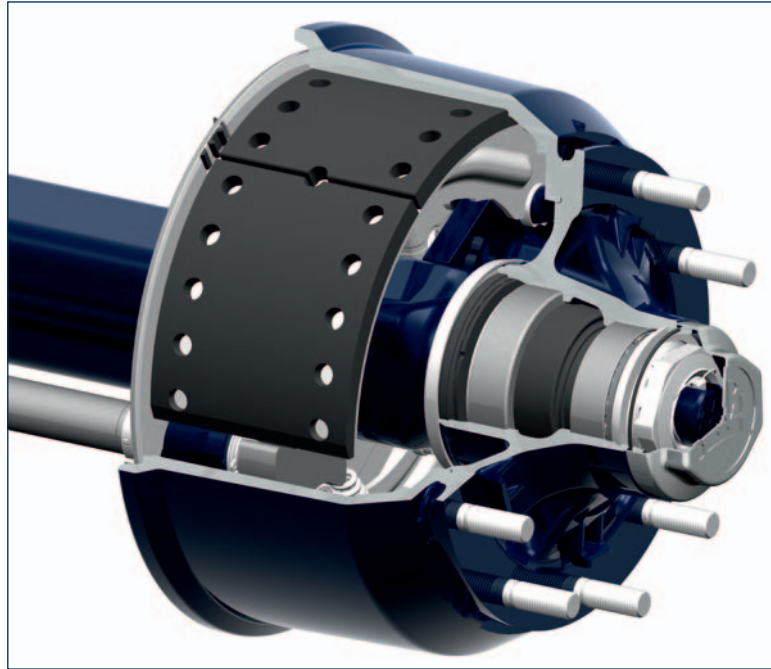




## ECO Plus 3 series launch

October 1st, 2015 marks the series launch of the 9t-ECO Plus 3 bearing technology, with the introduction of the 22,5" wheel end with offset 0 and 10-hole wheel stud connection for disc brake ECO Disc and drum brake ECO Drum.



### The advantages of the ECO Plus bearing technology are:

- › Maintenance-free, closed bearing system: 5+3 years ECO Plus warranty with unlimited mileage from the Atlantic to the Urals
- › Automatically set bearing pre-load by central axle nut with integrated torque limiter
- › Quickly to remove and refit using the Formula 1 principle with the central axle nut
- › Globally available DIN ISO tapered roller bearings
- › Easy greasing of the bearings via the grease cartridge
- › Further improved sealing by new robust ECO seal and capsule with thread and service friendly torque

In this step BPW will also use the introduction of the new ECO Plus bearing technology to revise the product portfolio of drum brakes regarding the today's customer needs.

This means for the trailer builder significantly less variations and thus a high degree of flexibility and efficiency in its manufacturing process in the future.

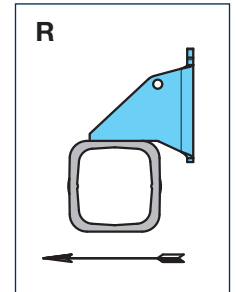
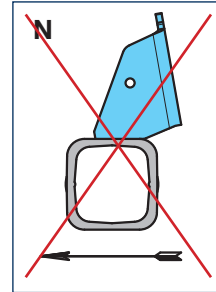
The vehicle operator benefits from lower spare part storing, more rapid availability of spare parts, and thus a much faster service.



## The concrete steps are:

### 1. Unification of the two booster bracket types N and R

The two booster bracket types today differ only by a small angular position of 10 °, which was originally used for the drainage of brake cylinders. Since today all cylinders have drainage holes, such a position is no longer needed. Because of this, the booster brackets can be converted to the R-type as a new standard, which offers significantly more space in the upper area



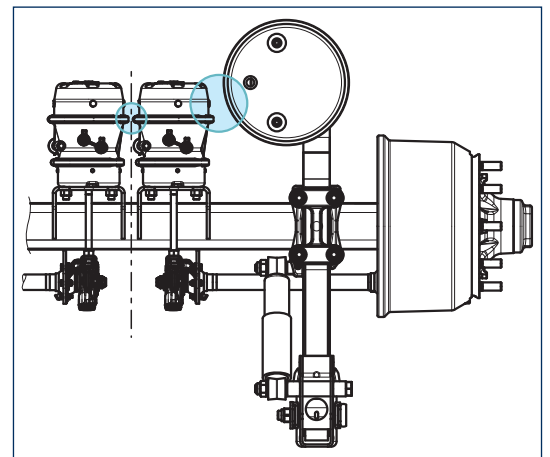
### 2. Unification of camshaft lengths

Within the BPW running gear, the length of the camshaft is influenced by the minimum booster bracket centres and the space between cylinders and air bags (see on the right).

In future BPW offers within these two space limitations a standard length for single and for twin wheels.

If a different camshaft length is required in vehicle construction for reasons of space (e.g. large booster bracket centers for vehicles with space requirements in the middle of the vehicle), there are 2 further optional lengths.

Please ask your BPW contact person who will find a common solution with you.



Please also note the following points:

- This standardization of the camshaft is carried out only for rigid axles 9t-ECO Plus 3 with drum brakes. Other tonnage or versions (steering axles, stub, swing axles) are not affected.
- With the introduction of ECO Plus 3 the overall width of the disc and drum brake axles with ET 0 is 28 mm wider while the track remains the same.

More information can be found in the two BPW News

- „ECO Plus 3 series launch ... the countdown begins!“



- „ECO Plus 3 series launch“



or please contact your BPW contact person.