



# HUBBELL Brake Systems

Designed to AISE / to DIN 15435



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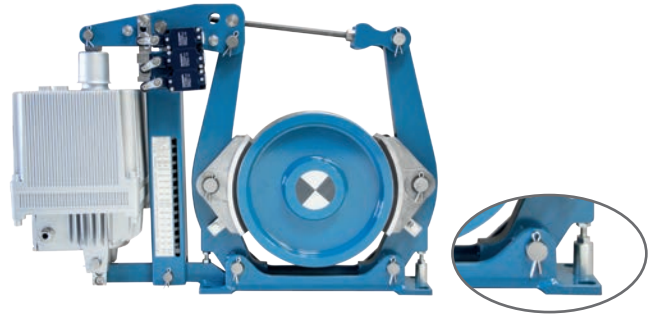
Designed to AISE / to DIN 15435.

## The EB Series Drum Brake:

Is a single bar brake lever and made of all steel. Adjusting bolts (manual) to evenly lift brake shoes. The spring tube is enclosed to protect against contaminants and/or damage.

Characteristics:

1. Single-bar brake lever
2. **Adjustable Stops for brake levers**
3. Brake shoe holding clip

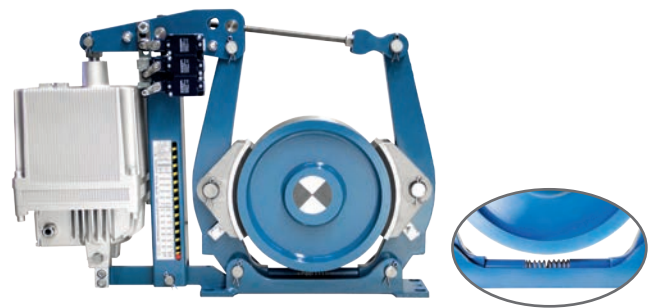


## The RT Series Drum Brake:

Is a single bar brake lever and made of all steel. Optimal for a combination with an automatic wear adjustment. Synchro-lifting-mechanism (spring) at drum brake type RT guarantees automatically an uniform lifting gap between brake lining + brake drum.

Characteristics:

1. Single-bar brake lever
2. **Synchro-lifting-mechanic**
3. Brake-shoe holding clip



	AISE	DIN 15435
<ul style="list-style-type: none"> <li>• Standard sizes:</li> <li>• Standard drum diameter:</li> <li>• Torque:</li> </ul>	8-19 in. 8-28 in 220-3700 lb/ft	Ø 200-710 mm according to DIN 15435 Ø 200 - 710 mm 50 - 10,000 Nm ( at $\mu = 0,4$ )
<ul style="list-style-type: none"> <li>• Standard voltages:</li> </ul>	<b>USA</b> 265/460 V, 60 Hz, 3 ~ (other voltages available on request)	
<ul style="list-style-type: none"> <li>• Thruster: Type H insulation</li> </ul>		
<ul style="list-style-type: none"> <li>• Thruster operating temperatures:</li> </ul>		
Standard	-13°F up to +122°F	
Low Temp	-13°F up to -40°F	
High Temp	+122°F up to +158°F	



### Applications:

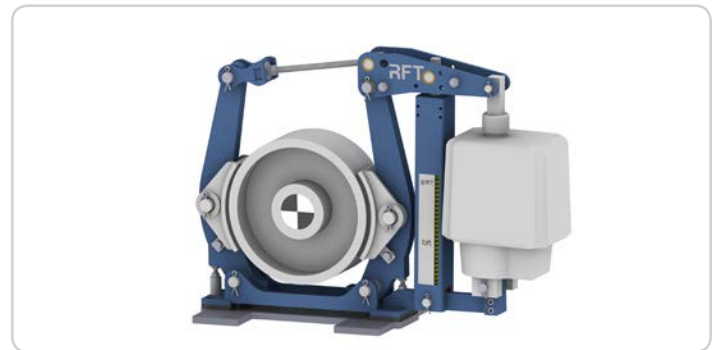
- Movable Lift Bridges
- Gantry Cranes
- Stacker / Reclaimer
- Steel Mill Cranes
- Port and Shipyard Cranes
- Overhead Cranes

### Features / Standard:

- Adjustable stops (EB series)  
OR synchro lifting mechanism (RT series) for uniform lifting gap between brake lining and brake drum
- Enclosed spring tube protects spring against damage and contamination
- High quality perfection / long service life
- Brake linings bonded
- Stainless steel pull rods
- Aluminum brake shoes

### Function of Brake (Standard version):

- Spring applied, electro-hydraulically released
- Brake releases using thruster
- Brake torque adjustable
- Brake applies in case of power failure (Fail-Safe-Principle!)

