

Introduction

The VIS-CHECK has been designed to assist workshops, fleets and enforcement institutions in the total management of the vehicle system. The VIS-CHECK (VIT) uses a software program written and developed by Vehicle Inspection Systems engineers to allow the end user to establish and maintain a database history on all vehicles tested on the roller section of the VIS-CHECK.

The VIS-CHECK full version trailer mounted module (VIS-TF-SJRL) consists of a hydraulic power pack, a roller section and shaker plates fitted into a trailer mounted robust frame. The roller section is fitted with eight load cells that measure weight and two strain gauges that measure torque.

This manual takes the user on a brief tour through the world of brake testing while outlining the safety and operating aspects of the VIS-CHECK system.

Some of the information displayed in this manual can be cited in the following publications and sources.

- Australian Air Brake Code of Practice

Safety Information

This Plant Safety Information Sheet must be read in conjunction with the operating and safety instructions provided in the VIS-Check Operators Manual for the specific plant item. Only appropriately trained and certified personnel are authorised to operate the plant.

When using the plant, clear communication is required between the operator and driver of the vehicle.

Pre-Start Checks:

- The emergency stops and jack buzzer/warning light must be checked for correct operation before the plant is used.
- Ensure that the hand control and spotlight are operating correctly

Emergency Stop Procedures:

- There are two emergency stops provided with the plant. Familiarise yourself with their location.
- **To activate the emergency stop:** depress the emergency stop button.
- **To reset the emergency stop:** turn the button clockwise and it will automatically reset.

Operation:

- Gloves must be worn when moving the ramps
- The operator should ensure that there are no persons or objects on the plant before it is switched on.
- The operator or any other person involved with the operation of the plant should never stand or lie on the plant (other than on designated walkways) when the plant is being used.
- When lowering the plant onto the ground ensure all personnel are at a safe distance.
- Before driving a vehicle onto, across or off the plant, check that there are no people located in an unsafe position and ensure the trailer axle has been fully retracted
- Always keep clear of the rollers during a brake test.
- Always keep clear of the lifting jack while it is being raised or lowered.

- The operator or other persons should never work on a vehicle while it is still on the plant.

Towing:

- Refer to operator's manual for correct and safe operation.

Maintenance:

- Any servicing or maintenance of the plant should only be performed by the OEM, an authorised service agent or by an appropriately trained technician.
- If it is necessary to work on any part of the plant for servicing purposes the power should be switched off and 'locked-out' before the work commences.

It is important to ensure that the equipment is in good working order at all times.

VIT Information / User Responsibilities

The VIS-CHECK is built to highest quality standards and is totally Australian made. In order for this product to produce results that comply with the motor industry standard it is recommended that the equipment is calibrated on an annual basis. Equipment that is used in an enforcement capacity should be calibrated twice a year. It is important to carry out regular maintenance inspections in order to prevent equipment failure.

The VIS-CHECK is of a robust nature and can withstand relatively rough treatment however, given the number of electronic circuits that control the system; VIS recommends the user adhere to the following procedures in order to avoid unnecessary problems.

- Do not leave the hand controller (*face up*) exposed to direct sunlight for prolonged periods of time as this could damage the liquid crystal display (*LCD*). If the equipment is used outdoors simply place the hand control face down on the surface.
- When cleaning the machine do not spray water on the electrical cabinet, plugs or hand controllers.
- Never allow any part of the VIS to become submerged in water.
- Do not weld or use plasma cutters on the machine under any circumstances as this will damage the strain gauges and load cells
- While the machine is under warranty contact Vehicle Inspection Systems before attempting any repairs
- Recommended towing speed for VIT should not exceed **100 km/hr**

Vehicle Inspection Systems also recommends that the RAM card be cleared on a weekly basis

If there are any queries on the operation of the equipment please do not hesitate to contact Vehicle Inspection Systems Field Support and Service Department on one of the numbers displayed at the back of this manual

Important Key Words & Terms

Power Cycle

Turning the main power switch off and then on again which resets the machines computer system. The switch should be left in the off position for 30 seconds so that the computer has time to shut down. This technique is not a preferred option as data that has not been saved to the machines ram card may be lost. If a screen lock occurs and functionality of the software is lost power cycling will reset the software.

