

7. Standard for Friction Brake Equipment Periodic Inspection and Maintenance

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Abstract: This standard gives the minimum requirements for the periodic inspection and maintenance of brake cylinders, tread brake units, disc brake units, brake discs, tread brake shoes, disc brake pads and track brakes as used on rail transit vehicles.

Keywords: brake discs, disc brake pads, disc brake units, track brakes, tread brake shoes, tread brake units, periodic inspection and maintenance

Introduction

(This introduction is not a part of APTA RT-S-VIM-007-02, *Standard for Friction Brake Equipment Periodic Inspection and Maintenance*.)

This Standard for Friction Brake Equipment Periodic Inspection and Maintenance for rail transit vehicles represents a common viewpoint of those parties concerned with its provisions, namely, transit operating/planning agencies, manufacturers, consultants, engineers and general interest groups. The application of any standards, practices or guidelines contained herein is voluntary. In some cases, federal and/or state regulations govern portions of a rail transit system's operations. In those cases, the government regulations take precedence over this Standard. APTA recognizes that for certain applications, the standards or practices, as implemented by individual rail transit systems, may be either more or less restrictive than those given in this document.

This Standard describes the basic maintenance and inspection requirements for the friction brake equipment as used on rail transit vehicles. APTA recommends the use of this Standard by:

- Individuals or organizations that maintain brake cylinders, tread brake units, disc brake units, brake discs, tread brake shoes, disc brake pads and track brakes on rail transit vehicles;
- Individuals or organizations that contract with others for the maintenance of brake cylinders, tread brake units, disc brake units, brake discs, tread brake shoes, disc brake pads and track brakes on rail transit vehicles; and
- Individuals or organizations that influence how brake cylinders, tread brake units, disc brake units, brake discs, tread brake shoes, disc brake pads and track brakes are maintained on rail transit vehicles.

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Standard for Friction Brake Equipment Periodic Inspection and Maintenance

1. Overview

This document establishes a standard for the minimum requirements of brake cylinders, tread brake units, disc brake units, brake discs, tread brake shoes and disc brake pads inspection and maintenance.

1.1 Scope

This standard covers brake cylinders, tread brake units, disc brake units, brake discs, tread brake shoes, disc brake pads and track brakes inspection and maintenance within the rail industry for rail transit vehicles. It shall be used in conjunction with the rail transit system's instructions and Original Equipment Manufacturer recommendations to perform periodic inspection and maintenance of rail transit vehicles.

1.2 Purpose

This standard is intended for use by rail transit systems to apply basic procedures to perform periodic inspection and maintenance of brake cylinders, tread brake units, disc brake units, brake discs, tread brake shoes and disc brake pads for rail transit vehicles.

1.3 Alternate practices

APTA recognizes that some rail transit systems may have unique operating environments that make strict compliance with every provision of this standard impossible. As a result, certain rail transit systems may need to implement the standards and practices herein in ways that are more or less restrictive than this document prescribes. A rail transit system may develop alternates to the APTA standards so long as the alternates are based on a safe operating history and are described and documented in the system's safety program plan (or another document that is referenced in the system safety program plan).

Documentation of alternate practices shall:

- a) Identify the specific APTA rail transit safety standard requirements that cannot be met
- b) State why each of these requirements cannot be met
- c) Describe the alternate methods used
- d) Describe and substantiate how the alternate methods do not compromise safety and provide a level of safety equivalent to the practices in the APTA safety standard (operating histories or hazard analysis findings may be used to substantiate this claim).

2. References

Original Equipment Manufacturer Maintenance and Inspection Recommendations.

Rail transit system procedures for friction brake equipment inspection and maintenance.

3. Definitions, abbreviations, and acronyms

3.1 Definitions

For the purposes of this standard, the following terms and definitions apply:

3.1.1 brake cylinder: A cylinder in which compressed air acts on a piston that transmits the force of the compressed air to the associated brake rigging.

