

# SERVICE BULLETIN

## CAB SERVICE & PARTS CORPORATION

SUBSIDIARY OF  
CHECKER MOTORS  
CORPORATION

NEW YORK \* BROOKLINE  
CHICAGO \* DETROIT

# 105

April 6, 1959

Subject: BRAKES

Description: TREADLE-VAC OPERATIONAL VALUE

This bulletin is issued for the purpose of advising our Checker car accounts of the variance in brake power assist value whenever different types of brake linings are installed in service.

The original brake is equipped with a Marshall-type lining, which is a high-friction lining. Whenever brakes are relined with a low-friction lining, there is every possibility that a slight additional effort will be required in foot pressure, when applying brakes.

Maintenance personnel will sometimes assume, after this low-friction lining is installed, that the Treadle-vac power assist unit is not functioning properly. Actually, all that is required, is the slight additional effort on brake application.

For a quick and effective inspection of the Treadle-vac unit on the car, to determine whether it is operating properly, the following is suggested:

1. Remove rubber vacuum line from Treadle-vac.
2. Fold over end of vacuum line to permit blocking of vacuum. This fold can be held in place with a rubber band.
3. Drive car for short distance and apply brake. Determine pedal application effort. Remove bend from fold in vacuum rubber tube and reinstall on Treadle-vac.
4. Again drive car same distance and apply brake.
5. With Treadle-vac unit operating, there will be a definite difference in brake application effort between the disconnected test and the connected test.

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SERVICE BULLETIN  
GAS SERVICE & PARTS CORPORATION

# 105

# 105

NEW YORK • BROOKLYN  
CHICAGO • DETROIT

CHEVROLET MOTOR  
CORPORATION

April 6, 1952

Subject: BRAKES

**TREADLE-VAC OPERATIONAL VALUE**  
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This bulletin is issued for the purpose of advising our  
6. If pedal application effort indicates a forced  
pressing down on brake pedal, then Treadle-vac  
is not operating properly.

The original brake is equipped with a Marshall-type lining  
which is a high-friction lining. Whenever brakes are re-  
lined with a low-friction lining, there is every possibil-  
ity that a slight additional effort will be required in  
foot pressure, when applying brakes.

Maintenance personnel will sometimes assume, after this  
low-friction lining is installed, that the Treadle-vac  
power assist unit is not functioning properly. Actually,  
all that is required, is the slight additional effort on  
brake application.

For a quick and effective inspection of the Treadle-vac  
unit on the car, to determine whether it is operating  
properly, the following is suggested:

1. Remove rubber vacuum line from Treadle-vac.
2. Fold over end of vacuum line to permit blocking  
of vacuum. This fold can be held in place with  
a rubber band.
3. Drive car for short distance and apply brake.  
Determine pedal application effort. Remove band  
from fold in vacuum rubber tube and reattach on  
Treadle-vac.
4. Again drive car same distance and apply brake.
5. With Treadle-vac unit operating, there will be a  
definite difference in brake application effort  
between the disconnected test and the connected  
test.

BY: NEW YORK SERVICE DEPARTMENT

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