CITA Recommendation No. 8 Brake Testing in Vehicle Inspection (27th March 2019)

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CITA Recommendation (Guideline) No. 8 Brake Testing in Vehicle Insp.

- SubWG members should identify the weak points and prepare proposals for improvements as was approved in the WG1 Sub-Group Brakes meeting on 11th September 2018 in Zagreb.
- 15th October members of WG1 Sub-Group Brakes received the information that the documents from the last meeting have been added to the CITA webpage. Actual version of Cita Rec. No. 8 (approved by BP) was uploaded for further work also in MS Word .doc format.



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• The document

"Overview_and_Notes_Brake_Rec_Comment_**V3"** is already on the CITA webpage under the documents related to today's meeting.

 You can find there the last work of the Sub-WG on brakes and add comments. There are remarks what should be added/changed in the recommendation (Guideline) and it is whether accepted by Sub-WG members.



Possible modifications / changes in the Recommendation No. 8

- Some of the topics are stil open for further work e.g.:
 - -Overrun/Inertia brakes (open topic)
 - -Recuperation and Retarders
 - -Friction coefficient of RBT (58% of the b. rate -info from DEKRA)
 - -Max speed of RBT 7km/h? (TBD)
 - -Roller Brake Tester items 2.10 Calibration (TBD)
 - -Precission of manometers (TBD)



Possible future work on the Rec. No. 8

- Overrun/Inertia brakes (whether to use the load simulating equipment and test trailers on RBT... ?)

- Recuperation and Retarders (what is practically applicable to be checked during PTI?)

- Electric brakes on trailers / retrofitted systems (checking of functionality, compliance with requirements...?)

Partial open questions TBD:

- RBT calibration, friction coefficient of the rollers and max speed
- Evaluation of the parking brake efficiency/efficacy
- Precision of vehicle internal sensors



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