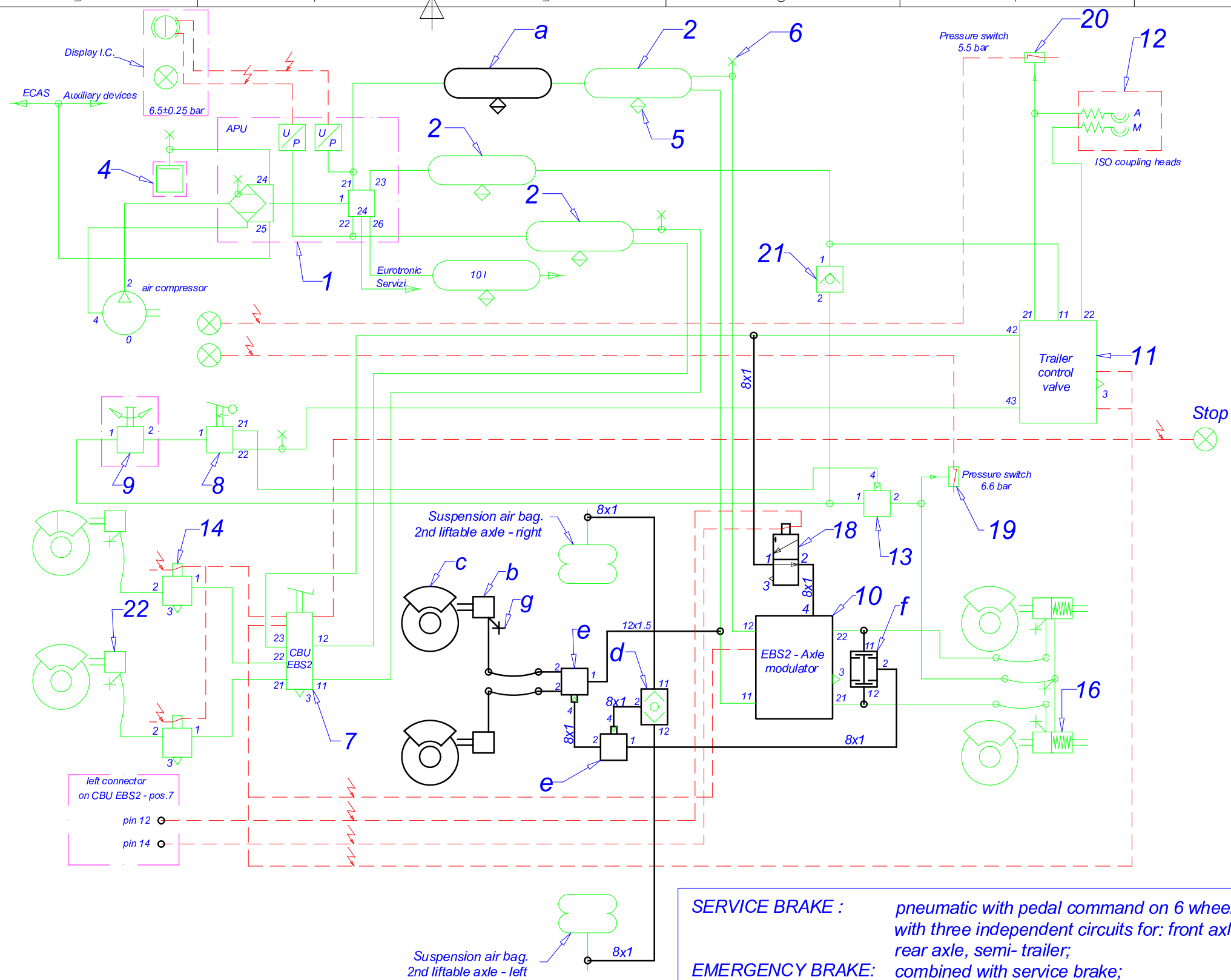




Added components for the 6x2 conversion

10 - Modulator EBS motor bridge (wagon version).

18 - Electrovalve N.O.

a - Air tank 15 L (CE approved).

b - Brake chamber, type 12".

c - Disc brake ($\varnothing$ 330 mm).

d - Double stop valve - uses P_{max} .

e - Relay valve.

