



EXTREME SERVICE

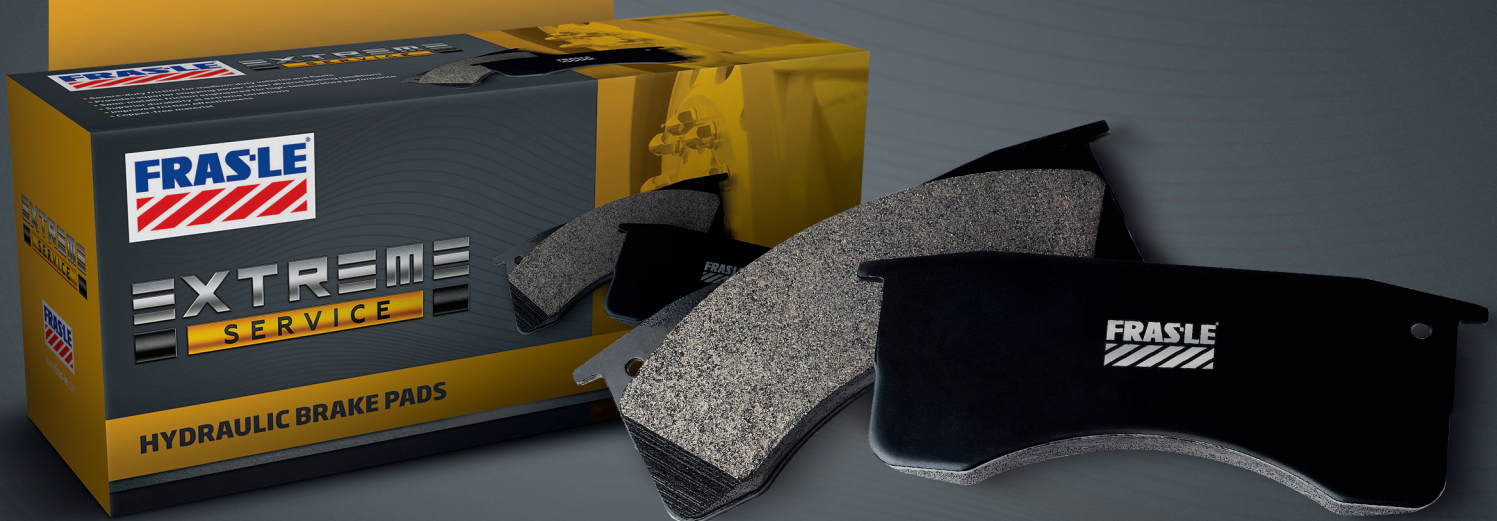
DRIVE HARDER BETWEEN REPLACEMENTS

Extreme Service brake pads are developed for work trucks and fleet vehicles such as school buses, ambulances and tow trucks. Engineered to ensure outstanding friction effectiveness, stopping power and extra-long life in extreme driving conditions. Extreme Service's copper-free material has the exceptional quality demanded by the OEMs.

**ENGINEERED, MANUFACTURED
AND PROVEN BY THE LEADERS
IN BRAKE TECHNOLOGY AND
INNOVATION**

ENGINEERED FOR SEVERE DUTY APPLICATIONS

- Severe duty friction for medium-duty vehicles and fleets
- Superior stopping power under diverse braking conditions
- Semi-Metallic friction engineered for high-temperature performance
- Superior durability at extreme conditions
- Improved friction effectiveness
- Copper-free material



Original
Equipment
Manufacturer

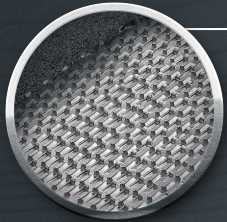


Asbestos
Free

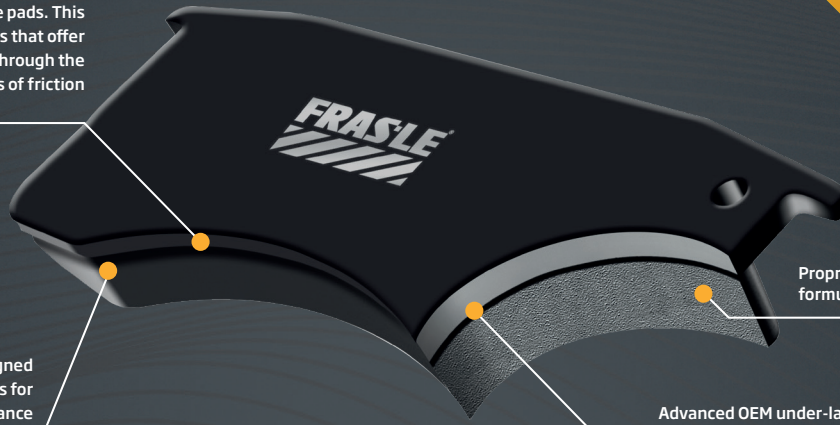


EXTREME SERVICE

Advanced MRS (mechanical retention system) for enhanced friction-to-plate bonding dramatically improving shear strength and life-cycle of brake pads. This provides you with brake pads that offer superior brake system safety through the last millimeters of friction



