



Service-relevant changes to the adjuster of Knorr-Bremse Air Disc Brakes

In order to optimize the coverage of different vehicle applications as well as regional differences, Knorr-Bremse continuously works to improve its air disc brake product portfolio to correspond to customer and market requirements.

In this context some service processes may need revision. A change is now advised relating to the checking process of the adjuster and running clearance for air disc brake types SB6/7, SN5/6/7, SK7 and ST7.

Installation of brake pads

Turn the adjuster clockwise until the brake pads contact the brake disc. Then turn the adjuster anti-clockwise three "clicks" (formerly two - three "clicks").

- ▶ During the turning of the adjuster, you will notice a changed clicking noise. It is **not** caused by a defect of the mechanism.
- ▶ Also the "feel" during the rotation of the adjuster and the position of the spanner after the 3 clicks has changed.

Depending on the age of the vehicle, it may have installed on it two different design levels of disc brake and so there may be 2 different clicking noises and final positions of the adjuster on the vehicle.

The full wording of the processes is included in the latest service manual for each Knorr-Bremse range.

These documents are available for download from our website in the "Download Documentation" area: www.Knorr-BremseCVS.com

Disc Brake	Document Number	Adjuster Check		Pad Fitting	
		Section number	Page Number	Section number	Page Number
SB6/7	C16352	5.2.1	22	6.2	30
		5.2.2	23		
SN6/7 & SK7	Y006471	5.2	22	6.2	27
ST7	Y173241	5.2	17	6.2	24
SN5	Y015044	5.2	18	6.2	23

ATTENTION: If the running clearance is excessive, the braking efficiency could be reduced. If the running clearance is too small, the brake could heat up excessively leading to consequential damage.

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