

Freightliner Speedometer Calibration

Calibration and Baseline Driving Data for the UMTRI Driver Interface Research VehicleHorsepower Considerations for Trucks and Truck CombinationsDiesel Progress North AmericanAutomotive IndustriesSpeed Calibration FactorsHigh Speed Weigh-in-motion System Calibration PracticesVector Averaging Current Meter Speed Calibration and Recording TechniqueCalibration Procedure for Engine Distributor Testers MIL-T-13089C and Hydraulic Technology Model 7808Calibration of High Speed IndicatorsDevelopment and Calibration of an Aerodynamic Disturbance Test Facility: Construction, calibration, and operationHigh Speed Weigh-in-Motion Calibration PracticesFlight Calibration of Four Airspeed Systems on a Swept-wing Airplane at Mach Numbers Up to 1.04 by the NACA Radar-phototheodolite MethodLow-speed Airspeed Calibration Data for a Single-engine Research-support AircraftStandard Test Method for Speed and Distance Calibration of Fifth Wheel Equipped With Either Analog or Digital InstrumentationDesign and Calibration of a High-speed Low Torque TorquemeterCalibration Procedure for Stroboscopic Tachometer Slaughter Model 165Accuracy of Airspeed Measurements and Flight Calibration ProceduresLow Speed Wind Tunnel Calibration of a Mark 9A Pitot-static HeadThe SpeedometerInvestigation of Speed Estimation Using Single Loop Detectors Stewart Katz, Paul Green, Jill Fleming Western Highway Institute. Power and Traction Subcommittee I. K. Mortimer A. T. Papagiannakis Warren T. Dickinson A. T. Papagiannakis Jim Rogers Thompson John E. Kulpa (CAPT, USAF., Jr) Wilber B. Huston Jones Speedometer Jinhua Guo

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this paper provides a summary of the weigh in motion wim calibration practices used by state highway and load enforcement agencies in the united states the detailed statistical data presented were collected through a web based survey questionnaire it covers three common wim calibration practices namely utilizing multiple passes of test trucks utilizing traffic stream vehicles of known static weight and employing only wim data quality control qc techniques to put the actual practice in perspective an overview is provided of the current wim calibration standard astm e1318 02 and the new provisional standard for quantifying pavement roughness at the approach to wim systems aashto mp 14 05 most agencies use a combination of two or more of these methods for wim system

calibration the majority of agencies uses wim data qc on a routine basis and they resort to one of the other two calibration methods when wim data quality deteriorates test truck calibration typically involves one or two class 9 trucks running at several speeds few of these agencies however perform actual pavement roughness measurements on the approach to the wim sites agencies that use traffic stream vehicles of known static weight for wim calibration obtain static weights manually using permanent static scales the method involves up to 100 trucks selected by class speed or both class and speed agencies use a variety of traffic elements and formulas for computing calibration factors similarly a variety of traffic data element errors are computed and various approaches are used for computing calibration factors in the light of these findings the paper provides a number of recommendations for improving current wim calibration practices

of the systems investigated a nose boom installation was found to be most suitable for research use at transonic and low supersonic speeds because it provided the greatest sensitivity of the indicated mach number to a unit change in true mach number at very high subsonic speeds and because it was least sensitive to changes in airplane normal force coefficient the static pressure error of the nose boom system was small and constant above a mach number of 1.03 after passage of the fuselage bow shock wave over the airspeed head

this report reviews in detail the sources of error that may enter into the measurement of airspeed by pitot static methods methods of flight calibration of airspeed installations are given special attention is given to the problem of accurate measurement of mach number air temperature and true airspeed during high speed maneuvers this report also contains an extensive bibliography

the ability to collect or estimate accurate speed information is of great importance to a large number of intelligent transportation systems its applications estimating speeds from the widely used single inductive loop sensor has been a difficult yet important challenge for transportation engineers based on empirical evidence observed from the sensor data from two metropolitan regions in northern virginia and california this research effort developed a kalman filter model to perform speed estimation for congested traffic taking advantage of the coexistence of dual loop and single loop stations in typical freeway management systems a calibration procedure was proposed for seeding and initiating the algorithm empirical evaluation showed that the proposed algorithm can produce accurate speed estimates on the order of 1.3 miles hour error under congested traffic conditions

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