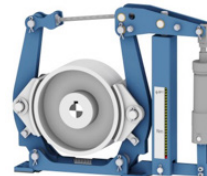
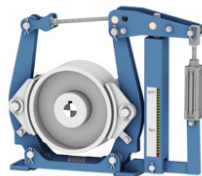
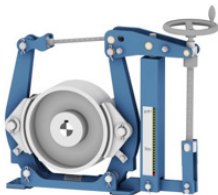


### Alternative type of operation (e.g.):

Manually:

Pneumatically:

Hydraulically:



### HUBBELL Brake Controller:

- Variable frequency controller
- Universal power supply
- Wide range of voltage input (AC or DC)
- Universal user interface (digital input / output, analog input / output)
- Safety input for safe torque (SIL 3)
- Foot pedals can be connected to the controller (programm logic controllers signals)

Options on request:

- BUS signals (E.g.: Device-net, PROFI BUS, CAN-BUS, ETHERNET/IP,...)
- TURBO Controller (faster brake application)
- Emergency Load Lowering System (Protection against load crashes)
- Brake monitoring (Brake drum temperature, Brake reaction time monitoring, speed monitoring)

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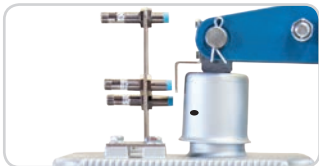
## OPTIONS for Brakes:

- Monitoring Limit switches (mechanical or inductive) for:

1. Brake open
2. Brake closed
- 3. Brake wear / check (important)**



Mechanical

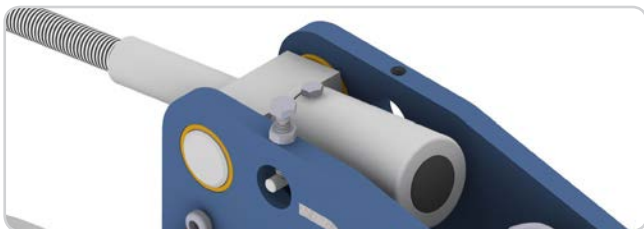


Inductive

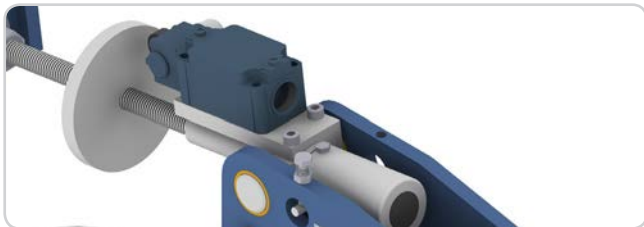
- Manual release lever:



- Automatic wear adjustment:



- Sum (both) control switch (Control limit switch for automatic wear adjustment)



## Suggestions for selection brake series:

- RT series is optimal by using an automatic wear adjustment.  
Synchro-lifting-mechanism (spring) at brake type RT guarantees automatically an uniform lifting gap between brake lining + brake drum
- EB series must be manually adjusted
- In combination with a HUBBELL Controller, thruster voltages of 230/400 VAC, 50 Hz, 3~ can be used
- Limit Switch „Brake wear / check“ must be always used in case of no using automatic wear adjustment

- Brake lining riveted and /or bonded (Non asbestos)
- Greaseable bearings
- Special construction for horizontal or suspended mounting with support
- Brake retarder / Time delayed braking
- Heating systems
- HUBBELL Brake Controller



- TURBO Controller (faster brake applications)



