Appendix D
Test response data

Appendix Prepared by: Drew Sherry
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1. 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	-	-	-

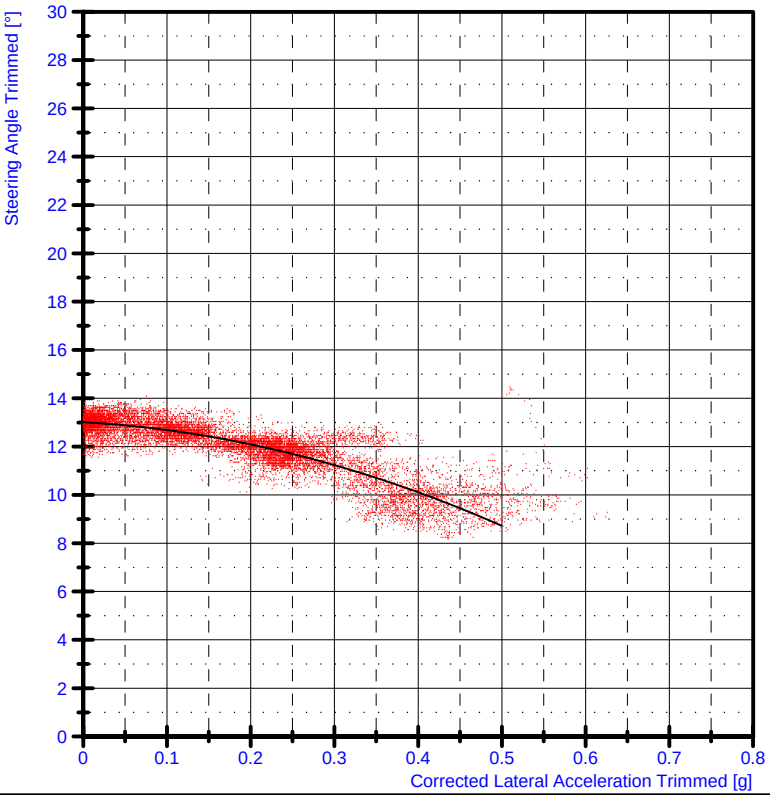
Test number	Specimen number	Vehicle	Test	Test surface	Front load	Rear load	CPD
G130814	TS57210	Honda Big Red MUV700	step steer right	asphalt	-	-	-
G130815	TS57210	Honda Big Red MUV700	step steer right	asphalt	-	-	-
G130816	TS57210	Honda Big Red MUV700	step steer right	asphalt	-	-	-
G130823	TS57210	Honda 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. : G130368
Test Date : 14 August, 2013

Test Specimen : TS57203
Test Vehicle : Suzuki Kingquad 400ASI

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

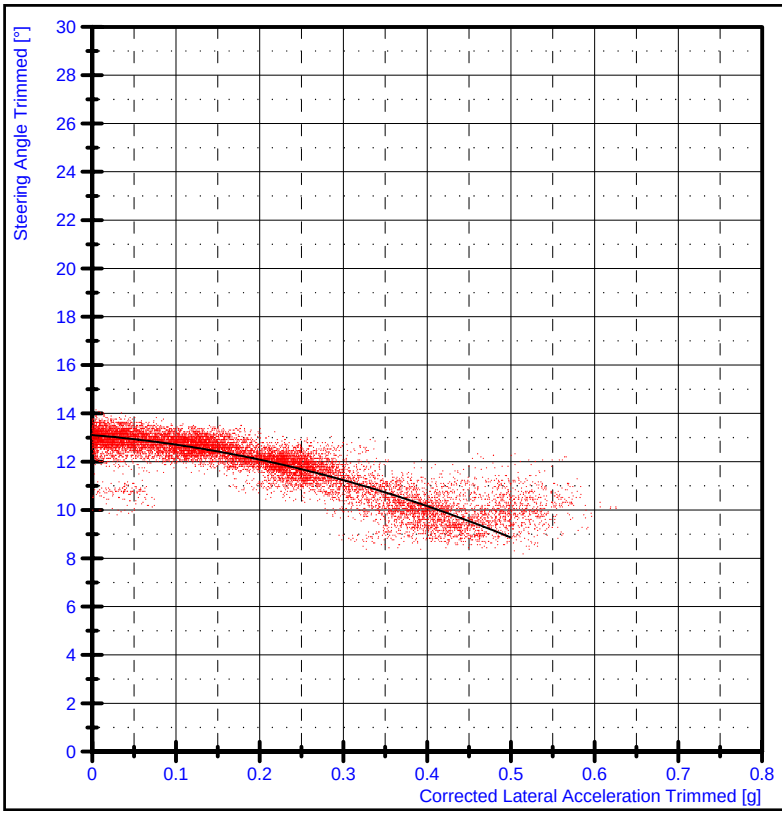
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.50g
Velocity at Tipping Point : 22.1km/h
at 136.62s

Gradient : -8.583°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 120.18s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130369
Test Date : 14 August, 2013

Test Specimen : TS57203
Test Vehicle : Suzuki Kingquad 400ASI

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

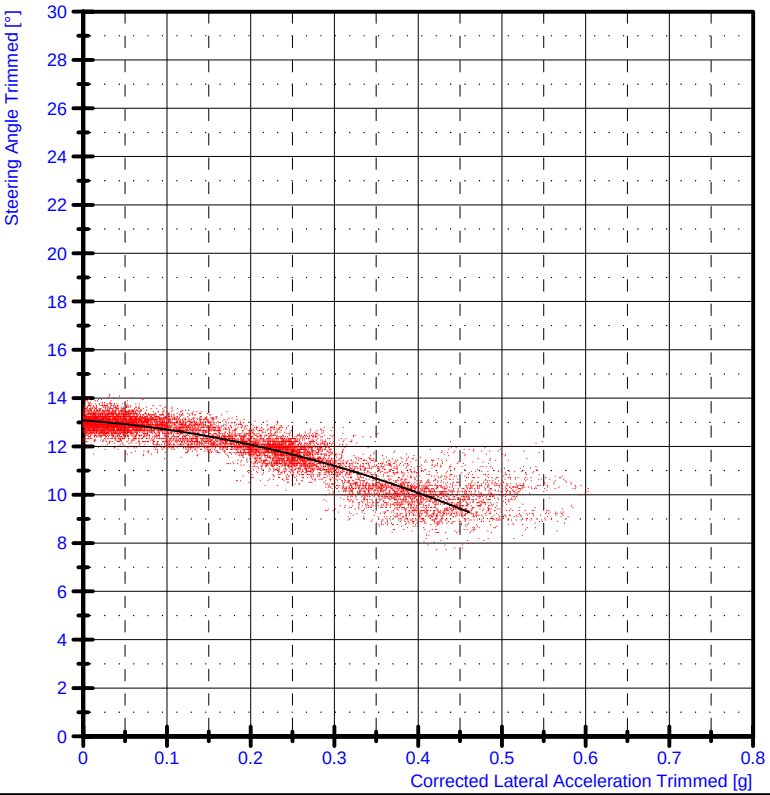
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.52g
Velocity at Tipping Point : 21.9km/h
at 143.16s

Gradient : -8.494°/g
between 0.10 and 0.40g

Data trimmed between 1.71 and 131.67s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130370
Test Date : 14 August, 2013

Test Specimen : TS57203
Test Vehicle : Suzuki Kingquad 400ASI

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

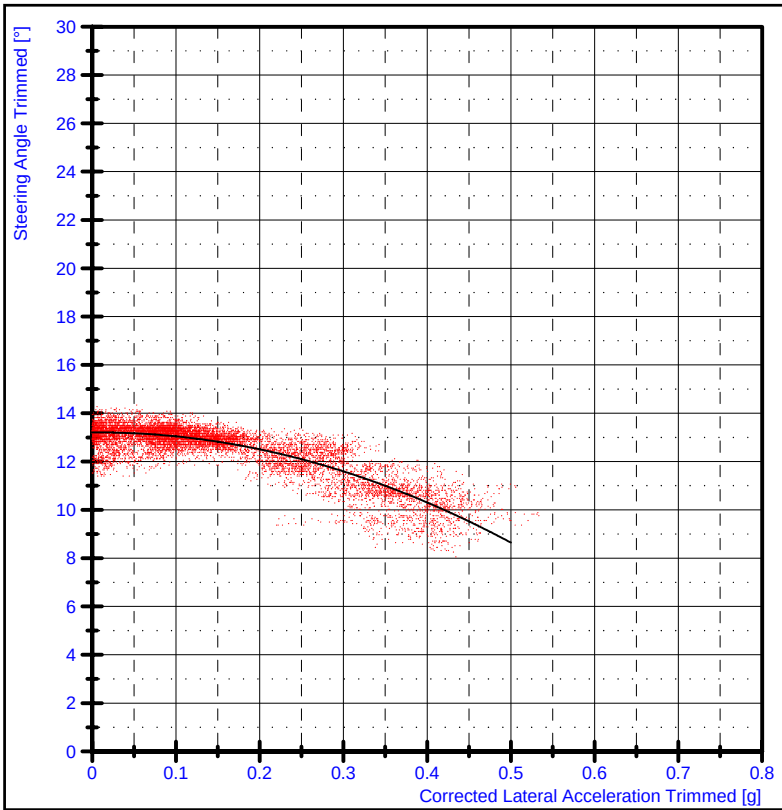
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.50g
Velocity at Tipping Point : 22.7km/h
at 122.23s

Gradient : -8.751°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 96.98s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130371
Test Date : 14 August, 2013

Test Specimen : TS57203
Test Vehicle : Suzuki Kingquad 400ASI

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

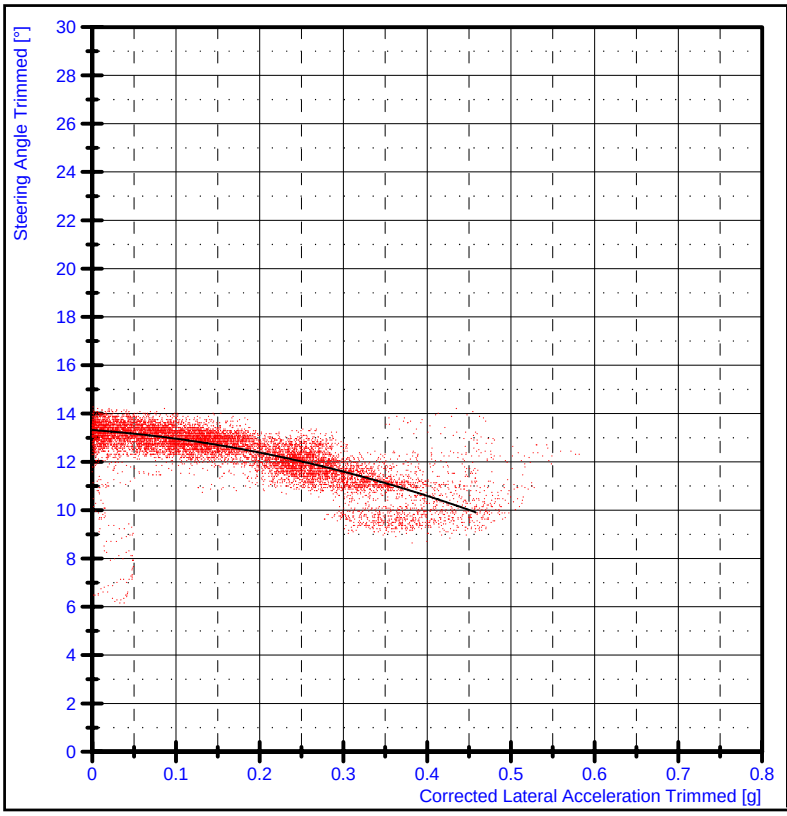
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.43g
Velocity at Tipping Point : 21.2km/h
at 110.98s

Gradient : -9.140°/g
between 0.10 and 0.40g

Data trimmed between 3.96 and 104.26s
Transition point occurs at 0.00g



Test No. : G130372
Test Date : 14 August, 2013

Test Specimen : TS57203
Test Vehicle : Suzuki Kingquad 400ASI

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

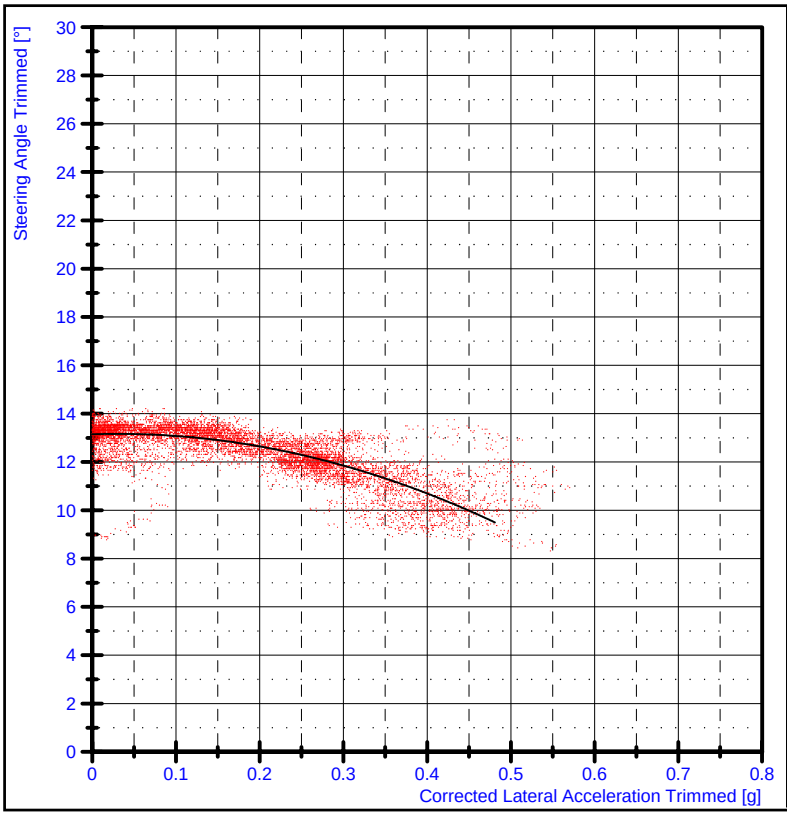
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.46g
Velocity at Tipping Point : 22.9km/h
at 112.22s

Gradient : -7.888°/g
between 0.10 and 0.40g

Data trimmed between 1.94 and 102.37s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130373
Test Date : 14 August, 2013

Test Specimen : TS57203
Test Vehicle : Suzuki Kingquad 400ASI

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

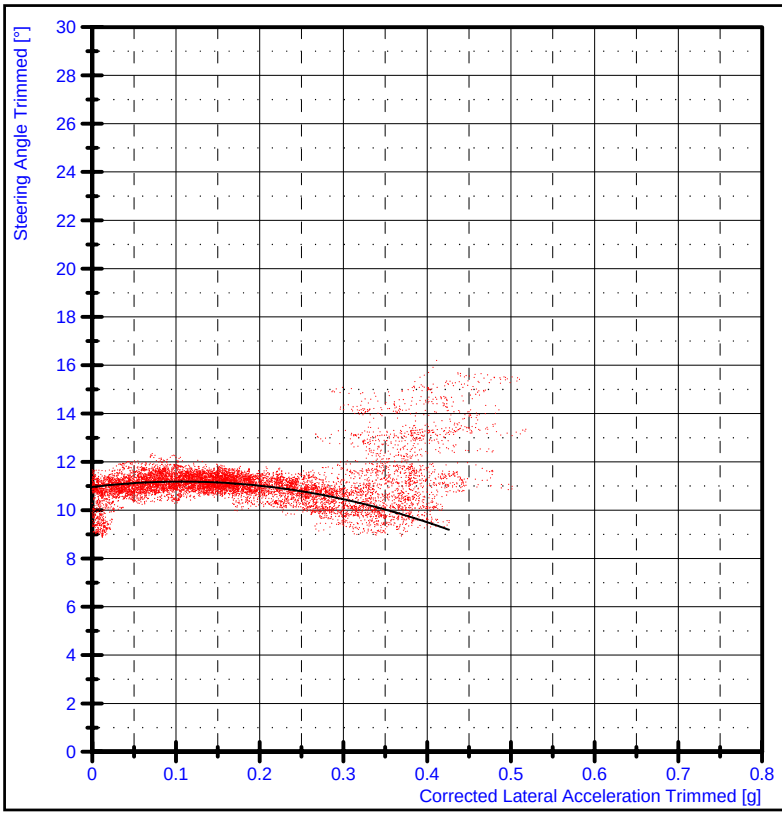
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.46g
Velocity at Tipping Point : 22.9km/h
at 90.55s

Gradient : -7.930°/g
between 0.10 and 0.40g

Data trimmed between 0.58 and 79.57s
Transition point occurs at 0.03g



Test No. : G130380
Test Date : 15 August, 2013

Test Specimen : TS57205
Test Vehicle : Kymco MXU300

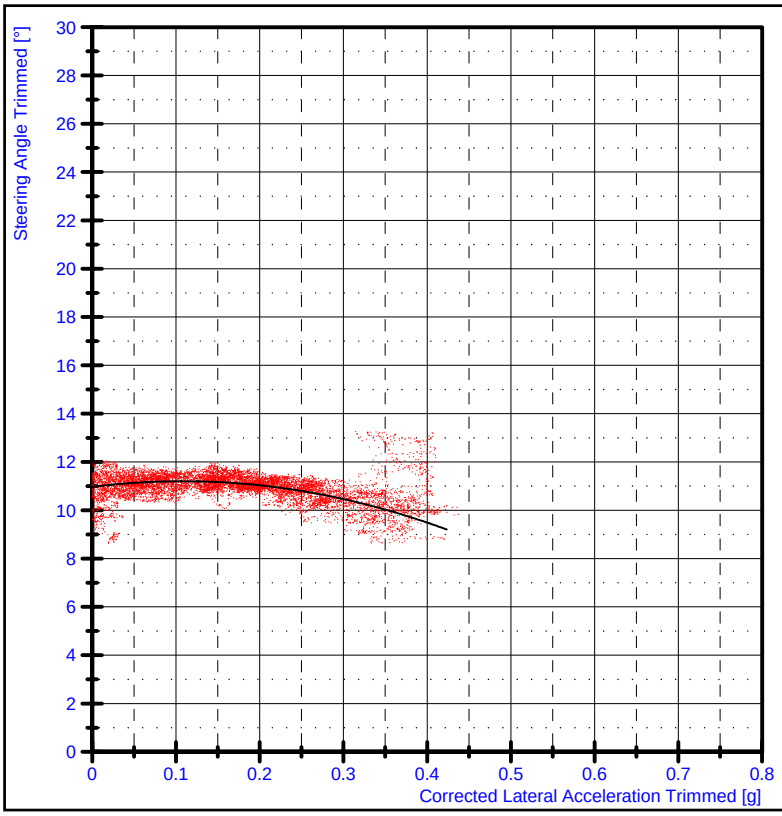
Test : Steady State Circular Behaviour
Direction : Left
Surface : Asphalt

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

Two wheel lift occurred.

Reported Tipping Point : 0.41g
Velocity at Tipping Point : 21.0km/h
at 102.89s

Gradient : 0.126°/g
between 0.10 and 0.11g
Gradient : -5.737°/g
between 0.11 and 0.40g
Data trimmed between 3.25 and 88.40s
Transition point occurs at 0.11g



Test No. : G130381
Test Date : 15 August, 2013

Test Specimen : TS57205
Test Vehicle : Kymco MXU300

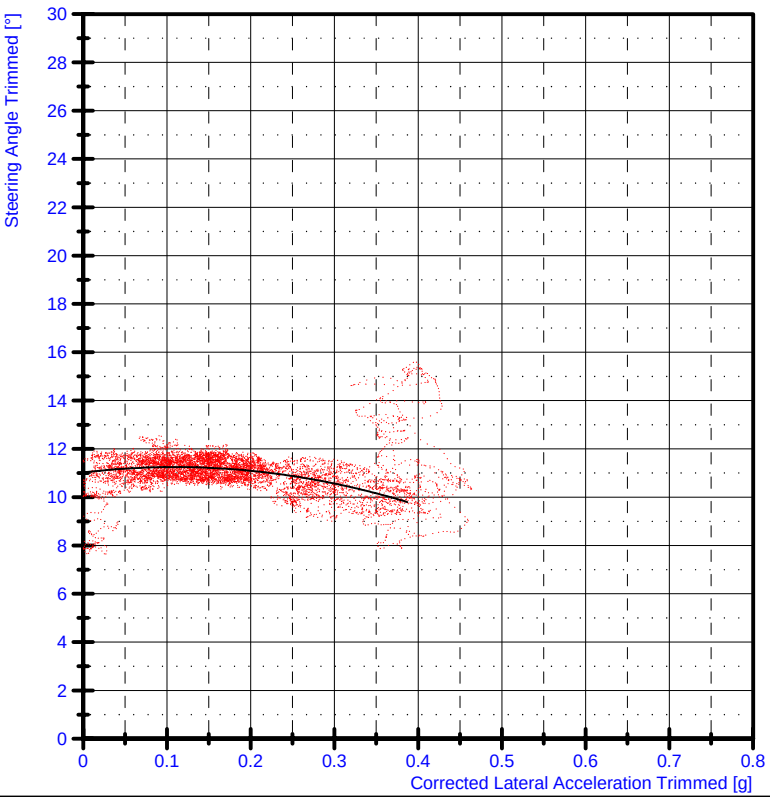
Test : Steady State Circular Behaviour
Direction : Left
Surface : Asphalt

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

Two wheel lift occurred.

Reported Tipping Point : 0.37g
Velocity at Tipping Point : 20.3km/h
at 94.91s

Gradient : 0.162°/g
between 0.10 and 0.11g
Gradient : -5.881°/g
between 0.11 and 0.40g
Data trimmed between 4.78 and 87.64s
Transition point occurs at 0.11g



Test No. : G130382
Test Date : 15 August, 2013

Test Specimen : TS57205
Test Vehicle : Kymco MXU300

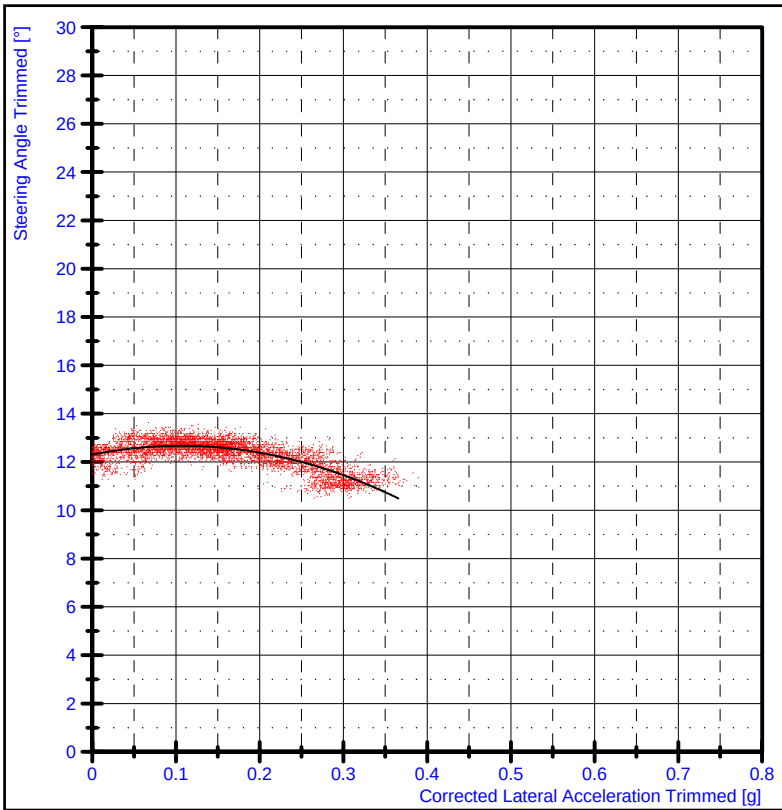
Test : Steady State Circular Behaviour
Direction : Left
Surface : Asphalt

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

Two wheel lift occurred.

Reported Tipping Point : 0.40g
Velocity at Tipping Point : 21.1km/h
at 79.22s

Gradient : 0.171°/g
between 0.10 and 0.11g
Gradient : -5.218°/g
between 0.11 and 0.39g
Data trimmed between 1.29 and 64.80s
Transition point occurs at 0.11g



Test No. : G130386
Test Date : 15 August, 2013

Test Specimen : TS57205
Test Vehicle : Kymco MXU300

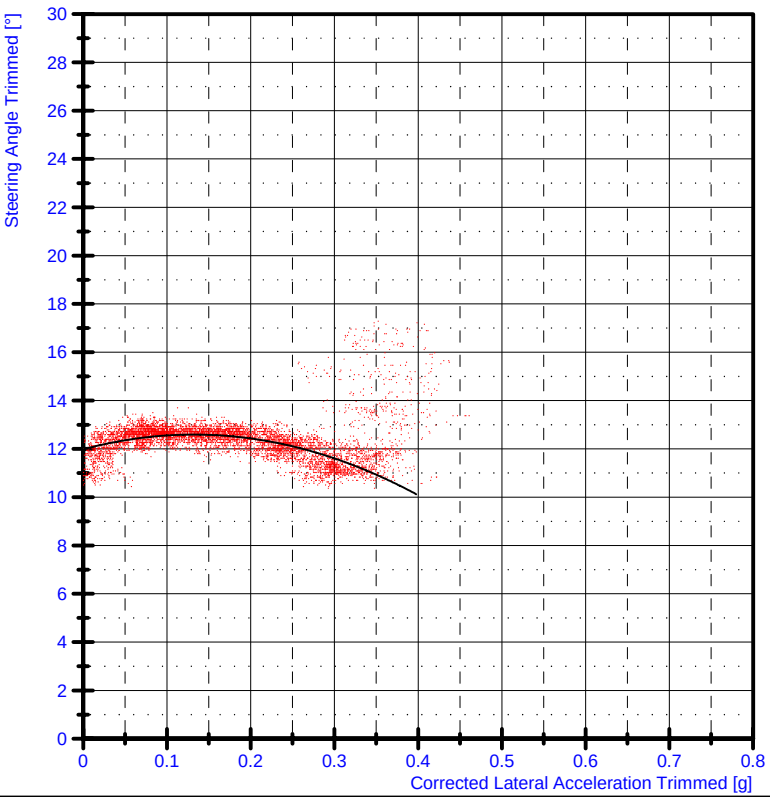
Test : Steady State Circular Behaviour
Direction : Right
Surface : Asphalt

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

Two wheel lift occurred.

Reported Tipping Point : 0.33g
Velocity at Tipping Point : 18.3km/h
at 67.96s

Gradient : 0.186°/g
between 0.10 and 0.11g
Gradient : -8.397°/g
between 0.11 and 0.37g
Data trimmed between 0.00 and 60.06s
Transition point occurs at 0.11g



Test No. : G130387
Test Date : 15 August, 2013

Test Specimen : TS57205
Test Vehicle : Kymco MXU300

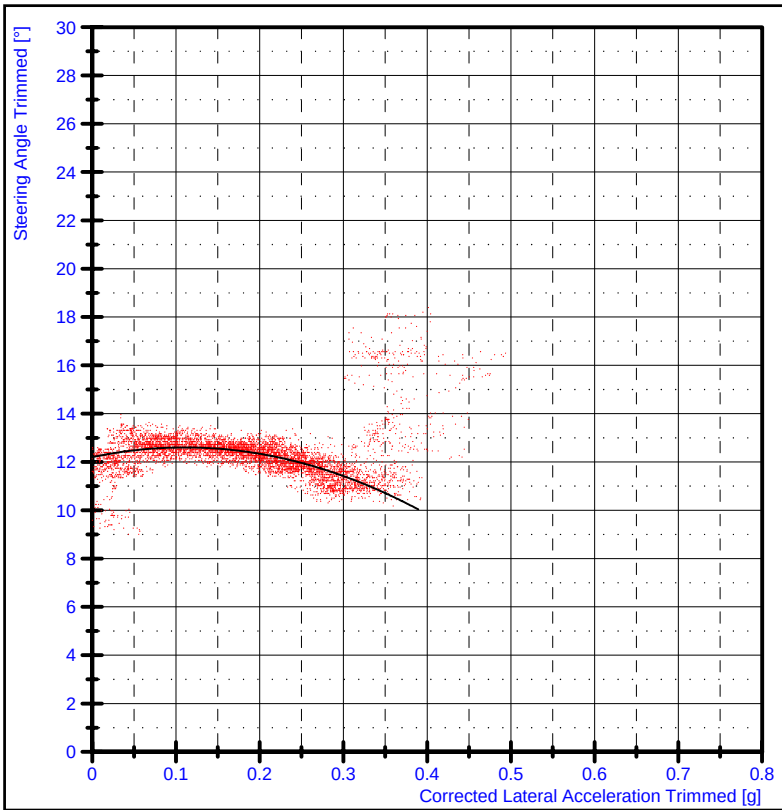
Test : Steady State Circular Behaviour
Direction : Right
Surface : Asphalt

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

Two wheel lift occurred.

Reported Tipping Point : 0.37g
Velocity at Tipping Point : 20.5km/h
at 70.4s

Gradient : 1.116°/g
between 0.10 and 0.13g
Gradient : -9.301°/g
between 0.13 and 0.40g
Data trimmed between 0.07 and 63.82s
Transition point occurs at 0.13g



Test No. : G130388
Test Date : 15 August, 2013

Test Specimen : TS57205
Test Vehicle : Kymco MXU300

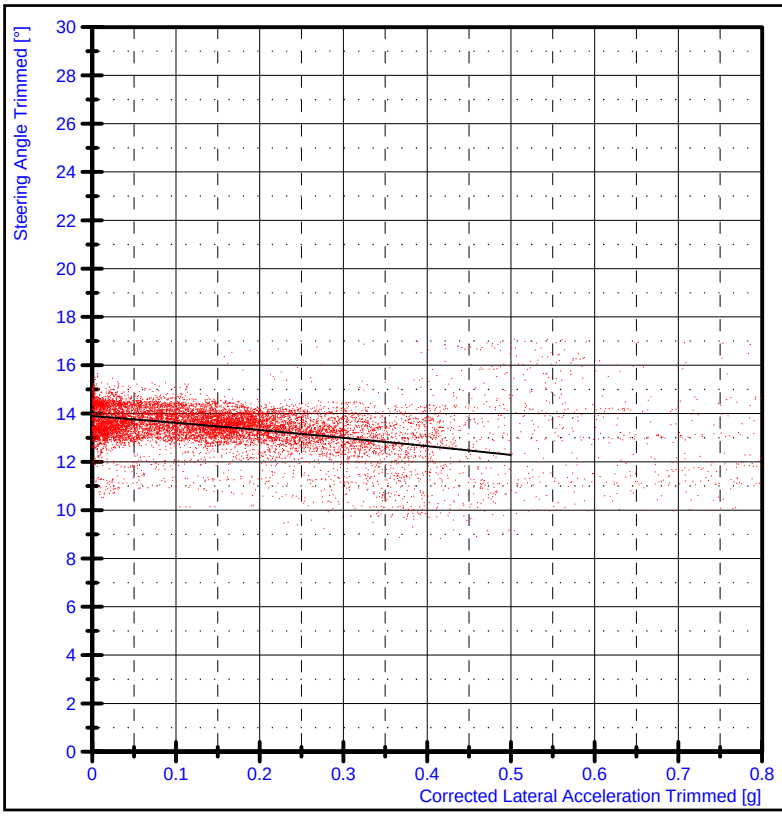
Test : Steady State Circular Behaviour
Direction : Right
Surface : Asphalt

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

Two wheel lift occurred.

Reported Tipping Point : 0.38g
Velocity at Tipping Point : 20.9km/h
at 67.27s

Gradient : 0.335°/g
between 0.10 and 0.11g
Gradient : -9.218°/g
between 0.11 and 0.39g
Data trimmed between 0.77 and 60.89s
Transition point occurs at 0.11g



Test No. : G130395
Test Date : 16 August, 2013

Test Specimen : TS57200
Test Vehicle : Honda Foreman TRX500FM

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

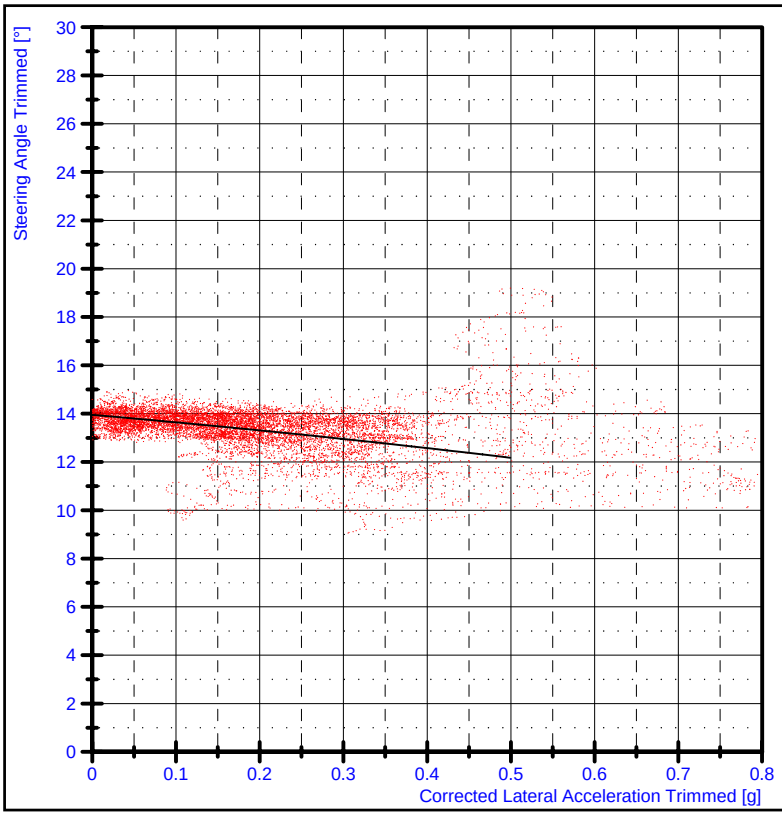
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.53g
Velocity at Tipping Point : 20.9km/h
at 115.47s

Gradient : -3.219°/g
between 0.10 and 0.40g

Data trimmed between 2.03 and 105.64s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130396
Test Date : 16 August, 2013

Test Specimen : TS57200
Test Vehicle : Honda Foreman TRX500FM

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

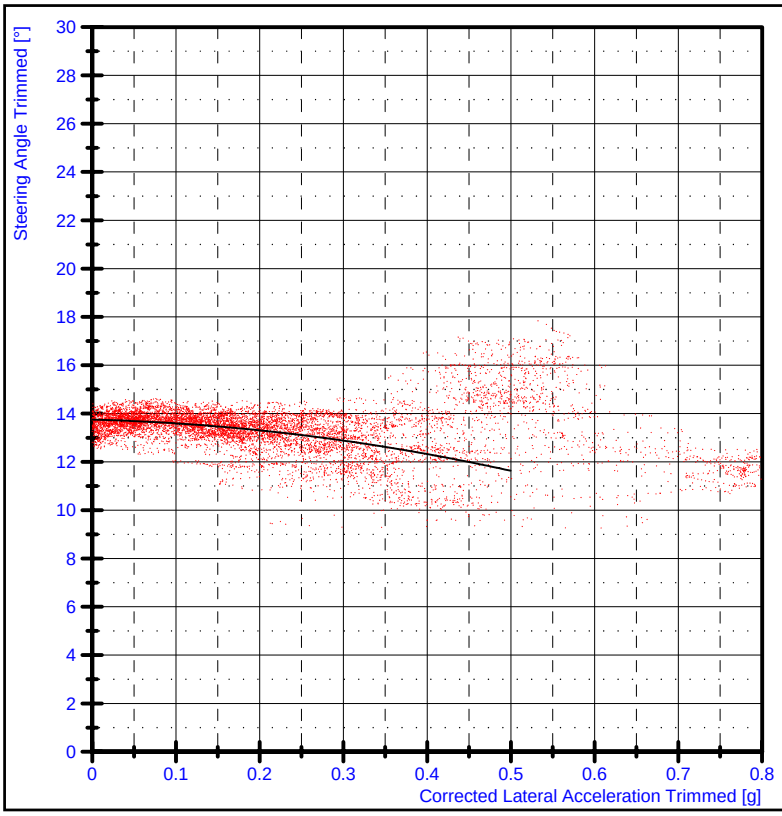
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.52g
Velocity at Tipping Point : 21.7km/h
at 108.87s

Gradient : -3.557°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 91.28s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130397
Test Date : 16 August, 2013

Test Specimen : TS57200
Test Vehicle : Honda Foreman TRX500FM

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

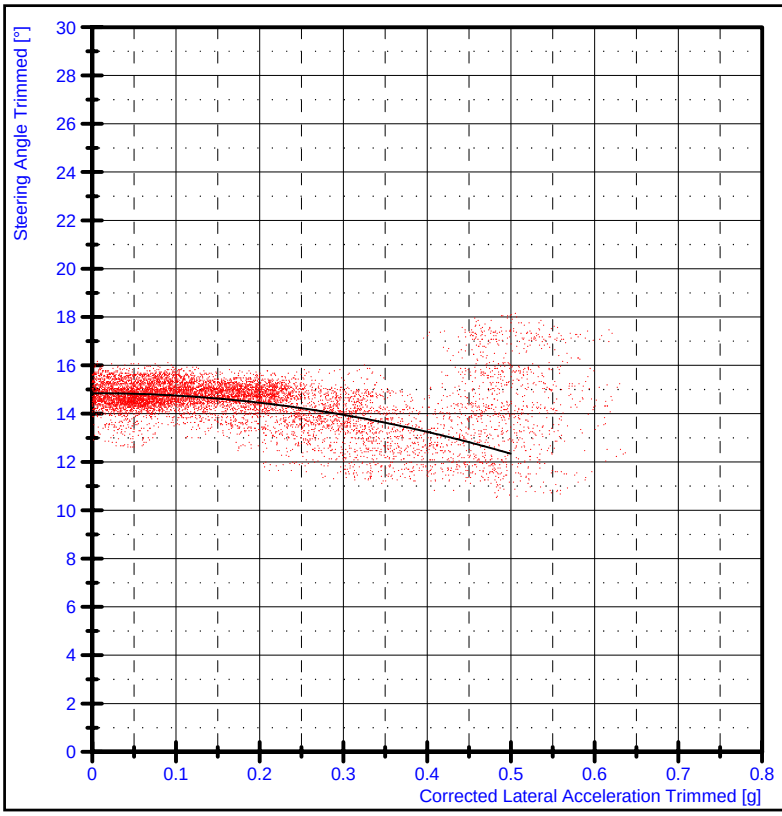
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.52g
Velocity at Tipping Point : 21.9km/h
at 92.95s

Gradient : -4.240°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 75.79s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130398
Test Date : 16 August, 2013

Test Specimen : TS57200
Test Vehicle : Honda Foreman TRX500FM

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

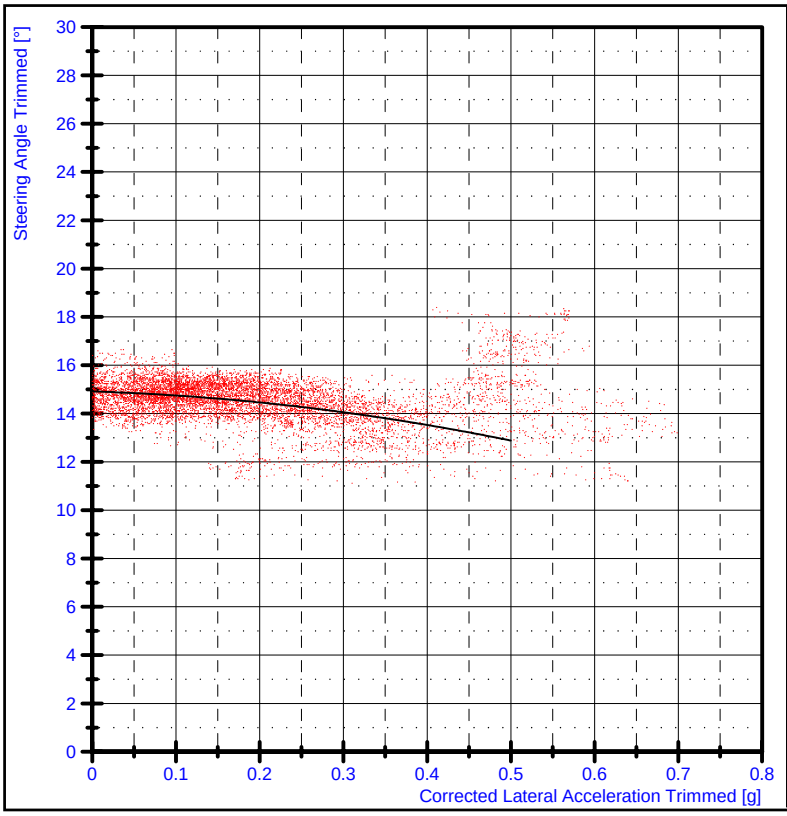
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.52g
Velocity at Tipping Point : 23.4km/h
at 92.38s

Gradient : -5.015°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 81.18s
Transition point occurs at 0.00g



Test No. : G130399
Test Date : 16 August, 2013

Test Specimen : TS57200
Test Vehicle : Honda Foreman TRX500FM

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

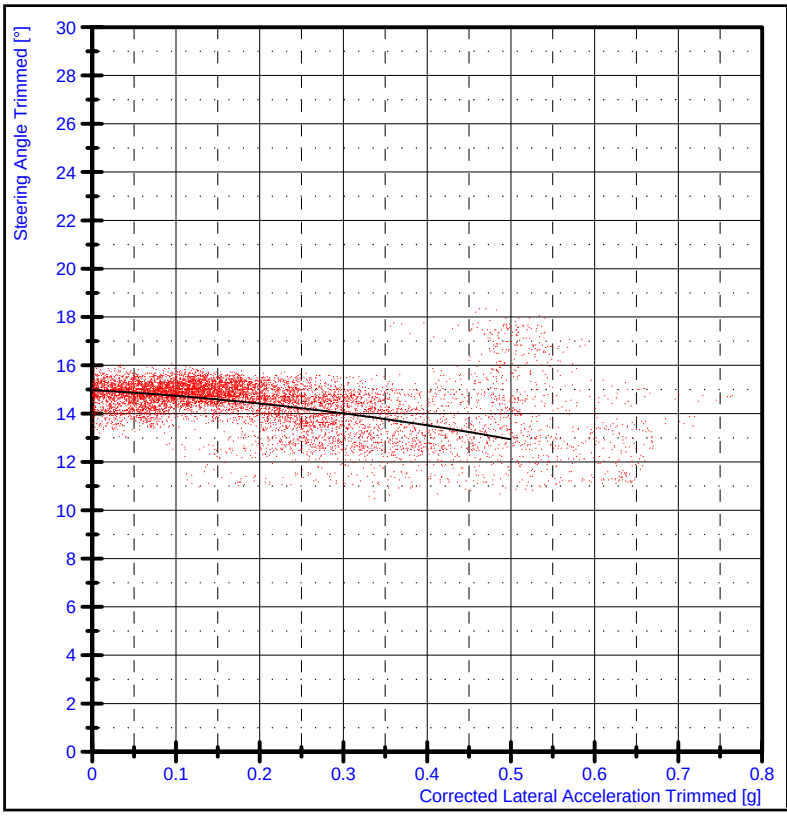
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.53g
Velocity at Tipping Point : 23.8km/h
at 87.06s

Gradient : -4.079°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 75.96s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130400
Test Date : 16 August, 2013

Test Specimen : TS57200
Test Vehicle : Honda Foreman TRX500FM

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

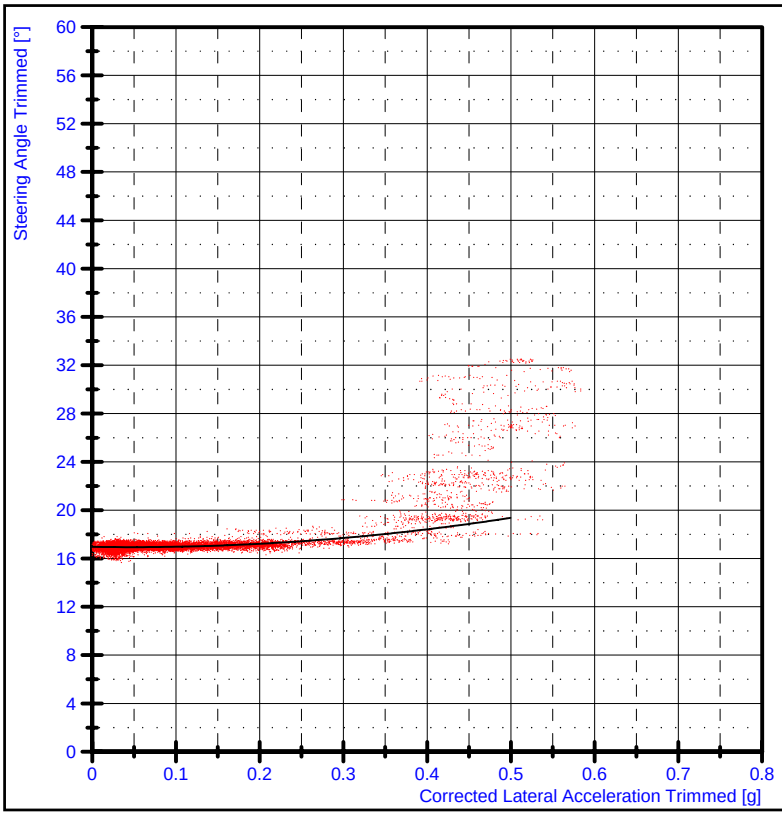
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.50g
Velocity at Tipping Point : 23.5km/h
at 89.89s

Gradient : -4.072°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 77.63s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130407
Test Date : 20 August, 2013

Test Specimen : TS58278
Test Vehicle : Tomcar TM-2

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

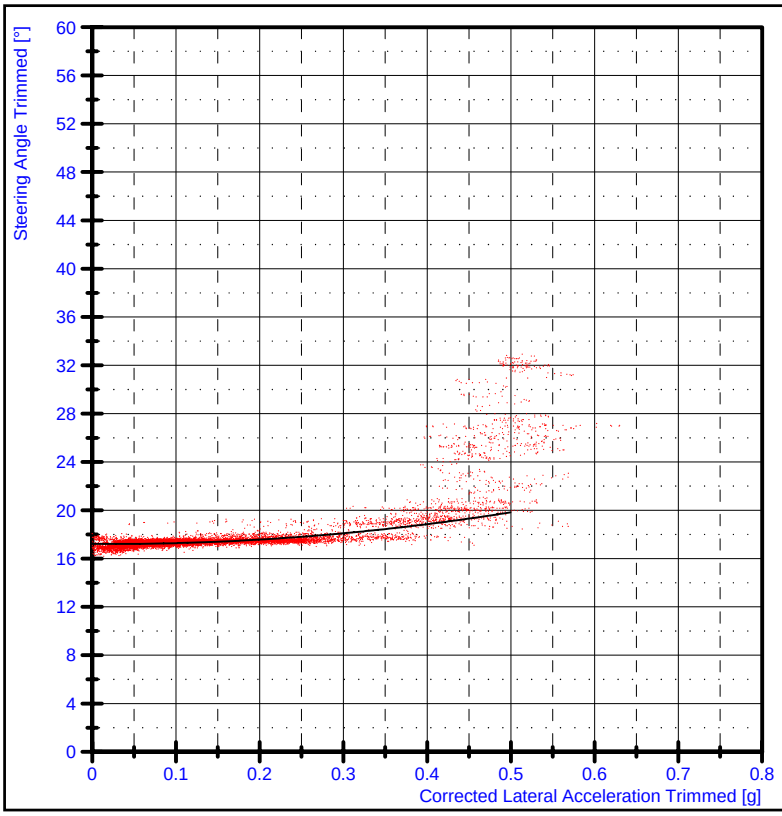
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Vehicle drove out of circle
(understeered out of circle).
Wheels did not lift

Limit of Lateral Acceleration (LLA): 0.50g
Velocity at LLA: 23.0km/h
at 129.17s

Gradient : 4.824°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 113.07s
No Understeer/Oversteer Transition (0.50)g



Test No. : G130408
Test Date : 20 August, 2013

Test Specimen : TS58278
Test Vehicle : Tomcar TM-2

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

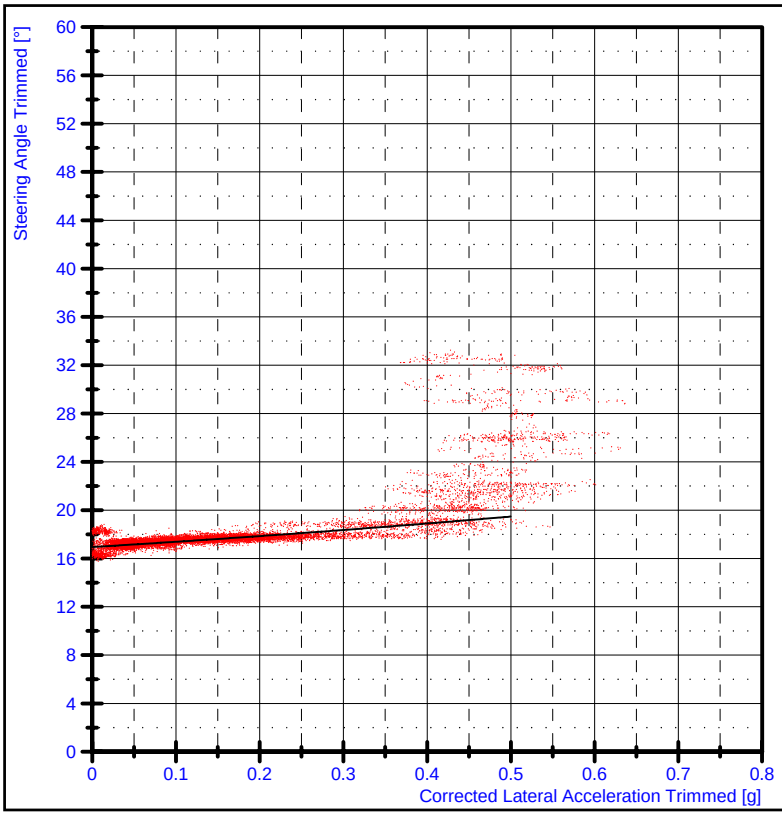
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Vehicle drove out of circle
(understeered out of circle).
Wheels did not lift

Limit of Lateral Acceleration (LLA): 0.52g
Velocity at LLA: 22.9km/h
at 121.63s

Gradient : 5.242°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 112.60s
Transition point occurs at 0.02g



Test No. : G130409
Test Date : 20 August, 2013

Test Specimen : TS58278
Test Vehicle : Tomcar TM-2

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

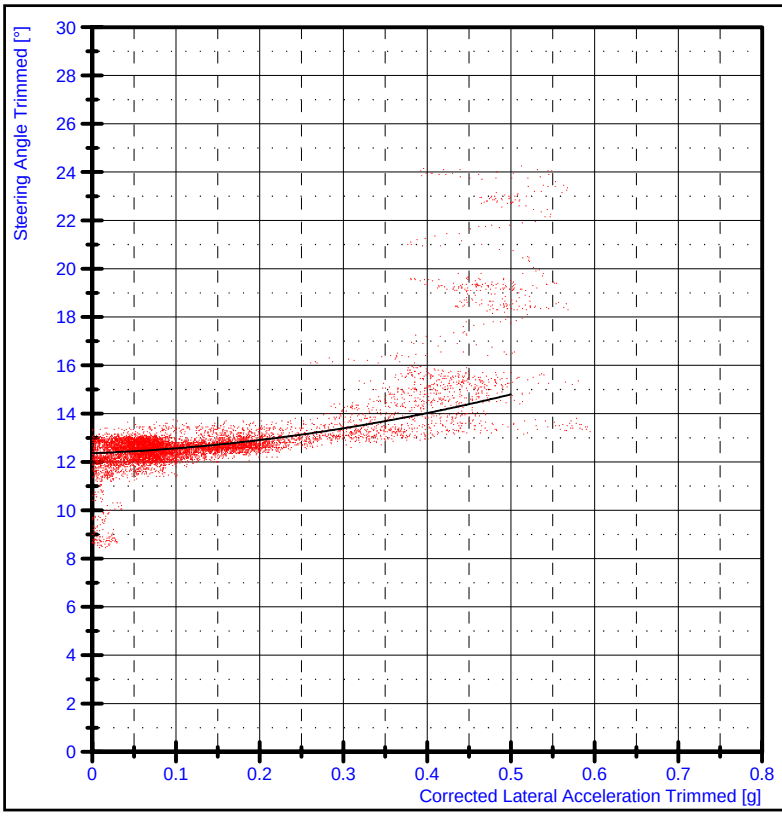
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Vehicle drove out of circle
(understeered out of circle).
Wheels did not lift

Limit of Lateral Acceleration (LLA): 0.52g
Velocity at LLA: 24.0km/h
at 130.43s

Gradient : 5.059°/g
between 0.10 and 0.40g

Data trimmed between 3.48 and 115.30s
No Understeer/Oversteer Transition (0.50)g



Test No. : G130410
Test Date : 20 August, 2013

Test Specimen : TS58278
Test Vehicle : Tomcar TM-2

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

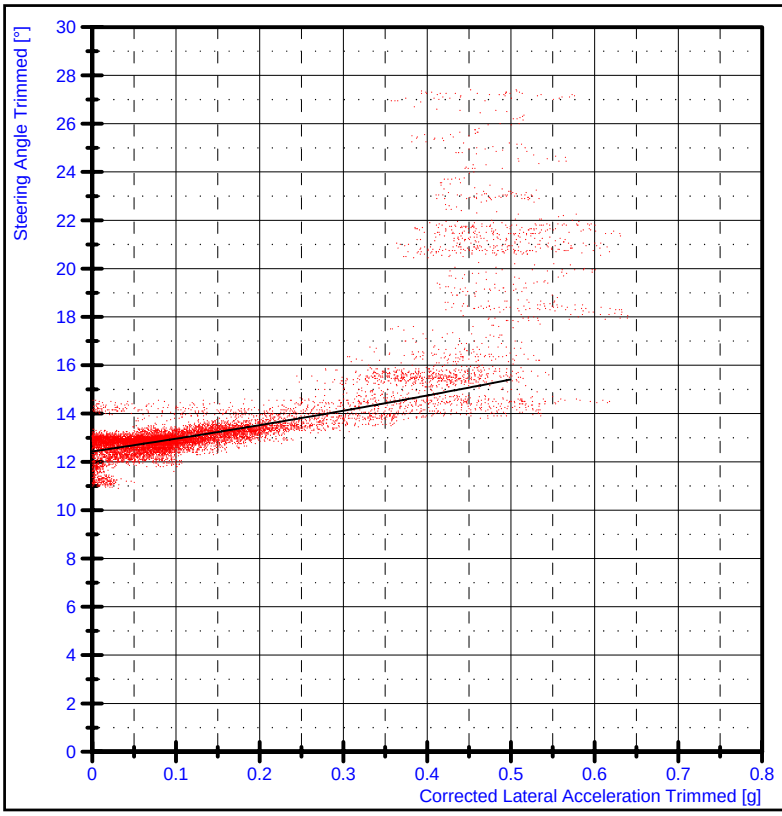
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Vehicle drove out of circle
(understeered out of circle).
Wheels did not lift

Limit of Lateral Acceleration (LLA): 0.49g
Velocity at LLA: 24.9km/h
at 89.48s

Gradient : 4.876°/g
between 0.10 and 0.40g

Data trimmed between 1.45 and 84.95s
No Understeer/Oversteer Transition (0.50)g



Test No. : G130411
Test Date : 20 August, 2013

Test Specimen : TS58278
Test Vehicle : Tomcar TM-2

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

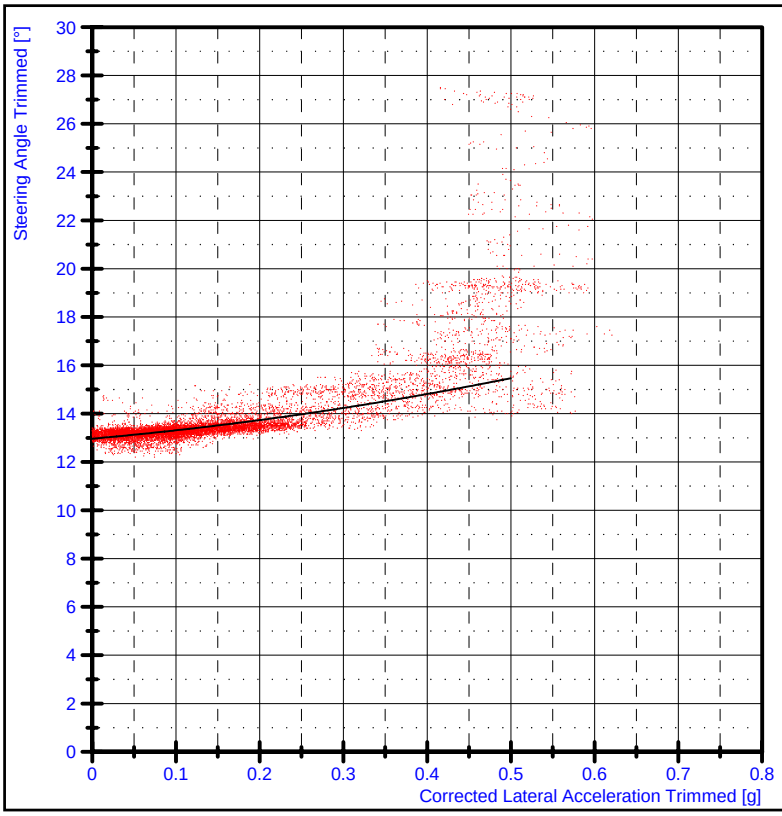
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Vehicle drove out of circle
(understeered out of circle).
Wheels did not lift

Limit of Lateral Acceleration (LLA): 0.49g
Velocity at LLA: 22.8km/h
at 114.16s

Gradient : 5.958°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 103.06s
No Understeer/Oversteer Transition (0.50)g



Test No. : G130412
Test Date : 20 August, 2013

Test Specimen : TS58278
Test Vehicle : Tomcar TM-2

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

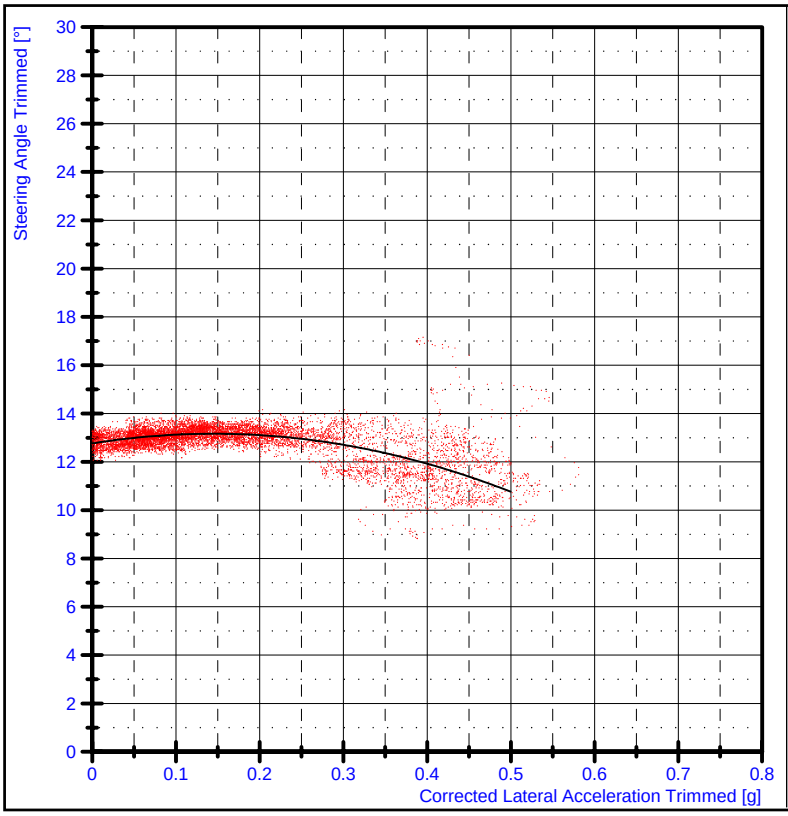
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Vehicle drove out of circle
(understeered out of circle).
Wheels did not lift

Limit of Lateral Acceleration (LLA): 0.50g
Velocity at LLA: 24.2km/h
at 116.05s

Gradient : 5.005°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 98.47s
No Understeer/Oversteer Transition (0.50)g



Test No. : G130425
Test Date : 21 August, 2013

Test Specimen : TS57201
Test Vehicle : Yamaha Grizzly YFM450FAP

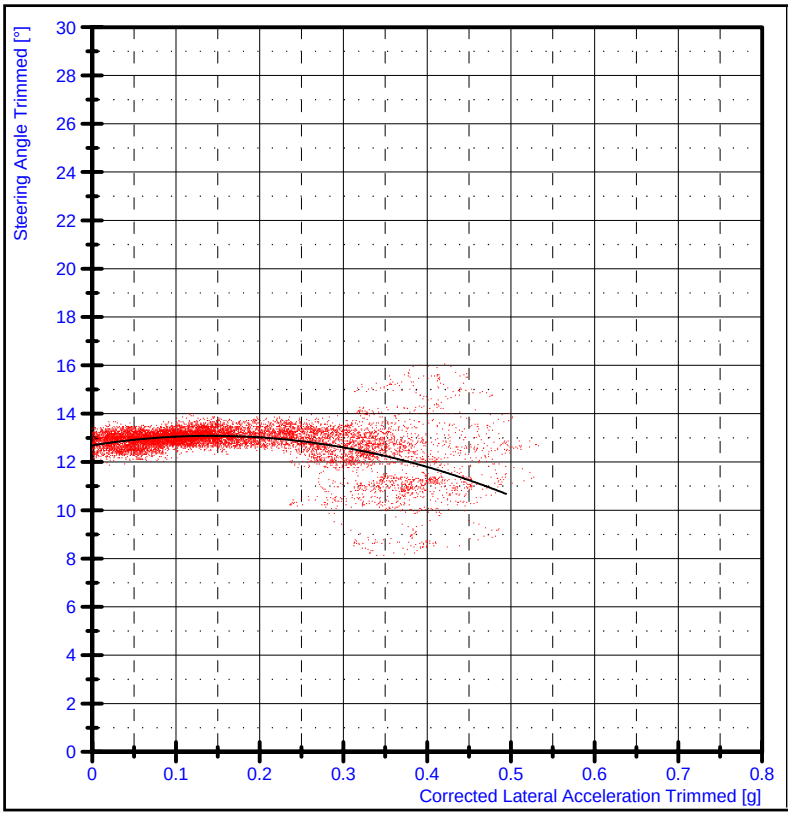
Test : Steady State Circular Behaviour
Direction : Left
Surface : Asphalt

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

Two wheel lift occurred.

Reported Tipping Point : 0.47g
Velocity at Tipping Point : 21.3km/h
at 94.69s

Gradient : 0.861°/g
between 0.10 and 0.14g
Gradient : -4.870°/g
between 0.14 and 0.40g
Data trimmed between 0.00 and 82.31s
Transition point occurs at 0.14g



Test No. : G130426
Test Date : 21 August, 2013

Test Specimen : TS57201
Test Vehicle : Yamaha Grizzly YFM450FAP

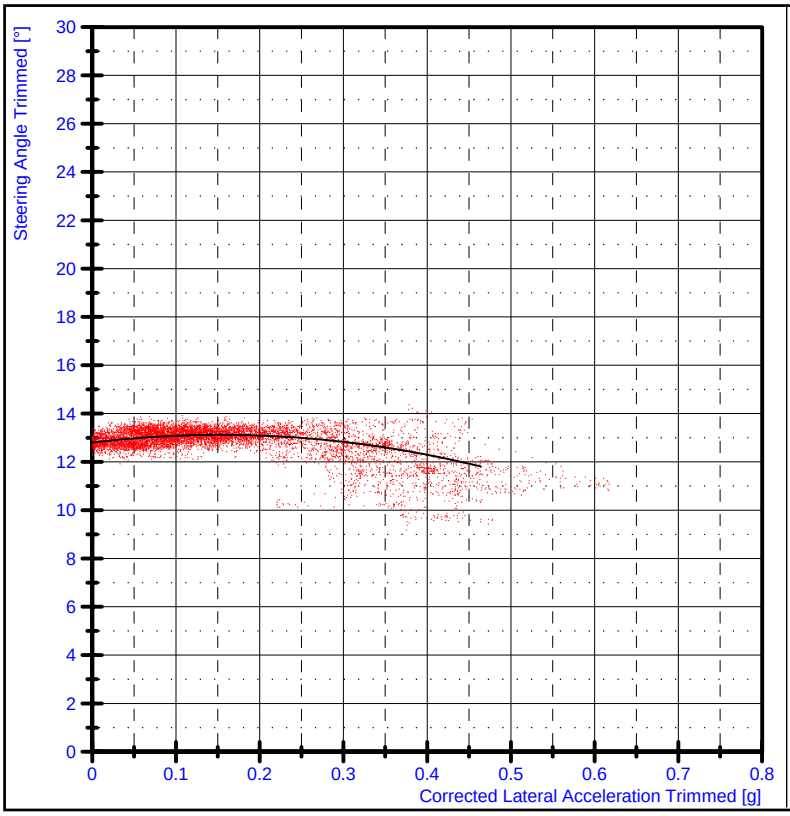
Test : Steady State Circular Behaviour
Direction : Left
Surface : Asphalt

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

Two wheel lift occurred.

Reported Tipping Point : 0.44g
Velocity at Tipping Point : 20.4km/h
at 126.34s

Gradient : 0.809°/g
between 0.10 and 0.14g
Gradient : -5.011°/g
between 0.14 and 0.40g
Data trimmed between 0.00 and 107.41s
Transition point occurs at 0.14g



Test No. : G130427
Test Date : 21 August, 2013

Test Specimen : TS57201
Test Vehicle : Yamaha Grizzly YFM450FAP

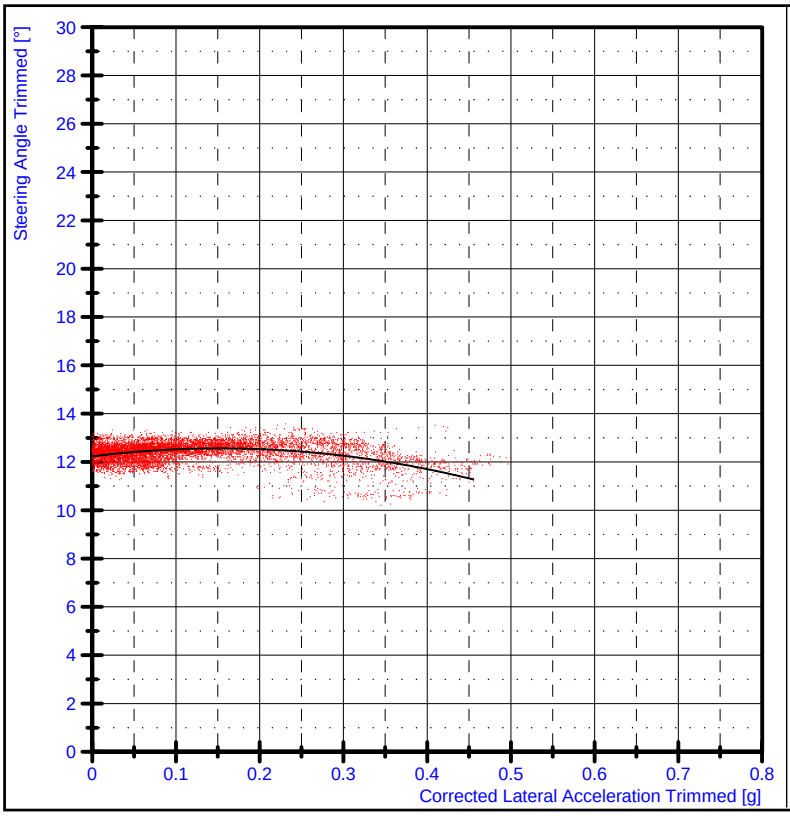
Test : Steady State Circular Behaviour
Direction : Left
Surface : Asphalt

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

Two wheel lift occurred.

Reported Tipping Point : 0.47g
Velocity at Tipping Point : 21.3km/h
at 87.74s

Gradient : 0.714°/g
between 0.10 and 0.15g
Gradient : -3.354°/g
between 0.15 and 0.40g
Data trimmed between 0.00 and 70.80s
Transition point occurs at 0.15g



Test No. : G130428
Test Date : 21 August, 2013

Test Specimen : TS57201
Test Vehicle : Yamaha Grizzly YFM450FAP

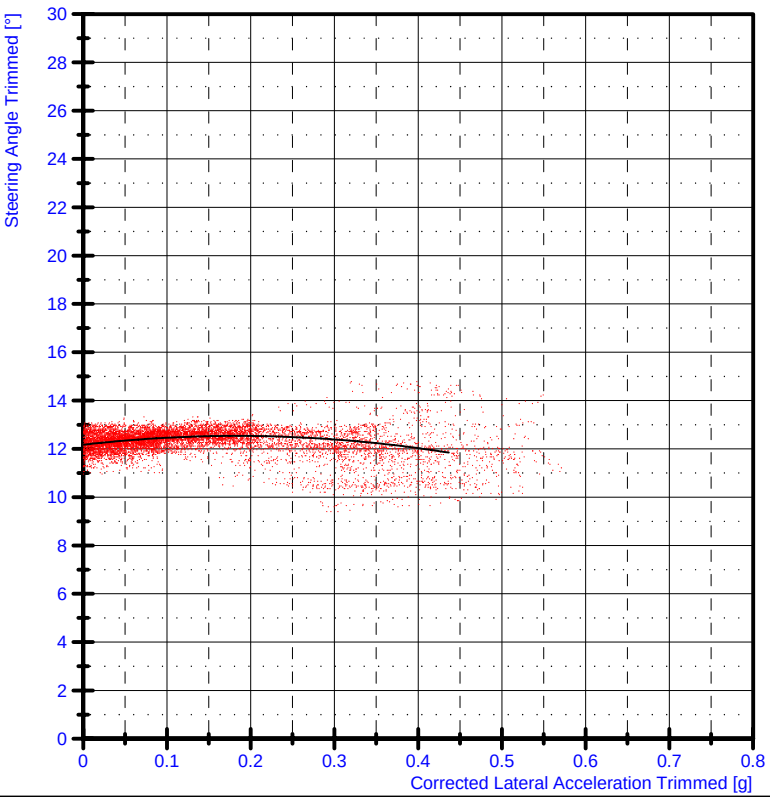
Test : Steady State Circular Behaviour
Direction : Right
Surface : Asphalt

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

Two wheel lift occurred.

Reported Tipping Point : 0.43g
Velocity at Tipping Point : 21.4km/h
at 101.11s

Gradient : 0.737°/g
between 0.10 and 0.15g
Gradient : -3.478°/g
between 0.15 and 0.40g
Data trimmed between 0.00 and 84.74s
Transition point occurs at 0.15g



Test No. : G130429
Test Date : 21 August, 2013

Test Specimen : TS57201
Test Vehicle : Yamaha Grizzly YFM450FAP

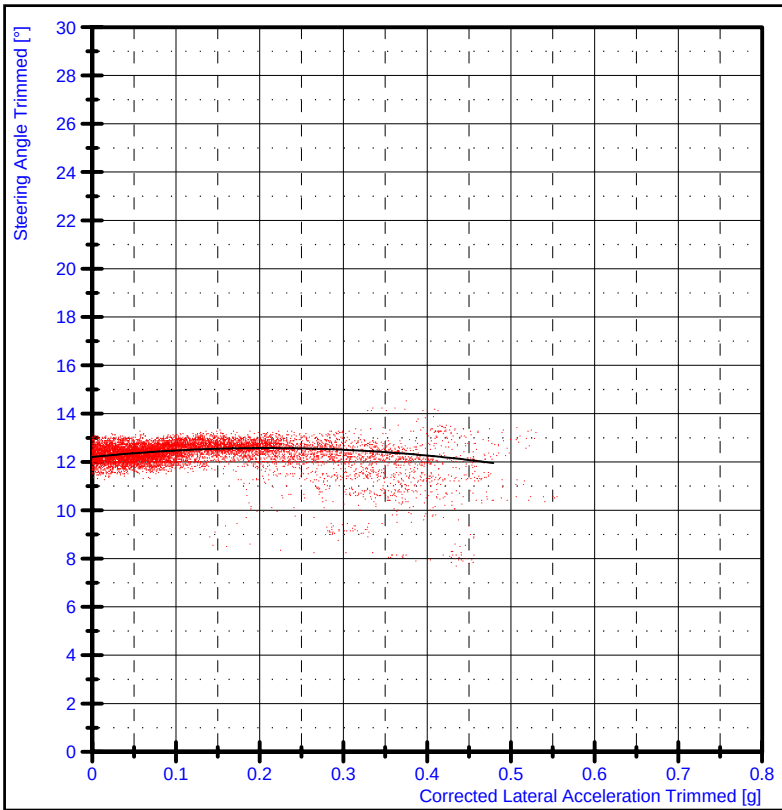
Test : Steady State Circular Behaviour
Direction : Right
Surface : Asphalt

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

Two wheel lift occurred.

Reported Tipping Point : 0.42g
Velocity at Tipping Point : 21.9km/h
at 120.85s

Gradient : 0.904°/g
between 0.10 and 0.18g
Gradient : -2.341°/g
between 0.18 and 0.40g
Data trimmed between 0.00 and 81.36s
Transition point occurs at 0.18g



Test No. : G130430
Test Date : 21 August, 2013

Test Specimen : TS57201
Test Vehicle : Yamaha Grizzly YFM450FAP

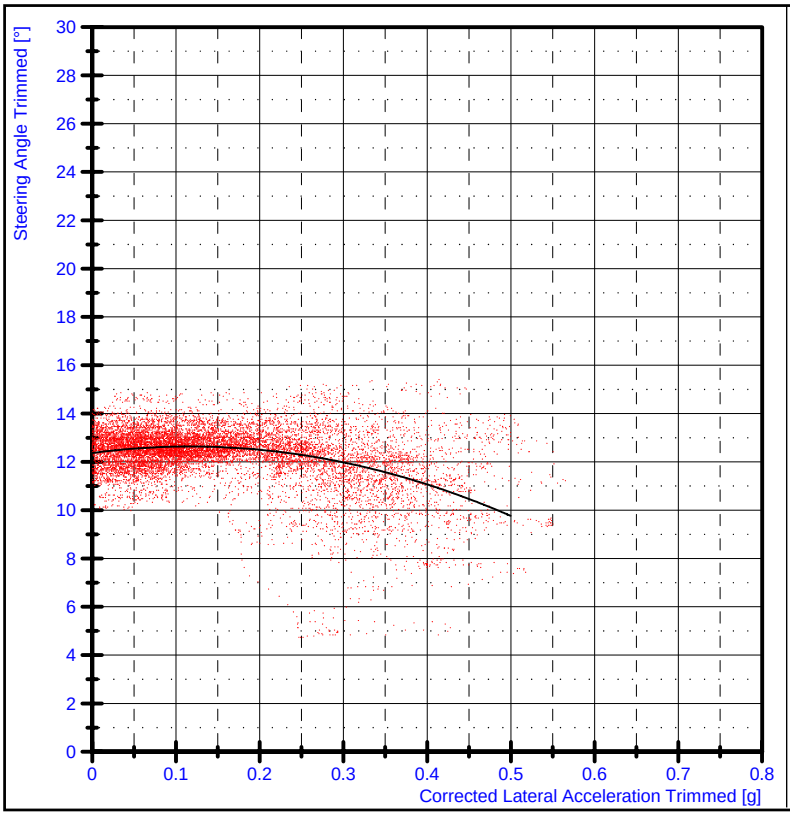
Test : Steady State Circular Behaviour
Direction : Right
Surface : Asphalt

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

Two wheel lift occurred.

Reported Tipping Point : 0.38g
Velocity at Tipping Point : 20.6km/h
at 111.65s

Gradient : 0.924°/g
between 0.10 and 0.21g
Gradient : -1.632°/g
between 0.21 and 0.40g
Data trimmed between 0.00 and 87.18s
Transition point occurs at 0.21g



Test No. : G130443
Test Date : 21 August, 2013

Test Specimen : TS57201
Test Vehicle : Yamaha Grizzly YFM450FAP

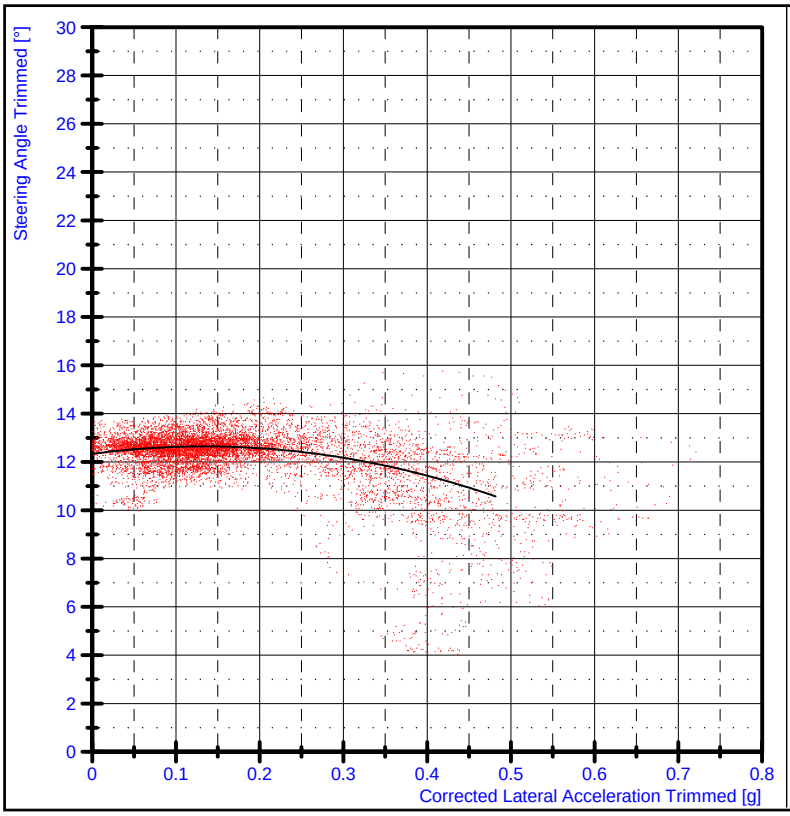
Test : Steady State Circular Behaviour
Direction : Left
Surface : Grass

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

Two wheel lift occurred.

Reported Tipping Point : 0.41g
Velocity at Tipping Point : 20.1km/h
at 124.54s

Gradient : 0.324°/g
between 0.10 and 0.12g
Gradient : -5.555°/g
between 0.12 and 0.40g
Data trimmed between 0.60 and 113.72s
Transition point occurs at 0.12g



Test No. : G130444
Test Date : 21 August, 2013

Test Specimen : TS57201
Test Vehicle : Yamaha Grizzly YFM450FAP

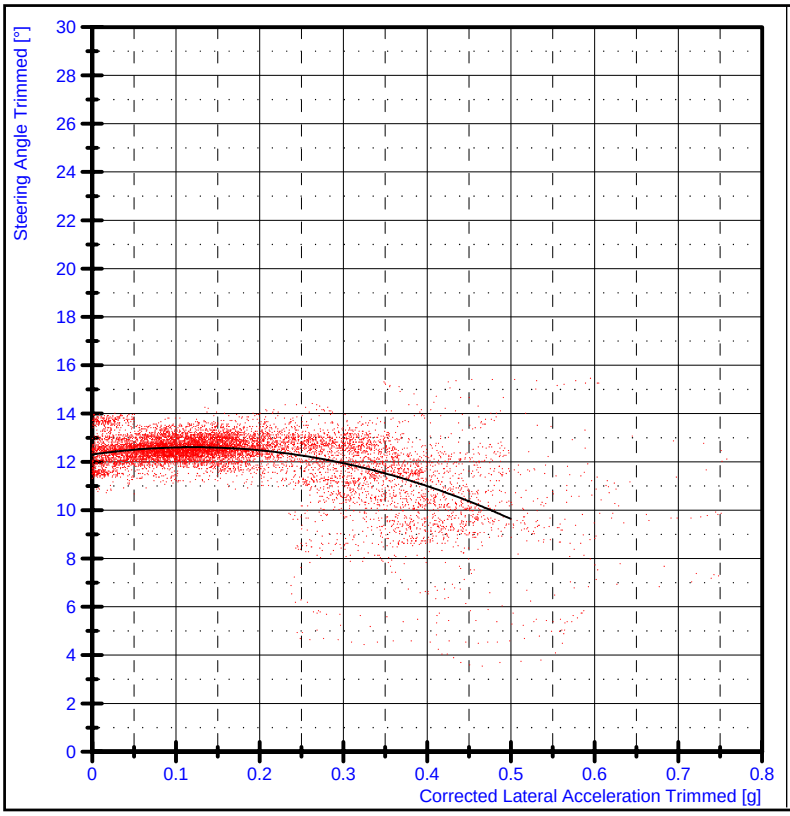
Test : Steady State Circular Behaviour
Direction : Left
Surface : Grass

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

Two wheel lift occurred.

Reported Tipping Point : 0.50g
Velocity at Tipping Point : 23.4km/h
at 101.15s

Gradient : 0.573°/g
between 0.10 and 0.13g
Gradient : -4.564°/g
between 0.13 and 0.40g
Data trimmed between 1.61 and 83.86s
Transition point occurs at 0.13g



Test No. : G130445
Test Date : 21 August, 2013

Test Specimen : TS57201
Test Vehicle : Yamaha Grizzly YFM450FAP

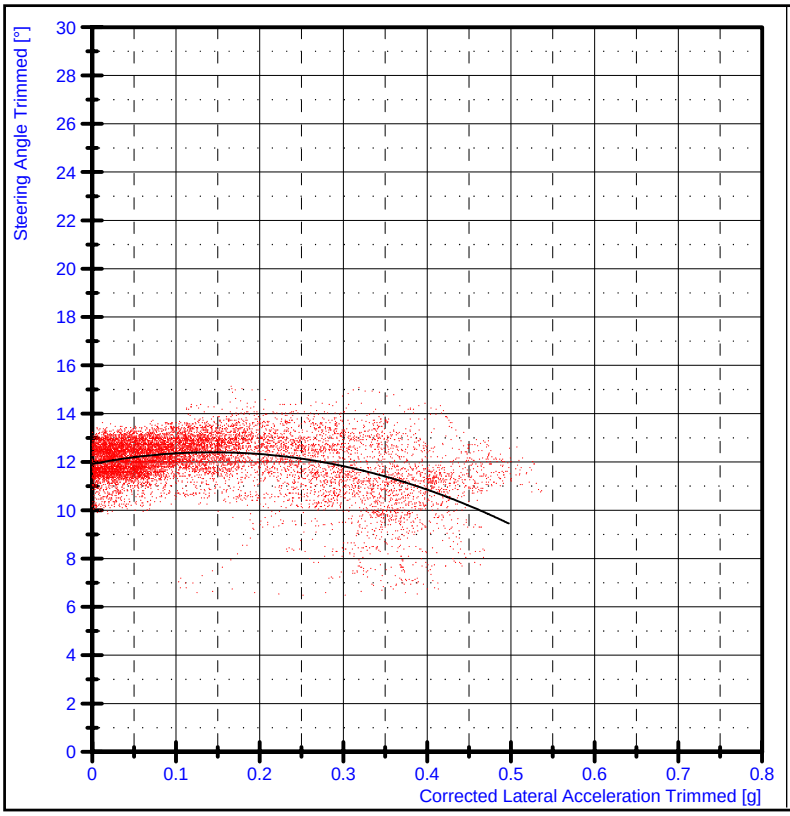
Test : Steady State Circular Behaviour
Direction : Left
Surface : Grass

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

Two wheel lift occurred.

Reported Tipping Point : 0.48g
Velocity at Tipping Point : 22.9km/h
at 104.64s

Gradient : 0.429°/g
between 0.10 and 0.12g
Gradient : -5.780°/g
between 0.12 and 0.40g
Data trimmed between 4.45 and 96.16s
Transition point occurs at 0.12g



Test No. : G130446
Test Date : 21 August, 2013

Test Specimen : TS57201
Test Vehicle : Yamaha Grizzly YFM450FAP

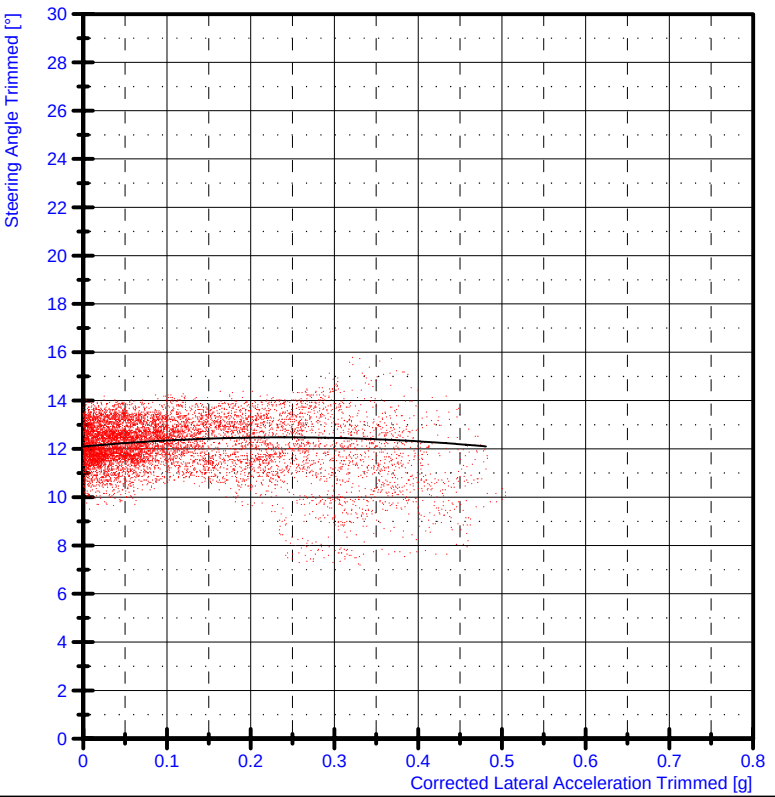
Test : Steady State Circular Behaviour
Direction : Right
Surface : Grass

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

Two wheel lift occurred.

Reported Tipping Point : 0.43g
Velocity at Tipping Point : 21.9km/h
at 119.04s

Gradient : 1.019°/g
between 0.10 and 0.14g
Gradient : -6.066°/g
between 0.14 and 0.40g
Data trimmed between 0.00 and 104.14s
Transition point occurs at 0.14g



Test No. : G130447
Test Date : 21 August, 2013

Test Specimen : TS57201
Test Vehicle : Yamaha Grizzly YFM450FAP

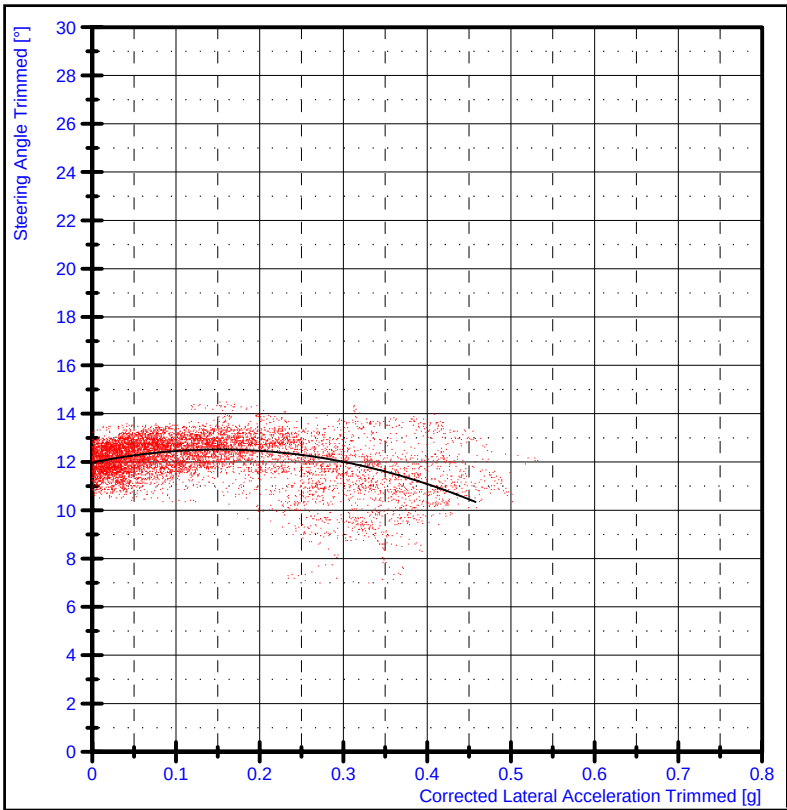
Test : Steady State Circular Behaviour
Direction : Right
Surface : Grass

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

Two wheel lift occurred.

Reported Tipping Point : 0.43g
Velocity at Tipping Point : 22.5km/h
at 94.72s

Gradient : 0.920°/g
between 0.10 and 0.24g
Gradient : -1.042°/g
between 0.24 and 0.40g
Data trimmed between 0.00 and 83.88s
Transition point occurs at 0.24g



Test No. : G130448
Test Date : 21 August, 2013

Test Specimen : TS57201
Test Vehicle : Yamaha Grizzly YFM450FAP

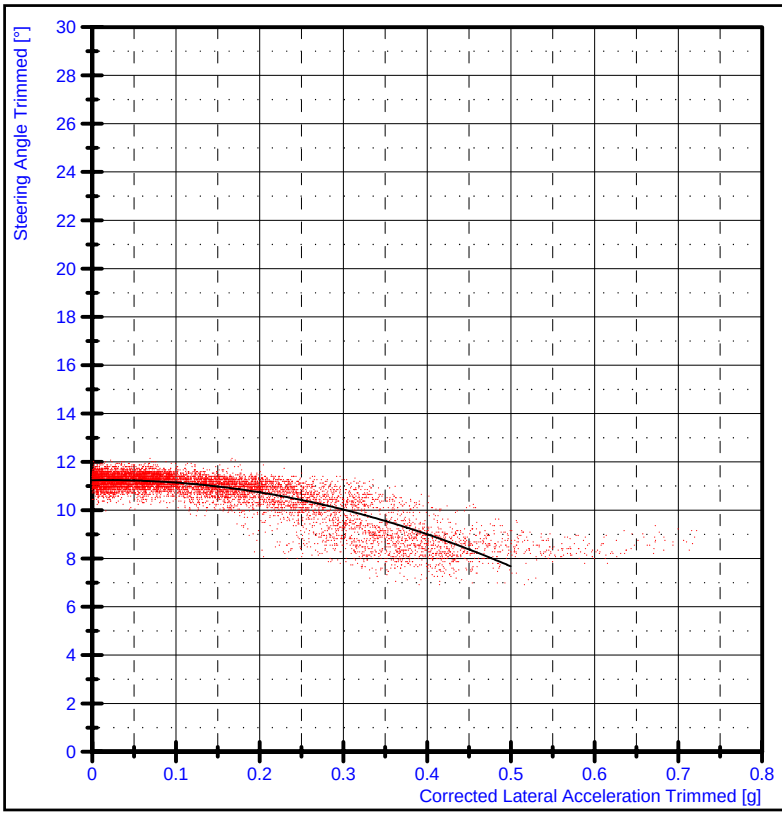
Test : Steady State Circular Behaviour
Direction : Right
Surface : Grass

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

Two wheel lift occurred.

Reported Tipping Point : 0.42g
Velocity at Tipping Point : 21.6km/h
at 88.67s

Gradient : 1.188°/g
between 0.10 and 0.15g
Gradient : -5.761°/g
between 0.15 and 0.40g
Data trimmed between 0.00 and 77.88s
Transition point occurs at 0.15g



Test No. : G130449
Test Date : 26 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

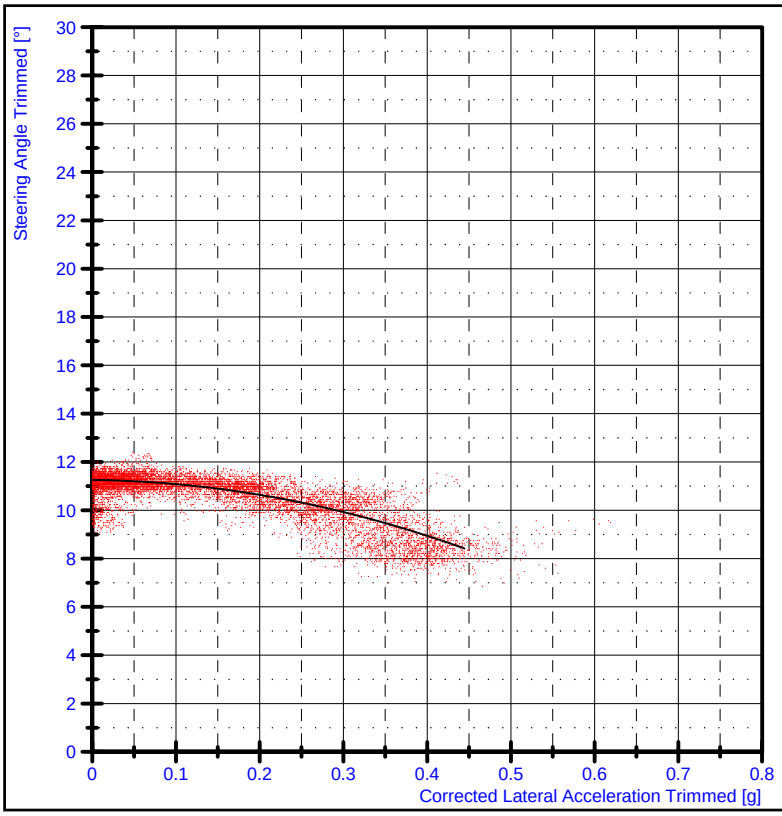
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.48g
Velocity at Tipping Point : 21.5km/h
at 120.08s

Gradient : -7.142°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 86.25s
Transition point occurs at 0.02g



Test No. : G130450
Test Date : 26 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

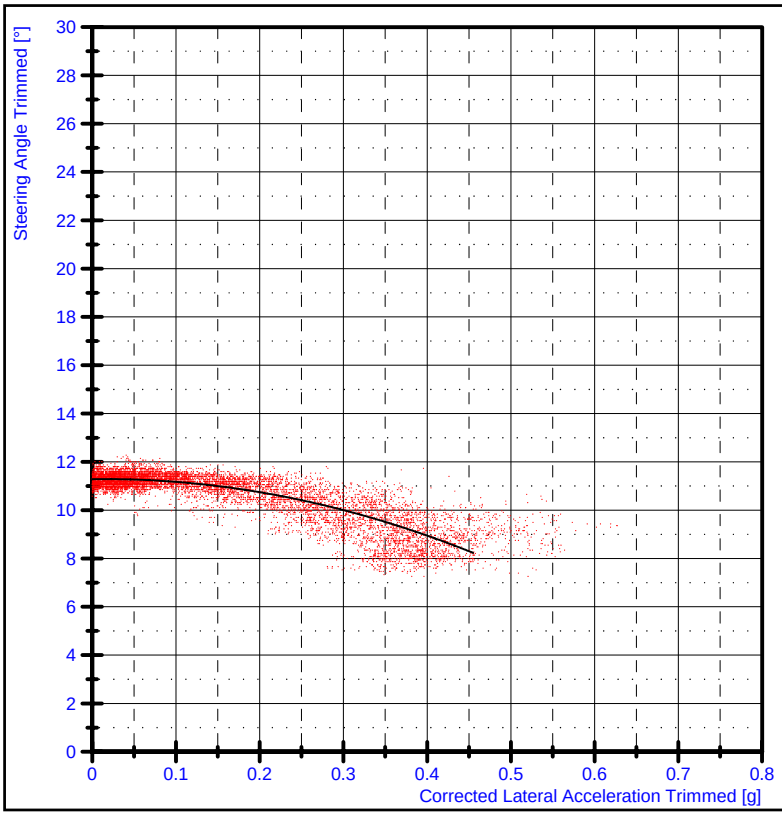
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.44g
Velocity at Tipping Point : 21.4km/h
at 100.45s

Gradient : -7.124°/g
between 0.10 and 0.40g

Data trimmed between 3.15 and 89.72s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130451
Test Date : 26 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

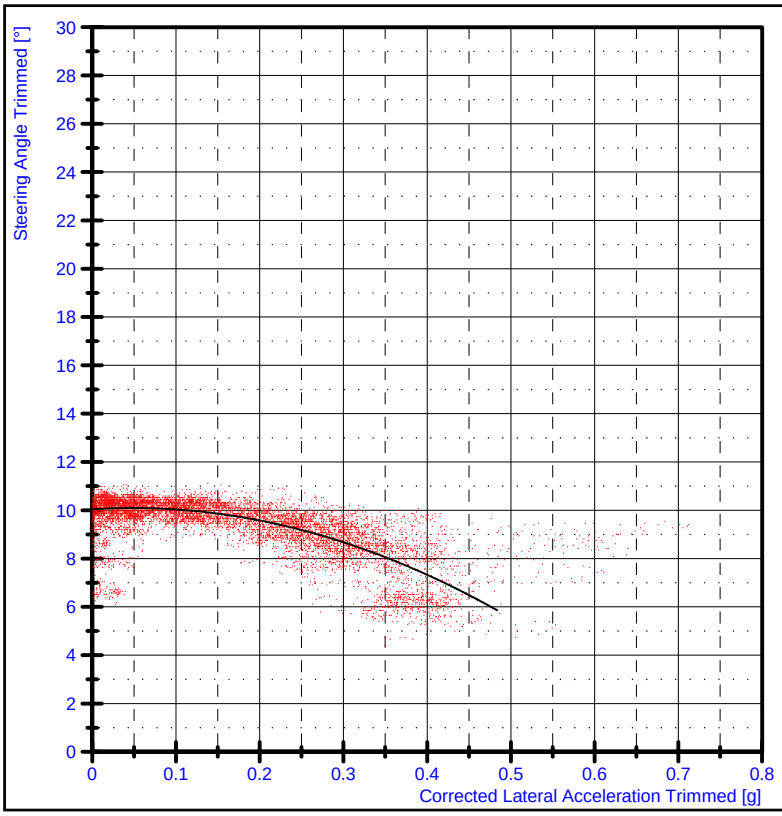
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.46g
Velocity at Tipping Point : 22.4km/h
at 106.43s

Gradient : -7.426°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 80.16s
Transition point occurs at 0.01g



Test No. : G130452
Test Date : 26 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

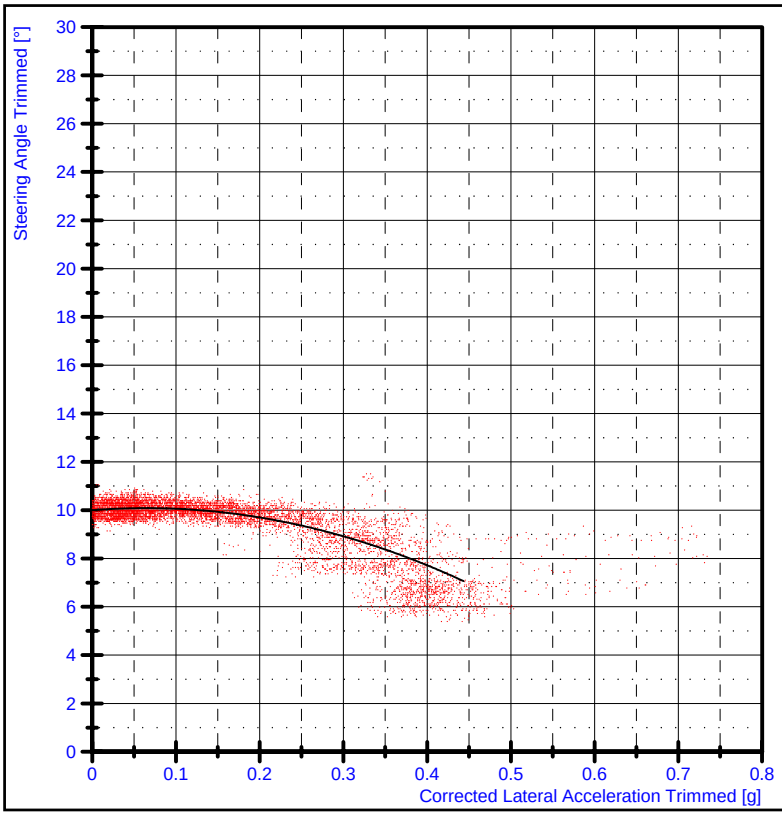
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.46g
Velocity at Tipping Point : 21.1km/h
at 104.27s

Gradient : -9.035°/g
between 0.10 and 0.40g

Data trimmed between 2.20 and 82.03s
Transition point occurs at 0.05g



Test No. : G130453
Test Date : 26 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

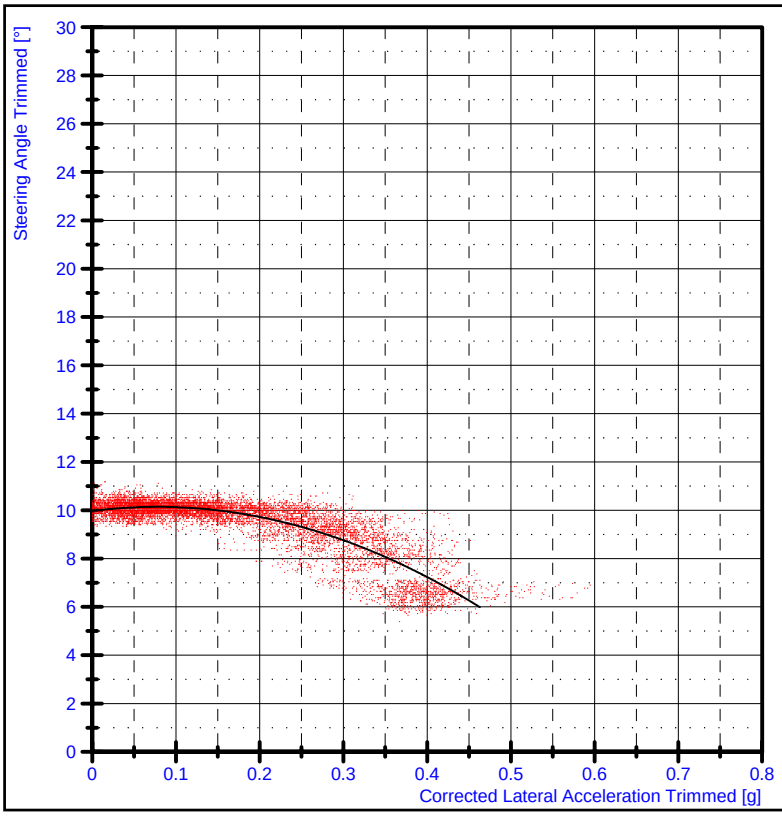
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.46g
Velocity at Tipping Point : 21.9km/h
at 86.55s

Gradient : -7.799°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 63.72s
Transition point occurs at 0.06g



Test No. : G130454
Test Date : 26 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

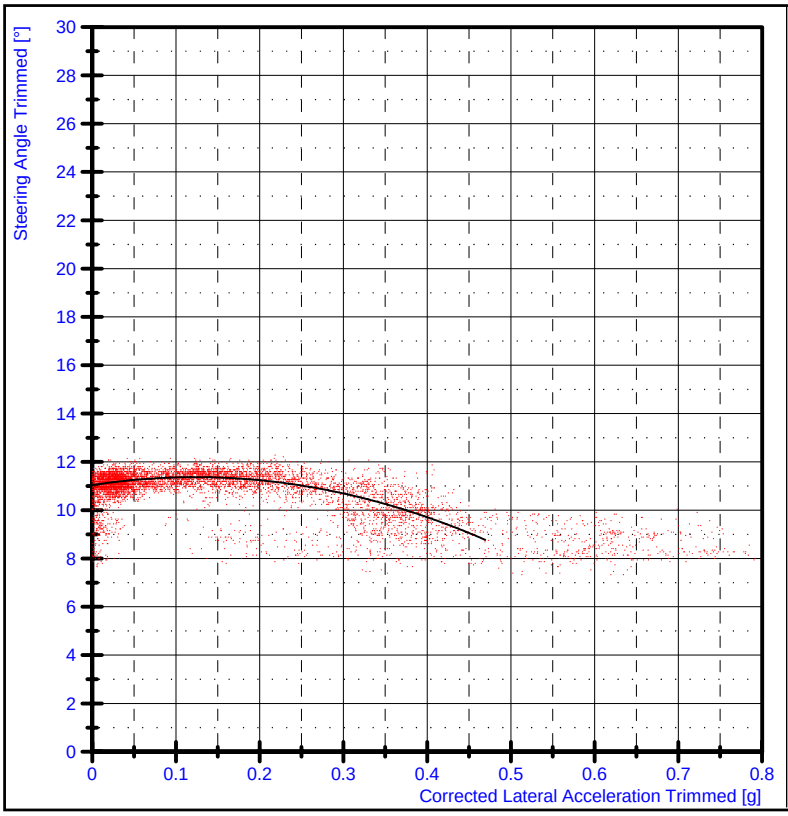
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.45g
Velocity at Tipping Point : 21.1km/h
at 115.18s

Gradient : -9.662°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 91.76s
Transition point occurs at 0.08g



Test No. : G130480
Test Date : 26 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

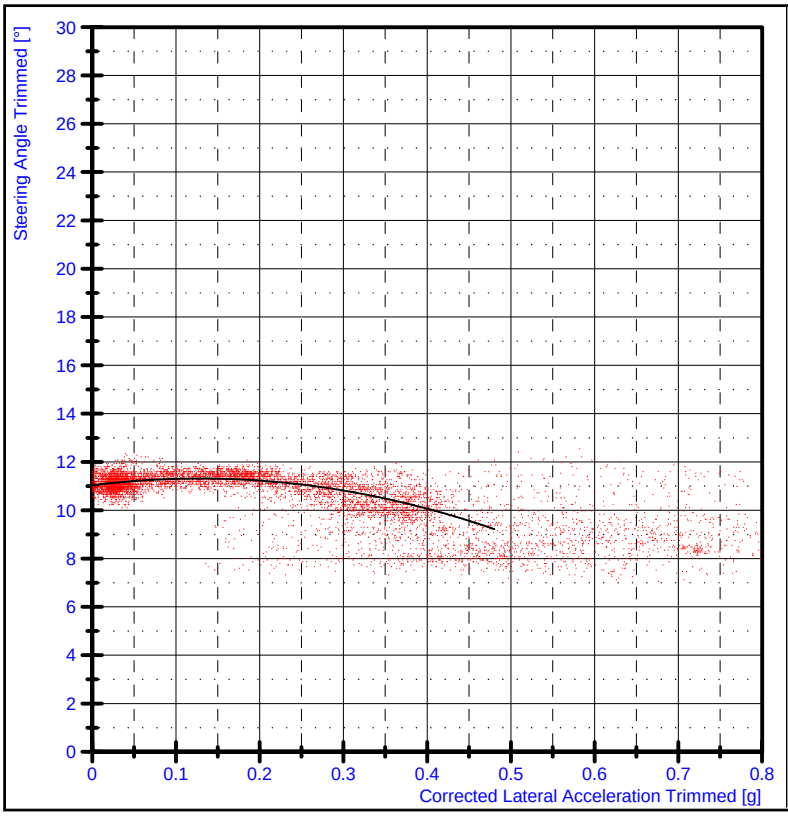
Test : Steady State Circular Behaviour
Direction : Left
Surface : Asphalt

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

Active riding: leaning to one side.
Two wheel lift occurred.

Reported Tipping Point : 0.57g
Velocity at Tipping Point : 23.2km/h
at 69.8s

Gradient : 0.500°/g
between 0.10 and 0.12g
Gradient : -6.007°/g
between 0.12 and 0.40g
Data trimmed between 3.23 and 60.61s
Transition point occurs at 0.12g



Test No. : G130481
Test Date : 26 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

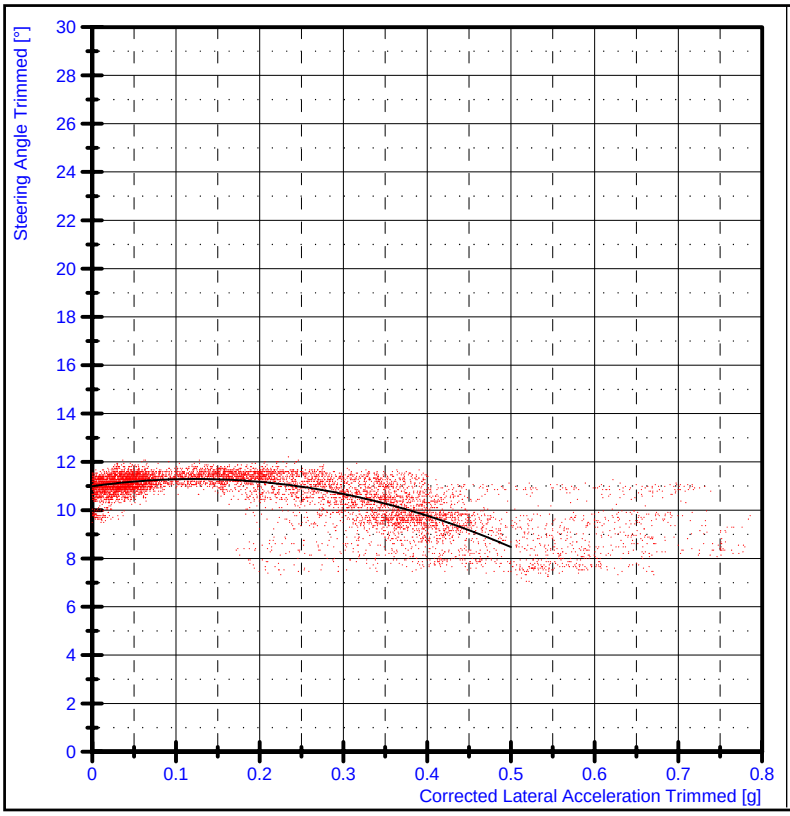
Test : Steady State Circular Behaviour
Direction : Left
Surface : Asphalt

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

Active riding: leaning to one side.
Two wheel lift occurred.

Reported Tipping Point : 0.57g
Velocity at Tipping Point : 22.9km/h
at 87.3s

Gradient : 0.483°/g
between 0.10 and 0.13g
Gradient : -4.610°/g
between 0.13 and 0.40g
Data trimmed between 0.00 and 57.78s
Transition point occurs at 0.13g



Test No. : G130482
Test Date : 26 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

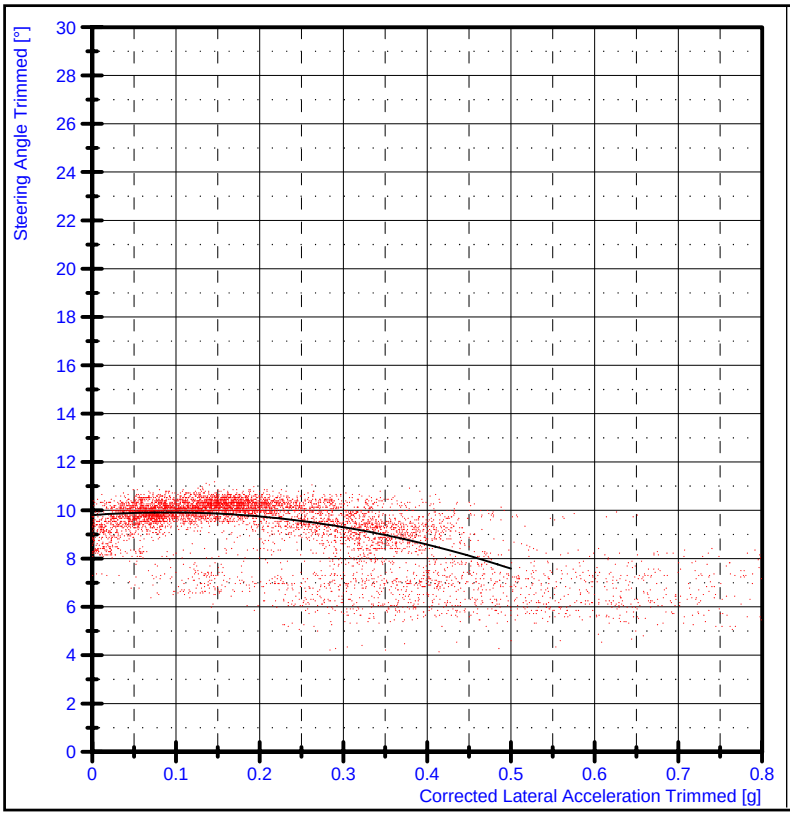
Test : Steady State Circular Behaviour
Direction : Left
Surface : Asphalt

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

Active riding: leaning to one side.
Two wheel lift occurred.

Reported Tipping Point : 0.56g
Velocity at Tipping Point : 22.7km/h
at 80.86s

Gradient : 0.441°/g
between 0.10 and 0.12g
Gradient : -5.506°/g
between 0.12 and 0.40g
Data trimmed between 0.89 and 68.96s
Transition point occurs at 0.12g



Test No. : G130483
Test Date : 26 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

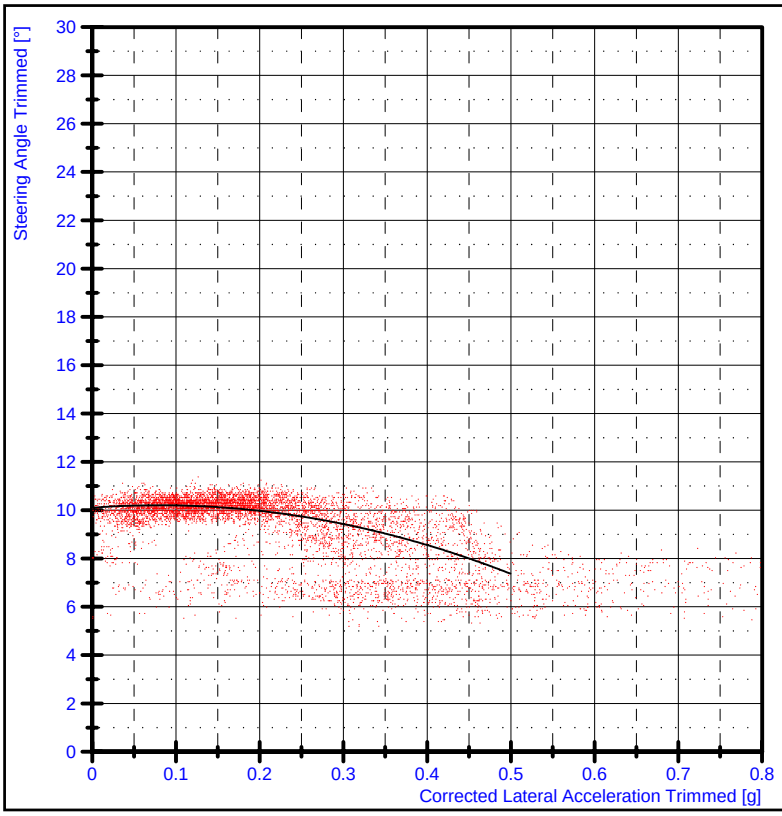
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Active riding: leaning to one side.
Two wheel lift occurred.

Reported Tipping Point : 0.53g
Velocity at Tipping Point : 22.8km/h
at 71.64s

Gradient : -4.437°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 60.92s
Transition point occurs at 0.09g



Test No. : G130484
Test Date : 26 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

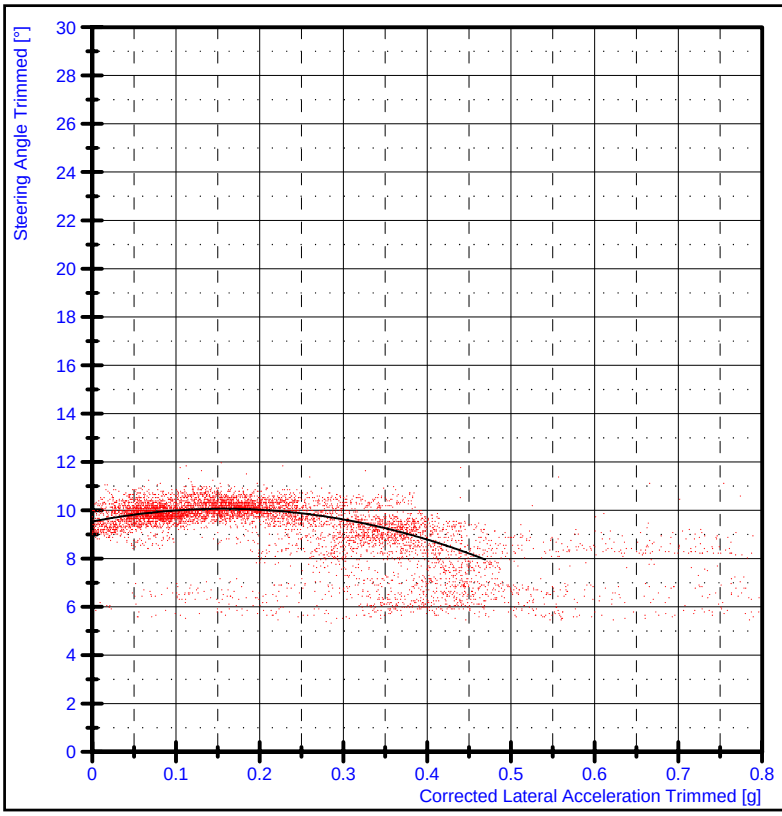
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Active riding: leaning to one side.
Two wheel lift occurred.

Reported Tipping Point : 0.52g
Velocity at Tipping Point : 23.0km/h
at 76.37s

Gradient : -5.470°/g
between 0.10 and 0.40g

Data trimmed between 0.80 and 62.47s
Transition point occurs at 0.08g



Test No. : G130485
Test Date : 26 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

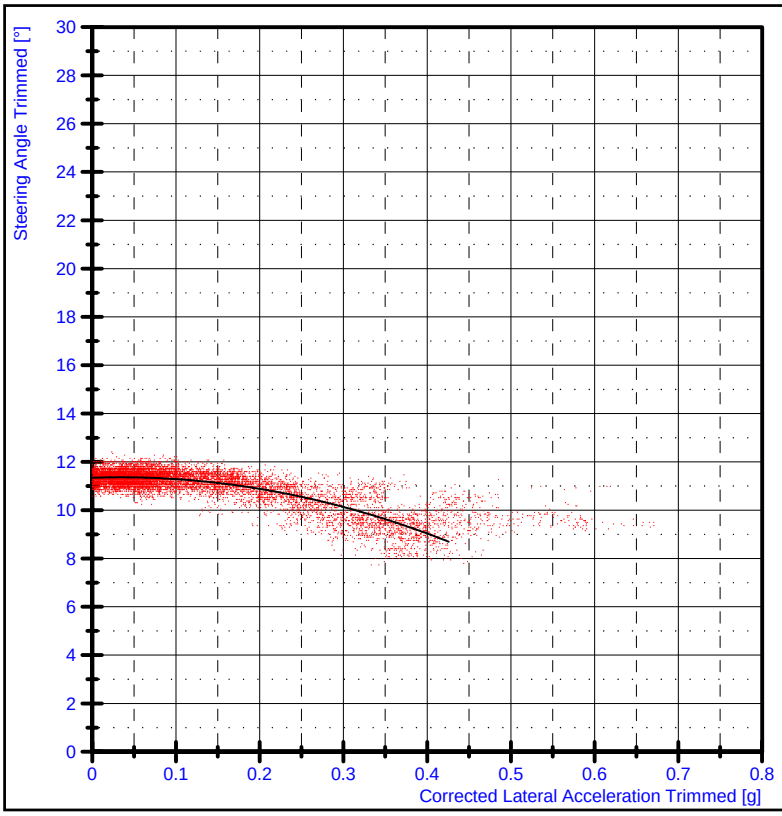
Test : Steady State Circular Behaviour
Direction : Right
Surface : Asphalt

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

Active riding: leaning to one side.
Two wheel lift occurred.

Reported Tipping Point : 0.52g
Velocity at Tipping Point : 23.4km/h
at 76.13s

Gradient : 1.209°/g
between 0.10 and 0.16g
Gradient : -5.243°/g
between 0.16 and 0.40g
Data trimmed between 0.00 and 56.56s
Transition point occurs at 0.16g



Test No. : G130486
Test Date : 26 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

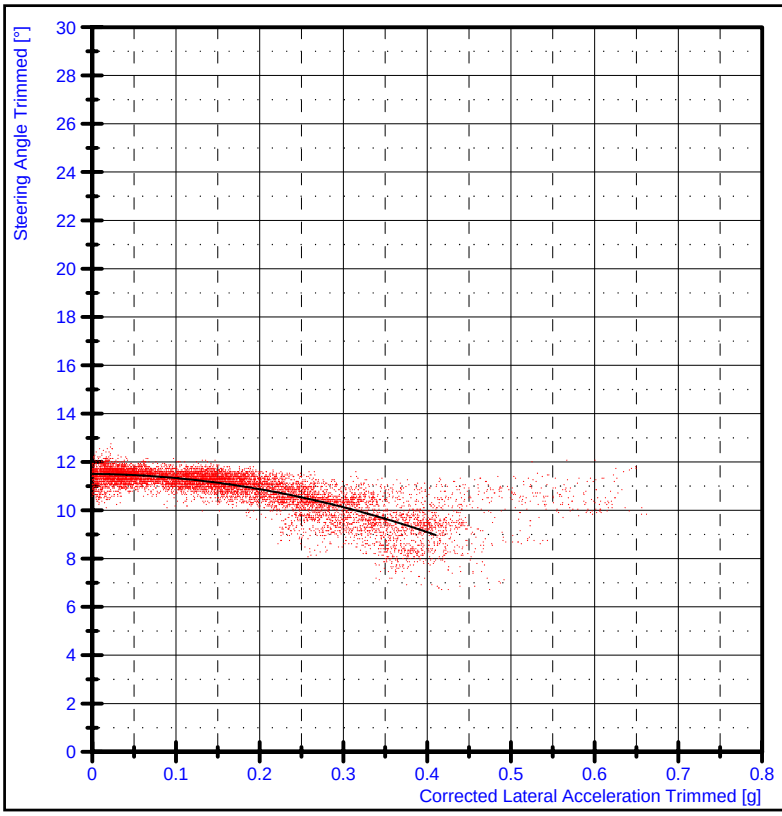
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Active riding: seated forward.
Two wheel lift occurred.

Reported Tipping Point : 0.47g
Velocity at Tipping Point : 21.7km/h
at 131.04s

Gradient : -7.511°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 95.53s
Transition point occurs at 0.03g



Test No. : G130487
Test Date : 26 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

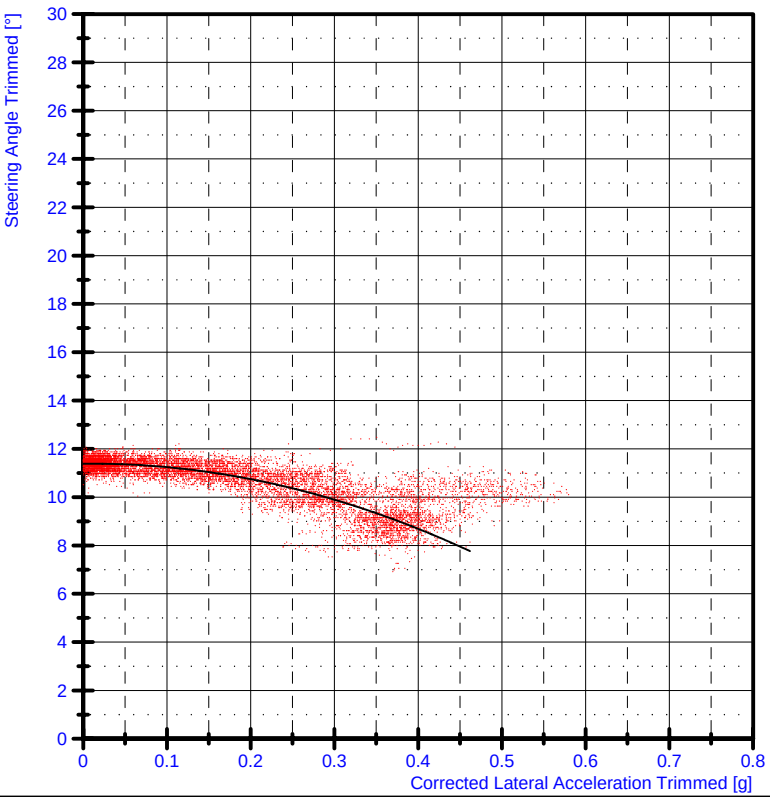
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Active riding: seated forward.
Two wheel lift occurred.

Reported Tipping Point : 0.48g
Velocity at Tipping Point : 21.2km/h
at 99.98s

Gradient : -7.452°/g
between 0.10 and 0.40g

Data trimmed between 4.94 and 84.38s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130488
Test Date : 26 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

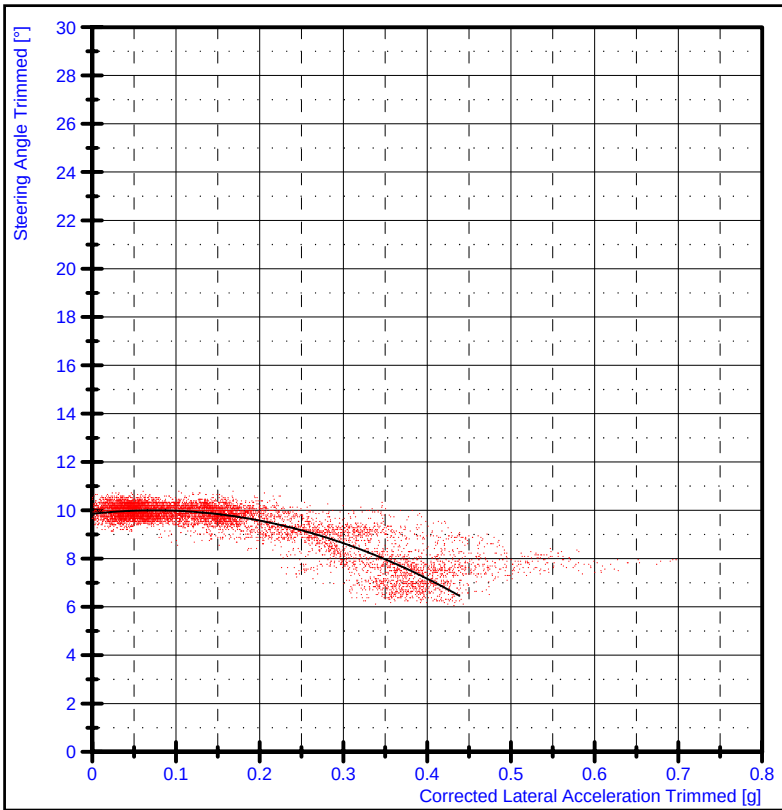
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Active riding: seated forward.
Two wheel lift occurred.

Reported Tipping Point : 0.45g
Velocity at Tipping Point : 21.6km/h
at 114.23s

Gradient : -8.525°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 86.66s
Transition point occurs at 0.00g



Test No. : G130489
Test Date : 26 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

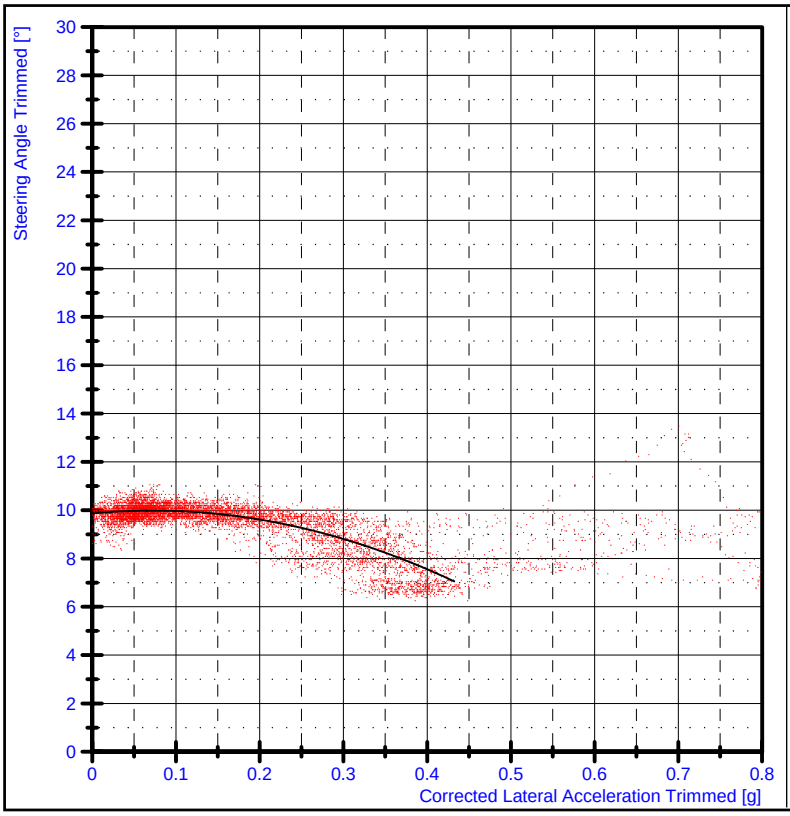
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Active riding: seated forward.
Two wheel lift occurred.

Reported Tipping Point : 0.44g
Velocity at Tipping Point : 21.5km/h
at 94.18s

Gradient : -9.369°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 76.73s
Transition point occurs at 0.07g



Test No. : G130490
Test Date : 26 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

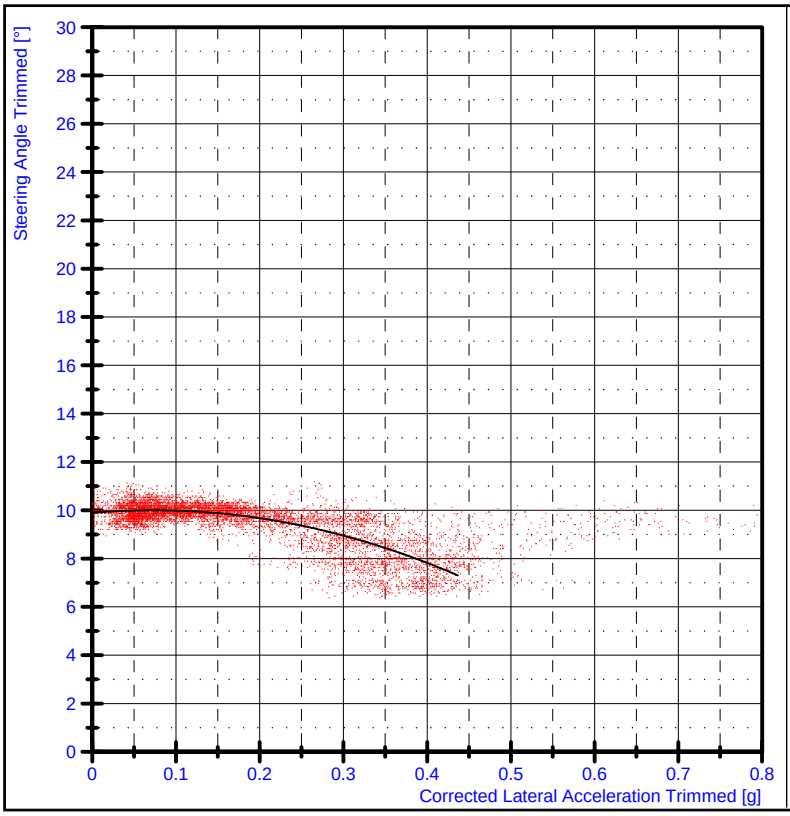
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Active riding: seated forward.
Two wheel lift occurred.

Reported Tipping Point : 0.43g
Velocity at Tipping Point : 20.8km/h
at 83.71s

Gradient : -8.031°/g
between 0.10 and 0.40g

Data trimmed between 0.91 and 67.79s
Transition point occurs at 0.07g



Test No. : G130491
Test Date : 26 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

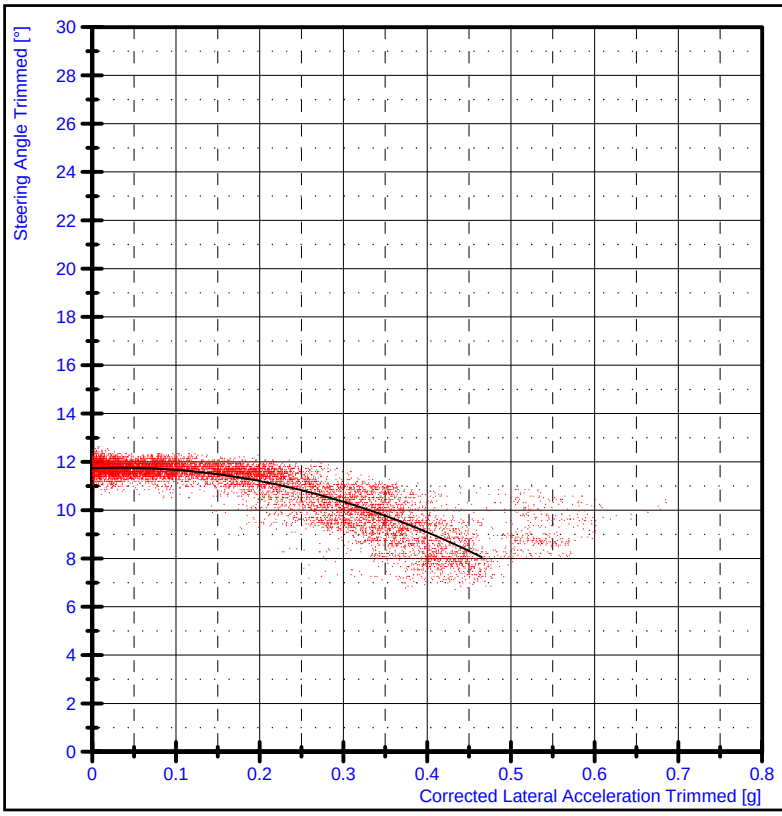
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Active riding: seated forward.
Two wheel lift occurred.

Reported Tipping Point : 0.46g
Velocity at Tipping Point : 21.2km/h
at 80.8s

Gradient : -7.228°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 60.25s
Transition point occurs at 0.07g



Test No. : G130492
Test Date : 26 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

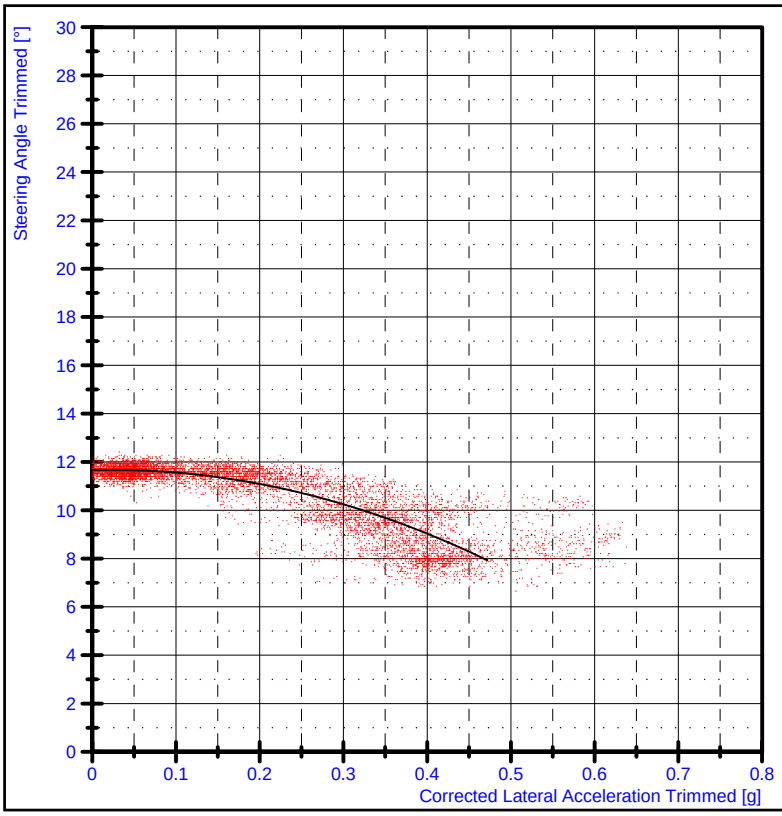
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Active riding: seated rearwards.
Two wheel lift occurred.

Reported Tipping Point : 0.46g
Velocity at Tipping Point : 22.0km/h
at 123.35s

Gradient : -8.597°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 96.02s
Transition point occurs at 0.03g



Test No. : G130493
Test Date : 26 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

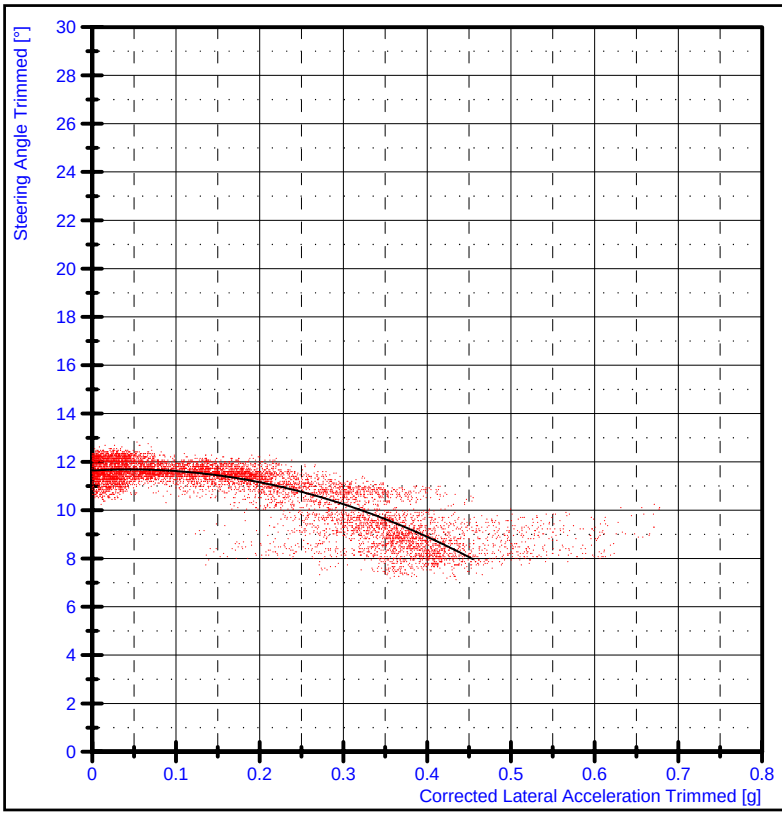
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Active riding: seated rearwards.
Two wheel lift occurred.

Reported Tipping Point : 0.47g
Velocity at Tipping Point : 21.7km/h
at 94.47s

Gradient : -8.428°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 66.76s
Transition point occurs at 0.02g



Test No. : G130494
Test Date : 26 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

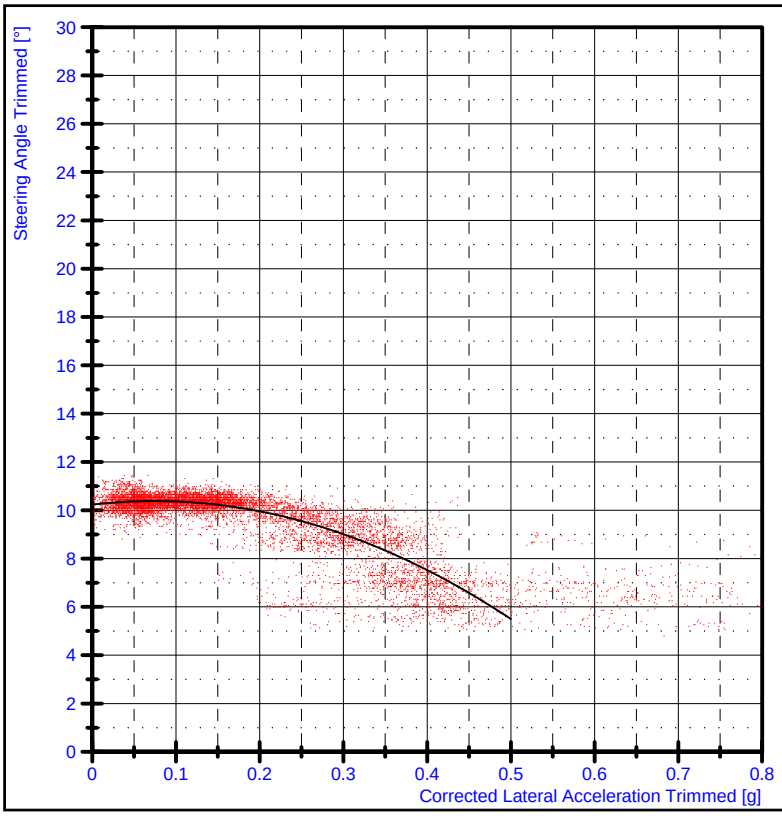
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Active riding: seated rearwards.
Two wheel lift occurred.

Reported Tipping Point : 0.47g
Velocity at Tipping Point : 22.3km/h
at 102.49s

Gradient : -9.080°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 75.57s
Transition point occurs at 0.05g



Test No. : G130495
Test Date : 26 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

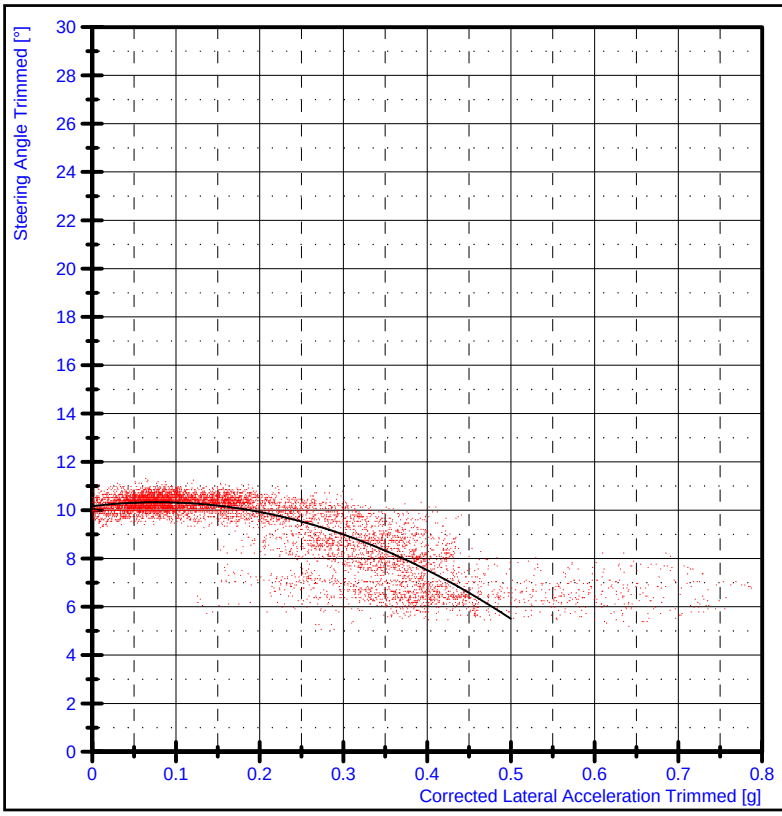
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Active riding: seated rearwards.
Two wheel lift occurred.

Reported Tipping Point : 0.51g
Velocity at Tipping Point : 21.8km/h
at 106.94s

Gradient : -9.470°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 84.25s
Transition point occurs at 0.07g



Test No. : G130496
Test Date : 26 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

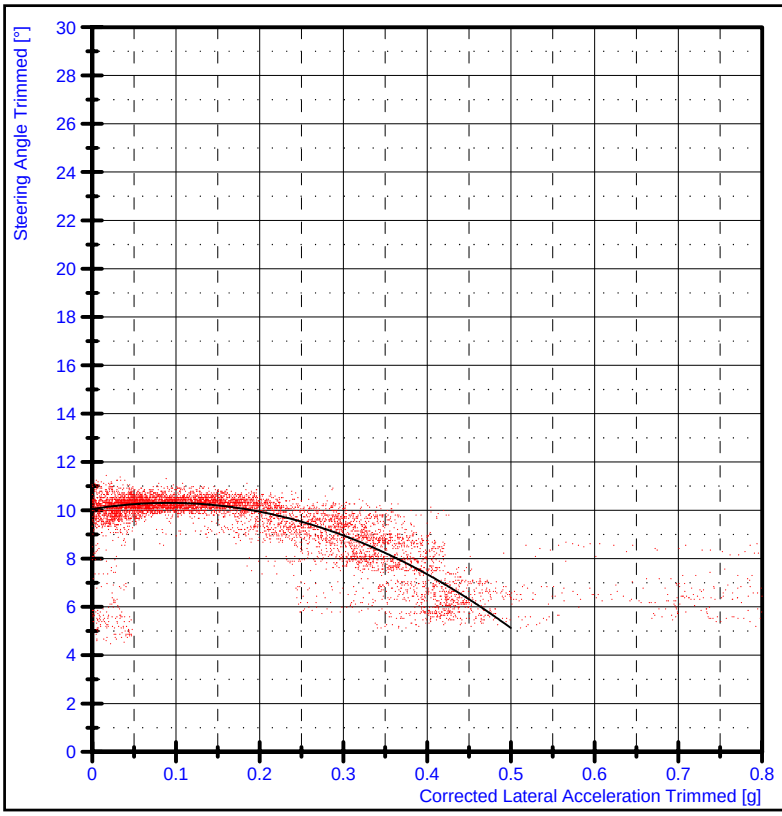
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Active riding: seated rearwards.
Two wheel lift occurred.

Reported Tipping Point : 0.46g
Velocity at Tipping Point : 22.7km/h
at 82.49s

Gradient : -9.334°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 70.72s
Transition point occurs at 0.08g



Test No. : G130497
Test Date : 26 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

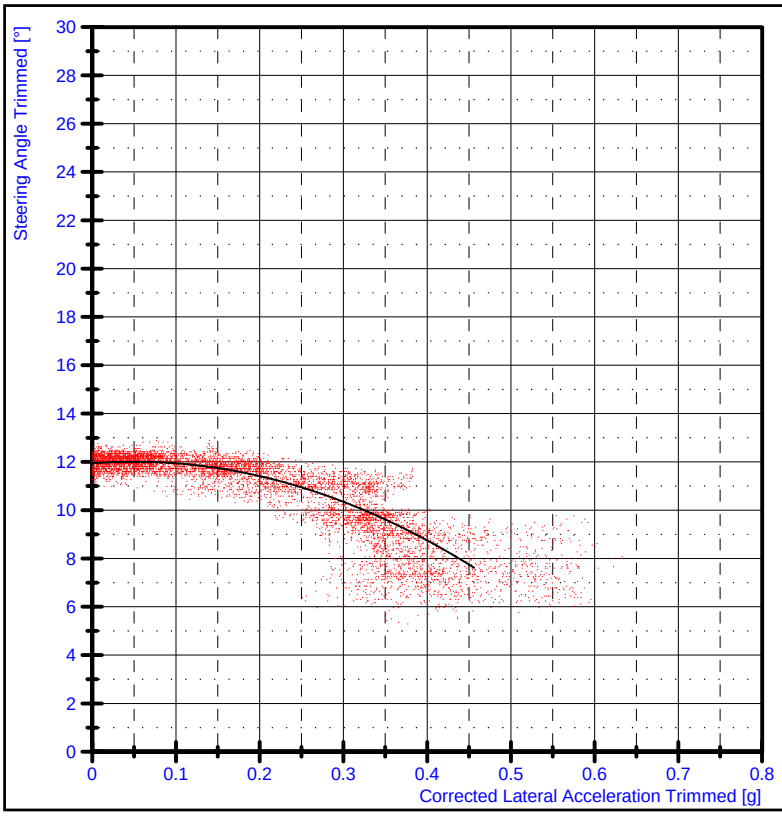
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Active riding: seated rearwards.
Two wheel lift occurred.

