



Bridges with our Ultra high-wear coating run seven times longer than our standard bridge.

ACME Brick runs 30 million+ SBE on a single bridge with Steele high-wear coating

With stiff extrusion firmly established as the optimal technology for SBE production, our engineers have begun looking at shaping specific hard-to-handle raw materials.

One area of focus is bridges, which handle the continuous abrasion of clay, shale and blends with high sand content, all extruded under pressure. We determined that a coating would extend bridge service life — when our new Ultra high-wear coating performed well in lab tests, we offered it to ACME Brick Co.'s Ouachita plant to assess its performance in the field.

THE PROBLEM —

Shaping a material that accelerates parts wear

ACME Ouachita runs an average of 75 million brick per year, made with a blend of multiple shales and clays. A standard coated bridge extrudes about 4.6 million SBE, or 515 cars, over three weeks before it needs to be replaced.

The ACME mix of shale and clay generates significant abrasion on bridges and pins. The multiple products made cause varying degrees of wear, but each product saw increased wear life with the Ultra high-wear coating.



“30 million bricks on a single core bridge has **never been done by any brick company, ever.** And that bridge was ready to re-use with new stems and sleeves, as the backbone was intact.”

— **Nic Best** | Production Supervisor
ACME Brick Co. | Ouachita, Arkansas



THE SOLUTION –
A coated bridge that lasts seven times longer

Successful production validated our engineering. The ACME Ouachita plant ran over 30 million bricks on a single bridge with our Ultra high-wear coating –seven times longer than typical runs with our standard bridge.

A new coated bridge on the left, ready to replace the worn bridge with 30 million-plus bricks on it, at right.



THE RESULTS –
Compare the coated and standard bridges

	Fully coated bridge	Standard bridge
Standard brick equivalent	30,150,817	4,595,345
Cars	3,379	515
Week run time	21	3

**7:1 wear difference saved 7 hours of downtime,
enough time to produce an additional 21 cars or 187,383 SBE.**

THE CONCLUSION –

If your plant runs abrasive materials, then you should consider a new Steele fully coated bridge. We engineer high-wear coatings for your specific materials and the coating configuration is fully customizable (we can apply the coating to the entire bridge or a specific area based on your production requirements).

To determine the best high-wear coating for your plant, talk to your Steele representative.



Steele Extreme high-wear coating for bridges.



Learn more about the types of high-wear coating we offer at www.jcsteele.com.
For more information, contact J.C. Steele & Sons at info@jcsteele.com.