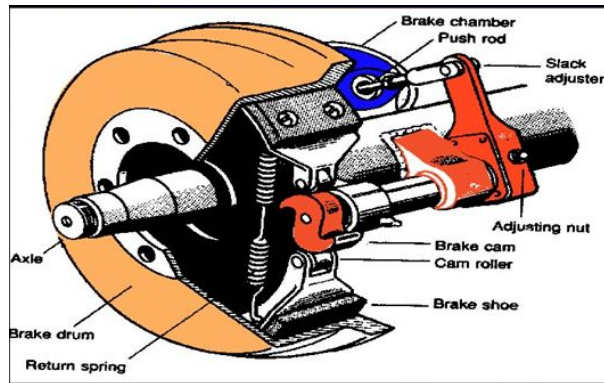


# Front Brake Noise on Units with Air Brakes

## Tech Tip #18-1011



### Brake Noise – A “Duty Cycle” Issue

We know that in the school transportation industry, school bus duty cycles put them in the “Heavy Duty” category for brakes simply from the constant stop and go.

Recently we have seen brake “noise” in some applications. This has not been something which could be considered a “product issue” and has generally been in isolated locations and more often than that in isolated units.

First it must be determined where the noise is emanating from which can be found by driving the vehicle. Generally, what has been found is that the noise is associated with the front brakes.

Once you have determined where the noise is, you should perform the “Brake Burnishing” procedure as outlined in Blue Bird Service Update #SU1107 which is attached.

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If it is found that the front brakes are where the noise is and brake burnishing does not resolve the issue, then replacing the front shoes and drums should be done.

New York Bus Sales and Blue Bird Engineering have continued to work with customers who have this issue in an effort to address it so that it does not reoccur. After using several various combinations of brake lining and drum manufactures, we believe that we have a combination which has addressed a majority of units that experience the issue.

**The Following Bendix Brake Shoes and  
Dayton Drums Should be Used  
BRAKE KIT #10062689  
DRUM #00043875**

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## Brake Burnishing Procedure

UPDATE

### Subject: Brake Burnishing Procedures for Brake Pads or Shoes

Blue Bird and Meritor recommends that, as needed, brake pads or shoes be seated-in properly. Insufficient burnishing of brake pads or shoes can cause overheating or glazing of the pads or shoes. Proper burnishing of brakes assures a long lasting, high performing, less noisy brakes.

**Maintenance Guidelines:** As needed, follow the procedure below to burnish the brakes to properly heat and eliminate brake shoe glaze.

**Procedure:** Read and understand these burnishing instructions completely before starting. When following these instructions, avoid other vehicles.

1. Check brake adjustment for proper settings per your Blue Bird Service manual.
2. While driving the vehicle at 20 mph (32 km/h), apply the brakes to reduce speed, approximately 10 feet (3.05 m) per second, to five mph (8 km/h). Perform this operation 10 times at regular intervals of 500 feet or 0.1 mile (150 m or 0.16 km) without stopping the vehicle.
3. After 10 brake applications, make one complete stop from 20 to 0 mph (32 to 0 km/h).
4. Check the drum temperatures immediately after burnishing. Any drums that are cooler, approximately 50°F (10°C) side-to-side, 100°F (38°C) front-to-rear, than the others indicate a possible lack of braking effort on those wheels. A temperature difference greater than stated above is a possible indication of brake imbalance. Check for correct brake assembly and automatic slack adjuster setup. In addition, check for correct air system setup. After the imbalance is repaired, reburnish the brakes.
5. Allow the brakes to cool to the ambient temperature.
6. Check brake adjustment for proper settings per your Blue Bird Service manual.

This procedure may be used or repeated as needed.

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S E R V I C E U P D A T E

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