

**BRAKE SYSTEM ROAD TEST CODE — PASSENGER CAR — TRAILER COMBINATIONS — SAE J134****SAE Recommended Practice**

Report of Brake Committee approved December 1970.

1. Scope—This SAE Recommended Practice is a modification of SAE J843b to establish a uniform procedure for the level road test of the brake systems of all combinations of new passenger cars and new trailers (braked or unbraked). For the purposes of this test, adherence to each manufacturer's recommendations is mandatory.

2. Purpose—The purpose of the test code is to establish a uniform test procedure to determine capabilities with regard to:

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

2.2 Brake system integrity.

2.3 Stopping ability during:

2.3.1 Emergency conditions.

2.3.2 Inoperative power assist conditions.

3. Instrumentation

3.1 Passenger car line pressure or pedal force gage.

3.2 Decelerometer (U-tube or equivalent).

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 Voltmeter and ammeter (where applicable).

3.10 Optional instrumentation:

3.10.1 Pedal travel gage.

3.10.2 Solenoid stop counter.

3.10.3 Stop watch.

3.10.4 Trailer line pressure gage (where applicable).

4. Installation Details

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

4.2 **Thermocouples**—Install plug type thermocouples in each passenger car and trailer brake per SAE J843b.

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

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

4.5 **Towing Vehicle Test Weight**—Vehicle manufacturer's recommended axle test loading¹ shall be maintained throughout full test procedure.

4.6 **Towed Vehicle Test Weight**—Vehicle manufacturer's gross trailer weight shall be maintained throughout the full test procedure.

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, hard-surfaced 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 either of the vehicles

to pull or swerve out of a 12 ft wide roadway lane.

5.1.3 "Initial brake temperature" is defined as 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 an ambient temperature range of 40-90 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 5 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 30-0 mph, 10 fpsps, 1 mile interval, 40 mph cooling speed in normal driving gear. Record line pressure or 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, 200 F before each application.

Stop speed—30 mph and 60 mph (full stops in neutral).

Increments—Curve to be defined to point of loss of lateral control or 16 fpsps by adequate number of points (wheel slide permitted).

Record—Deceleration, line pressure (pedal force), trailer brake input, 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 deceleration.

Also note, at the appropriate stop, which wheel or wheels of the passenger car or trailer skidded.

5.4 Burnish

Stop speed—40-0 mph.

Stop deceleration—12 fpsps (in normal gear).

Stop interval—As required to achieve 250 F "initial brake temperature"² or a maximum of 1 mile. NOTE: The 1 mile maximum must be observed even though the initial temperature exceeds 250 F.

Cooling speed—40 mph (moderate acceleration to cooling speed).

Stops required—200. Record line pressure (pedal force) and brake temperature for stops 1, 20, and each succeeding 20th stop.

After Burnish cycle—

(a) Inspect and adjust trailer brakes—mandatory.

(b) Inspect and adjust towing vehicle brakes—optional.

(c) Record any operations performed.

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

Initial brake temperature—150 F before each stop.

Procedure—With one-half of the passenger car system open to atmosphere, determine the pedal force to cause the failure warning system to operate. Determine the shortest stopping distance and corresponding pedal force. The maximum pedal force must not exceed 200 lb. Stops are to be made in normal driving gear from 60 mph without leaving a 12 ft lane. Repeat the procedure with only the other half of the passenger car system open to the atmosphere.

Record—Pedal force required to actuate failure warning system, maximum pedal force, and stopping distance for each failure mode.

5.6 **Inoperative Power System Test**—This test can be run as a separate test. It need not necessarily be run after paragraph 5.5. If run

¹ At least curb + 600 lb for vehicles of 4 or more passengers including the tongue load. No ballast should be added to the towing vehicle if curb + 600 lbs loading is achieved by tongue load. For purposes of testing, in order to achieve reproducible results, a static tongue load of 10% of gross trailer weight should be used.

² See Test Notes, paragraph 5.1.3.

separately, brakes are to be burnished per paragraph 5.4.

Initial brake temperature—150 F.

Procedure—With the passenger car primary source of power assist inoperative and its reserve depleted, determine the shortest stopping distance and corresponding pedal force. The maximum pedal force must not exceed 200 lb. Stops are to be made in normal driving gear from 60 mph without leaving a 12 ft lane.

