

ANNEX C - GRAPHICAL PRESENTATION OF DATA SET-UP 3

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

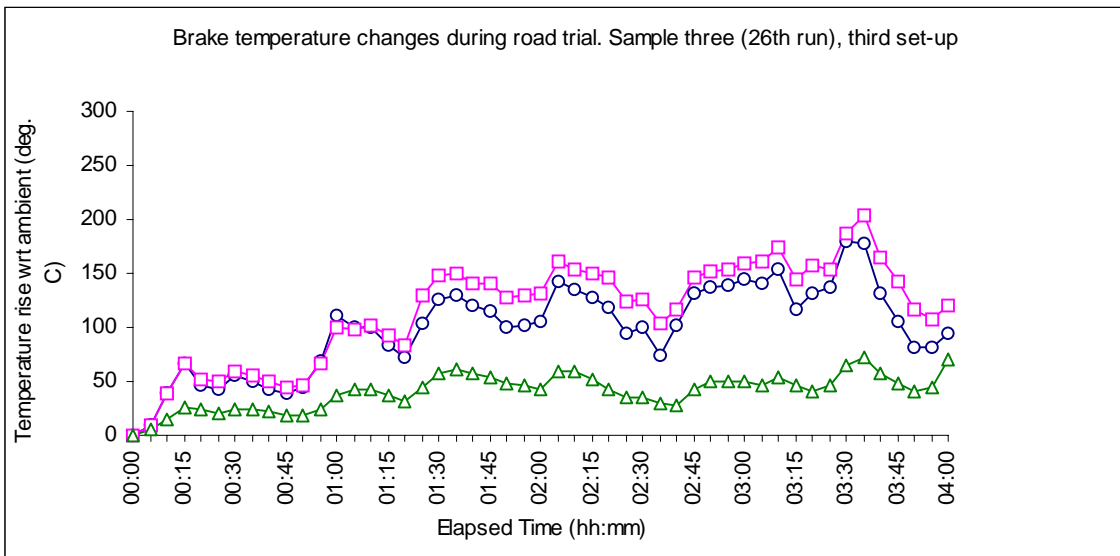
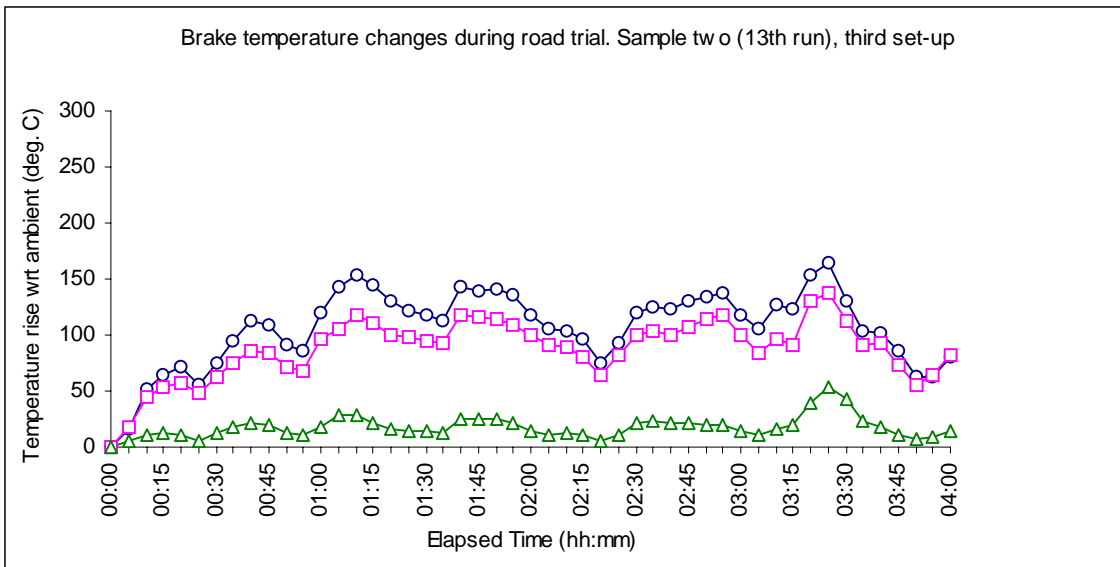
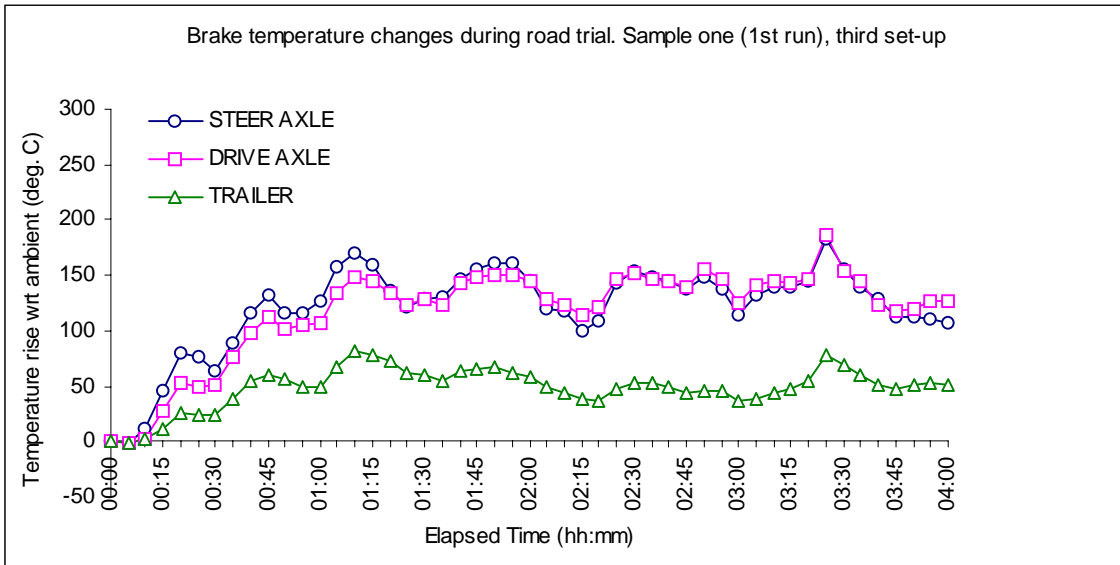
Laps completed during road trails **27 (4,730km) fully laden**

