



Advanced Braking Pty Ltd

Technical Bulletin – TBN-018

Product

SIBS[®]

Subject

SIBS[®] Optimum Performance Procedure

Change Revision

Issue Revision	Issue Date	Comments
00	20-July-2006	Initial Release
01	29-August-2006	Updated
02	16-January 2008	Put onto ABT Template



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Technical Bulletin – TBN-018

Product: Vehicles fitted with SIBS®

Subject: SIBS® Optimum Performance Procedure

Summary:

- This Procedure should be used to maintain the performance of SIBS® brakes and should be carried out in conjunction with an oil change.
- This procedure should only be carried out when the performance of SIBS® may have reduced after some time in service.
- Approximate time is 1 hour.

Recommended Tools:

To carry out this procedure, the following items will be required:

1. Skin temperature gun (thermometer) – recommended
2. Five litres of fresh SIBS® fluid
3. Tools and vehicle hoist

Procedure:

1. Tag-out vehicle in site approved manner.
2. Remove wheels from vehicle and drain all four brakes of cooling fluid.
3. Apply fresh PTFE tape drain plugs and refit to brake.
4. Re-fit wheels to vehicle.
5. Drive the vehicle in a normal manner with the brakes **DRY**, drive no more than **40 km/hr** and bring the vehicle to a complete stop in one application of the service brake. Use a firm pedal force without locking the wheels.
6. Repeat this process **20 times** back to back.

WARNING

Driving of the vehicle without SIBS fluid should be carried out on a roadway away from other vehicles, preferably on a bitumen surface.

Do not drive the vehicle for extended periods or apply the brakes more than the recommended number of stops. Use of SIBS without cooling fluid for extended periods will result in excessive build up of heat inside the brake, which can be harmful to the brakes internal components.

7. Return to the workshop.
8. Using the skin temperature gun, measure the skin temperature of the front and rear brakes.

Check temperature of brake housings:

9. At this time the front brakes should show a skin temperature between 60-70 deg C (at the top of the inner housing in the area of banjo bolt fixing). The rear brakes should be of a similar temperature.
10. If the temperature of the rear brakes is close to ambient, they will need further de-glazing as follows:
 - Drive the vehicle up to 40 km and apply the park brake (no application of service brake)
 - The vehicle will still have to be under power to avoid lock up hold the vehicle until the speed falls and the vehicle stalls.
 - Note: If the vehicle does not begin to slow within a few seconds there may be other problems and the procedure should be stopped. (Less throttle if vehicle is in low range)
 - If all is well repeat the process **3 times** back to back.
11. Return to the workshop, park the vehicle and let it stand for approximately half an hour.



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12. As the vehicle stands the front brake temperature will rise to 90-100 deg C. Allow vehicle to cool to ambient.
13. Remove the wheels and re-fill each brake with 1 litre of cooling fluid.

IMPORTANT

Avoid inhaling any vapour from the oil on refill. Allowing the brake to cool will reduce the vapour and the risk of burn or scalding

14. Test-drive the vehicle to check that the braking efficiency is to a suitable level without the use of excessive pedal pressure.
15. If performance is acceptable, remove tag (fitted in step 1) and return vehicle to service.

End of Procedure

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