

ANNEX E - GRAPHICAL PRESENTATION OF DATA SET-UP 5

Threshold pressures	Towing Vehicle	0.8 bar
	Semi-trailer	0.4 bar
	Threshold pressure difference	-0.4

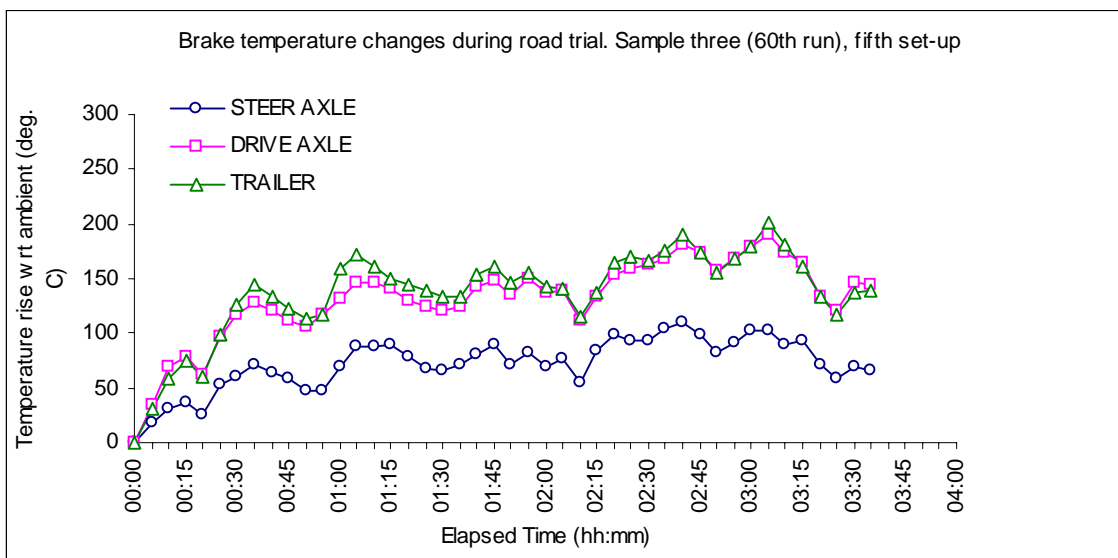
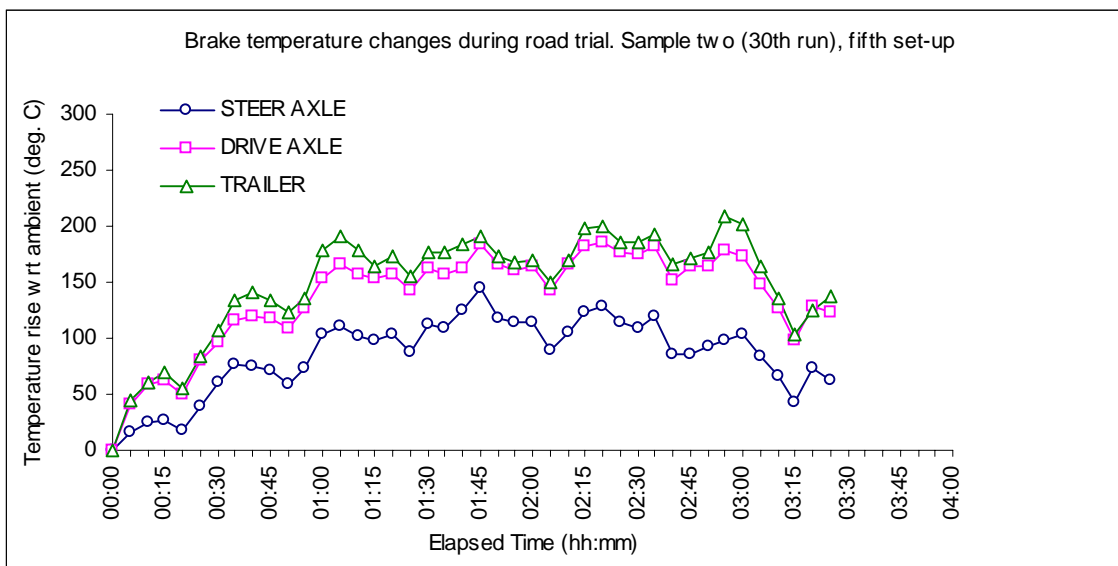
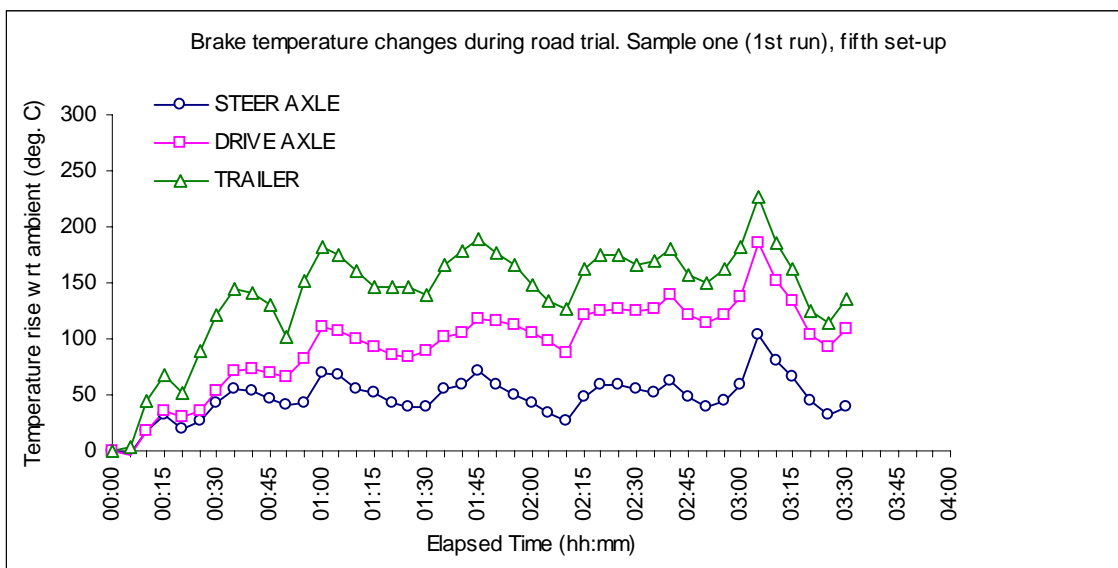
Laps completed during road trails **61 (11,000km) fully laden**

