



MAGNUM - Pneumatic Brakes

Performance

CHARACTERISTICS

- Pneumatically applied
- Multi-range actuators for optimum torque selection
- Standard or Low Coefficient (LC) friction pads for various torque requirements
- Magnum - naturally ventilated for good heat transfer
- Magnum 'B' - force cooled with fan integrally mounted within the regular Magnum casing for increased heat transfer
- Magnum '+' -force cooled with large fan mounted within additional casing for even greater heat transfer
- Single disc design
- For use in dry environment only

UTILISATION

- End-of-shaft or through shaft mounting

TYPICAL USES

- Continuous slipping and tension control applications

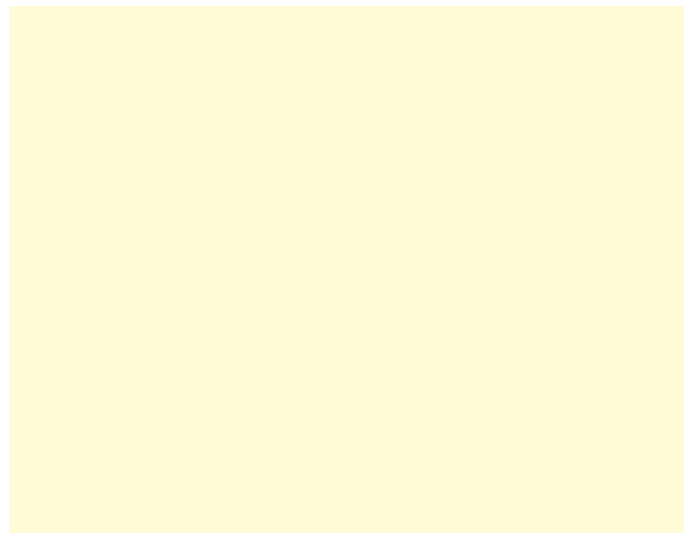
MOUNTING PRECAUTIONS

- Outer ring of brake must be supported by machine frame
- Inner hub of brake must be supported by machine shaft
- Designed for horizontal shaft axis. Consult Wichita if vertical mounting is required
- If through-shaft mounting is specified, the centre guard of the brake is removed

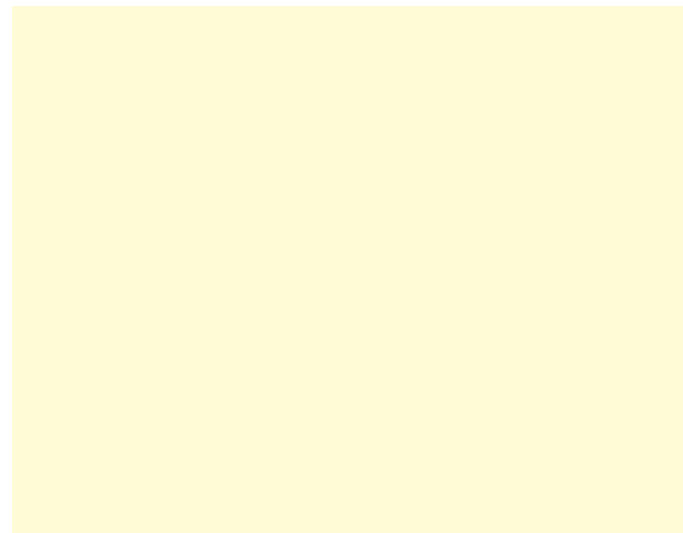
SAFETY

- The brake has integral guarding
- Designed for 5.5 bar max air pressure

Mounting example



Einbaubeispiel



Performance



MEX (55) 53 63 23 31 MTY (81) 83 54 10 18
 DIST. AUTORIZADO QRO (442) 1 95 72 60 ventas@industrialmagza.com

