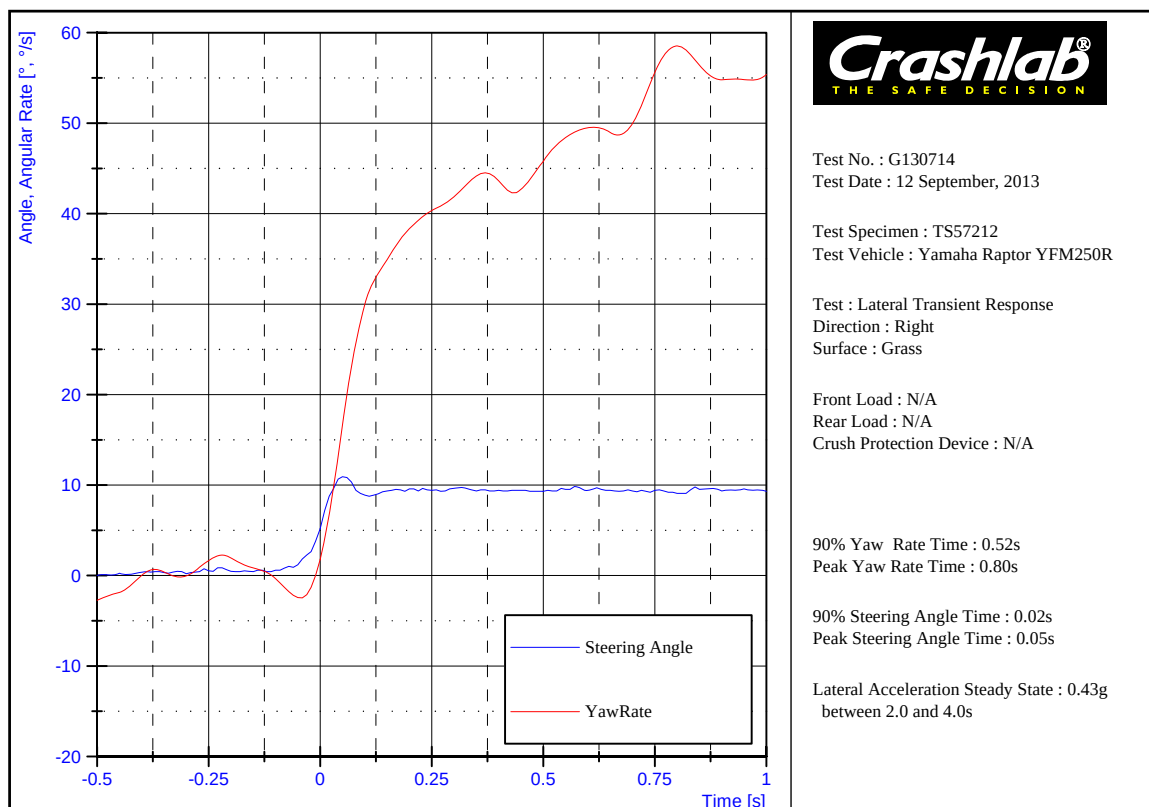
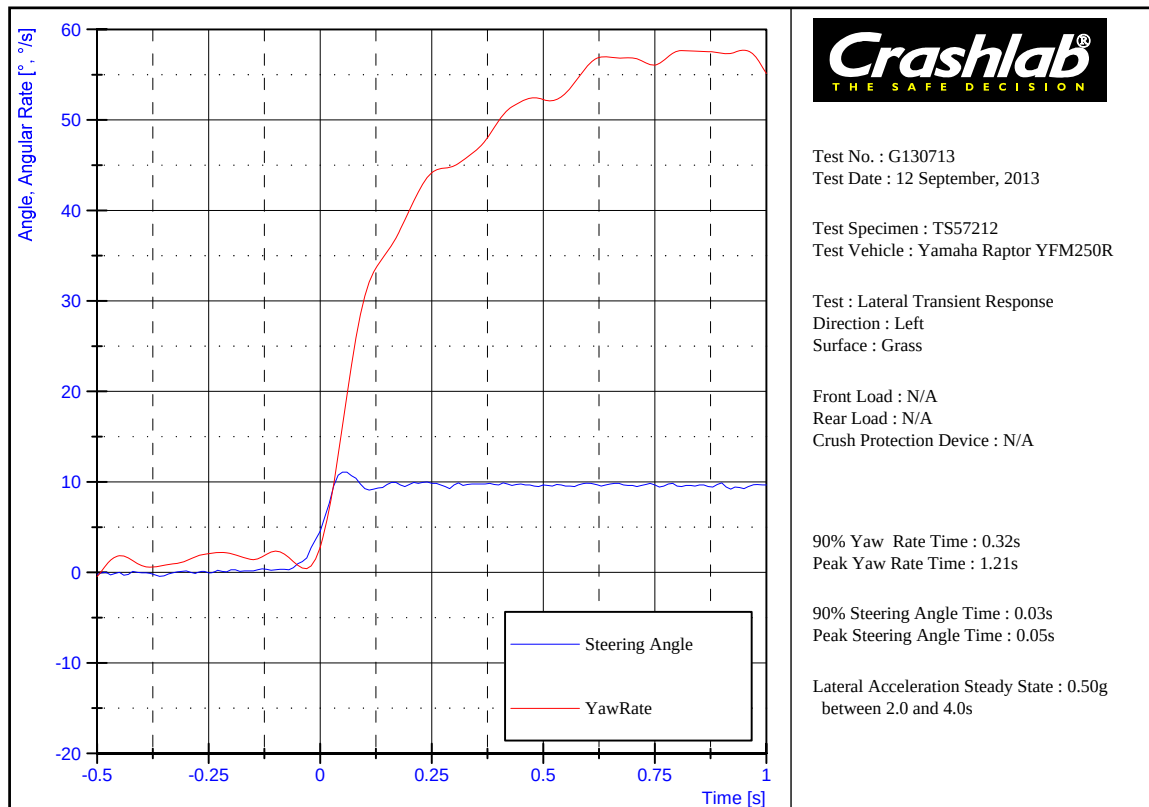
Test : Lateral Transient Response
Direction : Left
Surface : Grass

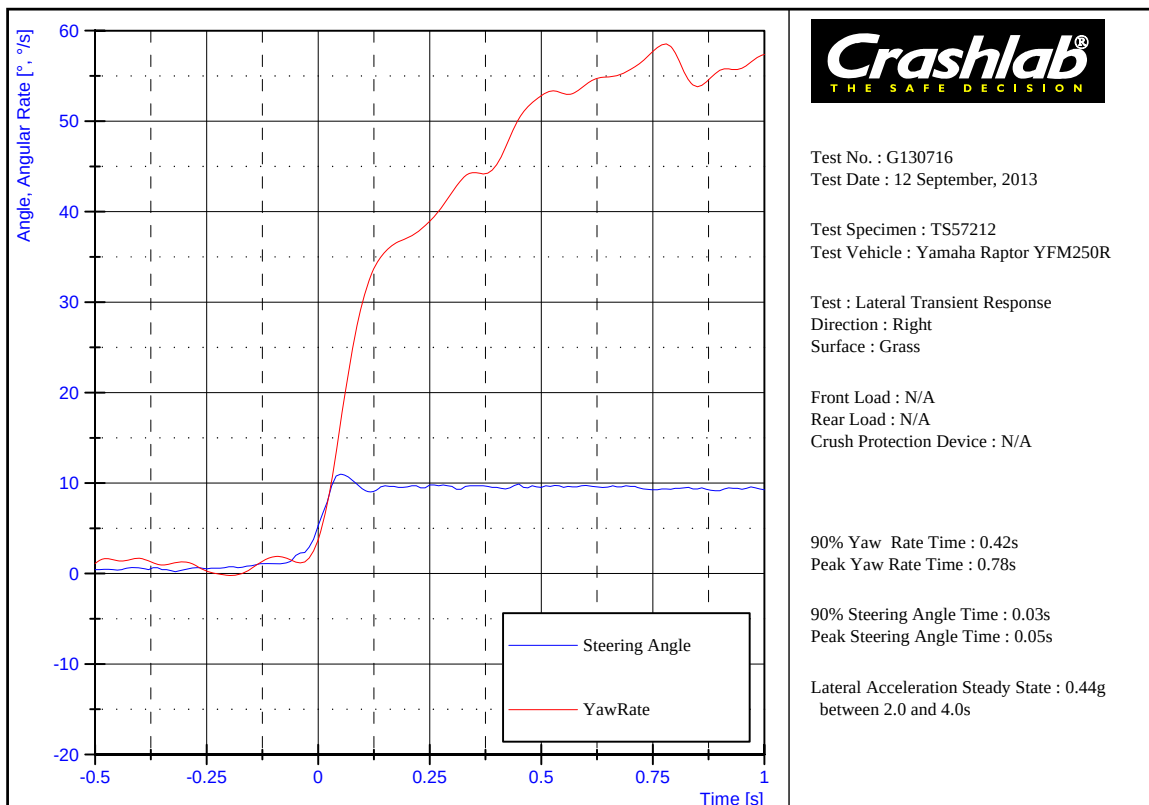
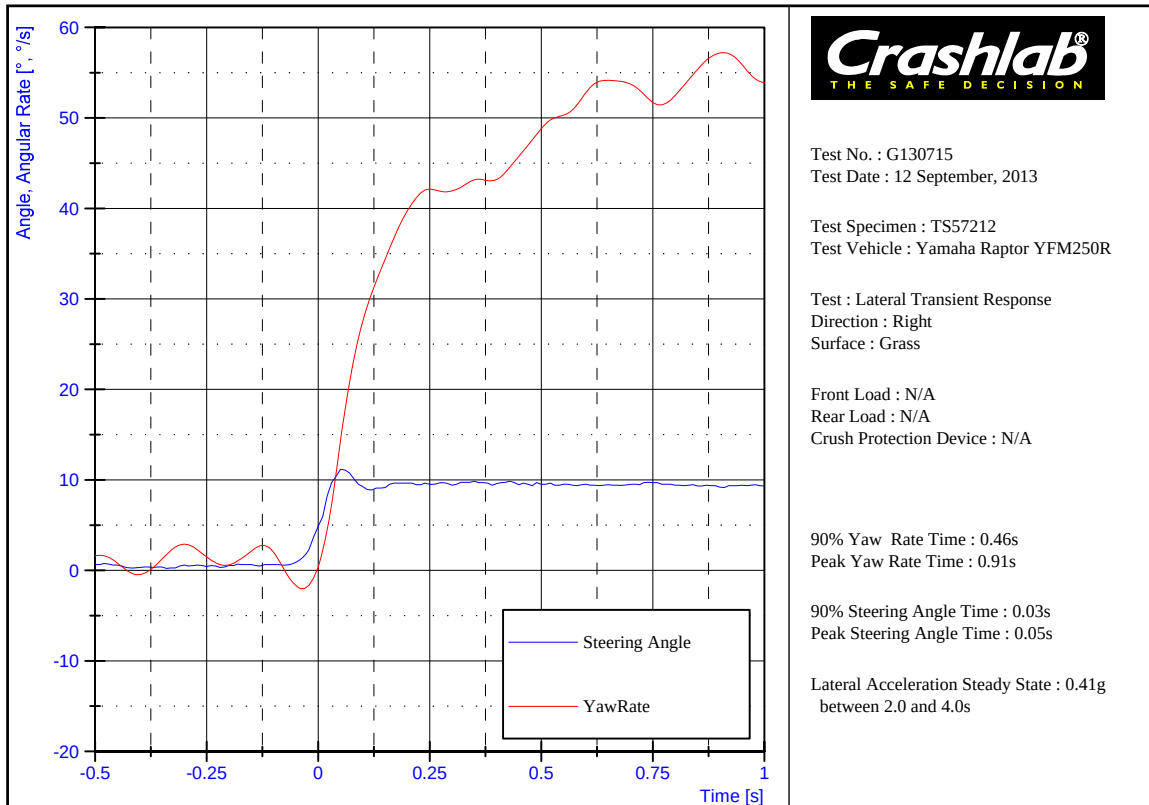
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

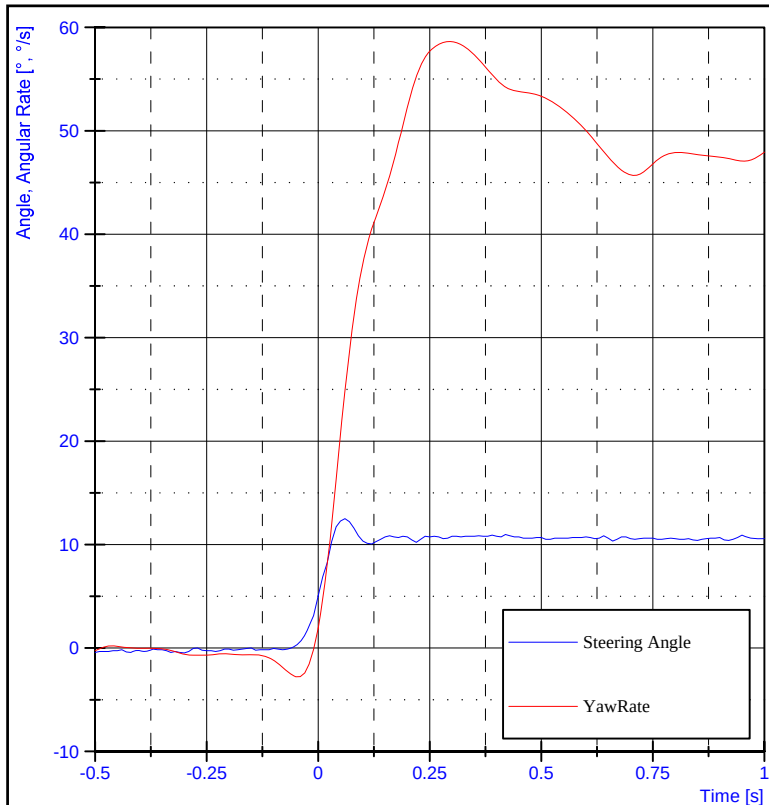
90% Yaw Rate Time : 0.47s
Peak Yaw Rate Time : 1.50s

90% Steering Angle Time : 0.02s
Peak Steering Angle Time : 0.06s

Lateral Acceleration Steady State : 0.50g
between 2.0 and 4.0s







Test No. : G130723
Test Date : 12 September, 2013

Test Specimen : TS57212
Test Vehicle : Yamaha Raptor YFM250R

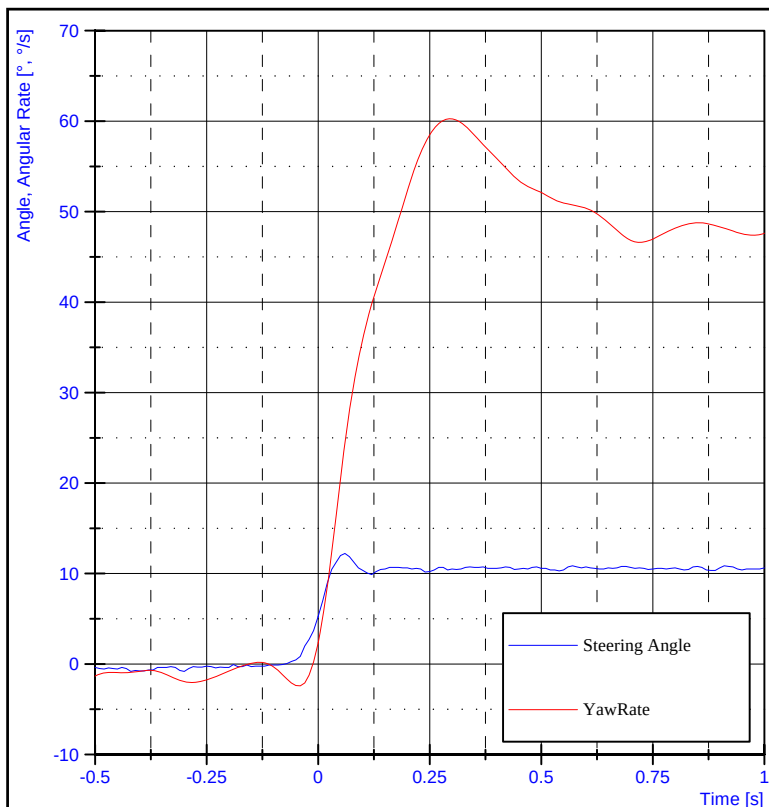
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.15s
Peak Yaw Rate Time : 0.30s

90% Steering Angle Time : 0.03s
Peak Steering Angle Time : 0.06s

Lateral Acceleration Steady State : 0.51g
between 2.0 and 4.0s



Test No. : G130724
Test Date : 12 September, 2013

Test Specimen : TS57212
Test Vehicle : Yamaha Raptor YFM250R

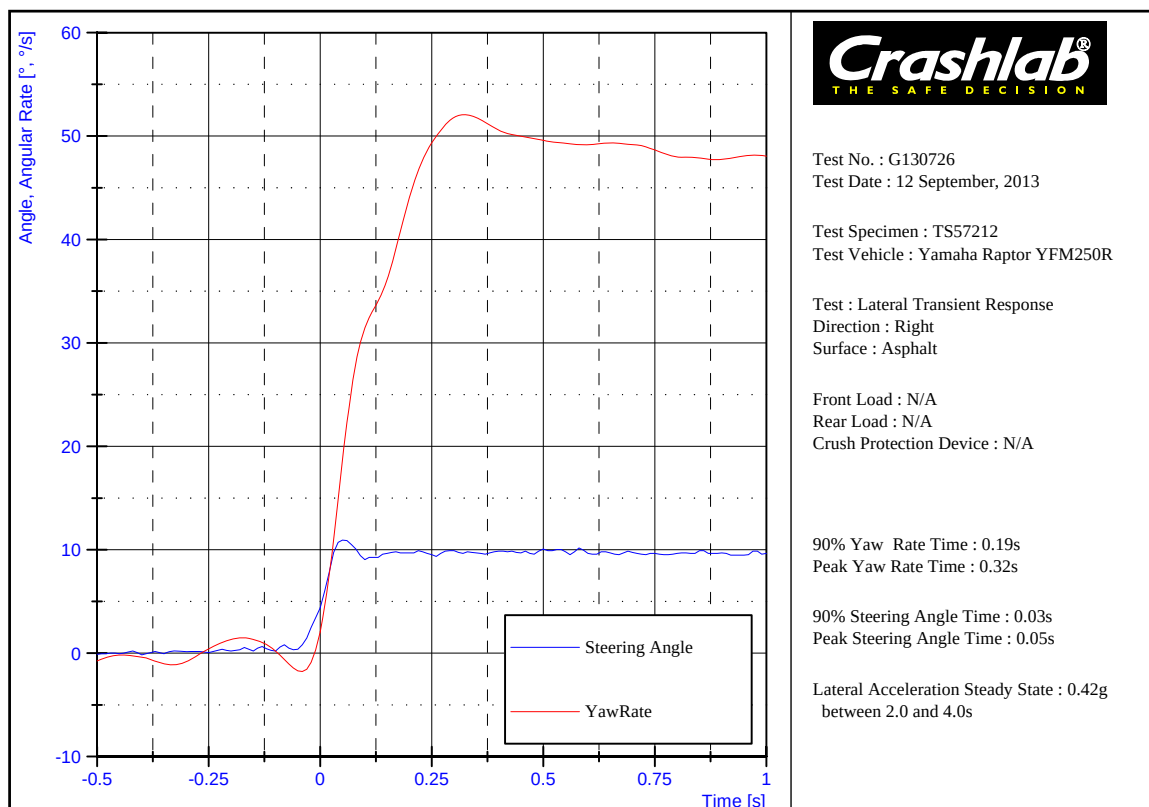
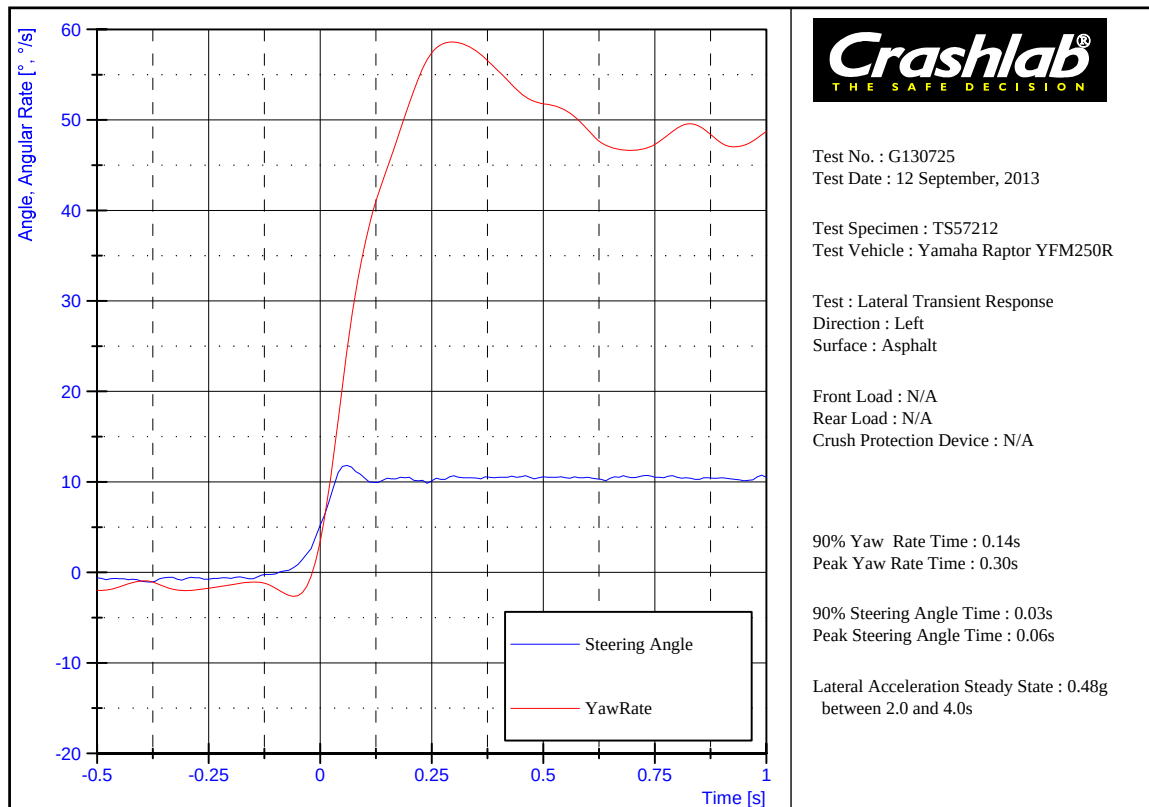
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

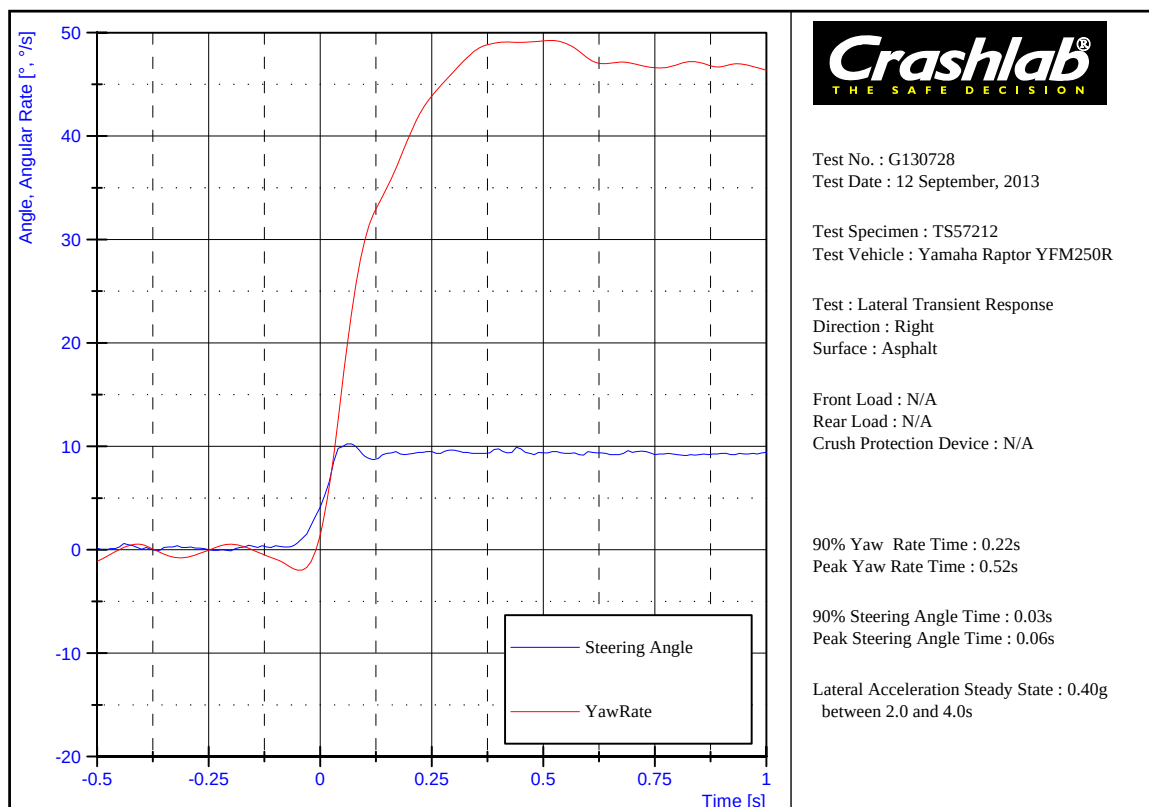
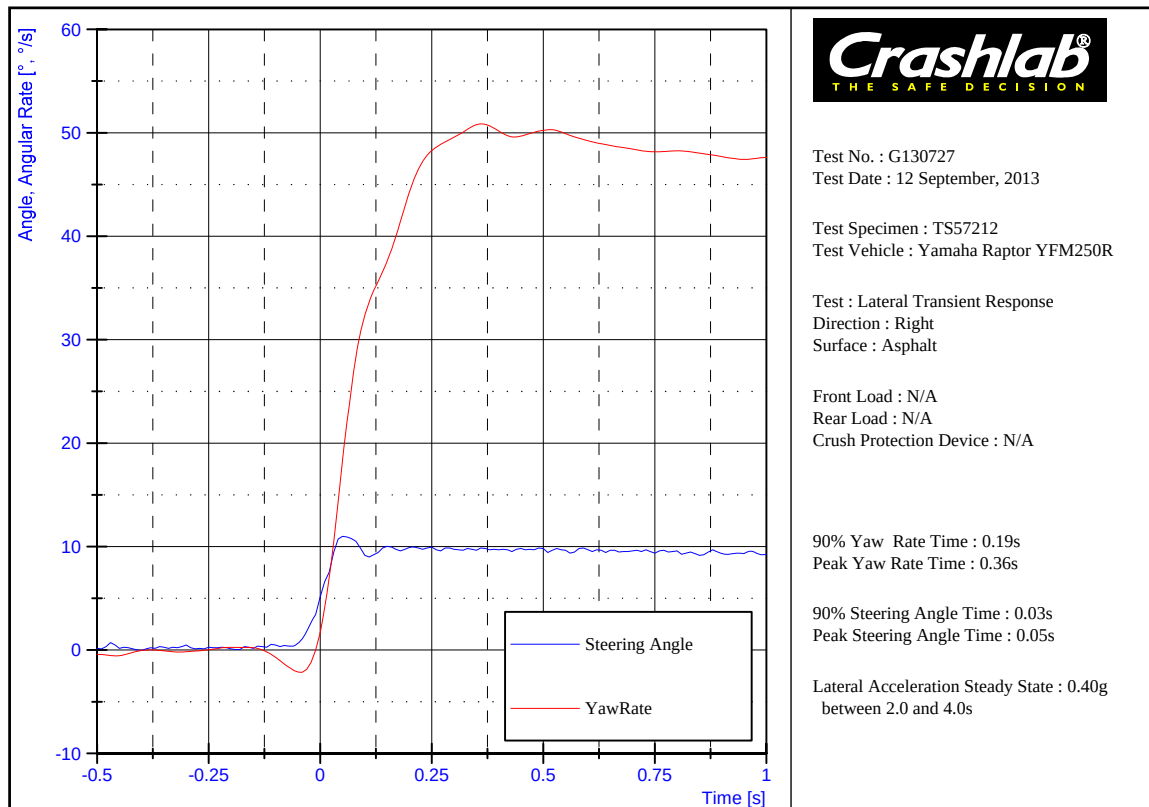
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

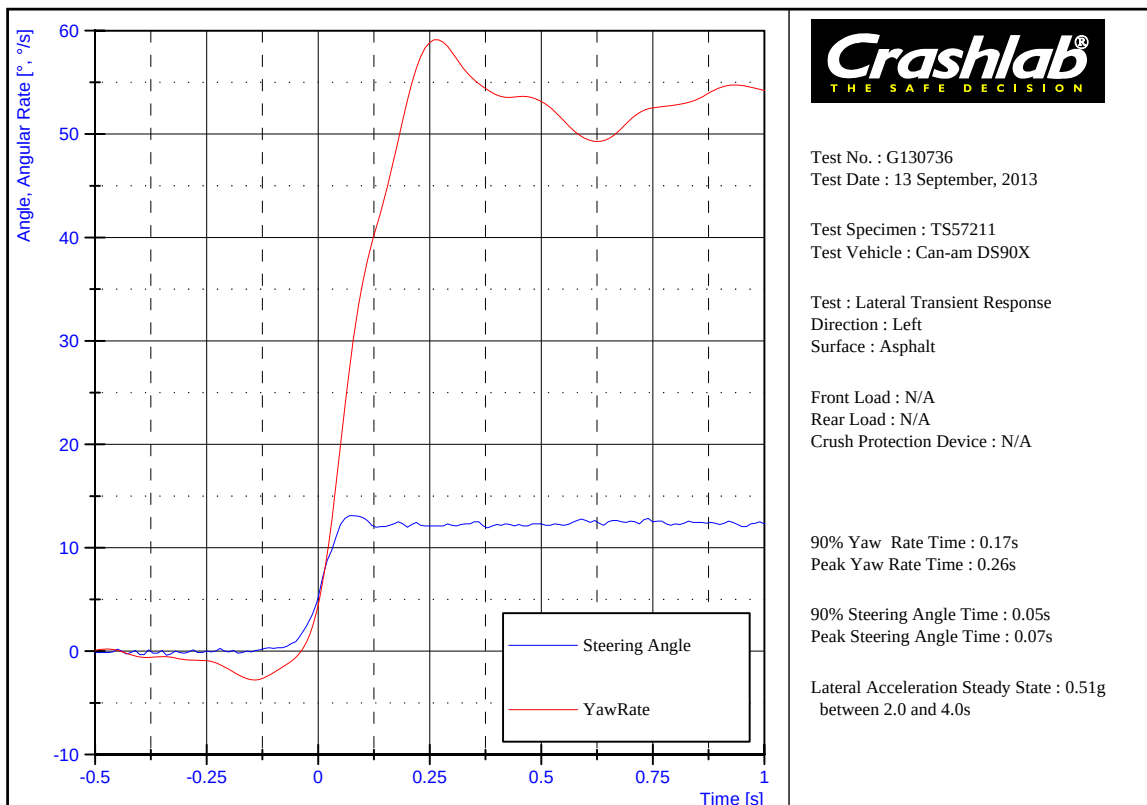
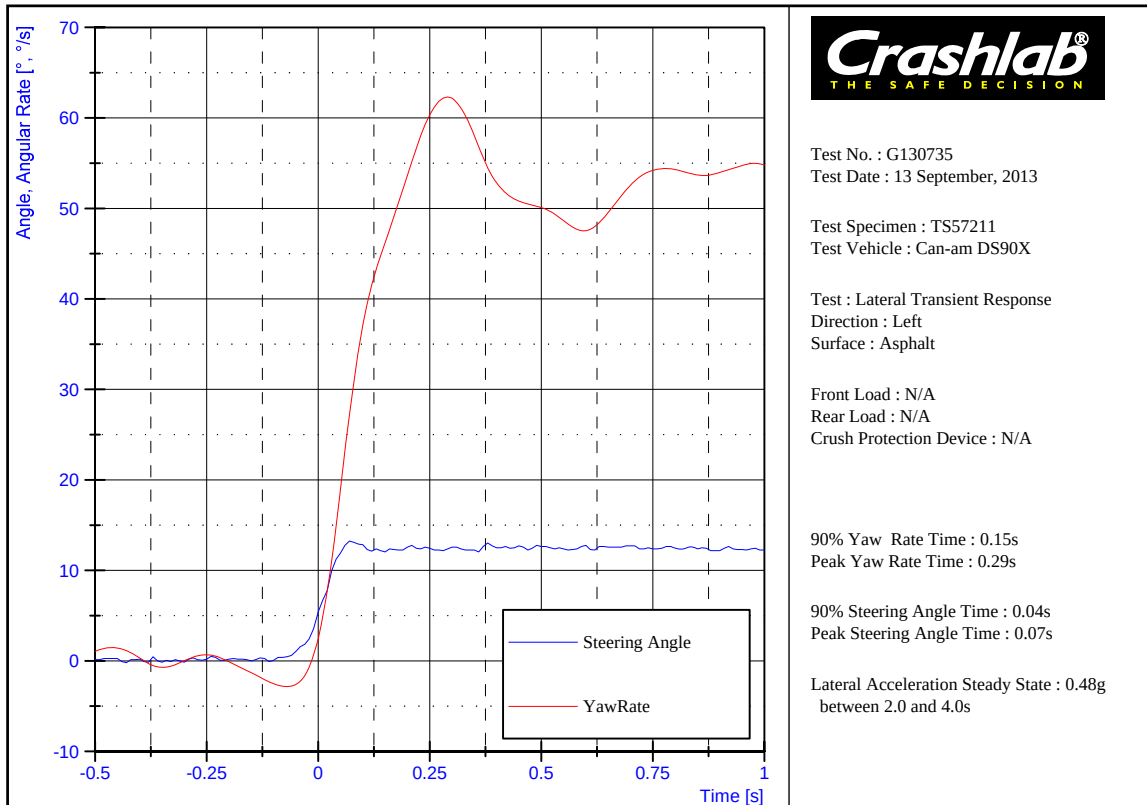
90% Yaw Rate Time : 0.15s
Peak Yaw Rate Time : 0.30s

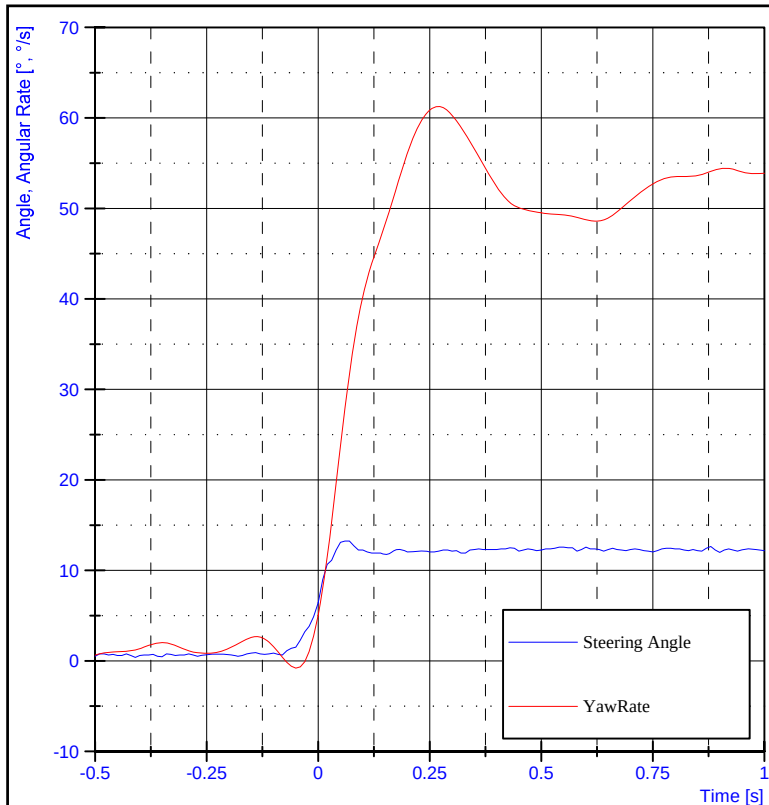
90% Steering Angle Time : 0.03s
Peak Steering Angle Time : 0.06s

Lateral Acceleration Steady State : 0.48g
between 2.0 and 4.0s









Test No. : G130737
Test Date : 13 September, 2013

Test Specimen : TS57211
Test Vehicle : Can-am DS90X

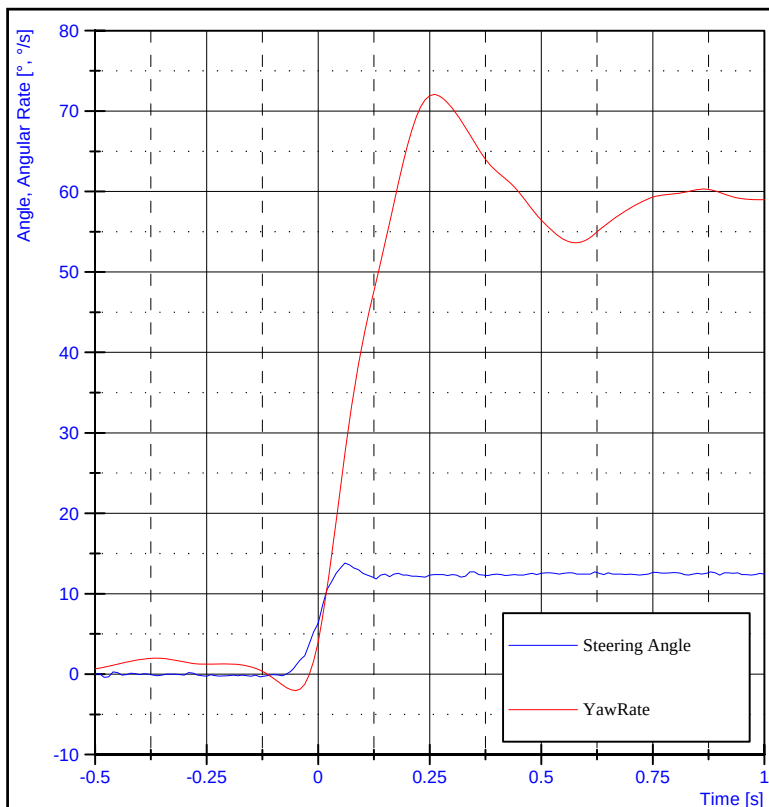
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.13s
Peak Yaw Rate Time : 0.27s

90% Steering Angle Time : 0.03s
Peak Steering Angle Time : 0.06s

Lateral Acceleration Steady State : 0.49g
between 2.0 and 4.0s



Test No. : G130738
Test Date : 13 September, 2013

Test Specimen : TS57211
Test Vehicle : Can-am DS90X

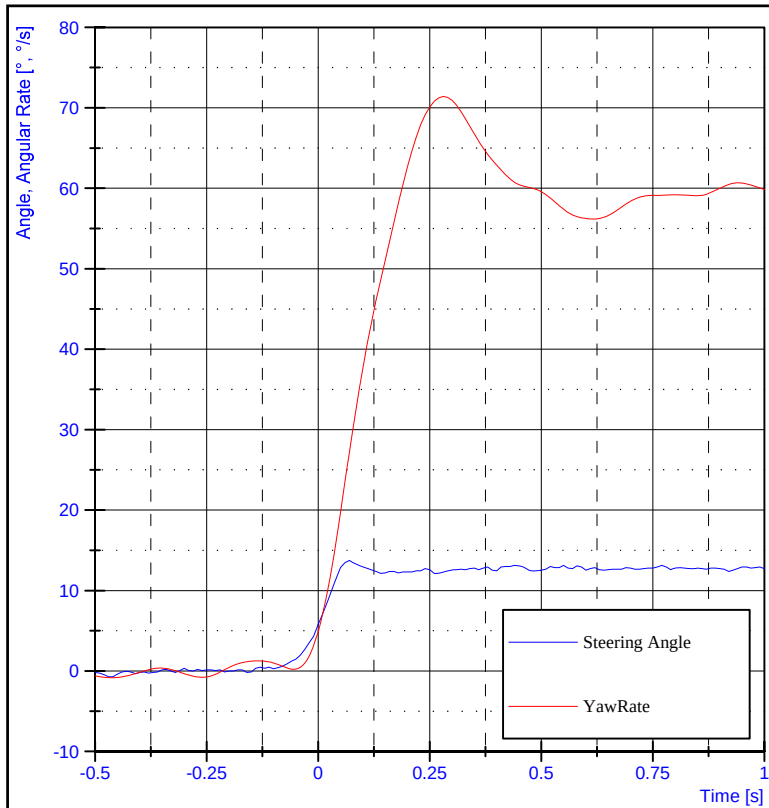
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.14s
Peak Yaw Rate Time : 0.26s

90% Steering Angle Time : 0.03s
Peak Steering Angle Time : 0.06s

Lateral Acceleration Steady State : 0.53g
between 2.0 and 4.0s



Test No. : G130739
Test Date : 13 September, 2013

Test Specimen : TS57211
Test Vehicle : Can-am DS90X

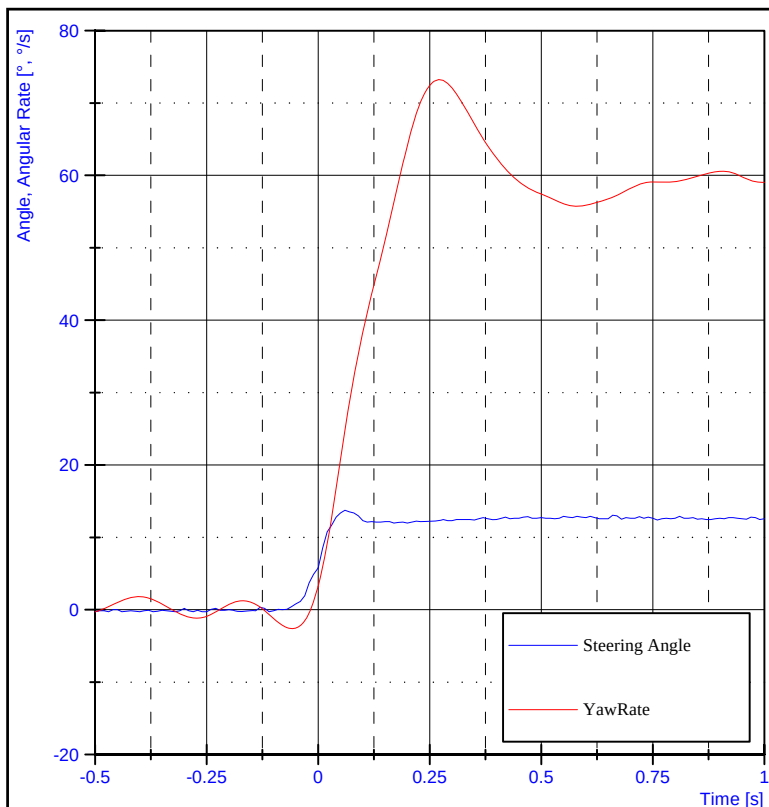
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.15s
Peak Yaw Rate Time : 0.28s

90% Steering Angle Time : 0.04s
Peak Steering Angle Time : 0.07s

Lateral Acceleration Steady State : 0.52g
between 2.0 and 4.0s



Test No. : G130740
Test Date : 13 September, 2013

Test Specimen : TS57211
Test Vehicle : Can-am DS90X

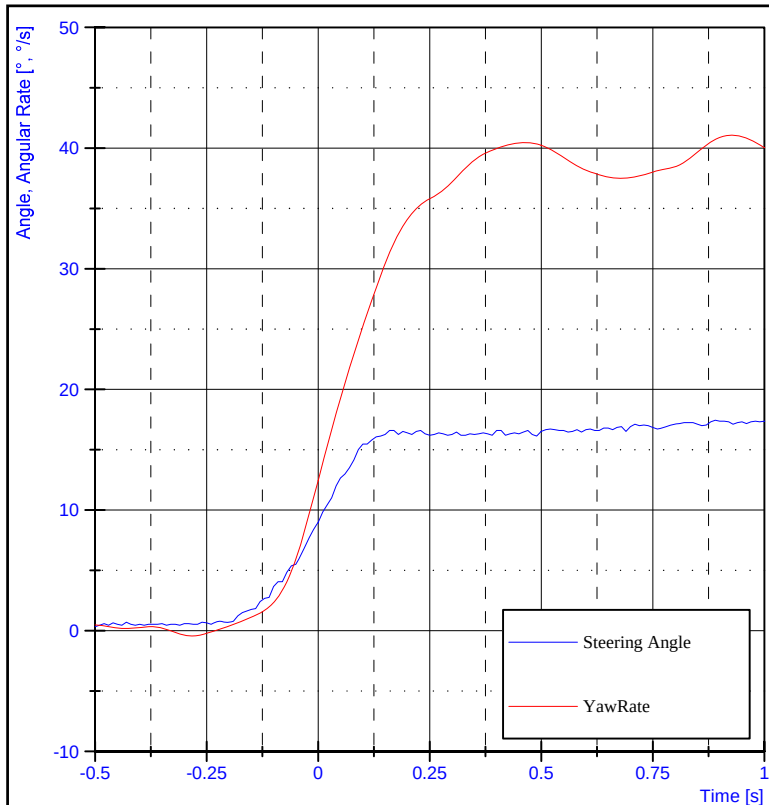
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.15s
Peak Yaw Rate Time : 0.27s

