A critical factor in brake testing is utilizing the best test fixture available to ensure that the test results are not adversely affected. A normal investment in a brake dynamometer can be over $1 million, but that investment can be of no value if the fixture is the cause of inaccurate test data.

The most critical design aspect of producing the test fixture is to make sure it is concentric and square within +/- .002”. Welded fixtures tend to warp during the welding process, misaligning the bearing bore to the dynamometer pilot.

The fixture is assembled with tapered pins at the knuckle suspension points and the support structure is secured with cap screws and dowels to ensure accurate positioning.

All Greening test fixtures are surface coated with black oxide to inhibit corrosion.

Bolt pattern and pilot for the fixture base is matched to any dynamometer tailstock configuration.