DEXTER®

BRAKERITE®

ELECTRIC/HYDRAULIC ACTUATION

OPERATION MAINTENANCE SERVICE MANUAL

BRAKERITE ELECTRIC/HYDRAULIC BRAKE ACTUATION SYSTEM

www.dexteraxle.com

⚠ CAUTION

This is the safety alert symbol. It is used to alert you to potential injury hazards. Obey all safety messages that follow this symbol to avoid possible injury or death.

Introduction

CAUTION

Dexter BrakeRite systems should only be installed by a qualified technician.

BrakeRite systems use electric power from the towing vehicle to drive the hydraulic power source. In breakaway situations, electric power is supplied by a battery if the trailer completely separates from the tow vehicle. An internal control circuit charges this battery. All BrakeRite systems are actuated in one of three ways: by brake pedal of the tow vehicle being depressed, manual over-ride switch on an in-cab brake controller, or during a breakaway situation when the breakaway switch is activated. Federal Law requires both manual override and breakaway systems.

CAUTION

- **Verify wire connections are correct before energizing or powering the system. Improper wiring can damage the actuation system causing system failure.**
- **Failure to use proper gauge wire can result in improper operation or failure of components and braking ability. For runs of wire more than 20 feet, larger gauge wire should be used.**
- **Proper grounding must be observed. Grounding to trailer frame is not acceptable. See the provided diagrams for proper wiring.**

All BrakeRite systems require an in-cab electric brake controller which is not provided. These actuators will operate from most electric brake controllers WHEN PROPERLY INSTALLED.

Proper electrical wiring is critical for the performance of any BrakeRite system. Improper wiring can damage the actuation system causing system failure. A pure ground and direct power (+12 VDC) with fuse or circuit breaker (30 amp) are necessary for proper performance. Adequate wire size, 12 Gauge Stranded Automotive or heavier, is required as long runs increase line loss. Line loss and poor grounding will result in poor performance or total loss of braking. Connection for BrakeRite SD and BrakeRite Plug and Play systems are provided by pre-wired harnesses and plug connectors are keyed so they cannot be connected wrong, however, if the plug between tow vehicle and trailer is not wired properly, the unit will not function properly, or at all. See the proper wiring diagram for assistance.

CAUTION

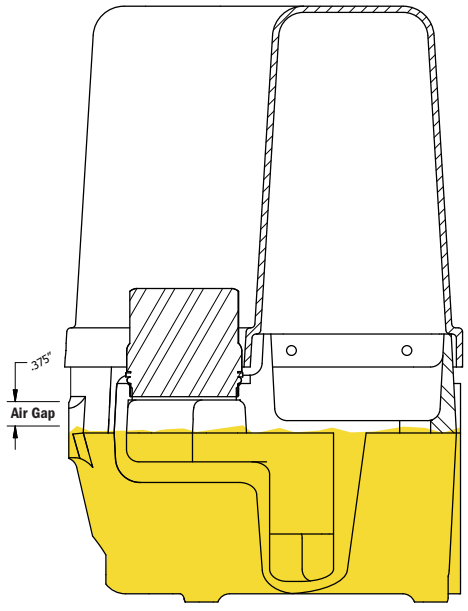
Please review and understand all installation manual instructions before beginning installation. Many steps are sequential so it is necessary to complete all elements as instructed.

Safety Information

- Wear eye protection and other necessary personal protective equipment when installing, maintaining, or repairing the unit.
- Equipment must be maintained in safe working order at all times. Trailer equipment should be inspected before, during, and after use for wear and damage.
- Inspect trailer and equipment before each use.
- Check that brake fluid level is within 3/8” from filter opening.

CAUTION

Do not overfill the fluid reservoir. The fluid will expand. Max fill level is 3/8” below the bottom of the filler neck.



- Verify breakaway protection is working and charged properly.
- Confirm brake actuator being used can supply enough hydraulic pressure and volume to actuate disc brakes. As a common rule, disc brakes require more pressure and a larger volume of fluid than drum brakes of the same size.

CAUTION

DOT5 fluid can be used with new systems only. This includes brake lines and brakes. Flush the unit with mineral oil before filling with DOT5 fluid. Once DOT5 brake fluid is used, only use DOT5 fluid and do not use DOT3 or DOT 4 fluids. Do not use DOT5 fluid on a used unit. Failure to use correct brake fluid may result in brake failure.

- Be familiar with tow vehicle operation state laws, especially with regard to brake and braking requirements. Towing a trailer may require additional braking time and distance. Allow for this in driving habits while towing.
- Confirm that trailer is safely equipped and supported at all times during installation, maintenance, or repair.
- After every hookup, test and confirm the trailer brake system is operating correctly before transportation on roads.

Before each towing, perform these steps:

1. Check brake fluid reservoir is within 3/8" from filler opening of fresh, clean proper brake fluid. Use caution when removing the reservoir cap to prevent the admission of any contaminants into the fluid reservoir.
2. Check for leaks. Service as required.
3. Examine unit for wear or other damage. Have affected components serviced. Verify actuator mounting bolts are tight.
4. Test actuator and brake function before transport. Failure to properly adjust brakes will result in loss of braking.

There are no adjustments for BrakeRite actuators. Units are shipped with tamper proof seals between cover and casting, if broken the warranty is void.

