

BRAKE SYSTEM ROAD TEST CODE— PASSENGER CAR AND LIGHT-DUTY TRUCK—SAE J843 NOV90

SAE Recommended Practice

Report of Brake Committee approved January 1963 and last revised May 1971. Editorial change March 1973. Reaffirmed by the SAE Brake Standards Committee 2 November 1990.

Foreword—This reaffirmed document has been changed only to reflect the new SAE Technical Standards Board format.

1. Scope—This SAE Recommended Practice establishes a uniform procedure for the level road test of the brake systems of new light-duty trucks and new multipurpose passenger vehicles¹ up to and including 2700 kg (6000 lb) gvw and all classes of new passenger cars.

1.1 Purpose—The purpose of the test code is to establish brake system capabilities with regard to:

1.1.1 Deceleration versus input, as affected by vehicle speed, brake temperature, and usage

1.1.2 Brake system integrity

1.1.3 Stopping ability during emergency or inoperative power assist conditions

1.1.4 Water recovery characteristics

2. References—There are no referenced publications specified herein.

3. Instrumentation

3.1 Line pressure or pedal force gage

3.2 Decelerometer

3.3 Direct reading temperature instrument

3.4 Speedometer (calibrated) or fifth wheel pousometer

3.5 Tire pressure gage

3.6 Odometer (calibrated)

3.7 Thermometer—ambient (or ambient sensitive thermocouple)

3.8 Stopmeter (fifth wheel, distance only)

3.9 Optional instrumentation

a. Pedal travel gage

b. Solenoid stop counter

c. Stopwatch

4. Installation Details

4.1 Friction Material Preparation—Attach and finish friction material per vehicle manufacturer's specifications.

4.2 Thermocouples—Install plug-type thermocouple in each brake. See Figure 1.

4.3 Brake Drum (or Rotor) and Hub Assembly—New drums (or rotors) recommended. Surface finish, dimensional characteristics, with special emphasis on runout of rubbing surface, shall be in accordance with vehicle manufacturer's specifications.

4.4 Brake Assembly—Brakes shall be prepared in accordance with vehicle manufacturer's specification with special attention to required load characteristics on all brake springs. New linings are recommended on all brakes. Adjust brakes to manufacturer's specifications.

4.5 Vehicle Test Weight—Vehicle manufacturer's recommended axle test loading² shall be maintained throughout full test procedure except during the minimum load test (5.8).

5. Test Procedure

5.1 Test Notes

5.1.1 Effectiveness, fade, and recovery test stops shall be conducted on a substantially level (not to exceed a $\pm 1\%$ grade), dry, smooth, hardsurfaced roadway of Portland cement concrete (or other surface with equivalent coefficient of surface friction) that is free from loose materials.

5.1.2 During all phases of this procedure, any unusual performance such as wrap-up or noise characteristics are to be noted and recorded. Note any uncontrollable braking action causing the vehicle to pull or swerve out of a 3.7 km (12 ft) wide roadway lane.

5.1.3 "Initial brake temperature" is defined as 0.3 km (0.2 mile) before stop (average temperature of brakes on hottest axle), brakes off.

5.1.4 If brakes require warming to prescribed temperature, use burnish procedure and shorten interval if necessary.

5.1.5 Because variations in ambient temperature have a significant effect on test results, fade and recovery tests must be conducted within a range of ambient temperature of 4.4 to 32.2 °C (40 to 90 °F).

5.1.6 Decelerations used in the various fade, recovery, or warmup procedures refer to values at which the decelerometer is held approximately constant during the stop by varying the input pressure.

5.1.7 Deceleration and line pressure (pedal force) readings shall not be taken below 8 km/h (5 mph).

5.1.8 On vehicles with manual transmissions, disengage clutch below 16 km/h (10 mph).

5.2 Preburnish Check—In order to allow for a general check of instrumentation, brakes, and vehicle function, the following stops are to be run: 10 stops, 48-0 km/h (30-0 mph), 3 m/s² (10 ft/s²), 1.6 km (1 mile) interval, 64 km/h (40 mph) cooling speed in normal driving gear.

Record—Maximum line pressure (pedal force).

NOTE: Assuming instrumentation, brakes, and vehicle are functioning satisfactorily, proceed immediately with First Effectiveness Test.

