Full Size Pickup Truck General Durability Test

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 provide a common global durability and reliability performance evaluation of a full pickup truck in a severe customer environment.

1.2 Applicability. Full Size Pickup Trucks.

This test procedure is to be used to validate the Vehicle Technical Specification (VTS) requirement entitled Long-Term Requirement. See Section 3.2.3.2.4.2 of the VTS Template for additional information.

1.3 Remarks. The base test is to be run by Two Wheel Drive (2WD) pickup trucks. For Four Wheel Drive (4WD) pickup trucks, the additional 4WD content is to be run along with the base test content.

1.3.1 This durability test standard is intended to provide a wide spectrum of vehicle inputs in order to cause interface issues to occur. Some selected inputs are representative of 241 350 km (150 000 mi) of operation of a greater than average severity customer. Other inputs represent a much lower severity, but are included to help identify performance and durability issues throughout the target life of the vehicle.

1.3.2 In addition, this test subjects a vehicle to an environment that simulates various global environmental conditions capable of promoting vehicle corrosion. Specifically, this base test provides the equivalent of 5 years exposure to a general corrosion environment associated with Global Regional Corrosion Classifications – Class 1 and Class 2 (refer to GMW15272 Corrosion Performance Specification). The test includes an option to run 10 years of integrated corrosion when used to support corrosion validation (refer to GMW8738 Proving Ground Corrosion Road Test Specification). If the number of required corrosion test properties has been met then there is also an option to delete corrosion.

1.3.3 Due to the abbreviated nature of this test, the less damaging and often time-consuming inputs are greatly reduced or eliminated.

1.3.4 While GMW15981 is intended to cover global road systems, the test does not encompass all known customer usage treatments. Some of the limitations are due to accelerated usage and some are due to the constraints of the proving ground test facilities. Additionally, the database for defining the worldwide vehicle operating environment is evolving and periodic content changes to GMW15981 are expected.

1.3.5 If more rigorous exposure to unique customer usage treatments is desired, other specialized testing should be considered as part of the vehicle test plan. Some considerations should be given to the following:

- GMW15016 Cold Weather Exposure Test
- GMW15730 Hot Weather Exposure Test

Other aspects of vehicle usage that are not sufficiently addressed in this test and should be considered during the development process include:

- Appropriate temperature aging (thermal cycling) of components – brakes, engine controls, transmission, hoses, seals, etc.
- Chemical degradation – aging, acid rain, bird droppings, ultraviolet radiation, dust exposure, etc.
- Seat and seat restraint usage – normal wear and tear of interior passenger and cargo areas
- Curb impact, scuffing, or push-away (primarily parking related)
- Non-maintenance of vehicle (lubricants, cleaning, etc.)

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- Maintenance based on time periods (as opposed to mileage)
- Non-specified fluids and lubricants (lower grade materials)
- Vehicle stuck in snow, ice, sand, mud, or deep water
- Tire chain operation (proper and improper)
- Accessory operations (windows, wipers, air conditioning, heater, etc.)

1.3.6 Results of this test should be regarded as highly probable to occur in the hands of some customers inasmuch as the event contains vehicle treatments based on measured customer vehicle operation. This procedure specifies vehicle operation designed to match data collected on groups of randomly selected customers' vehicles. The intent of the test is to subject the vehicle to the treatment of a greater-than-average severity customer for each of the measured test inputs.

2 References

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

2.1 External Standards/Specifications.

None

2.2 GM Standards/Specifications.

GMW3238	GMW15444	GMW15555	GMW15744
GMW3241	GMW15445	GMW15677	GMW16180
GMW3423	GMW15527	GMW15706	GMW16627
GMW8738 (ID)	GMW15550	GMW15708	GMW16933
GMW14264	GMW15552	GMW15709	GMW17168
GMW15216	GMW15553	GMW15715	
GMW15272	GMW15554	GMW15728	

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2.3 Additional References.

- VTS Template – Long Term Requirement

2.3.1 Milford.

DR.MF.AI	DR.MF.EI	DR.MF.NO	DR.MF.SL
DR.MF.AP	DR.MF.ET	DR.MF.OH	DR.MF.SP
DR.MF.AS	DR.MF.EW	DR.MF.PB	DR.MF.SS
DR.MF.AW	DR.MF.FI	DR.MF.PE	DR.MF.TB
DR.MF.AZ	DR.MF.FR	DR.MF.PO	DR.MF.TD
DR.MF.BB	DR.MF.GT	DR.MF.PR	DR.MF.TE
DR.MF.CS	DR.MF.HC	DR.MF.PX	DR.MF.TS
DR.MF.CY	DR.MF.IT	DR.MF.PY	DR.MF.TT
DR.MF.DG	DR.MF.JK	DR.MF.PZ	DR.MF.TW
DR.MF.DP	DR.MF.MP	DR.MF.RH	DR.MF.TZ
DR.MF.DW	DR.MF.MS	DR.MF.SB	DR.MF.VW
DR.MF.EG	DR.MF.MV	DR.MF.SD	

3 Resources

3.1 Facilities. Proving Grounds used by General Motors:

- Milford Proving Ground (USA).

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

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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.

3.2.1 Some method of accurate speed indication should be provided to the driver for the accurate execution of the driving instructions.

3.2.2 Some type of acceleration/deceleration rate indicator should also be provided to the driver.

3.3 Test Vehicle/Test Piece. Test vehicle equipped as specified.

3.4 Test Time. Repair, inspection, routine maintenance, refueling, and downtime will increase the total test time.

Calendar time:	0 d
Test time:	1225 h to 1491 h (Proving ground dependent)
Coordination time:	0 h

3.5 Test Required Information. Not applicable.

3.6 Personnel/Skills. The events that comprise this test are intended to be performed by personnel specifically trained in the proper execution of the driving instructions. Refer to the appropriate proving ground driving instruction documents and related risk assessments.

