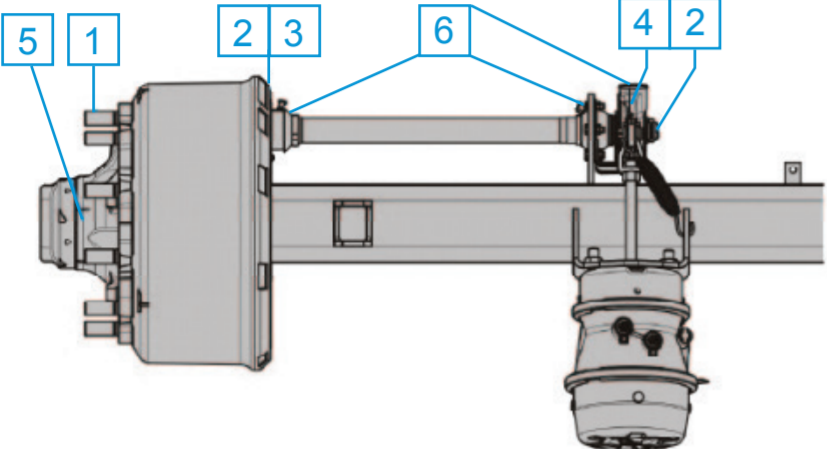


MAINTENANCE WORK AND VISUAL INSPECTION OVERVIEW



	INITIALLY	EVERY 12 WEEKS	EVERY 26 WEEKS ²⁾	AT EVERY BRAKE LINING REPLACEMENT, ²⁾ LATEST ANNUALLY
1	1 ¹⁾			
2		2		
3		3		
4			4	
-		-		
5				5
6		6		

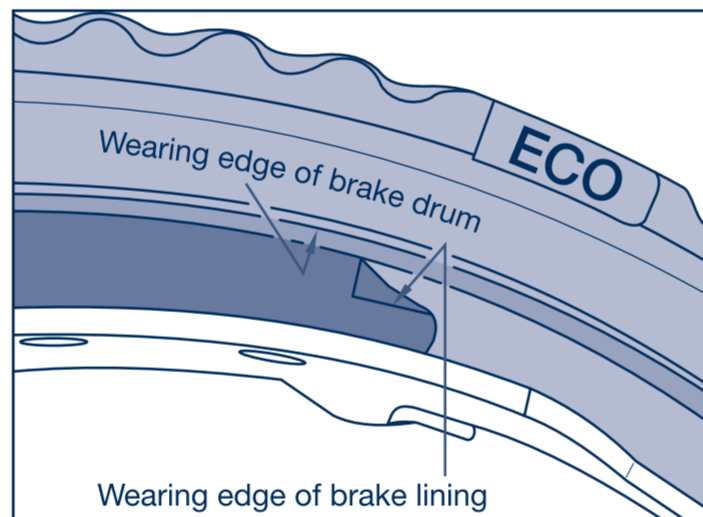
¹⁾ After the first run under load conditions, likewise after each wheel change.

²⁾ Under extreme conditions, increase frequency (e.g. construction sites and poor roads).

CHECK THE BRAKE DRUM FOR CRACKS AND THE INTERNAL DIAMETER

THIS SHOULD BE CARRIED OUT QUARTERLY:

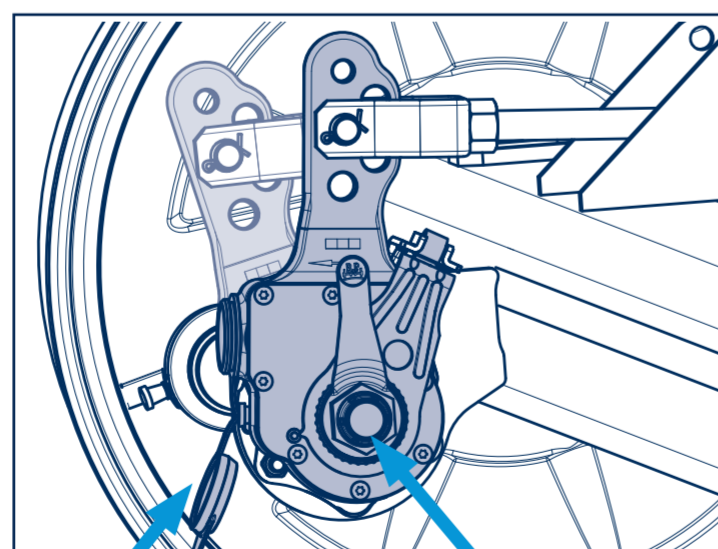
- Remove the brake cover plate after removing the 13 mm mounting bolts.
- Check the condition of the brake drum and that there is adequate remaining thickness.
- Renew the brake drum when the wear edge on the side of the drum has been reached (permitted wear varies depending on brake size).
- Re-fit the cover plate.