Rear

Describes the set of rollers furthestmost away from the main electrical box positioned on the tow "A frame" of the trailer.

Front

Describes the set of roller closest to the main electrical box positioned on the tow bar "A frame" of the trailer.

ESC

An abbreviation for "**Escape**" and a method of back tracking to the previous window or returning to the main window.

Window

Refers to a number of options which appear in the LCD menu, by preselecting one of the options the software will move to the next window

VIT

This is an abbreviation for "**Vehicle Inspection Trailer**"

Brake Test Operation

The VIT tests the performance of brakes on all axles of a vehicle and trailer, including the park brake. If optional equipment supplied it can tap into the air supply on larger vehicles to measure the available and applied air throughout the entire vehicle, including assessing the compatibility of a prime mover (*or tractor*) and its trailers.

Braking performance is measured regardless of the loading on the vehicle – ideally the vehicle should be fully loaded to be able to measure deceleration performance under load.

Suspension & Steering Inspections

The VIT is equipped with a 10 tonne hydraulic jack and shaker plates which enables an inspection of the suspension and steering components. The vehicle's axles can be lifted, shaking motion applied and the operator can visually inspect by looking closely at wheel bearings, kingpins, suspension arms, steering boxes, brake assembly's etc.

Towing the VIT

The VIT trailer must be towed by a suitable vehicle meeting the tow capacity required. Exceeding the towing speed is **100 kph** will cause damage to the frame of the equipment.

The following inspections should be carried out prior to towing the equipment

1. Ensure that the axle locking mechanism is securely locked in position as indicated in pack up procedure. *(page 11)*
2. The tow ball is connected and locked into position.
3. The stab jacks are completely raised with no parts protruding.
4. The safety chains and stabilizer bars are connected.
5. The trailer electrical plug is positively connected *(ensure systems function correctly)*
6. The jockey wheel is removed and stowed. All equipment *(cables etc)* is packed into the plastic tubs and stowed.
7. The trailer ignition key is switched off and removed.
8. The electrical cabinet doors are locked.
9. The hand brake is released after ensuring the tow vehicle park brake is applied
10. All ramps are secured and tightly tied down onto the rear section of the trailer frame using suitably rated straps.

Note

To avoid unnecessary delays ensure that the trailer keys are kept with the towing vehicle.

Important

Ensure that the electric trailer brake is set correctly and to the satisfaction of the driver of the towing vehicle. Test the performance of the brakes and stopping distances before undertaking the journey. Road conditions will greatly influence the stopping distances of the towing vehicle and trailer.

Selection of a Suitable Site

The VIT must be positioned on level ground to prevent twisting and cracking of the frame. Positioning the VIT on uneven ground may cause inaccurate brake test results.

The equipment should be placed on a hard level surface where possible.

System Controls

The following is an explanation of the buttons, switches and gauges that can be found on the electrical cabinets.

Deck Lights

This switch activates the spot lights in the front and rear cover of the VIT. These lights are used to light up the under carriage of the vehicle during night testing and at other times when visibility is poor.

Trailer Lift Up / Down

This switch lowers and raises the VIT trailer.

Note

As indicated on the signage "Up" means that the VIT will lift

Emergency Stop

This button is pushed in to stop all mechanical functions in the event of an emergency. Twisting the emergency stop button will release the pause function and return operations to the same position as prior to the engagement of the emergency stop.

Power

Gives power to the machines electronics when switched to the "On" position, the switch is illuminated green when switched on.

Engine Fast/Slow

This switch manually controls the engine RPM and is required the "shaker mechanism" is being used or the equipment is being set up.

Engine Start

Turning the key to the left for approximately 5 seconds will preheated the engine. Turn the key to the left and start the engine as in a standard ignition.

Engine RPM

The orange needle indicates the engine's RPM. Engine RPM is pre set and should not be adjusted other than using the engine Fast/Slow switch (*see page 6*). The hydraulic pump must operate under 3000 engine RPM or damage to the pump may occur. A governor is fitted to the engine to protect it from over revving.

