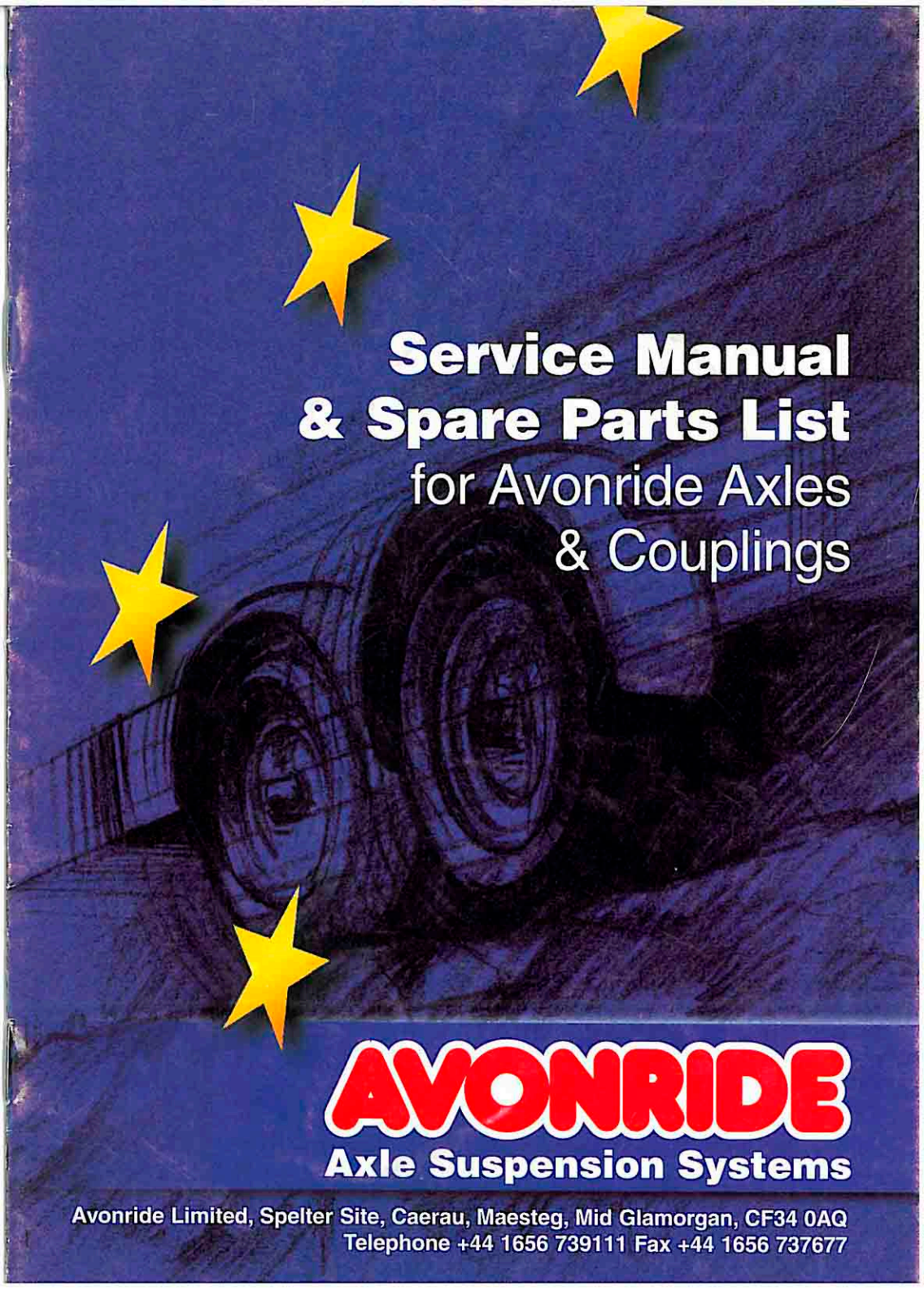

Service Manual & Spare Parts List

for Avonride Axles & Couplings

AVONRIDE

Axle Suspension Systems

Avonride Limited, Spelter Site, Caerau, Maesteg, Mid Glamorgan, CF34 0AQ
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Contents

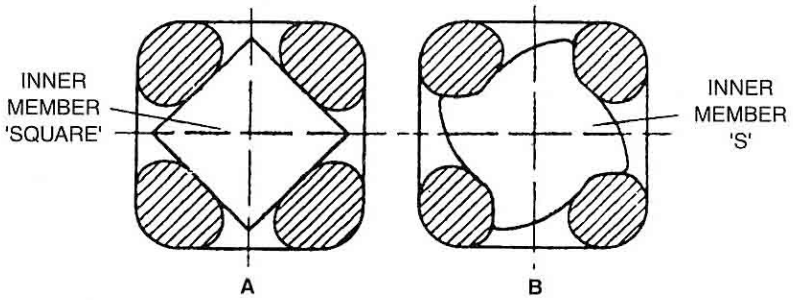
TECHNICAL INFORMATION

THE AXLE

Avonride Limited produce two types of rubber suspension axle. "Avonride and "Avonride 'S'".

The construction of both axles is similar in that each consists of four pre-compressed rubbers around a preformed solid inner member held in position by the specially shaped axle tube.

The solid inner member is a simple square section in "Avonride" 'Square' and a formed involute cam section in "Avonride 'S'".



