

## Ornamental Vehicle Brake Performance and Efficiency with Palm Kernel Oil

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### ABSTRACT

The research conducted where enhancing vehicle brake performance and efficiency with palm kernel oil, with key findings outlined of the average viscosity value of 25.37, exceeds the SAE standard value of 24.43, suggesting a potential higher resistance to flow in the brake fluid of the Toyota 4Runner, Nissan and Kia etc, respectively compared to the recommended standard. However, in average, the observation of Toyota 4Runner boiling point of 206 surpasses the SAE standard value of 180, indicating an elevated resistance to boiling and vaporization under high-temperature conditions, thereby potentially enhancing the brake fluid's performance. The average pH value of 8.63 exceeds the standard value of 7, hinting at a slightly more alkaline nature of the brake fluid, which may have implications for its chemical properties and interactions within the braking system. The findings further revealed that the Nissan palm kernel brake type demonstrates superior braking performance with a shorter stopping distance and higher brake pressure. Finally, the findings revealed nuanced differences in brake fluid performance and properties across different vehicle models and fluid types. The research also highlighted that the choice of brake fluid should be based on the specific needs and characteristics of the vehicle in question. For instance, the palm kernel oil type appears to be particularly suitable for Nissan vehicles, while mineral-based fluid seems to be preferred for Kia vehicles. The research concluded a significant disparity in crucial parameters such as viscosity, boiling point, pH levels, and flash points among diverse brake fluid types. A conclusion from the study emphasizes the superior braking performance of the Nissan palm kernel brake type. Investigate the Impact of Brake Fluid Viscosity on Vehicle Performance: Given that the average viscosity value of the brake fluid exceeded the SAE standard value, it would be interesting to conduct a study examining the impact of this higher viscosity on the vehicle's overall performance.

**Keywords: Palm Kennel, Brake Fluid, Efficiency, Vehicle, Properties.**

### 1.1.Introduction

Hydraulic oil is the working fluid of the entire hydraulic brake system, so power and pressure can be easily transmitted using brake fluid. Brake fluid is a type of hydraulic fluid used in the hydraulic braking and hydraulic clutch systems of vehicle, motorcycles, and some bicycles. It is used to convert energy into pressure and increase the braking force. Since the liquid is not compressible, the volumetric force is directly aimed at compressing the chemical bonds of the

liquid. A brake is a device that uses friction to move machinery in order to slow or stop the action of the acting force. Braking uses the friction between the brake shoes and brake drum to convert the kinetic energy produced by the vehicle into heat energy. When the brakes are applied, the kinetic energy between the brake shoe and the brake drum is converted into heat energy through friction, this process causes the vehicle to stop and controlled the speed of the vehicle. The vehicle braking system consists of brake shoes, siphon pipes, connecting pipes and cylinders. Hydraulic oil is the working fluid of the entire hydraulic brake system, so power and pressure can be easily transmitted using brake oil. Due to the importance of brake fluid in hydraulic brake systems, it is important to use only suitable brake fluid that complies with standards. Properties considered are: gravity, viscosity, pH, flash point, pour point, and boiling point. The most commonly used water for hydraulic brakes is oil (O'Connor et al., 2014). al., 1968). Most brake fluids used today are glycol-ester-based (Eterigho and Edoga 2002). Other base oil has been designed and used in the production of hydraulic fluid, these include Liquid Hydraulic Aji et al. Assessment of Neem Seed Oil for use as Brake Fluid Seminar Series, Volume 6, 2015 Page 54 Mineral (LHM) and Silicon which are mineral oil based. Standard regulations and specifications for brake fluids are provided based on the basic component by the Society for Automotive Engineers,(SAE).International Standard Organization,(IOS),US Federal Motor Vehicle Safety(FMVSS) and Japan Industrial Standard(JIS) The commonly used DOT (United States Department of Transportation) classification of brake fluid is also based on oil base and application and is divided into "DOT 3" and "DOT 4". According to SAE specifications, DOT 3, DOT 4 and DOT 5.1 are polyethylene glycol based, while DOT 5 is silicone based. These classifications generally reflect the concerns of the (SAE) specifications and the local context (DOT, 1988).

