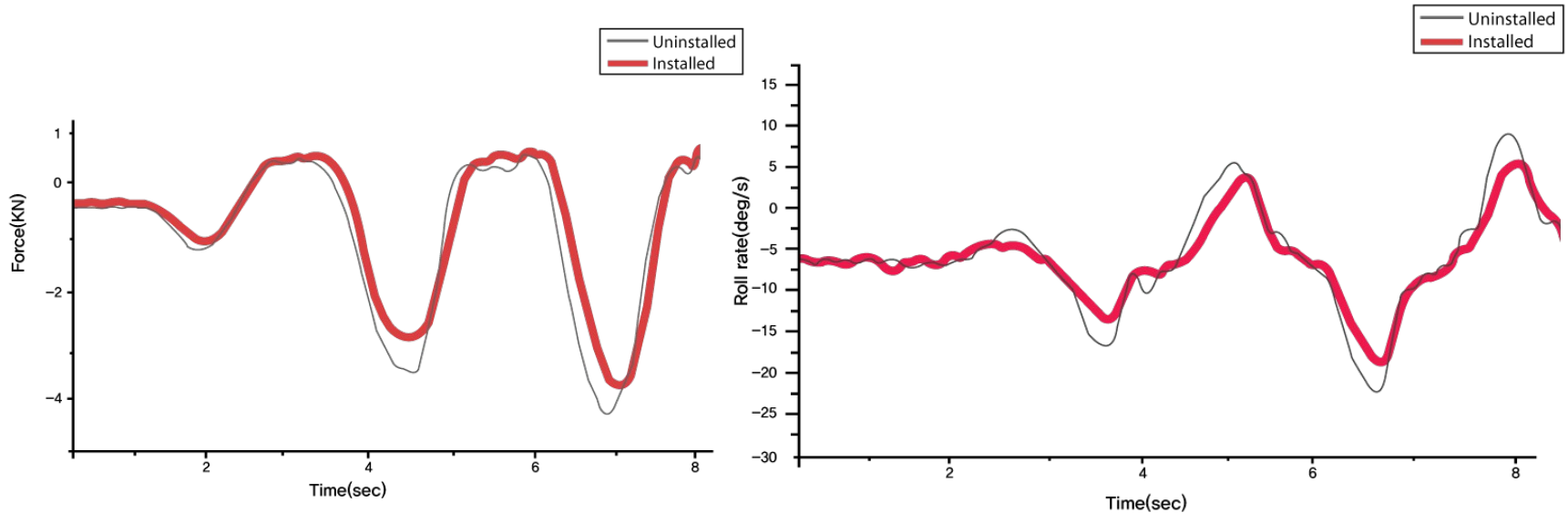


Slalom test

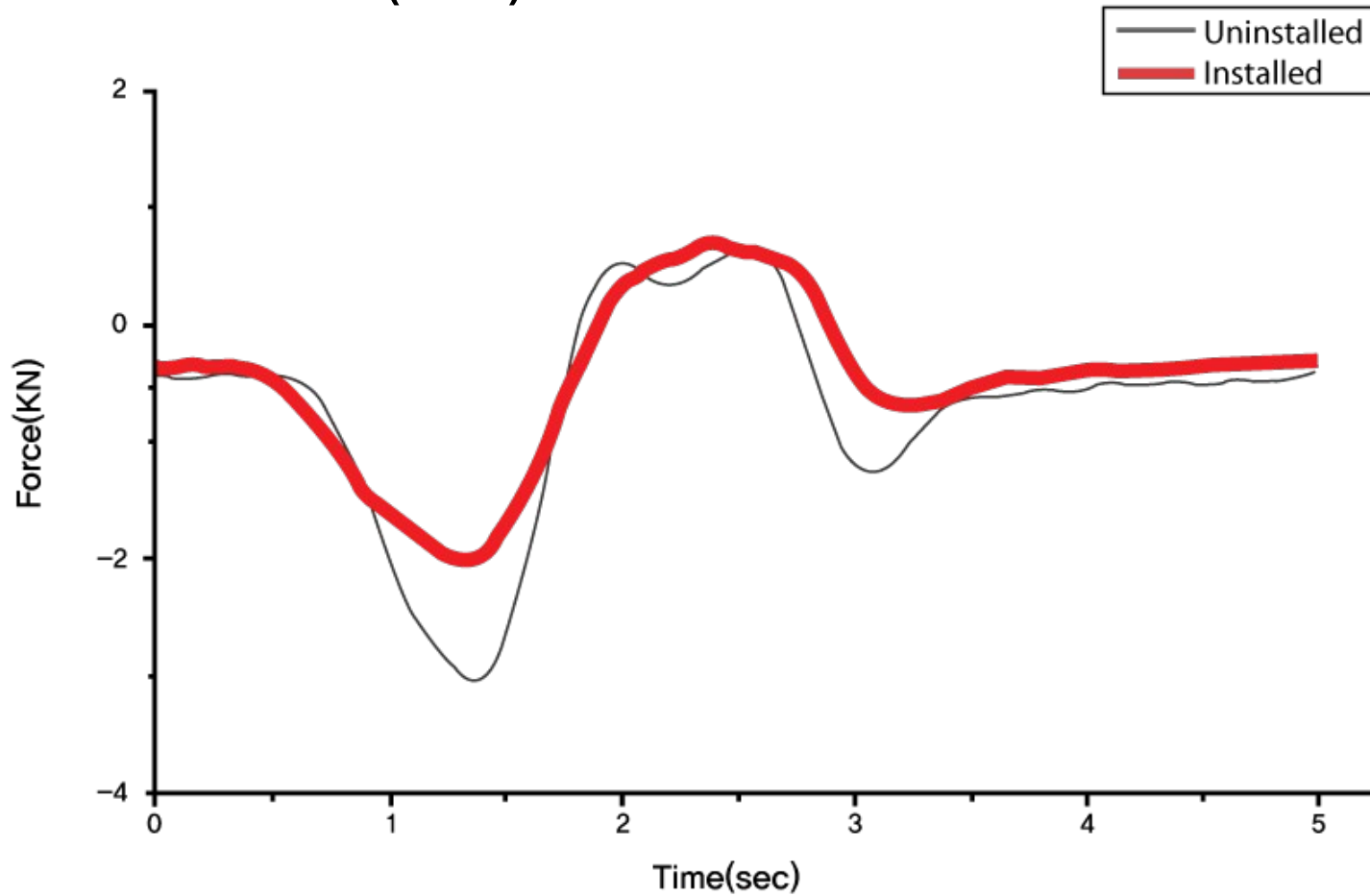


Right-side rear wheel lateral force

Vehicle chassis roll rate

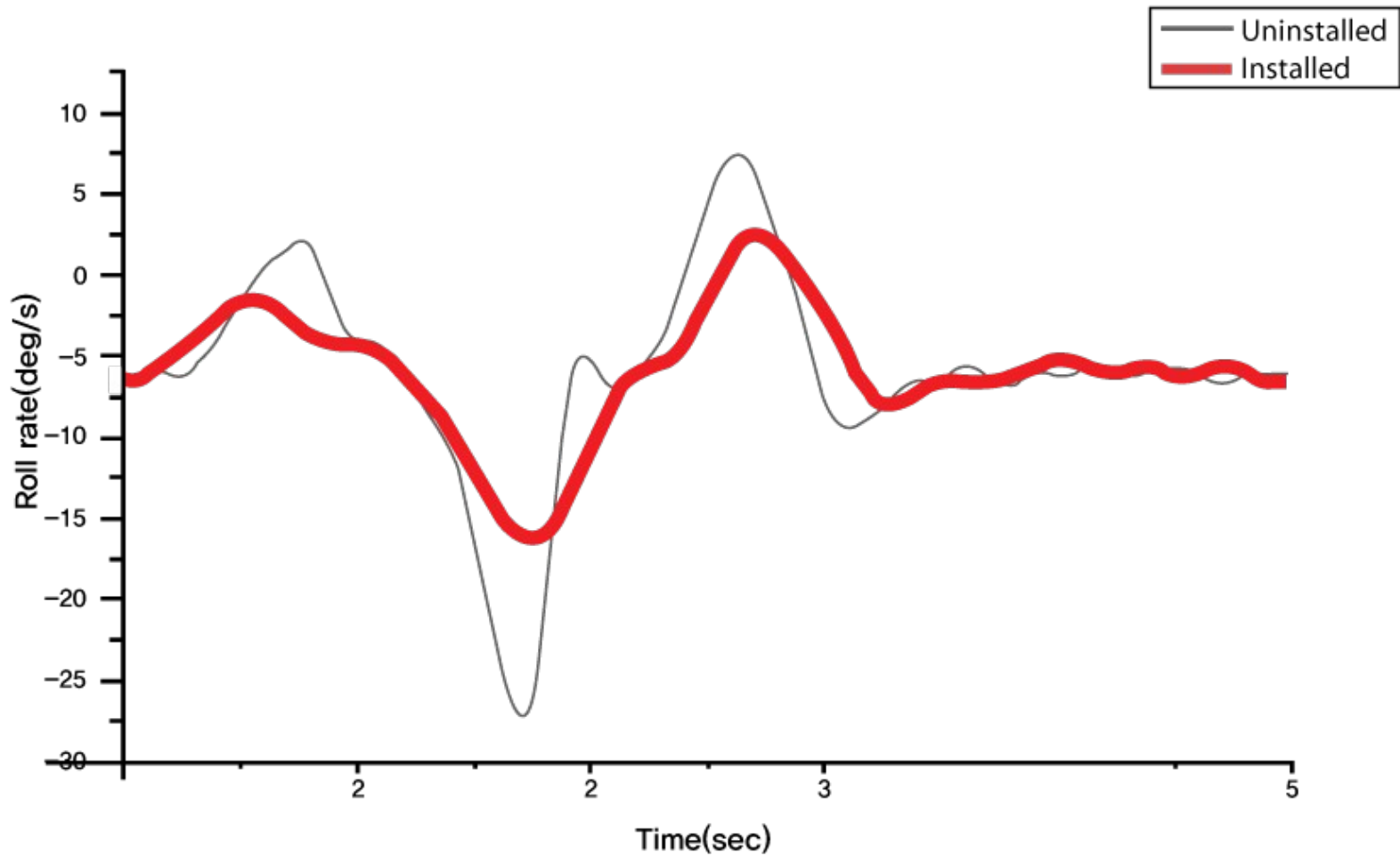