Reported Tipping Point : 0.50g
Velocity at Tipping Point : 21.8km/h
at 75.23s

Gradient : -9.877°/g
between 0.10 and 0.40g

Data trimmed between 1.91 and 70.10s
Transition point occurs at 0.09g



Test No. : G130498
Test Date : 27 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

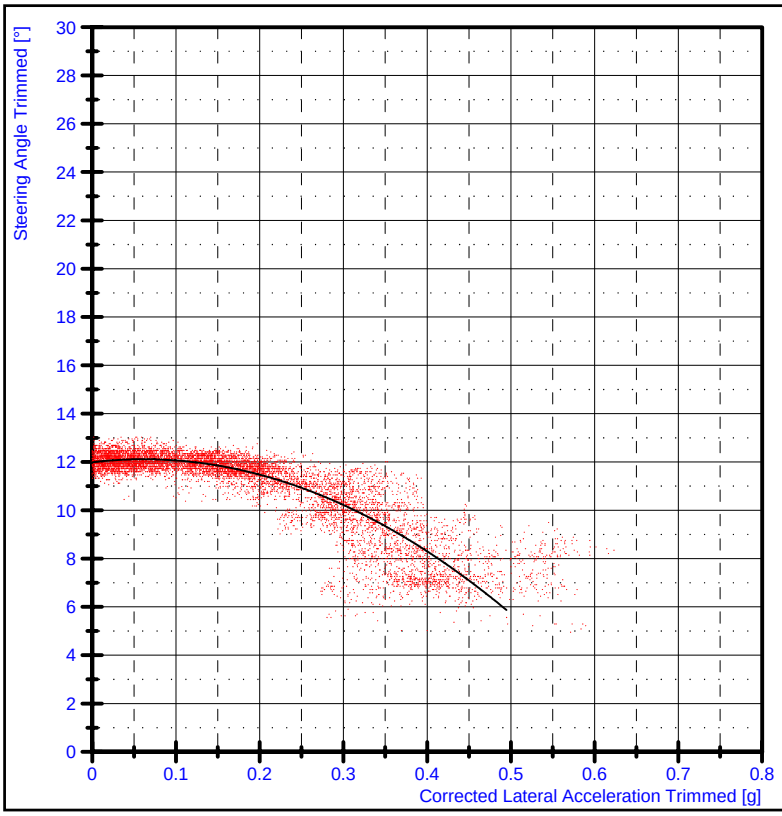
Front Load : N/A
Rear Load : 30kg
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.46g
Velocity at Tipping Point : 21.3km/h
at 83.65s

Gradient : -10.649°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 58.81s
Transition point occurs at 0.05g



Test No. : G130499
Test Date : 27 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

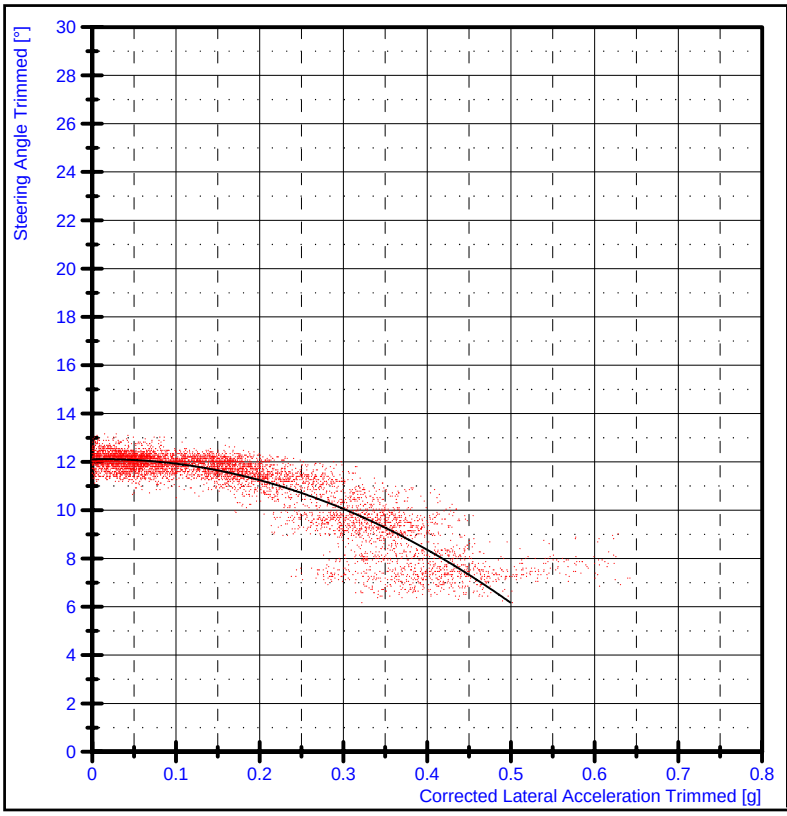
Front Load : N/A
Rear Load : 30kg
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.45g
Velocity at Tipping Point : 21.5km/h
at 94.64s

Gradient : -12.554°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 78.55s
Transition point occurs at 0.06g



Test No. : G130500
Test Date : 27 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

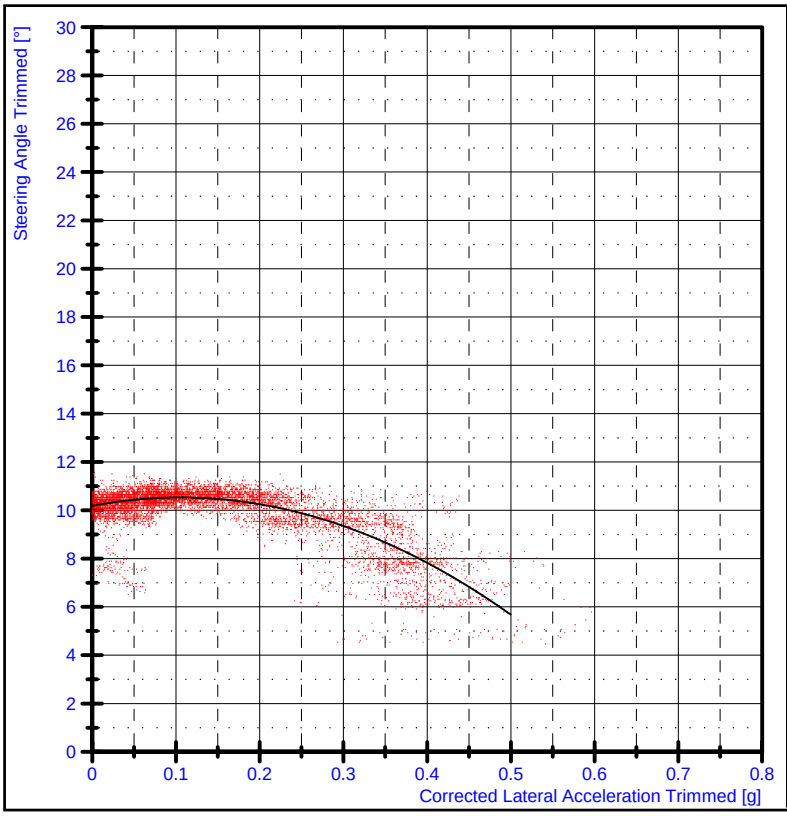
Front Load : N/A
Rear Load : 30kg
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.47g
Velocity at Tipping Point : 21.4km/h
at 75.84s

Gradient : -11.884°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 63.30s
Transition point occurs at 0.01g



Test No. : G130501
Test Date : 27 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

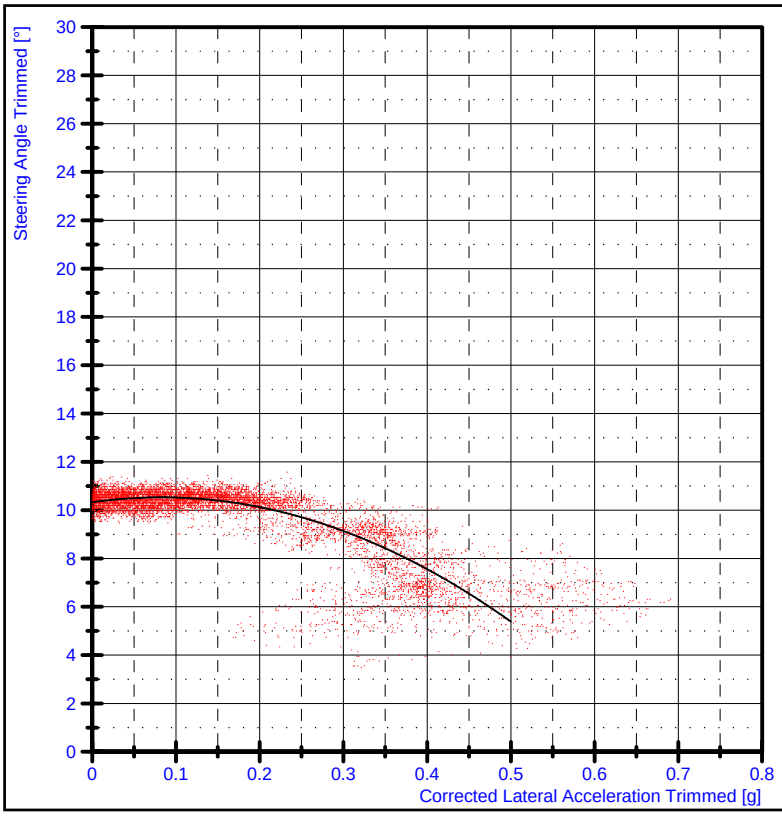
Test : Steady State Circular Behaviour
Direction : Right
Surface : Asphalt

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

Two wheel lift occurred.

Reported Tipping Point : 0.46g
Velocity at Tipping Point : 21.4km/h
at 81.48s

Gradient : 0.147°/g
between 0.10 and 0.11g
Gradient : -9.216°/g
between 0.11 and 0.40g
Data trimmed between 1.33 and 78.86s
Transition point occurs at 0.11g



Test No. : G130502
Test Date : 27 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

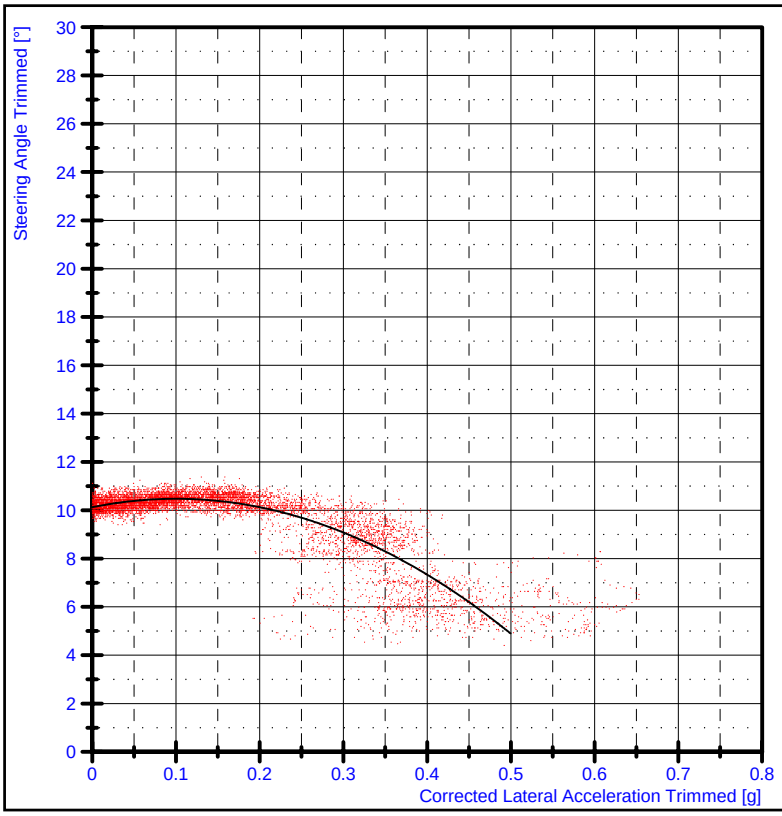
Front Load : N/A
Rear Load : 30kg
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.47g
Velocity at Tipping Point : 22.7km/h
at 88.4s

Gradient : -9.899°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 75.49s
Transition point occurs at 0.08g



Test No. : G130503
Test Date : 27 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

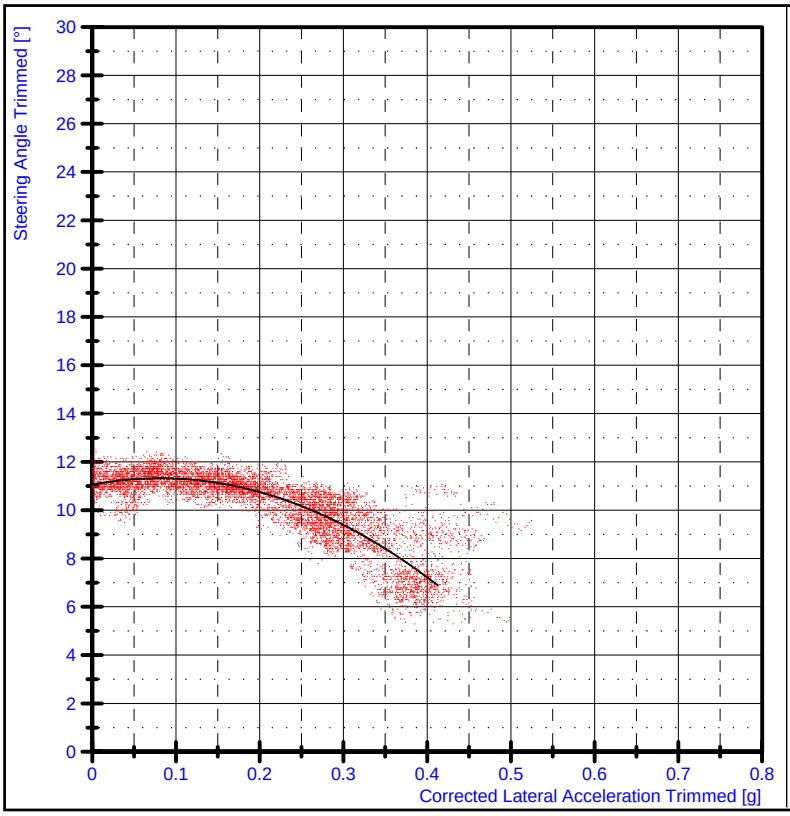
Test : Steady State Circular Behaviour
Direction : Right
Surface : Asphalt

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

Two wheel lift occurred.

Reported Tipping Point : 0.47g
Velocity at Tipping Point : 21.6km/h
at 81.12s

Gradient : 0.000°/g
between 0.10 and 0.10g
Gradient : -10.514°/g
between 0.10 and 0.40g
Data trimmed between 0.00 and 72.29s
Transition point occurs at 0.10g



Test No. : G130510
Test Date : 28 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

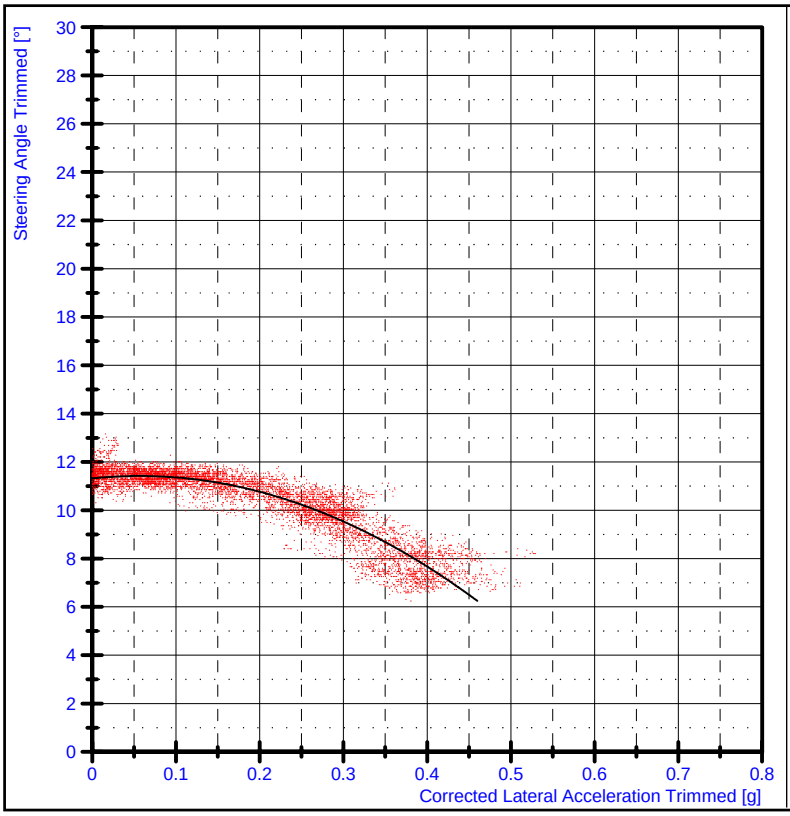
Front Load : 15kg
Rear Load : 30kg
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.45g
Velocity at Tipping Point : 21.1km/h
at 80.86s

Gradient : -13.633°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 70.38s
Transition point occurs at 0.08g



Test No. : G130511
Test Date : 28 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

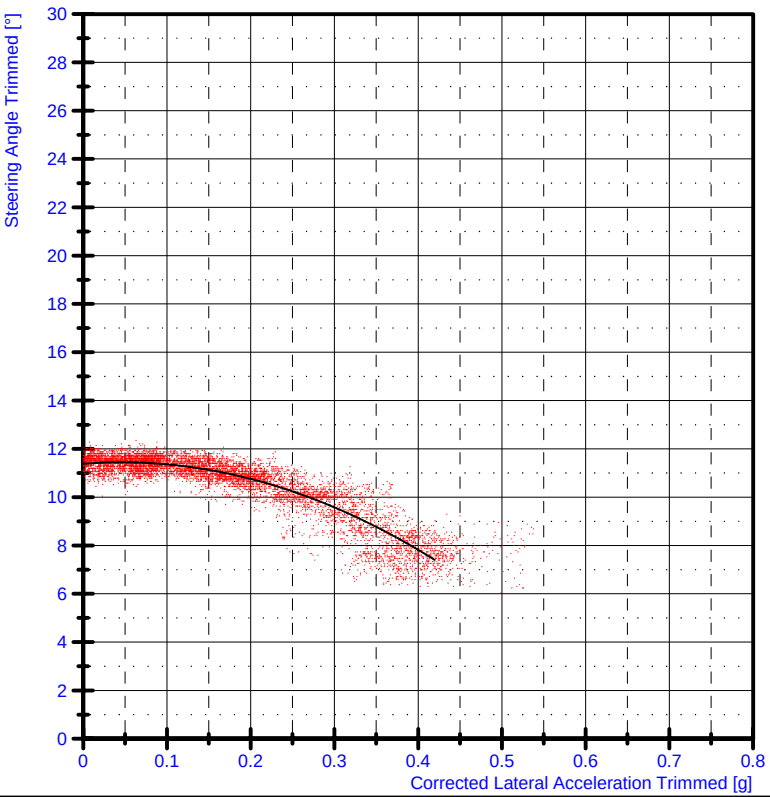
Front Load : 15kg
Rear Load : 30kg
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.45g
Velocity at Tipping Point : 21.2km/h
at 81.47s

Gradient : -12.326°/g
between 0.10 and 0.40g

Data trimmed between 2.23 and 69.25s
Transition point occurs at 0.06g



Test No. : G130512
Test Date : 28 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

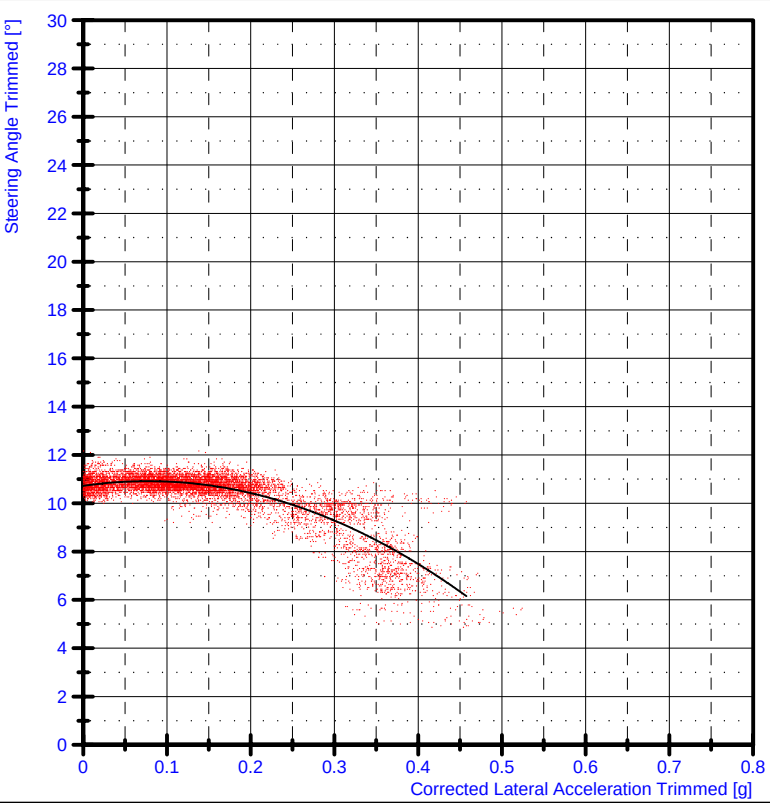
Front Load : 15kg
Rear Load : 30kg
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.46g
Velocity at Tipping Point : 21.6km/h
at 82.11s

Gradient : -11.799°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 72.05s
Transition point occurs at 0.05g



Test No. : G130513
Test Date : 28 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

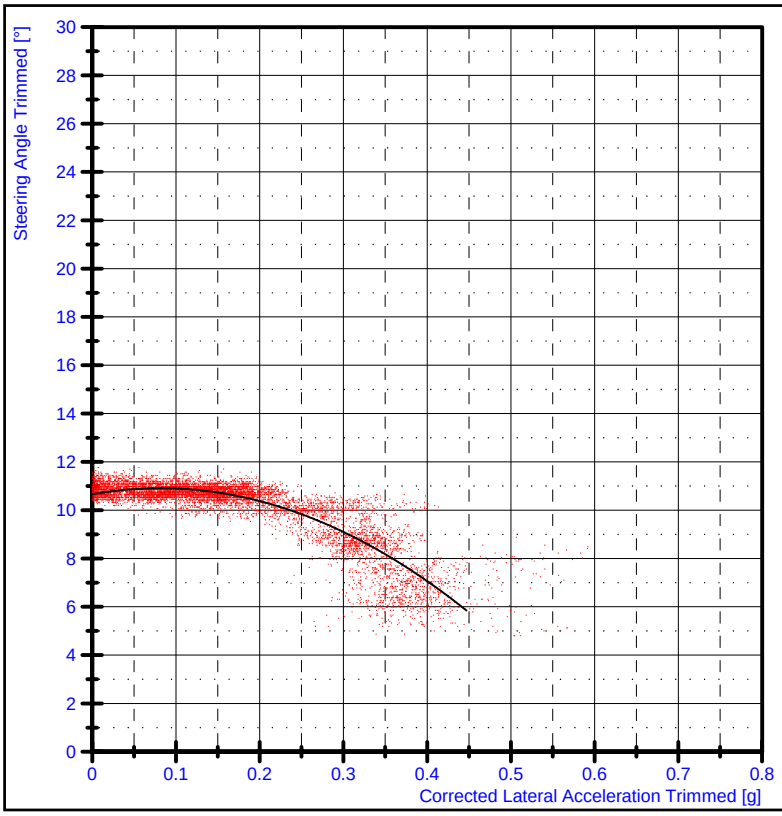
Front Load : 15kg
Rear Load : 30kg
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.41g
Velocity at Tipping Point : 20.8km/h
at 106.5s

Gradient : -11.392°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 86.12s
Transition point occurs at 0.08g



Test No. : G130514
Test Date : 28 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

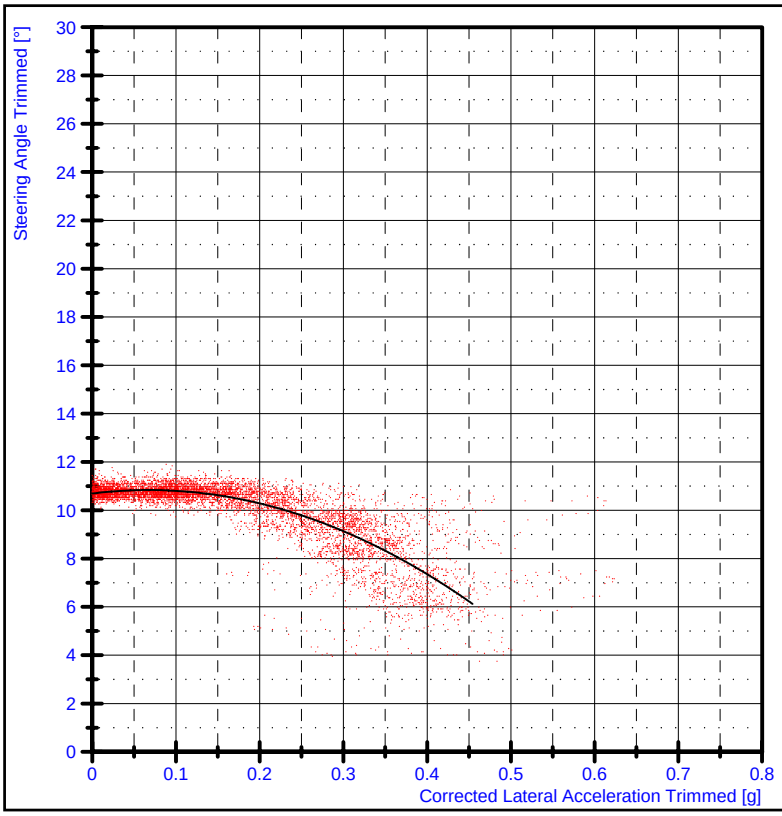
Front Load : 15kg
Rear Load : 30kg
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.42g
Velocity at Tipping Point : 21.0km/h
at 100.37s

Gradient : -12.805°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 79.21s
Transition point occurs at 0.08g



Test No. : G130515
Test Date : 28 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

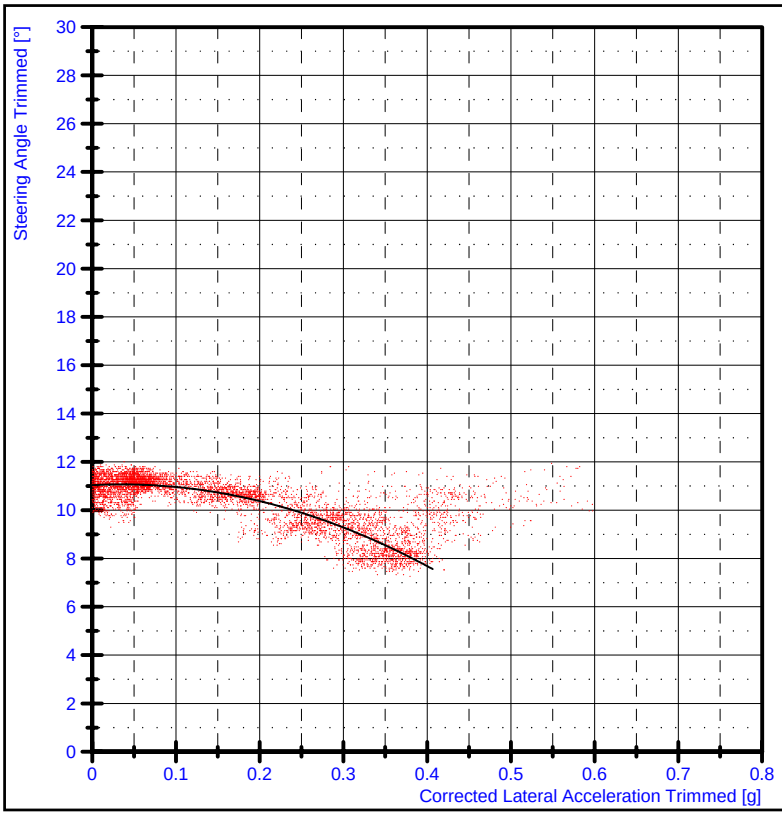
Front Load : 15kg
Rear Load : 30kg
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.45g
Velocity at Tipping Point : 21.0km/h
at 91.05s

Gradient : -11.508°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 71.16s
Transition point occurs at 0.07g



Test No. : G130522
Test Date : 28 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

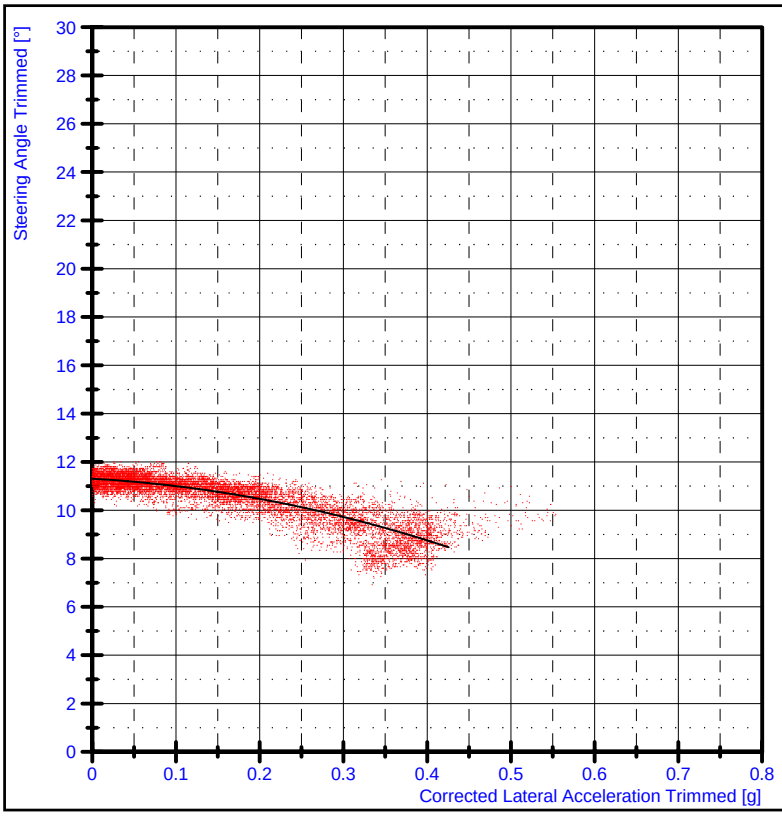
Front Load : 15kg
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.42g
Velocity at Tipping Point : 21.0km/h
at 65.83s

Gradient : -10.921°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 57.20s
Transition point occurs at 0.04g



Test No. : G130523
Test Date : 28 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

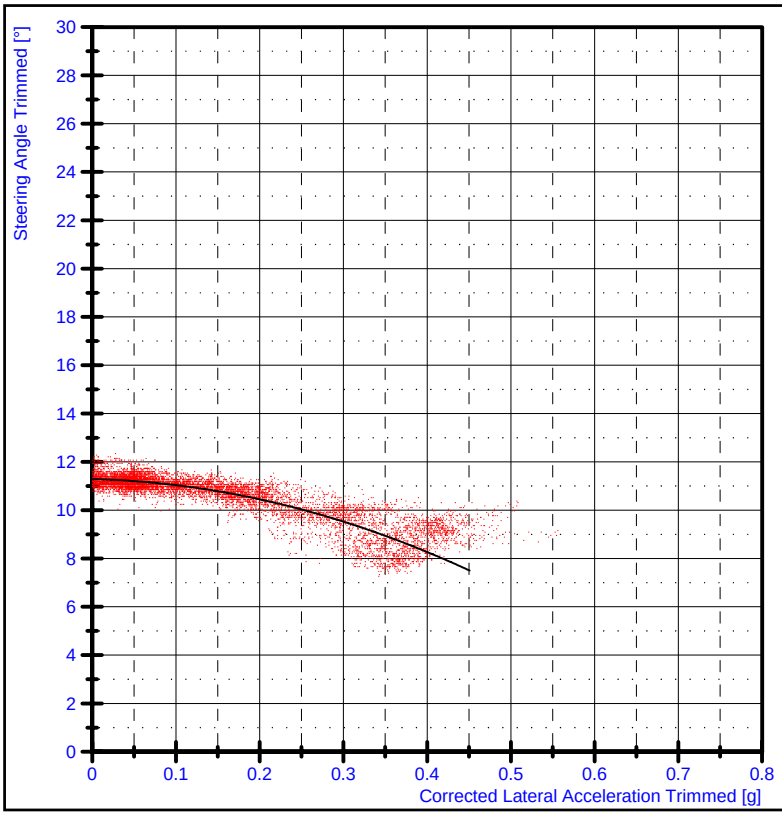
Front Load : 15kg
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.42g
Velocity at Tipping Point : 21.7km/h
at 116.71s

Gradient : -7.494°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 98.41s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130524
Test Date : 28 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

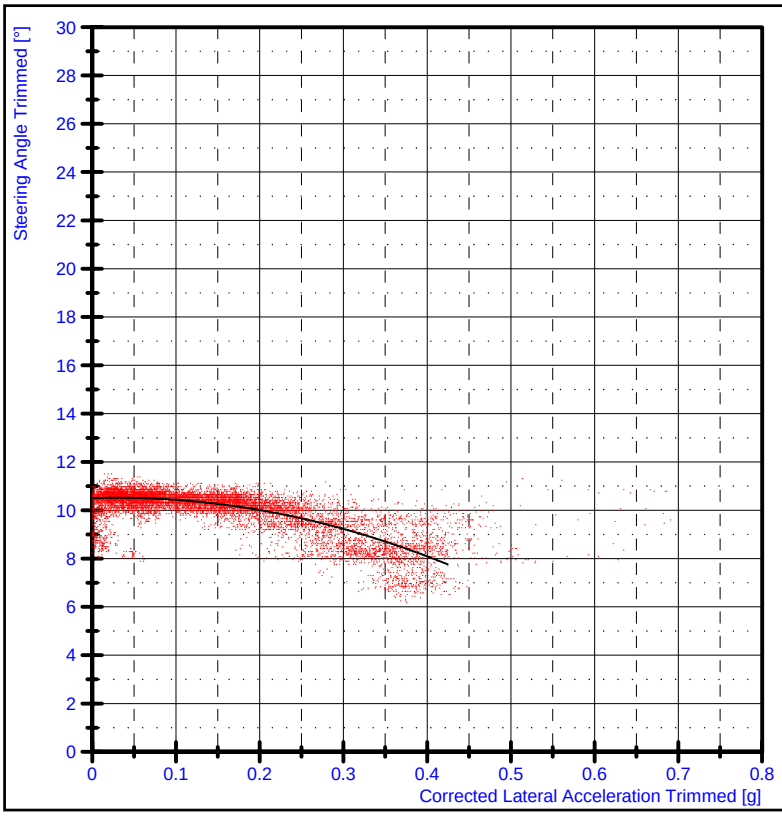
Front Load : 15kg
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.45g
Velocity at Tipping Point : 21.5km/h
at 87.94s

Gradient : -9.235°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 76.74s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130525
Test Date : 28 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

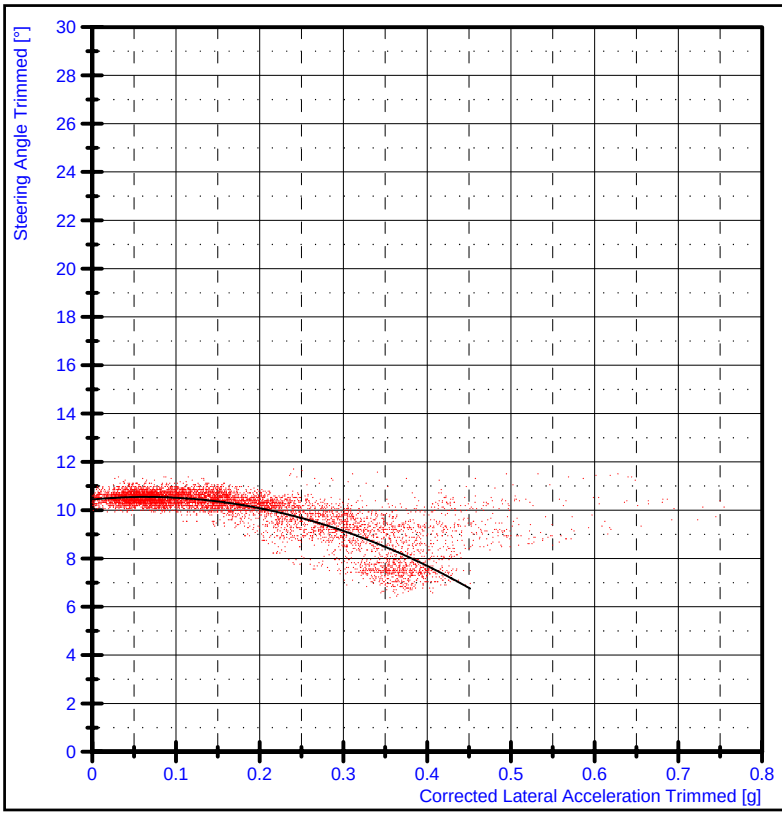
Front Load : 15kg
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.45g
Velocity at Tipping Point : 21.5km/h
at 106.5s

Gradient : -7.800°/g
between 0.10 and 0.40g

Data trimmed between 2.53 and 94.86s
Transition point occurs at 0.03g



Test No. : G130526
Test Date : 28 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

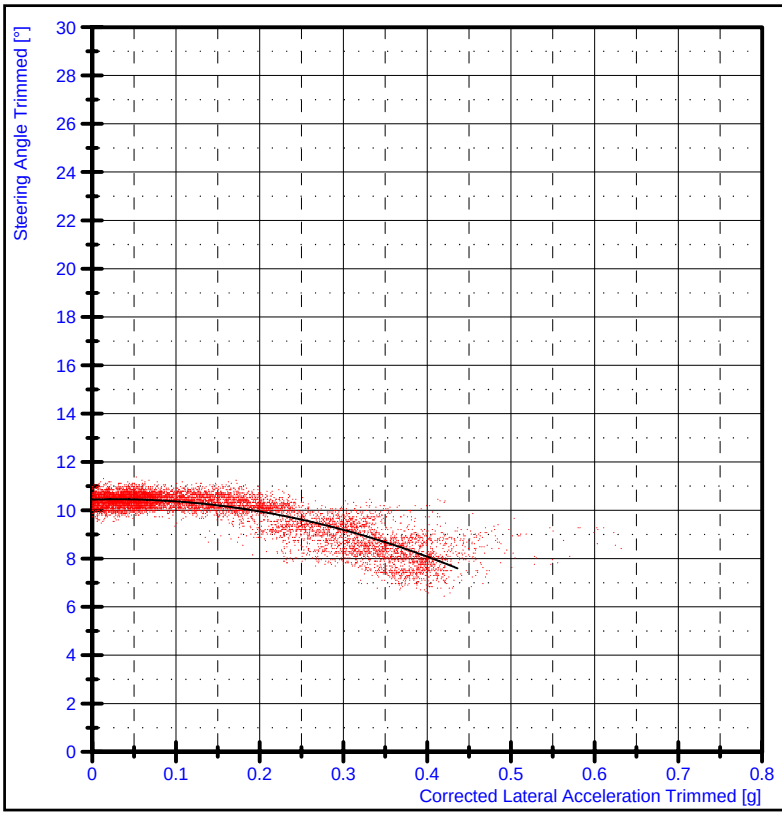
Front Load : 15kg
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.46g
Velocity at Tipping Point : 21.2km/h
at 88.26s

Gradient : -9.414°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 70.23s
Transition point occurs at 0.06g



Test No. : G130527
Test Date : 28 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

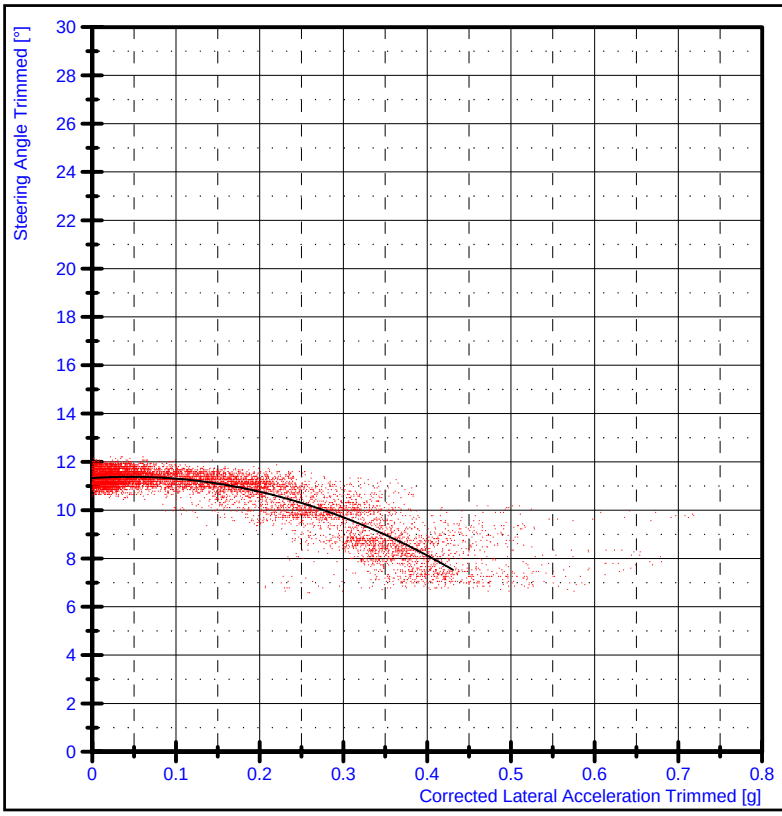
Front Load : 15kg
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.43g
Velocity at Tipping Point : 21.2km/h
at 97.72s

Gradient : -7.626°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 81.89s
Transition point occurs at 0.03g



Test No. : G130534
Test Date : 28 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

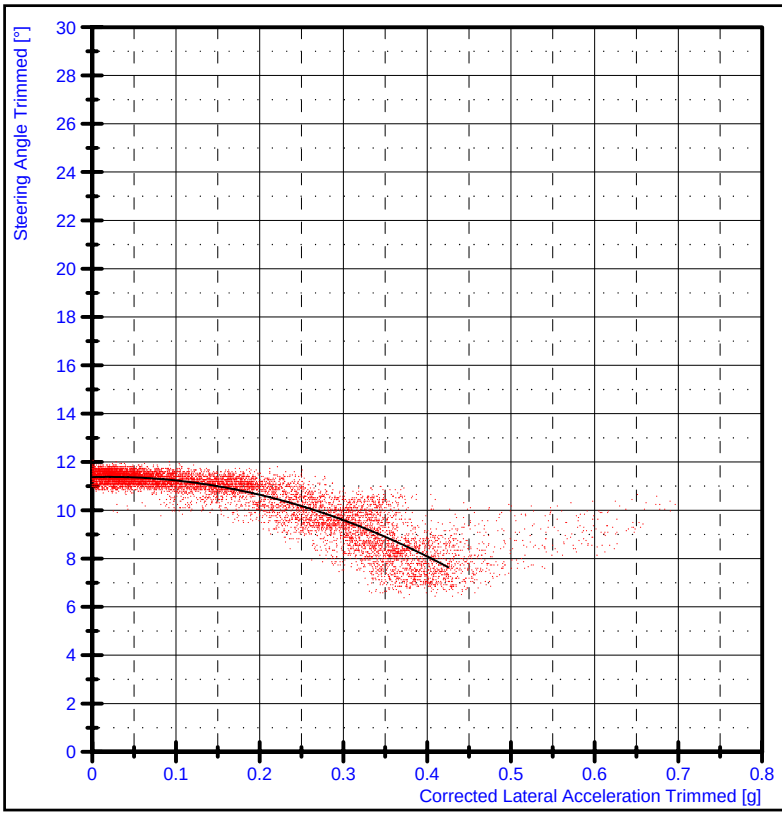
Front Load : N/A
Rear Load : N/A
Crush Protection Device : Lifeguard

Two wheel lift occurred.

Reported Tipping Point : 0.45g
Velocity at Tipping Point : 21.4km/h
at 97.03s

Gradient : -10.614°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 82.21s
Transition point occurs at 0.05g



Test No. : G130535
Test Date : 28 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

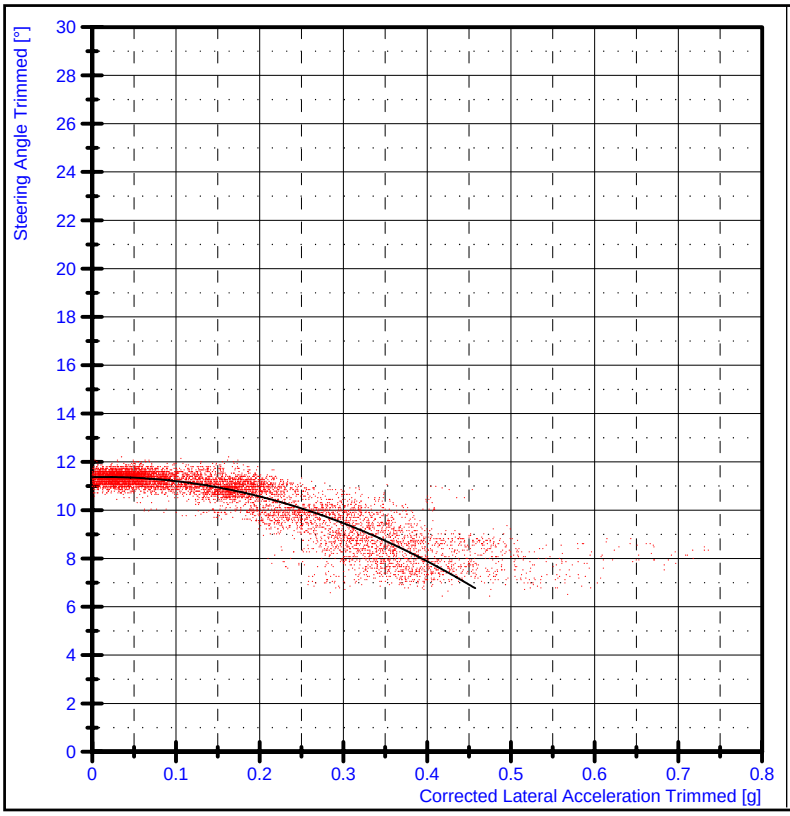
Front Load : N/A
Rear Load : N/A
Crush Protection Device : Lifeguard

Two wheel lift occurred.

Reported Tipping Point : 0.46g
Velocity at Tipping Point : 20.9km/h
at 106.36s

Gradient : -10.483°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 82.40s
Transition point occurs at 0.02g



Test No. : G130536
Test Date : 28 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

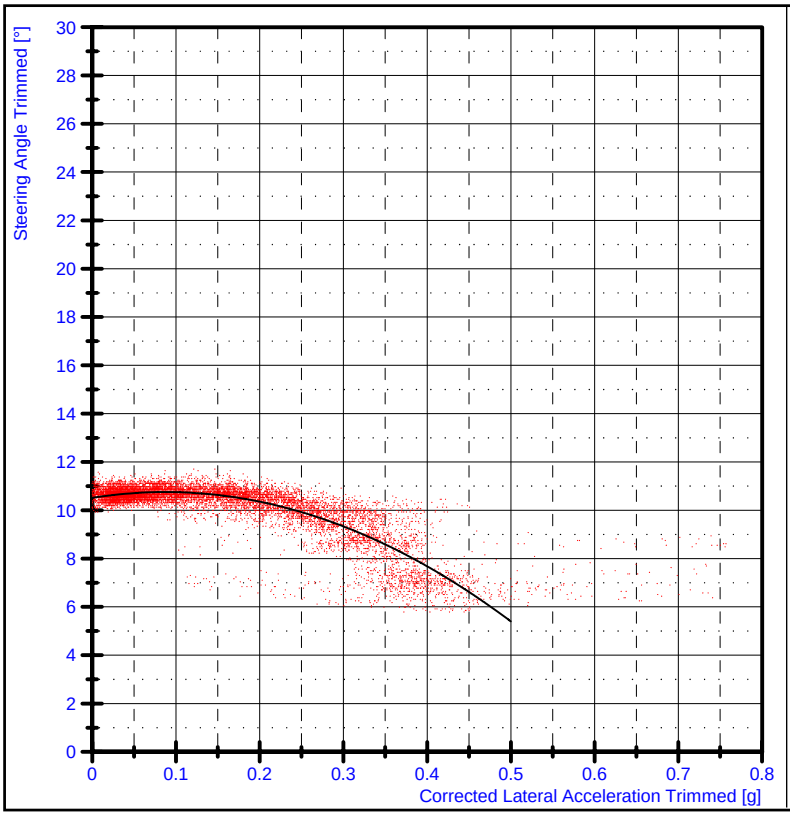
Front Load : N/A
Rear Load : N/A
Crush Protection Device : Lifeguard

Two wheel lift occurred.

Reported Tipping Point : 0.46g
Velocity at Tipping Point : 21.9km/h
at 92.49s

Gradient : -11.067°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 74.88s
Transition point occurs at 0.02g



Test No. : G130537
Test Date : 28 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

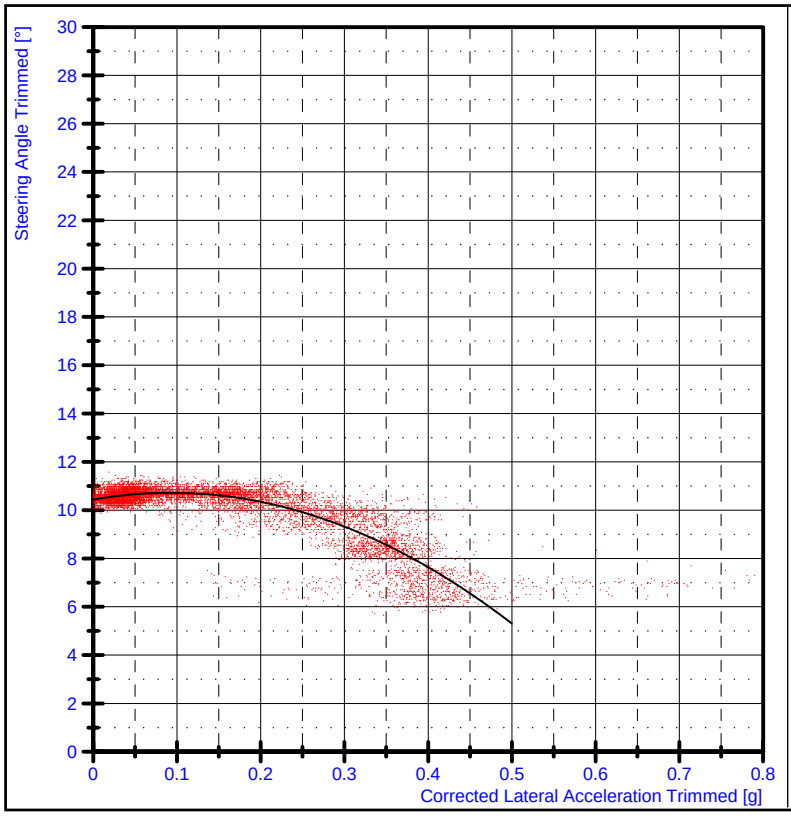
Front Load : N/A
Rear Load : N/A
Crush Protection Device : Lifeguard

Two wheel lift occurred.

Reported Tipping Point : 0.43g
Velocity at Tipping Point : 21.4km/h
at 116.11s

Gradient : -10.255°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 102.89s
Transition point occurs at 0.09g



Test No. : G130538
Test Date : 28 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

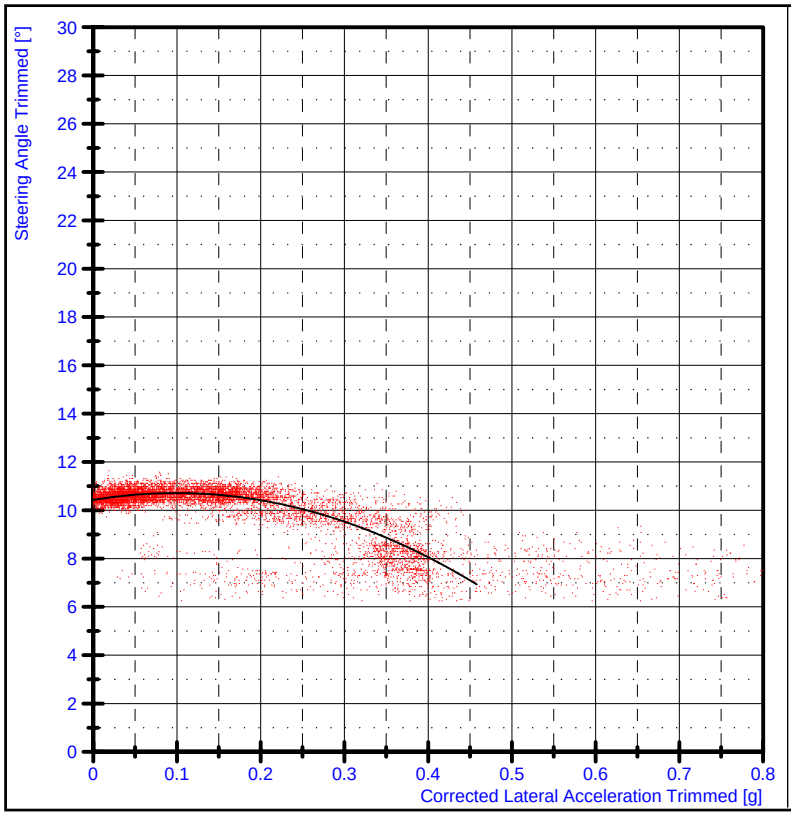
Front Load : N/A
Rear Load : N/A
Crush Protection Device : Lifeguard

Two wheel lift occurred.

Reported Tipping Point : 0.46g
Velocity at Tipping Point : 21.6km/h
at 98.87s

Gradient : -10.273°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 87.91s
Transition point occurs at 0.09g



Test No. : G130539
Test Date : 28 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

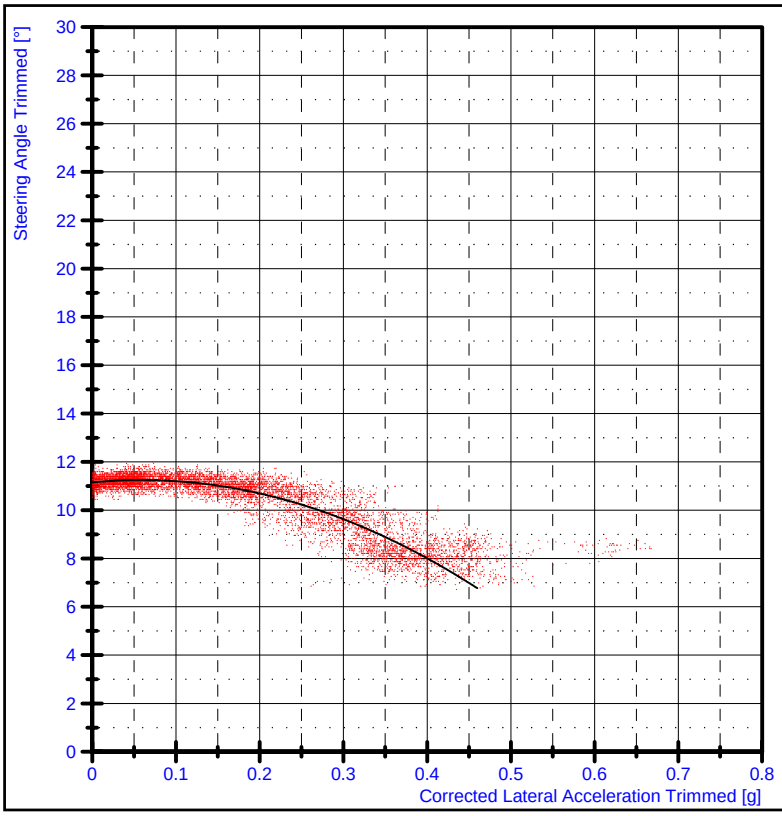
Front Load : N/A
Rear Load : N/A
Crush Protection Device : Lifeguard

Two wheel lift occurred.

Reported Tipping Point : 0.46g
Velocity at Tipping Point : 22.6km/h
at 98.61s

Gradient : -8.877°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 79.59s
Transition point occurs at 0.10g



Test No. : G130546
Test Date : 28 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

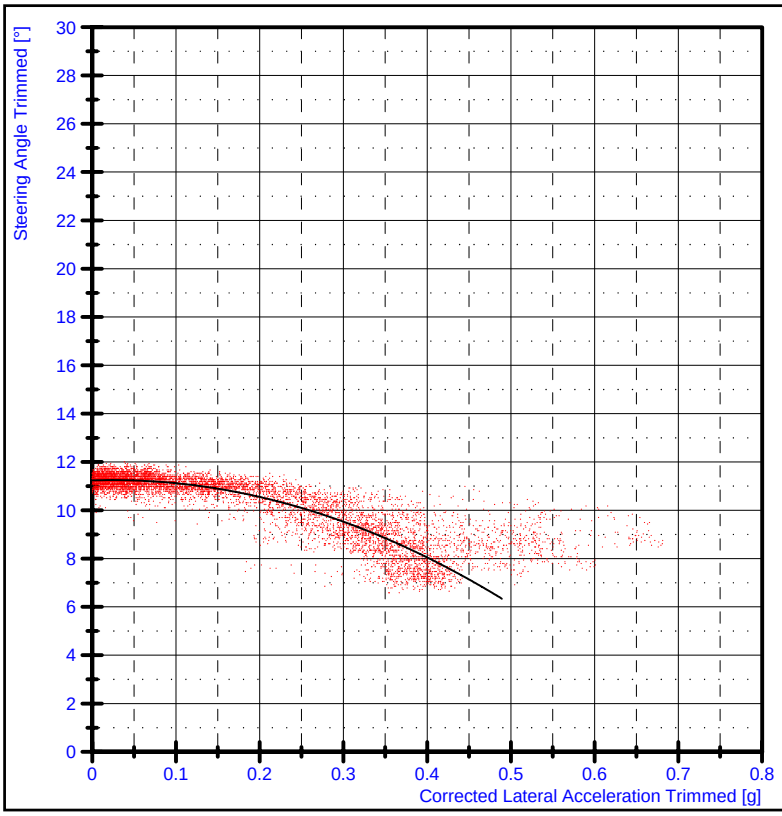
Front Load : N/A
Rear Load : N/A
Crush Protection Device : Quadbar

Two wheel lift occurred.

Reported Tipping Point : 0.44g
Velocity at Tipping Point : 22.4km/h
at 82.24s

Gradient : -10.643°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 66.47s
Transition point occurs at 0.06g



Test No. : G130547
Test Date : 28 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

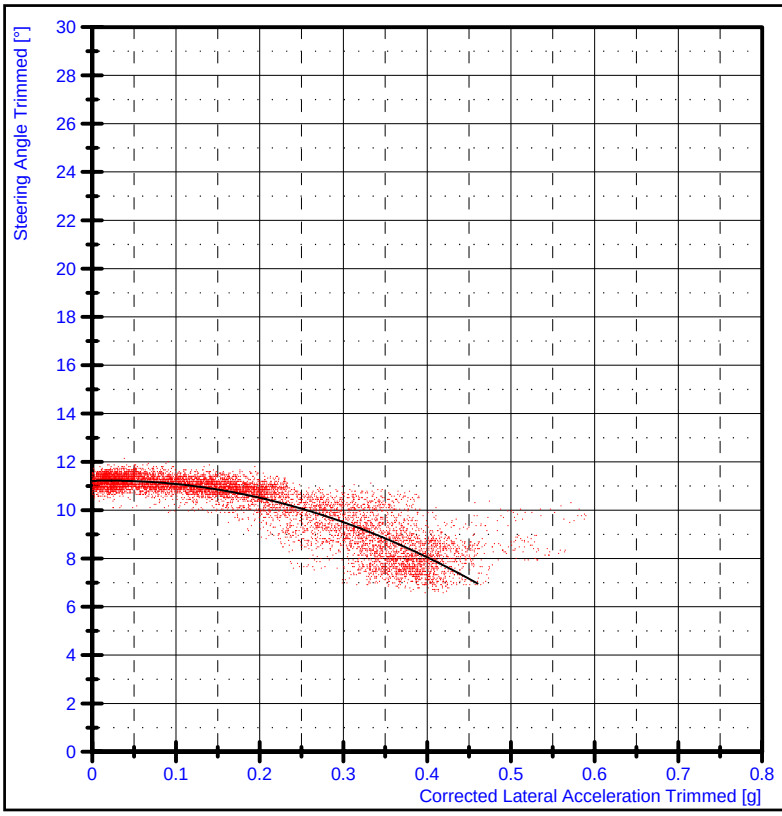
Front Load : N/A
Rear Load : N/A
Crush Protection Device : Quadbar

Two wheel lift occurred.

Reported Tipping Point : 0.47g
Velocity at Tipping Point : 22.3km/h
at 78.13s

Gradient : -10.251°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 66.41s
Transition point occurs at 0.03g



Test No. : G130548
Test Date : 28 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

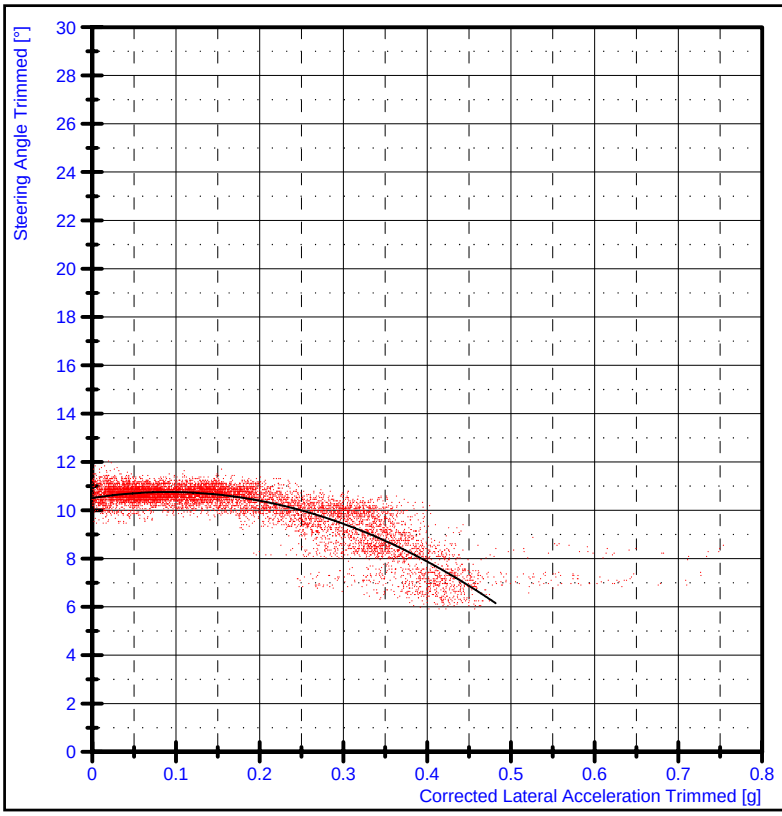
Front Load : N/A
Rear Load : N/A
Crush Protection Device : Quadbar

Two wheel lift occurred.

Reported Tipping Point : 0.44g
Velocity at Tipping Point : 21.4km/h
at 93.99s

Gradient : -10.123°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 77.50s
Transition point occurs at 0.02g



Test No. : G130549
Test Date : 28 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

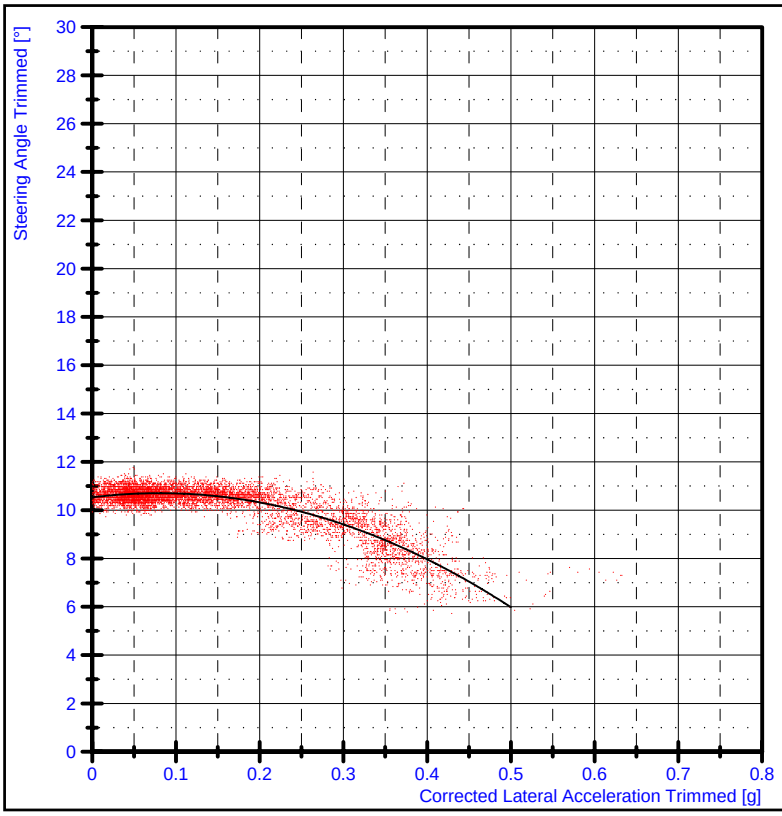
Front Load : N/A
Rear Load : N/A
Crush Protection Device : Quadbar

Two wheel lift occurred.

Reported Tipping Point : 0.46g
Velocity at Tipping Point : 21.7km/h
at 109.71s

Gradient : -9.599°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 98.40s
Transition point occurs at 0.09g



Test No. : G130550
Test Date : 28 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

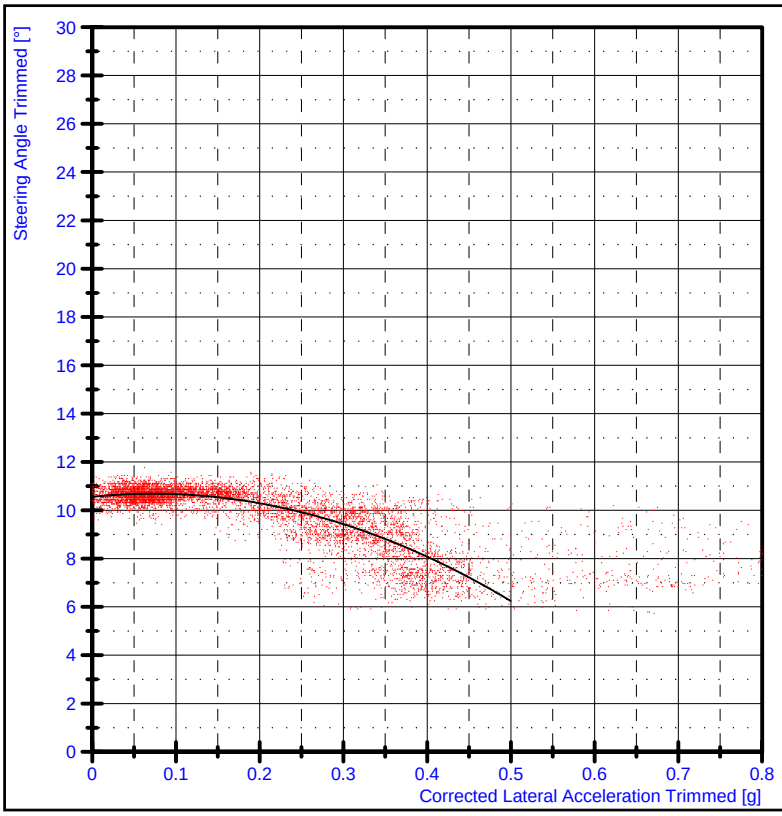
Front Load : N/A
Rear Load : N/A
Crush Protection Device : Quadbar

Two wheel lift occurred.

Reported Tipping Point : 0.44g
Velocity at Tipping Point : 21.5km/h
at 88.93s

Gradient : -9.117°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 75.62s
Transition point occurs at 0.08g



Test No. : G130551
Test Date : 28 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

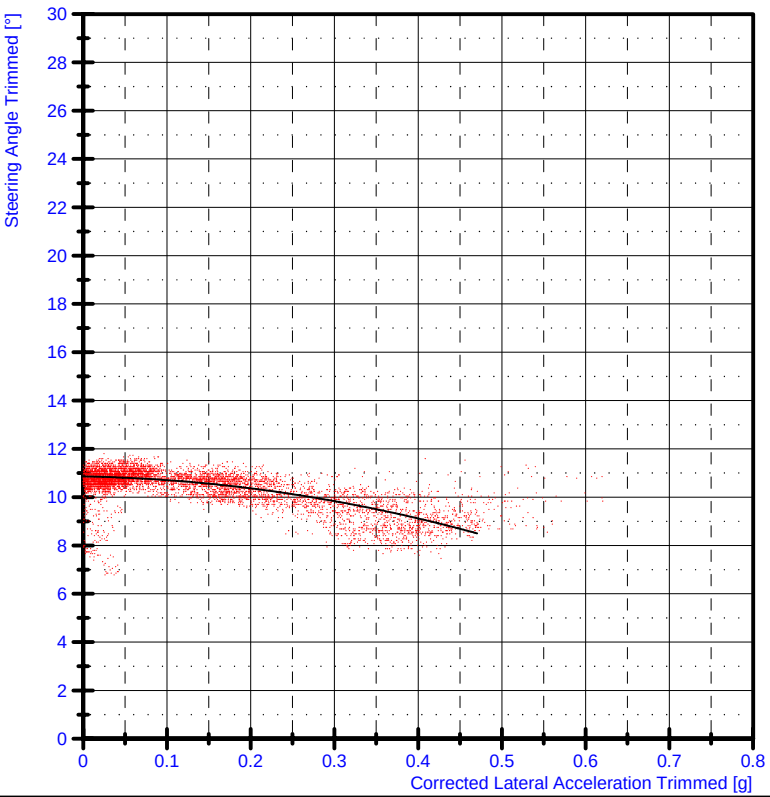
Front Load : N/A
Rear Load : N/A
Crush Protection Device : Quadbar

Two wheel lift occurred.

Reported Tipping Point : 0.50g
Velocity at Tipping Point : 22.6km/h
at 87.58s

Gradient : -8.633°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 68.91s
Transition point occurs at 0.07g



Test No. : G130558
Test Date : 29 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

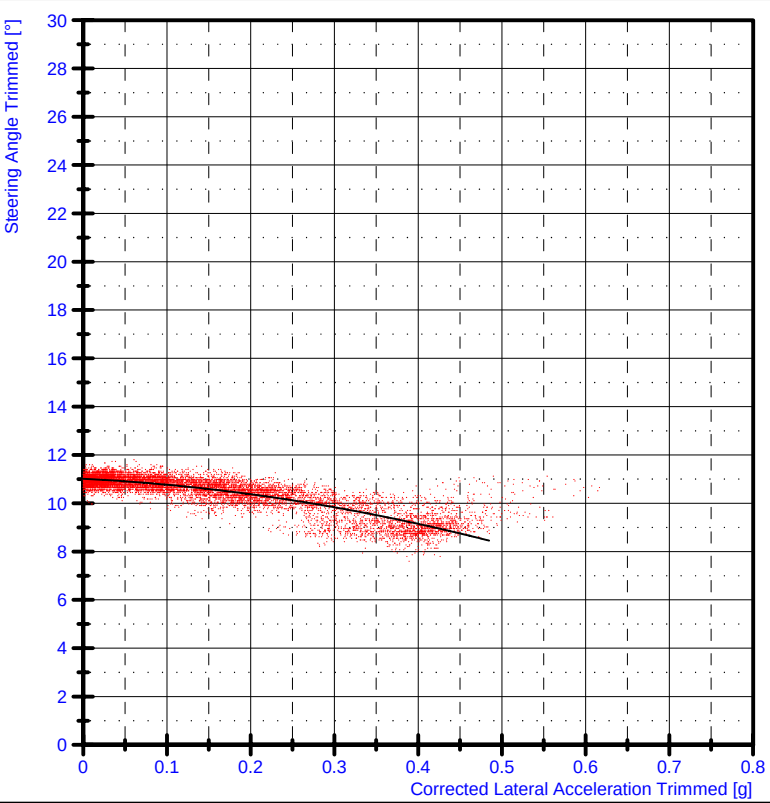
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Tyres at higher pressure (70 kpa).
Two wheel lift occurred.

Reported Tipping Point : 0.49g
Velocity at Tipping Point : 21.7km/h
at 66.54s

Gradient : -5.296°/g
between 0.10 and 0.40g

Data trimmed between 1.62 and 58.64s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130559
Test Date : 29 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

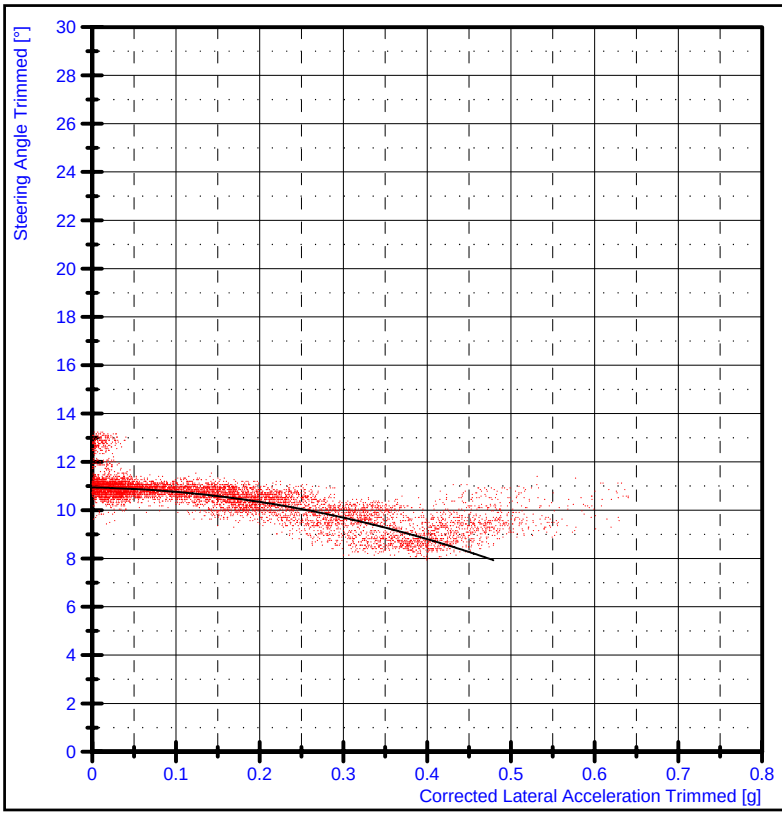
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Tyres at higher pressure (70 kpa).
Two wheel lift occurred.

Reported Tipping Point : 0.47g
Velocity at Tipping Point : 22.0km/h
at 109.48s

Gradient : -5.394°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 92.35s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130560
Test Date : 29 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

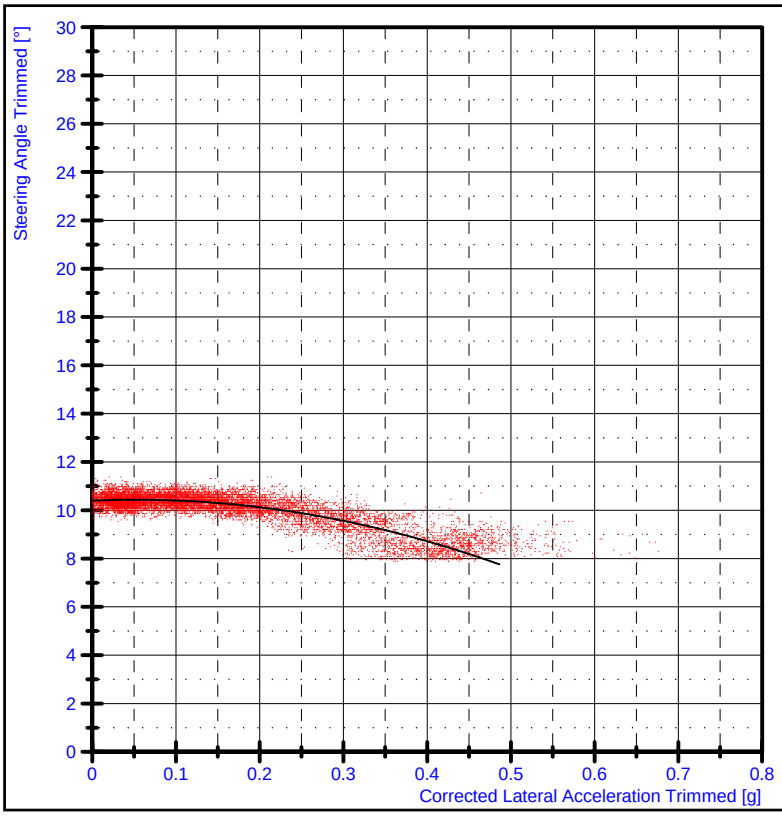
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Tyres at higher pressure (70 kpa).
Two wheel lift occurred.

Reported Tipping Point : 0.48g
Velocity at Tipping Point : 22.5km/h
at 81.92s

Gradient : -6.521°/g
between 0.10 and 0.40g

Data trimmed between 3.78 and 72.57s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130561
Test Date : 29 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

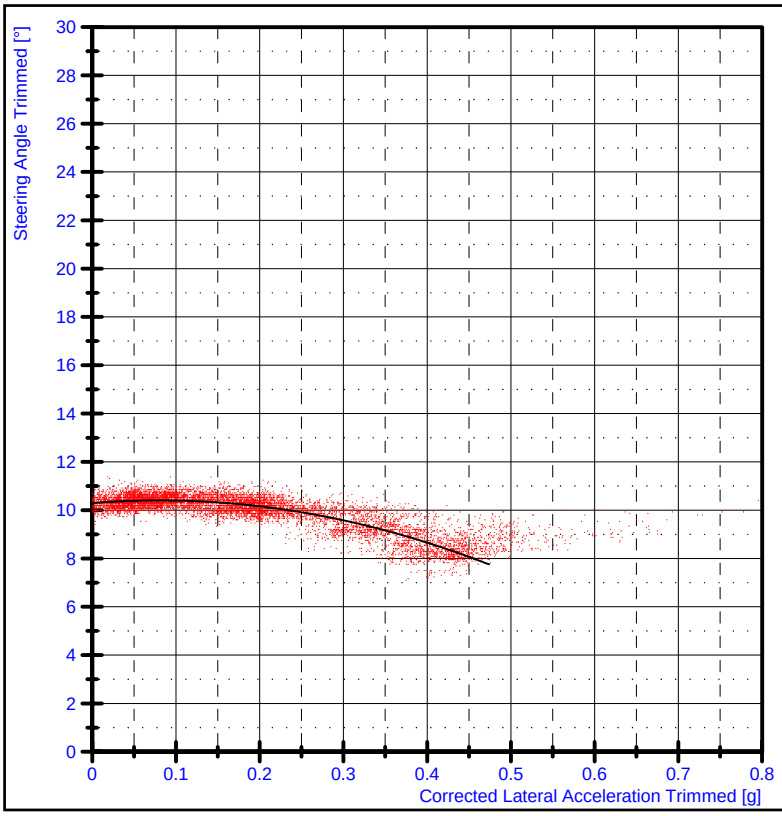
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Tyres at higher pressure (70 kpa).
Two wheel lift occurred.

Reported Tipping Point : 0.50g
Velocity at Tipping Point : 22.9km/h
at 124.26s

Gradient : -5.623°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 106.34s
Transition point occurs at 0.05g



Test No. : G130562
Test Date : 29 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

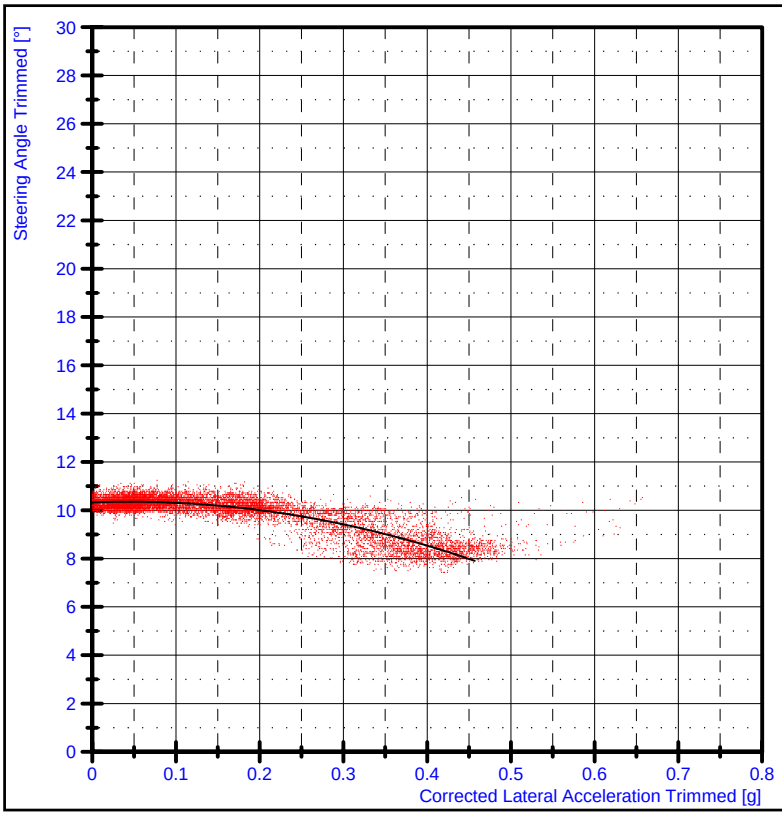
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Tyres at higher pressure (70 kpa).
Two wheel lift occurred.

Reported Tipping Point : 0.51g
Velocity at Tipping Point : 22.8km/h
at 92.63s

Gradient : -5.818°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 79.20s
Transition point occurs at 0.08g



Test No. : G130563
Test Date : 29 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

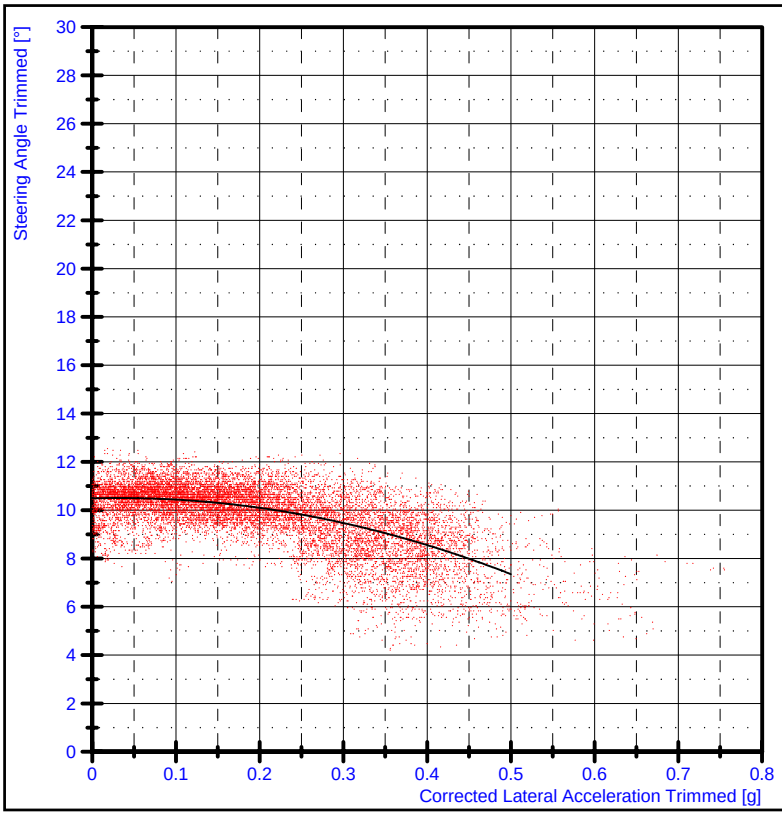
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Tyres at higher pressure (70 kpa).
Two wheel lift occurred.

Reported Tipping Point : 0.47g
Velocity at Tipping Point : 22.4km/h
at 124.19s

Gradient : -5.909°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 103.79s
Transition point occurs at 0.05g



Test No. : G130570
Test Date : 30 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

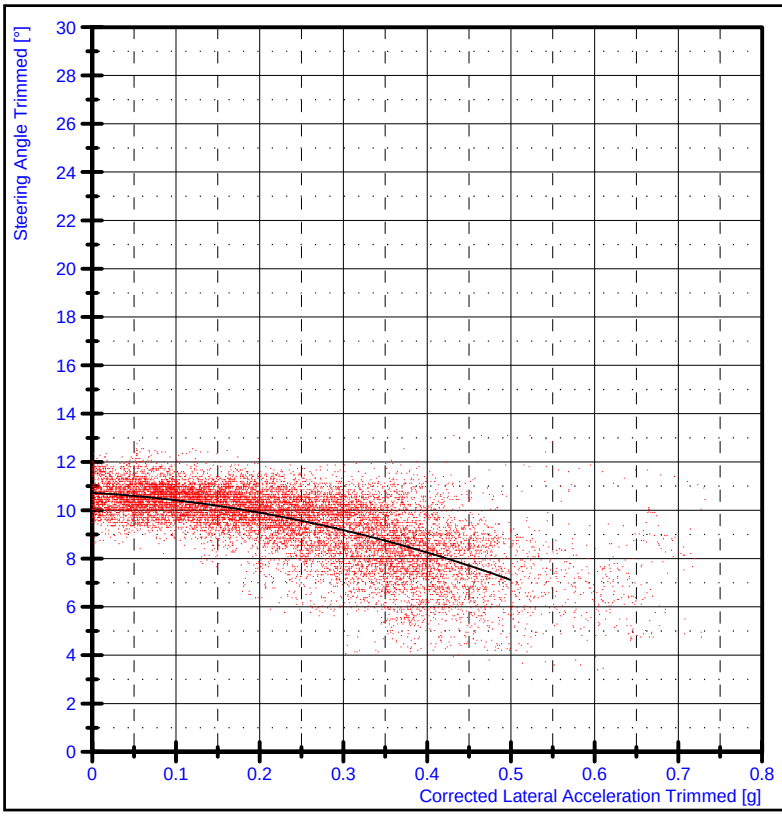
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.48g
Velocity at Tipping Point : 21.5km/h
at 140.11s

Gradient : -6.289°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 128.71s
Transition point occurs at 0.03g



Test No. : G130571
Test Date : 30 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

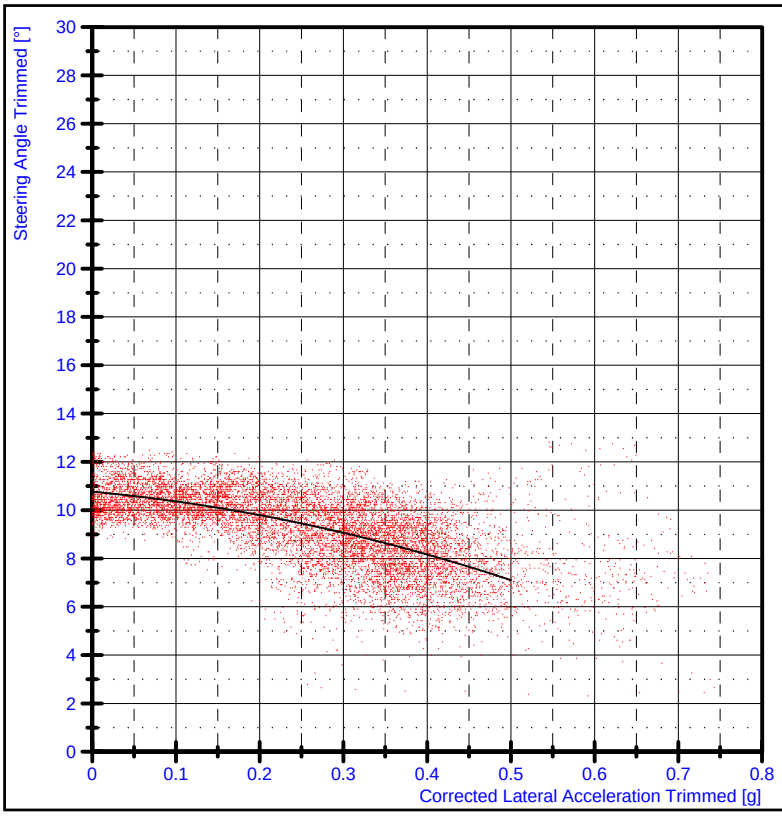
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.45g
Velocity at Tipping Point : 22.0km/h
at 151.47s

Gradient : -7.221°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 136.12s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130572
Test Date : 30 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

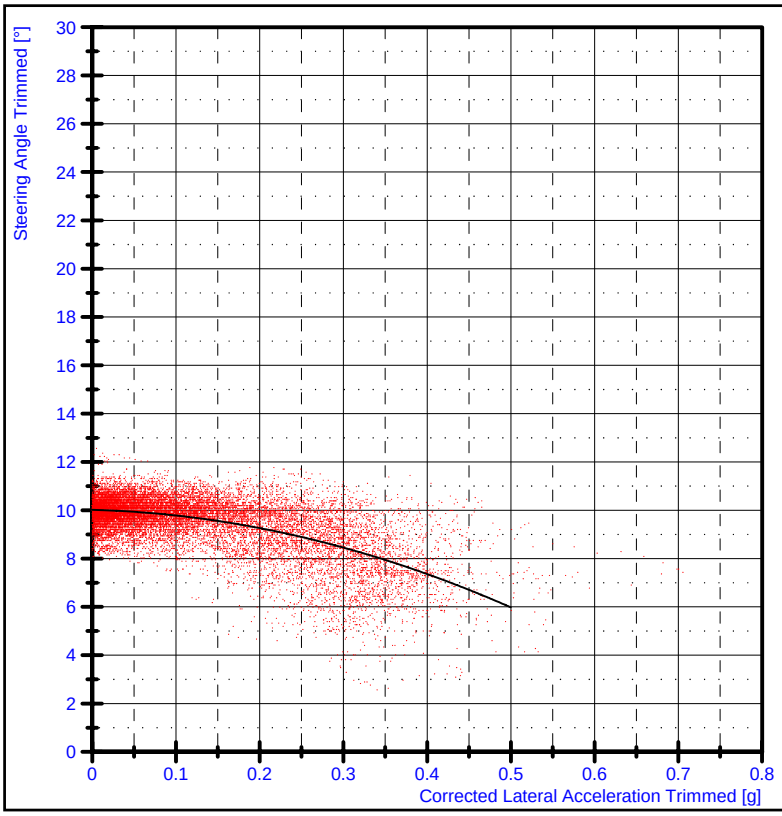
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.48g
Velocity at Tipping Point : 21.7km/h
at 115.55s

Gradient : -7.326°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 102.87s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130573
Test Date : 30 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

Test : Steady State Circular Behaviour
Direction : Right
Surface : Grass

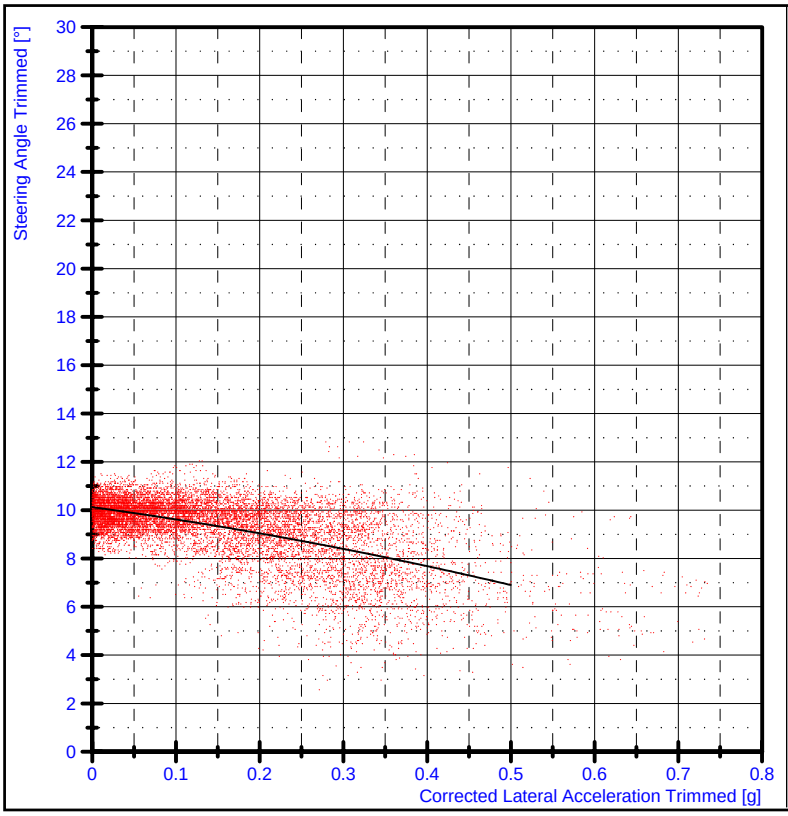
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.41g
Velocity at Tipping Point : 21.0km/h
at 173.41s

Gradient : -8.094°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 167.01s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130574
Test Date : 30 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

Test : Steady State Circular Behaviour
Direction : Right
Surface : Grass

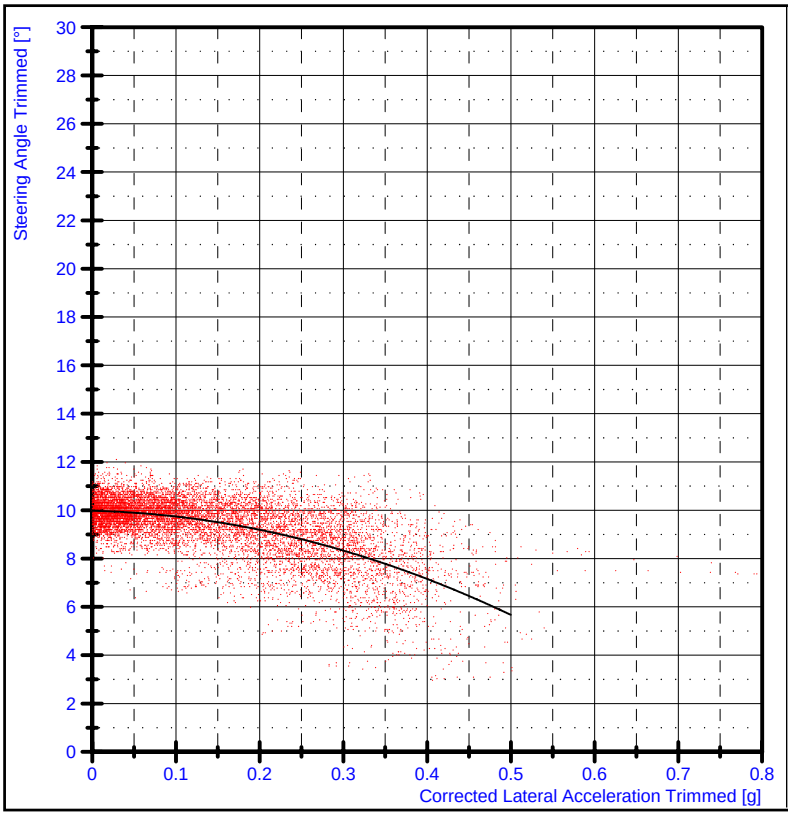
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.41g
Velocity at Tipping Point : 21.5km/h
at 125.67s

Gradient : -6.452°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 122.22s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130575
Test Date : 30 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

Test : Steady State Circular Behaviour
Direction : Right
Surface : Grass

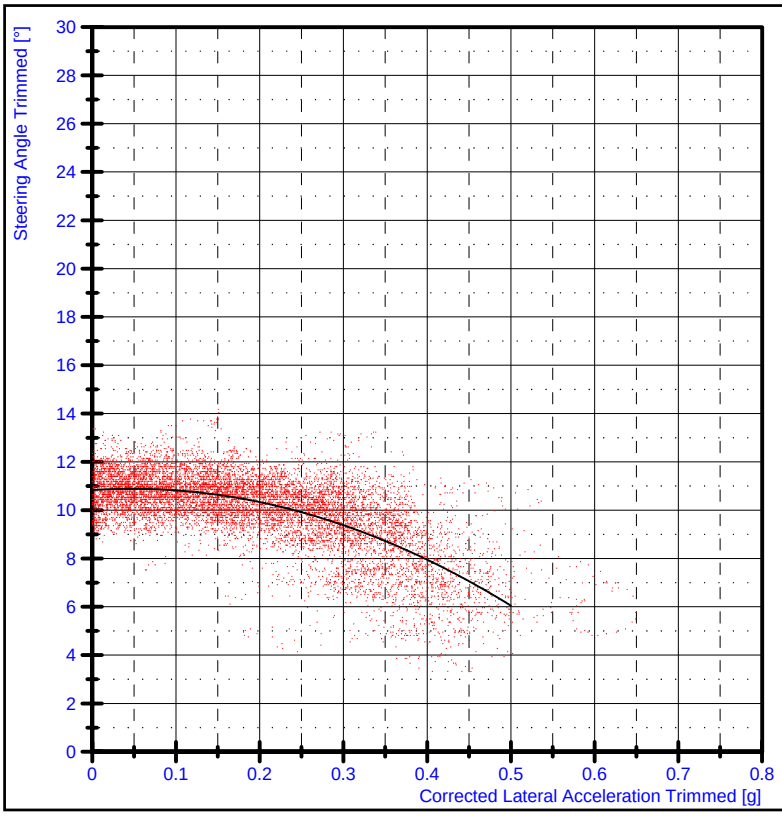
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.41g
Velocity at Tipping Point : 21.2km/h
at 114s

Gradient : -8.629°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 109.09s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130582
Test Date : 30 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

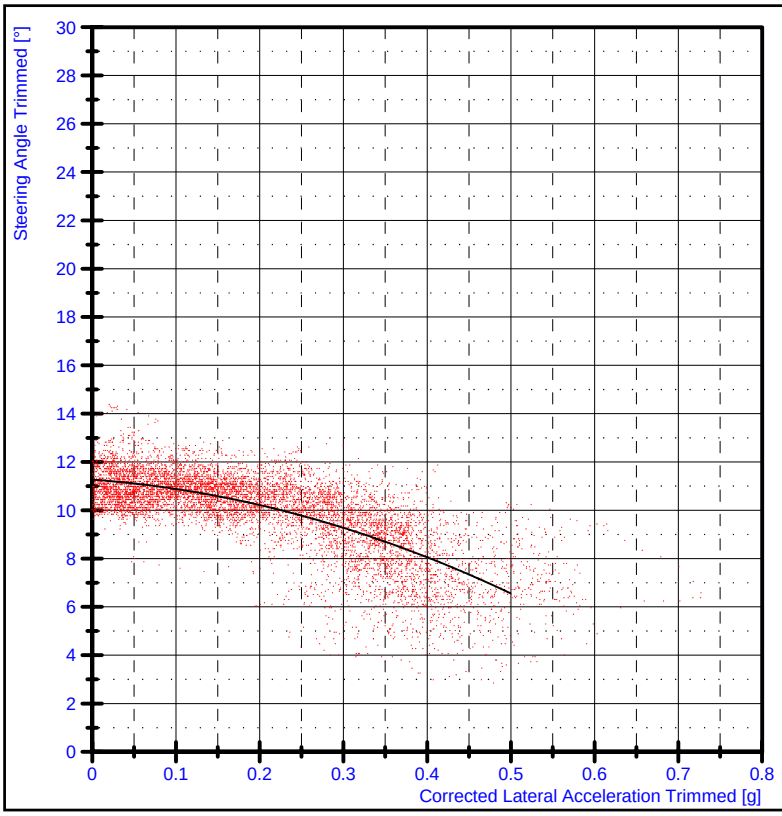
Front Load : N/A
Rear Load : 30
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.46g
Velocity at Tipping Point : 21.1km/h
at 113.99s

Gradient : -9.587°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 110.09s
Transition point occurs at 0.05g



Test No. : G130583
Test Date : 30 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

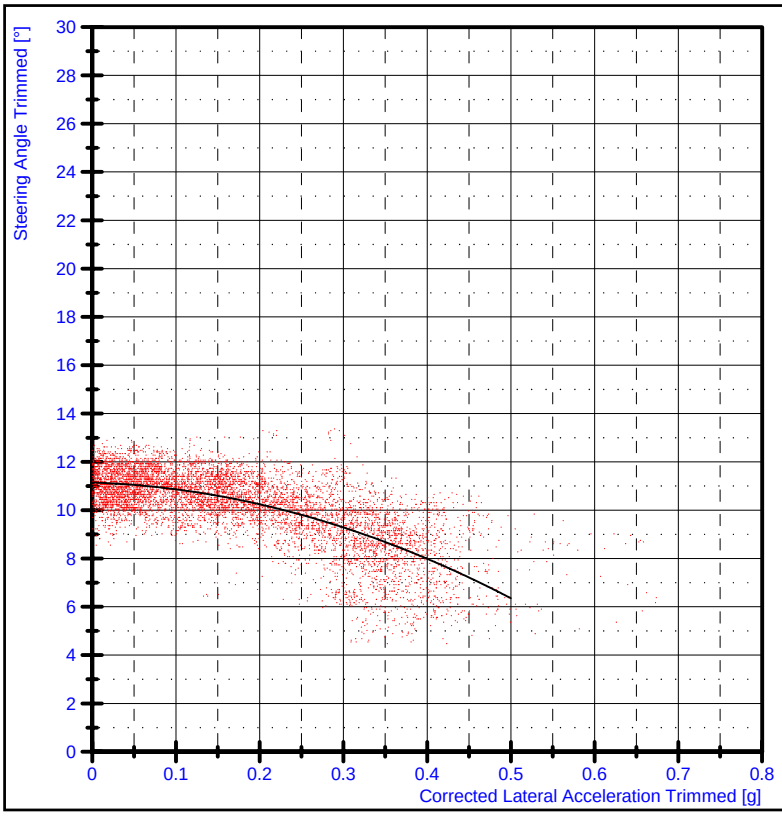
Front Load : N/A
Rear Load : 30
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.46g
Velocity at Tipping Point : 22.6km/h
at 87.88s

Gradient : -9.438°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 85.70s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130584
Test Date : 30 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

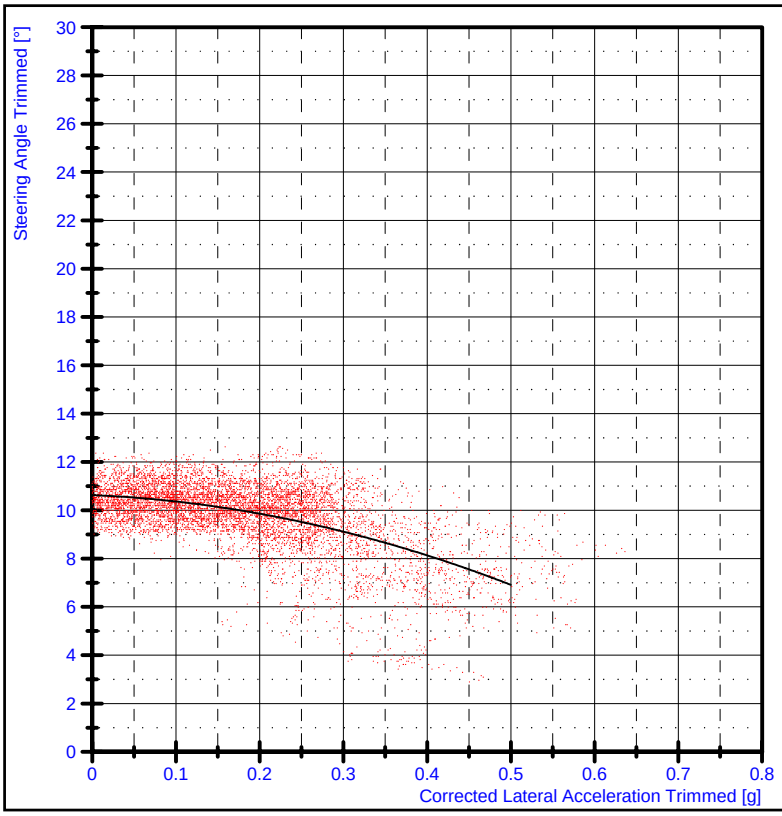
Front Load : N/A
Rear Load : 30
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.44g
Velocity at Tipping Point : 21.3km/h
at 80.52s

Gradient : -9.579°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 77.19s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130585
Test Date : 30 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

Test : Steady State Circular Behaviour
Direction : Right
Surface : Grass

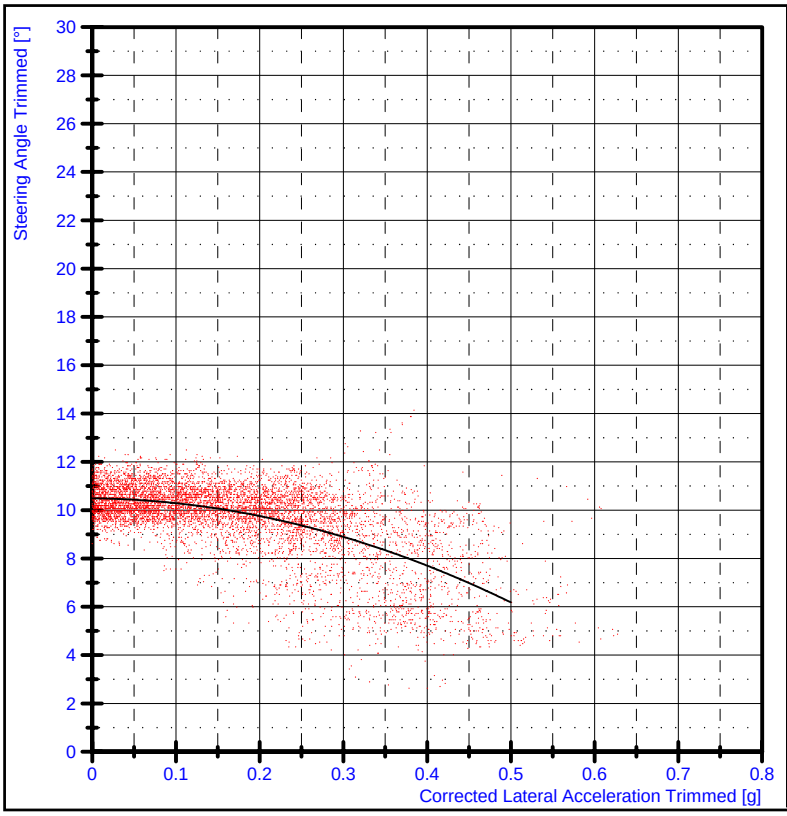
Front Load : N/A
Rear Load : 30
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.41g
Velocity at Tipping Point : 20.8km/h
at 81.76s

Gradient : -7.454°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 77.95s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130586
Test Date : 30 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

Test : Steady State Circular Behaviour
Direction : Right
Surface : Grass

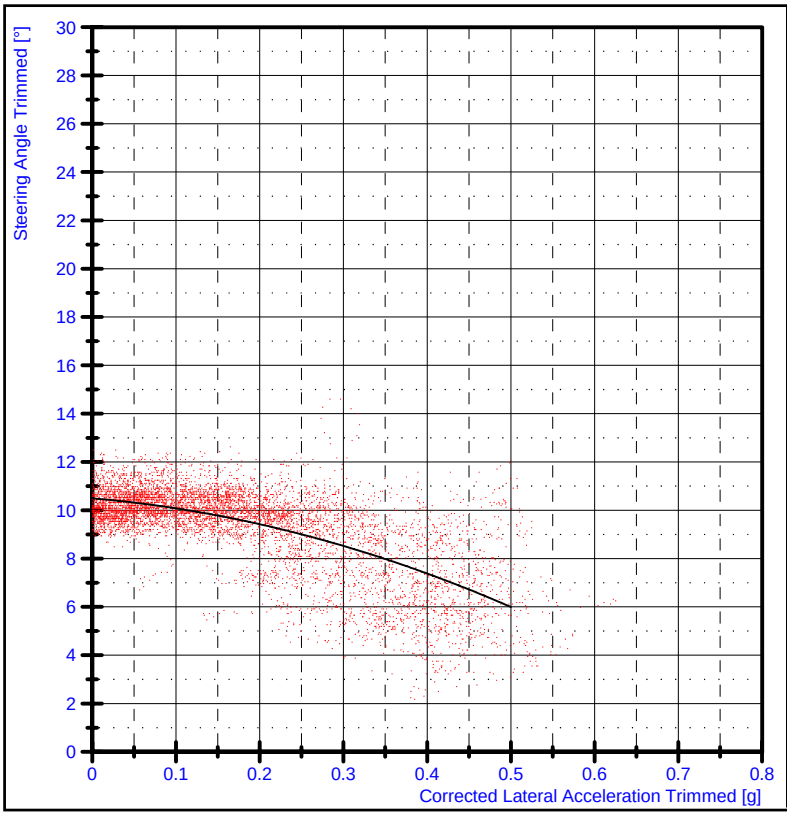
Front Load : N/A
Rear Load : 30
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.41g
Velocity at Tipping Point : 21.2km/h
at 78.87s

Gradient : -8.613°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 74.32s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130587
Test Date : 30 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

Test : Steady State Circular Behaviour
Direction : Right
Surface : Grass

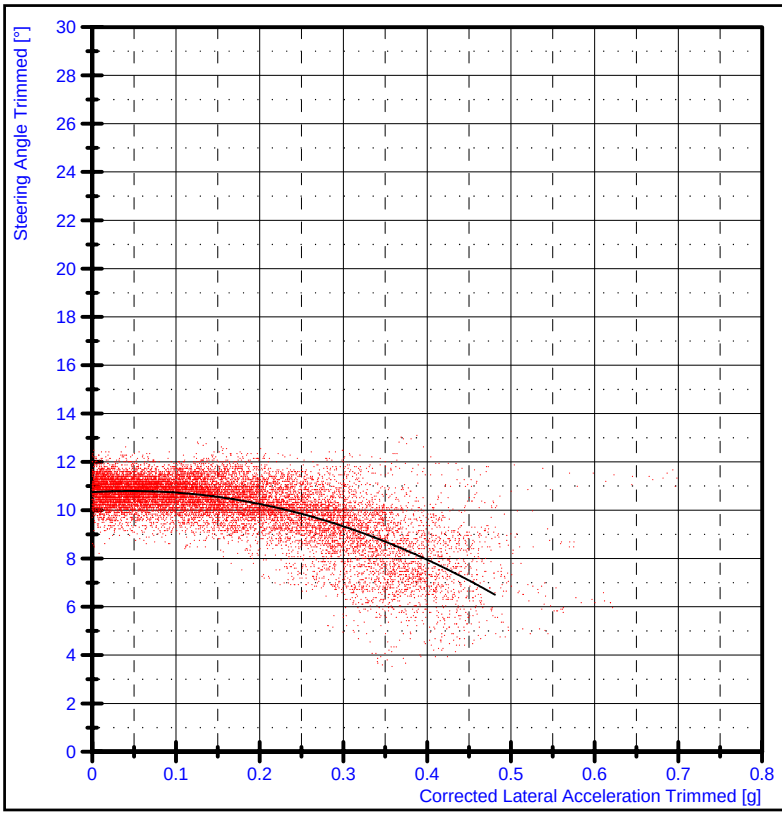
Front Load : N/A
Rear Load : 30
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.42g
Velocity at Tipping Point : 22.1km/h
at 72.46s

Gradient : -9.012°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 70.94s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130594
Test Date : 30 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

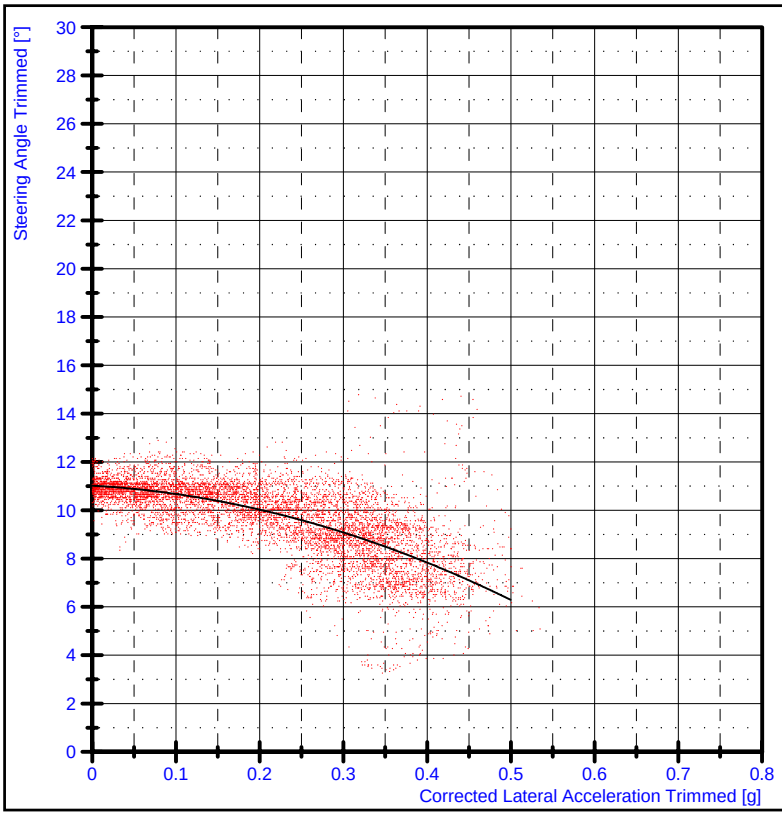
Front Load : 15
Rear Load : 30
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.42g
Velocity at Tipping Point : 20.2km/h
at 158.18s

Gradient : -9.269°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 146.63s
Transition point occurs at 0.05g



Test No. : G130595
Test Date : 30 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

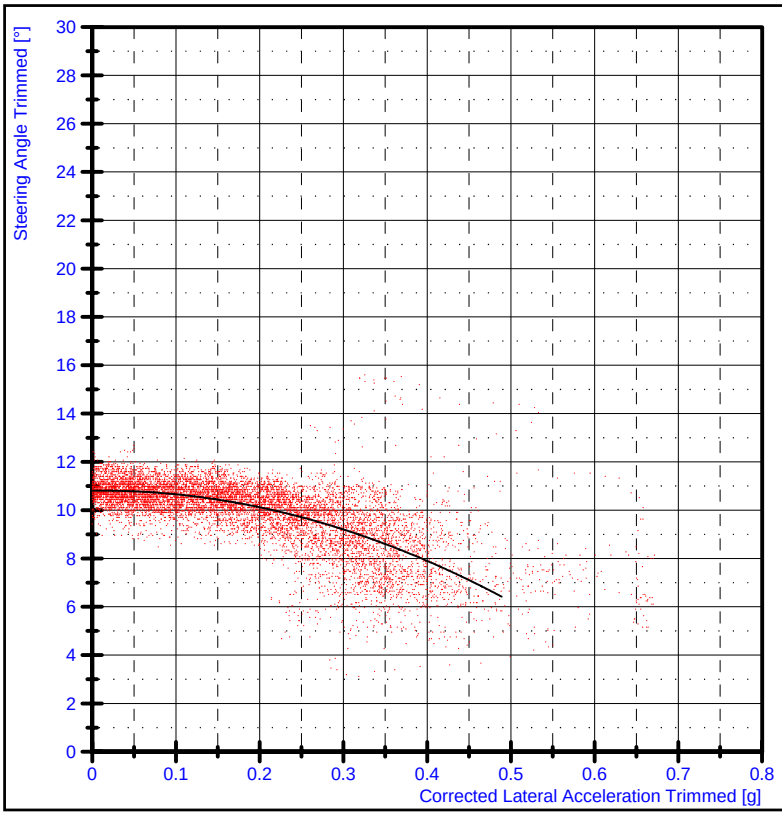
Front Load : 15
Rear Load : 30
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.43g
Velocity at Tipping Point : 20.9km/h
at 86.11s

Gradient : -9.479°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 81.67s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130596
Test Date : 30 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

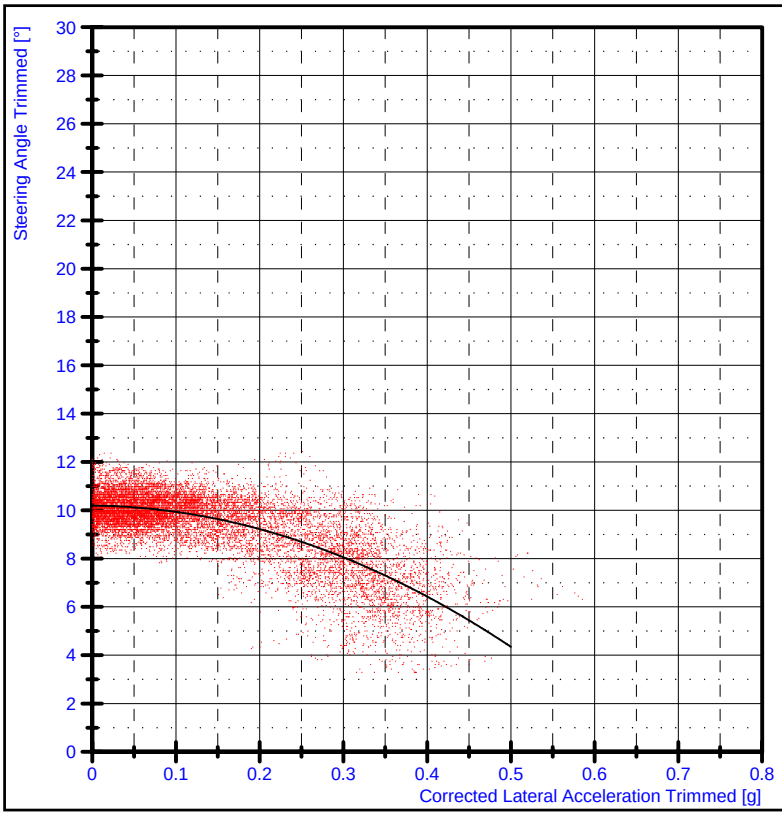
Front Load : 15
Rear Load : 30
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.44g
Velocity at Tipping Point : 21.5km/h
at 100.43s

Gradient : -9.207°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 90.60s
Transition point occurs at 0.00g



Test No. : G130597
Test Date : 30 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

Test : Steady State Circular Behaviour
Direction : Right
Surface : Grass

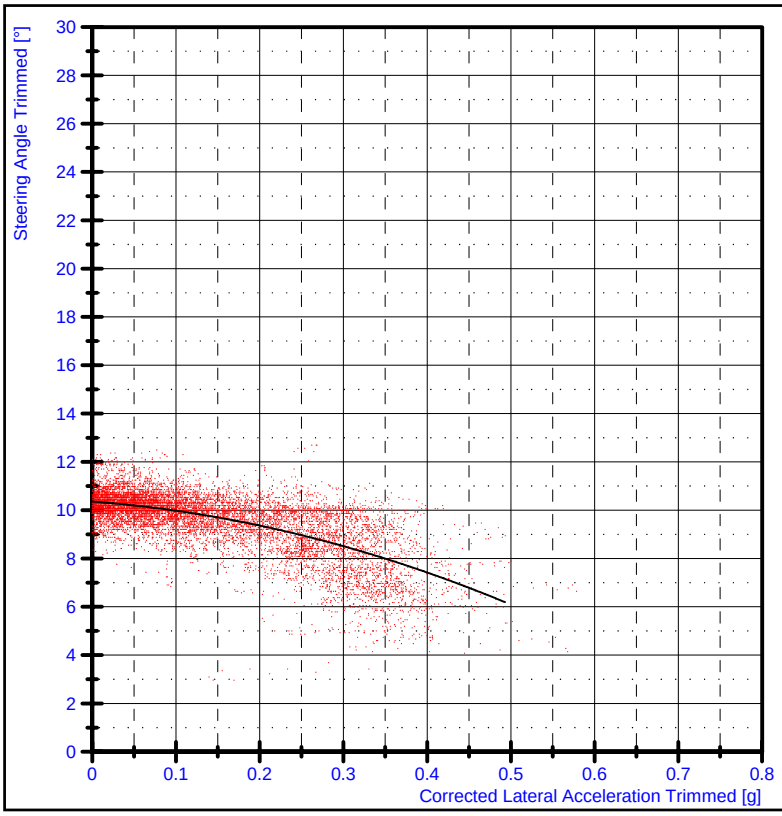
Front Load : 15
Rear Load : 30
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.40g
Velocity at Tipping Point : 21.0km/h
at 151.05s

Gradient : -11.720°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 133.26s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130598
Test Date : 30 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

Test : Steady State Circular Behaviour
Direction : Right
Surface : Grass

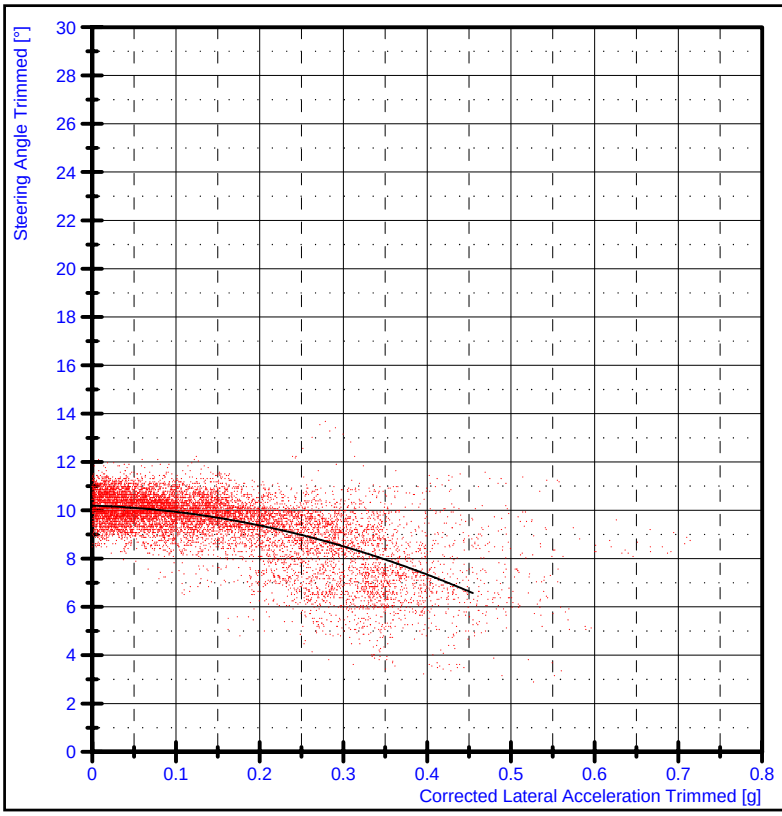
Front Load : 15
Rear Load : 30
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.40g
Velocity at Tipping Point : 20.5km/h
at 109.84s

Gradient : -8.536°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 98.65s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130599
Test Date : 30 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

Test : Steady State Circular Behaviour
Direction : Right
Surface : Grass

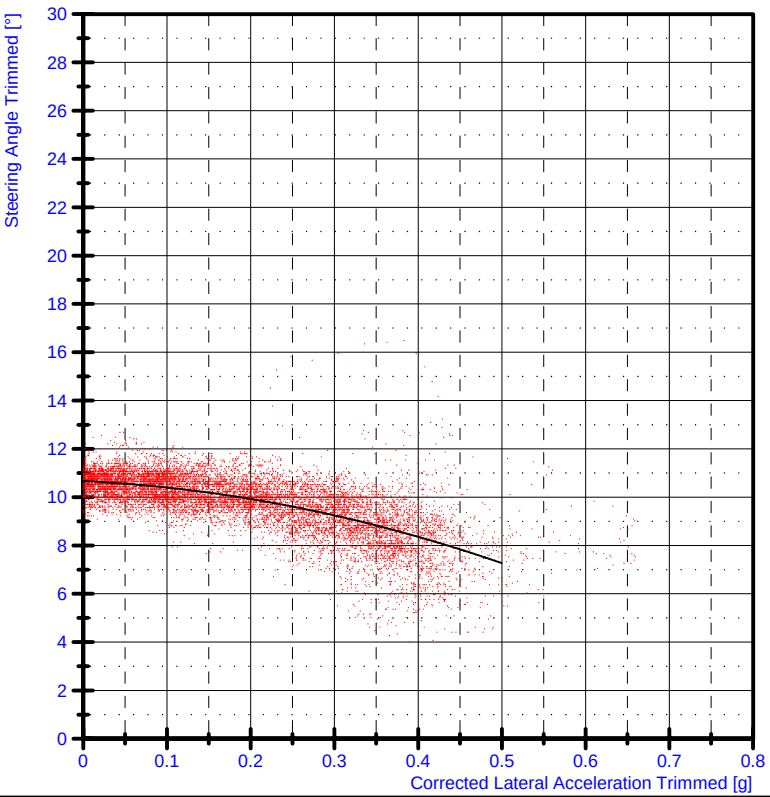
Front Load : 15
Rear Load : 30
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.41g
Velocity at Tipping Point : 20.5km/h
at 114.67s

Gradient : -8.665°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 100.37s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130612
Test Date : 02 September, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

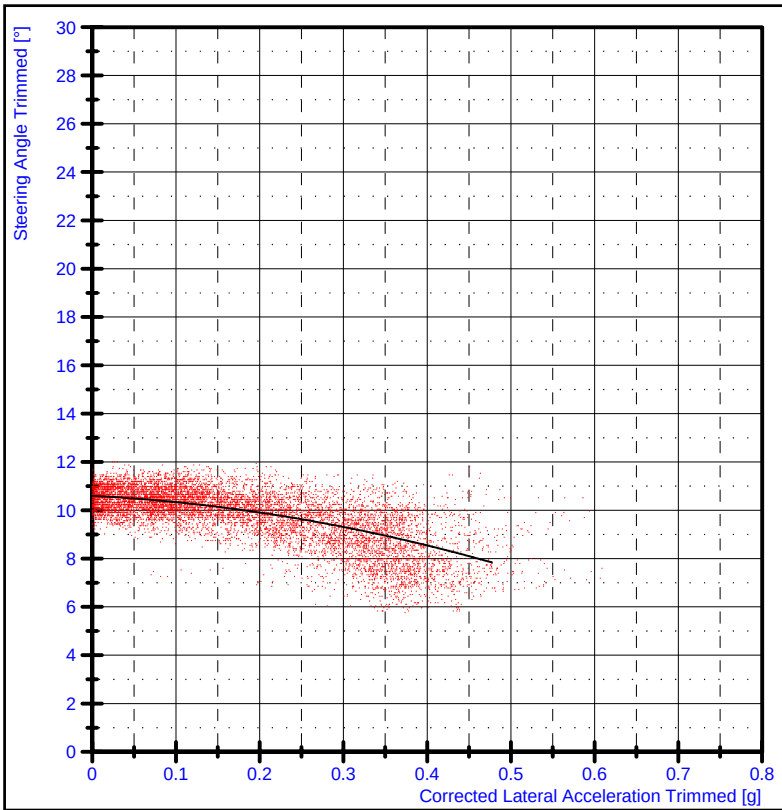
Front Load : 15
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.45g
Velocity at Tipping Point : 21.2km/h
at 121.42s

Gradient : -6.806°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 107.03s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130613
Test Date : 02 September, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

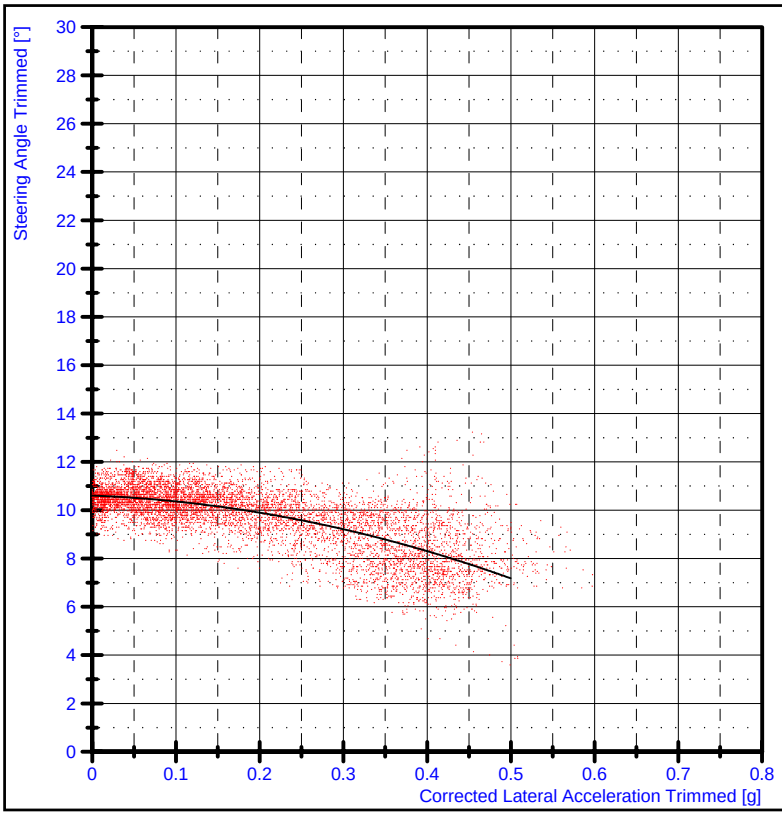
Front Load : 15
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.45g
Velocity at Tipping Point : 19.5km/h
at 100.04s

Gradient : -5.980°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 86.94s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130614
Test Date : 02 September, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

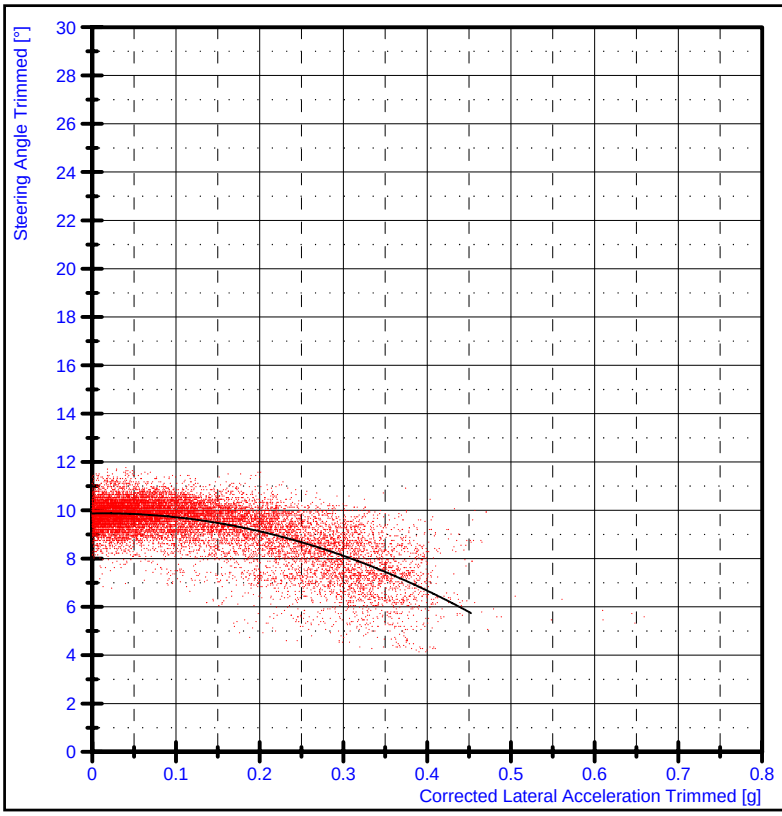
Front Load : 15
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.46g
Velocity at Tipping Point : 19.9km/h
at 83.23s

Gradient : -6.866°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 70.75s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130615
Test Date : 02 September, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

Test : Steady State Circular Behaviour
Direction : Right
Surface : Grass

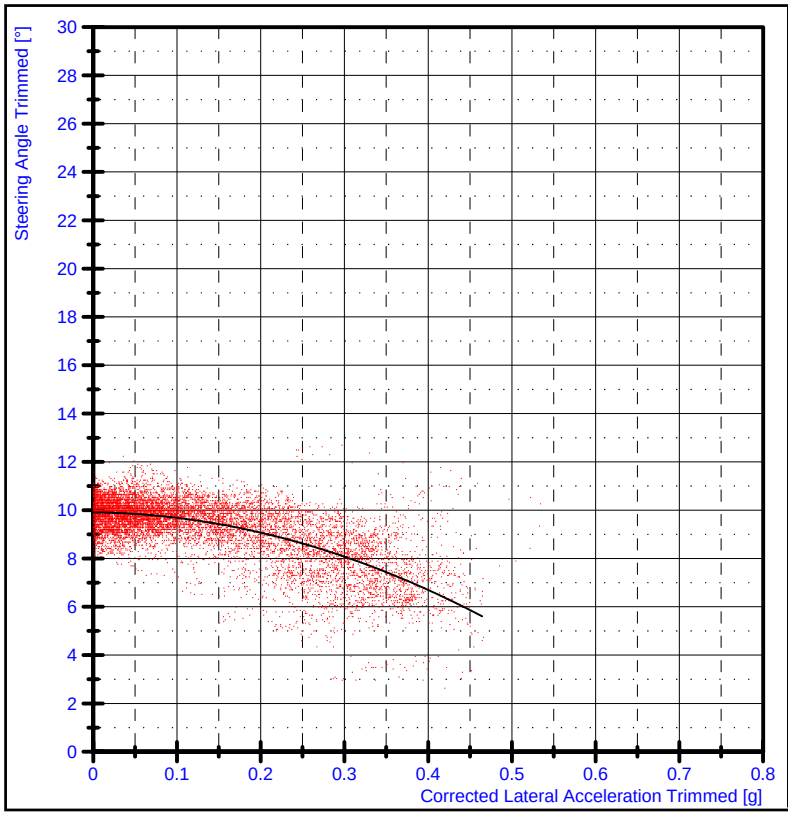
Front Load : 15
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.38g
Velocity at Tipping Point : 20.6km/h
at 179.04s

Gradient : -10.154°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 160.04s
Transition point occurs at 0.01g



Test No. : G130616
Test Date : 02 September, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

Test : Steady State Circular Behaviour
Direction : Right
Surface : Grass

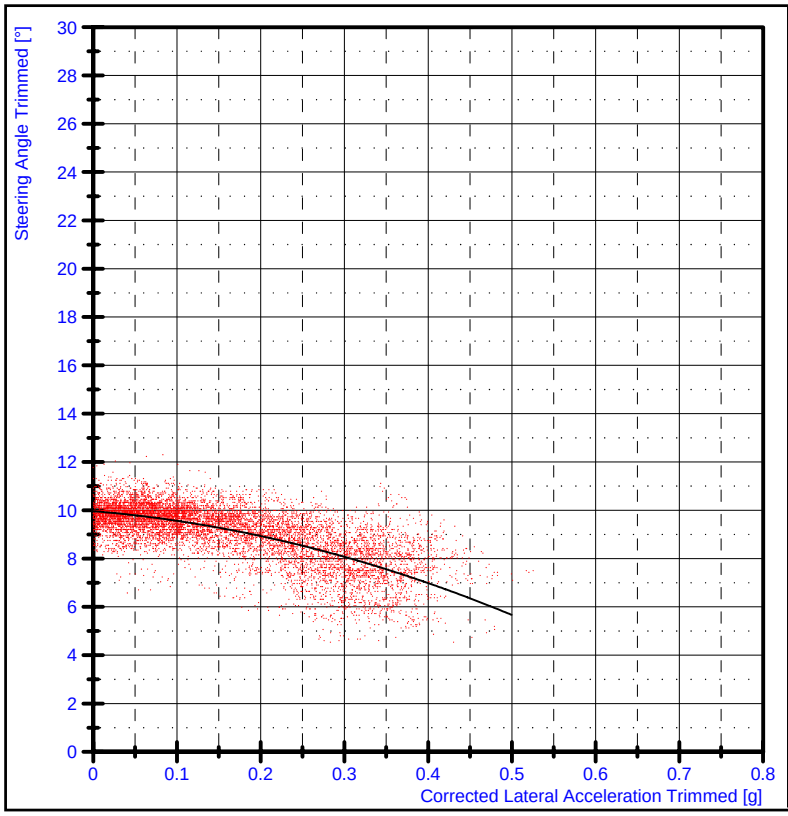
Front Load : 15
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.39g
Velocity at Tipping Point : 21.1km/h
at 111.23s

Gradient : -9.952°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 99.68s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130617
Test Date : 02 September, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

Test : Steady State Circular Behaviour
Direction : Right
Surface : Grass

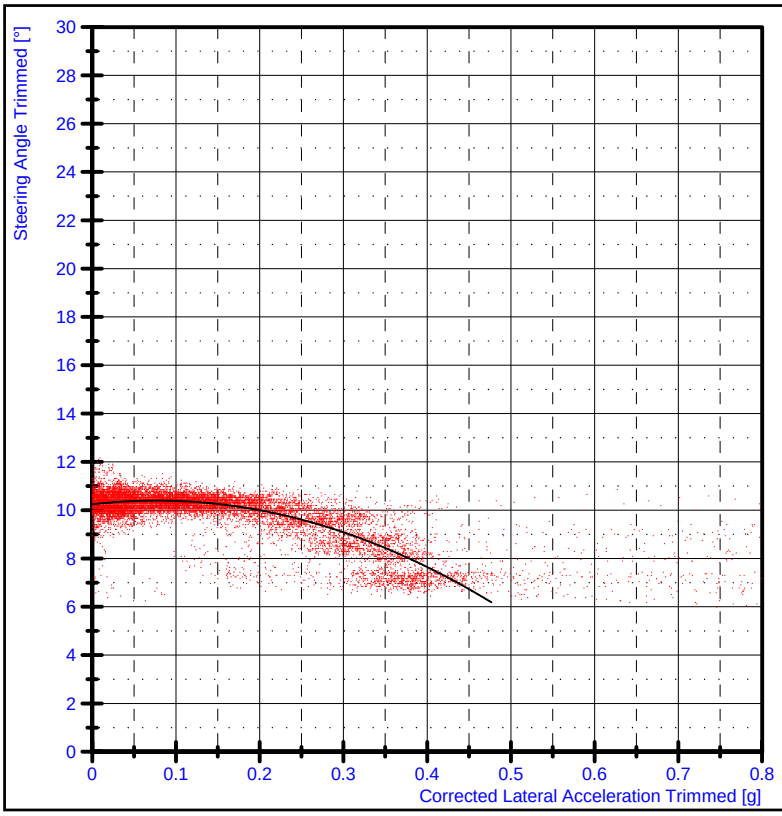
Front Load : 15
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.38g
Velocity at Tipping Point : 20.4km/h
at 122.3s

Gradient : -8.594°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 92.60s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130639
Test Date : 02 September, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

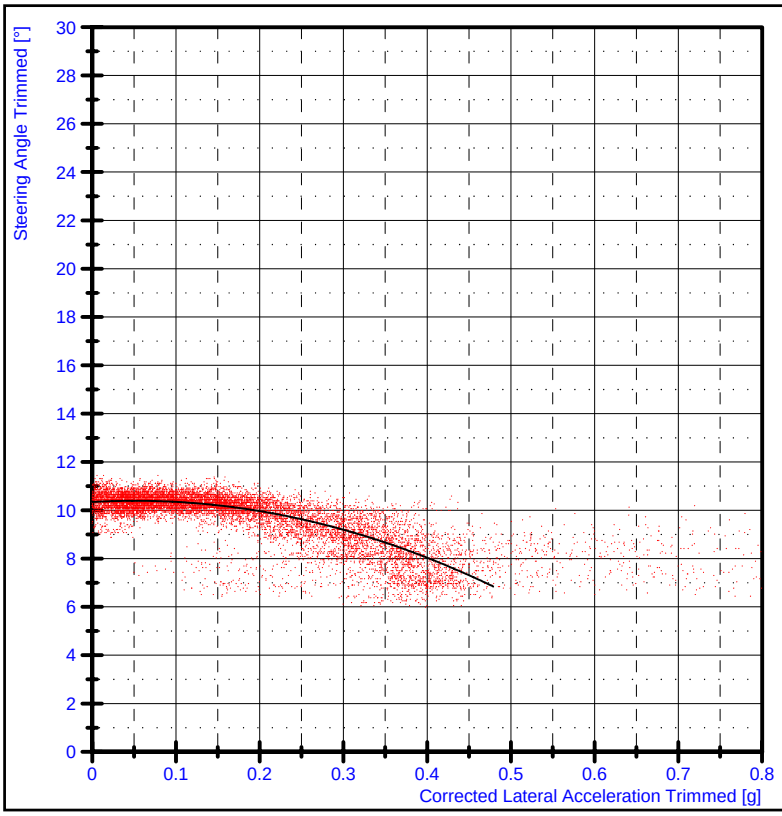
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Alternative Rider. Two wheel lift occurred.

Reported Tipping Point : 0.44g
Velocity at Tipping Point : 22.6km/h
at 136.81s

Gradient : -9.138°/g
between 0.10 and 0.40g

Data trimmed between 0.66 and 124.71s
Transition point occurs at 0.08g



Test No. : G130640
Test Date : 02 September, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

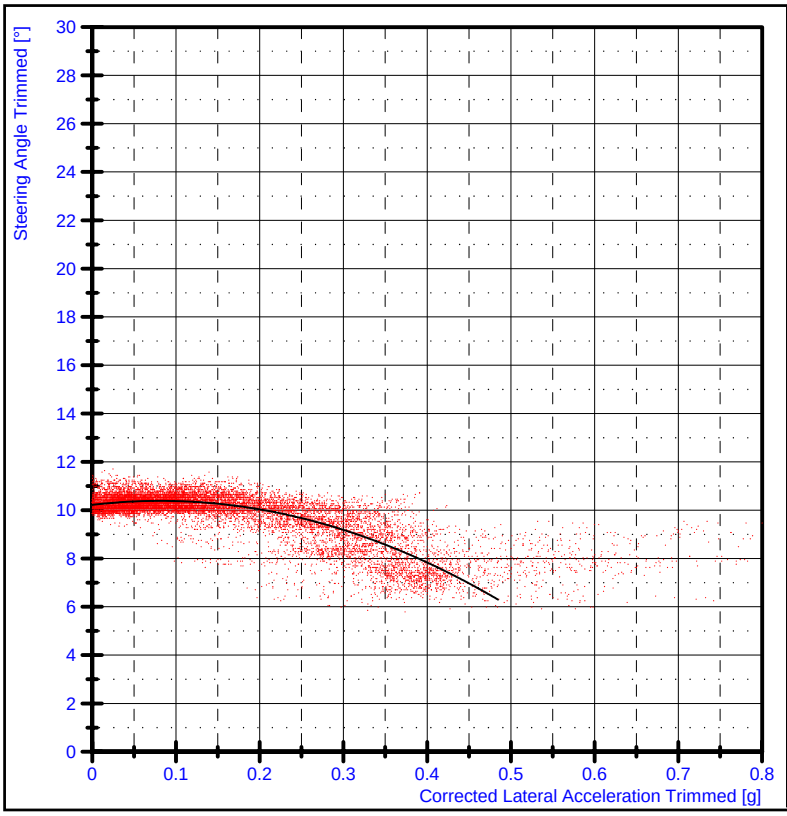
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Alternative Rider. Two wheel lift occurred.

Reported Tipping Point : 0.44g
Velocity at Tipping Point : 22.6km/h
at 120.23s

Gradient : -7.724°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 103.01s
Transition point occurs at 0.05g



Test No. : G130641
Test Date : 02 September, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

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

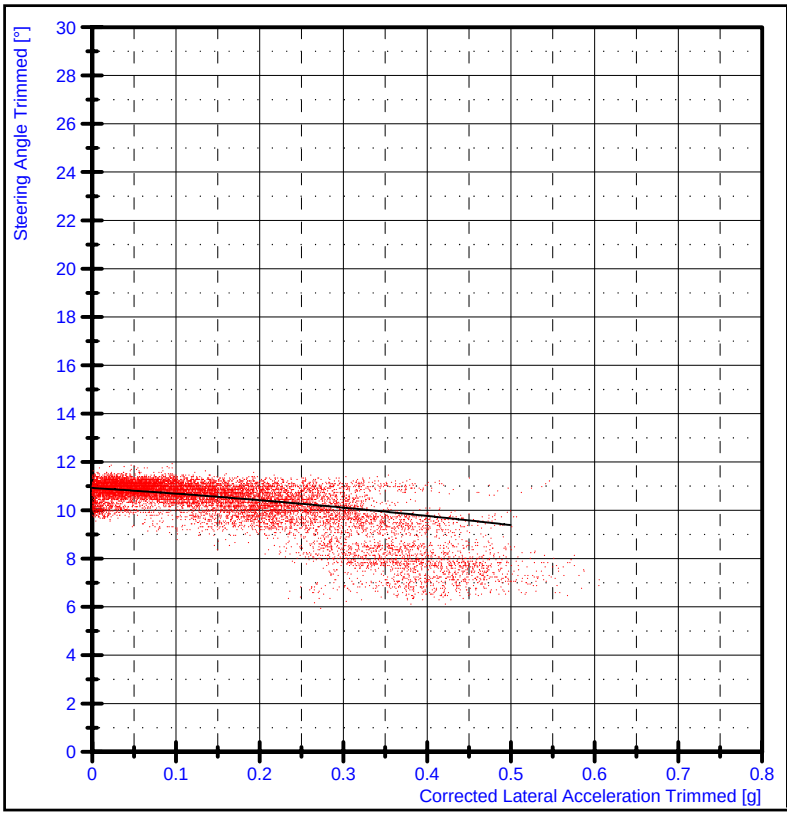
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Alternative Rider. Two wheel lift occurred.

Reported Tipping Point : 0.45g
Velocity at Tipping Point : 21.9km/h
at 134.87s

Gradient : -8.491°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 119.86s
Transition point occurs at 0.08g



Test No. : G130642
Test Date : 04 September, 2013

Test Specimen : TS57204
Test Vehicle : Kawasaki KVF300

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

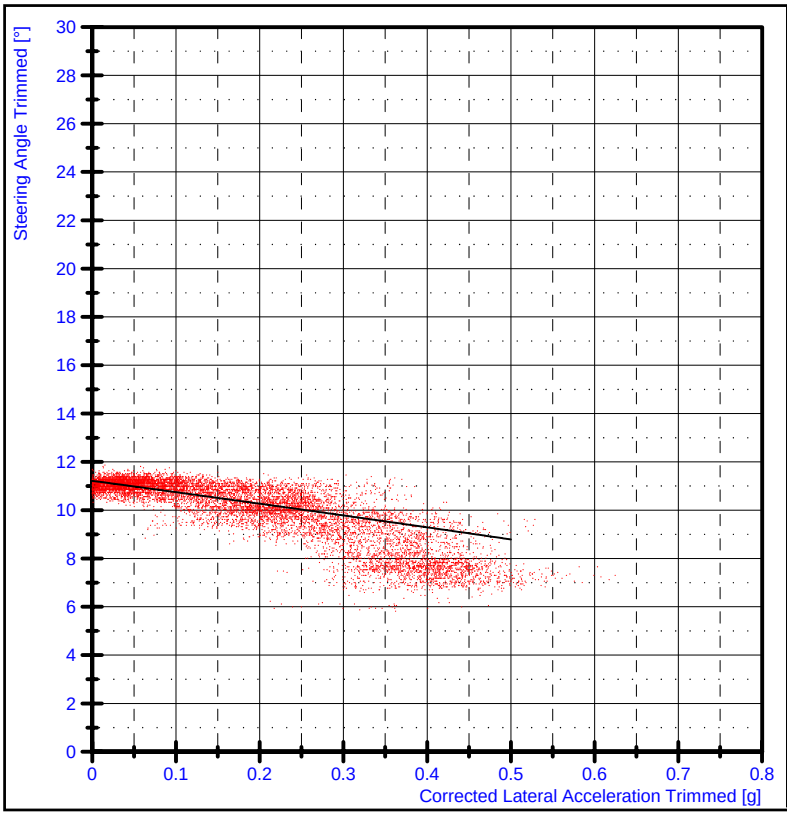
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.47g
Velocity at Tipping Point : 21.8km/h
at 135.83s

Gradient : -3.079°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 114.05s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130643
Test Date : 04 September, 2013

Test Specimen : TS57204
Test Vehicle : Kawasaki KVF300

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

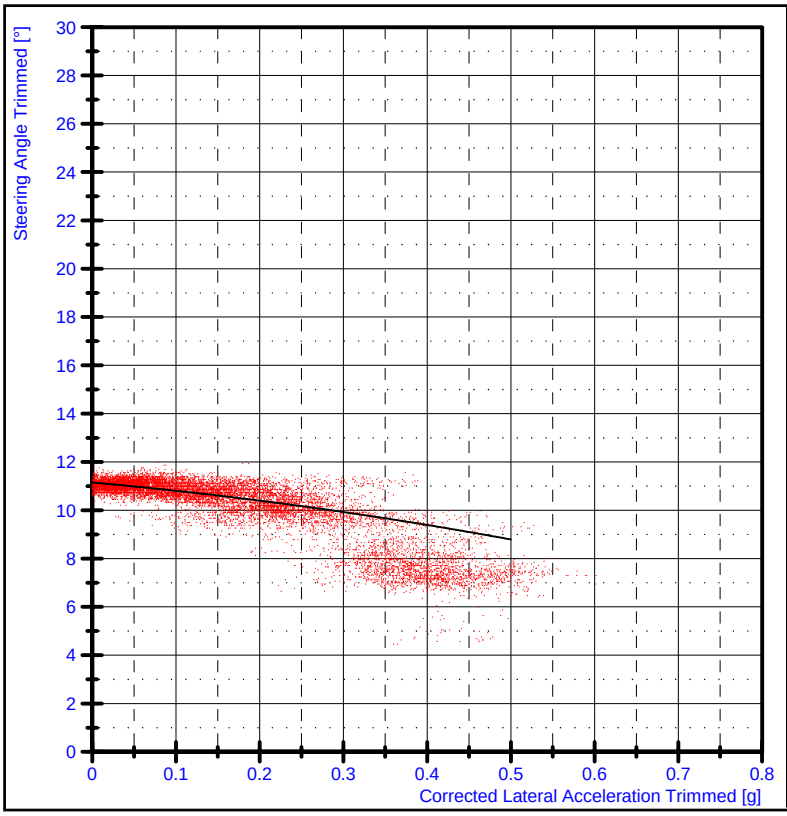
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.46g
Velocity at Tipping Point : 21.4km/h
at 122.83s

Gradient : -4.862°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 85.96s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130644
Test Date : 04 September, 2013

Test Specimen : TS57204
Test Vehicle : Kawasaki KVF300

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

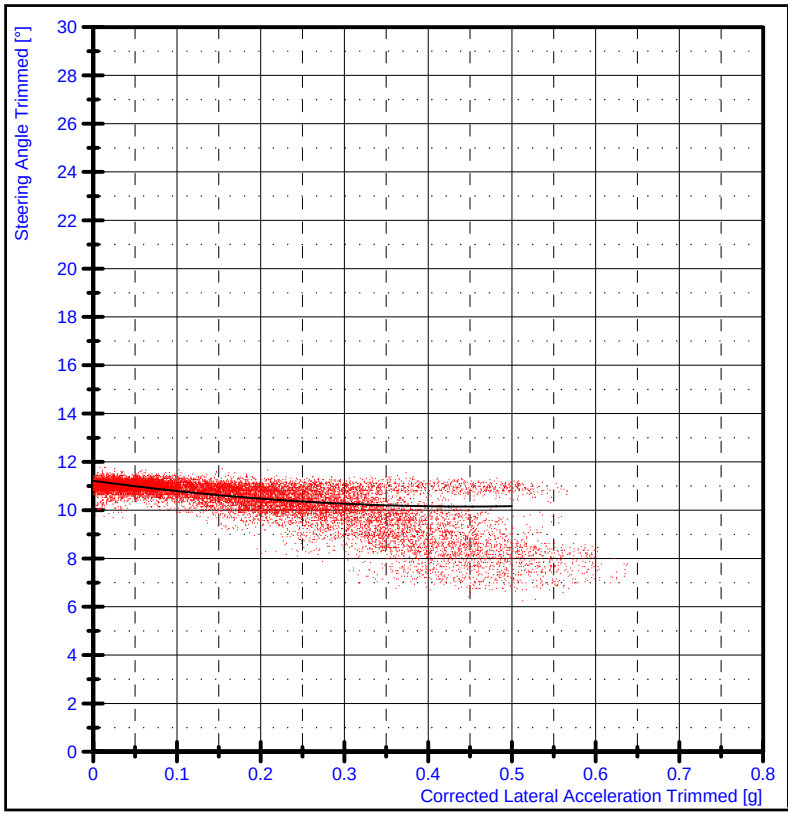
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.46g
Velocity at Tipping Point : 21.8km/h
at 130.57s

Gradient : -4.713°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 98.40s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130645
Test Date : 04 September, 2013

Test Specimen : TS57204
Test Vehicle : Kawasaki KVF300

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

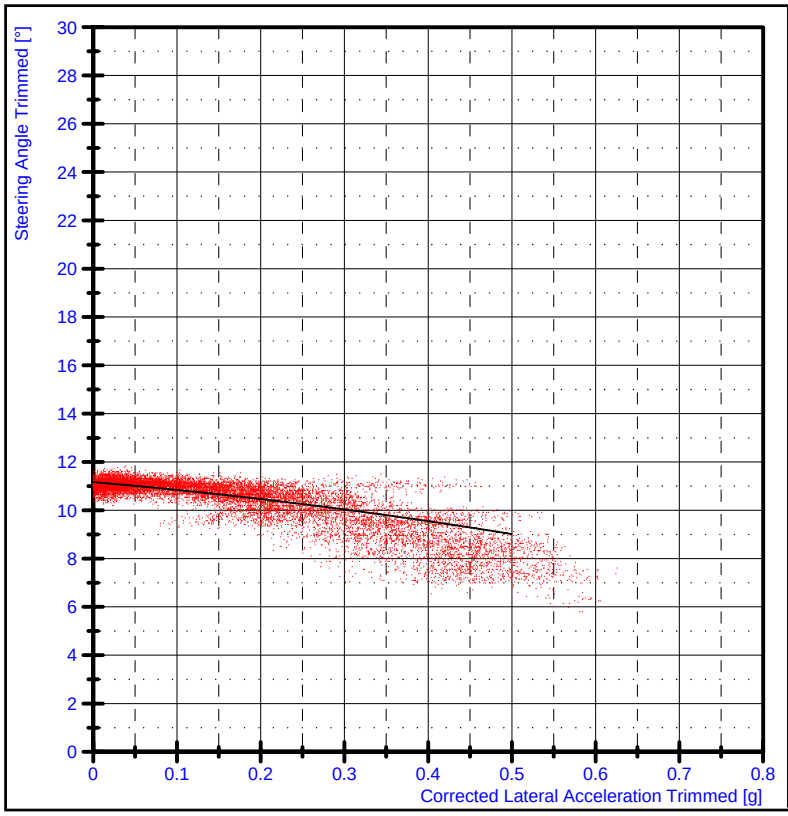
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.51g
Velocity at Tipping Point : 21.9km/h
at 180.29s

Gradient : -2.101°/g
between 0.10 and 0.40g

Data trimmed between 1.04 and 141.57s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130646
Test Date : 04 September, 2013

Test Specimen : TS57204
Test Vehicle : Kawasaki KVF300

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

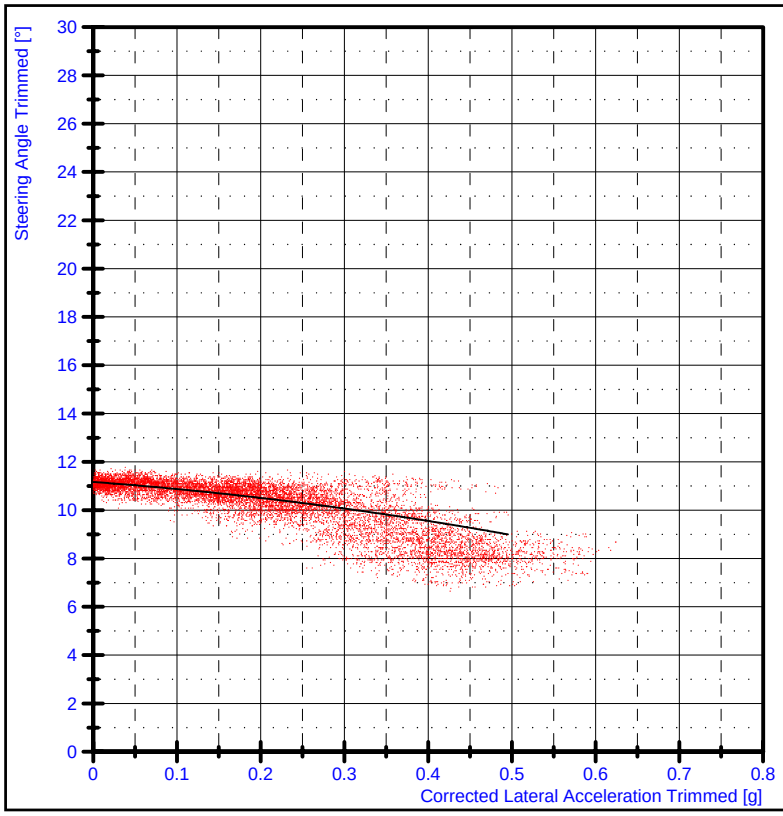
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.49g
Velocity at Tipping Point : 21.8km/h
at 140.76s

Gradient : -4.307°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 113.83s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130647
Test Date : 04 September, 2013

Test Specimen : TS57204
Test Vehicle : Kawasaki KVF300

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

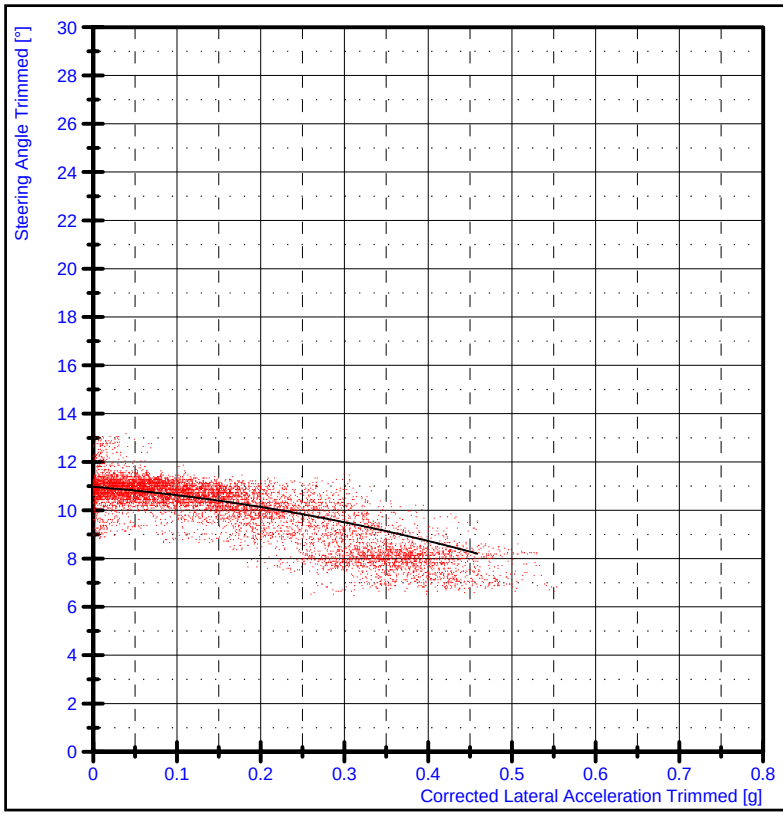
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.47g
Velocity at Tipping Point : 21.5km/h
at 123.09s

Gradient : -4.401°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 92.12s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130660
Test Date : 04 September, 2013

Test Specimen : TS57204
Test Vehicle : Kawasaki KVF300

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

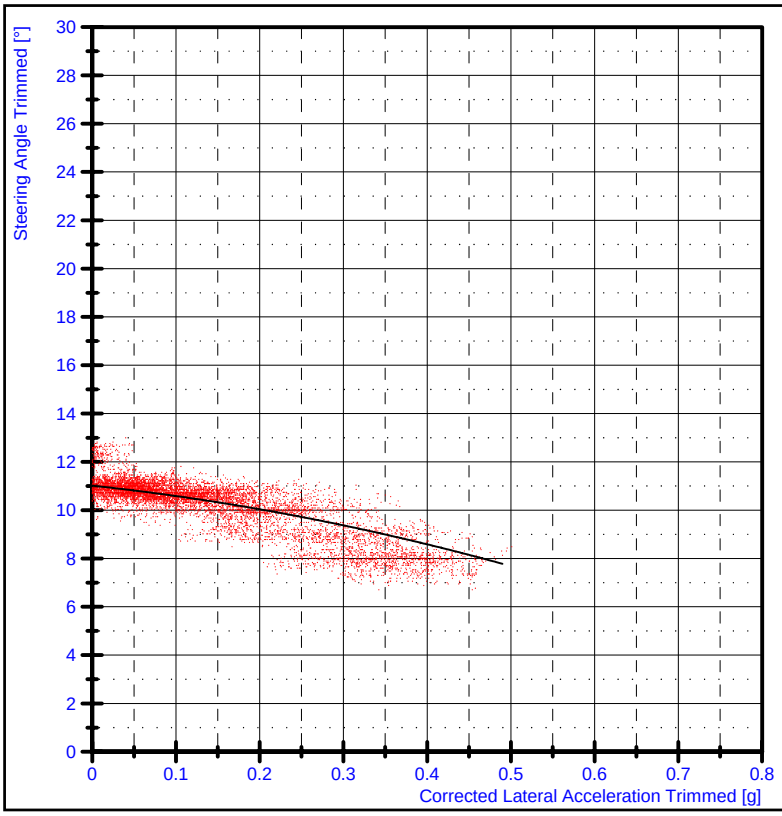
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Alternative Rider. Two wheel lift occurred.

