trucks, tractors and trailers as well as inter-city buses. This material is also recommended for local or city operations where moderate brake temperatures are experienced. In addition to being a medium friction lining, this material is characterized by a good stable friction throughout a wide range of temperatures. Fade resistance and recovery from fade is very good. Friction is also stable during its entire life which is particularly important in a long wearing material such as this. Another significant safety and economic factor is the excellent compatability between this lining and the brake drum resulting in very low drum wear. Rapid water recovery is also a feature of this formulation. This is especially important for over-the-road equipment where possible flooded road conditions present stopping problems, particularly when brakes are open to the elements. Approximately 75% of the lining's original dry friction is retained even after fully submerging in water.

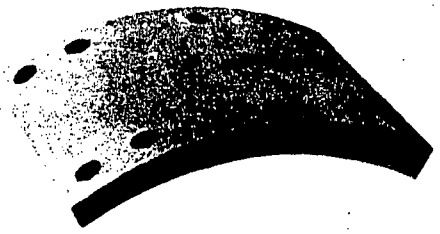
SPECIALIZED APPLICATION ASBESTOS MATERIAL



These blocks are readily identified by the prefix "W" before the respective part number on the box. They are further characterized by a heavier weight and contain bonded graphite. It is the unique properties of bonded graphite which give this composition its superior friction and wear properties at elevated brake temperatures. The prime uses for this material are transit bus operations because of their multi-stop demands and for all vehicles operating in severe service where drum temperatures are more or less sustained in the 450°F and above temperature range. This particular block performs best when worked hard and is primarily recommended for those applications where repeated frequent braking is demanded especially in mountainous terrain.

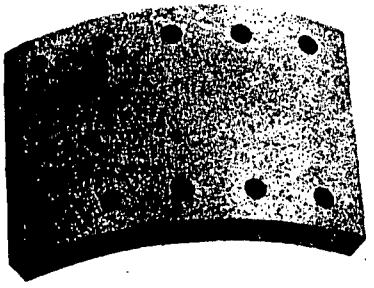
EXTREME SERVICE – FULL METALLIC COMPOSITION

The "Metallic" block is a highly specialized material. It should be considered only after evaluating the most heat resistant asbestos materials in the particular service. The blocks are extremely heavy and necessitate the use of heavier retracting springs to return and hold the shoes to the full off position. Steel bolts or rivets are also required in the installation. The service conditions must be extremely severe before considering this block. Principal applications are in operations known to be unusually demanding which



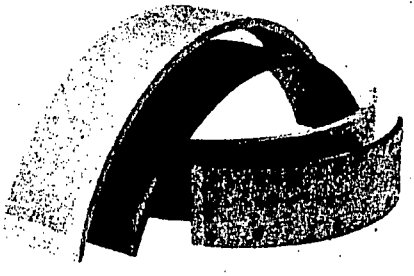
involves overloading, high speeds, mountainous terrain and generally abusive braking. Because of the metallic's ability to withstand very high brake operating temperatures, care must be exercised in the selection of high heat resistant lubricants.

SPECIALLY ENGINEERED WEDGE BRAKE LINING



Because of the different design of the wedge brake a special lining formulation is required. These sets have been especially engineered in cooperation with the designers and manufacturers of wedge brakes. Wedge brake linings must be of a higher friction than "S" cam materials. Without this higher friction, wedge brake performance is greatly reduced. They must also maintain this friction level even at higher temperatures. In other words, fade resistance is most important. The wedge brake manufacturers have limited the use of oversize lining to 1/16" (X).

SPECIFIC ENGINEERED STRIP APPLICATIONS



Passenger cars and light duty trucks all use strip material. The linings are specifically engineered for the particular applications. They are available in bulk segments and axle sets. Drilled segments are supplied in standard and .030 oversize. Bulk undrilled segments are available in .015 oversize for the rebuilders to grind. The vehicle coverage is complete in both riveted and bonded.