- Result of measuring lateral force on the wheel by applying sensor on the rear wheel during slalom test shows that lower force was measured on buffer applied vehicle.
- 2nd graph show that gradient (angle speed) of car body was lowered after applying buffer.

Slalom test (1-1)



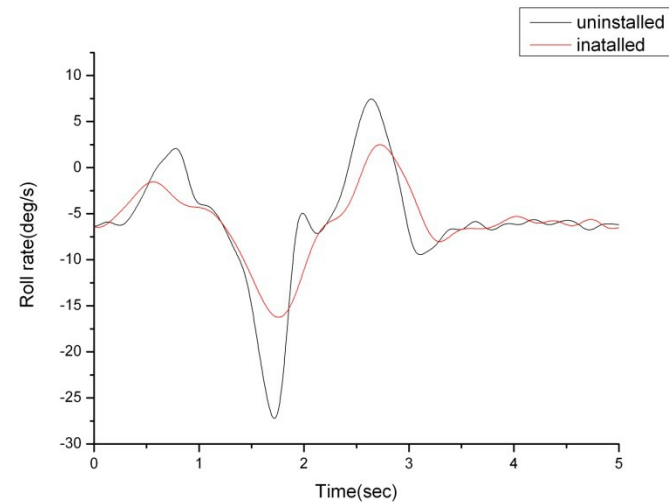
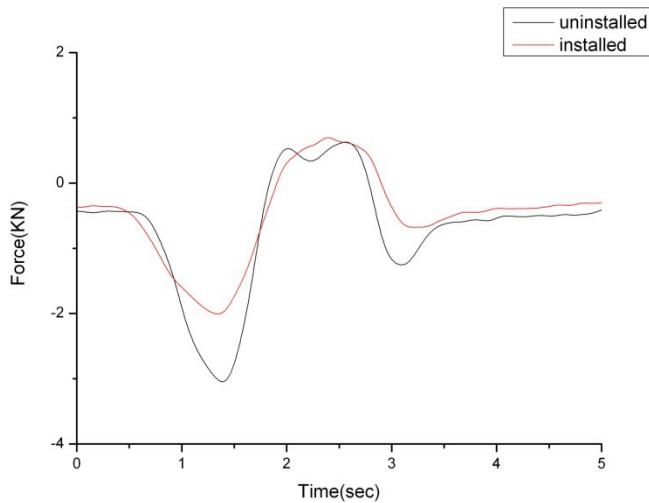
Right-side rear wheel lateral force

