

PROCEDURE FOR COMPLETE A

RECOMMENDED BY *American Brakeblok®*

All equipment, even identical installations, should be checked out before going into service, out again, regularly, as part of standard preventive maintenance. The same procedure can confirm driver complaints. Proper testing saves many hours of work and many unnecessary

All the equipment required can be made easily from parts on hand. The first tool requires a gage of known accuracy, drain cock, shut-off cock and another glad hand. The second tool is of known accuracy, flexible hose and a male and female tee fitting.

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- ① Completely drain all air tanks in the system. At the time the drain cocks are open, hold a hand below it to determine if there is excess oil or contamination. If this is found, take the necessary measures to correct the source of difficulty.
- ② Install the check gage with glad hands in the emergency air line and close the shut-off cock. Do not connect service line at this time.
- ③ Start engine. With no air pressure in system apply foot valve and note when stop lights light, which should be approximately 5 PSI. Release foot valve and continue to charge system. Time required for pressure build-up to governor cut-out between 100-105 PSI should not exceed 5 minutes. At the same time, low pressure warning device should remain on until the pressure has built up to approximately 60 PSI. At this point, the warning buzzer must stop sounding or the warning light must go out. As the pressure builds up, check the accuracy of the gage in the cab with that of the test gage.
- ④ Make sufficient brake applications to reduce the air pressure to the point where the governor should cut in between 80-85 PSI, resuming compression.
- ⑤ With the engine stopped, let air out of the wet tank and watch the gage in the cab.
- ⑥ The gage should read the pressure in the dry tank and thus it should remain constant. This determines that the one way check valve between the dry tank and the wet tank is holding pressure.
- ⑦ Attach the service line to the trailer and open shut-off cock. Start engine and charge the complete system up to the pressure of governor cut out.
- ⑧ Stop the engine. Apply full pressure to the brakes through the foot pedal. At this point all the lines are fully charged and the system is under maximum pressure. Now go around all the air lines and *listen*, you may hear a leak at any of the valves, fittings, bends or chambers. Start at the compressor and while listening, *look*. Watch for sharp bends in the lines. Notice that no tubing is squashed to slow down the flow of air, see that hoses are in good condition. With the brakes fully applied, pressure drop should not exceed three pounds per minute. With full governor cut out pressure and the brakes released, the drop should not exceed two pounds per minute.
- ⑨ Apply emergency control valve in cab. See that the trailer brakes are set up and the tractor air is retained. This checks the tractor protection system. SPNY 005962