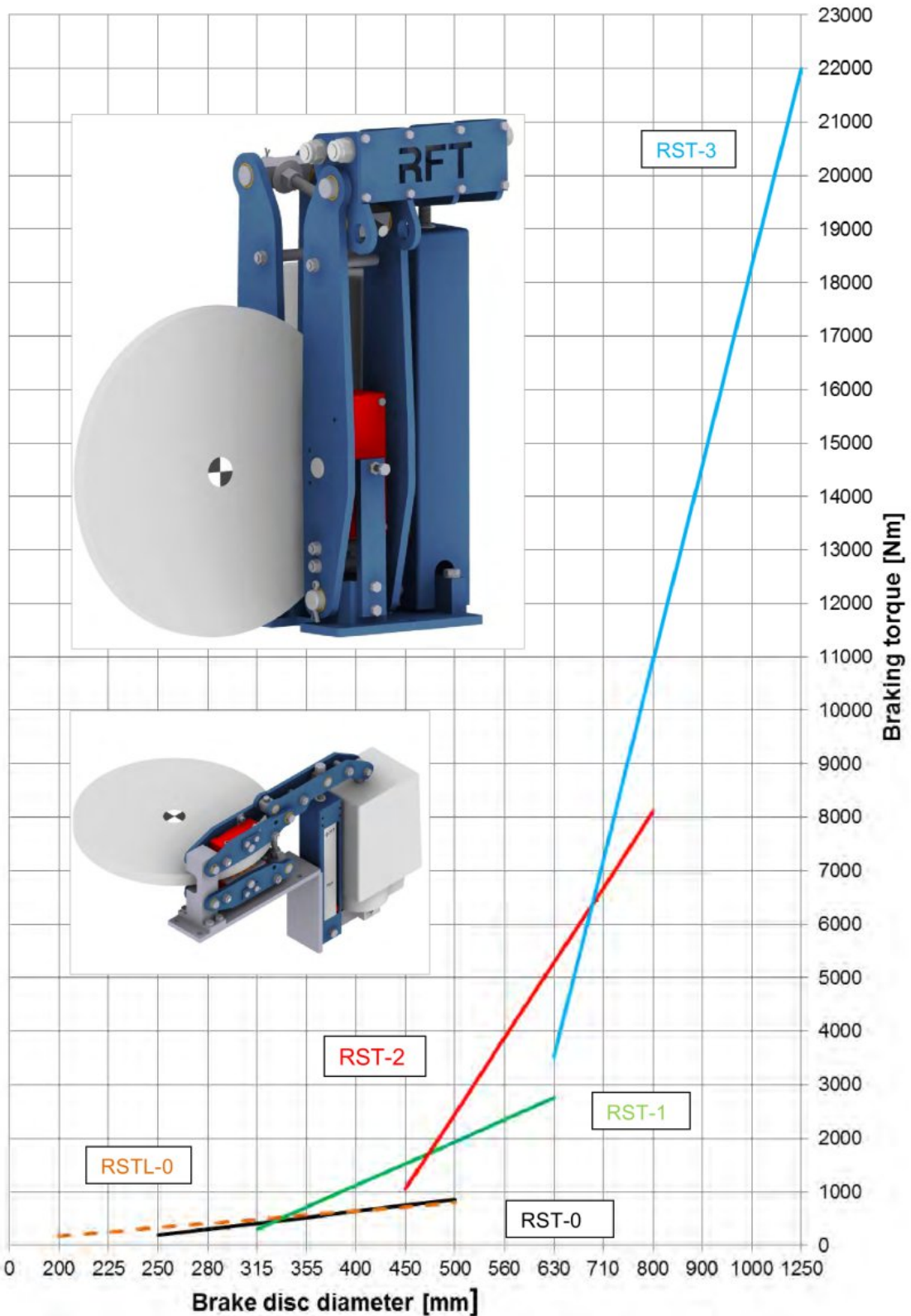


Disc Brake Type RST Braking torque overview



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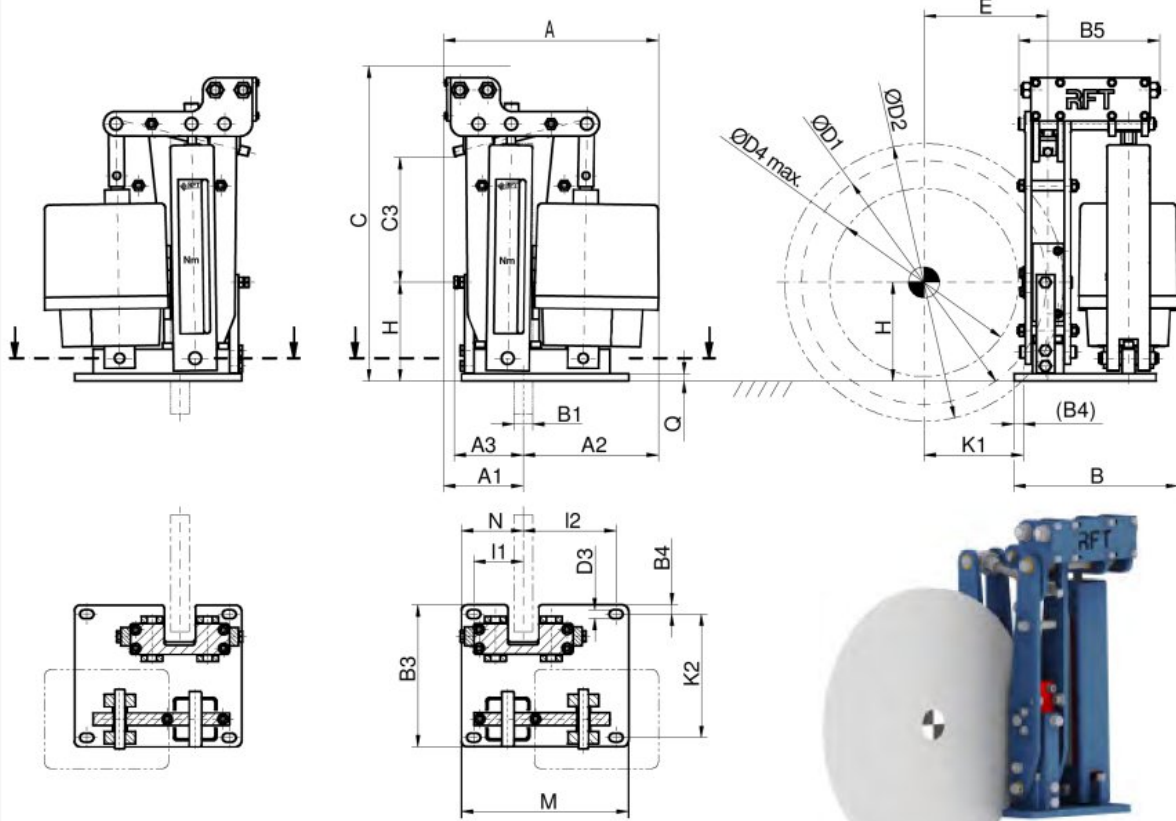
Disc Brake RST-0

electro-hydraulically actuated

Technical Data



RÖMER Fördertechnik GmbH
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Left hand version (L)

Right hand version (R)

Lifting gap at each brake shoe 1,25 mm

Dimensions in mm

brake disc						brake lining		weight	max. braking torque [Nm] at $\mu_{dyn}=0,4$ ¹⁾	
D2	B1	D1	D4	E	K1	B2	AB [cm ²]	[kg] ²⁾	TH-256	TH-356
250	30	195	105	101	61	50	28,3	32,5	200	350
280		225	135	116	76				225	425
315		260	170	133	93				250	500
355		300	210	153	113				300	550
400		345	255	176	136				350	650
450		395	305	200	160				400	750
500		445	355	225	185				450	850

