

**BRAKE SYSTEM ROAD TEST CODE—PASSENGER CAR—TRAILER COMBINATIONS—SAE J134a****SAE Recommended Practice**

Report of Brake Committee approved December 1970 and last revised March 1973.

1. Introduction—This recommended practice, in conjunction with SAE J135, is intended for use by tow vehicle manufacturers to determine the maximum weight unbraked trailer which can be towed, and by trailer manufacturers to determine the adequacy of trailer brakes. This procedure assumes a tow vehicle complying with existing applicable legal requirements.

2. 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 purposes of this test, adherence to each manufacturer's recommendations¹ is mandatory.

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

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

¹ Tow vehicles should incorporate that manufacturer's trailering package. Tow vehicle manufacturer's recommendations regarding hitching should be followed. Hitches should be set up according to hitch or tow vehicle manufacturer's recommendations where applicable. Trailer brakes should be set up according to recommendations of the brake system supplier. Trailer loading should be in accordance with trailer manufacturer's recommendations except as modified in this procedure. Tires should be inflated to vehicle manufacturer's recommendations.

3.2 Brake system integrity.

3.3 Stopping ability during:

3.3.1 Emergency conditions.

3.3.2 Inoperative power assist conditions.

4. Instrumentation

4.1 Passenger car line pressure or pedal force gage.

4.2 Decelerometer (U-tube or equivalent).

4.3 Direct reading temperature instrument.

4.4 Speedometer (calibrated) or fifth wheel Pousometer.

4.5 Tire pressure gage.

4.6 Odometer (calibrated).

4.7 Thermometer—ambient (or ambient sensitive thermocouple).

4.8 Stopmeter (fifth wheel, distance only).

4.9 Voltmeter and ammeter (where applicable).

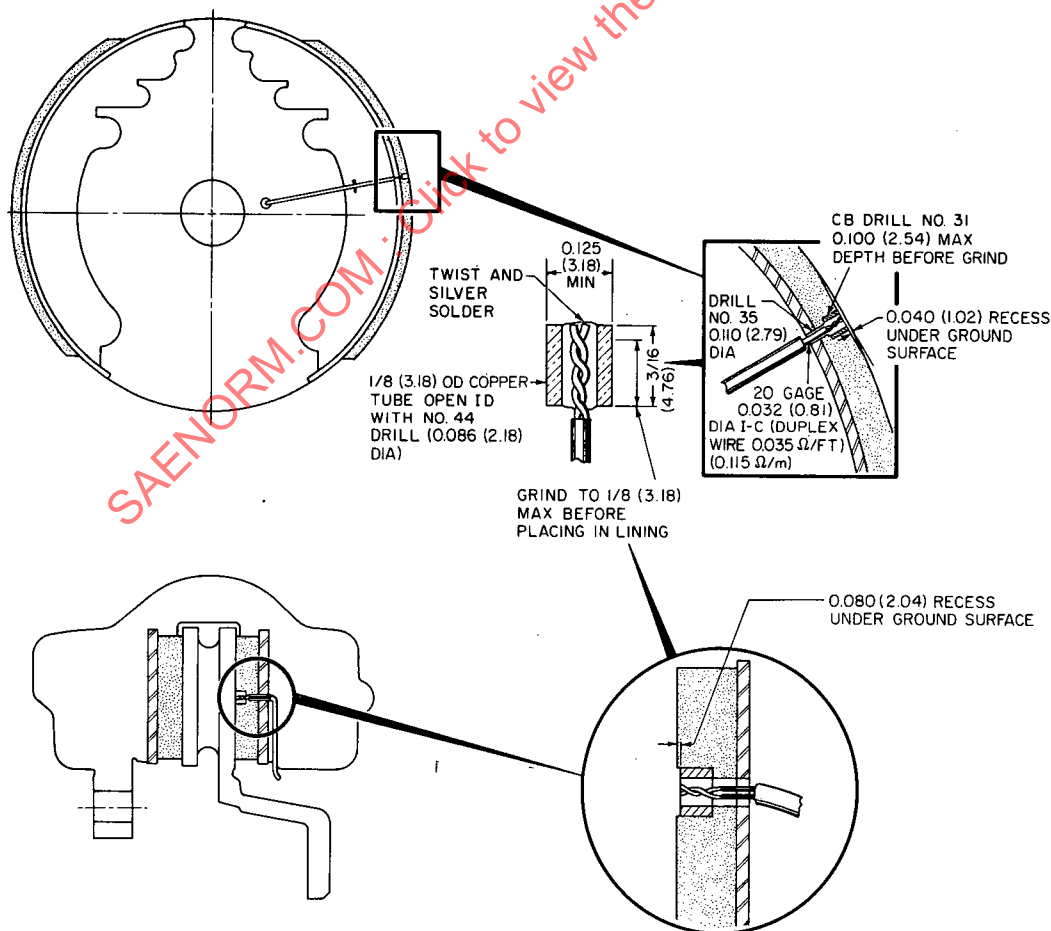
4.10 Optional instrumentation:

