

Q-237



SVE BULLETIN

SPECIAL VEHICLE ENGINEERING – BODY BUILDERS ADVISORY SERVICE

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QVM Bulletin: Q-237

Date: 26 August, 2015

2016 F53/59 Park Brake Cable Tension Release

Models Affected: 2016 F53/59 Chassis

Description: 2016MY F53/59 stripped chassis have a new park brake system design. When the system needs to be disconnected or serviced in any way, the park brake actuator must have the tension removed. This is a self-adjusting actuator that will not function properly if it is not pinned prior to being disconnected.

If the following procedure is not accomplished the park brake system may not properly hold the vehicle even with the park brake pedal fully depressed. The park brake may also not release completely when the park brake pedal is released, causing the shoes to 'drag' on the drum and overheat.

Wheel base modifications- When any adjustment is made to the wheel base of the vehicle, the park brake intermediate cable must be lengthened / shortened by the same dimension the chassis was adjusted.

If you have any questions, please contact the Ford Truck Body Builders Advisory Service as shown in the header of this bulletin.



206-05 Parking Brake and
Actuation

GENERAL PROCEDURES

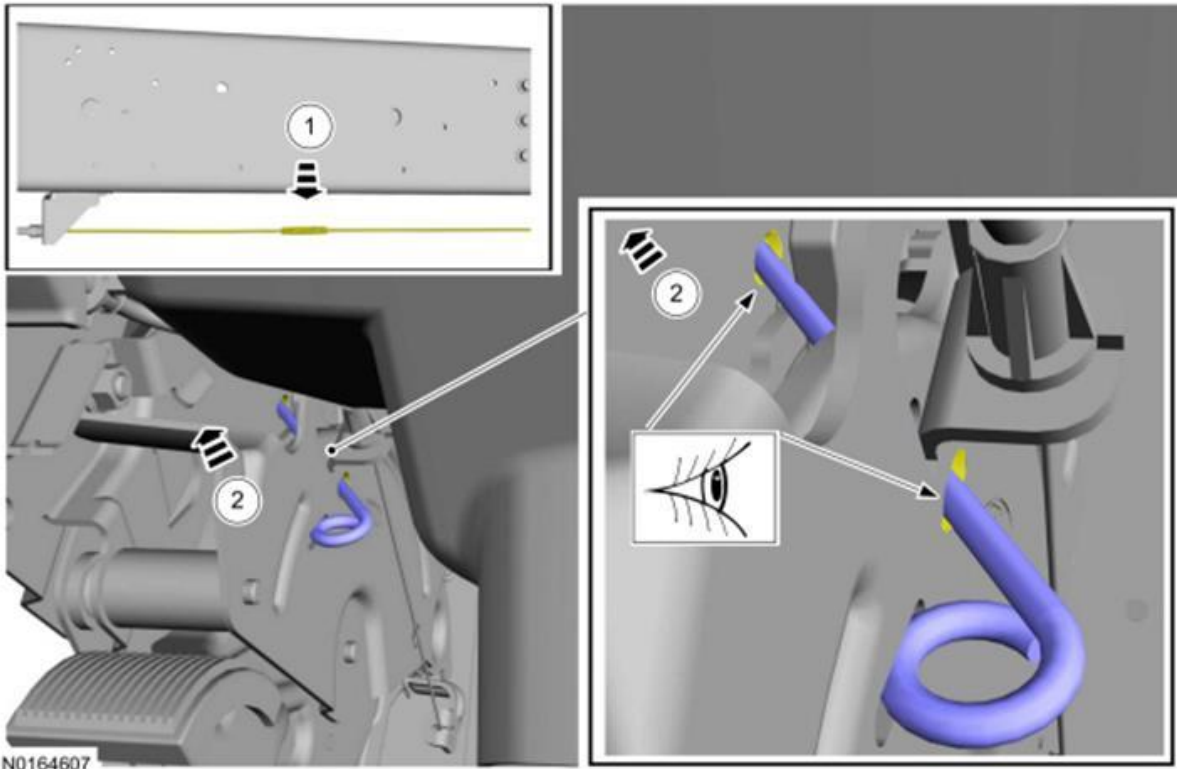
2016 F-53 Motorhome Chassis, F-59 Commercial Stripped
Chassis

Procedure revision date: 06/04/2015

Parking Brake Cable Tension Release

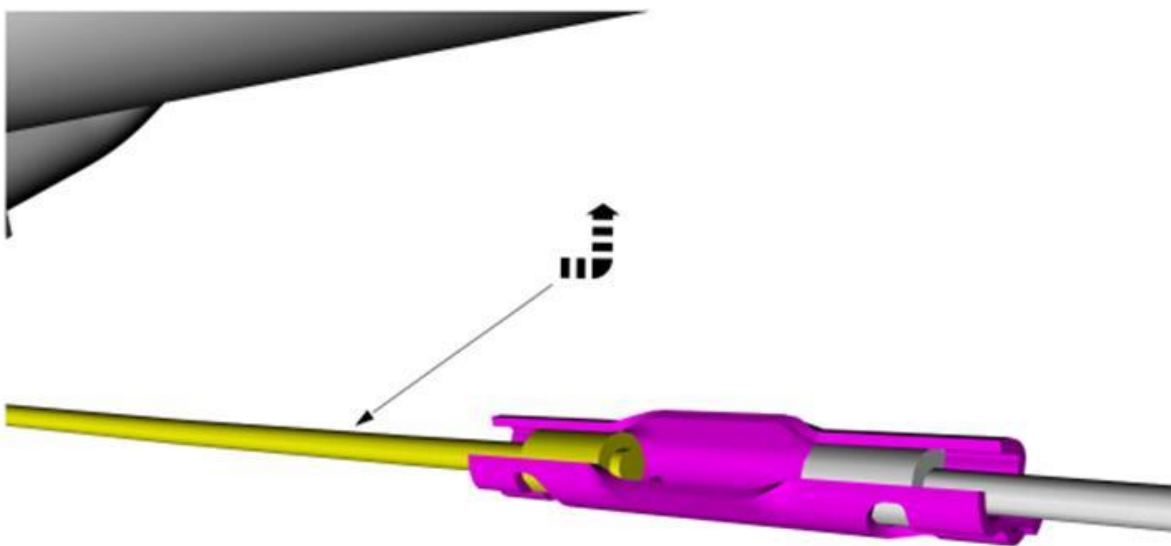
NOTE: This procedure is for foot actuated parking brake system only. The hand actuated parking brake system has no tension release procedure.

1. With the help of an assistant, position and hold the parking brake control sector in position.
 1. From under the vehicle with an assistant, pull down on the front cable at the cable-to-cable union until the parking brake control sector rotates to its stop.
 2. Insert a 4 mm (0.15 in) x 150 mm (5.9 in) retainer pin into the indicated holes to hold the spring tension on the control sector.



2. **NOTE:** When reloading tension, make sure that the cable-to-cable union is connected to the front and rear cable before removing the brake control retaining pin and that the cable tension is reloaded slowly.

Disconnect the front cable at the cable-to-cable union by pushing the cable into and out of the union.



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