

Inquiry on Brake Meters

Information compiled on February 22, 2010

The Question: Do you use a brake meter such as Tapley or Vericom? If so, how do you incorporate the meter in your PM Program? I'm looking for the best option.

Ben Franklin Transit says... we have no meter.

Clallam Transit says...We use the VC 3000 (Vericom). At each 3K inspection we test the brakes and log the results on the P.M. sheet. The DOT requires .4500 or greater. We require .5000 or greater but most of our vehicles record a .6000 or better stopping force. These figures also come in very useful if we get a braking complaints and we can use meter, compare to like vehicles and refer to documented results.

Columbia County Public Transportation says...We do not use a brake meter

Community Transit says...Community Transit uses the Vericom VC-2000 brake meter. Because we have dedicated brake test areas in our parking lot, we do not use the Vericom for preventive maintenance purposes. Our parking lot test areas are marked for service and park brake tests per FMVSS standards.

We use the Vericom system for such events as post accident documentation and in cases where a driver brake complaint may warrant testing and recording of the brake performance through the Vericom system.

CUBS says....We do not use one.

Everett Transit says... We do not use this device.

Grays Harbor Transit says...GH Transit does not have one on site.

Intercity Transit says...We use a Vericom brake force meter for testing the braking efficiency of all of our vehicles. At every PM inspection we perform a test, also after any braking complaint or brake system repair. The meter has worked very well for us. I have included our brake testing policy and task list's, see attached. Let me know if I can be if any other assistance.

Jefferson Transit says....We use the Vericom. It is part of every 'A' Safety Inspection. On the test drive, three different readings are taken.

Skagit Transit says...Skagit Transit uses the Vericom 2000 and we perform a test every 600mile PM and if we work on brakes system for a defect.

Spokane Transit says...Tapley every 6000 mile inspection

Valley Transit says... We went from a Tapley to a Vericom. We are happy with the Vericom.

As far as the PM program we do a 20 point brake test created by a tech at Gillig every six months. This test identifies bad check valves, insures that the treadle valve is plumbed correctly, and tests to make sure the system will still work in an emergency such as loosing a brake line on an axle.

The Vericom we use only if we have a brake complaint such as braking distance. As the area around us has become more and more populated we can't just go down the street and slam on the brakes anymore. We have to go three or four miles to a country road and that has raised some eyebrows. The local law enforcement agencies can do training at the airport on unused runways, but they will not let us take the buses out there. So the vericom is just used to verify brake complaints.

Whatcom Transit says...Whatcom Transportation Authority uses an electronic brake tester called a BrakeCheck that is manufactured by BowMonk. Our tester is very easy to use and provides a print-out of brake test results. We test vehicle brakes and parking brakes on every vehicle during every PM service (6,000 miles for transit bus) and after any brake reline or brake system repairs that were the result of a brake complaint submitted by a vehicle operator. We have a minimum brake test standard that a vehicle must pass before we can release the vehicle back to service. We attach the brake test print-outs to the work orders in order to have a record of brake tests performed.