

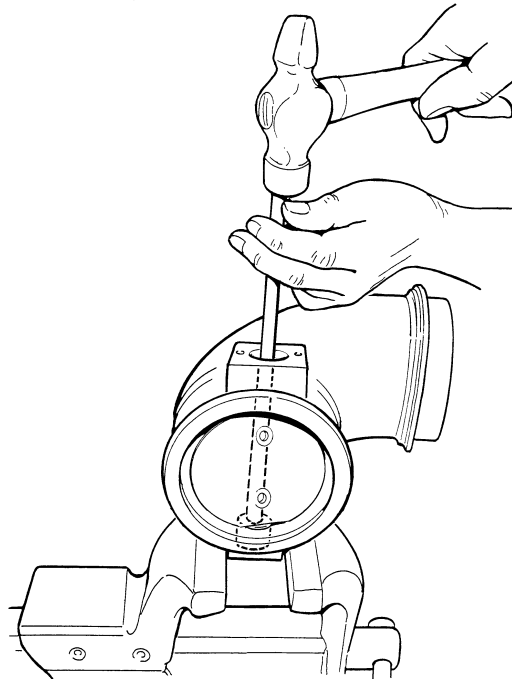
SCANIA

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Issue 2 en

Exhaust brake

Work description



110 896

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General

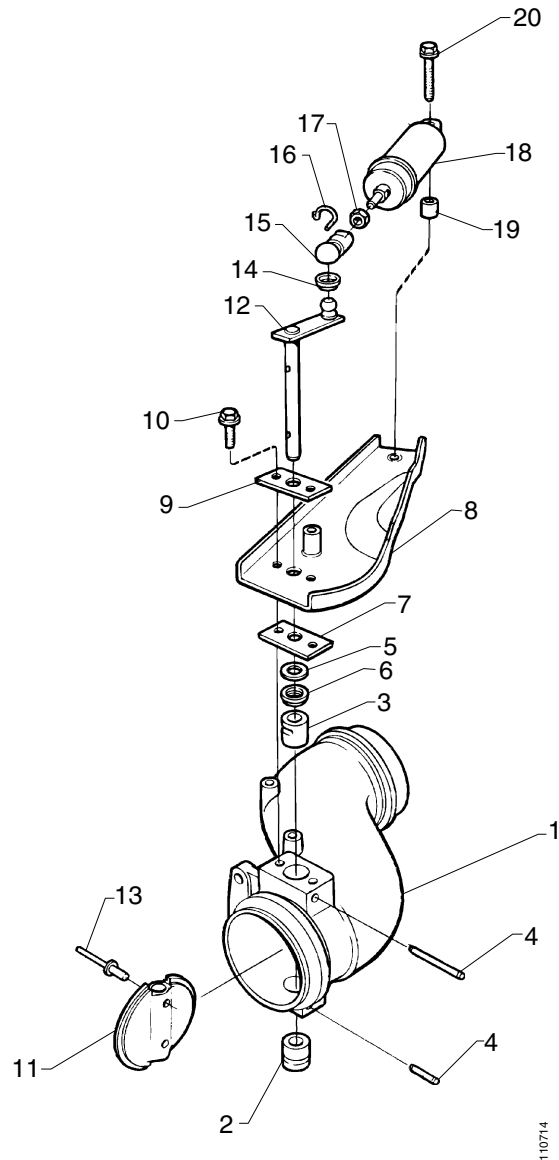
Illustrations in the work description show the exhaust brake on the 4-series. The method of working is principally the same on all engines.

A new reinforced bracket, see exploded view drawing number 8, has been introduced in production from December 1998 from the following chassis number and engine serial number:

Truck	Engine number	Chassis number
Scania Södertälje	5 749 534	1 246 446
Scania Zwolle	5 749 531	4 404 896
Scania Angers	5 749 540	9 038 692
Scania Latin America	Not affected	Not affected

Bus	Chassis number
Scania Katrineholm	1 834 486
Scania Latin America	Not affected

The change applies to DC11 and DSC12.



