Dip Heavy Machinery
If you got the way, we got the parts.

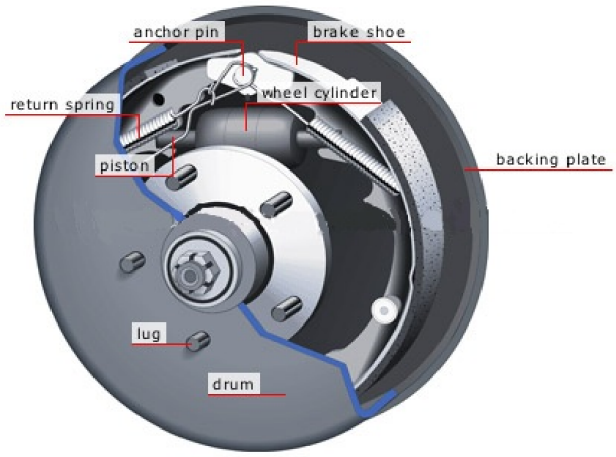
BRAKE PADS AND BRAKE SHOES

Brake pads convert the kinetic energy of the car to thermal energy by friction. Two brake pads are contained in the brake caliper with their friction surfaces facing the rotor.

When the brakes are hydraulically applied, the Caliper clamps or squeezes the two pads together into the spinning rotor to slow/stop the vehicle.

When you're driving along the highway on a sunny day with your windows down and your radio volume up, it's easy to forget that you're in a massive chunk of steel and glass hurtling through space at 90 plus kilometers per hour. At that speed, if you suddenly needed to stop, your vehicle could take approximately the length of a football field (91 meters) to come to a standstill -- and that's only if you've kept one of the most critical safety systems in your car well maintained: your brakes!

When a brake pad is heated by contact with a rotor, it transfers small amounts of friction material to the disc, turning it dull gray. The brake pad and disc (both now with friction material), then "stick" to each other, providing the friction that stops the vehicle. The dynamic friction coefficient "μ" for most standard brake pads is usually in the range of 0.35 to 0.42. This means that a force of 1000 Newton on the pad will give a resulting brake force close to 400 Newton.



DIP GENUINE BRAKE PAD AND BRAKE SHOE FEATURES

When deciding on new brake components for a vehicle, there are often many choices for the type of brake used.

Brake pad & Brake Sho materials range from asbestos to organic or semi-metallic or Ceramic Brake Pads formulations. Each of these materials has proven to have advantages and disadvantages regarding environmental friendliness, wear, noise, and stopping capability.

➢ Organic Pad Material

Many vehicle come from the factory fitted with organic pad material. Organic material can be composed of a variety of different ingredients such as Kevlar fiber, glasses, rubbers and resins. Characteristics of an organic pad include low brake rotor wear, quiet operation and unfortunately, liberal amounts of brake dust.

- Kevlar fiber,
- glasses,
- rubbers
- resins.

Pads made from organic material generally work well at the low temperatures found in Normal Street driving, but can exhibit inferior and inconsistent braking at the higher temperatures found with track or high performance driving.

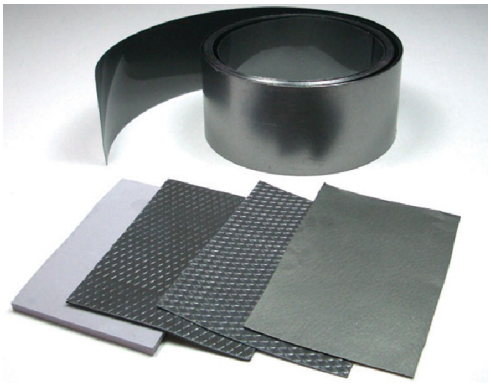
➢ Ceramic Pad Material

Ceramic pads outperform organic pad material in almost every aspect, including improved high temperature braking performance, reduced pad wear and even reduced brake dust production. Brake rotor wear may be slightly higher than an organic pad, but still very low, and noise levels can potentially be as quiet as that from an organic pad.

