

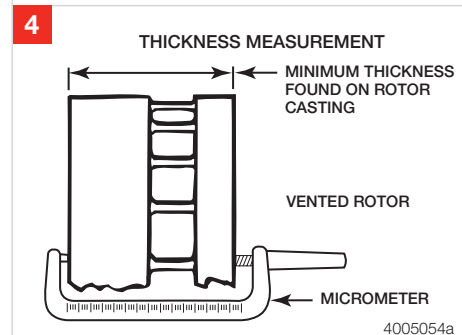
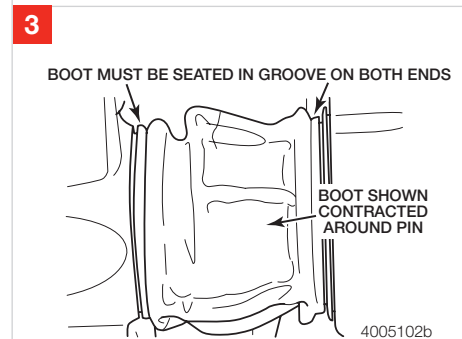
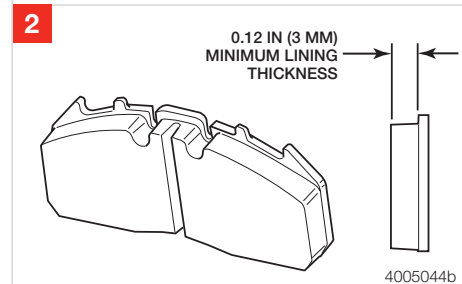
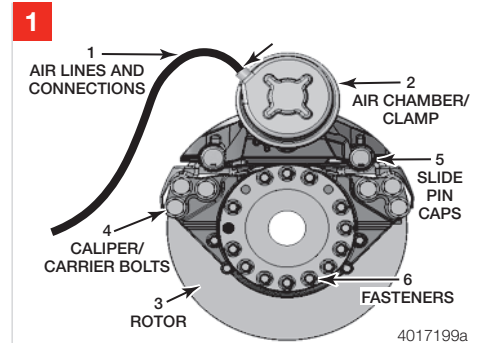
EX+™ LS WHEELS-OFF INSPECTION

1 Visual inspection – Inspect for loose, missing or damaged components as described in the *Pre-Trip Driver Inspection* and *Wheels-On Inspection* starting on page 9 of MM-20101. Inspect air lines and connections, air chamber, rotor, all six carrier bolts, slide pin end caps, adjuster plug and torque plate fasteners. Ensure all fasteners and adjuster plug are present and show no signs of loosening or movement.

2 Pad wear measurement – Perform measurements on both pads following instructions on page 15 of MM-20101.

3 Slide pin boot inspection – Ensure slide pin boots are properly sealed and are not melted or damaged as described on page 15 of MM-20101. Verify that caliper slides freely and slide pin boots pull into a vacuum when sliding caliper by hand.

4 Measure rotor thickness – Check the rotor for adequate remaining thickness and condition. Refer to rotor manufacturers inspection procedures and minimum thickness. Also check for cracking as described on pages 26-28 of MM-20101.



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Pad abutments inspection – Visually inspect all eight of the pad abutments on the carrier. Abutments are the flat machined surfaces that the pads slide on as they wear. Check for grooving that would impede smooth sliding on the abutment surface. Inspection procedures are on page 14 of MM-20101.

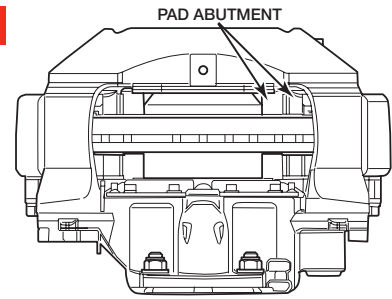
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Caliper adjustment test – If there is reason to believe that the caliper is not properly adjusting, perform the brake adjuster operation test. Insert a 6-inch $\frac{3}{8}$ -inch drive extension into the adjustment port on the caliper. Back the brakes off $\frac{1}{2}$ turn. Remove ratchet, but leave extension in caliper. Apply the brakes one time and see if the extension turns. A paint mark on the extension can be used to mark before and after position of the extension.

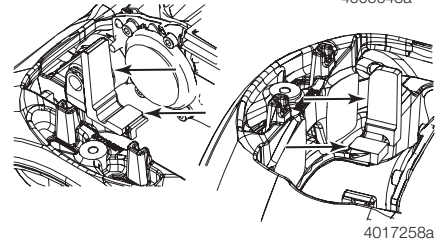
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Slide pin bushing wear procedure – If there is reason to believe that the slide pins or bushings have excessive wear, perform slide pin bushing wear procedure found on pages 15 and 16 of MM-20101.

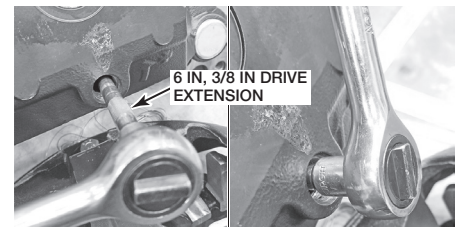
Note – Steps 1-4 should be performed any time the pads are being replaced. Steps 5-6 should be performed if there is abnormal pad wear or a suspected issue with the caliper. Additional diagnostics are available in MM-20101 available for download at meritor.com/lod.

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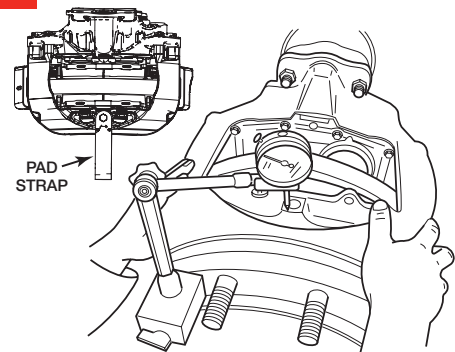
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