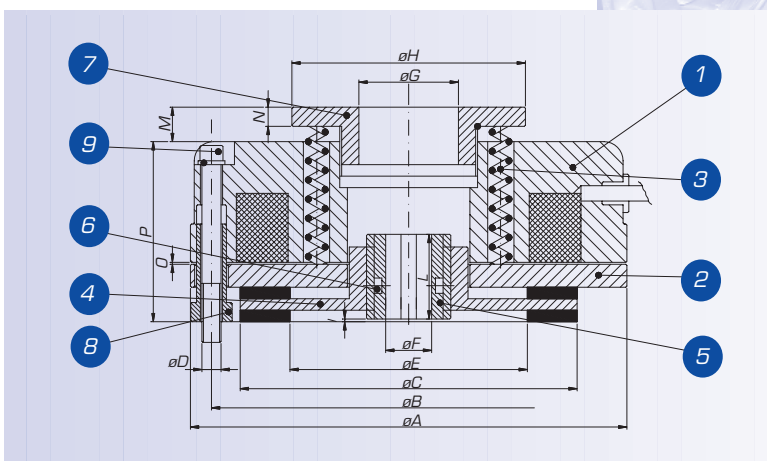


- 1 Elettromagnete • Electromagnet  
Elektromagnet
- 2 Ancora • Armature plate  
Anker
- 3 Molle di coppia • Torque springs  
Bremsfedern
- 4 Disco • Disc • Scheibe
- 5 Mozzo • Splined hub • Nabe
- 6 O-ring
- 7 Ghiera • Adjuster ring  
Einstellring
- 8 Registri • Adjuster nuts  
Einstellschrauben
- 9 Viti di fissaggio • Fixing screws  
Feststellschrauben



Tipo Brake Model		K1	K2	K3	K4	K5	K6	K7	K7/D	K8	K8/D	K9	K9/D	K10	K10/D	K11	K11/D
Coppia frenante statica Static Braking Torque	(Nm)	5	12	16	20	40	60	90	180	200	400	300	600	da 500 a 800	1000 1500	1000 1500	2000 2800
Velocità max di rotazione del motore Max Speed of the motor	(rpm)	3600	3600	3600	3600	3600	3600	3600	3600	1800	1800	1800	1800	1800	-	1500	-
Potenza / Input Power	(W)	15	20	25	30	45	50	55	55	60	60	65	65	140	-	155	-
Max rumorosità Max noisiness	(≤ dB-A)	68	69	68	69	70	70	70	70	70	69	69	69	70	-	75	-
Peso / Weight	(Kg.)	1,1	1,85	2,55	2,84	4,8	7	12	15	14,3	18	23	28	45	-	50	-
	A	84	104	114	124	148	160	189	189	218	218	248	248	270	-	333	-
	B	72	90	103	112	132	145	170	170	196	196	230	230	245	-	305	-
	C	61	77	88	98	119	128	151	151	176	176	204	204	220	-	275	-
	D	3xM4	3xM5	3xM5	3xM6	3xM6	3xM8	3xM8	3xM8	6xM10	6xM10	6xM10	6xM10	8xM10	-	8xM12	-
	E	35	44	62	69	79	80	90	90	103	103	132	132	120 (Z28) 150 (Z38) 150 (Z45)	-	180	-
Tolleranza foro fino a K3 H7 altri +0,01/-0,01 Tolerance hole till size K3 H7, others +0,01/-0,01	F*	10-11 12	11-14 15	11-15	**	**	**	**	**	**	**	**	**	**	**	**	-
	G	20	26	26	42	60	60	60	60	60	60	60	60	103	-	120	-
	H	50	61	61	79	104	104	104	104	104	104	104	104	-	-	-	-
	I	1,5	1,5	1,5	1,5	1,5	1,5	1,5	1,5	1,5	1,5	1,5	1,5	1,5	-	1,5	-
	L	18	20	20	20	25	30	30	60	40	40/60	40	40	80	-	60	-
	M (max)	9	9	9	9,5	18	16	14	14	18	18	18	18	34	-	25	-
	N	4	4	4	5,5	8	8	8	8	8	8	8	8	24	-	-	-
	O min/max	0,15/0,5	0,2/0,6	0,2/0,6	0,2/0,7	0,2/0,7	0,2/0,7	0,2/0,7	0,2/0,7	0,2/0,7	0,2/0,7	0,2/0,7	0,2/0,7	0,2/0,7	-	0,3	-
	P	38,5	41,5	47	46,5	64	69,5	79	101,5	78	98	83	108	116	-	118	-

\*\* Per la quota L ed F del mozzo contattare i nostri uffici.

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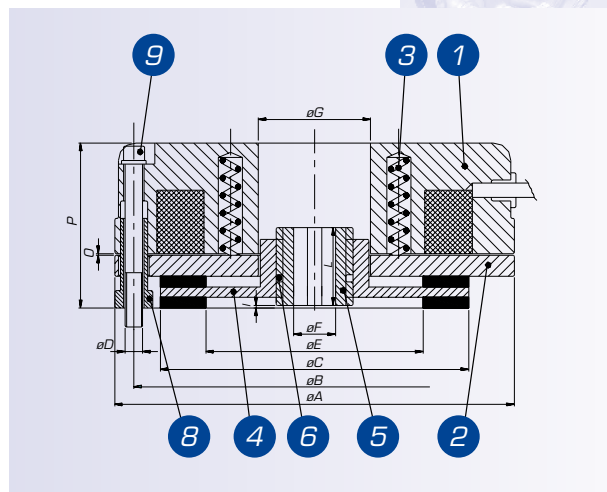
\*\* Für das Zitat L und F der Nabe an unser Büro

\* Die strukturelle Belastung der Nabe ist es, die Länge der Bewegung Antriebswelle Schlüssel verbunden. Als Folge ist es notwendig, dass die Länge des Schlüssels die gleiche Länge der Bremsnabe hat. Weniger Länge bestimmen können Verstöße gegen die Nabe.

