

ANNEX A - GRAPHICAL PRESENTATION OF DATA SET-UP 1

Threshold pressures	Towing Vehicle	0.4 bar
	Semi-trailer	0.4 bar
	Threshold pressure difference	0.0

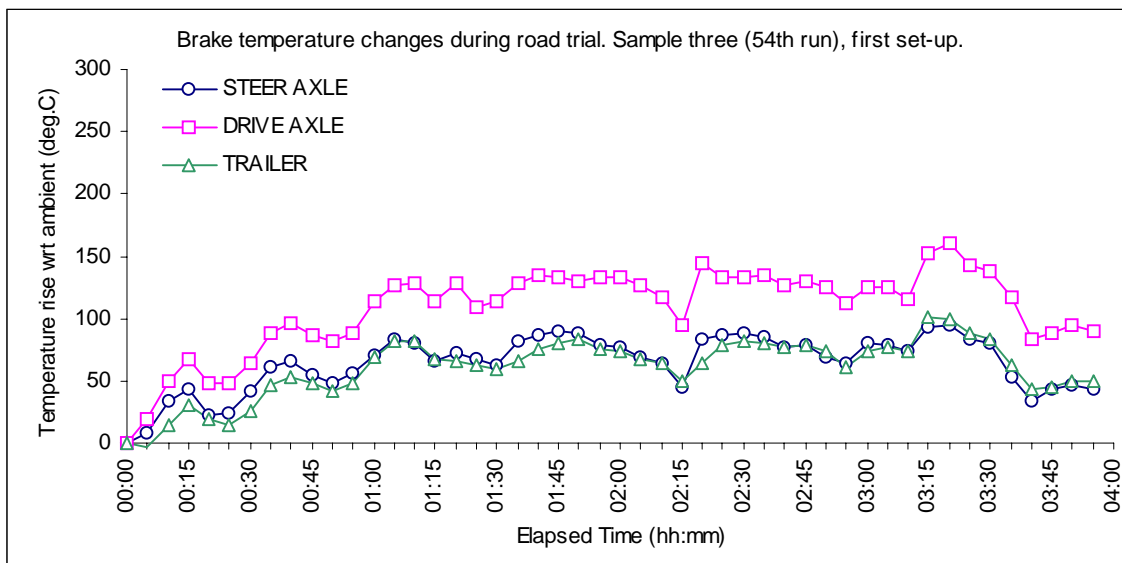
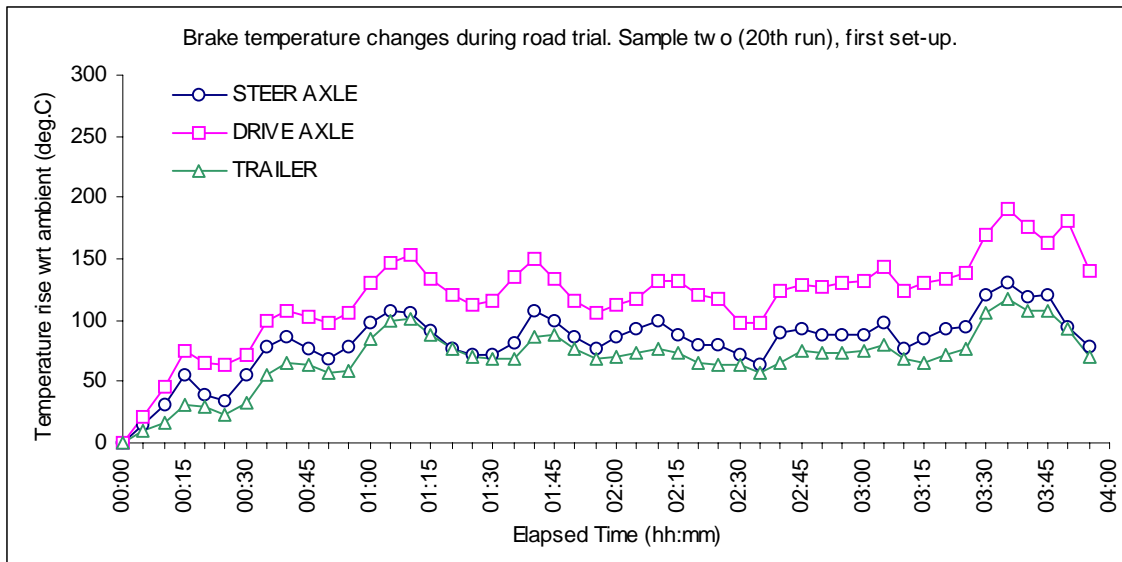
