

Industrial Disc Brakes



 **Twiflex**[®]
Altra Industrial Motion

TEKMATIC

Distribuidor exclusivo para la República Argentina
T. 011 4222 5040 - F. 011 4201 2478
www.tekmatic.com.ar - info@tekmatic.com.ar

Twiflex...

Leaders In Advanced Braking Technology

Twiflex, with headquarters in Twickenham, England, specialises in the design, manufacture and supply of Advanced Braking Technology for industrial applications. With extensive in-house facilities, Twiflex enjoys a global reputation for quality.

Founded in 1946, Twiflex has produced more than half a million brake units, frequently for safety-critical duty, for applications around the world. From textile machines in the north of England to the world's deepest mine shaft in South Africa, Twiflex brakes are specified by engineers and system designers in every type of industry.

From defining complete braking systems to identifying spare components, this catalogue provides useful guidance. An approximate brake selection may be made by assessing the data shown, however, it is always recommended to contact a Twiflex representative for a more detailed proposal.

Introduction/Selection Guide

Page 2 - 3 Applications

Page 4 - 5 Overview

Brake Calipers

Page 6 - 7 MU Series

Page 8 - 10 MS Series

Page 11 - 14 MR Series

Page 15 - 21 MX Series

Page 22 - 26 GMX Series

Page 27 - 29 GMR Series

Page 30 - 37 Modular Series

Page 38 Disc and Hub Assemblies

Page 39 Monitoring Units

Page 39 Materials, Traceability & Finishes

Page 40 Hydraulic Power Units

Page 41 - 44 Braking Calculations

Page 45 Application Form

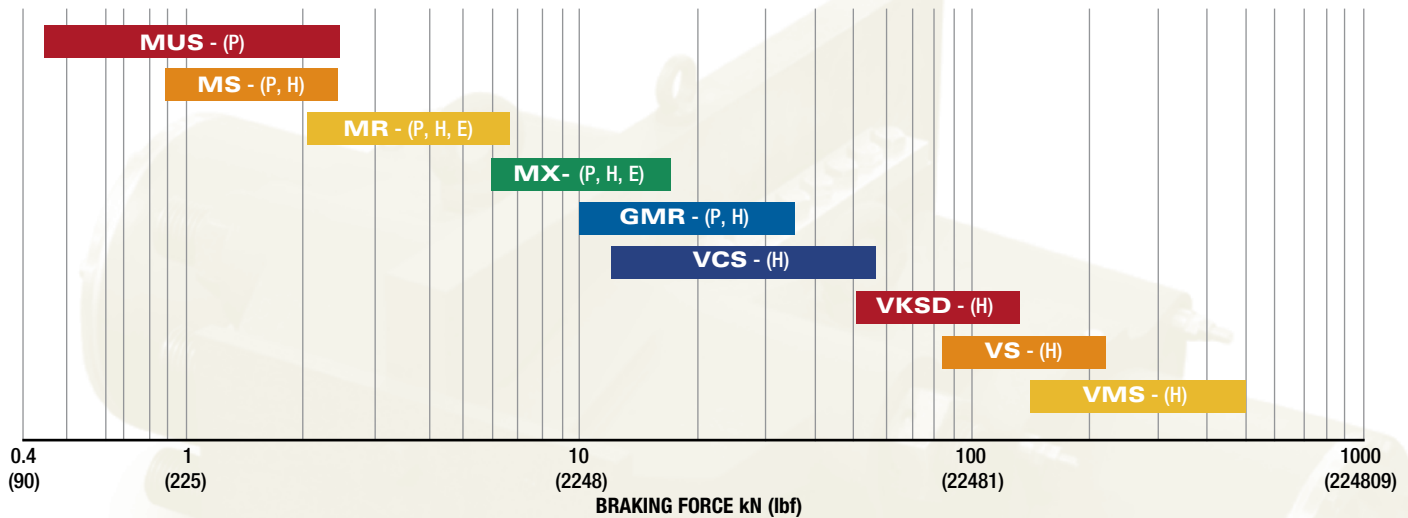
TEKMATIC

Distribuidor exclusivo para la República Argentina
T. 011 4222 5040 - F. 011 4201 2478
www.tekmatic.com.ar - info@tekmatic.com.ar

Select the right Twiflex Brake to meet your requirements

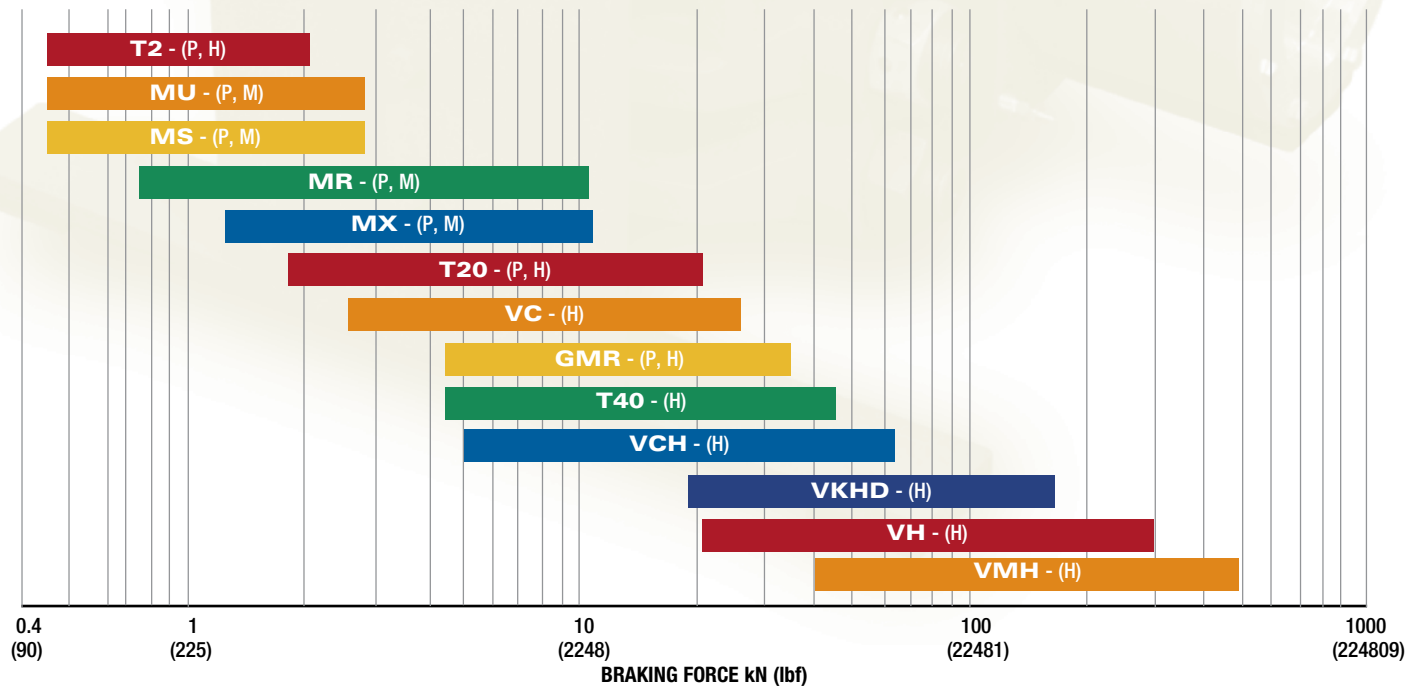
The charts below illustrate the range of standard TWIFLEX disc brakes. Model-specific publications and data sheets are available for each caliper shown. To determine which will suit your application compare the braking force required with that generated by the calipers*, noting that other factors (e.g. disc speed, pad material, service factor, etc) should be considered for optimal selection. Twiflex application engineers can provide assistance for your particular application.

Spring Applied Calipers†



† KEY: (P) = Pneumatic, (H) = Hydraulic, (E) = Electrical, (M) = Mechanical

Direct Acting Calipers†



*It should be noted that the braking forces shown are for a single caliper only and multiple calipers may often be used on a disc, with available space being the typical limitation.



Distribuidor exclusivo para la Republica Argentina
T. 011 4222 5040 - F. 011 4201 2478
www.tekmatic.com.ar - info@tekmatic.com.ar

Twiflex disc brakes are found on industrial applications worldwide.

Metals

Twiflex brakes are used on critical applications throughout the metals processing industry for reliable dynamic, holding and emergency-stop duties. Typical applications include:

- Rolling and slitting
- Finishing and coating
- Cranes and haulage
- Shears and forging



Mining

For more than 40 years, Twiflex has been specified to provide safety-critical braking control in the mining industry. Typical applications include:

- Winders and hoists
- Conveyors
- Grinding mills
- Drag lines and shovels
- Reclaimers and haulage



Lifts and Escalators

Disc brake systems are typically used on industrial (freight) elevators and mass transit escalators. They provide safe, controlled braking in the event of power loss or emergency stop situations.



