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Ball Stud and Socket Assembly - Test Procedures		

RATIONALE

The committee cannot find users for the technical report.

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1. **Scope**—The test procedures describe a method to laboratory test suspension and steering system ball stud and/or socket assemblies for functional characteristics. This procedure is an extension of SAE J491b recommended practice on dimensional recommendations for ball studs towards a vehicle application. The tests are conducted either on ball studs individually or on complete integral assemblies representing the application.
 - 1.1 **Objective**—To provide a uniform method of testing ball studs and ball stud and socket assemblies to ensure that the parts will meet functional requirements of the application.
2. **References**
 - 2.1 **Applicable Publications**—The following publications form a part of this specification to the extent specified herein. Unless otherwise specified, the latest issue of SAE publications shall apply.
 - 2.1.1 SAE PUBLICATIONS—Available from SAE, 400 Commonwealth Drive, Warrendale, PA 15096-0001.
 - SAE J491—Steering Ball Studs and Socket Assemblies
 - SAE Paper #660102—Simulation of Field Loading in Fatigue Testing
3. **Test Procedures**—The test procedures for suspension and steering components with few exceptions can be similar because all ball stud and socket assemblies are subject to axial, lateral, and longitudinal forces, differing only in the direction and magnitude of loading depending on the application.

The test procedures cover the following characteristics:

5.1 Ball Stud

5.1.1 Ball Stud Impact Strength

5.1.2 Ball Stud Yield

5.1.3 Ball Stud Tensile Load

5.2 Ball Stud and Socket

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- 5.2.1 Ball Stud to Socket Rotating and Oscillating Torque
- 5.2.2 Ball Stud to Socket Axial End Movement
- 5.2.3 Ball Stud to Socket Cam-Out Strength
- 5.2.4 Ball Stud and Socket Assembly Fatigue and Heat Test
- 5.2.5 Ball Stud and Socket Pull-Out and Push-Out Strength
- 5.2.6 Ball Stud and Socket Angularity

- 4. Loading and Cycle Life**—The loading used in the test procedures should be as representative as possible in magnitude and direction with loads encountered in the design application. Recommended cycle life is provided where applicable with each procedure.

To determine preliminary loading magnitude and direction, a layout design model of the complete suspension and steering system, possibly computerized, should be utilized. A paper analysis can be made solving for the component loading by assuming maximum "G" forces at the wheel/ground contact.

Using a vehicle with a similar suspension and/or steering system design, a program loading procedure can be utilized to obtain a more realistic loading assessment. With this procedure, key load carrying components are strain gaged to measure the load magnitudes, direction, frequency of load application and phasing (timing of load application). The vehicle is driven over a circuit of road input events that simulate expected usage. From this data, histograms of loading magnitude versus cumulative load application cycles can be obtained that will establish the laboratory ultimate strength peak loads as well as a group of fatigue and wear test loads and associated cycles for a specific vehicle life.

Representative program loading procedures are described in many SAE reports (SAE Report #660102).

5. Objectives and Test Procedures

5.1 Ball Stud—Tests conducted on individual ball studs.

5.1.1 BALL STUD IMPACT STRENGTH

5.1.1.1 Objective—To determine the impact strength of the ball stud.

5.1.1.2 Procedure—The test is applicable to either suspension or steering system studs. Mount the stud in a rigid fixture as shown in Figure 1. Lock stud in fixture by torquing the retaining nut to design specifications.

Apply an impact load to exceed the expected impact load in the vehicle application.

Increase the impact load incrementally until a separation occurs to determine the load capability. Only one impact per stud is permissible.

The stud must not fail by brittle fracture. Bending deflection must be 10 degrees minimum.