End result	Tractor	No degradation in performance 0.049 mm/1000km steer axle lining wear 0.138 mm/1000km drive axle lining wear No glazing
	Trailer	Moderate degradation in performance 0.154 mm/1000km lining wear (much increased) No glazing

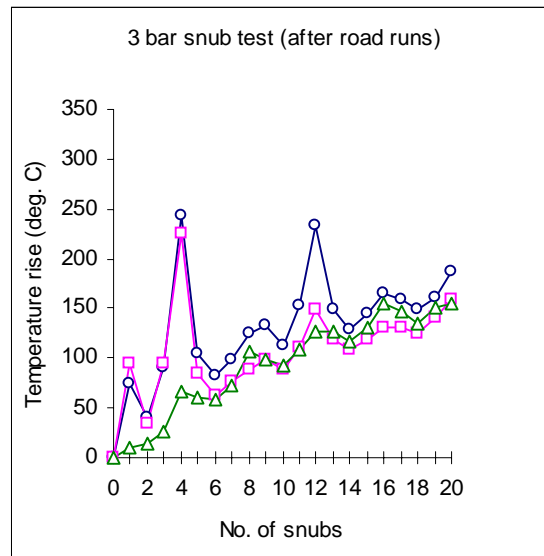
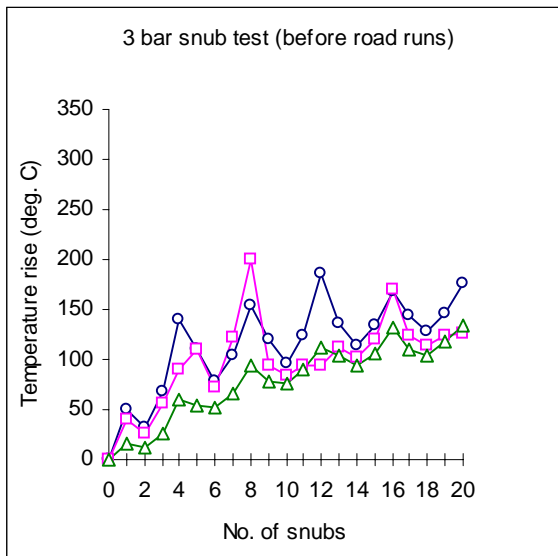
