



8.3 Technical data brake and brake control

Technical data brake

The following table lists the technical data of the brakes. The type and number of brake springs determines the level of the braking torque. Maximum braking torque M_{Bmax} is installed as standard, unless specified otherwise in the order. Other brake spring combinations can result in reduced braking torque values M_{Bred} .

Brake Type	For motor size	M_{Bmax} [Nm]	Reduced braking torques M_{Bred} [Nm]							W [10^6 J]	t_1 [10^{-3} s]	t_2		P_B [W]
			0.8	1.6	0.8							t_{2I} [10^{-3} s]	t_{2II} [10^{-3} s]	
BMG02	DT56	1.2	0.8							15	28	10	100	25
BR03	DR63	3.2	2.4	1.6	0.8					200	25	3	30	26
BMG05	DT71 DT80	5.0	4	2.5	1.6	1.2				120	30 20 ¹⁾	5	35	32
BMG1	DT80	10	7.5	6						120	50 20 ¹⁾	8	40	36
BMG2	DT90 DV100	20	16	10	6.6	5				260	70 30 ¹⁾	12	80	40
BMG4	DV100	40	30	24						260	130 35 ¹⁾	15	80	50
BMG8	DV112M	55	45	37	30	19	12.6	9.5		600	30	12	60	70
	DV132S	75	55	45	37	30	19	12.6	9.5	600	35	10	50	70
BM15	DV132M	100	75	50	35	25				1000	40	14	70	95
	DV132ML DV160M	150	125	100	75	50	35	25		1000	50	12	50	95
BM30	DV160L	200	150	125	100	75	50			1500	55	18	90	120
	DV180M/L	300	250	200	150	125	100	75	50	1500	60	16	80	120
BM31	DV200/225	300	250	200	150	125	100	75	50	1500	60	16	80	120
BM32 ²⁾	DV180M/L	300	250	200	150	100				1500	55	18	90	120
BM62 ²⁾	DV200/225	600	500	400	300	250	200	150	100	1500	60	16	80	120
BMG61	DV250/280	600	500	400	300	200				2500	90	25	120	195
BMG122 ²⁾	DV250/280	1200	1000	800	600	400				2500	90	25	120	195

1) For operation with brake control system BGE/BME

2) Double disc brake

M_{Bmax} = Maximum braking torque

M_{Bred} = Reduced braking torque

W = Braking work until service

t_1 = Response time

t_{2I} = Brake application time for cut-off in the AC circuit

t_{2II} = Brake application time for cut-off in the DC and AC circuit

P_B = Braking power

The response and application times are recommended values in relation to the maximum braking torque.