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|             | <b>SURFACE<br/>VEHICLE<br/>RECOMMENDED<br/>PRACTICE</b> |                     |
|                                                                                             | <b>SAE</b>                                              | <b>J294 MAY2011</b> |
|                                                                                             | Issued<br>Reaffirmed                                    | 1972-07<br>2011-05  |
| Superseding J294 AUG2004                                                                    |                                                         |                     |
| Service Brake Structural Integrity Test<br>Procedure—Vehicles Over 4500 kg (10 000 lb) GVWR |                                                         |                     |

## RATIONALE

J294 has been reaffirmed to comply with the SAE 5-Year Review policy.

### 1. Scope

This SAE Recommended Practice establishes a method of testing the structural integrity of the brake system of all new trucks, buses, and combination vehicles designed for roadway use and falling in the following classifications:

- a. Truck and Bus—Over 4500 kg (10 000 lb) GVWR
- b. Combination vehicle—Towing vehicle over 4500 kg (10 000 lb) GVWR

The test consists of two distinct tests: a Structural Endurance Test followed by a Structural Ultimate Strength Test.

NOTE—These two tests originated from separate procedures, and were combined in this Recommended Practice. Each test can be considered to be an independent evaluation of the service brake's structure. Based on time available, cost limitations, and the desired evaluation and historical data available, either of these tests could be considered as a complete evaluation of the brake's structure.

#### 1.1 Purpose

The main purpose of the document is to evaluate the structural integrity of a vehicle's braking system. However, other areas such as the steering or suspension system may also be evaluated during the test provided that the criteria and procedure detailed as follows are not modified in any way. For repeatability, it is recommended that a brake apply device be utilized whenever possible, since it would eliminate the variations in application times and efforts of different operators.

## 2. References

### 2.1 Applicable Publications

The following publications form a part of the specification to the extent specified herein. Unless otherwise indicated the latest revision of SAE publications shall apply.

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[http://www.sae.org/technical/standards/J294\\_201105](http://www.sae.org/technical/standards/J294_201105)**

### 2.1.1 SAE PUBLICATIONS

Available from SAE, 400 Commonwealth Drive, Warrendale, PA 15096-0001.

SAE J2115—Brake Performance and Wear Test Code—Commercial Vehicle Inertia Dynamometer

SAE J1404—Service Brake Structural Integrity Requirements—Vehicles Over 4500 kg (10 000 lb) GVWR

SAE J1626—Braking, Stability, and Control Performance Test Procedures for Air- and Hydraulic-Brake-Equipped Trucks, Truck-Tractors and Buses

## 2.2 Related Publications

The following publications are provided for information purposes only and are not a required part of this document.

### 2.2.1 FMVSS PUBLICATIONS

Available from the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402.

FMVSS 105—Hydraulic and Electric Brake Systems

FMVSS 121—Air Brake Systems

## 3. Equipment

### 3.1 Brake Apply Device

(Optional but recommended for hydraulic braked vehicles)

### 3.2 Calibrated Speedometer and Odometer

### 3.3 Service (Application) Pressure Gauges

### 3.4 Pedal Force Transducer (Hydraulic Brakes)

### 3.5 Stop Counter

### 3.6 Decelerometer (U-tube or Equivalent)

### 3.7 Ambient Temperature Gage

### 3.8 Recording Equipment

Pedal force versus time for hydraulic braked vehicle, brake chamber pressure versus time for air brake vehicles.

### 3.9 Tire Pressure Gage

### 3.10 Wheel Alignment Equipment

(When steering and suspension system are also tested)

### 3.11 Torque Wrench

### 3.12 Direct Reading Temperature Instrument

(Brake lining temperature)

## 4. Test Preparation

- 4.1 Calibrate instrumentation as required and note calibration on data sheet.
- 4.2 Install new brake drums and/or rotors, brake assemblies and fasteners to the manufacturer's specifications, except all brake fasteners shall be at minimum specified torque on one side of the vehicle and at maximum specified torque on the other side. Record torque values. Record pertinent brake parameters and specifications.
- 4.3 Adjust brakes per manufacturer's specifications.
- 4.4 (Optional) Check wheel geometry of all axles and adjust to manufacturer's mean specifications and record.
- 4.5 Vehicle test weight to be Gross Vehicle Weight Rating (GVWR) or Gross Combination Weight Rating (GCWR) within  $\pm 2\%$ . Each axle should be loaded to the Gross Axle Weight Rating (GAWR)  $\pm 5\%$ . However, if the sum of the GAWR exceeds the GVWR 5% or GCWR 5%, the load should be distributed over each axle in proportion to the GAWR/GAWR SUM ratios  $\pm 5\%$ . If so desired, this test can be run at a 10% overload.

NOTE—In comparing test results between different vehicles or components, only tests with like loading should be compared.

- 4.6 Install the tires and wheels offered by the manufacturer which produce the largest moment of inertia effect for the vehicle. Tires must be in good condition with a minimum of 6 mm (1/4 in) tread at all times during the test. Set tire pressure per manufacturer's specifications for GAWR.
- 4.7 Install plug-type thermocouple in the most heavily loaded shoe or outboard pad of each brake per SAE J2115.
- 4.8 For those vehicles which are equipped with power (air or hydraulic) or power assist brake actuation, the reserve pressure should be set at the vehicle manufacturer's maximum recommended cut-out pressure.

## 5. General Notes

- 5.1 All tests are conducted on a 12 ft (+0/-2 in.) wide level (no more than 1% grade in all directions, including crown), straight roadway having a peak friction coefficient (PFC) of 0.9 (dry Portland cement concrete or equivalent surface).

