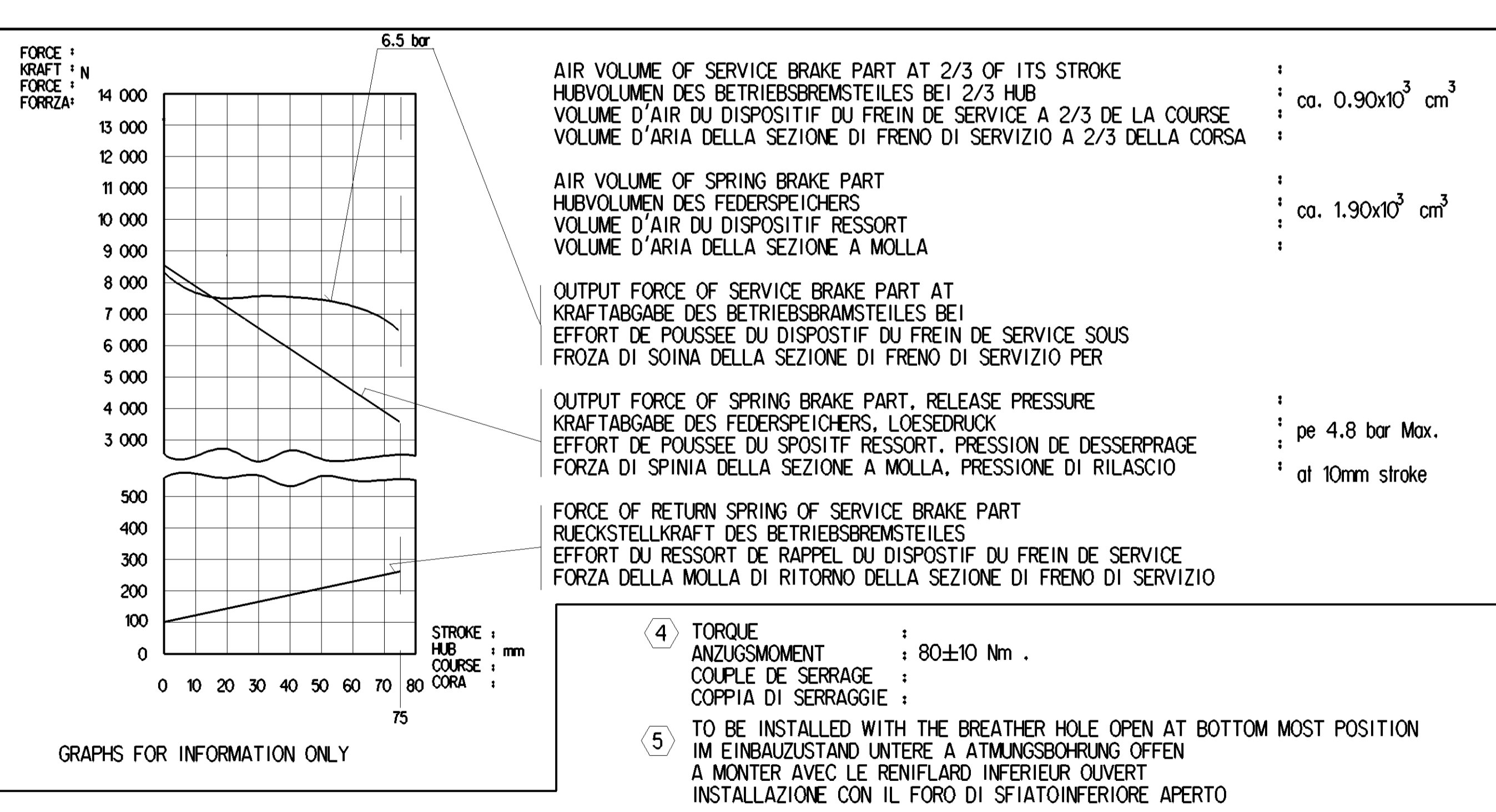
