Controllo del Traferro / Air-Gap Check

E' MOLTO IMPORTANTE CONTROLLARE IL VALORE DEL **TRAFERRO TOTALE "H"** SIA AL MONTAGGIO DEL FRENO A PINZA CHE PERIODICAMENTE DURANTE IL SUO CICLO DI FUNZIONAMENTO.

Al montaggio, con Pinza aperta e Ferodi Nuovi, contollare sempre che il disco freno si muova liberamente e verificare il valore corretto di H.

H = H1 + H2 (con H1=H2) Vedi Tabella

E' importante ripristinare il giusto valore di H, durante il ciclo di vita del freno a pinza, per garantirne le prestazioni ottimali. L'usura delle guarnizioni d'attrito provoca infatti l'aumento del valore del traferro.

Un traferro "H" eccessivo comporta:

- **Freni Positivi: Allungamento tempo di Intervento**
- **Freni Negativi: Diminuzione della Coppia Frenata**

*IT'S VERY IMPORTANT TO CHECK THE VALUE OF THE **AIR-GAP "H"** , BOTH AT THE MOUNTING PHASE AND DURING ITS WORKING LIFE CYCLE.*

At the mounting, when the caliper brake is open and brake pads are new, check the disc brake moves free and the correct value of H .

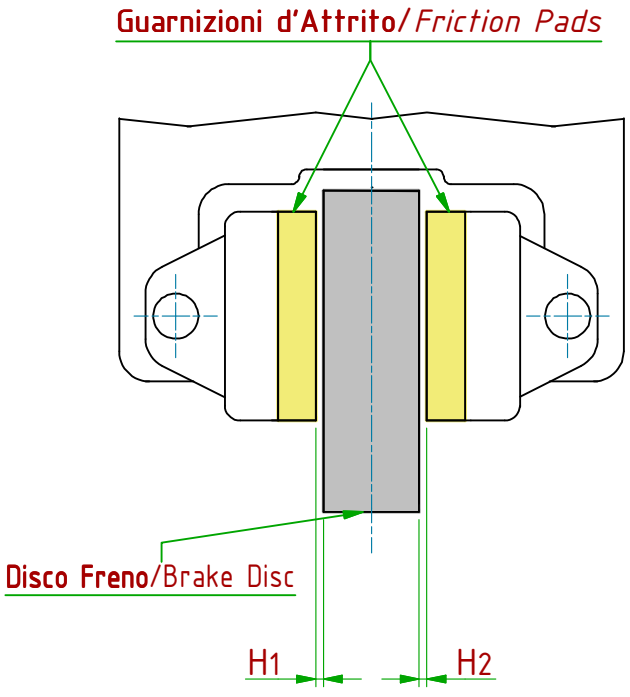
H = H1 + H2 (H1=H2) See the list below

It's necessary to restore the correct H value during caliper brake's life, to ensure its best performance.
Remember that friction gasket's wear causes an increase in air-gap value.

Excessive Air-gap "H" leads to:

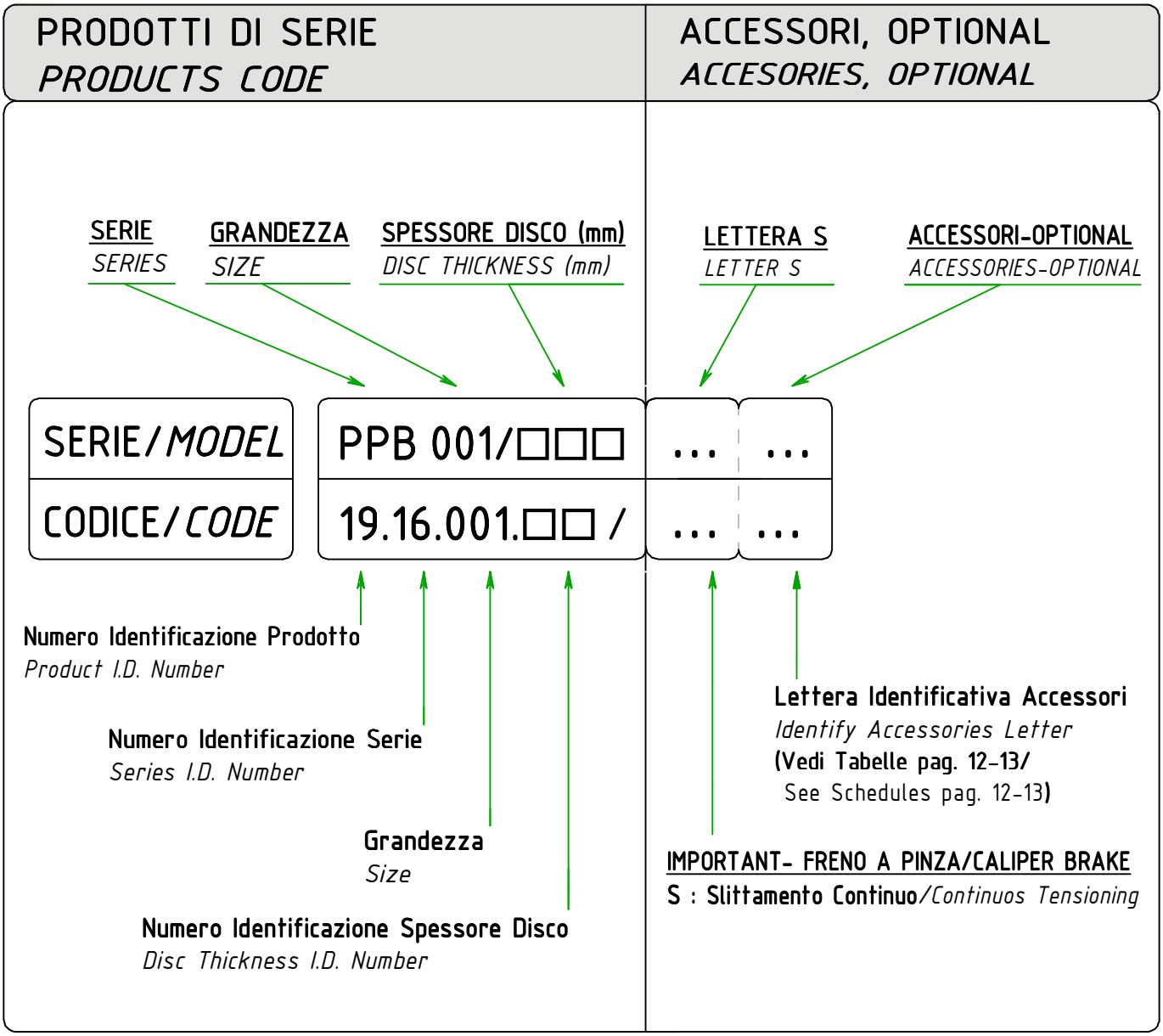
- ***Positive Brakes: Start braking time exstension.***
- ***Negative Brakes: Braking torque Reduction.***

TRAFERRO TOTALE/*TOTAL AIR-GAP*	
SERIE/*MODEL*	H= H1+H2
PMA/PPA A/PPA-N	0.3-0.4 mm
PMB/PPB/PPB-N	0.4-0.5 mm
PMD/PPD/PPD-N/POD/POD-N	0.5-0.7 mm
PMF/PPF/PPF-N/POF/POF-N	0.5-0.7 mm
PMH/PPH/PPH-N/PPHP/PPHP-N POH/POH-N/POHP/POHP-N	0.6-0.8 mm
PMT/PPT/PPT-N/PPTP/PPTP-N POT/POT-N/POTP/POTP-N	1.0-1.2 mm



TRAFERRO TOTALE / *TOTAL AIR-GAP* **H=H1+H2**

Composizione Codice Prodotti/Products Code Composition



Esempio di Scelta Freno a Pinza:

- Serie **PPB** , Grandezza **001**
  Disco **12,7** mm
  PPB 001 / 12,7
  Codice: 19.16.001.03

Example of Caliper Brake Selection:

- Series **PPB** , Size **001**
  Disc **12,7** mm
  PPB 001 / 12,7
  Codice: 19.16.001.03

Esempio di Scelta Freno a Pinza:

- Serie **PPH** , Grandezza **031**
  Disco **12,7** mm, Slittamento Continuo
  PPH 031 / 12,7 S
  Codice: 19.16.031.03/S

Example of Caliper Brake Selection:

- Series **PPH** , Size **031**
  Disc **12,7** mm, Continuos Tensioning
  PPH 031 / 12,7 S
  Codice: 19.16.031.03/S

Codice Accessori/Accessories Code

LA LETTERA FINALE POSTA AL TERMINE DELLA SERIE IDENTIFICA GLI ACCESSORI/OPTIONAL PRESENTI SUL FRENO A PINZA

THE LETTER PLACED AT THE END OF MODEL DESCRIBES THE ACCESSORIES/OPTIONALS MOUNTED ON THE CALIPER BRAKES

LETTERA *LETTER*	ACCESSORI	*ACCESSORIES*
A	CENTRAGGIO AUTOMATICO	*SELF CENTERING SYSTEM*
B	PATTINO DOPPIO	*DOUBLE PADS*
C	INDICATORE USURA GUARNIZIONE ATTRITO	*WEAR OF PADS INDICATOR*
D	SEGNALATORE ON-OFF	*ON-OFF INDICATOR*
T	VITE DI SICUREZZA PER I MODELLI NEGATIVI	*SAFETY SCREW FOR SPRING APPLIED CALIPERS*
X	MONTAGGIO DEL CILINDRO INVERTITO	*ACTUATOR SET FOR LEFT MOUNTING*
LETTERA *LETTER*	**COMBINAZIONI**	***COMBINATIONS***
E	CENTRAGGIO AUTOMATICO +INDICATORE USURA	*SELF CENTERING SYSTEM +WEAR OF PADS INDICATOR*
F	CENTRAGGIO AUTOMATICO +SEGNALATORE ON-OFF	*SELF CENTERING SYSTEM +ON-OFF INDICATOR*
G	INDICATORE USURA GUARNIZ. ATTRITO +SEGNALATORE ON-OFF	*WEAR OF PADS INDICATOR +ON-OFF INDICATOR*
H	CENTRAGGIO AUTOMATICO+SEGN. ON-OFF +INDICATORE USURA GUARNIZ. ATTRITO	*SELF CENTERING SYSTEM+ON-OFF INDICATOR +WEAR OF PADS INDICATOR*
LETTERA *LETTER*	**COMBINAZIONI x PATTINO DOPPIO**	***COMBINATIONS x DOUBLE PADS***
I	PATTINO DOPPIO +CENTRAGGIO AUTOMATICO	*DOUBLE PADS +SELF CENTERING*
L	PATTINO DOPPIO +INDICATORE USURA GUARNIZ. ATTRITO	*DOUBLE PADS +WEAR OF PADS INDICATOR*
M	PATTINO DOPPIO+ SEGNALATORE ON-OFF	*DOUBLE PADS +ON-OFF INDICATOR*
N	PATTINO DOPPIO+CENTRAGGIO AUTOMATICO +INDICATORE USURA GUARNIZ. ATTRITO	*DOUBLE PADS+SELF CENTERING SYSTEM +WEAR OF PADS INDICATOR*
O	PATTINO DOPPIO+CENTRAGGIO AUTOMATICO +SEGNALATORE ON-OFF	*DOUBLE PADS+SELF CENTERING SYSTEM +ON-OFF INDICATOR*
P	PATTINO DOPPIO+SEGN. ON-OFF +INDICATORE USURA GUARNIZ. ATTRITO	*DOUBLE PADS+ON-OFF INDICATOR +WEAR OF PADS INDICATOR*
Q	PATTINO DOPPIO+CENTRAGGIO AUTOMATICO +INDICATORE USURA+SEGN. ON-OFF	*DOUBLE PADS+SELF CENTERING SYSTEM +WEAR OF PADS INDICATOR+ON-OFF INDICATOR*

