LSV Testing equipment

Functional description

1st edition

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WABCO
Vehicle Control Systems

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General

The WABCO test equipment 435 008 000 0 is for setting the 475 700 000 0, 475 711 000 0, 475 714 ... 0 & 475 715 ... 0 range of Load Sensing Valves (LSV's).

Time & again we are faced with the problem of setting the LSV's & achieving the correct setting often involves difficulties. Checking the mechanical LSV's for leaf-spring suspension vehicles is unproblematic. Here the lever of the LSV is manually set to "empty" or "laden" to check the brake pressures.

Checking the pneumatic LSV's for air-suspension vehicles is more difficult. Checking the brake pressures is only possible by changing the control pressures. A task which is impossible to perform without additional equipment. It was our purpose to find a remedy.
The WABCO testing equipment 435 008 000 0 (Fig. 1) for pneumatically controlled LSV's is the result.

Fig. 1 LSV Testing equipment 435 008 000 0

How does the system work?

For example, the LSV's of a trailer to be checked.

First, the testing equipment is connected to the reservoir or the network on the premises. Then a connection from measuring circuit 1 is made between the test coupling which is located between the air suspension bellows and the LSV. It is a prerequisite that the test coupling is of the type which blocks the connection to the air-suspension bellows by means of the test hose being screwed on. The WABCO testing coupling 463 710 001 0 has these properties.

Now a connection is established from the measuring circuit 2 to the coupling head "brake". Measuring circuit 3 is connected to the test coupling that is located between the LSV and the brake cylinders.

By adjusting the precision control valves 1 and 2 it is possible to set all the desired control and input pressures. The brake pressures applied by the LSV's can be read out directly at manometer 3.

For hydraulic axle assemblies the WABCO test coupling 463 711 000 0 must be used and the pressure "laden" must be simulated by means of a hydraulic pump.

