

Brookville Equipment Corporation
Product Information Bulletin 64 (01-31-06)
Brookville Battery Powered Man Trips and Personnel
Carriers with Hydraulic Brakes
Instructions for Properly Maintaining the Braking System

Purpose:

To properly service and maintain the hydraulic braking system of the units affected to prevent brake failure.

Action:

Proper action must be taken to ensure appropriate functionality of the brake system. Pre-op checks must be made according to the Operation and Maintenance sections of the owner's manual. These checks are required at the start of every shift. A machine must never be operated if brake defects are suspected. Each manual includes maintenance procedures for these tests.

Also, it is extremely important to maintain a clean hydraulic system to allow the system to function properly. Debris in the hydraulic system, including dirt, sand, metal shavings, etc can cause seal failure in the components preventing the system from functioning properly. The following guidelines for cleanliness can be found on Mico's General Guidelines for Installing Hydraulic Brake Components, Form # 81-600-001.

Cleanliness

It is impossible to overemphasize the importance of cleanliness during installation. All lines, fittings and adjacent areas must be cleaned of dirt or road residue before any lines or fittings are disconnected. Special care must be taken so dirt and road residue are not allowed to enter the hydraulic brake system. This can contaminate the system and interfere with the proper operation of the brakes and other hydraulic components.

Always...

1. Use good, clean, quality fluid. Improper or contaminated brake fluid may cause gummy deposits and softening and swelling of other rubber seals in the entire brake system. Such conditions must be corrected immediately.
 - a. Use brake fluid which conforms to SAE Spec. No. J1703 or DOT 3 or 4 if the product is used with a system utilizing automotive brake fluid.
 - b. Refer to vehicle manufacturer or fluid specification if product is used with:
 - i. Mineral based hydraulic oil.
 - ii. Phosphate ester base fluid.
 - iii. Water/glycol fluid.
 - iv. Water-in-oil emulsion fluid.
 - v. DOT 5 or silicone fluid.
2. Be sure fittings and seals are clean before making connections. Do not use sealants, tapes, Teflon, or cement compounds on any connections of fittings. These sealants or compounds can contaminate the hydraulic brake system and interfere with the operation of brake system components.
3. Clean top of master cylinder before removing filler cap.

Routine inspections should also be performed to inspect the hydraulic system for contaminants.

- Clean the reservoir filler cap and surrounding area.
- Remove the filler cap and inspect the reservoir for signs of contaminate of the fluid.
- If contaminate is present, it is recommended the actuators be removed, disassembled, and cleaned. If qualified personnel are not available to disassemble, clean, and properly reassemble the actuators they should be replaced with new.

Fluids are clearly identified in the Brookville Operation and Maintenance Manual.

1. Use only fluid listed in the Fluid Specification sheet.
2. Do not mix fluid types!
3. Be careful not to introduce dirt or contaminant into the system when checking or adding fluid.

Units Affected:

9 and 13 man, battery powered ultra low personnel carriers

5 man, battery powered jitney.