Ceramic brake pads are composed primarily of ceramic fibers
and other filler materials. While ceramic brake pads are usually more expensive than other types of pads, they are cleaner and produce much lower noise levels. Also, they provide an excellent braking and don't cause a lot of wear on the brake rotors.

➢ Semi-Metallic and Metallic Pad Material

For extremely high performance and race applications, Semi-metallic and metallic pads are common. These pads are not typically your best choice for street driving, as they tend to be designed for use at the higher
temperatures found in racing. Metallic pads designed for race applications will exhibit very weak low temperature braking ability and excessive brake rotor wear, in addition to extremely noisy operation compared to organic and ceramic pads.



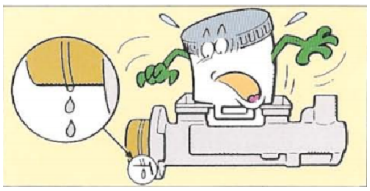
These types of brake pads are made from about 30% to 65% metal, and are commonly made out of steel wool, wire, copper or other metal materials Composite materials such as carbon-fiber may be blended into a semi-metallic pad, in order to alter its optimum heat ranges, friction and wear characteristics. In general, even these will not offer their best performance when cold. These types of brake pads are considered to be very durable, but also may wear brake rotors faster. Also, semi-metallic brake pads may not function well in very low temperatures.

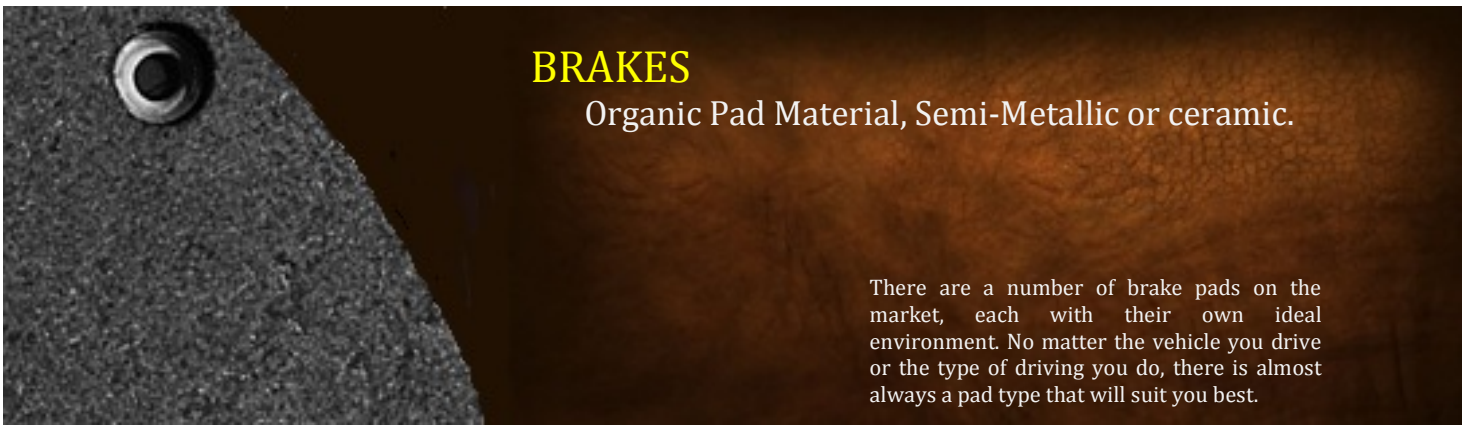
⚠ WARNING **Road safety depends in great part on roadworthiness, relying in turn on regular vehicle inspection. Vehicle inspections must be carried out periodically. Brakes may not be the sexiest part of a car, but they're certainly one of the most crucial. Paying attention to the warning signs that indicate a need for service can mean the difference between life and death on the road.**

Braking Systems Garage Inspection.

- brake light appearing on your car's dashboard
- the feeling that your vehicle is taking longer to stop.
- Fluid leakage.

Or





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