Fig. 2 Part number for the LSV adjuster is 899 709 109 2

Functional structure

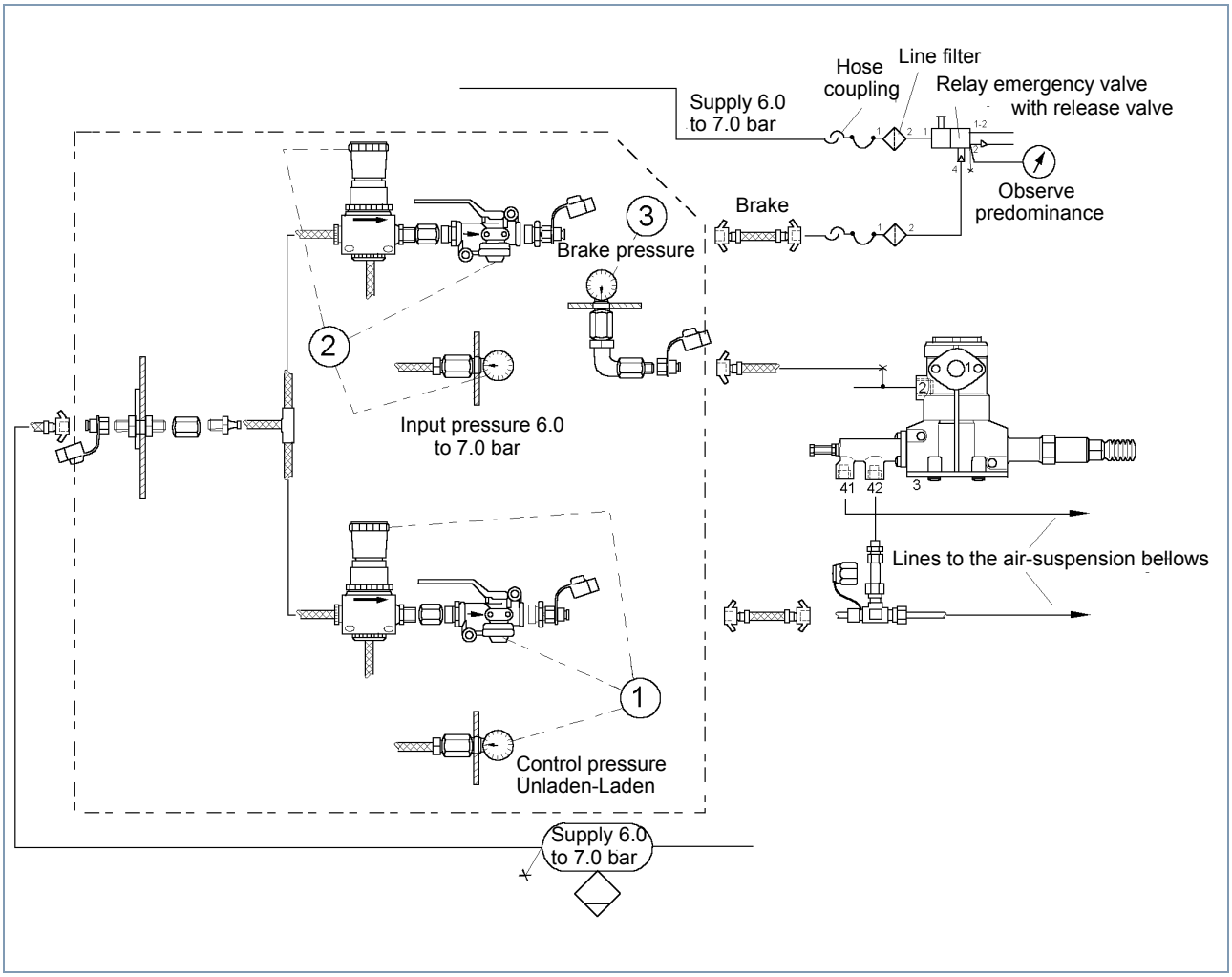

Fig. 3 Functional structure

Set and test values 475 700 ... 0, Part 1

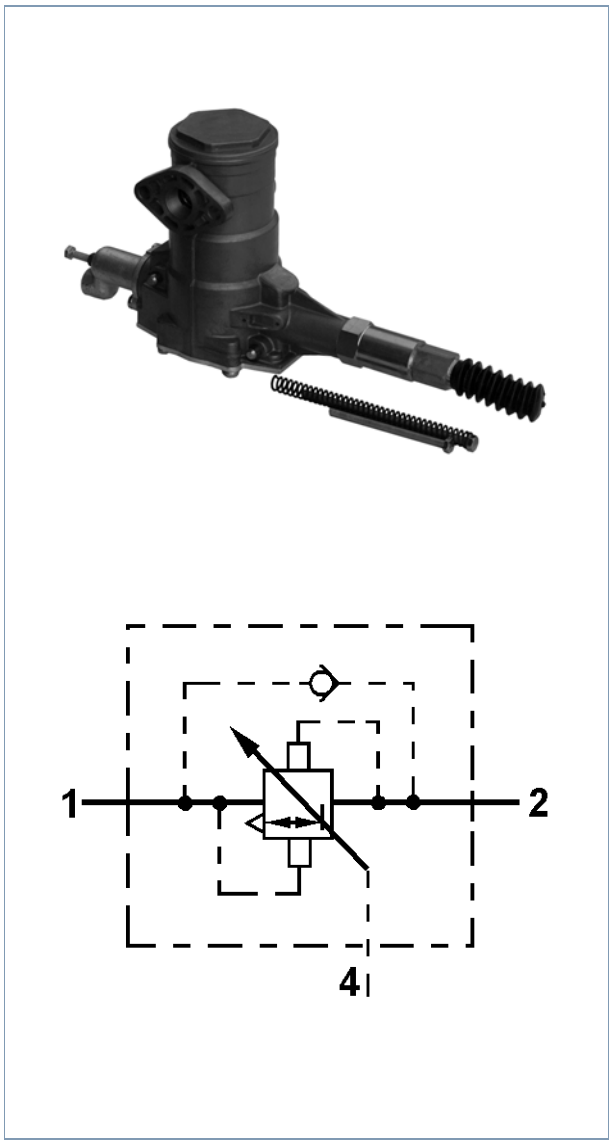

Fig. 4 LSV and functional symbol

Technical Data

Operating pressure	**Brake pressure**	max. 10 bar
	Control pressure	max. 8 bar
Permissible medium		Air
Operating temperature range		-40° C to +80° C
Initial application pressure at		0.4 bar

Designation and threads of the pipe connections

1	Energy supply	M 22 x 1.5
2	Energy delivery	M 22 x 1.5
4	Control connection	M 12 x 1.5

All variants listed in Part 1 can be set up using the universal design 475 700 220 0.

In the event that the factory standard settings of the automatic load-sensing valve do not correspond with the specified requirements, the adjusting screws and the conversion kit included in delivery can be used to set the LSV to the required pressure values.

To determine the settings, a nomograph (ordering no. 475 700 905 3) can be obtained from WABCO. Please contact us.

Factory settings for the Load Sensing Valve 475 700 220 0

Input pressure p1 (Operating pressure)	4.5 bar		5 bar		6 bar		7 bar	
Output pressure p2	No load	Fully Laden	No load	Fully Laden	No load	Fully Laden	No load	Fully Laden
	1.7	4.5	1.87	5	2.2	6	2.53	7
Control pressure p4	0.7	4.25	0.7	4.25	0.7	4.25	0.7	4.25