90% Steering Angle Time : 0.03s
Peak Steering Angle Time : 0.06s

Lateral Acceleration Steady State : 0.53g
between 2.0 and 4.0s



Test No. : G130750
Test Date : 11 October, 2013

Test Specimen : TS57207
Test Vehicle : Yamaha Rhino YXR700

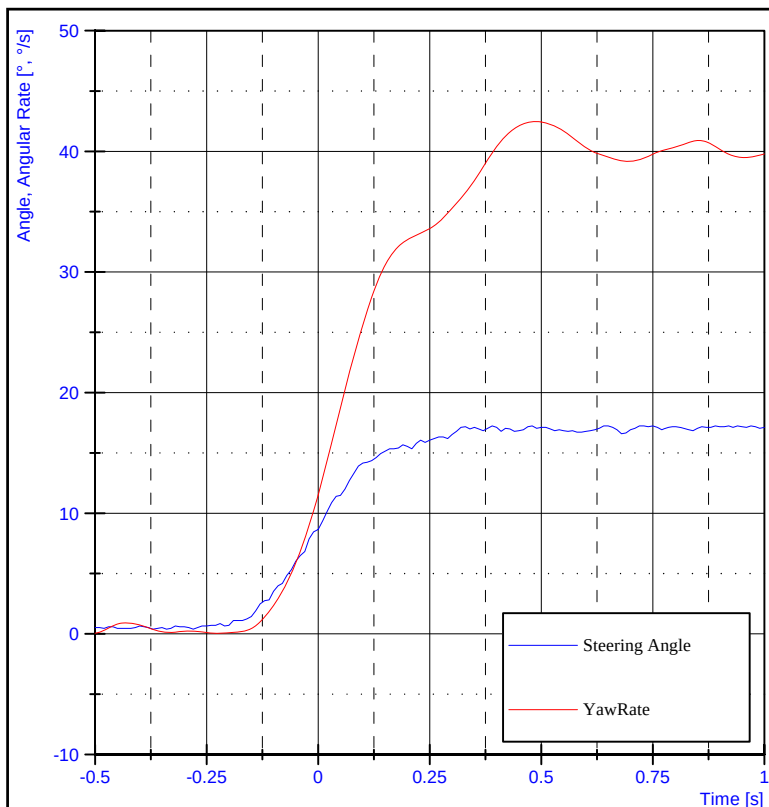
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.23s
Peak Yaw Rate Time : 1.74s

90% Steering Angle Time : 0.12s
Peak Steering Angle Time : 10.46s

Lateral Acceleration Steady State : 0.46g
between 2.0 and 4.0s



Test No. : G130751
Test Date : 11 October, 2013

Test Specimen : TS57207
Test Vehicle : Yamaha Rhino YXR700

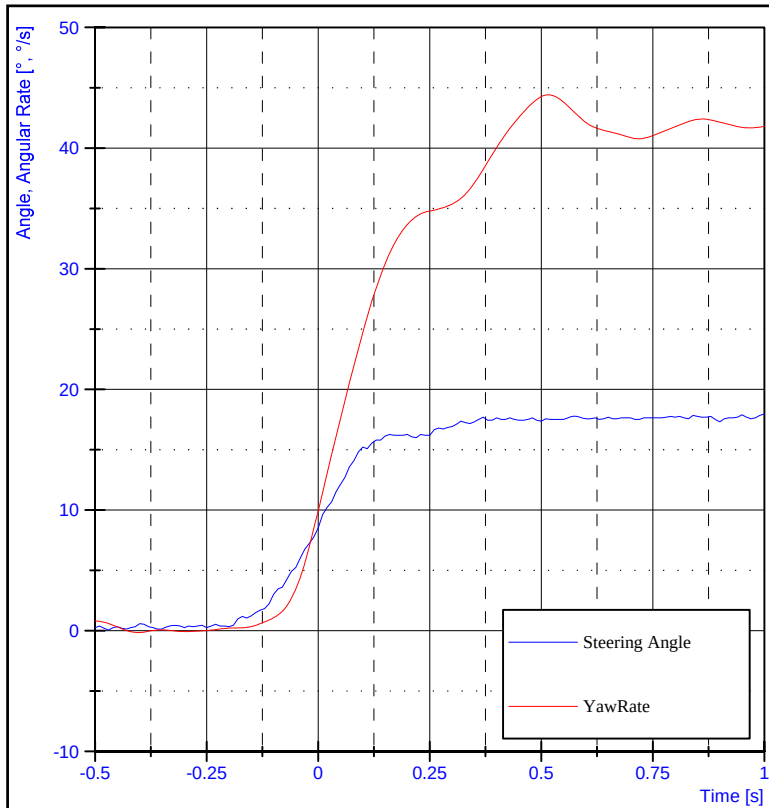
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.28s
Peak Yaw Rate Time : 7.95s

90% Steering Angle Time : 0.19s
Peak Steering Angle Time : 7.13s

Lateral Acceleration Steady State : 0.36g
between 2.0 and 4.0s



Test No. : G130752
Test Date : 11 October, 2013

Test Specimen : TS57207
Test Vehicle : Yamaha Rhino YXR700

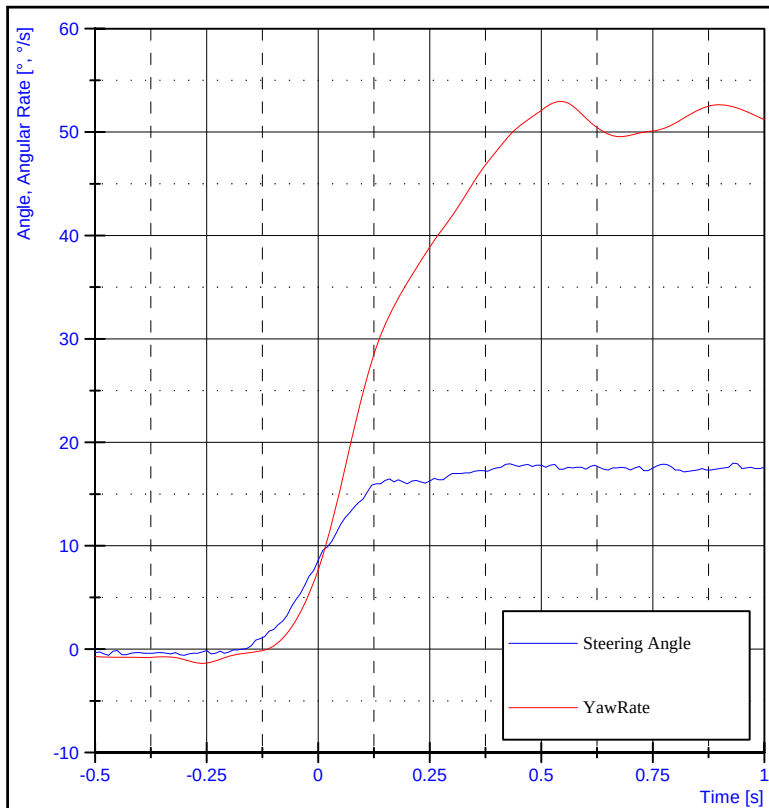
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.36s
Peak Yaw Rate Time : 8.63s

90% Steering Angle Time : 0.15s
Peak Steering Angle Time : 1.68s

Lateral Acceleration Steady State : 0.48g
between 2.0 and 4.0s



Test No. : G130753
Test Date : 11 October, 2013

Test Specimen : TS57207
Test Vehicle : Yamaha Rhino YXR700

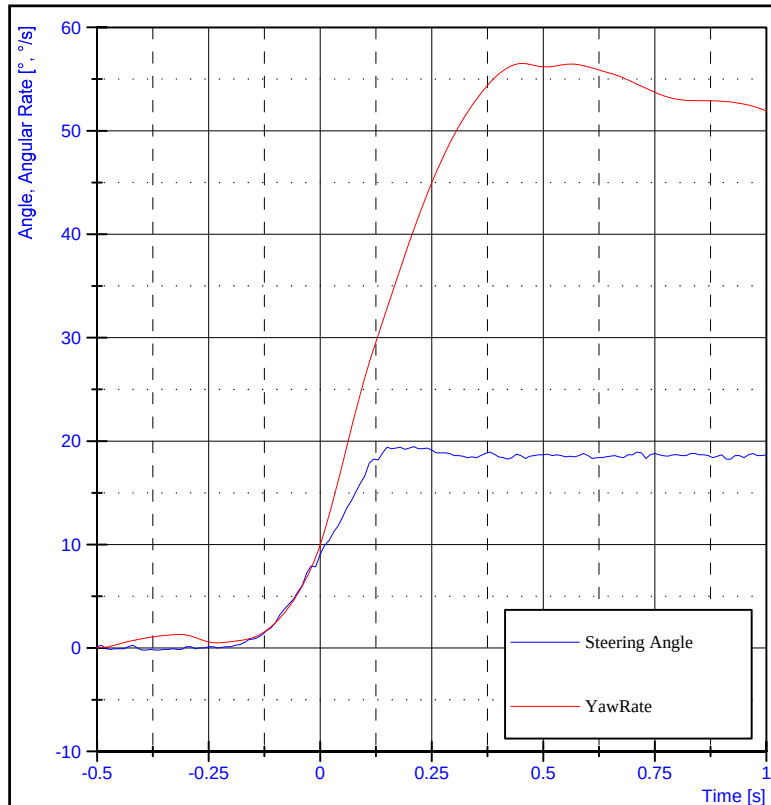
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.33s
Peak Yaw Rate Time : 6.53s

90% Steering Angle Time : 0.12s
Peak Steering Angle Time : 5.81s

Lateral Acceleration Steady State : 0.49g
between 2.0 and 4.0s



Test No. : G130754
Test Date : 11 October, 2013

Test Specimen : TS57207
Test Vehicle : Yamaha Rhino YXR700

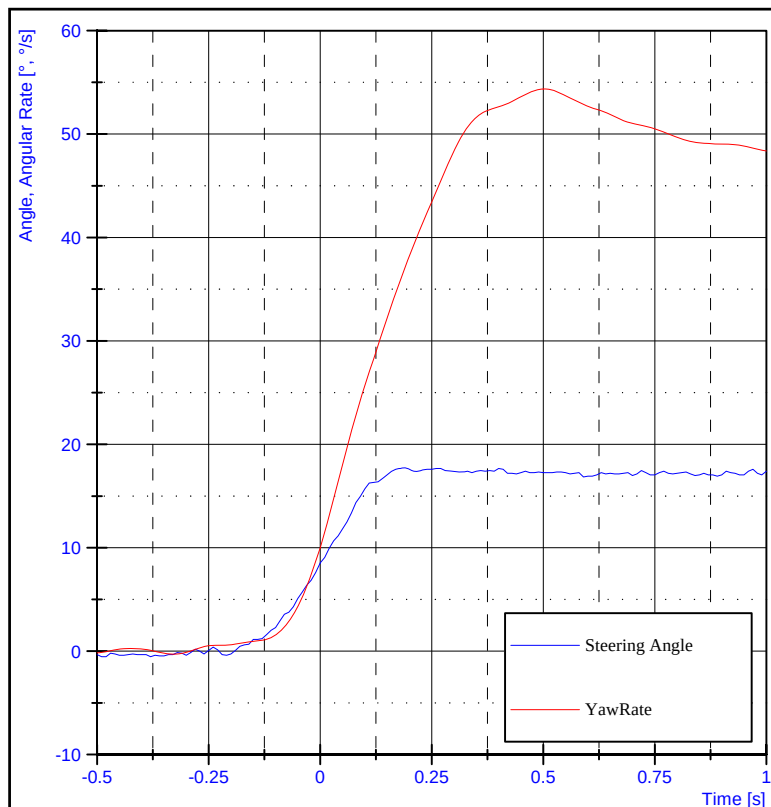
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.25s
Peak Yaw Rate Time : 0.45s

90% Steering Angle Time : 0.09s
Peak Steering Angle Time : 0.21s

Lateral Acceleration Steady State : 0.52g
between 2.0 and 4.0s



Test No. : G130755
Test Date : 11 October, 2013

Test Specimen : TS57207
Test Vehicle : Yamaha Rhino YXR700

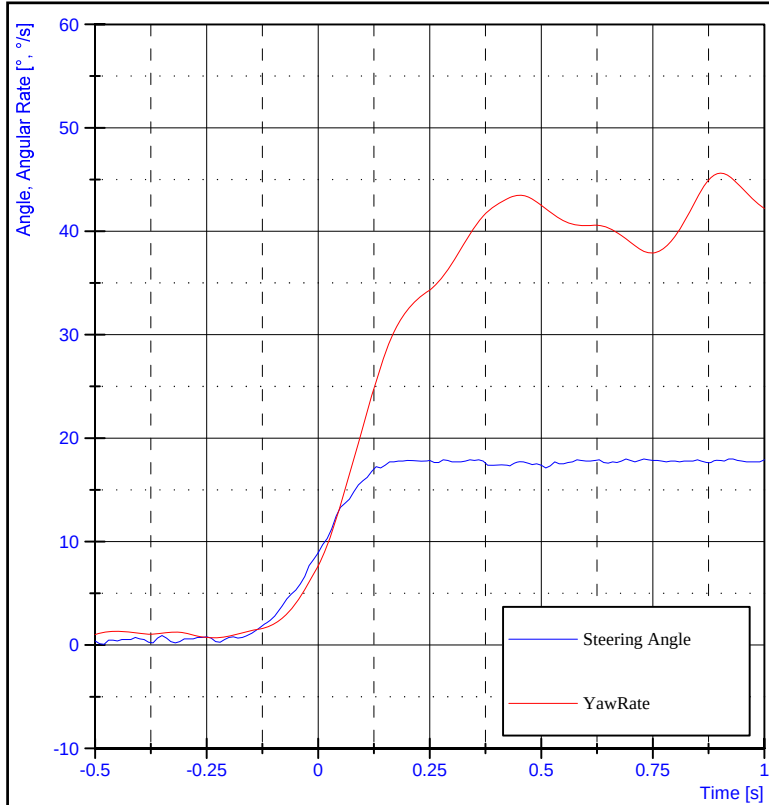
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.25s
Peak Yaw Rate Time : 0.50s

90% Steering Angle Time : 0.10s
Peak Steering Angle Time : 4.43s

Lateral Acceleration Steady State : 0.47g
between 2.0 and 4.0s



Test No. : G130762
Test Date : 11 October, 2013

Test Specimen : TS57207
Test Vehicle : Yamaha Rhino YXR700

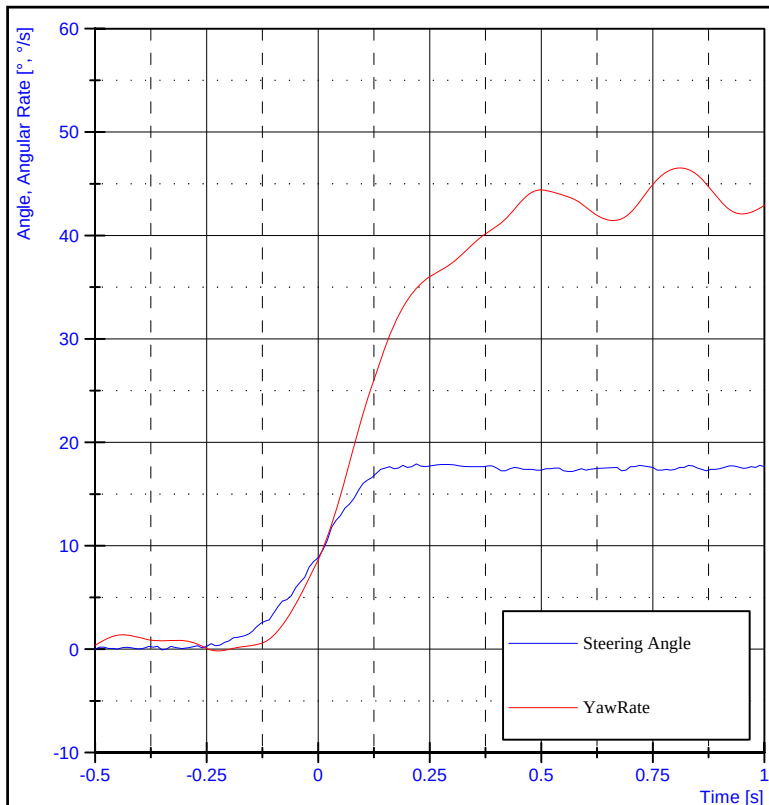
Test : Lateral Transient Response
Direction : Left
Surface : Grass

Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.39s
Peak Yaw Rate Time : 10.75s

90% Steering Angle Time : 0.11s
Peak Steering Angle Time : 10.79s

Lateral Acceleration Steady State : 0.45g
between 2.0 and 4.0s



Test No. : G130763
Test Date : 11 October, 2013

Test Specimen : TS57207
Test Vehicle : Yamaha Rhino YXR700

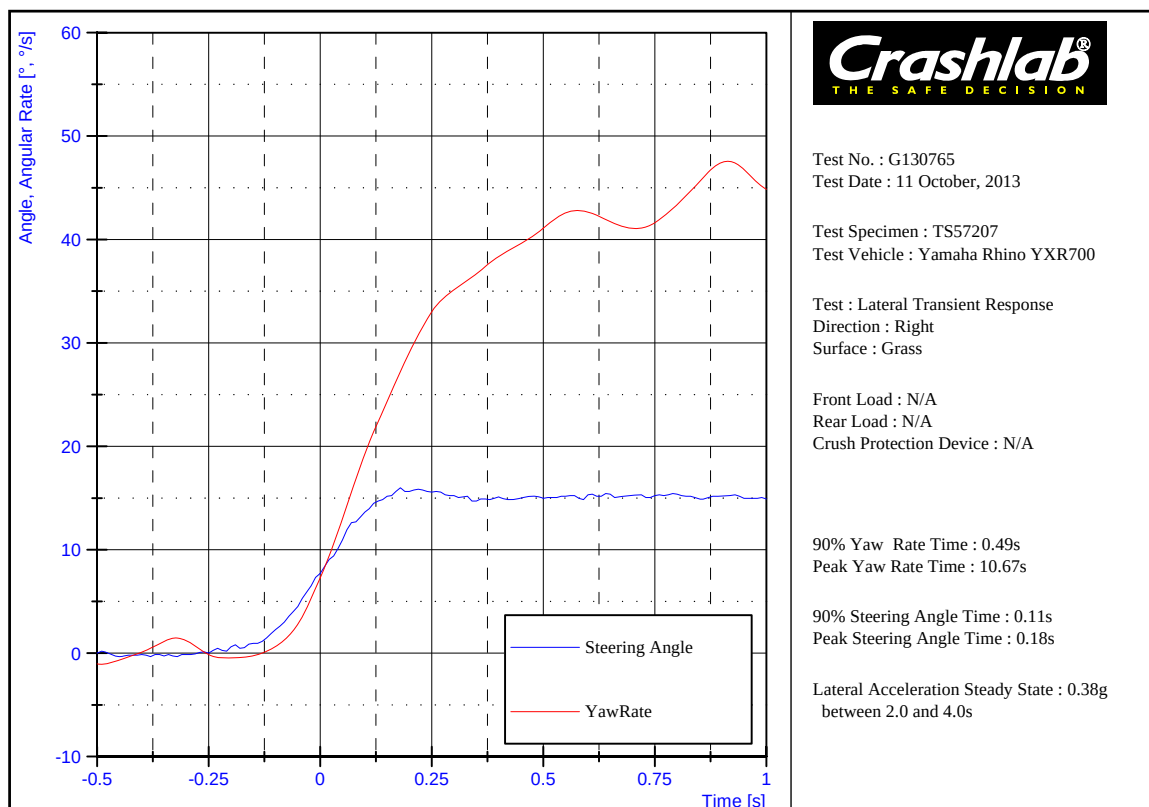
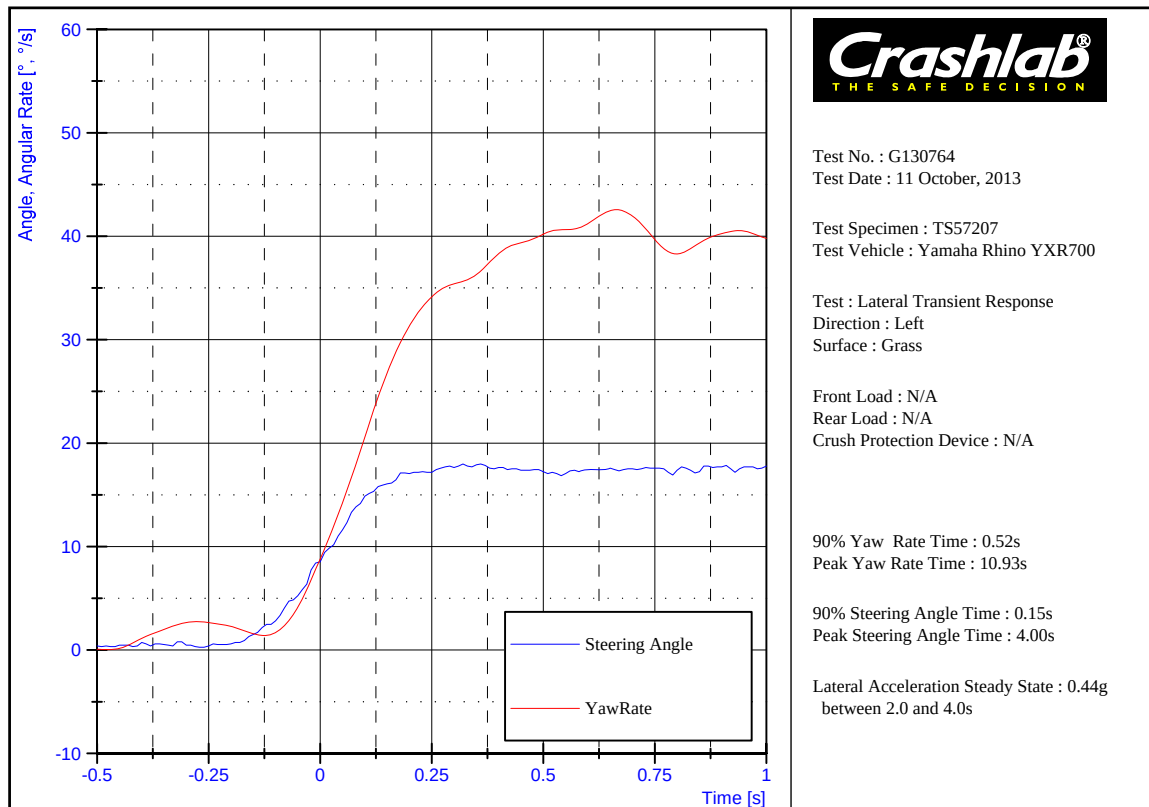
Test : Lateral Transient Response
Direction : Left
Surface : Grass

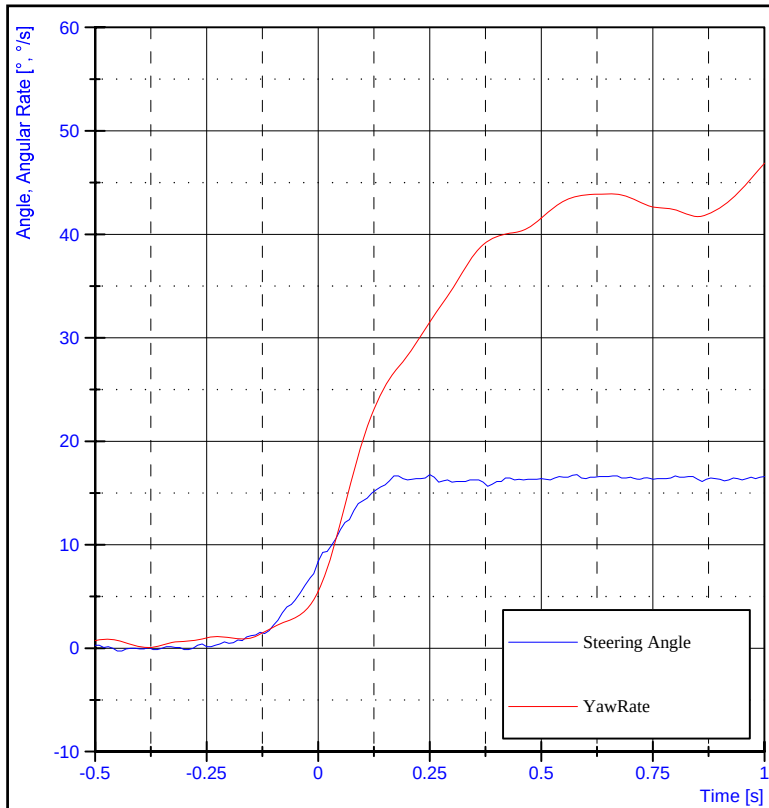
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.38s
Peak Yaw Rate Time : 6.00s

90% Steering Angle Time : 0.11s
Peak Steering Angle Time : 9.89s

Lateral Acceleration Steady State : 0.42g
between 2.0 and 4.0s





Test No. : G130766
Test Date : 11 October, 2013

Test Specimen : TS57207
Test Vehicle : Yamaha Rhino YXR700

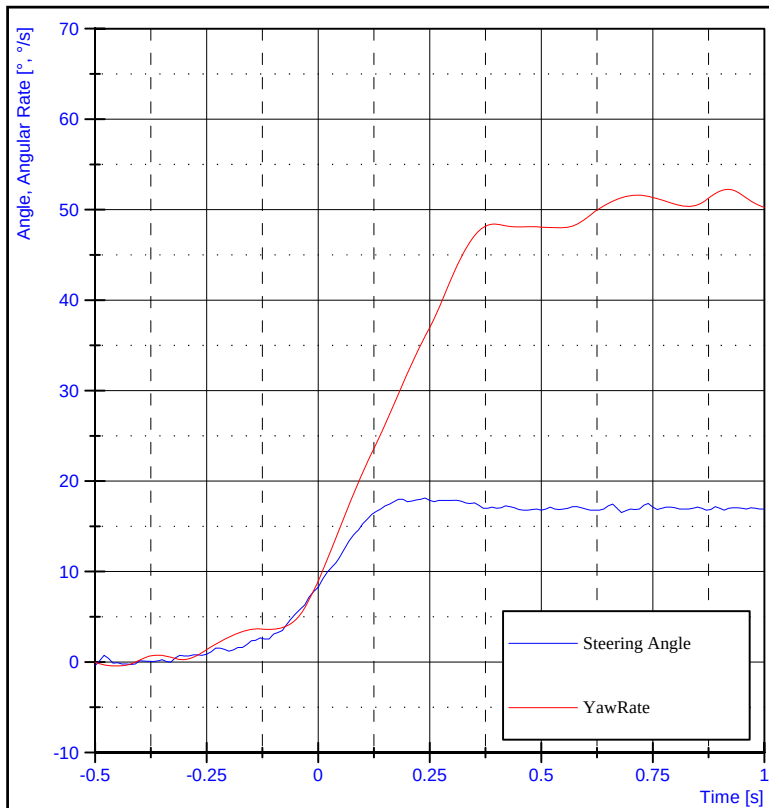
Test : Lateral Transient Response
Direction : Right
Surface : Grass

Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.56s
Peak Yaw Rate Time : 9.69s

90% Steering Angle Time : 0.12s
Peak Steering Angle Time : 3.09s

Lateral Acceleration Steady State : 0.41g
between 2.0 and 4.0s



Test No. : G130767
Test Date : 11 October, 2013

Test Specimen : TS57207
Test Vehicle : Yamaha Rhino YXR700

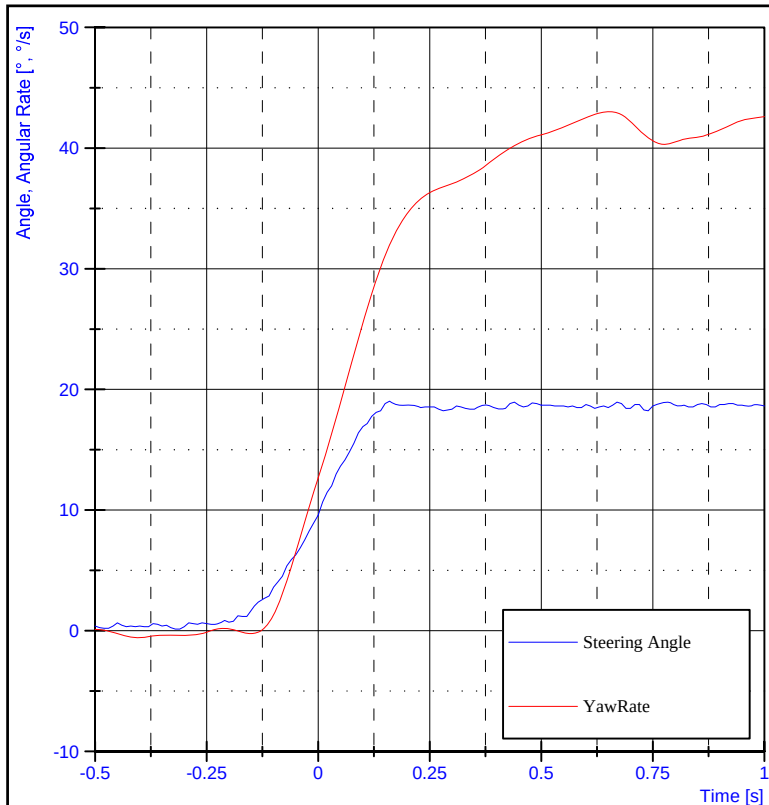
Test : Lateral Transient Response
Direction : Right
Surface : Grass

Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.35s
Peak Yaw Rate Time : 9.43s

90% Steering Angle Time : 0.11s
Peak Steering Angle Time : 0.24s

Lateral Acceleration Steady State : 0.46g
between 2.0 and 4.0s



Test No. : G130774
Test Date : 11 October, 2013

Test Specimen : TS57207
Test Vehicle : Yamaha Rhino YXR700

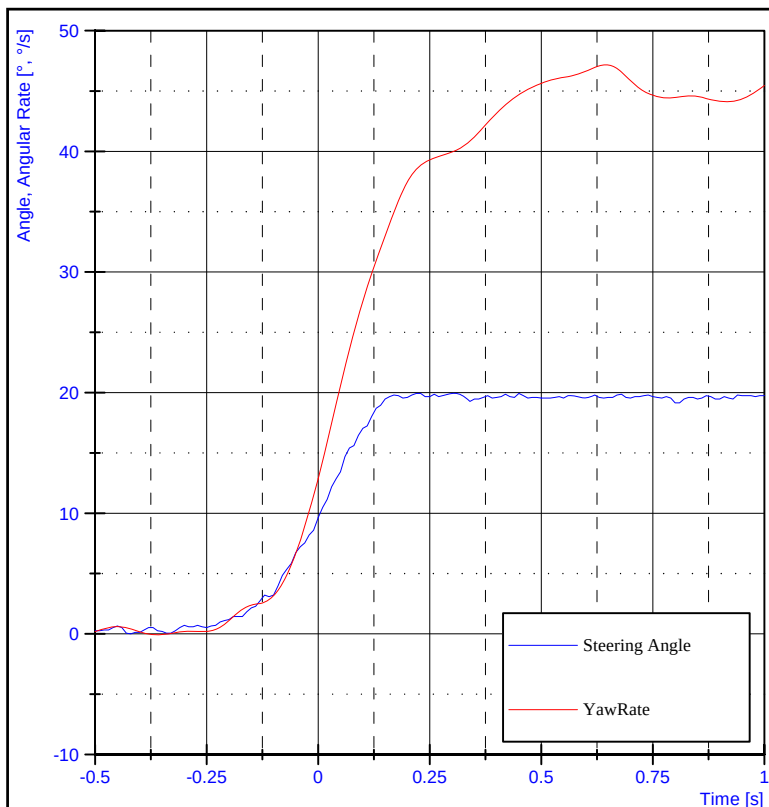
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

Front Load : N/A
Rear Load : 181
Crush Protection Device : N/A

90% Yaw Rate Time : 0.37s
Peak Yaw Rate Time : 8.46s

90% Steering Angle Time : 0.11s
Peak Steering Angle Time : 4.28s

Lateral Acceleration Steady State : 0.43g
between 2.0 and 4.0s



Test No. : G130775
Test Date : 11 October, 2013

Test Specimen : TS57207
Test Vehicle : Yamaha Rhino YXR700

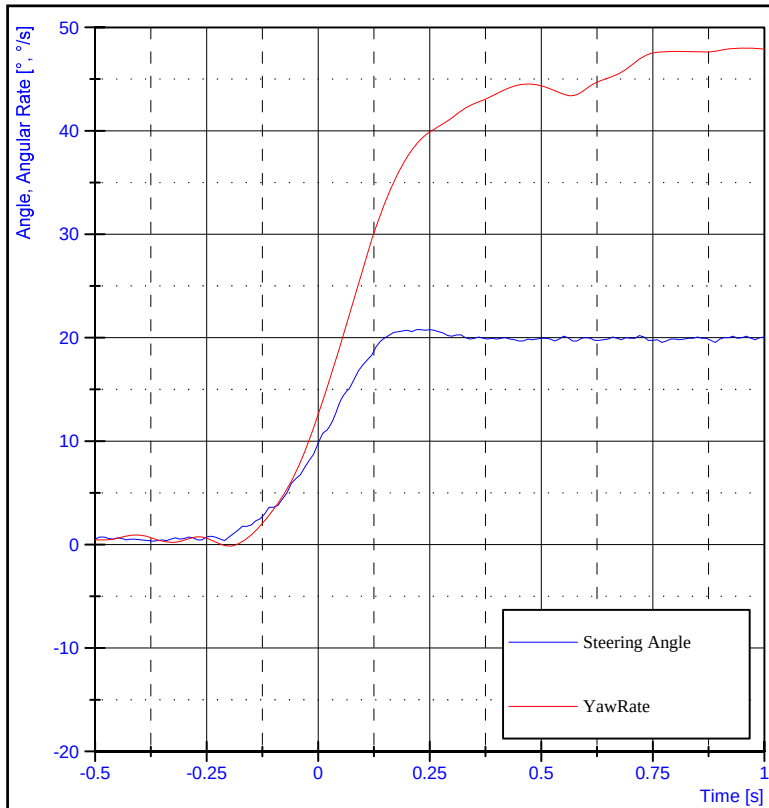
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

Front Load : N/A
Rear Load : 181
Crush Protection Device : N/A

90% Yaw Rate Time : 0.20s
Peak Yaw Rate Time : 0.64s

90% Steering Angle Time : 0.12s
Peak Steering Angle Time : 6.38s

Lateral Acceleration Steady State : 0.38g
between 2.0 and 4.0s



Test No. : G130776

Test Date : 11 October, 2013

Test Specimen : TS57207

Test Vehicle : Yamaha Rhino YXR700

Test : Lateral Transient Response

Direction : Left

Surface : Asphalt

Front Load : N/A

Rear Load : 181

Crush Protection Device : N/A

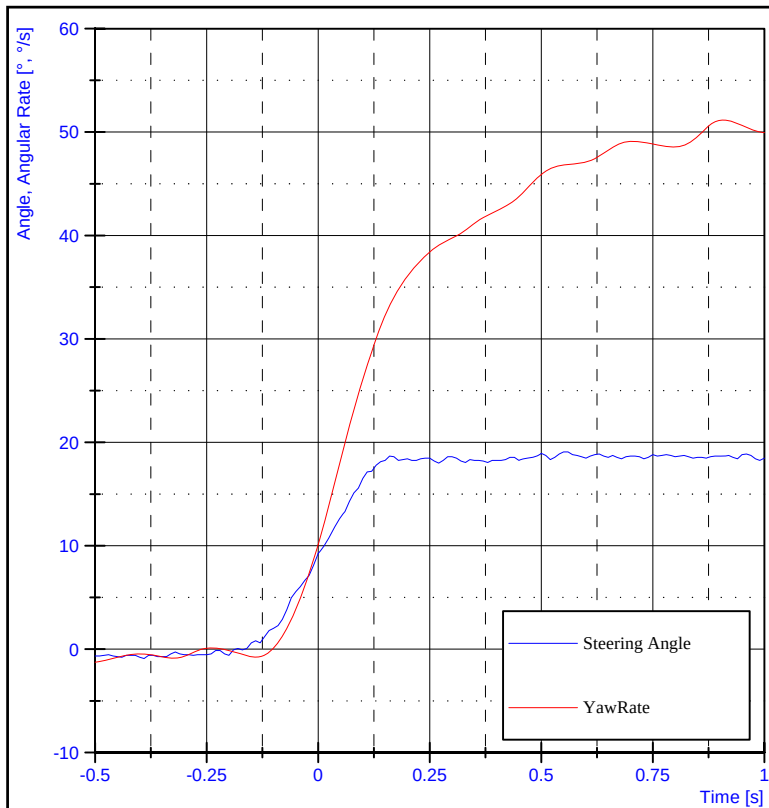
90% Yaw Rate Time : 0.27s

Peak Yaw Rate Time : 7.74s

90% Steering Angle Time : 0.12s

Peak Steering Angle Time : 0.22s

Lateral Acceleration Steady State : 0.43g
between 2.0 and 4.0s



Test No. : G130777

Test Date : 11 October, 2013

Test Specimen : TS57207

Test Vehicle : Yamaha Rhino YXR700

Test : Lateral Transient Response

Direction : Right

Surface : Asphalt

Front Load : N/A

Rear Load : 181

Crush Protection Device : N/A

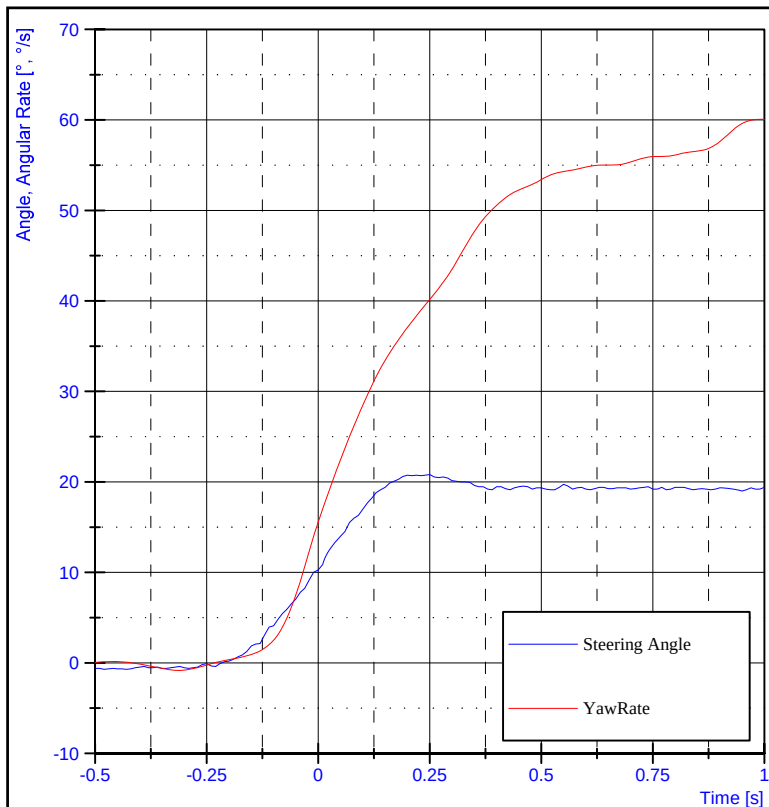
90% Yaw Rate Time : 0.45s

Peak Yaw Rate Time : 7.27s

90% Steering Angle Time : 0.11s

Peak Steering Angle Time : 2.45s

Lateral Acceleration Steady State : 0.49g
between 2.0 and 4.0s



Test No. : G130778

Test Date : 11 October, 2013

Test Specimen : TS57207

Test Vehicle : Yamaha Rhino YXR700

Test : Lateral Transient Response

Direction : Right

Surface : Asphalt

Front Load : N/A

Rear Load : 181

Crush Protection Device : N/A

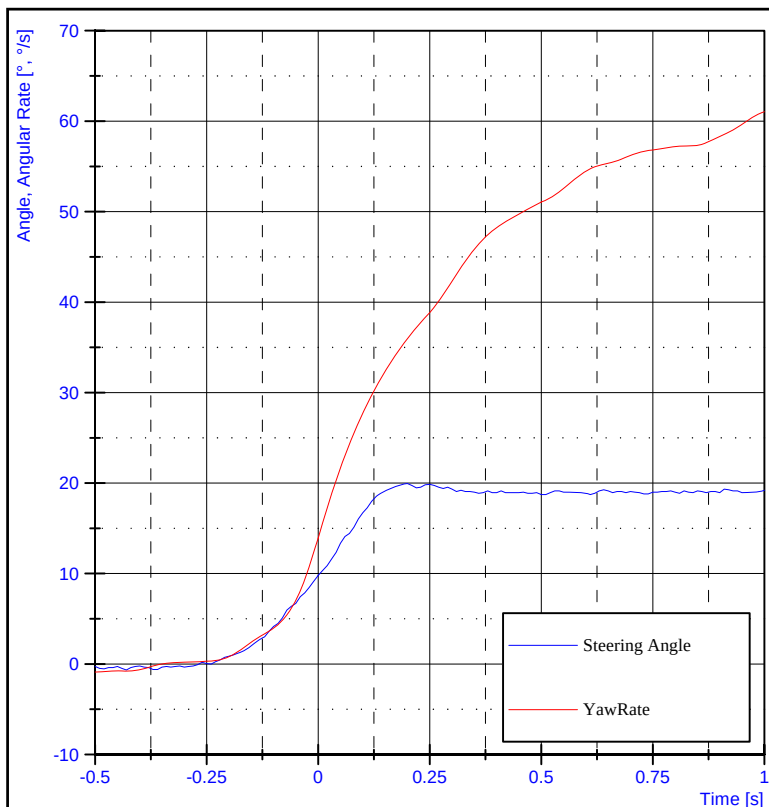
90% Yaw Rate Time : 0.37s

Peak Yaw Rate Time : 1.15s

90% Steering Angle Time : 0.11s

Peak Steering Angle Time : 0.25s

Lateral Acceleration Steady State : 0.55g
between 2.0 and 4.0s



Test No. : G130779

Test Date : 11 October, 2013

Test Specimen : TS57207

Test Vehicle : Yamaha Rhino YXR700

Test : Lateral Transient Response

Direction : Right

Surface : Asphalt

Front Load : N/A

Rear Load : 181

Crush Protection Device : N/A

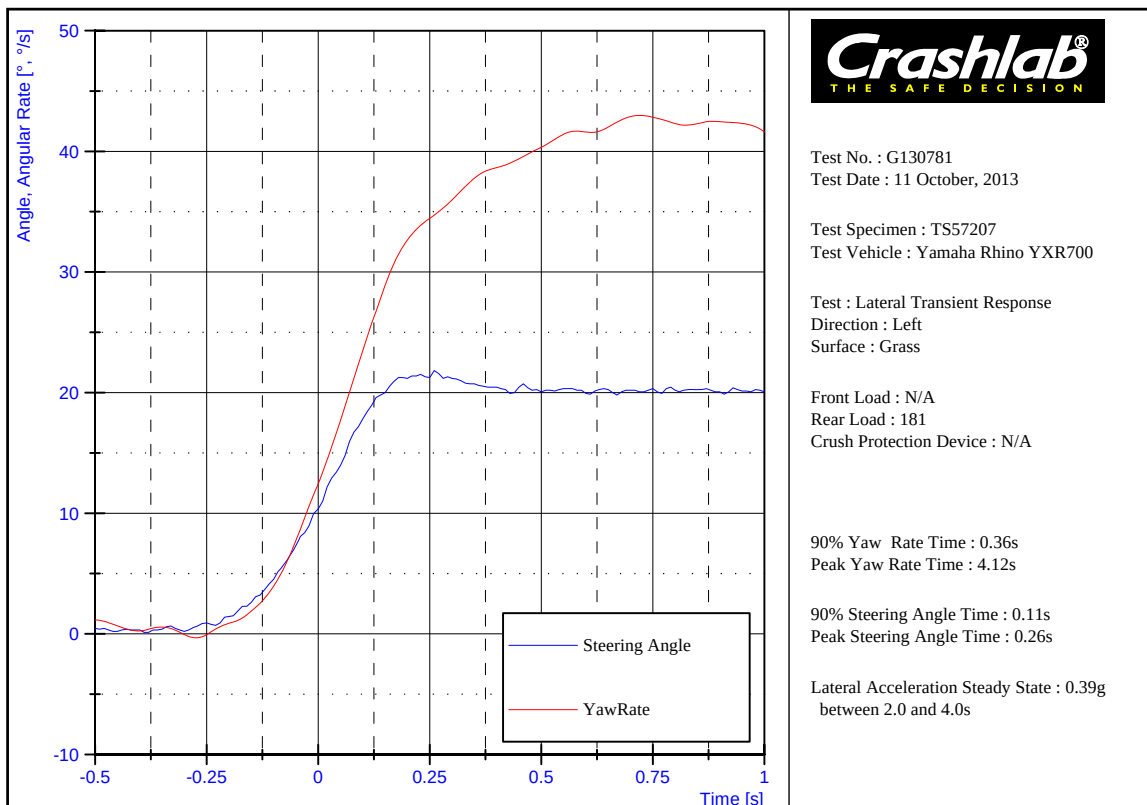
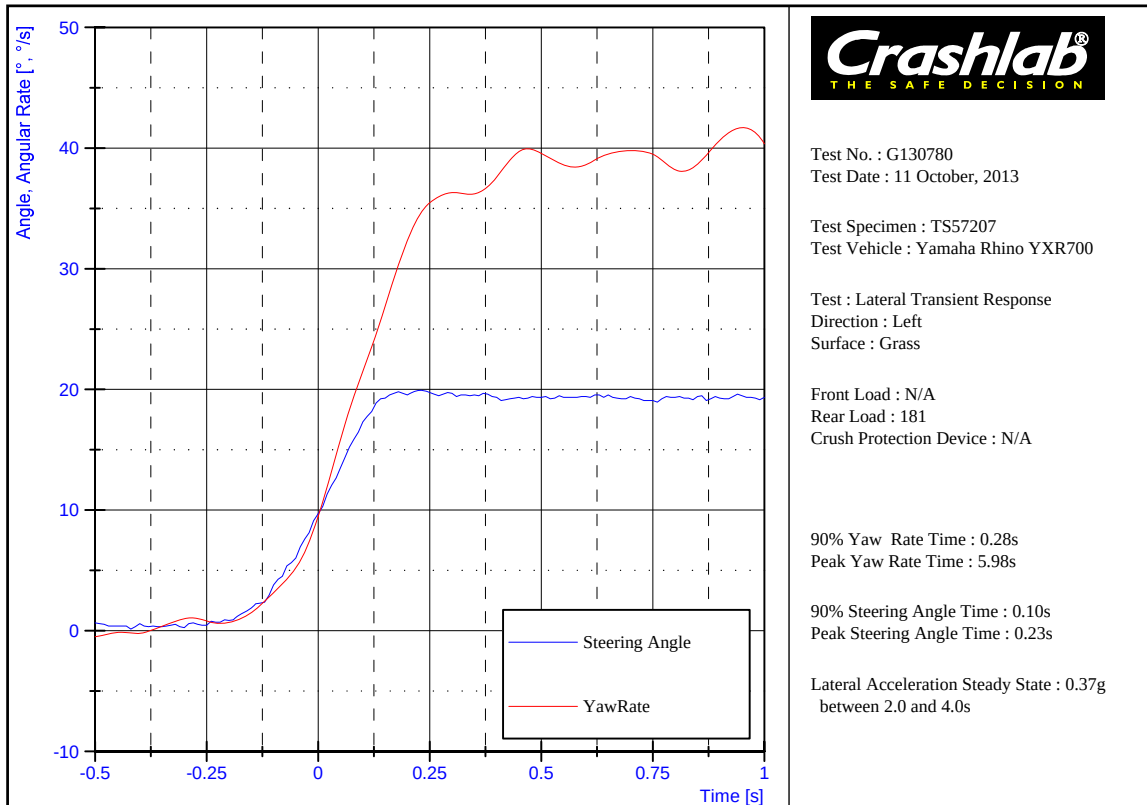
90% Yaw Rate Time : 0.44s