| | | |
|-------------------|----------------|---|
| End result | Tractor | No degradation in performance 0.107 mm/1000km steer axle lining wear 0.126 mm/1000km drive axle lining wear No glazing |
| | Trailer | Significant degradation in performance 0.026 mm/1000km lining wear Glazing of semi-trailer linings |

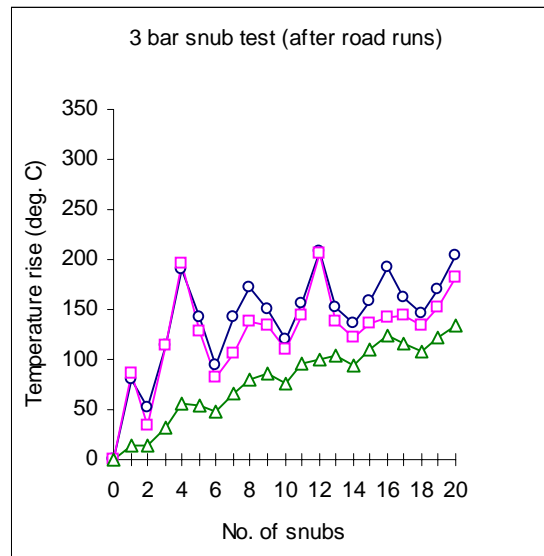
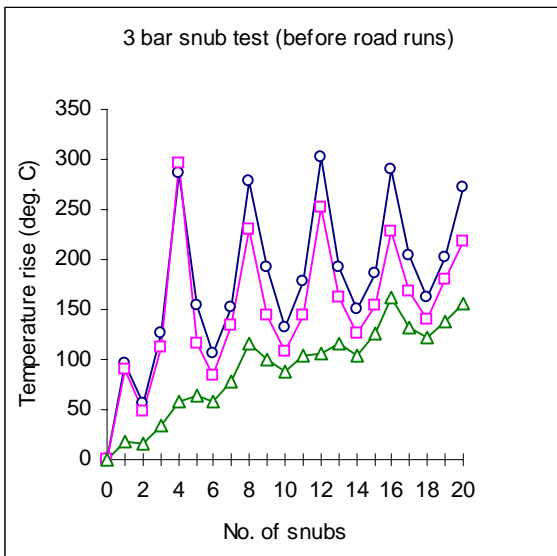
