Bendix Spicer
Foundation Brake LLC
A Bendix CVS and Dana Joint Venture

News Release

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BENDIX EQUIPS COMMERCIAL VEHICLE INDUSTRY FOR SECOND PHASE OF REDUCED STOPPING DISTANCE REGULATIONS

Engineering Advancements and Improved Components Yield Shorter Stops

ELYRIA, Ohio – March 20, 2013 – As manufacturers, fleets, and drivers face the August 2013 implementation of phase two of the new federal rules requiring shorter stopping distances, Bendix Spicer Foundation Brake LLC (BSFB) continues to lead the way in advancing brake technologies to meet the new highway safety standards.

BSFB has continued its work with original equipment companies, industry suppliers, and customers to support compliance with the National Highway Traffic Safety Administration (NHTSA) mandate of significant reductions in stopping distance. Created to improve safety, avoid highway fatalities, and reduce the number of rear-end collisions, phase one of the Reduced Stopping Distance (RSD) mandate took effect in August 2011 for new three-axle tractors with Gross Vehicle Weight Ratings (GVWRs) up to 59,600 lbs. Phase two of the mandate, aimed at tractors with two axles, as well as severe service tractors with GVWRs above 59,600 lbs., begins August 1.

“We have always been strong supporters of efforts to make our highways safer,” said Aaron Schwass, BSFB vice president and general manager. “From the outset of the RSD development project through the launch of this final phase, we have continued an agenda of comprehensive testing and ongoing dialogues with our OEM customers, fleets, and end-users to develop and deliver the most effective and efficient braking technologies possible.”

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To meet RSD phase two requirements, BSFB built on advancements developed to meet the first phase. The advancements for phase one included expanded use of air disc brakes, as well as drum brakes featuring higher performing friction with reduced fade, bronze bushings, and heat-treated camshafts.

BSFB solutions for phase two emphasize a further increase in air disc brake usage and drum brakes designed with additional technologies. In anticipation of phase two requirements, BSFB engineers created entirely new, more robust testing profiles, extending their computer modeling capabilities based on the range of vehicles affected. For example, heavier vehicles with short wheelbases require heavier brakes on both the steer and driving axles. As a result, new brake offerings will include larger chambers and higher performance friction material on drive axles.

“Although we were challenged by the short time frame since the implementation of phase one, we created comprehensive computer models, correlating their accuracy with actual test vehicle results for each of the vehicle types impacted by phase two. As a result, we are now in the best position ever to simulate the real-world performance through computer modeling of commercial vehicle brake systems,” Schwass said.

Because RSD phase two will affect heavier vehicles and those with a wider variety of axle arrangements, BSFB has engineered friction materials that provide more brake torque to both steer and drive axle brakes.

These improvements also underscore the importance of replacing high performance friction with like-for-like OE materials.

“We work hand in hand with vehicle manufacturers by reviewing test data from the road, the test track, and the engineering labs, ensuring that fleets can depend on the enhanced performance of our newest RSD-compliant braking systems,” said Gary Ganaway, BSFB director of marketing and global customer solutions. “Each OE solution can be slightly different. That’s why it is critical that we work closely with each vehicle manufacturer to ensure that we have a braking system they can integrate well into their specific vehicle architecture. This includes brake sizes, friction material, and air management, as well as ABS systems.”

BSFB also moved beyond simply providing more stopping power to meet the RSD mandate, ensuring that its improved braking systems continue to address day-to-day drivability issues for affected vehicles. “It’s just one part of our solid commitment to deliver total lower cost of ownership, safety, and performance – critical aspects for any fleet operation,” Ganaway noted.

"From our early-stage involvement with OEs and suppliers to our industry-leading post-sales support and technician training programs, Bendix is proud to help drive the commercial industry toward better vehicles and safer highways for everyone," Schwass said.

For more information about BSFB air disc and foundation drum brakes, call 1-800-AIR-BRAKE or visit www.foundationbrakes.com.

About Bendix Spicer Foundation Brake LLC

Bendix Spicer Foundation Brake LLC combines and expands the complementary wheel-end foundation brake technologies of two global leaders – Bendix Commercial Vehicle Systems LLC and Dana Commercial Vehicle Products, LLC. The joint venture, formed in July 2004, is a single, complete source for OEM brake system design, manufacturing, hardware, and support for all foundation brake components and actuation systems, as well as all-makes coverage of nearly 50,000 medium- and heavy-duty aftermarket parts. Bendix Spicer Foundation Brake LLC is headquartered in Elyria, Ohio, with engineering operations in both Elyria and Kalamazoo, Mich., and a manufacturing facility in Bowling Green, Ky. For more information, call 1-866-610-9709 or visit www.foundationbrakes.com. To learn about career opportunities at Bendix Spicer Foundation Brake, visit www.bendix.com/careers. Follow BSFB on Twitter at http://twitter.com/Bendix_CVS.

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