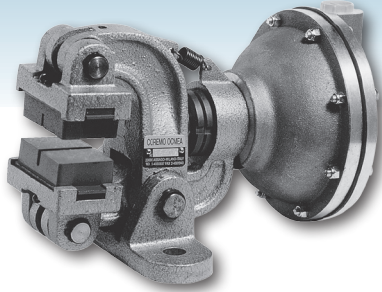
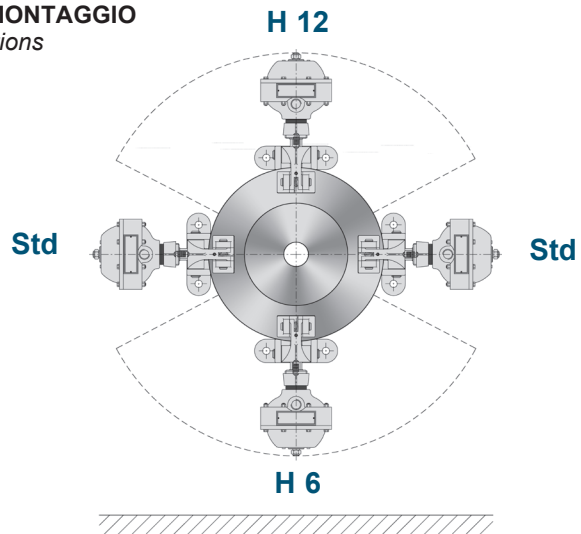


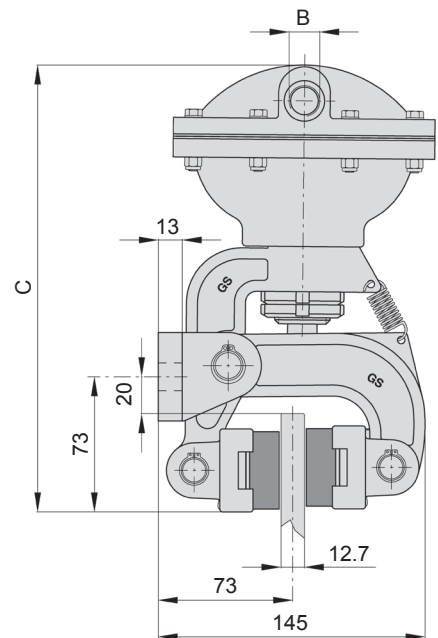
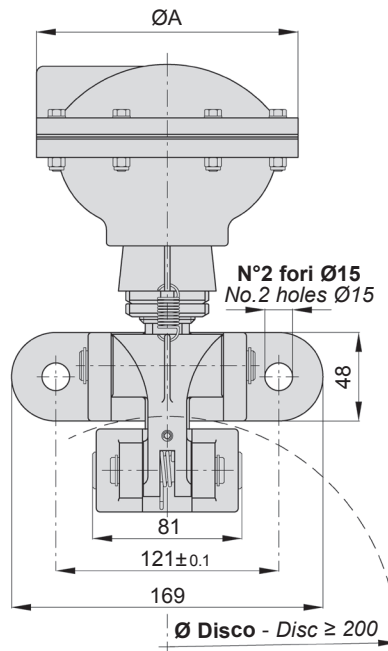
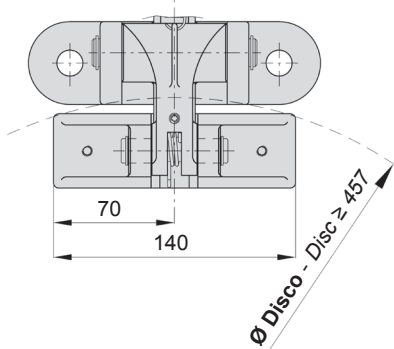
B



