BOEING 787 DREAMLINER
ELECTRIC BRAKE

Thirty years after introducing carbon brakes on commercial jets, and now the market leader, Safran Landing Systems brings electric brake technology to airframers and airlines alike. Electric brakes are now available on the Boeing 787 Dreamliner.

ADVANTAGES OF ELECTRIC BRAKES

"Plug and Play": because electricity replaces traditional hydraulic lines, electric brakes are easier to install and maintain.

"smart" features to facilitate airline operations: continuous, real-time measurement of carbon disk wear, readings displayed in the cockpit, etc.

SAFRAN LANDING SYSTEMS ELECTRIC BRAKE: A COMPETITIVE EDGE

Lighter than its competitor: reduced weight while maintaining excellent thermal capacity.

Better brake reliability

> Zero load sensors
> Low sensitivity to Foreign Object Damage
> All stators fitted with steel clips

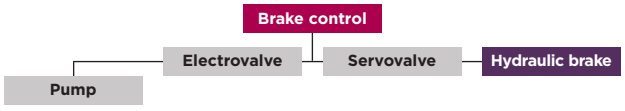
Simplified maintenance: electric motor and actuators are independent (LRUs) and can be removed separately.

Longer brake life: an optimized brake configuration (4 rotor on 787-8, 5 rotor on 787-9) combined with Sepcarb® III OR (Oxidation Resistant), enhanced with a new 'Anoxy66®' anti-oxidation coating for better protection from deicing products.

Worldwide support: a dedicated Safran Landing Systems avionics repair network to handle electronics (EBAC) maintenance:

> in Dallas for the American market;
> in Singapore for Asia-Pacific; and
> in Massy, near Paris, for Europe, the Middle East and Africa.

HYDRAULIC BRAKE



Electric brake

*Electric Brake Actuator Controller (EBAC)

GREENER TECHNOLOGIES

Safran Landing Systems is fully committed to the production of environmentally-responsible wheels and brakes, including:

> reduced CO2 emissions and fuel savings, thanks to weight optimization of up to 181 lbs (82Kgs) per 787-8 aircraft and 235 lbs (107Kgs) per 787-9 aircraft;
> the system itself, which is 100% cadmium-free, chromium-free, beryllium-free (silicon bronze brake bushings) and asbestos-free (stainless steel or titanium insulation);
> the production process for wheels and brakes: solvent-free (water-based paint topcoat, low-volatile organic compound primer), no chlorofluorocarbons or halons used anywhere in the manufacturing process, including by suppliers.

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