UNI-BOND BRAKE, LLC

Supplying Quality Brake Shoes Since 1952

The Other OEM

Brake Shoes

Brake Lining

Hardware Kits

Cam Kits

The same superior quality Brake Shoes and Brake Hardware manufactured for OE use, available to Aftermarket Suppliers!

UNI-BOND BRAKE, LLC

1350 Jarvis • Ferndale, Michigan 48220 • www.unibond.net
Toll Free 800-336-5919 • 248-547-3870 • 248-547-5349 Fax

The Basics to a Proper Brake Replacement

- Replace worn brake shoes with new shoes preferably
- Replace all brake hardware (rollers/pins/springs, *and* cam repair hardware, including all bushings)
- Check camshafts for wear, most will need replacement
- Perform maintenance to slack adjusters, readjust and lubricate, make sure all are the same brand
- Lining selection: replace with the same as OE minimum specifications, or regulate to load carried

The Uni-Bond Difference

Uni-Bond manufactures the finest quality OE hardware and cam repair kits sold directly to major OEM's. This is the same hardware used in every new lined shoe kit you buy from Uni-Bond. All Uni-Bond products undergo rigorous testing:

Uni-Bond Brake Shoes

- Seamless weld
- Thicker platform/web and base
- 3000 lb weld test strength vs our competitors average test to 1000-1500lb

Uni-Bond Hardware Kits

- 1.000.000 cycle spring testing vs competitors average 150,000 cycles
- Powder-coated springs for maximum corrosion resistance
- Zinc-coated, heat-treated rollers and anchor pins

Uni-Bond Lining

- FMVSS121 certified
- OE tested, and used for the past 7 years, Hendrickson/Dana
- $10,000,000 product liability

New Shoes VS Relined Shoes

- New brake shoes, deliver in-spec drums, cams, cam bushings, consistent automatic slack adjusters, and new brake hardware, which provides an excellent foundation for brake balance.
- New shoes provide the correct tolerances for consistent tables, cams and anchor tolerances.
- Correct concentricity (matching brake shoe and drum diameter) allows the center of a new shoe to contact the drum first and provide smooth engagement with as much as 25%-30% longer life for linings and drums
- Correct geometry allows the shoe to flex properly, and ends cam-biased conditions (ends of shoe contacting first) which achieves quiet, vibration free braking
- Uni-Bond™ E-coated New Shoes stand up to 1,000 hours of salt spray testing, that's **double OEM specifications** for corrosion resistance under environmental conditions

True Core Costs to consider when buying a Re-Lined (previously used) Shoe

- Core inventory shrinkage caused by bad or missing cores, cores not charged for, bad cores mistakenly accepted
- Core handling, and all connected costs, including vehicle wear picking up cores
- Environmental concerns of exposure while handling and storing material and the filth produced
- Liability insurance costs - ***The brake shoe is one of the most liability-prone items in the heavy-duty market***
- Cost of "proper" relining procedures, i.e., washing, bead-blasting, and coating shoe in preparation of relining
- Brake shoe wear may be compounded if relined multiple times
- Cost of maintaining a "core bank"
- Cost of relining the shoe
- ***#1*** COST should be ***LIABILITY TO YOUR BUSINESS***

All these costs conservatively add an additional 25% to the cost of a relined shoe.
When you add these costs, does a NEW LINED SHOE make sense for your company??
ADD THE 25% OF ADDITIONAL LIFE……NOW DOES THIS MAKE SENSE?

Industry experts have done several studies on the relining of brake shoes. This "cost-effective" method of adding new lining to existing shoe tables is costly (de-lining, cleaning, and repainting), and returning the shoe table to "New" specifications is almost impossible, unless your re-liner can "coin" the shoe (under heat and pressure return the shoe to new specs), and even this process is not perfect.

