Threshold pressures

<table>
<thead>
<tr>
<th></th>
<th>Towing Vehicle</th>
<th>Semi-trailer</th>
<th>Threshold pressure difference</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1.0 bar</td>
<td>0.4 bar</td>
<td>-0.6</td>
</tr>
</tbody>
</table>

Laps completed during road trials 5 (900km) fully laden

End result

<table>
<thead>
<tr>
<th>Tractor</th>
<th>No degradation in performance</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Probable low steer axle lining wear</td>
</tr>
<tr>
<td></td>
<td>Probable low drive axle lining wear</td>
</tr>
<tr>
<td></td>
<td>Probable glazing if trials continued</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Trailer</th>
<th>No degradation in performance</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Probable severe lining wear</td>
</tr>
<tr>
<td></td>
<td>No glazing</td>
</tr>
</tbody>
</table>

List of Figures

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ANNEX G1: Road trials

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

Brake temperature changes during road trial. Sample two (3rd run), seventh set-up

Brake temperature changes during road trial. Sample three (5th run), seventh set-up
ANNEX G2: 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)

4.5 bar snub test (before road runs)

4.5 bar snub test (after road runs)
ANNEX G3: Brake demand

Average coupling head pressure (bar)

Average overall coupling head pressure = 1.01 bar
95th Percentile = 1.50 bar

Average vehicle deceleration (g) seventh set-up

Average overall vehicle deceleration = 0.061 g
95th percentile = 0.120 g
ANNEX G4: Mean Fully Developed Deceleration

Setup 7

Fifth wheel forces: seventh setup