Forklift Brakes

Forklift Brakes - A brake in which the friction is supplied by a set of brake pads or brake shoes that press against a rotating drum shaped unit referred to as a brake drum. There are some particular differences among brake drum types. A "brake drum" is commonly the explanation given if shoes press on the interior exterior of the drum. A "clasp brake" is the term used in order to describe when shoes press against the outside of the drum. One more type of brake, referred to as a "band brake" uses a flexible band or belt to wrap around the exterior of the drum. If the drum is pinched in between two shoes, it can be called a "pinch brake drum." Similar to a typical disc brake, these types of brakes are somewhat rare.

Old brake drums, prior to 1955, needed to be constantly adjusted to be able to compensate for wear of the drum and shoe. "Low pedal" could result if the required adjustments are not carried out satisfactorily. The motor vehicle can become dangerous and the brakes could become ineffective when low pedal is mixed together with brake fade.

There are different Self Adjusting Brake Systems obtainable, and they can be categorized within two major types, RAI and RAD. RAI systems have built-in devices which prevent the systems to recover whenever the brake is overheating. The most recognized RAI manufacturers are Bendix, Lucas, Bosch and AP. The most well-known RAD systems include Bendix, Ford recovery systems, Volkswagen, VAG and AP.

Self-adjusting brakes generally make use of a device which engages just when the motor vehicle is being stopped from reverse motion. This stopping technique is acceptable for use where all wheels make use of brake drums. Nearly all vehicles these days utilize disc brakes on the front wheels. By functioning only in reverse it is less probable that the brakes will be adjusted while hot and the brake drums are expanded. If adjusted while hot, "dragging brakes" can happen, which raises fuel consumption and accelerates wear. A ratchet mechanism which becomes engaged as the hand brake is set is one more way the self repositioning brakes could work. This means is just suitable in applications where rear brake drums are utilized. If the emergency or parking brake actuator lever goes beyond a particular amount of travel, the ratchet advances an adjuster screw and the brake shoes move toward the drum.

There is a manual adjustment knob situated at the bottom of the drum. It is typically adjusted via a hole on the opposite side of the wheel and this requires going beneath the vehicle using a flathead screwdriver. It is of utmost importance to move the click wheel properly and adjust each and every wheel equally. If uneven adjustment occurs, the vehicle may pull to one side during heavy braking. The most efficient way so as to make sure this tedious task is done carefully is to either raise every wheel off the ground and spin it by hand 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.