Reported Tipping Point : 0.44g
Velocity at Tipping Point : 22.8km/h
at 91.89s

Gradient : -6.317°/g
between 0.10 and 0.40g

Data trimmed between 3.32 and 73.09s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130661
Test Date : 04 September, 2013

Test Specimen : TS57204
Test Vehicle : Kawasaki KVF300

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

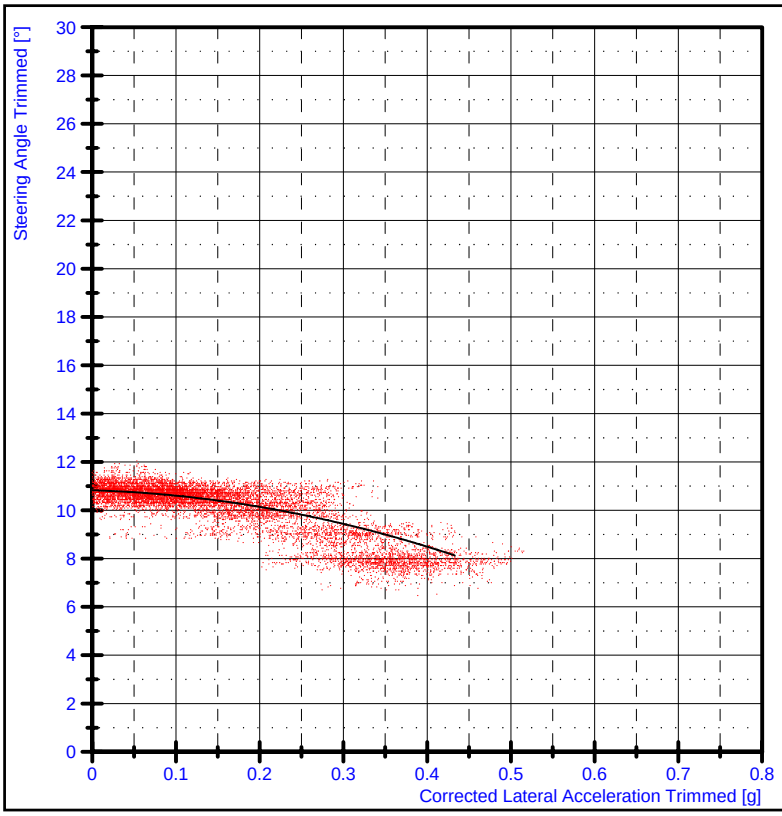
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Alternative Rider. Two wheel lift occurred.

Reported Tipping Point : 0.41g
Velocity at Tipping Point : 21.4km/h
at 84.27s

Gradient : -6.669°/g
between 0.10 and 0.40g

Data trimmed between 2.61 and 73.68s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130662
Test Date : 04 September, 2013

Test Specimen : TS57204
Test Vehicle : Kawasaki KVF300

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

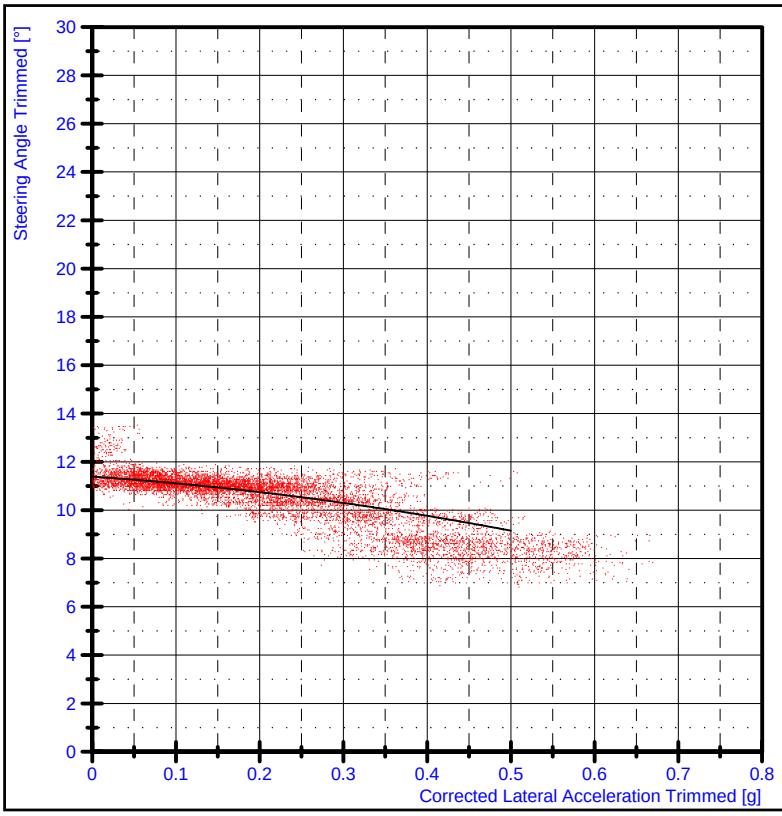
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Alternative Rider. Two wheel lift occurred.

Reported Tipping Point : 0.42g
Velocity at Tipping Point : 21.6km/h
at 102.95s

Gradient : -7.040°/g
between 0.10 and 0.40g

Data trimmed between 0.25 and 86.15s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130663
Test Date : 04 September, 2013

Test Specimen : TS57204
Test Vehicle : Kawasaki KVF300

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

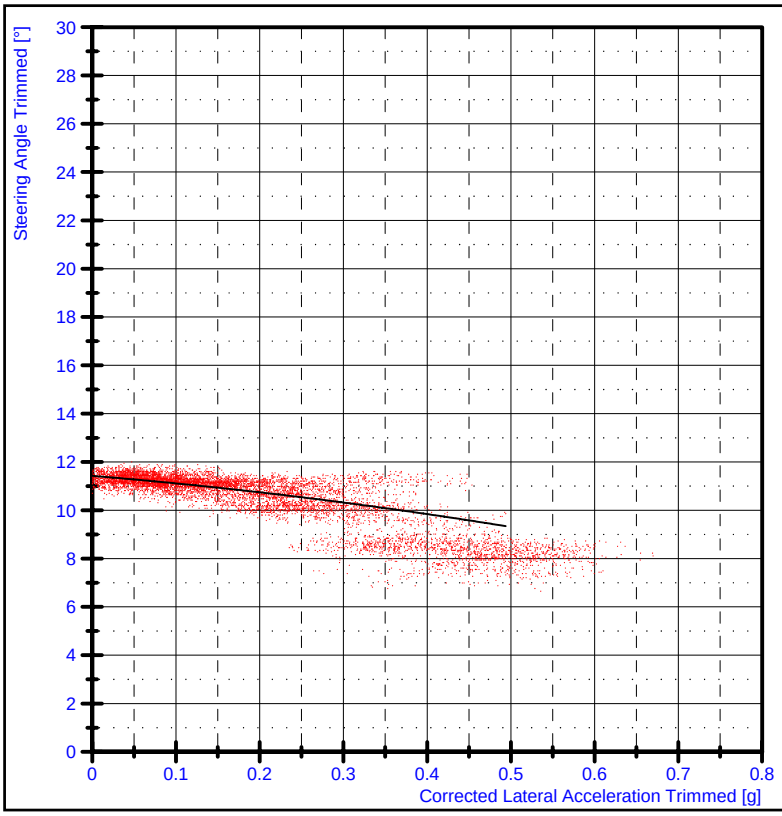
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Alternative Rider. Two wheel lift occurred.

Reported Tipping Point : 0.47g
Velocity at Tipping Point : 21.5km/h
at 89.36s

Gradient : -4.480°/g
between 0.10 and 0.40g

Data trimmed between 1.76 and 73.69s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130664
Test Date : 04 September, 2013

Test Specimen : TS57204
Test Vehicle : Kawasaki KVF300

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

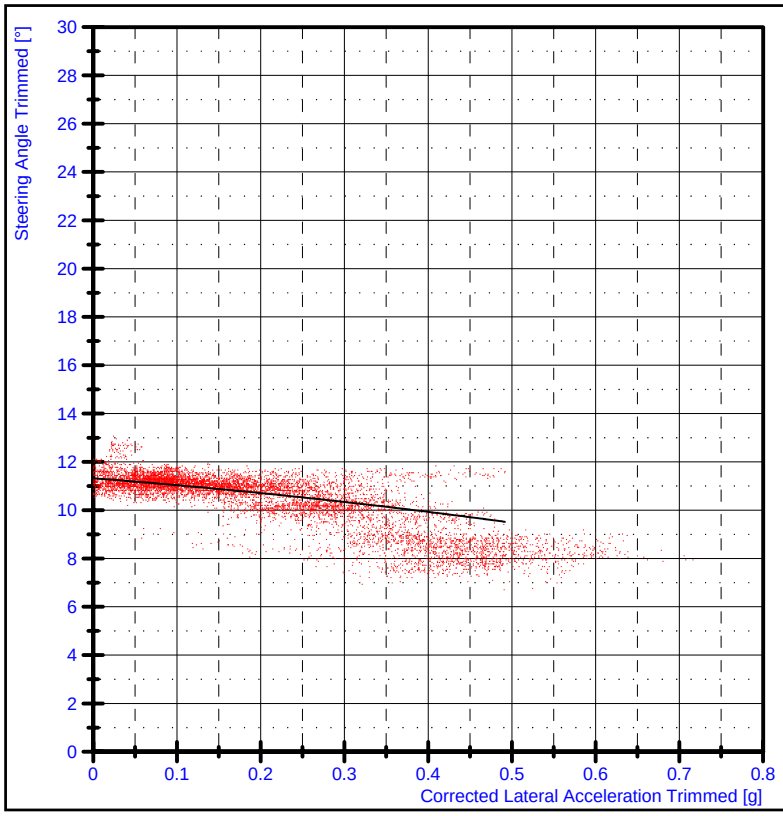
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Alternative Rider. Two wheel lift occurred.

Reported Tipping Point : 0.50g
Velocity at Tipping Point : 22.4km/h
at 83.43s

Gradient : -4.236°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 66.63s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130665
Test Date : 04 September, 2013

Test Specimen : TS57204
Test Vehicle : Kawasaki KVF300

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

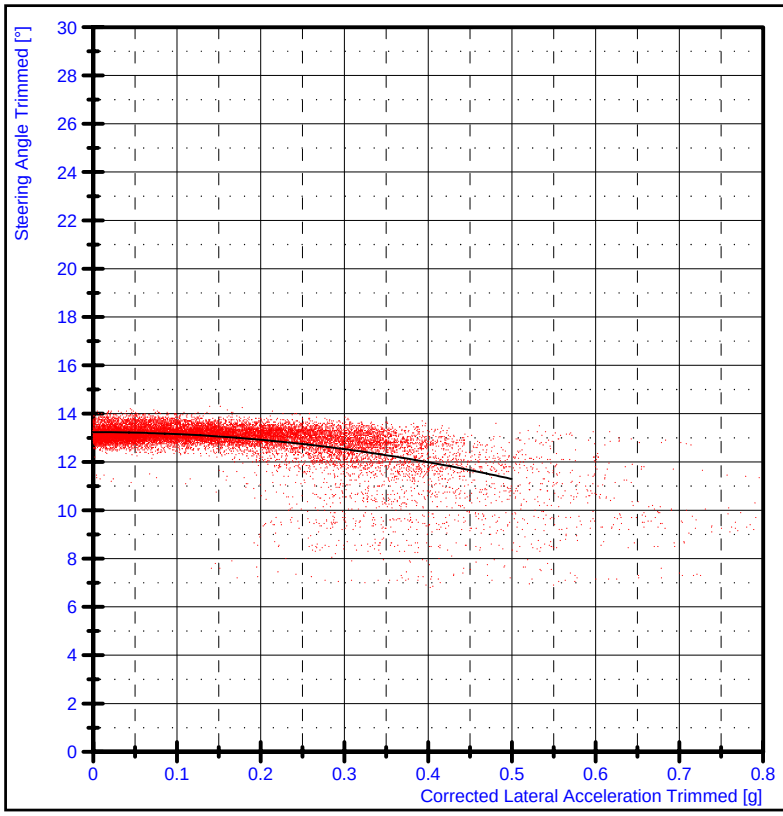
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Alternative Rider. Two wheel lift occurred.

Reported Tipping Point : 0.50g
Velocity at Tipping Point : 21.5km/h
at 85.31s

Gradient : -3.685°/g
between 0.10 and 0.40g

Data trimmed between 2.76 and 68.97s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130666
Test Date : 05 September, 2013

Test Specimen : TS57206
Test Vehicle : CF Moto CF500

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

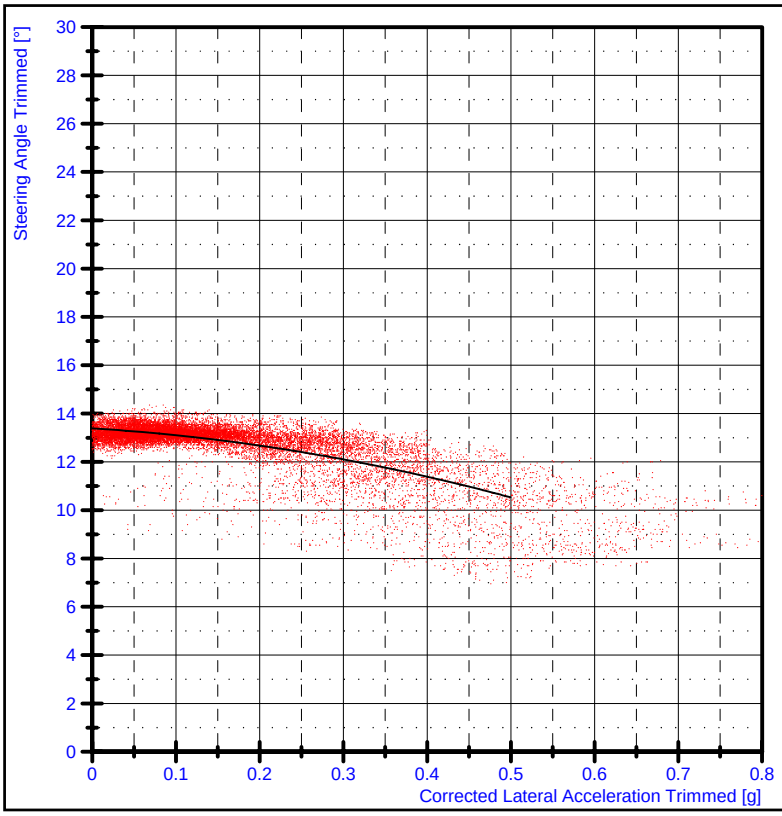
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.
Front wheel lifted at same time as rear wheel.

Reported Tipping Point : 0.51g
Velocity at Tipping Point : 23.1km/h
at 193.04s

Gradient : -3.888°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 162.75s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130667
Test Date : 05 September, 2013

Test Specimen : TS57206
Test Vehicle : CF Moto CF500

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

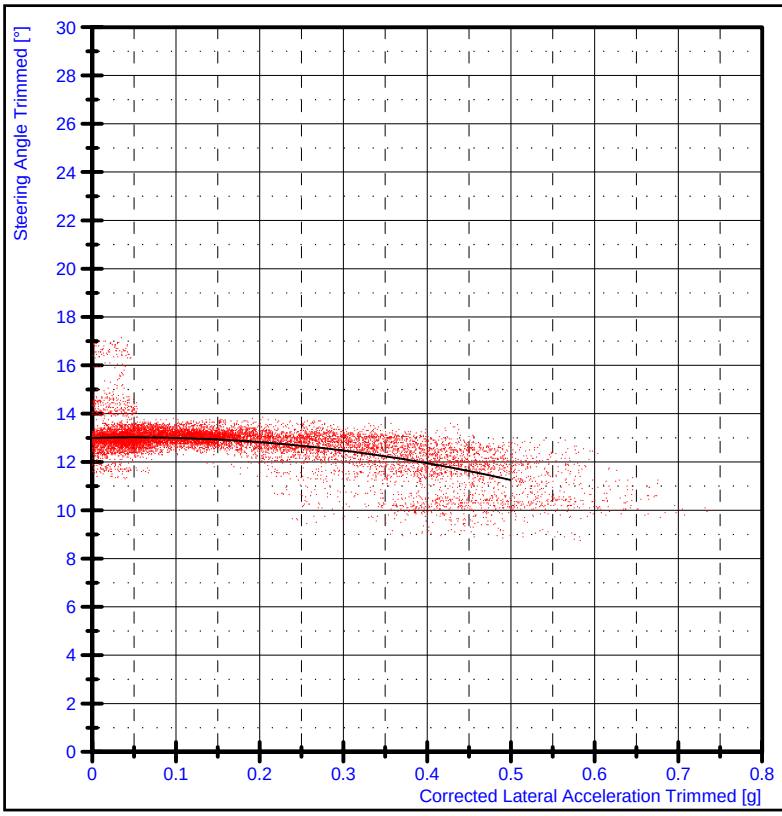
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.
Front wheel lifted at same time as rear wheel.

Reported Tipping Point : 0.48g
Velocity at Tipping Point : 23.4km/h
at 197.89s

Gradient : -5.727°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 165.63s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130668
Test Date : 05 September, 2013

Test Specimen : TS57206
Test Vehicle : CF Moto CF500

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

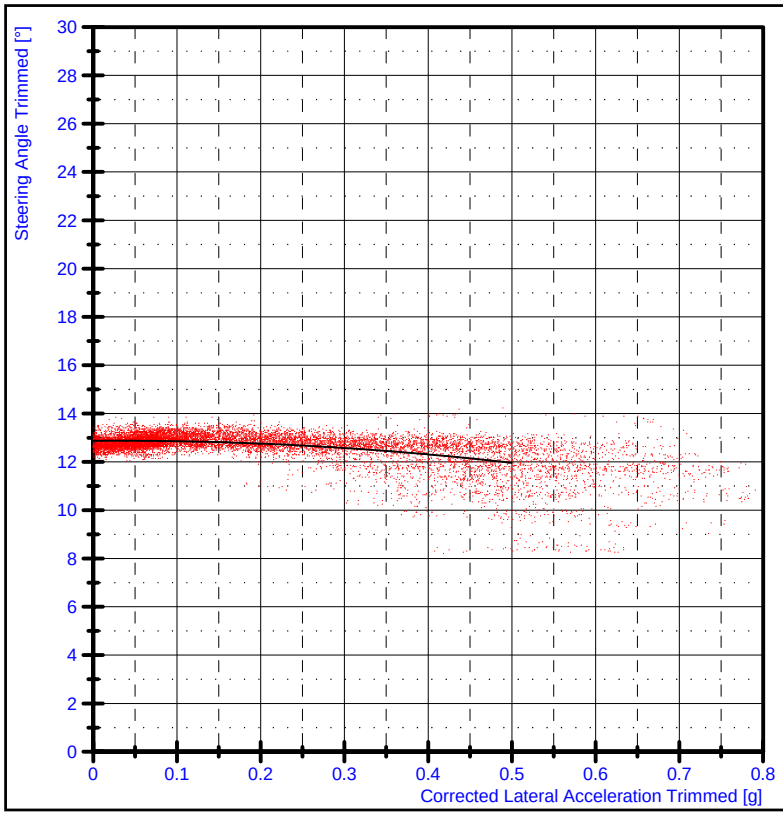
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.
Front wheel lifted at same time as rear wheel.

Reported Tipping Point : 0.50g
Velocity at Tipping Point : 23.3km/h
at 143.21s

Gradient : -3.487°/g
between 0.10 and 0.40g

Data trimmed between 5.39 and 125.83s
Transition point occurs at 0.05g



Test No. : G130669
Test Date : 05 September, 2013

Test Specimen : TS57206
Test Vehicle : CF Moto CF500

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

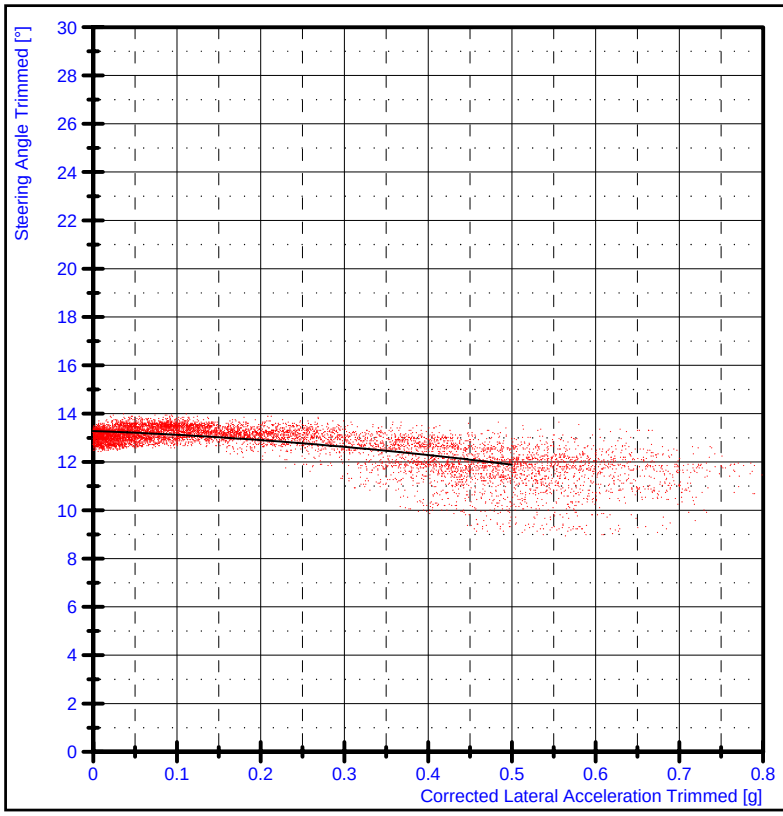
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.
Front wheel lifted at same time as rear wheel.

Reported Tipping Point : 0.56g
Velocity at Tipping Point : 23.7km/h
at 136.91s

Gradient : -1.826°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 114.03s
Transition point occurs at 0.03g



Test No. : G130670
Test Date : 05 September, 2013

Test Specimen : TS57206
Test Vehicle : CF Moto CF500

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

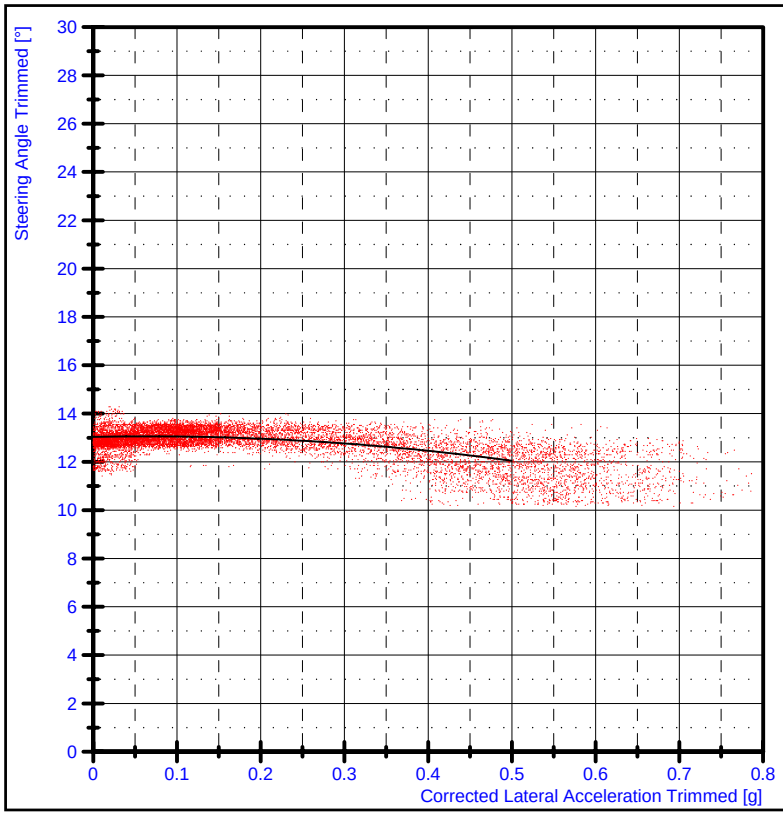
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.
Front wheel lifted at same time as rear wheel.

Reported Tipping Point : 0.56g
Velocity at Tipping Point : 23.9km/h
at 109.35s

Gradient : -2.791°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 85.11s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130671
Test Date : 05 September, 2013

Test Specimen : TS57206
Test Vehicle : CF Moto CF500

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

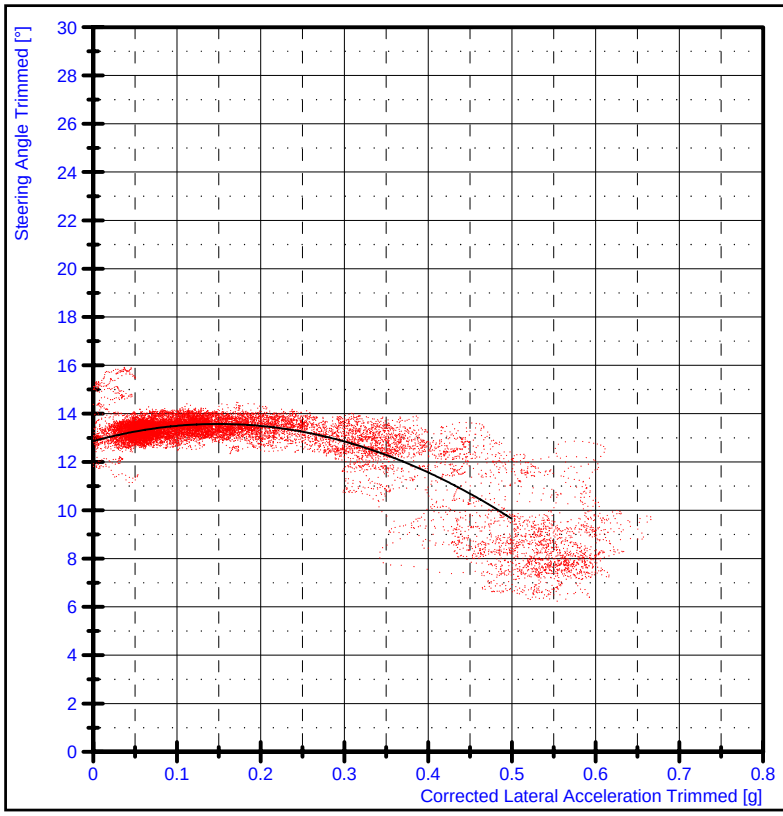
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.
Front wheel lifted at same time as rear wheel.

Reported Tipping Point : 0.54g
Velocity at Tipping Point : 23.7km/h
at 138.98s

Gradient : -1.979°/g
between 0.10 and 0.40g

Data trimmed between 3.99 and 121.85s
Transition point occurs at 0.07g



Test No. : G130681
Test Date : 09 September, 2013

Test Specimen : TS57202
Test Vehicle : Polaris Sportsman 450HO

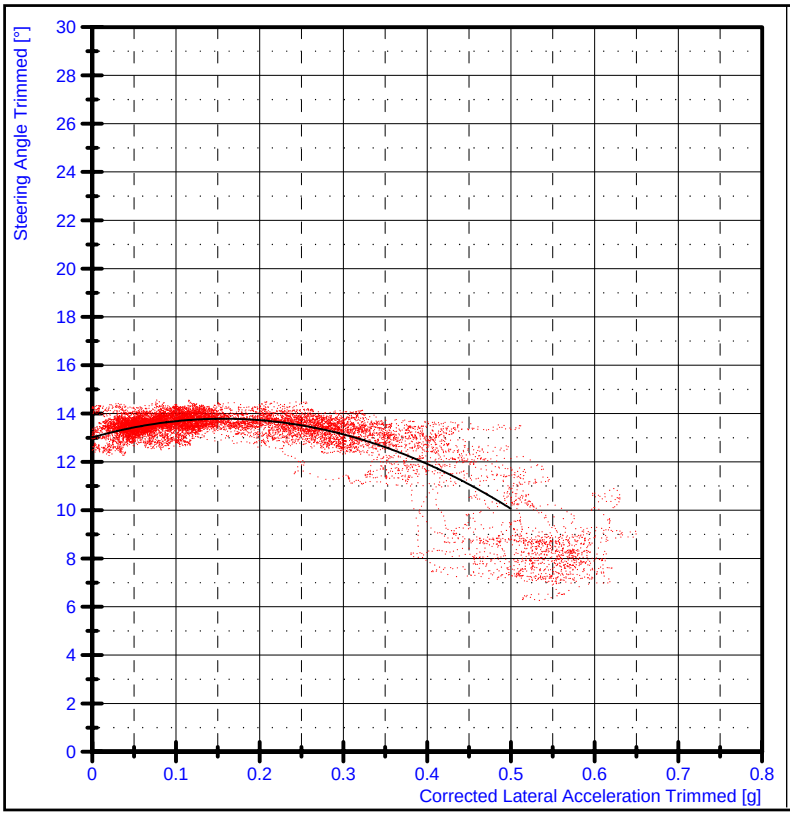
Test : Steady State Circular Behaviour
Direction : Left
Surface : Asphalt

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

Two wheel lift occurred.

Reported Tipping Point : 0.60g
Velocity at Tipping Point : 24.1km/h
at 167.66s

Gradient : 1.568°/g
between 0.10 and 0.15g
Gradient : -8.027°/g
between 0.15 and 0.40g
Data trimmed between 3.31 and 156.89s
Transition point occurs at 0.15g



Test No. : G130682
Test Date : 09 September, 2013

Test Specimen : TS57202
Test Vehicle : Polaris Sportsman 450HO

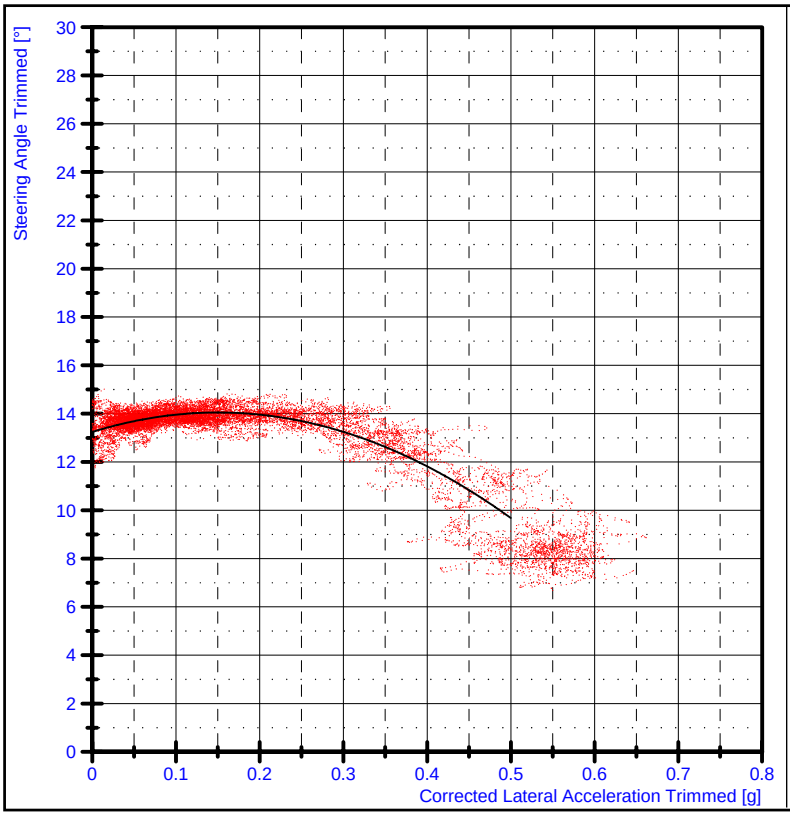
Test : Steady State Circular Behaviour
Direction : Left
Surface : Asphalt

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

Two wheel lift occurred.

Reported Tipping Point : 0.62g
Velocity at Tipping Point : 23.8km/h
at 137.42s

Gradient : 1.788°/g
between 0.10 and 0.16g
Gradient : -7.696°/g
between 0.16 and 0.40g
Data trimmed between 2.19 and 127.15s
Transition point occurs at 0.16g



Test No. : G130683
Test Date : 09 September, 2013

Test Specimen : TS57202
Test Vehicle : Polaris Sportsman 450HO

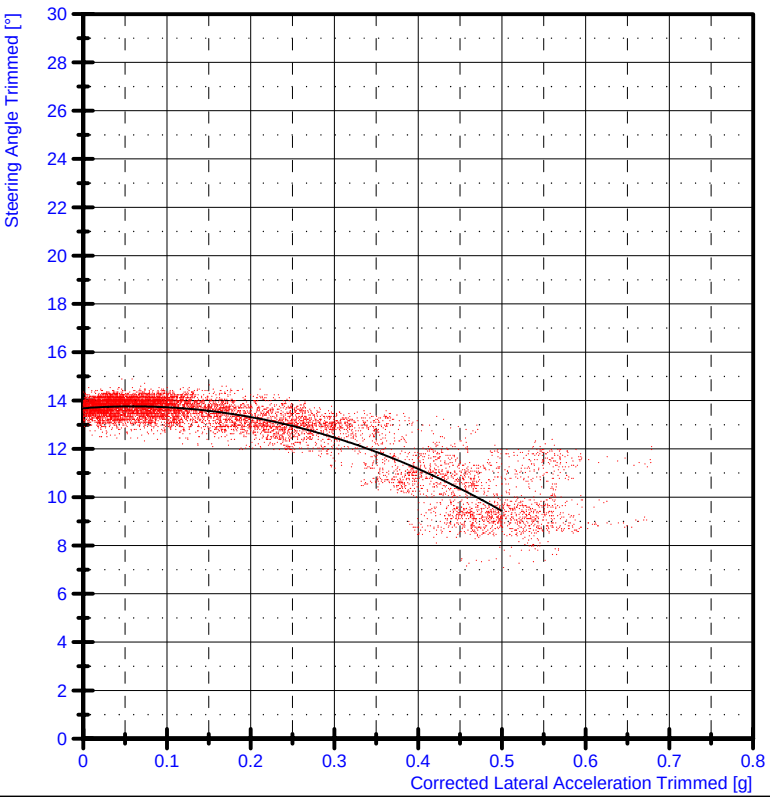
Test : Steady State Circular Behaviour
Direction : Left
Surface : Asphalt

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

Two wheel lift occurred.

Reported Tipping Point : 0.61g
Velocity at Tipping Point : 24.2km/h
at 151.25s

Gradient : 1.754°/g
between 0.10 and 0.15g
Gradient : -8.971°/g
between 0.15 and 0.40g
Data trimmed between 0.27 and 140.18s
Transition point occurs at 0.15g



Test No. : G130684
Test Date : 09 September, 2013

Test Specimen : TS57202
Test Vehicle : Polaris Sportsman 450HO

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

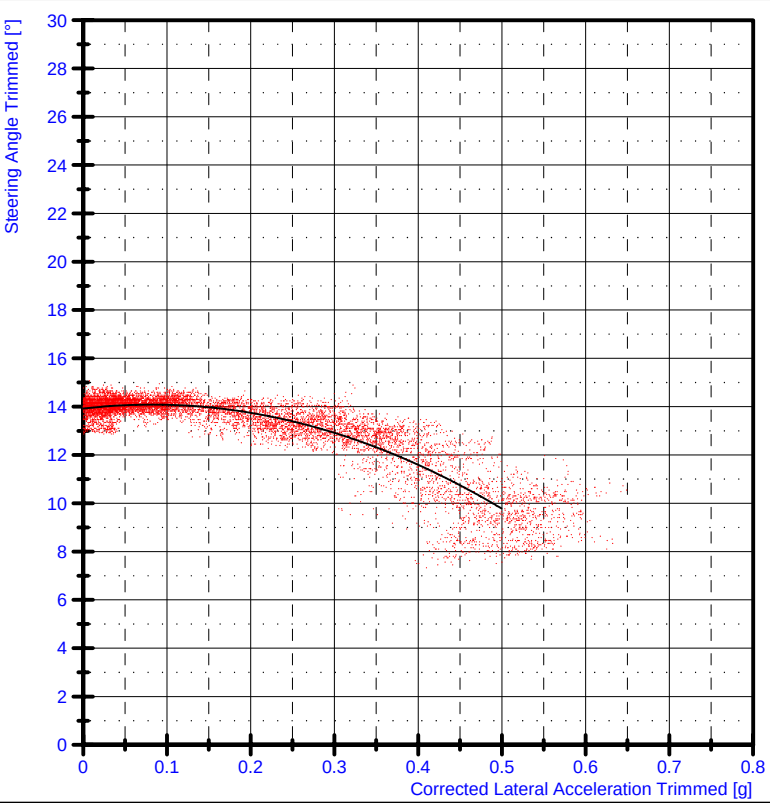
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.56g
Velocity at Tipping Point : 24.5km/h
at 108.62s

Gradient : -8.504°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 89.11s
Transition point occurs at 0.06g



Test No. : G130685
Test Date : 09 September, 2013

Test Specimen : TS57202
Test Vehicle : Polaris Sportsman 450HO

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

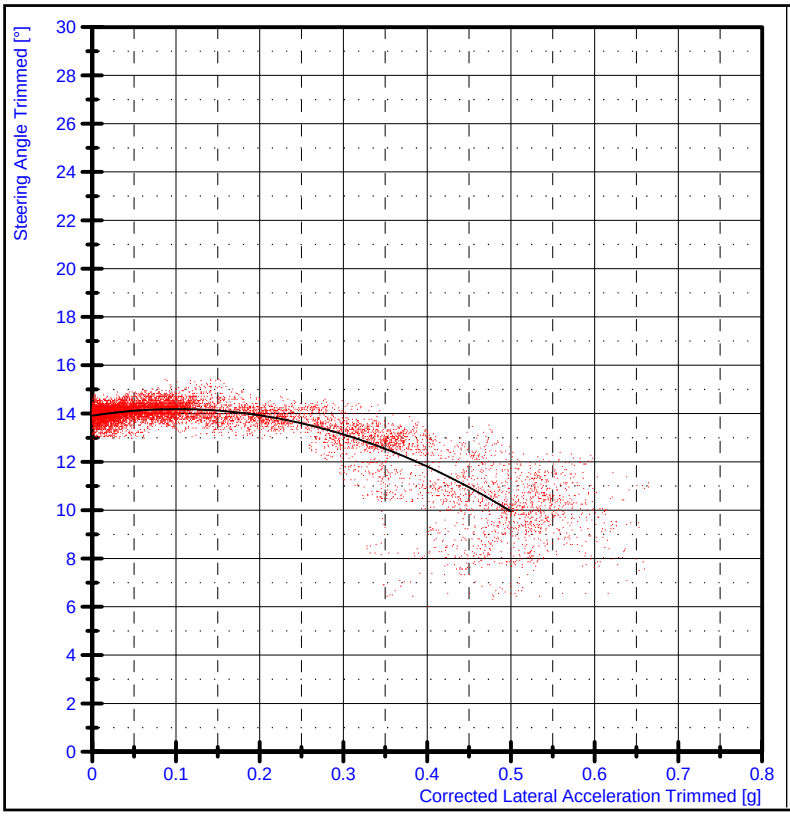
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.54g
Velocity at Tipping Point : 23.8km/h
at 95.34s

Gradient : -8.285°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 88.94s
Transition point occurs at 0.08g



Test No. : G130686
Test Date : 09 September, 2013

Test Specimen : TS57202
Test Vehicle : Polaris Sportsman 450HO

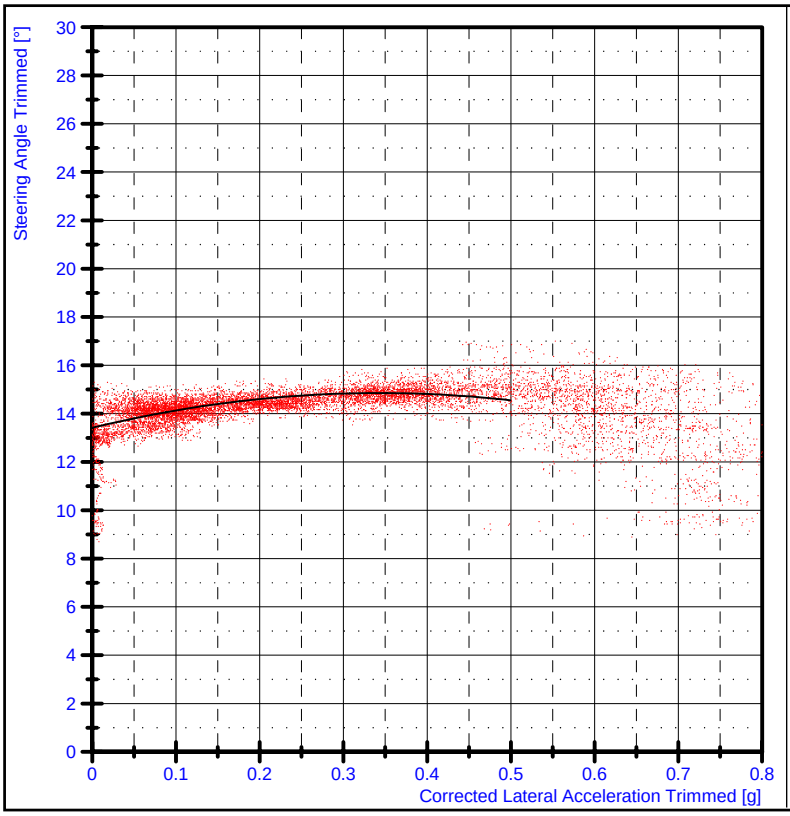
Test : Steady State Circular Behaviour
Direction : Right
Surface : Asphalt

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

Two wheel lift occurred.

Reported Tipping Point : 0.54g
Velocity at Tipping Point : 24.2km/h
at 104.56s

Gradient : 0.038°/g
between 0.10 and 0.10g
Gradient : -7.968°/g
between 0.10 and 0.40g
Data trimmed between 0.00 and 90.74s
Transition point occurs at 0.10g



Test No. : G130693
Test Date : 10 September, 2013

Test Specimen : TS57213
Test Vehicle : Honda TRX700XX

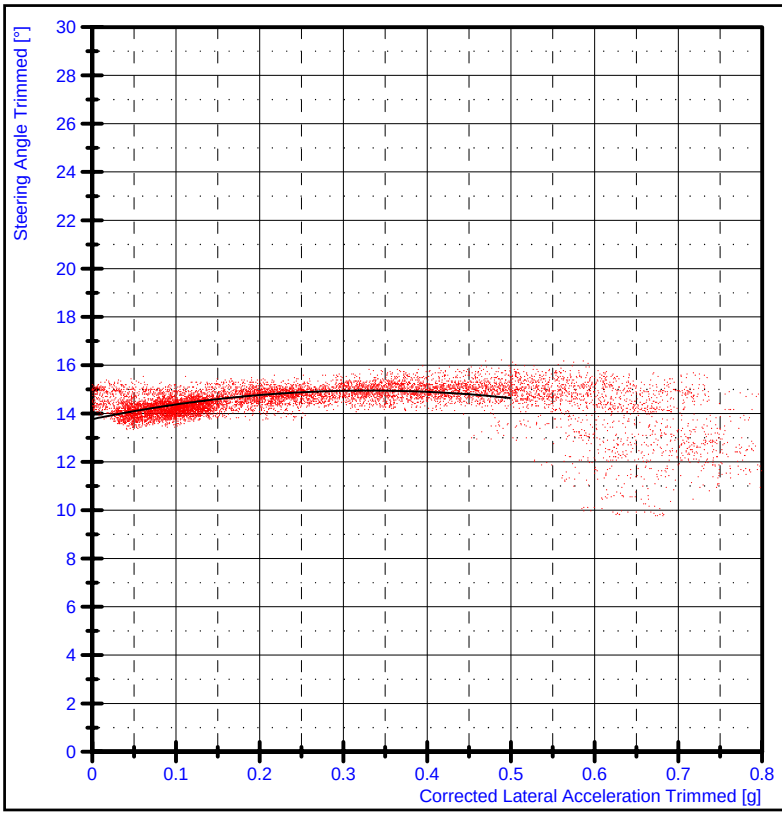
Test : Steady State Circular Behaviour
Direction : Left
Surface : Asphalt

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

Two wheel lift occurred.

Reported Tipping Point : 0.71g
Velocity at Tipping Point : 24.5km/h
at 106.75s

Gradient : 2.969°/g
between 0.10 and 0.34g
Gradient : -0.714°/g
between 0.34 and 0.40g
Data trimmed between 1.53 and 105.68s
Transition point occurs at 0.34g



Test No. : G130694
Test Date : 10 September, 2013

Test Specimen : TS57213
Test Vehicle : Honda TRX700XX

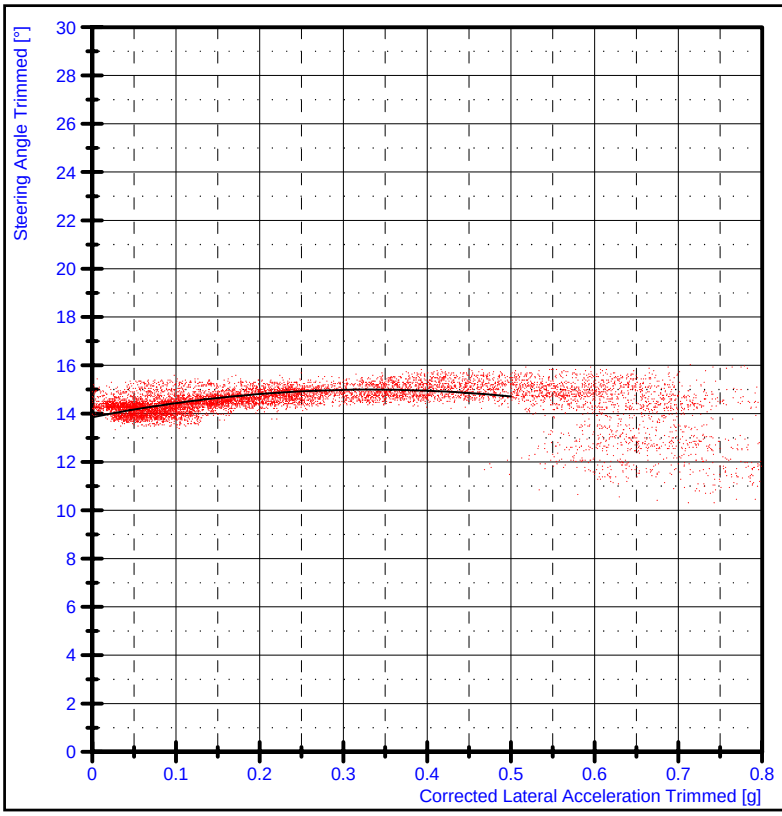
Test : Steady State Circular Behaviour
Direction : Left
Surface : Asphalt

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

Two wheel lift occurred.

Reported Tipping Point : 0.72g
Velocity at Tipping Point : 25.0km/h
at 105.25s

Gradient : 2.484°/g
between 0.10 and 0.33g
Gradient : -0.772°/g
between 0.33 and 0.40g
Data trimmed between 0.00 and 101.20s
Transition point occurs at 0.33g



Test No. : G130695
Test Date : 10 September, 2013

Test Specimen : TS57213
Test Vehicle : Honda TRX700XX

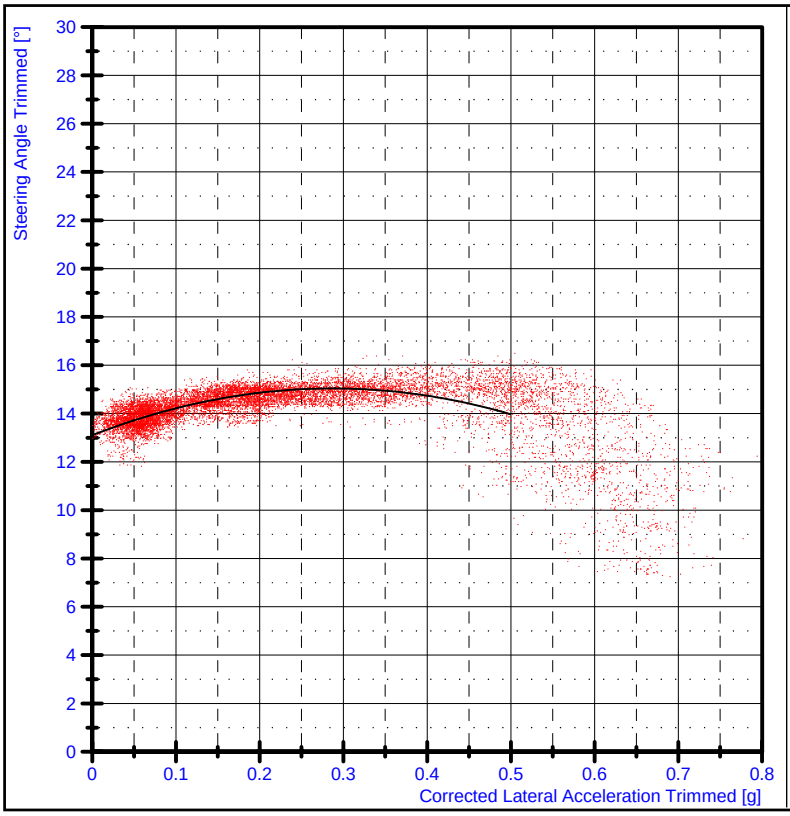
Test : Steady State Circular Behaviour
Direction : Left
Surface : Asphalt

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

Two wheel lift occurred.

Reported Tipping Point : 0.73g
Velocity at Tipping Point : 25.1km/h
at 99.79s

Gradient : 2.384°/g
between 0.10 and 0.33g
Gradient : -0.683°/g
between 0.33 and 0.40g
Data trimmed between 0.00 and 96.42s
Transition point occurs at 0.33g



Test No. : G130696
Test Date : 10 September, 2013

Test Specimen : TS57213
Test Vehicle : Honda TRX700XX

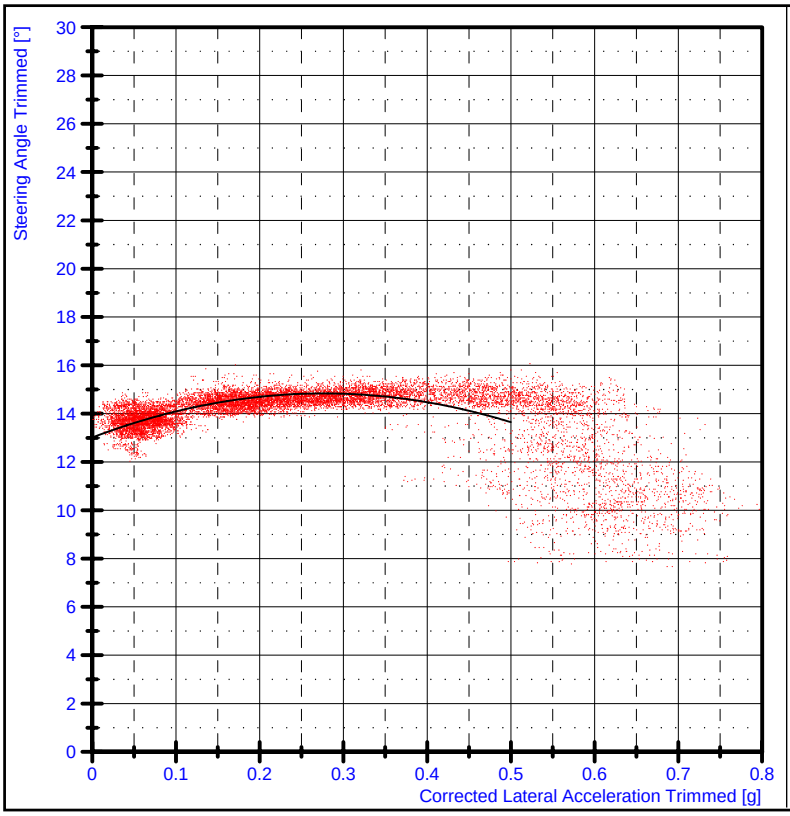
Test : Steady State Circular Behaviour
Direction : Right
Surface : Asphalt

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

Two wheel lift occurred.

Reported Tipping Point : 0.61g
Velocity at Tipping Point : 25.6km/h
at 129.11s

Gradient : 4.403°/g
between 0.10 and 0.29g
Gradient : -2.685°/g
between 0.29 and 0.40g
Data trimmed between 0.00 and 123.10s
Transition point occurs at 0.29g



Test No. : G130697
Test Date : 10 September, 2013

Test Specimen : TS57213
Test Vehicle : Honda TRX700XX

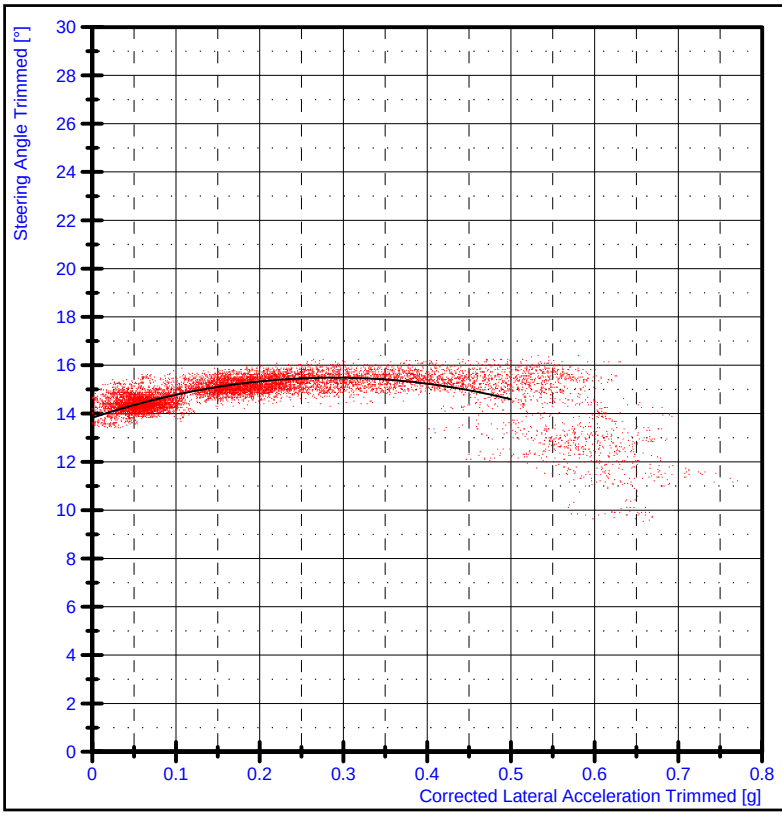
Test : Steady State Circular Behaviour
Direction : Right
Surface : Asphalt

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

Two wheel lift occurred.

Reported Tipping Point : 0.63g
Velocity at Tipping Point : 26.0km/h
at 134.99s

Gradient : 4.196°/g
between 0.10 and 0.28g
Gradient : -2.966°/g
between 0.28 and 0.40g
Data trimmed between 0.00 and 130.50s
Transition point occurs at 0.28g



Test No. : G130698
Test Date : 10 September, 2013

Test Specimen : TS57213
Test Vehicle : Honda TRX700XX

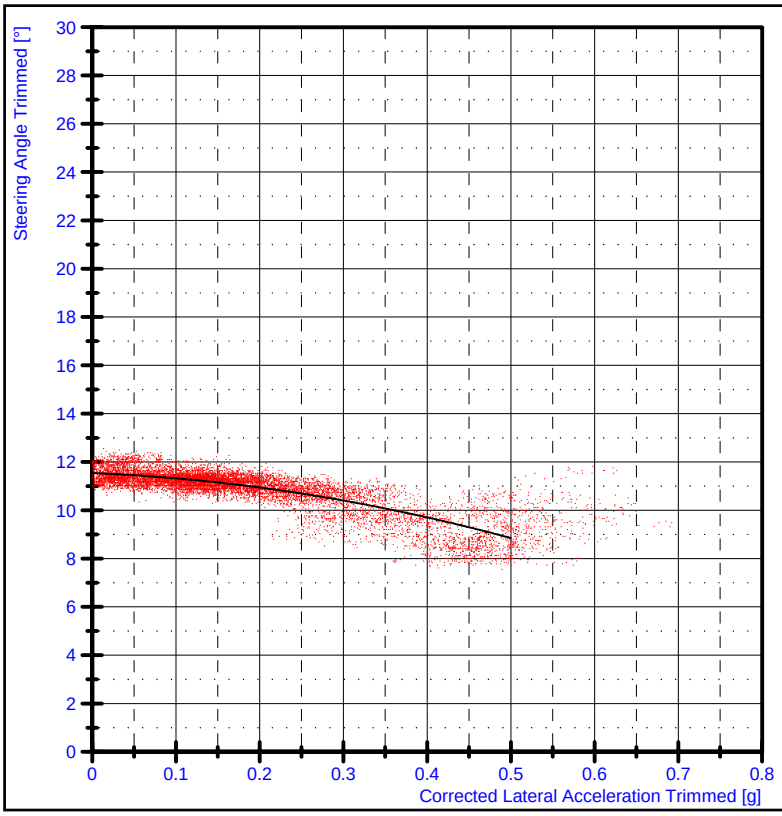
Test : Steady State Circular Behaviour
Direction : Right
Surface : Asphalt

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

Two wheel lift occurred.

Reported Tipping Point : 0.62g
Velocity at Tipping Point : 25.0km/h
at 114.98s

Gradient : 3.747°/g
between 0.10 and 0.29g
Gradient : -2.253°/g
between 0.29 and 0.40g
Data trimmed between 0.00 and 110.17s
Transition point occurs at 0.29g



Test No. : G130705
Test Date : 12 September, 2013

Test Specimen : TS57212
Test Vehicle : Yamaha Raptor YFM250R

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

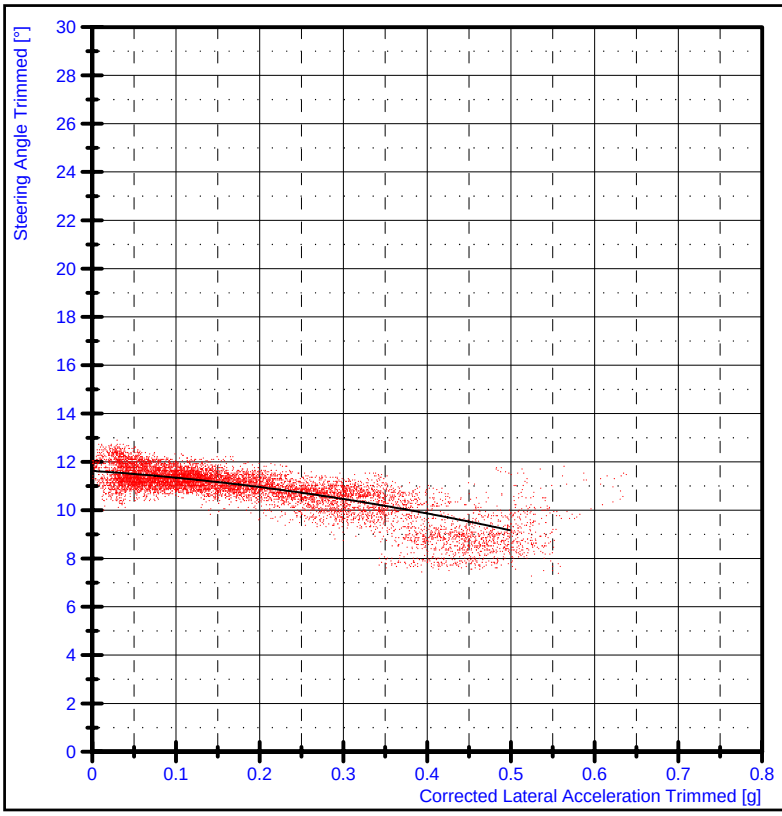
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.58g
Velocity at Tipping Point : 23.0km/h
at 113.17s

Gradient : -5.382°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 93.90s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130706
Test Date : 12 September, 2013

Test Specimen : TS57212
Test Vehicle : Yamaha Raptor YFM250R

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

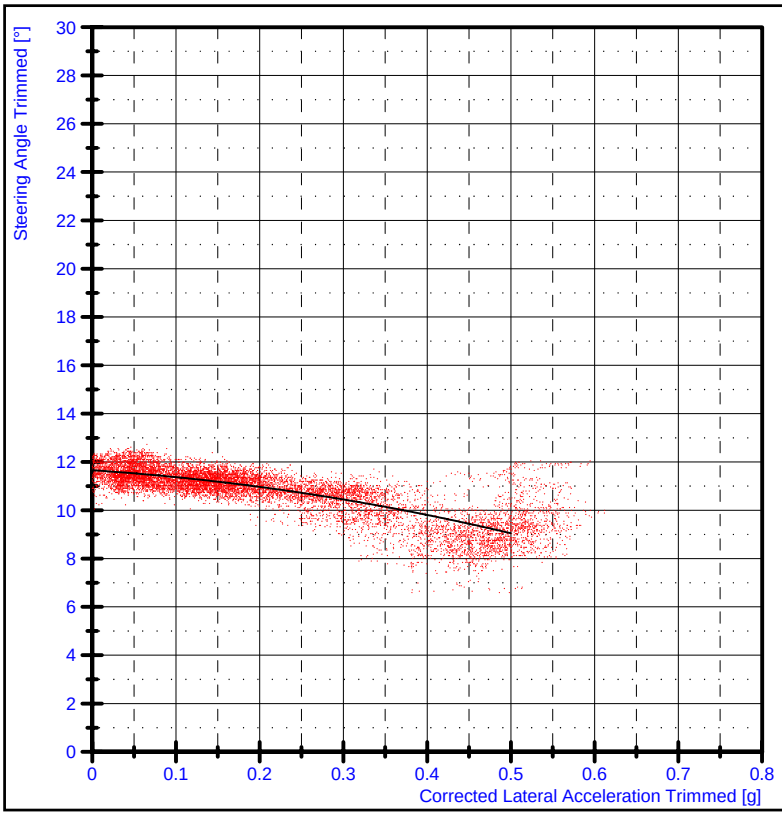
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.54g
Velocity at Tipping Point : 22.2km/h
at 101.11s

Gradient : -4.935°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 86.17s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130707
Test Date : 12 September, 2013

Test Specimen : TS57212
Test Vehicle : Yamaha Raptor YFM250R

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

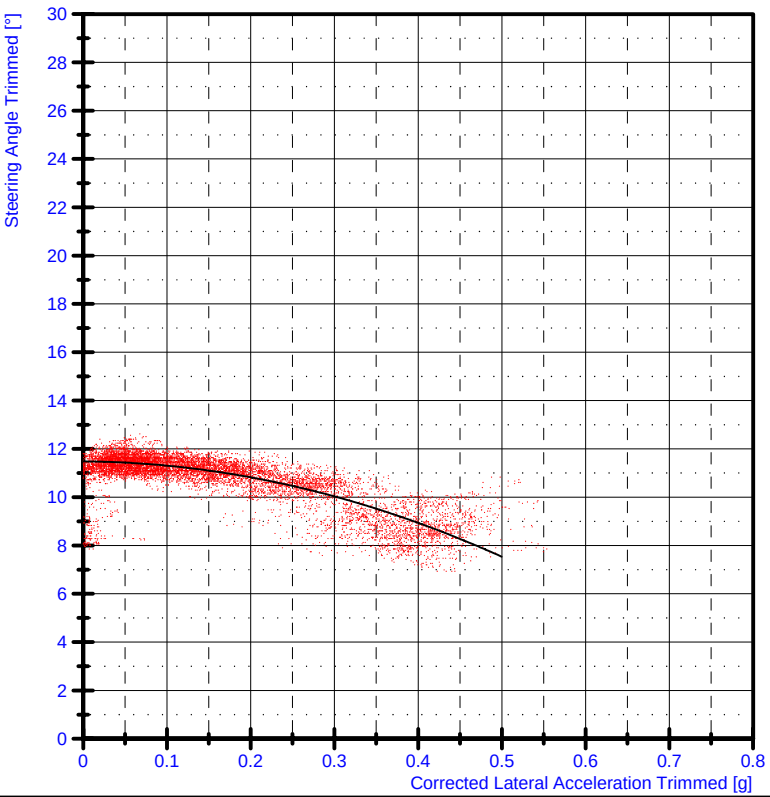
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.53g
Velocity at Tipping Point : 21.5km/h
at 110.31s

Gradient : -5.223°/g
between 0.10 and 0.40g

Data trimmed between 0.28 and 89.06s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130708
Test Date : 12 September, 2013

Test Specimen : TS57212
Test Vehicle : Yamaha Raptor YFM250R

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

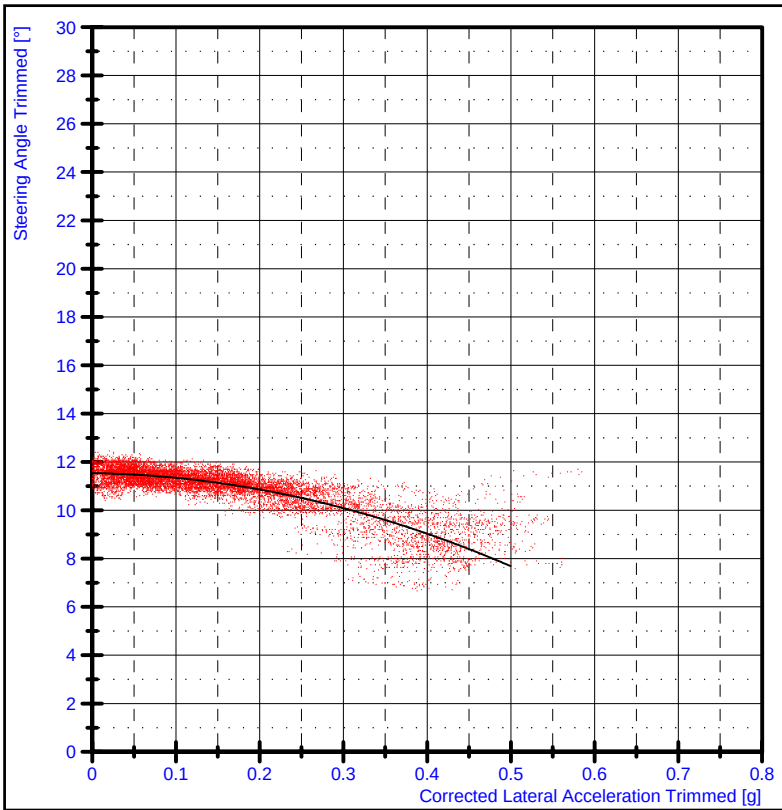
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.47g
Velocity at Tipping Point : 22.5km/h
at 97.06s

Gradient : -7.900°/g
between 0.10 and 0.40g

Data trimmed between 1.71 and 86.78s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130709
Test Date : 12 September, 2013

Test Specimen : TS57212
Test Vehicle : Yamaha Raptor YFM250R

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

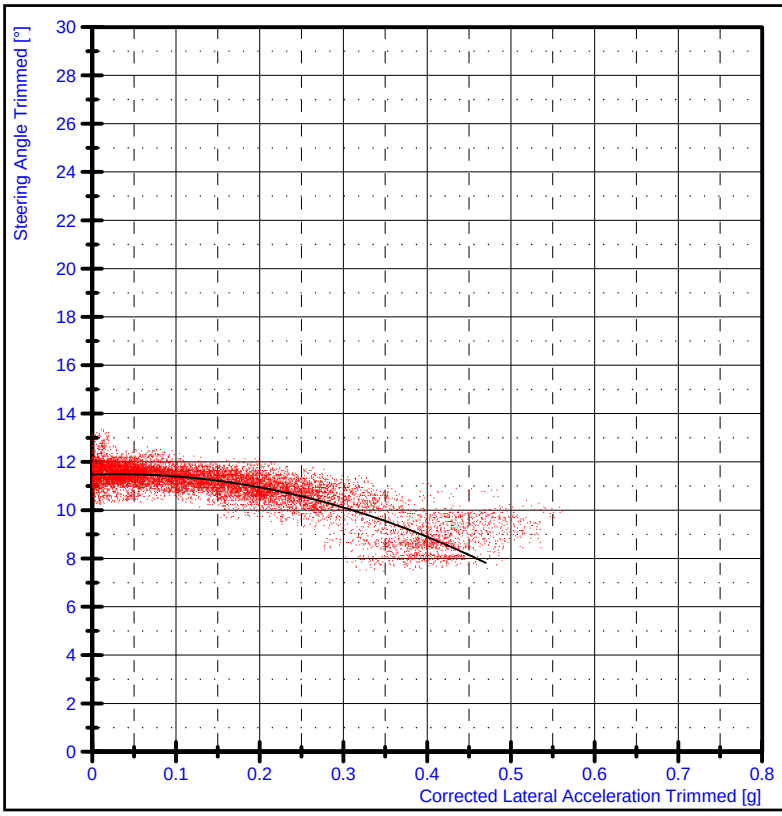
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.48g
Velocity at Tipping Point : 23.4km/h
at 113.91s

Gradient : -7.715°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 99.77s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130710
Test Date : 12 September, 2013

Test Specimen : TS57212
Test Vehicle : Yamaha Raptor YFM250R

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

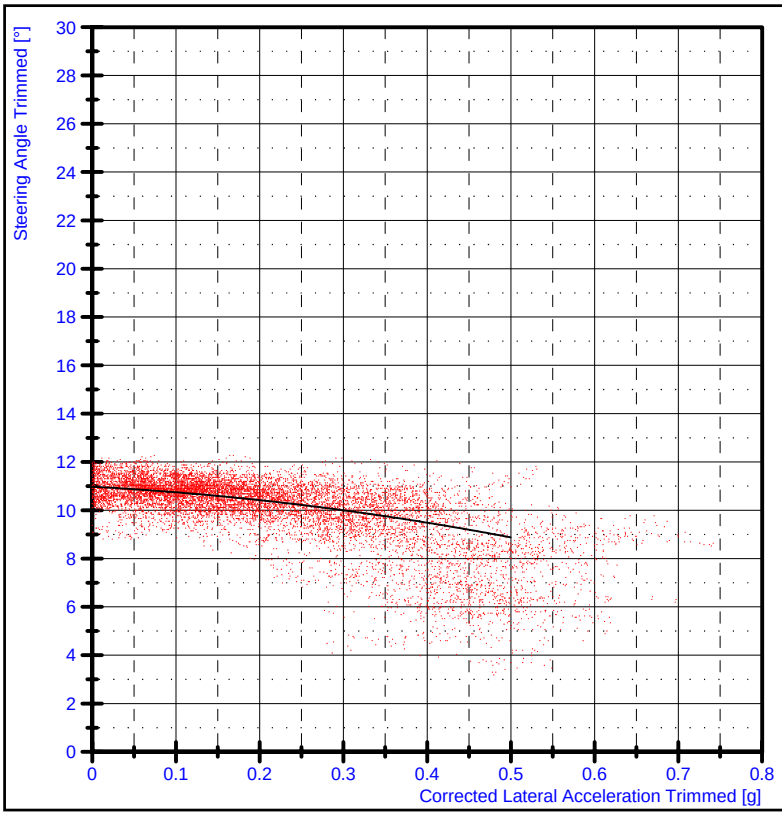
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.47g
Velocity at Tipping Point : 23.7km/h
at 126.81s

Gradient : -8.353°/g
between 0.10 and 0.40g

Data trimmed between 1.25 and 114.24s
Transition point occurs at 0.03g



Test No. : G130717
Test Date : 12 September, 2013

Test Specimen : TS57212
Test Vehicle : Yamaha Raptor YFM250R

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

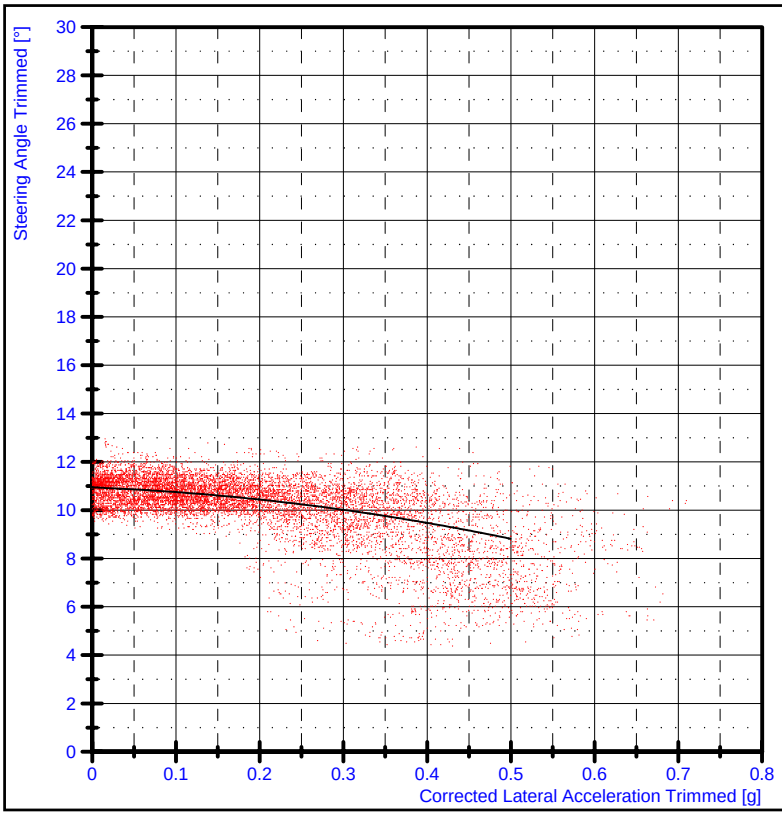
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.58g
Velocity at Tipping Point : 22.0km/h
at 109.24s

Gradient : -4.199°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 92.45s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130718
Test Date : 12 September, 2013

Test Specimen : TS57212
Test Vehicle : Yamaha Raptor YFM250R

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

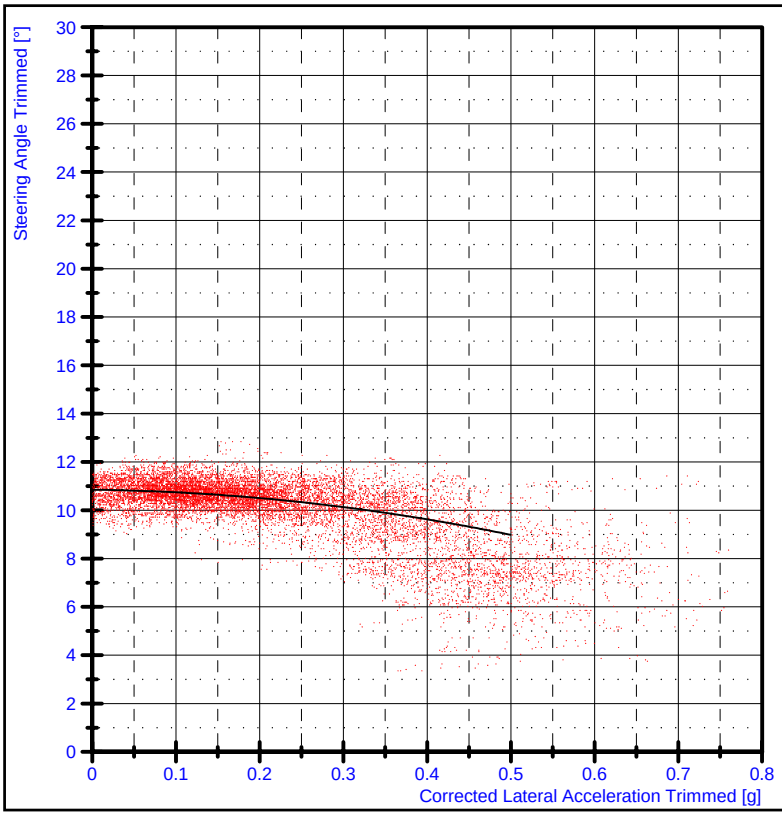
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.53g
Velocity at Tipping Point : 21.5km/h
at 104.37s

Gradient : -4.251°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 92.35s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130719
Test Date : 12 September, 2013

Test Specimen : TS57212
Test Vehicle : Yamaha Raptor YFM250R

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

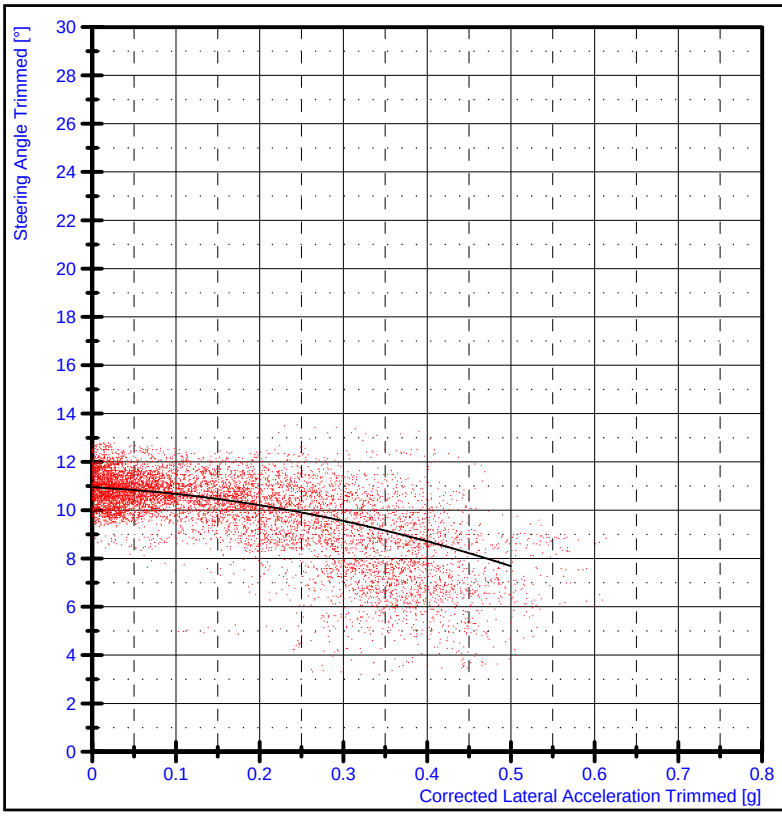
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.56g
Velocity at Tipping Point : 22.4km/h
at 124.15s

Gradient : -3.739°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 105.42s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130720
Test Date : 12 September, 2013

Test Specimen : TS57212
Test Vehicle : Yamaha Raptor YFM250R

Test : Steady State Circular Behaviour
Direction : Right
Surface : Grass

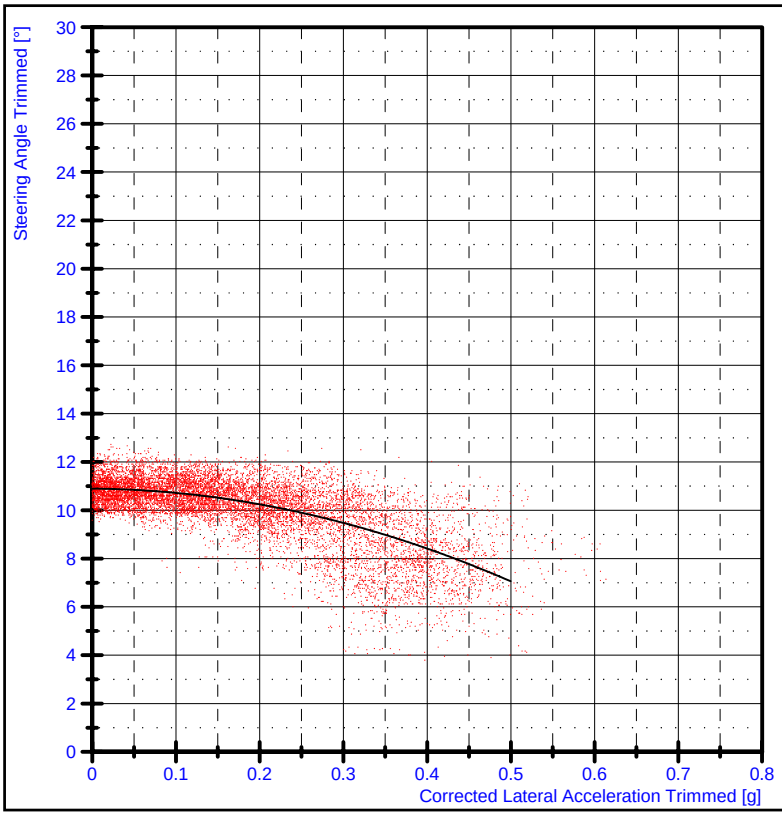
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.43g
Velocity at Tipping Point : 21.3km/h
at 95.19s

Gradient : -6.536°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 74.40s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130721
Test Date : 12 September, 2013

Test Specimen : TS57212
Test Vehicle : Yamaha Raptor YFM250R

Test : Steady State Circular Behaviour
Direction : Right
Surface : Grass

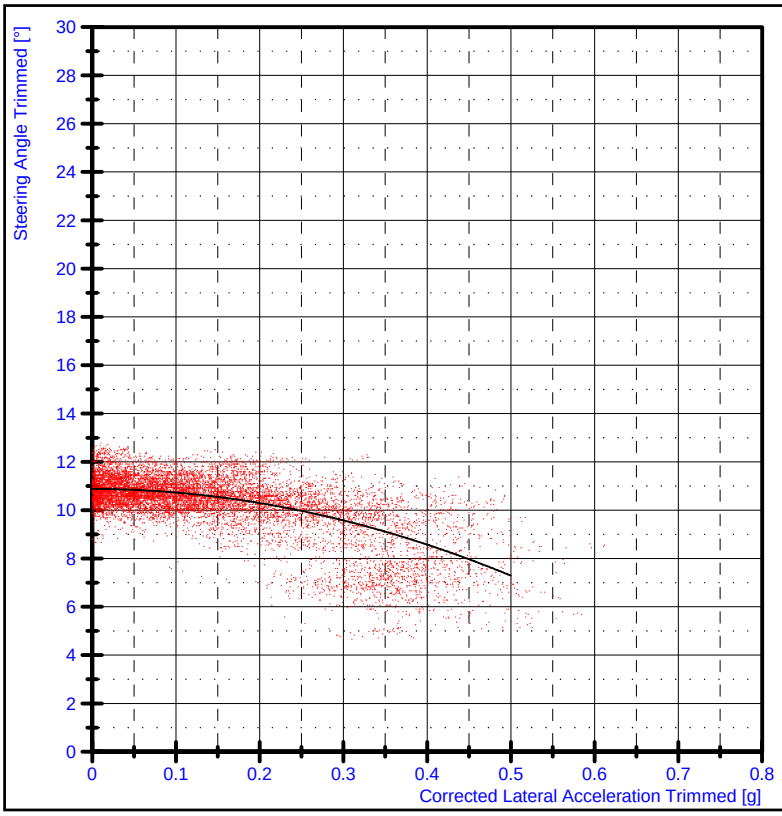
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.45g
Velocity at Tipping Point : 22.0km/h
at 113.18s

Gradient : -7.693°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 103.08s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130722
Test Date : 12 September, 2013

Test Specimen : TS57212
Test Vehicle : Yamaha Raptor YFM250R

Test : Steady State Circular Behaviour
Direction : Right
Surface : Grass

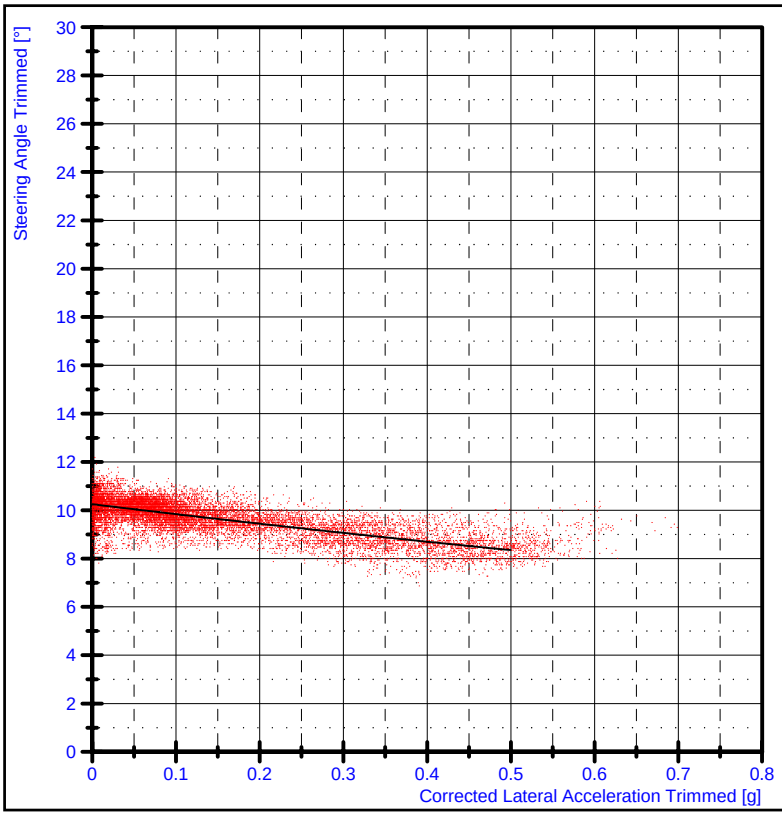
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.44g
Velocity at Tipping Point : 21.2km/h
at 113.95s

Gradient : -7.181°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 100.23s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130729
Test Date : 13 September, 2013

Test Specimen : TS57211
Test Vehicle : Can-am DS90X

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

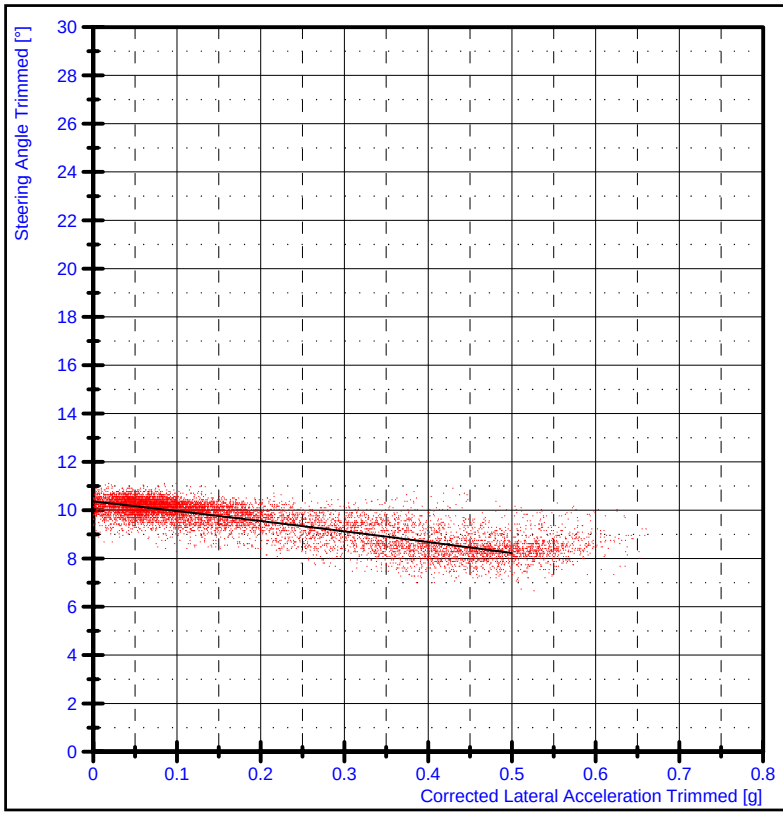
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.53g
Velocity at Tipping Point : 24.3km/h
at 131.68s

Gradient : -3.805°/g
between 0.10 and 0.40g

Data trimmed between 0.47 and 122.11s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130730
Test Date : 13 September, 2013

Test Specimen : TS57211
Test Vehicle : Can-am DS90X

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

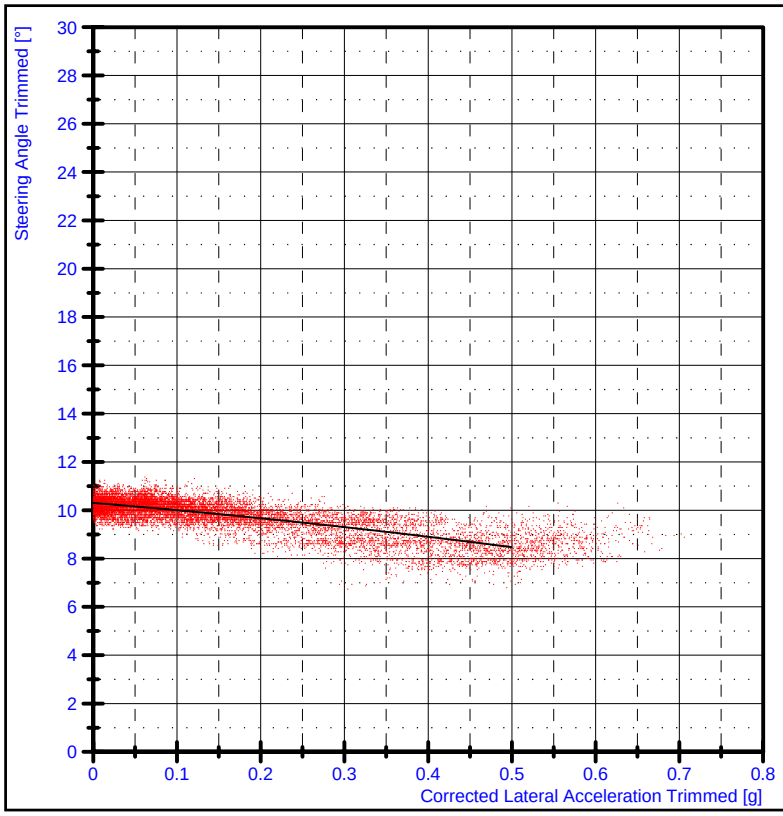
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.54g
Velocity at Tipping Point : 24.3km/h
at 128.86s

Gradient : -4.275°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 91.61s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130731
Test Date : 13 September, 2013

Test Specimen : TS57211
Test Vehicle : Can-am DS90X

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

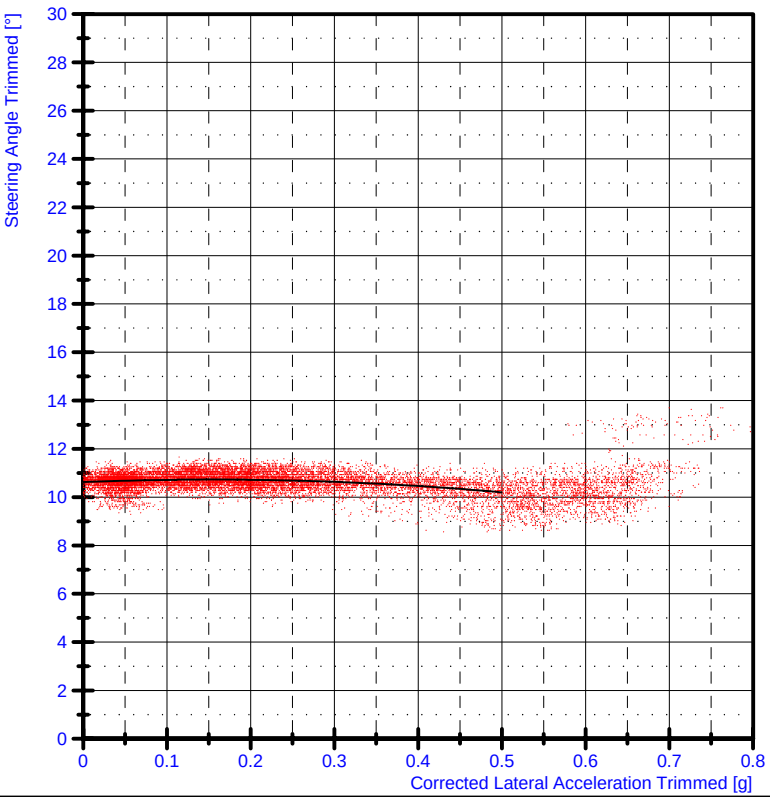
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.54g
Velocity at Tipping Point : 23.9km/h
at 147.99s

Gradient : -3.671°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 112.27s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130732
Test Date : 13 September, 2013

Test Specimen : TS57211
Test Vehicle : Can-am DS90X

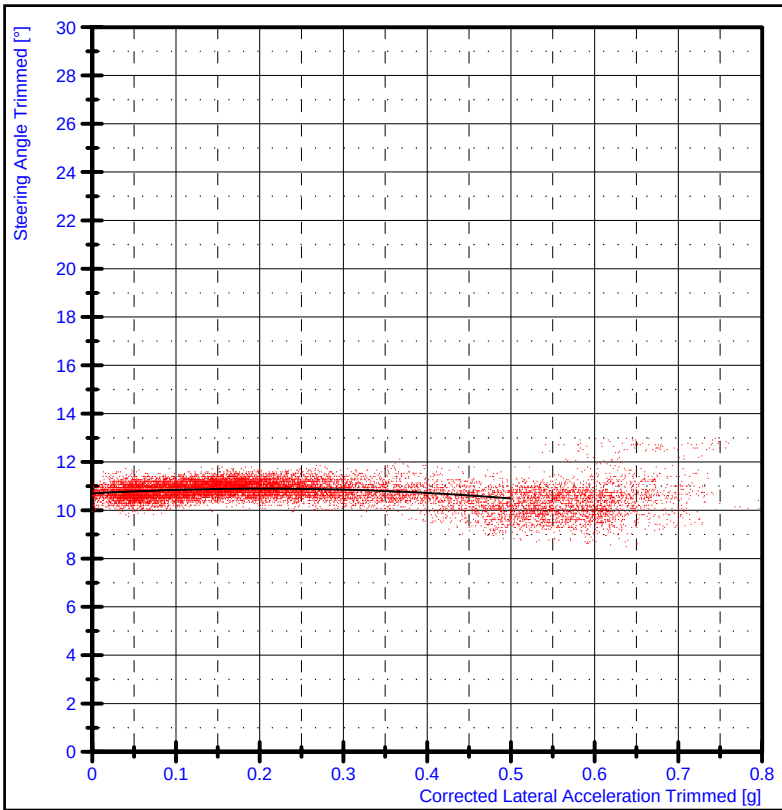
Test : Steady State Circular Behaviour
Direction : Left
Surface : Asphalt

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

Two wheel lift occurred.

Reported Tipping Point : 0.67g
Velocity at Tipping Point : 23.9km/h
at 164.75s

Gradient : 0.239°/g
between 0.10 and 0.15g
Gradient : -1.087°/g
between 0.15 and 0.40g
Data trimmed between 0.00 and 136.52s
Transition point occurs at 0.15g



Test No. : G130733
Test Date : 13 September, 2013

Test Specimen : TS57211
Test Vehicle : Can-am DS90X

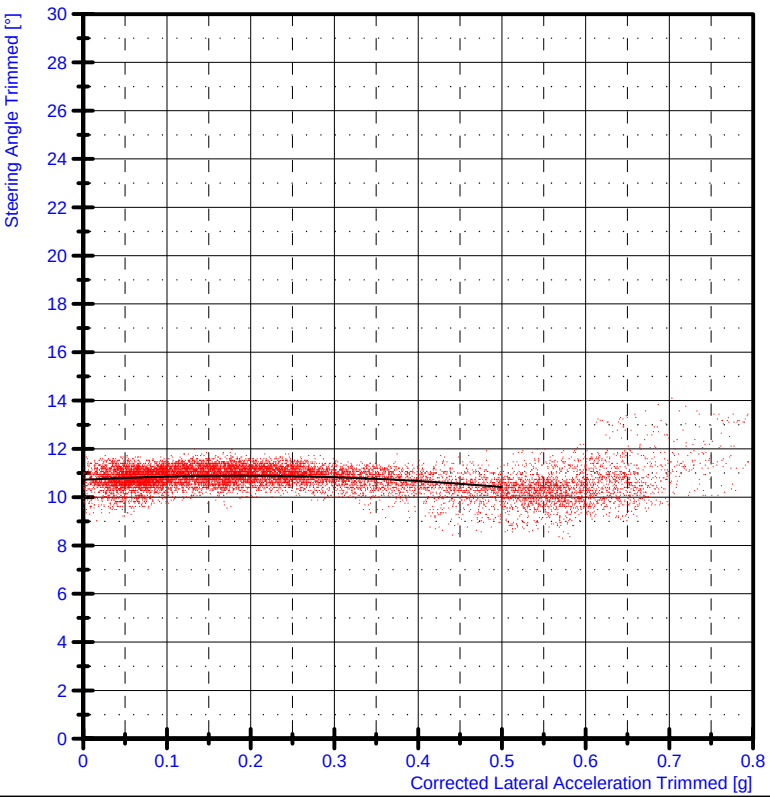
Test : Steady State Circular Behaviour
Direction : Left
Surface : Asphalt

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

Two wheel lift occurred.

Reported Tipping Point : 0.69g
Velocity at Tipping Point : 25.1km/h
at 151.44s

Gradient : 0.488°/g
between 0.10 and 0.21g
Gradient : -0.917°/g
between 0.21 and 0.40g
Data trimmed between 0.00 and 128.98s
Transition point occurs at 0.21g



Test No. : G130734
Test Date : 13 September, 2013

Test Specimen : TS57211
Test Vehicle : Can-am DS90X

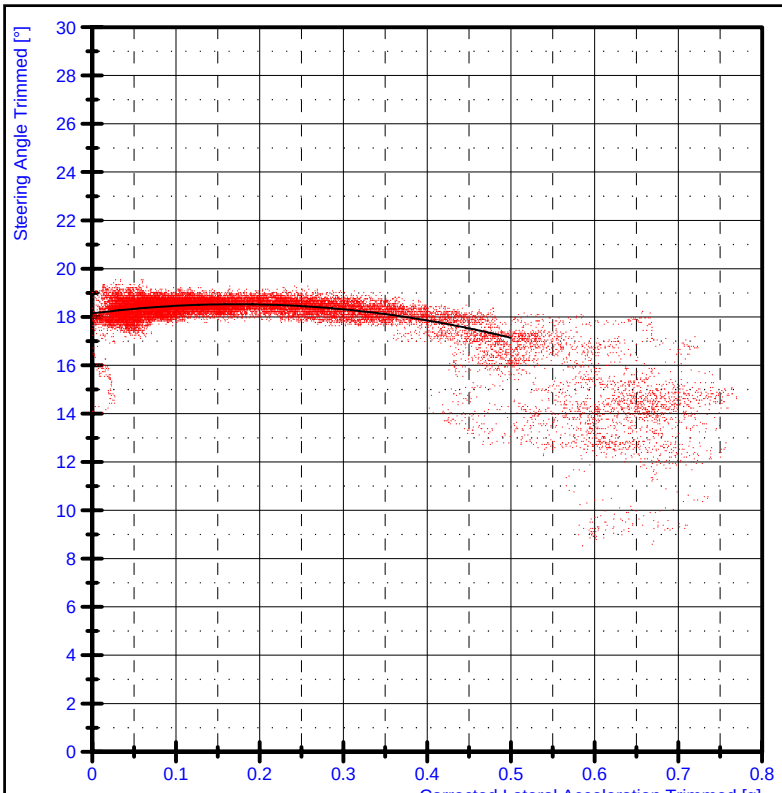
Test : Steady State Circular Behaviour
Direction : Left
Surface : Asphalt

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

Two wheel lift occurred.

Reported Tipping Point : 0.69g
Velocity at Tipping Point : 24.3km/h
at 147.05s

Gradient : 0.411°/g
between 0.10 and 0.19g
Gradient : -1.025°/g
between 0.19 and 0.40g
Data trimmed between 0.00 and 120.70s
Transition point occurs at 0.19g



Test No. : G130744
Test Date : 11 October, 2013

Test Specimen : TS57207
Test Vehicle : Yamaha Rhino YXR700

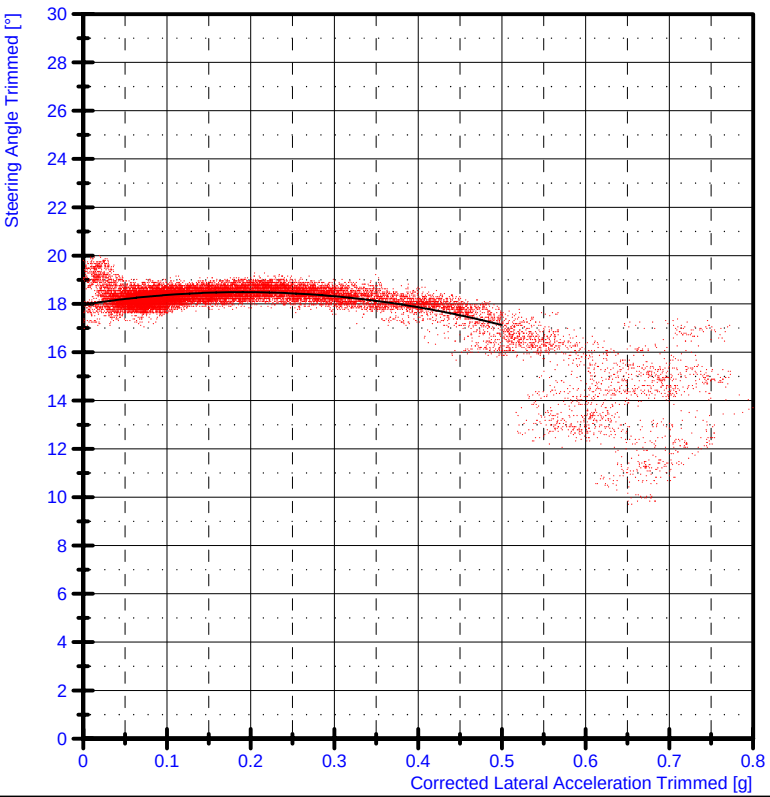
Test : Steady State Circular Behaviour
Direction : Left
Surface : Asphalt

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

Two wheel lift occurred.

Reported Tipping Point : 0.73g
Velocity at Tipping Point : 29.1km/h
at 242.07s

Gradient : 0.919°/g
between 0.10 and 0.17g
Gradient : -2.957°/g
between 0.17 and 0.40g
Data trimmed between 1.05 and 218.09s
Transition point occurs at 0.17g



Test No. : G130745
Test Date : 11 October, 2013

Test Specimen : TS57207
Test Vehicle : Yamaha Rhino YXR700

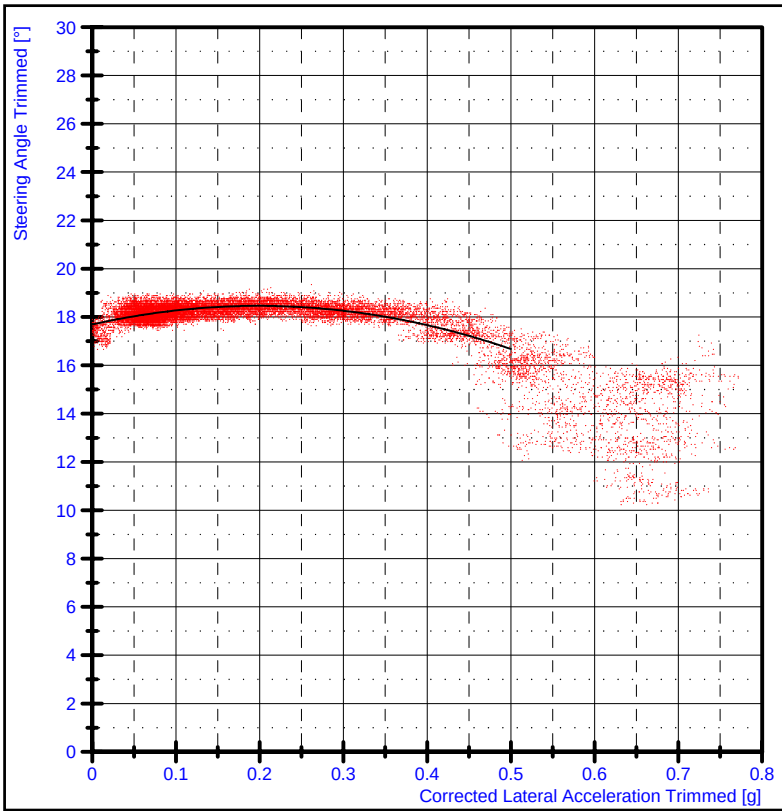
Test : Steady State Circular Behaviour
Direction : Left
Surface : Asphalt

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

Two wheel lift occurred.

Reported Tipping Point : 0.76g
Velocity at Tipping Point : 28.1km/h
at 212.47s

Gradient : 1.280°/g
between 0.10 and 0.19g
Gradient : -3.001°/g
between 0.19 and 0.40g
Data trimmed between 2.71 and 196.83s
Transition point occurs at 0.19g



Test No. : G130746
Test Date : 11 October, 2013

Test Specimen : TS57207
Test Vehicle : Yamaha Rhino YXR700

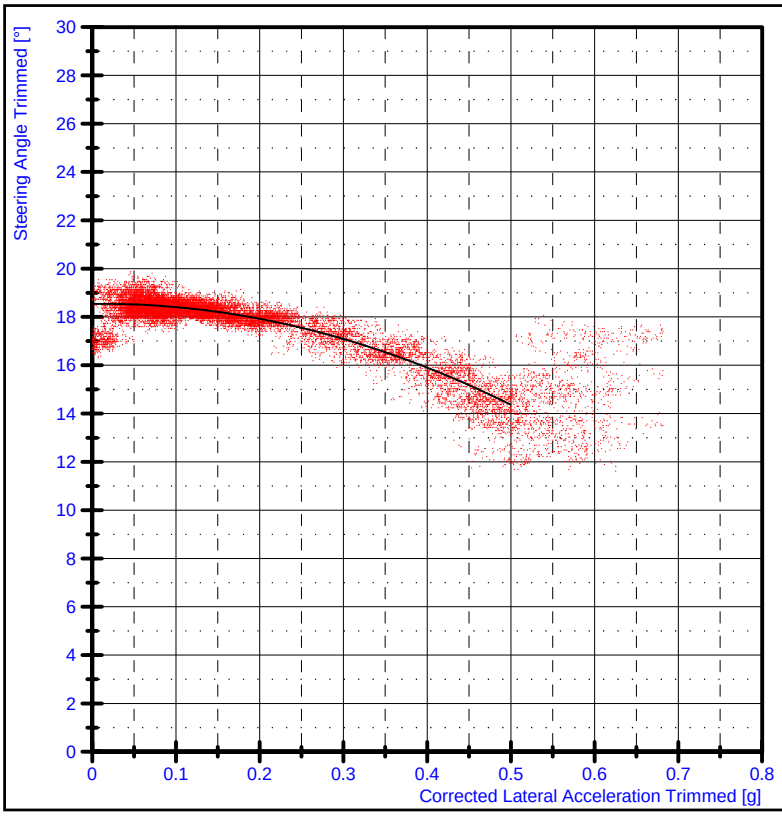
Test : Steady State Circular Behaviour
Direction : Left
Surface : Asphalt

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

Two wheel lift occurred.

Reported Tipping Point : 0.73g
Velocity at Tipping Point : 28.1km/h
at 187.8s

Gradient : 1.911°/g
between 0.10 and 0.20g
Gradient : -3.968°/g
between 0.20 and 0.40g
Data trimmed between 0.00 and 165.29s
Transition point occurs at 0.20g



Test No. : G130747
Test Date : 11 October, 2013

Test Specimen : TS57207
Test Vehicle : Yamaha Rhino YXR700

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

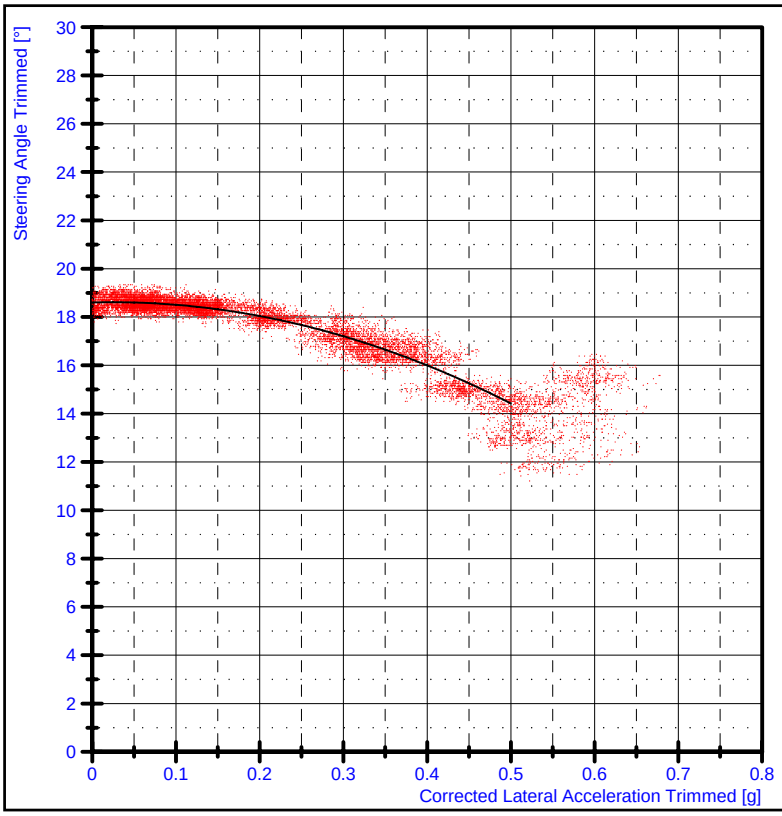
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.63g
Velocity at Tipping Point : 25.5km/h
at 188.62s

Gradient : -8.353°/g
between 0.10 and 0.40g

Data trimmed between 4.84 and 170.65s
Transition point occurs at 0.01g



Test No. : G130748
Test Date : 11 October, 2013

Test Specimen : TS57207
Test Vehicle : Yamaha Rhino YXR700

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

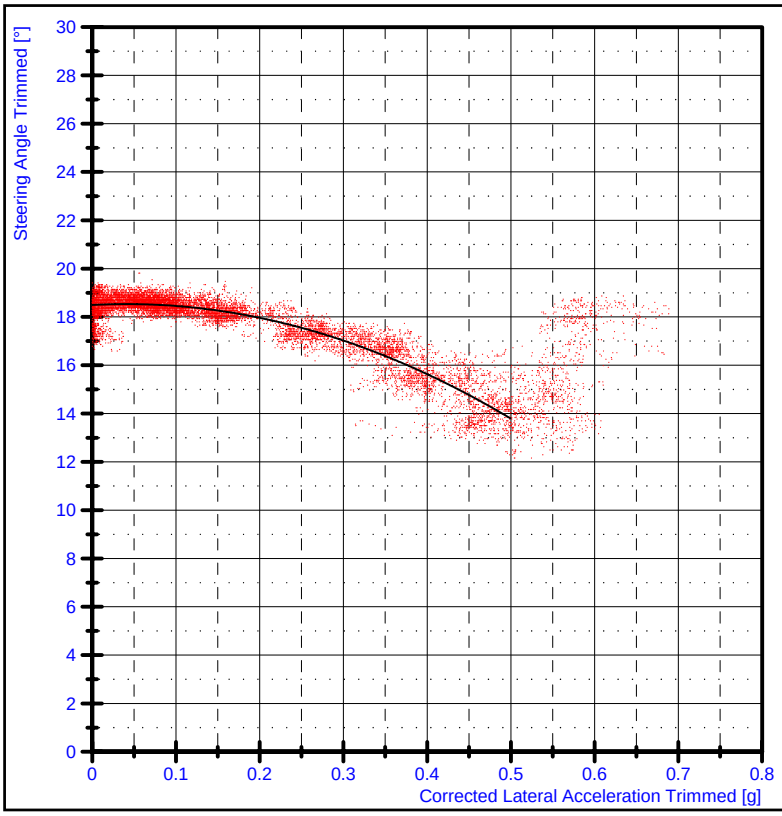
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.60g
Velocity at Tipping Point : 26.0km/h
at 142.12s

Gradient : -8.377°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 113.92s
Transition point occurs at 0.02g



Test No. : G130749
Test Date : 11 October, 2013

Test Specimen : TS57207
Test Vehicle : Yamaha Rhino YXR700

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

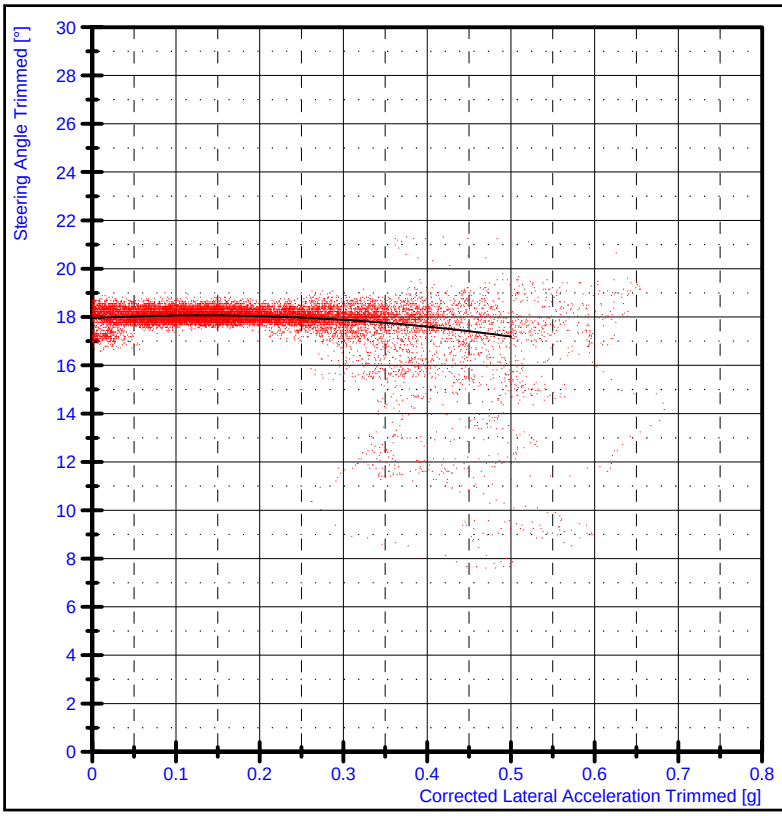
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.60g
Velocity at Tipping Point : 24.1km/h
at 118.23s

Gradient : -9.415°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 104.59s
Transition point occurs at 0.04g



Test No. : G130756
Test Date : 11 October, 2013

Test Specimen : TS57207
Test Vehicle : Yamaha Rhino YXR700

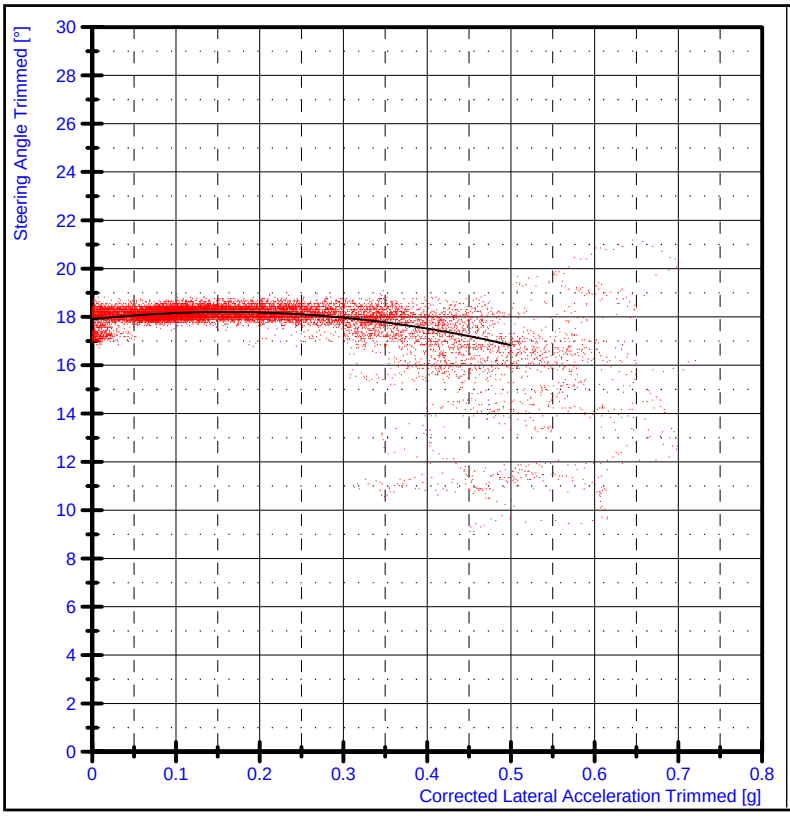
Test : Steady State Circular Behaviour
Direction : Left
Surface : Grass

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

Vehicle spun out (oversteered into circle).
Wheels did not lift.

Limit of Lateral Acceleration (LLA): 0.65g
Velocity at LLA: 24.3km/h
at 165.5s

Gradient : 0.205°/g
between 0.10 and 0.13g
Gradient : -1.738°/g
between 0.13 and 0.40g
Data trimmed between 0.00 and 154.01s
Transition point occurs at 0.13g



Test No. : G130757
Test Date : 11 October, 2013

Test Specimen : TS57207
Test Vehicle : Yamaha Rhino YXR700

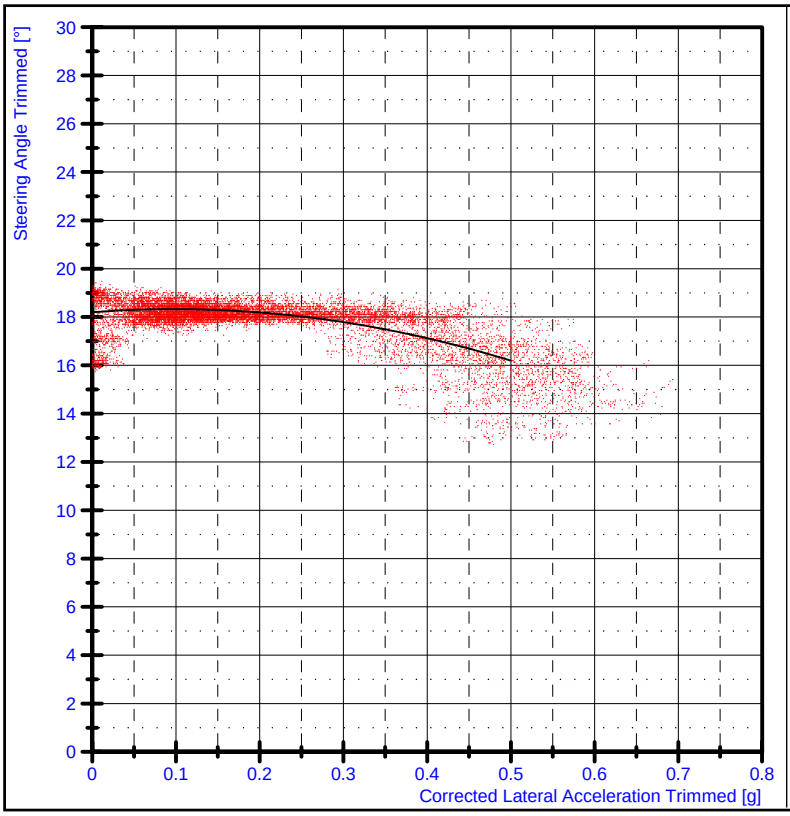
Test : Steady State Circular Behaviour
Direction : Left
Surface : Grass

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

Vehicle spun out (oversteered into circle).
Wheels did not lift.

Limit of Lateral Acceleration (LLA): 0.69g
Velocity at LLA: 25.3km/h
at 138.84s

Gradient : 0.707°/g
between 0.10 and 0.16g
Gradient : -2.862°/g
between 0.16 and 0.40g
Data trimmed between 0.00 and 129.86s
Transition point occurs at 0.16g



Test No. : G130758
Test Date : 11 October, 2013

Test Specimen : TS57207
Test Vehicle : Yamaha Rhino YXR700

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

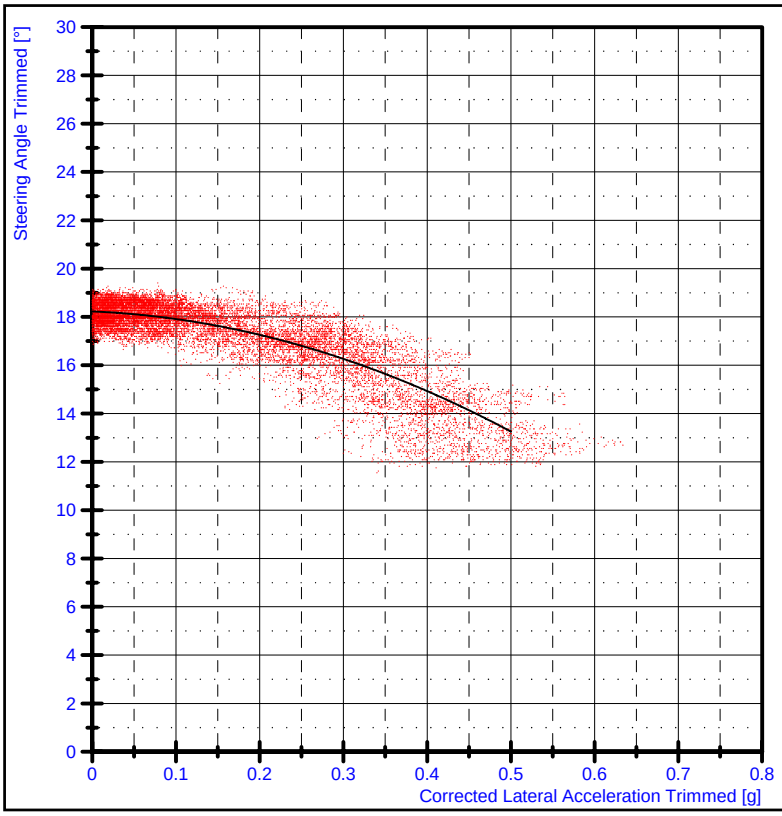
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Vehicle spun out (oversteered into circle).
Wheels did not lift.

Limit of Lateral Acceleration (LLA): 0.63g
Velocity at LLA: 24.9km/h
at 130.47s

Gradient : -4.024°/g
between 0.10 and 0.40g

Data trimmed between 4.43 and 128.25s
Transition point occurs at 0.10g



Test No. : G130759
Test Date : 11 October, 2013

Test Specimen : TS57207
Test Vehicle : Yamaha Rhino YXR700

Test : Steady State Circular Behaviour
Direction : Right
Surface : Grass

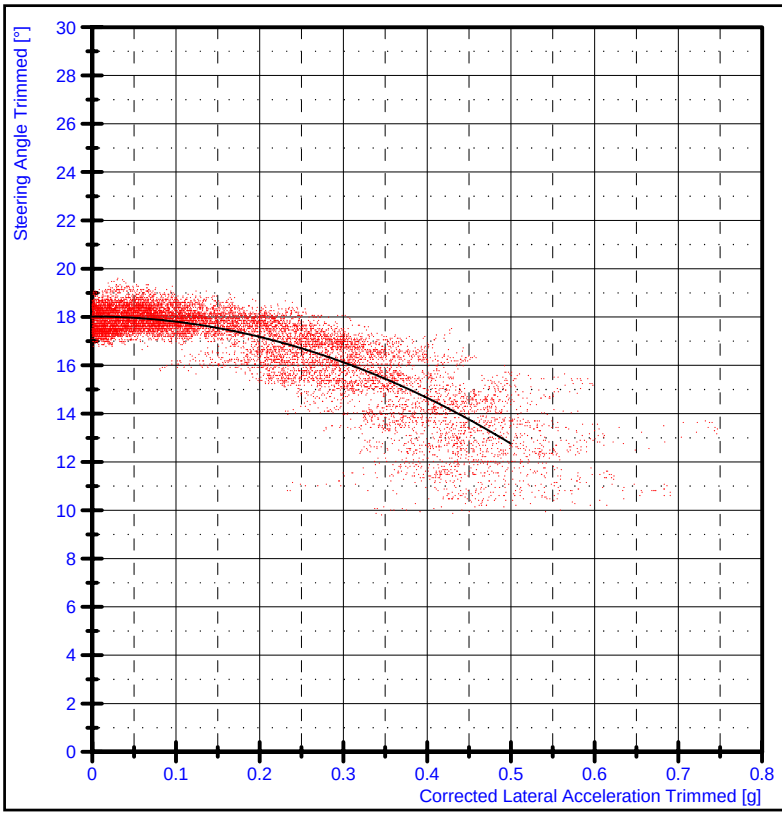
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Vehicle spun out (oversteered into circle).

Limit of Lateral Acceleration (LLA): 0.52g
Velocity at LLA: 22.4km/h
at 150.1s

Gradient : -9.938°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 142.27s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130760
Test Date : 11 October, 2013

Test Specimen : TS57207
Test Vehicle : Yamaha Rhino YXR700

Test : Steady State Circular Behaviour
Direction : Right
Surface : Grass

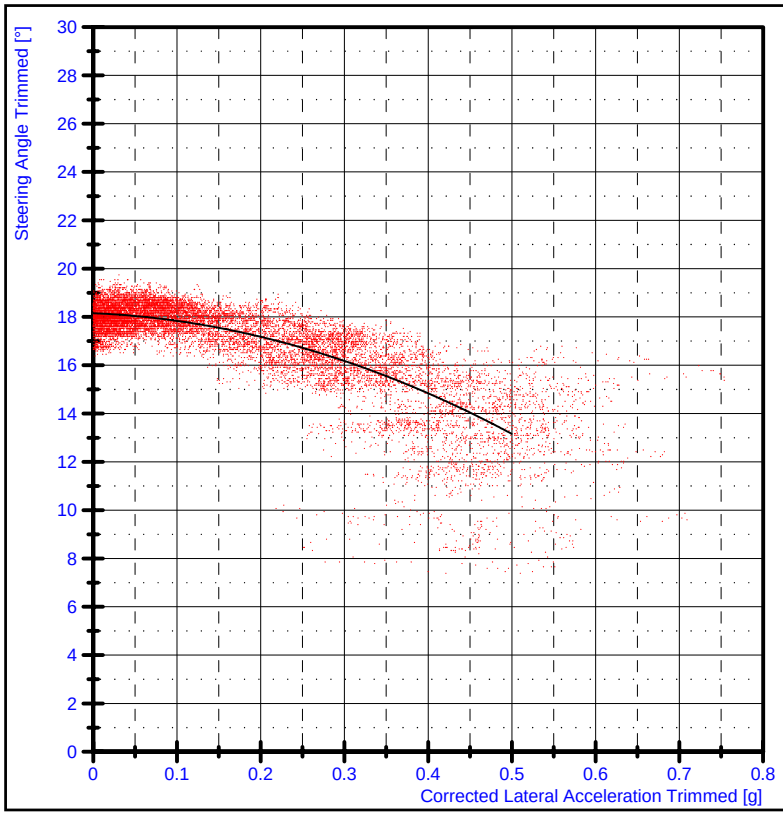
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Vehicle spun out (oversteered into circle).
Wheels did not lift.

Limit of Lateral Acceleration (LLA): 0.59g
Velocity at LLA: 23.4km/h
at 128.58s

Gradient : -10.550°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 118.61s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130761
Test Date : 11 October, 2013

Test Specimen : TS57207
Test Vehicle : Yamaha Rhino YXR700

Test : Steady State Circular Behaviour
Direction : Right
Surface : Grass

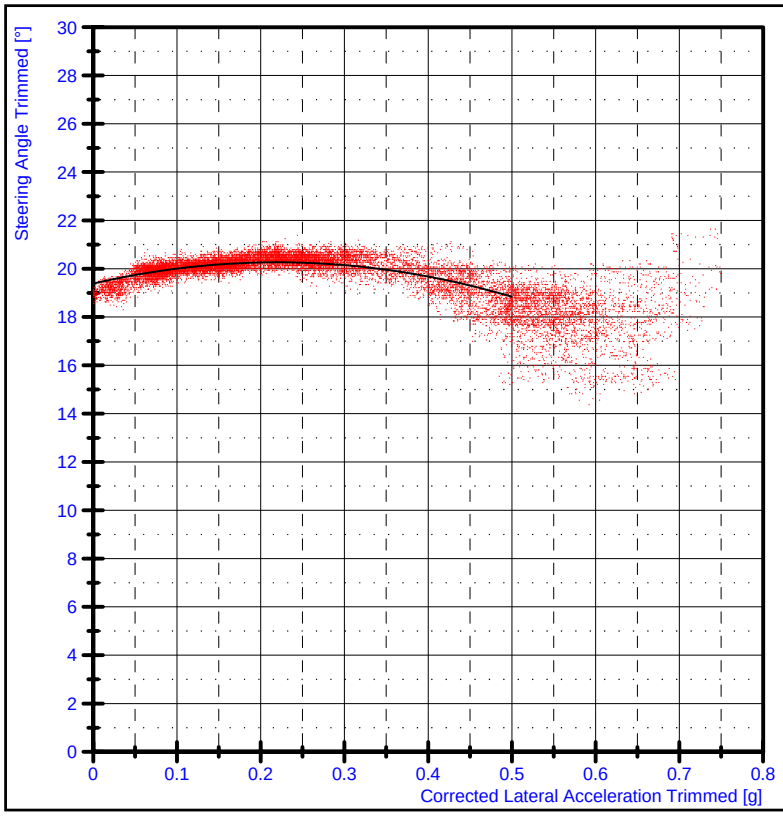
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Vehicle spun out (oversteered into circle).

Limit of Lateral Acceleration (LLA): 0.56g
Velocity at LLA: 24.4km/h
at 146.22s

Gradient : -10.017°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 134.76s
No Understeer/Oversteer Transition (0.00)g



Test No. : G130768
Test Date : 11 October, 2013

Test Specimen : TS57207
Test Vehicle : Yamaha Rhino YXR700

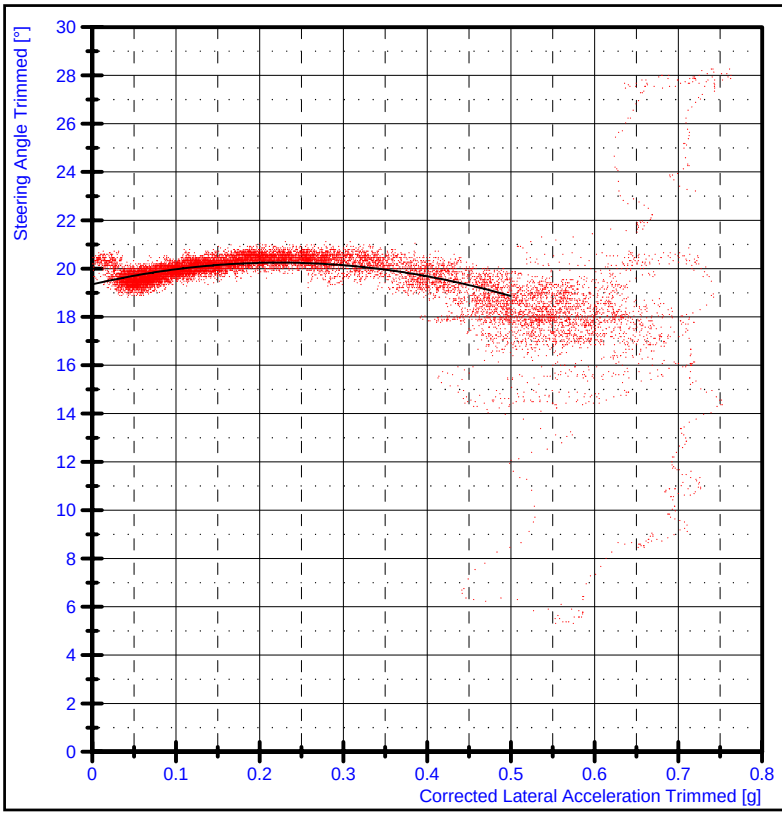
Test : Steady State Circular Behaviour
Direction : Left
Surface : Asphalt

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 : 27.2km/h
at 168.29s

Gradient : 2.181°/g
between 0.10 and 0.22g
Gradient : -3.278°/g
between 0.22 and 0.40g
Data trimmed between 0.00 and 158.86s
Transition point occurs at 0.22g



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

Test Specimen : TS57207
Test Vehicle : Yamaha Rhino YXR700

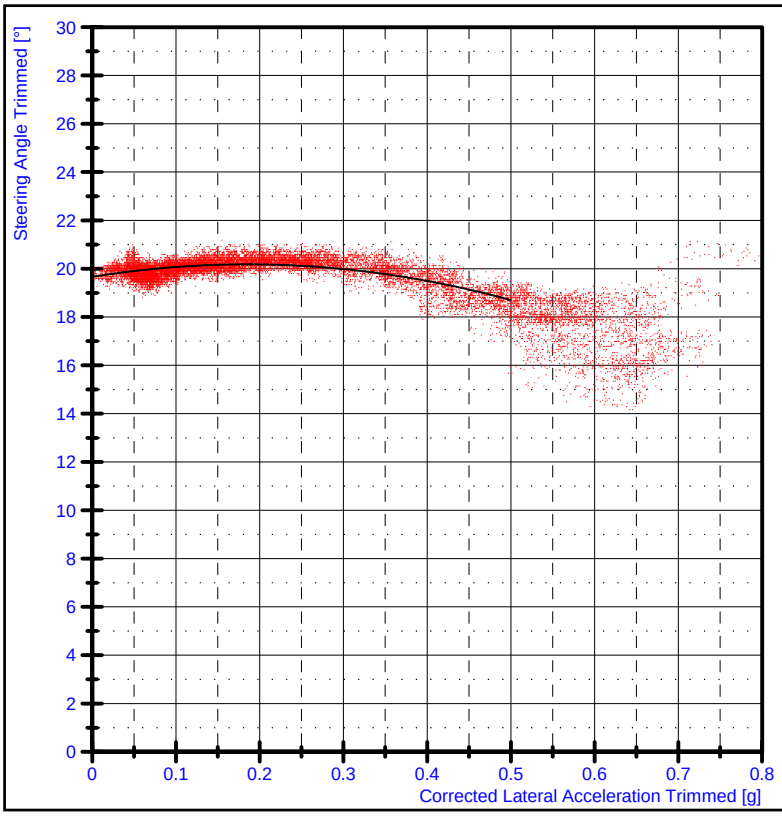
Test : Steady State Circular Behaviour
Direction : Left
Surface : Asphalt

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

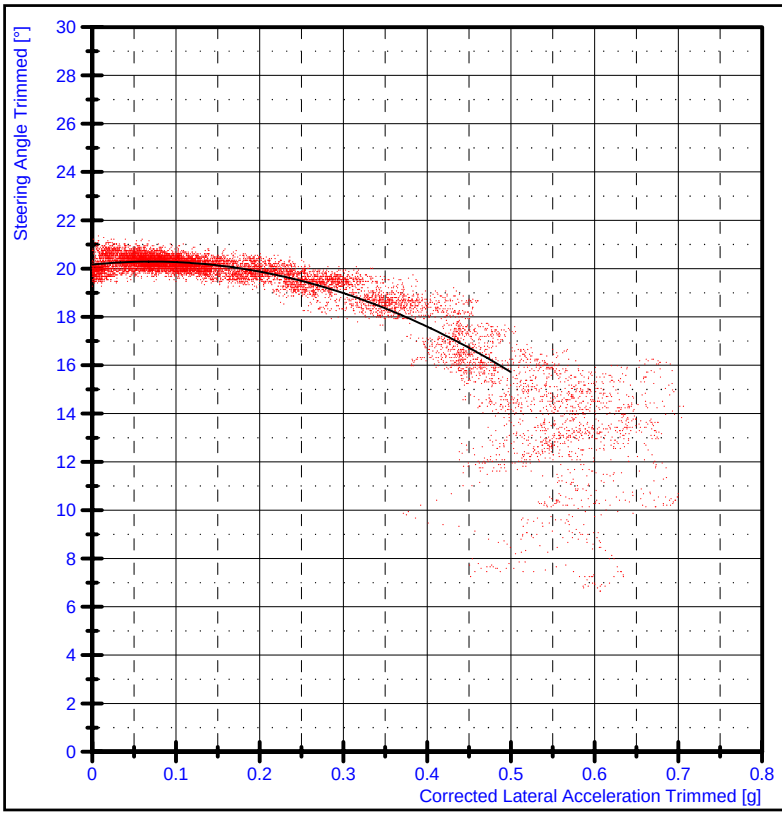
Test : Steady State Circular Behaviour
Direction : Left
Surface : Asphalt

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



Test No. : G130771
Test Date : 11 October, 2013

Test Specimen : TS57207
Test Vehicle : Yamaha Rhino YXR700

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

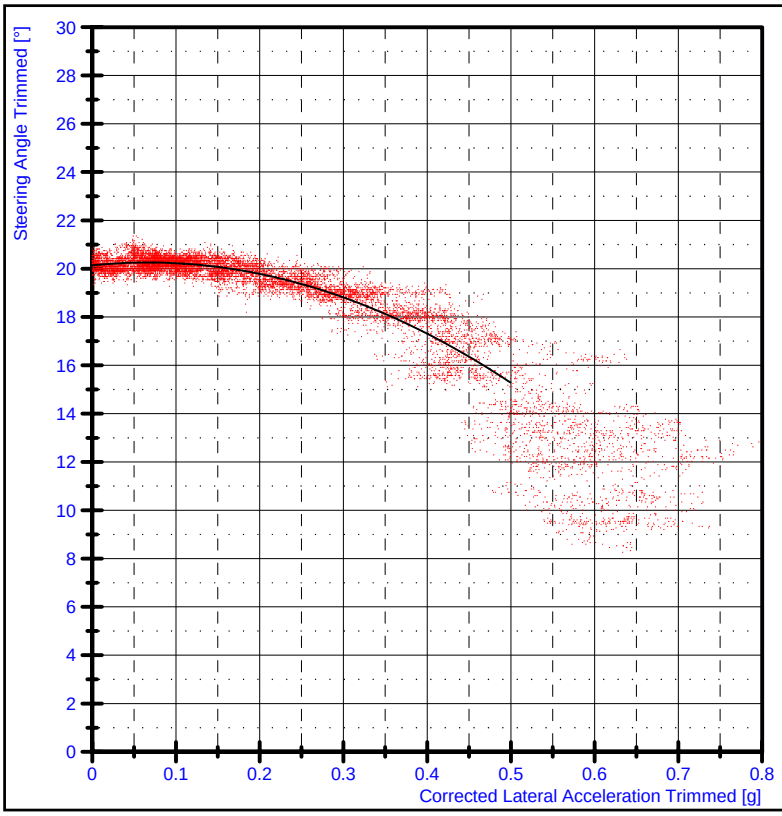
Front Load : N/A
Rear Load : 181
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.69g
Velocity at Tipping Point : 24.2km/h
at 129.56s

Gradient : -8.924°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 112.52s
Transition point occurs at 0.07g



Test No. : G130772
Test Date : 11 October, 2013

Test Specimen : TS57207
Test Vehicle : Yamaha Rhino YXR700

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

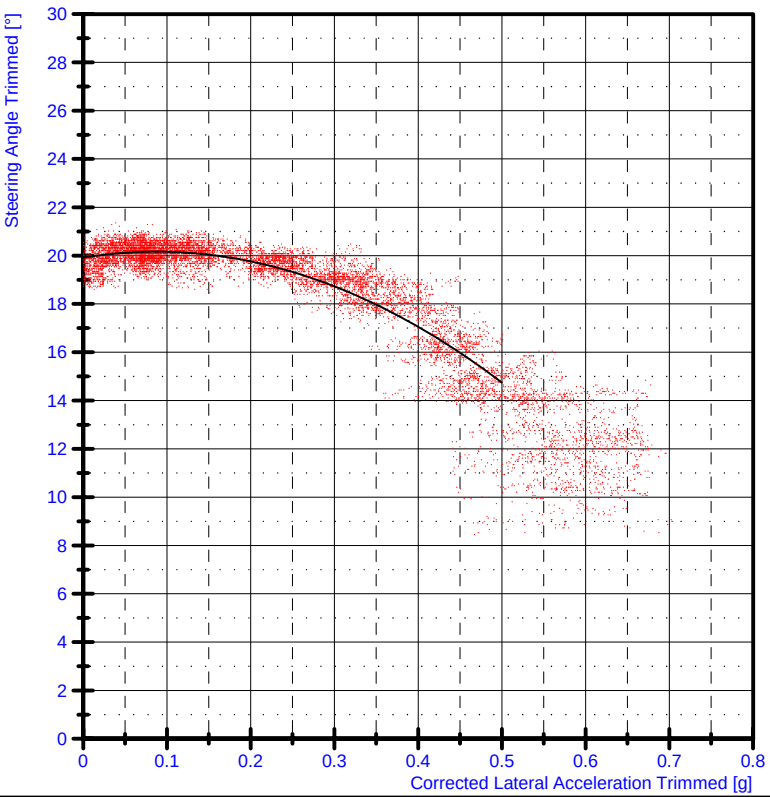
Front Load : N/A
Rear Load : 181
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.73g
Velocity at Tipping Point : 25.8km/h
at 123.29s

Gradient : -9.729°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 112.56s
Transition point occurs at 0.07g



Test No. : G130773
Test Date : 11 October, 2013

Test Specimen : TS57207
Test Vehicle : Yamaha Rhino YXR700

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

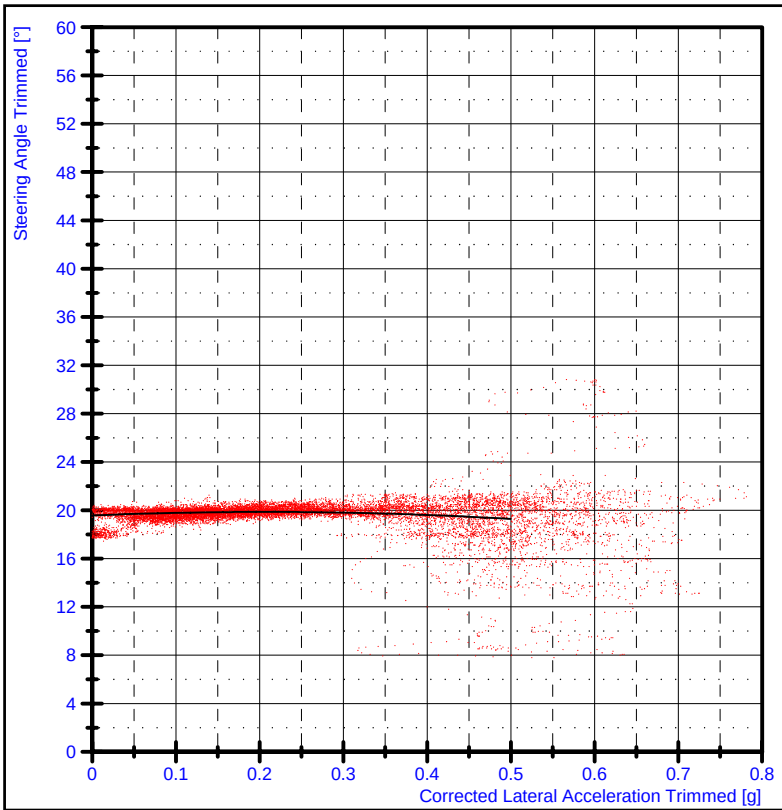
Front Load : N/A
Rear Load : 181
Crush Protection Device : N/A

Two wheel lift occurred.

Reported Tipping Point : 0.63g
Velocity at Tipping Point : 25.5km/h
at 109.41s

Gradient : -10.369°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 106.29s
Transition point occurs at 0.09g



Test No. : G130786
Test Date : 11 October, 2013

Test Specimen : TS57207
Test Vehicle : Yamaha Rhino YXR700

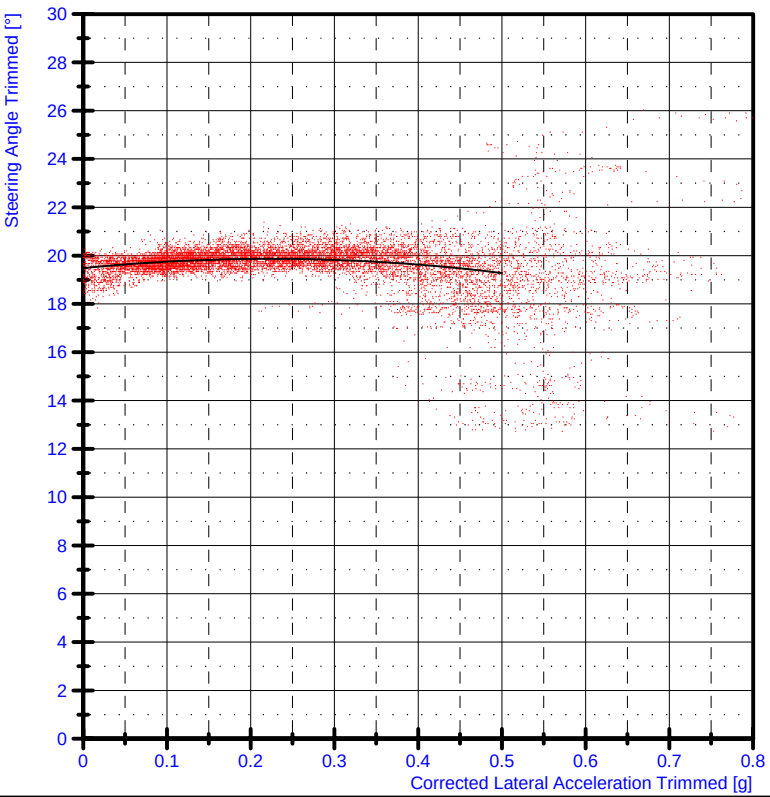
Test : Steady State Circular Behaviour
Direction : Left
Surface : Grass

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

Vehicle spun out (oversteered into circle).
Wheels did not lift.

Limit of Lateral Acceleration (LLA): 0.66g
Velocity at LLA: 26.7km/h
at 128.34s

Gradient : 0.732°/g
between 0.10 and 0.21g
Gradient : -1.312°/g
between 0.21 and 0.40g
Data trimmed between 3.14 and 123.95s
Transition point occurs at 0.21g



Test No. : G130787
Test Date : 11 October, 2013

Test Specimen : TS57207
Test Vehicle : Yamaha Rhino YXR700

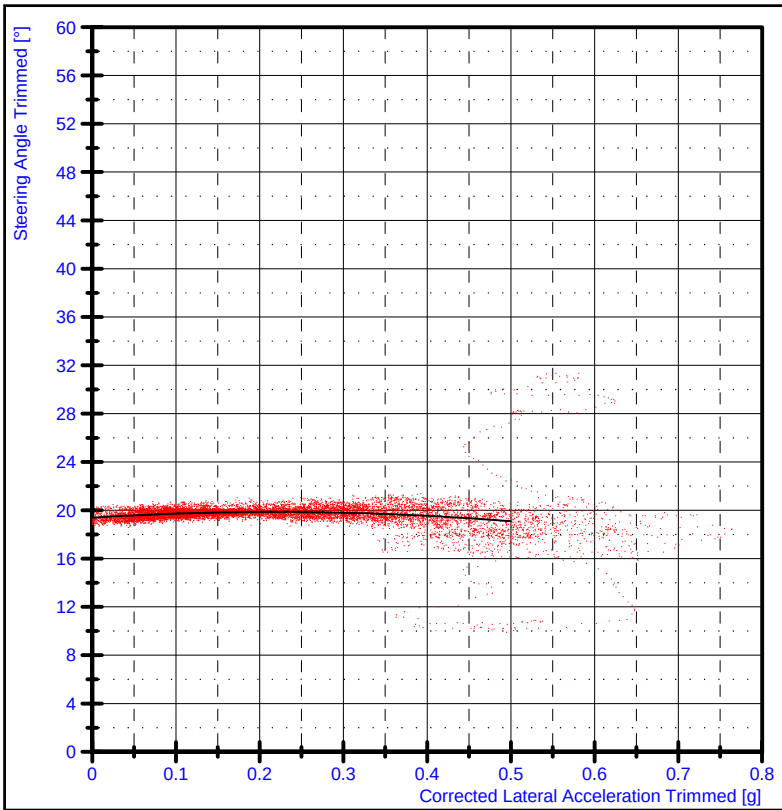
Test : Steady State Circular Behaviour
Direction : Left
Surface : Grass

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

Vehicle spun out (oversteered into circle).

