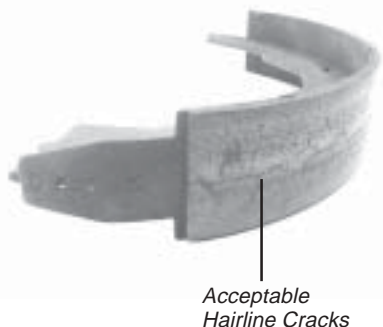




Shoes and Linings

A simple visual inspection of your brake linings will tell if they are usable. Replacement is necessary if the lining is worn (to within $\frac{1}{16}$ " or less), contaminated with grease or oil, or abnormally scored or gouged. Hairline heat cracks are normal in bonded linings and should not be cause for concern. When replacement is necessary, it is important to replace both shoes on each brake and both brakes of the same axle. This will help retain the "balance" of your brakes.



After replacement of brake shoes and linings, the brakes must be re-burnished to seat in the new components. This should be done by applying the brakes 20 to 30 times from an initial speed of 40 m.p.h., slowing the vehicle to 20 m.p.h. Allow ample time for brakes to cool between applications. This procedure allows the brake shoes to seat in to the drum surface.

Introduction to Troubleshooting

Proper brake function is critical to the safe operation of any vehicle. If problems are encountered with your trailer braking system, the following guide can be used to find the causes and remedies for some of the more common problems. If you are unsure or unable to resolve the problem, please contact your nearest repair facility for professional assistance.

Troubleshooting

SYMPTOM	CAUSES	REMEDIES
No Brakes	Open Circuits	Find & Correct
	Severe Underadjustment	Adjust Brakes
	Faulty Controller	Test & Correct
	Short Circuits	Find & Correct
Weak Brakes	Grease or Oil on Magnets or Linings	Clean or Replace
	Corroded Connections	Clean & Correct Cause of Corrosion
	Worn Linings or Magnets	Replace
	Scored or Grooved Brake Drums	Machine or Replace
	Improper Synchronization	Correct
	Underadjustment	Adjust Brakes
	Glazed Linings	Reburnish or Replace
	Overloaded Trailer	Correct
Locking Brakes	Underadjustment	Adjust
	Improper Synchronization	Correct
	Faulty Controller	Test & Correct
	Loose, Bent or Broken Brake Components	Replace Components
	Out-of-Round Brake Drums	Machine or Replace
	Insufficient Wheel Load	Adjust System Resistor and Synchronize
Intermittent Brakes	Faulty Controller	Test & Correct
	Broken Wires	Repair or Replace
	Loose Connections	Find & Repair
	Faulty Ground	Find & Repair





Troubleshooting

SYMPTOM	CAUSES	REMEDIES
Brakes Pull to One Side	Wrong Magnet Lead Wire Color	Correct
	Incorrect Adjustment	Adjust
	Grease or Oil on Linings or Magnets	Clean or Replace
	Broken Wires	Find & Repair
	Bad Connections	Find & Repair
Harsh Brakes	Underadjustment	Adjust
	Improper Synchronization	Correct
	Improper Controller	Change
	Faulty Controller	Test & Correct
Noisy Brake	Underadjustment	Adjust
	Lack of Lubrication	Lubricate
	Broken Brake Components	Replace Component
	Incorrect Brake Components	Correct
Surging Brakes	Grease or Oil on Linings or Magnet	Clean or Replace
	Out-of-Round or Cracked Brake Drums	Machine or Replace
	Faulty Controller	Test & Correct
Dragging Brakes	Overadjustment	Readjust
	Out-of-Round Brake Drums	Machine or Replace
	Incorrect Brake Components	Replace
	Loose, Bent or Broken Brake Components	Replace
	Faulty Breakaway Switch	Repair or Replace
	Loose Wheel Bearing Adjustment	Adjust
	Bent Spindle	Replace Axle

Troubleshooting

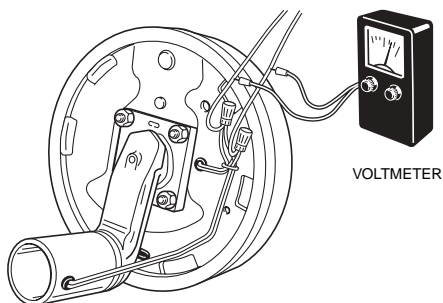
Most electric brake malfunctions, that cannot be corrected by either brake adjustments or synchronization adjustments, can generally be traced to electrical system failure. Voltmeters and ammeters are essential tools for proper troubleshooting of electric brakes.

Mechanical causes are ordinarily obvious, i.e. bent or broken parts, worn out linings or magnets, seized lever arms or shoes, scored drums, loose parts, etc. Replace defective parts with genuine Dexter replacements.

How to Measure Voltage

System voltage is measured at the magnets by connecting the voltmeter to the two magnet lead wires at any brake. This may be accomplished by using a pin probe inserted through the insulation of the wires. The engine of the towing vehicle should be running when checking the voltage so that a low battery will not affect the readings.

Voltage in the system should begin at 0 volts and, as the controller bar is slowly actuated, should gradually increase to about 12 volts. If the controller does not produce this voltage control, consult your controller manual.



The threshold voltage of a controller is the voltage applied to the brakes when the controller first turns on. Lower threshold voltage will provide for smoother braking. If the threshold voltage is too high, the brakes may feel grabby and harsh.