As load increases on the axle, which is attached to the torsion arm and inner member, the resistance to movement increases. Upon recession of the rotary force the rubber rollers push the inner member back to its original position – due to the rolling motion of the rubber rollers, the reverse action produces a slower ascent eliminating the need for separate shock absorbers.

The principle of the system is not merely to compress the rubber, but roll it around the precise radius in the corner of the tube. This plus feature of Avonride is of great importance and explains the exceptional durability of the product.

Diagram (A) shows the position of the rubber elements and inner member. (Avonride axle – 'Square').

Diagram (B) shows the position of the rubber elements and inner member with (Avonride axle – 'S').
Due to the almost total absence of the tension in the peripheral "layers" of the rubber, they are unaffected by dirt, sand and water, so that the elements may be left unprotected at the ends and require no maintenance.

METHOD OF REPLACING WORN BEARINGS AND OIL SEAL IN AVONRIDE HUBS

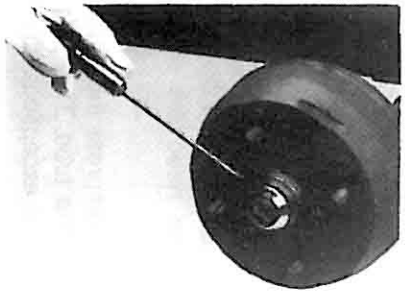


Figure 1

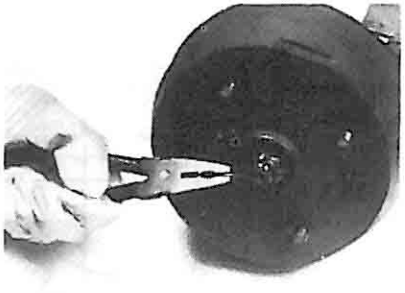


Figure 2

Figure 3

Figure 4

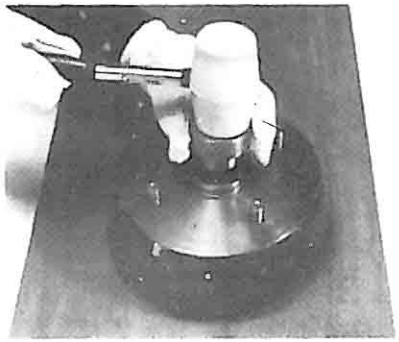


Figure 5

ADJUSTMENT AND MAINTENANCE

Hubs / Drums / Bearings

Hub Removal

Whenever the hub equipment on your axle must be removed for inspection or maintenance the following procedure should be utilized.

1. Elevate and support the trailer unit per manufacturers' instructions.
2. Remove the wheel.
3. Remove the grease cap by carefully prying progressively around the flange of the cap – see fig. 1.
4. Remove the split pin from the axle nut – see fig. 2.
5. Unscrew the axle nut (counterclockwise) and remove the axle washer (when fitted).
6. Remove the hub from the axle, being careful not to allow the outer bearing cone to fall out. The inner bearing cone will be retained by the seal.

Brake Drum Inspection

Hardware

Check all hardware. Check shoe return spring, hold down springs, and adjuster for wear. Replace as required. Service kits are available.

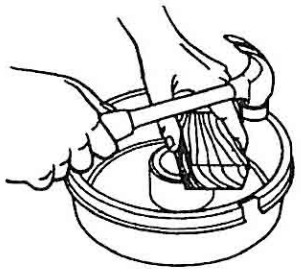
Drums

Check drums for scoring, cracking, or uneven wear.
(Replace as necessary).

Seal Inspection and Replacement

Whenever the hub is removed, inspect the seal to assure that it is not nicked or torn and is still capable of properly sealing the bearing cavity. If there is any question of condition, replace the seal. Use only the seals specified in the Seal Replacement Chart.
To replace the seal:

1. Pry the seal out of the hub with a screwdriver. Never drive the seal out with the inner bearing as you may damage the bearing.



Tap the new seal into place using a clean wood block.

Bearing Inspection

Wash all grease and oil from the bearing cone using a suitable solvent. Dry the bearing with a clean, lint-free cloth and inspect each roller completely. If any pitting, spalling, or corrosion is present, then the bearing must be replaced. The bearing cup inside the hub must be inspected.

IMPORTANT:

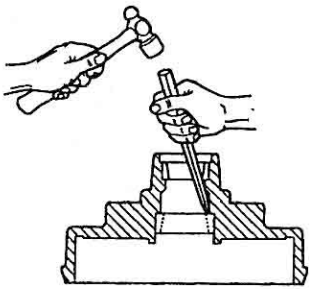
Bearings must always be replaced in sets of a cone and a cup.

When replacing the bearing cup proceed as follows (see figs. 3, 4 & 5) see page 2.

1. Place the hub on a flat work surface with the cup to be replaced on the bottom side.

2. Using a brass drift punch, carefully tap around the small diameter end of the cup to drive out.

3. After cleaning the hub bore area, replace the cup by tapping in with the brass drift punch. *Be sure the cup is seated all the way up against the retaining shoulder in the hub.*



Bearing removal technique.

Replace only with bearings as specified in the accompanying Bearing Replacement Chart.

⚠ **CAUTION:**

Be sure to wear safety glasses when removing or installing force fitted parts. Failure to comply may result in serious eye injury.

Make certain that the wheel bearing cavities are clean and free of contamination before reinstalling bearing and seals. The presence of these contaminants will cause premature wheel bearing failure.