4.10.1 Pedal travel gage.

4.10.2 Solenoid stop counter.

4.10.3 Stop watch.

4.10.4 Trailer line pressure gage (where applicable).



DIMENSIONS ARE IN (mm)

FIG. 1—TYPICAL PLUG
THERMOCOUPLE INSTALLATIONS

5. Installation Details

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

5.2 Thermocouples—Install plug type thermocouples in each passenger car and trailer brake per Fig. 1.

5.3 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.

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

5.5 Towing Vehicle Test Weight—Vehicle manufacturer's recommended axle test loading² shall be maintained throughout the full test procedure.

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

6. Test Procedure

6.1 Test Notes

6.1.1 Effectiveness, stopping distance, 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.

6.1.2 During all phases of this procedure, any unusual performance such as wrap-up or noise characteristics are to be noted and recorded. Also note, at the appropriate stops, which wheel or wheels of the passenger car or trailer skidded. Note any uncontrollable braking action causing either of the vehicles to pull or swerve out of a 12 ft (3.7 km) wide roadway lane.

6.1.3 "Initial brake temperature" is defined as 0.2 mile (0.3 km) before stop (average temperature of brakes on hottest axle), brakes off.

6.1.4 If the brakes require warming to the prescribed temperature, use the burnish procedure and shorten the interval if necessary.

6.1.5 Because variations in ambient temperature have a significant effect on test results, fade and recovery tests must be conducted within a range of ambient temperature of 40-90 °F (4.4-32.2 °C).

6.1.6 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.

6.1.7 Deceleration and line pressure (pedal force) readings shall not be taken below 5 mph (8 km/h).

6.2 Preburnish Check—In order to allow for a general check of the instrumentation, brakes, and vehicle function, the following stops are to be run: 10 stops 30-0 mph (48-0 km/h), 10 ft/s² (3 m/s²), 1 mile (1.6 km) interval, 40 mph (64 km/h) 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.

6.3 First (Preburnish) Effectiveness Test—Initial brake temperature, 200 °F (93.3 °C) before each application.

Stop speed—30 and 60 mph (48 and 97 km/h) (full stops in neutral).

Increments—Curve shall be defined to the point of loss of lateral control or 16 ft/s² (5.2 m/s²) by an 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.

6.4 Burnish

Stop speed—40-0 mph (64-0 km/h).

Stop deceleration—12 ft/s² (3.7 m/s²) (in normal gear).

Stop interval—As required to achieve 250 °F (121 °C) "initial brake temperature"³ or a maximum of 1 mile (1.6 km). NOTE: The 1 mile (1.6 km) maximum must be observed even though the initial temperature exceeds 250 °F (121 °C).

Cooling speed—40 mph (64 km/h) (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.

² At least curb +600 lb (270 kg) for vehicles of four or more passengers including the tongue load. No ballast should be added to the towing vehicle if curb +600 lb (270 kg) 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.

³ See Test Notes, paragraph 6.1.3.