5.3 First (Preburnish) Effectiveness Test—Initial brake temperature, 93.3 °C (200 °F) before each application.

5.3.1 STOP SPEED—48 and 97 km/h (30 and 60 mph) (full stops in neutral).

5.3.2 INCREMENTS—Curve to be defined to point of incipient skid by adequate number of points.

5.3.3 RECORD—Deceleration and line pressure (pedal force) and method of brake application (that is, machine or manual). When using manual method, full stops shall be defined by maximum line pressure (pedal force) and minimum deceleration. Also note, at the appropriate stop, which wheel or wheels skidded.

5.4 Burnish

5.4.1 STOP SPEED—64 to 0 km/h (40 to 0 mph).

5.4.2 STOP DECELERATION—3.7 m/s² (12 ft/s²) (in normal driving gear).

5.4.3 STOP INTERVAL—As required to achieve 121 °C (250 °F) "initial brake temperature"³ or a maximum of 1.6 km (1 mile).

Multipurpose passenger vehicle means a motor vehicle with power, except a trailer, designed to carry 10 persons or less, which is constructed either on a truck chassis or with special features for occasional off-road operations.

For light truck—Manufacturer's gvw rating not to be exceeded.

For passenger car—Normally curb weight plus 270 kg (+600 lb) for vehicles four or more passengers.

³See Test Notes, 5.1.3.

