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NATIONAL STANDARD OF THE
PEOPLE'S REPUBLIC OF CHINA

ICS 43.180

T 40

GB/T 35349-2017

**Parking Brake Performance
Test Methods for Vehicles**

汽车驻车制动性能检验方法

Issued on: December 29, 2017

Implemented on: July 01, 2018

**Issued by: General Administration of Quality Supervision, Inspection and
Quarantine;
Standardization Administration of PRC.**

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Foreword

This Standard was drafted as per the rules specified in GB/T 1.1-2009.

This Standard was proposed by and under the jurisdiction of National Technical Committee for Standardization of Operating Safe Technology and Testing Equipment (SAC/TC 364).

Drafting organizations of this Standard: Foshan Analytical Instrument Co., Ltd., Electronic Division of China Measurement & Test Technology Research Institute, Zhejiang Jiangxing Auto Inspection Equipment Co., Ltd., Nanjing Institute of Measurement and Testing Technology, Guangdong Zhaoqing Huayu Machine Equipment Co., Ltd., and Gansu Institute of Metrology.

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Parking Brake Performance Test Methods for Vehicles

1 Scope

This Standard specifies the parking brake performance test methods for vehicles.

This Standard is applicable to all kinds of vehicles and combination of vehicles running on China's roads.

2 Normative References

The following documents are essential to the application of this document. For the dated documents, only the versions with the dates indicated are applicable to this document; for the undated documents, only the latest version (including all the amendments) are applicable to this document.

GB 7258 Safety Specifications for Power-Driven Vehicles Operating on Roads

GB/T 13564 Roller Opposite Forces Type Automobile Brake Tester

GB 21861 Items and Methods of Motor Vehicles Safety Technology Inspection

GB/T 28529 Platform Brake Tester

GB/T 28948 Commercial Vehicle – Front Towing Attachments

GB 32087 Towing Devices for Light-Duty Vehicle

3 Terms and Definitions

The following terms and definitions and those ones stipulated in GB 7258 and GB 21816 are applicable to this document.

3.1 Parking brake performance

The parking capability of vehicle on the ramp.

3.2 Parking ramp

5.3.2 Test methods

5.3.2.1 The tested vehicle is gliding at a speed of 5km/h ~ 10km/h; after placing the transmission in the neutral (the vehicle with automatic transmission can be placed in the Shift “D”); the vehicle can be driven to the flat slab steadily and upright.

5.3.2.2 When the parking brake shafts of the vehicle are on the flat slab; operate the parking brake control device as per the requirements of 5.1.2.2; then measure the parking brake force value.

5.3.2.3 When the tested wheels are on the flat slab, maintain the vehicle stationary; measure the static wheel load of each wheels.

5.3.2.4 The parking brake ratio is the percentage between the sum of the measured parking force of each parking shafts and the sum of all shafts (static) loads.

5.4 Traction test methods

5.4.1 Facilities requirements

5.4.1.1 The measurement range of the traction parking tester shall generally be no less than 7000daN (or meet the requirements of the instrument instruction manual).

5.4.1.2 The test area shall be flat, hard and clean cement or asphalt pavement; the pavement adhesion coefficient shall be no less than 0.7.

5.4.1.3 The traction devices on the front and rear parts of the vehicle, and their fixings shall not be damaged, failed, broken or deformed to affect the normal use.

5.4.2 Test methods

5.4.2.1 Drive the tested vehicle into the test area, use service brake to stop the vehicle steadily.

5.4.2.2 Place the transmission of the tested vehicle into natural; operate the parking brake control device as per the requirement of 5.1.2.2; then release the service brake control.

5.4.2.3 Use the traction parking tester to tow the tested vehicle in the positive and negative directions; the direction of the traction force shall be parallel to the ground and parallel to the vehicle longitudinal centerline.

5.4.2.4 The instrument shall increase the traction force smoothly and slowly, the maximum traction force applied to the vehicle shall be calculated as per Formula (1):

$$F = \mu \cdot mg \quad \dots\dots\dots (1)$$

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