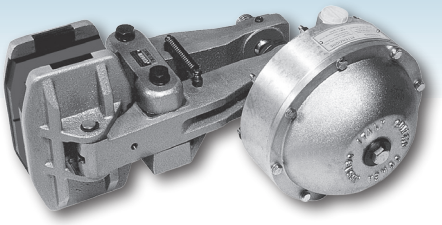
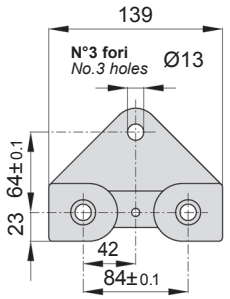
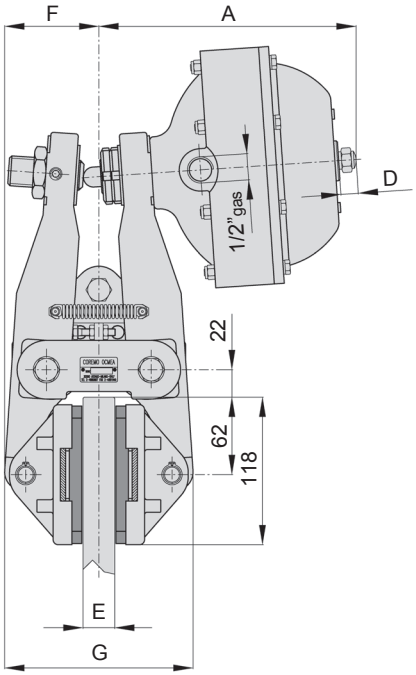
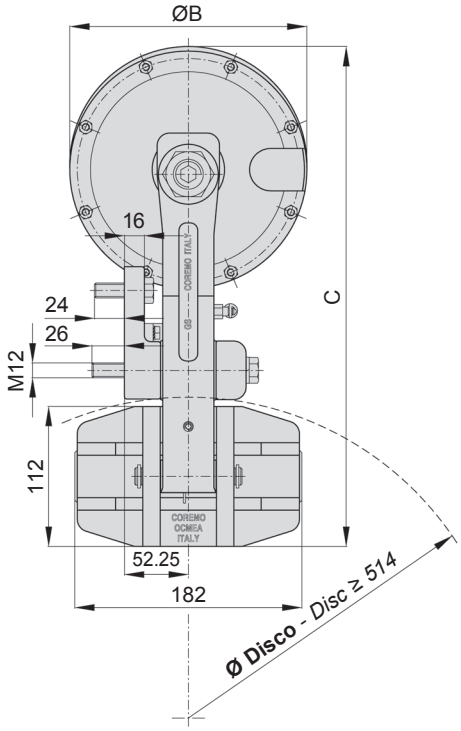
G-N