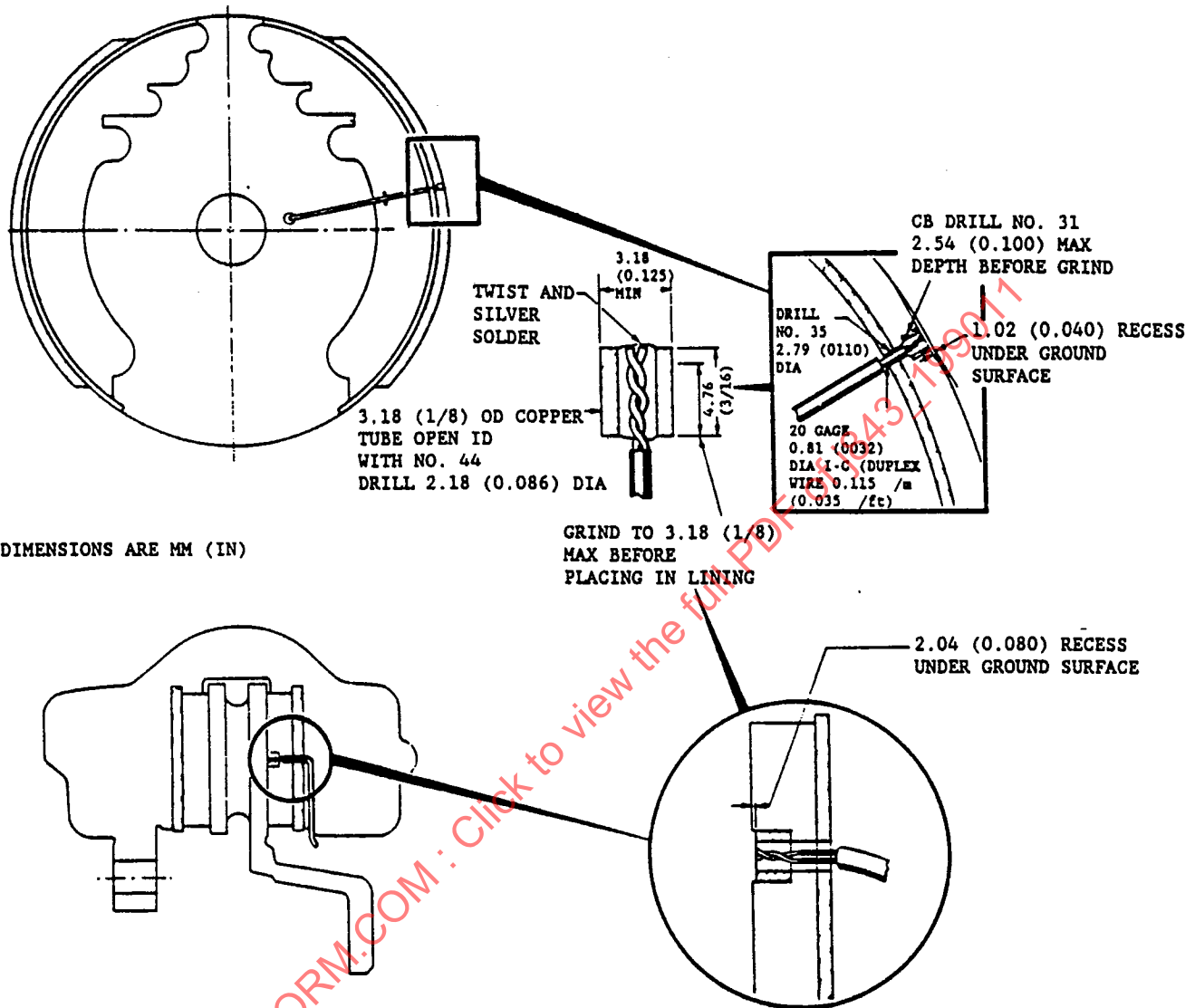


FIGURE 1—TYPICAL PLUG THERMOCOUPLE INSTALLATIONS

NOTE: The 1.6 km (1 mile) maximum must be observed even though the initial temperature exceeds 121 °C (250 °F).

5.4.4 **COOLING SPEED**—64 km/h (40 mph) (moderate acceleration to cooling speed).

5.4.5 **STOPS REQUIRED**—200.

5.4.6 **OPTIONAL**—Inspect and/or adjust brakes after burnish cycle. Record if either operation is performed.

5.5 **Emergency Brake System Test**—This test can be run separately. It need not necessarily be run after 5.4. If run separately, brakes are to be burnished per 5.4.

5.5.1 **INITIAL BRAKE TEMPERATURE**—65.6 °C (150 °F) before each stop.

5.5.2 **PROCEDURE**—With one-half of system open to the atmosphere, determine the pedal force to cause failure warning system to operate. Determine the pedal force required to provide minimum stopping distance. The maximum pedal force must not exceed 890 N (200 lb). Stops are to be made in normal driving gear from 97 km/h (60 mph) without leaving a 3.7 m (12 ft) lane. Repeat the procedure with only the other half of the system open to the atmosphere.

5.5.3 **RECORD**—Pedal force required to actuate failure warning system, maximum pedal force, minimum deceleration, and stopping distance for each failure mode.

5.6 **Inoperative Power Assist System Test**—This test can be run separately. It need not necessarily be run after 5.5. If run separately, brakes are to be burnished per 5.4.

5.6.1 **INITIAL BRAKE TEMPERATURE**—65.6 °C (150 °F).

5.6.2 **PROCEDURE**—With primary source of power inoperative and its reserve depleted, determine the pedal force required to provide minimum stopping distance. The maximum pedal force must not exceed 890 N (200 lb). Stops are to be made in normal driving gear from 97 km/h (60 mph) without leaving a 3.7 m (12 ft) lane.

5.6.3 **RECORD**—Maximum pedal force, minimum deceleration, and stopping distance.

5.7 **Second Effectiveness Test**—Repeat 5.3, except add 129 km/h (80 mph) stop speed or maximum vehicle speed as achieved by maximum acceleration for 1.6 km (1 mile) from zero speed if 129 km/h (80 mph) is not attainable. Record stop speed attained.

5.8 **Minimum Load Test**—This test can be run as a separate test. It need not necessarily be run after 5.7. If run separately, brakes are to be burnished per 5.4.

5.8.1 If run after 5.7, a 35 stop reburnish per 5.4 is required.

5.8.2 Remove weights, and with curb weight plus 140 kg (300 lb) maximum, conduct Effectiveness Test.

5.8.3 **INITIAL BRAKE TEMPERATURE**—93.3 °C (200 °F).

5.8.4 **STOP SPEED**—97 km/h (60 mph) (full stops in neutral).

5.8.5 **INCREMENTS**—Curve to be defined to point of incipient skid by an adequate number of points.

5.8.6 **RECORD**—Deceleration and line pressure (pedal force) and method of brake application (that is, machine or manual). When using manual method, full stops to be defined by maximum line pressure (pedal force) and minimum deceleration. Also note, at the appropriate stop, which wheel or wheels skidded.

5.9 **High Speed Stop Test**—This test can be run as a separate test. It need not necessarily be run after 5.8. If run separately, brakes are to be burnished per 5.4.