Disponibilità Accessori/Accessories Availability

	Optional/ Accessory A	Optional/ Accessory B	Optional/ Accessory C	Optional/ Accessory D	Optional/ Accessory T	Optional/ Accessory X	Vite Recupero Usura Ferodi Wear of pads Compensation
PPV/PPV-N	N.D.	N.D.	O	N.D.	N.D.	N.D.	N.D.
PMC/PPC/PPC-N	N.D.	N.D.	O	N.D.	N.D.	N.D.	N.D.
PMA/PPA	O	N.D.	O	O	N.D.	O	N.D.
PMB/PPB	O(1)	N.D.	O	O	N.D.	O	S
PMD/PPD/POD	O	O	O	O	N.D.	N.D.	S
PMF/PPF/POF	O	O	O	O	N.D.	O	S
P...H/P...HP	O	N.D.	O	O	N.D.	O	S
P...T/P...TP	O(2)	N.D.	O	O	N.D.	O	S
PPA-N	O	N.D.	O	O	N.D.	O	N.D.
PPB-N	O(1)	N.D.	O	O	N.D.	O	S
PPD-N/POD-N	O	O	O	O	O	N.D.	S
PPF-N/POF-N	O	O	O	O	O	O	S
P...H-N/P...HP-N	O	N.D.	O	O	O	O	S
P...T-N/P...TP-N	O(2)	N.D.	O	O	O(3)	O	S
PPD-PN	O	O	O	O	N.D.	N.D.	S
PPF-PN	O	O	O	O	N.D.	O	S
PPH-PN PPHP-PN	O	N.D.	O	O	N.D.	O	S
PPT-N-PR PPTP-N-PR	S	N.D.	O	O	N.D.	O	S

S : DI SERIE / STANDARD

O : A RICHIESTA / OPTIONAL

N.D. : NON DISPONIBILE / NOT AVAILABLE

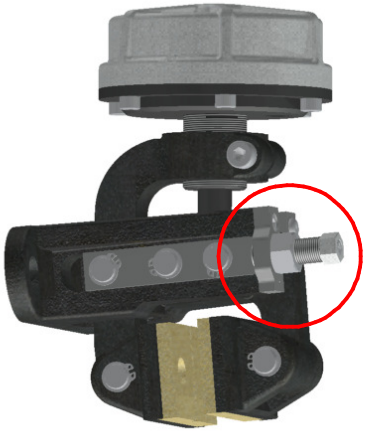
(1) Di serie sui modelli PPB004 e PPB-N004
Standard on models PPB004 and PPB-N004

(2) Di serie sui modelli 068,070,680,700 e su POT/POTP
Standard on models 068,070,680,700 and on POT/POTP

(3) Al momento non disponibile sui modelli 070,700
Momentarily not available on models 070,700

Accessori, Optional / Accessories, Optionals

A - CENTRAGGIO AUTOMATICO / *SELF CENTERING SYSTEM*



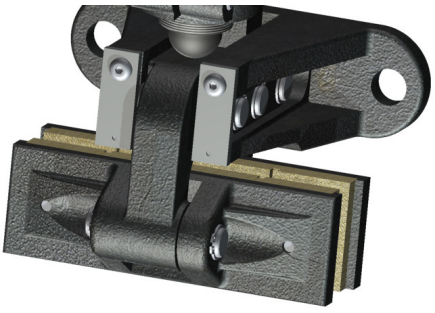
Il sistema di Centraggio/Bilanciamento Automatico permette di montare il freno a pinza in qualsiasi posizione, garantendo che, a Freno aperto, il disco sia sicuramente libero.
Agendo sulla Vite di regolazione, (vedi figura), si può facilmente montare il freno perfettamente centrato sul disco.
Il sistema di autocentraggio diventa indispensabile per il montaggio su disco orizzontale.

The self centering system allows to install the caliper brake in any position, ensuring the brake disc is completely free when the brake is open. Using the regulation screw the brake can be easily mounted and centered on the brake disc (see pictures).
It become needful if you have to mount calipers on an horizontal brake disk

B - PATTINO DOPPIO / *DOUBLE PADS*

L'utilizzo del pattino doppio permette di ridurre il consumo della guarnizione di attrito e di migliorare la dissipazione del calore.

The use of double pads allows to reduce both the friction gasket wear and heat dissipation.



Accessori, Optional / Accessories, Optional

C - INDICATORE USURA GUARNIZIONE ATTRITO / *FRICTION PADS WEAR INDICATOR*

Il sistema di segnalazione dell'usura delle Guarnizioni d'attrito ha il compito di avvertire l'operatore quando si raggiunge il livello critico di consumo della guarnizione stessa.
In questo modo si evitano sia il controllo periodico delle guarnizioni d'attrito che le situazioni di guasto con il conseguente fermo macchina.

Friction pads wear indicator warns the user when friction gasket reaches a critical wera level. This system is very useful to avoid periodical chekes, fault situations that may cause downtime.

D - SEGNALATORE APERTO-CHIUSO / *ON-OFF INDICATOR*

Il segnalatore aperto-chiuso, costituito da un Microinterruttore, permette di conoscere in ogni istante se il freno a pinza è aperto o chiuso. Elimina, ad esempio, il pericolo di far partire la macchina col freno ancora chiuso.

The ON-OFF indicator is a Microswitch that enables to know at any time if the caliper brake is opened or closed. For example it avoid to use the machine when the caliper brakes is still closed.

Accessori, Optional / Accessories, Optionals

- RECUPERO USURA GUARNIZIONI D'ATTRITO / *WEAR PADS COMPENSATION*

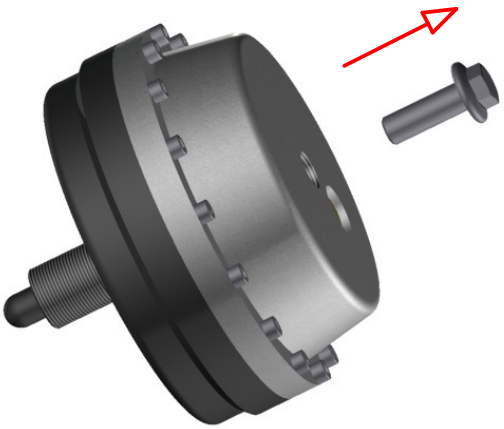
Il sistema di recupero dell'usura delle guarnizioni d'attrito permette di utilizzare il freno a pinza sempre al massimo delle sue prestazioni.
Agendo sul canotto filettato evidenziato in figura, si può facilmente ripristinare il corretto valore del traferro, (vedi Controllo del Traferro).

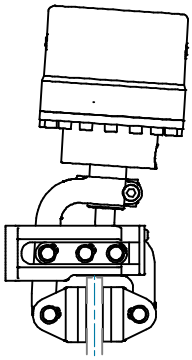
Wear pads compensation system gives the possibility to have the best performance for every caliper brakes.
Working on the threaded hub in the picture, after having operated on its fixing screw, you can easily adjusting the correct air gap value, (see Air-Gap check).

T - VITE DI SICUREZZA PER FRENI NEGATIVI / *SAFETY SCREW FOR SPRING APPLIED CALIPER BRAKES*

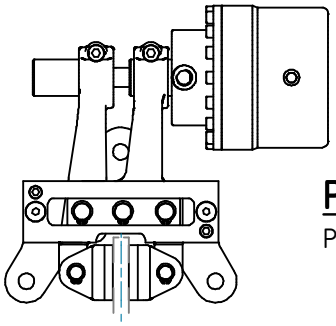
Questa soluzione permette di montare il freno in completa sicurezza, anche in assenza di alimentazione pneumatica.
La Vite di Sicurezza va tolta, a montaggio ultimato della freno a pinza, per poterlo utilizzare correttamente.

This solution allow you to safely andproperly install the caliper brake, even without air suplly. After mounting the brake the Safety Screw must be removed to use it correctly.

