

# Fax questionnaire for the designing of plates

Please complete in block capitals!

**Ortlinghaus** SINCE 1898

THE TECHNOLOGY OF CONTROLLED TORQUE

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## For clutches and brakes:

### Actuation type:

hydraulic  pneumatic   
spring-applied

### Drive machine:

Elektric motor  Combustion engine   
Hydraulic motor  Other: \_\_\_\_\_

### Drive situation:

### Fitting situation:

Rotary axis horizontal  Vertical   
Exposed  In closed housing

**Shaft diameter:** on drive input  $d_1 =$  \_\_\_\_\_ mm  
on drive output  $d_2 =$  \_\_\_\_\_ mm

**Motor data:** Capacity  $P =$  \_\_\_\_\_ kW  
Speed  $n =$  \_\_\_\_\_ min<sup>-1</sup>

### Torques on clutch or brake:

Switchable torque  $M_s =$  \_\_\_\_\_ Nm  
Transmittable torque  $M_u =$  \_\_\_\_\_ Nm  
Load torque  $M_L =$  \_\_\_\_\_ Nm  
Course of  $M_L$ , when this changes: \_\_\_\_\_

**Initial input drive speed:**  $n_{10} =$  \_\_\_\_\_ min<sup>-1</sup>

**Initial output drive speed:**  $n_{20} =$  \_\_\_\_\_ min<sup>-1</sup>

**Max. relative speed ratio:**  $^3_n =$  \_\_\_\_\_ min<sup>-1</sup>

### Conditions at switching:

Stationary  Full load  Without load   
Switching frequency  $S_h =$  \_\_\_\_\_ h<sup>-1</sup>  
Acceleration/deceleration time  $t_3 =$  \_\_\_\_\_ s

### Moment of inertia about clutch or brake shaft axis:

Input drive side  $J_A =$  \_\_\_\_\_ kgm<sup>2</sup>  
Output drive side  $J_L =$  \_\_\_\_\_ kgm<sup>2</sup>  
Course of  $J_A$  ,  $J_L$  ,  
when these change: \_\_\_\_\_

### Further details:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## For press clutches and brakes:

Actuation type: pneumatic  hydraulic

### Arrangement:

Clutch and brake separated  Auxiliary brake   
Clutch and brake combined  with auxiliary brake

**Fitting position:** Rotary axle horizontal  Vertical

**Shaft diameter**  $d =$  \_\_\_\_\_ mm

**Bore diameter**  $A =$  \_\_\_\_\_ mm

### Driver on the shaft:

Feather keys  Clamping set/contraction disk

**Actuation pressure:** air pressure  $P_B =$  \_\_\_\_\_ bar  
 $P_{max} =$  \_\_\_\_\_ bar

Oil pressure  
 $P_B =$  \_\_\_\_\_ bar  
 $P_{max} =$  \_\_\_\_\_ bar

**Series no.** \_\_\_\_\_

**Version characteristics** (e.g. mode of securing plates)

**Machine type:** \_\_\_\_\_

**Working mode:** single stroke  continuous run.

**Motor capacity:**  $P =$  \_\_\_\_\_ kW, at  $n =$  \_\_\_\_\_ rpm

**Max. pressing/shearing force**  $F =$  \_\_\_\_\_ kN

**Working angle at BDC**  $\alpha =$  \_\_\_\_\_ deg.

**Working height at BDC**  $h =$  \_\_\_\_\_ mm

**Eccentric radius**  $r =$  \_\_\_\_\_ mm

**Length of the connecting rod**  $l =$  \_\_\_\_\_ mm

**Eccentric speed**  $n_E =$  \_\_\_\_\_ min<sup>-1</sup>

**Clutching speed**  $n_K =$  \_\_\_\_\_ min<sup>-1</sup>  
(state switching speed without fail)

**Individual strokes per minute**  $z =$  \_\_\_\_\_ min<sup>-1</sup>

**Moment of inertia of all masses to be braked**  $J =$  \_\_\_\_\_ kgm<sup>2</sup>  
(without clutch and flywheel) about the clutch shaft axis

Course of  $J$ , if this changes \_\_\_\_\_

**Ram mass including tool**  $m =$  \_\_\_\_\_ kg  
if not included in  $J$

**Load torque at braking**  $M_L =$  \_\_\_\_\_ Nm

**Course of  $M_L$  if this changes** \_\_\_\_\_

**Desired braking angle**  $\zeta =$  \_\_\_\_\_ deg.

**Desired braking time**  $t_{Br} =$  \_\_\_\_\_ s

**Envisaged solenoid valve** \_\_\_\_\_

**Flywheel external diameter**  $D_S =$  \_\_\_\_\_ mm