

## **ANNEX H - GRAPHICAL PRESENTATION OF DATA SET-UP 8**

<b>Threshold pressures</b>	<b>Towing Vehicle</b>	<b>0.4 bar</b>
	<b>Semi-trailer</b>	<b>1.2 bar</b>
	<b>Threshold pressure difference</b>	<b>+0.8</b>

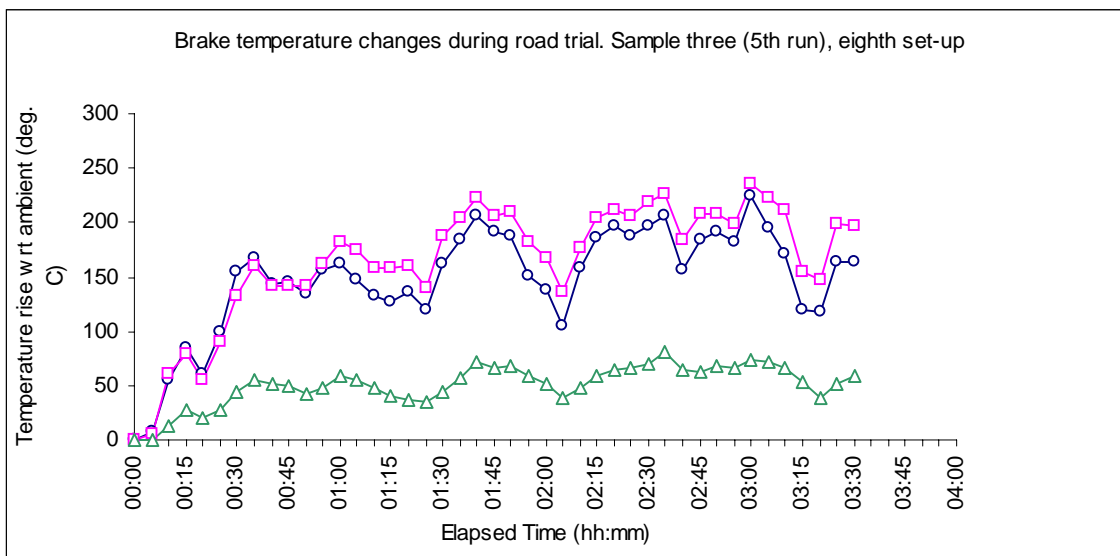
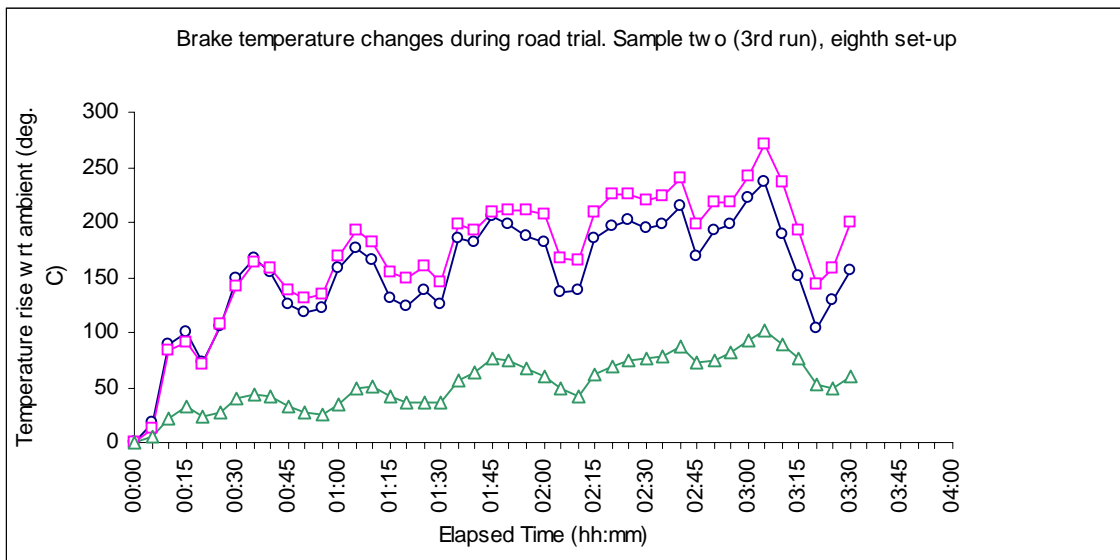
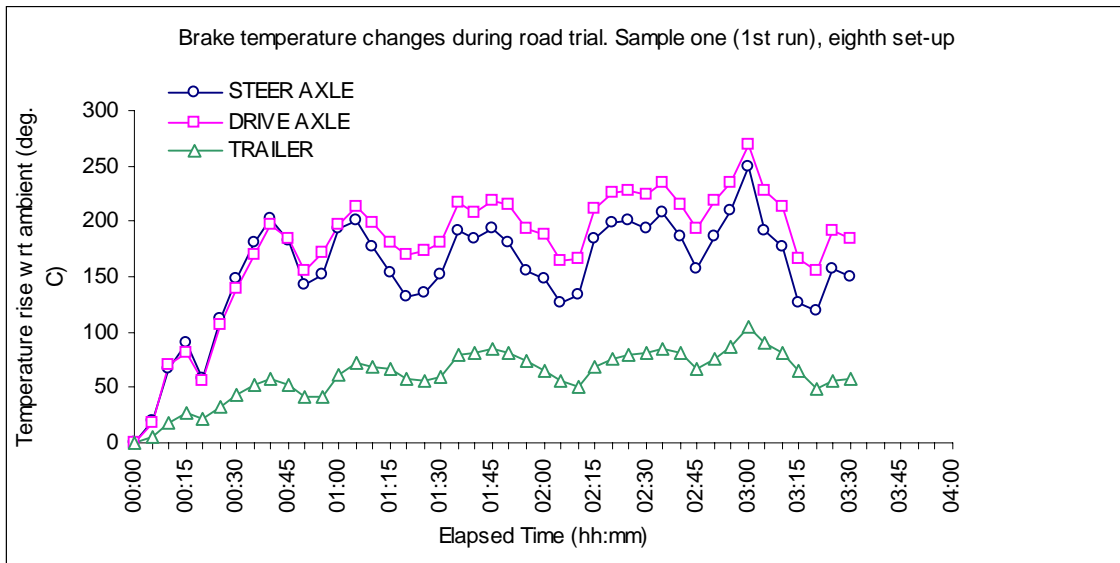
**Laps completed during road trails**                      **5 (900km) fully laden**

