High Quality Auto Brake Drum China Brakes and Drums Manufacturer

As a premier **China Brakes and Drums Manufacturer**, High Quality Auto Brake Drum delivers uncompromising safety and durability for global vehicles. Our core product – the **China Auto Brake Drum** – is engineered with high-grade alloys, undergoing rigorous heat treatment and precision machining to withstand extreme friction, reduce noise, and ensure consistent braking performance.

Why partner with us?
 Reliable OEM/ODM Expertise: Advanced casting technology and 100% QC inspection guarantee drum integrity.
 High-Volume Efficiency: Streamlined production meets bulk demands without sacrificing quality.
 Global Compliance: Products exceed international standards (ISO, DOT, ECE).

Choose High Quality Auto Brake Drum – where innovation meets industrial strength. As your dedicated **China Auto Brake Drum Manufacturer**, we empower your fleet with safety-driven solutions at competitive value.

Request samples or quotes today – engineered excellence from China's braking hub.

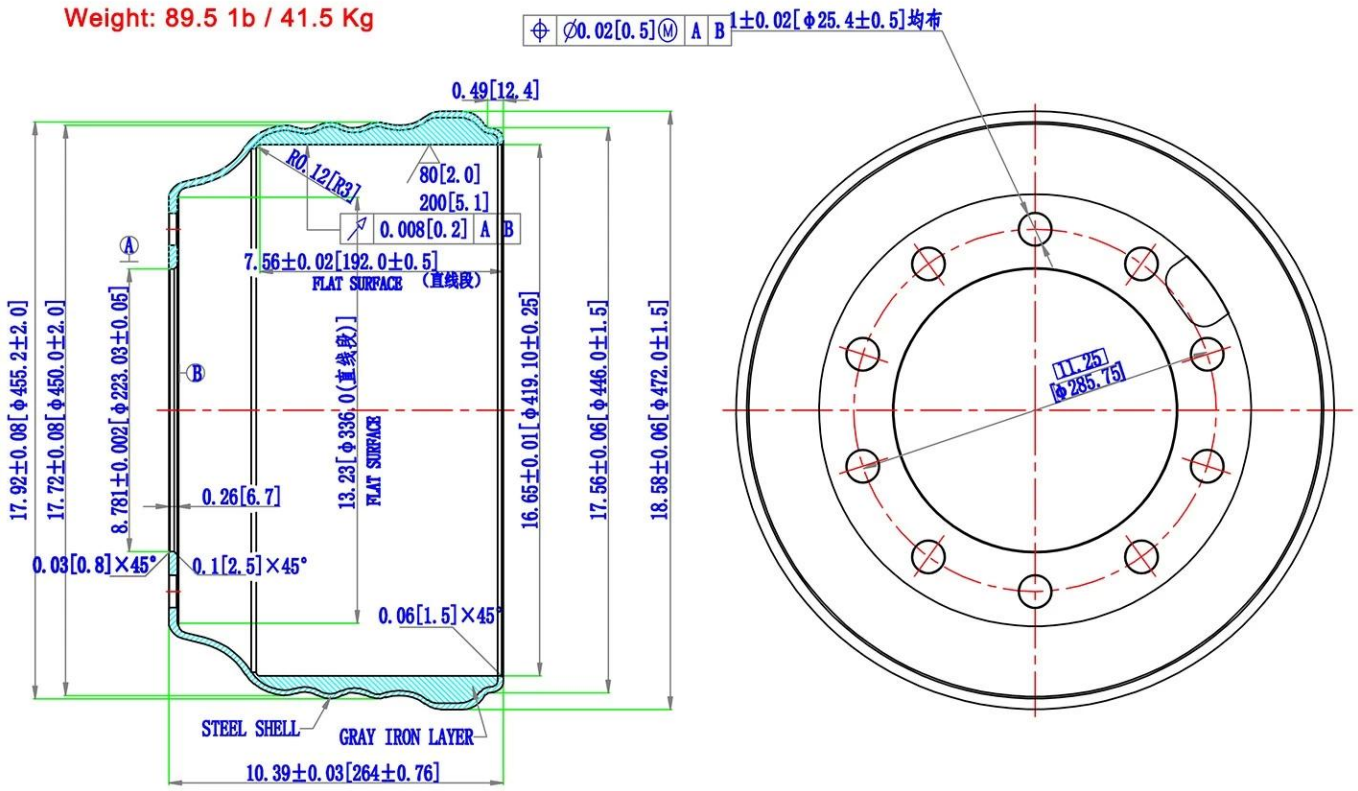
Product Specification

Model		K8-018
Material		Bimetallic Composite
Braking Surface	Shell Thickness	5.5mm
	Grey Iron Thickness	13mm
	Tensile Strength of Circumferential Section 1mm	5060N
	Yield Force of Circumferential Section 1mm	1402.5N
	Elongation	Yes
	Tensile Strength of Circumferential Section 1mm Lift over Conventional	1.11

Flange Root	Shell Thickness	12.5mm
	Tensile Strength of Circumferential Section 1mm	5000N
	Yield Force of Circumferential Section 1mm	3187.5N
	Elongation	Yes
	Tensile Strength of Circumferential Section 1mm Lift over Conventional	1.157

Product Pictures

Product Dimension



FAQ

Q: What is a tandem drum brake?

A: A tandem drum brake is a single brake assembly (typically on the rear axle) where two separate pairs of brake shoes are mounted concentrically inside one brake drum. Each pair is actuated by its own hydraulic wheel cylinder (primary and secondary), often working in tandem for increased braking force or to serve different functions (service brake and parking brake).

Q: How does a tandem drum brake work?

A: Hydraulic pressure from the master cylinder is applied to both wheel cylinders simultaneously. The primary cylinder pushes the leading (front) shoes outward against the drum. The secondary cylinder pushes the trailing (rear) shoes outward. The rotation of the drum creates a self-energizing effect, wedging the shoes tighter for more force. Often, one set (usually the secondary) is also linked to the parking brake mechanism.

Q: Why is it important to replace brake shoes in axle sets?

A: Brake shoes should always be replaced on both wheels of the same axle at the same time. Replacing only one side creates an imbalance in braking force, leading to dangerous vehicle pulling during braking, uneven tire wear, and potential instability.

Q: How is the parking brake integrated with a tandem drum brake?

A: The parking brake cable usually connects directly to the lever on the secondary brake shoe assembly. Applying the parking brake mechanically forces the secondary shoes outward against the drum, locking the wheel. This is why parking brake issues often point to problems within the drum brake assembly itself.

Q: Are tandem drum brakes still used on modern cars?

A: While less common than in the past, yes. They are still frequently found on the rear axle of many economy cars, trucks, and SUVs, primarily due to the ease of integrating the parking brake and cost-effectiveness. Front brakes are almost universally disc brakes on modern vehicles for superior performance.

Q: What are the disadvantages of tandem drum brakes?

A: Main disadvantages include: Heat Dissipation: Drums trap heat more than ventilated discs, leading to brake fade under heavy or repeated braking.

Wet Weather Performance: Water ingress can cause longer stopping distances until friction dries the surfaces.

Complexity: More moving parts (springs, levers, adjusters) than disc calipers, making servicing potentially more involved.

Self-Adjustment Issues: Self-adjusters can stick or fail, leading to reduced brake performance or dragging.

Slower Response: Generally exhibit slightly longer pedal travel and response time compared to discs.