

# Maintenance and Repair Manual

SK RS 9042 - SK 1000 ET 0



Edition 01/2006



Manufacturer.....

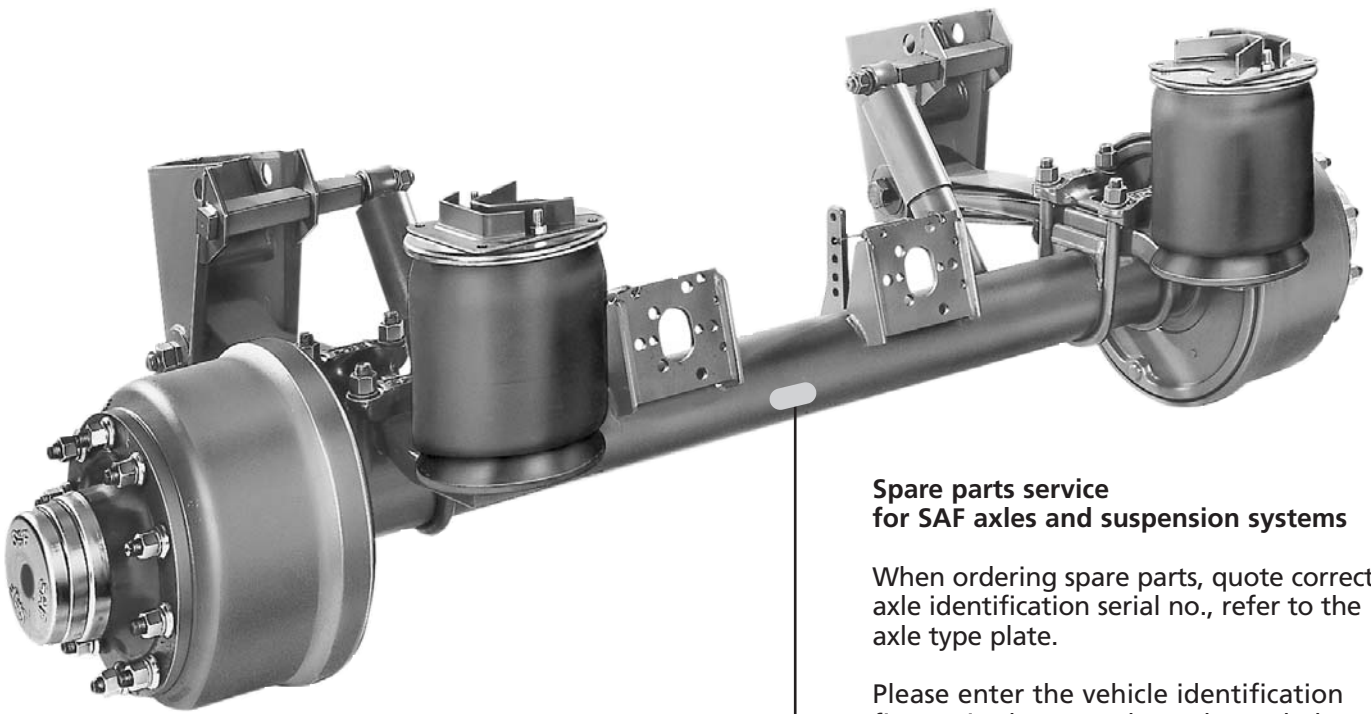
Address.....

Body type.....

Chassis no.....

Year of manufacture .....

Registration, date-in-service.....

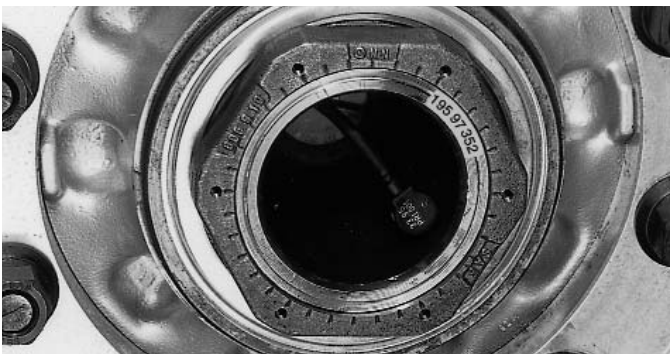


### Spare parts service for SAF axles and suspension systems

When ordering spare parts, quote correct axle identification serial no., refer to the axle type plate.

Please enter the vehicle identification figures in the type plates shown below so that correct specifications are available when required.

### Type plate for axle identification



**Identification of axles without type plate**  
Production No. of axle on right of axle tube as seen in direction of forward travel.

<b>SAF</b> OTTO SAUER ACHSENFABRIK KEILBERG			
D-63854 BESSENBACH / G E R M A N Y			
TYP			
Ident.-No. /Prod.-No.			
zul. Last kg perm. cap. charge adm.	STAT.	TECH.	v max. km/h max. speed vitesse maxi.
TDB-No.	Grundtyp		

**This manual is intended for the technical workshop personnel responsible for maintenance and repair.**

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The item numbers indicated are given only for identification and to distinguish between different versions.

Use the part numbers from the valid spare parts documents for identification of spare parts.

SAF axles and suspension units are subject to continuous further development; the data and drawings contained in the manual may therefore differ from the details given in the operating permit.

The contents of the manual does not constitute the basis for a legal claim.

Reprinting, reproduction or translation in whole or in part is not permitted.

The issue of this publication invalidates all earlier maintenance and repair manuals.



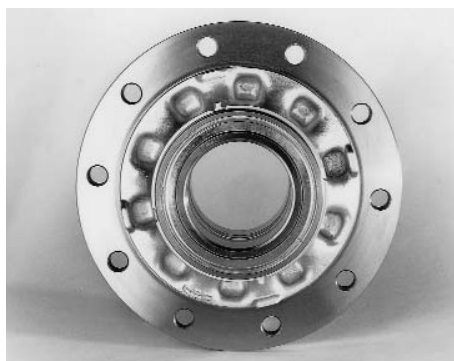
The components of the SAF axle Types **SK 1000** have important technical details which distinguish them from other axle types:

- Great ease of installation  
(e.g. only 1/4 of the working time is now required for brake repairs)
- Hub unit maintenance free
- Long wheel bearing grease change interval of at least 1,000,000 km
- Favourable lubrication intervals for the camshaft bearing at each brake lining change, but not later than every 12 months
- Approx. 40 % less individual components in the brakes
- No adjustment of the wheel bearing clearance necessary

## Overview of the Components



- **Hub cap with snap fit:** Removal and fitting is quick and easy; simply lever off and push on.



- **Wheel hub:** A compact unit of hub with two equal-sized wheel bearings and seal rings. The wheel bearings are filled with a longlife grease and sealed. The hub unit can only be replaced as a complete assembly.



- **Wheel bearings:** Thanks to the protected installation of the generously dimensioned wheel bearings, service lives of at least 1,000,000 km and more can be achieved. Grease changing at brake repairs is no longer necessary.

After 1,000,000 km, check the wheel bearing clearance and replace the hub unit, if necessary.



## Wheel bearing clearance

Thanks to the precision manufacturing of the components, no adjustment of wheel bearing clearance is necessary.

The correct position of the wheel bearing is achieved simply by tightening the axle nut.

## Axle nuts

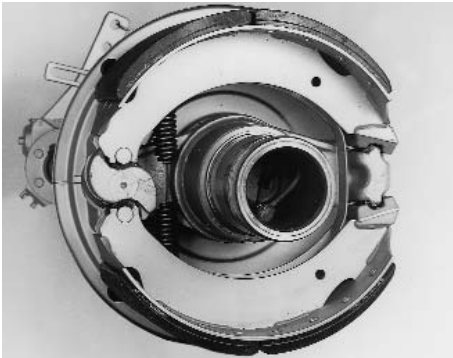
Right-hand side – right-hand thread

Left-hand side – left-hand thread

Additional locking of the axle nuts is therefore not necessary.

## Brake shoes

The brake shoes are each supported spherically on a ball and are held by a spring clamp. Only one return spring is required for the return of the brake shoes. The brake shoe cam rollers are guided exactly in the specially machined S-cam profile.



## Brake linings

Two different asymmetrically formed lining segments are riveted onto the brake shoes. The thicker end of the lining is installed on the S-cam side (cam roller).

As a result of this scythe-shaped brake lining contour, uniform maximum wear of the brake lining over the whole surface is achieved during normal operation.

The brake linings have a groove cut into the edge by laser which marks the maximum permissible lining wear.

## Camshaft

### Until 02/98 the following applied:

The camshaft bearings are brass bushes situated in the brake calliper. The bearing bush in the rod guide is made from PVC.

