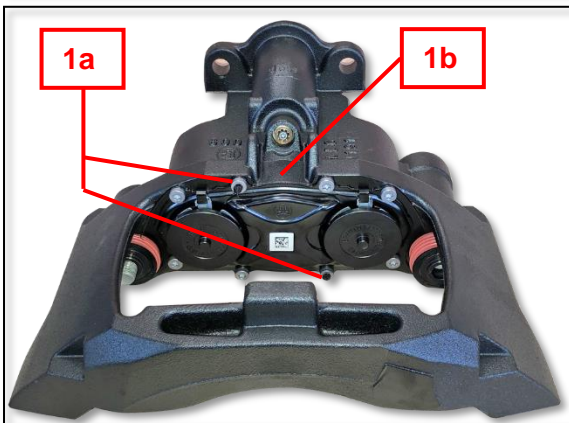
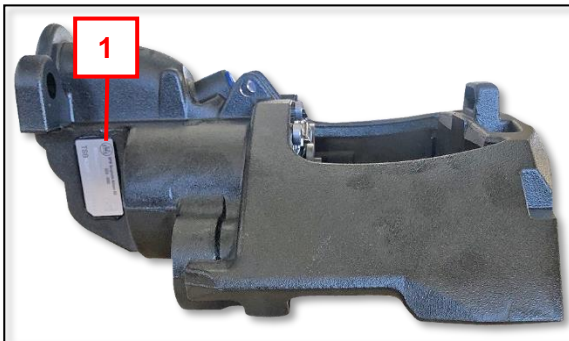


## BPW TSB Caliper check list

### Introduction

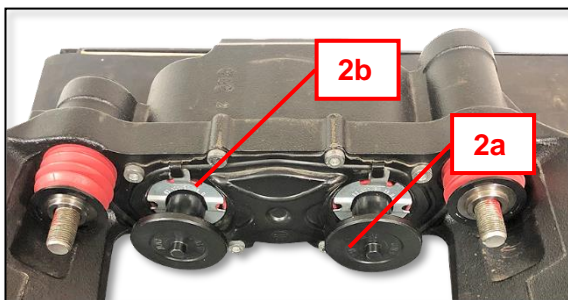
There are few helpful checks that one can do on a caliper that one suspects is faulty. Before servicing a caliper the following checks can be done very quickly to assess whether the caliper can be serviced or not.

### 1. OE-Caliper verification check



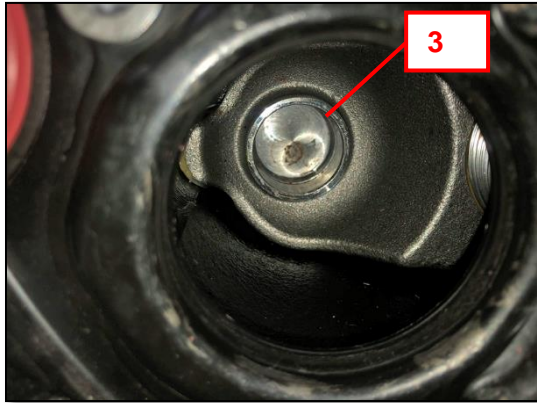
<b>1</b>	Data Plate visible.	Y	N
<b>1a</b>	Silicone rubber visible on Torx screw head.	Y	N
<b>1b</b>	BPW Logo visible on backing plate.	Y	N
Y = Proceed to OE-Caliper thrust tappet inspection N = One or more, Caliper rendered <b>UN-REPAIRABLE</b>			

### 2. OE-Caliper thrust tappet inspection



<b>2a</b>	BPW name and part number visible on both tappets.	Y	N
<b>2b</b>	Corse dirt seal locked in place.	Y	N
Y = Proceed to Caliper casting inspection N = One or more, proceed to Caliper bridge inspection			