Model Modell	Dynamic slipping torque Dynamisches Gleitmoment		Heat transfer for continuous operation Wärmeleistung für kontinuierlichen Betrieb Heat transfer capacity forced cooled by fan Wärmeleistung-kapazität mit Lüfter				Max. speed / Drehzahl		Inertia / Trägheit	Weight / Gewicht	
	Min 0,2 bar (Nm)	max 5,5 bar (Nm)	50 min ⁻¹	100 min ⁻¹	200 min ⁻¹	500 min ⁻¹	Standard Standard (min ⁻¹)	High Hoch (min ⁻¹)		Total brake Gesamte Bremse (kg)	Brake disc + hub Nabe u. Innenscheibe (kg)
									50 min ⁻¹		
MAGNUM 260/1LC	2	67									
MAGNUM 260/1	3	90									
MAGNUM 260/2LC	5	135									
MAGNUM 260/2	7	180	1,0	1,1	1,4	2,2	2530	4427	0,031	14	6,2
MAGNUM 260/3LC	7	200									
MAGNUM 260/3	10	270	'+' 1,3	'+' 1,6	+ 2,1	'+' 3,0					
MAGNUM 260/4LC	10	270									
MAGNUM 260/4	13	360									
MAGNUM 340/1LC	4	105									
MAGNUM 340/1	5	140									
MAGNUM 340/2LC	8	210									
MAGNUM 340/2	10	280									
MAGNUM 340/3LC	11	315									
MAGNUM 340/3	15	420	1,7	2,0	2,6	4,2	2040	3570	0,10	23	12,5
MAGNUM 340/4LC	15	420	'B' 2,7	'B' 3,0	'B' 3,6	'B' 4,2					
MAGNUM 340/4	20	560	'+' 2,9	+ 3,2	+ 3,8	+ 4,3					
MAGNUM 340/5LC	19	525									
MAGNUM 340/5	25	700									
MAGNUM 340/6LC	23	630									
MAGNUM 340/6	30	840									
MAGNUM 400/2LC	10	270									
MAGNUM 400/2	13	360									
MAGNUM 400/3LC	15	405									
MAGNUM 400/3	20	540									
MAGNUM 400/4LC	20	540									
MAGNUM 400/4	26	720									
MAGNUM 400/5LC	25	675	2,6	3,0	3,9	6,6	1712	2996	0,24	34	18,7
MAGNUM 400/5	33	900	'B' 3,7	'B' 4,2	'B' 5,2	'B' 6,6					
MAGNUM 400/6LC	29	810	'+' 4,5	'+' 5,2	'+' 6,3	'+' 7,0					
MAGNUM 400/6	39	1080									
MAGNUM 400/7LC	34	945									
MAGNUM 400/7	46	1260									
MAGNUM 400/8LC	39	1080									
MAGNUM 400/8	52	1440									
MAGNUM 500/2LC	13	360									
MAGNUM 500/2	17	480									
MAGNUM 500/3LC	20	540									
MAGNUM 500/3	26	720									
MAGNUM 500/4LC	26	720									
MAGNUM 500/4	35	960									
MAGNUM 500/5LC	33	900	3,5	4,5	6,5	11,0	1308	2289	0,72	56	32,7
MAGNUM 500/5	44	1200	'B' 7,5	'B' 8,5	'B' 9,2	'B' 11,0					
MAGNUM 500/6LC	39	1080	'+' 8,0	'+' 9,0	'+' 10,0	'+' 12,5					
MAGNUM 500/6	52	1440									
MAGNUM 500/7LC	46	1260									
MAGNUM 500/7	61	1680									
MAGNUM 500/8LC	52	1440									
MAGNUM 500/8	70	1920									

1) The dynamic slipping torque range for a given brake model can be changed by switching the actuators in or out by means of the hand slide valves provided e.g. a 340/3 to a 340/2 or a 340/1.
 2) The heat transfer ratings in the above chart assume a forward rotation of the brake disc. For reverse rotation the heat ratings of models Magnum 260 and Magnum 340 should be reduced by 15 %. If in doubt please contact your Wichita Engineer.