GENERAL DATA			
TRAILER			
TRAILER MAKE _____	MODEL _____	YEAR _____	
NUMBER OF AXLES _____	NUMBER OF BRAKES _____	TIRE SIZE _____	
TIRE MFG. AND TYPE _____	TIRE PRESSURE _____		
WEIGHT _____ LB (kg)	LB (kg) BALLAST = _____	LB (kg) (UNCOUPLED) _____	
TONGUE LOAD AT COUPLING _____	PERCENT OF TOTAL _____	%	
TYPE OF HITCH _____			
TRAILER AXLE(S) WEIGHT (COUPLED): FRONT _____ LB (kg) REAR _____ LB (kg) TOTAL _____ LB (kg)			
BRAKES			
SIZE _____	TYPE _____	CYL DIA _____	
LINING _____			
TYPE OF ACTUATION _____			
TOWING VEHICLE			
MAKE _____	MODEL _____	YEAR _____	
ENGINE _____	TRANSMISSION _____	AXLE RATIO _____	
CURB WEIGHT: FRONT _____ LB (kg) REAR _____ LB (kg) TOTAL _____ LB (kg)			
TEST WEIGHT: FRONT _____ LB (kg) REAR _____ LB (kg) TOTAL _____ LB (kg) (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 (°C) LOW _____ °F (°C)			

FIG. 2—GENERAL DATA SHEET

SUMMARY SHEET			
TEST PHASE	MIN	ACTUAL	
PREBURNISH CHECK		MAX LB (N) PEDAL FORCE	
EFFECTIVENESS TESTS	1ST	2ND	3RD
30 MPH (48 km/h) AT 16 FT/S ² (5.2 m/s ²)			LB (N) PEDAL FORCE
60 MPH (97 km/h) AT 16 FT/S ² (5.2 m/s ²)			LB (N) PEDAL FORCE
EMERGENCY BRAKE TEST			
WARNING SYSTEM ACTUATION	TYPE: POWER _____	MANUAL _____	
60 MPH (97 km/h) STOPPING DISTANCE	FRONT OPERATING _____ FT (m)	LB (N) PEDAL FORCE	
	REAR OPERATING _____ FT (m)	LB (N) PEDAL FORCE	
	FRONT OPERATING _____ FT (m)	LB (N) PEDAL FORCE	
	REAR OPERATING _____ FT (m)	LB (N) PEDAL FORCE	
INOPERATIVE POWER SYSTEM TEST			
60 MPH (97 km/h) STOPPING DISTANCE	_____ FT (m)	LB (N) PEDAL FORCE	
	_____ FT (m)	LB (N) PEDAL FORCE	
FIRST FADE AND RECOVERY TEST			
FADE STOPS 1-4	_____ LB (N)		
RECOVERY STOPS 1-5	_____ FT/S ² (m/s ²) AT _____ LB (N) MAX PEDAL FORCE		
RECOVERY STOPS 6-12	_____ LB (N) MAX PEDAL FORCE		
SECOND FADE AND RECOVERY TEST			
FADE STOPS 1-8	_____ LB (N) PEDAL FORCE		
	_____ LB (N) PEDAL FORCE		
RECOVERY STOPS 1-5	_____ FT/S ² (m/s ²) AT _____ LB (N) MAX PEDAL FORCE		
RECOVERY STOPS 6-12	_____ LB (N) MAX PEDAL FORCE		
STABILITY DURING EFFECTIVENESS TESTS			
CONTROLLABLE BRAKING BELOW 16 FT/S ² (5.2 m/s ²)			
YES _____ NO _____			
FINAL INSPECTION			
LINING INTEGRITY	YES _____	NO _____	
MECHANICAL INTEGRITY	YES _____	NO _____	
HYDRAULIC INTEGRITY	YES _____	NO _____	
COMMENTS: _____			

REPORTED BY: _____ DATE _____			

FIG. 3—SUMMARY SHEET

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

(c) Record any operations performed.

