

ANNEX D - GRAPHICAL PRESENTATION OF DATA SET-UP 4

Threshold pressures	Towing Vehicle	0.6 bar
	Semi-trailer	0.4 bar
	Threshold pressure difference	-0.2

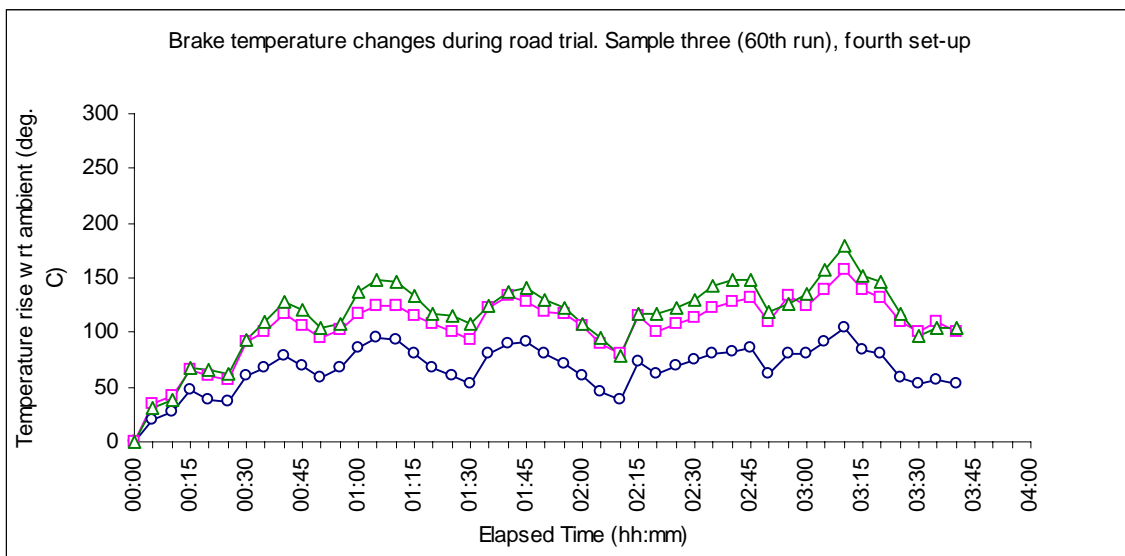
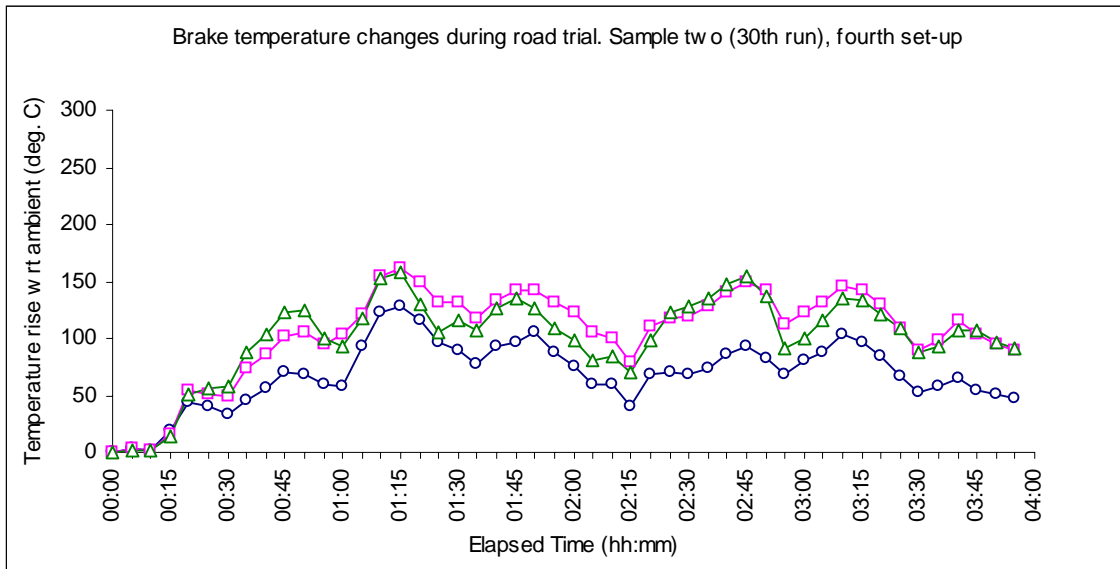
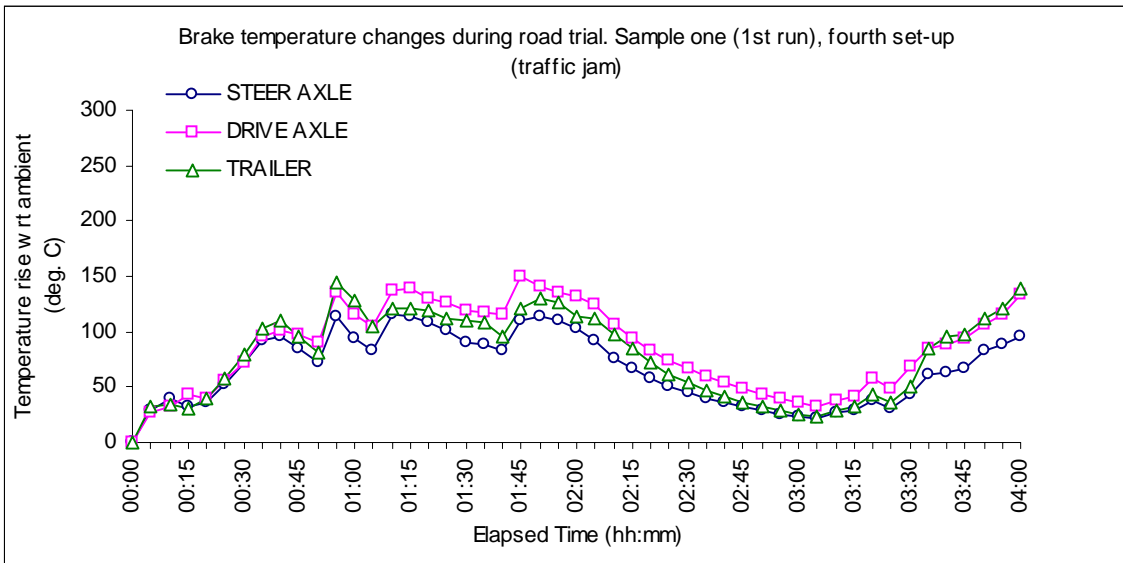
Laps completed during road trails **61 (11,000km) fully laden**

