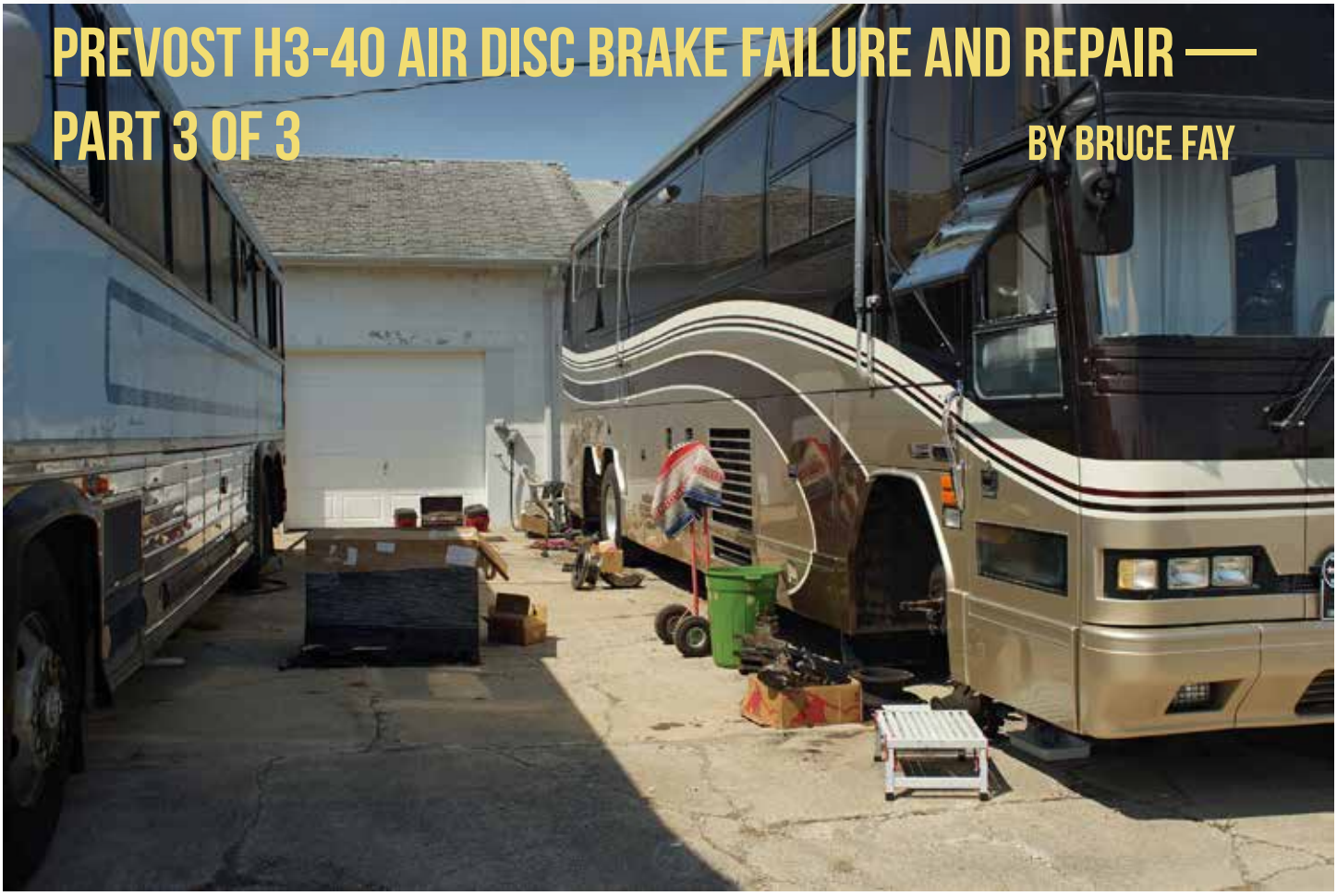
PREVOST H3-40 AIR DISC BRAKE FAILURE AND REPAIR — PART 3 OF 3

BY BRUCE FAY



Our bus (on right) next to Butch and Fonda Williams' bus at their place in Indiana. Our bus is already up on stands with the front tires/wheels have been removed.

Editor's Note: In parts 1 and 2 of this 3-part article, Bruce described the failure and repair of the driver side tag axle air disc brake. In this final installment, he describes the replacement of the other three air disc brake calipers, including new pads and slack adjusters, as a preventative maintenance step.

One for the Money, Two for the Show, Three to Get Ready, and Four to Go.

It was not a pleasant experience having the driver side tag axle air disc brake caliper drag and overheat to the point of smoking and almost catching fire, and then lock up altogether once we stopped rolling. We came close to losing our bus, only to face the prospect that we might lose the use of it anyway due to not being able to get parts to repair it. But within 48 hours of the incident, we were back on the road thanks to the team at Action Mobile Service in Orlando, Florida. In addition, stored in the back of my Honda Element were three more Arvin-Meritor ADB-1560 air disc brake calipers which were obtained through Rex from Rush Trucking. They were probably worth more than the car, but then, these are brakes for a 42,000 pound vehicle. Besides, how much is your bus worth, and what price do you put on your life?

We were spooked enough by the brake failure to not want to experience that again. In May of 2016, I drove the bus to Butch and Fonda Williams' place in

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