**Safe Job Procedures**

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| Name of Job:  **Air Brake Adjustment** | Development Date:  **March 30th, 2011** | Developed By:  **CSNS** |

**Possible Hazards Present**

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| Other workers and equipment | Machine malfunction | Repetitive motion strains |  |

**Personal Protective Equipment (PPE) and Devices Recommended**

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| Steel toed boots | Chocks/blocks | Safety vest | Hand protection |
| Hard hat | Safety glasses |  |  |

**What is a proper safe job procedure to follow?**

* Personal Protective Equipment should be worn at all times
* If unit has auto slack adjuster, do not try to adjust. See supervisor if travel is more than 2”.
* Park on level ground, out of the way of any traffic
* Lock out the ignition
* Make sure PSI will maintain 115 psi for duration of the adjustment
* Block/Chock wheels
* Release the brakes
* Check the brake lining thickness (min 3/8”)
* Check for air leaks and repair
* Check for damaged brake pot or slack adjuster, worn lining or leaking wheel seals
* Ensure lock sleeve is operational
* Ensure push rod travel is between ¾”-1 ½” and within ¼” of each other
* Ensure push rod angle is between 85 and 90 degrees (90 degrees being the best angle)
* Report any of the above problems to your supervisor
* Ensure brakes do not drag
* With psi at a minimum of 115, make on full brake application
* PSI should not drop more than 12 psi. If it does, recheck adjustment.