



American Brakeblok

LDL
ASBESTOS-FREE

DON'T BE SOLD . . . ON THE BASIS OF EDGE CODE !!

In 1966 several states enacted legislation requiring brake linings and thick blocks to be identified with markings on the edge of the material. These markings carry the manufacturers' identification, a numeric code, and alpha characters indicating the initial friction properties of the material, i.e. ABEX 685 FF. This marking is commonly referred to as an "edge code". The alpha character code is determined in accordance with SAE Standard Recommended Practice J866a. This SAE Standard is the basis for friction coding of all brake linings and brake blocks. American Brakeblok feels that it is important that you understand the meaning of this coding and the following is a verbatim reproduction of SAE J866a.

FRICITION IDENTIFICATION SYSTEM FOR BRAKE LININGS AND BRAKE BLOCKS FOR MOTOR VEHICLES — SAE J866a

SAE Recommended Practice

Report of Brake Committee approved March 1964 and last revised September 1966. Editorial change May 1967.

Scope—This SAE Recommended Practice is intended to provide a uniform means of identification which may be used to describe the initial friction characteristics of brake linings and brake blocks for use on motor vehicles.

NOTE: It is emphasized that this recommended practice does not establish friction requirements for brake linings or brake blocks, nor does it designate other significant characteristics of brake linings or brake blocks which must also be considered in overall brake performance.

The basis for determining the friction coefficients for brake linings and brake blocks are tests conducted in accordance with SAE J661.

Coding—The code will consist of two letters reflecting the friction coefficients as follows:

	Coefficient of Friction
C	Not over 0.15
D	Over 0.15 but not over 0.25
E	Over 0.25 but not over 0.35
F	Over 0.35 but not over 0.45
G	Over 0.45 but not over 0.55
H	Over 0.55
I	Unclassified

The first letter will represent normal friction coefficient and the second letter will represent hot friction coefficient.

Normal Friction Coefficient—Normal friction coefficient is defined as the average of 4 points on the second fade curve, located at 200, 250, 300, and 400 F.

Hot Friction Coefficient—Hot friction coefficient is defined as the average of 10 points located at 400 and 300 F on the first recovery; 450, 500, 550, 600, and 650 F on the second fade; and 500, 400, and 300 F on the second recovery.

NOTE: If any temperature point or points required to calculate friction coefficients are not reached in the prescribed time limit, the coefficient of friction value at 10 minutes shall be used to give the full number of points required.

EXAMPLE: A lining having a normal friction coefficient of 0.29 and a hot friction coefficient of 0.40 would be coded "EF."

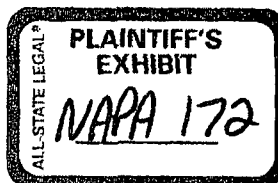
Location of Code—The appropriate code designation will be marked on an external noncontacting surface in letters not less than 0.125 in. in height.

There are several significant points in SAE J866a which should be emphasized. Reference is made to SAE J661a which is the test procedure used to determine the friction coding. A friction materials test machine, better known as a Chase machine, is used to run the test. This machine, using a 1" by 1" sample piece of friction material, measures coefficient of friction under several varying conditions of temperature, pressure, and rubbing speed. The actual function of the brake is not taken into account. Consequently, as noted in SAE Standard J866a, THIS TEST DOES NOT DESIGNATE OTHER SIGNIFICANT CHARACTERISTICS OF BRAKE LININGS OR BRAKE BLOCKS WHICH MUST ALSO BE CONSIDERED IN OVERALL BRAKE PERFORMANCE.

Continued on back

SCF-NAPA-0061

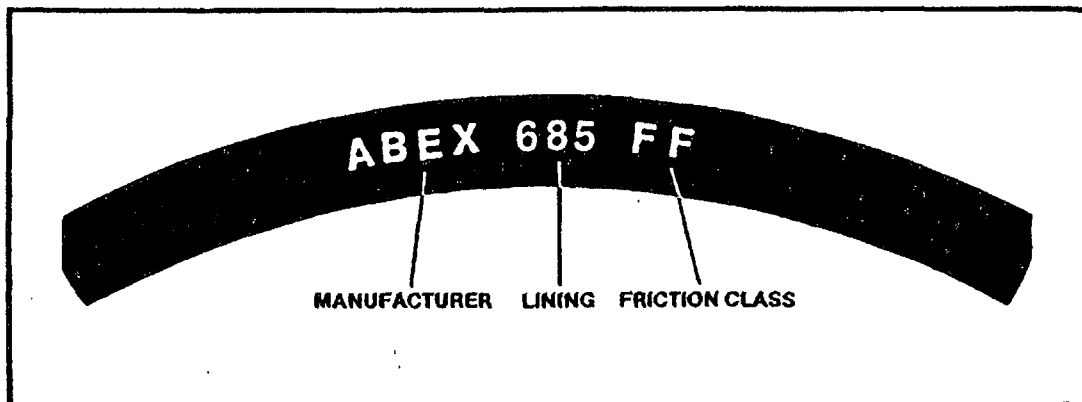
NOVO17047



In essence, this standard simply determines initial normal and hot friction values of the material and does not indicate true quality, performance, or wear characteristics. As responsible manufacturers of friction material, we have been concerned since the inception of edge coding that these markings would be used in misrepresenting the quality and performance of a product. We have seen evidence of wide spread abuses to the point that many fleets and operators alike believe that all linings with the same alpha edge code are of the same quality and performance. This problem has been compounded by the misnomer that the higher the alpha edge code rating, the better the brake lining, such as FF is better than EF and GG is better yet.

The true quality of brake lining cannot be determined by a simple friction machine test. The best way to accurately evaluate brake lining performance is on an inertia dynamometer, which simulates actual in-service brake conditions. Dynamometer and/or vehicle testing is a much more exact approach in determining true performance and wear properties of brake lining or brake blocks. The inertia dynamometer is the preferred method since better control of the test variables can be maintained. In fact, the National Highway Traffic Safety Administration (NHTSA) specify inertia dynamometer testing as part of the requirements to qualify an FMVSS 121 brake. It is no secret that American Brakeblok materials were the first to qualify for the tough new FMVSS 121 brake systems standard. These materials have been approved virtually across the board by all brake, axle and vehicle manufacturers for application on their brake systems.

When it comes to defining quality you have to rely on the manufacturer who has the research and development, manufacturing and quality control expertise to produce superior friction materials. American Brakeblok is the recognized leader as the world's largest independent manufacturer of friction material, with the largest friction material research and development capabilities in the world. All of this adds up to your assurance of quality in American Brakeblok friction products. Don't be sold on edge code! It takes more than a two letter edge code to give you the assurance to true quality and performance.



NAPA American Brakeblok
1827 Powers Ferry Road
Building 20
Marietta, GA 30067

AA-1040 5/89

NOVO17048