End result	Tractor	No degradation in performance 0.060 mm/1000km steer axle lining wear 0.138 mm/1000km drive axle lining wear No glazing
	Trailer	Slight degradation in performance 0.095 mm/1000km lining wear No glazing

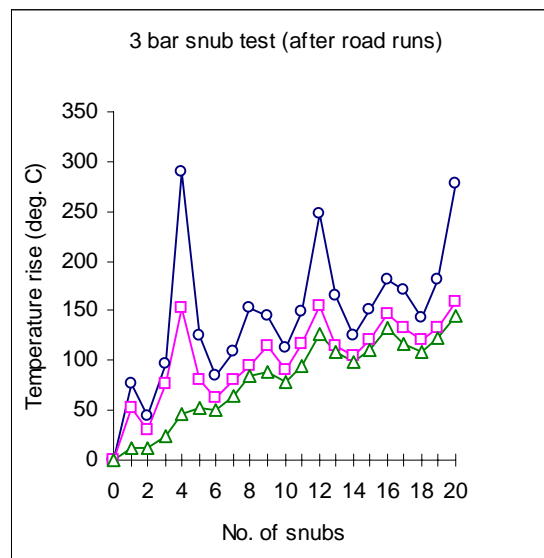
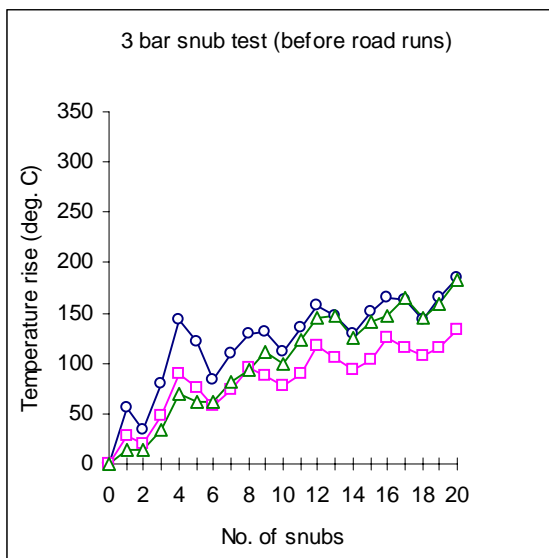
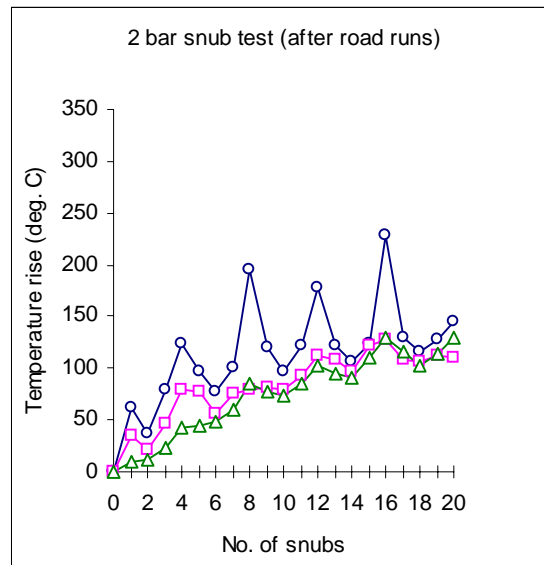