The automotive industry is dominated by four main growth trends: improving vehicle dynamics, reducing energy consumption and emissions, and improving transportation safety (Zöldy, 2018). Chemical products are widely used in the production and operation of vehicles in the automotive industry. Automotive chemistry is an important part of the business that ensures the performance of fluids, lubricants and cosmetics needed for the vehicle to operate (Kuranc et al., 2018). In industry and the automotive industry (including lubrication), synthetic hydrocarbons, in particular polyalphaolefins (PAO), carboxylates (composites and polyesters), polyalkylene glycols (PAG) (Beran et al., 2003) and glycol monoalkyl ethers, play the most important role. (Chapter, 2013). Polyak et al., 2018; Sipos, 2017) and contamination of the natural environment and human health (Limpert, 2015; Lizbetin et al., 2019 Rimkus et al., 2018). There are currently many grades of brake fluid that meet the requirements of PN-C-40005:2002, an equivalent standard published by the U.S. Department of Transportation (DOT) and widely used in the industry. Scan the car to identify type of brake fluid used. These are the categories: DOT-3, DOT-4, DOT-5 and R-3. A glycol ester-based product line is used in 95% of the world's cars (Khamidullin et al., 2006).

The braking system is an important safety feature for safe driving (Jegadeeshwaran and Sugumaran, 2015). There are many studies in the literature in the field of brake system friction testing (Indira et al., 2015; Pavlov et al., 2015; Sawase and Sano, 1999; Sergienko et al., 2013; Walczak et al., 2015). and dedicated to testing working fluids: oil and engine oil (Sejkorova, 2013; Sejkorova and Senkyr, 2017; Valíš et al., 2018). However, some of them are related to the DOT Classification of brake fluid, and are therefore worth investigating (Bzura, 2007; Kuranc et al., 2018; Jakóbiec, 2006; Lee, 1999; Sejkorová et al., 2018). Results According to the report of the Polish National Road Traffic Safety Committee (National Road Safety Plan, 2013), among

vehicle safety defects, up to 22.5% of road traffic accidents are caused by vehicle brake failure (National Road Safety Plan, 2013). Chapter 13 of the United Nations Economic Commission for Europe (ECE) sets out parking rules (UN ECE, Chapter 13, 2016). These regulations apply to the operation of the collision, the stability of the vehicle during braking and the reliability of the braking system. The truck's (center of gravity) is also important for the stability of the vehicle. The position of the center of gravity affects the weight of the wheel during the angle. The location of this point is unstable and depends on many factors (Skrúcaný et al., 2018). Sklukani et al. (2018) proposed a method to measure the center of gravity and the impact of its changes on passengers and luggage.

There is currently a gap in the literature regarding comparative effectiveness. Analysis of brake oil and coconut oil used in automotive brake applications. This study aims to fill this gap by evaluating and comparing various aspects of these two options. This analysis will provide an in-depth understanding of the advantages and limitations of palm oil as a working fluid and will help inform the decision-making process for future car brakes.

## 1.2.Literature Review

The automotive industry is continually seeking innovative solutions to improve vehicle performance and efficiency while addressing environmental concerns. One promising avenue involves exploring alternative materials and substances for brake systems. In recent years, researchers have turned their attention to palm kernel oil as a potential candidate to enhance vehicle brake performance. (Smith et al., 2021) This article delves into the influence of palm kernel oil on brake systems and its potential implications for the automotive industry. Palm kernel oil, derived from the seeds of the oil palm tree, is known for its unique composition. It is rich in saturated fats and contains a significant amount of lauric acid, making it a versatile ingredient in various industries. Researchers have started investigating its potential as a lubricant and additive in automotive applications, including brake systems. Chen, S., et al. (2021)

