

LINING BRAKE

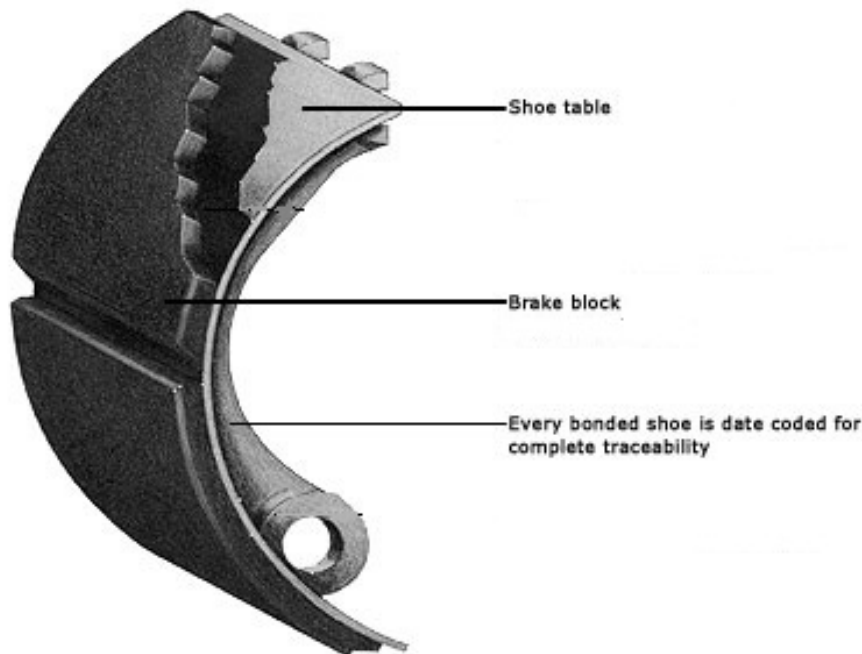


Lining brake is a friction material bonded to the steel brake shoes or pads. In most automotive brake pads and shoes, the brake lining is riveted to the metal pad or shoe. As the brake lining wears down, the brakes may chatter, squeak or squeal.

Lining brake are composed of a relatively soft but tough and heat-resistant material with high coefficient of dynamic friction typically mounted to a solid metal backing using high temperature adhesives or rivets.

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 (or pounds) on the pad will give a resulting brake force close to 400 Newton.

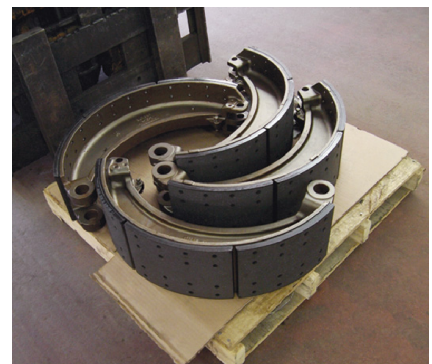
While the earliest brake lining was made with [asbestos](#) and other dangerous materials, brake linings manufactured since 1970 have not used asbestos-containing materials.



DIP GENUINE LINING BRAKE FEATURES

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

Brake pad & lining 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 heavy machinery 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.



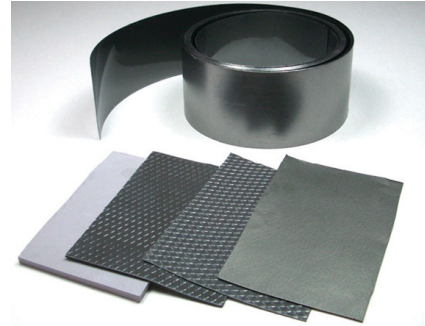
Ceramic brake pads are composed primarily of ceramic fibers and other filler materials. While ceramic brake pads are usually more expensive than other types of pads, they are cleaner and produce much lower noise levels. Also, they provide an excellent braking and don't cause a lot of wear on the brake 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. Driver inspections should be carried out before each trip to ensure safety of drivers, passengers and other road users.

Braking Systems Checklist For Heavy Machinery.

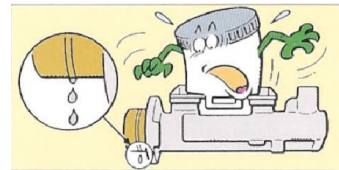
- Air tanks should be drained daily.
- Brake pedal holding causes air pressure to drop and then remain constant.
- Check at switching off if the air pressure drops a little and remain constant. (This will indicate if there is any air leakage).
- Brake pumping until pressure drops to half of system pressure, and low pressure indicator buzzes and flashes.
- After starting engine, let air pressure to recharge to maximum cut-out pressure.

Don't Forget

- Check fluid also.



or



BRAKES

Organic Pad Material, Semi-Metallic or ceramic.

There are a number of brake pads on the market, each with their own ideal environment. No matter the vehicle you drive or the type of driving you do, there is almost always a pad type that will suit you best.

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