Forklift Brakes

Forklift Brakes - A brake drum is where the friction is supplied by the brake pads or brake shoes. The shoes or pads press up against the rotating brake drum. There are several other brake drums types together with particular specific differences. A "break drum" would normally refer to when either shoes or pads press onto the interior outside of the drum. A "clasp brake" is the term utilized to describe if shoes press next to the outside of the drum. One more kind of brake, known as a "band brake" uses a flexible belt or band to wrap around the outside of the drum. If the drum is pinched in between two shoes, it can be referred to as a "pinch brake drum." Similar to a conventional disc brake, these types of brakes are quite uncommon.

Old brake drums, previous to the year 1995, needed to be constantly adjusted so as to compensate for wear of the shoe and drum. "Low pedal" can result if the required adjustments are not performed sufficiently. The vehicle could become dangerous and the brakes could become ineffective when low pedal is mixed together with brake fade.

There are quite a few various Self-Adjusting systems utilized for braking existing these days. They could be classed into two individual categories, the RAD and RAI. RAI systems are built in systems which help the apparatus recover from overheating. The most popular RAI makers are Bosch, AP, Bendix and Lucas. The most famous RAD systems comprise Ford recovery systems, Volkswagen, VAG, AP and Bendix.

The self adjusting brake would usually only engage when the forklift is reversing into a stop. This method of stopping is acceptable for use where all wheels utilize brake drums. Disc brakes are utilized on the front wheels of vehicles nowadays. By functioning only in reverse it is less likely that the brakes would be adjusted while hot and the brake drums are expanded. If adjusted while hot, "dragging brakes" can occur, which increases fuel consumption and accelerates wear. A ratchet device which becomes engaged as the hand brake is set is one more way the self repositioning brakes can function. This means is only suitable in functions where rear brake drums are utilized. When the parking or emergency brake actuator lever goes beyond a particular amount of travel, the ratchet advances an adjuster screw and the brake shoes move in the direction of the drum.

There is a manual adjustment knob placed at the base of the drum. It is typically adjusted through a hole on the other side of the wheel and this involves getting underneath the forklift using a flathead screwdriver. It is of utmost significance to move the click wheel properly and tweak every wheel equally. If unequal adjustment happens, the vehicle may pull to one side during heavy braking. The most effective method to ensure this tiresome job is done safely is to either raise every wheel off the ground and hand spin it while measuring how much force it takes and feeling if the shoes are dragging, or give each one the exact amount of manual clicks and then perform a road test.