Study of Mechanical and Physical Properties of Natural Hybrid Composites


Abstract—Brake lining is one of the components in the braking system that directly rub against the rotating drum or disk. The ability of brake lining can be seen from several things including being able to absorb the amount of kinetic energy when braking, having good hardness, low water absorption. Previously, brake lining was made of asbestos material which has resistance to high temperatures reaching 800°C, but asbestos material has a negative impact on the environment and human health. This research was developed to overcome these problems, namely finding alternative brake lining materials that have good impact strength, good hardness and do not interfere with the health of the driver of the vehicle and are environmentally friendly. This paper describes the mechanical and physical properties of the developed brake lining material. This brake lining material is made from basalt powder, shellfish powder, alumina powder and phenolic resin polymer as a binder with five variations of weight fraction. This material was made through a sintering process at a temperature of 150°C with a pressure of 2000 kg for 30 minutes, then each specimen was tested for impact strength using a Charpy impact test according to ASTM D 6110 standard, hardness was tested using Vickers test according to ASTM E384-99, and water absorption based on ASTM D 570-98 standards. The average impact strength of brake lining specimens was obtained at 0.000332 J/mm², better than the average impact strength of brake linings from asbestos material. While the hardness obtained was the lowest 24.72 VHN and the highest was 26.55 VHN, still better than the asbestos brake lining of 24.75 VHN, and the highest water absorption of the brake lining specimens obtained was 0.041558 still lower than the water absorption of asbestos brake lining.

Index Terms—Natural hybrid composite, hardness, impact strength, water absorption.

I. INTRODUCTION

One component of the braking system is the brake lining, which this component serves to reduce speed or stop the vehicle. This component rubs directly against the rotating drum or disk [1]. In general, brake pads are asbestos, which have a high temperature resistance of 800°C [2], and they also have low water absorption [3]. However, asbestos brake linings have been discontinued because they have a negative impact on the environment and human health [4], [5].

Then other researchers also developed clamshell brake pads with a grit size of 600 µm which were tested at speeds below 100 km/h [6]. Morphological testing of shellfish granules is very possible to use as a friction plate for asbestos substitutes [7], and thermal test of shellfish material for friction material has also been carried out and has good properties [8]. However, the results achieved at this time have not been able to maintain mechanical properties, especially for wear resistance, temperature resistance, and high water absorption.

This paper discusses brake linings made from hybrid composites by mixing basalt powder, shellfish powder, alumina powder and phenolic polymer resin (PR-51510i) as a binder. Basalt is a rock from a volcanic eruption crushed into powder of a specific size. This material has heat resistance up to 1500°C [9], has excellent corrosion resistance properties, low water absorption and is non-toxic [10]. Besides this material has excellent physical and mechanical properties, good ductility, high wear resistance [11], and this fiber can replace glass fibers [12]. Besides that, the main characteristic of this material is that it has low thermal conductivity.

II. MATERIAL AND METHOD

A. Materials

This research was carried out by hybridizing three materials as reinforcement and one material as binding matrix in specific compositions. The reinforcing material consists of basalt powder, shellfish powder and alumina powder which are all in the form of solid particles with a size of 0.0074 millimeters, then as a matrix material is a phenolic resin (PR-51510i). Basalt characteristics are shown in Table I. Shellfish powder used consisted of several elements, namely 0.03% Fe₂O₃, 1.25% Al₂O₃, 7.88% SiO₂, 22.28% MgO, and 66.70% CaO.

<table>
<thead>
<tr>
<th>Properties of basalt</th>
<th>Value (unit)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tensile strength</td>
<td>500k-550k (psi)</td>
</tr>
<tr>
<td>Density</td>
<td>2600-2630 (kg/m³)</td>
</tr>
<tr>
<td>Operation temperature</td>
<td>-265 - 700 (°C)</td>
</tr>
<tr>
<td>Sintering temperature</td>
<td>1050 (°C)</td>
</tr>
<tr>
<td>Modulus of elastisitas</td>
<td>9100 - 11000 (kg/mm²)</td>
</tr>
<tr>
<td>Elongation at break</td>
<td>3.15 (%)</td>
</tr>
<tr>
<td>Heat resistance</td>
<td>700-1000 (°C)</td>
</tr>
<tr>
<td>Melting point</td>
<td>1170 (°C)</td>
</tr>
<tr>
<td>Mohs Hardness @20°C</td>
<td>5-9</td>
</tr>
</tbody>
</table>

B. Method

This brake lining material is made by mixing, compacting, and sintering at a temperature of 150°C. The sintering process of this brake lining material specimen was carried out with emphasis for approximately 30 minutes and a compressive load of 2000 N. The size and shape of the test specimen were made according to ASTM D 3171-09 standard, as shown in Fig. 1 and Fig. 2.