# Serie "KF" - Freni a coppia fissa

## Model KF - Fix braking torque - Baureihe KF - Bremse paar-fest

- 1 Elettromagnete • *Electromagnet* • *Elektromagnet*
- 2 Ancora • *Armature plate* • *Anker*
- 3 Molla di coppia • *Torque spring* • *Bremsfedern*
- 4 Disco • *Disc* • *Scheibe*
- 5 Mozzo • *Splined hub* • *Nabe*
- 6 O-ring
- 8 Registri • *Adjuster nuts* • *Einstellschrauben*
- 9 Viti di fissaggio • *Fixing screws* • *Feststellschrauben*



Typo Brake Model		KF1	KF2	KF3	KF4	KF5	KF6	KF7	KF8	KF8/D	KF9	KF9/D
Coppia frenante statica <i>Static Braking Torque</i>	(Nm)	4.5	8	12	16	35	55	90	150	300	250	500
Velocità max di rotazione del motore <i>Max Speed of the motor</i>	(rpm)	3600	3600	3600	3600	3600	3600	3600	3600	1800	1800	1800
Potenza massima / <i>Max Input Power</i>	(W)	15	20	25	30	45	60	70	85	85	100	100
Max rumorosità <i>Max noisiness</i>	(≥ dB-A)	68	69	68	68	68	70*	70*	70*	69*	69*	69*
Peso / <i>Weight</i>	(Kg.)	1,1	1,85	2,55	2,84	4,8	7	12	14,3	18	23	28
	A	84	104	114	124	148	160	189	218	218	248	248
	B	72	90	103	112	132	145	170	196	196	230	230
	C	61	77	88	98	119	128	151	176	176	204	204
	D	3xM4	3xM5	3xM5	3xM6	3xM6	3xM8	3xM8	6xM10	6xM10	6xM10	6xM10
	E	35	44	62	69	79	80	90	103	103	114	114
Tolleranza foro fino a KF2 H7 oltre +/-0,01 <i>Tolerance hole till KF2 H7, other +/-0,01</i>	F*	10-11 12	11-14 15	11-15	14-25 28	24-25 34	25-30 34	25-30 34 H60	24-34 48	34 H60 48	44-45 48	44-45
	G	27	34	26	45	70	60	60	60	60	60	60
	I	1,5	1,5	1,5	1,5	1,5	1,5	1,5	1,5	1,5	1,5	1,5
	L	18	20	20	20	25	30	30	40	60	40	60
	O min/max	0,15/0,5	0,2/0,6	0,2/0,6	0,2/0,7	0,2/0,7	0,2/0,7	0,2/0,7	0,2/0,7	0,2/0,7	0,2/0,7	0,2/0,7
	P	38	42	43	48	67	74	90	90	111	92	113

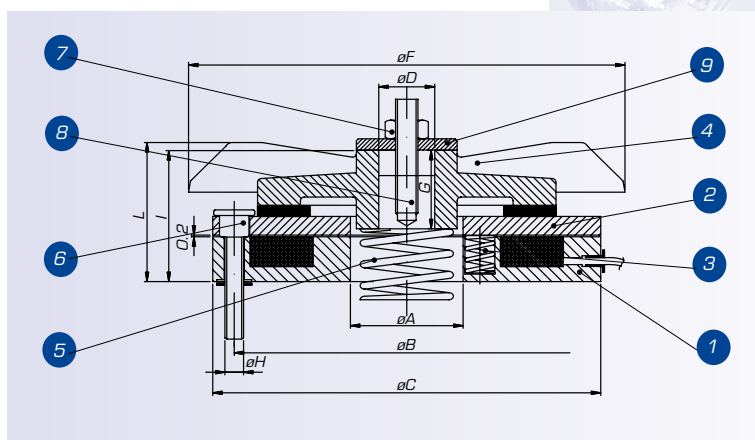
\*I carichi strutturali sul mozzo sono influenzati dalla lunghezza della chiavetta di accoppiamento all'albero di trasmissione del moto. Pertanto è necessario che la lunghezza della chiavetta sia della stessa misura dell'altezza del mozzo del gruppo freno. Lunghezze inferiori possono determinare rotture del particolare.

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\* Die strukturelle Belastung der Nabe ist es, die Länge der Bewegung Antriebswelle Schlüssel verbunden. Als Folge ist es notwendig, dass die Länge des Schlüssels die gleiche Länge der Bremsnabe hat. Weniger Länge bestimmen können Verstöße gegen die Nabe.

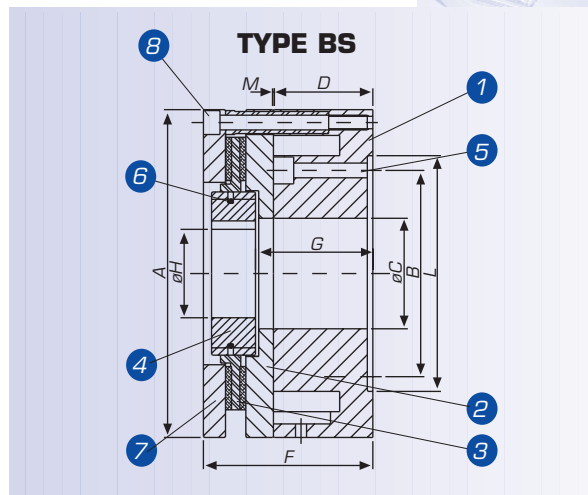


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*Elektromagnet*
- 2 Ancora • *Armature plate* • *Anker*
- 3 Molla di coppia • *Torque spring*  
*Bremsfedern*
- 4 Ventola • *Fan* • *Lüfter*
- 5 Molla di compensazione  
*Compensating spring*  
*Ausgleichsfeder*
- 6 Viti di fissaggio • *Fixing screws*  
*Feststellschrauben*
- 7 Dado • *Nut* • *Mutter*
- 8 Grano • *Stud* • *Zapfen*
- 9 Rondella • *Washer* • *Unterlegscheibe*



