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Author: James Santos

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Coding Information

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Title: Brake Single Hot Wheel End Service Procedure

Applies To: ALL Models

CHANGE LOG

Please refer to the change log text box below for recent changes to this article:

| |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 8/18/2014 - Updated keywords 8/24/2014- Updated with Step Based Process 8/24/2014- Updated with Supplier Maintenance Document 9/7/2014- Added Warranty noun and SRT times |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

DESCRIPTION

- Single wheel end brake overheat - procedure to resolve issue.

SYMPTOMS

- Single smoking or over heated wheel end predominantly on drive axles.

SPECIAL TOOLS

| Tool Description | Comments |
|-----------------------|----------------|
| Brake Drum Micrometer | Obtain Locally |

RESOLUTION

| Step | Action | Decision |
|------|-----------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Measure BSAP and free stroke to confirm and document over adjusted brakes Adjustment Worksheet Are the brakes over adjusted? | Yes: Proceed to step 2 No: Determine if issue is with drive train or rolling wheel end i.e. Bearing, Axle, wheel hub, wheel seal. |
| 2 | Is there any visible damage to the Brake Drum, Linings or Slack Adjuster? | Yes: Proceed to step 3 No: Proceed to Step 4 |

| Step | Action | Decision |
|------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|
| 3 | <p>Remove components and inspect.</p> <p>Is there any progressive damage present i.e. cracked or out of round drums, chunked or cracked linings, torn or physical damage to actuator and boot?</p> <p><i>Note: minor bluing of the drum surface is acceptable, if drum is within 0.010 out of round limit.</i></p> <p><i>Note: Linings are reusable if there is no damage present.</i></p> <p><i>Note: Slack adjuster is reusable if it passes supplier inspection in suppliers maintenance document and no damage found.</i></p> | <p>Yes: Replace damaged parts and Proceed to step 4</p> <p>No: If there are no damaged parts Proceed to Step 4</p> |

| Step | Action | Decision |
|------|------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------|
| 4 | <p>Perform Reset Initial brake adjustment in section A of this article</p> <p>Is free stroke within 0.5 and 0.625 inches ?</p> | <p>Yes: Proceed to step 5</p> <p>No: Repeat Step 4</p> |

| Step | Action | Decision |
|------|---------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------|
| 5 | <p>Check for proper function of S-Cam and lubrication of Tube in Section B of this article.</p> <p>Do Brakes release freely ?</p> | <p>Yes: Release vehicle to customer</p> <p>No: Proceed to Step 6</p> |

| Step | Action | Decision |
|------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|
| 6 | <p>Perform repair procedures as stated in Section B of this article and following suppliers maintenance document.</p> <p>Do brakes release freely after repair?</p> | <p>Yes: Release vehicle to customer</p> <p>No: Open case file for Chassis Technical Support</p> |

Section A

Reset initial brake adjustment with the following procedure.

- With the wheels chocked and park brake released, air up the tractor until the system purges and air system is full
- Measure the distance from the centerline of the clevis pin to the face of the brake chamber can. (Should be 2.25 inches) Record the dimension.
- With a bar pull the chamber pushrod until it stops and measure the distance again from the centerline of the clevis pin to the face of the brake chamber can. Record the dimension.
- Subtract the first measurement from the second. It should be 0.5 to 0.625 inches.
- If not in that range, remove the clevis pins connecting the slack to the brake chamber clevis and adjust the slack to the brake chamber centerline per the [suppliers maintenance document](#). After properly adjusting the slack to the brake chamber clevis pin hole centerline, at 2.25 inches, reinstall the clevis pins and clips.
- After the pins are reinstalled, adjust the brake shoe to drum clearance with the [suppliers maintenance document](#). (Tighten till drum won't turn, then back off adjuster a 1/2 turn, check for free rotation).

Section B

Check for proper lubrication of S-Cam tube.

- Have an assistant apply and release the service brake. Check that brake releases completely
- Lubricate the S-Cam tube until grease is noted to be flowing out around the entire circumference of the chamber end of the S-Cam tube.
- If the brake does not release completely or is "grabby" repair of the S-Cam and bushing is required.
- Proper repair would consist of replacement of the S-Cam bushing and buffing any rust off of the S-Cam with emery cloth. The S-Cam is reusable if not badly pitted.
- Reassemble the S-Cam assembly per the [suppliers maintenance document](#).

STANDARD REPAIR TIMES

| Description | SRT Link | Hours |
|------------------------------------------------------------|-------------------------|-------|
| Brake Adjustment Reset Single Wheel | A04-T1 | 0.3 |
| Front Axle ASA replacement | A04-242 | 0.4 |
| Rear Axle ASA replacement | A04-240 | 0.5 |
| Front Drum replacement outboard mounted single wheel | A04-110 | 0.6 |
| Front Drum replacement outboard mounted both wheels | A04-111 | 0.8 |
| Rear Drum replacement outboard mounted wheels single wheel | A04-120 | 0.7 |
| Rear Drum replacement outboard mounted wheels one axle | A04-121 | 1.0 |
| Rear Drum replacement outboard mounted wheels two axles | A04-122 | 2.0 |
| Shoe replacement front outboard mounted single wheel | A04-152 | 0.7 |
| Shoe replacement front outboard mounted both wheels | A04-157 | 1.2 |
| Shoe replacement rear outboard mounted single wheel | A04-153 | 0.9 |
| Shoe replacement rear outboard mounted one axle | A04-158 | 1.4 |
| Shoe replacement rear outboard mounted two axles | A04-159 | 2.8 |

WARRANTY INFORMATION

Warranty Claim Coding:

| | |
|---------------|-------|
| Group: | 04091 |
| Noun: | 013 |

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