

**TRAILER, LIGHTWEIGHT, CARGO, 750 KG (HAULMARK), MC2
LIGHT GRADE REPAIR**

This instruction is authorised for use by command of the Chief of Army. It provides direction, mandatory controls and procedures for the operation, maintenance and support of equipment. Personnel are to carry out any action required by this instruction in accordance with EMEI General A 001.

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INTRODUCTION

1. This EMEI contains the procedures for removing, dismantling, repairing, assembling and installing the components of the Trailer, Lightweight, Cargo, 750 kg, MC2. Where applicable, instructions for the adjustment, lubrication and minor servicing of these items are included.

Associated Publications

2. The following documents apply to the operation and maintenance of this trailer:
- Complete Equipment Schedule (CES) SCES [012314](#);
 - Defence Road Transport Instructions ([DRTI](#));
 - [EMEI Vehicle A 029-3](#) Vehicles General – Servicing of B Vehicles, Trailers, All Terrain Vehicles (ATV'S) and Motorcycles;
 - [EMEI Vehicle H 090](#) – Trailer, Lightweight, Cargo, 750 kg (Haulmark) MC2 – Data Summary;
 - [EMEI Vehicle H 092](#) – Trailer, Lightweight, Cargo, 750 kg (Haulmark) MC2 – Technical Description;
 - [EMEI Vehicle H 099](#) – Trailer, Lightweight, Cargo, 750 kg (Haulmark) MC2 – Servicing Instruction;
 - EMEI Workshop E series;
 - Repair Parts Scale (RPS) [02254](#);
 - User Handbook – [7610-66-152-1370](#);
 - Defence Safety Manual – ([SAFETYMAN](#)); and
 - Manufacturers Safety Data Sheets (MSDS) (<http://dsmachem.defence.gov.au/>).

Safety

WARNING

All industrial safety, work practices and equipment operating and maintenance instructions pertaining to this instruction are to be adhered to.

WARNING

Chemical substances are to be stored, used and handled in accordance with Para 2.g, j and k.

3. All relevant weights, dimensions and performance figures for the trailer are detailed in the EMEI Vehicle H 090.

CAUTION

Do not use adhesive tape to seal brake fluid openings. The adhesive on most tapes is soluble in oil and can cause contamination. Remove protective caps, plugs or covers before installation.

4. Prevent dirt and foreign objects from entering any component. Place clean temporary covers on all exposed openings. All open hoses and lines are to be protected with plastic or metal caps or plugs.

5. Protect the equipment from dust and inclement weather when performing any of the tasks contained in this manual. If practical, perform these tasks in a sheltered or enclosed area.



Before removing any electrical system components, disconnect the NATO plug from the towing vehicle.

6. When disconnecting electrical connectors, hoses and fittings remove the clamps as required, gaining slack and avoiding damage to the connectors and fittings.
7. Discard all used gaskets, seals, split pins, tab washers, lock-pins, nylon lock nuts and lock-washers. Discard all contaminated lubricants drained from the equipment.
8. Use only those lubricants specified in the Servicing Instruction and the User Handbook when replenishing lubricants.
9. Any fastening or fittings being tightened to prescribed torques are to have dry, clean threads unless thread sealants are specified. Thread sealants are to be applied to dry, clean, oil-free threads.

Trade Requirements

10. ECN 229 or civilian equivalent are authorised to carry out Light Grade Repair on the Trailer, Lightweight, Cargo, 750 kg, MC2.

PRODUCT IMPROVEMENT PROGRAMME

11. A product improvement programme to be implemented by the manufacturer has been authorised for this equipment. The programme modifies the trailer 'A' frame at the towing attachment end from the original configuration illustrated on the left in Figure 1. This is to prevent the trailer causing damage to the tailgate of the 4x4 Land Rover range of vehicles when the tailgate is lowered while a trailer is attached.

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Figure 1 Original and Modified Tow Coupling Assembly and 'A' Frame Configuration

12. The modification, shown on the right in Figure 1, lowers the profile of the front of the 'A' frame and moves the trailer cable locating link to provide clear area for the towing vehicle tailgate to be lowered with the trailer attached. The modification also reroutes the trailer cabling around the pintle hook vicinity and relocates the NATO plug securing clip to the inside of the 'A' frame.
13. Commencing in January 2007, all equipments on issue were progressively recalled by the manufacturer for modification. Equipment holders were advised directly by the manufacturer about arrangements for implementing this programme.

AXLE ASSEMBLY

14. **Description.** The axle fitted to this trailer is a tubular steel, beam assembly, manufactured by Engineered Transport Equipment. The axle is fitted with 8-inch flange type wheel hubs carried by tapered roller bearings (Figure 2). Each hub assembly is fitted with 299 mm × 10.5 mm disc brakes on both road wheels and an integral single expanding shoe, drum type parking brake fitted to each road wheel.

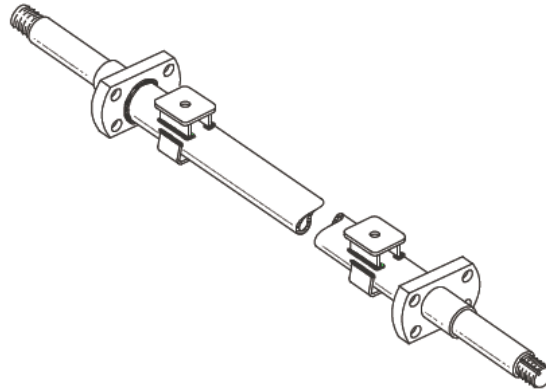


Figure 2 Axle Assembly

15. **Removal.** Remove the axle assembly using the following procedure:

WARNING

Prior to removal of any components of the trailer running gear, ensure that the trailer frame is correctly supported with all weight removed from the suspension components. Loosen the wheel nuts and raise the trailer.

NOTE

If the trailer is empty, satisfactory ground clearance may be obtained by using suitable dunnage under the trailer support legs to assist in supporting the trailer frame.

- a. Remove the five wheel nuts from each wheel and remove the wheels from the hubs.
- b. Disconnect the brake fluid supply lines at the junction block on the axle assembly and cap the lines to prevent the ingress of dirt.
- c. Disconnect the parking brake cables from the draw links on the backing plates by pushing the links to the actuated position and slipping the cable end off the draw link.
- d. Remove the two U-bolts on each side securing the axle assembly to the leaf-springs.
- e. Place a jack centrally under each spring seat to support the spring and axle weight.
- f. Remove the rear shackle assemblies from the spring and the housing.
- g. Lower the jacks under the spring seats until the brake discs rest on suitable dunnage.
- h. Side shift the axle clear of the underside of the trailer.

NOTE

Disassembly of hub and brake assemblies can be achieved without removal of the axle assembly.

16. **Disassembly.** Disassemble the axle as follows:

NOTE

Chock the front and rear of the opposite wheel to prevent the trailer from moving.

- a. Raise the trailer until the relevant wheel is clear of the ground and support it with an axle stand. Ensure the wheel remains clear of the ground. Remove the wheel nuts and wheel from the axle assembly.
- b. Remove the parking brake cable from the draw link on the brake assembly. Remove the wheel hubs as detailed in Paragraph 19.
- c. Remove the brake assemblies as detailed in Paragraphs 52 to 53.

17. **Inspection.** The following checks are to be carried out for the axle assembly:
- Check the beam is straight with an appropriate sized straight edge and that there is no cracking at weld sites.
 - Check the U-bolt threads for serviceability and replace them if required.
 - Check the spring seats, for wear or damage and replace them as necessary.
 - Inspect the stub axles for discolouring or damage such as burrs, cracks or scoring.
18. **Assembly.** Reassemble the axle as follows:

NOTE

During assembly always use new Nylon insert lock nuts and split pins, and replace washers if damaged.

- Assemble the park brakes to the axle beam as detailed in Paragraph 55.
- Assemble the wheel hubs to the axle as detailed in Paragraphs 26 and 27.
- Position the axle assembly in place on the spring assemblies using a jack or other suitable means. Ensure that the axle is correctly located on the spring centre bolts.
- Fit the spring U-bolts and the lower spring seats. Fit the deep nuts to the U-bolts and torque to 135 N.m. Fit and torque the lock nuts.
- Refit the brake calliper assemblies.
- Flush the brake fluid pipes with clean brake fluid, fit and connect the brake piping to the axle and callipers.
- Bleed the braking system using one of the procedures described in Paragraph 61 and Paragraph 62.
- Fit the wheels to the axle and secure them with the wheel nuts. Tighten the wheel nuts as specified in Paragraph 29 and Figure 4.
- Remove axle stands from under the trailer and road test the trailer to ensure correct operation of all systems.

Wheel Hub

19. **Removal.** Remove the wheel hubs as follows (Figure 3):

NOTE

Chock the front and rear of the opposite wheel to prevent the trailer from moving.

- Loosen the wheel nuts.
- Place a suitable jack beneath the axle and jack the wheel(s) clear of the ground.
- Place a safety stand or another suitable support beneath the axle.
- Lower the axle to the stand, ensuring that the wheels remain clear of the ground.
- Remove the five wheel nuts securing the wheel to the hub and remove the wheel.



Ensure the brake calliper fluid supply lines are secured from the chassis to eliminate any damage.

- Undo the brake calliper fluid supply line at the calliper end and cap the pipe.
- Remove the two calliper mounting bolts and the calliper assembly.
- Remove the hub dust cap, the cotter pin, wheel-bearing adjusting nut and washer.
- Remove the outer bearing cone from the hub and stub axle.

- j. Slide the hub and brake disc assembly off the stub axle.

20. Disassembly. After removal of the wheel hub assembly as detailed above, remove the inner hub seal as follows:

- a. Position the wheel hub and brake disc assembly on a solid surface with the wheel studs facing upwards.
- b. Using a long brass drift placed through the centre of the hub, against the inner race of the inner wheel bearing, drive the hub seal and bearing from the hub using the brass drift and a hammer.
- c. Discard the seal.

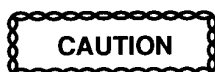
NOTE

If the bearing cups removed are to be refitted, ensure that they are matched and remain with their respective bearing cones.

