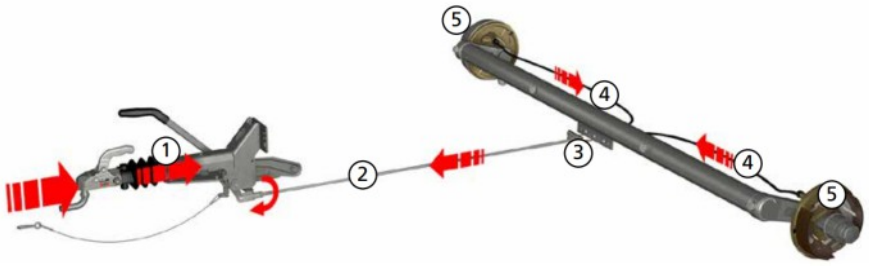
Basic brake settings e1/e2+

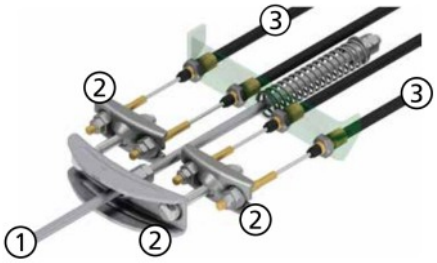
GREMAC

How the brakes work

When the towing vehicle brakes, a deceleration force acts on the drawbar. This force pushes in the drawbar 1 of the overrun device, whereby a response threshold in the shock absorber must be overcome. The transmission lever is actuated via the drawbar. The wheel brakes 5 are actuated via the transmission linkage 2, the compensating balance 3 and the cable pulls 4.



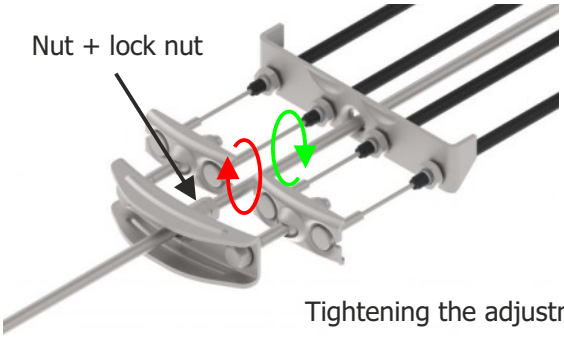
The linkage and cable pulls transfer the braking forces from the overrun device to the wheel brakes.The compensating balances are needed to compensate for different air gaps in the wheel brakes and to transfer equal forces to all wheel brakes.
With a height-adjustable drawbar, the actuation travel is transferred from the overrun device via a Bowden cable and then via a linkage to the wheel brakes.



1: Linkage for tensioning device
2: Compensating scales (3x)
3: Cable pulls for wheel brake

Default setting

The brakes are adjusted at the factory. Depending on the presetting of the brakes and the running-in process during the first 100 kilometres, it may be necessary to readjust the brakes. Check during the first 10 kilometres whether the brakes become hot (>80°C). If so, the setting must be loosened.
If the machine runs into the towing vehicle too quickly and jerkily, the setting must be tightened.



Loosening the setting:
1. Loosen the lock nut.
2. Turn the nut one turn clockwise.
3. Tighten the lock nut again.

Tightening the adjustment:
1. Loosen the lock nut.
2. Turn the nut one turn anticlockwise.
3. Tighten the lock nut again.

Test the setting during a test drive and repeat the process if necessary.

Caution: Adjustments to brakes and safety-related vehicle parts may only be carried out by qualified personnel. The manufacturer's regulations and instructions must be observed.

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