Energy

Disc brake systems are used on and off-shore in the wind, wave, tidal, and oil and gas industries. Typical applications include:

- Wind and tidal turbine over-speed control
- Draw-works stopping and holding
- Wind turbine yaw motion control



Entertainment

Twiflex calipers are used to provide speed control, static holding, and emergency braking on a variety of applications, including:

- Theme park rides
- Simulators
- Stage gear, props and scenery
- Monorails

Marine and Shipping

Twiflex provides specialist solutions for the marine industry ranging from main propulsion shaft and thrusters braking to winch drive and weapon systems brakes.



Brake and System Overview



Brake Calipers

Twiflex offers the largest range of industrial disc brake calipers in the world. Spring applied units may be retracted pneumatically, hydraulically or electrically (depending on caliper design) while most direct acting brakes have some form of positive retraction device.

In general, pneumatically applied brakes are best suited for light to medium stopping duties and for tensioning applications where a high degree of control is required. Hydraulically applied brakes address higher torque requirements, while spring applied calipers are essential where braking must be maintained in the event of supply system failure.

Mechanically applied units are suitable for light tensioning duties or where no external power is available - they may also be specified when designers wish to use their own means of actuation.



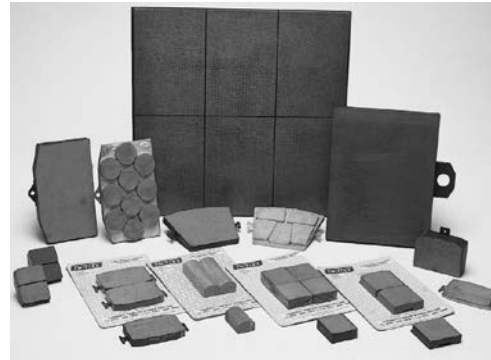
Discs

Twiflex produces a large range of standard discs and associated mounting hubs. These can be supplied pilot bored or fully machined to suit the particular mounting or shaft arrangement.

Special discs for specific applications may also be supplied on request – contact Twiflex to discuss your requirements.

Couplings

Twiflex manufactures a range of torsionally flexible, rubber-element couplings for a range of duties. Sometimes combined with a brake disc, they are a critical interface between components of a transmission system. Twiflex engineers are available to discuss, analyse and advise on coupling suitability for any application, and provide the technical support needed.



Brake Pads

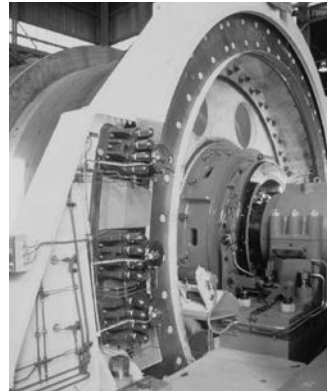
It is possible to make a realistic assessment of expected pad life based on analytical and test data. Pad life is determined by the area of the brake pad, the energy dissipated during braking and the peak braking path temperature, and must be a consideration whenever the duty includes dynamic braking.



Hydraulic Power Units

A number of electro-hydraulic power pack options are available, from standard 'on/off' control units to fully customised closed-loop braking systems. All require careful selection in order to ensure full compatibility with the type and number of brakes being controlled. Consultation with Twiflex engineers is recommended.

- The LC range provides a basic 'on/off' control for a range of Twiflex spring-applied and direct acting hydraulic calipers
- The MP range of modular power units offers flexibility of design and function
- Custom units are available on request



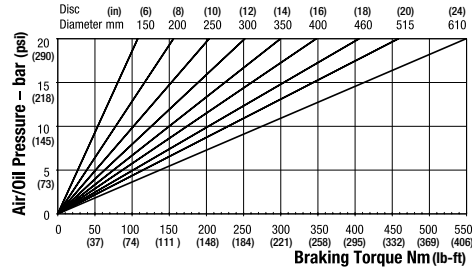
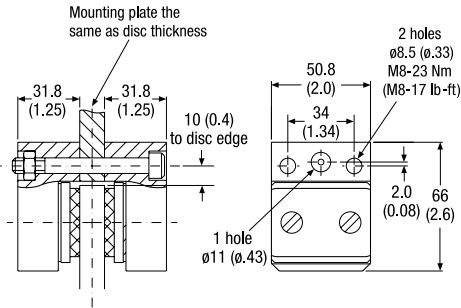
Monitoring Equipment

Every brake installation requires monitoring visually, mechanically, or electrically; particularly spring applied brakes on safety-critical applications. Twiflex can supply a range of electro-mechanical and electronic monitoring units and limit switches to indicate any combination of brake status or pad condition.

Materials, Finishes and Traceability

Twiflex is approved to BS EN ISO 9001:2000 and can offer material and dimensional certification by Lloyds Register and other regulatory authorities. All units are supplied with a standard Twiflex finish while special protective coatings to suit particular environments are available on request.

T2 Pneumatically or Hydraulically Applied



Maximum Pressure 20 bar (290 psi)
 Maximum Braking Force = 2kN @ 20 bar (450 lbf @ 290 psi) oil or air pressure
 Weight of caliper - 0.75kg (1.65 lb)
 Volume displacement per 1mm (0.05 in) stroke at each pad = 3ml (0.10 fl oz)

The Twiflex T2 disc brake caliper is split caliper design suitable for use with a minimum disc thickness of 5mm (0.20 in). The modules are mounted each side of a central mounting plate of the same thickness as the brake disc. Minimum disc diameter is 120mm (4.72 in). Alternatively, the brake may be side-mounted with a spacer equal to the disc thickness between the two halves.

For pneumatic operation, use dry and filtered compressed air. Pneumatic brakes require a control valve, operated either manually or by pneumatic or electrical signal.

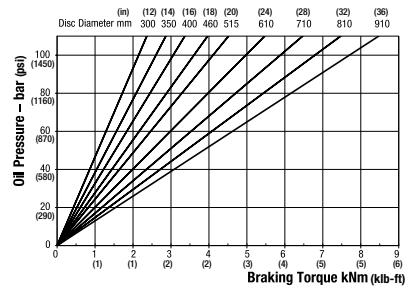
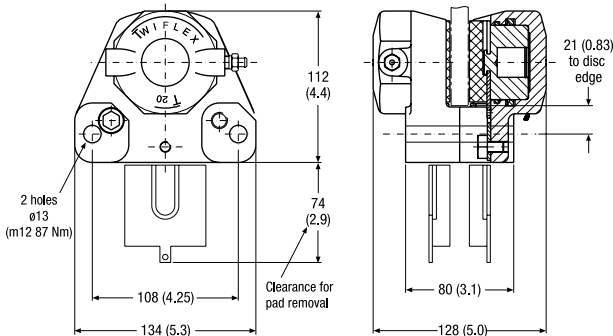
Normally one or two calipers are used per disc, but the

number may be increased depending on disc size. The brakes may be positioned at any angle around the periphery of the disc, but should ideally be mounted horizontally (i.e. at the 3 o'clock or 9 o'clock position). A range of brake discs is available from Twiflex (see Disc and Hub Assemblies).

The ratings shown on the graph are based on fully bedded in and conditioned brake pads with a nominal friction coefficient $\mu = 0.4$. Twiflex disc brakes must be used with Twiflex asbestos free brake pads.

Effective disc radius = actual radius (m) - 0.019m
 (Effective disc radius = actual radius (ft) - 0.06 ft)

T20 Hydraulically Applied



Maximum Pressure 110 bar (1595 psi)
 Maximum Braking Force = 20kN @ 110 bar (4496 lbf @ 1595 psi)
 Weight of caliper - 5.82kg (12.83 lb)
 Volume displacement per 1mm (0.04 in) stroke at each pad = 4.8ml (0.16 fl oz)

The standard Twiflex T20 disc brake is a side-mounted, split caliper design suitable for use with a minimum disc thickness of 12.7mm (0.50 in). Thicker discs may be accommodated by inserting an appropriate size spacer between the two caliper halves. If the disc thickness is greater than 20mm (0.79 in) the spacer may also be configured as a central mounting plate. Optionally, the caliper may be supplied in a modified form for use with a minimum disc thickness of 8mm (0.31 in). Minimum disc diameter is 300mm (11.81 in).

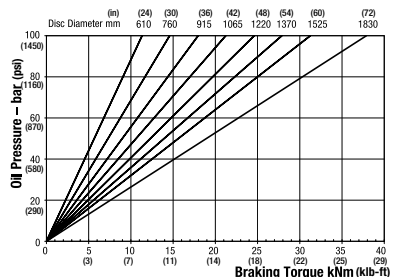
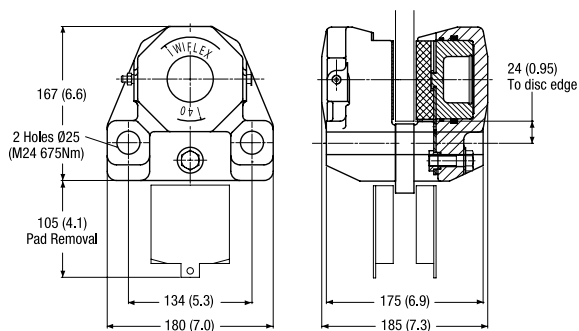
Normally one or two calipers are used per disc, but the number may be increased depending on disc size. The brakes may be positioned at any angle around the periphery of the disc. A range of brake discs is available from Twiflex (see Disc and Hub Assemblies).