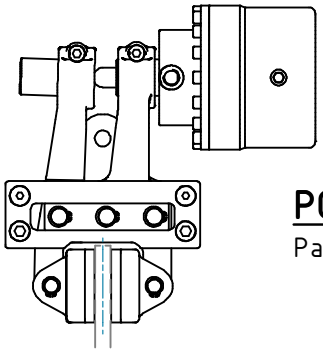




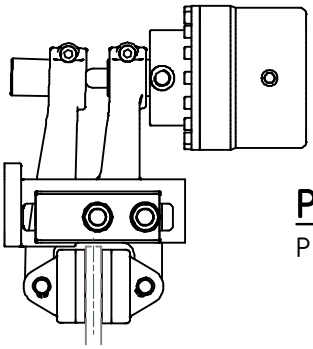
POD-N ...
Pag. 78



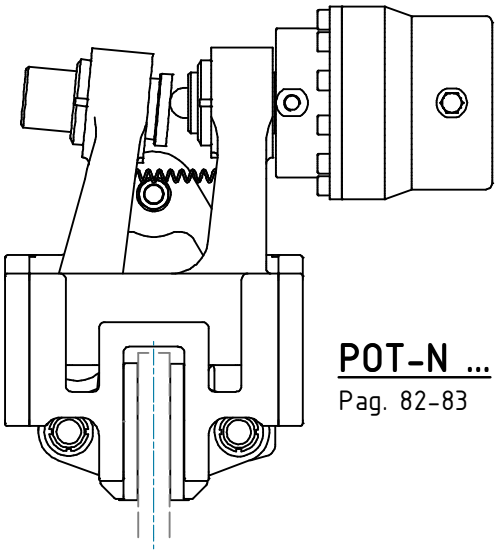
POF-N ...
Pag. 79



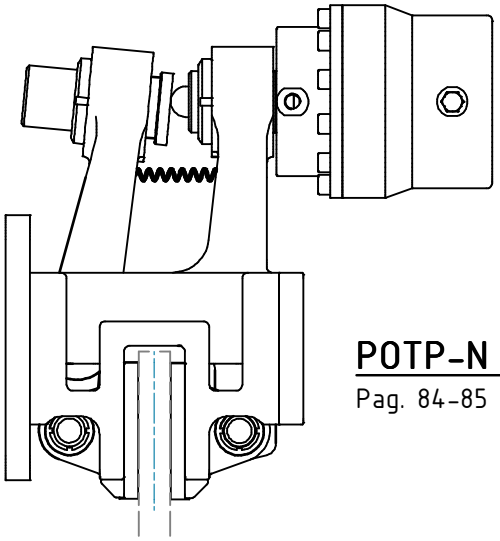
POH-N ...
Pag. 80



POHP-N ...
Pag. 81

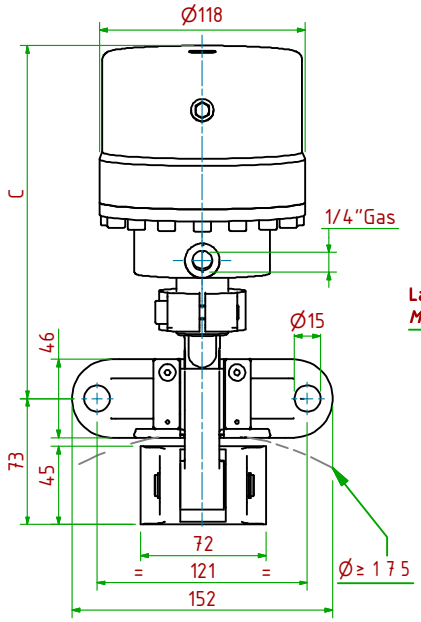


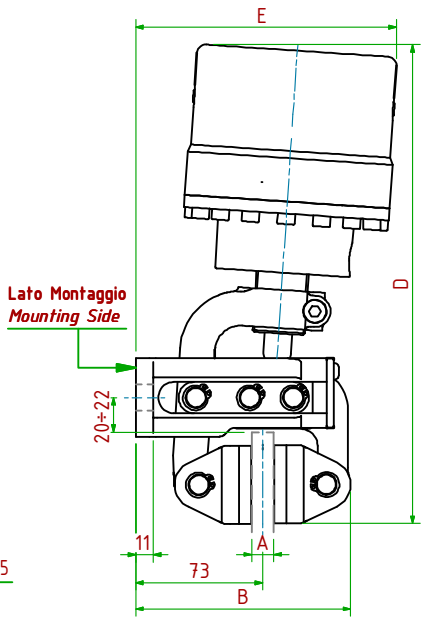
POT-N ...
Pag. 82-83

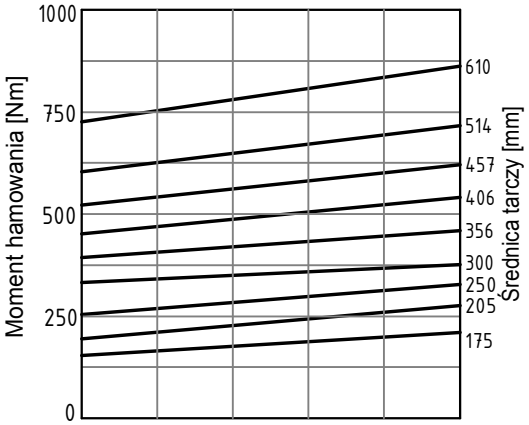


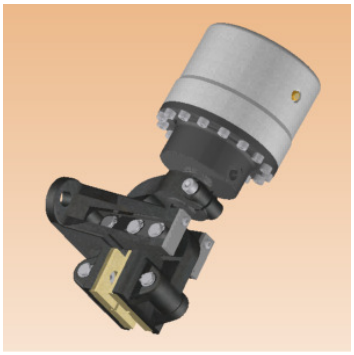
POTP-N ...
Pag. 84-85

POD-N013/□□□ Oleodinamico Negativo / Hydraulically Released









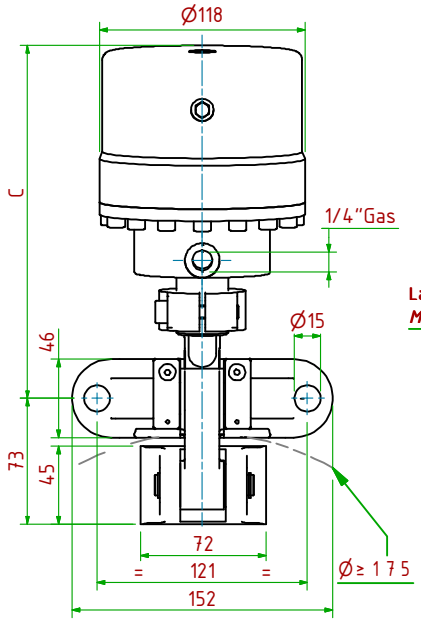
- Pressione di Apertura/*Release Pressure:* **Pa=30bar** - Volume Max Cilindro/*Max Cylinder Volume:* **32 cm³**
- Coppia Frenante/*Braking Torque:* **Md= [Ftx(Φ(m)/2-0.029(m))]**

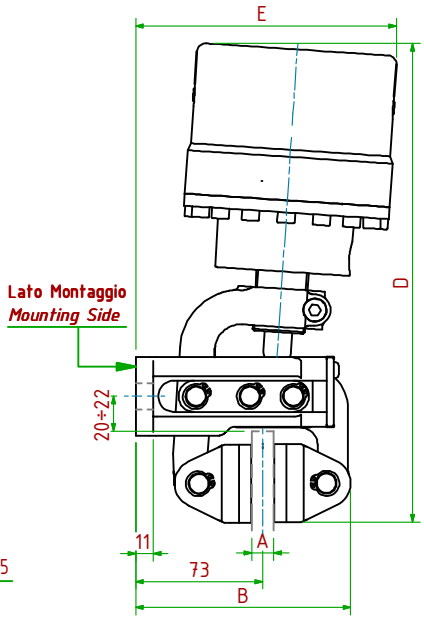
Importante: La Coppia Frenante Iniziale può essere più bassa del 30%-50% ***Warning:*** *Initial Braking Torque can be lower of 30%-50%*

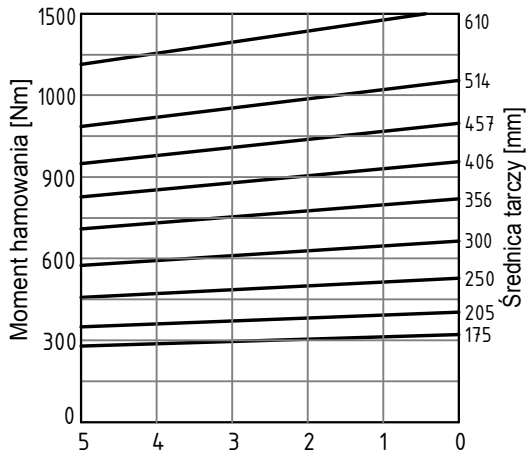
- Usura Ferodi Max totale/*Max total wear of pads*=9mm

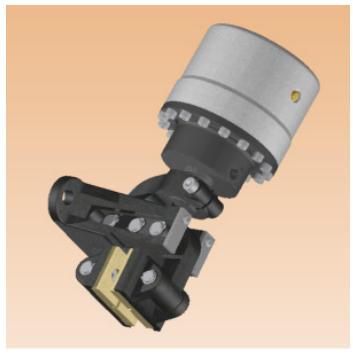
MODELLO/*MODEL*	CODICE/*CODE*	A	B	C	DMax	EMax	Forza Frenante/*Braking Force*	Peso
POD-N013/12,7	19.46.013.03	12.7	124	207	280	150	Ft=3100N (0bar)	8.0 kg
POD-N013/25,4	19.46.013.04	25.4	130	207	280	152	Ft=3100N (0bar)	8.1 kg

POD-N014/□□□ Oleodinamico Negativo / Hydraulically Released









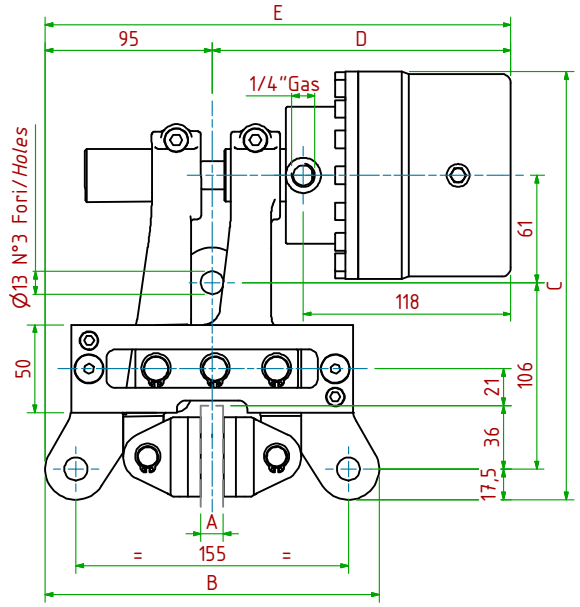
- Pressione di Apertura/*Release Pressure:* **Pa=50bar** - Volume Max Cilindro/*Max Cylinder Volume:* **32 cm³**
- Coppia Frenante/*Braking Torque:* **Md= [Ftx(Φ(m)/2-0.029(m))]**

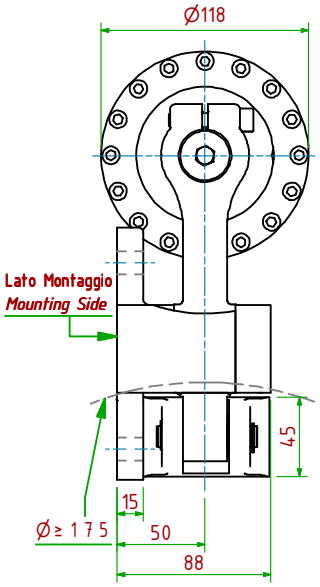
Importante: La Coppia Frenante Iniziale può essere più bassa del 30%-50% ***Warning:*** *Initial Braking Torque can be lower of 30%-50%*

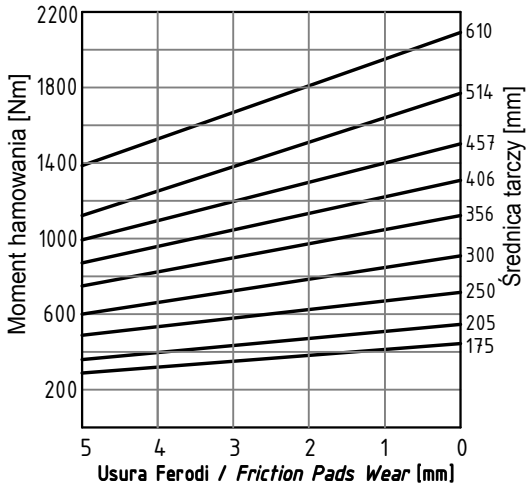
- Usura Ferodi Max totale/*Max total wear of pads*=9mm

