



## DISC BRAKE ADJUSTMENT

### CHECKING AUTOMATIC ADJUSTMENT

**PREVENT THE VEHICLE FROM ROLLING AWAY.**  
**RELEASE THE SERVICE BRAKES AND THE HANDBRAKE.**  
 Remove the rubber cap.  
 The old adjuster requires the use of an 8 mm ring spanner. The newer style of 'shear adaptor' type of adjuster requires a 10 mm ring spanner. Turn the adjuster anti-clockwise until 3 or 4 clicks are heard (note that this will not be possible if new pads are fitted).

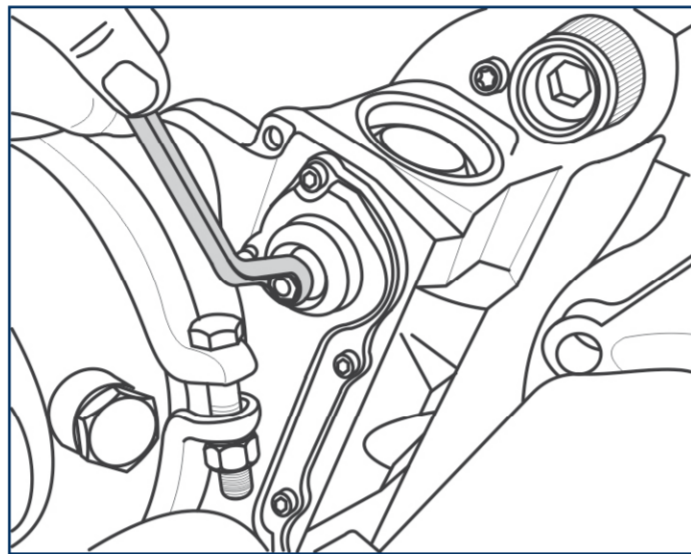
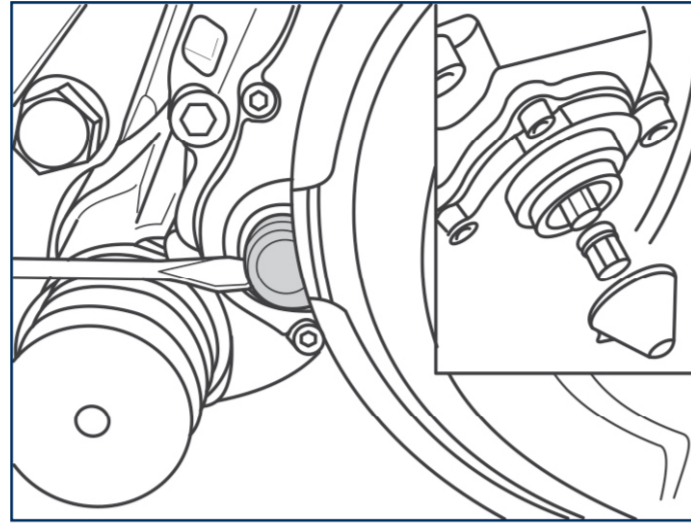
**IMPORTANT:** If the version has an adjustment adaptor, **NEVER TURN WITHOUT THE ADAPTOR.** Exceeding the specified break-off torque of the adaptor will cause the adaptor to break. Repeat with a new adaptor. Fit a new brake caliper if the adaptor shears off again - this is an indication of internal damage. **DO NOT USE AN OPEN-ENDED SPANNER.**  
 Maximum torque - approximately 25 Nm.

Apply brake 5 to 10 times (approximately 2 bar). If the adjustment is correct, the ring spanner will turn back in a clockwise direction (make sure the ring spanner can rotate freely).

**NOTE:** As the cycle rate increases, the movement of the ring spanner becomes smaller. If the ring spanner moves as described, the adjustment is OK. Remove ring spanner. Apply Renolit HLT2 to the cap and refit.

For the version with the adaptor, fit the lug on the cap pointing towards the axle beam. If the following faults occur:

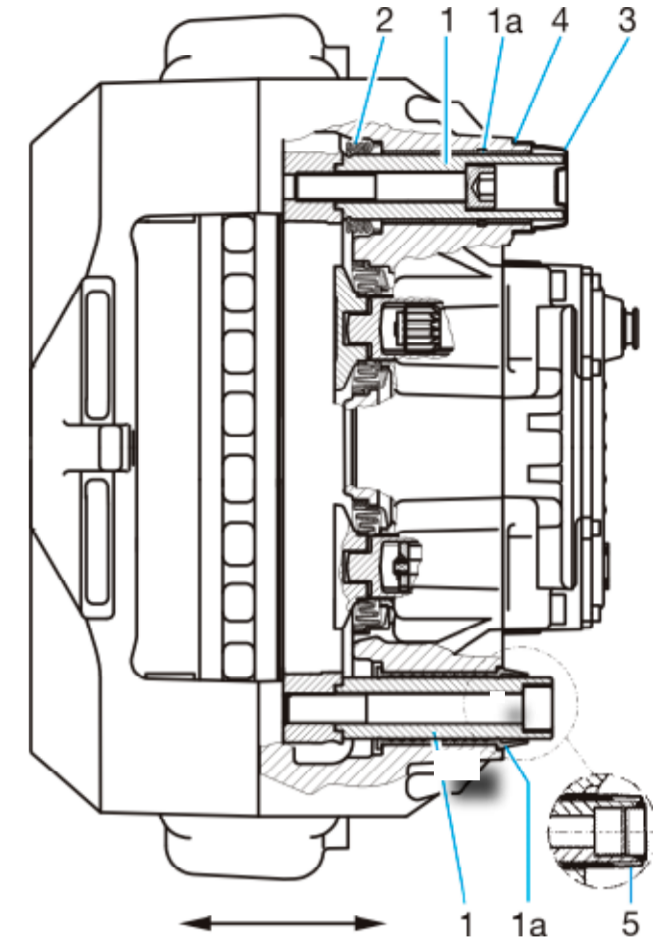
- i.e. The adjuster, or the ring spanner...
  - a) does not turn
  - b) turns only upon initial application
  - c) turns forward and back again upon each application
 ...the adjustment is not correct and the brake caliper must be replaced.



## BRAKE CALIPER GUIDE SYSTEM

**CHECK THE BRAKE CALIPER GUIDE SYSTEM EVERY 6 MONTHS (E.G. WITHIN THE SCOPE OF THE STATUTORY CHECKS). CARRY OUT THIS CHECK EVERY 3 MONTHS IF THE TRAILER IS OPERATED OUTSIDE EUROPE.**

- \* Prevent the vehicle from rolling away.
- \* Remove the road wheel.
- \* Release the service and parking brakes.
- \* Remove the brake pads.
- \* Ensure that the caliper saddle slides FREELY from side to side over the entire range of its travel.
- \* Check the brake caliper guide if this is not the case.
- \* Check that the inner red neoprene seal is in good condition and is clean (2).
- \* Check that the floating bush is in good condition and not damaged.
- \* Refit the pads.
- \* Place ring spanner on the adjuster and turn clockwise to bring pads into contact with disc. Then set running clearance by turning spanner anti-clockwise to achieve THREE clicks.
- \* Refit wheel and tyre.



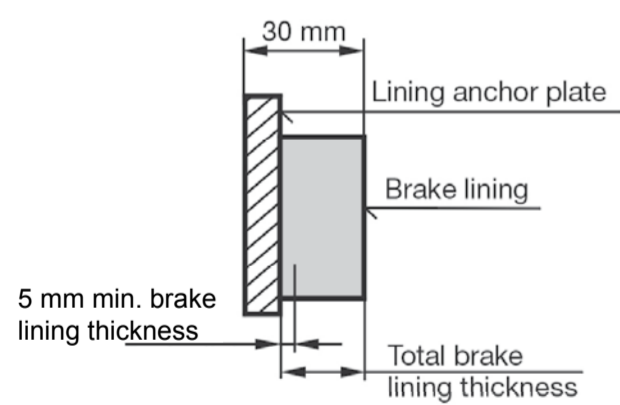
THE GUIDE PIN AND BUSH (1/1A) ARE SEALED BY THE BELLOWS (2) AND THE SHEET METAL CAP (3) WITH THE SEALING RING (4).

PARTS (2) AND (3) MUST NOT BE SPLIT OR DAMAGED IN ANY WAY. CHECK FOR CORRECT FITTING.

IF THE VERSION HAS A GUIDE SLEEVE (5), CHECK IT FOR DAMAGE AND TO MAKE SURE IT IS CORRECTLY SEATED.

## BRAKE PAD THICKNESS

The brake pad thickness must be checked regularly e.g. during the tyre inflation pressure check. The intervals must not be more than 3 months.



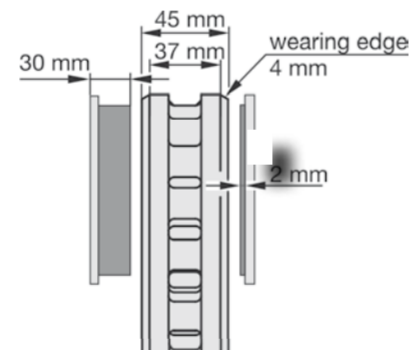
The thickness of the remaining pad must not be less than 5 mm.