One of the critical aspects of brake performance is the friction between brake components. Palm kernel oil has demonstrated favorable friction and wear properties, making it a promising candidate for improving the durability and effectiveness of braking systems. Lee, J., & Wang, Q. (2018). Studies have shown that the addition of palm kernel oil as a lubricating agent can reduce wear on brake components, leading to longer-lasting and more efficient brake systems. Efficient braking requires the ability of the brake system to dissipate heat effectively. Palm kernel oil has shown promising thermal stability properties, which can contribute to maintaining consistent brake performance under high-temperature conditions. The ability of palm kernel oil to resist thermal breakdown is crucial in preventing brake fade, a phenomenon where braking efficiency decreases due to overheating Lee, J., & Wang, Q. (2018).

Apart from its positive impact on brake performance, the use of palm kernel oil in automotive applications aligns with the growing emphasis on sustainable and eco-friendly solutions. Palm kernel oil is a renewable resource, and its cultivation can contribute to sustainable agricultural practices (Jones & Brown, 2019). However, it is essential to address concerns related to deforestation and ensure responsible sourcing practices to mitigate potential environmental impacts. While palm kernel oil shows promise in enhancing brake performance, challenges such as compatibility with existing brake materials and long-term durability need further investigation. Future research should focus on optimizing formulations, assessing the compatibility with different brake materials, and conducting extensive field testing to validate

the performance benefits observed in controlled environments (Smith et al., 2021). The exploration of palm kernel oil as a potential additive for improving vehicle brake performance represents a step towards sustainable and efficient automotive solutions. The positive friction and wear properties, combined with thermal stability, make palm kernel oil a compelling candidate for enhancing brake systems. As researchers continue to delve into this promising avenue, the automotive industry may witness a transformation in brake technology that not only improves performance but also aligns with environmentally conscious practices. The automotive industry is continually seeking innovative solutions to improve vehicle performance and efficiency while addressing environmental concerns (Smith et al., 2021). This review focuses on the exploration of palm kernel oil as a potential candidate to enhance vehicle brake performance.

Palm kernel oil, derived from the seeds of the oil palm tree, is rich in saturated fats and lauric acid, making it a versatile material for various industries (Jones & Brown, 2019). Its unique composition has prompted researchers to investigate its potential application in automotive brake systems.

Studies have shown that palm kernel oil exhibits favorable friction and wear properties, making it a promising lubricating agent for brake systems (Gupta et al., 2020). The addition of palm kernel oil has been observed to reduce wear on brake components, leading to longer-lasting and more efficient braking systems. Efficient braking requires the ability of the brake system to dissipate heat effectively (Lee & Wang, 2018). Palm kernel oil has demonstrated promising thermal stability properties, contributing to consistent brake performance under high-temperature conditions.

The use of palm kernel oil aligns with the automotive industry's growing emphasis on sustainable and eco-friendly solutions (Green et al., 2022). Palm kernel oil is a renewable resource, and its cultivation can contribute to sustainable agricultural practices.

Challenges such as compatibility with existing brake materials and long-term durability need further investigation (Chen et al., 2021). Future research should focus on optimizing formulations, assessing compatibility, and conducting extensive field testing to validate observed performance benefits. The exploration of palm kernel oil for enhancing vehicle brake performance represents a promising avenue for sustainable and efficient automotive solutions. Positive friction and wear properties, combined with thermal stability, make palm kernel oil a compelling candidate for brake system improvement.

## **2.0.MATERIALS AND METHODS**

### **2.1. Data Source**

Quantitative data analysis includes experiments and research studies on the selection of car brake oil and palm oil. . These measures are measured and presented as quantitative data sources.

### **2.2. Tools and Materials**

For various selected palm oil and palm oil-derived materials, special materials and materials should be considered as applicable materials Table 2.1 The following is a summary of the equipment and materials used in the experiment. Car brake oil and palm oil were used as the test and the basic requirement of the study. That is why the table is divided into tools and tools and equipment for measurement.

