

Valmistajan todistus jarrujen laskentapaineesta, Uudet mallisarjat

T-, C- ja K-sarja

Levyjarrullisen alustarakenteen ohjauspaine on tekstin mukaisesti 8.5 bar.

8.7.1. In the case of compressed-air braking systems, working pressure p2 in the pressure reservoir(s):

Output with electronically control:	Max. 10.0 bar (8.5 bar to the trailer)
Pneumatic control:	Max. 8.5 bar
P2 pressure:	10.5 bar

Rumpujarrullisen alustarakenteen ohjauspaine on tekstin mukaisesti 8.5 bar.

8.7.1. In the case of compressed-air braking systems, working pressure p2 in the pressure reservoir(s):

Output with electronically control:	Max. 9.0 bar (8.5 bar to the trailer)
Pneumatic control:	Max. 8.5 bar
P2 pressure:	10.5 bar

D Wide, D Cab 2.1m ja C Cab 2.3m Wide

Laskentapaine on kaavion mukaisesti 10 bar.

Compressor / unloader valve	Max. cut-out pressure = ..12.5.bar (10.5b for Electric)	Min. cut-in pressure = 11. bar (9.5b for Electric)
Four-circuit protection valve	Static closing pressure = ..4.5. bar	
Trailer control valve or relay emergency valve, as appropriate*	Corresponding delivery pressure for a control pressure of 1.5 bar = NA bar	
Minimum design pressure in the service braking system for calculation	10 bar	

* not applicable for vehicles with electronic control of braking system

Valmistajan todistus jarrujen laskentapaineesta, Vanhat mallisarjat

Magnum, Premium, Kerax ja Midlum

Jarrujen laskentapaine on kaavion mukaisesti 10 bar.

1 –Pneumatic characteristics data

Compressor / unloader valve	Max. cut-out pressure = ..12.5.bar (M, P, K, Mid)	Min. cut-in pressure = 11. bar (11.5bar on Midlum)
Four-circuit protection valve	Static closing pressure = ..4.5. bar (M, P, K, Mid)	
Trailer control valve or relay emergency valve, as appropriate*	Corresponding delivery pressure for a control pressure of 1.5 bar =NA..... bar	
Minimum design pressure in the service braking system for calculation	10 bar (M, P, K, Mid)	

M, P, K, Mid = Magnum, Premium MD11 & MD9, KeraxMD13 & MD11, Midlum

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