



Designation: F538 – 22

Standard Terminology Relating to Characteristics and Performance of Tires¹

This standard is issued under the fixed designation F538; the number immediately following the designation indicates the year of original adoption or, in the case of revision, the year of last revision. A number in parentheses indicates the year of last reappraisal. A superscript epsilon (ϵ) indicates an editorial change since the last revision or reappraisal.

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.

1.4 *This international standard was developed in accordance with internationally recognized principles on standardization established in the Decision on Principles for the Development of International Standards, Guides and Recommendations issued by the World Trade Organization Technical Barriers to Trade (TBT) Committee.*

2. Terminology

2.1 Definitions:

accelerometer, *n*—an instrument that senses inertial reaction to measure linear or angular acceleration. **F811**

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.

age, *v*—to apply conditions so as to promote change of material properties. **F2838**

aging, accelerated laboratory (also: aging, laboratory), *n*—increased rate of tire material property changes under specified conditions, including temperature, inflation pressure, oxygen concentration in the filling gas, and time. **F2838, F3015**

aging, in-service, *n*—material property changes within tires due to consumer usage. **F2838, F3015**

aging, oven, *n*—accelerated laboratory aging in an elevated temperature environment. **F2838, F3015**

aging, thermal oxidative, *n*—the process whereby chemical and physical material properties of a tire change with exposure to heat and oxygen. **F2838**

aligning stiffness [$FL\gamma$], *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. **F424**

alignment, *n*—the adjustment of various parts of the vehicle's suspension system to ensure proper handling stability and to minimize abnormal tire treadwear. **F1922**

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 U.S. Tire Manufacturers Association (USTMA) definition for an M&S, M+S, M/S, MS, etc. marked tire (see USTMA "Snow Tire Definitions for Passenger and Light Truck (LT) Tires"). **E1136, F2493**

alternate element wear, *n*—type of element wear characterized by a pattern of an increased wear rate on alternating isolated projections; the wear may be every second projection, every third projection, every fourth projection, etc. or a combination thereof. **F1426**

analysis, *n*—an act of inspecting a shearographic or holographic (S/H) system image and associating this image with a known calibration reference. **F1364**

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.

¹ This terminology is under the jurisdiction of ASTM Committee F09 on Tires and is the direct responsibility of Subcommittee F09.94 on Terminology.

Current edition approved Oct. 1, 2022. Published October 2022. Originally approved in 1977. Last previous edition approved in 2021 as F538 – 21. DOI: 10.1520/F0538-22.

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. **F1649**

average tire tread depth [L], *n*—the average of all tire groove (void) depth measurements. **F1016**

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. **F1922**

bandwidth [1/ T], *n*—the range of frequencies within which certain performance characteristics occur; specific limits normally apply. **F811**

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, F2663, F2803**

bead separation, *n*—a breakdown of bond between tire components in the bead area. **F1922**

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. **F2663**

belt, *n*—in a tire, a breaker that substantially restricts the carcass in a circumferential direction. **F3015**

belt edge (BE) temperature, *n*—in the cross section of a radial tire, the temperature at the edge of the stabilizer plies or belts, for example, in the rubber region of the two belt edges. **F2779, F2869**

belt separation, *n*—in a tire, a breakdown of bonding between the belts or plies or tread, or combination thereof. **F1922, F2838, F3015**

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. **F337**

black sidewall, *n*—a sidewall on which only black compounds comprise the outer visible surface of the tire. **F724**

block, *n*—synonym for *element*. **F1426**

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. **F414**

brake skid/flat spot wear, *n*—a type of irregular wear characterized by an excessive amount of wear in a footprint area of a tread due to the tread sliding on the road surface; the tread surface may show abrasion marks, may be smooth with the entire tread pattern removed, or may be worn into the internal components of the tire. **F1426**

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. **F408**

braking force coefficient, *n*—of a tire, the ratio of braking force to normal force. **F408**

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. **F408**

braking force coefficient, slide, *n*—of a tire, the value of braking force coefficient obtained on a locked wheel. **F408**

braking torque [ML²/T²], *n*—of a vehicle, the negative wheel torque. **F408**

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.

break, *n*—in a tire, a crack or tear extending into or through the reinforcing material. **F1922**

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. **F3015**

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. **F762, F1016**

calibration tire, *n*—a witness tire designed to provide a fixed or known test value for selected properties.

candidate tire (set), *n*—a test tire (or test tire set) that is part of an evaluation program; each candidate tire (set) usually has certain unique design or other features that distinguish it from other candidate tires (sets) in the program. **F1572, F1649, F1650, F1805, F1806, F1922, F2803**

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. **F1922**

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. **F1922**

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*—in a tire, a rib at or near the circumferential centerline of the tread band. **F1426**

center row, *n*—in a tire, a row located at or near the circumferential centerline. **F1426**

center wear, *n*—a type of irregular wear characterized by a wear rate continuously increasing from shoulder to center of the tire tread band. **F1426**

centripetal acceleration [ML²/T²], *n*—of a vehicle, the component of the vector acceleration (of a point in a vehicle)