SRI LANKA STANDARD 856 : 1989

UDC 629.113:62-597

SPECIFICATION FOR

AUTOMOTIVE BRAKE LININGS

SRI LANKA STANDARDS INSTITUTION

SPECIFICATION FOR AUTOMOTIVE BRAKE LININGS

SLS 856 : 1989

Gr. 11

SRI LANKA STANDARDS INSTITUTION
53, Dharmapala Mawatha,
Colombo 3,
Sri Lanka.

SRI LANKA STANDARD
SPECIFICATION FOR AUTOMOTIVE BRAKE LININGS

FOREWORD

This Sri Lanka Standard was authorised for adoption and publication by the Council of the Sri Lanka Standards Institution on 1989-07-25, after the draft finalized by the Drafting Committee on Automotive Brake Linings, had been approved by the Mechanical Engineering Divisional Committee.

Frictional brakes are used on all automotive vehicles where the braking effect is achieved by frictional resistance offered by brake shoes or pads on a rotating metallic drum or disc. The braking effect results in a rise in temperature of the system and also causes wear, mostly on the brake lining. For the safe operation of an automobile, it is therefore necessary that the braking effect is uniform and is not noticeably reduced by a rise in temperature or humidity.

The tests and coefficient of friction have been included in this standard with a view to establishing control over the quality. The purpose of this standard is to establish minimum coefficient of friction requirements for brake linings used on the service brake system of automotive vehicles. It should however, be noted that there may be variations depending on the type of brake design and application.

This standard is intended chiefly to cover the technical provisions relating to automotive brake linings, and it does not include all the necessary provisions of a contract.

All standard values given in this specification are in SI units.

For the purpose of deciding whether a particular requirement of this standard is complied with, the final value, observed or calculated, expressing the result of a test or an analysis, shall be rounded off in accordance with **SLS 102**. The number of significant places retained in the rounded off value shall be the same as that of the specified value in this standard.

The assistance derived from the relevant publications of the International Organization for Standardization, the British Standards Institution, the Bureau of Indian Standards, the Japanese Standards Association and the Society of Automotive Engineers in United State of America in the preparation of this standard is gratefully acknowledged.