Set and test values 475 700 ... 0, Part 1

Variant	Brake pressure p_1	Vehicle unladen		Vehicle laden	
		a	b	a	c
	(bar)	(bar)		(bar)	
475 700 120 0	7	1.8	3	5	7
475 700 121 0	7	2	2.3	5.8	7
475 700 122 0	6	1	1.8	4.6	6
475 700 123 0	7	4.5	4	6.5	5.6
475 700 124 0	6	1	2.6	4.3	6
475 700 125 0	6	1.8	3.7	5.4	6
475 700 126 0	6	0.5	1.8	4.1	6
475 700 127 0	6	0.8	2.1	6.3	6
475 700 128 0	6	0.5	2.1	3.8	6
475 700 129 0	7	0.9	2	2.8	4.9
475 700 130 0	6	2.2	3.4	5.1	6
475 700 131 0	7	0.7	4.6	3.8	7
475 700 132 0	7	0	2.5	3.2	7
475 700 133 0	7	0.9	2.6	3.4	7
475 700 134 0	7	3.7	3.2	5.4	5
475 700 135 0	7	4	3.5	7.9	7
475 700 136 0	7	1.8	3.7	5.3	7
475 700 137 0	7	0	2.6	2.9	5.4
475 700 138 0	7	2.2	3	6.7	7
475 700 139 0	7	0.6	2.5	3.4	7
475 700 140 0	7	4.5	4	6.1	6.1
475 700 141 0	6	2	4.3	4.8	5.8
475 700 142 0	7	2	2.9	6.3	7
475 700 143 0	7	0.9	3.4	3.4	7
475 700 144 0	7	1	2	5.3	5.6
475 700 145 0	6	0.6	1.8	5.3	5
475 700 146 0	6	2.2	2.5	5	6
475 700 147 0	7	0.4	1.9	5.8	7
475 700 148 0	7	0.5	2	4.2	7
475 700 149 0	7	0.9	3.7	5.4	7
475 700 220 0	6	0.7	2.2	4.25	6 *
475 700 230 0	6	3	4.3	6	6
475 700 231 0	6	2.5	4.3	4.7	6
475 700 232 0	6	2.5	3.4	5.1	6
475 700 233 0	6	3	5.1	4.1	6
475 700 234 0	6	1.3	3.6	3.2	6
475 700 235 0	6	2.0	3.3	4.3	5.5
475 700 236 0	6	3.6	3.8	5.0	4.7
475 700 237 0	6	1.3	3.6	3.6	6
475 700 238 0	6	2	3.2	5.3	6
475 700 239 0	6	1.3	2.8	3.4 +02	4.8

a = Control pressure p_4 (Air bellows pressure)
b = Brake chamber pressure p_2 ± 0.3 bar
c = Brake chamber pressure p_2 - 0.2 bar

Variant	Brake pressure p_1	Vehicle unladen		Vehicle laden	
		a	b	a	c
	(bar)	(bar)		(bar)	
475 700 240 0	6	1.5	4	3.2	5.5
475 700 241 0	6	2.5	3	6	5.2
475 700 242 0	6	0.3	1.5	4.7	4.7
475 700 243 0	6	2	3.6	4.3	5.8
475 700 244 0	6	2	2.7	4.3	4.9
475 700 245 0	6	1.9	3.7	4.2	5.8
475 700 246 0	7	0.5	4.5	4.2	7
475 700 247 0	6	1.1	4.2	3.2	5.8
475 700 248 0	7	2	5.8	5.4	7
475 700 249 0	7	0.6	3.5	5.6	7
475 700 250 0	6	0.4	1.9	5.3	6
475 700 251 0	6	3.3	4	6	6
475 700 252 0	6	2.7	3.1	5	6
475 700 253 0	6	3.2	5.1	4.5	6
475 700 254 0	6	1.1	2.8	3.8	4.8
475 700 255 0	6	2.2	2.4	5.2	6
475 700 256 0	6	0.6	2.2	5.4	6
475 700 257 0	6	4.7	4.2	6.1	6
475 700 258 0	6	3	3.1	7	6
475 700 259 0	6	0.4	2.2	2.8	6
475 700 260 0	6	5.2	4.3	6.4	5.8
475 700 261 0	6	5.2	4.4	6.4	6
475 700 262 0	6	3.6	2.8	7.2	5.6
475 700 263 0	6	2.3	2.4	4.5	5.6
475 700 264 0	6	0.4	2.2	5.6 $^{+03}$	6
475 700 265 0	6	2.2	3.3	5.2	5.8
475 700 267 0	6.5	3.5	4.15	5.8	6.5
475 700 268 0	6.5	5.5	4.1	7.6	6.5
475 700 270 0	7.5	3.8	5.5	5.5	7.5
475 700 271 0	7.5	4.2	5.5	5.5	7.5
475 700 272 0	7.3	0.7	2.0	6.4	7.3
475 700 273 0	6.0	3.6	3.9	5.7	6.0
475 700 274 0	6.0	3.7	3.8	5.5	6.0
475 700 275 0	6.0	1.8	3.5	3.5	6.0
475 700 276 0	6.0	2.0	3.4	4.3	6.0
475 700 277 0	6.0	2.4	2.1	5.0	4.0
475 700 278 0	6.5	1.7	3.8	3.9	5.4
475 700 279 0	6.5	3.5	3.7	7.4	6.5
475 700 280 0	6.5	4.2	4.2	7.5	6.5
475 700 292 0 [2)]	7.5	1.2	4.1	5.2	7.5
475 700 293 0 [1)]	6.5	3.2	3.4	5.1	4.9
475 700 294 0 [1)]	6.5	4.85	3.3	7.9	4.9
475 700 295 0 [1)]	6.5	3.6	3.5	7.35	6.5
475 700 296 0 [1)]	6.5	3.3	4.0	6.3	6.5
475 700 297 0 [1)]	6	3.3	2.85	7.4	5.35