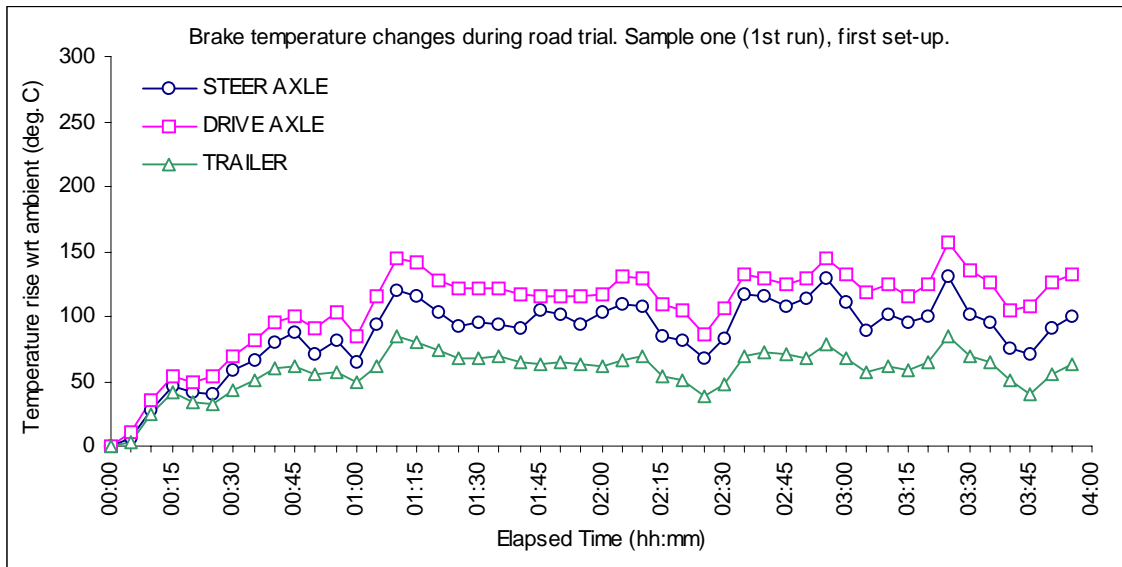
Laps completed during road trails **54 (9,730km) fully laden**

End result	Tractor	No degradation in performance 0.071 mm/1000km steer axle lining wear 0.106 