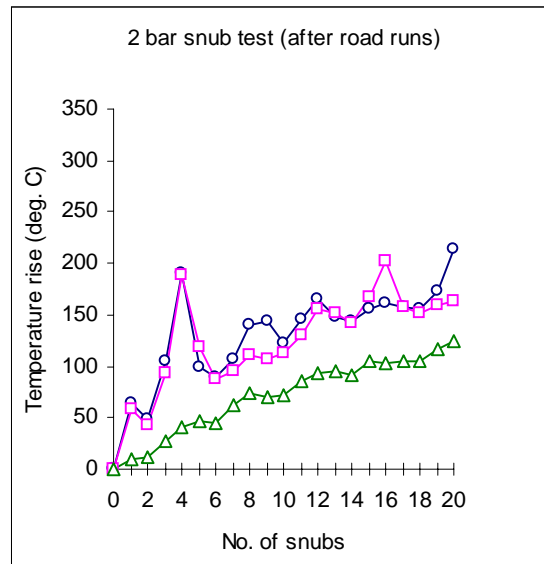
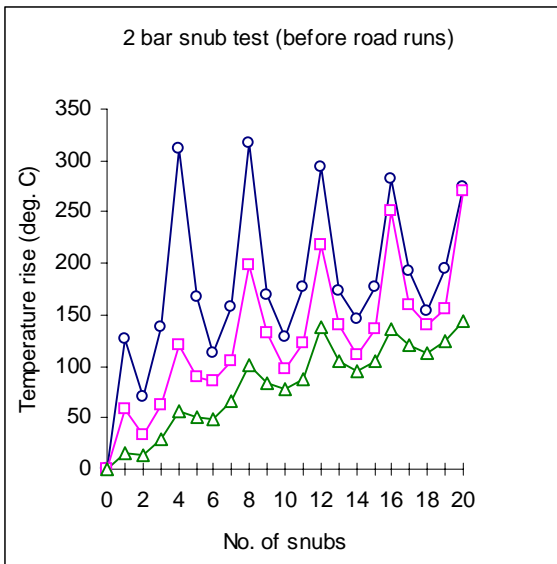
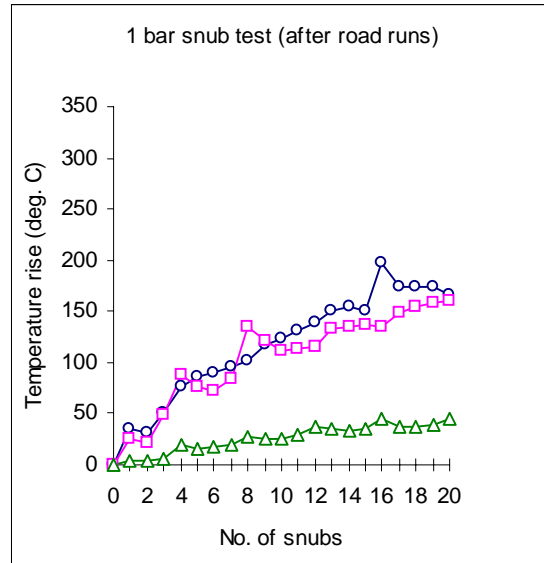
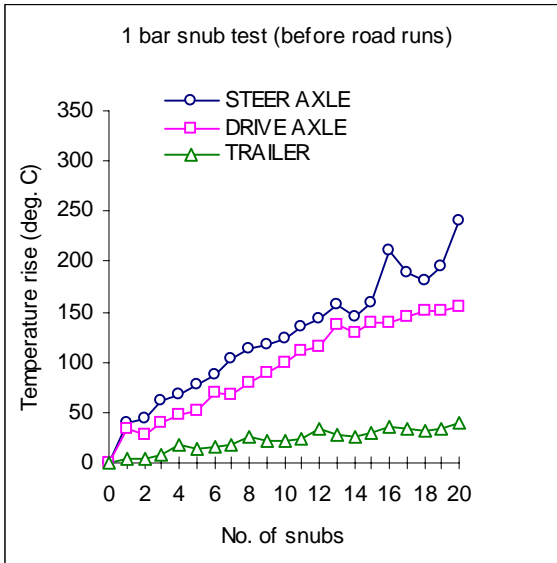
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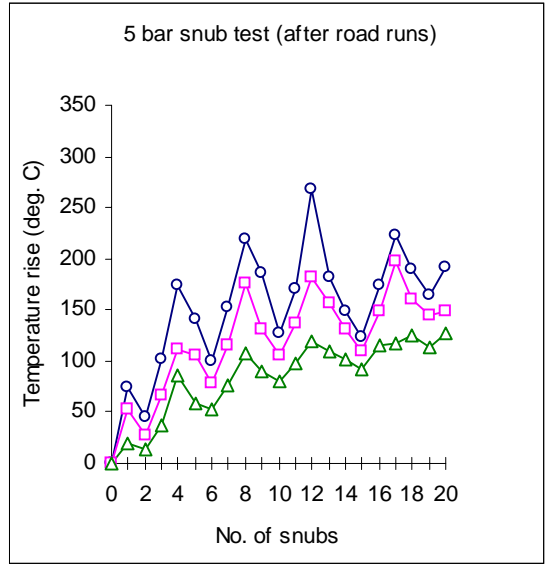
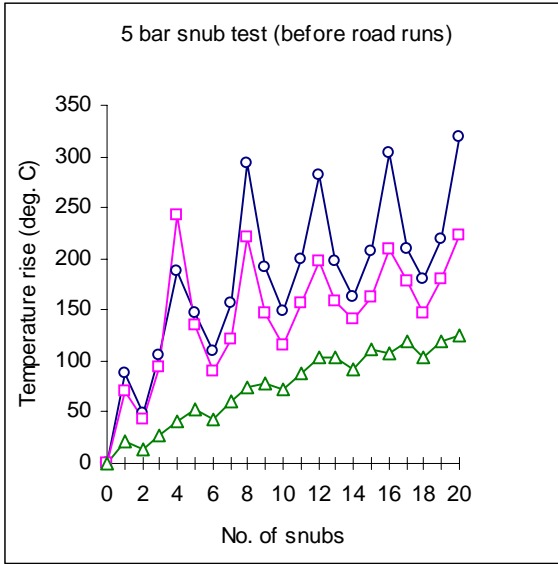
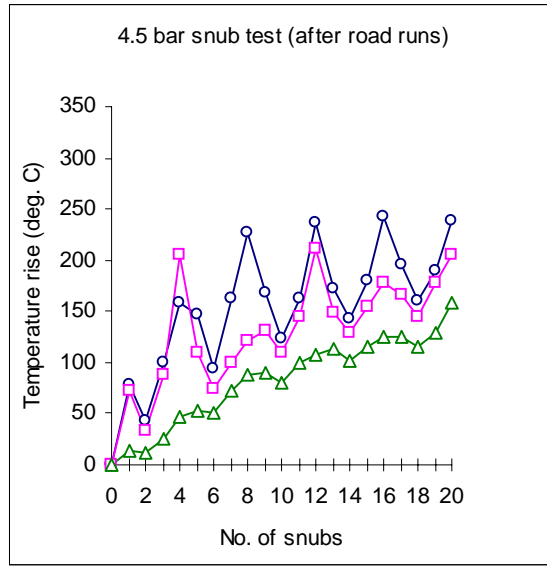
