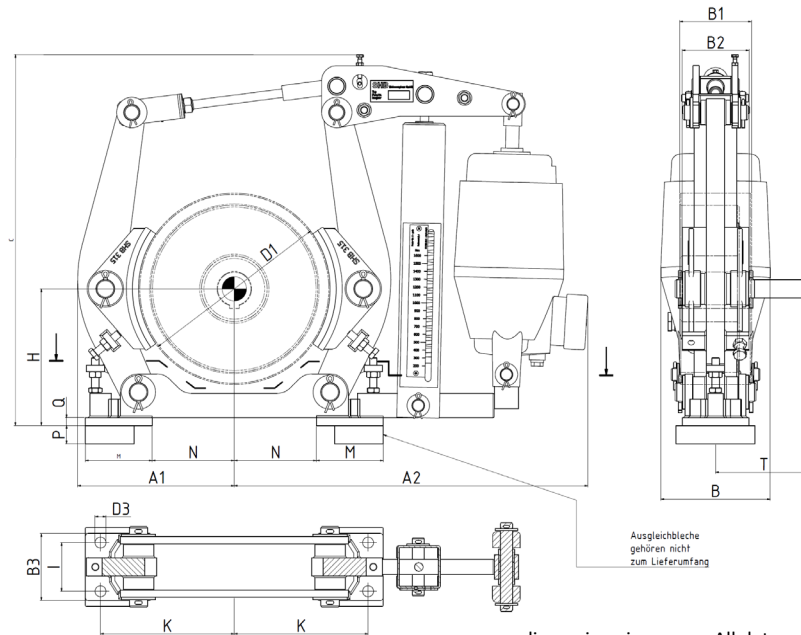


## Drum Brakes EB

according to DIN 15435

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**TECHNICAL DATA:**

dimensions in mm    All data subject to change without notice

D1	Thruster size	MBr [Nm] <sup>1)</sup> 4) 5) $\mu = 0,4$	A1	A2	B	C	B1	B2	B3	D3	H	I	K	M	N	P	Q	T	Weight ca. kg <sup>2)</sup>		
200	23/5	100 - 300	180	500	162	470	75	70	80	14	155	55	145	90	85	5	10	105	24		
	30/5	100 - 420		470																	
250	23/5	100 - 300	207	535	160	485	95	90	100	18	185	65	180	100	105	5	13	126	31		
	30/5	100 - 425		560															195	545	31
	50/6	160 - 800		560															195	545	34
315	23/5	120 - 375	260	610	160	610	118	110	110	18	225	80	220	110	135	5	13	151	48		
	30/5	120 - 525		580															610	48	
	50/6	200 - 940		610															195	605	50
	80/6	200 - 1600		610															205	605	50
400	23/5	150 - 375	322	675	160	670	150	140	140	22	270	100	270	120	180	10	18	190	63		
	30/5	150 - 525		645															670	63	
	50/6	300 - 940		675															195	660	65
	80/6	300 - 1610		675															205	660	65
	121/6	500 - 2580		730															240	780	84
	201/6	750 - 4000		730															250	780	84
500	50/6	400 - 1250	395	800	195	830	190	180	180	22	330	130	325	140	220	10	18	235	120		
	80/6	400 - 2080		800															195	120	
	121/6	500 - 3200		790															240	120	
	201/6	750 - 5000		790															250	120	
630	121/6	600 - 3200	470	870	250	1010	236	225	220	27	410	170	400	160	285	10	22	285	195		
	201/6	750 - 5000																	195		
	301/6	750 - 7600																	195		
710	121/6	750 - 3600	530	955	265	1100	265	255	240	27	460	190	450	180	320	10	22	320	234		
	201/6	1000 - 5600																	234		
	301/6	1000 - 8600																	234		
	301/12	1000 - 10000																	234		

1) Value lower than the minimum stated on request  
 2) Without thruster  
 3) Dimensions in mm  
 4) The various operating conditions like circumferential (sliding) speed, contact pressure, thermal load, material of the brake drum and environmental influences can change the friction value. It should be taken into consideration when calculating the brake  
 5) Recommendation: necessary braking torque between 30 % and 80 % of the maximum value