



DYNAMIC FRICTIONS

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DYNAMOMETER RESULTS DATA SHEET

Date Tested : 10/21/2008_3:01 PM

Test Information		Test Results			
Tested Part No :	4515	Torque (Nm)			
Test No :	913_TC3B 4 HF10TON SABS TEST.res	Test Description	Actual	Required	% Diff
Formulation :	TC3B 4 HF10TON SABS TEST	Type-O (60 km/h) :	12992	11830	9.8
Test Description :	4515_VC8053.cmt	Type-O (80 km/h) :	12275		14
Vehicle :	0	Type-O (110 km/h) :	11118		
Year :	0	Residual After Fade :	11402	12992	88
Original Comp. Desc. :	Duraline				
Test Inertia :	1476				

Friction Coeff.

Torque before Fade (Nm)

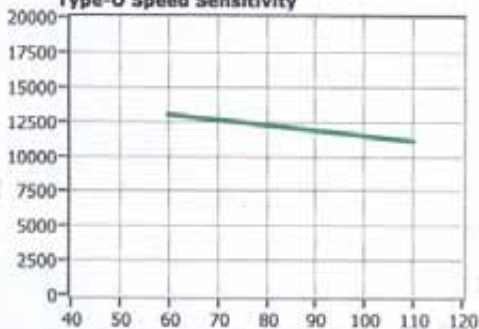


Torque (Nm)

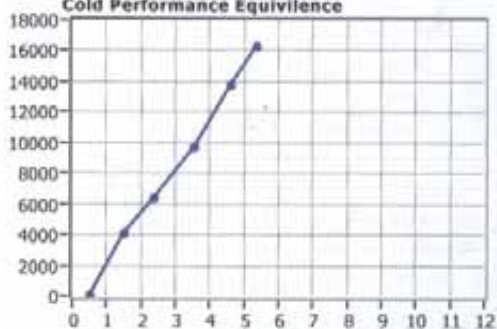
Torque before (Nm)



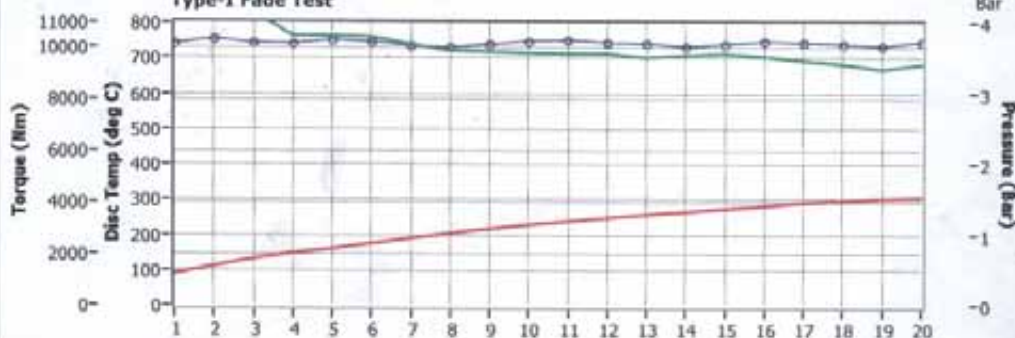
Type-O Speed Sensitivity



Cold Performance Equivalence



Type-I Fade Test



DYNADAC™

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Pneumatofor Autotec cc

Disc/Drum temp (°C)

Torque (Nm)

Pressure (Bar)





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**Test Report
Compulsory Specification
VC 8053
Replacement Brake Lining assemblies for road Vehicles**

Report No. 16/2008

PO Box 937
Hilton
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Date
26/10/2008

Client
Dynerthem

Sample tested
Dynerthem TC3 Material

Sample Part
Number
4515 CAM & ANCHOR

Tested by 
Dominique Griffiths
(Lab Technician)

Approved By 
Quinton Lutchmana
QAM

Conclusion :

The Brake Lining Assembly tested complied with the requirements of the compulsory specification VC 8053 specific to the tests mentioned in this report.

Conditions of test

1) If published or reproduced by the client the report shall be reproduced in full i.e. the reproduction shall contain the printed as well as the typed part of the report. Should an Abridged version of the report be required then an approval in writing must be obtained from the QAM.

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26/10/2008

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1	Introduction	
1.1	Object	✓
1.2	Sampling Procedure	✓
1.3	Conditioning	✓
1.4	Test Method	✓
1.5	General information	✓
2	Test Results	✓
3	Summary of test Data	✓
4	Remarks	✓



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1. Introduction

1.1 Object

To test Dynotherm Brake Lining assemblies for compliance with the requirements of the compulsory specification, for replacement brake lining assemblies for road vehicles of categories M, N and O as published by government notice R95 in Government Gazette no 22014, dated 2 February 2001.

1.2 Sampling Procedure

Dynamic Frictions had no influence over the selection of the sample, the sample was selected at random as was handed to the test house in a worthy condition.

