



ROUTINE SERVICE CHECKS FOR BPW DISC BRAKE ASSEMBLIES assembled with Knorr Bremse calipers

1. With all the trailer brakes OFF, check that the caliper moves freely on the guide pins. With a correctly adjusted brake this movement should be between 0.7 and 1.00mm. If the caliper is hard or impossible to move, and uneven pad wear is taking place, then it is an indication that the guide pins are becoming seized.
It is recommended that the brake pads are completely removed every 6 months for FULL movement checks.
Excessive clearance indicates that the automatic slack adjuster system has either not been set up correctly or that a malfunction exists.
2. Set the 'initial' brake adjustment by rotating the 10mm adjuster / adapter clockwise until the brake pads come into contact with the brake disc, then back the adjuster off by 3 audible clicks to give correct running clearance. Refit the adjuster cover.
3. To check the operation of the automatic mechanism, back the adjuster off the 'initial' setting by rotating the 10m adjuster anticlockwise by 6 or 8 audible clicks. Apply the service brake several times observing that the adjusting bolt rotates in a clockwise direction.
4. Check that the lower vent holes in the brake cylinder are clear.

NOTE:

FOR ADJUSTMENT:

ALWAYS USE A RING SPANNER OR SOCKET WITH A LEVER LENGTH OF NO MORE THAN 100MM.

DO NOT USE AN OPEN ENDED SPANNER OR APPLY EXCESSIVE FORCE.

FOR REPLACEMENT:

OF GUIDE PINS, STEEL COVER, BUSHES, SEALS AND TAPPET HEADS **CONSULT THE SERVICE MANUAL.**

SPECIAL SERVICE TOOLS ARE ESSENTIAL FOR THIS WORK.