Bearing Adjustment and Hub Replacement

If the hub has been removed or bearing adjustment is required, the following adjustment procedure must be followed:

1. After placing the hub, bearings, washers, and spindle nut back on the axle spindle in reverse order as detailed in the previous section on hub removal, rotate the hub assembly slowly while tightening the axle nut to approximately 50lbs.-ft. (69 Nm).
2. Then loosen the axle nut to remove the torque. *Do not rotate the hub.*
3. Finger tighten the axle nut until just snug.
4. Back the axle nut out slightly until the first castellation lines up with the split pin hole and insert the split pin.
5. Bend over the split pin legs to secure the nut.
6. Nut should be free to move with only restraint being the split pin.

Bearing Lubrication

Along with bearing adjustment, proper lubrication is essential to the current function and reliability of your trailer axle. Bearings should be lubricated every 12 months or 12,000 miles. The method to repack bearing cones is as follows:

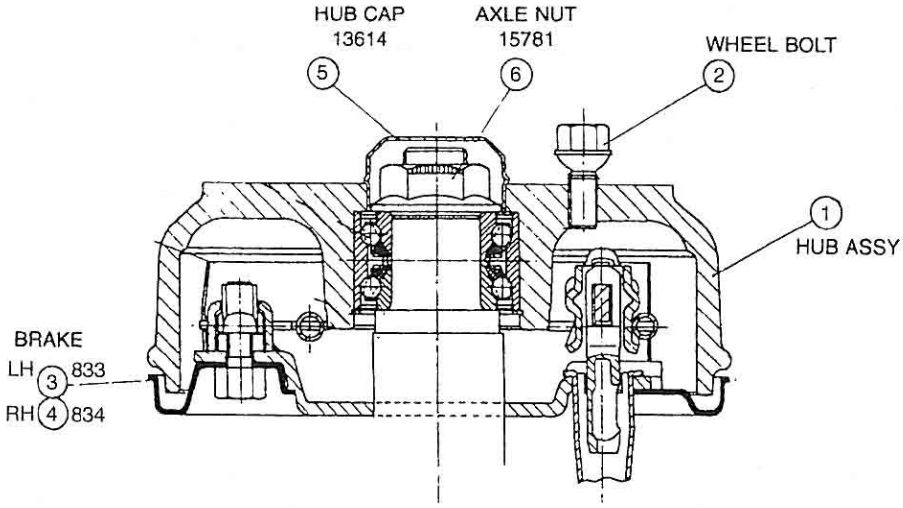
1. Place a quantity of grease into the palm of your hand.
2. Press a section of the widest end of the bearing into the outer edge of the grease pile closest to the thumb forcing grease into the interior of the bearing.
3. Repeat this while rotating the bearing from roller to roller.
4. Continue this process until you have the entire bearing completely filled with grease.
5. Before reinstalling, apply a light coat of grease on the bearing cup.

Recommended Wheel Bearing Lubrication Specifications

Grease:

Thickener Type	Lithium Complex
Dropping Point	230°C (446°F) minimum
Consistency	NLGI No. 2
Additives	EP, Corrosion & Oxidation Inhibitors
Base Oil	Solvent Refined Petroleum Oil
Base Oil Viscosity	@ 40°C (104°F) 150cSt(695 SUS) Min.
Viscosity Index	80 Minimum
Pour Point	-10°C (14°F) Minimum

'X' SERIES HUB WITH SEALED BEARINGS



HUB PARTS LIST

Hub Description		Item 1 Hub Assy	Item 2 Bolt	Item 3/4 Brake L/RH
203 x 40	5/112	16254	17220	871/872
	4/5½	16280	17221	
200 x 50	5/112	16249	17220	833/834
	4/100	17397		
	4/5½	16250	17221	

