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Air disc brakes: The next stage

Sean Kilcarr

"Look at today's safety systems and things like platooning and autonomous vehicles," says Jon Morrison, president of the Americas for Wabco Holdings Inc. "You must look at the foundation those technologies are based upon and that's the braking system. ADBs can deliver a tremendous amount of consistency in terms of performance and stopping distance, which is something those systems need.

"It's not just about stopping in 210 to 220 ft.; it's about better brake torque output, eliminating brake fade, and controlling brake temperature better," he adds.

Morrison points out that when it comes to operations such as platooning, trucks are operating about 50 ft. apart.



"Brake performance and consistency is going to be critical in making that work safely," he stresses. "And when you're talking about trucks that cost \$130,000 to \$150,000, you need to [decide if you are] going to marginalize on the brakes, especially when you are trying to keep the truck up and running longer with less downtime."

Nicole Oreskovic, product director for air disc brakes at Bendix Commercial Vehicle Systems, says the big advantage in having ADBs complement truck safety systems is that there is no fade.