



## Air Brake Adjustment

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Approved by: Wes Hicks, Director of Public Works

Signature: *Wes Hicks* Practice No: 7.1.2

Effective: September 13, 2018 Replaces: June 7, 2017

**Purpose:**

To ensure all employees adjust air brakes properly.

**Scope:**

This practice applies to all employees of the city of Prince Albert that are qualified to perform this work for the city, this would include all mechanics and qualified truck drivers with an air endorsement.

**Required Equipment & PPE:**

CSA Safety Boots

**Hazards:**

1. Pinch points
2. Vehicle rolling if not properly blocked

**General Work Procedure:**

- Shut off vehicle and block wheels.
- Brakes must be left in released position.
- Visually inspect brake chambers for damage (A damaged brake chamber may be dangerous due to high pressure from the parking spring and may require replacement).

- With brakes released, **for Manual Slack Adjusters** (Figure 1), turn slack adjusting screw clockwise until brake shoes contact drum. Note: To turn screw, the lock around the head of the screw must be pushed in with a wrench or socket.
- “S” cam turning in normal rotation, while turning screw, will verify that screw is being turned in proper direction.
- Back screw off ¼ turn.
- Have a second person apply brakes (or set parking brake) and check angle made between slack adjuster and chamber push rod.



**Figure 1 - Manual Slack Adjuster**



**Figure 2 - Auto Slack Adjuster**

For **Auto Slack Adjusters** (Figure 2) follow manufactures procedures and;

- With brakes released, check to see that the push rods have retracted completely into the brake pot. (If not, there may be a problem with the slack adjuster or the brake pot.)
- Look for damage to the adjusting mechanism on the slack adjuster.
- Set parking brake or have another person make a brake application. Push rod travel should not exceed 2 in. (50mm).
- The angle should be about 90 degrees when brakes are properly adjusted. (This gives maximum mechanical advantage.)
- Remove wheel blocks and return to service.

**Note:** Failure to follow manufactures procedures could result in damage to slack adjuster and failure of braking system with the potential of injury or death.