Tipo Brake Model		S63	S71	S80	S90	S100	S112	S132	S160
Coppia frenante Statica bassa <i>Low Static braking torque</i>	(Nm)	2.5	4	9	10	12	13	17	30
Coppia frenante Statica alta <i>High Static braking torque</i>	(Nm)	-	5.5	11	12	21	22	23	50
Velocità max di rotazione del motore <i>Max Speed of the motor</i>	(rpm)	3600	3600	3600	3600	3600	3600	3600	3600
Potenza massima / <i>Max Input Power</i>	(W)	23	23	45	45	60	60	60	70
Momento max di inerzia concessa <i>Max moment of inertia allowed</i>	(Kg. mt <sup>2</sup> )	0.0458	0.0534	0.0552	0.0628	0.1061	0.1283	0.1544	0.460
Inerzia della ventola <i>Fan Inertia</i>	(Kg. cm <sup>2</sup> )	3.7	4.7	11.1	11.1	27	27	66	147
Momento di inerzia del motore <i>Moment Inertia motor</i>	(Kg. mt <sup>2</sup> )	0.00096	0.0021	0.0068	0.0093	0.015	0.024	0.059	0.17
Max rumorosità / <i>Max noisiness</i>	(dB-A)	68	68	69	69	66	66	66	67
Peso / <i>Weight</i>	(Kg.)	1	1.3	2.2	2.2	3.5	3.7	4.5	7
Coppia di serraggio vite (H) <i>Torque of the screw (H)</i>	(Nm)	M5 5.0	M5 5.0	M5 5.0	M5 5.0	M6 9.0	M6 9.0	M6 9.0	M8 22.0
	A	30	30	45	45	60	60	60	80
	B	43	93	116	116	139	139	139	178
	C	92	104	126	126	154	154	154	200
Tolleranza / <i>Tolerance ± 10 μ</i>	D	15	17	20	25	30	35	35	35
	E	-	-	-	-	-	-	-	-
Tolleranza / <i>Tolerance +/- 2</i>	F	86	119	141	156	165	183	214	216
	G	25	21	23	23	27	26	39	39
	H	M5	M5	M5	M5	M6	M6	M6	M8
Tolleranza / <i>Tolerance +/- 1</i>	I	35	35.7	37	37	45	44	53	57
	L	38	41.5	42	42	49.5	50	56.5	60

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Elektromagnet
- ② Ancora • Armature plate • Anker
- ③ Disco • Disc • Scheibe
- ④ Mozzo • Splined hub • Nabe
- ⑤ Vite di fissaggio • Fixing screw  
Feststellschraube
- ⑥ O' ring
- ⑦ Flangia esterna • Outside flange  
Äußeren Flansch
- ⑧ Viti di registro • Adjusten screws  
Einstellschrauben



Dati Tecnici Technical Data		BS00	BS0	BS1	BS2	BS3	BS4		BS5	
							1D	2D*	1D	2D*
Coppia statica / Static torque	(Nm)	0,1	0,4	1,5	15	31	80	160	225	450
Velocità max rotaz. Motore Max motor speed	(rpm)	6000	8000	8000	6000	6000	6000		4500	
Velocità Limite intervento Max speed interv	(rpm)	2500	1500	1500	1500	1500	1500		1500	
Momento Inerzia Disco Disk Inertia	(Kg. mm <sup>2</sup> )	0,19	0,7	2,5	34	205	2240=1D	4480=2D	6480=1D	12960=2D
Potenza elettrica / Input Power	(W)	4,7	6	8	16	28	48		57	
Peso disco rotante / Disk weight	(Kg.)	0,002	0,05	0,01	0,056	0,16	0,8		1,3	
Peso totale freno Total brake's weight	(Kg.)	0,25	0,38	0,72	0,9	2	10,5=1D	13=2D	21=1D	26=2D
	A	36	45	58	90	110	178		246	
	B	30	38	48	83	100	112		166	
	C	7,1	32	40	31	41	60		82	
	D	12,5	14,5	23	27,5	30	54		57	
	E	-	-	-	-	-	-		-	
	F	**	**	**	**	**	**		**	
	G	-	17	26	10	24	63,5		69,5	
Tolleranza / Tolerance +/-0,01 H*		4÷6	6÷9	6÷11	30	38	48,5		50÷78	
	I	3	-	-	-	-	-		-	
	L	-	-	-	-	-	128		-	
	M	0,15	0,15	0,15	0,2	0,2	0,3		0,3	
	Fissaggio	3xM3	2xM3,2	2xM4,2	3xM4,2	3xM6,2	5xM6,2		6xM8	

