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

GB/T 29066-2012

**Road vehicles -- Brake lining friction materials -- Standard wear
test procedure for commercial vehicles with air brakes**

道路车辆 制动衬片摩擦材料 气制动商用车磨损试验方法

(English Translation)

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Foreword

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

This standard uses the translation method identical with the international standard ISO 26866:2009 "Road vehicles - Brake linings brake friction material gas supplier Car wear test program. " Correspondence between the consistency of the standards of international documents and normative references of the following documents.

--- GB/T 5620-2002 Road vehicles and trailer brake Terminology and definitions (ISO 611:1994, IDT);

--- GB/T 15089-2001 Classification of motor vehicles and trailers (eqvUNECER.E.3);

--- 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. River Wansai Friction Materials Co., Ltd., Wuhan Yuanfeng Friction Materials Co., Ningguo Fei Eagle auto parts Co., Ltd., Dongying Brilliant Brake System Co., Ltd. Hubei dragon Friction sealing materials, Tonglu Yu Xin Auto Parts Co., Companies, non-metallic mineral products National Quality Supervision and Inspection Center.

Introduction

Wear a wide variety of different test trucks and trailers used by the manufacturer is very time consuming, and can lead to the same conditions of use Same pad materials have different evaluation results. Given this situation different test procedures, test results can not correspond to each other.

General wear test is very time-consuming and expensive. This standard is committed to reflect the wide range of friction material applications. Make There is a different energy and temperature levels of brake lining wear contain procedures for the friction and wear properties of the material provides a good full Side show.

The standards will be different test methods are summarized as a test method, this method with the shortest test cycle to complete all the important wear Property requirements.

Coordination of commercial vehicles in the application process, standardized performance tests of friction materials is a top priority.

Test and evaluate various conditions friction material should ensure a wide range of data. These data are very important at different stages of the product such as product development and production processes, product validation, quality control, product specifications and practical application of assessment.

This standard should be combined with other standards or test procedures (ISO , SAE, JIS/JASO, national laws or regulations, and other items or users Specified test procedure) in order to fully evaluate the use of specific conditions of use, adequacy or vehicle platform under the market conditions of the friction material. This standard it does not include braking distance under national regulations or laws different speed, temperature, tire adhesion, load conditions and braking control system explained or braking force distribution-related performance requirements.

This standard is part of the friction material globally standardized ISO 15484, is the major car manufacturers, brake systems and parts manufacturing Manufacturers, product testing

services and standards organizations such as the close cooperation between SAE and JIS/JASO of.

Road vehicles - Brake linings brake friction material gas supplier Car abrasion test method

1 Scope

This standard applies to UNECER.E.3 stipulated M2, M3, N2, N3, O3, and O4 class air brakes for commercial vehicles.

This standard also applies to ISO 15484 definition of product development, product trial, product specification/validation and mass-produced products.

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 611:2003 Road vehicles and trailer brake Terminology and definitions
(Roadvehicles-brakingof automotivevehiclesandtheirtrailers-Vocabulary) ISO 1176 Road vehicles - Vocabulary and code quality (Roadvehicles-Masses-Vocabularyandcodes) ISO 3833 Road vehicles - Types - Terms and definitions
(Roadvehicles-Types-Termsanddefinitions) ISO 11157:2005 Road vehicles - Brake lining assembly Inertia bench test methods (Roadvehicles-Brakelining assemblies-Inertiadynamometertestmethod) ISO 15484:2008 Road vehicles - Brake lining friction materials product validation and quality assurance (Roadvehicles-Brakeliningfrictionmaterials-Productdefinitionandqualityassurance) UNECER.E.3 classification of motor vehicles and trailers (ConsolidatedresolutionontheconstructionofVehicles)

3 Terms and Definitions

UNECER.E.3, ISO 611, ISO 1176, ISO 3833, ISO 15484 and defined by the following terms and definitions apply to this file.

Air brake system the energy is transferred to the brake system and the brake control substrate through the air/pneumatic conveying means from the point of supply.

Axle load

Specified by the vehicle manufacturer or by the technical service department axle recognized technically feasible maximum design total mass.

NOTE: This quality is likely to exceed the national rules to allow the "maximum authority authorized total mass." Unless those who commissioned the inspection described in Table 2 of the axle-load Test to determine the moment of inertia.

Brake type

Table 2 nominal rim diameter code determines the size of the brake.

Note: the same nominal rim diameter can have different rolling radius of the tire. Other rim size or tire rolling radius infos commissioned by the experimenter provide.