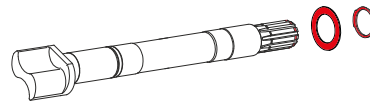


Drum brake wear indicator for K3 brake camshaft

General aspects

The K3 brake camshaft is characterised by the securing of the automatic slack adjuster with a washer and a circlip.

Installation of the wear indicator can only take place in conjunction with new brake linings. Likewise, the visual support of the wear indicator does not replace the prescribed legal inspections.



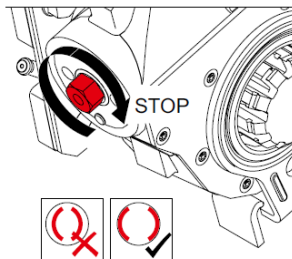
Note

Installation of the wear indicator for standard axles with standing brake cylinder carrier is shown in the following. For axles with a different brake cylinder position and therefore a different orientation of the automatic slack adjuster, the functional principle is the same, but the initial position of the wear indicator is different.

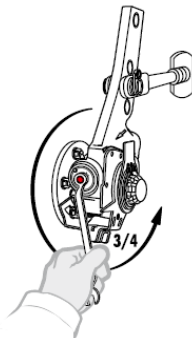
Procedure

1. Basic setting of the brake (air gap)

- 1.1. Turn the automatic slack adjuster's adjusting screw (WAF12) clockwise until the brake lining fits on the brake drum.

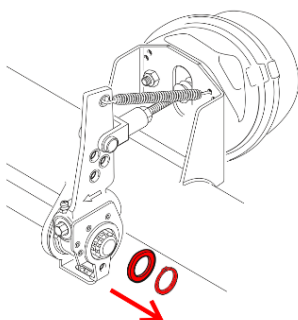


- 1.2. Turn the adjusting screw (WAF12) on the automatic slack adjuster back by $\frac{3}{4}$ of a turn

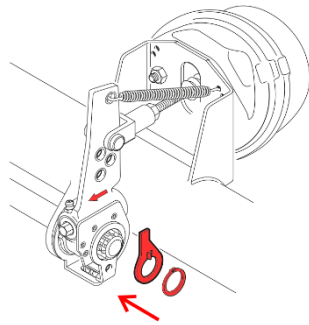


- If the adjustment coupling works flawlessly, a torque of at least 18 Nm can be felt when turning back!
- Creaking sound can be heard!

2. Remove the circlip and washer from the brake camshaft



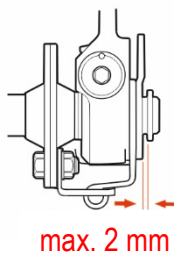
3. Put on the wear indicator with the extension vertically to the top and secure with the circlip



Note

If it is not possible to put on the wear indicator in the exact vertical position due to the position of the brake camshaft splines after adjusting the air gap, the wear indicator must be inserted in the next possible vertical position in the working direction of the automatic slack adjuster (arrow on the automatic slack adjuster).

4. Check lateral clearance, max. 2 mm permissible



Note

The wear limit is reached when the wear indicator has moved by approx. 90° from the vertical installation situation (new brake lining) with the extension in the horizontal direction.

<p>Example illustration of the wear indicator in the vertical position after basic adjustment of the brake (air gap)</p>	<p>Example illustration (wear limit almost reached)</p> <p>! Precise inspection of the wear limit is performed in compliance with the legally prescribed inspections with a visual check in the sight hole of the dust cover!</p>

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