

			exceed 0.65g and 0.75g for passenger cars and other vehicles, respectively.
Carbody Lateral (Sustained Oscillatory)	$\leq 0.10g \text{ RMS}_t^4$ 4 sec window ³ 4 sec sustained	$\leq 0.12g \text{ RMS}_t^4$ 4 sec window ³ 4 sec sustained	Sustained oscillatory lateral acceleration of the carbody shall not exceed the prescribed (root mean squared) safety limits of 0.10g and 0.12g for passenger cars and other vehicles, respectively. Root mean squared values shall be determined over a sliding 4-second window with linear trend removed and shall be sustained for more than 4 seconds.
Carbody Vertical (Transient)	$\leq 1.0g$ peak-to-peak 1 sec window ³ excludes peaks < 50 msec	$\leq 1.25g$ peak-to-peak 1 sec window ³ excludes peaks < 50 msec	The peak-to-peak accelerations, measured as the algebraic difference between the two extreme values of measured acceleration in any one second time period, excluding any peak lasting less than 50 milliseconds, shall not exceed 1.0g, or 1.25g, as specified.
Carbody Vertical (Sustained Oscillatory)	$\leq 0.25g \text{ RMS}_t^4$ 4 sec window ³ 4 sec sustained	$\leq 0.25g \text{ RMS}_t^4$ 4 sec window ³ 4 sec sustained	Sustained oscillatory vertical acceleration of the carbody shall not exceed the prescribed (root mean squared) safety limit of 0.25g. Root mean squared values shall be determined over a sliding 4-second window with linear trend removed and shall be sustained for more than 4 seconds.

Truck Lateral Acceleration⁵

Parameter	Safety Limit	Filter/ Window	Requirements
Truck Lateral	$\leq 0.30g \text{ RMS}_t^4$	2 sec window ³ 2 sec sustained	Truck hunting shall not develop below the maximum authorized speed. Truck hunting is defined as a sustained cyclic oscillation of the truck evidenced by lateral accelerations exceeding 0.3g root mean squared for more than 2 seconds. Root mean squared values shall be determined over a sliding 2-second window with linear trend removed.