3.1.2 brake control unit: A device that controls and transmits pressure to brake units in response to control commands.

3.1.3 brake disc: A circular solid or finned plate that is rotating with respect to the disc brake pads that are brought into contact with it to provide the retarding force. Usually mounted to the wheel, hub, or axle. Also known as a Friction Ring.

3.1.4 brake head: A holder which carries the detachable brake shoe or brake pad.

3.1.5 brake shoe key: A key by which a brake shoe is fastened to a brake head.

3.1.6 caliper: The assembly on disc brakes which hold the disc pads and straddles the disc.

3.1.7 disc brake pad: A replaceable friction element secured to a brake head for the purpose of producing a retarding force onto the face of a disc.

3.1.8 disc brake unit: A friction brake in which the brake pads create retarding force by rubbing on a separate disc or discs mounted on the wheel hub or the axle.

3.1.9 hydraulic pressure control unit (HPCU): A device that controls and transmits hydraulic pressure to disc brake units in response to control commands.

3.1.10 track brake: A magnetic friction brake that compresses against the running rail and is activated by an electrical signal.

3.1.11 tread brake shoe: A replaceable friction element secured to a brake head for the purpose of producing a retarding force onto the tread of the wheel.

3.1.12 tread brake unit: A friction brake in which the brake shoes create retarding force by rubbing on the wheel treads.

3.2 Abbreviations and acronyms

ANSI American National Standards Institute
BCU Brake Control Unit
OEM Original Equipment Manufacturer

4. Frequency of conduct

Periodic inspection and maintenance tasks on the friction brake equipment shall be performed on a regular schedule as determined by the rail transit system. The frequency of any task contained within this periodic inspection and maintenance document shall comply with all applicable federal, state and local regulations. Further, in the conduct of a rail transit system's periodic inspection and maintenance programs, frequencies for individual tasks shall be established based on a number of additional factors, including but not limited to:

- OEM – recommended intervals
- Industry Experience
- Operating Environment/Conditions
- Historical Data
- Performance Requirements
- Failure Analysis
- Rail Transit System's Testing and Experience
- Reliability centered maintenance programs

5. Requirements and specific tasks

WARNING: Ensure that equipment is secured against uncontrolled movement in accordance with rail transit system safety procedures before commencing inspection and maintenance procedures. During inspection and maintenance tasks the brakes may be cycled ON and OFF, ensure that safe operating and maintenance procedures are observed. If any corrective or preventative procedures are required, ensure brakes are cut-out before performing any work.

5.1 Materials

The only material required is lubricants recommended by the OEM.

5.2 Tools

Standard tools carried by maintenance personnel are sufficient for these inspection and maintenance tasks.

5.3 Safety/personal protective equipment

Appropriate personal protective equipment, meeting minimum ANSI Standards and as required by the rail transit system, shall be worn at all times in the performance of these maintenance tasks.

5.4 Training requirements

Rail transit systems and/or their maintenance contractors shall develop and execute training programs that provide employees with the knowledge and skills necessary to safely and effectively perform the tasks outlined in this standard. The training program shall include periodic refresher training.

5.5 Inspection and maintenance

In all of the following procedures, the OEM's maintenance manuals shall be referred to for such items as, torque values, voltage settings, condemning limits, clearance measurements, and specific procedure methodology. Devices must be cleaned for proper inspection. These procedures cover only the visible inspection, adjustments, and functional testing. Methodologies for the resolution of deficiencies noted while performing these procedures must be tailored by the individual property in conjunction with the OEM's recommendations. Documentation of the inspection and maintenance process as to interval, deficiencies, and resolution of those deficiencies found, shall be done in a comprehensive manner so as to create a useful database, which will enhance the reliability and accountability of the process.