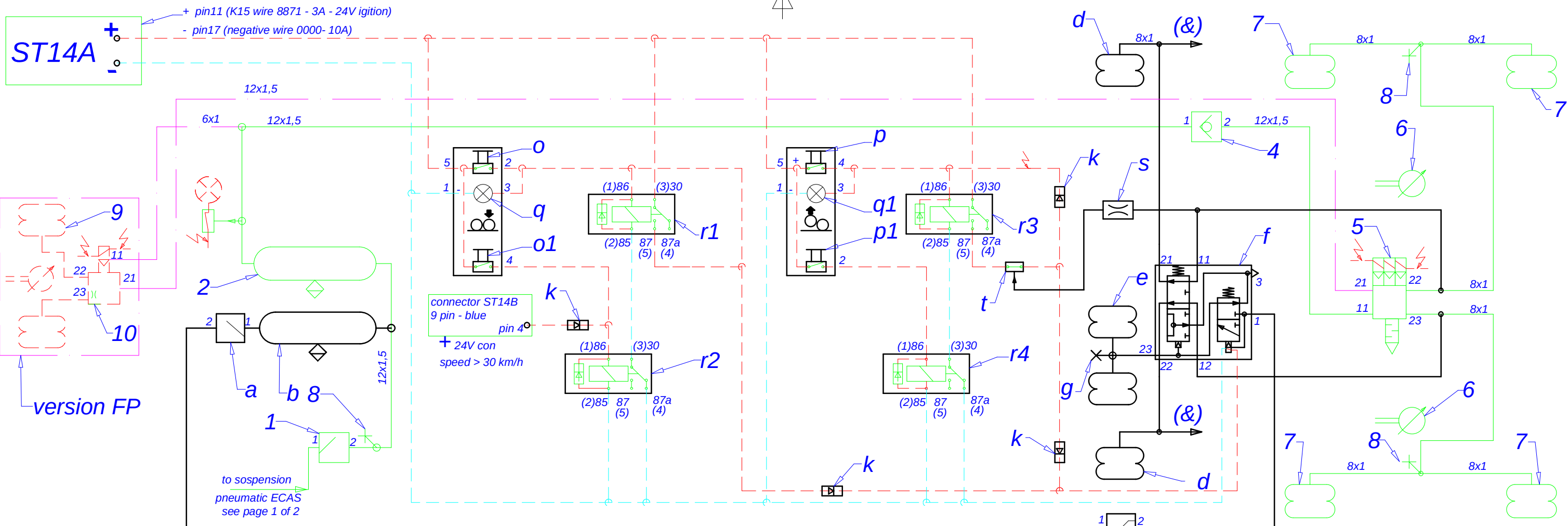
f - Double stop valve - uses P_{min} .

g - Pressure takeoff.

SERVICE BRAKE :	<i>pneumatic with pedal command on 6 wheels, with three independent circuits for: front axle, rear axle, semi- trailer;</i>
EMERGENCY BRAKE:	<i>combined with service brake;</i>
PARKING BRAKE:	<i>mechanical spring with pneumatic command, acting on the wheels of the 3rd axle;</i>
ENGINE BRAKE:	<i>with independent command.</i>

Suspension & services layout: see page 2 of 2

Suspension & services layout: see page 2 of 2										Rev.
Pos.	Q.tà	Designazione, materiale, dimensione, ecc.						Codice	Modifiche	
Materiale	Unificazione	Trattamento	Caratteristiche meccaniche		Massa kg	Unità di misura lineari: mm angoli: °sessagesimali	Codice grezzo	Formato disegno		
.....								A3 UNI 936		
Disegnato da	Controllato da	Data	Scala		Quote senza indicazione di tolleranza secondo tabella UNI EN 22768/1, con grado di precisione			Codice fornitore		
P. Martini	P. Martini	25.10.2014								
				Disegno di proprietà della S.T. System Truck S.p.A. Vietata la riproduzione non autorizzata.		TITOLO BRAKE LAYOUT DRAWING - IVECO 440S T/P FP...EBS2 BUILT INTO 6x2 - 2nd AXLE 4.5 TON SYSTEM CONFIGURED INTO "RIGID"				
S.T. System Truck S.p.A. via Paese, 28 - I 46048 Roverbella (MN) tel. +39 0376 696809 - info@stsystemtruck.com				Property of S.T. System Truck S.p.A. Reproduction not permitted, all rights reserved.		N° DISEGNO 25.01.30.0015		Modifica 1 del 16.01.15		Foglio 1/2



