

# Multi-Disc Tension Brake System

Next generation braking technology—high torque, cooler operation

Fisher Barton's innovative Multi-Disc Tension Brake provides controlled tension in material transfer applications. The multi-disc design results in large brake torque capacities in a smaller physical brake size.



## Complete Brake Assembly

- Cooler Operation
- Smooth Consistent Resistance and Braking
- Easy Mounting to Trailer or Reel Stand
- All Weather Construction
- Modern Design

The Multi-Disc Tension Brake System uses a cast aluminum housing/frame design with integrated strengthening/cooling ribs allowing for greater heat dissipation.

The aluminum-bronze composite rotors radiate the heat from the braking surface better than solid bronze rotors. The multi-friction pad designs allow for reduced friction pad wear and constant brake torque. Mechanical spring applied force or optional hybrid type spring & hydraulic/pneumatic combined applied force designs available.

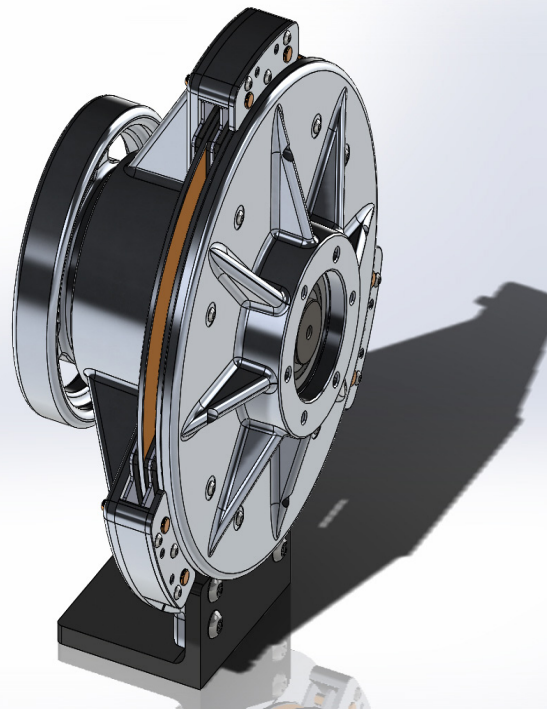
## Consistent Resistance & Braking

**>20-70**  
RPM

**2000**  
FT LB DYNAMIC

## Why our solution is unique?

Fisher Barton's three point design provides lower wear. Its reduced friction pad allows for weekly brake pad changes instead of daily. Decreasing maintenance downtime and reduction of overall cost.



FEATURES AND BENEFITS

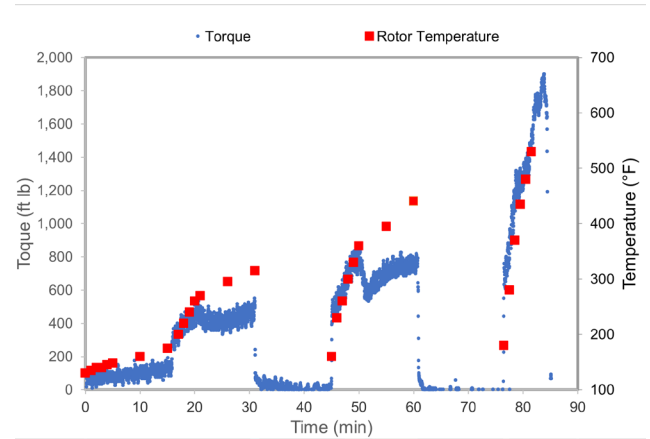
- Composite Rotor**                      Lightweight, improved thermal dissipation
- Smooth Surface**                     Durable, Reliable tension
- Universal Bolt on Assembly**      Easy Installation
- Innovative Design**                 Easy brake pad replacement

Fisher Barton has taken its surface engineering and material science expertise to redesign the traditional braking system used in the utility market. This next generation, bolt on assembly provides higher torque at cooler temperatures within a footprint that easily mounts to trailer systems and reel stands.

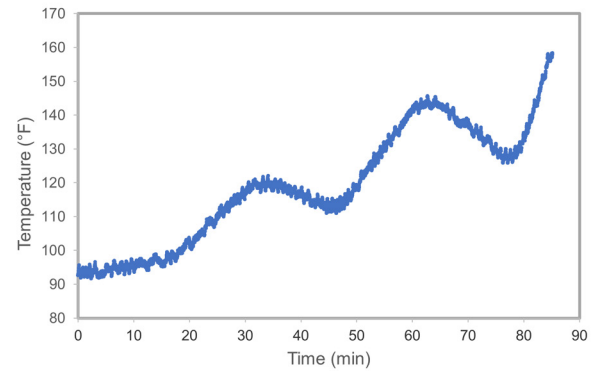
Our three point braking design provides consistent tension reducing pulses and surges to the line. The composite material has improved thermal conductivity for better cooling power resulting in reduced pad wear and lower maintenance costs and downtime.

**Learn more about Fisher Barton at [fisherbarton.com](http://fisherbarton.com).**

Improved Thermal Conductivity



Torque and rotor temperature over time



Torque and housing temperature over time

GENERAL SPECIFICATIONS - MULTI-DISC BRAKE SYSTEM	
<b>Framing/Housing</b>	Cast aluminum design with cooling ribs
<b>Dimensions</b>	Length 18.0 in x Height 19.3 in x Width 11.5 in
<b>Brake Rotors</b>	Composite Rotors made of aluminum bronze composite brake surface w/ aluminum carrier (2 or 3 disc designs available)
<b>Friction Material</b>	Organic - Non asbestos
<b>ASI-747 Friction Compound</b>	Coefficient of Friction: (SAE J661) – Normal 0.52 - Hot 0.33 / Wear Rate 0.029 g/MJ Friction Code: GE / Surface Area = 58 in ^2 (two rotor design) / .25” linear wear
<b>Loading</b>	Variable Loading Mechanical Spring Force 0–5,000 lb. (Optional Hydraulic/ Pneumatic applied force booster available.)
<b>RPM</b>	20-70
<b>Torque</b>	0 – 2,000 lb ft dynamic torque
<b>Mounting/Shaft Adapter</b>	Customer specific mounting flange and drive shaft adapters available

Tension Brake specifications for reference only. Contact the Fisher Barton Engineering Team to discuss your specific application.



contact@fisherbarton.com or call 920 390 4760

fisherbarton.com