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Working Party on Brakes and Running Gear (GRRF) (Foftieth session, 10-12 September 2001, agenda item 1.6. HGV Compatibility))

Transmitted by the Expert from the United Kingdom

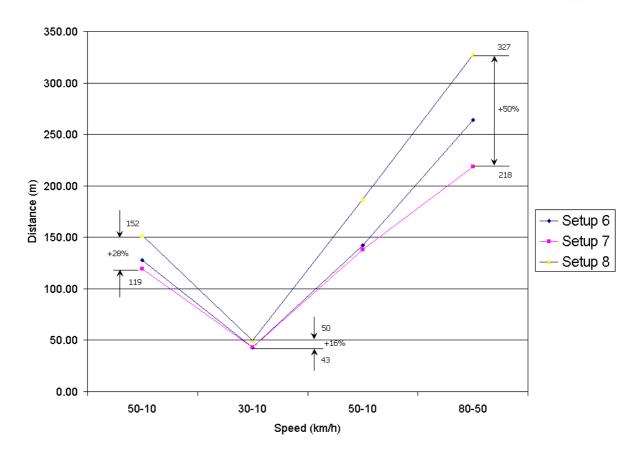
 $\underline{\text{Note}}$ : The data reproduced below was prepared by the expert from the United Kingdom in order to supply additional information relating to the UK research into HGV Compatibility.

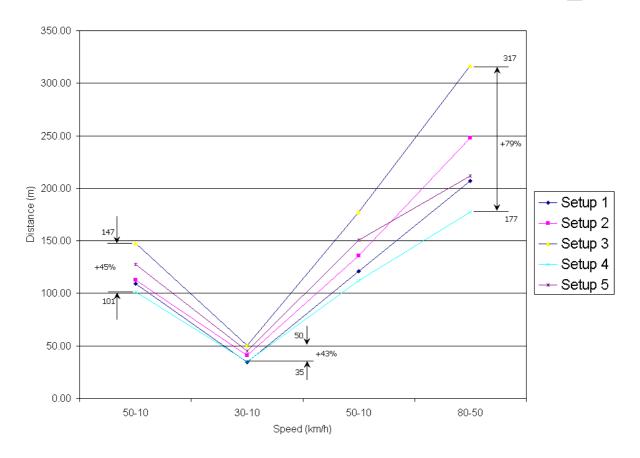
 $\underline{\text{Note}}$ : This document is distributed to the Experts on Brakes and Running Gear only.

## HGV Compatibility Research Project

Ideal set-up functions

Set-up No.	Threshold	Pressure	Acceptable	Acceptable	Efficient brake	Check braking	Ideal
	Pressure	Difference	wear rate	work done	distribution and	(reduced wheel	condition
	Tractor/Trailer			rate	good stability	lock)	
6	0.4/1.0	+0.6					
3	0.4/0.8	+0.4					
2	0.4/0.6	+0.2	1				
1	0.4/0.4	0					
4	0.6/0.4	-0.2	<b>V</b>	V			<b>V</b>
5	0.8/0.4	-0.4				<b>\</b>	
7	1.0/0.4	-0.6			▼	•	
Report reference			Page 29	Page 29	Page 30	Page 30	





**HGV** Compatibility

Stopping Distances After Road Runs

## Coupling Head Pressure = 1