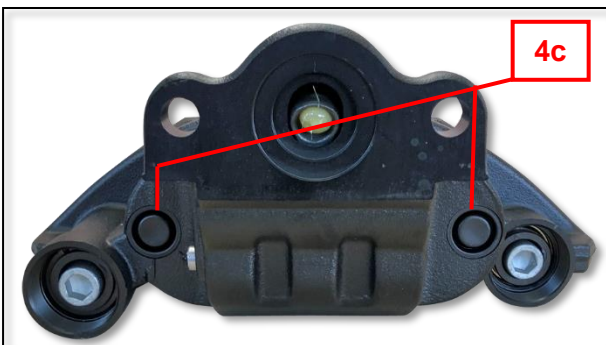
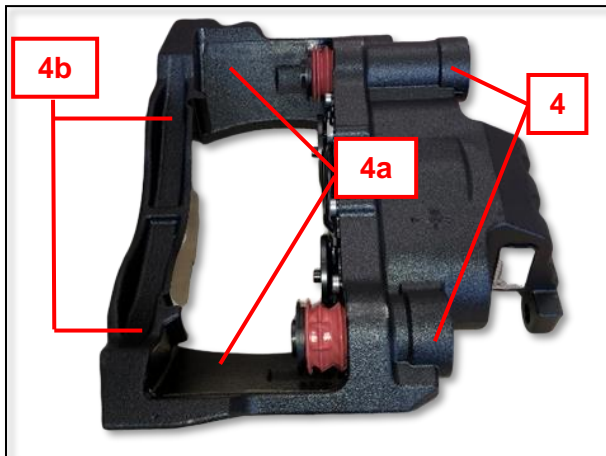
### 3. Caliper bridge inspection



<b>3</b>	Deformed / oval thrust tappet housing.	<b>Y</b>	<b>N</b>
Inspect for dirt and grime inside caliper housing.			
<b>Y</b> = Caliper rendered <b>UN-REPAIRABLE</b> <b>N</b> = Proceed to Caliper casting inspection			

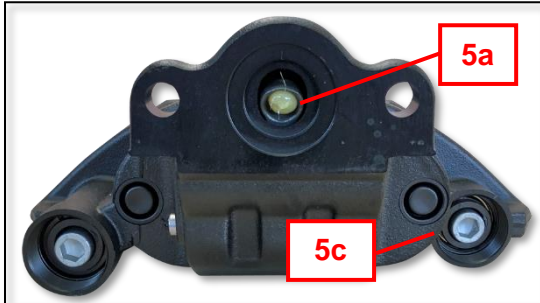
1

### 4. Caliper casting inspection



<b>4</b>	Deformed guide pin housing.	<b>Y</b>	<b>N</b>
<b>4a</b>	Scraping marks and cracks on outer sides, from disc.	<b>Y</b>	<b>N</b>
<b>4b</b>	Cracks on casing.	<b>Y</b>	<b>N</b>
<b>4c</b>	Damaged/missing plugs in caliper.	<b>Y</b>	<b>N</b>
<b>Y</b> = One or more, Caliper rendered <b>UN-REPAIRABLE</b> <b>N</b> = Proceed to Caliper functionality check			

## 5. Caliper functionality check



<b>5a</b>	Press brake lever in and see if it returns back to release position easily.	<b>Y</b>	<b>N</b>
Inspect for dirt and grime on around lever			
<b>5b</b>	Using T25 tool, rotate clockwise – Tappets moving in housing, with clicking sound.	<b>Y</b>	<b>N</b>
	Using T25 tool, rotate Anti-clockwise – Tappets moving outward		
Inspect for dirt and grime around adjustment area. Note if the sealing cap is missing water can penetrate the adjustment mechanism and reduce the life of the caliper			
<b>Y = Caliper is serviceable</b>			
<b>N = One or more, Caliper rendered <u>UN-REPAIRABLE</u></b>			
<b>5c</b>	Sealing caps missing / damaged	<b>Y</b>	<b>N</b>
<b>Y =</b> Inspect caliper float, replace guide pins and bushes including sealing caps. Note: Missing or damaged caps allow water and dust to penetrate and prevents the caliper to float. Sealing caps can only be used once and must not be re-used			

## Servicing the caliper

Follow BPW procedure when servicing the caliper. Use the BPW technical bulletin “BPW TSB disc brake service tips” as a helpful guide when servicing the brake caliper. The following are replacement / repair kits for the brake caliper:

- 09.362.72.11.0 Replacement caliper including brake pads
- 09.362.72.12.0 Replacement caliper excluding brake pads
- 09.362.72.11.2
- 09.362.72.12.2
- 09.801.07.61.0 Guide Pins repair kit
- 09.801.07.87.0 Sealing cap repair kit
- 09.801.07.62.0 Seal repair kit for Guide Pins
- 09.801.07.63.1 Thrust tappet repair kit

If the caliper is removed, the cap screws that attach the caliper to the axle beam and the sealing cap must be replaced. Never re-use the old cap screws, as they are stretch screws. The correct tightening torques for the new cap screws are:

**M = 260 Nm** (250 – 270 Nm)

And tightening torque of the sealing cap is

**M = 15 Nm** (15 – 20 Nm)