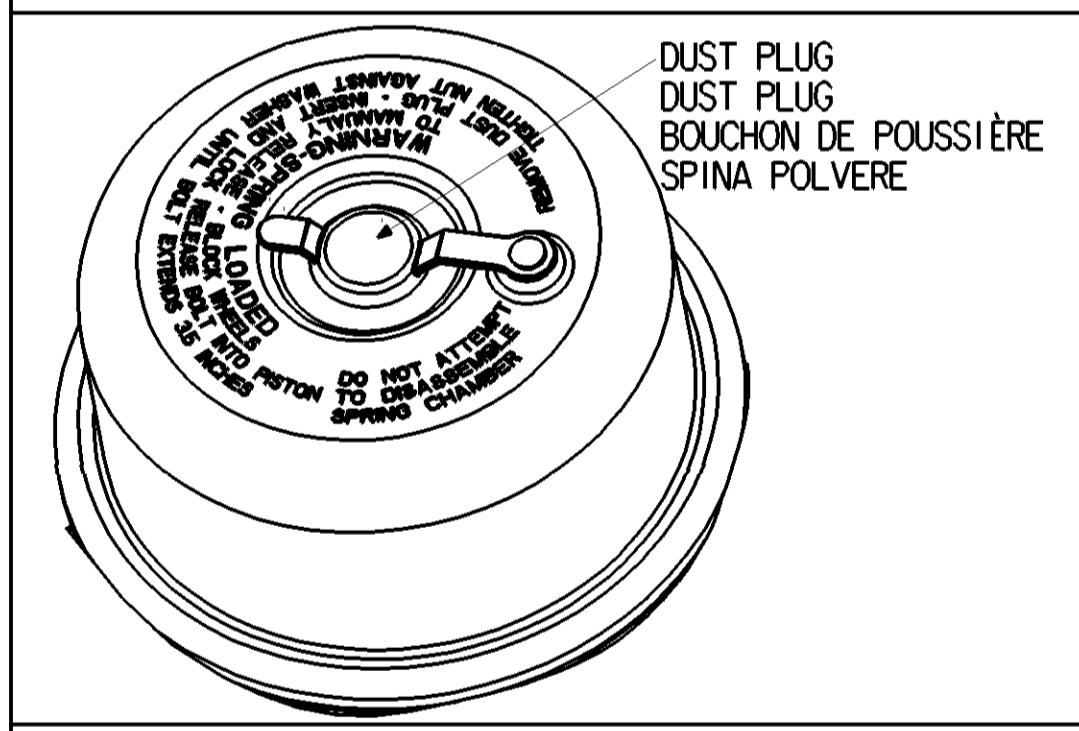


CAUTION
VORSICHT
PRUDENCE
ATTENZIONE

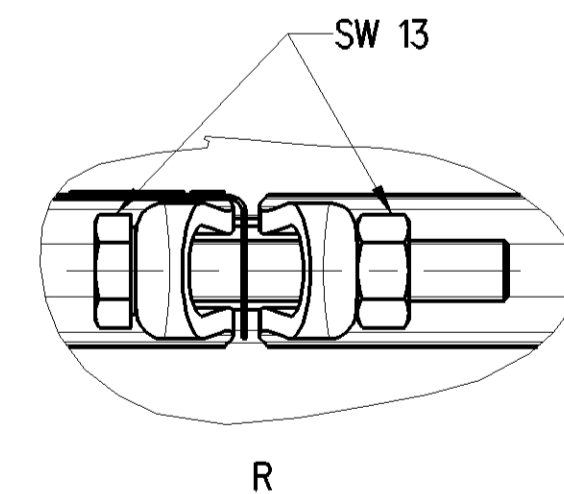


AFTER REMOVAL OF CAGING/ RELEASE BOLT ENSURE THE HOLE IS ALWAYS COVERED WITH DUST PLUG
NACH ENTMANNE KÄFIG/LÖSEBOLZEN SICHERSTELLEN, DASS DIE BOHRUNG IMMER MIT STAUBSTOFFEN ABGEDECKT IST
APRÈS LE RETRAIT DE CAGING/BOLTON DE LIBÉRATION ASSURÉZ-VOUS QUE LE TROU EST TOUJOURS COUVERT DE BOUCHON DE POUSSIÈRE
DOPO LA RIMOZIONE DEL BOLLONE 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 STAUBSTOFFEN NICHT IN DIE ZYLINDERBOHRUNG EINGEBAUT WIRD, KANN ES ZU VORZEITIGEM AUSFALL DER KRAFTFEDER UND POTENTIELLEN VERLUST DER FESTSTELLBREMSKRAFT KOMMEN