Slalom test (1-2)



Vehicle chassis roll rate

Single lane change

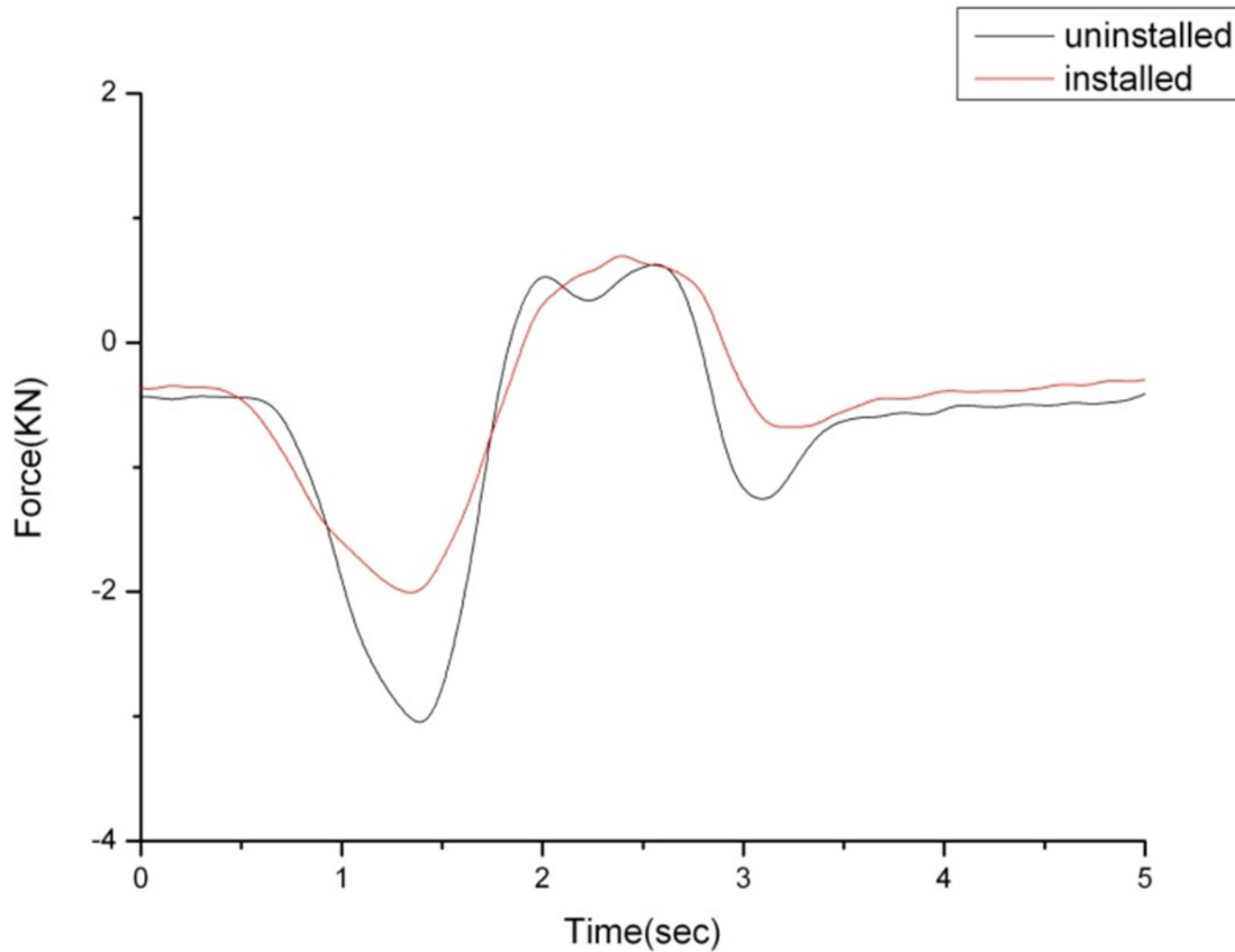


Right-side rear wheel lateral force

- Result of comparing lateral force with the sensor on the rear wheel after applying buffer shows that it leans less when buffer is applied.
- 2nd graph shows that gradient of car body is relatively improved after applying buffer.

