



For:

- RTA Inspectors, Vehicle Regulations
- RTA Motor Registry Managers
- Engineering Signatories
- AIS Examiners
- AIS Proprietors
- AUVIS Examiners
- AUVIS Proprietors

# Testing of Parking Brakes on Vehicles built to meet ADRs 31, 35 or 35A

Instances have occurred where vehicles built to meet Australian Design Rules (ADRs) 31, 35 or 35A have been damaged when the parking brake efficiency has been tested by application of the parking brake whilst the vehicle was in motion.

That test procedure was designed for vehicles manufactured before ADRs 31, 35 and 35A were implemented and where the vehicle's park brake also served as the emergency brake. Vehicles built to meet ADR 31, 35 or 35A have separate emergency brake circuits and parking brake efficiency on these vehicles must not be tested in this way.

VIB No. 14, "Test Procedures for Air Brake Systems" specifies the appropriate test procedures for some ADR 35 and ADR 35A vehicles. In respect of those and of all other vehicles subject to the above mentioned rules, the correct method of testing parking brake efficiency is:

- whilst the vehicle is stationary, apply the park brake;
- start the engine, engage low gear and attempt to move the vehicle forward under light throttle;
- engage reverse gear and attempt to move the vehicle backward.

**Parking brake performance is unsatisfactory if the vehicle does not remain stationary in these tests.**

As testing of parking brake efficiency on vehicles built to comply with Australian Design Rules 31, 35 or 35A is conducted whilst the vehicle is stationary, no performance figures are required. The boxes for meter reading or stopping distances in these instances should record N (not applicable).

## Further Information

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