

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

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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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