### From 03/98 the following applies:

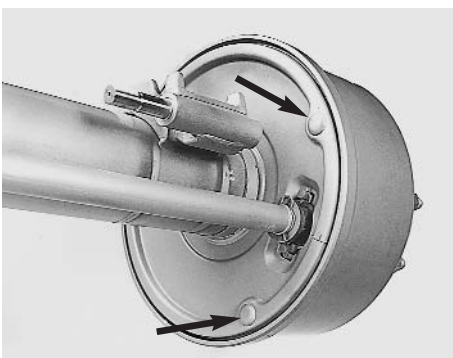
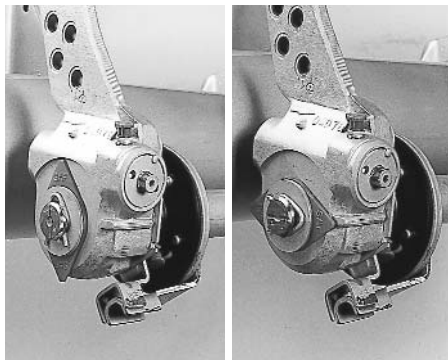
The camshaft bearings in the brake calliper as well as the rod guide are in the form of a screwed compact bearing, that guarantees a quick replacement. Both bearings are provided with grease nipples and must be greased every 12 months.

### For both variations the following applies:

Both bearings have a long-life lubrication and are protected by seal rings and rubber sleeves against the ingress of dirt and splash water.

On the slack adjuster end the camshaft has a milled groove and a slip-on indicator for visual checking of the brake lining wear.

When the wear indicators have reached a horizontal position, an inspection of the brake lining thickness must be carried out.



## Inspection of the brake lining thickness

During maintenance work, the thickness of the brake linings can be inspected at two sight holes in the rear cover plate.



Please observe the following safety instructions in order to maintain the operational and road safety of your SAF axles and suspension systems:

1. The wheel contact surfaces between the wheel disc and wheel hub and the wheel nut contact surface at the wheel disc must not be additionally painted. The contact surfaces must be clean, smooth and free from grease. Failure to observe this may result in the wheel coming loose. Any additional instructions of the wheel manufacturer must also be observed.
2. Only the wheel and tyre sizes approved by the trailer builder may be used. The tyres must always have the specified inflation pressure.
3. The brake systems of the tractor and the trailer/semi-trailer must be synchronised by means of a tractor/trailer brake synchronisation not later than 5,000 km after the initial start of operation of the trailer/semi-trailer in order to ensure a safe and uniform braking behaviour and uniform brake pad wear. Tractor/trailer brake synchronisations should be carried out by appropriately qualified and equipped brake workshops.

The use of an additional braking system, such as a trailer anti-jackknife brake is forbidden by law on vehicles with type approval after January 1999.

4. Before starting a journey, ensure that the maximum permissible axle load is not exceeded and that the load is distributed equally and uniformly.
5. On trailers with air suspension, ensure that the air bags are completely filled with air before starting the journey. Incompletely filled air bags may result in damage to axles, suspension, frame and superstructure and impair road safety.
6. Ensure that the brakes are not overheated by continuous operation.

With drum brakes, overheating can result in a hazardous deterioration in the braking efficiency.

With disc brakes, overheating can result in damage to surrounding components – in particular the wheel bearings. This can result in a significant deterioration in road safety, e.g. failure of wheel bearings.

7. The parking brake must not be immediately applied when the brakes are hot, as the brake discs and brake drums may be damaged by different stress fields during cooling.
8. Use the supports provided when loading and unloading in order to avoid damage to the axle.
9. Observe the operating recommendation of the trailer builder for off-road operation of the installed axles and suspension systems.

The SAF definition of OFF-ROAD means driving on non-asphalted / non-concreted routes, such as e.g. gravel roads, agricultural and forestry tracks, on construction sites and in gravel pits.

Off-road operation of SAF axles and suspension systems not designed for the purpose may result in damage and hence to an impairment of road safety.

10. SAF axles and suspension systems require continuous care, service and maintenance in order to maintain operational and road safety and to be able to recognise natural wear and defects in good time.

The daily inspection of the trailer for road safety before starting the journey is one of the driver's obligations.

SAF recommends that at least the inspections and maintenance operations described on page 6 should be carried out.

We recommend the use of original SAF spare parts.

A close-knit service network of SAF partner companies is available for the technical support of the SAF axle and suspension systems and for the supply of original SAF spare parts (see rear cover or on the Internet under [www.saf-axles.com](http://www.saf-axles.com)).

Updates will be published as necessary on the Internet under [www.saf-axles.com](http://www.saf-axles.com).

## SK 1000 Drum / ET 0 SK RS 9042 - SK 1000 ET 0

Maintenance intervals		After first 5,000 km or	Periodic checks		
			every 30,000 km	every 75,000 km	every 150,000 km
whichever comes first	Mileage intervals >				
	Time intervals >	After first month	every 3 months	every 6 months	every 12 months

## Mechanical check

<b>Note:</b> Be sure to retighten wheel nuts to the prescribed torque after the first 50 km and 150 km (and after every wheel removal).				
Check and adjust hub end-float (if required) after every brake lining replacement. Pack wheel bearings with fresh grease after 500,000 km or 60 months, whichever comes first.				
Lubricate camshaft bearings after every brake lining replacement, however, at least every 12 months.				●
The U-bolt must be tightened once only within the first 5,000 km after the first loaded test-drive.	●			●

## Visual and safety inspection

- Perform general annual inspection (brakes, air bags, tyres, etc.)
- Perform general annual safety check (tractor/ (semi-) trailer brake compatibility, ABS etc.)

## Special service conditions

Vehicles with long standing periods:	service at specified time intervals
Vehicles used under extreme conditions:	service at suitably reduced intervals

Warranty claims will only be accepted as long as the operating and maintenance instructions have been complied with and if SAF approved spare parts have been fitted.



## SK 1000 Drum / ET 0 SK RS 9042 - SK 1000 ET 0

### Hub unit

Hub unit maintenance-free.

Inspect for signs of wear at each brake lining change (e.g. escape of grease).

After brake relining, lubricate camshaft bearings whilst rotating the camshaft through 360° several times.

Do not disassemble the wheel bearing assembly.

Use a vacuum cleaner to remove brake dust.

High-pressure cleaners and liquid cleaners must not be used on the brake drum or hub unit. Remove residues of grease from the stub shaft and apply SAF fitting paste.

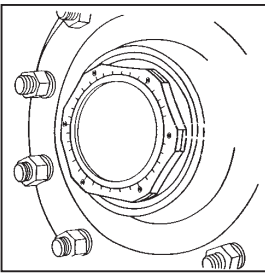
### Lubricant specification:

Camshaft:  
SAF Part No. 4 387 0011 05

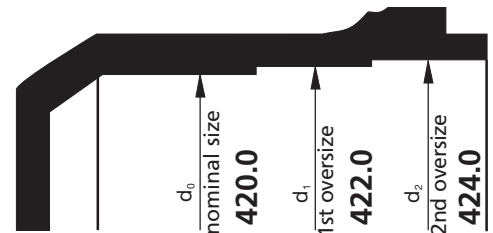
Stub axle:  
SAF Part No. 4 387 0015 06  
SAF fitting paste

Brake anchor bracket ball:  
SAF Part No. 4 387 0007 00  
copper paste

### Hub nut tightening



LH direction of travel - LH thread.  
RH direction of travel - RH thread.  
Tightening torque 900 Nm. Each hub unit must be rotated smoothly at least twice while tightening the bolts.  
Hub nuts with LH threads are marked with a groove milled into the hex outside.



### BRAKE type SNK 420

Max. permissible turned brake drum bore:

Brake drum bore with max. permissible wear:

SAF approved brake linings:

Turn new brake linings to brake drum bore dimension + 0.3 mm.

When renewing rivets, observe the manufacturer's instructions regarding the brake lining form (see leaflet enclosed in pack); rivet on the brake linings with the thicker lining on the cam roller side.

424.0 mm

425.0 mm

BERAL 1541, BREMSKERL 6386

Brake size	SAF parts no. brake lining	Brake drum / brake lining refacing stages in mm			Brake linings	Rivets	DIN 7338 rivet
		Nominal size	1st oversize	2nd oversize			
		d <sub>0</sub> -420.0	d <sub>1</sub> -422.0	d <sub>2</sub> -424.0			
x 180	1 057 0060 00 1 057 0061 00	20.6 20.0	21.6 21.0	22.6 22.0	4	64	B 8 x 15
x 200	1 057 0066 00 1 057 0067 00	20.6 20.0	21.6 21.0	22.6 22.0			