Record—Maximum pedal force, minimum deceleration, and stopping distance.

5.7 Second Effectiveness Test—Repeat paragraph 5.3.

5.8 First Fade and Recovery Test

5.8.1 Baseline Check Stops

Initial brake temperature—150 F before each stop.

Stops required—3.

Stop speed—30-0 mph.

Stop deceleration—10 fpsps (in normal driving gear).

Record—Line pressure (pedal force).

5.8.2 Fade

Initial brake temperature—150 F before first stop.

Stops required—10.

Stop speed—60-0 mph.

Stop deceleration—15 fpsps (in normal driving gear), or maximum obtainable at 200 lb pedal force (or equivalent line pressure).

Stop interval—0.8 mile.

Cooling speed—60 mph.

Acceleration to cooling speed—Immediate at a moderate rate.

Record—Maximum line pressure (pedal force), deceleration (if 15 fpsps cannot be held), and trailer brake inputs. Initial brake temperatures 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 last fade stop (to maintain a check on driver consistency and car performance).

NOTE: Drive 1 mile at 40 mph immediately after last fade stop and make first recovery stop.

5.8.3 Recovery

Stops required—12 minimum.

Stop speed—30-0 mph.

Stop deceleration—10 fpsps (in normal driving gear), or maximum obtainable at 200 lb pedal force (or equivalent line pressure).

Stop interval—1 mile.

Cooling speed—40 mph.

Rate of acceleration to cooling speed—Moderate.

Record—Maximum line pressure (pedal force), deceleration (if 10 fpsps cannot be held), and trailer brake input. Initial brake temperatures before every stop, all brakes.

5.9 First Effectiveness Spot Check

Initial brake temperature—200 F before each stop.

Stops required—2.

Stop speed—60-0 mph.

Stop deceleration—15 fpsps (in normal driving gear).

Record—Maximum line pressure (pedal force and trailer brake inputs).

5.10 Second Reburnish—Repeat paragraph 5.4, except 35 stops required.

5.11 Second Fade and Recovery Test—Repeat paragraph 5.8, except 15 fade stops required.

5.12 Second Effectiveness Spot Check—Repeat paragraph 5.9.

5.13 Third Reburnish—Repeat paragraph 5.10.

5.14 Final Effectiveness Test—Repeat paragraph 5.7.

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

6. Report Forms—The recommended report forms listed provide space for the data required for this road test code as well as nonmandatory data.