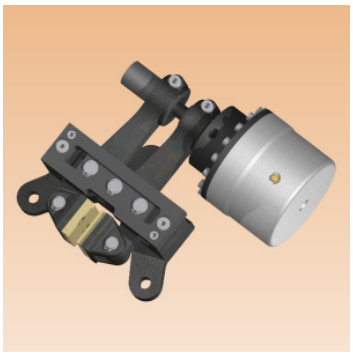
MODELLO/*MODEL*	CODICE/*CODE*	A	B	C	DMax	EMax	Forza Frenante/*Braking Force*	Peso
POD-N014/12.7	19.46.014.03	12.7	124	207	280	150	Ft=5500N (0bar)	8.2 kg
POD-N014/25.4	19.46.014.04	25.4	130	207	280	152	Ft=5500N (0bar)	8.3 kg

POF-N023/□□□ Oleodinamico Negativo / Hydraulically Released









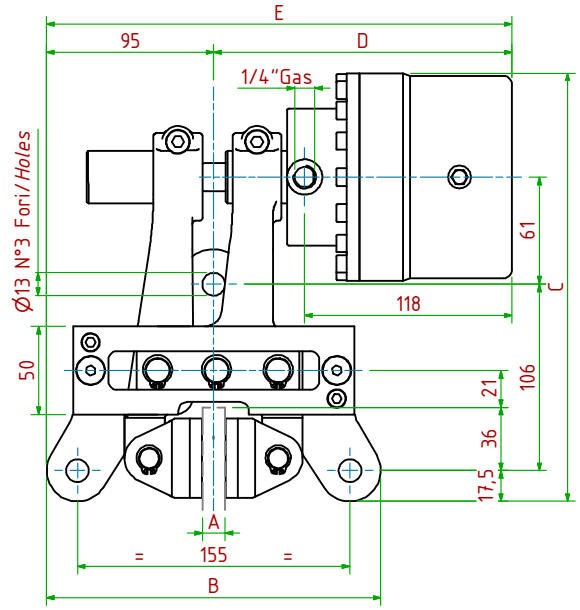
- Pressione di Apertura/*Release Pressure:* **Pa=30bar** - Volume Max Cilindro/*Max Cylinder Volume:* **32 cm³**
- Coppia Frenante/*Braking Torque:* **Md= [Ftx(Φ(m)/2-0.029(m))]**

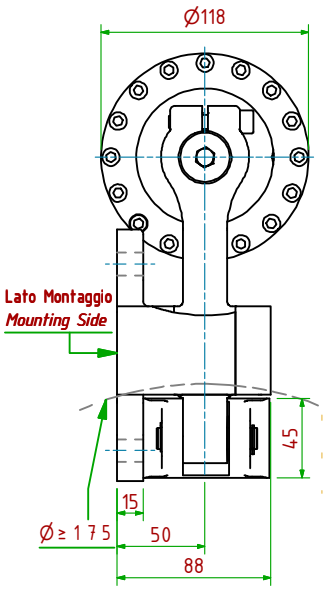
Importante: La Coppia Frenante Iniziale può essere più bassa del 30%-50% ***Warning:*** *Initial Braking Torque can be lower of 30%-50%*

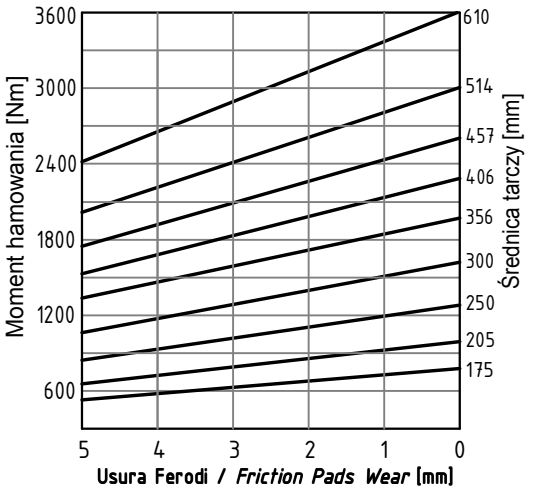
- Usura Ferodi Max totale/*Max total wear of pads*=9mm

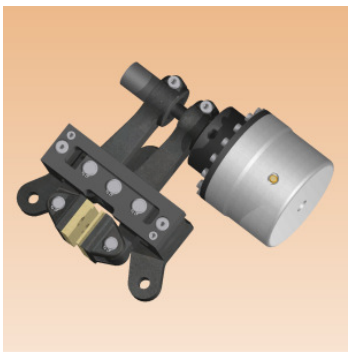
MODELLO/*MODEL*	CODICE/*CODE*	A	B	C	DMax	EMax	Forza Frenante/*Braking Force*	Peso
POF-N023/12.7	19.46.023.03	12.7	190	244	170	265	Ft=7500N (0bar)	11.8 kg
POF-N023/25.4	19.46.023.04	25.4	190	244	175	270	Ft=7500N (0bar)	12.0kg

POF-N024/□□□ Oleodinamico Negativo / Hydraulically Released









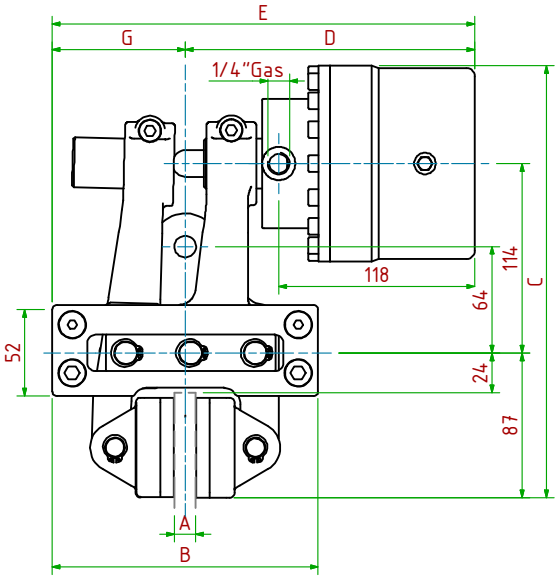
- Pressione di Apertura/*Release Pressure:* **Pa=50bar** - Volume Max Cilindro/*Max Cylinder Volume:* **32 cm³**
- Coppia Frenante/*Braking Torque:* **Md= [Ftx(Φ(m)/2-0.029(m))]**

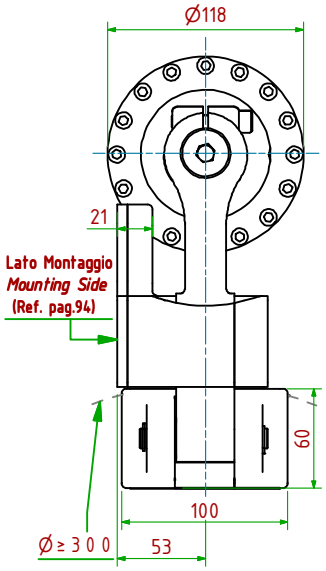
Importante: La Coppia Frenante Iniziale può essere più bassa del 30%-50% ***Warning:*** *Initial Braking Torque can be lower of 30%-50%*

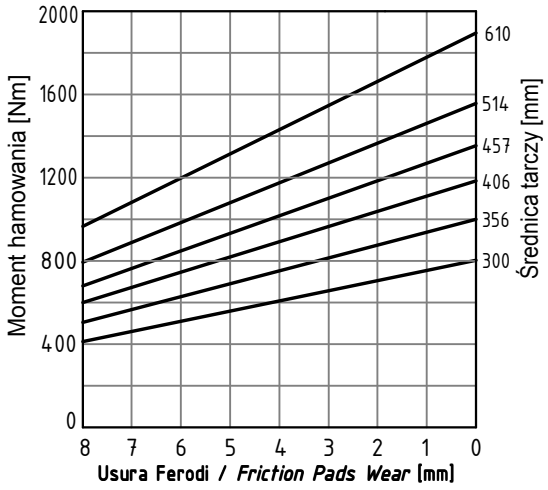
- Usura Ferodi Max totale/*Max total wear of pads*=9mm

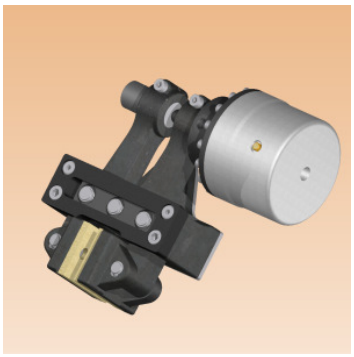
MODELLO/*MODEL*	CODICE/*CODE*	A	B	C	DMax	EMax	Forza Frenante/*Braking Force*	Peso
POF-N024/12.7	19.46.024.03	12.7	190	244	170	265	Ft=13170N (0bar)	12.1 kg
POF-N024/25.4	19.46.024.04	25.4	190	244	175	270	Ft=13170N (0bar)	12.3kg

POH-N033/□□□ Oleodinamico Negativo / Hydraulically Released









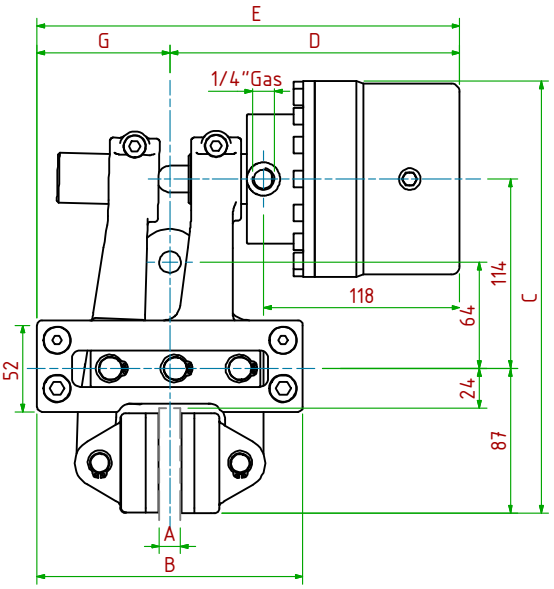
- Pressione di Apertura/*Release Pressure:* **Pa=30 bar** - Volume Max Cilindro/*Max Cylinder Volume:* **32 cm³**
- Coppia Frenante/*Braking Torque:* **Md= [Ftx(Φ(m)/2-0.033(m))]**

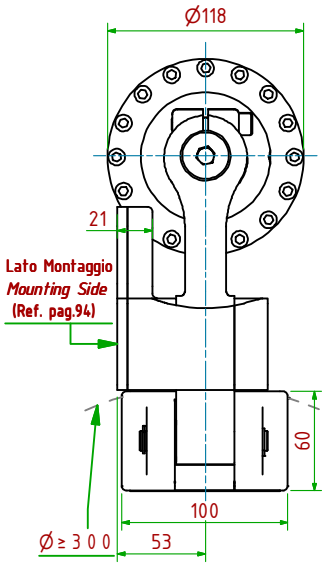
Importante: La Coppia Frenante Iniziale può essere più bassa del 30%-50% ***Warning:*** *Initial Braking Torque can be lower of 30%-50%*

