

MAHA INNOVATION CENTER

PIONEERING SOLUTIONS FOR THE MEASUREMENT
AND TESTING TECHNOLOGY OF TOMORROW.

**APPLIED
BRAKE TEST**
TESTS WHAT
ROLLERS CAN'T
MEASURE



ACTIVEBRAKE PRO

PARKING BRAKE TESTING – WHEN THE VEHICLE
IS AT A STANDSTILL, WITH A READING.

made by MAHA
 made
in
Germany



NEW BRAKE SYSTEMS. TESTERS AT THEIR LIMIT.

Electronic parking brakes (EPBs) are now standard fixtures in new vehicles, and permanent all-wheel drive has reached the high-volume segment. Classic roller brake testing – with wheels turning and the vehicle braking against them – is reaching its limits with these vehicles.

A parking brake is built for a stationary vehicle – not for rotating wheels. Many EPB systems release automatically when the wheels rotate, to protect the vehicle. As a result, there's either no usable reading left, or the vehicle moves off the rollers. With permanent all-wheel drive, axle coupling additionally prevents a clean single-axle measurement.

What this means for your testing operations: A growing number of modern vehicles can no longer be tested reliably and in compliance with relevant standards using classic roller brake testers.

THREE REASONS. ONE NEW METHOD.

- **Built for stationary vehicles:**
A parking brake holds the vehicle at a standstill – it was never designed for measurements while the wheels are turning. Applied Brake Mode tests it exactly where it really works: at a standstill.
- **EPB protective function:** Many electronic parking brakes release automatically when the rollers move, to protect the vehicle – so it's rare that there's a usable reading in the end.
- **Permanent all-wheel drive:** Axle coupling prevents clean single-axle brake testing on a roller brake tester.



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ACTIVEBRAKE PRO. PARKING BRAKE TESTING – WHEN THE VEHICLE IS AT A STANDSTILL, WITH A READING.

THE TESTER TURNS. THE VEHICLE STAYS STATIONARY.

The vehicle is positioned on the rollers with the parking brake applied. The tester progressively increases the torque against the braked wheels – with no ejection and no EPB protective trigger.

THE DVSA STANDARD IS THE BENCHMARK.

The applied brake test to the UK DVSA standard (MOT special notice 03-24), currently the strictest test benchmark for parking brakes – logged to national PTI requirements.

A PROVEN PLATFORM. A NEW METHOD.

The tester is based on the roller brake tester technology that MAHA has been building and further developing for decades – extended to include the electronic parking brake and permanent all-wheel drive method.



THE TECHNOLOGY AT A GLANCE.

APPLIED BRAKE MODE.

Measured on a stationary vehicle, against the applied parking brake – which is physically correct, since it's exactly how the brake really holds in everyday use.

PROGRESSIVE TORQUE.

The rollers smoothly and continuously ramp up the torque against the brake. The control system automatically detects the point of maximum holding force.

EPB AND 4X4 COMPATIBLE.

Whether testing an EPB, a mechanical parking brake or permanent all-wheel drive, the result remains valid – for every drivetrain concept.

COMPLIANT WITH DVSA STANDARDS.

Meets the mandatory APB testing standards encountered in the UK MOT, which is currently the strictest standard – and logs results to national PTI requirements.

EFFICIENCY – DIRECT.

Braking efficiency as a percentage, calculated from braking force and axle load – straight from the tester, with no manual conversions. Can be exported in an audit-proof format.

MAHA- INTEGRATED.

Integrated into the established MAHA operating and logging environment. The same interface, the same workflow – extended to include the parking brake and all-wheel-drive testing method.

TIMING

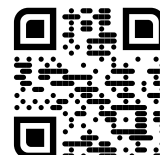
CURRENT STATUS:
CONCEPT PHASE

NEXT STEP:
TECHNICAL PROTOTYPE /
VALIDATION WITH PILOT PARTNERS

TARGET VISION:
PREPARATION FOR A
POSSIBLE MARKET LAUNCH



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