

Updated Heavy Truck Air Chamber Force Data Charts

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In the early 1990s Heusser (1) published a paper describing the calculation methodology which would yield the approximate deceleration rate for a heavy truck or tractor-trailer equipped with an air-brake system. The equations and work-flow published required the analyst to utilize the pushrod force for the specific air chamber, based on the pushrod stroke and air pressure applied. The pressure/stroke/pushrod force charts were published and were used in several spreadsheet solutions and computer programs publicly available. These charts were an average set of data obtained from several air chamber manufacturers. The manufacturers agreed to provide the data and allow it to be published as long as all the data was averaged and could not be associated with any particular manufacturer.

In the early 2000s air chamber manufacturers produced updated pressure/stroke/pushrod force data, which was again averaged between the different manufacturers. The data were assembled in a manner similar to the original data produced in the 1990s. At a later time a group of individuals also produced data for the Type-18 chambers which are commonly used with air-disc brake systems(2). Many analysts have had access to this data for several years, but it has come to our attention that the updated charts may not be known to some reconstructionists. That is the purpose of this article. Charts and tables for all of the updated data are included. When comparing this data to the earlier data it is clear that data around the 'knee' of the charts have slightly changed. It is unknown why this data has changed, whether from an update in the design, materials, manufacturing process, updated testing devices, or for some other reason. The authors feel that this updated data is the most accurate data for the majority of the vehicles on the road today.

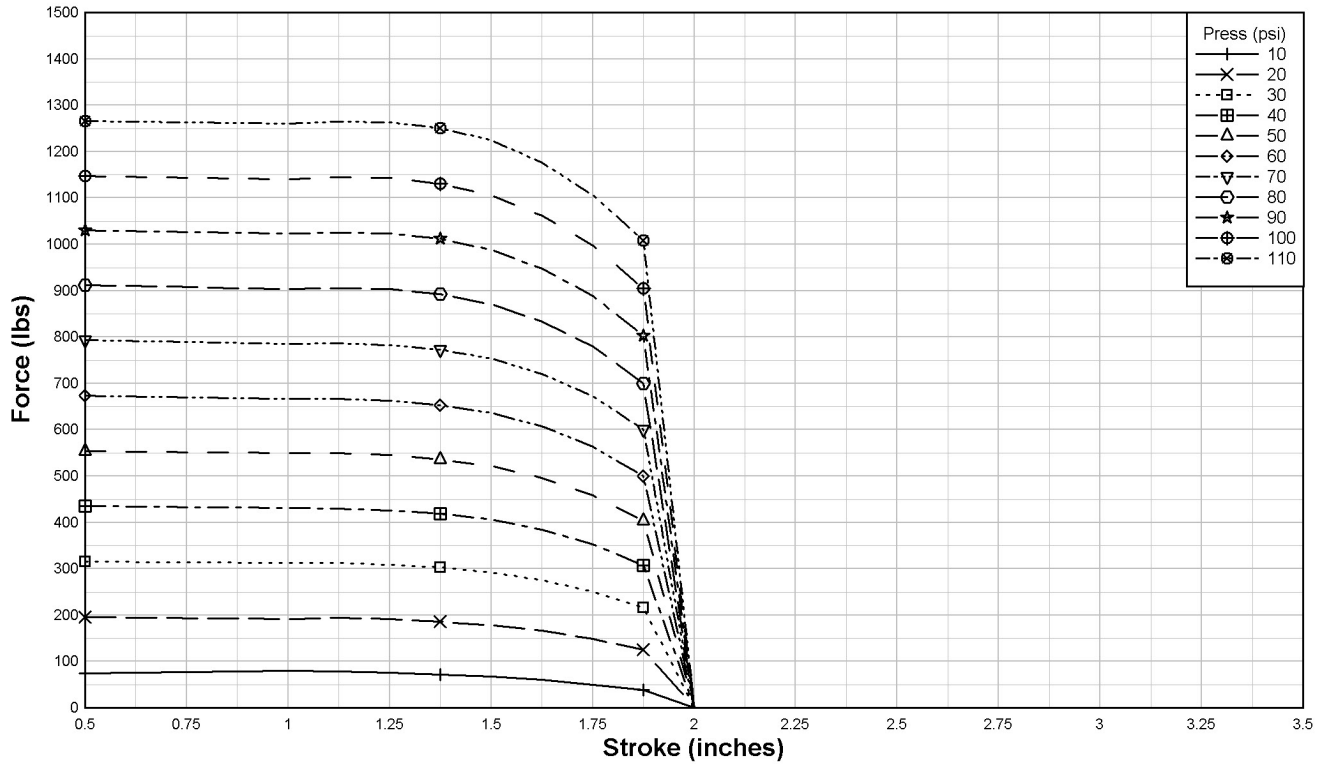
This data should only be used by analysts that have been properly trained in performing the brake force calculations and have an understanding of the limitations of these calculations. An effort has been made to assemble the data and present it as accurately as possible, the authors make no guarantees and the authors will not be held responsible for any inaccuracies. Analysts should carefully review the data and use it at their own risk.

References:

1 - Heusser, Ronald B., "Heavy Truck Deceleration Rates as a Function of Brake Adjustment", SAE Paper No. 910126, Society of Automotive Engineers, Warrendale, PA, 1991.

2 - Skinner, Scott and Dobson, Walter, Testing completed at IPTM Special Problems Conference, May 2015, data gathered utilizing equipment designed by Dr. Jeremy Daily at University of Tulsa.

**Brake Chamber Pushrod Force
Type 12**



**Brake Chamber Pushrod Force
Type 12 Long Stroke**