### Assembly tools

Lever for hub cap

Hub nut spanner

Puller

Brake shoe clamping device

Brake drum fixing flanges

### SAF parts no.

1 434 1041 00

1 012 0024 00

4 434 3822 00

3 349 1001 00

3 434 1040 01

## SK 1000 Drum / ET 0 SK RS 9042 - SK 1000 ET 0

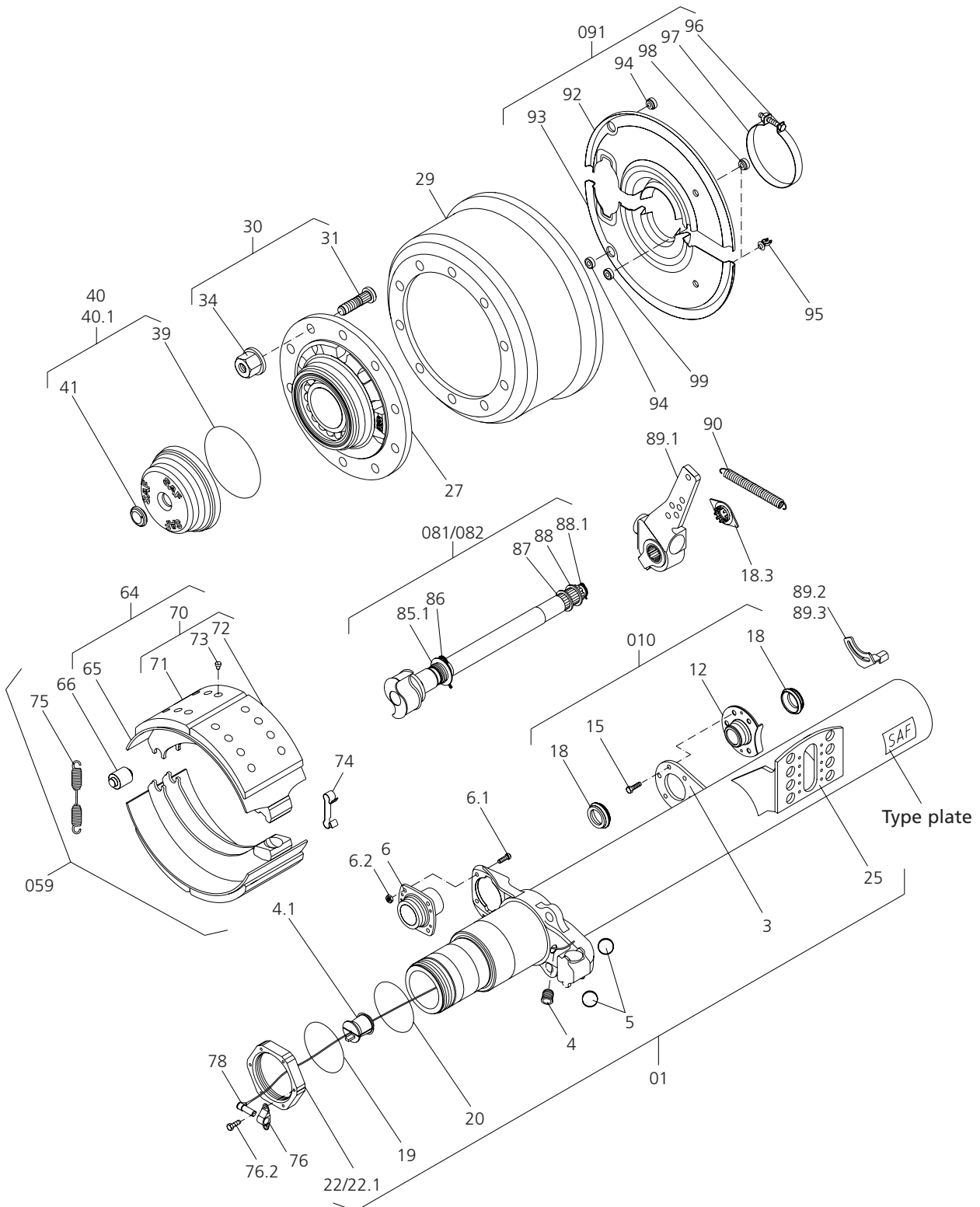
### Torque wrench settings

Use a torque wrench.  
The use of impact wrenches is not accepted.

**Wheel nuts:**  
Spigot-hub-centred fixing:  
M 22 x 1.5/600 Nm  
Bolt-centred fixing:  
M 22 x 1.5/430 Nm

**U-bolts:**  
(diagonally in three stages)  
M 22/650 Nm

**Shock absorber:**  
M 24/400 Nm



## SK 1000 Drum / ET 0

### SK RS 9042 - SK 1000 ET 0

Item	Parts designation	Item	Parts designation
<b>01</b>	<b>Axle beam assembly</b> including items 3 - 25	<b>70</b>	<b>Brake lining set</b> including items 71, 72, 73
3	Spherical mounting plate	71	Brake lining, cam roller side
4	Protective plug for ABS	72	Brake lining, ball side
4.1	Protective plug in axle tube	73	Rivet
5	Ball	74	Clamp
6	Camshaft bearing, brake carrier side	75	Return spring
6.1	Riffle bolt	76	ABS sensor bracket
6.2	Lock nut M 8	76.1	Hex bolt
		78	ABS sensor
<b>010</b>	<b>Camshaft bearing assembly linkage adjustment side</b> including items 12, 15, 18	<b>081</b>	<b>Camshaft assembly (LH)</b> including items 18.3, 85.1 - 88.1
12	Compact bearing, linkage adjuster side	<b>082</b>	<b>Camshaft assembly (RH)</b> including items 18.3, 85.1 - 88.1
15	Pinch bolt M 8 x 22	85.1	Disc spring
18	Bellows	86	Clamp
18.3	Brake lining wear gauge	87	Washer
19	O-ring	88	Washer
20	O-ring	88.1	Clamp
22	Hub nut, RH thread W.A.F. 140		<b><u>with automatic adjustment</u></b>
22.1	Hub nut, LH thread W.A.F. 140	89.1	Automatic slack adjuster
24	Lock nut	89.2	Anchor plate, RH
25	Mounting plate for MB cylinder	89.3	Anchor plate, LH
27	Hub unit		
29	Brake drum	90	Return spring
<b>30</b>	<b>Wheel bolt assembly</b> including items 31 - 34	<b>091</b>	<b>Dust cover assembly</b> including items 92 - 99
31	Riffle bolt	92	Dust cover, RH
34	Wheel nut with pressure plate	93	Dust cover, LH
39	O-ring	94	Plug
40	Hub cap assembly including items 39, 41	95	Cable clamp
40.1	Wheel cap assembly with exciter	96	Hex bolt
41	Plug	97	Clamp
<b>059</b>	<b>Brake assembly</b> including items 64, 74 - 75	98	Plug
		99	Rubber grommet, ABS
<b>64</b>	<b>Brake shoe assembly</b> including items 65, 71 - 73		
65	Brake shoe with item 66		
66	Cam roller		

When ordering spare parts quote correct axle identification serial no., refer to the axle type plate.



## Repairing the brakes

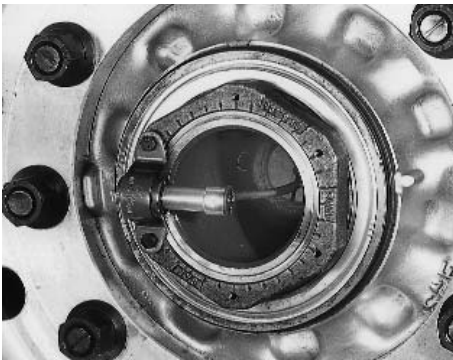
### Removing and installing the wheel hub

Park the vehicle on level, solid ground and chock the wheels to prevent the vehicle from rolling away.

Lift the axle using a jack.

Completely release the wheel brake by turning the adjusting screw on the slack adjuster until cam and brake shoes are in the end position.

Prise the wheel cap off the hub unit using a crowbar SAF Part No. 1 434 1041 00 inserted into one of the grooves around the collar of the wheel cap.



Press the ABS sensor completely out of the sensor mounting block and place inside the axle tube.

The sensor holder can remain on the axle nut.



Loosen the axle nut and unscrew from the stub axle.  
Axle nut wrench: SAF Part No. 1 012 0024 00.

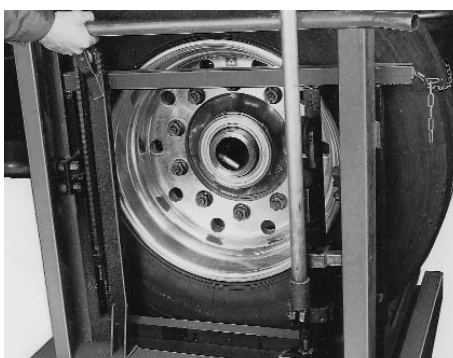
#### Note:

Axle nut: W.A.F. 140

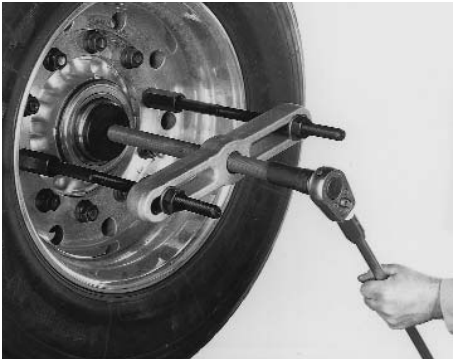
On left-hand side of vehicle (as seen in direction of forward travel)  
– **left-hand thread**

Identification of axle nut with left-hand thread:

Milled groove on outside of hexagonal head.



Place a wheel mounting trolley under the hub unit and pull the complete hub unit with wheel from the stub axle.



The complete hub unit with wheel can be easily pulled from the stub shaft.

If the bearing inner races tilt on the stub shaft, the hub unit can be pulled off using a normal workshop puller or SAF Part No. 4 434 3822 00.

**Note:**

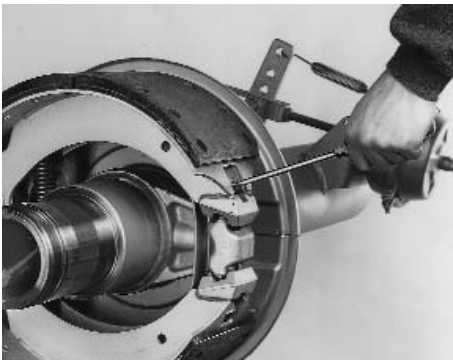
**Do not dismantle the hub unit!**

The hub unit is maintenance free. However, a visual inspection for wear should be carried out (e.g. escape of grease).

