



## New Danish regulation on checking the braking (PTI) of heavy commercial vehicles

Until July 2008, a correction factor of 0.9 was used in Denmark for disc and drum brakes in order to test the braking effectiveness on a dynamometer test rig (rolling road). This was justified by the differences in braking on the dynamometer test rig and on a real road.

The new regulation contains the following changes:

1. Extrapolation from the point 0 bar brake cylinder pressure, 0 daN braking effort
2. In future, the correction factors will vary with the brake pressure.
3. In future, there will be different correction factors for disc and drum brakes.

Correction factor for disc brakes:	0.96 - 0.97 for brake cylinder pressures from 2 to 7 bar
Correction factor for drum brakes:	0.86 - 0.90 for brake cylinder pressures from 2 to 3 bar 0.90 - 0.97 for brake cylinder pressures from 3 to 7 bar

The modified regulation will come into force between 1 August 2008 and 1 November 2008. The police are entitled to apply the rule from 4 July 2008 onwards. This regulation also applies to some vehicles that have already been registered.

BPW had already taken the special Danish regulations on checking braking power into account in the past by recommending configuring vehicles for more exacting requirements in the "Recommendations on drawing up brake calculations" TE-4018 (see BPW website).

The test conditions for disc brakes will be simplified in future by the new regulation. Also, there is no change for vehicles with drum brakes if high brake cylinder pressures are reached during the test.

At low brake cylinder pressures, more than the previous 10% of the braking power is subtracted during the test. This can result in the test not being passed.

In order to check vehicles with drum brakes as in the past, it is necessary to ensure that high brake cylinder pressures are reached during the test. Without changing the brake configuration, this can only be achieved by loading the vehicle fully or partially.

**=> Therefore, vehicles with drum brakes should in future only be presented for the test when fully or partly laden.**

BPW is unable to accept responsibility for complaints arising from brake tests in unladen condition or with low brake cylinder pressures resulting from local national regulations.