



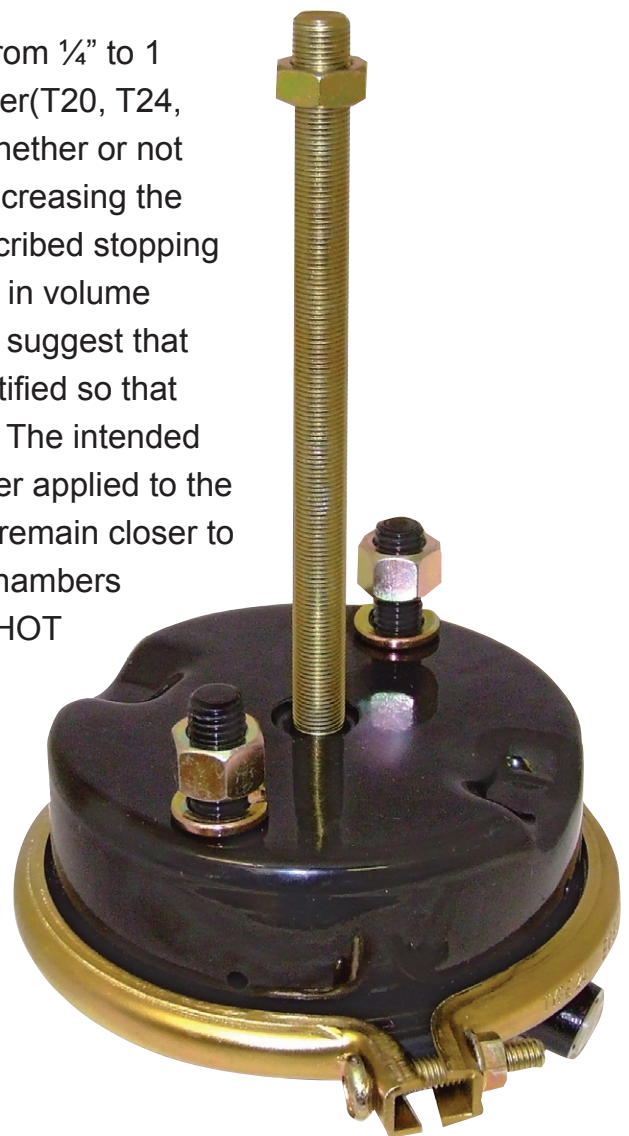
Power Tips:

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Subject: long stroke chambers

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Long stroke brake chambers have increased stroke from $\frac{1}{4}$ " to $1\frac{1}{2}$ " length overall depending on the size of the chamber (T20, T24, T30). Until the mid nineties there was debate over whether or not the increase air volume required would necessitate increasing the service brake reservoir size in order to meet the prescribed stopping distances, The NTSB finally decided that the change in volume wasn't enough to warrant a change, however they do suggest that vehicles equipped with long stroke chambers be identified so that the vehicle inspector is aware that they are installed. The intended advantage to long stroke chambers is increased power applied to the slack adjuster at the limits of stroke. In addition they remain closer to correct adjustment tolerances than standard stroke chambers when the inspector is dealing with a vehicle that has HOT drums. It is important when retrofitting a vehicle with Long stroke chambers that they be replaced in pairs so that the brake(axle) is uniform. Automatic slack adjusters are made to work with Long stroke and standard stroke chambers equally. It is also suggested that the chambers themselves remain identified as long stroke chambers in order for service personnel to recognize them in the event they need servicing.



The type 20, 24, 30 service chambers and the type 30 piggyback and springbrake are all available in Power Products.