IMPORTANT SERVICE INFORMATION FOR:
- ✓ SERVICE MANAGER
- ✓ SERVICE ADVISOR
- ✓ TECHNICIAN
- ✓ PARTS DEPARTMENT
- ✓ WARRANTY PERSONNEL

BULLETIN NUMBER:
SB21-H-001

ISSUE DATE:
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GROUP:
BRAKES

SLACK ADJUSTER MAINTENANCE REMINDER

AFFECTED VEHICLES

- 2018 – Current F-Series Vehicles

INFORMATION

Isuzu Commercial Truck of America, Inc. is providing this bulletin to remind dealers to strictly follow the procedures set forth in the applicable service manual when conducting slack adjuster and other brake component maintenance and inspections (to be performed every 10,000 miles or 6 months, whichever occurs first). The slack adjusters (Figure 1) and camshafts (Figure 2) must be greased and the brake stroke (Figure 3) and camshaft radial play (Figure 4) should be checked at each/every maintenance. Delaying or skipping brake maintenance and inspections can lead to accelerated brake component wear and damage, and adversely affect the performance of the vehicle's braking system.

If a dealer receives a customer complaint related to poor or abnormal braking performance in an affected vehicle, the entire brake system must be inspected for proper functionality. It is important for the technician to understand that the slack adjusters are not designed to compensate for damaged or excessively worn brake components. In order to aid technicians in diagnosing excessive brake stroke-related brake problems, we are providing the service procedure below.

Important: Never manually adjust a slack adjuster to correct excessive brake actuator push rod stroke, unless it is the initial setting after a brake repair. Excessive push rod stroke is an indication of brake wear or some other brake malfunction.

Important: Never use an impact tool on a slack adjuster's manual adjuster hex to tighten or loosen it; use of impact tools may damage the internal components of the slack adjuster and adversely affect the performance of the vehicle's braking system.

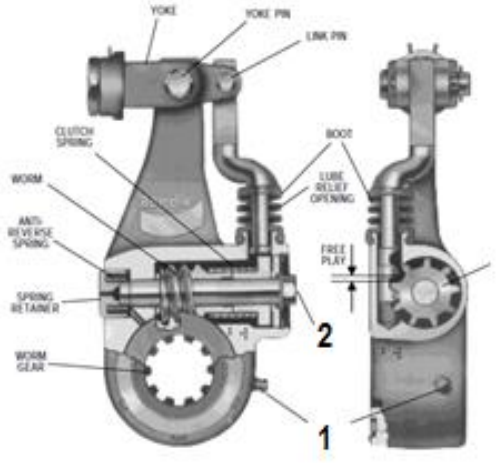

Figure 1: Slack Adjuster

1. Grease fittings
2. Manual Adjuster Hex

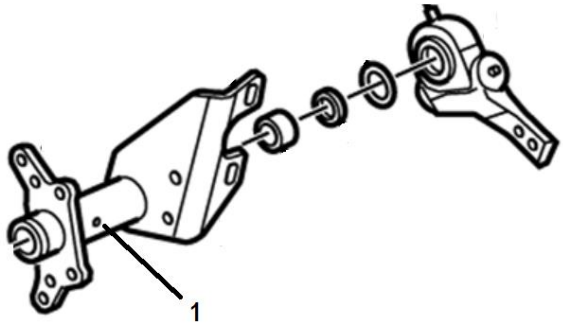

Figure 2: Camshaft Housing

1. Grease fitting

NOTE: When greasing the slack adjusters and camshafts, continue to inject grease until the new grease pushes out all of the old grease. This will flush moisture and contamination from the slack adjusters and camshaft.

