

ATTACHMENT 1

Simplified Brake Performance Test Procedure for MA & LEP category ICVs.

A simplified brake test procedure has been developed for use as an alternative to the brake test procedure specified in **ADR.31/00 Hydraulic Brake Systems for Passenger Car**.

This simplified test procedure can be used for the purposes of demonstrating compliance with the brake performance requirement of the ADR for registration purposes, however all other requirements of the Rule must be satisfied.

It can only be used to assess the brake performance of **MA and LEP category ICVs (ie passenger cars and motor tricycles)** using brake component parts sourced from a vehicle known to comply with **ADR.31/00**, provided the mass and the engine power output of the complying vehicle exceed those of the ICV.

Please note that this alternative test procedure has been provided as a concession for ICVs in relation to demonstrating compliance with **ADR.31/00** only and does not apply to later versions of this Rule.

A copy of the test result must be attached with the certification provided for the purposes of registration.

Abridged Brake Performance Test Procedure

This test is provided as a alternative to the procedure specified in Table 1 appended to Clause 31.3 of ADR.31.

The following conditions apply:

- A. No parts may be replaced after the commencement of the test.
- B. The vehicle shall be tested in accordance with the requirements of ADR31/00 Clauses 31.3 and 31.4 (note clauses 31.3.2 and 31.4.12 do not apply).
- C. Initial vehicle speeds and stopping distances should be measured
- D. No adjustments other than those permitted by the ADR may be carried out.
- E. The vehicle shall be loaded to its GVM (ie 68k- per occupant + 7k- luggage per passenger & 90% maximum fuel load (plus all other items, fluids, spare tyre, etc)).

Note: The vehicle is to be loaded so (is to emulate its normal operating configuration locating the passenger- test mass(es) as close as practical to the relevant seating positions and equally distributing luggage loads (ie in the cargo space provided).

- F. The vehicle's gearbox shall be as specified under the ADR for each test run.
- G. A least _5 pre-conditioning runs shall be carried out prior to commencing the test to bed in and ensure that all brake components are at normal running temperatures.

H. The following particular test sequences apply together with the relevant Particular Test Conditions of the Rule:

No	Series of Tests and Procedures	Initial Vehicle Speed (km/h)	Min average deceleration (m/s ²)	Maximum pedal effort (N)
1.	Pre-test Instrumentation check	(_ 65 max)	N.A.	670}
2.	First effectiveness test - all service brake systems	95-105	5.45	670
3.	Second effectiveness test - all service brake systems	45-55	5.45	670
		95-105	5.75	670
4.	Partial Failure	95-105	2.55	670
	Brake Power Unit or Power Assist Unit Failure (as per Clause 31.5.9 of the ADR)	95-105	2.55	670
6.	Spike stops	45-55		885 (min)
7.	Final effectiveness test - all service brake systems	95-105	5.45	670
8.	Parking Brake	<u>N. A.</u>	30% (min. gradient)	400

I. The ICV must **comply** with all other requirements of ADR.31/00.

The RTA reserves the right to amend or withdraw this test procedure at anytime.