<b>End result</b>	<b>Tractor</b>	<b>No degradation in performance</b> <b>Probable severe steer axle lining wear</b> <b>Probable severe drive axle lining wear</b> <b>No glazing</b>
	<b>Trailer</b>	<b>No degradation in performance</b> <b>Probable low lining wear</b> <b>Probable glazing if trials continued</b>

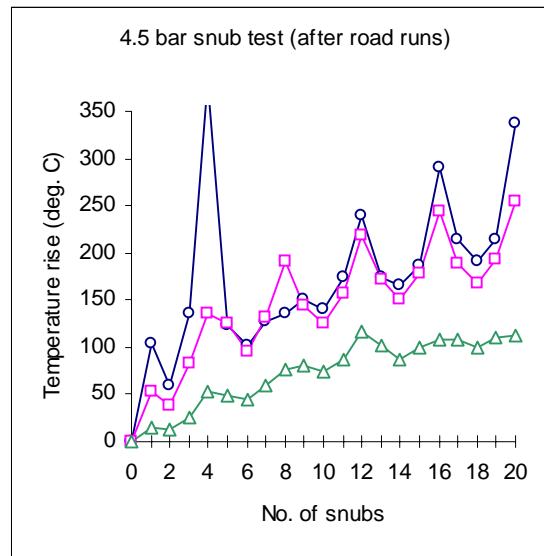
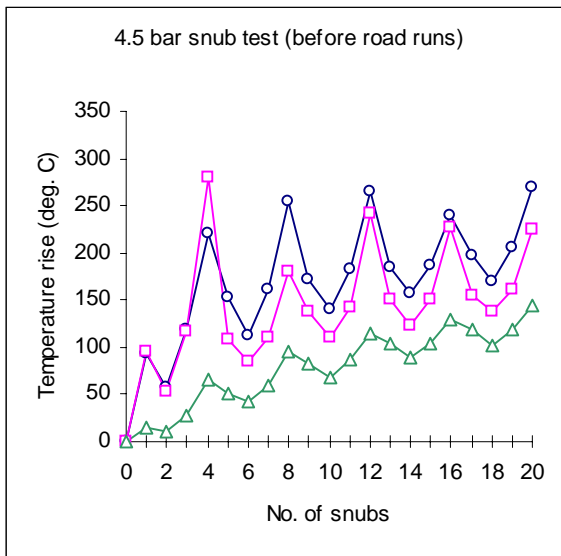
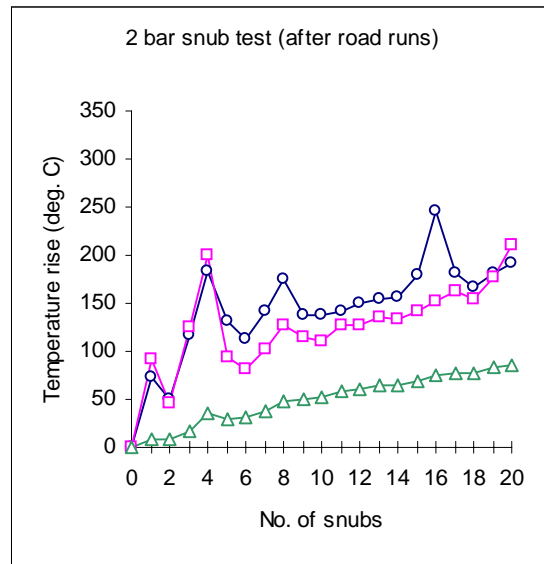
