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SilverbackHD Brake Burnish Recommendation

BURNISHING

The burnishing procedure establishes the compatibility between the lining material and the drum. The brake shoes and drum need to be compatible with each other for optimal use. There are times when new drums and new shoes do not have the perfect tolerance. The possibility of S-Cam brake bias exists and a wear in period, or burnish has to take place that will work out any imperfections. S-Cam brake bias can occur on any wheel where misalignment between the rotating components of the brake (the brake drum) and the fixed components (spindle, spider, s-cam, shoes, etc.) exists.

APTA Recommended Procedure:

10 snubs

From 20 to 5 MPH

At approximately 32% deceleration or every 500' without stopping

After the 10th snub, make one complete snub from 20 MPH

FMVSS121 Procedure:

Make 500 snubs between 40 MPH and 20 MPH at a decelerated rate of 10 f.p.s.p.s., or at the vehicles maximum deceleration rate if less than 10 f.p.s.p.s. except where an adjustment is specified, after each brake application accelerate to 40 MPH and maintain that speed until making the next brake application at a point 1 mile from the initial point of the previous brake application.

As a practical matter for installers, fleets and garages 500 snubs **will never happen** since this would take a considerable amount of time to do that amount of snubs. Therefore, SilverbackHD recommends a more realistic burnish procedure.

- **Do 20 slowdowns from 40 MPH to 20 MPH with moderate pressure on brake pedal**
- **Allow a full minute between applications for the friction and drums to cool down**
- **It is critical to avoid high speed stops under load that may damage or glaze the friction.**

Using the above burnish guidelines the friction and drum surfaces will have increased contact with each other. This process of thermal conditioning the friction will increase the braking stability.

Intentionally Engineered for Safety and Longevity