

# BRAKING NEWS!

May 2010 • Issue # 22

## Welcome to BRAKING NEWS!

Welcome to the 22nd edition of the official NBS Brake Supplies newsletter "Braking News." After a premium brake reconditioning service? Look no further - we offer complete in house brake resleeving and reconditioning of cylinders, boosters, calipers and more. Cylinders are performance tested and backed by an unbeatable 2 year warranty on many applications. Need brake hoses? Just give one of our friendly team a ring. With an extensive database of brake hose applications, we can often manufacture to order and despatch same day! From the fastest moving disc rotor, to the rarest brake cylinder, we have a competitive solution to meet your needs.

## Confused when identifying parts for European vehicles?

You are probably not the only one!! Most would be aware there are many different options for brake parts on these vehicles.

First word of advice—give us a call while the vehicle is still on the hoist! We sometimes have to ask you to match up a brake pad, or measure the size of a disc. It's a bit hard if you wait till the wheels are back on and the vehicle is out on the street!

However, some European manufacturers are using a common standard of parts identification, known as Primary Equipment (PR) numbers. This was implemented to aid in identification of parts for these vehicles. Audi and VW are two of the main manufacturers to implement this system. The PR numbers are listed on the vehicles data stickers, sample of which is shown. The vehicle data sticker can be found in the vehicle service handbook, and often in the boot.

Vehicle PR Number is here, ie 1ZE etc



VEHICLE DATA STICKER



**Partswise**  
O.E. QUALITY PARTS

## Steel Brake Tubing

A favourite with mechanics and car restorers alike across Australia, Partswise® zinc coated steel brake tubing is available in the four common sizes, 3/16", 1/4", 5/16", 3/8" and now, just arrived is 1/2" tube. See later in this newsletter for details.

The product is extremely easy to bend and flare, eliminating the problems associated with the plastic coated version.

Give one of our sales team a call on 1800 780 858 for some very competitive pricing!



**nbs**  
Brake Supplies

CALL NOW!

**1800 780 858**

ALL PRICES GST EXCLUSIVE. VALID UNTIL 31st MARCH 2010 or WHILE STOCKS LAST

  
CAPRICORN  
SOCIETY LIMITED  
Preferred Supplier

# BRAKING NEWS

## What bearing does brake pad size and shape have on performance?

It would stand to reason that the larger the brake pad the better the brake performance. Right? Not necessarily.

Contrary to popular belief, brake pad size and shape does not contribute toward any gain in braking performance. This point is often misunderstood, so we'll repeat it. The brake pad geometry, (height, width, surface area, etc) does not influence the gain! The coefficient of friction, and subsequently the gain, is independent of how big the brake pad is. As a result, bigger pads do not stop any better than smaller pads.

So why do we have thick pads and thin pads, tall pads and short pads? Well there are several other very good reasons for selecting the largest pad possible.

In no particular order they are:

1. A larger brake pad contains more friction material. Since friction material is the sacrificial component, if the pad contains more material to start with, it can go longer before it needs replacing. Bigger pads simply last longer.
2. A second benefit to more friction material is more thermal mass. In other words, there is more material present to absorb the heat. Therefore, a larger brake pad can also lead to reduced friction material temperatures.
3. A brake pad with increased surface area draws more heat away from the rotor during braking, since there is more material in direct contact with the rotor face. This can lead to decreased rotor temperatures during use. However, the heat has to go somewhere, and increased friction material temperatures may result.

Now, if a brake pad is absolutely tiny, it's thermal mass may be so small that the resulting temperature rise leads to brake pad fade or, at the very least, increased wear. On the other hand, if a brake pad completely covered the face of the rotor to maximise surface area, the rotor would not be able to cool effectively. Consequently, it is theoretically possible to select a brake pad that is either too large or too small for the application.



## NBS Equipment Upgrades mean even better service

NBS are in the process of upgrading our equipment to service the local market even better with machining.

### New Disc and Drum Lathe

To streamline disc and drum machining, we have invested in the latest Ranger brake lathe. This additional lathe will speed up our machining service, now operating separate lathes for disc and drum machining, and enables us to machine disc rotors right up to the larger commercial tyres.



### New Flywheel Grinder

NBS can now offer in house flywheel grinding services with the arrival of our new Comec Commercial Flywheel Grinder. Catering from small car flywheels, to heavy truck flywheels, NBS can service your needs.

## SPECIAL OFFER!

Purchase a clutch kit from NBS and we will machine your flywheel FREE!!

May Only

### New Brake Shoe Riveting machine

Fast turnaround brake shoe riveting is now as simple as a phone call to NBS. We will pick up your shoes, rivet your linings and deliver them back to your business, offering you a complete sales and service brake lining program.

