Across

1. The lining of a disc brake is part of an assembly called the _____ ___.
2. Most calipers have _______ _______ or springs that hold the pads in the caliper under tension to help prevent vibration.
3. The body of a _______ _______ does not make direct metal-to-metal contact with the anchor plate.
4. Brake pads and linings that use synthetic material such as aramid fibers instead of steel are usually referred to as _______ _______.
5. Unlike a floating caliper, the body of a _______ _______ mounts in direct metal-to-metal contact with the anchor plate.
6. The body of a _______ _______ is not a big problem with disc brakes because centrifugal force created by the spinning rotor throws off most moisture, and the brake pads positioned only a few thousandths of an inch away from the rotor continuously wipe it clean.
7. A _______ _______ differs from a standard caliper in the area of the square-cut O-ring.
8. The _______ _______ has a body manufactured in two halves, and uses two, four, or six pistons to apply the brake pads.
9. Synthetic linings use _______ _______ instead of metal as the base material.
10. The bond lowers the _______ _______ of the pad, and the cushion layer dampens any vibration that may still occur.
11. Carbon fiber material is often called _______.
12._______ _______ are found on some disc brake pads.
13. The lining of a disc brake is part of an assembly called the _____ ___.
14. Carbon fiber material is often called _______.
15. _______ _______ take advantage of the oldest method of lining attachment still in use.
16. _______ _______ is the problem only under severe braking conditions when hot gases and dust particles from the linings are trapped between the brake linings and rotor, where they act as lubricants.
17. _______ _______ is not a problem with disc brakes because, unlike a brake drum, the disc brake rotor expands toward the brake linings as it heats up rather than away from them.
18. _______ _______ is not a big problem with disc brakes because, unlike a brake drum, the disc brake rotor expands toward the brake linings as it heats up rather than away from them.
19. _______ is a problem only under severe braking conditions when hot gases and dust particles from the linings are trapped between the brake linings and rotor, where they act as lubricants.
20. The _______ _______ has a body manufactured in two halves, and uses two, four, or six pistons to apply the brake pads.
21. _______ _______ are found on some disc brake pads.
22. _______ _______ use high-temperature adhesive to glue the brake block directly to the shoe pad backing plate.
23. _______ is the DuPont brand name of aramid and a registered trademark of E.I. DuPont de Nemours and Company.

Down

1. The lining of a disc brake is part of an assembly called the _____ ___.
2. Most calipers have _______ _______ or springs that hold the pads in the caliper under tension to help prevent vibration.
3. Brake pads and linings that use synthetic material such as aramid fibers instead of steel are usually referred to as _______ _______.
4. Some automakers call the floating caliper a _______.
5. The _______ _______ is the amount of brake drum or rotor friction surface that moves past the brake linings every time the drum or rotor completes a rotation.
6. The _______ _______ is not a big problem with disc brakes because, unlike a brake drum, the disc brake rotor expands toward the brake linings as it heats up rather than away from them.
7. _______ _______ is not a problem with disc brakes because, unlike a brake drum, the disc brake rotor expands toward the brake linings as it heats up rather than away from them.