

PCASE 7.0.7 - 7.0.8 Version Updates

General	
Bug Fixes	New/Altered Functionalities
- Corrected SQLite's TableExists() method, which was implemented incorrectly. - Fixed a few glitches with the new query machinery that were causing import failures. - Modified import logic to sort tables itself to resolve an issue with importing E70 generated from SQLite into MS Access. - Fixed a bug that was preventing export of SQLite databases. - Fixed an issue in the shared code that was preventing the User Preferences form from opening. - Corrected an issue with PCASE not remembering the last open database after profiles.sms was deleted. - Fixed a debug assertion failure that was occurring while importing 209 data. Also corrected a null reference exception that was a result of strings attempting to be read on refresh prior to form load. - Modified integer conversion routine to parse a double value prior to rounding it to address a failure in EMS utilities. - Corrected an issue with traffic failing to import from a SQLite database into a Microsoft Access database. - Fixed an issue with User-defined report conditions. - Removed restriction of not saving/loading last selection in desktop mode. - Fixed an issue with saving a secondary inventory Network. - Modified logic to set the default subgrade frost code properly in design and evaluation. - Fixed an issue with SMS04DDSQLite being in the incorrect location which was causing an assertion failure when exporting SQLite databases. Also fixed an incorrect debug assertion.	- Implemented language translation machinery so that translations can now be performed within the program. - Completed translation of Fortran engineering code conversion to C#. - Sped up toolbar access key assignment. Also rewrote the recursion in terms of the characters being assigned rather than the items being assigned to. - Updated PCASE to use the latest Component One controls. - Implemented Contingency PCI calculator. - Removed radio button options for calculation method type on the Stresses and Strains form. Switched form from using YULEA to LEAGL. - Removed obsolete heating degree days information from frost information. - Removed asphalt concrete overlay as a separate entry in the default moduli list. - Updated all test cases for C# engineering. - Repaired latest structural conditions logic to fix an issue with the user-defined reports. - Added an evaluation Condition Date to user-defined reports. - Eliminated the need for a table cache in PCASE. - Added a message to users on database open about the transition to SQLite databases. - Added new reports for Contingency PCI. - Enabled frost calculations for unsurfaced/Mat pavements. - Updated climate database - The Mean Annual Temperature, Mean Annual Freezing Degree Days, and Mean Length of Freezing Season is based on an average of the 3 coldest years. - The Mean Annual Freezing Degree Days is based on the average temperature of a day (not hourly at this

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- Fixed a run-time error caused by an empty FDR location name that was causing a 2.09 import failure. Added a workaround for an issue with importing 2.09 data into a newly created database doesn't find the PIDs. - Fixed a few header text issues on Stresses/Strains form. - Resolved a constraint failure on E70 import - Fixed sorting to import in the correct order as it was failing to treat integers as strings. - Also fixed an issue with version 7.0.8 not padding the output field, which was resulting in an import failure for e70's exported out of 7.0.8 with backcalculation results	point). A day is defined from midnight to midnight. The Freezing Degree Days is calculated by summing the number of degrees below 32 F per day over the year period (the year period is the average of the 3 coldest years). $FDD = \text{SUM}(32 - T_{avg})$ - The Mean Length of Freezing Season is the number of days in a year period where the average temperature of a day is at or below 32 degree F (again based on the average of the 3 coldest years). If there were 10 days of consecutive freezing and then one day higher temp and then another day of freezing, we would add that up to 11 – it is simply the summation of days where the temperature is at or below 32 degree F. The Freezing Season length displayed in months in PCASE is based on the first day and last day when the average daily temperature is at or below 32 degree F. - Converted automated tests to SQLite. - Modified e70 import so that if there is no contingency PCI data, the new tables are not exported.