mm/1000km drive axle lining wear No glazing
	Trailer	No degradation in performance 0.045 mm/1000km lining wear No glazing

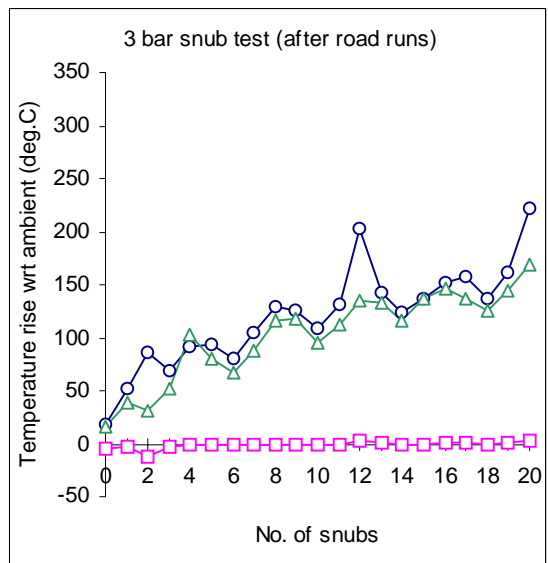
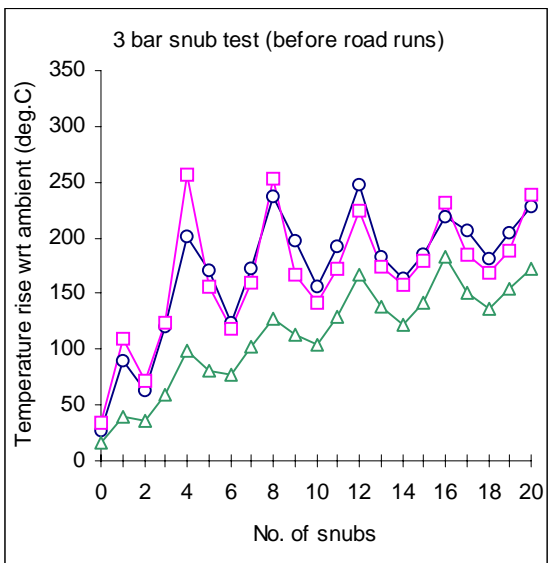