The ratings shown on the graph are based on fully bedded in and conditioned brake pads with a nominal friction coefficient $\mu = 0.4$. Twiflex disc brakes must be used with Twiflex asbestos free brake pads.

Effective disc radius = actual radius (m) - 0.032m
 (Effective disc radius = actual radius (ft) - 0.10 ft)

Retraction pressures where shown are calculated and may vary depending on spring tolerance.

T40 Hydraulically Applied



Maximum Pressure 100 bar (1450 psi)
 Maximum Braking Force = 45kN @ 100 bar (10116.40 lbf @ 1450 psi)
 Weight of caliper - 18.6kg (41.08 lb)
 Volume displacement per 1mm (0.04 in) stroke at each pad = 15ml (0.51 fl oz)

The Twiflex T40 disc brake caliper is split caliper design suitable for use with a minimum disc thickness of 20mm (0.79 in). The modules are mounted each side of a central mounting plate of the same thickness as the brake disc. Minimum disc diameter is 300mm (11.81 in).

Normally one or two calipers are used per disc, but the number may be increased depending on disc size. The brakes may be positioned at any angle around the periphery of the disc. A

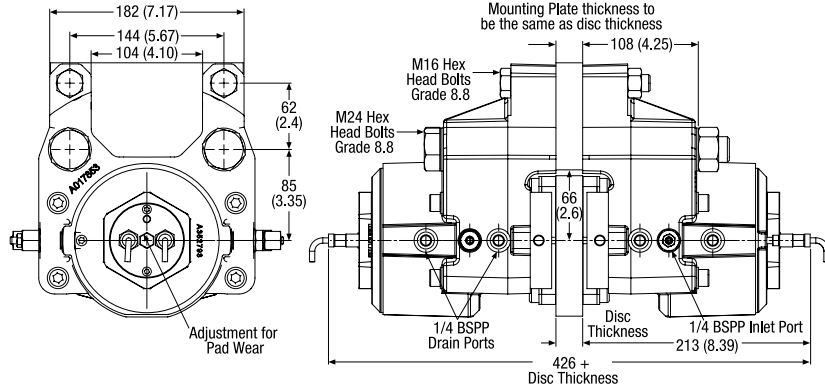
range of brake discs is available from Twiflex (see Disc and Hub Assemblies).

The ratings shown on the graph are based on fully bedded in and conditioned brake pads with a nominal friction coefficient $\mu = 0.4$. Twiflex disc brakes must be used with Twiflex asbestos free brake pads.

Effective disc radius = actual radius (m) - 0.045m
 (Effective disc radius = actual radius (ft) - 0.15 ft)

Retraction pressures where shown are calculated and may vary depending on spring tolerance.

VCSMk4 Spring Applied – Hydraulically Released



Caliper Type	Disc/Pad Air Gap mm (in)	Braking Force kN (lb)	Minimum Pressure for Full Retraction bar (psi)
VCS70	1.7 (0.07)	62 (13938)	160 (2321)
VCS60	2.0 (0.08)	53 (11914)	148 (2147)
VCS50	2.0 (0.08)	44 (9892)	131 (1900)
VCS40	2.0 (0.08)	35 (7868)	113 (1639)
VCS30	2.0 (0.08)	25 (5620)	94 (1363)

Weight of caliper (2 modules) - 50kg (110.23 lbs)
Volume displacement per 1mm (0.04 in) stroke at both pads = 21ml (0.71 fl oz)

The Twiflex VCS Mk4 disc brake caliper is comprised of two halves, or spring modules, and is suitable for use with a minimum disc thickness of 20mm (0.79 in). The modules are mounted each side of a central mounting plate of the same thickness as the brake disc. Minimum disc diameter is 500mm (19.69 in).

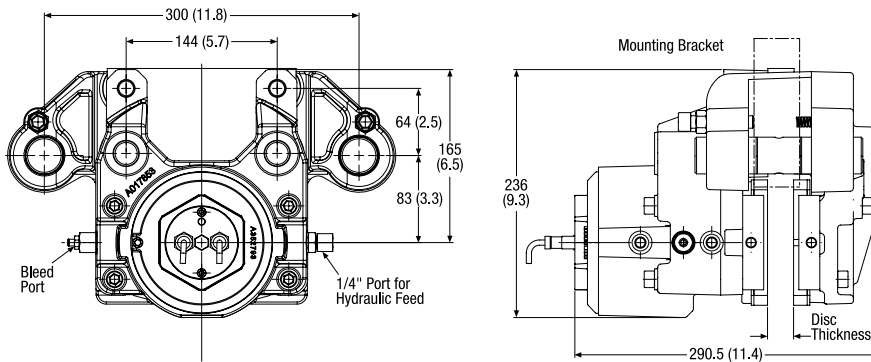
Normally one or two calipers are used per disc, but the number may be increased depending on disc size. The brakes may be positioned at any angle around the periphery of the disc, but should ideally be mounted horizontally (i.e. at the 3 o'clock or 9 o'clock position). A range of brake discs is available from Twiflex (see Disc and Hub Assemblies).

Braking force ratings are achieved through a combination of shim number and air gap setting. Spring fatigue life is a function of the caliper rating.

The ratings shown in the table are based on fully bedded in and conditioned brake pads with a nominal friction coefficient $\mu = 0.4$. Twiflex disc brakes must be used with Twiflex asbestos free brake pads.

Effective disc radius = actual radius (m) – 0.064m
(Effective disc radius = actual radius (ft) – 0.21 ft)

VCS-FL Spring Applied – Hydraulically Released



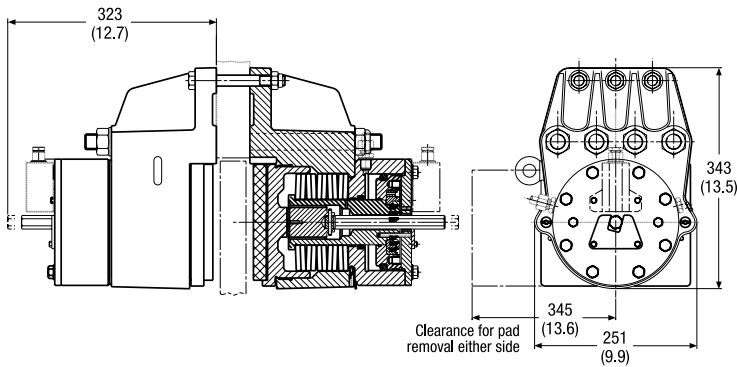
The Twiflex VCS-FL disc brake caliper comprises a single spring module forming the 'active' side of this floating unit and is available for use where space is limited or to accommodate axial disc float of $\pm 6\text{mm}$ (0.24 in).

Braking force ratings are achieved through a combination of shim number and air gap setting. Spring fatigue life is a function of the caliper rating.

The ratings shown in the table are based on fully bedded in and conditioned brake pads with a nominal friction coefficient $\mu = 0.4$. Twiflex disc brakes must be used with Twiflex asbestos free brake pads.

Effective disc radius = actual radius (m) – 0.064m
(Effective disc radius = actual radius (ft) – 0.21 ft)

VKSD Spring Applied – Hydraulically Released



Caliper Type	Disc/Pad Air Gap mm (in)	Braking Force kN (lb)	Minimum Pressure for Full Retraction bar (psi)
VKSD119	2 (0.08)	119 (26752)	138 (2002)
VKSD112	2 (0.08)	112 (25179)	131 (1900)
VKSD104	2 (0.08)	104 (23380)	124 (1798)
VKSD96	2 (0.08)	96 (21582)	116 (1682)
VKSD88	2 (0.08)	88 (19783)	108 (1566)
VKSD80	2 (0.08)	80 (17985)	100 (1450)
VKSD71	2 (0.08)	71 (15961)	92 (1334)
VKSD62	2 (0.08)	62 (13938)	83 (1204)
VKSD58	2 (0.08)	58 (13039)	63 (914)
VKSD53	2 (0.08)	53 (11915)	58 (814)
VKSD47	2 (0.08)	47 (10566)	53 (769)
VKSD41	2 (0.08)	41 (9217)	47 (682)
VKSD34	2 (0.08)	34 (7644)	41 (595)
VKSD28	2 (0.08)	28 (6295)	34 (493)

Weight of caliper (2 modules) - 146kg (321.87 lb)
Volume displacement per 1mm (0.04 in) stroke at both pads = 28ml (0.95 fl oz)

The Twiflex VKSD disc brake caliper is comprised of two halves, or spring modules, and is suitable for use with a minimum disc thickness of 20mm (0.79 in). The modules are mounted each side of a central mounting plate 12mm (0.47 in) thicker than the brake disc. Minimum disc diameter is 1000mm (39.37 in).