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Introducing

The Other OEM

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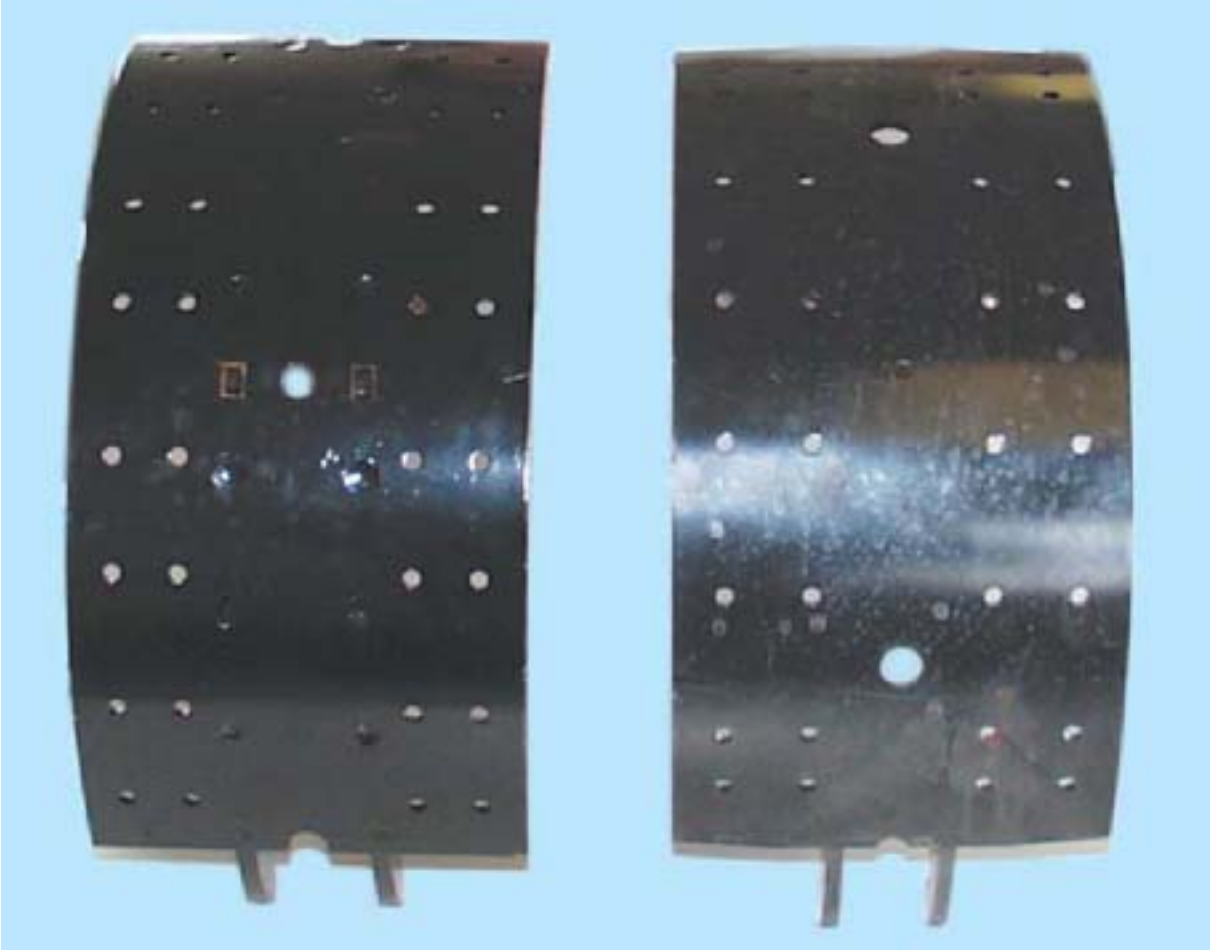
After 1,000 Hours of Salt Spray Exposure



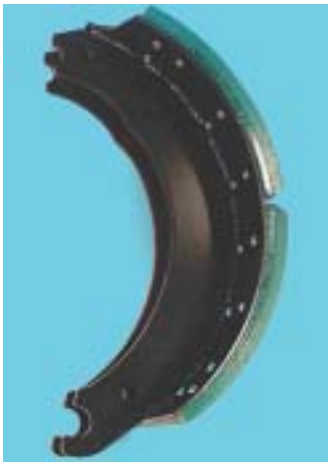
No Rust, No Fuss, No Bother

Uni-Bond Brake shoes showed almost no rust whatsoever after 1,000 hours of salt spray testing. That's **DOUBLE OEM SPECIFICATIONS** for corrosion resistance under environmental conditions. And that means you never have to worry about premature failure of your Uni-Bond brakes due to rust-jacking.

