



The SPIKE XT has 2 different ski brake designs: the older 'TOEBOX' activated ski brake, and the more recent 'BOOT' activated ski brake.

The 'TOEBOX' activated ski brake was originally designed for the 3 pin step-in Telebulldog binding. It deploys when the toe box of the binding is open, and retracts when the toe box is closed. It is designed so that the toe box of the binding is supported in the open position, therefore it is easier to step into the bindings with this design. The problem with the 'TOEBOX' activated ski brake is that if you inadvertently come out of your bindings and the toe box is locked down, the ski brake remains retracted and you can have a runaway ski.

The 'BOOT' activated ski brake is a significant improvement in safety for lift service skiing; and a design milestone for the SPIKE binding. It retracts from pressure applied by the sole of the ski boot via a pivoting ski brake actuator plate built into the base of the binding. The ski brake deploys whenever the boot is removed from the binding. In this case the toe box is not supported by the ski brake and the toe box has to be manually placed in the correct position to step into the bindings. This is a trade off for the improved safety. If your ski comes off in a high speed crash on the slopes, the 'BOOT' activated ski brake will deploy as soon as the boot leaves the binding whether the toe box is locked down or not.

My recommendation regarding which design to use depends on the type of skiing you plan to do with the bindings. If you tend to be conservative and ski at low speeds, and like the convenience of easier step-in (not having to bend down to adjust the angle of the toe box to step into the bindings) then I recommend 'TOEBOX' activated ski brake. Ski patrollers tend to prefer the 'TOEBOX' activated ski brake so that they can quickly step into their bindings without bending down.

If you tend to ski at higher speeds and there is a risk of losing a ski, then go with the 'BOOT' activated ski brake. SPIKE NT is only available with 'BOOT' activated ski brake since there is more chance that the ski will come off in a twisting fall with the short rounded NTN duckbill.

cheers

Louis