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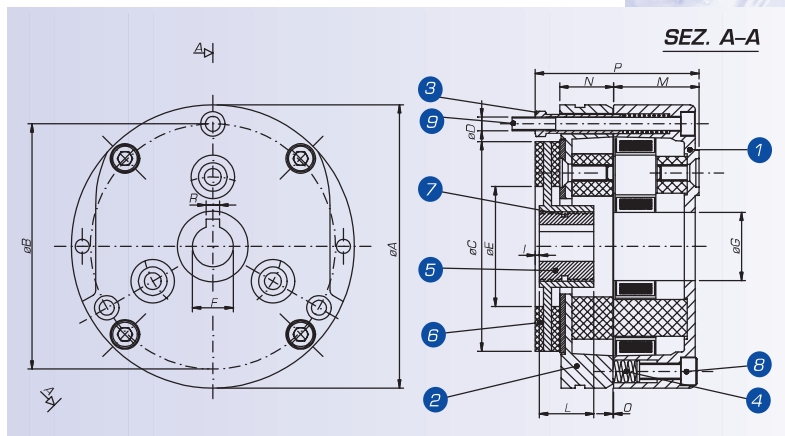
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- ① Elettromagnete • *Electromagnet*  
*Elektromagnet*
- ② Ancora • *Armature plate*  
*Anker*
- ③ Vite di registro • *Adjusting screw*  
*Einstellschraube*
- ④ Molle di coppia • *Torque springs*  
*Bremsfedern*
- ⑤ Mozzo • *Splined hub* • *Nabe*
- ⑥ Disco • *Disc* • *Scheibe*
- ⑦ O-ring
- ⑧ Vite di regolazione coppia  
*Braking torque adjusting screw*  
*Regulierschraube für das*  
*Bremsmoment*
- ⑨ Viti di fissaggio • *Fixing screws*  
*Feststellschrauben*



Tipo Brake Model		AC1	AC2	AC3	AC4	AC5	AC6	AC7	AC8	AC8/D
Coppia frenante statica <i>Static Braking Torque</i>	(Nm)	4.5	10	16	20	40	60	90	200	400
Velocità max di rotazione del motore <i>Max Speed Motor</i>	(rpm)	3600	3600	3600	3600	3600	3600	3600	1800	1800
Potenza / <i>Input Power</i>	(W)	17	22	27	27	39	61	69	134	134
	(VA)	40	70	85	120	160	300	500	600	600
Momento di inerzia masse rotanti del freno <i>Braking moment of inertia of the brake</i> (Kg. cm <sup>2</sup> )		0.3	0.8	1.1	3	7,6 ALL	16	30	60	120
		G-AL	G-AL	G-AL	3	11,5 C40	C 40	C 40	C 40	C 40
Max rumorosità <i>Max noisiness</i>	(dB-A)	68	69	70	69	70	70	70	70	70
Peso / <i>Weight</i>	(Kg.)	1.2	1.8	2.3	3	5	7.5	11.5	15	19
	A	85	105	115	125	148	162	189	218	218
	B	72	90	103	112	132	145	170	196	196
	C	61	77	88	98	119	128	151	176	176
	D	3x4	3x5	3x5	3x6	3x6	3x8	3x8	6x10	6x10
	E	35	44	62	69	79	80	90	90	103
Tolleranza foro fino a AC3 H7 oltre +/-0,01 <i>Tolerance hole till AC3 H7, other +/-0,01</i>	F*	10-11 12	11-14 15	da 11 a 20	**	**	**	**	**	**
	G	15	20	22	26	30	32	43	48	48
	I	1,5	1,5	1,5	1,5	1,5	1,5	1,5	1,5	1,5
	L	18	20	20	20	25	30	30	40	40-60
	M	31,5	31,5	31,5	34	39	41	51	54	54
	N	14	20,5	20,5	26,5	29,5	33	35	44	44
	O min/max	0,15-0,5	0,2-0,6	0,2-0,6	0,2-0,7	0,2-0,7	0,2-0,7	0,2-0,7	0,2-0,7	0,2-0,7
	P	53.5	60	60,5	69	78,5	82,5	97	105	125

