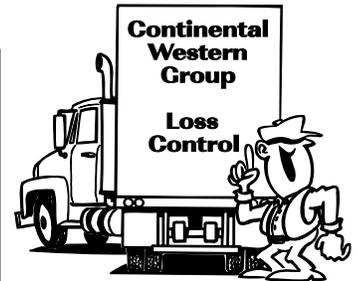


TRUCK TALK

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Air Brake Inspection Ten Steps To Ensure Adequate Stopping Capabilities

Set-Up Procedures

1. Park vehicle on level ground. Put wheel chocks in place. Wait until brakes are cool to the touch.
2. Start engine to build air reservoir pressure.
3. Release spring-type parking brakes and all service brakes.
4. Turn off engine when air reservoir pressure gauge reaches **90-100 psi (620-690 kPa)**. Place transmission in low gear.
5. Ensure the pushrod is fully retracted into the brake chamber. **Repeat at each wheel end.**
6. Mark the pushrod with chalk where it exits the brake chamber, or, if the chamber is not accessible, where the pushrod aligns with the chamber mounting bracket (reference surface). If your brakes have movable stroke indicators, set them (some slide, others need a special tool). **Repeat at each wheel end.**

***You can check brake adjustment of S-cam brakes using the applied stroke method or free stroke method. The applied stroke method is more reliable.**

Applied Stroke Method

- 7A. Make full brake application with air reservoir pressure at **90-100 psi (620-690 kPa)**. (a) Ask an assistant to completely push down on the brake pedal, or (b) use a prop to hold the brake pedal fully applied, or (c) activate a dash-mounted brake valve actuator.
- 8A. With the brake fully applied, tap the side of the brake drum with a small hammer to confirm the lining is against the drum. *You should hear a dull "clunking" sound. If you hear a "ringing" sound, have the brake checked by a certified brake inspector.* **Repeat at each wheel end.**

9A. Measure the applied stroke - the distance from the chalk mark on the pushrod to where it exits the brake chamber (or the reference surface used in Step 6). **Repeat at each wheel end.**

10A. If the measured pushrod stroke is greater than the maximum stroke on the chart, OR if a colored band on the pushrod (excessive stroke indicator) is visible when the brake is applied, have the brake inspected by a certified brake inspector.

Free Stroke Method

***If you must check your brakes without assistance, you can use the free stroke method with a pry bar.**

7B. Attach a pry bar and pull hard on the slack adjuster arm. **Repeat at each wheel end.**

8B. With the pry bar pulling on the slack adjuster, use a small hammer to tap the side of the drum to confirm the lining is against the drum. *You should hear a dull "clunking" sound. If you hear a "ringing" sound, have the brake checked by a certified brake inspector.* **Repeat at each wheel end.**

9B. Measure the free stroke - the distance from the chalk mark on the pushrod to where it exits the brake chamber. **Repeat at each wheel end.**

10B. If the free stroke exceeds 5/8 inch (16mm) for a self-adjusting slack adjuster or more than 1/2 inch (13 mm) for a manual slack adjuster, have the brake checked by the certified brake inspector. (Refer to your owners manual for specific limits.)

