Before conducting the brake system test the front to rear brake balance should be checked and adjusted if necessary.

Introduction

The brake system test procedure is an abbreviated method of conducting a performance evaluation of passenger car braking systems, based on Australian Design Rule (ADR) 31/00: Hydraulic Brake Systems for Passenger Cars. It applies to passenger cars and passenger car derivatives. It does not take the place of the full ADR test procedure.

The test should be conducted by a suitably experienced driver, under the supervision of a Light Vehicle Engineering Signatory or other person acceptable to the Department of Planning, Transport and Infrastructure. Before conducting this test the front to rear brake balance should be checked and adjusted if necessary.

Fade Test

With the vehicle loaded according to the requirements of ADR 31/00 Clause 31.3.2.1.4 Lightly Loaded Test Mass, fifteen deceleration modes must be conducted as per Clause 31.3.2, with the following exceptions:

- the \textit{minimum} initial speed shall be 60 km/h
- the \textit{minimum} sustained deceleration for each mode shall be 4.5 m/s²
- the \textit{maximum} distance between successive brake applications shall be 250 metres
- the \textit{maximum} time between successive brake applications shall be 25 seconds.

The maximum pedal effort as specified in ADR 31/00 Clause 31.4.11 must not be exceeded.

Effectiveness Test

Immediately on completion of the Fade Test, two Effectiveness Tests must be conducted, as per ADR 31/00 Clause 31.5.7 (ie. Third Effectiveness Test), with the vehicle loaded according to the requirements of Clause 31.3.2.1.4 Lightly Loaded Test Mass.

The following variations apply:

- if instantaneous deceleration is measured instead of average deceleration, the minimum deceleration shall be 0.8g for each stop
- if the above test requirements are met with a pedal effort of \textit{less} than 150N, then the Minimum Pedal Effort test as per Clause 31.5.7.1 must be conducted.

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