



## Waste Market Specialty Brakes

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Since 1956, MGM Brakes has been the leader in specialty brake chambers. Our first brake chamber was designed out of sheer necessity, when heavy, over-the-road vehicles, lacking a reliable air brake system safety device, experienced air system failures that occasionally resulted in a runaway vehicle. As an industry leader, MGM Brakes develops actuators designed to address the operational requirements of all segments of the transportation industry; from over-the-road long haul trucking, to the rigors of vocational fleet operations, to the demands of the transit industry and the U.S. military tactical wheeled vehicles. When maintaining commercial vehicle brakes, a refuse fleet's concerns are different than an over-the-road fleet. An over-the-road truck can make a dozen heavy brake applications a day whereas a refuse truck can make 200-300 heavy brake applications daily. This is why we suggest a refuse fleet use a severe service spring brake chamber as it insures safety and reliability.

### MGM Severe Service Brake Chambers

All MGM double diaphragm chambers are manufactured with heavy duty steel NPCs (non-pressure housing) and even sturdier six gauge steel on all type 36 chamber NPC housings. Refuse trucks and trailers accumulate a corrosive solution during the collection process. This liquid is often referred to as leachate, a highly corrosive liquid known to erode brake chambers and truck frame rails. Our epoxy coating and patented corrosion fighter technology make MGM the best choice for the refuse environment by reducing the effects of corrosion. All severe service brake chambers designed for the refuse market also include a hybrid neoprene diaphragm which is resistant to oil contamination versus using a natural rubber diaphragm that may not withstand this harsh environment. Severe service chambers come with breather tube technology, which prevents the chamber from ingesting contaminants from the atmosphere. All these features combined provide longer service life when compared to a conventional brake chamber.

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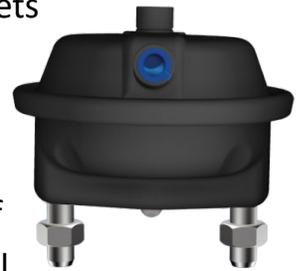
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### Why Neoprene Diaphragms for Waste Trucks

MGM Brakes manufactures service chambers and spring brakes with neoprene diaphragms for severe applications where petroleum saturated contaminants remain in the air system for extended periods of time. Neoprene diaphragms have proven to be more durable in an oil contaminated air system. These diaphragms are manufactured from a combination of materials that provides superior strength, flexibility, and resistance. Neoprene diaphragms are an excellent choice when an air system is prone to harsh conditions. The refuse industry has depended on the use of neoprene diaphragms for longer chamber life.

### Air Disc Chambers in the Refuse Market

Since the introduction of air disc brakes, some of the largest refuse fleets have made a commitment to standardize their fleets with air disc brakes when buying new trucks and trailers. These new vehicles are having considerable success increasing their maintenance cycles and decreasing brake maintenance costs. The time and cost savings of having to change a set of brake pads versus replacing the traditional brake shoes and drums, makes the air disc brakes more desirable to fleet owners. Fleets are finding this a much more efficient use of time and money.



A down side to air disc brakes is the lack of visual inspection that can be done without pulling the wheels off. Since the introduction of air disc brakes, electronic brake monitoring systems like e-STROKE® from MGM Brakes provides an advantage for new fleets using air disc brakes when a visual inspection is not possible. e-STROKE® provides a safety net which has helped to make air disc brakes an increasingly popular decision when a new truck is specified. Air disc brakes mount directly to the caliper. Its push-rod has a ball end that activates a lever which engages the pads to the rotor. Air disc brakes are double diaphragm or piston style chambers for the rear axles and service chambers for the steer axle. They are available in standard or long stroke and with metric or SAE ports.

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### Welded Yoke Chambers in the Refuse Industry

Welded yoke brake chambers have been widely used on trucks and trailers in the refuse industry for the past several years. Fleets understand using brake chambers that feature a welded yoke assures accuracy on every brake operation. Welded yoke chambers are application specific and using the correct welded yoke brake chamber is crucial for proper



brake application. Besides maintaining OEM specified accuracy using welded yokes saves valuable labor time. It is highly recommended that if a welded yoke chamber is removed from a vehicle it should be replaced with a welded yoke chamber. Actuators with shorter piston rod lengths (less than 2.25" housing to yoke pin) should use a welded yoke to provide adequate clearance by eliminating the jam nut. Consequently, if a replacement unit with a universal threaded rod (cut-to-fit) is used, the jam nut will hit the non-pressure housing (mounting base)

preventing the chamber from fully retracting. MGM welded yoke brake chambers are available only with a 1.30" hole spacing for use with a two pin yoke slack adjusters. If the vehicle OE yoke has a measurement other than 1.30", MGM Brakes welded yoke chamber cannot be used. If a truck uses a single pin slack adjuster, they can use a welded yoke chamber leaving the ¼ inch pin hole vacant for proper brake operation.

### Conclusion

Heat is always an issue with refuse vehicles because of the constant starting and stopping. Brakes are often replaced in weeks, not months. The refuse industry remains very safety conscience and understands the importance of using a premium brake chamber. Brake chambers engage the entire foundation brakes when applied and using premium brake chambers enables fleets to obtain the best cost-per-mile.