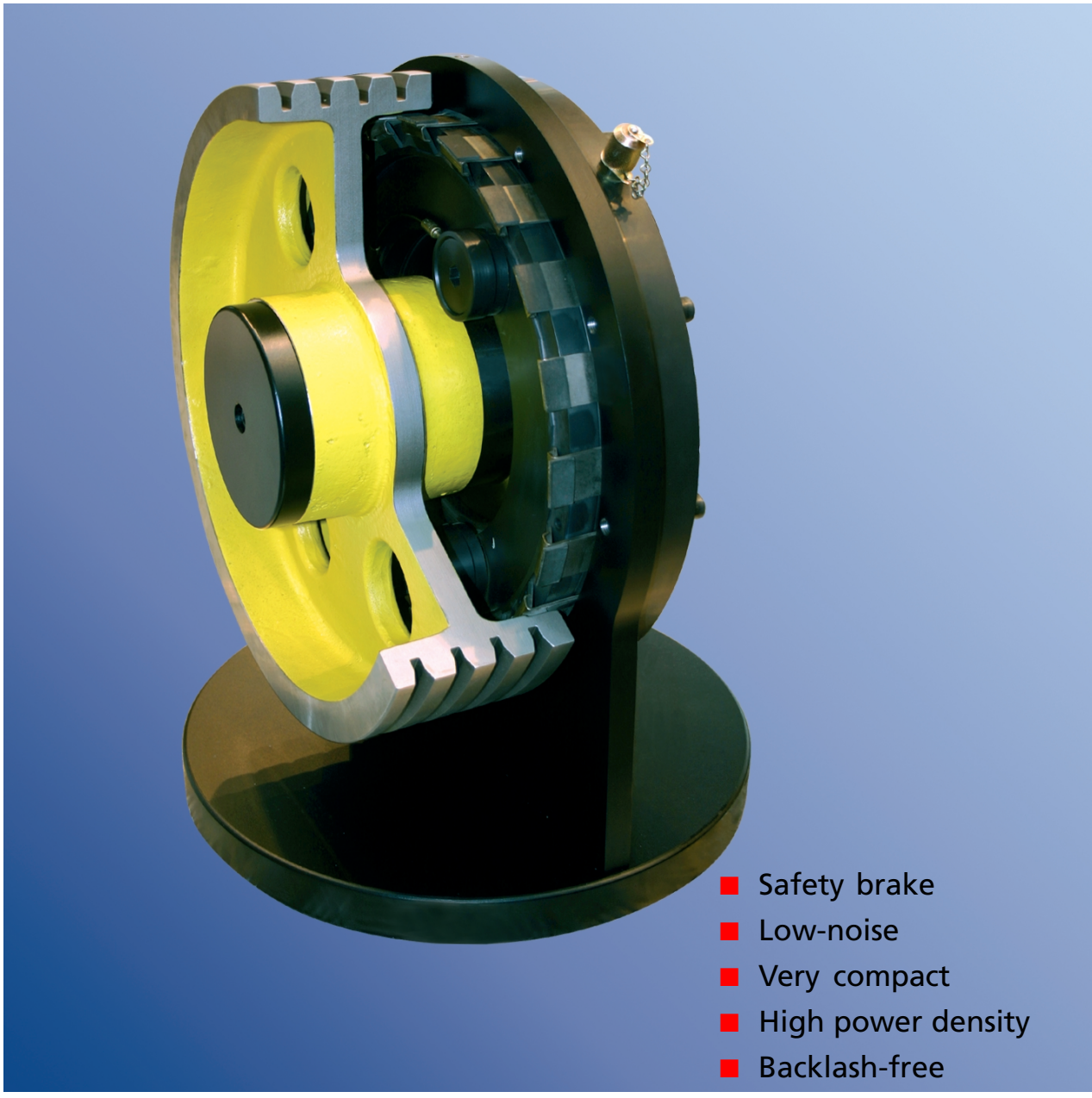
Ortlinghaus SINCE 1898

THE TECHNOLOGY OF CONTROLLED TORQUE

DIMO Brake

for gearless drives (direct motors)



- Safety brake
- Low-noise
- Very compact
- High power density
- Backlash-free
- Integratable bearing
- Handlever spatial separated

Ortlinghaus - Plates. Clutches. Brakes. Systems.

Ortlinghaus DIMO Brake

The Ortlinghaus DIMO brake is a compact safety braking system for all kinds of gearless (directly driven) applications. The brake is actuated electromagnetically.

Operation

This brake holds loads statically and backlash-free and to a certain extent can also take on dynamic braking applications. In the de-energized condition the braking system is effective.

Design

The brake is spring-applied and electromagnetically released. The braking force operates in a radial direction directly on a component part of the respective application (e.g. leading sheave).

The integratable bearing additionally presents a bearing point for the inserted shaft. The patented design features both redundancy (fail-safe technology) as well as compact design. (EC type approval in accordance with Annex V of Directive 95/1 6/EC: "Safety equipment for the prevention of overspeed in an upward-moving elevator car").

In the event of a power failure, the brake can be released hydraulically via a hand lever.

