

#### **SA Electromagnetic Disc Brake PAT.**

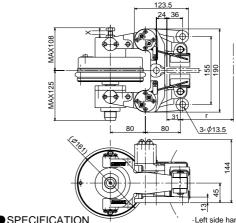
[ Spring Applied Electromagnetic Release ]

#### **DB-4010EF**



# ● CHARACTERISTIC CURVE

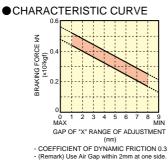
COEFFICIENT OF DYNAMIC FRICTION 0.3
 (Remark) Use Air Gap within 2mm at one side.

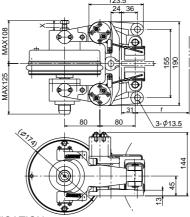


SPECIFICATION		· Lett side Harid is also available.
· MODEL TYPE		DB-4010EF
· USABLE DISC DIA	(mm)	<i>φ</i> 200~∞
· DISC THICKNESS	(mm)	10
· EFFECTIVE RADIUS OF BRAKING	(m)	$r = \frac{1}{1000} \left( \frac{DISC\ DIA}{2} - 31 \right)$
· PAD MODEL TYPE		DB-0433-K01B
· WEAR ALLOWANCE OF PAD	(mm)	7
· DASH SUPPLY VOLTAGE	(V)	DC150~210
· KEEP SUPPLY VOLTAGE	(V)	DC20~31
· POWER CONSUMPTION	(W)	14 (CONDUCTION CONTINUOUSLY AT DC31V)
- DUTY DATE		360 C/H · 50%ED
· DUTY RATE		OR CONTINUOUSLY KEEPING DUTY RATE
· SUITABLE POWER SUPPLY BOX		AP-2403 *
·WEIGHT	(kg)	19
· TORQUE CALCULATION (BRAKING FORCE	CE=kN)	$T(kN\cdot m) = kN \times r$
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#### **DB-4011EF**







<ul><li>SPECIFICATION</li></ul>		· Left side hand is also available.
· MODEL TYPE		DB-4011EF
· USABLE DISC DIA	(mm)	φ200~∞
· DISC THICKNESS	(mm)	10
· EFFECTIVE RADIUS OF BRAKING	(m)	$r = \frac{1}{1000} \left( \frac{DISC\ DIA}{2} - 31 \right)$
· PAD MODEL TYPE		DB-0433-K01B
· WEAR ALLOWANCE OF PAD	(mm)	7
· DASH SUPPLY VOLTAGE	(V)	DC150~210
· KEEP SUPPLY VOLTAGE	(V)	DC20~31
· POWER CONSUMPTION	(W)	17
POWER CONSUMPTION	(vv)	(CONDUCTION CONTINUOUSLY AT DC31V)
DUTY DATE		360 C/H·50%ED
· DUTY RATE		OR CONTINUOUSLY KEEPING DUTY RATE
· SUITABLE POWER SUPPLY BOX		AP-2403 *
·WEIGHT	(kg)	20
· TORQUE CALCULATION (BRAKING FORCE	CE=kN)	$T(kN\cdot m) = kN \times r$

Pad for only holding (static  $\mu$ ) is available for application for holding brake \*For detail refer page 32.





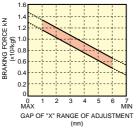
#### **SA Electromagnetic Disc Brake PAT.**

[Spring Applied Electromagnetic Release]