Overview

All BrakeRite units are similar, differences are with electronics. BrakeRite EHB and Plug and Play have an electronic control board built within the unit. The EHB has 5 wires exiting, termination of these five wires is performed by the installer per the wiring diagram. The Plug and Play model has 3 cables exiting. If cables or wires are not properly connected, the BrakeRite will not perform properly or at all. BrakeRite SD has no ECB and has a single wiring harness with female weather resistant plugs; therefore it requires a control module. Control modules are used with BrakeRite SD (Severe Duty) units.

All BrakeRite models use the same electric motor driven piston pump and electronic controlled pressure relief valve. The exterior appearance between them is very similar, only wires exiting housing, control board, and distinct Model Markings are different.

Most in-cab electronic brake controllers will control brake pressure. Brake performance is selected by the driver. Manual override can also be applied if the driver wishes to apply only trailer brakes.

Federal law requires ALL trailers with brakes have the ability to apply brakes in an event that the trailer becomes uncoupled from the tow vehicle. This requires a breakaway switch and power source (battery) on the trailer. All BrakeRite systems have circuitry for breakaway; however, breakaway switches are provided only with SD control kits. No breakaway batteries are supplied with any kits.

Electrical

All BrakeRite models are 12 Volt DC with negative ground. Improper connections and grounding may result in system damage. For both BrakeRite EHB & BrakeRite SD, 12 gauge or larger wire must be run from tow vehicle battery to BrakeRite with a fuse or circuit breaker for protection. Control leads for BrakeRite EHB & BrakeRite SD require 16 gauge or larger wires be used. If undersized wiring is used for power leads, low voltages may occur with slow response times and poor performance of brake system.

All BrakeRite models must use a BREAKAWAY BATTERY OF AT LEAST 9 AMP HOURS. For RV applications, the house battery may be used as the breakaway battery as long as the above conditions are met at all times. The breakaway battery serves to operate all BrakeRite models to supply power in a breakaway condition. BrakeRite SD supplies power for both breakaway conditions and also supplies power to operate the brake system. All three systems have internal chargers to maintain a charge on the battery from the tow vehicle.

Breakaway switch (circuit) i s required by law. Batteries are not included with kits and a breakaway switch is only included in the Plug & Play kit. When properly installed, the breakaway switch applies trailer brakes in the event trailer becomes uncoupled from the tow vehicle. Closing the circuit is required to activate the breakaway function. The breakaway switch is normally an open switch held by a plastic key. A cable is attached to a key and the tow vehicle. If units become uncoupled, the cable pulls the key from the switch, closing the circuit and activating the breakaway function and applying trailer brakes.

The electronic control board has a battery protection circuit to assure breakaway battery maintains a charge at all times and prevents a surge charge which could damage the battery. Protection is also designed into the board to prevent power draw from both the auxiliary battery and the tow vehicle's electrical system.

See wiring diagrams on the next two pages.

Installation

The unit mounting location is at the discretion of the installer. It is important to keep in mind protecting and servicing the unit. The approximate physical envelope for the power unit is 6" front to back, 7-1/4" left to right, and 9-1/8" high. Two sets of mounting holes are provided in the power unit; one set of four located on the bottom (1/4"-20 UNC x 5/8" deep) and one set of three located on the back (5/16"-18 UNC x 5/8" deep). The last page of this manual has a 1:1 scale drawing of power unit mounting holes which can be used as a marking and drilling diagram for custom brackets and mounting hardware. Verify scale before use.

All BrakeRites have a 1/8"-27 NPTF port located on the lower front of the housing and a straight 1/8"-27 NPTF Male by #3 Female Inverted Tube seat (3/4"-24 NPTF) adapter. When installing any adapter, DO NOT USE TEFLON PIPE TAPE as properly mated brass fitting joints DO NOT require a sealant. Route brake lines to axles per Brake Line Fitting Kit manufacturer's instructions. Using too much flexible tubing will cause brake delay. Secure all tubing for maximum protection from pinching, vibration, corrosion, or road hazards. When bending and flaring steel tubing, always use proper tools to assure sound connections and prevent kinked lines. Kinked and/or damaged brake lines can cause a restriction in flow resulting in brakes not being able to release, poor braking, or no brakes at all.

There are various approaches to be considered for electrical connections depending on the brake system. Though Dexter produces BrakeRite systems, Dexter has NO control over how towing vehicle or trailer has been wired or it's color coding. Therefore, when installing any BrakeRite system, it is important that all wiring is connected per these instructions. While it is desirable to establish a ground between the frame, BrakeRite unit, and negative side of the breakaway battery, NEVER RELY SOLELY ON FRAME GROUNDING. Always use good ground leads between ALL specified points. If rewiring from electric brakes, start wiring as close to the front of the trailer as possible. A junction box, pin box, or 7-way plug, are preferred starting locations. As the electrical portion of the installation is carried out, make certain wires are properly routed, wrapped, anchored, and protected to prevent damage, catching road hazards, or rubbing on frame components. When making connections in circuits, other than plug-in connectors, the desirable joint is a solder joint. If using crimp-type joints, always use manufacturers recommended crimping tools in accordance with manufacturer's directions and always properly wrap and protect all joints to prevent shorting and corrosion. Heat shrinking joints also help prevent water causing shorts or corrosion.

