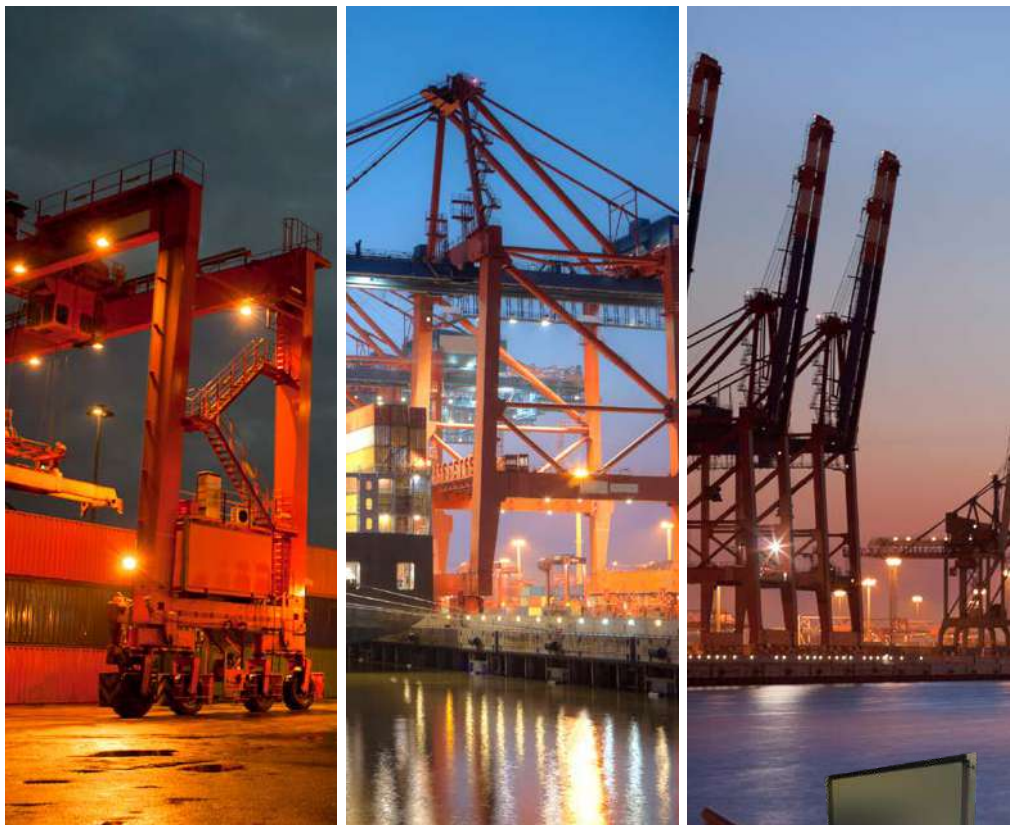


Stromag Storm Brakes



Stromag

Founded in 1932, Stromag has grown to become a globally recognized leader in the development and manufacture of innovative power transmission components for industrial drivetrain applications. Stromag engineers utilize the latest design technologies and materials to provide creative, energy-efficient solutions that meet their customer's most challenging requirements.

Stromag's extensive product range includes flexible couplings, disc brakes, limit switches, an array of hydraulically, pneumatically, and electrically actuated brakes, and a complete line of electric, hydraulic and pneumatic clutches.

Stromag engineered solutions improve drivetrain performance in a variety of key markets including energy, off-highway, metals, marine, transportation, printing, textiles, and material handling on applications such as wind turbines, conveyor systems, rolling mills, agriculture and construction machinery, municipal vehicles, forklifts, cranes, presses, deck winches, diesel engines, gensets and stage machinery.



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Altra Motion

Altra is a leading global designer and producer of a wide range of electromechanical power transmission and motion control components and systems. Providing the essential control of equipment speed, torque, positioning, and other functions, Altra products can be used in nearly any machine, process or application involving motion. From engine braking systems for heavy duty trucks to precision motors embedded in medical robots to brakes used on offshore wind turbines, Altra has been serving customers around the world for decades.

Altra's leading brands include **Ameridrives**, **Bauer** Gear Motor, **Bibby** Turboflex, **Boston** Gear, **Delevan**, **Delroyd** Worm Gear, **Deltran**, **Formsprag** Clutch, **Guardian** Couplings, **Huco**, **Jacobs** Vehicle Systems, **Kilian**, **Kollmorgen**, **Lamiflex** Couplings, **Marland** Clutch, **Matrix**, **Nuttall** Gear, **Portescap**, **Stieber**, **Stromag**, **Svendborg** Brakes, **TB Wood's**, **Thomson**, **Twiflex**, **Warner** Electric, **Warner** Linear and **Wichita** Clutch

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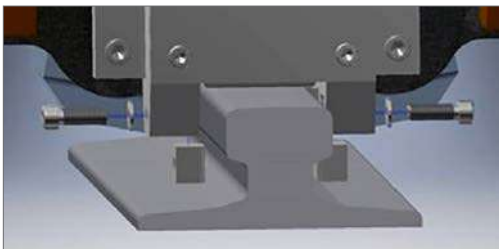
GRBS RAIL CLAMPS



GRBS Rail Clamps, fitted with hardened steel guides, can accommodate rail with large vertical fluctuations.

