

TRU-STOP BRAKE
OPERATION

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1. GENERAL

1.01 This section covers the operation of the Tru-Stop brake used principally on construction trucks as a parking and holding brake.

1.02 The Tru-Stop brake consists of a rotating ventilated disc mounted directly in the drive shaft line, and either two or four brake shoe assemblies mounted to anchor brackets that are in turn fastened directly to the rear face of the transmission, to a cross-member of the truck frame, or to the mounting brackets of the power take-off.

2. SAFETY PRECAUTIONS

2.01 Do not leave truck unless parking brake is applied.

2.02 If the truck is equipped with a two speed axle with vacuum shift, leave truck parked in low range of the axle.

3. USE AND OPERATION

3.01 The brake is for use as outlined below.

(a) In conjunction with wheel chocks while placing cable, erecting poles or similar work operations.

(b) As a parking brake.

(c) As a supplement to the foot brake if this type of brake should fail while the truck is traveling. It should be used for this purpose only to stop the truck and then necessary repairs should be handled in accordance with local instructions prior to using the truck again. If it is necessary to use the Tru-Stop brake to stop the truck, the brake should be applied slowly.

3.02 The brake is applied through a system of lever arms connected to the hand brake lever by a pull rod or cable.

3.03 As the hand brake lever is pulled back, the brake shoes located on each side of the disc are forced against the disc mounted on the propeller shaft. The lined faces of the shoes press against both sides of the rotating disc and cause a gripping or squeezing action on the disc which prevents a rotation between the shoes and disc and holds the vehicle in place.

3.04 Under normal stopping conditions use the service brake to bring the truck to a stop. After the truck has come to a stop, set the hand brake to maintain the parked position. Do not use the hand brake until the truck has been brought to a complete stop. If a quick pull is exerted on the hand brake lever just as the truck is being brought to a stop, damage can result to the braking mechanism and drive shaft.

3.05 The hand brake lever is locked in the "on" position by a ratchet and pawl. It is released by pulling back slightly on the lever and at the same time actuating the pawl release and then pushing the lever forward as far as it will go.

3.06 Make sure the brake is released when the truck is in motion.