21. Bearing Cup Removal. With the wheel hub and hub seal removed as described above, remove the wheel bearing cups using the following procedure:

- a. Drive each wheel bearing cup out with a long brass drift placed through the hub centre, against the inner face of the respective cup. The drift should be placed in alternate positions around the cup to ensure that it is driven evenly from the hub.
- b. Matchmark the disc to the hub (if using the original disc), then separate the disc and hub by removing the three securing bolts from the disc side of the assembly.

22. Cleaning and Inspection. The following items must be cleaned and checked:



Avoid spinning the cone while cleaning it.

- a. Wash the bearing cups and cones in a suitable clean solvent, using a stiff (not metal-bristled) brush.
- b. Wipe the cleaned parts dry with clean, absorbent cloth or paper, or blow them dry without spinning the cones.

23. Inspect the bearing cups for the following;

- a. discolouration, straw or blue colouring;
- b. chips or scoring on the bearing surface; and
- c. flaking of the case hardening.

24. Inspect the bearing cones for:

- a. discolouration of the tapered rollers;
- b. chipping or scoring of the case hardening;
- c. flaking of the case hardening;
- d. acceptable wear limits on wear back surface; and
- e. condition of the tapered roller cage.

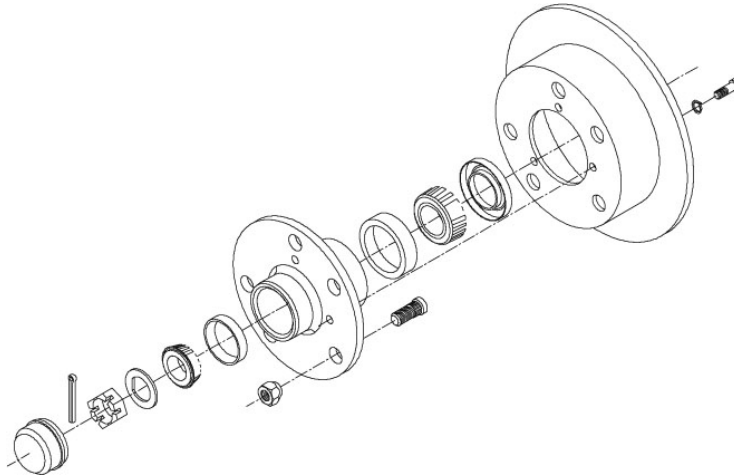


Figure 3 Hub Wheel Assembly – Exploded View

25. Inspect the stub axle seal land for wear or deterioration. Replace or reclaim as necessary.
26. **Assembly.** The following checks need to be conducted prior to fitting the bearing cups to the hub:
- Ensure the wheel hub is free from any damage that would render it unserviceable or affect the proper fitting of the bearing cups.
 - If refitting used cups, ensure that the bearing surface is free from discolouring, chips, flaking, scoring or other damage which would render it unserviceable.
 - Ensure the bearing cones are correctly packed.

NOTE

Drifts used for fitting bearing cups must be free of all burrs and jagged edges to prevent dislodging of metal chips into the wheel hub and bearings.

- Place the bearing cup, smaller internal diameter innermost, in position on the hub and drive it into position using a suitable hammer and brass drift. Ensure that the drift is placed in alternate positions around the cup to ensure the cup moves evenly into the hub.
 - Ensure the cup is fully in position when a solid metallic knock is heard in all positions around the cup.
 - Repeat the procedure for the outer bearing cup.
 - Insert the packed inner bearing cone.
 - Coat the outer circumference of the grease seal with a suitable liquid gasket product, e.g. Loctite Aviation Form-a-Gasket No. 3. Fit the grease seal into the hub.
 - Using a suitable installation tool, e.g. flat wood, press the inner hub oil seal into the hub.
 - Half-fill the hub cavity with grease.
 - Clean the hub seal mounting surface inside the wheel hub to remove all traces of grease.
27. **Installation.** Install the hub assembly as follows:
- Check that the stub axle bearing and seal lands are clean and free from dirt, discolouration, cracks, burrs and other foreign material.
 - Smear grease around the lip of the inner hub seal.
 - Slide the wheel hub and brake disc assembly onto the stub axle, ensuring that it is pushed on as far as possible and the inner hub seal is seated on its sealing face.
 - Fit the outer wheel bearing cone. Ensure it is correctly packed with grease.
 - Fit the keyed, flat washer and adjusting nut to the stub axle. Adjust the bearing preload by spinning the hub whilst tightening the nut to no more than 25 N.m. Back off one-quarter of a turn and re-tighten the nut to provide nil end float at the bearings. Do not overtighten. If necessary, tighten the nut slightly to obtain proper alignment of the split pin hole and slot on the castellated nut.

- f. Fit a new split pin, locking the castellated nut to the stub axle.
- g. Check for rough or noisy bearings by spinning the hub. If required, fit the wheel temporarily to assist with turning the hub. If the hub spins correctly, coat the sealing surface of the hub grease cap with a liquid gasket product, e.g. Loctite Aviation Form-a-Gasket No. 3, and fit the grease cap to the hub.
- h. Install the disc brake calliper and secure it by torquing the mounting bolts to 77 N.m.
- i. Reconnect the brake fluid supply line taking care not to cross thread the flare nut.
- j. Bleed the braking system using one of the procedures described in Paragraph 61 and Paragraph 62.
- k. Fit the wheel to the hub and secure it with the five wheel nuts. Tighten the wheel nuts evenly to the specified torque and tightening procedure (Paragraph 29 and Figure 4).
- l. Jack the axle clear of the safety stand, remove the stand and lower the wheels to the ground.
- m. Road test the trailer to ensure correct operation of all systems.

WHEELS

Wheel Assembly



Wheel nuts must be checked and re-torqued after travelling approximately 50 km after refitting the wheels.

28. Refer to the User Handbook for details of the wheels fitted to this trailer and their removal/replacement procedures.

NOTE

If the trailer is empty, satisfactory ground clearance may be obtained by using suitable dunnage under the trailer support legs to assist in support of the trailer frame.

29. Wheel nuts are to be tensioned using the following procedure and the sequence illustrated in Figure 4.
- a. Fit all nuts finger tight initially.
 - b. Tighten them to approximately 50 N.m.
 - c. Finally tension them to 105 N.m.

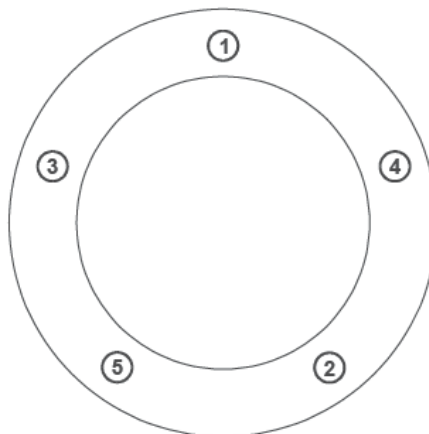


Figure 4 Wheel Nut Torque Sequence

BRAKES

Description

30. The foundation brakes are a 299 mm x 10.5 mm disc and hydraulic operated calliper assembly fitted to each wheel. Application is achieved by a mechanical override system acting on the master cylinder. The master cylinder is fitted with an electric solenoid that locks the master cylinder out unless the brake lights are activated to prevent unwanted application.

NOTE

Cover the ends of open brake fluid lines to prevent ingress of dirt. Do not use adhesive tape to cover brake fluid lines and couplings. Remove any plugs or covers prior to assembly.

Master Cylinder

31. The master cylinder is a Cebco model C500 that has an electrical lockout solenoid fitted to prevent unwanted application.

32. Removal. Remove the master cylinder as follows:

- a. Clean the area around the master cylinder and tow ring using a suitable cleaning agent. Dry the area before removing the master cylinder from the drawbar.
- b. Disconnect the wiring connector at the override lockout solenoid situated on the side of the master cylinder.
- c. Disconnect the brake pipe from the master cylinder and cover the pipe to prevent entry of foreign matter.
- d. Remove the four mounting bolts, washers and self-locking nuts used to secure the master cylinder to the coupling mount.
- e. Slide the master cylinder to the rear until it is clear of the tow coupling dust boot and protection bracket. The dust boot may stay fixed to the master cylinder.

33. Disassembly. Disassemble the master cylinder as follows (Figure 5 and Figure 6).

- a. Remove the weather cap, reservoir cap (Figure 5, Item 5) and moisture seal (Figure 5, Item 6). Discard any residual brake fluid.
- b. Remove the brake outlet pipe adaptor and washer from the body. Discard the washer.
- c. Remove the lockout solenoid from the master cylinder housing.
- d. Remove the rubber boot at the actuating shaft end (if fitted).
- e. Remove the bleed nipple (Figure 5, Item 3) and housing (Figure 5, Item 2) from the body.
- f. Remove the compensating valve nut (Figure 5, Item 4) with compensating valve (Figure 5, Item 9) from the base of the reservoir.
- g. Remove the equalising valve (Figure 5, Item 7) from the base of the reservoir.
- h. Remove the two bolts with spring washers securing the end-cap (Figure 5, Item 1) to the housing. Then remove the end-cap and the piston return spring (Figure 5, Item 12).
- i. Remove and discard the end-cap inner and outer O-rings.
- j. Slide the piston (Figure 5, Item 8) out of the body.
- k. Remove the circlip located centrally in the piston bore, and then remove the O-ring and backup ring. Discard the O-ring.
- l. Remove the buffer and washer situated in the end of the piston cavity.
- m. Remove and discard the O-ring at the actuating shaft body.