Save valuable workshop time and remain OHS compliant - NBS can service all your needs. We carry a large range of commercial brake lining sets and commercial brake pads at all times.

# BRAKING NEWS

## NEW PRODUCT ANNOUNCEMENT!!!

### Brake Pressure Bleeders

The days of frustration bleeding brake and clutch systems can be finally over for your workshop. NBS are launching an exciting range of pressure bleeders and associated equipment for the Australian market. Specifically made with the Australian market in mind, one of these machines is a must for your workshop. Think of it—no more tying up two mechanics trying to bleed brakes, no more unnecessary time wasted trying to bleed a difficult system, and more efficient, productive time from your team!

Basically, the purpose of these machines is to allow fast, simple and effective brake bleeding. Partswise® Pressure bleeders offer unparalleled performance, with a 12volt electric pump for quiet operation, market leading pulsation pressure mode to dislodge the most stubborn

pockets of air, and continuously variable operating pressure to cover every application.

NBS can help you decide which adapters are most suitable for your business, or you can choose one of our recommended adapter starter packs which includes 4 of the most common adapters. Specially manufactured adapters to suit ADR cylinders which are fitted to most Australian built cars will be available in the coming months. Vehicle specific as well as universal adapters are available.



### BleedPro 50



*An entry level pressure bleeder but packed with features!*

A portable easily carried around unit, works off a 12 volt power source, without air pressure. The BleedPro 50 has an adjustable continuously variable operating pressure of 0.4—2.5bar, with continuous or pulsating pressure modes. A built in micron filter prevents moisture entering the new brake fluid in the 5L reservoir.

### BleedPro 100



A top of the range pressure bleeder for the busy mechanical workshop. Packed with all the features of the BleedPro50, the BleedPro 100 has the added benefit of the pulsating mode operating at all pressure settings. Easily wheeled around your workshop, it includes a high capacity pump for years of use, also a long 4m hose to make it easy to reach all wheels. A 10 litre reservoir is an added bonus with this machine.

*Does it sound like your workshop cannot do without one of these exceptional machines? Ring the team at NBS quickly, as the initial shipment is due at the end of May and is rapidly being presold. Talk to us today and get your name on the list of interested workshops. Brake fluid changes are recommended by most manufacturers every 2 years, and the Partswise® Pressure Bleeder program can help you grow your business in this area!*

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## Partwise® 1/2" Steel Tubing



New to the Partwise tubing range is our 1/2" steel tubing. We have had a few requests for this size, mainly for fuel applications recently.

The tubing comes from a different supplier to the smaller sizes, hence a different appearance.

1/2" tubing has a gold anodized finish instead of the standard zinc color. It is available in 2 lengths, a 2m straight length or a 15m coil.

**Part Numbers applicable to this size:**

PW16012-2 Steel Tubing 1/2" x 2m

PW16012-15 Steel Tubing 1/2" x 15m

## Why use remanufactured Brake Cylinders?



Partwise® Remanufactured Brake Cylinders are very popular in the automotive industry.

Here is four reasons why you should consider remanufactured cylinders:

- Stainless Steel Sleeves do not rust or corrode like the original cast unit.
- Stainless steel sleeves can be honed for future rekitting whereas original alloy cylinders cannot.
- NBS use special internal rubberware to make up for shortcomings in original design that shows up in some cylinders.
- In many cases they are cheaper than new - meaning more money in your pocket.

Partwise® Remanufactured Cylinders - "When Only Better Than New Will Do."



**NBS Brake Supplies**  
**22 Telford Drive Shepparton**  
**Ph: 1800 780 858 • Fax 03 5821 7366**  
**Email: info@nbsbrakesupplies.com.au**



## Partwise® Proportioning Valves

A handy range to keep in mind.....Our range of proportioning valves is growing all the time. Starting with our very popular adjustable proportioning valves, we now have a range of fixed pressure valves.



**APV1 Adjustable Proportioning Valve.**  
Adjustable 50%-100%.  
Very popular seller.



**APV1C Chrome Adjustable Proportioning Valve.** Same as APV1 except chrome.



**PV2 Universal Combination Valve.** Fits quite a few early American vehicles, particularly Chev/GM commercials.



**PV2A Aluminum Universal Combination Valve.** Same as above except in aluminum finish.



**PV2C Chrome Universal Combination Valve.** Same as PV2 except in chrome finish.



**PV5 1969 Camaro Distribution Block.** Exact copy of original, licensed GM part.



**PV68 1967-1969 Camaro Proportioning Valve.** Exact copy of original, licensed GM part.

*NBS stock a range of new brake boosters and cylinders to suit American vehicles. You would be surprised what we can help out with - please give us a call.*