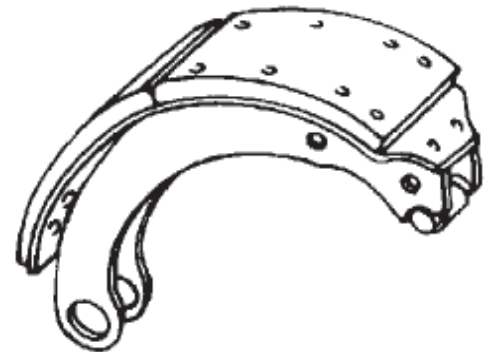


Each Super Stop remanufactured transit/coach brake shoe must meet an industry leading series of tests, inspections and tolerances before they leave our door. Super Stop remanufactured transit/coach brake shoes match up against any other shoe in the industry...even new! The result is long wearing brake shoes that meet your highest standards of performance and value for the dollar.

Steps to Remanufacturing a Better Shoe

1. Used shoes are stripped of their old lining and the shoe table is cleaned, re-blasted and de-scaled of any corrosion buildup.
2. The roller end guides are measured for wear and depth. Those not meeting the wear standards are discarded.
3. The roller end is compressed to retain the roller while in service to provide greater reliability.
4. The anchor pin-bushing journal is examined for sufficient press fit tolerance. Any shoes exhibiting damage or separation in the anchor pin-bushing journal are removed. Those not meeting the tolerances are discarded.
5. All welds on the shoe are checked. Shoes with cracks or other deterioration are discarded.
6. The shoe webs are inspected for separation and parallelism. Good shoes are kept and the bad ones are removed from service.
7. The shoe table is measured to within a thousandth of an inch for thickness. Shoes out of tolerance are destroyed.
8. Shoes receive a new protective, corrosion-resistant finish and are allowed to dry.
9. Brand new anchor pin bushings are sized to Super Stop's exact specifications.
10. The shoes are analyzed and corrected for stretch by our computer controlled shoe-reforming machine to meet the original OEM specification.
11. B-Lock is placed on the shoe to prevent rust, shock and noise that may be caused by braking action.
12. New lining of your specification is then riveted to the shoe with corrosion resistant zinc yellow dichromate plated steel rivets.
13. The shoe and lining clearance are inspected.



ABS Components

Air Bags

Air Components

Air Compressors

Air Dryers

Air Valves

Alternators & Starters

Antifreeze

Backup Alarms

Batteries

Bearings

Brake Block

Brake Chambers

Brake Drums

Brake Hardware

Brake Foundation Parts

Calipers

Clutches

Exhaust**F**an Belts

Fan Clutches

Filters

Hose & Fittings

Hubometers

Hydraulic Brake Parts

L.E.D. Lighting

Lighting & Electrical Components

Lubricants

Rims & Wheels

Rotors

Seal Beams

Shock Absorbers

Shutterstats

Stack Adjusters

Steering Boxes

Super Stop Transit Shoes

U-Joints & Drive Line Parts**W**heel Seals

Wheel Hardware

Remanufactured Products

Air Components

Air Compressors

Air Dryers

Air Valves

Alternators & Starters

Calipers

Clutches

Fan Belts

Steering Boxes

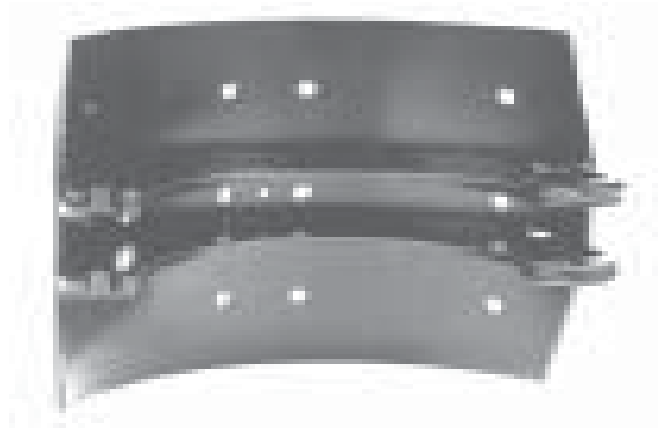
Super Stop Transit Shoes

FORT GARRY INDUSTRIES

Since 1992, Fort Garry Industries has evolved into a reliable and trusted major vendor to the Transit Industry. Our commitment to carrying only the highest quality products and services has helped ensure the safe transport of passengers in your city, town and across Canada.

