This brake is a perfect example of how a premium product can be made out of an industry standard if you opt for the right components from the very beginning.

Holger Brink, Manufacturing

**JHS-32**

- 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
**TYPE JHS-32**

- Contact force $F_x = 542$ kN
- Operating pressure $p$ (max) = 160 bar
- Piston area (per side) = 339 cm$^2$
- Volume at 1 mm stroke (per side) = 33.9 cm$^3$
- Weight = 185 kg
- Pressure connection port = G1/4
- Drain connection port = G1/4

**BRAKE PAD**
- Pad area (each side) = 285.1 cm$^2$
- Brake pad width = 138 mm
- Theor. friction coefficient $\mu = 0.4$

**BRAKE DISC**
- Brake disc $\phi_d$ min. = 2000 mm
- Disc thickness (standard) = 40 mm

**BRAKING TORQUE**

Braking torque formula:

- $F_x = p \times 3.395$
- $F_n = F_x \times 2 \times \mu$
- $M_B = a \times F_n \times D_d / 2$

- $F_x = $ Contact force [kN]
- $p = $ Operating pressure [bar]
- $F_n = $ Nominal braking force [kN]
- $M_B = $ Braking torque [kNm]
- $a = $ Number of calipers acting on the disc
- $D_d = $ Brake disc diameter [m]

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

**CHARTS**

- Braking torque $M_B$ [kNm] vs. Brake disc diameter $D_d$ [mm]
- Clamping force $F_c$ [kN] vs. Operating pressure $p$ [bar]
- Nominal braking force $F_n$ [kN] vs. Brake disk $D_d$ [mm]