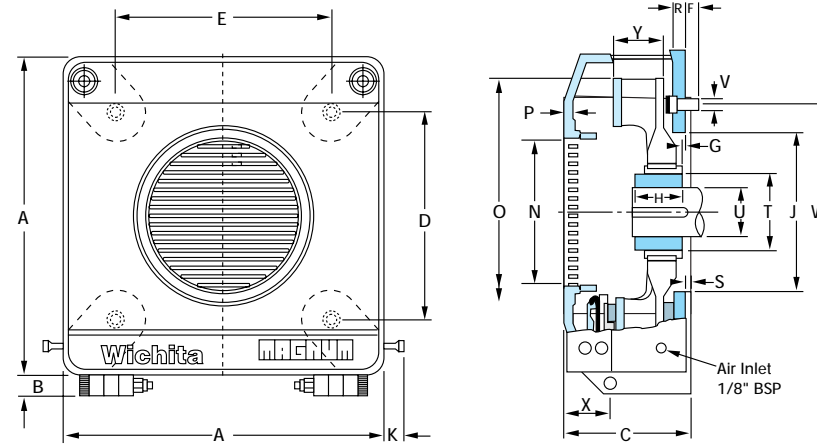
1) Der dynamische Rutschmomentenbereich bei einem gegebenen Bremsenmodell kann durch Ein- oder Ausschalten mittels der Handventil z.B. ein 340/3 auf ein 340/2 oder auf ein 340/1.
 2) Die Wärmeleistungen in obiger Tabelle gelten für rechtsdrehende Bremscheibe. Für Gegendrehrichtung sollten die Wärmewerte der Magnum 260 und Magnum 340 um 15 % reduziert werden. Im Zweifelsfall bitte Ihren Wichita Ingenieur ansprechen