**Brake drum cleaning:**

The brake drum may only be cleaned using a dry cleaning material.

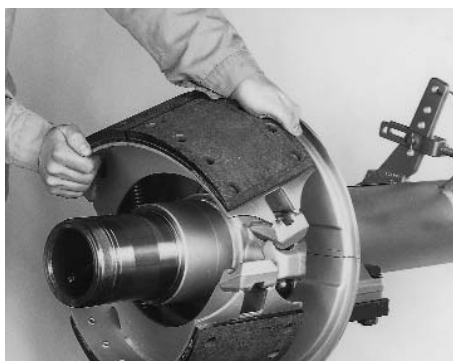
Liquid cleansers, high-pressure cleaners or machine cleaning are not permitted. With this type of cleaning, there is a danger of cleaning fluid entering the hub unit and resulting in faults in the wheel bearing lubrication system.



**Disassembling the brakes**

Lever the spring clip out of the retainer in the brake shoe using a screwdriver.

Remove the spring clip.



Pull the upper brake shoe sideways over the cam and ball pivot point and then remove both brake shoes from the brake carrier.



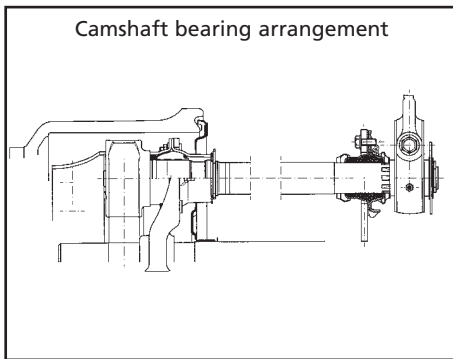
**Inspecting the camshaft**

Push the camshaft backwards and forwards firmly in the compact bearing and measure the radial clearance.

Max. permissible radial clearance: 2.0 mm.

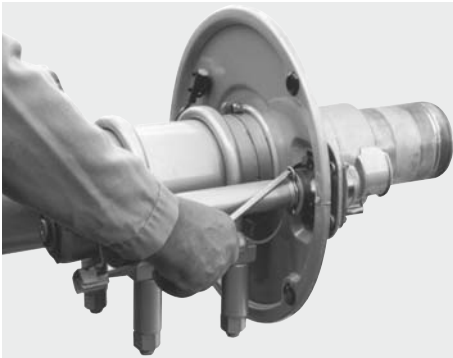
If the maximum permissible radial clearance is exceeded, the camshaft must be removed and the compact bearing on the brake carrier must be replaced.





## Removing and installing the camshaft

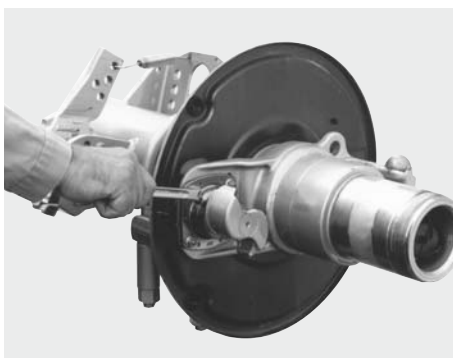
Removing the slack adjuster.



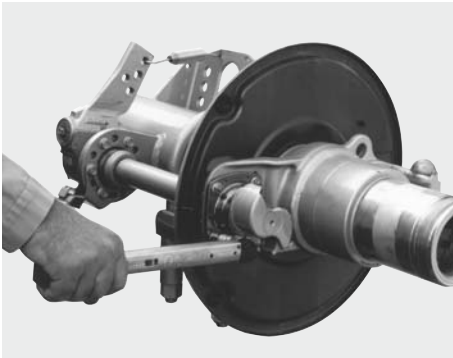
Remove the spring clip from the groove in the camshaft and pull the camshaft completely out of the bearing.  
Arrangement and installation position of the camshaft bearings, see drawing above.



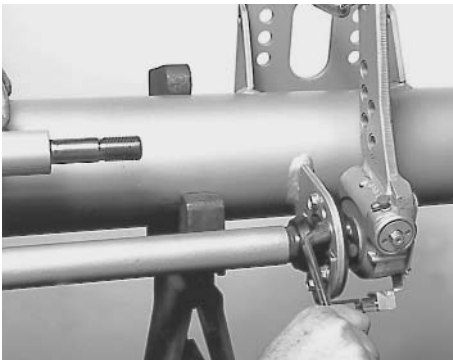
Remove the bolts from the compact bearing and replace with a new bearings (see page 10, item 81 with parts 85.1 - 88.1 and item 10 with parts 12, 15 and 18).



After installation of the new compact bearing, the camshaft must rotate freely. Insert the bolts and fit the nuts.



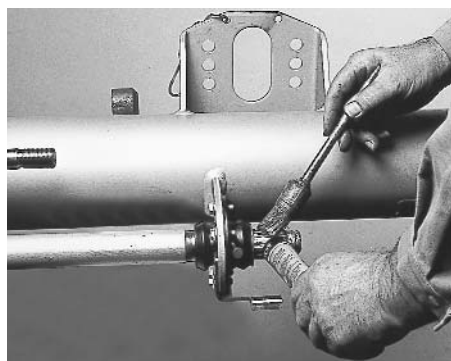
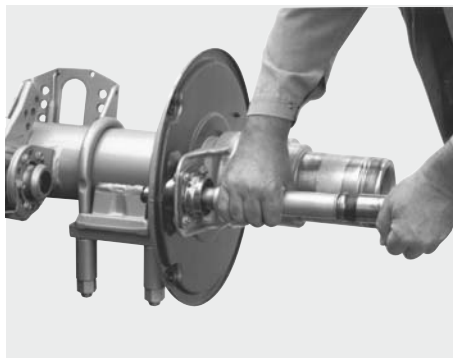
Tightening torque for the bolts on the compact bearing:  
- Brake side 40 Nm  
- Slack adjuster side 35 Nm



Replace the complete compact bearing assembly on the slack adjuster.

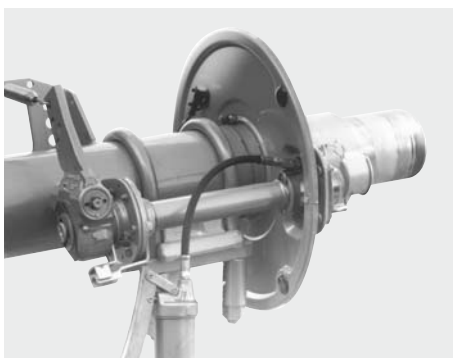
Coat the splines on the camshaft and the splines on the slack adjuster with copper paste.

Suitable greases, see chapter "Maintenance instructions"!



Push washer and new sealing sleeve onto the camshaft.

Insert the camshaft into the bearings and secure in position with the circlip.



Align the compact bearings with the camshaft, tighten the mounting bolts and check the camshaft for free rotation.

If necessary, correct the position of the compact bearing relative to the slack adjuster again.

Push on both seal sleeves until they contact the compact bearing on the slack adjuster side.





Install the slack adjuster and wear indicator; fit both cover plates and secure to the axle body with clamps.

Grease the camshaft bearing in the brake carrier and in the plastic bearing bush using a grease gun until grease emerges at the end of the bearing.

Turn the camshaft through 360° several times.

Check that the bearing is completely lubricated and that the camshaft turns easily.

Lubrication intervals for the camshaft bearing, see chapter "Maintenance instructions".



## Brake linings

Original dimensions and wear limits, see table in chapter "Maintenance instructions".

Two different brake linings are riveted onto each brake shoe. The lining contour tapers towards the ball side.

**The thicker end of the brake lining is riveted on the roller side (S-cam).**

Corrosion-protected steel rivets are used for securing the linings.

The brake linings have a monitoring shoulder on the face end indicating the brake lining type approved by SAF and the wear limit for the minimum brake lining thickness.

Only brake linings of the same quality may be installed on the same axle.

Observe the approved rivet quality.

## Replacement of the brake lining

Clean all parts and inspect for wear. Inspect the brake drum for wear and turn down to the next repair stage, if necessary (see table in chapter "Maintenance instructions").

Remove the brake lining from the brake shoe.

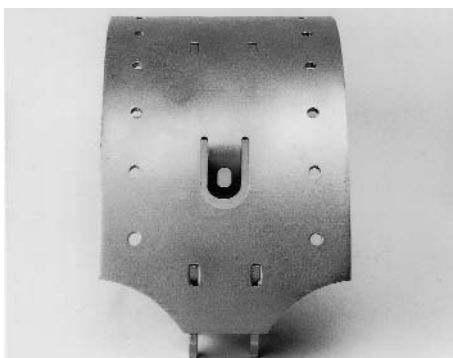
Thoroughly clean the mounting surface for the brake lining on the brake shoe; grind slightly, if necessary.

