

Engine brake for mountain and passport journeys.

As a Dutchman I love the mountains already from because of the nice panorama view etc., so that our first travel mobile journey was a holiday journey with children by the nice Alpine world in 1983 of course. From Salzburg through Saint Moritz, Lenzerheide, Chur to Lausanne and further. Then with Saint Moritz we have driven the distance to Chur about the Lenzerheide, some 70 km. Of course as usual braked in 2e way, there with from 40 to 50 kilometers hours lets itself master no Serpentine/curves downhill and in 1e way with about 18 to 20 km one gathers a convoy of cars behind him.

But then we have run Chur and should hold before a red traffic light, I step on the brake and, unfortunately, there no power was there. A fright of course. Cars stood already before the red traffic light and on the right a very high curb.

My reaction was; to arms on the horn and to the left on the left road with possible oncoming traffic and how a queue by the traffic light. My intuitive appraisal has clapped, because everybody has stopped under the motto what is wrong here.

After the outlet on a park area I have got out white as chalk and could already smell the front brake. We have driven to cooling the brake and workshop control then still the Susterspass (9%). In Grindelwald we decided that it is enough for this holiday journey and have taken in Kandersteg the auto train, without about the Grimselpass drive.

On the last holiday day in Paris, we have met a former coach driver from our time than tour operator and told him the events, and he has only said me, you lacked two things; experience and an engine brake!

With our Laika we have built in immediately an engine brake and now enjoy from mountain journeys, mountain passports and the panoramic view in complete silence.

Around some examination into this function van of an engine brake to agree, I have taken a general product description of the company Goldschmitt and assembly instructions with in this report on.

Plus deficit

- + Better distribution of the brake load and concurrent braking is also possible, by which also the wear of the bicycle brake reduces.
- + Freely of servicing and Freely of wear
- + Installation with almost every truck professional workshop possibly.

- About 5 kg less useful load.
- Some habituation need must exist

Recommendation etc.:

For people the regularly and longer time in the mountains go it is nearly one Must and should practice one after installation in low mountain range as well as Sauerland, Eifel etc. something. Because it is habituation needing.

A Retarder is maybe also very interesting for travel mobile with rear-wheel drive.

I am personal after two years and nearly 20,000 km more than contently!

The installation sentence lies with about 950€ and the assembly with 100€ to 200€

Not a lot of money for security in the mountains!

Goldschmitt techmobil AG

The brakes of most pickup vans are not for the continuous operation layout. With more full

Loading or heavy travel mobile superstructures

if longer mountain departures are able easily to one

thermal strain lead, in the extreme fall even to a complete failure of the whole one Of brake system can lead. Particularly with trip therefore, mobile with high dead weight had to go

a third, from the company brake unlashing-engine brake free of wear as a duration be mounted brake assembly. The functionality corresponds exactly from truck and coaches:

An air pressure-steered throttle valve if the exhaust pipe, so that a counter closes print in the engine originates. Through this starting delay works directly on him Impulse rope.

Because the bicycle braking through this are relieved, the braking wear can be clearly decreased.

The engine brake is put by a pressure on a pedal switch before the driver seat in company and works as long as the counter low-spiritedly is held.



More information:

Qualified engineer KLS W. Krause GmbH, D-47509 Rheurdt

Tel. +49 (0) 2845 – 3 75 45 or www.kls-motorenbau.de

Goldschmitt techmobil AG, D-74746 Höpfingen

Tel. +49 (0) 6283 – 22 29 0 or www.goldschmitt.de

Papsmahl Automobiltechnik GmbH, D-85122 Hofstetten

Tel. +49 (0) 8406 – in 1355 or www.papmahl.de

Of Retarder systems;

Kloft Retarder GmbH, D-6551 Limburg-Lindenholzhausen

Tel. +49 (0) 6431 – 97 860 or www.kloft-retarder.de

Voith AG, D-89510 moor home

Tel. +49 (0) 7321 – 370 or www.voith.com

[Installation instructions for engine brake](#)