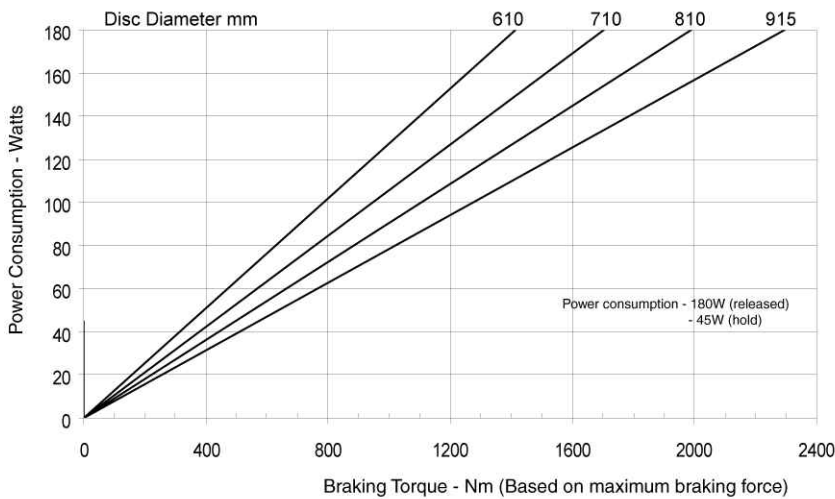
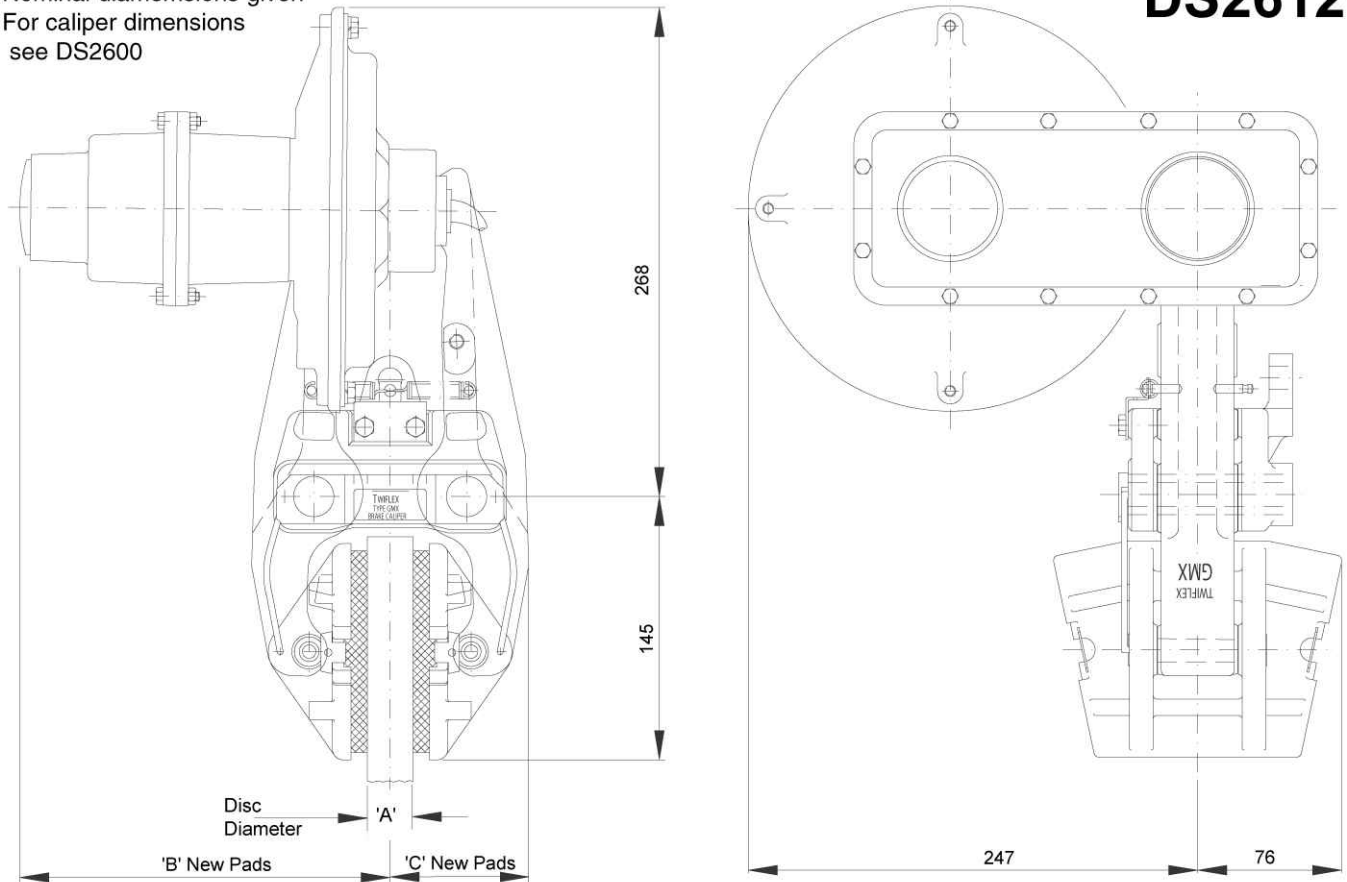




EGMX Disc Brake Caliper - Spring applied Electrically released

DS2612

Nominal diamensions given
For caliper dimensions
see DS2600



Dimensions in mm			
Caliper	A	B	C
EGMX 25	25	261.5	76
EGMX 30	30	263	77.5
EGMX 40	40	266.5	81

Weight (caliper and thruster) - 17.5kg
(thruster only) - 8.3kg
Operations per hour = 240 maximum

Maximum Braking Force = 6.1kN
Adjustable by 50%

The ratings shown on the above graph are based on fully bedded and conditioned brake pads with nominal friction coefficient $\mu = 0.4$. For bedding-in and conditioning procedures see Publication M1060.

