

Brakes

A brake wherein the friction is supplied by a set of brake pads or brake shoes which press against a rotating drum unit known as a brake drum. There are several specific differences between brake drum types. A "brake drum" is normally the definition given whenever shoes press on the interior outside of the drum. A "clasp brake" is the term utilized in order to describe when shoes press next to the exterior of the drum. One more kind of brake, known as a "band brake" utilizes a flexible band or belt to wrap round the outside of the drum. If the drum is pinched in between two shoes, it could be referred to as a "pinch brake drum." Similar to a standard disc brake, these kinds of brakes are quite rare.

Old brake drums, prior to the year 1995, required to be consistently adjusted in order to compensate for wear of the shoe and drum. "Low pedal" can cause the required adjustments are not performed sufficiently. The motor vehicle could become hazardous and the brakes can become ineffective if low pedal is combined along with brake fade.

There are a variety of Self Adjusting Brake Systems obtainable, and they could be categorized within two main kinds, RAD and RAI. RAI systems have built-in tools that prevent the systems to be able to recover if the brake is overheating. The most popular RAI manufacturers are Bosch, AP, Bendix and Lucas. The most famous RAD systems include Bendix, Ford recovery systems, Volkswagen, VAG and AP.

The self adjusting brake will typically just engage whenever the lift truck is reversing into a stop. This method of stopping is acceptable for use whereby all wheels use brake drums. Disc brakes are used on the front wheels of motor vehicles today. By operating only in reverse it is less likely that the brakes will be adjusted while hot and the brake drums are expanded. If adjusted while hot, "dragging brakes" can occur, which increases fuel expenditure and accelerates wear. A ratchet tool which becomes engaged as the hand brake is set is one more way the self adjusting brakes may work. This means is only suitable in functions where rear brake drums are utilized. When the emergency or parking brake actuator lever goes over a particular amount of travel, the ratchet developments an adjuster screw and the brake shoes move toward the drum.

There is a manual adjustment knob located at the base of the drum. It is usually adjusted via a hole on the opposite side of the wheel and this requires going under the forklift together with a flathead screwdriver. It is of utmost importance to move the click wheel correctly and adjust each wheel evenly. If unequal adjustment happens, the vehicle can pull to one side during heavy braking. The most effective way to make sure this tedious task is done safely is to either raise 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 each one the same amount of manual clicks and then do a road test.