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K.L. Sundarkrishnaa

# Friction Material Composites

Copper-/Metal-Free Material Design  
Perspective

Second Edition

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*Dedicated to my parents  
Lakshminarayana Moorthy and  
Seethalakshmi*

# Preface

The publication of this book is a culmination of high level interest evinced by the industrial, scientific, and academic communities worldwide in the subject of brake friction material composite. It provided the stimulus to publish the monograph of the second edition of the first volume. This monograph is intended to support beginners with the basic insight into the essentials of friction material composite, with a broader sense of evolution of brake friction material formulation from the materials point of view. This second edition of the First Volume which is an introductory volume of the five volumes has been written and brought out from the author's experience and expertise with wide ranging friction material manufacturers, brake manufacturers, vehicle manufacturers, researchers, and testing labs with whom the author has been associated worldwide for the last 28 years. Recent work by the author in North America on copper-free, non-metallic BFMC with ceramic replacement finds an interesting place in this volume with solutions in hand excelling any other BFMC systems currently in vogue as it addresses various terrain requirements with sound techno-commercial value.

This monograph does not cater to any specific process/product formulations as each industry operates with its own manufacturing setup with process variables and other operating variables and none of the information provided is proprietary. In this monograph, automotive brake pads have been dealt with under the class of friction materials group. Although friction materials find wide ranging applications in domestic appliances, industrial appliances, automotive, rail brake friction pads, composition brake blocks, liners, and clutch part members, brake pads for automotive applications have been selected by the author for easy understanding. For the friction material group by virtue of its high volume content, the author has plans to present core issues of design, development, test procedures in detail and sequentially in the subsequent volumes to come. The environmental issues arising out of copper inclusion in the formulations and the legislation banning its usage have led the author to design and develop copper-free, non-metallic ceramic brake pads, which has been dealt with in this volume.

The author would like to express his sincere gratitude to all colleagues engaged in the brake friction material composite discipline who assisted with valuable

advice and suggestions. The support provided for developing and implementing copper-free, non-metallic ceramic substitutes from New World Friction, Canada is acknowledged. The author wishes to acknowledge research support from NSW, Canada which deserves a strong mention in this volume.

Chennai, India

K.L. Sundarkrishnaa

# Contents

<b>1</b>	<b>Frictional Force—Introduction</b>	<b>1</b>
1.1	Introduction	1
1.2	BFMC—Brake Friction Material Composite—Definition	2
1.2.1	Characteristics Defining the System	2
1.2.2	Nature of Brake Friction Material Composite (BFMC)	4
1.2.3	Mechanisms Manifesting the Dynamics	10
1.2.4	BFMC System—Process	10
1.2.5	Definition of BFMC System	10
1.2.6	Properties of the System	11
1.2.7	Dynamical and Complex Systems	11
1.2.8	BFMC Systemic Attributes	12
1.2.9	Complex Systems—Definition	12
1.2.10	Complex Systems	13
1.2.11	Definition of Composite Materials	19
1.2.12	Friction Material Composites (FMC)	21
1.2.13	Brake Friction Material Composites (BFMC)	21
1.2.14	Brake Friction Material Composites (BFMC) with Metal Matrix	21
1.2.15	Brake Friction Material Composite (BFMC) with Polymer Matrix	21
1.2.16	Brake Friction Material Composite Multimatrix	22
1.3	Basic Issues of Friction Material Particle Interphases	22
1.4	Disk Pad Rotor and Caliper Assembly	23
1.5	An Account of Frictional Force	23
1.6	Characteristics of Molecular Forces	26
1.7	What Is a Frictional Force?	27
1.8	What Happens in a Frictional Contact Surface?	27
1.9	Transfer Film Layer in a Frictional Contact Area	29



1.10	Nanostructure Metallic Materials for Enhanced Wear and Control on Friction: Ban on Copper Under the Legislation Bills SB6557 and S 346 Passed in USA and California . . . . .	30
1.11	Composite Coatings for Friction and Wear Properties . . . . .	31
1.12	Geometrical Surfaces and the Forces of Friction . . . . .	31
1.13	New Class of Quasicrystalline Materials . . . . .	32
1.14	Essential Virtues of Brake Friction Material Composite . . . . .	38
1.14.1	Different Types of Coefficients of Friction . . . . .	38
1.15	Test Conditions of $\mu$ -V Testing—BMI (Bismaleimide) Polymeric Matrix-Based Composite System in a Non-asbestos to Asbestos Formulations Compared . . . . .	42
1.15.1	Coefficient of Friction—Brake Liner Fitted with “S” Cam Brake . . . . .	43
1.15.2	Wear Rate . . . . .	44
1.15.3	Thermal Damage . . . . .	45
1.16	Virtues of a Good Friction Material . . . . .	45
1.17	Key Characteristics of Friction Material Composite in Meeting the Above Said Virtues . . . . .	46
1.18	Fading Friction . . . . .	49
1.19	Noise Elimination Sequence . . . . .	50
1.19.1	Sequence to Control Good Braking, Low Wear with Minimal or No Noise . . . . .	51
1.19.2	The Vibration Components from the Radial Direction of the Rotor Has the Following Components . . . . .	54
1.19.3	Noise Search Graph . . . . .	56
1.19.4	Noise Occurrence with Pressure and Temperature . . . . .	56
1.19.5	Frequency Versus Peak Level Decibels in Relation to Temperature Scale . . . . .	56
1.19.6	Typical Noise Search for Varying Amplitude . . . . .	59
1.20	Compressibility and Judder Vibration-Related Issues in a Disk Pad: Compressibility of the Pad—And Cold Hot . . . . .	61
1.20.1	High and Low Speed Judder . . . . .	61
1.21	Kinetic Coefficient of Friction: Theoretical Considerations . . . . .	65
<b>2</b>	<b>Design Essentials—Friction Material Composite System . . . . .</b>	<b>75</b>
2.1	Brake and Vehicle Data . . . . .	76
2.1.1	Data Collection Before Attempting Any Design . . . . .	77
2.1.2	Basic Engineering Calculations to Design the Torque for Any Vehicle Model—Data Assumed . . . . .	78
2.1.3	Limiting Brake Torque . . . . .	79

