

A STAINLESS STEEL BRAKE SYSTEM THAT COSTS LESS TO OPERATE?

Chances are, the truck going down the road next to you could be using stainless steel brakes, from EBI (Express Brake International). Additionally, odds are, this stainless steel brake won't be using rivets or bonding to attach the linings. A few questions may come to mind. How are the linings attached? Why stainless steel? And how could they cost less?

How Are the Linings Attached?

Rivets are the standard method of applying consumable brake friction material to a re-usable steel brake shoe. Unfortunately, riveted shoes sac-



ribose friction surface area for rivet holes, causing uneven heat distribution, reduced friction contact, and adding traps for abrasive debris, all which negatively affect lining and drum life and stopping power.

Express Brake uses machined linings from Abex and Haldex with tapered

grooves on both inner and outer edges. Stainless steel retainers secure linings onto the brake table. Static shear testing results concluded the retainer system is much stronger than rivets.

Why Stainless Steel?

Because cracked linings continue to plague many fleets. Furthermore, more fleets are becoming disillusioned with using brakes from re-liners. Stainless steel eliminates rust jacking which occurs as the brake tables corrode and swell underneath the linings, causing them to crack.

Additionally, the stainless steel, combined with the beefed up shoe construction, allows fleets to reline brakes right in their shop, eliminating handling, storage, and accounting of brake cores.



How Could Stainless Steel Brake Shoes cost less to operate?

While many fleet managers mistakenly attribute the cost of braking as the price of the brake shoes, the truth is, brake costs are driven by the aggregate cost of brake shoes, drums, labor, and, quite often, down time. These factors represent the true cost of braking.

By eliminating rivet holes, nearly 26 square inches of additional friction surface per wheel is added. The brake shoe is also designed to better apply the entire friction surface against the drum during the pad life cycle. Greater contiguous friction surface spreads the heat and shear loads over a larger surface area and allows heat to dissipate more evenly and quickly. The result is fleets with Express Brakes installed are generally experiencing significantly greater lining and drum wear, keeping trucks on the road longer, and greatly reducing costs.

Add it all up and you have a stainless steel brake system which costs significantly less to operate, doesn't rust jack, eliminates core hassles, and increases stopping power.

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