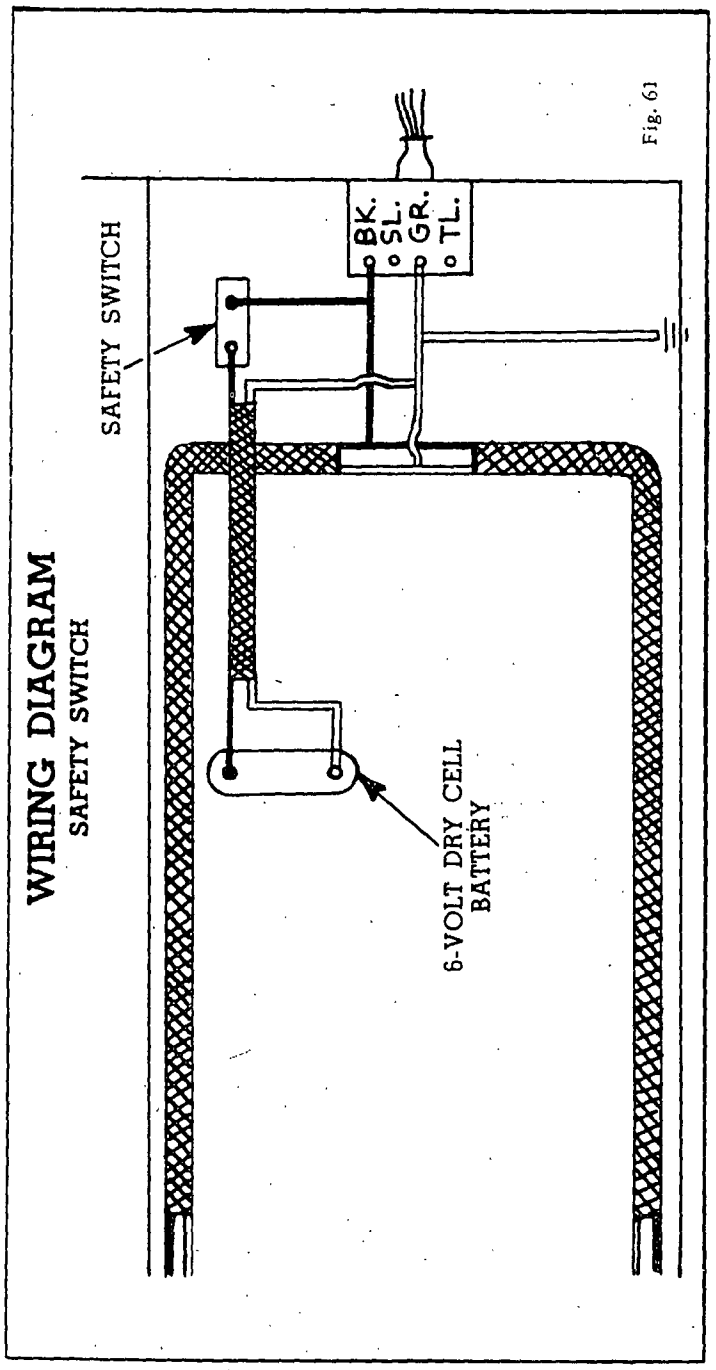

Fig. 61

SUGGESTED BRAKE SIZES FOR GIVEN AXLE LOADS AND TIRE SIZES:

Brake Size	Max. Axle Load (Incl. Pay Load)	Max. Tire Size	
12x1-¾ (Standard lining)	2,500#	6:50x16 (Single)	6 ply
12x1-¾ (High friction lining)	3,500#	7:00x17 (Single)	8 ply
14x2 (High friction lining)	5,500#	8:25x20 (Single)	10 ply
16x2½	10,000#	7:50x20 (Dual)	10 ply
17¼x3	14,000#	9:00x20 (Dual)	10 ply
17¼x4	18,000#	11.00x20 (Dual)	12 ply
17¼x5	20,000#	11:00x20 (Dual)	12 ply

These suggestions are for normal use and conditions. If you have a specific installation under consideration, the Engineering Department will be pleased to make brake recommendations upon request. When so doing, please state type of vehicle, gross axle loads (including pay load) number of wheels, tire size and weight distribution.

TROUBLE SHOOTING

NO BRAKES OR INTERMITTENT BRAKE

PROBABLE CAUSE: Broken wire in circuit.

PROBABLE REMEDY: Check entire wiring system for broken wires and install new wire where it is found necessary. All splices or joints in the brake circuit MUST BE SOLDERED.

PROBABLE CAUSE: Poor connections.

PROBABLE REMEDY: Check, clean and tighten all connections of brake, controller, load control and socket.

PROBABLE CAUSE: Broken wire on Magnet.

PROBABLE REMEDY: If broken wire is on outside of magnet shell, replace the magnet contact wires, following instructions on page *19* –.

PROBABLE CAUSE: Poor ground connection in circuit.

PROBABLE REMEDY: Clean and tighten connections. All ground connections on frame MUST BE welded.

PROBABLE CAUSE: Defective plug or socket.

PROBABLE REMEDY: Check plug and socket for loose connections, dirty or corroded blades or broken bakelite insert in socket. When rubber plugs are found defective, repairs can be made as indicated on page *16* · Inspect and repair plastic coupling plugs as per instructions on pages *14* – and *15* -

PROBABLE CAUSE: Controller defective.

PROBABLE REMEDY: 1. With the controller in fully applied position, check the amperage as indicated on page *11* ·

2. Short out the controller by connecting both ammeter wires to the two brake wire terminals. If ammeter DOES NOT show a reading with the controller connected as in paragraph 1, but DOES SHOW a reading with controller shorted out, controller is defective and should be repaired or replaced.