Thrustor acc. to DIN 15430	A	A1	A2	A3	B3	B	B4	B5	C	C3	D3	H	I1	I2	K2	M	N	Q
TH-256	380	150	230	107	230	270	15	230	510	200	14	160	80	150	200	270	100	12
TH-356	380	150	230	107	230	270	15	230	510	200	14	160	80	150	200	270	100	12

1) The different operation factors such as sliding speed, surface pressure, thermal load, condition of the sliding surfaces, brake drum material and environmental conditions can influence the friction coefficient μ . They should thus be taken into consideration in addition to the guiding rules of DIN 15434 when dimensioning the brake.
The data for braking torque are valid for dynamical braking at normal operating temperatures and sliding speeds up to 25 m/s or max. 60 m/s for sinter linings. The operating temperature for standard organic linings may not exceed 250 °C and the thermal flow density should not be more than 400 W/cm². For sinter linings (optional) max 350 °C and 800 W/cm² are recommended.
The holding torque of statically closing brakes could be lower.

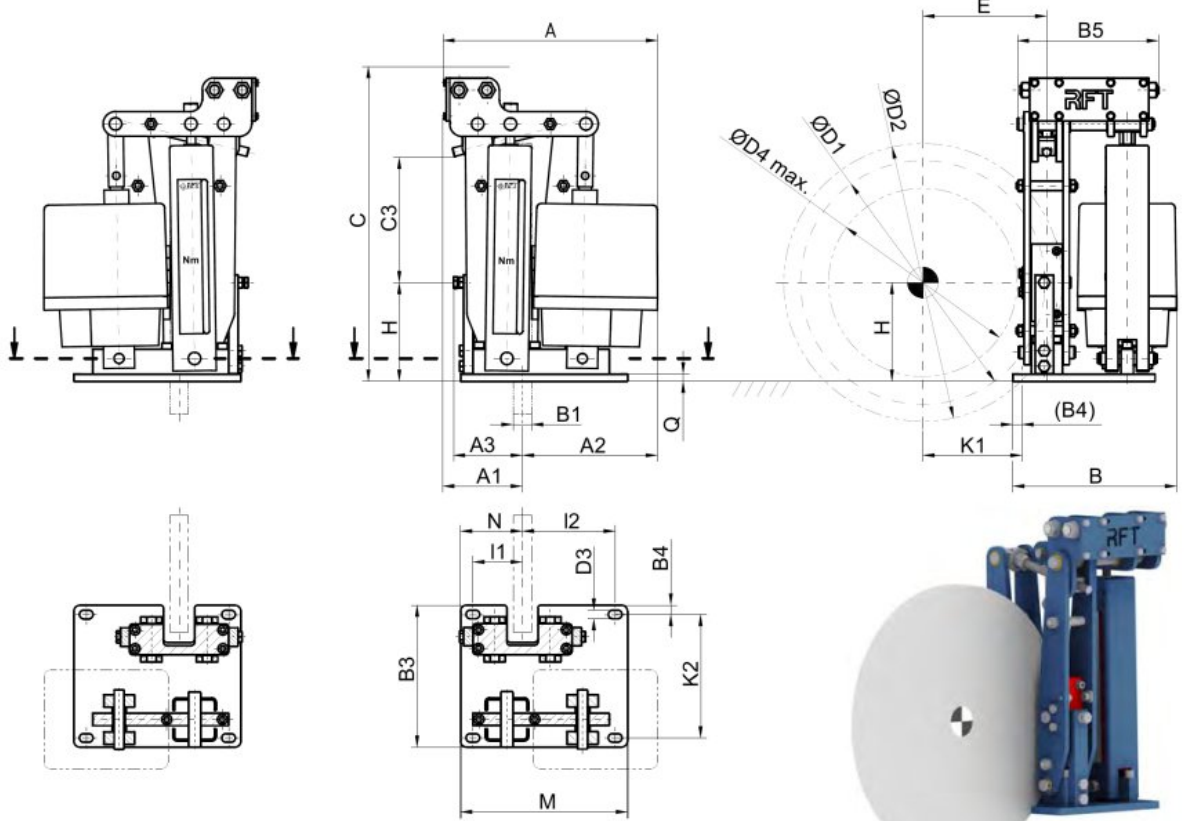
2) Without thrustor

Disc Brake RST-1

electro-hydraulically actuated
Technical Data



RÖMER Fördertechnik GmbH
Nielandstraße 53 • D-58300 Wetter



Left hand version (L)