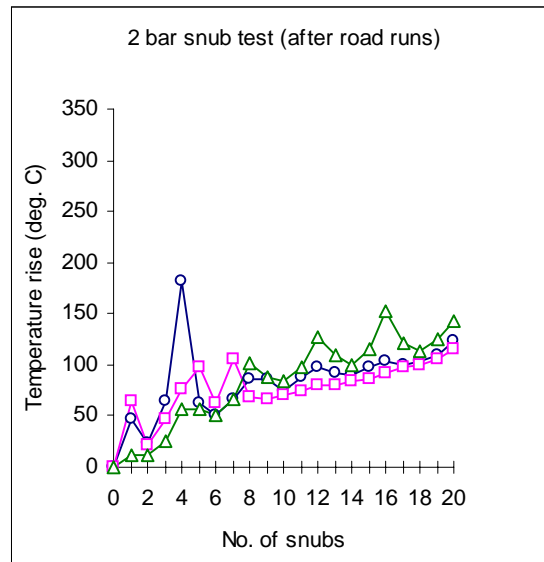
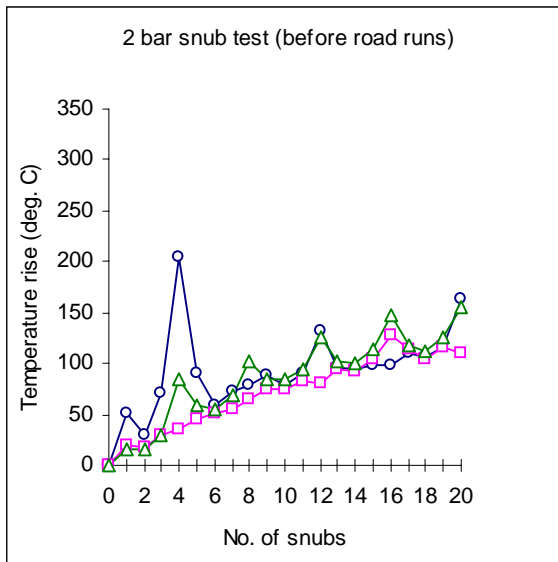
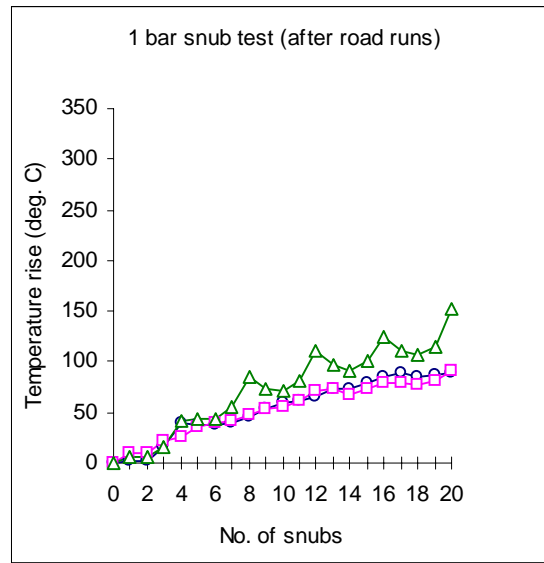
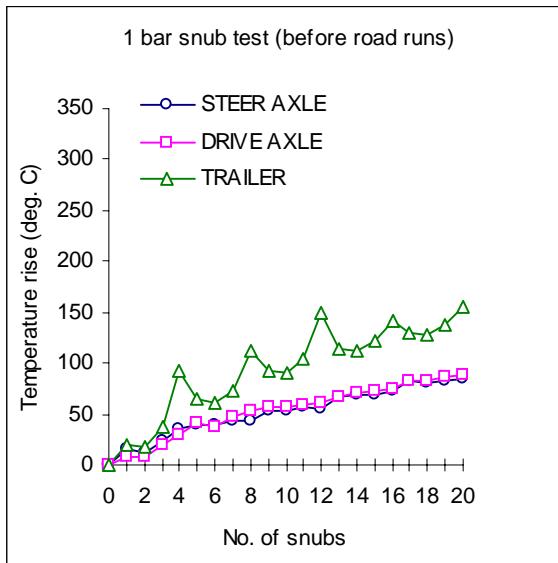
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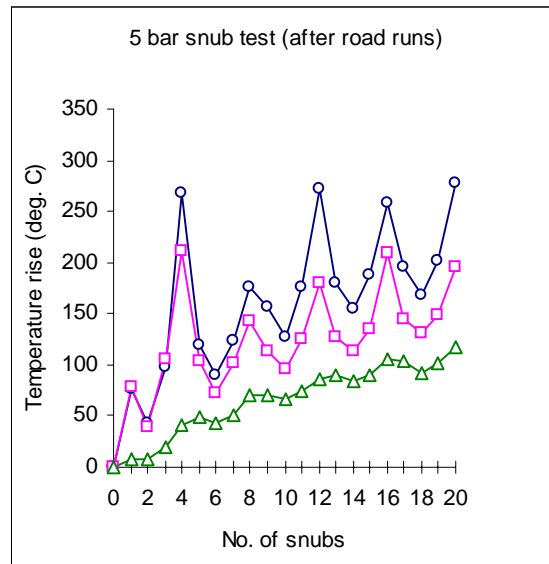
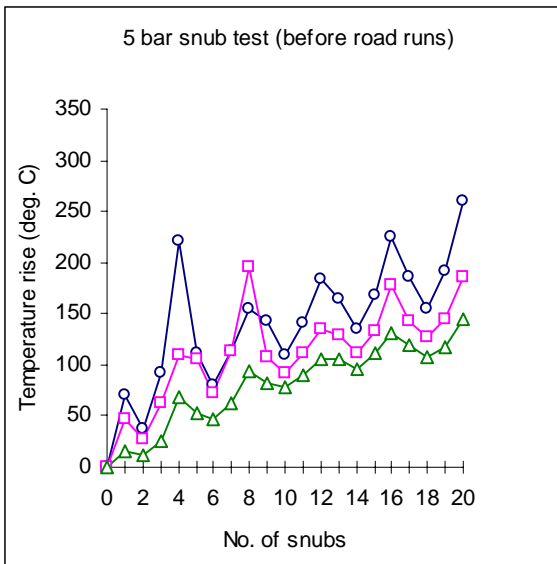
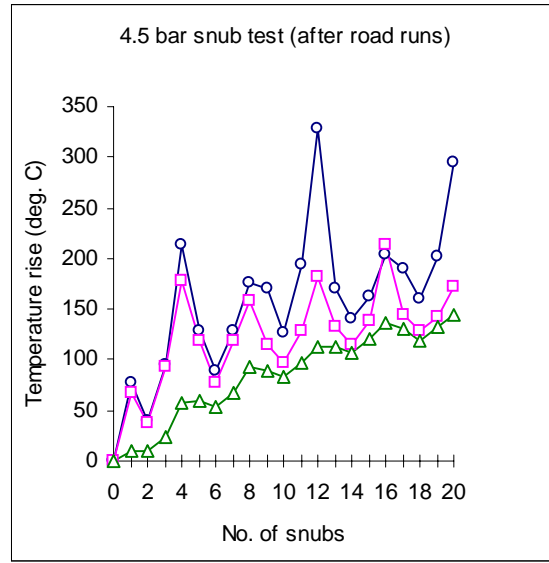