Limit of Lateral Acceleration (LLA): 0.63g
Velocity at LLA: 23.9km/h
at 110.61s

Gradient : 0.950°/g
between 0.10 and 0.22g
Gradient : -1.363°/g
between 0.22 and 0.40g
Data trimmed between 0.00 and 103.19s
Transition point occurs at 0.22g



Test No. : G130788
Test Date : 11 October, 2013

Test Specimen : TS57207
Test Vehicle : Yamaha Rhino YXR700

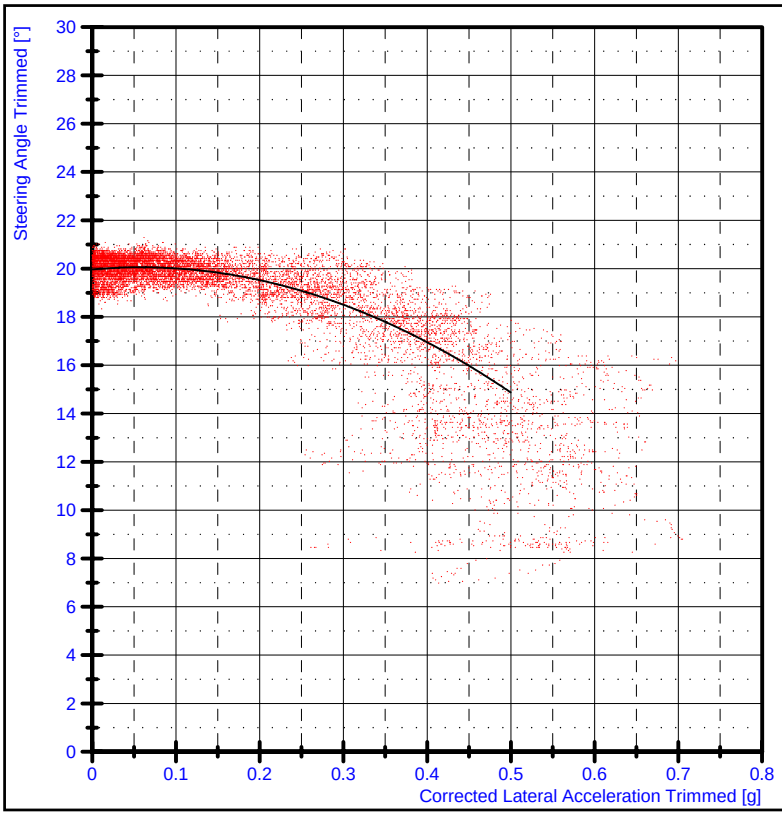
Test : Steady State Circular Behaviour
Direction : Left
Surface : Grass

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

Vehicle spun out (oversteered into circle).
Wheels did not lift.

Limit of Lateral Acceleration (LLA): 0.60g
Velocity at LLA: 24.4km/h
at 102.97s

Gradient : 1.166°/g
between 0.10 and 0.22g
Gradient : -1.773°/g
between 0.22 and 0.40g
Data trimmed between 0.00 and 98.03s
Transition point occurs at 0.22g



Test No. : G130789
Test Date : 11 October, 2013

Test Specimen : TS57207
Test Vehicle : Yamaha Rhino YXR700

Test : Steady State Circular Behaviour
Direction : Right
Surface : Grass

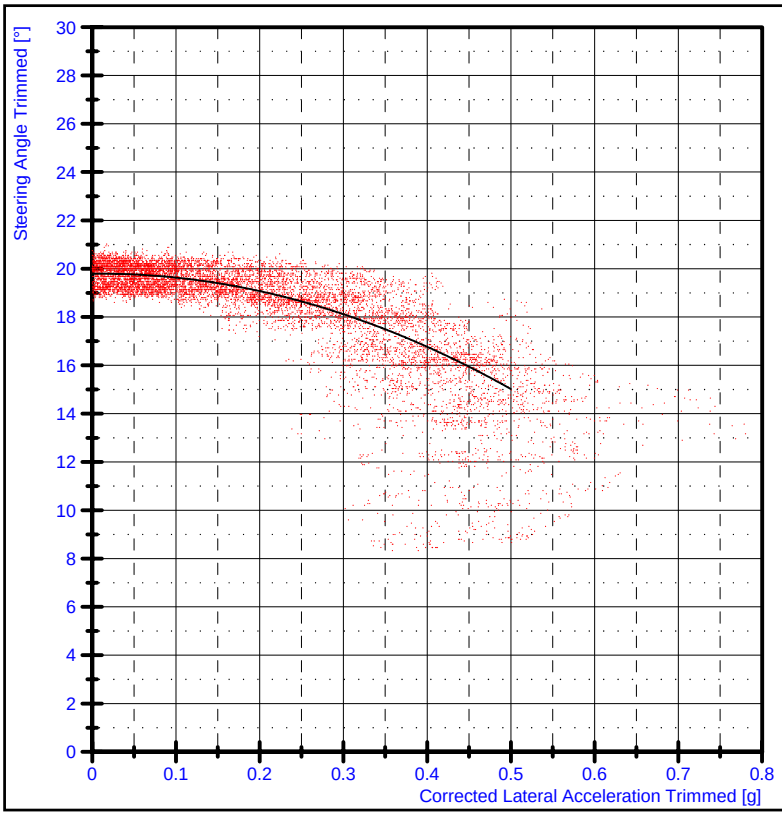
Front Load : N/A
Rear Load : 181
Crush Protection Device : N/A

Vehicle spun out (oversteered into circle).

Limit of Lateral Acceleration (LLA): 0.57g
Velocity at LLA: 23.9km/h
at 115.62s

Gradient : -10.213°/g
between 0.10 and 0.40g

Data trimmed between 0.36 and 102.63s
Transition point occurs at 0.06g



Test No. : G130790
Test Date : 11 October, 2013

Test Specimen : TS57207
Test Vehicle : Yamaha Rhino YXR700

Test : Steady State Circular Behaviour
Direction : Right
Surface : Grass

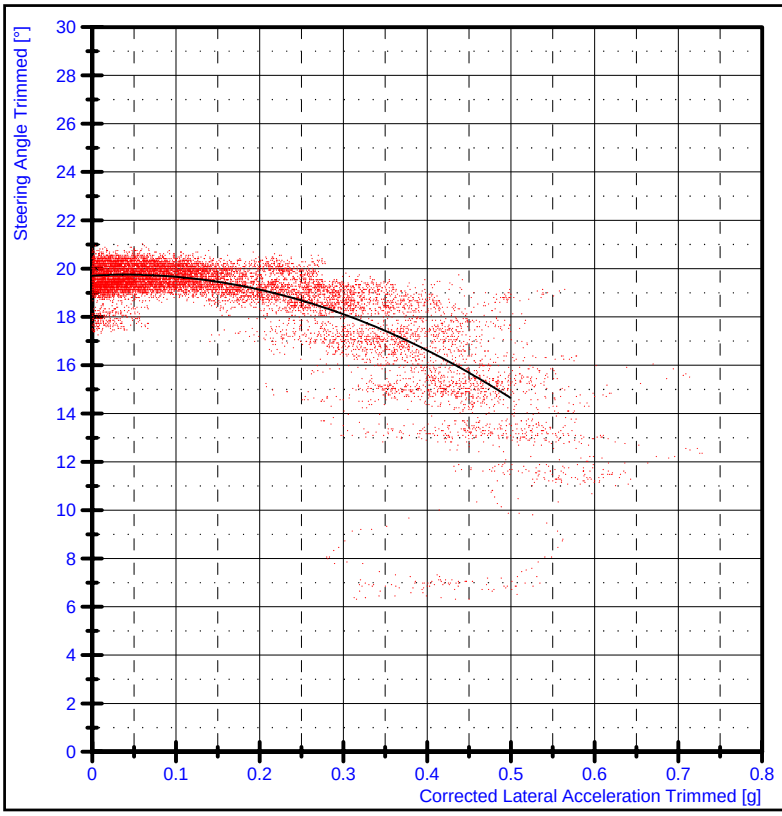
Front Load : N/A
Rear Load : 181
Crush Protection Device : N/A

Vehicle spun out (oversteered into circle).
Wheels did not lift.

Limit of Lateral Acceleration (LLA): 0.56g
Velocity at LLA: 23.7km/h
at 115.04s

Gradient : -9.555°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 89.01s
Transition point occurs at 0.00g



Test No. : G130791
Test Date : 11 October, 2013

Test Specimen : TS57207
Test Vehicle : Yamaha Rhino YXR700

Test : Steady State Circular Behaviour
Direction : Right
Surface : Grass

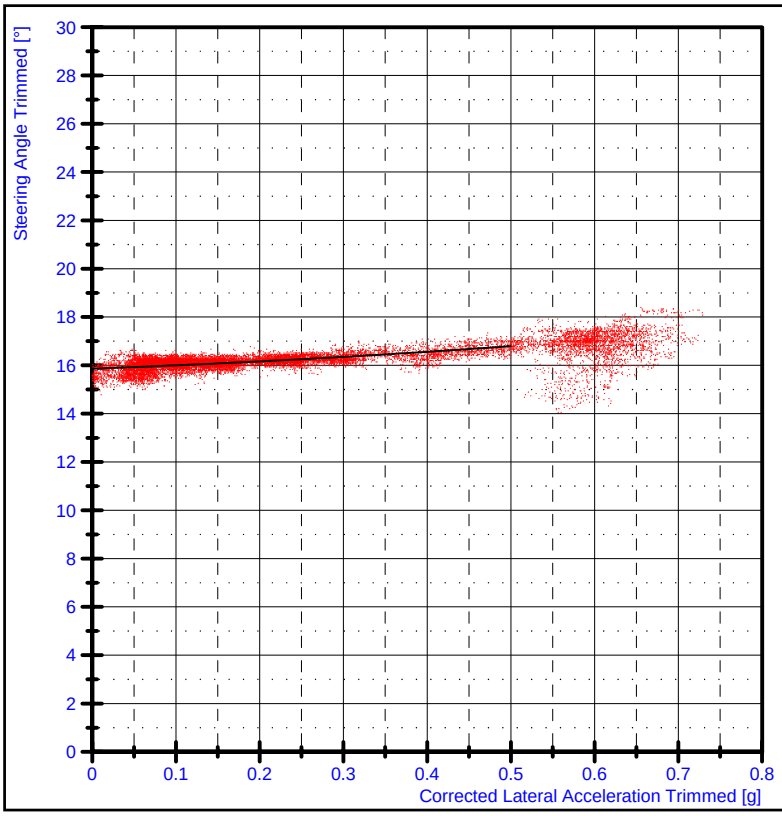
Front Load : N/A
Rear Load : 181
Crush Protection Device : N/A

Vehicle spun out (oversteered into circle).

Limit of Lateral Acceleration (LLA): 0.57g
Velocity at LLA: 22.9km/h
at 126.08s

Gradient : -10.151°/g
between 0.10 and 0.40g

Data trimmed between 4.25 and 122.18s
Transition point occurs at 0.04g



Test No. : G130792
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

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

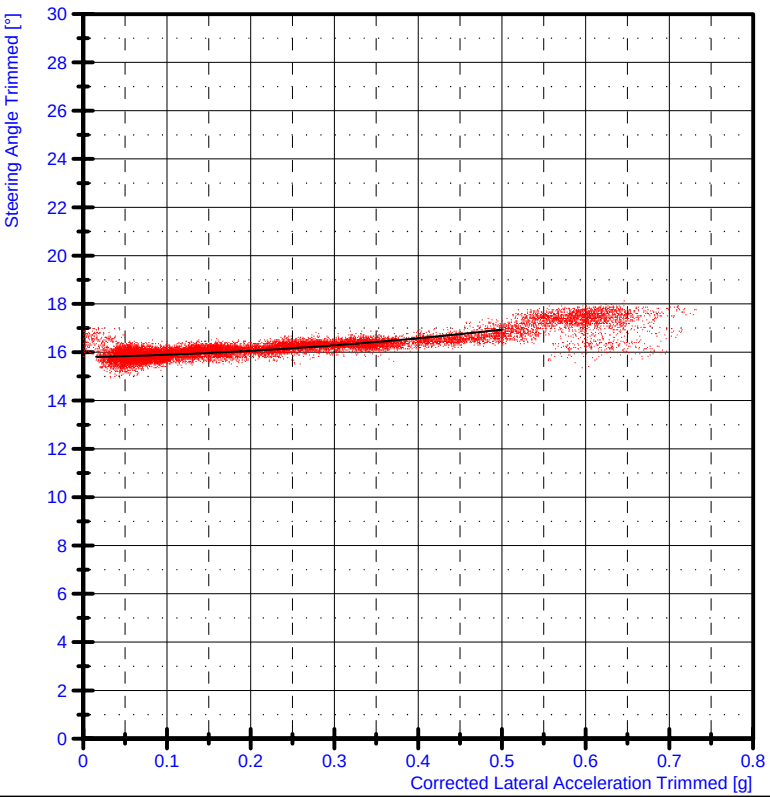
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Rear differential unlocked. Vehicle inside rear wheel spun and broke traction, limiting velocity. Wheels did not lift.

Limit of Lateral Acceleration (LLA): 0.64g
Velocity at LLA: 25.8km/h
at 169.01s

Gradient : 1.866°/g
between 0.10 and 0.40g

Data trimmed between 0.22 and 146.78s
No Understeer/Oversteer Transition (0.50)g



Test No. : G130793
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

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

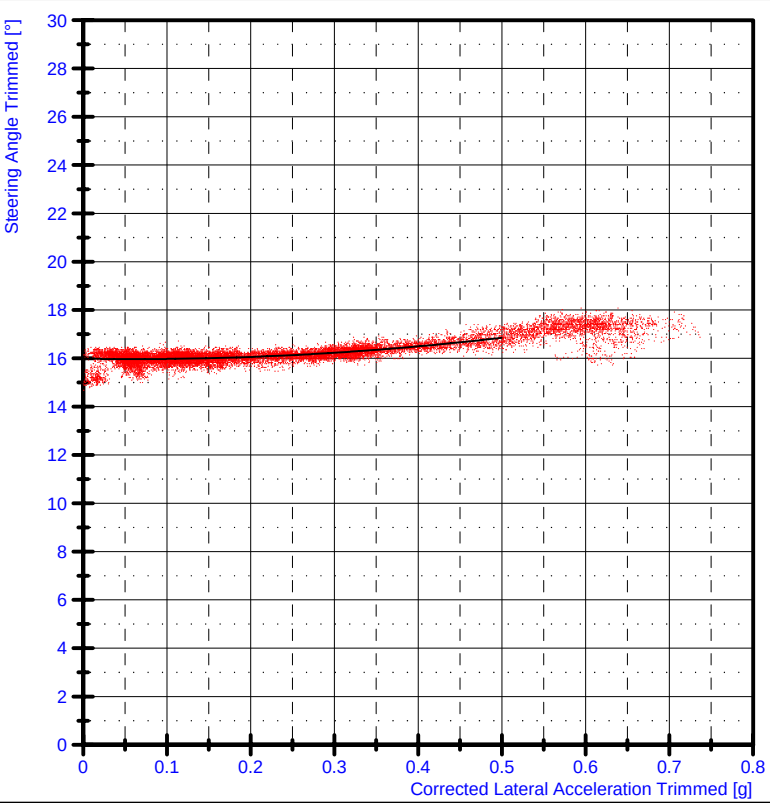
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Rear differential unlocked. Vehicle inside rear wheel spun and broke traction, limiting velocity. Wheels did not lift.

Limit of Lateral Acceleration (LLA): 0.65g
Velocity at LLA: 25.4km/h
at 186.87s

Gradient : 2.282°/g
between 0.10 and 0.40g

Data trimmed between 2.54 and 173.36s
No Understeer/Oversteer Transition (0.50)g



Test No. : G130794
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

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

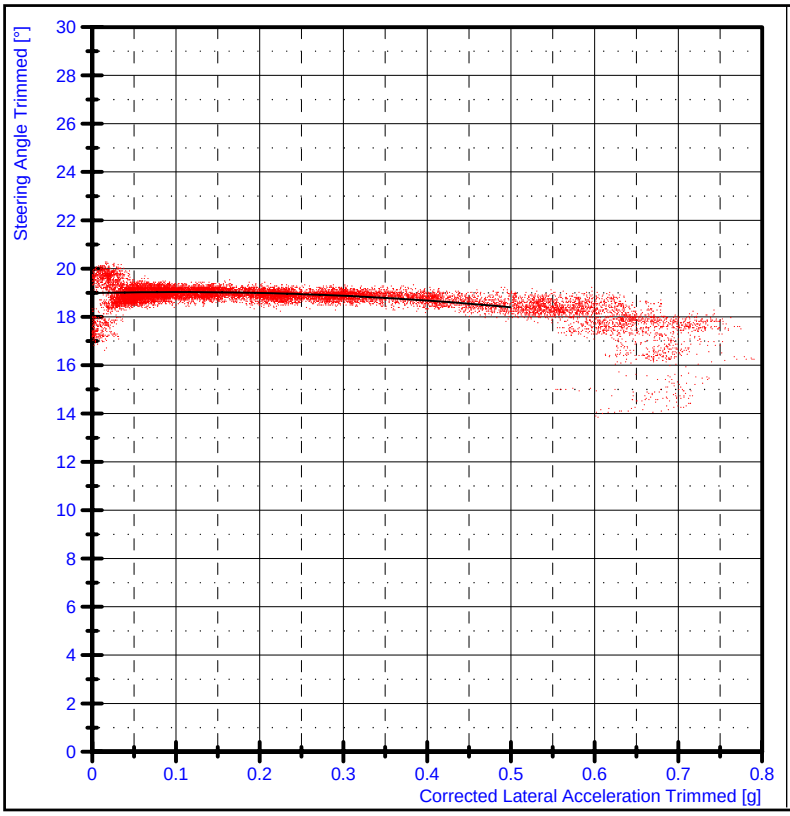
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Rear differential unlocked. Vehicle inside rear wheel spun and broke traction, limiting velocity. Wheels did not lift.

Limit of Lateral Acceleration (LLA): 0.69g
Velocity at LLA: 25.4km/h
at 168.6s

Gradient : 1.735°/g
between 0.10 and 0.40g

Data trimmed between 3.00 and 164.57s
Transition point occurs at 0.07g



Test No. : G130795
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

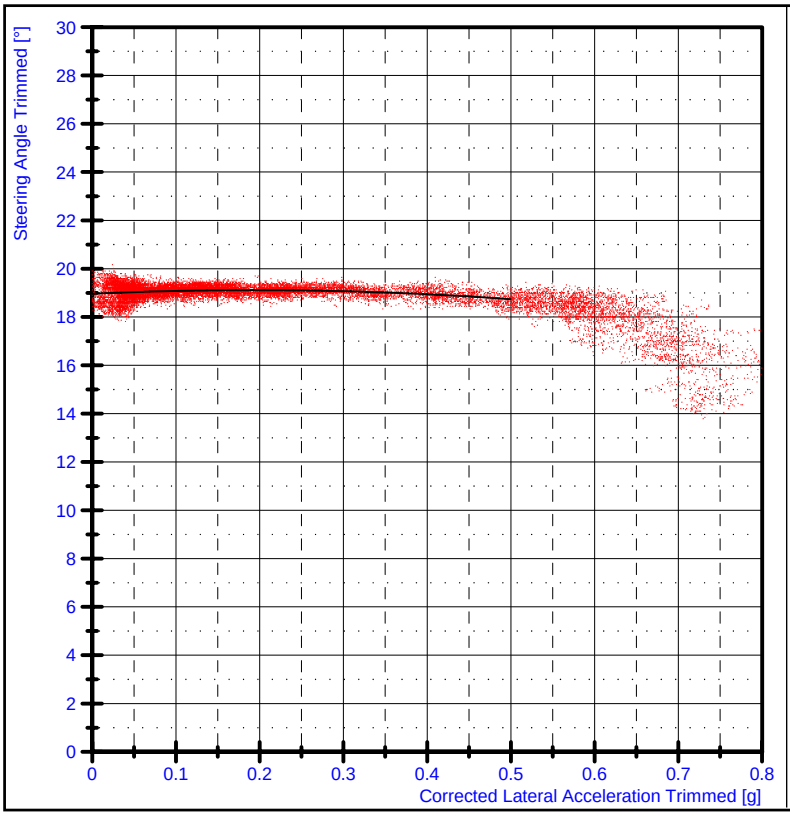
Test : Steady State Circular Behaviour
Direction : Left
Surface : Asphalt

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

Rear differential locked.
Vehicle spun out (oversteered into circle).
Wheels did not lift.

Limit of Lateral Acceleration (LLA): 0.74g
Velocity at LLA: 27.1km/h
at 165.85s

Gradient : 0.013°/g
between 0.10 and 0.10g
Gradient : -1.192°/g
between 0.10 and 0.40g
Data trimmed between 3.23 and 160.49s
Transition point occurs at 0.10g



Test No. : G130796
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

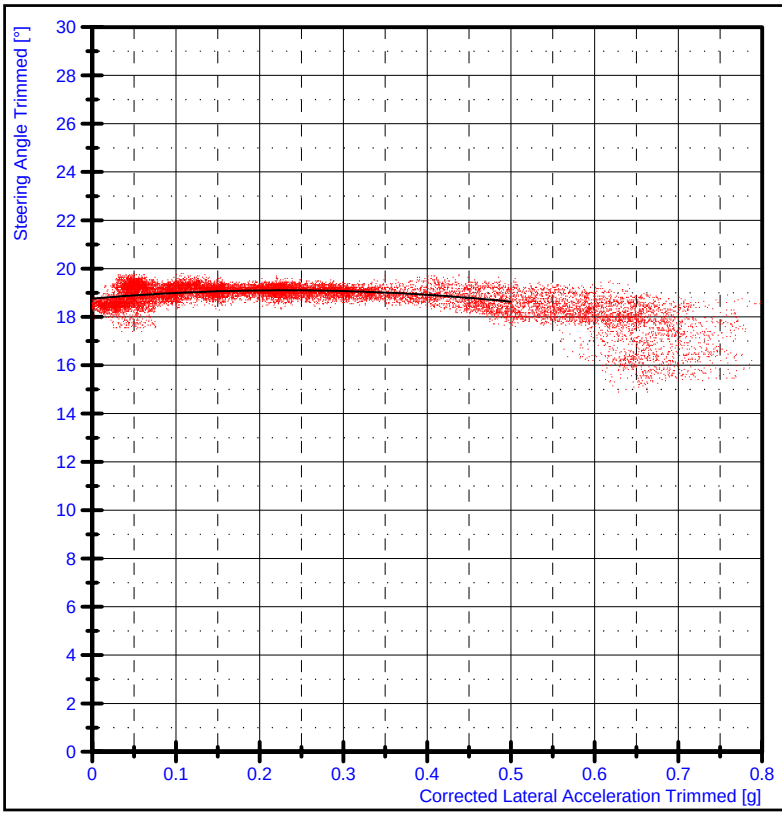
Test : Steady State Circular Behaviour
Direction : Left
Surface : Asphalt

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

Rear differential locked.
Vehicle spun out (oversteered into circle).
Wheels did not lift.

Limit of Lateral Acceleration (LLA): 0.75g
Velocity at LLA: 27.6km/h
at 179.75s

Gradient : 0.372°/g
between 0.10 and 0.19g
Gradient : -0.826°/g
between 0.19 and 0.40g
Data trimmed between 0.00 and 158.88s
Transition point occurs at 0.19g



Test No. : G130797
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

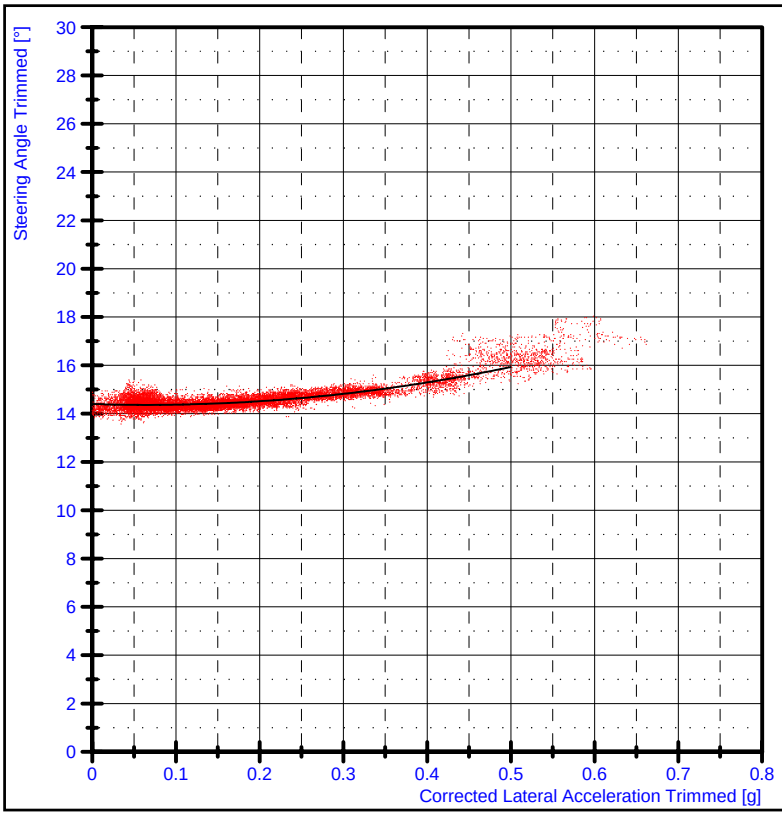
Test : Steady State Circular Behaviour
Direction : Left
Surface : Asphalt

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

Rear differential locked.
Vehicle spun out (oversteered into circle).
Wheels did not lift.

Limit of Lateral Acceleration (LLA): 0.75g
Velocity at LLA: 26.4km/h
at 172.53s

Gradient : 0.841°/g
between 0.10 and 0.23g
Gradient : -1.102°/g
between 0.23 and 0.40g
Data trimmed between 0.00 and 159.27s
Transition point occurs at 0.23g



Test No. : G130798
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

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

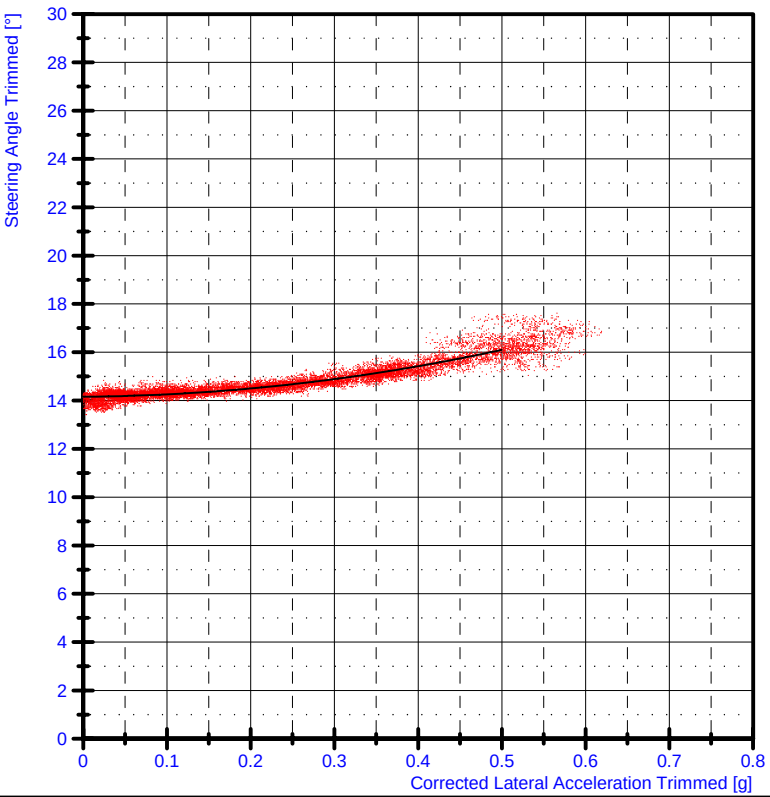
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Rear differential unlocked. Vehicle inside
rear wheel spun and broke traction,
limiting velocity. Wheels did not lift.

Limit of Lateral Acceleration (LLA): 0.55g
Velocity at LLA: 23.6km/h
at 180.59s

Gradient : 3.072°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 151.89s
Transition point occurs at 0.07g



Test No. : G130799
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

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

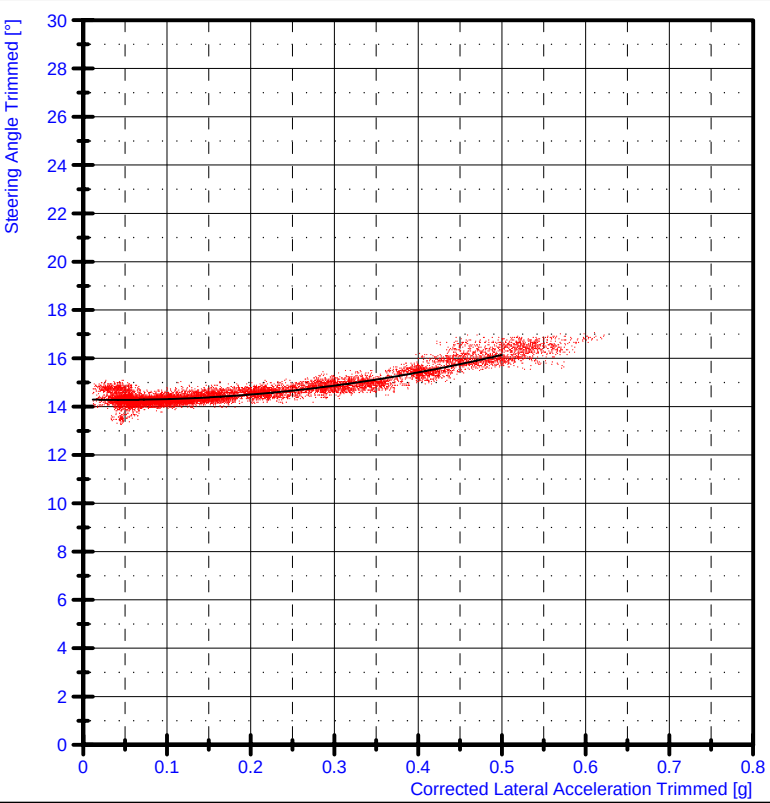
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Rear differential unlocked. Vehicle inside rear wheel spun and broke traction, limiting velocity. Wheels did not lift.

Limit of Lateral Acceleration (LLA): 0.57g
Velocity at LLA: 24.2km/h
at 165.39s

Gradient : 3.887°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 151.74s
No Understeer/Oversteer Transition (0.50)g



Test No. : G130800
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

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

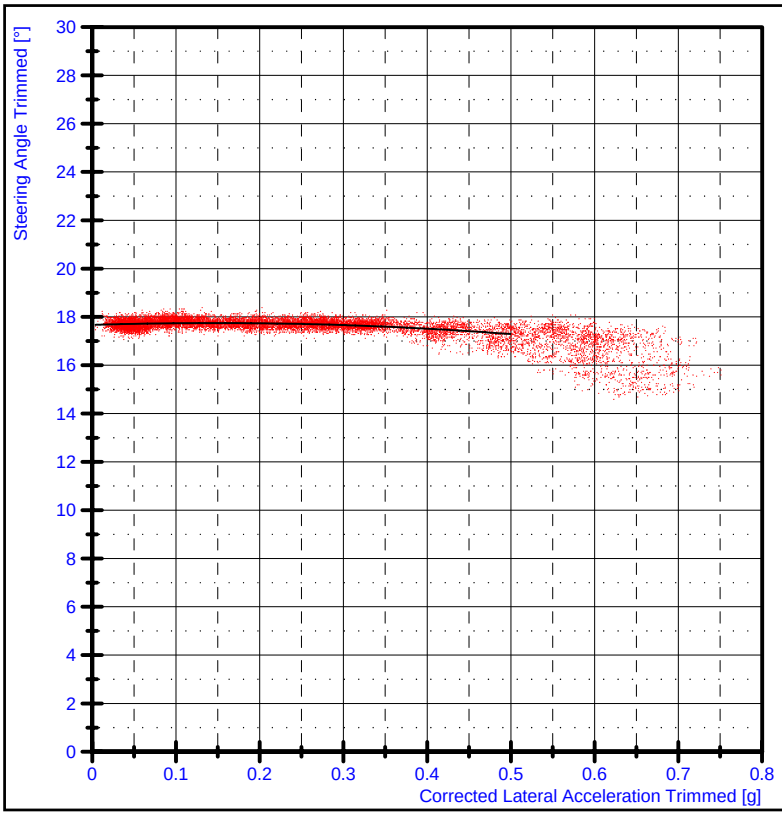
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Rear differential unlocked. Vehicle inside rear wheel spun and broke traction, limiting velocity. Wheels did not lift.

Limit of Lateral Acceleration (LLA): 0.57g
Velocity at LLA: 23.7km/h
at 143.53s

Gradient : 3.696°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 126.94s
Transition point occurs at 0.04g



Test No. : G130802
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

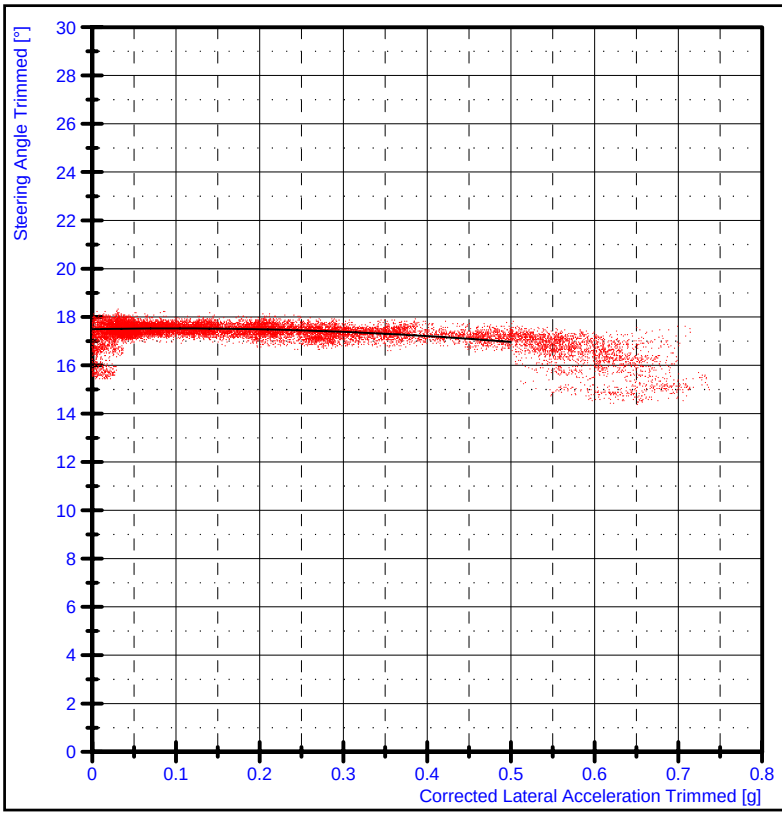
Test : Steady State Circular Behaviour
Direction : Right
Surface : Asphalt

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

Rear differential locked.
Vehicle spun out (oversteered into circle).
Wheels did not lift.

Limit of Lateral Acceleration (LLA): 0.68g
Velocity at LLA: 27.0km/h
at 145.69s

Gradient : 0.175°/g
between 0.10 and 0.15g
Gradient : -0.937°/g
between 0.15 and 0.40g
Data trimmed between 0.00 and 116.23s
Transition point occurs at 0.15g



Test No. : G130803
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

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

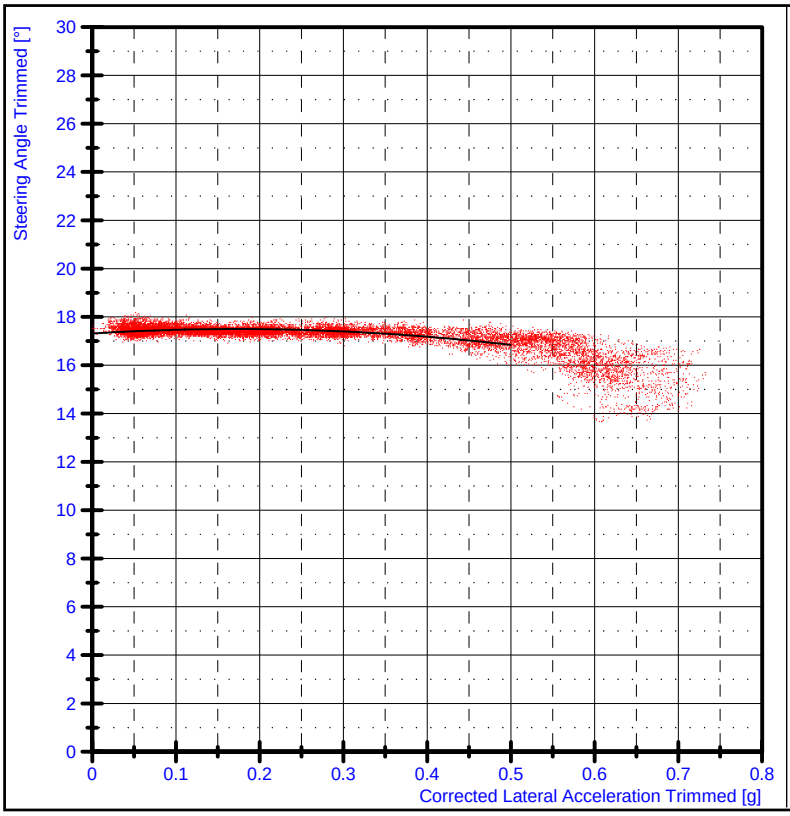
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Rear differential locked.
Vehicle spun out (oversteered into circle).
Wheels did not lift.

Limit of Lateral Acceleration (LLA): 0.66g
Velocity at LLA: 26.7km/h
at 163.84s

Gradient : -1.061°/g
between 0.10 and 0.40g

Data trimmed between 7.75 and 157.43s
Transition point occurs at 0.10g



Test No. : G130804
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

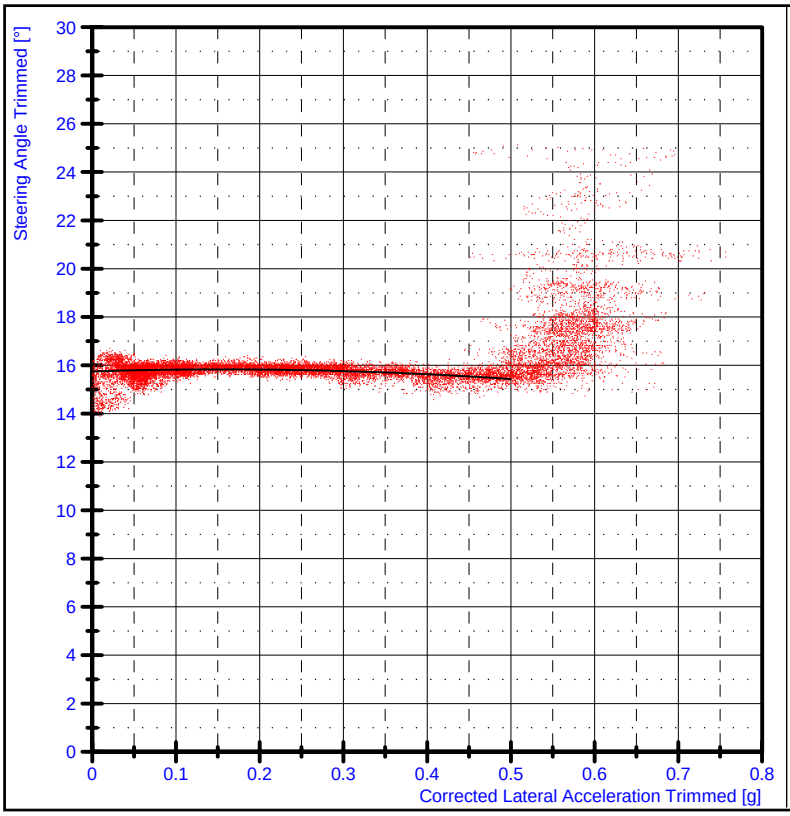
Test : Steady State Circular Behaviour
Direction : Right
Surface : Asphalt

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

Rear differential locked.
Vehicle spun out (oversteered into circle).
Wheels did not lift.

Limit of Lateral Acceleration (LLA): 0.67g
Velocity at LLA: 27.0km/h
at 165.7s

Gradient : 0.444°/g
between 0.10 and 0.17g
Gradient : -1.404°/g
between 0.17 and 0.40g
Data trimmed between 0.00 and 142.65s
Transition point occurs at 0.17g



Test No. : G130817
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

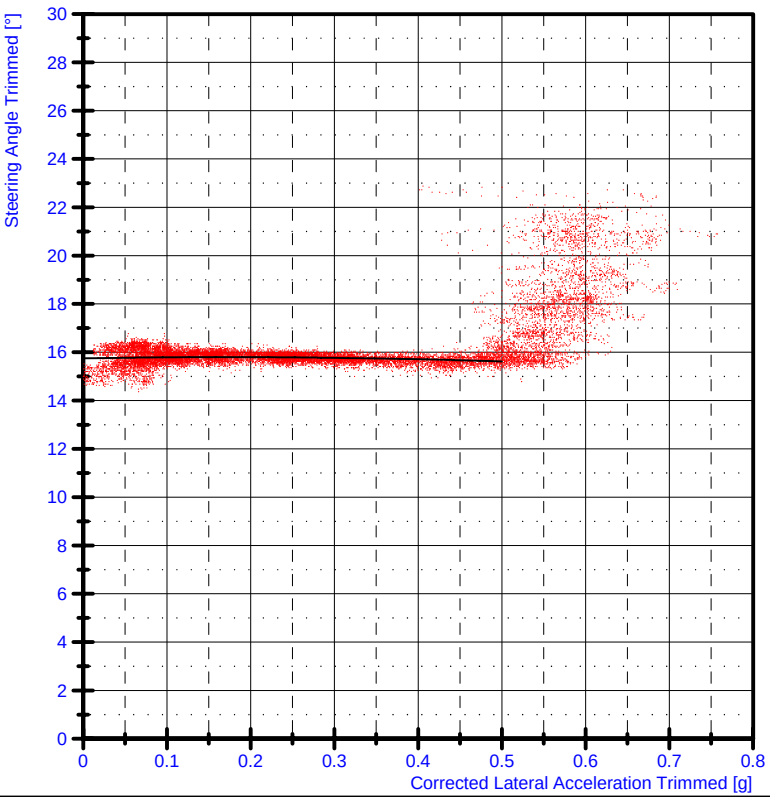
Test : Steady State Circular Behaviour
Direction : Left
Surface : Asphalt

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

Rear differential unlocked. Vehicle inside
rear wheel spun and broke traction,
limiting velocity. Wheels did not lift.

Limit of Lateral Acceleration (LLA): 0.63g
Velocity at LLA: 25.8km/h
at 160.44s

Gradient : 0.191°/g
between 0.10 and 0.16g
Gradient : -0.824°/g
between 0.16 and 0.40g
Data trimmed between 3.60 and 117.24s
Transition point occurs at 0.16g



Test No. : G130818
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

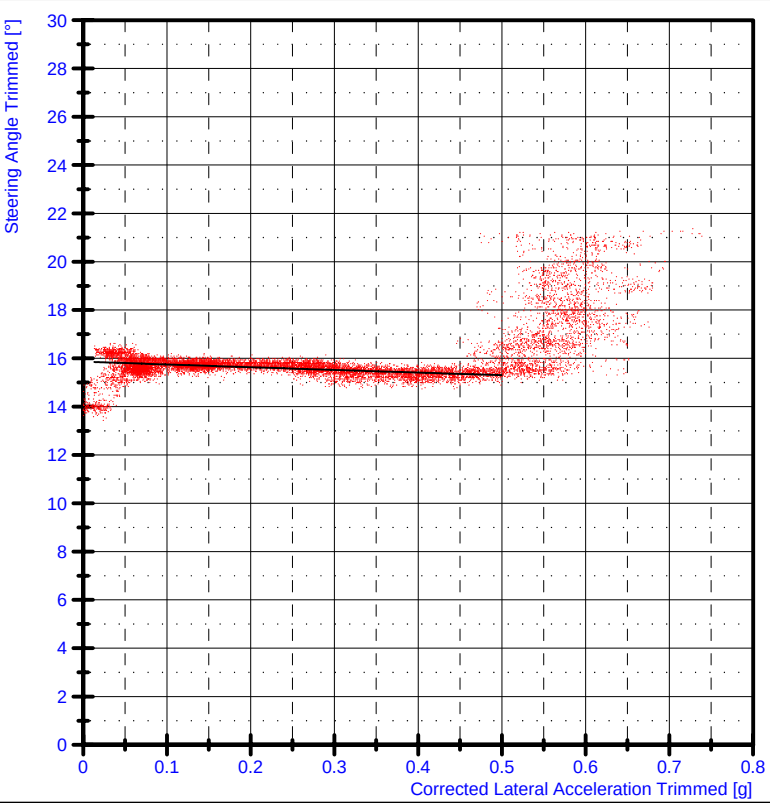
Test : Steady State Circular Behaviour
Direction : Left
Surface : Asphalt

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

Rear differential unlocked. Vehicle inside rear wheel spun and broke traction, limiting velocity. Wheels did not lift.

Limit of Lateral Acceleration (LLA): 0.62g
Velocity at LLA: 24.3km/h
at 169.63s

Gradient : 0.115°/g
between 0.10 and 0.17g
Gradient : -0.374°/g
between 0.17 and 0.40g
Data trimmed between 0.00 and 135.31s
Transition point occurs at 0.17g



Test No. : G130819
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

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

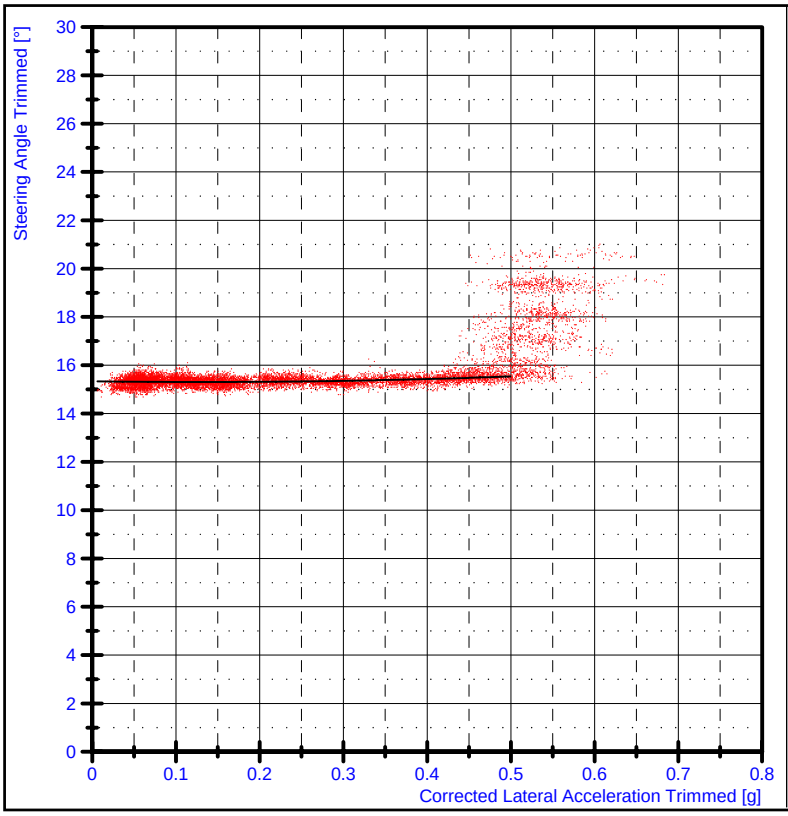
Front Load : N/A
Rear Load : 454
Crush Protection Device : N/A

Rear differential unlocked. Vehicle inside rear wheel spun and broke traction, limiting velocity. Wheels did not lift.

Limit of Lateral Acceleration (LLA): 0.62g
Velocity at LLA: 25.4km/h
at 124.74s

Gradient : -1.121°/g
between 0.10 and 0.40g

Data trimmed between 3.90 and 99.77s
No Understeer/Oversteer Transition (0.01)g



Test No. : G130820
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

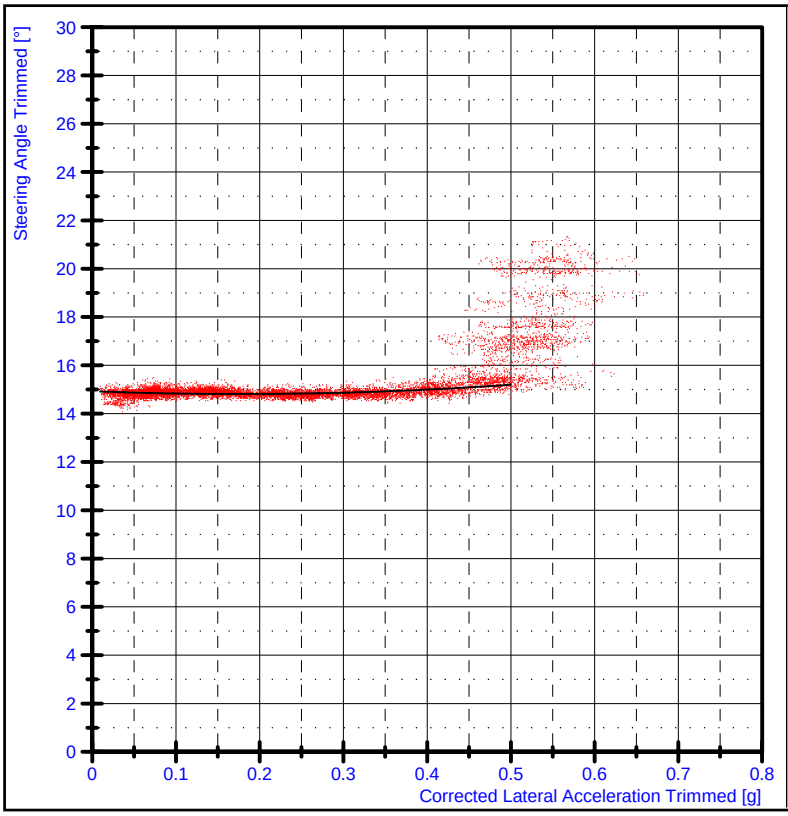
Test : Steady State Circular Behaviour
Direction : Right
Surface : Asphalt

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

Rear differential unlocked. Vehicle inside rear wheel spun and broke traction, limiting velocity. Wheels did not lift.

Limit of Lateral Acceleration (LLA): 0.55g
Velocity at LLA: 24.5km/h
at 128.21s

Gradient : -0.033°/g
between 0.10 and 0.13g
Gradient : 0.459°/g
between 0.13 and 0.40g
Data trimmed between 0.00 and 98.90s
Transition point occurs at 0.13g



Test No. : G130821
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

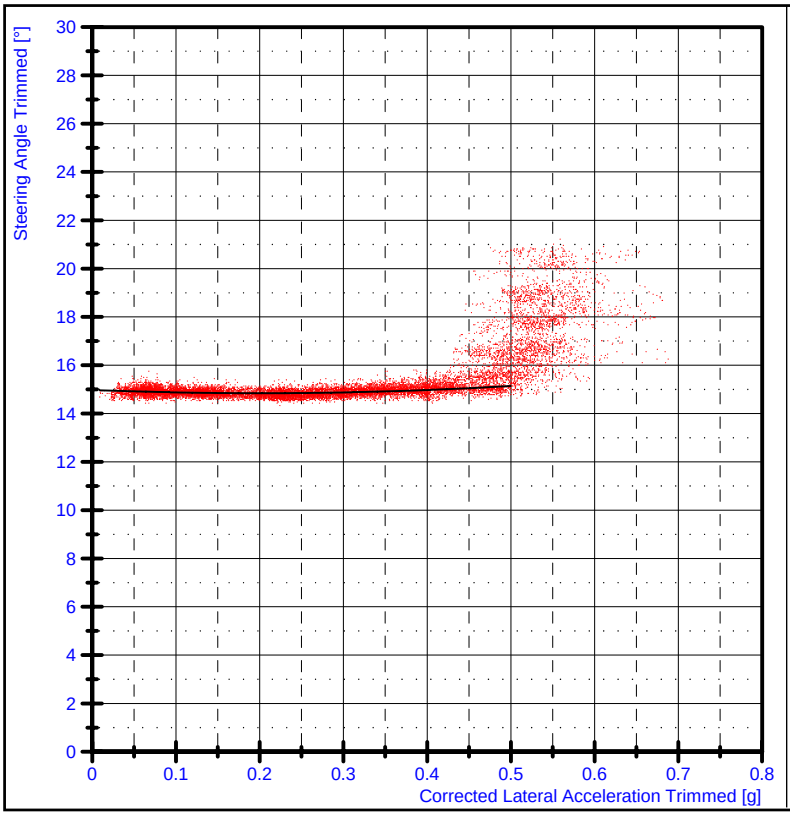
Test : Steady State Circular Behaviour
Direction : Right
Surface : Asphalt

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

Rear differential unlocked. Vehicle inside rear wheel spun and broke traction, limiting velocity. Wheels did not lift.

Limit of Lateral Acceleration (LLA): 0.56g
Velocity at LLA: 24.5km/h
at 113.61s

Gradient : -0.262°/g
between 0.10 and 0.18g
Gradient : 0.832°/g
between 0.18 and 0.40g
Data trimmed between 0.00 and 93.14s
Transition point occurs at 0.18g



Test No. : G130822
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

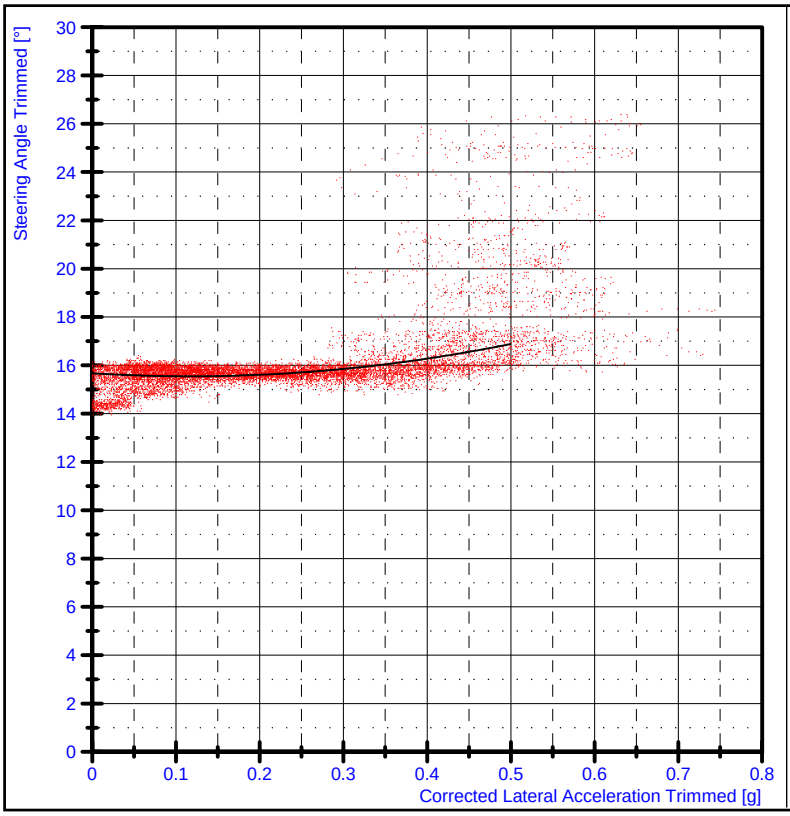
Test : Steady State Circular Behaviour
Direction : Right
Surface : Asphalt

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

Rear differential unlocked. Vehicle inside rear wheel spun and broke traction, limiting velocity. Wheels did not lift.

Limit of Lateral Acceleration (LLA): 0.55g
Velocity at LLA: 25.2km/h at 155.57s

Gradient : -0.340°/g
between 0.10 and 0.20g
Gradient : 0.665°/g
between 0.20 and 0.40g
Data trimmed between 0.00 and 109.67s
Transition point occurs at 0.20g



Test No. : G130829
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

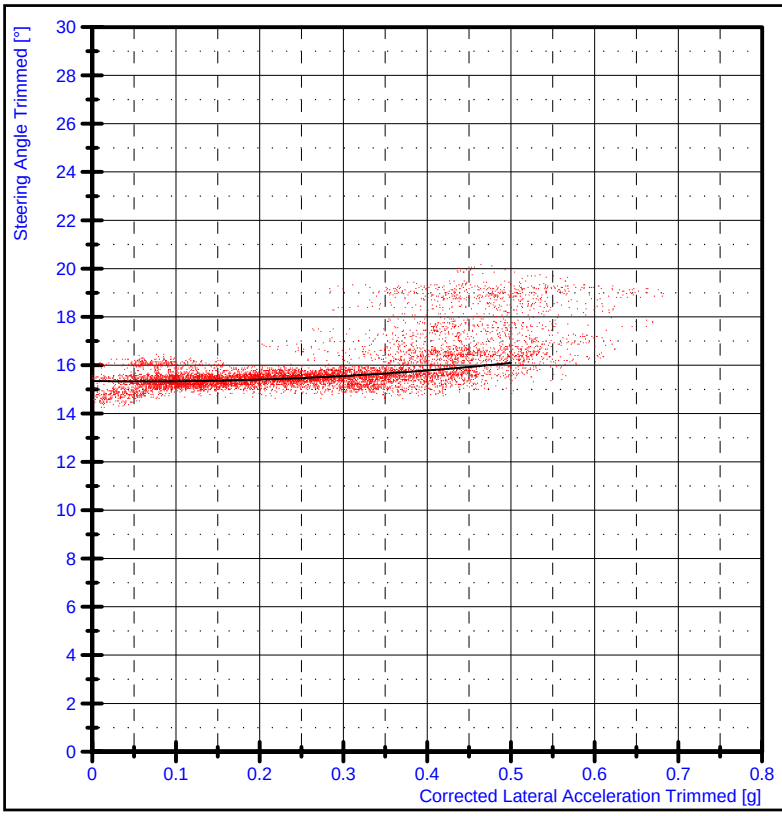
Test : Steady State Circular Behaviour
Direction : Left
Surface : Grass

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

Rear differential unlocked. Vehicle drove out of circle (understeered out of circle). Wheels did not lift.

Limit of Lateral Acceleration (LLA): 0.54g
Velocity at LLA: 22.9km/h at 112.52s

Gradient : -0.150°/g
between 0.10 and 0.12g
Gradient : 2.614°/g
between 0.12 and 0.40g
Data trimmed between 3.93 and 103.32s
Transition point occurs at 0.12g



Test No. : G130830
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

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

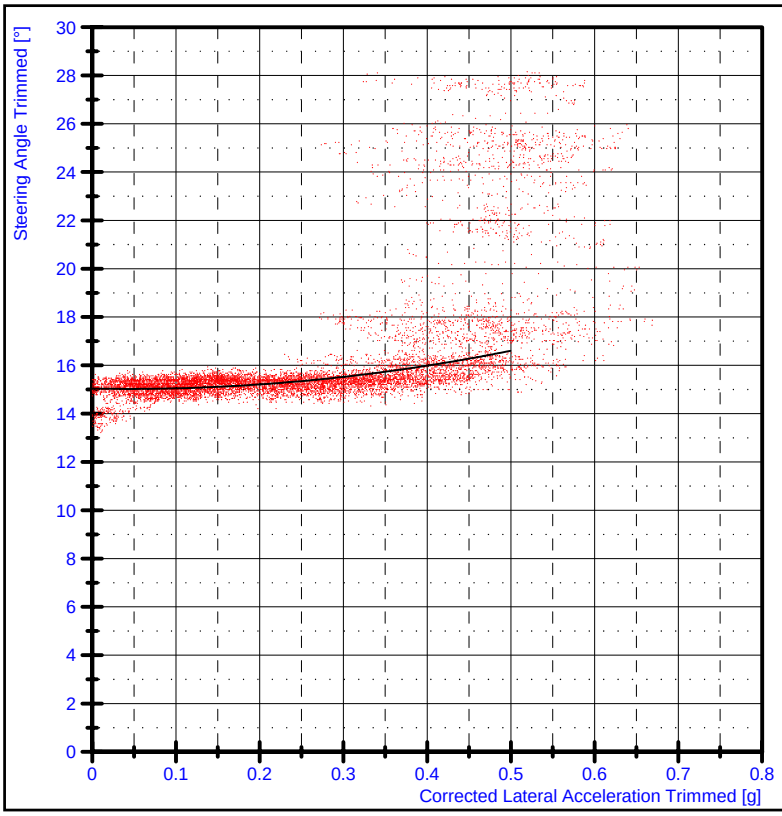
Front Load : N/A
Rear Load : 454
Crush Protection Device : N/A

Rear differential unlocked. Vehicle drove out of circle (understeered out of circle). Wheels did not lift.

Limit of Lateral Acceleration (LLA): 0.52g
Velocity at LLA: 22.3km/h
at 87.48s

Gradient : 1.490°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 75.82s
Transition point occurs at 0.07g



Test No. : G130831
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

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

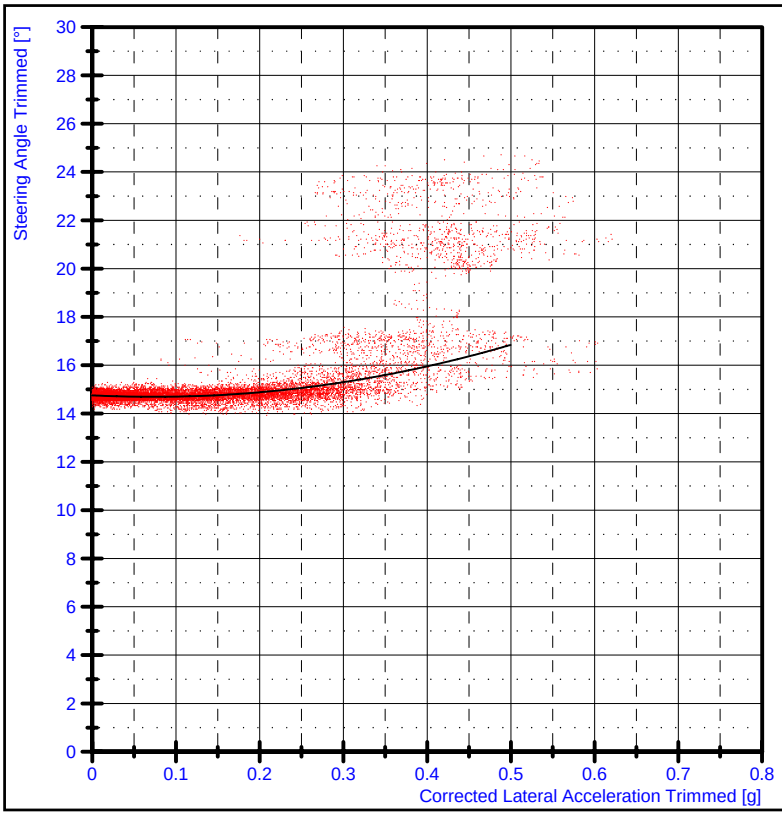
Front Load : N/A
Rear Load : 454
Crush Protection Device : N/A

Rear differential unlocked. Vehicle drove out of circle (understeered out of circle). Wheels did not lift.

Limit of Lateral Acceleration (LLA): 0.51g
Velocity at LLA: 24.2km/h
at 102.48s

Gradient : 3.137°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 90.55s
Transition point occurs at 0.04g



Test No. : G130832
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

Test : Steady State Circular Behaviour
Direction : Right
Surface : Grass

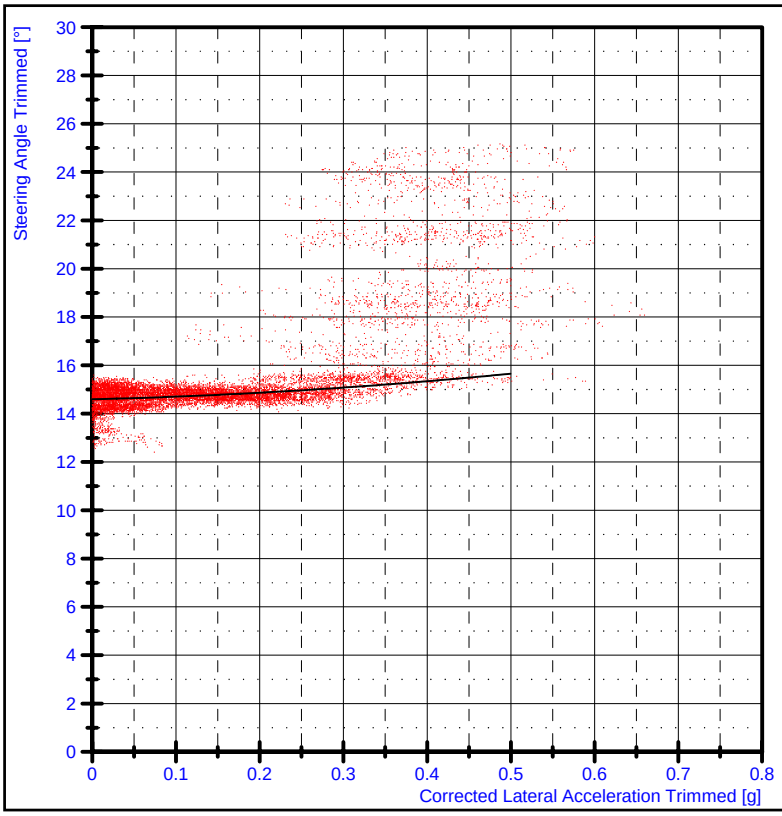
Front Load : N/A
Rear Load : 454
Crush Protection Device : N/A

Rear differential unlocked. Vehicle drove out of circle (understeered out of circle). Wheels did not lift.

Limit of Lateral Acceleration (LLA): 0.44g
Velocity at LLA: 23.1km/h
at 139.82s

Gradient : 4.186°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 120.59s
Transition point occurs at 0.07g



Test No. : G130833
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

Test : Steady State Circular Behaviour
Direction : Right
Surface : Grass

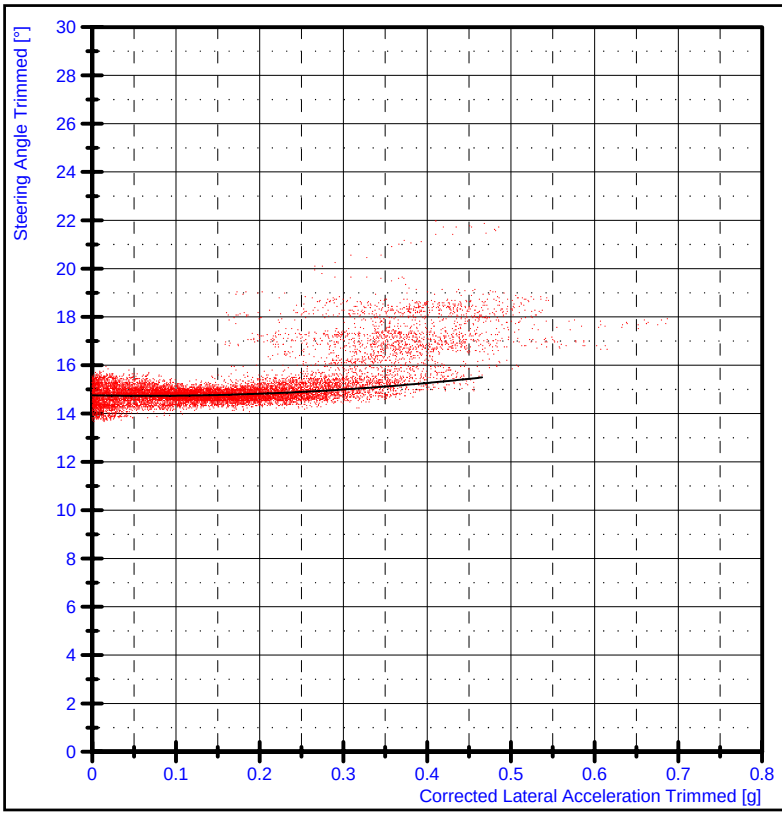
Front Load : N/A
Rear Load : 454
Crush Protection Device : N/A

Rear differential unlocked. Vehicle drove out of circle (understeered out of circle). Wheels did not lift.

Limit of Lateral Acceleration (LLA): 0.44g
Velocity at LLA: 24.3km/h
at 121.76s

Gradient : 2.127°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 101.87s
No Understeer/Oversteer Transition (0.50)g



Test No. : G130834
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

Test : Steady State Circular Behaviour
Direction : Right
Surface : Grass

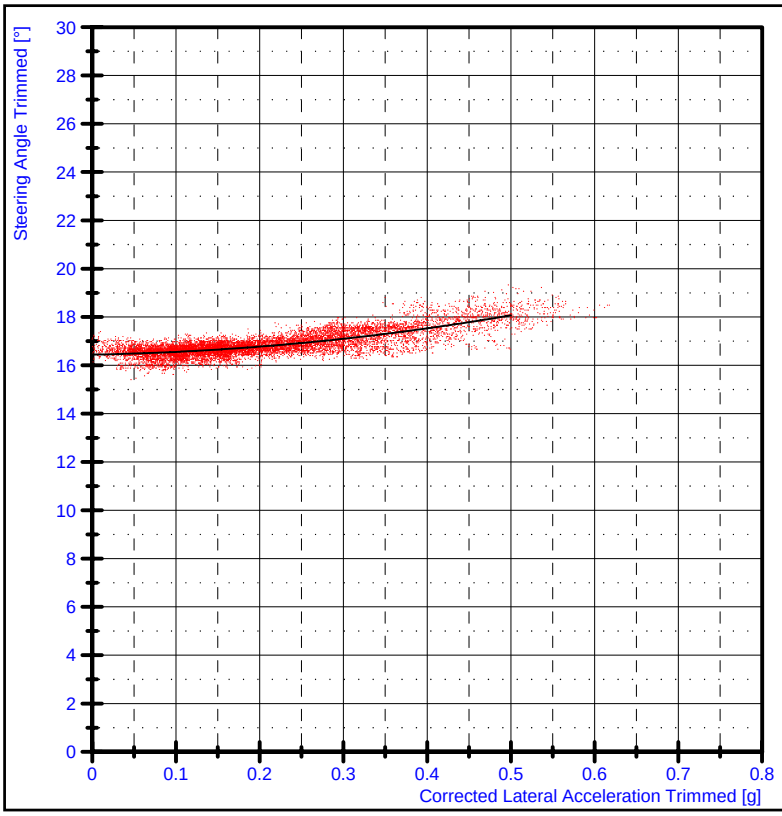
Front Load : N/A
Rear Load : 454
Crush Protection Device : N/A

Rear differential unlocked. Vehicle drove out of circle (understeered out of circle). Wheels did not lift.

Limit of Lateral Acceleration (LLA): 0.42g
Velocity at LLA: 21.7km/h
at 129.06s

Gradient : 1.756°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 107.05s
Transition point occurs at 0.07g



Test No. : G130847
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

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

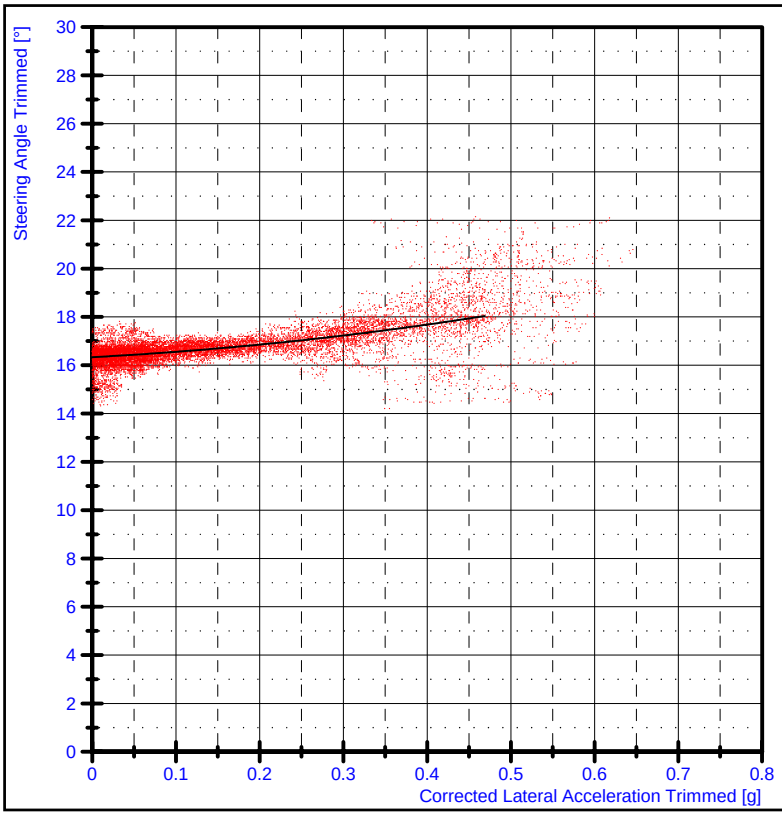
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Rear differential unlocked. Vehicle inside rear wheel spun and broke traction, limiting velocity. Wheels did not lift.

Limit of Lateral Acceleration (LLA): 0.55g
Velocity at LLA: 22.4km/h
at 109.37s

Gradient : 3.257°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 108.61s
No Understeer/Oversteer Transition (0.50)g



Test No. : G130848
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

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

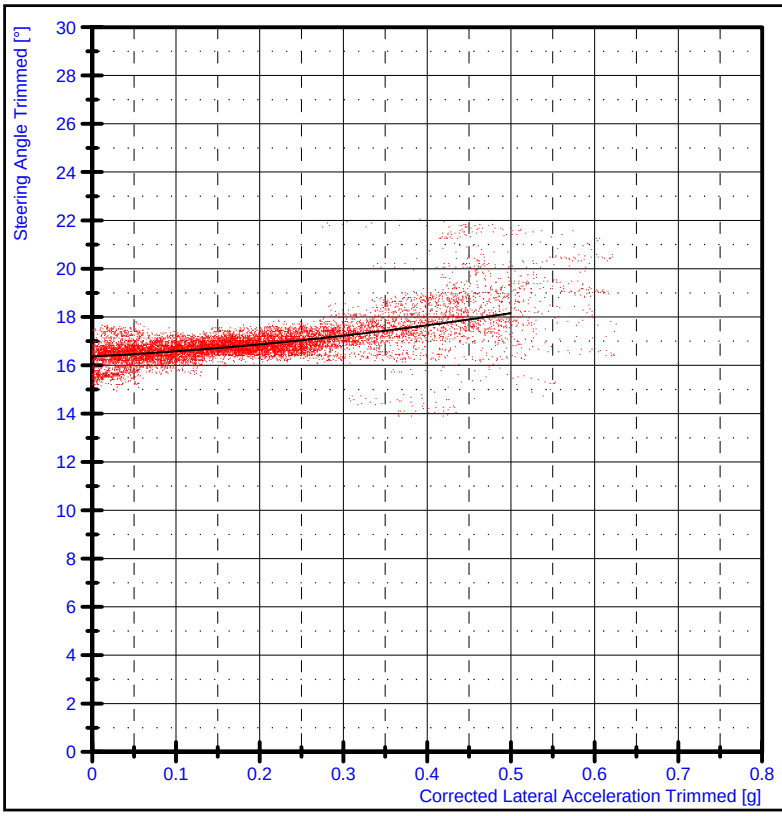
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Rear differential unlocked. Vehicle inside rear wheel spun and broke traction, limiting velocity. Wheels did not lift.

Limit of Lateral Acceleration (LLA): 0.53g
Velocity at LLA: 22.9km/h
at 134.92s

Gradient : 3.757°/g
between 0.10 and 0.40g

Data trimmed between 6.67 and 117.89s
No Understeer/Oversteer Transition (0.47)g



Test No. : G130849
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

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

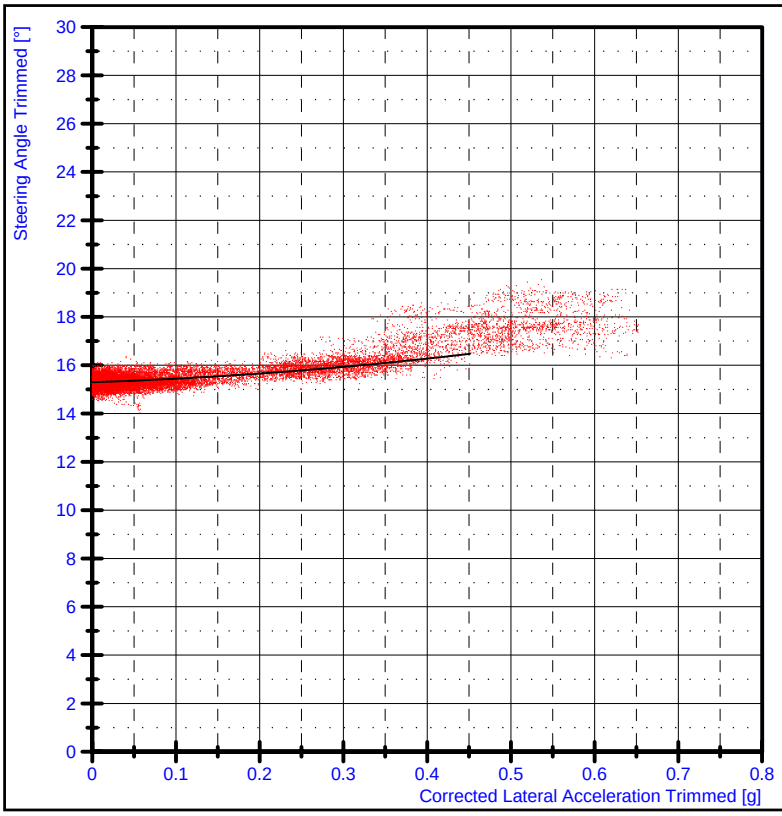
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Rear differential unlocked. Vehicle inside rear wheel spun and broke traction, limiting velocity. Wheels did not lift.

Limit of Lateral Acceleration (LLA): 0.52g
Velocity at LLA: 22.7km/h
at 118.7s

Gradient : 3.588°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 107.70s
No Understeer/Oversteer Transition (0.50)g



Test No. : G130850
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

Test : Steady State Circular Behaviour
Direction : Right
Surface : Grass

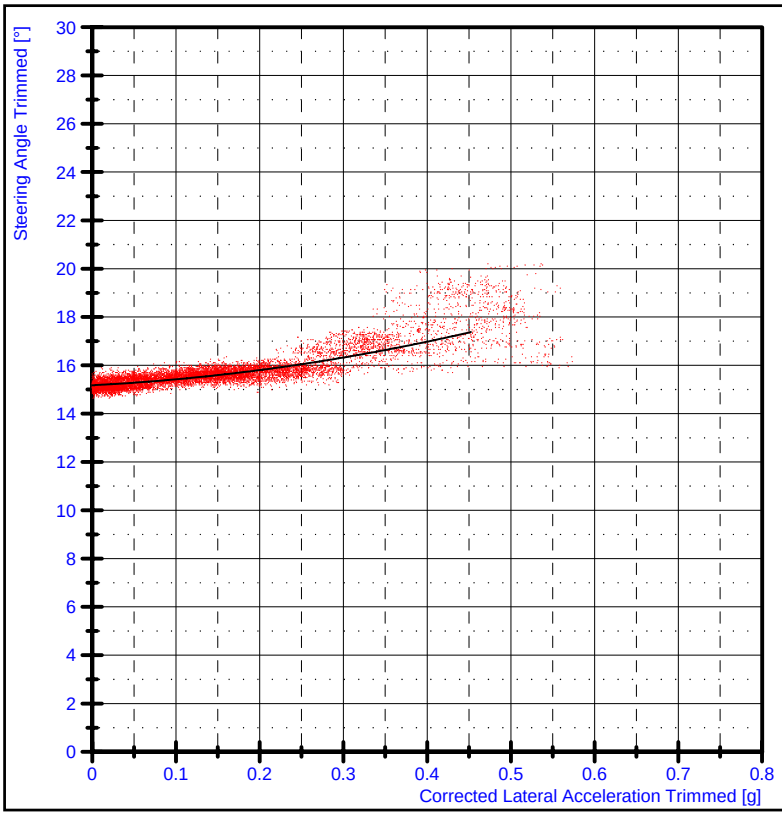
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Rear differential unlocked. Vehicle inside rear wheel spun and broke traction, limiting velocity. Wheels did not lift.

Limit of Lateral Acceleration (LLA): 0.56g
Velocity at LLA: 22.7km/h at 159.44s

Gradient : 2.772°/g
between 0.10 and 0.40g

Data trimmed between 1.12 and 133.27s
No Understeer/Oversteer Transition (0.45)g



Test No. : G130851
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

Test : Steady State Circular Behaviour
Direction : Right
Surface : Grass

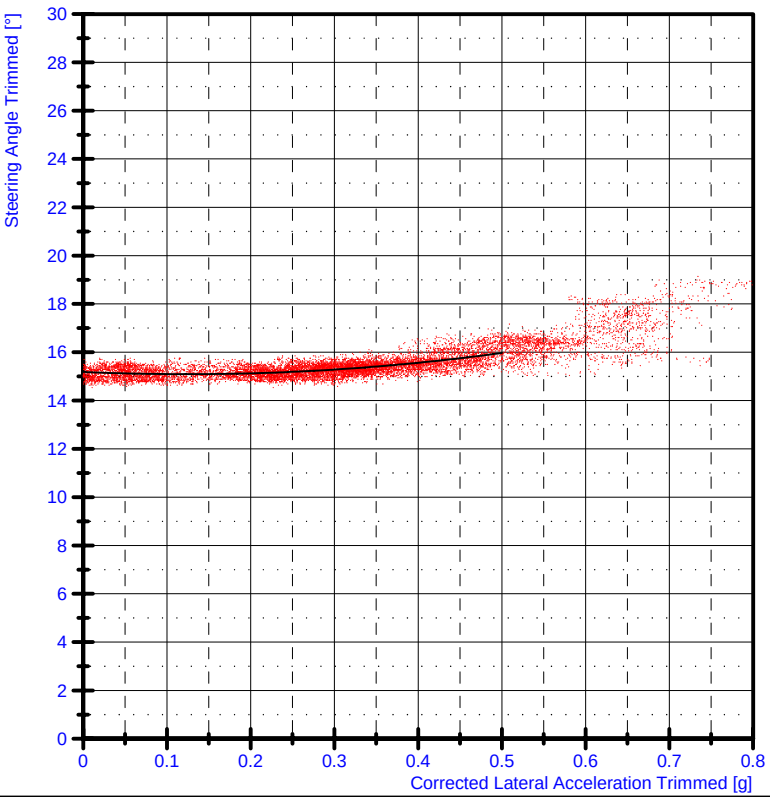
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Rear differential unlocked. Vehicle inside rear wheel spun and broke traction, limiting velocity. Wheels did not lift.

Limit of Lateral Acceleration (LLA): 0.47g
Velocity at LLA: 22.3km/h at 110.61s

Gradient : 5.200°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 97.01s
No Understeer/Oversteer Transition (0.45)g



Test No. : G130852
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

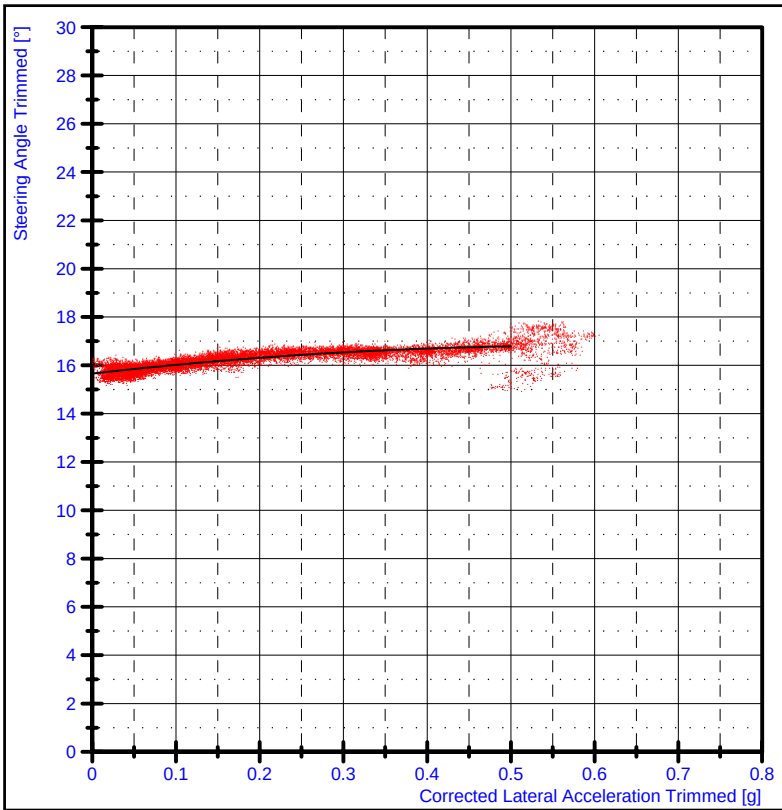
Test : Steady State Circular Behaviour
Direction : Right
Surface : Grass

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

Rear differential unlocked. Vehicle inside rear wheel spun and broke traction, limiting velocity. Wheels did not lift.

Limit of Lateral Acceleration (LLA): 0.74g
Velocity at LLA: 22.6km/h
at 127.03s

Gradient : -0.150°/g
between 0.10 and 0.12g
Gradient : 1.696°/g
between 0.12 and 0.40g
Data trimmed between 0.00 and 110.53s
Transition point occurs at 0.12g



Test No. : G130853
Test Date : 15 October, 2013

Test Specimen : TS57209
Test Vehicle : John Deere Gator XUV825i

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

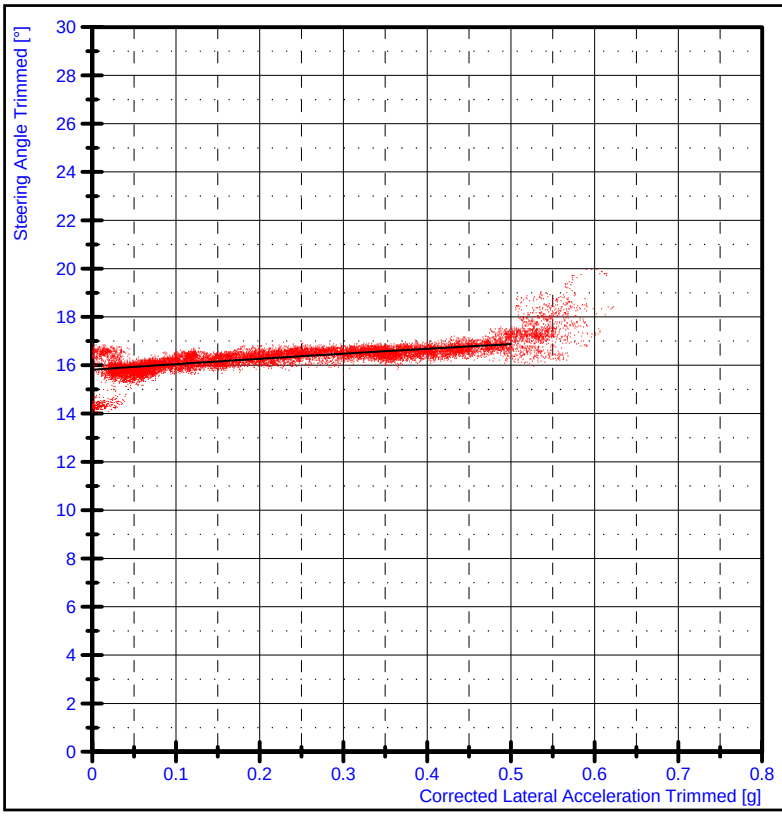
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Vehicle inside rear wheel spun and broke traction, limiting velocity. Wheels did not lift.

Limit of Lateral Acceleration (LLA): 0.61g
Velocity at LLA: 24.9km/h
at 168.35s

Gradient : 2.248°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 154.40s
No Understeer/Oversteer Transition (0.50)g



Test No. : G130854
Test Date : 15 October, 2013

Test Specimen : TS57209
Test Vehicle : John Deere Gator XUV825i

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

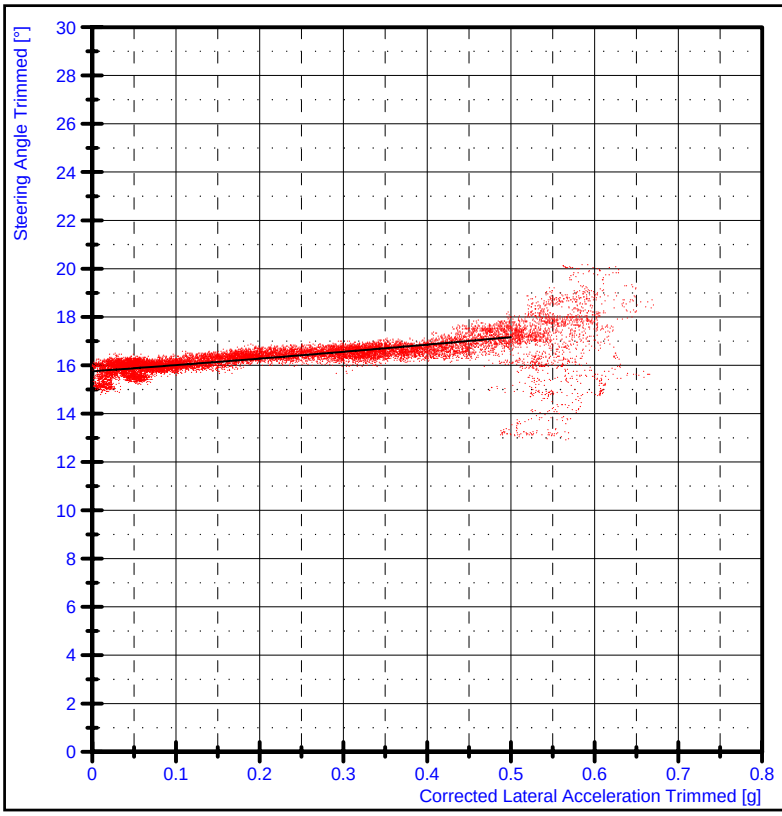
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Vehicle inside rear wheel spun and broke traction, limiting velocity. Wheels did not lift.

Limit of Lateral Acceleration (LLA): 0.60g
Velocity at LLA: 24.7km/h at 154.02s

Gradient : 2.119°/g
between 0.10 and 0.40g

Data trimmed between 3.07 and 144.69s
No Understeer/Oversteer Transition (0.50)g



Test No. : G130855
Test Date : 15 October, 2013

Test Specimen : TS57209
Test Vehicle : John Deere Gator XUV825i

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

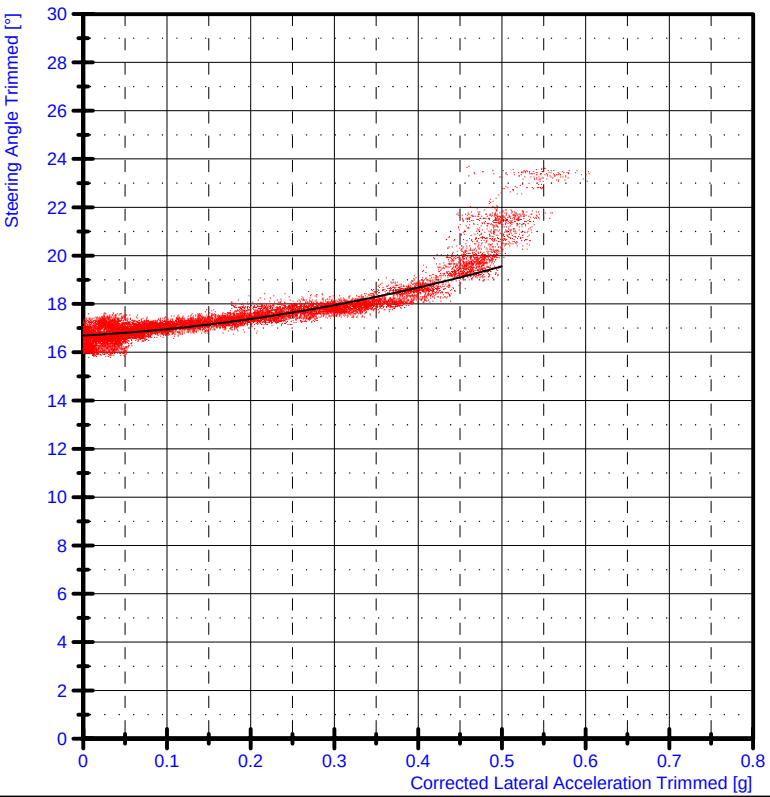
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Vehicle inside rear wheel spun and broke traction, limiting velocity. Wheels did not lift.

Limit of Lateral Acceleration (LLA): 0.63g
Velocity at LLA: 27.3km/h at 165.49s

Gradient : 2.826°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 145.05s
No Understeer/Oversteer Transition (0.50)g



Test No. : G130856
Test Date : 15 October, 2013

Test Specimen : TS57209
Test Vehicle : John Deere Gator XUV825i

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

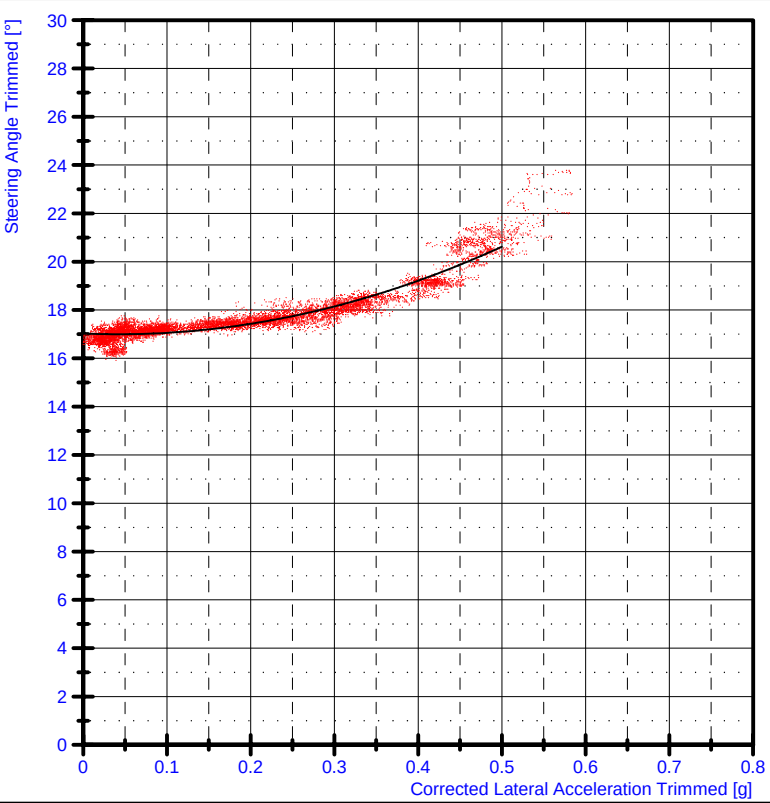
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Vehicle inside rear wheel spun and broke traction, limiting velocity. Wheels did not lift.

Limit of Lateral Acceleration (LLA): 0.54g
Velocity at LLA: 23.7km/h at 170.18s

Gradient : 5.736°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 154.38s
No Understeer/Oversteer Transition (0.50)g



Test No. : G130857
Test Date : 15 October, 2013

Test Specimen : TS57209
Test Vehicle : John Deere Gator XUV825i

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

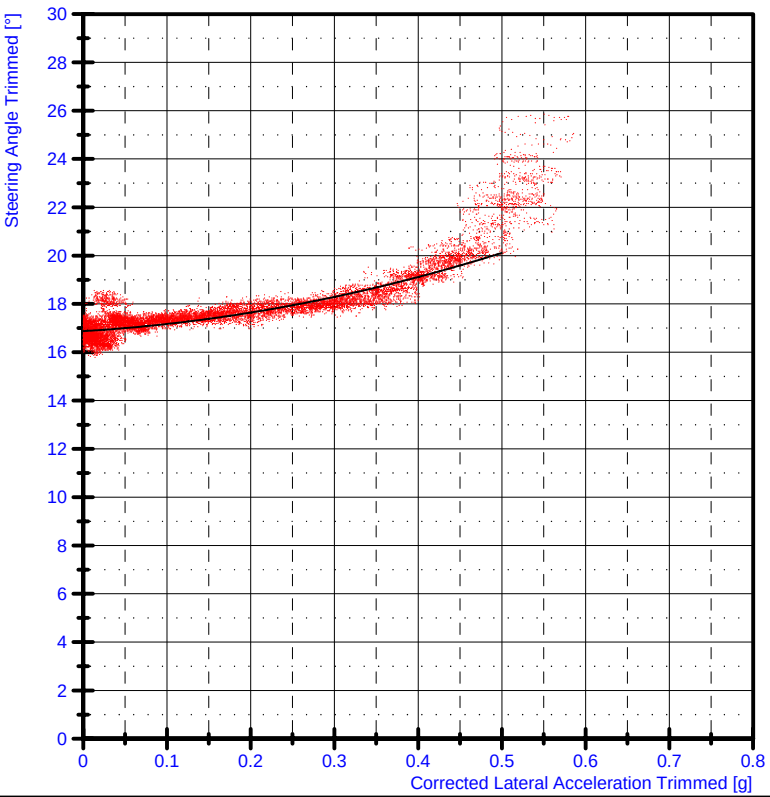
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Vehicle inside rear wheel spun and broke traction, limiting velocity. Wheels did not lift.

Limit of Lateral Acceleration (LLA): 0.55g
Velocity at LLA: 23.4km/h at 109.38s

Gradient : 7.200°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 100.91s
Transition point occurs at 0.04g



Test No. : G130858
Test Date : 15 October, 2013

Test Specimen : TS57209
Test Vehicle : John Deere Gator XUV825i

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

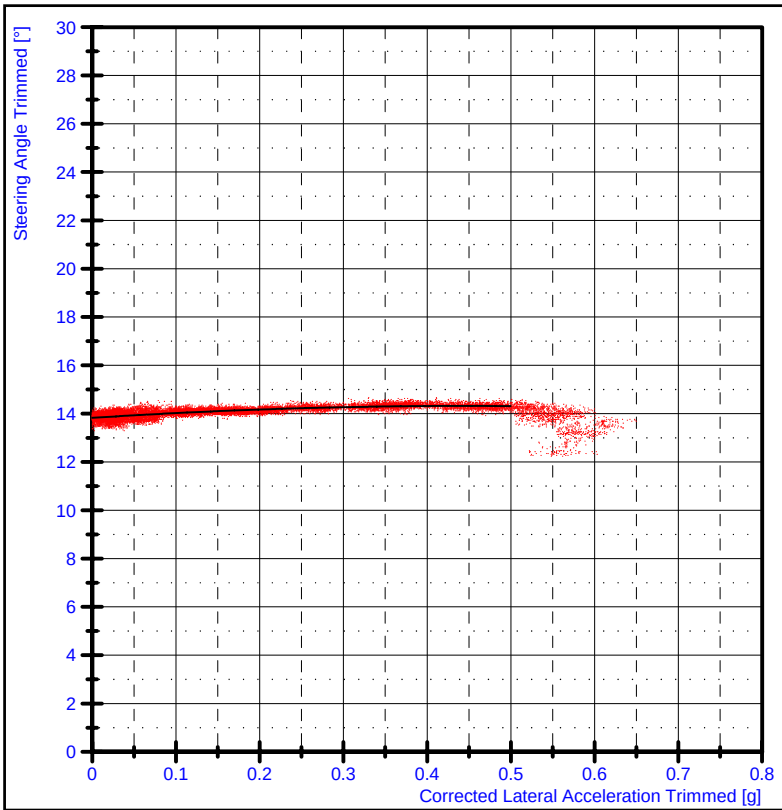
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Vehicle inside rear wheel spun and broke traction, limiting velocity. Wheels did not lift.

Limit of Lateral Acceleration (LLA): 0.53g
Velocity at LLA: 24.4km/h at 141.2s

Gradient : 6.489°/g
between 0.10 and 0.40g

Data trimmed between 4.50 and 121.50s
No Understeer/Oversteer Transition (0.50)g



Test No. : G130865
Test Date : 24 October, 2013

Test Specimen : TS57208
Test Vehicle : Kubota RTV500

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

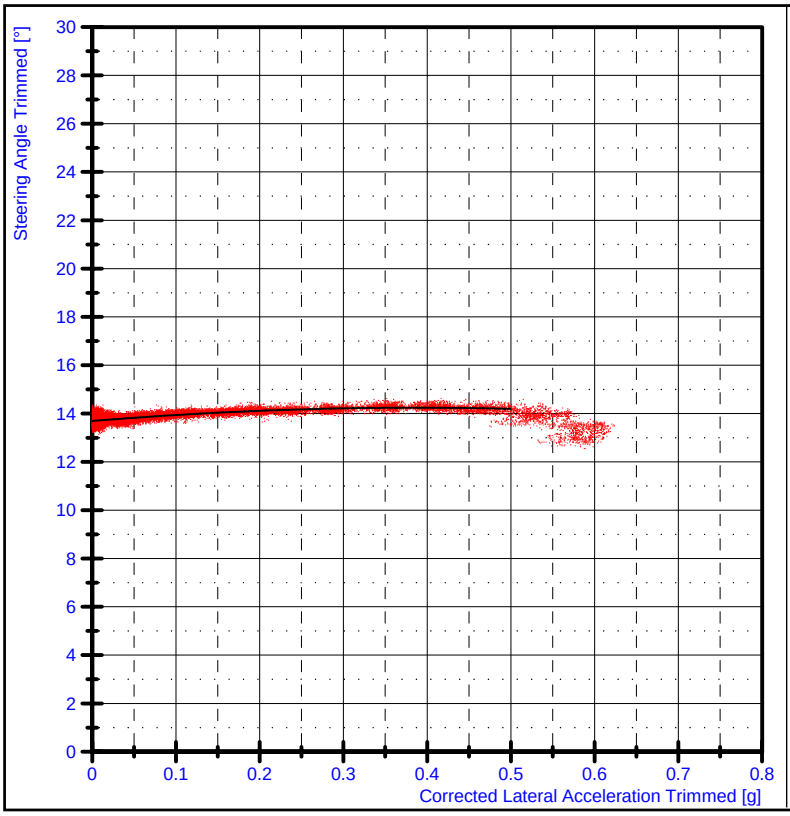
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Vehicle inside rear wheel spun and broke traction, limiting velocity. Wheels did not lift.

Limit of Lateral Acceleration (LLA): 0.62g
Velocity at LLA: 24.6km/h at 216.27s

Gradient : 0.965°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 163.39s
Transition point occurs at 0.44g



Test No. : G130866
Test Date : 24 October, 2013

Test Specimen : TS57208
Test Vehicle : Kubota RTV500

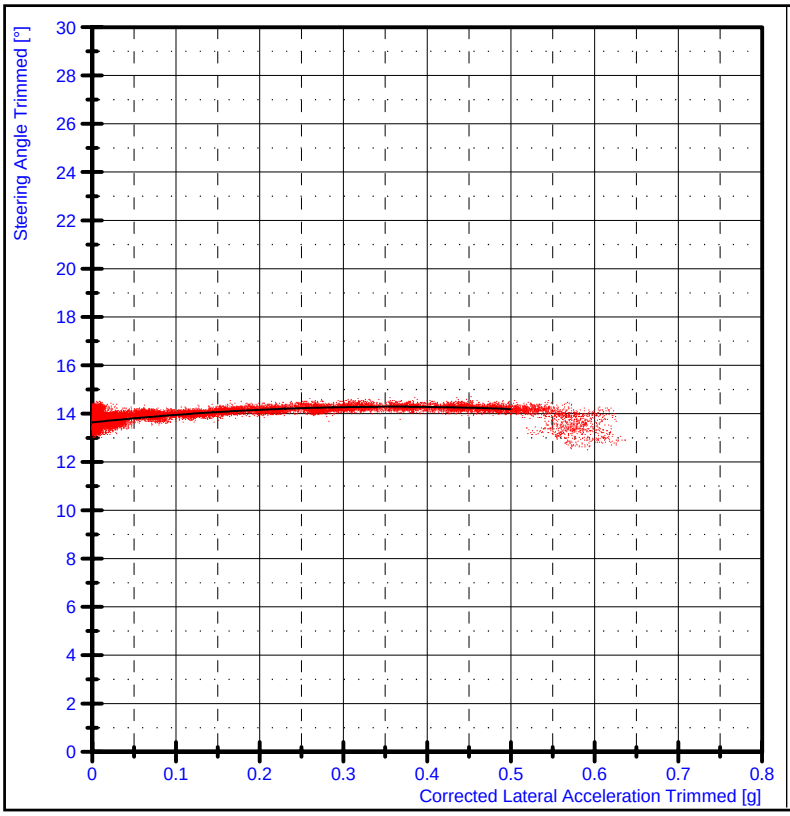
Test : Steady State Circular Behaviour
Direction : Left
Surface : Asphalt

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

Vehicle inside rear wheel spun and broke traction, limiting velocity. Wheels did not lift.

Limit of Lateral Acceleration (LLA): 0.61g
Velocity at LLA: 24.5km/h at 217.07s

Gradient : 1.055°/g
between 0.10 and 0.39g
Gradient : -0.055°/g
between 0.39 and 0.40g
Data trimmed between 0.00 and 189.12s
Transition point occurs at 0.39g



Test No. : G130867
Test Date : 24 October, 2013

Test Specimen : TS57208
Test Vehicle : Kubota RTV500

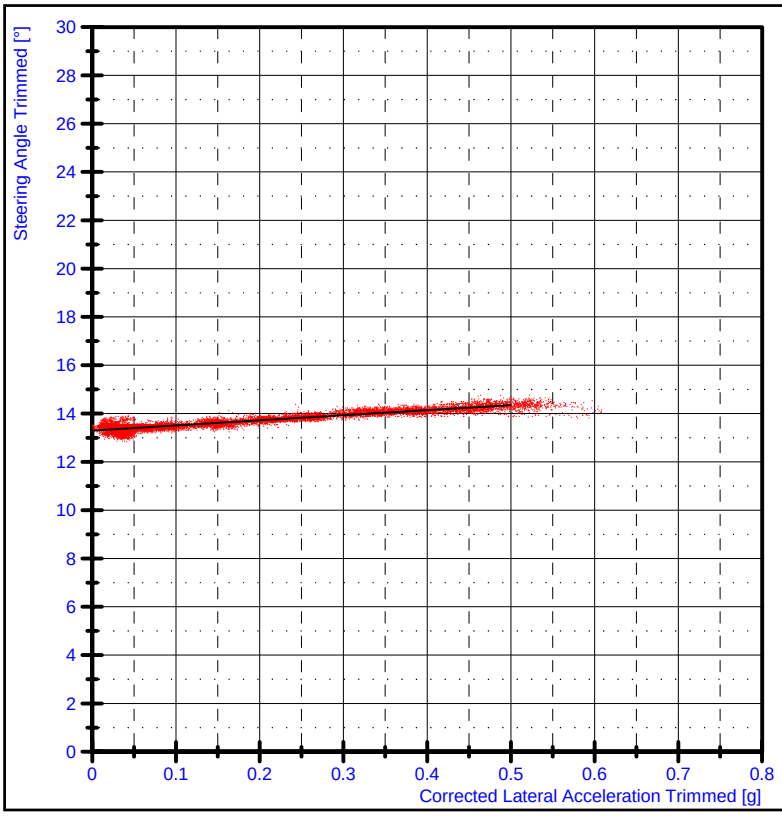
Test : Steady State Circular Behaviour
Direction : Left
Surface : Asphalt

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

Vehicle inside rear wheel spun and broke traction, limiting velocity. Wheels did not lift.

Limit of Lateral Acceleration (LLA): 0.63g
Velocity at LLA: 24.7km/h at 198.65s

Gradient : 1.305°/g
between 0.10 and 0.36g
Gradient : -0.204°/g
between 0.36 and 0.40g
Data trimmed between 5.16 and 175.27s
Transition point occurs at 0.36g



Test No. : G130868
Test Date : 24 October, 2013

Test Specimen : TS57208
Test Vehicle : Kubota RTV500

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

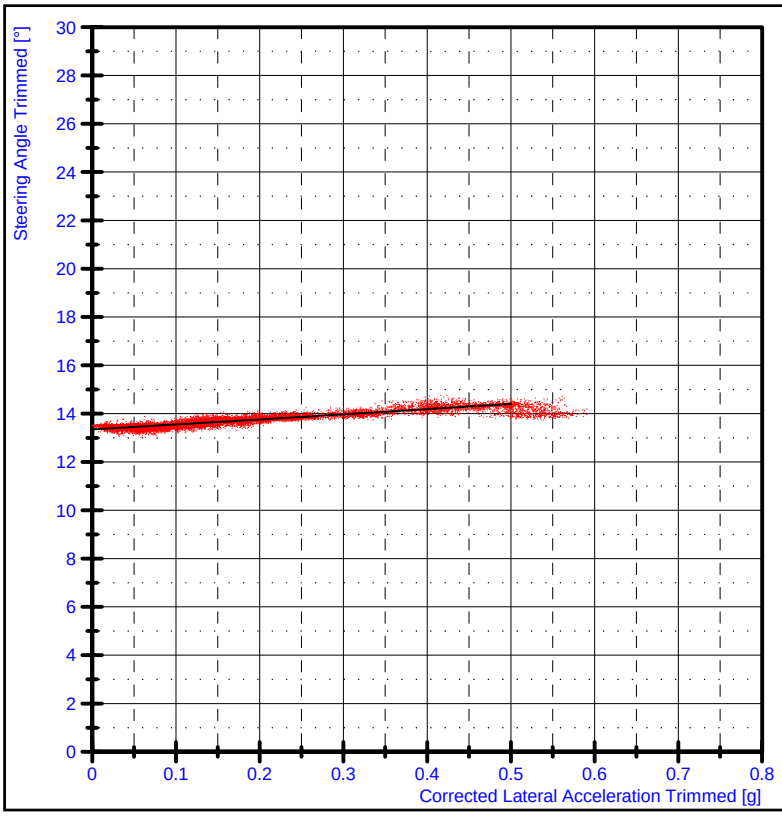
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Vehicle inside rear wheel spun and broke traction, limiting velocity. Wheels did not lift.

Limit of Lateral Acceleration (LLA): 0.54g
Velocity at LLA: 22.7km/h at 174.07s

Gradient : 2.110°/g
between 0.10 and 0.40g

Data trimmed between 3.15 and 144.95s
No Understeer/Oversteer Transition (0.50)g



Test No. : G130869
Test Date : 24 October, 2013

Test Specimen : TS57208
Test Vehicle : Kubota RTV500

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

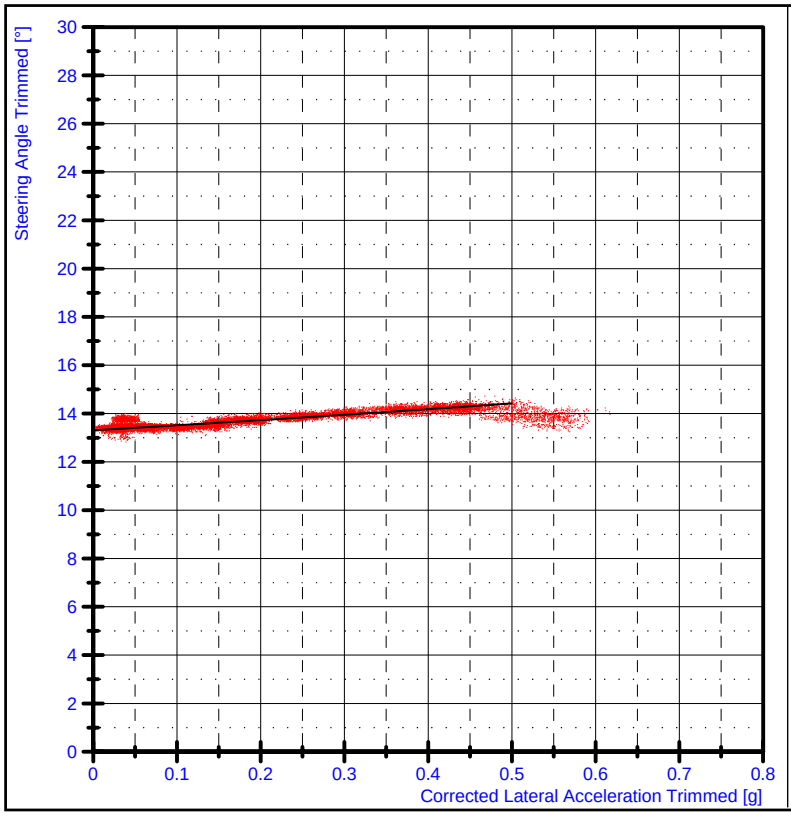
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Vehicle inside rear wheel spun and broke traction, limiting velocity. Wheels did not lift.

Limit of Lateral Acceleration (LLA): 0.53g
Velocity at LLA: 22.6km/h at 188.32s

Gradient : 2.115°/g
between 0.10 and 0.40g

Data trimmed between 0.00 and 144.71s
No Understeer/Oversteer Transition (0.50)g



Test No. : G130870
Test Date : 24 October, 2013

Test Specimen : TS57208
Test Vehicle : Kubota RTV500

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

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

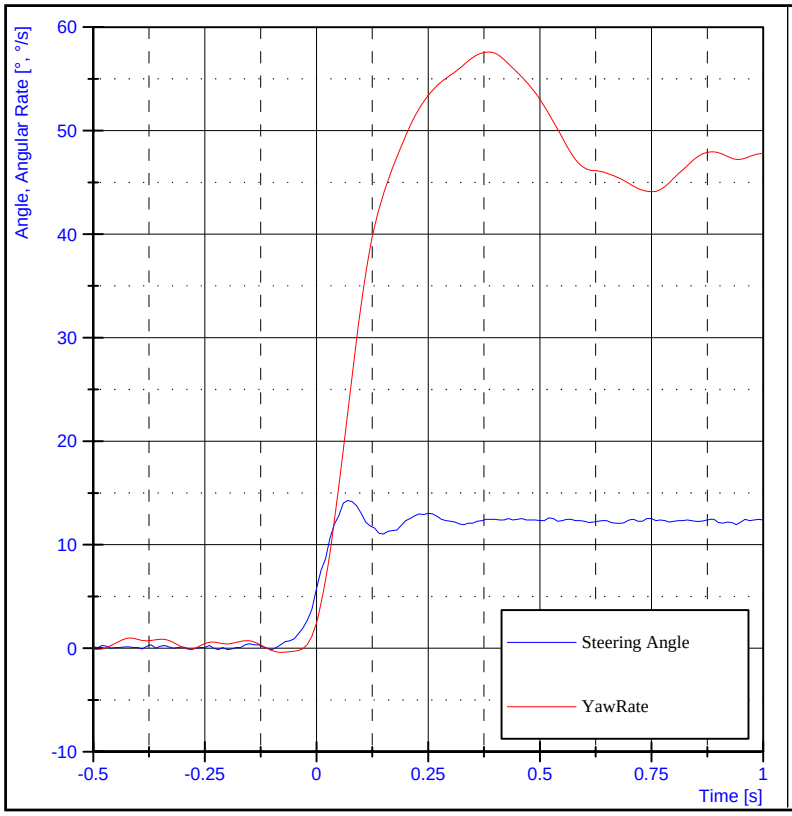
Vehicle inside rear wheel spun and broke traction, limiting velocity. Wheels did not lift.

Limit of Lateral Acceleration (LLA): 0.54g
Velocity at LLA: 22.8km/h at 169.9s

Gradient : 2.227°/g
between 0.10 and 0.40g

Data trimmed between 9.36 and 140.33s
No Understeer/Oversteer Transition (0.50)g

3. Test response data – Lateral transient response



Test No. : G130374
Test Date : 14 August, 2013

Test Specimen : TS57203
Test Vehicle : Suzuki Kingquad 400ASI

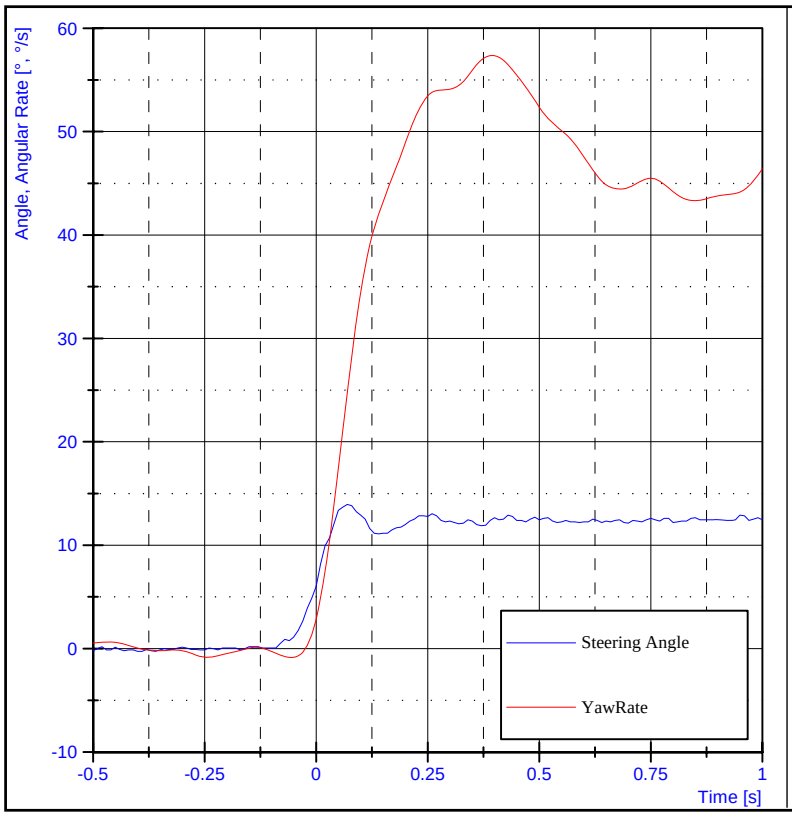
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

90% Yaw Rate Time : 0.16s
Peak Yaw Rate Time : 0.39s

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

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



Test No. : G130375
Test Date : 14 August, 2013

Test Specimen : TS57203
Test Vehicle : Suzuki Kingquad 400ASI

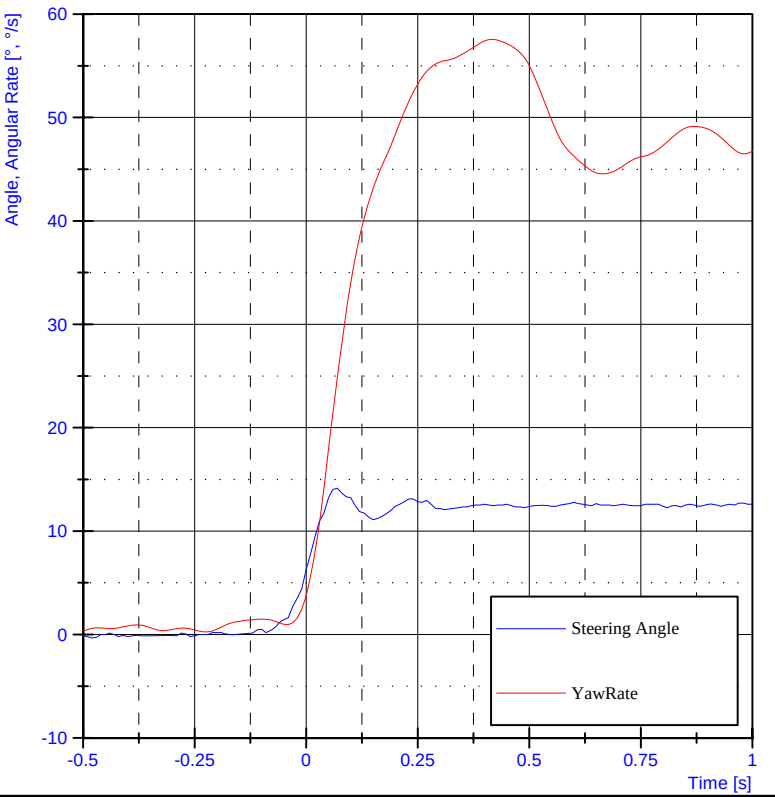
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

90% Yaw Rate Time : 0.17s
Peak Yaw Rate Time : 0.39s

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. : G130376
Test Date : 14 August, 2013

Test Specimen : TS57203
Test Vehicle : Suzuki Kingquad 400ASI

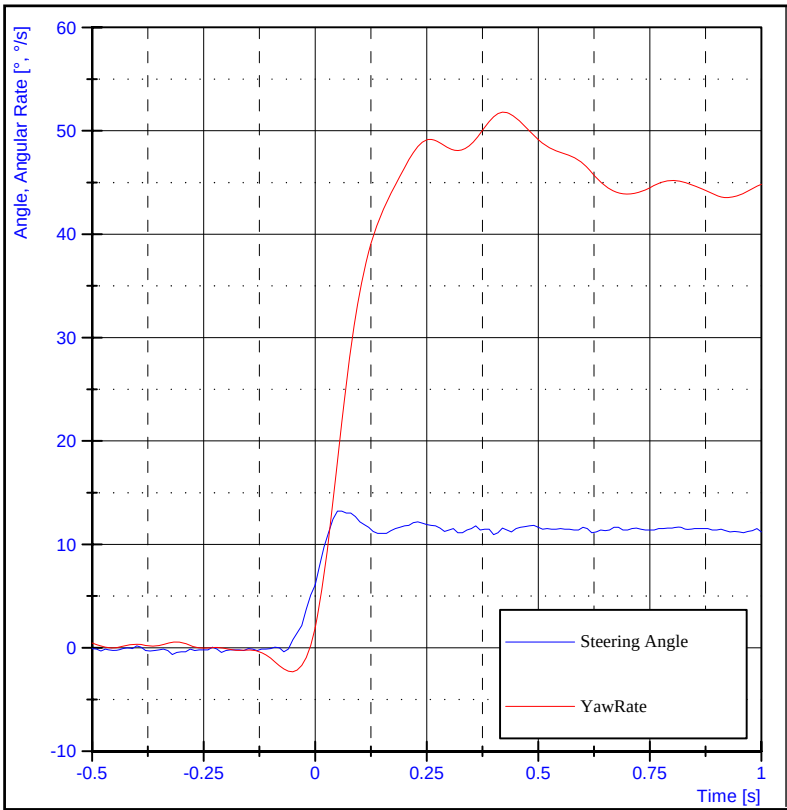
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

90% Yaw Rate Time : 0.17s
Peak Yaw Rate Time : 0.42s

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. : G130377
Test Date : 14 August, 2013

Test Specimen : TS57203
Test Vehicle : Suzuki Kingquad 400ASI

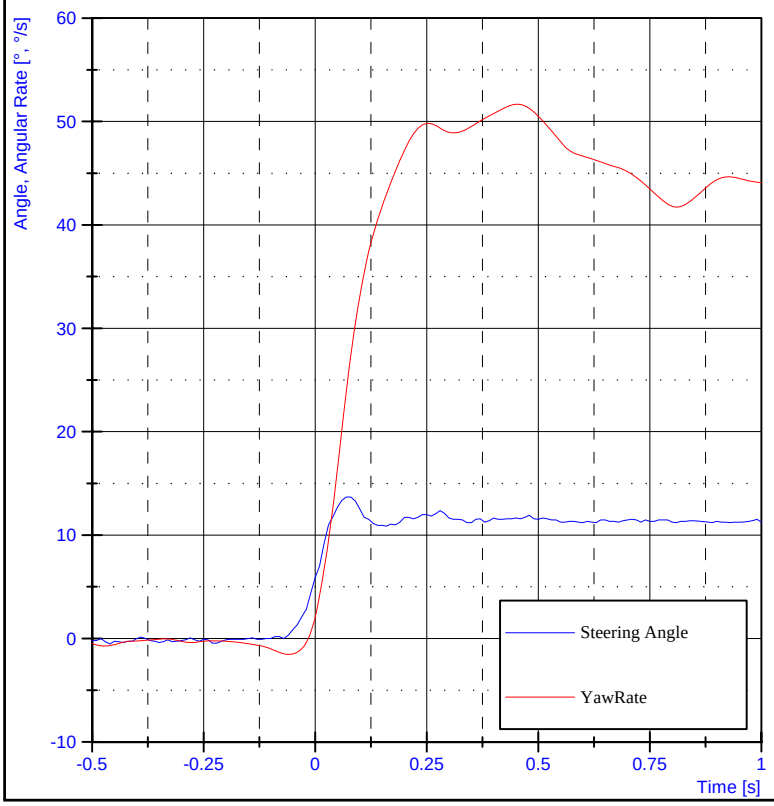
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

90% Yaw Rate Time : 0.14s
Peak Yaw Rate Time : 0.42s

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

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



Test No. : G130378
Test Date : 14 August, 2013

Test Specimen : TS57203
Test Vehicle : Suzuki Kingquad 400ASI

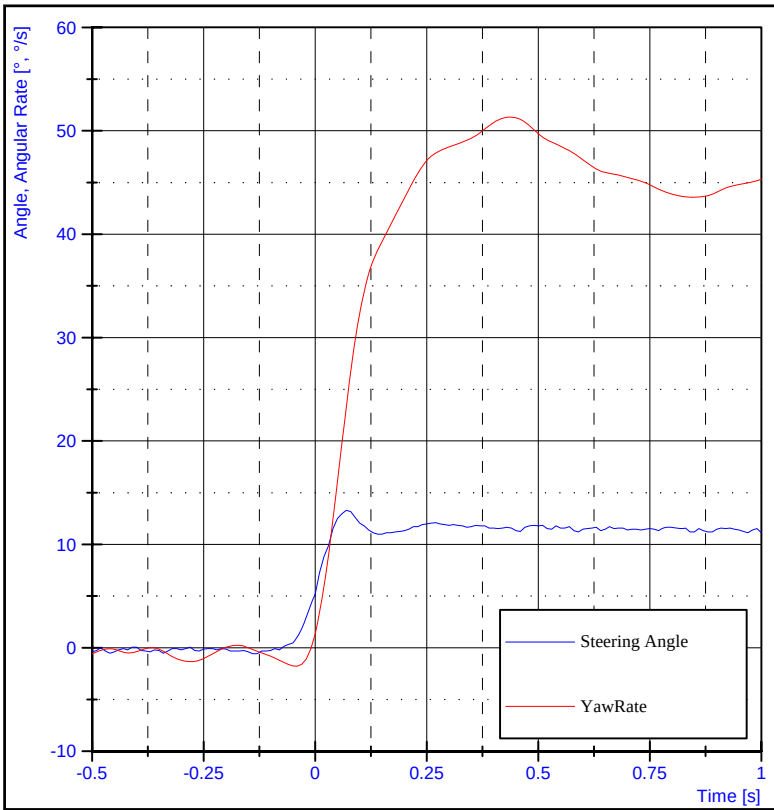
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

90% Yaw Rate Time : 0.14s
Peak Yaw Rate Time : 0.45s

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. : G130379
Test Date : 14 August, 2013

Test Specimen : TS57203
Test Vehicle : Suzuki Kingquad 400ASI

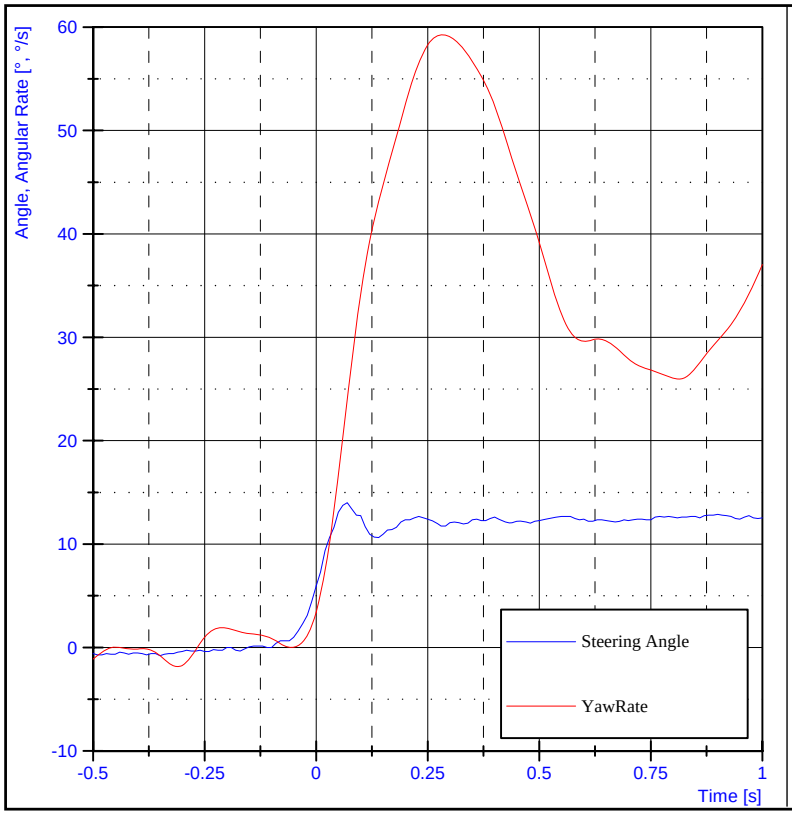
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

90% Yaw Rate Time : 0.17s
Peak Yaw Rate Time : 0.44s

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. : G130389
Test Date : 15 August, 2013

Test Specimen : TS57205
Test Vehicle : Kymco MXU300

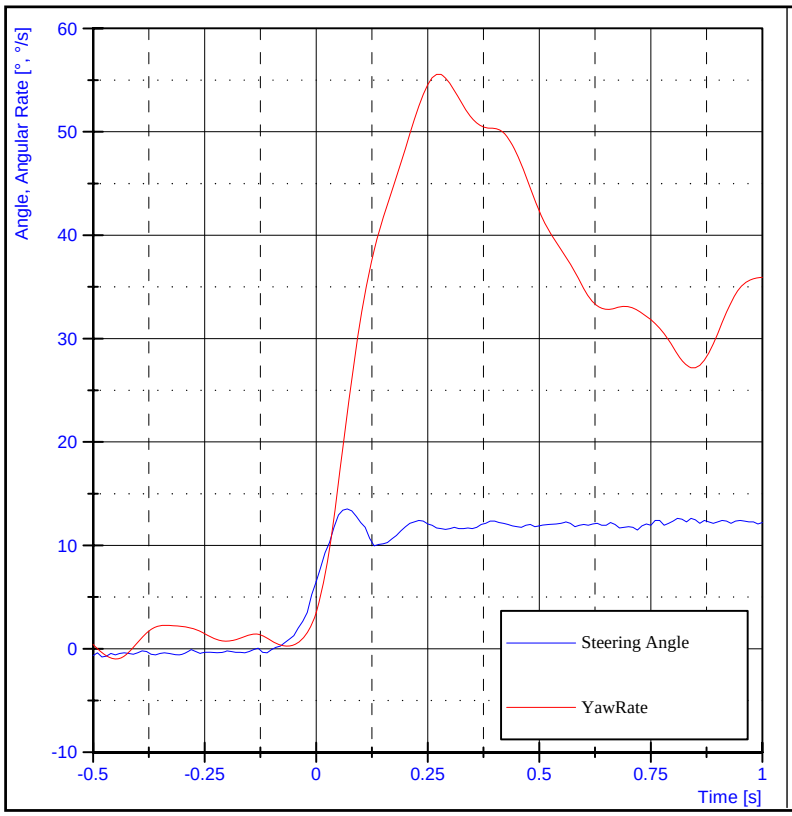
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

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

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. : G130390
Test Date : 15 August, 2013

Test Specimen : TS57205
Test Vehicle : Kymco MXU300

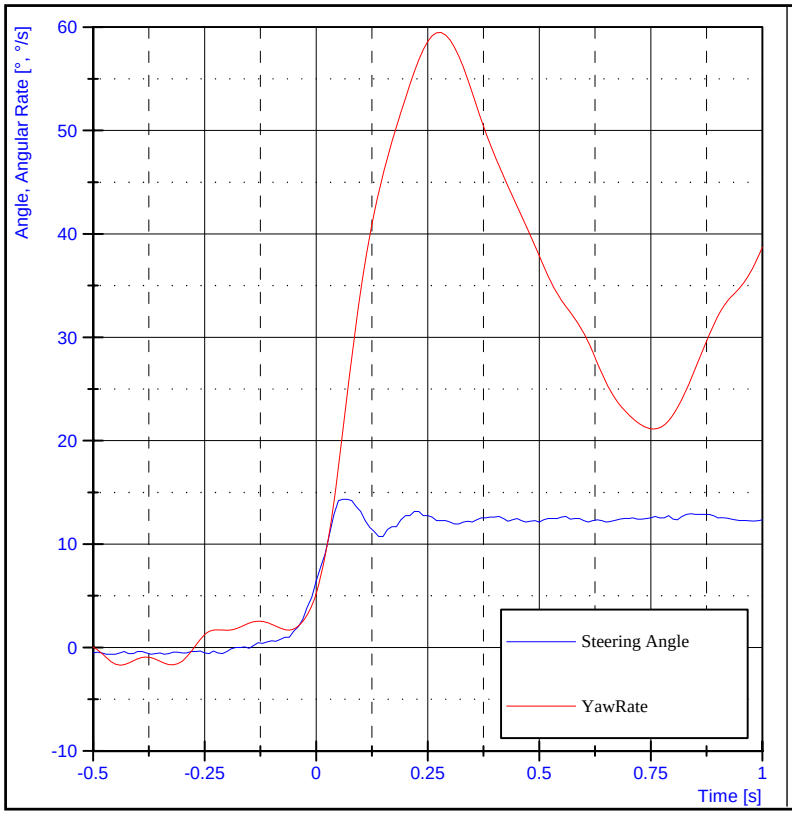
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

90% Yaw Rate Time : 0.12s
Peak Yaw Rate Time : 0.27s

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. : G130391
Test Date : 15 August, 2013

Test Specimen : TS57205
Test Vehicle : Kymco MXU300

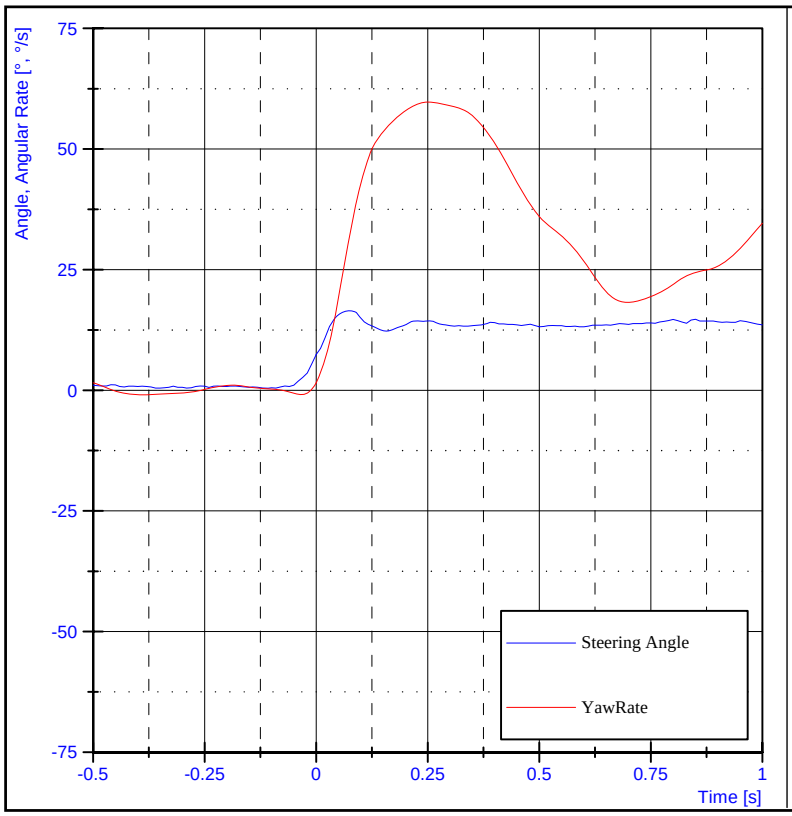
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

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

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. : G130392
Test Date : 15 August, 2013

Test Specimen : TS57205
Test Vehicle : Kymco MXU300

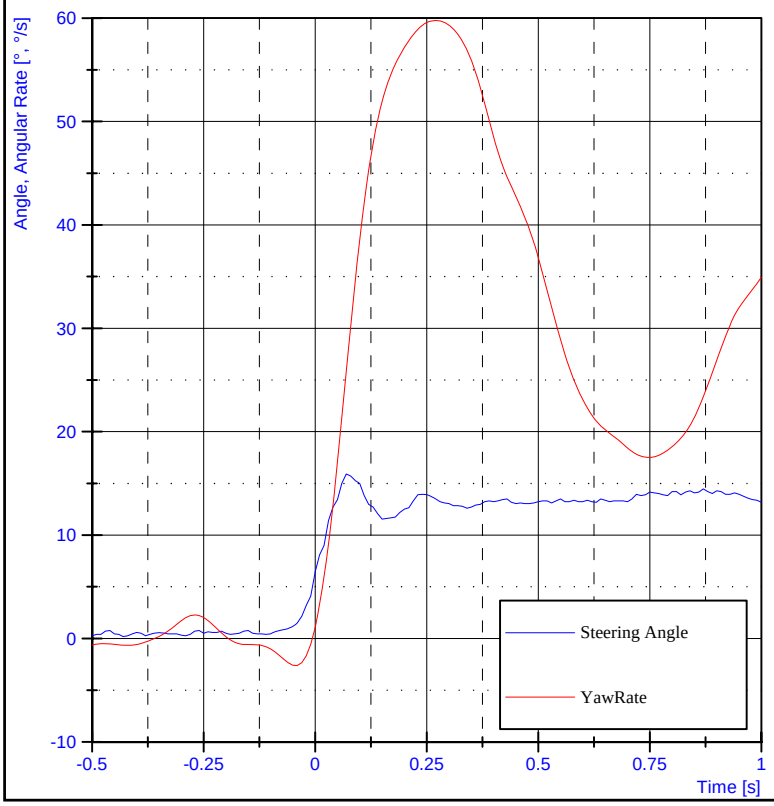
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

90% Yaw Rate Time : 0.08s
Peak Yaw Rate Time : 0.25s

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

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



Test No. : G130393
Test Date : 15 August, 2013

Test Specimen : TS57205
Test Vehicle : Kymco MXU300

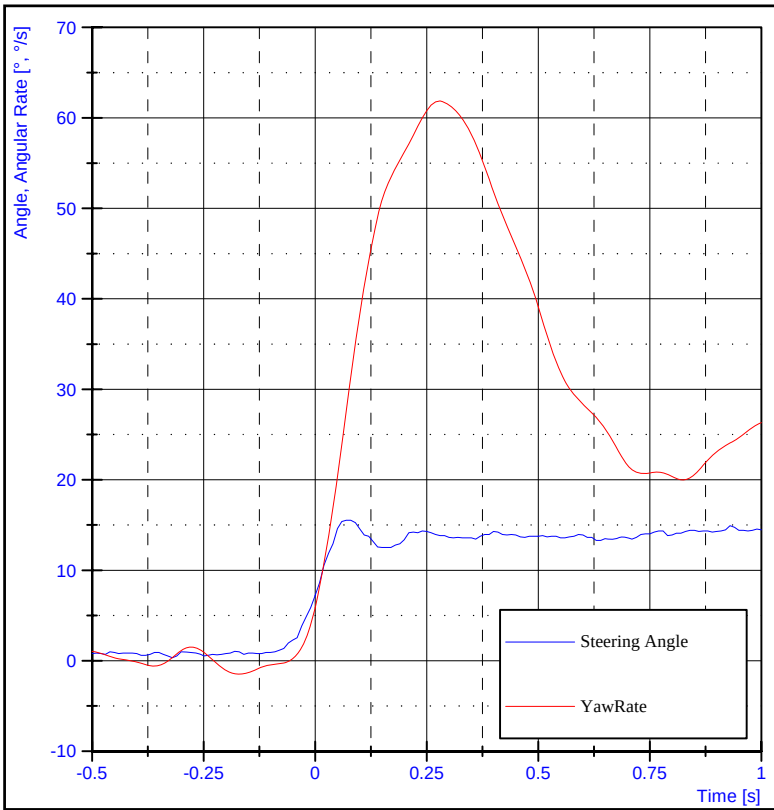
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

90% Yaw Rate Time : 0.09s
Peak Yaw Rate Time : 0.27s

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

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



Test No. : G130394
Test Date : 15 August, 2013

Test Specimen : TS57205
Test Vehicle : Kymco MXU300

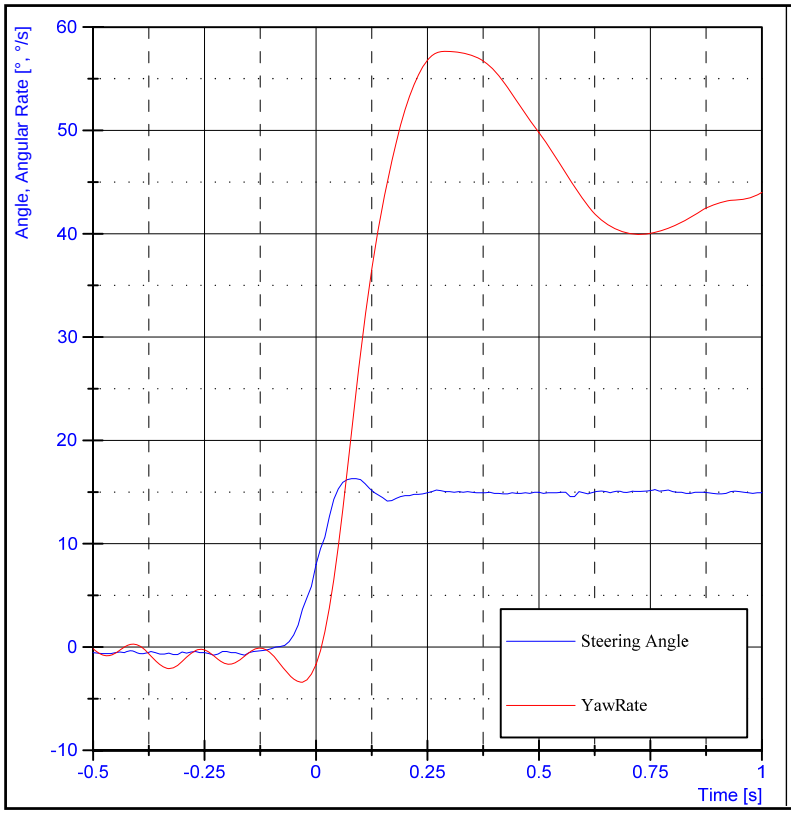
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

90% Yaw Rate Time : 0.09s
Peak Yaw Rate Time : 0.28s

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

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



Test No. : G130401
Test Date : 16 August, 2013

Test Specimen : TS57200
Test Vehicle : Honda Foreman TRX500FM

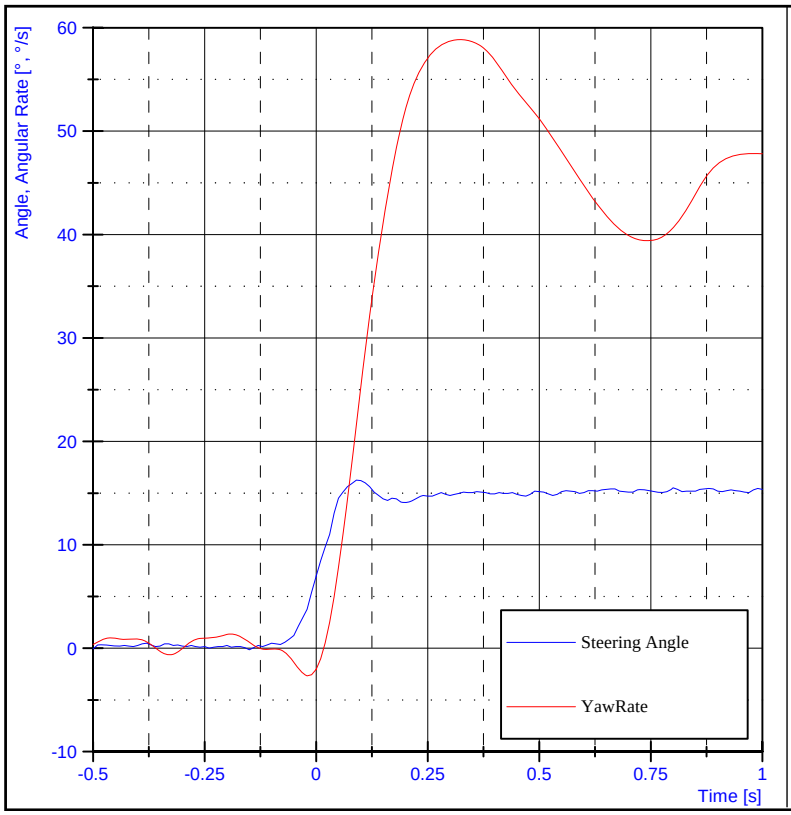
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

90% Yaw Rate Time : 0.16s
Peak Yaw Rate Time : 0.29s

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

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



Test No. : G130402
Test Date : 16 August, 2013

Test Specimen : TS57200
Test Vehicle : Honda Foreman TRX500FM

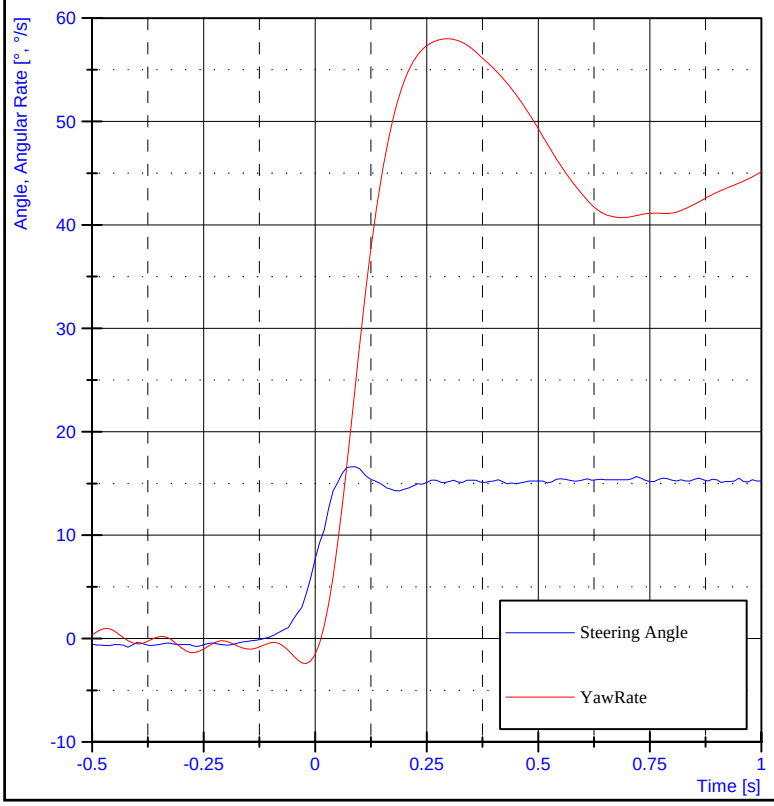
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

90% Yaw Rate Time : 0.17s
Peak Yaw Rate Time : 0.32s

90% Steering Angle Time : 0.05s
Peak Steering Angle Time : 0.09s

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



Test No. : G130403
Test Date : 16 August, 2013

Test Specimen : TS57200
Test Vehicle : Honda Foreman TRX500FM

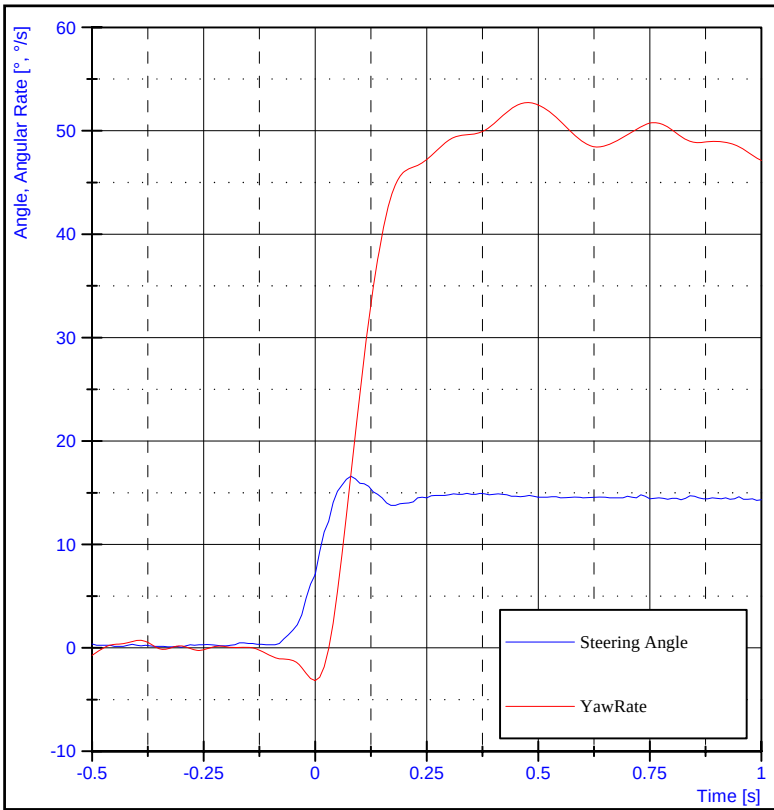
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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 : 0.04s
Peak Steering Angle Time : 0.08s

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



Test No. : G130404
Test Date : 16 August, 2013

Test Specimen : TS57200
Test Vehicle : Honda Foreman TRX500FM

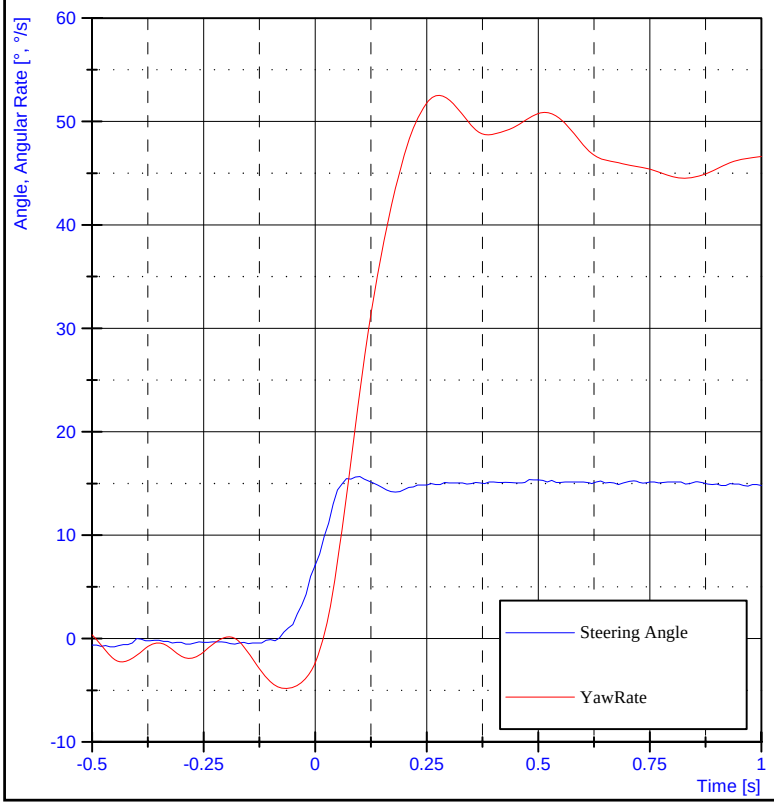
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