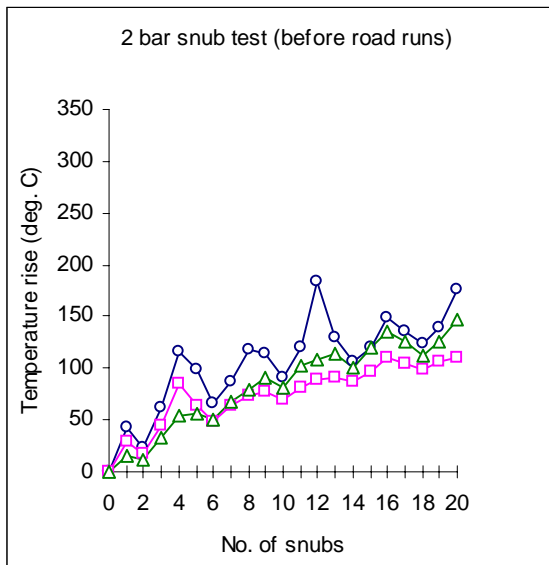
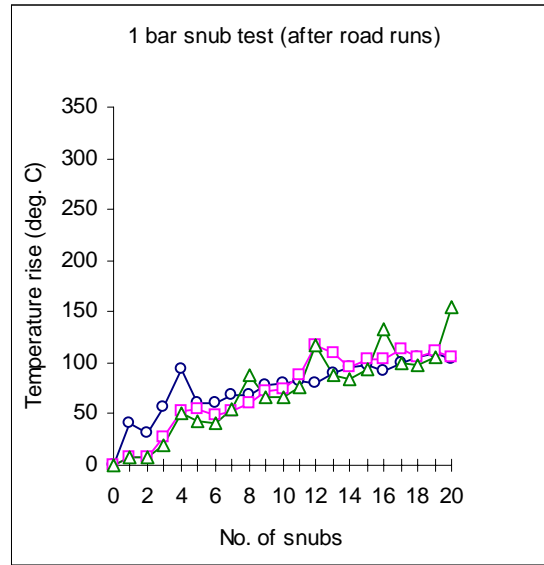
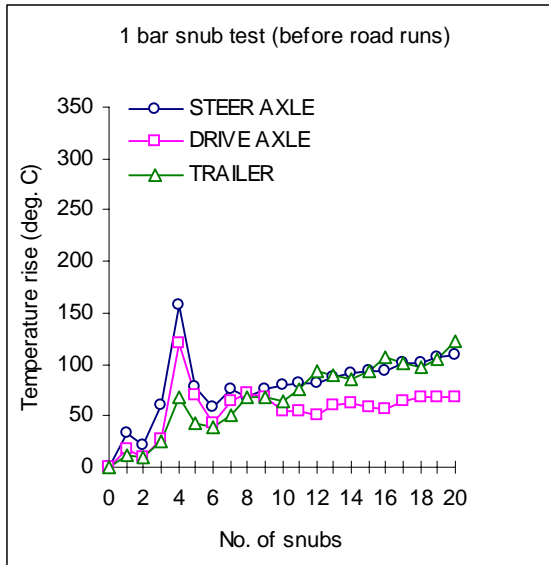
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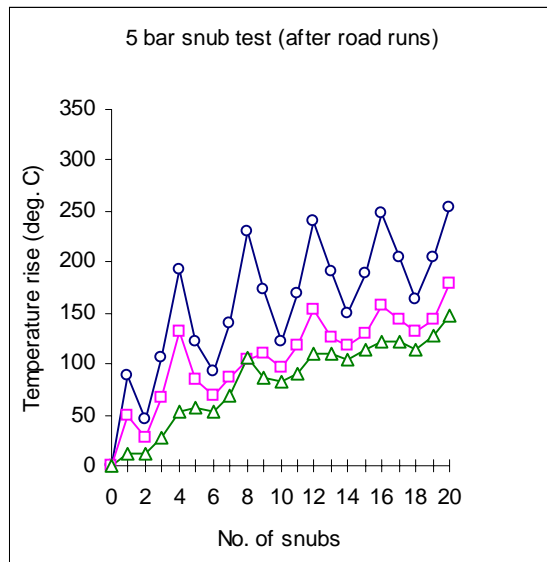
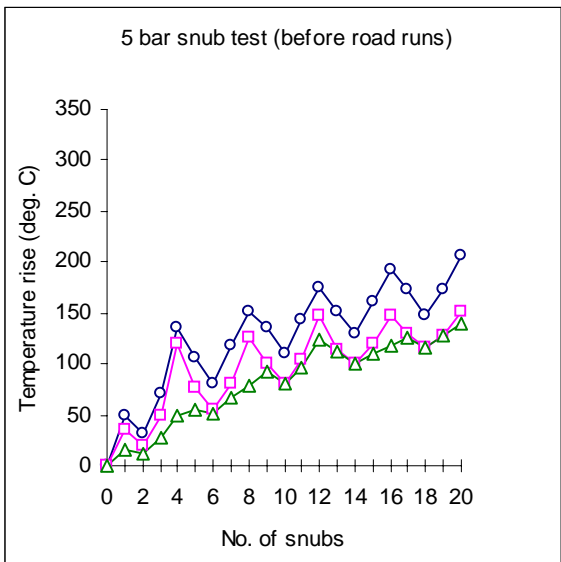
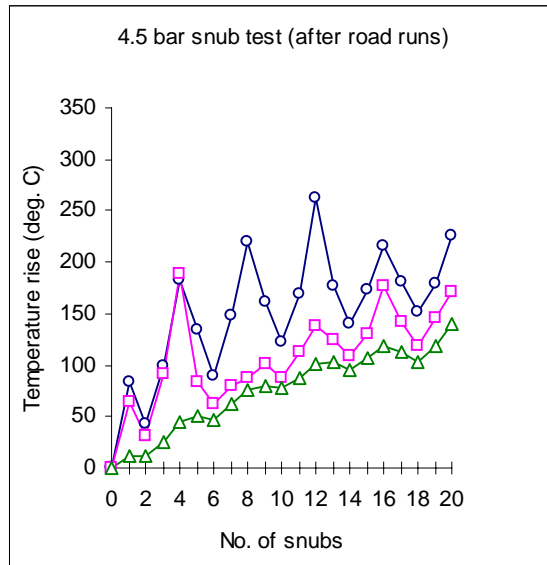