Oil Temperature Ready Light

This indicates that the hydraulic oil is at an ideal operating temperature.

Engine Alternator Light

This red light will illuminate if the alternator is not charging while the VIT engine is running.

Oil Pressure Light

If the engine oil pressure increases or decreases outside the manufacturers recommended limits the red light will illuminate and the engine will shut down automatically.

Engine Temperature Gauge

Indicates the engines operating temperature that is preset at 95 degrees. If the temperature rises above 95 degrees the engine will automatically shut down.

Computer

A PC can be connected into the VIT through ports at the front or rear cabinets for service and diagnostic work.

Axle away/return

This switch will drive the axle away and return. This function is used when setting the VIT axle into tow or test position.

Note

The VIT must be raised until the tyres are no longer in contact with the ground and the axle lock released prior to driving the axle away. Always release VIT hand brake prior to driving the axle away.

Trailer Lifting Jacks

Will raise and lower the trailer so that the axle can be disconnected or connected and the jockey wheel can be attached or removed.

Hand Control

The hand control allows the operator to control the machines functions electronically through a series of menus displayed on a Liquid crystal Display.

Spotlight

A hand held Spotlight is used to operate the VIT jack and shakers (*for suspension testing*) at the same time as illuminating the components being visually inspected. This light is equipped with a safety interlock and should be used as a two handed operation. The light switch must be activated prior to the jack and shaker being used thus eliminating the possible unintentional use of the jack and shakers.

Two spotlights are supplied with the VIT.

Setting Up

1. When the VIT is used on the side of the road the trailer should be positioned at 90 degrees to the oncoming traffic.
2. Position the VIT as close as possible with the towing vehicle to it's preferred location.
3. Connect the jockey wheel.

Note

Ensure the raised lug on the jockey wheel sleeve is located in the slot on the holding bracket. This will ensure that the jockey wheel is able to carry the trailer weight.

4. Apply the VIT's hand brake.
5. Wind the jockey wheel handle to take weight of the trailer off the towing vehicles tow ball. Alternatively use the trailer jacks to lift the VIT off the towing vehicle's tow ball.
6. Disconnect the safety chains, stabilizer bars and trailer to tow vehicle electrical plug.
7. Drive the tow vehicle a safe distance away from the VIT
8. Release the hand brake on the VIT
9. Using the jockey wheel, position the VIT in the ideal testing location.

Note

The jockey wheel is fitted with a ratchet locking system (a handle is supplied to control the jockey wheel) which is to be set as required to ensure the trailer will not roll on it's own accord.

10. If fitted remove the tonneau cover from the trailer

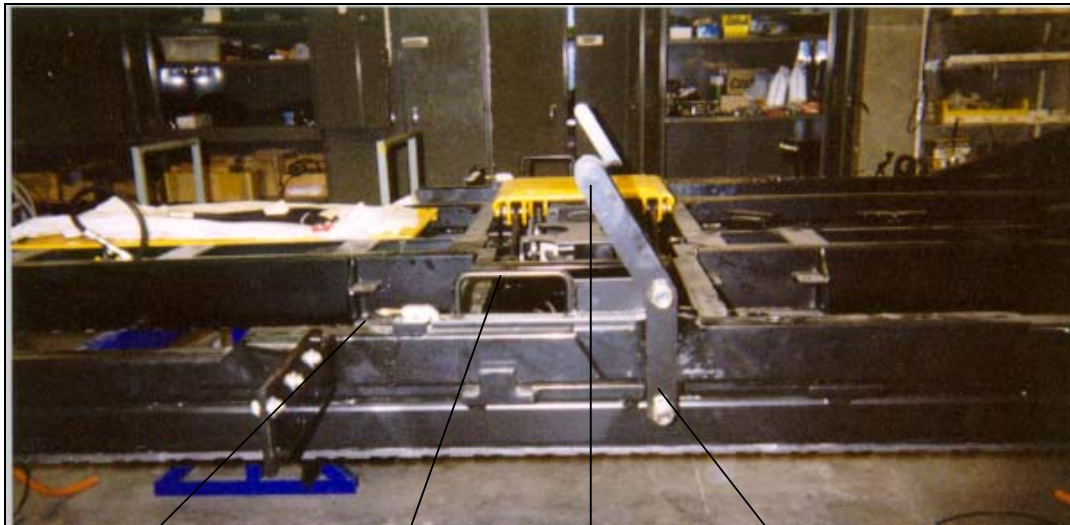
11. Undo the ramp straps and remove the ramps from the trailer. Ensure that they are placed a safe distance from the VIT before continuing with the remainder on the procedure
12. Turn the rev's to high and switch the trailer lift to the up position until the trailer lifting jacks are fully extended and the wheels are off the ground. Once this function is completed turn the rev's down to low.