- 2.2 Design Drawing as an Input from the Original Equipment Manufacturer . . . . . 79
  - 2.2.1 Brake and Vehicle Data. . . . . 80
- 2.3 Braking Ratio. . . . . 81
- 2.4 Inertia . . . . . 81
- 2.5 Constants. . . . . 83
- 2.6 Terrain/Landform Topography as a Design Input . . . . . 83
- 2.7 Contacting Surface—Rotor Disk and Drum Details as a Design Input . . . . . 84
  - 2.7.1 Friction-Induced Changes at the Rotor Surface. . . . . 84
- 2.8 Brake Roughness . . . . . 85
  - 2.8.1 Roughness—Vibrational Noise . . . . . 85
  - 2.8.2 Rotor Wear . . . . . 87
  - 2.8.3 Rotor Thickness Variation Due to Excessive Heat. . . . . 87
  - 2.8.4 Disk Brake Roughness (DBR) Measurement . . . . . 87
  - 2.8.5 AFM—Brake Pad Roughness. . . . . 88
  - 2.8.6 Roughness Measurements in a Dynamometer. . . . . 91
  - 2.8.7 Brake Design Factors—Sliding Calipers . . . . . 92
  - 2.8.8 Thickness Variation Due to Manufacturing Reasons. . . . . 93
  - 2.8.9 Abrasive Brake Pads. . . . . 95
  - 2.8.10 Metallographic Studies on Gray Cast Iron Samples of the Drum. . . . . 97
- 3 Rolling Motion . . . . . 99**
  - 3.1 Pure Rolling Motion . . . . . 99
  - 3.2 Sliding Wear . . . . . 101
    - 3.2.1 Wear in a Rail Braking Wheel . . . . . 101
    - 3.2.2 Deformation and Static Friction . . . . . 104
    - 3.2.3 Torque Versus Angular Velocity. . . . . 105
    - 3.2.4 Translational Kinetic Energy Versus Rotational Kinetic Energy of the Gyrating Mass . . . . . 105
  - 3.3 Circular Motion—Theoretical Considerations . . . . . 107
    - 3.3.1 Angular Displacement and Angular Velocity . . . . . 107
    - 3.3.2 Relation Between Linear and Angular Velocity . . . . . 109
    - 3.3.3 Angular Acceleration. . . . . 110
    - 3.3.4 Centripetal Acceleration (Uniform Circular Motion). . . . . 111
    - 3.3.5 Tangential Acceleration and Centripetal Acceleration. . . . . 113
    - 3.3.6 Dynamics of Uniform Circular Motion . . . . . 119
    - 3.3.7 Dynamics of Nonuniform Circular Motion. . . . . 126

- 4 Formulation Design . . . . . 131**
- 4.1 Role of Fibers and Fillers to Be Cited . . . . . 131
  - 4.1.1 Materials Bear Effect on Formulation  
and Process . . . . . 131
  - 4.1.2 Zero-, One-, Two-, and Three-Dimensional Fillers  
and Fibers . . . . . 132
  - 4.1.3 Axial Planar Reinforcement . . . . . 133
  - 4.1.4 Dispersion Strengthened (Particulate) Composites,  
Structure, and Properties . . . . . 134
- 4.2 Formulation Design. . . . . 136
  - 4.2.1 What Does a Friction Material Composite  
Constitute?. . . . . 136
  - 4.2.2 Selection of Design of Experiment DOE  
as an Option . . . . . 136
  - 4.2.3 Fractional Factorial Design—BFMC . . . . . 137
- 4.3 Specific Functional Role of Materials in BFMC—System  
Dependent . . . . . 139
- 4.4 Factors That Can Affect Friction. . . . . 140
- 4.5 Design Control for—Design of “Friction Materials  
Composite” . . . . . 141
  - 4.5.1 Design Control for Undertaking Design of Process  
Control . . . . . 141
- 4.6 Documents to Be Generated All Have to Be Numbered  
and Indexed for Cross Referencing—BFMC. . . . . 141
- 4.7 Activity Chart for Design Control of “Friction Materials” . . . . 142
- 4.8 Technical Documents Required for Manufacture  
of Friction Material Design Product . . . . . 142
- 4.9 Design Route Selection for the Brake System in Operation . . . 142
- 4.10 BFMC Manufacturer, Sequence of Design Approval  
Process . . . . . 148
- 4.11 Critical Raw Materials Used in BFMC Design  
and Their Characteristics . . . . . 150
- 4.12 Typical Specification and Level of Dosage Used  
in a Friction Material Formulation. . . . . 152
- 4.13 General Specification Used in Friction Material Composite  
MOS<sub>2</sub> . . . . . 155
- 4.14 Simple Material Selection Sequence . . . . . 179
- 4.15 Interrelationship Between Material, Design and Process. . . . . 180
- 4.16 Design Process for BFMC Selection . . . . . 180
- 4.17 Disk Pad Material. . . . . 180
  - 4.17.1 Organic . . . . . 182
  - 4.17.2 Semimetallic . . . . . 182
  - 4.17.3 Metallic . . . . . 182
  - 4.17.4 Ceramic Brake Pads and Linings . . . . . 183

- 4.17.5 Sintered Friction Material . . . . . 184
- 4.17.6 Ceramic Potassium Titanate Fiber-Filled System  
in Non-asbestos Design—Functional Material  
Characteristics . . . . . 185
- 4.18 Design of Formulation, Process for the Above Said Groups  
of Brake Pads and Liners. . . . . 185
- 4.19 Brake System as an Essential Integration for a Good  
Performing Pad, Liner . . . . . 186
- 4.20 Materials Point of View of the Formulation Design. . . . . 187
- 4.21 Criteria for Selection of Materials for Designing a  
Friction Material Formulation. . . . . 188
- 4.22 Material Specifications as Control in a Formulation. . . . . 188
- 4.23 Materials Used in a Friction Material Composite  
Formulations for Automotive and Rail Braking  
Applications Include . . . . . 189
- 4.24 Basic Physical, Thermal, and Mechanical Tests Done  
on a Friction Material Formulation—Prototype Samples . . . . . 190
- 5 Design of Experiments . . . . . 193**
  - 5.1 Fractional Factorial Design. . . . . 193
    - 5.1.1 General Guiding Principles for a Fractional  
Factorial Experiment Is Given Below . . . . . 194
    - 5.1.2 Experimental Objective . . . . . 194
    - 5.1.3 Important Characteristics . . . . . 195
    - 5.1.4 Design of Experiments: Factorial Experiment  
Design Tables . . . . . 195
    - 5.1.5 Determine the Acceptance Criteria . . . . . 196
    - 5.1.6 Picking Up the Acceptance Criteria. . . . . 200
    - 5.1.7 Calculating Samples Per Run . . . . . 200
  - 5.2 Brake Shoe Bonding Factors and Levels . . . . . 201
- 6 BFMC—Processing. . . . . 205**
  - 6.1 Process Design Control—Parameter . . . . . 205
    - 6.1.1 Mixing, Blending, Tumbling . . . . . 205
    - 6.1.2 Mixer Designs/Configuration . . . . . 209
    - 6.1.3 Mixing Sequence with Time of Addition . . . . . 210
    - 6.1.4 Effective Homogenization—Measure. . . . . 210
    - 6.1.5 Selection of the Press . . . . . 211
    - 6.1.6 Press Parameters—Sample Specification  
(Data Provided Purely as an Indication  
of Specification) . . . . . 213
    - 6.1.7 To Give a Basic Account of the Sequence  
of Operation of a Press in One Cycle—Disk Pad . . . . . 216