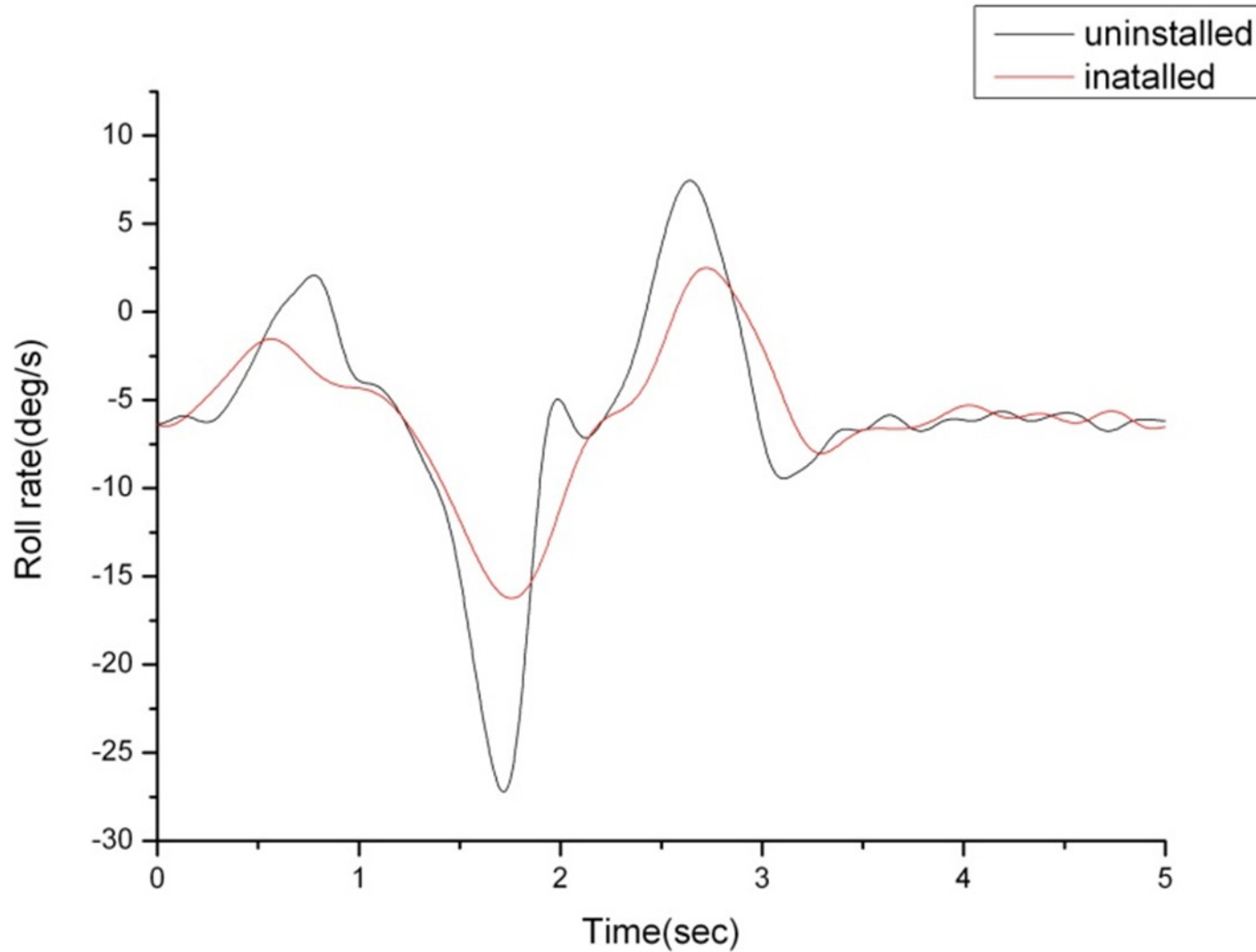
Vehicle chassis roll rate

Single lane change (2-1)