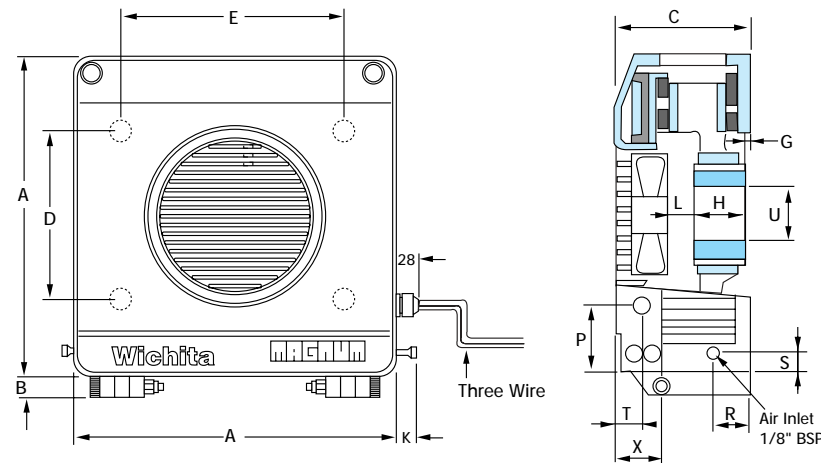
MAGNUM - Pneumatic Brakes

Dimensions

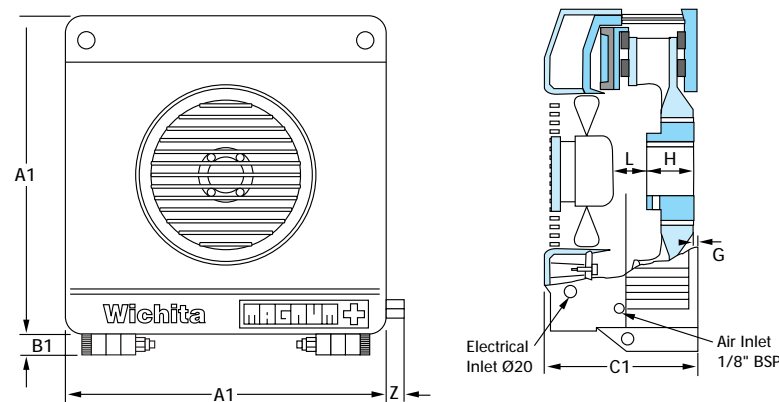
MAGNUM BRAKE



MAGNUM B



MAGNUM PLUS



Model Modell	A	A1	B	B1	C	C1	D	E	F	G	H	J	K	L
MAGNUM 260	264	270	25	20	145	195	176,8	176,8	20	5	55	100	23	50
MAGNUM 340	346	350	25	20	145	205	140	242,5	22	5	55	175	23	50
MAGNUM 400	406	410	25	20	145	195	265,2	265,2	27	5	60	200	23	25
MAGNUM 500	506	510	28	20	150	205	339,4	339,4	30	5	60	320	23	25
	N	O	P	R	S	T	U		V		W	X	Y	Z
							min	max			PCD			
MAGNUM 260	95	230	6	15	5	62	15	45	4 x M12 x 35		250	50	60	12
MAGNUM 340	140	280	6	13	7	92	25	57	4 x M12 x 30		280	50	59	12
MAGNUM 400	200	340	8	13	3	119	35	65	4 x M16 x 40		375	52	60	12
MAGNUM 500	283	445	11	15	2	140	35	102	4 x M20 x 45		480	55	59	12

Options

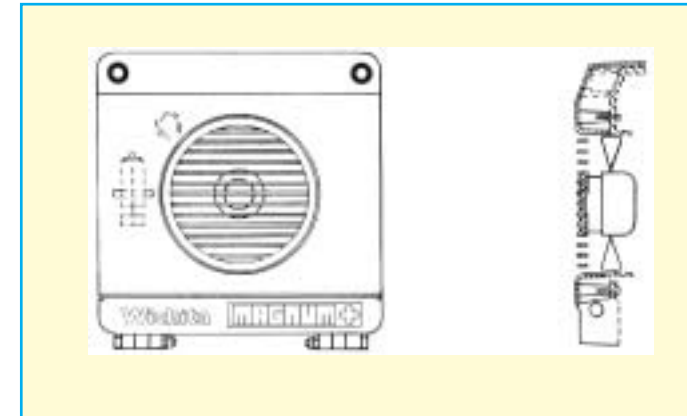
Design options offer wider scope in control, and improved performance through Fan cooling, whilst retaining Magnum's good looks.

Option one

- Integral Fan
- Integral Electrical Junction Box
- Fully Guarded

Benefits

Improved performance, compact design retaining aesthetic appeal. Easy connections to approved European Standards. Safe - needs no additional guard. Thermal cut out for added safety.

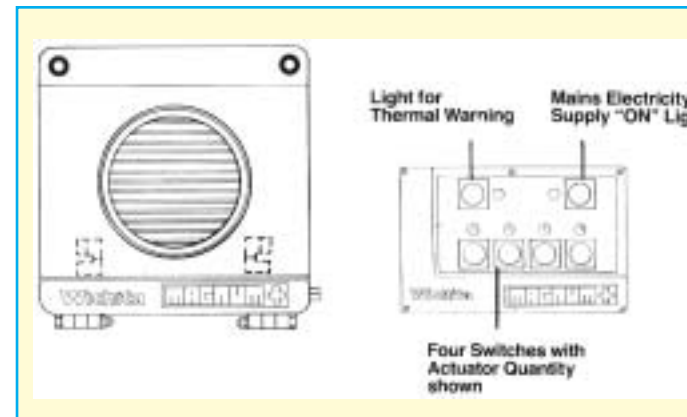


Option two

- Remote Control of Multi-Range Facility
- Remote Switch Panel Display
- Emergency Stop
- Integral Junction Box

Benefits

Ease of operation, in switching brake setting, especially when brakes are sited away from the operations central control point. Using the brake's inbuilt control valves can often be inconvenient. Simple to operate - Panel or Bulkhead mounting. Facility for direct override utilising full brake torque for emergency stop. Simple connection using single multi-line conduit into internal junction, approved European Standards.



Option three

- Full Automatic Operation in tandem with Micro Controller Automatic Brake Set-Up Auto Range

Benefits

Automatically sets up at preset points selecting optimum brake torque from brake's inbuilt multi-range facility. Automatically resets brake during machine run, as reel decreases, at predetermined air pressures, assuring brakes are operating at an ideal pressure for torque/tension required.