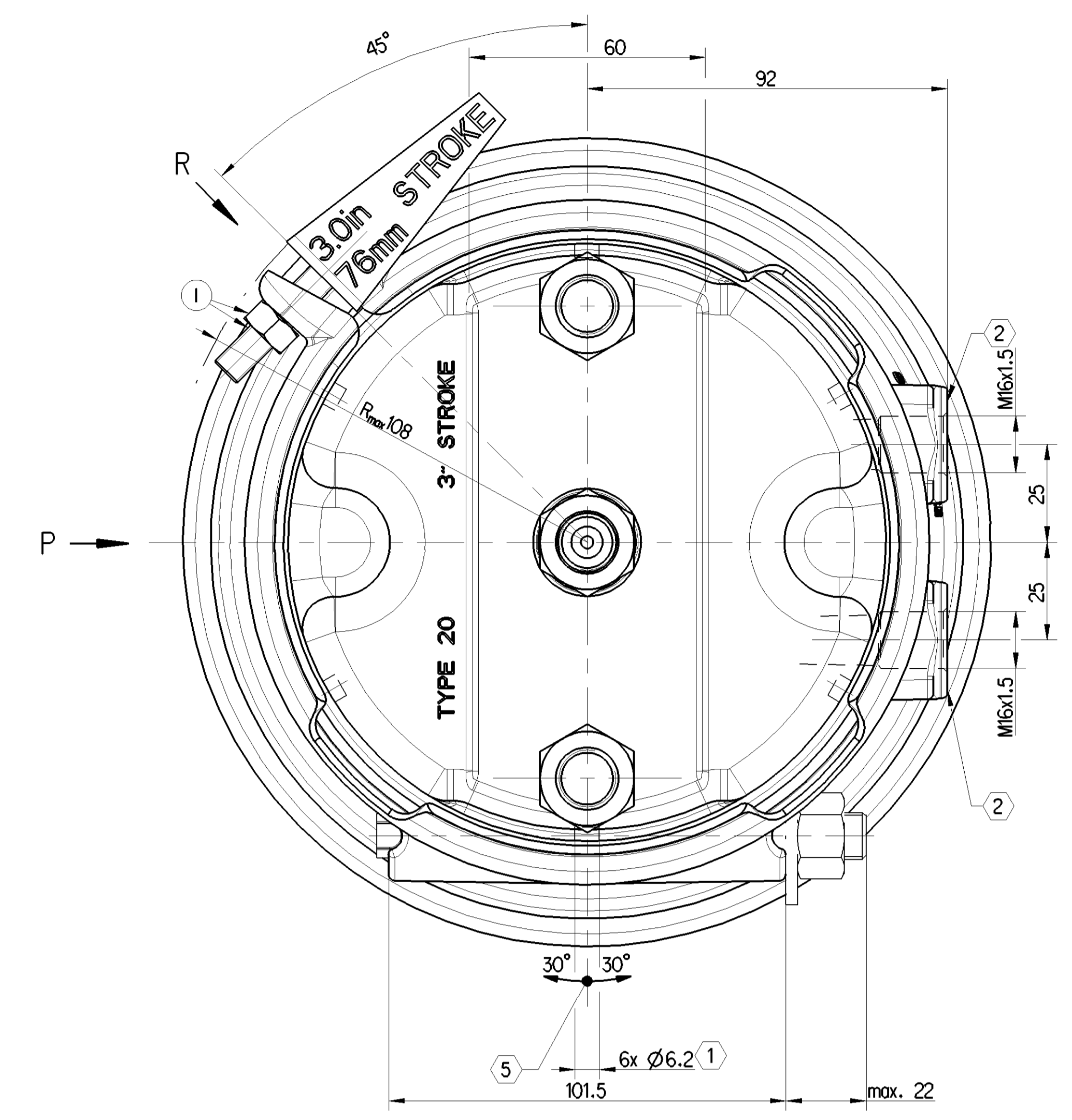