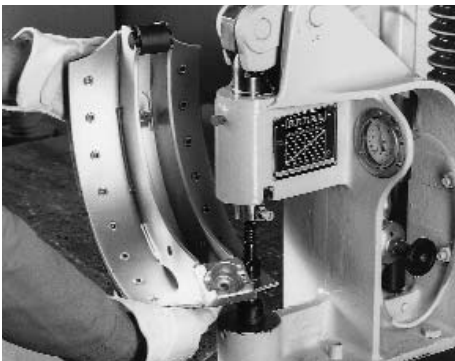
Carefully remove any corrosion from the lining plate. Protect the contact surface against corrosion with a thin coating of zinc dust primer.

Replace the brake linings according to the repair stage of the brake drum (see table in chapter "Maintenance instructions").

Observe the position of the different brake lining segments.

**The thicker end of the brake lining is riveted on the roller side (S-cam).**

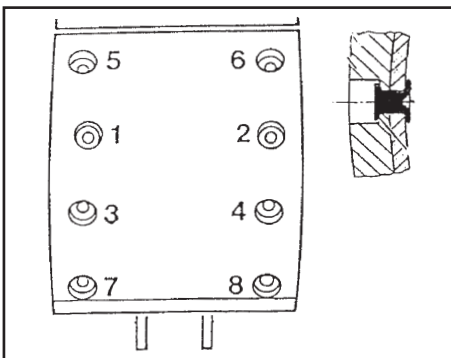




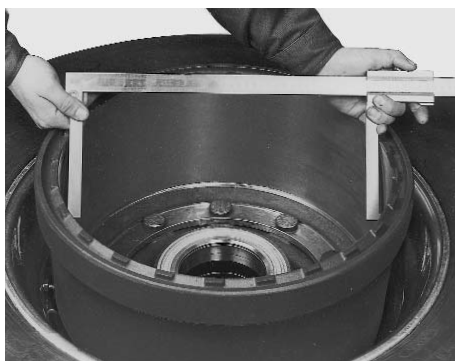
The brake lining must contact the brake drum over its full surface. The corners of the brake lining must not be broken and the lining must not be cracked at the rivets.

Required riveting force: 25,000 N

Read off the required working pressure on the setting plate of the riveter and set the pressure at the pressure gauge.



Observe the riveting sequence 1 - 8 for each brake lining half.



## Brake drum

Brake drum diameter  
Permissible wear limits, see table in chapter "Maintenance instructions".

## Brake drum cleaning:

The brake drum may only be cleaned using a dry cleaning material. Liquid cleansers, high-pressure cleaners or machine cleaning are not permitted. With this type of cleaning, there is a danger of cleaning fluid entering the hub unit and resulting in faults in the wheel bearing lubrication system.

## Inspecting the brake drum

### Removing and installing the brake drum

Inspect the brake surface of the brake drum closely for further serviceability.

Brake drums with fine hairline cracks in the contact surface can continue to be used. If the contact surfaces of the brake drums exhibit deep scoring, the drums must be turned down. If cracks are still visible after turning down, replace the brake drums.

Measure the brake drum diameter and turn down to the next repair stage, if necessary. When the maximum permissible brake drum inside diameter is reached, the brake drums must be replaced.

Permissible wear limits, see table in chapter "Maintenance instructions".



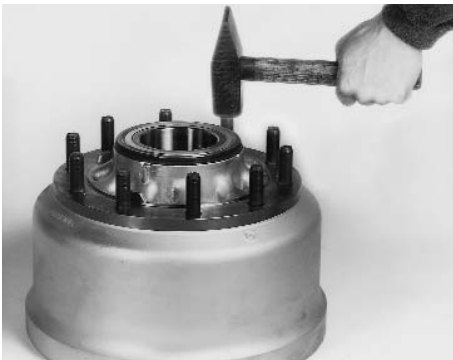


**Note:**

**Do not dismantle the hub unit for turning out the brake drum.**

Centrehub unit on the brake drum lathe using clamping device, SAF Part No. 3 343 1040 01.

Further machining of the brake drum can then be carried out as normal in the workshop.



### Replacing the brake drum

For dismantling of the brake drum, drive all wheel bolts out of the wheel hub using a hammer. Removal of the snap rings (33) is not necessary. Before assembly of the hub unit and brake drum, remove any corrosion from the contact surfaces.



Drive the wheel studs into the brake drum flange until they are flush with the inner surface using a normal workshop drift.

Ensure that the twist lock engages correctly.

The circlips (33) are no longer required.

If necessary, the wheel studs can also be correctly positioned by pulling in using a wheel nut.

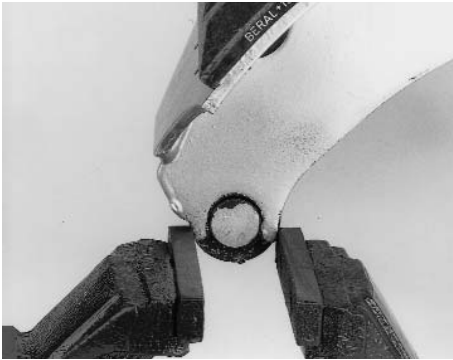


### Installing the brake shoes

Check the proper mounting seat of the two balls in the brake carrier.

The balls can still be moved easily by hand in their mountings.

If a ball has come loose in its mounting, a secure fit can be achieved again by tapping the sides of the mounting lightly with a hammer.



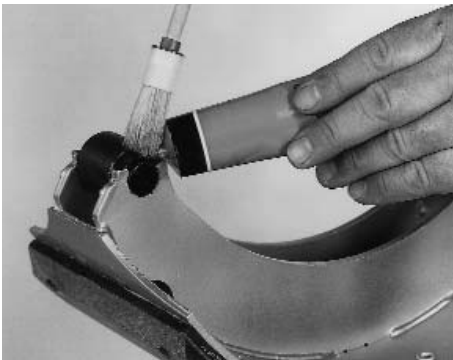
Check the proper mounting of the cam roller on the brake shoes. The cam roller must not jam in the mounting. It must turn easily, but without radial clearance.

Replace the cam roller if the journal is severely worn.

When installing new cam rollers, a secure mounting in the brake shoe can be achieved by pressing in the two side faces in a vice.

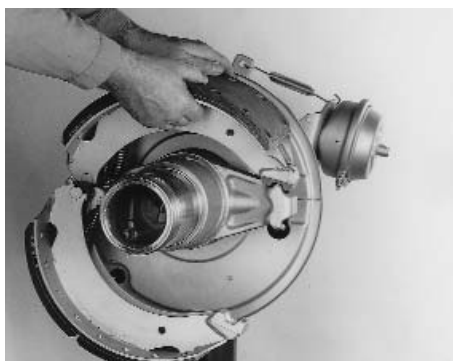
Apply copper paste to the brake shoes, to the ball surface and to the two journals of the cam roller.

See chapter "Maintenance instructions" for recommended media.



Apply copper paste to the two balls in the brake carrier.

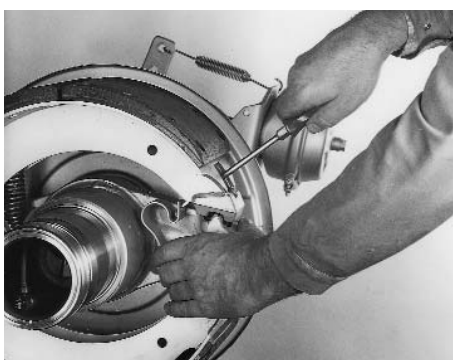
See chapter "Maintenance instructions" for recommended media.



Hook a new return spring into the tabs of the brake shoes.

Position the upper brake shoe on the ball pivot point and the cam roller surface.

Tilt the lower brake shoe towards the cover plate until the correct seating on the cam and on the ball pivot point is achieved; if necessary, turn the camshaft into the required position. Insert the spring clip into the groove on the lower brake shoe and hook into the retainer on the upper brake shoe using a screwdriver.

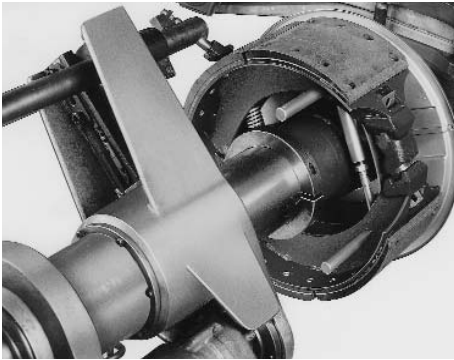


Ensure that the spring clip is fitted securely.

Check the assembly and the proper operational condition of the installed brakes.

Turn the camshaft by actuating the slack adjuster by hand and check the correct positioning and smooth return of the brake shoes; readjust the camshaft bearing, if necessary.





## Turning down the brake linings

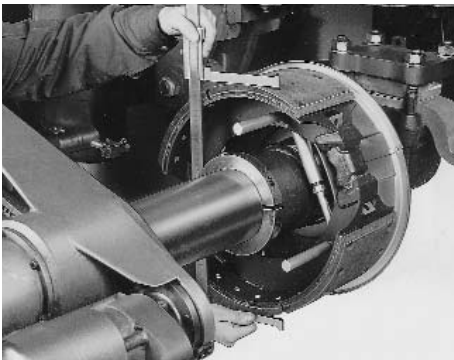
Even after a brake lining replacement with new brake linings, the brake lining must be in full contact with the braking surface of the brake drum over its whole surface in order to achieve an optimum braking effect.

