



ABOUT WEBB

Effective January 1, 2015 Webb Wheel OEM is establishing an independent business which will focus exclusively on the needs of the specialty truck and vocational markets. The new Webb Wheel OEM Specialty Truck Business Unit (STBU) will be led by Adam Wiechmann.

Adam has been with Webb since 2008 when he hired into the Research and Development Group in Cullman, Alabama. Most recently he held the position of Director of Engineering and Quality for Webb Wheel OEM Trailer in Tell City, IN. Prior to Webb he was with General Motors for approximately 7 years working in various engineering positions including Validation, CAE / FEA, and Brake Development on multiple truck programs. Adam holds a Bachelor's Degree in Mechanical Engineering from the University of Minnesota, a Master's of Science in Engineering from Purdue University and a MBA from the Kelley School of Business at Indiana University.

Adam will be joined by Jim Rosema (Sales and Marketing), Brant Gayer (Operations & Purchasing), and Jenna Mitchell (Finance), all of which previously held key roles within Webb Wheel OEM Trailer.

The new STBU has been certified to TS16949:2009 and is committed to be quality and innovation focused as it strives to expand and release new designs within these select markets. The company has solid partnerships in place with industry leading truck manufactures, and will continue to develop those partnerships through dedicated post-sales support and providing proven quality designs which cover hub, rotor and drum applications. As part of Marmon Highway Technologies, a Berkshire Hathaway Company, the STBU will have the resources necessary to follow through on these commitments and live up to the historical benchmark set by Webb Wheel's decades of excellent service to the industry.



Extending Brake Drum Life Under New Stopping Distance Rule Guidelines

In 2011, the National Highway Traffic Safety Administration (NHTSA) implemented a modification to the FMVSS 121 stopping distance standard for the heavy trucking industry which stated that heavy trucks needed to improve their stopping distance by 30%. Industry vehicle and brake manufacturers put forth multiple solutions which were able to meet all new requirements. One solution involved moving to a new foundation brake system, the other involved a modification to the existing foundation brake design with friction couple optimization. This solution gave fleets a way to use known and existing technology to improve stopping performance with minimal added cost. In some cases, the newer friction linings resulted in foundation brakes running at higher temperatures. This coupled with the use by some fleets of trailer aerodynamic side skirts, which pushes air away from the braking system, cooler running foundation brakes have become paramount.

Brake drums and linings are wearable components that require periodic replacement over the life of a truck or trailer. Drums wear better at cooler temperatures. Webb Wheel has patented the Vortex Unlimited brake drum featuring external cooling ribs that provide superior heat transfer efficiency for 10% cooler operating temperatures promoting longer brake and lining life. Additionally, the Vortex Unlimited drum incorporates a design feature providing more wearable material on the braking surface resulting in up to a 25% increase in drum life. This can be combined with an optional patent-pending wear indicator that further reduces downtime by taking the guess work out of repairs because it provides a visual indicator of the remaining wear life without having to physically remove the drums.

All of these features improve the cost / benefit analysis and bring significant value to the end user of the Vortex Unlimited. By reducing brake drum replacement costs and vehicle downtime, most fleet applications will improve their bottom line. Webb continues to work with fleets and end users to provide products which meet this new stopping distance standard and optimize the return on investment for their specific duty cycles and applications.

See if Vortex Unlimited is right for your operation [here](#).