

BRAKES - TECH TIPS



TRUST MATTERS.

BRAKE JOB CRITICAL-REVIEW COMPONENTS

Slack Adjusters

- Verify the retaining bolt or snap ring is correctly secured in the camshaft
- Check slack adjuster gear torque – use a lb-inch torque wrench and turn adjusting nut counterclockwise
 - For Meritor-style ASAs, if the torque value is less than 45 lb-inch as you rotate gear, slack adjuster is operating correctly
 - If the torque value exceeds 45 lb-inch as you rotate gear, replace slack adjuster
 - For Haldex-style ASAs, replace the slack adjuster if the torque is less than 13 ft-lbs
 - For other manufacturers, refer to the appropriate OE manual for instructions



Shoes/Linings

- Measure lining wear. Linings must have a greater than ¼ inch thickness at the center of the brake lining. Inspect for cracks, separation from the brake shoe table, and loose rivets
- Always use new brake shoe hardware – rollers, roller retainers, anchor pins, retainer springs and return pins



Brake Drums

- The maximum allowable brake drum diameter is stamped or cast into the outer edge of the drum. Place a brake drum diameter gauge inside the drum. Take several measurements within 90 degrees of each other at the open and closed edges of the drum's friction surface
 - If wear exceeds 0.120 inch, replace the brake drum
 - If a brake drum is out-of-round, replace the drum



Brake Chamber

- Check brake chamber for looseness or damage
- Ensure retaining nuts are tightened to specification
- Verify push rod is exiting the chamber at a 90 degree angle and it returns completely after each brake application
- Verify chamber size (20, 24, 30, etc.) and the chamber type – either standard or long stroke – are the same on each side of axle
- Inspect the chamber bracket for cracks and damage
- Verify the caging bolt, nut and washer are installed, and the caging bolt cover is secure

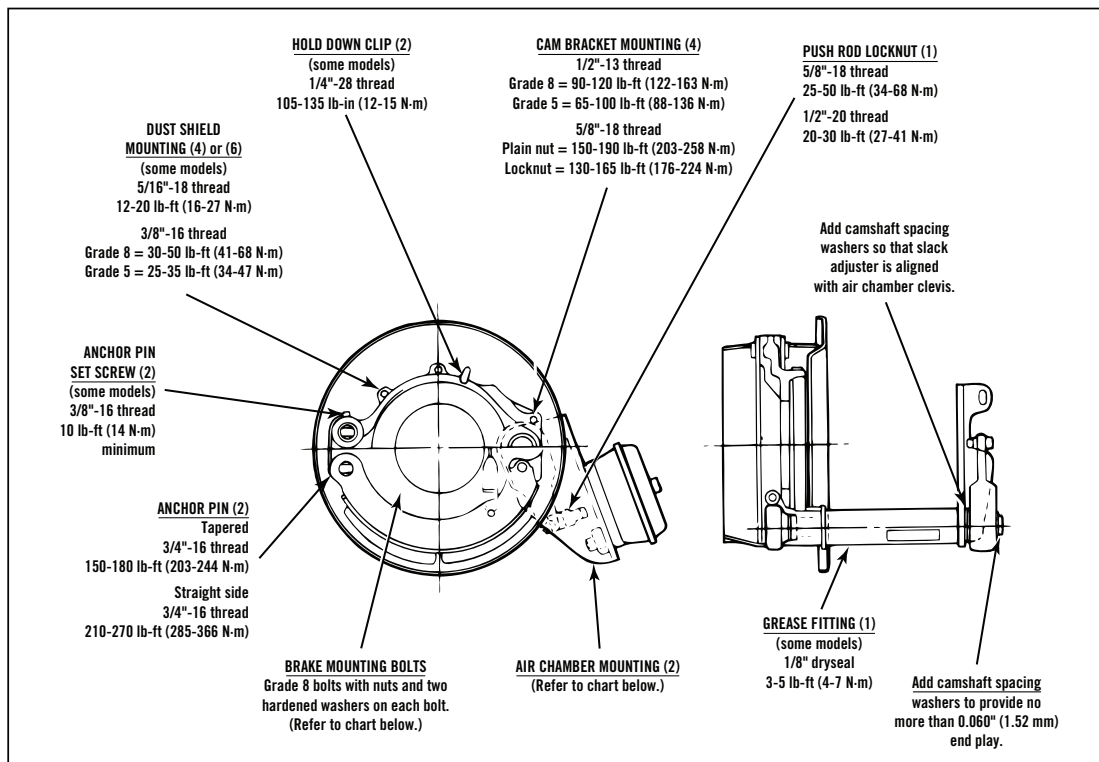


Camshafts

- Before removal of the automatic slack adjuster and camshaft, verify that cam-to-bushing radial free play is within spec
- Check the camshaft for cracks, wear or corrosion. Check the cam head bearing journals and splines. Replace worn or damaged camshafts. Install new bushings and seals whenever you install a new camshaft
- The bushing wears in one direction; it is important to rotate the camshaft in all directions when checking for radial free play
 - If radial free play is less than 0.030 inch (0.76 mm) – do not replace bushing and seals
 - If radial free play is more than 0.030 inch (0.76 mm) – replace bushings and seals



CAM BRAKE TORQUE SPECIFICATIONS



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