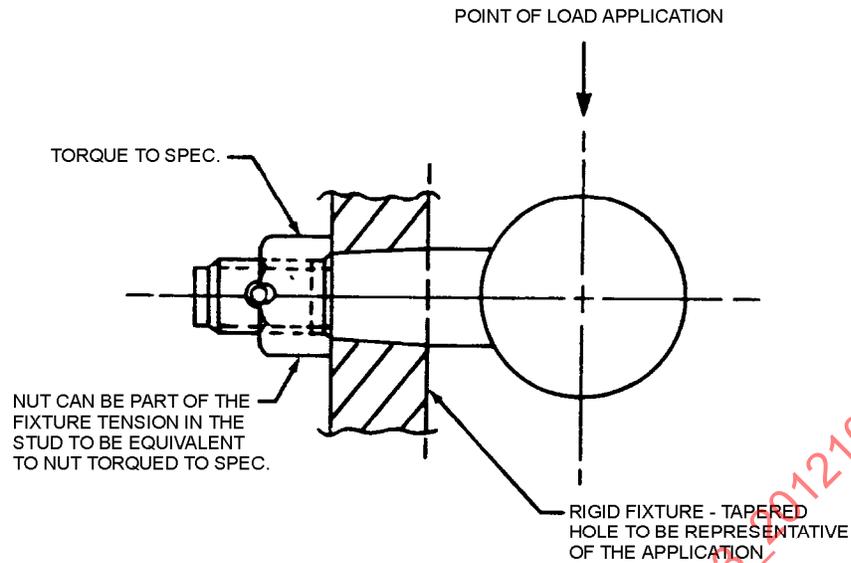


FIGURE 1—IMPACT TEST

5.1.2 BALL STUD YIELD

5.1.2.1 *Objective*—To determine at what load condition the ball stud will take a permanent set without fracture.

5.1.2.2 *Procedure*—The test is applicable to either suspension or steering system studs.

The test fixture is shown in Figure 2. Grind a small flat on the head of the stud for accuracy of reading, to receive the dial indicator or other measuring device.

Install the ball stud in the fixture with the mating taper hole in such a manner that a load can be applied to the stud at right angles to the stud centerline and opposite the flat ground on the stud. Lock stud in fixture by torquing the retaining nut to design specification.

Preload the stud. Set dial indicator or other measuring device to zero. Take deflection and set readings in desired increments to permanent set range.

Stud yield load is equal to load required to permanently set stud without surface cracks or failure and may be used to select stud application.

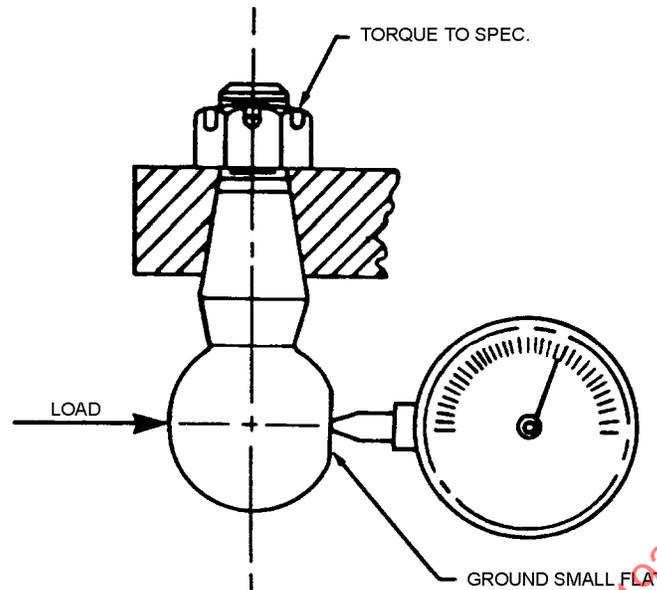


FIGURE 2—TEST FIXTURE

5.1.3 BALL STUD TENSILE LOAD

5.1.3.1 *Objective*—To determine the tensile load capability of the ball stud.

5.1.3.2 *Procedure*—The test is applicable to either suspension or steering system studies depending on the intended application, but generally would be appropriate for a suspension ball stud where the predominant loading would be in a tensile direction.

Mount the stud in a load/deflection testing machine as shown in Figure 3.

CAUTION—Use care to prevent eccentric loading. A typical tensile load application rate is 5 mm/min. Record load and mode of fracture for each sample tested.

5.2 Ball Stud and Socket—Tests conducted on complete ball stud and socket assemblies.

5.2.1 BALL STUD TO SOCKET ROTATING AND OSCILLATING TORQUE

5.2.1.1 *Objective*—To ensure desired rotating and oscillating torque is obtained.

5.2.1.2 *Procedure*—The test is applicable to either suspension or steering system components. The assembly should be held in a manner to prevent addition of external clamping pressure which may affect torque readings.