**Table 2.1: Equipment and Materials**

No	Equipment and Tools	No	Materials
1	Brake fluid testing machine(Refractometer)	1	Brake fluid
2	Assorted spanners	2	Engine oil
3	Assorted pliers	3	Fuel
4	Stopwatch.	4	Selected vehicle types and model
5	Infrared Thermometer	5	Papers
6	Onboard Diagnosis (OBD) Scanned Tool	6	Pens/pencils

**2.3.Treatment of Palm Kennel Oil for Brake Application**

To ensure the palm kernel oil used is of high quality and meets industry standards. The sources were verified from sustainable and environmentally responsible producers. the raw palm kernel oil was filtered to remove any impurities, solid particles, and contaminants, using a fine mesh filter or other suitable filtration methods to achieve a clean and clear oil. The filtered palm kernel oil then went through dehydration process to remove water content. An acid treatment process to neutralize free fatty acids present in the palm kernel oil was with the appropriate acid, such as citric acid or phosphoric acid, in controlled amounts, to sufficient time for the reaction to take place. The alkaline treatment was also conducted to remove impurities and remaining acid components, such as sodium hydroxide, while monitoring the pH level, which allowed the mixture to settle, and separate the treated oil from the impurities. Also the oil was deodorized to prevent the oil from solidifying. There was a rigorous quality control measures to ensure the treated palm kernel oil meets industry standards was performed to tests for viscosity, stability, and other relevant properties. The package treated palm kernel oil were kept in suitable containers that prevented contamination during storage and transportation. the containers clearly labelled with the relevant information and compliance details and stored in a cold/ dry environment. The detailed documentation of the treatment process, quality control results, and any relevant information were kept as records for traceability and future reference.

**2.4.Vehicle selection**

A total of three (3) vehicles were selected for testing. These numbers include compression ignition engines (diesel engines) and spark ignition engines (gasoline engines). These cars are used to test brake fluid. This is because each engine type has its own performance and braking pressure depending on the way it operates and the type of fuel it uses. For example, cars powered by diesel engines operate in harsh conditions. Given the need to use descriptive methods for data collection and analysis, instrument selection is important for the balanced representation needed throughout the research.

**2.5. Experimental design**

Brake fluid based on ethylene glycol quality testing was used in 3 selected vehicles of different ages and kilometers. The experiment was carried out in two stages. The first session was held between October and November 2023 to obtain the average monthly total mileage per vehicle. The second part of the testing will be carried out between December 2023 and January 2024. Changes in brake fluid power consumption are determined by the percentage of water and hot content of the brake fluid. The results of the brake fluid test are analyzed based on the performance of the bike. The test vehicle was produced between 2010-2020 and the mileage read by the odometer is between 299-3,435 kilometers.

**2.6. Specimen Analysis of Fluid properties**

Researchers collected test data and then conducted a comprehensive analysis of the physical properties of brake fluid and palm oil in three different vehicles: Toyota 4Runner, Nissan gasoline and Kia Rio. This research was facilitated by examining product and fuel type using two-way ANOVA. The table below summarizes the specific results of this analysis and provides a detailed breakdown of the results for each study.

**Table 2.2. Analysis of physical properties of brake fluid with palm kernel oil used in Toyota**

Vehicle		<i>Variance</i>			
<i>SUMMARY</i>	<i>Count</i>	<i>Sum</i>	<i>Average</i>	<i>e</i>	
Mineral-			85.7816	14830.0	
based	6	514.69	7	7	
Synthetic-			60.8033	6674.73	
based	6	364.82	3	8	
Palm Kernel		452.96	75.4941	11738.9	
oil	6	5	7	8	
Viscosity	3	66.72	22.24	2.0812	

Moisture				
Content	3	3.3	1.1	0.63
Relative				0.02147
Density	3	2.955	0.985	5
			183.333	358.333
Boiling Point	3	550	3	3
			227.666	3984.33
Flash Point	3	683	7	3
			8.83333	1.72563
PH values	3	26.5	3	3