SCHEMA DI MONTAGGIO
Mounting positions



Versione pattino doppio
Double pad version



DIMENSIONI/DIMENSIONS

TIPO SIZE	Cod. Prodotto Product Number						ØA	B	C	Volume aria Air Volume dm ³	Peso Weight kg
	Std	Std S.U.	H6	H6 S.U.	H12	H12 S.U.					
B05	A2014	A2015	A2348	A2349	A2354	A2355	74	1/4"gas	210.5	0.025	5.3
B1	A2020	A2021	A2038	A2039	A2056	A2057	116	1/4"gas	221	0.1	5.5
B2	A2026	A2027	A2044	A2045	A2062	A2063	142	3/8"gas	243	0.2	6.3
<p>S.P. = Produzione Standard / Standard Production S.U. = Con segnalatore di usura / With Wear Indicator</p>											

Attenzione: La coppia iniziale può essere dal 30% al 50% in meno rispetto al valore nominale, fino all'assestamento del ferodo sul disco.

Warning: The initial torque on new units can be 30% to 50% less than the catalogue value until the friction facing and friction disc are lapped or worn in.

Dati tecnici

Forza tangenziale F:

B05	670 N a 6 bar
B1	1800 N a 6 bar
B2	3550 N a 6 bar

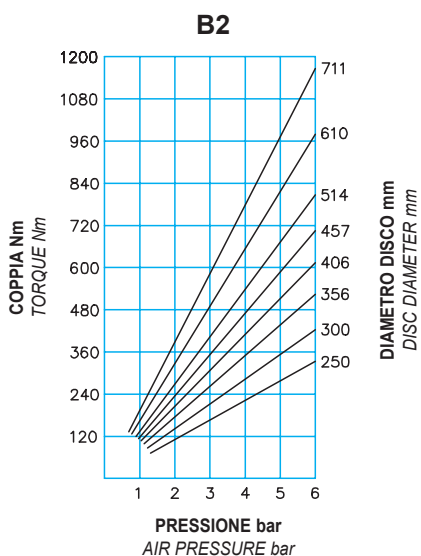
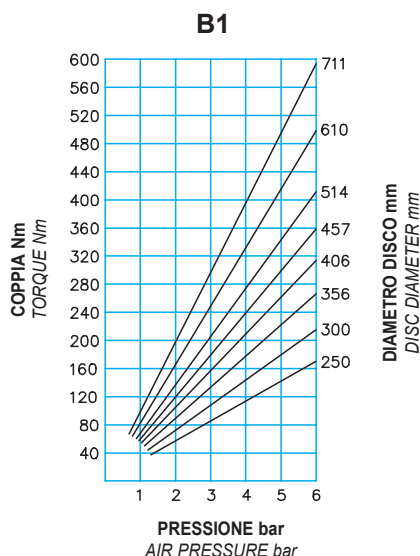
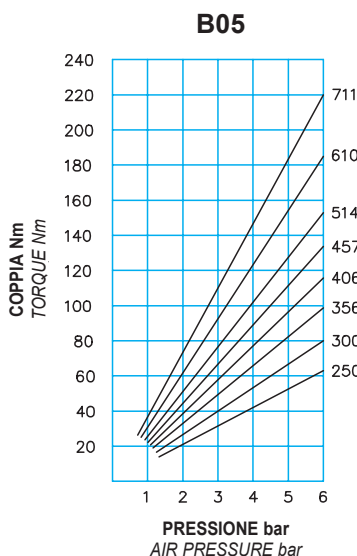
Coppia dinamica
 $= F \cdot (\text{raggio del disco in m} - 0.032) = \text{Nm}$

Usura max totale: 14 mm

Spessore del ferodo nuovo: 16 mm

Dissipazione del calore in continuo
 Qc: 1.7 kW

Dissipazione del calore in continuo
 con pattino doppio
 Qc: 2.7 kW



Technical data

Braking force F:

