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Standard Terminology Relating to the Characteristics and Performance of Tires¹

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1. Scope

1.1 This terminology primarily covers definitions for technical terms that occur in ASTM Committee F09 standards on the characteristics and performance of tires.

1.2 Definitions for terms that may also be used in other technologies, such as vehicle behavior, are worded to cover both areas.

1.3 When any definition in this terminology (that does not have the limiting phrase) is quoted out of context, editorially insert the limiting phrase *in a tire* after the dash following the term. This will properly limit the field of application of the term and definition.

2. Terminology

2.1 Definitions:

accelerometer, *n*—an instrument that senses inertial reaction to measure linear or angular acceleration. **F 811**

accuracy, *n*—a measurement concept that describes the degree of correspondence between an average measured value and an accepted reference or standard value for the object, material or phenomenon under test. **F 1082**

aligning stiffness [FL/γ], *n*—of a tire, the rate of change of tire aligning torque with respect to change in tire slip angle, usually evaluated at zero slip angle.

aligning stiffness coefficient, *n*—of a tire, the ratio of tire aligning stiffness to the tire normal force.

aligning torque [FL], *n*—of a tire, the component of a tire moment vector tending to rotate a tire about the Z' -axis, positive clockwise when looking in the positive direction of the Z' -axis. **F 403, F 424**

alignment, *n*—the adjustment of various parts of the vehicle's suspension system to ensure proper handling stability and to minimize abnormal tire treadwear. **F 1922**

all-season tread, *n*—tread design providing dry, wet, and snow traction performance for an optimized balance for year-round performance and which may meet the Rubber Manufacturers Association (RMA) definition for an M&S, M+S, M/S, MS, etc. marked tire (see RMA "Snow Tire Definitions for Passenger and Light Truck (LT) Tires"). **E 1136, F 2493**

analysis, *n*—an act of inspecting the S/H image and associating this image with a known calibration reference. **F 1364**

anomaly, *n*—a change in the strain pattern of the rubber surface of a straining block as a result of applied stress brought about through a change in atmospheric pressure on the rubber surface. **F 1364**

anti-lock braking system (ABS), *n*—a collection of sensing and control hardware installed on a vehicle to prevent wheel lock-up during brake application. **F 1649**

average tire tread depth [L], *n*—the average of all tire groove (void) depth measurements. **F 1016**

axle efficiency [nd], *n*—in a vehicle, the ratio of the sum of the wheel torques at the driven wheels to the product of driveshaft torque and axle ratio.

balancing, *n*—a process to correct for heavy or light areas of a tire and wheel assembly. **F 1922**

bandwidth [$1/T$], *n*—the range of frequencies within which certain performance characteristics occur; specific limits normally apply. **F 811**

bead, *n*—of a tire, the part of a tire that comes in contact with the rim and is shaped to secure the tire to the rim. —**F1922, F1923** **F 1922, F 1923, F 2663**

bead separation, *n*—a breakdown of bond between tire components in the bead area. **F 1922**

bead unseating block, *n*—machined block of cast aluminum (also known as "shoe") used on the bead unseating fixture to press against the tire sidewall. **F 2663**

belt, *n*—in a tire, a breaker that substantially restricts the carcass in a circumferential direction. **F 1922, F 1923**

belt separation, *n*—a breakdown of bonding between the belts or plies or tread, or combination thereof. **F 1922**

