**Supplementary Material**

**S1 Figure. Average vehicle speed of light trucks in clear weather and relationship with independent variables analyzed by MARS, multivariate adaptive regression splines. DayOrNight= light conditions: dark, twilight, or daylight, DistanceToIntersection= distance to nearest intersection, RoadWidth= road width, SpeedLimit=posted speed limit, RoadSurfaceTemp=mean value of road temperature per hour, LightingOrNot=presence or not of road lighting.**

7

8

9

10

11

12

-400

-200

0

200

400

600

800

**1 RoadWidth**

40

60

80

100

120

-400

-200

0

200

400

600

800

**2 SpeedLimit**

DistanceToIntersectn

RoadWidth

**1 DistanceToIntersectn: RoadWidth**

DistanceToIntersectn

SpeedLimit

**2 DistanceToIntersectn: SpeedLimit**

RoadWidth

SpeedLimit

**3 RoadWidth: SpeedLimit**

AvSpeed earth(AvSpeed~DayOrNight+DistanceToIntersection+RoadWidth+SpeedLimit+RoadSurfaceTemp+Year+Month+Lightin...

**S2 Figure. Average vehicle speed of light trucks in rainy weather and relationship with independent variables analyzed by MARS, multivariate adaptive regression splines. DayOrNight= light conditions: dark, twilight, or daylight, DistanceToIntersection= distance to nearest intersection, RoadWidth= road width, SpeedLimit=posted speed limit, RoadSurfaceTemp=mean value of road temperature per hour, LightingOrNot=presence or not of road lighting, Precipitation=amount of rain.**



**S3 Figure. Average vehicle speed of light trucks in snowy weather and relationship with independent variables analyzed by MARS, multivariate adaptive regression splines. DayOrNight= light conditions: dark, twilight, or daylight, DistanceToIntersection= distance to nearest intersection, RoadWidth= road width, SpeedLimit=posted speed limit, RoadSurfaceTemp=mean value of road temperature per hour, LightingOrNot=presence or not of road lighting, Precipitation=amount of snow.**



**S4 Figure. Average vehicle speed of heavy trucks in clear weather and relationship with independent variables analyzed by MARS, multivariate adaptive regression splines. DayOrNight= light conditions: dark, twilight, or daylight, DistanceToIntersection= distance to nearest intersection, RoadWidth= road width, SpeedLimit=posted speed limit, RoadSurfaceTemp=mean value of road temperature per hour, LightingOrNot=presence or not of road lighting.**



**S5 Figure. Average vehicle speed of heavy trucks in rainy weather and relationship with independent variables analyzed by MARS, multivariate adaptive regression splines. DayOrNight= light conditions: dark, twilight, or daylight, DistanceToIntersection= distance to nearest intersection, RoadWidth= road width, SpeedLimit=posted speed limit, RoadSurfaceTemp=mean value of road temperature per hour, LightingOrNot=presence or not of road lighting, Precipitation=amount of rain.**



**S6 Figure. Average vehicle speed of heavy trucks in snowy weather and relationship with independent variables analyzed by MARS, multivariate adaptive regression splines. DayOrNight= light conditions: dark, twilight, or daylight, DistanceToIntersection= distance to nearest intersection, RoadWidth= road width, SpeedLimit=posted speed limit, RoadSurfaceTemp=mean value of road temperature per hour, LightingOrNot=presence or not of road lighting, Precipitation=amount of snow.**