Uni-Bond Brake E-coats every brake shoe it manufactures, so the paint is electromagnetically bonded to the steel to stop rust before it starts. So, when you are specifying a brake shoe to last, ask for Uni-Bond Brake.

Uni-Bond NEW BRAKE SHOES OEM Quality, Safety, Dependability and NEVER A CORE CHARGE!

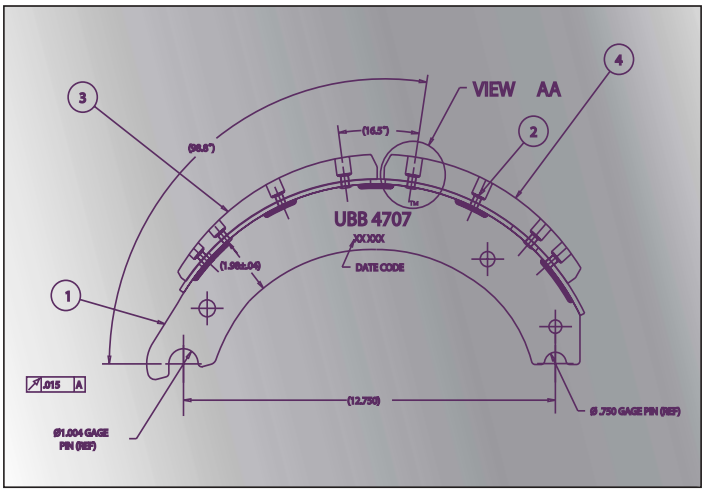
SEAM-WELDING the webs and tables provides complete welding along the entire brake shoe on our most popular styles. Other Uni-Bond shoes use reinforced, bi-directional welding techniques to ensure high-demand, torsional stability under grueling shear tests. Uni-Bond Brake has gone the extra mile to prevent catastrophic failure.



E-COATING (electro-deposition coating) stops rust before it starts by electro-magnetically bonding the paint to the steel of every NEW brake shoe, preventing rust-jacking. Uni-Bond Brake shoes are environmentally tested to withstand 1,000 hours of salt spray testing.

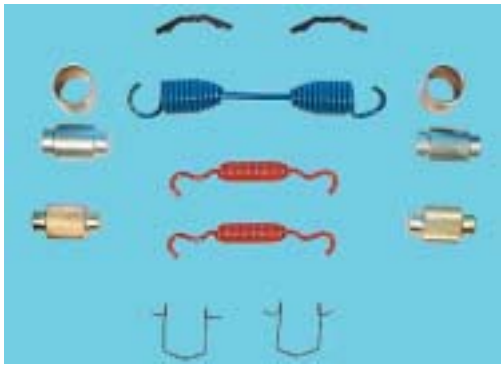
HIGHER GRADE STEEL is used on Uni-Bond brake shoes. Uni-Bond Brake purchases steel to tightly controlled specifications, ensuring strength, weld and performance. High-grade carbon steel is used on all webs for durability. Steel grades are monitored by certified laboratories.

CRITICAL DIMENSIONAL CONTROLS such as shoe radius are monitored and controlled to ensure that Uni-Bond shoes will provide uniform, balanced braking performance. Computerized gages measure shoe radius precisely. Controls on the form of the shoe radius prevent “hot spots” which can shorten friction and drum life.



Specify Uni-Bond Hardware Kits and Cam Repair Kits for Your New Uni-Bond Brakes

All Uni-Bond Brake Hardware Kits and Cam Repair Kits are built to Uni-Bond's high standards for quality, safety and dependability. Hardware kits contain stainless steel bushings, heat-treated roller ends, zinc dichromate plated rollers and powder coated springs, designed to be rust-resistant and improve brake dependability.