GRBS rail brakes are designed to apply friction forces on both sides of a rail. They are spring set and hydraulically or electrically released.

They ride above the rail with two flangeless rollers which continuously make contact with the rail. Hardened guides, attached to the cylindrical roller frame, protect serrated shoes from hitting the rail. As the clamp mechanism can float laterally with very little friction, guides wear is very low. This increases rail brakes safety and reliability and reduces the maintenance costs.

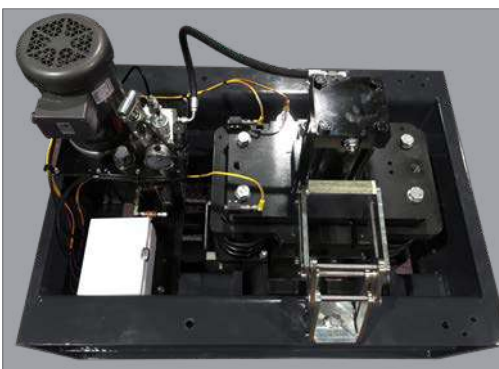


Applications

- Ship to shore cranes
- Automated stacking cranes
- Wide span cranes
- Ship loaders
- Stacker Reclaimers
- Tripper cars

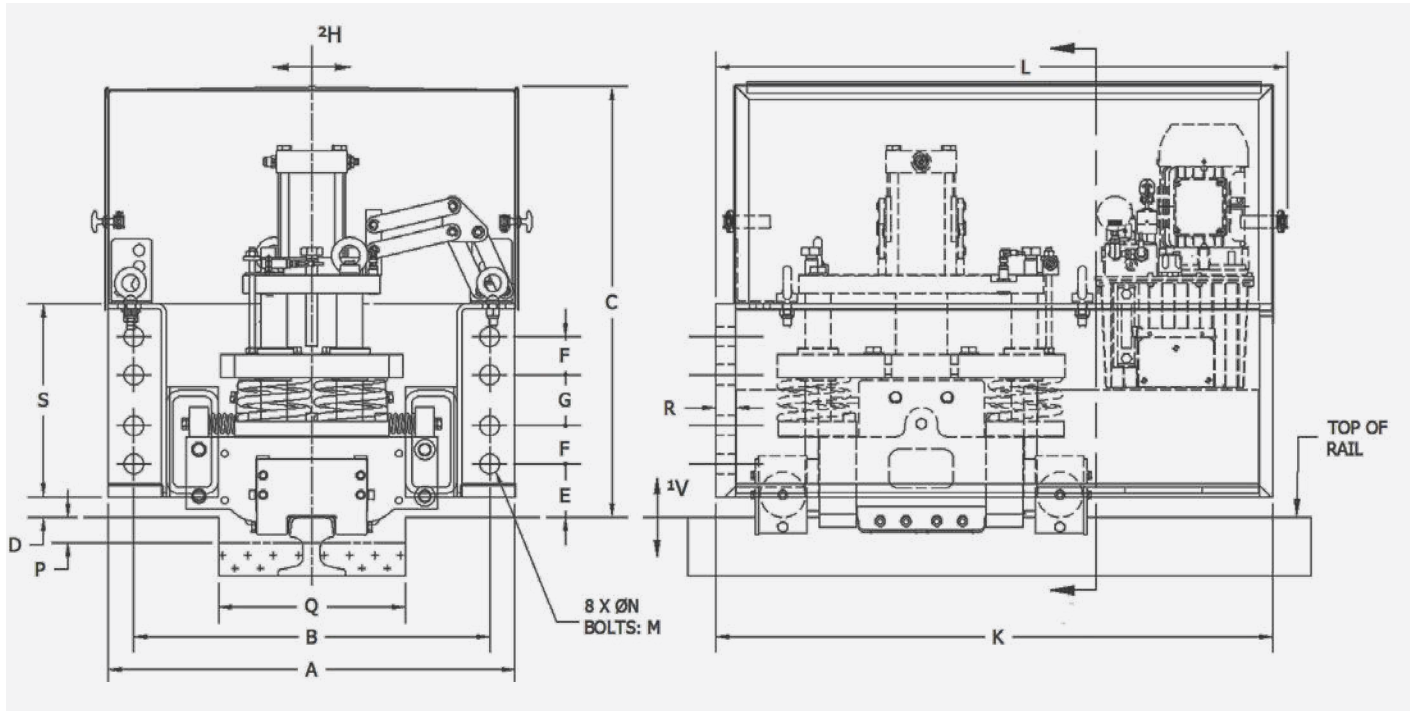
Benefits

- Rail Clamp mechanism weight is distributed to two hardened, low friction flangeless Cylindrical Rollers.
- Top mounted hydraulic cylinder with no rod connection, easily removable for quick maintenance and replacement
- Serrated shoes protected from hitting the rail sides; limited wear and tear to guide means, brake shoes as well as rail head itself
- No need for lubrication points for the floating mechanism
- Simple design eliminates expensive replacement of profiled guide wheels with worn-out flanges
- Floating mechanism allowing compensation of **horizontal $\pm 30\text{mm}$ and vertical $\pm 25\text{mm}$ rail deviation** (more available upon request)
- Clamp release and reserve stroke monitoring by proximity switches
- Increased rail clamp safety and reliability while reducing maintenance costs



TECHNICAL DATA

- SF Side Flange mount to the crane structure
- TF Top Flange mount available (50 to 600 kN)
- Stainless steel removable cover with inspection doors
- Caging bolts for mechanical release
- Paint system for C4 environment
- Prewired junction box
- Hand pump and caging bolts for manual release
