



## BANUR DRIVING SCHOOL LTD.

778-822-4500 | 778-919-9195

info@banurdrivingschoolLtd.ca

www.banurdrivingschoolLtd.ca

12511 82 Ave, Surrey, BC V3W 3E8

## BRAKE ADJUSTMENT PROCEDURE

# MANUAL BRAKE ADJUSTMENT PROCEDURE

Step-by-Step Procedure • Professional Reference • Banur Driving School Ltd.

FLOW: Preparation & Direction Check → Tighten to Zero → Back Off → Final Verification

STEP

1

## PREPARATION & DIRECTIONAL CHECK

*Safety setup and identifying the correct direction of adjustment*

### INITIAL SAFETY SETUP

- 1. Safety First:** Ensure the wheels are chocked and the engine is off.
- 2. Release Brakes:** Go into the cab and push both the red and yellow buttons in to release the spring brakes. You cannot adjust brakes while they are applied.

### IDENTIFY DIRECTION OF ADJUSTMENT

- 1. Locate the slack adjuster:** Find the slack adjuster arm connected to the pushrod on the brake chamber.
- 2. Simulate brake application:** Use your pry bar to pull the slack adjuster toward the brake chamber (simulating a brake application).
- 3. Observe the S-Cam:** Watch the direction the S-Cam rotates during this simulated application. Remember this direction this is the direction you will turn the adjustment nut to tighten the brake.

STEP

2

## TIGHTENING THE BRAKE

*Turn the adjustment nut until brake linings contact the drum (zero clearance)*

### REMOVE ALL CLEARANCE

- 1. Locate the adjustment nut with locking collar:** Find the adjustment nut on the slack adjuster (hexagonal fitting, typically 3/4" or 9/16").
- 2. Turn the nut:** Push The Locking Collar in then using a wrench, turn the adjustment nut in the same direction as the S-Cam rotates during brake application.
- 3. Continue turning:** Keep turning until it is tight the brake linings are now pressed firmly against the drum.

### VERIFY ZERO PUSHROD TRAVEL



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1. **Pry bar test:** Pull the slack adjuster with your pry bar. There should be zero pushrod travel confirming full lining-to-drum contact.

**!** **IMPORTANT:** Do NOT skip the zero-travel verification. Proceeding without confirming full contact means your running clearance measurement in Step 3 will be inaccurate.

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STEP

3

## SETTING THE RUNNING CLEARANCE

*Back off the adjustment nut to create the correct gap between lining and drum*

### THE "BACK OFF" — 20 MINUTES ON A CLOCK

1. **Back off the nut:** Turn the adjustment nut back (opposite direction) approximately "20 minutes on a clock" about 1/3 of a turn.
2. **Listen and feel:** You should hear and feel a clicking sound from the internal pawl as you back off. This is normal and confirms the adjuster is functioning correctly.
3. **Do not over-back:** Backing off more than required increases pushrod travel beyond the legal limit. Be precise.



**Back-Off Amount: ~1/3 Turn (20 min on a clock)**

*Rotate the adjustment nut back one-third of a full turn equivalent to moving from 12 o'clock to the 8 o'clock position.*

STEP

4

## FINAL VERIFICATION

*Confirm correct pushrod travel and secure the locking collar*

### MEASURE PUSHROD TRAVEL

1. **Pry bar test:** Use your pry bar to pull the slack adjuster again simulating a full brake application.
2. **Measure the travel:** Observe how far the pushrod moves from the brake chamber. This is your pushrod travel measurement.



**Required Pushrod Travel: 1/2" to 3/4" (1/2 to 3/4 inch)**

*If travel is less than 1/2" back off slightly more. If travel exceeds 3/4" repeat Steps 2 and 3.*

### SECURE THE LOCKING COLLAR

1. **Check the locking collar:** Ensure the spring-loaded locking collar has popped back out to fully cover and secure the adjustment nut.
2. **Confirm it is seated:** The collar must be fully engaged if it is not, the adjustment nut can back itself off during operation, causing brake fade or failure.



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**SAFETY CHECK:** A pushrod travel outside the 1/2" to 3/4" range is a safety defect. Do not operate the vehicle until the brake adjustment is within specification. Re-do Steps 2–4 if needed.

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### QUICK REFERENCE SUMMARY

- Step 1:** Chock wheels, engine off, release spring brakes, identify S-Cam direction
- Step 2:** Turn adjustment nut in brake-application direction until tight (zero pushrod travel)
- Step 3:** Back off ~1/3 turn (20 min on a clock) — listen for pawl click
- Step 4:** Verify pushrod travel is between 1/2" and 3/4" • Confirm locking collar is fully engaged