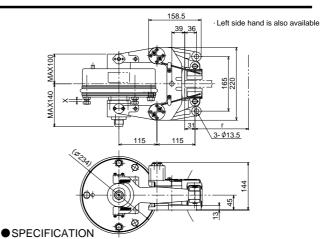
#### **DB-4020EF**



#### ● CHARACTERISTIC CURVE



· COEFFICIENT OF DYNAMIC FRICTION 0.3



• • • • • • • • • • • • • • • • • • • •		
· MODEL TYPE		DB-4020EF
· USABLE DISC DIA	(mm)	φ200~∞
· DISC THICKNESS	(mm)	20
· EFFECTIVE RADIUS OF BRAKING	(m)	$r = \frac{1}{1000} \left( \frac{\text{DISC DIA}}{2} - 31 \right)$
· PAD MODEL TYPE		DB-0433-K01B
·WEAR ALLOWANCE OF PAD	(mm)	7
· DASH SUPPLY VOLTAGE	(V)	DC150~210
· KEEP SUPPLY VOLTAGE	(V)	DC20~31
· POWER CONSUMPTION	(W)	25
T GYTER GOTTGGIIII TTGTT	(***)	(CONDUCTION CONTINUOUSLY AT DC31V)
· DUTY RATE		360 C/H·50%ED
		OR CONTINUOUSLY KEEPING DUTY RATE
· SUITABLE POWER SUPPLY BOX		AP-2403 *
·WEIGHT	(kg)	39
·TORQUE CALCULATION (BRAKING FOR	CE=kN)	$T(kN\cdot m) = kN \times r$
Pad for only halding (static (s) in excellent for annihilation for halding hards		

Pad for only holding (static  $\mu$ ) is available for application for holding brake \*For detail refer page 32.

### **DB-4021EF**



**● CHARACTERISTIC CURVE** 

- COEFFICIENT OF DYNAMIC FRICTION 0.3

GAP OF "X" RANGE OF ADJUSTMENT (mm)

r <sup>39</sup> r <sup>36</sup>
90 22 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
• SPECIFICATION

· Left side hand is also available.

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· MODEL TYPE		DB-4021EF
· USABLE DISC DIA	(mm)	<i>φ</i> 200~∞
· DISC THICKNESS	(mm)	20
· EFFECTIVE RADIUS OF BRAKING	(m)	$r = \frac{1}{1000} \left( \frac{\text{DISC DIA}}{2} - 31 \right)$
· PAD MODEL TYPE		DB-0433-K01B
· WEAR ALLOWANCE OF PAD	(mm)	7
· DASH SUPPLY VOLTAGE	(V)	DC150~210
· KEEP SUPPLY VOLTAGE	(V)	DC20~31
DOWED CONOURADTION	(W)	30
POWER CONSUMPTION	(۷۷)	(CONDUCTION CONTINUOUSLY AT DC31V)
· DUTY RATE		360 C/H · 50%ED
DUIT KAIE		OR CONTINUOUSLY KEEPING DUTY RATE
· SUITABLE POWER SUPPLY BOX		AP-2403 *
·WEIGHT	(kg)	50
· TORQUE CALCULATION (BRAKING FORCE	=kN)	$T(kN\cdot m) = kN \times r$

Pad for only holding (static  $\mu$ ) is available for application for holding brake \*For detail refer page 32.

nensions and specifications might be changed for improvement without notice



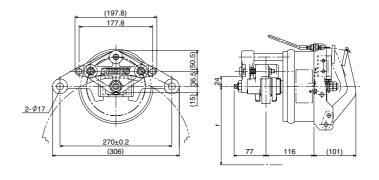


#### Electromagnetic Nega. Clamper PAT.

[ Spring Applied Electromagnetic Release ]

## **DB-5410EF**



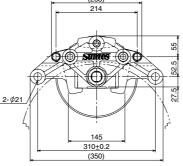


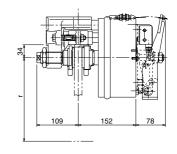
#### SPECIFICATION

	DB-5410EF
(mm)	φ350~450
(mm)	20
(m)	$r = \frac{1}{1000} \left( \frac{DISC\ DIA}{2} - 24 \right)$
(kN)	2.85
	2.85
N	0.4
(V)	DC 90
(V)	DC 50
(W)	28
	(CONDUCTION CONTINUOUSLY AT DC50V)
	240 C/H · 50%ED
(kg)	20
	T (kN·m) = kN × r
	i (kiv·m) = kiv×r
	(mm) (kN) (kN) (V) (V) (W)

