



Tru-Stop® Utility Brakes

THE TRU-STOP AIR-COOLED DISC BRAKES SERVE YOU BETTER 3 WAYS:

1. **Emergencies** – Tru-Stop® brakes operate on the drive shaft...serve as a completely separate, independent braking system. In cases of service brake failure, they supply the stopping power the driver needs to stop safely.
2. **Parking** – According to the Interstate Commerce Commission, the majority of parking brake accidents are due to insufficient braking capacity. The surplus braking capacity built into Tru-Stop® brakes eliminates this cause of accidents.
3. **Auxiliary Braking** – All drivers occasionally use their hand brake to augment their service brakes. Tru-Stop® Brakes have the extra stopping power to serve in this way – repeatedly – whenever the need arises.

TRAILERS · TRUCKS · TRACTORS · BUSES – TRUE-STOP BRAKE-EQUIPPED VEHICLES ARE SAFER 3 WAYS:

1. With Tru-Stop®, they have a completely independent, surplus capacity braking system always in reserve.
2. When parking with the Tru-Stop® brake, no further movement is possible until the Tru-Stop® actuating lever is released.
3. Surplus braking capacity, for either slowing down or bringing the vehicle to a dead stop, is always immediately at hand...for auxiliary use or for instant application in emergencies.

YOUR TRU-STOP HAND BRAKE IS A MAJOR SAFETY FACTOR:

Simply in terms of horsepower required, vehicular braking systems have to work more than 4 times harder than the engine. Even in the lower speed ranges, it takes 80 horsepower to accelerate to 20 mph and 350 horsepower to stop a vehicle moving at this rate within the required distance. Whether you use your hand brake for slowing down, stopping or staying stopped, the surplus braking capacity built into every Tru-Stop® brake unit is a safety factor you can't afford to be without.

TRU-STOP DELIVERS CONTROLLED UNIFORM BRAKING PRESSURE:

When operated, the drive shaft-mounted disc of the Tru-Stop® brake is "squeezed" to a stop by the flat surfaces of the shoes. Pressure applied is in direct proportion to the pull exerted by the driver on the brake handle. Since there can never be any self-energizing, Tru-Stop® brake delivers smoother,

safer stops. Also, “over braking” is avoided because the driver is in complete control. Brake linings last longer, too – which is still another Tru-Stop® brake benefit that saves you time and money.

DRUM-TYPE BRAKES LOCK IN FRICTION-GENERATED HEAT:

The efficiency of any brake depends on the amount of friction-generated heat it throws off and dissipates harmlessly into the outer air. Most drum-type brakes deteriorate quickly because they are more than 80% enclosed...so most of the heat created by their braking action stays locked-in under the hood to speed up destruction of the brake’s linings. In dramatic contrast, Tru-Stop® brakes are designed so that 75% of the disc is fully exposed so most of the heat is directed away from the linings. This is the major reason why Tru-Stop® brakes, with brake shoes and linings only 2/3 as large, out-perform and out-last drum-type units.

ADJUST OR RELINE IN ½-HOUR OR LESS WITHOUT DROPPING DRIVE SHAFT:

Actually, with little experience and a few simple tools, you can adjust or reline your Tru-Stop® brake in 5 to 10 minutes, at most – because you never have to drop the drive shaft.

MINIMUM DOWNTIME SAVES YOU MONEY:

Tru-Stop® brake’s total stopping power can repay your very modest initial investment in your first over-the-road emergency. After that, the minimum downtime required for maintenance just continues to save you money.

TRU-STOP® SHOES ONLY BEAR ON ¼ OF THE DISC – LEAVE ¾ OF THE SURFACE FREE TO COOL ITSELF:

Stopping a heavy vehicle within the required distance can raise the temperature in an ordinary brake to the point where it ruins the lining. Any brake’s efficiency is proportionate to its ability to throw off this intense heat.

Tru-Stop® brakes are designed to vent all that high heat away from the linings. The Tru-Stop® is air-cooled in two ways: (1) Three-quarters of its disc is fully exposed to the air even during the brake’s operation; (2) the disc’s ventilated design keeps a constant supply of cool air circulating between the disc plates.