- 6.1.8 Possible Hydraulic Press Issues Related to Maintenance Which Can Normally Hamper the Efficiency of the Press . . . . . 217
- 6.1.9 Design Control Plan: Disk Pad Manufacturing. PFMEA—Product Failure Mode Effect Analysis. . . . . 218
- 6.1.10 Predesign Plan . . . . . 218
- 6.1.11 Significant Characteristics . . . . . 219
- 6.2 Design Control Plan . . . . . 219
  - 6.2.1 Disk Brake Pad Control Plan . . . . . 219
  - 6.2.2 Disk Brake Pad (Press Line) In-process Inspection Multilayers Hot Press. . . . . 257
  - 6.2.3 Disk Brake Pad (Press Line) In-process Inspection Single Layer Hot Press . . . . . 258
  - 6.2.4 Number: Disk Brake Pad Final Inspection . . . . . 259
  - 6.2.5 DBP Attachments Incoming Inspection . . . . . 260
  - 6.2.6 Store Shipment Pack . . . . . 261
  - 6.2.7 Quality Objectives Zero Defects . . . . . 262
  - 6.2.8 Production Reject Modes (pcs) . . . . . 263
  - 6.2.9 Process Travel Control Card Disk Brake Pad . . . . . 264
  - 6.2.10 Incoming Raw Material Inspection . . . . . 265
  - 6.2.11 DBP Attachments Incoming Inspection . . . . . 266
  - 6.2.12 Raw Material—Mixing, Coating, and Sieving. . . . . 267
  - 6.2.13 DBP (Finishing Line) In-process Inspection . . . . . 268
  - 6.2.14 Glue Spray and Oven Drying In-process Inspection. . . . . 269
  - 6.2.15 Rivet Incoming Inspection . . . . . 270
- 6.3 A Good Manufacturing Layout. . . . . 270
- 6.4 Typical Tests Done in a Brake Lining, Brake Pad (Exclude Some of the Tests for Brake Pads) Non-asbestos Brake Lining . . . . . 272
- 7 BFMC—Formulations and Processes . . . . . 273**
  - 7.1 Backup Layer. . . . . 273
    - 7.1.1 Hot Shear Test on a Backup Layer—Sample Data . . . . . 274
    - 7.1.2 Formulations . . . . . 275
  - 7.2 Molding Process—Brake Linings and Brake Pads. . . . . 275
    - 7.2.1 Dry Mix Process. . . . . 276
  - 7.3 History of Evolution of Semimetallic Disk Brake Pads . . . . . 278
  - 7.4 Evolution of NAO Nomenclature After Semimetallic and Metallic Disk Pads . . . . . 279
  - 7.5 Mixing Cycles—Time and Sequence of Addition as an Important Factor. . . . . 280
  - 7.6 Controlling the Mixing Action . . . . . 280
  - 7.7 Controlling Mixing Efficiency . . . . . 281
  - 7.8 Ceramic and Nonasbestos Organic Formulas . . . . . 281

- 7.9 Horse Power Requirements . . . . . 282
- 7.10 Wet Mix . . . . . 282
- 7.11 Mixing Action . . . . . 285
  
- 8 Laws and Rules Governing Friction Materials . . . . . 287**
  
- 9 Total Quality Management . . . . . 291**
  
- 10 An Account of Copper-Free, Non-Metallic Friction Material  
 Designs—Current Issues and Solution . . . . . 311**

  - 10.1 Ceramic Route as a Solution to Copper-Free, Nonmetallic  
 Brake Pad Design . . . . . 320
    - 10.1.1 Technical Aspects of an Effective Ceramic  
 Material. . . . . 320
  - 10.2 Basic Understanding of Ceramics Through Electron  
 Mechanism . . . . . 322
  - 10.3 Thermal Conductivity . . . . . 324

  
- 11 Test Requirements in an Automotive BFMC Design. . . . . 327**

  - 11.1 World Class Test Specifications for Disk Brake  
 Pads: Methods of Testing, Procedures with Standards . . . . . 327
  - 11.2 Electrical Resistivity Measurements in Brake Friction  
 Material Composite (BFMC) . . . . . 328
    - 11.2.1 Volume Resistance and Surface Resistance  
 Measurements for Copper Free, Non-metallic  
 Systems and Others for Bench Marking  
 and Comparison . . . . . 328
  - 11.3 Essential Physical Properties Enumerated: Not All Tests  
 Are Covered . . . . . 330
    - 11.3.1 Density . . . . . 330
    - 11.3.2 Solvent Extraction Test for Uncured Resin  
 in the Material: A Value <2 % Is Healthy >2 %  
 Swell Is Possible . . . . . 331
    - 11.3.3 Particle Size for 50 g Sample . . . . . 332
    - 11.3.4 Porosity Measurement . . . . . 333
    - 11.3.5 Gorden Kline—Determination of Hexamethylene  
 Tetramine—Cure Content in the Resin . . . . . 334
    - 11.3.6 pH Index—Hydrogen Ion Concentration . . . . . 335
    - 11.3.7 Pad Shear Test with Shear Force . . . . . 335
    - 11.3.8 Test for Cold Compressibility of the Pad . . . . . 338
    - 11.3.9 Test for Pad Swell . . . . . 342
    - 11.3.10 Test for Swell and Growth . . . . . 343
  - 11.4 Backing Plate Surface Treatment—Corrosion Resistance . . . . . 344
  - 11.5 System Overview of the Passenger Car Dynamometer . . . . . 344