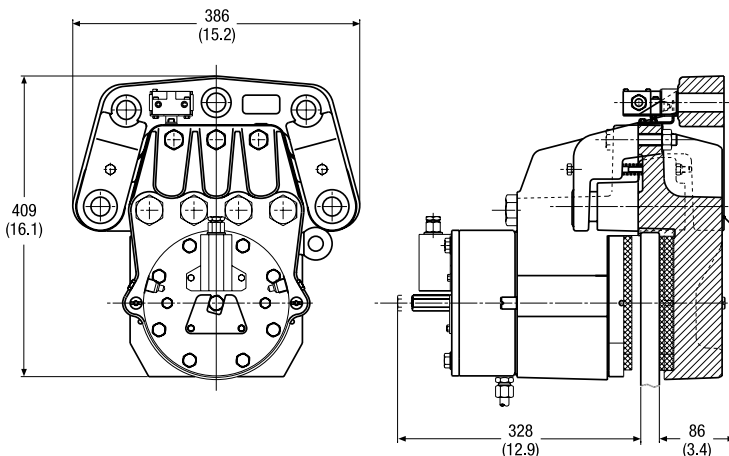
Normally one or two calipers are used per disc, but the number may be increased depending on disc size. The brakes may be positioned at any angle around the periphery of the disc, but should ideally be mounted horizontally (i.e. at the 3 o'clock or 9 o'clock position). A range of brake discs is available from Twiflex (see Disc and Hub Assemblies).

Braking force ratings are achieved through a combination of different springs, shims and air gap settings. Spring fatigue life is a function of the caliper rating.

The ratings shown in the table are based on fully bedded in and conditioned brake pads with a nominal friction coefficient $\mu = 0.4$. Twiflex disc brakes must be used with Twiflex asbestos free brake pads.

Effective disc radius = actual radius (m) – 0.095m
(Effective disc radius = actual radius (ft) – 0.31 ft)

VKSD-FL Spring Applied – Hydraulically Released



The Twiflex VKSD-FL disc brake caliper comprises a single spring module forming the 'active' side of this floating unit and is available for use where space is limited or to accommodate axial disc float of ± 6 mm (0.24 in).

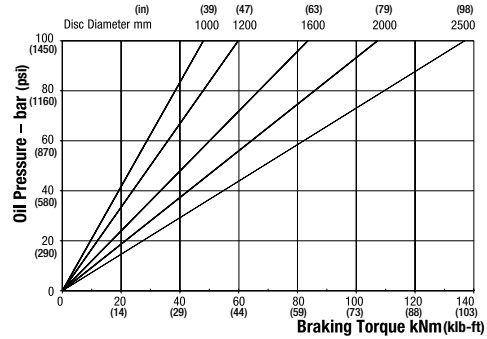
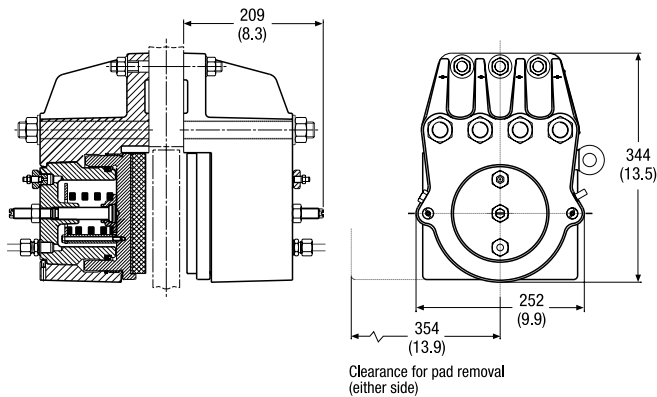
Braking force ratings are achieved through a combination of different springs, shims and air gap settings. Spring fatigue life is a function of the caliper rating.

The ratings shown in the table are based on fully bedded in and conditioned brake pads with a nominal friction coefficient $\mu = 0.4$. Twiflex disc brakes must be used with Twiflex asbestos free brake pads.

Effective disc radius = actual radius (m) – 0.095m
(Effective disc radius = actual radius (ft) – 0.31 ft)

Retraction pressures where shown are calculated and may vary depending on spring tolerance.

VKHD Hydraulically Applied – Spring Released



Maximum Pressure 100 bar (1450 psi)
Maximum Braking Force = 118kN @ 100 bar (26527.46 lbf @1450 psi)
Weight of caliper (2 modules) - 80kg (176.37 lb)
Volume displacement per 1mm stroke at both pads = 31ml (1.05 fl oz)

The Twiflex VKHD disc brake caliper is comprised of two halves, or hydraulic modules, and is suitable for use with a minimum disc thickness of 20mm (0.79 in). The modules are mounted each side of a central mounting plate 12mm (0.47 in) thicker than the brake disc. Minimum disc diameter is 1000mm (39.37 in).

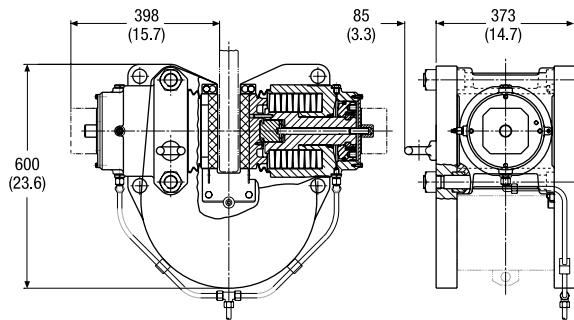
Normally one or two calipers are used per disc, but the number may be increased depending on disc size. The brakes may be positioned at any angle around the periphery of the

disc, but should ideally be mounted horizontally (i.e. at the 3 o'clock or 9 o'clock position). A range of brake discs is available from Twiflex (see Disc and Hub Assemblies).

The ratings shown on the graph are based on fully bedded in and conditioned brake pads with a nominal friction coefficient $\mu = 0.4$. Twiflex disc brakes must be used with Twiflex asbestos free brake pads.

Effective disc radius = actual radius (m) – 0.095m
(Effective disc radius = actual radius (ft) – 0.31 ft)

VSMk2 Spring Applied – Hydraulically Released



Caliper Type	Disc/Pad Air Gap mm (in)	Braking Force kN (lb)	Minimum Pressure for Full Retraction bar (psi)
VS230	4 (0.08)	185 (41590)	180 (2611)
VS205	4 (0.08)	165 (37093)	163 (2364)
VS190	4 (0.08)	153 (34396)	154 (2234)
VS175	4 (0.08)	141 (31698)	144 (2089)
VS155	4 (0.08)	125 (28101)	131 (1900)
VS137	4 (0.08)	111 (24954)	108 (1566)
VS100	4 (0.08)	81 (18210)	84 (1218)

Weight of caliper = 410kg (903.89 lb)
Volume displacement per 1mm (0.04 in) stroke at both pads = 32ml (1.08 fl oz)

The Twiflex VS Mk2 disc brake caliper is comprised of two modules secured between U-shaped top and bottom mounting plates by tie rods.

Typically one or two calipers are used per disc, but the number may be increased depending on disc size. The brakes may be positioned at any angle around the periphery, but ideally mounted horizontally (at the 3 o'clock or 9 o'clock positions).

Minimum disc diameter is 1000mm (39.37 in) with no maximum except for practical limitations. The standard caliper can accommodate disc thicknesses from 38mm (1.49 in) to 50mm (1.97 in) - consult Twiflex for discs thicker than 50mm (1.97 in).

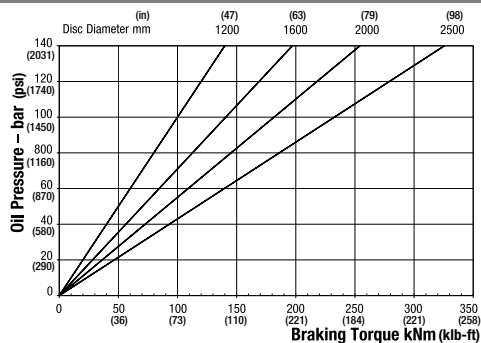
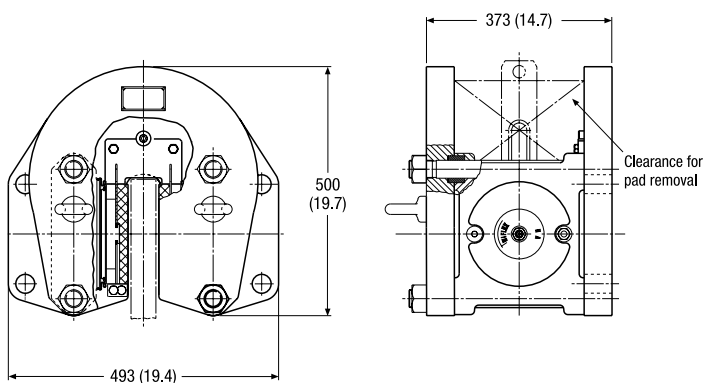
A tandem caliper arrangement is available sharing a common, central, mounting plate; minimum disc diameter is 2000mm (78.74 in).