90% Yaw Rate Time : 0.16s
Peak Yaw Rate Time : 0.48s

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

Lateral Acceleration Steady State : 0.32g
between 2.0 and 4.0s



Test No. : G130405
Test Date : 16 August, 2013

Test Specimen : TS57200
Test Vehicle : Honda Foreman TRX500FM

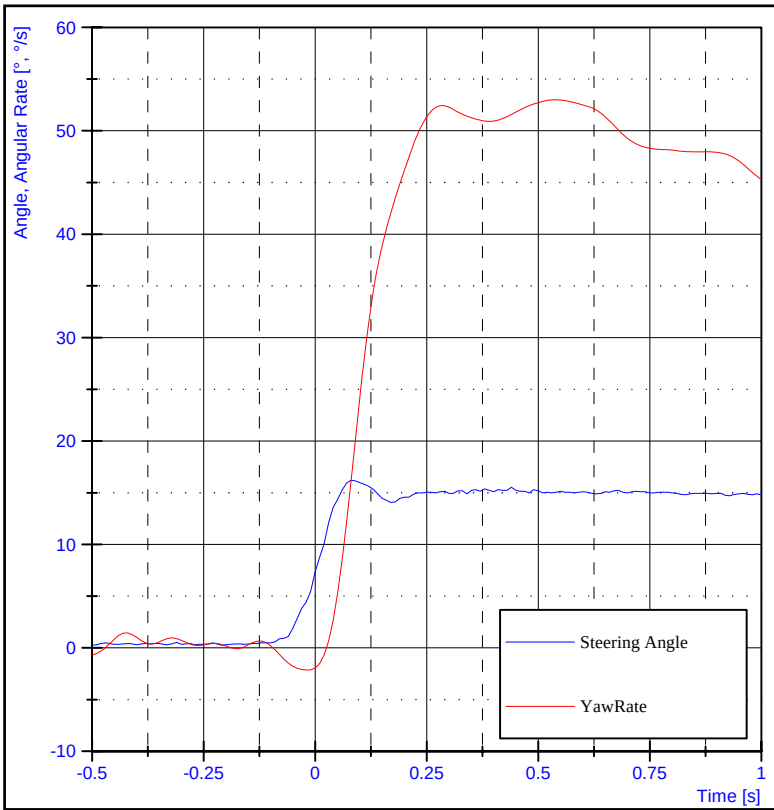
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

90% Yaw Rate Time : 0.17s
Peak Yaw Rate Time : 0.28s

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

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



Test No. : G130406
Test Date : 16 August, 2013

Test Specimen : TS57200
Test Vehicle : Honda Foreman TRX500FM

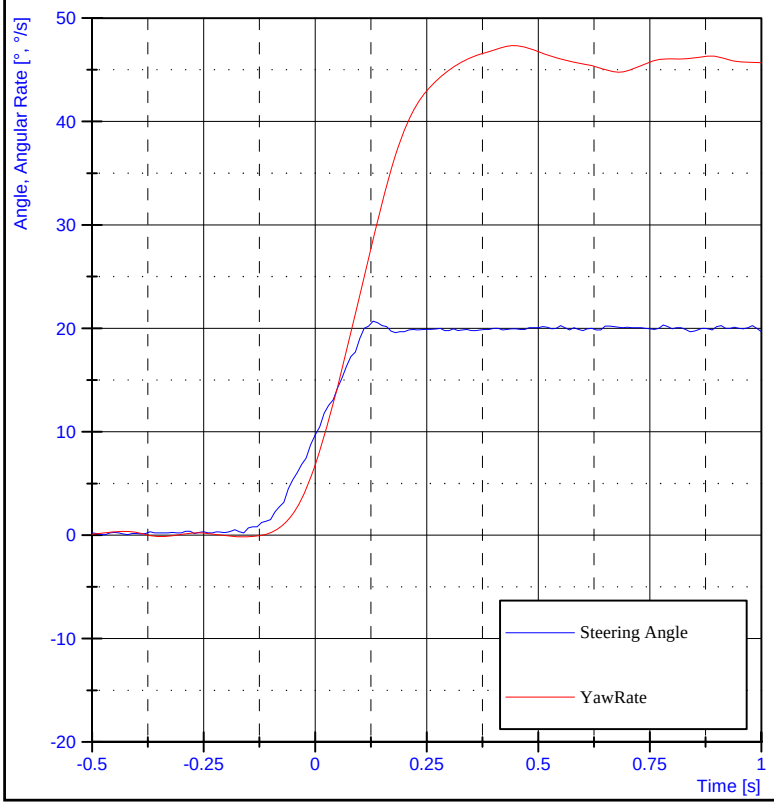
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

90% Yaw Rate Time : 0.18s
Peak Yaw Rate Time : 0.54s

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

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



Test No. : G130413
Test Date : 20 August, 2013

Test Specimen : TS58278
Test Vehicle : Tomcar TM-2

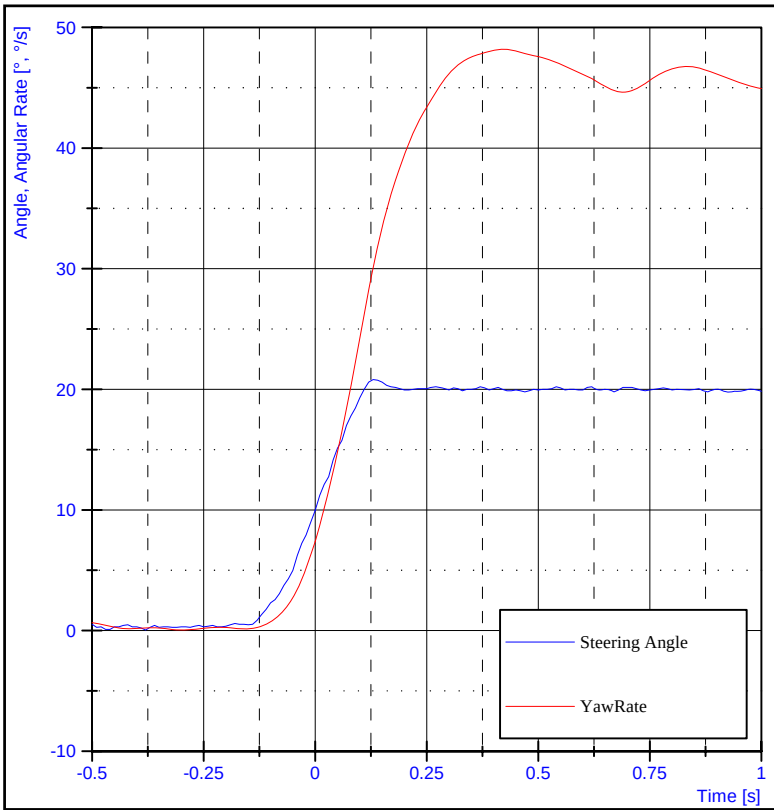
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

90% Yaw Rate Time : 0.22s
Peak Yaw Rate Time : 10.51s

90% Steering Angle Time : 0.10s
Peak Steering Angle Time : 0.13s

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



Test No. : G130414
Test Date : 20 August, 2013

Test Specimen : TS58278
Test Vehicle : Tomcar TM-2

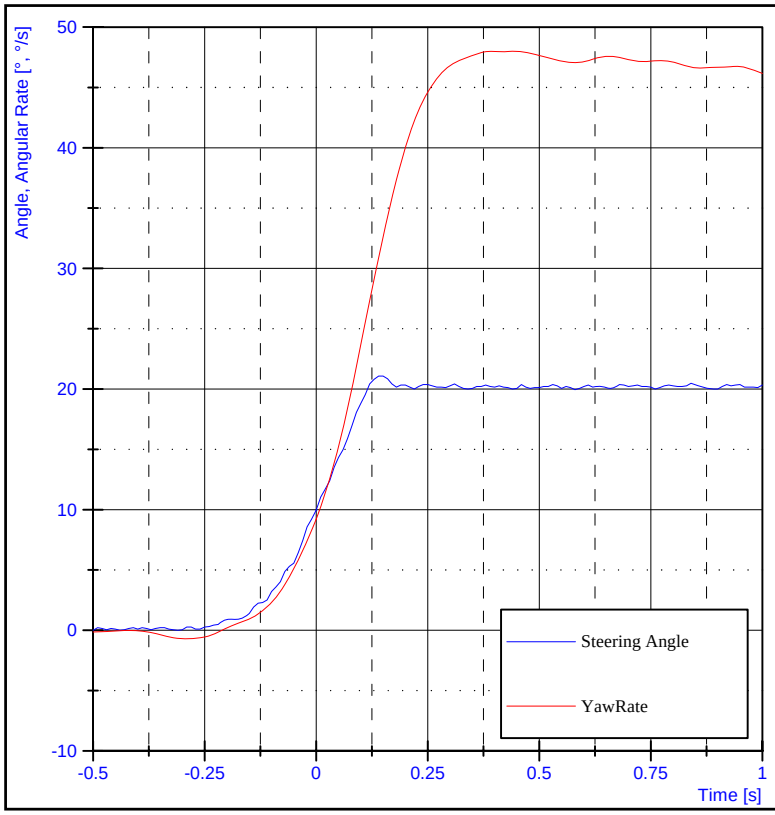
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

90% Yaw Rate Time : 0.23s
Peak Yaw Rate Time : 0.42s

90% Steering Angle Time : 0.09s
Peak Steering Angle Time : 0.13s

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



Test No. : G130415
Test Date : 20 August, 2013

Test Specimen : TS58278
Test Vehicle : Tomcar TM-2

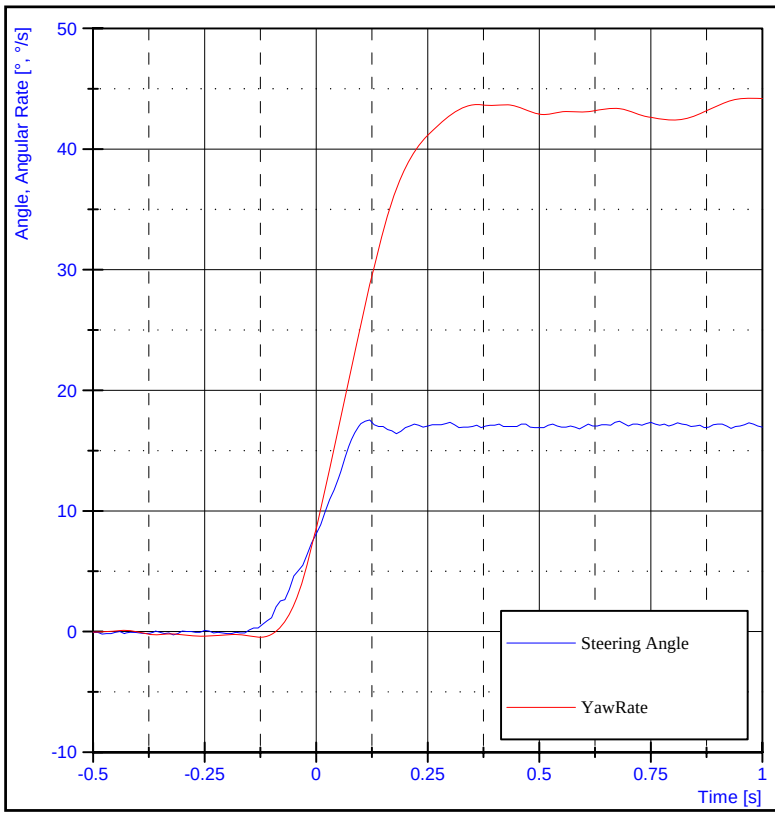
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

90% Yaw Rate Time : 0.21s
Peak Yaw Rate Time : 0.39s

90% Steering Angle Time : 0.09s
Peak Steering Angle Time : 0.14s

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



Test No. : G130416
Test Date : 20 August, 2013

Test Specimen : TS58278
Test Vehicle : Tomcar TM-2

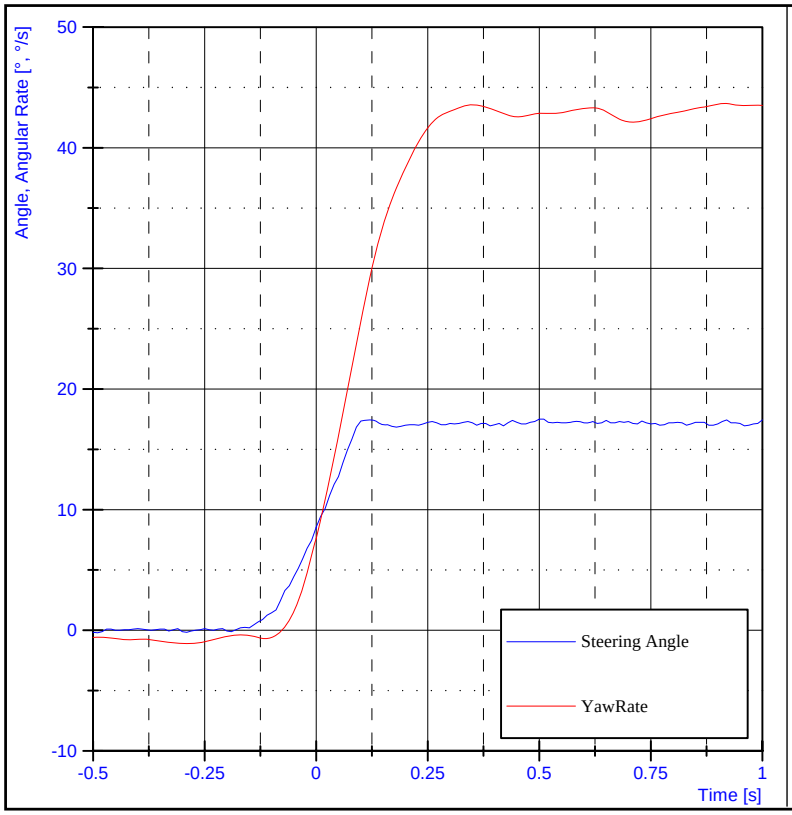
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

90% Yaw Rate Time : 0.22s
Peak Yaw Rate Time : 1.72s

90% Steering Angle Time : 0.08s
Peak Steering Angle Time : 0.12s

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



Test No. : G130417
Test Date : 20 August, 2013

Test Specimen : TS58278
Test Vehicle : Tomcar TM-2

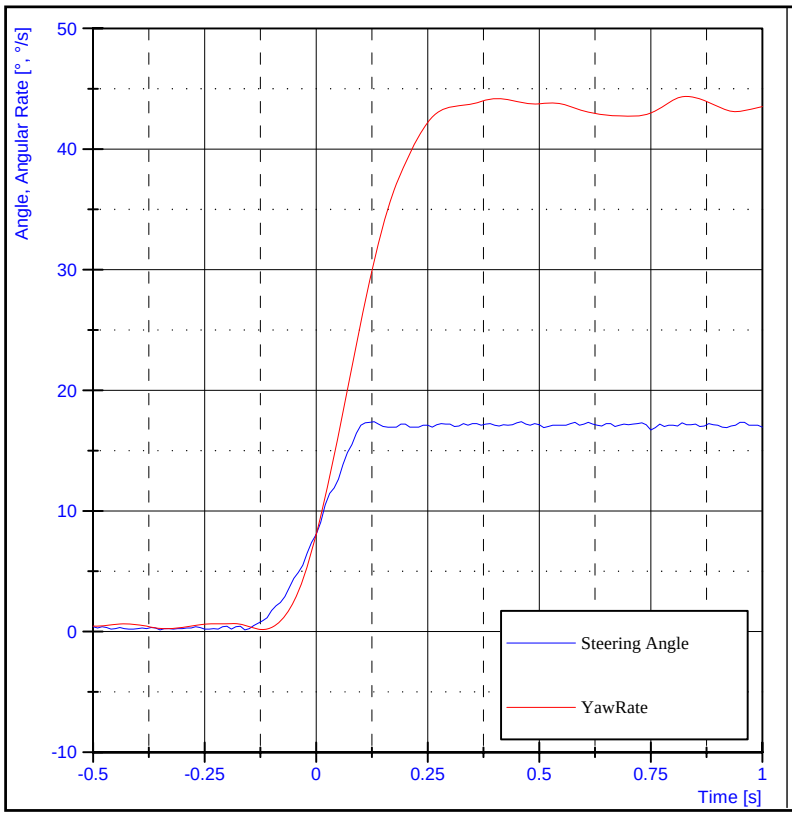
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

90% Yaw Rate Time : 0.20s
Peak Yaw Rate Time : 1.17s

90% Steering Angle Time : 0.08s
Peak Steering Angle Time : 7.45s

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



Test No. : G130418
Test Date : 20 August, 2013

Test Specimen : TS58278
Test Vehicle : Tomcar TM-2

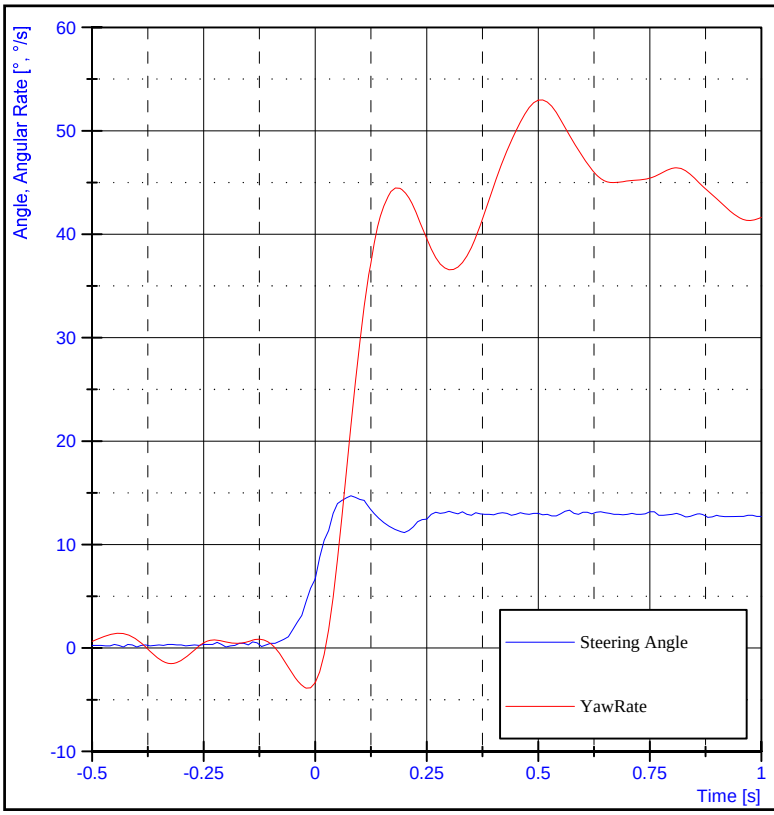
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

90% Yaw Rate Time : 0.20s
Peak Yaw Rate Time : 11.31s

90% Steering Angle Time : 0.08s
Peak Steering Angle Time : 7.62s

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



Test No. : G130431
Test Date : 21 August, 2013

Test Specimen : TS57201
Test Vehicle : Yamaha Grizzly YFM450FAP

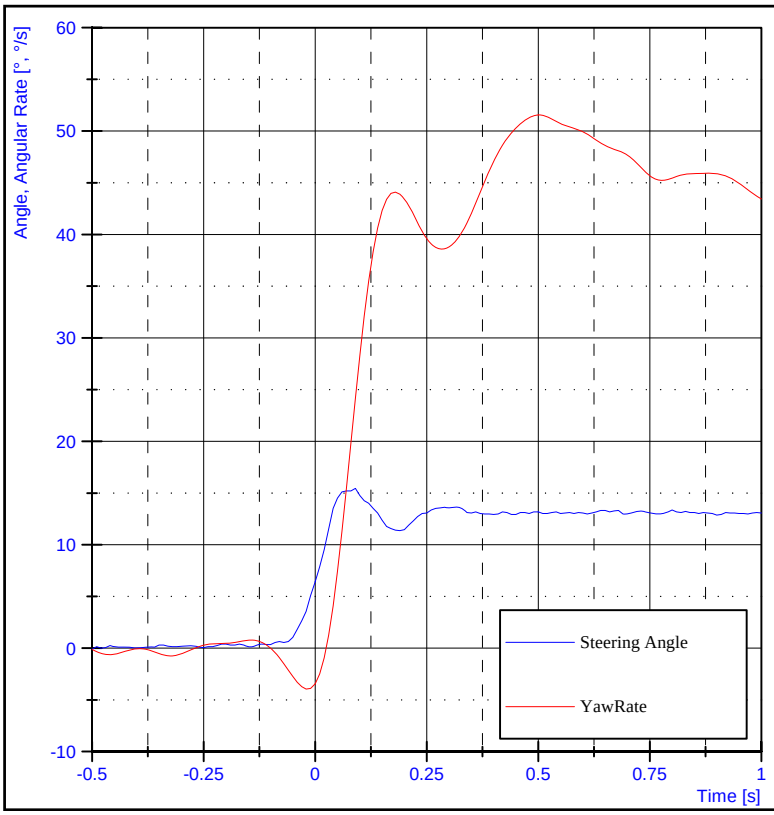
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

90% Yaw Rate Time : 0.14s
Peak Yaw Rate Time : 0.51s

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

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



Test No. : G130432
Test Date : 21 August, 2013

Test Specimen : TS57201
Test Vehicle : Yamaha Grizzly YFM450FAP

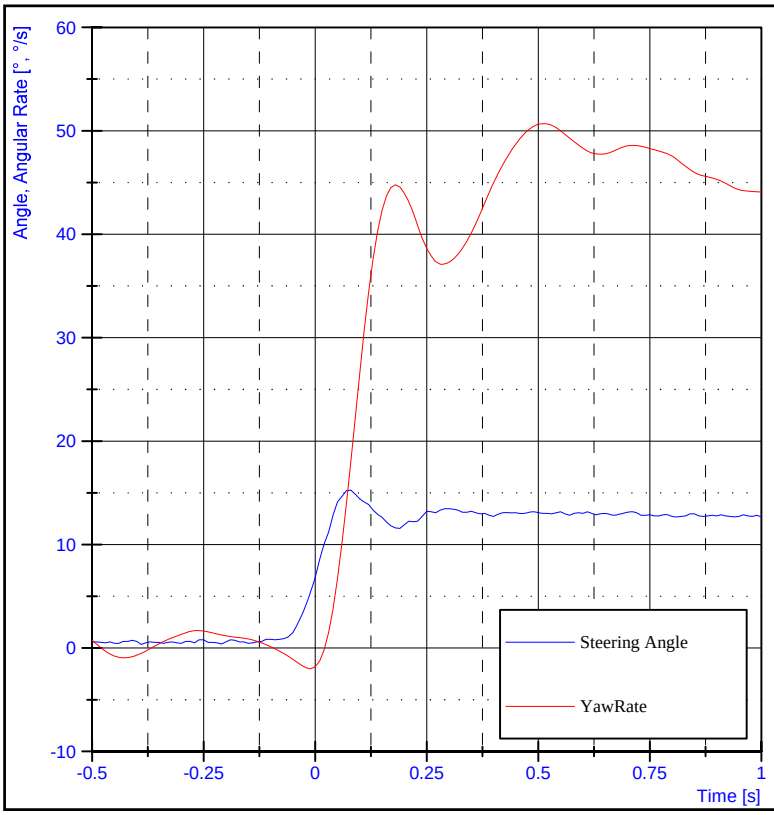
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

90% Yaw Rate Time : 0.14s
Peak Yaw Rate Time : 0.50s

90% Steering Angle Time : 0.03s
Peak Steering Angle Time : 0.09s

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



Test No. : G130433
Test Date : 21 August, 2013

Test Specimen : TS57201
Test Vehicle : Yamaha Grizzly YFM450FAP

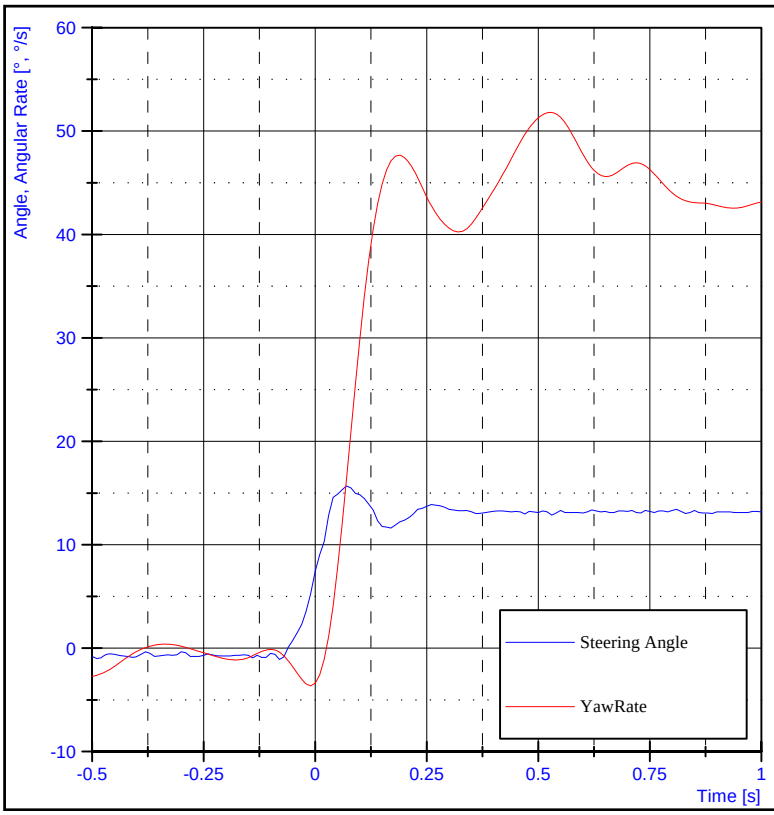
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

90% Yaw Rate Time : 0.14s
Peak Yaw Rate Time : 0.51s

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

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



Test No. : G130434
Test Date : 21 August, 2013

Test Specimen : TS57201
Test Vehicle : Yamaha Grizzly YFM450FAP

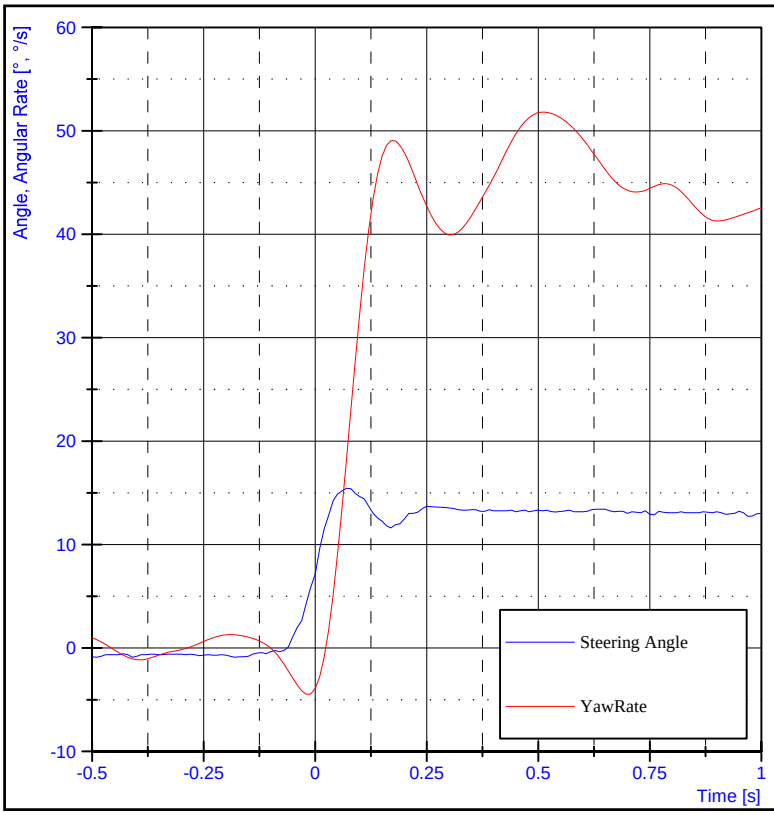
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

90% Yaw Rate Time : 0.13s
Peak Yaw Rate Time : 0.53s

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. : G130435
Test Date : 21 August, 2013

Test Specimen : TS57201
Test Vehicle : Yamaha Grizzly YFM450FAP

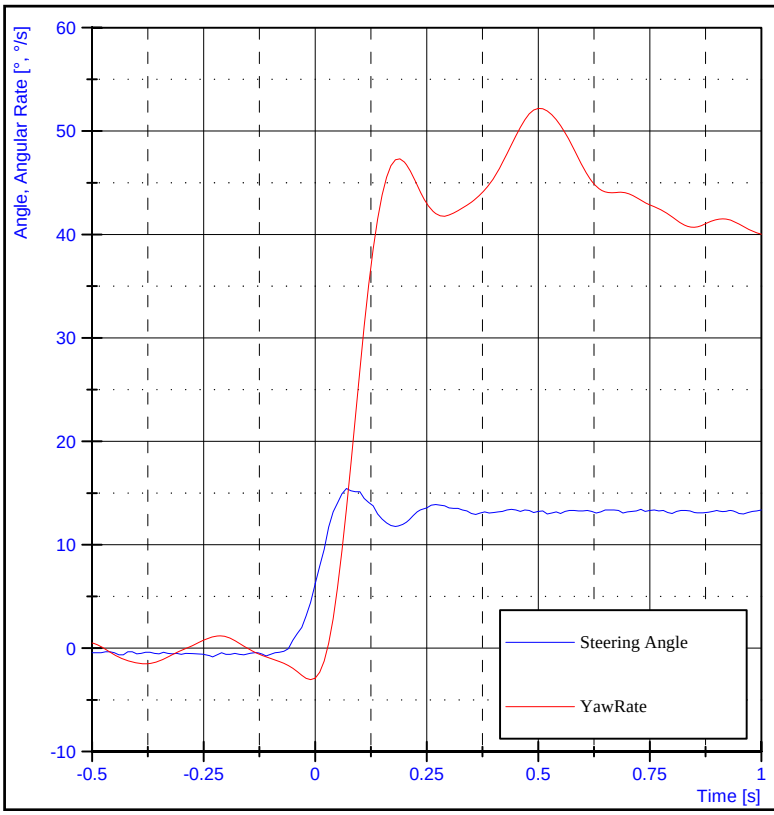
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

90% Yaw Rate Time : 0.12s
Peak Yaw Rate Time : 0.51s

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

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



Test No. : G130436
Test Date : 21 August, 2013

Test Specimen : TS57201
Test Vehicle : Yamaha Grizzly YFM450FAP

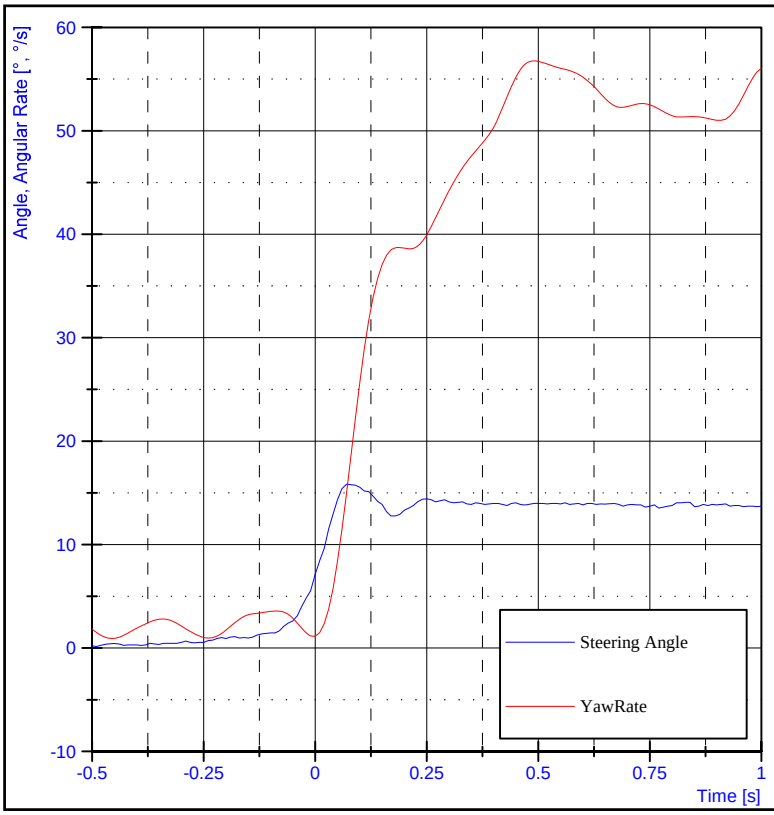
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

90% Yaw Rate Time : 0.14s
Peak Yaw Rate Time : 0.50s

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. : G130437
Test Date : 21 August, 2013

Test Specimen : TS57201
Test Vehicle : Yamaha Grizzly YFM450FAP

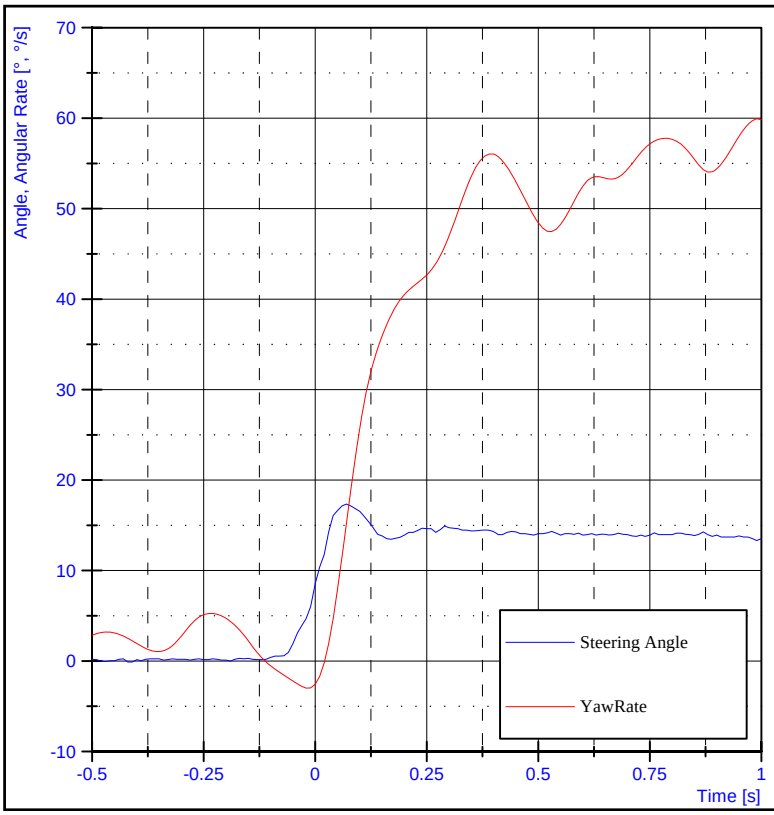
Test : Lateral Transient Response
Direction : Right
Surface : Grass

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

90% Yaw Rate Time : 0.31s
Peak Yaw Rate Time : 2.32s

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

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



Test No. : G130438
Test Date : 21 August, 2013

Test Specimen : TS57201
Test Vehicle : Yamaha Grizzly YFM450FAP

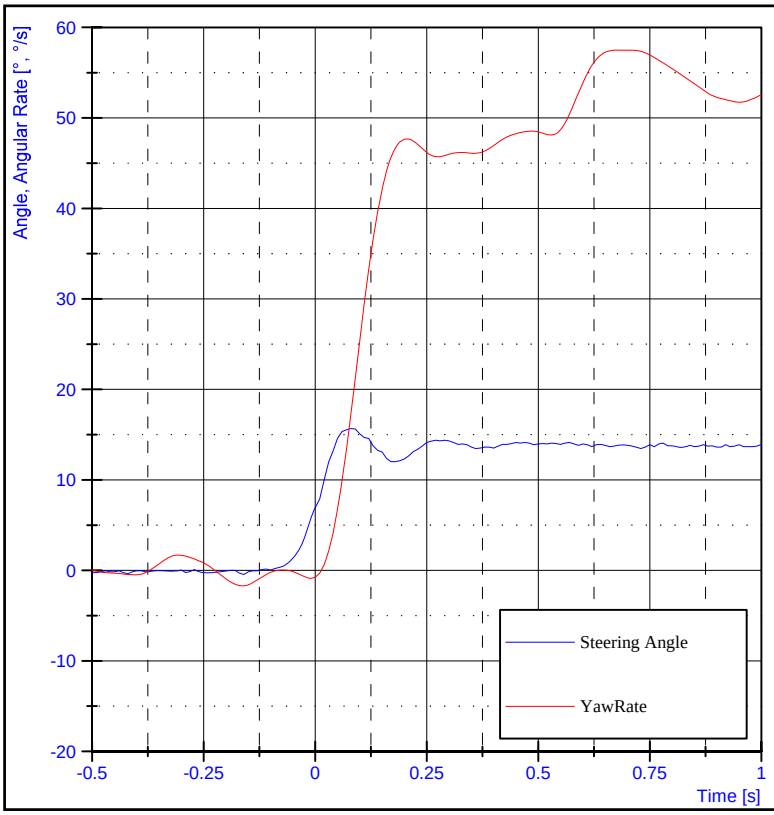
Test : Lateral Transient Response
Direction : Right
Surface : Grass

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

90% Yaw Rate Time : 0.27s
Peak Yaw Rate Time : 2.88s

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. : G130439
Test Date : 21 August, 2013

Test Specimen : TS57201
Test Vehicle : Yamaha Grizzly YFM450FAP

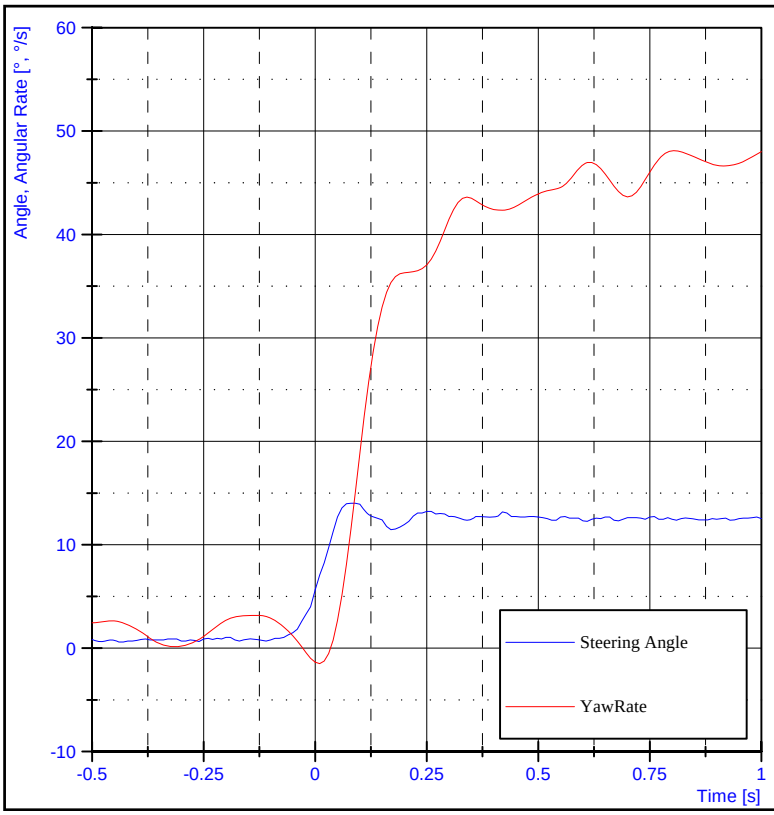
Test : Lateral Transient Response
Direction : Right
Surface : Grass

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

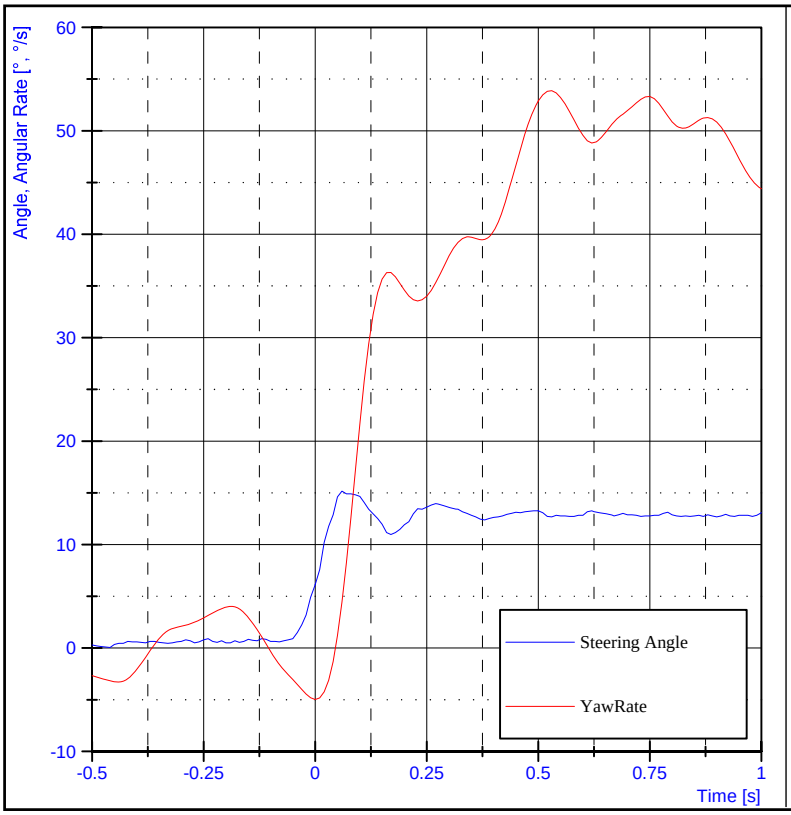
Test : Lateral Transient Response
Direction : Left
Surface : Grass

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

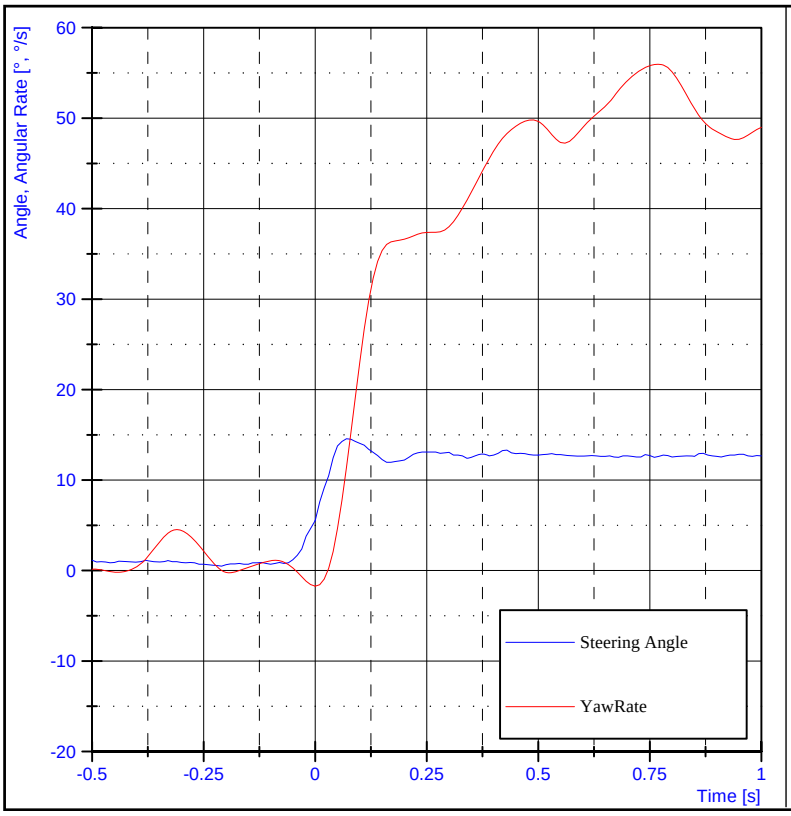
Test : Lateral Transient Response
Direction : Left
Surface : Grass

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

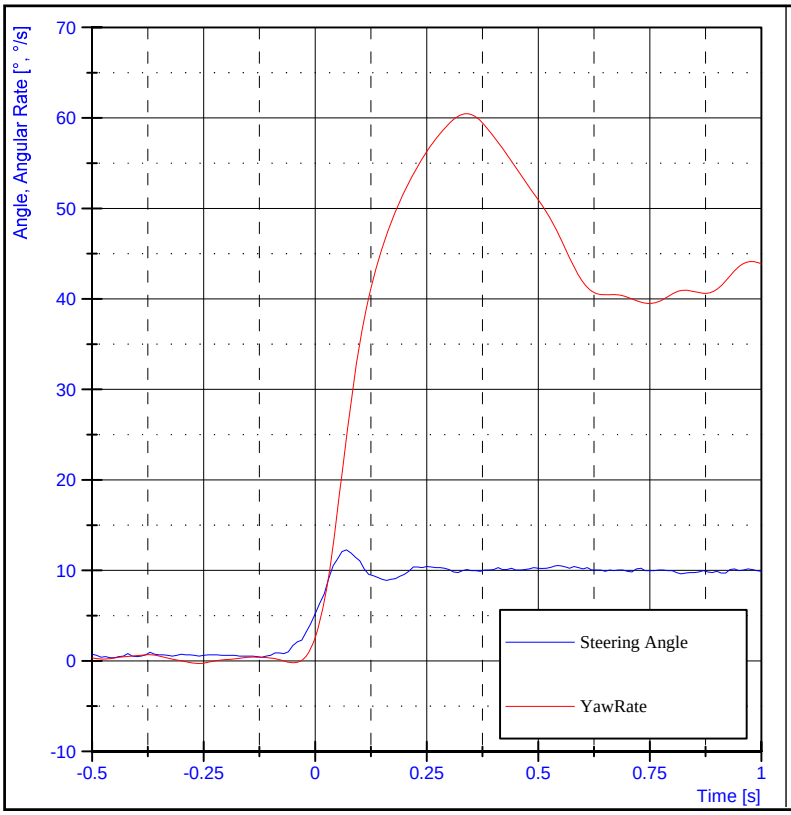
Test : Lateral Transient Response
Direction : Left
Surface : Grass

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

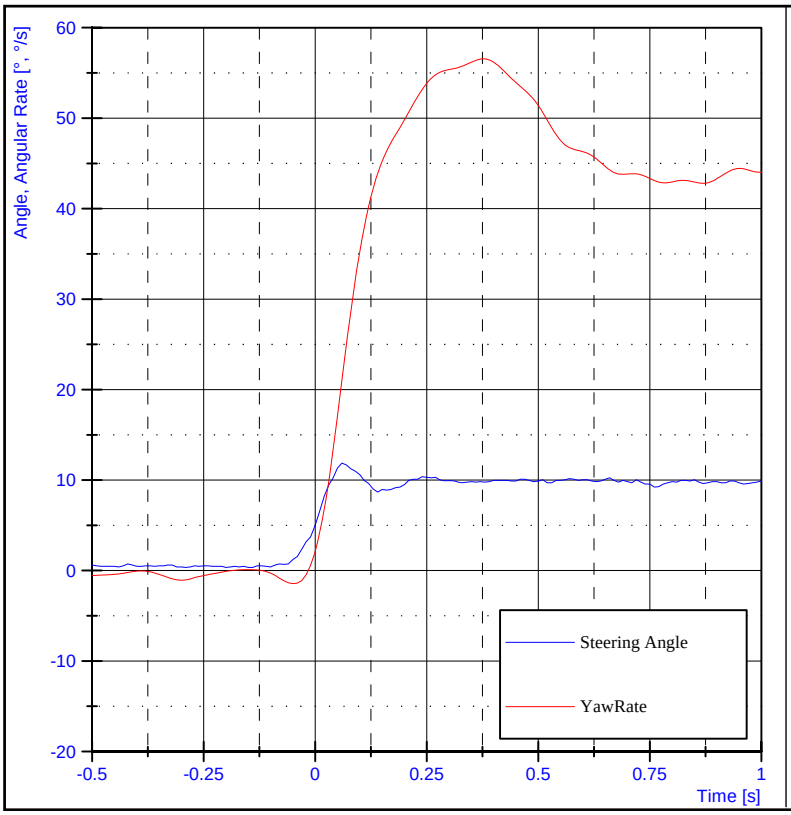
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

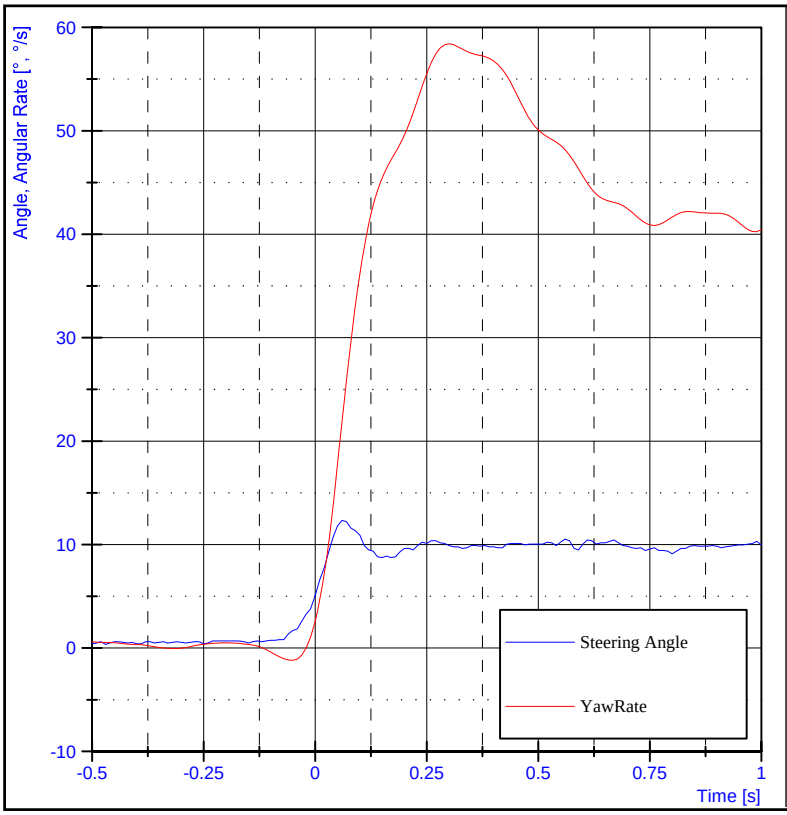
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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. : G130457
Test Date : 26 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

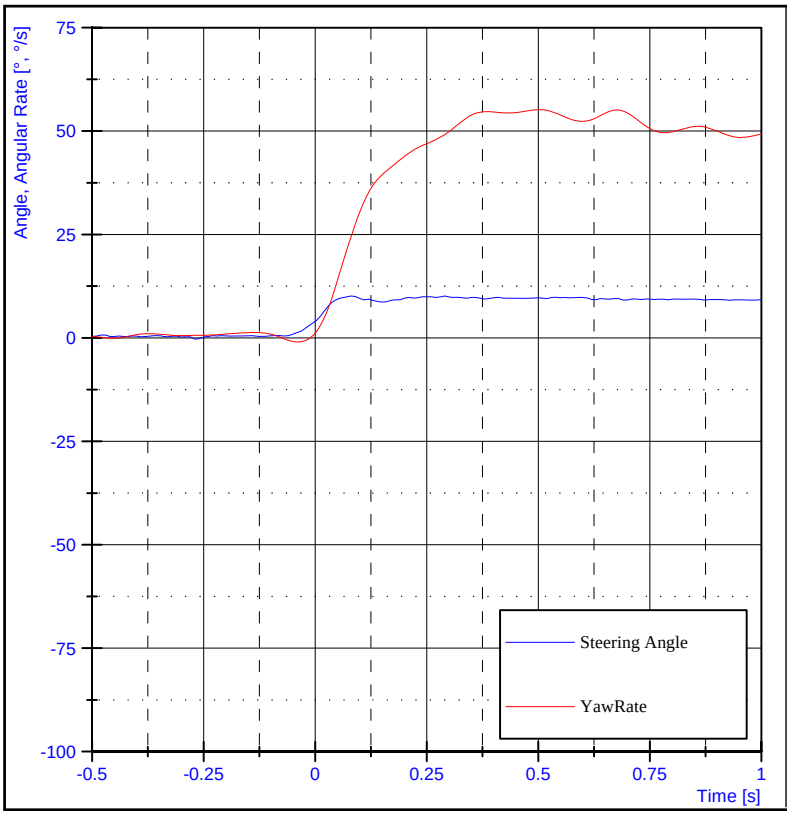
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

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

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. : G130458
Test Date : 26 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

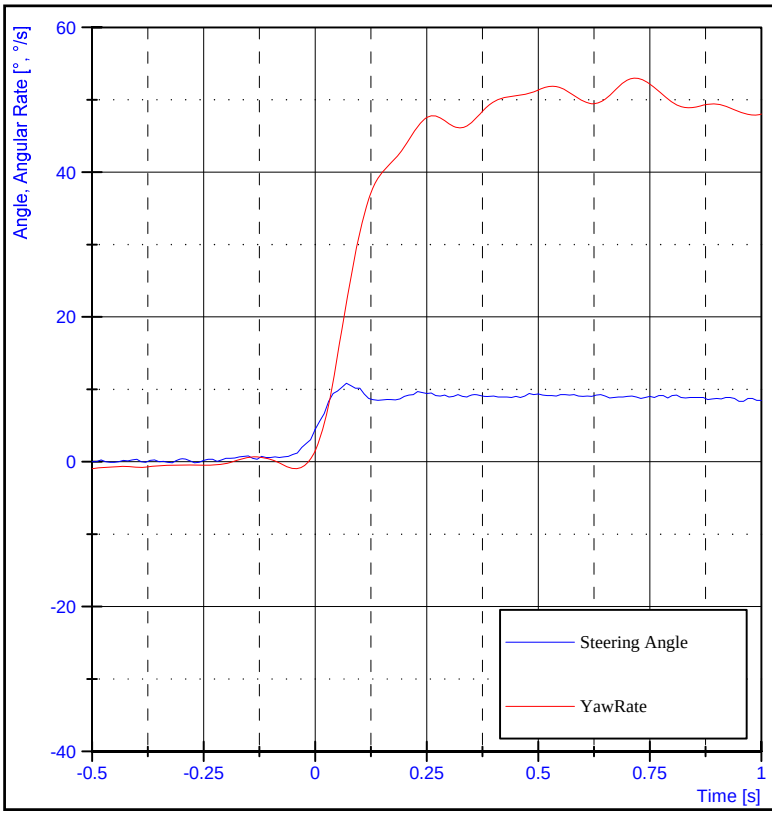
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Active riding: leaning to one side

90% Yaw Rate Time : 0.18s
Peak Yaw Rate Time : 0.50s

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

Lateral Acceleration Steady State : 0.70g
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

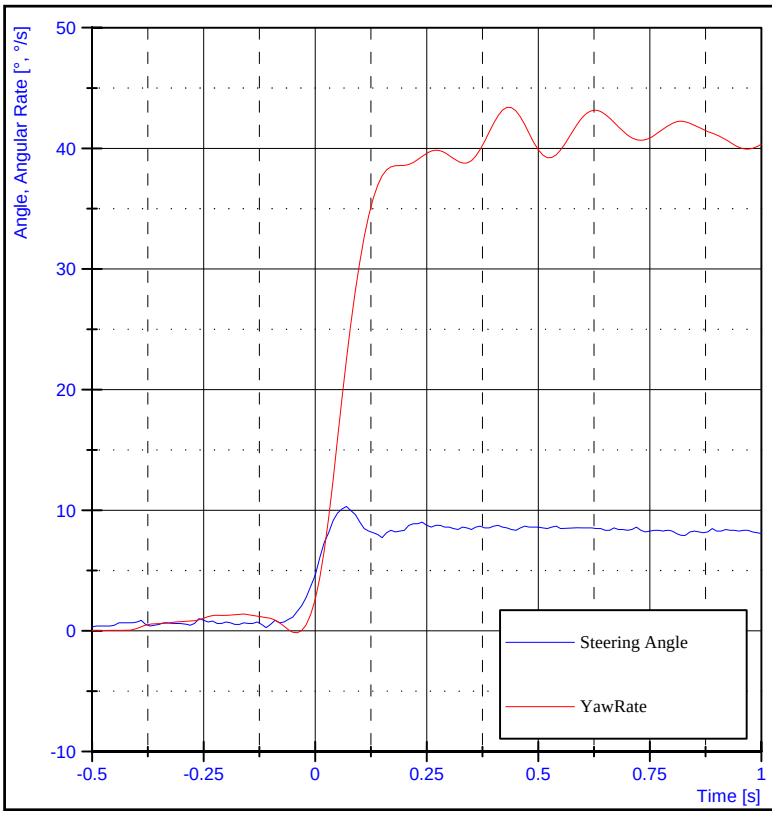
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

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

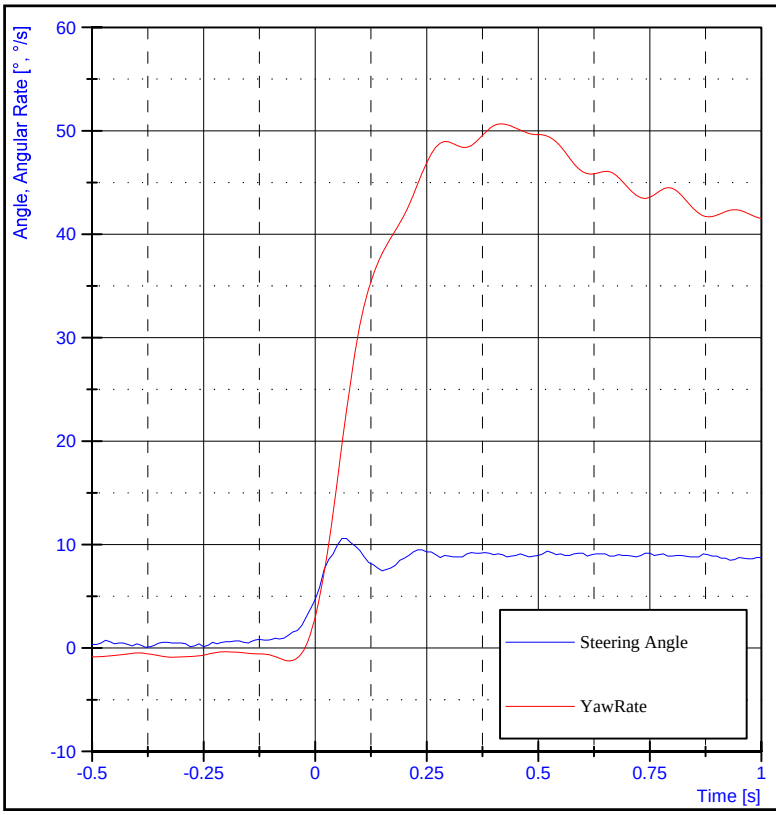
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

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. : G130461
Test Date : 26 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

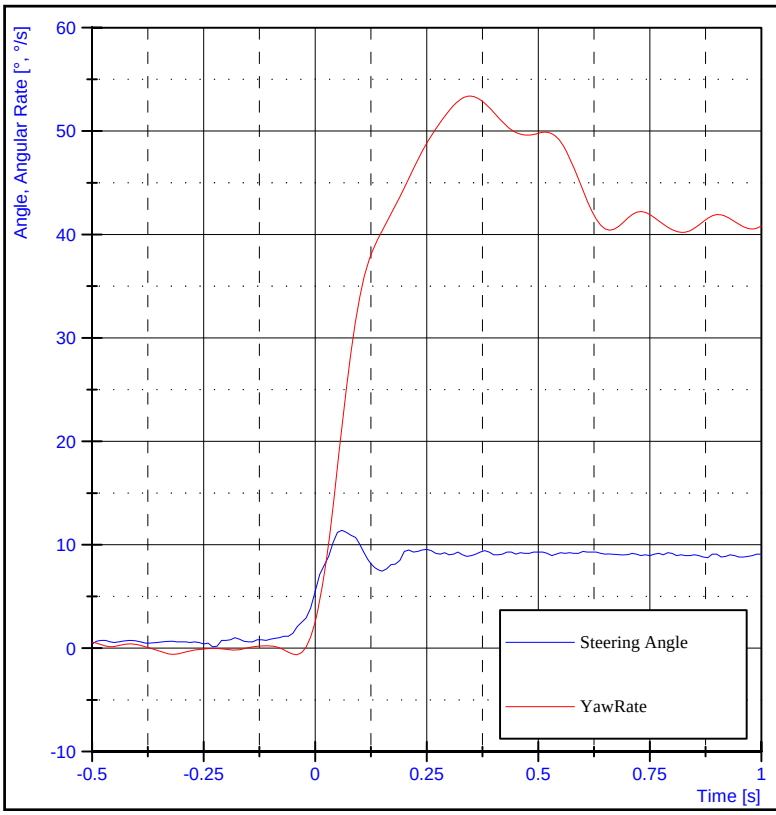
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Active riding: seated forwards

90% Yaw Rate Time : 0.14s
Peak Yaw Rate Time : 0.42s

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

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



Test No. : G130462
Test Date : 26 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

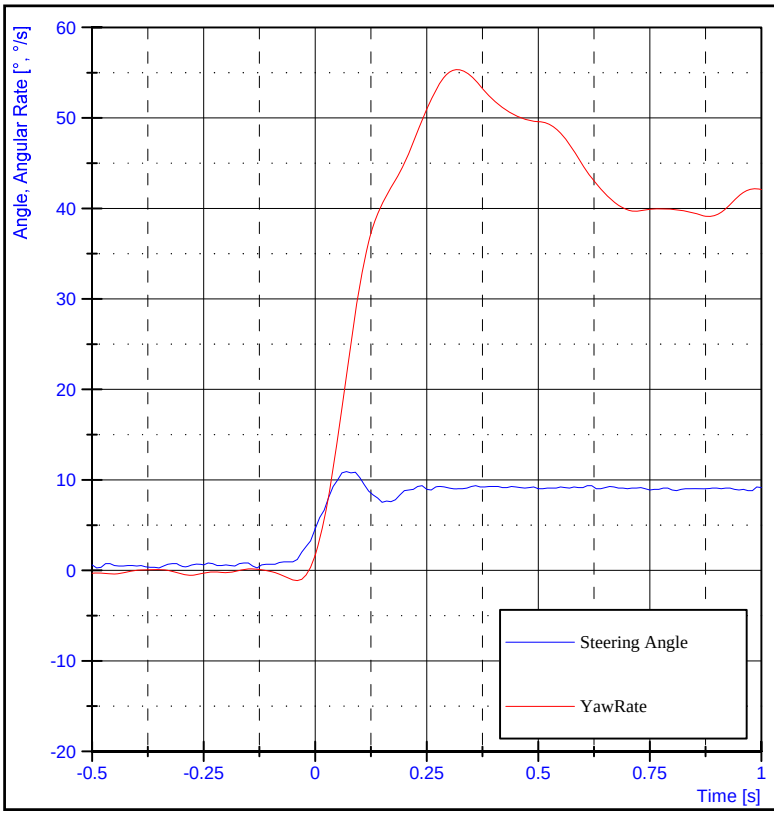
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Active riding: seated forwards

90% Yaw Rate Time : 0.13s
Peak Yaw Rate Time : 0.35s

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. : G130463
Test Date : 26 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

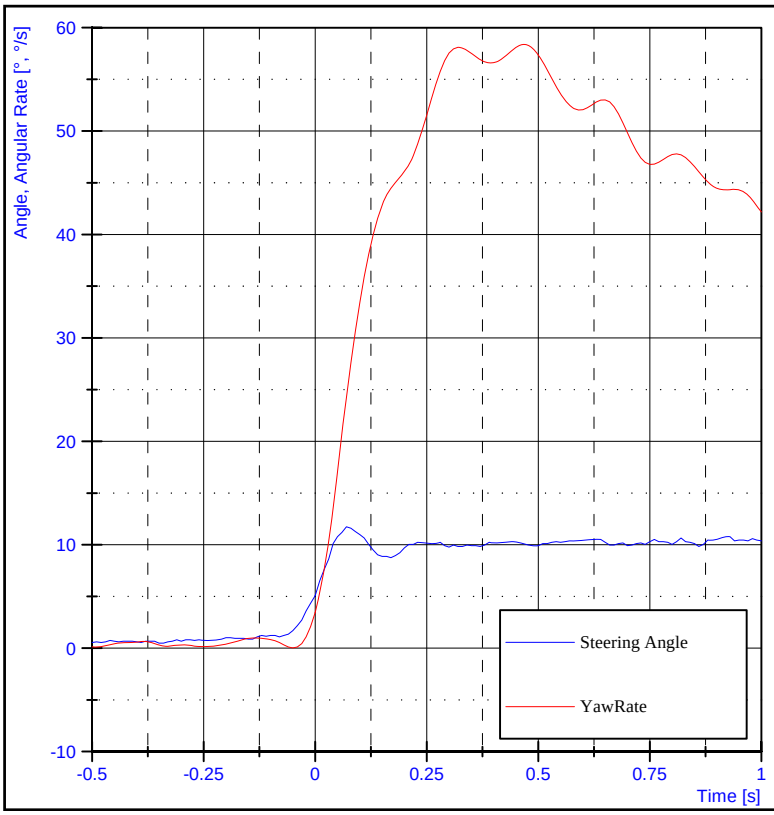
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

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

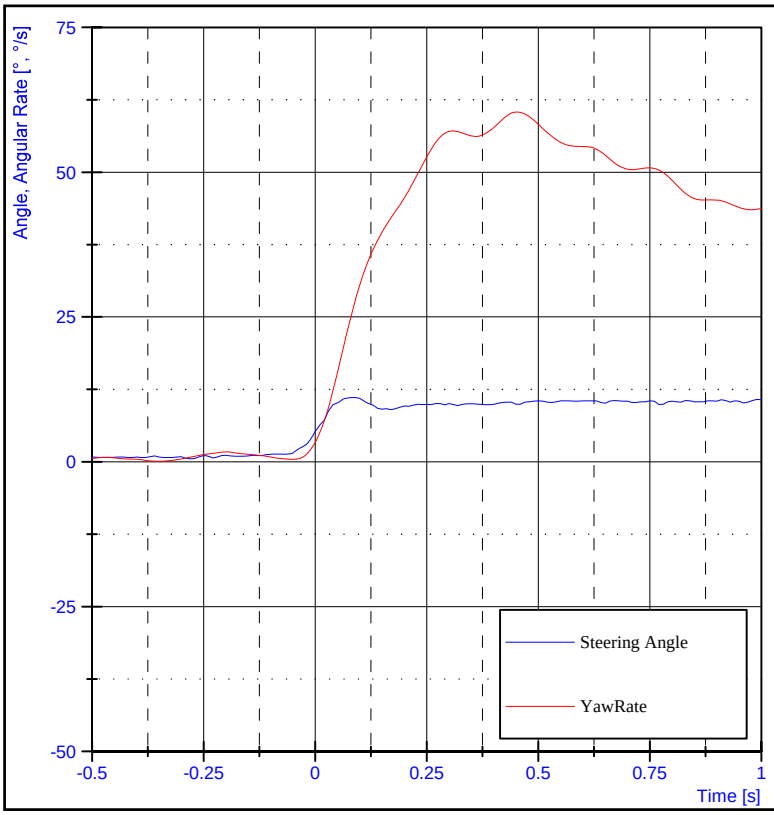
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

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

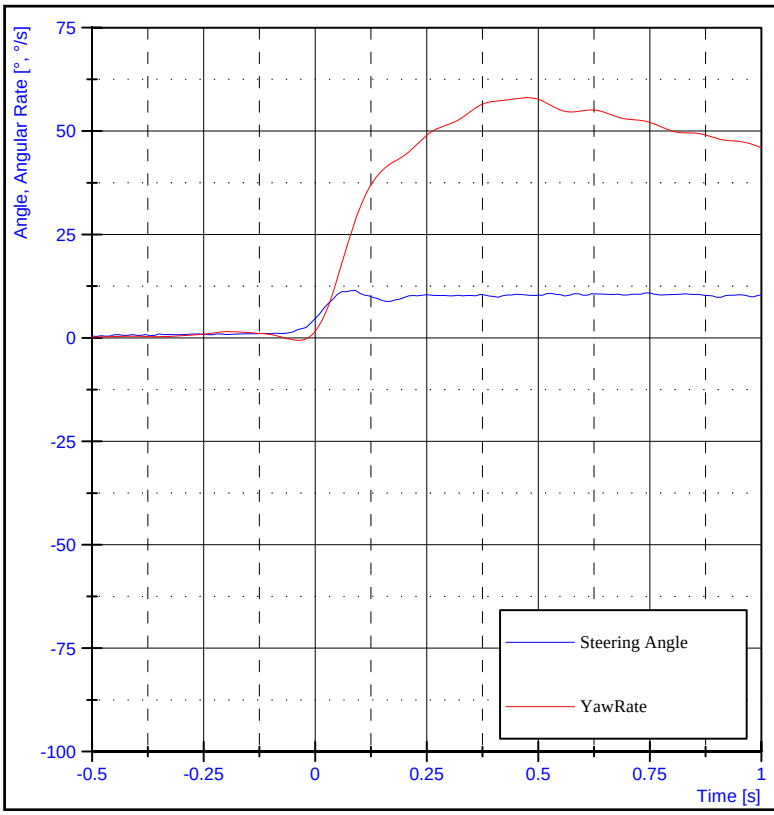
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

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

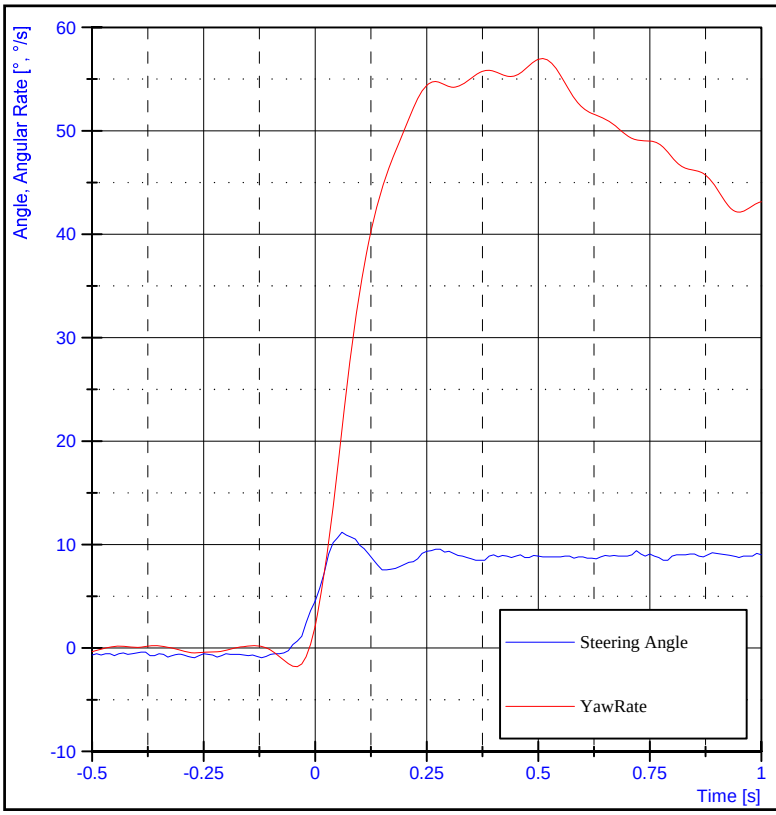
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

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

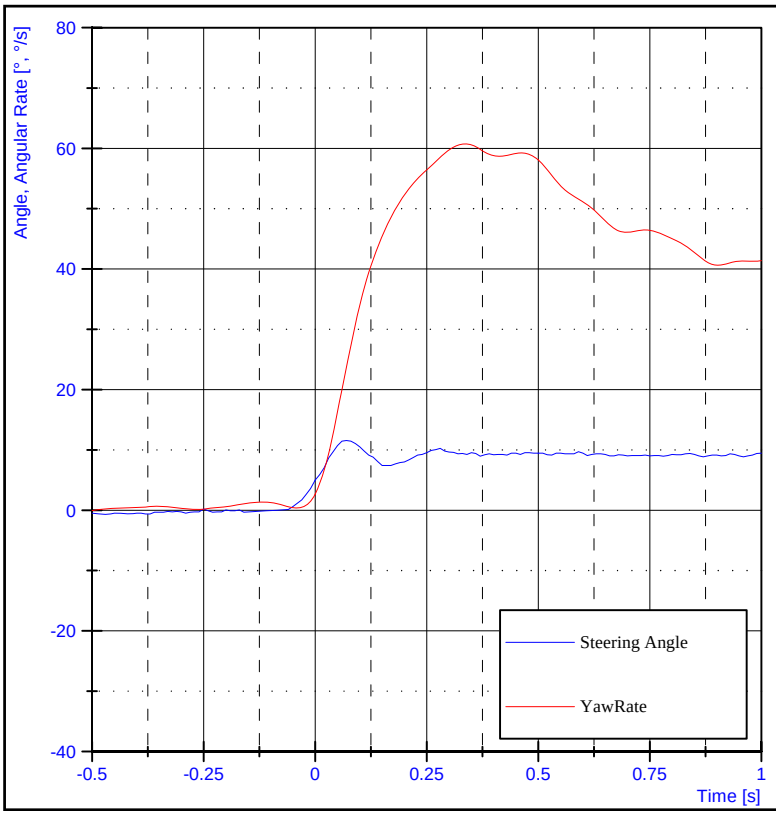
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

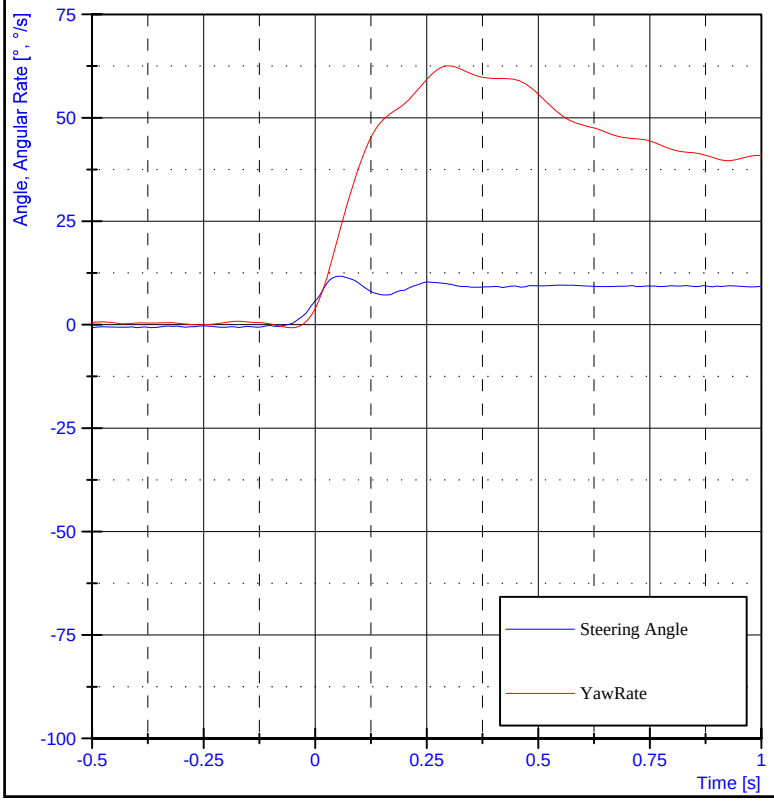
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

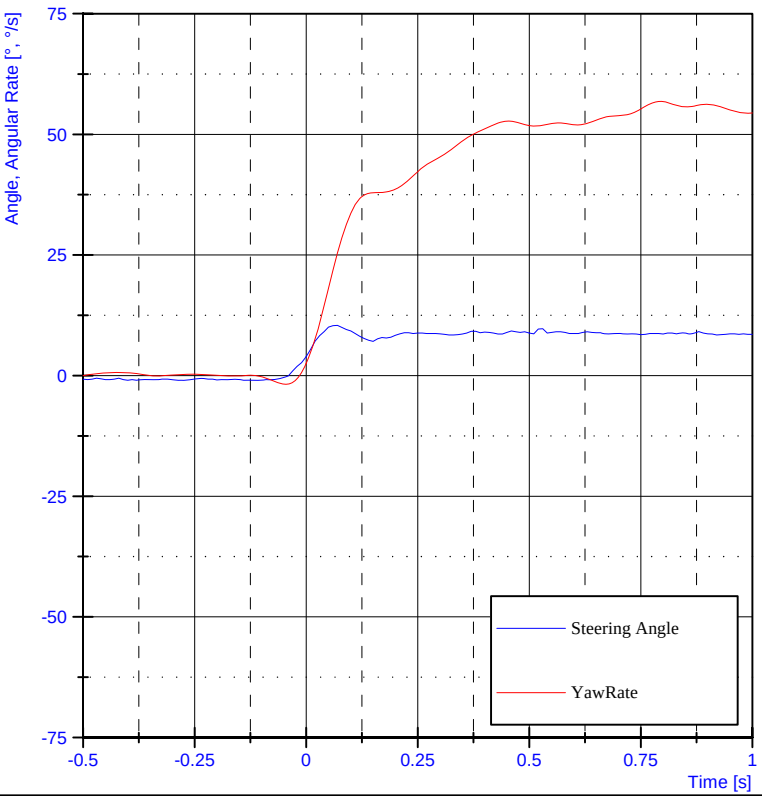
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

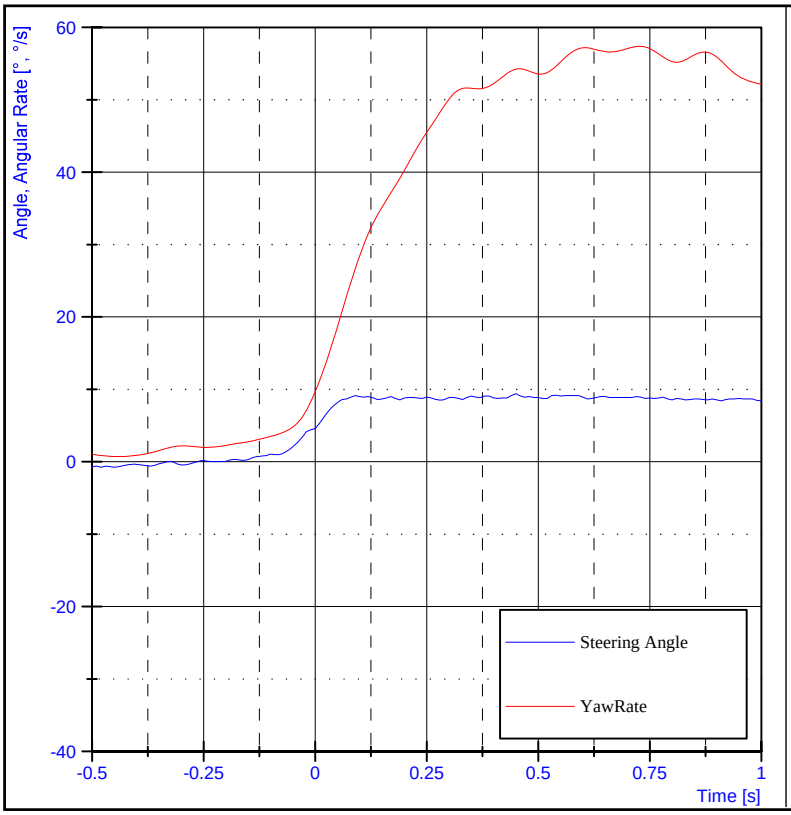
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

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

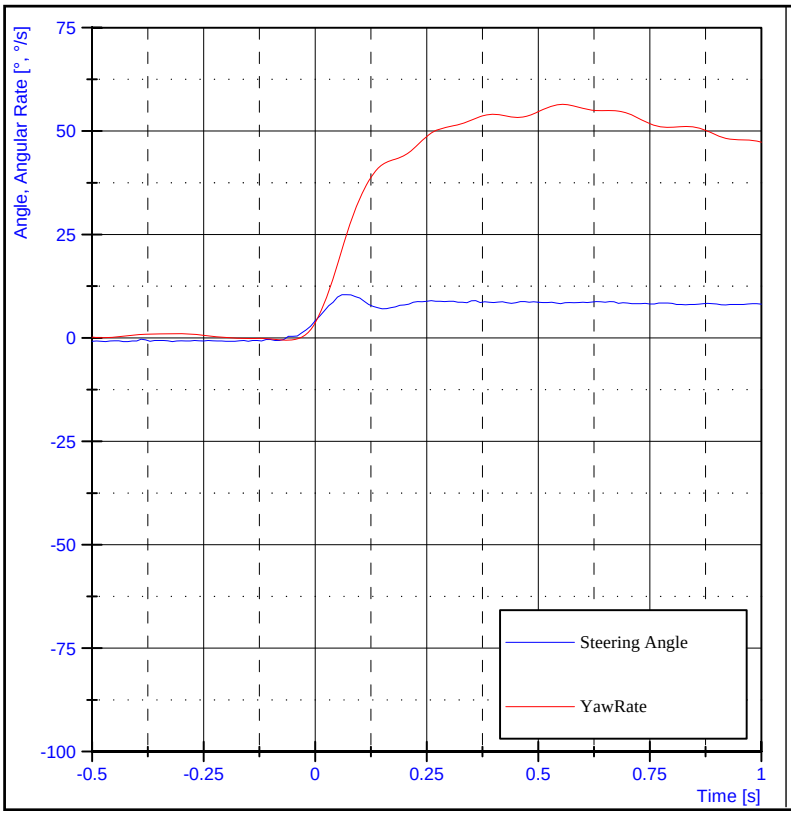
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

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

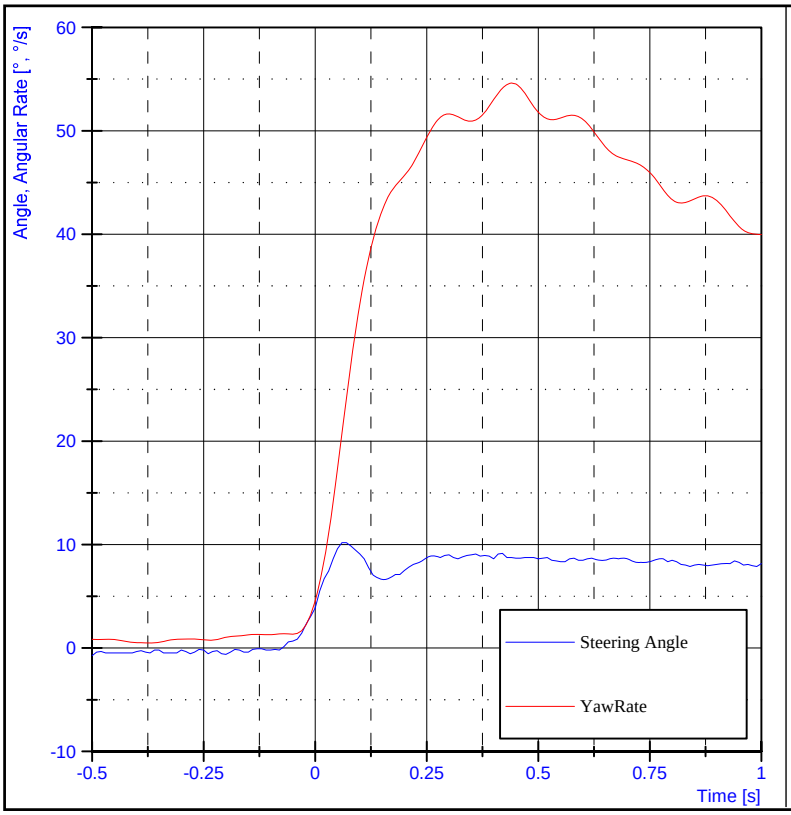
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

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. : G130474
Test Date : 26 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

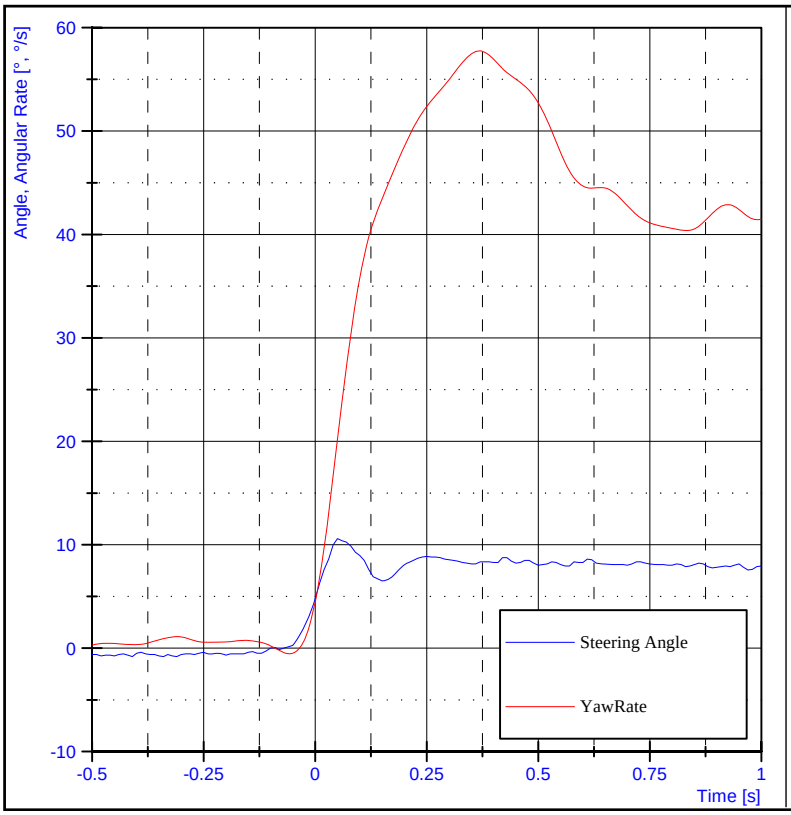
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Active riding: seated forward

90% Yaw Rate Time : 0.13s
Peak Yaw Rate Time : 0.44s

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. : G130475
Test Date : 26 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

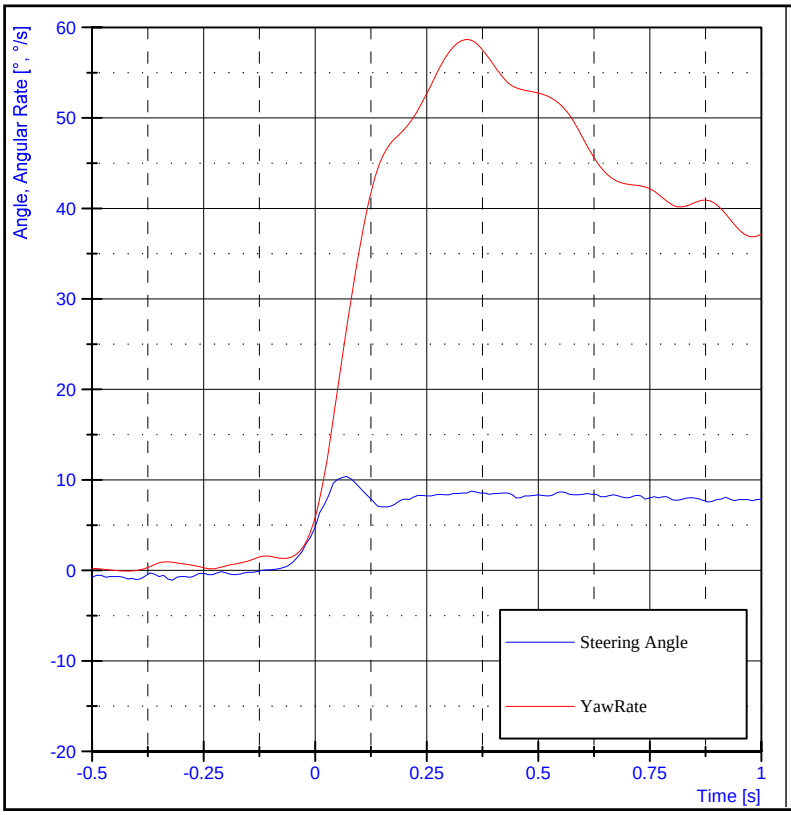
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Active riding: seated forward

90% Yaw Rate Time : 0.12s
Peak Yaw Rate Time : 0.37s

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

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



Test No. : G130476
Test Date : 26 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

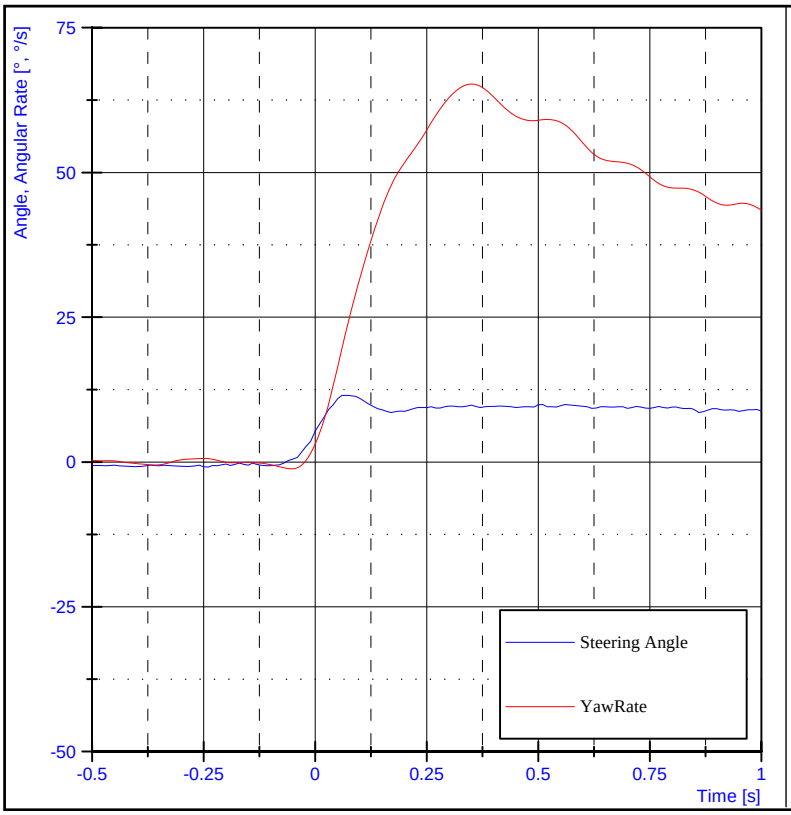
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Active riding: seated forward

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

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

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



Test No. : G130477
Test Date : 26 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

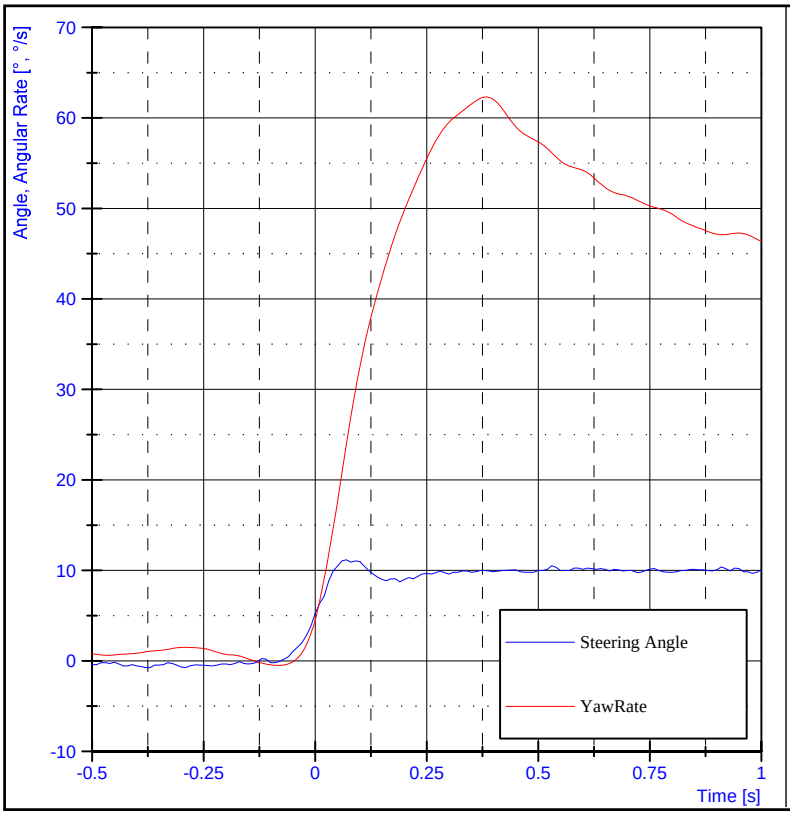
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Active riding; seated rearward

90% Yaw Rate Time : 0.16s
Peak Yaw Rate Time : 0.35s

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. : G130478
Test Date : 26 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

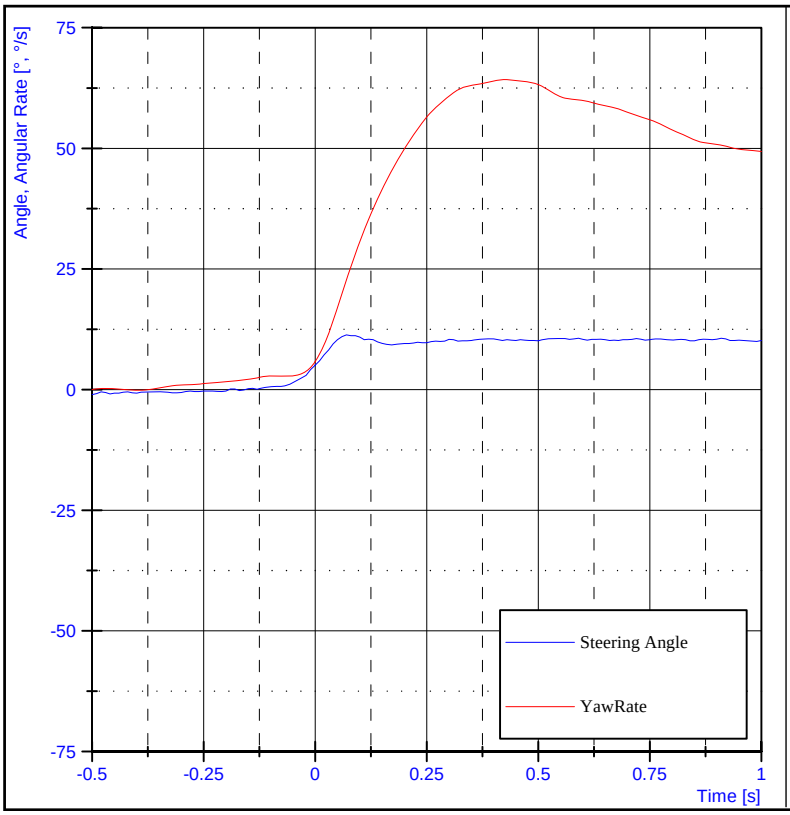
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

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

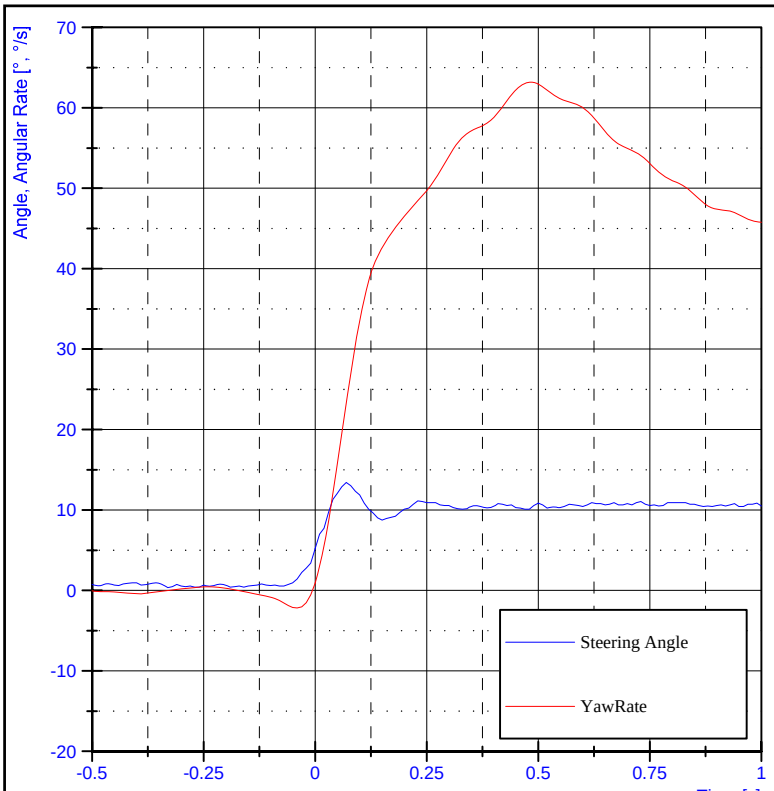
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

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

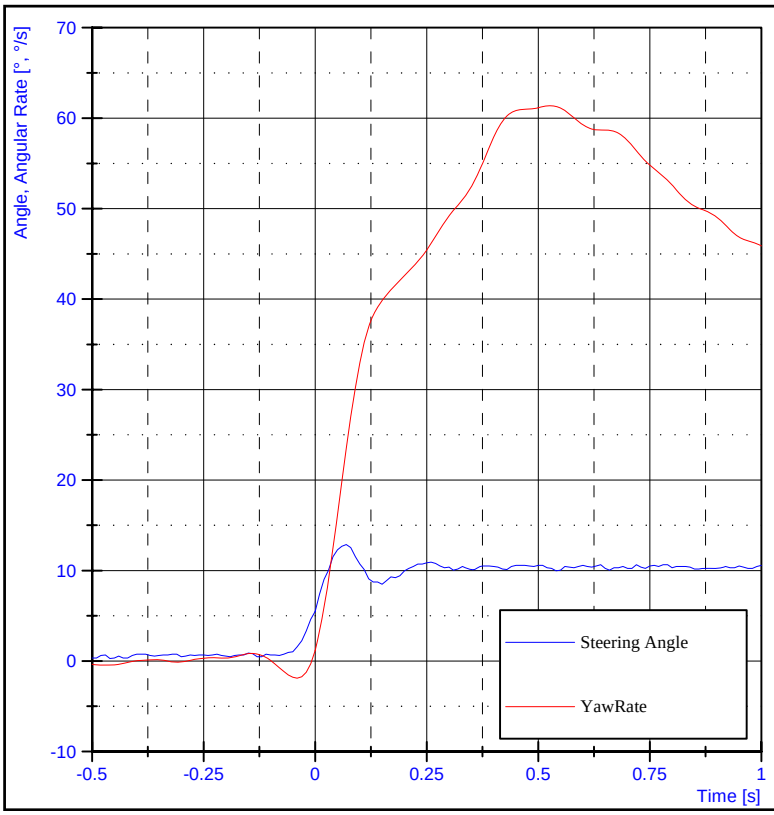
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

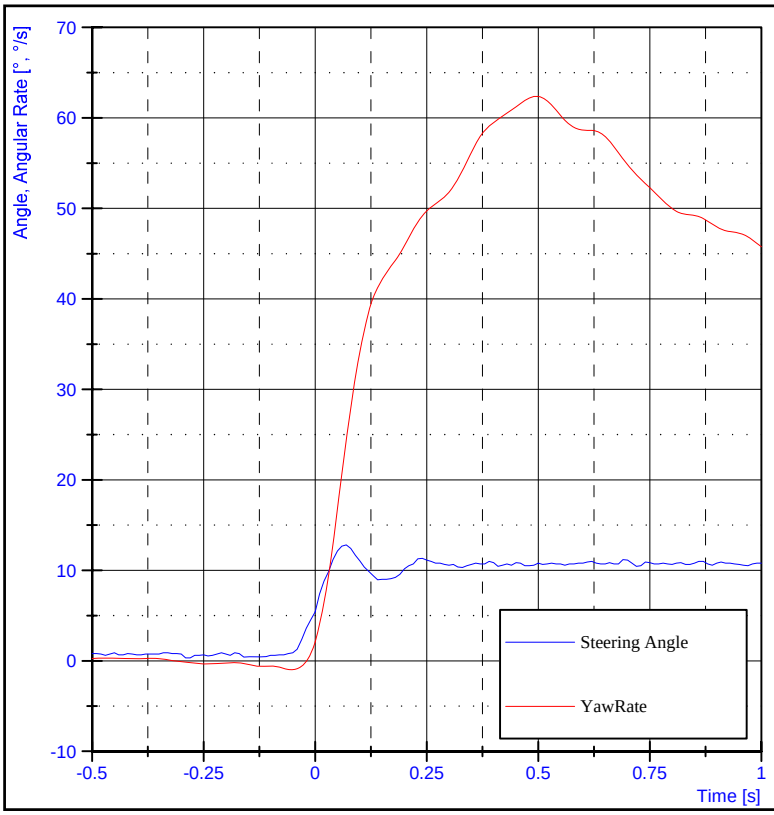
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

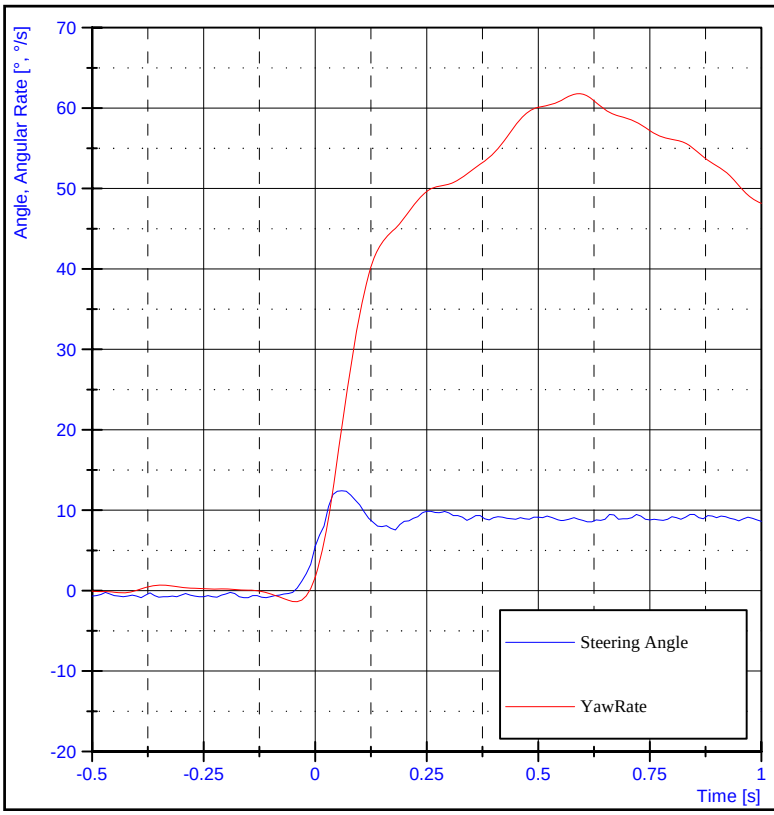
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

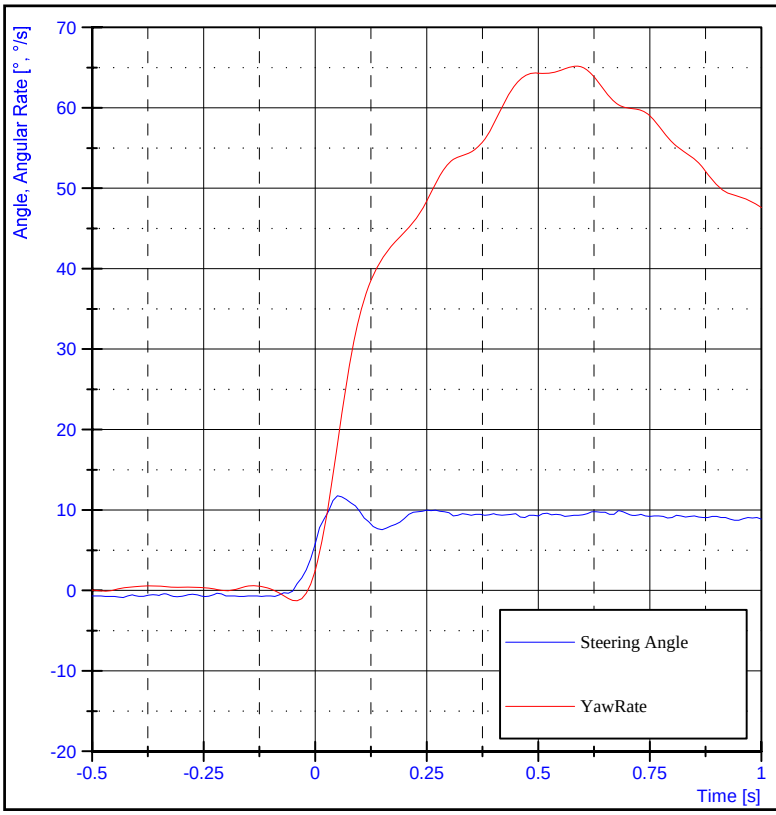
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

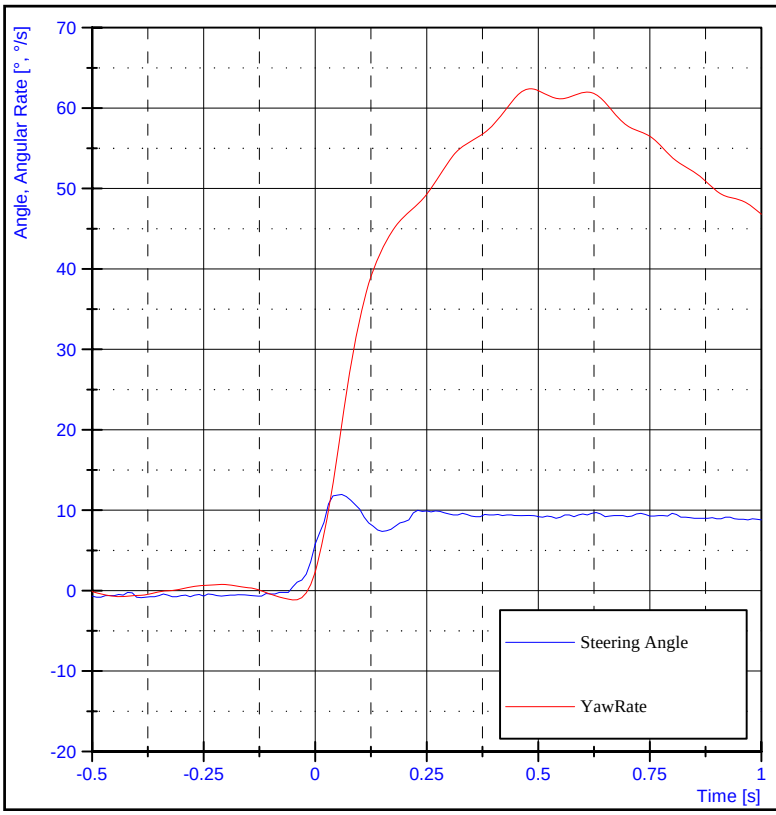
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

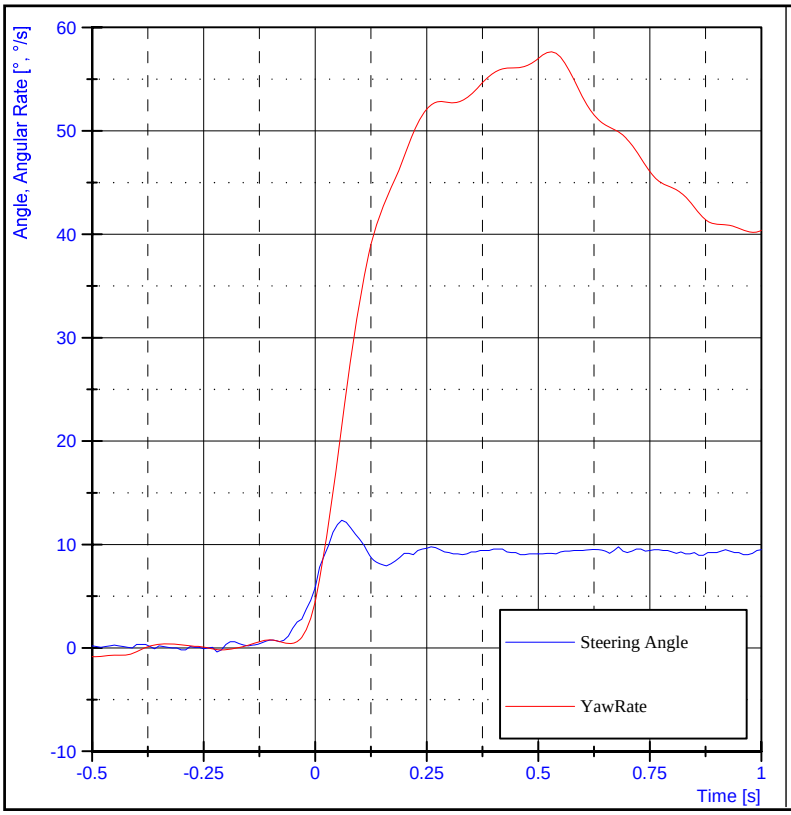
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

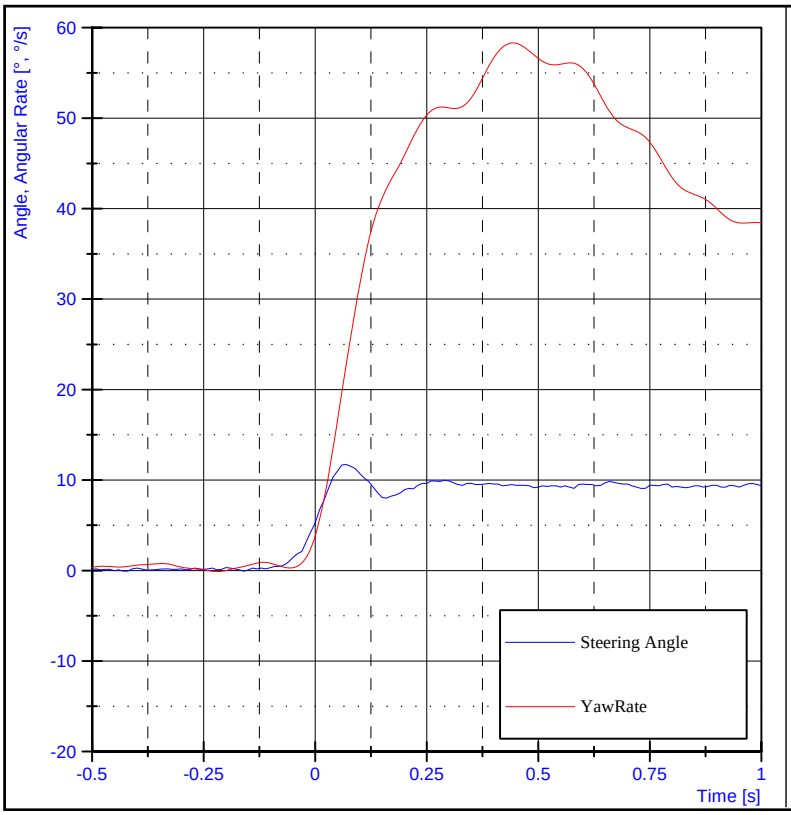
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

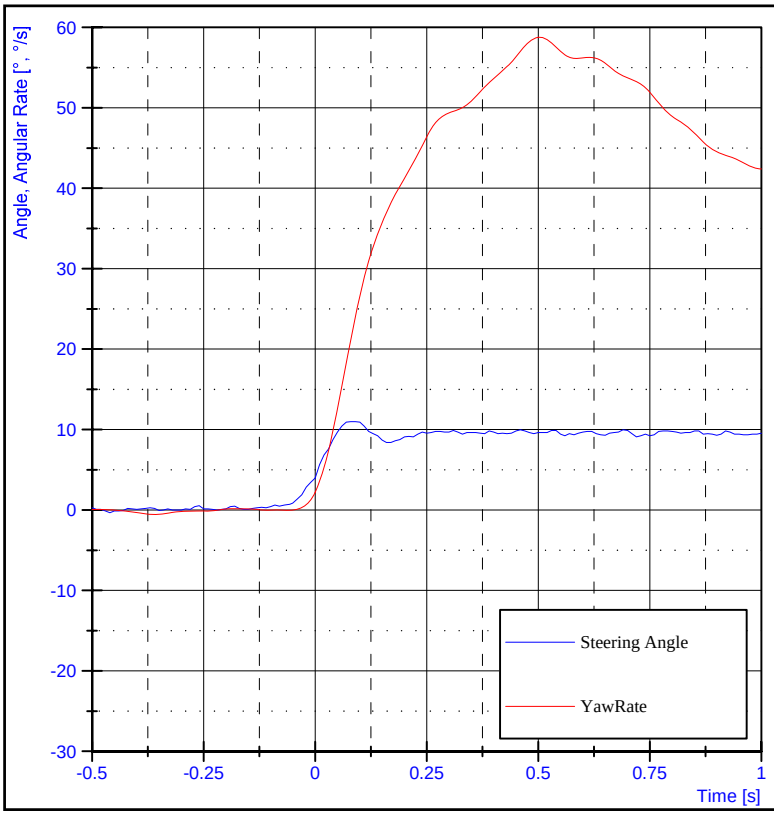
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

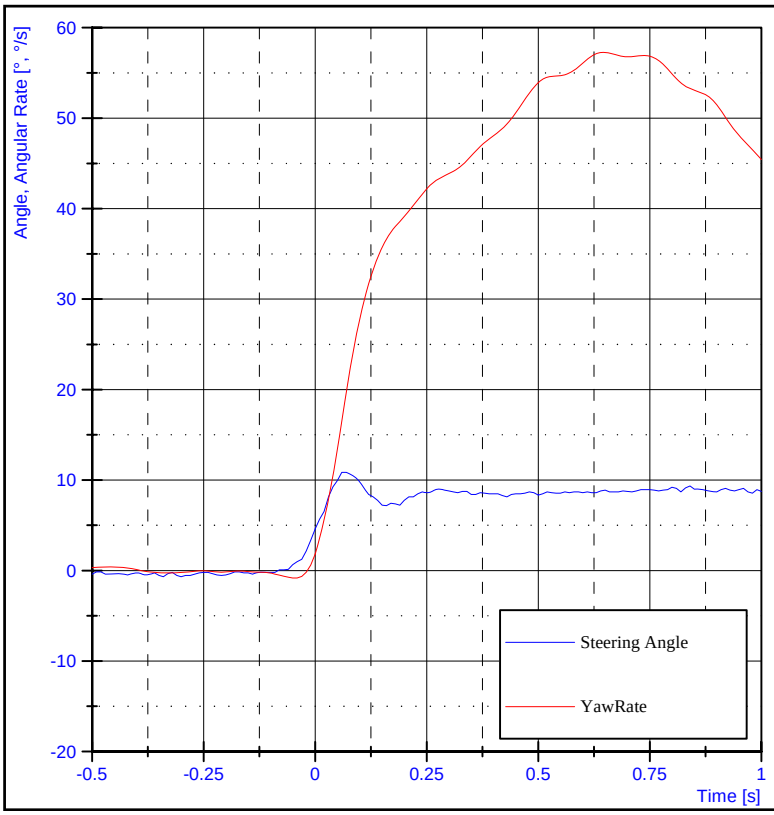
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

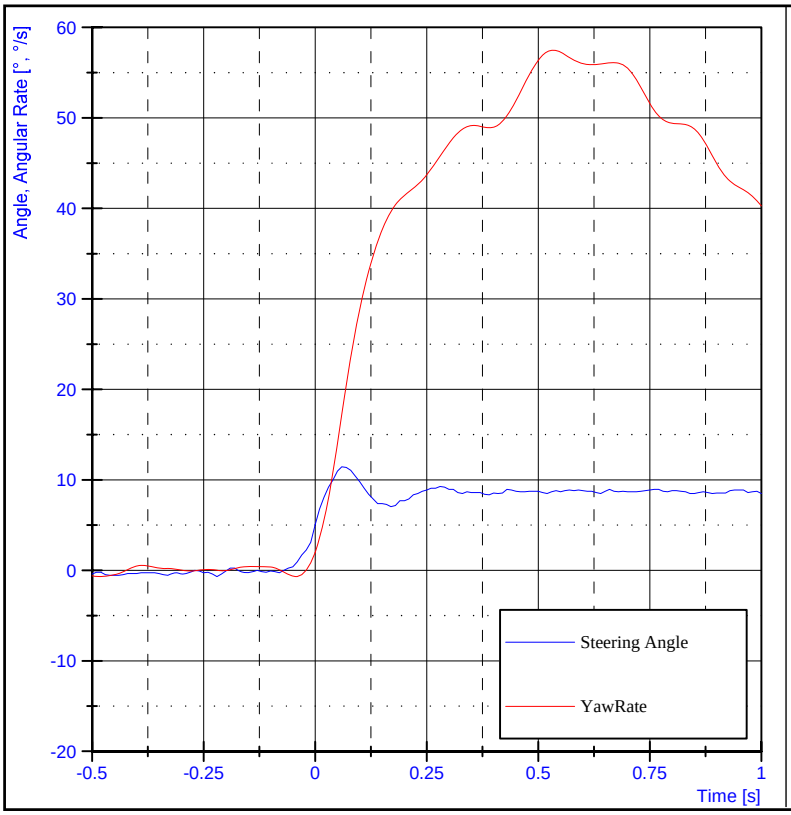
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

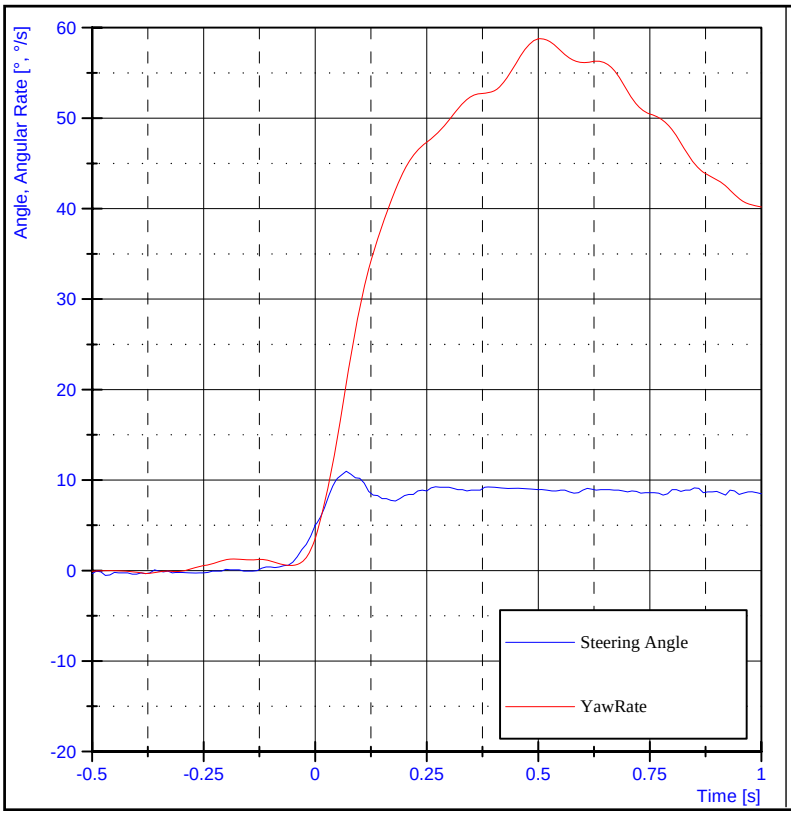
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

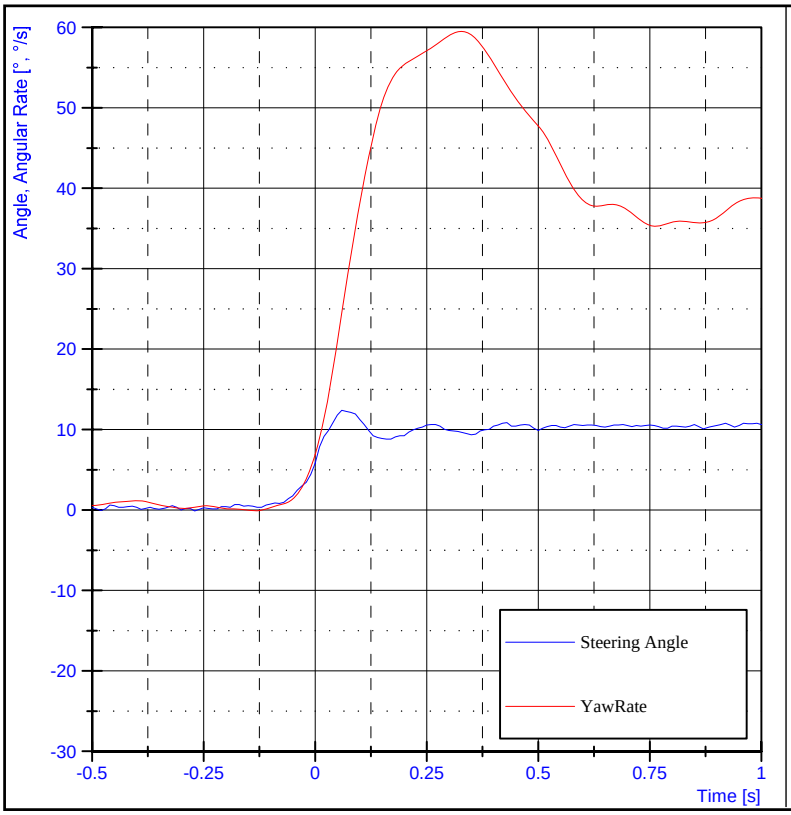
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

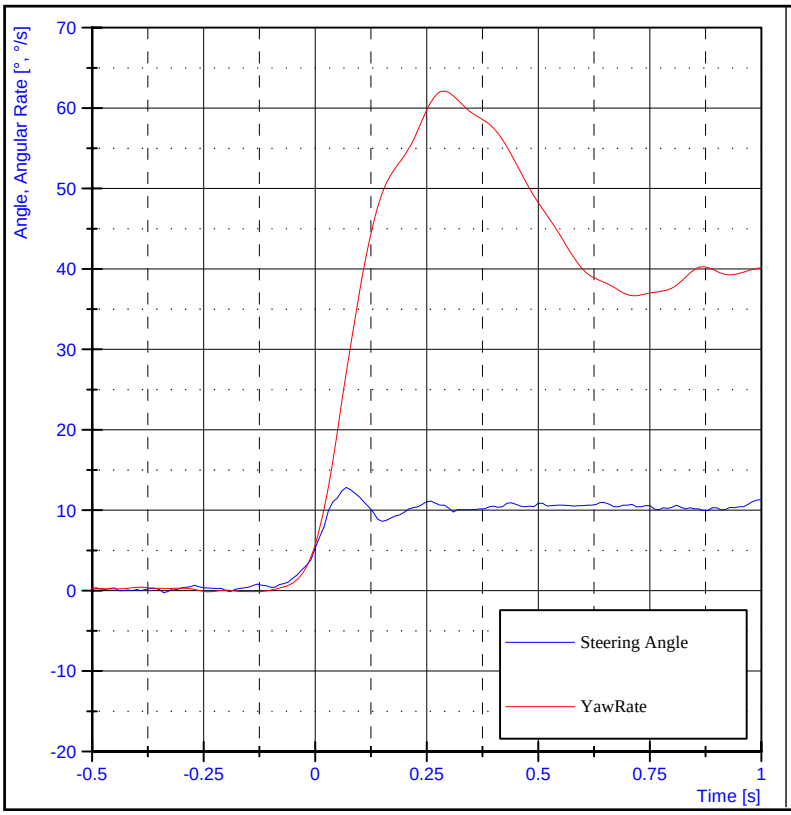
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

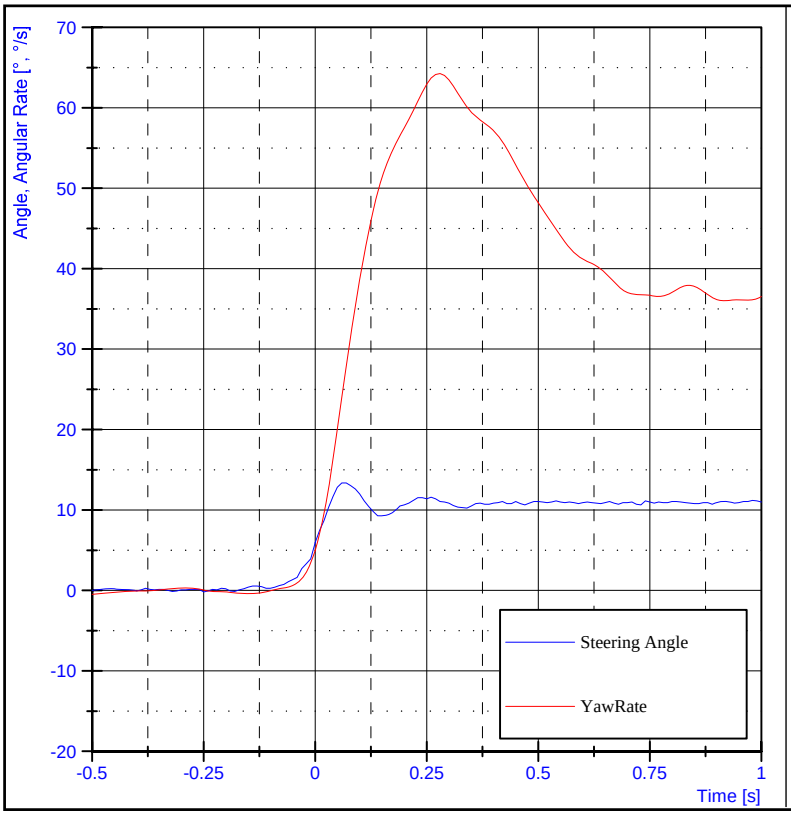
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

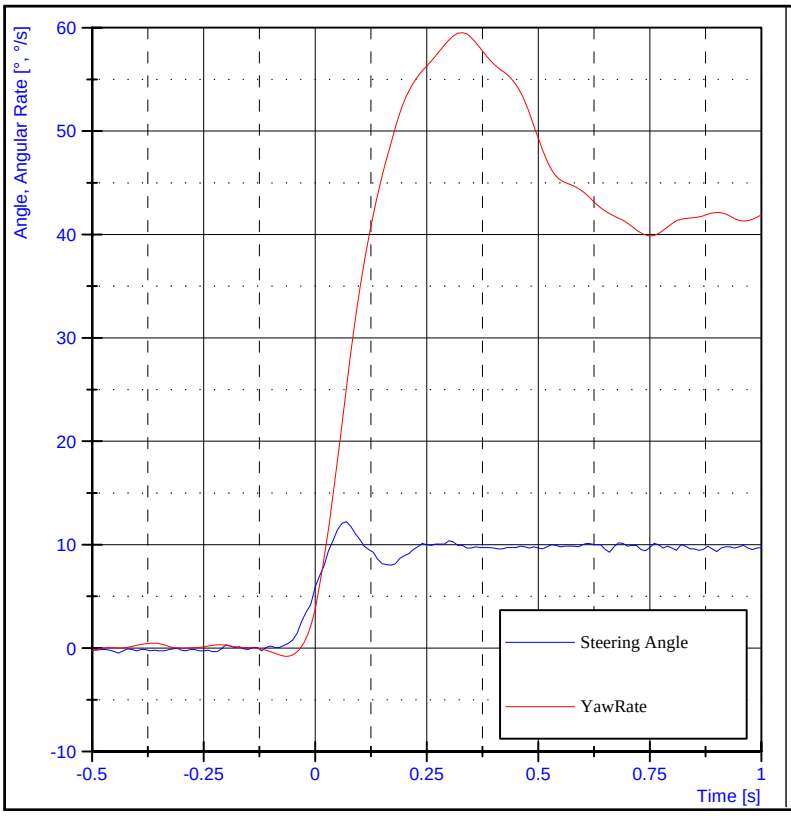
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

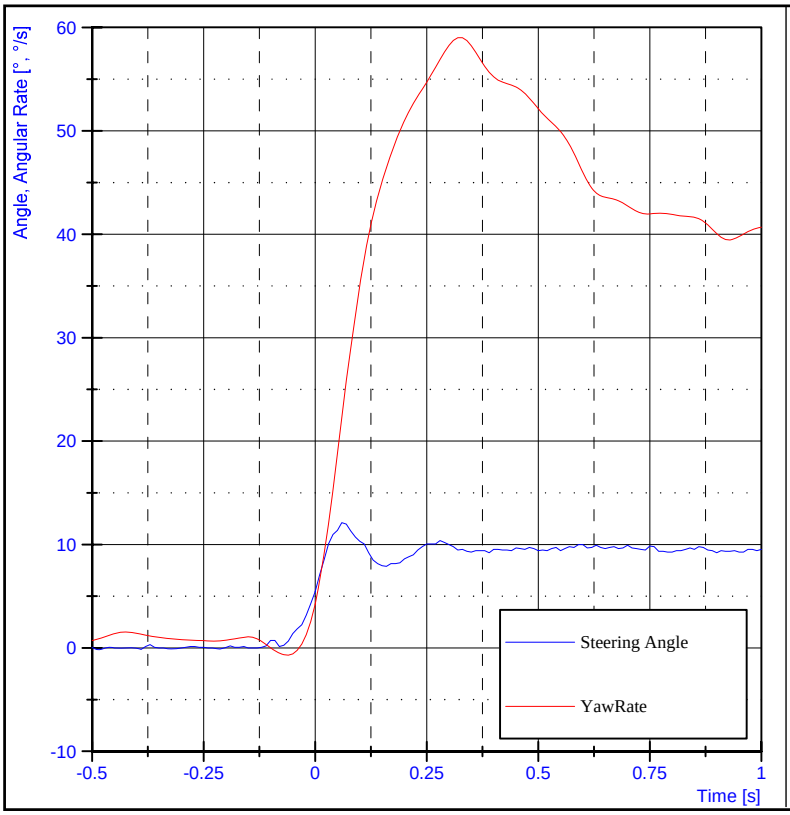
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

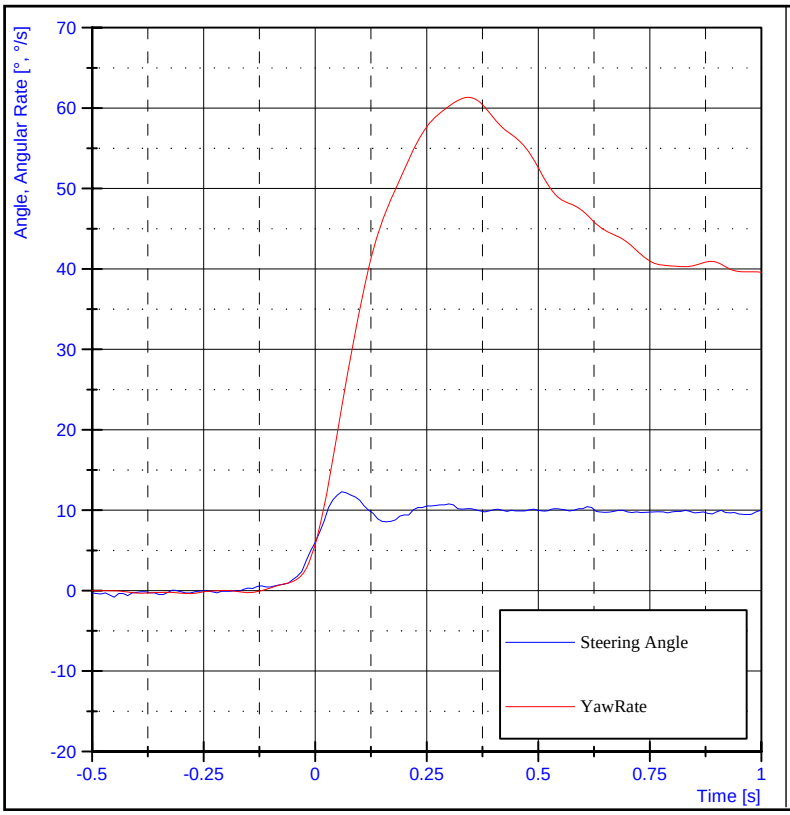
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

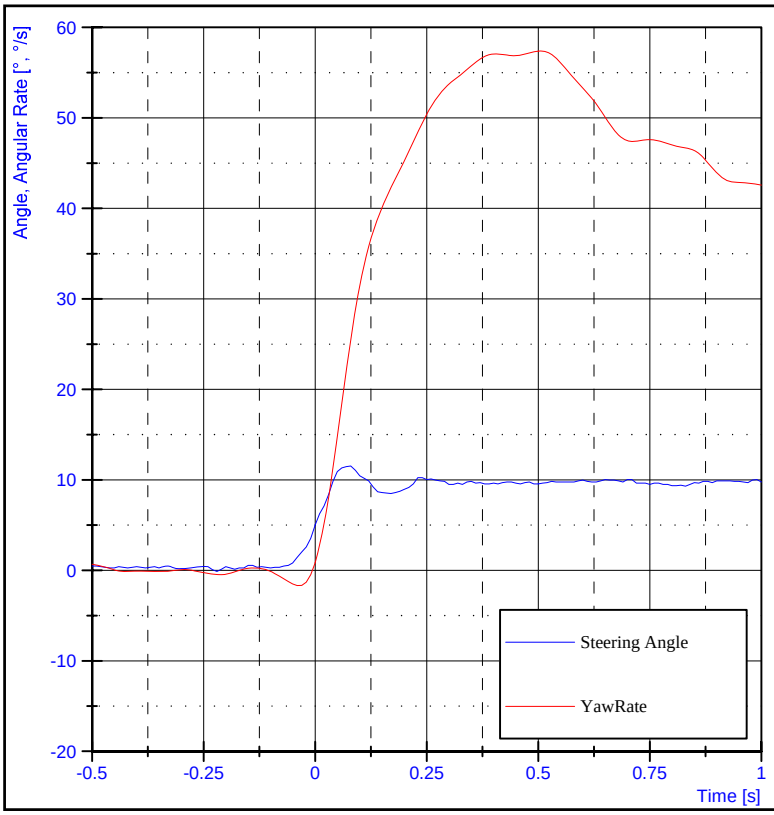
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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. : G130540
Test Date : 28 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

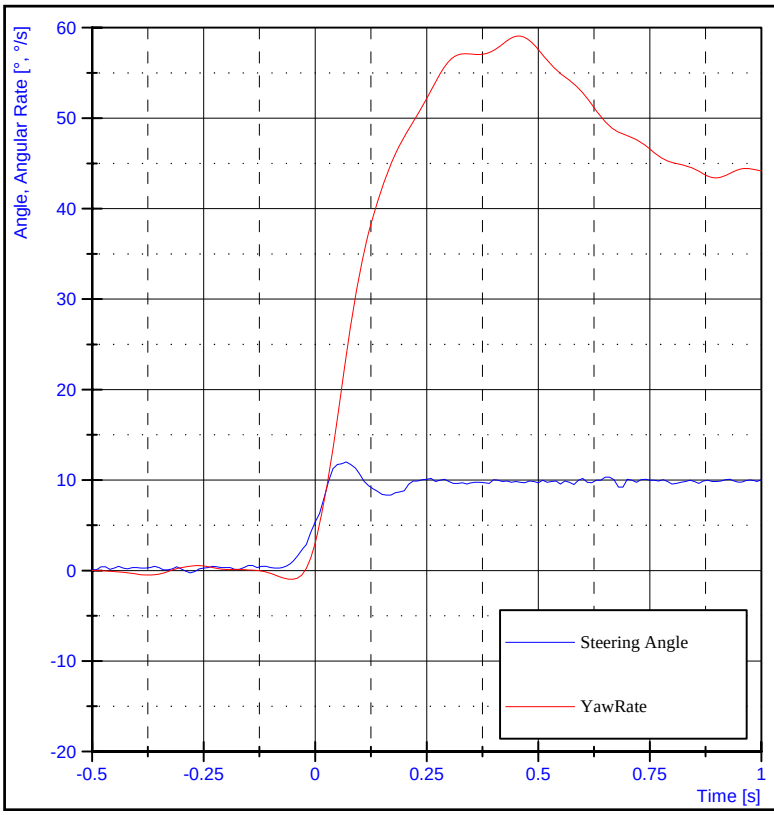
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

90% Yaw Rate Time : 0.17s
Peak Yaw Rate Time : 0.50s

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

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



Test No. : G130541
Test Date : 28 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

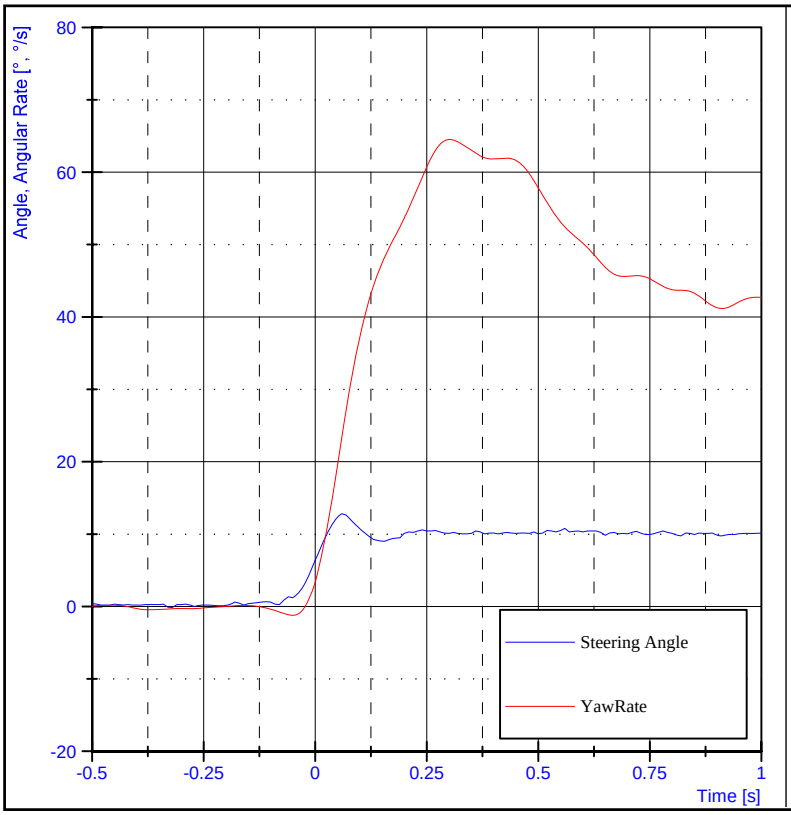
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

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

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. : G130542
Test Date : 28 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

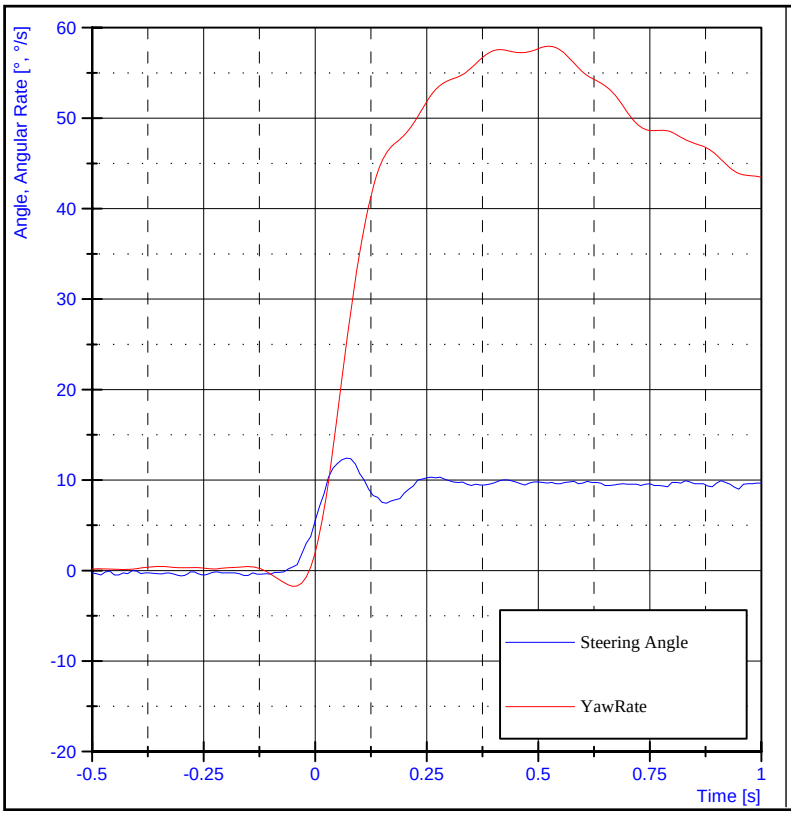
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

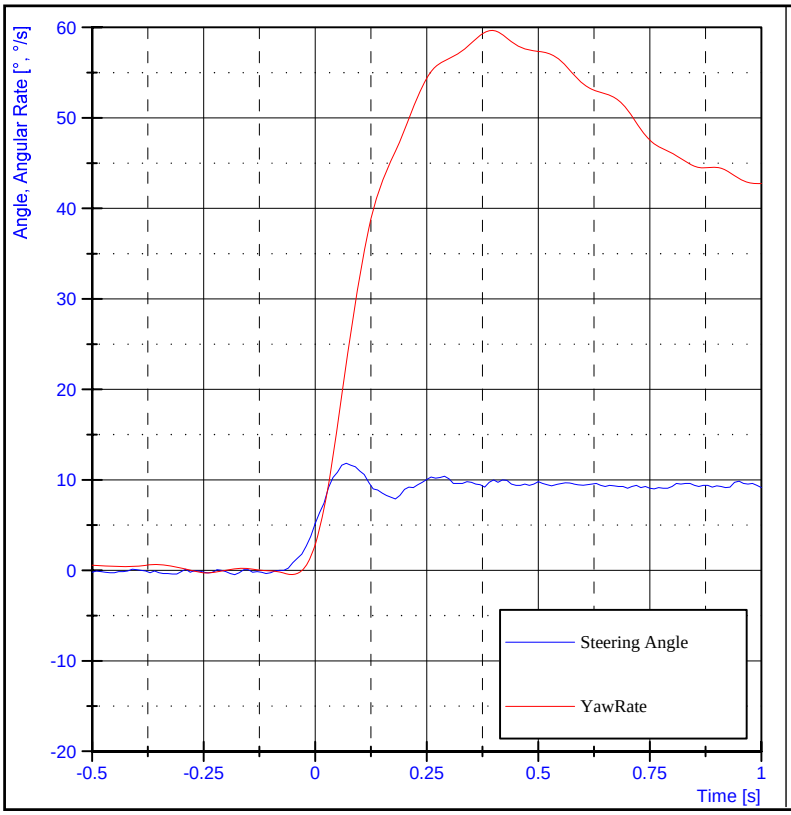
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

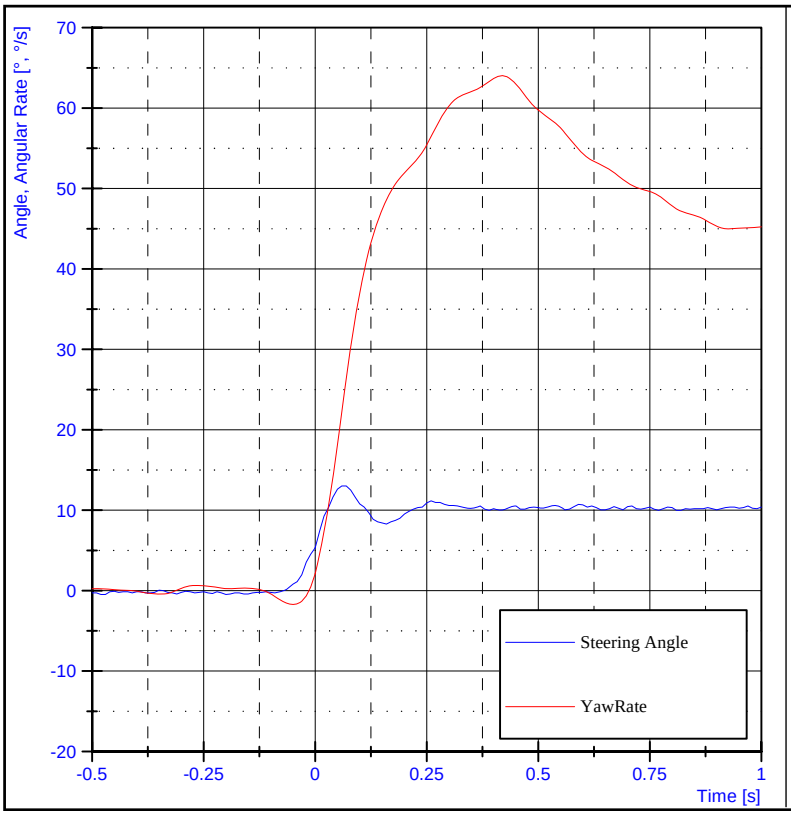
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

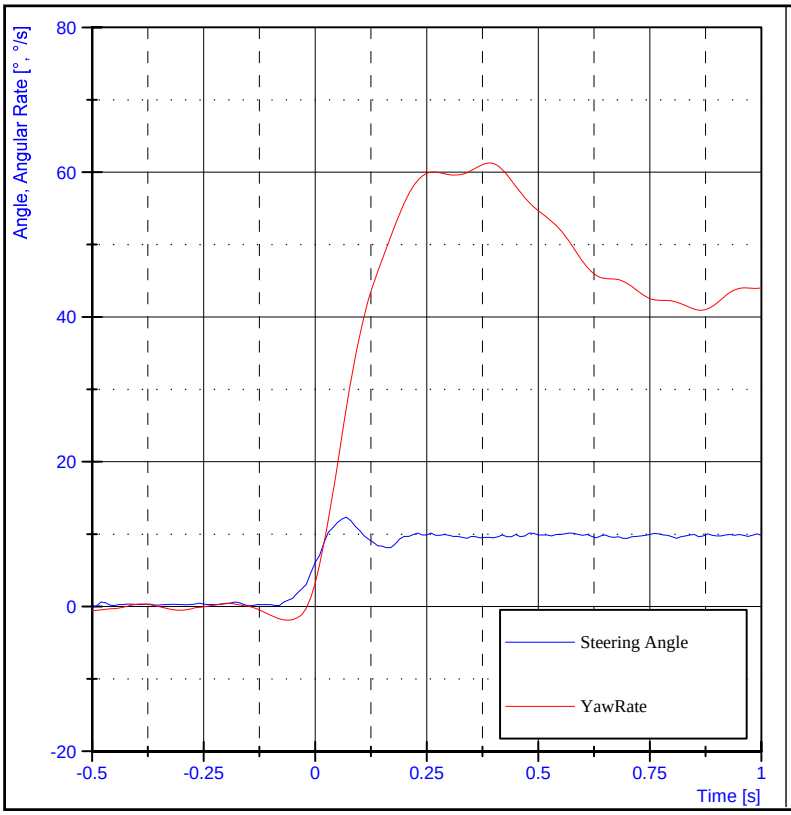
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

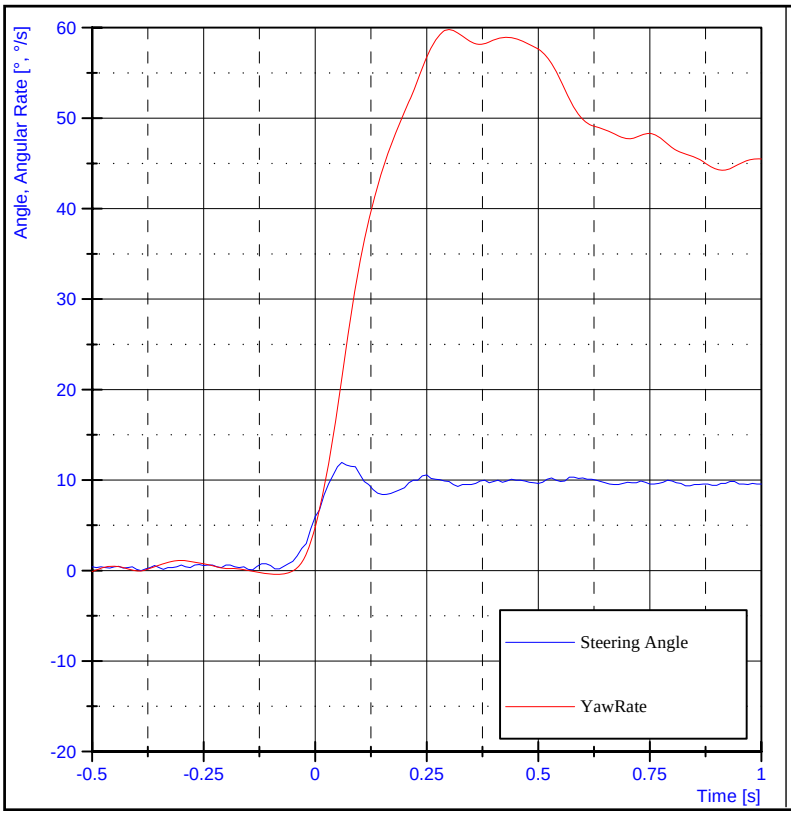
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

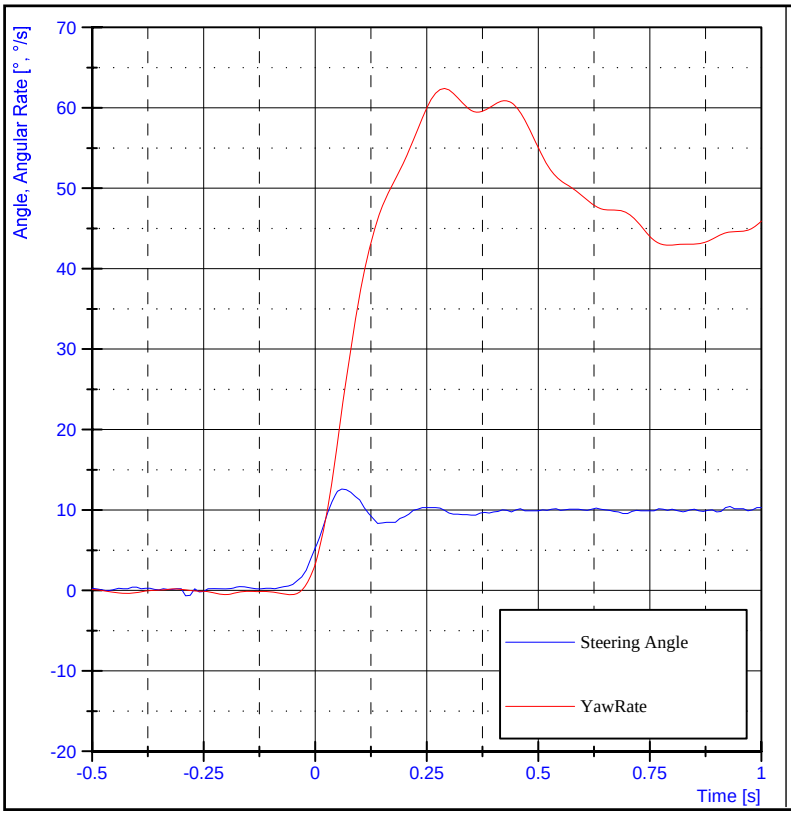
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

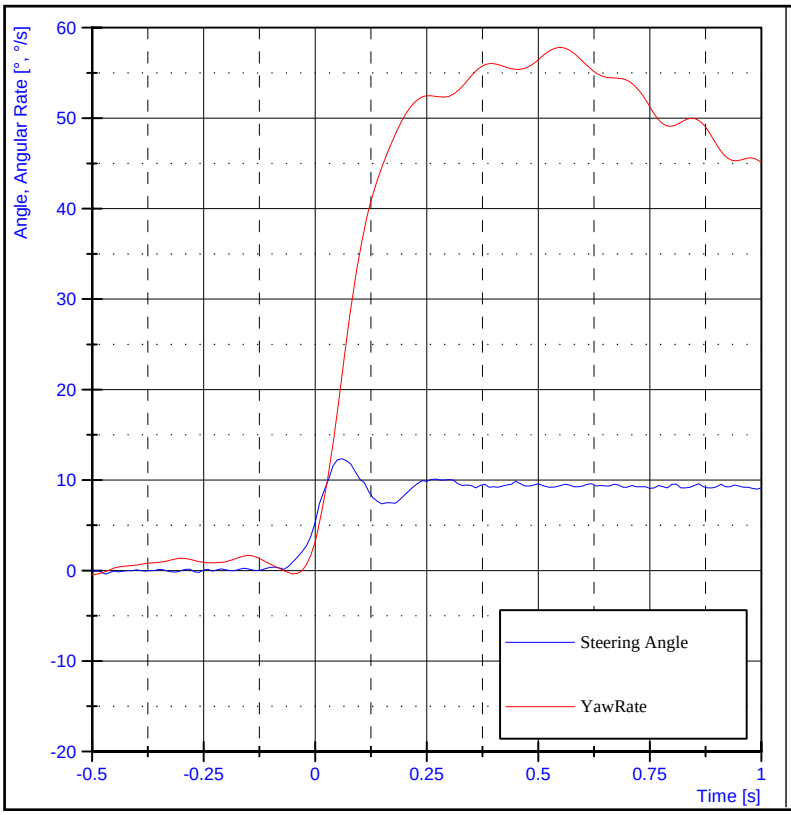
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

