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**NATIONAL STANDARD OF THE
PEOPLE'S REPUBLIC OF CHINA**

GB/T 29065-2012

**Road vehicles -- Brake lining friction materials -- Evaluation
method of corrosion effects on painted backing plates and
brake shoes**

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Administration of the People's Republic of China**

Table of Contents

Foreword

Introduction

1 Scope

2 Normative references

Foreword

This standard was drafted in accordance with GB/T 1.1-2009 given rules.

This standard uses the translation method identical with ISO 27667.2011 "Road vehicles - Brake lining friction materials and brake shoes painted backplane

Evaluation of corrosion resistance "and developed.

And ISO 27667.2011 as compared to the standard the following modifications.

--- Increasing the ISO 6314 standard in the literature.

Correspondence between the consistency of the standards of international documents and normative references of the following documents.

--- GB/T 9286-1998 Paints and varnishes cut test [eqvISO 2409.1992];

--- GB/T 9274-1988 Paints and varnishes - determination of resistance to liquids [eqvISO 2812. 1974];

--- GB/T 10123-2001 Corrosion of metals and alloys - Basic terms and definitions [eqvISO 8044.1999];

--- GB/T 10125-1997 Corrosion tests in artificial atmospheres - salt spray test [eqvISO 9227.1990];

--- GB/T 26738-2011 Road vehicles - Brake lining friction materials product validation and quality assurance [ISO 15484.

2008, IDT].

The standard proposed by China Building Materials Federation.

The standard and non-metallic mineral products by the National Standardization Technical Committee (SAC/TC406) centralized.

This standard was drafted. Hangzhou revitalization of Friction Materials Co., Tonglu Yu Xin Auto Parts Co., Jiangyin Hicklin friction material

Ltd., Dongying Bory Brake System Co., Ltd., Chongqing Hongyu Friction Products Co., Ltd., Zhejiang Asia-Pacific Electric Co., Ltd., Shandong

Kun Auto Parts Co., Ltd., National Non-metallic mineral products Quality Supervision and Inspection Center.

Introduction

Corrosion problems and trials are diverse, and the assessment, diagnosis and correction are very expensive. This standard is used and provides a

Other standards bodies test methods, the use of sample preparation and testing instruments and evaluation criteria described in the test report and binding. Focused on ensuring

A standard evaluation method to test completed during the report observe different phenomena.

This standard should cooperate with other applicable standards or test procedures (ISO , SAE, JIS/JASO, national legislation or regulations, or other items with users

Test procedure body) used in combination, as under certain conditions, market or car plant to provide a friction material sufficiency complete evaluation. The standard

Motion does not include requirements for performance and durability, the appearance of ornaments, or under different temperature conditions, mechanical stress, environmental pollution, in real

It observed the occasion of the brake system operating conditions of the vehicle operation.

Brake pad and brake shoe is a key component of the vehicle braking system. Corrosion caused by the generation of security issues within the vehicle life cycle

Or increase maintenance costs. Since the brake is part of the vehicle chassis, a detailed assessment of corrosion needs a unified and comprehensive laboratory tests

Procedures and evaluation criteria. Since the corrosion-related phenomena are complex, this international standard for different existing standards were unified.

Previous experience in similar situations is to support the choice of coating systems or specific applications useful way. Brake pad or shoe in a corrosive ring

Environments such as durability depends largely on the work environment, system design, paint thickness and composition, surface treatment, application, drying and place

Li and other factors. The main concern is the chemical and physical properties of the dry film thickness and bonding agents. Artificial aging test for assessing these characteristics are

use. The main tests are.

- Resistant to moisture;
- Resistant to fog;
- Chemical resistance.

Artificial aging test results should be analyzed carefully. Exposure to artificial and natural exposure does not necessarily have the same effect. Application process vehicle

Not all the factors in the appropriate manner can speed up or slow down aging. Where feasible, it is necessary to plan and carry out long-term nature

Exposure or field tests to abnormalities resolved.

Since the model-based laboratory corrosion test to predict the life of the industry is not widely accepted. Given the application process or the real environmental assessment

Inter durability is beyond the scope of this standard.

Road vehicles - Brake lining friction materials

Painted brake shoe back and corrosion evaluation methods

1 Scope

This standard specifies the method on the backplane or on a disc brake drum brake shoe testing and evaluation of corrosion resistance.

Methods and evaluation criteria of the standard ISO 15484 is mentioned in the product specification/validation phase and a production phase of monitoring section.

This standard applies only to the laboratory performance test, whether it is static or cyclic. Does not apply to field test or test site.

2 Normative references

The following documents for the application of this document is essential. For dated references, only the dated version suitable for use herein

Member. For undated references, the latest edition (including any amendments) applies to this document.

ISO 2409 Paints and varnishes cut test (Paintsandvarnishes-Cross-cuttest)

ISO 2812-1 Paints and varnishes - Determination of resistance to liquids
(PaintandVarnishes-Determinationofresistance)

to liquids)

Part 1 of evaluating the extent of damage to ISO 4628-1 Paints and varnishes aging assessment of the general type, number and size

Score. General and ranking table

(Paints and varnishes-Evaluation of degradation of coatings-Designation of

quantity and size of defects, and of intensity of uniform changes in appearance-Part 1.

General intro-

duction and designation system)

Part 2 of evaluating the extent of damage to ISO 4628-2 Paints and varnishes aging assessment of the general type, number and size

Blistering assessment level

(Paints and varnishes-Evaluation of degradation of coatings-Designation of. minutes

quantity and size of defects, and of intensity of uniform changes in appearance-Part 2.

Assessment of

degree of blistering)

Part 3 of evaluating the extent of damage to ISO 4628-3 Paints and varnishes aging assessment of the general type, number and size

Assessed rust grade

(Paints and varnishes-Evaluation of degradation of coatings-Designation of. minutes

quantity and size of defects, and of intensity of uniform changes in appearance-Part 3.

Assessment of

degree of rusting)

PART 4 evaluating the extent of damage to ISO 4628-4 Paints and varnishes aging assessment of the general type, number and size

Evaluation of cracking grade

(Paints and varnishes-Evaluation of degradation of coatings-Designation of. minutes

quantity and size of defects, and of intensity of uniform changes in appearance-Part 4.

Assessment of

degree of cracking)

ISO 8044 Corrosion of metals and alloys - Basic terms and definitions

(Corrosion of metals and alloys-Basic terms

and definitions)