

SAF Axles with KNORR Disc Brakes with the SAF identification SBK 1937, Ø Disc: 377mm

In the course of product development, the KNORR disc brake with the SAF identification SBK 1937 has been revised. The brake identification and TDB Numbers remain unchanged.

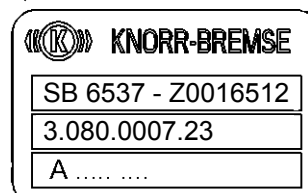
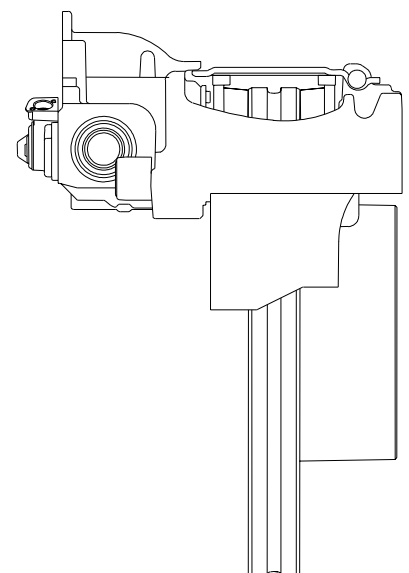
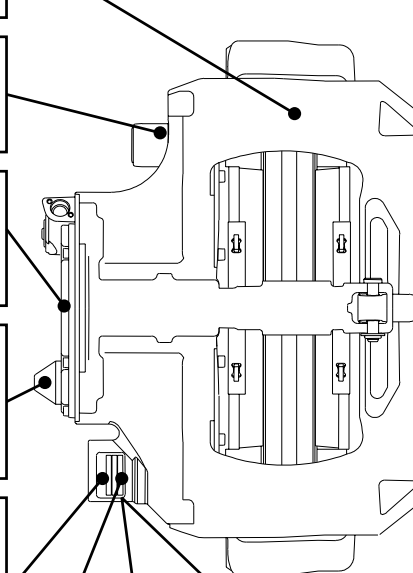
Brake Parts:

Version	up to November 2002	from November 2002
Brake	3 080 0006/0007 23	3 080 0024/0025 20
Brake Assembly	3 077 0185/0186 03	3 077 0185/0186 04

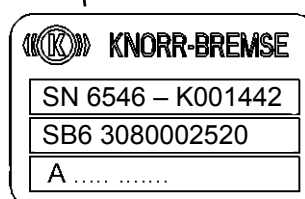
The axle and suspension identification numbers will not be changed. The new brake can be used instead of the old type for spare parts requirements. The old and new brakes can be mounted together on the same axle.

The Advantages are:

- **Mono block caliper instead of a separate housing:**
 - compact construction
 - weight reduction
 - double insulation to the interior
- **Improved rust protection and improved wear-resistance of the movable bearing**
- **Optimised sealing of the interface brake caliper/ brake chamber :**
 - rubber seal membrane on the brake chamber interface
- **Optimised backing equipment:**
 - Exchangability of the backing equipment at the adjustment (hex)
 - Service-friendly cap for the closure of the backing equipment
- **Improved protection and longer life for the fixed bearing:**
 - Integrated fixed bearing cover in housing
 - Pressed in closure cover
 - Good emergency running properties through additional sealing lip in the inner fixed bearing bellow
- **Optimised service-friendliness**
 - Same bolts for movable and fixed bearing
- **Exchangable**
 - Certificate/TDB numbers remain unchanged
 - Exchangability guaranteed for calipers



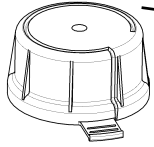
**Example of
Identification plate
information
OLD**



**Example of
Identification plate
information
NEW**

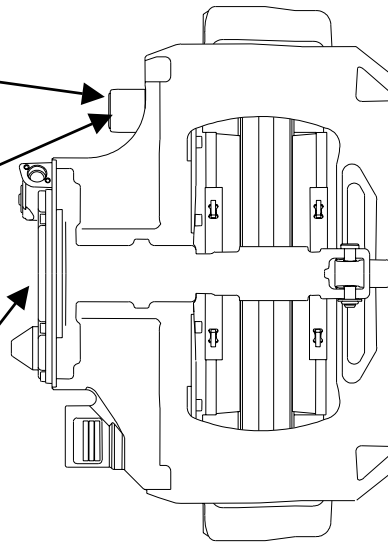
Recommended painting procedures:

Paint protector cap



Roll membrane

Rubber seal membrane



Painting information:

When painting the suspension/axle the **rubber seal membrane** and the **roll membrane** must be protected with appropriate cover. These parts must be kept free from paint to prevent damage to the rubber material.

Attention:

The paint protector cap on the roll membrane must be removed before operation.

Mounting information:

When fitting the brake chamber it is **not necessary** to remove the rubber seal membrane. This will not have any negative effect if the rubber seal membrane is left on the interface caliper/brake chamber.