**S1 Table. Names of data collection locations (TF no.; the identification number for roads, the TF stations), identification number of weather stations (RWIS no.), and origin city for the sunlight hours used.**

|  |  |  |  |
| --- | --- | --- | --- |
| **TF no.** | **RWIS no.** | **Location DD (decimal degrees)1** | **City for sunlight hours** |
| 9402 | 1209 | 55.714361, 13.298167 | Lund |
| 9539 | 1224 | 56.209944, 12.554666 | Höganäs |
| 9403 | 1224 | 56.211139, 12.700055 | Höganäs |
| 9497 | 1123 | 56.322114, 13.426874 | Örkelljunga |
| 7450 | 651 | 57.779224, 14.191247 | Jönköping |
| 7460 | 651 | 57.766032, 14.153422 | Jönköping |
| 7440 | 651 | 57.787917, 14.150134 | Jönköping |
| 9010 | 240 | 59.296779, 17.810951 | Stockholm |
| 9019 | 209 | 59.233243, 17.928651 | Stockholm |
| 7250 | 528 | 58.532833, 16.033722 | Söderköping |
| 7340 | 1421 | 57.806554, 12.007203 | Gothenburg |
| 9688 | 1421 | 57.800570, 11.972134 | Gothenburg |
| 9697 | 1328 | 57.445016, 12.044942 | Gothenburg |
| 9949 | 2511 | 65.809839, 21.584432 | Boden |
| 7310 | 2444 | 64.746092, 20.959672 | Skellefteå |
| 9945 | 2424 | 64.617790, 16.678376 | Vilhelmina |
| 9876 | 2327 | 63.266348, 14.852730 | Östersund |
| 2030 | 2327 | 61.009541, 14.572390 | Mora |
| 2046 | 2015 | 61.056266, 13.335791 | Mora |
| 9692 | 1439 | 59.056180, 11.217810 | Strömstad |
| 9613 | 1409, 1429 | 58.381621, 11.772603 | Uddevalla |
| 9614 | 1409, 1429 | 58.381621, 11.772603 | Uddevalla |
| 9690 | 1609 | 58.802213, 14.059661 | Mariestad |
| 9610 | 1609 | 58.881640, 14.283325 | Gullspång |
| 9620 | 1626 | 58.955385, 14.050542 | Gullspång |

1 DD decimal degrees = geographical location by the World Geodetic System 84 (WGS 84)

**S2 Table.** **Details of data collection locations. TF no. = identification number for roads (TF stations), PSL = posted speed limit (km/h).**

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **TF no.** | **Road lighting** | **Distance to intersection (m)** | **PSL (km/h)** | **Road width (m)** | **Road lighting (age)** | **Road lighting (quality)** | **Road type** |
|  | **Yes = 1** |  |  |  |  |  |  |
| 9402 | 1 | 50 | 60 | 7 | 1970 | Average | Rural two-lane |
| 9539 | 1 | 0 | 50 | 8 | 1990 | Average | Urban |
| 9403 | 0 | 80 | 90 | 9.2 |  |  | Rural two-lane |
| 9497 | 0 | 6720 | 120 | 9.6 |  |  | Highway |
| 7450 | 1 | 120 | 70 | 8 | 1990 | Good | Urban |
| 7460 | 1 | 310 | 50 | 7 | 1990 | Good | Urban |
| 7440 | 1 | 122 | 50 | 12 | 1990 | Good | Urban |
| 9010 | 0 | 318 | 70 | 8.8 |  |  | Rural two-lane |
| 9019 | 1 | 102 | 60 | 7 | 1990/2000 | Good | Rural two-lane |
| 7250 | 0 | 1590 | 110 | 11.5 |  |  | Highway |
| 7340 | 1 | 230 | 100 | 12 | 2000 | Good | Highway |
| 9688 | 0 | 300 | 80 | 11 |  |  | Rural two-lane |
| 9697 | 1 | 40 | 50 | 6.5 | 1990 | Good | Rural two-lane |
| 9949 | 0 | 386 | 80 | 8 |  |  | Rural two-lane |
| 7310 | 1 | 134 | 70 | 6.5 | 1990 | Good | Urban |
| 9945 | 1 | 77 | 70 | 8 | 1970 | Poor | Urban |
| 9876 | 1 | 190 | 90 | 8 | 2000 | Good | Rural two-lane |
| 2030 | 1 | 12 | 60 | 9.5 | 1990 | Good | Urban |
| 2046 | 1 | 95 | 90 | 7 | 1980 | Poor | Rural two-lane |
| 9692 | 0 | 62 | 90 | 9 |  |  | Rural two-lane |
| 9613 | 1 | 74 | 110 | 11.5 | 1990 | Average | Highway |
| 9614 | 1 | 170 | 110 | 11.5 | 1990 | Average | Highway |
| 9690 | 1 | 24 | 30 | 6.5 | 2000 | Good | Residential |
| 9610 | 0 | 200 | 80 | 9 |  |  | Rural two-lane |
| 9620 | 1 | 33 | 50 | 6.3 | 1980 | Poor | Rural |