- Solenoid valve with manual override
- Solenoid coil with LED indicator
- Integrated Temperature/Level Switch
- Adjustable setting time from 2-30 seconds



V Vertical Rail Deviation (Float) $\pm 25\text{mm}$ relative to Rail Clamp enclosure at full rated capacity.

H Horizontal Rail Position Deviation (Float) $\pm 30\text{mm}$ relative to Rail Clamp enclosure at full rated capacity.

Q* & P* Dimensions are subject to a specific rail size.

Models with holding capacities calculated with friction factor 0.5. Models with holding capacities calculated with friction factor 0.25 available upon request. All dimensions (mm) and capacities (kN) subject to change without notification.

MODEL	HOLDING CAPACITY (kN)	A	B	C	D	E	F	G	K	L	M	N	P	Q*	R	S
GRBS-HS-50-SF	50	578	530	735	30	75	50	65	860	885	20	22	50	280	22	254
GRBS-HS-100-SF	100					85	65	90	860	885	27	29	50	340	32	310
GRBS-HS-150-SF	150															
GRBS-HS-200-SF	200															
GRBS-HS-250-SF	250	705	635	785	40	105	75	100	1095	1125	36	39	50	380	38	380
GRBS-HS-300-SF	300															
GRBS-HS-350-SF	350															
GRBS-HS-400-SF	400															
GRBS-HS-450-SF	450	800	700	870	40	105	75	100	1095	1125	36	39	50	380	38	380
GRBS-HS-500-SF	500															
GRBS-HS-600-SF	600															
GRBS-HS-800-SF	800															
GRBS-HS-900-SF	900	850	730	1000	40	120	110	170	1210	1240	39	42	50	380	38	580
GRBS-HS-1000-SF	1000															

LRBS RAIL CLAMPS



LRBS Rail Clamps are guided by hardened steel guides along the rail. They are designed for cranes riding on a rail with minimum vertical fluctuations.

LRBS rail clamps are designed to apply friction forces on both sides of a rail. They are spring set and hydraulically or electrically released.



Applications

- Ship to shore cranes
- Automated stacking cranes
- Wide span cranes
- Ship loaders
- Stacker Reclaimers
- Tripper cars