Different driver license requirements, knowledge of test content, and mandatory health checks for involved personnel have to be considered.

4 Procedure

4.1 Preparation. Current maximum allowable vehicle speed to be supplied by test responsible personnel to ensure the vehicle is operated safely. If the vehicle is equipped with a manual transmission, the shift point speeds should also be determined and provided.

Measurement of adjustments and settings may be made as deemed necessary to document the condition of the vehicle. These measurements must be made without significantly affecting the adjustment or setting being considered. The intent of these measurements is to document the condition of the vehicle without changing the state of the original assembly.

Vehicles being operated on this test for any other purposes (e.g., design evaluation), should be prepared in a manner appropriate to that particular test intent.

4.2 Conditions.

4.2.1 Environmental Conditions. Most driving procedures can be performed in all types of weather; however, in situations where severe weather makes certain driving events unsafe they should be postponed until road conditions improve. Refer to each local proving ground driving instruction to determine if dry road conditions are required.

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.

Test vehicles equipped with automatic rain sensors for windshield wipers should have the feature turned on throughout the duration of the test.

4.2.3 Ballast. Ballast definitions are explained in GMW15445 Vehicle Ballast.

The ballast calculation data sheets in Appendix D of GMW15445 should be used to determine the proper ballast mass.

Vehicles with configurable cargo areas should use the cargo-carrying configuration for Gross Vehicle Mass (GVM) ballast during test phases 3 and 4 of this test. Throughout test phases 1, 2, and 5, the passenger-carrying configuration should be used for GVM ballast.

Roof carriers are to be ballasted when at GVM during phases 3 and 4 of the test. Refer to GMW15445 for more information on roof carrier ballast. Roof carriers with cross rails are to be tested without ballast for the remainder of the test.

4.3 Instructions. Perform the driving instructions listed in Table A1: Specified Pickup Truck Events – Cycles at Ballast (Appendix A).

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Some test requesters may choose the option to not include any Rough Belgian Blocks in the test. For these trucks, perform the driving instructions listed in Table A2: Specified Pickup Truck Events without Rough Belgian Blocks – Cycles at Ballast (Appendix A).

4.3.1 Test Scheduling Guidelines.

4.3.1.1 Linear Test Content. In order to subject the vehicle to a reasonable simulation of customer usage in a linear manner of operation, distribute the event/ballast combinations as evenly as possible throughout each phase of this test.

4.3.1.2 Vehicle Break-in. The vehicle should not receive any break-in miles unless such are specifically required or recommended in the Owner's Manual in such terms that more than 90% of the vehicle purchasers or users would be expected to follow the recommendation. The intention of this Durability Test is to subject the vehicle to more severe than average operation and it is believed that the omission of "break-in" miles is more severe than is their inclusion.

4.3.2 Driver Responsibilities. The driver is to provide the first indication that the vehicle requires attention. During the execution of the test, the driver is to observe vehicle behavior as would a customer and inform the responsible individuals through written comment whenever a malfunction occurs or unusual behavior is experienced. In essence, the driver should play the role of the customer and should initiate checkout for potential repair of the vehicle. The driver should be informed of this responsibility and should be instructed to keep accurate, thorough records on the vehicle. The driver is an important source of vehicle performance information for the test coordinator with whom there should be active communication.

The proper execution of this durability test is highly dependent on close driver adherence to the events and the instructions contained therein. This is because accurate correlation with field experience can only be achieved by means of tailored combinations of vehicle speed, road surface, and driving maneuvers.

4.3.3 Maintenance Scheduling Guidelines. Test vehicle maintenance/repair will be based on Owner's Manual recommendations and as closely as possible, customer maintenance/repair practices. The parking brake is expected to complete the durability test without adjustment.

4.3.3.1 Replacement Parts. The general guideline for replacement parts shall be that in those cases where a GM service part is used for 10% or more of the market, that part shall be used during this test. In those cases where GM's sales penetration is insignificant, the most widely used brand service part shall be used. In no case shall a part that is not or will not be available to the customer be used.

4.3.3.2 Tools. The vehicle is to be repaired and maintained with tools similar to those which would be used by a service facility working on the customer's vehicle.

4.3.3.3 Repair. Repair shall be performed when the test vehicle displays symptoms that would be detected by the customer and likely prompt them to take the vehicle in for diagnosis and repair. On this basis, it is the test driver's role, as described in 4.3.2, to report that the vehicle requires attention and recommending checkout of possible malfunction.

Repair may also be performed when, in the opinion of the responsible test user, further operation of the vehicle would prove hazardous to test personnel. In that case, a separate test involving the part or system in question is to be conducted under controlled conditions to determine all effects and results of the malfunctions such as failure mode, second and third order failures. It is essential that the communication loop be closed in cases of this nature. Any communication or information resulting from such a test is to be carefully documented and preserved.

In the event that an additional malfunction is discovered during the inspection or repair of another item, it is to be evaluated carefully before any corrections are made. Consideration should be given to the probability that the customer's mechanic would have discovered the malfunction, informed the customer, and received the authorization for repair. The test user should use supporting information defining customer practice in repairing such items.

The individual performing the repair should prepare a report documenting the operation. These reports, as well as other findings, are a major result of the overall test process and should be recorded and analyzed as data relating to test vehicle reparability and serviceability.

4.3.4 Corrosion Test Content. In order to subject the vehicle to the appropriate corrosion content, the Salt Mist and Salt Splash Road events must be distributed appropriately. The base test contains five years of corrosion events which must be distributed evenly throughout the first half of the general durability test. The 10 years of

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