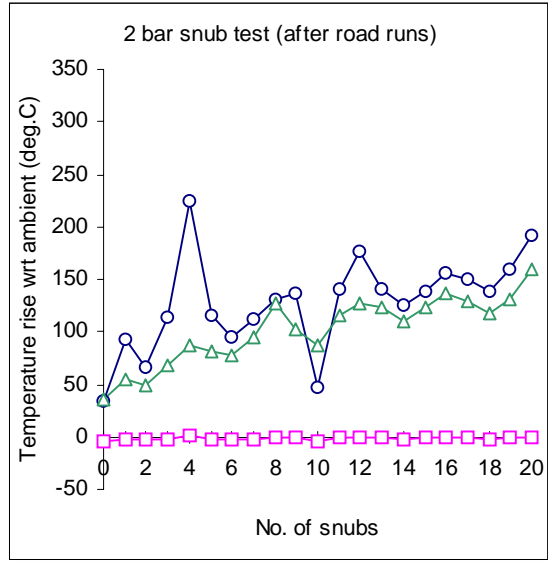
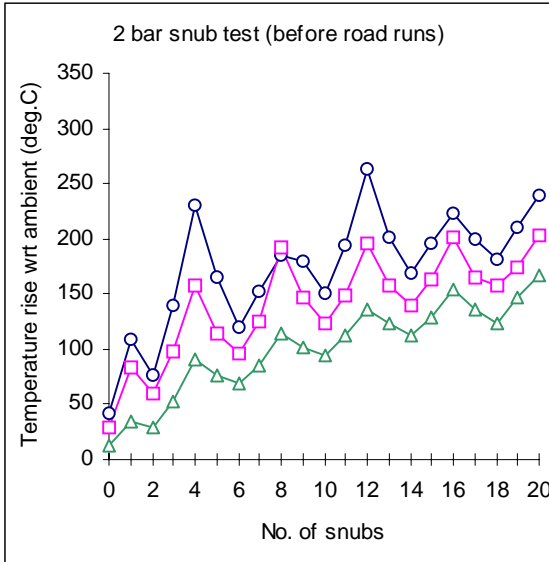
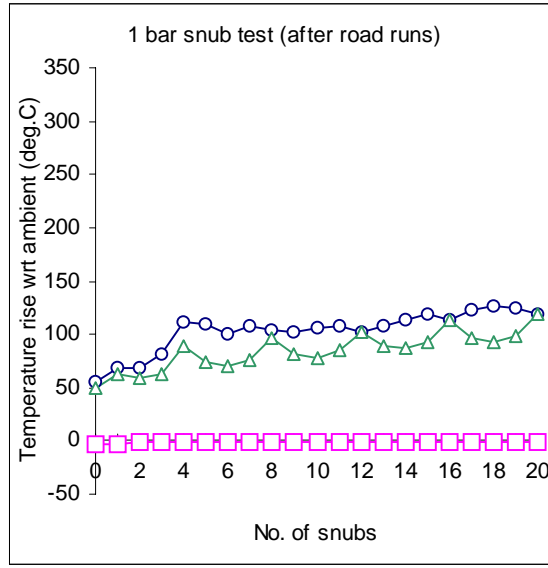
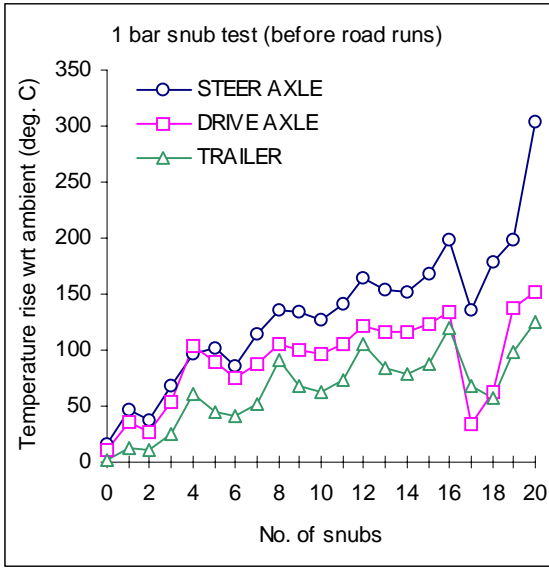
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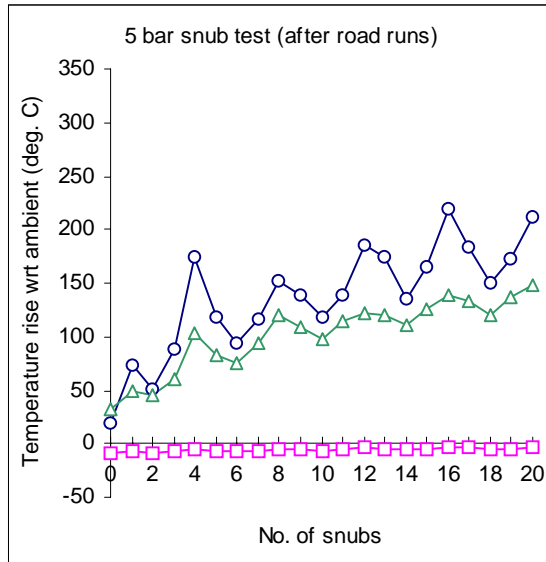