Fort Garry Industries was founded on the support of its many customers, on the efforts of its employees and suppliers. Our ongoing desire to meet the ever-changing needs of the transit industry will ensure continued prosperity for both our customers and our company well into the future. We look proudly towards our mission of being the high-value, low-cost, hassle-free supplier of choice for quality products to our customers; and it's a pride that shows.

LEADING THE WAY IN PERFORMANCE



The lining of Super Stop's rebuilt transit/coach brake shoes are fastened with corrosion resistant 3/8" zinc yellow dichromate plated steel rivets. These provide a much stronger bond than the brass bolts used on other shoes.

During Super Stop's rebuilding process, the rivets are applied to the shoes and lining at an exact optimum pressure. Bolted shoes, on the other hand, are torqued down to within an "acceptable" range of 18' to 22' lbs.

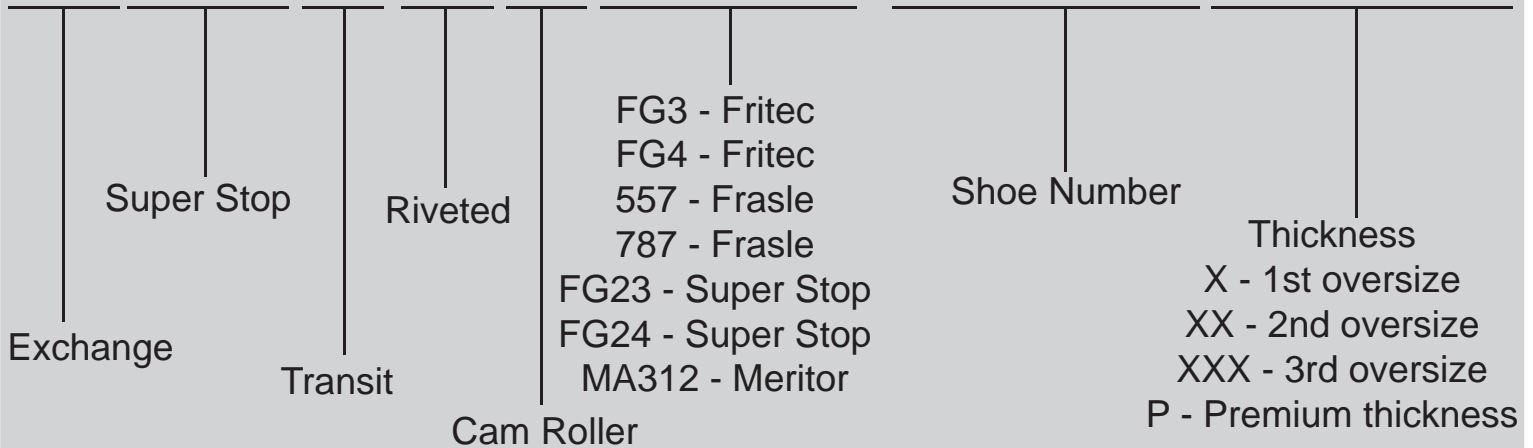
When subjected to repeated "hot stops", riveted shoes have the unique ability to maintain the tension between the brake shoe and the lining. Under the same conditions, bolted shoes "ease up" and can reduce the bolt down torque by as much as 36%.

When brake bolt torque is lost, the shoe and the lining create harmonics, which could result in and cause brake squeal. The tighter shoe-to-lining contact of the riveted shoe keeps the lining rigid and could reduce these problems. In addition, the tighter bond helps prevent moisture from seeping in between the surfaces of the shoe and the lining where corrosion damage often occurs.

