### Brake Aftermarket Lining Material Report - Provided to Technology & Maintenance Council (TMC)

**Performance of Brake and Lining to FMVSS 121**

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**Lining Material Specifications**

- **Type/ Size**
- **Meets Air Brake DOT FMVSS 111**
- **Meets Air Brake DOT FMVSS 117**
- **Meets Air Brake DOT FMVSS 117; Certified by the Identified Manufacturer to DOT FMVSS 117**
- **Vehicles Tested**
- **Slack Adjuster**
- **Rolling Radius**
- **Tire Pressure**
- **Brake Torque Output, in-lbs. (should approximately match that of the O.E.M. lining being replaced)**
- **Measured Brake Torque**
- **Brake Torque Value**
- **Less % = Less Fade, Higher % = More Fade**
- **Lower % = Lower %**
- **Higher % = Higher %**
- **Fiber Content**
- **Asbestos Free**
- **Lining has been Quality Certified to the Identified Manufacturing Plant**
- **Review Date**

**Vehicle Specifications**

- **Vehicle Test**
- **Brake Pressure Value**
- **FMVSS TP-121D**
- **FMVSS 121 O.E. Tractor**
- **FMVSS 121 O.E. Tractor (Note 1)**
- **FMVSS 121 O.E. Tractor (Pre-RSD)**
- **FMVSS 121 O.E. Tractor (Post-RSD)**
- **FMVSS 121 O.E. Tractor (Note 4)**
- **FMVSS 121 O.E. Tractor (Note 5)**

**Notes:**

- **Note 1:** N.T. - Not Tested
- **Note 2:** N.A. - Test Procedure is Not Applicable (e.g. Brake and/or Lining are Not Typically Used on Tractors or Trailers)
- **Note 3:** N.R. - Not Required (e.g., An Air Disc Brake Does Not Utilize a Slack Adjuster)
- **Note 4:** Pre-RSD - Standard Configuration Tractors Typically Built BEFORE August 2011, that are NOT REQUIRED to Meet a Newer “Reduced Stopping Distance” Requirement (see the explanation in RP 628C for details)
- **Note 5:** Post-RSD - Standard Configuration Tractors Typically Built AFTER August 2011, that are ARE REQUIRED to Meet a Newer “Reduced Stopping Distance” Requirement (see the explanation in RP 628C for details)

**Updated February 1, 2022**

**Manufacturer Information:**

- **Automann, Inc.**
- **TruckPro, Inc.**

**Address:**

- **Automann, Inc.**
- **TruckPro, Inc.**

**Contact Information:**

- **Automann, Inc.**
- **TruckPro, Inc.**

**Notes:**

- The original manufacturer provided the information contained in this report. The Performance Review Institute has not tested this material nor verified the manufacturer’s test results. The review of this information does not constitute an approval by PRI. Testing of these products on the Performance Review Institute’s Brake Lining Qualified Products List only verifies that the brake lining material, as represented by the data generated by the manufacturer, has demonstrated to be able to meet the established test criteria.

- It is the sole responsibility of the user to determine whether the material is or is not suitable for a particular application.

- The torque of an aftermarket lining should approximately match that of the original equipment lining it is replacing. The vehicle manufacturer should be able to supply the original equipment lining friction material used with the vehicle identification number. Brake lining data—by itself—should not be used to measure total brake system performance. Due to variability in testing and lining composition, torque shown is the after-market lining classification list is approximate only.