Uni-Bond Brake Friction Comparison

Manufacturer GAWR	Economy 17,000-20,000	Standard 20,000	Heavy Duty 23,000	Premium 23,000 Plus	Severe Service Combo	Transit
UNI-BOND		UBB220	UBB440	UBB880	UBB990	UBB999
ABEX	6014, 6015	6008, 6011 6166	685	6149	6028, 6029	685, 697
BENDIX		BXP, BXV		BXHD		
BRAKE PRO	CM14, CM15	CM16	CM18, CM20	CM22A1, CM29	CM22A1 CM29, CM42	CM24
CARLISLE	MB17, MB19 NA100	MB21 CF2000	MB23 HD2A	MB23 CFSD	SD1, MB60 MB62	TG2
COBREQ	NABK-090	NABK0192		NABK-110	NABK-132	NABK-142
FRAS-LE	540	550, 555	555	557	587 560, 555	
MARATHON	MH	UB	FLOE	HS	TS MBC, MBS	HST
MERITOR	EG	R201, R202, R208 MA210, MA212, MG1	MG2, MG2L	CG	R401, R402	
MIDLAND/HALDEX	TN, NP	2015, 2016	2020	2020	2030, 2040	2060
GREY ROCK	2014	2008			GC	
SPICER	GREEN	BLUE SILVER		RED, GOLD	ORANGE BRONZE	
TVS		AF180	AF200	AF230	AF250	

UNI-BOND BRAKE, LLC

Uni-Bond Brake - What's Stopping You?

UNI-BOND BRAKE, LLC

Brake Hardware Kit

Features/Values/Benefits

The same superior quality Hardware Kits manufactured for OE use are available to Aftermarket Suppliers!

- Only OE Brake Hardware Kit available for aftermarket use
- Manufactured to the stricter tolerances of OE qualifications
- Assembled in Ferndale, Michigan
- Music Wire spring tested and Spring Certified to 125 ft/lbs resistance
- All rollers and pins are heat-treated and nitrogen treated
- Uni-Bond is a supplier to many Kit Re-packagers in North America
- Uni-Bond will private label to your specifications
- Compare what you are buying now to Uni-Bond Brake Hardware Kits - our quality makes a difference.

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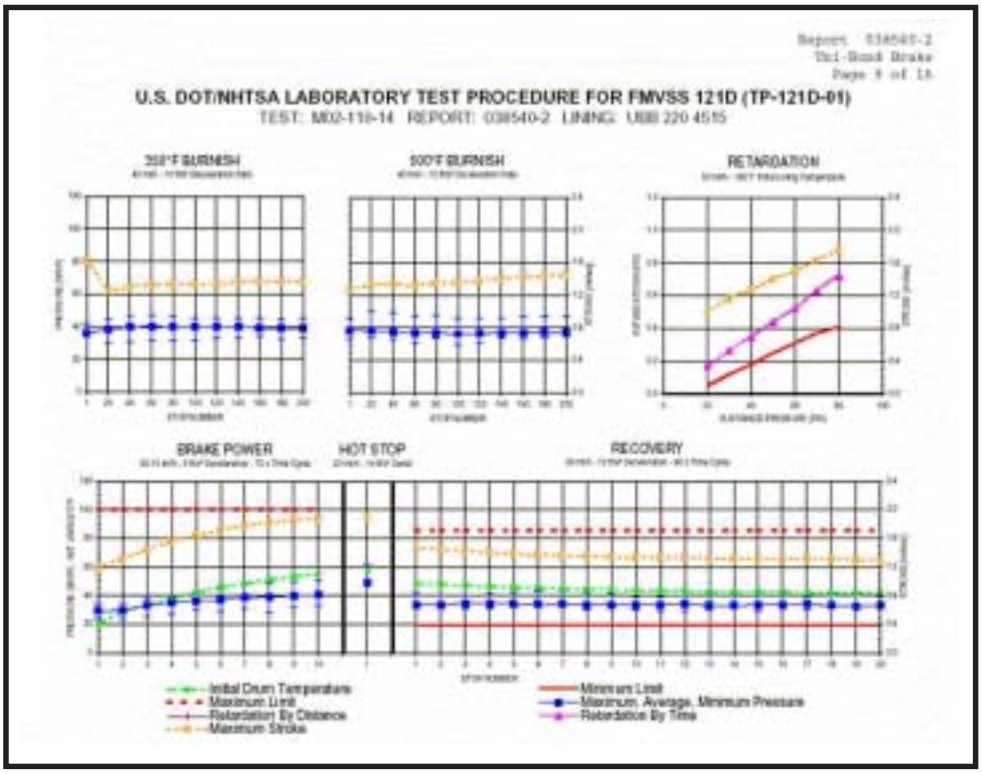
Uni-Bond UBB220 Brake Lining FF GAWR 20,000