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Design	
Bug Fixes	New/Altered Functionalities
- Added data adapter parameter to constructors for clones and base to address a run-time error when using sensitivity analysis for PCC models in Design. - Fixed a glitch in grid row selection for Design Alternatives. - Addressed an issue with deleting drainage and subbase layers in design alternatives. - Made load transfer visible for rigid roadways/parking. - Made generated layer model names contain five-digit index so sorting is reasonable for 10,000 models.	- Changed settings on sensitivity TLP to try to deal with a form display issue. Also made enhancements to the Excel graph. - Changed the season sets form to allow users the ability to specify a number of seasons and reworked the form to make it more user friendly. - Added info icon to warn users when design is not aligned with UFC 3-250-01. - Changed logic to pass load in KG in Design and ensured Terminal Serviceability Index is set to $pt=2.0$ consistently. - Replaced call to PccJointSpacingRequirements to a new version of the routine. Added call to new

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• Fixed a bug in Design that was preventing the selected Service from being set in newly created projects. • Fixed code to handle large number of columns in Design Alternatives. Also implemented revision to report generation to use multiple sheets to support more than 256 columns. • Switched to using PavementStructureType instead of surface type when determining subgrade strength category to fix an issue with incorrect subgrade category in traffic for AC over PCC design. • Added a refresh to the compaction call to resolve a null reference exception on the compaction form and fixed a similar issue with compaction export to Excel. • Added format strings to the season set error message translations to address an assertion failure when adding a season to a new season set in Design. • Added the formation of the FormatStrings array to validation logic to fix an issue with the drainage thickness calculator computing incorrect required thickness. • Changed how layered elastic calculation gets seasonal GUI and Poisson's Ratios to fix a run-time error when calculating rigid LE with multiple seasons. • Fixed a null reference exception that resulted when a weather station location was selected using the map in Design. • Corrected a call to the engineering routine to properly pass pccType = 0 for standard PCC structures in Design. • Set results.EstimatedAASHTOESALs in DesignStandardRigidPavement to fix an issue with "0" ESALs being reported. • Resolved an issue with RSS results in Design and modified the message to users about design frost selection. • Corrected an issue with minimum thickness being derived from controlling vehicle in layered elastic design.	routine to get unreinforced thickness for call to joint spacing. • Implemented visibility of thaw period information. • Added logic to hide effective k-value for all layers except the one below PCC. • Added support for unsurfaced to design alternative generation. • Changed CBR display on compare alternatives form to show 1 digit after the decimal. • Added new ESALs information to the Design form. • Added new ESAL calculation. • Changed Design default subgrade frost code value to NFS in default preferences. • Added frost code capability to design alternatives generator for CBR/k analysis. • Made generated layer model names contain five-digit index, so sorting is reasonable for 10,000 models. • Changed logic for roadways to only set the minimum thickness from engineering results for calculated results. • Modified logic to not show effective-k for surface layers in PCC overlay AC design. • Replaced flow layout panel with table layout panel in design project manager.
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Addressed issue of LE roadway designs showing zero ESALs.	
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APE and LEEP	
Bug Fixes	New/Altered Functionalities