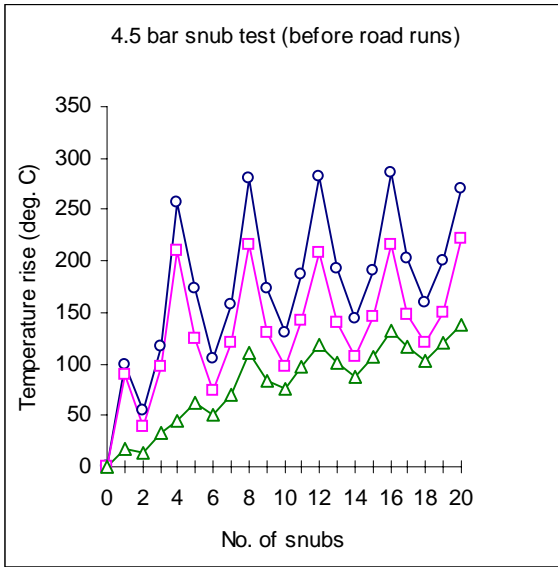
- Figure C1** **Brake temperature changes during road trials**
- Figure C2** **Brake temperature changes during before and after road trial snub tests**
- Figure C3** **Pressure and deceleration frequencies during road trials**
- Figure C4** **Mean Fully Developed Deceleration and fifth wheel forces**
- Figure C5** **Roller brake tester results**

