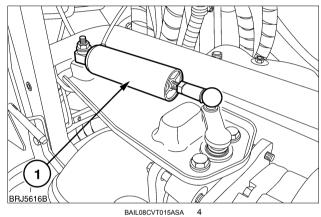


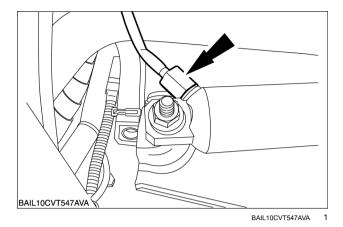
This is an on/off device, not a proportional system. The valve has a bypass hole in it of 14 mm diameter. This has been developed to limit the pressure developed in the engine to **2 bar** (**29 psi**) at engine maximum speed (high idle). If the operator allows the steepness of the slope and the gear selected to drive the engine above the maximum speed, a visual warning is displayed. There is a brake pressure valve (**1**) (Figure **3**) at the start of the supply line at the air brake reservoir, which only allows the air to pass to the exhaust brake system if the brake system has working pressure. This is to prevent the exhaust brake system bleeding all the air out of the air brake system.



**NOTE:** The exhaust brake is cancelled when the engine speed drops below **1200 RPM** and the throttles are inoperable when the exhaust brake pedal is pressed. They only become active again when it is released.

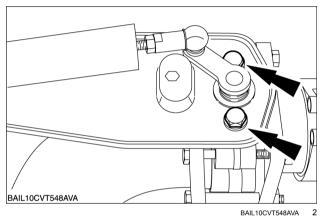
## **Engine brake - Remove**

- 1. Fully raise the engine hood.
- 2. Disconnect the vacuum line.



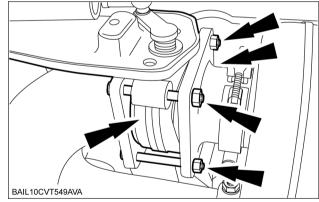
3. Remove the engine brake retaining bolts.

**NOTE:** This step is necessary to allow the engine brake throttle plate to rotate in the next step.



4. Remove the engine brake.

**NOTE:** It is necessary to rotate the engine brake around the throttle plate in order to remove it.

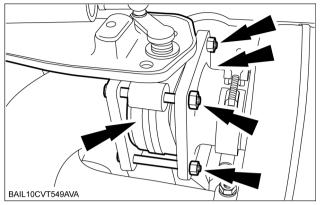


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## Engine brake - Install

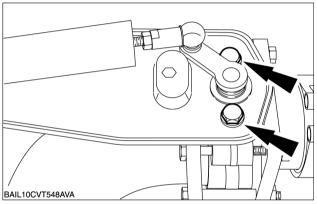
Install the engine brake.

NOTE: It is necessary to rotate the engine brake around the throttle plate in order to install it.

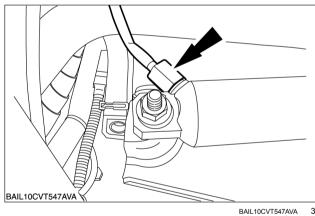


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2. Install the engine brake retaining bolts.

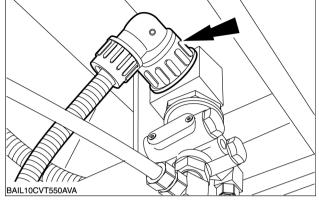


3. Connect the vacuum line.



## **Engine brake Control valve - Remove**

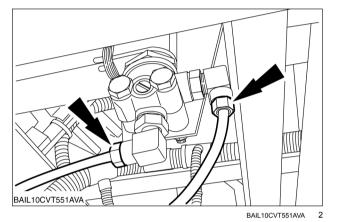
1. Disconnect the engine brake control valve electrical connector.



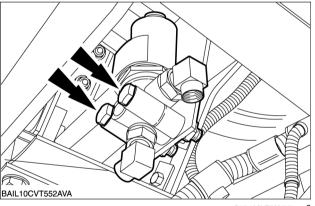
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2. Disconnect the air lines.

**NOTE:** To aid installation, mark the air lines and unions prior to disconnecting.



3. Remove the engine brake control valve.



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