11.6	Worst Case Criteria (WCC) . . . . .	352
11.7	Technical Specifications of Passenger Car Dynamometer—One Type . . . . .	357
11.8	Scaled Down Test for Rail Brake Friction Composite . . . . .	358
	<b>References.</b> . . . . .	359
	<b>Index</b> . . . . .	369

# Acronyms

AFM	Atomic force microscopy
AMS	Auto motor sports
BFMC	Brake friction material composite
CNSL	Cashew nut shell liquid
DTV	Disc thickness variation
EDAX	Energy dispersion X-ray analysis
FIM	Field ion microscope
FT.NMR	Fourier transformed nuclear magnetic resonance
FMC	Friction material composite
GPC	Gel permeation chromatography
JASO	Japanese Association of Standards and Organisation
LCV	Light commercial vehicle
PFMEA	Product, process failure mode effect analysis
RPM	Revolutions per minute
MD	Molecular dynamics
SABS	South African Bureau of Standards
SOP	Standard operating procedures
TS	Test standards
SAE	Society of Automotive Engineers
SANS 601	South African Standards
SEM	Scanning electron microscopy
SSTM	Small sample test machine
STM	Scanning tunneling microscope
XRD	X-ray diffraction



## Units with Conversion Factors

Thermal conductivity—1 W/Km = 0.86 kcl/m h °C

1 W/Km = 0.579 BTU/ft h °F

### Acceleration

	Multiply by	To get	Multiply by	To get
Feet/sec <sup>2</sup>	0.308	Meters/sec <sup>2</sup>	3.281	Feet/sec <sup>2</sup>
Inches/sec <sup>2</sup>	0.025	Meters/sec <sup>2</sup>	39.370	Inches/sec <sup>2</sup>

### Area

	Multiply by	To get	Multiply by	To get
Inches <sup>2</sup>	645.160	Millimeter <sup>2</sup>	0.016	Inches <sup>2</sup>
Inches <sup>2</sup>	6.425	Centimeter <sup>2</sup>	0.155	Inches <sup>2</sup>
Feet <sup>2</sup>	0.093	Meter <sup>2</sup>	10.764	Feet <sup>2</sup>
Yard <sup>2</sup>	0.837	Meter <sup>2</sup>	1.196	Yard <sup>2</sup>
Acres	0.405	Hectares	2.471	Acres
Miles <sup>2</sup>	2.590	Kilometer <sup>2</sup>	0.387	Miles <sup>2</sup>

### Force

	Multiply by	To get	Multiply by	To get
Ounces-f	0.278	Newtons	3.597	Ounces-f
Pounds-f	4.448	Newtons	0.225	Pounds-f
Kilograms	9.807	Newtons	0.102	Kilograms

### Fuel Consumption

	Multiply by	To get	Multiply by	To get
Miles/US gallon	0.425	Kilometers/litre	2.352	Miles/gallon

### Illumination

	Multiply by	To get	Multiply by	To get
Footcandles	10.760	Lumens/meter <sup>2</sup>	0.093	Footcandles

### Linear

	Multiply by	To get	Multiply by	To get
Inches	25.400	Millimeters	0.039	Inches
Feet	0.305	Meters	3.281	Feet
Yards	0.914	Meters	1.094	Yards
Miles	1.609	Kilometers	0.621	Miles
Microinches	0.025	Micrometers	39.370	Microinches

**Mass**

	Multiply by	To get	Multiply by	To get
Ounces	28.350	Grams	0.035	Ounces (av)
Pounds	0.454	Kilograms	2.205	Pounds
Tons (2000 lb)	907.180	Kilograms	0.001	Tons (2000 lb)
Tons (2000 lb)	0.907	Metric tons	1.102	Tons (2000 lb)

**Power**

	Multiply by	To get	Multiply by	To get
Horse power	0.746	Kilowatts	1.340	Horse power
Ft-lbsf/min	0.022	Watts	44.250	Ft-lbf/min

**Speed (or Velocity)**

	Multiply by	To get	Multiply by	To get
Miles/hour	1.609	Kilometers/hour	0.621	Miles/hour
Feet/second	0.305	Meters/sec	3.281	Feet/sec
Kilometers/hour	0.278	Meters/sec	3.600	Kilometers/hour
Miles/hour	0.470	Meters/sec	2.237	Miles/hour

**Torque**

	Multiply by	To get	Multiply by	To get
Pounds-inches	0.119	Newton-meters	8.851	Pound inches
Pound-feet	1.356	Newton-meters	0.738	Pound-feet
Kgf-cm	0.098	Newton-meters	10.197	Kgf-cm
Kgf-m	9.807	Newton-meters	0.102	Kgf-m

**Pressure**

	Multiply by	To get	Multiply by	To get
Pounds/inches <sup>2</sup>	6.895	Kilopascals	0.145	Pounds/Inches <sup>2</sup>
Inches H <sub>2</sub> O 60 degree Fahrenheit	0.249	Kilopascals	4.019	Inches H <sub>2</sub> O 60 degree Fahrenheit
Bars	100	Kilopascals	0.010	Bars
Pounds/ft <sup>2</sup>	47.800	Pascals	0.021	Pounds/ft <sup>2</sup>
Kgf/cm <sup>2</sup>	98.070	Kilopascals	0.010	Kgf/cm <sup>2</sup>
Inches (Hg 960 Degree Fahrenheit)?	3.377	Kilopascals	0.296	Inches Hg

**Volume**

Inches <sup>3</sup>	16387	Millimeters <sup>3</sup> (mm <sup>3</sup> )	0.000061	Inches <sup>3</sup>
Inches <sup>3</sup>	16.387	Centimeter <sup>3</sup> (cm <sup>3</sup> )	0.061	Inches <sup>3</sup>
Inches <sup>3</sup>	0.016	Litres (L)	61.024	Inches <sup>3</sup>
Quarts (US)	0.946	Litres (L)	1.057	Quarts (US)
Gallons (US)	3.785	Litres (L)	0.264	Gallons (US)
Feet <sup>3</sup>	28.317	Litres (L)	0.035	Feet <sup>3</sup>
Feet <sup>3</sup>	0.028	Meters <sup>3</sup> (m <sup>3</sup> )	35.315	Feet <sup>3</sup>
Fluid ounce	29.570	Milliliters (mL)	0.034	Fluid ounce
Yards <sup>3</sup>	0.765	Meters <sup>3</sup> (m <sup>3</sup> )	1.303	Yards <sup>3</sup>
Teaspoons	4.929	Milliliters (mL)	0.203	Teaspoons
Cups	0.237	Litres (L)	4.227	Cups