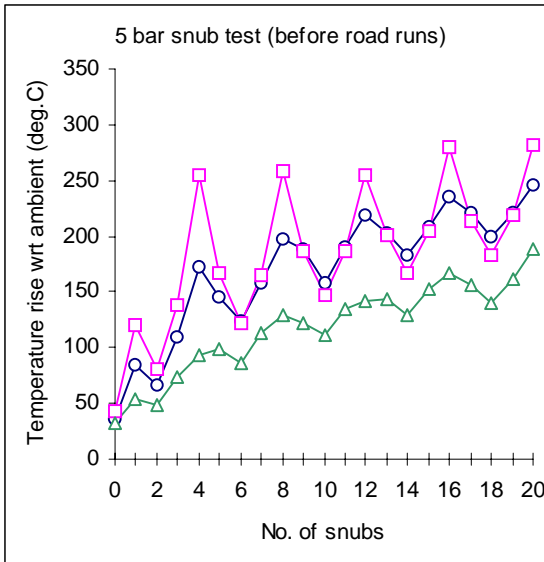
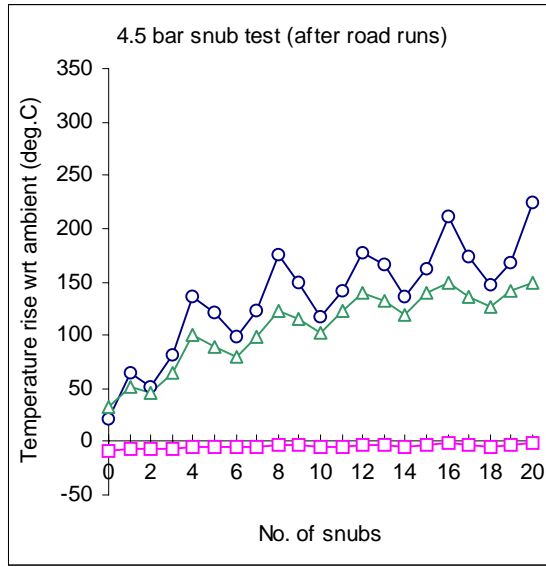
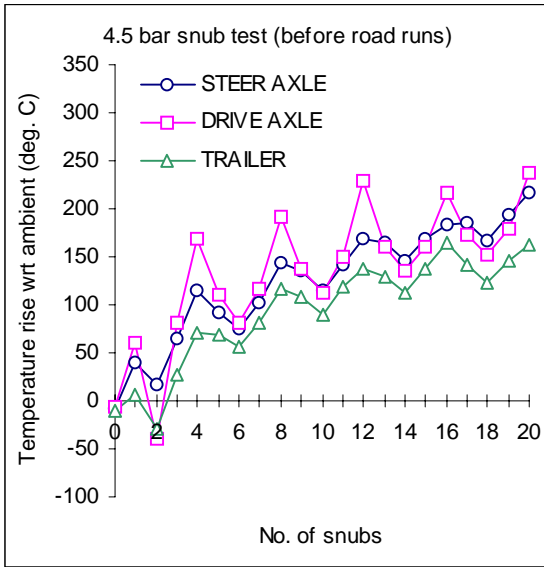
- Figure A1** **Brake temperature changes during road trials**