## EC-5420EF







#### SPECIFICATION

SPECIFICATION		
· MODEL TYPE		EC-5420EF
· USABLE DISC DIA	(mm)	φ 390~900
· DISC THICKNESS	(mm)	20
· EFFECTIVE RADIUS OF BRAKING	(m)	$r = \frac{1}{1000} \left( \frac{DISC\ DIA}{2} - 34 \right)$
· BRAKING FORCE	(kN)	5.33
(AIR GAP, ONESIDE 0.3mm)		5.33
· COEFFICIENT OF STATIC FRICTIC	N	0.4
· DASH SUPPLY VOLTAGE	(V)	DC 100
· KEEP SUPPLY VOLTAGE	(V)	DC 65
· POWER CONSUMPTION	(W)	52
		(CONDUCTION CONTINUOUSLY AT DC65V)
· DUTY RATE		240 C/H · 50%ED
·WEIGHT	(kg)	35
· TORQUE CALCULATION		<b>-</b> ()
(BRAKING FORCE=kN)		$T(kN\cdot m) = kN \times r$

Dimensions and specifications might be changed for improvement without notice



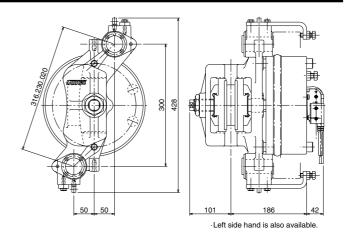


#### Electromagnetic Nega. Clamper PAT.

[Spring Applied Electromagnetic Release]

## EC-4023EF



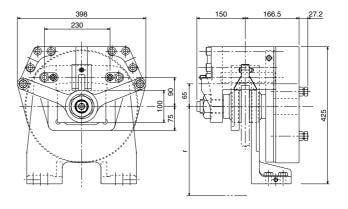


SPECIFICATION

· MODEL TYPE		EC-4023EF
· USABLE DISC DIA	(mm)	φ700~1200
· DISC THICKNESS	(mm)	20
· EFFECTIVE RADIUS OF BRAKING	(m)	$r = \frac{1}{1000} \left( \frac{DISC\ DIA}{2} - 31 \right)$
· BRAKING FORCE	(kN)	7.73
(AIR GAP, ONESIDE 0.25mm)		7.73
· COEFFICIENT OF STATIC FRICTIO	N	0.4
· DASH SUPPLY VOLTAGE	(V)	DC100
· KEEP SUPPLY VOLTAGE	(V)	DC 60
· POWER CONSUMPTION	(W)	73
	(۷۷)	(CONDUCTION CONTINUOUSLY AT DC60V)
· DUTY RATE		240 C/H · 50%ED
·WEIGHT	(kg)	55
· TORQUE CALCULATION		T(1N1 a) 1N1
(BRAKING FORCE=kN)		T (kN·m) = kN × r

# EC-5430EF





<ul><li>SPECIFICATION</li></ul>		
· MODEL TYPE		EC-5430EF
· USABLE DISC DIA	(mm)	Ø1000~1200
· DISC THICKNESS	(mm)	25
· EFFECTIVE RADIUS OF BRAKING	(m)	$r = \frac{1}{1000} (\frac{DISC\ DIA}{2} -65)$
· BRAKING FORCE	(kN)	13.42
(AIR GAP, ONESIDE 0.3mm)		13.42
· COEFFICIENT OF STATIC FRICTIO	N	0.4
· DASH SUPPLY VOLTAGE	(V)	DC 100
· KEEP SUPPLY VOLTAGE	(V)	DC 60
- DOMED CONSUMPTION	(W)	171
· POWER CONSUMPTION		(CONDUCTION CONTINUOUSLY AT DC60V)
· DUTY RATE		240 C/H · 50%ED
·WEIGHT	(kg)	145
· TORQUE CALCULATION		T (kN·m) = kN × r
(BRAKING FORCE=kN)		i (kin-m) = kin x r

