

HAND BRAKE CONTROL VALVES

INFORMATION

This inspection applies to all vehicles with a secondary brake operating mechanism in addition to, or in place of, the normal parking brake lever.

Includes hand operated valves fitted to control spring brakes or lock actuators.

METHOD OF INSPECTION

1. Examine the control for:

- Fractures, damage or excessive corrosion.
- Security of operating valve spindle.
- Amount of travel.
- Loose connections or leaks.

Note: It must be remembered that certain pneumatic components are subject to some degree of leakage.

- Wear in gate and/or lever locating mechanism.
- Damping of the lever gate on valves controlling lock actuators.

2. Check the valve unit for:

- Security.
- Location.
- Correct functioning.

REASON FOR REJECTION

| | | Deficiency Category |
|----|--|--------------------------------|
| 1. | | |
| a. | Deliberate modification which significantly reduces the original strength, excessive corrosion, damage, fracture or an inadequate repair of the control. | MAJOR |
| b. | An insecure operating valve spindle. | MAJOR |
| c. | The control cannot be moved over its full travel. | MAJOR |
| d. | A loose connection or a leak in the system. | MAJOR |
| e. | A gate and/or locating mechanism so worn that the lever is not safely retained in the 'on' or 'off' position. | MAJOR |
| f. | Insufficient or no damping of the lever gate on valves controlling lock actuators. | MAJOR |
| 2. | | |
| a. | An insecure valve unit. | MAJOR |
| b. | The lever located so that it cannot be operated satisfactorily from the normal driving position. | MAJOR |
| c. | A valve malfunctioning. | DANGEROUS |