From: gmclist-bounces@temp.gmcnet.org on behalf of Charles Aulgur
To: GMCnet
Subject: [GMCnet] JUST WOMDERING
Date: Wednesday, October 07, 2009 2:30:26 PM

I want to thank all the folks that responded to my above subject post, both on net and private e-mails. The post from other engineers that explained how my rear brake torque reaction bar functions was what I was hopeing for. In my past posts about my improved brake system, I only received a few general comments and the net was soon back to more serious items like front wheel spacers. We still haven't made a believer out of Ken H. so we still have more work to do. Ken has a very well respected reputation on the GMC net on a lot of different subjects and as long as Ken still has questions there will be a lot of people on the net that will still be wondering if my brake modification actually works. As most of you know, Ken unhooked or removed the brakes on the two rear tires to eliminate the problem of the rear tires sliding and putting flat spots on those rear tires. I totally agree with what he did as I have stated many times the GMC only has four wheel brakes during a panic stop. During normal driving, the four wheel brakes provide plenty of stopping/ slowing capability. I expect Ken gets very good milage out of his two rear tires.

Another important thing to take into consideration is when you are doing more them normal traffic braking, you are removing the load on the rear set of tires and putting that weight on the mid axle tires. I haven't done any analysis on this transfer of weight, but you don't have to do very hard braking before the mid axle tires are loaded beyond their rated capacity. It would be interesting if we had the data on which tires on the GMCs had the most failures over the 30 + years the GMCs have been driven. I know in my case, I have had the most tire failure on the mid axle. I have never had a blowout on any tires but I have had four radial steel belts brake and do serious damage to my coach. I contribute this to the overloading of the mid axle tires while also sustaining the tremendous loading they get during heavy braking. JMHO

It is surprising how easy it is was to install the production version of my braking modification. You just remove the OEM backing plates, along with the brake shoes, parking brake cables and brake lines. Just mount the inter bearing support block to the suspension arms spindle flange with the supplied four bolts. Install the caliper bracket on the axle and the torque box on the inter bearing support with the four supplied bolts. Bolt the reaction bar plate to the bottom of the bogie frame. Install the reaction bars with a bolt in each end. Install the caliper and brake pads and connect the supplied brake line hoses. Bleed the brake system and you are ready for a test drive and a big surprise on how little you have to push on the brake peddle to stop the coach.

I will be taking photos when I install the production version on the drivers side, and with Billy's help, we will put the photos on my photo site and then add some descriptive words about what is on the photos. This will be in a few weeks as I have some other things I have do first.

Rick Flagon, who did all the design drawings on CAD, can assemble all

the parts together in various colors and put the total system in motion as it would move on a real GMC, including looking at it from any direction. Quite impressive. Rick also has all the video of the testing that was done on his coach, including all the various test stopping distances. If Jim could get someone to assemble all this various information on a Power Point presentation at the next rally in Texas he would have you folks itching to purchase the system and maybe install it for you at his facility. Did you get that JIM?

Chuck Aulgur
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76 Royale with great brakes