

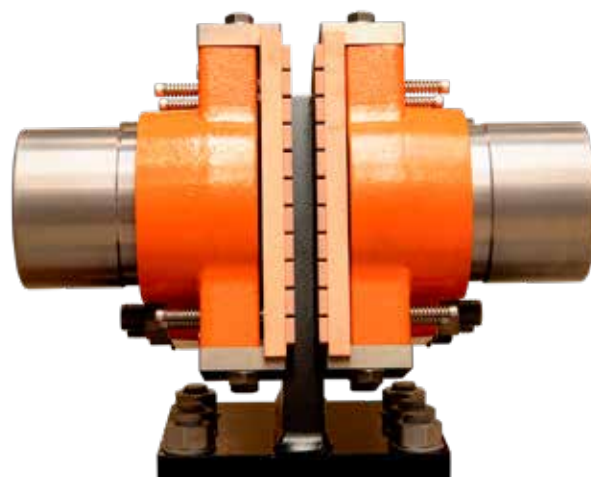
DISC BRAKES

BSFC 600 DUAL SPRING

HYDRAULIC CALIPER BRAKES

Emergency brakes are the last safety device to prevent a falling load and are installed directly on the flange of the drums. These brakes are applied in case of overspeed detection, power failure, mechanical transmission breakage or emergency stop controlled by operator.

The BSFC 600 Dual Spring is a heavy-duty fail-safe disc brake. Renowned for its robust design, it offers spring-applied and hydraulic-released braking mechanisms, ensuring reliable safety in critical applications. With a maximum clamping force of up to 500,000 N. It's built to perform in demanding conditions while maintaining precision and durability.



Brake	Clamping Force F_c [kN]			Pressure [MPa]	
	at airgap 1 mm	at airgap 2 mm	at airgap 3 mm	Operating	Maximum
BSFC 633	335	310	285	12.5	23.0
BSFC 644	440	411	383	16.5	23.0



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CALCULATION FUNDAMENTALS	DUAL SPRING (DS)
Weight of brake with standard bracket, including organic brake pads and bolt set:	Approx. 612 kg
Weight of brake without bracket, with organic brake pads and bolt set	Approx. 430 kg
Overall dimensions (without bracket)	446 x 520 x 764 (+C) mm
Brake pad width	220 mm
Brake pad thickness for new brake pad	42 mm
Brake pad area (organic)	90,250 mm ²
Maximum wear of pad (organic) per pad	10 mm (*) (32 mm thick)
Brake pad area (sintered)	83,100 mm ²
Maximum wear of pad (sintered) per pad	10 mm (*) (32mm thick)
Minimum brake disc diameter	1200 mm
Maximum hub/drum diameter	Do - 500 mm
Nominal coefficient of friction	$\mu = 0.4$
Total piston area - each caliper half	336 cm ²
Total piston area - each brake	672 cm ²
Volume for each brake at 1 mm stroke	67,2 cm ³
Volume for each brake at 3 mm stroke	201,6 cm ³
Actuating time (guide value for calculation)	0.3-0.5 sec
Pressure connections / port	G3/8
Drain connection port	G1/8
Recommended pipe size	16 mm
Maximum operating pressure	23.0 MPa
Operating temperature range (For temperatures outside this range contact Svendborg Brakes)	from -20C to +70C

(C = disc thickness)

(*) The thickness stated is the minimum/worn brake pad thickness allowed before replacement.

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