**Work (or Energy)**

Foot-pounds	1.355	Joules (J)	0.737	Foot-pounds
Calories	4.187	Joules (J)	0.238	Calories
Btu	1055	Joules (J)	0.001	Btu
Watt-hours	3600	Joules (J)	0.001	Watt-hours
Kilowatt-hours	3600	Megajoules (MJ)	0.278	Kilowatt-hour

**Temperature**

°Fahrenheit (°F)	(°F-32)/1.8	°Centigrad (°C)	1.8 + 32	°Fahrenheit (°F)
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**Common Metric Prefixes**

Mega (M)	1,000,000 or 10 <sup>6</sup>	Centi (c)	0.01 or 10 <sup>-2</sup>
Kilo (k)	1,000 or 10 <sup>3</sup>	Milli (m)	0.001 or 10 <sup>-3</sup>
Hecto (h)	100 or 10 <sup>2</sup>	Micro (μ)	0.000001 or 10 <sup>-6</sup>

## Physical Constants

	Quantity	Magnitude
$N$	Avogadro's number	$6.023 \times 10^{23} \text{ mol}^{-1}$
$k$	Boltzmann's constant	$1.380 \times 10^{-23} \text{ J K}^{-1}$
		$8.614 \times 10^{-5} \text{ eV K}^{-1}$
$e$	Electron charge	$1.602 \times 10^{-19} \text{ C}$
$m_0$	Electron rest mass	$9.109 \times 10^{-31} \text{ kg}$
$F$	Faraday's constant	$96.49 \text{ K C mol}^{-1}$ (of electrons)
$R$	Gas constant	$8.314 \text{ J mol}^{-1} \text{ K}^{-1}$
$G$	Gravitational constant	$6.673 \times 10^{-11} \text{ N m}^2 \text{ kg}^{-2}$
$M_H$	Hydrogen atom mass	1.007825 amu
		938.285 MeV/c <sup>2</sup>
$m_n$	Neutron mass I .0	Q8 665 amu
		939.55 MeV/c <sup>2</sup>
$\mu_0$	Permeability of free space	$4\pi \times 10^{-7} \text{ H m}^{-1}$
		$1.257 \times 10^{-6} \text{ H m}^{-1}$
$\epsilon_0$	Permittivity of free space	$8.854 \times 10^{-12} \text{ m}^{-3} \text{ kg}^{-1} \text{ s}^4 \text{ A}^2$
$h$	Planck's constant	$6.6255 \times 10^{-34} \text{ J s}$
$m_d$	Proton mass	1.007 276 amu
		938.2 MeV/c <sup>2</sup>
$E/m_0$	Specific charge of electron at rest	$1.759 \times 10^{11} \text{ C kg}^{-1}$
$\sigma$	Stefan's constant	$5.67 \times 10^{-8} \text{ W m}^2 \text{ T}^{-4} \text{ c}$
	Velocity of light in vacuum $3 \times 10^8 \text{ in}$	$2.99776 \times 10^8 \text{ in s}^{-1}$
	Wein's constant	$2.892 \times 10^8 \text{ m K}$
$g$	Acceleration due to gravity	$9.81 \text{ m s}^{-2}$

## Shorthand for Very Large and Very Small Numbers Powers of Ten are Really Powerful

$10^{-12}$	0.00000000000001	Pico (p)
$10^{-9}$	0.000000001	Nano (n)
$10^{-6}$	0.000001	Micro ( $\mu$ )
$10^{-3}$	0.001	Milli (m)
$10^{-2}$	0.01	–
$10^{-1}$	0.1	–
$10^0$	1	–
$10^1$	10	–
$10^2$	100	–
$10^3$	1,000	Kilo (k)
$10^6$	1,000,000	Mega (M)
$10^9$	1,000,000,000	Giga (G)
$10^{12}$	1,000,000,000,000	Tera (T)
$10^{15}$	1,000,000,000,000,000	Peta (P)

# Notes on Safety

## *Safety Precautions*

With increasing demand for vehicle performance requirements and the growing demands, the important aspect of safety is to be borne in mind while designing a frictionmaterial composite system.

For example, one of the standards included recently for FMVSS105 rule is the new FMVSS135 standard that the 2001 model year car and 2003 model year trucks have to meet. FMVSS135 is a minimum braking performance standard of the national highway Traffic and Safety Administration. It is tougher than the former FMVSS105 rule, but with 25 % less pedal effort. To meet this specification, manufacturers have to switch to more aggressive material design on the product. This is one of the application-specific standards toward better safety.

Be it primary fitments such as original equipment manufacturers, secondary fitments or the service segments, it becomes mandatory to follow the stringent rules of safety while selecting the frictionmaterial brake product design, whether it is a brake pad/liner/or a clutch facing.

Care should be taken for selecting materials that are not hazardous because hazardous materials can generate dust which will lead to severe physiological disorders on prolonged continuous exposure.

Hence it is necessary that regulations of the government and the authorities concerned be strictly adhered to. The rules prescribed by the respective agencies have to be strictly adhered to in order to avoid health and other environmental hazards.

Brakepad safety procedure for secondary market as a sample is explained here below, which is an assessment for safety, as per a legislation adopted in a region. Similar procedures have to be adopted taking into account the local and global legislations in force from time to time for brake liners/pads and for other brake friction material products. Strict compliance of the same is important for effective, safe friction material usage in any application.

## ***Safety of Brake Pads Based on ECE90 Safety Index (ECE 90<sup>Si</sup>)***

The purpose of ECE 90<sup>Si</sup> is to apply the safety index procedure to compare relative safety of disk brake pads. The compulsory specifications determine the minimum requirements for brake pad safety applied to original equipment and aftermarket applications as a secondary or service fitment. Consumer expectations are ever changing and more demanding. Drivers expect the brake system to stop the vehicle under any possible condition. Compulsory specifications are given, with fade indices under varying conditions, along with key safety and environmental considerations to determine overall safety of a brake pad.

The scope of the index given here is based on International quality standard for component manufacturing (ISO/TS 16949), International health and safety standards (ISO14001/168001), dynamic friction, initial cold and hot performance, and fade characteristics (based on AMS test schedule adopted for dynamometer testing).

It broadly includes six key factors that are used to determine the index.

1. Consistency of Supply—Quality Accreditation TS 16949.

The internationally recognized quality accreditation for automotive component manufacturers is the ISO/TS 16949. This important certification ensures that the manufacturing facility has all the necessary procedures in place to consistently produce a safe critical component.