BrakeRite EHB requires the installer to assure all wire are connected properly. See Figure 1 for the preferred method for electrical wiring. This method requires an independent battery solely for the brake system. However, a towed vehicle auxiliary battery can be used in place of a breakaway battery if it is in good condition and fully charged. NOTE: If the trailer has set for an extended period of time, an auxiliary battery may have been discharged excessively resulting in poor or no braking. If the system is being converted from electric brakes, remove as much old brake wiring as possible and run new wires. This will ensure wires used are of adequate size and give better operation of the BrakeRite.

Figure 1: Wiring Diagram for BrakeRite EHB Actuators:

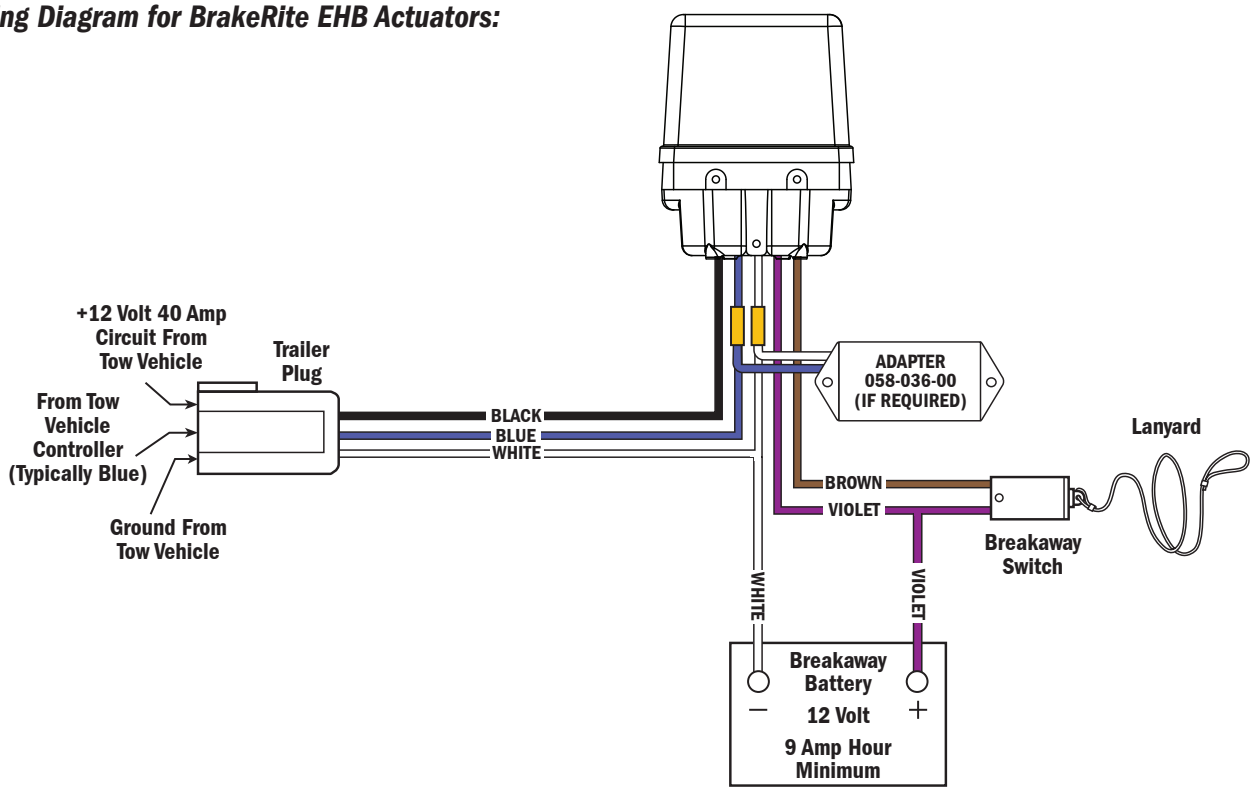


Figure 2: Wiring Diagram for BrakeRite Plug and Play Actuators:

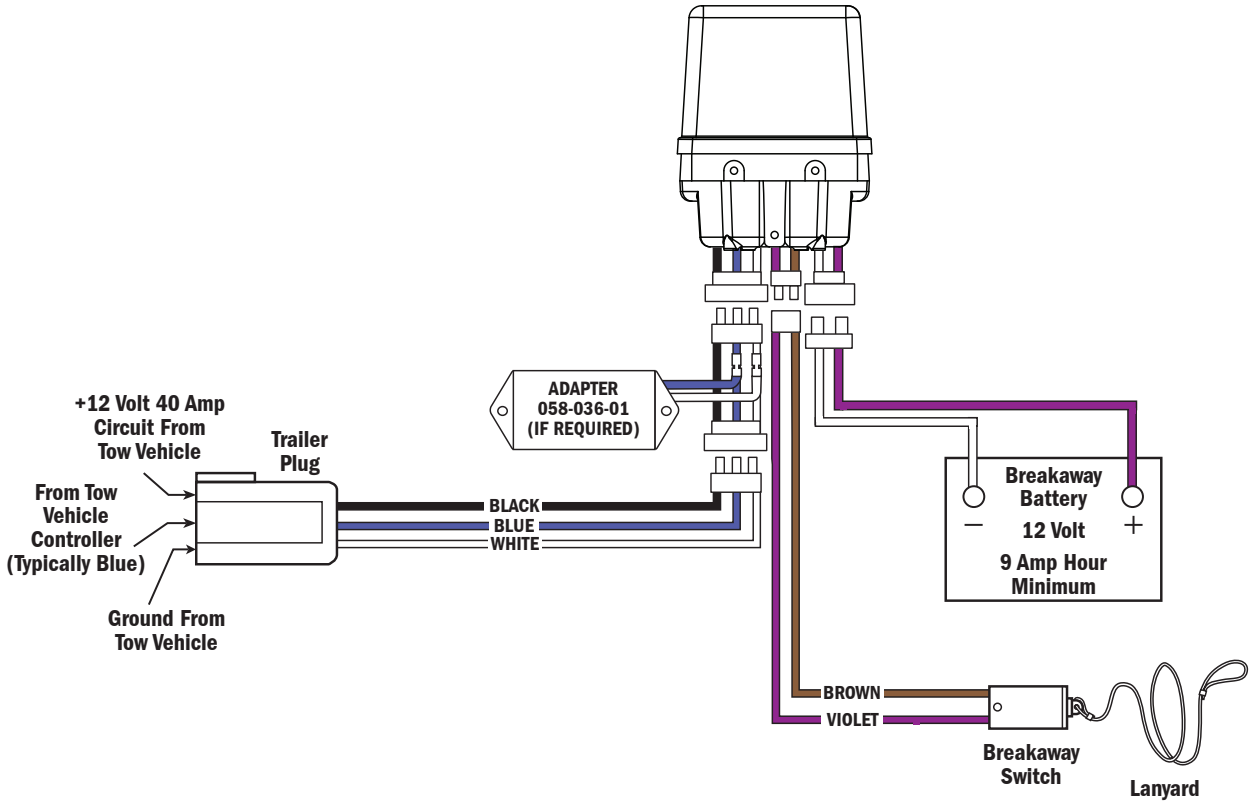
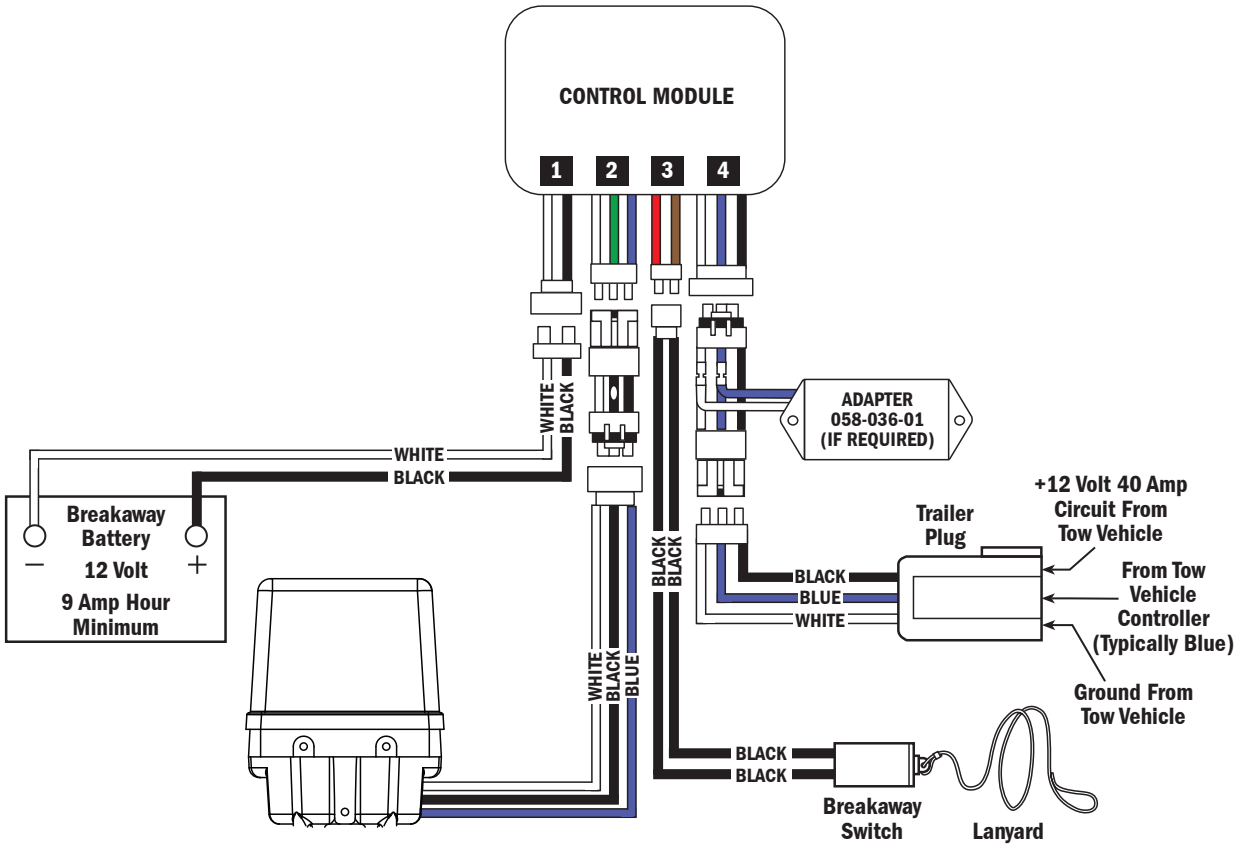