- Figure A2** **Brake temperature changes during before and after road trial snub tests**
- Figure A3** **Pressure and deceleration frequencies during road trials**
- Figure A4** **Mean Fully Developed Deceleration and fifth wheel forces**
- Figure A5** **Roller brake tester results**

ANNEX A1: Road trials

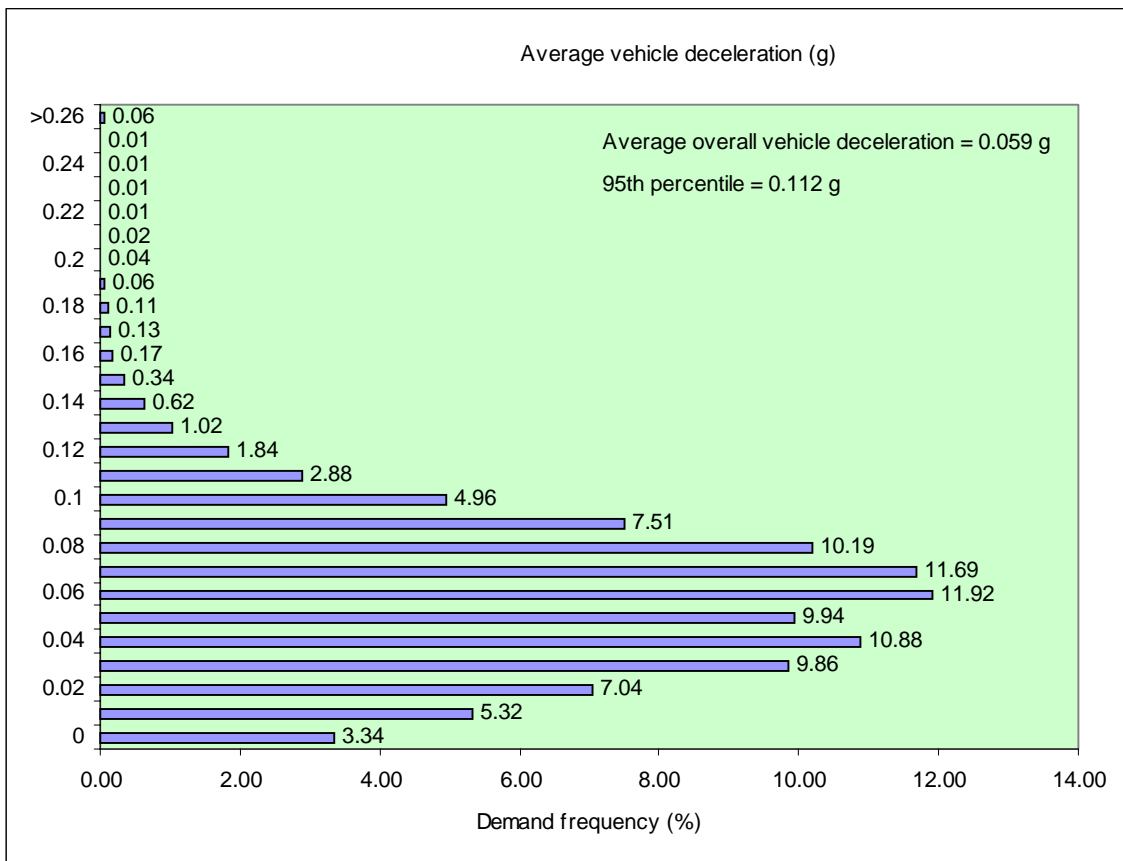
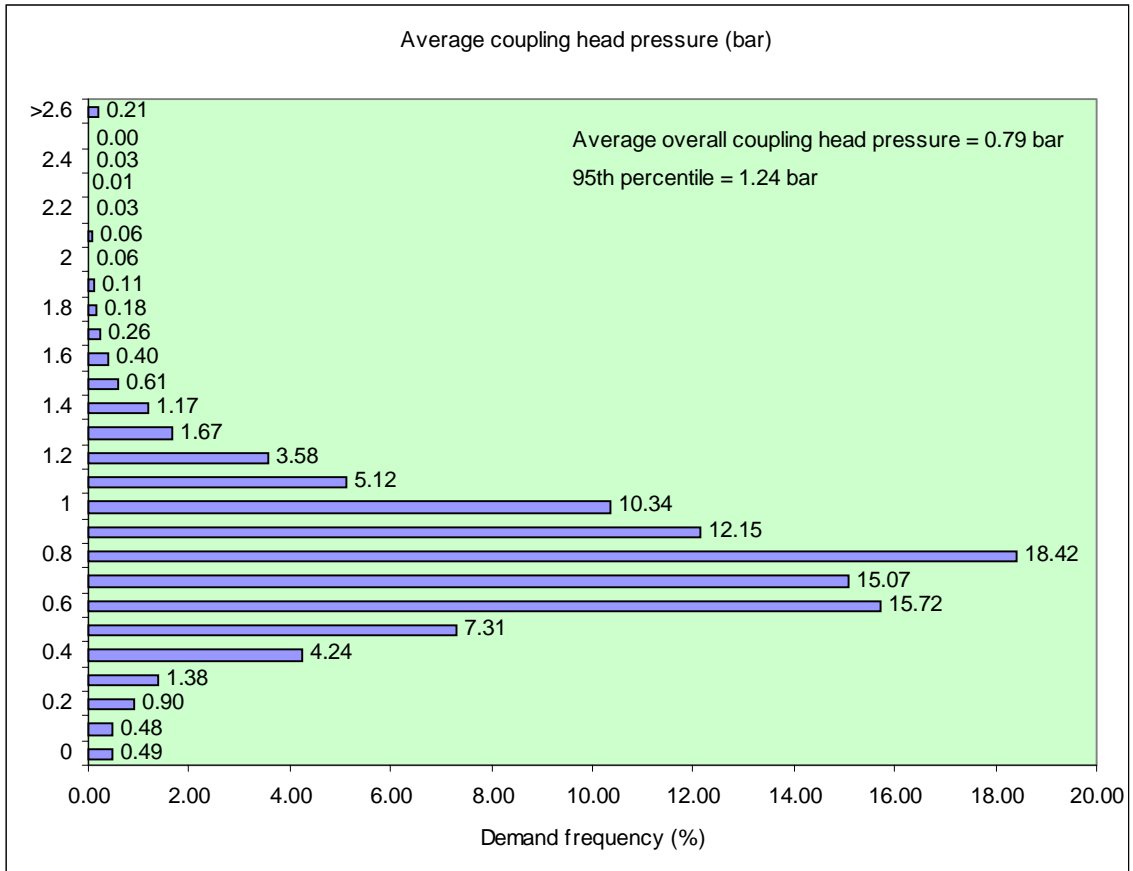


ANNEX A2: Snub tests

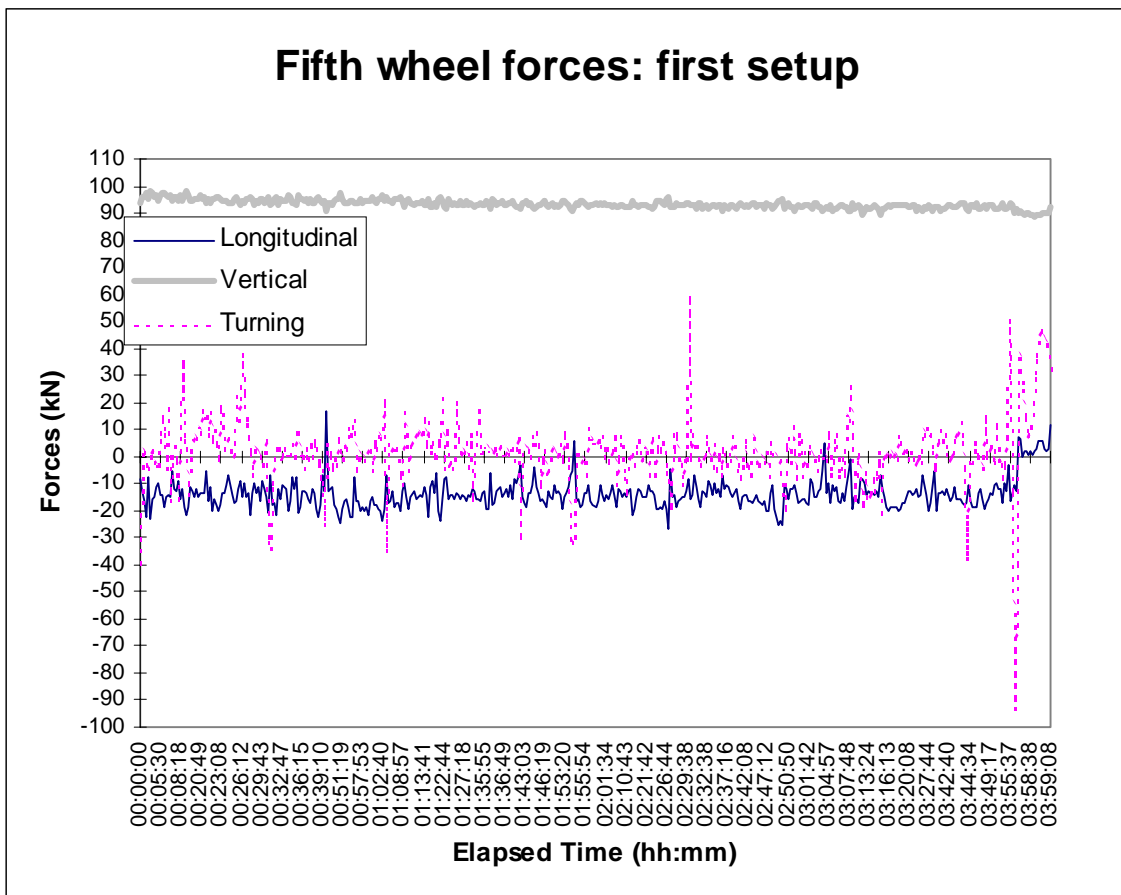
