

PEM REPAIR KITS

This document informs workshops about how to adapt the priority definition kit to Pneumatic extension modules.

APPLICATION

The priority definition function is recommended in cases where parked trailers, with either red coupling head decoupled or braked by the trucks's handbrake, became conspicuous through a venting noise out of the TEBS E silencer.

IDENTIFICATION OF PART NUMBERS

The priority definition kits are chosen by the type of the PEM. Please refer to the following table:

Application	For Modulators 480 102 ... 0	Repair Kit
Aluminium PEM priority definition	033; 034; 035; 063; 064; 065	461 513 921 2
Composite PEM priority definition	031; 036 061; 066	461 513 922 2
Reassembling PEM to TEBS E	Fits to all modulators	461 513 920 2

Please note that the reassembling kit can be used in to ensure leakage-free mounting after disassembly of the PEM. Whether or not the PEM should be dismantled can be decided depending on the accessibility of the PEM in the vehicle.

OPERATING THE REPAIR KIT

Phase	ALU PEM	Composite PEM
PREPARATION	<ul style="list-style-type: none"> - Follow all national and workshop related safety regulations to avoid accidents. - Prevent the vehicle from rolling by using wedges. - Release reservoirs and ensure that no pressure is anymore in the system. - Clean the area of operation and ensure that no pollution can penetrate into the brake system. - Read the instruction which is shipped with the kit 	
DISASSEMBLY	<ul style="list-style-type: none"> - Screw out push-in fitting at port 4.2 with the pipe staying inserted - Screw out the threaded fitting and dispose it. 	<ul style="list-style-type: none"> - Cut the pipe (if long enough) or use a New Line release tool to release the pipe - Push out the needles which hold the fitting.

Phase	ALU PEM	Composite PEM
ASSEMBLY	<ul style="list-style-type: none"> - Place the spring into the open port and check whether it is properly centered in the bore - Grease the new o-ring with the grease coming with the kit. - Place the o-ring on the new threaded fitting. - Screw in the threaded fitting and tighten it with 60 +10 Nm - control the correct position of the spring (visually through the bore of the fitting) - Screw in the pipe with its fitting and tighten with 36 +4 Nm. 	<ul style="list-style-type: none"> - Place the spring into the open port and check whether it is properly centered in the bore - Grease the new o-ring with the grease coming with the kit. - Place the o-ring on the new fitting - Press in the new fitting by hand and push in new needles to fix it - control the correct position of the spring (visually through the bore of the fitting) - Screw in the new push-in brass fitting with 35+5 Nm. - Clean the pipe's end and push it into the new fitting. Observe press-in depth of 20.5 mm.
TEST	<ul style="list-style-type: none"> - Pressurize the system. - Ensure that there is no leakage when the truck's brake is applied/ released - Ensure that there is no leakage when the PREV's red knob is activated. 	