Bendix® Air Disc Brake Thermal Overload Issues

42-66

FLA COE
FLB COE
> FLD Conventional
Business Class
FLC 112 Conventional
> Century Class Conventional
> Argosy COE
Cargo
> Columbia
> Coronado
> Business Class M2
> Cascadia
108SD/114SD

Freightliner Service Bulletin

General Information

Several issues are being reported related to thermal overload on Bendix air disc brakes. They include, but are not necessarily limited to, the following:

- The calipers are coated with a bright orange or red colored dust.
- The tappet and/or guide pin boots on the affected wheel end is melted or otherwise shows evidence of heat damage.
- The ABS sensor wires are melted.
- The brake actuator failed to operate properly because the bottom vent hole is not open.

Foundation brakes are designed and intended to stop a vehicle by converting its kinetic energy (energy of motion) into heat. An air disc brake by design, can, and will, run at higher temperatures and cool off faster than the drum brakes traditionally used on heavy vehicles. Also, in standard operation, air disc brakes will often have differences in temperature at wheel ends on the same axle. The temperatures generated will depend on the vehicle configuration, vocation, and brake usage.

In the event that any of the above issues are found, or any thermal overload is suspected, immediately contact **Bendix Technical Help Line: 1-800-AIR-BRAKE, (1-800-247-2725) and select option 2, then option 1, Mon. - Fri., 8 a.m. - 6 p.m. EST.** for information on how to remedy these issues. Or go to the on-line document library at **www.bendix.com** for free downloads of Service Data Sheets and warranty policies. BW7514b is the document covering the thermal overload issue.

Warranty

This bulletin is informational only. Warranty does not apply.