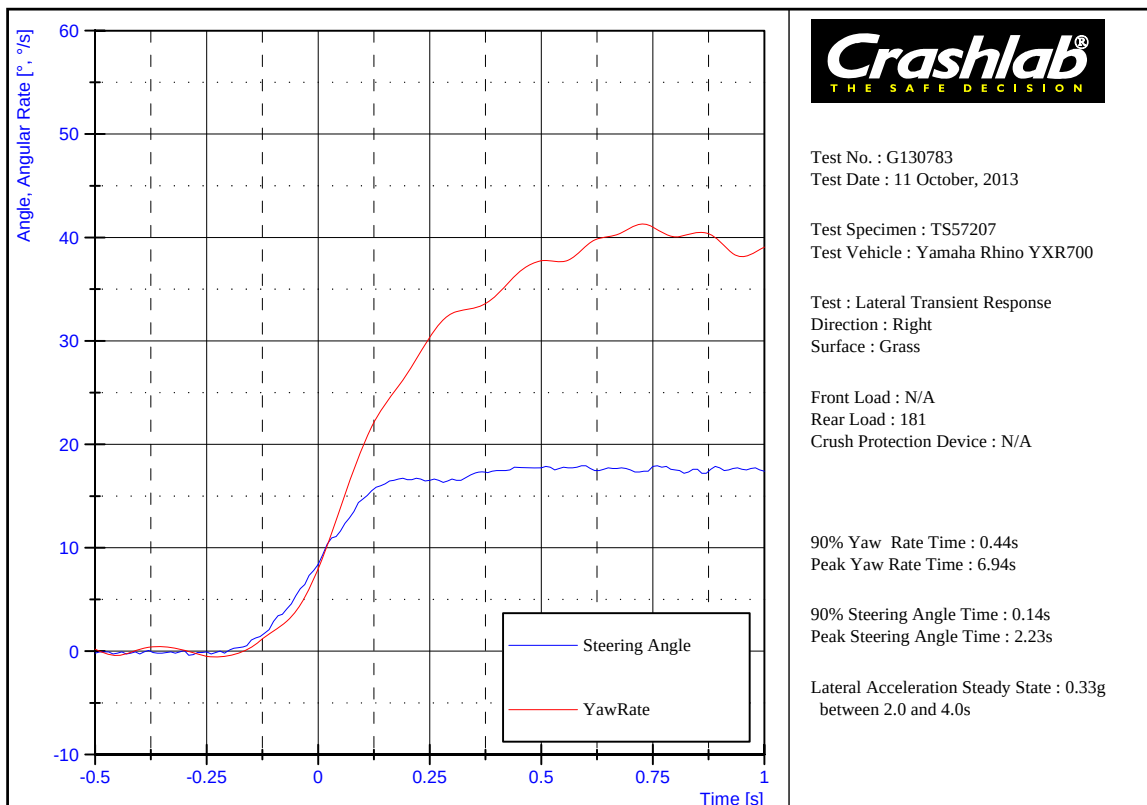
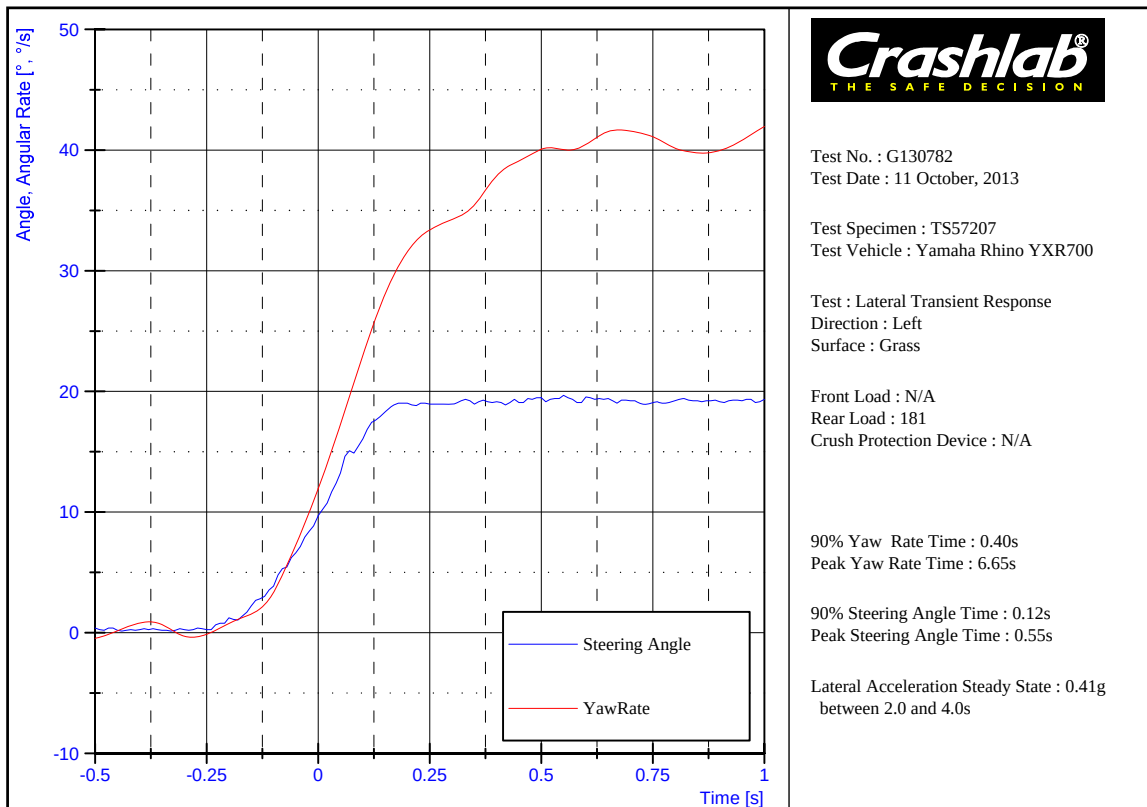
Peak Yaw Rate Time : 1.26s

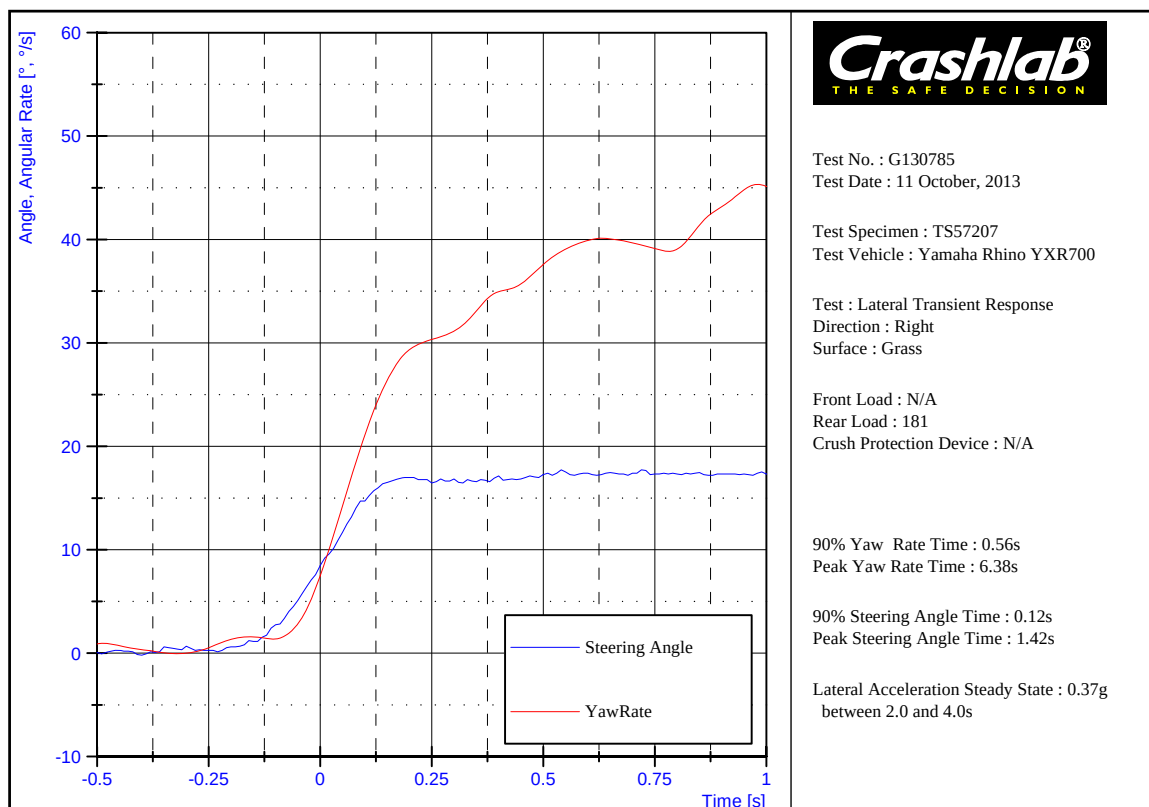
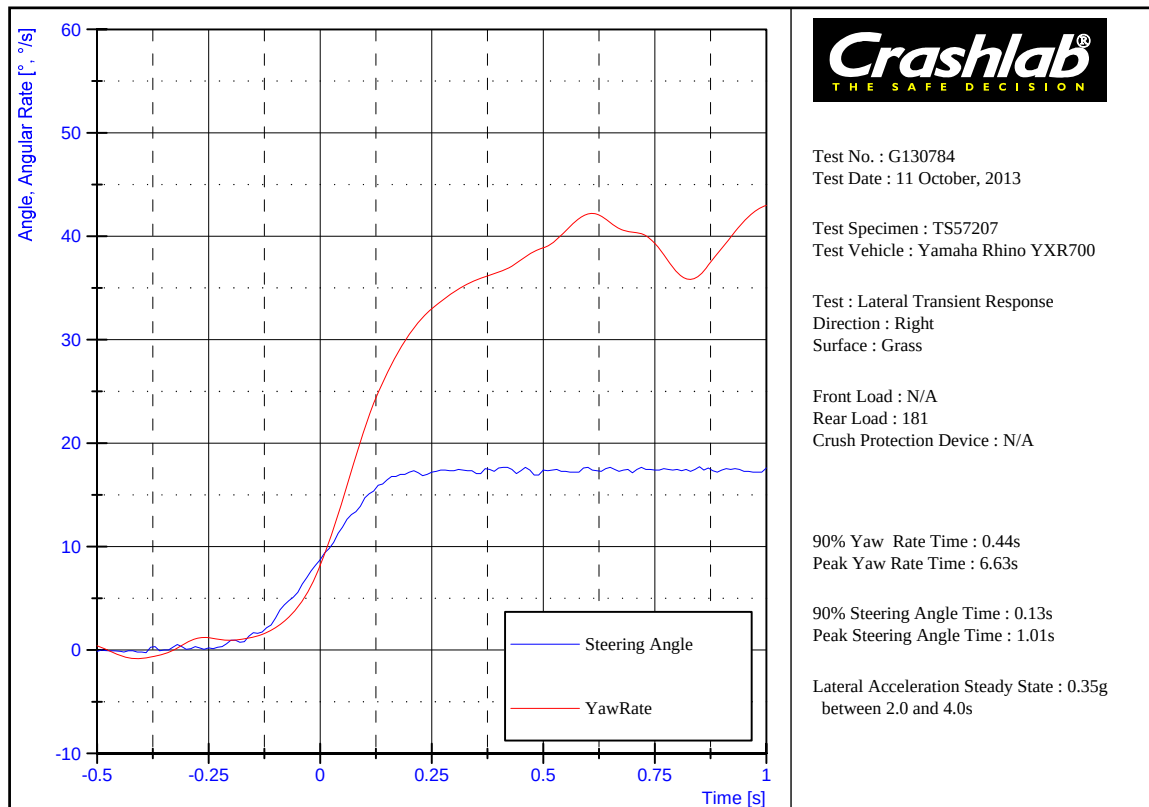
90% Steering Angle Time : 0.12s

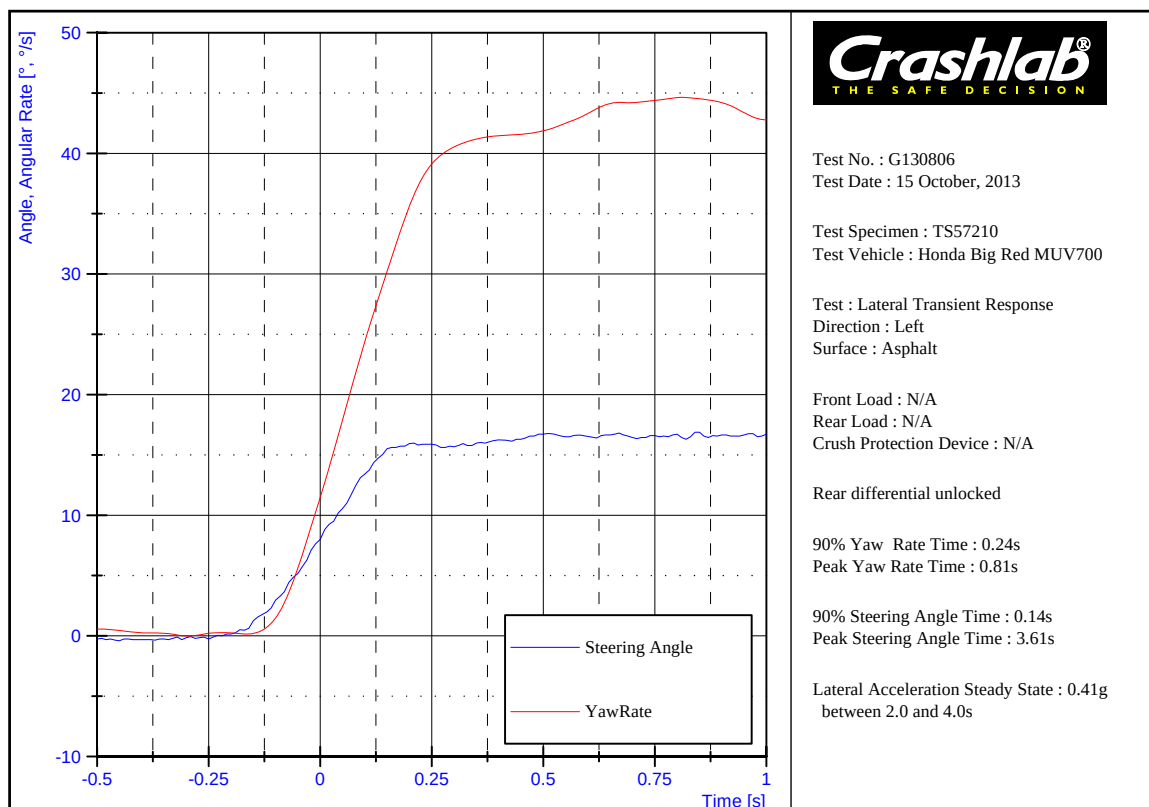
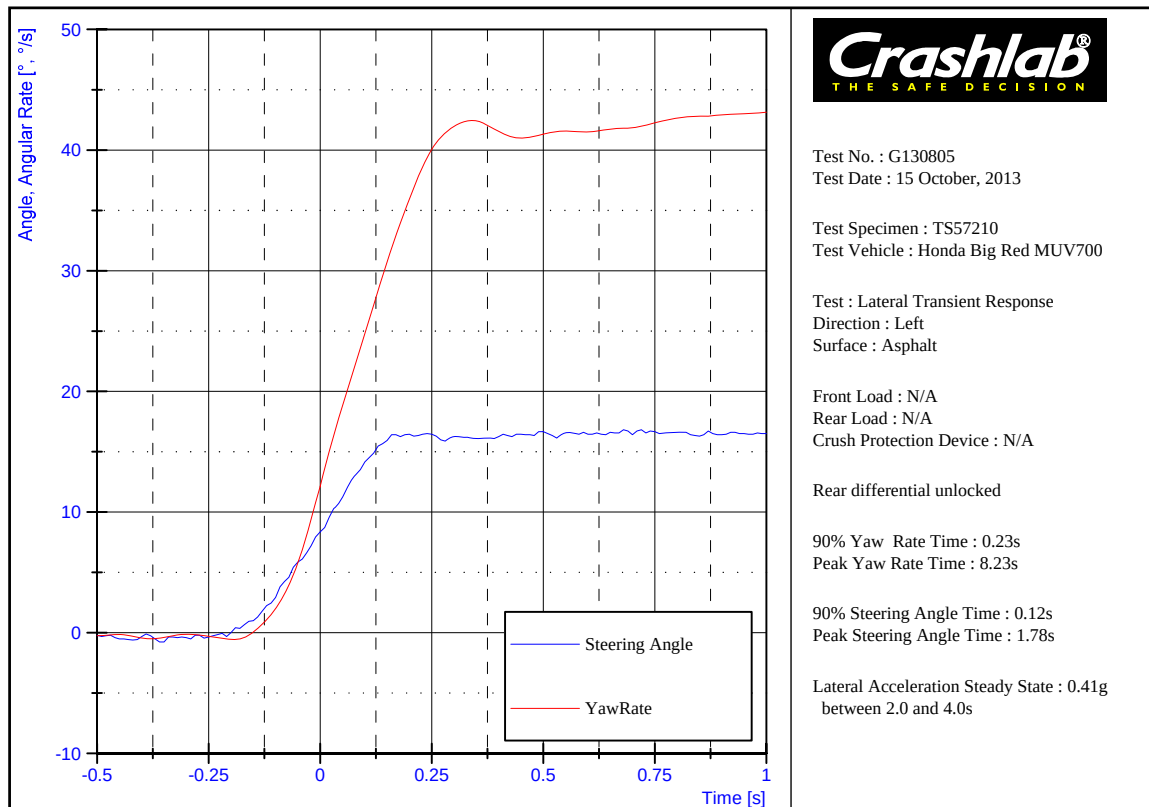
Peak Steering Angle Time : 0.20s

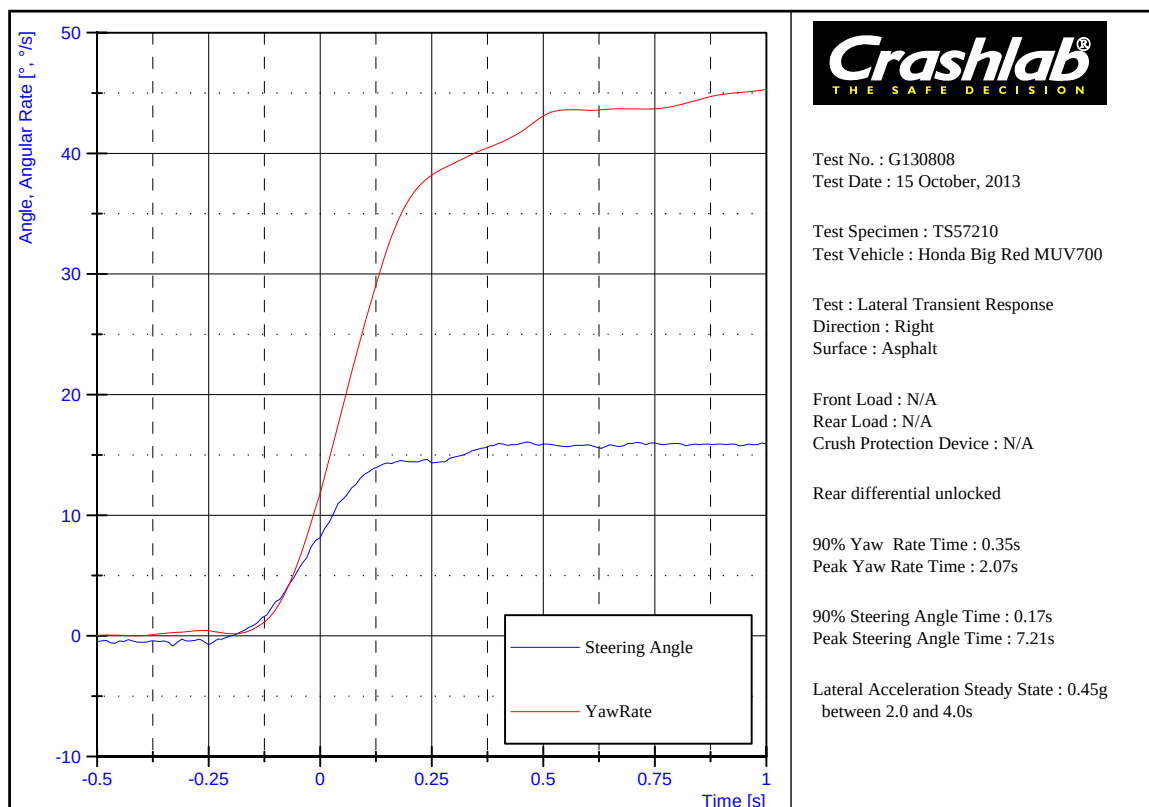
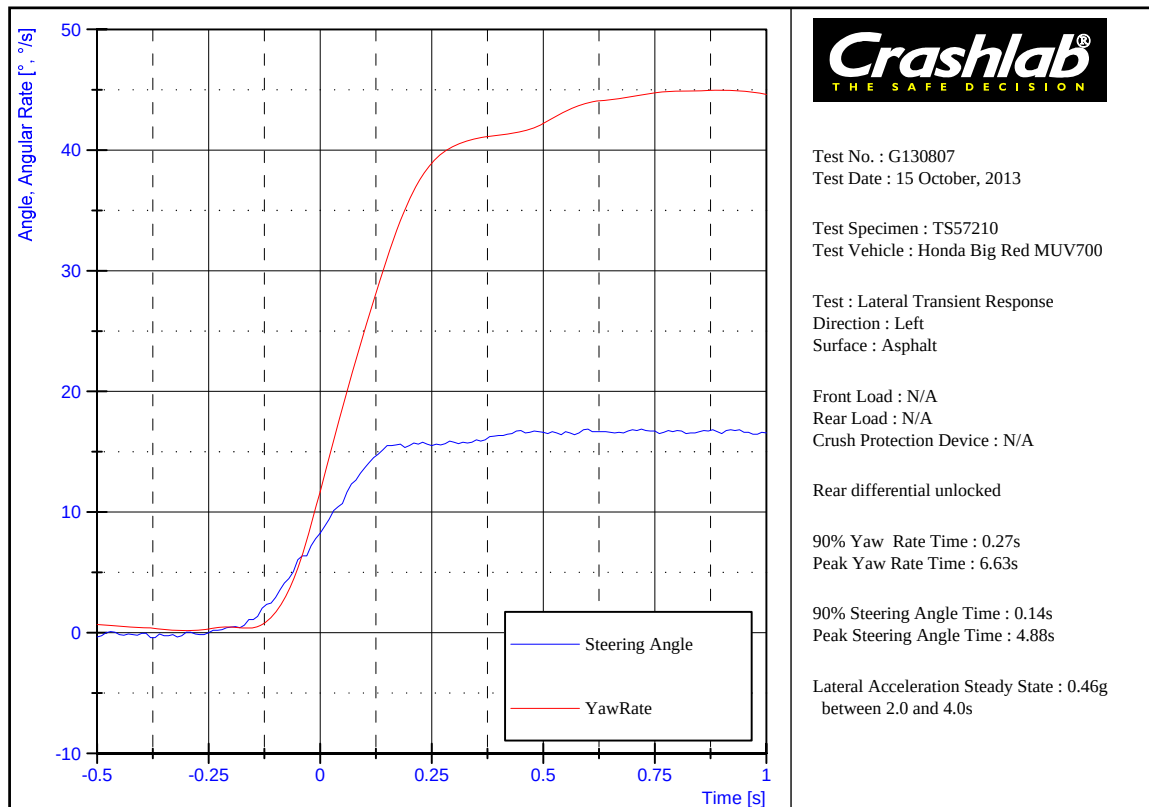
Lateral Acceleration Steady State : 0.53g
between 2.0 and 4.0s

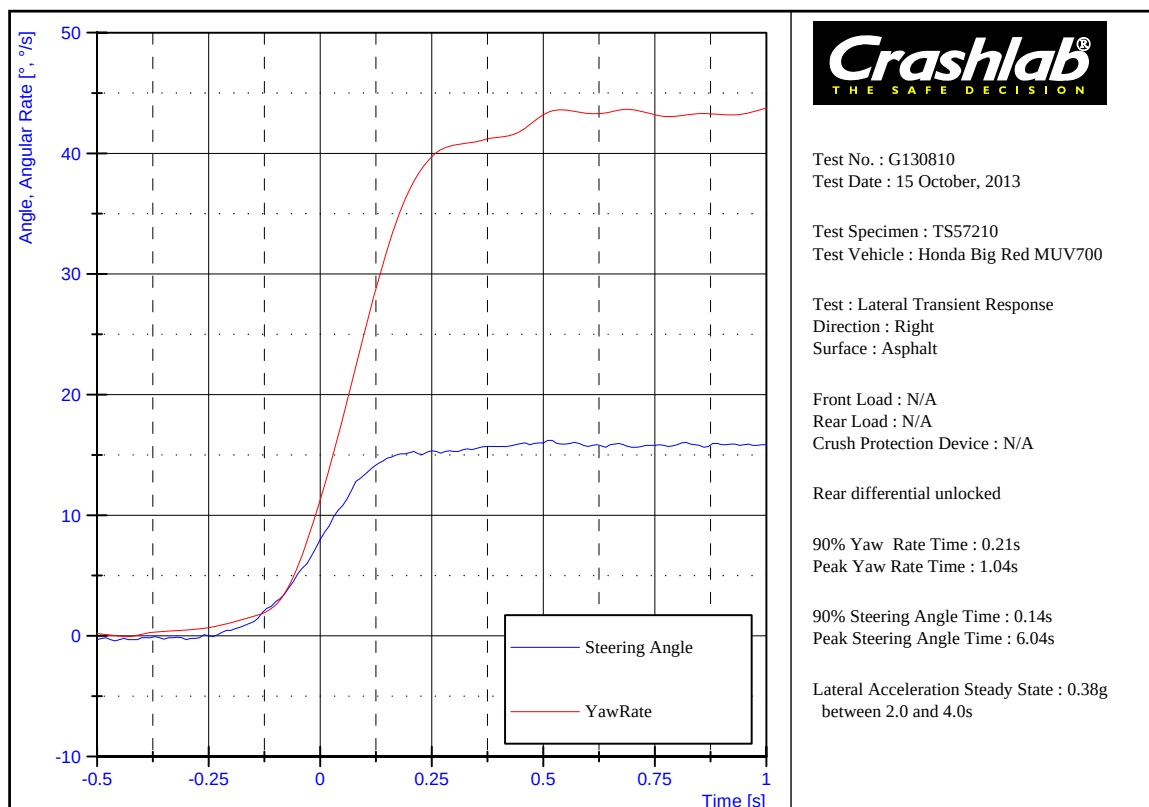
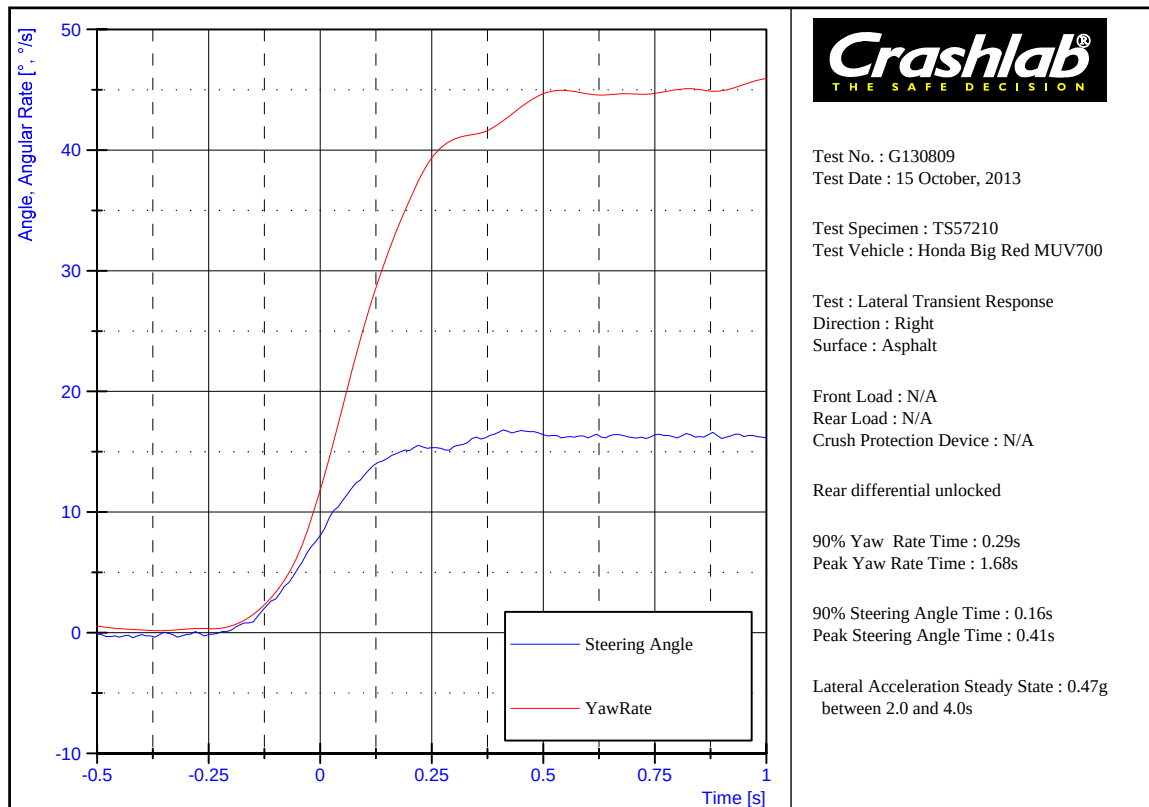


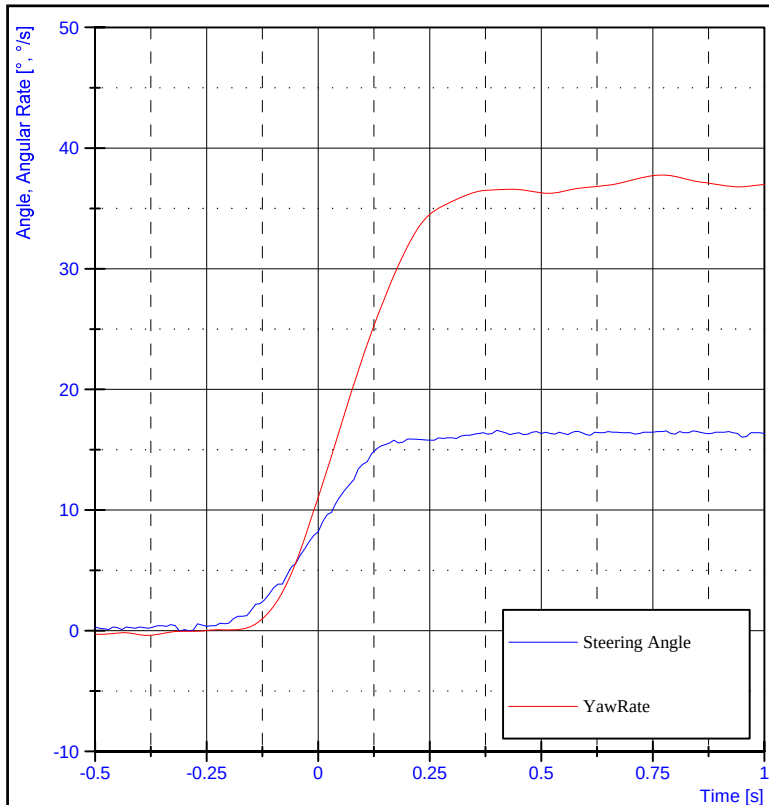












Test No. : G130811
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

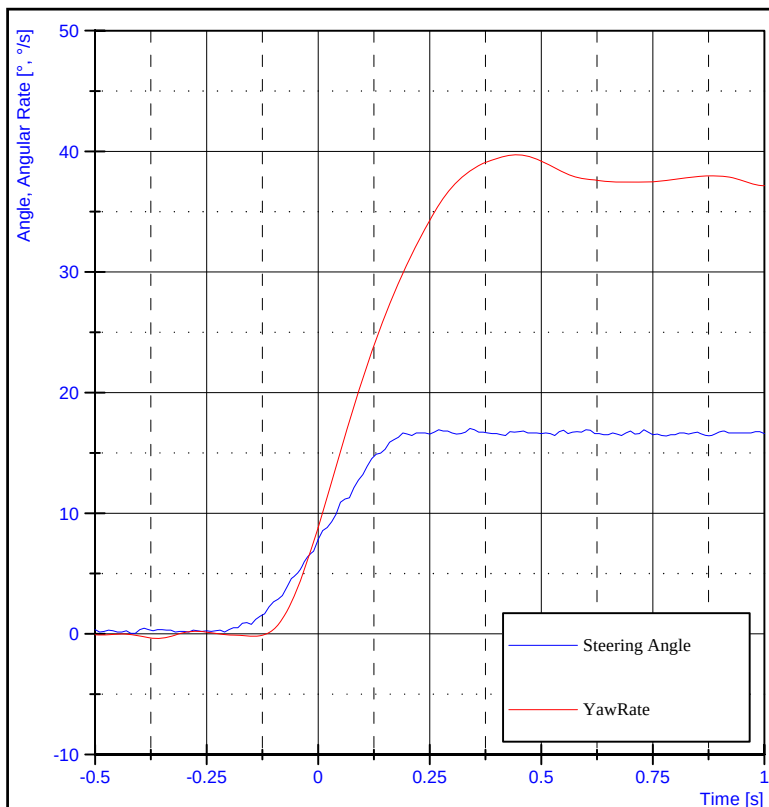
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Rear differential locked

90% Yaw Rate Time : 0.21s
Peak Yaw Rate Time : 6.98s

90% Steering Angle Time : 0.13s
Peak Steering Angle Time : 7.03s

Lateral Acceleration Steady State : 0.34g
between 2.0 and 4.0s



Test No. : G130812
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

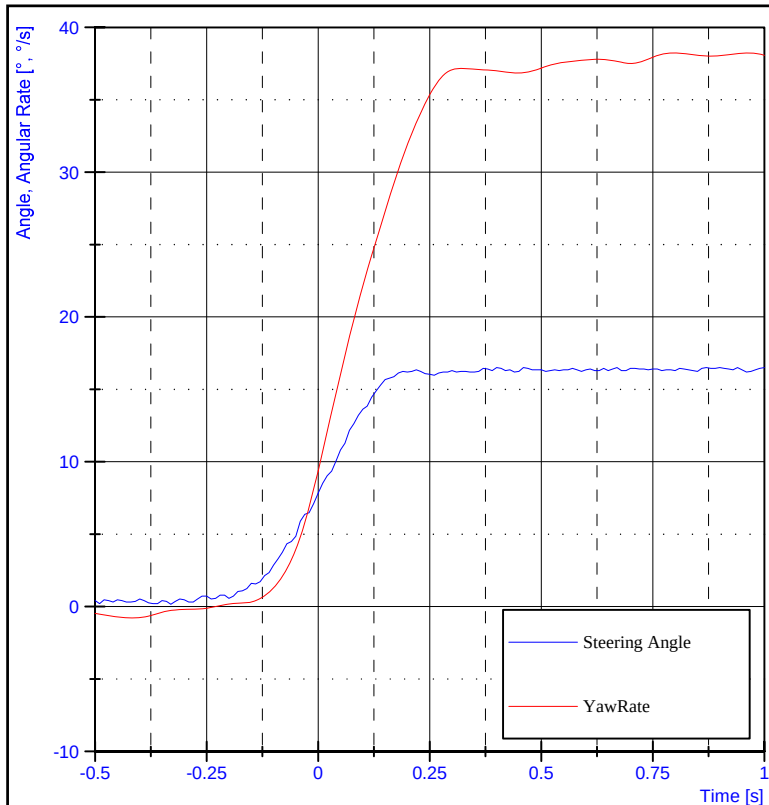
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Rear differential locked

90% Yaw Rate Time : 0.22s
Peak Yaw Rate Time : 7.21s

90% Steering Angle Time : 0.14s
Peak Steering Angle Time : 0.34s

Lateral Acceleration Steady State : 0.33g
between 2.0 and 4.0s



Test No. : G130813
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

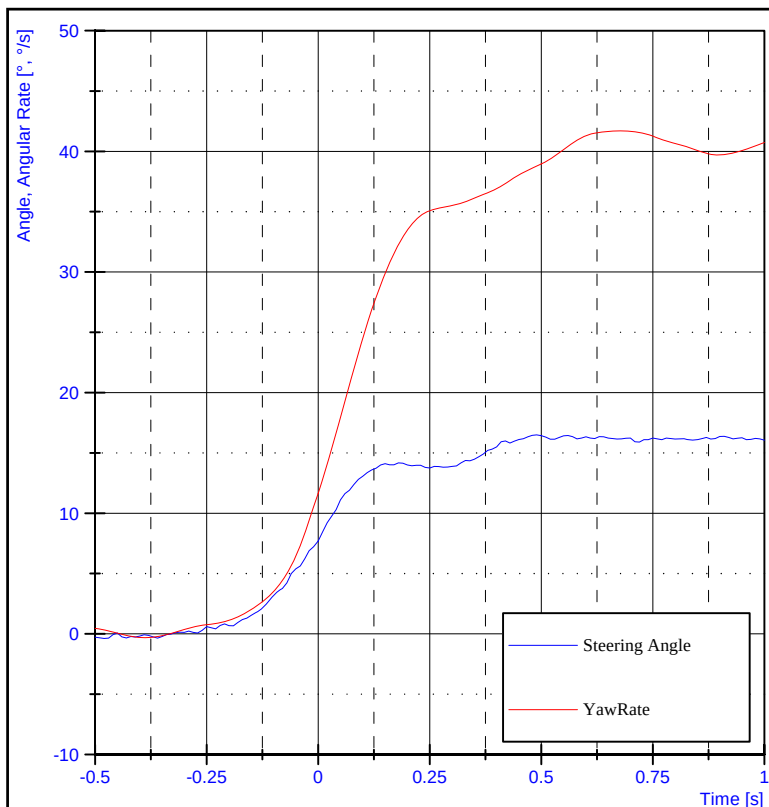
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Rear differential locked

90% Yaw Rate Time : 0.22s
Peak Yaw Rate Time : 6.92s

90% Steering Angle Time : 0.13s
Peak Steering Angle Time : 7.39s

Lateral Acceleration Steady State : 0.37g
between 2.0 and 4.0s



Test No. : G130814
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

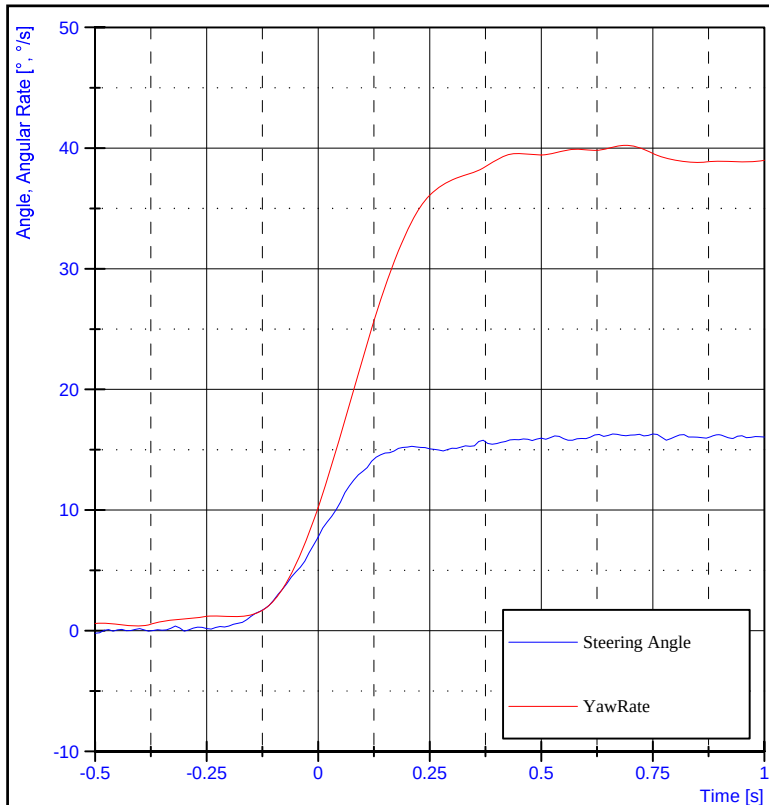
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Rear differential locked

90% Yaw Rate Time : 0.24s
Peak Yaw Rate Time : 1.32s

90% Steering Angle Time : 0.36s
Peak Steering Angle Time : 2.67s

Lateral Acceleration Steady State : 0.37g
between 2.0 and 4.0s



Test No. : G130815
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

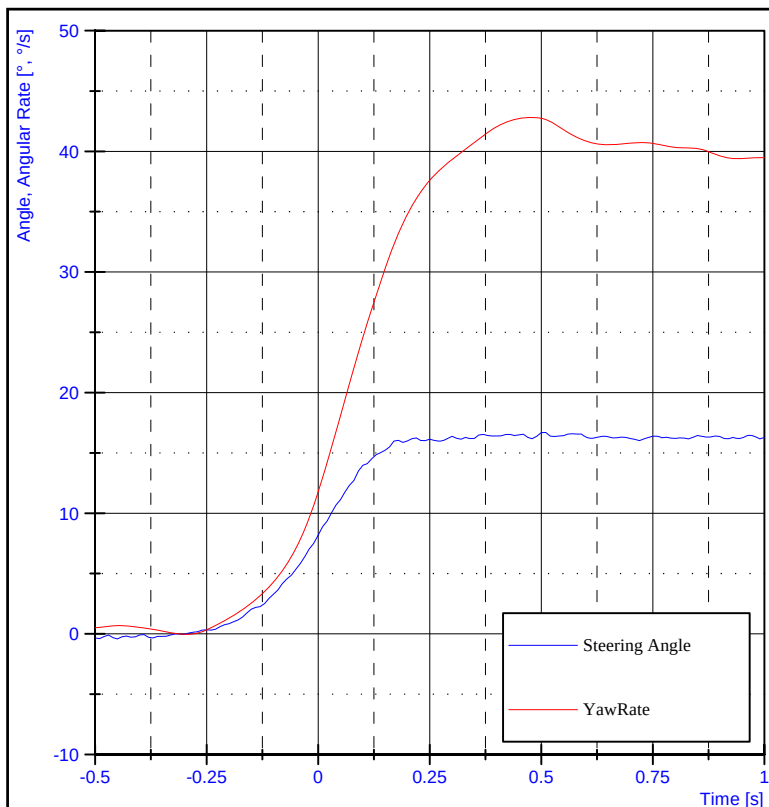
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Rear differential locked