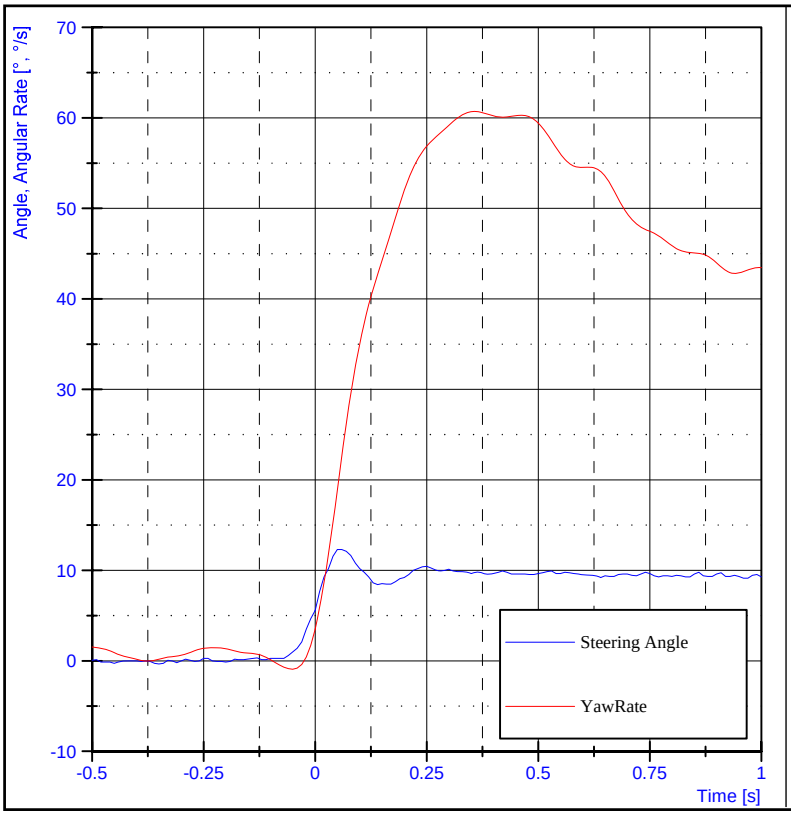
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

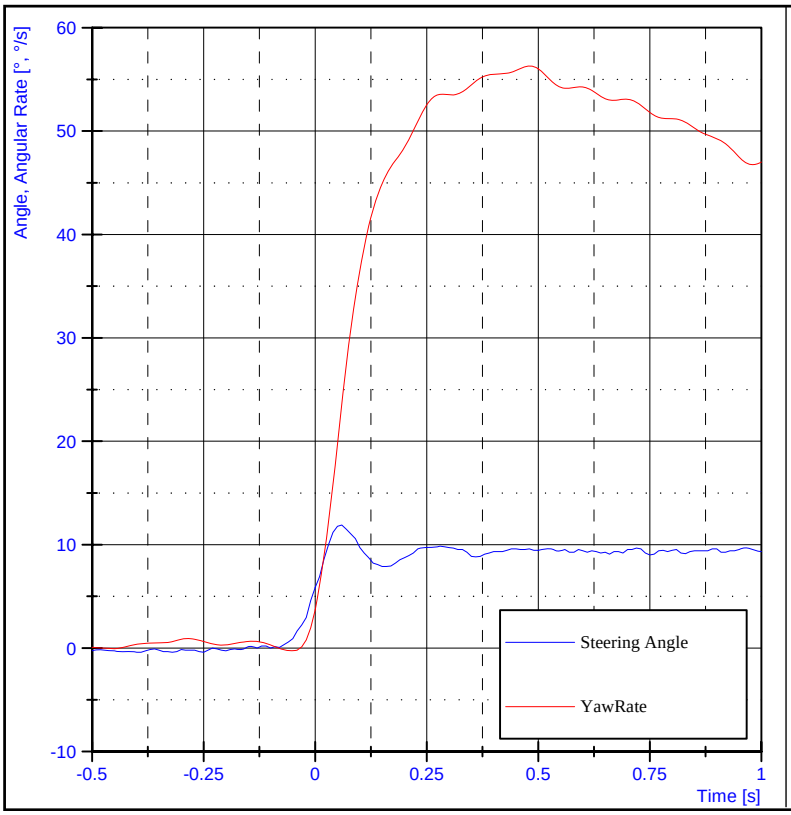
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

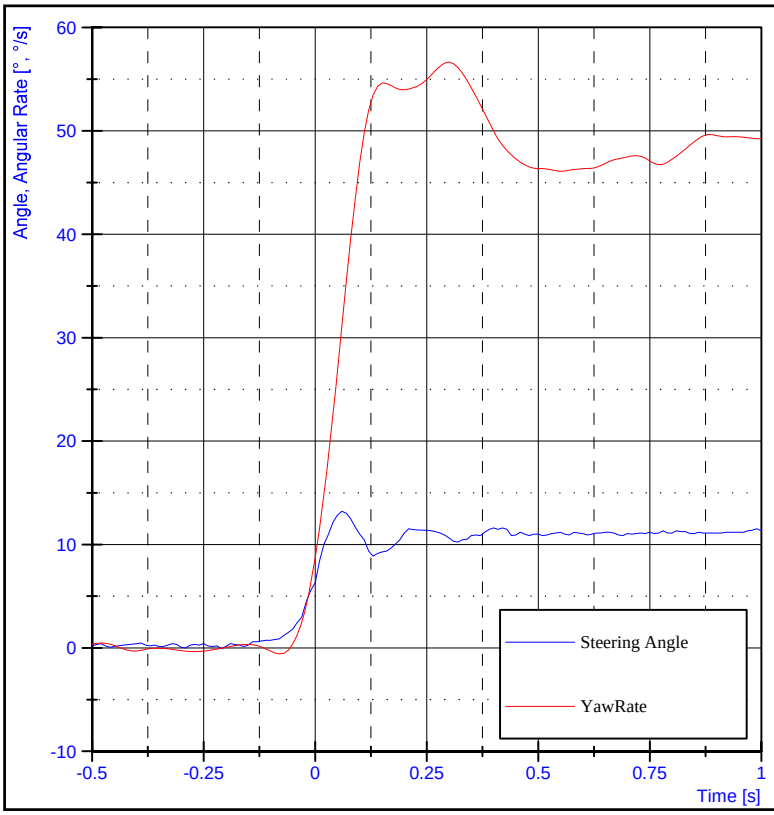
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

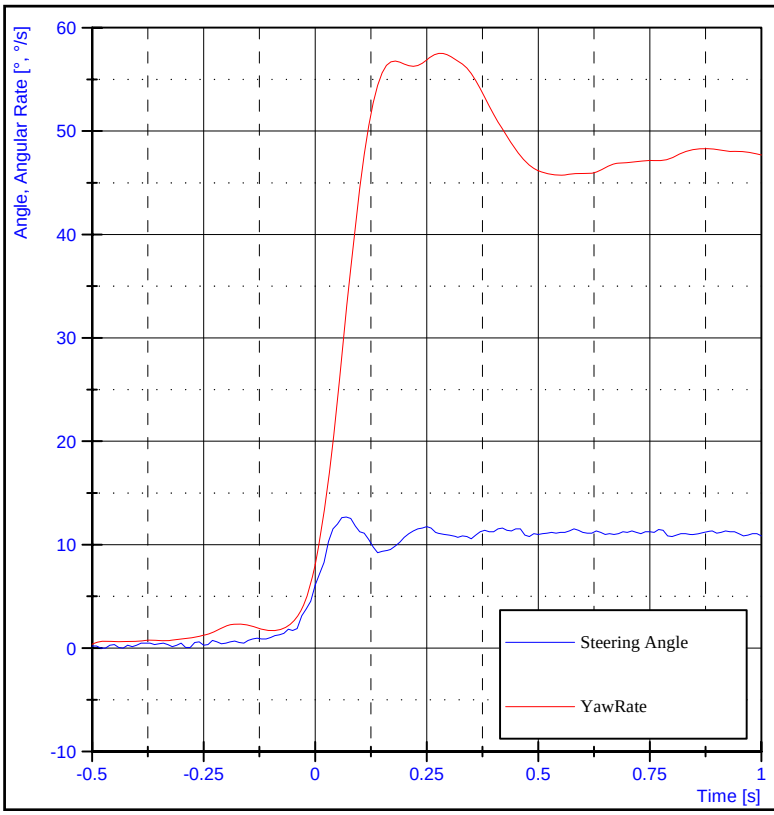
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

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

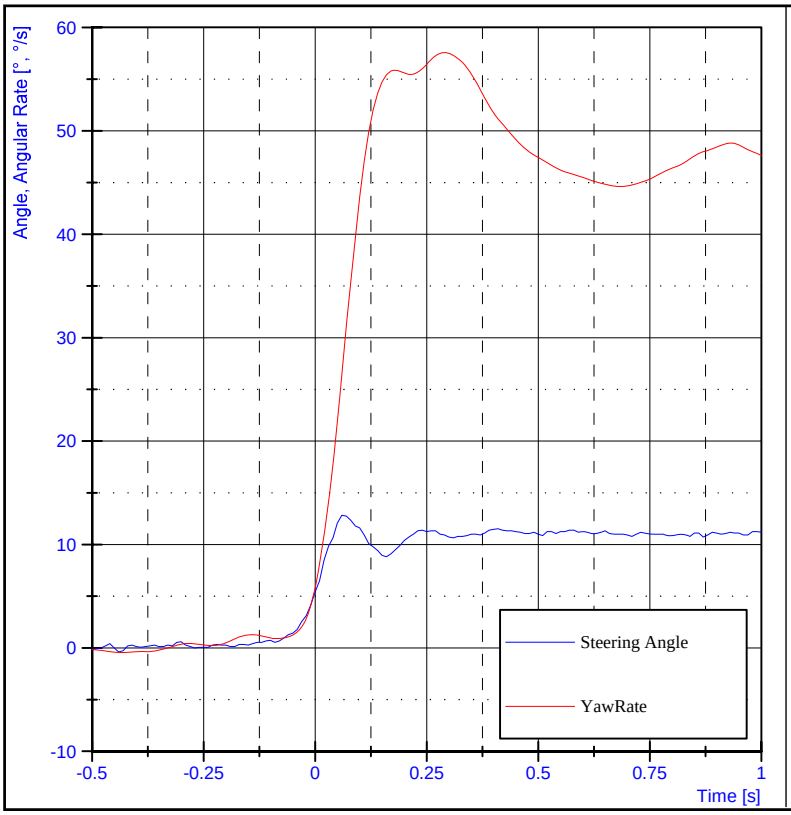
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

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. : G130566
Test Date : 29 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

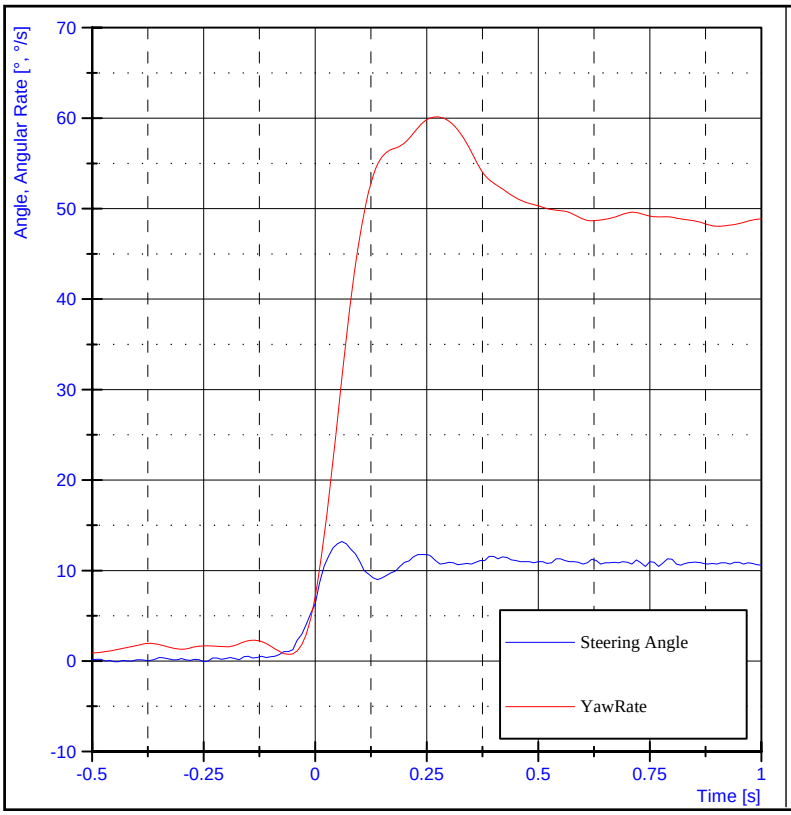
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Tyres at higher pressure (70 kpa)

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

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. : G130567
Test Date : 29 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

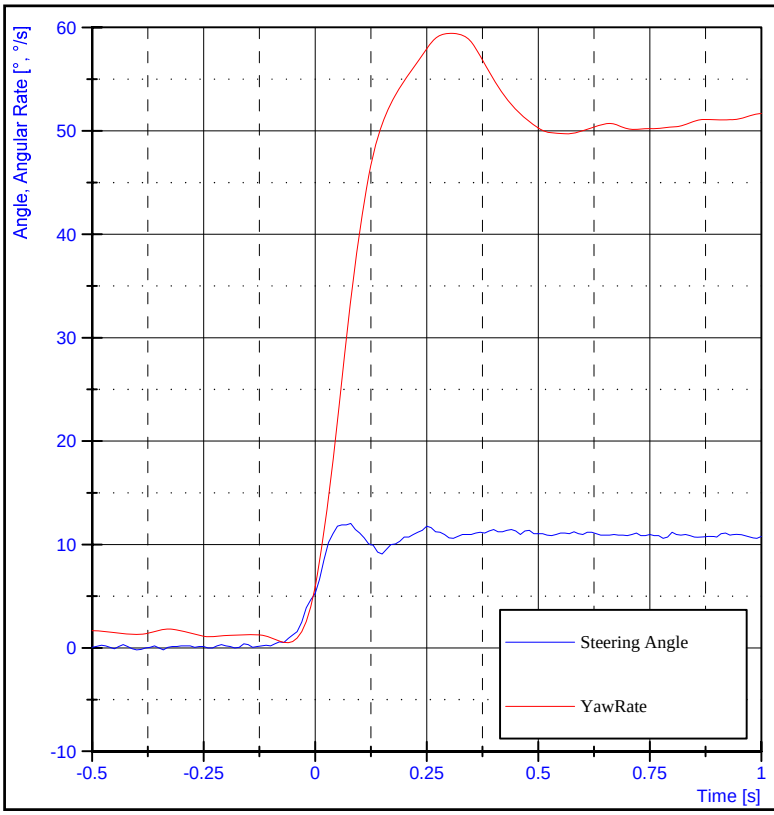
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Tyres at higher pressure (70 kpa)

90% Yaw Rate Time : 0.10s
Peak Yaw Rate Time : 0.27s

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. : G130568
Test Date : 29 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

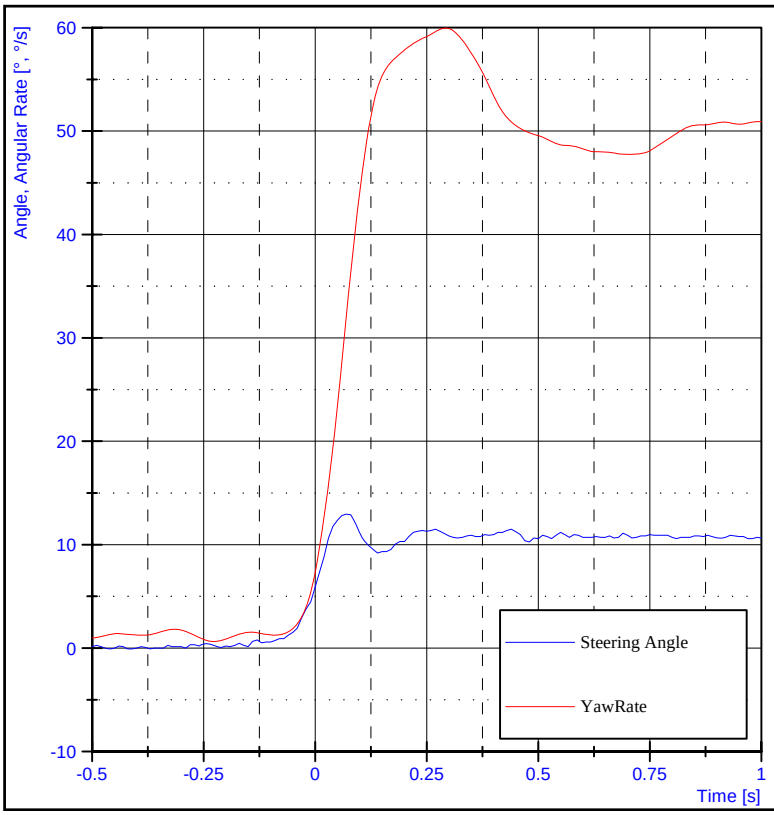
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Tyres at higher pressure (70 kpa)

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

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. : G130569
Test Date : 29 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

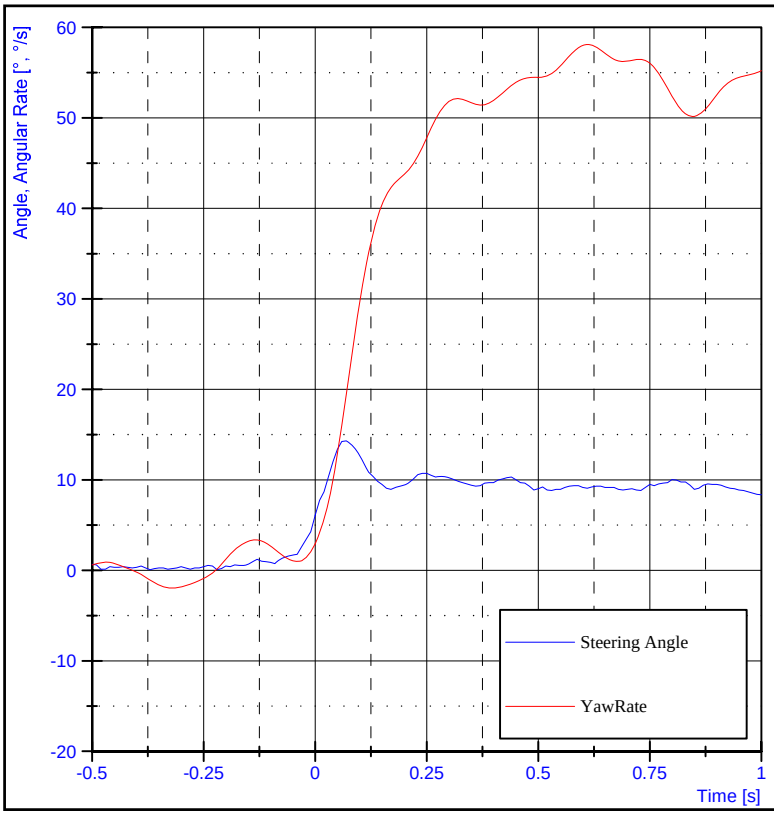
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Tyres at higher pressure (70 kpa)

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 : 0.43g
between 2.0 and 4.0s



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

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

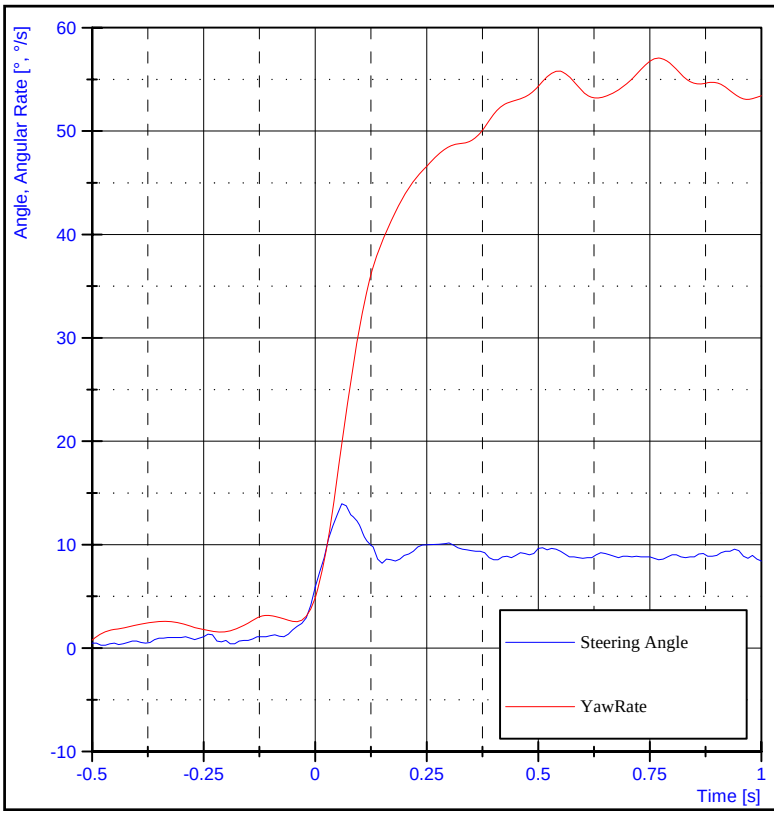
Test : Lateral Transient Response
Direction : Left
Surface : Grass

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

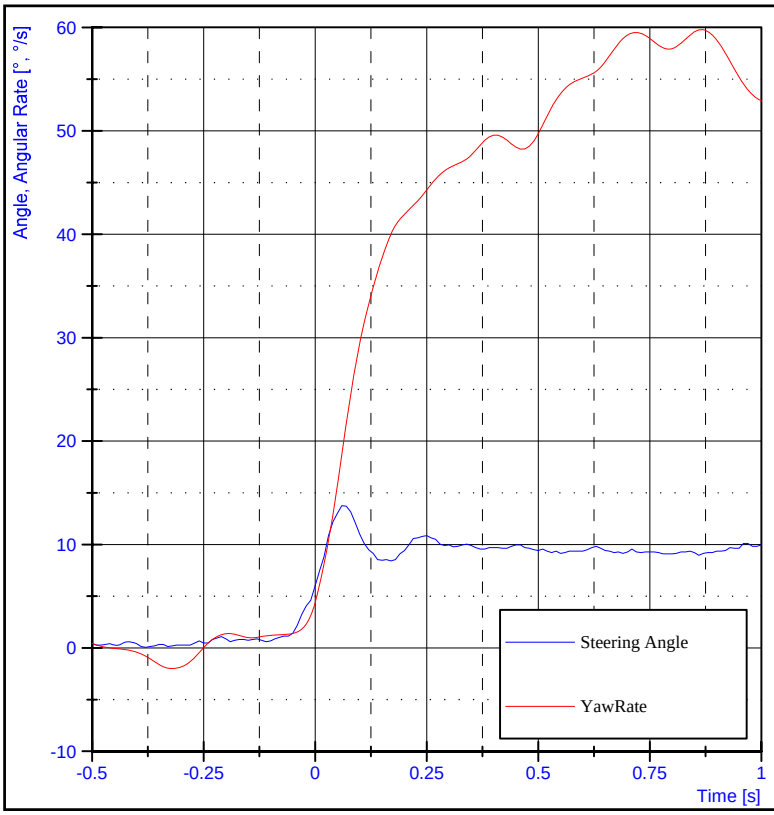
Test : Lateral Transient Response
Direction : Left
Surface : Grass

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

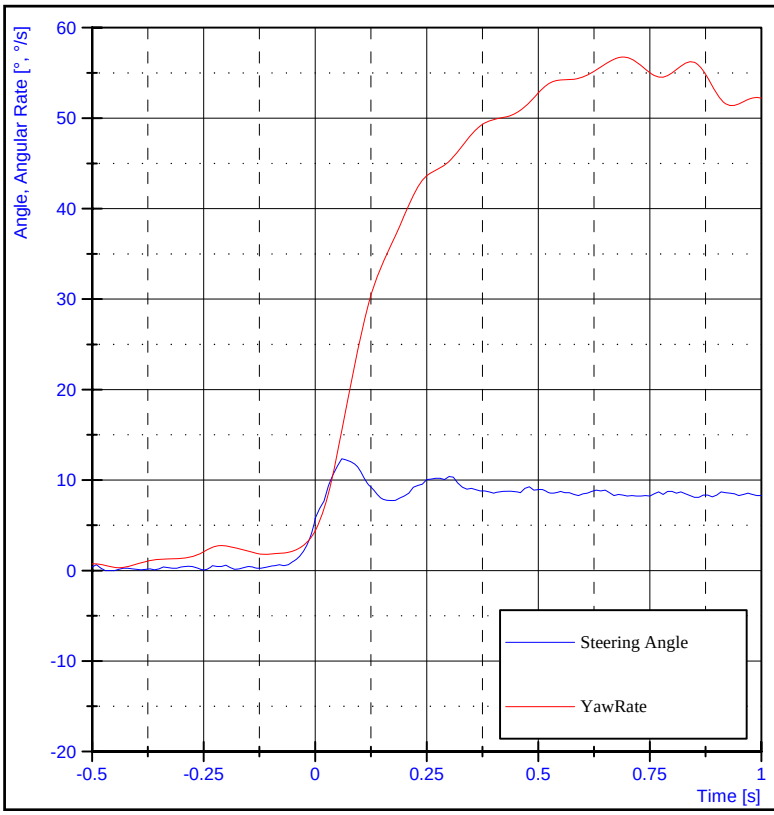
Test : Lateral Transient Response
Direction : Left
Surface : Grass

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

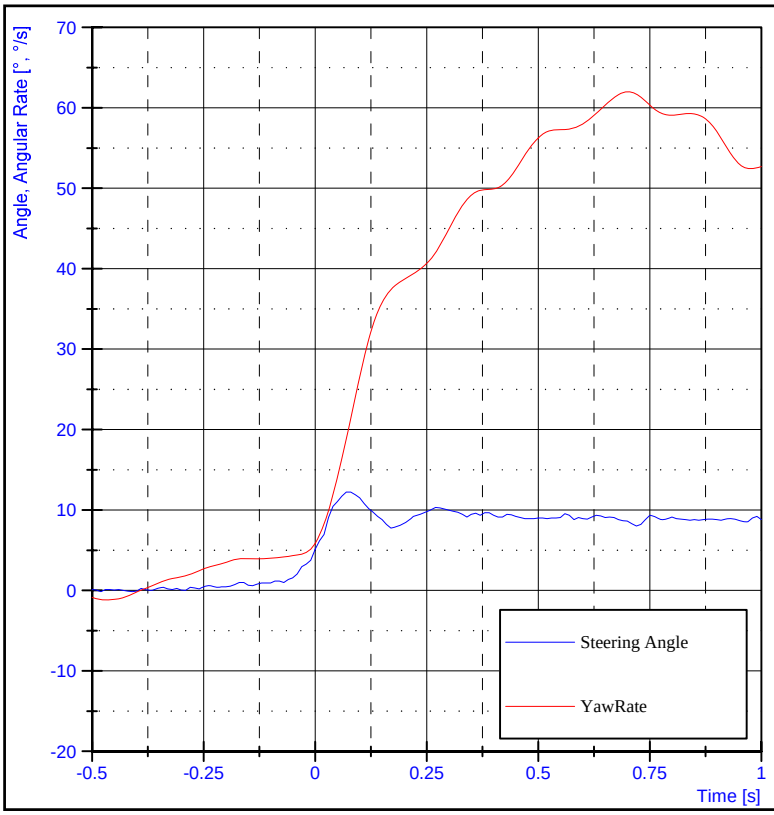
Test : Lateral Transient Response
Direction : Right
Surface : Grass

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

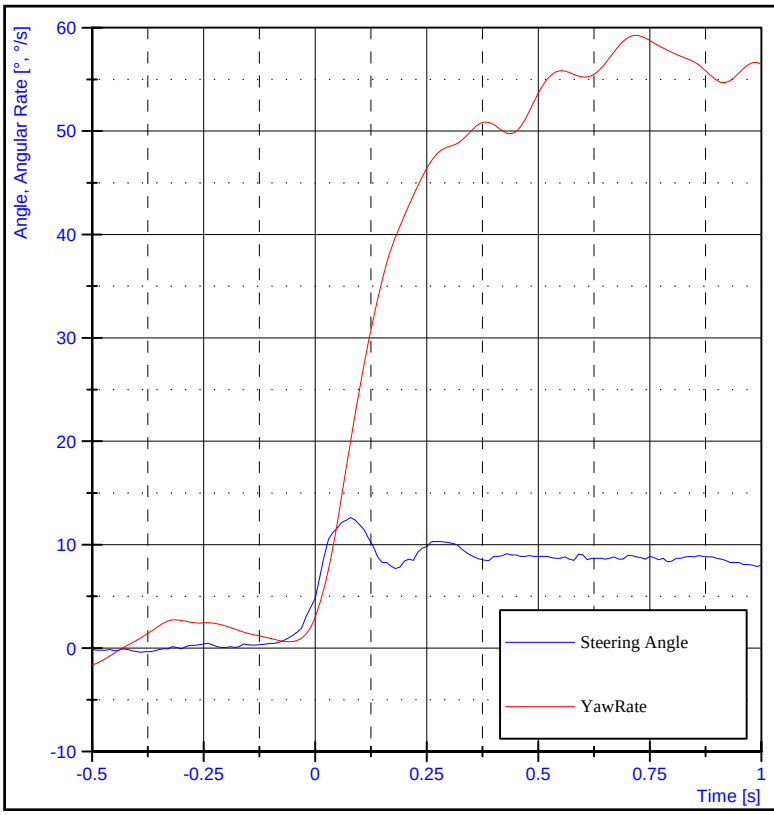
Test : Lateral Transient Response
Direction : Right
Surface : Grass

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

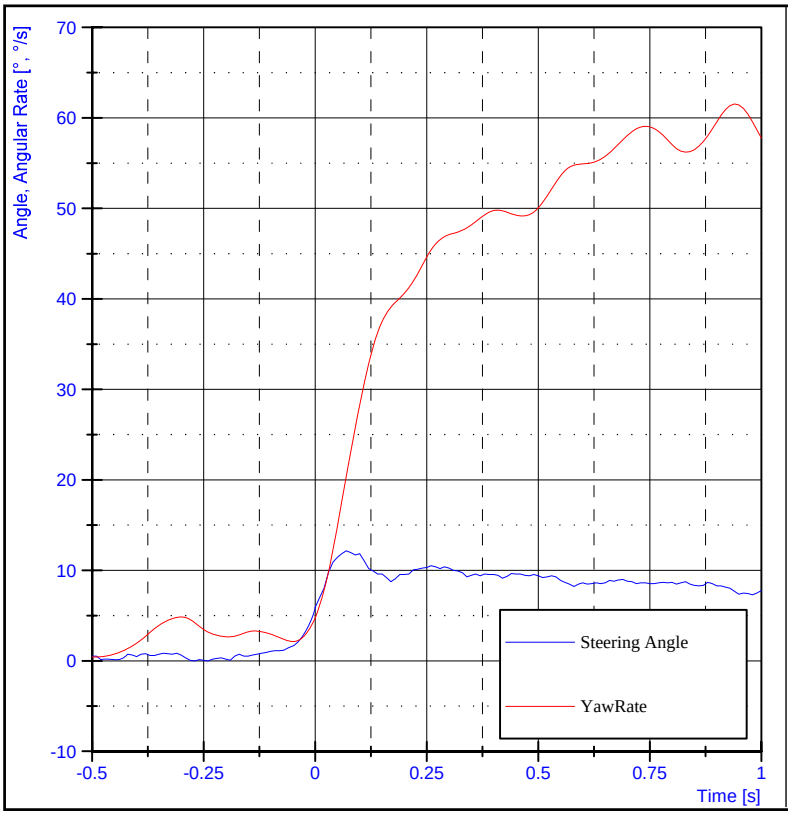
Test : Lateral Transient Response
Direction : Right
Surface : Grass

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

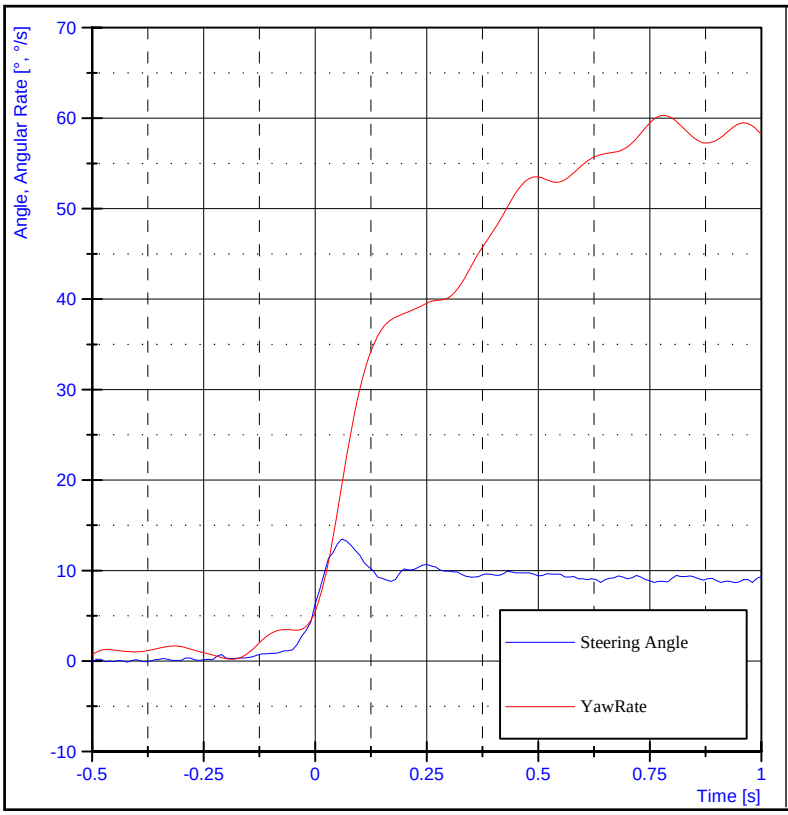
Test : Lateral Transient Response
Direction : Right
Surface : Grass

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

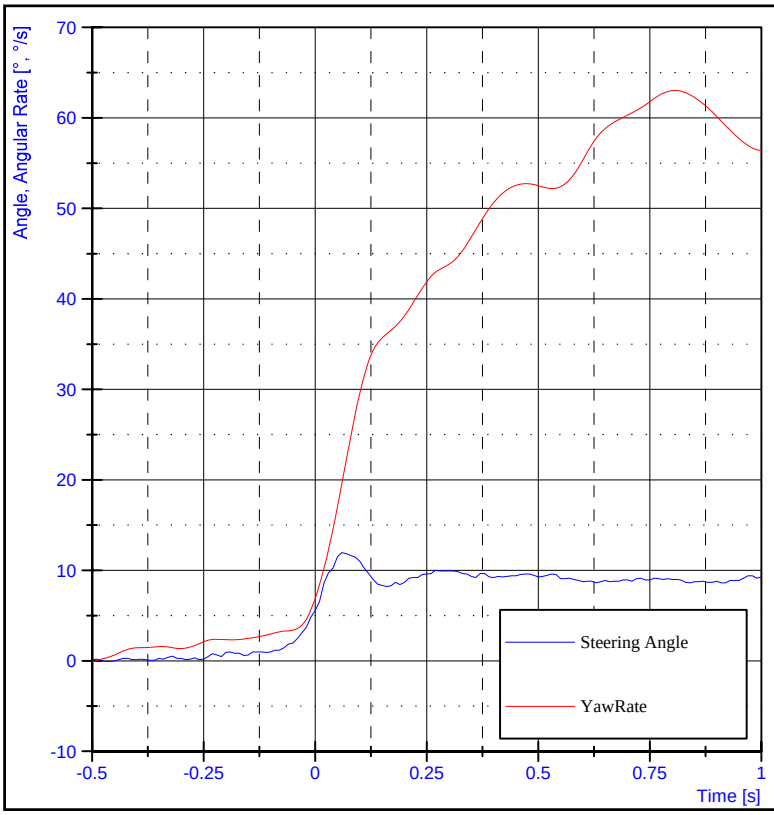
Test : Lateral Transient Response
Direction : Right
Surface : Grass

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. : G130608
Test Date : 30 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

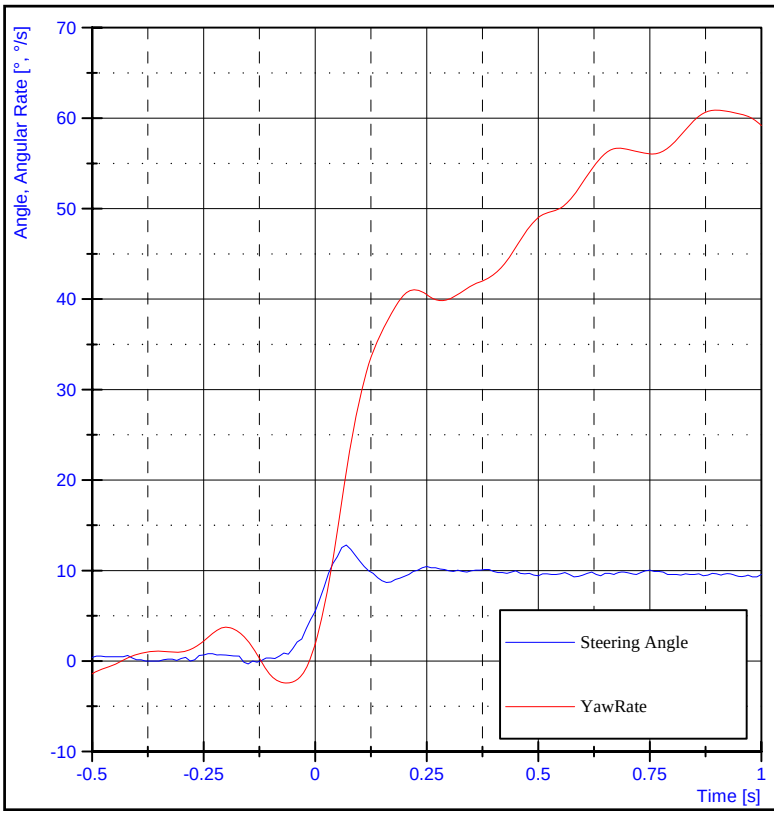
Test : Lateral Transient Response
Direction : Right
Surface : Grass

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

90% Yaw Rate Time : 0.34s
Peak Yaw Rate Time : 0.81s

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. : G130609
Test Date : 30 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

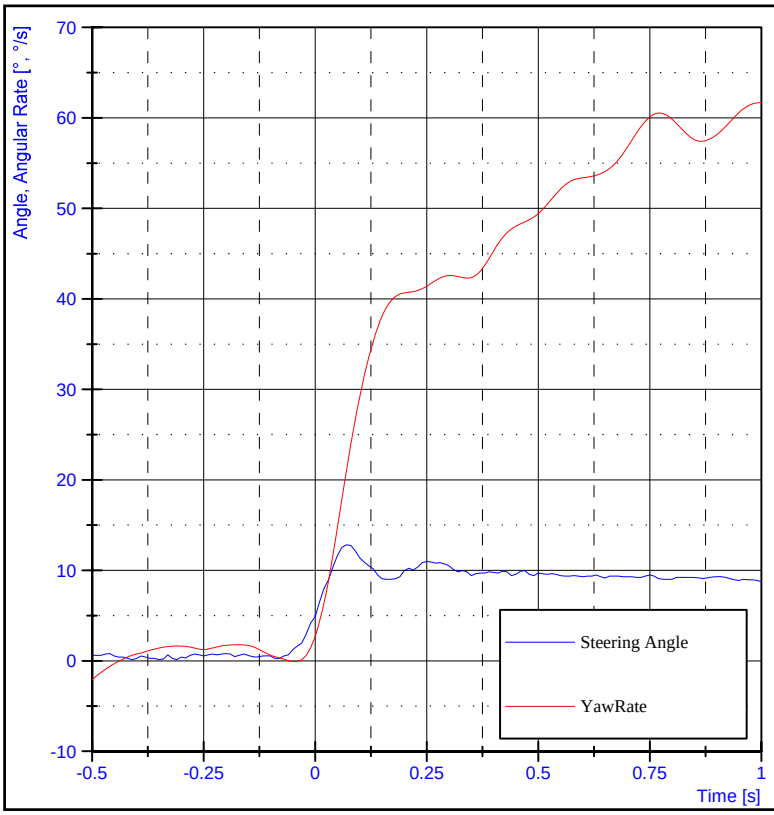
Test : Lateral Transient Response
Direction : Left
Surface : Grass

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

90% Yaw Rate Time : 0.39s
Peak Yaw Rate Time : 0.90s

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. : G130610
Test Date : 30 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

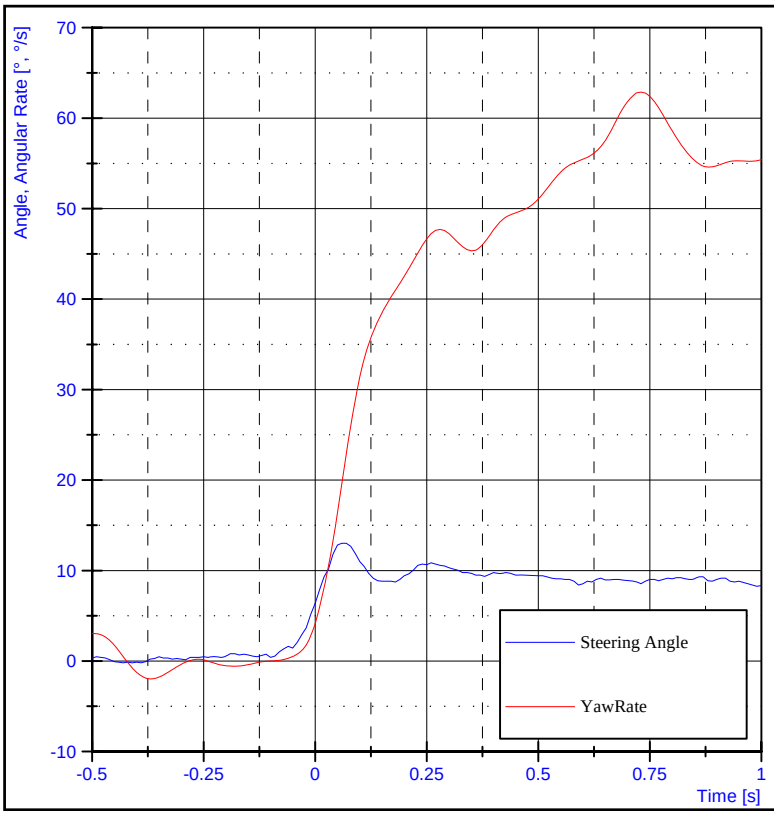
Test : Lateral Transient Response
Direction : Left
Surface : Grass

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

90% Yaw Rate Time : 0.39s
Peak Yaw Rate Time : 1.00s

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. : G130611
Test Date : 30 August, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

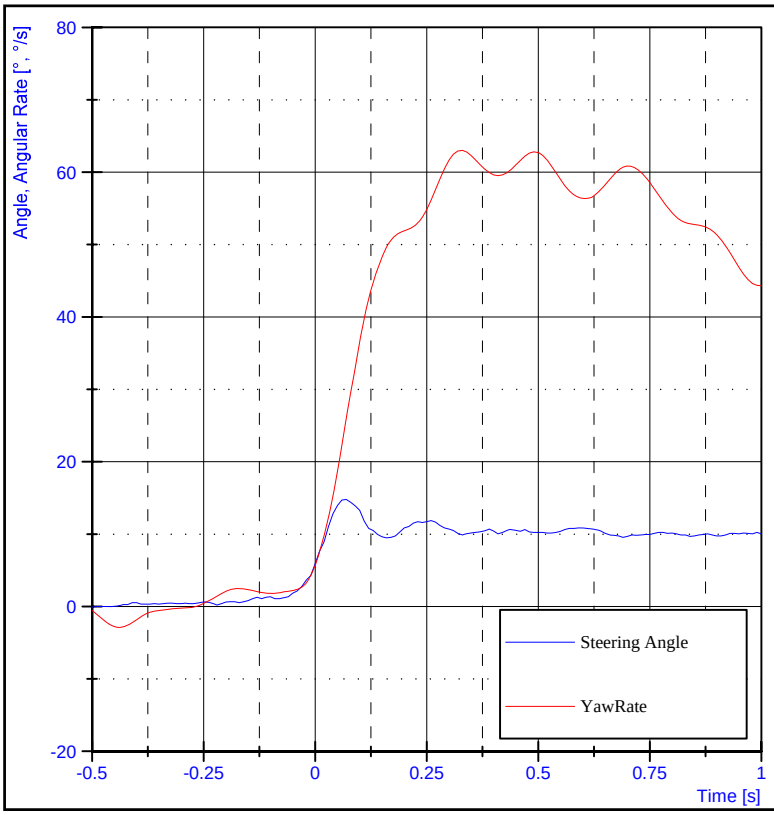
Test : Lateral Transient Response
Direction : Left
Surface : Grass

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

90% Yaw Rate Time : 0.23s
Peak Yaw Rate Time : 0.73s

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. : G130618
Test Date : 02 September, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

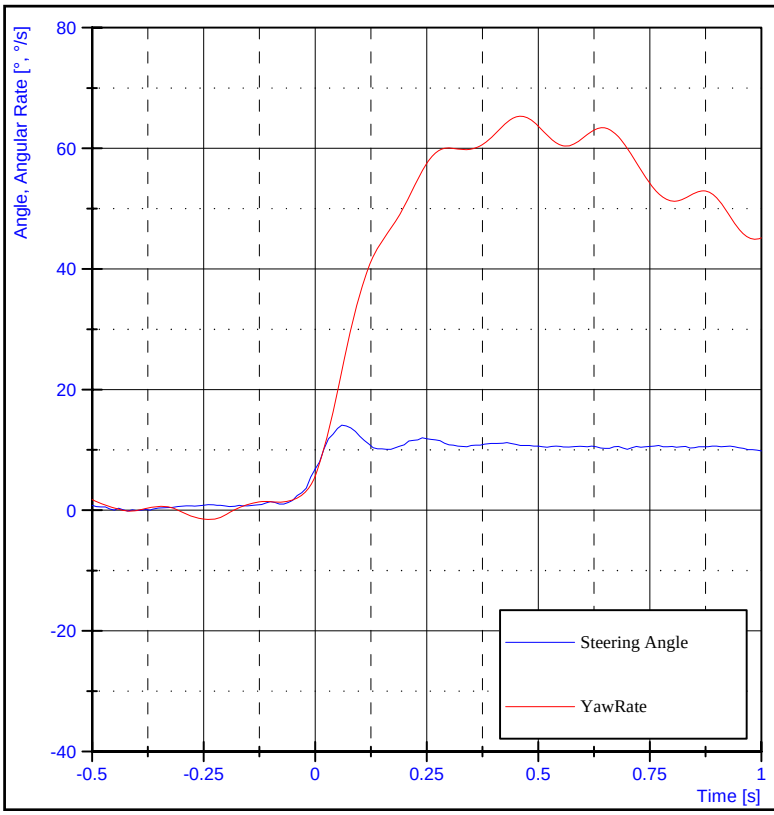
Test : Lateral Transient Response
Direction : Left
Surface : Grass

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

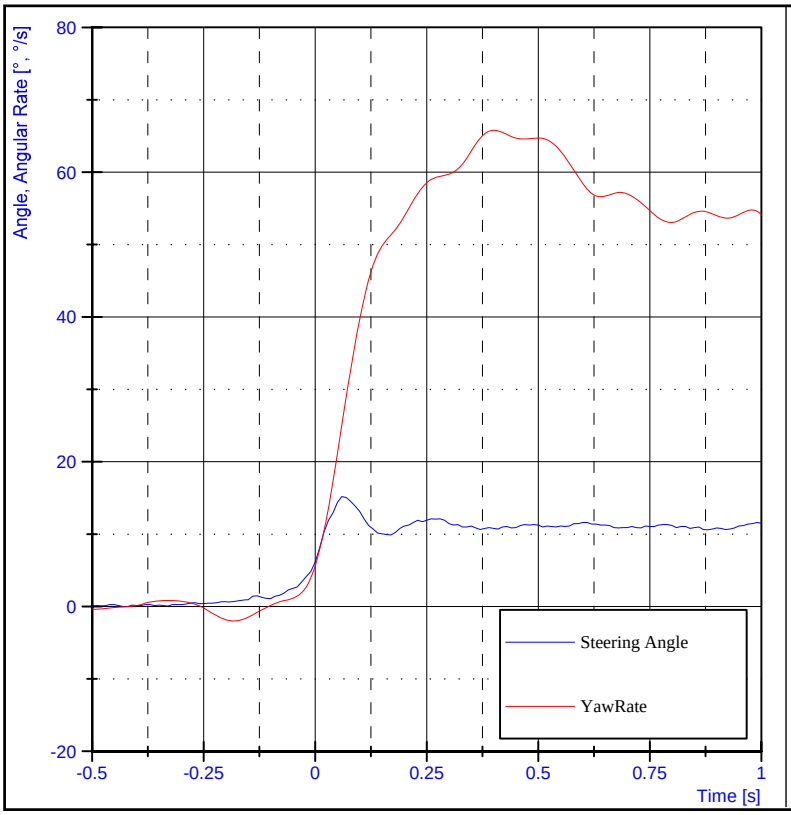
Test : Lateral Transient Response
Direction : Left
Surface : Grass

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

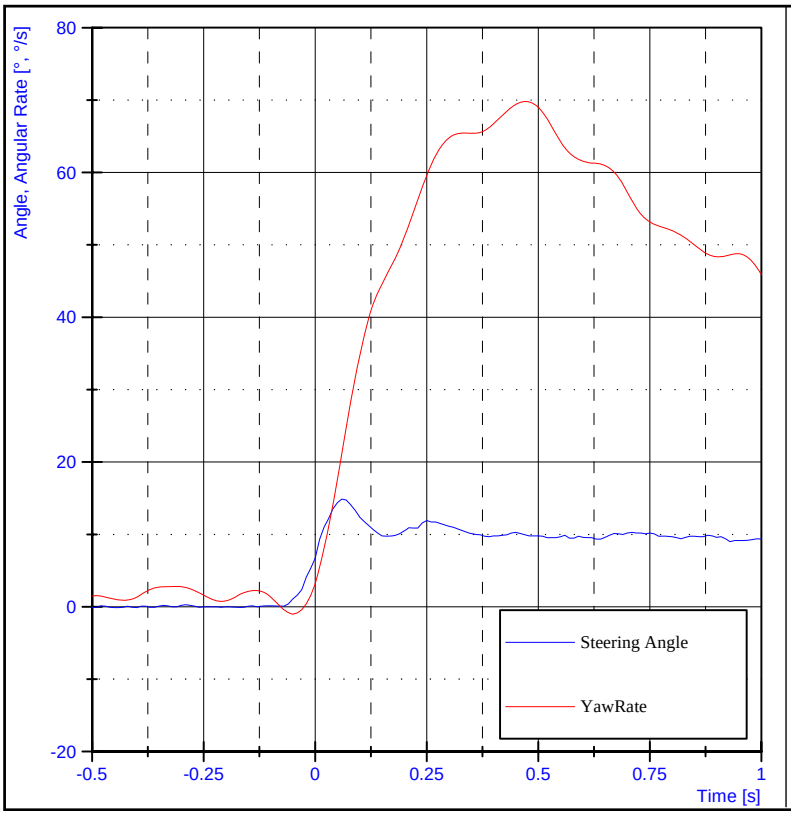
Test : Lateral Transient Response
Direction : Left
Surface : Grass

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

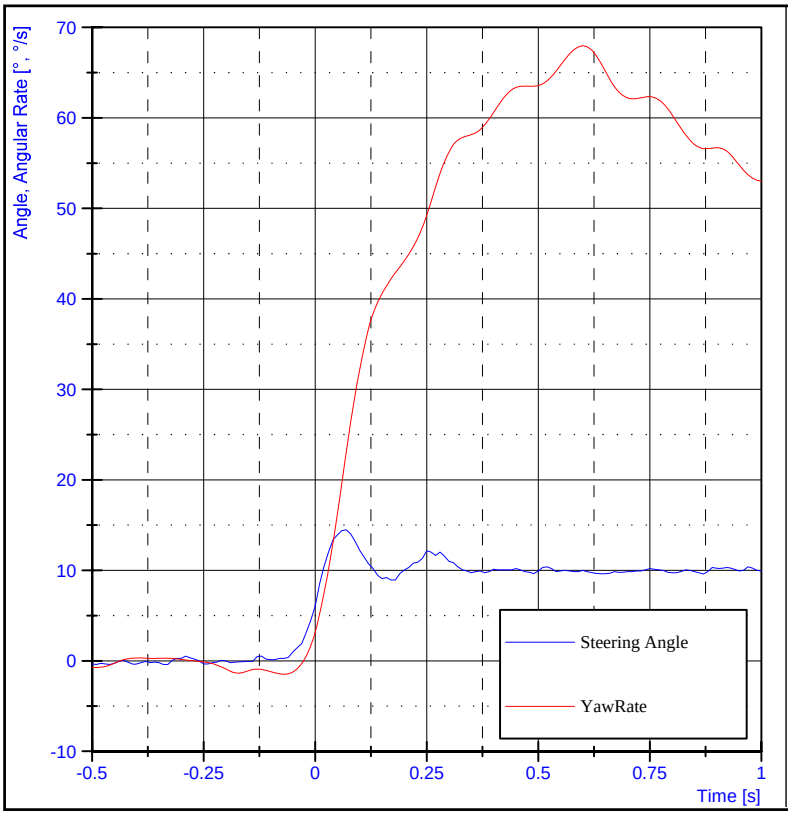
Test : Lateral Transient Response
Direction : Right
Surface : Grass

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. : G130622
Test Date : 02 September, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

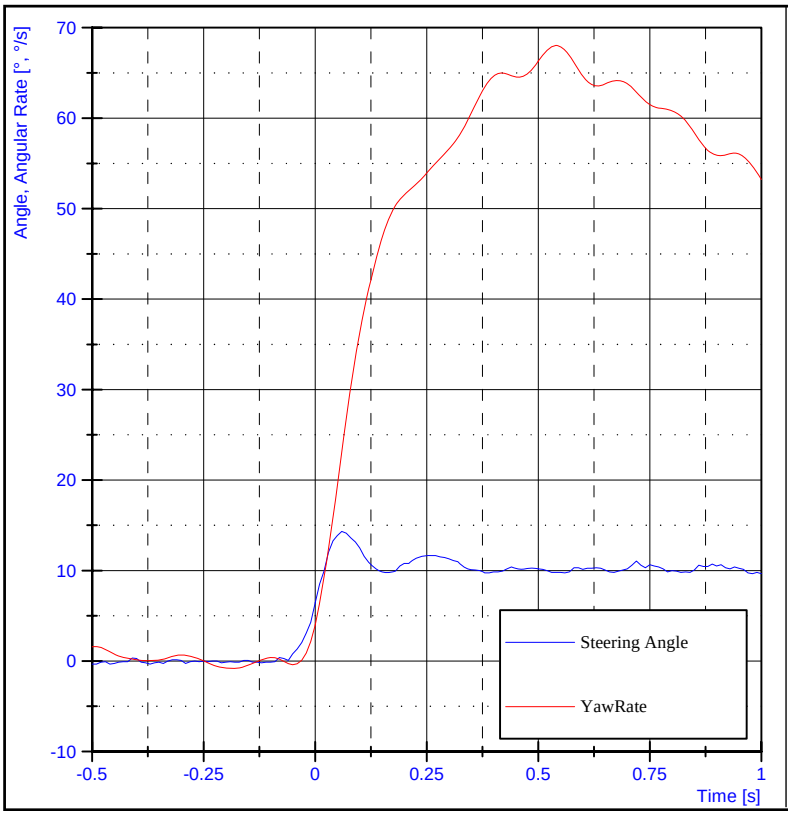
Test : Lateral Transient Response
Direction : Right
Surface : Grass

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

90% Yaw Rate Time : 0.23s
Peak Yaw Rate Time : 0.60s

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. : G130623
Test Date : 02 September, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

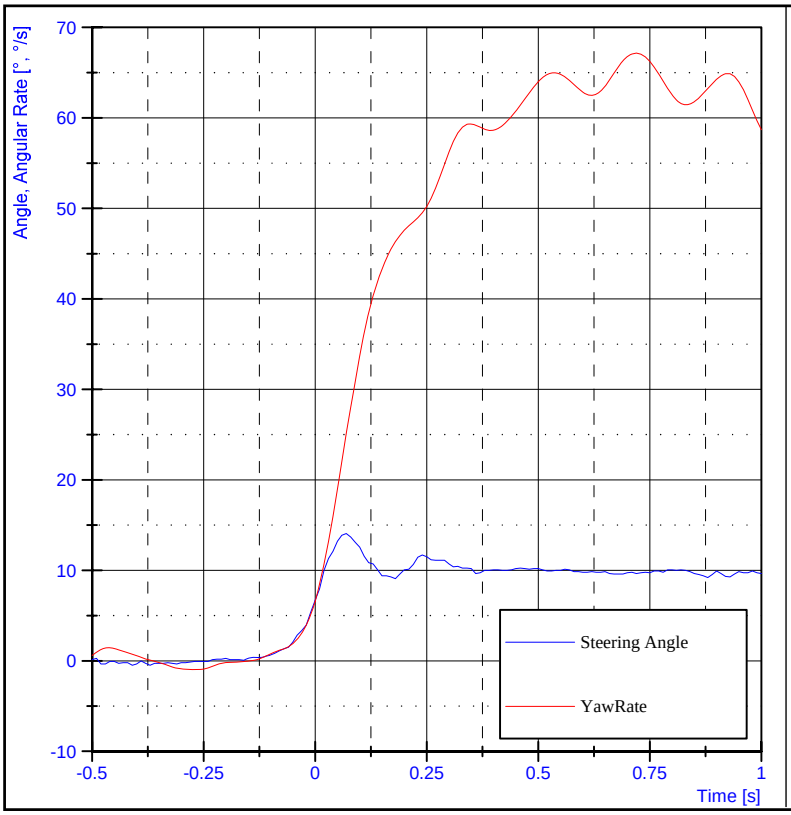
Test : Lateral Transient Response
Direction : Right
Surface : Grass

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

90% Yaw Rate Time : 0.15s
Peak Yaw Rate Time : 0.54s

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. : G130624
Test Date : 02 September, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

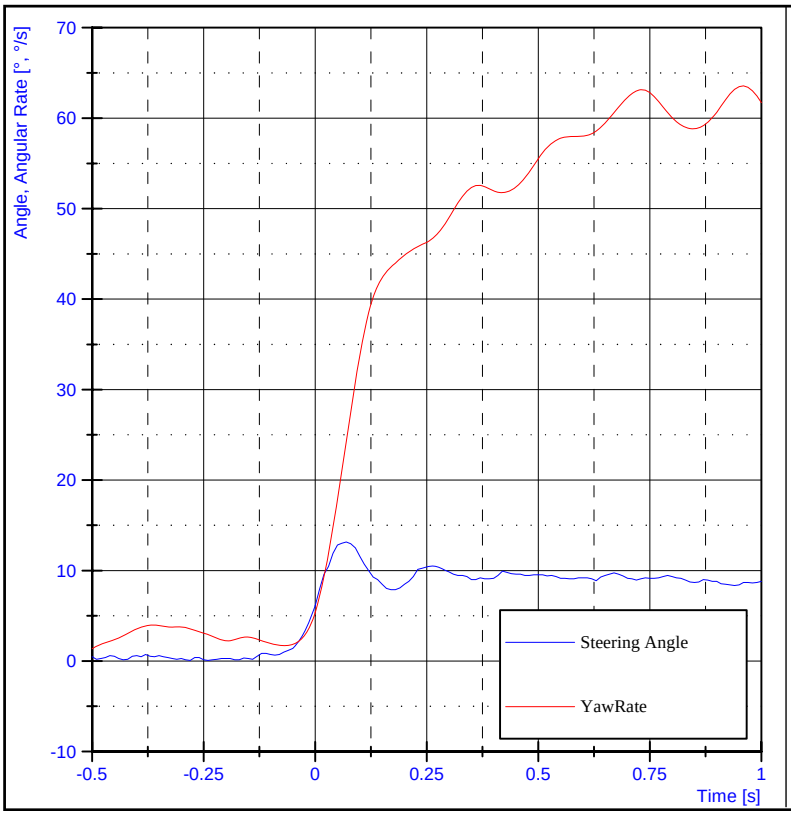
Test : Lateral Transient Response
Direction : Right
Surface : Grass

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

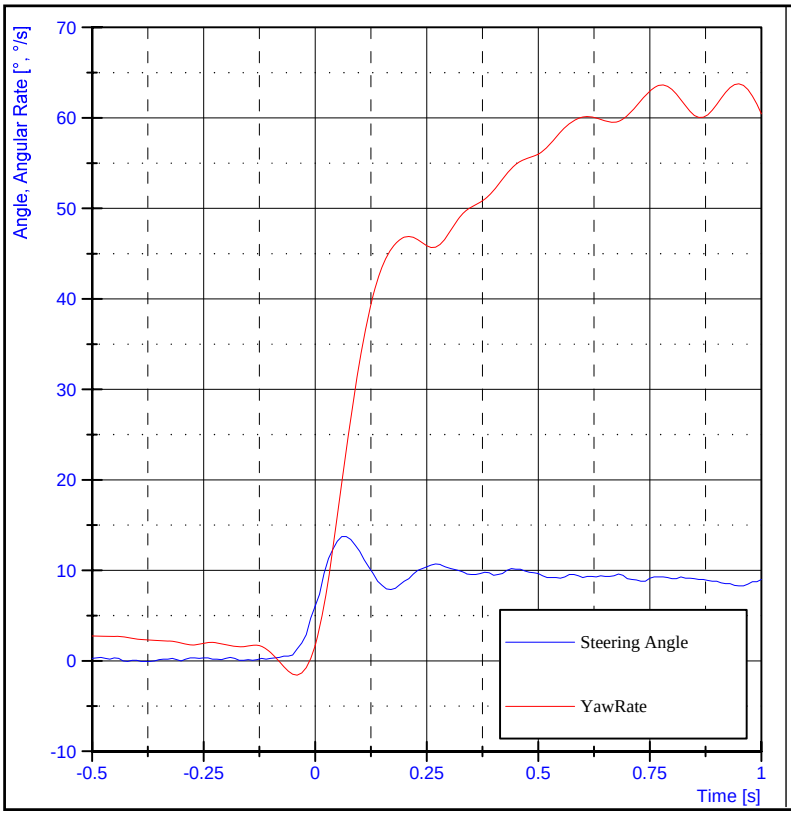
Test : Lateral Transient Response
Direction : Right
Surface : Grass

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. : G130626
Test Date : 02 September, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

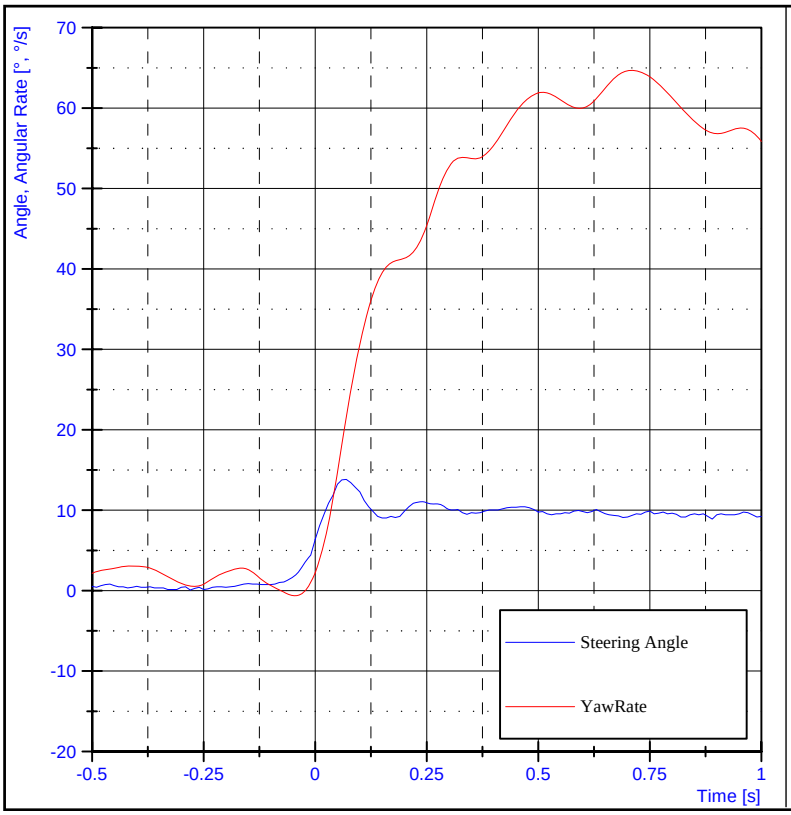
Test : Lateral Transient Response
Direction : Right
Surface : Grass

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

90% Yaw Rate Time : 0.31s
Peak Yaw Rate Time : 0.95s

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. : G130627
Test Date : 02 September, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

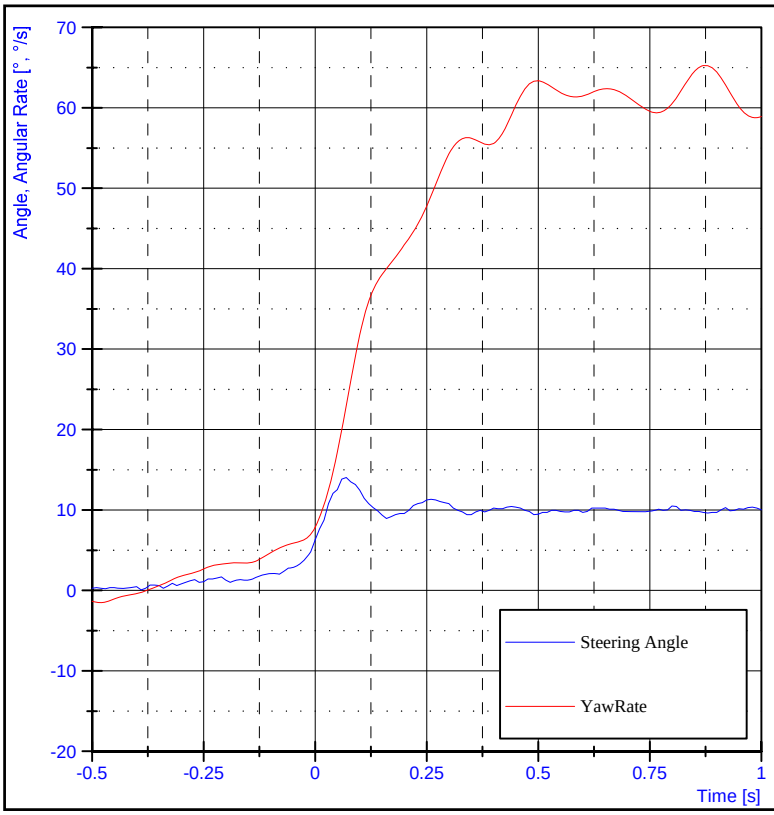
Test : Lateral Transient Response
Direction : Left
Surface : Grass

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

90% Yaw Rate Time : 0.25s
Peak Yaw Rate Time : 0.71s

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. : G130628
Test Date : 02 September, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

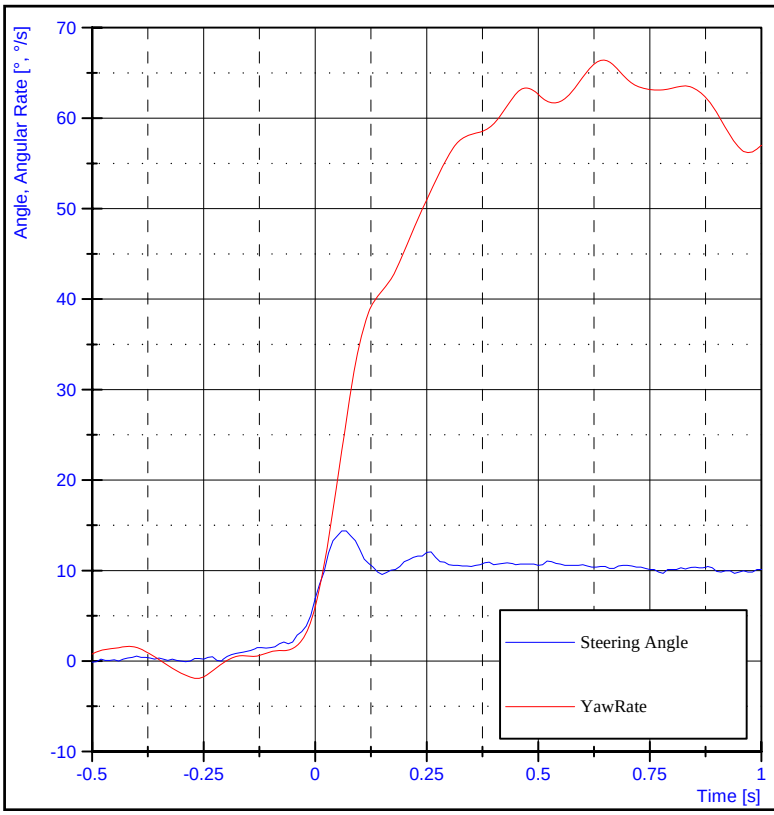
Test : Lateral Transient Response
Direction : Left
Surface : Grass

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

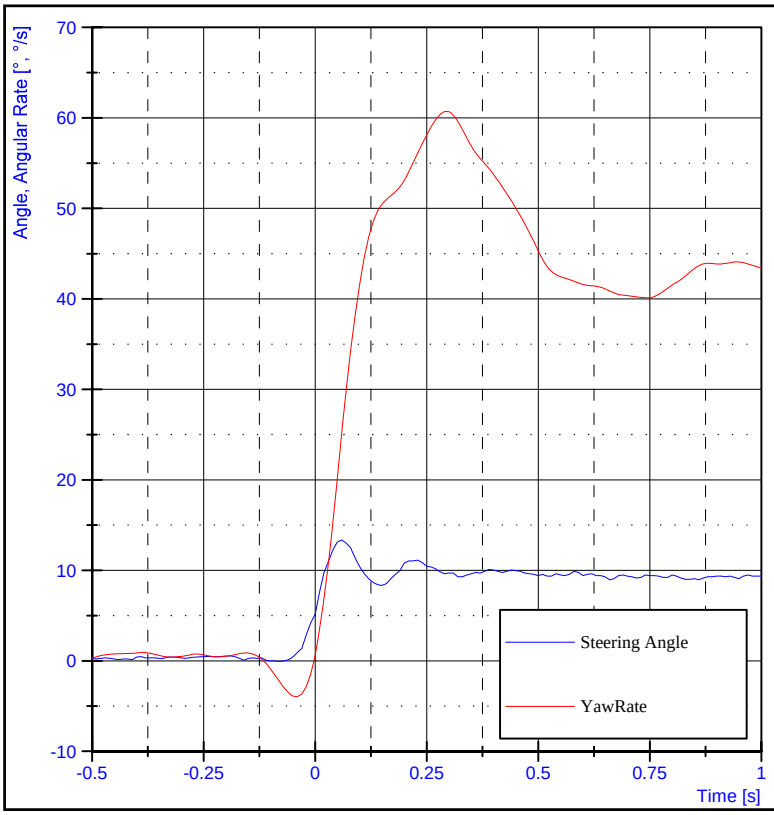
Test : Lateral Transient Response
Direction : Left
Surface : Grass

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

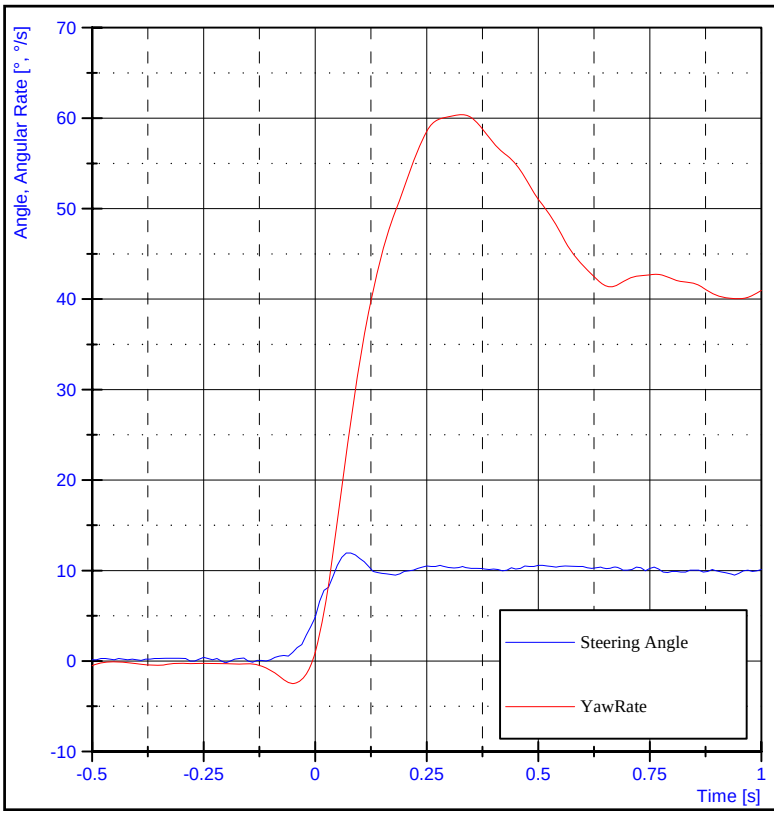
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

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

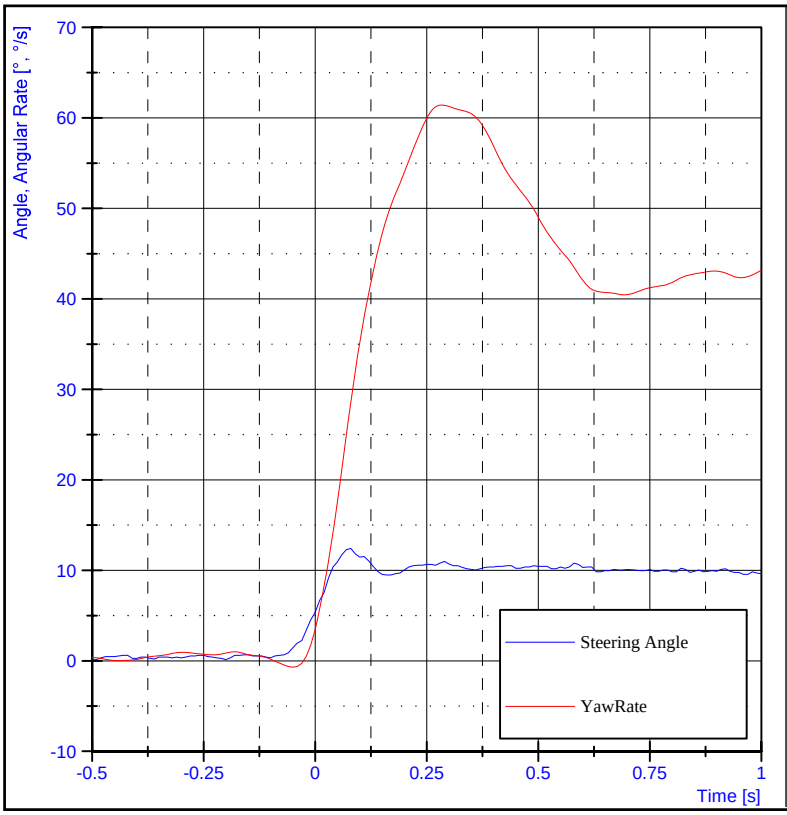
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

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

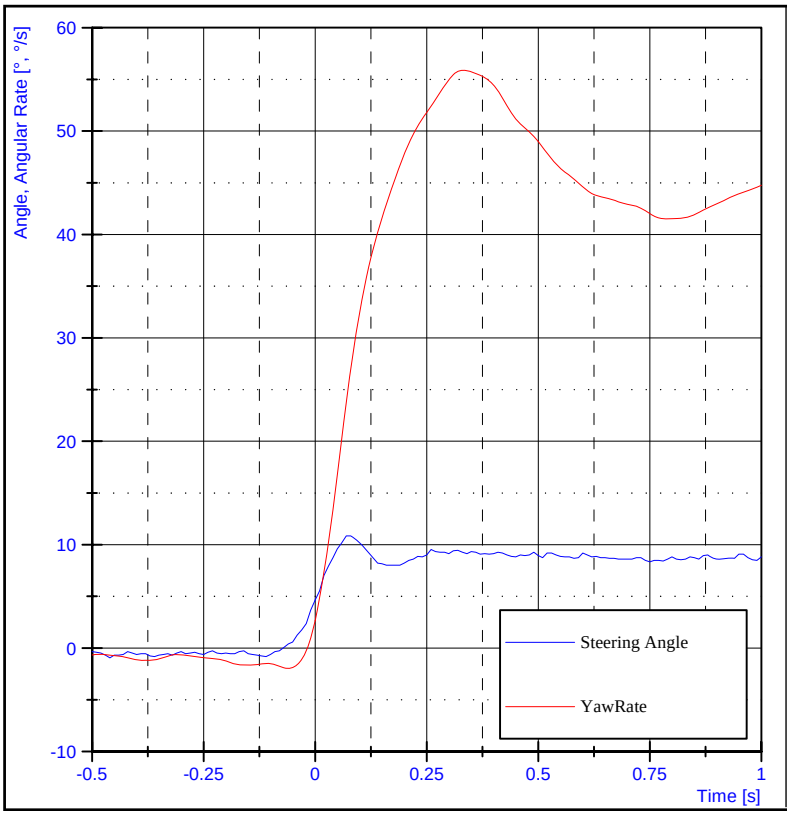
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

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

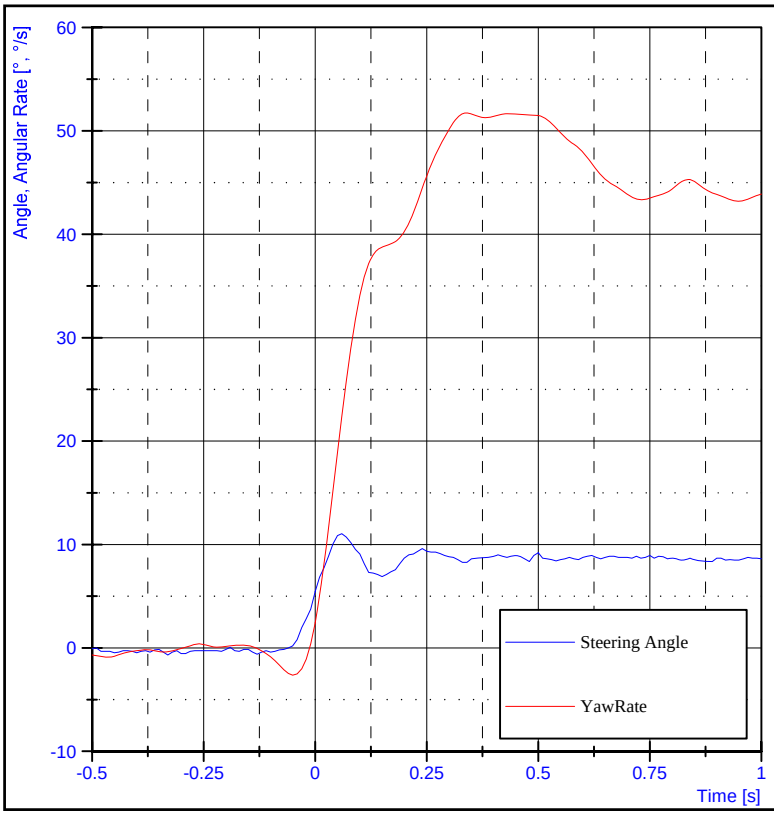
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

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. : G130634
Test Date : 02 September, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

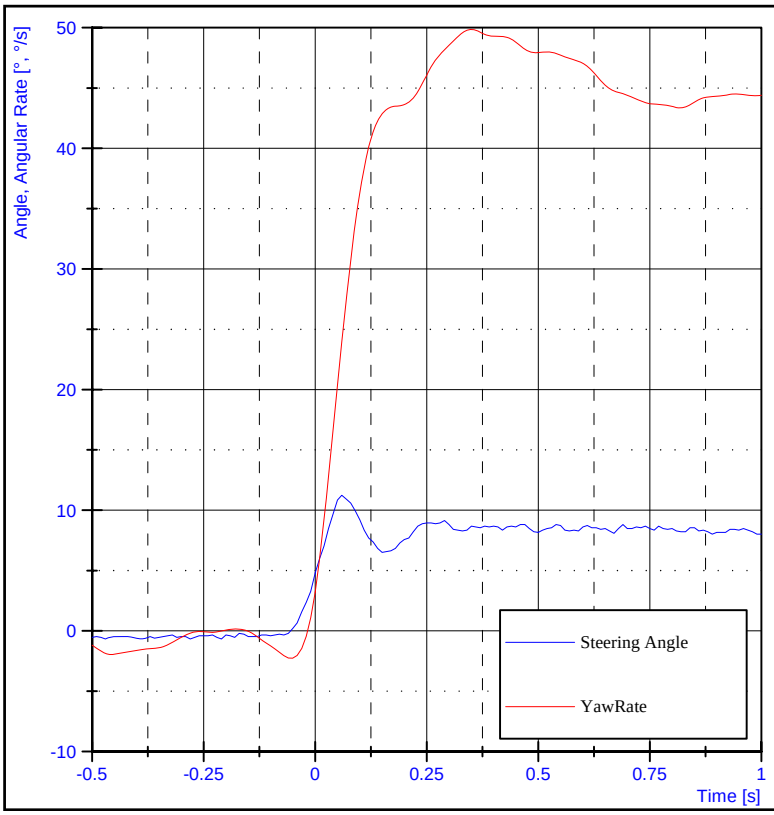
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Alternative Rider.

90% Yaw Rate Time : 0.23s
Peak Yaw Rate Time : 0.34s

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. : G130635
Test Date : 02 September, 2013

Test Specimen : TS57199
Test Vehicle : Honda Fourtrax TRX250

Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

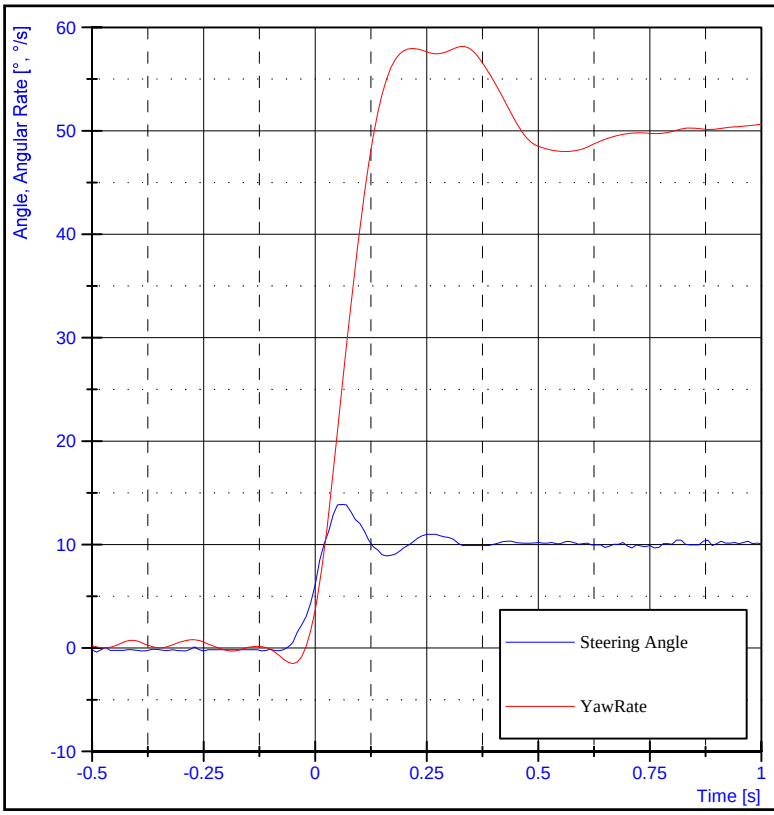
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Alternative Rider.

90% Yaw Rate Time : 0.15s
Peak Yaw Rate Time : 0.35s

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

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



Test No. : G130648
Test Date : 04 September, 2013

Test Specimen : TS57204
Test Vehicle : Kawasaki KVF300

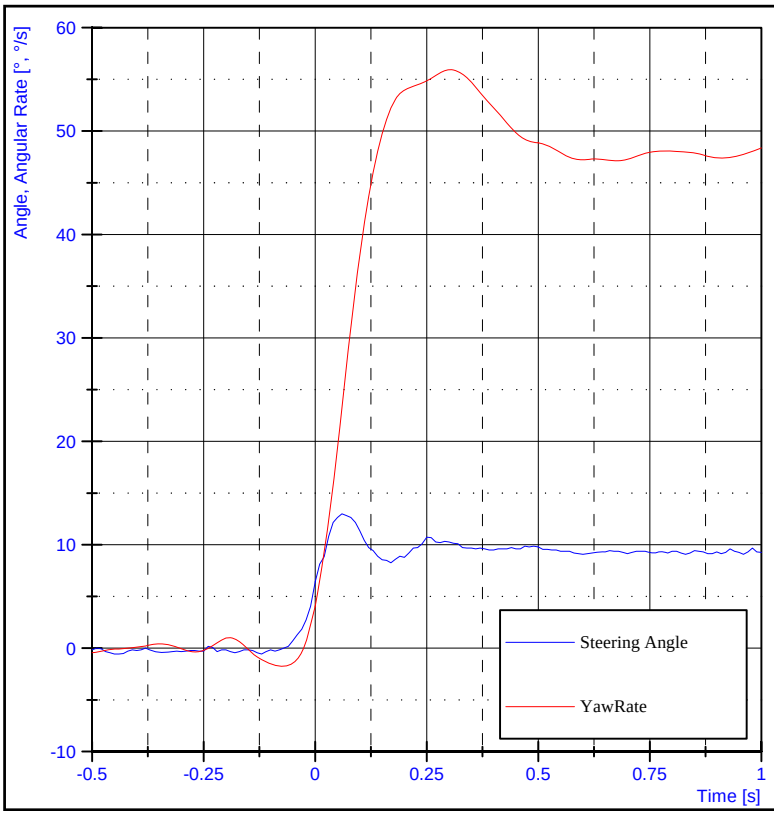
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

90% Yaw Rate Time : 0.12s
Peak Yaw Rate Time : 0.33s

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. : G130649
Test Date : 04 September, 2013

Test Specimen : TS57204
Test Vehicle : Kawasaki KVF300

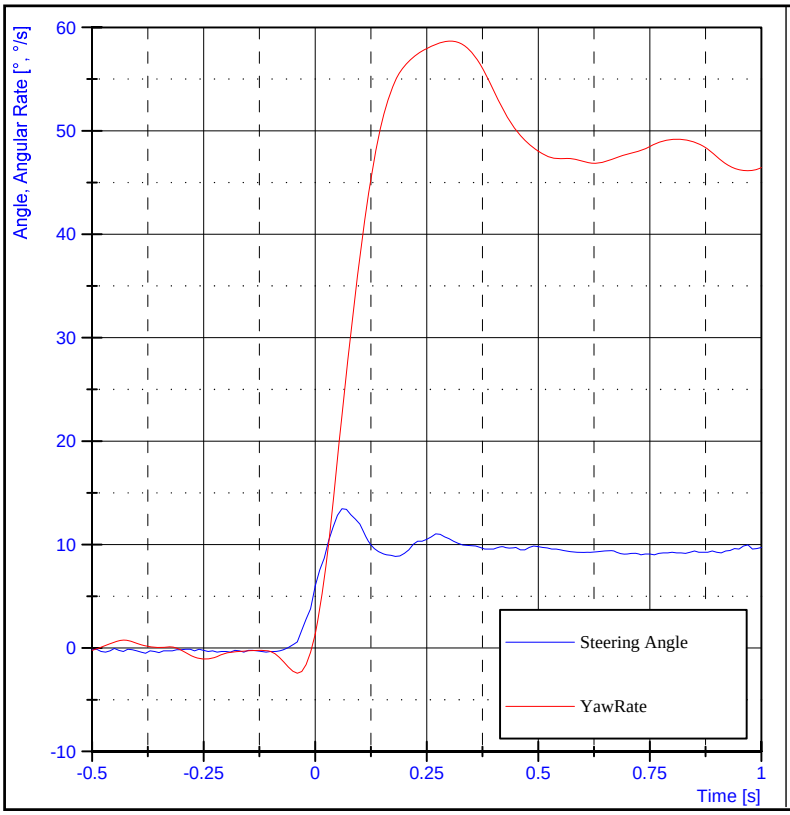
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

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 : 0.43g
between 2.0 and 4.0s



Test No. : G130650
Test Date : 04 September, 2013

Test Specimen : TS57204
Test Vehicle : Kawasaki KVF300

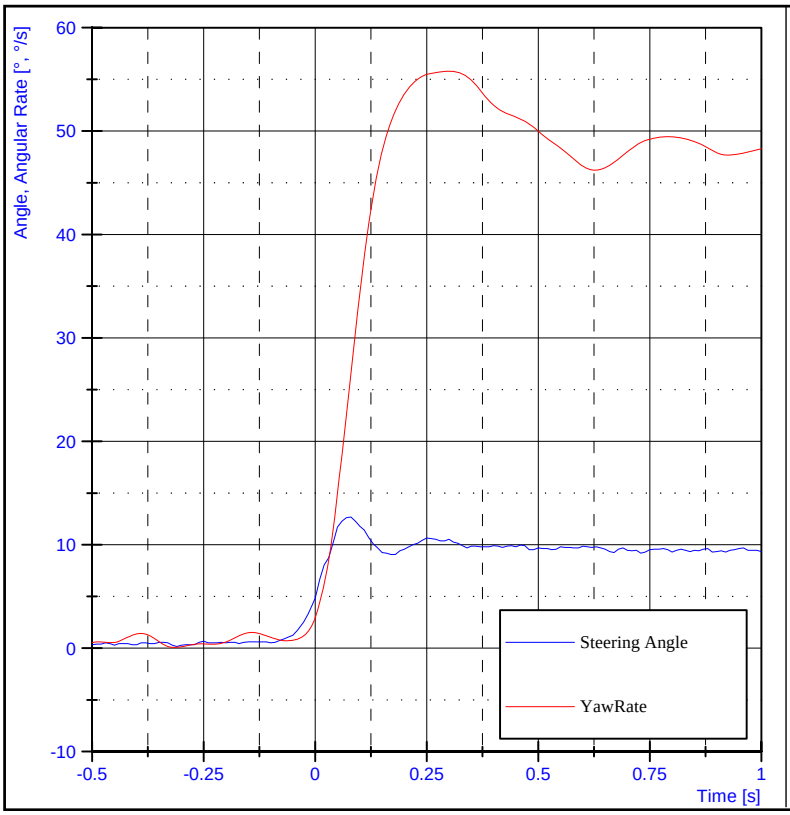
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

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

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. : G130651
Test Date : 04 September, 2013

Test Specimen : TS57204
Test Vehicle : Kawasaki KVF300

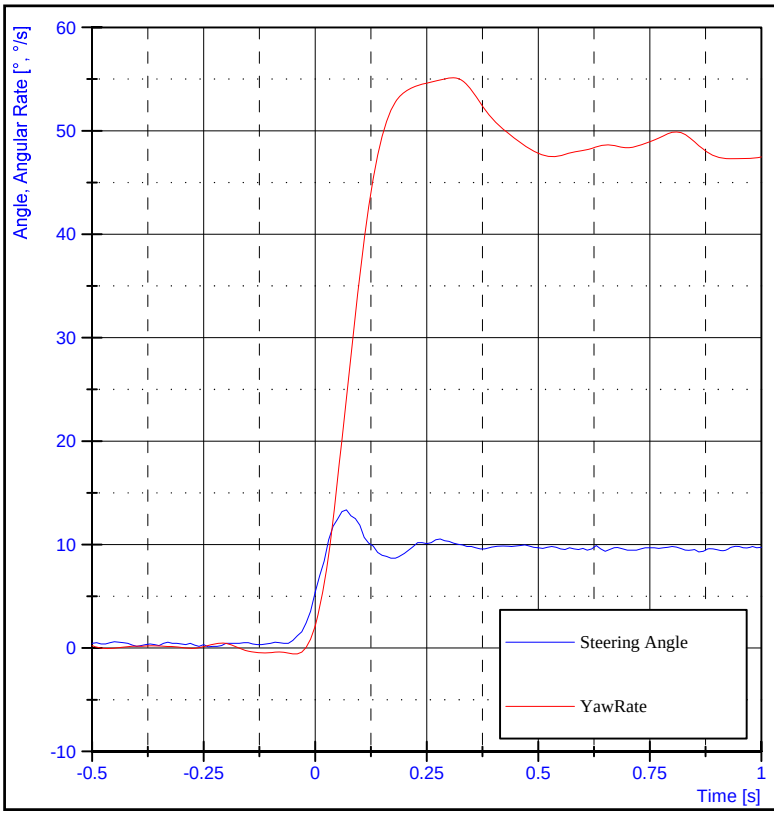
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

90% Yaw Rate Time : 0.14s
Peak Yaw Rate Time : 0.30s

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

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



Test No. : G130652
Test Date : 04 September, 2013

Test Specimen : TS57204
Test Vehicle : Kawasaki KVF300

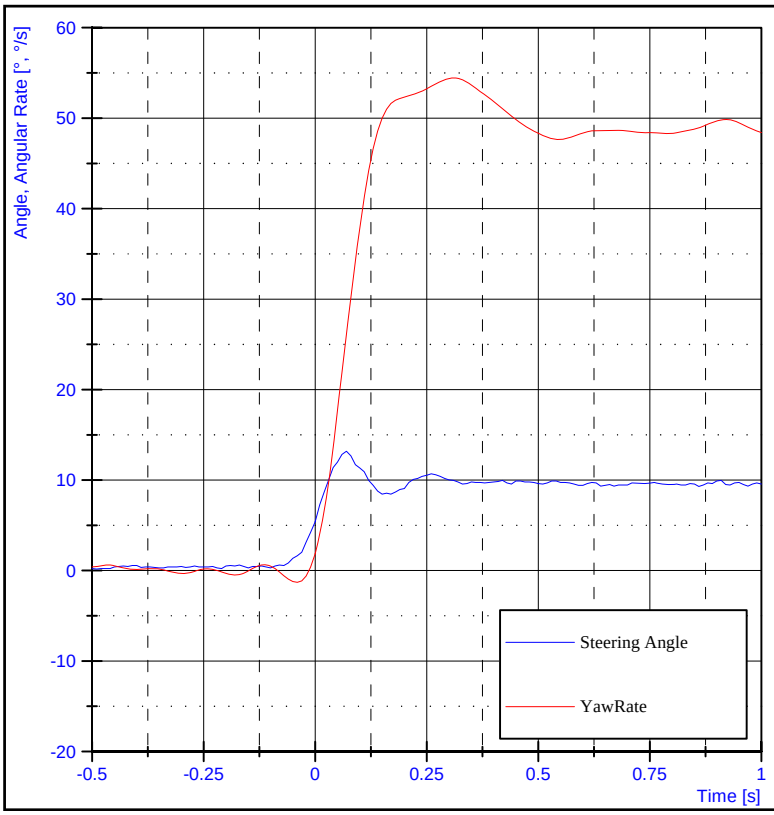
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

90% Yaw Rate Time : 0.13s
Peak Yaw Rate Time : 0.31s

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. : G130653
Test Date : 04 September, 2013

Test Specimen : TS57204
Test Vehicle : Kawasaki KVF300

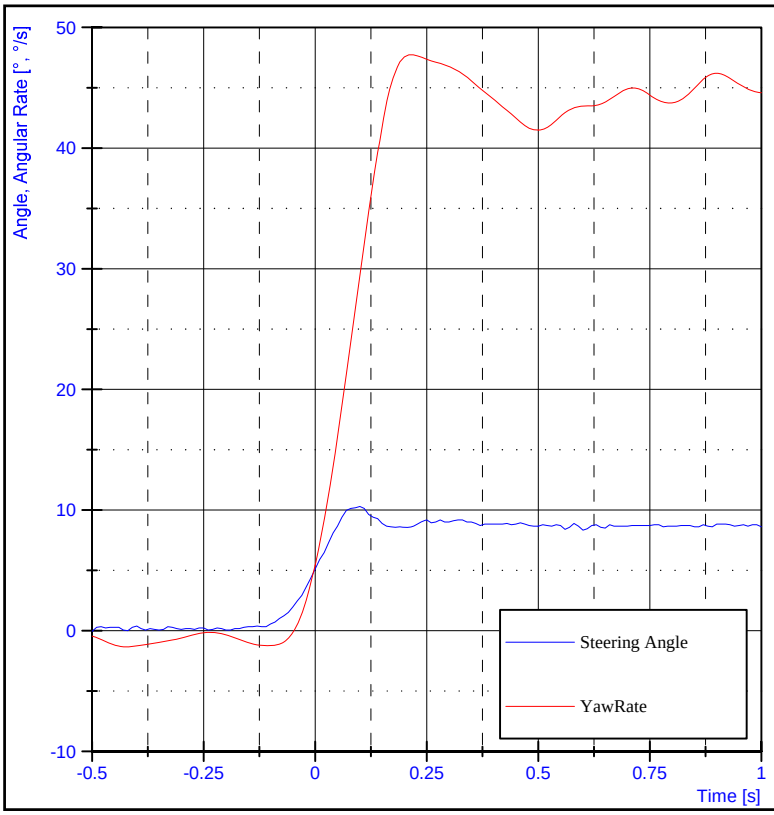
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

90% Yaw Rate Time : 0.13s
Peak Yaw Rate Time : 0.31s

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. : G130654
Test Date : 04 September, 2013

Test Specimen : TS57204
Test Vehicle : Kawasaki KVF300

Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

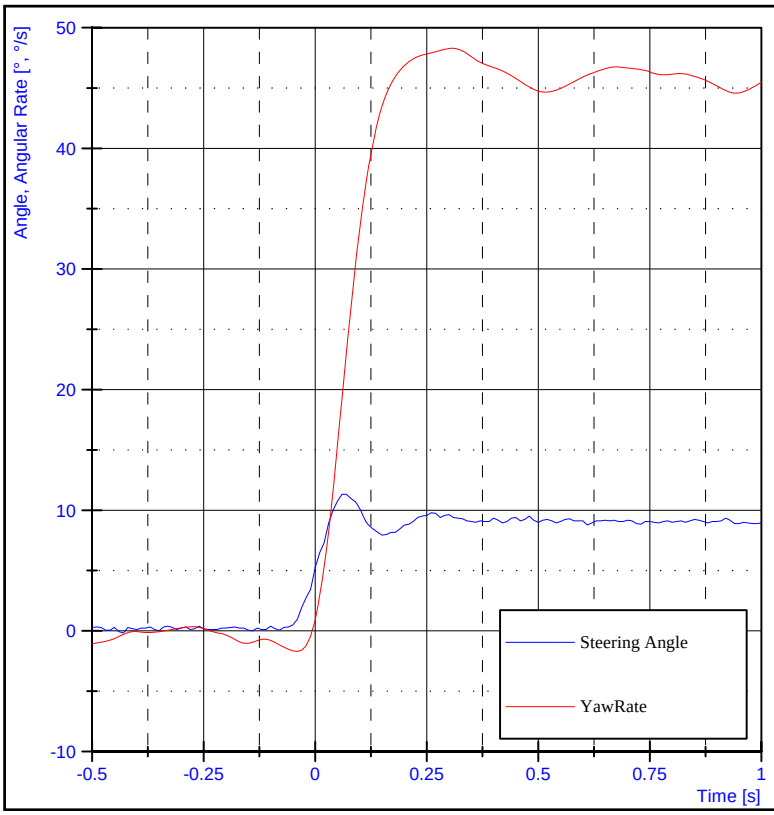
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Alternative Rider

90% Yaw Rate Time : 0.15s
Peak Yaw Rate Time : 0.22s

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

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



Test No. : G130655
Test Date : 04 September, 2013

Test Specimen : TS57204
Test Vehicle : Kawasaki KVF300

Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

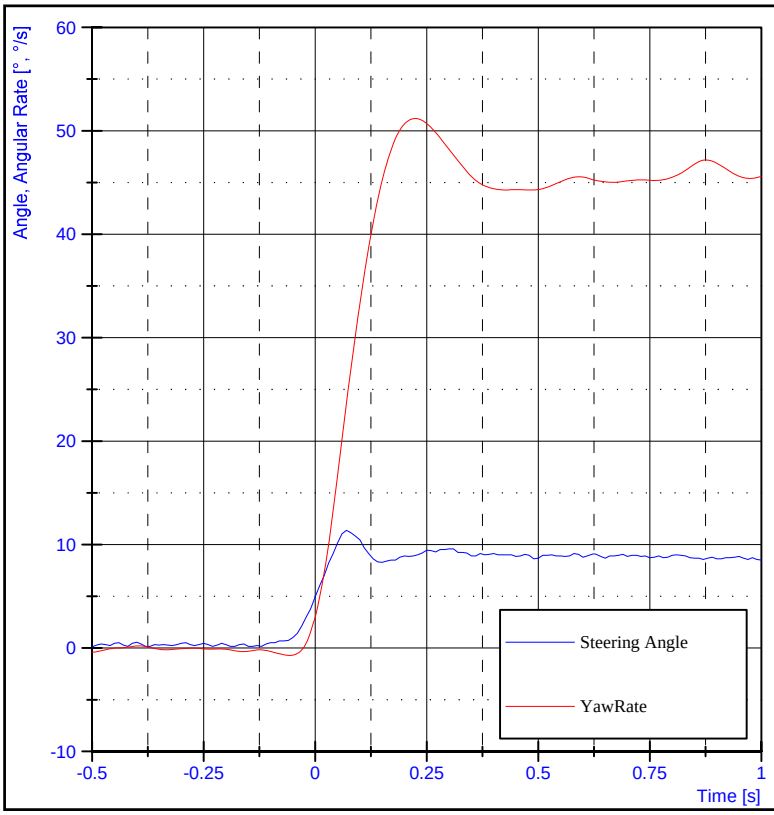
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Alternative Rider

90% Yaw Rate Time : 0.14s
Peak Yaw Rate Time : 0.31s

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. : G130656
Test Date : 04 September, 2013

Test Specimen : TS57204
Test Vehicle : Kawasaki KVF300

Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

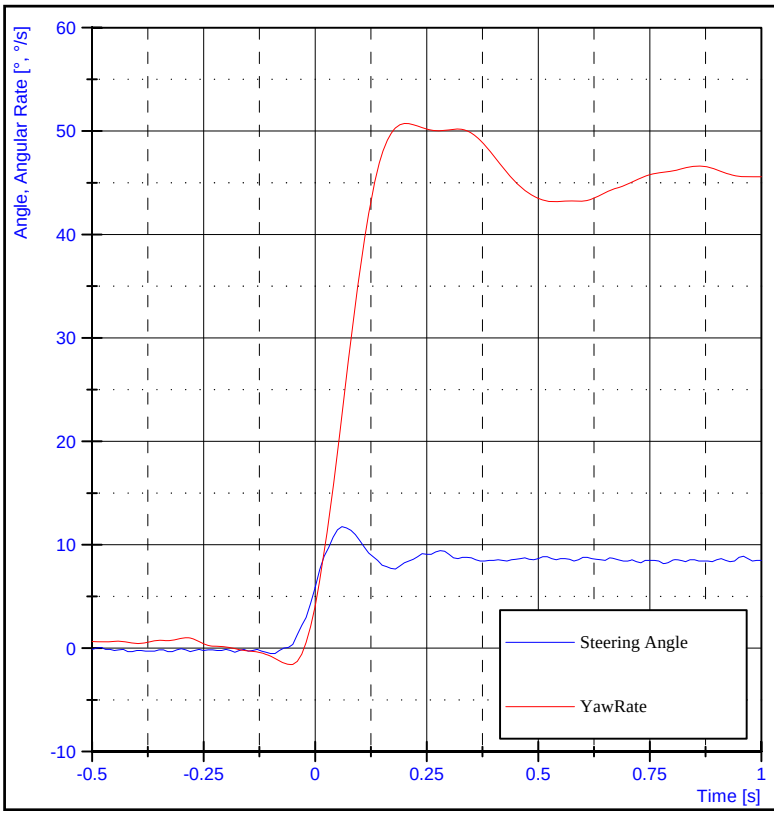
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Alternative Rider

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

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. : G130657
Test Date : 04 September, 2013

Test Specimen : TS57204
Test Vehicle : Kawasaki KVF300

Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

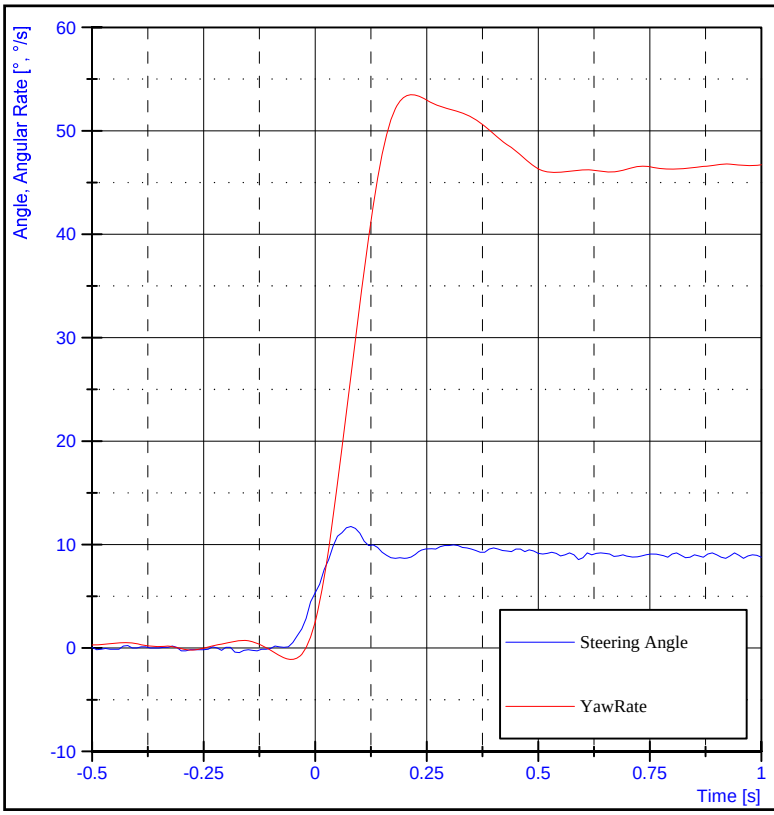
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Alternative Rider

90% Yaw Rate Time : 0.12s
Peak Yaw Rate Time : 0.20s

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. : G130658
Test Date : 04 September, 2013

Test Specimen : TS57204
Test Vehicle : Kawasaki KVF300

Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

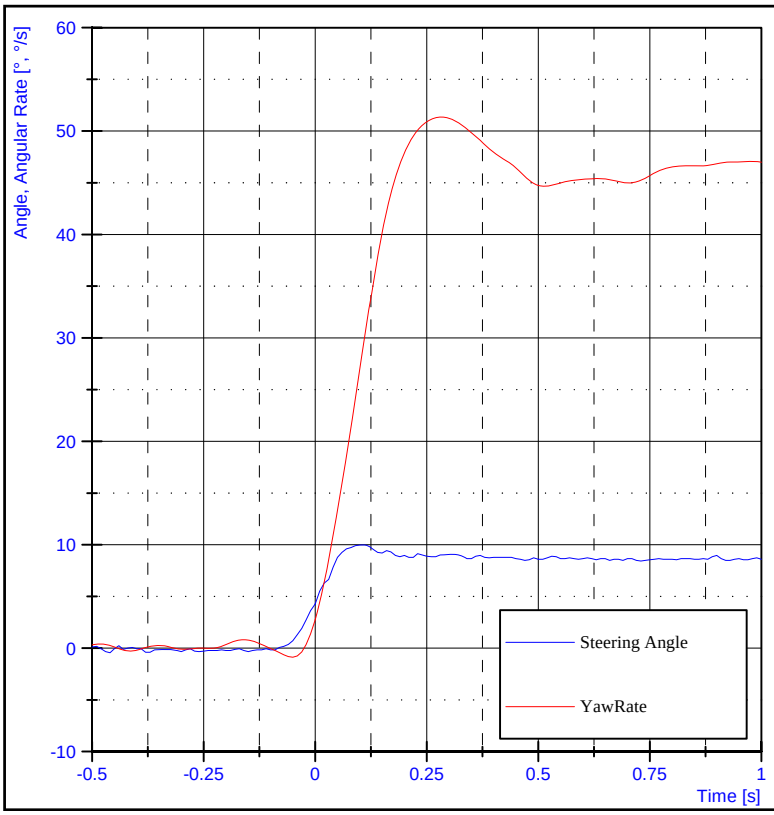
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

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

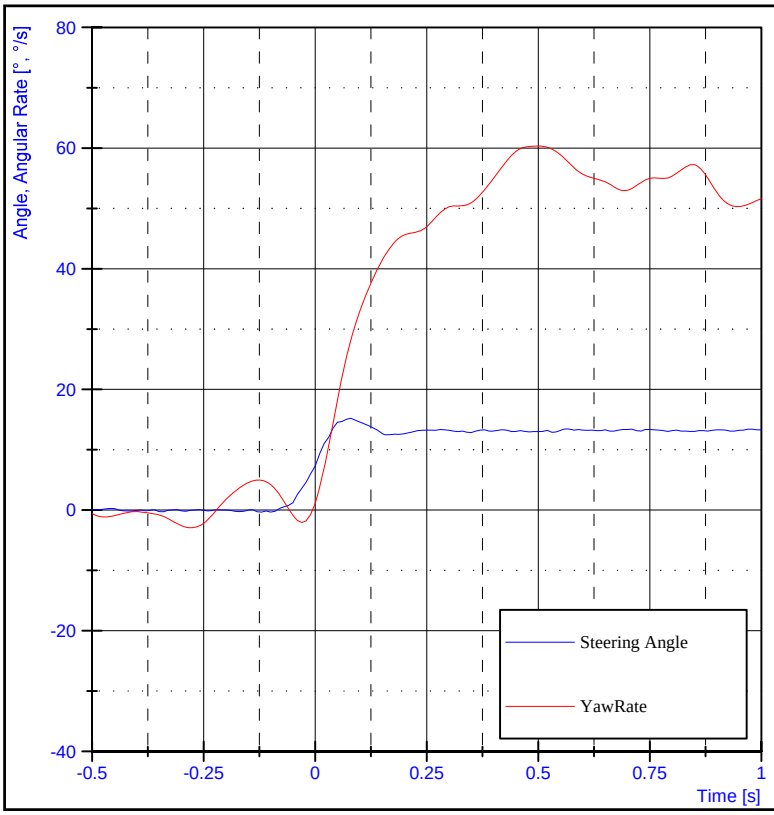
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

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

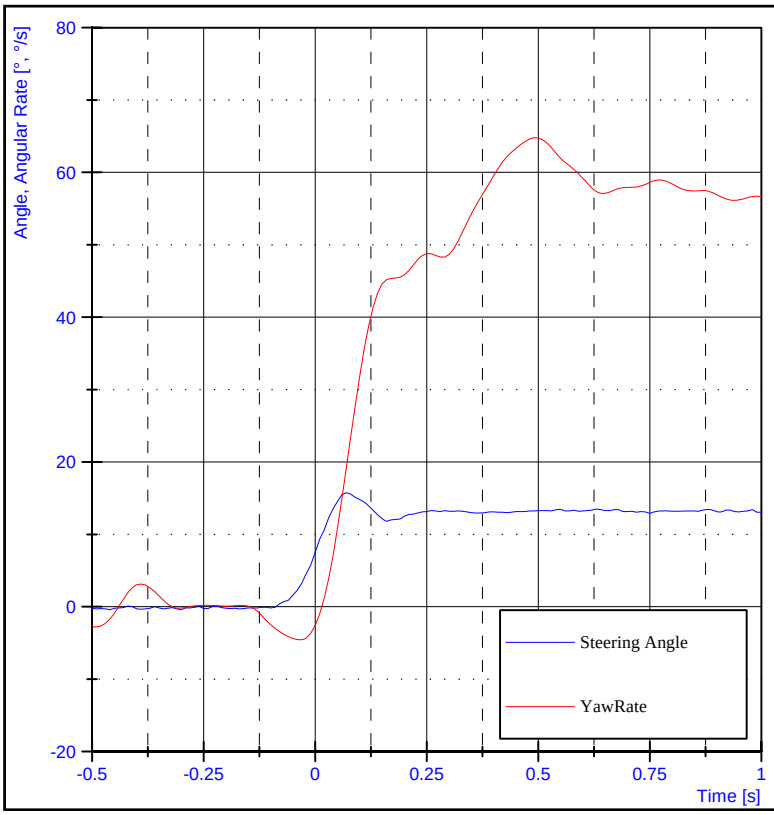
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

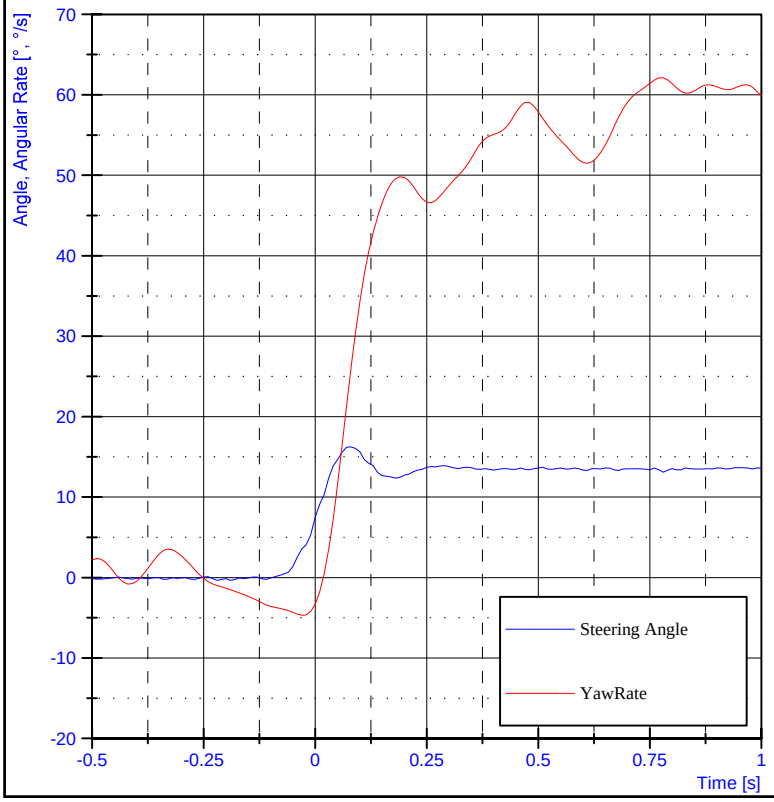
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

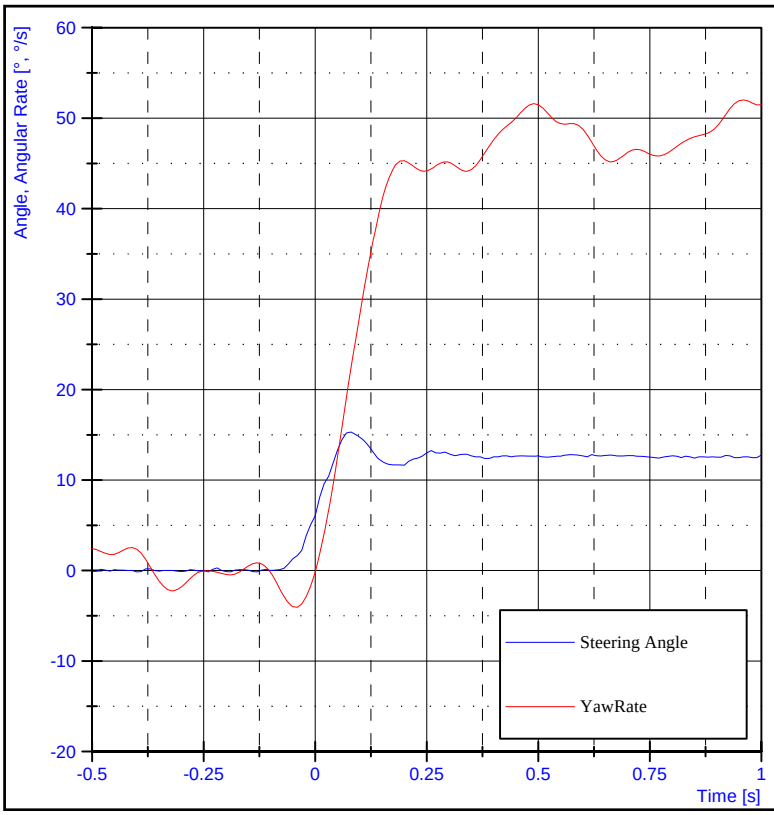
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

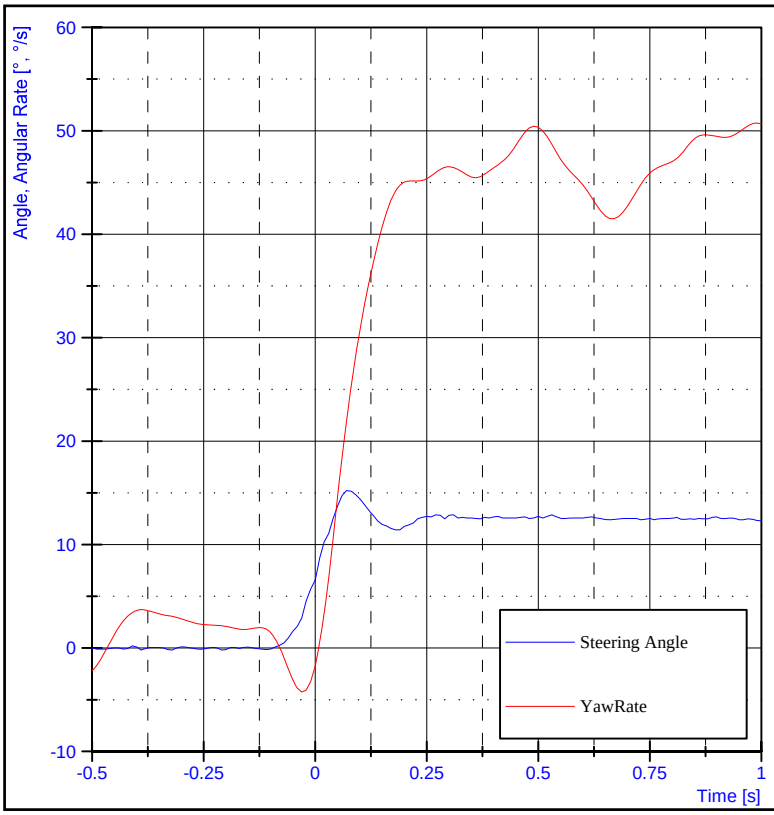
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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. : G130676
Test Date : 05 September, 2013

Test Specimen : TS57206
Test Vehicle : CF Moto CF500

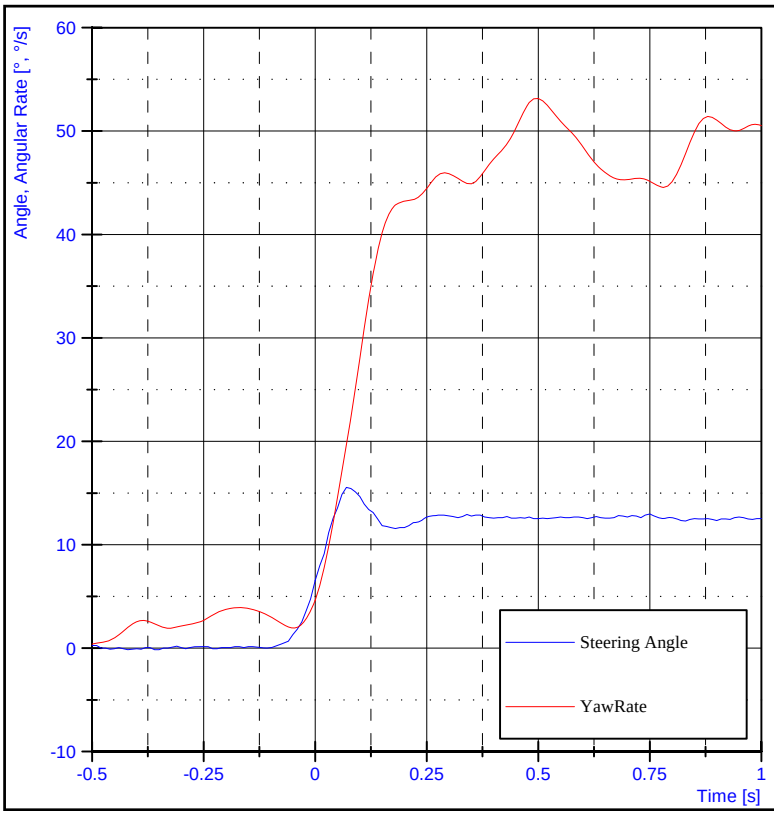
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

90% Yaw Rate Time : 0.17s
Peak Yaw Rate Time : 1.51s

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. : G130677
Test Date : 05 September, 2013

Test Specimen : TS57206
Test Vehicle : CF Moto CF500

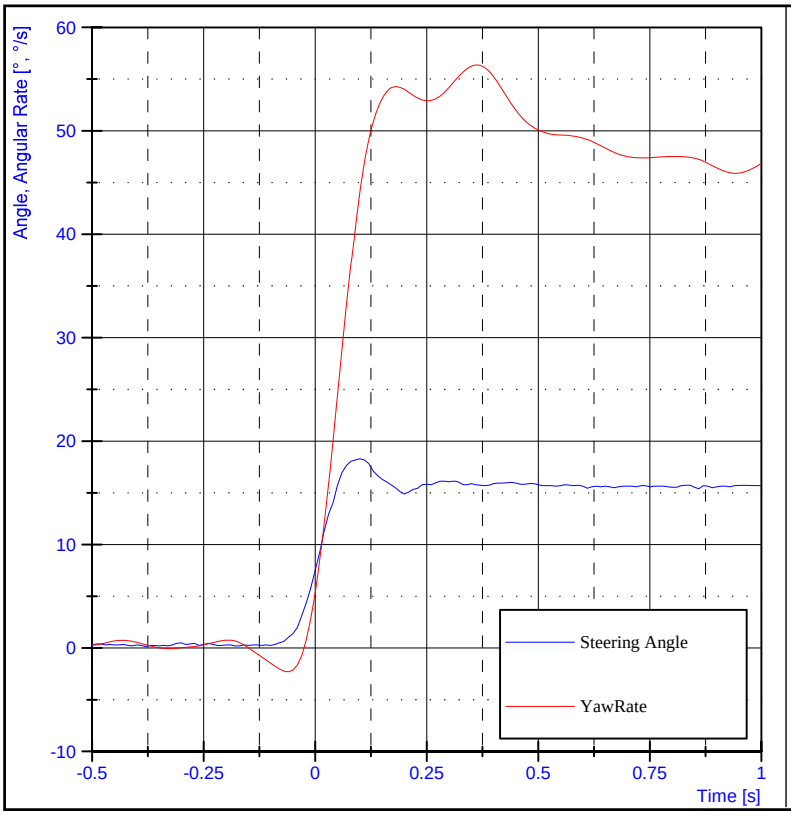
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

90% Yaw Rate Time : 0.17s
Peak Yaw Rate Time : 1.92s

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. : G130699
Test Date : 10 September, 2013

Test Specimen : TS57213
Test Vehicle : Honda TRX700XX

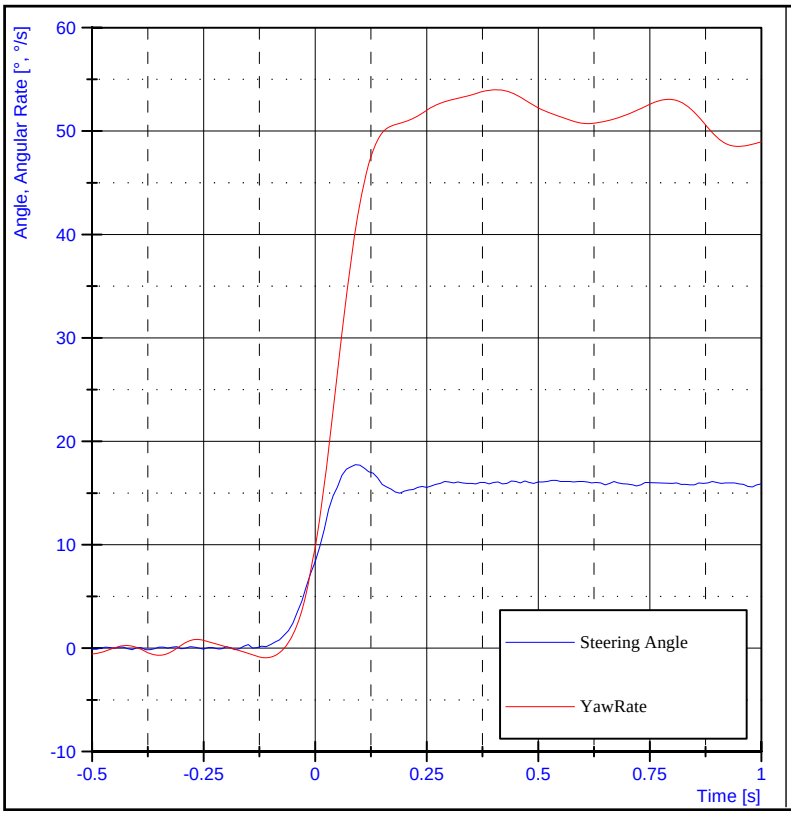
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

90% Yaw Rate Time : 0.10s
Peak Yaw Rate Time : 0.36s

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

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



Test No. : G130700
Test Date : 10 September, 2013

Test Specimen : TS57213
Test Vehicle : Honda TRX700XX

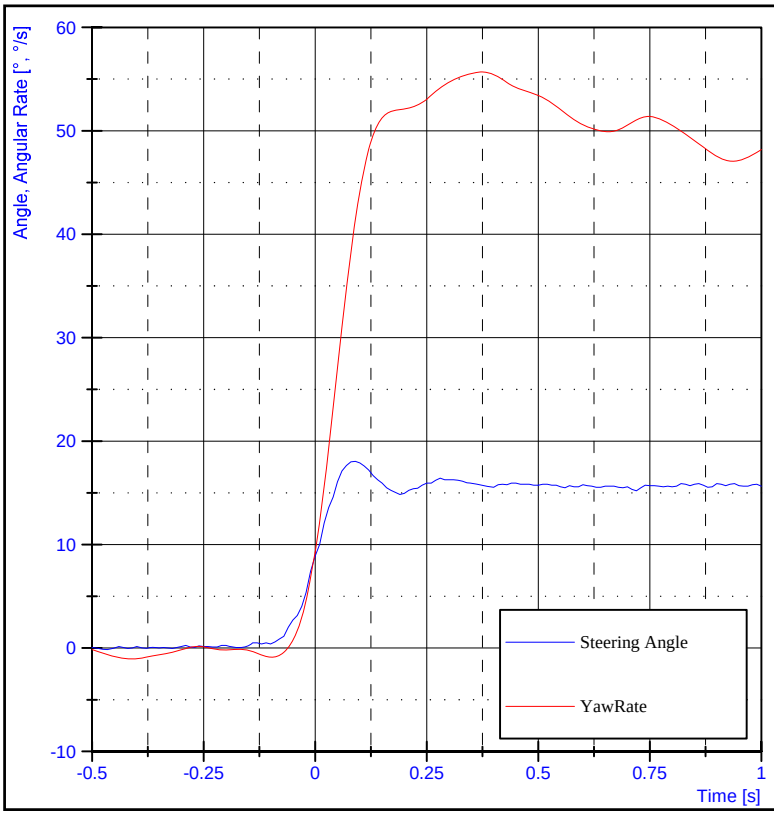
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

90% Yaw Rate Time : 0.10s
Peak Yaw Rate Time : 0.40s

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

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



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

Test Specimen : TS57213
Test Vehicle : Honda TRX700XX

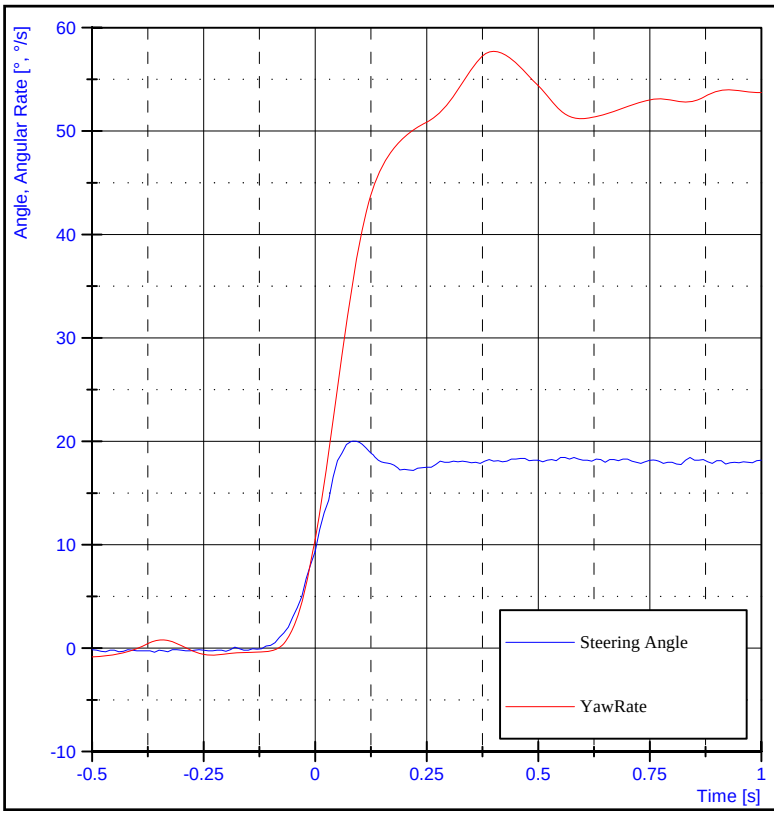
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

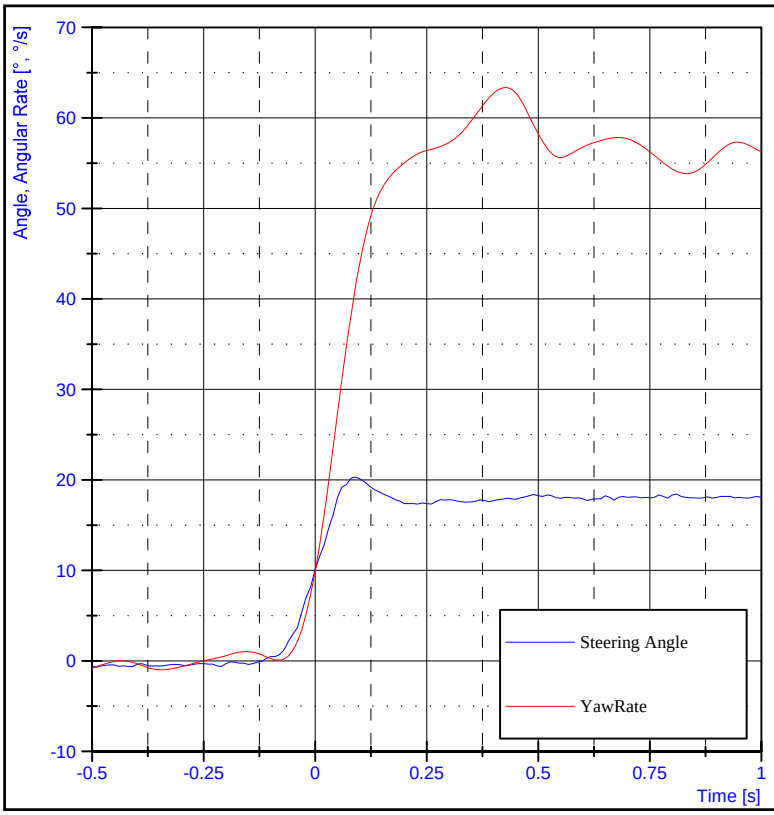
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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. : G130703
Test Date : 10 September, 2013

Test Specimen : TS57213
Test Vehicle : Honda TRX700XX

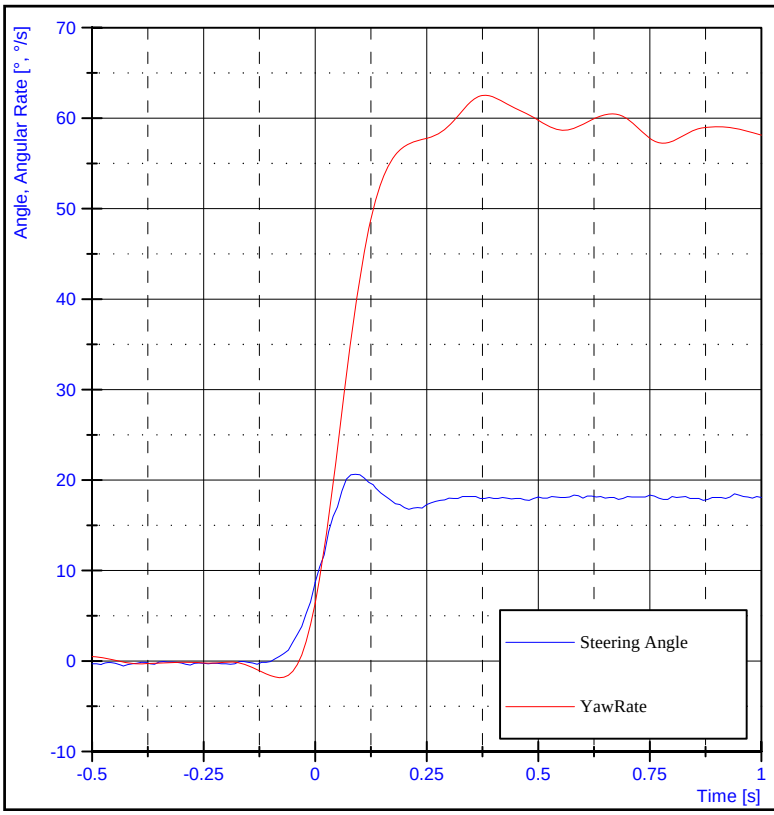
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

90% Yaw Rate Time : 0.13s
Peak Yaw Rate Time : 0.43s

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

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



Test No. : G130704
Test Date : 10 September, 2013

Test Specimen : TS57213
Test Vehicle : Honda TRX700XX

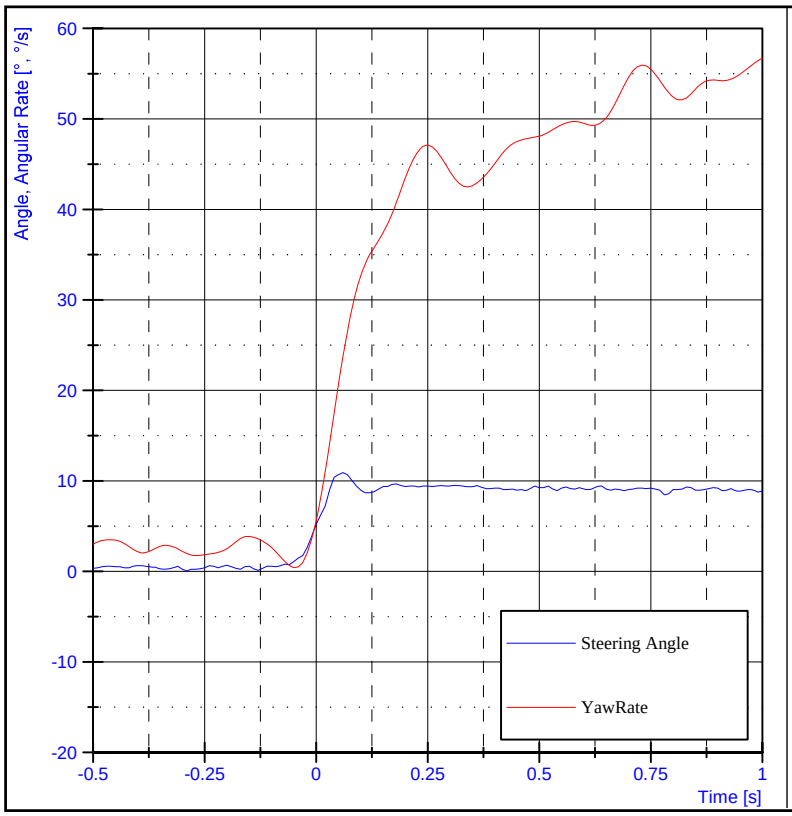
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

90% Yaw Rate Time : 0.12s
Peak Yaw Rate Time : 0.38s

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

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



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

Test Specimen : TS57212
Test Vehicle : Yamaha Raptor YFM250R

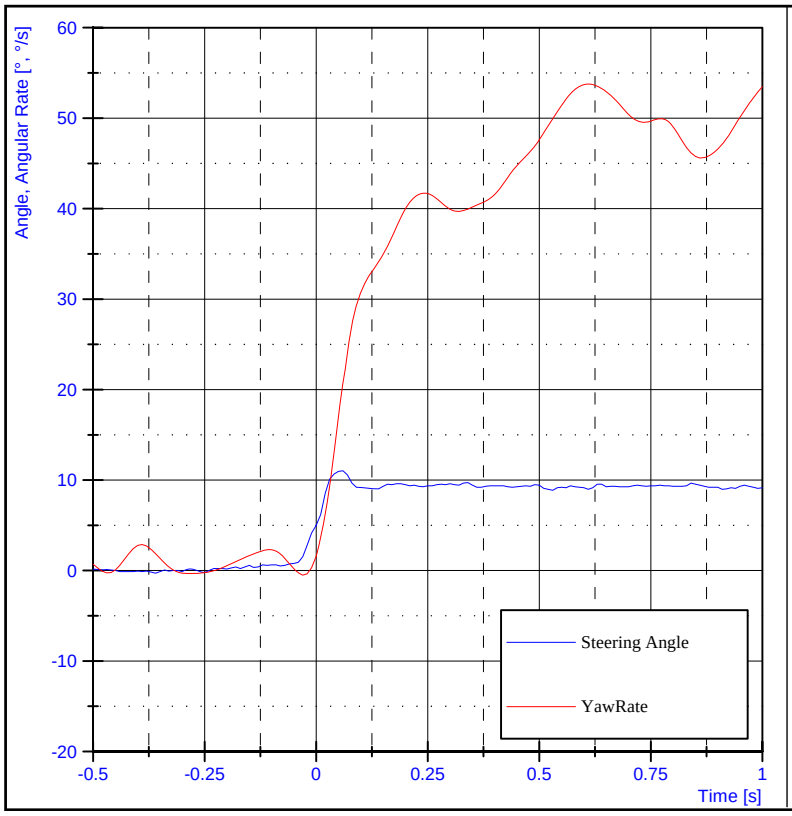
Test : Lateral Transient Response
Direction : Left
Surface : Grass

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

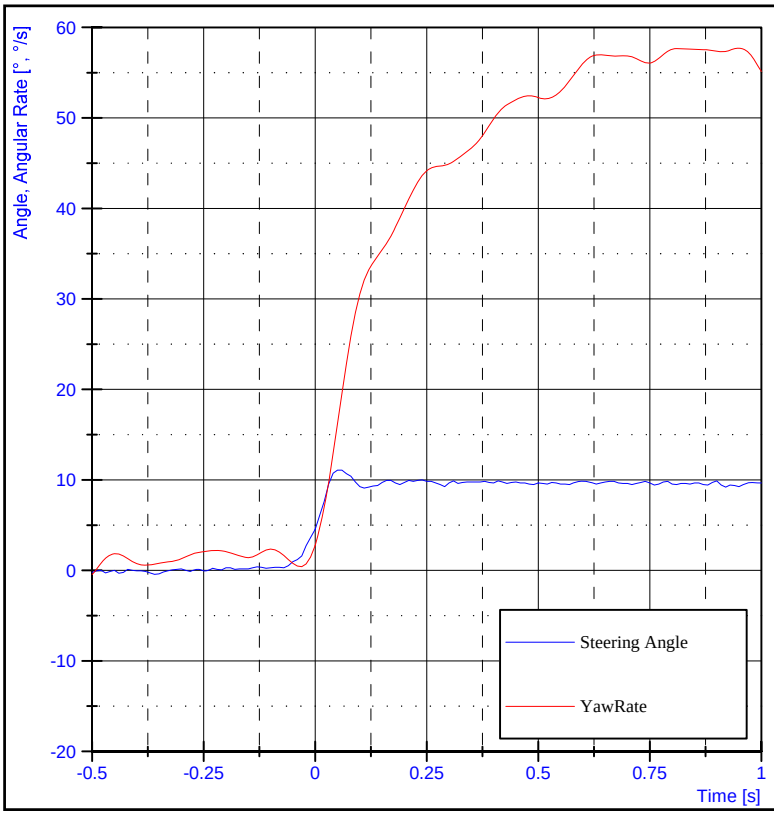
Test : Lateral Transient Response
Direction : Left
Surface : Grass

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. : G130713
Test Date : 12 September, 2013

Test Specimen : TS57212
Test Vehicle : Yamaha Raptor YFM250R

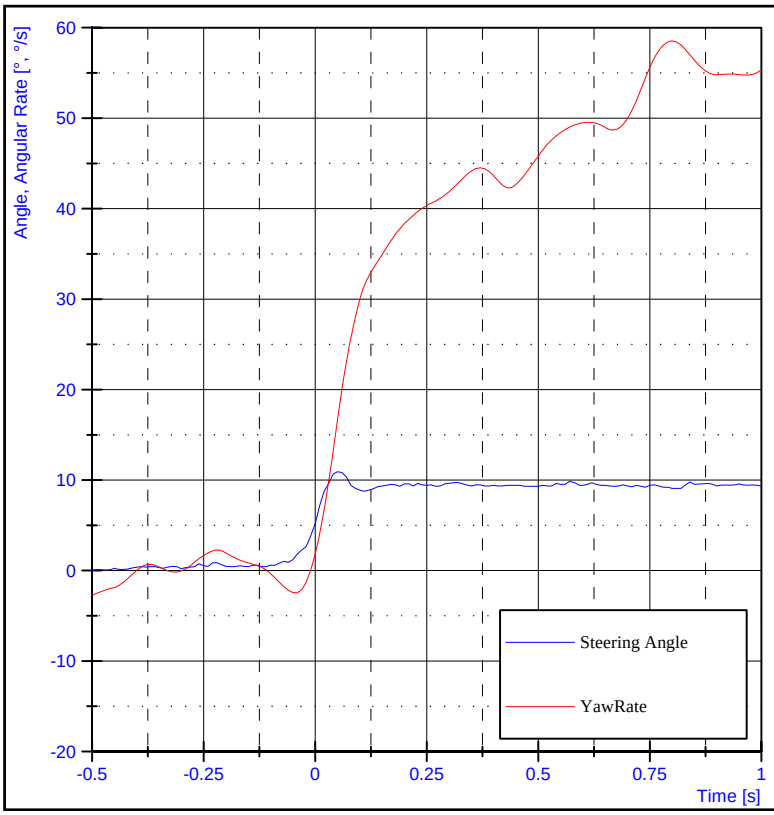
Test : Lateral Transient Response
Direction : Left
Surface : Grass

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

90% Yaw Rate Time : 0.32s
Peak Yaw Rate Time : 1.21s

90% Steering Angle Time : 0.03s
Peak Steering Angle Time : 0.05s

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



Test No. : G130714
Test Date : 12 September, 2013

Test Specimen : TS57212
Test Vehicle : Yamaha Raptor YFM250R

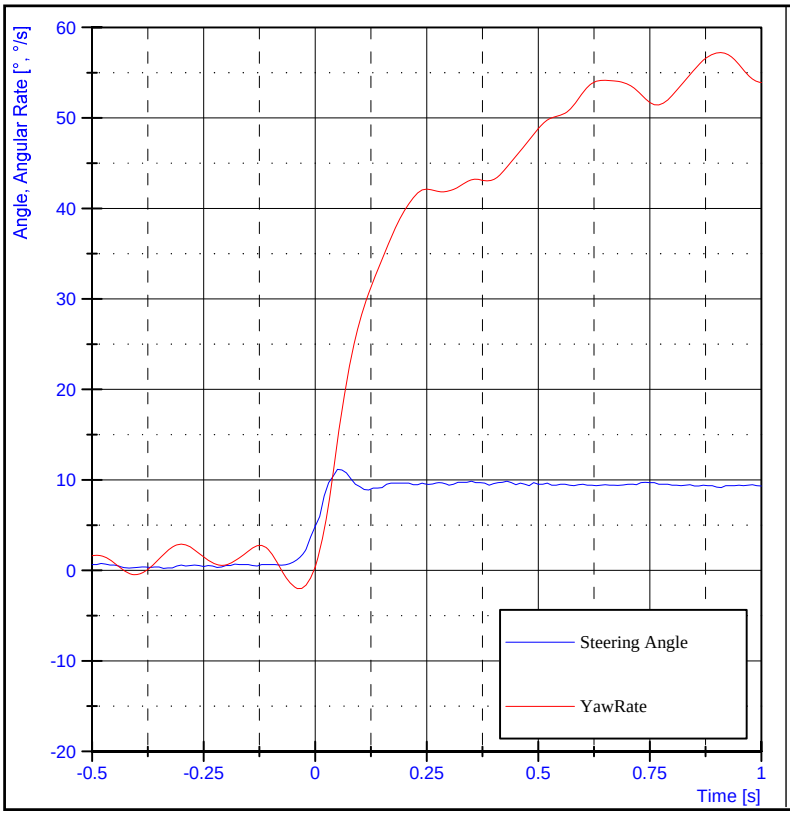
Test : Lateral Transient Response
Direction : Right
Surface : Grass

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

90% Yaw Rate Time : 0.52s
Peak Yaw Rate Time : 0.80s

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

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



Test No. : G130715
Test Date : 12 September, 2013

Test Specimen : TS57212
Test Vehicle : Yamaha Raptor YFM250R

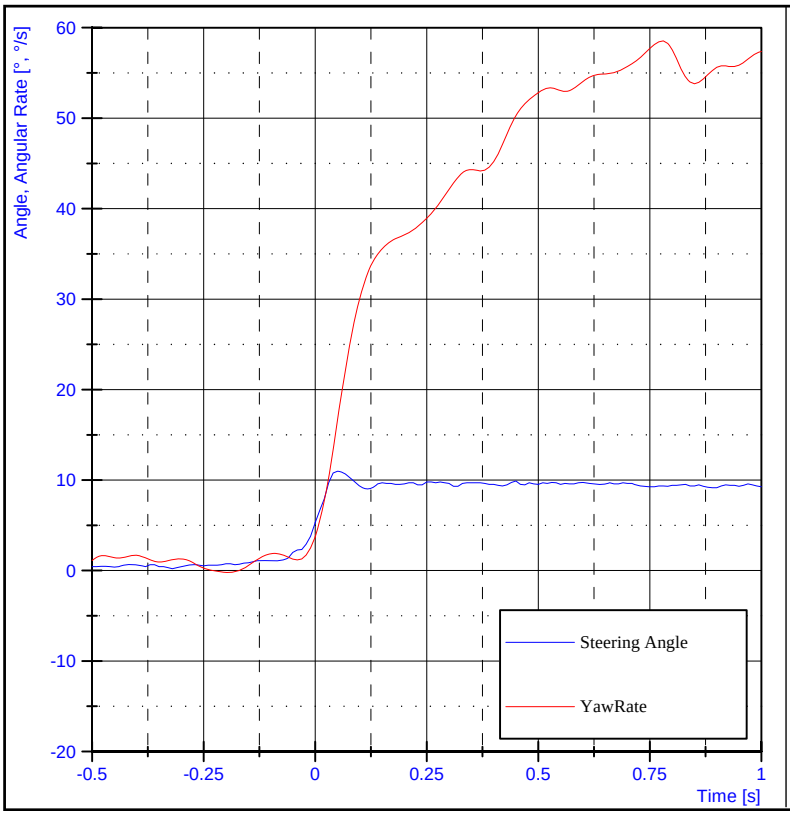
Test : Lateral Transient Response
Direction : Right
Surface : Grass

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

90% Yaw Rate Time : 0.46s
Peak Yaw Rate Time : 0.91s

90% Steering Angle Time : 0.03s
Peak Steering Angle Time : 0.05s

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



Test No. : G130716
Test Date : 12 September, 2013

Test Specimen : TS57212
Test Vehicle : Yamaha Raptor YFM250R

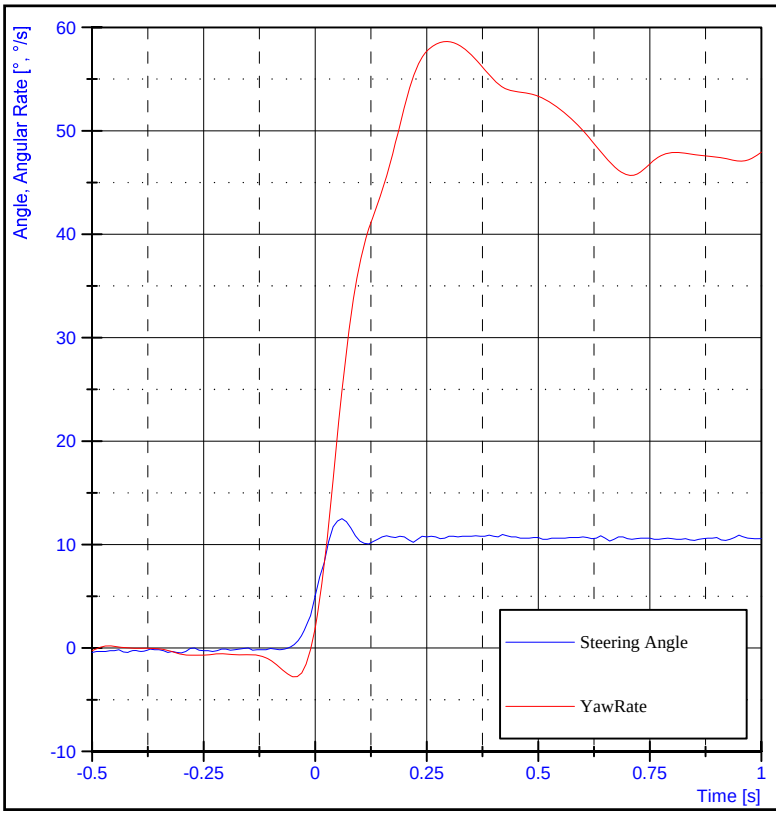
Test : Lateral Transient Response
Direction : Right
Surface : Grass

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

90% Yaw Rate Time : 0.42s
Peak Yaw Rate Time : 0.78s

90% Steering Angle Time : 0.03s
Peak Steering Angle Time : 0.05s

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



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

Test Specimen : TS57212
Test Vehicle : Yamaha Raptor YFM250R

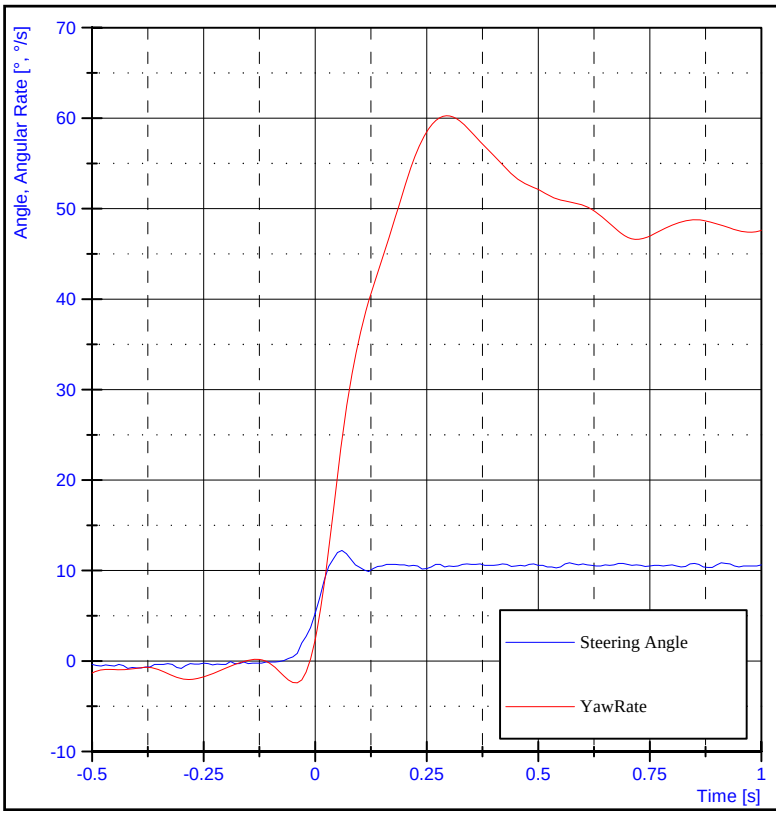
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