5.5.1 Cab brake control equipment – visual/audible and operational inspection

- a) Inspect cab brake equipment for damaged or loose components. Correct any damage found and secure loose components. Refer to OEM.
- b) Inspect for leaks; repair as required.
- c) Apply and release the brakes and verify operation for:
 - Proper operation of the master controller or brake valve.
 - No binding of the handle.
 - Proper brake cylinder gage indication.
 - Proper function of brake status indicating lights.
- d) Apply a service brake application and verify proper brake cylinder pressure or indication.
- e) Apply an emergency brake application and verify proper brake cylinder pressure or indication.
- f) Lubricate the brake valve or master controller as recommended by the OEM and in accordance with the rail transit system procedures.
- g) Operate all emergency and penalty brake initiating devices in the cab and verify proper operation.
- h) Verify cab gauges are within their calibration period.

5.5.2 Brake Control Equipment – visual/audible and operational inspection

- a) Inspect air brake operating control equipment for damaged or loose components. Correct any damage found and secure loose components. Refer to OEM.
- b) Inspect hydraulic brake control unit for damaged or loose components, hydraulic leaks and fluid level. Correct any damage found, secure loose components and refill as required. Refer to OEM.
- c) Inspect mounting hardware, torque stripes and safety/tamper proof seals. Repair or replace as required.
- d) Inspect the accumulator for damaged or loose components. Pressure test the accumulator as recommended by the OEM.
- e) Inspect for leaks; repair as required.
- f) Clean or replace filters/breathers as recommended by the OEM and in accordance with the rail transit system procedures.
- g) Verify operation of trip valve/trip switch and lubricate as recommended by the OEM.
- h) Verify proper pressure with a test gauge in all modes of brake and release conditions.
- i) Perform self tests and verify proper brake operation.
- j) Verify proper position of all cutout valves and seals as required.
- k) Review on-board recording equipment for recorded faults.

5.5.3 Hand brake equipment/parking brake equipment – visual/audible and operational inspection

- a) Inspect hand brake equipment/parking brake equipment for damaged or loose components. Correct any damage found and secure loose components. Refer to OEM.
- b) Inspect for leaks; repair as required.
- c) Apply and release the hand brake equipment/parking brake equipment; verify proper operation and inspect for interference and damage.
- d) Lubricate the hand brake equipment/parking brake equipment as recommended by the OEM and in accordance with the rail transit system procedures.
- e) Verify manual quick release mechanism.

