

HEAVY DUTY BRAKE RELINE CHECK LIST

We recommend at time of reline following this procedure:

1. Mike drums to be sure both drums on the axle are the same diameter.
2. Same manufacturer's drum design on each axle.
3. Clean shoe tables thoroughly.
4. Replace all worn shoe parts.
5. Treat axle as a unit -- identical repairs on both brakes.
6. Disconnect slack adjuster lever to check camshaft by hand.
7. Be certain "S" cam is clean and free of grease to allow shoe roller to turn freely on the cam face. All roller surfaces should be clean and free of any flat spots.
8. Brake chambers, chamber springs and chamber diaphragms should be checked and replaced in pairs.
9. Camshafts should be rebushed and replaced in pairs.
10. Slack adjusters to be replaced on both brakes.
11. All brake shoe return springs should be checked or replaced with every reline.
12. Grease seals should be replaced with every reline and their working surfaces checked.
13. Push rods should be the same lengths and their travels identical on both sides.
14. The initial adjustment should have a minimum clearance of .020. Subsequent adjustments should have a minimum clearance of .010 for a free brake with a cold drum. When adjustment is made by push rod travel, first establish the correct push rod travel for a free wheel.
15. Wedge brakes should have the wedge assembly and adjusting mechanism removed for inspection and servicing.
16. If a wedge assembly should need replacing, be sure to install the same angle wedge to mate the others.
17. Only approved lubricants should be used on the Wedge Brake.
18. Use hot soapy water on seals in the Wedge Brake and a solvent on all metal parts.

A strict adherence to the following three major steps would be instrumental in preventing and minimizing road calls:

1. Institute a comprehensive Preventative Maintenance Program.
2. Train your mechanics to replace questionable components.
3. Use top quality materials throughout.