

Spare Parts  
Manuals



Workshop  
Manuals



Maintenance  
Instructions



Installation  
Instructions



BPW  
Price List



BPW SA TV  
Press Play

## What's News?

The year 2018 is rushing towards its end quite quickly now, and before we know it the (maybe well deserved...) summer holiday season will be with us!

The previous few newsletters were (very capably) penned by our Max Guerini, and being responsible mostly for business development in our aftermarket, had them full of news about not only our original spare parts, but also a focus on our PE range of products.

Since then we had the IAA 2018 where BPW showcased some interesting innovations once again where from a running gear perspective there are two interesting developments.

Firstly the next generation disc brake calliper designated TS2, which will go into series production towards the end of the first quarter in 2019 in the production plant in Wiehl. The most significant difference to the first generation is that it features a single tappet, and also boasts a 4kg weight saving per axle.

We will however see the new calliper on disc braked axles sold in South Africa only later in 2019.



The second development, which will certainly be subject to much debate locally, is that BPW will introduce a 140mm round axle beam, to (eventually) replace the current square axle beams. The drivers behind this is weight and cost. It will however be quite a while before we will introduce these axles into the local market, due to the fact that we sell "South African" versions of the BPW running gear in our market. This means that for dual wheel applications the axle beams are thicker, carrying capacity is higher (wider bearing spacing) and spring seats are welded to the axle. All of these will form part of development subsequent to the introduction of the mainstream European versions.

In the meantime our local suspension range has been rationalized successfully with the introduction of the Heavy duty version of our well known Airlight II suspension. The biggest change is in the trailing arm (now 70mm x 65mm thick), and where required the fitment of a type 36 Air spring. This change will enable us to offer one suspension range across all applications where our 120 square axle is used, while the SL range will in future be used only in conjunction with our 150 square axle (used mainly in Africa, and certain road train applications locally).

We hosted our annual German evening late in October, and had as usual a huge turnout of guests, which included Transporters, Trailer builders, Spares distributors, suppliers and service providers. We were also honoured to have Mr Achim Kotz (Managing Partner) and his wife Renate, as well as Andrew Wood from PE Automotive attending. Many of the customers also made an effort to be here, travelling from Cape Town, Port Elizabeth, George, Durban and also from neighbouring countries like Mozambique, Zimbabwe, and Zambia!

Since this will be our last newsletter for 2018, we would like to use the opportunity to wish all our customers and friends in the industry a blessed Christmas season, and a very prosperous 2019!

## BPW involvement with Brake & Tyre Watch

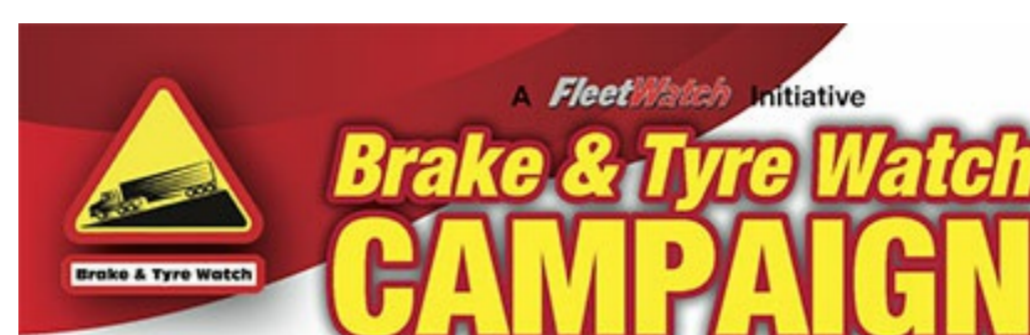
BPW Pty Ltd works hand in hand with Patrick O'Leary's *FleetWatch* magazine initiative *Brake & Tyre Watch* to help with awareness on road safety in particular the fitness of long haul trailers. New technology is continually introduced by BPW Axles for the trailer market, our intention for partnering with *Brake & Tyre Watch* is to offer training to local and national traffic officials to help them understand what needs to be inspected on a trailer so that they can understand and execute their duties at a higher standard than before.

Day 1 training session focuses on the suspension parts and the axle parts as put out in the road traffic act. The importance of quality, proper maintenance and fitment of correct parts is stressed in this session as it is an important factor in ascertaining the roadworthiness of the vehicle.

With knowledge gained in the theory session on day 1 of the *Brake & Tyre Watch* we then proceed to a vehicle testing station in the selected town or province for the practical training and inspecting of trailers. At the selected testing station we have a roadworthy trailer for the traffic officials to inspect and also for the training officers to highlight what was discussed the previous day and answer any questions that might arise.

Traffic officials then proceed to randomly select trucks and trailers from the closest main road and pull said vehicles over a workshop pit and brake roller tester, at the test station, to inspect the foundation brakes and also the suspension parts to see if it is according to specification of the road traffic act.

*Brake & Tyre Watch* Campaign >> [click here](#)



At BPW we recognise that even when commercial vehicles are out of warranty, they nevertheless must have a productive "second life". While we'll always advocate the use of BPW original parts, we're aware that some fleet operators pursue a repair policy that matches the costs to the vehicle's current value.

Through its subsidiary PE Automotive, BPW is now in a position to offer their customers top-quality original spare parts, as well as, high-quality PE-branded spare parts that represent a genuine alternative for operators of older vehicles to the many "white-or-no-box" options available.

PE quality spare parts, are offered in Southern Africa with a 2 years warranty for truck and a 1 year warranty for trailer, making the transporters transition from **OE to PE**, a trusted one.

## DATES TO DIARISE

### BPW Stock Take

29 November – 30 November 2018

### BPW Factory closed from

18 December 2018 - 9 January 2019

### BPW Offices closed from

21 December 2018 - 2 January 2019

## BPW Bulletins

BPW Axles introduced the heavy-duty S-foot (S-foot HD) as an alternative to the standard S-foot for heavy duty applications.

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## BPW Distribution Network

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