CHECK OPERATION OF AUTOMATIC SLACK ADJUSTER

VISUAL INSPECTION: EVERY 6 MONTHS AND / OR AS PART OF ANY OTHER SERVICE INSPECTION - QUARTERLY IN USE OUTSIDE EUROPE.

- Prevent the vehicle from rolling away.
- Remove rubber seal cap.
- Turn back adjustment screw by approximately 3/4 of a turn, anticlockwise, using a 19 mm socket. A play of at least 50 mm with a lever length of 150 mm must be available.
- Actuate the brake lever several times by hand. When this is done, automatic adjustment must take place smoothly.
- Engagement of the clutch coupling is audible and on the return stroke the adjustment screw turns slightly in a clockwise direction.
- Grease with BPW ECO-Li Plus.



RUBBER SEAL CAP

CAMSHAFT NUT

CHECK ALL COMPONENTS FOR DAMAGE AND WEAR.

CHECK BRAKE LINING THICKNESS

QUARTERLY

- Open inspection hole by folding back the rubber flap. **3**
- The brake lining should be replaced at a residual lining thickness (as stated in figure 1 below) or on reaching the bottom of the indicator machined into the edge of the lining. Re-insert the rubber flap.
- If brake lining wear indicators are fitted to the slack adjuster the minimum thickness of the brake linings is indicated by the horizontal position of the lever (when the brake is released).
- In certain cases the slack adjusters may not be fitted in the normal (i.e. vertical) position. In such instances the position of the wear indicator will also be different.
- Linings should be changed when the wear indicator is approximately at right angles to the brake lever.

