

ADDITIONAL BRAKING DEVICES

APPLICATION

This inspection applies to vehicles where a device is fitted.

Most buses with a maximum gross weight greater than 10000kg first used on or after 1 April 1983 or 5000kg first used on or after 1 May 2002 require such devices. A small but significant number of buses have been approved without additional braking devices due to the engine developing sufficient retardation without the need for an additional braking device. Whether the bus requires an additional braking device will have been determined at time of approval or initial inspection and therefore where fitted must be inspected.

There is no requirement to check any warning lights for vehicles fitted with electric retarders.

Air leaks for operating mechanisms of hydraulic retarders or exhaust brakes should be inspected under 'Brake Systems and Components' section of the Inspection Manual and only fail if the leak is affecting the braking system

The check of operation is made by visual assessment to establish the likelihood of correct fitment and function, rather than to see actual operation. Failure is justified only when it is obvious that a device is inoperative i.e. a disconnected linkage.

Hybrid Electric Vehicles (HEVs) where the power train equipment acts as a regenerative brake, the unit(s) should be inspected as if it is an additional braking device.

PROCEDURE AND STANDARDS

Check Additional Braking Devices for:

- a. installation where fitted.
- b. condition, completeness, contamination and security.
- c. adequate clearance from other components.
- d. presence of a heat shield where required.
- e. signs of overheating of components or the surroundings.
- f. security, positioning and condition of wiring.

REASONS FOR FAILURE

	Deficiency Category
1. Additional Braking Device:	
a. Missing when known to be a mandatory item.	MAJOR
b. Components missing, insecure, or damaged.	MINOR
c. Components missing, insecure, or damaged to such an extent the device is inoperative.	MAJOR
d. Wiring insecure or damaged.	MINOR
e. Wiring insecure or damaged to such an extent the device is inoperative.	MAJOR