6.1 General Data Sheet, Fig. 1.

6.2 Summary Sheet, Fig. 2.

6.3 Input Correlation and Preburnish Check Data Sheet, Fig. 3.

6.4 First (Preburnish) Effectiveness Data Sheet, Fig. 4.

6.5 Burnish, Emergency System Test, and Inoperative Power System Test Data Sheet, Fig. 5.

6.6 Second Effectiveness Test Data Sheet, Fig. 6.

6.7 First Baseline Check and First Fade Test Data Sheet, Fig. 7.

6.8 First Recovery, First Effectiveness Spot Check, and First Reburnish Data Sheet, Fig. 8.

6.9 Second Baseline Check and Second Fade Test Data Sheet, Fig. 9.

6.10 Second Recovery, Second Effectiveness Spot Check, and Second Reburnish Data Sheet, Fig. 10.

6.11 Third Effectiveness Test Data Sheet, Fig. 11.

6.12 Final Inspection Data Sheet, Fig. 12.

GENERAL DATA	
TRAILER	
TRAILER MAKE _____	MODEL _____ YEAR _____
NUMBER OF AXLES _____	NUMBER OF BRAKES _____ TIRE SIZE _____
TIRE MFG. AND TYPE _____	TIRE PRESSURE _____
WEIGHT _____ LB + _____ LB BALLAST _____	LB (UNCOUPLED) _____
TONGUE LOAD AT COUPLING _____	PERCENT OF TOTAL _____ %
TYPE OF HITCH _____	
TRAILER AXLE(S) WEIGHT (COUPLED): FRONT _____ LB	REAR _____ LB TOTAL _____ LB
BRAKES	
SIZE _____	TYPE _____ CYL DIA _____
LINING _____	
TYPE OF ACTUATION _____	
TOWING VEHICLE	
MAKE _____	MODEL _____ YEAR _____
ENGINE _____	TRANSMISSION _____ AXLE RATIO _____
CURB WEIGHT: FRONT _____ LB	REAR _____ LB TOTAL _____ LB
TEST WEIGHT: FRONT _____ LB	REAR _____ LB TOTAL _____ LB (TRAILER COUPLED)
TIRE MFG. _____	SIZE _____ PRESSURE: F _____ R _____
BRAKES	
FRONT SIZE _____	DESCRIPTION TYPE _____ CYL DIA _____
REAR SIZE _____	DESCRIPTION TYPE _____ CYL DIA _____
LINING: FRONT _____	REAR _____
DRUM (DISC) TYPE: FRONT _____	REAR _____
MASTER CYL: DIA _____	STROKE _____ SPLIT: FRONT _____ % REAR _____ %
PEDAL: PEDAL RATIO _____	AVAILABLE TRAVEL _____
POWER BRAKE: YES _____ NO _____	TYPE _____
TEST INFORMATION	
THERMOCOUPLE INSTALLATION METHOD _____	
TESTED BY _____	LOCATION _____
DATE: TEST STARTED _____	TEST COMPLETED _____
AMBIENT TEMPERATURE RANGE: HIGH _____ F LOW _____ F	

FIG. 1—GENERAL DATA SHEET

SUMMARY SHEET	
TEST PHASE	ACTUAL
PREBURNISH CHECK	MIN _____ MAX LB PEDAL FORCE _____
EFFECTIVENESS TESTS	1ST 2ND 3RD
30 MPH AT 16 FPSPS	_____ LB PEDAL FORCE _____
60 MPH AT 16 FPSPS	_____ LB PEDAL FORCE _____
EMERGENCY BRAKE TEST	TYPE: POWER _____ MANUAL _____
WARNING SYSTEM ACTUATION	FRONT _____ REAR _____ LB PEDAL FORCE _____
60 MPH STOPPING DISTANCE	FRONT OPERATING _____ FT _____ LB PEDAL FORCE _____
	REAR OPERATING _____ FT _____ LB PEDAL FORCE _____
INOPERATIVE POWER SYSTEM TEST	
60 MPH STOPPING DISTANCE	_____ FT _____ LB PEDAL FORCE _____
FIRST FADE AND RECOVERY TEST	
FADE STOPS 1-4	_____ LB
RECOVERY STOPS 1-5	_____ FPSPS AT _____ LB MAX PEDAL FORCE _____
RECOVERY STOPS 6-12	_____ LB MAX PEDAL FORCE _____
SECOND FADE AND RECOVERY TEST	
FADE STOPS 1-8	_____ LB PEDAL FORCE _____
RECOVERY STOPS 1-5	_____ FPSPS AT _____ LB MAX PEDAL FORCE _____
RECOVERY STOPS 6-12	_____ LB MAX PEDAL FORCE _____
STABILITY DURING EFFECTIVENESS TESTS	CONTROLLABLE BRAKING BELOW 16 FPSPS YES _____ NO _____
FINAL INSPECTION	
LINING INTEGRITY	YES _____ NO _____
MECHANICAL INTEGRITY	YES _____ NO _____
HYDRAULIC INTEGRITY	YES _____ NO _____
COMMENTS: _____	

REPORTED BY: _____	DATE _____

FIG. 2—SUMMARY SHEET

TEST NO. _____ ODOMETER: FINISH _____ START _____ WEATHER CONDITION _____
 DATE _____ ROAD AND TRACK CONDITION _____
 DRIVER _____ AMBIENT TEMPERATURE: HIGH _____ F LOW _____ F
 OBSERVER _____ TOTAL _____ MILES

INPUT CORRELATION
 ENGINE IDLING IN NEUTRAL _____ IN. HG VACUUM
 (POWER EQUIPPED CARS ONLY)

LINE PRESSURE, PSI	PEDAL FORCE, LB			
	1st RECORDING	2nd RECORDING	3rd RECORDING	AVERAGE

PREBURNISH CHECK
 30 MPH, 10 FPSPS IN GEAR - 1 MILE INTERVAL

STOP NO.	PASS. CAR INPUT (LINE PRESSURE OR PEDAL FORCE)	TRAILER INPUT	PEDAL TRAVEL, IN.
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