UBB220 is a quality friction product designed to meet the needs of the quality, and cost conscious fleet. It's low swell, resistance to fade, and positive braking allow UBB220 to become the first choice of the discriminating fleet manager. Brake efficiencies, and economy combined, allow the fleet to realize less frequent changes of friction. Uses for UBB220 include General freight hauling, Long-haul trucking, and Intra-city use. Further savings are achieved by substantially lowering the fleets cost per shoe.



U.A. DOT/NHTSA
TEST PROCEDURE FOR
FMVSS1211D
AIR BRAKE SYSTEMS
DYNAMOMETER (TP-121D-01)
(09 May 1990)
Client: Uni-Bond Brake, Inc.
Brake: Meritor "Q"
Lining Code: UBB220 4515 FF
Test No. M02-110-14
Date: 03 June 2003

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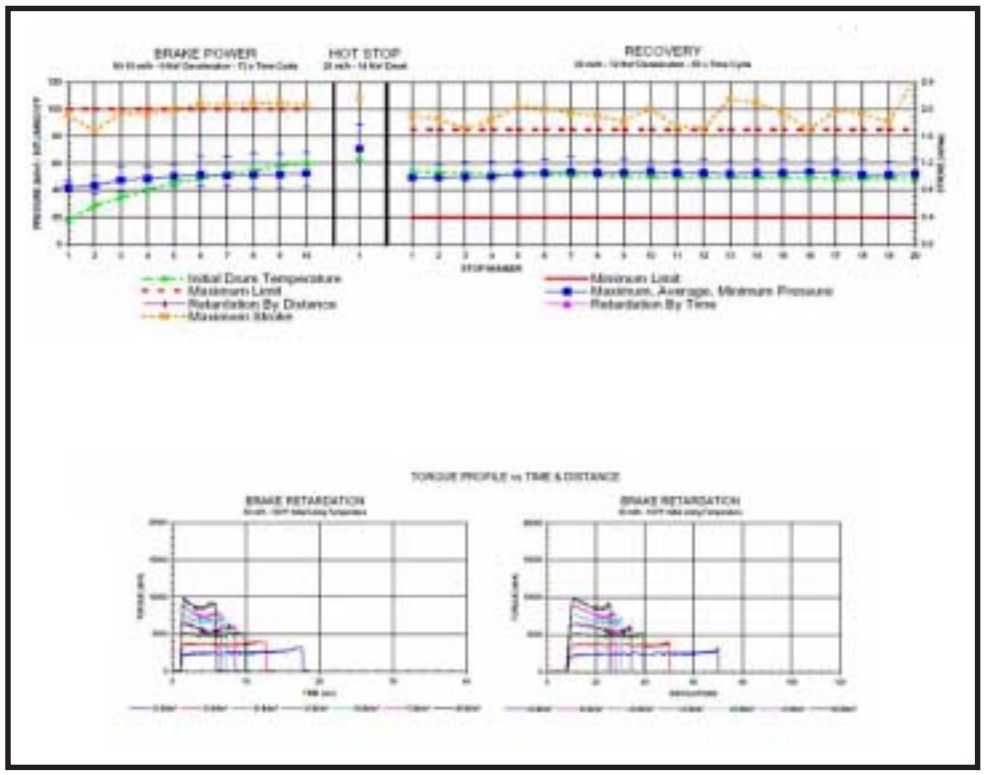
Uni-Bond UBB440 Brake Lining FF GAWR 23,000

UBB440 is designed to replace OE formulations found on newer heavy-duty vehicles today. It exceeds OEM standards, yet is available at competitive prices. Fleets which currently specify OEM linings, may now have UBB440, an equivalent premium block at a substantially reduced cost per shoe.