Vista base di montaggio
View on caliper base



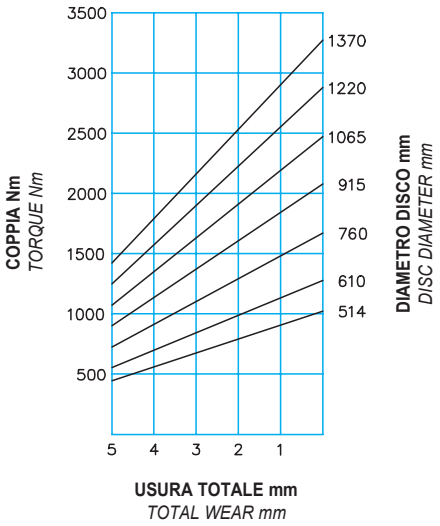


DIMENSIONI/*DIMENSIONS*

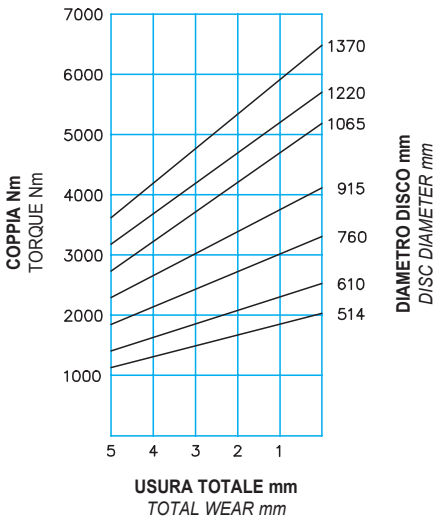
TIPO *SIZE*	Cod. Prodotto *Product Number*	A	ØB	C	D	E	F	G	Volume aria *Air Volume* dm³	Peso *Weight* kg
G-2N	A2161	178	144	375	14	25.4	75.5	151	0.3	18.2
	A2862	186	144	375	14	40	86	165.5	0.3	18.2
G-3N	A2164	206	190	399	14	25.4	75.5	151	0.7	21.3
	A2866	214	190	399	14	40	86	165.5	0.7	21.3
G-3.5N	A2167	222	240	426	16	25.4	75.5	151	0.95	25.7
	A2870	230	240	426	16	40	86	165.5	0.95	25.7

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.

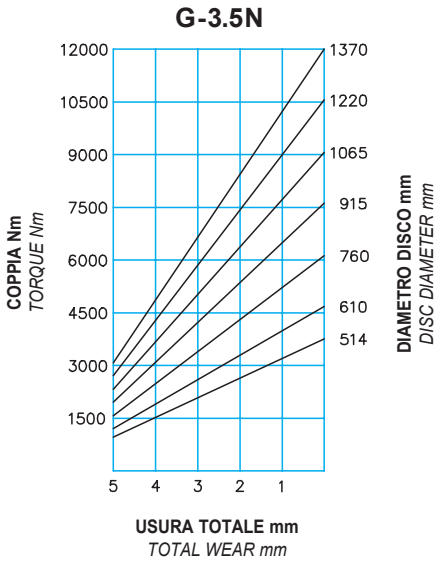
G-2N



G-3N



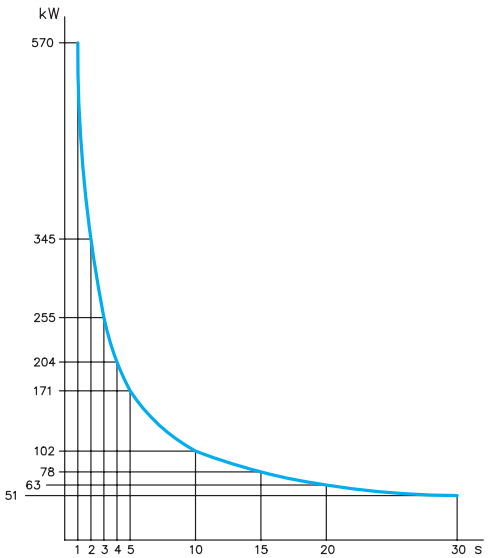
G-3.5N



DIAGRAMMA/*CHART*

Dissipazione di calore per frenatura di emergenza

Thermal capacity for emergency stop



Dati tecnici

Forza tangenziale F:

G-2N	5250 N
G-3N	10400 N
G-3.5N	19260 N

Coppia dinamica
= F • (raggio del disco in m – 0.062) = Nm

Usura max totale: 10 mm

Spessore del ferodo nuovo: 8 mm

Dissipazione del calore in continuo
Qc: 14 kW

Pressione minima di apertura: 5 bar

I valori di coppia indicati sono ottenuti con:
n. 8 molle per 2N-3N,
n. 12 molle per 3.5N.
Coppie proporzionalmente inferiori si possono ottenere con:
n. 6-4-2 molle per 2N-3N,
n. 10-8-6 molle per 3.5N.
Il grafico rappresenta l'andamento della coppia per ogni millimetro di usura dei ferodi.
Per ripristinare il valore nominale della coppia intervenire sul sistema di regolazione.

Technical data

Braking force F:

G-2N	*5250 N*
G-3N	*10400 N*
G-3.5N	*19260 N*

Dynamic torque
= F • (disc radius in m – 0.062) = Nm

Max total wear: 10 mm

Thickness of new lining: 8 mm

Continuous thermal capacity
Qc: 14 kW

Minimum release pressure: 5 bar

The torque values specified are obtained with
No. 8 springs for 2N-3N,
No. 12 springs for 3.5N.
Torque proportionally less are achievable with
No. 6-4-2 springs for 2N-3N,
No. 10-8-6 springs for 3.5N.
The diagram shows the torque variation for each millimeter of linings wear.
Adjust according to ensure the correct torque value is achieved.