

## Generation change to K3 for the 300 x 200 drum brake

as of 10/2019

As part of the ongoing optimisation of the gigant products, the 300 x 200 drum brake of the K2 generation has been modified on the axles.

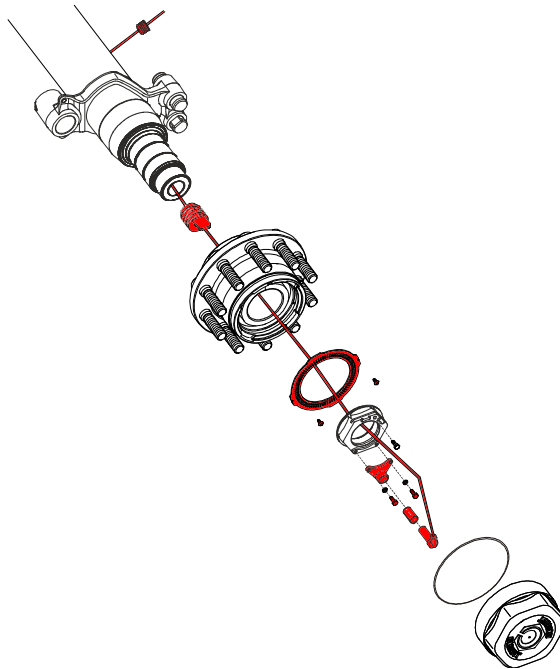
The ABS system with the ABS sensor ring at the rear on the hub and the ABS sensor in the brake carrier already successfully used in the gigant portfolio in the axle load range 5.5 – 7 t has been adopted. The open axle stub has been replaced with a closed stub, as the ABS sensor cable no longer runs through the axle beam like at the K2 generation..

On the gigant-specific system of drum in front of the hub, the wheel stud/brake drum interface has been optimised for the use of wheel rims for mixed centring and the associated use of centring rings.

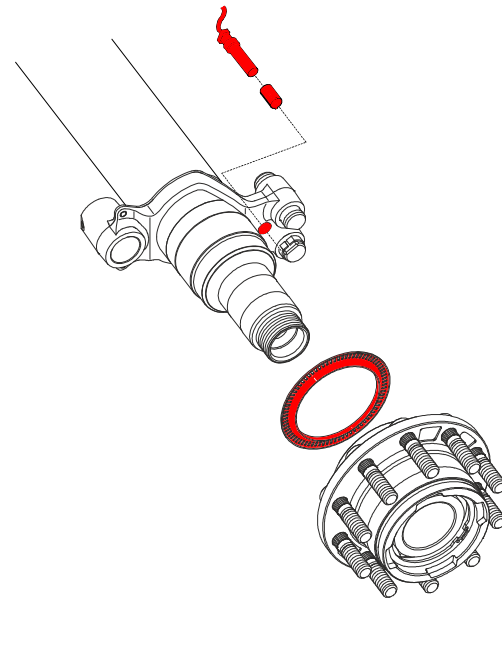
### ABS

The ABS unit of the K3 generation has moved to the rear on the hub.

#### K2 generation



#### K3 generation



This minor modification at first sight offers a great deal of added value for you:

- On the K3 generation, only the dust cover needs to be removed for inspection of the ABS. The hub cap does not need to be removed, as was previously the case on the K2 generation. This eliminates the source of danger for the compact bearing of wetness entering the hub unit via the thread flights and negatively influencing the service life of the compact bearing if the hub cap with O-ring is not installed correctly.
- If the ABS sensor is defective, it can be replaced with a standard component (normally in stock in the workshop) by just removing the dust cover on the K3 generation. On the K2 version, an ABS sensor with long sensor cable and vulcanised plug has to be used that runs through the axle beam. For you, this means shorter service times with the K3 generation thanks to simple replacement of the component from stock.
- For retrofitting of ABS on the K3 generation, the ABS sensor ring simply has to be pressed onto the hub and the ABS sensor with bush of sensor plugged into the standard existing drilled hole in the brake carrier.

### Axle stub

The shift of the ABS to the rear on the hub with the K3 generation allows a closed axle stub to be used. This provides optimum protection for the compact bearing against penetrating dirt from the axle beam.

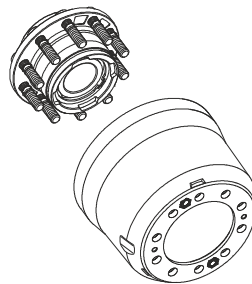
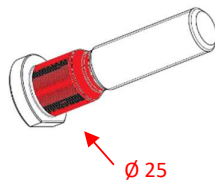
### Drum in front of the hub

In order to optimise the use of centring rings with wheel rims for mixed centring on the gigant axles designed for hub centring, the stepped wheel stud of the K2 generation has been replaced with a straight wheel stud of the K3 generation. With this step, the diameter of the drilled holes in the K3 brake drum has also been reduced.

In the future, this will prevent the centring ring from being pushed into the brake drum and against the step of the K2 wheel stud if the wheel rim for mixed centring is not pushed on correctly. This inevitably means that the wheel rim does not fit flush against the brake drum. This can no longer occur with the new K3 generation.

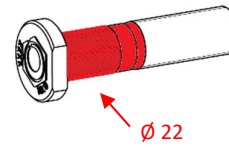
### K2 generation

Wheel stud K2



### K3 generation

Wheel stud K3



### Note:

The gigant spare parts catalogue allows you to identify the axle-specific spare part data sheet using the article number or serial number.

<https://www.gigant-parts.com>

Article-no.:	Series-no.:
gigant - Trenkamp & Gehle GmbH D-49413 Dinklage	
gigant	
Ident No: 711010023 / YA16220033	
DOKH2 09010 4345H1 2040 1300 0 mm ABS 0	
ID1- 225	stat. axle load
ID2- 4345HT	9.000 kg
ID3- 10006,2	v max
ID4- 36107313	105 km/h
	

Example illustration

### Product change

The brake size 300 x 200 will be changed over to the K3 generation as of 10/2019.

The other brake sizes 360x200, 420x180 and 420x200 will follow gradually. Separate information will be provided at a later date.

The gigant team is happy to answer any questions you may have and wishes you a safe journey.

Created/revised:

Approved:

2019.07.10	HU	2019.07.10	KK
Date	Signature	Date	Signature