THE MERITOR GUIDE TO
ELSA 225/195 BRAKE SERVICING

Air Disc Brakes

DO’S AND DON’T’S

Pack
DO NOT allow fricco material to wear down to less than 2.5mm from backplate (Fig. 1).
DO NOT exceed a maximum torque of 40Nm when adjusting or de-adjusting the brake.
DO NOT use air tools to adjust or de-adjust the brake.
DO NOT use friction material other than that recommended by the vehicle manufacturer.
DO NOT use an oil or a fluid coolant from the brake zone area. If applied any form of dust can be an irritant, at worst dangerous.
DO NOT use air tools to adjust or de-adjust the brake.
DO NOT use grease to aid fitment of the piston excluders. Hands should be clean and free from grease.
DO NOT use any other grease than that recommended by the vehicle manufacturer.

Housing
DO NOT use any other grease than that recommended by the vehicle manufacturer.
DO NOT use grease to aid fitment of the piston excluders. Hands should be clean and free from grease.
DO NOT attempt to drive a worn oval bush out of the housing from adjuster side, there is a sufficient aperture to fit the outboard pad. Fit the new outboard pad.

Pad Change
Brake pads should be replaced when the lining thickness has worn to 2.0 mm (Fig 1).
DO NOT attempt to drive a worn oval bush out of the housing from adjuster side, there is a sufficient aperture to fit the outboard pad. Fit the new outboard pad.

Check the housing assembly slides easily on the guide sleeves
MM-0350
Are undamaged and securely located. If damaged replace in accordance with the Meritor maintenance manual MM-0350.

Every 12 months or 12,000 miles (20,000 Kms).
A visual assessment of pad the remaining should be made.

Brake pads should be replaced when the lining thickness has worn to 2.0 mm (Fig 1). Visually inspect the general condition of the brake assembly including all the excluders for damage or corrosion. Remove any dirt in the suitability for further use.

Every 12 months or Pad Change
Impact the guide sleeves and piston excluders and ensure they are undamaged and securely located. If damaged replace in accordance with the Meritor maintenance manual MM-0350.

MM-0350
Check the housing assembly slides easily on the guide sleeves secured to the carrier (Fig 4). If the housing does not slide freely follow the procedure “for inspection and/or replacement” detailed in service manual MM-0350.

Maintenace Procedures
Modern brakes designed to meet exacting legislative and operational demands. To ensure the efficiency and performance of these brakes is maintained, it is essential that the following procedures and recommendations are carried out. Therefore it is recommended that the following procedures and recommendations are carried out.

IMPORANT: Initial correct setting of the brake is essential after any service work has been conducted. Pay particular attention to the correct setting of the running clearance.

Failure to observe the correct maintenance and servicing procedures may result in unnecessary brake pads, which otherwise would not have been required. The driver/mechanic will undoubtedly recognize the noise/brake change and amend his/her normal driving practices in line with these recommendations.

A more detailed description of the maintenance procedures may be obtained from the Meritor maintenance manual MM-0350 which can be found on the following web site: www.meritor.com/customers/maintenance/cad/manuals/staff

Servicing
There is no routine maintenance of the tappet required however it is important that routine periodic inspections are carried out.

Every 3 months or 12,000 miles (20,000 Kms).
A visual assessment of pad the remaining should be made.

Brake pads should be replaced when the lining thickness has worn to 2.0 mm (Fig 1). Visually inspect the general condition of the brake assembly including all the excluders for damage or corrosion. Remove any dirt in the suitability for further use.

Every 12 months or Pad Change
Impact the guide sleeves and piston excluders and ensure they are undamaged and securely located. If damaged replace in accordance with the Meritor maintenance manual MM-0350.

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Check the housing assembly slides easily on the guide sleeves secured to the carrier (Fig 4). If the housing does not slide freely follow the procedure “for inspection and/or replacement” detailed in service manual MM-0350.

Pad Change
Brake pads should be replaced when the lining thickness has worn to 2.0 mm (Fig 1). Always replace brake pads in axle sets.

Remove the pad retaining strap and where applicable, pad wear warning indicator, if necessary, to adjust the brake and remove the worn brake pad.

Remove the adjuster stem protecting cap. Locate a suitable 10mm hexagonal wrench on the adjuster stem and rotate the wrench in an anticlockwise direction as viewed from the air actuator side (Fig 3).

After the pads have been removed, check that the piston excluders and the guide sleeves are intact and fully functional. If any should replace components. Check that guide sleeve bushes are fully seated in the sleeves and fully functional. If there is too much play between the components there is a check that the housing is free to turn. Ensure the disc is free to turn.

De-adjustment/adjustment of the brake should be done carefully by hand with a suitable wrench (Fig 2).

Do not exceed a maximum friction force of 40Nm in either direction and MAXDOR are power tools.

NOTE: de-adjustment requires a higher torque than adjustment.

Do de-adjust the brake until, with the housing pulled across, there is a sufficient aperture to fit the outboard pad. Fit the new outboard pad.

Push the housing back towards the rotor until the new pad may be inserted. Ensure the disc is free to turn.

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