Figure 3: Wiring Diagram for BrakeRite SD Actuators:

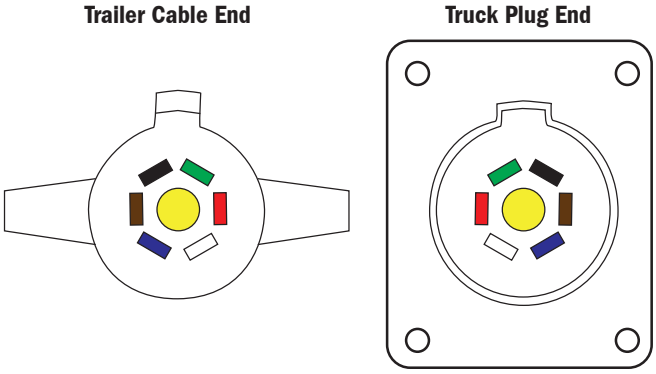


Function and size of five (5) wires exiting BrakeRite EBH are as follows:

- White: 12 gauge, 12 VDC negative (-) system ground
- Black: 12 gauge, 12 VDC positive (+) system power in
- Blue: 16 gauge, Brake Control Input (from in cab electronic brake controller)
- Brown: 16 gauge, Breakaway Input (from one lead of breakaway switch)
- Violet (Mauve): 14 gauge, 12 VDC Input/Output between Unit and Breakaway battery. (2nd lead of breakaway switch is also connected to 12 VDC positive of breakaway battery)

BrakeRite SD and BrakeRite Plug and Play kits have a complete wiring harness as a plug-in system and all connections within have been preselected so that upon installation connections are simply plugged in. It is crucial that 7-pin RV receptacle on tow vehicle is wired per Figure 4.

Figure 4: Most Common Factory Installed Wiring Arrangement (Front Face of Connectors)



Position	Color	Description
0	Yellow	Auxiliary Lights
1	Green	Tail Lights
2	Red	Left Turn/Brakes
3	White	Ground
4	Black	+12 V
5	Brown	Right Turn/Brakes
6	Blue	Trailer Brakes

It is preferred to install a separate breakaway battery (figure 2) but a trailer auxiliary battery in good condition and fully charged can be used. No battery is supplied with standard kits.

After BrakeRite unit has been mounted, brake lines installed, and the electrical connection is completed, system start-up can begin. Remove one filler cap and fill the reservoir to within 3/8" of filler cap opening. (Either cap can be used as both fill the same reservoir) Fill the reservoir with new brake fluid. Never mix grades of DOT brake fluid. Use caution when removing the reservoir cap to prevent the admission of any contaminants into the fluid reservoir.

CAUTION

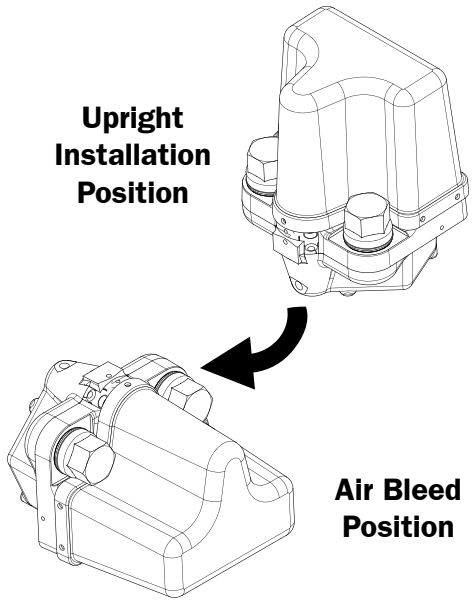
- **Use fresh DOT3 or DOT4 brake fluid from sealed container. DO NOT reuse brake fluid. Failure to use fresh brake fluid increases chance of brake failure.**
- **Use care when handling brake fluid. DO NOT allow brake fluid to contact painted surfaces. It will damage surface finishes. Wipe up spills immediately and wash area with water.**
- **This is a high pressure system. ALL air must be removed. Any air in brake lines will cause brakes not to function properly. Bleed brake system completely.**

All air must be removed from brakes and brake lines prior to trailer operation. To bleed brakes, remove the key from the breakaway switch to start the unit. Starting with the brake furthest from the actuator, open the bleeder screw and allow it to remain open until brake fluid releases free of air bubbles. Close bleeder screw and move to next brake closer to BrakeRite until all brakes have been bled. Note: While performing the bleeding process, monitor fluid levels in the reservoir so air is not pumped into brake lines because of low fluid. Running the BrakeRite pump dry can damage the motor. To prevent spilling brake fluid on the ground, place an end of plastic tubing over the end of the bleeder screw and the other end should be placed into a container so that fluid flow can be monitored for bubbles. After all the brakes have been bled, replace the key in the breakaway switch.

CAUTION

In some cases, the BrakeRite may not build pressure right out of the box. During the first activation it may be necessary to place the unit temporary on its back to bleed the air out of the unit. This is only required during the first time it is installed. See example orientation below. Once the unit builds pressure return it to its normal upright orientation.

