

Materials

Retarding the cost of carbon composite brakes

When companies look for ways of paring costs, braking systems may not be prime candidates. As braking requirements have increased, so too have costs—with carbon composite the ultimate example, available only for very-high-performance, super-premium models. But now a U.K. government-backed consortium is examining the possibility of using manufacturing carbon scrap for the production of carbon discs.

Britain's Technology Strategy Board is supporting the project, which is called Rebrake. A key member of the consortium is **Federal-Mogul**. At the company's U.K. Friction Technology Center, Technical Manager David Holme detailed its progress: "The program has recently passed a major gateway by successfully manufacturing small disc samples that prove the concept. Now we are moving on to the manufacture and testing of full-scale prototypes."

Those tests include both dynamometer work and real-life applications on cars using pad formulations developed by Federal-Mogul. The next step will be

benchmarking against current best-in-class products. Not only do carbon brakes bring hugely enhanced braking performance, but they also reduce weight, thus



Federal-Mogul is developing new pad materials, optimized to deliver the correct characteristics for use with recycled carbon brake discs.

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