Right hand version (R)

Lifting gap at each brake shoe 1,25 mm

Dimensions in mm

Brake disc						Brake lining	Weight	Max. braking torque [Nm] at $\mu_{dyn} = 0,4$ ¹⁾			
D2	B1	D1	D4	E	K1	AB [cm ²]	[kg] ²⁾	TH-256	TH-356	TH-506	TH-806
315	30	237	120	118	58	105	75	300	390	760	1200
355		277	160	138	78			350	455	890	1400
400		322	205	160	100			405	525	1030	1600
450		372	255	185	125			465	605	1190	1850
500		422	305	210	150			525	685	1350	2100
560		482	365	240	180			600	780	1540	2400
630		552	435	275	215			690	900	1760	2750

Thruster according to DIN 15430	A	A1	A2	A3	B	B3	B4	B5	C	C3	D3	H	I1	I2	K2	M	N	Q
TH-256	470	195	275	125	312	250	20	285	660	260	18	230	80	180	120	300	100	15
TH-356	465		270		312					260								
TH-506	500		305		340					270								
TH-806	500		305		340					270								

1) The different operation factors such as sliding speed, surface pressure, thermal load, condition of the sliding surfaces, brake drum material and environmental conditions can influence the friction coefficient μ . They should thus be taken into consideration in addition to the guiding rules of DIN 15434 when dimensioning the brake.

The data for braking torque are valid for dynamical braking at normal operating temperatures and sliding speeds up to 25 m/s or max. 60 m/s for sinter linings. The operating temperature for standard organic linings may not exceed 250 °C and the thermal flow density should not be more than 400 W/cm². For sinter linings (optional) max 350 °C and 800 W/cm² are recommended.

The holding torque of statically closing brakes could be lower.

