

Brakes

A brake drum is wherein the friction is provided by the brake shoes or brake pads. The shoes or pads press up against the rotating brake drum. There are a few various brake drums kinds along with certain specific differences. A "break drum" will usually refer to when either pads or shoes press onto the interior surface of the drum. A "clasp brake" is the term used to be able to describe when shoes press next to the exterior of the drum. Another type of brake, known as a "band brake" makes use of a flexible belt or band to wrap around the outside of the drum. If the drum is pinched in between two shoes, it can be referred to as a "pinch brake drum." Like a standard disc brake, these types of brakes are somewhat rare.

Prior to the year 1995, early brake drums required constant adjustment regularly to be able to compensate for drum and shoe wear. Long brake pedal or "Low pedal" travel is the hazardous outcome if adjustments are not done satisfactorily. The vehicle can become dangerous and the brakes could become useless when low pedal is mixed along with brake fade.

There are a variety of Self Adjusting Brake Systems available, and they could be categorized within two main types, RAD and RAI. RAI systems have inbuilt tools that avoid the systems to recover if the brake is overheating. The most recognized RAI makers are Bosch, AP, Bendix and Lucas. The most famous RAD systems consist of Volkswagen, VAG, AP, Bendix and Ford recovery systems.

Self-adjusting brakes usually make use of a tool which engages only if the motor vehicle is being stopped from reverse motion. This stopping method is satisfactory for use where all wheels make use of brake drums. Nearly all vehicles these days make use of disc brakes on the front wheels. By operating only in reverse it is less likely that the brakes will be applied while hot and the brake drums are expanded. If adjusted while hot, "dragging brakes" can happen, which raises fuel intake and accelerates wear. A ratchet device which becomes engaged as the hand brake is set is one more way the self repositioning brakes may function. This means is only suitable in applications where rear brake drums are utilized. If the parking or emergency brake actuator lever goes beyond a specific amount of travel, the ratchet advances an adjuster screw and the brake shoes move in the direction of the drum.

There is a manual adjustment knob placed at the base of the drum. It is typically adjusted via a hole on the opposite side of the wheel and this involves going beneath the lift truck together with a flathead screwdriver. It is of utmost significance to move the click wheel properly and adjust each and every wheel equally. If uneven adjustment happens, the vehicle may pull to one side during heavy braking. The most efficient way so as to ensure this tedious job is completed safely is to either raise each wheel off the ground and hand spin it while measuring how much force it takes and feeling if the shoes are dragging, or give each one the exact amount of manual clicks and then do a road test.