



SERVICE BULLETIN NO. SB-08-118

Issue date: January 2009

SUBJECT: BENDIX AUTOMATIC SLACKS - TECHNICAL INFORMATION

The following two technical bulletins from Bendix provide detailed information on their ASA.
Included Bulletins are: TCH-005-013 and TCH-005-014

Any questions regarding this service bulletin should be directed to Utility's Field Service Department at 800-423-6591.

Field Service Department

UTILITY TRAILER MANUFACTURING COMPANY

Technical Bulletin

Bulletin No: TCH-005-013

Effective Date: 9/7/2007

Cancels: TCH-005-013 dated 7/11/03 Page: 1 of 1

subject: Brake Actuator Pushrod Qualifications for Use with ASA-5™ Slack Adjuster

Bendix Commercial Vehicle Systems LLC is updating its guidelines for use of the Bendix® ASA-5™ automatic slack adjuster. The guidelines specify the maximum length and recommended material strength of the pushrods used in brake chambers with ASA-5™ slack adjusters.

The ASA-5™ slack adjuster is an automatic slack adjuster that adjusts the clearance between the brake linings and the drums during a brake application. Bendix recommends the following pushrod specifications for brake actuators used in applications with the ASA-5™ slack adjusters. Brake actuator pushrods that are 5/8 inch diameter and made from SAE 1018 steel should not exceed 7.75 inches in length. Longer 5/8 inch diameter pushrods should be made from steel with strength that meets or exceeds SAE 1038 or equivalent standard (based on the yield strength of the material).

Brake actuator pushrods that exceed the length recommended in actuator compatibility guidelines can be susceptible to a bending moment during a braking application with the ASA-5™ slack adjuster. A bent brake actuator pushrod may affect braking performance at the wheel end.

Bendix recommends that for applications with brake actuator pushrod lengths longer than 7.75 inches, the ASA-5™ slack adjusters should be used only with one of the compatible brake actuators listed in the chart below. These compatible actuators have 5/8 inch or greater diameter push rods made of SAE 1038 Steel or equivalent material. For vehicle applications with brake actuators that are not compatible with the ASA-5™ slack adjusters, Bendix recommends use of an alternative slack adjuster or brake actuator.

For more information, please refer to the Bendix Application Guidelines for ASA-5™ slack adjusters, BW-102-A. If you have further questions, contact your Bendix Account Manager or call 1-800-AIR-BRAKE.

ASA-5™ Slack Adjuster and Brake Actuator Compatibility Chart	
Pushrod Length (see "A")	Compatible Actuators
7.75" or less	High Quality Service Chambers/ Sealed Spring Brakes
7.76" - 10.0"	*Bendix, Di-Pro, Haldex, MGM, Ranger and TSE
10.1" or greater	Contact Bendix for specific application



*Actuators considered:
Bendix, Di-Pro, Haldex, MGM, Ranger, and TSE.

Brake actuator pushrod length 'A' is measured from the bottom of the actuator to the end of the pushrod. This dimension is taken with the spring caged.



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Technical Bulletin

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Subject: Automatic Slack Adjusters Not For Manual Adjustment

On February 15, 2006, the National Transportation Safety Board ("NTSB") issued its Safety Recommendation No. H-06-8 to all manufacturers and marketers of automatic slack adjusters, manufacturers of vehicles equipped with air brakes and others seeking industry support for raising awareness of the inherent dangers of manually adjusting automatic slack adjusters to correct out-of-adjustment brakes.

Bendix Spicer Foundation Brake LLC is issuing this Technical Bulletin to alert vehicle operators and technicians repairing foundation brakes about the potentially dangerous practice of manual adjustment of automatic slack adjusters.

The following information has been added to the Bendix® ASA-5™ Service Data Sheet and Installation Instructions and should apply to any type of automatic slack/brake adjuster:

The automatic slack adjuster is not designed to function as a manual adjuster once it is unable to maintain adjustment automatically. Manual adjustment should only be done as a one-time temporary measure to correct brake adjustment in an emergency situation. The routine manual adjustment of an automatic slack adjuster that is still within adjustment limits may shorten its service life. Automatic slack adjusters should not be manually adjusted in an effort to correct excessive pushrod stroke, because this condition indicates that a problem exists with the automatic adjuster, with the installation of the adjuster, or with related foundation brake components, which manual adjustment will not fix. Replacement of the automatic slack adjuster or other foundation brake components may be necessary. Always consult with the manufacturer's troubleshooting guidelines to locate and fix the actual adjustment problem.

WARNING: The manual adjustment of automatic slack adjusters is a dangerous practice that could have serious consequences, because it can give the operator a false sense of security about the effectiveness of the brakes, which are likely to go out of adjustment again soon. Do not make manual adjustments of an automatic slack adjuster once it can no longer automatically adjust the brakes. Manual adjustment DOES NOT fix the underlying wheel end adjustment. As soon as possible, have the vehicle inspected by a qualified technician or consult the manufacturer's troubleshooting guidelines to locate and fix the actual adjustment problem.

Please contact your Bendix Account Manager for more information concerning Bendix® automatic slack adjusters.



**Bendix Spicer
Foundation Brake LLC**
A Bendix Commercial Vehicle Systems
and Dana Corporation Joint Venture