

Conversion of the axle generation Protec 3620 and K1 to K2

GIGANT continuously develops its products in order to fulfil the high demands made by our customers.

This conversion affects the Protec axle with brake 3620 produced from 1996, as well as the compact bearing axles of Generation 1 with brake 3020, 4218, 4220, 3745 and 4345, produced since 2001.

Brakes 3020 and 3620 have already been converted. Further types will follow during the year.

The conversion to Generation K2 means that the delivery condition changes as described below:

K2 axles are delivered with automatic slack adjusters only as standard.

The brake spider will be one-piece in future and thus improve the brake geometry. The tolerances are thus lower and the efficiency of the brake is increased.

The wearing parts in drum brakes for K2 axles are identical to those of K1 axles. Thus no extra stocking of other spares is required.

The wheel hubs are to be supplied with standard wheel studs in future which considerably reduces the variety of wheel studs in the range and thus simplifies spare part stocking. The wheel hubs are also suitable for equipping with aluminium rims in future.

The use of standard wheel studs means that the centring ring between the wheel studs and drilled holes in the rim (Fig. 1) is no longer necessary as was otherwise used in centring of GIGANT axles. Please refrain from using the centring rings (Fig. 2). The wheel studs have already been modified correspondingly.

Fig. 1. Version Protec and K1

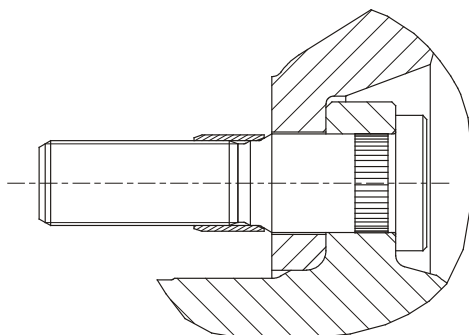


Fig. 2. Version K2