1) DÉFAUT D'INSTALLER LE BOUCHON DE POUSSIÈRE DANS LE TROU DU CYLINDRE PEUT CAUSER UNE DÉFAILLANCE PRÉMATURÉE DU RESSORT DE PUISSANCE ET UNE PERTE POTENTIELLE DE LA FORCE DE FREIN DE STATIONNEMENT

2) 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



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

NOMINAL DIAMETER :
NENNWEITE : MIN $\varnothing 9.0$ mm
DIAMETRE NOMINAL :
DIAMETRO NOMINALE :

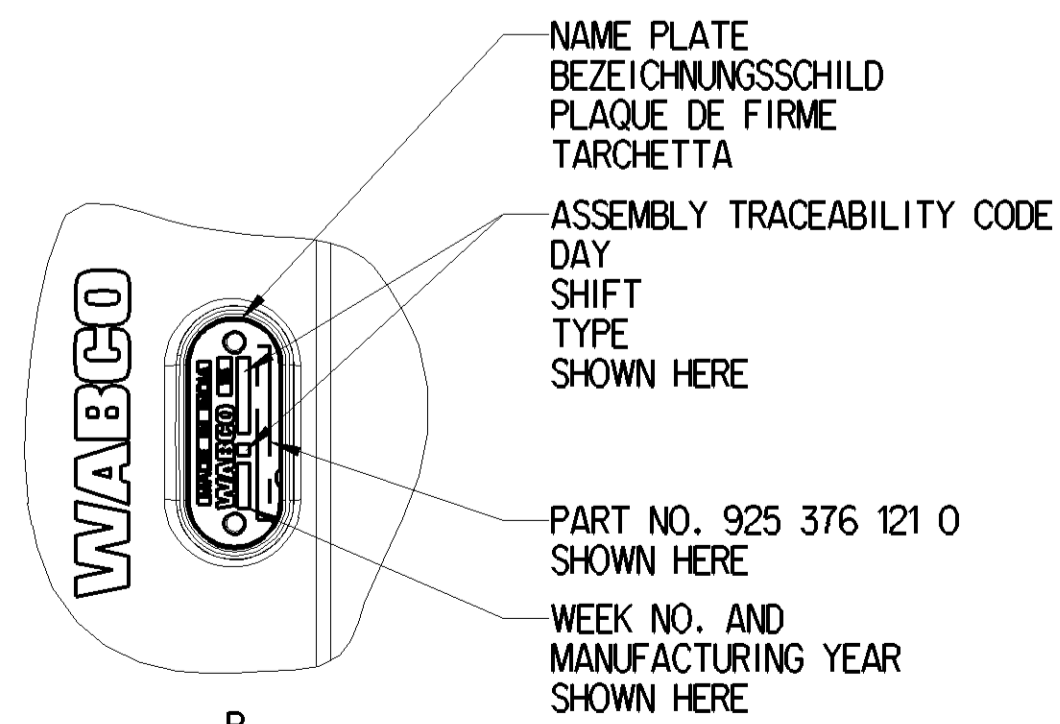
WIDTH ACROSS FLATS :
SCHLÜSSELWEITE
SURPLATS
LAGHEZZA IN CHIAVE

PORT : SERVICE BRAKING SYSTEM, WORKING PRESSURE : Pe max. = 10.2 bar
ANSCHLUSS : 11 BETRIEBSBREMSANLAGE, BETRIEBSDRUCK
ORIFICE : DISPOSITIF DE FREINAGE DE SERVICE, PRESSION D'UTILISATION
ORIFIZIO : DISPOSITIVO DI FRENATURA DI SERVIZIO, PRESSIONE DI ESERCIZIO

