

General information on the gigant drum brake

With the drum-braked version of the gigant axle, you receive gigant-specific components that are optimally designed for application.

In the following, we have listed several points that will optimise and extend the service life of the drum brake:

- To avoid over-braking the trailer, perform a **brake compatibility check according to ISO 20918**. This prevents overheating of the brakes and a reduction in the braking power.
- Avoid permanent **overheating of the brakes during continuous operation**, as this leads to a reduction in the braking power and damage to the components.
- Do not actuate the **parking brake** when the brakes are hot, as this leads to tension when cooling down and thus, damage to the brake components. Secure the vehicle against rolling away with wheel chocks.
- The **performance of the brakes** is maintained when they are used properly and not too gently. When the brakes are always used too lightly, it may cause glazing of the linings and a reduction in the braking power. You can prevent this by warming up the brakes again and again (brake several times in the middle pressure range).
- To prevent **"sticking" of the brakes during longer downtimes**, you should warm up the brakes before parking the vehicle and then secure it with wheel chocks. You should avoid actuating the parking brake, because this causes the brake drum to "stick" to the lining.
- If, for example, you always use your trailer in city traffic with inevitable frequent braking, you may need to adapt the **maintenance intervals** to the application and shorten them. With this measure, you take account of the individual use of the trailer and extend the service life of the brakes.
- Have maintenance and repair work performed only by **qualified and trained specialist personnel**, to be protected from unpleasant consequential damage.
- The use of **original gigant spare parts** serves to preserve your warranty and ensures that the components are optimally coordinated to your brakes. For example, for reliable braking with the brake lining/brake drum combination.
- The **"ALL IN ONE maintenance and repair manual"** shows you the points in diagrams for the maintenance intervals, and also important details for repairs. For example, how the bushing of the brake camshaft is correctly replaced in the brake carrier in order to extend the service life with optimal lubrication.
- After replacing the brake drum and brake linings, it is necessary to **run-in the brakes** so that the components are adapted to each other. This normally happens with the first braking actions. During run-in, longer braking actions and abrupt braking should be avoided.
- Before the **safety inspection (SI)** and the **general inspection (GI)**, you can perform the following measures to optimally prepare the brakes for the brake test stand:
 - Lubricate the brake components (e.g. automatic slack adjuster & camshaft bearing) and check their function / clearance.
 - Check the lever lengths and positions for the trailer brake valve (ALB), automatic slack adjuster, brake cylinder and tension spring
 - Warm up the brakes (brake a few times in the middle pressure range)

Note for the vehicle manufacturer:

Install the axle according to the drawing in the direction of travel (pay attention to the running direction of the brakes), this prevents vibrating of the brakes when they are actuated. Individual solutions, e.g. with hanging brake cylinder, are available if the installation space above the axle is limited. Just contact us.

We wish you a pleasant and safe journey, and are happy to help if you have any other questions.

Your gigant team

Created/inspected:		Released:	
2019.07.09	HU	2019.08.13	KK
Date	Signature	Date	Signature