



- 1 Auxiliary Pressure Plate
- 2 Auxiliary Diaphragm
- 3 Diaphragm Separator
- 4 Auxiliary Clamp Ring
- 5 Service Pressure Plate
- 6 Service Diaphragm
- 7 Service Clamp Ring
- 8 Rear Seal Retainer
- 9 Rear Seal
- 10 Non-Pressure Plate
- 11 Return Spring

- 12 Piston Grommet
- 13 Collar
- 14 Gasket
- 15 Cap O-Ring
- 16 Roller
- 17 Spring Seat Washer
- 18 Roller Spring
- 19 Lock Cap
- 20 Front Seal
- 21 Boot
- 22 Release Lever

- 23 Retainer
- 24 Clevis
- 25 Push Rod
- 26 Retainer Ring
- 27 Splash Plate
- 28 Piston
- 29 Stud
- 30 Lock Port
- 31 Check Valve
- 32 Service Port
- 33 Parking and Emergency Port

# DD-3 BRAKE ACTUATOR

## PREVENTIVE MAINTENANCE

Depending on experience and type of operation, the drain in the actuator lower surface should be checked and cleared of any restricting road grime, mud, ice, snow, etc.

Brakes should be adjusted as is customary with any brake chambers. Push rod travel should be as short as possible without brakes dragging. Excessive travel not only shortens the normal service life of diaphragm but gives slow braking response, wastes air, and could possibly result in decreasing brake torque output.

Push rod to slack adjuster alignment should be checked in both applied and released position. The rod should move out and return properly without binding. Also, check angle formed by slack adjuster arm and push rod. It should be greater than 90 degrees when actuator is in applied or released position when brakes are adjusted.

Lubricate actuator through fitting at bottom of chamber at each 3,000 mile lubrication interval. Use sufficient lubricant to fill the lock cavity (lubricant will flow through relief holes).