Note

Trailer lift up/down refers to the trailer lifting up or down.

14. Disconnect the axle locking mechanism by pulling the ring clip on the frame then lift the handle, and move the locking arm downward until the locking arm is free of the main trailer chassis lock (*Indicated in figure 1*)

Fig1



Ring clip

Handle

Locking arm

Chassis lock

15. Remove the jockey wheel from the trailer
16. Lower the trailer to the ground so that the frame base is situated flush with the surface making sure that the ramp interlock plate are in position.

Important

When lowering the trailer to the ground the procedure should be carried out using the controls situated in the rear control cabinet

Note

The large plates are placed in line with the rollers and shaker plates under the frame before the frame is fully lowered. The interlock plates stop the ramps from moving while a vehicle is being driven over the VIT

17. Turn the axle switch to the “**Away**” position in order to drive the axle over the front cabinet and come to rest on the draw bar.

Important

Do not attempt to flip the axle over while the VIT is supported by the stab jacks as this will cause damage to the jack cylinder shafts

When driving the axle away and return the operator must ensure that the axle is not driven all the way. Gravity will allow the axle to rest in its preferred position, driving the axle all the way into its preferred position may also cause undue structural damage.

18. Make sure that the power switch is in the “**OFF**” position before connecting the hand control to labelled plug on either the front or rear cabinet as required.
19. Make sure that the power switch is in the “**OFF**” position before connecting the spotlight to the labelled plug on either the front or rear control cabinet as required.

Safety Note

It is important to note that although there are two spotlights supplied for the shaker and jack operation it is recommended that only one light is plugged in for use at any given time. This is to avoid inadvertent use of the shaker or jack while the vehicle is being inspected by an operator who may be positioned under the vehicle

Packing Up

1. Turn "OFF" the power and disconnect and store the hand controller, spotlights and all relevant cables etc.
2. Place the ramps onto the trailer as per sign mounted on the trailer
3. Via the rear cabinet controls return the axle to the main trailer body position ready for locking into place. This procedure should be carried out with the rev's set at low

Note

Do not drive the axle all the way to the trailer frame allow gravity to gently lower the axle into position from just past the vertical position

4. Set the rev's to low and raise the trailer using the trailer lift up switch.
5. Lock the axle mechanism
6. Secure the jockey wheel in position
7. Retract the trailer stab jacks insuring that the VIT handbrake has been applied first.
8. Position tow vehicle, lower the trailer onto tow ball and lock in place.
9. Remove the jockey wheel and stow it in the tow vehicle
10. Connect the safety chains, stabiliser bars, breakaway switch and electrical plug
11. Secure the tonneau cover if supplied
12. Make a final check of the equipment checking the trailer brakes and all lights are functioning correctly. Make sure that stab jacks are fully retracted and ramps and other gear is securely fastened.

Note

All equipment with the exception of the VIT ramps should be stowed in the tow vehicle. Ramps must be placed on the rear section of the trailer to comply with tow vehicle's towing capacities. (See signage on VIT for preferred ramp placement).

Minimum Requirements

The minimum requirements are the basic acceptable standards that are set out by the national or state governments. These standards can vary, however it must be remembered that the minimum requirements are the lowest limits acceptable to the authorities. Therefore it is advisable that the minimum requirements be used purely as a bench mark and that the brakes on the vehicle be adjusted to the best possible efficiency

The QLD Requirements for Vehicles With a GVM Exceeding 4.5 Tonnes

☞	Brake Balance	70%
☞	Deceleration	.44g (Total rig)

(This applies to unladen vehicles only)

Rolling Resistance Ratio in a wheel will increase fuel consumption because it means that there is constant excessive drag on that wheel when the vehicle is in motion.

