Clutches, Brakes & Machine Drives

WICHITA – INDUSTRIAL CLUTCH/BRAKE REBUILD PROCESS

1) Initial Inspection
   a) Unit Serial Number Recorded
   b) Clearance measured and Recorded
   c) General condition of unit is assessed.
2) Disassembly - the unit is taken apart and each item is inspected
   a) Condition of all Parts/sub-assemblies Documented.

Heavy Brake Dust from counterfeit friction material

Rapid Copper wear from counterfeit friction material

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Disassembly (continued)

Water Jacket passages restricted by corrosion and heavy application of Silicone (Silicone can be used only on OD of outer o-ring and ID of inner o-ring to allow water to contact O-ring for cooling)

b) Number of Shims Recorded
c) Springs inspected and compliment Recorded
d) Date Codes Recorded
e) Hub and Drive Teeth Condition
f) Iron part cracks, chips, etc.
g) Friction material thickness and condition Recorded
h) Parts confirmed as “Genuine”

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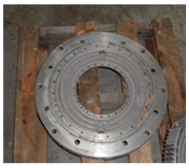
REBUILD PROCESS

3) Clean Parts
   a) Small parts are cleaned using industrial cleaners/degreasers
   b) Large parts are shipped to vendor for HCL dip cleaning:

BEFORE

AFTER



4) Re-Inspection;
   a) O-ring groove integrity in KKB water jackets
   b) Iron parts for small cracks, pits, etc.
5) Assembly of unit with original serviceable parts and Genuine Replacement parts, repainted
6) Test
   a) Water jackets tested for leaks
   b) Air applied to Airtube/Cylinder to engage unit
   c) Clearance measured and recorded
   d) Brake release pressure measured and recorded
   e) Unit packaged and shipped to customer