- Added logic to make APE/LEEP dependent layer models need recalculation when the source model is made dirty using batch calculation. - Fixed a bug in representative vehicles selection startup that was causing an exception to result when the Representative Vehicles button was selected. Also corrected hybrid result calculation flag, which was not being set properly. - Added logic to set k-values when doing additional calculation for PCN on rigid structures. Also fixed a bug that was causing the incorrect structure type to be passed to engineering. - Fixed the notification message on the Evaluation Checklist that was incorrectly reporting an additional pattern had results. - Fixed an issue with multiple result rows showing a reportable PCR with individual vehicle calculation. - Fixed a bug in ORMMapping code for thickness using batch calculation for rigid sections, which was causing thickness validator to see a zero thickness. - Fixed logic for calculation that was failing to recalculate an additional traffic pattern. - Fixed ACN/PCN rounding for frost and applied same logic/routine for ACN/PCN as for frost. - Made reports form no longer descend from EvaluationWithLayerSets ControllerBase because it was broadcasting selections in APE/LEEP.	- Enabled ability for users to specify a new default traffic pattern to use in copied evaluations. - Modified results grid to reflect new calculation option changes. - Added a progress indicator to loading FDRs in the Evaluation Checklist for when Wes5 evaluations are automatically updated to use PCN and there are many sections. - Added F-factor column to rigid layer details on APC. - Added ability to batch calculate both an additional traffic pattern and calculation type. - Moved PCR string code preference code to APE defaults. Also changed result display for LEEP to always show "T". - Modified PCN and ACN/PCN display logic to show values less than 0.5 with one decimal. Also modified ACN/PCN logic to use 0.1 instead of zero. - Modified available layer models for evaluation reports according to calculation setting - Changed logic for evaluation results report - Replaced incorrect logic in base class that was setting existing layerset calculation option to preference value instead of historical PCN value - Fixed mixed traffic AGL reports to only use appropriate layer models based on the calculation option used for analysis - Removed ACR-ACN comparison report and hybrid PCR report as they are now irrelevant

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• Corrected implementation for new ad-hoc sections with respect to surface type and pavement use. • Fixed an issue with two calls showing the Month Readings form in Evaluation Manager. • Initialized Evaluation Checklist to the current desktop project selection to fix a problem with APE/LEEP forms being out of sync. • Fixed LEEP layerset copy so that modulus reduction method is set to modulus reduction factors in copy. Changed notification pattern so that recalculating notifies thaw modulus reduction method. • Added code to new layer model creation that causes UID_Final to be set if it is the first layer model in an evaluation. • Moved layer model selection outside progress to fix an issue with the control being disabled after layer model copy in APE/LEEP. • Fixed a units label refresh issue in APE/LEEP by commenting out localization machinery on the grid helper. • Fixed an evaluation copy refresh issue. • Corrected an issue with the ACR/PCR ratio being incorrect in multiple vehicle results.	○ Updated inclusion logic for hybrid report and 14-Groups PCN/PCR reports • Added a batch calculation option for Additional-Calculation Option. • Separated controlling layers for AGL and AP for flexible structures. • Modified evaluation reports for adhoc sections so that section ID is shown in section column and unknown is displayed for branch name. • Added "Reportable PCR" when PCR calculation is used. Modified display so that Reportable PCR value only shows for the vehicle with the highest PCR results. Implemented Reportable PCR column in results grid. • Changed default option for Evaluation PCR code in preferences to "O". • Added a default preference for PCR string evaluation type. • Modified evaluation reports according to PCR calculation changes. • Fixed setting default thaw modulus reduction method for projects. Removed usage of user profile setting so that modulus reduction factors is always set for new projects. Also disabled the options in evaluation manager. • Cleaned up F-Factor code. Added new result fields for LeepFFactor and LeepEffectiveK. Also added corresponding logic to calculation helpers to populate these. • Moved Vehicle column for individual PCR analysis to first position in results grid for APE and LEEP. • Add an Allowable Passes report. • Removed unsurfaced sections from PCR calculation options for batch calculation. • Removed the ability to use the layer model's tire option and added a calculation info message if it's encountered. • Disabled PCR calculation option when hybrid traffic is used for analysis. Added logic to force LEEP calculation option to PCN when a hybrid traffic pattern is
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	selected and also to restrict it from being changed. Added logic to set calculation option to PCN when creating a new layer model using a hybrid traffic pattern.
