Brake for Forklift

Forklift Brake - A brake where the friction is supplied by a set of brake pads or brake shoes that press against a rotating drum shaped unit referred to as a brake drum. There are several specific differences between brake drum types. A "brake drum" is usually the definition given if shoes press on the interior exterior of the drum. A "clasp brake" is the term used to describe whenever shoes press next to the exterior of the drum. Another type of brake, called a "band brake" utilizes a flexible belt or band to wrap all-around the outside of the drum. Where the drum is pinched in between two shoes, it can be known as a "pinch brake drum." Similar to a standard disc brake, these types of brakes are quite uncommon.

Prior to nineteen ninety five, early brake drums required consistent modification periodically in order to compensate for drum and shoe wear. "Low pedal" or long brake pedal travel is the dangerous end result if modifications are not done sufficiently. The motor vehicle can become hazardous and the brakes can become ineffective if low pedal is combined together with brake fade.

There are a variety of Self Adjusting Brake Systems accessible, and they can be categorized within two main types, RAD and RAI. RAI systems have built-in tools that prevent the systems to recover whenever the brake is overheating. The most recognized RAI manufacturers are Bendix, Lucas, Bosch and AP. The most famous RAD systems comprise Ford recovery systems, Volkswagen, VAG, AP and Bendix.

Self-repositioning brakes usually use a mechanism that engages only when the vehicle is being stopped from reverse motion. This stopping method is satisfactory for use where all wheels utilize brake drums. Most vehicles these days utilize disc brakes on the front wheels. By operating only in reverse it is less probable that the brakes would be adjusted while hot and the brake drums are expanded. If tweaked while hot, "dragging brakes" could take place, 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 operate. This means is just appropriate in functions where rear brake drums are used. If the parking or emergency brake actuator lever goes over a particular amount of travel, the ratchet improvements an adjuster screw and the brake shoes move in the direction of the drum.

There is a manual adjustment knob placed at the bottom of the drum. It is generally adjusted via a hole on the opposite side of the wheel and this involves getting under the forklift using a flathead screwdriver. It is of utmost importance to be able to move the click wheel properly and adjust each wheel equally. If uneven adjustment happens, the vehicle can pull to one side during heavy braking. The most effective way to make certain this tiresome task is accomplished 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 same amount of manual clicks and then perform a road test.