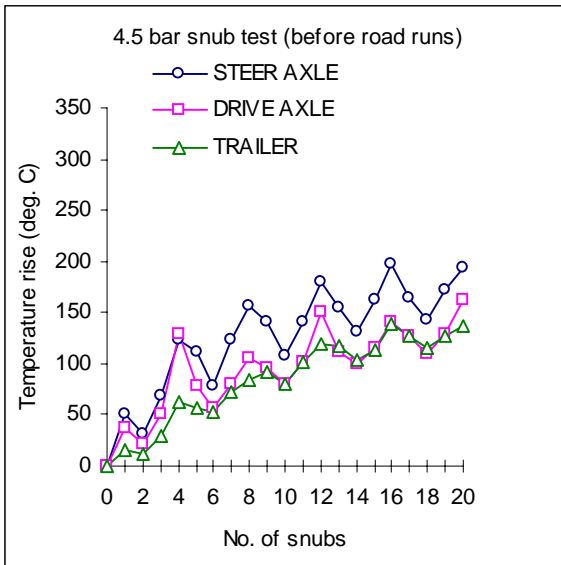
Figure D1	Brake temperature changes during road trials
Figure D2	Brake temperature changes during before and after road trial snub tests
Figure D3	Pressure and deceleration frequencies during road trials
Figure D4	Mean Fully Developed Deceleration and fifth wheel forces
Figure D5	Roller brake tester results

