

# Active yaw brake caliper

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Strength is of prime importance when it comes to optimising a braking system.

We are only satisfied when the reality exactly matches what we have envisaged in our ambitious projections.

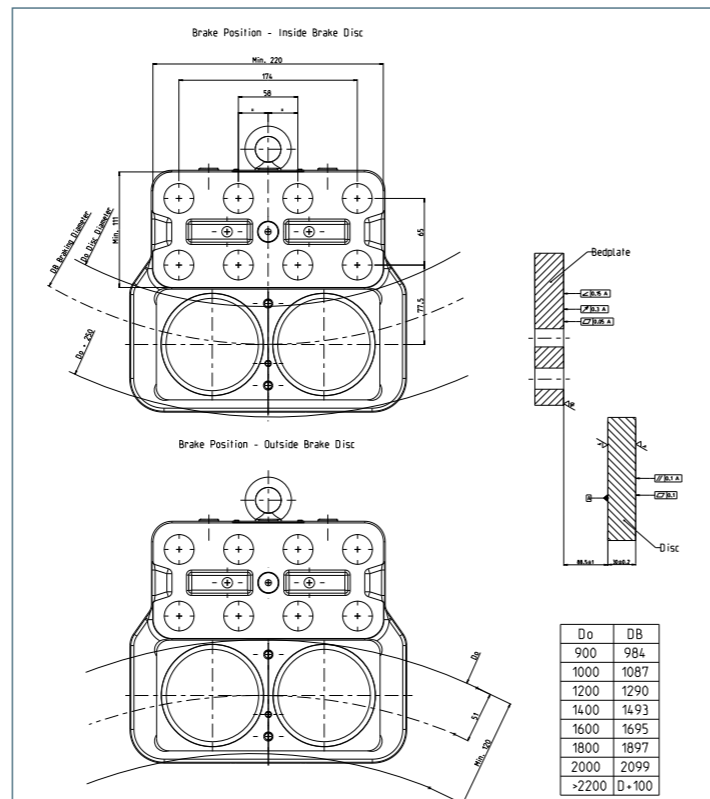
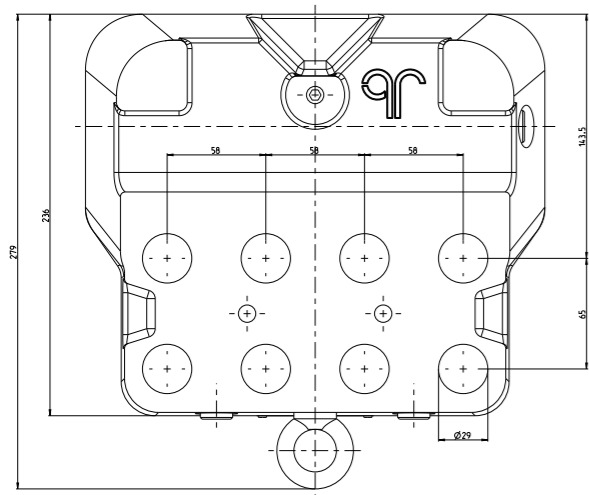
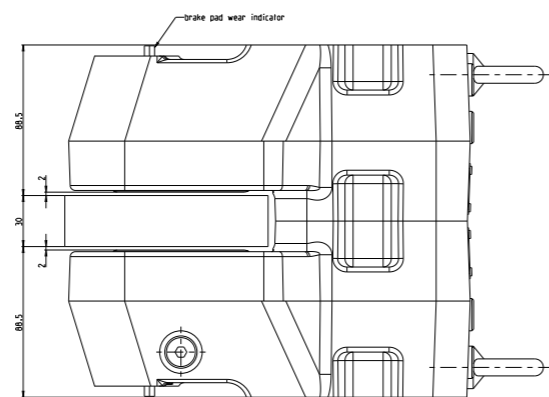
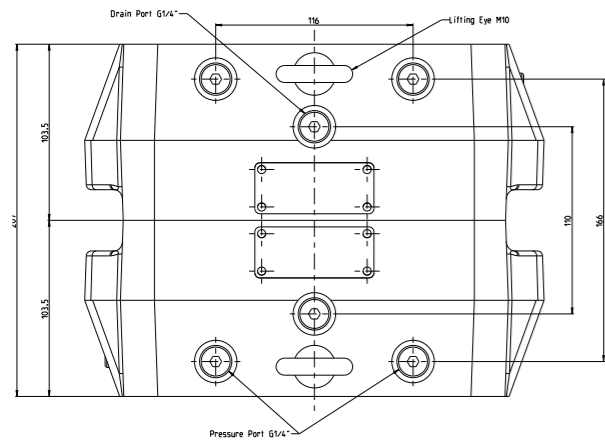
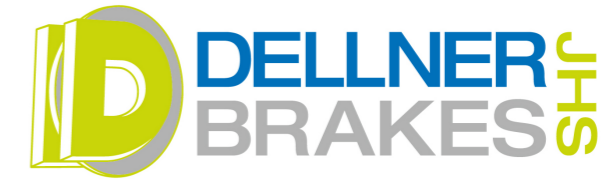
Arnd Krause, Engineering