Conformance to minimum physical compulsory specifications, based on The United Nation Regulation for replacement brake pad assemblies. The regulation requires that all brake pads comply with minimum standards for shear strength, cold compressibility, and hot compressibility. Shear is the force required to detach the friction material from the backing plate. The specification is minimum 2.5 N/mm<sup>2</sup>. Compressibility is that amount the pad will compress by when subjected to maximum pedal pressure. The specification for cold compressibility is maximum 2 % and for hot compressibility (at 400 °C) it is maximum 5 %. Products not conforming to above standards are deemed to be unsafe.

2. Conformance to Compulsory Dynamic Testing—Compulsory Specification as per Standards. The specification given here is based on the United Nations Regulation 90. There are three elements to this test.

- a. The first element of the test is to determine the pressure sensitivity of the brake pads. This is done by first determining the reference pressure required for a deceleration of 5 m/s<sup>2</sup> from the speed of 80 km/h, and, drawing theoretical pressure–deceleration graph. The deceleration at incremental pressures from 1.5 to 10 mpa is then measured. The specification is a maximum deviation of ±15 % when compared to the theoretical pressure–deceleration graph. The lower the variation, the more consistent the pad performance at different pressures will be. The result from three to five batches must be used to determine the rating.

- b. The second element of the test is to determine the speed sensitivity of the brake pads. This is a measure of how consistently the brake pad performs when braking from speeds of 75, 120, and 160 km/h. The specification is that deceleration at higher speeds must not vary by more than  $\pm 15\%$  to that recorded at the lowest speed. The higher the variation, the greater the adjustments with respect to pedal pressure that the driver will need to make to obtain the same rate of deceleration. Results from all five batches must be used to determine the rating.
    - c. The third element of the test is to determine the hot fade characteristics of the brake pads. The specification is that when the pads reaches high temperatures (up to  $450\text{ }^{\circ}\text{C}$ ) then the deceleration must not be less than  $3.5\text{ m/s}^2$ . Also the greater the variation of the deceleration, the more inconsistent the brake pad will be when braking at high temperatures. Results from three to five batches must be used to determine the rating.
3. Conformance to Health and Environmental Requirements.

Asbestos has been banned internationally. Bills SB 6557 and S346 passed in USA and California, respectively, require that copper content in excess of  $0.5\%$  be banned by year 2025. Copper brake dust washes into the groundwater system and contaminates it. Companies that have ISO 14001 and ISO 18001 have procedures and practices in place that safeguard people and the environment. Manufacturers showing better compliance to all of the above will clearly have a safer product in terms of environmental health and safety.
4. Initial Cold and Hot Performance Characteristics of Brake Pads.

While it is recommended good practice to bed-in brake pads before expecting desired braking performance, many users often do not follow correct bedding—in procedures. Therefore, if the pads take long to bed-in to have low friction during initial cold and hot applications, performance will be less than optimum. Newer generation friction materials and innovative processing technologies have generally overcome this problem, making for a safer product. The average coefficient of friction of the first three applications of the bedding-in cycle is used to determine the initial cold performance. The average coefficient of friction of all ten stops during “the hot bedding—in cycle” is used to determine initial hot performance. The bedding-in procedure taken here for reference is specified in SANS601 as is specified in United Nations Regulation 90. A friction value coefficient of  $0.30\ \mu$  is deemed to be an acceptable level for initial cold and hot performance ( $80\%$  of lower limit of compulsory specification). Results from five batches must be used to determine the rating.
5. Fade Characteristics of Brake Pads (AMS Test).

The AMS test (European Auto Motor Sport) is a widely accepted test used to determine the fade characteristics of a brake pad. It requires ten consecutive stops from 100 km/h with acceleration after each stop based on vehicle manufacturer’s data. The ECE 90 test using an inertia dynamometer is done at speeds of 60, 80, 100, and 120 km/h which are the legal speed limits in most

of the countries. Five stops are performed at 120 km/h so that unrealistically high temperatures are not attained.

6. Safety Index rating with “data recording and assessment form” are to be assessed and complied with.

Similarly different countries that have their own legislations with index and procedures for pad/liner and related materials with local and global legislations integrated which needs to be complied for brake liners/brake pads.

### ***Safety of BFMC Sample as Stipulated in the Automotive Regulations Index. Safety Index Rating***

Safety Index for Brake pad Specimens: ECE90<sup>si</sup>

Procedure for Safety Index has been brought forward to determine safety of brake pads based on ECE90 Safety Index (ECE90<sup>Si</sup>). Application of safety index to compare relative safety of disk brake pads as a sample procedure is given here. The compulsory specifications which determine the minimum requirements is enumerated here for brake pad safety. Consumer expectations are ever changing and more demanding day by day. Drivers expect the brake system to stop the vehicle under all possible conditions. Therefore this indexing measures on brake pad safety using compulsory specifications, fade indices under varying conditions, and key safety and environmental considerations will determine the overall safety of a brake pad.

Requirements of testing audit registration and marking requirements for leaf-mark registration Scheme (LMRS) services by the National Science Foundation NSF international which covers the requirements of SAE J2795 Dec 2011 for measurement of Copper and other elements in Brake Friction materials and SAE J866 Jan 2012 for revised Friction Coefficient Identification and Environmental marking system for brake linings.

Third parties are to follow the designated procedures and maintain the quality accuracy and ISO17025 accreditation of testing services in accordance with the current accepted applicable standards.

The index provided is based on SA legislation (Government Gazette No. 33897 Notice No. 1228), international quality standard for component manufacturing (ISO/TS16949), International health and safety standards (ISO 14001/18001), dynamic friction, initial cold and hot performance, and fade characteristics (based on AMS test schedule adapted to dynamometer testing).

Refer attached safety index form—Table 1.

Refer attached data recording and assessment form—Table 2.