Figure 5: Removing Air from BrakeRite Unit



Operation

When coupling a trailer to the tow vehicle always assure that they are coupled in accordance with the vehicle manufacturer's instructions. All devices and procedures need to conform to applicable state and federal regulations. After units are properly coupled, connect the electrical plug. Assure that safety cable from the breakaway switch on the trailer is connected to the tow vehicle.

Most in-cab controllers have some type of indicator showing electrical connections are adequate. Consult in-cab controller manufacturer's operator manual for proper checking and setting procedures. Before moving the vehicle, depress the tow vehicle brake pedal. The BrakeRite unit should start (audibly hear unit). Release the tow vehicle brake pedal and activate the BrakeRite unit by operating a manual override on the in-cab controller. Again, the unit will be heard running. With manual override, a tone change will occur as pressure builds relative to the activation amount initiated from the override switch. Do not attempt to move the unit or trailer until the brake system performs properly in the described tests above.

After the system responds to tests previously described, proceed with moving the vehicle. Establish a feel for the brake system and calibrate brake response based upon instructions given in the brake controller manual. This adjustment should be performed in a parking lot or low traffic area. Do not operate in high traffic areas until familiarized with the feel and performance of the brake system. Take time to be familiar with how the unit feels, performance, and proper operation and setting selections of the brake controller.

Trailer brakes are meant to stop the trailer while being towed, but not stop both the tow vehicle and trailer. There are two basic types of In-Cab Electronic Brake Controllers, Inertia and Time Controlled. Inertia based controllers create a small bias braking force when activated and modulate braking forces of the trailer relative to the braking reaction created by the tow vehicle, offering the most desirable braking effect. Time based brake controllers are NOT recommended for this unit due to the lack of smooth braking and speed sensitivity.

Manual override is required by law and should be fully understood for proper and safe operation. This allows trailer brakes to be activated without depressing the tow vehicles brake pedal.

Service and Maintenance

Periodic inspection of electrical connectors, wiring, brake lines, and hose for the entire brake system to ensure no abraded or bare wires, damaged steel lines, or damaged hoses exist. During inspection assure there are no loose or hanging objects that might drag or catch on during transport.

EVERY time trailer is coupled to a tow vehicle, check the following items:

- Check fluid level in reservoir. Fluid level must be maintained within 3/8" below filler opening. If brake fluid is required, add only new, clean brake fluid. Use caution when removing reservoir cap to prevent admission of any contaminants into fluid reservoir.
- Check breakaway battery is charged and breakaway system works. Test by pulling cable on breakaway switch. If vehicle has been parked for long periods, breakaway battery may be discharged. If this situation occurs, charge battery per trailer manufacturer's recommendations prior to using trailer. If battery is discharged in cold environments, freezing battery, damage may have occurred to battery.
- Inspect coupler and safety chains to assure they are fully functional and for wear or damage. All equipment must meet manufacturer's specifications and all applicable laws.

Units are shipped with tamper proof seals between cover and casting, if broken the warranty is void.

Troubleshooting

Experience has shown that the majority of problems with BrakeRite units are results of INCORRECT or FAILED WIRING. If problems arise, consult the applicable wiring diagram and inspect all wiring and terminations.

A bench test can be performed as using the following procedure:.

- Connect white wire to negative (-) battery post
- Connect black wire to positive (+) battery post
- Touch the blue wire to positive (+) battery post without touching black wire. (If the blue wire touches the black wire, the BrakeRite will not work).
- The BrakeRite should turn on at full power when the blue wire makes contact with the positive (+) battery post. If the BrakeRite powers on, the problem is not with the BrakeRite unit; wiring and other components should be checked for problems.

ISSUE	SOLUTION
Indicator on In-Cab Controller shows no connection between tow vehicle and trailer	Inspect plug and wiring for open circuit. Consult applicable wiring diagram for proper connections.
Poor response time	Check and add brake fluid as required. Bleed brake lines and devices. Check input for adequate Charge (12VDC).
Inadequate or excessive trailer braking	Adjust gain control on In-Cab Controller
BrakeRite unit runs but does not build pressure	Assure proper brake fluid level, add fluid and bleed system as required. See figure 5.
BrakeRite unit does not run when breakaway is pulled	Check breakaway battery charge and assure wires are properly connected
BrakeRite unit does not run when in-cab manual override is activated	Verify and connect wire connections in entire electrical circuit.

Limited Warranty

What Products Are Covered
All Dexter® Axle Company ("Dexter") trailer axles, suspensions, and brake control systems manufactured on or after September 1, 2016, excluding Dexter 6000 series Manufactured Housing Axles. Additional exclusions include the following brands: Silent Drive by Dexter, Kodiak, Dexter's Door and Ventilation Products, and Heavy Duty Steering and Lift Axles, which are covered by separate warranties specific to those products.

Limited 1 Year Warranty
Grease & oil seals (FOR ALL PRODUCTS), couplers, and Dexter DX6.6 Surge Actuator have a one (1) year limited warranty to the original purchaser from the date of original retail purchase.

Limited 2 Year Warranty
Dexter warrants to the original purchaser that its electric over hydraulic actuators (DX Series and BrakeRite®), Airflex® air supply components, and Tow Assist™ electronic components shall be free from defects in material and workmanship for a period of two (2) years from the date of original retail purchase.

