



Durability Event: 4WD Truck High Speed

1 Introduction

Note: Nothing in this standard supercedes applicable laws and regulations.

Note: In the event of conflict between the English and domestic language, the English language shall take precedence.

1.1 Purpose. To subject a four-wheel drive (4WD) light-duty truck to high forward and reverse speeds in four-wheel drive that are representative of customer usage.

1.2 Applicability. The test instructions covered in this specification are intended for use in four-wheel drive truck testing and should be adapted at the following GM test sites:

- Cruz Alta Proving Ground - Brazil
- Dudenhofen Proving Ground - Germany
- Milford Proving Ground - USA

This global test procedure is intended to document the test facility requirements and driving instructions necessary to properly execute this durability event. Regional test procedures exist in order to implement this global procedure at the various GM proving grounds. Each regional test procedure includes the driving instructions for the specific access roads to and from the test facility, references to local signs and landmarks, and any other region-specific information necessary to implement this GMW durability event.

2 References

Note: Only the latest approved standards are applicable unless otherwise specified.

2.1 External Standards/Specifications.

None

2.2 GM Standards/Specifications.

GMW15444 GMW15445

2.3 Additional References.

2.3.1 Cruz Alta. DR.CA.1306

2.3.2 Dudenhofen. DR.DH.Truck HS

2.3.3 Milford. DR.MF.MS

3 Resources

3.1 Facilities. High Speed Track and a Reverse Facility.

The specific location/facility used at each proving ground varies. Refer to the appropriate proving ground driving instruction document.

3.1.1 Calibration. The test facilities and equipment shall be in good working order and shall have a valid calibration label.

3.1.2 Alternatives. Alternative test facilities and equipment may also be used. However, all measuring variables as specified in this standard shall be determined correctly with respect to their physical definition.

3.2 Equipment. A method of accurate reverse speed indication. Refer to the appropriate proving ground driving instruction document

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3.3 Test Vehicle/Test Piece. Not applicable.

3.4 Test Time. 60 minutes (proving ground dependent).

3.5 Test Required Information. Not applicable.

3.6 Personnel/Skills. Refer to the appropriate proving ground driving instruction document.

4 Procedure

4.1 Preparation. Refer to the appropriate proving ground driving instruction document.

4.2 Conditions.

4.2.1 Environmental Conditions. If severe weather results in driving conditions which are not safe, testing should be postponed until conditions improve.

4.2.2 Test Conditions. Deviations from the requirements of this standard shall have been agreed upon. Such requirements shall be specified on component drawings, test certificates, reports, etc.

4.3 Instructions. This event provides vehicle operation from 0 to 130 km/h (0 to 80 mph). See Appendix A "Driving Instructions" for speeds and maneuvers relating to procedure.

4.3.1 All 4HI Shifts Specified.

4.3.1.1 If the vehicle is equipped with a part time Four-Wheel Drive (4WD) system, SHIFT the transfer case to Four Wheel Drive High Range (4HI).

4.3.1.2 If the vehicle is equipped with an All-Wheel Drive (AWD) or full time 4WD system, SHIFT the transfer case to 4HI Lock.

4.3.2 All 2HI Shifts Specified.

4.3.2.1 If the vehicle is equipped with a part time 4WD system, SHIFT the transfer case to Two-Wheel Drive High Range (2HI).

4.3.2.2 If the vehicle is equipped with an AWD or full time 4WD system, SHIFT the transfer case to 4HI.

5 Data

5.1 Calculations. Refer to the appropriate durability test standard.

5.2 Interpretation of Results. Refer to the appropriate durability test standard.

5.3 Test Documentation. Refer to the appropriate durability test standard.

6 Safety

This standard may involve hazardous materials, operations, and equipment. This standard does not propose to address all the safety problems associated with its use. It is the responsibility of the user of this standard to establish appropriate safety and health practices and determine the applicability of regulatory limitations prior to use.

In general, a risk assessment needs to be performed for every driving instruction prior to executing this standard. (**Note:** National law needs to be considered while performing a risk assessment.) The required rating of risk by exposure probability and possible violation will be done in a separate document. Every identified risk must be named inside the risk assessment for the relevant driving instruction in order to announce that risk to employees. Within the risk assessment, the vehicle equipment and different vehicle build stages have to be considered. After performing a risk assessment, non-acceptable risk needs to be mitigated by appropriate countermeasures. Here technical measures are preferred because these are independent from attendant circumstances. In case technical measures are not appropriate, organizational and/or personal measures will apply. This includes training, wearing of Personal Protection Equipment, or arrangement of idle time.

6.1 Safety Precautions.

6.1.1 Instrumentation and other test equipment must be securely mounted in accordance with proving grounds traffic safety guidelines for mounting and usage of in-vehicle instrumentation.

6.1.2 All running lights and vehicle safety features must be operational according to proving grounds rules for running lights and power windows. Exterior lights must not be obscured by styling add-ons, covers or camouflage packages. The horn may be disabled because of steer angle transducer installation.

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