SAE International

SURFACE VEHICLE STANDARD

SAE J1098 MAR2012

Issued 1975-11
Revised 2012-03

Superseding J1098 MAY1995

Tonne Kilometer Per Hour Application

RATIONALE

Document SAE J1098 “Tonne Kilometer Per Hour Application” covers time tested procedures and applications. As such the methodology continues to be acceptable in its present form. Therefore, the document is being revised with no significant technical changes.

1. SCOPE

This SAE Standard establishes the procedures for the application of Tonne Kilometer Per Hour (TKPH) rating values for off-the-road tires; utilizing empirical data formula, it describes the procedure for evaluating and predicting off-the-road tire TKPH requirements as determined by a work cycle analysis.

1.1 The loads, speeds, inflations, and rim configurations are assumed to be within acceptable industry or manufacturer's prescribed recommendations.

1.2 Other application parameters affecting tires are not included in the scope (for example: flotation, cut, bruise, wear, etc.). These parameters must also be considered for final tire selection, since a tire that maximizes desirable TKPH characteristics will sometimes compromise these other parameters.

1.3 The standards for the productivity of off-the-road machines or tires are not included in the scope.

1.4 The formulae (4.2 and 4.3) are applicable to transport type machines only (that is, trucks, tractor trailers, and scrapers) using Category E Earthmover Service Code Tires. See SAE J751 for service codes.

2. REFERENCES

2.1 Applicable Documents

The following publications form a part of this specification to the extent specified herein. Unless otherwise indicated, the latest issue of SAE publications shall apply.

TO PLACE A DOCUMENT ORDER: **Tel: 877-606-7323 (inside USA and Canada)**
Tel: +1 724-776-4970 (outside USA)
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http://www.sae.org/technical/standards/J1098_201203

2.1.1 SAE Publications

Available from SAE International, 400 Commonwealth Drive, Warrendale, PA 15096-0001, Tel: 877-606-7323 (inside USA and Canada) or 724-776-4970 (outside USA), www.sae.org.

SAE J751 Off-Road Tire and Rim Classification—Construction Machines

SAE J1015 Tonne Kilometer Per Hour Test Procedure

SAE J1116 Categories of Off-Road Self-Propelled Work Machines

3. GENERAL (INTRODUCTION TO TKPH)

A tire operated at its SAE J1015 TKPH rating will achieve a stabilized temperature under continuous operation without heat damage.

3.1 Origin of Tire Heat

The temperature described in Section 3 occurs at or near the interface of the undertread and carcass (see SAE J751, Figure 1). This results from the transitory load on the tire crown causing the tire to flex, producing the greatest stresses at or near the junction of the undertread and carcass. The TKPH rating of a tire is established from the maximum stabilized temperature, which the tire can sustain along that interface.

3.2 Effect of Tire Heat

As a tire's temperature increases, its material strengths decrease (Figure 1). Repeated or sustained exposure to excessive temperatures will ultimately produce tire damage.

Heat damage is progressive; it may go undetected or become evident under operating conditions where no apparent cause exists.

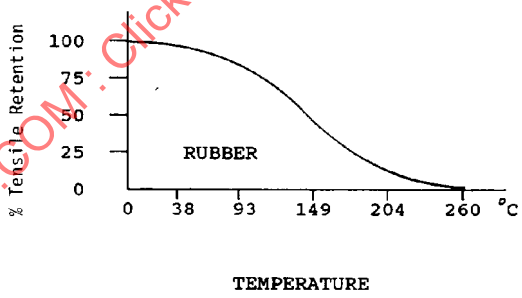

FIGURE 1 - TEMPERATURE EFFECTS

3.3 Effect of Load and Inflation

Tire deflection is a function of its load and inflation pressure. When a tire is operated above its normal deflection range due to insufficient inflation pressure relative to the load carried (see 1.2), excessive heat build-up may take place in the tire. This will affect the tire's TKPH capabilities.

3.4 Work Cycle Influence on Tire Temperature

A tire performing within acceptable deflection limits will generally attain an equilibrium temperature. Various combinations of empty and loaded machine hauls may be programmed to produce acceptable tire temperatures. However, if any operating parameter is altered so as to exceed the tire's TKPH rating, tire heat damage can result. Some examples are:

a. Increase in operating cycle speed. (Consider individual driver practices.)

b. Increase in machine loading due to change in material density and/or machine modification.

c. Adverse weight distribution due to loading techniques or haul road grade.

3.5 Job Site Condition Influence on Tire Temperature

Other items not directly affecting the TKPH calculations, but increasing tire temperature are:

a. Shift schedule increase where equilibrium temperatures had not previously been attained.

b. Ambient temperature in excess of 38 °C.

c. Adverse road conditions (crown, curves, surface, etc.).

d. Excessive brake heat.

e. Vehicle configurations which limit tire cooling.

f. Excessive heat from machine exhaust system.

4. DETERMINING THE TKPH JOB RATE

This section defines the formula with limitations for calculating the Tonne Kilometer Per Hour job rate of an individual tire based on work cycle analysis. For the working formula (4.3), the tire with the highest average load must be considered.

4.1 Nomenclature

H = time, hours, total for the day from the beginning of the first shift to the end of the last shift
J = job rate in TKPH
K = length of round trip, kilometers
K_L = length of loaded haul, kilometers
K_E = length of empty haul, kilometers
N = the number of round trips for the time (H) period
N_E = the number of empty trips for the time (H) period
N_L = the number of loaded trips for the time (H) period
R = tire rating in TKPH as determined by SAE J1015
T_L = tire load, metric Tonnes, on the loaded machine
T_E = tire load, metric Tonnes, on the empty machine

$$T = \frac{T_L + T_E}{2} \text{ (for the tire with the highest average load in metric tons)} \quad \text{(Eq. 1)}$$

Tonne = 1000 kg

4.2 General Formula

The general formula is shown in Equation 2:

$$J = \frac{T_L K_L N_L + T_E K_E N_E}{2H} \quad \text{(Eq. 2)}$$

(Refer to 4.1 for Nomenclature.)

Heat generation and retention in a tire is not simply a linear function of the Tonne Kilometer Energy Rate. (Refer to 3.1, 3.2, 3.3, 3.4, and 3.5.) Hence, this formula is usable only within certain limitations as defined in 4.4.

4.3 Working Formula

Equation 3 should be used with limitations in 4.4.

$$J = \frac{\text{Highest Avg. Load in Tonnes Kilometers Traveled}}{\text{Time (Hours)}} \quad \text{(Eq. 3)}$$

$$J = \frac{TK}{H} \quad \text{(Eq. 4)}$$

4.4 Limitations

Application limitations vary from one tire manufacturer to another. Individual tire manufacturers should be consulted for deviations from the following general limitations.

4.4.1 Load

For loads per tire, refer to current Tire and Rim Association Yearbook 50 km/h Table, the tire manufacturer's 50 km/h publication, or his specific application approval.

4.4.2 Distance

Empty and loaded hauls should be equal distance. Consult tire manufacturer on distance.

4.4.3 Number of Round Trips

If they are not relatively uniform throughout the work day, the maximum round trips per hour shall be used to calculate TKPH job rating.

4.4.4 Ambient Temperature

Consult tire manufacturer for correction formula for ambient temperatures less than or greater than 38 °C. TKPH is normalized to 38 °C.

4.5 Evaluating the Calculated Value

If the Job Rate (J) is equal to or less than the Tire Rating (R), then heat damage should not occur (that is, $J \leq R$). If the Job Rate (J) is greater than the Tire Rating (R) (that is, $J > R$), then the job cycle and/or tire must be changed to meet the conditions of $J < R$.