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- bias**, *n*—the difference between the average measured test result and the accepted reference value; it measures in an inverse manner the accuracy of a test. **F 1082**
- black sidewall**, *n*—a sidewall on which only black compounds comprise the outer visible surface of the tire. **F 724**
- block**, *n*—synonym for *element*. **F 1426**
- bottom out**, *v*—to deform a tire by radial load on the tread until radial movement of the inside surface is stopped by the rim or other tire inside surface. **F 414**
- braking coefficient** [*nd*], *n*—the ratio of the braking force to the normal force on a tire.
- braking force** [*F*], *n*—of a tire, the negative longitudinal force resulting from braking torque application. **F 403, F 408**
- braking force coefficient**, *n*—of a tire, the ratio of braking force to normal force. **F 403, F 408**
- braking force coefficient, peak**, *n*—of a tire, the maximum value of tire braking force coefficient that occurs prior to wheel lockup as the braking torque is progressively increased. **F 403, F 408**
- braking force coefficient, slide**, *n*—of a tire, the value of braking force coefficient obtained on a locked wheel. **F 403, F 408**
- braking torque** [ML^2/T^2], *n*—of a vehicle, the negative wheel torque. **F 403, F 408**
- brand**, *n*—of a tire, the name under which one or more tire lines are marketed.
- brand, tire, private**, *n*—a brand name used by a tire seller or group of sellers who are not manufacturers. **F 1922**
- break**, *n*—a crack or tear extending into or through the reinforcing material. **F 1922**
- breaker**, *n*—in a tire, one or more plies under the tread region of a tire that are additional to those which extend from bead to bead.
- break-in** [*L*], *n*—one or more periods of initial standardized tire operation during which tire is brought to the state which will lead to more consistent test results. **F 762, F 1016**
- calibration tire**, *n*—a witness tire designed to provide a fixed or known test value for selected properties. **F 1806**
- candidate tire**, *n*—a test tire that is part of a test program. **F 1572, F 1649, F 1650, F 1805, F 1806, F 1922**
- candidate tire set**, *n*—a set of candidate tires. **F 1572, F 1649, F 1805, F 1806**
- caravan**, *n*—for purposes of a tire test, two or more vehicles running in the same time frame, over the same test course(s), under similar but independent conditions. **F 1922**
- carcass**, *n*—of a tire, the part of a tire structure that does not include the tread and sidewall rubber.
- casing**, *n*—of a tire, a used or treadless tire to which additional tread rubber may be attached for the purpose of retreading. **F 1922**
- center of tire contact**, *n*—the intersection of the wheel plane and the vertical projection of the spin axis of a wheel onto the road plane.
- center rib**, *n*—a rib at or near the circumferential centerline of the tread band. **F 1426**
- center row**, *n*—a row located at or near the circumferential centerline. **F 1426**
- center wear**, *n*—a type of irregular wear characterized by a wear rate continuously increasing from shoulder to center of the tread band. **F 1426**
- centripetal acceleration** [ML^2/T^2], *n*—of a vehicle, the component of the vector acceleration (of a point in a vehicle) perpendicular to the tangent of the path of the point and parallel to the road plane. **F 1572, F 1649, F 1650, F 1805, F 1806, F 1922**
- chip and tear**, *n*—a special type of irregular wear characterized by a rough tread surface which may contain cracks, abrasion pits or surface ruptures. **F 1426**
- circumferential line**, *n*—on a tire, any real or imaginary circle on the surface of a tire, lying in a plane that is perpendicular to the spin axis. **F 421, F 870**
- clinch strip**, *n*—high-modulus or high-hardness compound applied between the carcass and the sidewall in the bead area to reinforce the bead. **F 724**
- connection point**, *n*—any point on the wheel or metal loading plate where the resistance measuring instrument's leads are connected. **F 1971**
- control tire**, *n*—a reference tire, used in a specified manner throughout a test program **F 1572, F 1649, F 1805, F 1806, F 1922**
- convoy**, *n*—in tire testing, two or more vehicles running at the same time, over the same test course, under the same interdependent conditions. **F 1922**
- cord**, *n*—in a tire, filament(s) or plied yarns used in making a tire ply. **F 1922**
- cornering force** [ML^2/T^2], *n*—of a tire, the horizontal force acting perpendicularly to the instantaneous motion vector of the center of contact for a tire operating at a slip angle.
- cornering force coefficient** [*nd*], *n*—the ratio of cornering force to the normal force on a tire.
- cornering stiffness** [F/γ], *n*—of a tire, the negative of the rate of change of tire lateral force with respect to change in tire slip angle, usually evaluated at zero slip angle.
- cornering stiffness coefficient**, *n*—of a tire, the ratio of tire cornering stiffness to tire normal force.
- cornering traction coefficient**, *n*—the ratio of the cornering tractive force vector and normal force.
- cornering traction vector angle**, *n*—the angle between the resultant cornering traction force vector and the X' axis.
- cornering tractive force**, (*F*), *n*—the vectorial sum of lateral and longitudinal tractive force components.
- coverstrip**, *n*—a thin layer of black compound which covers the unexposed white sidewall portion of a finished tire. **F 724**