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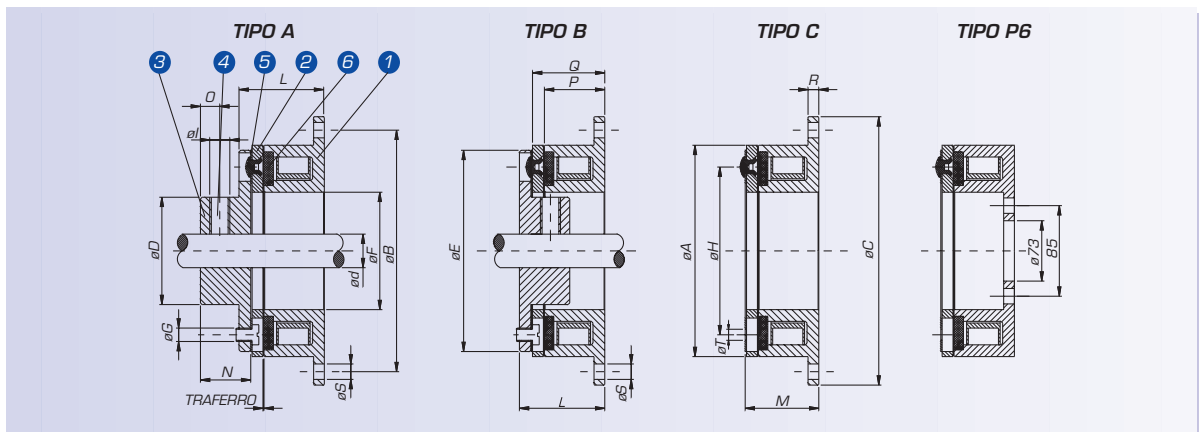
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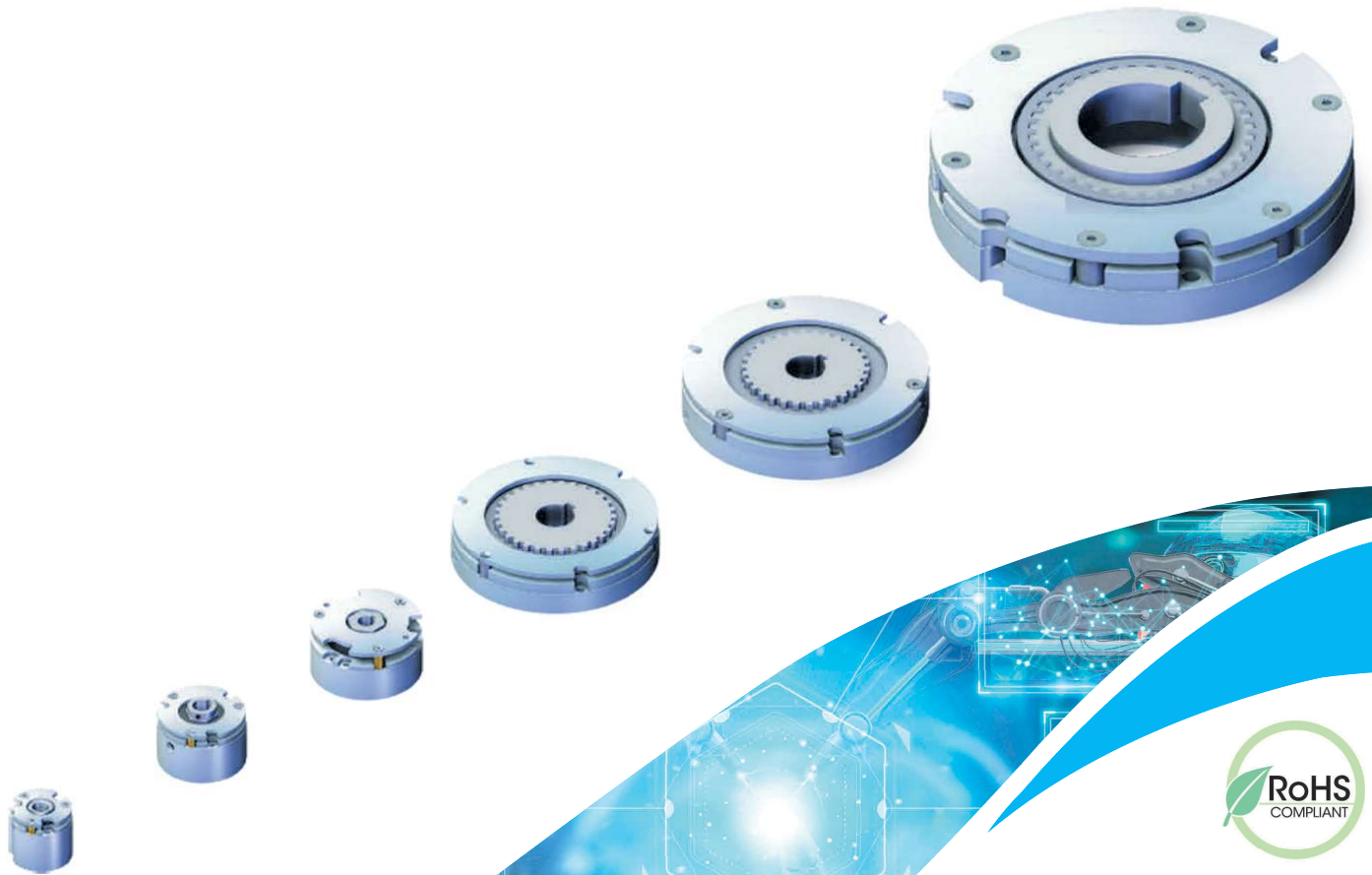
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- |  |  |
|--|--|
| ① Elettromagnete • Electromagnet • Elektromagnet | ④ Grano • Stud • Zapfen                              |
| ② Ancora • Armature plate • Anker                | ⑤ Molla di coppia • Torque spring • Bremsfedern      |
| ③ Mozzo • Hub • Nabe                             | ⑥ Anello di frizione • Friction ring • Kupplungsring |

Tipo Brake Model		PO solo-only A/C	P1	P2	P3	P4	P5	P6
Coppia frenante statica / <i>Static braking torque</i>	(Nm)	0.5	5	14	30	60	120	220
Velocità Max del motore / <i>Max Motor Speed</i>	(rpm)	8000	8000	6000	5000	4000	4000	4000
Velocità max di funzionamento Max operating speed	(rpm)	1000	1000	1000	750	750	500	500
Inerzia della flangia / <i>Flange Inertia</i>	(Kg. mm <sup>2</sup> )	3.4	47.67	202	587	1400	5320	11000
Potenza / <i>Input Power</i>	(W)	5	11	16	21	28	38	40
Peso totale / <i>Total weight</i>	(Kg.)	0.150	0.350	0.425	0.678	1.320	3.450	6
	A	33	63	80	100	125	160	198
	B	38	72	90	112	137	175	85
	C	45	80	100	125	150	190	198
	D	8	10-14	14-16	16-28	16-28	28-30	34
	E	33	60	80	100	125	160	198
	F	13	35	42	52	62	80	100
	G (3 fori a 120°/3 holes 120°)	3xM3	3xM4	3xM4	3xM6	3xM6	3xM6	4xM6
	H	23	50	60	76	95	120	158
	I	M4	M5	M5	M6	M6	M8	M8
	L	23.8	25.3	29.5	33	37	39	52.5
	M	21.8	21.8	25	28.3	31	32.5	41
	N	10	15	20	25	30	38	48
	O	4	6	6	6	8	15	20
	P	19	18	20	22.5	24	26	30
	Q	21.8	21.4	24.5	27.8	30.5	32	40.5
	R	2	3.0	3.0	3.0	3.5	4	5
	S (4 fori a 90°/4 holes 9°)	4x3.2	4x4.5	4x5.6	4x6.6	4x6.6	4x8.5	4x8.5
Traferro / <i>Air gap</i>	max [mm]	0.15	0.15	0.2	0.2	0.2	0.25	0.3
Coppia serraggio vite G / <i>Torque of screw G</i>	(Nm)	M3	M4	M5	M6	M6	M8	M8
		2.0	3.0	4.75	8.0	8.0	10.0	10.0



Specifically design  
for robotic applications

LONG-TERM  
STATIC WORKING AND  
EMERGENCY BRAKING

EXCELLENT PERFORMANCE



**SMB electromagnetic brakes** are activated by the force of the springs when not energized. These standard brakes have various advantages, including quiet operation, long service life, thin designed components, high torque in a compact size. They have steady braking torque compared to permanent magnet brakes, as there is not a decreasing of the braking torque. We can also design a customized brake based on this standard product.

