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**NATIONAL STANDARD OF THE
PEOPLE'S REPUBLIC OF CHINA**

GB 24926-2010

Replacing GB/T 24926-2010

**Performance and measurement method for braking of all-terrain
vehicles**

全地形车制动性能要求及试验方法

(English Translation)

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Foreword

This document is in accordance with the provisions of GB/T 1.1-2020 "Guidelines for standardization work Part 1: Structure and drafting rules for standardization documents" Drafting.

This document replaces GB/T 24926-2010 "All-terrain vehicle braking performance requirements and test methods" and is consistent with GB/T 24926-2010.

In addition to structural adjustments and editorial changes, the main technical changes are as follows.

---Changed the controller, energy transmission device, service brake system, emergency brake system, multi-circuit service brake system, disconnect engine, initial Initial brake temperature, wheel lock terms and definitions (see 3.1, 3.2, 3.3, 3.5, 3.6, 3.7, 3.8, 3.10, 2010 edition 3.1, 3.2, 3.3, 3.5, 3.7, 3.9, 3.10, 3.12);

--- Deleted the terms and definitions of independent braking system, anti-lock braking system, initial braking speed and load (see 3.6, 2010 edition 3.8, 3.11, 3.14);

--- Added the terms and definitions of test speed, full load, light load, braking system, brake, power-assisted braking system and maximum speed (see 3.9, 3.12, 3.13, 3.14, 3.15, 3.16,

3.17);

--- Changed the structural and functional requirements (see Chapter 4, Chapter 4 of the 2010 edition);

--- Added the requirements for warning lights of multi-circuit service brake systems and special requirements for equipment of four-wheel all-terrain vehicles (see 4.1.11, 4.2.1.6);

--- Deleted the requirements for ABS warning lights (see 4.1.1.9 and 4.1.1.10 of the 2010 edition);

--- Changed the equipment requirements for multi-purpose all-terrain vehicles (UV) and recreational field vehicles (go-kart), and the functional requirements for parking brake systems (see 4.2.2.1, 4.3.3, 4.1.2.2.1, 4.1.3.3 of the 2010 edition);

--- Added brake system test and performance requirements for Class Y four-wheel all-terrain vehicles (ATV) and Class Y recreational field vehicles (go-kart) (see 5.1);

--- Changed the test speed deviation requirements, test road surface requirements, environmental conditions requirements, test speed, and brake control force requirements during the test.

Requirements, braking force balance requirements, parking brake test requirements (see 5.2.1.1.2, 5.2.1.3, 5.2.1.4, 5.2.1.6.9, 5.2.1.7.3,

--- Deleted the performance requirements for type 0 brake test (see 5.2.1.3 of the 2010 edition);

--- Added dry braking test of operating the brake controller alone, dry braking of operating the brake controller at the same time, and high-speed braking test performance requirements for the wet brake test (see 5.2.2.1.3, 5.2.2.1.4, 5.2.2.1.5, 5.2.2.1.6);

--- Added brake system failure requirements (see 5.2.2.4);

--- Added test methods for Class Y four-wheel all-terrain vehicles (ATV) and Class Y recreational field vehicles (go-kart) (see 6.1);

--- The test sequence table has been changed (see 6.2.1, 6.1 of the 2010 edition);

--- Deleted the dry brake test with engine disconnected (0-type test) and the dry brake test with engine connected (0-type test) Methods (see 6.4 and 6.5 of the 2010 edition);

--- Added dry brake test of operating brake controller alone, dry brake test of operating brake controller at the same time, high-speed braking Test methods for test and wet brake test (see 6.2.4, 6.2.5, 6.2.6, 6.2.7);

--- Added the braking performance requirements and test methods for Class Y four-wheel all-terrain vehicles (ATV) and Class Y recreational field vehicles (go-kart), Partial failure test and performance requirements of multi-circuit service brake system, failure test and

performance requirements of power-assisted brake system, linkage brake System failure test and performance requirements (see Appendix A to Appendix D);

--- Deleted the test methods and requirements for the braking performance of all-terrain vehicles equipped with ABS braking systems, the adhesion coefficient (K) and the adhesion the test method for the braking performance of all-terrain vehicles exported to the United States and the performance requirements (see Appendix.2010) Appendix A, Appendix B, Appendix C).

1 Scope

This document specifies the structural and functional requirements, brake system testing and performance requirements, and test methods for all-terrain vehicles.

This document applies to the design, development, production and testing of all-terrain vehicle braking systems.

2 Normative references

The contents of the following documents constitute the essential clauses of this document through normative references in this document.

For referenced documents without a date, only the version corresponding to that date applies to this document; for referenced documents without a date, the latest version (including all amendments) applies to this document.

GB/T 24936 Terminology of all-terrain vehicles

3 Terms and definitions

The terms and definitions defined in GB/T 24936 and the following apply to this document.

Controller

A component directly operated by the driver to provide the energy required for braking or control to the energy transmission device.

Energy transmission device A combination of components that connect the functions of the controller and the brake.

Service brake system A braking system that slows down a moving vehicle.

Combined brake system; CBS A service brake system in which the brakes on all wheels are controlled by a single controller.

Emergency brake system secondary brake system A second service brake system installed on a vehicle equipped with a linked brake system.

Braking system that controls the brakes on all wheels.

Note: The system is controlled by a single controller for two or more subsystems. Failure of any subsystem (such as system failure caused by hydraulic pipeline leakage) does not affect the Other subsystem functions.

enginedisconnected

The engine is disconnected from the drive wheels.