Limited 5 Year Warranty
Dexter warrants to the original purchaser that its sprung axles, sprung suspension systems, Versa~Flex™ axles, Eliminator™ axles, hydraulic surge actuators (except Dexter DX6.6 Surge Actuator), and Dexter Genuine Replacement Parts shall be free from defects in material and workmanship for a period of five (5) years. The warranty period shall begin from the date of original retail purchase.

Limited 6 Year Warranty
Dexter warrants to the original purchaser that its Vortex™ and Vault® high performance lubrication systems shall be free from defects in material and workmanship for a period of six (6) years from the date of original retail purchase.

Limited 7 Year Warranty

Dexter warrants to the original purchaser that its Predator Series® electric brake controllers shall be free from defects in material and workmanship for a period of seven (7) years from the date of original retail purchase.

Limited 10 Year Warranty
Dexter warrants to the original purchaser that the suspension components of its Torflex® axles shall be free from defects in material and workmanship for a period of ten (10) years from the date of original retail purchase.

Exclusive Remedy
Dexter will, at its option, repair or replace the affected components of any defective axle, repair or replace the entire defective axle, or refund the lesser of the original purchase price and the then-current list price of the axle or components. In all cases, a reasonable time period must be allowed for warranty repairs to be completed. Allowance will only be made for installation costs specifically approved by Dexter.

What You Must Do
In order to make a claim under these warranties:

1. You must be the original purchaser of the trailer and/or Dexter Genuine Replacement Parts.
2. You must promptly notify Dexter after detection of any defect, but in any case within the applicable warranty period of such defect, and provide us with the axle or applicable component serial number and any substantiation of such defect which may include, but is not limited to, the return of part(s) that we may reasonably request.
3. The axles, suspensions and components must have been installed and maintained in accordance with good industry practice and any specific Dexter recommendations, including those specified in Dexter's current manuals.

Exclusions
These warranties do not extend to and do not cover defects caused by:

1. The connecting of brake wiring to the trailer wiring or trailer wiring to the towing vehicle wiring.
2. The attachment of the running gear to the frame.
3. Parts not supplied by Dexter.
4. Any damage whatsoever caused by or related to any alteration of the axle including welding supplemental brackets to the axle.
5. Use of an axle on a unit other than the unit to which it was originally mounted.
6. Normal wear and tear.
7. Improper alignment.
8. Improper installation.
9. Unreasonable use (including trailer overloading or improper loading and failure to provide reasonable and necessary maintenance as specified in Dexter's current manuals including required maintenance after "Prolonged Storage").
10. Improper torque values and torqueing of wheel nuts. (The proper torqueing procedure and torque values are contained in Dexter's current manuals).
11. Improper or lack of maintenance.
12. Cosmetic finish or corrosion.

Limitations
1. **In all cases, Dexter reserves the right to fully satisfy its obligations under the Limited Warranties by refunding the lesser of the original purchase price and the then-current list price of the defective axle (or, if the axle has been discontinued, of the most nearly comparable current product).**
2. Dexter reserves the right to furnish for any substitute replacement component or product in the event an axle or any component of the axle is discontinued or is otherwise unavailable.
3. These warranties are nontransferable.

General
THE FOREGOING WARRANTIES ARE EXCLUSIVE AND IN LIEU OF ALL OTHER WARRANTIES, WHETHER WRITTEN, ORAL OR IMPLIED, IN FACT OR IN LAW (INCLUDING ANY WARRANTY AGAINST INFRINGMENT OR OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE).

These warranties give you specific legal rights, and you may also have other rights which vary from state to state.

DEXTER HEREBY EXCLUDES INCIDENTAL AND CONSEQUENTIAL DAMAGES, INCLUDING BUT NOT LIMITED TO, LOSS OF TIME, INCONVENIENCE, LOSS OF USE, TOWING FEES, TELEPHONE CALLS, COST OF MEALS OR LODGING, FOR ANY BREACH OF ANY EXPRESS OR IMPLIED WARRANTY.

Some states do not allow limitations on how long an implied warranty lasts, or the exclusion or limitation if incidental or consequential damages, so the above exclusion or limitation may not apply to you.

Inquiries regarding these warranties should be sent to:

Dexter Axle Company
P.O. Box 250
Elkhart, IN 46515

Note: Current Dexter manuals can be found at **www.dexteraxle.com**.

