INERTIA DYNAMOMETER TEST

3. The following classification will be used for brake noises other than those due to interference between moving and stationary parts. These noises are classified according to pitch and will be designated as follows:
"Peeps" or "Squeaks" (meaning medium to high pitch noises of very short duration and very loud). "Chatter" (low frequency, but rather high intensity stuttering of the brake). On some chatters, the dynamometer shakes a bit, may be any length. "Howl" (noise of rather long duration and very loud, medium pitch). "Squawks" (medium low pitched noises of very short duration). "Groans" (medium low pitched noises of long duration). "Moans" (very low pitched noises of long duration).
Optional: If a sound meter is available, recordings should be taken every 10th stop during burnish and wear, and on all performance stops.

4. Note should also be made of line pressures at which noise occurs and whether noise prevails throughout stop, at beginning only, or at end of stop. Also, whether noise is present only with cold or hot brakes or both. Effort should likewise be made to determine whether noise is caused by forward or reverse shoe and cause of same.
Information at top of log sheets is important and must be complete and accurate.

5. Autographic recorder traces of torque vs. time, pressure vs. time and time to stop (actuation pressure to zero wheel velocity) as well as all log sheets and summary charts are to be furnished Fruehauf Division Engineering for compliance acceptance.

II. BRAKE SET-UP PREPARATION FOR TEST

1. Examine brake assemblies for defects or errors in manufacture, 2 blueprints are to be furnished with test order. Note any abnormal condition found and have same corrected. Ascertain that shoes are lined with the specified lining.

2. Mark shoes for lining wear measurements at 8 locations on each shoe, along each side at each end of each block adjacent to each rivet by saw cut into edge of block and table or other suitable means.