T.Ü.V -- RDW
Braking control on test Bench
for electric brakes

september 2000

Electric braking control for approval for RDW or TUV on brake test bench;

The brakecontroller (EBC) is mounted in a small box with door.
After you are able to work on the EBC you must unlock the small locking bolt en than loosen up the two M 6 bolts so that you can have the EBC under a 29 degree forward angle.

You now are able to activate the EBC by using the brakepadle of the towing vehicle and control the braking performance on the testbench.
This procedure has to be done on the second axle also.

Adjustment of the brakes has to done by opening the slotplug on the backside of the backplate and turning the adjuster to the right position.

After braking control you have to set the EBC in horizontal position again by having the green LED on top of the controller light up continuous.
Tighten the M6 bolts and lock the unit by the locking bolts.

Check the green LED again that it is burning with towing vehicle coupled together on a horizontal underground,before closing the door of brake control box

Note; If the values on the test bench are to unstable to read because of turning the EBC forwarddown you have the complete decelaration at ones, you can do following procedure;
Unlock the EBC and keep it in horizontal position. Activate the braking system by keeping the brakepadle of towing vehicle continuous. Now you can turn the EBC slowly forward down in f.i. 5-10 seconds. The decalaration in built up slowly now and your values on the test bench will come on slowly and easier to read.
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Watch out! New type of brakebenches do have an axlelift for weight control. Hereby you do not have the right load sensor (potentiometer) position and therewith the false braking performanc.