1) The initial application pressure is 0.6 bar
2) The initial application pressure is 0.8 bar

Set and test values 475 700 ... 0, Part 2

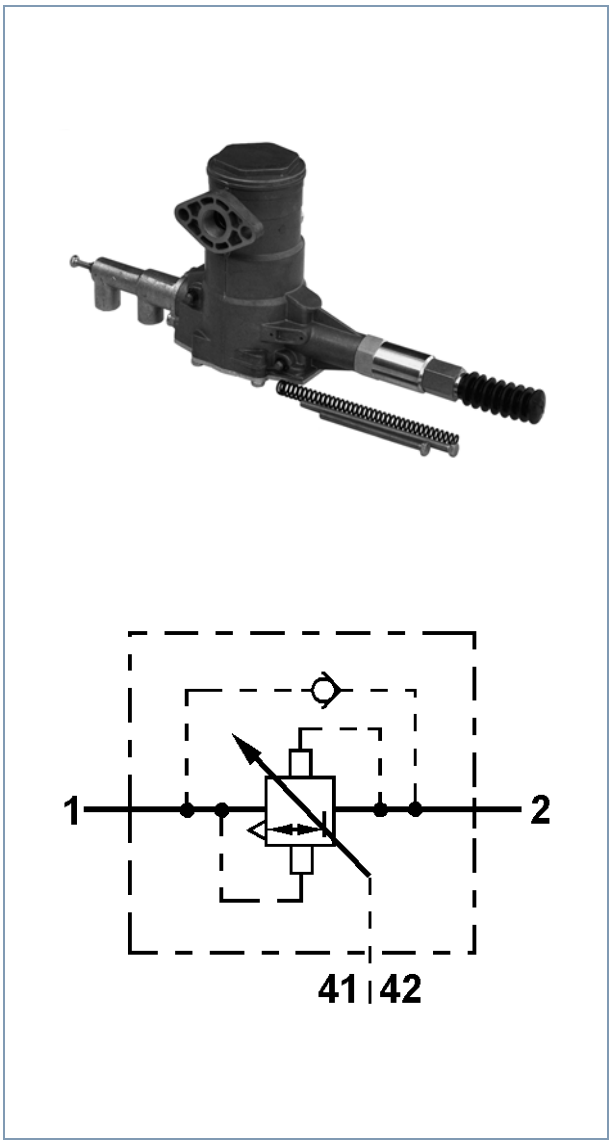

Fig. 5 LSV and functional symbol

Technical Data

Operating pressure	**Brake pressure**	max. 10 bar
	Control pressure	max. 8 bar
Permissible medium		Air
Operating temperature range		-40° C to +80° C
Initial application pressure at		0.4 bar

Designation and threads of the pipe connections:

1	Energy supply	M 22 x 1.5
2	Energy delivery	M 22 x 1.5
41 and 42	Control connection	M 12 x 1.5

All variants listed in Part 2 can be set up using the universal design 475 700 320 0.

In the event that the factory standard settings of the automatic load-sensing valve do not correspond with the specified requirements, the adjusting screws and the conversion kit included in delivery can be used to set the LSV to the required pressure values.

To determine the settings, a nomograph (ordering no. 475 700 905 3) can be obtained from WABCO. Please contact us.

Factory settings for the Load Sensing Valve 475 700 320 0

Input pressure p1 (Operating pressure)	4.5 bar		5 bar		6 bar		7 bar	
Output pressure p2	No load	Fully Laden	No load	Fully Laden	No load	Fully Laden	No load	Fully Laden
	1.7	4.5	1.87	5	2.2	6	2.53	7
Control pressure p4	0.7	4.25	0.7	4.25	0.7	4.25	0.7	4.25