*Don't settle for less than full performance from your next set of brake shoes.
Specify dependable Super Stop riveted transit/coach brake shoes!*

How to read Super Stop Transit/Coach Brake Shoe Part Numbers

XSSTRCFG31157XXX



AVAILABLE BRAKE BLOCK LINING TYPES

Series 57, 87

Frasle

Series FG3, FG4

by Fritec

FG23, FG24

per Stop

557, 787

manufactured by

manufactured

manufactured by Su-

A remanufactured *SUPER STOP* brake shoe provides a solid foundation for your brake system, ensuring a good fit between the lining and the shoe, which helps to maximize lining wear and reduce cost. The *SUPER STOP* remanufacturing process returns a brake shoe to OE tolerances, providing the quality you demand while saving you money.

SUPER STOP benefits

- Provide an OE quality shoe for less cost than a new shoe
- Coining process corrects shoe radius, dimension and flatness problems
(prevents lining cracking and extends lining life)
- Environmentally tested paint prevents rust and extends shoe life
- Semi-automated riveting machine ensures correct lining attachment and tightness
- Electronic designed reforming machine returns stretched shoes to OE dimensions



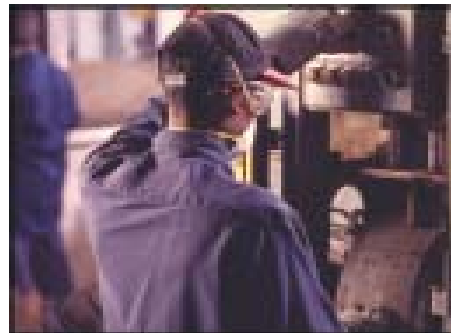
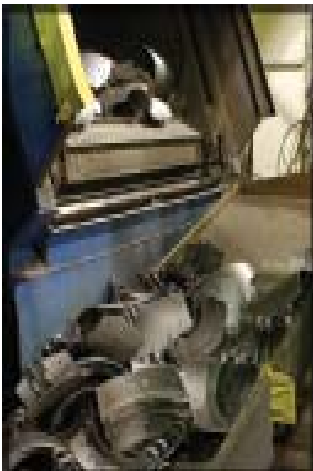
WASHING

Before any shoe is handled, it undergoes a complete washing process to remove the oil, grease and residue collected from previous use.

The pull-through cleaning system uses three hundred (300) jet nozzles spraying water at 185 degrees Fahrenheit, without the addition of any chemicals, to remove the debris.

DELINING

SUPER STOP utilizes an automated and semi-automated operation to remove the old lining from the shoe and prepare it for the next step in the process.



SHOT BLASTING

Following removal of the lining each shoe receives extensive shot blasting to completely clean and prepare it for remanufacturing. The Wheelabrator Blaster was purchased in 2003 to increase the blasting process. Total blasting time: eight (8) minutes for one hundred and thirty

COINING

Our 1500-ton coining press corrects imperfections to the shoe's table radius and flatness, as well as any twisting or general distortion. Coining leaves lines that run from the cam to the anchor end. These lines install new memory to the table of the shoe ensuring that it will not convert back to its former shape.



PROTECTIVE COATING

Our semi-gloss, black paint has been specially tested to withstand hours of salt spray, protecting your shoe from any re-emergence of rust. Each shoe is manually dipped into a rust-inhibiting paint and is allowed to dry for one rotation on the paint line.

QUALITY CONTROL

Each shoe is inspected for rust, elongated rivet holes, and roller and anchor wear. Our Quality Control inspections, which are done throughout the remanufacturing process, are documented and kept on file.



RELINING

The *SUPER STOP* remanufacturing process is about providing a solid brake foundation, the brake shoe. We take relining shoes to the next level for our customers by attaching the brake lining of choice to their shoe. The result is an OE quality relined brake shoe ready for installation.

RIVETING

Our riveting machines are capable of doing 8 mm, 10 mm, 3/8" and 1/4" rivets. These machines are able to accommodate for differences in table thickness. Each machine has an automatic rivet feed to ensure that rivets are properly fed into the shoe. Our semi-automated riveting operation produces over one thousand (1000) shoes a day. This highly efficient process provides excellent quality control and ensures tight, secure attachment of lining to shoe.

There is a difference among brake reliners...

Only *SUPER STOP* provides a complete remanufacturing process. During our twenty-two (22) years of remanufacturing shoes, we've developed a loyal customer following who have come to rely on our quality and dependability.