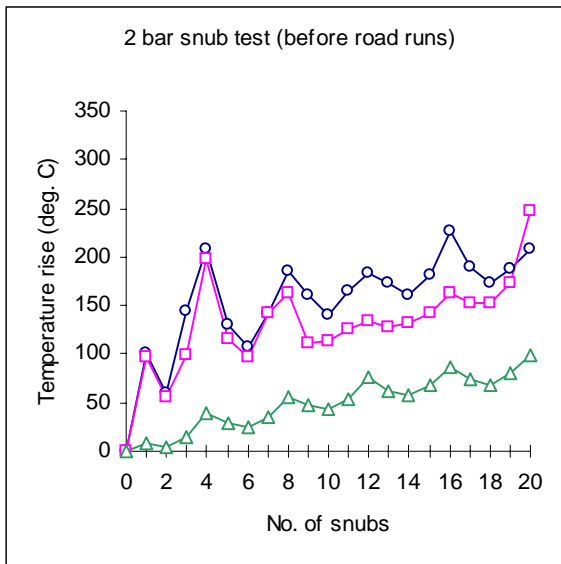
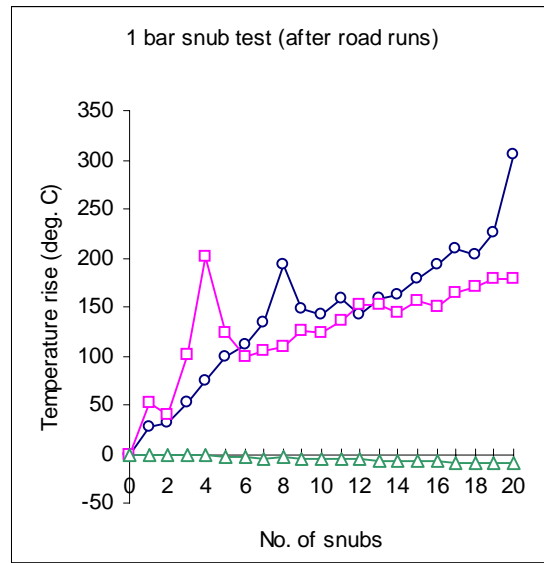
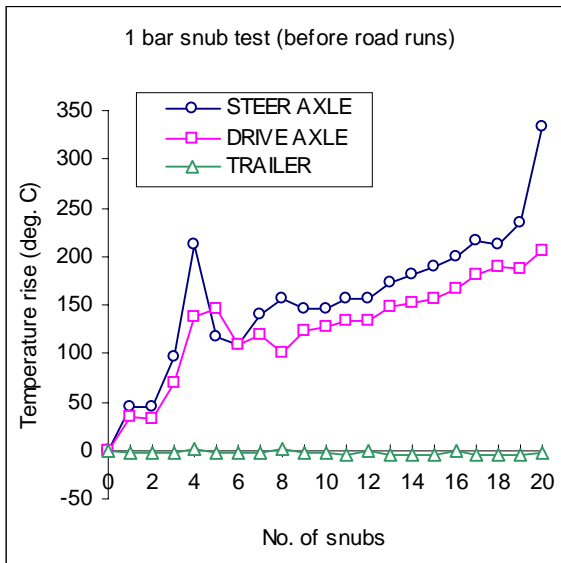
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<b>Figure H2</b>	<b>Brake temperature changes during before and after road trial snub tests</b>
<b>Figure H3</b>	<b>Pressure and deceleration frequencies during road trials</b>
<b>Figure H4</b>	<b>Mean Fully Developed Deceleration and fifth wheel forces</b>

