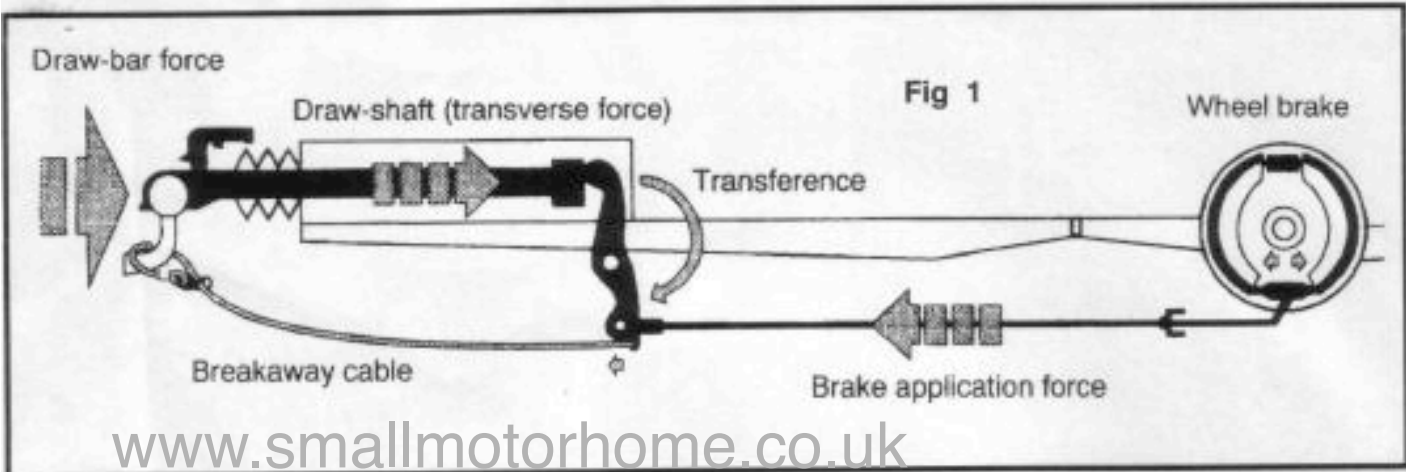
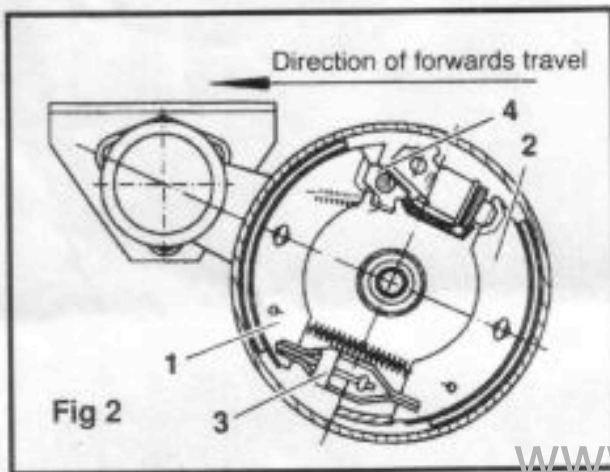


# Operation of the overrun braking system.



The overrun device can be described as the control device of the overrun brake system. A draw-bar force is produced at the coupling point by reducing the speed of the towing vehicle. After the threshold level has been passed, the draw shaft is pushed in, thus actuating the overrun lever, the wheel brakes (1 & 2) are then applied via the expanding clutch (3) (Fig 2)



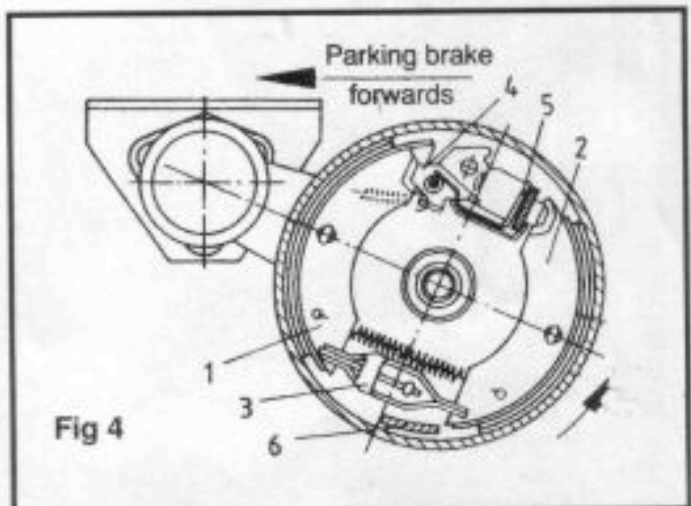
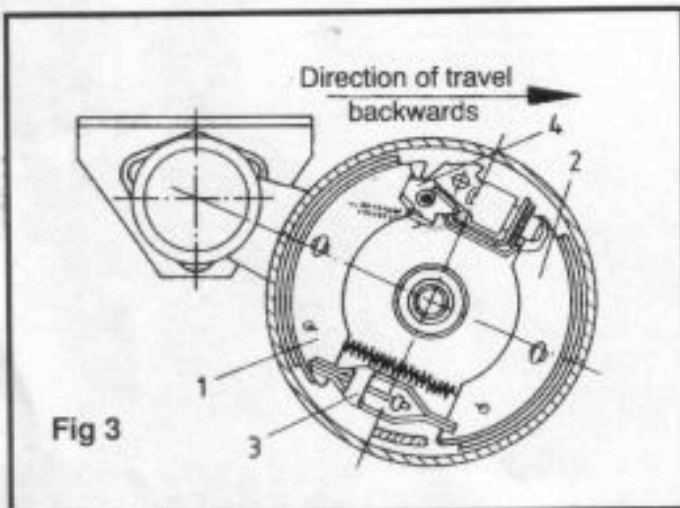
## Reversing.

When reversing, the towing vehicle pushes in the draw shaft of the overrun device. The brake shoes (1,2) are pressed against the brake drum via brake linkage, Bowden cable and expander clutch (3). The brake drum turns backwards, taking the trailing shoe (1) with it. The transmission lever (4) swings back and allows the draw shaft to complete its full travel. The braking effect is virtually cancelled out and the wheels can revolve freely in reverse (Fig 3).

## Parking.

On the spring cylinder version, engage the handbrake lever right up to the last tooth (90°). On the gas strut handbrake version, pull the handbrake lever over centre. The brake shoes (1 and 2) are pressed against the brake drum by the brake linkage etc. and this applies the trailer brakes.

When the caravan/trailer has been reversed, the brake drum will also rotate backwards. The trailing brake shoe (1) is taken with it and moves the transmission lever (4) back. This lever then pushes the adjuster assembly (5) which in turn pushes the leading brake shoe (2) against the stop (6). The caravan/trailer is then braked.



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