

Bulletin BES 01-15

Subject: Leading/Trailing type rear brake shoe systems may be the cause of lack of stopping power, excessive pedal pressure/travel, and increased front pad wear.

Vehicles Involved: 90's GMC and Chevrolet RWAL equipped pick-up trucks.

Repair Procedure: Symptoms or complaints including lack of stopping power, increased front pad wear, lower than normal brake pedal, may be the fault of the lower tapered mounting block for the leading and trailing brake shoes. After establishing that the Electro-Hydraulic ABS valve is not leaking internally into the accumulator (Refer to bulletin 98-03), remove the rear drums and perform a visual inspection. First look for any sign of taper wear on the brake shoes. If the top 1/3 of either or both brake shoes is worn a great deal more than the lower 2/3, the brake shoes are not sliding on the lower taper shoe-mounting block. When the brakes are applied, fluid pressure forces the wheel cylinder pistons outward pushing the upper portion of the brake shoes into the drums, leading brake shoes are somewhat self-energizing. They must be able to slide on the tapered lower mounting block. Likewise when backing the vehicle up, the rear shoe (trailing shoe) must slide on the tapered lower mounting block. If the shoes just pivot on the lower mounting block, taper wear on the linings will occur and the vehicle will require excessive pedal pressure to stop. As a result of the increased pedal pressure, excessive pedal travel may be experienced. When inspecting the brakes tap downward on the top of each brake shoe with the palm of your hand. The brake shoe should easily move downward. Then tap upward seating the shoe in its normal at rest position. Again the shoe should move with normal resistance. The shoe to lower mounting block requires lubrication when new shoes are installed or existing shoes serviced. Inspect the block for grooves or rough areas caused by previous lack of shoe to block lubrication.

