

News Release

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BENDIX STRESSES IMPORTANCE OF STRONG FRICTION AND PROTECTIVE COATING TO COMBAT RUST JACKING

With Springtime Brake Maintenance Nearing, Fighting Corrosion on Two Fronts Is Critical

ELYRIA, Ohio – March 26, 2014 – As winter winds down across North America, Bendix Spicer Foundation Brake LLC reminds fleets and drivers readying for springtime brake maintenance to fight rust jacking on two fronts. When choosing brake shoes, both a protective coating and strong friction material are needed to effectively combat this seasonally heightened risk of brake shoe corrosion and lining failure, ensuring safety and compliance.

Although rust jacking can occur year-round, the combination of wet roads, temperature swings, and de-icing materials, such as salt or chemical compounds, makes winter conditions ideal for corrosion to take hold on a brake shoe. As rust builds up on the steel beneath the lining, it exerts upward pressure on the friction material, eventually causing cracks and breakage.

“Bendix delivers a potent one-two punch to combat rust jacking,” said Gary Ganaway, director of marketing and global customer solutions at Bendix Spicer Foundation Brake (BSFB). “We start with two superior coating options – our E-Coat² electro-deposition paint process, which is featured on all OE shoes and reman shoes equipped with OE friction. We also use a new enamel coating featured on reman brake shoes with both the Bendix[®] Basic and Bendix[®] Advanced friction lines. When paired with our high-quality friction materials, Bendix

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shoes offer vehicle operators unsurpassed protection in the industry against rust jacking and support longer brake life.”

According to Ganaway, rust jacking is not caused by the quality of the brake shoe coating alone. Although the brake shoe coating is extremely important, the right friction is also part of the rust jacking equation, and that’s often overlooked.

“Lower-cost friction materials tend to be manufactured with shorter fibers and have a lower flexural strength, making them more prone to delamination or becoming deformed under rust jacking pressure,” Ganaway said.

Maintaining good brake lining condition is crucial to both highway safety and regulatory compliance: Cracked or warped linings may not offer the stopping power necessary to comply with federal Reduced Stopping Distance (RSD) regulations, and brake lining inspections are a key factor in Compliance, Safety, Accountability (CSA) scoring as well.

“The negative impacts of rust jacking are many, starting with time and expense,” Ganaway continued. “And since rust jacking affects two key brake components, it only makes sense to ensure that both of them offer a way to resist it.”

For more information about Bendix wheel-end and other safety solutions, 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. Log on and learn from the Bendix experts at www.brake-school.com.

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