ANNEX C1: Road trials

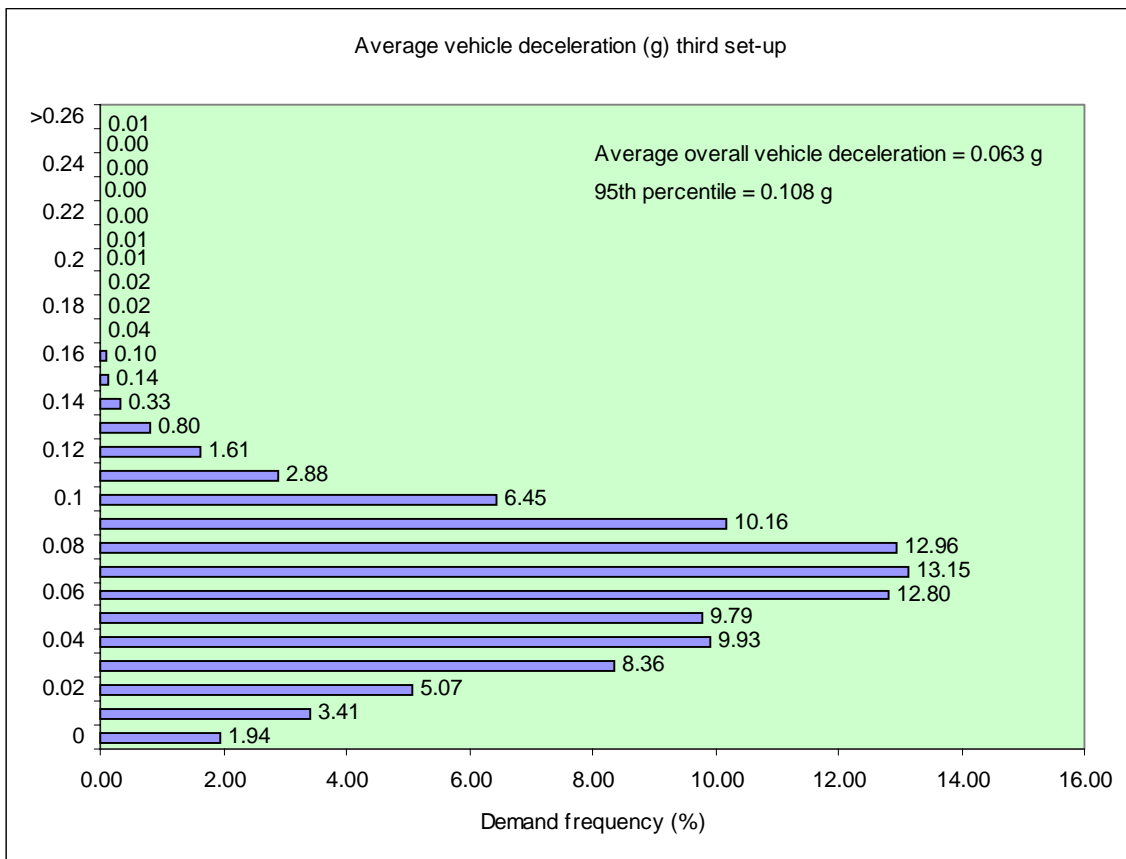