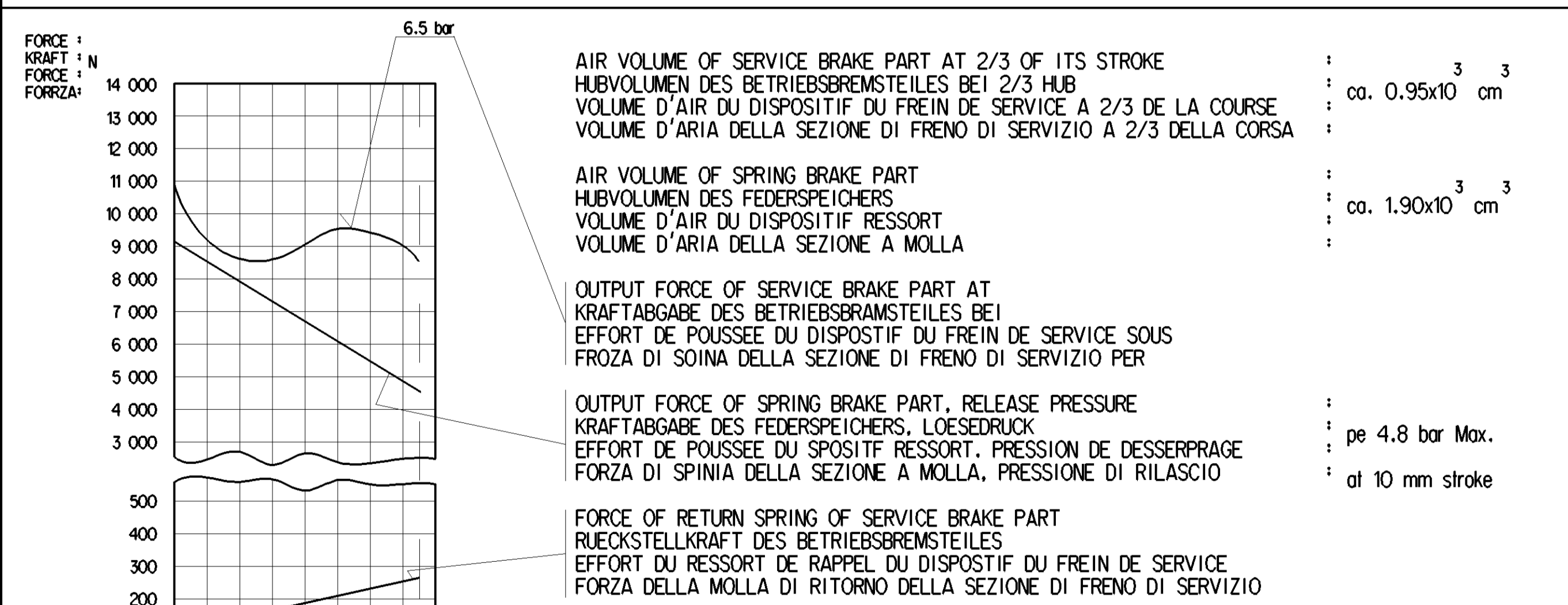
PORT : SPRING BRAKE CYLINDER, WORKING PRESSURE : Pe max. = 8.5 bar
ANSCHLUSS : 12 FEDERSPEICHERZYLINDER, BETRIEBSDRUCK
ORIFICE : CYLINDRE A RESSORT, PRESSION D'UTILISATION
ORIFIZIO : CILINDRO A MOLLA, PRESSIONE DI ESERCIZIO

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

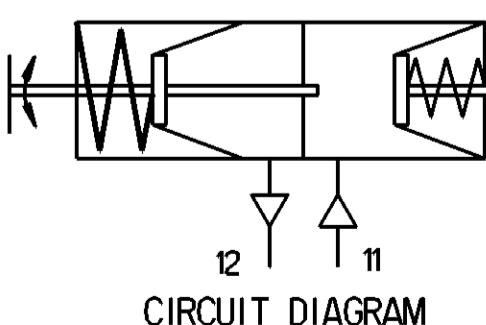
12 STROKE :
HUB : 75 mm min.
COURSE :
CORSIA :



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



- 1 OPEN BREATHER HOLE
OFFEN ATMUNGBOHRUNG
VERT TROU RENIFLEUR
APERTO FORO RESPIRATORE
- 2 TORQUE : 34 Nm max.
COUPLE DE SERRAGE :
COPPIA DI SERRAGGIE :
- 3 DEFLECTION : 6° max AT STROKE
AUSLENKUNG : 6° max BEI HUB
DEFLEXION : A COURSE
EVEIAZION : A CORSA
- 4 SURFACE PROTECTION
- | | |
|-----|------------------|
| I | JED-739-3 |
| II | JED-240-3 |
| III | JED-007-3 |
| IV | JED-240-5 |
| V | JED-371-0 |
| VI | RUBBER / PLASTIC |
| VII | JED-240-1 |



| | | | | | |
|--|----------------|---------------|---------------|-----------------------|----------------|
| General Specification: ISO 8015, ISO 1541, Size ISO 14405 LP | Doc. Code: 035 | Sheet: 1 To 6 | Revision: 005 | Language: ML | Sheet: 1/1 |
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| DOUBLE DIAPHRAGM TRISTOP 24/30 | | | | | |
| DOPPELDIAPHRAGM-TRISTOP | | | | | |
| TRISTOP A DOUBLE DIAPHRAGME | | | | | |
| TRISTOP A DOPPIA DIAPHRAMMA | | | | | |
| Part No. 925 376 121 O | Revision: 005 | Language: ML | Sheet: 1/1 | | |
| Scale: 1:1 | Material: 4 | Weight: 5420 | Volume: 82.38 | Surface Area: 102.316 | Material: 04.0 |