Note

The **Maximum Rolling Resistance** on a wheel is the amount of force required to keep a wheel turning whereas the **Rolling Resistance Ratio** is the amount of deceleration or drag in a wheel that will stop it turning without the brakes being applied.

How to start the VIT

Switch on the hand controller and it will proceed to scroll through a number of text filled screens. In basic terms this is known as 'warming up'

When the system has completed the 'warm up' the start screen will be displayed.

It is important to note that the roller closest to the towing point ("*A frame*") is known as the front roller and the roller furthest from the towing point is known as the rear roller

First selection screen

<p>Left Vehicle Tire On</p> <p>1. = Front Roller 2. = Rear Roller 3. = 4WD Mode <i>(Optional)</i></p>

This section determines which way the rollers will turn ensuring that the wheels turn in an anti-clockwise direction on the rollers. This replicates the vehicle driving in a forward motion as it would under normal driving conditions.

This direction selection will ensure that the results appear under the appropriate headings on the ticket printout

Second selection screen

<p>Zeroing Transducers Clear VIS, Then Press Enter Key Press 9 To Abort</p>

The transducers are the load cells, strain gauges. It is important that the equipment is clear of any force or weight before the enter key is pressed.

The screen will then display the following:

Key 2 =	Brake Test
Key 5 =	Download to PC

This is known as the start screen from which all test or hidden menu procedures are carried out. To return to this screen from a hidden menu simply press the **ESC** key on the hand control keypad until the start screen is displayed.

How to do a Brake test

To do a brake test from the start screen complete the following procedure

- Press 2

The hand control will display a number of screens that require the user to enter information as outlined in the procedure below

Screen one

Enter tag/license plate Press Enter
--

- Type in the registration or identification number of the vehicle using the hand control keypad
- Press enter

Screen two

Enter VIN Press Enter
--

This entry is optional therefore if you are not required to show the VIN of the vehicle press enter. If you are required to show the VIN follow the instructions below

- Type in the VIN (*Vehicle Identification Number*) of the vehicle using the hand control keypad
- Press enter

Screen Three

Enter Number of Main Vehicle Axles Press Enter

- Type in the number of axles to be tested using the hand control keypad
- Press enter

Screen Four

**Enter Odometer Reading
Press Enter**

This entry is optional therefore if you are not required to show the odometer of the vehicle press enter. If you are required to show the odometer number follow the instructions below

- Type in the odometer reading using the hand control keypad
- Press enter

Screen Five

**Position axle 1
1 = Start Brake Test
2 = Read System Pressure**

- Press 1

The rollers will start to turn and after approximately 10 seconds the screen will read **“Slowly Apply the Brake “**

The brakes of the vehicle are applied and the test will terminate. The screen will then scroll through the brake test results as set by the software defaults.

The following screen will then be displayed

**1 = End Test Axle 1
2 = View test results
3 = Repeat
4 = Aux**

- Press 1

The screen will now read **“Printing Test Report “**

If more than one axle was entered in screen three the following will be displayed

Position axle 2
1 = Start Brake Test
2 = Read System Pressure

If there was only one axle entered in screen three the following will be displayed

1 = End Test
2 = View Test Results
3 = Repeat
4 = Aux

- Press 1 (if you would like to end the test or complete the next step to do a park brake test)
- Press 4 (Aux)
- Press 2

The screen will indicate that the park must be applied

- Apply the park brake

Once the test is terminated complete the following:

- Press 1 (End Aux test)
- Press 1 (End axle test)