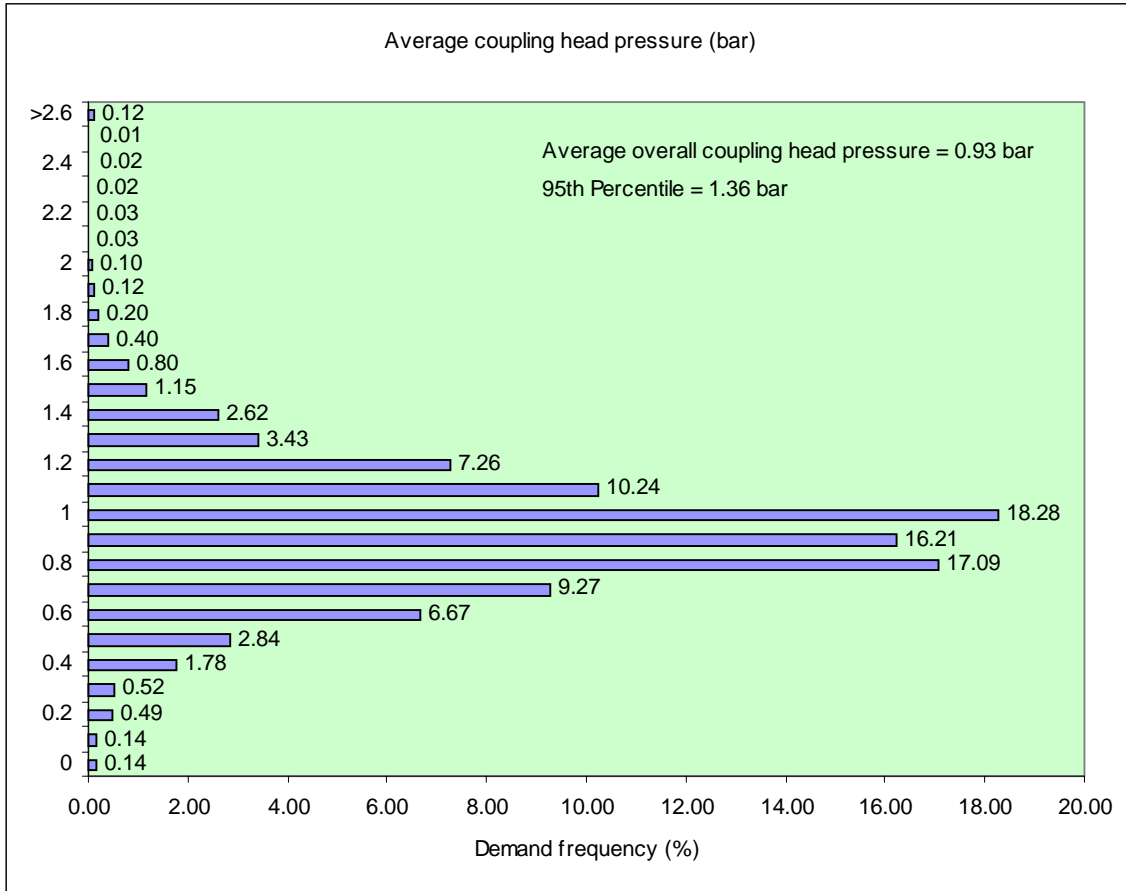


