Information	Method of Inspection	Reason for Rejection
Automatic transmission Vehicles with automatic transmission must never be roller brake tested with the gear selector in the "P" park position. **Servo-assisted or Power brakes** For vehicle with servo assisted or power braking systems, the engine must be idling while the service brake is being tested. **Note:** with a veteran car or a vehicle with special controls the driver should be allowed to drive during the test, if he/she wishes. **Note:** where it is not possible to read the gauges of the roller brake tester while sitting in the driver's seat, an assistant may apply the vehicle brakes during the test. **The following information is for ATL approved test stations using a Computer Controlled RBT** Follow the sequence of instructions as displayed and prompted on screen. On completion of the test print off the results. **Class IV,** the ATL system has a facility to automatically weigh the vehicle and the presented weight will be used for the brake efficiency calculations. **Class VII,** the brake efficiency must be calculated using DGW.	**Testing the front wheels** 1. With one set of rollers revolving at a time, (see information column if ATL approved) gradually depress the service brake until maximum effort is achieved, or until the wheel locks and slips on the rollers. Record the reading at which the maximum braking effort is achieved and whether "lock-up" occurs. Release the service brake. 2. Start both sets of rollers and note whether a significant brake effort is recorded from any wheel without a brake being applied. Gradually depress the service brake and watch how the braking effort for each wheel increases. From the previous tests you will know the value at which wheelslip occurs. Aim to stop just short of this. However if wheelslip is caused unintentionally, start the test again. Gradually release the service brake and observe how the braking effort at each wheel reduces. Stop the rollers. Note the out-of-balance in braking effort between wheels on either side of the vehicle.	1. a. Little or no braking effort is recorded from the brake on any wheel, indicating clearly that the brake is not functioning correctly b. see Reason for Rejection 8. 2. a. Significant braking effort recorded on a roadwheel, even though the brake is not applied, indicating that a brake is binding b. evidence of severe brake grabbing or j judder as the brake is applied c. the braking efforts at the roadwheels do not **increase** at about the same rate when the service brake is applied gradually d. the braking efforts at the roadwheels do not **reduce** at about the same rate when the service brake is released gradually e. the out-of-balance of the brakes on the steered road wheels is greater than 25% at anytime (see Method of Calculating Brakes Out-of-Balance in Section 3.8). **Note**: Disregard any service brake imbalance when the brake effort from **each** front wheel is less than 40kg
Cont'd ↓	**Cont'd ↓**	**Cont'd ↓**

Information	Method of Inspection	Reason for Rejection
Old pre-1906 vehicles Vehicles certified by the London Science Museum as being before 1 January 1905 and constructed before 31 December 1905 do not require a parking brake. **Vehicles of unknown test weight** If after conducting the brake performance checks as set out in this section the vehicle does not meet the locked wheel criteria explained in the notes under RFR 8 and 9 carryout a further brake test using a decelerometer to determine the brake efficiencies. **Note:** For method of calculating Brake efficiency see Section 3.8. **Vehicles which only just pass** With some vehicles, the required brake efficiency is just obtained or just exceeded, but the tester knows that a higher performance figure is normally obtained for the type of vehicle. Although the vehicle has passed the brake performance test, the tester should advise the vehicle presenter that the braking system appears to need adjustment or repair.	**Testing the front wheels** 3. If the vehicle has a parking brake (handbrake), which operates on the front wheels, repeat the process outlined in1 above using this brake and keeping the "hold-on" button or trigger in the disengaged position the whole time. **Testing the rear wheels** Release the brakes and drive the vehicle forward until the rear wheels are in the rollers. Run them together as for the front wheels to align the vehicle. 4. With one set of rollers revolving at a time, (see information column if ATL approved) gradually depress the service brake until maximum effort is achieved or until the wheel locks and slips on the rollers. Record the Maximum braking efforts and whether 'lock-up' occurs. Release the service brake. **Cont'd ↓**	3. a. Little or no braking effort is recorded from the parking brake on any wheel, indicating clearly that the brake is not functioning correctly b. see Reason for Rejection 9. 4. a. Little or no braking effort is recorded from the parking brake on any wheel, indicating clearly that the brake is not functioning correctly b. see Reason for Rejection 8. **Cont'd ↓**