90% Yaw Rate Time : 0.23s
Peak Yaw Rate Time : 8.59s

90% Steering Angle Time : 0.14s
Peak Steering Angle Time : 6.79s

Lateral Acceleration Steady State : 0.36g
between 2.0 and 4.0s



Test No. : G130816
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

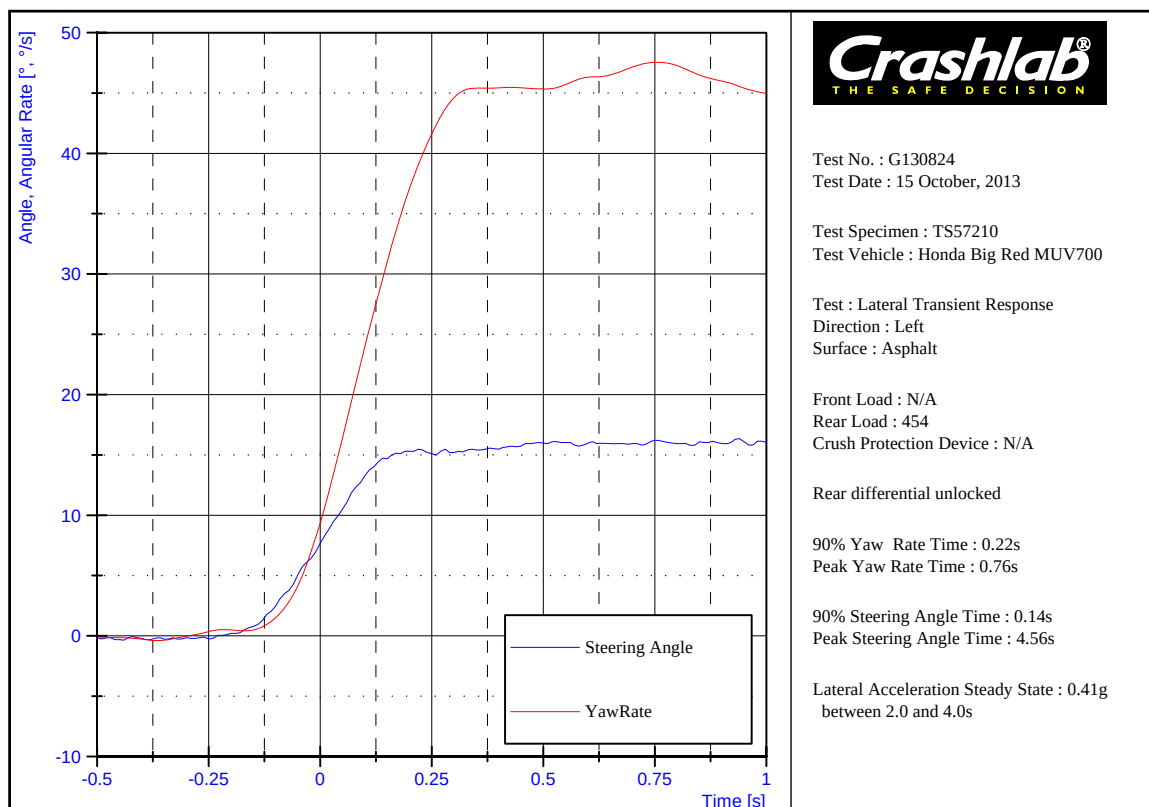
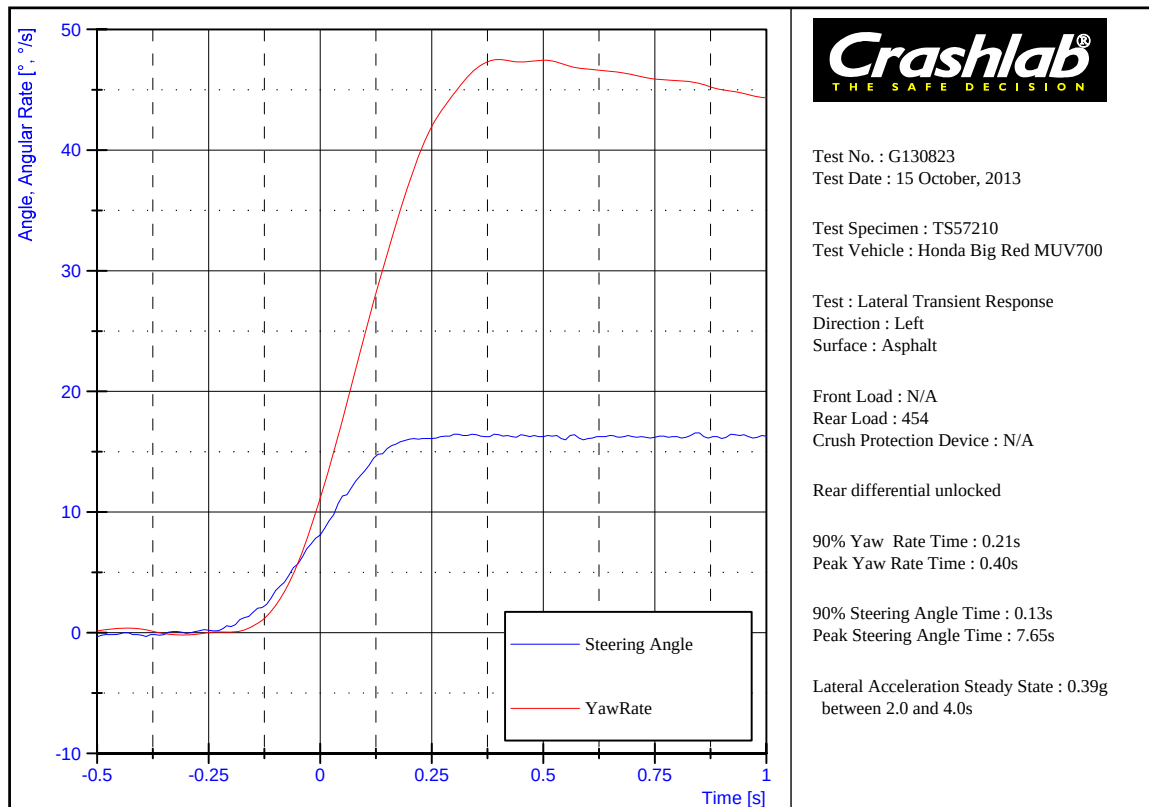
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

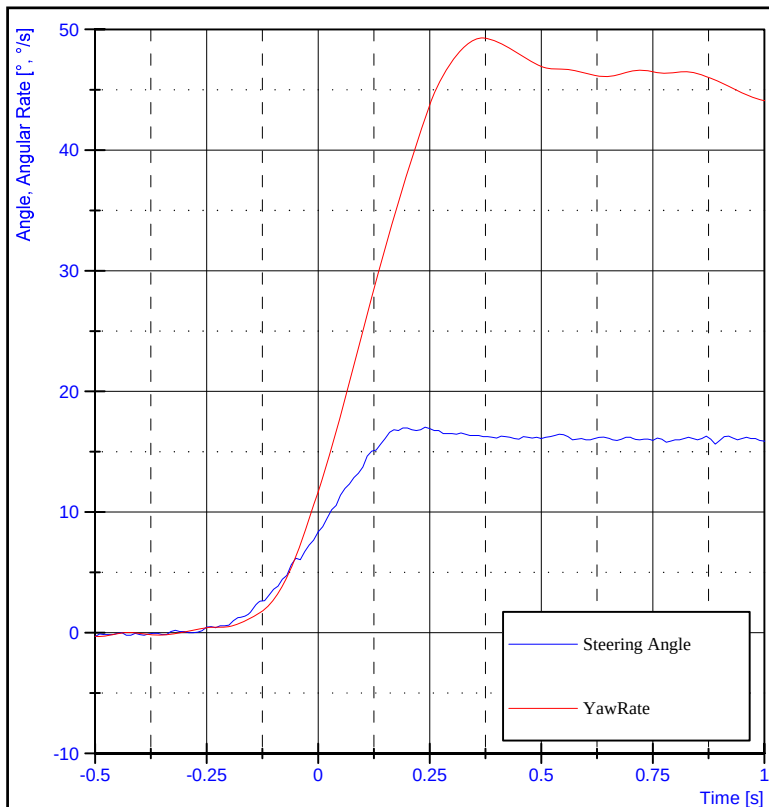
Rear differential locked

90% Yaw Rate Time : 0.22s
Peak Yaw Rate Time : 8.28s

90% Steering Angle Time : 0.13s
Peak Steering Angle Time : 0.51s

Lateral Acceleration Steady State : 0.37g
between 2.0 and 4.0s





Test No. : G130825
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

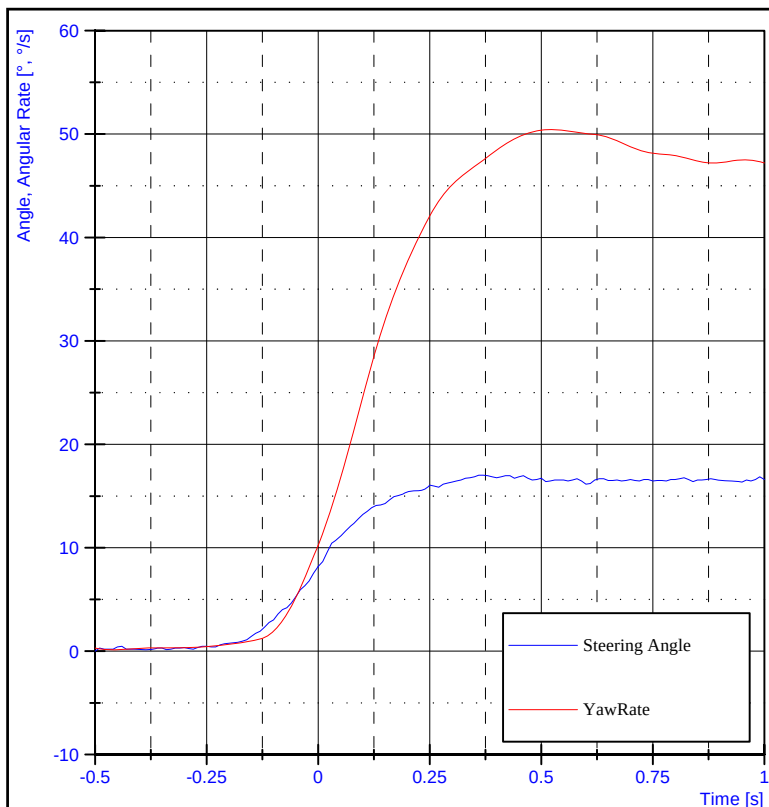
Front Load : N/A
Rear Load : 454
Crush Protection Device : N/A

Rear differential unlocked

90% Yaw Rate Time : 0.20s
Peak Yaw Rate Time : 0.37s

90% Steering Angle Time : 0.11s
Peak Steering Angle Time : 0.24s

Lateral Acceleration Steady State : 0.39g
between 2.0 and 4.0s



Test No. : G130826
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

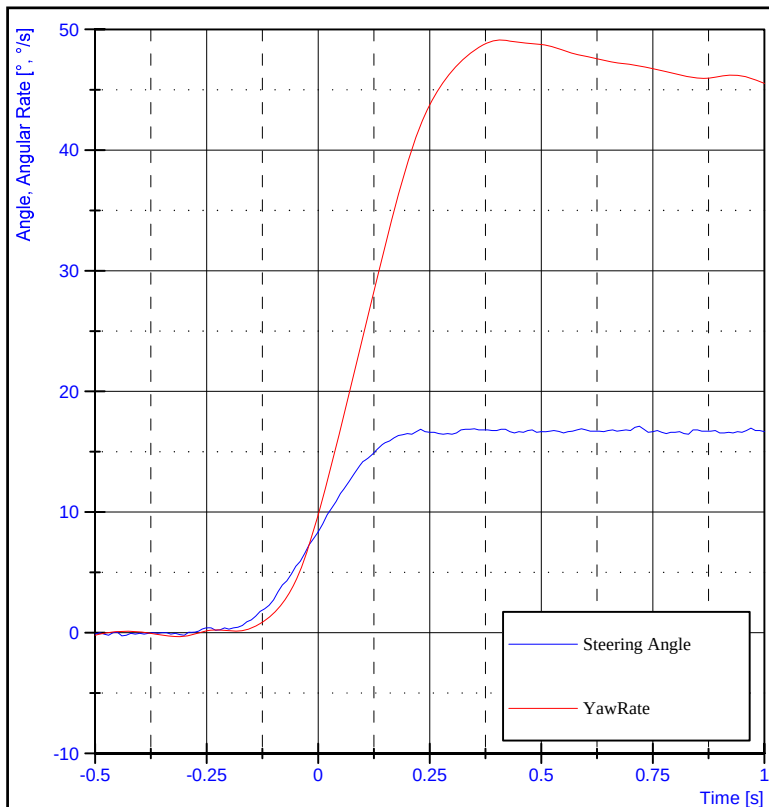
Front Load : N/A
Rear Load : 454
Crush Protection Device : N/A

Rear differential unlocked

90% Yaw Rate Time : 0.23s
Peak Yaw Rate Time : 0.52s

90% Steering Angle Time : 0.17s
Peak Steering Angle Time : 0.36s

Lateral Acceleration Steady State : 0.41g
between 2.0 and 4.0s



Test No. : G130827
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

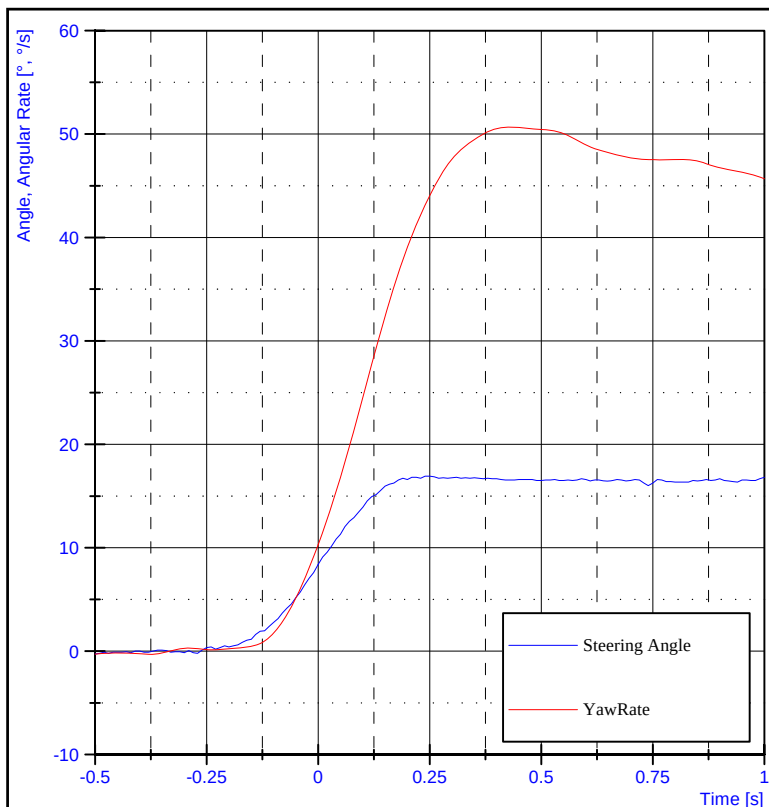
Front Load : N/A
Rear Load : 454
Crush Protection Device : N/A

Rear differential unlocked

90% Yaw Rate Time : 0.21s
Peak Yaw Rate Time : 0.41s

90% Steering Angle Time : 0.13s
Peak Steering Angle Time : 2.45s

Lateral Acceleration Steady State : 0.40g
between 2.0 and 4.0s



Test No. : G130828
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

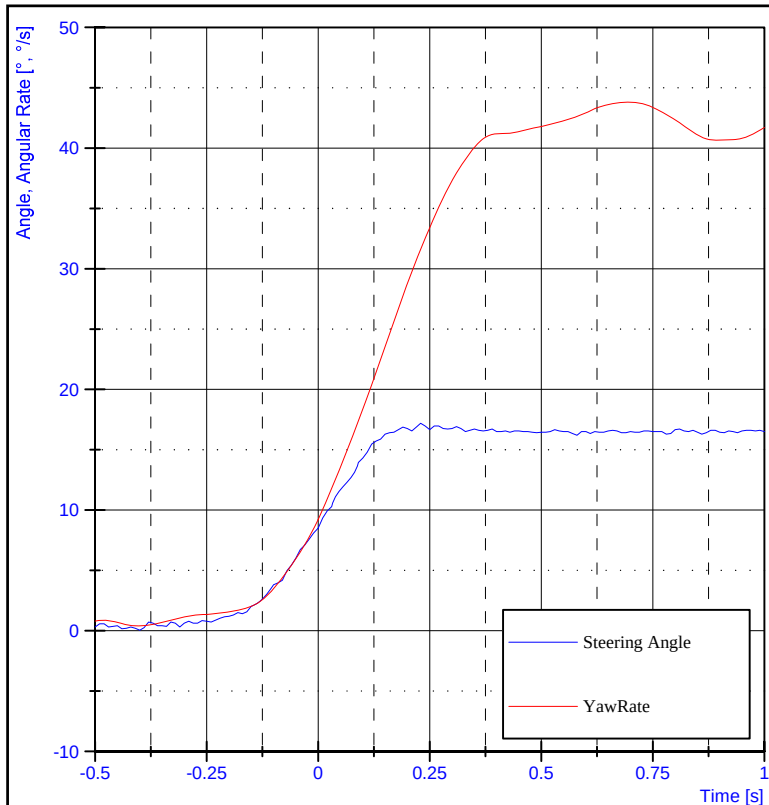
Front Load : N/A
Rear Load : 454
Crush Protection Device : N/A

Rear differential unlocked

90% Yaw Rate Time : 0.21s
Peak Yaw Rate Time : 0.43s

90% Steering Angle Time : 0.12s
Peak Steering Angle Time : 0.24s

Lateral Acceleration Steady State : 0.41g
between 2.0 and 4.0s



Test No. : G130835
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

Test : Lateral Transient Response
Direction : Left
Surface : Grass

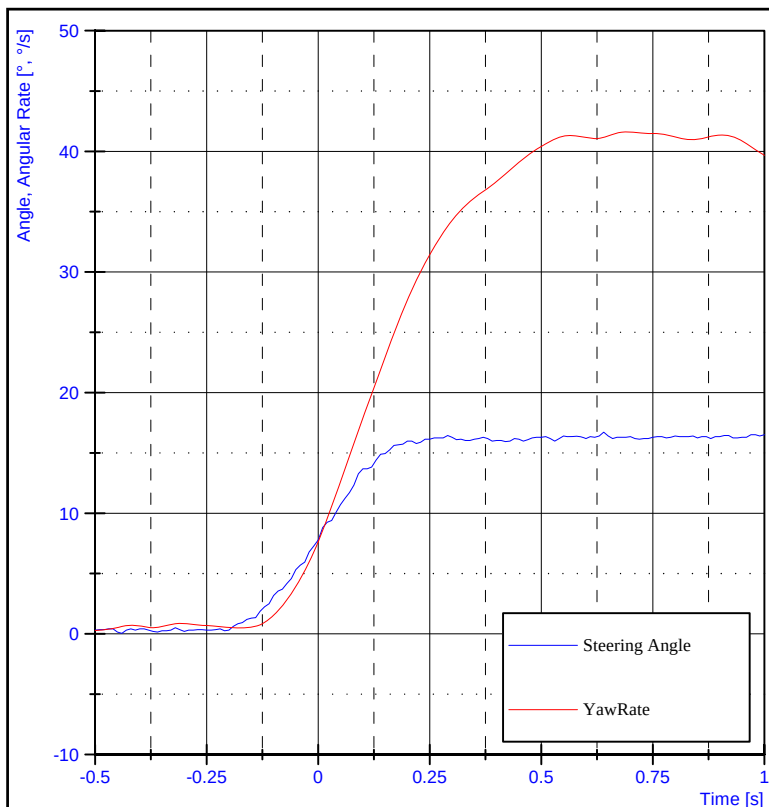
Front Load : N/A
Rear Load : 454
Crush Protection Device : N/A

Rear differential unlocked

90% Yaw Rate Time : 0.32s
Peak Yaw Rate Time : 1.18s

90% Steering Angle Time : 0.12s
Peak Steering Angle Time : 0.23s

Lateral Acceleration Steady State : 0.39g
between 2.0 and 4.0s



Test No. : G130836
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

Test : Lateral Transient Response
Direction : Left
Surface : Grass

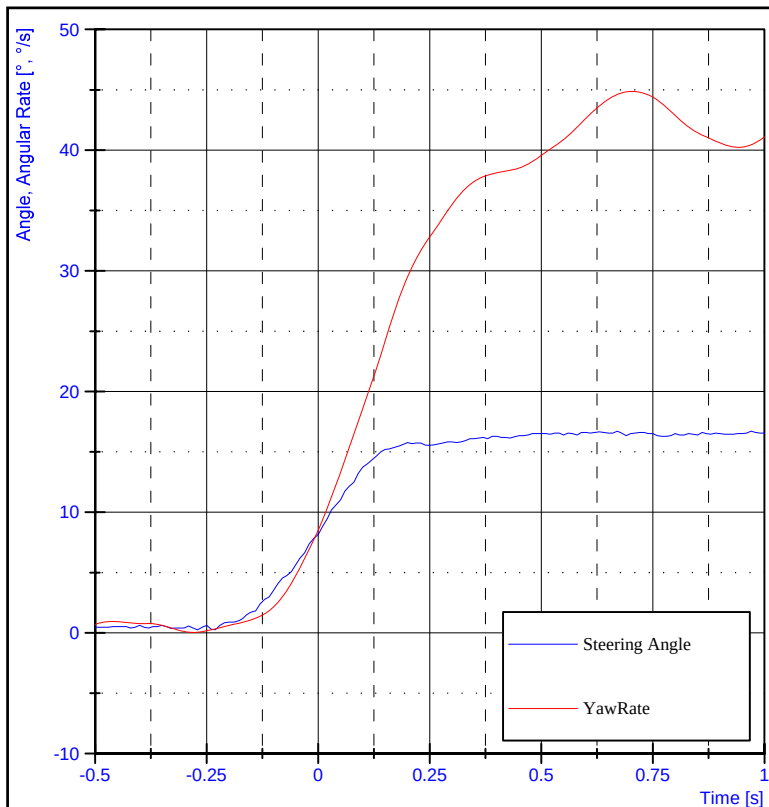
Front Load : N/A
Rear Load : 454
Crush Protection Device : N/A

Rear differential unlocked

90% Yaw Rate Time : 0.41s
Peak Yaw Rate Time : 3.14s

90% Steering Angle Time : 0.14s
Peak Steering Angle Time : 0.64s

Lateral Acceleration Steady State : 0.39g
between 2.0 and 4.0s



Test No. : G130837
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

Test : Lateral Transient Response
Direction : Left
Surface : Grass

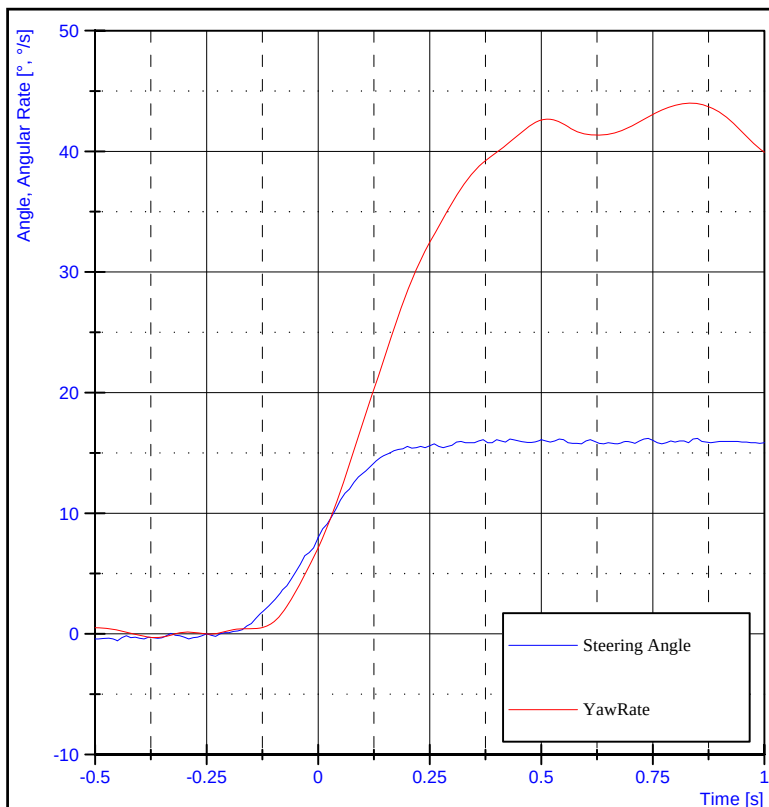
Front Load : N/A
Rear Load : 454
Crush Protection Device : N/A

Rear differential unlocked

90% Yaw Rate Time : 0.46s
Peak Yaw Rate Time : 3.23s

90% Steering Angle Time : 0.14s
Peak Steering Angle Time : 6.67s

Lateral Acceleration Steady State : 0.42g
between 2.0 and 4.0s



Test No. : G130838
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

Test : Lateral Transient Response
Direction : Right
Surface : Grass

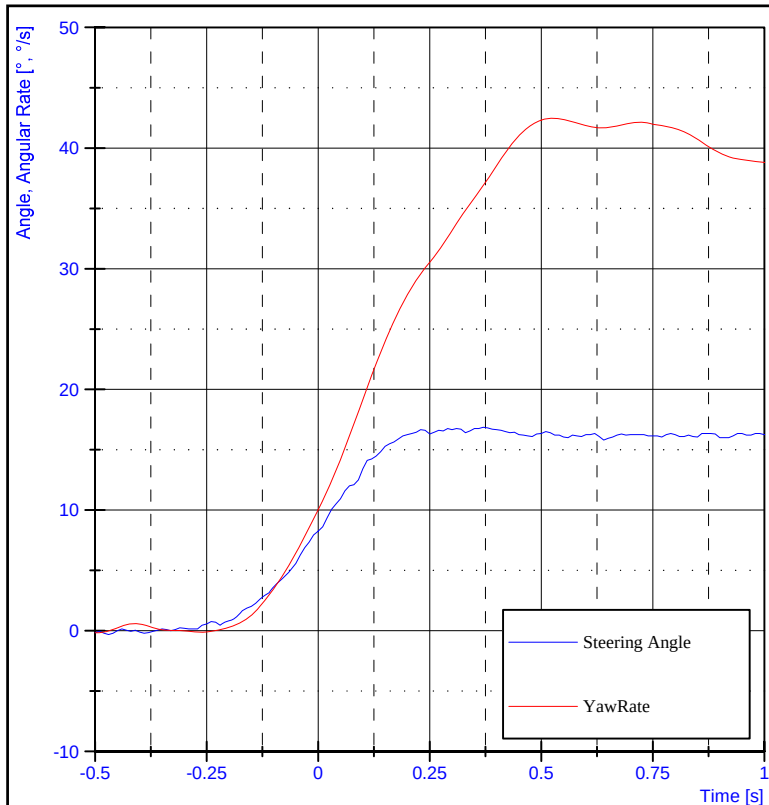
Front Load : N/A
Rear Load : 454
Crush Protection Device : N/A

Rear differential unlocked

90% Yaw Rate Time : 0.31s
Peak Yaw Rate Time : 5.71s

90% Steering Angle Time : 0.13s
Peak Steering Angle Time : 1.26s

Lateral Acceleration Steady State : 0.33g
between 2.0 and 4.0s



Test No. : G130839
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

Test : Lateral Transient Response
Direction : Right
Surface : Grass

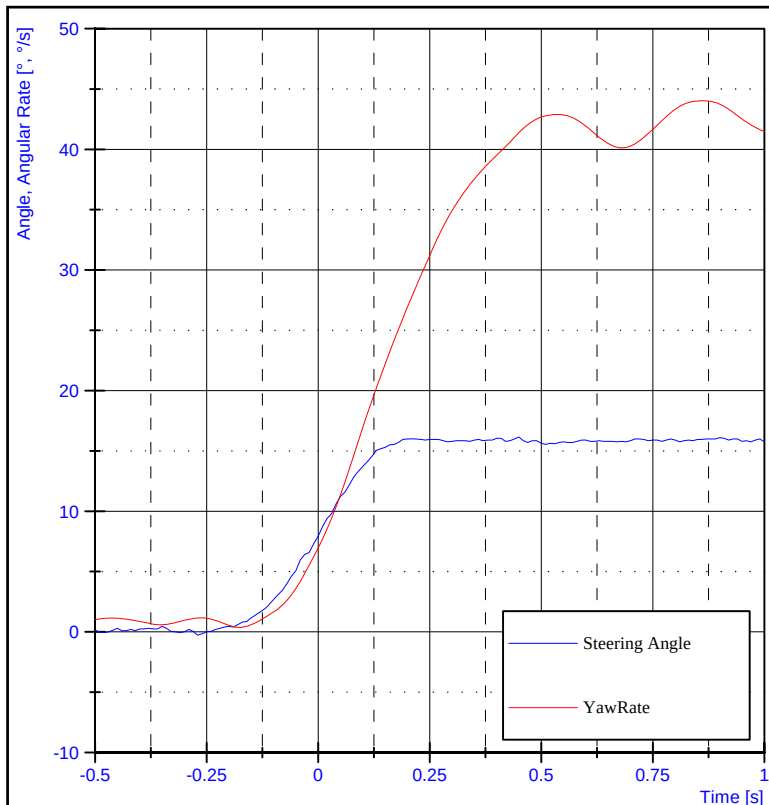
Front Load : N/A
Rear Load : 454
Crush Protection Device : N/A

Rear differential unlocked

90% Yaw Rate Time : 0.37s
Peak Yaw Rate Time : 6.41s

90% Steering Angle Time : 0.13s
Peak Steering Angle Time : 0.37s

Lateral Acceleration Steady State : 0.33g
between 2.0 and 4.0s



Test No. : G130840
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

Test : Lateral Transient Response
Direction : Right
Surface : Grass

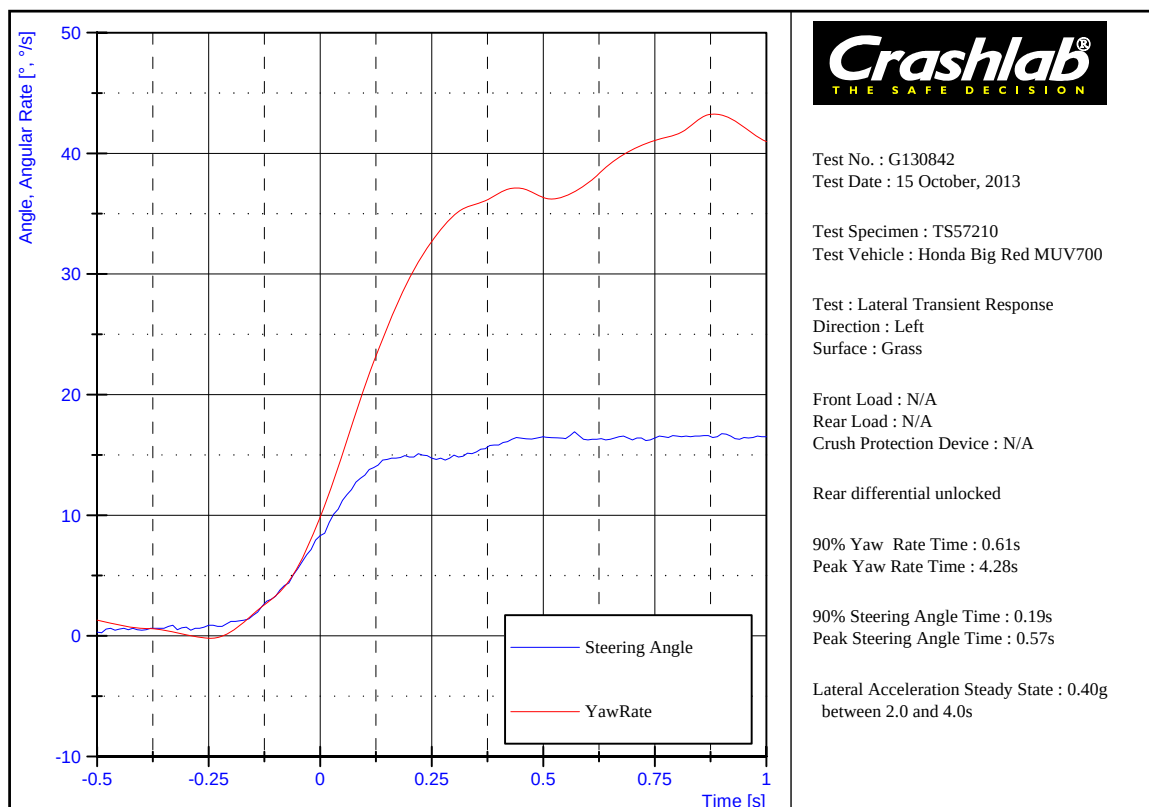
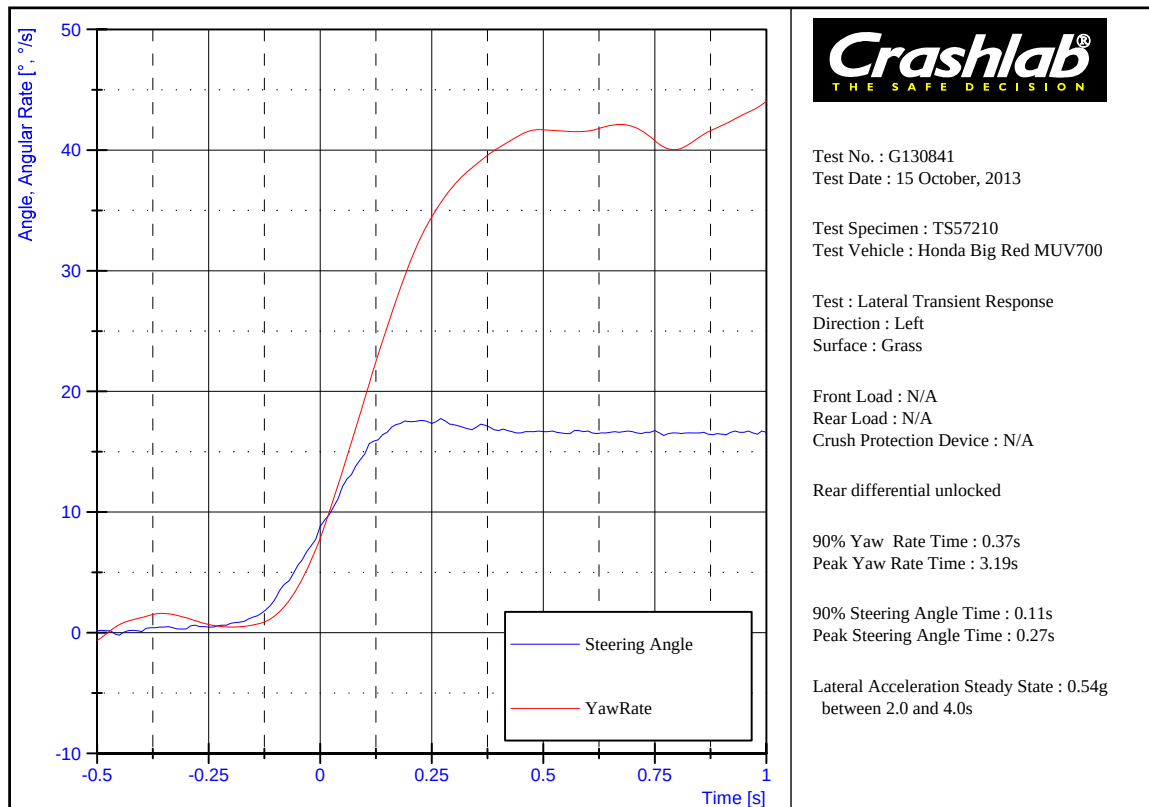
Front Load : N/A
Rear Load : 454
Crush Protection Device : N/A

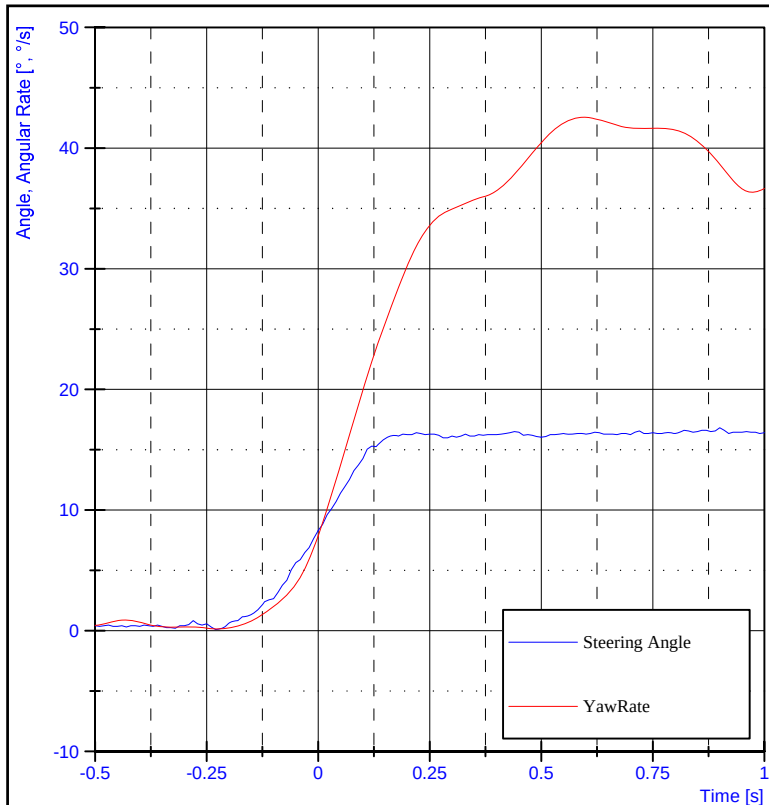
Rear differential unlocked

90% Yaw Rate Time : 0.34s
Peak Yaw Rate Time : 2.88s

90% Steering Angle Time : 0.12s
Peak Steering Angle Time : 1.55s

Lateral Acceleration Steady State : 0.34g
between 2.0 and 4.0s





Test No. : G130843
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

Test : Lateral Transient Response
Direction : Left
Surface : Grass

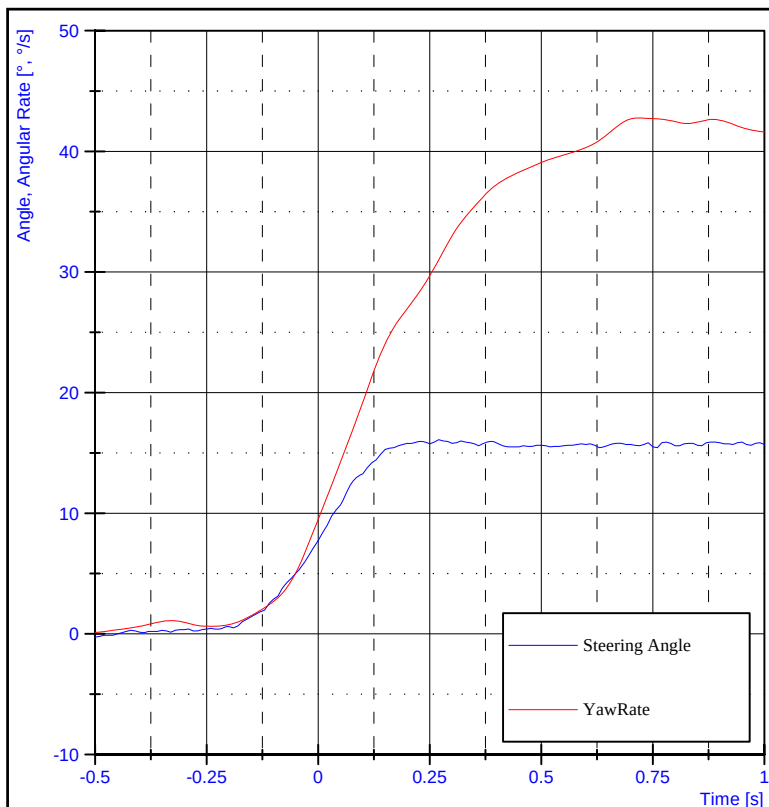
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Rear differential unlocked

90% Yaw Rate Time : 0.43s
Peak Yaw Rate Time : 1.31s

90% Steering Angle Time : 0.11s
Peak Steering Angle Time : 7.97s

Lateral Acceleration Steady State : 0.39g
between 2.0 and 4.0s



Test No. : G130844
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

Test : Lateral Transient Response
Direction : Right
Surface : Grass

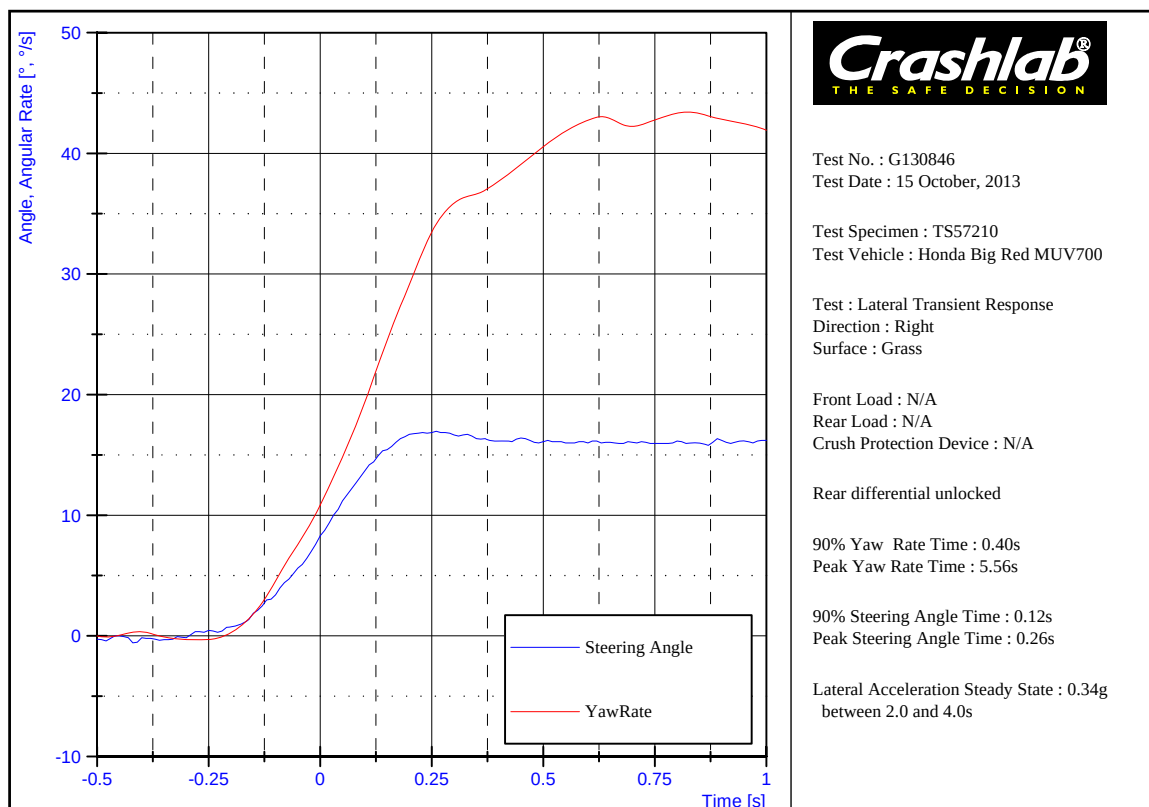
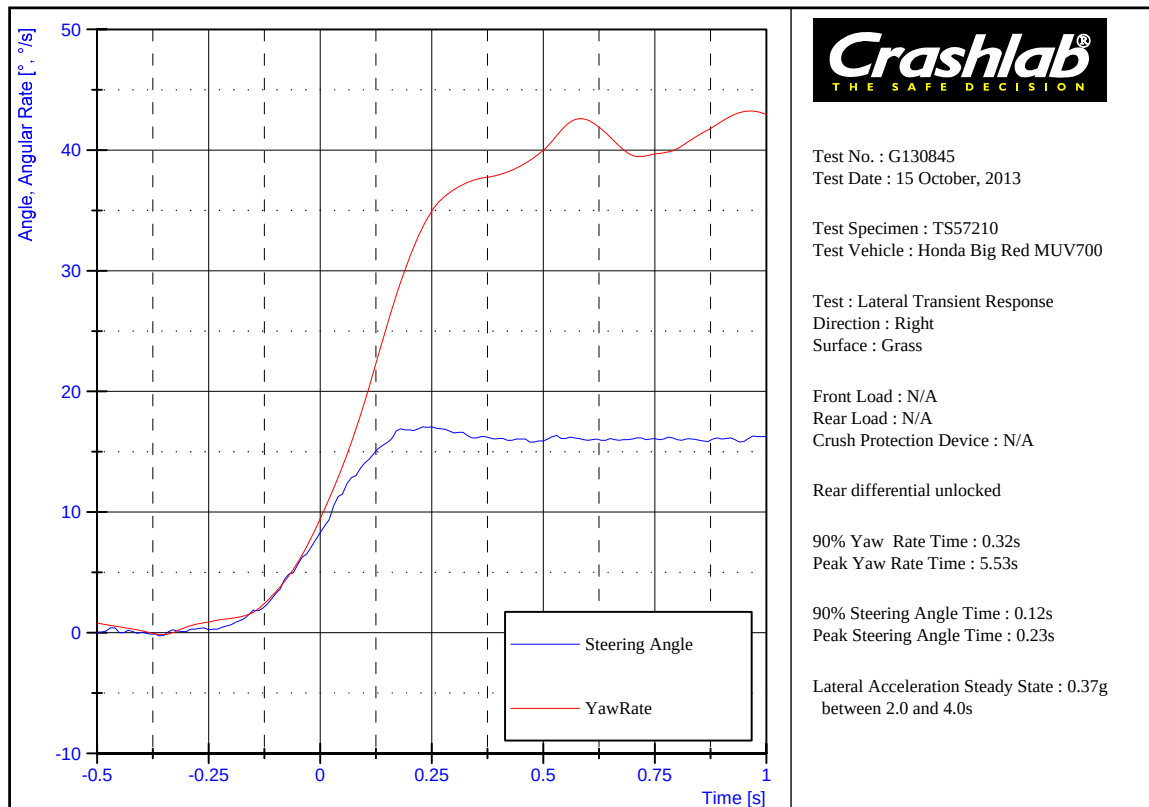
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