ANNEX C2: Snub tests

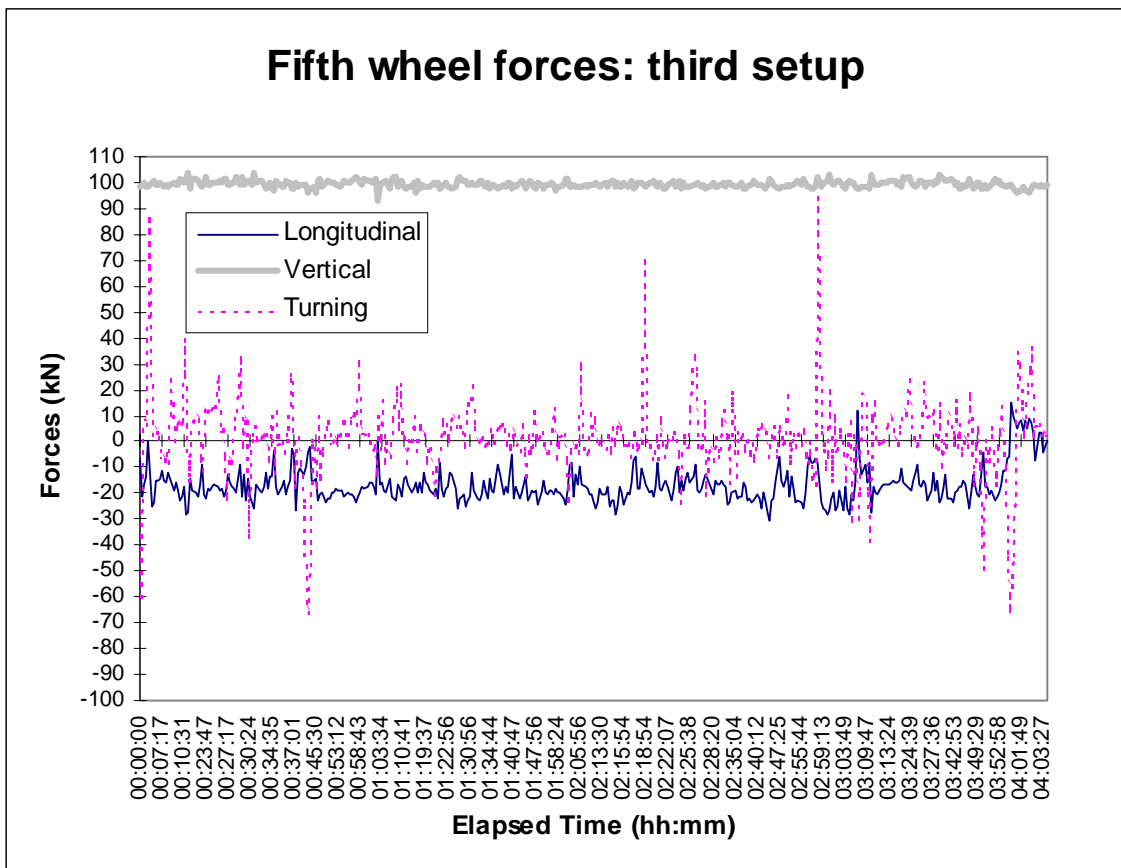
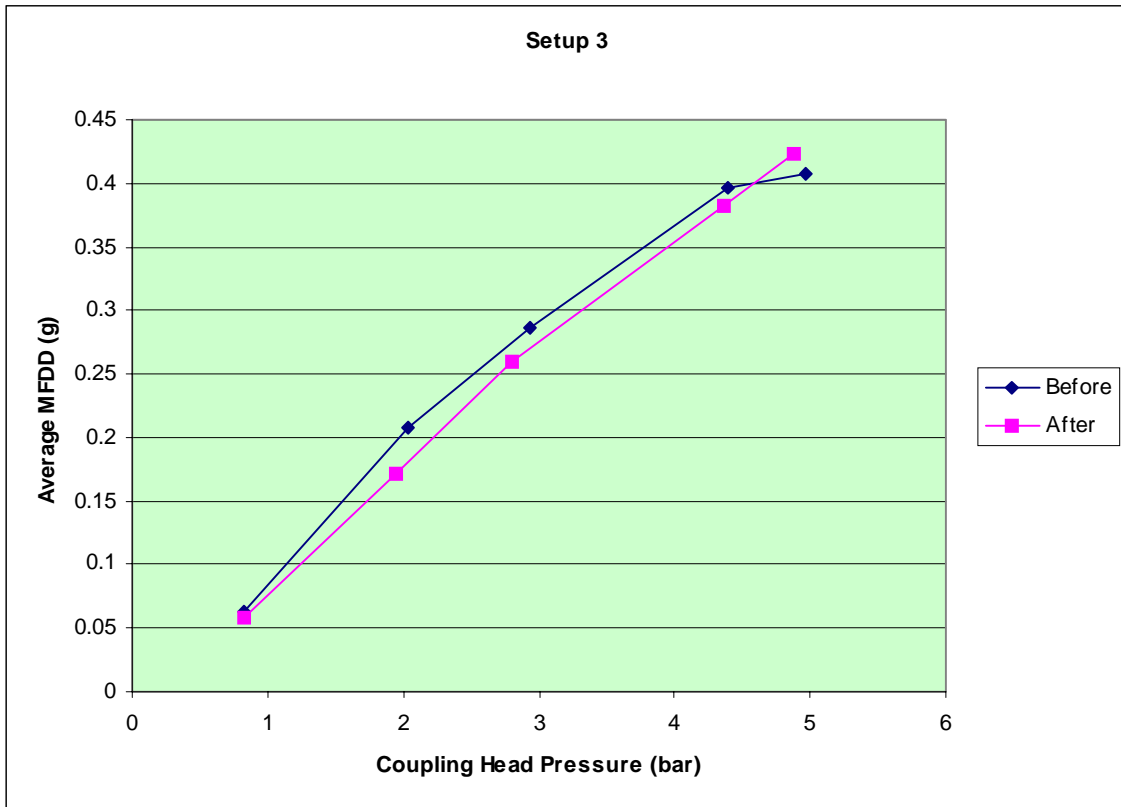




ANNEX C3: Brake demand



ANNEX C4: Mean Fully Developed Deceleration



ANNEX C5: Brake efficiency

Number in brackets equals the number of locked wheels

