

Brake Adjustment Procedure

1. Grease cam bracket and spider fittings.

CAUTION

Care must be exercised to prevent grease from coming in contact with brake linings which could result in reduced braking performance.

2. Adjust the slack adjuster until the brake lining comes into contact with the brake drum.
 - A. For green brakes*, there should be a slight amount of wheel drag at initial adjustment to compensate for any lining irregularities (high spot, etc.)
 - B. For burnished or broken-in brakes, back off the slack adjuster to achieve .030" clearance between drum and shoes.
3. Apply brakes using normal truck operating pressure (average line pressure should be 90 psi.).

⚠ CAUTION

USE OF AIR PRESSURE IN EXCESS OF 130 PSI COULD RESULT IN FAILURE OF THE AIR CHAMBER OR SPRING BRAKE CHAMBER AND RESULT IN INJURY.

- A. Check the amount of push rod travel. Maximum should not exceed 2" for Type 30 chambers and 1¾" for Type 24 chambers.
 - 1) Optimum push rod travel on a green brake* should be under 2".
 - 2) Optimum push rod travel on a burnished or broken-in brake should be under 1¾".
 - B. With air pressure applied to brakes, check for lining to drum contact. The contact should approach 100%. Use a .010" feeler gauge if in doubt. It should not fit between the lining and drum during brake application.
 - C. Check to ensure the lining is inside the drum during application. More than .06" hanging out of the drum is not recommended.
4. Release air pressure from the brakes and confirm that all brakes release to the normal relaxed position.

***Note:** A "green brake" is an unground, unburnished brake. Normal manufacturing tolerances dictate that there is a break-in period required after which the

lining will seat into a perfect concentric situation. During this break-in period, the user must be aware that additional brake adjustments will be mandatory to achieve optimum braking performance.