ANNEX D - GRAPHICAL PRESENTATION OF DATA SET-UP 4

Threshold pressures

<table>
<thead>
<tr>
<th></th>
<th>Towing Vehicle</th>
<th>Semi-trailer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Threshold pressure difference</td>
<td>0.6 bar</td>
<td>0.4 bar</td>
</tr>
<tr>
<td></td>
<td>-0.2</td>
<td></td>
</tr>
</tbody>
</table>

Laps completed during road trials

61 (11,000km) fully laden

End result

<table>
<thead>
<tr>
<th></th>
<th>Tractor</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No degradation in performance</td>
<td>No degradation in</td>
</tr>
<tr>
<td></td>
<td>0.060 mm/1000km steer axle lining wear</td>
<td>0.095 mm/1000km lining wear</td>
</tr>
<tr>
<td></td>
<td>0.138 mm/1000km drive axle lining wear</td>
<td>No glazing</td>
</tr>
<tr>
<td></td>
<td>No glazing</td>
<td>No glazing</td>
</tr>
<tr>
<td></td>
<td>Slight degradation in performance</td>
<td>No glazing</td>
</tr>
<tr>
<td></td>
<td>0.095 mm/1000km lining wear</td>
<td>No glazing</td>
</tr>
</tbody>
</table>

List of Figures

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Figure D5  Roller brake tester results
ANNEX D1: Road trials

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

(traffic jam)

Brake temperature changes during road trial. Sample two (30th run), fourth set-up

Brake temperature changes during road trial. Sample three (60th run), fourth set-up
ANNEX D2: 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 D3: Brake demand

Average vehicle deceleration (g) fourth set-up

Average overall vehicle deceleration = 0.056 g
95th percentile = 0.114 g

Average coupling head pressure (bar)

Average overall coupling head pressure = 0.82 bar
95th Percentile = 1.28 bar
ANNEX D4: Mean Fully Developed Deceleration

**Setup 4**

![Graph showing Mean Fully Developed Deceleration (MFD) for Coupling Head Pressure (bar). The graph includes data points before and after modifications, illustrating the effect of pressure on MFD.](image)

**Fifth wheel forces: fourth setup**

![Graph showing forces (Longitudinal, Vertical, Turning) overElapsed Time (hh:mm). The graph tracks the forces exerted during the test, with data points indicating fluctuations over time.](image)

<table>
<thead>
<tr>
<th>Forces (kN)</th>
<th>Elapsed Time (hh:mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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ANNEX D5: Brake efficiency
Number in brackets equals the number of locked wheels

(a) Vehicle combination Set-up 4

(b) Towing Vehicle Set-up 4

(c) Semi trailer Set-up 4