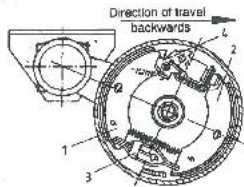


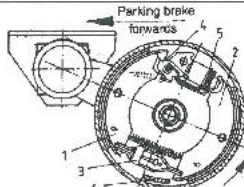
3.6.0

## REVERSING & PARKING



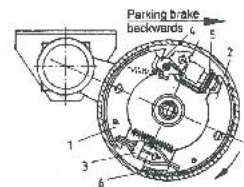
### Reversing

When reversing, the towing vehicle pushes in the draw-shaft of the over-run device. The brake shoes (1, 2) are pressed against the brake drum via the transmission lever (4), cable linkage, pendon cable and expander clutch (5). The brake drum turns backwards, taking the trailing shoe (1) with it. The transmission lever (4) swings back and offsets the whole pedal lever. The braking effect is virtually cancelled out and the bottom plate moves backwards.



### Parking Brake (Gas Strut Version)

Pull the handbrake lever over the dead centre. The brake shoes (1, 2) are pressed against the brake drum by the cable linkage, pendon cable and expander clutch (5), and this applies the trailer brakes.



When the trailer has been reversed the brake drum will also rotate backwards. The trailing brake shoe (1) is taken with it and moves the transmission lever (4) back. This lever then swings the adjuster assembly (5) which in turn pushes the leading brake shoe (2) against the stop (6). The trailer is then braked.

It must be noted that when the handbrake is applied, the vehicle may roll approx 28 cm (10 inches) backwards before the parking brake force is used to its full extent.

## Indespension WHEEL BRAKE SETTING

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1

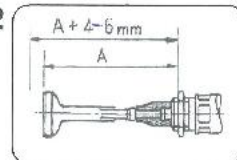


### BEFORE ADJUSTING BRAKES ROTATE THE WHEELS IN FORWARD DIRECTION

- \* SUPPORT TRAILER ON LIFTING PLATFORM - AXLE STANDS.
- \* ENSURE COUPLING DRAWSHAFT IS FULLY EXTENDED.
- \* RELEASE HANDBRAKE COMPLETELY.
- \* SECURE HANDBRAKE WITH STRAP OR BOLT - SEE NOTE.
- \* SLACKEN NUTS ON BRAKEROID.
- \* RELEASE BRAKE LINKAGE FROM BALANCE BAR.

NOTE: HANDBRAKE IS PRE-TENSIONED AND MAY CAUSE INJURY IF NOT SECURED WHEN DISCONNECTED FROM BRAKE LINKAGE.

2

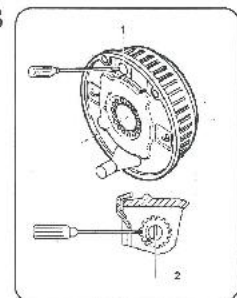


### CHECK BRAKE ADJUSTMENT

- \* ADJUSTMENT IS DETERMINED BY AMOUNT OF INNER CABLE FREE PLAY.

- \* ALL BRAKES SHOULD BE ADJUSTED TO HAVE BETWEEN 4-6mm OF CABLE PLAY.

3

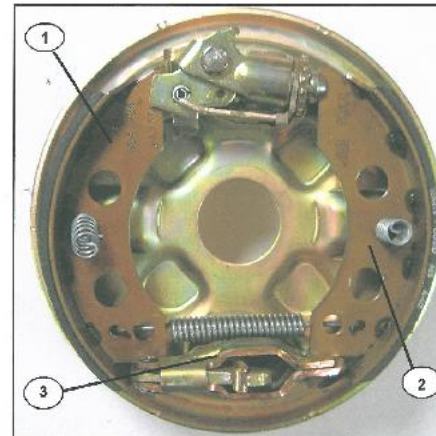


### ADJUSTING BRAKES

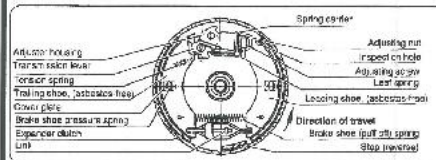
- \* REMOVE PLASTIC PLUG (1) FROM BACKPLATE.
- \* USE FLAT SCREW DRIVER TO ROTATE ADJUSTER (2).
- IN DIRECT ON OF ARROW TO REDUCE CABLE FREE PLAY.
- IN OPPOSITE DIRECTION TO INCREASE CABLE FREE PLAY.
- UNTIL CORRECT ADJUSTMENT IS ACHIEVED.
- \* RECONNECT BRAKE LINKAGE TO BALANCE BAR.
- \* REMOVE HANDBRAKE SAFETY STRAP OR BOLT.
- \* APPLY HANDBRAKE SEVERAL TIMES TO SETTLE BRAKE SYSTEM.
- \* RELEASE HANDBRAKE. ADJUST BRAKEROID TO ELIMINATE ALL PLAY.
- \* SECURE LOCKNUTS.

## SERVICE BRAKE

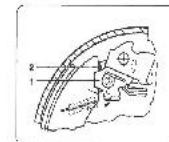
A DRAW-BAR FORCE IS PRODUCED AT THE COUPLING POINT BY REDUCING THE SPEED OF THE TOWING VEHICLE. AFTER THE THRESHOLD LEVEL HAS BEEN PASSED THE DRAW-SHAFT IS PUSHED IN, THUS ACTUATING THE OVER-RUN LEVER. THE WHEEL BRAKES (1 & 2) ARE THEN APPLIED VIA THE EXPANDING CLUTCH (3).



## VISUAL CHECKS



- \* Check the condition of the brake shoes. The wear on the shoes is greatest where the inspection hole opening is located on the brake back plate. In the case of the sim-sab brake, the leading shoe (inner) shoe is the direction in which the drum turns. The secondary shoe (trailing shoe) is pressed away from the drum against the direction in which the drum turns. This is why the two brake shoes have different degrees of wear.



- \* The transmission lever (1) must shut on the adjuster housing (2) stop.

### FUNCTION TESTS

- Check that the expander lever adjusting nut and transmission lever are moving smoothly. Check the adjuster housing and adjuster assembly are lubricated (use Polydormum Grease) (1) Check the tension on the leaf spring and check that the adjusting nut is properly engaged.
- Check the pressure on the brake shoe pressure springs.

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