
International Standard



6314

INTERNATIONAL ORGANIZATION FOR STANDARDIZATION • МЕЖДУНАРОДНАЯ ОРГАНИЗАЦИЯ ПО СТАНДАРТИЗАЦИИ • ORGANISATION INTERNATIONALE DE NORMALISATION

Road vehicles — Brake linings — Resistance to water, saline solution, oil and brake fluid — Test procedure

Véhicules routiers — Garnitures de freins — Résistance à l'eau, aux solutions salines, à l'huile et au liquide de frein — Méthode d'essai

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Descriptors : road vehicles, brake linings, tests, laboratory tests, chemical tests, sodium chloride, water resistance tests, oil resistance.

Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards institutes (ISO member bodies). The work of developing International Standards is carried out through ISO technical committees. Every member body interested in a subject for which a technical committee has been set up has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work.

Draft International Standards adopted by the technical committees are circulated to the member bodies for approval before their acceptance as International Standards by the ISO Council.

International Standard ISO 6314 was developed by Technical Committee ISO/TC 22, *Road vehicles*, and was circulated to the member bodies in November 1978.

It has been approved by the member bodies of the following countries :

Austria	Italy	Sweden
Belgium	Japan	Switzerland
Bulgaria	Korea, Dem. P. Rep. of	Turkey
Czechoslovakia	Mexico	United Kingdom
Denmark	Netherlands	USA
France	Poland	USSR
Germany, F.R.	Romania	Yugoslavia
India	South Africa, Rep. of	
Ireland	Spain	

No member body expressed disapproval of the document.

Road vehicles — Brake linings — Resistance to water, saline solution, oil and brake fluid — Test procedure

0 Introduction

In a variety of circumstances it is not unknown for automotive brake linings to become contaminated by water from rain, or salt from sea spray, or oil from axle seal failure or fluid from a wheel cylinder leak.

Such contamination could cause changes in mechanical strength and or physical shape of a brake lining and thereby reduce its functional capability.

1 Scope and field of application

This International Standard specifies a laboratory method for exposing samples to detrimental environments, measuring the effect on strength and shape and comparing the results with those from uncontaminated samples.

It applies to drum brake linings and disc brake pads being of organic content and intended for service on road vehicles.

2 References

ISO 611, *Braking of motor vehicle and their trailers — Terminology.*

ISO 1817, *Vulcanized rubbers — Resistance to liquids — Method of test.*

ISO 4926, *Road vehicles — Hydraulic brake systems — Non-petroleum base reference fluids.*

ISO 6311, *Road vehicles — Brake linings — Internal shear strength of lining materials — Test procedure.*

ISO 6312, *Road vehicles — Brake linings — Shear strength of disc brake pad and drum brake shoe assemblies — Test procedure.*

3 Definition

For the purpose of this International Standard, the following definition applies :

resistance : The ability to resist a change in thickness or shear strength due to contamination expressed as percentage of the figures for similar uncontaminated specimens.

4 Test apparatus

The test apparatus shall consist of :

- a) containers, for fluids and immersed samples;
- b) ball-ended micrometer, for measuring sample thickness;
- c) a material shear test rig, as described in ISO 6311 or ISO 6312.

5 Sampling and preparation

- Take at random, from the factory output, a minimum of fifteen representative linings or pads of nominally the same shape, size and material.
- Prepare samples in accordance with the requirements of ISO 6311 or ISO 6312, whichever appropriate for the samples.
- Mark all samples with a similar pattern of five selected spots for measurements of thickness.
- Mark each sample with a distinguishing identity.
- Measure and record the thickness to a tolerance of 0,01 mm at each spot on each sample, taking care not to indent the samples.
- Place the test samples at random into five groups of three and keep these groups apart.

1) At present at the stage of draft.