B05	670 N at 6 bar
B1	1800 N at 6 bar
B2	3550 N at 6 bar

Dynamic torque
 $= F \cdot (\text{disc radius in m} - 0.032) = \text{Nm}$

Max total wear: 14 mm

Thickness of new lining: 16 mm

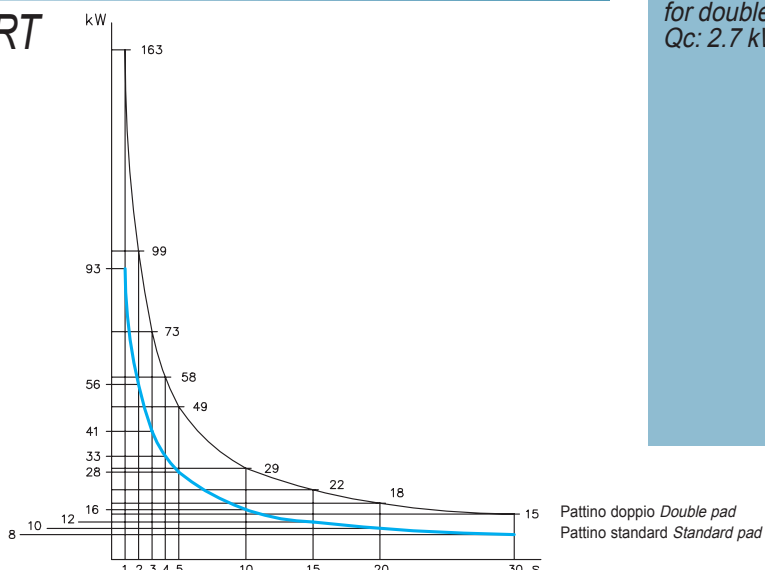
Continuous thermal capacity
 Qc: 1.7 kW

Continuous thermal capacity
 for double pad version
 Qc: 2.7 kW

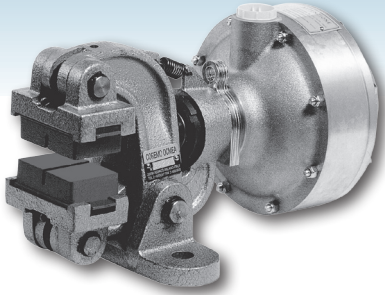
DIAGRAMMA/CHART

Dissipazione di calore per frenatura di emergenza

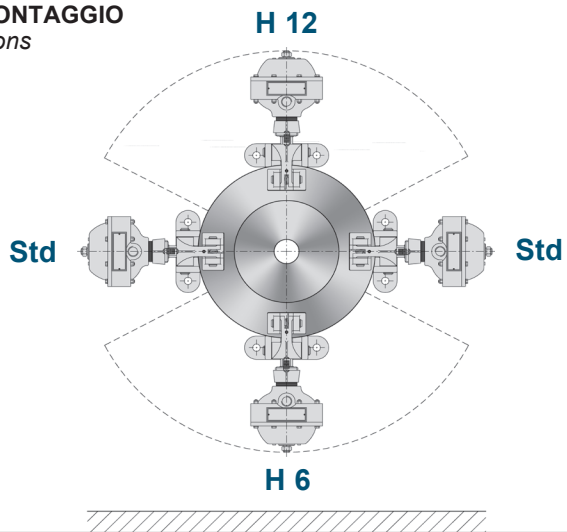
Thermal capacity for emergency stop



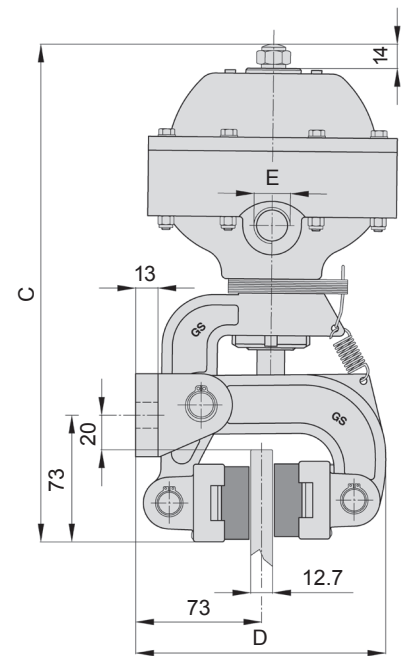
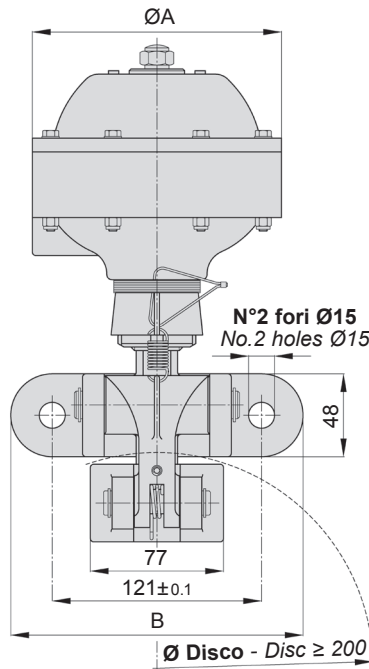
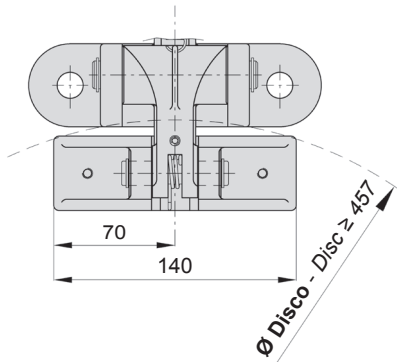
B-N