Set and test values 475 700 ... 0, Part 2

Variant	Brake pressure (input) (bar)	Vehicle unladen		Vehicle laden	
		Control pressure p_{41}, p_{42} (bar)	Brake pressure p_2 (bar)	Control pressure p_{41}, p_{42} (bar)	Brake pressure p_2 (bar)
475 700 320 0	4.5	0.7	1.7	4.25	4.5
475 700 320 0	5.0	0.7	1.87	4.25	5.0
475 700 320 0	6.0	0.7	2.2	4.25	6.0
475 700 320 0	7.0	0.7	2.53	4.25	7.0
475 700 331 0	6.5	2.6	3.9 ± 0.25	3.9	6.1 ± 0.2
475 700 332 0	6.0	1.0	1.7	4.6	6.0
475 700 333 0	6.0	0.5	2.05	3.8	6.0
475 700 334 0	6.0	2.2	2.85	4.3	3.8 ± 0.2
475 700 335 0	6.0	2.2	3.05 ± 0.25	4.3	$6.0_{-0.2}$
475 700 336 0	6.0	1.0	2.6 ± 0.25	4.3	$6.0_{-0.2}$
475 700 337 0	6.0	0.5	2.05 ± 0.25	$3.8^{+0.4}$	$6.0_{-0.2}$
475 700 338 0	6.0	0.6	1.7 ± 0.25	6.0	$6.0_{-0.2}$
475 700 339 0	6.5	2.3	3.4 ± 0.25	5.2	6.0 ± 0.25
475 700 340 0	7.5	2.7	5.0 ± 0.25	$4.1^{+0.4}$	$7.5_{-0.2}$
475 700 341 0	7.5	2.7	5.0 ± 0.25	$4.1^{+0.4}$	$7.5_{-0.2}$
475 700 342 0	6.5	3.8	4.3 ± 0.25	$6.6^{+0.4}$	$6.5_{-0.2}$
475 700 343 0	6.5	1.0	2.3 ± 0.25	$4.5^{+0.4}$	$5.6_{-0.2}$
475 700 344 0	6.5	4.0	4.4 ± 0.25	$6.3^{+0.4}$	$5.9_{-0.2}$
475 700 345 0	6.0	2.4	2.1 ± 0.25	$5.0^{+0.4}$	$4.0_{-0.2}$
475 700 351 0	6.0	3.3	4.0 ± 0.25	6.0	6.0 ± 0.25
475 700 352 0	6.0	2.7	3.1 ± 0.25	5.0	6.0 ± 0.25
475 700 353 0	7.5	3.35	5.0 ± 0.25	$5.0^{+0.4}$	$7.5_{-0.2}$
475 700 395 0 [1)]	7.5	1.2	4.1 ± 0.25	5.2	$7.5_{-0.2}$
475 700 396 0 [2)]	6.5	2.6	3.5 ± 0.25	5.95	$6.5_{-0.2}$
475 700 397 0 [2)]	6.5	2.6	4.0 ± 0.25	5.95	$6.5_{-0.2}$
475 700 398 0 [3)]	6.0	1.0	2.6 ± 0.25	4.3	$6.0_{-0.2}$
475 700 399 0 [2)]	6.5	2.7	3.1 ± 0.25	5.4	$6.5_{-0.2}$

[1)] = The initial application pressure is 0.8 bar
[2)] = The initial application pressure is 0.6 bar
[3)] = The initial application pressure is 1.2 bar

Set and test values 475 700 ... 0, Part 3

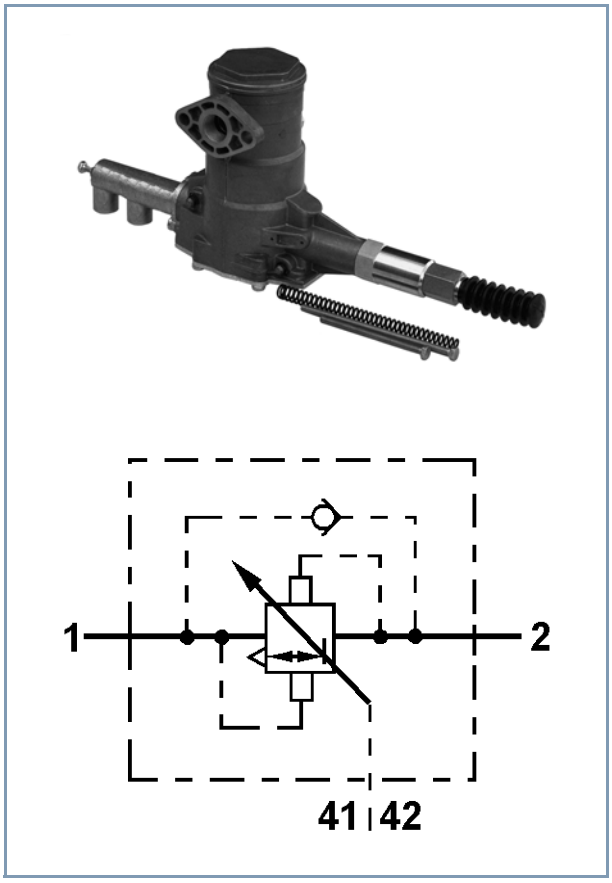

Fig. 6 LSV and functional symbol

Technical Data

Operating pressure		see table
Permissible medium	**Pneumatic**	Air
	Hydraulic	see table
Operating temperature range		-40° C to +80° C

Designation and threads of the pipe connections:

1	Energy supply	M 22 x 1.5
2	Energy delivery	M 22 x 1.5
41 and 42	Control connection	M 12 x 1.5

To determine the settings, the corresponding nomograph can be obtained from WABCO. Please contact us.