Table 1 Annotation to Figure 5

| Item | Description | Item | Description |
|------|------------------------|------|--------------------|
| 1 | End-cap | 7 | Equalising valve |
| 2 | Bleed nipple housing | 8 | Piston |
| 3 | Bleed nipple | 9 | Compensating valve |
| 4 | Compensating valve nut | 10 | Body |
| 5 | Reservoir cap | 11 | Breather/filter |
| 6 | Moisture seal | 12 | Return spring |

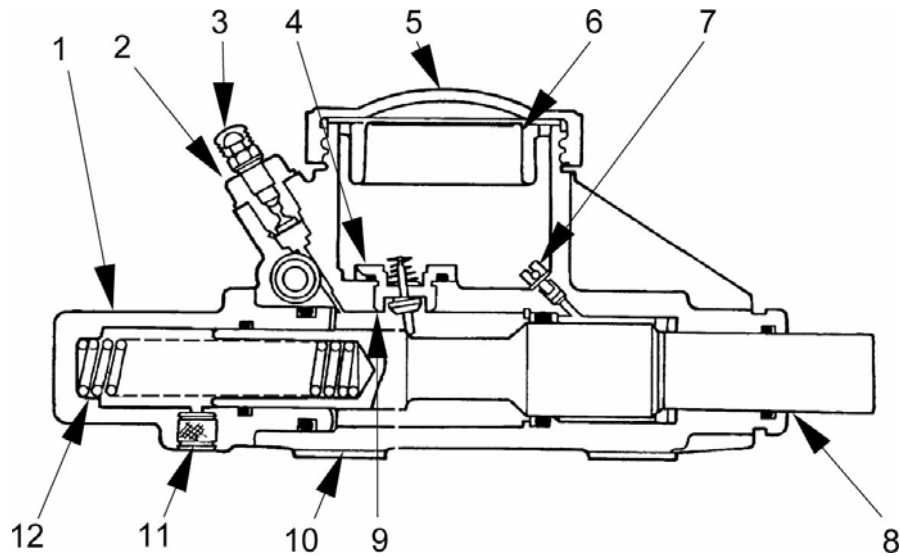


Figure 5 Brake Master Cylinder – Sectional View

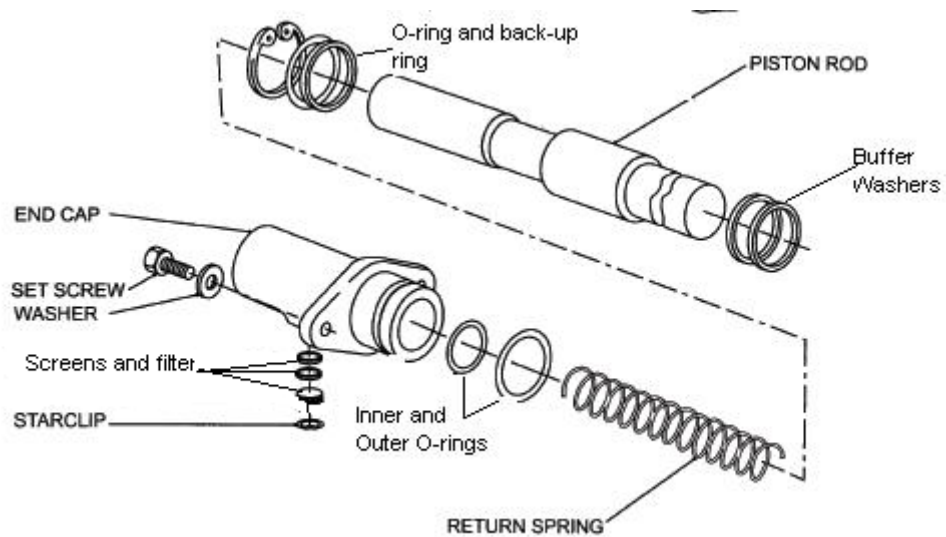


Figure 6 Master Cylinder Exploded View

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- 34. Cleaning and Inspection.** The master cylinder and components are cleaned and inspected as follows:
- Wash the parts in methylated spirits and blow them dry with compressed air. Pay particular attention to the internal passages of the cylinder body.
 - Inspect all components for nicks, burrs, corrosion, excessive wear or damage. Replace components as necessary.
 - Inspect the rubber boot between the cylinder and the tow coupling. Replace it if required.
- 35. Reassembly.** Reassemble the master cylinder as follows (Figure 5 and Figure 6):

NOTE

It is important that all components of the overhaul kit are used during reassembly.

- Lubricate all internal components with clean brake fluid, including the cylinder bore.
 - Install the new O-ring in the piston bore at the actuating shaft end.
 - Install the buffer and washer, the back-up ring, the new O-ring and the circlip into the piston body (refer to Figure 6 for assembly).
 - Slide the piston (Figure 5, Item 8), with the open end facing backwards, into the body from the rear.
 - Install the inner and outer O-rings on the end-cap (Figure 5, Item 1).
 - Fit the piston return spring (Figure 5, Item 12) and end-cap. Secure the end-cap to the housing with the two bolts fitted with spring washers. Torque the bolts to 34 N.m.
 - Install the equalising valve (Figure 5, Item 7) in the base of the reservoir. Torque the valve nut to 3 N.m.
 - Install the compensating valve (Figure 5, Item 9) and compensating valve nut (Figure 5, Item 4) into the base of the reservoir. Torque the valve nut to 82 – 95 N.m.
 - Install the bleed nipple and housing into the body. Torque the bleed nipple housing to 14 – 20 N.m and the bleed nipple to 9 – 14 N.m.
 - Prime the master cylinder with clean brake fluid then push on the end of the piston to check for smooth operation.
 - Install the override solenoid into the cylinder housing. Install the outlet pipe adaptor, fitted with a new copper washer, and tighten it securely.
 - Top up the cylinder reservoir and install the moisture seal (Figure 5, Item 6), reservoir cap (Figure 5, Item 5) and weather cap. Seal the cylinder outlet port with a plastic plug.
 - Install the rubber boot on the operating shaft end.
- 36. Installation.** Fit the master cylinder to the trailer as follows:
- Slide the master cylinder into its mounting position.
 - Fit the mounting bolts, washers and new self-locking nuts. Do not tighten them until the procedure at Paragraph 36.e has been completed.
 - Connect the brake pipe to the master cylinder, ensuring the connectors are not cross-threaded. Move the master cylinder slightly to enable the connector to be fitted. Torque the brake pipe nut to 12 N.m.
 - Set the master cylinder piston-to-lunette shaft gap to a maximum of 1 mm.
 - Torque the nuts securing the master cylinder to 105 N.m.
 - Connect the wiring connector at the lockout solenoid.
 - Remove the reservoir cap and fill the master cylinder with clean brake fluid.
 - Bleed the brake system using one of the procedures described in Paragraph 61 and Paragraph 62 and check for leaks and solenoid adjustment (Paragraph 37).
 - Check that the gap between the master cylinder and the lunette assembly shaft is a maximum of 1 mm. Adjust as necessary.

j. Install the dust boot over the tow coupling and master cylinder, securing each end with cable ties.

37. **Adjustment – General.** The master cylinder is adjusted in two ways as follows:

- a. standard adjustment, after repair; or
- b. initial adjustment, completed the first time the solenoid is adjusted after the master cylinder has been overhauled.

NOTE

The adjustment after the installation of an overhaul kit differs because a seal between the new plunger ball and brass adapter needs to be established. If the procedure is not carried out as specified, the master cylinder solenoid will always allow fluid to pass freely.

38. **Adjustment – Procedure.** Proceed as follows:

- a. Disconnect the brake outlet pipe at the master cylinder.
- b. Adjust the screw as follows:



There are two types of adjustment. Ensure the correct adjustment procedure is completed for the type of maintenance that is being conducted.

- (1) When completing a standard adjustment, loosen the solenoid lock nut and screw the adjusting screw in until the valve bottoms (Figure 7).



Once the valve has bottomed, exercise care when tightening further. Do not damage the screw.

- (2) When completing an adjustment after installation of an overhaul kit, loosen the solenoid lock nut and screw the adjusting screw in until it will not turn any further (Figure 7).

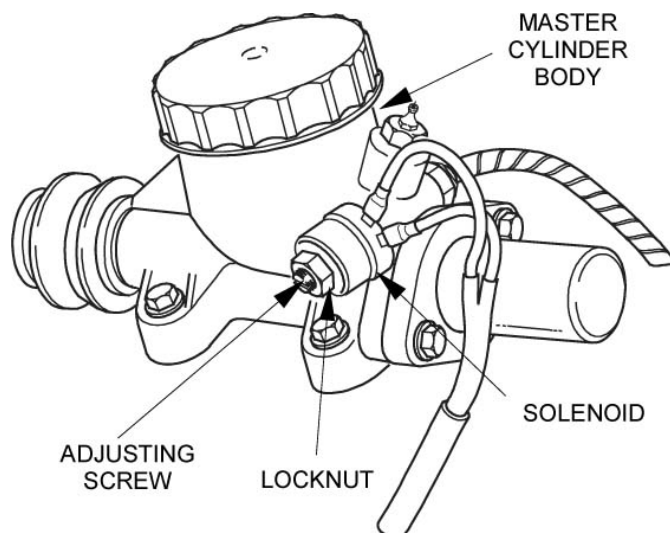


Figure 7 Master Cylinder Solenoid – Adjustment

- c. Back off the adjusting screw three-quarters of a turn.
- d. Tighten the lock nut without altering the adjusting screw setting.
- e. Bleed the master cylinder using one of the procedures described in Paragraph 61 and Paragraph 62.

- f. Energise the solenoid with a 12-volt dc source.
- g. Operate the coupling by hand.

NOTE

Brake fluid should flow freely from the outlet port.

- h. De-energise the solenoid.
- i. Operate the coupling by hand.

NOTE

No brake fluid should flow from the outlet port

NOTE

If brake fluid does not flow freely with the solenoid energised, the adjusting screw can be backed off to a maximum of one and three-quarters of a turn. If the brake fluid still does not flow freely after the maximum adjustment has been reached, replace the solenoid.

NOTE

In the event of the solenoid valve not sealing, with the solenoid de-energised, the adjusting screw may be screwed in to a minimum of one-half of a turn out from its bottomed position. If the solenoid valve does not seal after the minimum distance has been reached, replace the solenoid.

- j. Connect the brake outlet pipe.
- k. Energise the solenoid.
- l. Operate the coupling and at the same time torque the outlet pipe union nut to 12 N.m.
- m. De-energise the solenoid.
- n. Bleed the brake system using one of the procedures described in Paragraph 61 and Paragraph 62.

Brake Pads

39. **Removal.** Remove the brake pads as follows:

WARNING

Ensure that the park brakes are applied and the opposite wheel is chocked to prevent trailer movement prior to the removal of a brake calliper.