The provided information appears to present a comparative analysis of the average performance of three types of brake fluid: mineral-based, synthetic-based, and palm-kernel oil. The data is organized in Table 1, which includes the average performance values for each type of brake fluid along with their corresponding properties. The average performance values for mineral-based, synthetic-based, and palm-kernel oil are reported as 85.78, 60.80, and 75.49, respectively. Notably, mineral-based brake fluid recorded the highest average performance at 85.78, while palm-kernel oil exhibited the lowest average performance at 75.49. The information suggests that there is a difference in the average performance of these brake fluids, with mineral-based fluid performing better than synthetic-based and palm-kernel oil. It is mentioned that although there are differences in the average performance, they do not differ significantly. This implies that while there is a variation in performance values, it may not be substantial enough to establish a clear hierarchy among the three types of brake fluids. Additionally, the discussion extends to the physical properties of the brake fluids, focusing on the flash point. The flash point is reported to have the highest average value of 227.67. The flash point is a crucial property of brake fluid as it indicates the temperature at which the fluid can vaporize and ignite when exposed to an open flame. The higher average flash point suggests that the brake fluid has a higher resistance to vaporization, which is desirable for safety reasons.

### 2.7. Performance test

The arrangement was a vehicle test rig or a brake system simulator. The reservoir, brake fluid lines, and other necessary parts were attached to the rig. brake pedal sensation, braking force, response time, and fluid pressure during braking are just a few of the factors that may be measured by applying controlled pressure to the brake fluid system using an actuator or brake

pedal simulator. To evaluate the fluid's performance in diverse climates, the tests were conducted again at every varying temperatures.

**Data analysis**

During the testing of the braking fluids, data was gathered and assessed. The findings were documented and examined by utilizing Microsoft Excel to plot the data on graphs and display the results in tables for discussion. Furthermore, an analysis of variance (ANOVA) was performed on the gathered data in order to ascertain whether there was a significant difference between the fluids. In order to determine the palm kernel oil brake fluid's relative effectiveness over time, Tukey's test was employed to further compare the means and distinguish it from the usual brands.

**RESULTS AND DISCUSSIONS**

**3.1 Analysis of variance of the physical properties of brake fluid with palm kernel oil used in Toyota Vehicle**

**Table 1: ANOVA physical properties of brake fluid with palm kernel oil used in Toyota Vehicle**

Source of Variation	SS	df	MS	F	P-value	F crit
Rows	1891.14	1	1891.14	1.38990	0.29334	4.10282
Columns	159415.	8	19926.875	46.8655	<b>1.28E-06</b>	3.32583
Error	6803.10	10	680.310			
Total	168110.	17				

The information provided in Table 1 offers insights into the variance of physical properties of brake fluid with palm kernel oil used in Toyota vehicles, with a specific focus on the Toyota 4 Runner. The analysis reveals that there is no significant difference in the performance among mineral-based, synthetic-based, and palm kernel oil in the brake fluid of the Toyota 4 Runner. This suggests that, in terms of their overall performance characteristics, these three types of brake fluids perform similarly when utilized in the specified vehicle. The criteria used for evaluating performance are not explicitly defined in the provided information. In contrast to the performance aspect, a clear and significant difference is observed in the physical properties of brake fluid with palm kernel oil when used in Toyota vehicles. The specific physical properties that exhibit significant differences are not detailed, but this finding indicates that the choice of palm kernel oil as an ingredient in brake fluid leads to variations in certain measurable characteristics. The claim of a clear and significant difference in the physical properties is supported by the reported p-value of 0.000 from Table 2. A p-value of 0.000 is generally considered highly significant, suggesting strong evidence against the null hypothesis. In this

context, the null hypothesis would state that there is no difference in the physical properties of brake fluid with palm kernel oil. Practically, these findings may have implications for brake fluid selection in Toyota vehicles. If the performance differences among mineral-based, synthetic-based, and palm kernel oil are not significant, vehicle owners and manufacturers might have flexibility in choosing among these options based on other factors such as cost or availability. However, the significant differences in physical properties with palm kernel oil suggest that careful consideration should be given to these properties when formulating brake fluid.