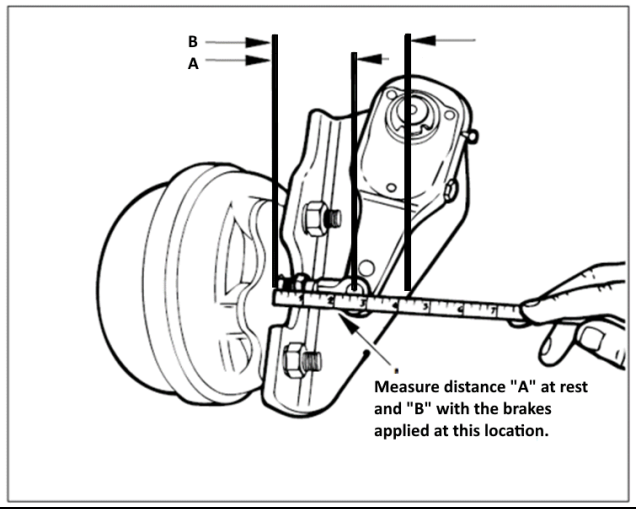

Figure 3

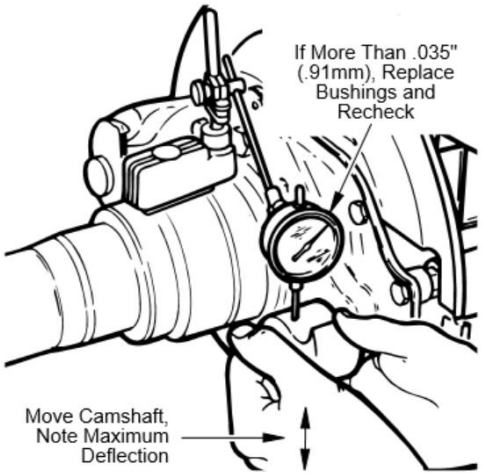

Figure 4

SERVICE PROCEDURE

Step	Description	Value	Yes	No
1	Perform a functional inspection. (This will require 2 people.) 1. Depress and release the vehicle's brake pedal several times while observing the slack adjusters. The slack adjusters and brake actuators should move freely, without binding or interference, and should return to the full released position. 2. Observe the looseness that exists between the yoke and adapter bushing and the yoke and link pins and their mating parts (yoke, body, link). Replace these parts if looseness appears excessive. Make certain the brake actuator push rod jam nut is tight against the yoke adapter. Did you correct any problems found?		Go to Step 3	Go to Step 2
2	Perform a visual inspection of the following: 1. Inspect the slack adjuster for physical damage, paying particular attention to the link, boot, and yoke. 2. Inspect for bent, broken, loose, or misaligned brake actuator push rods and cracked or damaged brake actuator brackets. 3. Ensure all pins turn freely and have a coating of anti-seize lubricant. Replace these parts if inspection finds any physical damage. Did you correct any problems found?		Go to Step 3	Go to Step 3
3	Measure the brake actuator push rod stroke as shown in Figure 3. (This will require 2 people) 1. The correct pressure for this test can be achieved as follows: Build the system pressure up to a 100 psi reading on the vehicle gauge. Shut the engine off. Fan the brakes to attain a 90-95 psi reading. Make and hold a full brake application while the strokes are measured. Actuator push rod strokes should not exceed the specified range. Are the actuator push rod strokes in the specified range?	<2" of stroke travel	Go to Step 5	Go to Step 4

4	Perform the following to identify possible cause(s) for incorrect brake actuator push rod stroke. Refer to the appropriate service manual for detailed inspection and repair procedures. • Automatic slack adjuster test • Camshaft inspection • Brake drum inspection • Brake shoe inspection Was a problem found and corrected?		Go to Step 3	Go to Step 6
5	The brake actuator push rod stroke travel is within specification. If the customer still has a specific complaint about brake performance, continue to the “Air Brakes Diagnostic Information and Procedures” section in the applicable service manual for further diagnosis.		–	–
6	The problem is beyond the scope of this service procedure. Continue to the “Air Brakes Diagnostic Information and Procedures” section in the applicable service manual for further diagnosis.		–	–