

MANUFACTURER'S ORIGINAL
OPERATING INSTRUCTIONS
BCE-400

IMPORTANT!

- * ***This machine is designed for use ONLY with non-combustible, water-based cleaners***
- * ***For best results, use T-N-T Plus™ in the Truck Brake Washer.***
- * ***DO NOT USE SOLVENTS, MINERAL SPIRITS OR ANY FORM OF COMBUSTIBLE SUBSTANCE IN THIS EQUIPMENT.***
- * ***Never pour other chemicals or substances into the Brake Washer.***
- * ***To protect technicians from exposure to hazardous brake dust, thoroughly wet the shoes and inside the drum before removing the drum..***
- * ***Never use the Brake Washer as a means of disposing of chemicals or solvents.***
- * ***The compressed air regulator is factory set and cannot be adjusted. Air pressure up to 15 BAR may be supplied to the regulator.***
- * ***Tampering or attempting to adjust the regulator will void the warranty on the regulator and on the pump.***
- * ***Never use compressed air to clean the brakes.***
- * ***Maintain the solution level just below the grille. The basin capacity is 6.5 gallons or approximately 25 liters.***
- * ***While handling the pump, be sure not to damage or break the blue tube protruding from below the pump. Doing so will render the pump inoperable. This blue tube is the compressed air exhaust.***
- * ***Wear goggles and gloves when handling the cleaner in its concentrated state.***

SETTING UP THE EQUIPMENT

1. The Truck Brake Washer is shipped fully assembled. An Oil Magnet™ is in the basin. The Oil Magnet™ will absorb any free oil. A disposable cloth Primary Microfilter is under the grille. A reusable, stainless steel and plastic prefilter rests upon the grille. A black neoprene pad serves as a drain pan during cleaning and a cover when the machine is not in use.
2. Pour approximately 5 gallons (20 liters) of water into the Truck Brake Washer. Pour 3 liters of T-N-T Plus™ through the Primary Microfilter. Pouring through the filter prevents liquid from splashing. Finally, add more water until the filter is partially under water.
3. Place the prefilter on the grille.
4. Insert a quick-disconnect plug into the hose extending from the pressure regulator. The factory-supplied fitting at the end of the hose is ¼" NPT.
5. Attach a compressed air line to the machine to power the pump.
6. Depress the triggers on both tools to purge air from hoses and to fill them with solution.
7. The Truck Brake Washer is now ready for use.

CLAYTON ASSOCIATES, INC.
575 Prospect Street, Unit 213, Lakewood NJ USA 08701-5040
Tel +1 (732) 363-2100 Fax +1 (732) 364-6084

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USING THE EQUIPMENT

Some shops remove the tire and the drum (or drum and hub) in separate operations. Other shops use a wheel dolly to remove them as an assembly in one operation. Use the method that best suits the work performed in your shop.

If your shop removes the tire and the drum in separate operations:

1. Remove the tire.
2. Roll the Truck Brake Washer under the drum.
3. Before attempting to remove the drum, use the Injector Nozzle to saturate the inside of the drum, wetting the brake shoes and flushing the drum.
4. Once you have thoroughly saturated the brakes and drum, slide the drum back 3 to 5 cm. Continue flooding the brakes to suppress any dust that remains.
5. Remove the drum
6. Use the brush to clean the brakes and the drum.

If your shop removes the tire and the drum (or drum and hub) in one operation:

1. Before raising the vehicle, roll the Truck Brake Washer under the axle.
2. Place the edge of the black neoprene cover between the drum and wheel with the opposite end resting on the Truck Brake Washer. It will serve as a drain board to channel solution from the drum back into the Truck Brake Washer as you wet the brake parts and drum.
3. Use the Injector Nozzle to saturate the inside of the drum, wetting the brake shoes and flushing the drum.
4. Remove the Truck Brake Washer from under the vehicle.
5. Raise the vehicle and place safety stands under the axle.
6. Follow normal shop procedure to remove the tire, drum and hub.
7. Use the brush to thoroughly clean the brakes and drum.

DRYING THE BRAKES

1. After the brakes are clean, use the yellow drying gun to dry the brakes and backing plate so you can apply lubricant.
2. Never use the safety drying gun on dirty brakes. Blowing dirty brakes with compressed air creates a health hazard for technician and others in the shop.

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CHANGING THE FILTERS ONCE A MONTH

1. Lightly wet the prefilter. Tap the filter against the inside of a trashcan to dispose of dirt and debris.
2. Lightly wet the Primary Microfilter.
3. Remove the grille. Place the Primary Microfilter in a plastic bag and dispose of it.
4. Remove the Oil Magnet™ and wring it lightly over the Truck Brake Washer to release cleaning solution. If oil appears at the surface of the Oil Magnet, wring it out into your waste oil receptacle. Replace the Oil Magnet™ in the basin.
5. Install a new Primary Microfilter and replace the grille.

CHANGING THE CLEANING SOLUTION EVERY 3 MONTHS

NOTE: Consult your local sewer department for regulations pertaining to drain disposal of wastewater in your community. If you follow these instructions, in most areas, wastewater can be poured or pumped into the sanitary sewer or septic tank. Never dispose of solution into the storm sewer.

1. Disconnect the compressed air line.
2. Use elastic or wire to hold the triggers down while the Truck Brake Washer is being pumped.
3. Connect the compressed air line to begin pumping.
4. It is not necessary to thoroughly clean the Truck Brake Washer or to drain all the dirty water from it.
5. When finished pumping, release the triggers, install a new Primary Microfilter, replace the grille and proceed to refill the tank with solution.

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TROUBLESHOOTING

1. No solution is coming out of the tools:

1.1. Check to see that the supply line is not clogged or above the level of the solution.

1.1.1. Inspect and unclog the screen at the end of the supply line

1.1.2. Inspect the supply line and straighten the line so solution will flow.

1.1.3. Add solution to the tank.

1.2. Check to see if the guns are clogged (LIKELY).

1.2.1. Disconnect the shop compressed-air supply from the machine.

1.2.2. Momentarily depress the triggers on both guns.

1.2.3. Look under the pump to locate which hose is marked "PRODUCT OUT".

1.2.4. **KEEP YOUR FACE OUT OF SIGHT OF THE PUMP WHEN YOU RELEASE THE LATCH WHICH LOCKS THE HOSE INTO THE "PRODUCT OUT" PORT.** If this hose is under pressure, water will spray into your face when you release this hose.

1.2.5. Release the latch and remove the hose from "PRODUCT OUT".

1.2.6. Leave the hose out of the port and place a bucket under the pump. Reconnect the air supply line. If the pump operates freely as evidenced by a strong flow of solution from the pump, then the pump is not the problem.

1.2.7. The problem is likely to be caused by clogged guns. Clean or replace the guns.

2. Foaming solution or bubbles are in the liquid coming out of the tools:

2.1. The supply line might be partially above the level of the solution in the tank. Add solution to the tank.

2.2. The pump diaphragm may be torn or ruptured allowing air to mix with the cleaning solution: Purchase a replacement pump (PN- 300-001B) or a "Major Rebuild Kit" (300-044B) to repair the pump.

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