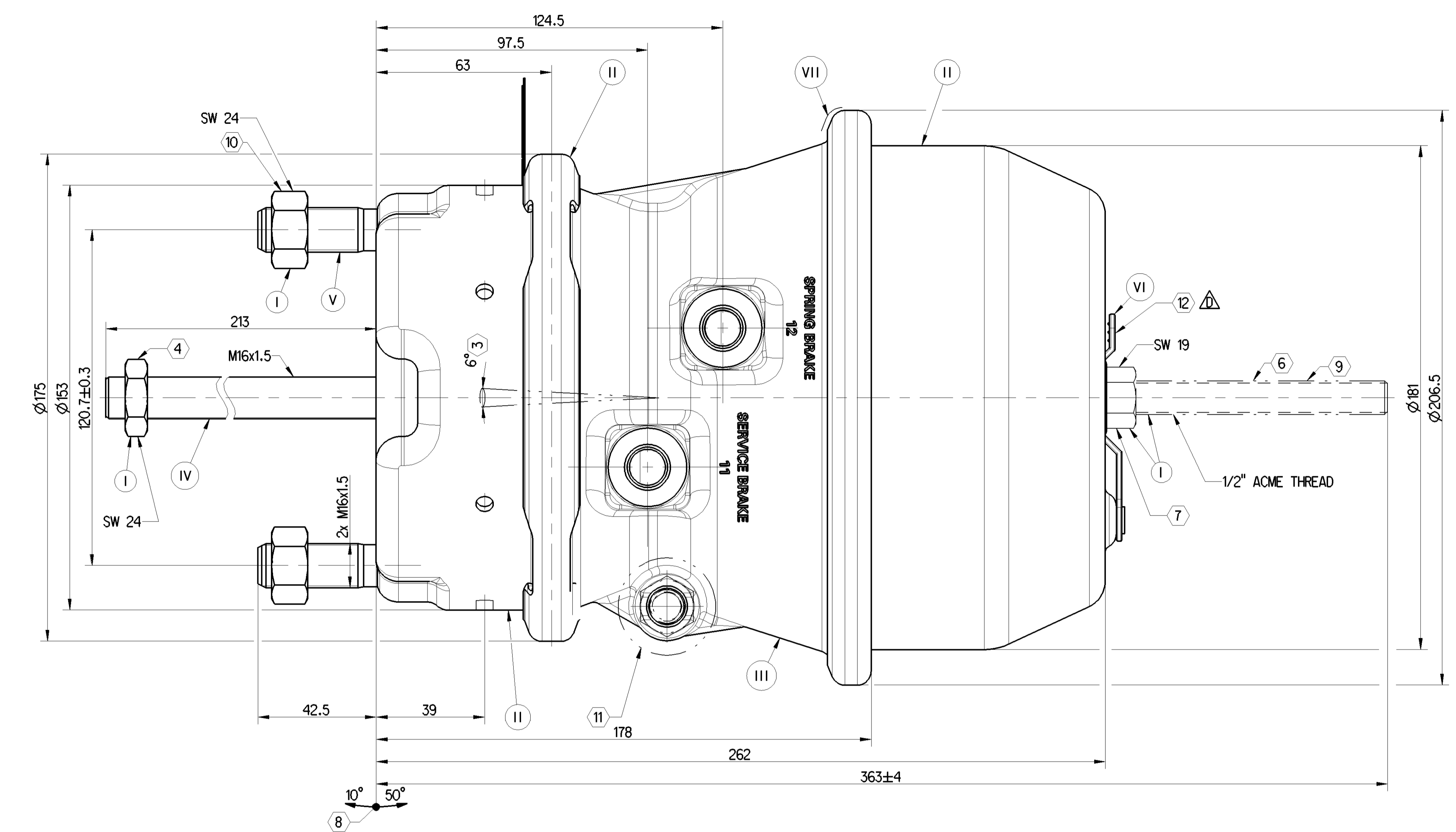


