

100% compatible.

The new Eaton Extended Service brake is 100% compatible with current wheel end hardware. In spite of the fact that it has 40% more lining and the geometry to handle it, it fits into your current spec in terms of wheels, hubs and drums. No new wheel equipment is needed. It is also designed to be compatible with current brake retardation. It will deliver the same amount of braking with the same amount of actuation power. (See chart) This means switching to the new Eaton Extended Service brake will not upset brake balance. For instance, with the ES brake on a tractor and current brakes on a trailer, balance would be maintained — so long as all the brakes were properly spec'd in the first place.

75% longer life.

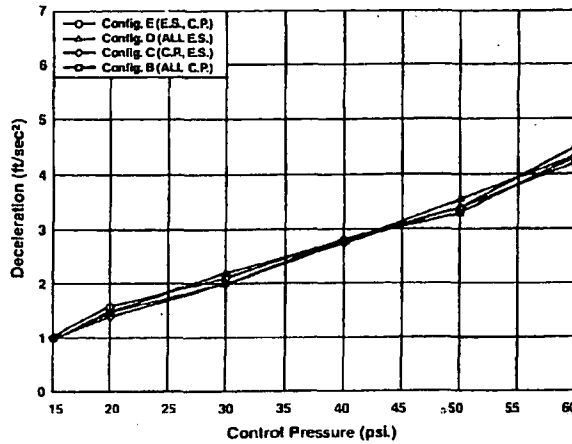
With lining material that delivers 25% more wear — and 40% more material, the net effect is a multiple of the two factors, $1.25 \times 1.40 = 1.75$, a 75% increase. This means the new Eaton Extended Service brake can deliver up to 75% more miles between relines.

Substantial savings.

Extending the interval between relines by 75% reduces the number of relines required in a vehicle's lifetime. This produces substantial savings. Not only the cost of the relines, themselves, but also a considerable saving in brakedrums. Current rule-of-thumb is a new brake drum for every two relines. With the new Eaton ES brake, even with a 75% increase in the interval between relines, you can expect this ratio to hold. The new Eaton Extended Service brake not only can provide a 75% net increase in brake reline mileage, it can provide a 75% increase in brake drum change-out mileage.

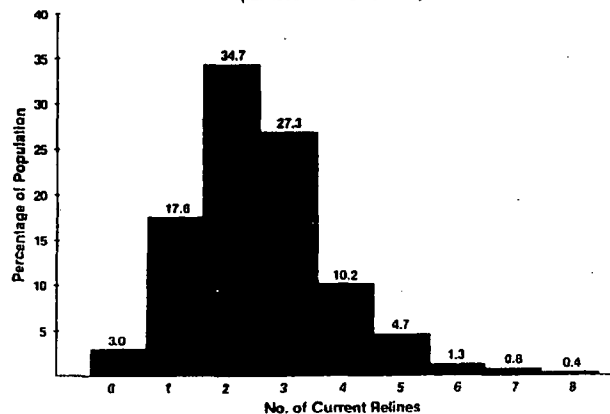
E.S. Brake Comparison (80K)

Test A
Extended Service Versus Current Production



Retardation power delivered by the new Eaton Extended Service brake is identical to current brakes in the industry. Where all brakes are properly spec'd for balance, you can mix in the new Eaton Extended Service brake without upsetting the balance.

Distribution of No. of Brake Relines (for 1986 Class 8 Vehicles)



Over 75% of all class 8 vehicles today require two or more relines during their working life with the first owner.

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