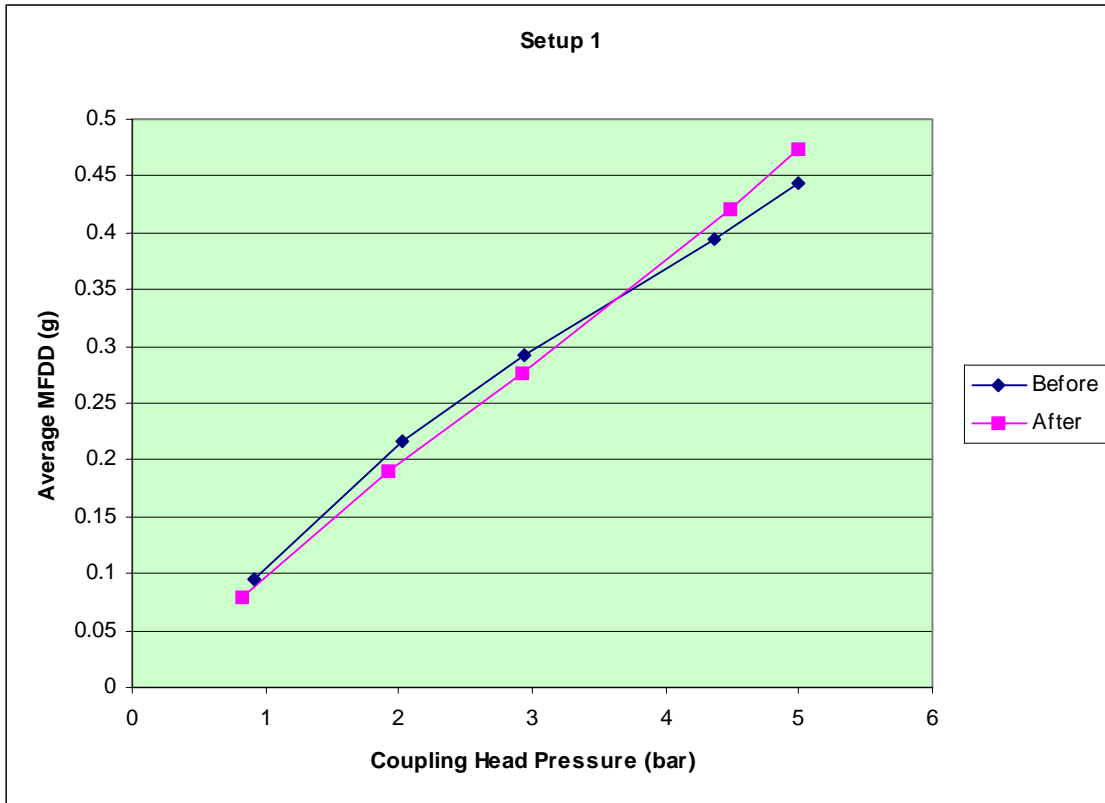




ANNEX A3: Brake demand



ANNEX A4: Mean Fully Developed Deceleration



ANNEX A5: Brake efficiency

Number in brackets equals the number of locked wheels