## CONDITION OF THE BRAKE DISC

All new brake discs are 45 mm thick. Providing continuous cracks are not apparent, minimum brake disc thickness is 37 mm.

Brake discs should be replaced in pairs. Brake pads should be replaced when new brake discs are fitted.

If this instruction is not adhered to, there is a danger that braking performance could be seriously reduced.



## BRAKE CALIPER SECURING BOLTS TANGENTIAL BOLT CONNECTION

SB 3745T }  
 SB 4309T } M16 x 1.5 M = 320 Nm (300-350 Nm)  
 SB 4345T }

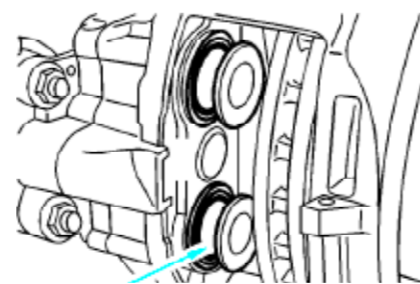
Wheel fixing - M22 x 1.5 M = 630 Nm (600-660 Nm)

FOR MORE DETAILED INFORMATION PLEASE REFER TO THE BPW MAINTENANCE INSTRUCTION BOOK WHICH IS AVAILABLE FOR DOWNLOAD: <http://www.bpw.co.uk/technical.htm>

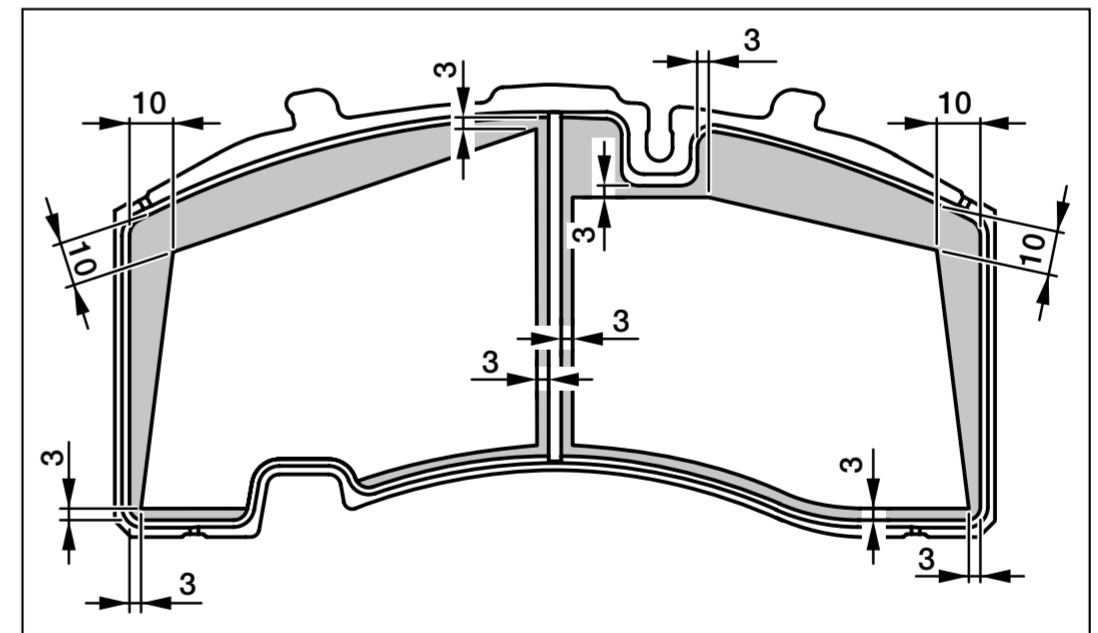
## BELLOWS ON THE THRUST TAPPETS

**CHECK EVERY 6 MONTHS.**

The bellows on the tappets (arrow) must have no splits or damage. CHECK for correct fitting. **ADVICE:** Penetrating dirt and moisture cause corrosion and affect the operation of the tappet mechanism and adjustment. If water has penetrated, or rusting has been detected, replace the brake caliper.



## BRAKE PAD EDGE DEGRADATION



Some edge degradation on the brake pads is allowable, however the pad must be renewed if this exceeds the limits shown in the diagram (above) or accounts for more than 10% of the pad surface.

Edge degradation can be caused by the 'washing effect' that the front and lower edges of the brake pad are subject to during operation. Where this degradation is considered to be a problem, the effect can be minimised by the fitting of covers (BPW part number: 03.010.95.21.0) to the front of the brake caliper.

Covers can be installed during routine servicing or inspection of the disc brakes. **THE MINIMUM WEAR THICKNESS FOR THE BRAKE PAD IS 5 MM.**



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