

# SERVICE GUIDE FOR MEI SLACK ADJUSTERS

## WHEN TO CHECK

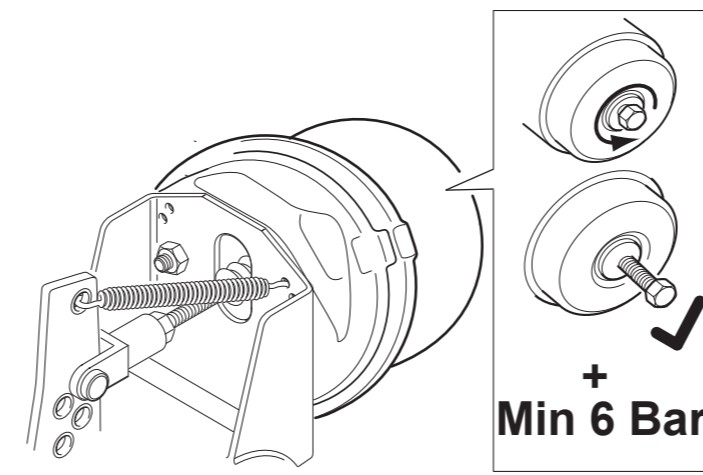
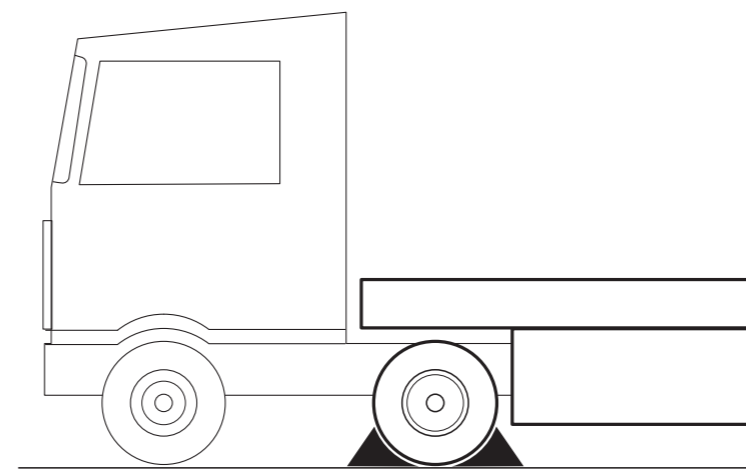
Observe function and Anchor Point during regular vehicle inspection.

Check de-adjust torque and adjustment function during scheduled vehicle service.

## PRE-CHECK



Always ensure the vehicle is securely chocked before releasing the parking brake. Cage the spring brake or use a minimum hold off pressure of 90 psi (6 bar).