- a. Jack up the trailer until the wheels are clear of the ground. Place safety stands beneath the axle.
- b. Remove the five wheel nuts securing the wheel to the hub and remove the wheel.
- c. Remove the calliper housing mounting bolts and slide the calliper from the brake disc.
- d. Remove the inner and outer brake pads from the calliper.
- e. Ensure that the calliper bleeder nipple is loose prior to compressing the calliper piston with a 'C' clamp. Position the 'C' clamp so that one end rests against the rear of the calliper housing and the other end rests against a piece of wood placed across the face of the calliper piston.
- f. Tighten the clamp until the calliper piston bottoms in the calliper housing. Ensure that the calliper bleeder nipple is tightened when the calliper piston has been fully recessed in the piston housing.
- g. Repeat Paragraph 39.a. to 39.f. for the opposite wheel.

40. **Cleaning and Inspection.** Clean and inspect the brake pads as follows:

NOTE

Brake pads must only be replaced as an axle set, not on one side only.

- a. Inspect the inner and outer brake pads. Replace the pads if the lining is less than 4 mm thick.
 - b. Clean the brake pad guide surfaces on the calliper housing.
 - c. Inspect the calliper guide pins for freedom of movement in the anchor bracket. Replace the guide pins if corroded or if the boots show any weathering or cracking. Place a thin film of lubricant on the pins.
 - d. Inspect the calliper assembly for fluid leaks and damage. Overhaul the calliper if required (Paragraph 42 to 45).
41. **Installation.** Install the brake pads as follows:
- a. Install new brake pads in the calliper, and lubricate the sliding points on the anchor bracket with about 0.1 g of approved high melting point grease.
 - b. Rotate the calliper housing into its mounting position. If springs are sticking through the calliper housing inspection hole, lift the calliper housing and make the necessary corrections to ensure the springs are fully retained in the housing.
 - c. Install the calliper upper mounting bolt and torque it to 77 N.m.
 - d. Connect the brake fluid supply line to the calliper and tighten the union.
 - e. Bleed the braking system using one of the procedures detailed in Paragraph 61 and Paragraph 62.
 - f. Energise the master cylinder lockout solenoid and pump the towing eye several times. Check for fluid leaks and rectify as required.
 - g. De-energise the master cylinder lockout solenoid and check the fluid level in the master cylinder reservoir. Fill to the specified level with new brake fluid.
 - h. Install the wheels and secure them with the wheel nuts in accordance with Paragraph 29 and Figure 4.
 - i. Jack up the trailer, remove the safety stands and lower the trailer to the ground.

Brake Calliper

42. **Removal.** Remove the brake calliper as follows:

WARNING

Ensure that the parking brake is applied and the opposite wheel is chocked to prevent trailer movement prior to the removal of a brake calliper.

- a. Jack up the trailer on the side of the calliper that is to be replaced until the wheel is clear of the ground. Place a safety stand beneath the axle.
 - b. Remove the nuts securing the wheel to the hub and remove the wheel.
 - c. Disconnect the brake fluid supply pipe from the calliper and cover the open pipe connections.
 - d. Remove the upper and lower brake calliper mounting bolts.
 - e. Remove the calliper assembly from the brake disc and mounting bracket.
43. **Disassembly.** Disassemble the brake calliper as follows:
- a. Disassemble the housing assembly, guide pins and boots. Discard the boots. Plug the guide pin mounting holes in the anchor bracket to prevent the ingress of moisture.
 - b. Remove the brake pads (Paragraph 39).

WARNING

Keep fingers clear when expelling the piston from the calliper.

NOTE

Apply light air pressure initially, progressively increasing the pressure until the piston is forced out of the bore.

- c. Place soft clean packing between the piston and the calliper housing. Apply air pressure at the housing inlet port to remove the piston.
- d. Remove the wiper seal with a small pointed tool. Take care not to damage the calliper bore or seal groove. Remove the dust boot from the piston. Discard the boot and wiper seal.
- e. Remove the bleed screw and dust cover.

44. Cleaning and Inspection. Clean and inspect the brake calliper as follows:

WARNING

Care must be taken to keep alcohol and debris away from the eyes. Eye protection is to be worn.

CAUTION

Keep components away from any type of mineral oil as it will damage the rubber components.

NOTE

Methylated spirits should be used for cleaning. Compressed air should also be used to dry all components and blow out all passages in the calliper housing and bleed screw.

- a. Thoroughly clean the calliper components in methylated spirits and dry them with compressed air or lint-free cloth. Ensure all deposits on the brake pad guide surfaces on the anchor brackets and the calliper housing are removed.

NOTE

Brake pads must only be replaced as a complete axle set.

- b. Inspect the inner and outer brake pads. Discard the pads if the brake lining is thinner than 4 mm.
- c. Inspect the anchor bracket. Replace it if it is corroded, worn or damaged.
- d. Inspect the piston. Replace if scoring, nicks, corrosion, wear or damage is evident.
- e. Inspect the calliper housing. Replace it if scoring, corrosion, wear or damage is evident.

45. Reassembly. Assemble the brake calliper as follows:

- a. Lubricate the new piston seal and housing bore with approved brake grease.
- b. Lubricate the piston with brake fluid.
- c. Install the piston seal in the housing bore seal groove, ensuring it is not twisted.
- d. Install the piston boot over the open end of the piston and feed it along the piston towards the closed end. Fully extend the boot away from the closed end of the piston with the boot still mounted on the ground surface of the piston. Introduce the boot on to the housing bore boot groove.

- e. Slowly enter the piston into the bore, applying a steady pressure by hand until the piston is fully seated in the bore. This action ensures the boot and seal are correctly positioned, reducing the risk of piston/housing bore scoring.
- f. Assemble the bleeder screw and dust cover and install them in the housing.
- g. Inspect the piston and boot. Check that the boot is correctly engaged in the piston groove.
- h. Lubricate the guide pins with silicone grease and fit a new guide pin and dust boots if required.
- i. Install the brake pads (Paragraph 41).

46. Installation. Fit the brake calliper as follows:

- a. Position the calliper assembly in its operating position on the brake disc and the backing plate or axle.
- b. Install the upper and lower brake calliper mounting bolts. Torque the bolts to 77 N.m.
- c. Connect the brake pipe to the calliper and bleed the brake system using one of the procedures detailed in Paragraph 61 and Paragraph 62.
- d. Install the wheel to the hub. Torque the nuts to 105 N.m as detailed in Paragraph 29 and illustrated in Figure 4.
- e. Jack up the trailer, remove the safety stand(s) and lower the trailer to the ground.
- f. Check the level of the master cylinder reservoir. Top it up with clean brake fluid as required and check for leaks.

Brake Disc

47. Removal and Installation. The brake disc is a component of the hub assembly. The removal and installation procedures are described in Paragraphs 19 to 21 and Paragraphs 26 to 27 respectively.

48. Inspection (on Vehicle). Inspect the vehicle as follows:

NOTE

Remove the wheel to inspect the brake disc.

- a. Jack up the trailer until the wheel is clear of the ground. Place a safety stand beneath the axle.
- b. Remove the wheel nuts, securing the wheel to the hub, and remove the wheel.
- c. Check the disc for scoring. Minor scores need not be removed.
- d. If the disc is excessively scored, it is to be machined to the specifications listed in Table 5.

NOTE

Prior to checking brake disc run out, ensure that the wheel bearings are adjusted.

- e. Clamp a dial indicator to the calliper housing so that the stylus contacts the brake disc at a point approximately 25 mm from the outer edge.
- f. Rotate the disc and take an indicator reading. If the reading exceeds a total lateral run out of 0.08 mm, replace or machine the brake disc.
- g. Measure the brake disc thickness at 12 points a 30 degrees apart and 25 mm in from the edge using a micrometer. If the specified limit for thickness is exceeded, machine or replace the brake disc.

Brake Hoses

49. Replacement. The following points are to be observed:

- a. A flexible brake hose should be replaced if it shows signs of softening, cracking, leaks or abrasion.
- b. When installing a brake hose, it must not be twisted or under tension and must be positioned to avoid contact with suspension parts.
- c. If a hose or pipe is replaced, bleed the brakes using one of the procedures described in Paragraph 61 and Paragraph 62.

- d. Install the wheel to the hub as detailed in Paragraph 29 and Figure 4.
- e. Jack up the trailer, remove the safety stand(s) and lower the trailer to the ground.

Brake Pipes

50. Replacement. If a section of brake tubing becomes damaged, the entire section is to be replaced with tubing of the same type, size, shape and length, observing the following:



Only use double wall steel tubing conforming to specification AS 1751 in this brake system.

- a. Brake lines should be manufactured using the old line as a template. When bending brake tubing, use approved bending tools and avoid kinks and cracks in the lines.
- b. The brake tubing is to have the ends formed to be identical to the existing ends (using an approved pipe flaring tool) to provide leak proof connections. The tube nuts are to be tensioned to 12 N.m.
- c. New brake lines are to be flushed with clean brake fluid prior to installation.
- d. If a hose or pipe is replaced, bleed the brakes using one of the procedures described in Paragraph 61 and Paragraph 62.

Park Brake Assembly

51. Description. The parking brakes consist of an adjustable, internal, expanding, single shoe and drum type brake activated by an over-centre type lever situated centrally on the front cross-member (Figure 9).

52. Removal. Remove the park brake as follows:

- a. Jack up the trailer until the wheel is clear of the ground. Place a safety stand under the axle and lower the jack to rest the axle securely on the stand.
- b. Remove the wheel nuts and the wheel.
- c. Release the park brake and screw the knurled adjusting knob on the lever, out to its maximum.
- d. Remove the calliper assembly as described in Paragraph 42.
- e. Remove the hub assembly as described in Paragraph 19.

NOTE

The left and right park brake assemblies and park brake cables are different. Avoid mixing components.

- f. Move the brake shoe draw link to the applied position and remove the cable end from the lever.
- g. Remove the backing plate-to-axle flange mounting bolts and the backing plate.

53. Disassembly. Disassemble the park brake as follows:

NOTE

If only replacing the brake shoe, ensure that the actuating mechanism does not fall apart. Use a tie or wire to hold it together securely.