JHS-16



- Brake hydraulically applied
- Airgap between brake pad and disc up to 2 mm per side
- Special epoxy resin pads with GFK carrier plate
- Tight fitting between brake pad and caliper
- Drain ports for hydraulic oil leakage, prevents oil on brake disc, high safety
- Min. / Max. working temperature -40 / +60 °C

# JHS-16



## TYPE JHS-16

Contact force F <sub>A</sub>	200 kN
Operating pressure p (max)	160 bar
Piston area (per side)	127 cm <sup>2</sup>
Volume at 1 mm stroke (per side)	12,7 cm <sup>3</sup>
Temperature range	-40 / +60 °C
Weight	60 kg
Pressure connection port	G1/4
Drain connection port	G1/4

## BRAKE PAD

Pad area (each side)	157,1 cm <sup>2</sup>
Brake pad width	110 mm
Theor. friction coefficient	0,4 μ

## BRAKE DISC

Brake disc ød2	min. 1000 mm
Disc thickness (standard)	30 mm

## BRAKING TORQUE

Braking torque formula:

$$F_A = p \times 1,272$$

$$F_B = F_A \times 2 \times \mu$$

$$M_B = a \times F_B \times D_B / 2$$

F<sub>A</sub> = Contact force [kN]

p = Operating pressure [bar]

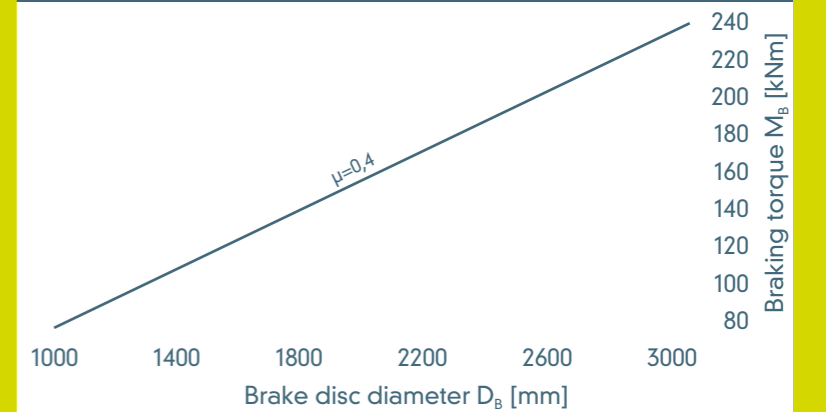
F<sub>B</sub> = Nominal braking force [kN]

M<sub>B</sub> = Braking torque [kNm]

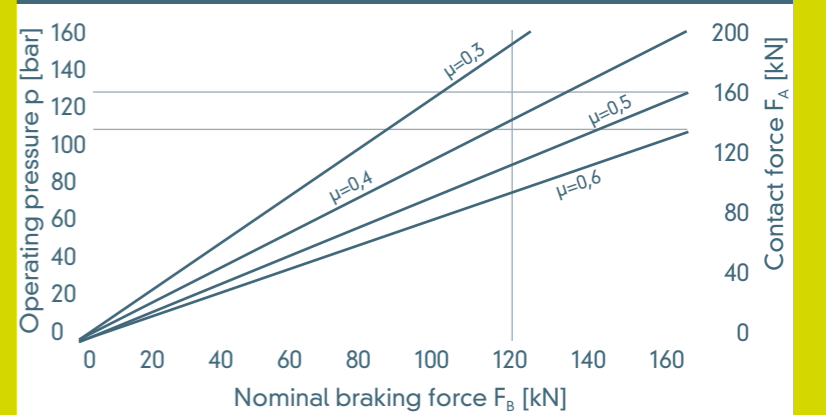
a = Number of calipers acting on the disc

D<sub>B</sub> = Brake disc diameter [m]

## BRAKING TORQUE



## CLAMPING FORCE



## OPTIONS

- Complete piped supports for one or more calipers
- Hydraulic power unit
- Brake disc
- Brake pad with different material
- Brake pad wear indicator