The ratings shown on the tables are based on fully bedded in and conditioned brake pads with a nominal friction coefficient $\mu = 0.4$. Twiflex disc brakes must be used with Twiflex asbestos free brake pads.

Effective disc radius = actual radius (m) – 0.110m
(Effective disc radius = actual radius (ft) – 0.36 ft)

Note: Spring fatigue life is a function of the caliper rating.

VH Hydraulically Applied – Spring Released



Maximum Pressure 140 bar (2031 psi)
Maximum Braking Force = 285kN @ 140 bar (64070.55 lbf @ 2031 psi)
Weight of caliper - 287kg (632.73 in)
Volume displacement per 1mm stroke at both pads = 51.7ml (1.75 fl oz)

The Twiflex VH disc brake caliper is comprised of two modules secured between U-shaped top and bottom mounting plates by tie rods.

Typically one or two calipers are used per disc, but the number may be increased depending on disc size. The brakes may be positioned at any angle around the periphery, but ideally mounted horizontally (at the 3 o'clock or 9 o'clock positions).

Minimum disc diameter is 1000mm (78.74 in) with no maximum except for practical limitations. The standard caliper can accommodate disc thicknesses from 38mm (1.49 in) to

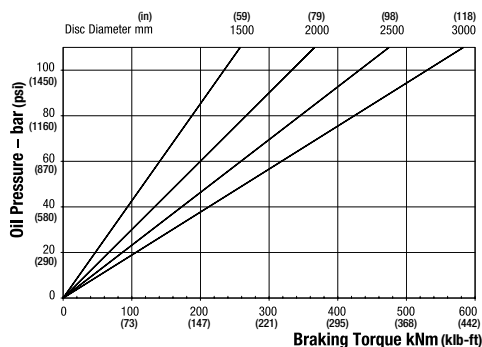
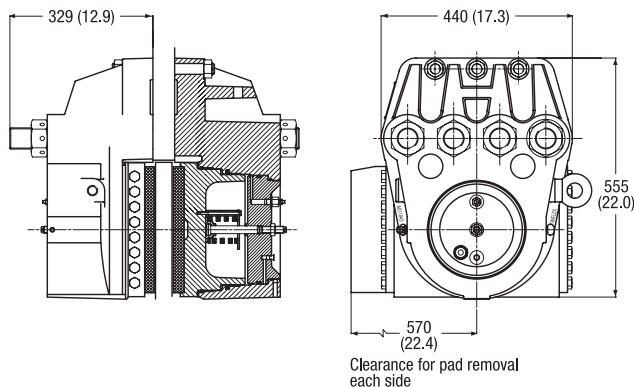
50mm (1.97 in) - consult Twiflex for discs thicker than 50mm (1.97 in).

A tandem caliper arrangement is available sharing a common, central, mounting plate; minimum disc diameter is 2000mm (78.74 in)

The ratings shown on the graph are based on fully bedded in and conditioned brake pads with a nominal friction coefficient $\mu = 0.4$. Twiflex disc brakes must be used with Twiflex asbestos free brake pads.

Effective disc radius = actual radius (m) - 0.110m
(Effective disc radius = actual radius (ft) - 0.36 ft)

VMH2 Hydraulically Applied – Spring Released



Maximum Pressure 110 bar (1595 psi)
Maximum Braking Force = 433kN @ 110 bar (97342.27 lbf @ 1595 psi)
Weight of caliper (2 modules) - 580kg (1278.68 lb)
Volume displacement per 1mm stroke at both pads = 101.5ml (3.43 fl oz)

The Twiflex VMH2 disc brake caliper is comprised of two modules bolted to a central mounting plate, 12mm (0.47 in) thicker than the brake disc. Minimum disc thickness is 38mm (1.49 in) and minimum disc diameter is 1500mm (59.06 in) with no maximum except for practical limitations.

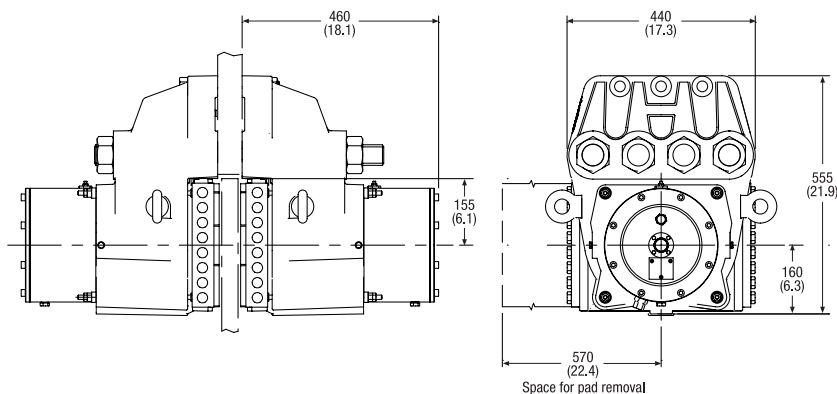
Typically one or two calipers are used per disc, positioned at any angle around the periphery, but the number may be increased depending on disc size.

The ratings shown on the graph are based on fully bedded in and conditioned brake pads with a nominal friction coefficient $\mu = 0.4$. Twiflex disc brakes must be used with Twiflex asbestos free brake pads.

Effective disc radius = actual radius (m) - 0.155m
(Effective disc radius = actual radius (ft) - 0.38 ft)

Modular Series

VMS3SPS Spring Applied – Hydraulically Released



The Twiflex VMS3-SPS disc brake caliper is comprised of two modules bolted to a central mounting plate, 12mm (0.47 in) thicker than the brake disc. Minimum disc thickness is 38mm (1.49 in) and minimum disc diameter is 1500mm (59.06 in) with no maximum except for practical limitations. Based on a development of the earlier Twiflex VMS2-SP disc brake, the VMS3-SPS provides a significant increase in braking force but in a similarly sized package.

Infinite fatigue life (>2 x 10⁶ cycles) is achievable for most units at the 3mm (0.12 in) air gap shown in the table and possible, by reducing this setting, for the higher rated brakes – contact Twiflex for further information.

The braking force is a function of both the air-gap setting and the thickness of the shim pack (if used) but may be also controlled using hydraulic back pressure during braking.

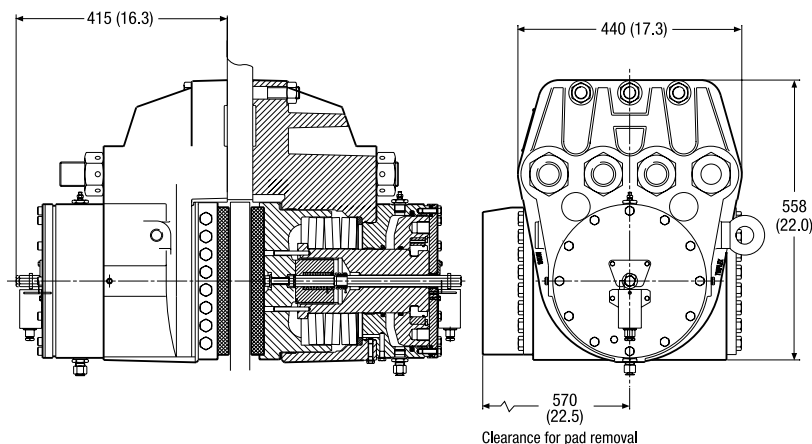
The ratings shown on the tables are based on fully bedded in and conditioned brake pads with a nominal friction coefficient $\mu = 0.4$. Twiflex disc brakes must be used with Twiflex asbestos free brake pads.

Effective disc radius = actual radius (m) – 0.155m
(Effective disc radius = actual radius (ft) – 0.51 ft)

Caliper Type	Disc/Pad Air Gap mm (in)	Braking Force kN (lb)	Minimum Pressure for Full Retraction bar (psi)
VMS3 SPS276	3 (0.12)	276 (62047)	158 (2292)
VMS3 SPS268	3 (0.12)	268 (60249)	154 (2234)
VMS3 SPS260	3 (0.12)	260 (58450)	149 (2161)
VMS3 SPS252	3 (0.12)	252 (56652)	145 (2103)
VMS3 SPS244	3 (0.12)	244 (54853)	141 (2045)
VMS3 SPS236	3 (0.12)	236 (53055)	137 (1987)
VMS3 SPS227	3 (0.12)	227 (51032)	132 (1914)
VMS3 SPS219	3 (0.12)	219 (49233)	128 (1856)
VMS3 SPS211	3 (0.12)	211 (47435)	124 (1798)
VMS3 SPS202	3 (0.12)	202 (45411)	119 (1726)
VMS3 SPS194	3 (0.12)	194 (43613)	115 (1668)
VMS3 SPS185	3 (0.12)	185 (41590)	110 (1595)
VMS3 SPS177	3 (0.12)	177 (39791)	106 (1537)
VMS3 SPS168	3 (0.12)	168 (37768)	101 (1465)
VMS3 SPS159	3 (0.12)	159 (35745)	96 (1392)
VMS3 SPS150	3 (0.12)	150 (33721)	91 (1320)
VMS3 SPS141	3 (0.12)	141 (31698)	87 (1262)

Weight of Caliper (2 Modules) = 675kg (1488 lb)
Volume displacement per 1mm (0.04 in) stroke at both pads = 52ml (1.76 fl oz)

VMS2 Spring Applied – Hydraulically Released



The Twiflex VMS2 disc brake caliper is comprised of two modules bolted to a central mounting plate, 12mm (0.47 in) thicker than the brake disc. Minimum disc thickness is 38mm (1.49 in) and minimum disc diameter is 1500mm (59.06 in) with no maximum except for practical limitations.

