

## Brake for Forklift

Forklift Brakes - A brake wherein the friction is provided by a set of brake shoes or brake pads which press against a rotating drum shaped unit known as a brake drum. There are some specific differences among brake drum types. A "brake drum" is usually the definition provided if shoes press on the interior outside of the drum. A "clasp brake" is the term utilized to describe whenever shoes press against the outside of the drum. One more type of brake, known as a "band brake" utilizes a flexible band or belt to wrap all-around the outside of the drum. Where the drum is pinched in between two shoes, it can be called a "pinch brake drum." Similar to a conventional disc brake, these types of brakes are somewhat rare.

Prior to 1955, early brake drums needed consistent adjustment periodically in order to compensate for shoe and drum wear. Long brake pedal or "Low pedal" travel is the hazardous end result if modifications are not executed sufficiently. The motor vehicle could become dangerous and the brakes can become ineffective when low pedal is combined together with brake fade.

There are several different Self-Adjusting systems used for braking accessible today. They could be classed into two individual categories, the RAI and RAD. RAI systems are built-in systems that help the tool recover from overheating. The most well known RAI makers are Bosch, AP, Bendix and Lucas. The most famous RAD systems comprise Volkswagen, VAG, AP, Bendix and Ford recovery systems.

The self adjusting brake would usually only engage when the lift truck is reversing into a stop. This method of stopping is satisfactory for use where all wheels use brake drums. Disc brakes are used on the front wheels of motor vehicles nowadays. By operating only in reverse it is less likely that the brakes would be applied while hot and the brake drums are expanded. If adapted while hot, "dragging brakes" could occur, which increases fuel expenditure and accelerates wear. A ratchet mechanism which becomes engaged as the hand brake is set is one more way the self adjusting brakes can work. This means is just suitable in applications where rear brake drums are utilized. If the parking or emergency brake actuator lever goes over a particular amount of travel, the ratchet advances an adjuster screw and the brake shoes move toward the drum.

There is a manual adjustment knob situated at the bottom of the drum. It is usually adjusted through a hole on the other side of the wheel and this requires getting under the lift truck along with a flathead screwdriver. It is of utmost importance to move the click wheel correctly and adjust every wheel equally. If uneven adjustment takes place, the vehicle may pull to one side during heavy braking. The most efficient method to be able to make sure this tiresome job is done safely is to either raise each and 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 clicks using the hand and then do a road test.