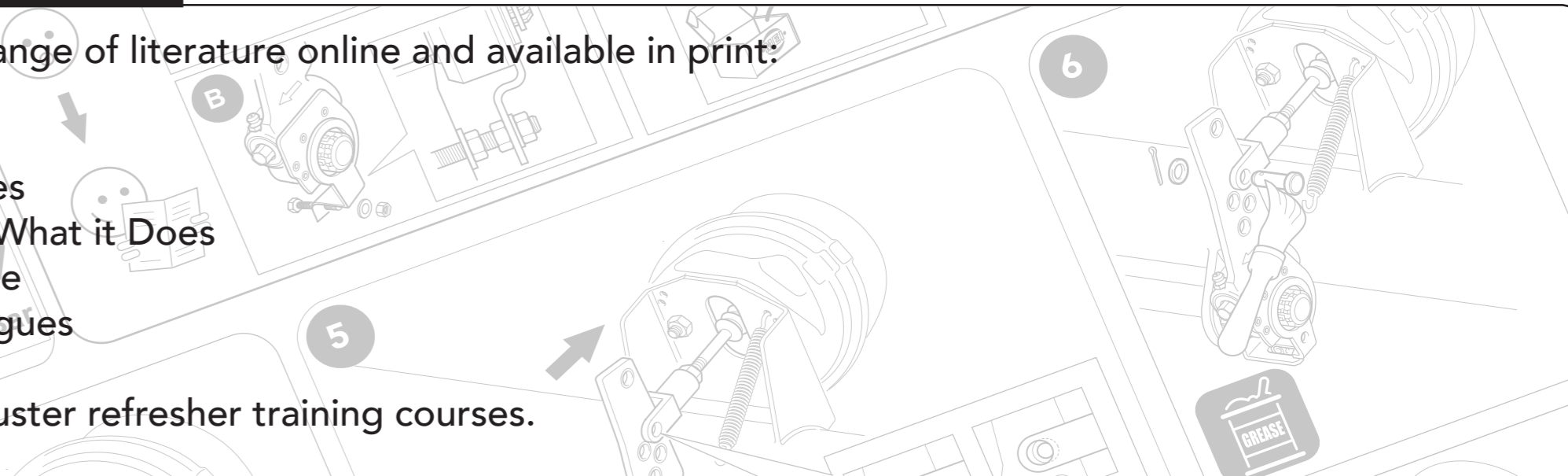


## SERVICE & TRAINING

MEI provides a full range of literature online and available in print:

- Fitting Instructions
- Maintenance Guides
- How It Works and What it Does
- Warranty Guarantee
- Application Catalogues

MEI offers Slack Adjuster refresher training courses.

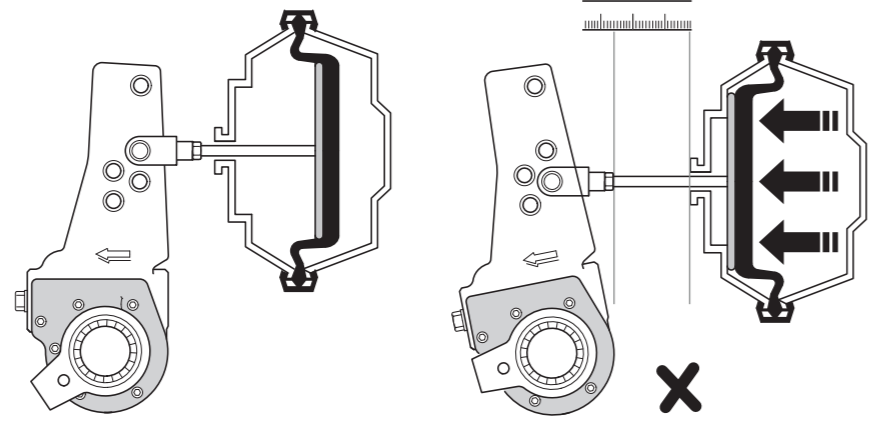


## REGULAR INSPECTION

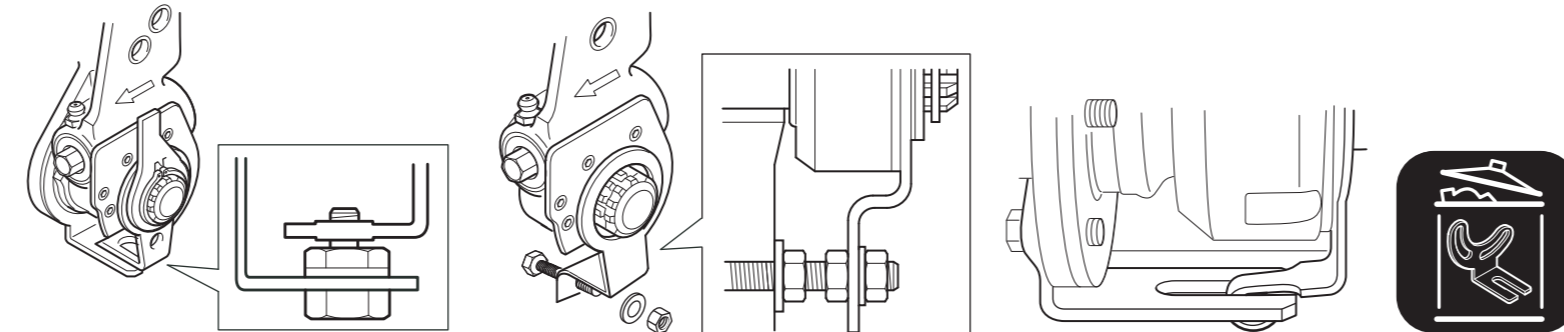
Observe the Automatic Adjustment function and the Anchor Point.

