

MAXIMUM BRAKE WEAR GUIDE

USA SERVICE AND MAINTENANCE GUIDE

MAXIMUM BRAKE WEAR GUIDE

This document outlines the maximum wear on brake components manufactured by Meher USA Inc., herein 'Meher'.

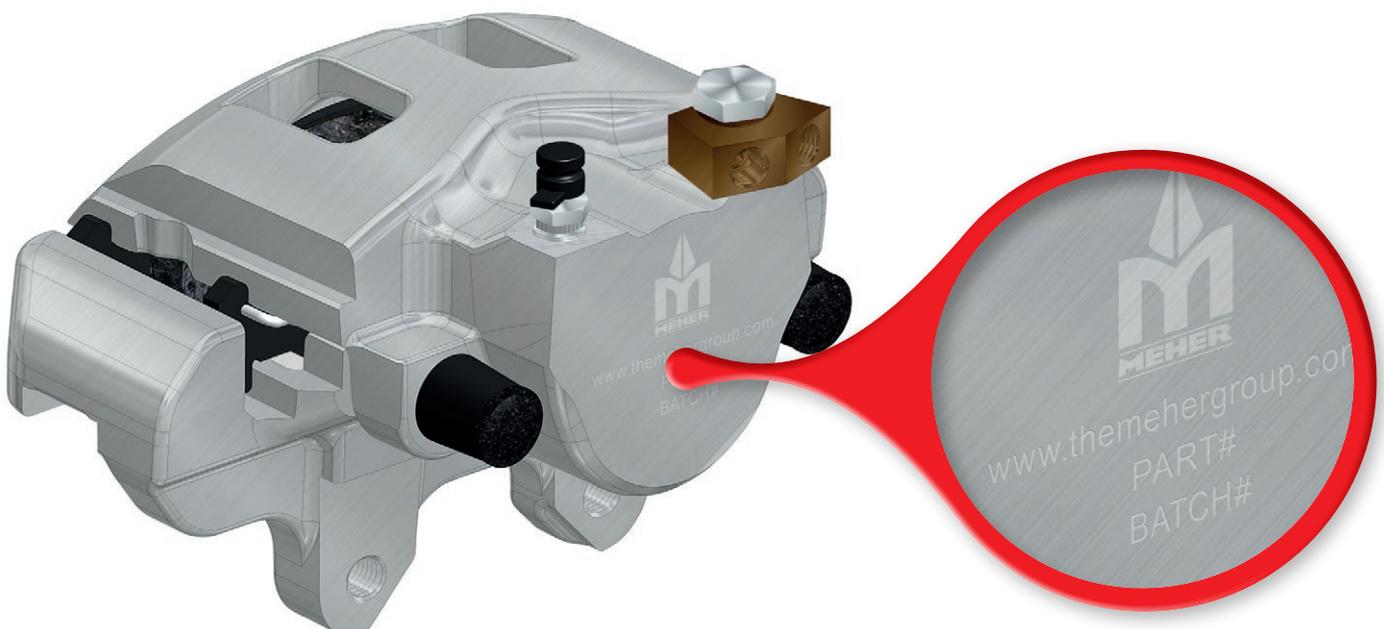
Finding the Part Number

All Meher products will be marked with a part number. The below images indicate where these can be found:

Brake Rotors



Hydraulic Calipers



BRAKE ROTORS – HYDRAULIC CALIPERS

Measuring Wear – Brake Pads

To measure the wear, measure the thickness of the brake component as indicated by the images below:

Measure from the edge of the plate

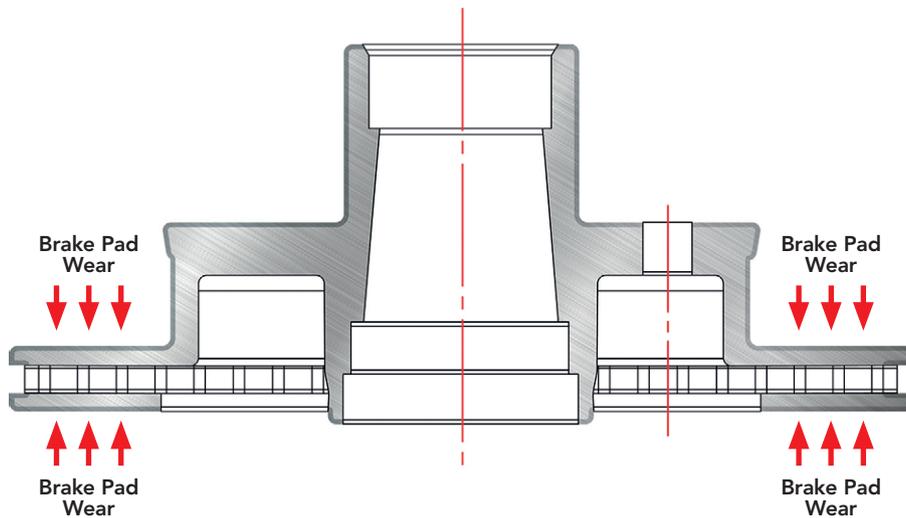


Brake Pad – Side On View

Measuring Wear – Disc Rotor

Disc Rotors need to be inspected for wear and tear at regular intervals.

The surface areas where the brake pads contact the rotor face are to be inspected regularly. If excessive wear or heavy scoring is present, replace rotor with a Genuine Meher Part.



Compare the Minimum Wear

The table below outlines the minimum thickness of the brake components. Compare the thickness you have measured with the values outlined in the table below.

Meher Part Number	Brake Component	Original Thickness		Recommend Wear	
		mm	inches	mm	inches
203-00077-MH	Brake Rotor	19	0.75	17	0.67
203-00139-MH	Brake Rotor	19	0.75	17	0.67
HK8GDZ	Brake Rotor	25.8	1	23.6	0.93
203-00147-MH 203-00148-MH	Hydraulic Caliper – Brake Pad	11	0.43	8	0.32
34105	Hydraulic Caliper – Brake Pad	11	0.43	8	0.32
HC8KHGDK	Hydraulic Caliper – Brake Pad - <i>near piston</i>	9.5	0.38	8	0.32
	Hydraulic Caliper – Brake Pad - <i>away from piston</i>	7.5	0.30	6	0.24

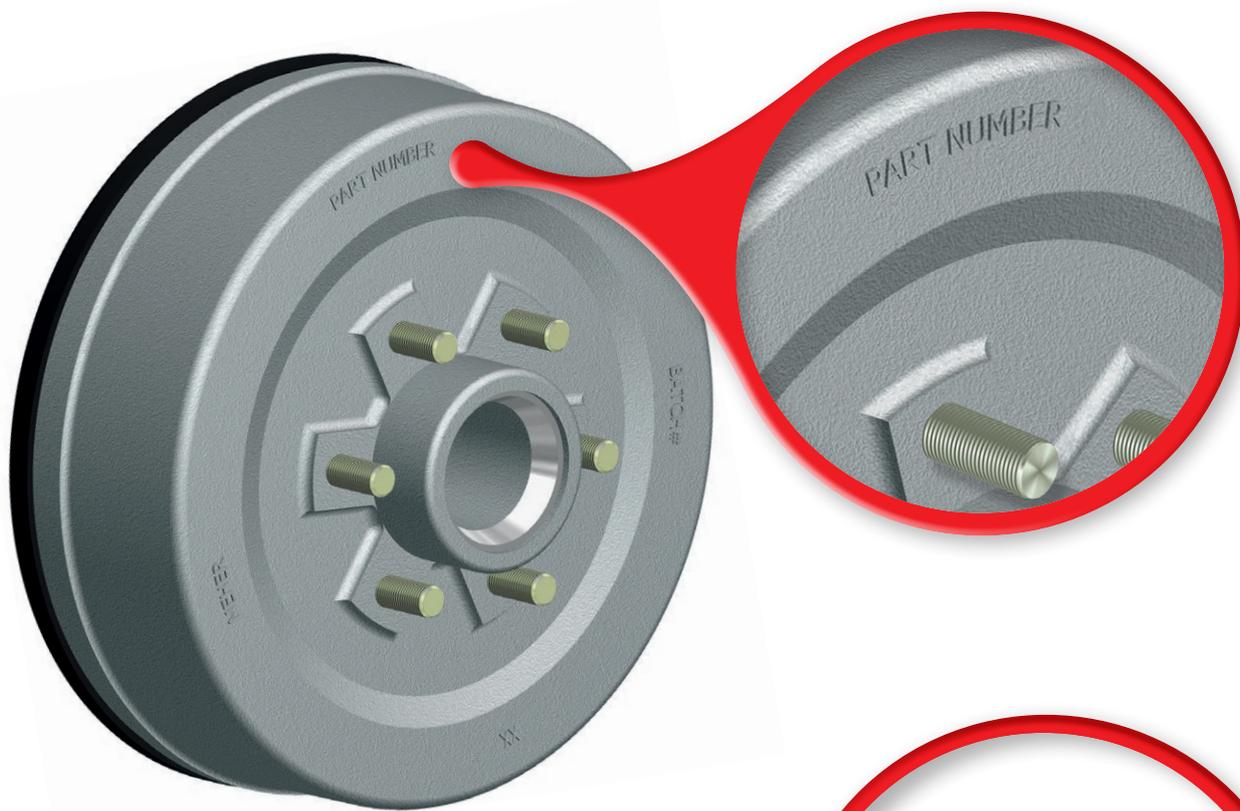
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Finding the Part Number