FINAL TEMPERATURES AFTER 10th STOP
 PASSENGER CAR:
 L.F. _____ F R.F. _____ F
 L.R. _____ F R.R. _____ F
 TRAILER:
 L.F. _____ F R.R. _____ F
 L.R. _____ F R.R. _____ F

SUMMARY OF PERFORMANCE: _____

FIG. 3—INPUT CORRELATION AND PREBURNISH CHECK DATA SHEET

TEST NO. _____ WEATHER CONDITION _____
 DATE _____ ROAD AND TRACK CONDITION _____
 DRIVER _____ AMBIENT TEMPERATURE: HIGH _____ F LOW _____ F
 OBSERVER _____ TOTAL _____ MILES

BURNISH
 40-0 MPH, 12 FPSPS IN GEAR, 250 F IBT EACH STOP BUT 1 MILE MAX INTERVAL

STOP NO.	PASS. CAR INPUT, LP OR PF	TRAILER INPUT	PEDAL TRAVEL, IN.	PASS. CAR TEMP. F				TRAILER TEMP. F				REMARKS
				L.F.	R.F.	L.R.	R.R.	L.F.	R.F.	L.R.	R.R.	
1												
20												
40												
60												
80												
100												
120												
140												
160												
180												
200												

RECORD ANY OPERATIONS PERFORMED: _____

EMERGENCY SYSTEM TEST
 60-0 MPH IN GEAR, 150 F IBT EACH APPLICATION

SYSTEM OPERATING	PASS. CAR INPUT, LP OR PF	TRAILER INPUT	STOPPING DISTANCE, FT	WARNING LIGHT ON	PASS. CAR TEMP. F				TRAILER TEMP. F				REMARKS
					YES	NO	L	R	L.F.	R.F.	L.R.	R.R.	
FRONT*													
FRONT*													
FRONT*													
AVERAGE OF FRONT													
REAR													
REAR													
REAR													
AVERAGE OF REAR													
*AVERAGE OF THREE.													

PEDAL FORCE TO ACTUATE FAILURE WARNING LIGHT: _____ LB

INOPERATIVE POWER SYSTEM TEST
 60-0 MPH IN GEAR, 150 F IBT EACH APPLICATION

PASS. CAR INPUT, LP OR PF	TRAILER INPUT	DECELERATION, FPSPS	STOPPING DISTANCE, FT	PASS. CAR TEMP. F				TRAILER TEMP. F				REMARKS
				L.F.	R.F.	L.R.	R.R.	L.F.	R.F.	L.R.	R.R.	

FIG. 5—BURNISH, EMERGENCY SYSTEM TEST, AND INOPERATIVE POWER SYSTEM TEST DATA SHEET

TEST NO. _____ WEATHER CONDITION _____
 DATE _____ ROAD AND TRACK CONDITION _____
 DRIVER _____ AMBIENT TEMPERATURE: HIGH _____ F LOW _____ F
 OBSERVER _____ METHOD OF APPLICATION _____

ODOMETER: FINISH _____ START _____ TOTAL MILES _____

FIRST (PREBURNISH) EFFECTIVENESS TEST
 30 MPH IN NEUTRAL - 200 F IBT EACH APPLICATION

PASS. CAR INPUT, LP OR PF	TRAILER INPUT	DECELERATION, FPSPS	PEDAL TRAVEL, IN.	PASS. CAR TEMP. F				TRAILER TEMP. F				REMARKS
				L.F.	R.F.	L.R.	R.R.	L.F.	R.F.	L.R.	R.R.	

60 MPH IN NEUTRAL, 200 F IBT EACH APPLICATION

PASS. CAR INPUT, LP OR PF	TRAILER INPUT	DECELERATION, FPSPS	PEDAL TRAVEL, IN.	PASS. CAR TEMP. F				TRAILER TEMP. F				REMARKS
				L.F.	R.F.	L.R.	R.R.	L.F.	R.F.	L.R.	R.R.	

