



BENDIX CONTINUES ONGOING COMMITMENT TO THE IMPROVEMENT OF HIGHWAY SAFETY

For more than 75 years, Bendix Commercial Vehicle Systems LLC has been setting the industry standard for commercial vehicle air brake charging and control systems. Today, the company is applying that leadership and momentum to advanced technologies that contribute to vehicle safety.

As it continues its role as a pioneer in delivering the technologies that keep our roadways safe, Bendix urges the industry to actively participate in four key areas it has identified as vital to improved highway safety.

➤ **Exploration of incentives and regulation**

Bendix and Bendix Spicer Foundation Brake LLC – the company’s joint venture with Dana Corporation – support incentives, comprehensive testing, and mandates that lead to the adoption of the advanced technologies that help prevent accidents. **The incremental benefit of such incentives and regulations in terms of lives saved, as well as accidents and property damage prevented, is far greater than the cost of their implementation.**

Specifically, Bendix endorses the action of several members of the U.S. Congress to introduce bills offering tax incentives for the use of heavy vehicle safety technologies. The Commercial Motor Vehicle Advanced Safety Technology Tax Act of 2007 (H.R.3820) introduced in early October by Rep. Mike Thompson (D-Calif.), and supported by seven additional representatives, is a strong and necessary first step in helping make vehicle safety technologies such as full stability – available via the Bendix® ESP® Electronic Stability Program – even more affordable for today’s safety-conscious fleets. The bill has the potential to offer meaningful tax incentives to fleets and heavy vehicle operators that adopt one or more active safety-enhancing technologies currently available throughout the industry to ensure the safe operation of their heavy trucks.

Bendix also encourages proposed regulations from the National Highway Traffic Safety Administration (NHTSA) that would mandate adoption of the advanced technologies that prevent accidents. Most notably, Bendix supports a 30-percent reduction in the stopping-distance requirement for truck tractors. While large trucks operate on the same roadways as significantly lighter passenger vehicles, they may take twice as long to stop in instances of emergency braking. A December 2005 NHTSA proposal calls for a 20- to 30-percent reduction in the required stopping distance for these trucks. Bendix maintains a position that, for the sake of highway safety, the maximum – a 30-percent reduction – should be adopted, bringing trucks more in line with passenger vehicles.

It is also the position of Bendix that NHTSA should pursue a comprehensive study – now in the formative phase with the agency – of stability protection options that include both roll and directional (or yaw) stability protection for large trucks. Unlike roll-only options that function optimally on dry surfaces, full-stability systems – like Bendix ESP – not only effectively address the widest range of driving and road conditions, but also have additional sensors that enable them to recognize factors that could lead to truck rollovers and loss of control, often faster than a driver’s capability. These systems also employ higher braking forces, enabling vehicles to better mitigate circumstances that could lead to accidents. Full-stability systems typically deliver higher stability margins than roll-only systems, making them the most effective technology for helping prevent rollover.

A Bendix review of the Large Truck Crash Causation Study found that full-stability systems like ESP, which combine both roll and directional (yaw) stability control, can prevent more accidents. In turn, these systems could save more lives and reduce more injuries than roll-only systems. In NHTSA’s quest to save lives on the highway, this technology is believed to provide more impact than roll-only mitigation systems. Full stability technology is available through all major truck OEMs and is the

recommended technology for use on vocational vehicles – helping to avoid the instability that can be induced when a roll-only system is activated on a slick surface.

Full-stability systems not only can instantly apply the brake pressure necessary to help mitigate the incident, but they also close the throttle to speeds within acceptable safety margins. Consideration of, and a potential mandate for, full-stability systems for heavy vehicles would be consistent with the precedent that was set when new regulations were announced in September 2006. The new regulations require electronic stability control for passenger cars, multipurpose passenger vehicles, trucks, and buses with a gross vehicle weight rating of 10,000 pounds or less.

➤ **Engagement of the insurance industry**

Industry estimates show that large-truck accidents involving injury can cost an average of more than \$200,000 per event, while those involving fatalities result in an average of more than \$3 million. The insurance industry can play a key role in preventing accidents and driving down these costs. **By using educational programs, premium discounts, and even incentives, insurance companies can encourage their policyholders to incorporate advanced safety and accident mitigation technologies in their commercial vehicles.** Bendix provides an educational forum for insurance companies to learn about such technologies through an extension of its Ride and Drive events. Started in 2005, dozens of Bendix Ride and Drives are held each year across North America, delivering important safety information and demonstrations to thousands of industry leaders, fleets, drivers, and even representatives from the insurance industry. The events include educational sessions and hands-on demonstration opportunities that enable participants to see and experience, firsthand, the impact Bendix active safety technologies can have on highway safety and, ultimately, incident costs. Events such as the Bendix Ride and Drive are critical to building awareness of safety technologies with underwriters and others in the insurance industry. They also foster an understanding of the potential value of the technologies when assessing risk and premiums for fleets that adopt the technologies in their operations.