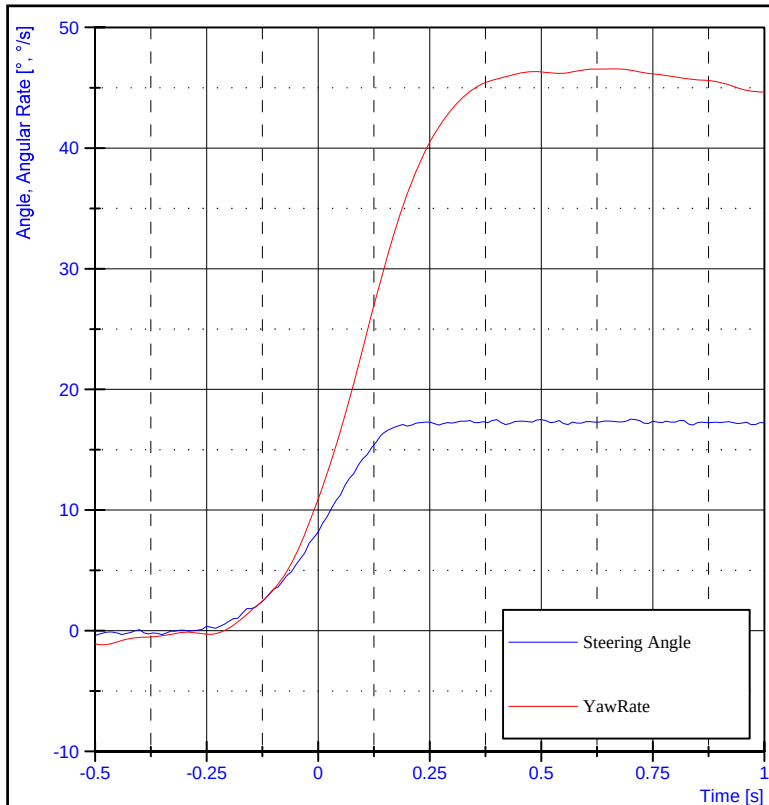
Rear differential unlocked

90% Yaw Rate Time : 0.38s
Peak Yaw Rate Time : 5.57s

90% Steering Angle Time : 0.13s
Peak Steering Angle Time : 8.29s

Lateral Acceleration Steady State : 0.33g
between 2.0 and 4.0s





Test No. : G130859
Test Date : 15 October, 2013

Test Specimen : TS57209
Test Vehicle : John Deere Gator XUV825i

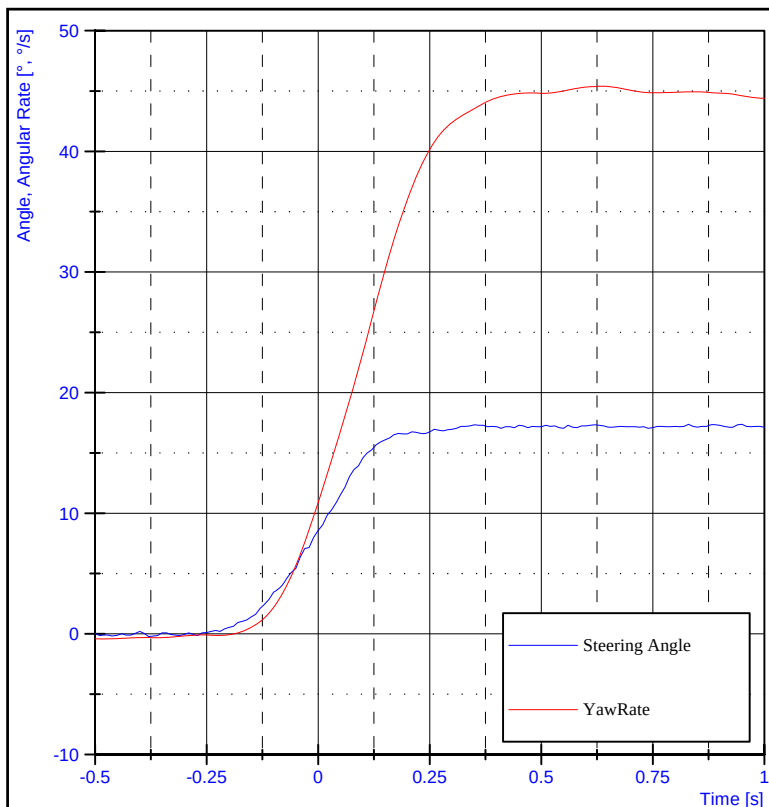
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.26s
Peak Yaw Rate Time : 0.67s

90% Steering Angle Time : 0.13s
Peak Steering Angle Time : 4.88s

Lateral Acceleration Steady State : 0.42g
between 2.0 and 4.0s



Test No. : G130860
Test Date : 15 October, 2013

Test Specimen : TS57209
Test Vehicle : John Deere Gator XUV825i

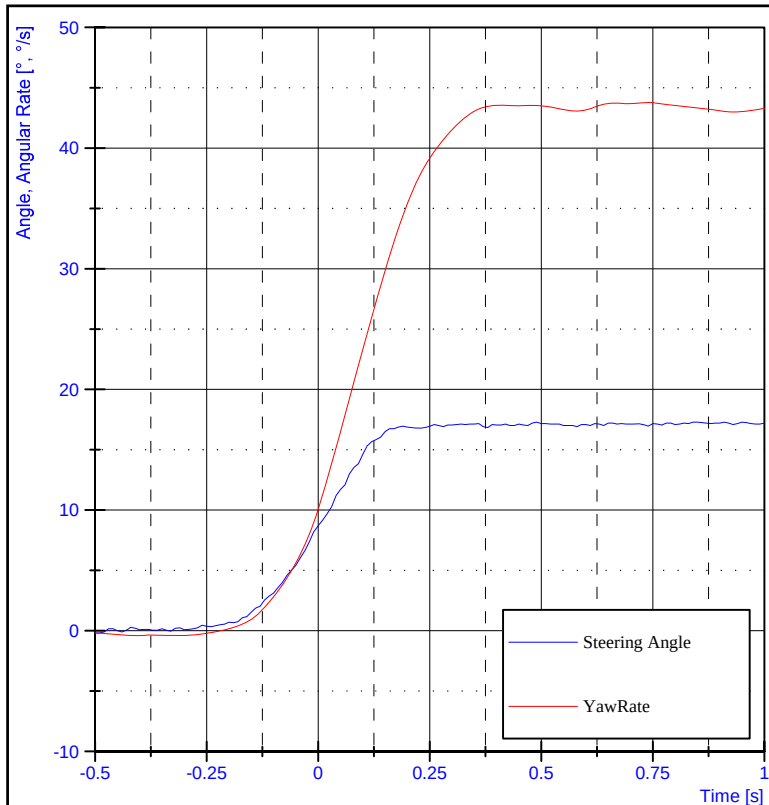
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.26s
Peak Yaw Rate Time : 3.92s

90% Steering Angle Time : 0.13s
Peak Steering Angle Time : 4.05s

Lateral Acceleration Steady State : 0.41g
between 2.0 and 4.0s



Test No. : G130861
Test Date : 15 October, 2013

Test Specimen : TS57209
Test Vehicle : John Deere Gator XUV825i

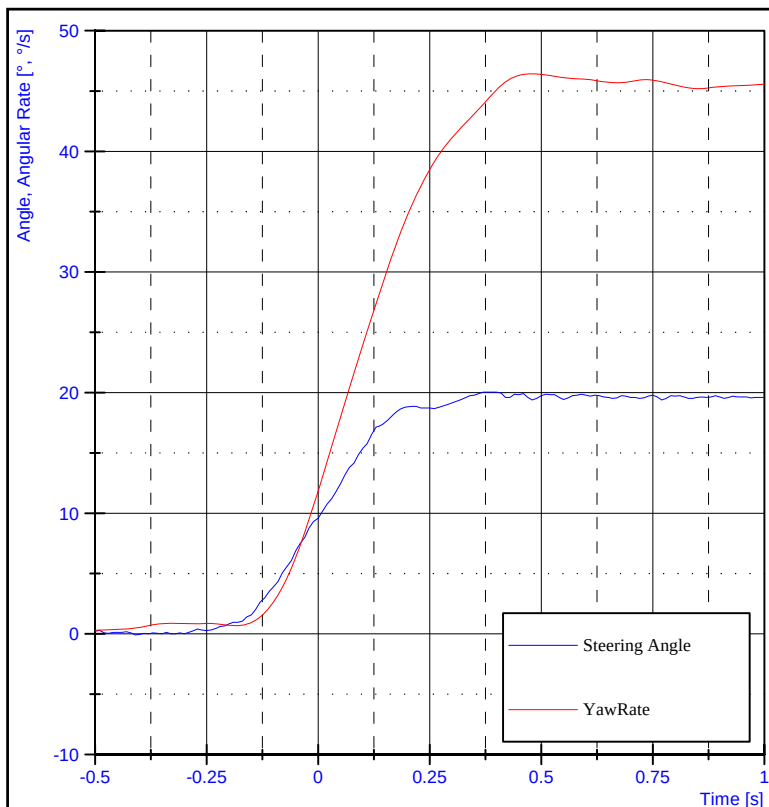
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.27s
Peak Yaw Rate Time : 4.05s

90% Steering Angle Time : 0.12s
Peak Steering Angle Time : 6.91s

Lateral Acceleration Steady State : 0.40g
between 2.0 and 4.0s



Test No. : G130862
Test Date : 15 October, 2013

Test Specimen : TS57209
Test Vehicle : John Deere Gator XUV825i

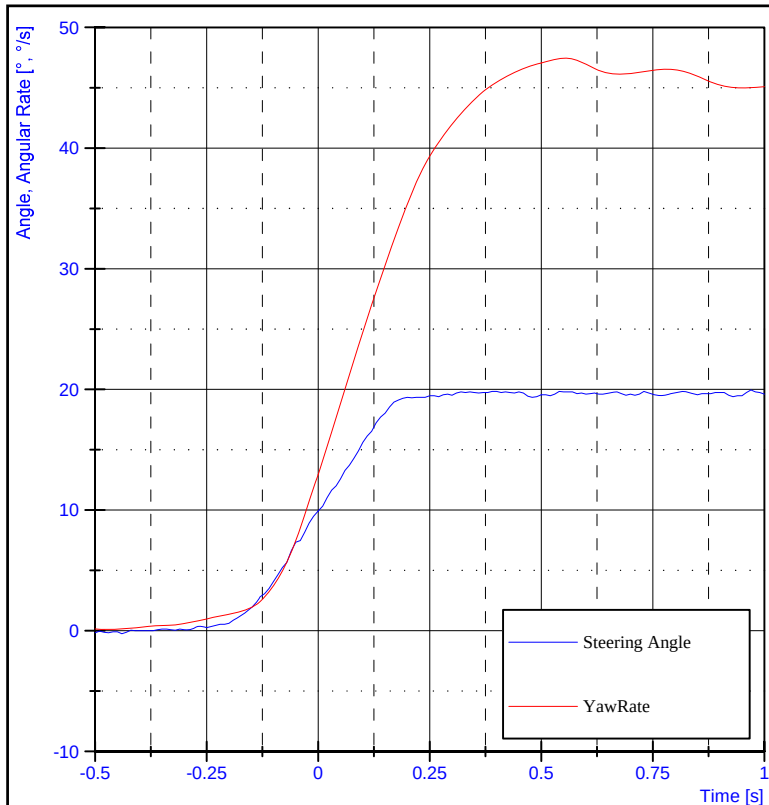
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.30s
Peak Yaw Rate Time : 4.92s

90% Steering Angle Time : 0.16s
Peak Steering Angle Time : 0.37s

Lateral Acceleration Steady State : 0.39g
between 2.0 and 4.0s



Test No. : G130863
Test Date : 15 October, 2013

Test Specimen : TS57209
Test Vehicle : John Deere Gator XUV825i

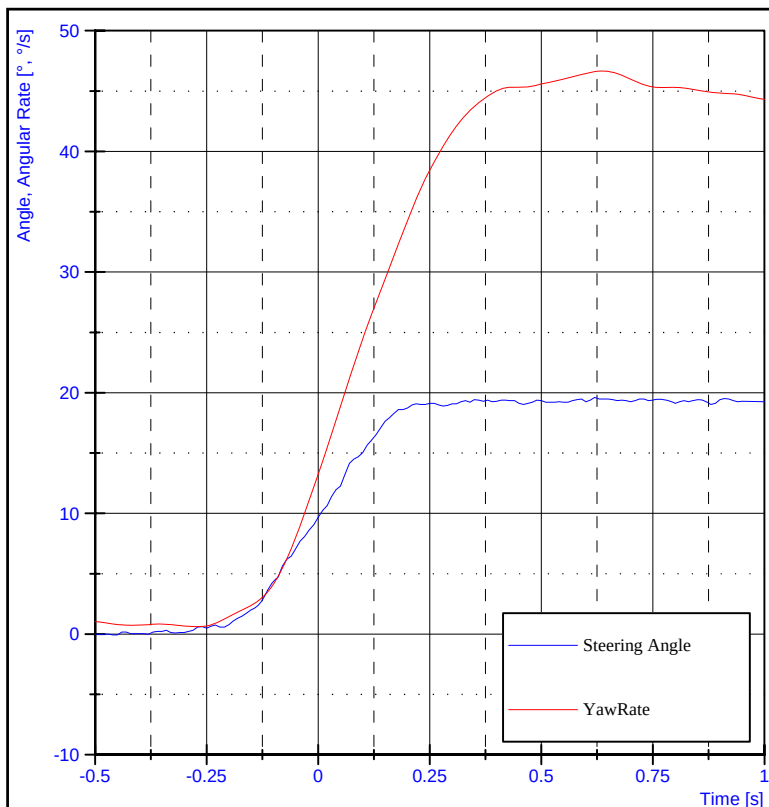
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.27s
Peak Yaw Rate Time : 0.55s

90% Steering Angle Time : 0.14s
Peak Steering Angle Time : 5.22s

Lateral Acceleration Steady State : 0.37g
between 2.0 and 4.0s



Test No. : G130864
Test Date : 15 October, 2013

Test Specimen : TS57209
Test Vehicle : John Deere Gator XUV825i

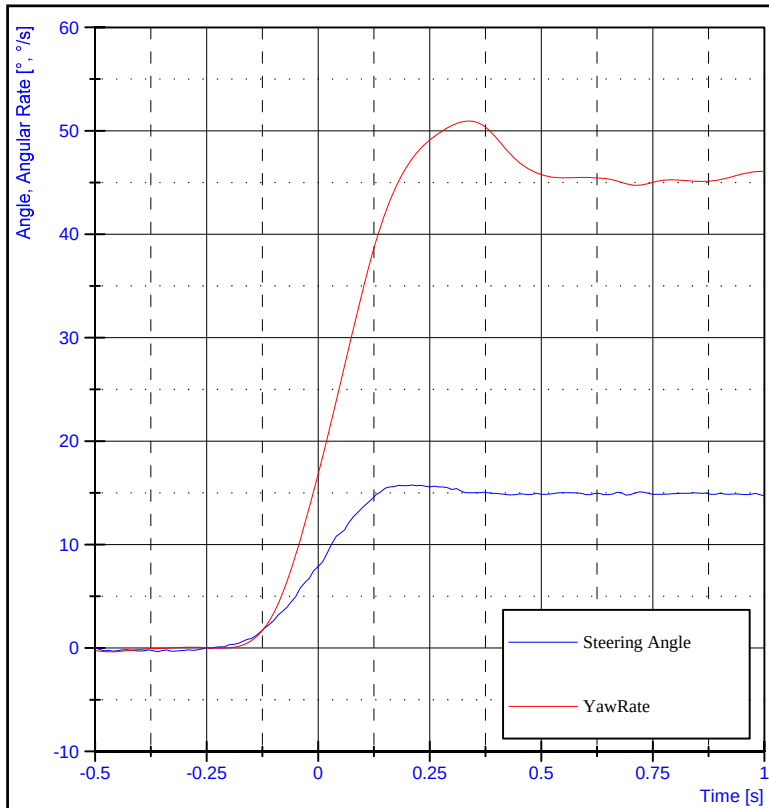
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.27s
Peak Yaw Rate Time : 0.64s

90% Steering Angle Time : 0.15s
Peak Steering Angle Time : 3.94s

Lateral Acceleration Steady State : 0.36g
between 2.0 and 4.0s



Test No. : G130871
Test Date : 24 October, 2013

Test Specimen : TS57208
Test Vehicle : Kubota RTV500

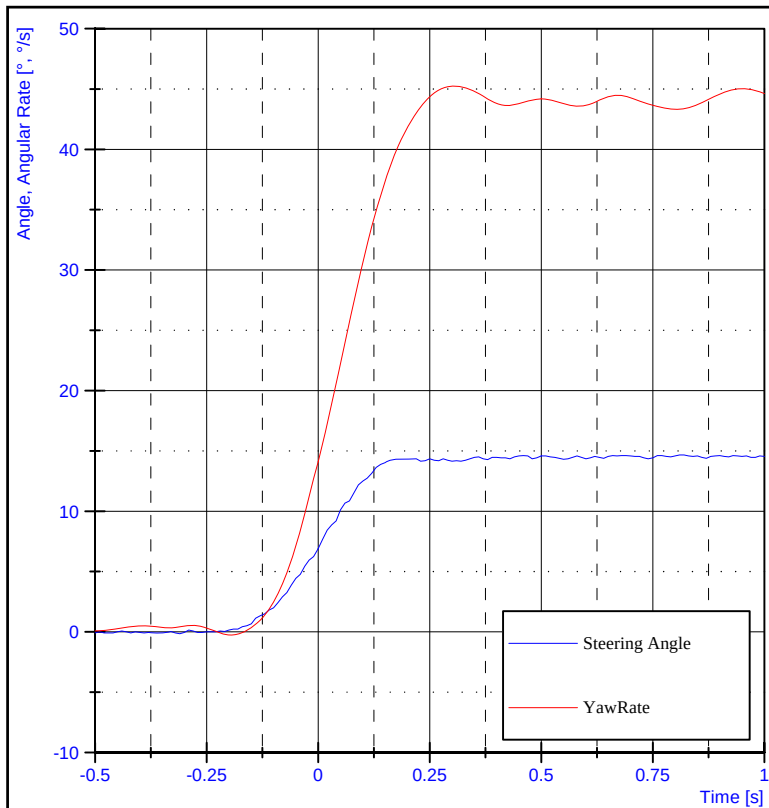
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.15s
Peak Yaw Rate Time : 0.34s

90% Steering Angle Time : 0.10s
Peak Steering Angle Time : 0.21s

Lateral Acceleration Steady State : 0.59g
between 2.0 and 4.0s



Test No. : G130872
Test Date : 24 October, 2013

Test Specimen : TS57208
Test Vehicle : Kubota RTV500

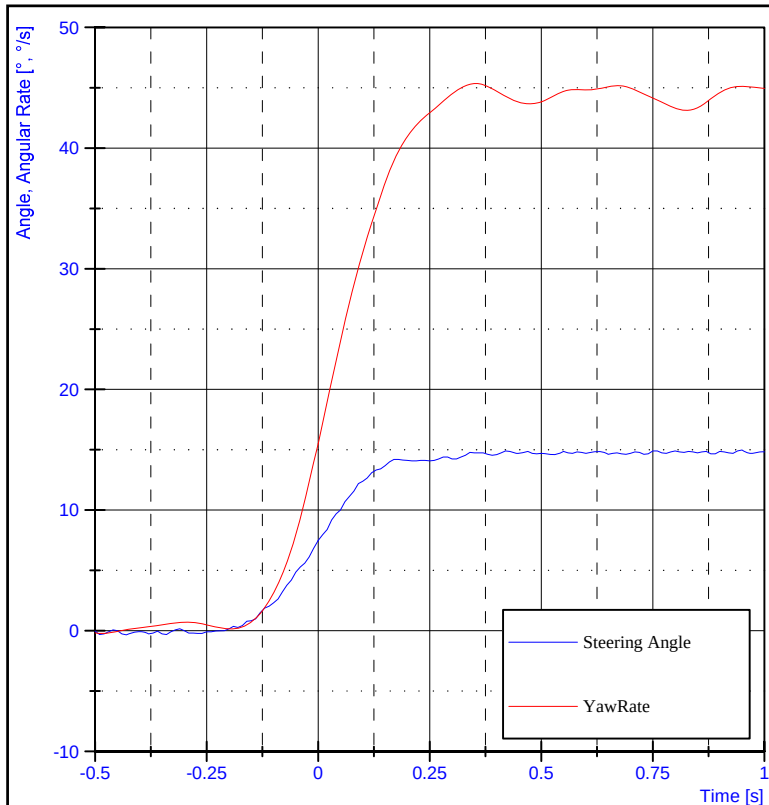
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.19s
Peak Yaw Rate Time : 3.28s

90% Steering Angle Time : 0.13s
Peak Steering Angle Time : 6.00s

Lateral Acceleration Steady State : 0.56g
between 2.0 and 4.0s



Test No. : G130873
Test Date : 24 October, 2013

Test Specimen : TS57208
Test Vehicle : Kubota RTV500

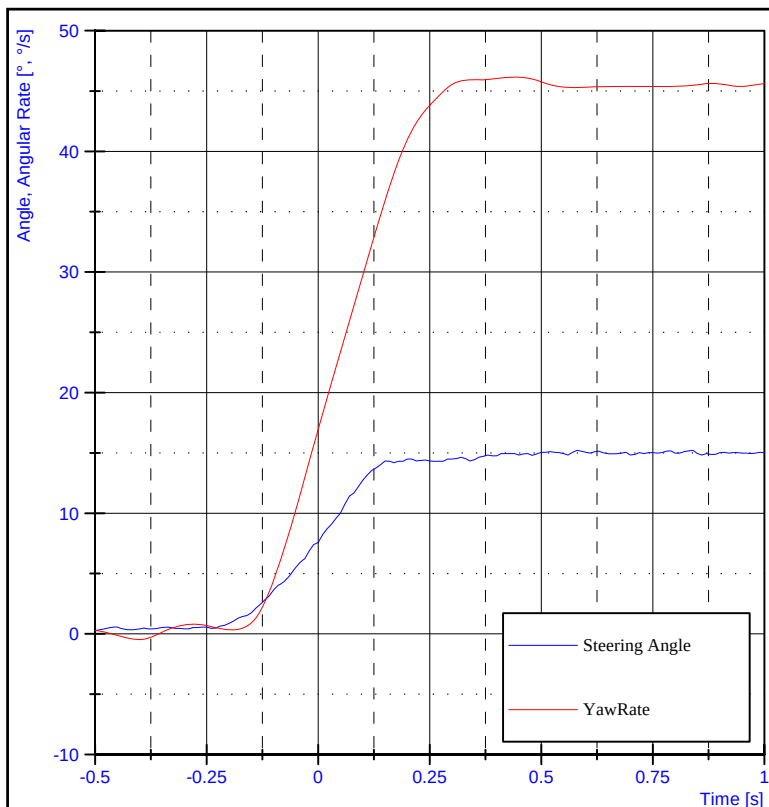
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.21s
Peak Yaw Rate Time : 3.37s

90% Steering Angle Time : 0.13s
Peak Steering Angle Time : 4.45s

Lateral Acceleration Steady State : 0.58g
between 2.0 and 4.0s



Test No. : G130874
Test Date : 24 October, 2013

Test Specimen : TS57208
Test Vehicle : Kubota RTV500

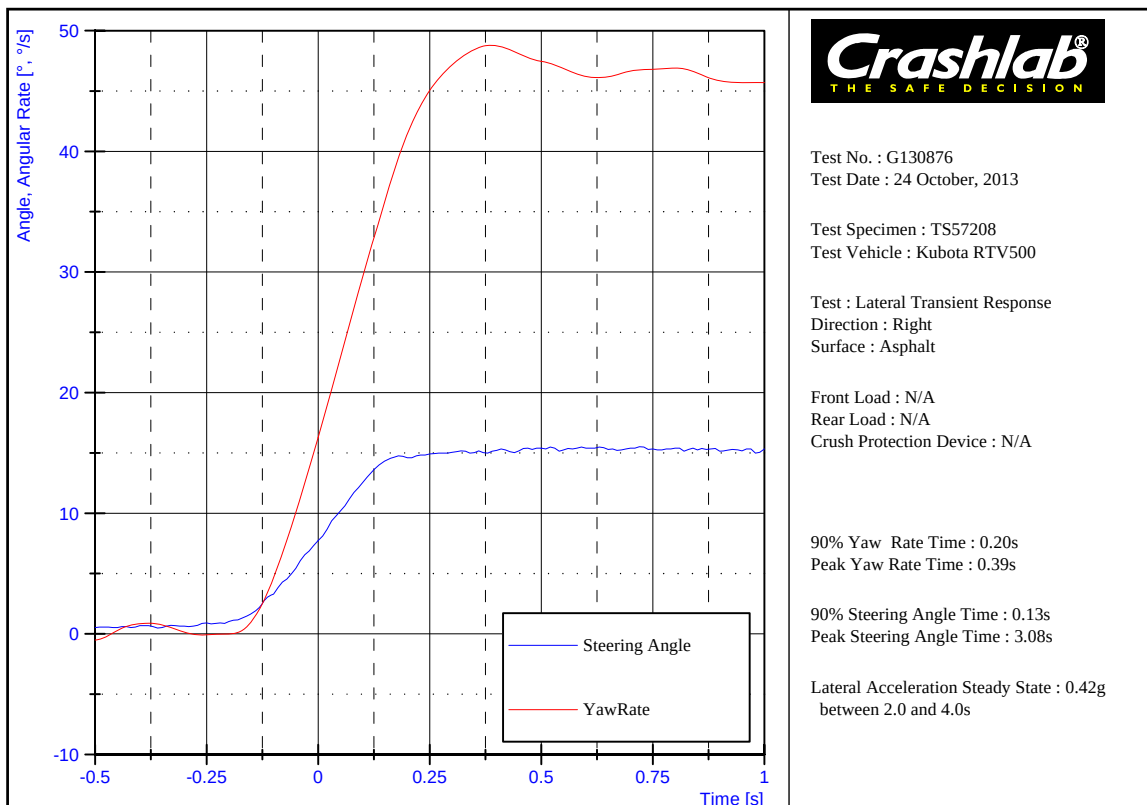
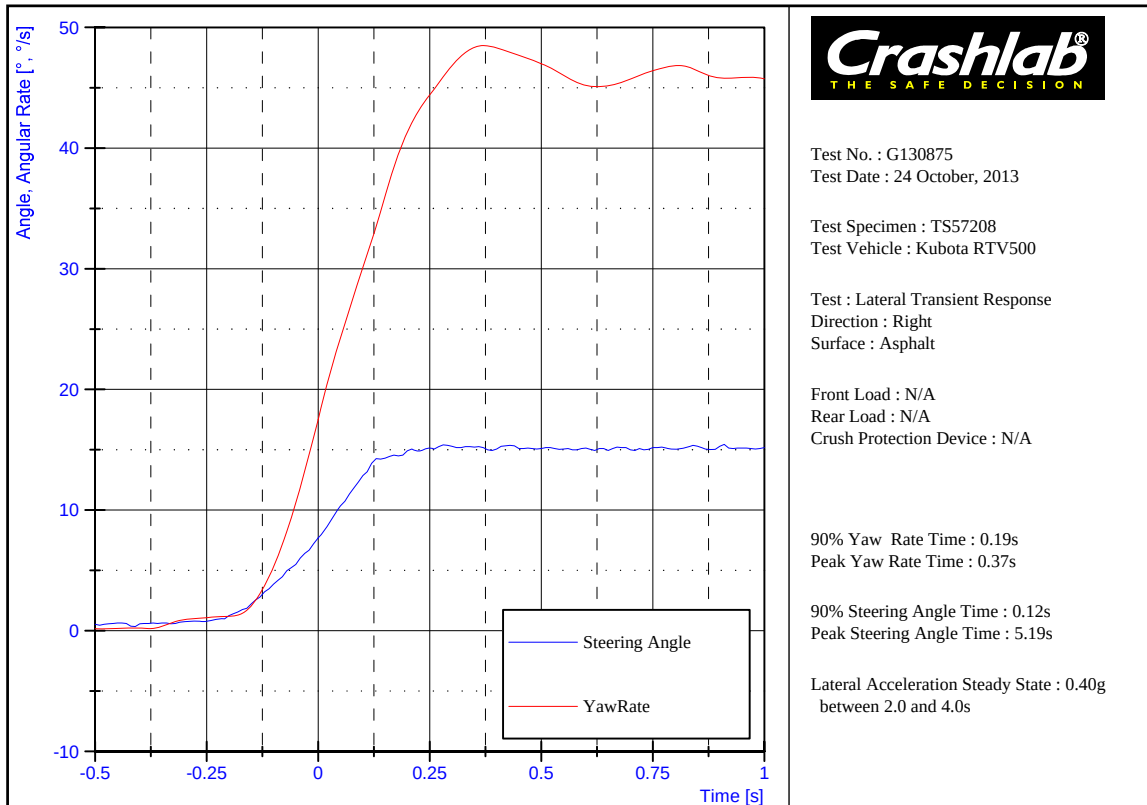
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

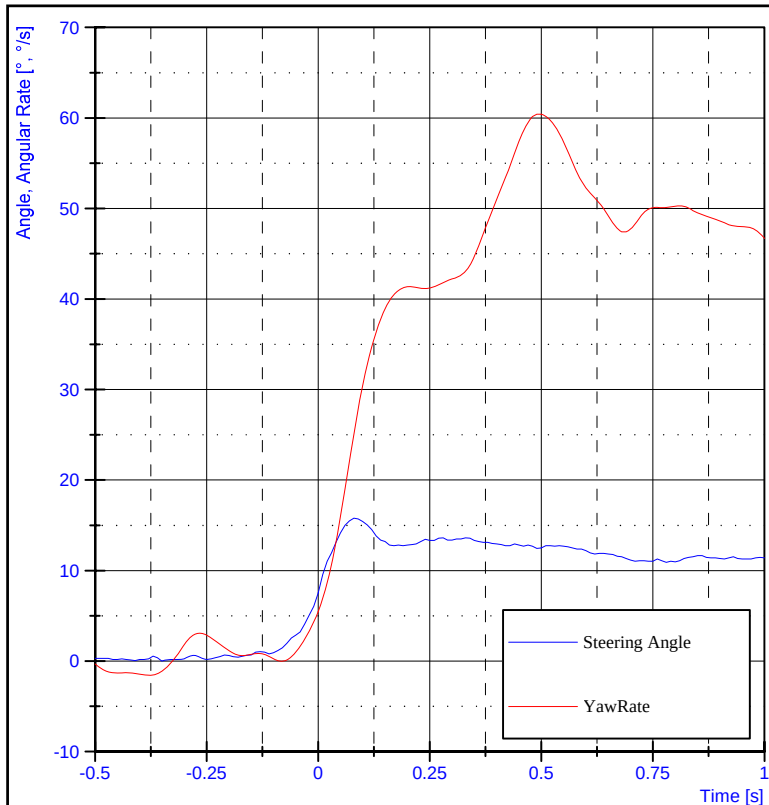
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.20s
Peak Yaw Rate Time : 6.71s

90% Steering Angle Time : 0.12s
Peak Steering Angle Time : 5.82s

Lateral Acceleration Steady State : 0.41g
between 2.0 and 4.0s





Test No. : G130997
Test Date : 17 December, 2013

Test Specimen : TS57202
Test Vehicle : Polaris Sportsman 450HO

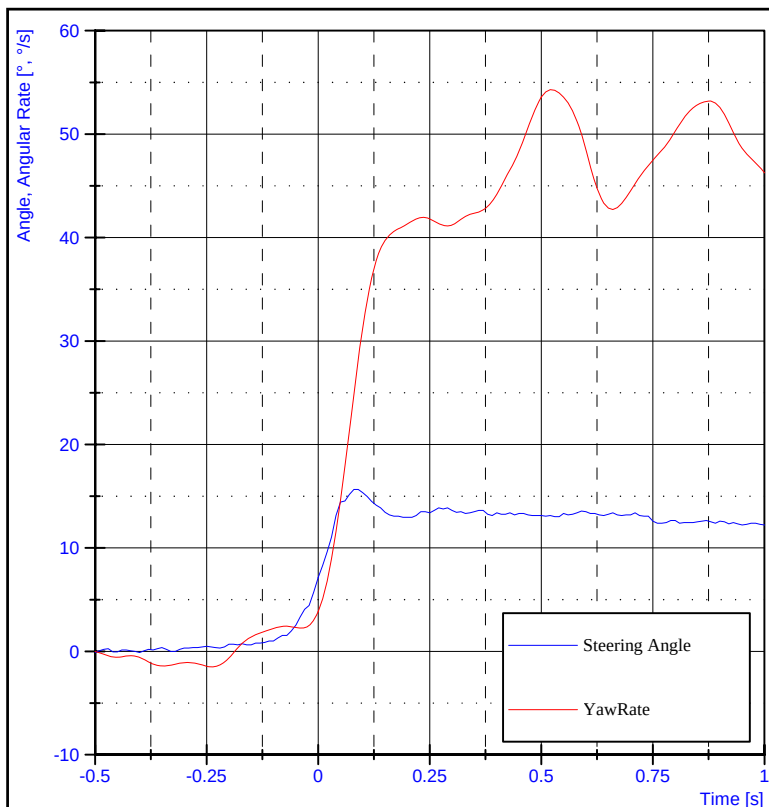
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.13s
Peak Yaw Rate Time : 0.49s

90% Steering Angle Time : 0.02s
Peak Steering Angle Time : 0.08s

Lateral Acceleration Steady State : 0.38g
between 2.0 and 4.0s



Test No. : G130998
Test Date : 17 December, 2013

Test Specimen : TS57202
Test Vehicle : Polaris Sportsman 450HO

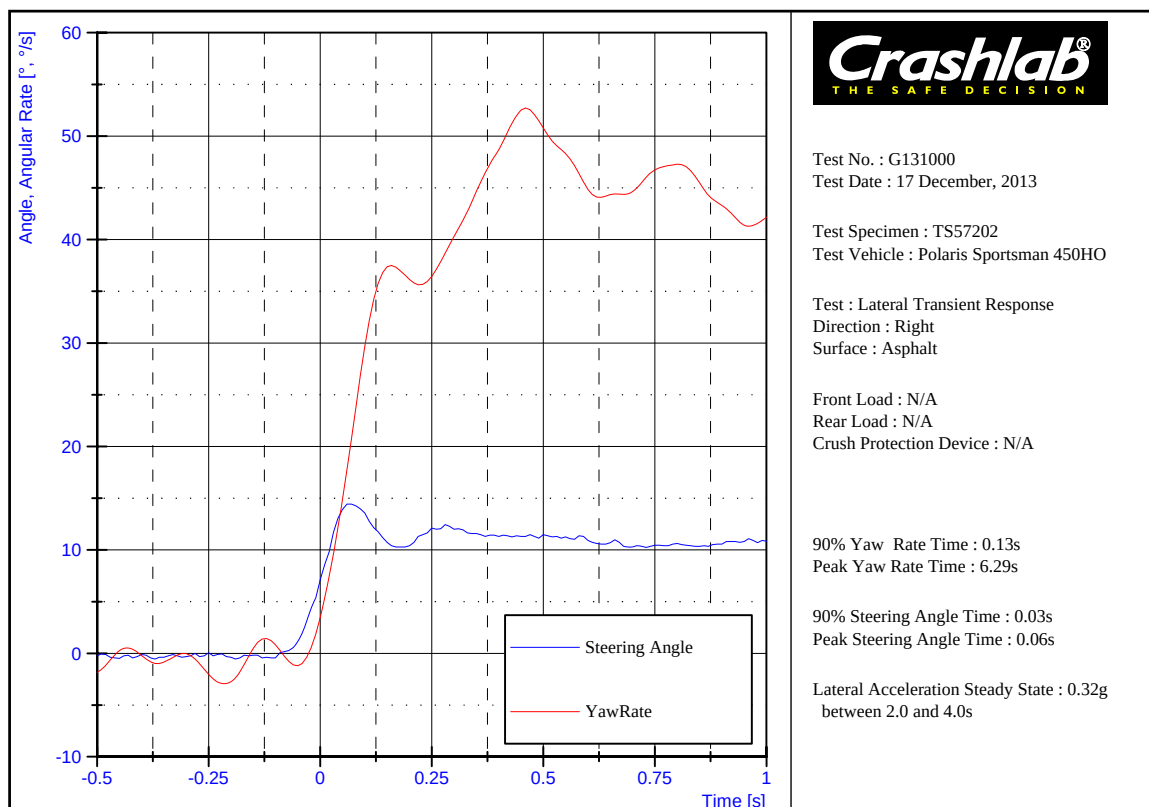
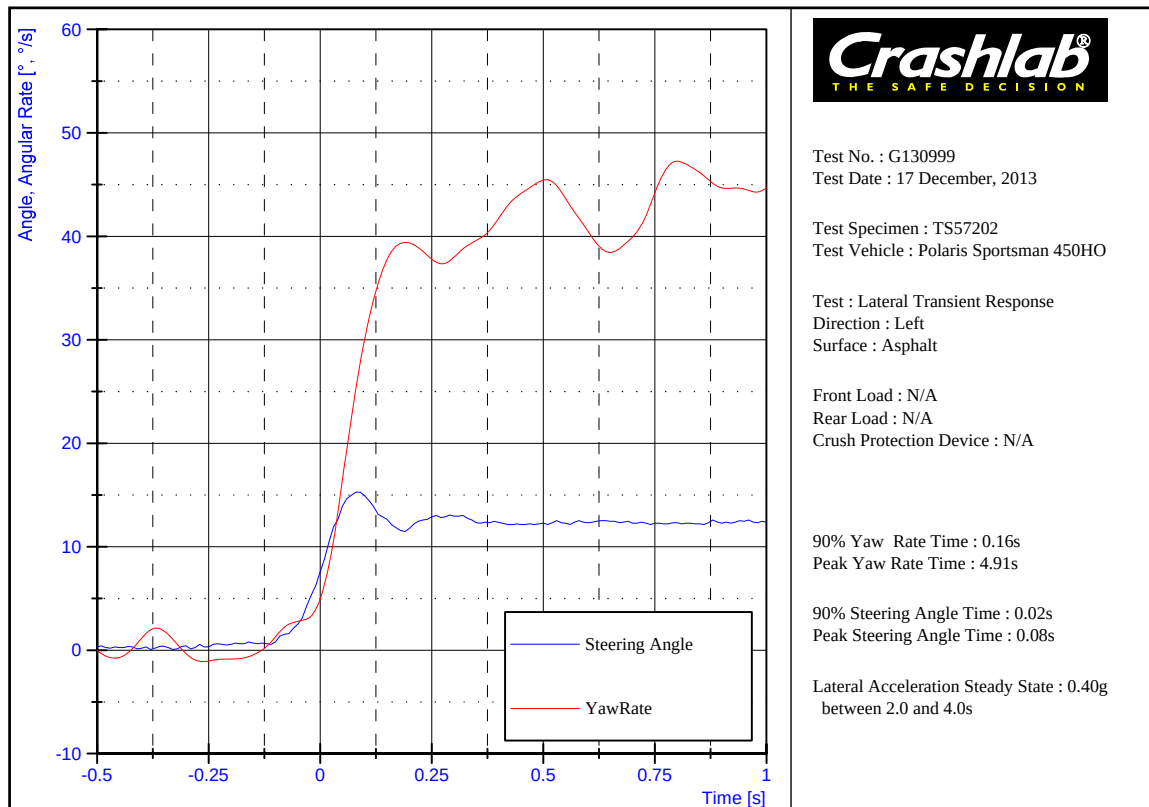
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

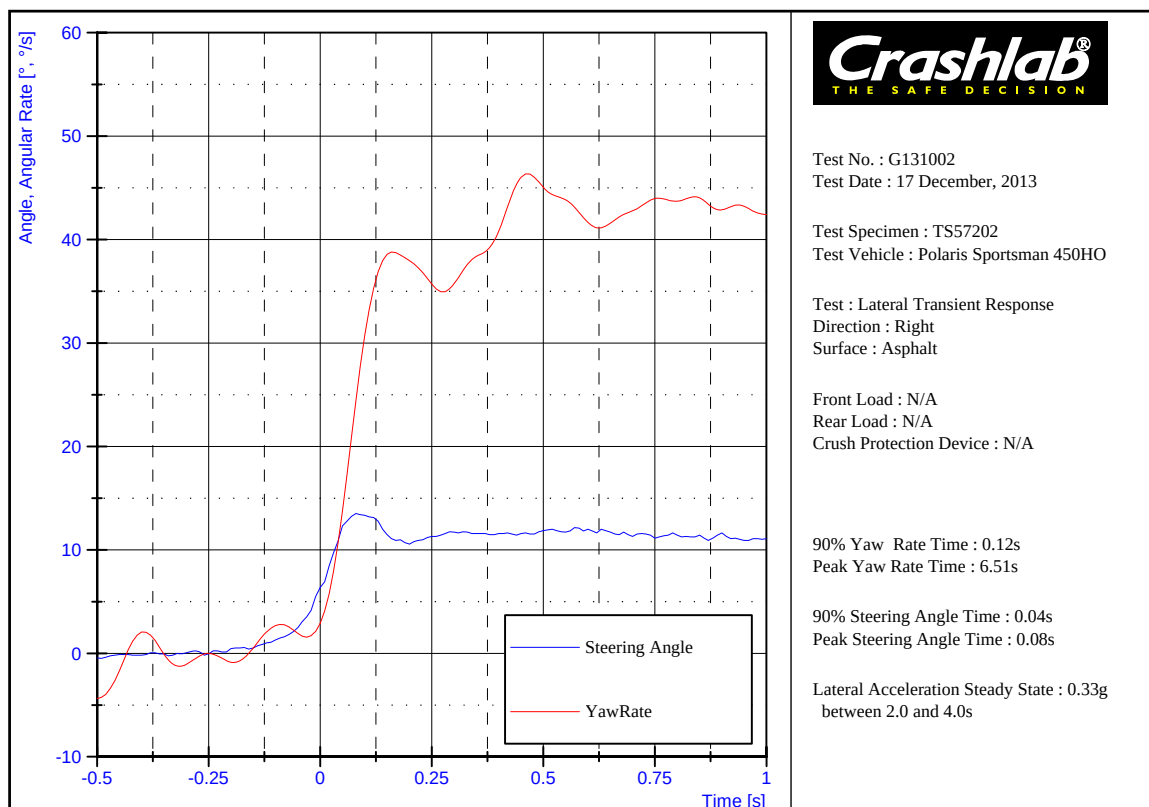
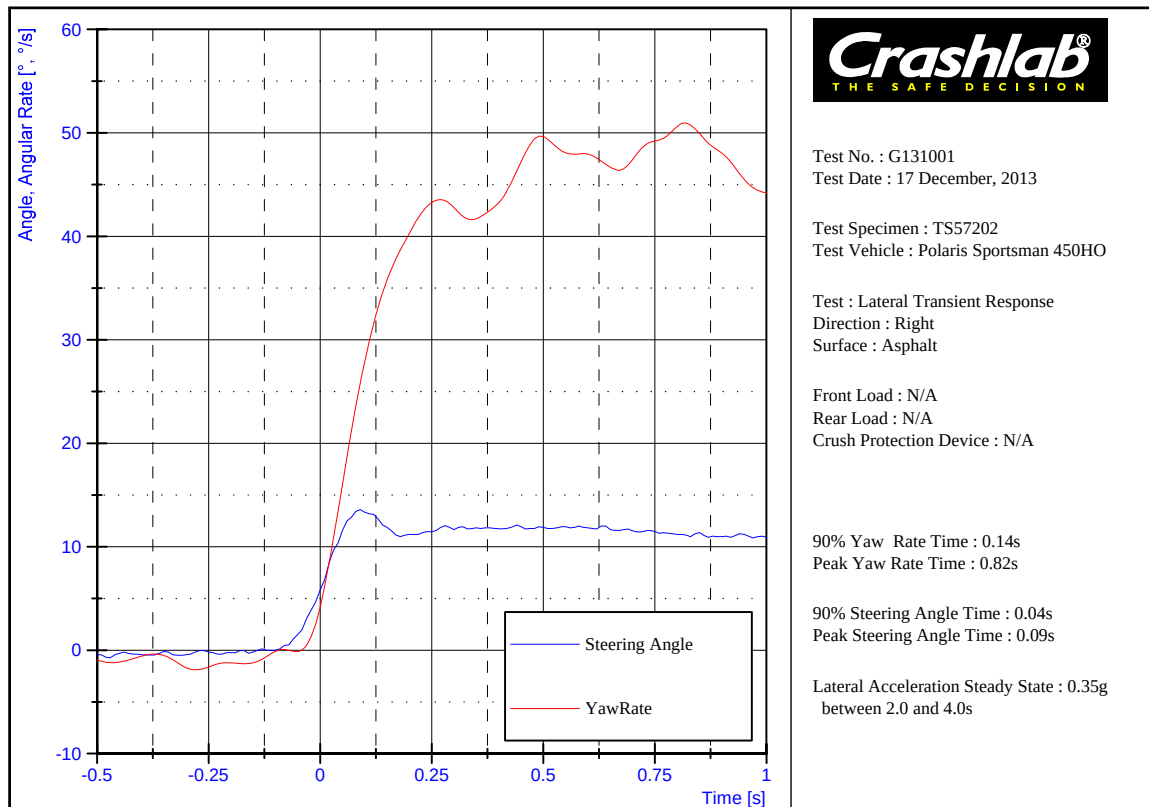
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.11s
Peak Yaw Rate Time : 0.52s