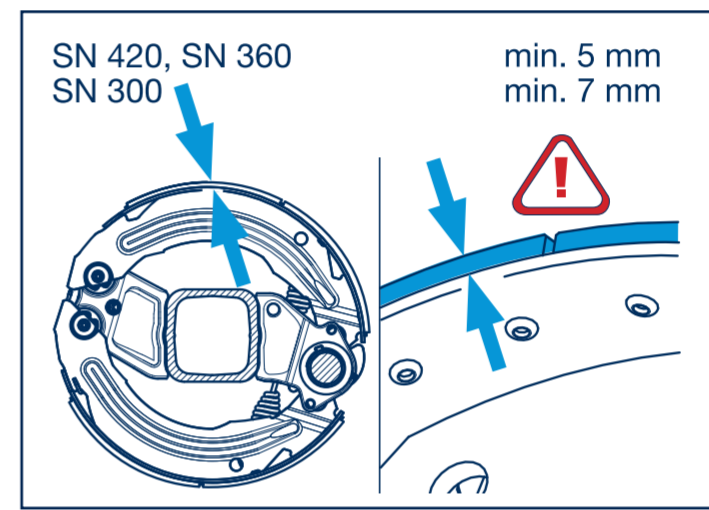
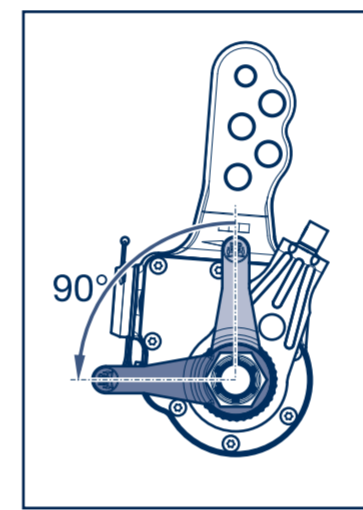
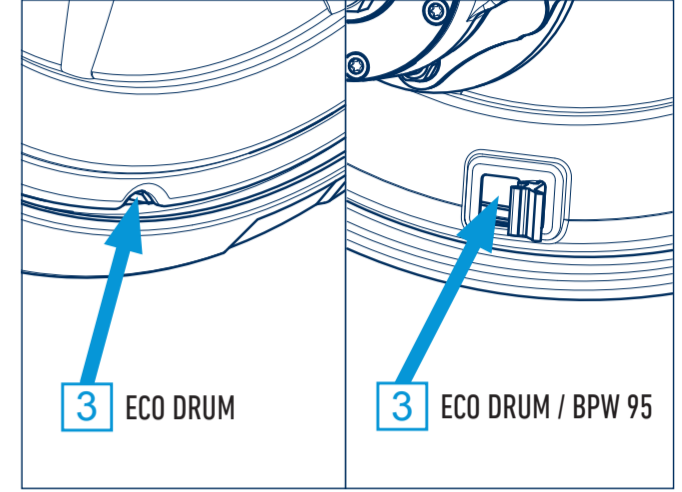
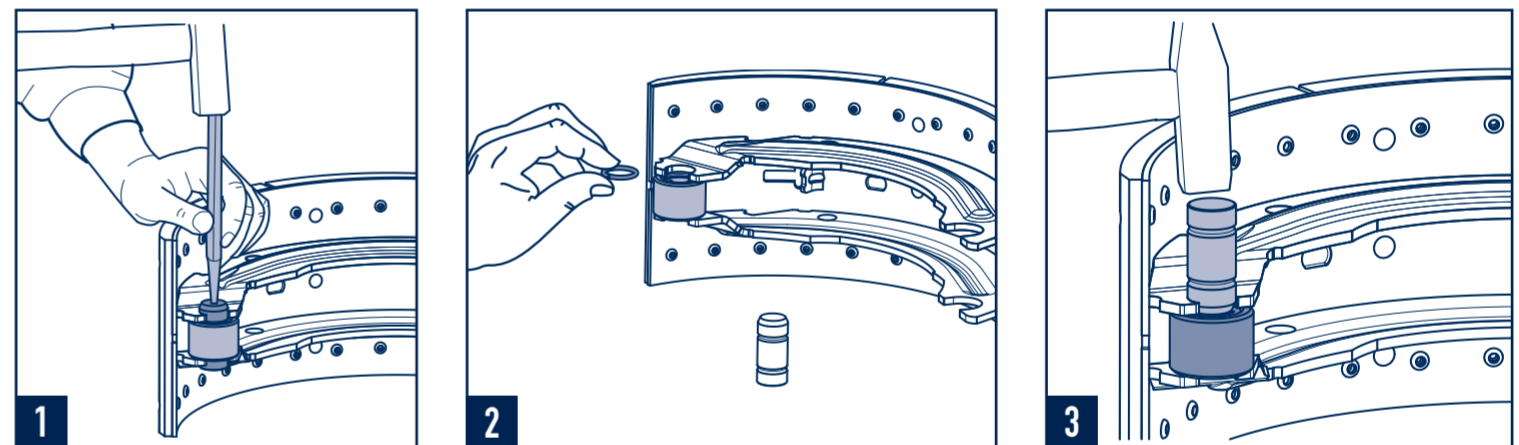


Figure 1

BRAKE ROLLER SERVICE

BRAKE MANUFACTURED AFTER 1995



- Check roller for wear, renew as appropriate. In the event of wear, exchange roller pin and rings. To do this, drive out the roller pin and remove roller.
- Clean bearing bush and apply special high melting point grease. Insert new roller with rings into the brake shoe webs.
- Drive in roller pin with the bevelled side down until both rings snap into the grooves of the bearing bolt.

FIT NEW RETURN SPRING(S) AND C CLIPS EVERY TIME THE BRAKE LININGS ARE CHANGED.

BRAKE ADJUSTMENT

Set the freeplay by disengaging the clutch on the slack adjuster and turning clockwise using a 19 mm socket until brake bind is achieved, proceed to turn 180 degrees anti-clockwise to achieve between 0.7 - 1.0 mm lining to drum clearance. Position the brake lining indicator in the vertical position and tighten the camshaft nut to it's required torque. (See below).

DEPENDENT ON THE NUT FITTED.

For a Nyloc nut, the torque setting is 60-70 Nm.

For a steel crimped nut, the torque setting is 120 Nm. (Supplied in the BPW Camshaft Bush/Seal Kit).

FOR MORE DETAILED INFORMATION PLEASE REFER TO THE BPW MAINTENANCE MANUAL WHICH IS AVAILABLE TO DOWNLOAD