


36 BRAKES AND ANTILOCK BRAKING SYSTEMS

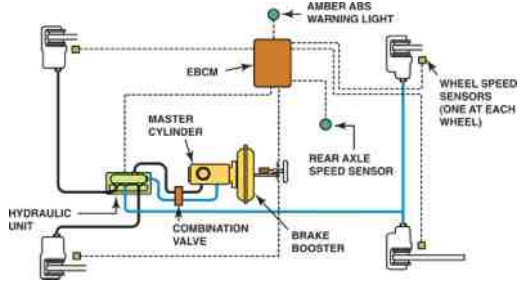
FIGURE 36.6 An amber ABS warning lamp.



PEARSON Introduction to Automotive Service James Halderman, David Duster © 2013 Pearson Higher Education, Inc. Pearson Prentice Hall - Upper Saddle River, NJ 07458

36 BRAKES AND ANTILOCK BRAKING SYSTEMS

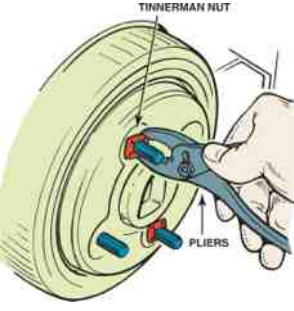
FIGURE 36.7 Typical components of an antilock braking system (ABS) used on a rear-wheel-drive vehicle.



PEARSON Introduction to Automotive Service James Halderman, David Duster © 2013 Pearson Higher Education, Inc. Pearson Prentice Hall - Upper Saddle River, NJ 07458

36 BRAKES AND ANTILOCK BRAKING SYSTEMS


FIGURE 36.8 Tinnerman nuts are used at the assembly plant to prevent the brake drum from falling off until the wheels are installed.



PEARSON Introduction to Automotive Service James Halderman, David Duster © 2013 Pearson Higher Education, Inc. Pearson Prentice Hall - Upper Saddle River, NJ 07458

36 BRAKES AND ANTILOCK BRAKING SYSTEMS

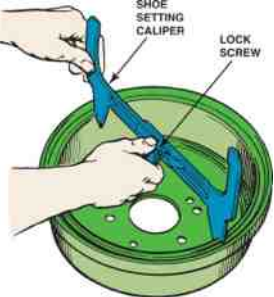
FIGURE 36.9 Cracked brake lining must be replaced.



PEARSON Introduction to Automotive Service James Halderman, David Dester © 2013 Pearson Higher Education, Inc. Pearson Practice Hall - Upper Saddle River, NJ 07458

36 BRAKES AND ANTILOCK BRAKING SYSTEMS

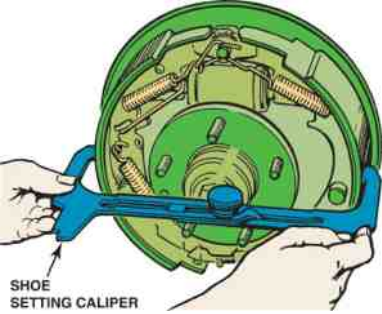
FIGURE 36.10 The first step in using a brake shoe clearance gauge is to adjust it to the drum inside diameter and tighten the lock screw.



PEARSON Introduction to Automotive Service James Halderman, David Dester © 2013 Pearson Higher Education, Inc. Pearson Practice Hall - Upper Saddle River, NJ 07458

36 BRAKES AND ANTILOCK BRAKING SYSTEMS

FIGURE 36.11 Place the gauge over the shoes and adjust the brakes until they contact the inside of the gauge.



PEARSON Introduction to Automotive Service James Halderman, David Dester © 2013 Pearson Higher Education, Inc. Pearson Practice Hall - Upper Saddle River, NJ 07458

36 BRAKES AND ANTILOCK BRAKING SYSTEMS

FIGURE 36.12 Typical pad wear sensor operation. It is very important that the disc brake pads are installed on the correct side of the vehicle to be assured that the wear sensor will make a noise when the pads are worn. If the pads with a sensor are installed on the opposite side of the vehicle, the sensor tab is turned so that the rotor touches it going the opposite direction. Usually the correct direction is where the rotor contacts the sensor before contacting the pads when the wheels are being rotated in the forward direction.

PEARSON Introduction to Automotive Service
James Halderman, David Dwyer © 2013 Pearson Higher Education, Inc.
Pearson Prentice Hall - Upper Saddle River, NJ 07458

36 BRAKES AND ANTILOCK BRAKING SYSTEMS

FIGURE 36.13 Most disc brake calipers have a brake inspection opening. For a thorough inspection, however, the caliper should be removed and the entire braking system thoroughly inspected.

PEARSON Introduction to Automotive Service
James Halderman, David Dwyer © 2013 Pearson Higher Education, Inc.
Pearson Prentice Hall - Upper Saddle River, NJ 07458

36 BRAKES AND ANTILOCK BRAKING SYSTEMS

FIGURE 36.14 Minimum thickness for various types of disc brake pads. If the pads are worn, the pad wear sensors often make a "chirping" or squealing sound when the vehicle is moving. Do not confuse that noise for a defective wheel bearing or other fault.

PEARSON Introduction to Automotive Service
James Halderman, David Dwyer © 2013 Pearson Higher Education, Inc.
Pearson Prentice Hall - Upper Saddle River, NJ 07458
