



police brake system declaration of conformity

using laboratory test procedures to assess pursuit, performance, durability, NVH, and structural integrity

third-party testing and registrar with acceptance criteria for pursuit and service vehicle applications

royalty-free conformity assessment program along with supplier's internal testing and quality system



typical uses

the police brake declaration of conformity in any of its versions- brake pads, brake rotors, or brake kits (pads and rotors) provides laboratory assessment related to:

friction material and brake rotors are robustness for regular driving and police pursuit applications

proper comparison of friction material and brake behavior when tested on several platforms using standard test procedures and conditions

initial evaluation and ongoing product monitoring for police fleet products

vehicle applications

the police declaration of conformity program includes front and rear brakes for:

Ford Explorer, Chevrolet Tahoe, and Dodge Charger

testing uses OE corner assemblies fitted with OE or OES brake hardware

main parameters include vehicle weight, tire rolling radius, brake effective radius, brake pressure at 500 N pedal force with brake booster fully-depleted, and OE pedal force levels during handing circuit

conformity process

supplier provides during initial evaluation and annual audits:

all samples and vehicle applications to Link Engineering (third-party testing)

AMECA with company and quality system information (program registrar)

Link Engineering conducts testing and reports results to the manufacturer, including pass/fail criteria

supplier authorizes Link Engineering to submit results to AMECA for online publication (vehicle application and part numbers)

test plans for individual components or “brake kits”

test	acceptance criteria	friction	rotors	kits
LINK Police EVOC	99% within 0.04 g of OE friction level not less than 0.05 below OE friction scatter not significantly larger than OE At least 90% structural integrity 4 mm maximum backing plate deflection 2 mm minimum pad final thickness Rotor thickness post test greater than OE stamped minimum rotor thickness	yes	yes	yes
SAE J2784 – FMVSS 135 with cold, high-speed effectiveness, and fade	meet Link-CA criteria during: cold and high speed effectiveness, failed power assist, and hot performance	yes	yes	yes
USCT	estimated pad mileage based upon the lower of the inner and outer pad shifts 2-5 (> 15000 miles) or (> 80% of OE)	yes	yes	yes
SAE J2521 squeal noise, including cold and post- fade	noise ranking not more than one ranking below the OE (using SAE J2521:2013) or A ranking	yes	yes	yes
SAE J2928 rotor crack	1 rotor to 150 cycles, 2 rotors within 100-150 cycles, or 2 rotors greater than OE Baseline -10%	no	yes *	yes *
ISO 26867 friction behavior up to 500 °C	$\mu_{\text{mean}} \pm 15\%$ declared value μ_{minimum} and μ_{maximum} within declared value	yes *	no	yes *
SAE J840 shear strength	bonding strength at least 1.4-times torque at 1g	yes	no	yes
testing frequency (program)	initial declaration, formulation change, or at 5-year renewal testing requires: five samples for shear strength; one test per dynamometer procedure (up-to-3 for rotor crack)			
audit Testing	(*) designates audit testing is required			