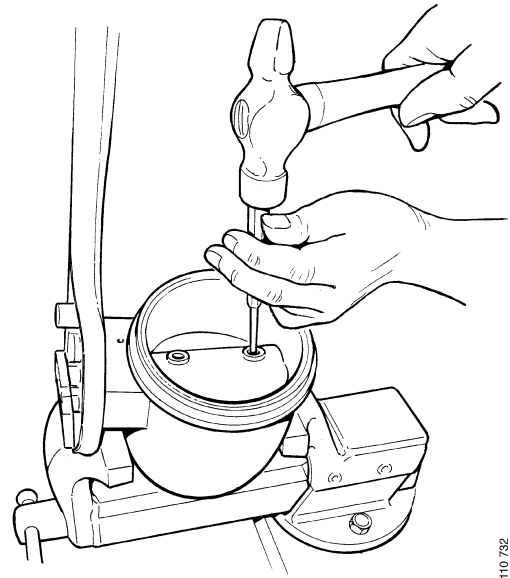
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- | | |
|-------------------------------|------------------------------|
| <i>1 Housing</i> | <i>11 Valve disc</i> |
| <i>2 Bushing</i> | <i>12 Shaft</i> |
| <i>3 Bushing</i> | <i>13 Blind rivet, 2 off</i> |
| <i>4 Lock pin</i> | <i>14 Seal</i> |
| <i>5 Seal</i> | <i>15 Ball joint housing</i> |
| <i>6 Seal</i> | <i>16 Lock clip</i> |
| <i>7 Gasket</i> | <i>17 Hexagon nut</i> |
| <i>8 Bracket</i> | <i>18 Cylinder</i> |
| <i>9 Plate</i> | <i>19 Spacing sleeve</i> |
| <i>10 Flange screw, 2 off</i> | <i>20 Flange screw</i> |

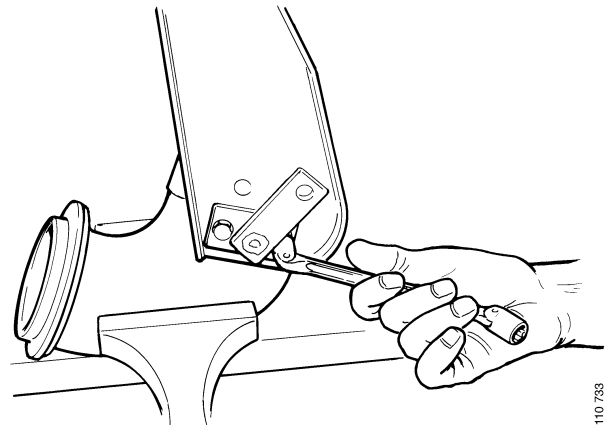
Dismantling

- 1 Remove the exhaust brake pneumatic cylinder.
- 2 Drill out the rivet heads in the valve disc with a diameter 5.5 mm drill and knock out the rivets.

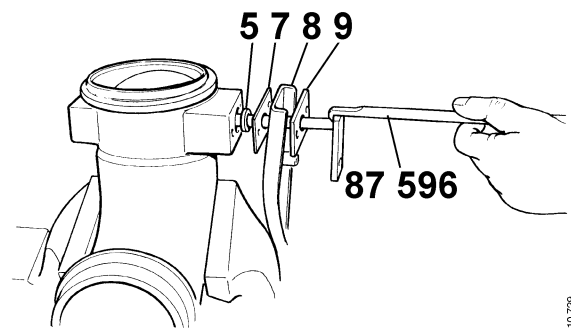
IMPORTANT! Drill away only the rivet heads or the valve disc and shaft may be damaged.



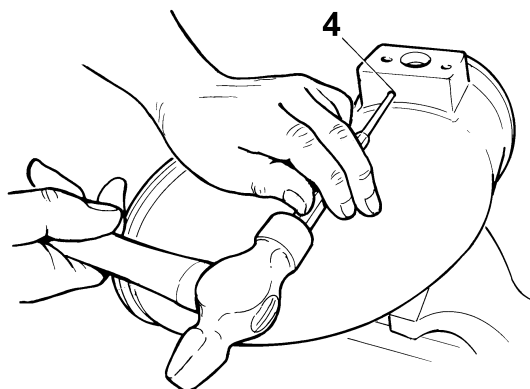
- 3 Remove the bolts from the bracket.