**Table 1** Safety index form—a model for illustration

100 point safety index: ECE90 <sup>si</sup>		Rating	Scale	0	1	2	3	4
Criteria	Max	Scale	Scale for ISO TS16949	No	6	8	10	12
1 ISO TS16949 or equivalent	12	Y/N		No	–	IP	–	Yes
2.1 Environmental health and safety: ISO 14001	4	Y/N		No	–	IP	–	Yes
2.2 Environmental health and safety: ISO 18001	4	Y/N		No	–	IP	–	Yes
2.3 Environmental health and safety: Copper	4	<0.5 %		>7.5 %	7.5–5.1 %	5.0–2.6 %	2.5–0.6 %	≤0.5 %
3 Cold shear (SANS 20090)	4	2.5 N/mm <sup>2</sup> Spec = 13.5 kN		<100 %	–	–	–	≥100 %
4.1 Compressibility cold (SANS 20090)	4	<2 %		>2.0 %	–	–	–	≤2.0 %
4.2 Compressibility hot (SANS 20090)	4	<5 %		>5.0 %	–	–	–	≤5.0 %
5.1 Pressure sensitivity SANS 601 (average result)	4	<0.75 m/s <sup>2</sup> bet 2 and 6 m/s <sup>2</sup>		>1.00	1.00–0.76	0.75–0.51	0.50–0.26	≤0.25
5.2 Pressure sensitivity maximum result	4	<0.75 m/s <sup>2</sup> bet 2 and 6 m/s <sup>2</sup>		>1.00	1.00–0.76	0.75–0.51	0.50–0.26	≤0.25
5.3 Speed sensitivity SANS 601 (average result)	4	±15 %		>20 %	20–16 %	15–11 %	10–6 %	≤5 %
5.4 Speed sensitivity maximum result	4	±15 %		>20 %	20–16 %	15–11 %	10–6 %	≤5 %
5.5 Fade SANS 601 (average result)	4	SANS 601 > 3.5 m/s <sup>2</sup>		<3.5	3.5–3.8	3.9–4.2	4.2–4.5	>4.5
5.6 Fade SANS 601 maximum variation	4	–		>20 %	20–16 %	15–11 %	10–6 %	≤5 %
6.1 Bedding-in cold friction (average result)	4	0.3 amu (average of 9 results)		<0.30	0.32–0.34	0.35–0.37	0.38–0.40	0.41–51

(continued)

Table 1 (continued)

100 point safety index: ECE90 <sup>st</sup>		Rating	Scale	0	1	2	3	4
Criteria	Max	Scale	Scale	0	1	2	3	4
6.2 Bedding-in Hot friction (average result)	4	>0.3 amu (average of 30 results)	Scale for ISO TSI6949	<0.30	0.32-0.34	0.35-0.37	0.38-0.40	0.41-51
6.3 Average stopping distance at 60 km	4	10 stops 60 km/h to 0 using MFDD of 9 m/s <sup>2</sup>		>20 %	20-16 %	15-11 %	10-6 %	≤5 %
6.4 Stopping distance % variation at 60 km	4	–		>20 %	20-16 %	15-11 %	10-6 %	≤5 %
6.5 Average stopping distance 80 km	4	10 stops 80 km/h to 0 using MFDD of 9 m/s <sup>2</sup>		>20 %	20-16 %	15-11 %	10-6 %	≤5 %
6.6 Stopping distance % variation at 80 km	4	–		>20 %	20-16 %	15-11 %	10-6 %	≤5 %
6.7 Average stopping distance at 100 km	4	10 stops 100 km/h to 0 using MFDD of 9 m/s <sup>2</sup>		>20 %	20-16 %	15-11 %	10-6 %	≤5 %
6.8 Stopping distance % variation at 100 km	4	–		>20 %	20-16 %	15-11 %	10-6 %	≤5 %
6.9 Average stopping distance at 120 km	4	5 stops 120 km/h to 0 using MFDD of 9 m/s <sup>2</sup>		>20 %	20-16 %	15-11 %	10-6 %	≤5 %
6.10 Stopping distance % variation at 120 km	4	–		>20 %	20-16 %	15-11 %	10-6 %	≤5 %
Total points	100	–		–	–	–	–	–
Rating	–	–		–	–	–	–	–

Rating A = 80-100, B = 70-79, C = 60-69, D = 50-59

**Table 2** Refer attached data recording and assessment form

Endorsement	Recommendation	
No	Increase overall weighting and include customer ppm when doing assessment	
Yes	Production and field rejects disposal mechanism to be evolved for the future	
Yes		
Yes	Fine nickel and titania as a substituent for copper will improve the wear	
Yes	Include hot shear JASO C437-76 test standard. Also look at 500–600 °C separation	
Yes	Can address high speed judder	
Yes	Can address high speed judder	
Yes	Check on dyno with specific tests with validation every 3 months	
No	Formulation designer to be consulted, improved to scale 4 after validation	
No	Rating of 3, 2 to be improved to 4 through design alteration. Look at the rotor metallurgy	
No	Rotor micro/Macro hardness and assay	Chemical assay after formulation design change
No	Ref pt8. Also recommend wet fade evaluation as well JASO C406-74 test standard	
Yes		
No	Please refer general motors bedding in schedule and adopt its versatility	
No	Please follow general motors bedding in schedule meant for GM models, versatile	
Yes	Scale 3, 4 to be sustained	As it services 90–95 % of the braking needs
Yes	Scale 3, 4 to be sustained	As it is meant for larger population of the vehicle
Yes	Scale 3, 4 to be sustained and other pads to be eliminated	
Yes	Larger population on the highway users	
Yes	Recommend also use Daimler Chrysler AMS test method	
Yes	Scale 4 recommended	
Yes	Scale 4 recommended	
Yes	Scale 3, 4 to be sustained other pads to be eliminated	

**Current Compulsory Performance Specification.**

Environmental heavy metal copper legislation (USA bill SB6557 California bill SB346) and NSF (LMRS) Leaf Mark Registration Service introduced in USA with requirements stipulated above.

Constituent requirements for Level A, B, C are stipulated below:

	A	B	C
	% by weight		
Asbestiform fiber	≤0.10	≤0.10	≤0.10
Cadmium and its compounds	≤0.10	≤0.10	≤0.10
Chromium VI salts	≤0.10	≤0.10	≤0.10
Lead and its compounds	≤0.10	≤0.10	≤0.10
Mercury and its compounds	≤0.10	≤0.10	≤0.10
Copper	–	0.5–5 %	≤0.5 % (N level)

AMS test—Internationally accepted test (Fig. 1).