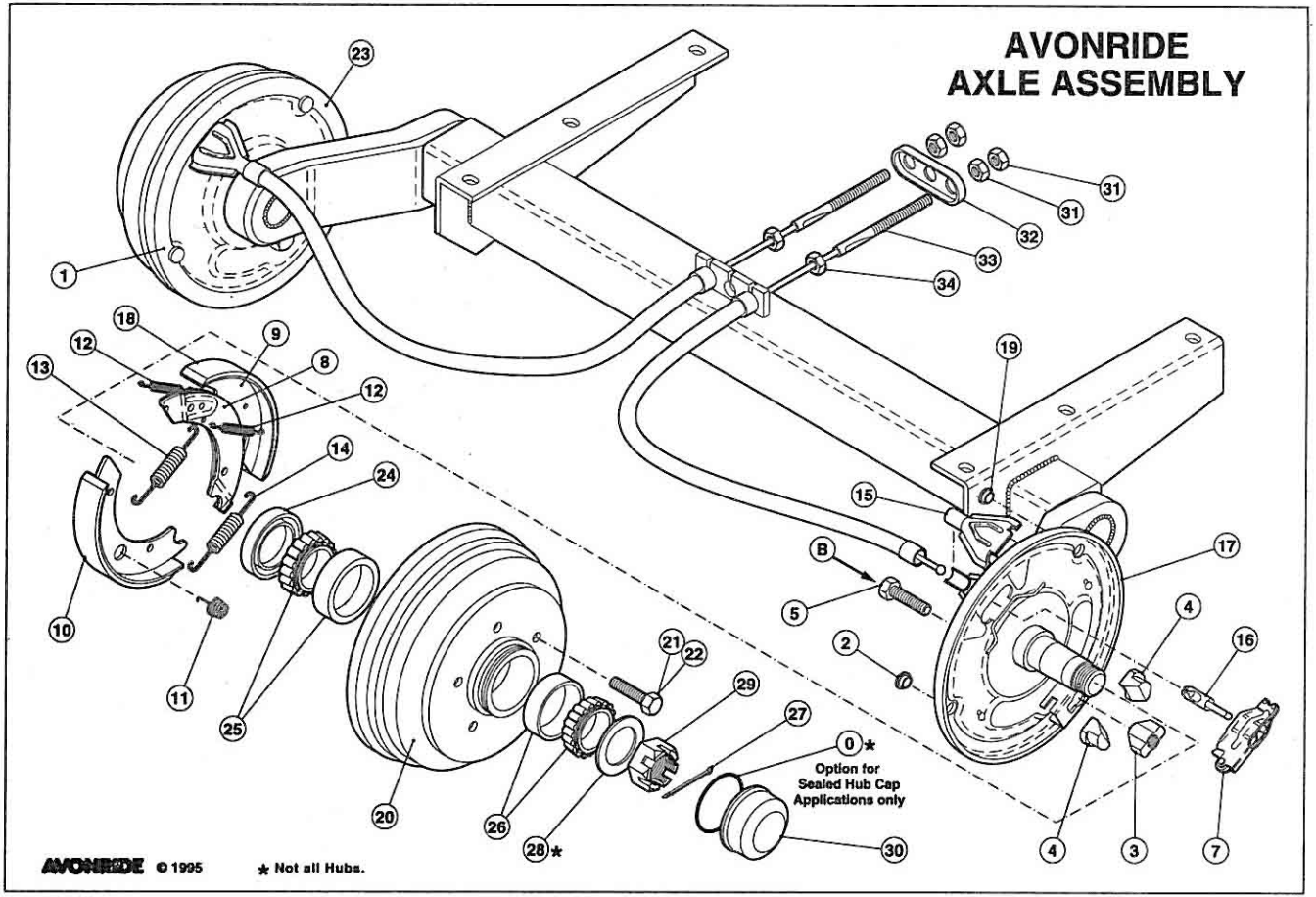
USER NOTES FOR GUIDANCE

The hub is fitted with a double row linear-contact bearing, grease sealed for "life".

When removing the hub for maintenance of the brake, care must be taken not to allow the bearing assembly to separate.

If for any reason the bearings require replacement then a complete hub assembly should be used with the bearing already fitted.

IMPORTANT: Whenever Hubs are removed from the Axle a NEW Self Locking Axle Nut must be obtained and fitted (15781) tighten to torque 280nm (200ft.lbs).


AVONRIDE
AXLE ASSEMBLY
Option for
Sealed Hub Cap
Applications only
AVONRIDE © 1995
★ Not all Hubs.

SPARES LISTS FOR AVONRIDE HUBS & BRAKES

V Series			T Series					R Series		N Series		K Series		J Series			E Series					C Series		
250 x 40			250 x 40					203 x 40		none		200 x 50	203 x 40	300 x 60			none					160 x 35		
5/112	5/140	5/6½"	5/6"	4/5½"	5/160	5/140	5/6½"	5/112	5/5½"	4/100	4/4"	5/115	5/112	5/115	5/112	4/4"	6/205	6/205	5/6½"	5/115	5/112	4/98	4/100	4/4"	5/112	4/100	4/98	4/4"
14665	14668	14666	17514	17513	15616	16798	14645	16527	14165	13648	13647	13039	14491	12975	14492	14782	15141	12911	12910	14525	13815	12754	13613	12851	12778	14385	13565	17134	12349
11953		05442	11953		05442		12101	11953		11953	05575	11953					16851	12985	05442	11953			11953	05575		11953			05575
11956	14507	12042	11956		05458		12042	11956		11956	05704	11956					16387	14888	12993	12042	05458	11956		11956	16936	05704	11956			05704
805 & 806			805 & 806					871/872		N/A		833/834	871/872	856 & 857			N/A						850 & 851		
854			854					869		N/A		868	869	858			N/A						837		
1217								1225		N/A		1125		1229			1215								
2835								2850		2838		2850		2860			2836								
2850								2836		2837		2849		2850			2849								
8								8		8		8		30			8								
665								633		629		N/A		N/A			N/A								
11822								12404		173		12404		12913			12404								
12906								05695		13614		12438		12906			12438								