S3 Table. Results of multivariate adaptive regression splines (MARS) analysis for average vehicle speed of light and heavy trucks. Coef = coefficients; DayOrNight = light conditions: darkness, twilight, and daylight; DistanceToIntersection = distance to nearest intersection; RoadWidth = road width; SpeedLimit = posted speed limit; RoadSurfaceTemp = mean value of road temperature per hour; LightingOrNot = presence or not of road lighting.

|  |  |  |  |
| --- | --- | --- | --- |
| **Light trucks** |  | **Heavy trucks** |  |
| **Weather and independent variables** | **Coef** | **Weather and independent variables** | **Coef** |
| **Clear** |  | **Clear** |  |
| (Intercept) | 118.538698 | (Intercept) | -27.030984 |
| h(RoadWidth-7) | -10.1179 | h(1590-DistanceToIntersection) | 0.069152 |
| h(8.8-RoadWidth) | 261.989995 | h(DistanceToIntersection-1590) | -0.104848 |
| h(RoadWidth-8.8) | -138.779395 | h(8.8-RoadWidth) | -28.295876 |
| h(RoadWidth-11.5) | 255.583395 | h(RoadWidth-8.8) | -58.64912 |
| h(100-SpeedLimit) | -6.986742 | h(SpeedLimit-70) | 3.000236 |
| h(SpeedLimit-100) | -3.337405 | h(SpeedLimit-70) \* LightingOrNot | 0.099319 |
| h(134-DistanceToIntersection) \* h(8.8-RoadWidth) | 0.012297 | h(1590-DistanceToIntersection) \* h(RoadWidth-8) | 0.007802 |
| h(DistanceToIntersection-134) \* h(8.8-RoadWidth) | 0.041155 | h(1590-DistanceToIntersection) \* h(8-RoadWidth) | 0.019017 |
| h(300-DistanceToIntersection) \* h(RoadWidth-8.8) | 0.024056 | h(50-DistanceToIntersection) \* h(70-SpeedLimit) | -0.014364 |
| h(DistanceToIntersection-300) \* h(RoadWidth-8.8) | 0.00279 | h(DistanceToIntersection-50) \* h(70-SpeedLimit) | 0.003433 |
| h(134-DistanceToIntersection) \* h(100-SpeedLimit) | 0.003405 | h(170-DistanceToIntersection) \* h(SpeedLimit-70) | -0.001594 |
| h(DistanceToIntersection-134) \* h(100-SpeedLimit) | 0.000669 | h(DistanceToIntersection-170) \* h(SpeedLimit-70) | 0.005074 |
| h(8-RoadWidth) \* h(100-SpeedLimit) | -6.515743 | h(8-RoadWidth) \* h(SpeedLimit-70) | -2.079109 |
| h(RoadWidth-8) \* h(100-SpeedLimit) | 7.264245 | h(RoadWidth-8) \* h(SpeedLimit-70) | -4.004257 |
| h(8.8-RoadWidth) \* h(SpeedLimit-60) | -7.114314 | h(8.8-RoadWidth) \* h(SpeedLimit-50) | 0.095585 |
| h(8.8-RoadWidth) \* h(60-SpeedLimit) | 6.655083 | h(8.8-RoadWidth) \* h(50-SpeedLimit) | -0.19442 |
| h(RoadWidth-8.8) \* h(SpeedLimit-80) | 5.126679 | h(RoadWidth-8.8) \* h(SpeedLimit-60) | 4.339158 |
| h(RoadWidth-8.8) \* h(80-SpeedLimit) | -8.593875 | h(RoadWidth-8.8) \* h(60-SpeedLimit) | 3.395119 |
| **Rain** |  | **Rain** |  |
| (Intercept) | 109.594962 | (Intercept) | -139.529367 |
| h(200-DistanceToIntersection) | -0.084814 | h(DistanceToIntersection-120) | 0.12478 |
| h(DistanceToIntersection-200) | -0.028198 | h(1590-DistanceToIntersection) | 0.216056 |
| h(8.8-RoadWidth) | 205.053033 | h(DistanceToIntersection-1590) | -0.127958 |
| h(RoadWidth-8.8) | -102.705659 | h(8.8-RoadWidth) | -147.19728 |
| h(100-SpeedLimit) | -5.689318 | h(70-SpeedLimit) | -1.088745 |
