

Brake Safety Week

August 24-30, 2025



During Brake Safety Week, commercial motor vehicle inspectors emphasize the importance of brake systems by conducting inspections of commercial motor vehicle brake system components and removing commercial motor vehicles found to have brake-related out-of-service violations from our roadways.

Eight Brake Drum and Rotor Tips

This year's Brake Safety Week will focus on the condition of the brake drum and rotor. Brake drum and rotor issues may affect the vehicle's brake efficiency. Broken pieces of drums and rotors may become dislodged from the vehicle as it travels along the roadway and cause severe damage to other vehicles or result in injuries or death to the motoring public.

Here are some tips from commercial motor vehicle inspectors to help ensure your brake drums and rotors have no safety issues during a roadside inspection.

1. Inspect visible portions of the drum or rotor as part of your pre- and post-trip inspections.

2. Look for signs of cracked or broken pieces in the friction surface of the rotor.

3. Look for cracks that run through to the outer portion of the drum or missing pieces, where visible.

4. On disc brakes, pay attention to the condition of the rotor. Heavily rusted rotors across the entire friction surface indicate an inoperative brake.

5. If the rotor is grooved, indicating metal-to-metal contact, that means the brake pads are worn and the shoe is making contact with the rotor.

6. Ensure the rotor is not worn to the extent that the center vents are exposed.

7. Make sure all repairs are consistent with the brake manufacturer's requirements and guidelines.

8. Note any issues in your driver vehicle inspection reports and report them to the motor carrier.



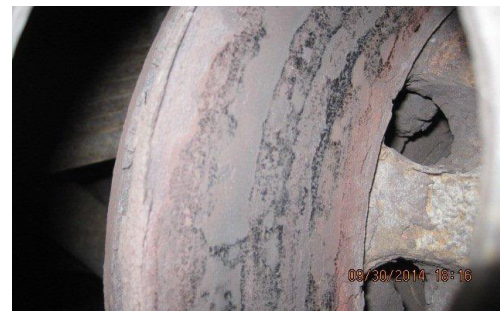
Broken Drum.
OOSC, Part II, g.(1) / 393.47(a)-U.S.



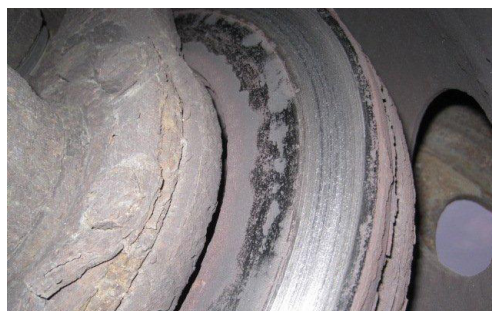
Worn Rotor.
OOSC, Part II, g.(3) / 393.47(g)-U.S.



Broken Drum.
OOSC, Part II, g.(4) / 393.47(a)-U.S.



Rusted Rotor.
OOSC, Part II, a.(6)(d) or a.(7)(e) / 393.48(a)-U.S.



Metal-to-metal contact.
OOSC, Part II, a.(6)(c) or a.(7)(d) / 393.48(a)-U.S.



Cracked Rotor.
OOSC, Part II, g.(2) / 393.47(a)-U.S.

For more information, visit www.OperationAirbrake.org.