TEMPORITI srl can offer a wide range of electromagnetic brakes, this enabling us to become the best partner for all your applications. The high quality of friction material allows to this new brake, to get an high performance both for static and dynamic braking. The combination between friction material composition and low disc inertia gives as final result, a long brake life. We also designed a new concept for the disc, with a metal sheet between the friction material rings, to ensure an high mechanical resistance for this component.

### Low-inertia rotor

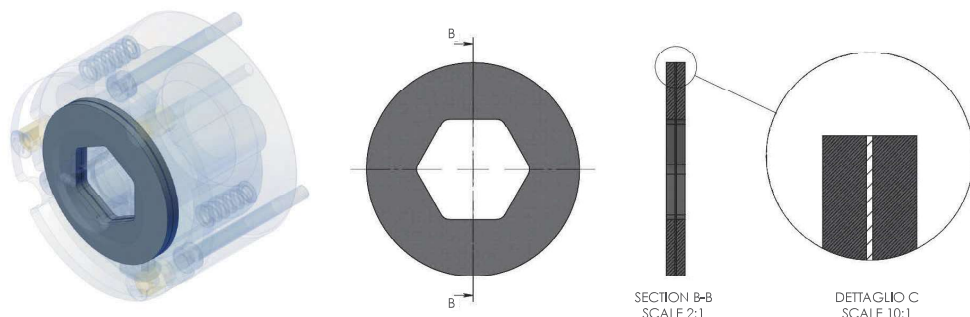
We succeeded in an high reducing of mass and drag wear, ensuring adequate strength.

### Extremely small backlash

The backlash of the spline hub type is  $0.1^\circ$  to  $0.2^\circ$ . Top value for this application.

### Steady braking

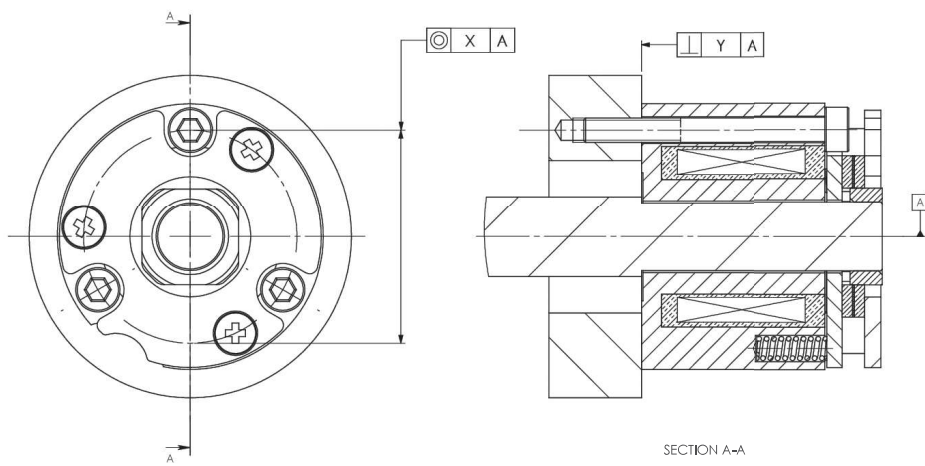
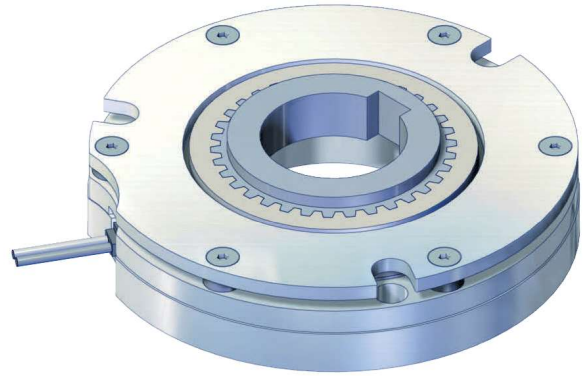
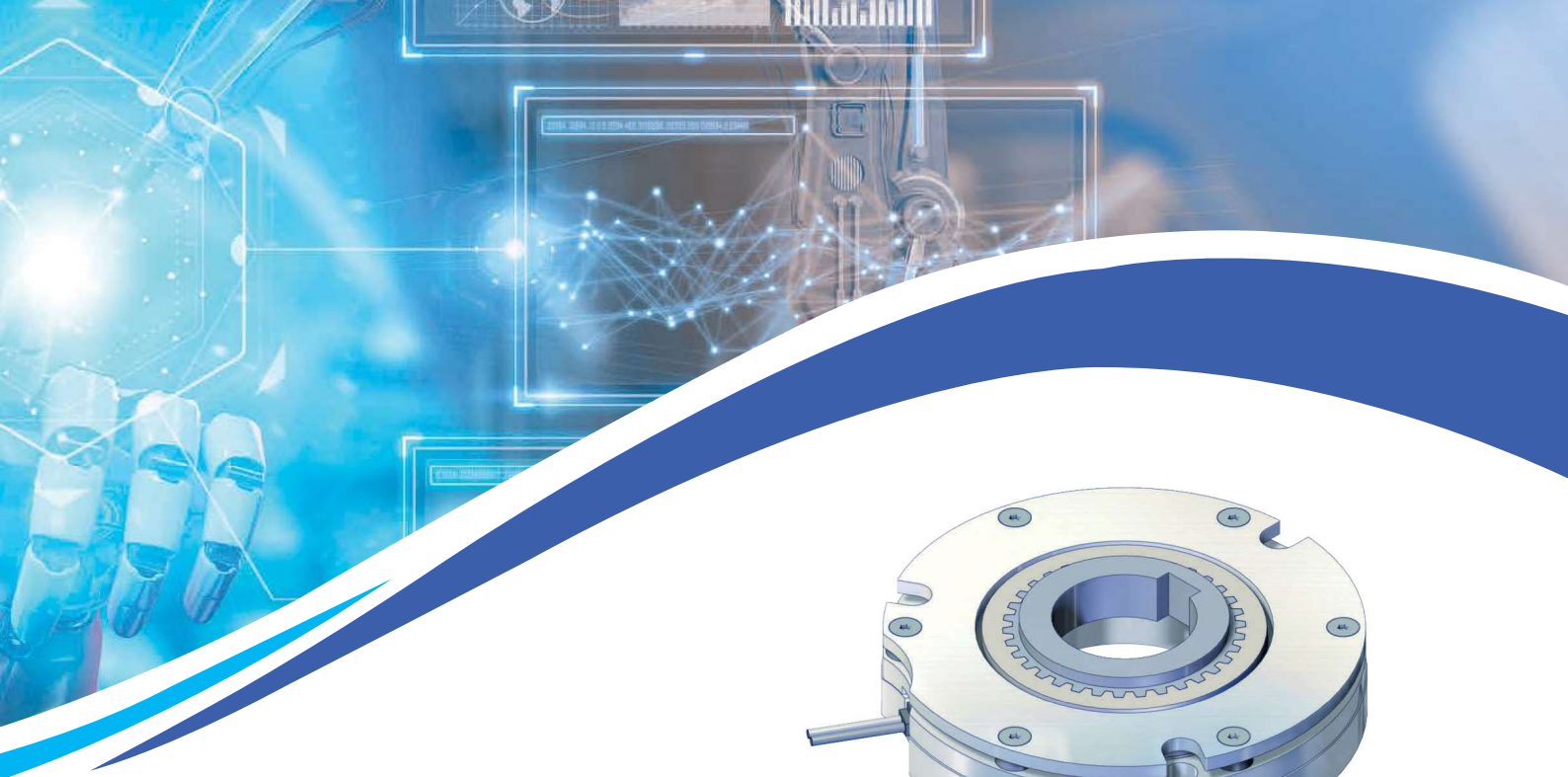
With a very low torque fluctuation, these brakes have the right torque instantly.