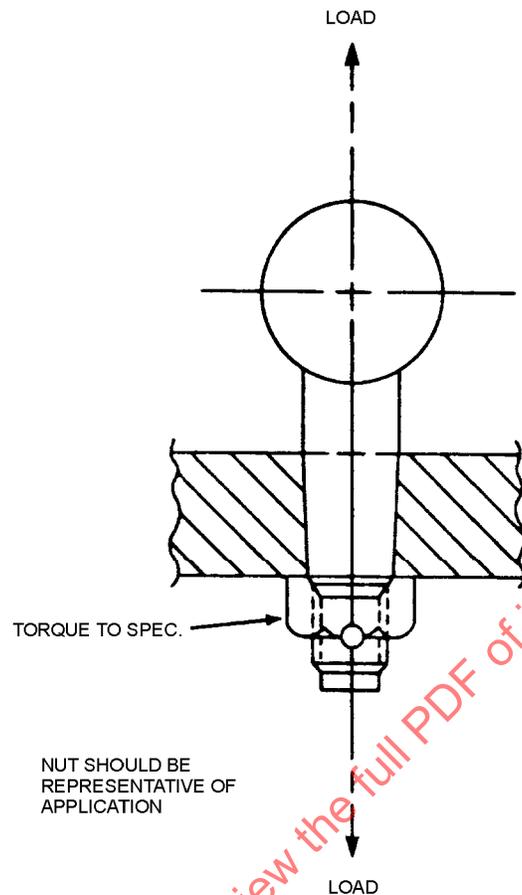


FIGURE 3—TENSILE TEST

- 5.2.1.2.1 Breakaway Torque—Assemblies should be filled with specified application lubricant when it is required.

For some designs and applications, it is necessary to store the assembly (with lubricant) for 48 h without movement prior to test to ascertain the cold flow characteristics of the materials and congelation effect of the selected lubricant and breakaway torque.

The torque is read with a torque device with gradual application of a rotating or oscillating force.

Breakaway torque values may be varied to suit the application.

- 5.2.1.2.2 Rotating or Oscillating Torque—Assemblies should be filled with specified application lubricant when it is required.

Rotate stud a minimum of five complete revolutions to minimize congelation and other factors prior to recording torque.

The torque is read with a torque device while the stud is being revolved or oscillated at approximately 5 rpm.

Rotating and oscillating torque values may be varied to suit the application.

5.2.2 BALL STUD TO SOCKET AXIAL END MOVEMENT

5.2.2.1 *Objective*—To determine end movement measurement.

5.2.2.2 *Procedure*—The test is applicable to either suspension or steering system components.

5.2.2.2.1 *Spring Loaded Type*—For axial movement, the following is commonly used. The stud should be set perpendicular to the socket. Socket should be supported on the bottom of assembly. A force is applied to the stud (less nut) and the axial movement of the stud is noted and recorded. (Figure 4A depicts typical fixture.)

NOTE— Ensure that the top of the stud is flat at the contact point of force (grind if necessary).

5.2.2.2.2 *All Other Types of Socket Assemblies*—With the shank of the socket assembly clamped to prevent squeezing of socket and stud, pull upward. After the movement of the stud is noted and recorded, the operation is repeated with a force pushing downward. (Figure 4B depicts a typical fixture for tie rod ends.)

5.2.3 BALL STUD TO SOCKET CAM-OUT STRENGTH

5.2.3.1 *Objective*—To determine retention of the ball stud in the socket at angular positions and to determine the angle of separation.

5.2.3.2 *Procedure*—The test is applicable to either suspension or steering system components. The ball stud and socket assemblies should be mounted in a tensile test machine with the test specimen stud held in a fixture which permits unrestricted angular travel. (Figure 5 depicts a typical fixture.)

A tensile load is applied to the assembly parallel to the normal load direction when the test stud is in full angular travel. The test is repeated with a new sample, using a compression load. The maximum load and angle induced prior to separating the stud from the socket is recorded.

5.2.4 BALL STUD AND SOCKET ASSEMBLY FATIGUE AND HEAT TEST

5.2.4.1 *Objective*—To determine fatigue and wear characteristics of ball stud and socket assemblies.