- a. Remove the shoe hold-down plate.

NOTE

Ensure hands are clean and free from grease.

- b. Carefully lift the shoe ends out of the tappet slots and remove the shoe.
- c. Remove the dust boot retaining plate screws and plate.

- d. Remove the draw link and dust boot. The dust boot may require some levering to free it from its retaining lip.
- e. Remove the tappets and pushrod, and then remove the adjusting nut and pawl from the backing plate.

54. **Cleaning and Inspection.** Clean and Inspect the park brake assembly as follows:

WARNING

High flashpoint, oil-free solvents may be harmful if vapours are inhaled for prolonged periods. Manufacturer's warnings and instructions are to be strictly adhered to.

- a. Clean the backing plate with an approved high flashpoint, oil-free solvent. Ensure all traces of grease and dirt are removed from the brake actuator cavity in the backing plate.
- b. Inspect the draw link, adjusting nut, screw and pawl, tappet and push rod for wear or damage. Inspect the dust boot for holes, cracking and deterioration. Replace any worn or defective parts.

55. **Assembly and Installation.** Assemble the park brake as follows (Figures 8 to 11):

- a. Slide the draw link into the dust boot until the dust boot lip is located in the correct notches, as shown in Figure 8.
- b. Position the draw link (Figure 9, Item 1) and dust boot (Figure 9, Item 3) on the backing plate (Figure 9, Item 4) with the draw link facing rearwards. Stretch the dust boot over the retaining lip on the back of the backing plate then fit the retaining plate and secure with the two mounting screws fitted with spring washers.
- c. Ensure the internal surface of the actuator cavity is covered with a high melting point grease.

NOTE

Adjuster pawls are left- and right-hand. Ensure they are fitted correctly.

- d. Install the adjuster pawl (Figure 9, Item 7).
- e. Screw the tappet (Figure 9, Item 6) into the adjusting nut (Figure 9, Item 5) until fully home.
- f. Press down on the adjuster pawl with the aid of a small pointed tool and insert the adjusting nut with tappet into the backing plate. Align the shoe slot so that it is parallel with the backing plate face.
- g. Install the push rod (Figure 9, Item 12) into the tappet (Figure 9, Item 13).
- h. Install the push rod and tappet into the backing plate ensuring the rod end is aligned in the lever socket. Align the shoe slot so that it is parallel with the backing plate face.
- i. Clean any excess grease from the backing plate.

NOTE

Ensure hands are clean and free from grease.

- j. Fit the park brake shoe (Figure 9, Item 9) in the operating position.
- k. Apply thread sealant to the hold-down plate mounting screw and install the plate (Figure 9, Item 8). Torque the screw to between 2 – 5 N.m.
- l. Back off the adjusting nut one-quarter of a turn.
- m. Inspect the shoe assembly position. The shoe must be located centrally on the backing plate and the ends in the slots in the actuating mechanism. Operate the park brake lever by hand to ensure the mechanism works.
- n. Release the park brake lever and screw the lever adjusting knob out to its maximum.
- o. Adjust the shoe diameter (Paragraph 56.).

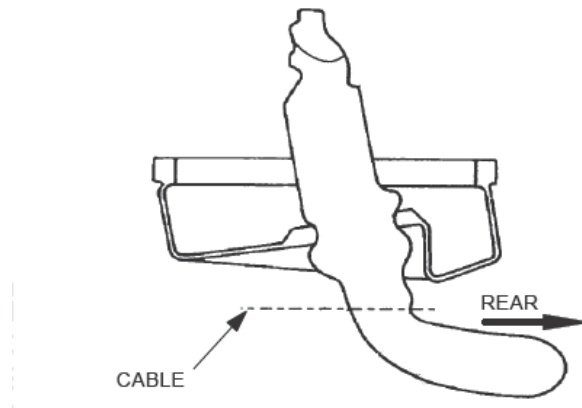


Figure 8 Draw Link and Dust Boot – Installation

- p.** Install the backing plate on the axle flange and secure it with the four bolts (Figure 9, Item 14), spring washers (Figure 9, Item 11) and nuts (Figure 9, Item 10). Torque the bolts to 45 N.m.
- q.** Fit the 'H' plate to the cable end, move the brake shoe draw link to the fully applied position and slip the cable connecting piece onto the lever (Figure 10).
- r.** Install the wheel hub (Paragraph 27).
- s.** Install the brake calliper (Paragraph 46) and bleed the brakes using one of the procedures described in Paragraph 61 and Paragraph 62.
- t.** Install the wheel and secure it with the five wheel nuts. Torque the nuts to 105 N.m as described in Paragraph 29.
- u.** Jack up the trailer, remove the safety stand and lower the trailer.
- v.** Adjust the park brake cables via the adjusting knob at the end of the park brake lever. The park brake should apply with a firm over-centre action at the lever when it is pushed down. To increase brake pressure, turn the knob clockwise and to decrease brake pressure, turn the knob anticlockwise.

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Table 2 Annotation to Figure 9

| Item | Description | Item | Description |
|------|-----------------|------|--------------------|
| 1 | Draw link | 8 | Hold-down plate |
| 2 | Retaining plate | 9 | Brake shoe |
| 3 | Dust boot | 10 | Nut |
| 4 | Backing plate | 11 | Shake-proof washer |
| 5 | Adjusting nut | 12 | Push rod |
| 6 | Tappet | 13 | Tappet |
| 7 | Adjuster pawl | 14 | Mounting bolt |

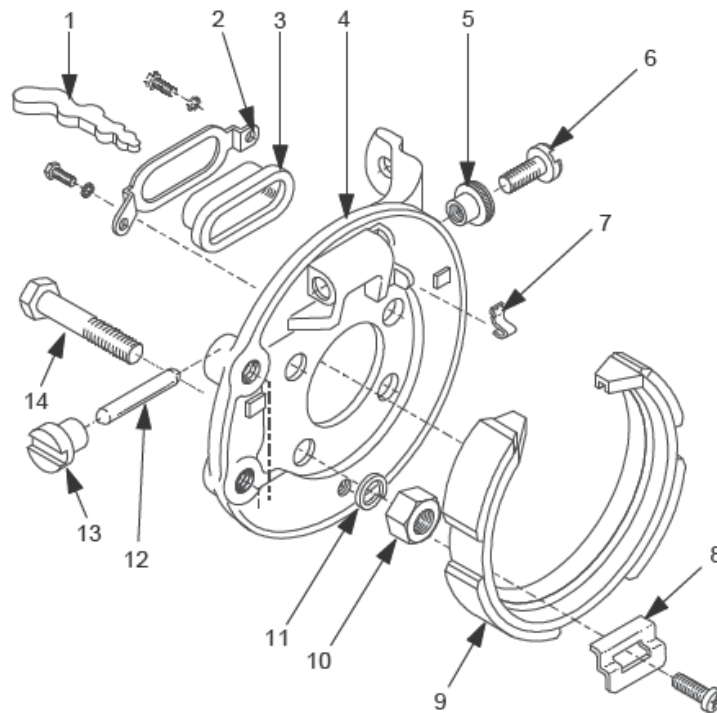


Figure 9 Park Brake Assembly - Exploded View

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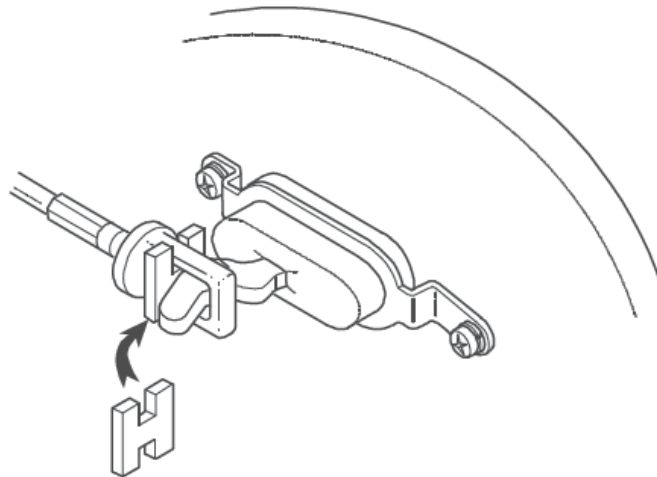


Figure 10 Fitting of Brake Cable and 'H' Plate

56. **Shoe Diameter Adjustment.** Parking brake shoe adjustment is carried out as follows:
- Measure the shoe diameter at the centre of the lining material, using a Vernier caliper.
 - Adjust the shoe diameter to 189.7 ± 0.1 mm (Figure 11).

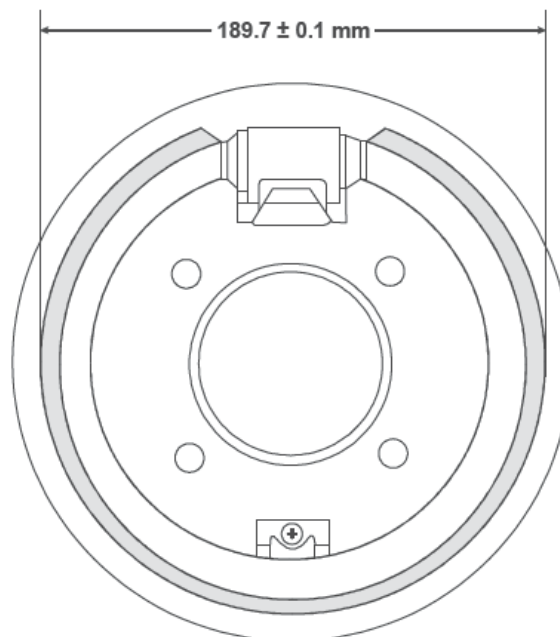


Figure 11 Park Brake Shoe Diameter – Adjustment

Park Brake Lever and Cable Assembly

57. **Removal.** To remove the park brake lever and cable assembly, carry out the following:
- Release the park brake lever and screw the lever adjusting knob out to its maximum.
 - Tag the cables left and right for identification purposes when re-installing.
 - Move the brake shoe draw link to the fully applied position and slip the left and right cable connecting piece off the lever.
 - Remove the 'H' plates from the brake cables.