2) Without thruster

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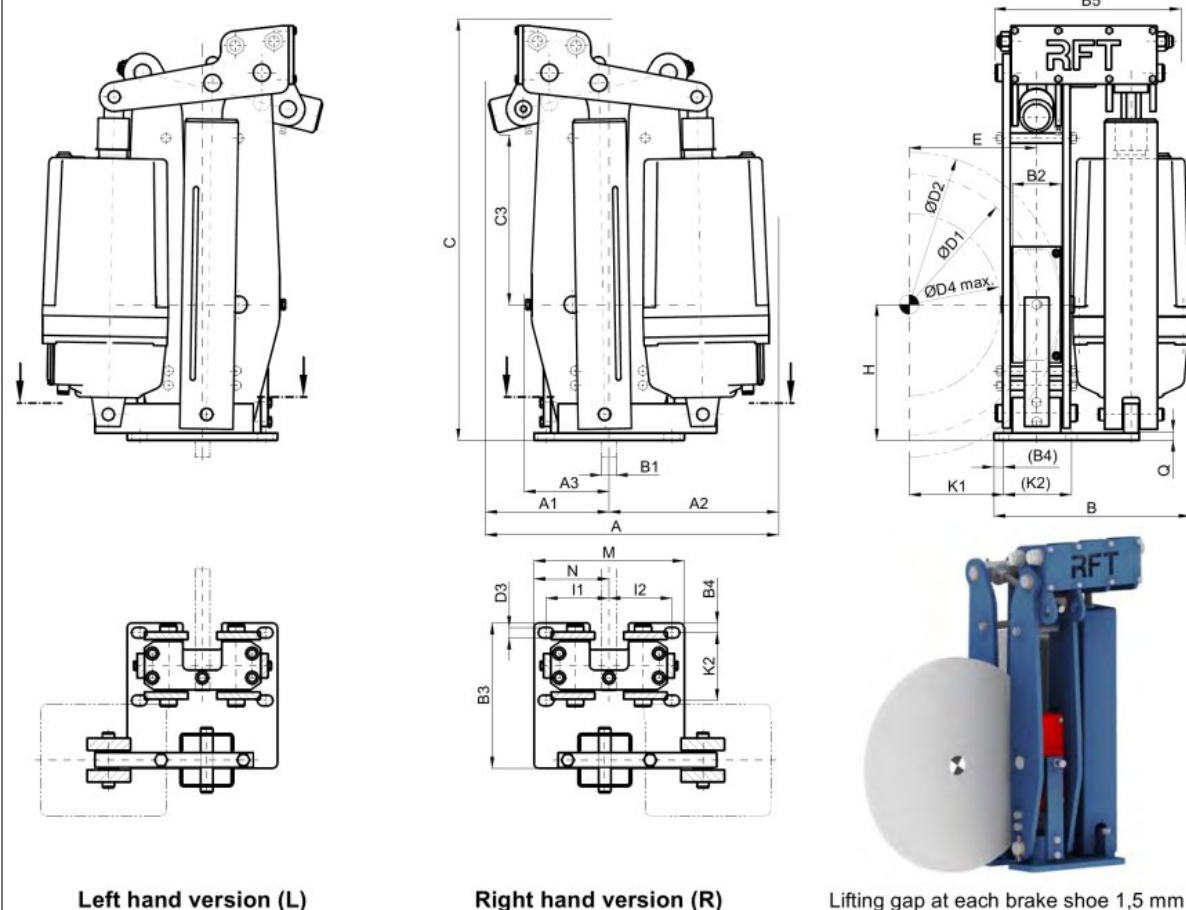
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Disc Brake RST-2

electro-hydraulically actuated
Technical Data



RÖMER Fördertechnik GmbH
Nielandstraße 53 • D-58300 Wetter



Left hand version (L)

Right hand version (R)

Lifting gap at each brake shoe 1,5 mm

Dimensions in mm

Brake disc						Brake lining	Weight	Max. Braking torque [Nm] at $\mu_{dyn} = 0,4$ ¹⁾			
D2	B1	D1	D4	E	K1	AB [cm ²]	[kg] ²⁾	TH-506	TH-806	TH-1306	TH-2006
450	30	359	196	173	105	194	150	1050	1670	2560	4050
500		409	246	198	130			1195	1900	2910	4600
560		469	306	228	160			1375	2180	3340	5300
630		539	376	263	195			1575	2500	3830	6100
710		619	456	303	235			1810	2870	4400	7000
800		709	546	348	280			2100	3320	5100	8100

Thruster according to DIN 15430	A	A1	A2	A3	B	B3	B4	B5	C	C3	D3	H	I1	I2	K2	M	N	Q
TH-506	615	255	360	165	385	300	20	380	870	350	22	280	130	130	140	310	155	15
TH-806	615		360		385													
TH-1306	605		350		405													
TH-2006	605		350		405													

1) The different operation factors such as sliding speed, surface pressure, thermal load, condition of the sliding surfaces, brake drum material and environmental conditions can influence the friction coefficient μ . They should thus be taken into consideration in addition to the guiding rules of DIN 15434 when dimensioning the brake.

The data for braking torque are valid for dynamical braking at normal operating temperatures and sliding speeds up to 25 m/s or max. 60 m/s for sinter linings. The operating temperature for standard organic linings may not exceed 250° C and the thermal flow density should not be more than 400 W/cm². For sinter linings (optional) max 350 °C and 800 W/cm² are recommended.

The holding torque of statically closing brakes could be lower.