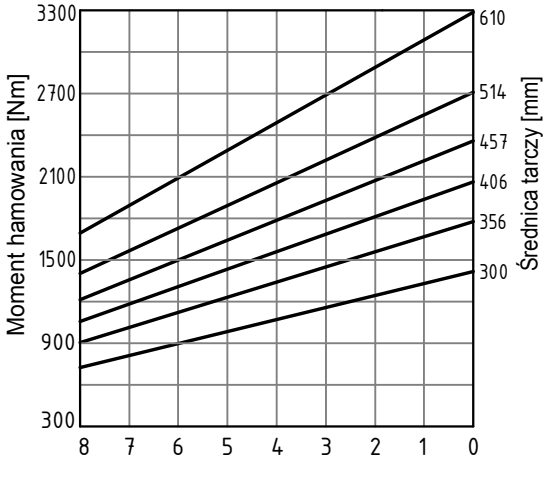
- Usura Ferodi Massima Totale/*Maximum total wear of pads* =9mm

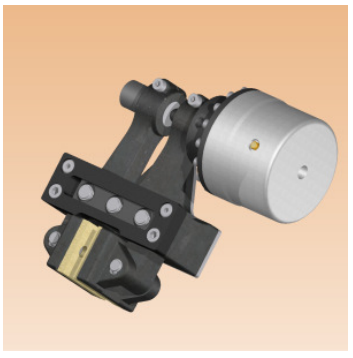
MODELLO/*MODEL*	CODICE/*CODE*	A	B	C	DMax	EMax	G	Forza Frenante/*Braking Force*	Peso
POH-N033/12.7	19.46.033.03	12.7	160	260	174	254	80	Ft= 6900N (0bar)	13.6kg
POH-N033/25.4	19.46.033.04	25.4	180	260	179	269	90	Ft= 6900N (0bar)	14.0kg

POH-N034/□□□ Oleodinamico Negativo / Hydraulically Released









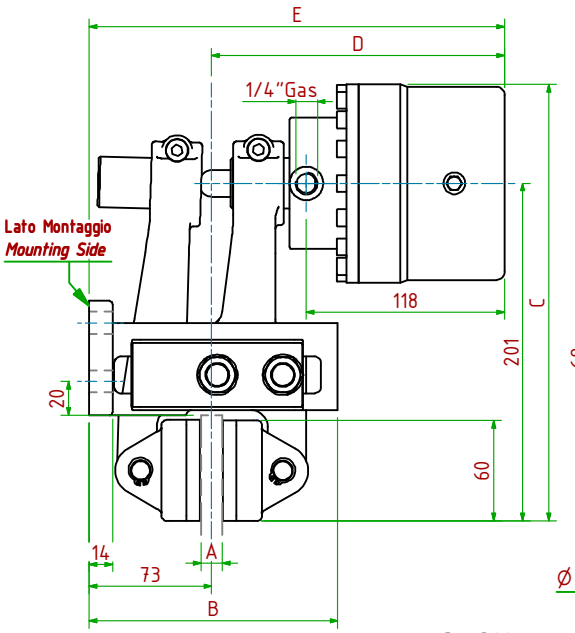
- Pressione di Apertura/*Release Pressure:* **Pa=50 bar** - Volume Max Cilindro/*Max Cylinder Volume:* **32 cm³**
- Coppia Frenante/*Braking Torque:* **Md= [Ftx(Φ(m)/2-0.033(m))]**

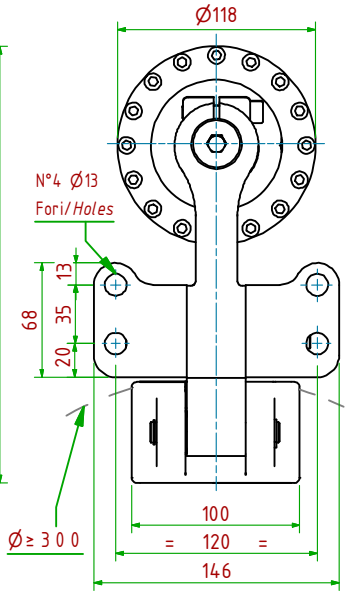
Importante: La Coppia Frenante Iniziale può essere più bassa del 30%-50% ***Warning:*** *Initial Braking Torque can be lower of 30%-50%*

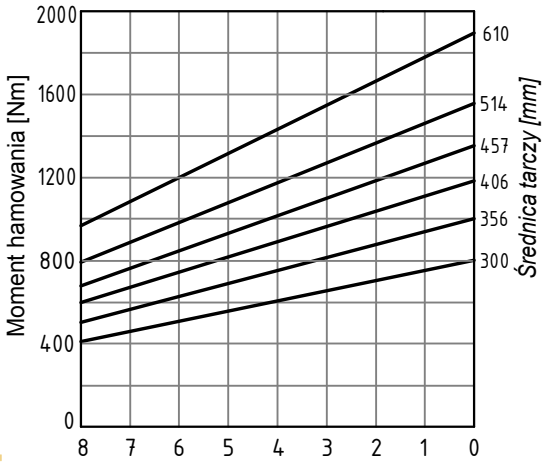
- Usura Ferodi Massima Totale/*Maximum total wear of pads* =9mm

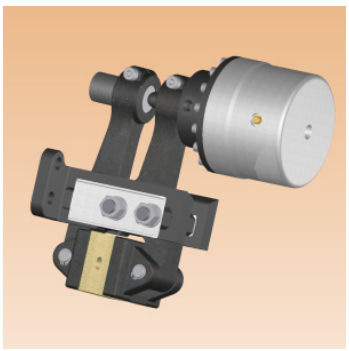
MODELLO/*MODEL*	CODICE/*CODE*	A	B	C	DMax	EMax	G	Forza Frenante/*Braking Force*	Peso
POH-N034/12.7	19.46.034.03	12.7	160	260	174	254	80	Ft= 12100N (0bar)	13.9kg
POH-N034/25.4	19.46.034.04	25.4	180	260	179	269	90	Ft= 12100N (0bar)	14.3kg

POHP-N330/□□□ Oleodinamico Negativo / Hydraulically Released









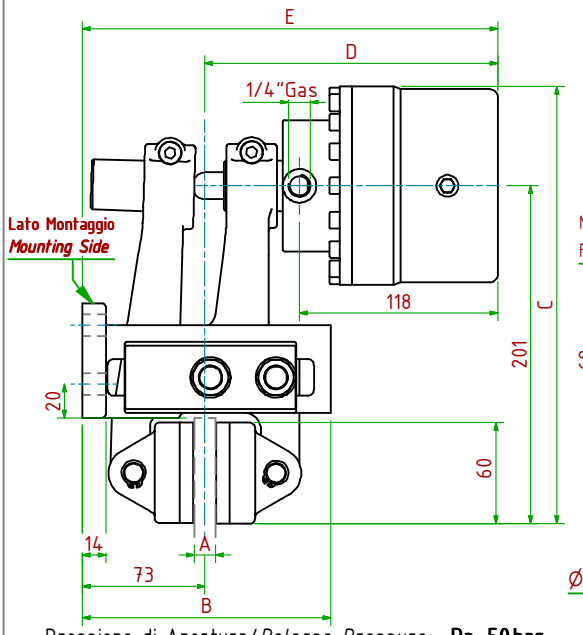
- Pressione di Apertura/*Release Pressure*: **Pa=30bar** - Volume Max Cilindro/*Max Cylinder Volume*: **32cm³**
- Coppia Frenante/*Braking Torque*: **Md= [Ftx(Φ(m)/2-0.033(m))]**

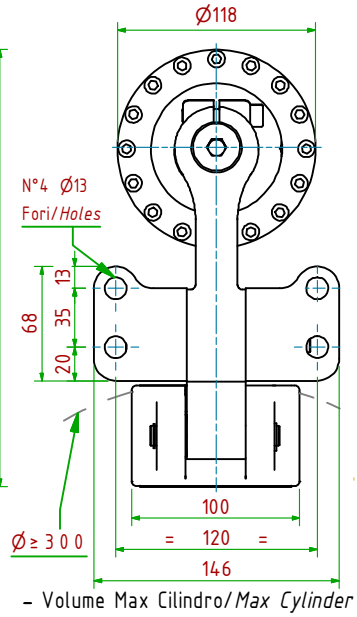
Importante: La Coppia Frenante Iniziale può essere più bassa del 30%-50% ***Warning:*** *Initial Braking Torque can be lower of 30%-50%*

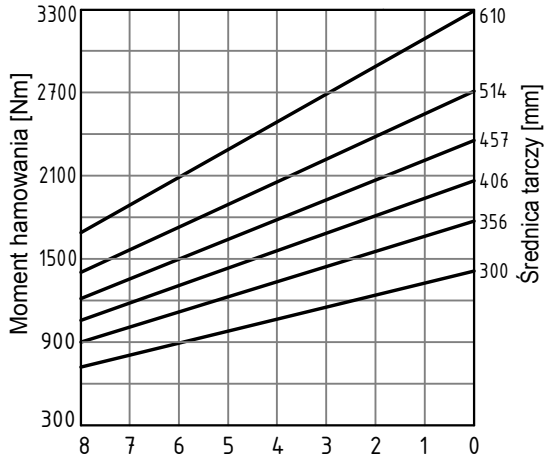
- Usura Ferodi Massima Totale/*Maximum total wear of pads* =9mm

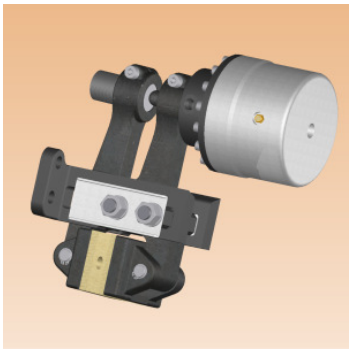
MODELLO/*MODEL*	CODICE/*CODE*	A	B	C	DMax	EMax	Forza Frenante/*Braking Force*	Peso
POHP-N330/12.7	19.46.330.03	12.7	148	260	174	247	Ft=6900N (0bar)	12.2kg
POHP-N330/25.4	19.46.330.04	25.4	148	260	180	253	Ft=6900N (0bar)	12.4kg

POHP-N340/□□□ Oleodinamico Negativo / Hydraulically Released









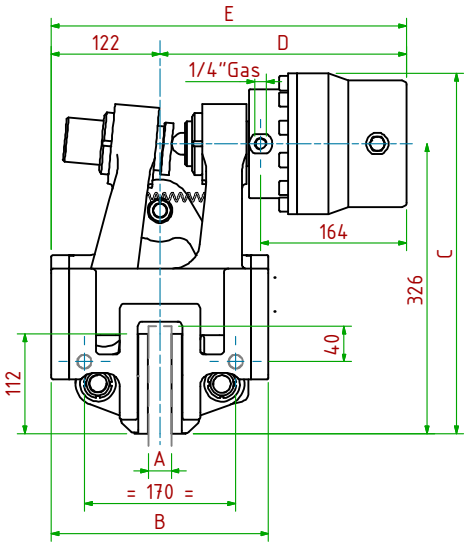
- Pressione di Apertura/*Release Pressure*: **Pa=50bar** - Volume Max Cilindro/*Max Cylinder Volume*: **32cm³**
- Coppia Frenante/*Braking Torque*: **Md= [Ftx(Φ(m)/2-0.033(m))]**