Manuscript received September 6, 2019; revised November 12, 2019.

IK. Adi Atmika is with the Udayana University, Indonesia (e-mail: tutadi2001@yahoo.com).

doi: 10.18178/ijmmm.2019.7.6.467
Hybrid composite brake linings are made with a specific composition of five variations of weight fraction, as shown in Table II. The impact test specimens were made according to ASTM D 6110 standard, while the hardness of the specimens according to Vickers ASTM E384-99 test standard, and the water absorption test according ASTM D 570-98 standard. As a comparison, asbestos (X) brake lining was also tested according to each test standard.

### Table II: Five Variation of the Hybrid Composite

<table>
<thead>
<tr>
<th>Specimen</th>
<th>Phenolic Resin (%)</th>
<th>Alumina powder (%)</th>
<th>Basalt powder (%)</th>
<th>Shellfish powder (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>I</td>
<td>40</td>
<td>10</td>
<td>45</td>
<td>5</td>
</tr>
<tr>
<td>II</td>
<td>40</td>
<td>10</td>
<td>40</td>
<td>10</td>
</tr>
<tr>
<td>III</td>
<td>40</td>
<td>10</td>
<td>35</td>
<td>15</td>
</tr>
<tr>
<td>IV</td>
<td>40</td>
<td>10</td>
<td>30</td>
<td>20</td>
</tr>
<tr>
<td>V</td>
<td>40</td>
<td>10</td>
<td>25</td>
<td>25</td>
</tr>
</tbody>
</table>

### III. RESULTS AND DISCUSSION

Table III shows the results of the impact test and the hardness test then illustrated in the graph as shown in Fig. 3, Fig. 4, and Fig. 5. Then the water absorption test results are listed in Table IV and illustrated in the graph as shown in Fig. 6.

### Table III: Impact Strength and Hardness of Specimens

<table>
<thead>
<tr>
<th>Variation of Composite</th>
<th>Is (J/mm²)</th>
<th>VHN</th>
</tr>
</thead>
<tbody>
<tr>
<td>X</td>
<td>0.0003374867</td>
<td>24.75</td>
</tr>
<tr>
<td>I</td>
<td>0.000304851</td>
<td>24.18</td>
</tr>
<tr>
<td>II</td>
<td>0.000339547</td>
<td>25.11</td>
</tr>
<tr>
<td>III</td>
<td>0.000334516</td>
<td>26.34</td>
</tr>
<tr>
<td>IV</td>
<td>0.000325059</td>
<td>27.21</td>
</tr>
<tr>
<td>V</td>
<td>0.000332700</td>
<td>28.83</td>
</tr>
</tbody>
</table>

The mechanical properties of hardness of hybrid composite specimens and asbestos specimens are shown in Fig. 5. Specimen I has a hardness of 24.72 VHN, then the hardness of specimen II is 25.40 VHN, specimen III is 25.67 VHN, specimen IV is 25.74 VHN, and specimen V is 26.55 VHN [15]. Thus the amount of basalt powder has a significant effect on the hardness of the brake lining material made [16]. It can also be seen that asbestos brake lining have a hardness value between composition I and composition II, so that the basalt powder and shellfish powder are natural alternative materials that can be used as alternative brake lining as a substitute for asbestos brake lining.

To see the bond between the elements and the micro structure of the hybrid composite brake lining, observations were made using scanning electron microscopy (SEM). The observations are shown as in Fig. 6 to Fig. 11.
Fig. 6 shows a SEM photo of specimen V with a magnification of 500x. It seems that there is still porosity (blue mark) and there are cracks (red marks), apparently due to the influence of water absorption [17]. The amount of porosity and crack is not so much, so that the hardness of the material is still good. Whereas Fig. 7 shows SEM photos on the same specimen with a magnification of 100x. It can be seen how the bond of particles between phenolic resin and basalt has a tight bond (yellow mark), whereas the bond with shellfish is still less dense or tenuous (green mark), but does not weaken the bond as a whole. Then Fig. 8 shows the SEM photo of the specimen, too, but with a magnification of 2000x. From this figure, it can be explained that the particle composition between phenolic resin and basalt has a strong bond (yellow mark) [9], while the bond with alumina granules is still less dense or tenuous (orange mark) [18].