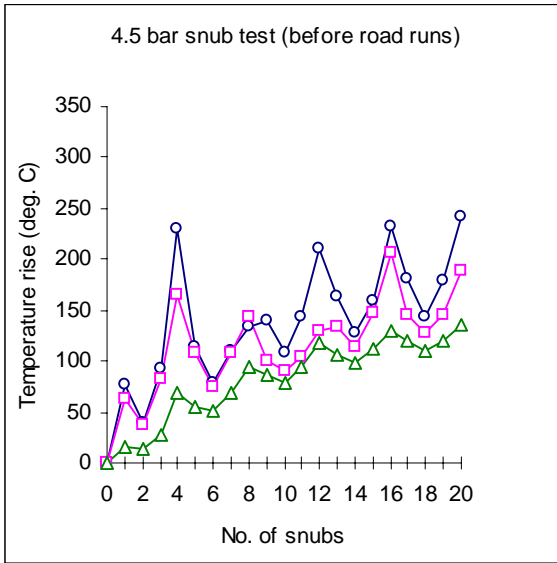
Figure E1	Brake temperature changes during road trials
Figure E2	Brake temperature changes during before and after road trial snub tests
Figure E3	Pressure and deceleration frequencies during road trials
Figure E4	Mean Fully Developed Deceleration and fifth wheel forces
Figure E5	Roller brake tester results