ANNEX D1: Road trials

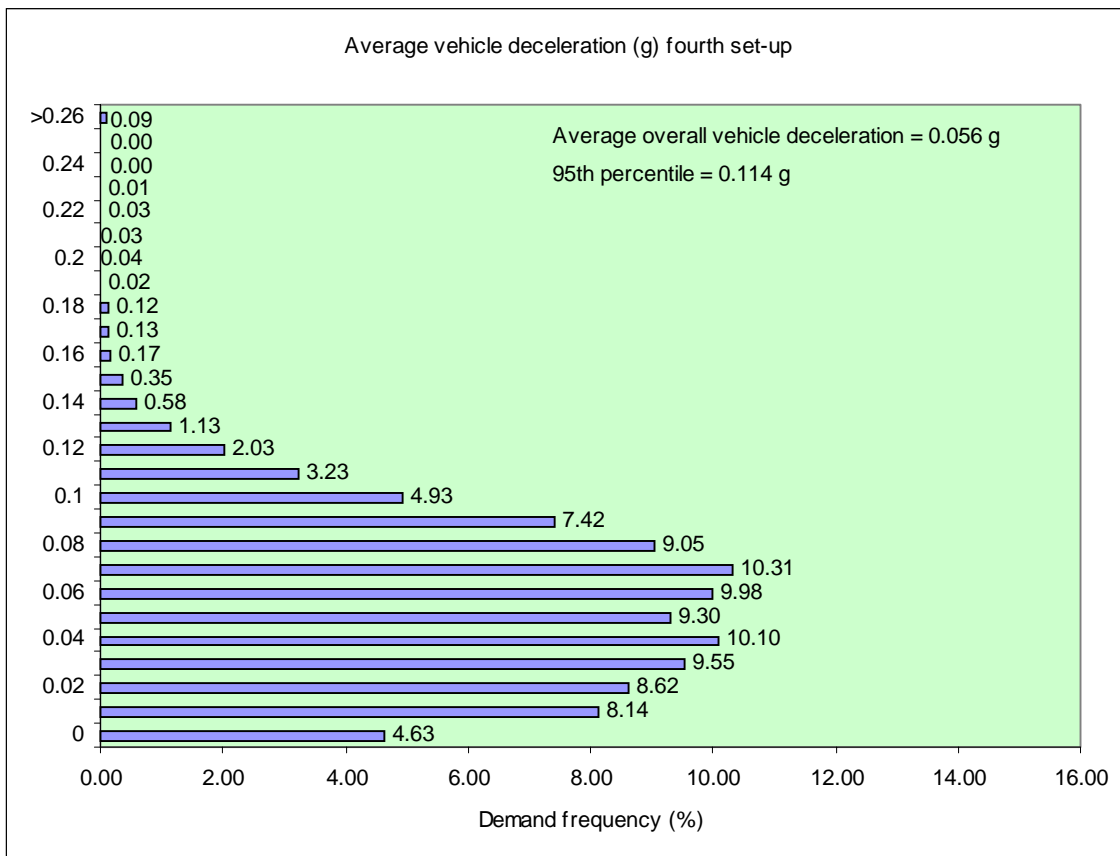
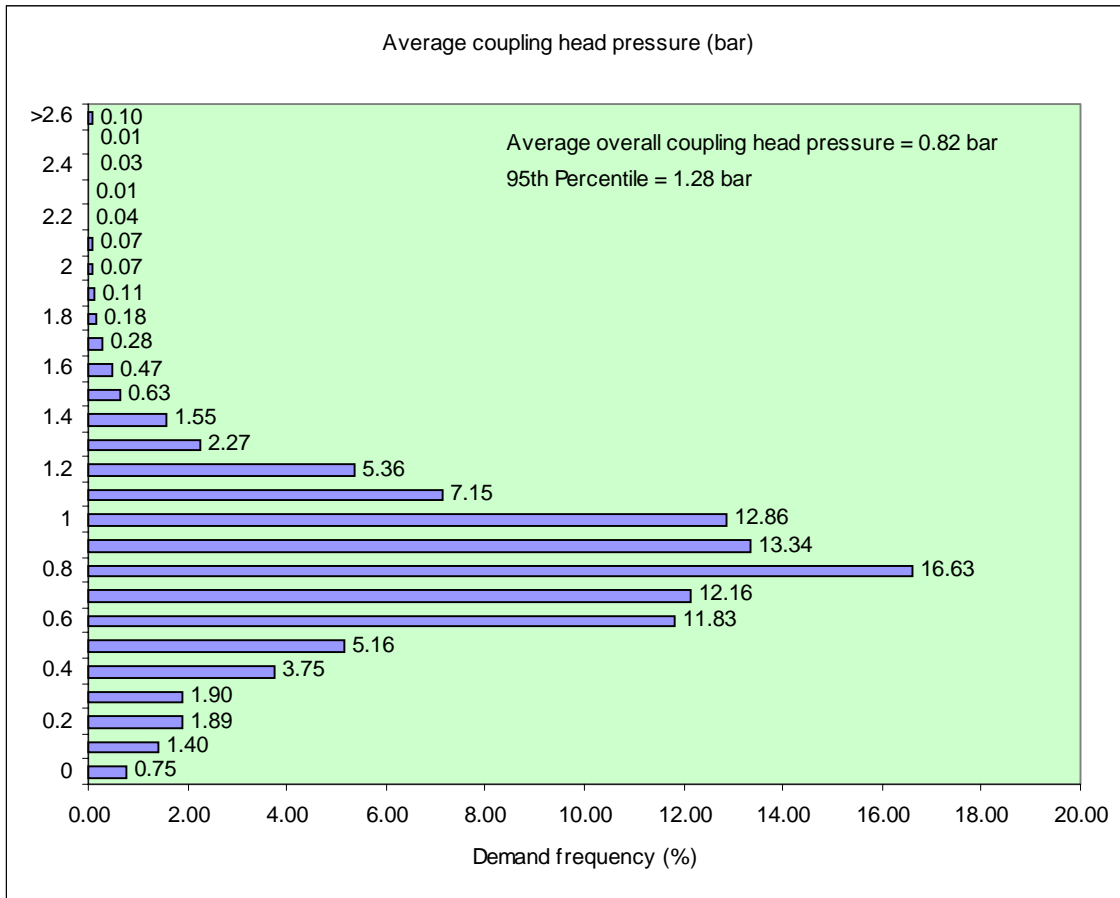


