

Brakes

What do we do when working on your brakes?

Is there a difference in parts?

Disc brakes

Disc brakes are made up of brake pads, discs/rotors and callipers (and possibly drums, depending on the car). The calliper squeezes the pads onto the disc rotor, causing the car to stop.

Brake pads have a limited life span. Their life span depends on a number of factors - the car, the amount of driving done, the style of driving and even the environment in which you are driving.

When we replace your brake pads, we also remove the discs/rotors and have them machined. This is because as your brakes wear, the discs/rotors themselves wear as well. Machining the discs/rotors ensures that the surface is like new, and when we replace the brake pads they will run on a flat, clean surface again. A lot of mechanics don't do this because of time constraints and cost, but it is absolutely vital to reduce brake shudder and braking noises, as well as making your brakes work efficiently.

If the discs/rotors are too thin to be machined, they have to be replaced. There is a legal operating thickness for rotors which we check every time we work on your cars brakes. Thin rotors are very dangerous - the pads can fall out of the callipers or even break because of the extreme heat coming from the friction from the pads as you stop the car.

Drum brakes

Some cars have drum brakes on the rear. Drum brakes consist of a drum, brake shoes and a wheel cylinder.

If drum brakes are worn, we replace the brake shoes and machine the drums for the same reason we machine the discs/rotors (above). The wheel cylinders are also thoroughly inspected for wear, and regularly need to be replaced at the same time as they often show signs of wear and leaks.

Yes! Brake function is vital, and as with everything, we will only ever use quality parts. You can purchase cheap brake pads, but their efficiency is reduced and safety is compromised. They wear out faster, create more noise and often wear the disc rotor out faster. We would never compromise on parts for our own cars, and we would certainly not compromise on yours. Saving a few dollars by fitting cheap pads now will more than likely cost you more in the long run.

