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MERITOR®
an *ArvinMeritor* brand

Service Parts Instructions

Installing Brake Shoes Equipped with Lining Wear Sensors

All Meritor Q Plus™, Q and P Series Cam Brakes Equipped with Lining Wear Sensors

⚠ ASBESTOS AND NON-ASBESTOS FIBERS WARNING

Some brake linings contain asbestos fibers, a cancer and lung disease hazard. Some brake linings contain non-asbestos fibers, whose long-term effects to health are unknown. You must use caution when you handle both asbestos and non-asbestos materials.

How to Obtain Additional Maintenance and Service Information

Refer to Maintenance Manual 4, Cam Brakes and Automatic Slack Adjusters. To obtain this publication, visit Literature on Demand at arvinmeritor.com.

Brake Shoes Equipped with a Lining Wear Sensor

Before disassembly, note the routing of the sensor wiring. The wiring harness passes through a dust shield grommet that must be removed in order to pull the harness connector through the dust shield. The replacement assembly contains a new dust shield grommet. Ensure that you route and secure the sensor wiring in the same manner. Reinstall the connector end of the sensor wiring to the main harness.

The brake shoe assembly includes a lining wear sensor. The sensor is located in the primary shoe lining block closest to the camshaft on the inboard side. The first shoe past the camshaft in the direction of wheel rotation is the primary shoe.

The primary shoe can either be on the top or the bottom position, depending on the location of the cam. If the cam is behind the axle, the top shoe is the primary shoe. If the cam is in front of the axle, the bottom shoe is the primary shoe. Figure 1.

The preferred sensor position is the primary shoe, cam end block, inboard center rivet. Figure 2.

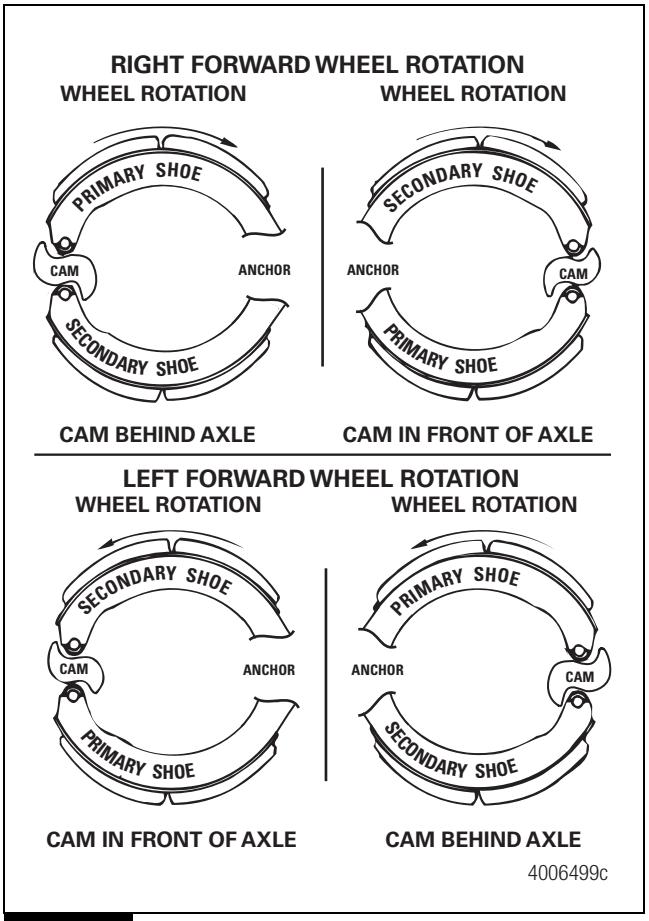

Figure 1

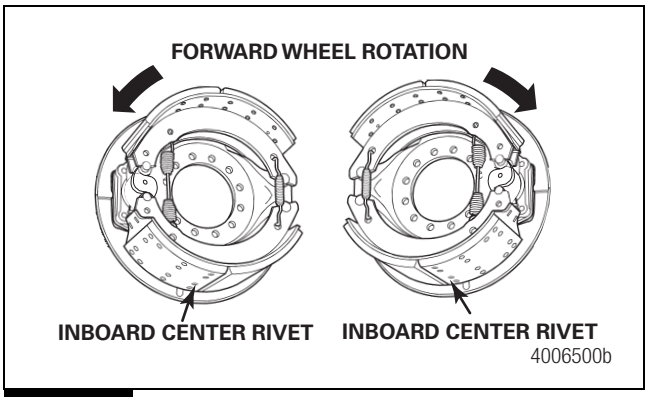

Figure 2

Important Information

Meritor automatic slack adjusters (ASAs) should not need to be manually adjusted in service. ASAs should not have to be adjusted to correct excessive push rod stroke. The excessive stroke may be an indication that a problem exists with the foundation brake, ASA, brake actuator or other system components.

Meritor recommends troubleshooting the problem, replacing suspect components and then confirming proper brake operation prior to returning the vehicle into service.

In the event that a manual adjustment must be made (although not a common practice), a service appointment and full foundation brake, ASA, and other system component inspection should be conducted as soon as possible to ensure integrity of the overall brake system.

For Meritor brake adjustment, refer to the brake adjustment tables in Maintenance Manual 4. For non-Meritor brake adjusters, refer to the brake manufacturer's service procedures.

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