



Take Advantage of Tire Changes: Offer Spring Checks Now

- **The effects of the cold season on safety-relevant parts is often underestimated**
- **90 percent of drivers want to be certain that their vehicle is in flawless condition**
- **ZF Aftermarket supports independent workshops with expert knowledge and premium products in OE quality**

Winter puts a lot of stress on many vehicle components: Humidity, road salts and potholes take a toll on our cars. This results in higher wear and makes it necessary to check safety-relevant components and replace them if required. Workshops that offer a spring check in addition to tire changes contribute significantly to road safety in general and the individual driving safety of their customers. ZF Aftermarket supports them with high-quality spare parts and sound know-how to help get customer vehicles in shape for the warmer seasons.

Around 90 percent of German drivers want to be certain that their passenger car is in perfect technical condition at all times, according to the DAT Report 2019, carried out by Deutsche Automobil Treuhand (DAT). Especially after this harsh winter, safety relevant parts such as shock absorbers, chassis components and brakes need inspecting and replacing if necessary. In spring, workshops should take the opportunity to position themselves as experts by offering their customers professional spring checks. Professional education on possible safety risks not only increases customer loyalty, it also generates additional sales in the workshop.

Recognizing and repairing chassis damage

During tire changes, it is easy to check shock absorbers and brake systems. Winter tires that show uneven wear on one axle may indicate that shock absorbers are no longer working properly. This then impairs



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the vehicle's traction and stability on uneven roads or in curves, presents the risk of aquaplaning even at low speed, safety and security systems such as ABS, slip and stability control no longer fully function. The stopping distance is also significantly longer. Defective shock absorbers should therefore be replaced immediately.

Road salt, however, also afflicts chassis components. For example, it corrodes the rubber bellows on the chassis joints, making them brittle and porous. This results in cracks that allow dirty water to reach the inside of the joints where it washes out the special grease, accelerating corrosion. Defective, worn joints can lead to considerable problems while driving and present a safety risk. The rubber bellows and sealing boot on the steering system's tie rod should also be inspected for cracks. Wear on these components tends to be gradual. However, it significantly influences vehicle handling, especially in critical situations.

Keeping brake systems in good shape

During the winter, cold, humidity and salt also put a tremendous strain on brake systems. Grit especially can get stuck in the tight gap between brake pads and brake disks, which in turn shortens their service life considerably. Inspecting the brake system is a mandatory part of every spring check for this reason. Brake pads should be replaced at the latest when the residual lining is less than two millimeters, while drum brake shoes need to be replaced when the residual lining reaches one millimeter at the latest. Today, disk brake systems in almost every car have wear indicators. These should not be ignored. Some vehicle types are also prone to extremely rusty brake disks on the rear axle. Workshops recommend that customers slam on the brakes every now and again, as the pads hardly touch the disks when braking gently, meaning rust and dirt do not get ground off.

ZF Aftermarket has the right components if repairs are needed. ZF's brands Lemförder, Sachs and TRW stand for original equipment quality and technical innovation as well as technical service solutions. The product portfolio includes transmissions and transmission parts, axles, steering systems and differentials, chassis and steering



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components, shock absorbers, disk brake systems, drum brakes and control systems as well as steering and drive components and rubber-to-metal components from the world's leading technology company in driveline and chassis technology as well as active and passive safety systems.

Captions:

ZF Aftermarket Spring Check: Shining a spotlight on shock absorbers, brakes and chassis.

In particular, mechanics should check whether the rubber bellows at the chassis joints are worn, damaged or leaking.

Photos: ZF

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ZF is a global leader in driveline and chassis technology as well as active and passive safety systems. The company has a global workforce of 146,000 with approximately 230 locations in some 40 countries. In 2017, ZF achieved sales of €36.4 billion. ZF is one of the largest automotive suppliers worldwide.



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ZF allows vehicles to see, think and act. The company invests more than six percent of its sales in research and development annually – in particular for the development of efficient and electric drivelines and also in striving for a world without accidents. With its broad portfolio, ZF is advancing mobility and services not only for passenger cars, but for commercial vehicles and industrial technology applications as well.

The Aftermarket division of ZF Group guarantees the performance and efficiency of vehicles throughout their entire life cycle with integrated solutions and the entire ZF product portfolio. Its combination of established product brands, digital innovations, customized products and services and a worldwide service network has made ZF a sought-after partner and number two in the global automotive aftermarket.

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