FACT SHEET

ENGINE BRAKE

EBR-EPG Engine brake with exhaust pressure governor

Engine brake with exhaust pressure governor

Except the function of engine braking, the purpose of the exhaust pressure governor is to help the engine to quicker reach the correct work temperature. The governor is located in the exhaust outlet of the turbo. It is a pneumatic-controlled valve that chokes the flow in the exhaust system and increases the backpressure on the pistons during idling.

When the exhaust brake is activated the valve is almost shut. This gives a high backpressure on the pistons on their way up, resulting in deceleration of engine speed and by that the vehicle speed. The auxiliary brake stalk is located on the left side behind the steering wheel. It has different settings depending on the gearbox, engine or exhaust brake and retarder (see page 2 for specifications).

If EBR-EPG is combined with the automated I-Shift AT2412E gearbox, it features an extra, respringing position (on top). Activating this function adapts gear-changing and provides optimal auxiliary braking performance.

SAFETY

- High efficiency braking.

ENVIRONMENT

- Reducing wear on ordinary brakes.
- In combination with cruise control, helps for lower fuel consumption.

PCA3 | PCA4

FACT SHEET

ENGINE BRAKE

EBR-EPG Engine brake with exhaust pressure governor

Multifunction control stalk

The control stalk for auxiliary brakes has different fixed positions depending on gearbox type.

Control stalk for auxiliary brakes	
Variant combination	**Stalk position**
AL306, EBR-EPG, RET-TPT	**0, 1, 2, 3, 4, 5**
ZTO1006 / ZTO1009 / STO8006 / AL306, EBR-EPG, URETARD	**0, 1**
AT2412F, EBR-EPG, URETARD, 8AP1200	**0, 1, B**

Stalk position - **0, 1, 2, 3, 4, 5**

0 Provides no retardation (assuming that the auxiliary brake switch is not depressed, automatic mode).

1 - 5 Retardation level. Position 5 provides the greatest retardation. Each step that the stalk is moved downwards increases retardation by 20%.

Stalk position - **0, 1**

0 Provides no retardation.

1 Provides the greatest retardation.

Stalk position - **0, 1, B**

0 Provides no retardation (assuming that the auxiliary brake switch is not depressed, automatic mode).

1 Provides the greatest retardation.

B Re-spring position for engagement of Brake program mode.

1 Stop in the last fixed position.

2 Move the stalk to positon B.

3 B is shown in the driver display.

4 Release the stalk.

5 When the brake program is engaged, the gearbox changes to the gear which gives the best auxiliary brake effect.

Disengage the brake program by moving the stalk to another position or by depressing the accelerator.

SPECIFICATION

Max engine braking effect – 4-cyl:

28 kW..... at 1500 rpm
57 kW..... at 2100 rpm
80 kW..... at 2800 rpm

Max engine braking effect – 6-cyl:

43 kW..... at 1500 rpm
86 kW..... at 2100 rpm
120 kW.....at 2800 rpm