5.9.1 Conduct at original test weight per 4.5.

5.9.2 **INITIAL BRAKE TEMPERATURE**—65.6 °C (150 °F).

5.9.3 **STOPS REQUIRED**—1.

5.9.4 **STOP SPEED**—As achieved by maximum obtainable acceleration for 1.6 km (1 mile) from zero speed but not to exceed 100 mph (161 km/h).

5.9.5 **STOP DECELERATION**—4.6 m/s² (15 ft/s²) in normal driving gear or maximum attainable at 890 N (200 lb) pedal force.

5.9.6 **RECORD**—Stop speed, maximum line pressure (pedal force), and deceleration (if 4.6 m/s² [15 ft/s²] cannot be held).

5.10 **First Reburnish**—Repeat 5.4, except 35 stops required.

5.11 **First Fade and Recovery Test**

5.11.1 **BASELINE CHECK STOPS**

5.11.1.1 **Initial Brake Temperature**—65.6 °C (150 °F) before each stop.

5.11.1.2 **Stops Required**—3.

5.11.1.3 **Stop Speed**—48 to 0 km/h (30 to 0 mph).

5.11.1.4 **Stop Deceleration**—3 m/s² (10 ft/s²) (in normal driving gear).

5.11.1.5 **Record**—Maximum line pressure (pedal force).

5.11.2 **FADE**

5.11.2.1 **Initial Brake Temperature**—65.6 °C (150 °F) before first stop.

5.11.2.2 **Stops Required**—10.

5.11.2.3 **Stop Speed**—97 to 0 km/h (60 to 0 mph).

5.11.2.4 **Stop Deceleration**—4.6 m/s² (15 ft/s²) (in normal driving gear) or maximum obtainable at 890 N (200 lb) pedal force (or equivalent line pressure).

5.11.2.5 **Stop Interval**—0.6 km (0.4 mile).

5.11.2.6 **Cooling Speed**—97 km/h (60 mph).

5.11.2.7 **Acceleration to Cooling Speed**—Immediate to maximum.

5.11.2.8 **Record**—Maximum line pressure (pedal force) and deceleration (if 4.6 m/s² [15 ft/s²] cannot be held). Initial brake temperature before every stop, all brakes. Ambient air temperature at beginning of run. Total elapsed time from end of the first fade stop to end of the last fade stop—to maintain a check on driver consistency and vehicle performance.

NOTE: Drive 1.6 km (1 mile) at 64 km/h (40 mph) after last fade stop and make first recovery stop.

5.11.3 **RECOVERY**

5.11.3.1 **Stops Required**—12 minimum.

5.11.3.2 **Stop Speed**—48 to 0 km/h (30 to 0 mph).

5.11.3.3 **Stop Deceleration**—3 m/s² (10 ft/s²) (in normal driving gear), or maximum obtainable at 890 N (200 lb) pedal force (or equivalent line pressure).

5.11.3.4 **Stop Interval**—1.6 km (1 mile).

5.11.3.5 **Cooling Speed**—64 km/h (40 mph).

5.11.3.6 **Rate of Acceleration to Cooling Speed**—Moderate.

5.11.3.7 **Record**—Maximum line pressure (pedal force) and deceleration (if 3 m/s² [10 ft/s²] cannot be held). Initial brake temperatures before every stop, all brakes.

5.12 **First Effectiveness Spot Check**

5.12.1 **INITIAL BRAKE TEMPERATURE**—93.3 °C (200 °F) before each stop.

5.12.2 **STOPS REQUIRED**—2.

5.12.3 **STOP SPEED**—97 to 0 km/h (60 to 0 mph).

5.12.4 **STOP DECELERATION**—4.6 m/s² (15 ft/s²) (in normal driving gear).

5.13 **Second Reburnish**—Repeat 5.4, except 35 stops required.

5.14 **Second Fade and Recovery Test**—Repeat 5.11, except 15 fade stops required.

5.15 **Second Effectiveness Spot Check**—Repeat 5.12.

5.16 **Third Reburnish**—Repeat 5.13.

5.17 **Final Effectiveness Test**—Repeat 5.7.

5.18 **Final Inspection**—Disassemble all brakes, inspect, and record all pertinent observations.