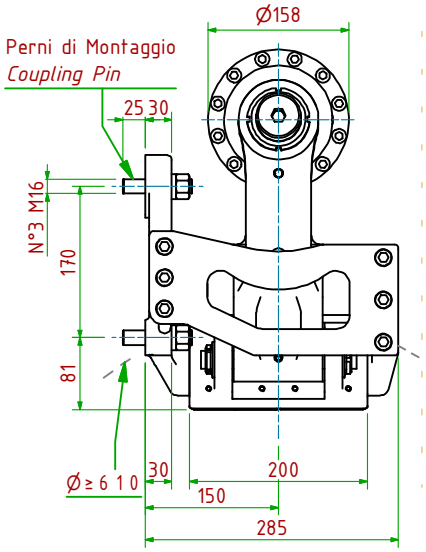
Importante: La Coppia Frenante Iniziale può essere più bassa del 30%-50% ***Warning:*** *Initial Braking Torque can be lower of 30%-50%*

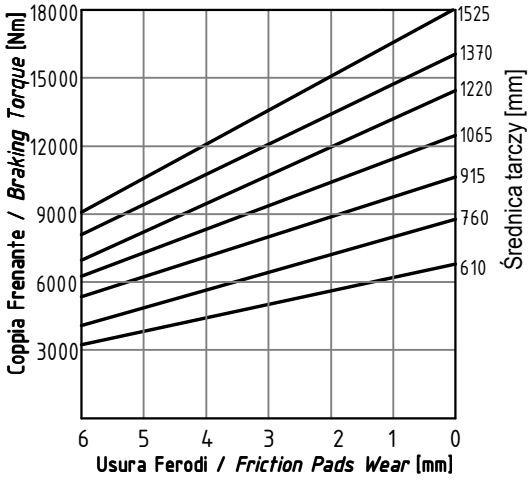
- Usura Ferodi Massima Totale/*Maximum total wear of pads* =9mm

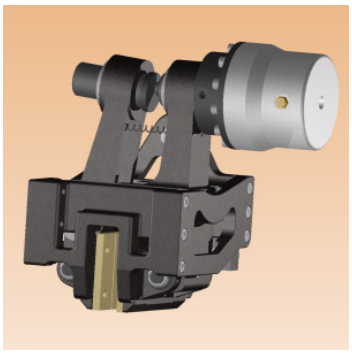
MODELLO/*MODEL*	CODICE/*CODE*	A	B	C	DMax	EMax	Forza Frenante/*Braking Force*	Peso
POHP-N340/12.7	19.46.340.03	12.7	148	260	174	247	Ft=12100N (0bar)	12.4kg
POHP-N340/25.4	19.46.340.04	25.4	148	260	180	253	Ft=12100N (0bar)	12.6kg

POT-N064/□□□ Oleodinamico Negativo / Hydraulically Released









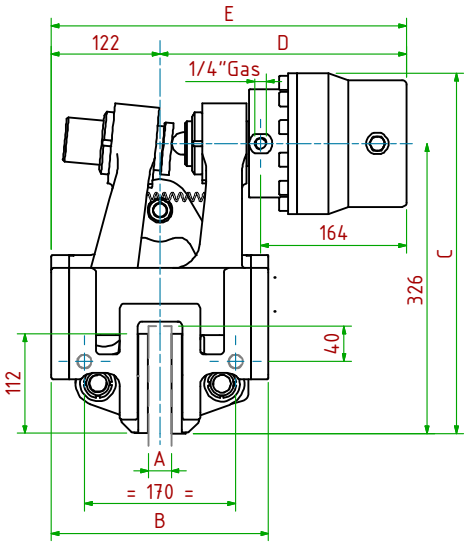
- Pressione di Apertura/*Release Pressure:* **Pa=26bar** - Volume Max Cilindro/*Max Cylinder Volume:* **150 cm³**
- Coppia Frenante/*Braking Torque:* **Md= [Ftx(Φ(m)/2-0.065(m))]**

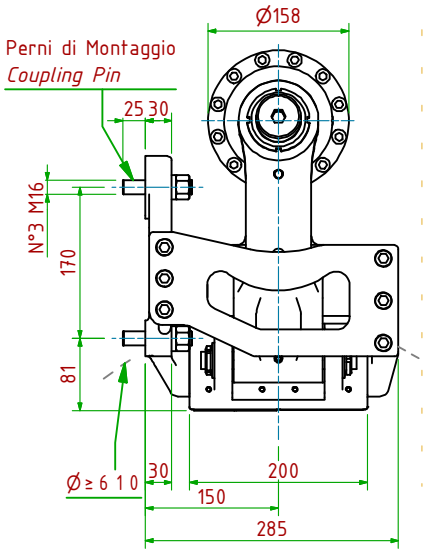
Importante: La Coppia Frenante Iniziale può essere più bassa del 30%-50% ***Warning:*** *Initial Braking Torque can be lower of 30%-50%*

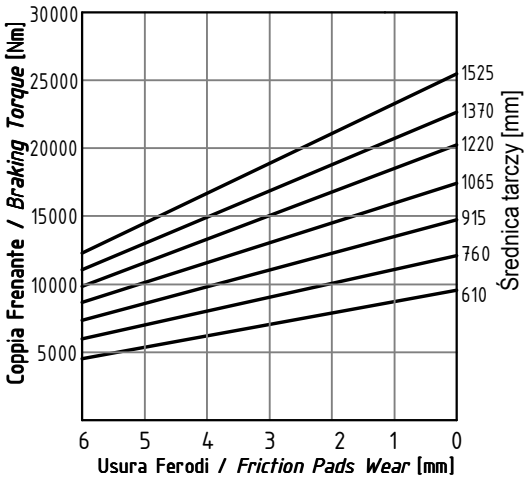
- Usura Ferodi Massima Totale/*Maximum total wear of pads* =12mm

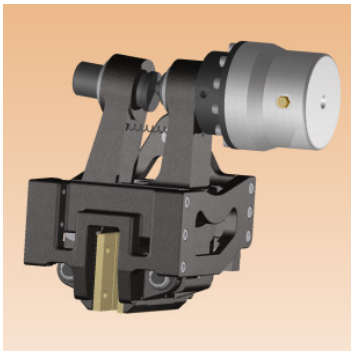
MODELLO/*MODEL*	CODICE/*CODE*	A	B	C	DMax	EMax	Forza Frenante/*Braking Force*	Peso
POT-N064/25.4	19.46.064.04	25.4	244	405	278	400	Ft= 25000N (0bar)	65.0kg
POT-N064/ 30	19.46.064.05	30	244	405	278	400	Ft= 25000N (0bar)	65.0kg
POT-N064/ 40	19.46.064.06	40	244	405	283	405	Ft= 25000N (0bar)	65.0kg

POT-N066/□□□ Oleodinamico Negativo / Hydraulically Released









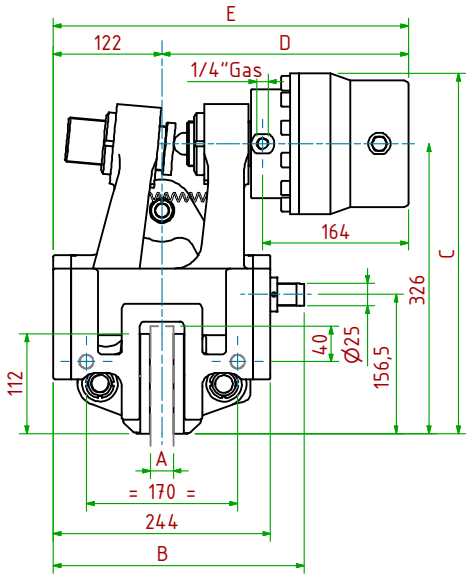
- Pressione di Apertura/*Release Pressure:* **Pa=35bar** - Volume Max Cilindro/*Max Cylinder Volume:* **150cm³**
- Coppia Frenante/*Braking Torque:* **Md= [Ftx(Φ(m)/2-0.065(m))]**

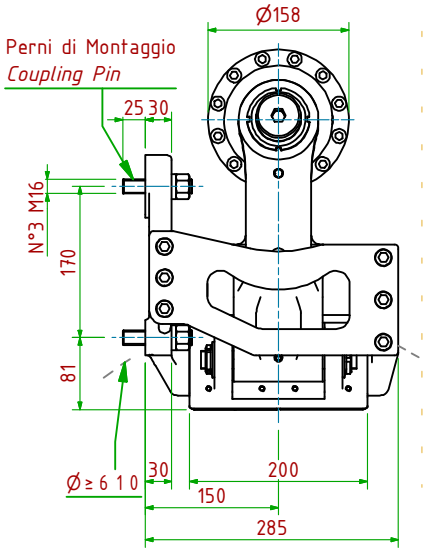
Importante: La Coppia Frenante Iniziale può essere più bassa del 30%-50% ***Warning:*** *Initial Braking Torque can be lower of 30%-50%*

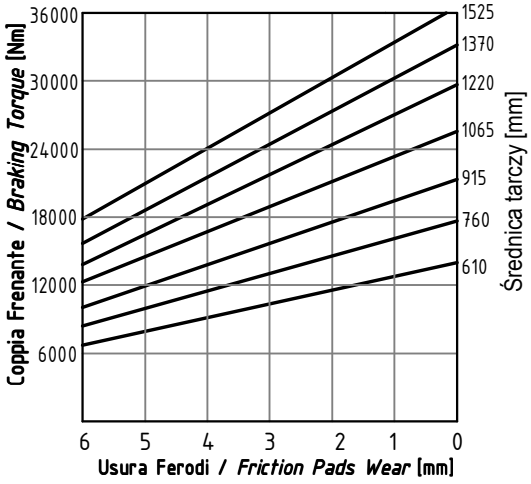
- Usura Ferodi Massima Totale/*Maximum total wear of pads* =12mm

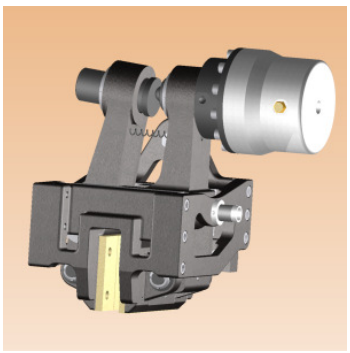
MODELLO/*MODEL*	CODICE/*CODE*	A	B	C	DMax	EMax	Forza Frenante/*Braking Force*	Peso
POT-N066/25.4	19.46.066.04	25.4	244	405	278	400	Ft= 35000N (0bar)	65.3kg
POT-N066/ 30	19.46.066.05	30	244	405	278	400	Ft= 35000N (0bar)	65.3kg
POT-N066/ 40	19.46.066.06	40	244	405	278	405	Ft= 35000N (0bar)	65.3kg

