Brakes

A brake drum is in which the friction is provided by the brake shoes or brake pads. The pads or shoes press up against the rotating brake drum. There are several other brake drums types with particular specific differences. A "break drum" will generally refer to when either pads or shoes press onto the interior exterior of the drum. A "clasp brake" is the term utilized to describe if shoes press against the exterior of the drum. Another kind of brake, called a "band brake" uses a flexible belt or band to wrap all-around the exterior of the drum. If the drum is pinched in between two shoes, it can be known as a "pinch brake drum." Similar to a conventional disc brake, these kinds of brakes are quite rare.

Old brake drums, before the year 1995, needed to be consistently adjusted in order to compensate for wear of the drum and shoe. "Low pedal" could cause the needed adjustments are not performed satisfactorily. The vehicle can become dangerous and the brakes can become useless if low pedal is combined with brake fade.

There are a variety of Self Adjusting Brake Systems presented, and they can be categorized within two main kinds, RAD and RAI. RAI systems have in-built devices that prevent the systems to recover if the brake is overheating. The most well known RAI makers are Bosch, AP, Bendix and Lucas. The most famous RAD systems consist of AP, Bendix, Ford recovery systems and Volkswagen, VAG.

The self adjusting brake would usually just engage when the lift truck is reversing into a stop. This method of stopping is acceptable for use where all wheels utilize brake drums. Disc brakes are utilized on the front wheels of vehicles today. By operating only in reverse it is less possible that the brakes will be adjusted while hot and the brake drums are expanded. If tweaked while hot, "dragging brakes" could happen, which increases fuel intake and accelerates wear. A ratchet mechanism that becomes engaged as the hand brake is set is one more way the self repositioning brakes could function. This means is just suitable in applications where rear brake drums are utilized. Whenever the emergency or parking brake actuator lever goes over a certain amount of travel, the ratchet advances an adjuster screw and the brake shoes move toward the drum.

Placed at the base of the drum sits the manual adjustment knob. It can be adjusted utilizing the hole on the other side of the wheel. You would have to go underneath the vehicle with a flathead screwdriver. It is really important to be able to adjust each and every wheel equally and to move the click wheel correctly because an uneven adjustment can pull the vehicle one side during heavy braking. The most effective way to be able to guarantee this tiresome task is done carefully is to either lift each and every wheel off the ground and hand spin it while measuring how much force it takes and feeling if the shoes are dragging, or give everyeach and every one the exact amount of manual clicks and then do a road test.