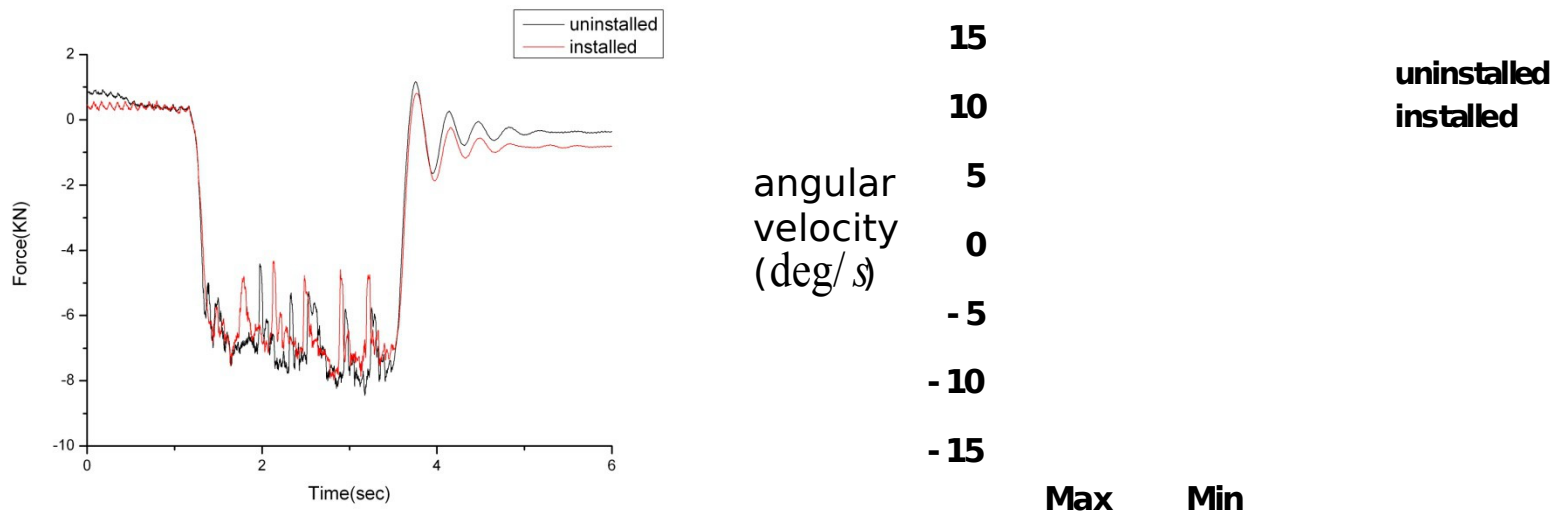
Right-side rear wheel lateral force

Single lane change (2-2)