SCHEMA DI MONTAGGIO
Mounting positions



Versione pattino doppio
Double pad version



DIMENSIONI/DIMENSIONS

TIPO SIZE	Cod. Prodotto Product Number						ØA	B	C	D	E	Volume aria Air Volume dm ³	Peso Weight kg
	Std.	Std. S.U.	H6	H6 S.U.	H12	H12 S.U.							
B-1N	A2242	A2243	A2286	A2287	A2290	A2291	98	169	290	145	1/4"gas	0.16	7
B-2N	A2032	A2033	A2050	A2051	A2068	A2069	144	169	288.5	145	1/2"gas	0.3	8.1
<p>S.P. = Produzione Standard / Standard Production S.U. = Con segnalatore di usura / With Wear Indicator</p>													

Attenzione: La coppia iniziale può essere dal 30% al 50% in meno rispetto al valore nominale, fino all'assestamento del ferodo sul disco.

Warning: The initial torque on new units can be 30% to 50% less than the catalogue value until the friction facing and friction disc are lapped or worn in.

Dati tecnici

Forza tangenziale F:

B-1N	1300 N
B-2N	2600 N

Coppia dinamica
 $= F \cdot (\text{raggio del disco in m} - 0.032) = \text{Nm}$

Usura max totale: 14 mm

Spessore del ferodo nuovo: 16 mm

Dissipazione del calore in continuo
 Qc: 1.7 kW

Dissipazione di calore in continuo
 con pattino doppio Qc: 2.7 kW

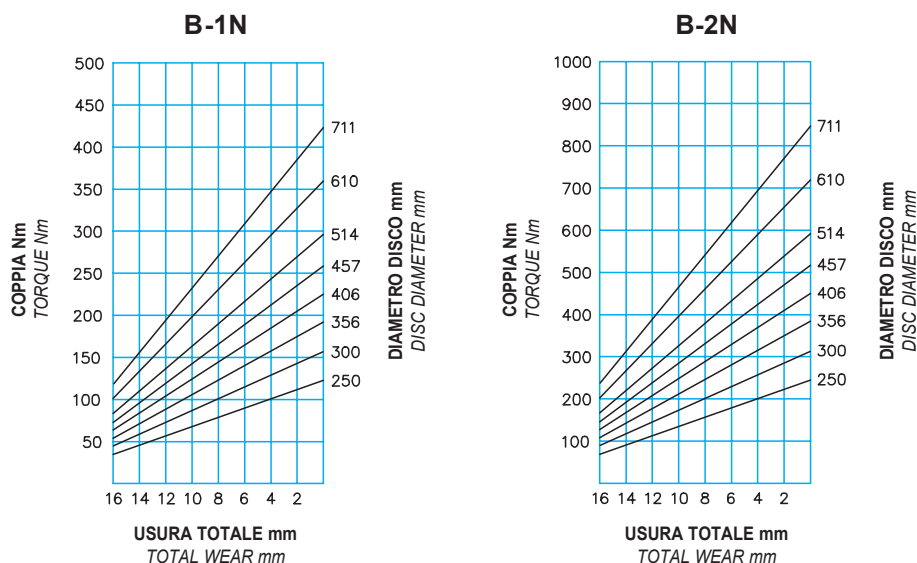
Pressione minima di apertura: 5 bar

I valori di coppia indicati sono
 ottenuti con n. 4 molle per 1N,
 n. 8 molle per 2N e 3N.