6.5 Emergency Brake System Test—This test can be run separately. It need not necessarily be run after paragraph 6.4. If run separately, brakes are to be burnished per paragraph 6.4.

Initial brake temperature—150 °F (65.6 °C) before each stop.

Procedure—With one-half of the passenger car system open to the atmosphere, determine the shortest stopping distances under two con-

TEST NO. _____ ODOMETER: FINISH _____ WEATHER CONDITION _____
 DATE _____ START _____ ROAD CONDITION _____
 DRIVER _____ TOTAL _____ AMBIENT TEMPERATURE: HIGH _____ °F (°C)
 OBSERVER _____ LOW _____ °F (°C)

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

LINE PRESSURE, PSI (Pa)	PEDAL FORCE, LB (N)			AVERAGE
	1st RECORDING	2nd RECORDING	3rd RECORDING	

PREBURNISH CHECK
 30 MPH (48 km/h) 10 FT/S² (3 m/s²) IN GEAR - 1 MILE (1.6 km) INTERVAL

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

FINAL TEMPERATURES AFTER 10th STOP
 PASSENGER CAR:
 L. F. _____ °F (°C) R. F. _____ °F (°C)
 L. R. _____ °F (°C) R. R. _____ °F (°C)
 TRAILER:
 L. F. _____ °F (°C) R. F. _____ °F (°C)
 L. R. _____ °F (°C) R. R. _____ °F (°C)

SUMMARY OF PERFORMANCE: _____

FIG. 4-INPUT CORRELATION AND PREBURNISH CHECK DATA SHEET

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

BURNISH
 40-0 MPH (64-0 km/h), 12 FT/S² (3.7 m/s²) IN GEAR,
 250 F (121 C) IBT EACH STOP BUT 1 MILE (1.6 km) MAX INTERVAL

STOP NO.	PASS. CAR INPUT, LP OR PF	TRAILER INPUT	PEDAL TRAVEL, IN (mm)	PASS. CAR TEMP, °F (°C)				TRAILER TEMP, °F (°C)				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 (97-0 km/h) IN GEAR, 150°F (65.6°C) IBT EACH APPLICATION,
 150 AND 200 LB (687 AND 890 N) PEDAL FORCE

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

*AVERAGE OF THREE.

INOPERATIVE POWER SYSTEM TEST
 60-0 MPH (97-0 km/h) IN GEAR, 150°F (65.6°C) IBT EACH APPLICATION,
 150 AND 200 LB (687 AND 890 N) PEDAL FORCE

PASS. CAR INPUT, LP OR PF	TRAILER INPUT	STOPPING DISTANCE, FT (m)	PASS. CAR TEMP, °F (°C)				TRAILER TEMP, °F (°C)				REMARKS
			L.F.	R.F.	L.R.	R.R.	L.F.	R.F.	L.R.	R.R.	

FIG. 6-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 (°C)
 OBSERVER _____ LOW _____ °F (°C)
 ODOMETER: FINISH _____ START _____ TOTAL MILES (km) _____

FIRST (PREBURNISH) EFFECTIVENESS TEST
 30 MPH (48 km/h) IN NEUTRAL - 200°F (93.3°C) IBT EACH APPLICATION

PASS. CAR INPUT, LP OR PF	TRAILER INPUT	DECELER- ATION FT/S ² (m/s ²)	PEDAL TRAVEL, IN (mm)	PASS. CAR TEMP, °F (°C)				TRAILER TEMP, °F (°C)				REMARKS
				L.F.	R.F.	L.R.	R.R.	L.F.	R.F.	L.R.	R.R.	

60 MPH (97 km/h) IN NEUTRAL, 200°F (93.3°C) IBT EACH APPLICATION

PASS. CAR INPUT, LP OR PF	TRAILER INPUT	DECELER- ATION FT/S ² (m/s ²)	PEDAL TRAVEL, IN (mm)	PASS. CAR TEMP, °F (°C)				TRAILER TEMP, °F (°C)				REMARKS
				L.F.	R.F.	L.R.	R.R.	L.F.	R.F.	L.R.	R.R.	