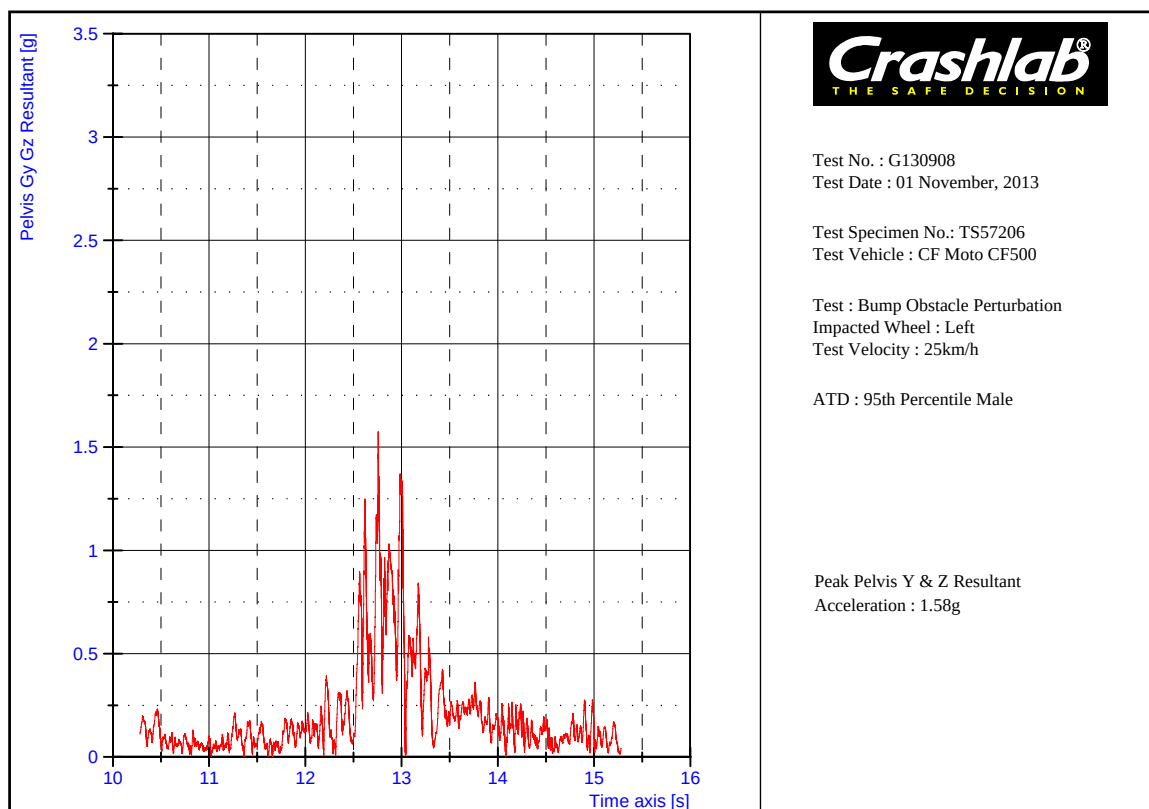
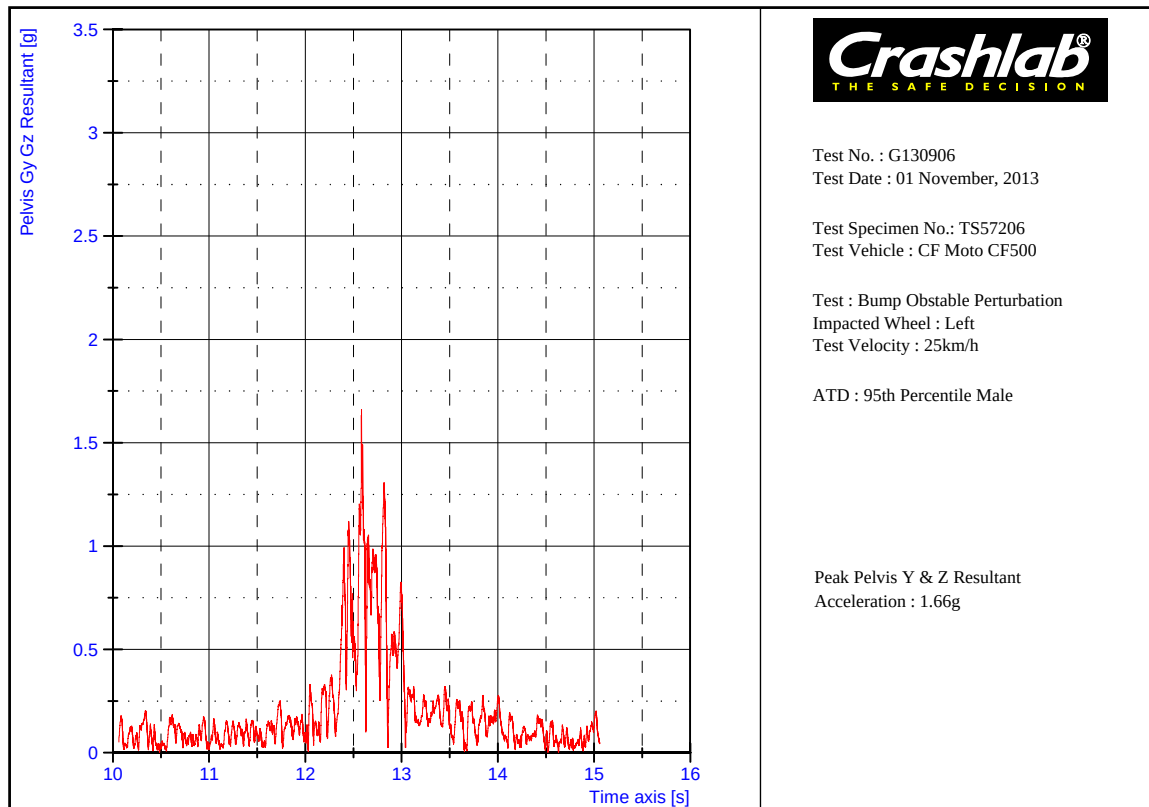
90% Steering Angle Time : 0.03s
Peak Steering Angle Time : 0.08s

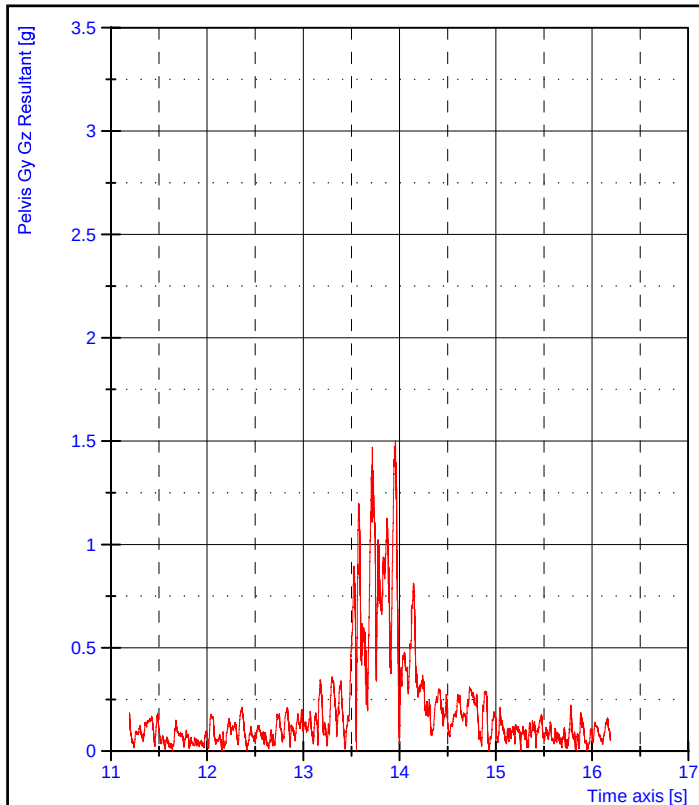
Lateral Acceleration Steady State : 0.38g
between 2.0 and 4.0s





4. Test response data – Bump obstacle perturbation





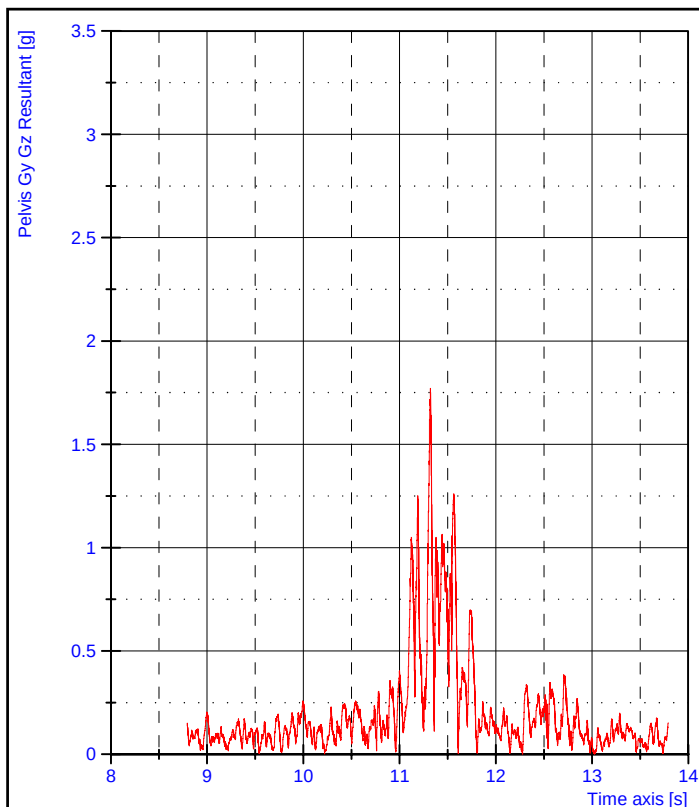
Test No. : G130909
Test Date : 01 November, 2013

Test Specimen No.: TS57206
Test Vehicle : CF Moto CF500

Test : Bump Obstacle Perturbation
Impacted Wheel : Left
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 1.47g



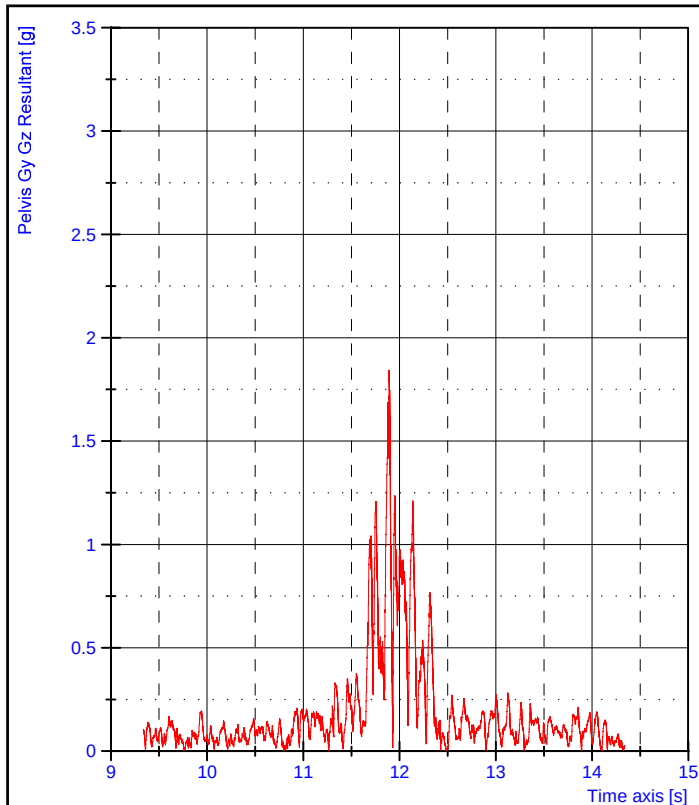
Test No. : G130910
Test Date : 01 November, 2013

Test Specimen No.: TS57206
Test Vehicle : CF Moto CF500

Test : Bump Obstacle Perturbation
Impacted Wheel : Right
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 1.77g



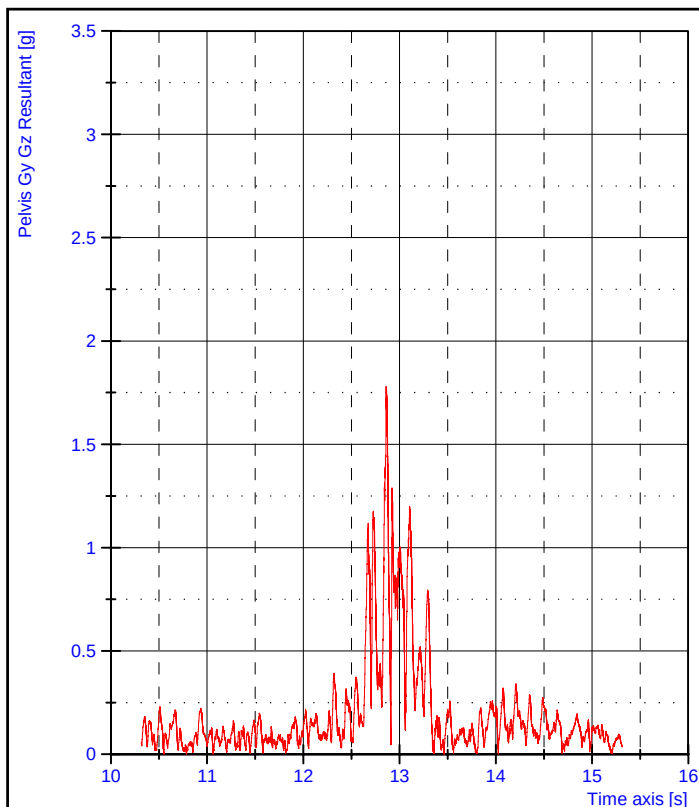
Test No. : G130911
Test Date : 01 November, 2013

Test Specimen No.: TS57206
Test Vehicle : CF Moto CF500

Test : Bump Obstacle Perturbation
Impacted Wheel : Right
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 1.84g



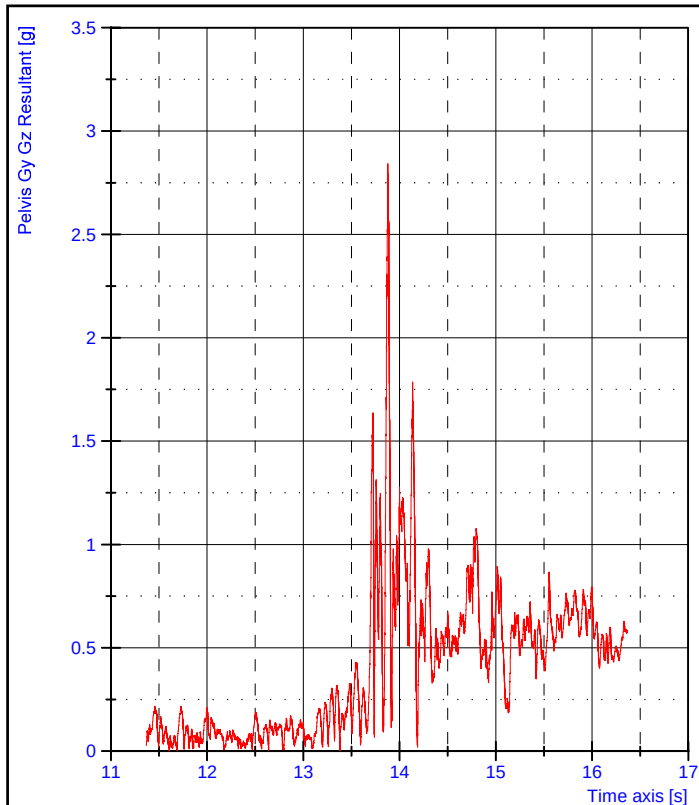
Test No. : G130912
Test Date : 01 November, 2013

Test Specimen No.: TS57206
Test Vehicle : CF Moto CF500

Test : Bump Obstacle Perturbation
Impacted Wheel : Right
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 1.78g



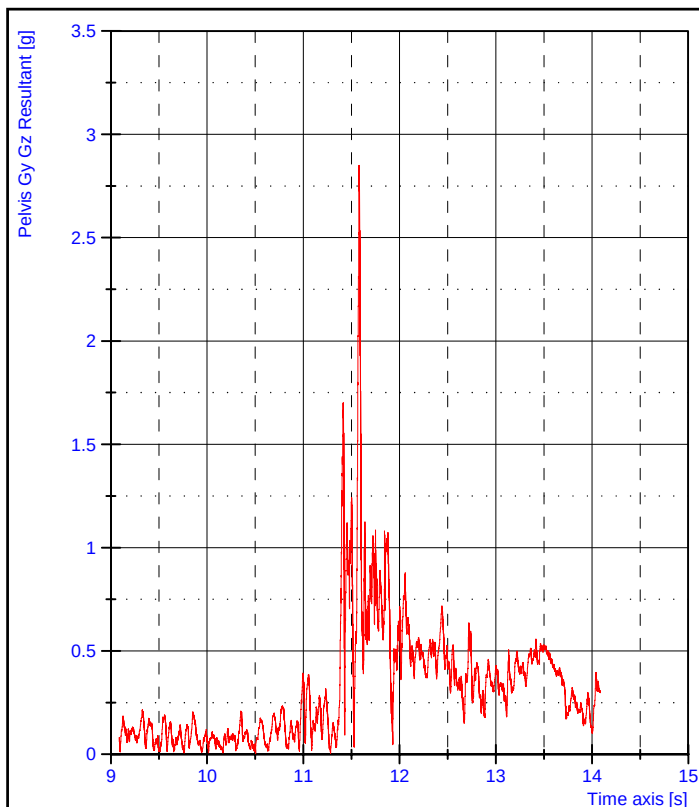
Test No. : G130913
Test Date : 04 November, 2013

Test Specimen No.: TS57199
Test Vehicle : Honda Fourtrax TRX250

Test : Bump Obstacle Perturbation
Impacted Wheel : Right
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 2.84g



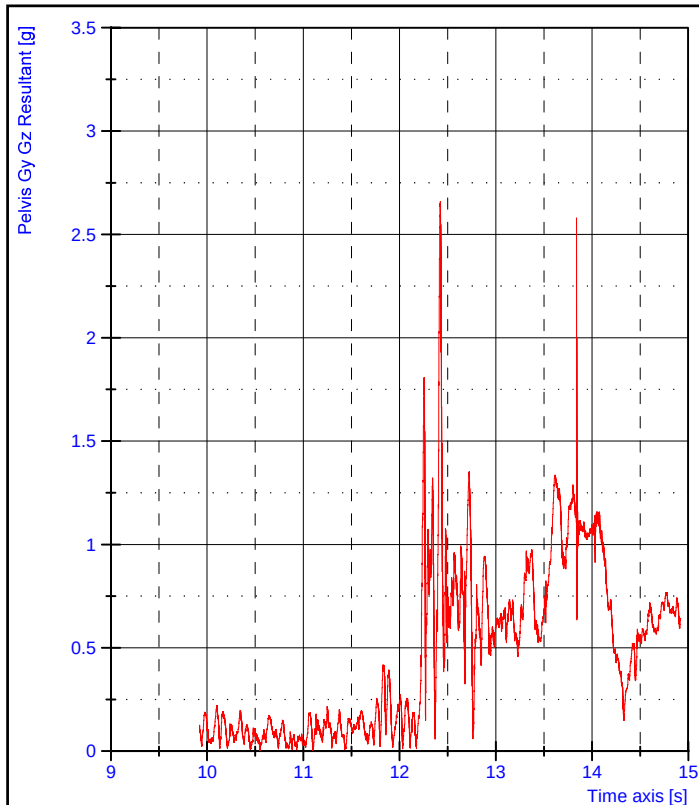
Test No. : G130915
Test Date : 04 November, 2013

Test Specimen No.: TS57199
Test Vehicle : Honda Fourtrax TRX250

Test : Bump Obstacle Perturbation
Impacted Wheel : Right
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 2.85g



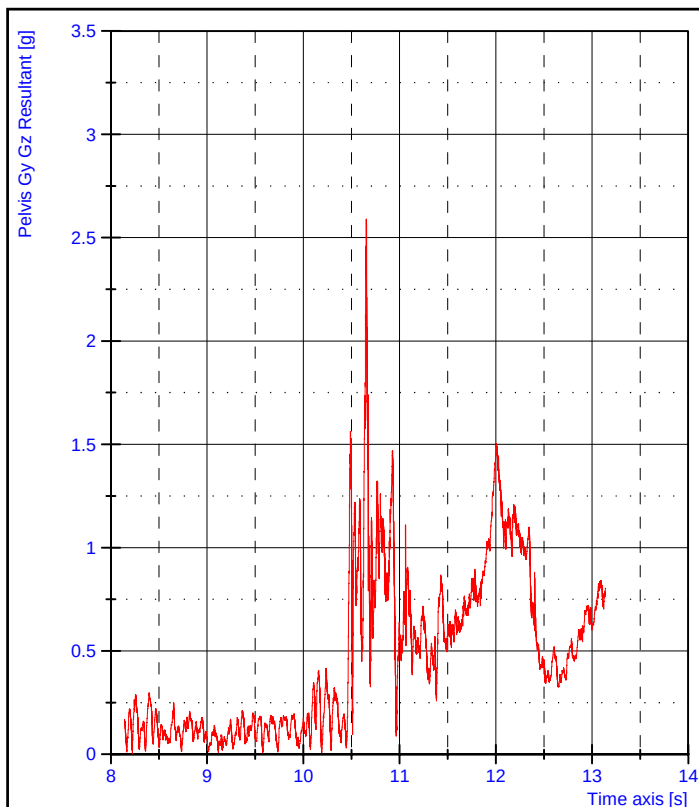
Test No. : G130916
Test Date : 04 November, 2013

Test Specimen No.: TS57199
Test Vehicle : Honda Fourtrax TRX250

Test : Bump Obstacle Perturbation
Impacted Wheel : Right
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 2.66g



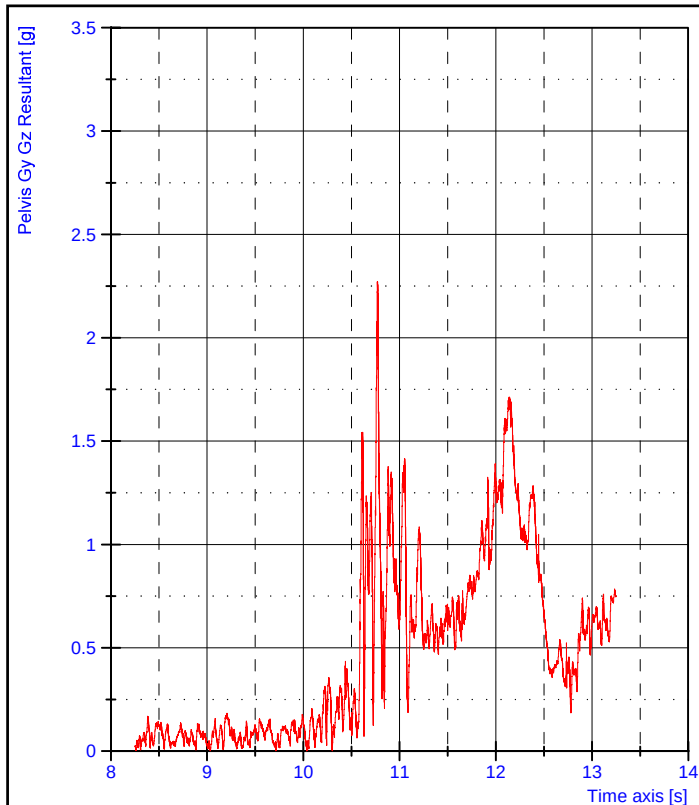
Test No. : G130917
Test Date : 04 November, 2013

Test Specimen No.: TS57199
Test Vehicle : Honda Fourtrax TRX250

Test : Bump Obstacle Perturbation
Impacted Wheel : Left
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 2.59g



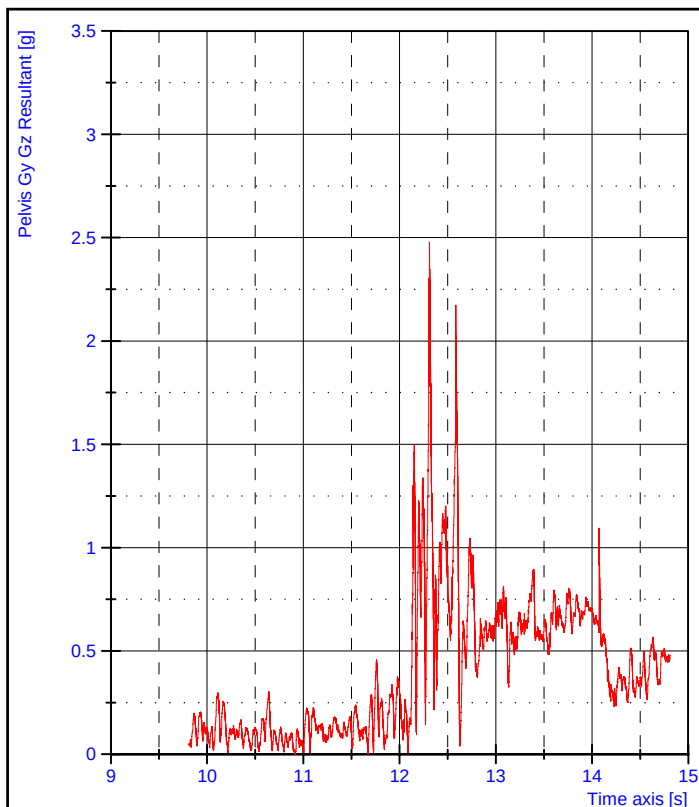
Test No. : G130919
Test Date : 04 November, 2013

Test Specimen No.: TS57199
Test Vehicle : Honda Fourtrax TRX250

Test : Bump Obstacle Perturbation
Impacted Wheel : Left
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 2.27g



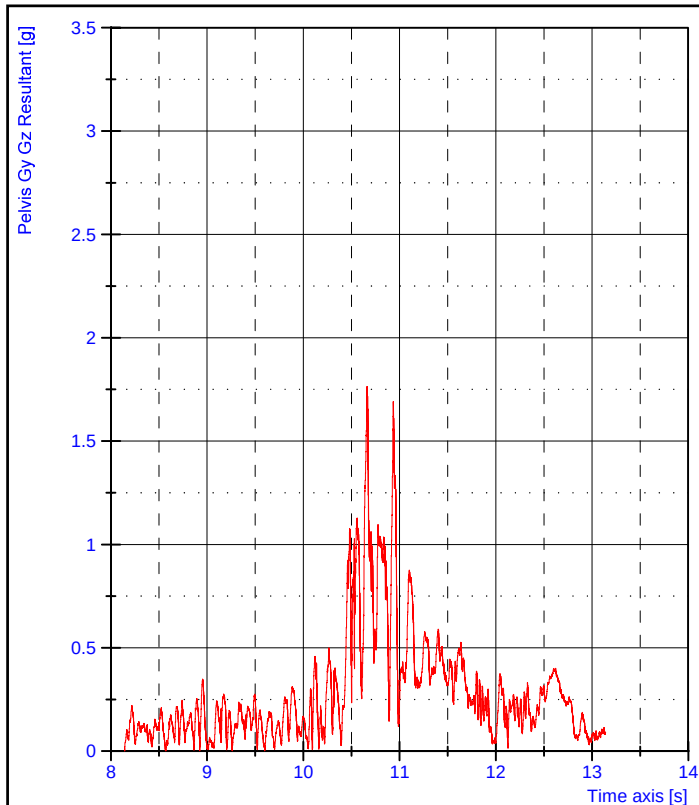
Test No. : G130920
Test Date : 04 November, 2013

Test Specimen No.: TS57199
Test Vehicle : Honda Fourtrax TRX250

Test : Bump Obstacle Perturbation
Impacted Wheel : Left
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 2.48g



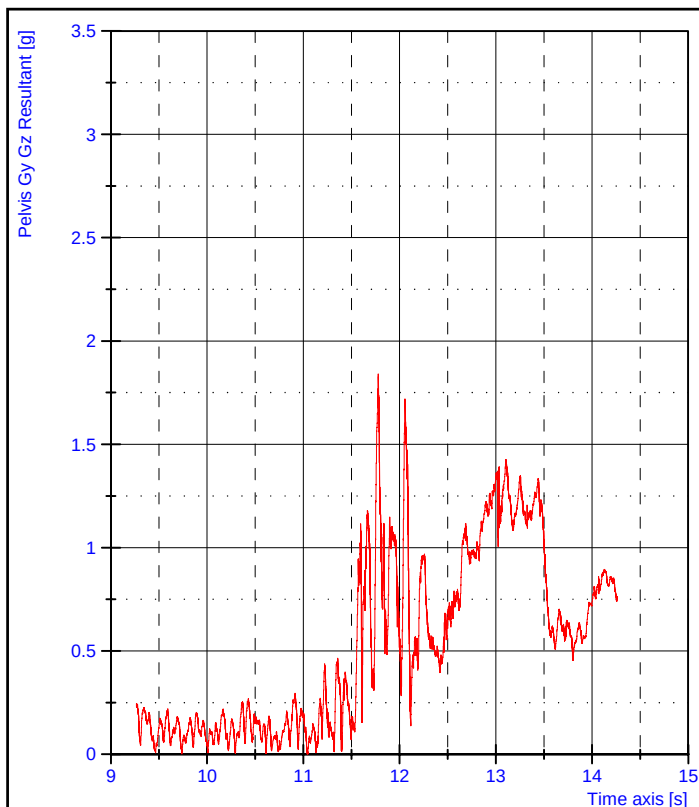
Test No. : G130921
Test Date : 05 November, 2013

Test Specimen No.: TS57201
Test Vehicle : Yamaha Grizzly YFM450FAP

Test : Bump Obstacle Perturbation
Impacted Wheel : Left
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 1.76g



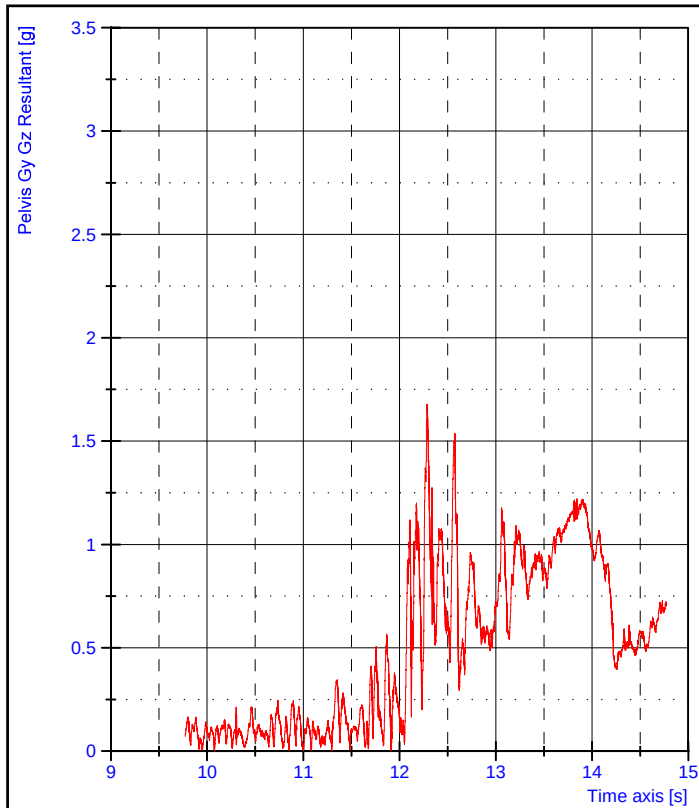
Test No. : G130923
Test Date : 05 November, 2013

Test Specimen No.: TS57201
Test Vehicle : Yamaha Grizzly YFM450FAP

Test : Bump Obstacle Perturbation
Impacted Wheel : Left
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 1.84g



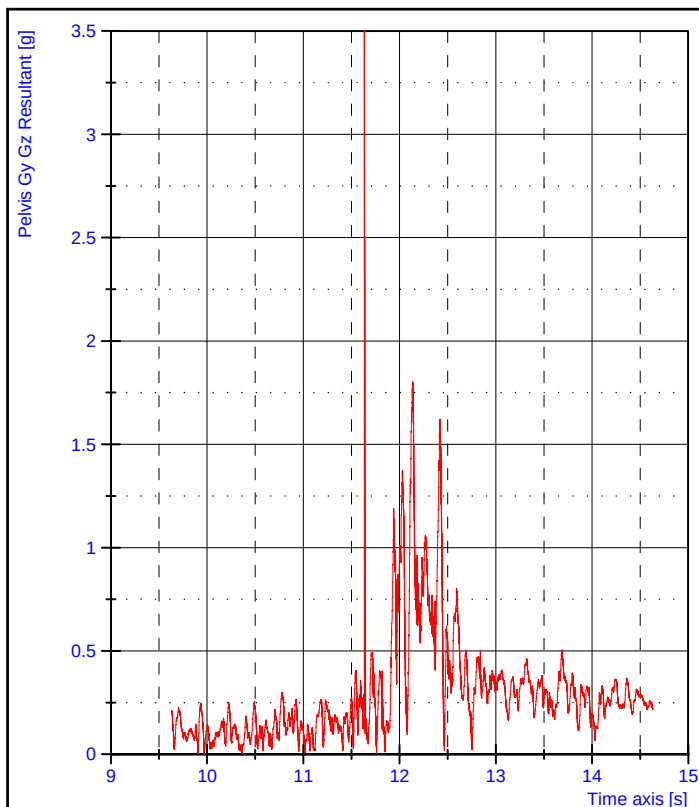
Test No. : G130924
Test Date : 05 November, 2013

Test Specimen No.: TS57201
Test Vehicle : Yamaha Grizzly YFM450FAP

Test : Bump Obstacle Perturbation
Impacted Wheel : Left
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 1.68g



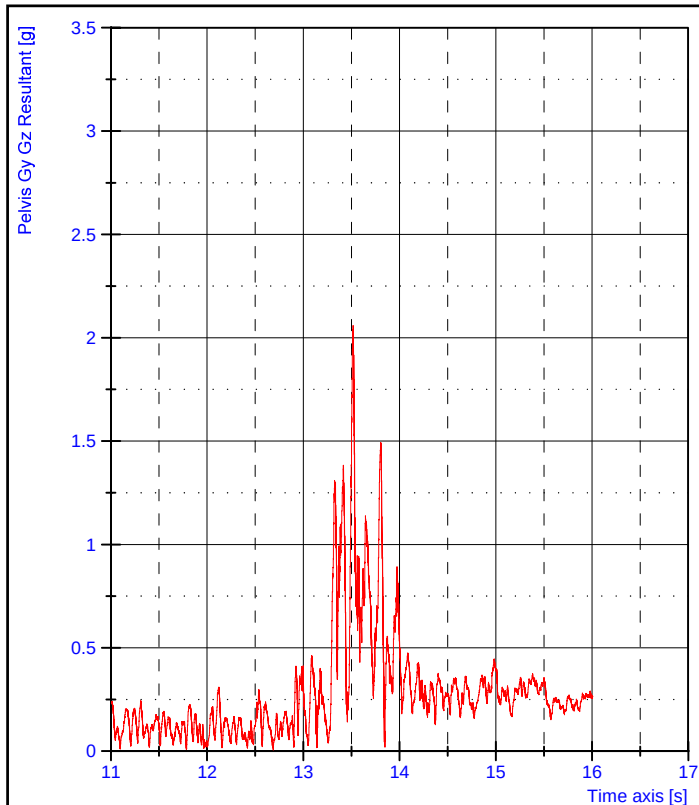
Test No. : G130926
Test Date : 05 November, 2013

Test Specimen No.: TS57201
Test Vehicle : Yamaha Grizzly YFM450FAP

Test : Bump Obstacle Perturbation
Impacted Wheel : Right
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 1.80g



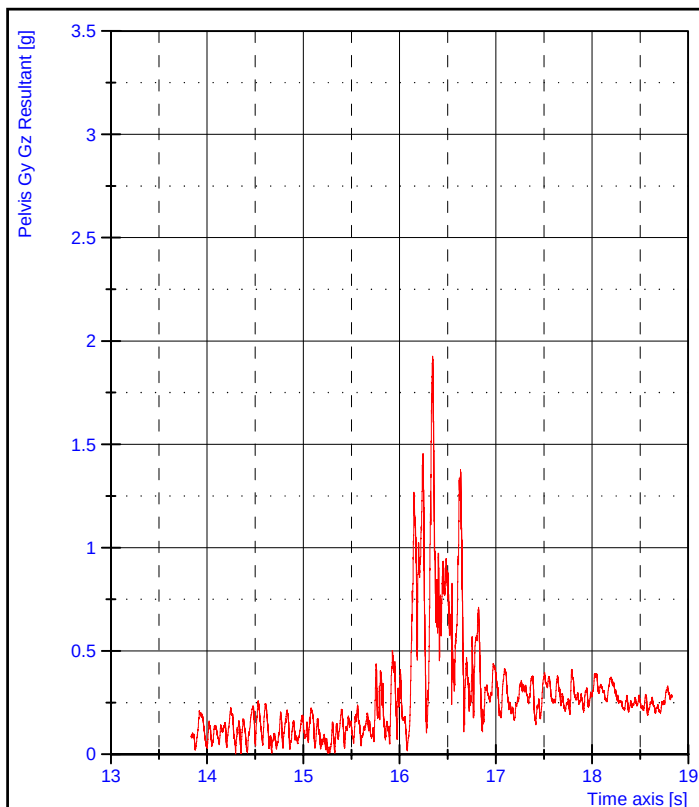
Test No. : G130928
Test Date : 05 November, 2013

Test Specimen No.: TS57201
Test Vehicle : Yamaha Grizzly YFM450FAP

Test : Bump Obstacle Perturbation
Impacted Wheel : Right
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 2.06g



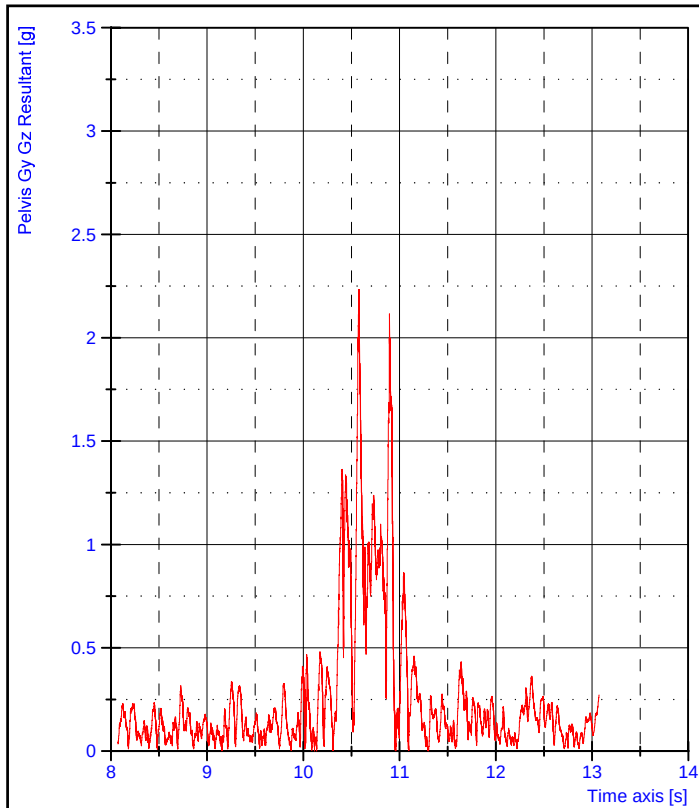
Test No. : G130929
Test Date : 05 November, 2013

Test Specimen No.: TS57201
Test Vehicle : Yamaha Grizzly YFM450FAP

Test : Bump Obstacle Perturbation
Impacted Wheel : Right
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 1.93g



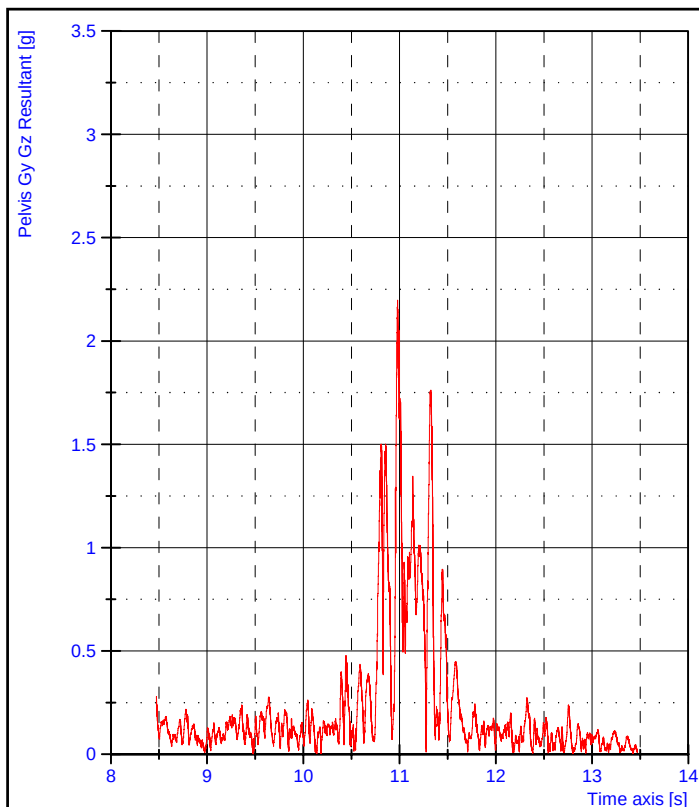
Test No. : G130931
Test Date : 05 November, 2013

Test Specimen No.: TS57203
Test Vehicle : Suzuki Kingquad 400ASI

Test : Bump Obstacle Perturbation
Impacted Wheel : Right
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 2.23g



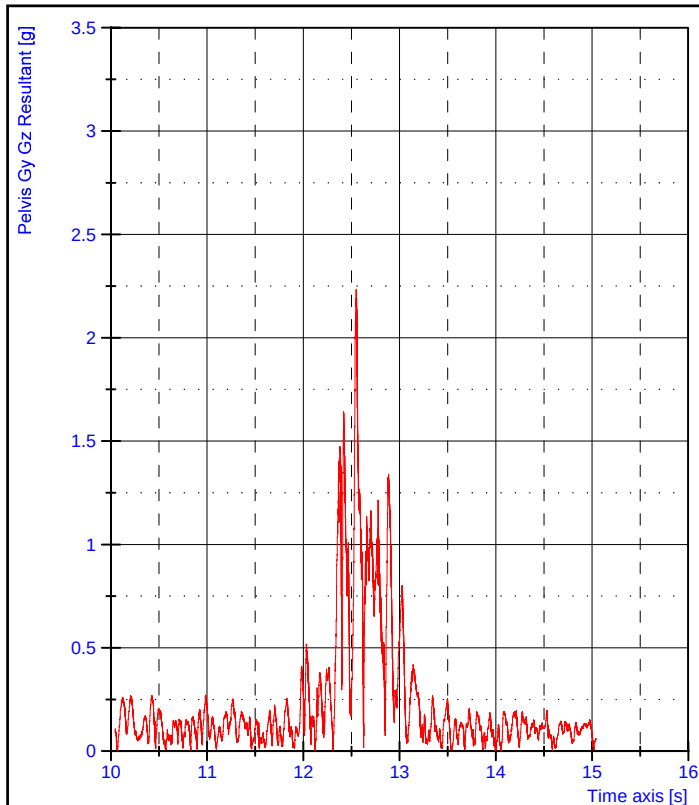
Test No. : G130932
Test Date : 05 November, 2013