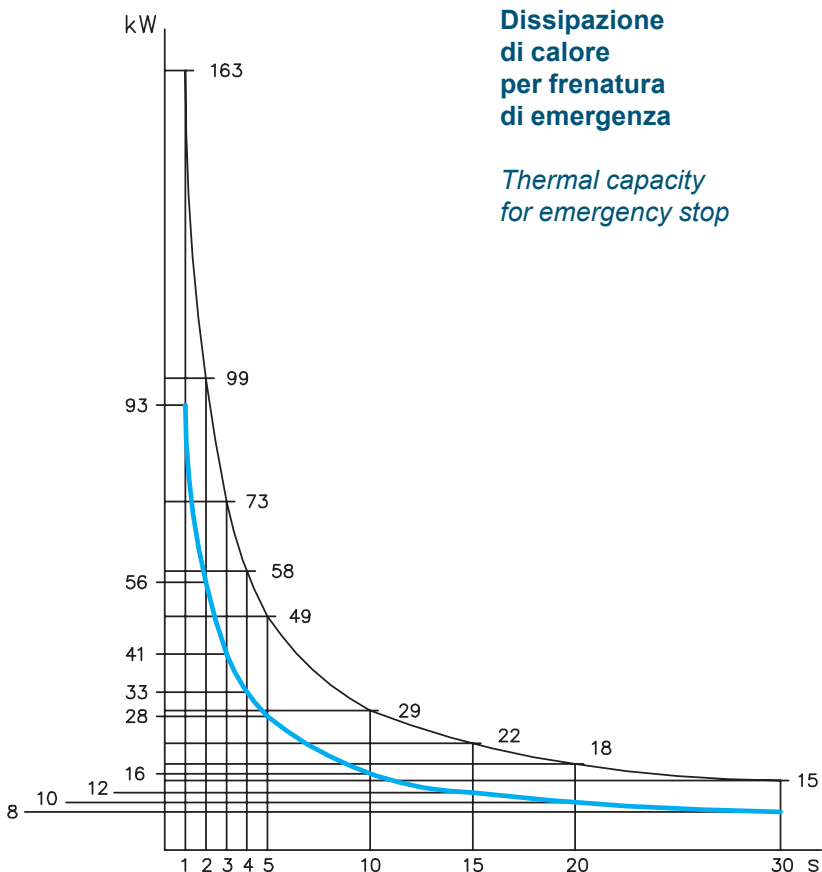
Coppie proporzionalmente inferiori
 si possono ottenere con n. 2 molle per 1N,
 n. 6-4-2 molle per 2N e 3N.

Il grafico rappresenta l'andamento
 della coppia per ogni 2 millimetri
 di usura dei ferodi.

Per ripristinare il valore nominale
 della coppia intervenire sul sistema di
 regolazione.



DIAGRAMMA/CHART



Technical data

Braking force F:

B-1N	1300 N
B-2N	2600 N

Dynamic torque
 $= F \cdot (\text{disc radius in m} - 0.032) = \text{Nm}$

Max total wear: 14 mm

Thickness of new lining: 16 mm

Continuous thermal capacity
 Qc: 1.7 kW

Continuous thermal capacity
 for double pad version
 Qc: 2.7 kW

Minimum release pressure: 5 bar

The torque values specified
 are obtained with n. 4 springs for 1N,
 n. 8 springs for 2N and 3N.

Torque proportionally less
 are achievable with n. 2 springs for 1N,
 n. 6-4-2 springs for 2N and 3N.

The diagram shows the torque
 variation for 2 millimeters of lining wear.
 Adjust according to ensure the
 correct torque value is achieved.