➤ **Support of driver education, technician training, and problem identification**

More frequent and continuous education and awareness programming can help identify and correct brake issues throughout the year, helping to prevent brake-related accidents. **Bendix supports events such as Brake Safety Awareness Week, an annual initiative sponsored by the Commercial Vehicle Safety Alliance that helps improve highway safety by identifying potential brake performance issues and educating drivers about the importance of regular brake maintenance.**

Bendix offers ongoing, expert technical support, as well as a variety of educational opportunities for the commercial vehicle industry. Because easy-to-use tools and good diagnostic information are integral to putting safe vehicles on the road, Bendix offers a variety of approaches that help technicians identify and implement braking system repair needs in a timely fashion. Examples include: Bendix[®] ACom[™] diagnostic software, which is available free via the Internet, and the Bendix[®] RDU (Remote Diagnostic Unit), which plugs into the vehicle communication port and quickly identifies brake system default codes.

The company also offers a diverse menu of Web- and CD-based options, as well as hands-on, in-person training opportunities, including classroom lectures, cutaways, and visual aids that are intended to demonstrate the components and related systems of the company's safety technology. Bendix even offers a portable foundation brake training module that enables safety-conscious fleets and owner-operators to provide on-site training anytime, anywhere.

Through online instruction, advanced diagnostics, easy-to-use tools, and the availability of comprehensive air and foundation brake training clinics and schools, Bendix provides commercial fleets, technicians, and drivers with the tools they need to ensure safe operation through assessment, maintenance, and repair.

➤ **Development of advanced safety technologies**

Bendix develops the heavy-truck safety technologies that can dramatically enhance highway safety. Continued investment in the development of such technologies will ensure the future safety of our roadways. **Investing in the development of technologies such as antilock braking systems and electronic stability control ensures they become the basis of future technologies. These future**

technologies, such as adaptive cruise control, provide new ways to mitigate accidents and improve safety on our roadways.

Bendix® brand air disc brakes deliver significantly shorter stopping distances for commercial vehicles – 213 feet for vehicles equipped with all air disc brakes compared with today’s required 355 feet for heavy trucks – for increased safety and greater stability during emergency braking. Bendix brand air disc brakes deliver significantly shorter stopping distances for increased safety and greater stability during stops.

Bendix® Adaptive Cruise Control (ACC) – ready for launch in 2008 – enables safer operation. The system uses throttle reduction, engine retarder, and brake application to decelerate the vehicle and maintain a set following distance. This system can help mitigate rear-end collisions on the highway, particularly if drivers are momentarily distracted and the lead vehicle suddenly slows.

Government studies report that more than 80,000 fatal and injury-related crashes involving large trucks occurred in 2005, the most recent year for which data are available. The Bendix® ESP® stability system – now widely available on both over-the-road and vocational vehicles such as cement mixers – has the potential to prevent many of the crashes that involve loss of control, jackknifing, or rollover by addressing both roll and directional stability situations. The Bendix ESP stability system is the first and only ABS-based system to deliver full stability, both roll and yaw, assisting drivers in maintaining control of their vehicles in the widest variety of driving situations and road conditions, including dry pavement, wet or slippery pavement, snow, and ice. Active safety technologies such as the Bendix ESP stability system provide highly cost-effective means to mitigate accidents, resulting in tangible cost-per-mile savings as a return on investment. This technology is also key to the safe implementation of future technologies, such as Bendix Adaptive Cruise Control mentioned in the previous paragraph. Bendix ESP stability technology helps ensure vehicle stability when brakes are automatically, and properly, applied on wet, snow, or ice-covered surfaces.

In addition to its continued leadership in the development of advanced safety technologies, Bendix is also committed to ensuring the safety of such technologies by leading the battle against counterfeit and knockoff parts. Bendix urges its industry partners to join this fight. As the commercial vehicle industry experiences greater globalization, it will also continue to experience the proliferation of knock-off and counterfeit components. The appeal of these lower-priced options drives some buyers to consider alternatives to genuine products, while others are unwittingly misled by distribution outlets seeking to make a greater profit. Bendix encourages the industry to participate in opportunities to increase awareness and educate the market about the impact of counterfeit and knock-off parts. Such parts can threaten the safety of our highways – they do not undergo the rigorous testing and quality assurance of their genuine counterparts and do not offer the same level of performance reliability. The company’s genuine Bendix initiative employs an aggressive strategy to address the consequences associated with counterfeit and knockoff parts. The program is based on three-pronged approach, including extensive education and outreach, rigorous intellectual property protection, and the enforcement of patents and trademarks.

“Bendix has always been a leader in the commercial vehicle industry,” said Joe McAleese, Bendix president and CEO. “Our primary focus is to deliver cost-effective solutions that make the roadways safer. Through continued partnership and a commitment to regulation, technology, and education, we can truly have a significant impact on highway safety. We encourage our industry partners to join us in these efforts. Together, we can save lives.”

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