5.19 **Water Recovery Test**—This test can be run separately. It need not necessarily be run after 5.18. If run separately, brakes are to be burnished per 5.4.

5.19.1 **BASELINE CHECK STOPS**

5.19.1.1 **Initial Brake Temperature**—65.6 °C (150 °F) before each stop.

5.19.1.2 **Stops Required**—3.

5.19.1.3 **Stop Speed**—40 to 0 km/h (25 to 0 mph).

5.19.1.4 **Stop Deceleration**—2.4 m/s² (8 ft/s²) (in normal driving gear).

5.19.1.5 **Record**—Maximum line pressure (pedal force) for each stop.

5.19.2 **WETTING OF BRAKES**

5.19.2.1 **Wetting Time**—2 min minimum.

5.19.2.2 **Wetting Procedure**—With the brakes fully released, wet all brakes thoroughly by slowly driving through a trough of suitable depth or equivalent method. Start recovery stops not more than 1 min after wetting brakes. Do not exceed 40 km/h (25 mph) prior to recovery stops.

5.19.3 **WATER RECOVERY STOPS**

5.19.3.1 **Stop Speed**—40 to 0 km/h (25 to 0 mph).

5.19.3.2 **Speed Between Stops**—40 km/h (25 mph).

5.19.3.3 **Stop Deceleration**—2.4 m/s² (8 ft/s²) (in normal driving gear) or maximum obtainable at 890 N (200 lb) pedal force (or equivalent line pressure).

5.19.3.4 **Stop Interval**—0.5 mile.

5.19.3.5 **Stops Required**—15.

5.19.3.6 **Record**—Maximum line pressure (pedal force) for each stop and deceleration (if 2.4 m/s² [8 ft/s²] cannot be held).