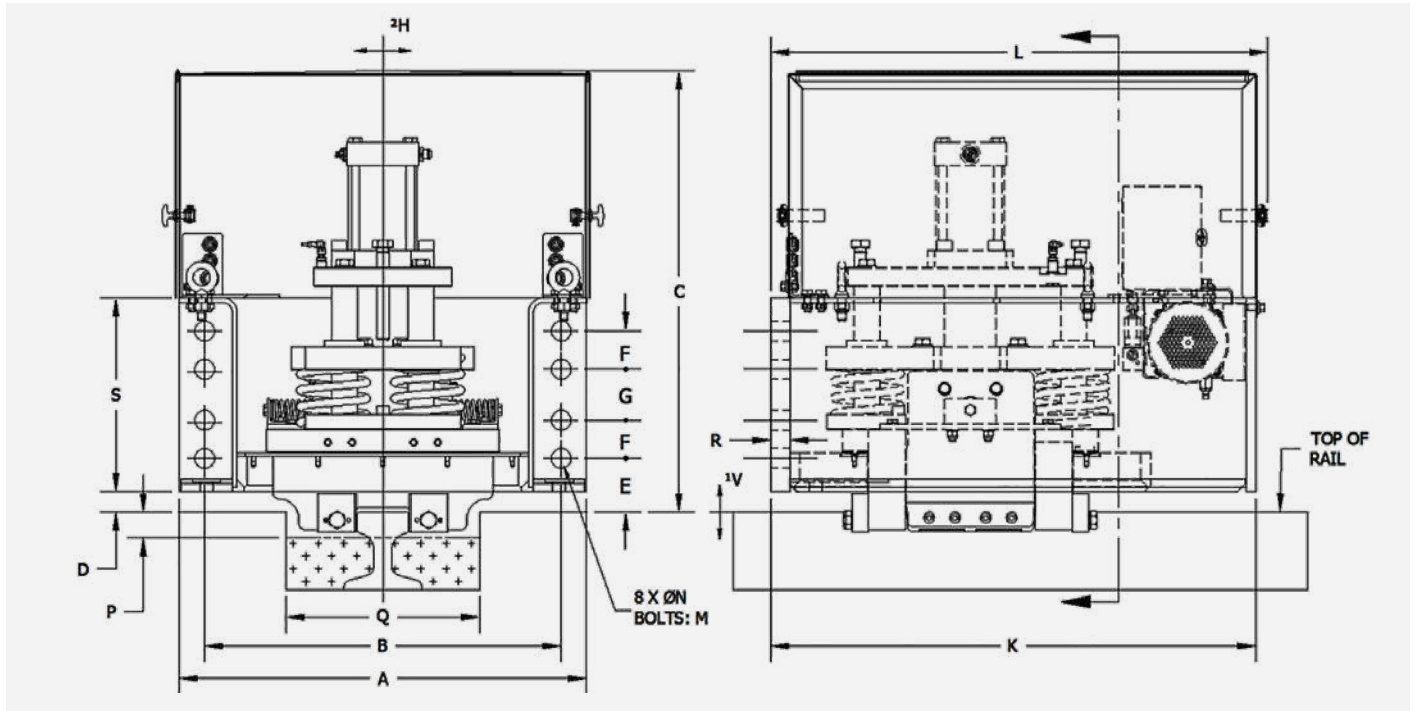
Benefits

- Rail Clamp mechanism guided along the rail with hardened steel guiding blocks
- Top mounted hydraulic cylinder with no rod connection, easily removable for quick maintenance and replacement
- Serrated shoes protected from hitting the rails sides by guiding blocks
- No need for lubrication points for the floating mechanism
- Simple design eliminates expensive replacement of profiled guide wheels with worn-out flanges
- Floating mechanism allowing compensation **of horizontal $\pm 30\text{mm}$ and vertical $\pm 5\text{mm}$ rail deviation**
- Clamp release indication signal provided by proximity switch
- Simple mechanism with small number of moving parts for easy maintenance



TECHNICAL DATA

- SF Side Flange mount to the crane structure
- TF Top Flange mount available
- Stainless steel cover
- Paint system for C4 environment
- Prewired junction box
- Hand pump and/or caging bolts for manual release
- Solenoid valve with manual override
- Solenoid coil with LED indicator
- Integrated Temperature/Level Switch
- Adjustable setting time from 2-30 seconds



V Vertical Rail Deviation (Float) $\pm 5\text{mm}$ relative to Rail Clamp enclosure at full rated capacity.

H Horizontal Rail Position Deviation (Float) $\pm 30\text{mm}$ relative to Rail Clamp enclosure at full rated capacity. Larger floats available upon request.

Q* Dimensions are subject to a specific rail size. **N**** LRBS-50/100 series come with four holes bolt pattern.

Models with holding capacities calculated with friction factor 0.5. Models with holding capacities calculated with friction factor 0.25 available upon request. All dimensions (mm) and capacities (kN) subject to change without notification.

MODEL	HOLDING CAPACITY (kN)	A	B	C	D	E	F	G	K	L	M	N	P	Q*	R	S
LRBS-HS-50-SF	50	540	470	665	30	60	140	x	681	x	24	26	50	300	22	203
LRBS-HS-100-SF	100															
LRBS-HS-150-SF	150															
LRBS-HS-200-SF	200	705	635	700	40	85	65	90	860	884	27	29	50	350	32	310
LRBS-HS-250-SF	250															
LRBS-HS-350-SF	350															
LRBS-HS-400-SF	400	800	700	860	40	105	75	100	955	985	36	39	50	380	38	380
LRBS-HS-450-SF	450															
LRBS-HS-500-SF	500															
LRBS-HS-600-SF	600															
LRBS-HS-650-SF	650															

RRBS RETRACTABLE RAIL CLAMPS



RRBS Retractable Rail Clamps are the obvious choice especially for modern high speeds cranes

RRBS rail clamps are designed to clamp on both sides of a rail. They are spring set and hydraulically or electrically released. They are designed to release and retract fully above the rail head. This eliminates mechanical guiding means at rail level. All the features of these calipers allow reliability and low maintenance.



