

The following hints may assist in solving common problems with brake drums and discs:-

PROBLEM/SYMPTOM	POSSIBLE CAUSE	CORRECTIVE ACTION
<ul style="list-style-type: none"> <li>High running costs</li> </ul>	<ul style="list-style-type: none"> <li>Worn or damaged parts</li> </ul>	<ul style="list-style-type: none"> <li>Regular and thorough inspections of braking system</li> </ul>
<ul style="list-style-type: none"> <li>Cracked discs/drums</li> </ul>	<ul style="list-style-type: none"> <li>Excessive heating and cooling</li> <li>Drums or brake system inadequate for specific application</li> <li>Brake linings/pads do not have friction ratings recommended by original equipment manufacturer</li> <li>Driver abuse</li> </ul>	<ul style="list-style-type: none"> <li>Replace cracked parts immediately</li> <li>Check brake system for balance</li> <li>Fit friction material with correct rating</li> </ul>
<ul style="list-style-type: none"> <li>Out of round drums</li> </ul>	<ul style="list-style-type: none"> <li>Uneven wear on brake lining</li> <li>Variations in drum diameter</li> </ul>	<ul style="list-style-type: none"> <li>Machine to restore concentricity.</li> </ul> <p><i>N.B. The maximum rebore limit should not exceed 3mm on diameter. Outside this tolerance, new parts should be fitted.</i></p>
<ul style="list-style-type: none"> <li>Oversized drums</li> </ul>	<ul style="list-style-type: none"> <li>Uneven lining wear</li> <li>Braking surface diameter in excess of allowable tolerances</li> </ul>	<ul style="list-style-type: none"> <li>Replace brake drum and lining</li> </ul>
<ul style="list-style-type: none"> <li>Grease-stained discs/drums</li> </ul>	<ul style="list-style-type: none"> <li>Faulty lubrication system or improper greasing of brake cams</li> </ul>	<ul style="list-style-type: none"> <li>Repair source of oil or grease leak. Clean entire assembly and replace friction material if affected by leakage</li> </ul>
<ul style="list-style-type: none"> <li>Scored discs/drums</li> </ul>	<ul style="list-style-type: none"> <li>Excessive abrasive materials entering brake system</li> </ul>	<ul style="list-style-type: none"> <li>Machine part within allowable tolerances</li> <li>Clean system of abrasive material</li> <li>Replace linings</li> </ul>
<ul style="list-style-type: none"> <li>Polished discs/drums</li> </ul>	<ul style="list-style-type: none"> <li>Incorrect friction ratings of pads/linings</li> </ul>	<ul style="list-style-type: none"> <li>Check rating of friction material conforms to recommended specifications</li> <li>Remove gloss from braking surface using 80-grit emery cloth</li> </ul>
<ul style="list-style-type: none"> <li>Heat Spotting</li> <li>Burnished appearance of discs/drums</li> </ul>	<ul style="list-style-type: none"> <li>Excessive heating and cooling of discs/drums</li> </ul>	<ul style="list-style-type: none"> <li>Machine parts to restore concentricity. If this does not remove the problem, replace part.</li> </ul> <p><i>N.B. Maximum tolerances should not be exceeded</i></p>
<ul style="list-style-type: none"> <li>Shudder or noise on application of brakes</li> </ul>	<ul style="list-style-type: none"> <li>Friction material unevenly worn</li> </ul>	<ul style="list-style-type: none"> <li>Check friction materials for uneven wear and replace if necessary</li> </ul>

NOTE: For maximum braking performance, the radius of the brake lining must correspond with that of the replacement or machined drum.