Ordering number for	
Nomographs	**Load Sensing Valve**
475 700 907 3	475 700 401 0
475 700 909 3	475 700 402 0
475 700 905 3	475 700 220 0 475 700 320 0 475 700 403 0

Variant	**Operating pressure**		**p_1**	**Vehicle unladen**		**Vehicle laden**		**Control medium**
	Pneumatic	**Hydraulic**		**p_{41}; p_{42}**	**p_2**	**p_{41}; p_{42}**	**p_2**	
	in bar							
475 700 400 0	8	65	6	10	2.2	65	6	mineral oil
475 700 401 0	10	8	6	0.55	1.8	5.6	6	water-glycol
475 700 402 0	10	156	6	10	2.2	65	6	mineral oil
475 700 403 0	10	8	6	0.7	1.75	3.8	6	air
475 700 404 0	10	8	6	0.55	1.8	5.6	6	
475 700 410 0	10	8	6	0.7	1.8	6.3	6	water-glycol
475 700 411 0	10	8	6	0.85	1.8	7.8	6	
475 700 421 0	10	156	6	10	2.2	90^{+10}	6	mineral oil
475 700 430 0	10	8	6	0.4	1.5	2.8	6	air

Overview of the universal designs

Adjustable LSV	**Producible LSV**
475 700 401 0	475 700 410 0 475 700 411 0
475 700 402 0	475 700 421 0
475 700 403 0	475 700 430 0 475 700 404 0

Set and test values 475 711 ... 0

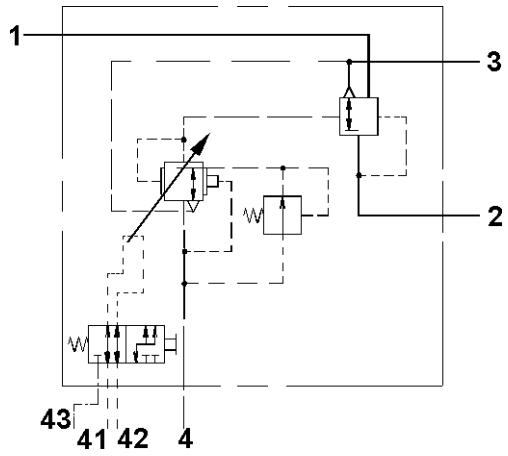

Fig. 7 LSV and functional symbol

Technical Data

Operating pressure	**Brake part**	max. 10 bar
	Control part	max. 12 bar
Permissible medium		Air
Operating temperature range		-40° C to +80° C

Thread of pipe connections:

1	Energy supply
2	Energy delivery
41 and 42	Control connection
43	Test coupling

Variant	Brake pressure (input) (bar)	Vehicle unladen		Loaded	
		Control pressure p_{41}, p_{42} (bar)	Brake pressure p_2 (bar)	Control pressure p_{41}, p_{42} (bar)	Brake pressure p_2 (bar)
475 711 015 0	7	2.1	3.9	5.2	7
475 711 017 0	6.5	0.7	2.0	3.9	6.5
475 711 018 0	6	2.75	5.1	6.8	6
475 711 019 0	6	1.75	4.8	5.2	6
475 711 020 0	6	2.3	4.5	4.8	6
475 711 021 0	6.5	0.6	1.9	4.7	6.5
475 711 022 0	6.5	0.85	1.4	4.9	6.5
475 711 023 0	6.5	0.6	1.4	4.9	6.5
475 711 024 0	6.5	0.6	1.4	4.3	6.5
475 711 025 0	6.5	0.8	1.4	4.3	6.5
475 711 026 0	6.5	0.8	1.4	3.5	6.5
475 711 027 0	6.5	0.6	1.4	3.5	6.5
475 711 028 0	6.5	0.7	1.9	3.9	6.5
475 711 029 0	6	0.5	1.4	5.9	6

Variant	Brake pressure (input) (bar)	Vehicle unladen		Loaded	
		Control pressure p_{41}, p_{42} (bar)	Brake pressure p_2 (bar)	Control pressure p_{41}, p_{42} (bar)	Brake pressure p_2 (bar)
475 711 030 0	6.5	0.6	2.0	3.5	6.5
475 711 031 0	6.5	0.7	2.0	4.3	6.5
475 711 032 0	7	0.45	1.7	6.1	6.8
475 711 033 0	6	0.8	1.7	8	6
475 711 034 0	7.3	0.4	1.6	5.6	7.3
475 711 035 0	6	0.5	1.2	7.5	6
475 711 036 0	8	0.3	1.4	4.8	8
475 711 037 0	6	1.8	3.8	5.4	6
475 711 038 0	6	2.75	5.1	6.8	6
475 711 039 0	6	1.75	4.8	5.2	6
475 711 040 0	6	2.3	4.5	4.8	6
475 711 041 0	8	0.5	2.4	5	8
475 711 042 0	8	0.2	2.0	5.5	8
475 711 043 0	8	0.6	1.3	6.3	6.4
475 711 044 0	8	0.9	1.1	6	7.6
475 711 045 0	8	0.6	1.5	6	7.7
475 711 046 0	8	0.6	1.1	6	6.7
475 711 047 0	8	0.2	1.3	5.5	8
475 711 048 0	8	0.5	1.4	4.4	7
475 711 049 0	6.5	0.4	1.5	2.9	6.5
475 711 050 0	6.5	0.9	1.4	6.5	6.5
475 711 051 0	8	0.4	1.5	6.6	8
475 711 052 0	7.5	0.8	1.9	7	6.9
475 711 053 0	7.5	0.8	2	7	6.2
475 711 054 0	7.5	0.8	1.6	7	5.4
475 711 055 0	7	0.5	1.9	7.2	7
475 711 056 0	8	0.7	2.5	6.3	7.8
475 711 057 0	6	0.5	1.85	4.8	6
475 711 058 0	6	0.5	1.75	4.7	6
475 711 059 0	6.5	0.6	1.4	2.5	6.5
475 711 060 0	6.5	0.6	1.5	4.9	6.5
475 711 061 0	8	0.2	2.6	3.6	8
475 711 062 0	6	0.5	1.9	3.3	5.4
475 711 063 0	8	0.5	2.65	4.4	8
475 711 064 0	7.5	0.8	2.3	5	7.1
475 711 066 0	8	0.5	1.05	5.1	6.3
475 711 067 0	8	0.7	2.1	6	6.8
475 711 068 0	6	0.5	1.4	5.9	6
475 711 069 0	6	0.8	1.7	8	6
475 711 070 0	7	0.2	1.9	3.2	7