Applications

- Ship to shore cranes
- Automated stacking cranes
- Wide span cranes
- Ship loaders
- Rail-mounted material handling equipment

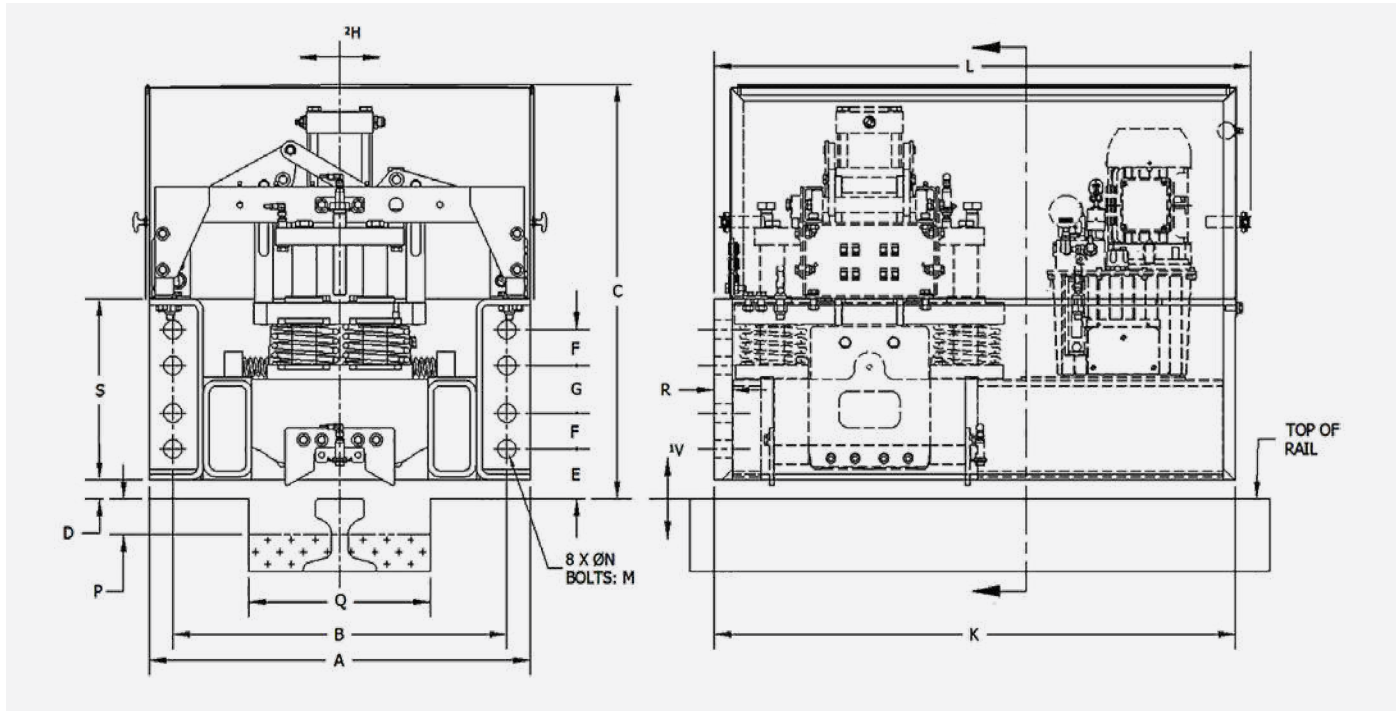
Benefits

- Simple single cylinder solution that lifts all the critical components completely free of the rail
- Serrated shoes protected from hitting the rail sides, no wear and tear to guide means, brake shoes as well as rail head itself
- Top suspended mechanism allows for very low mechanism float forces, no need for lubrication points
- Low friction mechanism stability device, allows for reliable setting of the rail clamp mechanism and positioning on a rail
- Floating mechanism allowing compensation of **horizontal $\pm 30\text{mm}$ and vertical $\pm 25\text{mm}$ rail deviation** (more available upon request)
- Top mounted hydraulic cylinder with no rod connection, easily removable for quick maintenance and replacement
- Clamp release, positioning and reserve stroke monitoring by proximity switches
- As result of the above mentioned improvements, reliability and safety are increased while maintenance costs are lower



TECHNICAL DATA

- SF Side Flange mount to the crane structure
- TF Top Flange mount available (50 to 600 kN)
- Stainless steel removable cover with inspection doors
- Caging bolts for mechanical release
- Paint system for C4 environment
- Prewired junction box
- Hand pump and caging bolts for manual release
- Solenoid valve with manual override
- Solenoid coil with LED indicator
- Integrated Temperature/Level Switch
- Adjustable setting time from 2-30 seconds



1V Vertical Rail Deviation (Float) $\pm 25\text{mm}$ relative to Rail Clamp enclosure at full rated capacity.

2H Horizontal Rail Position Deviation (Float) $\pm 30\text{mm}$ relative to Rail Clamp enclosure at full rated capacity. Larger floats available upon request.

Q* Dimensions are subject to a specific rail size.

Models with holding capacities calculated with friction factor 0.5. Models with holding capacities calculated with friction factor 0.25 available upon request. All dimensions (mm) and capacities (kN) subject to change without notification.

