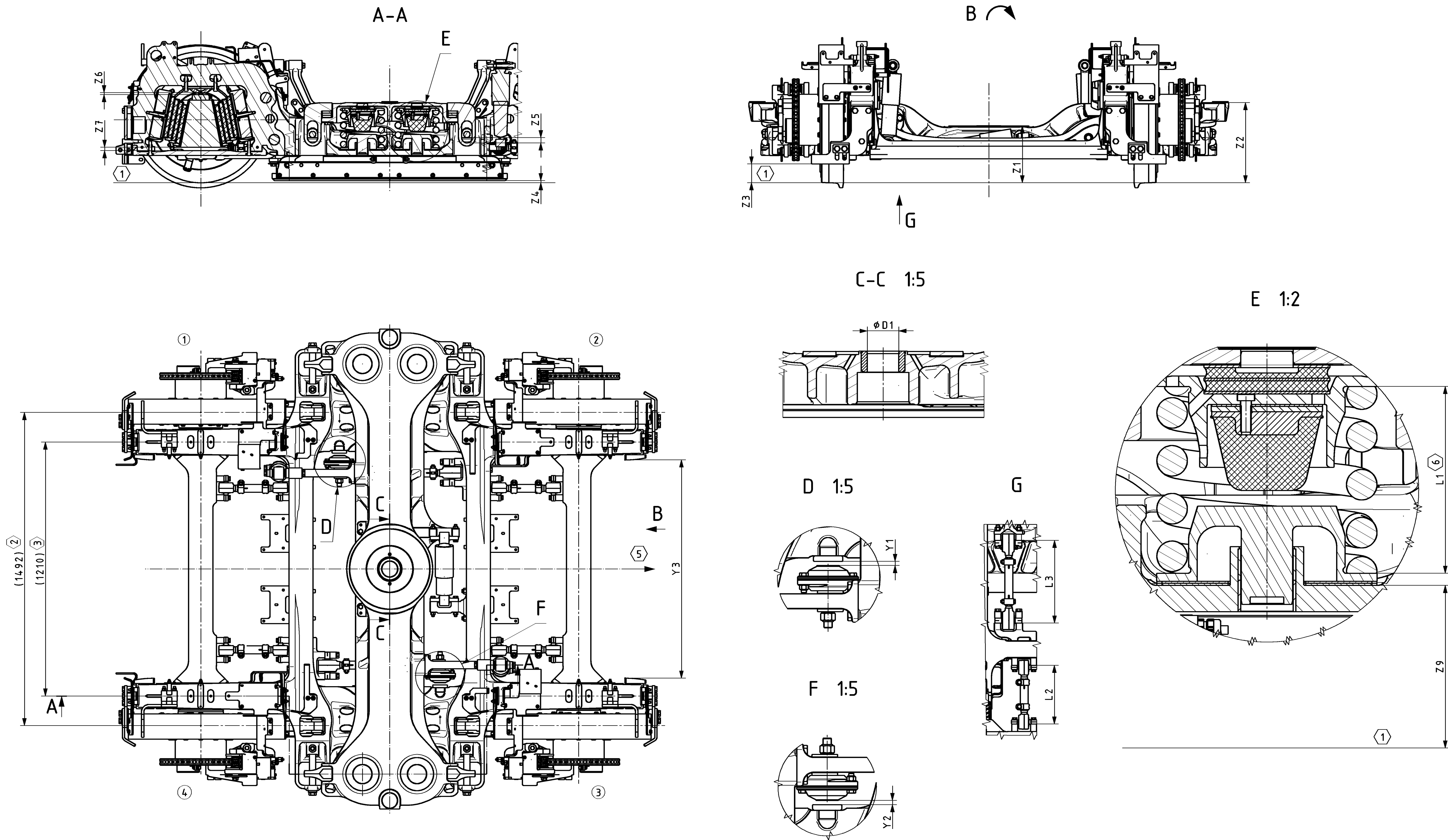
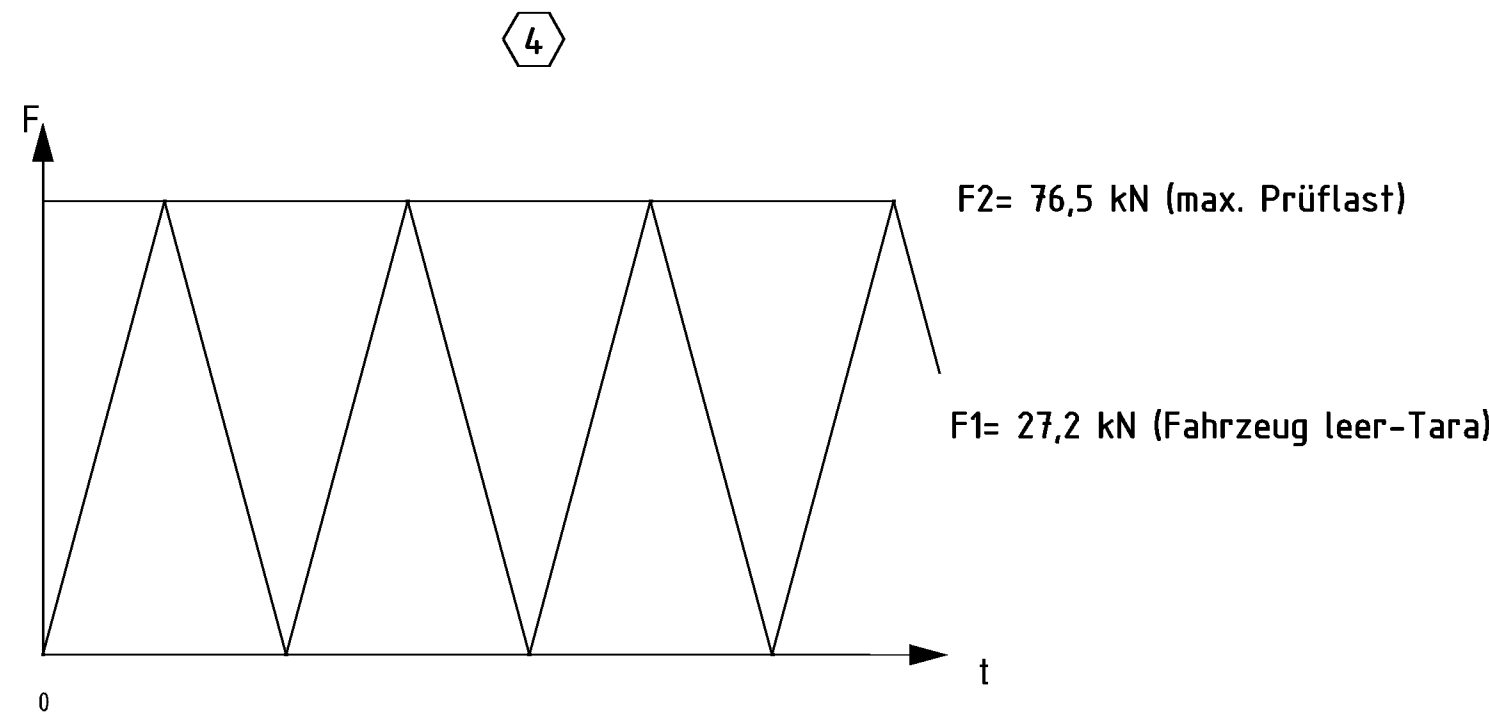


