ANNEX C - GRAPHICAL PRESENTATION OF DATA SET-UP 3

Threshold pressures

<table>
<thead>
<tr>
<th></th>
<th>Towing Vehicle</th>
<th>Semi-trailer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Threshold pressure</td>
<td>0.4 bar</td>
<td>0.8 bar</td>
</tr>
<tr>
<td>Difference in pressure</td>
<td>+0.4</td>
<td></td>
</tr>
</tbody>
</table>

Laps completed during road trials 27 (4,730km) fully laden

End result

<table>
<thead>
<tr>
<th></th>
<th>Tractor</th>
<th>No degradation in performance</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>0.107 mm/1000km steer axle lining wear</td>
</tr>
<tr>
<td></td>
<td></td>
<td>0.126 mm/1000km drive axle lining wear</td>
</tr>
<tr>
<td></td>
<td></td>
<td>No glazing</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Trailer</th>
<th>Significant degradation in performance</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>0.026 mm/1000km lining wear</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Glazing of semi-trailer linings</td>
</tr>
</tbody>
</table>

List of Figures

- Figure C1  Brake temperature changes during road trials
- Figure C2  Brake temperature changes during before and after road trial snub tests
- Figure C3  Pressure and deceleration frequencies during road trials
- Figure C4  Mean Fully Developed Deceleration and fifth wheel forces
- Figure C5  Roller brake tester results
ANNEX C1: Road trials

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

Brake temperature changes during road trial. Sample two (13th run), third set-up

Brake temperature changes during road trial. Sample three (26th run), third set-up
ANNEX C2: Snub tests

1 bar snub test (before road runs)

1 bar snub test (after road runs)

2 bar snub test (before road runs)

2 bar snub test (after road runs)

3 bar snub test (before road runs)

3 bar snub test (after road runs)
ANNEX C3: Brake demand

**Average coupling head pressure (bar)**

- Average overall coupling head pressure = 0.93 bar
- 95th Percentile = 1.36 bar

**Average vehicle deceleration (g) third set-up**

- Average overall vehicle deceleration = 0.063 g
- 95th percentile = 0.108 g
ANNEX C4: Mean Fully Developed Deceleration

Setup 3

Coupling Head Pressure (bar) vs. Average MFDD (g)

- Before
- After

Fifth wheel forces: third setup

Forces (kN)

Elapsed Time (hh:mm)
ANNEX C5: Brake efficiency
Number in brackets equals the number of locked wheels