SPARES LIST FOR KNOTT AUTO-REVERSE BRAKES

BRAKE SIZE		160 x 35		203 x 40		200 x 50		250 x 40		300 x 60	
ITEM	DESCRIPTION	QTY.	PT. N°	QTY.	PT. N°	QTY.	PT. N°	QTY.	PT. N°	QTY.	PT. N°
1	BLACK PLATE LH	1	AK17	1	AK21	1	AK36	1	AK37	1	AK97
2	BLANKING PLUG	2	AK14	2	AK14	2	AK14	2	AK14	2	AK14
3	ADJUSTING WEDGE NUT	1	AK10	1	AK10	1	AK10	1	AK77	1	AK66
4	SIDE WEDGE	2	AK80	2	AK80	2	AK80	2	AK81	2	AK82
5	BOLT	1	AK84	1	AK84	1	AK84	1	AK85	1	AK86
6	RETAINING CAP	1	AK18	1	AK18	1	AK18	1	AK18	1	AK51
7	EXPANDER ASSY	1	AK9	1	AK21	1	AK21	1	AK21	1	AK52
8	SHOE CARRIER	1	AK3	1	AK22	1	AK38	1	AK50	1	AK53
9	REVERSING SHOE	1	AK1	1	AK31	1	AK33	1	AK39	1	AK54
10	STANDARD SHOE	1	AK2	1	AK24	1	AK34	1	AK40	1	AK55
11	RETAINING SPRING	1	AK6	1	AK32	1	AK41	1	AK32	1	AK69
12	REVERSING SHOE SPRING	2	AK4	2	AK25	2	AK25	2	AK42	2	AK57
13	TOP SPRING	1	AK8	1	AK26	1	AK26	1	AK47	1	AK58
14	BOTTOM SPRING	1	AK5	1	AK27	1	AK27	1	AK48	1	AK60
15	CABLE BRACKET TOP HALF	1	AK19	1	AK30	1	AK30	1	AK30	1	AK61
16	EYELET	1	AK20	1	AK29	1	AK29	1	AK29	1	AK62
17	BACK PLATE RH	1	AK17	1	AK21	1	AK36	1	AK45	1	AK63
18	REVERSING SHOE ASSY	/	AK23	/	AK78	/	AK35	/	AK46	/	AK64
19	BLANKING PLUG	/	/	/	/	/	/	/	/	2	AK65

For reference see diagram on page 7

<table>
<tr><td>HUB TYPE</td><td colspan="3">F Series</td><td colspan="11">A Series</td><td></td></tr>
<tr><td>BRAKE SIZE</td><td colspan="3">none</td><td colspan="5">200 x 50</td><td colspan="6">203 x 40</td><td></td></tr>
<tr><td>WHEEL FITMENT</td><td>4/100</td><td>4/5½"</td><td>4/4"</td><td>5/6½"</td><td>5/6"</td><td>5/112</td><td>4/5½"</td><td>4/100</td><td>5/6½"</td><td>5/6"</td><td>5/112</td><td>4/5½"</td><td>4/100</td><td>4/4"</td><td></td></tr>
<tr><td>HUB</td><td>17005</td><td>16855</td><td>16323</td><td>12495</td><td>17491</td><td>11897</td><td>17484</td><td>11893</td><td>11909</td><td>17492</td><td>13802</td><td>17485</td><td>12924</td><td>11937</td><td>20</td></tr>
<tr><td>WHEEL STUD</td><td colspan="2">11953</td><td>05575</td><td>12101</td><td colspan="4">11953</td><td>12101</td><td colspan="4">11953</td><td>05575</td><td>21</td></tr>
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<tr><td>BRAKE AUTO LH/RH</td><td colspan="3">N/A</td><td colspan="5">833 & 834</td><td colspan="6">871 & 872</td><td>23</td></tr>
<tr><td>BRAKE STD.</td><td colspan="3">N/A</td><td colspan="5">868</td><td colspan="6">869</td><td>23</td></tr>
<tr><td>OILSEAL</td><td colspan="14">1225</td><td>24</td></tr>
<tr><td>INNER BEARING</td><td colspan="14">2850</td><td>25</td></tr>
<tr><td>OUTER BEARING</td><td colspan="14">2849</td><td>26</td></tr>
<tr><td>SPLIT PIN</td><td colspan="14">8</td><td>27</td></tr>
<tr><td>WASHER</td><td colspan="14">N/A</td><td>28</td></tr>
<tr><td>AXLE NUT</td><td colspan="14">12404</td><td>29</td></tr>
<tr><td>HUB CAP</td><td colspan="14">12438</td><td>30</td></tr>
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<table>
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<tr><td>WHEEL FITMENT</td><td>4/5½"</td><td colspan="3">4/5¾"</td><td></td></tr>
<tr><td>HUB</td><td>16915</td><td>16127</td><td>16124</td><td>16123</td><td>20</td></tr>
<tr><td>WHEEL STUD</td><td>11953</td><td colspan="3">05442</td><td>21</td></tr>
<tr><td>WHEEL NUT</td><td>11956</td><td colspan="3">05458</td><td>22</td></tr>
<tr><td>BRAKE AUTO LH/RH</td><td colspan="2">N/A</td><td>833/834</td><td>871/872</td><td>23</td></tr>
<tr><td>BRAKE STD.</td><td colspan="2">N/A</td><td>868</td><td>869</td><td>23</td></tr>
<tr><td>OILSEAL</td><td colspan="4">1211</td><td>24</td></tr>
<tr><td>INNER BEARING</td><td colspan="4">2834</td><td>25</td></tr>
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<tr><td>SPLIT PIN</td><td colspan="4">25</td><td>27</td></tr>
<tr><td>WASHER</td><td colspan="4">16136</td><td>28</td></tr>
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<tr><td>BRAKE AUTO LH/RH</td><td colspan="2">N/A</td><td colspan="2">856 & 857</td><td colspan="5">N/A</td><td>23</td></tr>
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ITEMS NOT SHOWN ON EXPLODED VIEW