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| Nr. | Beschreibung |
|-----|---|
| 1 | S.O.K. |
| 2 | Abstand Messkreisebenen |
| 3 | Primärfederbasis |
| 4 | DG im Druckstand: Alle Maße gelten für das DG im Neuzustand d.h. Laufkreis- $\phi=600$ und unter Taralast. Vor der Aufnahme der Höhenmasse ist das DG 3x mit Volllast abzdrukken. Die im Diagramm aufgeführten Belastungen gelten pro Drehgestellseite. Achtung: 15 min Halten bei Taralast ist nicht erlaubt. |
| 5 | Fahrtrichtung für LDG 1 |
| 6 | Federlänge ohne Beilagen |

| Nr. | Beschreibung |
|-----|----------------|
| 1 | Messquadrant 1 |
| 2 | Messquadrant 2 |
| 3 | Messquadrant 3 |
| 4 | Messquadrant 4 |



| | | | | | | | | | | | |
|--|--|------------------------------------|--|--|--|-----------|--|------|--|----|--|
| | | Zeichnung gilt für Artikel : _____ | | | | | | | | | |
| | | 22-10 SJ | | | | IA1 BGIWW | | IECO | | | |
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| Beilagentabelle | | | | | |
|--|---------------|-------------|---|---|------------------------------------|
| | Messquad-rant | Dicke / Stk | | | Gesamtdicke / Markierte Federhoehe |
| Sekundärfederung (Beilagen unterhalb der Federfuehrung) | 1 | / | / | / | |
| | 2 | / | / | / | |
| | 3 | / | / | / | |
| | 4 | / | / | / | |

| Beilagentabelle der Primärfederung | | | | | |
|------------------------------------|--------------|----------|-------------|---|---|
| | Messquadrant | Position | Dicke / Stk | | |
| Achsschlüssel | 1 | innen | / | / | / |
| | | außen | / | / | / |
| | 2 | innen | / | / | / |
| | | außen | / | / | / |
| | 3 | innen | / | / | / |
| | | außen | / | / | / |
| | 4 | innen | / | / | / |
| | | außen | / | / | / |
| Puffer | 1 | | / | / | / |
| | 2 | | / | / | / |
| | 3 | | / | / | / |
| | 4 | | / | / | / |

