

Unipart recently published a report on brake pad test results - TMD Friction/Pagid refute these claims because:

1. NOT industry standard

Firstly we must point out that the test routine carried out is not a friction or automotive industry recognised test.

2. NOT real world

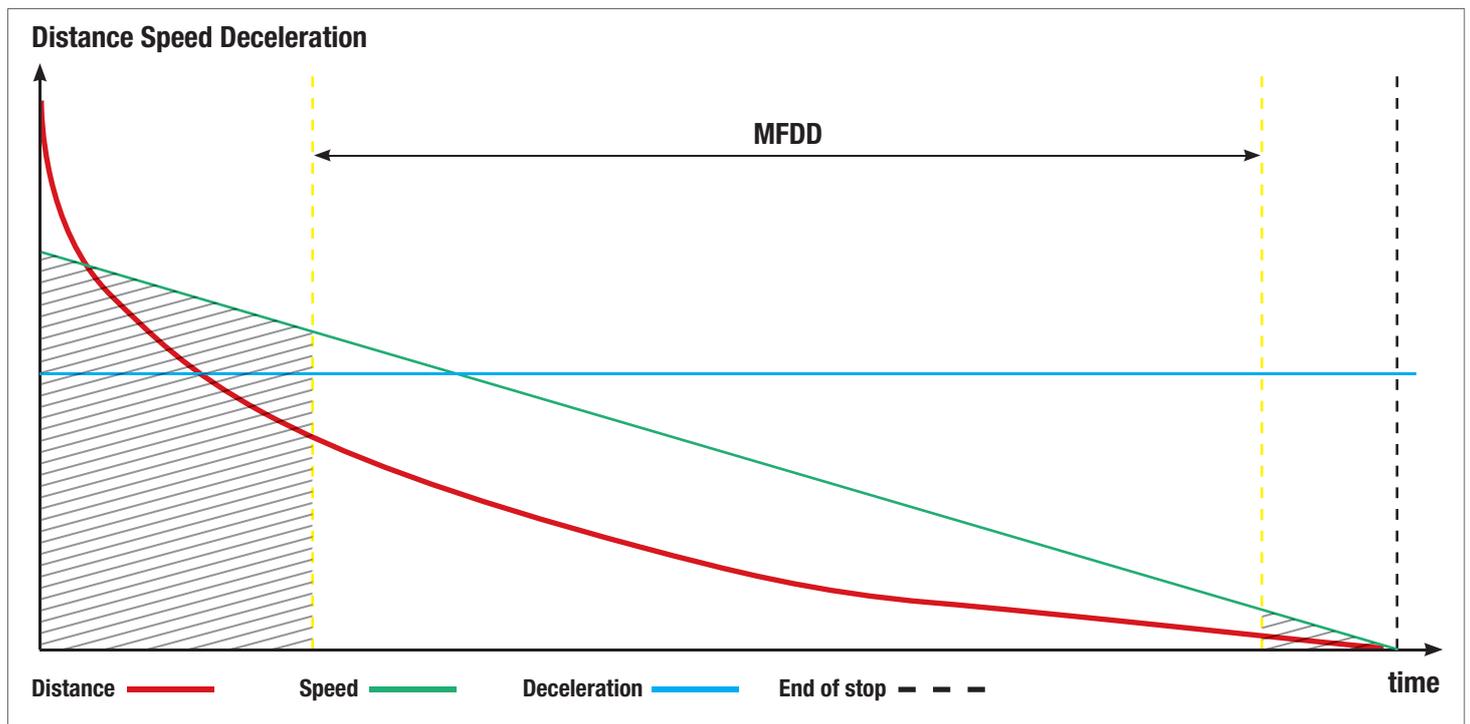
The method of brake application is based upon pedal force of 40daN (88lbs force or ~150bar line pressure), at this force each application would result in wheel lock, this type of testing is measuring not only the friction but also the vehicle ABS functionality and the tyre road adhesion, it is not possible to be assured that each and every application is identical, this results in uncontrolled variation.

3. UNREALISTIC pedal force

40daN (88lbs force or ~150bar line pressure) is a force which would require full body weight and not likely to occur.

4. MISLEADING data format presented

The graphical data identifies Mean Fully Developed Deceleration (MFDD) but the quotes refer to stopping distance, MFDD is calculated on average deceleration between 80% and 10% of the prescribed test speed, this results in the longest distance of the stop being omitted from the calculation (see below). Stopping distance is a measured parameter from the initial brake application until vehicle comes to rest (ie 100% - 0).



The shaded areas are not considered in the MFDD stopping section. To get the whole stopping distance the full length of the time axis needs to be considered. The first 20% of the stop has the largest effect on stopping distance.

5. NOT the full story

Although dynamic performance is paramount to a friction materials performance this test considers none of the other key elements that are expected of a quality brake pad: **Pad life?** • **Disc life?** • **Comfort (judder)?** • **Noise?**

The unconfirmed commentaries make no reference to the other five materials tested, suggesting selective information provided?