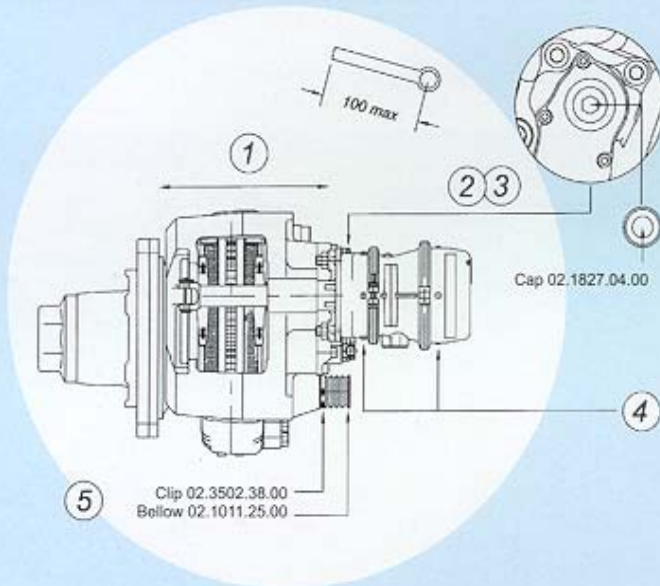


# BPW - Disc brake

## ROUTINE SERVICE CHECKS FOR DISC BRAKE ASSEMBLIES.



1. With all the trailer brakes OFF, check that the caliper moves freely on the guide pins. With a correctly adjusted brake this movement should be between 0.7mm and 1.00mm. If the caliper is hard or impossible to move and there are signs of uneven pad wear this is an indication that the guide pins are becoming seized. Excessive clearance indicates that the automatic adjuster system has either not been set up correctly or is not operating properly.
2. Set the "initial" brake adjustment by rotating the 8mm adjustment bolt clockwise until the brake pads come into contact with the brake disc, then back the adjuster off by two audible clicks to give the correct running clearance. Refit the adjuster cap part number 02.1827.04.00

3. To check the operation of the automatic adjuster mechanism, back the adjuster off the "initial" setting by rotating the 8mm adjustment bolt anti clockwise 3 or 4 audible clicks. Apply the service brake several times observing that the adjusting bolt rotates in a clockwise direction.
4. Check that the lower vent holes in the brake cylinder are clear.
5. Inspect the external bellows, part number 02.1011.25.00, for damage. Replace any damaged parts. Note: **FOR ADJUSTMENT ALWAYS USE A RING SPANNER OR SOCKET WITH A LEVER LENGTH OF NO MORE THAN 100mm. DO NOT USE AN OPEN ENDED SPANNER OR APPLY EXCESSIVE FORCE.** FOR REPLACEMENT OF GUIDE PINS, BUSHES, SEALS AND TAPPET HEADS CONSULT THE SERVICE MANUAL. **SPECIAL SERVICE TOOLS ARE ESSENTIAL FOR THIS WORK.**

### Storage and Transit of Disc Brake Calipers

