

02.01.2009

Product warning: Safety risk caused by poorly reconditioned brakes

The manufacturer Trucktechnic S.A., Herstal, Belgium offers reconditioned brakes of the WABCO PAN model range on the spare parts market.

WABCO strongly warns against installing brakes from this supplier because tests have revealed deficiencies relevant to safety. It is very probable that these deficiencies can cause the brake to fail completely.

Identifying the reconditioned brakes:

- The reconditioned brakes have Trucktechnic type plate.
- The bearing surfaces of the screw joints to the axle are painted (normally free of paint)
- Heavy traces of corrosion are discernible at times.

Although the cast-in WABCO lettering is still clearly visible, we point out that the reconditioning was not approved by WABCO.

Deficiencies relevant to safety

The supplier disassembles used PAN disc brakes, which he obtains from a source not known to us, reconditions the individual parts by sandblasting and painting them and then offers the brakes for the repair of vehicles without mention of restrictions relating to function or application.

A specimen was inspected with the following result:

Because these brakes are so poorly reconditioned, there is high risk of failure even after a short time.

Possible damage may be: the brake coming loose from the axle adapter, fracture of brake components, failure of the adjuster, leaks etc.

Defective, corroded or worn parts had not been replaced for example (see photos).

Because the deficiencies mentioned above indicate a consistently improper reconditioning process, it must be assumed that all products of this supplier have deficiencies relevant to safety.

Radiographic examination not meaningful

Trucktechnic promotes its products on the Internet stating that a radiographic examination can ensure the fault-free condition of the brake calliper.

However, we must point out that capillary cracks of less than μm in strength can not be detected by radiographic examination. A fracture occurs suddenly, without prior announcement of larger (recognisable) cracks. WABCO objects to the re-use of used brake callipers on principle because brake callipers have a certain fatigue strength and are designed to last the service life of the respective vehicle. The previous history (mileage, load population) of a used part is not known, which is why no statement can be made on the remaining service life.



Figure:
Details of the specimen of
Trucktechnic