Apply the brake. Observe the stroke length of the actuator. The stroke should not exceed 2/3 of the maximum stroke of the actuator. If the stroke is more than 2/3 of maximum stroke, carry out the scheduled service.

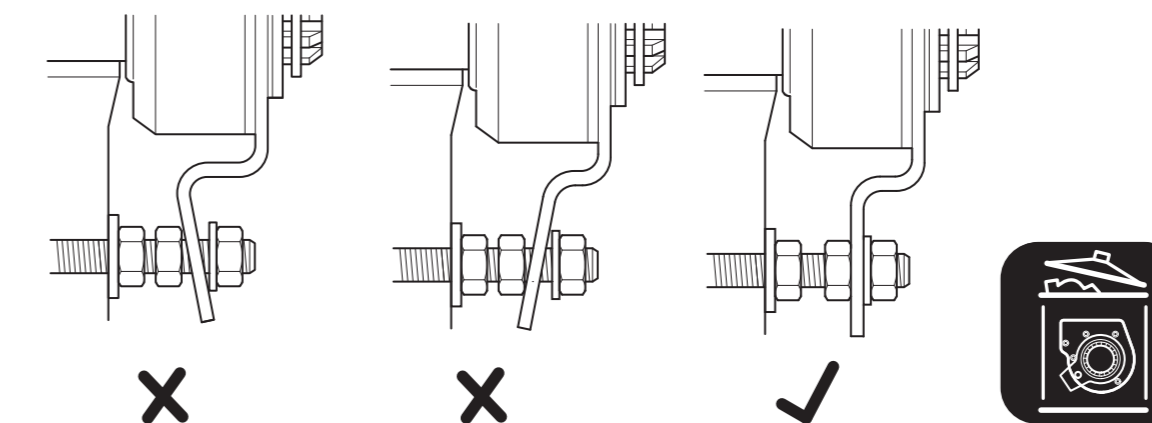
Examine the foundation brake system for seized brake shoes and cam rollers.



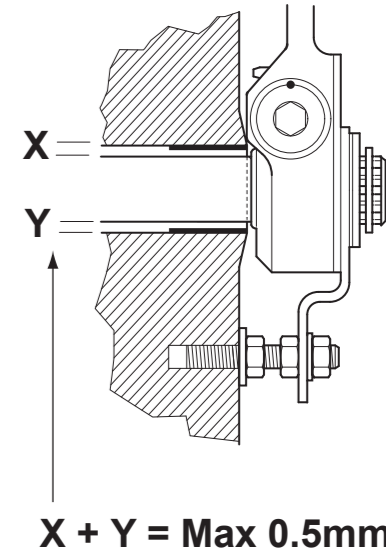
Check the anchor point and the condition of the control arm. If the anchor point is loose, re-fit it. If the anchor point is damaged or worn replace it.



If the control arm is bent or cracked replace the slack adjuster.



Check the condition of the camshaft journal and bush. If there is more than 0.5mm gap replace the camshaft and bush.



## SCHEDULED SERVICE

Check the de-adjust torque during the scheduled vehicle service.