Braking Force is defined as the Tangential Force acting on the brake disc at the Effective Disc Radius.

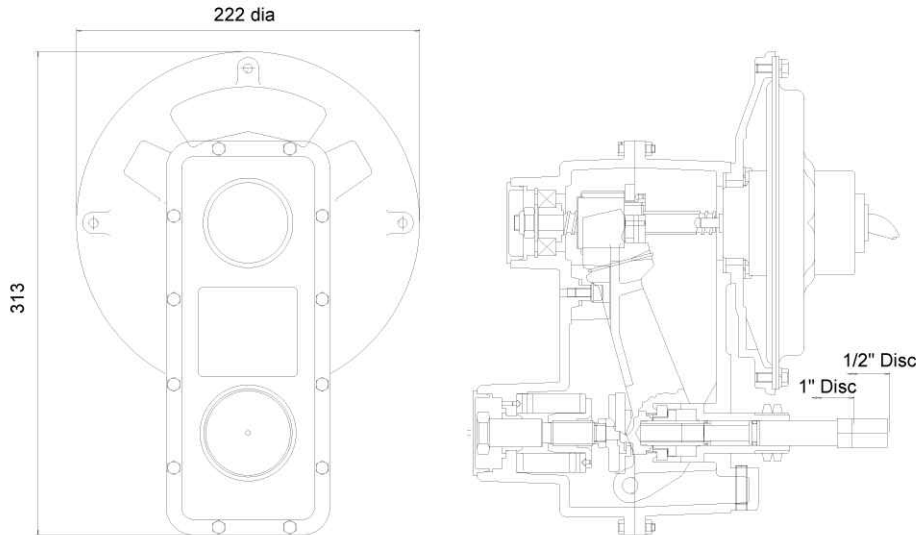
Braking Torque (Nm) = Braking Force (N) x Effective Disc Radius (m) where Effective Disc Radius = Actual Disc Radius - 0.06.

Twiflex Disc Brakes must be used with Twiflex asbestos free brake pads. The use of any other brake pads will invalidate the warranty. Twiflex Limited reserves the right to modify or change the design without prior notice.

ADVANCED BRAKING TECHNOLOGY



EGMX Disc Brake Caliper - Spring applied Electrically released



THRUSTER PART NUMBER 7700191
CONTROLLER PART NUMBER 7700609

Adjustment

Energise the controller, the push rod will erect by 8-9mm. **Taking care that the fingers cannot be trapped** in the event of power loss, unscrew the push rod as far as possible-i.e. until the corners of the hexagon are just touching the edges of the slot in the opposite arm, with the brake pads in contact with the disc. Align the hexagon and engage the push rod in the slot. Replace the caliper return springs.

This procedure should achieve the correct operating stroke of 4-4.5mm, which will then be maintained automatically by the patented adjusting mechanism.

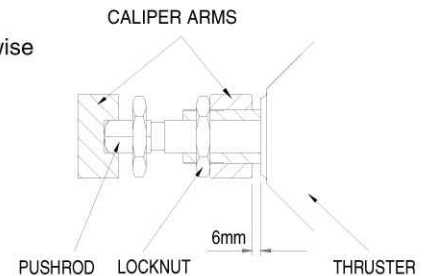
The actuator must not be repeatedly operated with excessive stroke, or when removed from the caliper, as this will eventually cause damage.

The brake actuator is factory set for maximum braking force. This can be reduced by anticlockwise rotation of the bolt (24mm a/f) under the plastic cap at the base of the unit (in line with the push rod). Approximately 7¼ turns total adjustment are provided, after which the bolt will be felt to be free of the spring load. This is the minimum adjustment position, giving approximately 50% of the maximum braking force. Thus, the braking force is changed by about 6.5% of the maximum per turn. The adjustment should be carried out with the brake on.

If more than one caliper is used on a disc ensure that the braking force setting is the same for each, to achieve simultaneous operation

Check brake operation and carry out any required testing. Note that full braking torque will be achieved only after the pads have been 'bedded-in'

1. Make sure the thruster rod is extended i.e. it is not pressurised.
2. Take hold of the thruster and turn the push rod via the hex portion clockwise until it stops rotating: so a 'clicking' can be heard from the ratchet.
Do this by hand, do not apply heavy force to push the rod once it stops turning.
3. Offer thruster to caliper making sure that both lock nuts are removed before placing hex section of push rod through caliper arm.
4. Pull caliper arms apart so that the pads are hard against the disc.
5. Fit lock nuts to thruster body loosely and unwind push rod until the gap between the body and the arm is 6mm. Make sure that the hex section of the push rod is within the slot of the other arm.
6. Tighten first lock nut to 50 - 60Nm then tighten the second nut against the first.



This Approval is in Accordance
with Certificate number 850822
Issue 2 Feb 2001
© Twiflex 1998.