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APE	
Bug Fixes	New/Altered Functionalities
- Corrected an issue with APE refreshing differences too often, which was causing the form to open too slowly. - Added a defense against null row value in setOneFrostValueCell that was causing an exception after running frost analysis. - Added code to avoid setting CBR in APE when using PCN/K analysis on a rigid structure. - Added code to shift pseudo-structure values up one layer as a first attempt to resolve an issue with standard pavement structures in Show Details displaying incorrect values. - Fixed an issue with equivalent PCC thickness not updating for different vehicles in APE. - Fixed an issue with F-factor value for cumulative only being copied to first result. - Commented out code that automatically added a bedrock layer when using the new LE with CBR correlation calculation. - Fixed an issue in which bond was not settable on PCC Base Slab layers and a failure to identify PCCBS as the PCC layer. - Changed default CBR for new PCC sections to be set to 0 (blank) CBR when using LE for PCR. - Fixed display of compatibility option string in APE to handle the new LE options. - Added a check to see if notification came from selecting results from the grid	- Changed validation ranges for CBR for Stabilized Subbase layers. - Added a message for the case where the depth of frost does not reach frost-susceptible layers of a structure in APE. - Modified the rigid failure criteria defaults to provide the correct failure criteria, if no default service has yet been selected. - Made modulus column read-only visible for APE rigid and PC Stabilized in APE with CBR to LE calculation option. - Added a user preference and APE layer model preference for layered elastic based calculation. - Converted APE to use layered elastic PCR calculation as an additional calculation option. - Implemented auto-calculate for subgrade thickness when other thicknesses change while using LE with CBR correlation. - Added a virtual method to APE layerset to support bedrock which enables add/delete of bedrock layer. - Hid effective k-values except for below the PCC layer. - Added an explanation of CBR->Modulus correlation to APE modulus column. - Added logic to copy Poisson's ratio, Bond, modulus/flex strength during low-volume copy to correct an issue when sending models from LEEP. - Added logic to low-volume to set the APE calculation option before applying CBRs. - Hid Poisson's ratio in APE for PC stabilized layers.

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to address an issue where results did not update when using multiples of the same vehicle at different loads. - Updated PCN string values for failing APE test cases to match calculated results. - Switched to calculating F-factor from effective-k. - Changed the set-CBR logic in APE to only set it if it is less than 0 or greater than 100CBR. Also enabled the CBR validator for per-vehicle PCR calculation. - Corrected an issue in APE in which equivalent thickness wasn't being copied from LEEP to APE. - Corrected logic that was causing flexible layer models to inherit the incorrect PCR calculation option preference. - Corrected CBR to modulus correlation for CBR = 10 in APE and DCP. - Fixed logic in APE/LEAGL to use ACoAC thickness when doing flexible analysis for PCR calculation. Also converted APE to use 0=surface in controlling. - Removed CBR Alpha criteria calculation option from default preferences and APE calculation options. - Added logic to set modulus from CBR on DCP import, due to CBR to modulus correlation changes.	- Changed pass level in minimum CBR calculation to 10,000 coverages instead of 10,000 passes to address different unsurfaced results between APE and Design. Also updated logic to show minimum CBR with 1 digit after decimal. - Implemented Rigid Failure SCI for APE and confirmed it is used in the engineering calculation.
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LEEP and FWD	
Bug Fixes	New/Altered Functionalities
- Fixed an issue with geotextile layer properties in LEEP Evaluation Results Report. - Fixed a bug in which GroupBy() was initially putting each row in it's own group, rather than adding all rows to the same group for basin selection in LEEP. - Corrected issue with pavement design temp. - Fixed a typo on the Save Moduli daughter form for basin results.	- Implemented LEAGL calculation to replace YULEA. - Modified depth to bedrock calculation form to show an error message when there is no data. - Changed max iterations default value to 10 iterations in backcalculation parameters. - Added logic to hide layer-specific AGL and APs in APE PCR and in LEEP. Hid

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• Made run backcalculation error conditional upon backcalculation selection in LEEP. • Modified test logic for non-decreasing basins to fix an issue with users not being notified of non-decreasing deflections. • Fixed a problem with using incorrect criteria index for allowable passes on flexible pavements in LEEP. • Fixed a caching issue that was causing Avg AC Modulus based on temperature value to not update when it should have. • Reversed sense of controlling criteria in LEEP to 0=surface and 1=subgrade to fix an issue with incorrect controlling layer being reported in results. • Added logic to set the surface and subgrade flags in LEEP after import.	Controlling Layer (P) for APE PCN since it is not set there. • Changed default backcalculation iterations terminate option to both. • Removed obsolete options from LEEP after PCR implementation ○ Removed the label on the LEEP form that showed the calculation method and retitled the button to "Calculation Options" also changed the form title to match and disabled the WES5 option ○ Added setting thaw modulus reduction method to UpdateLECalculationOptions ○ Disabled the thaw modulus reduction method box ○ Added logic to Evaluation Checklist to update LEEP layer models to YULEA • Added columns to show equivalent thickness in layer model grid for LEEP. • Modified logic to speed up opening the Basin results form for historical evaluations. Added caching support to projects. • Converted existing LEEP calls to NewLEEP engineering code. • Added a Damage button/form. • Added new PCR calculation options and field to select vehicle for Reportable PCR. • Added progress indicator for copying LEEP layer models with NDT data.