2) Without thruster

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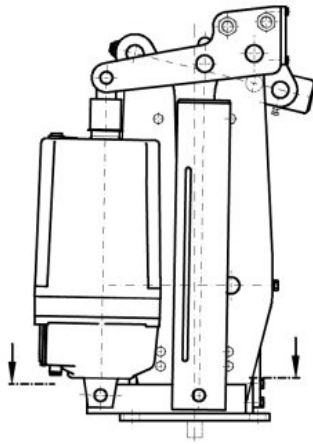
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Disc Brake RST-3

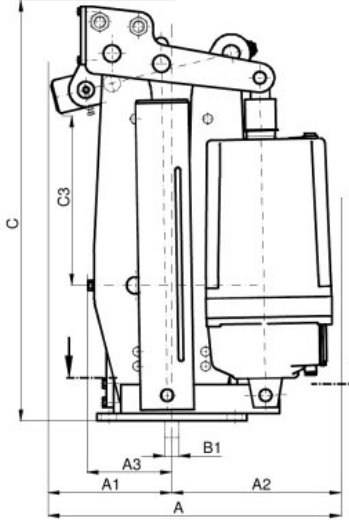
electro-hydraulically actuated
Technical Data



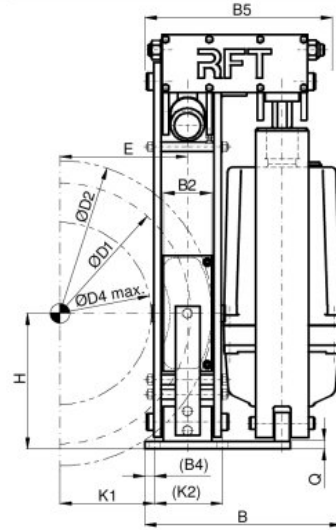
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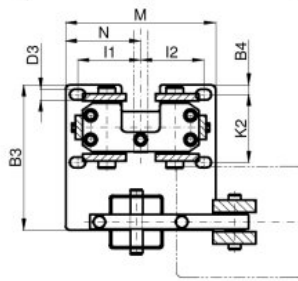
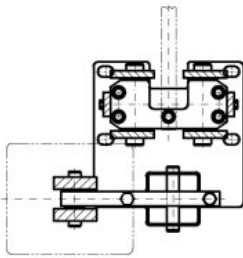
Left hand version (L)



Right hand version (R)



Lifting gap at each brake shoe 1,5 mm
Dimensions in mm



Brake disc						Brake lining	Weight	Max. Braking torque [Nm] at $\mu_{dyn}=0,4$ ¹⁾			
D2	B1	D1	D4	E	K1	AB [cm ²]	[kg] ²⁾	TH-1306	TH-2006	TH-3006	TH-3012
630	30 (40)	520	300	252	170	309	320	3520	5700	8550	10100
710		600	380	292	210			4070	6600	9900	11650
800		690	470	337	255			4680	7600	11380	13400
900		790	570	387	305			5350	8650	13000	15200
1000		890	670	437	355			6020	9770	14600	17300
1250		1140	920	562	480			7720	12500	18800	22000

Thruster according to DIN 15430	A	A1	A2	A3	B	B3	B4	B5	C	C3	D3	H	I1	I2	K2	M	N	Q
TH-1306	620 (625)	285 (290)	335	200 (205)	472	370	30	450	1090	500	27	370	180	180	160	450	225	22
TH-2006																		
TH-3006																		
TH-3012																		

Data in () width of brake disc B1 = 40 mm

1) The different operation factors such as sliding speed, surface pressure, thermal load, condition of the sliding surfaces, brake drum material and environmental conditions can influence the friction coefficient μ . They should thus be taken into consideration in addition to the guiding rules of DIN 15434 when dimensioning the brake.

The data for braking torque are valid for dynamical braking at normal operating temperatures and sliding speeds up to 25 m/s or max. 60 m/s for sinter linings. The operating temperature for standard organic linings may not exceed 250 °C and the thermal flow density should not be more than 400 W/cm². For sinter linings (optional) max 350 °C and 800 W/cm² are recommended.

The holding torque of statically closing brakes could be lower.