SURFACE PROTECTION
I JED-739-3
II JED-240-3
III JED-007-3
IV JED-240-5
V JED-371-0
VI RUBBER
VII JED-240-1



AIR VOLUME OF SERVICE BRAKE PART AT 2/3 OF ITS STROKE
HUBVOLUMEN DES BETRIEBSBREMSSTEILES BEI 2/3 HUB
VOLUME D'AIR DU DISPOSITIF DU FREIN DE SERVICE A 2/3 DE LA COURSE
VOLUME D'ARIA DELLA SEZIONE DI FRENO DI SERVIZIO A 2/3 DELLA CORSA : ca. 0.90x10³ cm³

AIR VOLUME OF SPRING BRAKE PART
HUBVOLUMEN DES FEDERSPEICHERS
VOLUME D'AIR DU DISPOSITIF RESSORT
VOLUME D'ARIA DELLA SEZIONE A MOLLA : ca. 1.90x10³ cm³

OUTPUT FORCE OF SERVICE BRAKE PART AT 2/3 OF ITS STROKE
KRAFTABGABE DES BETRIEBSBRAMSTEILES BEI 2/3 HUB
EFFORT DE POUSSÉE DU DISPOSITIF DU FREIN DE SERVICE SOUS 2/3 DE LA COURSE
FORZA DI SPINIA DELLA SEZIONE DI FRENO DI SERVIZIO PER : pe 4.8 bar Max.

OUTPUT FORCE OF SPRING BRAKE PART, RELEASE PRESSURE
KRAFTABGABE DES FEDERSPEICHERS, LÖSEDRUCK
EFFORT DE POUSSÉE DU DISPOSITIF RESSORT, PRESSION DE DESSERRAGE
FORZA DI SPINIA DELLA SEZIONE A MOLLA, PRESSIONE DI RILASCIO : at 10mm stroke

FORCE OF RETURN SPRING OF SERVICE BRAKE PART
RUECKSTELLKRAFT DES BETRIEBSBREMSSTEILES
EFFORT DU RESSORT DE RAPPEL DU DISPOSITIF DU FREIN DE SERVICE
FORZA DELLA MOLLA DI RITORNO DELLA SEZIONE DI FRENO DI SERVIZIO : 80±10 Nm

MEDIUM : AIR
MEDIUM : LUFT
FLUIDE : AIR
FLUIDO : ARIA

NOMINAL DIAMETER : MIN Ø9.0 mm
NENNWEITE : MIN Ø9.0 mm
DIAMETRE NOMINAL : MIN Ø9.0 mm
DIAMETRO NOMINALE : MIN Ø9.0 mm

WIDTH ACROSS FLATS : SW
SCHLÜSSELWEITE : SW
SURPLATS : SW
LAGHEZZA IN CHIAVE : SW

THERMAL RANGE OF APPLICATION :
THERMISCHER ANWENDUNGSBEREICH : -40°C...+80°C
BAMME D'APPLICATION TERMIQUE :
CAMPO DI APPLICAZIONE TERMICA :

PORT : 11 SERVICE BRAKING SYSTEM, WORKING PRESSURE : Pe max. = 10.2 bar (TEMPORARILY : Pe max. = 13 bar)
ORIFICE : 11 DISPOSITIF DE FREINAGE DE SERVICE, PRESSION D'UTILISATION : (DE COURTE DUREE : Pe max. = 13 bar)
ORIFIZIO : 11 DISPOSITIVO DI FRENATURA DI SERVIZIO, PRESSIONE DI ESERCIZIO : (BREVE TEMPO SOLO : Pe max. = 13 bar)

PORT : 12 SPRING BRAKE CYLINDER, WORKING PRESSURE : Pe max. = 8.5 bar (TEMPORARILY : Pe max. = 11 bar)
ORIFICE : 12 CYLINDRE A RESSORT, PRESSION D'UTILISATION : (DE COURTE DUREE : Pe max. = 11 bar)
ORIFIZIO : 12 CILINDRO A MOLLA, PRESSIONE DI ESERCIZIO : (BREVE TEMPO SOLO : Pe max. = 11 bar)

