



News Release

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FOR IMMEDIATE RELEASE

ADVICE FOR BRAKE SAFETY WEEK 2015:

BENDIX OFFERS RECOMMENDATIONS ON HOW TO PREPARE AND WHAT TO EXPECT

CVSA's Annual Operation Airbrake Roadside Inspection Program Begins Sept. 6

ELYRIA, Ohio – Sept. 1, 2015 – In advance of the Commercial Vehicle Safety Alliance (CVSA) annual Brake Safety Week inspection campaign, Bendix Commercial Vehicle Systems LLC is offering tips and insight to help fleets, drivers, and technicians prepare for the Sept. 6-12 event. Bendix, the North American leader in the development and manufacture of leading-edge active safety and braking system technologies, aims to help improve highway safety by sharing information and training that keep vehicles performing to standards and operating safely.

Brake Safety Week – part of CVSA's Operation Airbrake program – is an annual outreach and enforcement campaign founded in 1998 and designed to improve commercial vehicle safety throughout North America. During Brake Safety Week 2014, teams of CVSA-certified inspectors conducted more than 13,000 brake system inspections on trucks and buses in the United States, Canada, and Mexico.

"It's crucial to support even the best designed and most effective safety systems on the road with diligent, year-round upkeep and training," said Fred Andersky, Bendix director of government and industry affairs. "We share CVSA's commitment to improving roadway safety by emphasizing regular maintenance, pre-trip inspections, and technician education, all of which contribute to safer vehicles."

Preparation: Pre-Trip Knowledge, Maintenance, and Inspection

Inside the cab, it's important to know the vehicle systems' blinking light fault codes and how to address them. Antilock braking systems (ABS) warning lights convey key information on problems with components such as wheel speed sensors. If the vehicle is equipped with traction control and stability control systems, the traction control/stability control lamp will indicate any issues. Blinking light fault codes for both ABS and traction control/stability control systems can be accessed using the dashboard diagnostic switch or a remote diagnostic unit. Using the fault code information in the service data sheet, drivers and technicians can pinpoint and address sensor issues.

Day-to-day, maintaining a clean air system is a priority. Components such as air seals, brake modulating valves, and brake chamber diaphragms are susceptible to premature damage if an air system is contaminated by moisture – and, in particular, oil. Deterioration of seals can cause air system leaks, which are targeted during Operation Airbrake inspections. Bendix recommends monthly checks for moisture in the air brake system, along with installation and regular replacement of oil-coalescing air dryer cartridges such as Bendix® PuraGuard®.

Conduct effective pre-trip visual inspections, with an eye out for problems such as loose hoses and leaks. At the wheel-ends, visually check that the air chambers are not damaged and hanging loose or with broken push rods. Check foundation drum brakes for lining cracks, linings that may have been oil-saturated due to leaking wheel seals, and broken cam brackets. As long as there are no dust shields, linings can be checked without removing the wheel. And if the vehicle is equipped with air disc brakes, check the rotors for cracks or grooving and make sure the caliper is sliding freely.

More in-depth preparation includes regular, detailed inspection of the brake friction, checking the linings for thickness, cracks, and wear; and measuring the brake stroke. In addition, check the cam bushings and replace if out of specification, as well as lubricate the cam tube until grease purges.

For fleets and drivers operating vehicles equipped with automatic slack adjusters (ASAs), it's important to remember not to manually adjust the ASA if the brake is beyond the stroke limit. Drivers can incur fines if 25 percent of a truck's wheel-ends are beyond the maximum allowable brake stroke (out of adjustment). Simple maintenance, such as greasing the slack, can keep the ASA working smoothly and in proper adjustment. Several factors – including improper lubrication of the camshaft, cam tube, and clevis pins; or excessive wear of the cam head, bushings, and rollers – can cause a brake stroke to exceed the maximum

allowable value, but none of these will be fixed by manual readjustment of an automatic slack adjuster.