ANNEX E1: Road trials

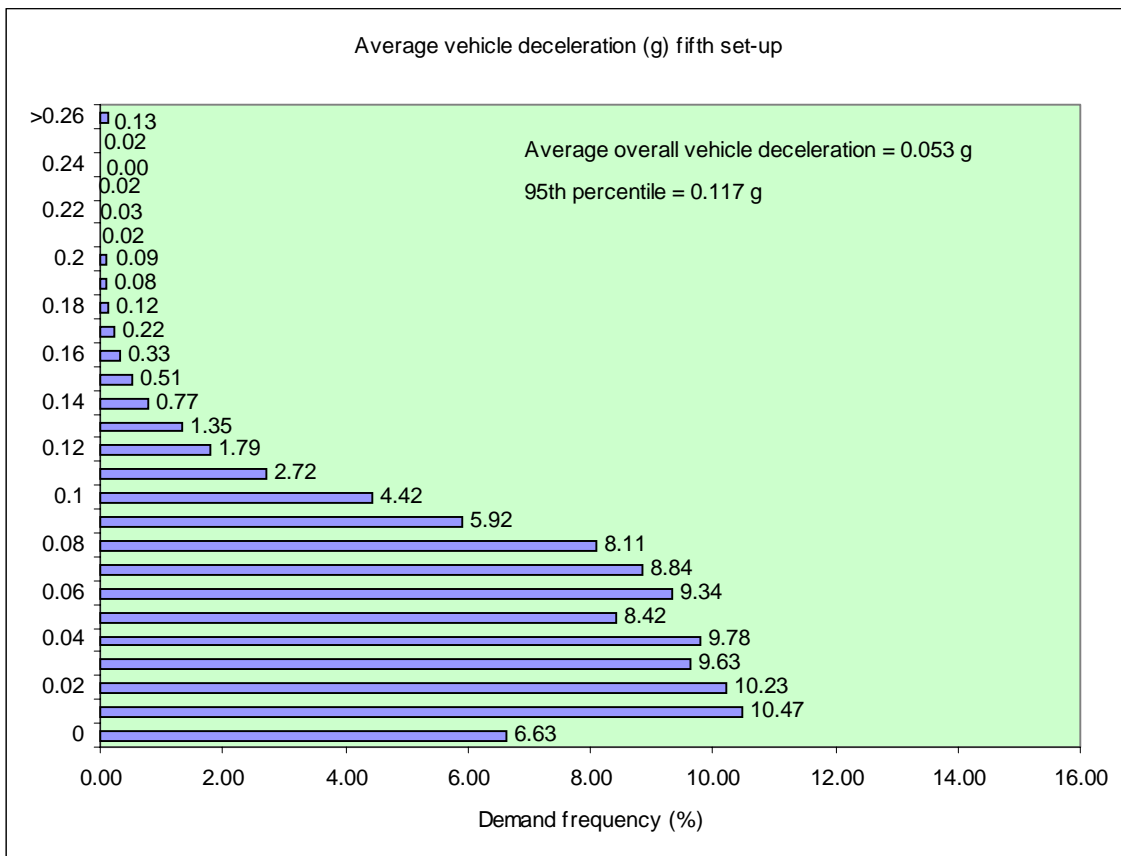
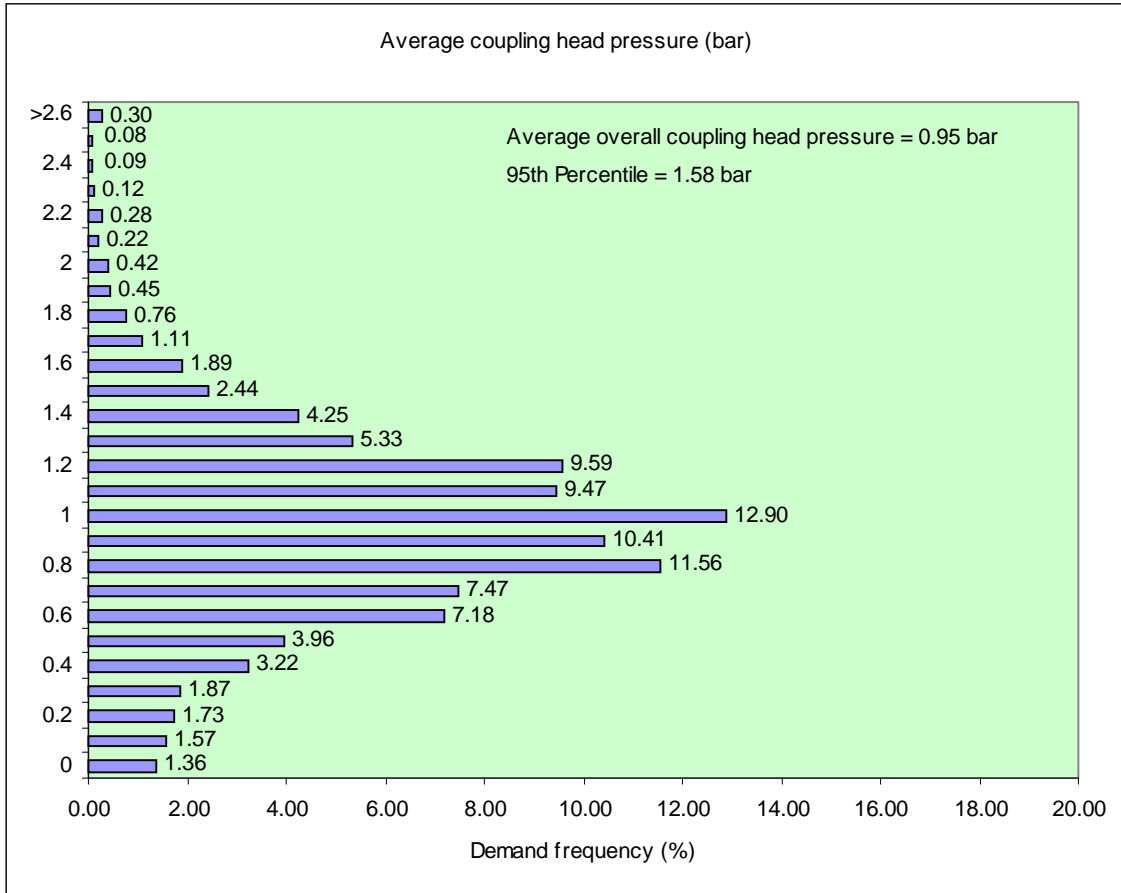