Test Specimen No.: TS57203
Test Vehicle : Suzuki Kingquad 400ASI

Test : Bump Obstacle Perturbation
Impacted Wheel : Right
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 2.20g



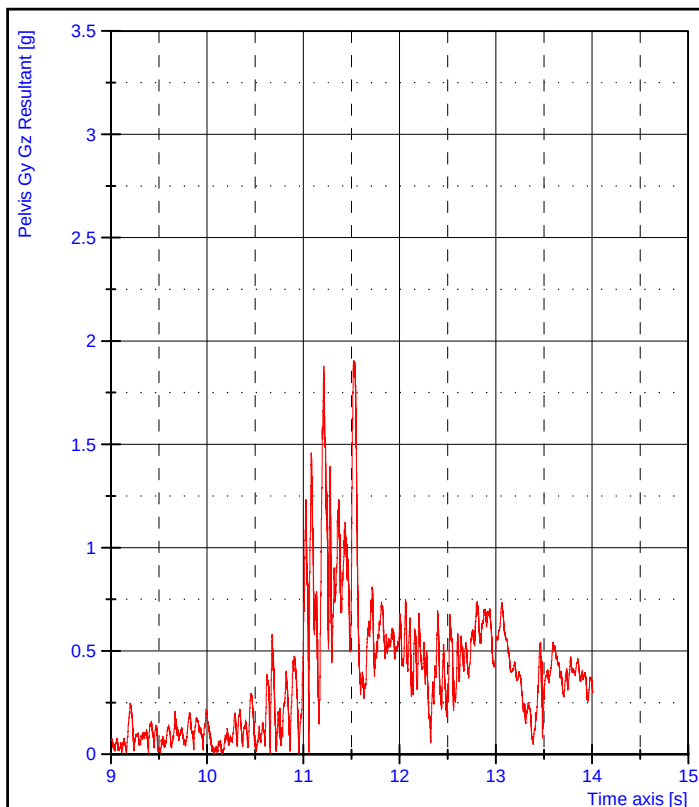
Test No. : G130933
Test Date : 05 November, 2013

Test Specimen No.: TS57203
Test Vehicle : Suzuki Kingquad 400ASI

Test : Bump Obstacle Perturbation
Impacted Wheel : Right
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 2.23g



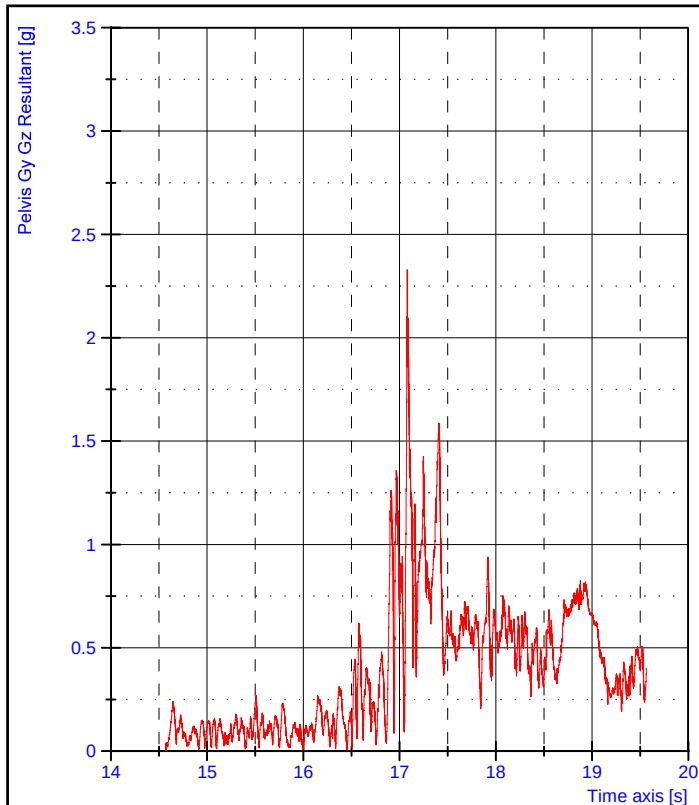
Test No. : G130935
Test Date : 05 November, 2013

Test Specimen No.: TS57203
Test Vehicle : Suzuki Kingquad 400ASI

Test : Bump Obstacle Perturbation
Impacted Wheel : Left
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 1.88g



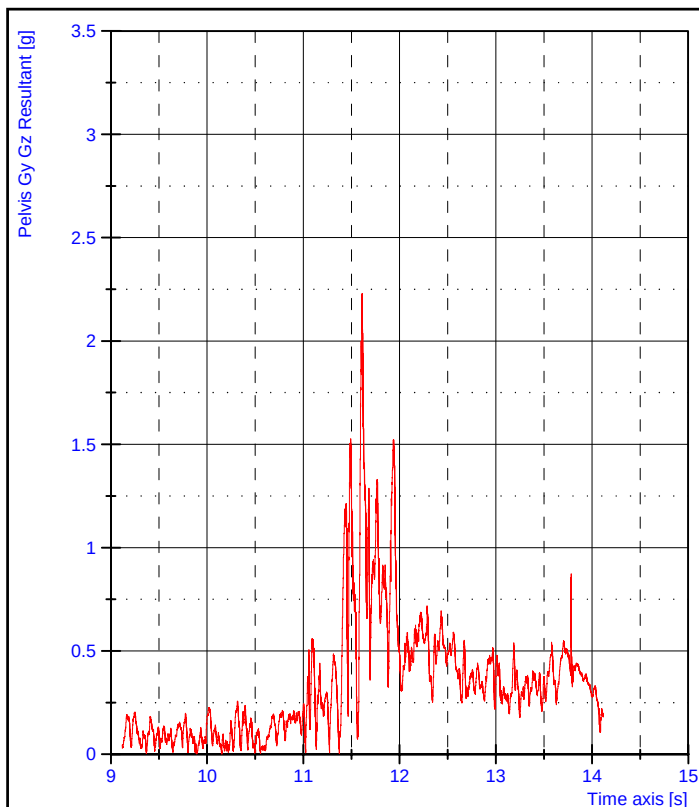
Test No. : G130936
Test Date : 05 November, 2013

Test Specimen No.: TS57203
Test Vehicle : Suzuki Kingquad 400ASI

Test : Bump Obstacle Perturbation
Impacted Wheel : Left
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 2.33g



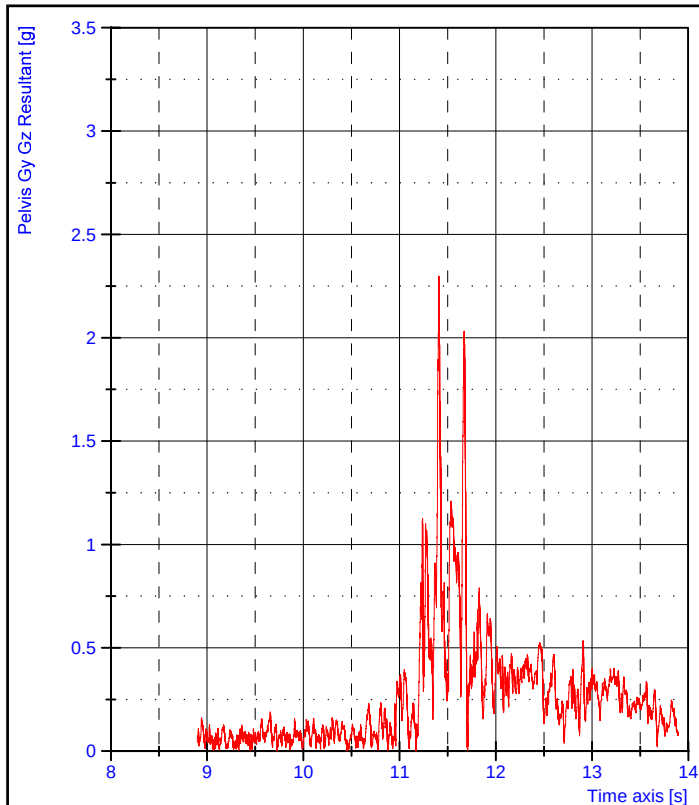
Test No. : G130937
Test Date : 05 November, 2013

Test Specimen No.: TS57203
Test Vehicle : Suzuki Kingquad 400ASI

Test : Bump Obstacle Perturbation
Impacted Wheel : Left
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 2.23g



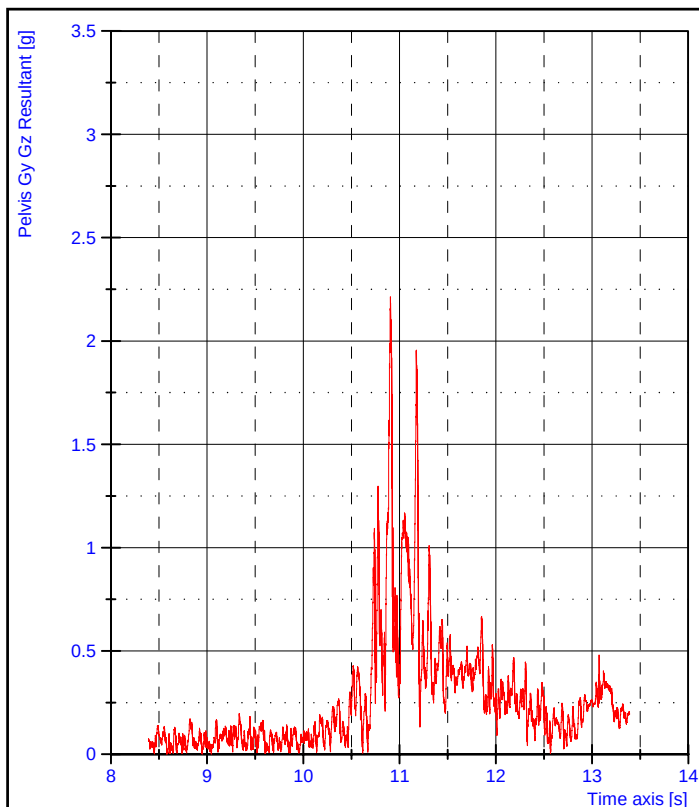
Test No. : G130938
Test Date : 07 November, 2013

Test Specimen No.: TS57205
Test Vehicle : Kymco MXU300

Test : Bump Obstacle Perturbation
Impacted Wheel : Left
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 2.30g



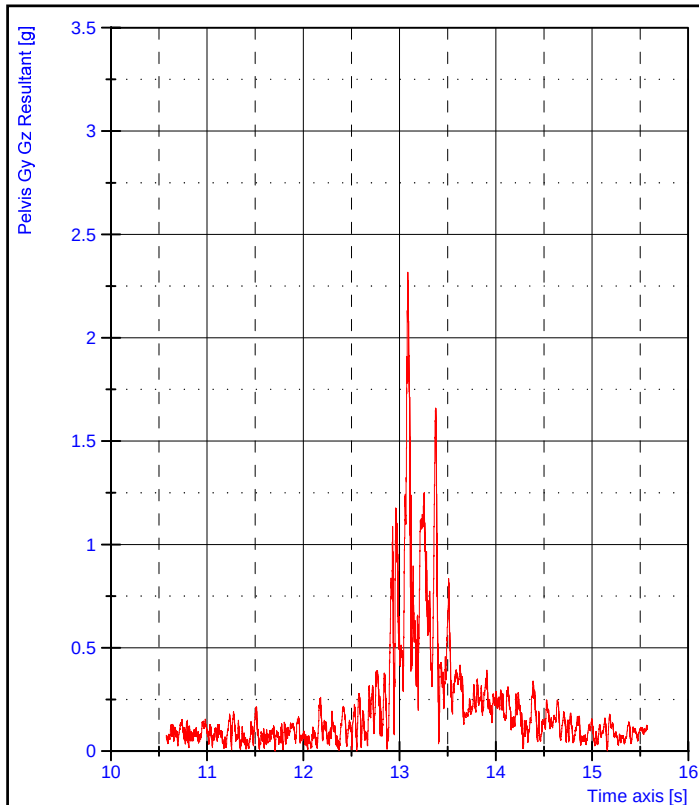
Test No. : G130939
Test Date : 07 November, 2013

Test Specimen No.: TS57205
Test Vehicle : Kymco MXU300

Test : Bump Obstacle Perturbation
Impacted Wheel : Left
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 2.21g



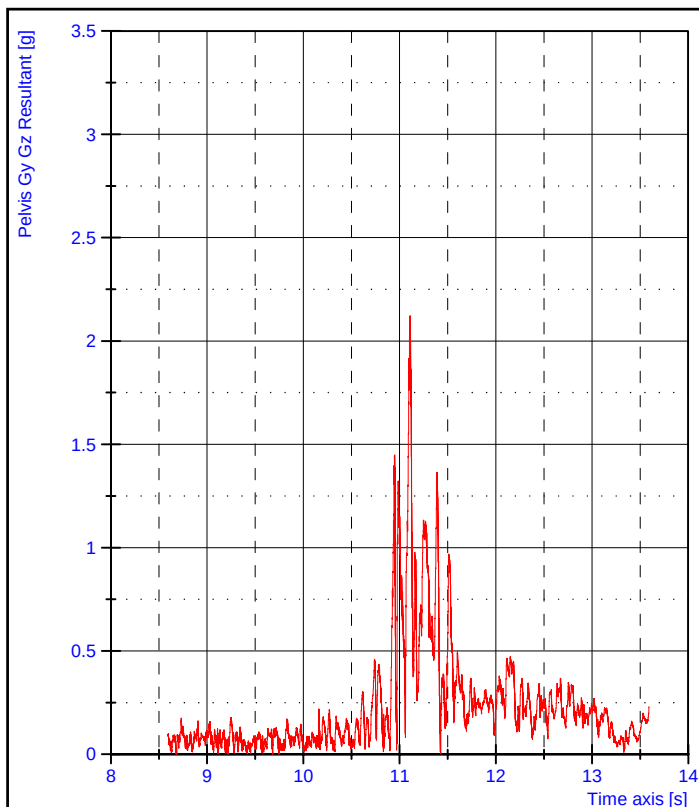
Test No. : G130942
Test Date : 07 November, 2013

Test Specimen No.: TS57205
Test Vehicle : Kymco MXU300

Test : Bump Obstacle Perturbation
Impacted Wheel : Left
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 2.32g



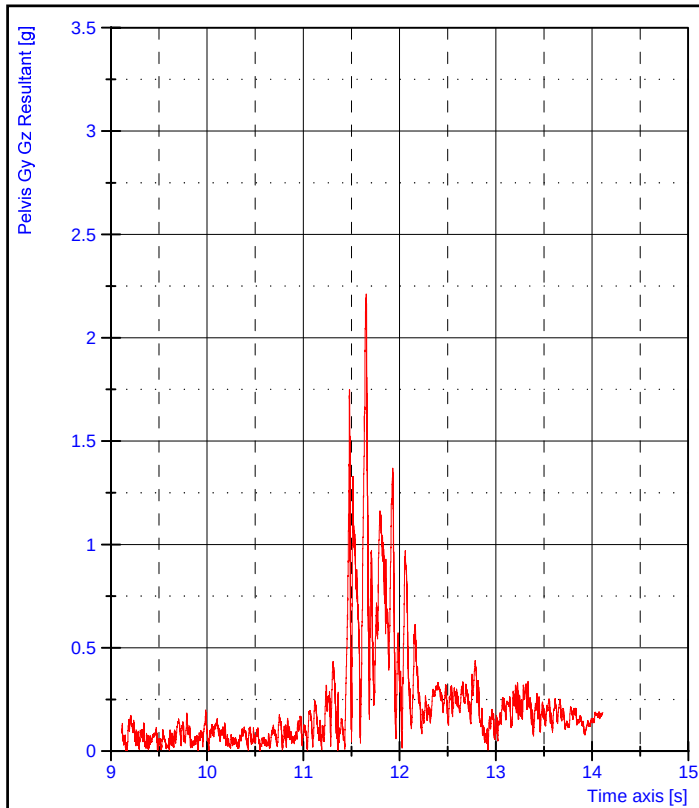
Test No. : G130943
Test Date : 07 November, 2013

Test Specimen No.: TS57205
Test Vehicle : Kymco MXU300

Test : Bump Obstacle Perturbation
Impacted Wheel : Right
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 2.12g



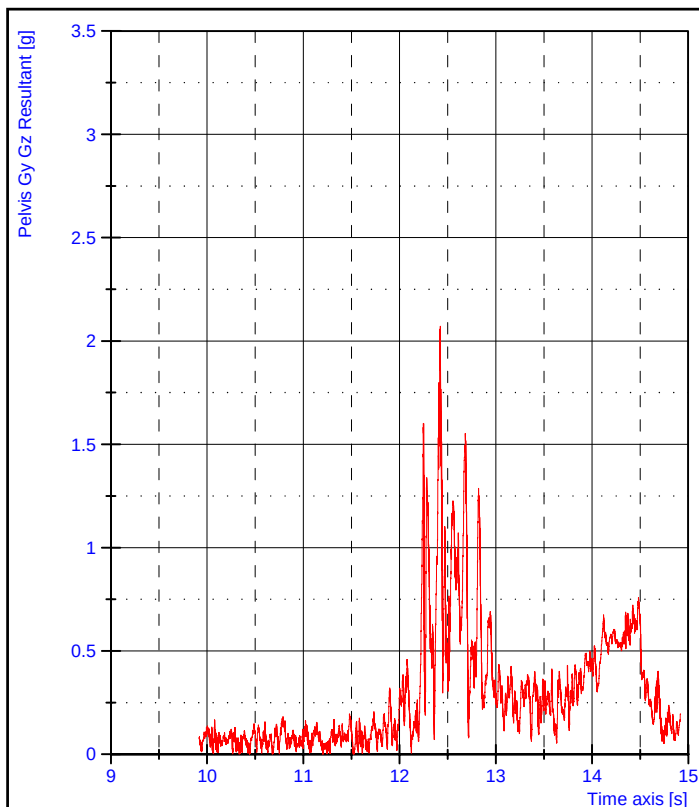
Test No. : G130944
Test Date : 07 November, 2013

Test Specimen No.: TS57205
Test Vehicle : Kymco MXU300

Test : Bump Obstacle Perturbation
Impacted Wheel : Right
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 2.21g



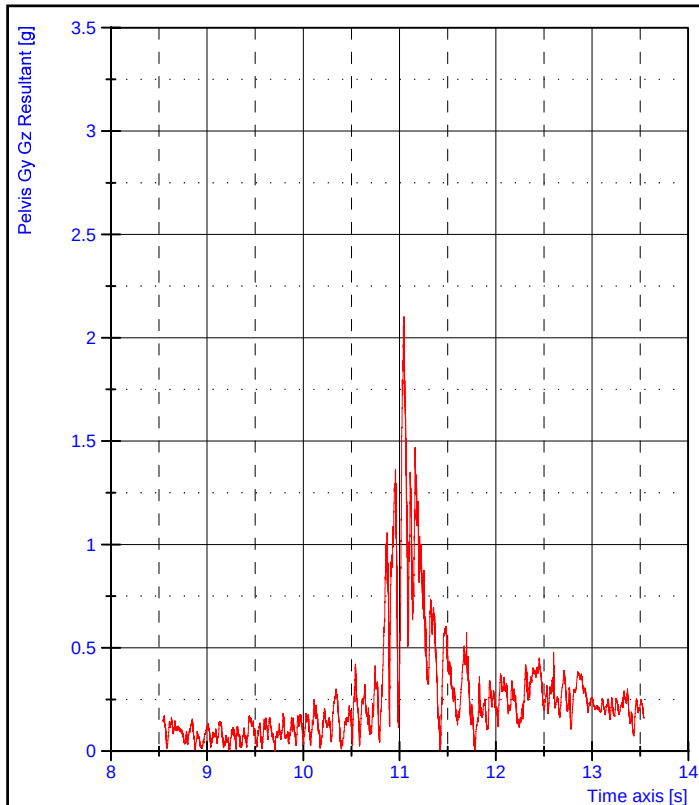
Test No. : G130946
Test Date : 07 November, 2013

Test Specimen No.: TS57205
Test Vehicle : Kymco MXU300

Test : Bump Obstacle Perturbation
Impacted Wheel : Right
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 2.07g



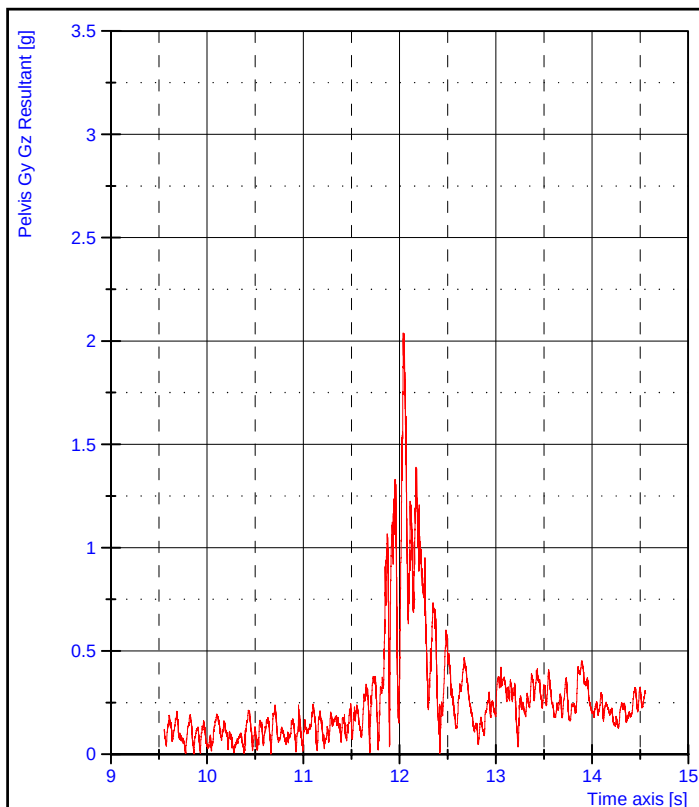
Test No. : G130948
Test Date : 07 November, 2013

Test Specimen No.: TS57200
Test Vehicle : Honda Foreman TRX500FM

Test : Bump Obstacle Perturbation
Impacted Wheel : Right
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 2.10g



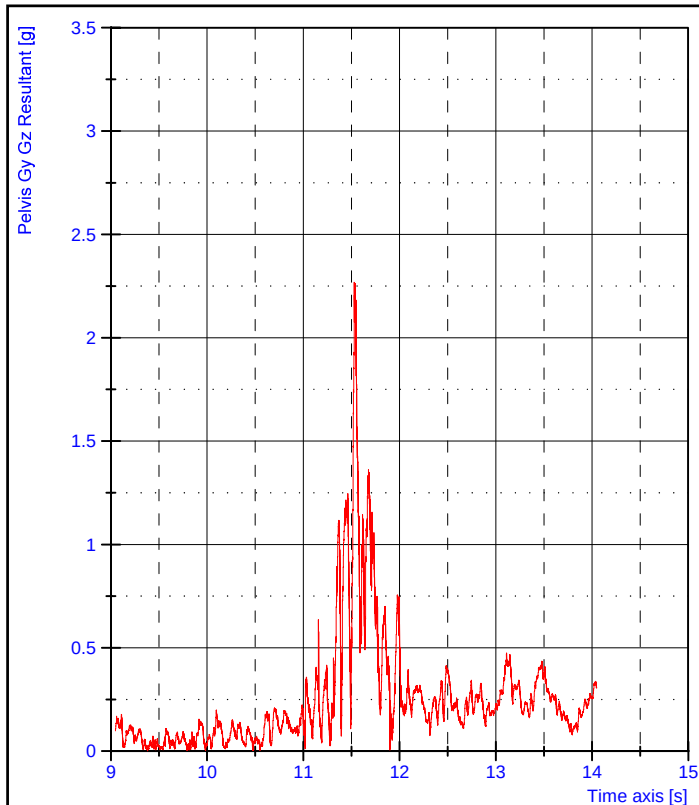
Test No. : G130949
Test Date : 07 November, 2013

Test Specimen No.: TS57200
Test Vehicle : Honda Foreman TRX500FM

Test : Bump Obstacle Perturbation
Impacted Wheel : Right
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 2.04g



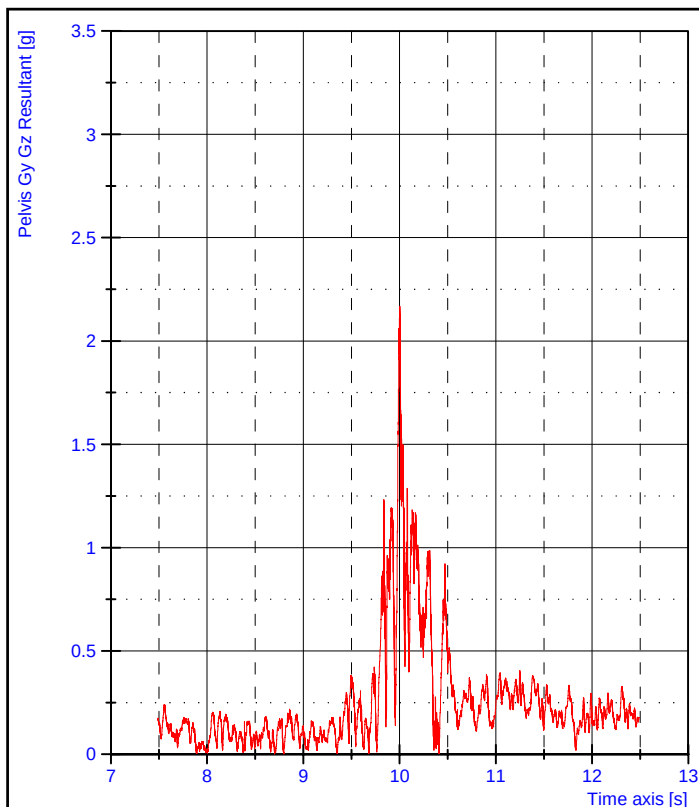
Test No. : G130950
Test Date : 07 November, 2013

Test Specimen No.: TS57200
Test Vehicle : Honda Foreman TRX500FM

Test : Bump Obstacle Perturbation
Impacted Wheel : Right
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 2.27g



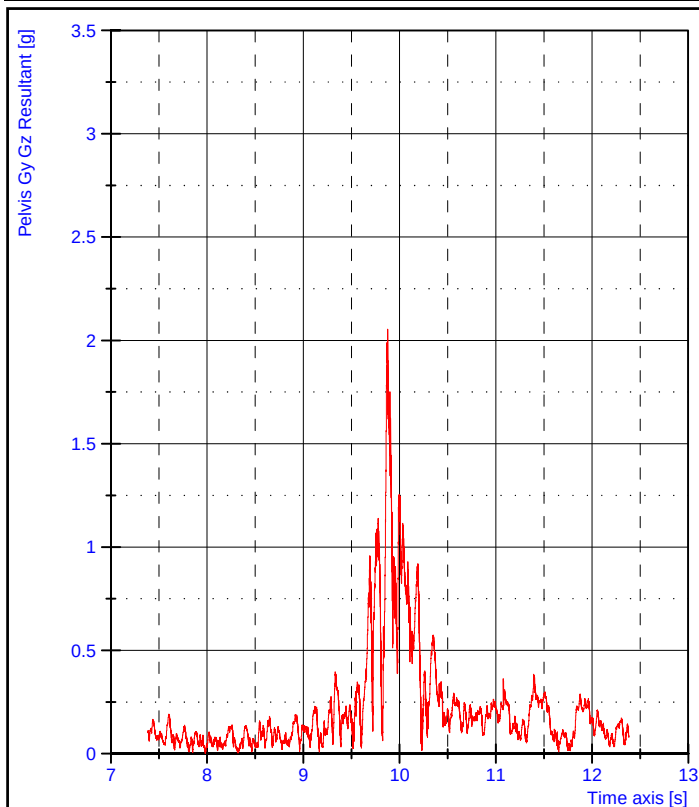
Test No. : G130951
Test Date : 07 November, 2013

Test Specimen No.: TS57200
Test Vehicle : Honda Foreman TRX500FM

Test : Bump Obstacle Perturbation
Impacted Wheel : Left
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 2.17g



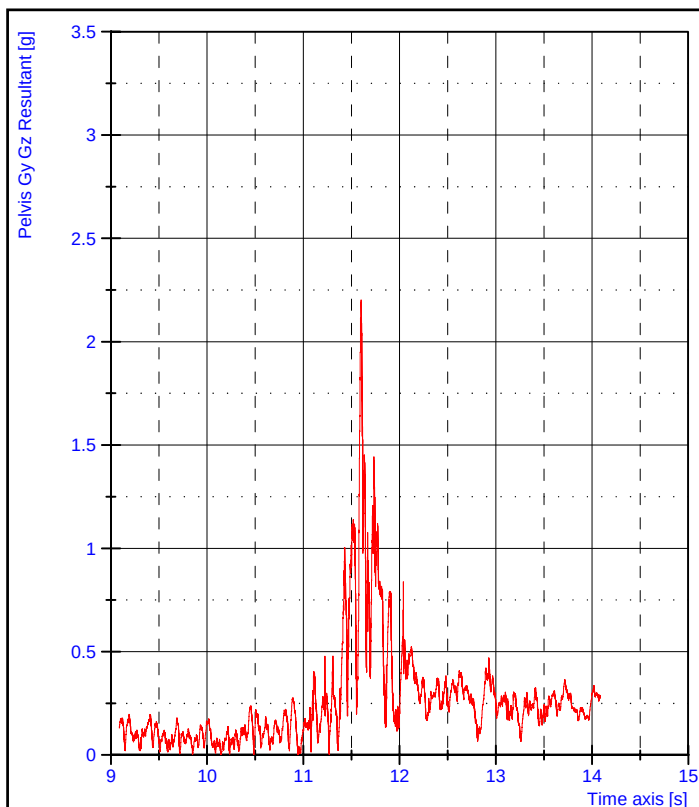
Test No. : G130952
Test Date : 07 November, 2013

Test Specimen No.: TS57200
Test Vehicle : Honda Foreman TRX500FM

Test : Bump Obstacle Perturbation
Impacted Wheel : Left
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 2.05g



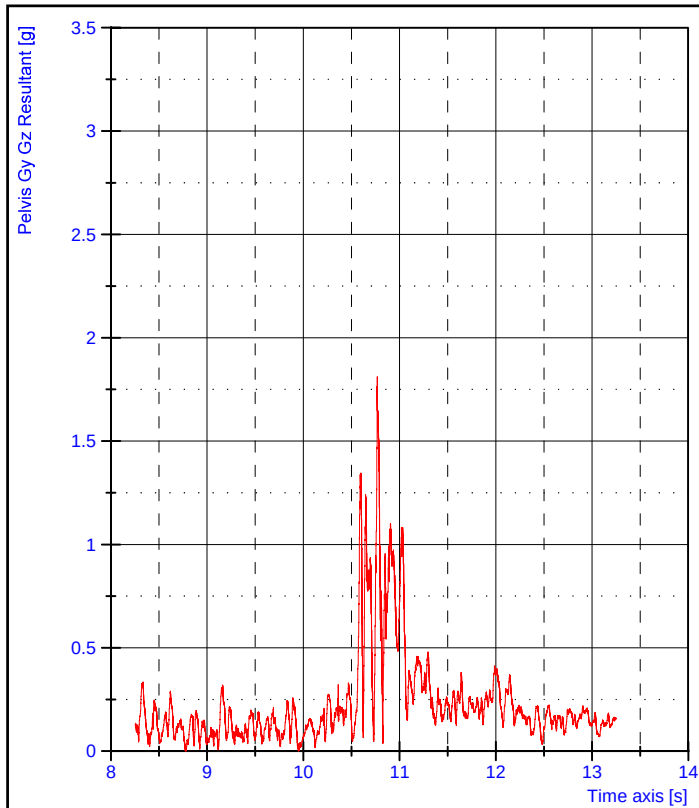
Test No. : G130954
Test Date : 07 November, 2013

Test Specimen No.: TS57200
Test Vehicle : Honda Foreman TRX500FM

Test : Bump Obstacle Perturbation
Impacted Wheel : Left
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 2.20g



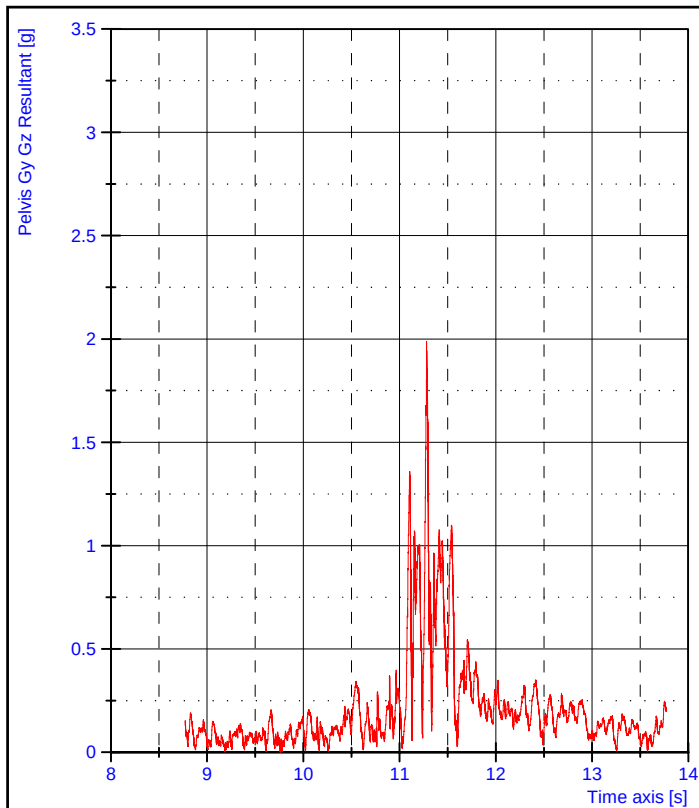
Test No. : G130955
Test Date : 08 November, 2013

Test Specimen No.: TS57202
Test Vehicle : Polaris Sportsman 450HO

Test : Bump Obstacle Perturbation
Impacted Wheel : Left
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 1.81g



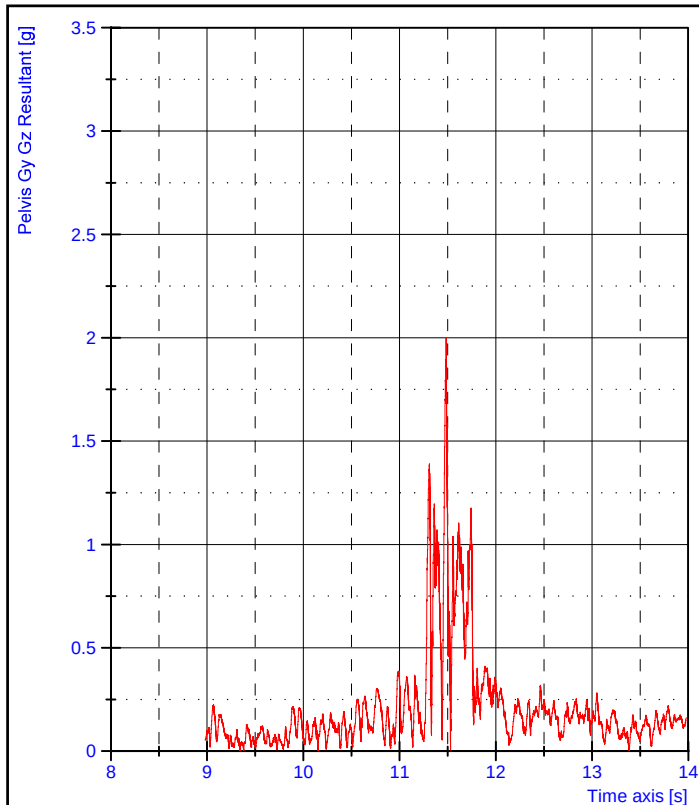
Test No. : G130956
Test Date : 08 November, 2013

Test Specimen No.: TS57202
Test Vehicle : Polaris Sportsman 450HO

Test : Bump Obstacle Perturbation
Impacted Wheel : Left
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 1.99g



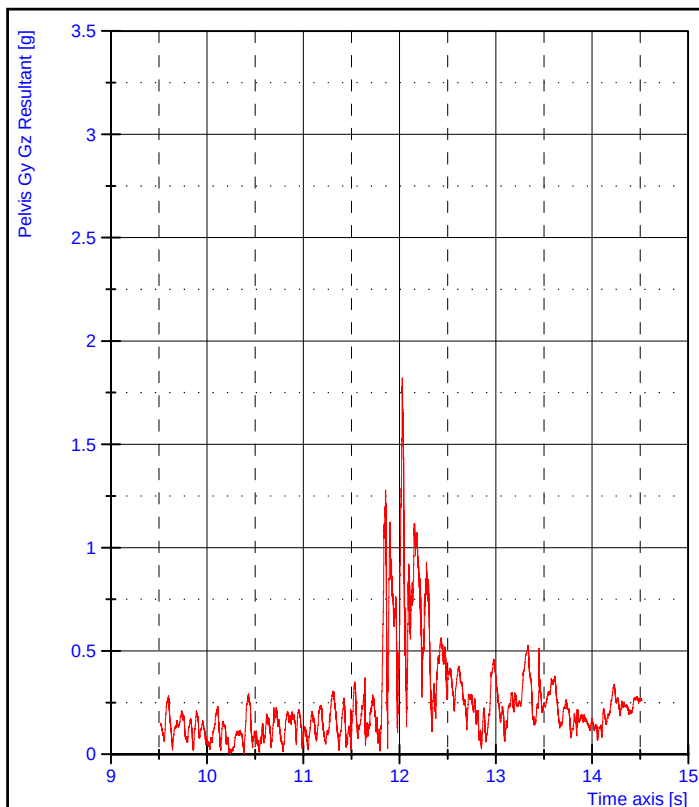
Test No. : G130957
Test Date : 08 November, 2013

Test Specimen No.: TS57202
Test Vehicle : Polaris Sportsman 450HO

Test : Bump Obstacle Perturbation
Impacted Wheel : Left
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 2.00g



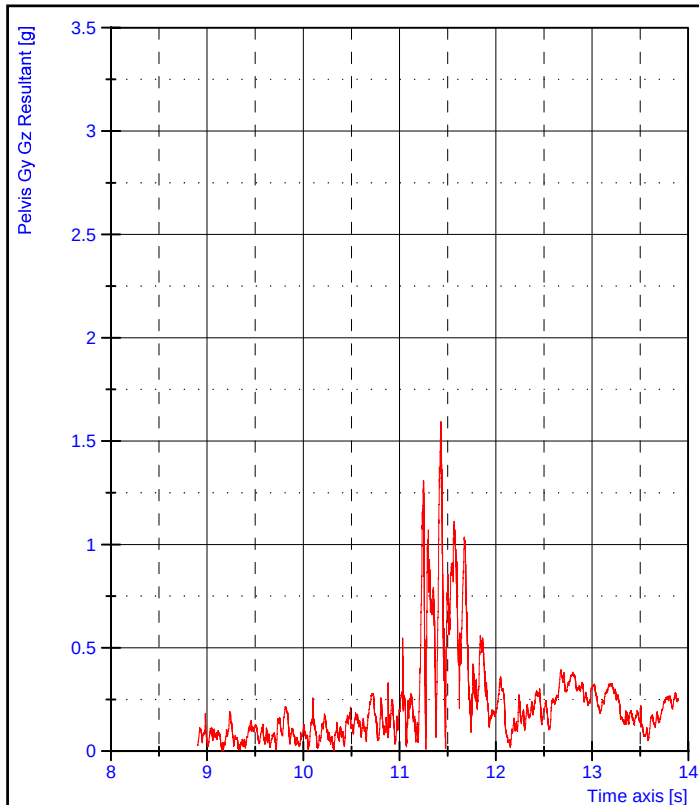
Test No. : G130959
Test Date : 08 November, 2013

Test Specimen No.: TS57202
Test Vehicle : Polaris Sportsman 450HO

Test : Bump Obstacle Perturbation
Impacted Wheel : Right
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 1.82g



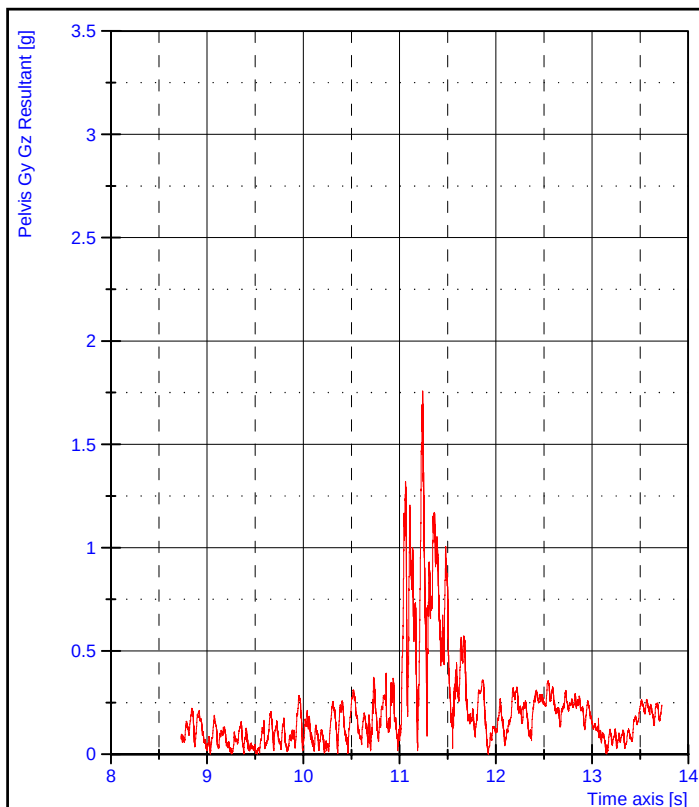
Test No. : G130960
Test Date : 08 November, 2013

Test Specimen No.: TS57202
Test Vehicle : Polaris Sportsman 450HO

Test : Bump Obstacle Perturbation
Impacted Wheel : Right
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 1.59g



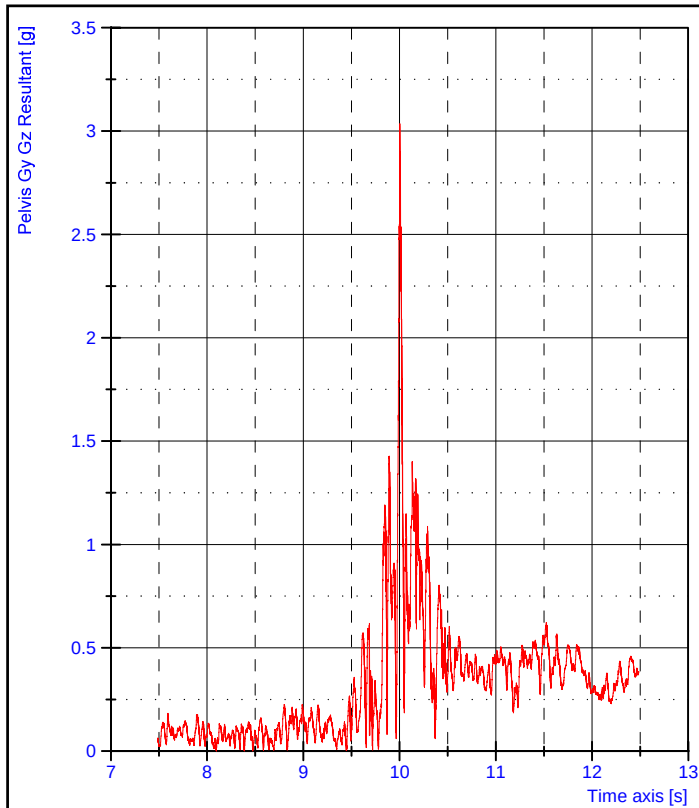
Test No. : G130961
Test Date : 08 November, 2013

Test Specimen No.: TS57202
Test Vehicle : Polaris Sportsman 450HO

Test : Bump Obstacle Perturbation
Impacted Wheel : Right
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 1.76g



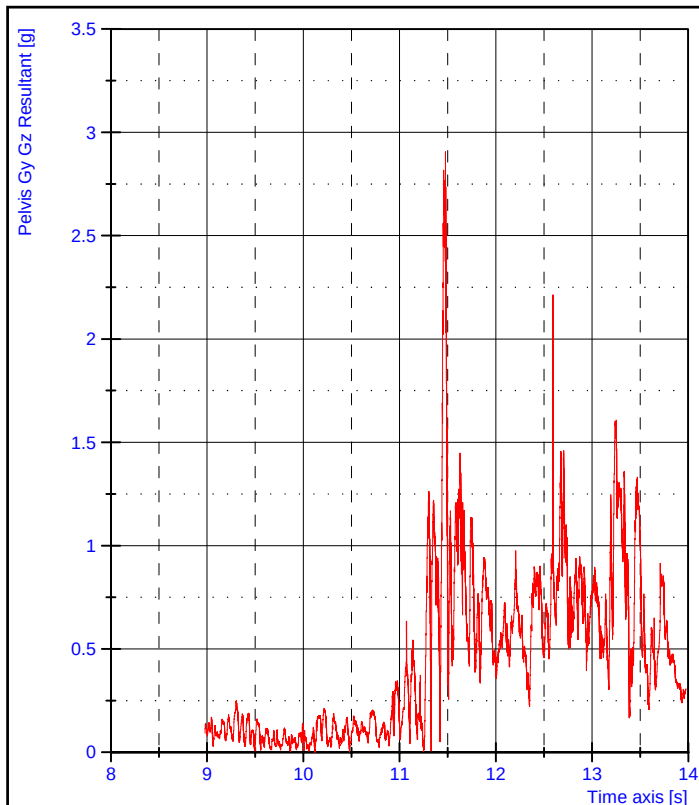
Test No. : G130963
Test Date : 08 November, 2013