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DCP	
Bug Fixes	New/Altered Functionalities
- Fixed a null reference exception that was occurring when opening the DCP form using a new database. - Resolved a null reference exception when creating a new layer model in DCP. Also fixed an issue with not returning all layersets when location UID is an empty string. - Fixed a refresh issue with the DCP Test results chart that was causing the CBR plots to not update. - Made the layer boundaries on the DCP test results chart allow movements in smaller increments. - Fixed a typo in statistics/calculation type combobox for fifteenth percentile in DCP. - Corrected issues with readings values not updating properly. - Fixed issues with test/layer model chart in DCP - Made chart docked so it will resize properly when the panel splitter on the form is moved. - Added a SupportZoomPan property to chart view model and used it to prevent the bad resize behavior when zoom/pan is not supported. - Added event handlers for split/delete layer menu in DCP and reimplemented the function. - Fixed an issue with the Round values button in DCP and disabled the button when a calculation type other than CBR is selected. Also cleaned up logic so that it is more internalized. - Added logic to hide strength columns in DCP layers grid. Also fixed an issue with surface layer thickness NUD not properly handling metric units. - Corrected an issue with missing column data/headers on the DCP layer model report.	- Converted the DCP form to Model-View-ViewModel (MVVM). - Added a comments button to the DCP form for layer models. - Added alphabetic sorting to the DCP test list. Also added a checkbox for section ID ordering to the layer model grid list. - Modified DCP behavior with respect to k and modulus; added correlated k/modulus values. Added logic to handle layer model import into APE. - Added correlated modulus/k values to DCP layer model report.

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• Fixed an issue on the DCP form, in which the system was hiding many UI elements when layer model and tests are not assigned to the same location. • Corrected an issue where the DCP form title did not set FormatStrings if no test was selected. • Applied fixes for the DCP Readings grid ○ Made insert/add row put the new row above the selected or right-clicked row ○ Empty rows are now always created at the bottom when missing ○ Completing an empty row now creates another empty row ○ Fixed issues with strength calculations not updating ○ Drag/drop and import tests functions were consolidated • Corrected an issue that was causing the hammer and soil type columns to be blank within the DCP test grid. Also disabled the Delete and Rename test buttons when there are no tests present. • Modified logic to correct behavior of the surface category list for layer models in DCP. Also hooked up logic to set surface layer when there is surface thickness to set. • Fixed layer label positioning on the DCP Test Results chart. • Fixed an issue with the DCP form not clearing when switching to an evaluation with no DCP data. • Re-added right-click split/remove layer menu on DCP test chart. • Added revised logic to set node image of non-leaf nodes based on whether children have assigned tests in DCP. • Fixed a bug in DCP that causing the layer model and test grids to not refresh after an assignment change. • Added mapping from hammer and soil type UIDs to names to fix a discrepancy in the DCP layer model report.	