BRAKE SIZE	STATIC TORQUE [Nm]
SMB040	>0,35Nm
SMB060	>1,9Nm
SMB080	>4Nm
SMB110	>22Nm

BRAKE SIZE	STATIC TORQUE [Nm]
SMB130	>22Nm
SMB180	>43Nm
SMB180s	>72Nm





BRAKE SIZE	Concentricity [X] [mm]	Perpendicularity [Y] [mm]
SMB040	0,05	0,02
SMB060	0,05	0,02
SMB080	0,05	0,02
SMB110	0,05	0,02

BRAKE SIZE	Concentricity [X] [mm]	Perpendicularity [Y] [mm]
SMB130	0,05	0,02
SMB180	0,05	0,02
SMB180s	0,05	0,02

### Precautions for handling

#### Brakes

Most electromagnetic braking systems are made using flexible materials. Be careful when handling such parts and materials as striking or dropping them or applying excessive force could cause them to become damaged or deformed.

#### Lead Wires

Be careful not to pull excessively on the brake lead wires, bend them at sharp angles, or allow them to hang too low.

#### Frictional Surface

Since these are dry brakes, they must be used with the frictional surface dry. Keep water and oil off of the frictional surfaces when handling the brakes.

## Precautions for use

### ■ Environment

These brake units are dry braking systems, meaning that the torque will drop if oil residue, moisture, or other liquids get onto friction surfaces. Use the protective cover when the brake works in areas with oil, moisture, dust and other particles that could affect the braking system.

### ■ Operating

The operating temperature range is  $-20^{\circ}\text{C}$  to  $40^{\circ}\text{C}$ . If you use the product at other temperatures, consult TEMPORITI.

### ■ Power Supplies

SMB models guarantee better performances using single phase.

### ■ Power Supply Voltage

The brake working may not be guaranteed with changes higher than  $\pm 6\%$  of rated supply voltage. Make sure to keep power supply voltage within  $\pm 6\%$  of the rated voltage value.

### ■ Air Gap Adjustment

SMB models do not require air gap adjustment. Air gap adjustment is made from TEMPORITI before delivery.

### ■ Circuit Protectors

If using a power supply that is not equipped with a circuit protector for DC switching, make sure to connect the recommended circuit protector device in parallel with the brake.

## Precautions for mounting

### ■ Mounting Orientation

SMB models must be mounted with the stator facing outwards (plate mounted).

### ■ Rotor hub fixing

Fix the rotor hub by press-fitting it onto the shaft at a position that does not interfere with other parts of system.

### ■ Bolts and Screws

Implement screw-locking measures such as use of an adhesive thread-locking compound to bolts and screws used to install brakes. Be careful that the adhesive does not come out.

### ■ Shafts

The hub tolerance is  $\pm 0.01\text{mm}$ . Note that the harder the material used in the shaft, the less effective the hexagon socket set screw will be. Note also that for the SMB type, the shaft is press fitted into the rotor hub. The shaft tolerance should be determined based on the press-fit tolerance.

