

with synthetic latex and pre-dried, such as is employed as the raw material in the manufacture of fabric-based laminates. Another material is a rubber-modified epoxide resin film. This material gives extremely high shear values, e.g., on the order of 3000 kp.

It has also been found that the carrier plate 1 can be assembled utilizing three parts joined by two bonding layers 4.

Referring to FIG. 1, it is seen that part 2 of the carrier plate, i.e., the part which is contacted by the brake piston, is not as long as part 3. Moreover, it has been found desirable to make the width of part 2 one millimeter less than the width of the friction lining 5 and part 3. When this is done, part 2 does not extend to the two lateral edges of the brake pad which, during braking, lie against the brake housing. Consequently, part 2 does not come into contact with the brake housing and does not form a bridge by means of which vibrations and heat can be transferred from part 3 to the brake housing and brake piston via part 2.

It has also been found that embossings eight millimeters wide and one millimeter in depth can be formed in parts 2 and 3 of the carrier plate 1 in place of the calotte-shaped embossings 7 and 8 shown in FIGS. 1-3. One of the embossings is located parallel to the cut line II--II of FIG. 1 which is parallel to the two lateral edges of the brake pad. A third embossing is located in the middle of part 3 of the carrier plate 1 in the direction of the line III--III of FIG. 1. To obtain oblique centering surfaces like those present in the calotte-shaped embossings, the centering recesses and projections are spherically curved at their ends in the longitudinal direction and provided with a rounded cross-section in the transverse direction. This results in the same centering effect as in the calotte-shaped embossings.

From the above it can be seen that the calotte-shaped embossings provide centering recesses and projections with oblique centering surfaces which permit accurate alignment of the parts 2 and 3 of the carrier plate 1 and also permit an elastic bonding layer 4 having a uniform thickness. Consequently, the brake pad of the instant invention has a carrier plate 1 with a high shear strength but in which metal-to-metal contact of the shear plate parts is avoided, with the result that the shear plate parts are isolated from each other for excellent vibration damping and heat insulation.

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