- e. Remove the mounting bolts, nuts and washers securing the park brake lever assembly to the frame.
- f. Remove the park brake lever assembly towards the front and pull the two cables through the support brackets in the cross-member and the holes provided in the frame.

58. Disassembly. Disassemble the park brake lever as follows:

- a. Remove the self-locking nut, flat washer and bolt securing the cable outer locating blocks to the park brake carrier assembly, then slide the blocks out of the carrier.
- b. Remove the split pin, washer and sliding straight-headed pin locating the lever in the park brake carrier assembly.
- c. Rotate the carrier assembly until the lever cable connection is accessible, then remove the split pin, flat washer and straight-headed pin securing the cable to the lever yoke. Remove the cable.
- d. Repeat the procedure for the other cable.

59. Reassembly. Reassemble the park brake lever as follows:

- a. Rotate the carrier assembly until the lever cable connection is accessible. Align the inner cable mounting hole (round end hole) with the offset mounting holes in the lever yoke. The offset yoke holes must be positioned to the rear of the assembly. Secure the cable to the lever with the straight-headed pin, flat washer and split pin. Repeat the procedure for the other cable.
- b. Slide the cable outer locating blocks over the cables and into position in the park brake carrier assembly.
- c. Secure the cable outer locating blocks with the bolt, flat washer and self-locking nut ensuring the cable outer ends are located flush with the inside edges of the blocks.

60. Installation. Install the park brake lever and cable assembly as follows:

- a. Tag the cables left and right for identification purposes during installation.
- b. Feed the left and right-hand cables through the clamps fitted to the frame.
- c. Position the park brake lever assembly in its mounting position.
- d. Fit the 'H' plates to the cable ends, move the brake shoe draw links to the fully applied position and fit the cables into position on their respective draw link.
- e. Secure the park brake lever assembly to the frame with the six mounting bolts, nuts and washers.
- f. Adjust the park brake cables via the adjusting knob at the end of the park brake lever. The park brake should apply a firm over-centre action at the lever when it is pushed down. To increase brake tension, turn the knob clockwise and to decrease tension, turn the knob anticlockwise.

Brake Bleeding

61. Pressure Method. Bleed the brakes with a pressure bleeder as follows:

WARNING

Ensure that the pressure bleeder is secured to the reservoir before applying pressure. Install the adaptor as per the manufacturer's instructions.

NOTE

The pressure bleeder must contain enough new brake fluid to complete the bleeding operation. Lower the front end of the trailer slightly to reduce the possibility of air being trapped in the cylinder during bleeding.

- a. Charge the pressure bleeder in accordance with the manufacturer's instructions.
- b. Disconnect the override solenoid at the master cylinder.
- c. Energise the override solenoid by connecting a 12-volt dc power source to the solenoid spade terminals.

- d. Attach a length of clear plastic tube to the master cylinder bleed screw and have on hand a glass jar containing a quantity of clean, fresh brake fluid.
- e. Slide a ring spanner over the hose and onto the bleed screw at the master cylinder.
- f. Open the valve on the bleeder tank to admit pressurised brake fluid into the master cylinder reservoir.
- g. Submerge the free end of the hose in the brake fluid in the glass jar and loosen the master cylinder bleed screw.
- h. When air bubbles cease to appear in the glass jar containing brake fluid, close the bleed screw, remove the spanner and hose. Torque the bleed screw to 9 – 14 N.m.
- i. Bleed each brake calliper in turn using the same method as described for the master cylinder.
- j. When the bleeding operation is completed, close the bleeder tank valve and remove the bleeder hose, adaptor and the bleeder cap.
- k. Check the brake fluid level in the reservoir. Top up if required.
- l. Remove the 12-volt dc power source and reconnect the solenoid to the trailer wiring loom.
- m. Attach the trailer to a tow vehicle and test the brakes.

62. Manual Method. Carry out the following procedure:

NOTE

Ensure that the brake fluid level, in the master cylinder, is continuously monitored during the brake bleeding procedure. Do not allow the fluid level to fall below 1/4 full. To reduce the possibility of air being trapped in the cylinder during bleeding, lower the front end of the trailer slightly.

- a. Disconnect the override solenoid electrical lead at the solenoid on the master cylinder.
- b. Energise the override solenoid by connecting a 12-volt dc power source to the solenoid spade terminals.
- c. Attach a length of clear plastic tube to the master cylinder bleed screw and have on hand a glass jar containing a quantity of clean, fresh brake fluid.
- d. Slide a ring spanner over the hose and onto the bleed screw at the master cylinder.
- e. Submerge the free end of the hose in the brake fluid filled jar and loosen the master cylinder bleed screw.
- f. Join a link in each of the safety chains together, using a suitable bolt and nut, to provide a fulcrum point for a lever.
- g. Pump the master cylinder through the tow coupling as shown in Figure 12. Continue pumping until a solid column of brake fluid appears in the plastic tube.
- h. Torque the bleed screw to 9 – 14 N.m.
- i. Repeat the above steps for each of the brake callipers.
- j. When the bleeding operation is completed, check the brake fluid level in the reservoir. Top up if necessary.
- k. Remove the 12-volt dc power source and reconnect the solenoid to the trailer wiring loom.
- l. Attach the trailer to a tow vehicle and test the brakes.

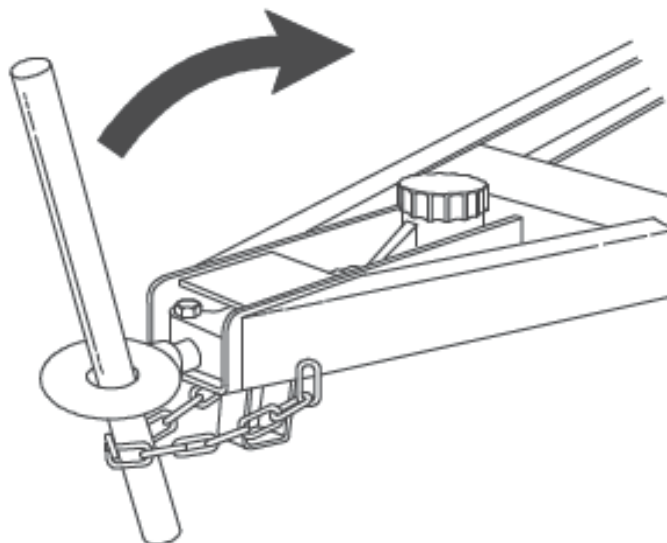


Figure 12 Tow Coupling Compression Method

Fault Finding

63. Table 3 details the fault finding procedures applicable to the brake system.

Table 3 Fault Finding

| Serial | Symptom | Probable Cause | Action |
|------------------------|--------------------------------------|---|---|
| 1 | Brakes do not apply on override | Low fluid level | Top up fluid level |
| | | Air in system | Bleed brakes |
| | | Defective compensating valve | Replace compensating valve |
| | | Broken/leaking brake line hose to callipers | Replace brake line/hose |
| | | Brake fluid bypassing piston O-rings in master cylinder | Overhaul/replace master cylinder |
| | | Solenoid valve out of adjustment | Adjust solenoid |
| | | Tow coupling shaft seized in body | Strip tow coupling and lubricate |
| | | Tow coupling shaft jamming, trailer overloaded | Load trailer in accordance with rated payload of 750 kg |
| | | Tow coupling to master cylinder gap excessive | Adjust gap 0 – 1 mm maximum |
| | | No dc current to solenoid | With vehicle brakes applied, check power supply at the solenoid |
| Solenoid unserviceable | Replace solenoid | | |
| 2 | Brakes do not release when reversing | Solenoid valve out of adjustment | Adjust solenoid |
| | | Tow coupling shaft seized in body | Free up tow coupling and lubricate |
| | | Tow coupling shaft jamming, trailer overloaded | Load trailer in accordance with rated payload of 750 kg |
| 3 | Brake fluid use excessive | Leak in brake lines, hoses or callipers | Replace/repair as required |
| | | Damaged/leaking O-rings in master cylinder | Overhaul/replace master cylinder |

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Table 3 Fault Finding (continued)

| Serial | Symptom | Probable Cause | Action |
|--------|--|--|---|
| 4 | Brake fluid leaking from master cylinder | Damaged/leaking O-rings in master cylinder | Overhaul/replace master cylinder |
| | | Damaged/leaking O-rings in master cylinder end-cap | Overhaul/replace master cylinder |
| | | Crack in master cylinder body | Replace master cylinder unit |
| 5 | Brakes apply suddenly | Broken spring in master cylinder end-cap | Overhaul/replace master cylinder |
| 6 | Brakes shudder when applied | Overloaded trailer (jamming shaft) | Load trailer in accordance with rated payload of 750 kg |
| | | Disc run out excessive | Machine disc or replace if necessary |

SUSPENSION

Springs

64. Description. The springs are eight-leaf, semi-elliptic, hanging shackle type fixed to the axle assembly by steel U-bolts.

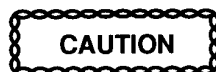
65. Removal. Remove the springs as follows:

- a. Raise the wheels clear of the ground and support the weight of the trailer frame with all weight off the suspension components. Remove the wheel(s).
- b. Place safety stands under the axle inboard of the spring seat to support the weight of the axle.
- c. Remove the spring U-bolts and lower the spring seat.
- d. Support the suspension spring with a jack placed under the centre bolt.
- e. Remove the rear spring hanger plate nuts and plate. Remove the front spring hanger bolt from the trailer frame. Slide the spring off the rear hanger and slowly lower the jack and spring to the ground.

66. Cleaning and Inspection. Clean the springs and check for cracked leaves, broken centre bolt, damaged or worn spring seat, spring hangers and bushes. Replace faulty items as required.

67. Installation. Install the springs as follows:

- a. Fit the bushes to the spring eyes at each end.
- b. Position the spring centrally on a jack. Locate the jack and spring centrally under the spring hanger mounts on the trailer frame.
- c. Raise the spring and locate the front spring eye in the spring hanger mount. Place a smear of XG 291 grease on the spring hanger bolt and insert the front spring hanger bolt through the spring bushes, toward the centre of the trailer.
- d. Fit the spring washer, nut and locating bolt.
- e. Smear the rear spring hanger bolt shafts with XG 291 and fit the rear spring hanger toward the centre of the trailer and fit the bush retaining plate, spring washers and nuts.
- f. Tighten all spring hanger nuts and grease the bushes.