Added components to build the 6x2:

- a - Air intake valve with limited return (8.5 bar).
- b - Air tank 15 L (CE approved) with manual valve purge condensate.
- c - Relief valve (6 bar).
- d - Suspension bellow 2nd axle.
- e - Axle lift bellow 2nd axle.
- f - Diverter valve two sections - with solenoid N.C. (controls axle lift + load transfer) (°) (+).
- g - Pressure takeoff.
- i - Button command for load transfer N.O. (traction assist) (+).
- o1 - Button command for the exclusion of the load transfer N.O. (+).
- p - Button command for 2nd axle lift function N.O. (°).
- p1 - Button command for voluntary exclusion of lift function N.O.(°).
- q - Signal light in the cab (load transfer function active).
- q1 - Signal light in the cab (2nd axle lift function active).
- r1 - Relay electrical contact N.O. - (Insertion of the load transfer).
- r2 - Relay electrical contact N.C. - (Exclusion of load transfer).
- r3 - Relay electrical contact N.O. - (Insertion of 2nd axle lift).
- r4 - Relay electrical contact N.C. - (Exclusion of 2nd axle lift).
- s - Flow restrictor (Ø 0.5).
- t - Pressure switch N.C. for automatic exclusion 2nd axle lift - 6.0 bar.

(&) To the valve pos. "d"
brake system layout,
page 1 of 2

(°) When the button "p" is pressed, relay "r3" self energises and activates the solenoid and the deviator valve "f", the 2nd axle is lifted. If the pressure in the suspension of the drive axle increases to 6.0 bar or more, the pressure switch "t" opens and breaks the self energising circuit on relay "r3": The lift function is deactivated and the suspension of the 2nd axle inflates. The manual exclusion of the lift function (axle drop) is controlled using the "p1" and the relay "r4".

(+) When the button "o" is pressed, relay "r1" self energises and activates the solenoid and the deviator "f". The pneumatic suspension bellows on the 2nd axle deflate reducing the load on the axle, thus increasing the traction on the drive axle. If the vehicle speed increases to >30 km / hr, relay "r2" is deactivated, opening the contact and deactivating relay "r1" and the solenoid and deviator "f". The load transfer is off and the 2nd axle suspension reinflates. Pressing "o1" the load transfer is voluntarily deactivated.

— pneumatic tubing (rilsan) Ø8x1
- - - electrical wire + 24V
- - - electrical wire - ground

Brake system layout: see page 1 of 2

		Brake system layout: see page 1 of 2									Rev.	Rev.
Pos.	Q.tà	Designazione, materiale, dimensione, ecc.						Codice		Modifiche		
Materiale	Unificazione	Trattamento	Caratteristiche meccaniche		Massa kg	Unità di misura lineari: mm angoli: °sessagesimali		Codice grezzo	Formato disegno			
.....									A3 UNI 936			
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P. Martini	P. Martini	25.10.2014										
				Disegno di proprietà della S.T. System Truck S.p.A. Vietata la riproduzione non autorizzata.		TITOLO PNEUMATIC SUSPENSION SYSTEM LAYOUT - IVECO 440S.. T/P FP .. - BUILT INTO 6x2 2nd AXLE 4.5 TON - LIFTABLE with LOAD TRANSFER						
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via Paesa, 28 - I 46048 Roverbella (MN) tel. +39 0376 696809 - info@stsystemtruck.com						25.01.30.0015			2 del 07.01.16		2/2	

Rev. 2 del 07.01.2016 - Aggiunto diodo su relè "r3" - LT
Rev. 1 del 16.01.2015 - Modificato cartiglio - PT