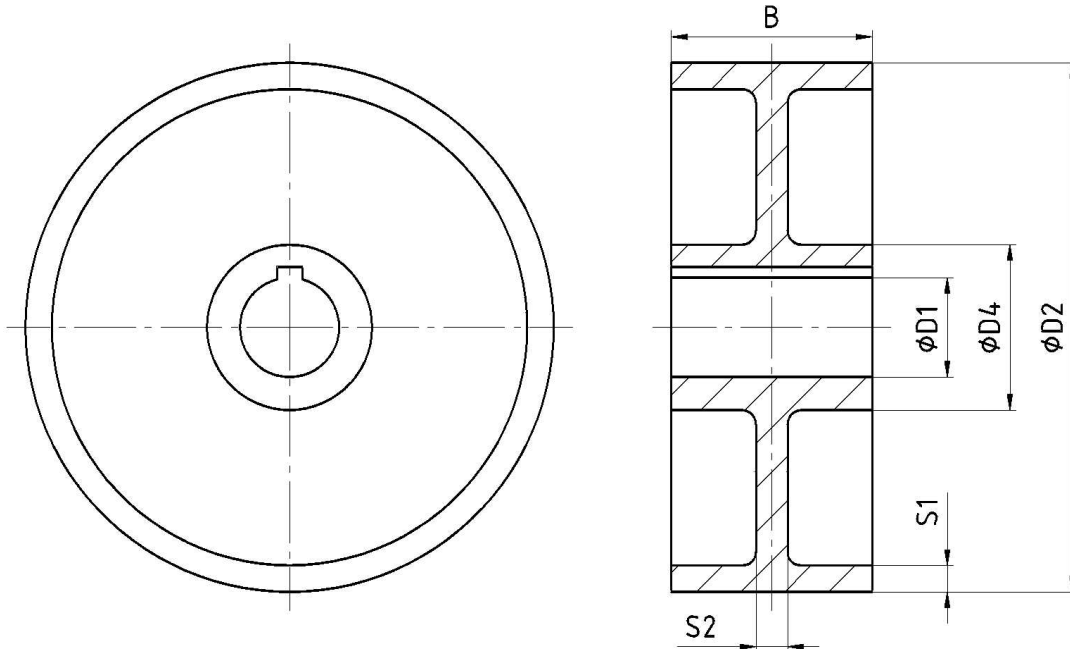


# Brake drum according to DIN 15431

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with hub, undivided, web in centre

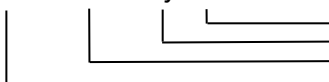


D2	B	D1 pilot bored	max. finished boring D1 <sup>1)</sup>			D4 <sup>2)</sup>	S1	S2	weight <sup>3)</sup> [kg]		moment of inertia <sup>3)</sup> [kgm <sup>2</sup> ]		dynamically balancing req. from [rpm]
			GG	GS	S355J2G3				GG	ST	GG	ST	
200	75	20	50	55	55	80	12	12	8,1	8,7	0,044	0,048	2500
250	95	25	62	68	68	100	15	15	16,0	17,3	0,132	0,152	2000
315	118	30	80	90	90	130	15	15	28,3	30,7	0,401	0,441	1570
400	150	35	90	100	100	145	17,5	17,5	51,0	55,2	1,131	1,244	1240
500	190	50	100	110	110	160	20	20	87,7	95,0	3,247	3,571	990
630	236	50	110	120	120	180	25	25	165,4	179,1	9,288	10,217	790
710	265	70	125	135	135	200	30	30	241,4	261,4	16,733	18,406	700

dimensions in mm

- 1) finished boring to ISO-fit H7, Keyway to DIN 6885 P1 fit JS9, other diameter on request
- 2) true for D1 max, in case of smaller boring a reduction is possible
- 3) true for D1 max

Order example:

**Brake drum 250 – 35H7P1 – dy - GS**

 Material  
 Balance state G 6,3 according to DIN ISO 1940-1  
 Boring, tolerance zone and keyway  
 Nominal diameter of the brake drum D2

Änderungen vorbehalten