

Table 5

<b>TEST 4</b> <b>SIMULATED DOWNHILL RIDE TEST:</b> <b>CYCLE I &amp; CYCLE II</b>					
A total of 50 brake applications in CYCLE I & II, ordered by increasing initial temperature Initial speed – „V <sub>i</sub> ”= 120 km/h End speed – „V <sub>e</sub> ”= 60 km/h Inertia momentum: 80 kgm <sup>2</sup> Deceleration: 5 m/s <sup>2</sup> Braking initial temperature – „T <sub>i</sub> ” (*)					
CYCLE I			CYCLE II		
Brake application number	Braking initial temperature „T <sub>i</sub> ”	Pressure inside a brake circuit „P” [bar]	Brake application number	Braking initial temperature „T <sub>i</sub> ”	Pressure inside a brake circuit „P” [bar]
1	60		26	60	
2	75		27	75	
3	190		28	190	
4	266		29	266	
5	322		30	322	
6	338		31	338	
7	361		32	361	
8	387		33	387	
9	405		34	405	
10	427		35	427	
11	436		36	436	
12	441		37	441	
13	450		38	450	
14	455		39	455	
15	461		40	461	
16	466		41	466	
17	469		42	469	
18	472		43	472	
19	475		44	475	
20	478		45	478	
21	481		46	481	
22	484		47	484	
23	487		48	487	
24	490		49	490	
25	493		50	493	

(\*) Braking initial temperature measured inside the brake lining as shown in Fig. 1