discovered that if all available data is used it can have a negative impact on the results reported to fleet managers, for example indicating that a vehicle's brakes are in an out of tolerance condition, when this is not the case in reality. Such false out of tolerance reporting can prevent the vehicle from being used, thereby decreasing vehicle utilisation, and causing unnecessary maintenance work to be carried out. Accordingly there is a need for a system and method that utilises braking event data in a manner that provides consistent and reliable results, so that fleet managers can schedule brake maintenance work efficiently, and avoid results which falsely indicate an out of tolerance condition.

In some prior art systems, there can be significant variability in the recorded data, which can lead to inaccuracies when determining braking performance.

Known systems and methods are disclosed in EP1800982, WO99/06809, US5892437 and US5467645.

Accordingly the invention seeks to provide a method for monitoring the braking performance of a moving vehicle, and apparatus for implementing the method, which mitigates at least one of the above-mentioned problems, or at least provides an alternative method and apparatus.

According to one aspect of the invention there is provided a method for monitoring the braking performance of a vehicle according to claim 1. Braking event data is filtered to remove braking events, according to predetermined criteria. Differentiating between qualifying braking events and non-qualifying braking events can take place at the data recording stage, for example only recording data for qualifying braking events, and/or at the data processing stage, where data recorded which relates to non-qualifying braking events are filtered out for data processing purposes. Only qualifying braking events are included in the data sets of braking events for data processing purposes.

The reference typically defines an "in service" minimum requirement for the vehicle. The invention enables a fleet manager to determine from the data if the braking system is operating within acceptable limits by collecting data from the vehicle in normal operation. This obviates the need to have an off road test conducted on an RBT, or at least reduce the frequency of off road RBT's. The advantage being that having regular reports on the