



NHTSA Revised Stopping Distance Regulations

The National Highway Traffic Safety Association (NHTSA) recently released a revised ruling relative to stopping distance requirements for Class 8 tractors. The new regulations reduced the maximum allowable stopping distance as indicated in the chart below.

- Only Class 8 tractors are affected by the most recent ruling
- The manufacturer (OEM) of the tractor is responsible for ensuring their vehicle and braking system design conforms to the new regulations
- Implementation will be phased in at two primary points in the future; vehicles produced on or after August 1, 2011 and a second class of vehicles produced on or after August 1, 2013. See the chart below for specific implementation dates by vehicle type:

Date of Implementation	Vehicle Type	Tractor GVWR (lbs)	New Stopping Distance - Unloaded	New Stopping Distance - Loaded	Old Stopping Distance - Unloaded	Old Stopping Distance - Loaded
August 1, 2011	3 Axle Tractor	Up to 59,600	235 ft.	250 ft.	335 ft.	355 ft.
August 1, 2013	3 Axle Tractor	59,600- 70,000	235 ft.	250 ft.	335 ft.	355 ft.
	3 Axle Tractor	Above 70,000	235 ft.	310 ft.	335 ft.	355 ft.
	2 Axles	Inclusive	235 ft.	250 ft.	335 ft.	355 ft.
	4+ Axles	Up to 85,000	235 ft.	250 ft.	335 ft.	355 ft.
	4+ Axles	Above 85,000	235 ft.	310 ft.	335 ft.	355 ft.

Answers To Common Questions

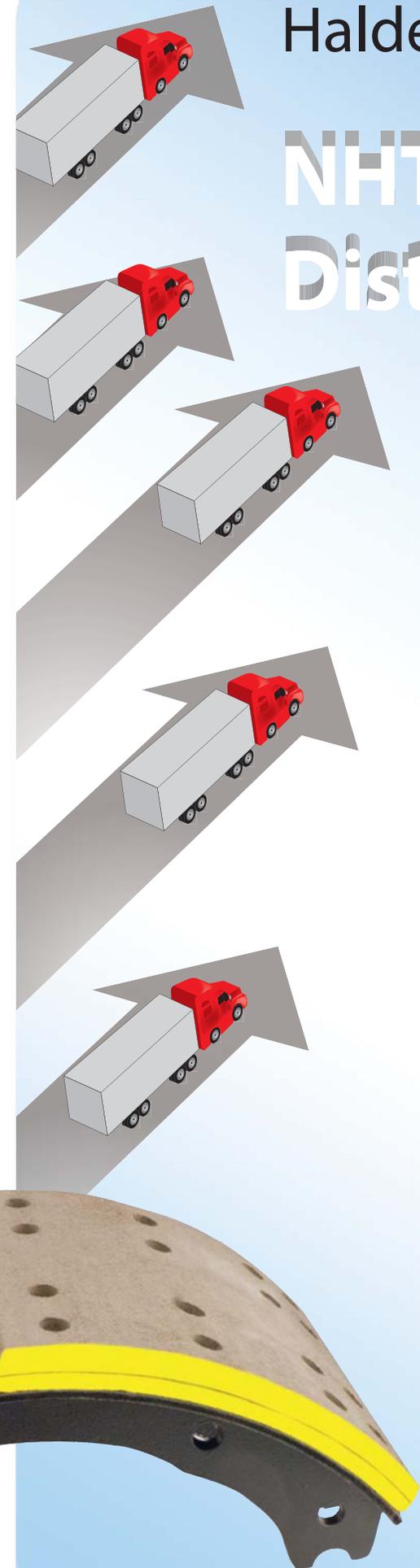
Will the new ruling mean a radical redesign of braking systems on Class 8 tractors?

No. In many cases, current braking systems will be able to meet the new requirement. Some OEM's, depending on the vehicle, may choose to incorporate larger steer axle brake designs or offer air disc braking systems as an option. There are no specific requirements other than the vehicle must meet the new stopping distance requirements while still complying to all other, current regulatory performance requirements (FMVSS 121 etc.).

Does this new rule affect trailers, buses or straight trucks?

No. Ongoing research by NHTSA may eventually lead to further rulemaking on these vehicle types, but at the present time, only Class 8 tractors are involved.

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NHTSA Revised Stopping Distance Regulations continued

Answers To Common Questions

Will this new rule require new maintenance practices?

Generally, no. Unless the utilization of air disc brakes becomes common-place, drum brakes remain the primary design utilized by OEM's. Regardless of the drum brake sized used, maintenance processes remain unchanged. In cases where larger drum brake sizes are incorporated, it is possible due to the increased brake size that lining wear may actually be reduced, thereby extending replacement cycles. However, if drum brake sizes are not increased, lining wear may increase.

What about my current vehicles produced before August 1, 2011. Will I have to retrofit them with different brakes to meet the new stopping distance requirements?

No. Only vehicles manufactured on or after the specified dates are included. There is no retroactive clause in the new ruling.

Will Haldex friction products qualify as acceptable lining on vehicles manufactured under this new rule?

Yes. While the "friction" is not specifically mentioned in the regulation, it is possible that some manufacturers may choose to incorporate friction material with a higher coefficient of friction, thereby producing more "brake power" during stopping to achieve the required distances. Some manufacturers may choose to increase the brake size and leave the friction material unchanged. Some vehicles will require no change in any of these areas. In any of these situations, all Haldex friction products are able to provide the required performance relative to the brake system design to achieve the mandated stopping requirements by a broad margin.

In most cases, using Haldex friction in place of the OEM friction material will yield a variety of performance enhancements including reduced lining wear, less brake fade and increased brake power.

Fleets should take time to ensure they understand the factors that affect braking performance, especially on vehicles that have been in service for a period beyond a year. Stopping performance on these "utilized" vehicles is typically reduced when compared to the results of the vehicle when it "came off the production line". Due to the natural evolution of wear on both wheel end and braking components, maintenance practices and driver braking habits, it is common to find decreased stopping performance and it is critical that fleets understand these factors to ensure maximum safety and high performance braking.