

PERFORMANCE REVIEW INSTITUTE
BRAKE LINING REVIEW
QUALIFIED PRODUCTS LIST



Notice: The material manufacturers provided the information contained in this report. The Performance Review Institute has not tested this material nor verified the manufacturers test results. The review of this information does not constitute an approval by SAE. The listing of these products on the Performance Review Institute Brake Lining Qualified Products List only verifies that the brake lining material, as represented by the data presented by the manufacturer, has demonstrated its ability 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 after-market 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 formulation when supplied with the vehicle identification number. Brake lining output torque - by itself - should not be used to measure total brake system performance. Due to variability in testing and lining composition, torque shown in the after-market lining classification list is approximate only.

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

Lining Supplier Company Name	Address	Lining Brand Name	Performance of Brake and Lining to RP 628C and the Identified Vehicle Specifications (See Vehicle Specifications to the Right and Notes Below)																Lining is Asbestos Free	Quality Certification of Manufacturing Plant	Lining has been Tested to FMVSS 121 Vehicle Test	Review Expiration Date
			Method 1	Method 2		Method 3		Method 4	Vehicle Specifications (should approximately match your vehicle's specifications)						Brake Torque Output, in-lbs. (should approximately match that of the O.E.M. lining being replaced)			Brake Fade Index				
															Primary Torque to Match	Normal Stopping Pressure	Panic Stop Pressure	Lower % = Less Fade,				
																		Higher % = More Fade				
			Meets FMVSS TP-121D Dyno Test Requirements (Note 6)	Meets Estimated FMVSS 121 O.E. Tractor Stopping Distance Based Upon Measured Brake Torque		Meets Actual FMVSS 121 O.E. Tractor Stopping Distance Based Upon Vehicle Test		Meets RP628C Brake Balance Targets		Brake Type	Brake Size	GAWR, lbs.	Chamber Type/ Size	Slack Adjuster Length	Tire Rolling Radius	40 PSI Value	20 PSI Value	80 PSI Value				
Automann, Inc.	850 Randolph Road Somerset, New Jersey 08873	AMF12100	Yes	No	Yes	N.T. (Note 1)	N.T. (Note 1)	N.A. (Note 2)	Drum	16.5" x 7"	12,000	24"L	5.5"	19.6"	63,390	22,847	132,459	1.50%	Yes	ISO 9001:2015	No	31-Mar-2023
Commercial Vehicle Components (CVC)	No. 28, Lane 9688, Puxing Road, Fengxian District Shanghai City, China 201419	CVC6063	Yes	Yes	Yes	N.T. (Note 1)	N.T. (Note 1)	Yes	Disc	17.1" x 1.77"	22-23000	24	Not Applicable	20.7"	72,962	30,203	132,733	19.50%	Yes	ISO 9001:2008	Unknown	31-Mar-2023
TruckPro, Inc.	1900 Charles Bryan Suite 100 Cordova, Tennessee 38016	Armada AR23P	Yes	Yes	Yes	N.T. (Note 1)	N.T. (Note 1)	Yes	Drum	16.5" x 7"	22-23000	30	5.5"	19.6"	65,772	30,404	124,096	102.70%	Yes	ISO/TS 16949:2009	No	31-Mar-2023
TruckPro, Inc.	1900 Charles Bryan Suite 100 Cordova, Tennessee 38016	Armada AR1	Yes	No	No	N.T. (Note 1)	N.T. (Note 1)	No	Drum	16.5" x 7"	17-20000	30	5.5"	19.6"	71,560	28,100	153,180	-5.30%	Yes	ISO/TS 16949:2009	No	31-Mar-2023
TruckPro, Inc.	1900 Charles Bryan Suite 100 Cordova, Tennessee 38016	AR2	Yes	Yes	Yes	N.T. (Note 1)	N.T. (Note 1)	Yes	Drum	16.5" x 7"	22-23,000	30	5.5"	19.6"	60,392	29,246	117,792	40.70%	Yes	IATF 16949:2016	No	31-May-2025
TruckPro, Inc.	1900 Charles Bryan Suite 100 Cordova, Tennessee 38016	AR20P-4515	Yes	Yes	Yes	N.T. (Note 1)	N.T. (Note 1)	Yes	Drum	16.5" x 7"	17-20,000	30	5.5"	19.6"	52,384	24,979	100,501	16.10%	Yes	IATF 16949:2016	Unknown	31-May-2025
NR - Not Required																						
		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)																			
Updated February 1, 2023		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)																			
	Questions: Contact Wendy Grubbs, QPL Development Coordinator at wgrubbs@p-r-i.org or via phone at +1 724-772-8647	Note 6	TP-121D is the brake dynamometer test procedure specified in Federal Motor Vehicle Safety Standards No. 121; Air Brake Systems, 49 CFR 571, governing performance and equipment requirements for braking systems on vehicles equipped with air brake systems.																			