1.3 Conditioning

The sample brake lining assembly was conditioned by conducting repeated stops from various speeds using random pressures. On completion of the conditioning schedule more than 85% contact area between lining assemblies & drum was obtained.

1.4 Test Method

The Tests were conducted in accordance with clause 3.1 of the compulsory specification for the replacement brake lining assemblies for road vehicles.

1.5 General Information

Table 1 : Original Equipment Benchmark

OE Part Number	4515 Cam & Anchor
Manufacturer	Duroline
OE Component description	Duroline DL 15
Vehicle Description	Henred Freuhof
Gross Axle Mass	11 000 kg
Torque Benchmark For replacement Linings	11830nm

Table 2 : Replacement Component

Replacement Part Number	4515 Cam & Anchor
Replacement Manufacturer	Dynotherm
Replacement Component Description	TC3
Replacement Component Batch Number	BN.57



**DYNAMIC
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PROCESSES AND EQUIPMENT
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26/10/2008

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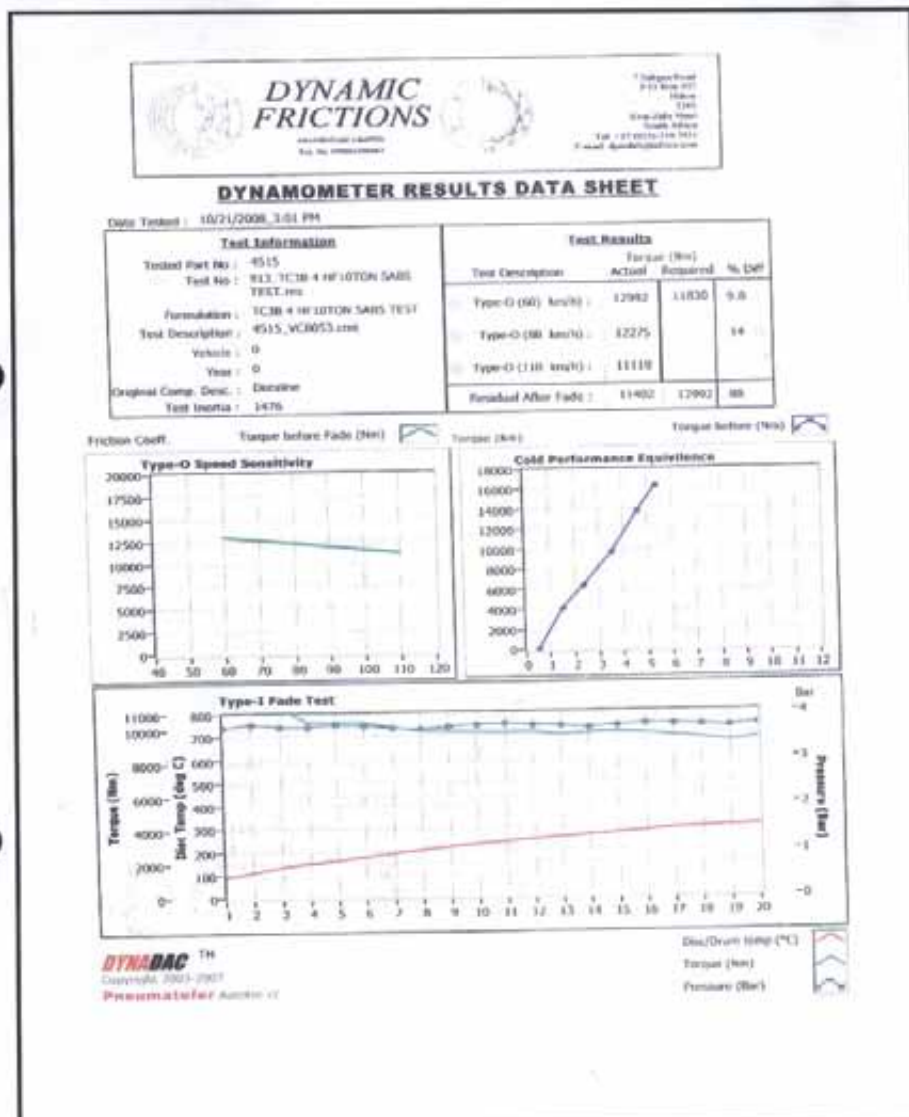
2) Results

The table below lists the requirements of the compulsory specification for replacement brake lining assemblies for road vehicles.

Section	Requirements	Results		
		Passed	Failed	Not Tested
3.2	Laboratory test Requirements and results as per pg 98 (compulsory spec for replacement Linings)	✓		
3.3	Brake lining attachment			
3.3.2	Riveting The brake lining assemblies complied with the requirements of 3.3.2(1-10)	✓		
4	Packing and marking			
4.1	Packing: Adequately packed to prevent damage and contamination.	✓		
4.2	Marking: Marked to identify manufacturer, model and derivative.	✓		
4.3	Batch No.	✓		

3) Summary Of test Data

See scanned Dynamometer test results below.



4) Remarks

All sample TC3 brake friction components showed no signs of cracking after completion of all tests.