Index weighting	–
Quality	12
EHS	12
Compulsory specifications	36
Initial cold and hot performance	8
Fade	32
–	100

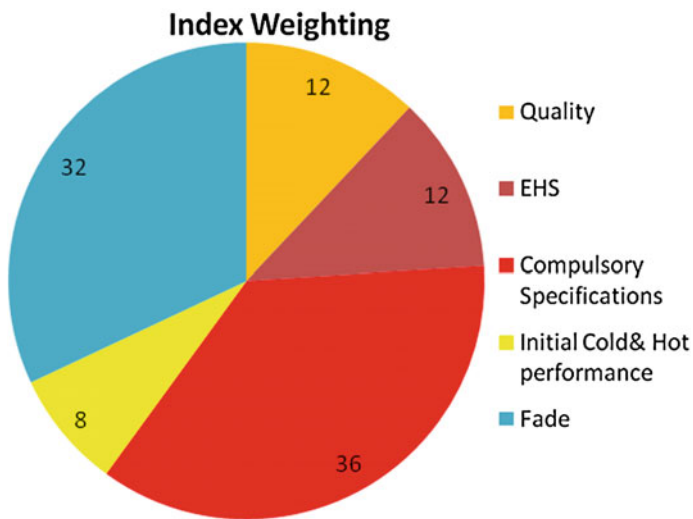


Fig. 1 Safety index rating

A model of the endorsements done for a brake pad with recommendations are given in the Table 2.

DOT Edge Codes with Coefficient of Friction at 250 °C and at 600 °C with Fade Probability is given below:

Chart with Definitions of Different DOT Automotive Friction Edge Codes

DOT edge code	Coefficient of friction	Fade probability
HH	0.55–0.65	Carbon–Carbon only glow at about 3,000 °F
GG	0.45–0.55	Very rare
FF	0.35–0.45 at both temperatures	0–22 % fade at 600 °F
FE	0.25–0.35 at 250 °F 0.35–0.45 at 600 °F	26–44 % fade at 600 °F
EE	0.25–0.35 at both the temperatures	0–25 % fade at 600 °F

The last two letters with the lining/pad numbers identify the material as hot and cold coefficients of friction. Based on the above chart one should decode in brake parts catalogue to determine whether it will suit a particular vehicle model based on the requirements.

**Qualifying Simulated Tests on Dynamometer and on Vehicle, Followed Worldwide on Brake Systems Integrated with Brake Pads, Liners and Clutch Friction Members**

- AMS high speed fade
- BEEP using SAE J2430
- Brake torque variation—BTV
- CTA-FMVSS 121 static torque capacity
- Drum-in-hat performance
- Dry friction clutch durability
- Dry friction clutch performance
- DTV generation and correction
- D 465—test prescription for brake pads
- ECE R13 type approval for categories N and O
- ECE R90 type approval categories M, N and O
- FMVSS 105 and 135 simulations
- FMVSS 121D-RP628 qualification
- ISO 11157-ECE R13 performance
- JASO C406 passenger car brake performance
- JASO C419 caliper durability
- JIS D 4411—Brake lining for automobiles
- Laurel Mountain durability
- LACT noise and wear simulation
- Parking brake performance
- Parking brake drive away

Rotor low speed shock  
 Rotor crack  
 Rotor thermal deflection  
 Rotor thermal fatigue  
 Rotor thermal shock  
 SAE J 2115 commercial vehicles performance and wear  
 SAE J 2521 noise squeal matrix  
 SAE J 2522 AK-master  
 SAE J 2681 friction behavior assessment  
 Structural integrity test  
 SAE J 2707—JASO C427 wear  
 Tata- TMS 75054 Automotive disc brake pad (mould type)  
 GM, Ford motor co, DCX, TRW, Bosch, FMO, Toyota, Honda protocols

### **Vehicle Testing**

ABS operation  
 AMS fade  
 Atlanta corrosion cycle  
 Brake balance  
 Brake pedal feel  
 Brake roller testing for passenger cars and commercial vehicles  
 Cold judder evaluation  
 City traffic circuit mapping for inertia dynamometer simulation cold weather noise and brake performance  
 Detroit city, Los angeles traffic on brake DTV, dust, noise and wear  
 Detroit suburban traffic off-brake DTV  
 ECE R13 vehicles M, N and O types approval (passenger cars to trailers and semi trailers)  
 ECE R58 drive-by noise  
 ECE R78 vehicles L type approval motorcycles  
 ECE R90 M and N approval (passenger and cargo)  
 FMVSS 105 hydraulic and electric brake systems above 3,500 kg  
 FMVSS 121 air brake systems  
 FMVSS 135 passenger car brake systems less than 3,500 kg  
 ISO 6597 brake performance for M and N vehicles with hydraulic brake  
 Laurel mountain descent  
 Loss Angeles city traffic wear and noise  
 Mountain descent for brake fluid boil (Death valley, Pikes peak, Utah)  
 PBBT  
 Special vehicle test protocols for refuse, dolly, city bus, mining, articulated and military vehicles.

The above given test schedules act as a valid preliminary screening process for qualifying BFMC materials, with the appropriate brake assembly, knuckles, in respective vehicles.

Qualifying areas for servicing the original equipment fitments (OE) for passenger car are classified under AMECA, DTV, and wear classifications.

For original equipment service segments it is classified under Light duty truck-SUV with BEEP and friction behavior testing.

For secondary fitments or aftermarket, medium duty truck, commercial vehicle components are tested for ECE and NVH. FMVSS and performance for servicing the overseas segments in the secondary market in-vehicle testing.

For the sample and component-level testing the following are tested for:

### **Dry Friction Materials**

- AK compressibility
- AK thermal conductivity
- AMECA edge code certification
- Chase speed sensitivity
- Chase pressure sensitivity
- Chase temperature sensitivity
- Chase wear and FAST,
- ISO 6310 compressibility
- ISO 6312 shear strength
- ISO 6314 corrosion and contamination resistance
- Low pressure wear—rotor kindness
- SAE J160 swell and growth
- SAE J2468 compressibility
- SAE J840 adhesive strength
- SAE J 661 friction quality control

### **Component Testing**

- ASTM B 117 corrosion
- Belgian—bumps durability
- Caliper drag measurement
- Contaminated environment durability
- Cyclic corrosion with or without dynamic brake applications
- ECE R13 air actuators
- ECE R13 spring brakes
- ECE R 90 draft type approval for rotors and drums
- JASO C 448 comprehensive caliper performance
- Natural frequency and damping
- Shaker table based durability
- SAE J 1469 air brake actuator
- SAE J 1462 automatic slack adjuster
- SAE J 2530 sheet certification for cornering fatigue
- Rotor mapping for UTV
- Torque flex durability

**Wet Friction Materials and Clutches**

- SAE J 2487, 3600 rpm stepped power test
- SAE J 2488, 6000 rpm stepped power test
- SAE J 2489 Durability test
- SAE J 2490,  $\mu$ -PVT performance test