Precision-designed chamfers and Slots for enhanced performance



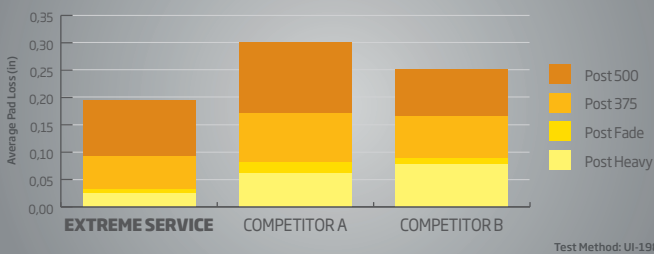
Proprietary OE-approved formulation*

Advanced OEM under-layer friction material for thermo-neutralization, enhanced adherence and noise control*

- 100% asbestos and copper-free formulations
- Powder coat finish for corrosion resistance
- Fully post cured for improved initial effectiveness*

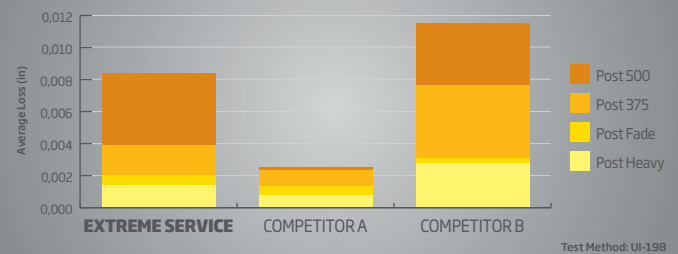
Stainless steel caliper hardware kit included*
High-temp moly lube included*
*When applicable.

PAD WEAR



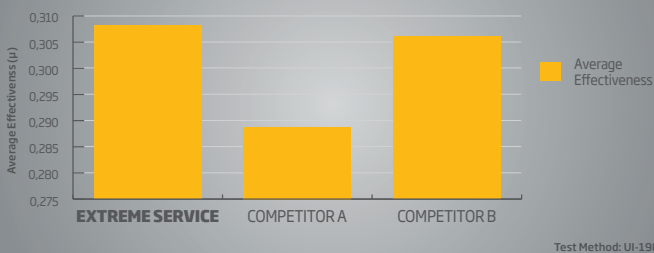
KEY NOTES:
Pad measurements taken at four points: Post Heavy effectiveness, Post Second Fade and Recovery, Post 375 Deg Wear and Post 500 Deg Wear.

ROTOR WEAR



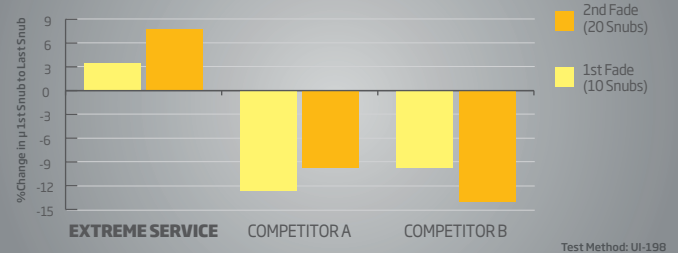
KEY NOTES:
Rotor measurements taken at four points: Post Heavy effectiveness, Post Second Fade and Recovery, Post 375 Deg Wear and Post 500 Deg Wear.

BRAKE EFFECTIVENESS



KEY NOTES:
A higher coefficient of friction generates more torque on the rotor. Data includes pre-burnish effectiveness, post burnish effectiveness; light load effectiveness, heavy load effectiveness and post fade effectiveness.

BRAKE FADE



KEY NOTES:
Calculations based on the coefficient of friction change from first snub and the last snub. Negative % change denotes a decrease in coefficient of friction i.e. Brake fade. Positive % change denotes an increase in coefficient of friction. i.e. Brake fade did not occur.



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