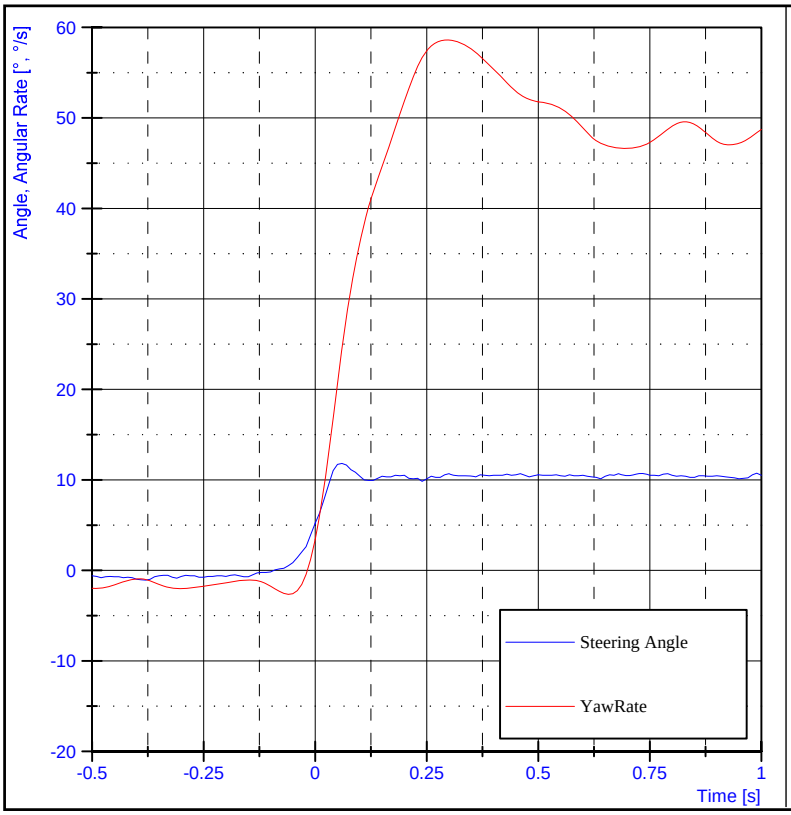
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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. : G130725
Test Date : 12 September, 2013

Test Specimen : TS57212
Test Vehicle : Yamaha Raptor YFM250R

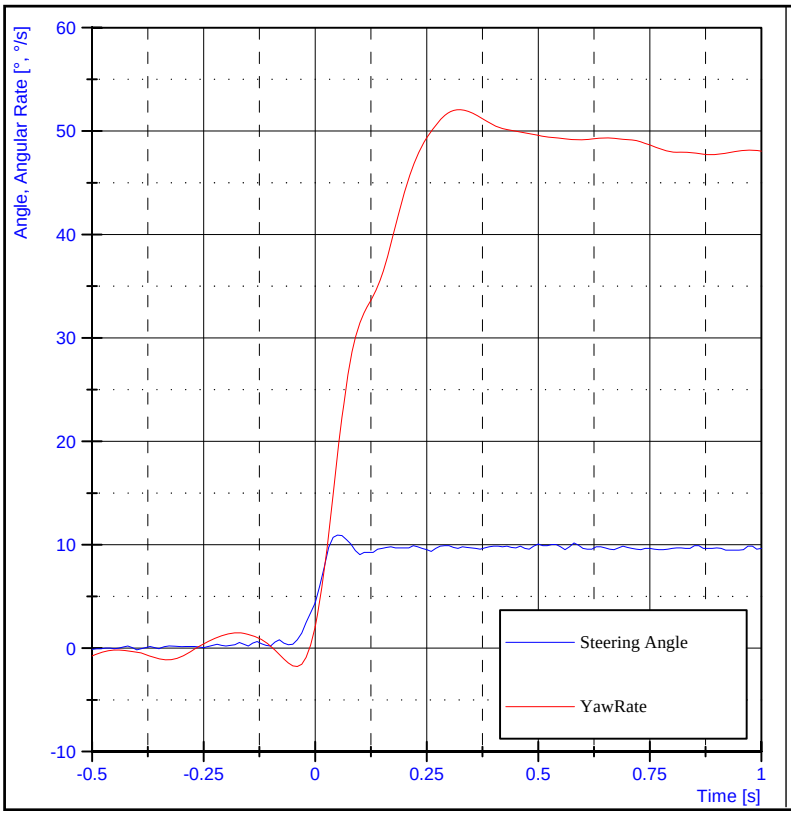
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

90% Yaw Rate Time : 0.14s
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. : G130726
Test Date : 12 September, 2013

Test Specimen : TS57212
Test Vehicle : Yamaha Raptor YFM250R

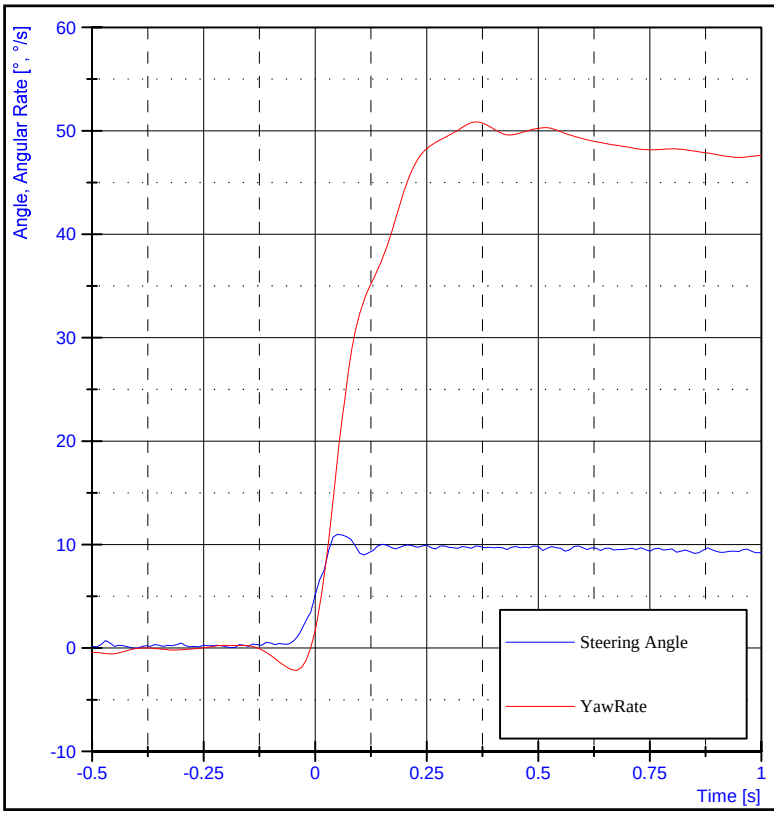
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

90% Yaw Rate Time : 0.19s
Peak Yaw Rate Time : 0.32s

90% Steering Angle Time : 0.03s
Peak Steering Angle Time : 0.05s

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



Test No. : G130727
Test Date : 12 September, 2013

Test Specimen : TS57212
Test Vehicle : Yamaha Raptor YFM250R

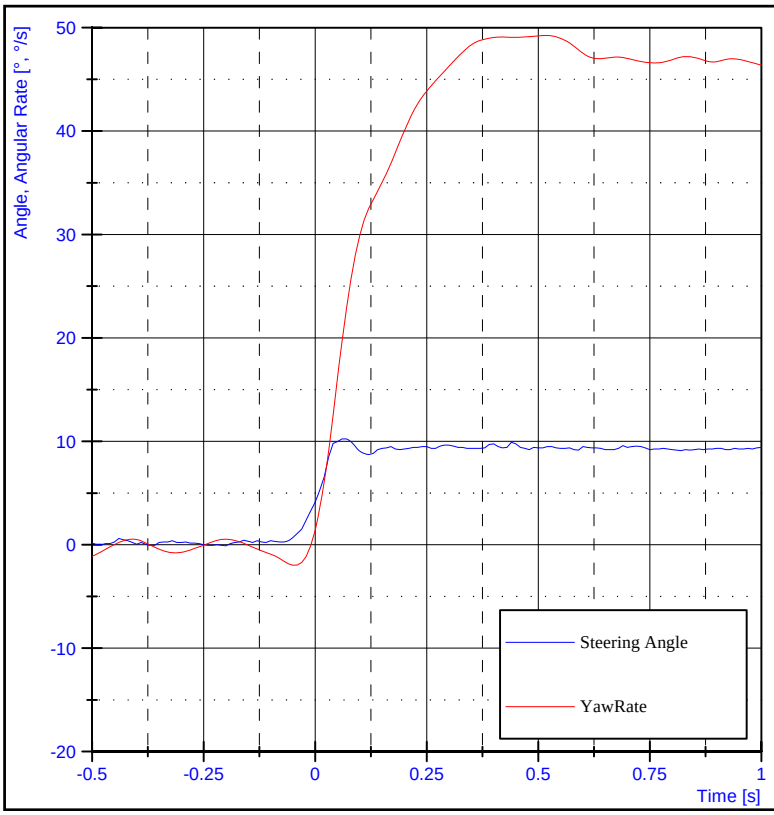
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

90% Yaw Rate Time : 0.19s
Peak Yaw Rate Time : 0.36s

90% Steering Angle Time : 0.03s
Peak Steering Angle Time : 0.05s

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



Test No. : G130728
Test Date : 12 September, 2013

Test Specimen : TS57212
Test Vehicle : Yamaha Raptor YFM250R

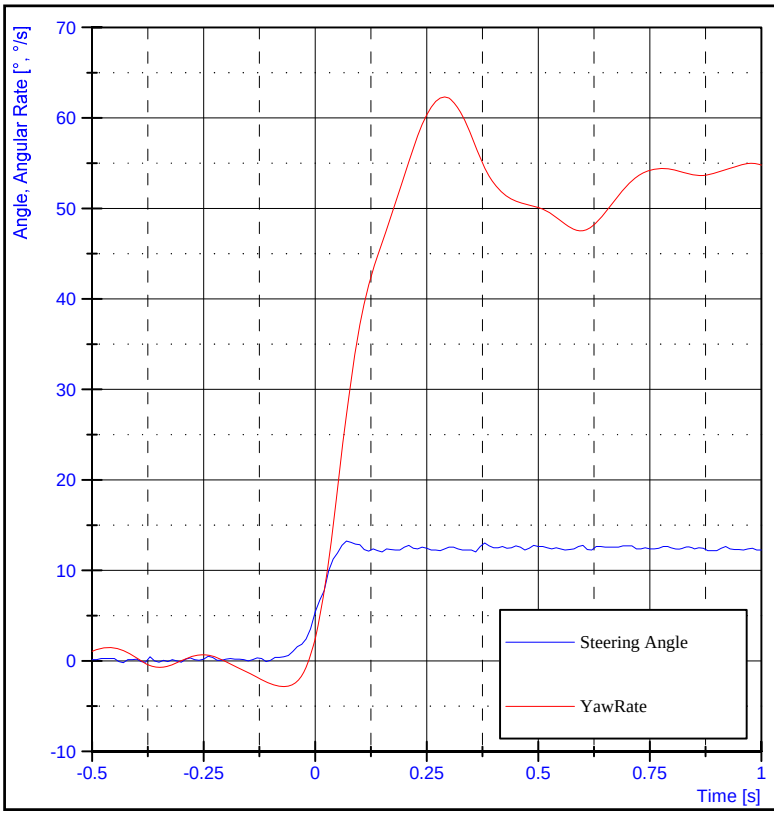
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

90% Yaw Rate Time : 0.22s
Peak Yaw Rate Time : 0.52s

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. : G130735
Test Date : 13 September, 2013

Test Specimen : TS57211
Test Vehicle : Can-am DS90X

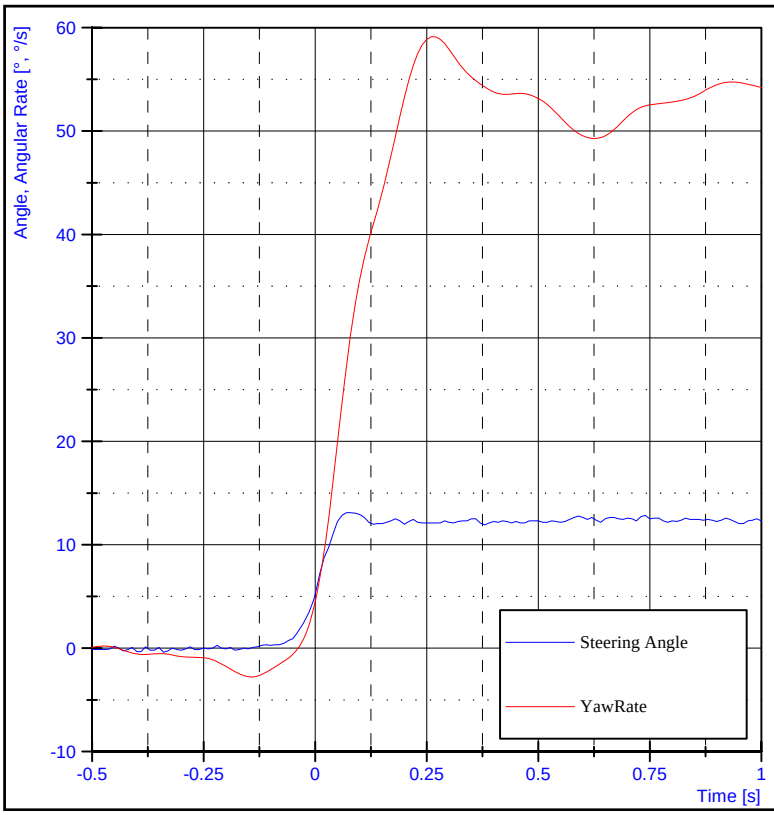
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

90% Yaw Rate Time : 0.15s
Peak Yaw Rate Time : 0.29s

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

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



Test No. : G130736
Test Date : 13 September, 2013

Test Specimen : TS57211
Test Vehicle : Can-am DS90X

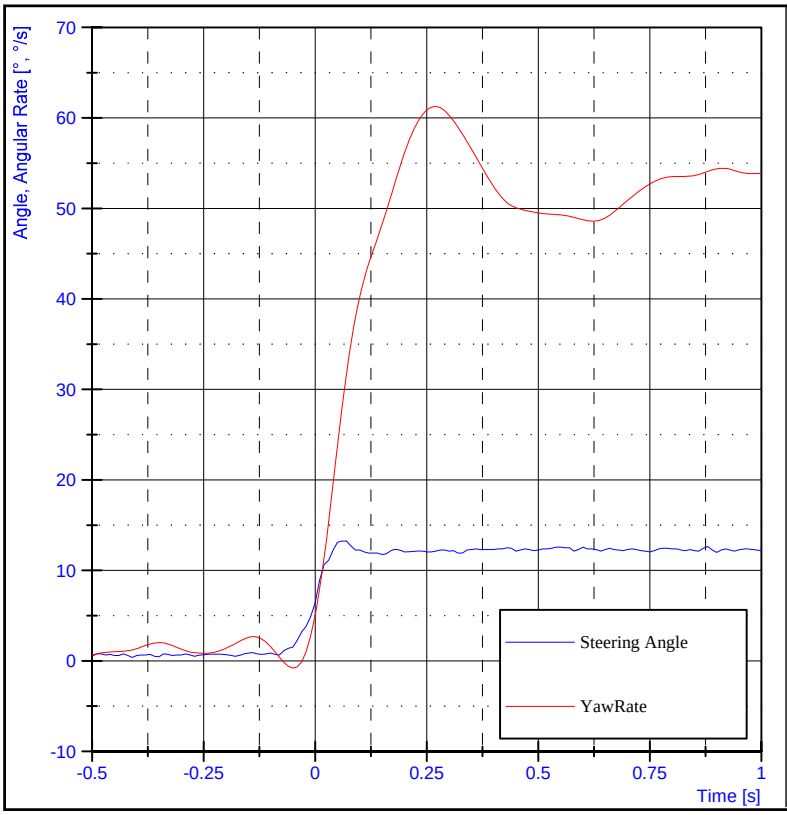
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

90% Yaw Rate Time : 0.17s
Peak Yaw Rate Time : 0.26s

90% Steering Angle Time : 0.05s
Peak Steering Angle Time : 0.07s

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



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

Test Specimen : TS57211
Test Vehicle : Can-am DS90X

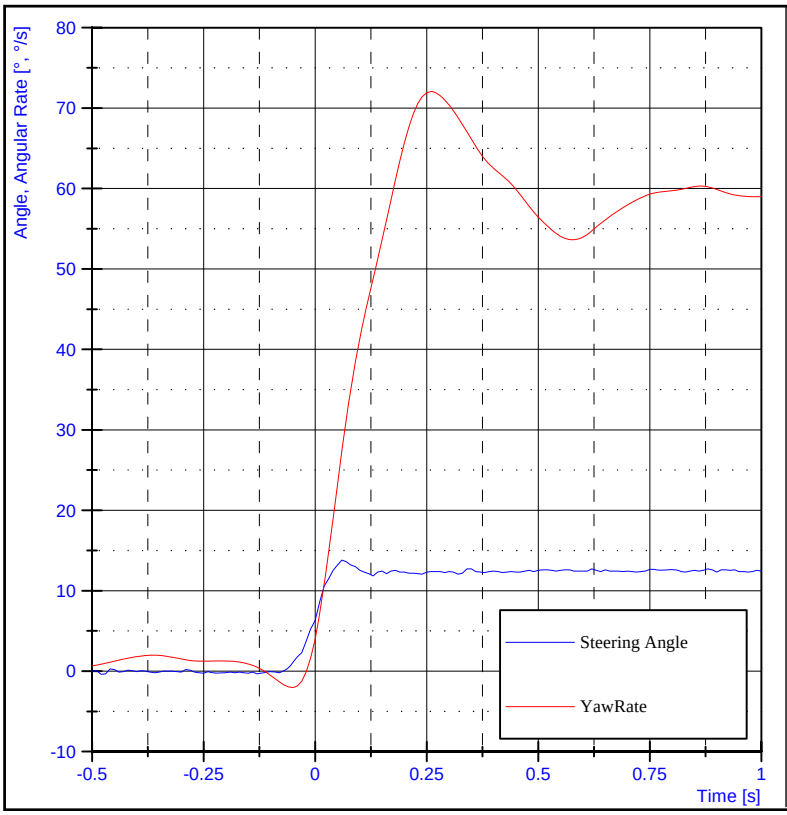
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

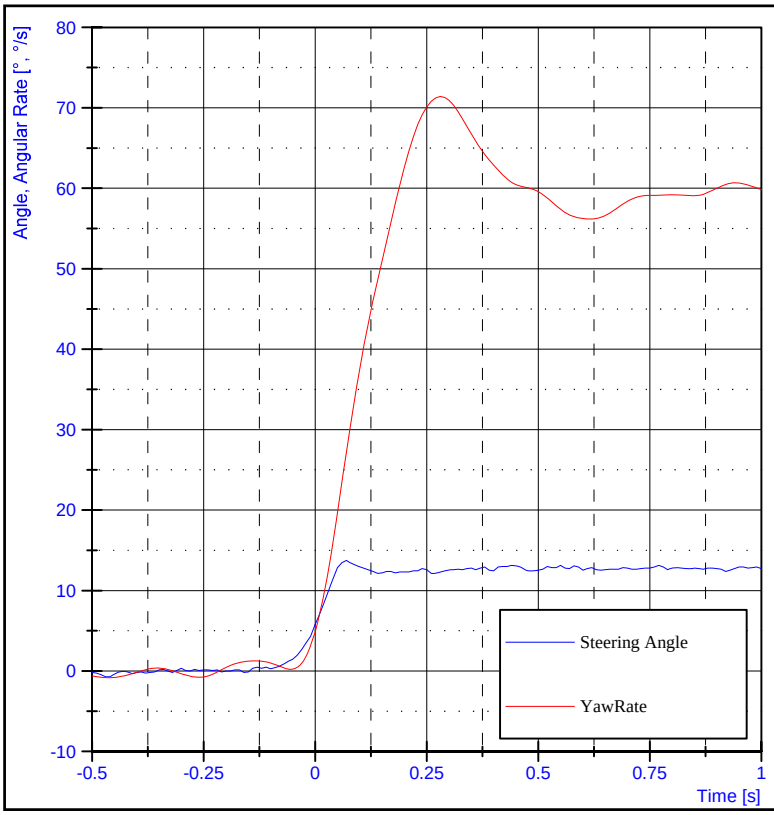
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

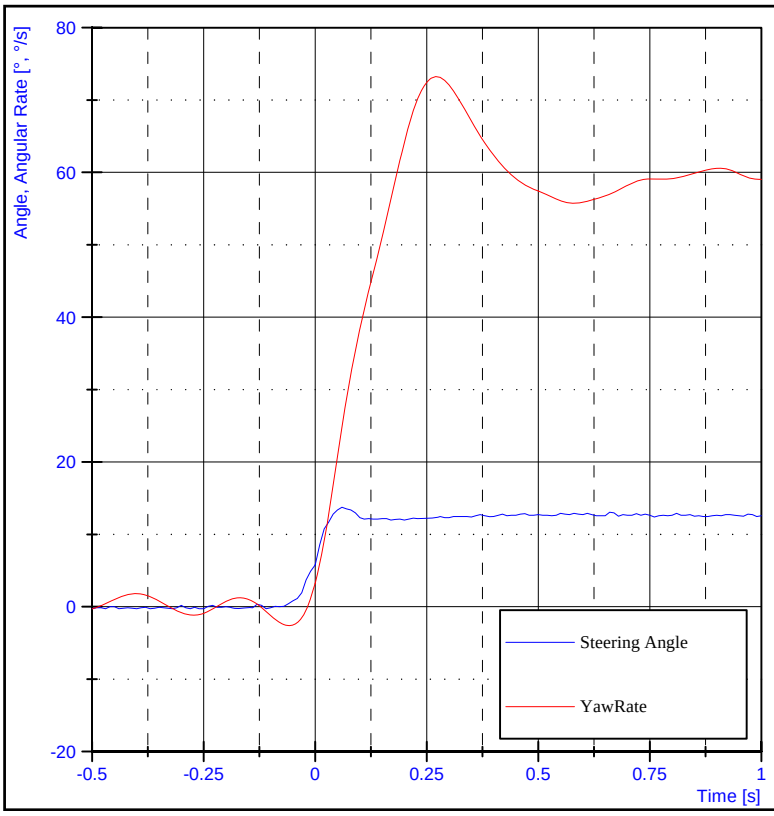
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

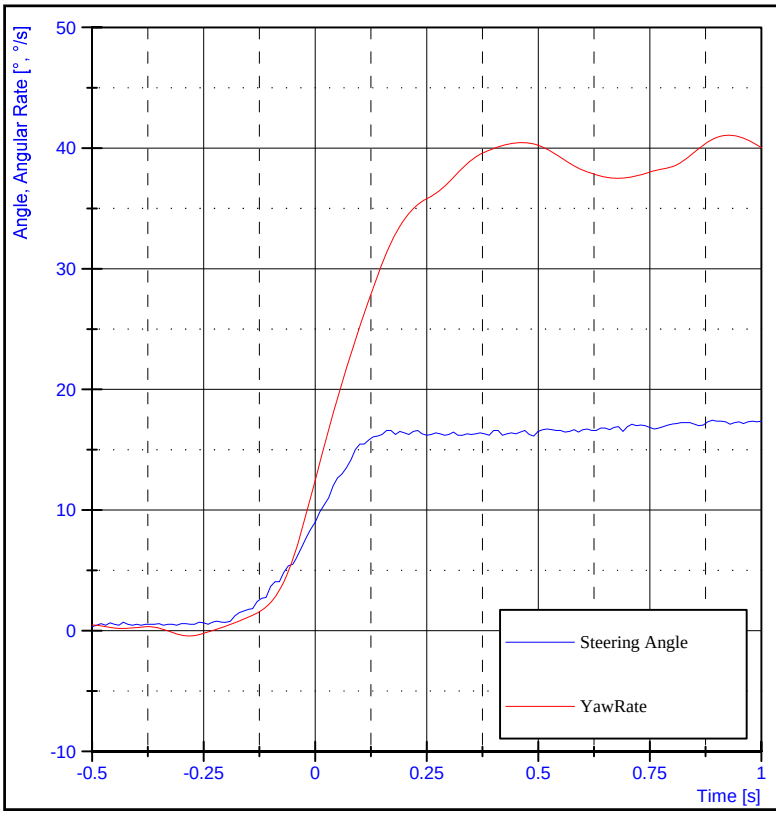
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

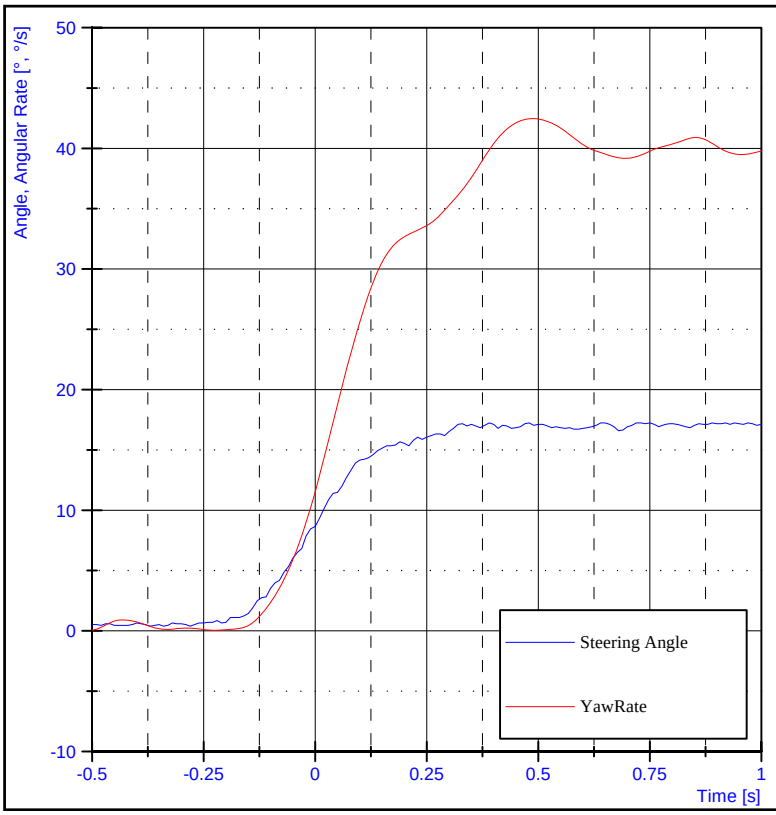
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

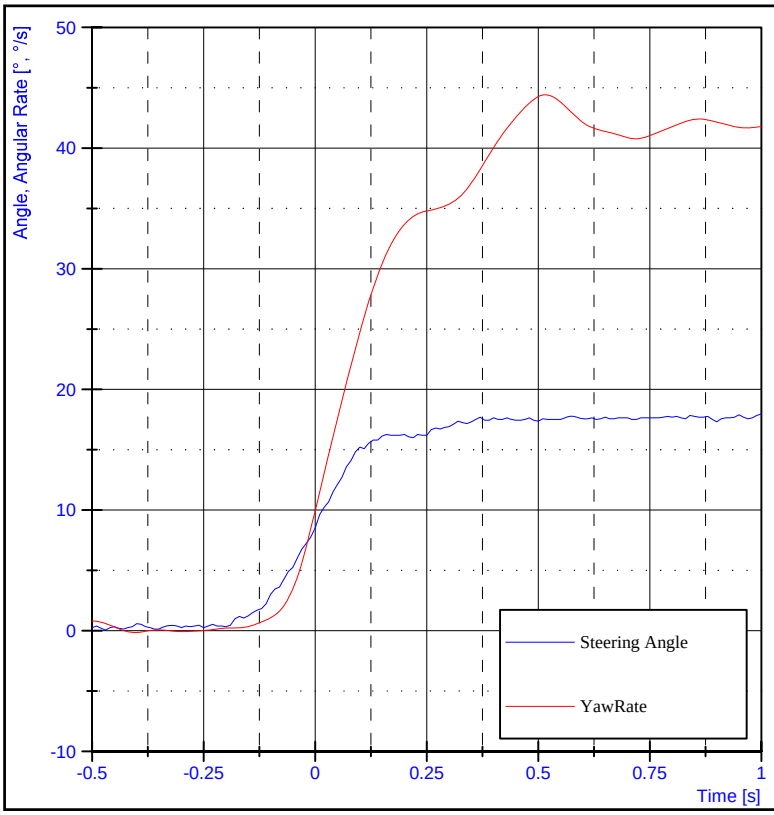
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

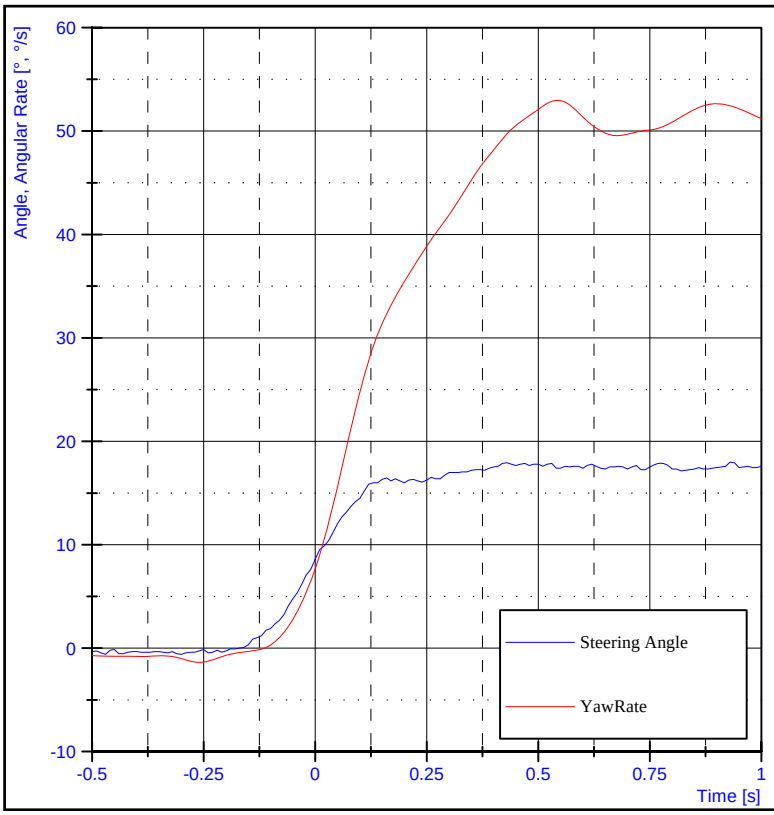
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

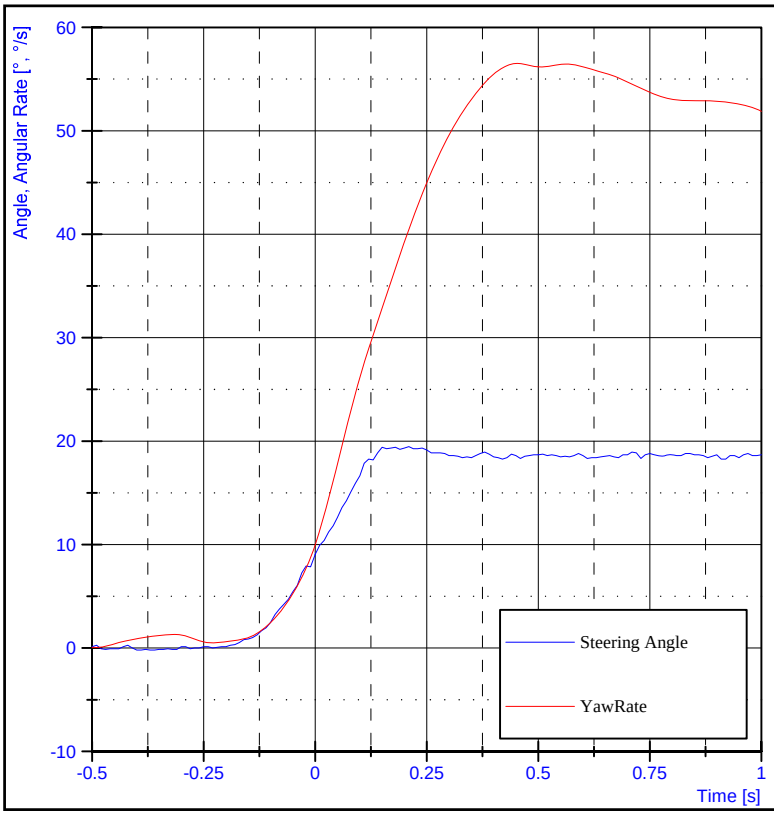
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

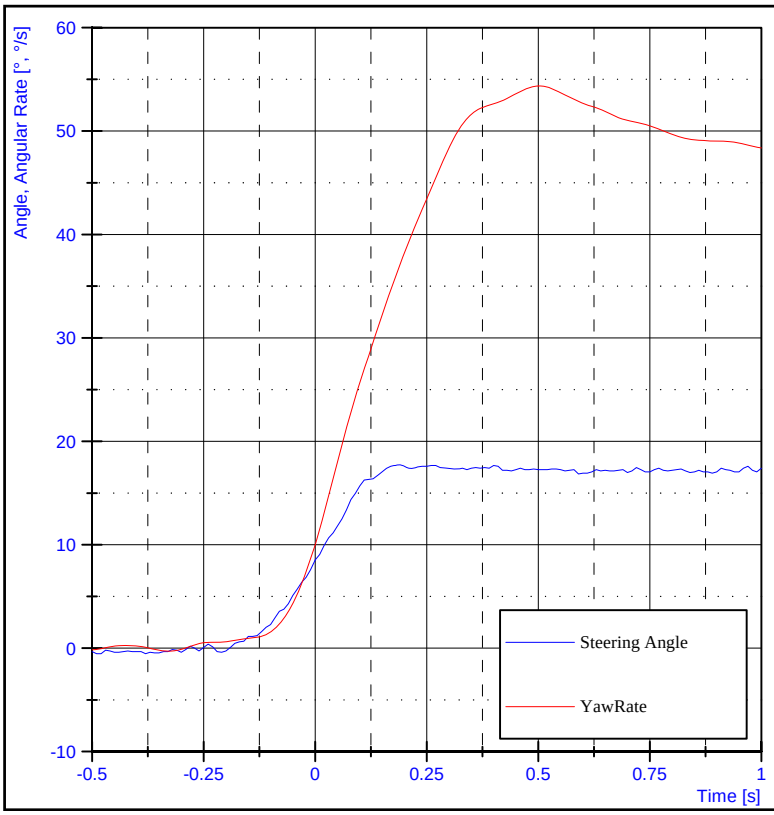
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

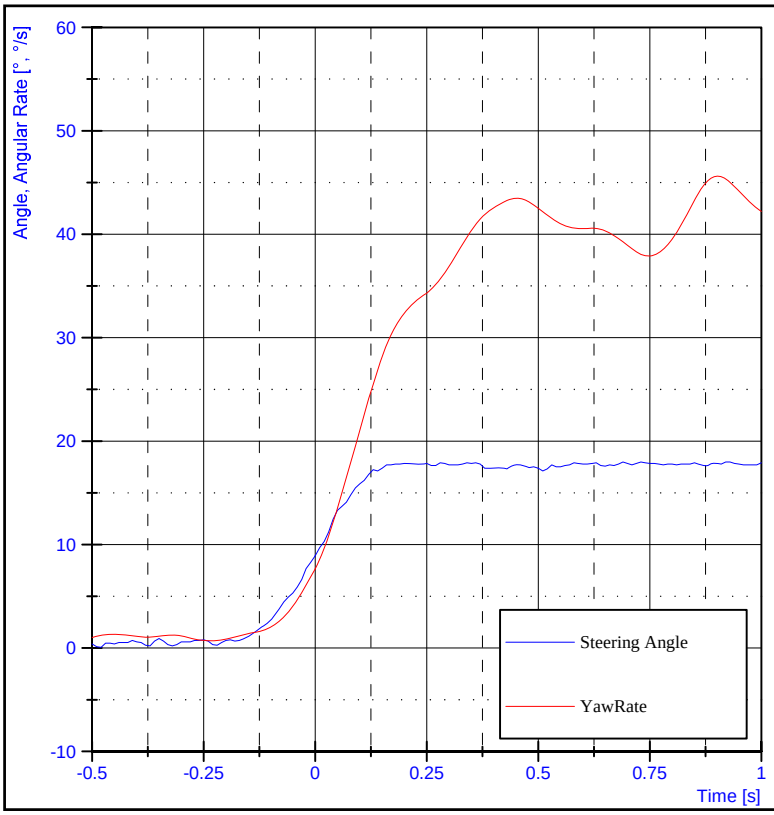
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

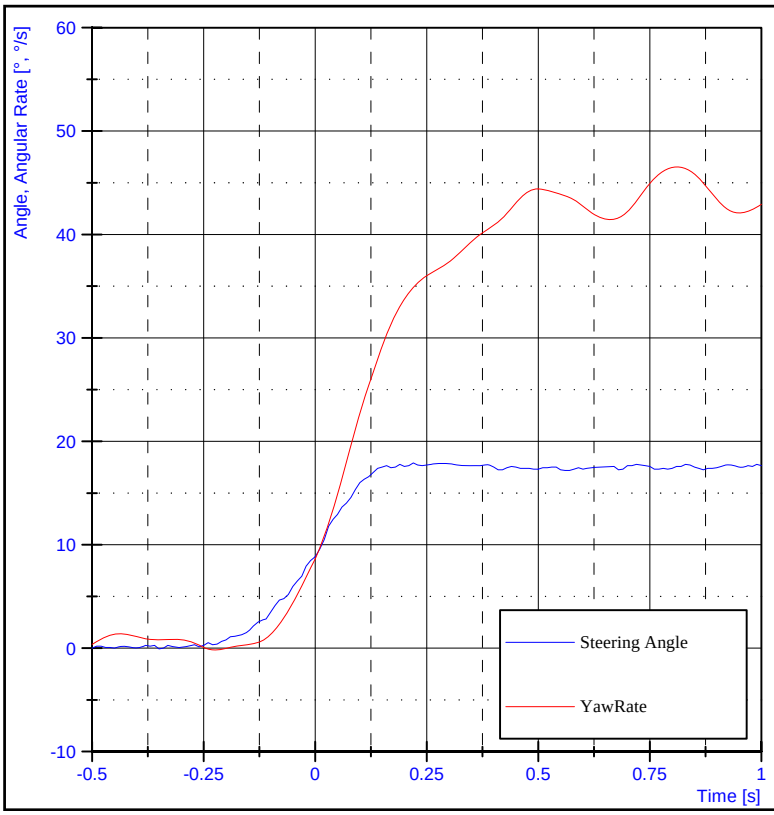
Test : Lateral Transient Response
Direction : Left
Surface : Grass

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

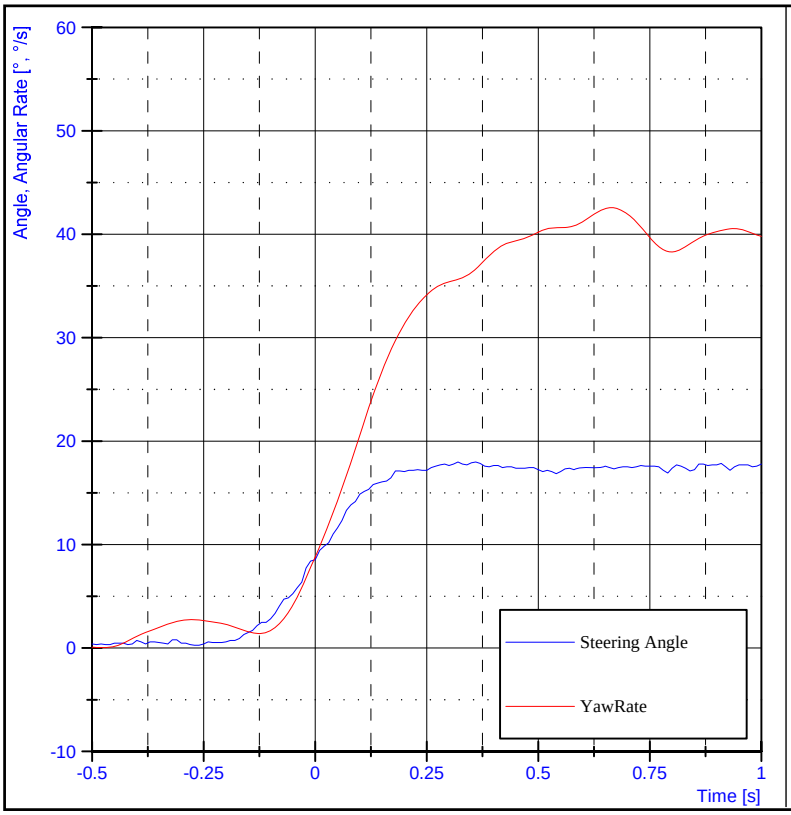
Test : Lateral Transient Response
Direction : Left
Surface : Grass

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. : G130764
Test Date : 11 October, 2013

Test Specimen : TS57207
Test Vehicle : Yamaha Rhino YXR700

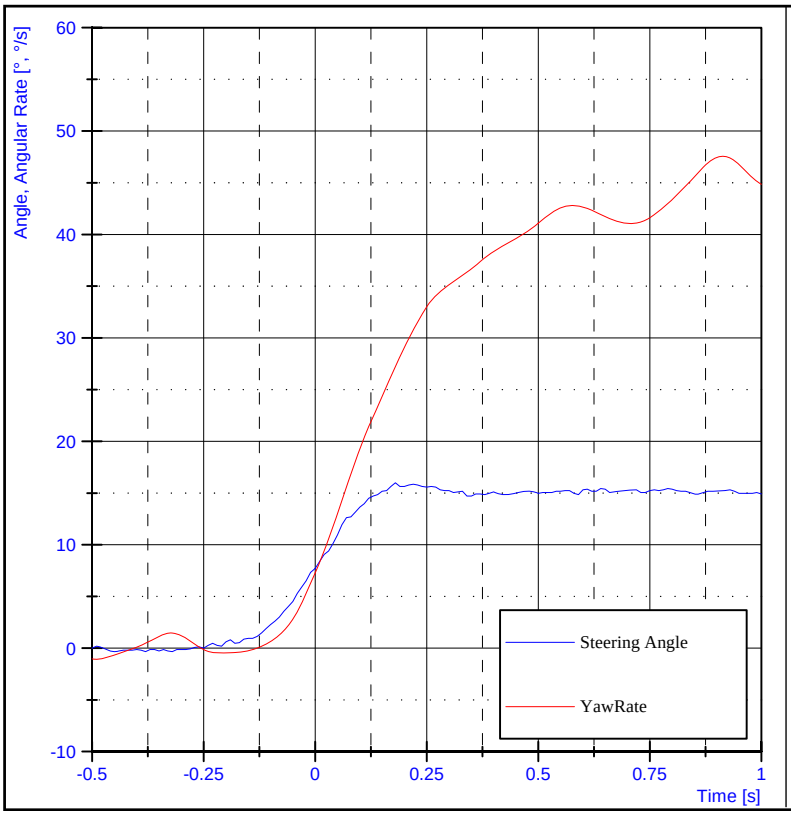
Test : Lateral Transient Response
Direction : Left
Surface : Grass

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

90% Yaw Rate Time : 0.52s
Peak Yaw Rate Time : 10.93s

90% Steering Angle Time : 0.15s
Peak Steering Angle Time : 4.00s

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



Test No. : G130765
Test Date : 11 October, 2013

Test Specimen : TS57207
Test Vehicle : Yamaha Rhino YXR700

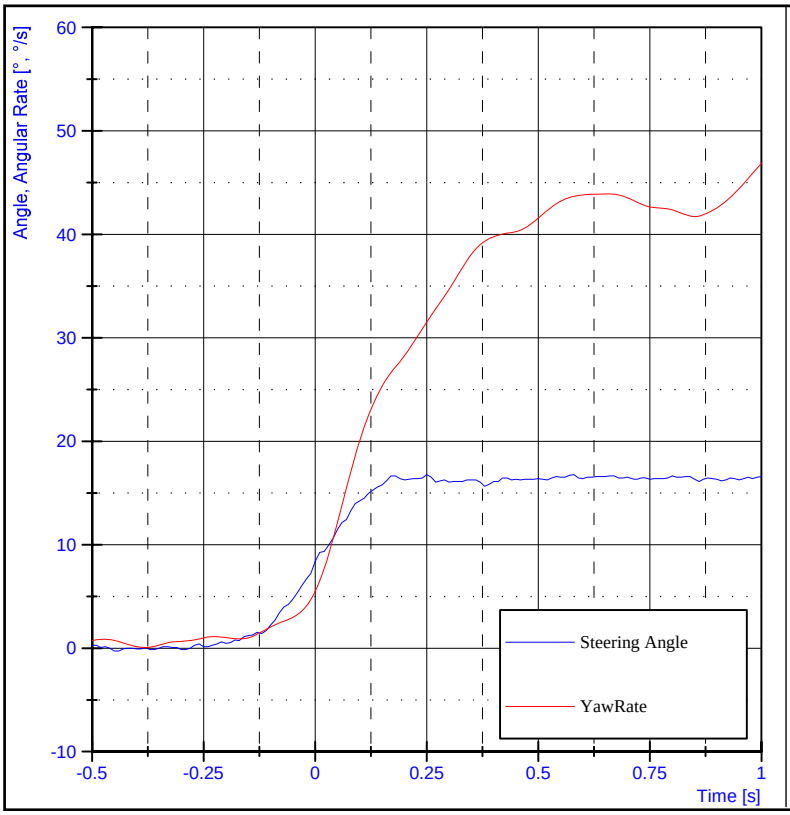
Test : Lateral Transient Response
Direction : Right
Surface : Grass

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

90% Yaw Rate Time : 0.49s
Peak Yaw Rate Time : 10.67s

90% Steering Angle Time : 0.11s
Peak Steering Angle Time : 0.18s

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



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

Test Specimen : TS57207
Test Vehicle : Yamaha Rhino YXR700

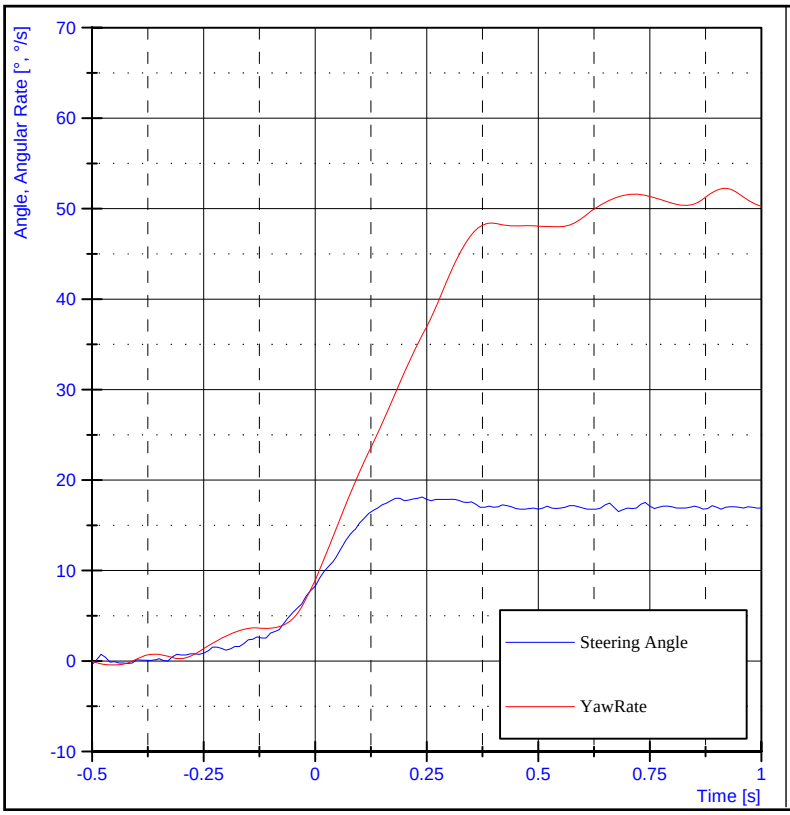
Test : Lateral Transient Response
Direction : Right
Surface : Grass

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

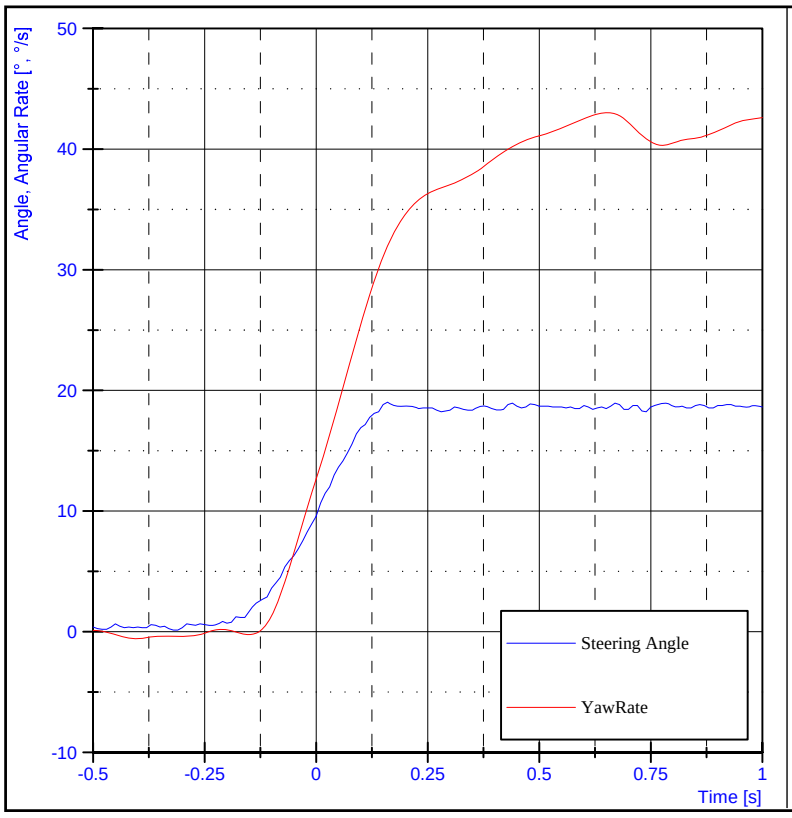
Test : Lateral Transient Response
Direction : Right
Surface : Grass

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

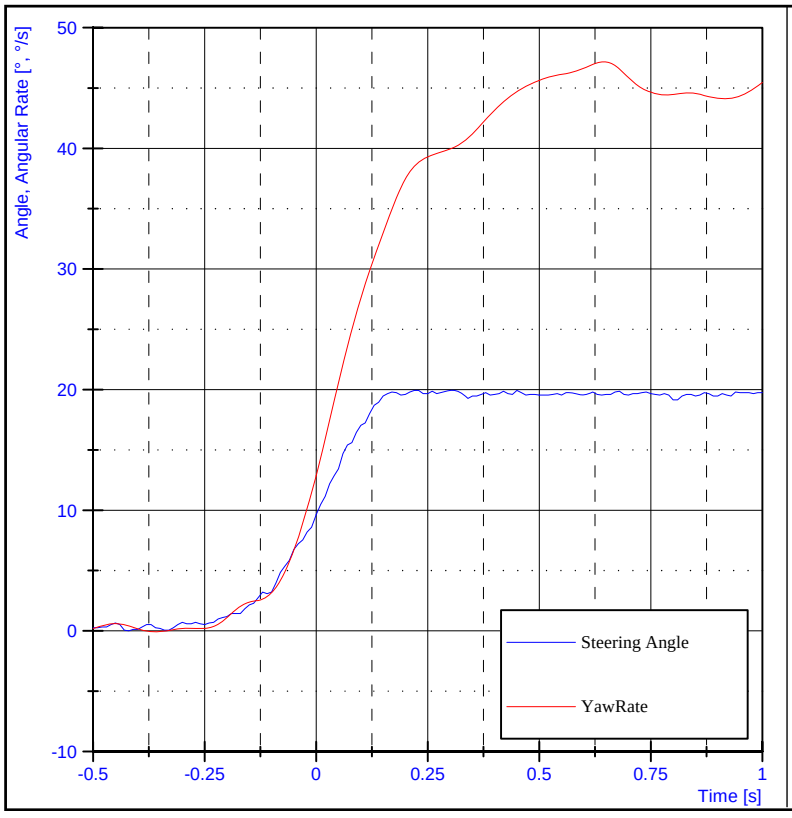
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

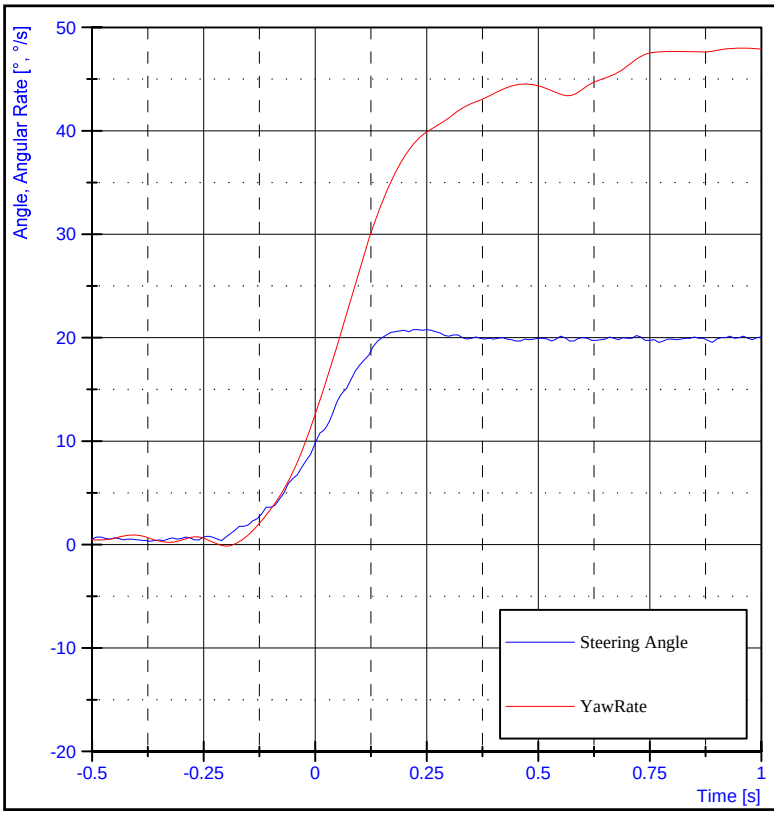
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

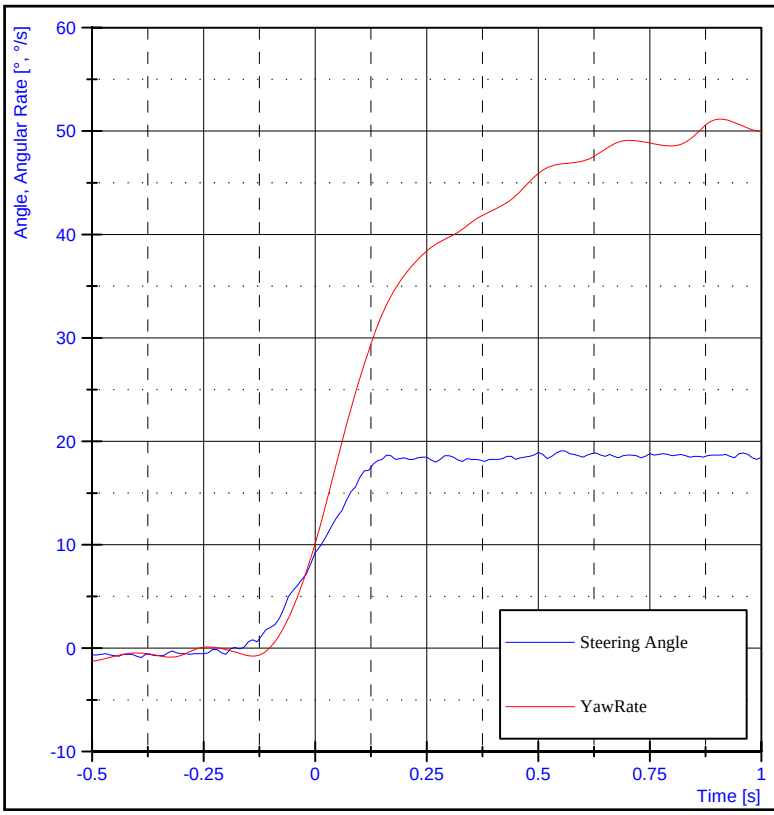
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

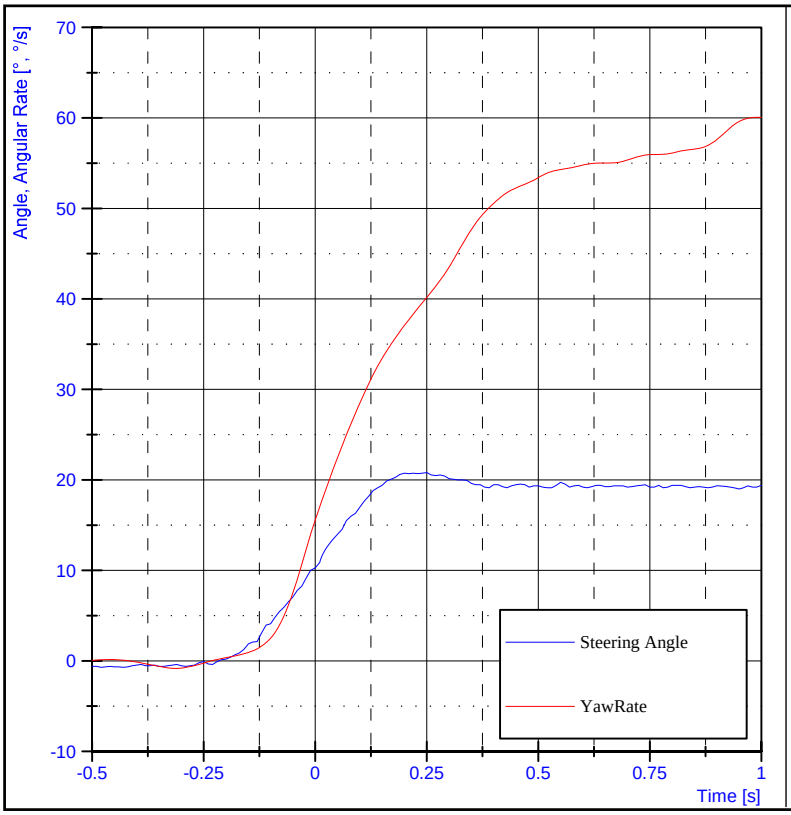
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

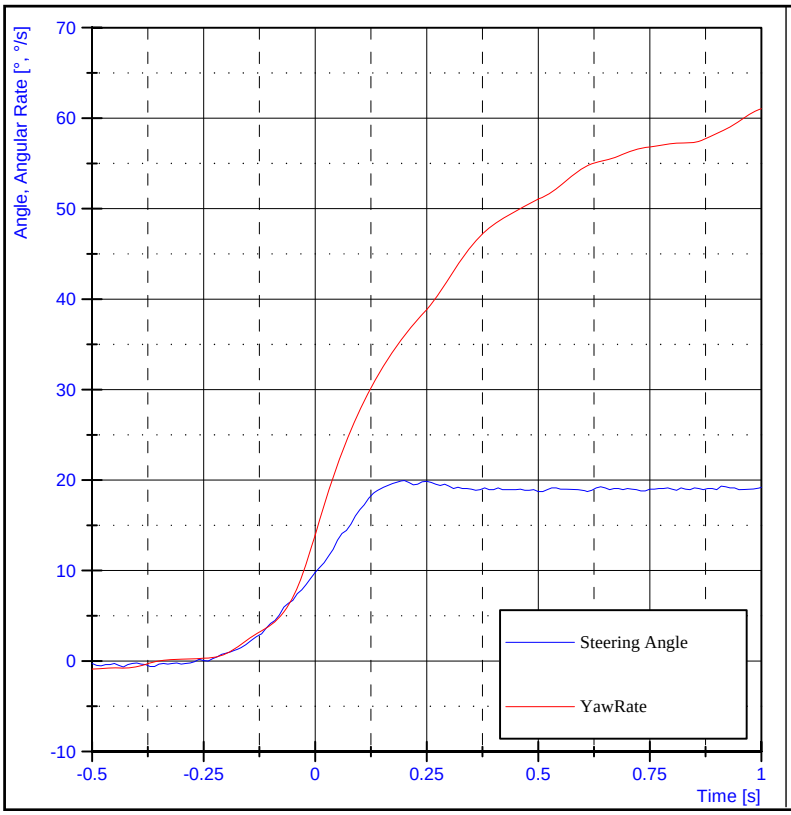
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

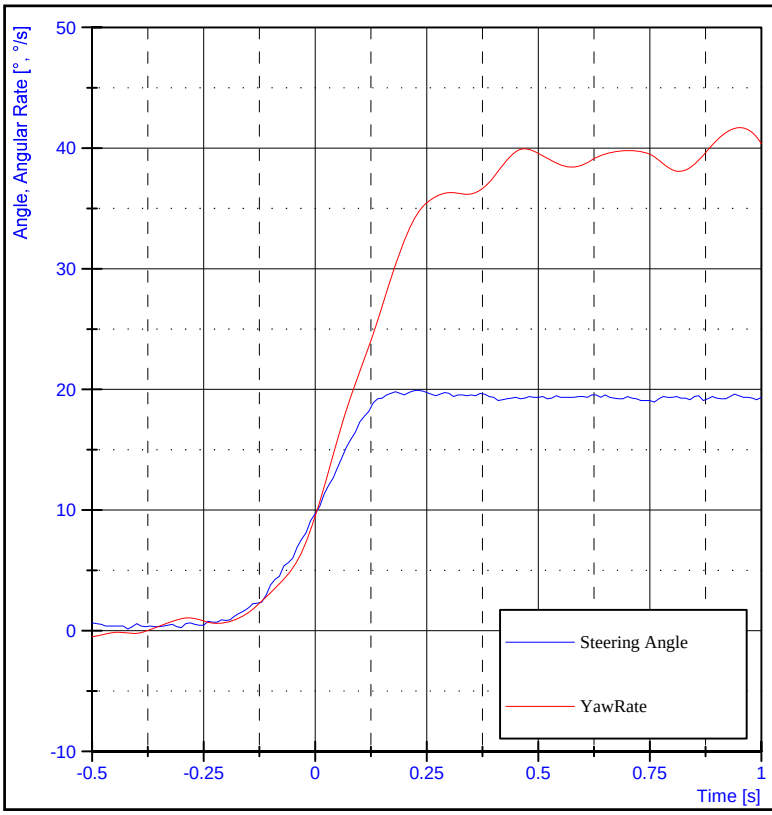
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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. : G130780
Test Date : 11 October, 2013

Test Specimen : TS57207
Test Vehicle : Yamaha Rhino YXR700

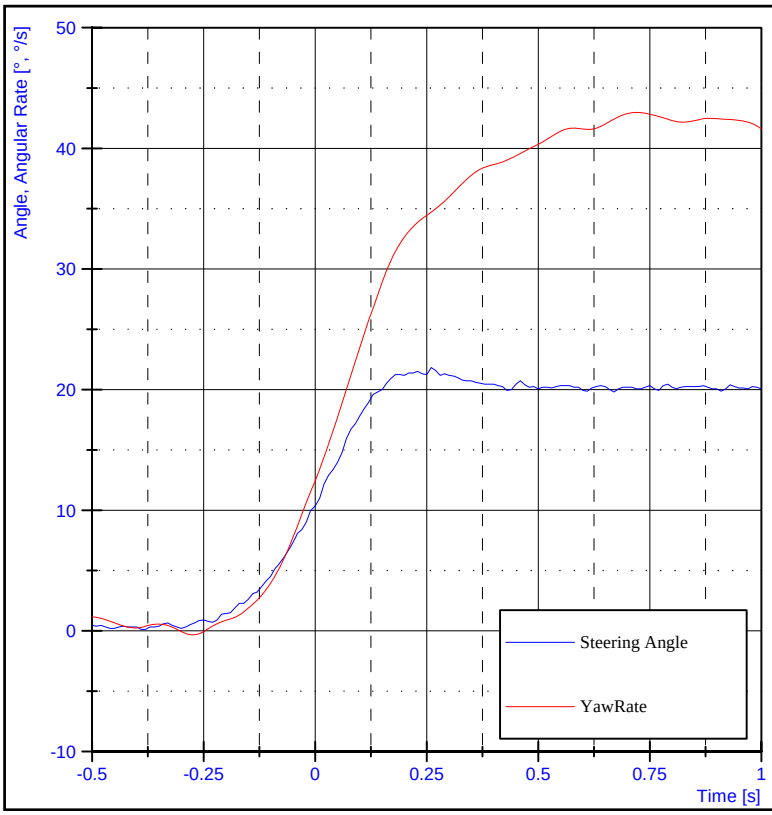
Test : Lateral Transient Response
Direction : Left
Surface : Grass

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

90% Yaw Rate Time : 0.28s
Peak Yaw Rate Time : 5.98s

90% Steering Angle Time : 0.10s
Peak Steering Angle Time : 0.23s

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



Test No. : G130781
Test Date : 11 October, 2013

Test Specimen : TS57207
Test Vehicle : Yamaha Rhino YXR700

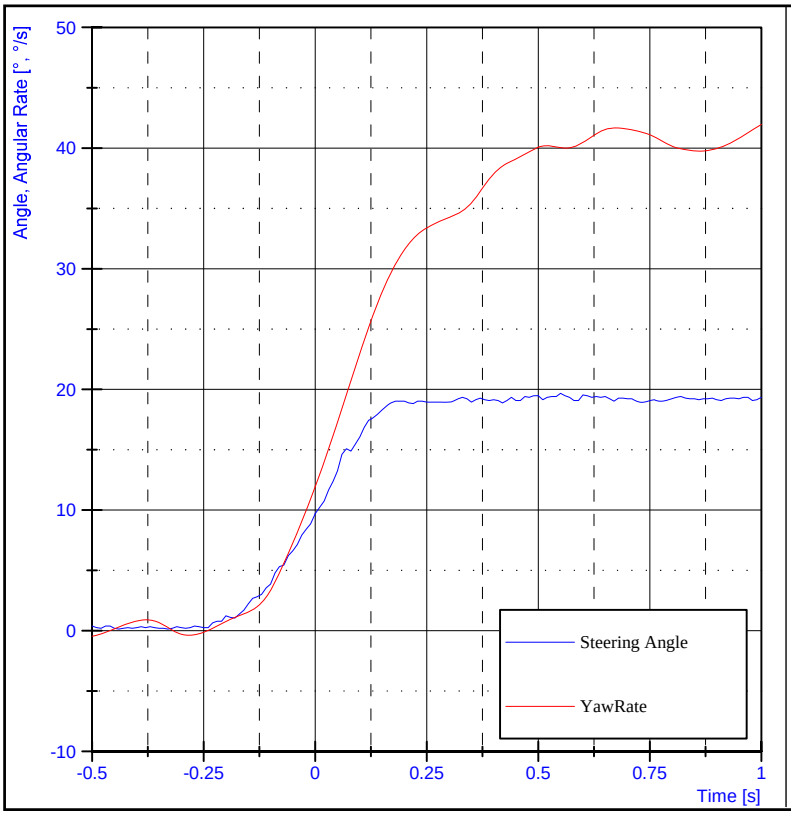
Test : Lateral Transient Response
Direction : Left
Surface : Grass

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

90% Yaw Rate Time : 0.36s
Peak Yaw Rate Time : 4.12s

90% Steering Angle Time : 0.11s
Peak Steering Angle Time : 0.26s

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



Test No. : G130782
Test Date : 11 October, 2013

Test Specimen : TS57207
Test Vehicle : Yamaha Rhino YXR700

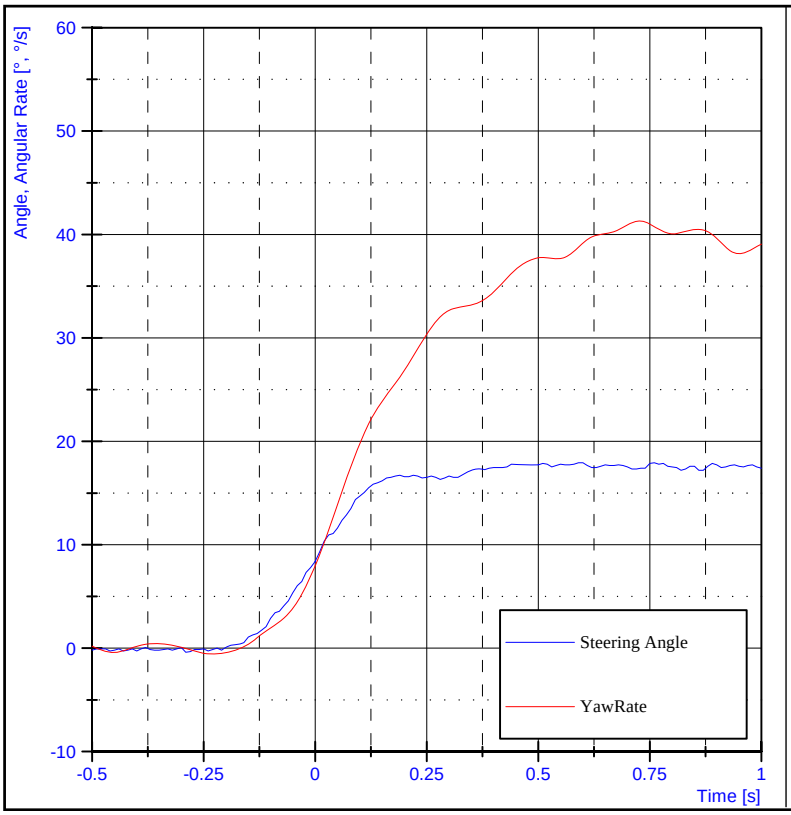
Test : Lateral Transient Response
Direction : Left
Surface : Grass

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

90% Yaw Rate Time : 0.40s
Peak Yaw Rate Time : 6.65s

90% Steering Angle Time : 0.12s
Peak Steering Angle Time : 0.55s

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



Test No. : G130783
Test Date : 11 October, 2013

Test Specimen : TS57207
Test Vehicle : Yamaha Rhino YXR700

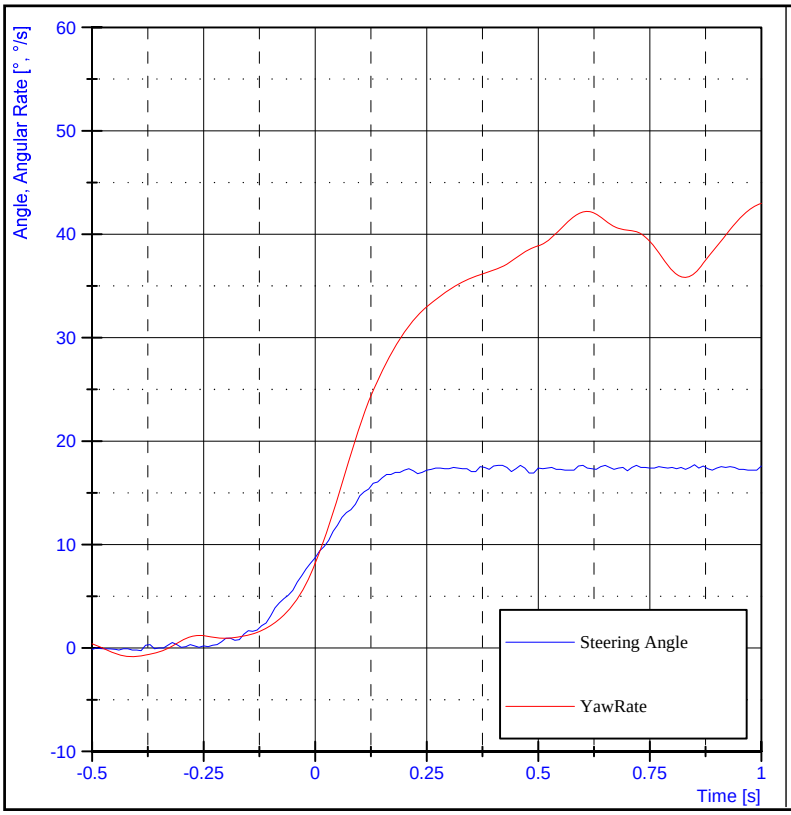
Test : Lateral Transient Response
Direction : Right
Surface : Grass

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

90% Yaw Rate Time : 0.44s
Peak Yaw Rate Time : 6.94s

90% Steering Angle Time : 0.14s
Peak Steering Angle Time : 2.23s

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



Test No. : G130784
Test Date : 11 October, 2013

Test Specimen : TS57207
Test Vehicle : Yamaha Rhino YXR700

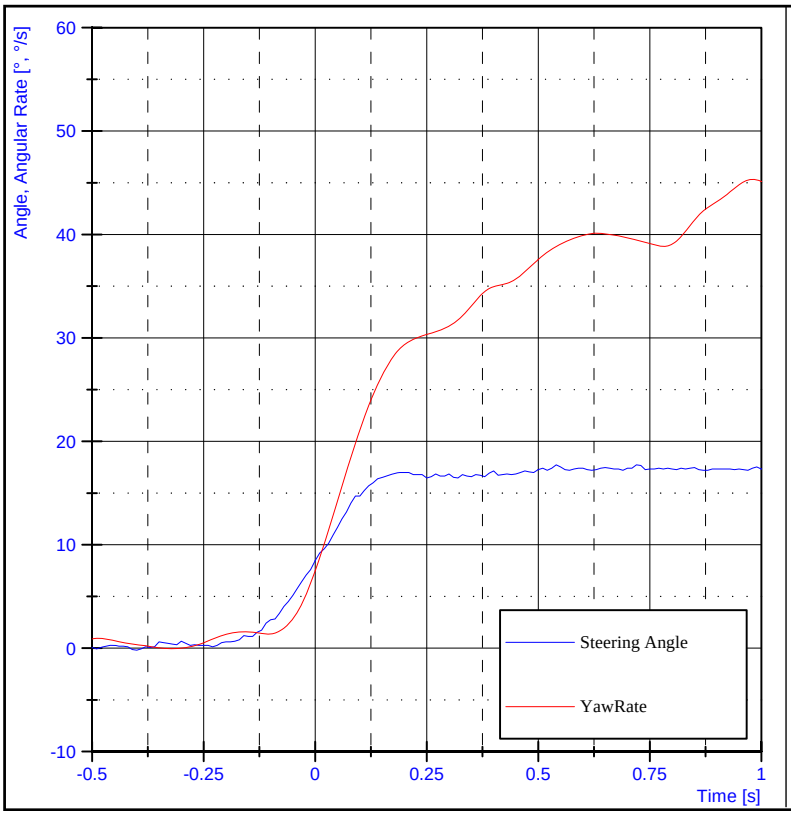
Test : Lateral Transient Response
Direction : Right
Surface : Grass

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

90% Yaw Rate Time : 0.44s
Peak Yaw Rate Time : 6.63s

90% Steering Angle Time : 0.13s
Peak Steering Angle Time : 1.01s

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



Test No. : G130785
Test Date : 11 October, 2013

Test Specimen : TS57207
Test Vehicle : Yamaha Rhino YXR700

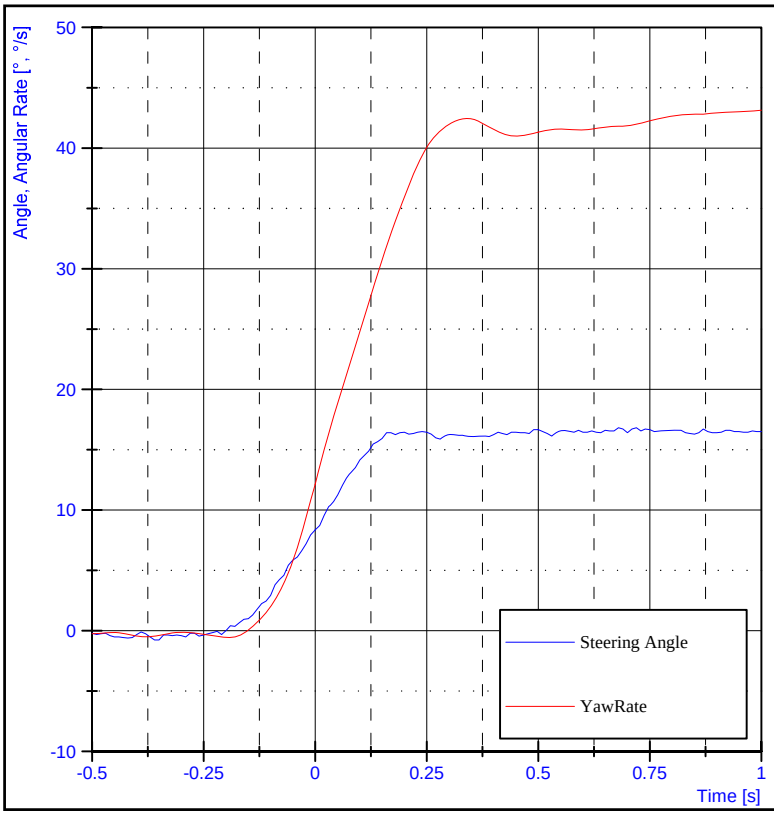
Test : Lateral Transient Response
Direction : Right
Surface : Grass

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

90% Yaw Rate Time : 0.56s
Peak Yaw Rate Time : 6.38s

90% Steering Angle Time : 0.12s
Peak Steering Angle Time : 1.42s

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



Test No. : G130805
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

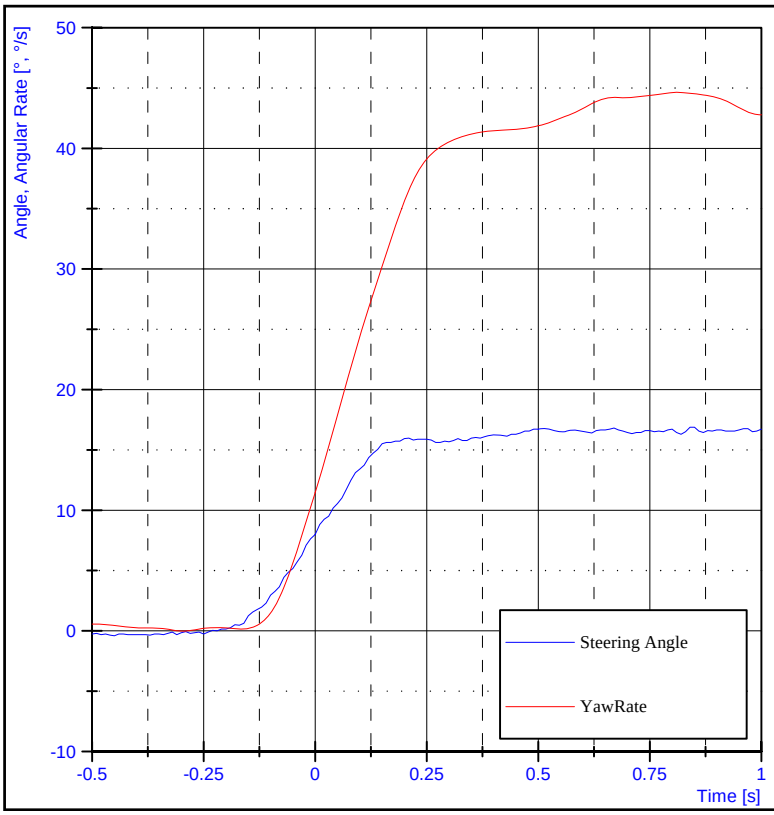
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Rear differential unlocked

90% Yaw Rate Time : 0.23s
Peak Yaw Rate Time : 8.23s

90% Steering Angle Time : 0.12s
Peak Steering Angle Time : 1.78s

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



Test No. : G130806
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

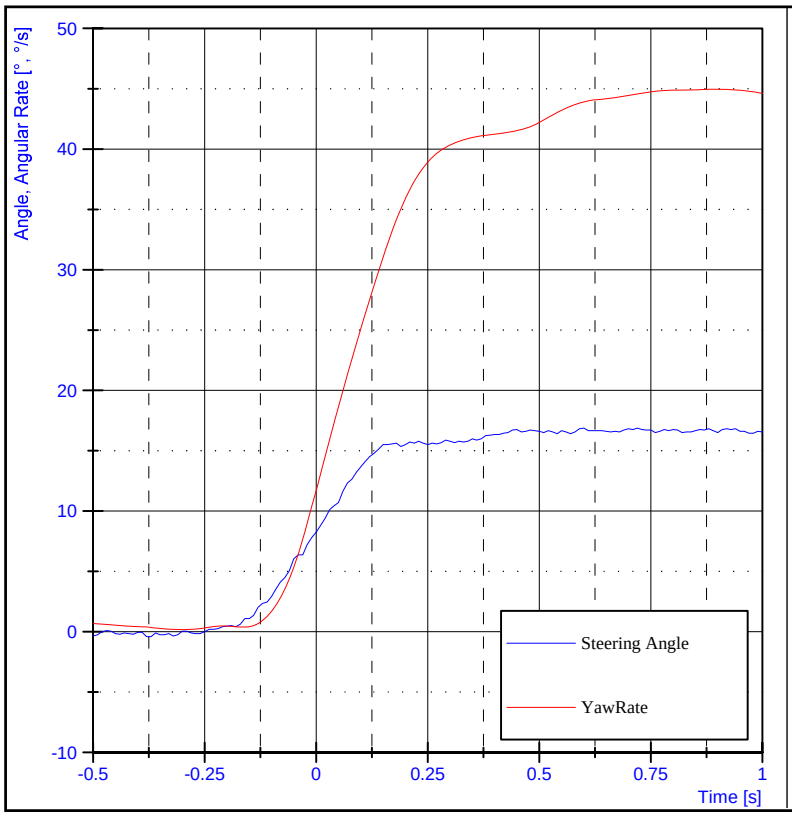
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Rear differential unlocked

90% Yaw Rate Time : 0.24s
Peak Yaw Rate Time : 0.81s

90% Steering Angle Time : 0.14s
Peak Steering Angle Time : 3.61s

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



Test No. : G130807
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

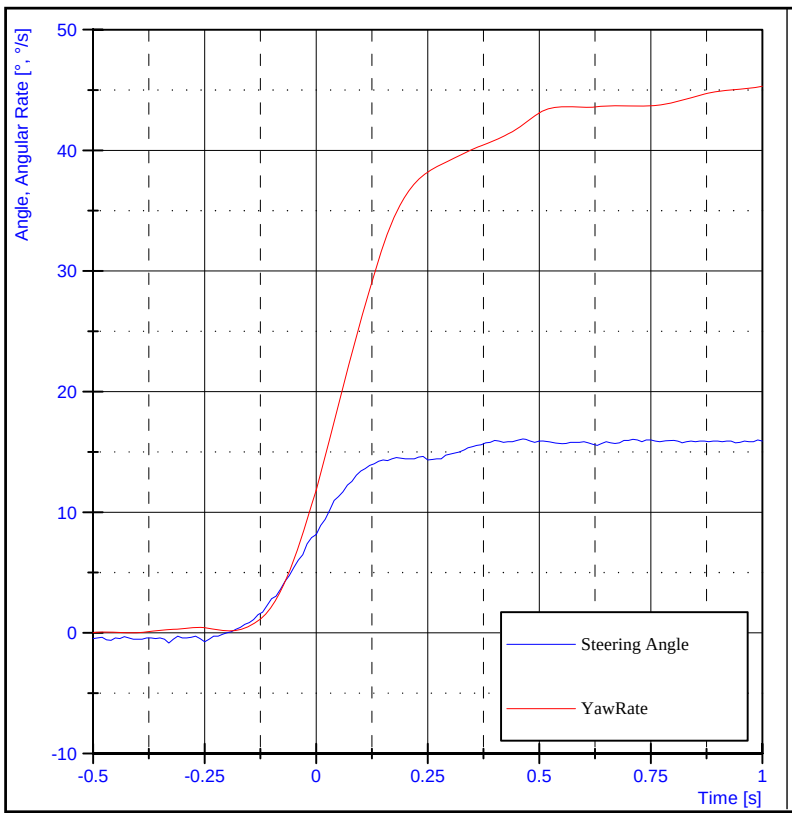
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Rear differential unlocked

90% Yaw Rate Time : 0.27s
Peak Yaw Rate Time : 6.63s

90% Steering Angle Time : 0.14s
Peak Steering Angle Time : 4.88s

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



Test No. : G130808
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

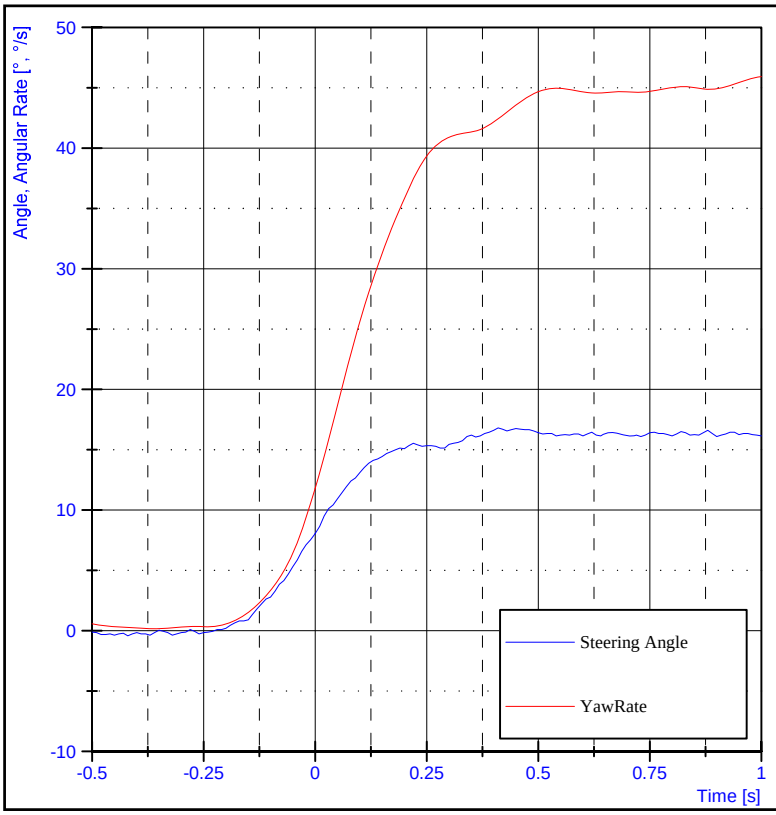
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Rear differential unlocked

90% Yaw Rate Time : 0.35s
Peak Yaw Rate Time : 2.07s

90% Steering Angle Time : 0.17s
Peak Steering Angle Time : 7.21s

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



Test No. : G130809
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

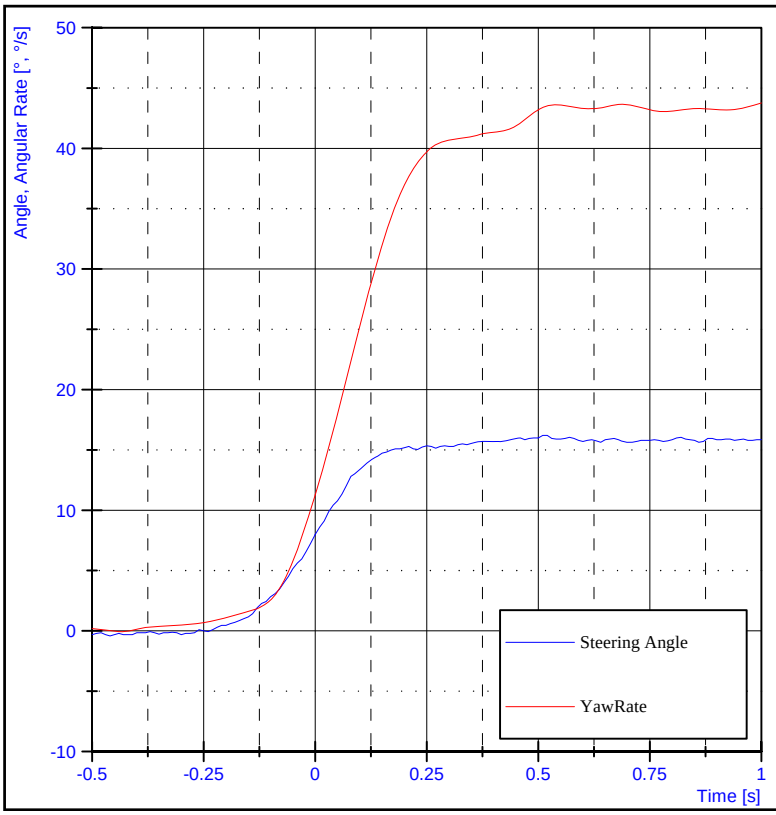
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Rear differential unlocked

90% Yaw Rate Time : 0.29s
Peak Yaw Rate Time : 1.68s

90% Steering Angle Time : 0.16s
Peak Steering Angle Time : 0.41s

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



Test No. : G130810
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

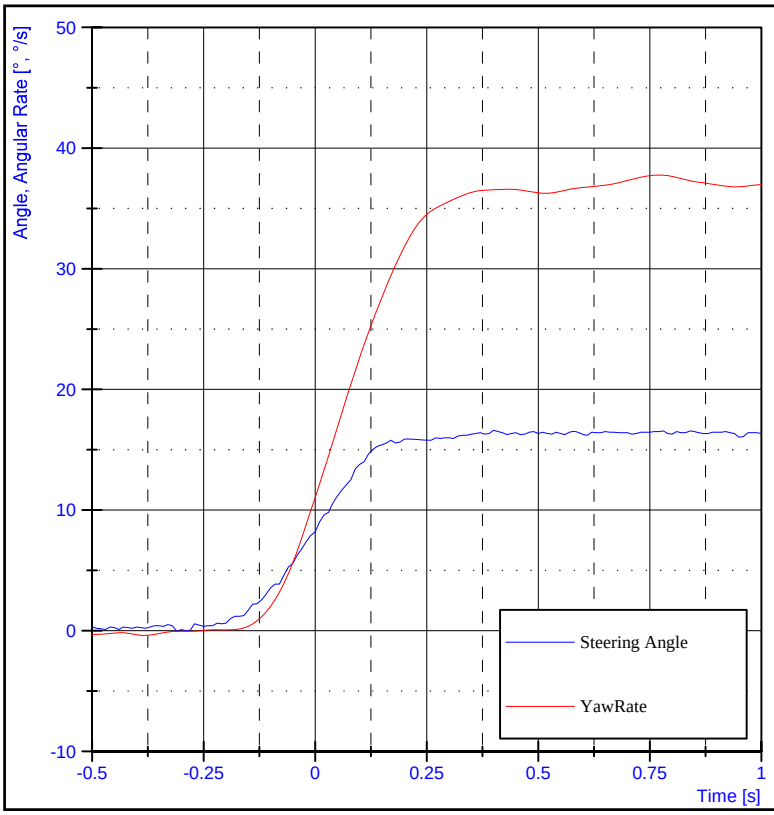
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Rear differential unlocked

90% Yaw Rate Time : 0.21s
Peak Yaw Rate Time : 1.04s

90% Steering Angle Time : 0.14s
Peak Steering Angle Time : 6.04s

Lateral Acceleration Steady State : 0.38g
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

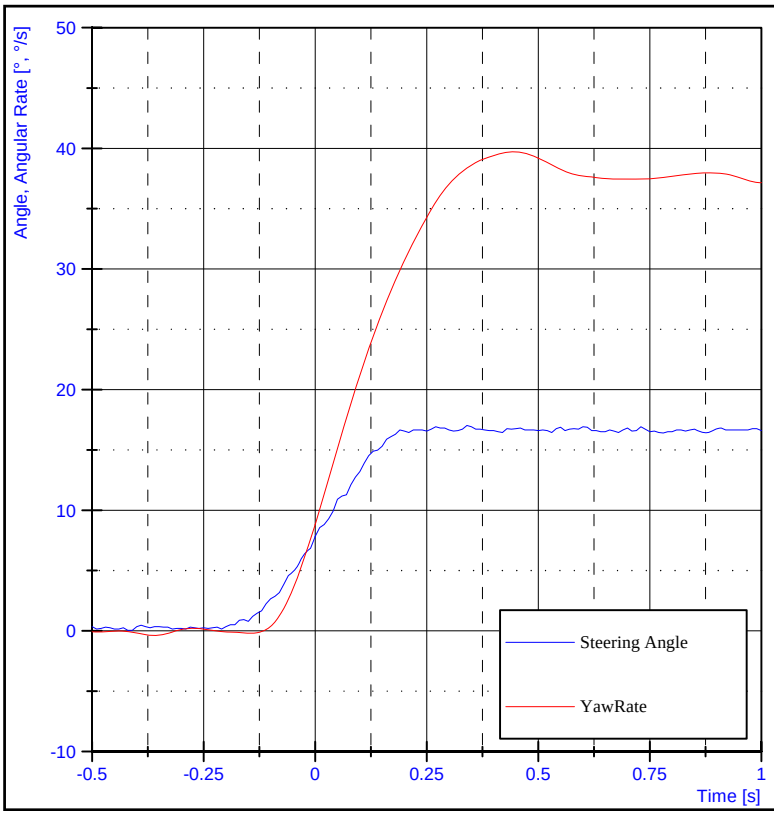
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

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

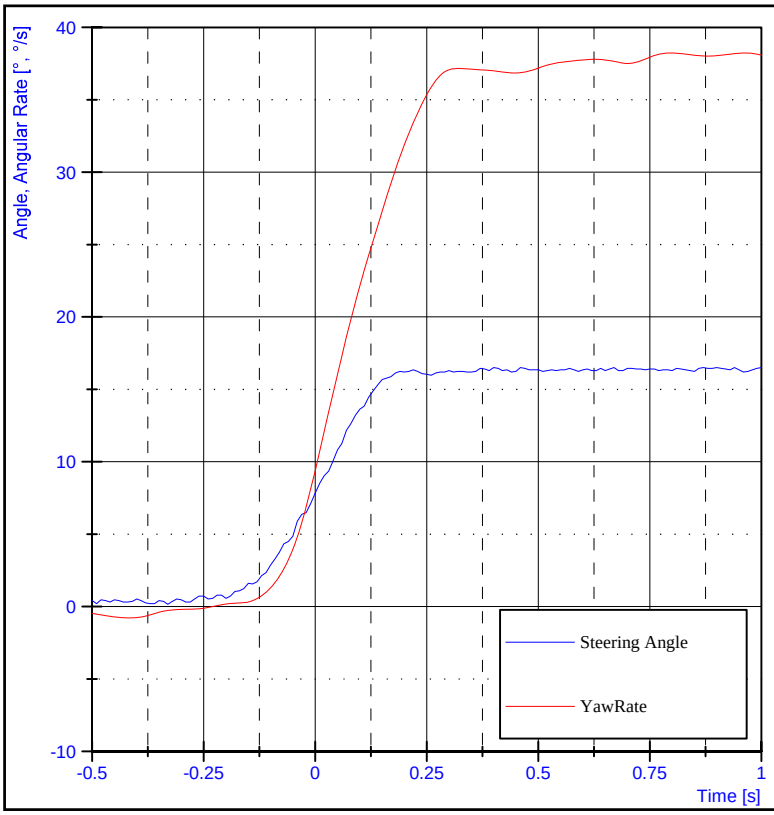
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

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

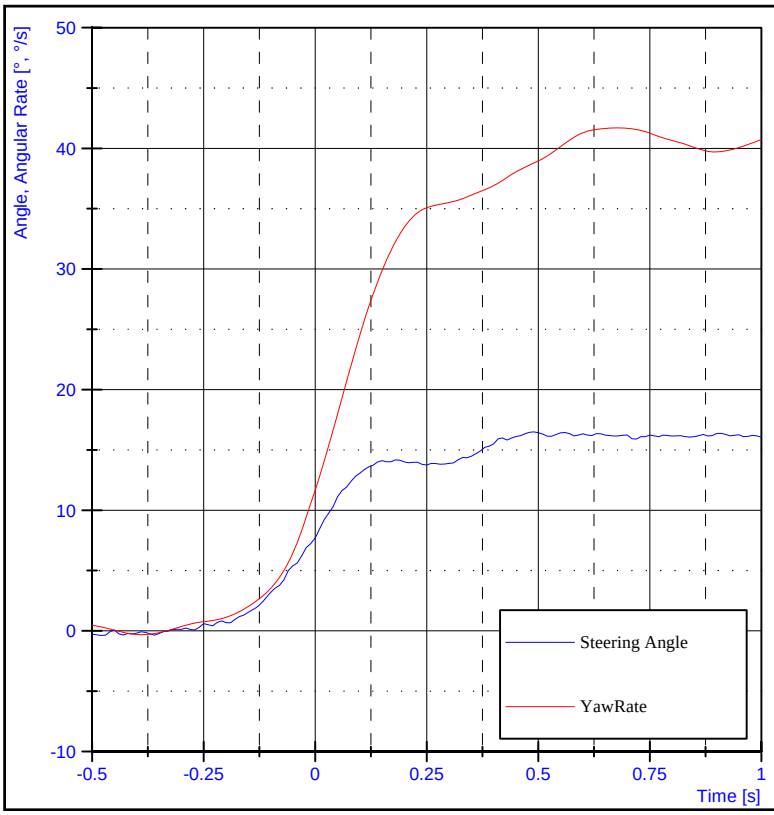
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

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

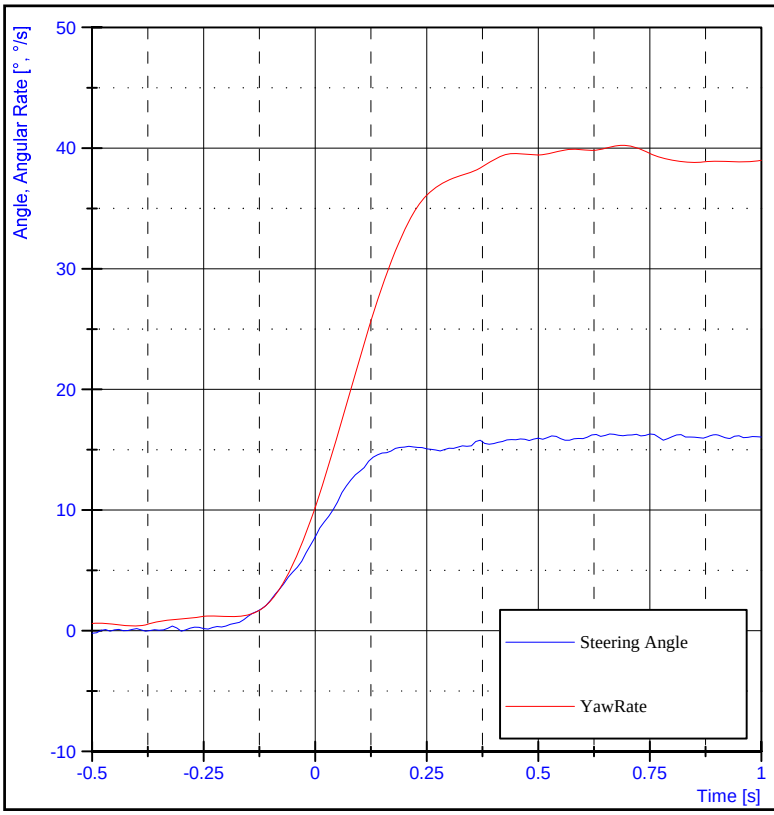
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

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

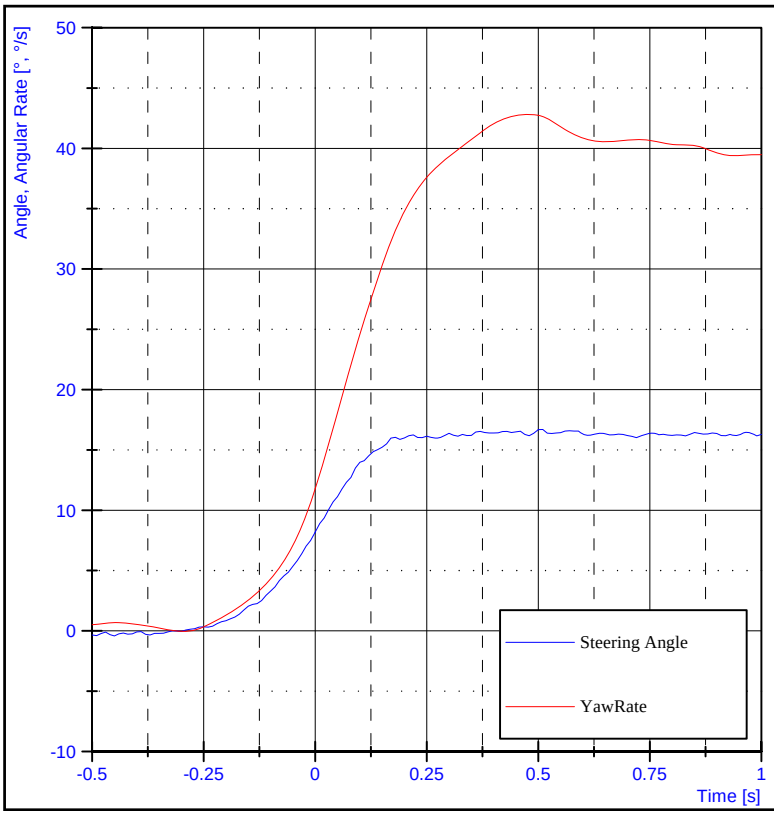
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

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

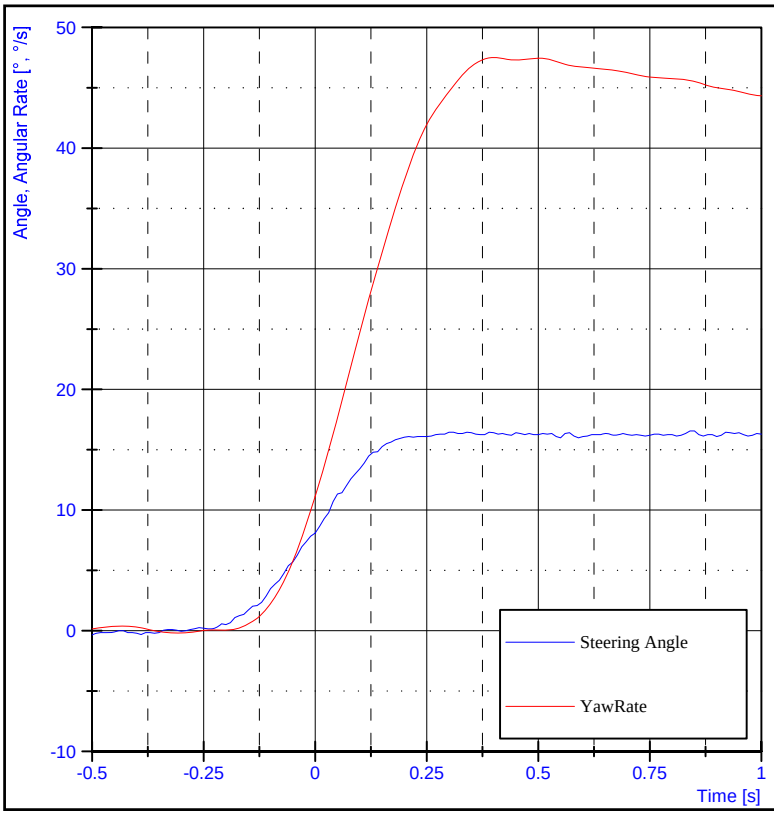
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

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. : G130823
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

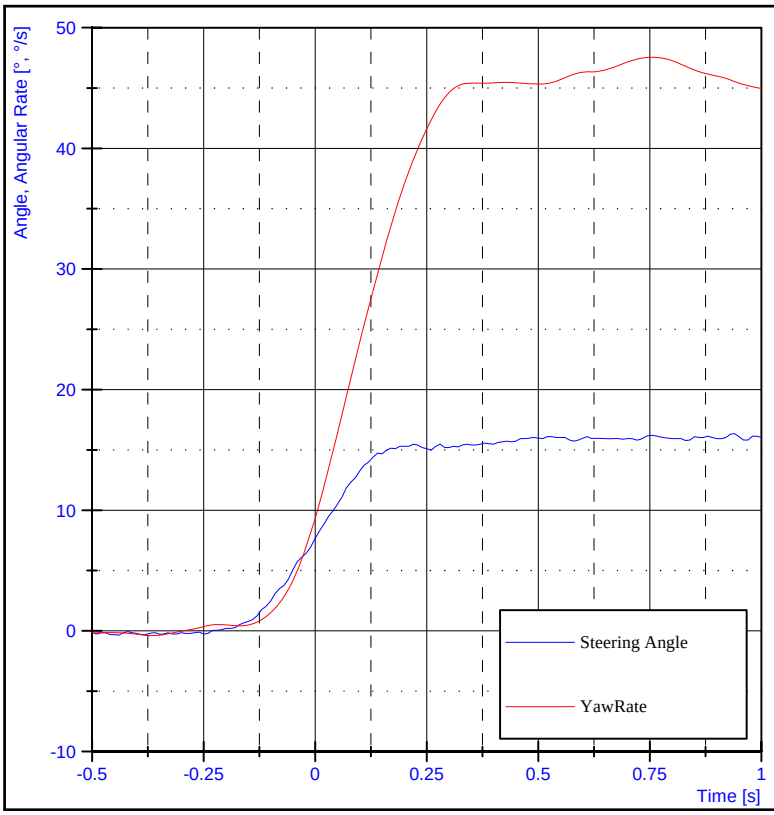
Front Load : N/A
Rear Load : 454
Crush Protection Device : N/A

Rear differential unlocked

90% Yaw Rate Time : 0.21s
Peak Yaw Rate Time : 0.40s

90% Steering Angle Time : 0.13s
Peak Steering Angle Time : 7.65s

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



Test No. : G130824
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

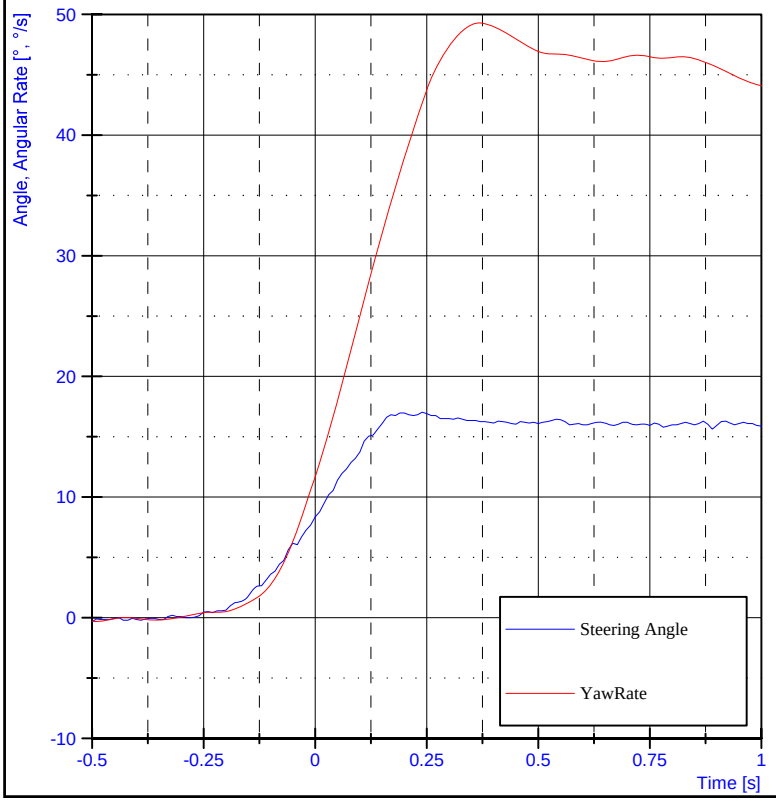
Front Load : N/A
Rear Load : 454
Crush Protection Device : N/A

Rear differential unlocked

90% Yaw Rate Time : 0.22s
Peak Yaw Rate Time : 0.76s

90% Steering Angle Time : 0.14s
Peak Steering Angle Time : 4.56s

Lateral Acceleration Steady State : 0.41g
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

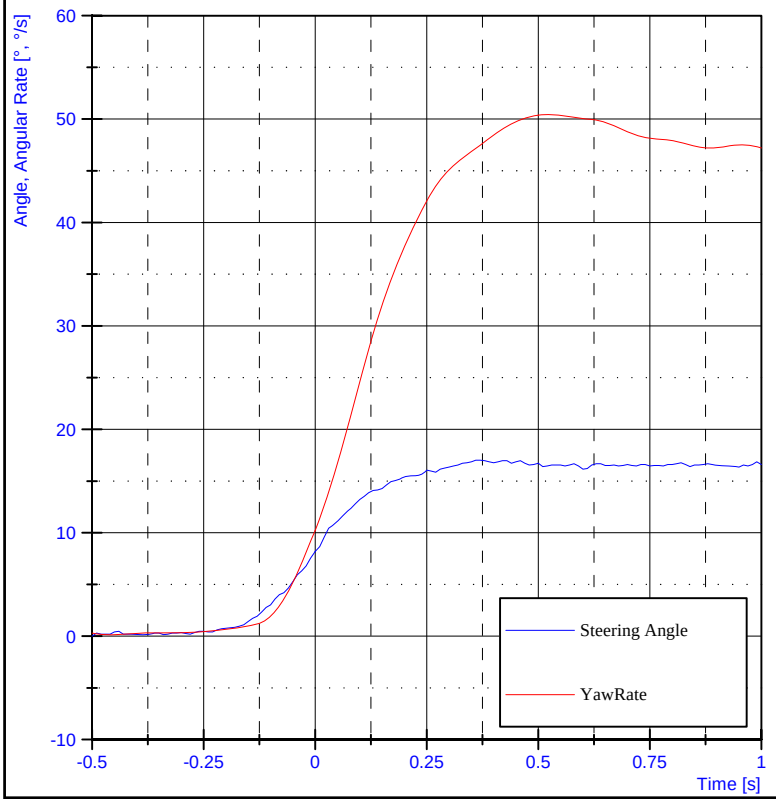
Front Load : N/A
Rear Load : 454
Crush Protection Device : N/A

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

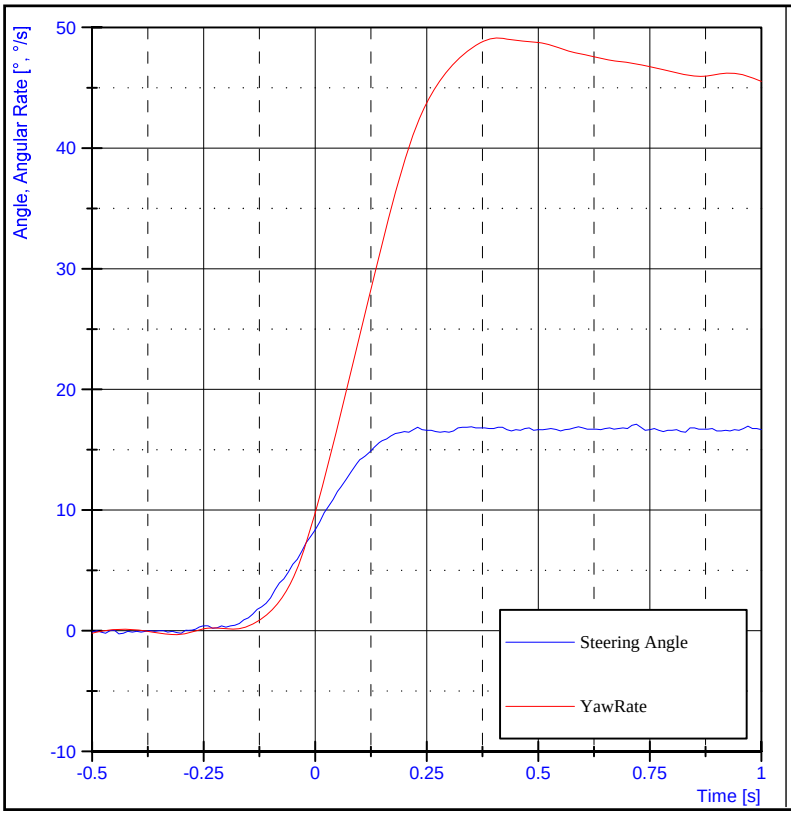
Front Load : N/A
Rear Load : 454
Crush Protection Device : N/A

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

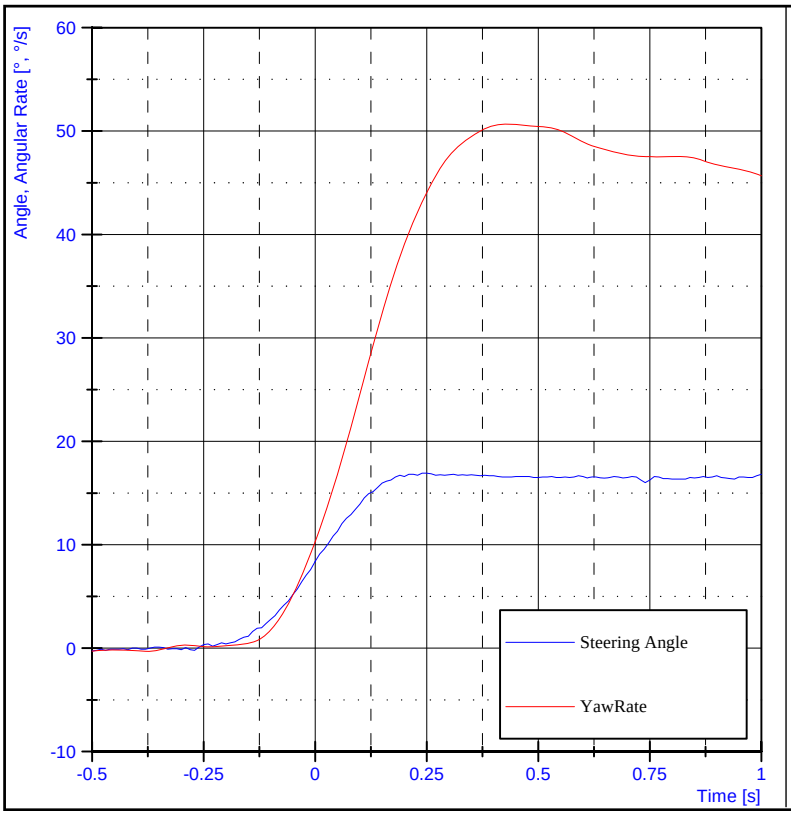
Front Load : N/A
Rear Load : 454
Crush Protection Device : N/A

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

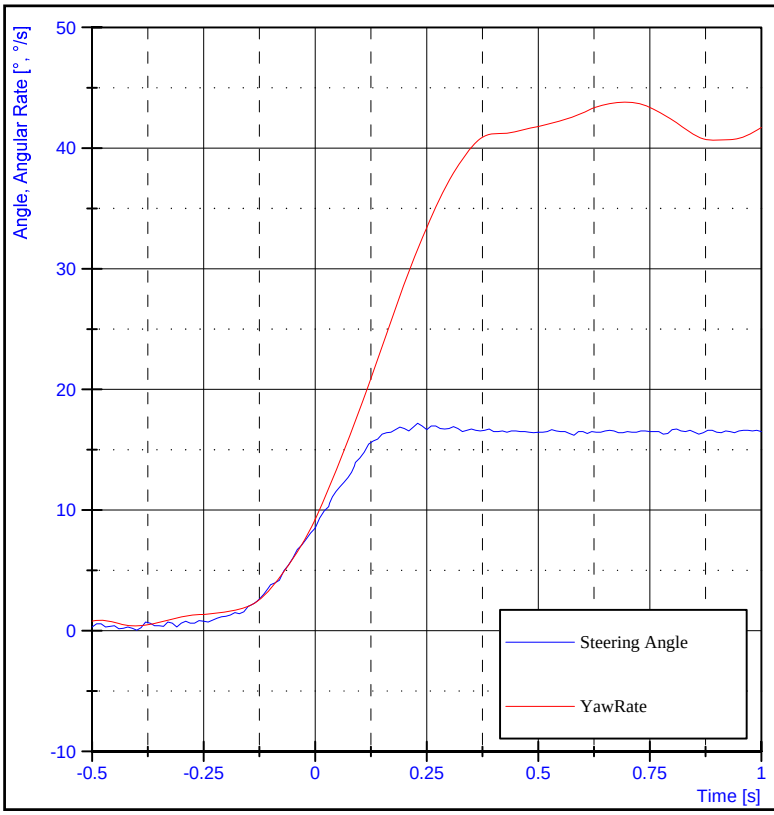
Front Load : N/A
Rear Load : 454
Crush Protection Device : N/A

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

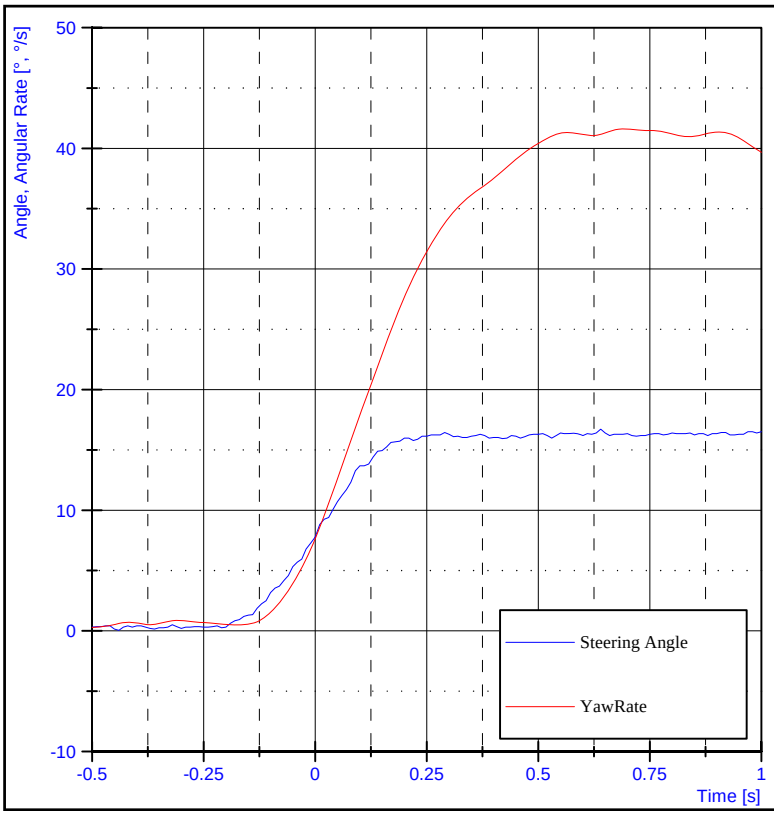
Front Load : N/A
Rear Load : 454
Crush Protection Device : N/A

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

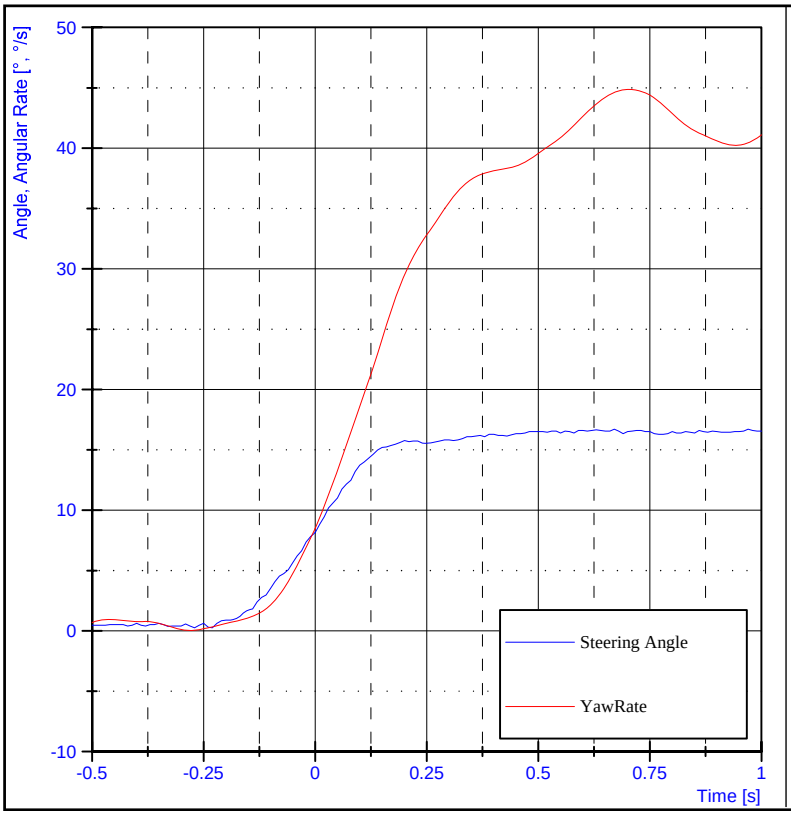
Front Load : N/A
Rear Load : 454
Crush Protection Device : N/A

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

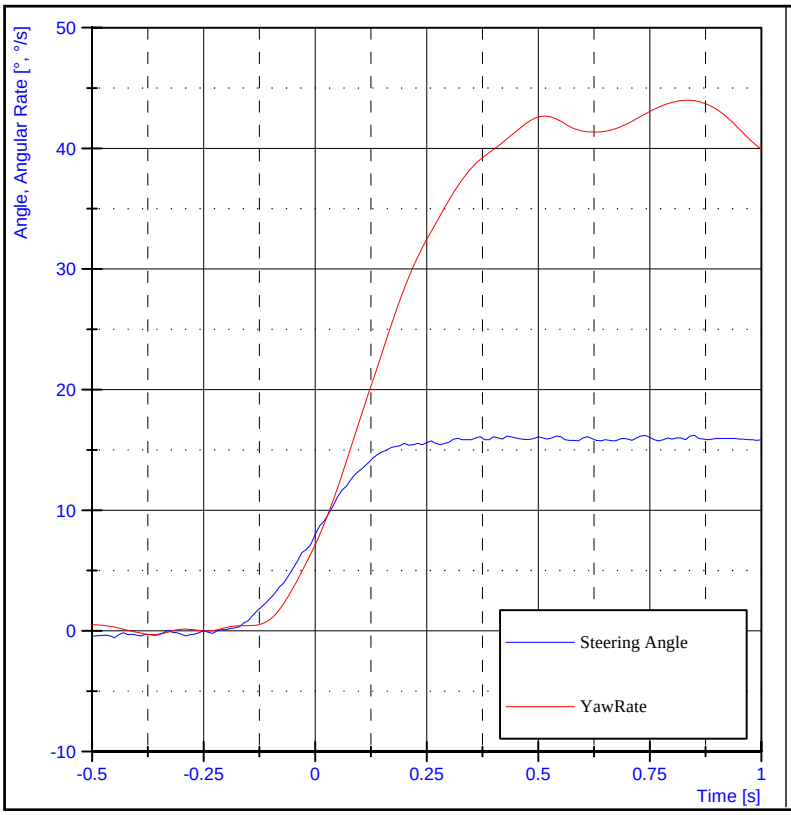
Front Load : N/A
Rear Load : 454
Crush Protection Device : N/A

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

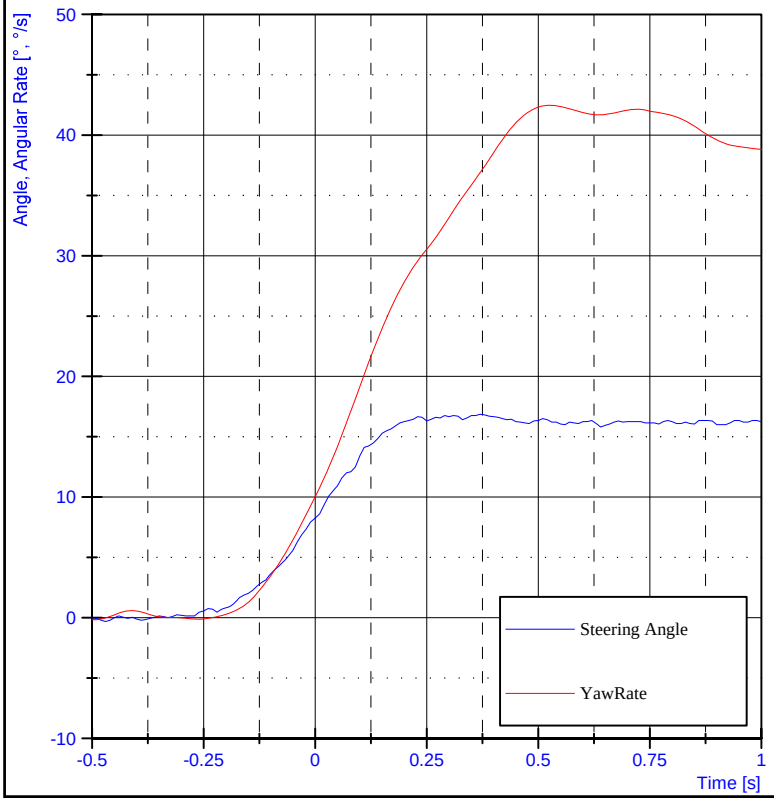
Front Load : N/A
Rear Load : 454
Crush Protection Device : N/A

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

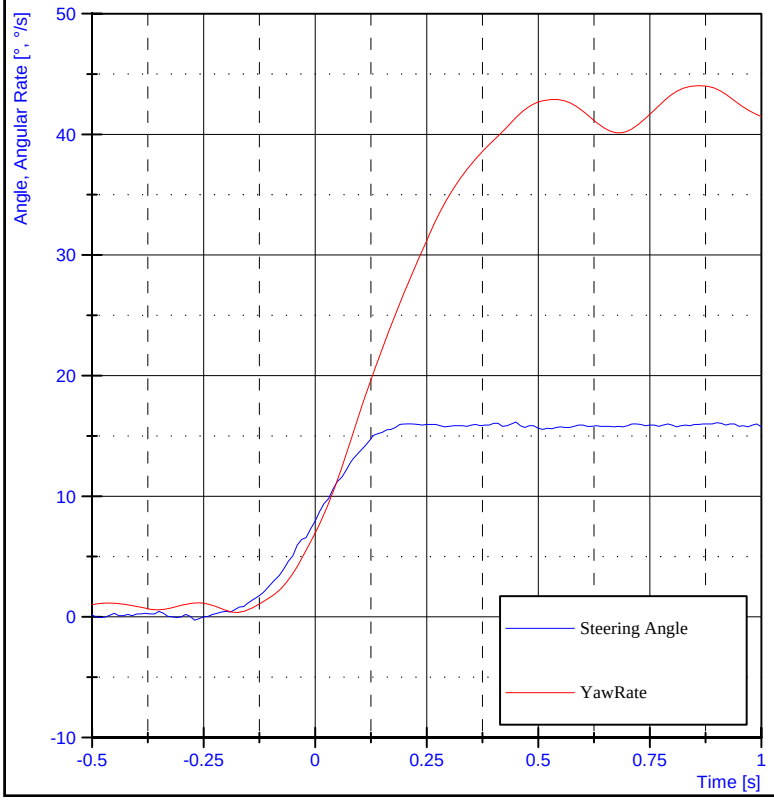
Front Load : N/A
Rear Load : 454
Crush Protection Device : N/A

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

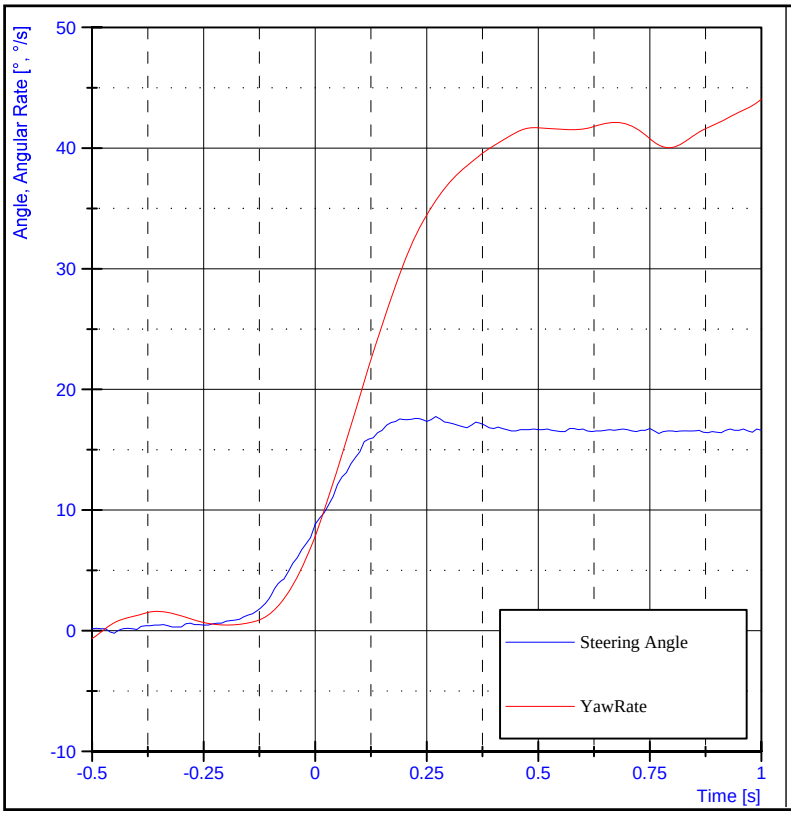
Front Load : N/A
Rear Load : 454
Crush Protection Device : N/A

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. : G130841
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

Test : Lateral Transient Response
Direction : Left
Surface : Grass

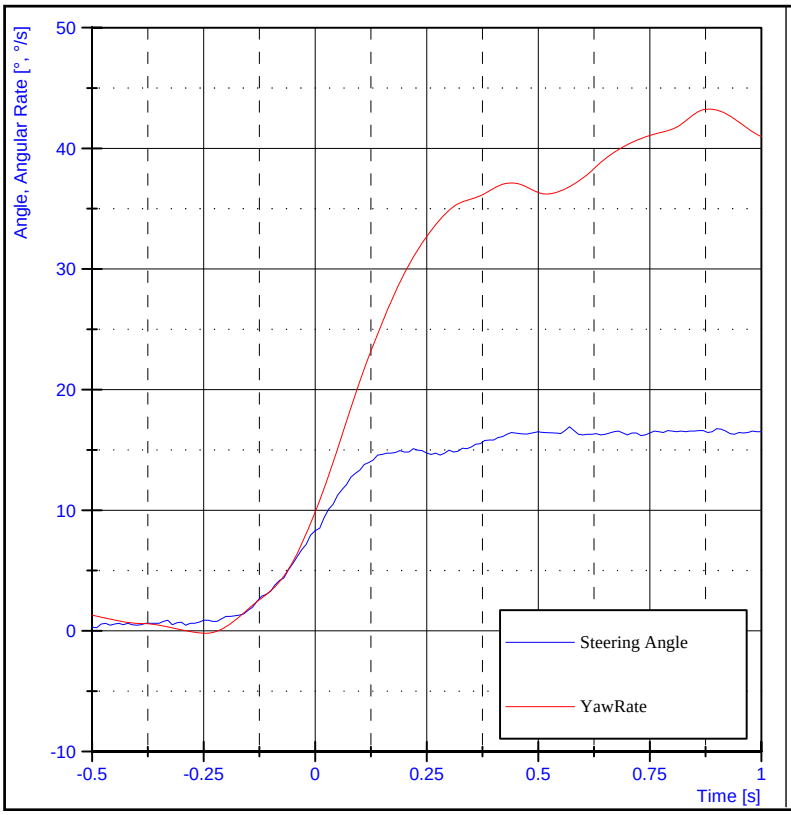
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Rear differential unlocked

90% Yaw Rate Time : 0.37s
Peak Yaw Rate Time : 3.19s

90% Steering Angle Time : 0.11s
Peak Steering Angle Time : 0.27s

Lateral Acceleration Steady State : 0.54g
between 2.0 and 4.0s



Test No. : G130842
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

Test : Lateral Transient Response
Direction : Left
Surface : Grass

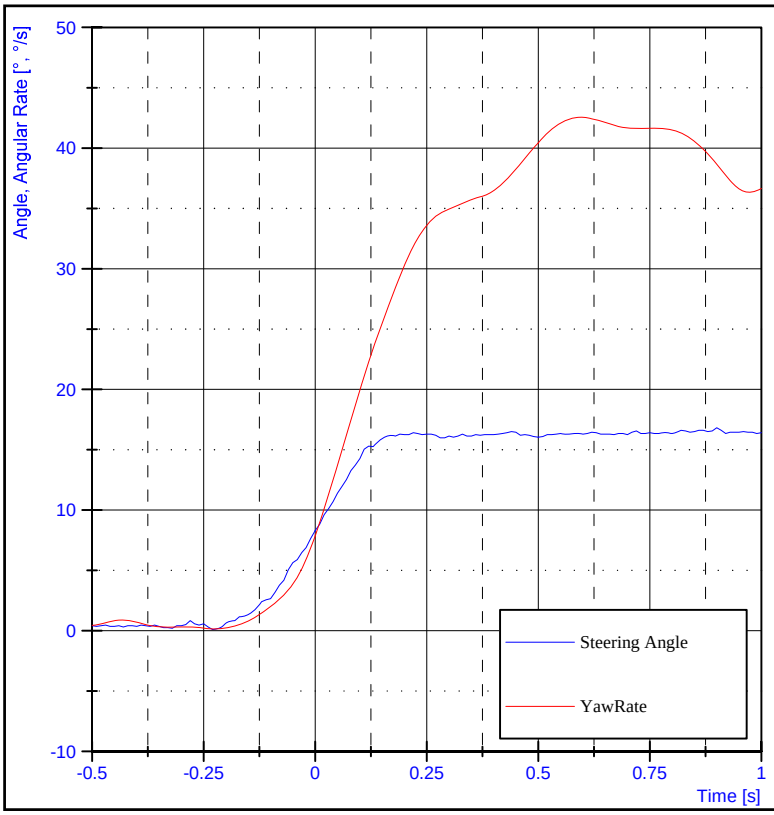
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Rear differential unlocked

90% Yaw Rate Time : 0.61s
Peak Yaw Rate Time : 4.28s

90% Steering Angle Time : 0.19s
Peak Steering Angle Time : 0.57s

Lateral Acceleration Steady State : 0.40g
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

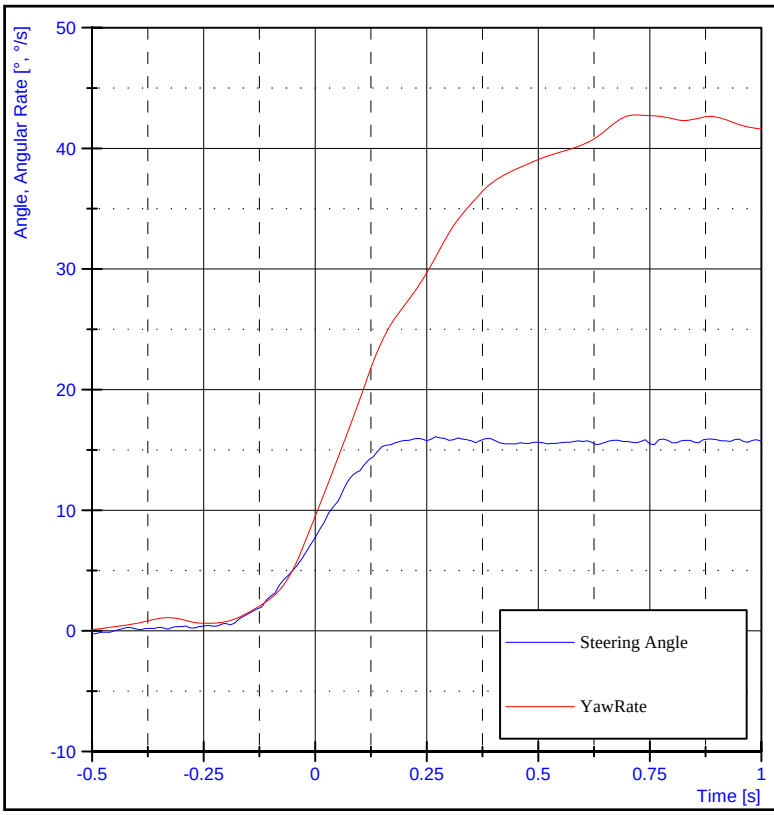
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

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

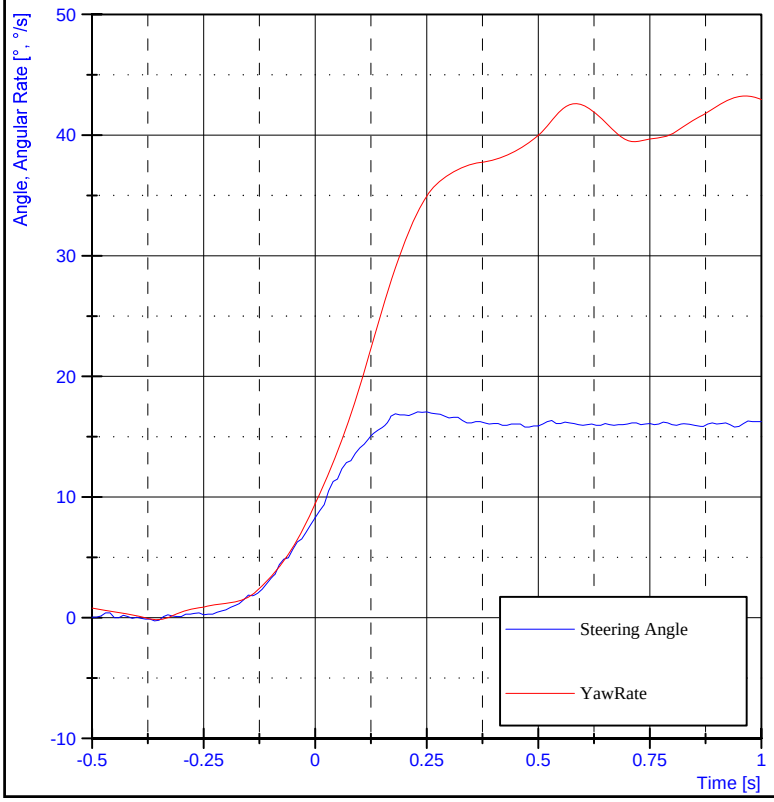
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

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. : G130845
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

Test : Lateral Transient Response
Direction : Right
Surface : Grass

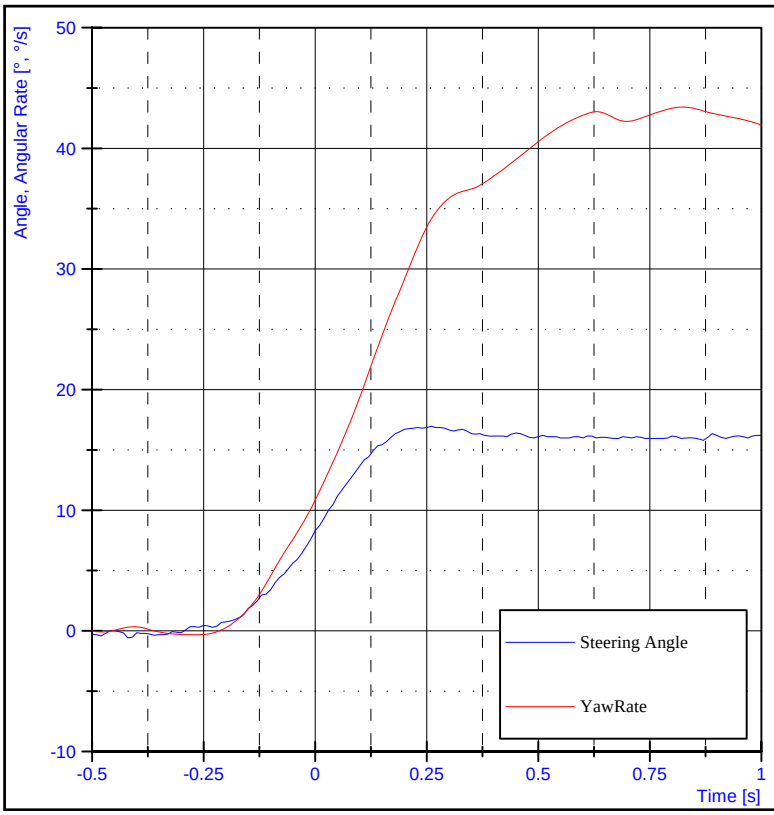
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Rear differential unlocked

90% Yaw Rate Time : 0.32s
Peak Yaw Rate Time : 5.53s

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

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



Test No. : G130846
Test Date : 15 October, 2013

Test Specimen : TS57210
Test Vehicle : Honda Big Red MUV700

Test : Lateral Transient Response
Direction : Right
Surface : Grass

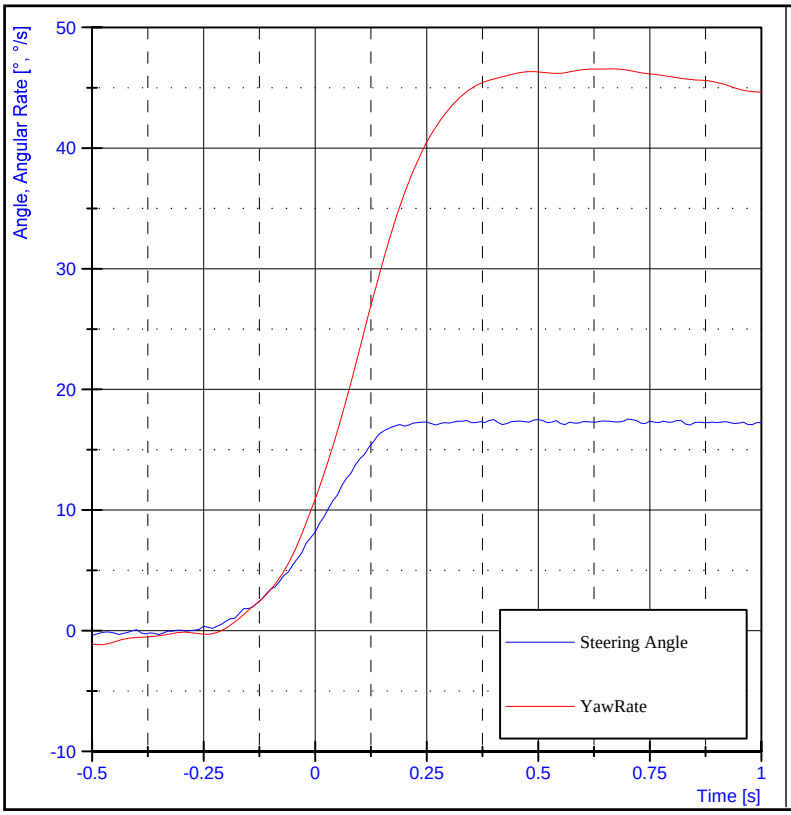
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

Rear differential unlocked

90% Yaw Rate Time : 0.40s
Peak Yaw Rate Time : 5.56s

90% Steering Angle Time : 0.12s
Peak Steering Angle Time : 0.26s

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



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

Test Specimen : TS57209
Test Vehicle : John Deere Gator XUV825i

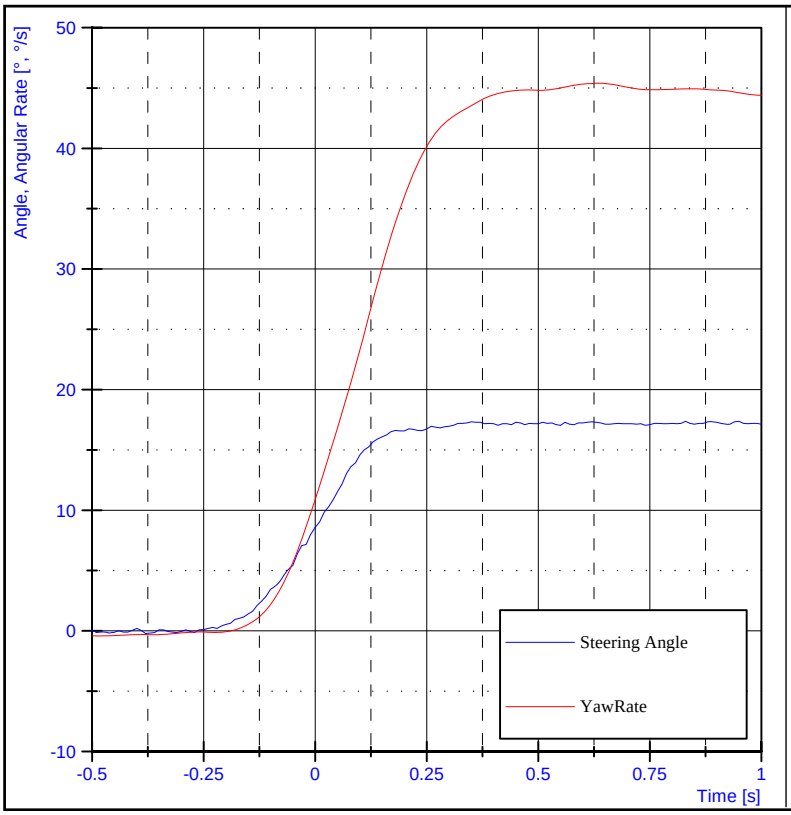
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

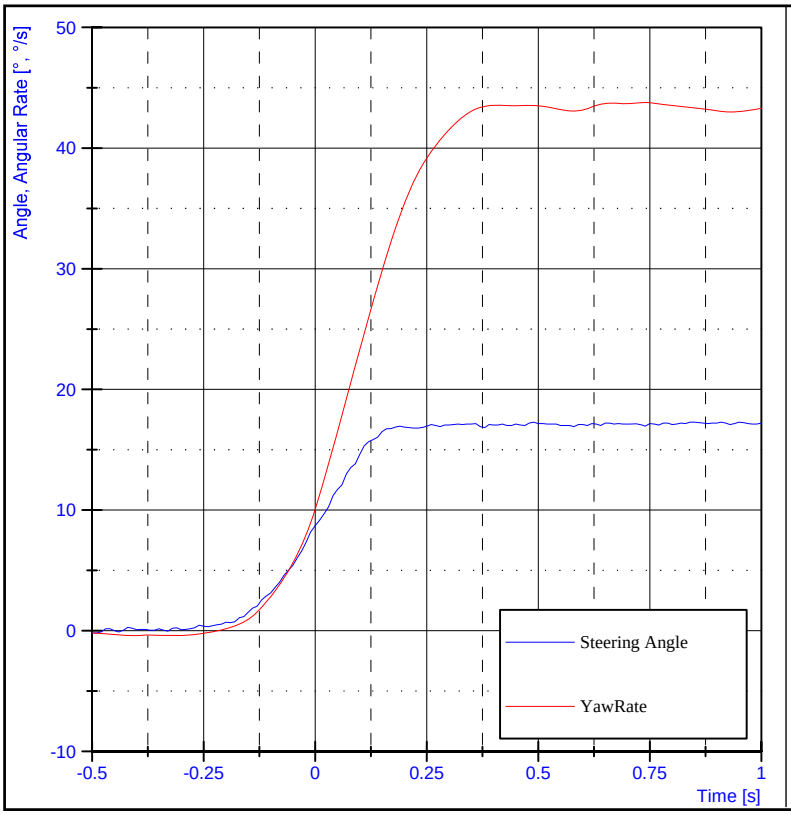
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

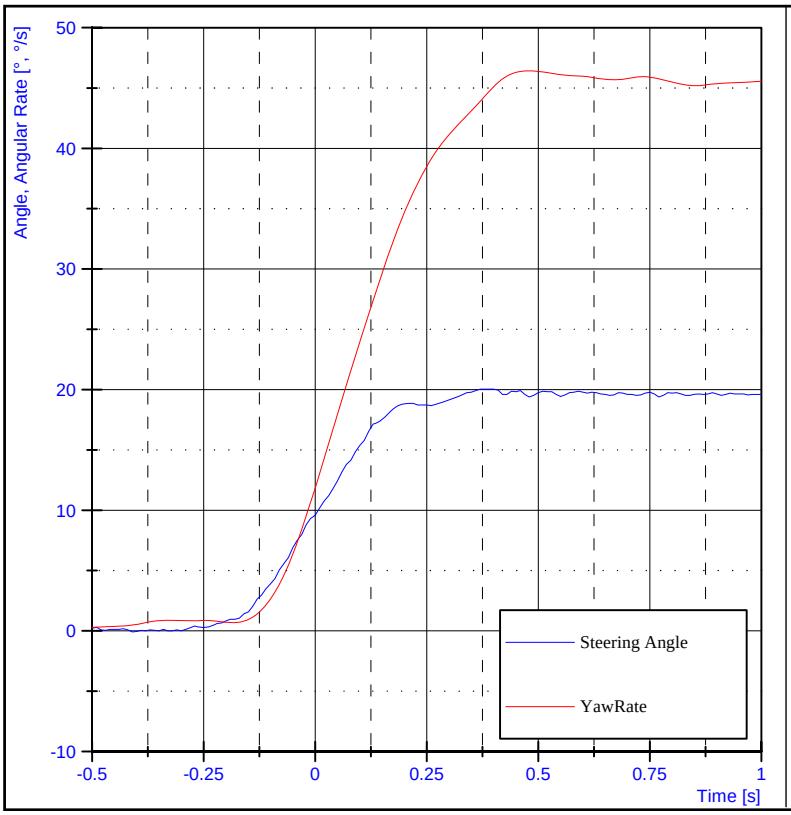
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

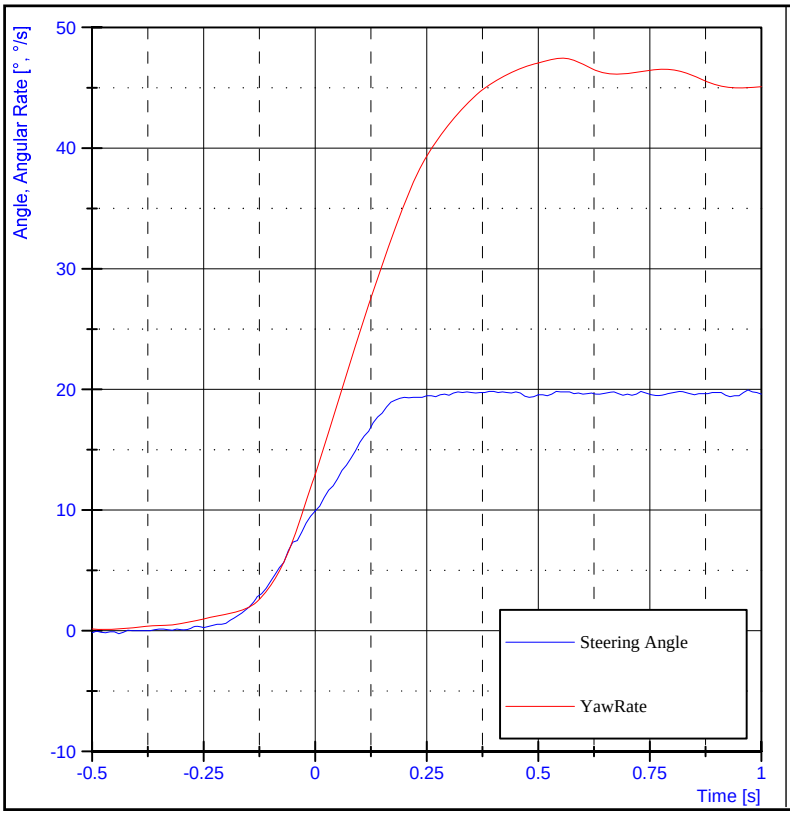
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