The screen will read

- Printing test report

Once the ticket has been printed the screen will display

1 = Continue
2 = Download
3 = Auto Download to PC

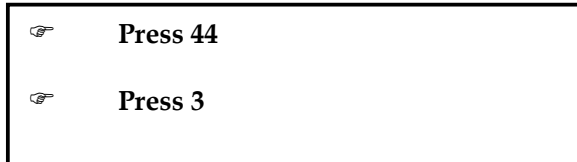
- Press 1

The hand control will return to the start screen

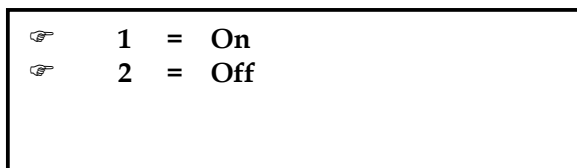
Hand Control Features

Inserting a heading on the ticket printout

The hand controller allows the user to add a heading to the ticket printout. For example if you would like to change the name of the customer name printed at the top of the ticket printout do the following



At the top of the screen the following will displayed



- Press 1
- Using the keypad type in the required heading

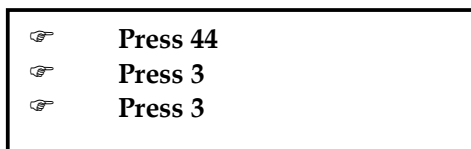
Note

The system will allow up to three lines of text to be entered. Press enter at the end of each line in order for the cursor to move to the next line.

Once the heading is complete press ESC until the screen returns to the 'start screen'

Clearing the RAM card

From the start screen



The following text will be displayed

Erase all saved test data
9 = erase data
Esc = Exit

- Press 9
- Continue pressing ESC until the screen returns to the 'start screen'

How to enter a new test number

Enter a new test number using the hand control from the start screen

- Press 44
- Press 3
- Press 3

The screen will display the following:

Erase all saved test data
9 = Erase
ESC = Exit

- Press 8

The screen will display the following:

Enter new test
Number > 0 Esc = Exit

- Type in a test number greater than 0 for the new database
- Press Enter

Press ESC until the start screen is displayed

Run Rollers Manually

Run rollers manually using the hand controller from the start screen

- Press 33
- Press 1
- Press 1 (*Rollers*)
- Select which roller the left wheel is on (*1 or 2*)

The screen will display the following:

<p>1 = Run Rollers 2 = Stop Rollers</p>

- Press the appropriate key

Installing a Paper Roll in the Ticket Printer

Custom Printer

The machine should remain switched on while this procedure takes place.

- Pull open the front cover flap on the actual printer
- Press the ribbon carriage button (*situated just under the ribbon carriage on the right*)
- Flip the printer carriage up until the paper entry is exposed
- Remove the existing paper roll core from the holder (*make sure that all paper is removed from the ribbon feeder carriage*)
- Insert new paper roll into the printer and feed through the ribbon feeder carriage (*as indicated on the inside of the front cover flap*)

Once the paper has fed through the feeder, clip the carriage back into position and close the cover flap

Installing a Printer Ribbon

Custom Printer

The machine should remain switched on while this procedure takes place.

- Open the cover flap on the front of the printer and the ribbon is situated just above the paper roll holder.
- Push gently on the left side of the ribbon cartridge
- The ribbon cartridge will unclip and can be removed
- When inserting the new cartridge make sure that the paper is pulled through between the ribbon and the casing and not over the top of the ribbon.

Shake Test Procedure

The wheels of the vehicle are placed in the middle of the shaker plate ensuring that they are facing forward. It is important to note that the driver of the vehicle must hold the steering wheel of the vehicle firmly.

Choke the wheels on an axle not being inspected then the operator will jack up the vehicle until the jack holds the majority of the weight. At this point the tyres are just resting on the shaker plates and the testing procedure is as follows.

1. The driver applies the service brake
2. The operator will shake the plates in a forward and backward motion checking for wear on king pins, steering mechanism, engine mountings etc.
3. The driver will release the service brake
4. The operator will shake the plates in the side ways motion checking for wheel bearing wear

Once this procedure has been completed the jack is returned to the rest position and the vehicle is moved forward.

If the tyres of the vehicle are wet or worn it is important to either dry the shaker plates or allow the vehicle to rest heavier on the plates. This is done in order to avoid the tyres slipping on the plates and therefore not allowing the operator the opportunity to properly shake the suspension.