SUMMARY OF PERFORMANCE: _____

FIG. 5-FIRST (PREBURNISH) EFFECTIVENESS DATA SHEET

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

SECOND EFFECTIVENESS TEST
 30 MPH (48 km/h) IN NEUTRAL, 200°F (93.3°C) IBT EACH APPLICATION

PASS. CAR INPUT, LP OR PF	TRAILER INPUT	DECELER- ATION FT/S ² (m/s ²)	PEDAL TRAVEL, IN (mm)	PASS. CAR TEMP, °F (°C)				TRAILER TEMP, °F (°C)				REMARKS
				L.F.	R.F.	L.R.	R.R.	L.F.	R.F.	L.R.	R.R.	

60 MPH (97 km/h) IN NEUTRAL, 200°F (93.3°C) IBT EACH APPLICATION

PASS. CAR INPUT, LP OR PF	TRAILER INPUT	DECELER- ATION FT/S ² (m/s ²)	PEDAL TRAVEL, IN (mm)	PASS. CAR TEMP, °F (°C)				TRAILER TEMP, °F (°C)				REMARKS
				L.F.	R.F.	L.R.	R.R.	L.F.	R.F.	L.R.	R.R.	

SUMMARY OF PERFORMANCE: _____

FIG. 7-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 (°C)
 OBSERVER _____ LOW _____ °F (°C)
 ODOMETER: FINISH _____ START _____ TOTAL MILES (km) _____

FIRST BASELINE CHECK

STOP NO.	PASS. CAR INPUT, LP OR PF	TRAILER INPUT	PEDAL TRAVEL, IN (mm)	PASS. CAR TEMP, °F (°C)				TRAILER TEMP, °F (°C)				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

STOP NO.	PASS. CAR INPUT, LP OR PF	TRAILER INPUT	PEDAL TRAVEL, IN (mm)	PASS. CAR TEMP, °F (°C)				TRAILER TEMP, °F (°C)				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. 8—FIRST BASELINE CHECK AND FIRST FADE TEST DATA SHEET

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

SECOND BASELINE CHECK

STOP NO.	PASS. CAR INPUT, LP OR PF	TRAILER INPUT	PEDAL TRAVEL, IN (mm)	PASS. CAR TEMP, °F (°C)				TRAILER TEMP, °F (°C)				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

STOP NO.	PASS. CAR INPUT, LP OR PF	TRAILER INPUT	PEDAL TRAVEL, IN (mm)	PASS. CAR TEMP, °F (°C)				TRAILER TEMP, °F (°C)				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. 10—SECOND BASELINE CHECK AND SECOND FADE TEST DATA SHEET

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

FIRST RECOVERY

STOP NO.	PASS. CAR INPUT, LP OR PF	TRAILER INPUT	PEDAL TRAVEL, IN (mm)	PASS. CAR TEMP, °F (°C)				TRAILER TEMP, °F (°C)				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

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

FIRST REBURNISH

STOP NO.	PASS. CAR INPUT, LP OR PF	TRAILER INPUT	PEDAL TRAVEL, IN (mm)	PASS. CAR TEMP, °F (°C)				TRAILER TEMP, °F (°C)				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. 9—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 (°C)
 OBSERVER _____ LOW _____ °F (°C)
 ODOMETER: FINISH _____ START _____ TOTAL MILES (km) _____

SECOND RECOVERY

STOP NO.	PASS. CAR INPUT, LP OR PF	TRAILER INPUT	PEDAL TRAVEL, IN (mm)	PASS. CAR TEMP, °F (°C)				TRAILER TEMP, °F (°C)				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

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

SECOND REBURNISH

STOP NO.	PASS. CAR INPUT, LP OR PF	TRAILER INPUT	PEDAL TRAVEL, IN (mm)	PASS. CAR TEMP, °F (°C)				TRAILER TEMP, °F (°C)				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. 11—SECOND RECOVERY, SECOND EFFECTIVENESS SPOT CHECK, AND SECOND REBURNISH DATA SHEET