ANNEX A - GRAPHICAL PRESENTATION OF DATA SET-UP 1

Threshold pressures

<table>
<thead>
<tr>
<th></th>
<th>Towing Vehicle</th>
<th>0.4 bar</th>
</tr>
</thead>
<tbody>
<tr>
<td>Semi-trailer</td>
<td>0.4 bar</td>
<td></td>
</tr>
<tr>
<td>Threshold pressure difference</td>
<td>0.0</td>
<td></td>
</tr>
</tbody>
</table>

Laps completed during road trails 54 (9,730km) fully laden

End result

<table>
<thead>
<tr>
<th></th>
<th>Tractor</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No degradation in performance</td>
</tr>
<tr>
<td></td>
<td>0.071 mm/1000km steer axle lining wear</td>
</tr>
<tr>
<td></td>
<td>0.106 mm/1000km drive axle lining wear</td>
</tr>
<tr>
<td></td>
<td>No glazing</td>
</tr>
<tr>
<td></td>
<td>Trailer</td>
</tr>
<tr>
<td></td>
<td>No degradation in performance</td>
</tr>
<tr>
<td></td>
<td>0.045 mm/1000km lining wear</td>
</tr>
<tr>
<td></td>
<td>No glazing</td>
</tr>
</tbody>
</table>

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ANNEX A1: Road trials

Brake temperature changes during road trial. Sample one (1st run), first set-up.

Brake temperature changes during road trial. Sample two (20th run), first set-up.

Brake temperature changes during road trial. Sample three (54th run), first set-up.
ANNEX A2: Snub tests

1 bar snub test (before road runs)

No. of snubs

Temperature rise wrt ambient (deg.C)

STEER AXLE
DRIVE AXLE
TRAILER

1 bar snub test (after road runs)

No. of snubs

Temperature rise wrt ambient (deg.C)

2 bar snub test (before road runs)

No. of snubs

Temperature rise wrt ambient (deg.C)

2 bar snub test (after road runs)

No. of snubs

Temperature rise wrt ambient (deg.C)

3 bar snub test (before road runs)

No. of snubs

Temperature rise wrt ambient (deg.C)

3 bar snub test (after road runs)

No. of snubs

Temperature rise wrt ambient (deg.C)
ANNEX A3: Brake demand

Average coupling head pressure (bar)

Average overall coupling head pressure = 0.79 bar
95th percentile = 1.24 bar

Average vehicle deceleration (g)

Average overall vehicle deceleration = 0.059 g
95th percentile = 0.112 g
ANNEX A4: Mean Fully Developed Deceleration

**Setup 1**

![Graph showing mean fully developed deceleration against coupling head pressure for before and after conditions.]

**Fifth wheel forces: first setup**

![Graph showing forces (kN) over elapsed time (hh:mm) for longitudinal, vertical, and turning forces.]

- Longitudinal
- Vertical
- Turning

**Forces (kN)**

- Elapsed Time (hh:mm)
ANNEX A5: Brake efficiency
Number in brackets equals the number of locked wheels

(a) Vehicle combination Set-up 1

(b) Towing Vehicle Set-up 1

(c) Semi trailer Set-up 1