



Slack Adjusters

Auto Slack Adjusters



Auto Slack Adjusters operate exactly the same as Manual Slack Adjusters, without the need for constant manual adjustment for wear.

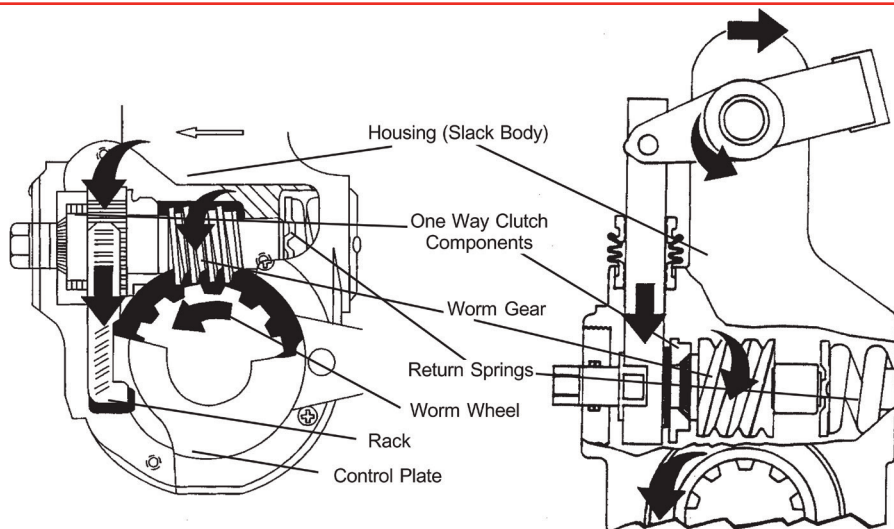
There are two styles of actuation-external bracket, and link rod. Through normal brake operation, the fixed control point moves a rack in the slack adjuster body. As the clutches are engaged, on regular release, the worm screw is turned by the clutch and rack. The worm screw then turns the worm wheel adjusting the foundation brakes. This will continue until lining and drum contact is achieved.

At the time of contact, the clutch to worm shaft is disengaged stopping worm wheel rotation. (See diagram below)

An Automatic Slack Adjuster should never be adjusted manually while in service. Apart from the necessary adjustments on installation or at reline, manual adjustment will shorten clutch life. Check control arms and brackets for damage, these are the most vulnerable areas of an Auto Slack, and if damaged can cause improper actuation and failure.

External Bracket Actuation

Link Rod Activation



...for the long haul