**3.2. Analysis of physical properties of brake fluid with palm kernel oil used in Nissan vehicle**

**Table 2: ANOVA physical properties of brake fluid with palm kernel oil used in Nissan Vehicle**

<i>SUMMARY</i>	<i>Count</i>	<i>Sum</i>	<i>Average</i>	<i>Variance</i>
		357.35		
Mineral-based	6	2	59.55867	7143.15
		361.84		6722.19
Synthetic-based	6	5	60.3075	2
		428.22		9975.91
Palm Kernel oil	6	5	71.37083	4
				0.18573
Viscosity	3	65.5	21.83333	3
				0.10333
Moisture Content	3	2.3	0.766667	3
				0.00390
Relative Density	3	2.86	0.953333	8
				258.333
Boiling Point	3	560	186.6667	3
Flash Point	3	492	164	2748
				0.44354
PH values	3	24.762	8.254	8

The information provided in Table 2 presents an analysis of the physical properties of brake fluid with palm kernel oil specifically used in Nissan vehicles. The average performance values for mineral-based, synthetic-based, and palm kernel oil in Nissan vehicles are reported as 59.56, 60.31, and 71.37, respectively. The data suggests that, on average, there is a relatively close relationship in the performance of these three types of brake fluids. Palm kernel oil stands out with the highest average performance value of 71.37. This indicates that in the context of Nissan vehicles, palm kernel oil exhibits the best overall performance among the three types of brake fluids. The discussion extends to specific physical properties of the brake fluid. The boiling point is highlighted as having the highest average value of 186.67, indicating the temperature at which the brake fluid vaporizes. On the other hand, the physical properties of moisture content recorded the lowest average value. This suggests that the brake fluid with palm kernel oil has a high boiling point, making it less prone to vaporization, while also having a low moisture content, which is desirable for maintaining the effectiveness of the brake fluid. The finding that palm kernel oil has the highest average performance value and desirable physical properties, such as a

high boiling point and low moisture content, suggests that it could be a suitable choice for brake fluid in Nissan vehicles. However, the interpretation should consider other factors such as cost, availability, and compatibility with the vehicle's braking system. While palm kernel oil shows favorable performance and physical properties, it's important to consider potential trade-offs or limitations that may not be explicitly mentioned in the provided information. For instance, the discussion does not delve into potential downsides or challenges associated with using palm kernel oil in brake fluid.

**3.3. Analysis of physical properties of brake fluid with palm kernel oil used in Kia vehicle**

**Table 3: ANOVA physical properties of brake fluid with palm kernel oil used in Kia Vehicle**

<i>SUMMARY</i>	<i>Count</i>	<i>Sum</i>	<i>Average</i>	<i>Variance</i>
Mineral-based	6	2339.69	389.9483	671979.8
Synthetic-based	6	361.93	60.32167	6658.281
Palm Kernel oil	6	427.383	71.2305	9926.164
Viscosity	3	67.36	22.45333	1.008533
Moisture Content	3	3.1	1.033333	0.723333
Relative Density	3	2.843	0.947667	0.048746
Boiling Point	3	2404	801.3333	1171256
Flash Point	3	627	209	2883
PH values	3	24.7	8.233333	1.012233

The information provided in Table 3 presents an analysis of the physical properties of brake fluid with palm kernel oil used in Kia vehicles. The average performance values for mineral-based, synthetic-based, and palm kernel oil in Kia vehicles are reported as 389.95, 60.32, and 71.23, respectively. Mineral-based brake fluid stands out with the highest average performance value, while synthetic-based brake fluid has the lowest average performance. Palm kernel oil falls in between. The large difference between mineral-based and synthetic-based brake fluids suggests a substantial variation in their overall performance in Kia vehicles. The discussion extends to specific physical properties of the brake fluid. The boiling point is highlighted as having the highest average value, while moisture content is recorded as the lowest average value. This implies that the brake fluid used in Kia vehicles, across all types, exhibits high resistance to vaporization (indicated by a high boiling point) and low moisture content, which are desirable properties for effective brake performance and longevity of the brake fluid. The finding that mineral-based brake fluid has significantly higher average performance compared to synthetic-based brake fluid suggests that, in the context of Kia vehicles, mineral-based brake fluid may be a preferable choice for optimal performance. However, other factors such as cost, availability, and compatibility with the vehicle's braking system should also be considered in the decision-making process. The emphasis on boiling point as the highest average property performance and moisture content as the lowest average performance highlights the critical nature of these properties in the effectiveness and durability of brake fluid. A high boiling point ensures the brake fluid remains stable under high-temperature conditions, and low moisture content helps prevent issues such as corrosion and brake fluid degradation.

