# SPRINGBRAKE FITTING AND ADJUSTMENTS

TRANSPORT EQUIPMENT AUSTRALIA

Release spring brake

Correct position on the axle brake bracket

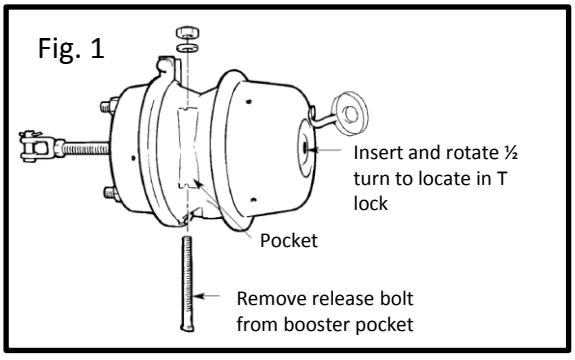
Adjustment procedure

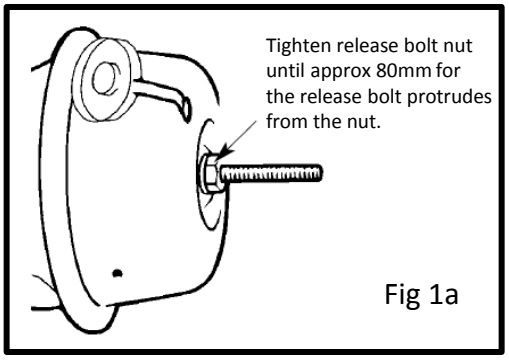
**Brake Actuators**: Brake Actuator size and position on the slack adjuster is specified by your certifying engineer. If the brake actuator has been supplied with an uncut pushrod you will need to shorten the push rod to the correct length. Refer below for the procedure to cut the push rod. Once the actuator pushrod has been sized correctly (incorrect pushrod length will effect brake performance). Mount the actuator in the correct set of holes on the axle brake bracket opposite the slack adjuster (Fig 4a and 4b) as prescribed by the certifying engineer.

You must ensure correct adjustment is possible with the brake shoe contacting the brake drum, the pushrod to slack adjuster relationship must form a perfect 90 degree junction as per fig 3a. Please refer to fig 5a for the correct mounting bolt torques and use the guidelines below to release park brake spring.

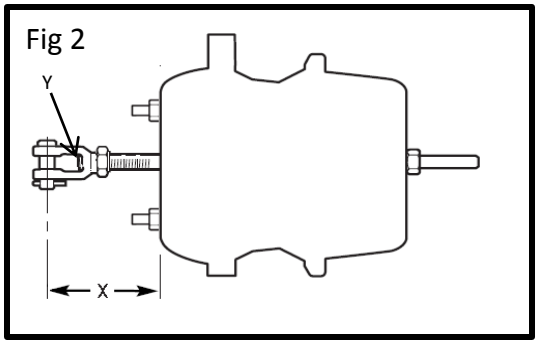
## Cutting the push rod to length.

1. Make sure the parking spring of the actuator is fully released (parking spring caged, ref fig 1) and the service brake push rod is fully retracted to zero stroke position (i.e. brake fully released).




2. With the Park spring captured and the output push rod retracted, measure 145mm (X) from the service section front face to the centre hole of the clevis. Note, do not have the pushrod protrude more than 5mm into the clevis (Y)as shown in fig 2



# Brake Actuator mounting position.

1. Establish the push rod setting from your certifying engineer. Typically the setting will be either 4” or a 5” setting. Please refer below to Fig 4a and 4b for correct position of the Actuator on the mounting bracket.

Fig 4a

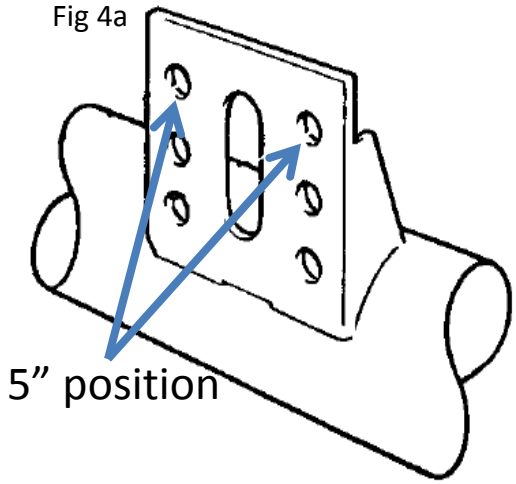
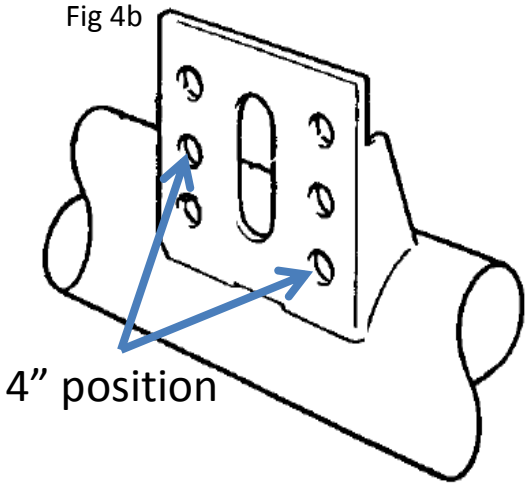



Fig 4b



3. With the Push rod cut to length you will need to adjust the brake to ensure the correct relationship between the booster push rod and the slack adjuster. Refer Fig 3.

To achieve the correct adjustment Rotate 18mm nut , Fig 3 A to align slack adjuster hole with the clevis hole B. (Note this position on the slack adjuster will be advised by your certifying engineer). Insert the clevis pin and clevis split pin, continue to rotate the adjuster until resistance is felt which will be the brake shoe hitting the brake drum, rotate back ½ turn or until the drum spins freely, whichever occurs first.

With the brake adjustment completed apply approx 400kpa into the service brake and check the push rod to slack adjuster angle is 90deg as per Fig 3a

Fig 3

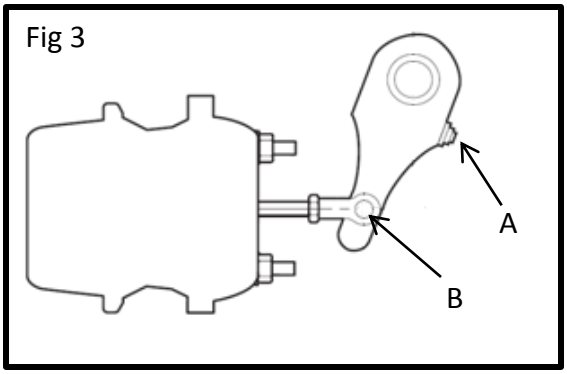
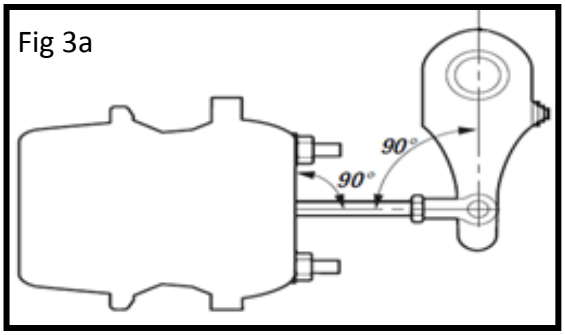



Fig 3a




4 With the pushrod cut length procedure completed release the parking spring and replace the release bolt back into the pocket provided on the side of the booster