Variant	Brake pressure (input) (bar)	Vehicle unladen		Loaded	
		Control pressure p_{41}, p_{42} (bar)	Brake pressure p_2 (bar)	Control pressure p_{41}, p_{42} (bar)	Brake pressure p_2 (bar)
475 711 071 0	6	0.5	1.85	4.8	6
475 711 072 0	8	0.4	1.5	7.35	8
475 711 073 0	8	0.65	1.8	5	7.75
475 711 074 0	6	0.5	1.3	5	6
475 711 075 0	6	0.5	2	5	6
475 711 076 0	7	1.3	2.3	4.3	7
475 711 077 0	8	0.8	2.55	2.3	4.7
475 711 087 0	8	0.3	2.8	4	8
475 711 088 0	7.6	0.5	2.4	5	7.6
475 711 089 0	7.6	0.6	2.3	5.5	7.6
475 711 090 0	7.6	0.6	2.4	6	7.6
475 711 092 0	7.3	3.5	5	5.5	7
475 711 093 0	7.3	3.6	4.6	5.5	7
475 711 094 0	7.6	0.5	3	5	7.6
475 711 095 0	7	0.45	1.8	5	6.8
475 711 096 0	8	0.45	2	6.1	8
475 711 097 0	8	0.45	2	5	8
475 711 098 0	8	0.4	2.05	4.7	8
475 711 099 0	8	0.35	2	7.2	8
475 711 108 0	6.5	3.4	4.6	4.7	6.5
475 711 109 0	6.5	3.15	4	7.3	6.5
475 711 110 0	6.5	1.4	3.9	3.1	6.5
475 711 111 0	8	0.4	2	3.5	8
475 711 112 0	8	1.0	2.8	3.0	4.85
475 711 113 0	8	0.4	2	4.0	8
475 711 114 0	7.5	1.2	4.1	4.8	7.5
475 711 115 0	7.2	0.45	1.6	6.1	7.2
475 711 117 0	8	0.5	$2.9^{+0.2}$	2	8
475 711 118 0	8	0.5	$2.9^{+0.2}$	3	8
475 711 119 0	8	0.5	$2.9^{+0.2}$	4.5	8
475 711 120 0	8	0.5	1.9	5.2	8
475 711 121 0	8	0.5	$3.5^{+0.2}$	3	8
475 711 122 0	8	0.4	1.8	8.2	8
475 711 123 0	8	0.2	2.05	2.8	8
475 711 125 0	8	0.4	1.6	5.8	8
475 711 129 0	8	0.2	1.7	3.9	8
475 711 132 0	8	0.5	$2.9^{+0.2}$	1.5	8
475 711 134 0	8	0.2	1.9	5.5	8
475 711 135 0	8	0.2	2.2	4.6	8

Set and test values 475 714 ... 0

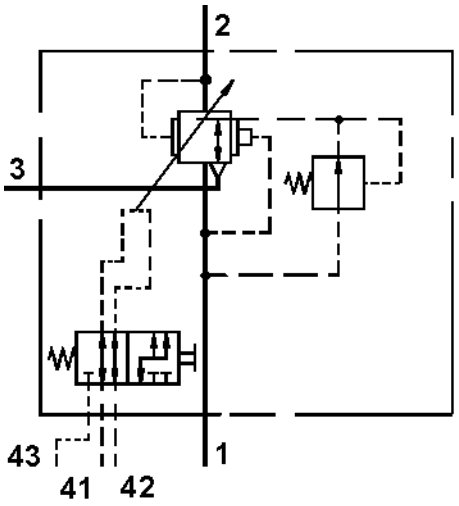

Fig. 8 LSV and functional symbol

Technical Data

Operating pressure	**Brake part**	max. 10 bar
	Control part	max. 12 bar
	Variant 600	max. 160 bar
Permissible medium Variant 600		Air Air / Mineral oil
Operating temperature range		-40° C to +80° C

Designation of pipe connections

1 / 4	Energy supply
2	Energy delivery
41 and 42	Control connection
43	Test coupling

All variants of the 5 ... 0 series may be produced using the universal design 475 714 500 0.

Should the factory standard setting of the automatic Load Sensing Valve (variant 500) not correspond with the specified requirements, the adjusting screws and the conversion kit included in delivery can be used to set the LSV to the required pressure values.