6. **Report Forms and Graph Sheets**

6.1 General Data and Summary Sheet, Figure 2.

6.2 Initial Effectiveness, Emergency Brake, and Inoperative Power System Data Sheet, Figure 3.

6.3 Second Effectiveness and First Fade Data Sheet, Figure 4.

6.4 Second Fade, Recovery and Final Effectiveness Data Sheet, Figure 5.

6.5 Final Inspection and Water Recovery Data Sheet, Figure 6.

6.6 Sample of Layout of Effectiveness Test Graph Coordinates, Figure 7.

6.7 Sample of Layout of Fade and Recovery Test Graph Coordinates, Figure 8.

VEHICLE: MAKE _____		MODEL _____		YEAR _____	
ENGINE _____		TRANSMISSION _____		AXLE _____	
WEIGHT _____ kg (lb)		FRONT WEIGHT _____ kg (lb)		REAR WEIGHT _____ kg (lb)	
BALLAST _____ kg (lb)		TEST WEIGHT _____			
EMPTY WEIGHT _____		GENERAL DATA _____			
TIRE SIZE: FRONT _____		REAR _____		MAKE: FRONT _____	
				REAR _____	
MANUFACTURER'S DESIGNATION: FRONT _____		REAR _____			
BRAKES: FRONT-SIZE _____		TYPE _____		CYL DIA _____	
REAR-SIZE _____		TYPE _____		CYL DIA _____	
LINING-FRONT _____		REAR _____			
DRUM (ROTOR) TYPE-FRONT _____		REAR _____			
MASTER CYL DIA _____		PEDAL RATIO _____		POWER BRAKE: YES _____ NO _____ TYPE _____	
TEST INFORMATION: THERMOCOUPLE INSTALLATION METHOD: _____					
SPECIAL EQUIPMENT _____					
TESTED BY _____		LOCATION _____		DATE _____	
TEST PHASE			TEST RESULTS		
PREBURNISH CHECK			PF LB		
EFFECTIVENESS TESTS			1st	2nd	3rd
48 km/h (30 mph) at _____ m/s ² (ft/s ²)			_____	_____	N (1b) PF
97 km/h (60 mph) at _____ m/s ² (ft/s ²)			_____	_____	N (1b) PF
129 km/h (80 mph) at _____ m/s ² (ft/s ²)			_____	_____	N (1b) PF
EMERGENCY BRAKE TEST					
WARNING SYSTEM ACTUATION			TYPE:	POWER	MANUAL
97 km/h (60 mph) STOPPING DISTANCE			FRT _____	RR _____	N (1b) PF
			FRT _____ m (ft)	_____	N (1b) PF
			RR _____ m (ft)	_____	N (1b) PF
INOPERATIVE POWER ASSIST SYSTEM TEST					
97 km/h (60 mph) STOPPING DISTANCE			_____ m (ft)	_____	N (1b) PF
MINIMUM LOAD TEST			_____ m/s ² (ft/s ²)	_____	N (1b) PF
HIGH SPEED STOP TEST			_____ m/s ² (ft/s ²)	_____	N (1b) PF
FIRST FADE AND RECOVERY TEST					
FADE STOPS 1-4			_____	_____	N (1b)
RECOVERY STOPS 1-5			_____ m/s ² (ft/s ²) BY _____	_____	N (1b)
RECOVERY STOPS 6-12			_____	_____	N (1b) PF MAX
SECOND FADE AND RECOVERY TEST					
FADE STOPS 1-8			_____	_____	N (1b) PF
RECOVERY STOPS 1-5			_____ m/s ² (ft/s ²) BY _____	_____	N (1b)
RECOVERY STOPS 6-12			_____	_____	N (1b) PF MAX
STABILITY DURING EFFECTIVENESS TESTS			CONTROLLABLE BRAKING		
			BELOW _____ m/s ² (ft/s ²)		
			YES _____ NO _____		
FINAL INSPECTION					
LINING INTEGRITY			YES _____ NO _____		
MECHANICAL INTEGRITY			YES _____ NO _____		
HYDRAULIC INTEGRITY			YES _____ NO _____		
WATER RECOVERY TEST					
AVERAGE BASELINE PF			AVG BASE _____ N (1b) PF		
RECOVERY STOPS 4-6			_____ N (1b) PF MAX		
RECOVERY STOPS 7-14			_____ N (1b) PF MAX		
RECOVERY STOP 15			_____ N (1b) PF FROM BASE		
COMMENTS _____					
REPORTED BY _____ DATE _____					

FIGURE 2—GENERAL DATA AND SUMMARY SHEET

22.94

VEHICLE _____

TESTED BY _____

DATE _____

INITIAL EFFECTIVENESS, EMERGENCY BRAKE, AND INOPERATIVE POWER SYSTEM DATA

INPUT CORRELATION ENGINE IDLING IN NEUTRAL	
PEDAL FORCE - PF, N (LB)	LINE PRESSURE - LP N/m ² (PSI)

BURNISH		
64-0 km/h (40-0 mph), 3.7 m/s ² (12 ft/s ²) IN GEAR, 121°C (250°F) IBT EACH STOP BUT 1.6 km (1 mile) MAX INTERVAL		
STOP	PF--LP	COMMENTS
1		
20		
40		
60		
80		
100		
120		
140		
160		
180		
200		

PREBURNISH CHECK		
43-0 km/h (30-0 mph) 3 m/s ² (10 ft/s ²) IN GEAR, 1.6 km (1 mile) INTERVAL		
STOP	PF--LP	COMMENTS
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		

EMERGENCY BRAKE SYSTEM		
97 km/h (60-0 mph) IN GEAR 65.6°C (150°F) IBT EACH APPLICATION		
MODE	PF--LP TO ACTUATE WARNING SYSTEM	
MODE	PF--LP	m (ft)

FIRST (PREBURNISH) EFFECTIVENESS 93.3°C (200°F) IBT EACH APPLICATION			
48 km/h (30 mph) IN NEUTRAL		97 km/h (60 mph) IN NEUTRAL	
PF--LP	m/s ² (ft/s ²)	PF--LP	m/s ² (ft/s ²)
SKID		SKID	

INOPERATIVE POWER SYSTEM		
97-0 km/h (60-0 mph) IN GEAR 65.6°C (150°F) IBT EACH APPLICATION		
PF--LP	m (ft)	COMMENTS

FIGURE 3—INITIAL EFFECTIVENESS, EMERGENCY BRAKE, AND
INOPERATIVE POWER SYSTEM DATA SHEET
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VEHICLE _____

TESTED BY _____

DATE _____

SECOND EFFECTIVENESS AND FIRST FADE DATA

SECOND EFFECTIVENESS			
93.3°C (200°F) IBT EACH APPLICATION			
48 km/h (30 mph) IN NEUTRAL		97 km/h (60 mph) IN NEUTRAL	
PF--LP	m/s ² (ft/s ²)	PF--LP	m/s ² (ft/s ²)
SKID		SKID	
129 km/h (80 mph) IN NEUTRAL			
SKID		SKID	