MODEL	HOLDING CAPACITY (kN)	A	B	C	D	E	F	G	K	L	M	N	Q*	P	R	S
RRBS-HS-50-SF	50	578	530	735	30	75	50	65	860	885	20	22	280	70	22	254
RRBS-HS-100-SF	100															
RRBS-HS-150-SF	150															
RRBS-HS-200-SF	200															
RRBS-HS-250-SF	250	705	635	785	40	85	65	90	860	885	27	29	340	75	32	310
RRBS-HS-300-SF	300															
RRBS-HS-350-SF	350															
RRBS-HS-400-SF	400															
RRBS-HS-450-SF	450	800	700	870	40	105	75	100	1095	1125	36	39	380	75	38	380
RRBS-HS-500-SF	500															
RRBS-HS-600-SF	600															
RRBS-HS-800-SF	800															
RRBS-HS-900-SF	900	850	730	1000	40	120	110	170	1210	1240	39	42	380	75	38	580
RRBS-HS-1000-SF	1000															
RRBS-HS-1200-SF	1200															
RRBS-HS-1200-SF	1200	900	780	1050	40	115	100	180	1400	1430	42	45	400	75	45	530

RPS RAIL PRESS BRAKES



RPS Rail Press Brakes apply spring force on the top of the rail while allowing a large rail vertical fluctuation

RPS rail brakes use the weight of the crane in the braking process and provide the braking force along the rail.

They are spring set and hydraulically released. Once released, the brake hangs above the rail at a pre-designed clearance.

Actual braking capacity depends on the applied force and applicable coefficient of friction (different for static and dynamic braking).

RPS brakes are parking brakes designed to apply when a crane comes into a full stop position.



Applications

- Ship to Shore Cranes
- Automated Stacking Cranes
- Wide Span Cranes
- Rail Mounted Gantry Cranes
- Log Handling Cranes
- Ship loaders

Benefits

- Allows for large variations of the rail height by means of a longer spring stroke
- Provides a balanced braking force / stroke curve
- Serrated / Smooth shoes fully protected from hitting the top of the rail for less wear and tear
- Oversized longer lasting springs for reduced maintenance
- Flow control valve installed on the brake for controlled setting time
- Proximity switch for release indication
- Brake shoes easily removed and replaced
- Made with high quality structural steel
- Simple mechanism with small number of moving parts for easy maintenance

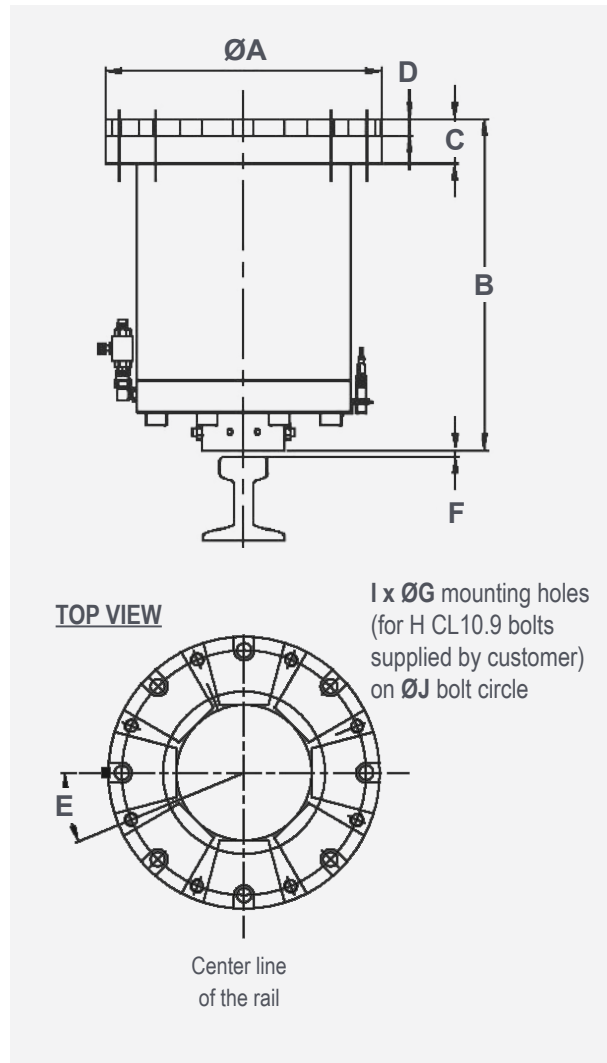


TECHNICAL DATA

- Fabricated from high quality structural steel.
- Brake shoes easily removed and replaced
- Paint system for C4 environment

Supplied with Hydraulic Power Unit:

- Prewired junction box
- Hand pump for manual release
- Solenoid valve with manual override
- Solenoid coil with LED indicator