Typically one or two calipers are used per disc, positioned at any angle around the periphery, but the number may be increased depending on disc size.

The braking force is a function of both the air-gap setting and

the thickness of the shim pack used (see table) but may be also controlled using hydraulic back pressure during braking.

The ratings shown on the tables are based on fully bedded in and conditioned brake pads with a nominal friction coefficient $\mu = 0.4$. Twiflex disc brakes must be used with Twiflex asbestos free brake pads.

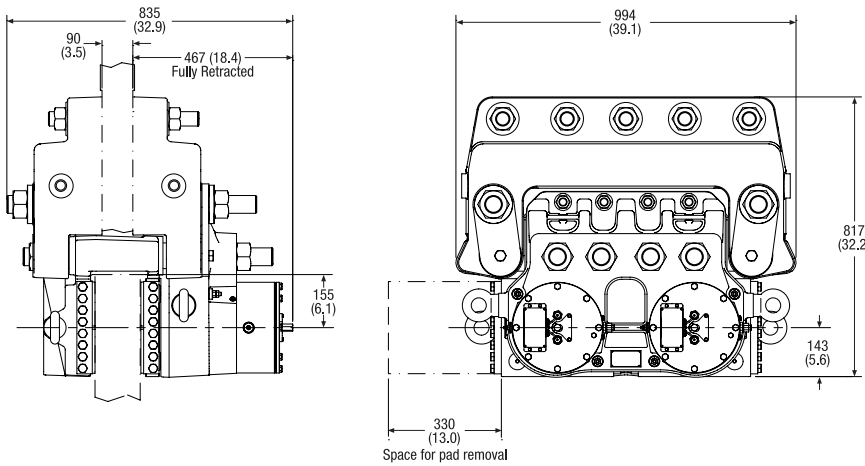
Effective disc radius = actual radius (m) – 0.155m
(Effective disc radius = actual radius (ft) – 0.51 ft)

Caliper Type	Disc/Pad Air Gap mm (in)	Braking Force kN (lb)	Hydraulic Pressure for Full Retraction bar (psi)
VMS392	3 (0.12)	392 (88125)	210 (3046)
VMS356	3 (0.12)	356 (80332)	197 (3857)
VMS320	3 (0.12)	320 (71939)	184 (2669)
VMS283	3 (0.12)	283 (63621)	167 (2422)
VMS245	3 (0.12)	245 (55078)	154 (2234)
VMS206	3 (0.12)	206 (46311)	138 (2002)
VMS167	3 (0.12)	167 (37543)	122 (1769)

Weight of Caliper (2 Modules) = 670kg (1477 lb)
Volume displacement per 1mm (0.04 in) stroke at both pads = 77ml (2.60 fl oz)

Retraction pressures where shown are calculated and may vary depending on spring tolerance.

VMSDP Spring Applied – Hydraulically Released



Shim Pack	Braking Force kN (lb)	Minimum Pressure for Full Retraction bar (psi)	Spring Life Cycles
0	590 (132637)	169 (2451)	>100000
1	639 (143653)	181 (2625)	>100000
2	688 (154669)	192 (2785)	>20000
3	737 (165684)	204 (2959)	>20000

Weight of caliper = 1887Kg (4160 lb)
 Volume displacement per 2mm (0.08 in) stroke = 174ml (5.88 fl oz)

Similar to the Twiflex VMS2 disc brake, the VMS-DP comprises 2 spring modules; this time mounted in a common housing to form the 'active' side of a floating brake caliper. This arrangement allows the assembly to accommodate ±10mm (0.39 in) of axial disc movement.

Minimum disc diameter is 4500mm (177.17 in) with no maximum except for practical limitations. Disc thickness for the standard caliper range from 117mm (4.60 in) to 130mm (5.11 in) with the mounting bracket being machined accordingly.

The braking force is a function of both the air-gap setting and the thickness of the shim pack used (see table) but may be also controlled using hydraulic back pressure during braking.

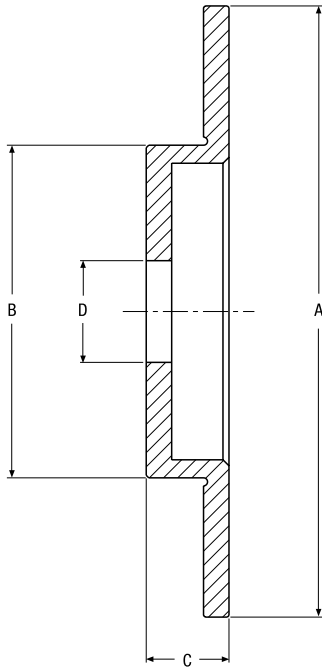
The VMS-DP is primarily intended to function as a holding brake, but may be used for a dynamic duty where spring life is not a consideration (for example, occasional emergency stopping).

The ratings shown in the table are based on fully bedded in and conditioned brake pads with a nominal friction coefficient $\mu = 0.4$. Twiflex disc brakes must be used with Twiflex asbestos free brake pads.

Effective disc radius = actual radius (m) – 0.155m
 (Effective disc radius = actual radius (ft) – 0.51 ft)

Retraction pressures where shown are calculated and may vary depending on spring tolerance.

Brake Discs



Twiflex brake discs may be supplied bored and drilled to customer requirements. Non-standard disc sizes, not shown in the tables, can be supplied to order. Brake discs are manufactured from spheroidal graphite iron.

12.7mm (0.5 in) thick brake discs

Nominal Diameter	A	B	C	D Min.	Inertia kgm ² (psf)	Weight kg (lb)	Max. Safe Disc Speed
250	250 (9.84)	128 (5.03)	36 (1.42)	30 (1.18)	0.04 (0.01)	4.0 (8.82)	6500
300	305 (12.01)	166 (6.54)	41 (1.61)	51 (2.01)	0.09 (0.02)	7.3 (16.09)	6000
350	356 (14.02)	210 (8.27)	54 (2.13)	76 (2.99)	0.17 (0.03)	10.9 (24.03)	5100
400	406 (15.98)	260 (10.24)	54 (2.13)	102 (4.02)	0.28 (0.06)	14.1 (31.09)	4400
460	457 (17.99)	311 (12.24)	54 (2.13)	102 (4.02)	0.48 (0.10)	19.1 (42.11)	3900
515	514 (20.24)	368 (14.49)	54 (2.13)	102 (4.02)	0.75 (0.15)	22.7 (50.04)	3500
610	610 (24.02)	464 (18.27)	54 (2.13)	102 (4.02)	1.57 (0.32)	33.0 (72.75)	2900
710	711 (27.99)	565 (22.24)	54 (2.13)	102 (4.02)	3.20 (0.66)	52.3 (115.30)	2500
810	813 (32.01)	660 (25.98)	54 (2.13)	102 (4.02)	6.57 (1.35)	85.5 (188.50)	2200
915	914 (35.98)	762 (30.00)	54 (2.13)	102 (4.02)	10.80 (2.21)	110.9 (244.49)	1900

All dimensions in mm (in)

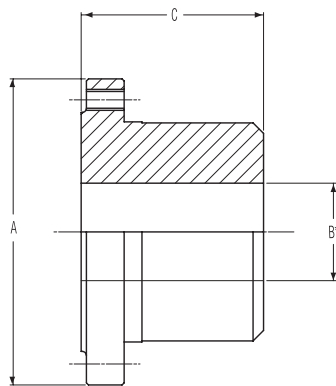
25.4mm (1 in) thick brake discs

Nominal Diameter	A	B	C	D Min.	Inertia kgm ² (psf)	Weight kg (lb)	Max. Safe Disc Speed
610	610 (24.02)	343 (13.50)	76 (2.99)	125 (4.92)	2.75 (0.56)	66 (145.51)	2900
760	762 (30.00)	495 (19.49)	76 (2.99)	125 (4.92)	7.0 (1.43)	104 (229.28)	2300
915	914 (35.98)	648 (25.51)	76 (2.99)	230 (9.06)	16.0 (3.28)	150 (330.69)	1900
1065	1067 (42.01)	800 (31.50)	76 (2.99)	230 (9.06)	29.1 (5.96)	220 (485.69)	1600
1220	1219 (47.99)	914 (35.98)	76 (2.99)	230 (9.06)	49.1 (10.06)	273 (601.86)	1400
1370	1372 (54.02)	1067 (42.01)	76 (2.99)	*	80.1 (16.41)	346 (762.80)	1200
1525	1524 (60.00)	1219 (47.99)	76 (2.99)	*	120.5 (24.68)	393 (866.42)	1100
1830	1829 (72.01)	1524 (60.00)	76 (2.99)	*	243.5 (49.87)	522 (1150.81)	1000