The spring hanger nuts are to be torqued to the correct specification and are not to be tightened by impact wrench as damage to the nut can result.

- g. Lower the axle assembly into position on the spring centre bolt.
- h. Fit the spring U-bolts and lower spring seat. Tighten the U-bolts to 100 N.m.

- i. Fit the wheels and raise the axles and trailer frame clear of the safety stands.
- j. Remove the safety stands and lower the jack.
- k. Lower the trailer and torque the wheel nuts in accordance with Paragraph 29 and Figure 4.

Bump Stop

- 68. **Description.** The suspension bump stops are bolted to the underside of the chassis rails above the axle.
- 69. **Inspection.** Bump stops are to be replaced if splitting, cracking or separation has occurred.

ELECTRICAL

Description

- 70. The electrical system is a 12- or 24-volt dc electrical system coupled to the towing vehicle by a 12-pin NATO socket and plug. All lighting connected to the electrical system is compatible with both 12- and 24-volt dc towing vehicles. The brake master cylinder has a solenoid fitted to lock out the trailer brakes unless the towing vehicle brake lights are activated.
- 71. The system includes two diodes fitted into the forward junction box on the trailer. These diodes are fitted to allow the brake override solenoid to be energised by either the normal stop light circuit or the blackout stop light circuit, whichever system is active. Each diode allows power to pass to the solenoid from its respective circuit, whilst preventing power passing from the other circuit.

NOTE

This trailer has an insulated earth circuit.

- 72. An electrical wiring diagram is shown in Figure 14.
- 73. All wiring is to be installed in soft conduit.
- 74. Access to the fitting hardware of the stop/tail and indicator light assemblies is illustrated in Figure 13. Slide a small, flat-tip screwdriver between the innermost corner of the black plastic cover and the lens to remove cover.
- 75. The lamps fitted to the trailer are sealed, multi-voltage modules containing Light Emitting Diodes (LED). The stop, tail lamp assemblies and the indicator lamps consist of 36 LEDs each. Compliance with regulations fails if 10 or more LEDs do not illuminate in a module. The stop light compliance fails if two LEDs fail to illuminate in the top or bottom rows with the brakes applied. The clearance, side and number plate lamps must have all LEDs operating.
- 76. If normal brake lights illuminate when on blackout and the brakes are applied, check the polarity of the diodes in the front junction box as shown in Figure 14.

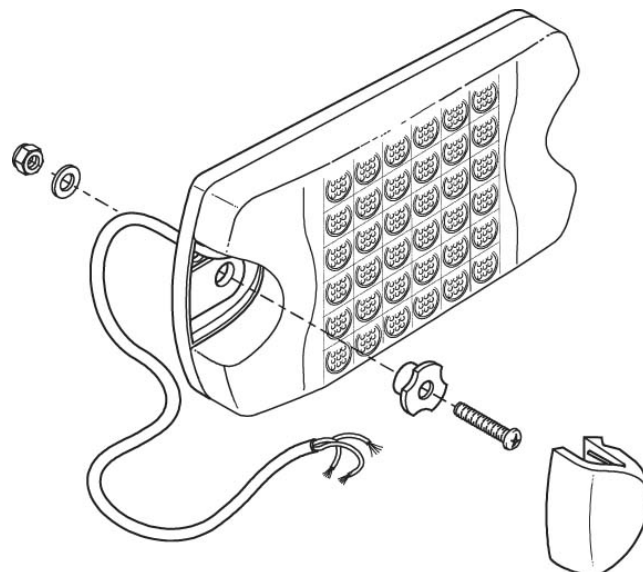


Figure 13 Stop, Tail and Indicator Fittings

77. The stop/tail lamp assembly has a blue wire that is not used on this trailer. The conductor is to be cut flush with the insulation. The blue wire is to be bent through 180 degrees, secured to the outer sheath and insulated using heat-shrink tubing.

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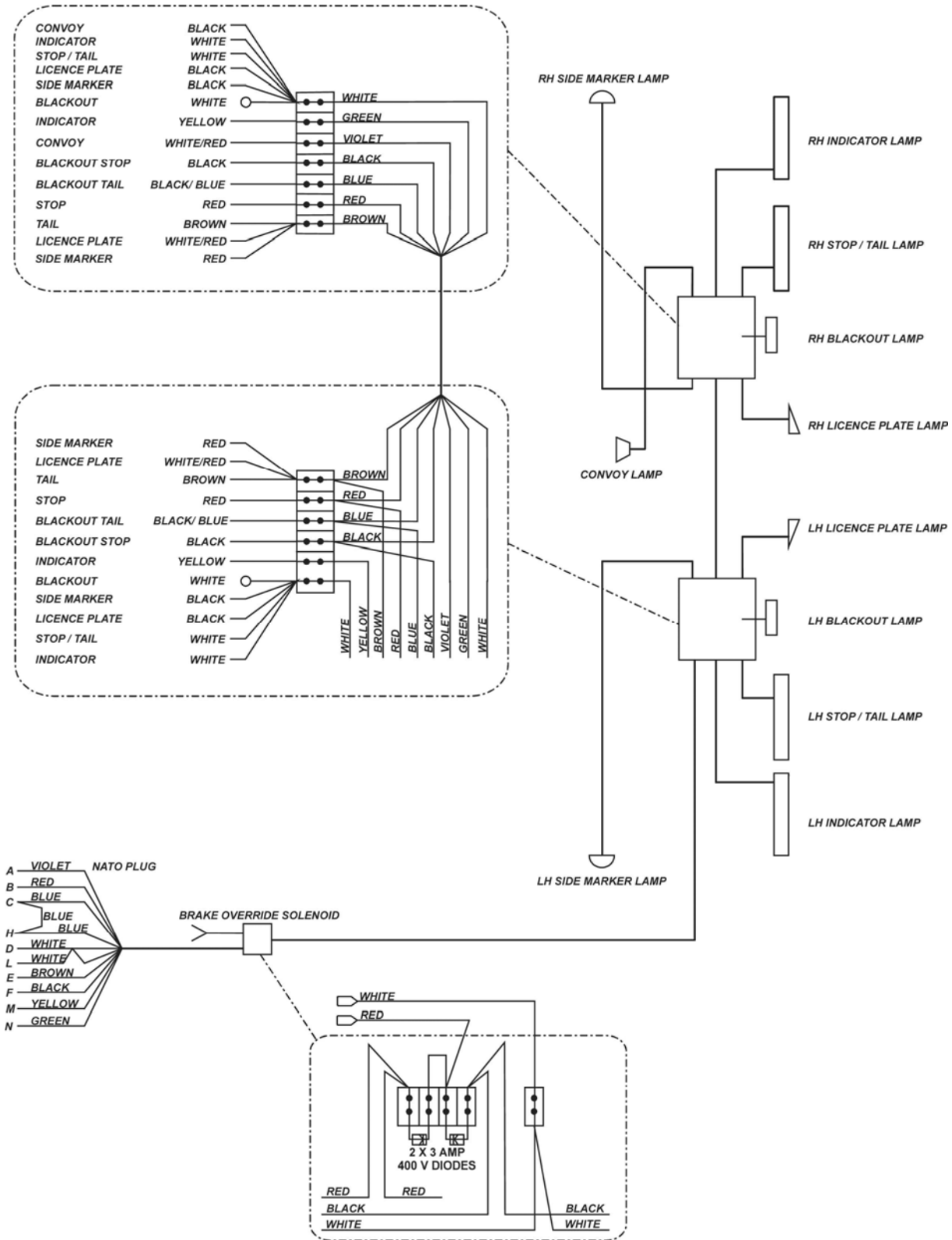


Figure 14 Electrical Wiring Diagram

FRAME AND CARGO TUB

78. Description. The trailer is a prefabricated steel frame construction with the following two major components:

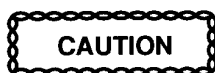
- a. the drawbar, trailer main frame; and
- b. the cargo tub.

79. The drawbar and main frame are prefabricated galvanised steel channel construction.

80. The trailer tub is made of a 2.5 mm thick aluminium sheet floor and pressed galvanised steel side panels. Six cargo lashing points are located on either side of the tray floor. The trailer is fitted with a 1.2 mm pressed zinc annealed steel tailgate to facilitate loading. The tailgate can also be removed if required.

81. Frame Inspection. When performing inspections on the frame and drawbar of the trailer, pay particular attention to the following details:

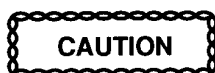
- a. Inspect the trailer frame and drawbar for visible damage.
- b. Check the spring hangers for wear and/or damage.
- c. If the trailer has been involved in an impact type incident, check the frame and drawbar for misalignment.
- d. Check the frame and drawbar for cracking at weld sites.
- e. Check for the presence of rust.



Disconnect the trailer from the towing vehicle, including the electrical plug, before any welding is carried out.



Welding clamps must not be connected to the wheel assemblies or hubs, otherwise damage to the wheel bearings may occur.



Electrical conduit is to be protected against sparks and weld splashes when carrying out welding work.

82. Frame Repair. All minor welding repair tasks to the frame and drawbar can be carried out using either a MIG welder or stick electrodes using normal welding techniques.

NOTE

Any trailer with major drawbar or frame damage is to be technically inspected and repaired at an authorised Haulmark agent.

83. Cargo Tub Inspection. When performing inspections on the trailer's cargo tub, pay particular attention to the following detail:

- a. Inspect the cargo tub components for visible damage. This includes damage to the front panel, side panels, tailgate panel and the aluminium floor panel.
- b. Check the tailgate and side panels to ensure that they align correctly and that the tailgate is free to pivot at its hinges and engage the corner latches.
- c. Inspect the cargo tub components for cracking, corrosion and loss of fixings and fittings.
- d. Inspect the floor panel tie-down assemblies for security, wear and damage.