SRPS-C Static Rail Press - Spring set - Hydraulic release
DRPS-C Dynamic Rail Press - Spring set - Hydraulic release
 with smooth shoes available

OPERATING SPECIFICATIONS SRPS-220-C			
Shoe extension: F mm	Applied force kN	Braking force kN ($\mu = 0.5$)	
BRAKE RELEASED	0	595	-
BRAKE APPLIED	8	517	258
	12	479	239
	16	440	220
	20	402	201

NOMINAL SPECIFICATIONS SRPS-220-C

- Nominal braking force 220 kN @ shoe extension **F** and coefficient of friction $\mu=0.5$
- Brake must be installed above the rail at a height of **B** mm + **F** (applicable piston rod extension) ± 2 mm
- Static series **S** of rail brakes must be used for static braking (crane at stop position)

MODEL	HOLDING CAPACITY (kN)	A	B	C	D	E	F	G	H	J	I
SRPS-130-C	130	508	578	83	31	30	16	27	M24	457	8
SRPS-220-C	220	508	610	83	31	22.5	16	27	M24	457	8
SRPS-300-C	300	572	752	89	35	15	16	32	M30	478	12

Static models braking capacities calculated with coefficient of friction factor 0.5
 All dimensions (mm) and capacities (kN) subject to change without notification

RPS-SA RAIL BRAKES - SELF ADJUSTING



RPS-SA Rail Brakes compensate an extra large $\pm 19\text{mm}$ rail vertical fluctuation, they are automatically adjusted before braking

RPS-SA brakes apply spring force on the top of the rail, they use the weight of the crane in the braking process and provide the friction force along the rail. Two step braking ensures that the shoe is in contact with the rail before spring force is applied.

They are spring set and hydraulically or electrically released. Once released, the brake hangs above the rail at a pre-designed clearance. Actual braking capacity depends on the applied force and applicable coefficient of friction (different for static and dynamic braking).



Applications

- Ship to Shore Cranes
- Automated Stacking Cranes
- Wide Span Cranes
- Rail Mounted Gantry Cranes
- Log Handling Cranes
- Ship loaders

Benefits

- Completely spring-set rail brake
- Allows up to **38mm rail vertical fluctuation** while providing uniform rated capacity over the full range of movement
- Consistent spring stroke for longer spring life
- Serrated / Smooth shoes fully protected from hitting the top of the rail for less wear and tear
- All components, including the hydraulic release cylinder are fully enclosed in a sealed housing, out of the elements
- Flow control valve installed on the brake for controlled setting time
- Proximity switch for release indication signal
- Brake shoes easily removed and replaced
- Made with high quality structural steel
- Compact design fits most existing locations, even those with drop pins. Low height allows retrofitting with adapter flanges.