| h(SpeedLimit-100) | -12.658942 | h(SpeedLimit-70) | 3.72344 |
| h(DistanceToIntersection-95) \* h(8.8-RoadWidth) | -0.201652 | h(95-DistanceToIntersection) \* h(8.8-RoadWidth) | -0.094394 |
| h(120-DistanceToIntersection) \* h(8.8-RoadWidth) | -0.049976 | h(DistanceToIntersection-95) \* h(8.8-RoadWidth) | 0.065615 |
| h(DistanceToIntersection-120) \* h(8.8-RoadWidth) | 0.187867 | h(1590-DistanceToIntersection) \* h(RoadWidth-8) | -0.08042 |
| h(134-DistanceToIntersection) \* h(100-SpeedLimit) | 0.005875 | h(1590-DistanceToIntersection) \* h(8-RoadWidth) | 0.101139 |
| h(DistanceToIntersection-134) \* h(100-SpeedLimit) | 0.002932 | h(1590-DistanceToIntersection) \* h(RoadWidth-9) | 0.08078 |
| h(170-DistanceToIntersection) \* h(SpeedLimit-100) | 0.014961 | h(50-DistanceToIntersection) \* h(70-SpeedLimit) | -0.01151 |
| h(DistanceToIntersection-170) \* h(SpeedLimit-100) | 0.002676 | h(DistanceToIntersection-50) \* h(70-SpeedLimit) | 0.004417 |
| h(8-RoadWidth) \* h(100-SpeedLimit) | -4.76861 | h(1590-DistanceToIntersection) \* h(SpeedLimit-50) | -0.000354 |
| h(RoadWidth-8) \* h(100-SpeedLimit) | 4.8947 | h(1590-DistanceToIntersection) \* h(50-SpeedLimit) | 0.000338 |
| h(8.8-RoadWidth) \* h(SpeedLimit-60) | -5.422117 | h(8-RoadWidth) \* h(SpeedLimit-70) | -2.260889 |
| h(8.8-RoadWidth) \* h(60-SpeedLimit) | 4.852403 | h(RoadWidth-8) \* h(SpeedLimit-70) | -0.412433 |
| h(RoadWidth-8.8) \* h(SpeedLimit-80) | 4.75136 |  |  |
| h(RoadWidth-8.8) \* h(80-SpeedLimit) | -4.447827 |  |  |
| **Snow** |  | **Snow** |  |
| (Intercept) | 66.273347 | (Intercept) | 56.929472 |
| LightingOrNot | -3.506853 | h(122-DistanceToIntersection) | 0.049288 |
| h(8.8-RoadWidth) | 5.382366 | h(DistanceToIntersection-122) | -0.000912 |
| h(RoadWidth-8.8) | 4.009483 | h(RoadWidth-8) | 15.08325 |
| h(70-SpeedLimit) | -0.900693 | h(8.8-RoadWidth) | 44.5054 |
| h(SpeedLimit-70) | -0.533071 | h(RoadWidth-8.8) | -124.472312 |
| h(SpeedLimit-80) | 0.807035 | h(RoadWidth-9) | 110.960536 |
| h(4-Month) | -0.937541 | h(70-SpeedLimit) | 0.193982 |
| h(Month-4) | -0.493159 | h(SpeedLimit-70) | 2.283252 |
| h(8.8-RoadWidth) \* h(SpeedLimit-50) | -0.427673 | h(4-Month) | -0.950419 |
| h(RoadWidth-8.8) \* h(SpeedLimit-80) | -6.977059 | h(Month-4) | -0.447566 |
| h(RoadWidth-8.8) \* h(80-SpeedLimit) | -0.101349 | h(8.8-RoadWidth) \* h(SpeedLimit-50) | -2.25382 |
| h(9-RoadWidth) \* h(SpeedLimit-80) | -1.284588 | h(8.8-RoadWidth) \* h(50-SpeedLimit) | 1.68654 |
| h(RoadWidth-9) \* h(SpeedLimit-80) | 7.731864 | h(9.5-RoadWidth) \* h(70-SpeedLimit) | -1.757781 |
| h(11-RoadWidth) \* h(SpeedLimit-70) | 0.717048 | h(RoadWidth-9.5) \* h(70-SpeedLimit) | -0.14988 |
| h(RoadWidth-11) \* h(SpeedLimit-70) | -0.360368 | h(9.6-RoadWidth) \* h(SpeedLimit-70) | 1.113442 |
| h(SpeedLimit-70) \* h(Precipitation-1.76667) | -0.023771 | h(RoadWidth-9.6) \* h(SpeedLimit-70) | -0.28631 |
| h(SpeedLimit-70) \* h(1.76667-Precipitation) | 0.082396 | h(SpeedLimit-70) \* h(Precipitation-1.75) | -0.061196 |
|  |  | h(SpeedLimit-70) \* h(1.75-Precipitation) | 0.120613 |