5.5.4 Tread brake equipment – visual/audible and operational inspection

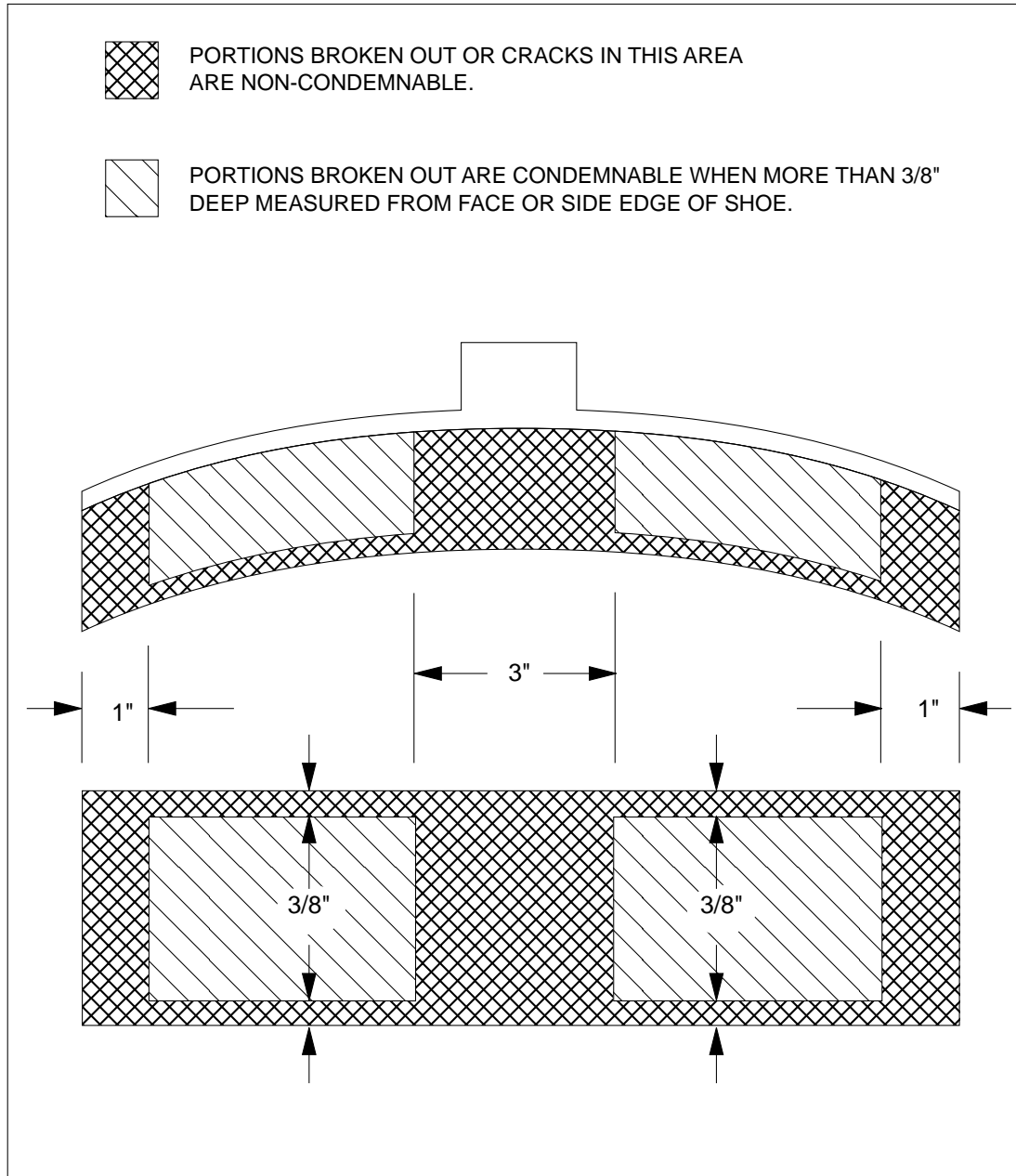
- a) Inspect brake cylinder or tread brake units for damaged, loose, or missing components and mounting hardware. Correct any damage found, secure loose and replace missing components. Refer to OEM.

- b) Inspect brake lines and hoses for leaks, mounting and chafing, repair/replace as required.
- c) Inspect for leaks; repair as required.
- d) Inspect for missing tread brake shoes. Replace missing tread brake shoe.
- e) Inspect the thickness of the tread brake shoes. Renew the tread brake shoe if remaining wear material is less than the condemning limit established by the rail transit system to ensure there will be useful life to the next inspection interval. Make sure that the brake shoe key is fully inserted through the brake shoe key slot.

NOTE: Because of taper of the wheel tread, care must be taken to ensure that the inspection is performed at the thinnest point of the brake shoe.

- f) Inspect tread brake shoes for broken or missing friction braking material. Figure 1 – Tread Brake Shoe Condemning Limits shows inspection criteria. If the tread brake shoe is found condemnable, renew.
- g) During tread brake shoe renewal, the brake shoe key is to be inspected and replaced if broken, worn, or damaged. Ensure that any brake shoe keys replaced are secured in place.
- h) Apply and release the brakes and verify operation for:
 - Proper operation of the brake cylinders or tread brake units per OEM.
 - Proper piston travel per the OEM.
 - No indication of binding or fouling of the tread brake equipment levers and/or pins.
- i) Lubricate the brake cylinder levers or linkages as recommended by the OEM and in accordance with the rail transit system procedures.