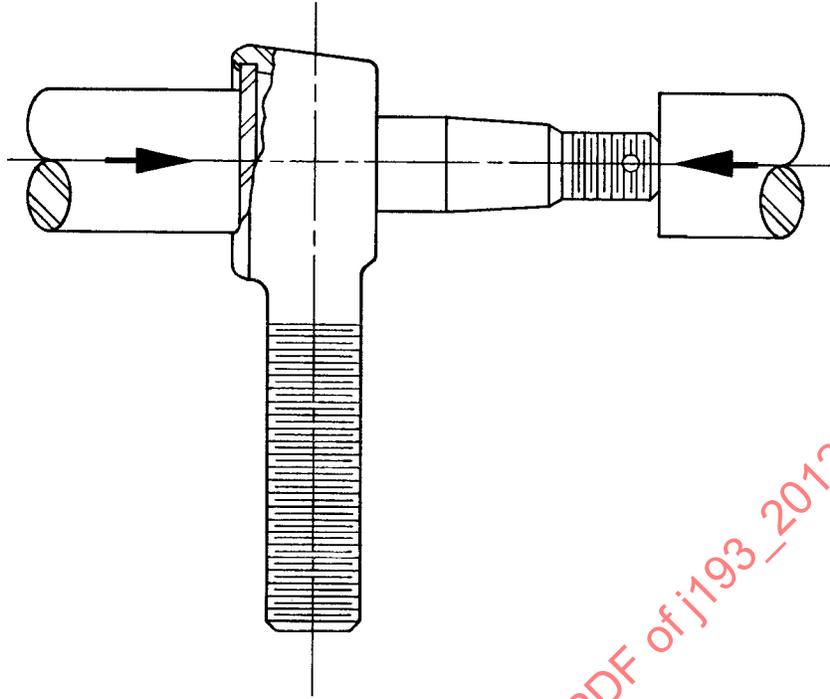


FIGURE 4A—BALL STUD TO SOCKET AXIAL END MOVEMENT—TYPICAL FIXTURE

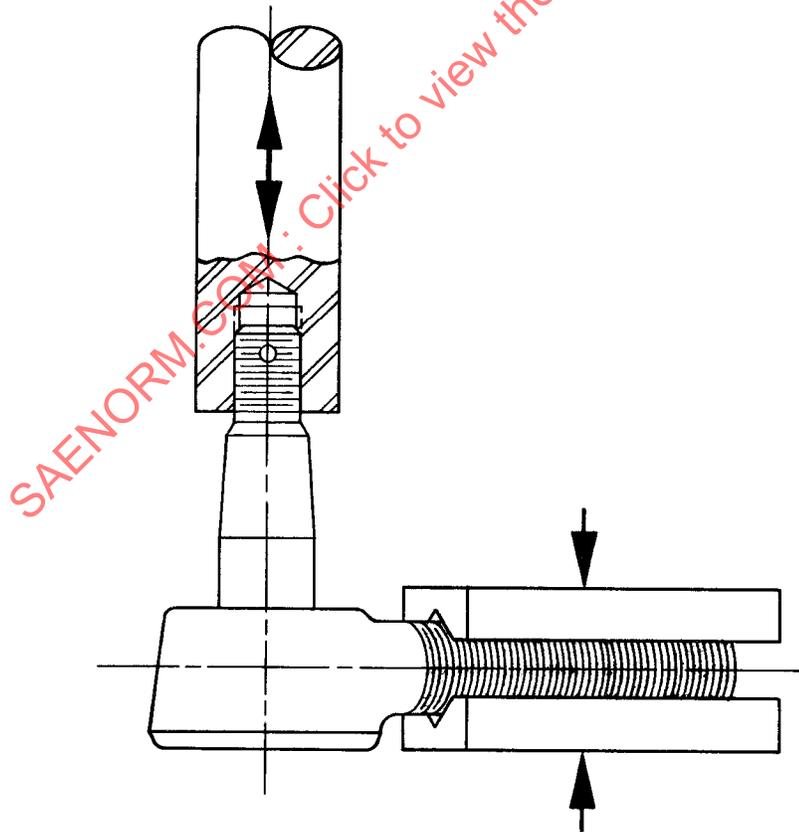


FIGURE 4B—BALL STUD SOCKET AXIAL END MOVEMENT—TYPICAL FIXTURE FOR TIE ROD ENDS

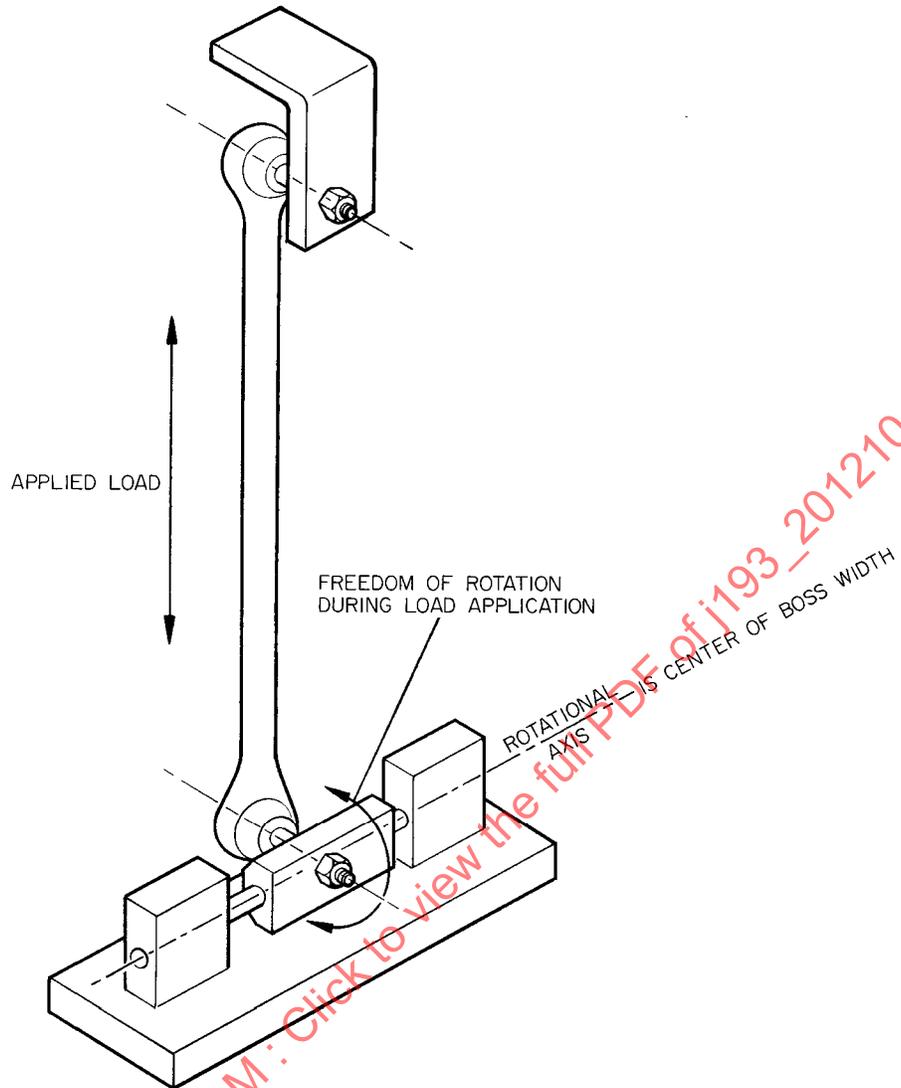


FIGURE 5—BALL STUD TO SOCKET CAM-OUT STRENGTH—TYPICAL FIXTURE

5.2.4.2 *Procedure*—This test is applicable to either suspension or steering system components. Use socket assemblies which have been tested according to 5.2.1, 5.2.2, and 5.2.6 and found acceptable. Socket assemblies should be filled with recommended lubricant when required in the application. Socket assemblies should be installed, with seals when required, in a fixture by placing the taper shank in the mating tapered hole with the retaining nut torqued to design specification. For each type to be tested, the ball stud and socket assemblies may be modified to suit the test machine providing the modifications do not affect test results. Securely clamp the link in a manner to achieve the required motions. The following are typical motions which may be used. (Refer to Figures 6A and 6B.)

- a. Angular Oscillation— ± 20 degrees in a plan parallel to the link or 90 degrees to axis of suspension control arm pivot centerline. A typical rate is 60 cpm.
- b. Angular Rotation— ± 40 degrees measured about the ball stud shank centerline. A typical rate is 32 cpm.