For a uniform contact pattern, the brake lining must therefore be turned down centrally to the stub shaft on a normal workshop brake lining lathe.

Set the lathe tool to the diameter of the brake drum + 0.3 mm.

Use the clamping device for the brake shoes, SAF Part No. 3 349 1001 00.

**Leave the clamping device loose at this stage – do not clamp!**



Turn the camshaft by actuating the slack adjuster until the brake shoes are spread sufficiently that the lathe tool can take off material over the whole circumference of the brake linings.

Now tighten the clamping device.

Turn down the brake linings.

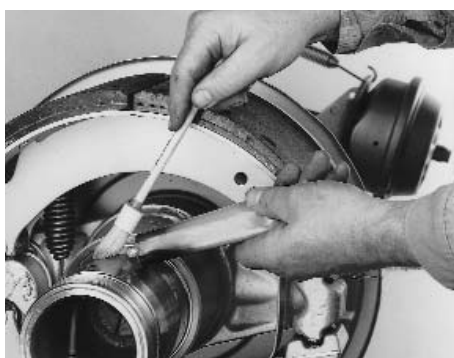
Inspect the brake lining surface all over for complete machining. If necessary, loosen the clamping device and spread the brake shoes slightly further and repeat the machining process.

Remove all chips of the brake lining from the brake shoes and stub axle.

## Brake lining lathe

120 mm diameter supporting tube for axle type SK 9042/11242

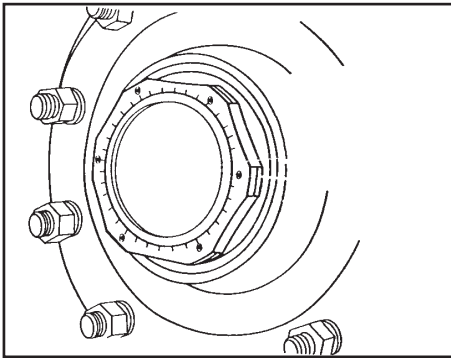
Order adapter sleeves from the lathe manufacturer.



## Installing the wheel hub with brake drum

Coat the wheel bearing seating surfaces on the stub shaft and in the wheel hub all round with SAF fitting paste (SAF Part No. 4 387 0015 06).

See chapter "Maintenance instructions" for recommended media.



Completely release the wheel brake by turning the adjusting screw on the slack adjuster until the cam rollers of the brake shoes are in the end position.

Position a wheel mounting carriage and push the complete wheel hub unit with brake drum onto the stub axle.

Inspect the O-rings (19) on the axle nut and replace, if necessary. Screw on the axle nut.



Axle nut: W.A.F. 140

On left-hand side of vehicle (as seen in direction of forward travel) – left-hand thread

Identification of axle nut with left-hand thread: Milled groove on outside of hexagonal head.

Tighten the axle nut.

Axle nut wrench: SAF Part No. 1 012 0024 00

Tightening torque 900 Nm. Each hub unit must be rotated smoothly at least twice while tightening the bolts.

Special locking of the axle nut is not necessary.

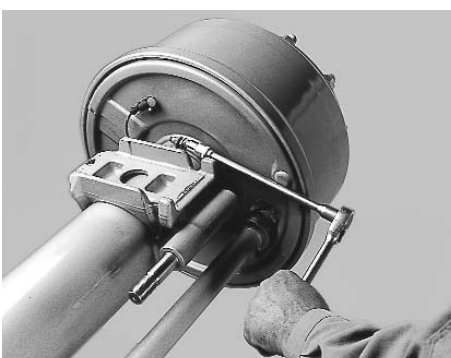


Completely coat the ABS sensor with copper paste and install in the sensor holder.

On the wheel hub, replace the O-ring (39) for the snap fastener of the wheel cap. Push on the hub cap and check that it is securely seated.

Remove the plug from the hub cap and adjust the ABS sensor until it is just contacting the exciter ring.

Insert the plug into the hub cap again.



Measure the voltage output on the ABS sensor cable using a voltmeter (approx. 100 mV) whilst turning the brake drum. Check the sensor, if necessary.

Check that the cover plate of the brake shoes is correctly installed and correct the positioning, if necessary, using a clamp.



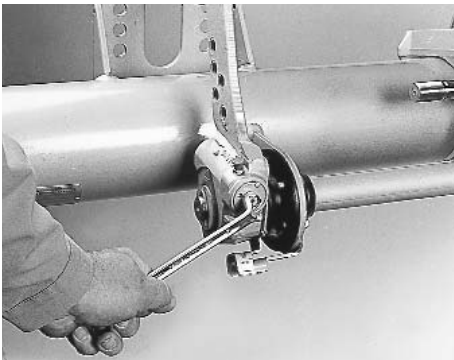
## Checking the brake lining thickness

Checking the brake lining thickness

The brake lining thickness can be checked at the two sight holes in the rear cover plate.

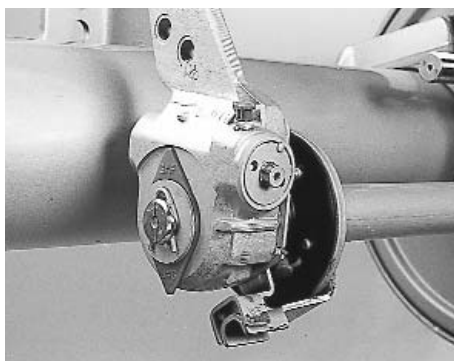
Carry out the adjustment of the wheel brakes as normal at the slack adjuster.

See chapter "Slack adjuster".



Carry out a normal test run and check the function and adjustment of the wheel brakes.

Check the freewheeling of the brake drum and check the clearance; repeat the adjustment at the slack adjuster, if necessary.



## Brake lining wear indicator

On the slack adjuster the camshaft has a milled groove and a slip-on indicator for visual checking of the brake lining wear.

Wear indicator in vertical position = Brake linings as good as new

When the wear indicators have reached a horizontal position, an inspection of the brake lining thickness must be carried out.



## Braking system - checking and adjustment

### S-cam brakes with manual slack adjusters

Due to normal brake drum and brake lining wear, the wheel brakes must be regularly adjusted in order to maintain the full brake cylinder stroke. To ensure maximum brake efficiency, the clearance between brake lining and drum must be kept to an absolute minimum. To determine this clearance, check the brake cylinder stroke while full pressure is applied to the service brake. If the path at the yoke end measures more than 2/3 of the maximum cylinder stroke then the brake must be adjusted without delay. With a correctly adjusted brake, it should be impossible to move the piston rod by hand more than 15 mm.

No-load – absolutely no play is permissible between the piston and membrane.

Adjusting screw (width across flats 19 mm)

- 1 Turn adjusting screw to the right until...
- 2 ... the brake shoes fit closely to the brake drum.
- 3 Turn adjusting screw to the left, until ...
- 4 ...the no-load stroke at the slack adjuster (at 127 mm) is approx. 10 - 15 mm long.
- 5 The wheel must rotate freely with no grating noise.

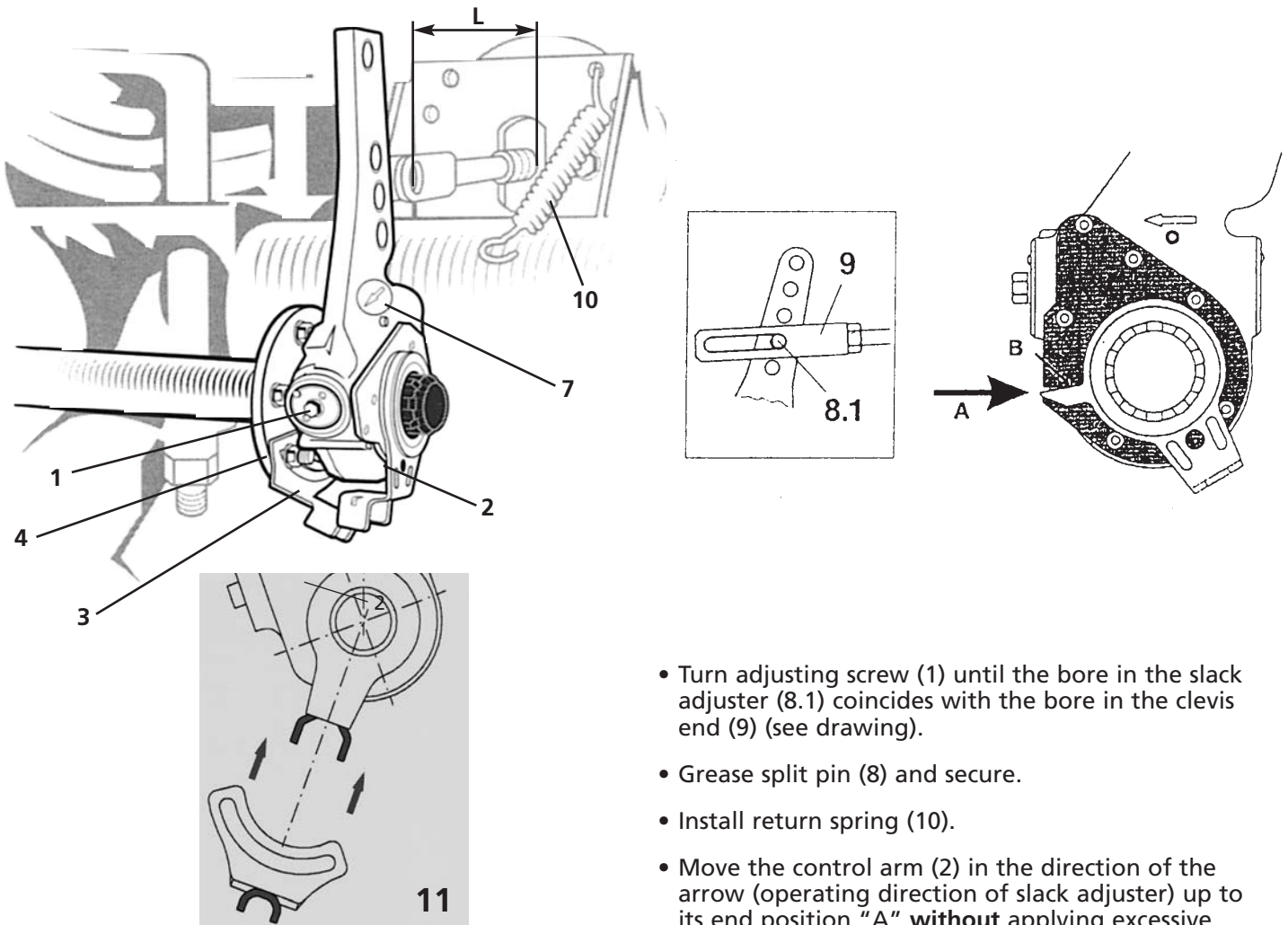
Special instructions for automatic slack adjusters are given on the following pages.