POT-N068/□□□ Oleodinamico Negativo / Hydraulically Released









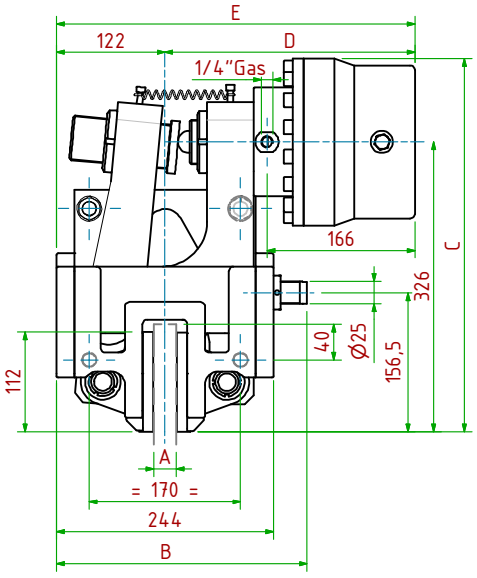
- Pressione di Apertura/*Release Pressure:* **Pa=50 bar** - Volume Max Cilindro/*Max Cylinder Volume:* **150cm³**
- Coppia Frenante/*Braking Torque:* **Md= [Ftx(Φ(m)/2-0.065(m))]**

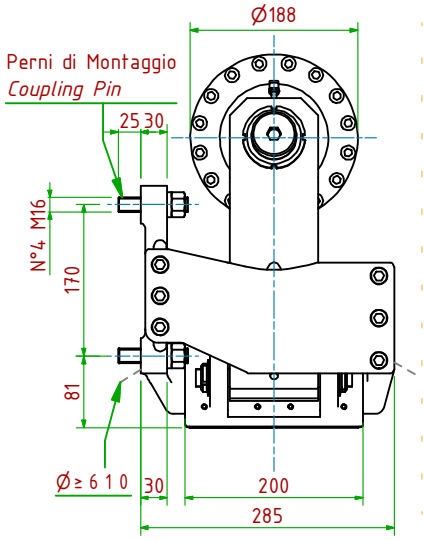
Importante: La Coppia Frenante Iniziale può essere più bassa del 30%-50% ***Warning:*** *Initial Braking Torque can be lower of 30%-50%*

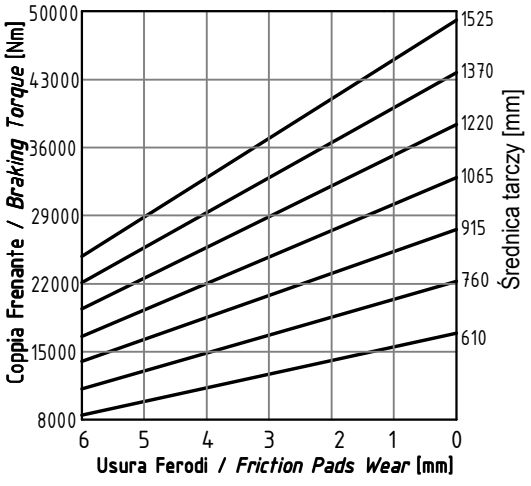
- Usura Ferodi Massima Totale/*Maximum total wear of pads* =12mm

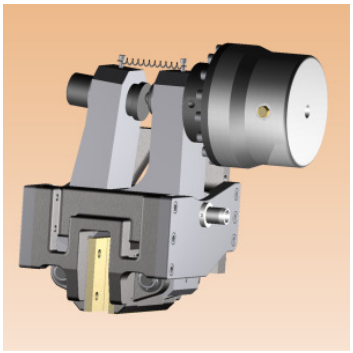
MODELLO/*MODEL*	CODICE/*CODE*	A	B	C	DMax	EMax	Forza Frenante/*Braking Force*	Peso
POT-N068/25.4	19.46.068.04	25.4	244	405	278	400	Ft= 51000N (0bar)	65.6kg
POT-N068/ 30	19.46.068.05	30	244	405	278	400	Ft= 51000N (0bar)	65.6kg
POT-N068/ 40	19.46.068.06	40	244	405	278	405	Ft= 51000N (0bar)	65.6kg

POT-N070/□□□ Oleodinamico Negativo / Hydraulically Released









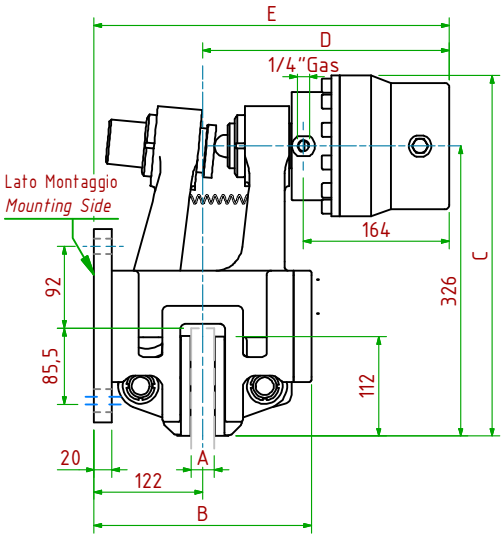
- Pressione di Apertura/*Release Pressure:* **Pa=65 bar** - Volume Max Cilindro/*Max Cylinder Volume:* **150cm³**
- Coppia Frenante/*Braking Torque:* **Md= [Ftx(Φ(m)/2-0.065(m))]**

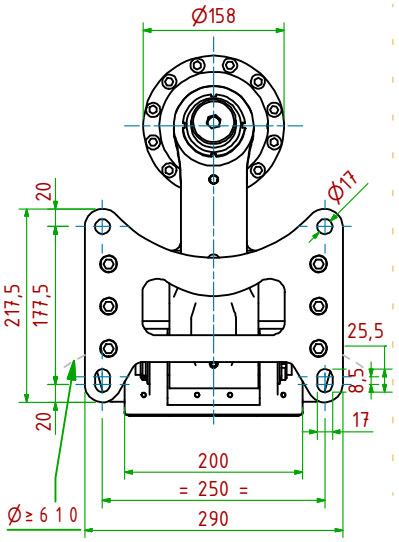
Importante: La Coppia Frenante Iniziale può essere più bassa del 30%-50% ***Warning:*** *Initial Braking Torque can be lower of 30%-50%*

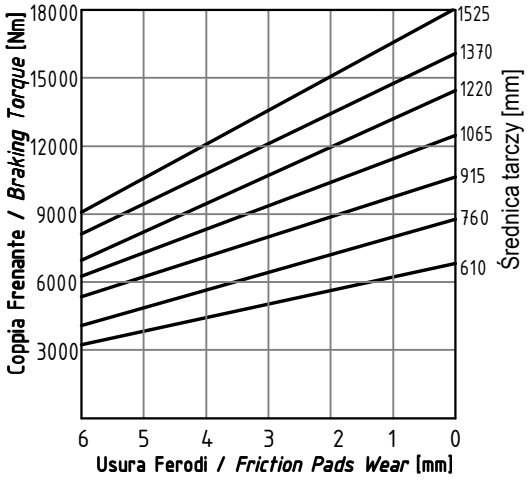
- Usura Ferodi Massima Totale/*Maximum total wear of pads* =12mm

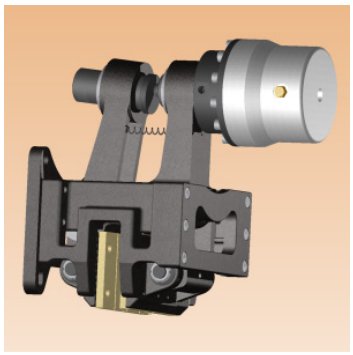
MODELLO/*MODEL*	CODICE/*CODE*	A	B	C	DMax	EMax	Forza Frenante/*Braking Force*	Peso
POT-N070/25.4	19.46.070.04	25.4	244	405	278	400	Ft= 70500N (0bar)	86.0kg
POT-N070/ 30	19.46.070.05	30	244	405	278	400	Ft= 70500N (0bar)	86.0kg
POT-N070/ 40	19.46.070.06	40	244	405	278	405	Ft= 70500N (0bar)	86.0kg

POTP-N640/ □□□ Oleodinamico Negativo / Hydraulically Released









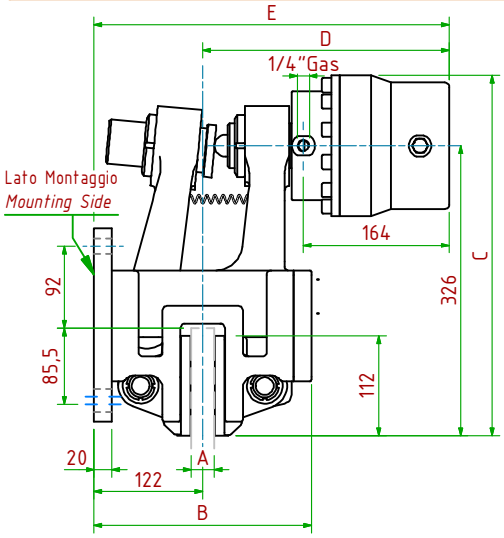
- Pressione di Apertura/*Release Pressure:* **Pa=26bar** - Volume Max Cilindro/*Max Cylinder Volume:* **150cm³**
- Coppia Frenante/*Braking Torque:* **Md= [Ftx(Φ(m)/2-0.065(m))]**

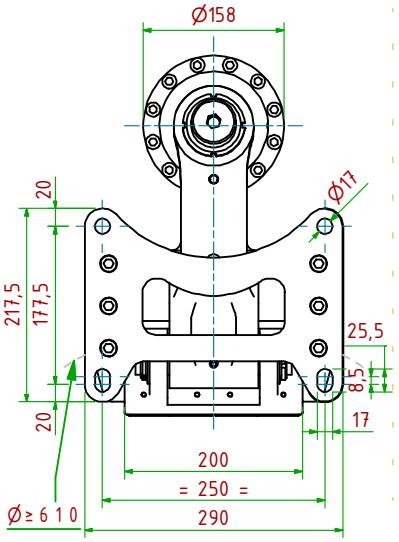
Importante: La Coppia Frenante Iniziale può essere più bassa del 30%-50% ***Warning:*** *Initial Braking Torque can be lower of 30%-50%*