| | |
|----------------------|----|
| Prueflast-Tara | kN |
| Radsatz-Nr. / Charge | |
| | |
| Gewicht | |

| Rad-Nr. | Radlast (B-Last) kN |
|---|---------------------|
| ① | |
| ② | |
| ③ | |
| ④ | |
| zul. Radlastdifferenz ist ≤ 4 % $\frac{ \textcircled{4} - \textcircled{1} \times 100\%}{(\textcircled{4} + \textcircled{1})}$ | [%] |
| zul. Radlastdifferenz ist ≤ 4 % $\frac{ \textcircled{3} - \textcircled{2} \times 100\%}{(\textcircled{3} + \textcircled{2})}$ | [%] |

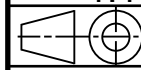
| Mass | Messquadrant | | Neubau | Betrieb | Istmass | | Bemerkung |
|--------|--------------|---|---|--|---------|--|---|
| Y1+Y2 | 1 | | $20 \begin{smallmatrix} 0 \\ -2 \end{smallmatrix}$ | $20 \begin{smallmatrix} 0 \\ -2 \end{smallmatrix}$ | | | Einstellmass |
| | 3 | | | | | | |
| Y3 | 1 - 4 | | $1040 \begin{smallmatrix} 0 \\ -4 \end{smallmatrix}$ | $1040 \begin{smallmatrix} 0 \\ -4 \end{smallmatrix}$ | | | Kontrollmass (engste Stelle messen) |
| | 2 - 3 | | | | | | |
| Z1 | 1 - 2 | | $271 \begin{smallmatrix} +5 \\ +3 \end{smallmatrix}$ | (271) | | | Einstellmass (Informationsmass) |
| | 4 - 3 | | | | | | |
| Z2 | 1 - 2 | | (391) | (387) | | | Informationsmass |
| | 4 - 3 | | | | | | |
| Z3 | 1 | 2 | $90 \begin{smallmatrix} +5 \\ +1 \end{smallmatrix}$ | 90±5 | | | Einstellmass |
| | 4 | 3 | | | | | |
| Z4 | 1 - 2 | | $10 \begin{smallmatrix} 0 \\ -2 \end{smallmatrix}$ | $10 \begin{smallmatrix} 0 \\ -2 \end{smallmatrix}$ | | | Einstellmass |
| | 4 - 3 | | | | | | |
| Z5 | 1 | 2 | 25±2 | 25±2 | | | Einstellmass |
| | 4 | 3 | | | | | |
| Z6 | 1 | 2 | $10 \begin{smallmatrix} +5 \\ +3 \end{smallmatrix}$ | 10±4 | | | Einstellmass |
| | 4 | 3 | | | | | |
| Z7 | 1 | 2 | 11±1 | max. 20 | | | Einstellmass |
| | 4 | 3 | | | | | |
| Z9 | 1 - 2 | | (159) | (155) | | | Informationsmass |
| | 4 - 3 | | | | | | |
| ØD1 | | | $\phi 75 \begin{smallmatrix} +0,2 \\ 0 \end{smallmatrix}$ | | | | Kontrollmass |
| L1 | 1 | 2 | (178) | (178) | | | Informationsmass Federlänge ohne Beilage |
| | 4 | 3 | | | | | |
| L2 | 1 | 2 | (280) | (280) | | | Informationsmass für die Einstellung der Achslenker |
| | 4 | 3 | | | | | |
| L3 | 1 - 2 | | (394) | (394) | | | Informationsmass für die Einstellung der Achsstrebe |
| | 4 - 3 | | | | | | |
| | | | | | | | |
| Datum: | Name: | | Fabrik Nr.: | | | | |

 Im Neubau eingestellte Achslenkerlänge bleibt unverändert. Nur bei Tausch des Rahmens, oder der Portalachse, muss die Achslenkerlänge neu eingestellt werden.

Transportsicherung ist bei Drehgestellausbau und Drehgestellentlastung (Fahrzeug wird angehoben) in jedem Fall zu verwenden.

Zeichnung gilt für Artikel :

| | | |
|-----|-------|-----|
| JA1 | BGIWW | ECO |
| | | &TB |

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|---|-----------------|-----------|------------|-----|--|--|-----------------------------|--|--|--|--|---------|--|
| 22-10 | SJ | * | | | | | | | | | | | |
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| Index | Änderungsnummer | | | | | | | | | | | | |
|  | 1:10 | Erstellt | 2022-10-26 | SJ | | | Messblatt Druckstand LDG | | | | | | |
| | | Geprüft | 2022-12-22 | ISY | | | | | | | | | |
| | | Freig. | 2022-12-22 | KD7 | | | | | | | | | |
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