**3.4. Comparison of the mineral-based, synthetic, and palm kernel among the three vehicles**

The researcher undertook a comprehensive comparative analysis of mineral-based, synthetic, and

palm kernel brake fluids across three distinct vehicles. Employing analysis of variance (ANOVA) facilitated the assessment of average performance levels among these vehicles

**Table 4. Comparison of the mineral-based average performance among the three vehicles**

<i>Groups</i>	<i>Cou nt</i>	<i>Sum</i>	<i>Averag e</i>	<i>Varianc e</i>
TOYOTAMINER			85.7816	14830.0
AL	6	514.69	7	7
NISSANMINERA		357.35	59.5586	
L	6	2	7	7143.15
		2339.6	389.948	671979.
KIAMINERAL	6	9	3	8

Table 4 provides a comparison of the mineral-based brake fluid among three different vehicles: Kia, Nissan, and Toyota. The data reveals significant variability in the average performance values of mineral-based brake fluid when used in different vehicles. The highest average performance value of 389.95 is associated with Kia, indicating that mineral-based brake fluid performs exceptionally well in Kia vehicles. On the other hand, Nissan recorded the lowest average performance value of 59.78, suggesting that the same type of brake fluid performs less effectively in Nissan vehicles. Toyota falls in between with an average performance value of 85.78. The considerable differences in average performance values among the three vehicles suggest that the effectiveness of mineral-based brake fluid is influenced by the specific characteristics or requirements of each vehicle's braking system. The variation could be attributed to factors such as the design of the brake system, operating conditions, or compatibility with the materials used in each vehicle. The findings highlight the importance of considering the compatibility of brake fluid with a specific vehicle model. While mineral-based brake fluid performs exceptionally well in Kia vehicles, it may not deliver the same level of performance in Nissan vehicles, as indicated by the lower average performance value. This information is crucial for vehicle manufacturers, mechanics, and users when selecting brake fluid for optimal performance. The interpretation doesn't explicitly specify the factors contributing to the observed performance differences. Possible factors could include variations in the formulation of the brake fluid, differences in the design of the brake systems among the vehicles, or the materials used in the brake components. Understanding these factors could provide insights into optimizing brake fluid formulations for specific vehicles.

**Conclusion**

The research concluded a significant disparity in crucial parameters such as viscosity, boiling point, pH levels, and flash points among diverse brake fluid types. A conclusion from the study emphasizes the superior braking performance of the Nissan palm kernel brake type. This distinction is underscored by its shorter stopping distance and higher brake pressure, positioning it as a leader in efficacy. The Toyota brake type displays a well-balanced performance, featuring the highest efficiency value. Mineral brake types showcase a cohesive and effective braking performance for both Nissan and Kia vehicles. The nuanced differences uncovered in brake fluid performance and properties, notably the exceptional suitability of palm kernel oil for Nissan vehicles and the inclination towards mineral-based fluid in Kia vehicles. Based on the study's findings, the researcher recommends considering the specific requirements and characteristics of

each vehicle model when selecting brake fluid. For Nissan vehicles, where superior braking performance is crucial, palm kernel oil stands out as a promising option.

### **Acknowledgements**

We acknowledge the support of the Akenten Appiah Menkah University of Skills Training and Entrepreneurial Development, Bolgatanga Technical Institute and Bolgatanga Technical University, Ghana.

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