FIRST BASELINE CHECK		
48-0 km/h (30-0 mph) 3 m/s ² (10 ft/s ²) IN GEAR, 1.6 km (1 mile) INTERVAL		
STOP	PF--LP	COMMENTS
1		
2		
3		

FIRST FADE				
97-0 km/h (60-0 mph), 4.6 m/s ² (15 ft/s ²) IN GEAR, 0.6 km (0.4 mile) INTERVAL 65.6°C (150°F) IBT FIRST STOP				
AMBIENT _____°C (°F) TIME FOR 10 STOPS _____S				
STOP	FRONT IBT	REAR IBT	PF--LP	COMMENTS
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				

FIRST RECOVERY				
48-0 km/h (30-0 mph) 3 m/s ² (10 ft/s ²) IN GEAR, 1.6 km (1 mile) INTERVAL AT 64 km/h (40 mph)				
STOP	FRONT IBT	REAR IBT	PF--LP	COMMENTS
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				

FIRST EFFECTIVENESS SPOTCHECK		
97-0 km/h (60-0 mph) 4.6 m/s ² (15 ft/s ²) IN GEAR, 93.3°C (200°F) IBT		
STOP	PF--LP	COMMENTS
1		
2		

FIRST REBURNISH		
64 km/h (40-0 mph), 3.7 m/s ² (12 ft/s ²) IN GEAR, 121°C (250°F) IBT EACH STOP BUT 1.6 km (1 mile) MAX INTERVAL		
STOP	PF--LP	COMMENTS
1		
10		
25		
35		

SECOND BASELINE CHECK		
48-0 km/h (30-0 mph), 3 m/s ² (10 ft/s ²) IN GEAR, 1.6 km (1 mile) INTERVAL		
STOP	PF--LP	COMMENTS
1		
2		
3		

FIGURE 4—SECOND EFFECTIVENESS AND FIRST FADE DATA SHEET

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DATE _____

SECOND FADE

97.0 km/h (60.0 mph)
4.6 m/s² (15 ft/s²) IN GEAR,
0.6 km (0.4 mile) INTERVAL
65.6°C (150°F) IBT FIRST STOP

AMBIENT _____ °C (°F) TIME FOR 15 STOPS _____ S

STOP	FRONT IBT	REAR IBT	PF--LP	COMMENTS
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				

SECOND RECOVERY

48-0 km/h (30-0 mph)
3 m/s² (10 ft/s²) IN GEAR.
1.6 km (1 mile) INTERVAL AT 64 km/h (40 mph)

STOP	FRONT IBT	REAR IBT	PF--LP	COMMENTS
1.				
2.				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				

SECOND EFFECTIVENESS SPOTCHECK

97.0 km/h (60.0 mph)
4.6 m/s² (15 ft/s²) IN GEAR,
93.3°C (200°F) IBT

STOP	PF--LP	COMMENTS
1		
2		

SECOND REBURNISH

64 km/h (40-0 mph), 3.7 m/s² (12 ft/s²) IN GEAR,
121°C (250°F) IBT EACH STOP
BUT 1.6 km (1 mile) MAX INTERVAL

STOP	PF--LP	COMMENTS
1		
10		
25		
35		

FINAL EFFECTIVENESS

93.3°C (200°F) IBT EACH APPLICATION

[illegible]

FIGURE 5—SECOND FADE, RECOVERY AND FINAL EFFECTIVENESS DATA SHEET

VEHICLE _____
TESTED BY _____
DATE _____

FINAL INSPECTION

FRICITION MATERIAL CONDITION:
LF
RF
LR
RR
DRUM (OR ROTOR) CONDITION:
LF
RF
LR
RR
MECHANICAL COMPONENT CONDITION:
LF
RF
LR
RR
BRAKE PEDAL
POWER BRAKE
STOPLIGHTS
HYDRAULIC COMPONENT CONDITION:
LF
RF
LR
RR
MASTER CYLINDER

INSPECTION COMMENTS: _____

FIGURE 6—FINAL INSPECTION DATA SHEET