Where vehicles are equipped with a wheel slip brake control system as standard equipment, the control system should be disabled during the test. Any automatic adjusting devices supplied as standard equipment should be left operational. Automatic adjustment may be disabled if overadjustment occurs, provided operational de-adjustment is prevented.

## 5.2 Spike Brake Application

- 5.2.1 A spike brake application for hydraulic braked vehicles is accomplished by applying 668 N (150 lb) of force on the service brake control in less than 0.3 s. See Figure 1 for a typical spike brake application curve. Maintain pedal force of  $668 \text{ N} \pm 89 \text{ N}$  ( $150 \text{ lb} \pm 20 \text{ lb}$ ) after vehicle has stopped and is motionless.

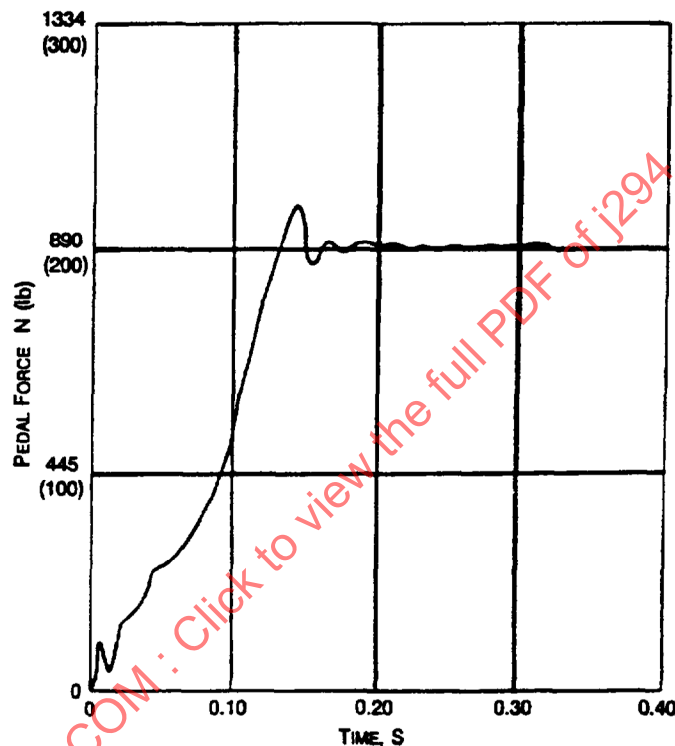


FIGURE 1—TYPICAL SPIKE BRAKE APPLICATION

- 5.2.2 A spike brake application for air brake vehicles is accomplished by a full pedal application such that the air pressure build-up at the brake valve delivery port reaches 585 kPa (85 psi) in no more than 0.2 s from the start of pedal movement.
- 5.3 All brake applications are to be made in neutral or with clutch disengaged.
- 5.4 Driving speed between all brake applications to be at the subsequent test speed  $+5/-0 \text{ km/h}$  ( $+3/-0 \text{ mph}$ ). Acceleration to all test speeds is to be moderate.

- 5.5 During all phases of this procedure, note and record any unusual braking or handling characteristics of the vehicle, including excessive pedal travel, brake noise, and wheel slide.

## 6. Procedure

### 6.1 Preburnish Check

In order to allow for a general check of instrumentation, brakes, and vehicle function, the following stops are to be run noting pedal force or line pressure for stop.

- a. Number of stops—10
- b. Speed—48 km/h (30 mph)
- c. Deceleration—3 mpsps (10 fpsps)
- d. Interval—1.6 km (1 mile)

### 6.2 Burnish

- 6.2.1 Burnish the brakes by making 500 snubs between 64 km/h (40 mph) and 32 km/h (20 mph) at a deceleration rate of 3 mpsps (10 fpsps). Except where an adjustment is specified, after each brake application accelerate to 64 km/h (40 mph) and maintain that speed until making the next brake application at a point 1.6 km (1 mile) from the initial point of the previous brake application. If the vehicle cannot obtain a speed of 64 km/h (40 mph) in 1.6 km (1 mile), continue to accelerate until the vehicle reaches 64 km/h (40 mph) or until the vehicle has traveled 2.4 km (1.5 miles) from the initial point of the previous brake application, whichever occurs first.

NOTE—This test can be completed after an FMVSS-105 or 121 test (SAE J1626) without replacing the brake hardware and fasteners (and no additional burnish).

- 6.2.2 The brakes may be adjusted three times during the burnish, in accordance with the manufacturer's recommendations. Manual and automatic adjustment brakes shall be manually adjusted after burnish at a lining temperature of less than 65 °C (150 °F).
- 6.2.3 Check brake and vehicle function by making three stops from 48 km/h (30 mph) at 3 mpsps (10 fpsps) and 93 °C ± 14 °C (200 °F ± 25 °F) for the hottest brake; record pedal force or line pressure.
- 6.2.4 For hydraulic brakes, make a service brake application at 667 N (150 lb) pedal force and hold for 30 s, or for air service brakes, make a full service application and hold for 3 min with the engine off. Record pedal position and service pressure at beginning and end of application.

### 6.3 Structural Endurance Test

Any automatic adjusting devices supplied as standard equipment should be left operational. Automatic adjustment may be disabled if overadjustment occurs, provided operational de-adjustment is prevented.

- 6.3.1 PERFORM 80 CYCLES OF THE FOLLOWING:

- 6.3.1.1 24 complete stops from 80 km/h (50 mph) at 3.7 mpsps (12 fpsps) deceleration at 4.8 km (3 mile) intervals.