All Meher products will be marked with a part number. The below images indicate where these can be found:

Hub Drums



Brake Plate



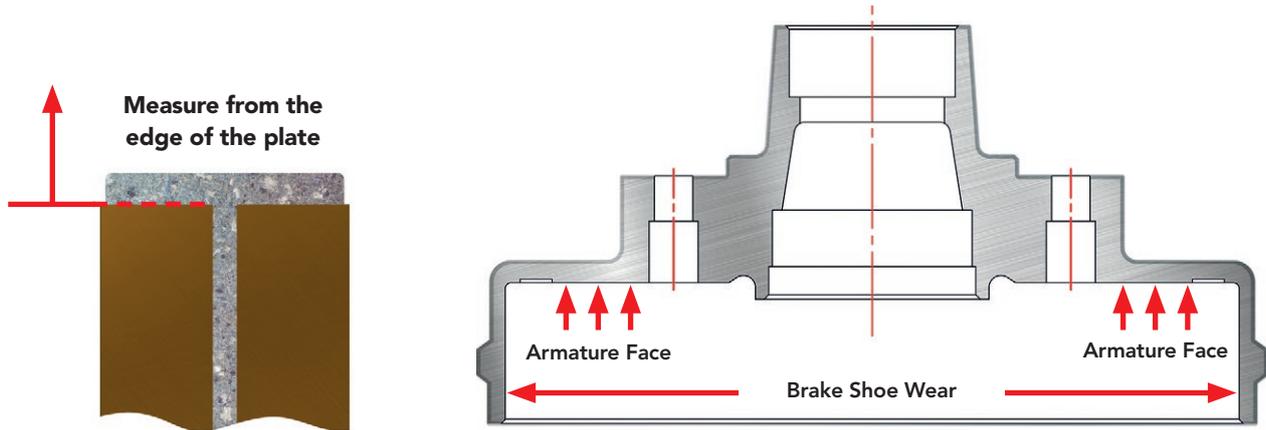
HUB DRUMS – BRAKE PLATE

Measuring Wear

Electric and Hydraulic Brake Drums need to be inspected for wear and tear at regular intervals.

1. Brakes where the brake shoes are in contact with the Brake Drum. Check for excessive wear or deep scoring.
2. In electric brakes where the electromagnet is in contact with the drum face. This area is called the Armature Face. The contact area may have excessive wear and deep scoring. These surfaces can be rectified by turning. If the brake drum is being replaced, then the electromagnet must be replaced.

To measure the wear, measure the thickness of the brake component as indicated by the images below:



Compare the Minimum Wear

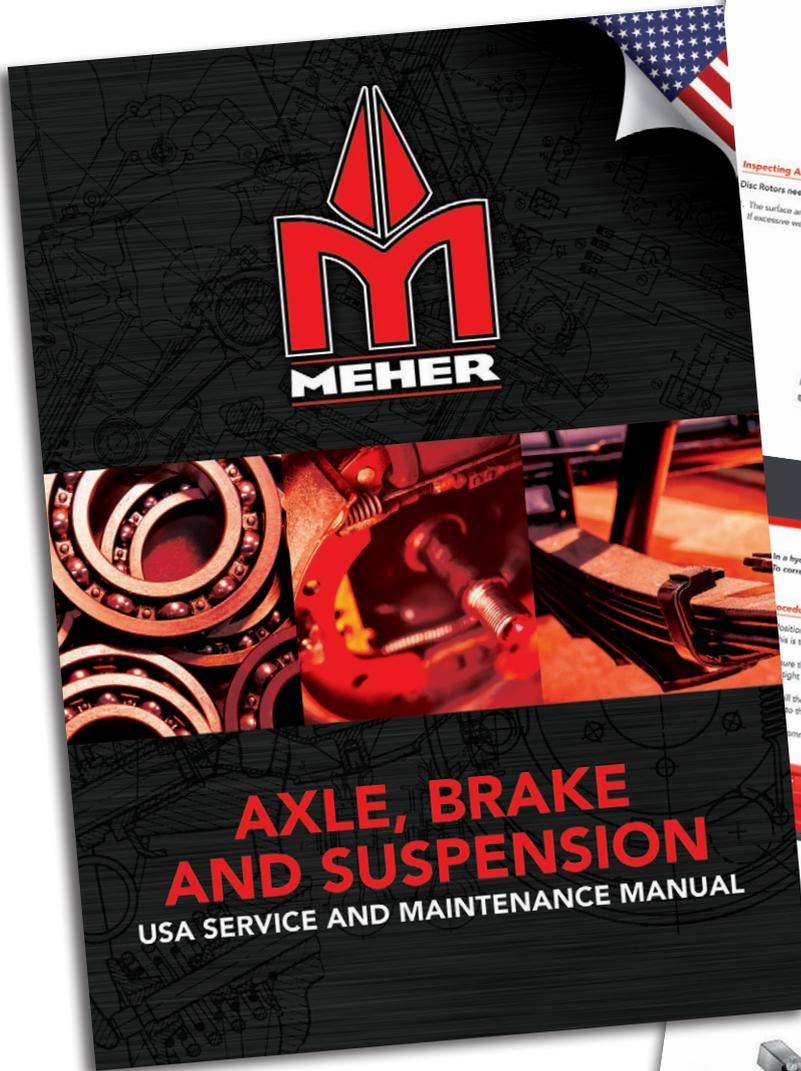
The table below outlines the minimum thickness of the brake components. Compare the thickness you have measured with the values outlined in the table below.

Meher Part Number	Brake Component	Original Thickness		Recommend Wear	
		mm	inches	mm	inches
HD10UB	Hub Drum	254 – bore	10 – bore	256 – bore	10.08 – bore
HD12UB	Hub Drum	305 – bore	12 – bore	307 – bore	12.09 – bore
HD10BPUB	Brake Shoe for 10-inch Hub Drum	4.75	0.19	1.6	0.06
HD12BPUB	Brake Shoe for 12-inch Hub Drum	4.75	0.19	1.6	0.06

FURTHER INFORMATION

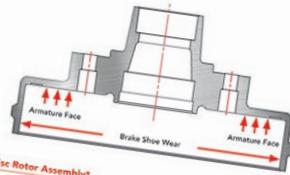
If you require further details or instructions on how to unassemble to reassemble your Meher brake components, refer to the Meher Axle, Brake and Suspension, USA Service and Maintenance Manual.

If you require replacement parts, contact your trailer manufacturer or Meher USA Inc.



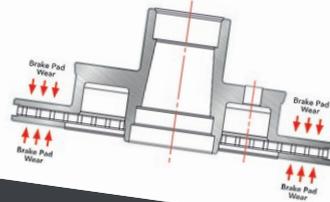
Inspecting A Meher Drum Brake Assembly*
Electric and Hydraulic Brake Drums need to be inspected for wear and tear at regular intervals.

1. Brakes where the brake shoes are in contact with the Brake Drum. Check for excessive wear or deep scoring.
2. In electric brakes where the electromagnet is in contact with the drum face. This area is called the Armature Face. The contact area may have excessive wear and deep scoring. These surfaces can be rectified by turning. If the brake drum is being replaced, then the electromagnet must be replaced.



Inspecting A Meher Disc Rotor Assembly*
Disc Rotors need to be inspected for wear and tear at regular intervals.

The surface areas where the brake pads contact the rotor face are to be inspected regularly. If excessive wear or heavy scoring is present replace rotor with a Genuine Meher Part.



HYDRAULIC BRAKE CALLIPER AND DRUM SYSTEM

In a hydraulic brake system, pressure generated by the hydraulic oil in the system is utilized to activate the brakes. To correctly operate any closed-circuit hydraulic oil system, it must be completely purged and free from any air.

Procedure For Purging And Bleeding Hydraulic Calliper System
Position the actuator which houses the master cylinder at a lower position compared to the hydraulic callipers. This is to allow the oil to fill up in the calliper whilst pushing the air out. Ensure the bleed screw on the calliper is higher than that of the hydraulic oil inlet, and ensure all fitting is tight and secure before starting work.

If then be filled into the system by filling the reservoir in the master cylinder which is housed in the actuator. Refer to the user manual of the actuator to ensure this is done correctly. It is recommended that the brakes are tried and tested before the trailer is used.



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