

BRAKING WITH TRADITION

CVW speaks to BPW about the company's ECO range of products and takes a look at the simple installation process.



BPW has been designing and building trailer axle systems for more than 110 years. Of course the earliest axles did not have brakes fitted but as loads got heavier and speeds got faster, brakes became essential. BPW has been developing both drum and disc brakes for many years now and is particularly well known for its range of drum brakes.

The company is also well known for its 'ECO' range of products, the latest of which is the ECO Plus 2 Axle System, which can be supplied with either disc or drum brakes. The ethos of the ECO system is serviceability.

Eco hub

The ECO hub unit is designed for quick and simple removal. Just undo the central securing bolt and the entire hub and wheel assembly can be readily removed from the axle. In the case of drum braked axles, the drum will also be removed, exposing the brake shoes for immediate servicing. No pullers or special tools are required, the central bolt is designed to do the removal work for you.

Once the hub is removed, servicing the brakes is simplicity itself. In the case of drum brakes, simply lever the shoes off their mountings and remove the retaining springs. Then remove the brake roller which should be disassembled and cleaned. Reassembly is virtually the reverse procedure. Regrease the roller and refit. If necessary fit new brake shoes

along with new retaining springs. The hub unit (complete with wheel and drum) can then be offered up to the stub axle and secured in position.

Step-by-step

Step 1 – Removal of the hub cap using the BPW hub cap spanner.

Step 2 – Release spring from the bolt to remove the locking device.

Step 3 – Re-useable locking device and spring assembly.

Step 4 – Unscrew the spindle bolt which acts as a puller to remove the hub. No special tools are required.

Step 5 – With the hub removed the brake shoes can be easily inspected.

Disc brakes

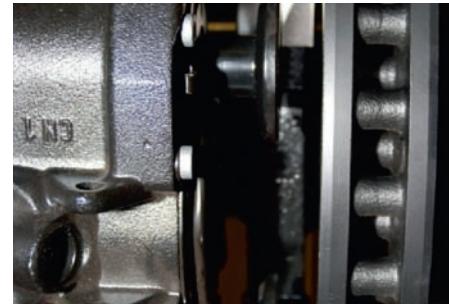
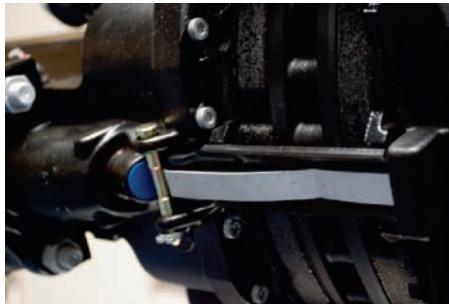
In the case of disc brakes, servicing is just as simple, again using only basic workshop tools. Just remove the pad retaining spring and pin assembly from the rear of the caliper, after which the pads can be withdrawn. This then allows the various caliper seals to be

inspected for wear and/or damage. The disc should also be checked for wear and replaced if necessary. All that is then required is to fit new pads (if required) and refit the retaining spring and pin.

BPW offers three sizes of disc brake caliper, two of which (TSB 3709 and TSB 4309) are designed for use with 9 Tonne axles and one (TSB 4312) for 12 Tonne axles. The TSB 4309 is by far the most popular size for the UK market and with this caliper the brake disc can be removed without having to remove the caliper first.

Because brakes are at the top of the list of safety critical components, it is most important to only fit good quality replacement parts. BPW recommends that for peace of mind, only genuine BPW parts are used. Not only does this ensure that the replaced parts are compatible with the other components, but it will also avoid any disputes concerning warranty validity should anything go wrong.

Regular brake servicing is a must and BPW offers a range of helpful service guides as well as a range of training courses covering all aspects of their recommended service and maintenance procedures. Further details are available on their website at www.bpw.co.uk.



Disc brake installation

