

## *News Release*

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### **BENDIX AUTOMATIC SLACK ADJUSTERS SHOWN TO EXTEND BRAKE DRUM AND LINING LIFE**

*Bendix® Versajust® LS™ Slack Adjuster with the WearMax™ Clutch  
Offers Optimized Brake Performance*

**ELYRIA, Ohio – March 26, 2014** – Bendix Spicer Foundation Brake’s continued fleet testing of its Bendix® Versajust® LS™ Slack Adjuster with the WearMax™ Clutch has shown that the automatic slack adjuster can extend lining life by up to 16 percent and brake drum life by up to 30 percent, while improving safety and compliance. Launched in 2011, the Versajust introduced key enhancements to automatic slack adjuster technology with its WearMax clutch, which allows for a gradual, continuous, and more precise adjustment of the running clearance between the brake shoe and drum.

“Versajust’s unique adjustment rate enables a tighter running clearance, which provides the maximum brake chamber reserve stroke and creates a quicker response time for brake application. This makes it a valuable component, especially in today’s environment of Compliance, Safety, Accountability (CSA) scoring and the Reduced Stopping Distance (RSD) mandate,” explained Gary Ganaway, director of marketing and global customer solutions at Bendix Spicer Foundation Brake LLC (BSFB).

“In addition to bolstering the safety proposition for fleets, Versajust can save fleets money by extending lining and drum life, while lowering the maintenance costs associated with brake adjustments,” Ganaway said. “In contrast to Versajust, most slack adjusters on the market – while attempting to achieve this tight clearance – adjust prematurely as the drum heats and expands during normal braking. When the drum cools down again, that running clearance is

reduced – or even eliminated – which can result in a dragging brake, higher brake temperatures, and accelerated wear.”

According to Ganaway, dragging brakes mean reduced fuel economy and can increase maintenance costs by creating the need for frequent brake adjustments. He stated that fleets may not be aware that they have an issue with dragging brakes, and may believe they are experiencing typical lining and drum life. However, if they regularly need to back off the slack adjuster during maintenance, or are unable to rotate a tire or remove a drum, it may be a strong indicator of overadjustment by the slack adjuster.

Although some slack adjuster manufacturers create a larger running clearance to help avoid the problem of dragging brakes, doing so increases the necessary “free stroke” – the amount of adjuster arm movement that’s needed to move the brake shoes against the drum. This increases brake timing and reduces the brake’s effective chamber stroke, reducing the vehicle’s margin of safety and increasing the risk of roadside inspection violations. In contrast, the Versajust’s longest free stroke is just five-eighths of an inch, which maximizes both brake reserve and the compliance margin.

“Because brake stroke has a direct impact on braking performance and highway safety, it is a focal point during roadside inspections,” Ganaway said. “In 2013, during the Commercial Vehicle Safety Alliance-sponsored Roadcheck inspections in June and its Brake Safety Week inspections in September, more than 5,500 vehicles – or nearly 1 in 10 trucks in the United States and Canada – were removed from service due to brakes being out of adjustment.”

In addition to the WearMax™ Clutch, the Versajust® slack adjuster features patented bronze friction rings, increased corrosion resistance, and a stronger seal to provide durability across a range of environments and duty cycles. It is also engineered for easy installation and maintenance without the need for special tools, attachments, templates, or brackets.

For more information about the Bendix® Versajust® LS™ Slack Adjuster with the WearMax™ Clutch, call 1-866-610-9709 or visit [www.foundationbrakes.com](http://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

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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](http://www.foundationbrakes.com). To learn about career opportunities at Bendix Spicer Foundation Brake, visit [www.bendix.com/careers](http://www.bendix.com/careers). Follow BSFB on Twitter at [http://twitter.com/Bendix\\_CVS](http://twitter.com/Bendix_CVS). Log on and learn from the Bendix experts at [www.brake-school.com](http://www.brake-school.com).

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