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Vehicles	
Bug Fixes	New/Altered Functionalities
Changed initialization of top row to a one-shot to fix an issue with the vehicle name not updating when vehicle selection changed on the ACN/ACR chart.	- Implemented new ACR library. - Added vehicle database filtering and catalog. - Modified Traffic form to accommodate PCR calculation options. - Modified the ACN/ACR Charts form so that lines is the only option for ACN and curves for ACR. - Modified logic to address issues with custom vehicles. - Disabled ability to add both aircraft and ground vehicles to same traffic pattern; Adjusted vehicle selection from traffic so that it is restricted to the appropriate subset, Modified vehicle catalog to restrict air/ground when invoked from traffic. - Changed default passes and equivalent passes for new vehicles added to a traffic pattern to 1,000 passes. - Updated ACN/ACR Chart pre-calculation. - Added new vehicles to database - F-15EX Eagle - AIRBUS 220-100 - AIRBUS 220-300 - AIRBUS 300-B2 - AIRBUS 300-B2K - AIRBUS 300-B4/C4 STD BOGIE - AIRBUS 300-B4/C4 LGA BOGIE - AIRBUS 300-600 STD BOGIE - AIRBUS 300-600 LGA BOGIE - AIRBUS 310-200 - AIRBUS 310-300 - AIRBUS 318-100 - AIRBUS 320-200 TWIN - AIRBUS 321-100 - AIRBUS 321-200 - AIRBUS 321neo - AIRBUS 321XLR - AIRBUS 330-300 - AIRBUS 330-700 BELUGA XL - AIRBUS 330-800 - AIRBUS 330-900 - AIRBUS 340-300

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	○ AIRBUS 340-500 ○ AIRBUS 340-600 ○ AIRBUS 350-900 ○ AIRBUS 350-1000 ○ DC3 ○ DC9-32 ○ DC/MD-10-10/10F ○ MD-83 ○ MD-90-30 ER ○ COMAC C919 ○ ATR 42-500 ○ ATR 72-212A ○ CESSNA CITATION X ○ CRJ100/200 ○ CRJ700 ○ CRJ900 ○ CRJ1000 ○ EMB-170 ○ EMB-175 ○ EMB-190 ○ EMB-195 ○ ERJ-135 ○ ERJ-140 ○ ERJ-145 ○ Q100/DASH 8 SERIES 100 ○ Q200/DASH 8 SERIES 200 ○ Q300/DASH 8 SERIES 300 ○ Q400/DASH 8 SERIES 400 ○ SAAB 340B ○ CESSNA 172 SKYHAWK ○ CESSNA 182 SKYLANE ○ CESSNA 206 STATIONAIR ○ CESSNA 208B GRAND CARAVAN ○ CESSNA 414 CHANCELLOR ○ PA-23-250 AZTEC ○ PA-28R-200 CHEROKEE ARROW ○ PA-32-300 CHEROKEE SIX ○ PA-32R-301 SARATOGA ○ PA-34-220T SENECA II/ III/ IV/V ○ PA-46-350P MALIBU MIRAGE ○ ARFF Vehicle - 1500 gal- ○ ARFF Vehicle - 3000 gal- ○ BOEING 747-8F ○ BOEING 777-9 ○ BOEING 777-200LR ○ 120M HEAVY GRADER ○ 230LCR HYDRAULIC EXCAVATOR
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	○ 924H LIGHT LOADER ○ BUFFALO MRAP ○ CAIMAN 6X6 MRAP ○ CATERPILLAR 966H ○ CATERPILLAR D9 ○ COUGAR 4X4 MRAP ○ COUGAR 6X6 MRAP ○ GMK4060HC CRANE ○ HIGH MOBILITY ENGINEER EXCAVATOR ○ HUSKY VMMD ○ M1240 MRAP ○ M1288 GMV 1.1 ○ M1301 ISV ○ M400T SKID STEER LOADER ○ M400W SKID STEER LOADER ○ M9 ACE ○ M917A2 HDT ○ MRZR D4 ● Updated the following vehicles ○ CV-22 ▪ Minimum load changed from 46000 to 38600 ▪ Main gear tire pressure changed from 118.69 to 115 ▪ Nose gear tire pressure changed from 210.05 to 260 ▪ ACN slopes and intercepts changed ○ AIRBUS 319-100 ▪ Maximum and standard load changed from 166800 to 167331 ▪ Minimum load changed from 128700 to 125663 ▪ Main gear percent load changed from 91.7 to 92.6 ▪ Nose gear percent load changed from 8.3 to 7.4 ▪ ACN slopes and intercepts changed ○ AIRBUS 320-200 TWIN TANDEM ▪ Nearly all of the main configurations for the A320-200 are twin, not twin tandem. The name was changed from AIRBUS A320-200 to AIRBUS 320-200 TWIN TANDEM to distinguish itself from AIRBUS 320-200 TWIN
