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# NATIONAL METROLOGY VERIFICATION REGULATION OF THE PEOPLE'S REPUBLIC OF CHINA

# JJG 1160-2019

## Loading Method Automobile Brake Testers

汽车加载制动检验台检定规程

**(English Translation)**

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## Introduction

This regulation is based on JJF1001-2011 "General Metrology Terms and Definitions", JJF1059.1-2012 "Inaccurate Measurement" "Sentimental Evaluation and Representation",



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JJF1002-2010 "Rules for Compilation of National Metrological Verification Regulations" are the basic series of specifications to be formulated.

Part of the technical content of this regulation refers to JJG 906-2015 "Roller Reaction Brake Inspection Bench", JJG 1014 "Special Axle (Wheel) Weight Instrument for Motor Vehicle Inspection" and GB 21861-2014 "Motor Vehicle Safety Technical Inspection Items and Methods" Law" and GB 18565-2016 "Comprehensive Performance Requirements and Inspection Methods of Road Transport Vehicles".

This regulation is published for the first time.

Vehicle Loading Brake Inspection Bench Verification Regulations

1 Scope

This regulation is applicable to the vehicle loading brake inspection bench with "bench body lifting device" (hereinafter referred to as the loading brake the first test, subsequent tests, and inspections in use.

2 Reference documents this specification references the following documents.

JJG 906-2015 Roller reaction brake inspection bench JJG 1014 Special axle (wheel) weight instrument for motor vehicle inspection GB 18565-2016 Comprehensive performance requirements and inspection methods for road transport vehicles GB 21861-2014 Motor Vehicle Safety Technical Inspection Items and Methods for dated references, only the dated version applies to this Regulation; for undated references, the latest version (including all amendments) applies to this regulation.

3 Terminology and units of measurement JJG 906-2015 "Roller Reaction Brake Inspection Bench" and JJG 1014 "Special Shaft (Wheel) for Motor Vehicle Inspection" the following terms and units of measurement as defined in "Heavy Instruments" are applicable to this regulation.

3.1 main drum mainroller the roller is driven by the direct coupling or chain of the drive motor through the deceleration mechanism.

**Note:** According to the provisions of GB/T 13564-2005, the main drum should generally be higher than the auxiliary drum (0~30) mm.

3.2 auxiliary roller auxiliary roller A roller driven by the main roller through a chain.

The wheel braking force measured by the brake table when the wheel of the tested vehicle slides on the upper busbar of the active drum (wheel locks) Ratio to the gravity load of the wheel. Dimensionless quantity.

The maximum deviation from the zero value displayed by the instrument when the brake table is under no-load operation. The unit is ten Newtons (daN).

The special force measuring lever is fixed outside the drum to apply torque to the drum,



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and the rotation center of the torque is in the drum on the extension line of the axis, the special force measuring lever should be able to directly apply torque to the main drum.

For the brake platform with the third roller, when the detected vehicle brakes, the linear speed of the third roller follows the linear speed of the braking wheel.

The speed slows down and slows down. At the moment when the drive motor of the brake table automatically stops, the line speed of the main drum and the line speed of the third drum the percentage of the difference and the linear speed of the main drum.



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