- crazing**, *n*—minute, closely grouped, generally superficial cracks that usually results from light activated oxidation. **F 724**
- critical slip angle**, (rad or degree), *n*—the value of the slip angle at the peak lateral force coefficient.
- cross-country track**, *n*—surface not subject to repeated traffic in addition, no roads, routes, well-worn trails or man-made improvements; can consist of tank trails with crushed rock or having large exposed obstacles (rocks, boulders, etc.). **F 1922**
- cupping**, *n*—a type of irregular wear characterized by a variation in wear rate that may be periodic (essentially cycloidally shaped) around the tread band circumference in one or more rows; the variation of loss is essentially independent of individual projections if the pattern contains these projections. **F 1426**
- determination**, *n*—the application of the complete measurement procedure to one piece, specimen or object to produce *one* numerical measured value to be used to form an average or median. **F 1082**
- developed footprint length** [*L*], *n*—the maximum footprint dimension in the circumferential direction of the tire, under stated conditions of measurement. **F 870**
- developed footprint width** [*L*], *n*—the maximum lateral dimension of a tire footprint under stated conditions of measurement. **F 870**
- diagonal wear**, *n*—a type of irregular wear characterized by an increased wear rate region or band oriented transversely (from shoulder to shoulder) at some non-90° angle with respect to the circumferential centerline of the tread band. **F 1426**
- driving coefficient** [*nd*], *n*—the ratio of the driving force to the normal force. **F 424, F 1572, F 1805**
- driving coefficient, peak**[*nd*], *n*—the maximum value of the driving coefficient. **F 424**
- driving force**, [*F*], *n*—of a tire, the positive longitudinal force resulting from the application of driving torque. **F 424, F 1572, F 1805**
- driving torque** [ML^2/T^2], *n*—of a wheel, the positive wheel torque. **F 424**
- effective rolling radius**, *n*—the ratio of the linear velocity of the wheel center of the free rolling tire in the *X'* direction to the spin velocity. **F 424**
- element**, *n*—an isolated (totally bounded by void) projection. **F 421, F 762, F 870, F 1426**
- fastest wearing groove** [*L*], *n*—the circumferential groove with the minimum life expectancy. **F 1016**
- fastest wearing location** [*L*], *n*—that location which exhibits the highest percent tread (depth) loss (as calculated in 6.1.1 of Practice F 1016). **F 1016**
- feathering**, *n*—a type of element irregular wear characterized by thin strips of rubber extending from the edge of the element. **F 1426**
- flange**, *n*—that part of the rim which gives lateral support to the tire.
- flex cracking**, *n*—cracking primarily caused by application of mechanical stress-strain cycling. **F 724**
- footprint area** [L^2], *n*—the gross contact area of a tire that is loaded (under stated conditions) against a smooth flat surface. **F 870**
- free rolling tire**, *n*—a loaded tire rolling without applied driving or braking torque. **F 424**
- front end breakaway**, *n*—*in cornering vehicle*, the point in the curved trajectory of a vehicle when it can no longer be maintained on its intended path because of front wheel departure toward the outside of the curve. **F 811**
- g**, *n*—a unit of acceleration where 1 *g* is equal to the acceleration of gravity, 9.8 m/s² (32.2 ft/s²). **F 811**
- global testing**, *n*—testing conducted at two or more laboratories or test sites for the purpose of comparing candidate tire performance at each location for selected characteristic properties. **E 1806**
- gravel road**, *n*—two lane, all-weather, occasionally maintained, hard or loose surface (for example, large rock, paved, crushed rock, gravel) intended for medium-weight, low-density traffic, in accordance with the U.S. Federal Highway Administration. **F 1922**
- grooming**, *v*—*in tire testing*, mechanically reworking a snow test surface in order to obtain a surface with more consistent properties. **F 1572, F 1805**
- groove**, *n*—a void that is relatively narrow compared to its length. **F 414, F 421, F 762, F 870, F 1046, F 1426, F 1922, F 1923**
- groove, average depth** [*L*], *n*—the average of all tire groove depth measurements in a single groove. **F 421, F 762, F 1016, F 1046**
- groove (void) area** [L^2], *n*—that portion of tire footprint area which is not contacted by ribs or elements. **F 762, F 870**
- groove (void) area fraction** [*nd*], *n*—the ratio of the groove (void) area to the footprint area of a tire. **F 870**
- groove (void) depth** [*L*], *n*—a measurement of the perpendicular distance from a real or calculated reference plane defined by edges of two adjacent ribs (lugs) to the lowest point of contact in the groove (void). **F 421, F 762, F 1046, F 1922, F 1923**
- gyro-stabilized accelerometer**, *n*—a precision vertical gyroscope fitted with one to three accelerometers to provide orthogonal measurements referenced to the earth-fixed axis system. **F 811**
- heel-toe wear**, *n*—a type of irregular wear characterized by different wear rates at the leading and trailing edges of a projection (element). **F 1426**
- ice, dry**, *n*—smooth ice without loose surface materials. **F 1572, F 1805**
- inclination angle**, *n*—*of a tire*, the angle between the *Z'*-axis and the wheel plane. **F 424**
- inflation pressure loss rate**, *n*—rate of change of normalized inflation pressure, determined from the slope of the linear portion

