is within the range of 0.15g at 0.80g are used in the regression analysis.

(c) Average the results of paragraph (b) of this section to calculate the average brake factor and brake hold-off pressure for all brake applications for the front axle.

(d) Average the results of paragraph (b) of this section to calculate the average brake factor and brake hold-off pressure for all brake applications for the rear axle.

(e) Using the relationship between front and rear brake line pressure determined in S7.4.3(i) and the tire rolling radius, calculate the braking force at each axle as a function of front brake line pressure.

(f) Calculate the braking ratio of the vehicle as a function of the front brake line pressure using the following equation:

$$z = \frac{T_1 + T_2}{P}$$

where z = braking ratio at a given front line pressure;

$T_1$, $T_2$ = Braking forces at the front and rear axles, respectively, corresponding to the same front brake line pressure, and

P = total vehicle weight.

(g) Calculate the adhesion utilized at each axle as a function of braking ratio using the following equations:

$$f_1 = \frac{T_1}{P_1 + zhP / E}$$

$$f_2 = \frac{T_2}{P_2 - zhP / E}$$

where $f_i$ = adhesion utilized by axle i

$T_i$ = braking force at axle i (from (e))

$P_i$ = static weight on axle i

i = 1 for the front axle, or 2 for the rear axle

z = braking ratio (from (f))

h = height of center of gravity of the vehicle

P = total vehicle weight

E = wheelbase

(h) plot $f_1$ and $f_2$ obtained in (g) as a function of z, for both GVWR and LLVW load conditions. These are the adhesion utilization curves for the vehicles, which are compared to the performance requirements in S7.4.5, shown graphically in Figure 2.

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