have kept many inferior materials out of the market.

The Safety Standards issued by the NHTSA for new vehicles have had the most powerful impact on the development of both passenger car and truck lining materials. Two basic standards cover this multitude of highway vehicles:

1) FMVSS 105 for hydraulic-braked vehicles,

2) FMVSS 121 for vehicles with air brakes.

The individual performance requirements for passenger cars and those proposed for vehicles under 10,000-pounds GVWR have generated a whole host of lining materials with special characteristics to provide the vehicle manufacturers with some measure of reserve when testing to the strict compliance parameters of the NHTSA.

The following provides a very simple tabulation of these various requirements only by their title or description.

FMVSS 105 BRAKE TEST REQUIREMENTS

VEHICLES UNDER 10,000 LBS. GVW AND SCHOOL BUSES

FIRST (PREBURNISH) EFFECTIVENESS

SECOND EFFECTIVENESS

PARKING BRAKE

LIGHTLY LOADED EFFECTIVENESS

PARTIAL FAILURE

INOPERATIVE BRAKE POWER AND POWER ASSIST UNITS

FIRST FADE & RECOVERY

SECOND FADE & RECOVERY

FOURTH EFFECTIVENESS

WATER RECOVERY

006001

PQ

PRODUCED BY FORD