

ANNEX

Appendix 1

Braking tests and performance of braking devices

1. BRAKING TESTS

1.4. Type-I test (fade test)

1.4.2. Test conditions

1.4.2.1. The vehicle and the brake(s) to be tested must be substantially free from moisture and the brake(s) cold (≤ 100 °C).

1.4.2.2. The initial test speed is:

1.4.2.2.1. for testing the front brake(s), whichever is the lower of 70 % of the vehicle's maximum speed and 100 km/h;

1.4.2.2.2. for testing the rear brake(s), whichever is the lower of 70 % of the vehicle's maximum speed and 80 km/h;

1.4.2.2.3. for testing a combined braking system, whichever is the lower of 70 % of the vehicle's maximum speed and 100 km/h.

1.4.2.3. The distance between the initiation of one stop and the initiation of the next shall be 1 000 metres.

1.4.2.4. The use of the gearbox and/or clutch is as follows:

1.4.2.4.1. In the case of a vehicle with a manual gearbox or an automatic transmission where the gearbox can be disengaged manually, the highest gear, consistent with attaining the initial test speed, must be engaged during the stops.

When the vehicle speed has fallen to 50 % of the initial test speed, the engine must be disengaged.

1.4.2.4.2. In the case of a vehicle with a fully automatic transmission, the test must be carried out under the normal operating conditions for such equipment.

For the approach, the gear suitable to the initial test speed must be used.

1.4.2.5. After each stop, the vehicle must immediately be subjected to maximum acceleration to reach the initial test speed and maintained at that speed until the initiation of the next stop. If appropriate, the vehicle may be turned round on the test track before acceleration.

1.4.2.6. The force applied to the control shall be so adjusted as to maintain a mean deceleration of 3 m/s^2 or the maximum deceleration achievable with that brake, whichever is the lower, at the first stop; this force must remain constant throughout the succeeding stops required by 1.4.1.2.2.