

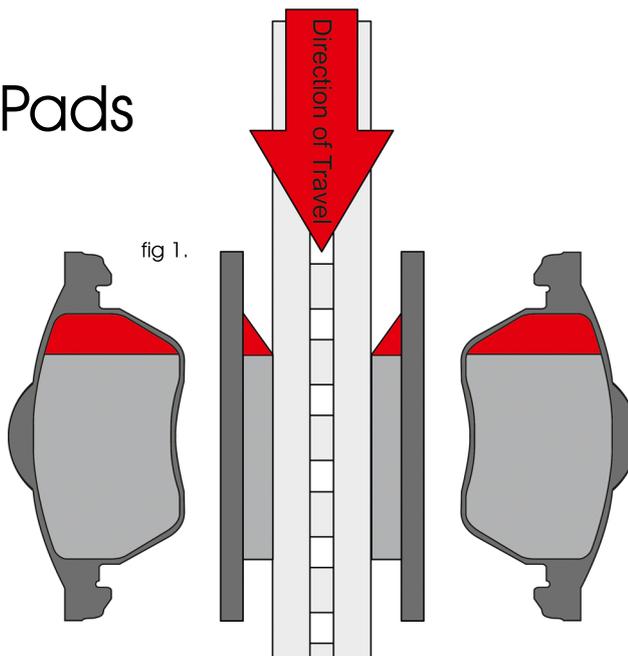
## Directional Pads

Directional pads have been developed to reduce or control NVH - Noise, Vibration and Harshness. They come in two different designs. Pads with a chamfer on the leading edge and pads with a crescent shape cutout in the premium shim.

### Directional Chamfered Pads

Directional chamfered pads change the centre of pressure away from the direction of travel, which helps reduce noise and uneven pad wear.

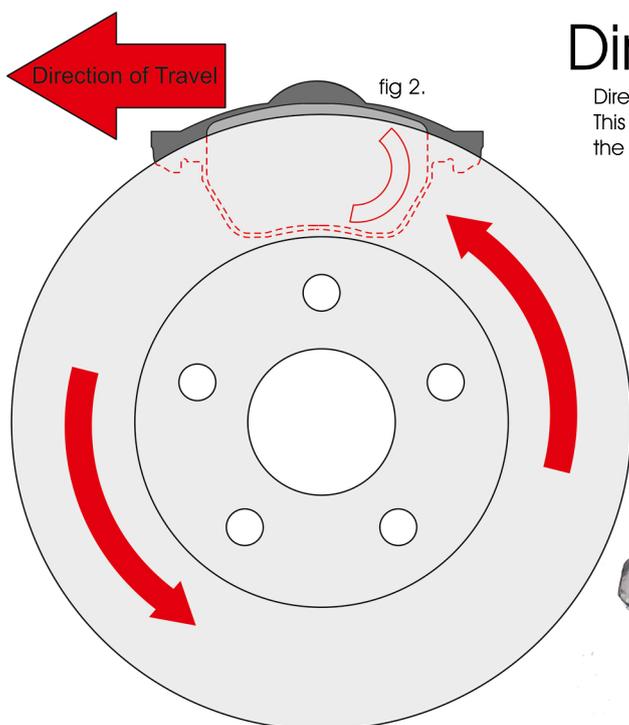
When installing chamfer directional pads, technicians should inspect the angular edge of the friction material. If only one chamfer is present the pad should be installed so the chamfer is at the leading edge (as illustrated in Fig. 1). If there is a chamfer on both edges, the larger of the two should be installed as the leading edge.



### Directional Shim Cut-Out

Directional shim cut-out pads have a crescent shape cut into the shim. This cut-out allows the piston to change the centre of pressure away from the direction of travel which helps reduce noise and uneven pad wear.

When installing crescent cut-out directional pads, the pad should be installed so the crescent or half-moon is on the leading edge (as illustrated in fig 2) or if present follow the directional arrow, this arrow should point in the direction of travel. This will help to ensure even pad wear and the correct distribution of force across the brake pad surface, reducing pad oscillation and preventing noise.



Fitting directional pads the wrong way may result in brake judder and ultimately high pitch squeal.