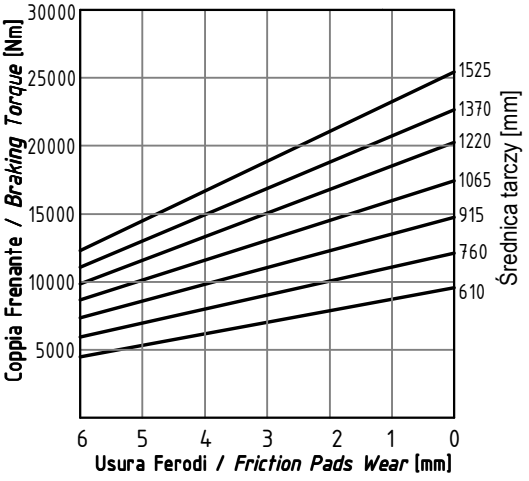
- Usura Ferodi Massima Totale/*Maximum total wear of pads* =12mm

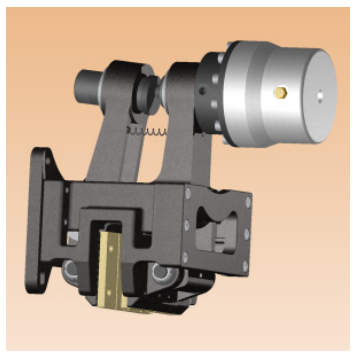
MODELLO/*MODEL*	CODICE/*CODE*	A	B	C	DMax	EMax	Forza Frenante/*Braking Force*	Peso
POTP-N640/25.4	19.46.640.04	25.4	244	405	278	400	Ft= 25000N (0bar)	65.0kg
POTP-N640/ 30	19.46.640.05	30	244	405	278	400	Ft= 25000N (0bar)	65.0kg
POTP-N640/ 40	19.46.640.06	40	244	405	278	405	Ft= 25000N (0bar)	65.0kg

POTP-N660/ □□□ Oleodinamico Negativo / Hydraulically Released









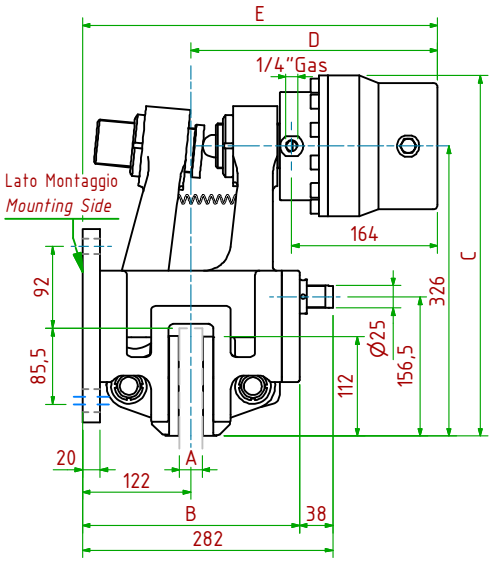
- Pressione di Apertura/*Release Pressure:* **Pa=35bar** - Volume Max Cilindro/*Max Cylinder Volume:* **150cm³**
- Coppia Frenante/*Braking Torque:* **Md= [Ftx(Φ(m)/2-0.065(m))]**

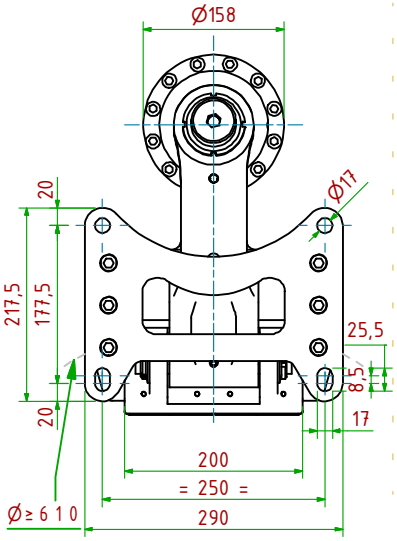
Importante: La Coppia Frenante Iniziale può essere più bassa del 30%-50% ***Warning:*** *Initial Braking Torque can be lower of 30%-50%*

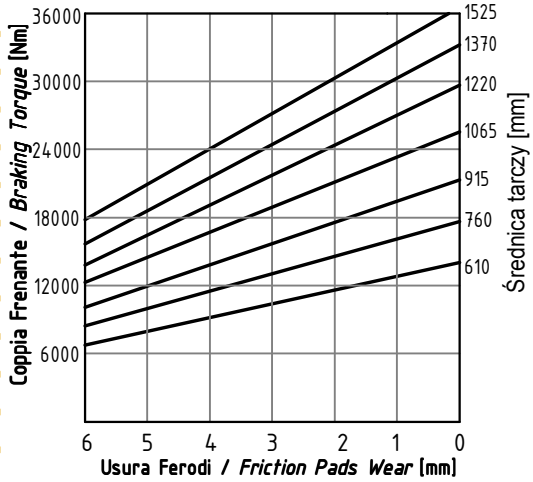
- Usura Ferodi Massima Totale/*Maximum total wear of pads* =12mm

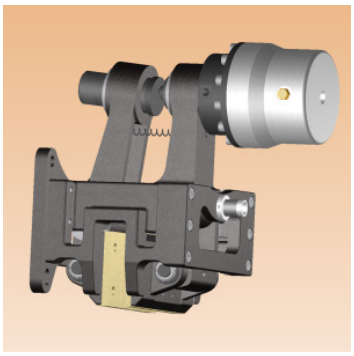
MODELLO/*MODEL*	CODICE/*CODE*	A	B	C	DMax	EMax	Forza Frenante/*Braking Force*	Peso
POTP-N660/25.4	19.46.660.04	25.4	244	405	278	400	Ft= 35000N (0bar)	65.3kg
POTP-N660/ 30	19.46.660.05	30	244	405	278	400	Ft= 35000N (0bar)	65.3kg
POTP-N660/ 40	19.46.660.06	40	244	405	278	405	Ft= 35000N (0bar)	65.3kg

POTP-N680/ □□□ Oleodinamico Negativo / Hydraulically Released









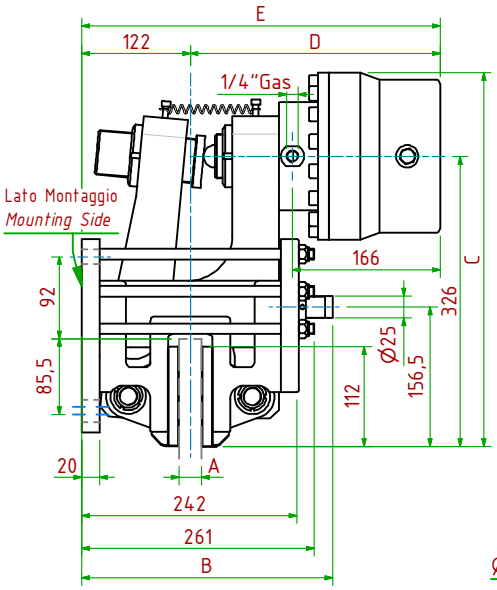
- Pressione di Apertura/*Release Pressure:* **Pa=50bar** - Volume Max Cilindro/*Max Cylinder Volume:* **150 cm³**
- Coppia Frenante/*Braking Torque:* **Md= [Ftx(Φ(m)/2-0.065(m))]**

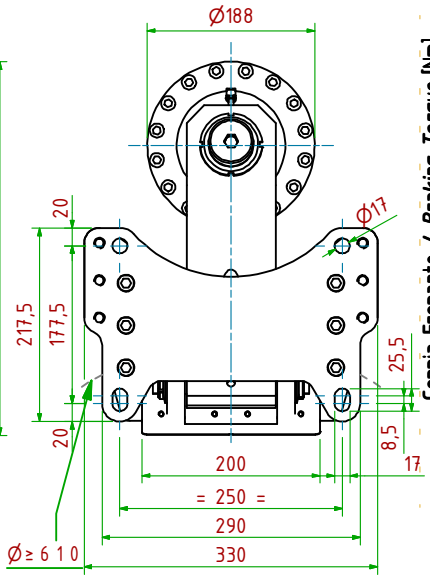
Importante: La Coppia Frenante Iniziale può essere più bassa del 30%-50% ***Warning:*** *Initial Braking Torque can be lower of 30%-50%*

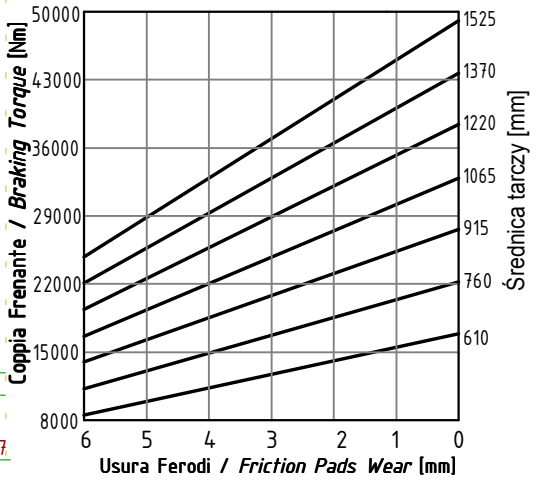
- Usura Ferodi Massima Totale/*Maximum total wear of pads* =12mm

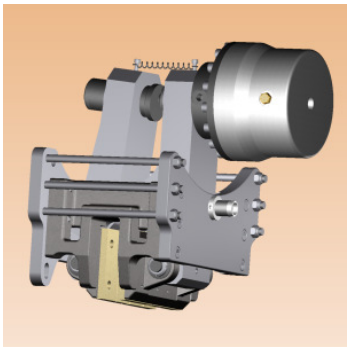
MODELLO/*MODEL*	CODICE/*CODE*	A	B	C	DMax	EMax	Forza Frenante/*Braking Force*	Peso
POTP-N680/25.4	19.46.680.04	25.4	282	405	278	400	Ft= 51000N (0bar)	65.6kg
POTP-N680/ 30	19.46.680.05	30	282	405	278	400	Ft= 51000N (0bar)	65.6kg
POTP-N680/ 40	19.46.680.06	40	287	405	283	405	Ft= 51000N (0bar)	65.6kg

POTP-N700/ □□□ Oleodinamico Negativo / Hydraulically Released









- Pressione di Apertura/*Release Pressure:* **Pa=65bar** - Volume Max Cilindro/*Max Cylinder Volume:* **150 cm³**
- Coppia Frenante/*Braking Torque:* **Md= [Ftx(Φ(m)/2-0.065(m))]**

Importante: La Coppia Frenante Iniziale può essere più bassa del 30%-50% ***Warning:*** *Initial Braking Torque can be lower of 30%-50%*

- Usura Ferodi Massima Totale/*Maximum total wear of pads* =12mm

MODELLO/*MODEL*	CODICE/*CODE*	A	B	C	DMax	EMax	Forza Frenante/*Braking Force*	Peso
POTP-N700/25,4	19.46.700.04	25.4	282	420	281	403	Ft= 70500N (0bar)	87.0kg
POTP-N700/ 30	19.46.700.05	30	282	420	281	403	Ft= 70500N (0bar)	87.0kg
POTP-N700/ 40	19.46.700.06	40	287	420	286	406	Ft= 70500N (0bar)	87.0kg