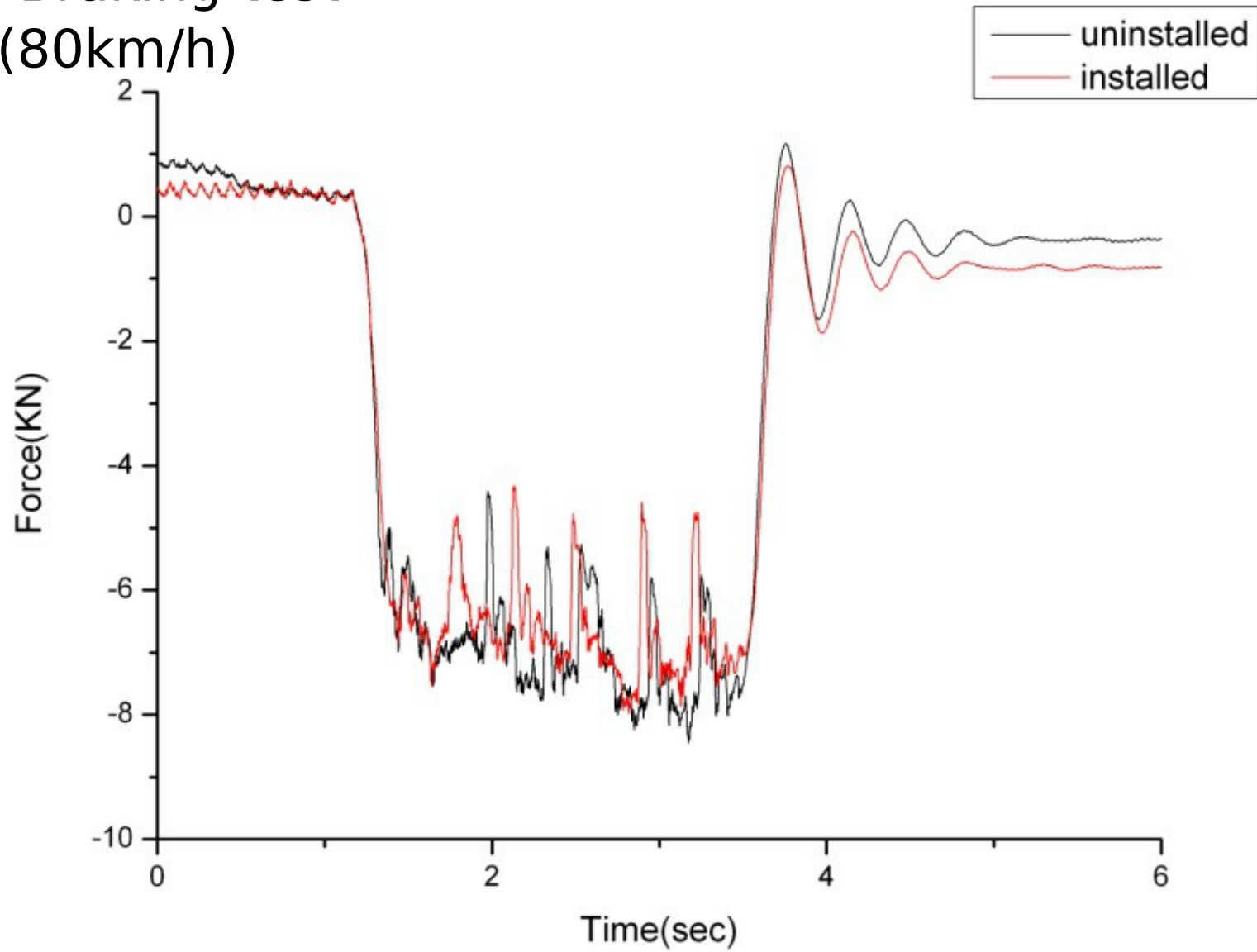
Vehicle chassis roll rate

Braking test (80km/h)



- Result of comparing advancing force with the sensor on the front wheel after/before applying buffer shows that no significant differences. (Because of repetition brake to maintain high grounding force with ABS installed vehicle)
- 2nd graph shows that gradient (angle speed) of car body is relatively improved after applying buffer. (Only compares Max, Min value)

Braking test (80km/h)



Braking test (80km/h)