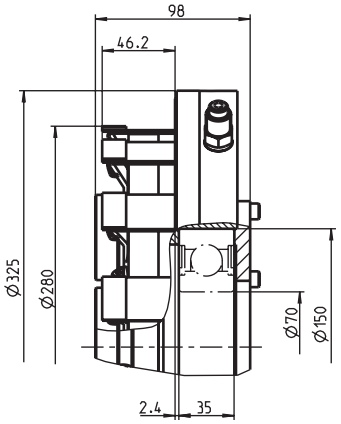
The brake is provided with monitoring contacts for monitoring the switch position and the degree of wear.

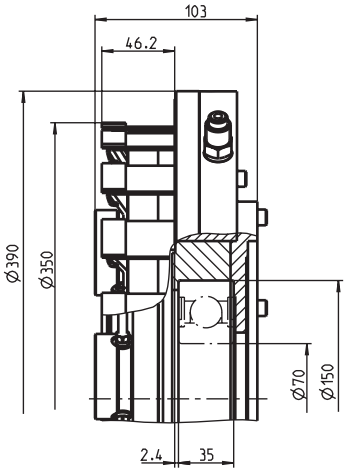
The DIMO brake offers:

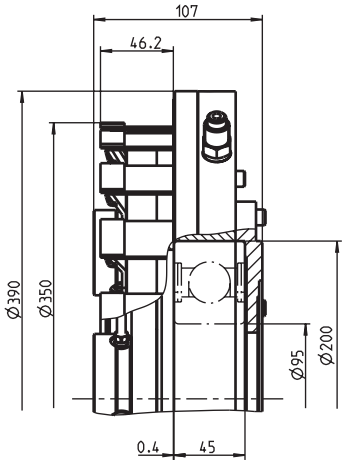
- Very low-noise operation as a result of an innovative damping system
  → Use in sensitive applications, e. g.: elevators, escalators, stage technology, ...
- Multiply-redundant braking torque
  → Maximum safety (fail-safe technology)
  → Use for the transportation of passengers
- Compact construction based on a patented design
  → Minimised installation space and hence reduction in costs

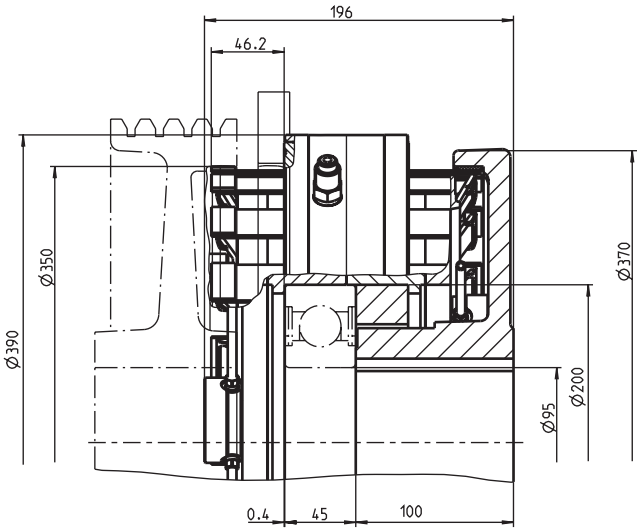
- Integration into interfacing parts
  → Minimised installation space and hence reduction in costs
- Holding of a load with zero backlash
  → Approached position is maintained safely
- Bearing point integratable into the brake
  → Economies in installation time and costs
  → Minimised installation space and hence reduction in costs
- Hydraulic force transmission by hand lever
  → Spatial separation of handlever and brake
  → Reduction in installation costs
- Monitoring contacts for monitoring the switch position and the degree of wear
  → Maximum safety
- Power saving circuit
  → Reduction in energy costs

DIMO Brake
for gearless drives (direct-drive motors)









Size 28

0208-100-28-000110

Friction diameter:
D_R = 280 mm

Nominal braking torque:
T_{Nom} = 200 - 1100 Nm

Bearing seat 150 K6
(D/d/B 150/70/35)

Size 35

0208-100-35-000110

Friction diameter:
D_R = 350 mm

Nominal braking torque:
T_{Nom} = 600 - 2000 Nm

Bearing seat 150 K6
(D/d/B 150/70/35)

Size 35

0208-100-35-010110

Friction diameter:
D_R = 350 mm

Nominal braking torque:
T_{Nom} = 600 - 2000 Nm

Bearing seat 200 K6
(D/d/B 200/95/45)

Size 35 - double brake

0208-100-35-110110 (single brake)
0208-200-35-110110 (additional brake)

Friction diameter:
D_R = 2 x 350 mm

Nominal braking torque:
T_{Nom} = 1200 - 4000 Nm

Bearing seat 200 K6
(D/d/B 200/95/45)

Accessories:

- Hand lever with hydraulic release device
- Power saving circuit (power supply 230V)
- Mains filter

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Questionnaire
on the dimensioning of DIMO brakes
Please complete in block letters.

To fax no. + 49 2196 855-444

Sender:

Company

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Postcode, city

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attn (if known)

Application: _____

Operating data:

Required holding torque: M_H= _____ Nm

Details regarding dyn. brake applications

Max. moment of inertia to be decelerated (reduced on brake shaft): J= _____ kgm^2

at speed (rpm) of n_T= _____ min^{-1}

Required total number of braking operations: S_B= _____

Shortest time between two emergency stop braking operations: t_N= _____ min

Mounting conditions and ambient conditions:

Available installation space (diameter x length) or attach **sketch** DxL= _____ mm

Ambient temperature: T= _____ °C