A = At 1/2 stroke, the angle must not exceed 90°.

B = On full brake application, the slack adjuster and axle beam must not come in contact with each other.

L = Inspect piston rod according to technical specification.

## Automatic slack adjuster – adjustment Type HALDEX



- Set cams and brake shoes to released position.
- Observe the correct push rod length "L" as indicated in the SAF specifications.
- **Membrane brake cylinder**  
Before installing the automatic slack adjuster, ensure that the brake chamber push rod is in released position.
- By contrast, **spring brake chambers** must be under full operating pressure (min. 6 bar).

**IMPORTANT: If this is not maintained properly, the basic setting will be wrong, with critical effect of overheating the brakes.**

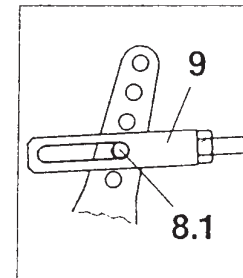
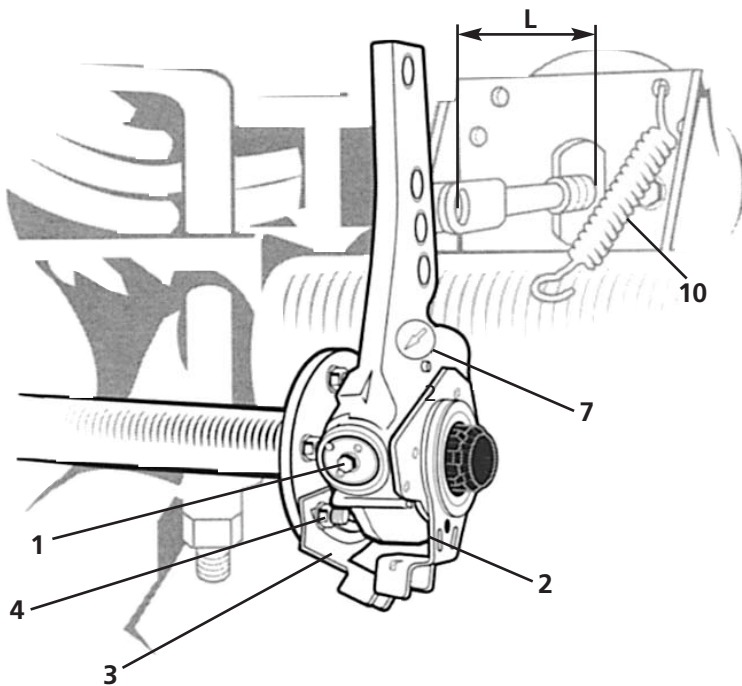
- Grease the camshaft.
- Install anchor bracket (3), being sure to use two fixing bolts (4), do not yet tighten the bolts.
- Install the slack adjuster on the camshaft.
- The arrow (7) points in the braking direction.

- Turn adjusting screw (1) until the bore in the slack adjuster (8.1) coincides with the bore in the clevis end (9) (see drawing).
- Grease split pin (8) and secure.
- Install return spring (10).
- Move the control arm (2) in the direction of the arrow (operating direction of slack adjuster) up to its end position "A" **without** applying excessive force.
- When control arm (2) is in its end position "A", tighten the fixing bolts (4).
- For the anchor bracket mounting (11), ensure that the 2 U-profiles engage firmly together.
- Fit slack adjuster retaining clip on camshaft.
- Axial clearance: Adjust 0.5 - 2 mm using shims.
- Adjust running clearance between brake lining and drum by turning adjusting screw (1) in clockwise direction until the lining fits smoothly against the drum. Then back off adjusting screw (1) by 3/4 turn. **Do not use impact wrenches!**

### FUNCTION CHECK

- If the self adjuster is functioning correctly, then a minimum torque of 18 Nm must be felt and a grating noise must be heard when adjusting screw (1) is backed off.
- Operate the footbrake several times. Check whether the brake drum rotates freely, check the lining clearance and repeat adjustment procedure if necessary.

## Automatic slack adjuster - adjustment Type S-ABA



- Set cams and brake shoes to released position.
  - Observe the correct push rod length "L" as indicated in the SAF specifications.
  - **Membrane brake cylinder**  
Before installing the automatic slack adjuster, ensure that the brake chamber push rod is in released position.
  - By contrast, **spring brake chambers** must be under full operating pressure (min. 6 bar).
- IMPORTANT: If this is not maintained properly, the basic setting will be wrong, with critical effect of overheating the brakes.**
- Grease the camshaft.
  - Install anchor bracket (3), being sure to use two fixing bolts (4), do not yet tighten the bolts.
  - Install the slack adjuster on the camshaft.
  - The arrow (7) points in the braking direction.
  - Turn adjusting screw (1) until the bore in the slack adjuster (8.1) coincides with the bore in the clevis end (9) (see drawing).
  - For the fixed point mounting, ensure that the 2 U-profiles engage firmly inside one another.
  - Grease split pin (8) and secure.
  - Install return spring (10).
  - Mount slack adjuster on camshaft.
  - Axial clearance: Adjust 0.5 - 2 mm using shims.
  - Adjust control arm.

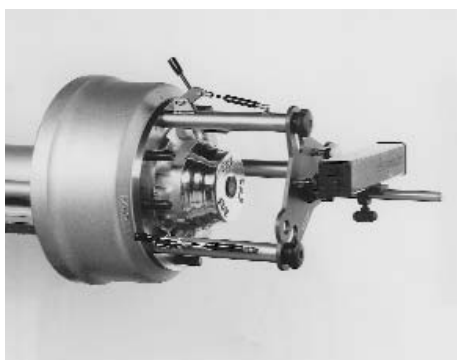
- Possible adjustment range for control lever position (slack adjuster) up to its end position without applying excessive force.



- Adjust running clearance between brake lining and drum by turning adjusting screw (1) in clockwise direction until the lining fits smoothly against the drum. Then back off adjusting screw (1) by 3/4 turn. **Do not use impact wrenches!**

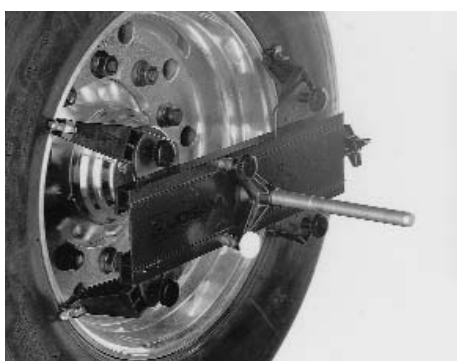
### FUNCTION CHECK

- If the self adjuster is functioning correctly, then a minimum torque of 18 Nm must be felt and a grating noise must be heard when adjusting screw (1) is backed off.
- Operate the footbrake several times. Check whether the brake drum rotates freely, check the lining clearance and repeat adjustment procedure if necessary.