SUMMARY OF PERFORMANCE: _____

FIG. 4—FIRST (PREBURNISH) EFFECTIVENESS DATA SHEET

TEST NO. _____ WEATHER CONDITION _____
 DATE _____ ROAD AND TRACK CONDITION _____
 DRIVER _____ AMBIENT TEMPERATURE: HIGH _____ F LOW _____ F
 OBSERVER _____ METHOD OF APPLICATION _____

ODOMETER: FINISH _____ START _____ TOTAL MILES _____

SECOND EFFECTIVENESS TEST
 30 MPH IN NEUTRAL, 200 F IBT EACH APPLICATION

PASS. CAR INPUT, LP OR PF	TRAILER INPUT	DECELERATION, FPSPS	PEDAL TRAVEL, IN.	PASS. CAR TEMP. F				TRAILER TEMP. F				REMARKS
				L.F.	R.F.	L.R.	R.R.	L.F.	R.F.	L.R.	R.R.	

60 MPH IN NEUTRAL, 200 F IBT EACH APPLICATION

PASS. CAR INPUT, LP OR PF	TRAILER INPUT	DECELERATION, FPSPS	PEDAL TRAVEL, IN.	PASS. CAR TEMP. F				TRAILER TEMP. F				REMARKS
				L.F.	R.F.	L.R.	R.R.	L.F.	R.F.	L.R.	R.R.	

SUMMARY OF PERFORMANCE: _____

FIG. 6—SECOND EFFECTIVENESS TEST DATA SHEET

BRAKE SYSTEM ROAD TEST CODE—PASSENGER CAR—TRAILER COMBINATIONS

TEST NO. _____ WEATHER CONDITION _____
 DATE _____ ROAD AND TRACK CONDITION _____
 DRIVER _____ AMBIENT TEMPERATURE: HIGH _____ F
 OBSERVER _____ LOW _____ F

ODOMETER: FINISH _____ START _____ TOTAL MILES _____

FIRST BASELINE CHECK
 30 MPH, 10 FPSPS IN GEAR, 150 F IBT

STOP NO.	PASS. CAR INPUT, LP OR PF	TRAILER INPUT	PEDAL TRAVEL, IN	PASS. CAR TEMP, F				TRAILER TEMP, F				REMARKS
				L.F.	R.F.	L.R.	R.R.	L.F.	R.F.	L.R.	R.R.	
1												
2												
3												

START TIME _____ FINISH TIME _____ LAPSED TIME _____

FIRST FADE TEST
 60 MPH, 15 FPSPS IN GEAR, 0.4 MILE INTERVAL, 150 F IBT FIRST STOP

STOP NO.	PASS. CAR INPUT, LP OR PF	TRAILER INPUT	PEDAL TRAVEL, IN	PASS. CAR TEMP, F				TRAILER TEMP, F				REMARKS
				L.F.	R.F.	L.R.	R.R.	L.F.	R.F.	L.R.	R.R.	
1												
2												
3												
4												
5												
6												
7												
8												
9												
10												

SUMMARY OF PERFORMANCE: _____

FIG. 7—FIRST BASELINE CHECK AND FIRST FADE TEST DATA SHEET

TEST NO. _____ WEATHER CONDITION _____
 DATE _____ ROAD AND TRACK CONDITION _____
 DRIVER _____ AMBIENT TEMPERATURE: HIGH _____ F
 OBSERVER _____ LOW _____ F

ODOMETER: FINISH _____ START _____ TOTAL MILES _____

SECOND BASELINE CHECK
 30 MPH, 10 FPSPS IN GEAR, 150 F IBT

STOP NO.	PASS. CAR INPUT, LP OR PF	TRAILER INPUT	PEDAL TRAVEL, IN	PASS. CAR TEMP, F				TRAILER TEMP, F				REMARKS
				L.F.	R.F.	L.R.	R.R.	L.F.	R.F.	L.R.	R.R.	
1												
2												
3												

START TIME _____ FINISH TIME _____ LAPSED TIME _____

SECOND FADE TEST
 60 MPH, 15 FPSPS IN GEAR, 0.4 MILE INTERVAL, 150 F IBT FIRST STOP

STOP NO.	PASS. CAR INPUT, LP OR PF	TRAILER INPUT	PEDAL TRAVEL, IN	PASS. CAR TEMP, F				TRAILER TEMP, F				REMARKS
				L.F.	R.F.	L.R.	R.R.	L.F.	R.F.	L.R.	R.R.	
1												
2												
3												
4												
5												
6												
7												
8												
9												
10												
11												
12												
13												
14												
15												