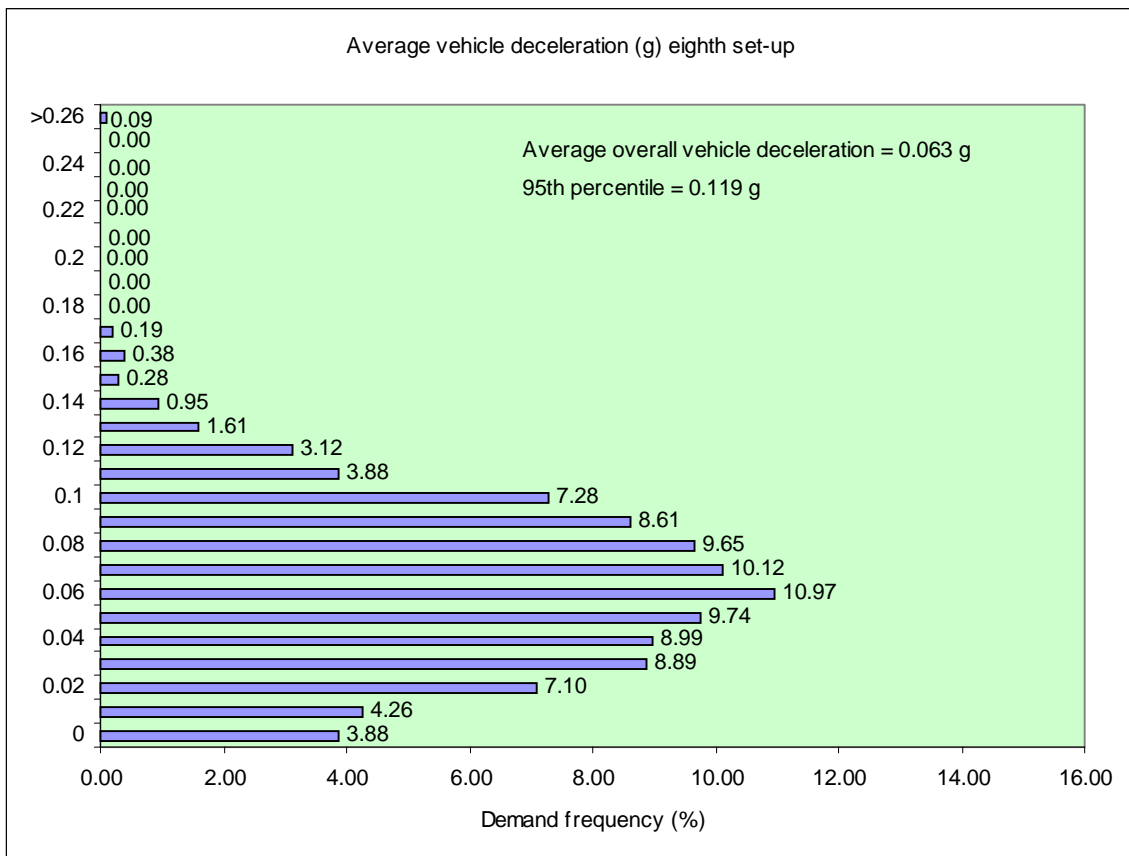
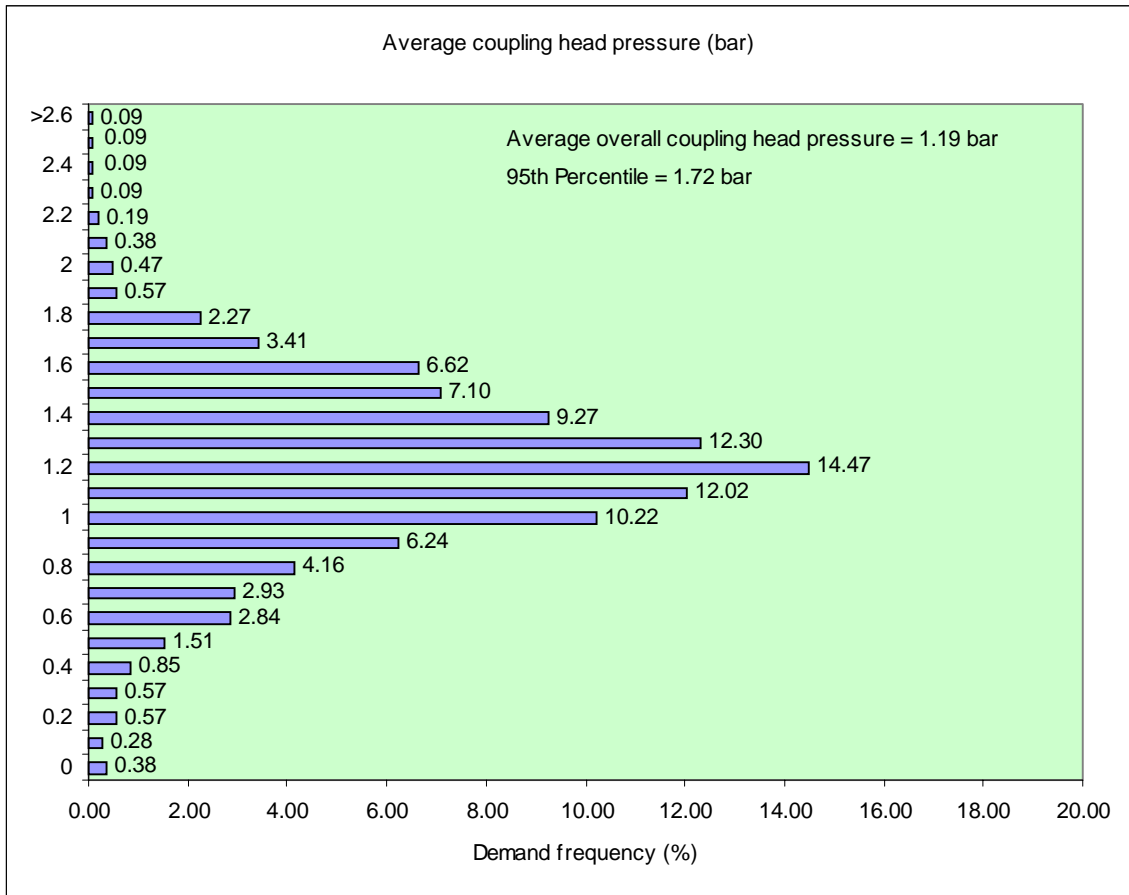
## ANNEX H1: Road trials



## ANNEX H2: Snub tests



### ANNEX H3: Brake demand



## ANNEX H4: Mean Fully Developed Deceleration