All dimensions in mm (in)

* Bores cast and machined to order

Hubs



Range of Hubs used with Twiflex Brake Discs

Hub Size	A	B*	C	Disc Size	Max. Brake Torque kNm (ft lb)	WR ² kgm ² (psf)
112	99 (3.90)	14-42 (0.55-1.65)	58 (2.28)	250 (9.84)	1.1 (811)	0.00097 (0.0002)
168	146 (5.75)	28-65 (1.10-2.56)	87 (3.43)	300 (11.81)	3.6 (2655)	0.0088 (0.0018)
240	200 (7.87)	60-95 (2.36-3.74)	117 (4.61)	400 (15.75)	9.5 (7007)	0.044 (0.009)
330	272 (10.71)	75-130 (2.95-5.12)	155 (6.10)	400 (15.75)	24.0 (17701)	0.23 (0.05)
370	308 (12.13)	90-150 (3.54-5.91)	176 (6.93)	515 (20.28)	30.0 (22127)	0.35 (0.07)

* Hubs can be supplied with parallel or taper bores, and keywayed to order, at extra cost.

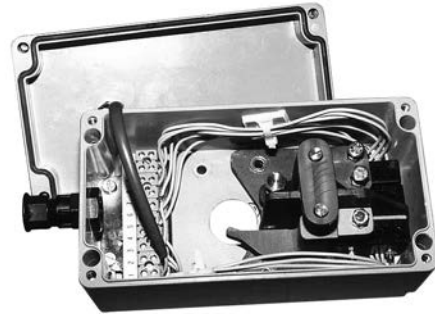
Hubs are manufactured from steel 080M40.

Twiflex offers a wide range of monitoring options for both caliper and modular brake types. This includes a number of IP67-rated inductive and analogue proximity sensors for brake status or pad condition.

In addition, electro-mechanical and limit switches are available as single or multi-function units and may be supplied fully sealed, with positive action safety switches.

Monitoring units are used to indicate:

- Brake on or off, or the fully retracted condition reached
- Adjustment for pad wear required
- Pad replacement needed
- Any combination of the above



Materials, Traceability & Finishes

Twiflex Ltd. is approved to BS EN ISO 9001:2000, by Lloyds Registry of Quality Assurance. The scope of Twiflex Ltd Quality System embraces all procedures and controls from quotation to delivery of industrial disc brakes.

Materials

All materials are obtained from Twiflex approved suppliers. Twiflex discs and brake housings, unless otherwise stated, are made from Spheroidal Graphite Iron and actuator housings from cast aluminium.

Traceability

We can offer, at customer's request, component traceability through Lloyds. In special circumstances we can also offer traceability through the American Bureau of Shipping (ABS), Det. Norske Veritas (DNV), and other recognized authorities.

Finishes

Twiflex can offer a range of finishing processes, depending upon the degree of protection required. Disc brake assemblies requiring full environmental protection are built using stainless steel, hard chrome plating and marine paint.

Twiflex has consolidated decades of development to produce a range of electro-hydraulic power units to meet most application requirements. Each power unit has been designed for reliability, high performance and low maintenance, and is supplied with a comprehensive

easy-to-read installation, operation and maintenance manual. The Twiflex datasheets contain user guides giving a step-by-step selection process. Contact Twiflex application engineers to discuss your requirements in detail.

LC Electro Hydraulic Power Units

The “LC” range of stand alone power units is designed to operate the Twiflex range MR, MX, GMX, GMR and VCS spring applied hydraulically released brakes, providing a basic brake on/off control. There are various options available including “soft braking”, a range of operating and motor voltages, and various add-on accessories including a terminal box.

The “soft braking” option is available as an additional manifold slice to facilitate a fast approach, soft braking system. This enables rapid closing of the pad/disc air gap followed by controlled application of braking force up to full torque. Refer to data sheet DS3001.

MP Electro Hydraulic Power Units



The modular “MP” range of electro-hydraulic power packs has been designed to provide a completely flexible means of brake control in the most arduous operating environments.

The units are composed of one of three base modules, dictated by the size and number of calipers to be controlled, comprising motor,

pump and reservoir. The hydraulic circuit is then selected, based on the operation and control logic required by the application and may range from a simple ‘on/off’ function to full closed loop PLC control. Finally, auxiliary options are specified (for example, hand pump for manual caliper release; heater for low ambient temperatures; stainless steel components for marine environments, etc.).

The “MP” solution is especially useful when the application requires independent control of multiple brake circuits.

Refer to data sheet DS3002 or contact Twiflex for more details.

There are many factors to take into account when determining what type of brake to use on any particular machine. For example, what is the function of the brakes? Are there any external loads? Are there any time delays?

The primary consideration should be to answer the question:

“What do you want the brake to do?”

The application will often fall into one of three main types:

- **Holding Brakes**

In such static applications a suitable factor should always be used to compensate for the possibility of foreign matter contaminating the disc surface, loss of conditioning of the brake pad surface, and to provide an appropriate safety margin, depending on pad material, statutory or other requirements.

- **Dynamic and Emergency Brakes**

In a dynamic application the brake must stop all of the moving parts of the machine. Often this function is asked for in conjunction with the holding requirements as an emergency braking function. Basic calculations should, in these cases, include an assessment of operating temperature, power dissipation (to ensure that the pads are maintained in good condition), and expected pad life.

- **Tension (Continuous Duty) Brakes**

This application arises when the brake is called upon to provide a continuous torque or tension on material passing through the machine, for example on tension reels. Special considerations are required to ensure adequate pad life.

Braking calculations are fundamental to good brake selection. The following calculations are intended only as a guide for those wishing to make their own selection. For a more detailed analysis of a proposed braking system, Twiflex Application Engineers can assist in providing details of all expected operating characteristics using specialist software.

Definition of Braking Terms

Clamping Force (F_n) is the force pressing each brake pad against the disc.

Braking Force (F_b) is the tangential friction force acting between the brake pads and disc.

$$F_b = 2 \cdot \mu \cdot F_n$$

Where: μ is the coefficient of friction between the pad and the disc (a nominal value of 0.4 is assumed for fully conditioned pads of standard material).

Braking Torque (T_b) is the moment of braking force about the center of rotation.

$$T_b = F_b \cdot r_e$$

Where r_e is the effective disc radius.

Calculated braking torques for the range of Twiflex brake calipers are shown in the brochure for a range of standard disc sizes.

Definition of Symbols and Units

It is important, when making calculations, that a consistent set of units is used.

Symbols and units

ω_m	Maximum disc speed	[rad/sec]	T_J	Inertia Torque	[Nm]
ω	Deceleration during braking	[rad/sec ²]	T_F	Friction torque	[Nm]
J	Total inertia referred to braked shaft	[kgm ²]	t_b	Braking time	[sec]
m	External load	[kg]	t_d	Delay time for brake signal	[sec]
T_B	Total braking torque	[Nm]	t_s	Overall stopping time	[sec]
T_L	Load torque (out-of-balance torque)	[Nm]	g	Acceleration due to gravity	[m/sec ²]

Basis of Brake Calculation

The fundamentals of braking calculations are to ensure that:

- There is sufficient torque to stop and hold the machine at rest
- For dynamic stops, the power dissipation is acceptable for the area of the brake pads being used
- The operating temperature of the brake disc is controlled, to avoid brake fade and reduced performance

The basic data needed to make an initial calculation are any out-of-balance forces acting on the machine, and the total inertia of the moving parts of the machine.

The total braking torque is defined as follows:

$$T_B = T_J + T_L - T_F$$

Generally the effects of friction can be ignored for a conservative estimate of the required braking torque.

It is important, in all cases of dynamic braking, that the inertia of all of the moving parts is referred to the braked shaft when calculating T_J (see below).

Brake Calculation

Basic braking calculations are derived from simple mechanics. Both the effects of out of balance loads and the torque needed to stop the inertia in the desired way need to be calculated.