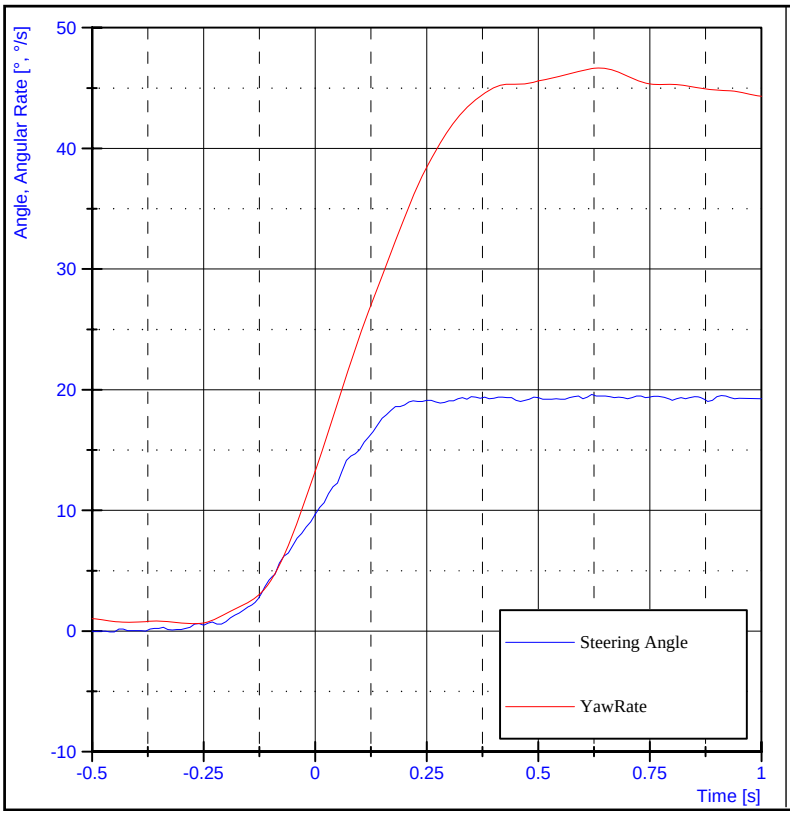
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

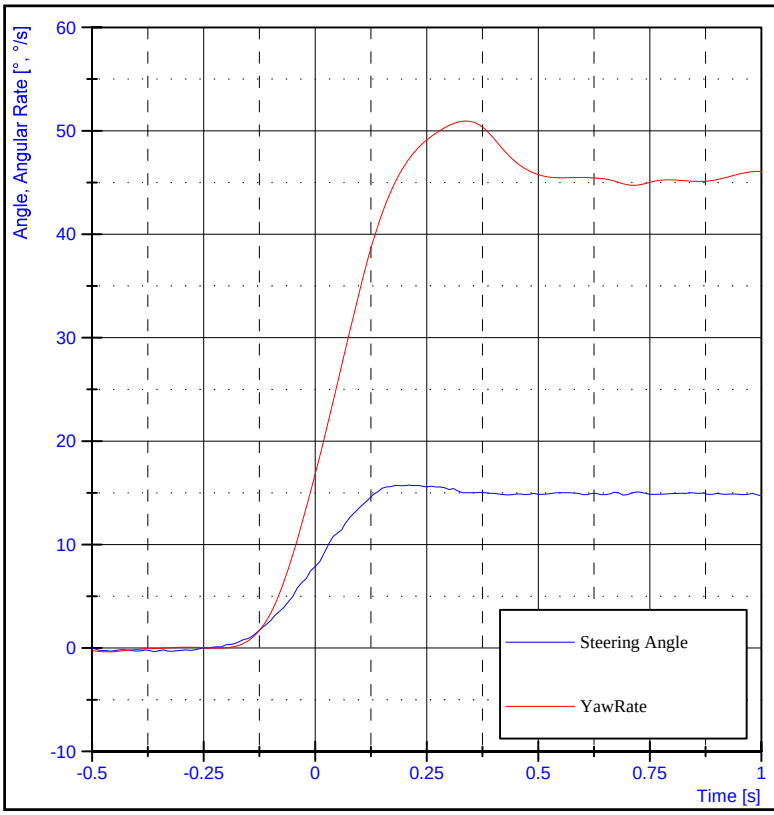
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

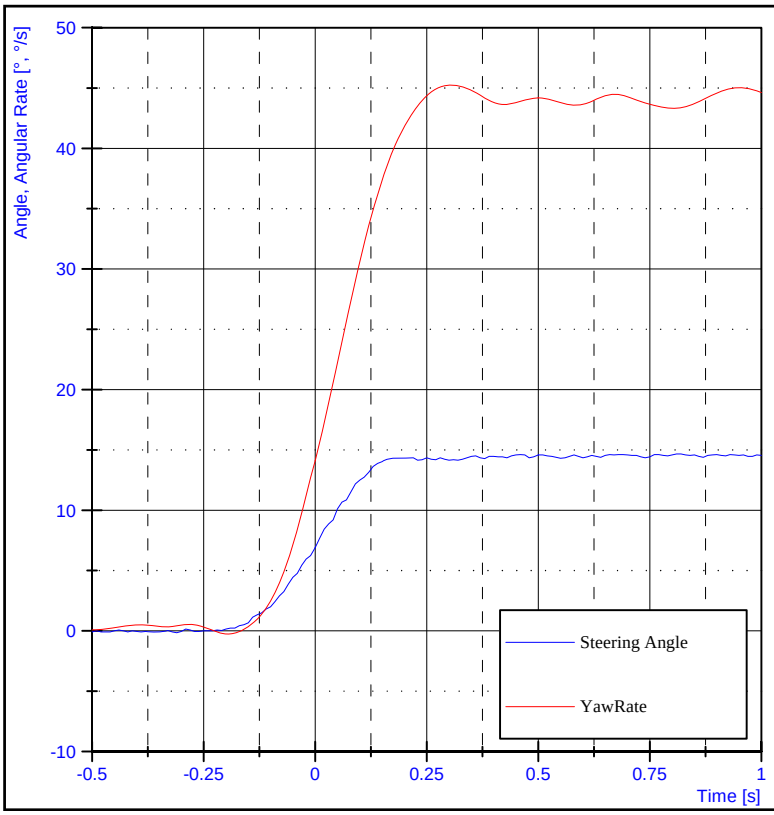
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

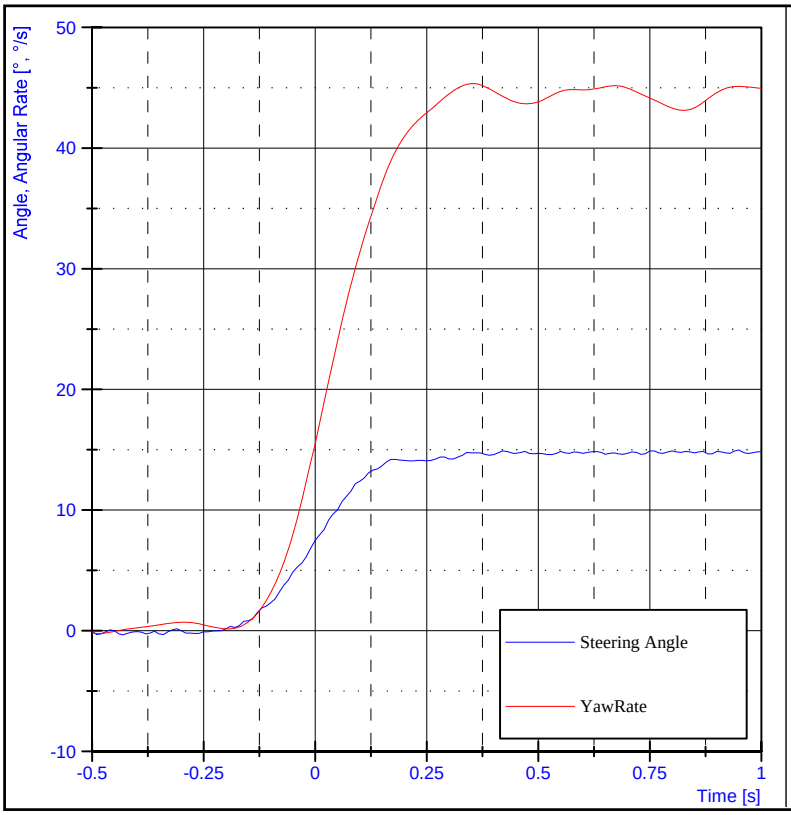
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

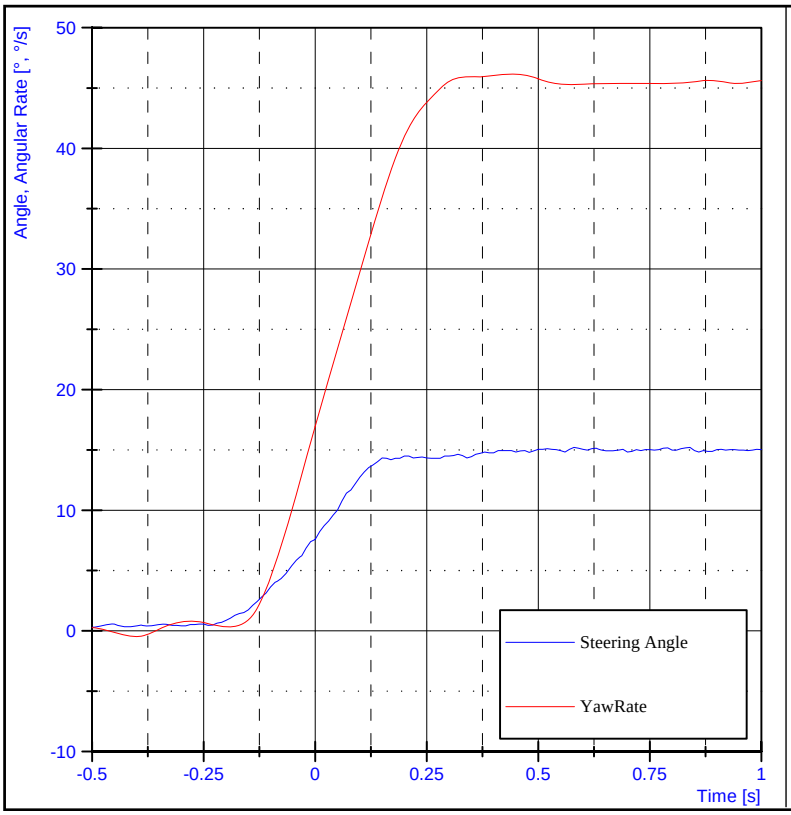
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

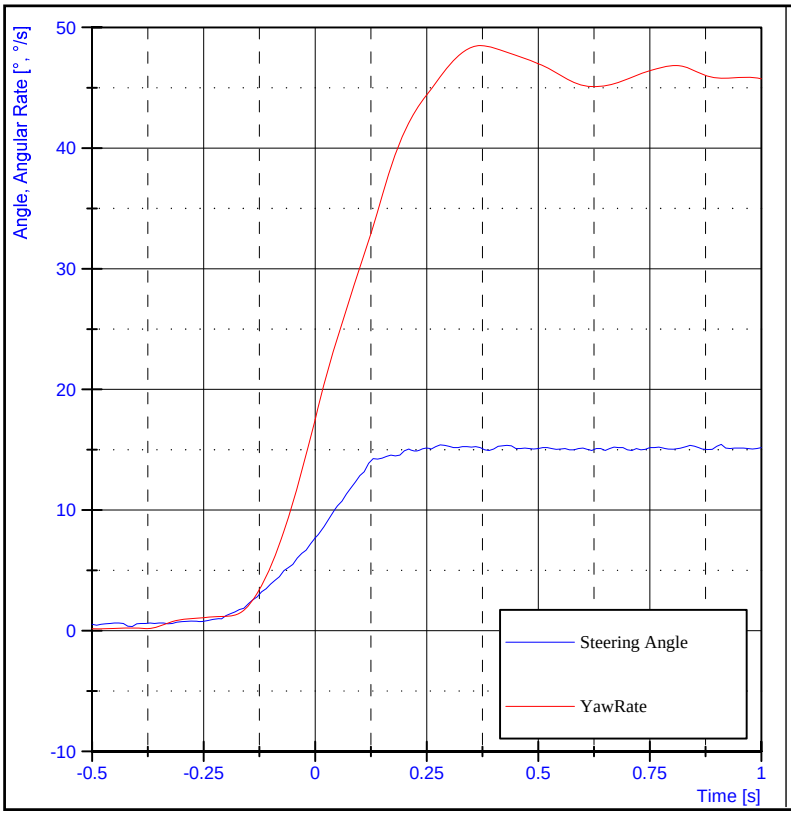
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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. : G130875
Test Date : 24 October, 2013

Test Specimen : TS57208
Test Vehicle : Kubota RTV500

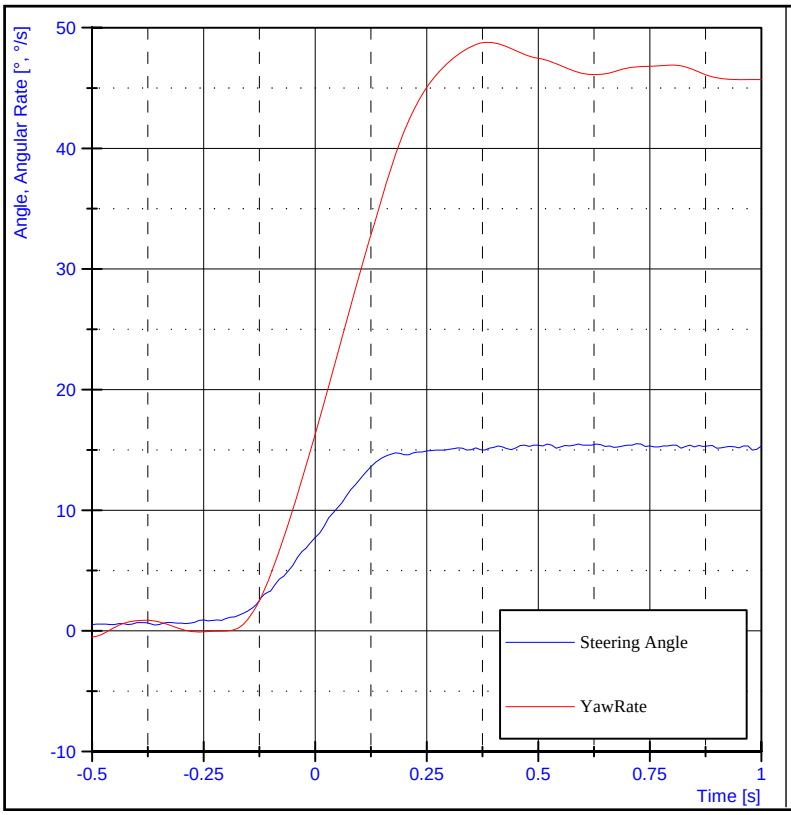
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

90% Yaw Rate Time : 0.19s
Peak Yaw Rate Time : 0.37s

90% Steering Angle Time : 0.12s
Peak Steering Angle Time : 5.19s

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



Test No. : G130876
Test Date : 24 October, 2013

Test Specimen : TS57208
Test Vehicle : Kubota RTV500

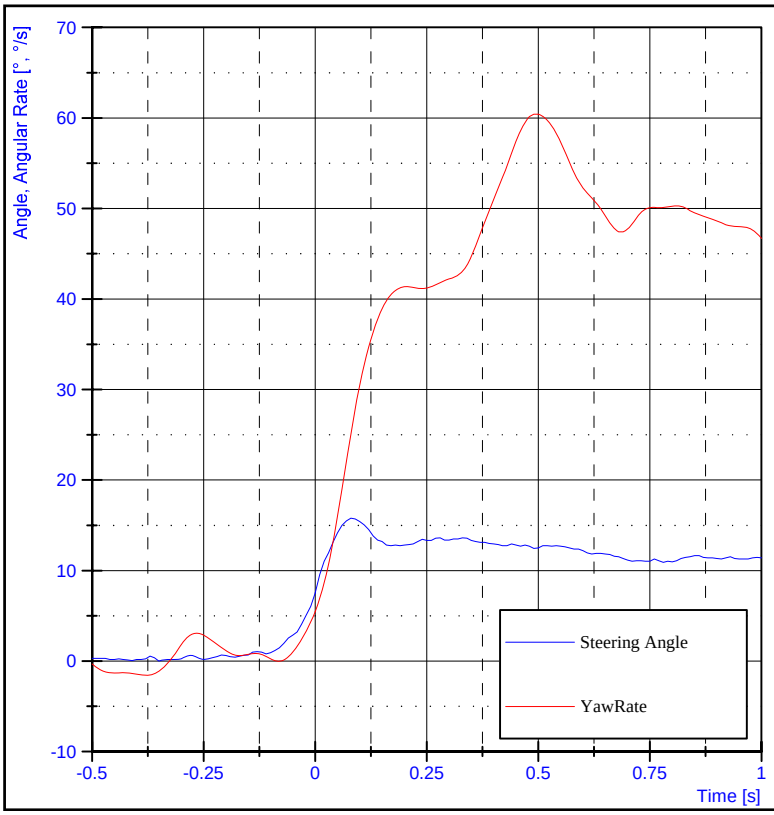
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

90% Yaw Rate Time : 0.20s
Peak Yaw Rate Time : 0.39s

90% Steering Angle Time : 0.13s
Peak Steering Angle Time : 3.08s

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



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

Test Specimen : TS57202
Test Vehicle : Polaris Sportsman 450HO

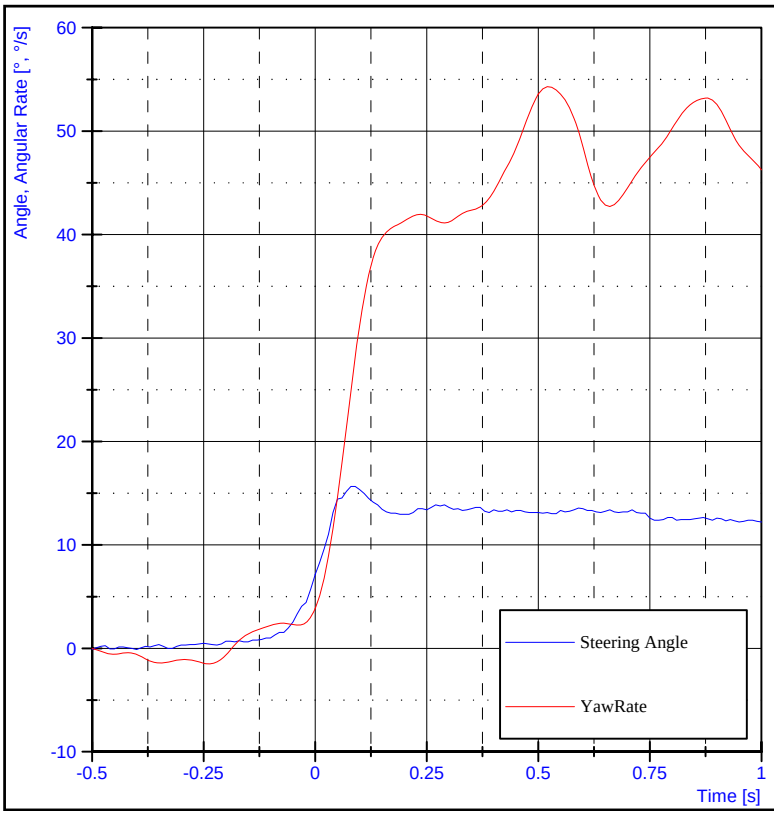
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

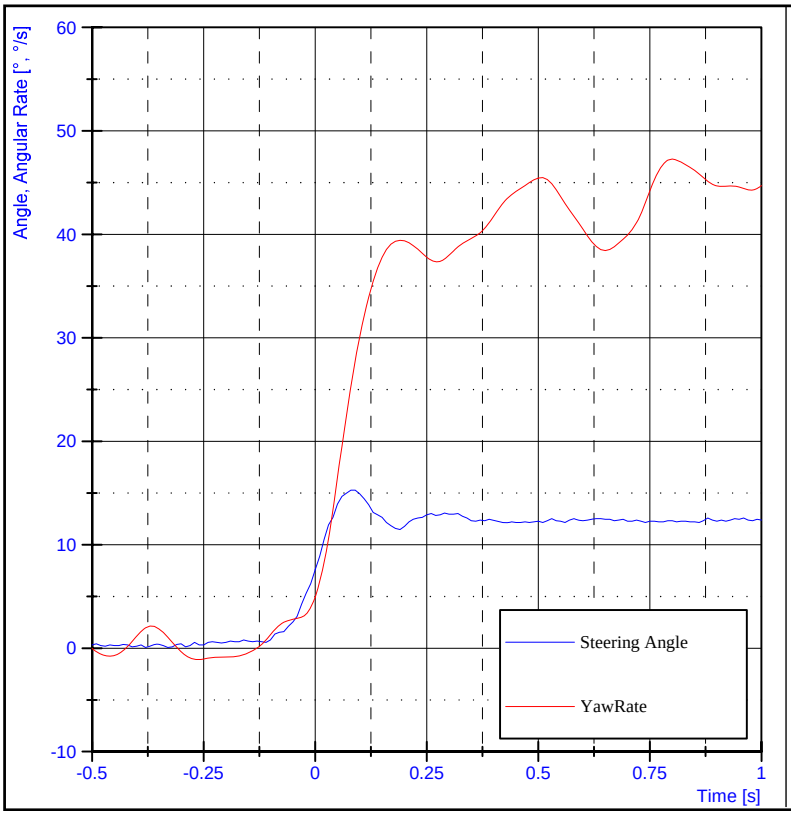
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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



Test No. : G130999
Test Date : 17 December, 2013

Test Specimen : TS57202
Test Vehicle : Polaris Sportsman 450HO

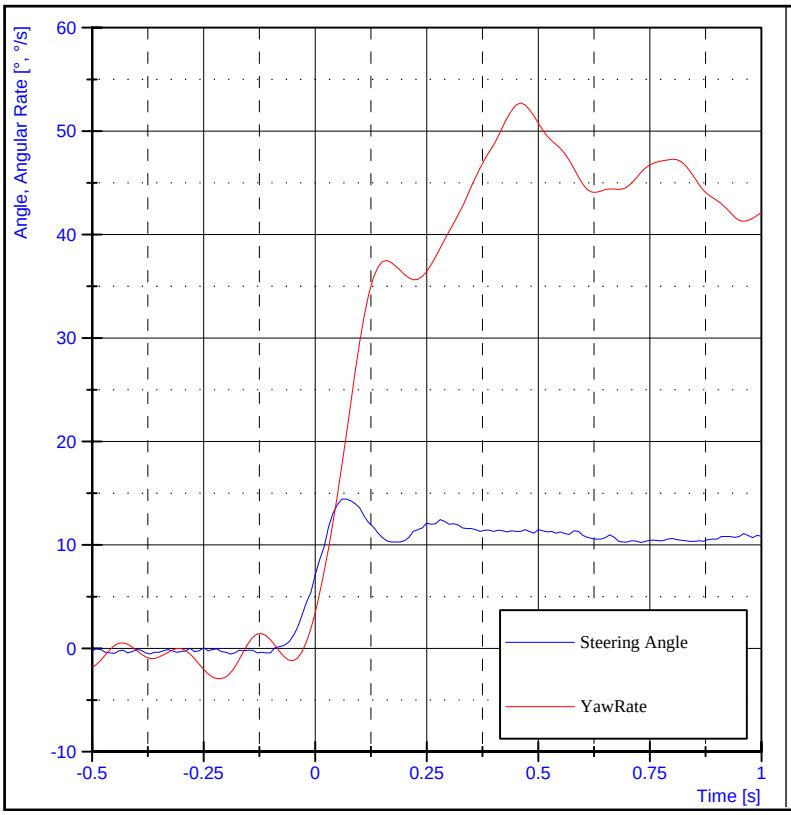
Test : Lateral Transient Response
Direction : Left
Surface : Asphalt

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

90% Yaw Rate Time : 0.16s
Peak Yaw Rate Time : 4.91s

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. : G131000
Test Date : 17 December, 2013

Test Specimen : TS57202
Test Vehicle : Polaris Sportsman 450HO

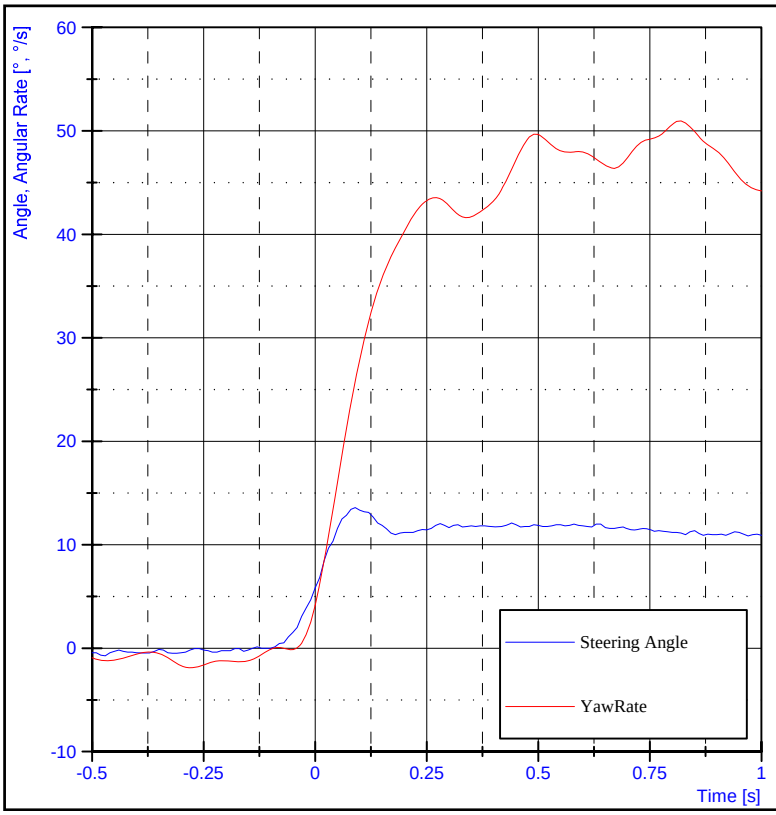
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

90% Yaw Rate Time : 0.13s
Peak Yaw Rate Time : 6.29s

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

Lateral Acceleration Steady State : 0.32g
between 2.0 and 4.0s



Test No. : G131001
Test Date : 17 December, 2013

Test Specimen : TS57202
Test Vehicle : Polaris Sportsman 450HO

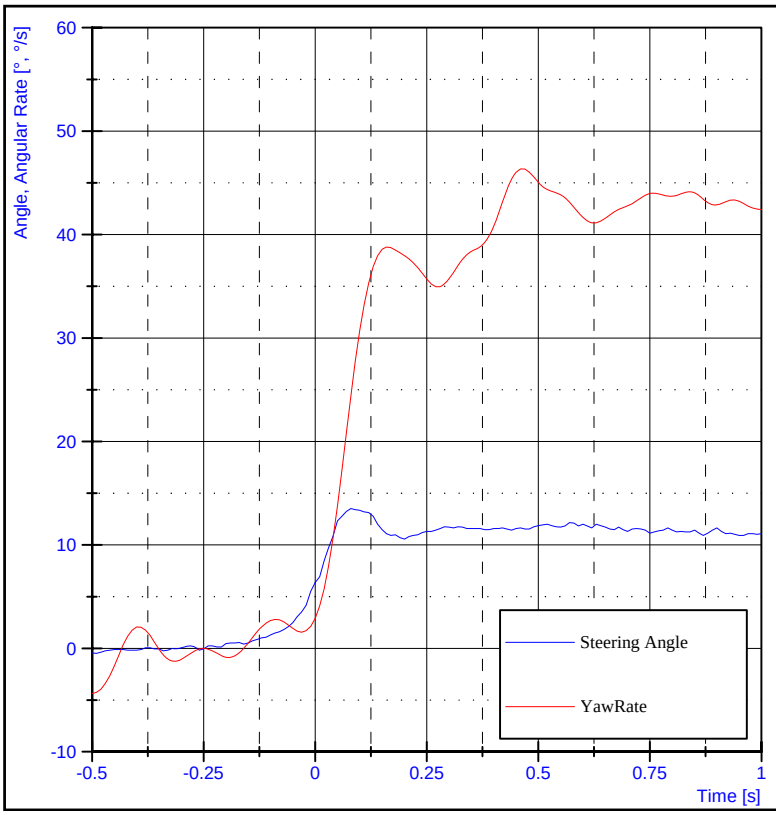
Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

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

90% Yaw Rate Time : 0.14s
Peak Yaw Rate Time : 0.82s

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

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



Test No. : G131002
Test Date : 17 December, 2013

Test Specimen : TS57202
Test Vehicle : Polaris Sportsman 450HO

Test : Lateral Transient Response
Direction : Right
Surface : Asphalt

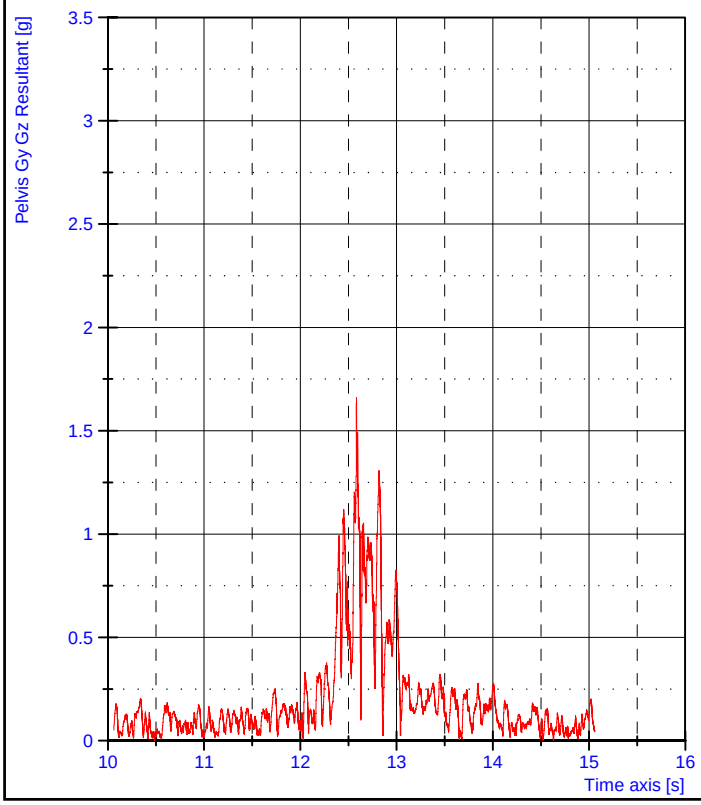
Front Load : N/A
Rear Load : N/A
Crush Protection Device : N/A

90% Yaw Rate Time : 0.12s
Peak Yaw Rate Time : 6.51s

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

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

4. Test response data – Bump obstacle perturbation



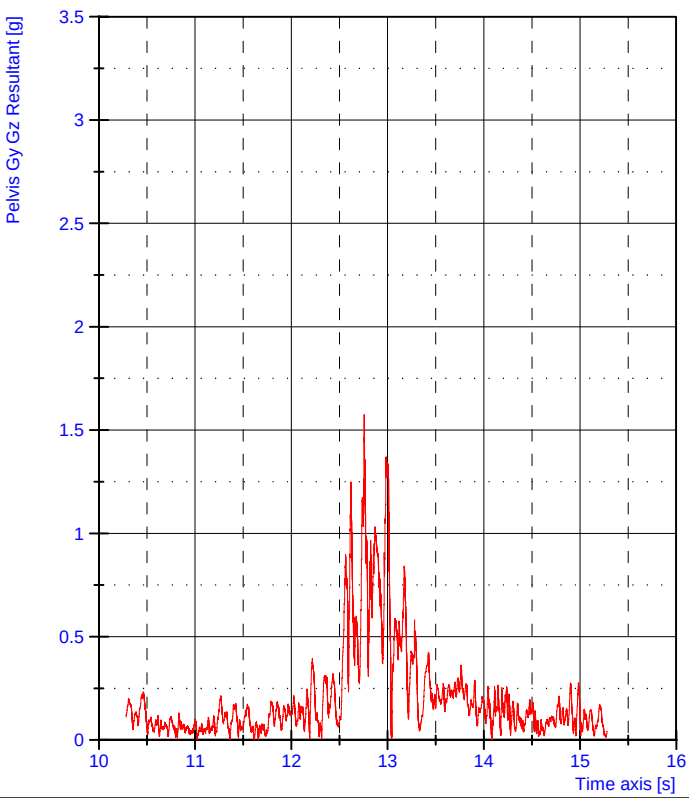
Test No. : G130906
Test Date : 01 November, 2013

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

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

ATD : 95th Percentile Male

Peak Pelvis Y & Z Resultant
Acceleration : 1.66g



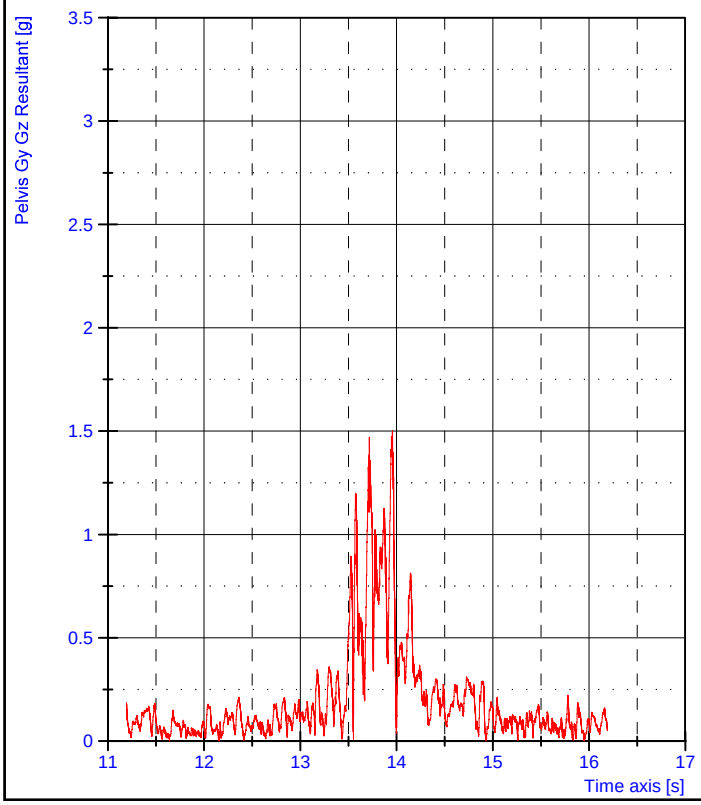
Test No. : G130908
Test Date : 01 November, 2013

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 : 1.58g



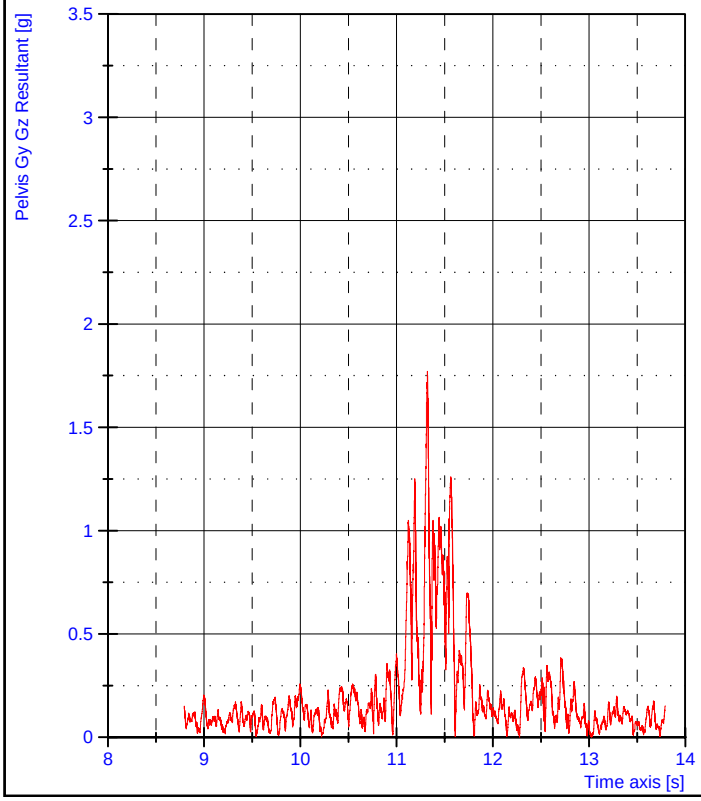
Test No. : G130909
Test Date : 01 November, 2013

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



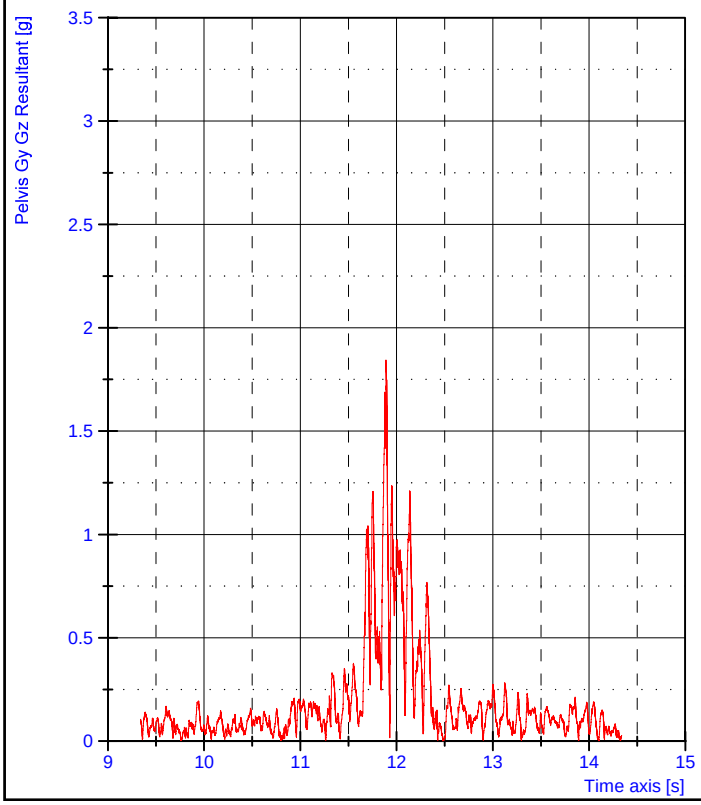
Test No. : G130910
Test Date : 01 November, 2013

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



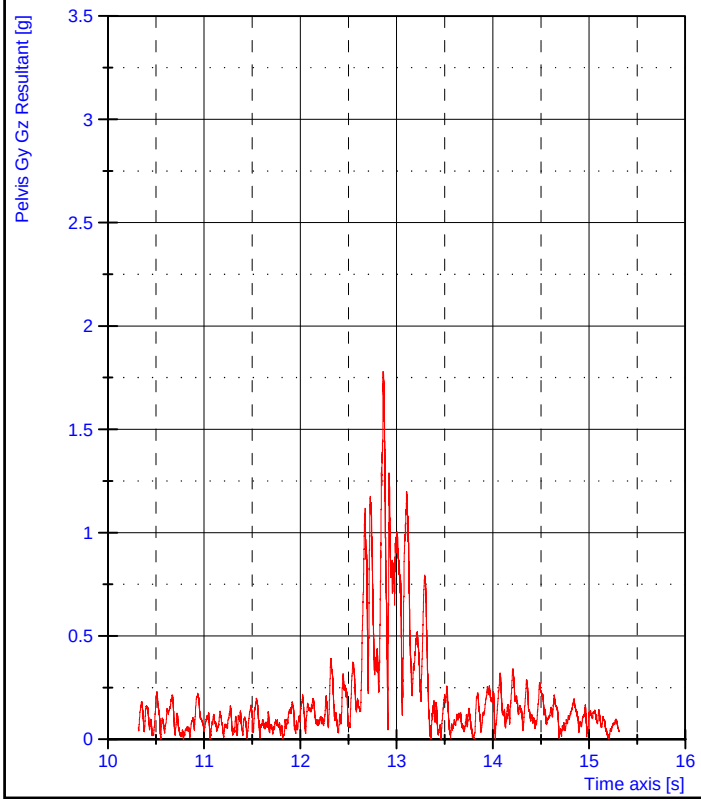
Test No. : G130911
Test Date : 01 November, 2013

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



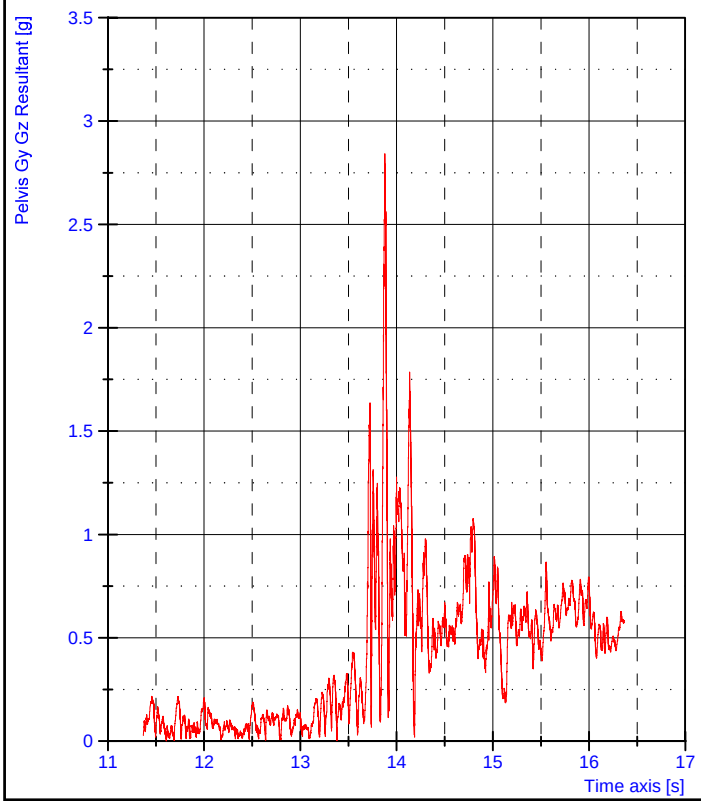
Test No. : G130912
Test Date : 01 November, 2013

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



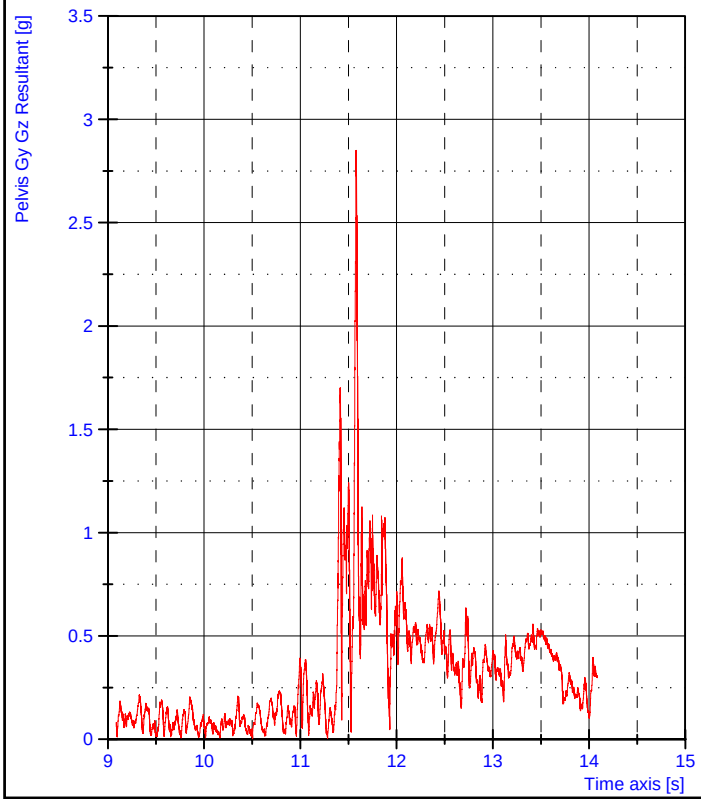
Test No. : G130913
Test Date : 04 November, 2013

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



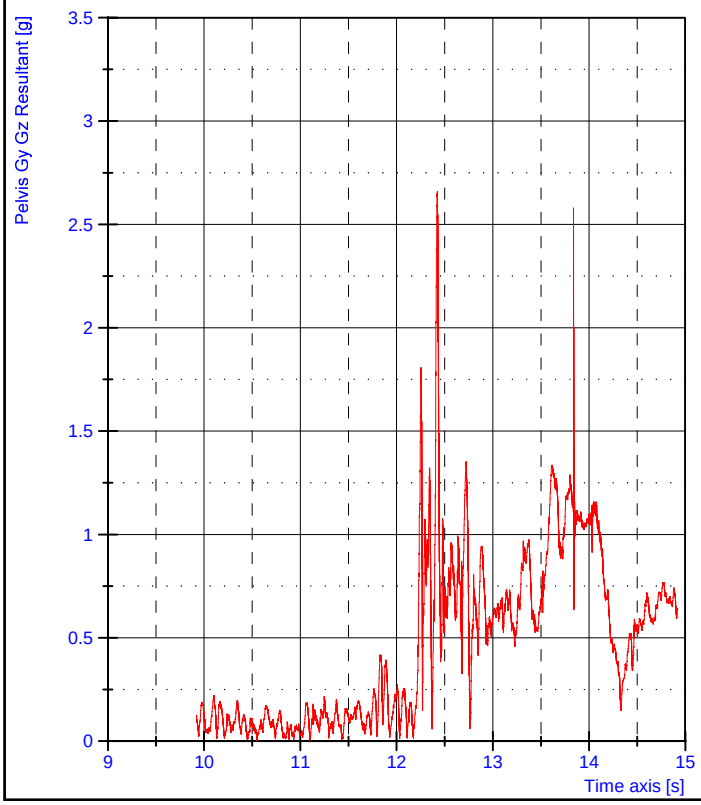
Test No. : G130915
Test Date : 04 November, 2013

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



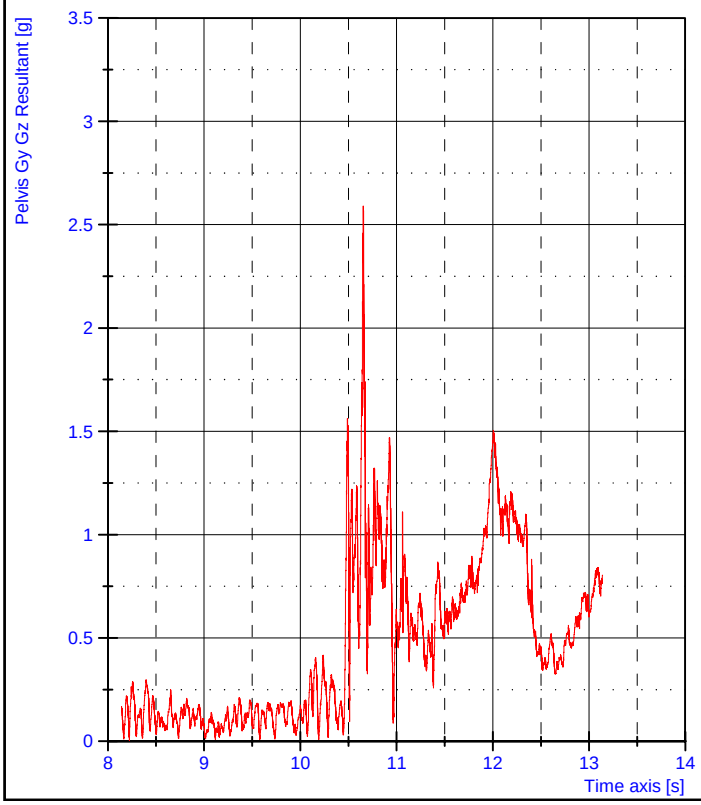
Test No. : G130916
Test Date : 04 November, 2013

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



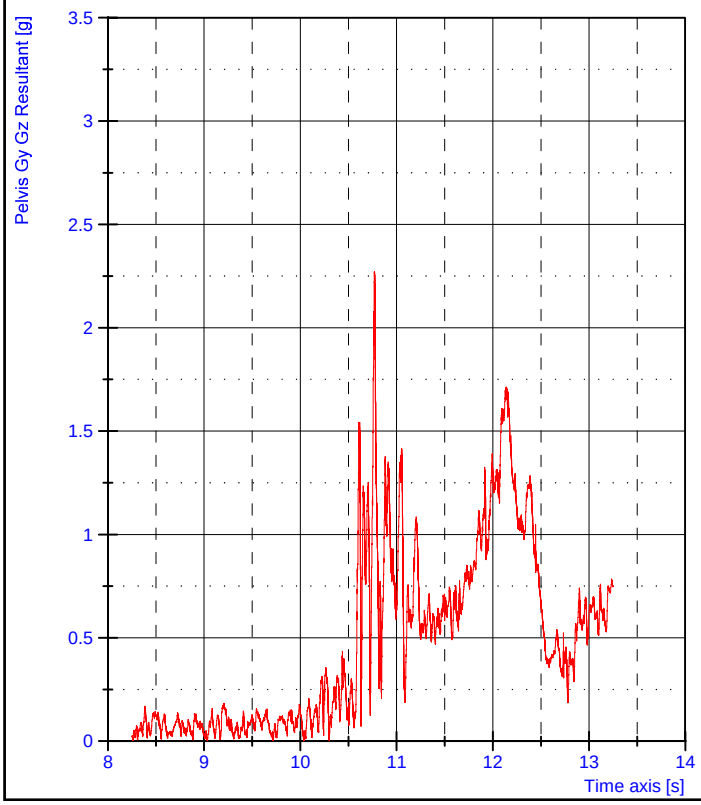
Test No. : G130917
Test Date : 04 November, 2013

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



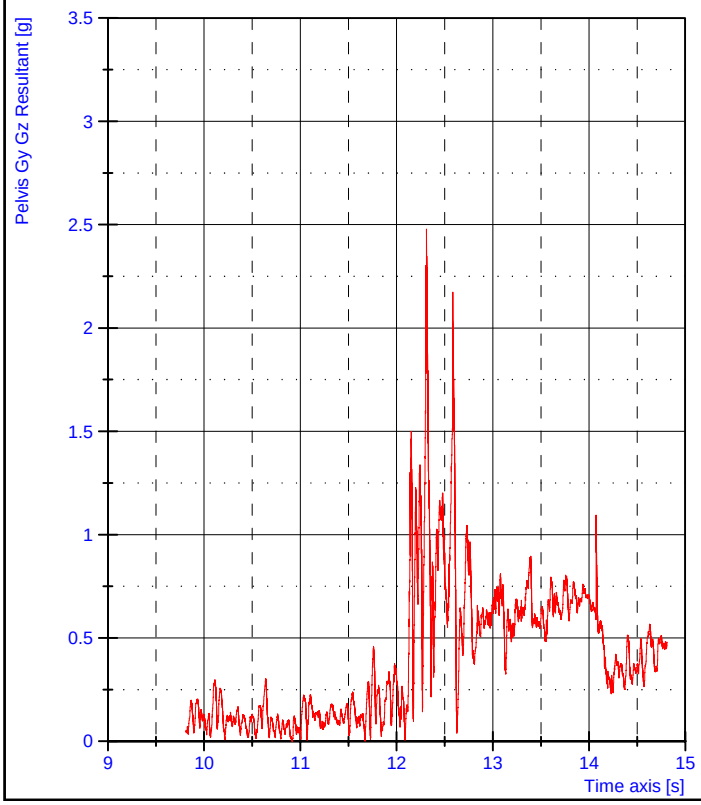
Test No. : G130919
Test Date : 04 November, 2013

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



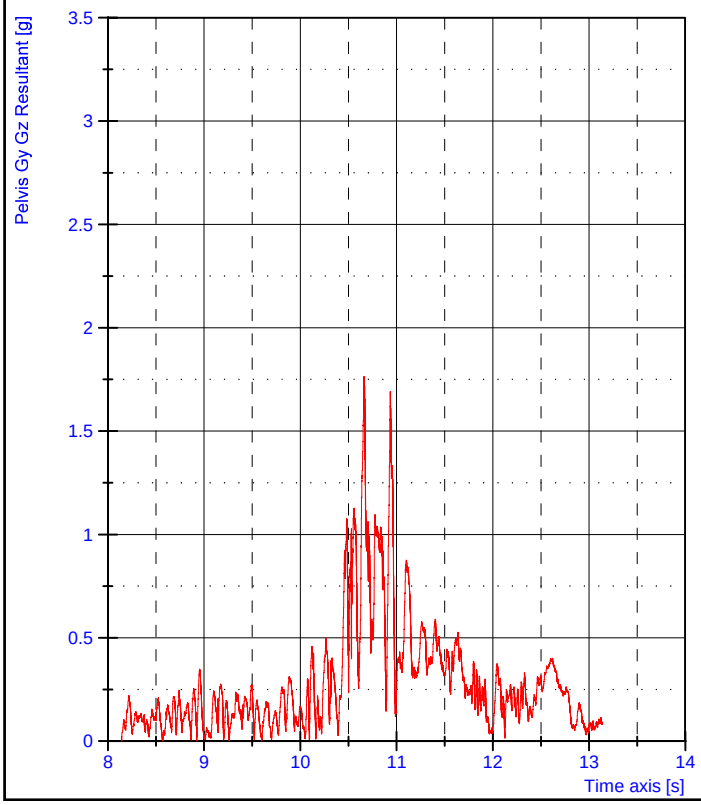
Test No. : G130920
Test Date : 04 November, 2013

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



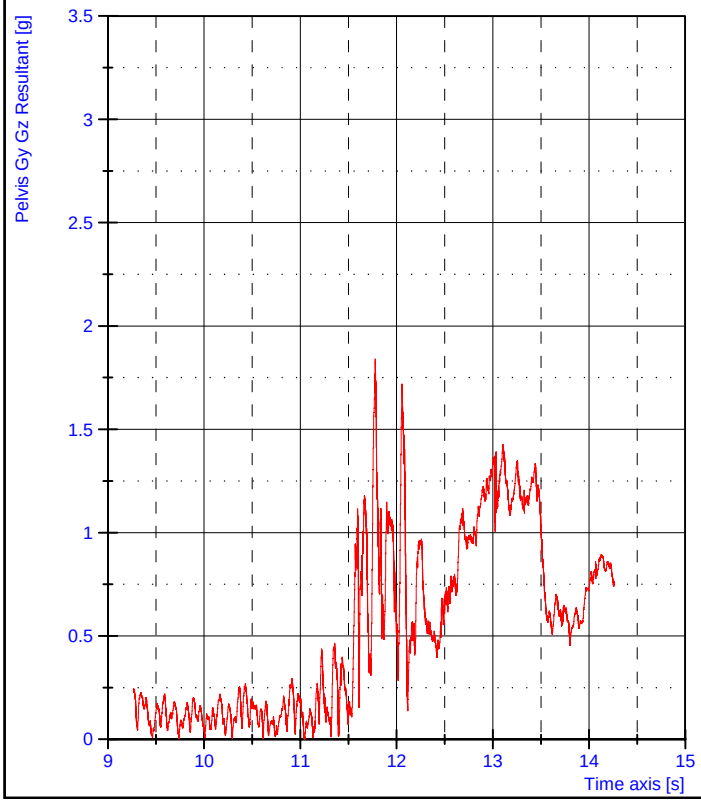
Test No. : G130921
Test Date : 05 November, 2013

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



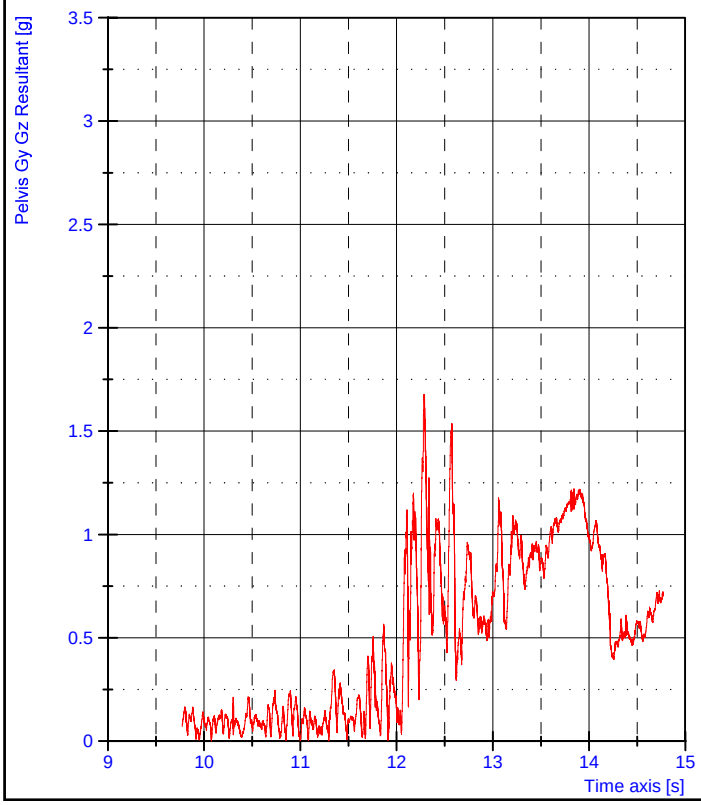
Test No. : G130923
Test Date : 05 November, 2013

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



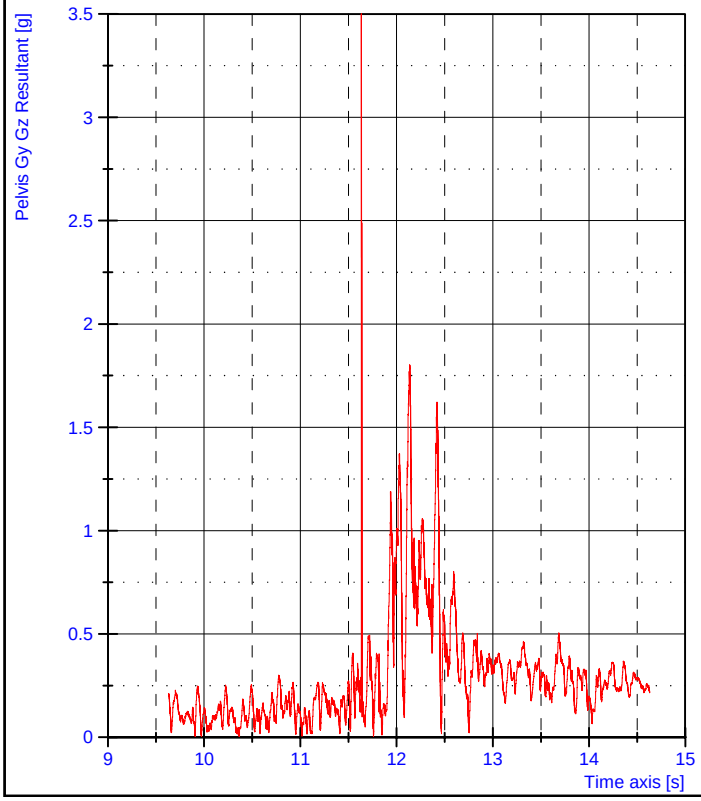
Test No. : G130924
Test Date : 05 November, 2013

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



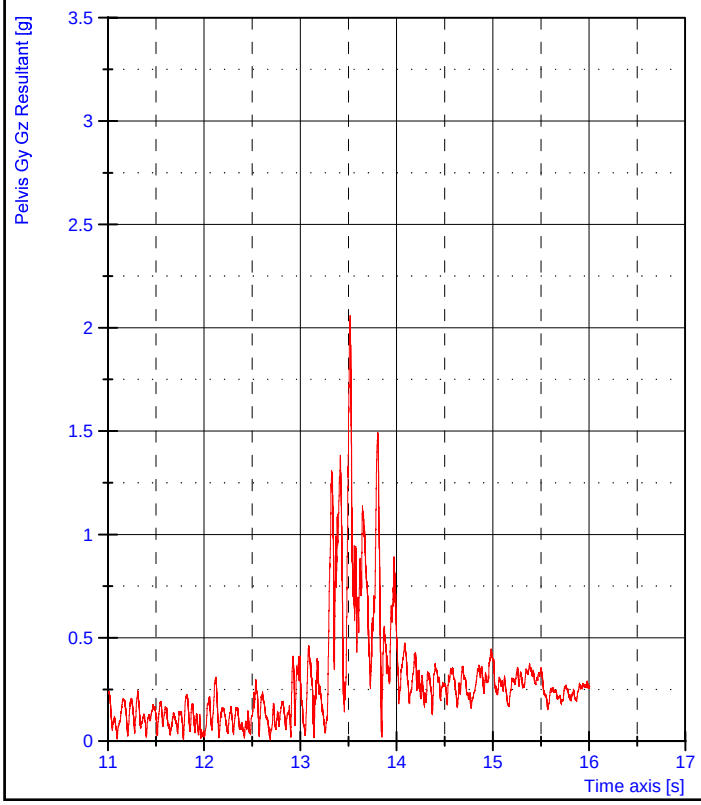
Test No. : G130926
Test Date : 05 November, 2013

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



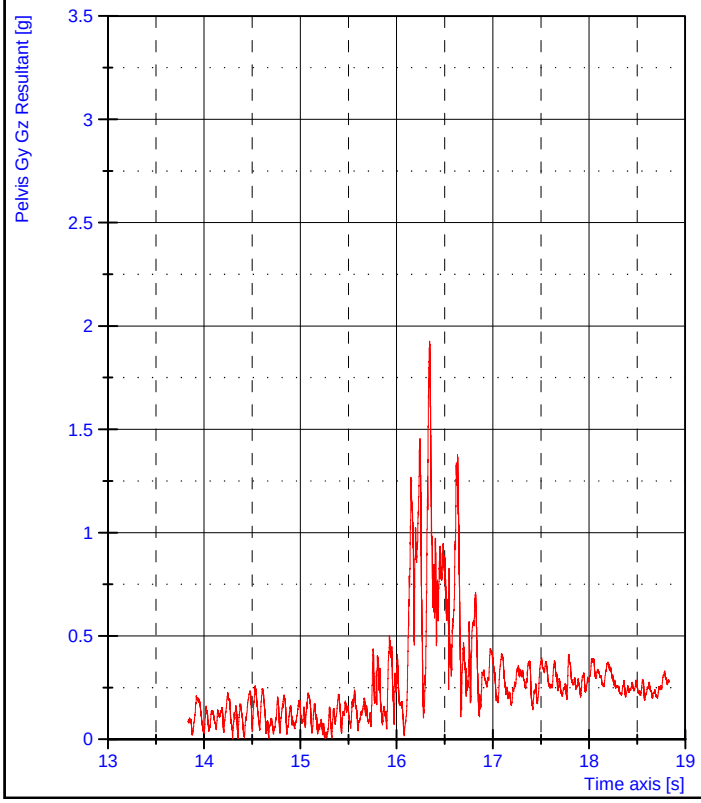
Test No. : G130928
Test Date : 05 November, 2013

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



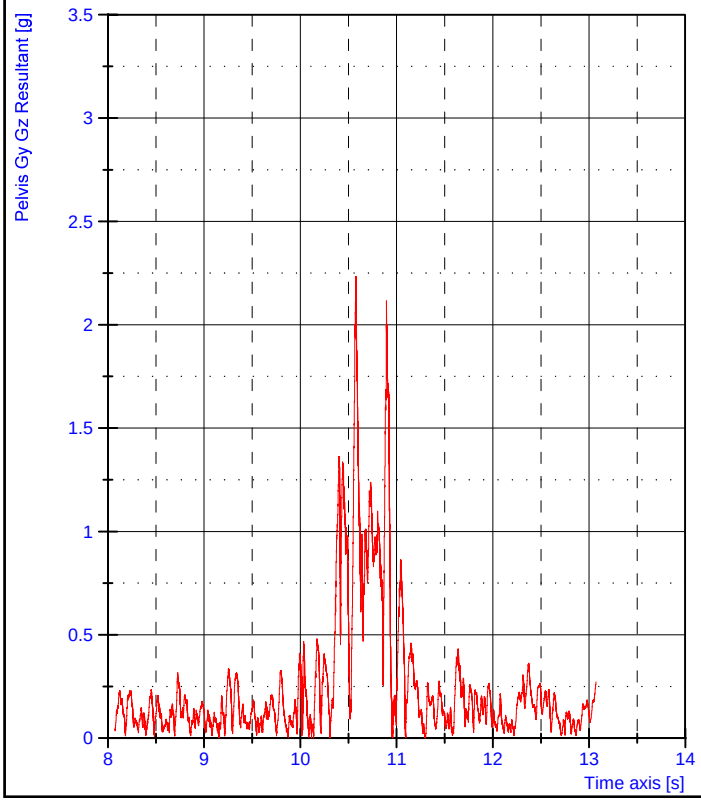
Test No. : G130929
Test Date : 05 November, 2013

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



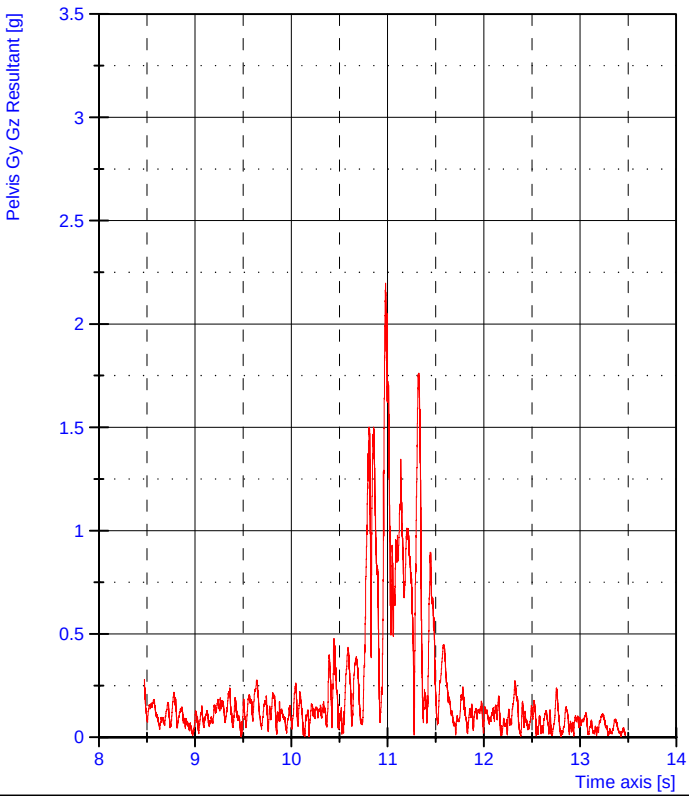
Test No. : G130931
Test Date : 05 November, 2013

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



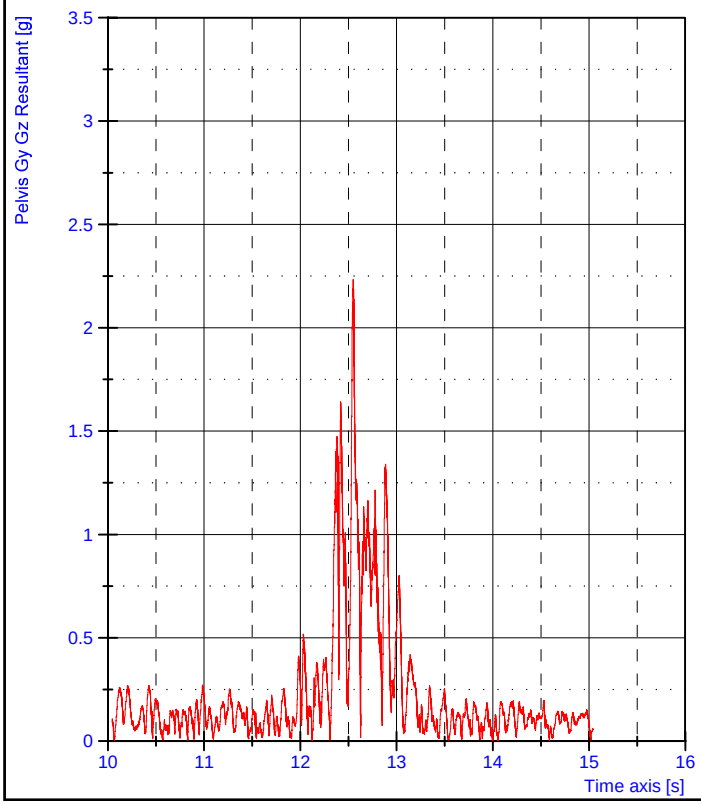
Test No. : G130932
Test Date : 05 November, 2013

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



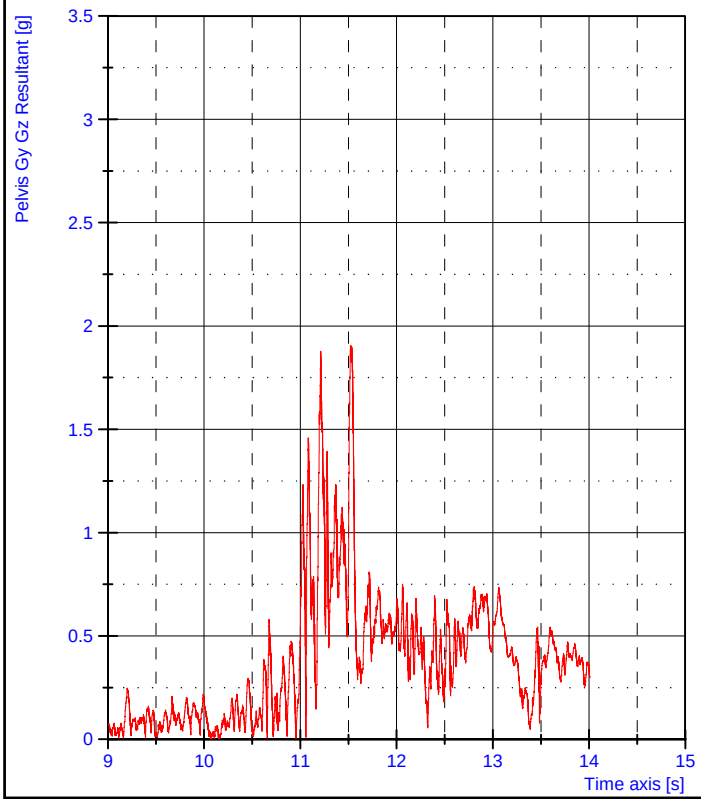
Test No. : G130933
Test Date : 05 November, 2013

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



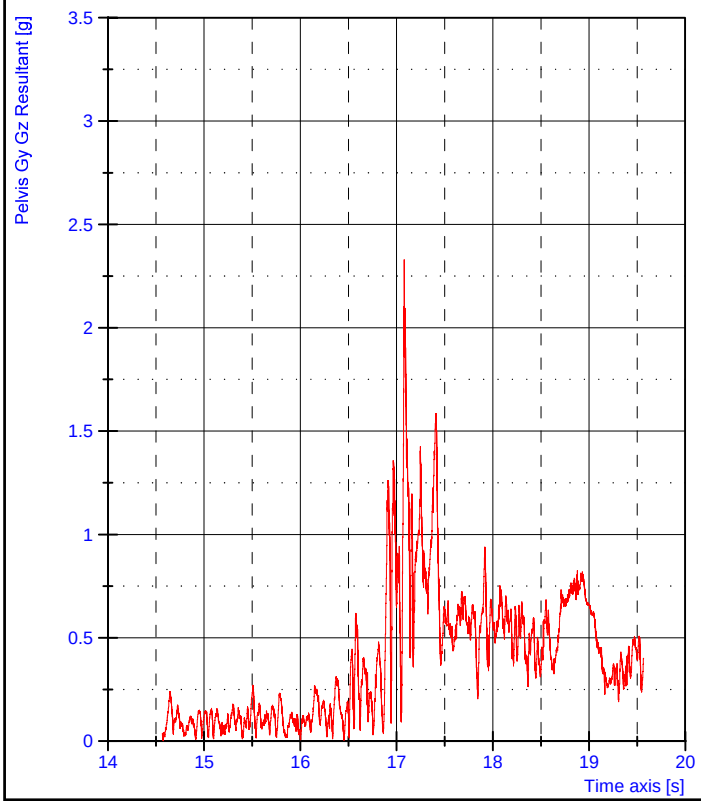
Test No. : G130935
Test Date : 05 November, 2013

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



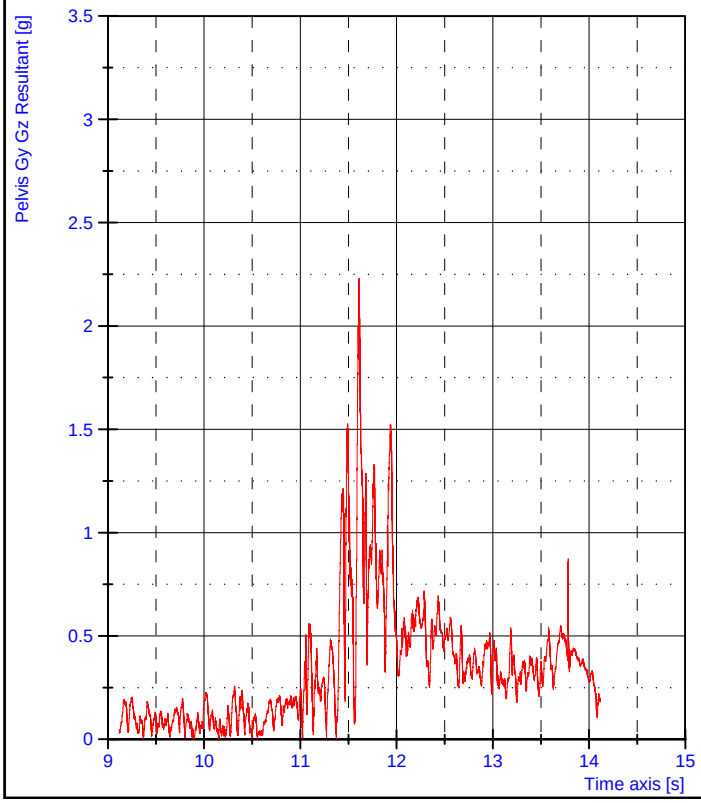
Test No. : G130936
Test Date : 05 November, 2013

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



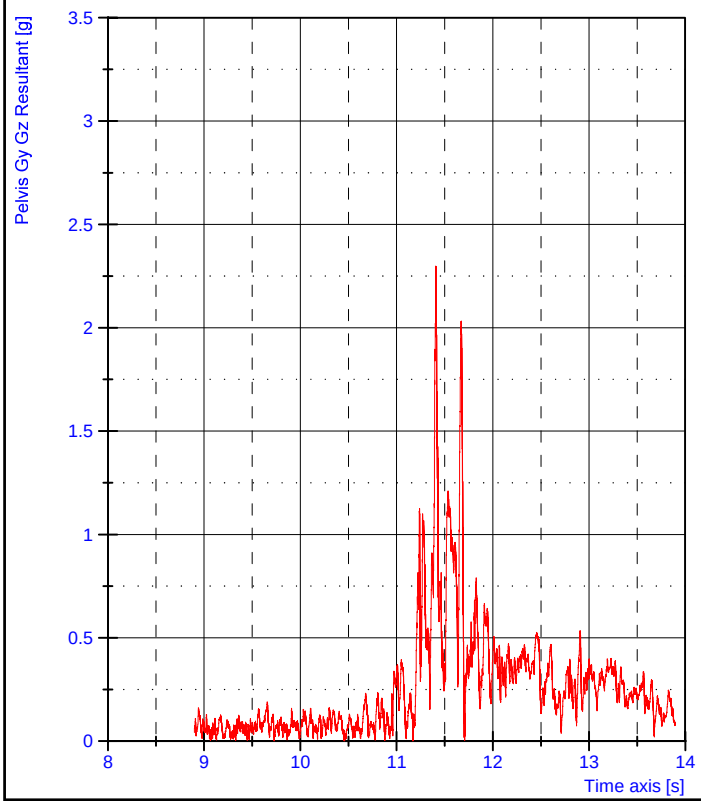
Test No. : G130937
Test Date : 05 November, 2013

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



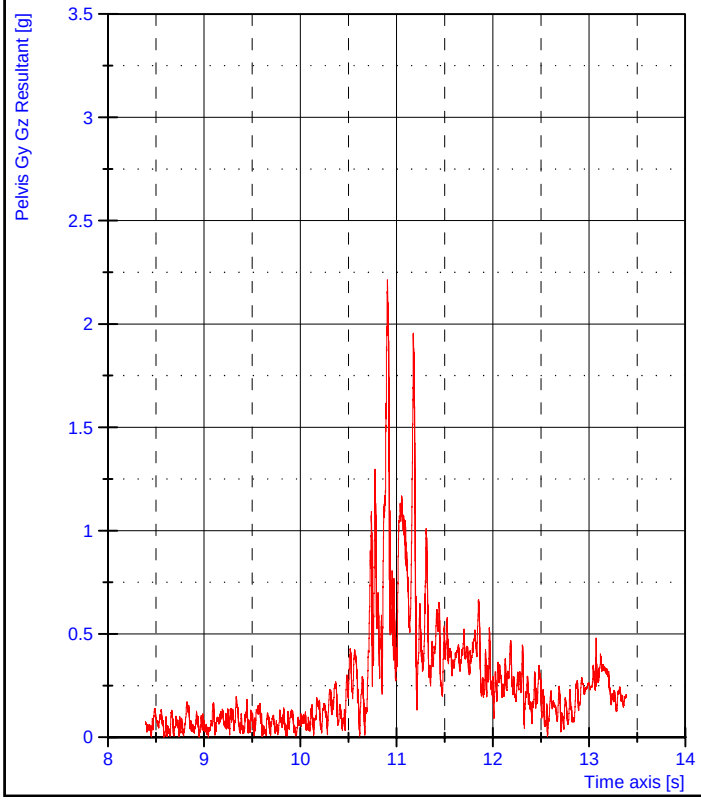
Test No. : G130938
Test Date : 07 November, 2013

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



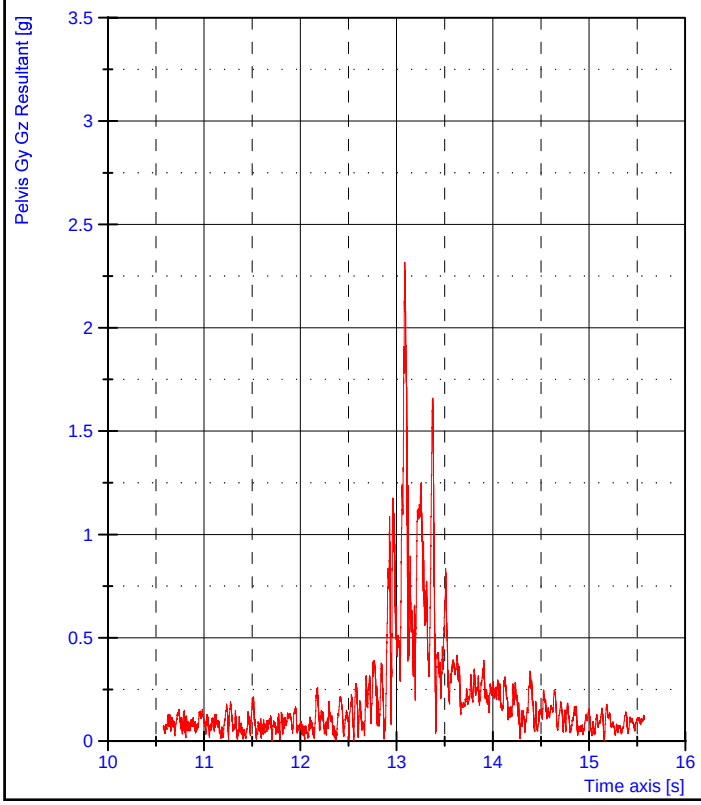
Test No. : G130939
Test Date : 07 November, 2013

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



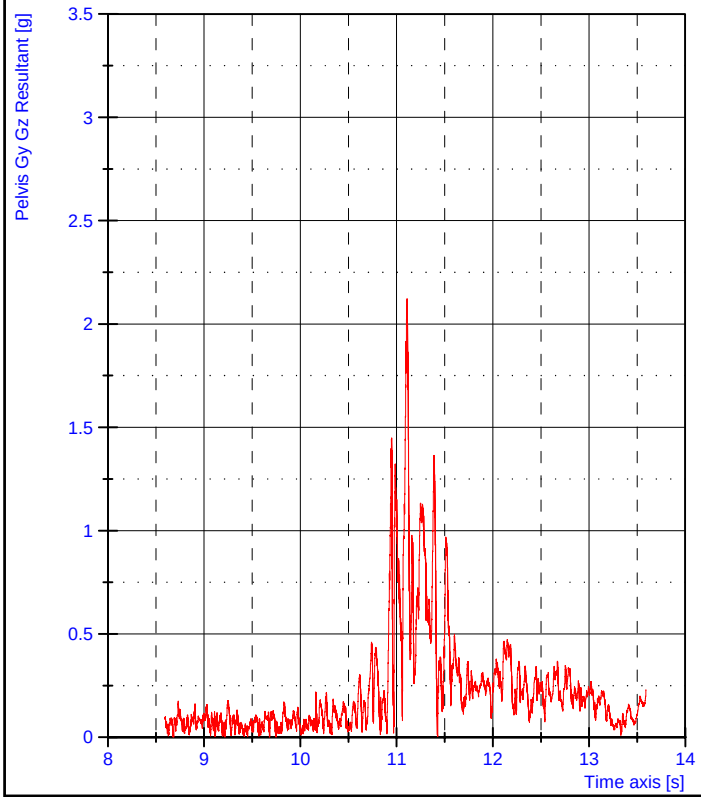
Test No. : G130942
Test Date : 07 November, 2013

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



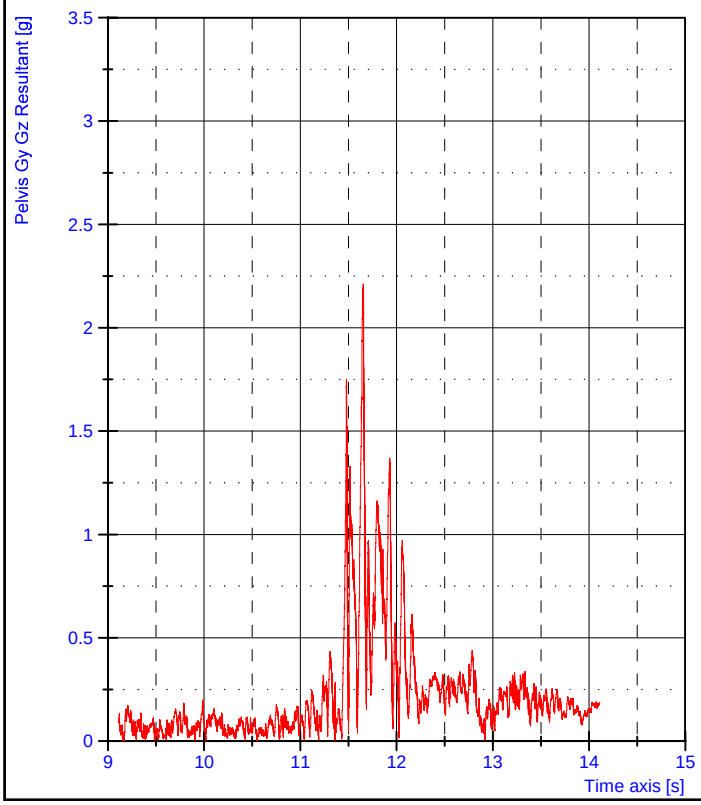
Test No. : G130943
Test Date : 07 November, 2013

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



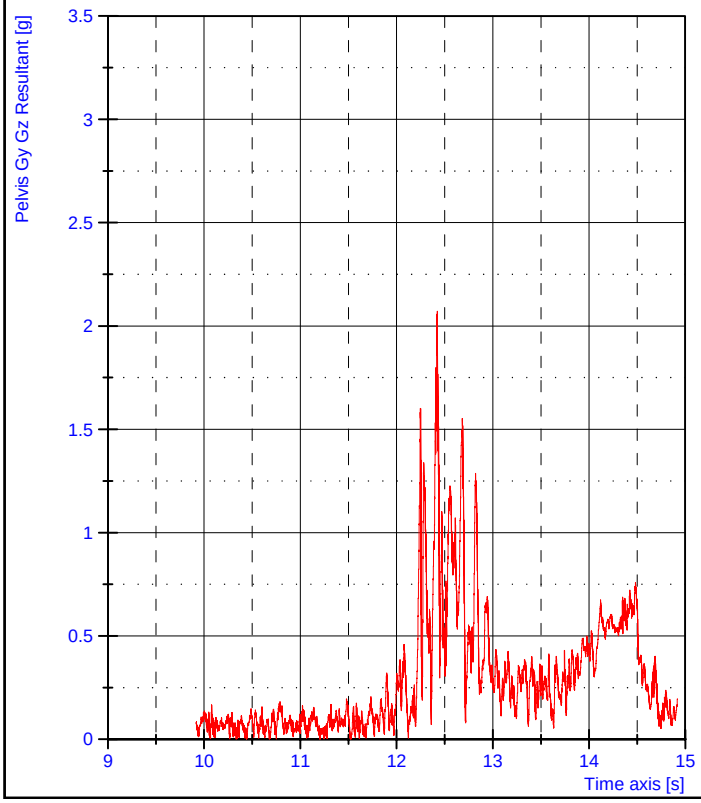
Test No. : G130944
Test Date : 07 November, 2013

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



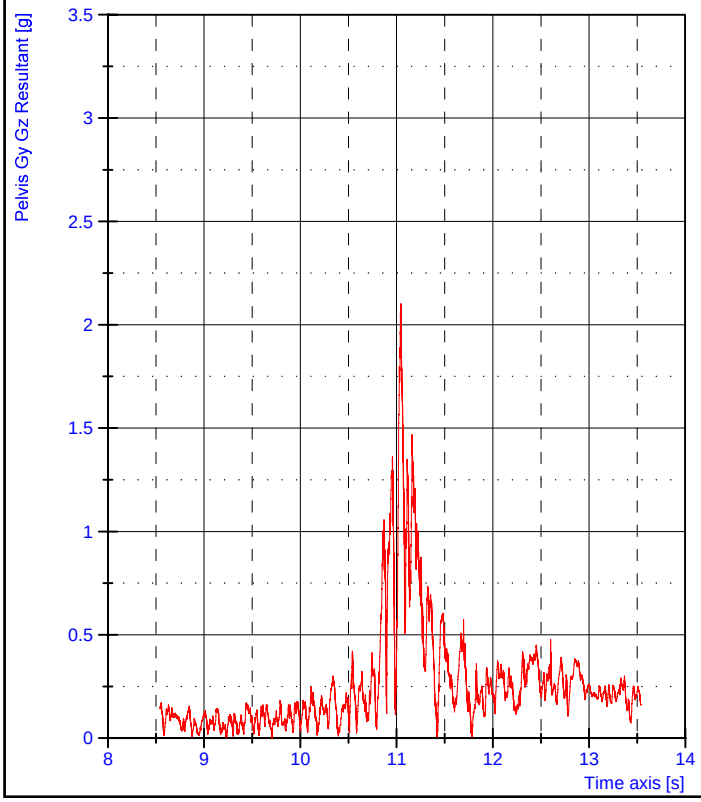
Test No. : G130946
Test Date : 07 November, 2013

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



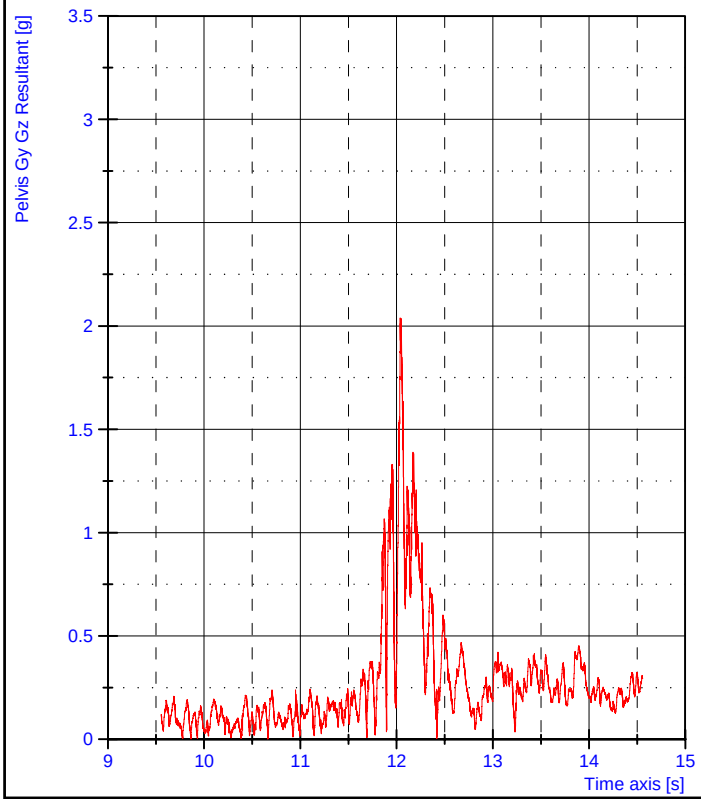
Test No. : G130948
Test Date : 07 November, 2013

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



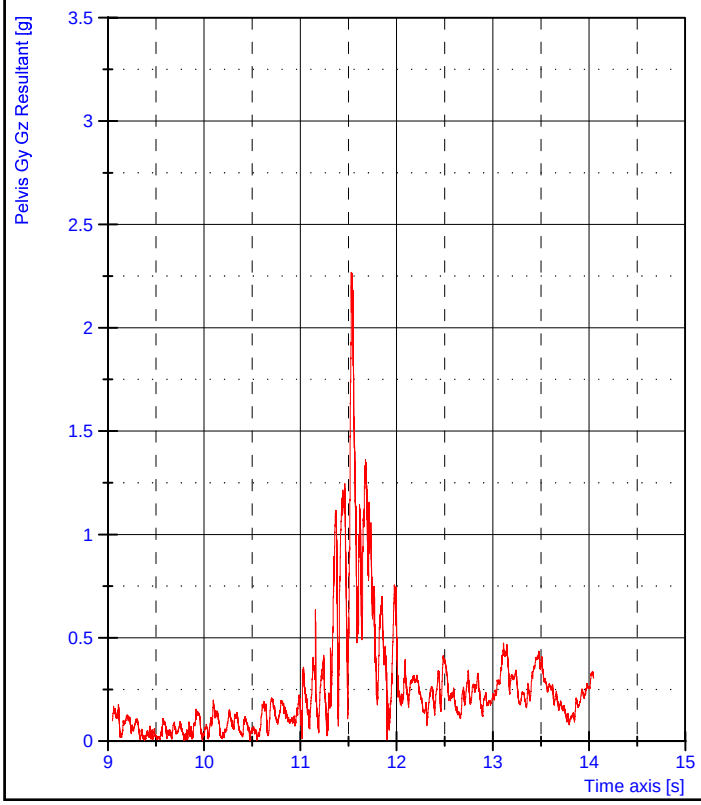
Test No. : G130949
Test Date : 07 November, 2013

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



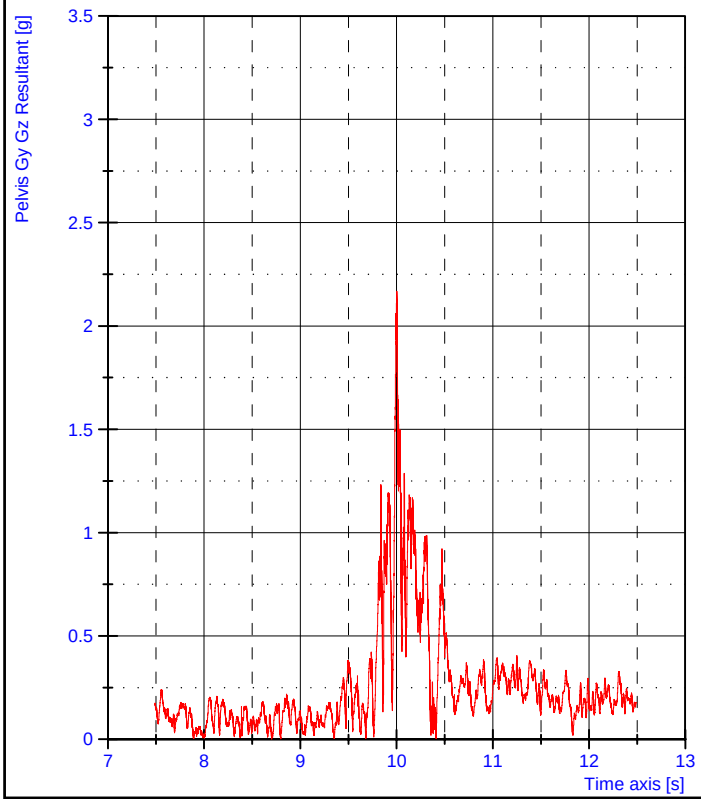
Test No. : G130950
Test Date : 07 November, 2013

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



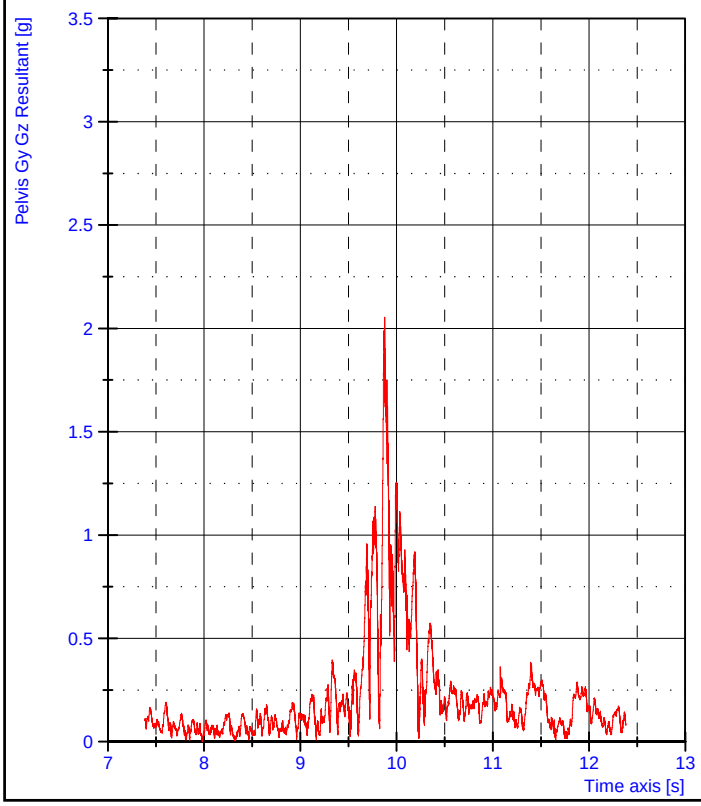
Test No. : G130951
Test Date : 07 November, 2013

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



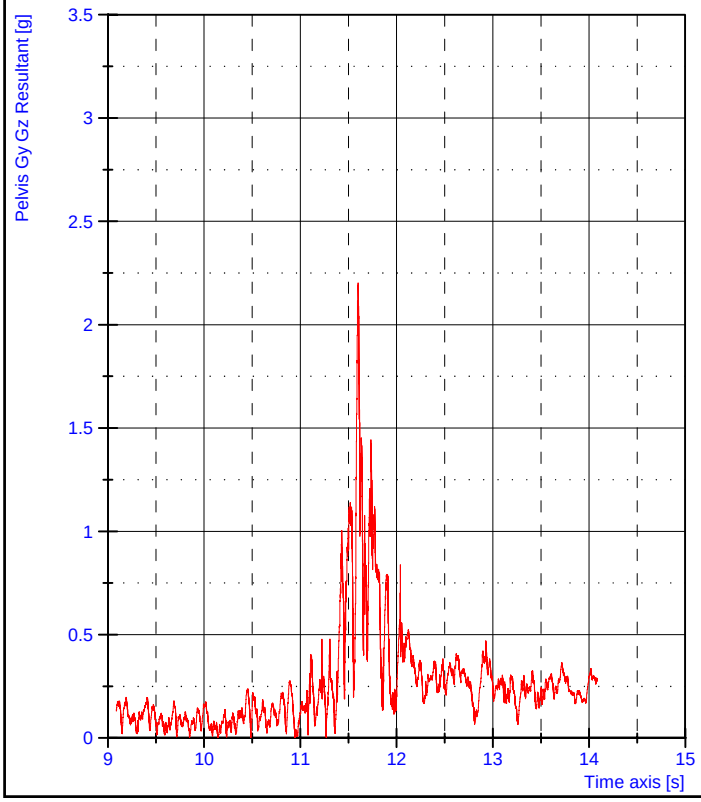
Test No. : G130952
Test Date : 07 November, 2013

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



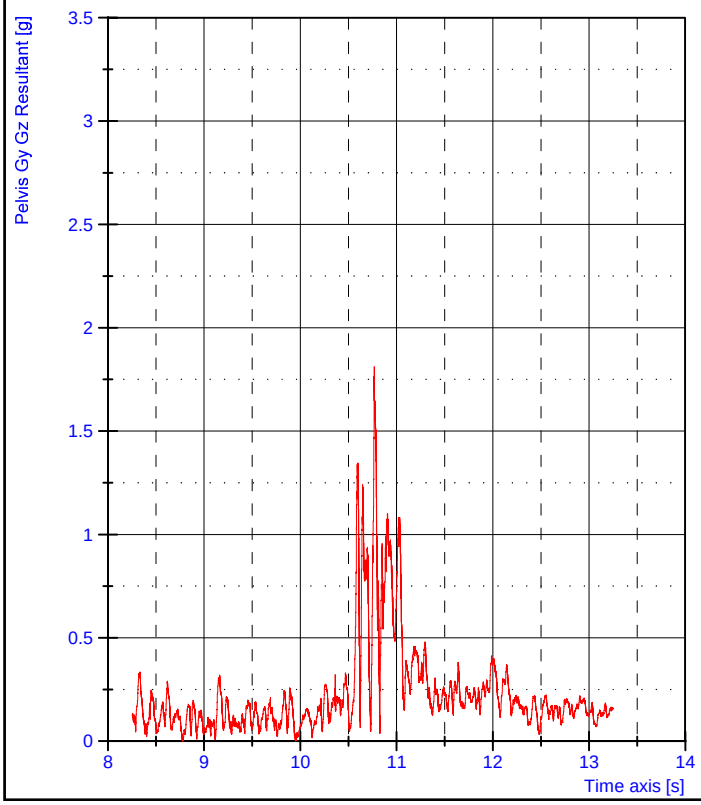
Test No. : G130954
Test Date : 07 November, 2013

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



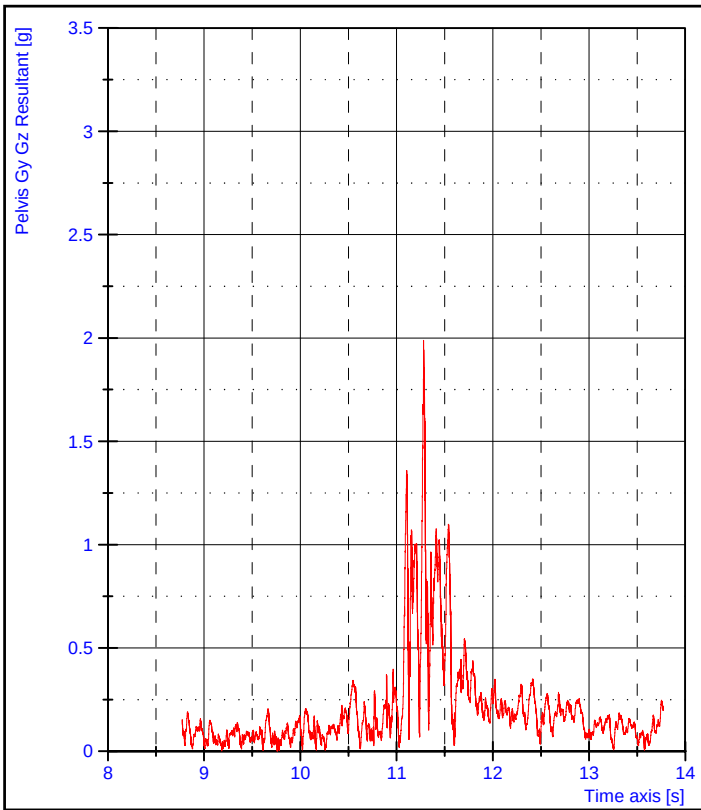
Test No. : G130955
Test Date : 08 November, 2013

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



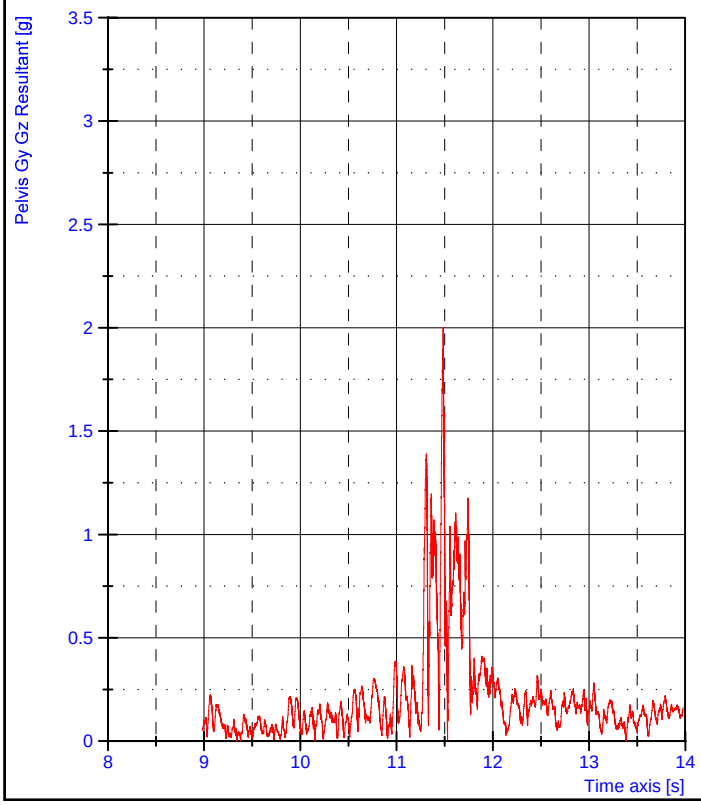
Test No. : G130956
Test Date : 08 November, 2013

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



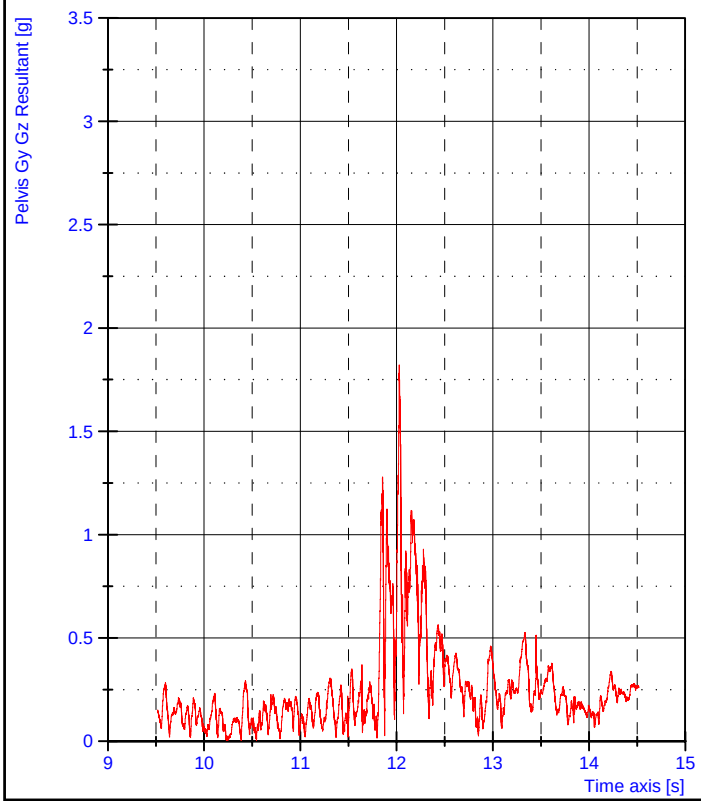
Test No. : G130957
Test Date : 08 November, 2013

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



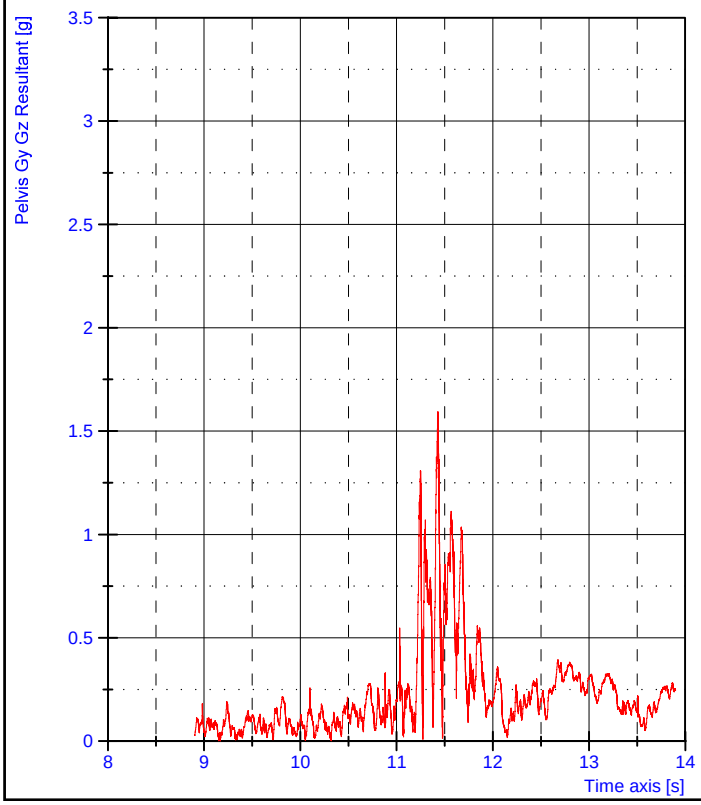
Test No. : G130959
Test Date : 08 November, 2013

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



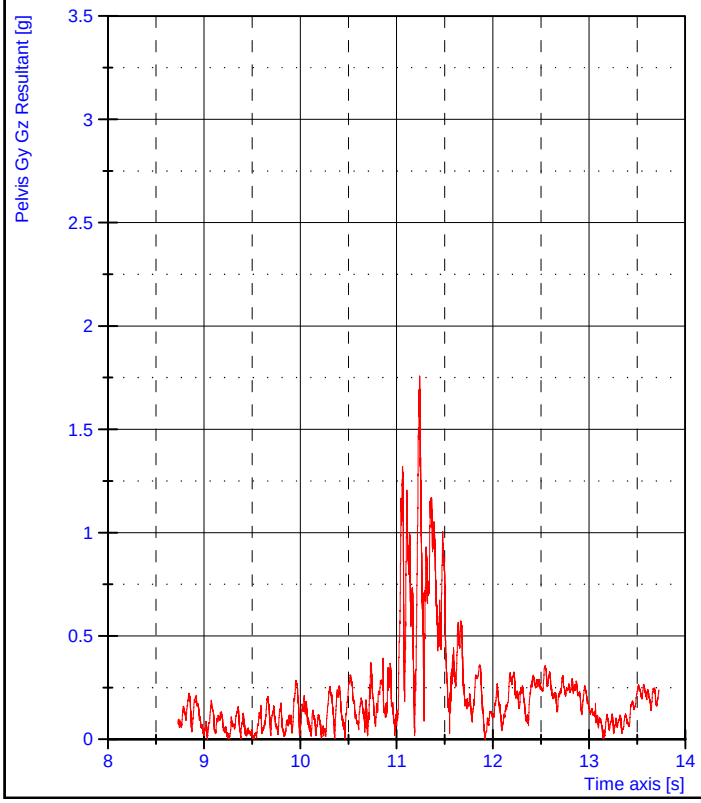
Test No. : G130960
Test Date : 08 November, 2013

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



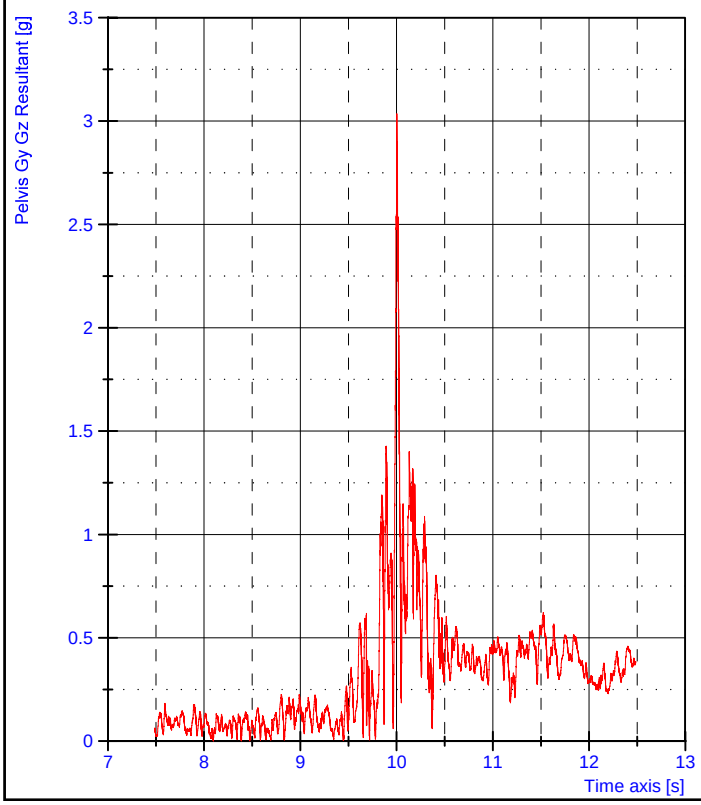
Test No. : G130961
Test Date : 08 November, 2013

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



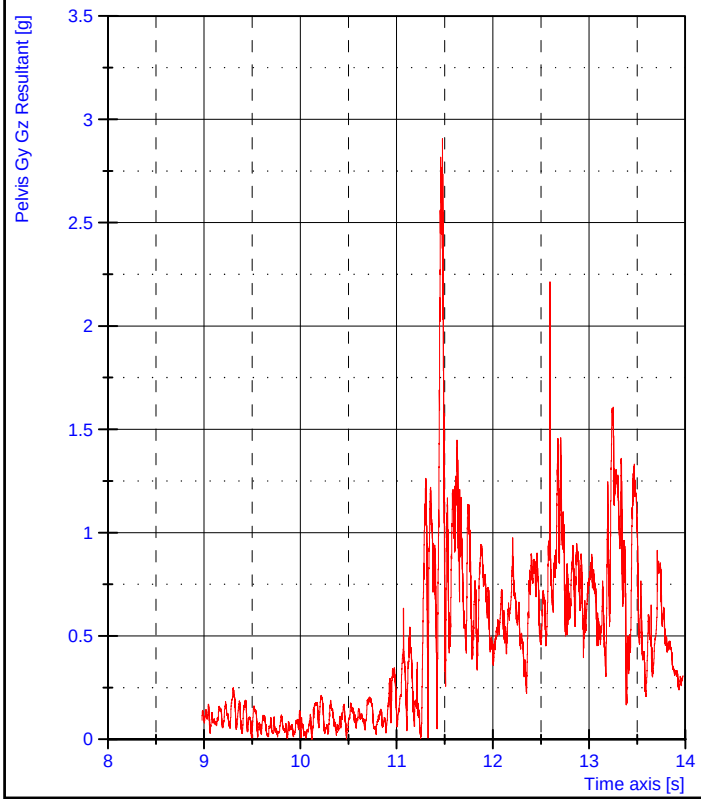
Test No. : G130963
Test Date : 08 November, 2013

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



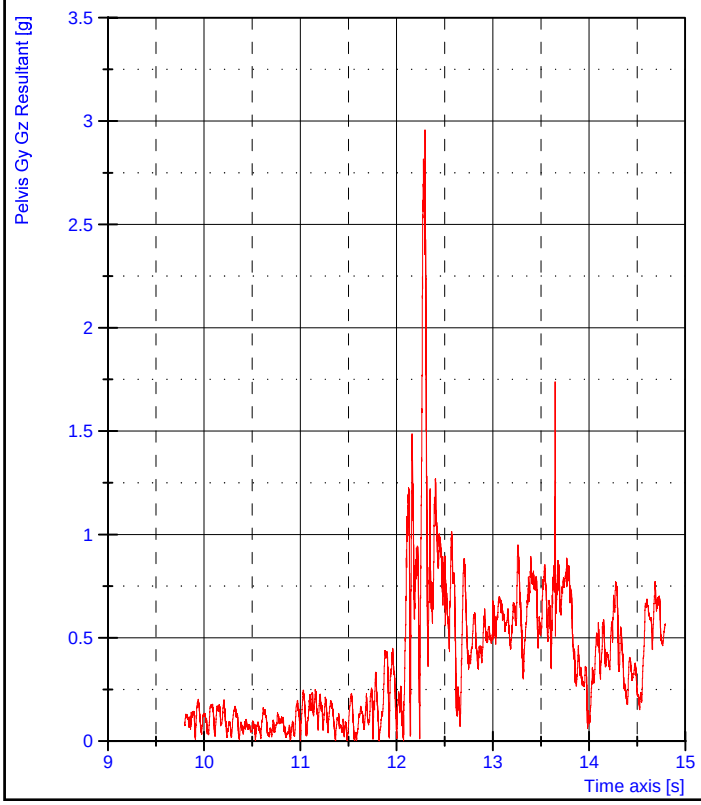
Test No. : G130964
Test Date : 08 November, 2013

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



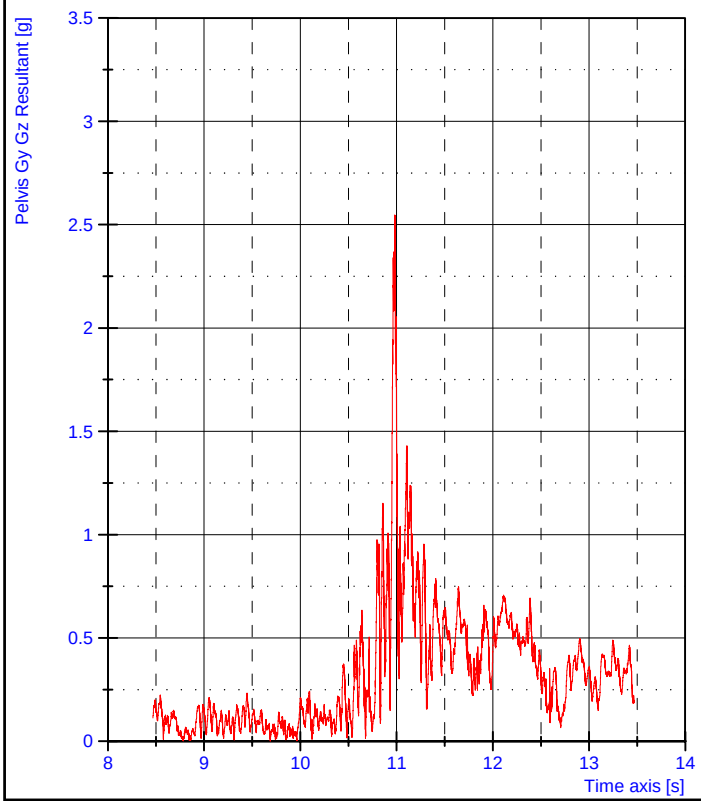
Test No. : G130965
Test Date : 08 November, 2013

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



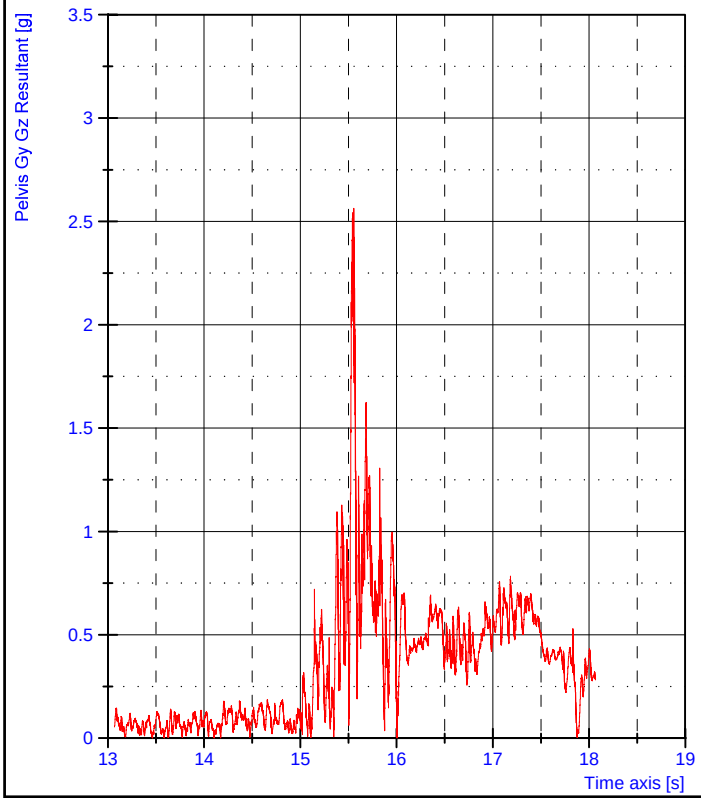
Test No. : G130966
Test Date : 08 November, 2013

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



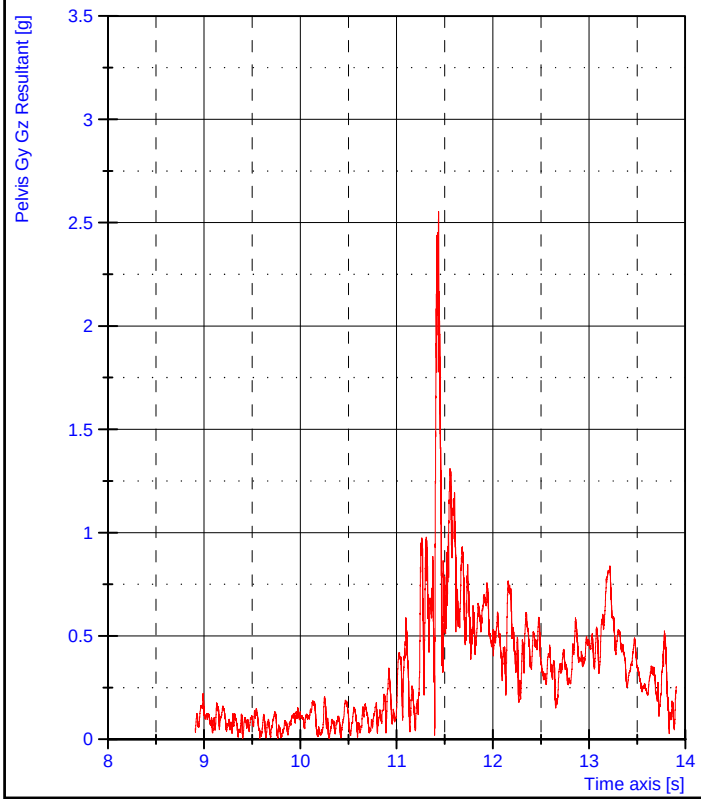
Test No. : G130967
Test Date : 08 November, 2013

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



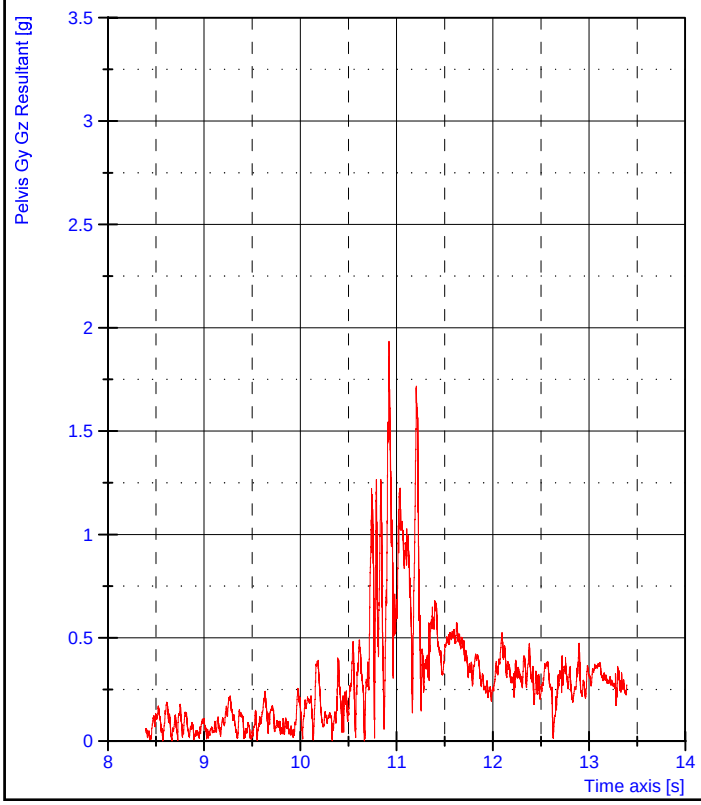
Test No. : G130968
Test Date : 08 November, 2013

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



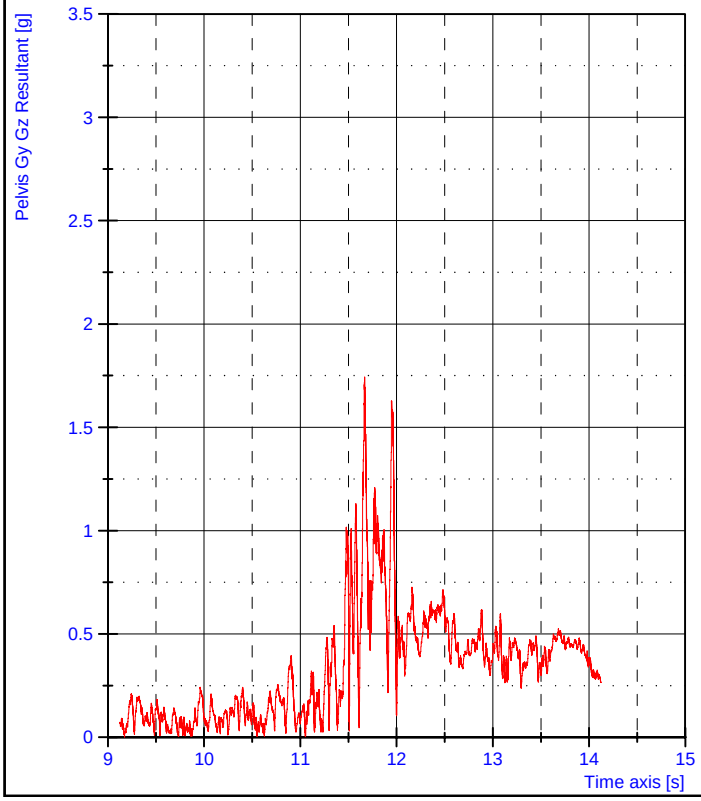
Test No. : G130973
Test Date : 14 November, 2013

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



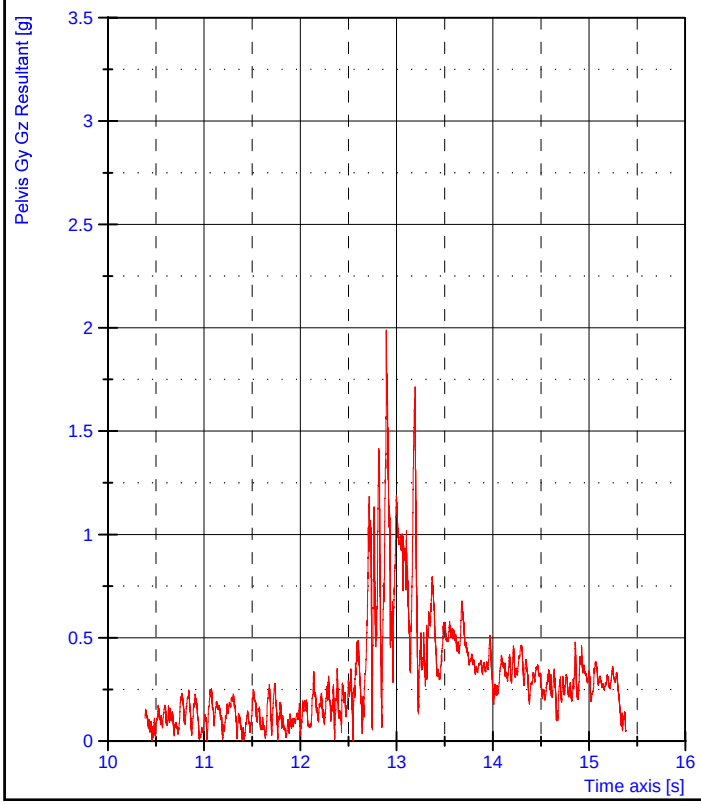
Test No. : G130974
Test Date : 14 November, 2013

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



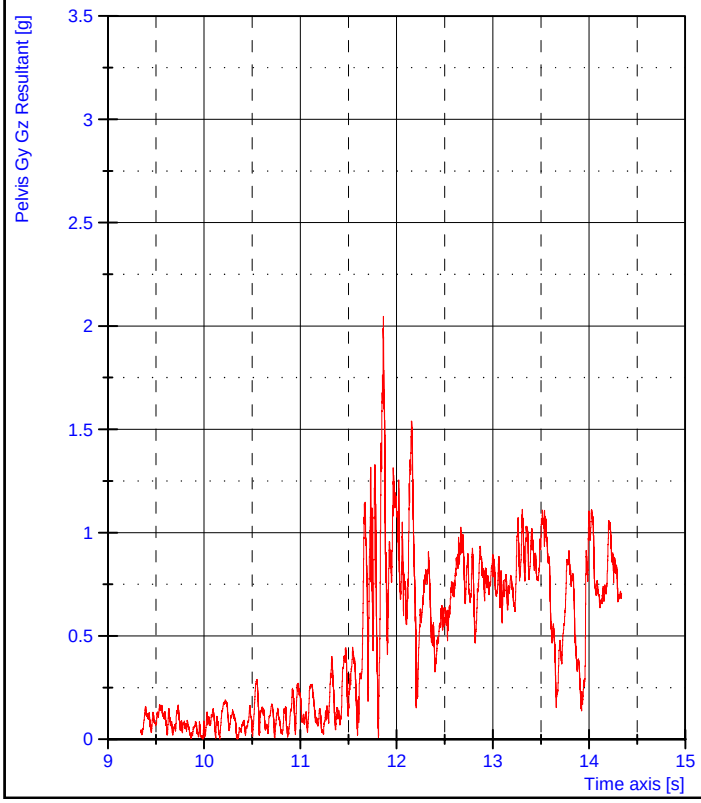
Test No. : G130975
Test Date : 14 November, 2013

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



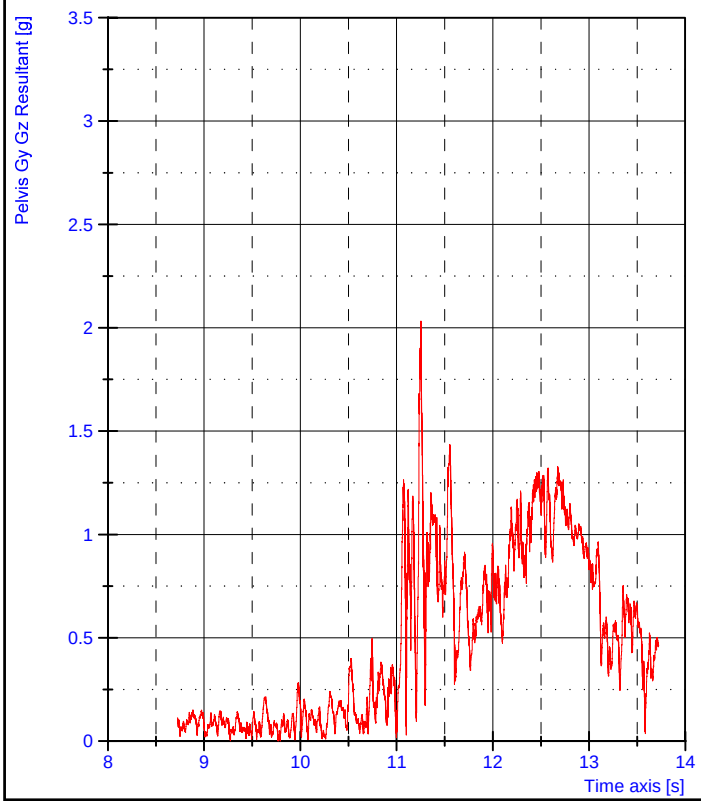
Test No. : G130978
Test Date : 14 November, 2013

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



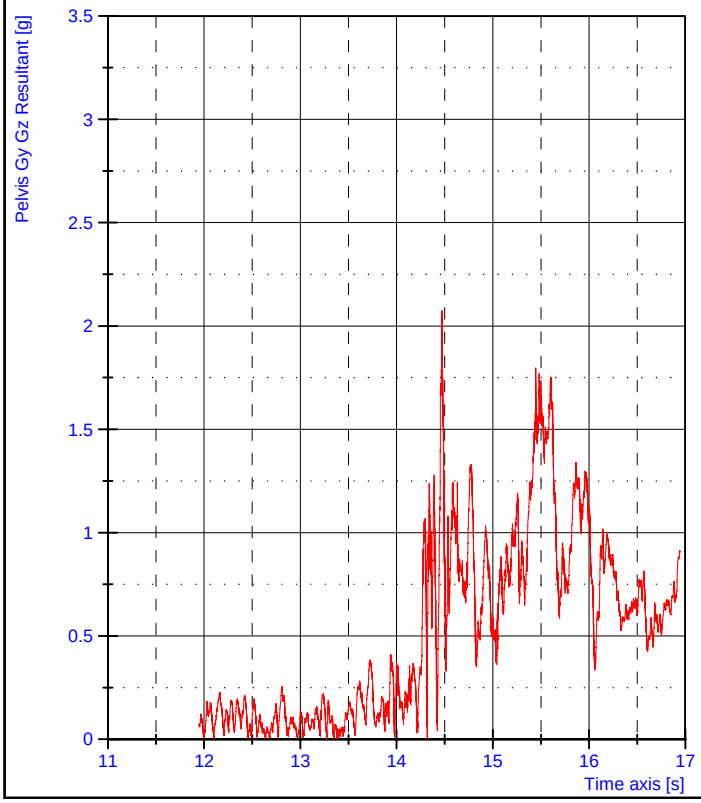
Test No. : G130979
Test Date : 14 November, 2013

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



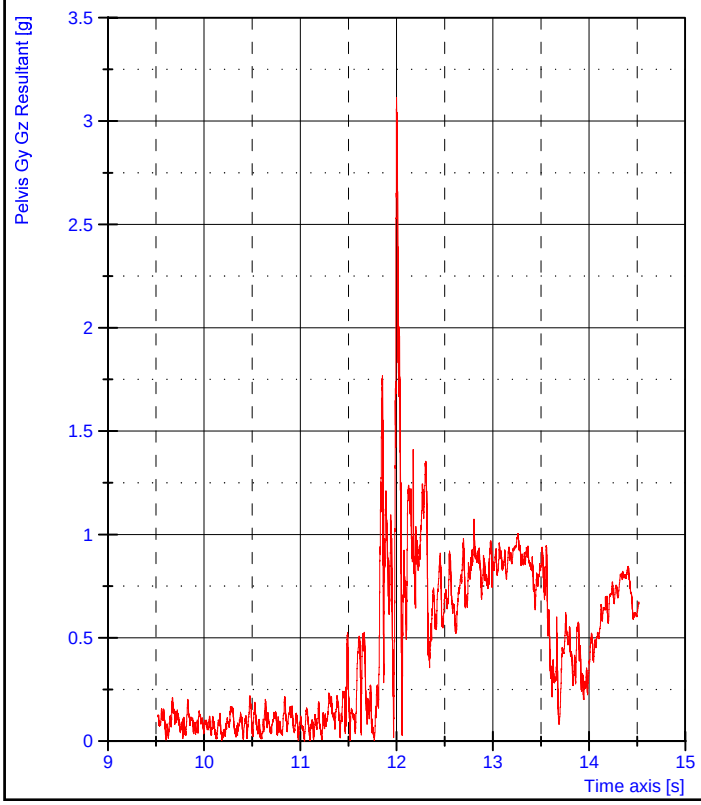
Test No. : G130981
Test Date : 14 November, 2013

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



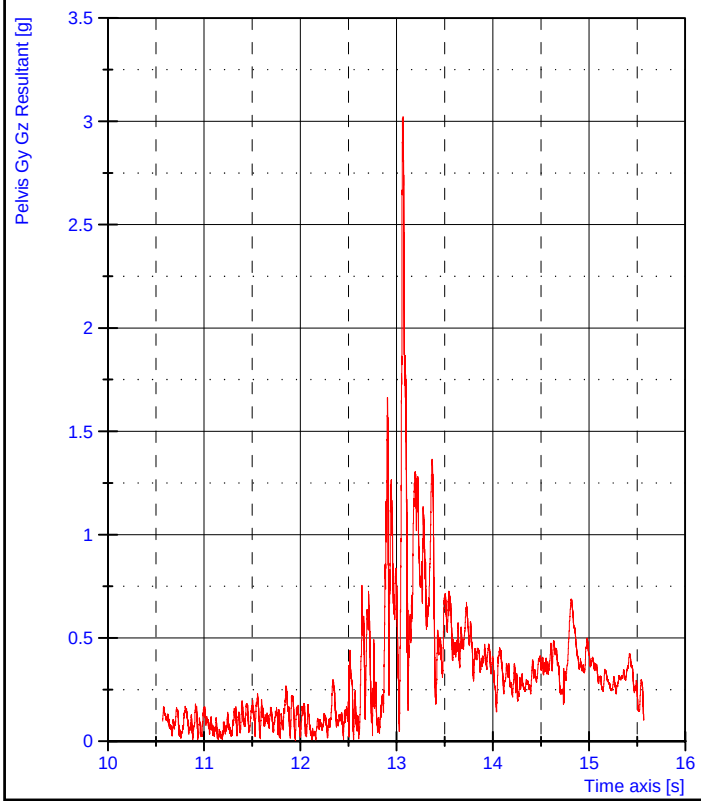
Test No. : G130983
Test Date : 14 November, 2013

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



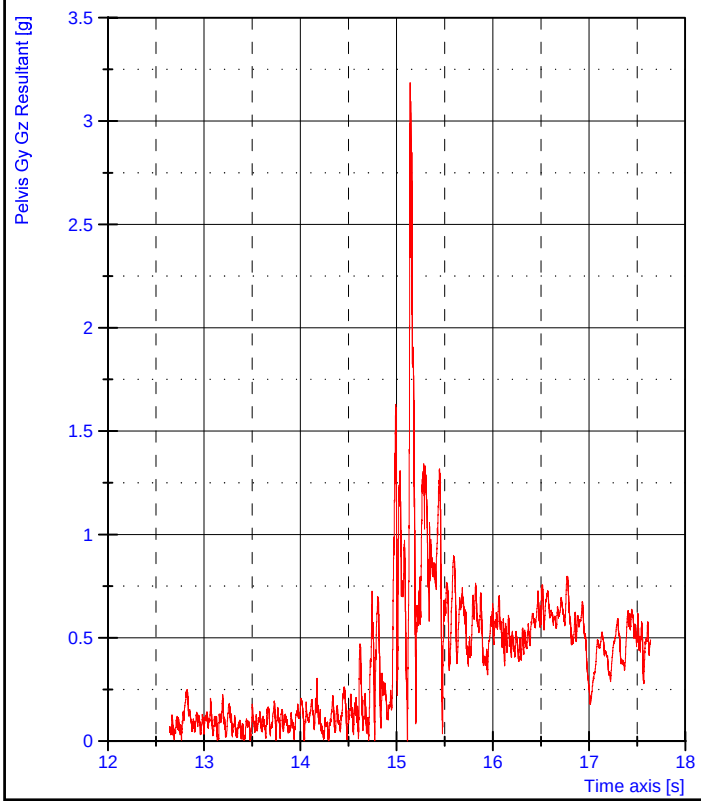
Test No. : G130984
Test Date : 14 November, 2013

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



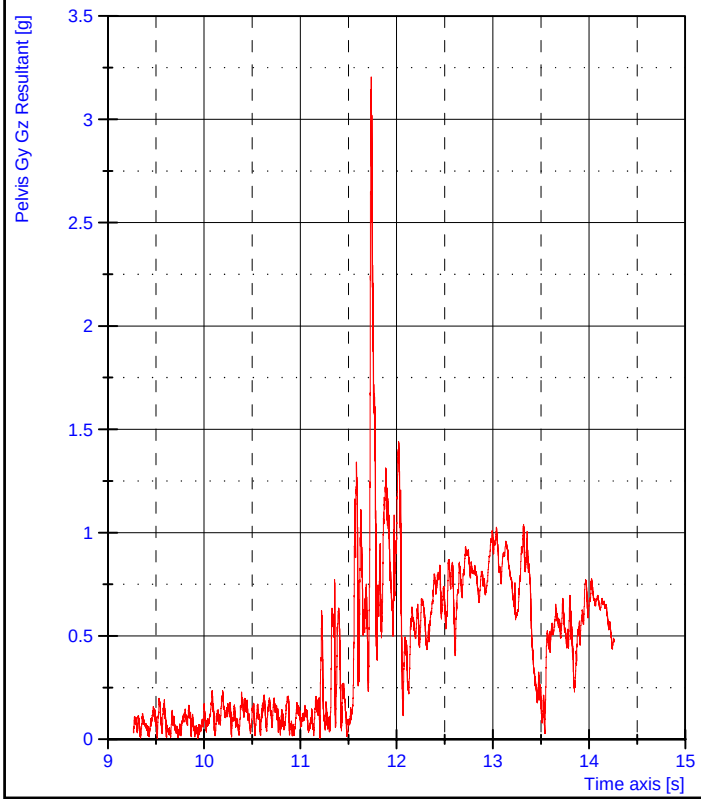
Test No. : G130985
Test Date : 14 November, 2013

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



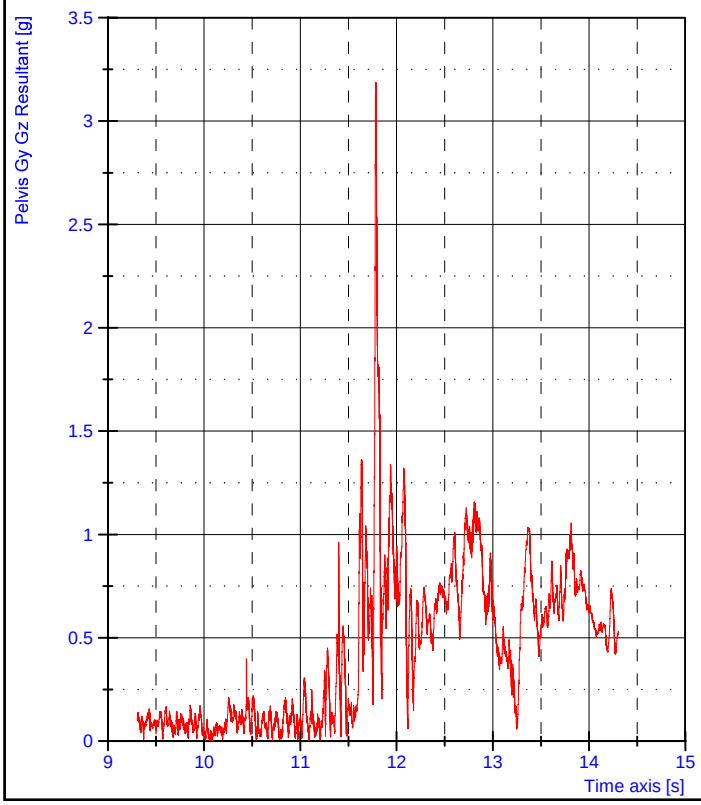
Test No. : G130986
Test Date : 14 November, 2013

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



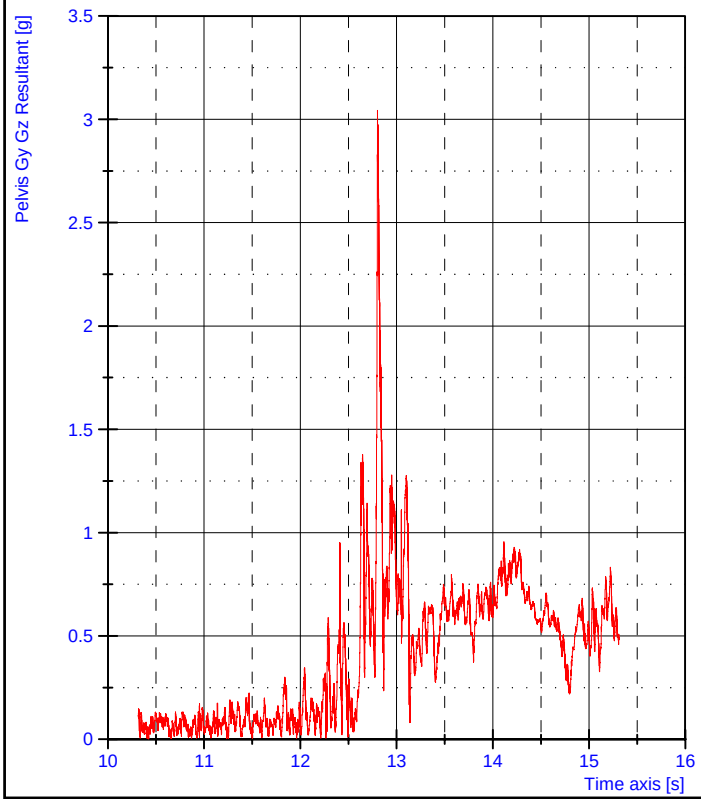
Test No. : G130988
Test Date : 14 November, 2013

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



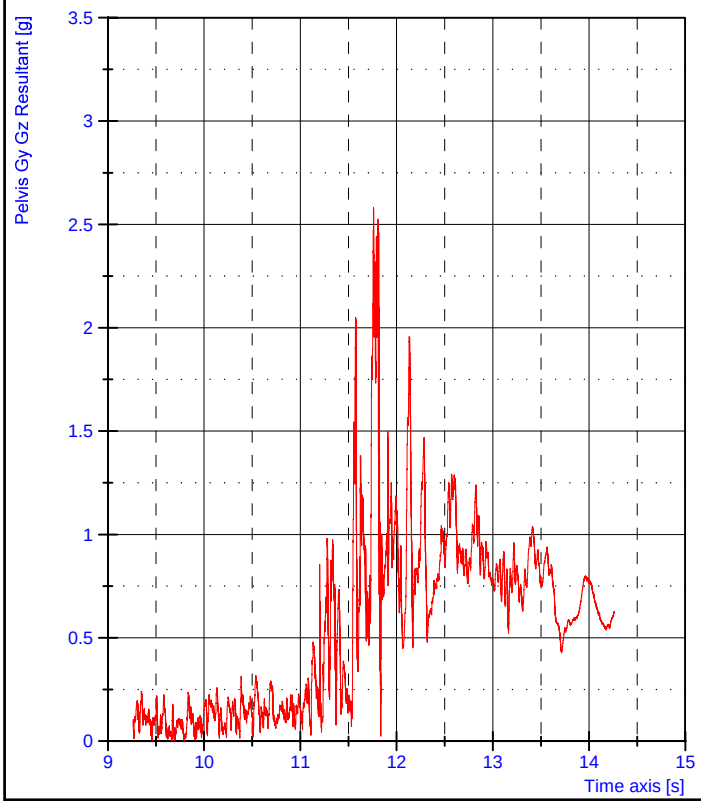
Test No. : G130989
Test Date : 14 November, 2013

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



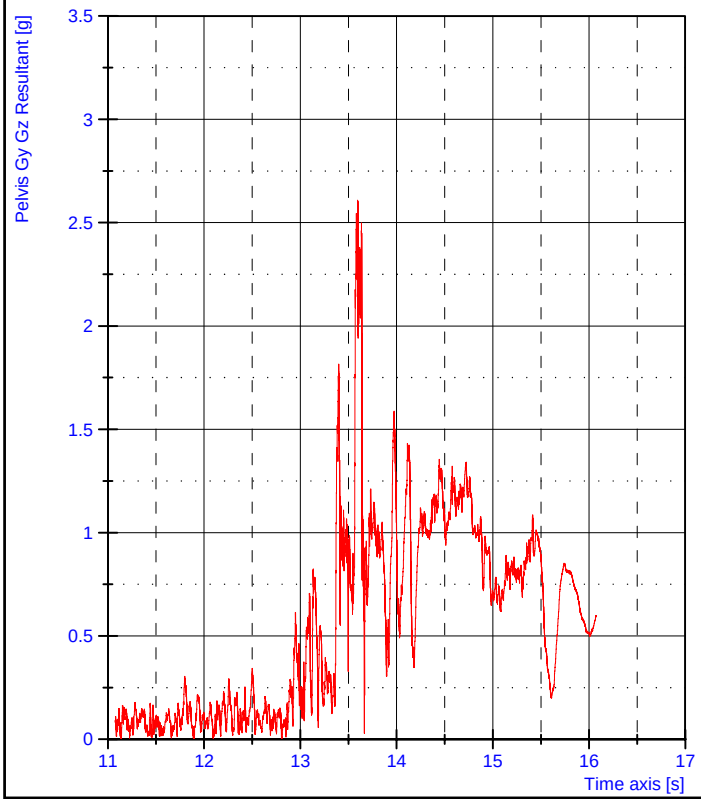
Test No. : G130990
Test Date : 15 November, 2013

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



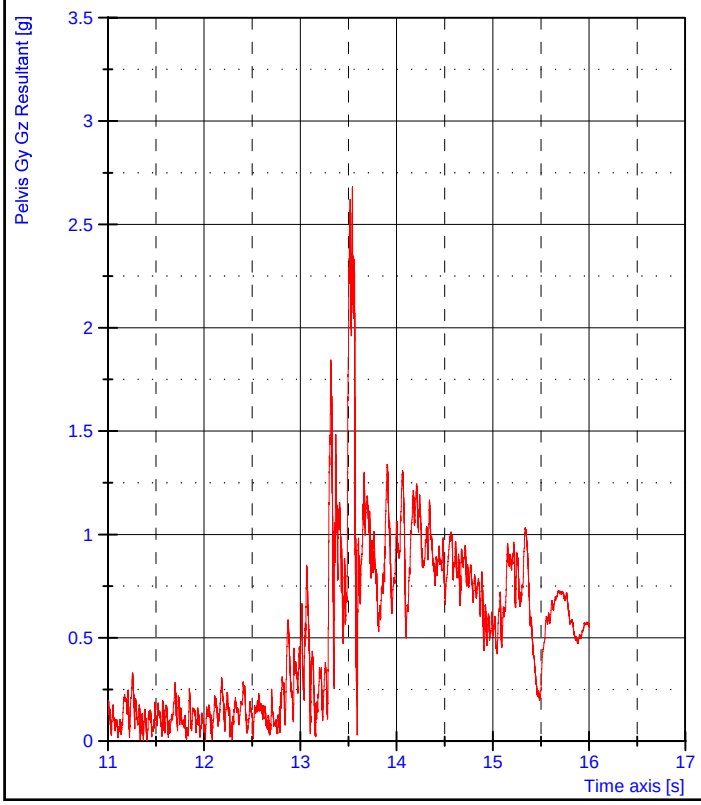
Test No. : G130991
Test Date : 15 November, 2013

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



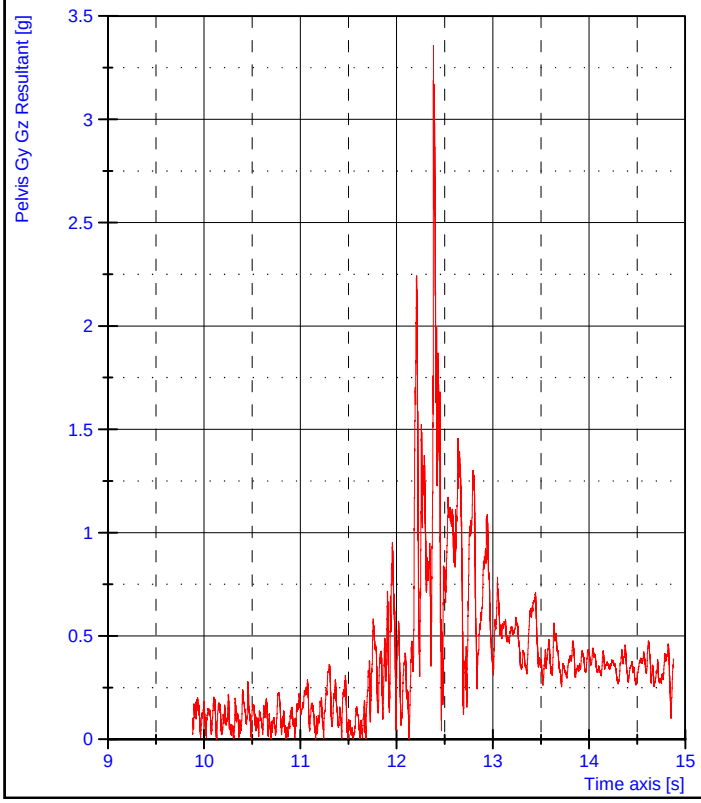
Test No. : G130992
Test Date : 15 November, 2013

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



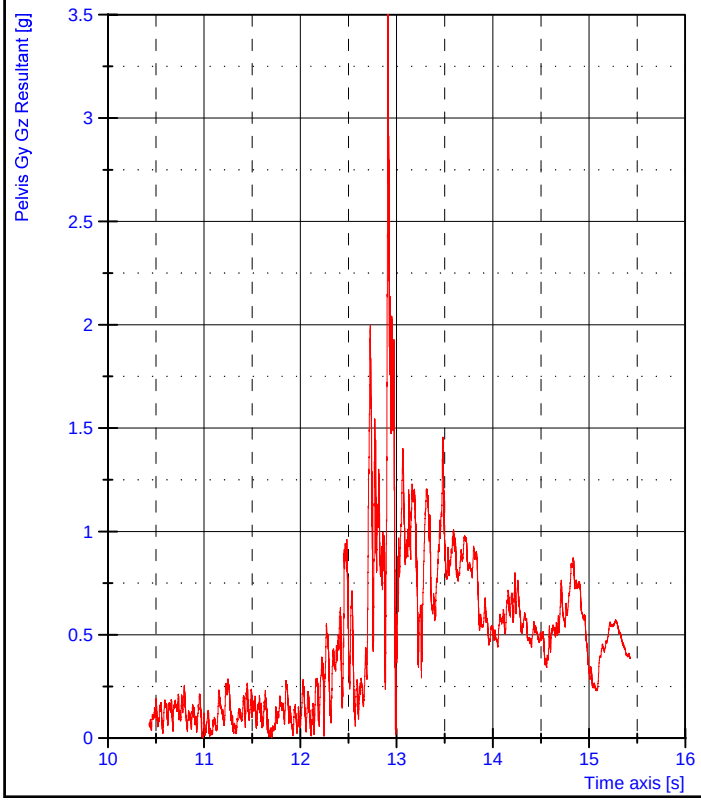
Test No. : G130993
Test Date : 15 November, 2013

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



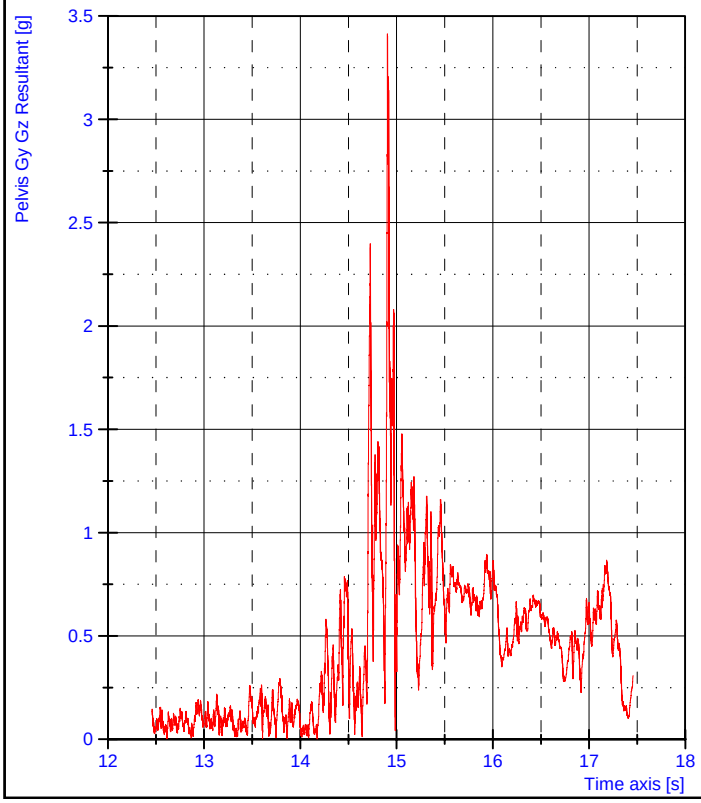
Test No. : G130994
Test Date : 15 November, 2013

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