ANNEX D2: Snub tests

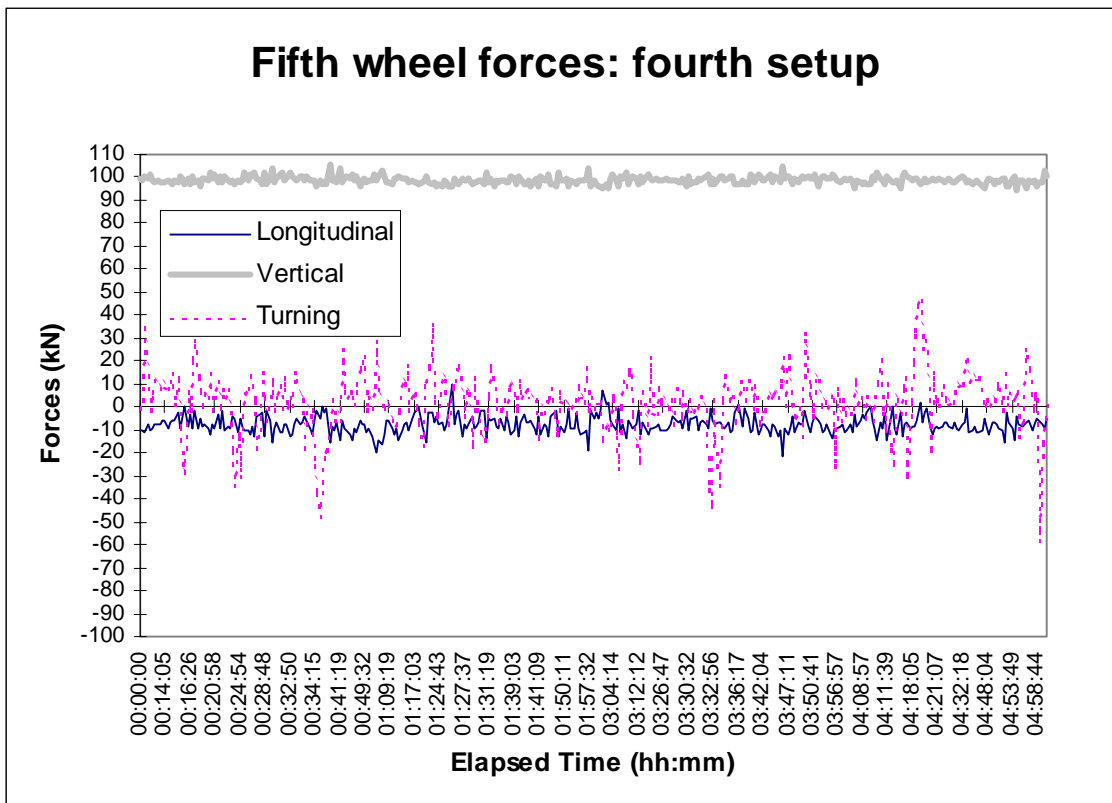
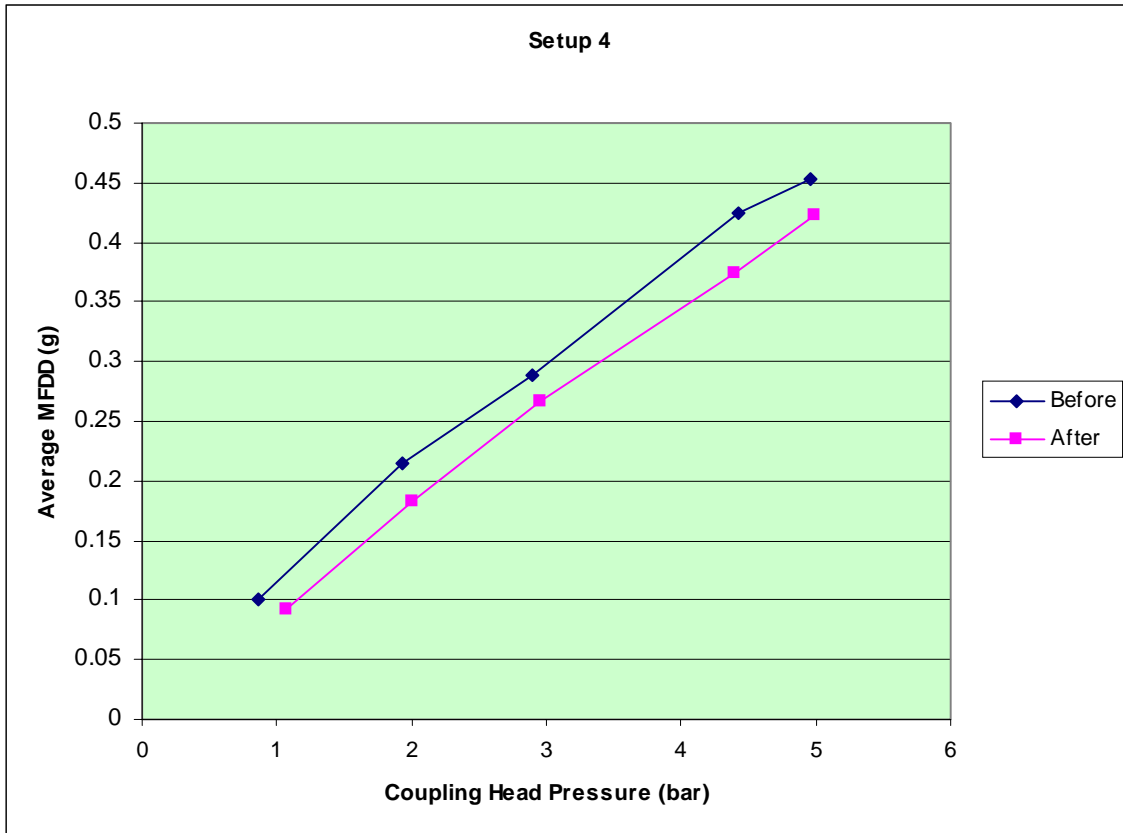




ANNEX D3: Brake demand



ANNEX D4: Mean Fully Developed Deceleration



ANNEX D5: Brake efficiency

Number in brackets equals the number of locked wheels

