

BRAKE PERFORMANCE - Brake Efficiency Test – ISSUED 24/05/04.

Procedure and Standards 5.1 item a.

When testing some vehicles that have 7 or 8 passenger seats where there is a relatively high calculated weight compared with the presented weight, and also some light weight vehicles, wheel lock may be encountered on both front wheels, but not on the rear wheels, and where the required efficiency is not met. (If more than half of the wheels lock it would be a pass.)

In respect of a locked wheel an increase in the adhesion of the tyre to roller would result in an increase in the efficiency reading obtained.

Where **any** vehicle has been tested and the above situation exists, providing the vehicle meets the test criteria in all other respects (including where appropriate longitudinal distribution) it will be acceptable, **in respect of the service brake efficiency check only**, to recheck the vehicle with a passenger in a front seating position to add weight to the vehicle and increase adhesion on the front axle.

Passenger weight should be used primarily in the forward seating position/s to increase front axle readings and not to the rear where very little would be gained if the wheels did not previously lock, particularly if rear axle modulation is not provided by a dynamic apportioning valve fitted to the axle.

Where the vehicle meets the minimum service brake efficiency with the additional passenger weight it should be considered acceptable.