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<tr><td>BRAKE DRUM</td><td>16149</td><td>16288</td><td></td><td>16148</td><td>16147</td><td>16433</td><td>16146</td></tr>
<tr><td>POLE WHEEL</td><td colspan="6">16597</td><td>N/A</td></tr>
<tr><td>SCREW LONG</td><td colspan="7">308</td></tr>
<tr><td>SCREW SHORT</td><td colspan="7">335</td></tr>
<tr><td>NUT</td><td colspan="7">145</td></tr>
<tr><td>WASHER</td><td colspan="7">649</td></tr>
<tr><td>COUNTERSUNK SREW</td><td colspan="6">425</td><td>N/A</td></tr>
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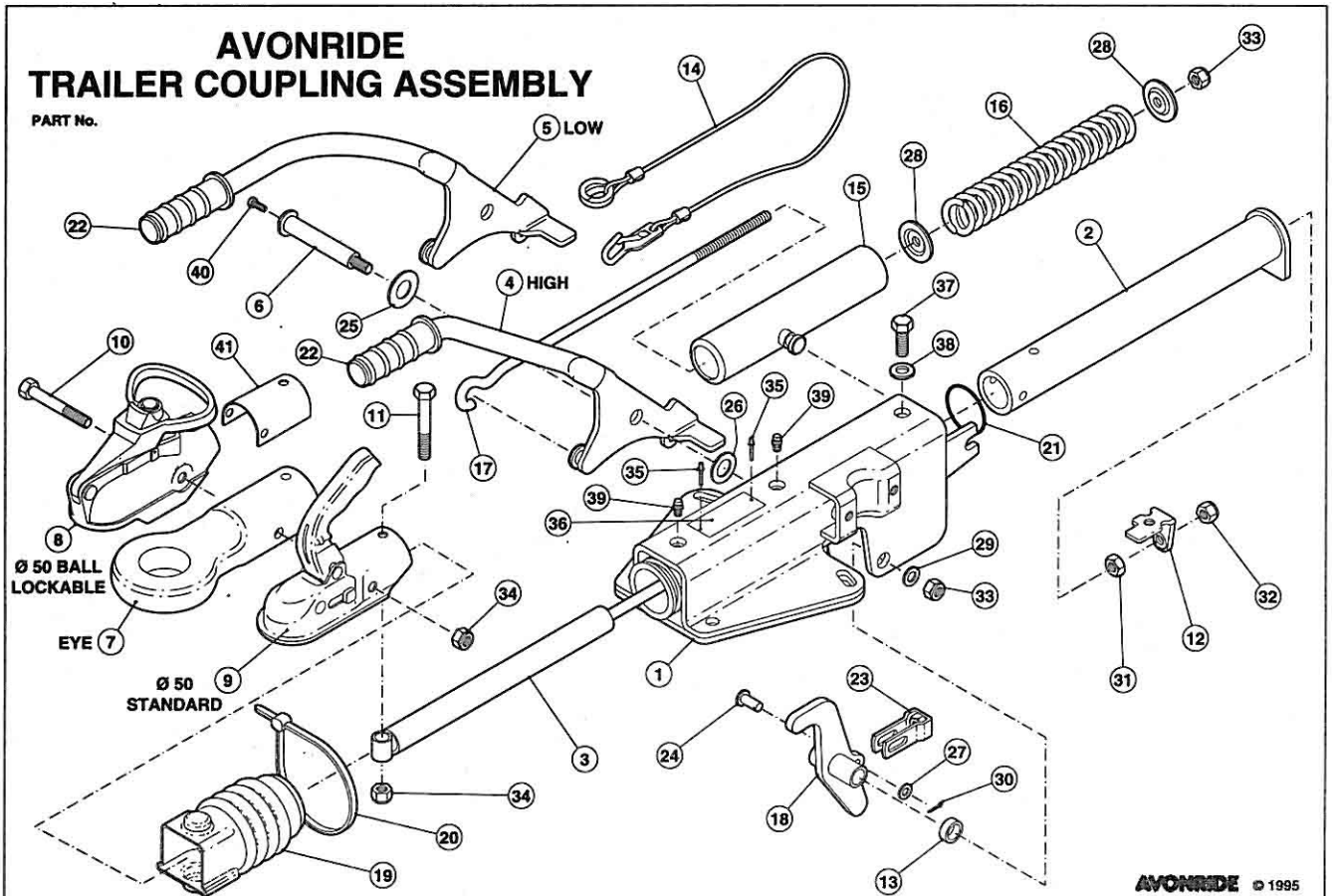
31	LOCKING NUTS DOMED WASHER
32	BALANCE BAR
33	CABLE (STATE LENGTH BLACK OUTER)
34	CABLE LOCK NUTS


AVONRIDE
TRAILER COUPLING ASSEMBLY
PART No.
5 LOW
4 HIGH
Ø 50 BALL
LOCKABLE
EYE 7
Ø 50
STANDARD
AVONRIDE © 1995

SPARES LIST COUPLING TYPE RANGE AV

Refer to exploded drawing – Quote Coupling Serial No. (stamped on label) & order required component as itemised.

