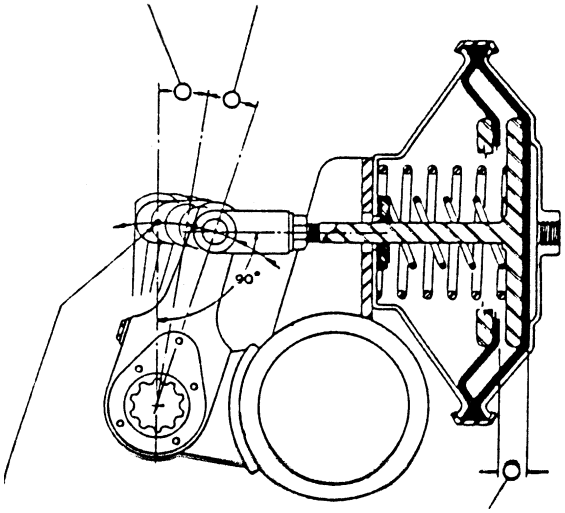
**WAC 204-76-99004 Relationship of push rod and slack adjuster angle to brake force.** The following diagram shows the relationship of push rod and slack adjuster angle to brake force:

RESULT
EVEN TORQUE (BRAKE INPUT)
BETWEEN BRAKE ADJUSTMENTS

*LAST HALF OF CAM ROTATION*
LEVERAGE INCREASING TO THE MAXIMUM AND BRAKE CHAMBER EFFICIENCY DECREASING WITH LENGTH OF STROKE.

*FIRST HALF OF CAM ROTATION*
BRAKE CHAMBER EFFICIENCY IS MAXIMUM AND LEVERAGE IS MINIMUM AT BEGINNING OF STROKE. LEVERAGE INCREASES WITH THE INCREASED MOVEMENT.



POINT OF GREATEST LEVERAGE
MOVEMENT PAST THIS POINT RESULTS IN LESS LEVERAGE, REDUCED INPUT AND LOWER BRAKE EFFICIENCY.

*FIRST HALF OF RATED TRAVEL*
BRAKE CHAMBER IS AT THE MAXIMUM EFFICIENCY.

[Statutory Authority: RCW 46.37.005. WSR 14-03-018, § 204-76-99004, filed 1/7/14, effective 2/7/14; WSR 80-10-006 (Order 80-07-01), § 204-76-99004, filed 7/25/80.]