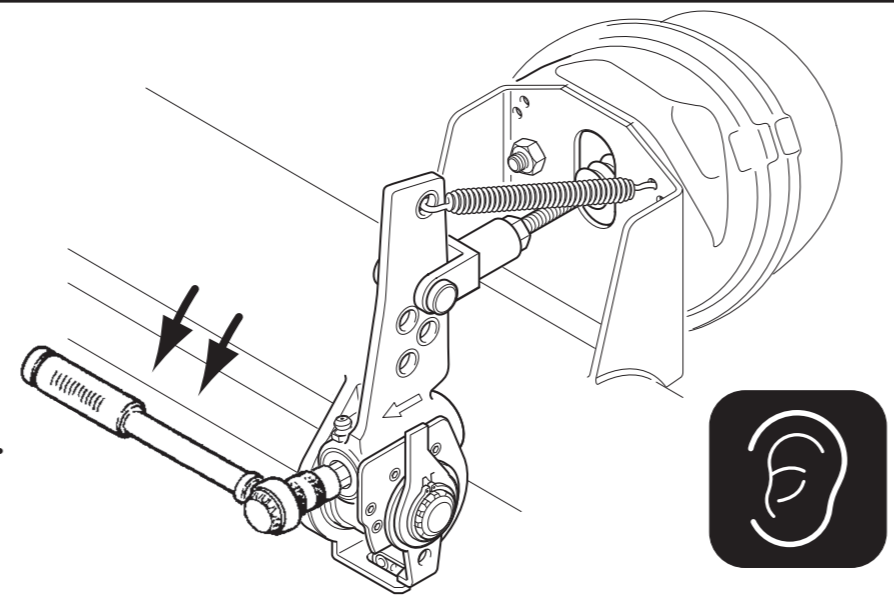
Annual service recommended for On-Highway applications.

3 month service recommended for On/Off Highway, Off Highway, Refuse and City Bus applications.

1

Using a torque wrench, rotate the hex nut in anti-clockwise direction:

If there is no audible clicking sound replace the slack adjuster. Repeat the operation to ensure the clutch is engaged.



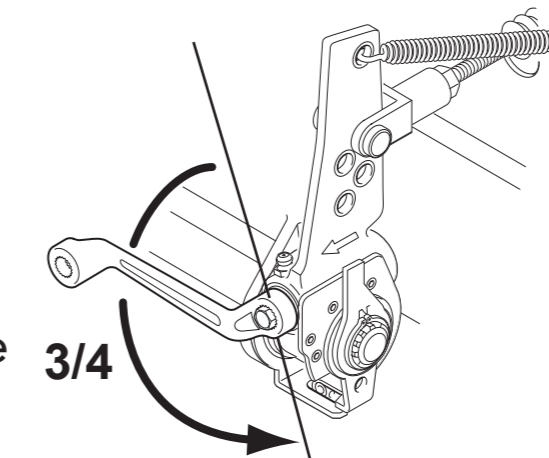
2

The torque required to turn the hex nut must be 18Nm or higher. If the torque required is less than 18Nm replace the slack adjuster.

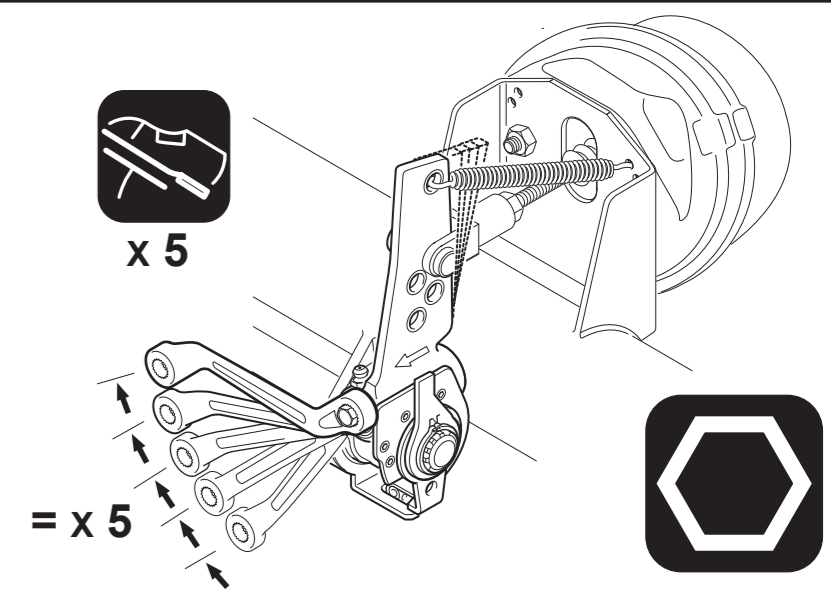
18 Nm

3

Using a socket wrench or socket mounted indicator, rotate the hex nut 270° in anti-clockwise direction.