**Table S4. Roads without road lighting. Average speed differences (km/h) and percentage average speed difference in relation to posted speed limit (%) per road stretch (TF no) between darkness and daylight and grouped by weather conditions (clear, rain, snowfall) for light and heavy trucks. TF no = TF station, see S1 Table and S2 Table. PSL = posted speed limit. Mean values shown per weather condition group.**

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| Weather Condition | PSL | Light-Duty Trucks | | HSL | Heavy-Duty trucks | |
|  |  | Speed difference | |  | Speed difference | |
| TF no | km/h | km/h | % | km/h | km/h | % |
| **Clear** |  |  |  |  |  |  |
| 9010 | 70 | -1.5 | -2.2 | 70 | -1.3 | -1.9 |
| 9610 | 80 | -1.0 | -1.3 | 80 | -1.1 | -1.4 |
| 9688 | 80 | 1.4 | 1.7 | 80 | 0.8 | 1.0 |
| 9949 | 80 | -0.6 | -0.8 | 80 | -1.5 | -1.8 |
| 9403 | 90 | 6.6 | 7.3 | 80 | 3.7 | 4.6 |
| 9692 | 90 | -0.4 | -0.4 | 80 | -0.4 | -0.5 |
| 7250 | 110 | -0.9 | -0.8 | 90 | -0.5 | -0.6 |
| 9497 | 120 | 0.1 | 0.1 | 90 | 0.2 | 0.3 |
| Mean | 90 | 0.4 | 0.5 | 81 | 0.0 | 0.0 |
| **Rain** |  |  |  |  |  |  |
| 9010 | 70 | -1.6 | -2.3 | 70 | -1.1 | -1.6 |
| 9610 | 80 | -0.8 | -1.0 | 80 | -0.8 | -1.0 |
| 9688 | 80 | 0.6 | 0.8 | 80 | 0.1 | 0.1 |
| 9949 | 80 | -3.4 | -4.2 | 80 | -3.5 | -4.3 |
| 9403 | 90 | 8.5 | 9.4 | 80 | 5.5 | 6.9 |
| 9692 | 90 | -0.4 | -0.4 | 80 | -0.9 | -1.1 |
| 7250 | 110 | -1.1 | -1.0 | 90 | -0.8 | -0.9 |
| 9497 | 120 | 0.5 | 0.4 | 90 | 0.5 | 0.5 |
| Mean | 90 | 0.3 | 0.2 | 81 | -0.1 | -0.2 |
| **Snow** |  |  |  |  |  |  |
| 9010 | 70 | -3.1 | -4.4 | 70 | -3.0 | -4.3 |
| 9610 | 80 | -3.0 | -3.8 | 80 | -3.0 | -3.7 |
| 9688 | 80 | -1.5 | -1.9 | 80 | -2.4 | -3.0 |
| 9949 | 80 | 1.5 | 1.8 | 80 | 0.3 | 0.4 |
| 9403 | 90 | -5.1 | -5.6 | 80 | -3.4 | -4.2 |
| 9692 | 90 | -4.5 | -5.1 | 80 | -7.8 | -9.7 |
| 7250 | 110 | -3.0 | -2.7 | 90 | -2.5 | -2.8 |
| 9497 | 120 | -0.7 | -0.6 | 90 | -0.5 | -0.6 |
| Mean | 90 | -2.4 | -2.8 | 81 | -2.8 | -3.5 |

**S5 Table. Roads with road lighting. Average speed differences (km/h) and percentage average speed difference in relation to posted speed limit (%) per road stretch (TF no) between darkness and daylight and grouped by weather conditions (clear, rain, snowfall) for light and heavy trucks. TF no = TF station, see S1 Table and S2 Table. PSL = posted speed limit. Mean values shown per weather condition group.**