11 STROKE : 75 mm min.
HUB : 75 mm min.
COURSE : 75 mm min.
CORSA : 75 mm min.

12 STROKE : 75 mm min.
HUB : 75 mm min.
COURSE : 75 mm min.
CORSA : 75 mm min.

NAME PLATE
BEZEICHNUNGSSCHILD
PLAQUE DE FIRME
TARGHETTA

ASSEMBLY TRACEABILITY CODE
SHIFT TYPE SHOWN HERE

WABCO PART No. SHOWN HERE

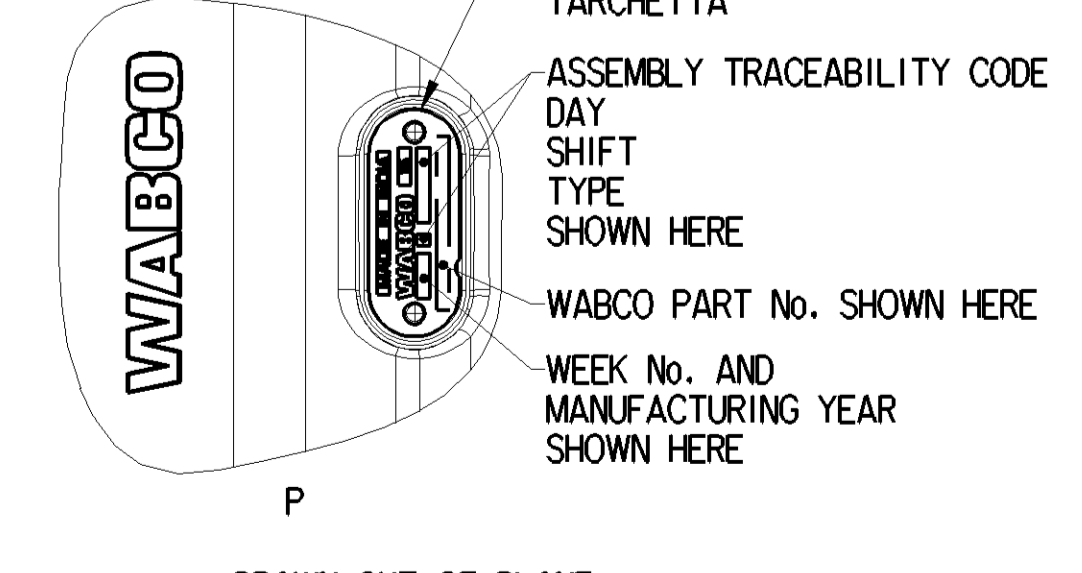
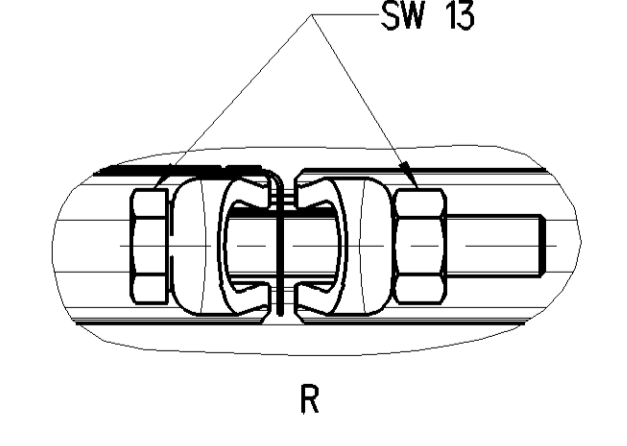
WEEK No. AND MANUFACTURING YEAR SHOWN HERE