- 4 Knock out the shaft 12, see exploded view drawing, using a slide hammer 87 596 and remove the plate 9, bracket 8, gasket 7 and seal 5.



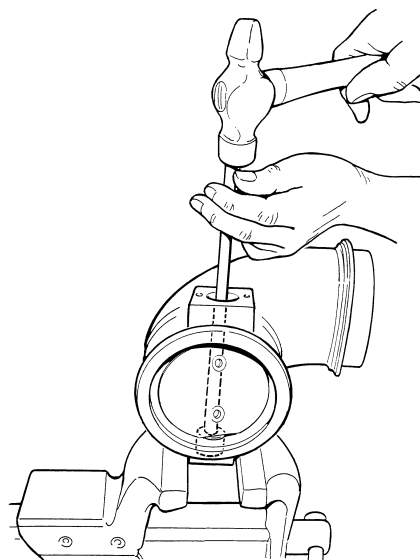
- 5 Knock out the bushing lock pins 4.



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- 6 Knock out the bushing 2, see exploded view drawing, on the other side with a 10 mm drift through the valve disc.

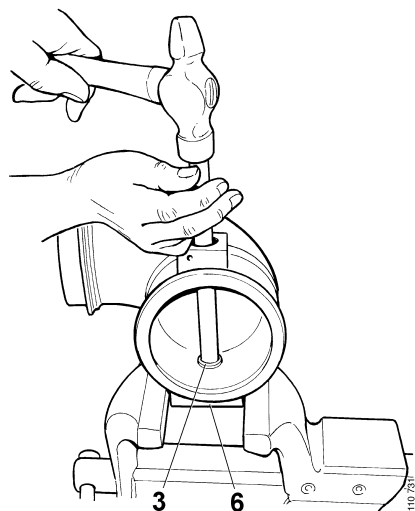
- 7 Remove the valve disc.



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- 8 Turn the housing and knock out the bushing 3 with a drift. Keep the seal 6.

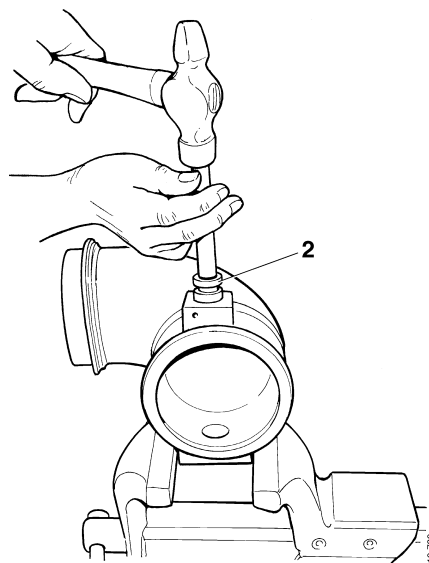
- 9 Clean the valve disc and shaft.



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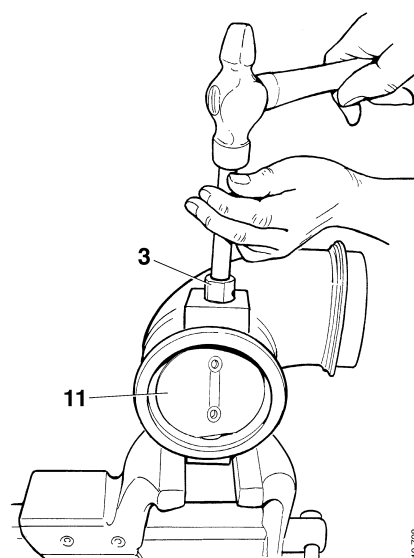
Assembling

- 1 Fit the bushing 2 as illustrated. Knock in the bushing so that the groove is centred in the hole in the housing.
- 2 Knock in the lock pin 4, see exploded view drawing.