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| Weather Condition | PSL | Light-Duty Trucks | | HSL | Heavy-Duty Trucks | |
|  |  | Speed difference | |  | Speed difference | |
| TF no | km/h | km/h | % | km/h | km/h | % |
| **Clear** |  |  |  |  |  |  |
| 9690 | 30 | 3.0 | 10.1 | 30 | 1.2 | 4.2 |
| 7440 | 50 | -1.7 | -3.3 | 50 | -1.4 | -2.8 |
| 7460 | 50 | -1.2 | -2.5 | 50 | -1.3 | -2.7 |
| 9539 | 50 | 0.1 | 0.1 | 50 | 1.0 | 1.9 |
| 9620 | 50 | 0.9 | 1.7 | 50 | -3.7 | -7.5 |
| 9697 | 50 | -2.1 | -4.2 | 50 | -1.8 | -3.7 |
| 2030 | 60 | 2.1 | 3.5 | 60 | 2.7 | 4.6 |
| 9019 | 60 | -0.2 | -0.3 | 60 | -0.3 | -0.4 |
| 9402 | 60 | 5.1 | 8.5 | 60 | -3.0 | -5.0 |
| 7310 | 70 | -0.9 | -1.2 | 70 | -0.9 | -1.2 |
| 7450 | 70 | -0.7 | -1.1 | 70 | -0.3 | -0.5 |
| 9945 | 70 | 0.9 | 1.3 | 70 | 0.4 | 0.6 |
| 2046 | 90 | -0.1 | -0.1 | 80 | -6.6 | -8.3 |
| 9876 | 90 | -1.4 | -1.5 | 80 | -1.5 | -1.9 |
| 7340 | 100 | 0.1 | 0.1 | 90 | 0.4 | 0.4 |
| 9613 | 110 | 0.0 | 0.0 | 90 | 0.3 | 0.3 |
| 9614 | 110 | -1.1 | -1.0 | 90 | -0.3 | -0.3 |
| Mean | 68.8 | 0.2 | 0.6 | 64.7 | -0.9 | -1.3 |
| **Rain** |  |  |  |  |  |  |
| 9690 | 30 | 1.6 | 5.2 | 30 | 8.8 | 29.3 |
| 7440 | 50 | -1.6 | -3.2 | 50 | -1.1 | -2.1 |
| 7460 | 50 | -1.5 | -2.9 | 50 | -1.3 | -2.6 |
| 9539 | 50 | 0.3 | 0.5 | 50 | 0.9 | 1.8 |
| 9620 | 50 | 2.2 | 4.3 | 50 | -5.4 | -10.7 |
| 9697 | 50 | -2.1 | -4.1 | 50 | -1.6 | -3.3 |