SUMMARY OF PERFORMANCE: _____

FIG. 9—SECOND BASELINE CHECK AND SECOND FADE TEST DATA SHEET

TEST NO. _____ WEATHER CONDITION _____
 DATE _____ ROAD AND TRACK CONDITION _____
 DRIVER _____ AMBIENT TEMPERATURE: HIGH _____ F
 OBSERVER _____ LOW _____ F

ODOMETER: FINISH _____ START _____ TOTAL MILES _____

FIRST RECOVERY
 30 MPH, 10 FPSPS IN GEAR, 1 MILE INTERVAL, AT 40 MPH

STOP NO.	PASS. CAR INPUT, LP OR PF	TRAILER INPUT	PEDAL TRAVEL, IN	PASS. CAR TEMP, F				TRAILER TEMP, F				REMARKS
				L.F.	R.F.	L.R.	R.R.	L.F.	R.F.	L.R.	R.R.	
1												
2												
3												
4												
5												
6												
7												
8												
9												
10												
11												
12												

SUMMARY OF PERFORMANCE: _____

FIRST EFFECTIVENESS SPOT CHECK
 60 MPH, 15 FPSPS IN GEAR, 200 F IBT

STOP NO.	PASS. CAR INPUT, LP OR PF	TRAILER INPUT	PEDAL TRAVEL, IN	PASS. CAR TEMP, F				TRAILER TEMP, F				REMARKS
				L.F.	R.F.	L.R.	R.R.	L.F.	R.F.	L.R.	R.R.	
1												
2												

FIRST REBURNISH
 40-0 MPH, 12 FPSPS IN GEAR, 250 F IBT EACH STOP, BUT 1 MILE MAX INTERVAL

STOP NO.	PASS. CAR INPUT, LP OR PF	TRAILER INPUT	PEDAL TRAVEL, IN	PASS. CAR TEMP, F				TRAILER TEMP, F				REMARKS
				L.F.	R.F.	L.R.	R.R.	L.F.	R.F.	L.R.	R.R.	
1												
10												
25												
35												

SUMMARY OF PERFORMANCE: _____

FIG. 8—FIRST RECOVERY, FIRST EFFECTIVENESS SPOT CHECK, AND FIRST REBURNISH DATA SHEET

TEST NO. _____ WEATHER CONDITION _____
 DATE _____ ROAD AND TRACK CONDITION _____
 DRIVER _____ AMBIENT TEMPERATURE: HIGH _____ F
 OBSERVER _____ LOW _____ F

ODOMETER: FINISH _____ START _____ TOTAL MILES _____

SECOND RECOVERY
 30 MPH, 10 FPSPS IN GEAR, 1 MILE INTERVAL AT 40 MPH

STOP NO.	PASS. CAR INPUT, LP OR PF	TRAILER INPUT	PEDAL TRAVEL, IN	PASS. CAR TEMP, F				TRAILER TEMP, F				REMARKS
				L.F.	R.F.	L.R.	R.R.	L.F.	R.F.	L.R.	R.R.	
1												
2												
3												
4												
5												
6												
7												
8												
9												
10												
11												
12												

SUMMARY OF PERFORMANCE: _____

SECOND EFFECTIVENESS SPOT CHECK
 60-0 MPH, 15 FPSPS IN GEAR, 200 F IBT

STOP NO.	PASS. CAR INPUT, LP OR PF	TRAILER INPUT	PEDAL TRAVEL, IN	PASS. CAR TEMP, F				TRAILER TEMP, F				REMARKS
				L.F.	R.F.	L.R.	R.R.	L.F.	R.F.	L.R.	R.R.	
1												
2												

SECOND REBURNISH
 40-0 MPH, 12 FPSPS IN GEAR, 250 F IBT EACH STOP BUT 1 MILE MAX INTERVAL

STOP NO.	PASS. CAR INPUT, LP OR PF	TRAILER INPUT	PEDAL TRAVEL, IN	PASS. CAR TEMP, F				TRAILER TEMP, F				REMARKS
				L.F.	R.F.	L.R.	R.R.	L.F.	R.F.	L.R.	R.R.	
1												
10												
25												
35												

SUMMARY OF PERFORMANCE: _____

FIG. 10—SECOND RECOVERY, SECOND EFFECTIVENESS SPOT CHECK, AND SECOND REBURNISH DATA SHEET