Figure 1 – Tread Brake Shoe Condemning Limit



5.5.5 Disc Brake Equipment – visual/audible and operational inspection

- Inspect disc brake units for damaged, loose or missing components. Correct any damage found and secure loose and replace missing components. Refer to OEM.
- Inspect for leaks; repair as required.
- Visually inspect brake lines and hoses for leaks, mounting and chafing; repair as required.

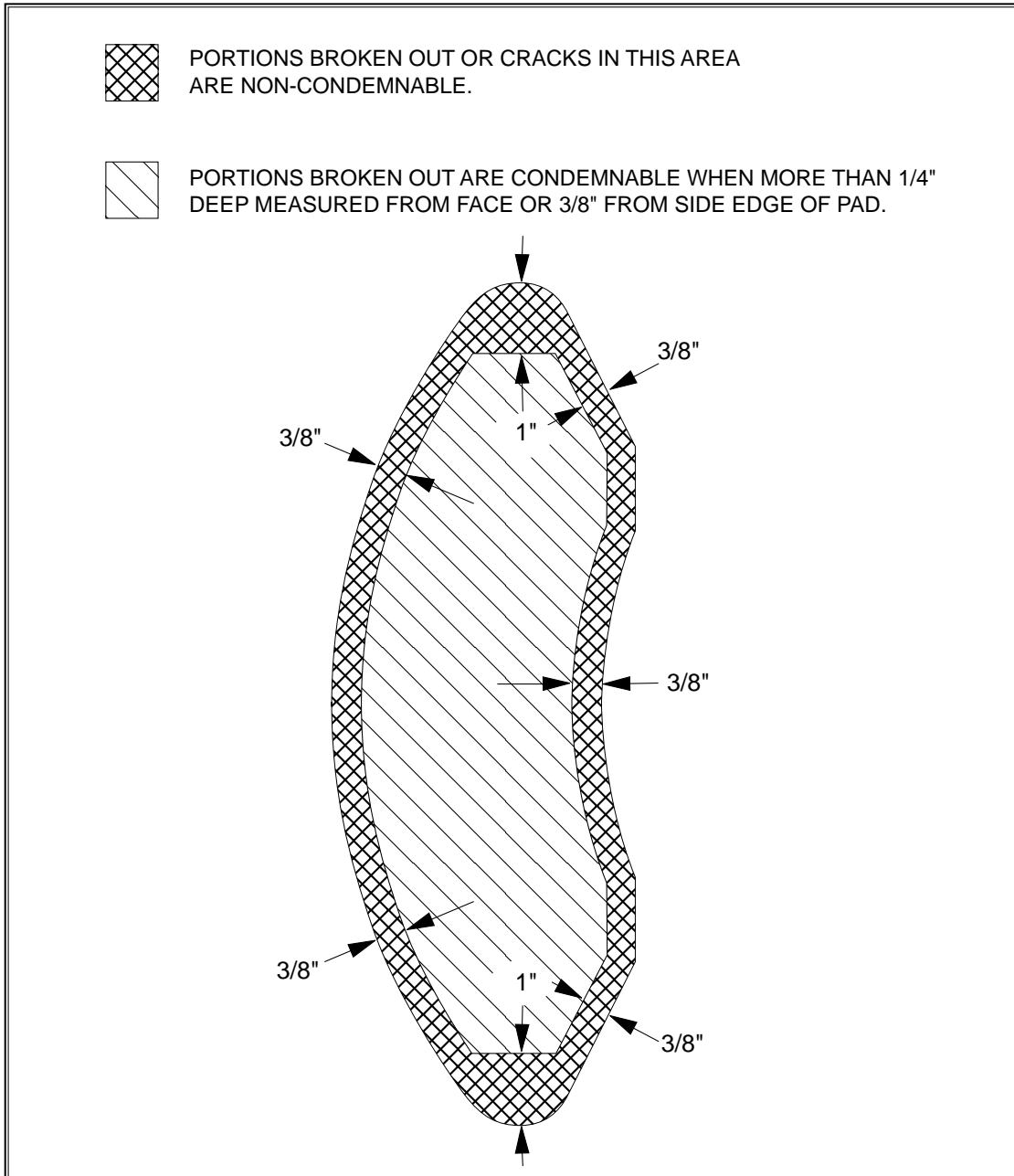
- d) Apply and release the brakes and verify operation for:
 - Proper operation of the disc brake unit per OEM.
 - Proper piston travel per the OEM.
 - No indication of binding or fouling of the disc brake unit's levers and/or pins.
- e) Lubricate the disc brake unit as recommended by the OEM and in accordance with rail transit system procedures.
- f) Inspect the brake disc faces for damage, cracks, or nicks along the outer periphery of the brake disc. Some radial checks and thermal checks are normal during operation. Refer to OEM for condemning and inspection requirements.
- g) Inspect hub for lateral movement on axle seat, cracks, broken or missing tangs, or damage. Refer to OEM for condemning and inspection recommendations.
- h) Inspect brake disc mounting hardware, such as bolts, nuts, washers, and retaining mechanisms for proper attachment. Refer to OEM for condemning and inspection recommendations.
- i) Measure the brake disc at the greatest wear locations for proper thickness and improper wear patterns such as scoring or excessive dishing. Refer to OEM for condemning and inspection recommendations and in accordance with rail transit system procedures.
- j) Inspect the brake disc for any fin obstructions or damage. Refer to OEM for condemning and inspection recommendations
- k) Inspect for missing disc brake pads. Replace missing disc brake pads and ensure that the disc brake pad is properly secured.
- l) Inspect the thickness of the disc brake pads. Renew the disc brake pad if remaining wear material is less than the condemning limit set by the rail transit system to ensure there will be useful life to the next inspection interval. Ensure that the disc brake pad is properly latched and/or secured.

