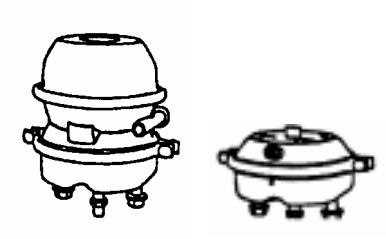

MGM Brakes

A Division of Indian Head Industries, Inc.

TECHNICAL BULLETIN

SUBJECT: REBUILT AIR BRAKE ACTUATORS FOR TRUCKS/TRACTORS, BUSES, AND TRAILERS

MGM Brakes does not rebuild or condone the use of rebuilt air brake actuators. Air brake actuators are a very important safety device because they actuate the foundation brakes and also perform vital parking and emergency brake functions. They operate in the worst possible environment and under the most severe conditions. It is not possible to determine the condition and remaining life in the critical components reused in rebuilt actuators, such as the non-pressure housing, flange case (center section), power spring or pushrod seals, which are reconditioned parts that are cleaned up and/or repainted.

Following is a list of concerns you should have regarding rebuilt air brake actuators:

1. Reconditioned parts may be mixed in the brake actuators from different manufacturers. This can result in the actuator having a short stroke, low parking force or overall poor performance.

2. Parking/emergency power springs are highly stressed and therefore have fatigue life limitations. Also, these springs quite often rust after a few years in the field which leads to corrosive stresses that will cause these highly stressed springs to eventually fail. Rebuilders normally sand blast or shot peen the springs to remove the rust and then repaint them. This will not remove the corrosive stresses already in the spring from previous use. The reuse of these springs often result in early failure or less than desired parking force.

3. The non-pressure chamber may have had some mounting bolts come loose during its first life and as a result, developed some slight, undetectable fatigue cracks at the mounting bolt holes. During the rebuilding process, this part will be cleaned, painted, and will look good, but the cracks will not be seen and are potential failure points.

4. The internal pushrod seal, vital to holding the air in the parking chamber, may be reused, not properly sized or incompatible with the pushrod finish. This could cause a potential leak, a shorter parking chamber life or a dragging brake.