- of the log pressure versus time curve. **F 1112**
- inner liner**, *n*—of a tire, the innermost layer(s) of a tubeless tire that limit(s) diffusion of the inflation medium into the carcass. **F 1112**
- intended trajectory**, *n*—the intended or ideal path (rectilinear or curvilinear) to bring a vehicle to a stop, that is, under controlled angular orientation. **F 1649**
- intermediate rib**, *n*—one or more rib(s) located between the centerline and the shoulder ribs of the tread band. **F 1426**
- intermediate row**, *n*—a row located between the circumferential centerline and the shoulder ribs/rows of the tread band. **F 1426**
- inter-projection wear**, *n*—a type of irregular treadwear characterized by different wear rates on one or more adjacent projections (either transverse or circumferential orientation); this results in a step-off in tread depth between the adjacent projections. **F 1426**
- intra-projection wear**, *n*—a type of irregular wear characterized by a different wear rate at two or more locations within a given projection. **F 1426**
- inverse wear rate** [*nd*], *n*—the distance traveled by a tire, after break-in, per unit loss in tread depth. **F 1016**
- irregular wear**, *n*—a type of treadwear characterized by substantial variations of tread loss both from projection to projection and frequently from point to point on a given projection. **F 421, F 762, F 1426**
- juncture**, *n*—the interface between two different tire components or different compounds within the same component. **F 724**
- juncture cracking**, *n*—a crack with opening originating at a juncture between two components. **F 724**
- juncture opening**, *n*—a separation developing in a juncture. **F 724**
- kerf**, *n*—synonym for *sipe*. **F 870**
- lateral force** [*F*], *n*—of a tire, the component of the tire force vector in the *Y'* direction. **F 403, F 424**
- lateral force coefficient**, *n*—of a tire, the ratio of lateral force to normal force. **F 403, F 424**
- lateral groove**, *n*—a groove that has its long dimension oriented at a direction non-parallel to the tire circumferential centerline; it most frequently opens into a void at both ends. **F 870, F 1426**
- line**, *n*—of a tire, a group of similar tires of different sizes but common construction type (bias, belted bias or radial) all with a common tire name.
- line, neutral**, *n*—of a tire, a line of tires to which a brand name may be added after their manufacture.
- load index**, *n*—a numerical code associated with the maximum load a tire can carry at the speed indicated by its speed symbol under specified conditions. **F 1923**
- load range**, *n*—a letter designation (A, B, C, D) or, for P-metric tires, standard load (SL) or extra load (XL), used to identify a given size tire with its load and inflation limits when used in a specific type of service. **F 414, F 1922**
- load rating** [*M*], *n*—the maximum load a tire is rated to carry for a given usage at a specified cold inflation pressure. **F 414, F 1922**
- loaded radius** [*L*], *n*—of a tire, the wheel plane distance from the center of tire contact in the footprint to the wheel center, specified as a static or dynamic (rolling) measurement. **F 538-09**
- load symbol**, *n*—a code associated with the maximum load a tire can carry at the speed indicated by its speed symbol under specified conditions. **F 1923**
- local testing**, *n*—testing conducted at one laboratory or test site for the purpose of comparing a number of candidate tires for selected characteristic properties. **F 1806**
- lockup**, *n*—of a wheel, the condition of a wheel in which its rotational velocity about the wheel spin axis is zero and it is prevented from rotating in the presence of applied wheel torque. **F 408**
- longitudinal force** [*F*], *n*—of a tire, the component of the tire force vector in the *X'* direction. **F 403, F 408, F 424, F 1805**
- longitudinal groove**, *n*—an endless groove that has its major (long) dimension substantially parallel to the tire circumferential centerline; the walls of the groove may not be perfectly parallel planes, but may have short alternating sections of the wall at angles to the tire circumferential centerline. **F 1426**
- longitudinal slip velocity** [*L/T*], *n*—the effective rolling radius multiplied by the difference between the spin velocity (in rad/unit time) of a driven or braked tire and that of a free rolling tire when each is traveling in a straight line. **F 424, F 1572, F 1805**
- manufacturer**, *n*—of a tire, the name of a company or wholly owned subsidiary making the tire.
- master set**, *n*—a selected group of witness tires, each with different test response characteristics to provide a range of values for the measured property or properties. **F 1806**
- maximum load rating** [*M*], *n*—of a passenger tire the load rating at the maximum permissible cold inflation pressure for that tire. **F 414**
- maximum plunger travel**, [*L*], *n*—in tire testing, the relative displacement of tread surface by a plunger, measured from the point of initial contact of the plunger with the tread surface to the point of maximum force at rupture or at the bottom-out point. **F 414**
- measured inflation pressure**, *n*—gauge pressure of a tire measured at a given time under ambient temperature and barometric pressure. **F 1112**
- measurement interval**, *n*—the distance travelled, in kilometres (miles), between two successive groove (void) depth