NOTE: Because of taper wear, care must be taken to ensure that the inspection is performed at the thinnest point of the disc brake pad.

- m) Inspect disc brake pad for broken or missing friction braking material. Figure 2 – Disc Brake Pad Condemning Limits shows inspection criteria. If the disc brake pad is found condemnable, renew the disc brake pad. Make sure that the brake pad is properly secured.
- n) During disc brake pad renewal, the disc brake pad securing mechanism shall be visually inspected and replaced if broken, worn, or damaged.
- o) Inspect Disc Brake Unit for worn bushings and pins. Refer to OEM for condemning and inspection recommendations.

Figure 2

Disc Brake Pad



5.5.6 Track brake equipment

- a) Inspect for slag build-up on the contact surface. Remove slag build-up if found.
- b) Inspect components for proper attachment, signs of damage or corrosion, or missing parts. Correct any damage found and secure loose and replace missing parts. Refer to OEM.
- c) Inspect magnet contact surface height with approved gauge, and adjust suspension as necessary. Refer to OEM.
- d) Inspect electrical cable connections for cracks, kinks and abrasions. Repair/replace as required.
- e) Inspect pole shoes for wear. If wear is beyond condemning limits, replace pole shoe. Refer to OEM and in accordance with rail transit system procedures.
- f) Inspect condition of suspension and related components. Replace as required.
- g) Inspect track brake stops for looseness or damage. Check buffer pads for wear and replace as required.
- h) Inspect condition of compression spring. Replace as required. Refer to OEM.
- i) Inspect attaching bolts and ensure that locking wire, if used, is securely attached. Replace as required.
- j) Verify proper operation of track brakes and suspension by energizing and de-energizing the track brake.
- k) Verify all light annunciations where applicable.

5.6 Correction of deficiencies

Any deficiencies uncovered during the inspections required in Section 5.5.1 through 5.5.6 shall be corrected and documented in accordance with the rail transit system procedures and OEM recommendations.