

9.3 Brakes

Information

This section is in addition to Section 3 and is specific to vehicles with handlebar mounted brake controls.

Anti-Lock Braking Systems

If fitted with ABS they must be tested as described in section 3.4 of this manual, with the exception of the sequence of operation.

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Method of Inspection

1. Check the brake controls and mountings.

Reason for Rejection

1. A brake control or mounting
 - a. insecure
 - b. attachment screw loose or missing
 - c. cracked or fractured
 - d. excessively worn control lever pivots
 - e. has inadequate reserve lever travel
 - f. inoperative or so damaged, positioned, bent or shortened that the brake cannot be readily applied
 - g. which cannot be applied and released smoothly
 - h. deliberately modified so the original strength is seriously reduced
 - i. excessively corroded
 - j. inadequately repaired.

Information

This section must be read in conjunction with section 3 of this manual.

Where a linked system is operated by one control, the retarding force used in the efficiency calculation is the total from all wheels when operated by that control only.

When testing vehicles not listed on the brake data chart, conduct brake performance checks set out in Section 3.

When calculating total efficiencies use the locked wheel criteria explained in the notes in Section 3.7, page 23.

If the vehicle does not meet this standard then a further brake test using a decelerometer may be conducted in order to assess the brake efficiency **only where it is safe to do so**. If it is not safe, then the presenter should be asked to provide evidence of the unladen weight of the vehicle and the efficiencies should be calculated using the unladen weight plus 140kg (300lbs)

Brake Performance Requirements

A quadricycle with a single service brake control that operates the brakes on all wheels

Service brake	Parking brake	
50%	25% if a single line system	16% if a split (dual) system

A tricycle, three wheeled moped, quadricycle or light quadricycle with two service brake systems each having a separate means of operation

Service brake	Parking brake	
30% from either system	25% from the other system	16%

A tricycle with a single service brake control that operates the brakes on all wheels first used on or after 1 January 1968

Service brake	Parking brake	
50%	25% if a single line system	16% if a split (dual) system

A tricycle with a single service brake control that operates the brakes on all wheels first used before 1 January 1968

Service brake	Parking brake	
40%	25% if a single line system	16% if a split (dual) system

A three wheeled moped or light quadricycle with a single service brake control that operates the brakes on all wheels

Service brake	Parking brake	
40%	25% if a single line system	16% if a split (dual) system