



SDI Review Form 1.6

Journal Name:	Current Journal of Applied Science and Technology
Manuscript Number:	Ms_CJAST_35766
Title of the Manuscript:	Development of Ecofriendly Automobile Brake Pad Using Different Grade Sizes of Palm Kernel Shell Powder
Type of the Article	Original research paper

General guideline for Peer Review process:

This journal's peer review policy states that **NO** manuscript should be rejected only on the basis of '**lack of Novelty**', provided the manuscript is scientifically robust and technically sound.

To know the complete guideline for Peer Review process, reviewers are requested to visit this link:

(<http://www.sciencedomain.org/page.php?id=sdi-general-editorial-policy#Peer-Review-Guideline>)

PART 1: Review Comments

	Reviewer's comment	Author's comment (if agreed with reviewer, correct the manuscript and highlight that part in the manuscript. It is mandatory that authors should write his/her feedback here)
<u>Compulsory</u> REVISION comments		
<u>Minor</u> REVISION comments	1. The authors asserted that current brake pad is not good for the health of the pad manufacturers. However, in this work, no result on this issue was undertaken. This reviewer suggests the authors to compare the ash amount between the proposed pad and one of commercial pads. 2. The life of the brake pad heavily depends on the operating temperature. Thus, the addition of the mechanical properties of the proposed with respect to the temperature is strongly suggested. 3. One of main issues on the brake pad is a sequel noise during the braking action. How about the noise problem of the proposed pad? Just briefly comments on this. 4. In order to show the possible use of the proposed pad in real environment, some important physical and mechanical properties such as durability need to be tested and compared with conventional brake pad.	1. Table 4 shows the comparison of ash content of the proposed pad and other existing brake pads in literature. 2. The life of a brake pad is dependent on temperature and intrinsic wear. However, the wear rate of the developed PKS brake pad is examined while interrelationship between temperature and mechanical properties is not covered in the scope of this research (see highlighted text lines 144-151) 3. The noise problem of the proposed pad has been briefly discussed (see highlighted text lines 323-329) 4. The rationale for the test carried out was based on the capability to compare the obtained results with other results of available brake pads in literature. However, durability of brake pads is conspicuously not examined in literature. Thus, durability test was not included in the scope of the research.
<u>Optional/General</u> comments		The title of the manuscript has been modified and the manuscript type has also been specified.