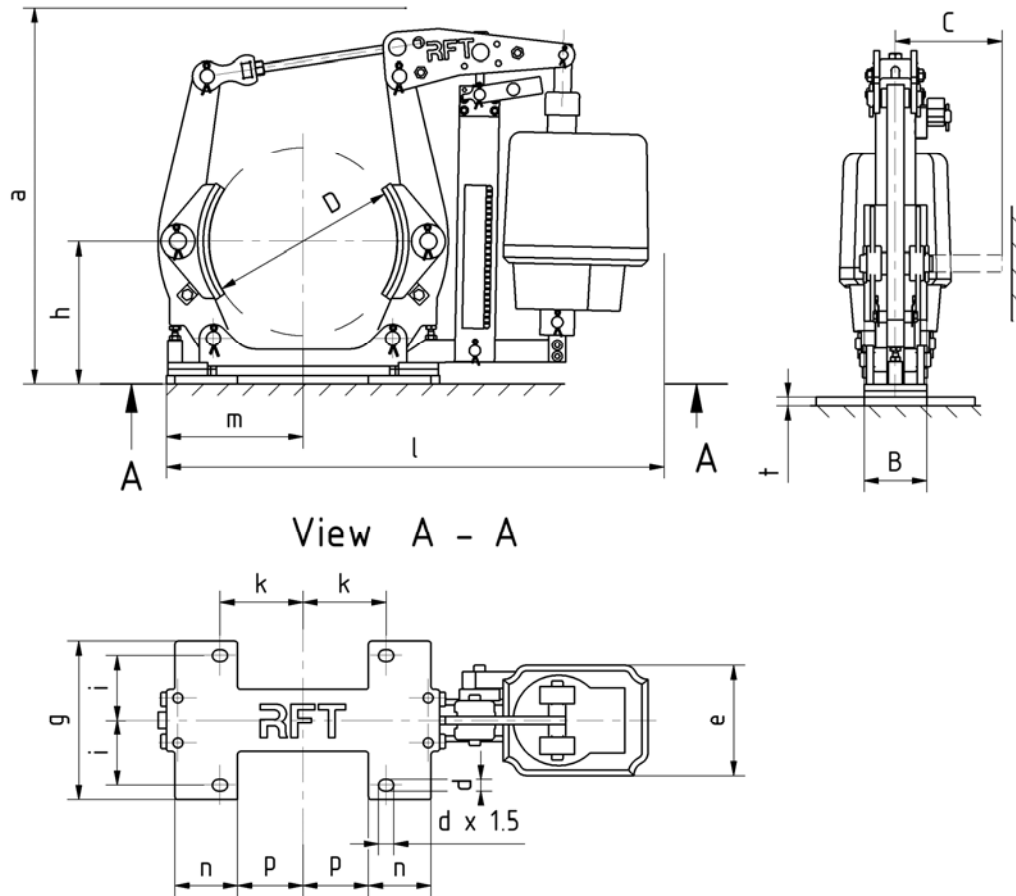
- Emergency Load Lowering System (Protection against load crash)
  - Fail Safe Principle!
  - Lowering after power failure
  - Load gets accelerated until to the max. preset speed
  - Automatic brake application occurs by reaching the max. preset speed
  - Load can be put down safely**Prevention of an unintentional, unwanted overspeed of the brake / overload speed!**

**More options on request.**

**All brake types must be checked regularly!**



# Technical Data:



c = Minimum space required for removing brake shoe pin

Brake Type	Torque max.	Drum size D	Shoe width B	Dimensions													Weight	
	$\mu_{dyn} = 0.4^*$			h	a	c	d	e	g	t	i	k	l	m	n	p	without	with
	lbft	Inches													lbs			
EB 8" - US TH 256	40 - 220	8	2.76	7.00	19.7	4.13	0.69	6.30	7.09	0.59	2.88	3.25	25.5	6.58	2.92	2.20	57	86
EB 8" - US TH 356	40 - 310			7.00	19.7	4.13	0.69	6.30	7.09	0.59			25.5	6.58	2.92	2.20	57	87
EB 10" - US TH 256	40 - 230	10	3.54	8.38	20.3	4.96	0.69	6.30	7.90	0.59	3.13	4.00	27.8	7.98	3.27	2.83	74	103
EB 10" - US TH 356	40 - 310			8.38	20.3	4.96	0.69	6.30	7.90	0.59			27.6	7.98	3.27	2.83	74	104
EB 10" - US TH 506	90 - 590			8.38	22.7	4.96	0.69	7.68	7.90	0.59			30.0	7.98	3.27	2.83	79	136
EB 13" - US TH 356	60 - 500	13	4.33	9.88	25.2	5.94	0.81	6.30	10.6	0.59	4.50	5.75	32.7	9.46	4.05	4.61	120	150
EB 13" - US TH 506	90 - 750			9.88	25.0	5.94	0.81	7.68	10.6	0.59			34.3	9.46	4.05	4.61	124	181
EB 13" - US TH 806	90 - 200			9.88	25.0	5.94	0.81	7.68	10.6	0.59			34.3	9.46	4.05	4.61	124	181
EB 16"L - US TH506	150 - 800	16	5.51	12.1	27.8	7.48	1.06	7.68	13.2	0.59	5.38	7.50	39.3	11.7	4.72	5.71	171	228
EB 16"L - US TH806	150 - 1250			12.1	27.8	7.48	1.06	7.68	13.2	0.59			39.3	11.7	4.72	5.71	171	228
EB 16"V - US TH1306	125 - 2000			12.1	32.1	7.48	1.06	9.45	13.2	0.59			41.4	11.7	4.72	5.71	226	326
EB 19" - US TH1306	185 - 2360	19	7.09	13.2	34.1	9.25	1.06	9.45	15.8	0.85	6.50	9.25	47.0	14.4	7.09	7.28	306	406
EB 19" - US TH2006	185 - 3700			13.2	34.1	9.25	1.06	9.45	15.8	0.85			47.0	14.4	7.09	7.28	306	406

\* The coefficient of friction can be subject to fluctuations caused by different operating factors such as sliding speed, surface condition, pressure, thermal impact, brake drum material and ambient conditions. The stated brake torque values are for dynamic braking at operating state temperature, sliding speed till max. 146 ft/sec. and brake drums made of cast iron or spherical graphite iron. The operating temperature should not exceed 482°F.



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