SW 13

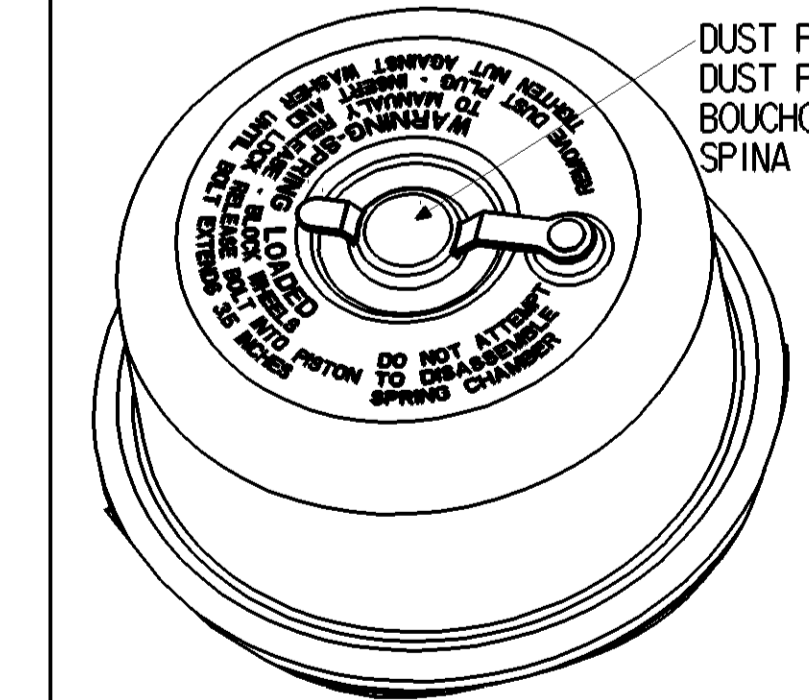
R

P

12 DRAWN OUT OF PLANE
AUS EBENE GEZOGEN
TIRÉ HORS DU PLAN
TIRATO FUORI DAL PIANO



CAUTION
VORSICHT
PRUDENCE
ATTENZIONE

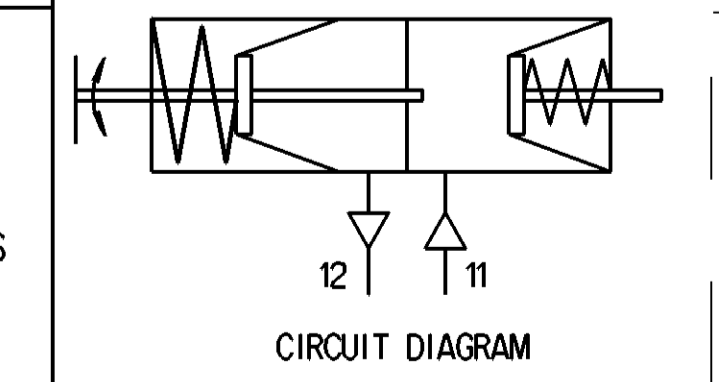


AFTER REMOVAL OF CAGINGS/BOLTONS RELEASE BOLT ENSURE THE HOLE IS ALWAYS COVERED WITH DUST PLUG
NACH ENTWAHNE KÄFIG/LÖSEBOLZEN SICHERSTELLEN, DASS DIE BOHRUNG IMMER MIT STAUBSTOPFEN ABGEDECKT IST

1) APRÈS LE RETRAIT DE CAGINGS/BOLTONS DE LIBÉRATION ASSUREZ-VOUS QUE LE TROU EST TOUJOURS COUVERT DE BOUCHON DE POUSSIÈRE
DOPO LA RIMOZIONE DEL BULLONE DI GABBIA/RILASCIO ASSICURARSI CHE IL FORO È SEMPRE COPERTO DA SPINA DI POLVERE

