Email : sales@scilabexport.com
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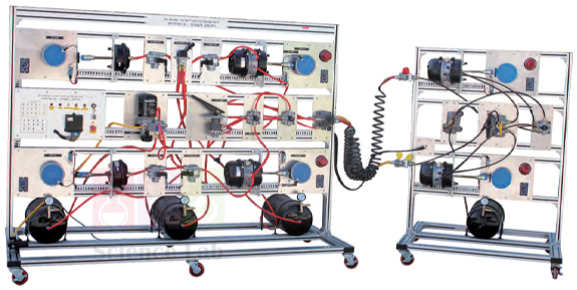
Product Name :

Trailer Type Air Brake System Training Equipment

Product Code :

SLE/ATE/11



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Description :

Trainees connect a separate trailer unit to a truck-body air brake stand on the Trailer Type Air Brake System Training Equipment, then prove that a brake application reaches the trailer as well. The rig carries an air tank, ECU, PCV modulator and other ABS parts, and four 120W speed-controlled motors turn the wheels during the ABS tests.

Trailer-type air brake trainer specifications

Parameter	Detail
Configuration	Brake system from the body part plus a separate trailer unit
Wheel drive	4 motors, single phase 220V, 120W each, speed control type; wheel rotation and speed controlled with motor
Composition	Air tank, pressure regulator, brake pedal, air pressure gauge, single chamber (2 nos), double chamber (2 nos), ECU, parking brake valve, check valve, ABS pulse ring, PCV modulator, quick release valve, air dryer, double check valve, etc.
Control panel	Check terminal, power lamp, fuse holder, key switch, power switch, emergency switch
Testing	Tests run with the installed air tank and all components of the air brake system
Training contents	ABS waveform test; ABS modulator resistance test; use of the foot brake and hand control valve; completing the brake air line test; connecting the air line from the trailer brake system; output voltage test
Size	Approx. 2,400 × 600 × 1,800 mm (main unit) + 800 × 600 × 1,600 mm (trailer)
Weight	Approx. 150 kg (main unit) + 60 kg (trailer)
Product code	SLE/ATE/11
Minimum order	10 units
Dispatch	Usually within 7 to 10 working days
Manufacturer	ScienceLab (Jain Scientific Equipments Pvt Ltd), Ambala, India

Coupling and testing the trailer brake circuit

Coupling the trailer. Park the trailer unit beside the main stand and connect the trailer air line as the supplied operating instructions describe. Charge the system, apply the foot brake and confirm that the trailer chambers apply together with those on the main unit. Repeat the application with the hand control valve and compare the gauge readings.

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