To determine the settings, a nomograph (ordering no. 475 714 902 3) can be obtained from WABCO. Please contact us.

Variant	Brake pressure (input) (bar)	Vehicle unladen		Loaded	
		Control pressure p_{41}, p_{42} (bar)	Brake pressure p_2 (bar)	Control pressure p_{41}, p_{42} (bar)	Brake pressure p_2 (bar)
475 714 500 0	6	0.7	1.8	3.8	6
475 714 501 0	6.5	0.2	2.0	2.8	6.5
475 714 502 0	6.5	0.8	2.0	5.5	5.6
475 714 503 0	7.6	0.9	2.0	2.5	7.6
475 714 504 0	7.6	1.65	2.6	3.25	7.6
475 714 505 0	6.5	0.35	2.0	5.6	5.6
475 714 509 0	6.5	0.7	2.6	4.7	6.5
475 714 510 0	6.5	0.4	1.4	3.6	6.5
475 714 511 0	6.5	0.7	2.4	6.1	6.5
475 714 600 0	6.5	20	2.3	140	6.5

Set and test values 475 715 ... 0

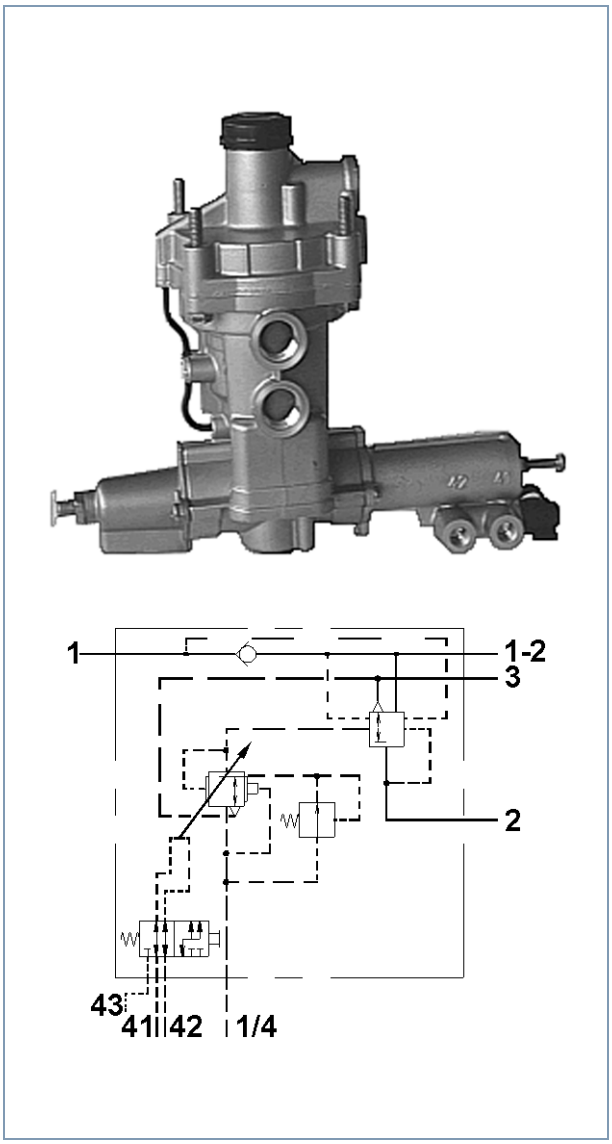

Fig. 9 LSV and functional symbol

Technical Data

Operating pressure	**Brake part**	max. 10 bar
	Control part	max. 12 bar
Permissible medium		Air
Operating temperature range		-40° C to +80° C

Designation of pipe connections

1 - 2	Energy supply or delivery
1, 1/4	Energy supply
2	Energy delivery
41 and 42	Control connection
43	Test coupling

Should the factory standard setting of the automatic Load Sensing Valve (variant 500) not correspond with the specified requirements, the adjusting screws and the conversion kit included in delivery can be used to set the LSV to the required pressure values.

To determine the settings, a nomograph (ordering no. 475 700 905 3) can be obtained from WABCO. Please contact us.

Variant	Brake pressure (input) (bar)	Vehicle unladen		Loaded	
		Control pressure p_{41}, p_{42} (bar)	Brake pressure p_2 (bar)	Control pressure p_{41}, p_{42} (bar)	Brake pressure p_2 (bar)
475 715 000 0	8	0.7	2.3	3.8	8
475 715 001 0	6.5	0.8	2.1	4.0	6.5
475 715 002 0	6.5	0.6	1.9	3.4	6.2
475 715 003 0	6.5	0.6	1.9	5.1	5.9
475 715 500 0	8	0.7	2.3	3.8	8
475 715 501 0	6.5	0.4	2.2	5.1	6.5
475 715 502 0	6.5	0.75	2.2	4.0	6.5
475 715 505 0	6.5	0.5	2.0	4.4	5.2
475 715 506 0	6.5	0.6	1.9	5.1	5.9
475 715 507 0	6.5	0.35	2.0	5.6	5.6
475 715 511 0	6.5	0.35	2.0	3.6	6.5
475 715 512 0	8	0.7	2.3	3.8	8