1. Body Assembly
2. Tube
3. Damper
4. High Handbrake Lever
5. Low Handbrake Lever
6. Pivot Bolt
7. Eye Version
8. Avonride Head
9. Standard Head
10. Head Fixing Bolt
11. Bolt
12. Damper Bracket
13. Spacer
14. Safety Cable
15. Energy Store Tube
16. Power Spring
17. Rod
18. Power Lever
19. Gaiter
20. Gaiter Strap
21. Rubber Buffer
22. Grip
23. Clevis
24. Clevis Pin
25. Washer
26. Nylon Washer
27. Washer
28. Spring Pack Washer
29. Spring Washer
30. Split Pin
31. Nut
32. Locknut
33. Locknut
34. Locknut
35. Rivet
36. Label
37. Damper Bolt
38. Lockwasher
39. Grease Nipple
40. Safety Screw 'X'
41. Spacer

ADJUSTMENT AND MAINTENANCE

OVERRUNNING HITCH

1. After approx 3000 miles (5000 km) at least once a year the system should be greased using a light duty grease to BS100V/10.
2. Reaction test, pull the handbrake lever as far as possible. Push the ball coupling as far back into the overrunning hitch as it will go. It should then push itself out due to the gas filled shock absorber.
3. Grease the ball coupling using light duty grease.

Test for Brake Adjustment:-

1. Apply handbrake with the trailer uncoupled from the towing vehicle.
2. With a steady force, push coupling head backwards into the coupling body – check distance moved, before meeting stop – if this distance exceeds 25mm or 1" then the wheel brakes should be adjusted. (If it moves back with little or no resistance the damper has failed.)

NOTE:- It is important to maintain brakes and carry out adjustment at regular mileage intervals – failure to do so could result in poor braking and damage to the coupling damper.

**Check control rods and cables under trailer move freely.*

SETTING UP THE BRAKING SYSTEM

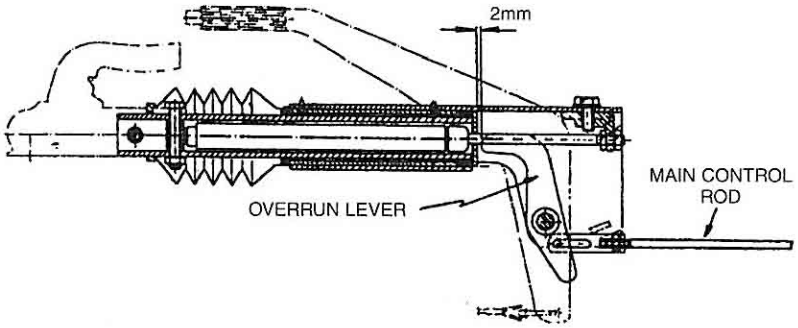
USING A.V. TYPE COUPLINGS

Adjustment of Wheel Brakes

Brake and coupling adjustment (to be carried out on level ground). Ensure handbrake is in the fully OFF position.

1. Jack wheels clear of ground.
2. Rotate wheels in forward direction (clockwise on right hand of trailer, anti-clockwise on left hand of trailer when used in the U.K.), and tighten adjustment nut (B) in a clockwise direction until hubs will no longer rotate. (see page 7).
3. Slacken adjustment nut until very slight resistance is felt between brakes and brake drum.
4. When adjusting the brakes, ensure that the shoes only just *touch* the inside of the brake drums. In order for the system to work correctly in the reverse mode, the brake drums must rotate in reverse sufficiently to disconnect and collapse the auto reverse shoe. The moving tube inside the coupling must continue to stroke fully and rest on a "stop" without re-applying the brakes. If the brakes are adjusted too tightly to the drums, then the coupling will again apply the brakes and prevent further reverse movement.

Setting Over-Run System



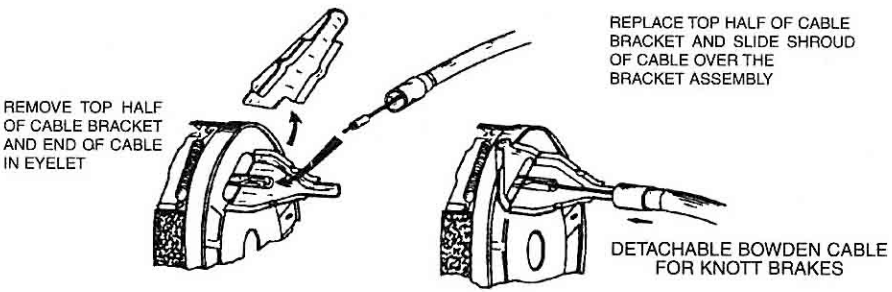
1. Ensure handbrake is in fully off position.
2. Adjust tension of brake cables and main control rod until a 2mm gap exists between the overrun lever and coupling drawbar as shown.
   Test run trailer for braking performance and reverse trailer to ensure brakes operate satisfactorily in 'Auto Reverse'.

CHANGING WORN OR DAMAGED BRAKE CABLES

Changing brake cables on axles fitted with Knott or Lockheed brakes.

1. Check brake cable where it enters brake, if it ends in a collar that fits over the cable entry tube then the cables are of the detachable type.
2. To change the cable, remove the control mechanism at the centre of the axle, slacken and drop cable end from the centre axle bracket, detach cables as shown in diagram below.
3. To refit, reverse the procedure.

To change cables on the old type non-detachable brake, requires removal of the hubs to gain access to the cable ends. We would recommend returning the vehicle to the dealer or distributor in order to carry out the repair.