U.A. DOT/NHTSA
TEST PROCEDURE FOR
FMVSS121D
AIR BRAKE SYSTEMS
DYNAMOMETER (TP-121D-01)
(09 May 1990)
Client: Uni-Bond Brake, Inc.
Brake: Meritor “Q”
Lining Code: UBB440 4515 FF
Test No. M02-110-14
Date: 03 June 2003

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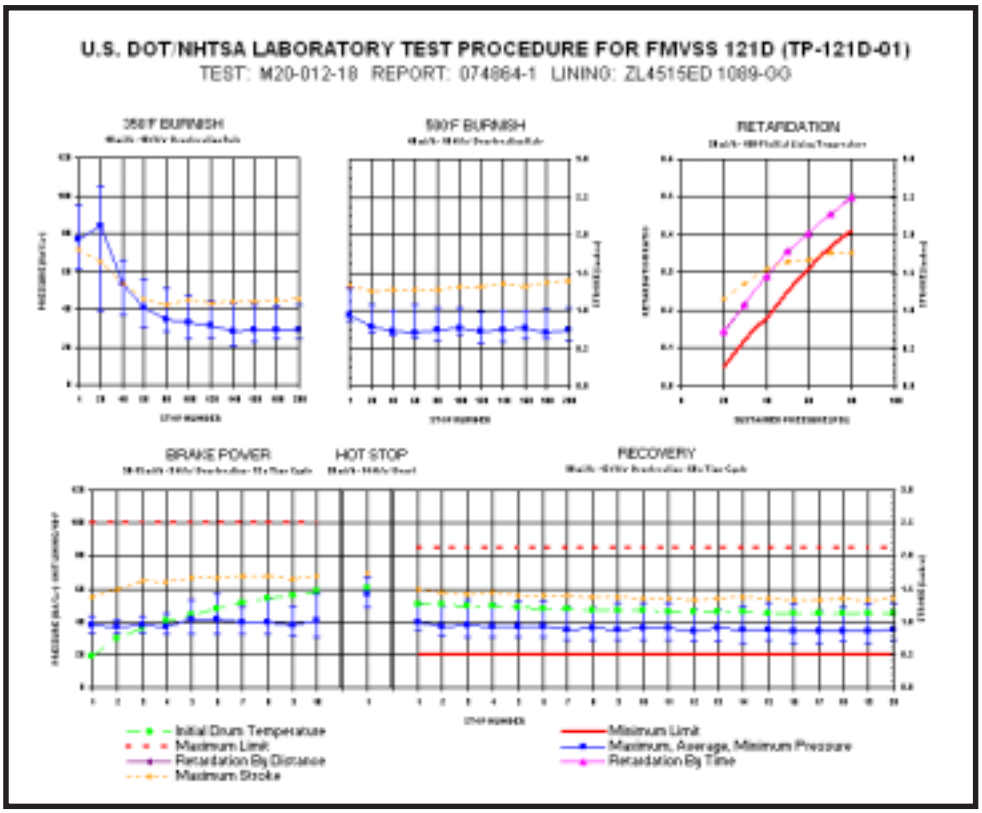
Uni-Bond UBB880 Brake Lining FF GAWR 23,000 *Severe Service*

UBB880 is the solution for severe service applications where drum wear, and noise have been a problem. UBB880 compound characteristics combine the strength of aramid fiber, brass, and fibers that make UBB880 one of the strongest braking formulations on the market today. UBB880 can substantially reduce drum wear and increase mileage between brake maintenance, while providing positive stopping power.



U.A. DOT/NHTSA
TEST PROCEDURE FOR
FMVSS121D
AIR BRAKE SYSTEMS
DYNAMOMETER (TP-121D-01)
(09 May 1990)
Client: Uni-Bond Brake, Inc.
Brake: Meritor "QP"
Lining Code: ZL4515ED 1089GG
Product Code: UBB880
Test No. M20-012-18
Date: 18 July 2007

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