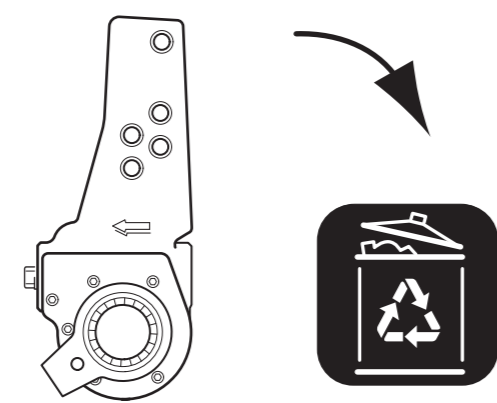


Apply the brake 5 times. The wrench or indicator will move in a clockwise direction on each application of the brake. If the wrench or indicator does not move replace the slack adjuster.



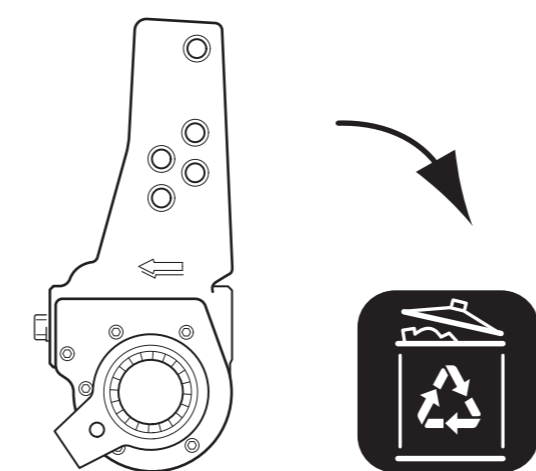
## THREE CHECKS

The slack adjuster must pass *all* three checks. If not, replace the slack adjuster.



A worn or damaged anchor point will affect the automatic adjustment function and must be replaced immediately.

A worn or non-functioning automatic slack adjuster does not work like a manual slack adjuster. It must be replaced immediately.



## REGULAR GREASING



**Regular Greasing will extend the life of automatic slack adjusters**

MEI Automatic Slack Adjusters are filled with high grade EP 2 lithium grease on assembly. We recommend to grease during the scheduled service, using a lithium or calcium grease if possible. MEI Automatic Slack Adjusters are fitted with a Pressure Relief Valve to prevent over-greasing or damage to the seals during greasing.



Never use Molybdenum Di-Sulphide (MoS<sub>2</sub> 'Moly') grease.

## EXAMINER CHECKS

The Vehicle Examiner will measure or check for over-stroke of the brake chamber. The function of the slack adjuster is to automatically adjust for wear in the brake lining and brake drum while maintaining constant brake chamber stroke.

A well maintained and correctly functioning slack adjuster will never over-stroke. If stroke is more than 2/3 of the maximum the slack adjuster must be replaced immediately.

The Vehicle Examiner will also check the connections with brake chamber, camshaft and anchor point. The anchor point and connecting device will be checked for wear and damage.

## LEGAL NOTE

**Legal Note**

71/320/EEC Directive states that:

All road going vehicles above 16 tonnes, fitted with s-cam brakes, registered from April 1995 must be fitted with Automatic Slack Adjusters.

In addition, agricultural trailers designed to be drawn at 60 km/h or higher, fitted with s-cam brakes, registered from January 2016 must be fitted with Automatic Slack Adjusters.