FAILURE TO INSTALL THE DUST PLUG IN THE CYLINDER HOLE MAY CAUSE PREMATURE FAILURE OF POWER SPRING AND POTENTIAL LOSS OF PARKING BRAKE FORCE
WENN DER STAUBSTOPFEN NICHT IN DIE ZYLINDERBOHRUNG EINGEBAUT WIRD, KANN ES ZU VORZEITIGEM AUSFALL DER KRAFTFEDER UND POTENTIELLEM VERLUST DER FESTSTELLERBREMSEKRAFT KOMMEN

2) DÉFAUT D'INSTALLER LE BOUCHON DE POUSSIÈRE DANS LE TROU DU CILINDRE PEUT CAUSER UNE DÉFAILLANCE PRÉMATURÉE DU RESSORT DE STATIONNEMENT
MANCATA INSTALLAZIONE DELLA SPINA DELLA POLVERE NEL FORO DEL CILINDRO PUÒ CAUSARE UN GUASTO PREMATURO DELLA MOLLA DI ALIMENTAZIONE E POTENZIALE PERDITA DELLA FORZA DEL FRENO DI STAZIONAMENTO



- 1 OPEN BREATHER HOLE
OPEN ATMINGSBOHRUNG
VERT TROU RENIFLEUR
APERTO FORO RENIFLEUR
- 2 TORQUE
ANZUGSMOMENT : 34 Nm max.
COUPLE DE SERRAGE :
COPPIA DI SERRAGGIE :
- 3 DEFLECTION
AUSLENKUNG : 6° max
DEFLEXION : A COURSE
EVIAZION : A CORSA
- 4 TORQUE
ANZUGSMOMENT : 80±10 Nm
COUPLE DE SERRAGE :
COPPIA DI SERRAGGIE :
- 5 TO BE INSTALLED WITH THE BREATHER HOLE OPEN AT BOTTOM MOST POSITION
IM EINBAUZUSTAND UNTERE A ATMINGSBOHRUNG OFFEN
A MONTER AVEC LE RENIFLEUR INFÉRIEUR OUVERT
INSTALLAZIONE CON IL FORO DI SFIAATOINFERIORE APERTO
- 6 CONDITION AS SUPPLIED : SPRING BRAKE RELEASED
ANLIEFERUNGSZUSTAND : FEDERBREMSE GELÖST
ÉTAT DE LIVRAISON : PUBLIE FREIN DE PRINTEMPS
STATO DI FORNITURA : FRENO A MOLLA RILASCIATO
- 7 TORQUE
ANZUGSMOMENT : max. 25 Nm
COUPLE DE SERRAGE :
COPPIA DI SERRAGGIE :
- 8 ADMISSIBLE INSTALLATION POSITION
ZULÄSSIGE EINBALLAGE
POSITION D'INSTALLATION ADMISE
POSIZIONE DI MONTAGGIO AMMESSA
- 9 RELEASED POSITION
LOESESTELLUNG
POSITION DE DESSERRAGE
POSIZIONE DI RILASCIO
- 10 TORQUE
ANZUGSMOMENT : 20° 30 Nm
COUPLE DE SERRAGE :
COPPIA DI SERRAGGIE :
- 11 FIXTURE OF RELEASE BOLT
LÖSESCHRAUBENHALTER
SUPPORT DE LA VIS DE DESSERRAGE

Further Technical Data 925 375 051 0			Copyright WABCO			WABCO		
Doc. Code: 025			Date: 2023-01-06			Doc. Code: 925 375 110 0		
General Tolerances: ISO 2011			Sheet: 1 To 6			Revision: 4		
Range of nominal dimensions in mm			Drawing Scale: 1:1			Date of first issue: 2007-01-02		
Class: 11 ±0.05 to ±0.10			Medium: X			Language: ML		
Size: 16			Material: 4005			Sheet: 1/1		
Tapped Holes acc. to ISO			CAGE System			Drawing No.: 925 375 110 0		
1) Tolerance class: Special (provisional)			DIN 9137			Revision: 4		
			DIN 9138			Drawing No.: 925 375 110 0		
			DIN 9139			Revision: 4		
			DIN 9140			Drawing No.: 925 375 110 0		