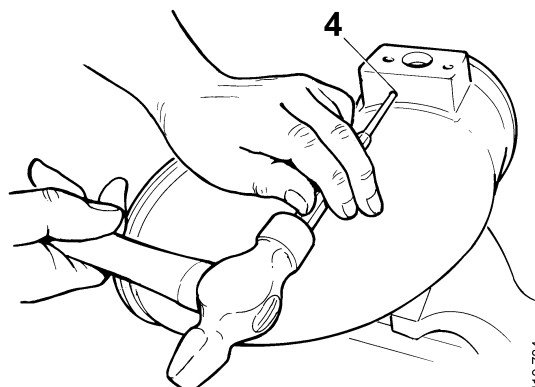


- 3 Fit the valve disc 11.
- 4 Fit the bushing 3. Turn the bushing so that the groove for the lock pin corresponds to the hole in the housing. Knock in the bushing so that the groove is centred in the hole in the housing.

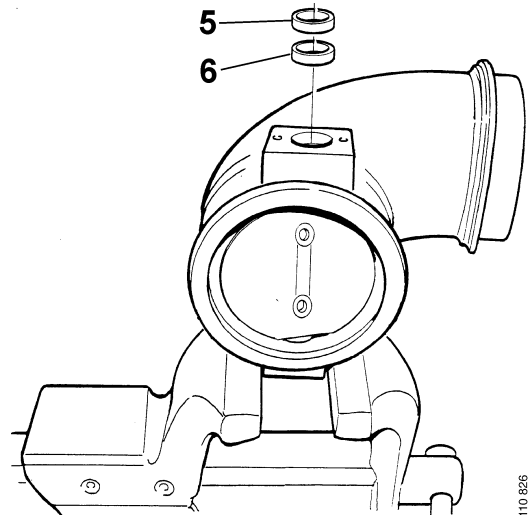
Note: If the hole in the housing does not correspond to the recess in the bushing, the shaft may jam when the lock pin is inserted.



- 5 Knock in the lock pin 4.
- 6 Insert the shaft 12, see exploded view drawing, and make sure it turns easily.
- 7 Remove the shaft again.



- 8 Fit both seals 5 and 6.

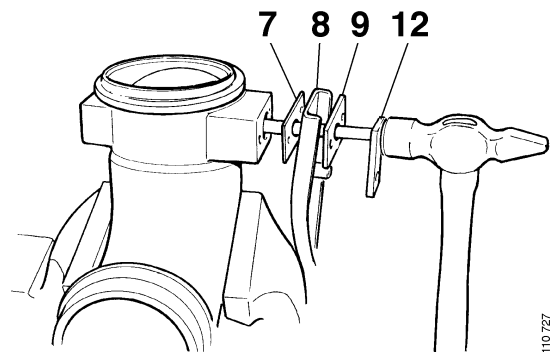


- 9 Lubricate the shaft 12 with grease 814 241. Insert the shaft through the plate 9, bracket 8 and gasket 7.

- 10 Fit the bracket bolts.

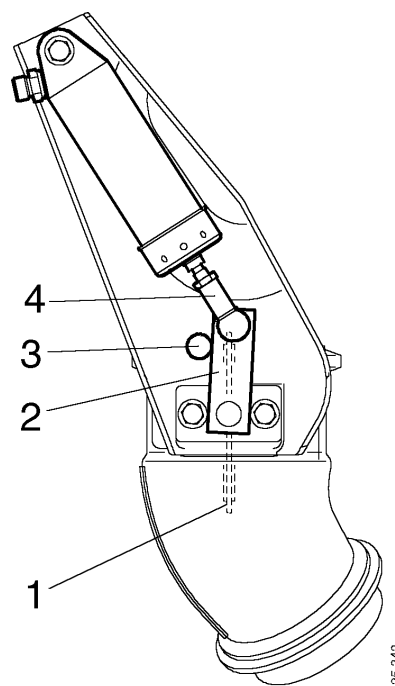
- 11 Fit the shaft. Turn the shaft to the correct position, fit two blind rivets and rivet on the valve disc.

- 12 Fit the pneumatic cylinder.



Adjusting

- 1 Starting point: Valve disc 1 fully open and valve disc shaft lever 2 resting against the stop 3.
- 2 Undo the lock nut securing the link 4.
- 3 Tension the control cylinder return spring by screwing in the link towards the cylinder 2-3 turns.
- 4 Tighten the lock nut.



1 Valve disc
2 Lever

3 Stop
4 Link