TRAILER RUNNING GEAR FAULT DIAGNOSIS AND REMEDIES

IDENTIFY POSSIBLE CAUSE, THEN REFER TO FAULT/REMEDY TABLE

★ LIKELY CAUSE ● MOST LIKELY CAUSE

SYMPTOM	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Brakes over-heating	●	★		★	★	★		★			★	★				
Trailer failing to auto reverse	★	★	★		●	★		★	★			★	★	★		
Hand brake not working efficiently		★	★	●	★	★							★			
Brakes not working efficiently		★	★	●	★	★					★		★		★	
Brakes snatching		★	★		★	★				●			★		★	
Trailer "snaking"		★	★			★						●	★		★	
Trailer swerving to one side		★	★			★	★						★		●	★
Brakes remaining on after hand brake release	★	★	★			●	★						★			
Trailer failing to tow easily (resistance)	●	★		★	★	★			★				★			
Trailer brakes "jerkily"		★	★		★	★	★			●	★		★			

	FAULT	REMEDY
A	Brake Shoes – Adjusted too Tight, wheels difficult to rotate.	Reset brakes according to reset procedure.
B	Brake Cable – Sticking, dirty, trapped or corroded.	Remove cables, clean, re-grease, fit to reset procedure.
C	Brake Spring – Broken or dislodged.	Remove hubs, clean brakes and drums, refit new springs and brake shoes.
D	Brake Shoes – Worn	Remove hubs, clean brakes and drums, replace brake shoes.
E	Hitch – Incorrectly adjusted.	Follow adjustment procedure, as laid down.
F	Cable linkage system incorrectly adjusted, sticking.	Remove linkages, cables, rods clean, refit, re-adjust linkage system.
G	Cable System insufficiently supported or supports broken.	Re-fit flexible supports under trailer to reduce friction in system.
H	Reversing Vehicle on slippery surface.	Use manual stop on over-run coupling if fitted.
I	Hand brake left "on" or "partially on".	Ensure hand brake fully off – if vehicle has been driven extensively with hand brake on, remove hubs, check brakes and hub bearing – replace if damaged.
J	Damper failure in coupling.	Return coupling to supplier for damper replacement.
K	Coupling shaft jammed or damaged/Rusty.	Return coupling to supplier for repair/ replacement.
L	Incorrect nose weight on trailer coupling.	Adjust load to give between 50 - 100 Kilos. "Nose-weight" on trailer coupling.
M	Rust formation or hub grease in brake drum.	Remove hubs/drums – clean away rust, oil, refit. *Take care to avoid breathing brake-lining dust.*
N	Brake shoe carrier rollers rusty, damaged/worn.	Remove hubs and brakes, clean carrier shoe with wire brush. Grease rollers with "copperslip" or similar material, refit and adjust.
O	Brakes not equally adjusted on all wheels.	Jack up trailer – adjust.
P	Wrong type pressures.	Check tyre pressures and correctly inflate to trailer manufacturer's recommendations.

TYRE PRESSURES

PRESSURE		TYRE SIZE
BARS	PSI	
2.3	33	5.20 - 10 4PR
2.4	35	145 SR 10
4.5	65	145 R 10c 8PR
2.3	33	5.20 - 13 4PR
2.3	33	5.60 - 13 4PR
2.3	33	5.90 - 13 4PR
2.3	33	6.40 - 13 4PR
3.25	47	6.70 - 13c 6PR
2.4	35	145 R13
2.4	35	155 R13
2.5	36	165 R13
2.5	36	175 R13
2.9	42	155 R13 REIN
3.75	54	175 R13c 6PR
3.75	54	185 R13c 6PR
3.25	47	7.00 - 14c 6PR

PRESSURE		TYRE SIZE
BARS	PSI	
3.25	47	7.50 - 14c 6PR
4.25	62	7.50 - 14c 8PR
3.75	54	165 R 14c6 PR
3.75	54	175 R 14c 6PR
4.5	65	175 R 14c 8PR
4.5	65	185 R 14c 8PR
3.75	54	195 R 14c 6PR
4.50	65	185 R 14c 8PR
4.50	65	205 R 14c 8PR
3.25	47	6.70 - 15c 6PR
3.6	52	6.00 - 16c 6PR
3.25	47	6.50 - 16c 6PR
4.25	62	6.50 - 16c 8PR
5.00	73	6.50 - 16c 10PR
3.00	44	7.00 - 16c 6PR
4.00	58	7.00 - 16c 8PR

PRESSURE		TYRE SIZE
BARS	PSI	
3.51	51	7.50 - 16c 6PR
4.00	58	7.50 - 16c 8PR
4.75	69	7.50 - 16c 10PR
6.3	91	7.50 - 16 12PR
4.00	58	7.50 R 16c 6PR
4.50	65	7.50 R 16c 8PR
6.3	91	7.50 R 16 12PR
6	87	4.00 x 8 - 8PR
3.5	50	5.00 x 10 - 6PR
4.5	65	145R 10C 8PR
6,2	90	180/70 R8
6,2	90	155/70 R12
8.25	120	6.00 x 9 - 12PR
8.0	116	6.00 x 9 RAD
8.0	116	225/75R 10 RAD
6.0	87	185/70R 13 RAD

TRAILER RUNNING GEAR DETAILS

Trailer Model	
Serial Number	
Year of Manufacture	
Hitch Number	
Brake Type	
Axle Number	
Axle Number	

We reserve the right to change specifications in the light of product improvements and/or changes in regulations.

AVONRIDE

Certificate No. Q 6353
Quality Approved to ISO 9002

TRAILER MANUFACTURER / AGENT