The following hints may assist in solving common problems with brake drums and discs …

PROBLEM/SYMPTOM	POSSIBLE CAUSE	CORRECTIVE ACTION
• High running costs	• Worn or damaged parts	• Regular and thorough inspections of entire brake system
• Cracked drums/discs	• Excessive heating and cooling • Drums or brake system inadequate for specific application • Brake linings/pads do not have friction ratings recommended by original equipment manufacturer • Driver abuse	• Replace cracked drums immediately • Check brake system for balance • Fit friction material with correct rating
• Out of round drums	• Uneven wear on brake lining • Variations in drum diameter	• Machine to restore concentricity. *Note: the maximum rebore limit should not exceed 3mm on the diameter. Outside this tolerance, new parts should be fitted.*
• Oversized drums	• Uneven lining wear • Braking surface diameter in excess of allowable tolerances	• Replace brake drum and lining.
• Grease-stained drums/discs	• Faulty lubrication system or improper greasing of brake cams	• Repair source of oil or grease leak. Clean entire assembly and replace brake linings if affected by leakage.
• Scored drums/discs	• Excessive abrasive material entering brake system	• Machine part within allowable tolerances • Clean system of abrasive material • Replace linings
• Polished drums/discs	• Incorrect friction rating of linings/pads	• Check rating of friction material conforms to recommended specifications • Remove gloss from braking surface using 80-grit emery cloth
• Heat spotting • Burnished appearance of drum/disc • Shudder or noise when brakes are applied	• Excessive heating and cooling of drums or discs	• Machine part to restore concentricity. If this does not remove the problem, replace part. ***Note:*** *Maximum tolerances should not be exceeded (see above)* • Check friction material for uneven wear. Replace if necessary.

NOTE: *For maximum braking performance, the radius of the brake lining must correspond with that of the replacement or machined drum.*