### ■ Brake Accuracy

Attachment Surfaces. Make sure that concentricity (X) and perpendicularity (Y) do not exceed the allowable values of the table on the previous page.



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# Brakes

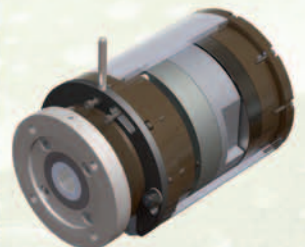
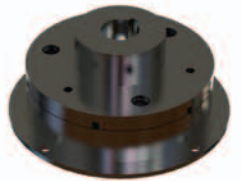
Get power  
 and safety...

Idea

Innovation

Flexibility

Engineering

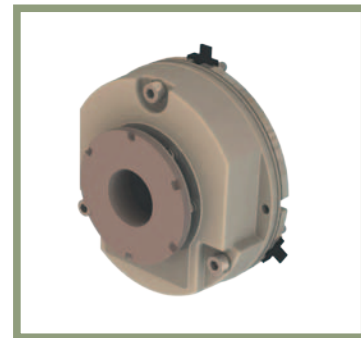


## Model "K-KL-KF"

The brake model K is a spring applied d.c. brake. It has been designed to stop rotational movement of machine shaft. However the user has to ensure that the brake is in accordance with all the requests indicated on our website: [www.temporiti.it/ENG/calculation.htm](http://www.temporiti.it/ENG/calculation.htm) in the paragraph "Choice of the brake". Only if these conditions are met can the brake work correctly.

Brake Model	K1	K2	K3	K4	K5	K6	K7	K7/D	K8	K8/D	K9	K9/D	K10	K10/D	K11	K11/D
Static Braking Torque (Nm)	5	12	16	20	40	60	90	180	200	400	300	600	da 500 a 800	1000 1500	1000 1500	2000 2800

Brake Model	K6L	K7L	K8L	K9L	K10L	K11L	KF1	KF2	KF3	KF4	KF5	KF6	KF7	KF8	KF8/D	KF9	KF9/D
Static Braking Torque (Nm)	150	200	350	500	da 650 a 1000	1200 1700	4.5	8	12	16	35	55	90	150	300	250	500



## Model "LIFT"

The electromechanical model LIFT is a spring pressurised brake, fed by direct current. The model LIFT acts in conformity with the normative law 95/16/CE for goods-lifts and lifts. The aim of the brake is that of guaranteeing the static positioning of the drive shaft during the opening and closing phases of the doors. For this reason graphics relative to the consumption haven't been reported. The building typology of the brake foresees a central magnetic system, kept in position by brake adjusters. A couple of armature plates operate separately on the braking disks, determining a double safeness on the system. The braking torque value considered by the normative law is that developed by one brake alone. The brake is arranged to hold a two micron switch for the checking of the opening and closing of the armature plate.

Brake Model	LIFT 150DB	LIFT 250DB	LIFT 320DB	LIFT 320	LIFT 480	LIFT 720	LIFT 1000
Static Braking Torque (Nm)	(150Nmx2) (300)	(250Nmx2) (500)	(320Nmx2) (640)	640 (320Nmx2)	960 (480Nmx2)	1440 (720Nmx2)	2000 (1000Nmx2)



## Model "S-SH-SO"

The brake model S-SH is a spring applied power release dc brake which has been designed to stop rotational movement of machine shaft. Proper working order of the brake is guaranteed by following the instructions indicated on our website: [www.temporiti.it/ENG/calculation.htm](http://www.temporiti.it/ENG/calculation.htm) in the paragraph "Choice of the brake".

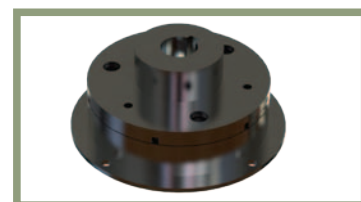
Brake Model	S63	S71	S80	S90	S100	S112	S132	S160
Static Braking Torque (Nm)	2.5	4	9	10	12	13	17	30



## Model "P"

Model P brake is a standing brake. However the dynamic braking of the motor shaft is guaranteed beneath a limit value of admissible rotation in accordance with brake typology (indicated on our website: [www.temporiti.it/ENG/calculation.htm](http://www.temporiti.it/ENG/calculation.htm) in the paragraph "Choice of the brake").

Brake Model	PO only A/C	P1	P2	P3	P4	P5	P6
Static braking torque (Nm)	0.5	5	14	30	60	120	220



## Model "BS"

Compact structure. These kind of brakes are used on Brushless motors. They can be used until 120°C.

Brake Model	BS00	BS0	BS1	BS2	BS3	BS4		BS5	
						1D	2D	1D	2D
Static braking torque (Nm)	0.1	0.4	1.5	15	31	80	160	225	450



## Model "AC"

The brake model "AC" is a spring applied, power release ac brake which has been designed to stop rotational movement of machine shaft. Proper working order of the brake is guaranteed by following the instructions indicated on our website: [www.temporiti.it/ENG/calculation.htm](http://www.temporiti.it/ENG/calculation.htm) in the paragraph "Choice of the brake".

Brake Model	AC1	AC2	AC3	AC4	AC5	AC6	AC7	AC8	AC8/D
Static Braking Torque (Nm)	4.5	10	16	20	40	60	90	200	400



## Model "Ex"

The brake finds its theoretic base in the European council directives of 14th June 1989 (89/392/CEE), in the 94/9/CE (ATEX), regarding the devices and protection systems destined to be used in potentially explosive atmospheres.

Brake Model	EX 71	EX 80	EX 90	EX 100	EX 112	EX 132	EX 160	EX 180
Static Braking Torque (Nm)	10	16	20	35	60	100	150	250/400



### COMMERCIAL NETWORK:

see our website: [www.temporiti.it](http://www.temporiti.it)



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