ANNEX E2: Snub tests

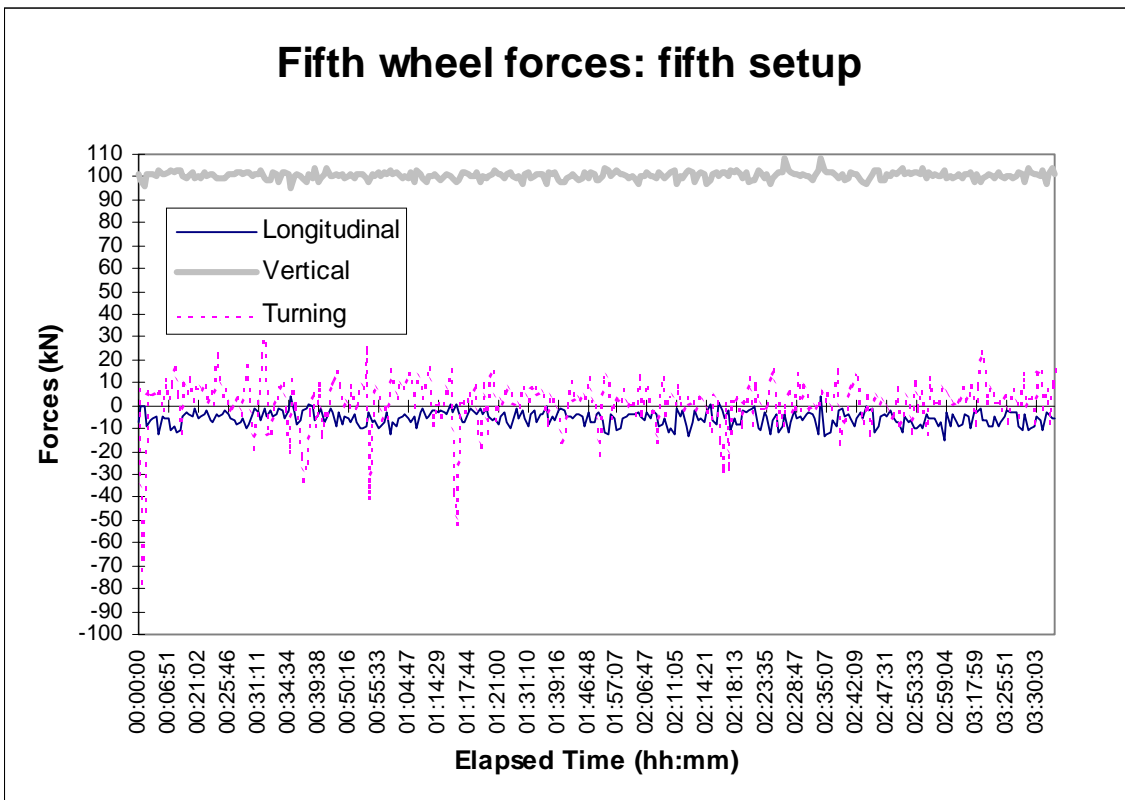
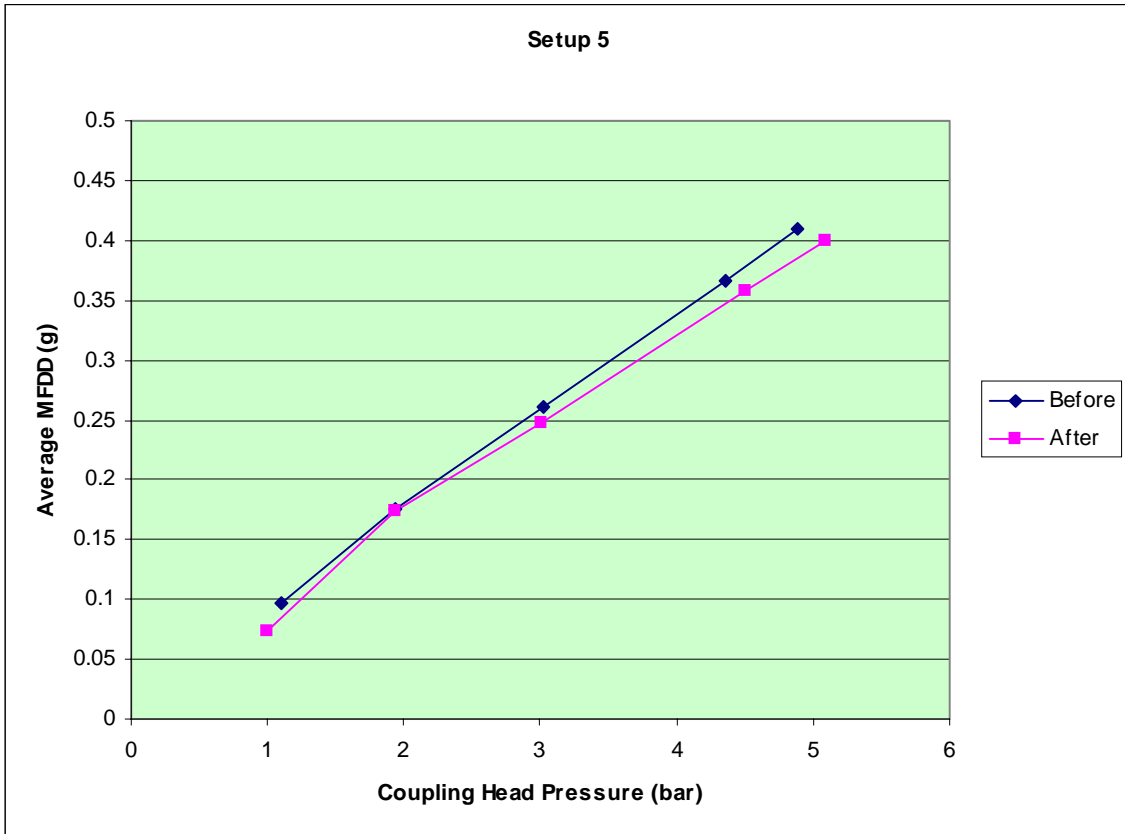




ANNEX E3: Brake demand



ANNEX E4: Mean Fully Developed Deceleration



ANNEX E5: Brake efficiency

Number in brackets equals the number of locked wheels