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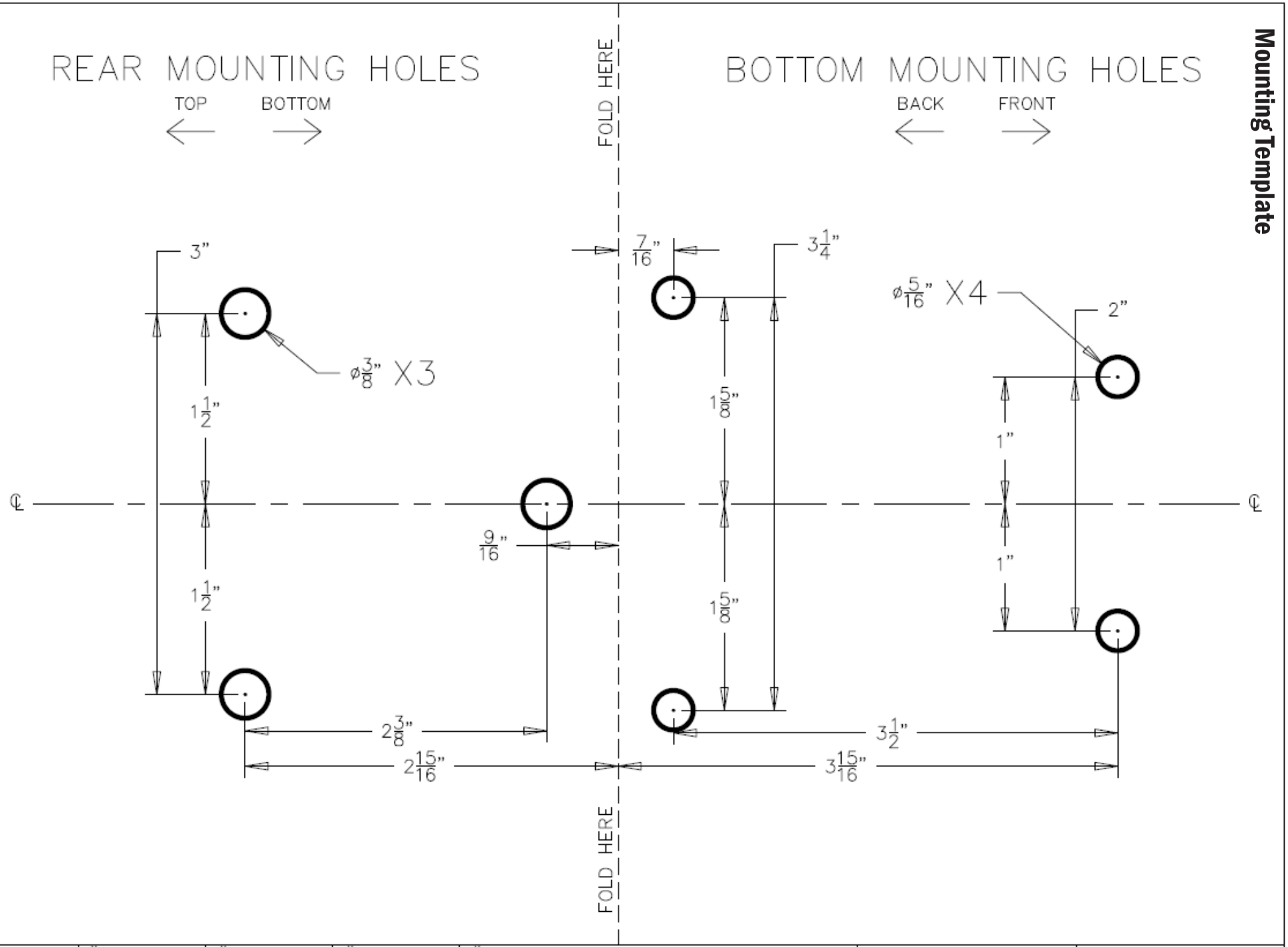

0"	1"	2"	3"	4" Use page for drilling template if needed. Measure printed ruler for correct scale. Page must be printed at 100% scale. Fold along dashed line for mounting on both sides.	BRAKERITE MOUNTING HOLE DIAGRAM	DEXTER

Notes

Locations

Genuine Dexter axles and components are available nationwide from our plant locations listed below or through our network of distributors. Check our website for the distributor nearest you.

Dexter - Headquarters

2900 Industrial Parkway East ■ Elkhart, Indiana 46516
Phone: 574-295-7888 ■ Fax: 574-295-8666
www.dexteraxle.com

Dexter - Plant 12
301 West Pearl Street
Fremont, Indiana 46737
Phone: 260-495-5100
Fax: 260-495-1701

Dexter - Plant 13
500 South 7th Street
Albion, Indiana 46701
Phone: 260-636-2195
Fax: 260-636-3030

Dexter - Plant 15
500 Southeast 27th Street
El Reno, Oklahoma 73036
Phone: 405-262-6700
Fax: 405-262-9089

Dexter - Plant 21
199 Perimeter Road
Monticello, Georgia 31064
Phone: 706-468-6495
Fax: 706-468-2966

Dexter - Plant 23
5600 Bucknell Drive SW
Atlanta, Georgia 30336
Phone: 404-477-6899
Fax: 470-443-1715

Dexter - Plant 24
135 Sunshine Lane
San Marcos, California 92069
Phone: 760-744-1610
Fax: 760-744-1616

Dexter - Plant 25
1041 Baxter Lane
Winchester, Tennessee 37398
Phone: 931-967-5101
Fax: 877-457-9861

Dexter - Plant 39
902 South Division Street
Bristol, Indiana 46507
Phone: 574-848-4491
Fax: 574-848-4825

Dexter - Plant 51
347 King Street West
Ingersoll, Ontario N5C 2K9
Phone: 226-242-5291
Fax: 226-444-0474

Silent Drive by Dexter - Plant 54
1300 Arizona Place SW
Orange City, Iowa 51041
Phone: 712-737-4865
Fax: 712-737-2865

Dexter - Plant 61
21611 Protecta Drive
Elkhart, Indiana 46516
Phone: 574-294-6651
Fax: 574-295-6626

Dexter - Plant 62
301 North Kennedy Street
Shawnee, Oklahoma 74801
Phone: 405-273-9315
Fax: 405-273-1054

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