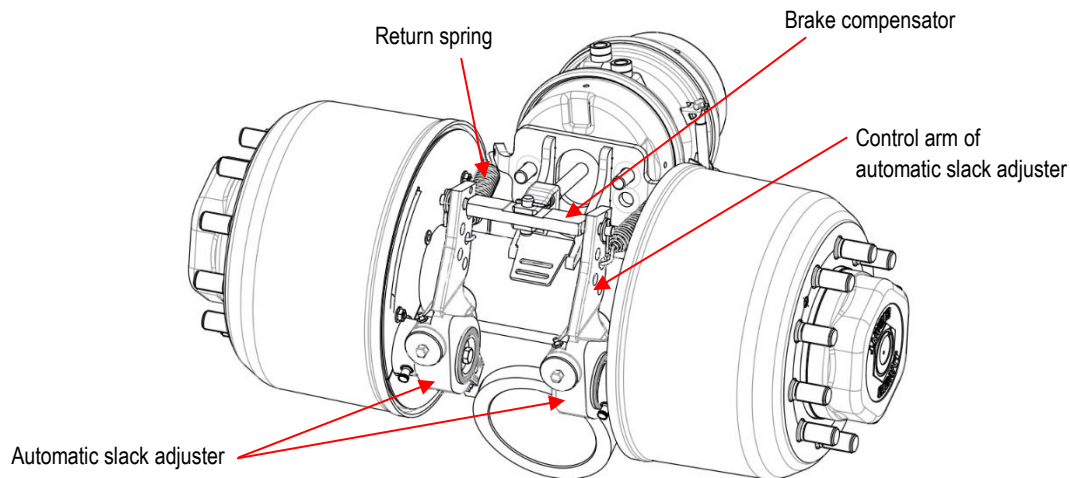


Pendle axles: Setting instructions for the automatic slack adjuster



Introduction:

The automatic slack adjusters (AGS) on the pendle axles are connected to the brake cylinder via a brake compensator. It is important to observe the following steps when adjusting the settings to ensure smooth brake operation and to prevent damage to the components!

General aspects:

Secure the vehicle

- Secure the vehicle from rolling away on even, metallated ground
- Disconnect the brake and air supply lines from the tractor
- If necessary, raise the axle and support it in an accident-proof manner

1. Release the brake

- 1.1. Release the service or parking brake
- 1.2. Disconnect the compressed air supply

! On spring-loaded brake cylinders, the mechanical release device must be activated!

2. Adjusting the air gap

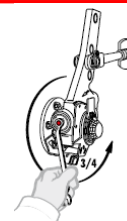
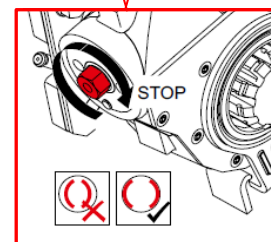
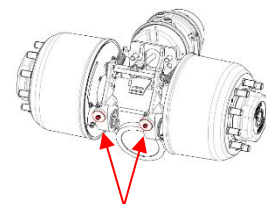
- 2.1. Evenly and alternately turn the adjusting screws clockwise on both automatic slack adjusters (left automatic slack adjuster ⇔ right automatic slack adjuster) to fit both brake linings against the brake drums.

! SW12




! The control arms of the automatic slack adjuster must be parallel!

- 2.2. Turn back the adjusting screws on both automatic slack adjusters by evenly and alternately rotating



them counterclockwise **parallel** to the control arm
by approx. $\frac{3}{4}$ of a turn.

 SW 12

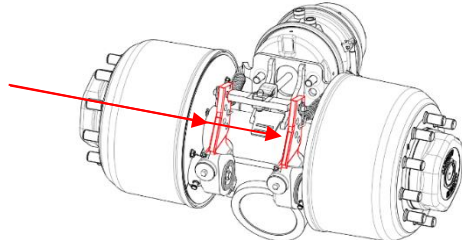


! If the adjustment coupling works without problems,
you will feel a torque of at least 18 Nm when turning back!

! Creaking sound can be heard!

! **The control arms of the automatic slack adjuster must be parallel!**

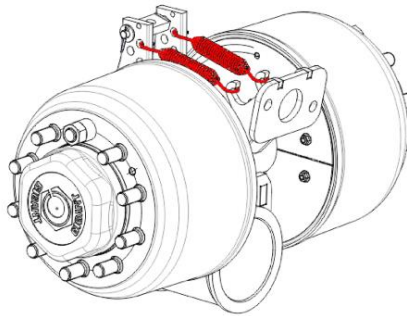
! On spring-loaded brake cylinders, the mechanical
release device must be dismantled and placed in
the holder!



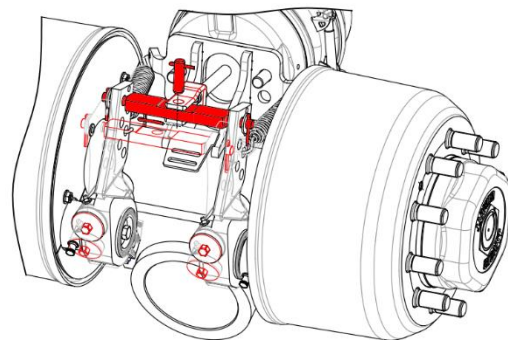
Note:

- **! Attach the return springs according to the axle drawing or the marking before dismounting!**

Example illustration:



- If the brake cylinder or an automatic slack adjuster has been replaced, the brake compensator and control arm unit of the slack adjuster must be evenly and alternately turned (left automatic slack adjuster ⇔ right automatic slack adjuster) so that it can be moved to a position where the hole of the brake compensator aligns with the hole of the clevis. After aligning the holes, secure the clevis and brake compensator using a greased bolt and split pin.



Created/reviewed:

2020.02.07	HU
Date	Signature

Approved:

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Date	Signature