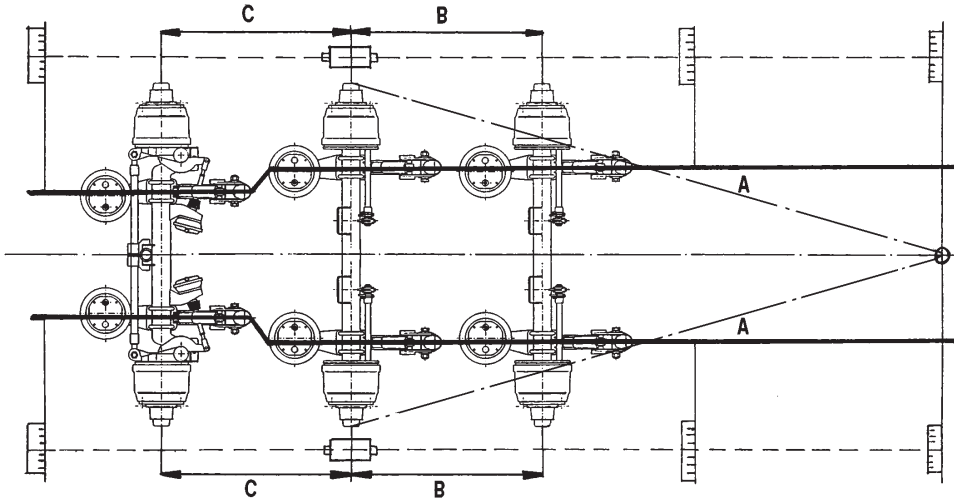
**Commercially available optical measuring instruments must be used for performance of the track control on SAF SK Series axles.**

- 1) For the original installation in the vehicle manufacturer's works using universal centering on the wheel studs.



- 2) For the service inspection using universal rim centering.

For track control, the air suspension ride height must be adjusted to the values specified by SAF.



Semi-trailers with trailing steering axle

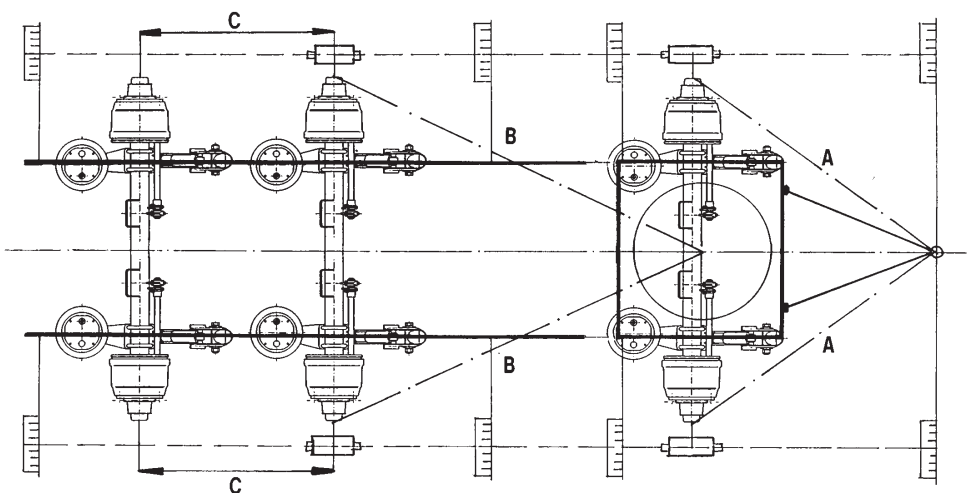
Distance A, B, C, max. permissible deviation 1.0 mm

Toe setting  $\pm 3.0$  mm/m

Camber  $\pm 3.0$  mm/m

In the case of trailing steering axles the membrane cylinder must be pressurised to 2.0 bar.

Total toe 4.0 mm/m i.e. 2.0 mm/m per wheel side (values apply to unloaded vehicle)



Trailer

Distance A, B, C, max. permissible deviation 1.0 mm

Toe setting  $\pm 3.0$  mm/m

Camber  $\pm 3.0$  mm/m

(values apply to unloaded vehicle).

The max. permissible deviations for track values are identical with the manufacturer's specifications.

To avoid excessive tyre wear we recommend having the track checked at regular intervals.

Track deviations may be caused by:

- loose U-bolts
- spring guide bearing wear
- deformation of axle assembly components due to improper use

The relevant reference point for alignment is the hub cap centre or stub axle centre.



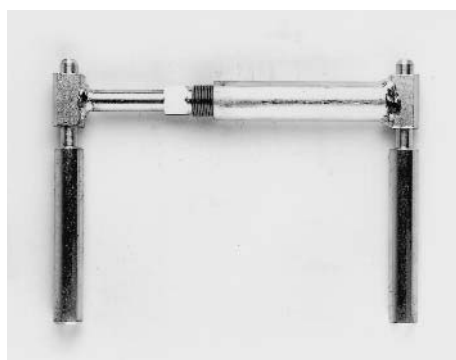
**1. Lever for hub cap**

SAF Part No. 1 434 1041 00



**2. Axle nut wrench W.A.F. 140**

SAF Part No. 1 012 0024 00



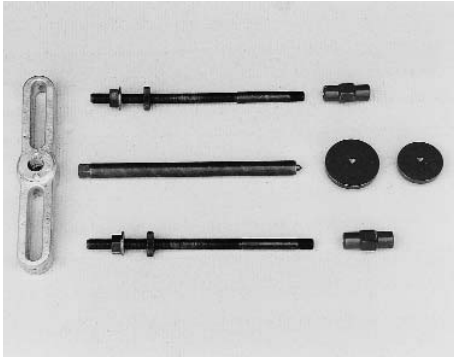
**3. Clamping device for brake shoes**

SAF Part No. 3 349 1001 00



**4. Clamping rings for brake drum lathe**

SAF Part No. 3 343 1040 01



### 5. Wheel hub puller


SAF Part No. 4 434 3822 00



# SAF I) Tightening torque in Nm

The following tightening torques are only valid if no other values are given in the axle maintenance chart.

Torque wrenches settings, impact wrench not permissible.

Thread	 W.A.F.	Material		
		8,8	10,9	12,9
M 8	W.A.F. 13	25	35	41
M 8 x 1		27	38	45
M 10	W.A.F. 17 / 16	49	69	83
M 10 x 1		52	73	88
M 12	W.A.F. 19 / 18	86	120	145
M 12 x 15		90	125	150
M 14	W.A.F. 22 / 21	135	190	230
M 14 x 1.5		150	210	250
M 16	W.A.F. 24	210	300	355
M 16 x 1.5		225	315	380
M 18	W.A.F. 27	300	405	485
M 18 x 1.5		325	460	550
M 20	W.A.F. 30	410	580	690
M 20 x 1.5		460	640	770
M 22	W.A.F. 32	550	780	930
M 22 x 1.5		610	860	1050
M 24	W.A.F. 36	710	1000	1200
M 24 x 2		780	1100	1300
M 27	W.A.F. 41	1050	1500	1800
M 27 x 2		1150	1600	1950
M 30	W.A.F. 46	1450	2000	2400
M 30 x 2		1600	2250	2700
M 36 x 2	W.A.F. 55	2450	3450	4150

### Wheel fixing:

Wheels see appropriate axle maintenance chart.

TRILEX wheels	M 18	270 - 300 Nm
	M 20	320 - 350 Nm




Soforthilfe im Pannenfall

# NonStopService 24

Support in the case of service

- Im Servicefall wählen Sie bitte **immer** die Rufnummer Ihres **Heimatlandes**.
- In the case of service please **always** dial the number of your **own country**.

Inland home country		Vom Ausland from abroad
03 62 27 23 21	(A)	+43 3 62 27 23 21
0 59 33 07 07	(B)	+32 59 33 07 07
+30 21 09 40 19 80	(BG)	+30 21 09 40 19 80
+386 26 16 58 35	(BIH)	+386 26 16 58 35
0 19 08 64 90	(CH)	+41 19 08 64 90
2 61 10 45 06	(CZ)	+42 02 61 10 45 06
0800 72 37 37 84 / 0 73 33 80 81 58	(D)	00800 72 37 37 84 / +49 73 33 80 81 58
75 72 74 74	(DK)	+45 75 72 74 74
9 02 18 19 92	(E)	+34 9 13 82 68 41
697 91 96	(EST)	+372 697 91 96
03 88 72 06 43	(F)	+3 33 88 72 06 43
0 93 51 31 33	(FIN)	+35 8 93 51 31 33
+41 19 08 64 90	(FL)	+41 19 08 64 90
0 87 02 42 02 37	(GB)	+44 87 02 42 02 37
21 09 40 19 80	(GR)	+30 21 09 40 19 80
06 13 45 17 27	(H)	+36 13 45 17 27
+386 26 16 58 35	(HR)	+386 26 16 58 35
02 66 16 55 74	(I)	+39 02 66 16 55 74
+44 87 02 42 02 37	(IRL)	+44 87 02 42 02 37
+32 59 33 07 07	(L)	+32 59 33 07 07
+372 697 91 96	(LT)	+372 697 91 96
+372 697 91 96	(LV)	+372 697 91 96
+33 3 88 72 06 43	(MC)	+33 3 88 72 06 43
+386 26 16 58 35	(MK)	+386 26 16 58 35
+45 75 72 74 74	(N)	+45 75 72 74 74
+32 59 33 07 07	(NL)	+32 59 33 07 07
+34 9 13 82 68 41	(P)	+34 9 13 82 68 41
06 18 31 98 70	(PL)	+48 6 18 31 98 70
02 12 50 02 60	(RO)	+40 2 12 50 02 60
+39 02 66 16 55 74	(RSM)	+39 02 66 16 55 74
+45 75 72 74 74	(S)	+45 75 72 74 74
+42 02 61 10 45 06	(SK)	+42 02 61 10 45 06
0 26 16 58 35	(SLO)	+386 26 16 58 35
0 21 22 75 13 21	(TR)	+90 21 22 75 13 21
+386 26 16 58 35	(YU)	+386 26 16 58 35

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