- 84. Cargo Tub Repair.** All welding repair tasks to the cargo tub components can be carried out using either a MIG welder or stick electrodes using normal welding techniques. Refer to the cautionary notes regarding welding repairs at Paragraph 82.
- 85.** Any panels or components that suffer major damage can be replaced through repair parts channels.
- 86. Removal.** Remove the cargo tub assembly as follows:

NOTE

To ensure rigidity of the body assembly, the floor, side and end panels must remain assembled when lifting the body.

- a. Remove any cargo or items from the cargo tray and panels.
 - b. Place the trailer on level ground, apply the park brake and chock the wheels.
 - c. Lower the trailer support legs and jockey wheel to provide stability.
 - d. Remove the canopy and bows.
 - e. Remove the remaining bolts and screws from the floor panel.
 - f. Remove the six bolts securing the side panels to the mudguards.
 - g. Remove the four (tailgate hinge bracket to rear cross-member) bolts.
 - h. Close the tailgate.
 - i. Lift the front corners of the side panels and place suitable supports approximately 50 mm high between the frame and body sections.
 - j. Repeat Paragraph 86.i. for the rear corners.
 - k. Refit the corner tie-down brackets to the body section only.
 - l. Fit a suitable sling and lifting device to the four cargo tie-down points and raise the body clear of the frame.
- 87. Installation.** Install the cargo tub as follows:
- a. Place the trailer on level ground, apply the park brake and chock the wheels.
 - b. Lower the trailer support legs and jockey wheel to provide stability.
 - c. Place suitable supports approximately 50 mm high on top of the frame to allow access to the cargo tie-down points.
 - d. Fit a suitable sling and lifting device to the four cargo tie-down points and place the body in position over the frame.
 - e. Lower the body onto the four supports, ensuring stability of the body.
 - f. Remove the sling from the rear cargo tie-down points and remove the nuts and tie-down points from the body.
 - g. Raise the rear corners and remove the supports.
 - h. Lower the body into the correct position by aligning the bolt holes.
 - i. Repeat Paragraph 87.g. and 87.h. for the front corners.
 - j. Fit all bolts, flat washers and new nylon lock nuts.
 - k. Tighten all nuts and bolts.
 - l. Fit canopy bows and canopy.

Tow Coupling Assembly

- 88. Removal.** Remove the tow coupling assembly as follows:
- a. Apply the handbrake.
 - b. Support the trailer on the jockey wheel at the front and the stabiliser legs at the rear.

- c. Remove the four self-locking nuts, bolts and eight washers securing the tow coupling to the trailer drawbar.
- d. Slide the dust boot out of the retaining lip on the coupling housing.
- e. Remove the coupling.

89. Disassembly. Disassemble the tow coupling unit as follows:

- a. Drive out the pin locking the keeper nut to the coupling ring shaft using a suitable pin punch.

NOTE

Early production tow couplings had a return spring and a spacer washer fitted, which are to be removed.

- b. Unscrew the keeper nut off the tow ring shaft.
- c. Remove the shaft.
- d. Remove and discard the spring (if fitted) and spacer washer (if fitted) from the body.

90. Inspection. The tow coupling is manufactured to strict specifications with maximum allowable wear limits. Towing eyes that are worn beyond the wear limits are to be removed and discarded. They are not to be recovered by welding. Inspect the tow coupling components as follows:



When replacing tow couplings, the tow ring shaft nut must be fitted with a new roll pin.



Do not weld the tow coupling body. The towing capacity of the coupling could be affected.

- a. Inspect the towing eye shaft and the towing eye for wear or damage. Wear limits for the towing eye and the coupling body are given in Table 4.
- b. Inspect the towing eye shaft for straightness and the thread for functionality (replace if required).
- c. Inspect the keeper nut for damage (replace if required).
- d. Inspect the tow coupling housing for wear/damage (replace if required).

Table 4 Tow Coupling Assembly Wear Limits

| Serial | Item | Size New (mm) | Wear Limit (mm) |
|--------|---------------------------------|---------------|-----------------|
| 1 | Towing eye shaft – ring end | 40.00 | 39.50 |
| 2 | Body bore – ring end | 40.25 | 40.75 |
| 3 | Towing eye shaft – machined end | 31.50 | 31.00 |
| 4 | Body bore – machined end | 32.00 +/-0.25 | 32.75 |
| 5 | Ring diameter – internal | 76.2 +/-0.8 | - |
| 6 | Ring thickness | 41.3 +/-0.8 | 37.00 |

91. Reassembly. Reassemble the tow coupling as follows:

- a. Slide the tow ring shaft through the body.
- b. Install the keeper nut on the tow ring shaft.
- c. Align the locking pin holes in the shaft and the nut.
- d. Install the locking pin using a suitable pin punch.

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- 92. Installation.** Install the coupling assembly as follows:
- Place the coupling in its mounted position on the drawbar.
 - Slide the dust boot into the retaining lip on the coupling housing.
 - Install the four bolts, each fitted with a washer at the bolt head, through the mounting holes in the tow coupling and the tow bar.
 - Install the washers and new self-locking nuts securing the tow coupling to the drawbar.



If the clearance between the end of the towing eye shaft and the end of the override cylinder piston shaft (at rest) is exceeded, excessive peak pressures are generated in the brake hydraulic circuit when the trailer brakes are applied and damage to brake components can occur.

- Check the clearance between the end of the towing eye shaft and the end of the override cylinder piston shaft.

NOTE

If the clearance exceeds 1 mm, the tow coupling is to be adjusted in accordance with EMEI Vehicle H 077-1.

- Torque the tow coupling securing nuts to 105 Nm (Table 5).

Support Leg

- 93.** The support legs are designed to stabilise the trailer when loading and unloading. Any bending of the leg will weaken it severely and render it unusable.
- 94. Removal.** To remove the drop down support leg, proceed as follows:
- Place a jack under the corner of the trailer frame adjacent to the defective leg. Raise the trailer to a satisfactory height and place it on a safety stand.
 - Remove the support leg pin clip and pin, then withdraw the leg.
- 95. Inspection.** If a support leg is damaged, an inspection of the support leg mount must be made to determine if there are cracked welds or twisting and bending of the cross member. Any damage is to be rectified.
- 96. Installation.** Install replacement legs as follows:
- Place the new support leg in the mount, aligning the adjusting holes for pin insertion.
 - Raise the leg and place the pin and lock pin in position.
 - Raise the trailer, remove the stand and lower the trailer to the ground.

Jockey Wheel



The jockey wheel is designed to maintain the drawbar height while coupling/decoupling from the vehicle. If the trailer is to be manoeuvred or stored (static), the jockey wheel should be retracted so no undue strain or excessive sideways force is placed on the assembly.



Users are reminded to use the trailer in accordance with the appropriate user handbook and/or instruction(s) located on the side of the trailer drawbar.



If the mounting bracket is found to be distorted and/or bent, it is not to be straightened. It is to be removed and replaced as a complete assembly.

97. The jockey wheel mounting bracket is bolted to the left-hand side of the drawbar.
98. **Removal.** Remove the jockey wheel as follows:
- a. Support the trailer on its support legs and a safety stand. Fully retract the jockey wheel.
 - b. Remove the split pin situated between the drawbar and mounting bracket from the bracket pivot bolt and remove the nut from between the drawbar and mounting bracket.
99. **Installation.** Install the jockey wheel as follows:
- a. Allow the jockey wheel to hang vertically and insert the pivot bolt.
 - b. Place the nut on the pivot bolt and adjust to nil end float.
 - c. Insert a new split pin.
 - d. Insert and tighten the two drawbar mounting bolts. Test the operations of extension, retraction, rotation and pivot.

Table 5 Specifications

| Serial | Assembly | Item | Specification |
|--------|-----------------------|---|-----------------|
| 1 | Master cylinder | Main bore diameter | 46.23 mm |
| | | Compensating valve nut torque | 82 – 95 N.m |
| | | Equalising valve torque | 3 N.m |
| | | End-cap securing bolt torque | 34 N.m |
| | | Mounting nut torque | 105 N.m |
| | | Bleed screw housing torque | 14 – 20 N.m |
| | | Bleed screw nipple torque | 9 – 14 N.m |
| 2 | Override solenoid | Voltage | 12 – 24 V dc |
| 3 | Brake disc | Diameter | 299 mm |
| | | Nominal thickness | 10.5 mm |
| | | Maximum thickness variation | ±0.3 mm |
| | | Minimum thickness | 8.5 mm |
| 4 | Park brake | Maximum drum diameter | 190 +15 – 05 mm |
| | | Brake shoe diameter | 189.7 ±0.1 mm |
| | | Backing plate mounting bolt torque | 77 N.m |
| 5 | Axle assembly | Wheel nut torque | 105 N.m |
| | | Wheel bearing end float | Nil |
| | | Brake calliper mounting bolt torque | 77 N.m |
| | | Brake disc to hub bolt torque | 40 N.m |
| 6 | Wheel assembly | Tyre pressures (cold) | 250 kPa |
| | | Maximum balance weight per wheel | 300 g |
| | | Bush adjuster clamp bolt | 95 – 110 N.m |
| 7 | Wheel alignment | Front axle toe in (aggregate) | 1.0 – 1.5 mm |
| | | Rear axle toe in (aggregate) | 1.0 – 1.5 mm |
| 8 | Suspension | Spring centre bolt torque | 100 N.m |
| | | Spring hanger nut torque | 70 Nm |
| | | Spring clamp bolt torque | 135 N.m |
| 9 | Electrical system | System voltage | 12 – 24 V dc |
| | | Blackout module voltage | 24 V dc |
| | | Connector plug | 12-pin NATO |
| | | Polarity | Negative earth |
| 10 | Tow coupling assembly | Towing eye shaft to override cylinder shaft clearance | 0 – 1 mm |
| | | Towing eye shaft maximum allowable side movement | 1.75 mm |
| | | Tow coupling mounting bolts torque | 105 N.m |
| | | Nominal diameter | 76.2 mm ±0.8 mm |
| | | Minimal allowable thickness | 41.3 mm ±0.8 mm |
| 11 | Jockey wheel | Mounting bolts tightening torque | 40 N.m |

END

Distribution List: **VEH H 02.7 – Code 2** (Maint Level)
(Sponsor: CGSVSPO, Light B Vehicle Section)
(Authority: ECO CGSVSPO 113/10)

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