“Last year’s Brake Safety Week saw about one in ten vehicles placed out of service for brake adjustment,” noted Frank Gilboy, slack adjuster product manager with Bendix Spicer Foundation Brake LLC, a joint venture between Bendix Commercial Vehicle Systems LLC and Dana Commercial Vehicle Products, LLC. “Because properly installed and maintained ASAs should never need adjusting after the initial setup, we emphasize the need to learn and address the possible causes of ASA-equipped brakes going out of adjustment, which has a direct impact on brake performance and vehicle safety.”

Inspection Day: What to Expect

Operation Airbrake targets the following items for inspection during its roadside procedures:

- Driver’s license
- Registration
- Low air warning device
- Pushrod travel (adjustment)
- Brake linings/drums
- Leaks and air loss rate
- Tractor protection system

Brake Safety Week inspections generally fall under the Level IV category of North American Standard Inspection Levels, being one-time examinations of a particular item. CVSA’s Web page notes that some inspections may fall under Level I – the more thorough North American Standard Inspection – and that in 10 jurisdictions, overall vehicle braking efficiency will be tested using performance-based brake testing (PBBT) equipment.

Once a vehicle has been selected and made safe for inspection, the Operation Airbrake procedure follows these steps:

- Checking the air brake mechanical components
- Checking the steering axle air brake mechanical components
- Checking the brake adjustment
- Building the air system’s pressure to 90-100 psi
- Checking the air brake antilock braking system, if applicable
- Testing the air loss rate, if necessary

- Testing the low air pressure warning device
- Checking the tractor protection system
- Finalizing the paperwork and providing the results to the driver

For more detailed guidelines, fleets should refer to TMC/ATA Recommended Practice 627A (RP627A), which provides out-of-service criteria for both air disc and foundation drum brakes, and aligns directly with CVSA inspection guidelines.

Bendix's resources to support fleets, owner-operators, and technicians in keeping vehicles on the road and operating safely include multiple channels for up-to-date, in-depth training and information. At www.brake-school.com, the Bendix On-Line Brake School provides free access to Bendix's regularly growing knowledge database and technical resources. Bendix's in-person Brake Training School remains one of the industry's longest-running, premier training programs. The company also offers the knowledge and experience of field-tested sales and service professionals; a 100 percent ASE-certified field technical support team; and the Bendix Tech Team, an expert technical support group providing service advice, brake system troubleshooting, and product training through 1-800-AIR-BRAKE (1-800-247-2725) option 2.

"As important as it is at Bendix to continually improve commercial vehicle safety technologies, it's equally vital that we support and promote safe vehicle operation, which includes keeping vehicles on the road and in good working condition," Andersky said. "Properly maintained safety systems are an absolutely crucial component in creating safer highways."

Bendix's industry leadership and expertise, along with its ever-growing portfolio of technology developments, help it deliver on areas critical to fleets' success: safety, product performance, value, and post-sales support. Bendix aims to help fleets and drivers lower total cost of vehicle ownership and strengthen return on investment in equipment, technology, and training, which leads to safer highways for everyone on the road.

About Bendix Commercial Vehicle Systems LLC

Bendix Commercial Vehicle Systems, a member of the Knorr-Bremse Group, develops and supplies leading-edge active safety technologies, energy management solutions, and air brake charging and control systems and components under the Bendix® brand name for medium- and heavy-duty trucks, tractors, trailers, buses, and other commercial vehicles throughout North America. An industry pioneer, employing more than 3,000 people, Bendix is driven to deliver solutions for improved vehicle safety, performance, and overall operating cost. Bendix is headquartered in Elyria, Ohio, with manufacturing plants in Bowling Green, Kentucky;

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Huntington, Indiana; North Aurora, Illinois; and Acuña, Mexico. For more information, call 1-800-AIR-BRAKE (1-800-247-2725) or visit www.bendix.com. To learn more about career opportunities at Bendix, visit www.bendix.com/careers. Follow Bendix on Twitter at http://twitter.com/Bendix_CVS. Log on and learn from the Bendix experts at www.brake-school.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, Michigan, and a manufacturing facility in Bowling Green, Kentucky. 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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