Test Specimen No.: TS57204
Test Vehicle : Kawasaki KVF300

Test : Bump Obstacle Perturbation
Impacted Wheel : Right
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 3.04g



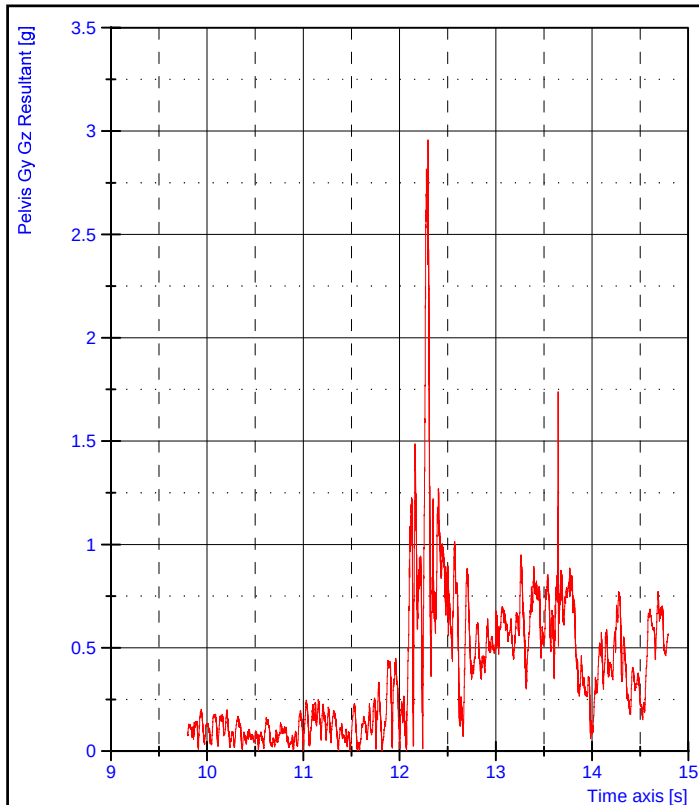
Test No. : G130964
Test Date : 08 November, 2013

Test Specimen No.: TS57204
Test Vehicle : Kawasaki KVF300

Test : Bump Obstacle Perturbation
Impacted Wheel : Right
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 2.91g



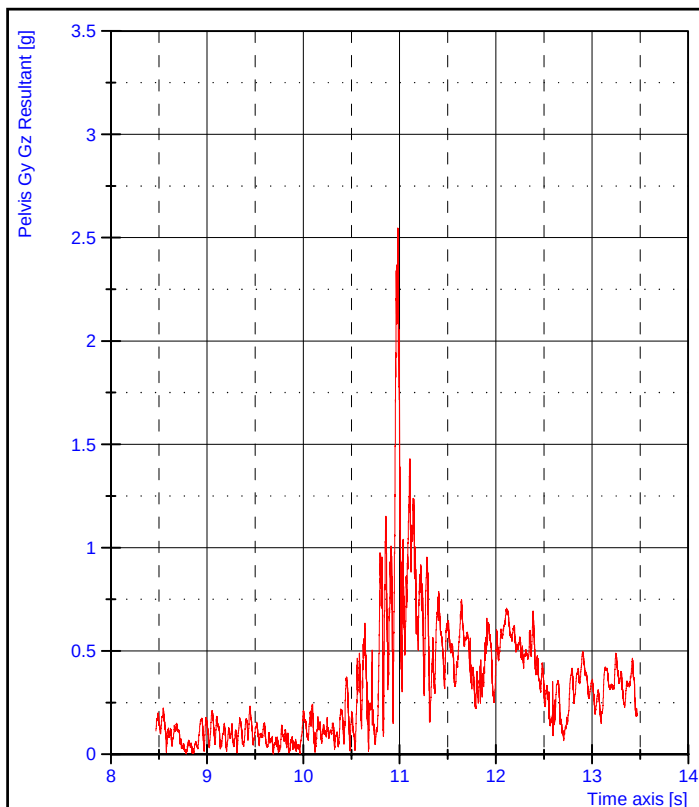
Test No. : G130965
Test Date : 08 November, 2013

Test Specimen No.: TS57204
Test Vehicle : Kawasaki KVF300

Test : Bump Obstacle Perturbation
Impacted Wheel : Right
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 2.96g



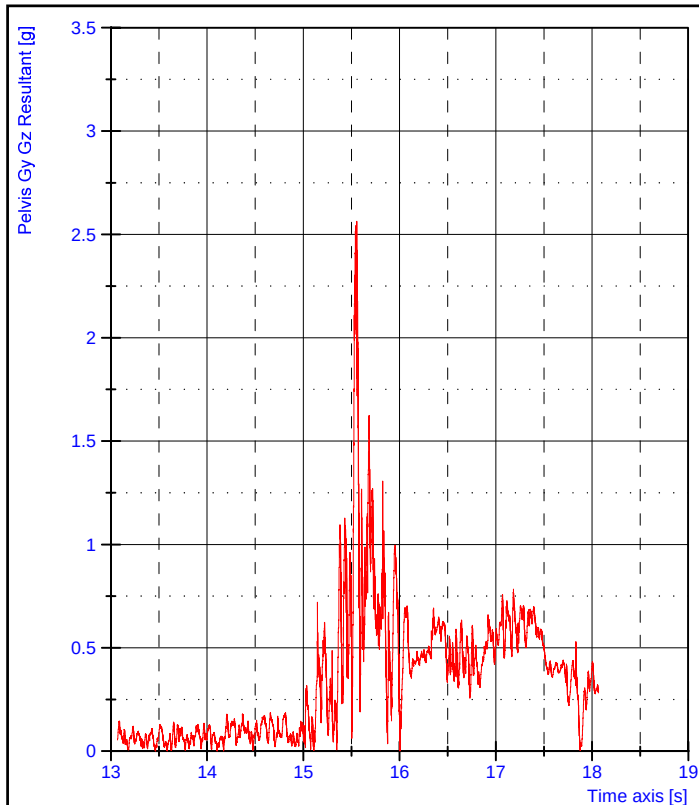
Test No. : G130966
Test Date : 08 November, 2013

Test Specimen No.: TS57204
Test Vehicle : Kawasaki KVF300

Test : Bump Obstacle Perturbation
Impacted Wheel : Left
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 2.55g



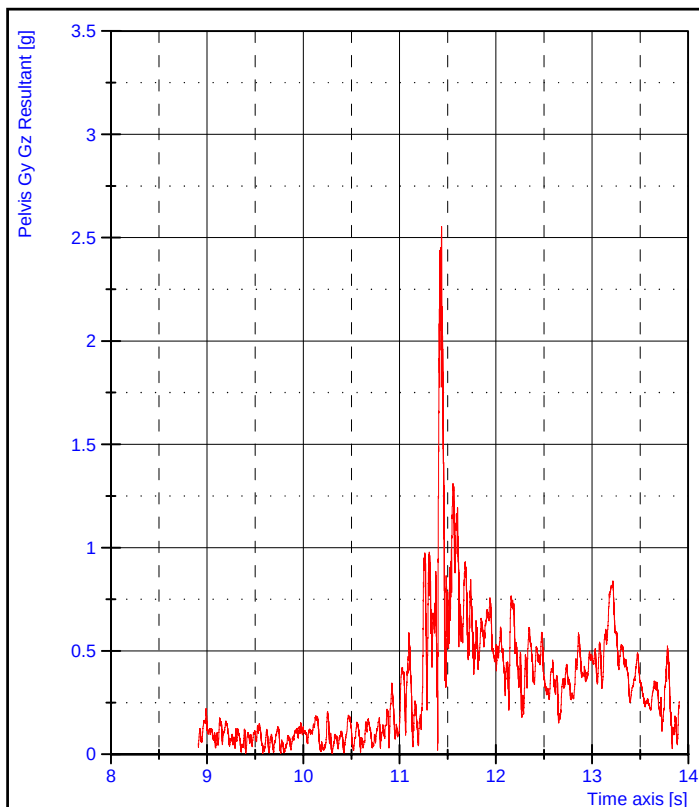
Test No. : G130967
Test Date : 08 November, 2013

Test Specimen No.: TS57204
Test Vehicle : Kawasaki KVF300

Test : Bump Obstacle Perturbation
Impacted Wheel : Left
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 2.56g



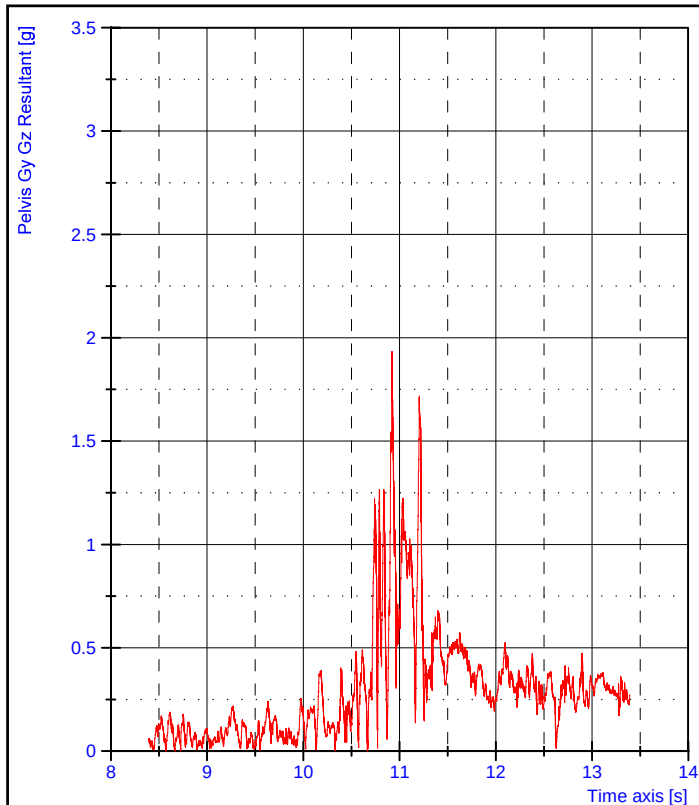
Test No. : G130968
Test Date : 08 November, 2013

Test Specimen No.: TS57204
Test Vehicle : Kawasaki KVF300

Test : Bump Obstacle Perturbation
Impacted Wheel : Left
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 2.55g



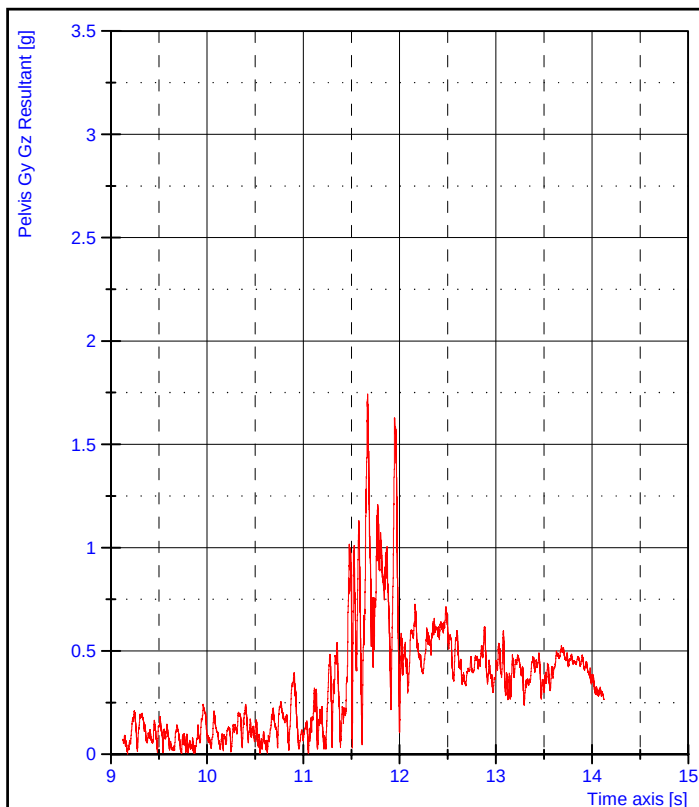
Test No. : G130973
Test Date : 14 November, 2013

Test Specimen No.: TS57213
Test Vehicle : Honda TRX700XX

Test : Bump Obstacle Perturbation
Impacted Wheel : Left
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 1.93g



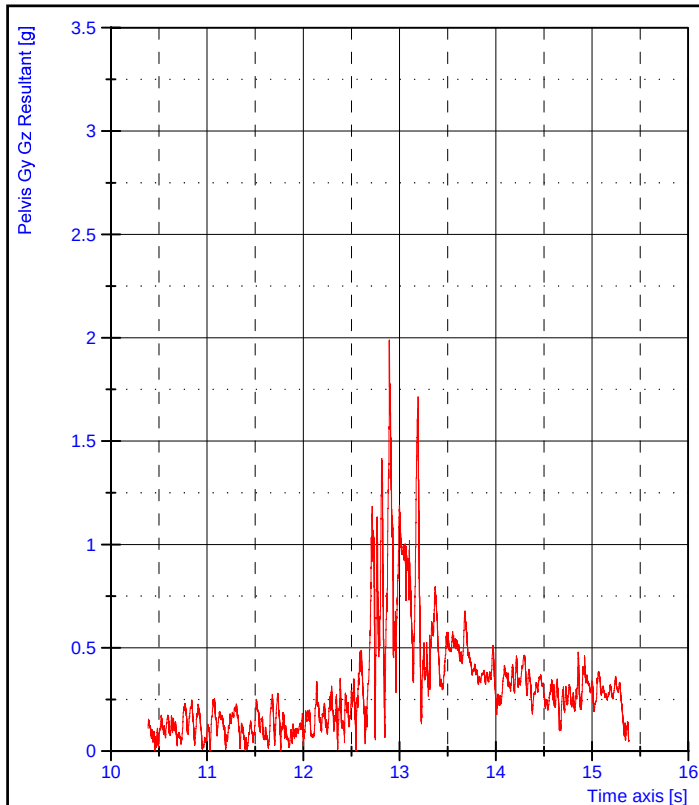
Test No. : G130974
Test Date : 14 November, 2013

Test Specimen No.: TS57213
Test Vehicle : Honda TRX700XX

Test : Bump Obstacle Perturbation
Impacted Wheel : Left
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 1.74g



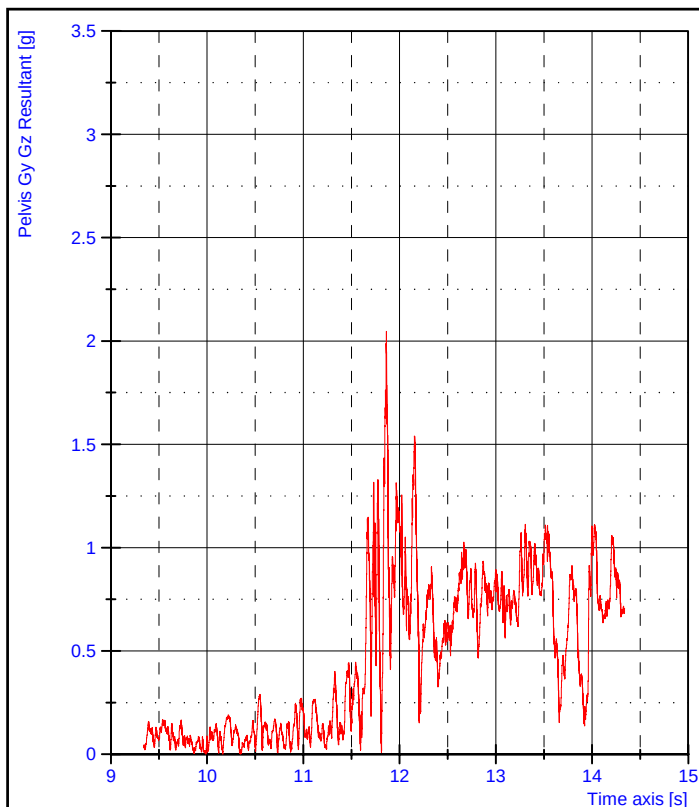
Test No. : G130975
Test Date : 14 November, 2013

Test Specimen No.: TS57213
Test Vehicle : Honda TRX700XX

Test : Bump Obstacle Perturbation
Impacted Wheel : Left
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 1.99g



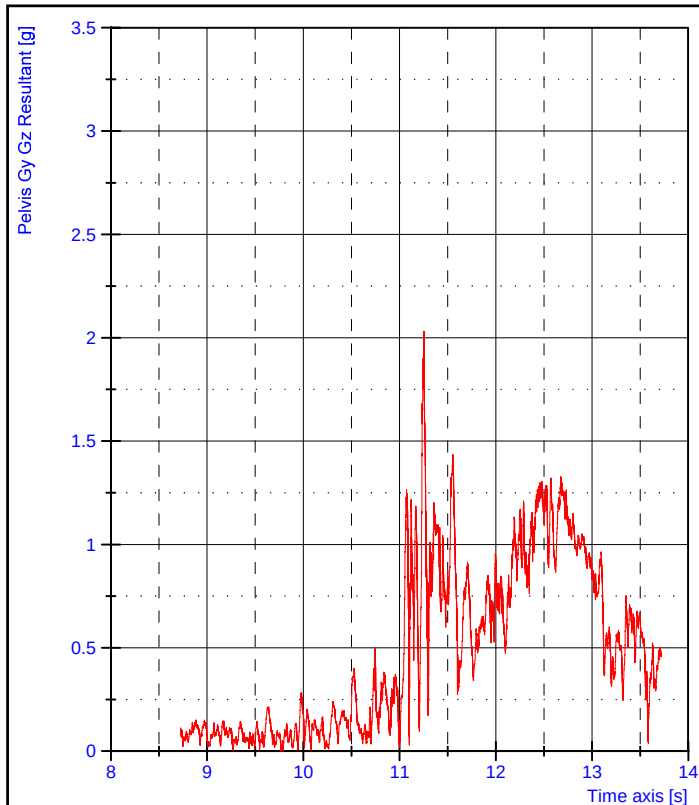
Test No. : G130978
Test Date : 14 November, 2013

Test Specimen No.: TS57213
Test Vehicle : Honda TRX700XX

Test : Bump Obstacle Perturbation
Impacted Wheel : Right
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 2.05g



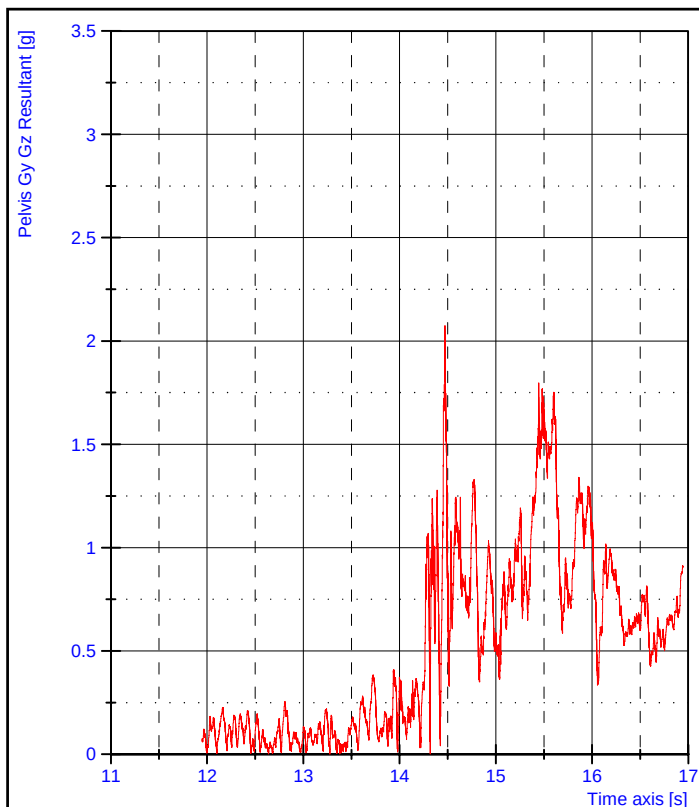
Test No. : G130979
Test Date : 14 November, 2013

Test Specimen No.: TS57213
Test Vehicle : Honda TRX700XX

Test : Bump Obstacle Perturbation
Impacted Wheel : Right
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 2.03g



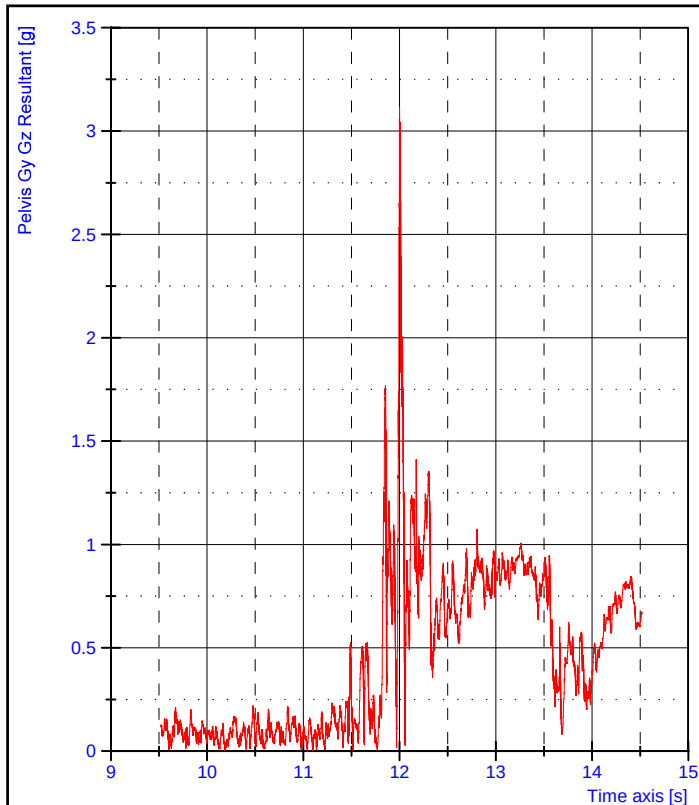
Test No. : G130981
Test Date : 14 November, 2013

Test Specimen No.: TS57213
Test Vehicle : Honda TRX700XX

Test : Bump Obstacle Perturbation
Impacted Wheel : Right
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 2.08g



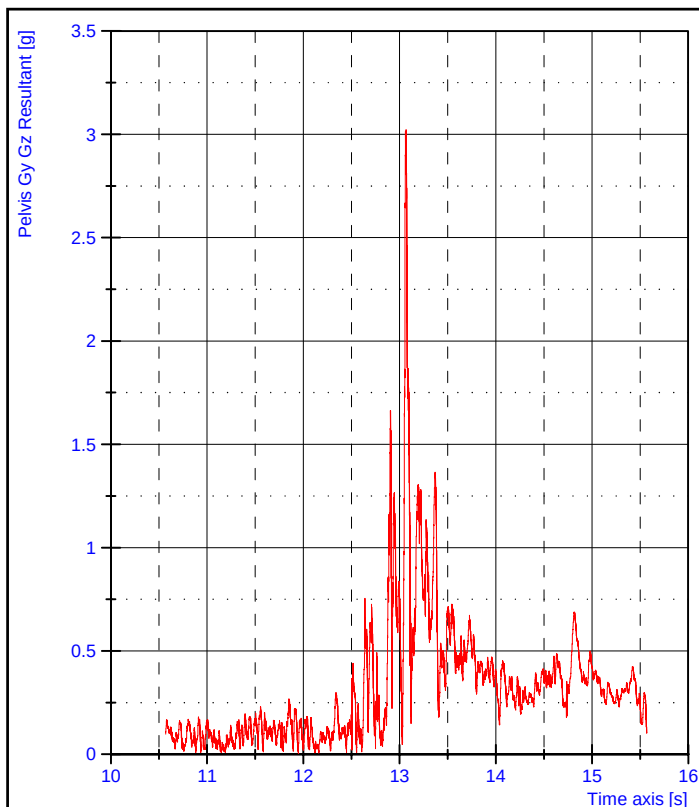
Test No. : G130983
Test Date : 14 November, 2013

Test Specimen No.: TS57212
Test Vehicle : Yamaha Raptor YFM250R

Test : Bump Obstacle Perturbation
Impacted Wheel : Right
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 3.11g



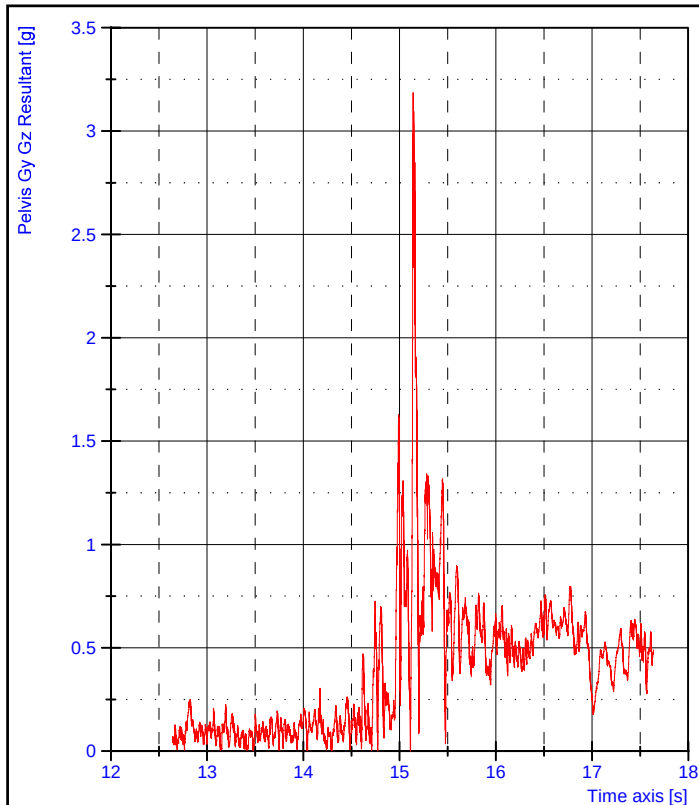
Test No. : G130984
Test Date : 14 November, 2013

Test Specimen No.: TS57212
Test Vehicle : Yamaha Raptor YFM250R

Test : Bump Obstacle Perturbation
Impacted Wheel : Right
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 3.02g



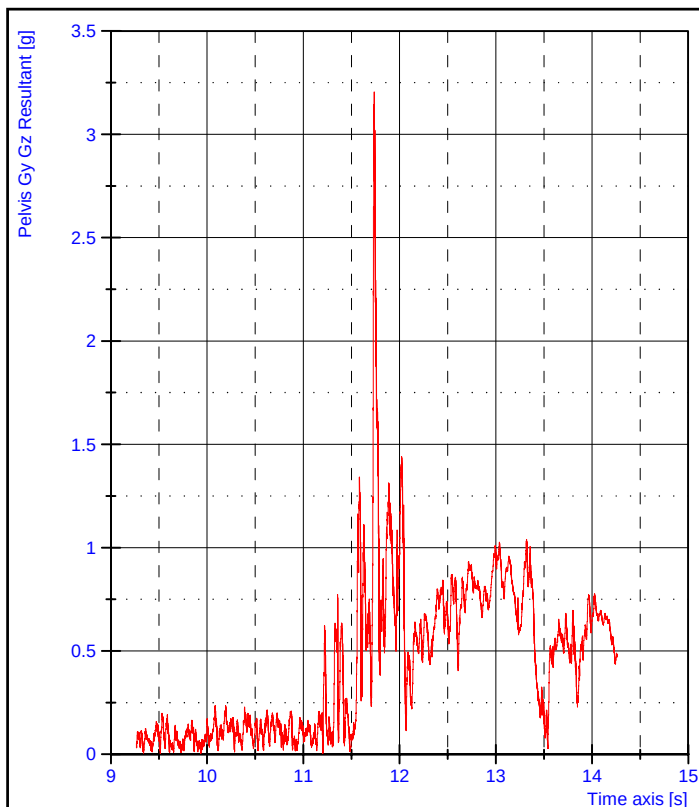
Test No. : G130985
Test Date : 14 November, 2013

Test Specimen No.: TS57212
Test Vehicle : Yamaha Raptor YFM250R

Test : Bump Obstacle Perturbation
Impacted Wheel : Right
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 3.19g



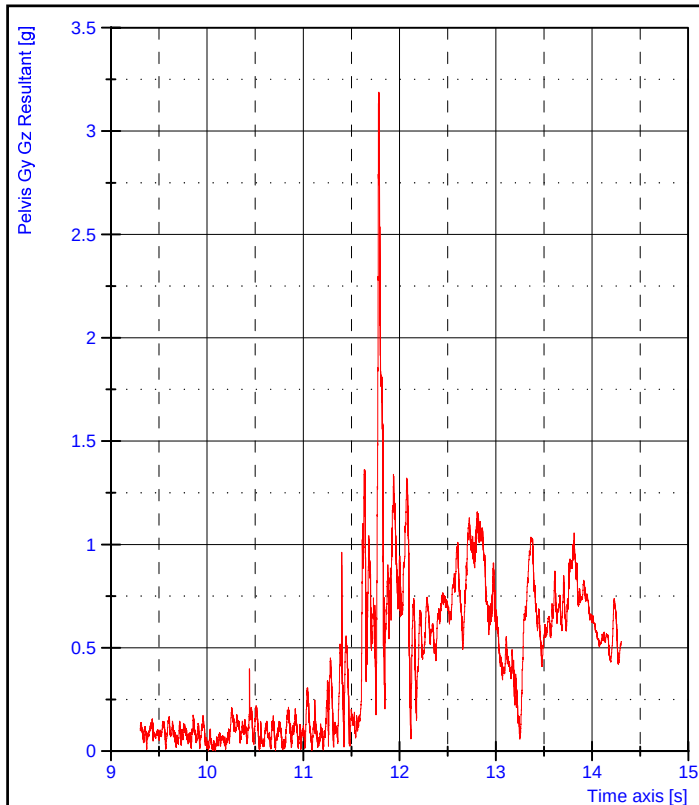
Test No. : G130986
Test Date : 14 November, 2013

Test Specimen No.: TS57212
Test Vehicle : Yamaha Raptor YFM250R

Test : Bump Obstacle Perturbation
Impacted Wheel : Left
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 3.21g



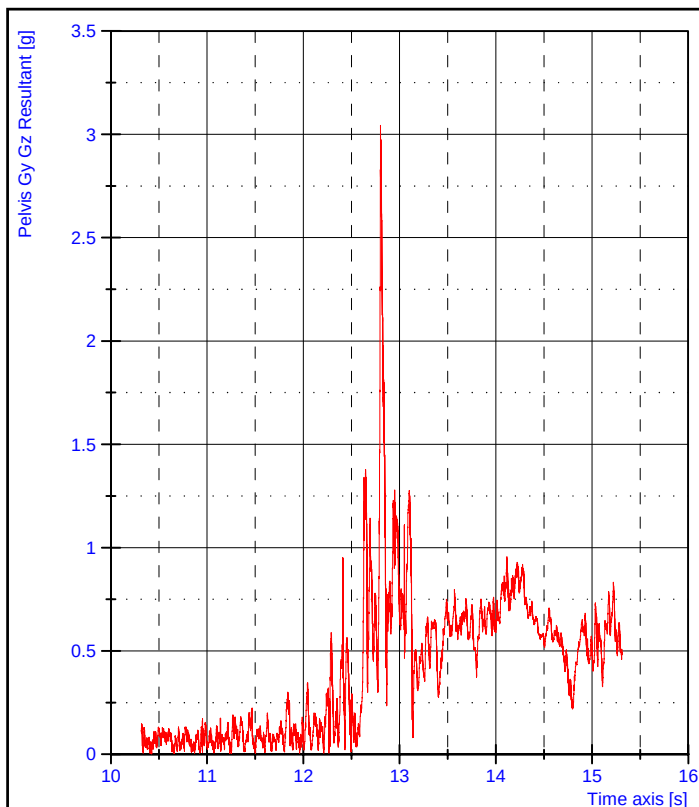
Test No. : G130988
Test Date : 14 November, 2013

Test Specimen No.: TS57212
Test Vehicle : Yamaha Raptor YFM250R

Test : Bump Obstacle Perturbation
Impacted Wheel : Left
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 3.19g



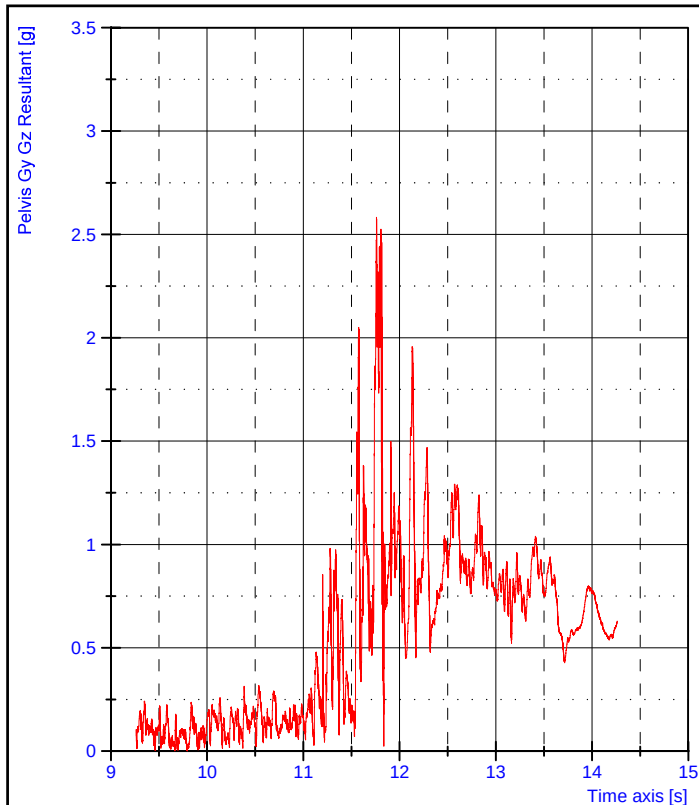
Test No. : G130989
Test Date : 14 November, 2013

Test Specimen No.: TS57212
Test Vehicle : Yamaha Raptor YFM250R

Test : Bump Obstacle Perturbation
Impacted Wheel : Left
Test Velocity : 25km/h

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 3.04g



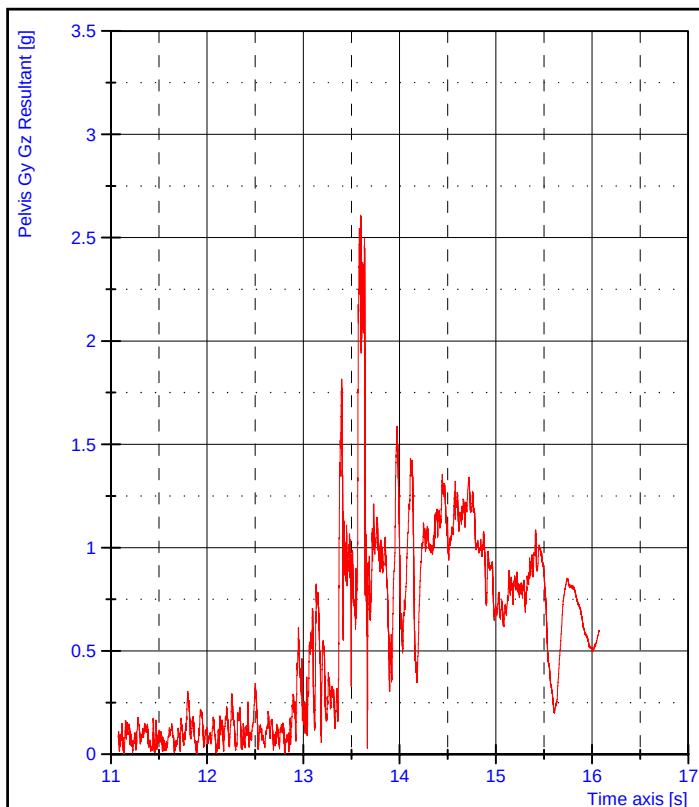
Test No. : G130990
Test Date : 15 November, 2013

Test Specimen No.: TS57211
Test Vehicle : Can-am DS90X

Test : Bump Obstacle Perturbation
Impacted Wheel : Left
Test Velocity : 20km/h

ATD : 5th Percentile Female

Peak Pelvis Y & Z Resultant
Acceleration : 2.58g



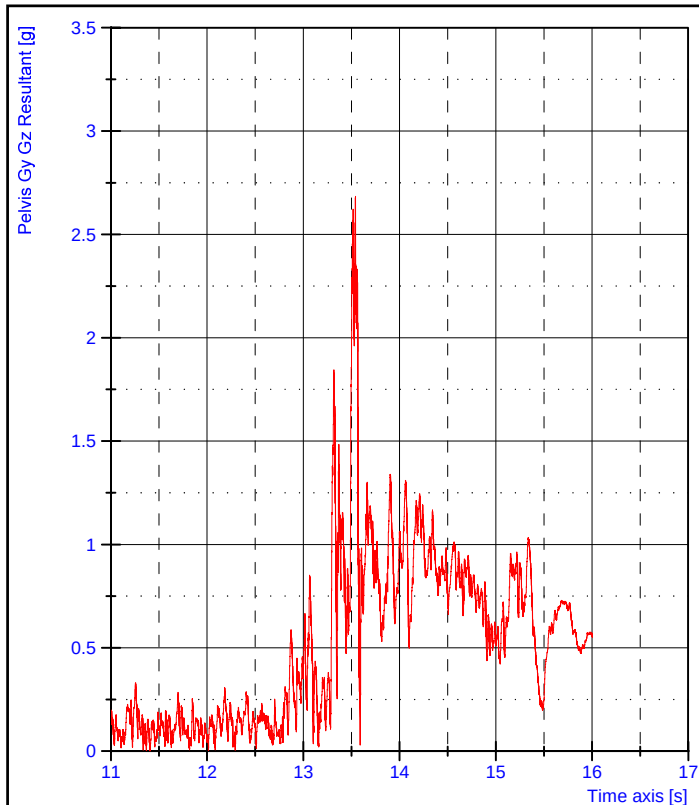
Test No. : G130991
Test Date : 15 November, 2013

Test Specimen No.: TS57211
Test Vehicle : Can-am DS90X

Test : Bump Obstacle Perturbation
Impacted Wheel : Left
Test Velocity : 20km/h

ATD : 5th Percentile Female

Peak Pelvis Y & Z Resultant
Acceleration : 2.61g



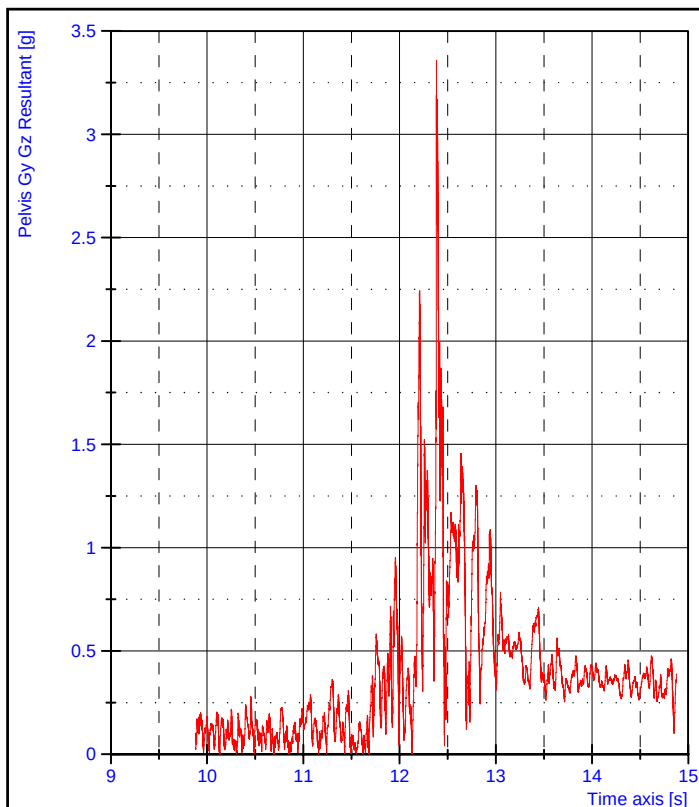
Test No. : G130992
Test Date : 15 November, 2013

Test Specimen No.: TS57211
Test Vehicle : Can-am DS90X

Test : Bump Obstacle Perturbation
Impacted Wheel : Left
Test Velocity : 20km/h

ATD : 5th Percentile Female

Peak Pelvis Y & Z Resultant
Acceleration : 2.68g



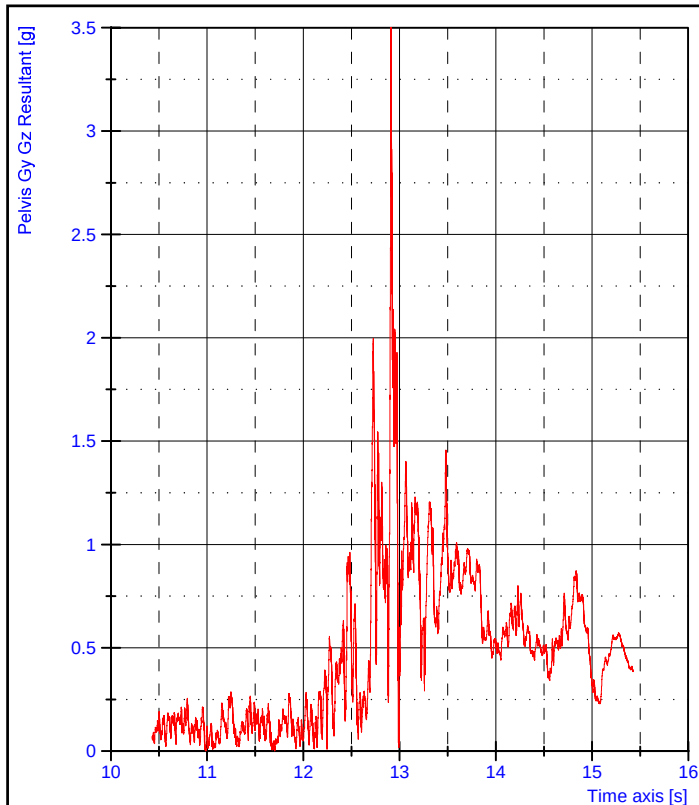
Test No. : G130993
Test Date : 15 November, 2013

Test Specimen No.: TS57211
Test Vehicle : Can-am DS90X

Test : Bump Obstacle Perturbation
Impacted Wheel : Right
Test Velocity : 20km/h

ATD : 5th Percentile Female

Peak Pelvis Y & Z Resultant
Acceleration : 3.36g



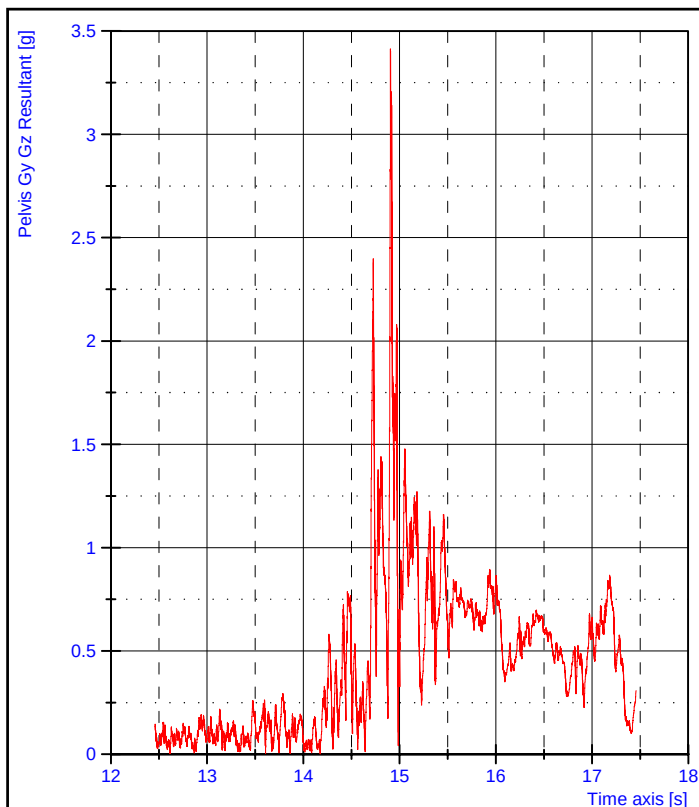
Test No. : G130994
Test Date : 15 November, 2013

Test Specimen No.: TS57211
Test Vehicle : Can-am DS90X

Test : Bump Obstacle Perturbation
Impacted Wheel : Right
Test Velocity : 20km/h

ATD : 5th Percentile Female

Peak Pelvis Y & Z Resultant
Acceleration : 3.66g



Test No. : G130996
Test Date : 15 November, 2013

Test Specimen No.: TS57211
Test Vehicle : Can-am DS90X

Test : Bump Obstacle Perturbation
Impacted Wheel : Right
Test Velocity : 20km/h

ATD : 5th Percentile Female

Peak Pelvis Y & Z Resultant
Acceleration : 3.41g