Some drive or trailer axles are difficult to jack up because of the positioning of differentials or plumbing. In these cases simply leave the wheels resting on the plates when completing the shake test procedure. The weight of these axles is a lot less than the steer and therefore can be tested without using the jack.

Important

When lifting the vehicle with the jack make sure that the axle is placed in the centre of the jack plate. This will reduce the risk of the vehicle slipping off the jack while the shaking procedure is being carried out.

It is recommended that at least one axle not being jacked / inspected should be chocked prior to jacking the vehicle to eliminate the possibility of the vehicle rolling backward.

Understanding the Ticket Printout

There are a number of readings that appear on the ticket printout and understanding the result of a test is crucial to the diagnosis of any brake problem that may occur. The following is a brief explanation of the ticket printout:

- **Maximum Rolling Resistance**

During the initial 10 seconds of the brake test the machine samples the maximum amount of force that is required to keep the wheel turning without the brakes being applied. This is known as rolling resistance or wheel drag.

- **Maximum Brake Force**

This is the maximum amount of force applied to the wheel during a brake test. It is important to note that in some cases where the wheel does not lock up during a test there is still enough force generated to stop the vehicle.

- **Brake Balance %**

This is the percentage difference of the maximum brake force achieved between two wheels on the same axle.

- **Maximum Deceleration**

This is the efficiency of the brake measured by dividing weight into force generated on each wheel of a tested axle.

Table of Stopping Distances

Stopping Distances (Meters) From Given Initial Speed (kph)

m/s/s	30	50	70	80	90	100	110	130	140	160
2.8	12.64	35.11	68.82	89.89	113.77	140.46	169.95	237.37	275.29	359.57
3.0	11.80	32.77	64.23	83.9	106.18	131.09	158.62	221.51	296.94	335.58
3.2	11.06	30.72	60.22	78.66	99.55	122.9	148.71	207.70	240.88	314.62
3.4	10.41	28.92	56.68	74.03	93.69	115.67	139.96	195.48	226.71	296.11
3.6	9.83	27.31	53.53	69.92	88.49	109.24	132.18	184.62	214.12	279.66
3.8	9.31	25.87	50.71	66.24	83.83	103.49	125.23	174.90	202.85	264.94
4.0	8.85	24.58	48.18	62.92	79.64	98.32	118.97	166.16	192.70	251.70
4.2	8.43	23.41	45.88	59.93	75.85	93.64	113.3	158.25	183.53	239.71
4.4	8.04	22.35	43.80	57.20	72.40	89.38	108.15	151.05	175.19	228.81
4.6	7.69	21.37	41.89	54.72	69.25	85.49	103.45	144.49	167.57	218.87
4.8	7.37	20.48	40.15	52.44	66.37	81.93	99.14	138.47	160.59	209.75
5.0	7.08	19.66	38.54	50.34	63.71	78.66	95.17	132.93	154.16	201.36
5.2	6.81	18.91	37.06	48.4	61.26	75.63	91.51	127.81	148.23	193.61
5.4	6.55	18.21	35.69	46.61	58.99	72.83	88.12	123.08	142.74	186.44
5.6	6.32	17.56	34.41	44.95	56.88	70.23	84.98	118.68	137.65	179.78
5.8	6.10	16.95	33.22	43.40	54.92	67.81	82.05	114.59	132.90	173.58
6.0	5.90	16.39	32.12	41.95	53.09	65.55	79.31	110.77	128.47	167.80
6.2	5.71	15.88	31.08	40.60	51.38	63.43	76.75	107.20	124.33	162.38
6.4	5.53	15.36	30.41	39.33	49.77	61.45	74.35	103.85	120.44	157.31
6.6	5.36	14.90	29.20	38.14	48.27	59.59	72.10	100.70	116.79	152.54
6.8	5.21	14.46	28.34	37.01	46.85	57.83	69.98	97.74	113.36	148.06

Example of how to read the table above:

A vehicle travelling at 100kph with a deceleration of 3.0 m/s/s has a stopping distance of approximately 131 meters.

Customer Service Contact

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Notes