Load torque T_L

Where the machine has any out-of-balance load applied the effective out-of-balance torque must be calculated. In the case of a suspended load, for example this is simply given by

$$T_L = m \cdot g \cdot r \text{ [Nm]}$$

where r is the radius at which the load acts (based on drum diameter, reel diameter etc.) The brake will need to overcome this load before it can start to slow down the machine; (it is assumed that the out of balance opposes the action of the brake). If the load is at rest, the static brake torque will prevent the load from moving. In practice a safety factor should be used in the case where the brake is called upon only to hold this load and is only infrequently used in a dynamic manner. In these cases a service factor of 2 is recommended to allow for external environmental conditions, i.e. the brake should be rated to give twice this calculated value.

With some types of machines, such as downhill conveyors or escalators, a component of the load acts in the direction of motion. In these cases the following equation should be used:

$$T_L = m \cdot g \cdot r \cdot \sin \theta \text{ [Nm]}$$

Where θ is the angle of the motion to the horizontal. In cases where the load does not produce a direct torque on the braked shaft (eg. there is a gearbox between the loaded shaft and the brake) the load torque should be calculated accordingly.

In cases of dynamic braking, where the load torque is not constant, for example on wind turbines where the aerodynamic load varies with the speed of the machine, then the equation for T_L becomes complex and it is recommended that selection should be referred to Twiflex.

Inertia torque T_J (dynamic braking only)

Having overcome the external forces additional braking torque is required to stop all the moving parts of the machine. This additional torque is calculated as follows:

$$T_J = J \cdot \omega \text{ [Nm]}$$

In this equation the deceleration required can readily be calculated from the braking time.

$$\omega = \omega / t_b$$

In some special cases more precise calculation of speed and time may be required.

The moment of inertia of the system (J) should represent all moving parts. For example, in a hoist calculation allowance should be made to include the motor, brake disc, gearbox, winding drum, ropes, load etc. again with a suitable allowance for any mechanical advantage at various parts of the system.

The effective inertia of the load is given simply as:

$$J = m \cdot r^2 \text{ [kgm}^2\text{]}$$

For the winding drum the following well established formula can be used for an initial estimate (can also be used for flat discs):

$$J = \pi \rho l (D^4 - d^4) / 32 \text{ [kgm}^2\text{]}$$

Where l is the length of the drum,

D is the outside diameter

d is the inside diameter and ρ is the density of the material (7840 kg/m³ for steel)

The inertia of the motor should also be included in the calculations. These values can be estimated but should ideally be obtained directly from the manufacturer.

Note: All inertia must be referred to the brake shaft.

For example, if the brake is positioned on the low speed shaft of a machine (gearbox output shaft) then all calculated inertia values (motor, couplings, etc.) must be referred to this shaft.

When referring inertia J_B from one shaft with speed ω_B to another shaft with speed ω_A use:

$$J_A = J_B (\omega_B / \omega_A)^2$$

Special requirements

In certain cases there are other direct considerations to be applied when making braking calculations.

In mine hoists the service factor for holding is defined, as are allowable levels of deceleration, especially when manriding.

For escalators, allowable stopping distances or even rates of deceleration may be defined in local standards.

Twiflex is able to offer assistance with calculations in such special cases.

Braking Calculations

Other Considerations

To optimise braking performance there are other considerations which must be taken into account.

Rubbing speed

For high-speed applications a further consideration is the linear speed at which the disc is passing between the pads when the brake operates. This is important and is usually measured at the effective radius.

Thus the rubbing speed is given as:

$$\text{Rubbing speed} = \omega_m \cdot r_e \text{ (m/s)}$$

In general a maximum speed of 30m/s is recommended for standard brake pad materials. Above this value it is likely that the effective coefficient of friction will be reduced leading to a reduction in braking performance. For certain applications where the rubbing speed is particularly high (up to 100m/s) special pads manufactured from sintered materials are available. Refer to Twiflex for details.

Operating temperatures

During a dynamic application of a brake the energy of the machine will be converted to heat, generated between the pad and the disc. It is the temperature of the disc surface that is normally used to assess the brake performance. Failure to take account of the peak temperature can lead to a reduced braking performance due to the onset of brake fade. With standard brake pads a peak temperature of 250°C has been found to be acceptable, although in certain cases higher temperatures might be permitted. In the case where sintered pads are used peak temperatures in excess of 600°C are possible. The operating temperature also determines pad wear. The higher the temperature, the greater the wear rate of the pads. These calculations require a detailed analysis, carried out by the application engineers at Twiflex, using dedicated software.

Power dissipation

In order to provide a consistent controlled performance of a brake it is also important to check the power dissipated during a stop. This affects the condition of the brake pads.

To calculate the power dissipation it is necessary to calculate the total energy absorbed during the stop, estimated as follows:

$$\text{Kinetic energy (KE)} = J \cdot \omega_m^2 / 2 \text{ (Joules)}$$

In the case of external loads further allowance should also be made for the change in potential energy of the system. For example in the case of a hoist this is determined by how far the load drops during the braking cycle. The mean power dissipated is therefore given by:

$$\text{Mean power dissipation} = \text{KE} / t_b \text{ (Watts)}$$

This is usually converted to what is termed the Mean Specific Power Dissipation (kW/cm²) for evaluation of pad performance, i.e. the mean power dissipation is divided by the pad area.

A value of 0.7kW/cm² has been shown to be acceptable for emergency stops of around 10 seconds duration, providing that the pads have been well bedded in and conditioned. Higher values can be used for shorter stopping times.

For tensioning duties the value of the mean specific power dissipation is more typically around 0.06 kW/cm². Failure to observe this basic selection criteria may result in poor braking performance and limited pad life.

Twiflex application engineers will be only too happy to assist in the selection process to meet your application requirements.

Conversion Factors

To Convert...	Into...	Multiply By...
kN	lbf	224.808943
Nm	lb-ft	0.737562149277
m	ft	3.2808399
mm	in	0.0393701
kg	lb	2.20462
bar	psi	14.5037738
ml	fl oz	0.033814
kgm ²	psf	0.20428571428571
Joules	btu	0.000948
Watts	hp	0.001341

Twiflex Facilities

Europe

United Kingdom

9 Briar Road, Twickenham
Middlesex TW2 6RB - England
+44 (0) 20 8894 1161
info@twiflex.com
sales@twiflex.com
Industrial Brake Systems

Amphill Road
Bedford, MK42 9RD - UK
+44 (0)1234 350311
Industrial Brake Systems

Germany

Hatschekstraße 36
69126 Heidelberg - Germany
+49 (0) 6221-304719
twiflex-sales@stieber.de
Industrial Brake Systems

North America

USA

2800 Fisher Road
Wichita Falls, TX 76302 - USA
940-723-3483
Toll free: 844-723-3483
twiflex.info@twiflex.com
Industrial Brake Systems

Asia Pacific

Australia

+61 2 9894 0133

China

+86 21 5169-9255

Hong Kong

+852 2615 9313

Singapore

+65 6487 4464

Taiwan

+886 2 2577 8156

Thailand

+66 2322 5527

The Brands of Altra Motion

Couplings

Ameridrives
www.ameridrives.com

Bibby Turboflex
www.bibbyturboflex.com

Guardian Couplings
www.guardiancouplings.com

Huco
www.huco.com

Lamiflex Couplings
www.lamiflexcouplings.com

Stromag
www.stromag.com

TB Wood's
www.tbwoods.com

Linear Systems

Thomson
www.thomsonlinear.com

Geared Cam Limit Switches

Stromag
www.stromag.com

Engineered Bearing Assemblies

Kilian
www.kilianbearings.com

Electric Clutches & Brakes

Matrix
www.matrix-international.com

Stromag
www.stromag.com

Warner Electric
www.warnerelectric.com

Belted Drives

TB Wood's
www.tbwoods.com

Heavy Duty Clutches & Brakes

Twiflex
www.twiflex.com

Stromag
www.stromag.com

Svendborg Brakes
www.svendborg-brakes.com

Wichita Clutch
www.wichitaclutch.com

Gearing & Specialty Components

Bauer Gear Motor
www.bauergears.com

Boston Gear
www.bostongear.com

Delevan
www.delevan.com

Delroyd Worm Gear
www.delroyd.com

Nuttall Gear
www.nuttallgear.com

Engine Braking Systems

Jacobs Vehicle Systems
www.jacobsvehiclesystems.com

Precision Motors & Automation

Kollmorgen
www.kollmorgen.com

Miniature Motors

Portescap
www.portescap.com

Overrunning Clutches

Formsprag Clutch
www.formsprag.com

Marland Clutch
www.marland.com

Stieber
www.stieberclutch.com

Neither the accuracy nor completeness of the information contained in this publication is guaranteed by the company and may be subject to change in its sole discretion. The operating and performance characteristics of these products may vary depending on the application, installation, operating conditions and environmental factors. The company's terms and conditions of sale can be viewed at <http://www.altramotion.com/terms-and-conditions/sales-terms-and-conditions>. These terms and conditions apply to any person who may buy, acquire or use a product referred to herein, including any person who buys from a licensed distributor of these branded products.

©2021 by Twiflex LLC. All rights reserved. All trademarks in this publication are the sole and exclusive property of Twiflex LLC or one of its affiliated companies.