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	▪ Maximum and standard load changed from 149911 to 162922 ▪ Minimum load changed from 87455 to 133380 ▪ Main gear tire pressure changed from 186 to 177 ▪ ACN slopes and intercepts changed ○ AIRBUS 330-200 ▪ Maximum and standard load changed from 509039 to 535503 ▪ Minimum load changed from 275458 to 365967 ▪ ACN slopes and intercepts changed ○ AIRBUS 340-200 ▪ Maximum and standard load changed from 608250 to 608255 ▪ Minimum load changed from 280396 to 372581 ▪ ACN slopes and intercepts changed ○ AIRBUS 380-800 ▪ Maximum and standard load changed from 1239000 to 1272067 ▪ Minimum load changed from 1238999 to 795869 ▪ Wing landing gear y coordinates changed to match airport planning manual ▪ Main gear percent load changed from 57 to 59.4 ▪ Wing gear percent load changed from 38 to 37.76 ▪ Nose gear percent load changed from 5 to 2.84 ▪ ACN slopes and intercepts changed ○ AN-124 RUSLAN ▪ I think there was a typo, since the old nickname was "Russian," but when I looked it up on the web, the AN-124 always had the nickname "Ruslan." ○ BOEING 717-200 ▪ Maximum and standard load changed from 121000 to 122000 ▪ Minimum load changed from 68500 to 67500 ▪ ACN slopes and intercepts changed
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	○ BOEING 727-100/100C ▪ Maximum and standard load changed from 169000 to 170000 ▪ Minimum load changed from 87696 to 87600 ▪ ACN slopes and intercepts changed ○ BOEING 727-200 ▪ Maximum and standard load changed from 209500 to 210000 ▪ Minimum load changed from 101400 to 97600 ▪ Main gear tire pressure changed from 205 to 173 ▪ Nose gear tire pressure changed from 99 to 100 ▪ ACN slopes and intercepts changed ○ BOEING 737-100 ▪ Minimum load changed from 62000 to 58600 ▪ ACN slopes and intercepts changed ○ BOEING 737-200 ▪ Maximum and standard load changed from 115000 to 128600 ▪ Minimum load changed from 54900 to 59800 ▪ Main gear tire pressure changed from 158 to 182 ▪ Nose gear tire pressure changed from 145 to 140 ▪ ACN slopes and intercepts changed ○ BOEING 747-400 ▪ Maximum and standard load changed from 870000 to 913000 ▪ Minimum load changed from 494000 to 363954 ▪ ACN slopes and intercepts changed ○ BOEING 777-200 ▪ Minimum load changed from 302000 to 293400 ▪ ACN slopes and intercepts changed ○ BOEING 777-300 ▪ Maximum and standard loads changed from 662000 to 777000 ▪ ACN slopes and intercepts changed ○ DC-8-63F/73F
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	▪ Maximum and standard load changed from 355000 to 358000 ▪ Minimum load changed from 162700 to 149200 ▪ ACN slopes and intercepts changed ○ DC-9-51 ▪ Maximum and standard load changed from 121000 to 122000 ▪ Minimum load changed from 22000 to 64675 ▪ Tire coordinates changed based on airport planning manual ▪ Main gear percent load changed from 92 to 94 ▪ Nose gear percent load changed from 8 to 6 ▪ Evaluation points shifted to main gear ▪ ACN slopes and intercepts changed ○ DC-10-40 ▪ Maximum and standard load changed from 583000 to 558000 ▪ Minimum load changed from 270800 to 242058 ▪ ACN slopes and intercepts changed ○ MD-11 ▪ Minimum load changed from 288880 to 248567 ▪ ACN slopes and intercepts changed ○ MHU-196 ROADS ▪ Fixed issue in vehicle editor module where only 80% of the load is on the main gear ○ MHU-196 AIRFIELD ▪ Fixed issue in vehicle editor module where only 60% of the load is on the main gear
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