Photo SEM of Fig. 9 and Fig. 10 show the position of specimen V through on EDS. Visible constituents of the shellfish material [19].

Meanwhile, to see the bond between the constituent elements and microstructure of asbestos brake lining specimens, an electron microscope (SEM) was also observed. Then the results are shown as in Fig. 11 to Fig. 14.

Fig. 11 shows SEM photos on asbestos brake linings with a magnification of 500x where it can be seen that in the process of casting asbestos shoes there are still porosity (yellow mark) and cracks (orange mark) [20]. Fig. 12 and Fig. 13 show SEM photos on asbestos brake lining pads at 1500x magnification and 2000x magnification, explaining how the bond between material particles in asbestos brake linings is quite tight.
(orange mark), and is seen to be bound by both material (yellow mark) [3].

Fig. 12. SEM photo of bonding between particles of asbestos material (1500x).

Fig. 13. SEM photo of bonding between particles of asbestos material (2000x).

Photo SEM of Fig. 14 and Fig. 15 show the position of specimen asbestos through on EDS. Visible constituents of the asbestos materials [21].

Then the characteristics of the water absorption of hybrid composite brake lining pads and asbestos brake linings are shown in Fig. 16.

Fig. 14. photo of EDS asbestos material.

Fig. 15. EDS chart asbestos material.

Fig. 16. Water absorption of the hybrid composite and asbestos materials.

Fig. 16 shows an overview of trends in water absorption by hybrid composite materials being developed as well as asbestos brake lining material [3]. It is seen that the trend after 24 days of immersion began to be constant for each specimen variation [13]. The lowest water absorption of specimens V was 0.028721% compared to the other four specimens and all of them were still below the water absorption capacity of the asbestos brake lining material (X) [22], [23].

IV. CONCLUSION

Increasing the percentage of basalt powder and reducing the percentage of shellfish powder at a constant alumina percentage results in almost the same impact strength and not much different from the impact strength of asbestos brake lining. Then reducing the percentage of basalt powder and adding the percentage of shellfish powder at a constant alumina get a higher hardness value. Furthermore, the reduction in the percentage of basalt in each composition produces a brake lining with better water absorption and is still lower than asbestos brake lining. The illustration provides a strong basis that the developed hybrid composite material has good mechanical and physical properties as brake linings, which we call environmentally friendly brake linings.

ACKNOWLEDGMENT

This paper is part of the 2018 doctoral dissertation research scheme. For this reason, the author would like to thank the Research and Technology and Higher Education who facilitated this activity.

REFERENCES


I. K. Adi Atmika was born in Negara, Bali, Indonesia on May 18, 1969. He received the master degree in mechanical engineering from ITS Surabaya, Indonesia in Feb. 2004. His major field of study was design manufacturing engineering.

He participated in various international research collaboration such as with the 7th International Conference on Key Engineering Materials in 2017; International Conference on Design, Energy, Materials and Manufacture in 2018. His research interest covering subjects such as, design and stability of automotive.

I. D. G. Ary Subagia was born in Singaraja, Bali, Indonesia on June, 1968. He received the doctor degree in mechanical engineering from Chonbuk National University-Korea Selatan in August 2013. His major field of study was interply composite material engineering.

He participated in various international research collaboration such as with the 1st Korean Japan International Workshop on Energy and Reability in 2012; International Conference on Mechanical and Manufacturing Engineering on December 17-19, 2013.

I. W. Surata was born in Nusa Penida, Bali, Indonesia on July 5, 1958. He received the doctor degree in ergonomics science from Udayana University, Indonesia.

He participated in various international research collaboration such as with the 7th International Conference on Key Engineering Materials in 2017; International Conference on Design, Energy, Materials and Manufacture in 2018.

I. N. Sutantra is with the Department of Mechanical Engineering, ITS-Surabaya.

He was born in Gianyar, Bali, Indonesia on June 5, 1951. He received the Ph.D in mechanical engineering from University of Wisconsin in 1984, with major field of study was construction and vehicle stability.

He participated in various international research collaboration such as with Journal of Theoretical and Applied Information Technology in 2015.