| 2030 | 60 | 2.8 | 4.7 | 60 | 3.2 | 5.4 |
| 9019 | 60 | 0.0 | 0.0 | 60 | 0.2 | 0.4 |
| 9402 | 60 | 2.9 | 4.8 | 60 | -4.4 | -7.4 |
| 7310 | 70 | -0.3 | -0.4 | 70 | -0.4 | -0.5 |
| 7450 | 70 | -1.1 | -1.6 | 70 | -0.9 | -1.3 |
| 9945 | 70 | 0.1 | 0.1 | 70 | -0.6 | -0.8 |
| 2046 | 90 | 0.1 | 0.1 | 80 | -4.5 | -5.7 |
| 9876 | 90 | -1.6 | -1.8 | 80 | -1.4 | -1.8 |
| 7340 | 100 | 0.0 | 0.0 | 90 | 0.1 | 0.1 |
| 9613 | 110 | 0.3 | 0.3 | 90 | 0.3 | 0.4 |
| 9614 | 110 | -1.2 | -1.1 | 90 | -0.5 | -0.5 |
| Mean | 68.8 | 0.1 | 0.3 | 64.7 | -0.5 | 0.0 |
| **Snow** |  |  |  |  |  |  |
| 9690 | 30 | 0.8 | 2.7 | 30 | -3.9 | -13.0 |
| 7440 | 50 | -1.6 | -3.2 | 50 | -1.1 | -2.3 |
| 7460 | 50 | -1.7 | -3.4 | 50 | -1.6 | -3.3 |
| 9539 | 50 | -0.9 | -1.8 | 50 | -0.5 | -1.0 |
| 9620 | 50 | -2.2 | -4.4 | 50 | -6.5 | -13.1 |
| 9697 | 50 | -3.3 | -6.6 | 50 | -3.0 | -6.1 |
| 2030 | 60 | 1.8 | 3.1 | 60 | 2.5 | 4.2 |
| 9019 | 60 | -1.3 | -2.1 | 60 | -1.3 | -2.2 |
| 9402 | 60 | 1.1 | 1.8 | 60 | -0.5 | -0.8 |
| 7310 | 70 | -0.3 | -0.5 | 70 | -0.2 | -0.2 |
| 7450 | 70 | 0.0 | 0.0 | 70 | 1.2 | 1.7 |
| 9945 | 70 | 1.6 | 2.3 | 70 | 0.8 | 1.2 |
| 2046 | 90 | -4.0 | -4.5 | 80 | -8.2 | -10.2 |
| 9876 | 90 | -0.8 | -0.9 | 80 | -1.3 | -1.7 |
| 7340 | 100 | -2.0 | -2.0 | 90 | -1.6 | -1.8 |
| 9613 | 110 | -2.3 | -2.1 | 90 | -2.0 | -2.2 |
| 9614 | 110 | -4.1 | -3.8 | 90 | -2.9 | -3.2 |
| Mean | 68.8 | -1.1 | -1.5 | 64.7 | -1.8 | -3.2 |