2) Without thruster

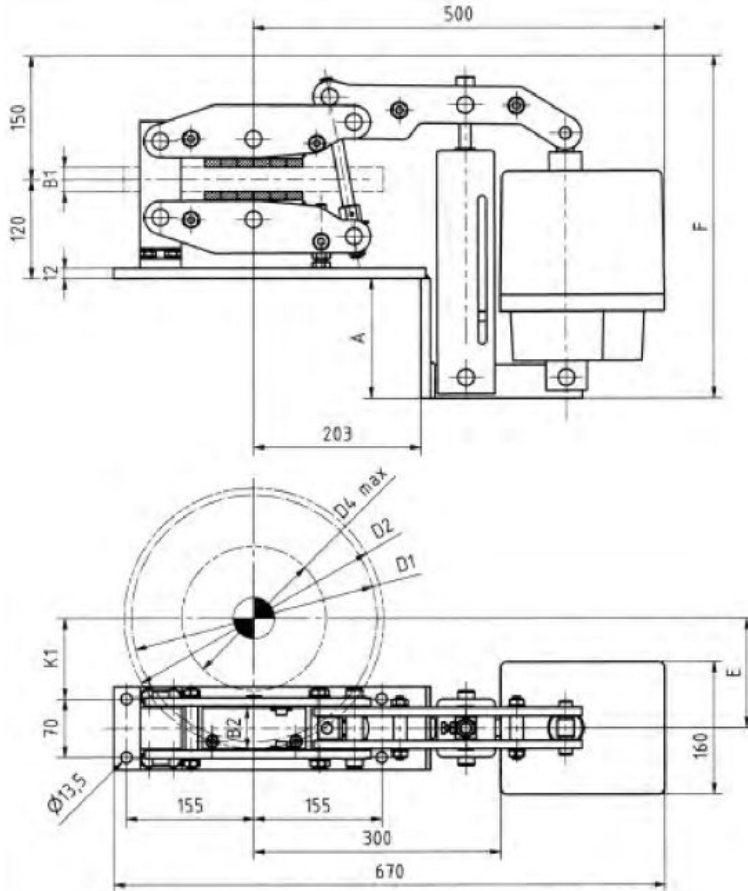
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Disc Brake RSTL-0 "horizontal" elektrohydraulically actuated RBL-TH 256/356



RÖMER Fördertechnik GmbH
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	A	F
RBL-TH 256	145	415
RBL-TH 356	215	485

The drawing shows the brake in right hand design **R**. The left hand design **L** is mirrored to the drawing.

Lifting gap at each brake shoe 1,25 mm

Dimensions in mm

brake disc							brake lining		weight	RBL-TH 256	RBL-TH 356
size	D2	B1	D1	D4 max	E	K1	B2	AB [cm ²]	[kg] ²⁾	max. braking torque[Nm] at $\mu_{dyn}=0,4$ ¹⁾	
RSTL-0 (horizontal)	200	12/20/30	168	60	75	40	50	28,3	23	175	285
	225		192	85	88	53				200	325
	250		215	110	100	65				225	365
	280		243	140	115	80				250	420
	315		298	175	133	98				310	480
	355		317	215	153	118				330	550
	400		360	260	175	140				375	625
	450		410	310	200	165				425	710
	500		459	360	225	190				480	800

1) The different operation factors such as sliding speed, surface pressure, thermal load, condition of the sliding surfaces, brake drum material and environmental conditions can influence the friction coefficient μ . They should thus be taken into consideration in addition to the guiding rules of DIN 15434 when dimensioning the brake.
The data for braking torque are valid for dynamical braking at normal operating temperatures and sliding speeds up to 25 m/s or max. 60 m/s for sinter linings. The operating temperature for standard organic linings may not exceed 250 °C and the thermal flow density should not be more than 400 W/cm². For sinter linings (optional) max 350 °C and 800 W/cm² are recommended.
The holding torque of statically closing brakes could be lower.

2) Without thruster

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