

Kodiak Corrosion Protection Options

Corrosion resistance is important on all types of trailers and is a major consideration in salt water or other corrosive environments.

Kodiak pioneered the use of brass fittings, stainless steel guide bolts and sleeves, and stainless steel pistons in trailer disc brake calipers.

Kodiak rotors are offered with an automotive finish (as machined), E-Coated, Dacromet Coated and Stainless Steel (not available in integral hub/rotors).

At a minimum, all Kodiak caliper castings and caliper mounting brackets are e-coated with options for dacromet coated, KodaGuard or an all stainless steel product.

Note: On a stainless steel caliper, all parts are stainless steel except for the fittings, which are brass and the backing plate on the friction pads are stainless steel too.



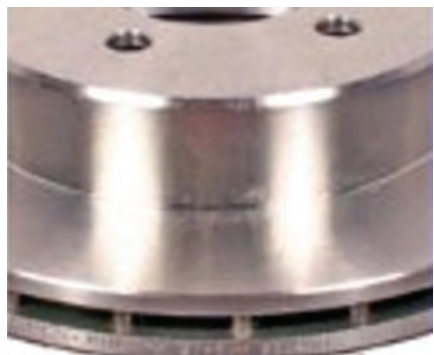
The standard automotive finish offers the least protection (i.e. during a standard salt spray test, rust will begin forming in less than 10 hours).



E-coating offers the best value of protection for over the road use and for fresh water marine (or limited salt water) applications (i.e. during a standard salt water spray test, rust will begin forming between 250 and 350 hours).



Dacromet coating offers the best value of protection for salt water applications (i.e. during a standard salt spray test, rust will begin forming between 300 and 400 hours).



All stainless steel offers the ultimate corrosion protection in salt water marine applications (zero adverse effects due to salt water corrosion).



KodaGuard is a new milestone in corrosion protection for the trailer brake industry. This patented technology bridges the gap in corrosion protection between dacromet coating (maximum expected results = approximately 600-800 salt spray hours per ASTM B117) and stainless steel (zero adverse effects due to salt water corrosion). Samples exceed 2000 hours salt spray test with only minor evidence of red rust.