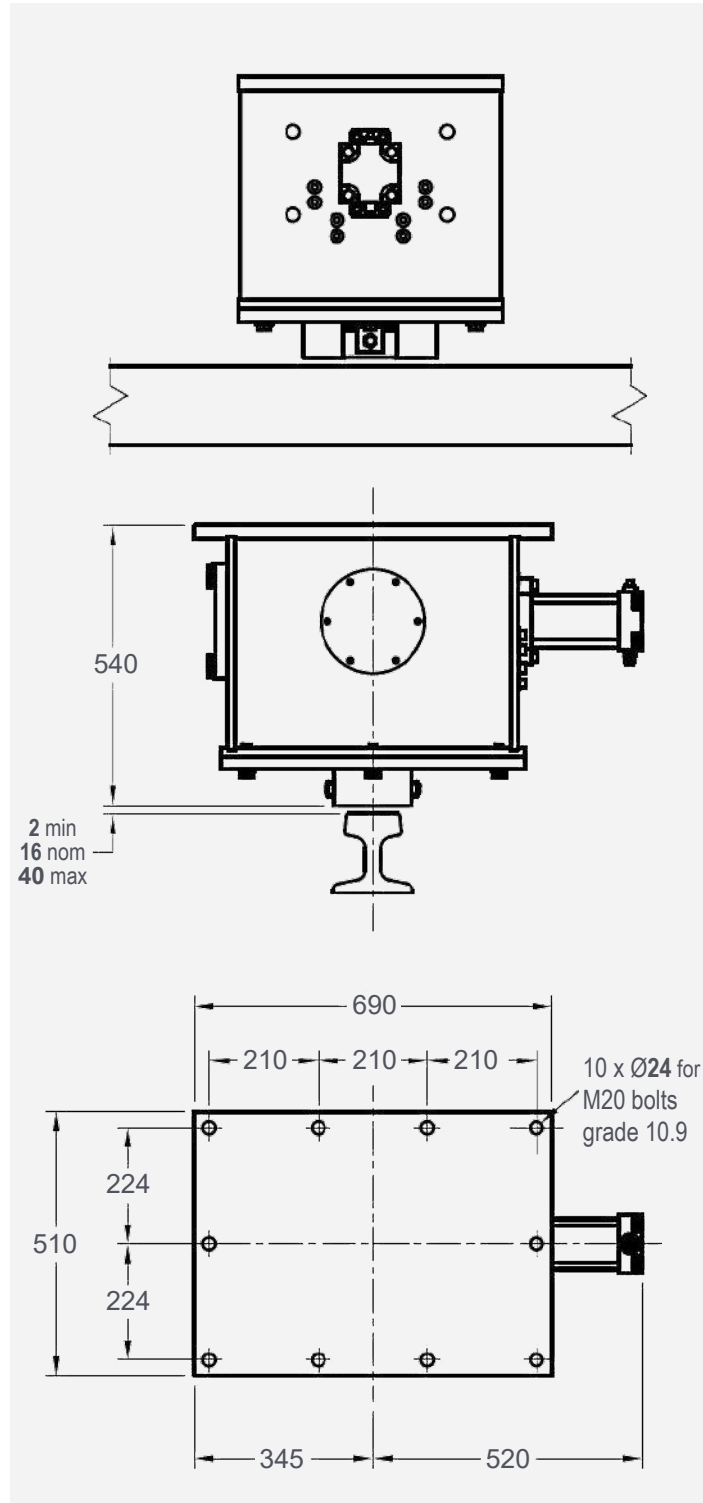


TECHNICAL DATA

- Fabricated from high quality structural steel.
- Brake shoes easily removed and replaced
- Paint system for C4 environment

Supplied with Hydraulic Power Unit:

- Prewired junction box
- Hand pump for manual release
- Solenoid valve with manual override
- Solenoid coil with LED indicator
- **SRPS-SA** Static rail brake-Self Adjusting Spring Set: 150 kN & 220 kN, Hydraulic Release
- **DRPS-SA** Dynamic rail brake -Self Adjusting Spring Set: 120 kN & 180 kN, Hydraulic release with smooth shoes available
- **RPS-E-SA** Rail brake -Self Adjusting Spring Set, electric release



RPS-SA-220 Braking force at various stroke extensions

Shoe extension: E mm	Applied force kN	Braking force kN ($\mu=0.5$)
BRAKE RELEASED	0	470
BRAKE APPLIED	2	450
	8	445
	16	440
	28	420
	40	410

Static models braking capacities calculated with coefficient of friction factor 0.5 All dimensions (mm) and capacities (kN) subject to change without notification

NOMINAL SPECIFICATIONS SRPS-220-SA

- Nominal braking force 220 kN @ shoe extension **F** and coefficient of friction $\mu=0.5$
- Brake must be installed above the rail at a height of 540mm + **A** (applicable piston rod extension) +/-2mm
- Static series **S** of rail brakes must be used for static braking (crane at stop position)

WBES WHEEL BRAKES ELECTRICAL



WBES Wheel Brakes are parking and safety devices that can be used as dynamic brakes in case of emergency

WBES Wheel Brakes apply force generated by springs on both sides of the crane wheels. Oversized brake shoes with bonded friction material apply on the side flanges of idler wheels, providing the friction forces, and thus, braking capacity.

Designed as parking brakes to be applied when equipment comes to a full stop, **WBES** wheel brakes can be also used as dynamic brakes in an emergency situation. By applying spring force directly on the wheel flanges, they minimize the amount of stress and strain otherwise placed on sill beams and truck assemblies of a crane.

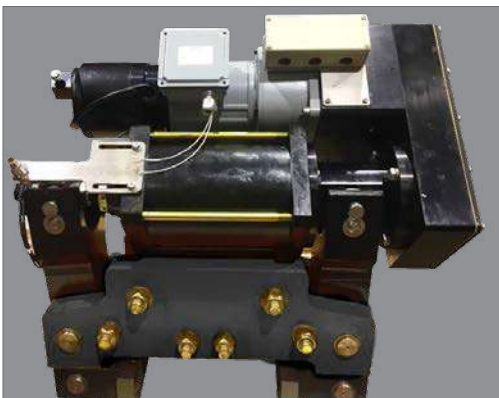


Applications

- Ship to Shore Cranes
- Automated Stacking Cranes
- Wide Span Cranes
- Rail Mounted Gantry Cranes
- Log Handling Cranes
- Ship loaders

Benefits

- Spring Set – patented fully Electric Release
- No hydraulic components, so no environmental or fire liabilities
- High efficiency actuator for spring applied braking devices utilize an electromechanical release and hold system
- Actuator holding brake in sealed enclosure and with low power consumption, keeps wheel brake pads released until power is cut-off or lost
- Setting time can be adjusted by a mechanical regulator for setting time delay from 3 to 30 seconds
- The regulator does not use friction and is free from wear
- Brake release monitored by proximity switch
- Equipped with shoe alignment device
- Maximum pad wear is 6mm per side

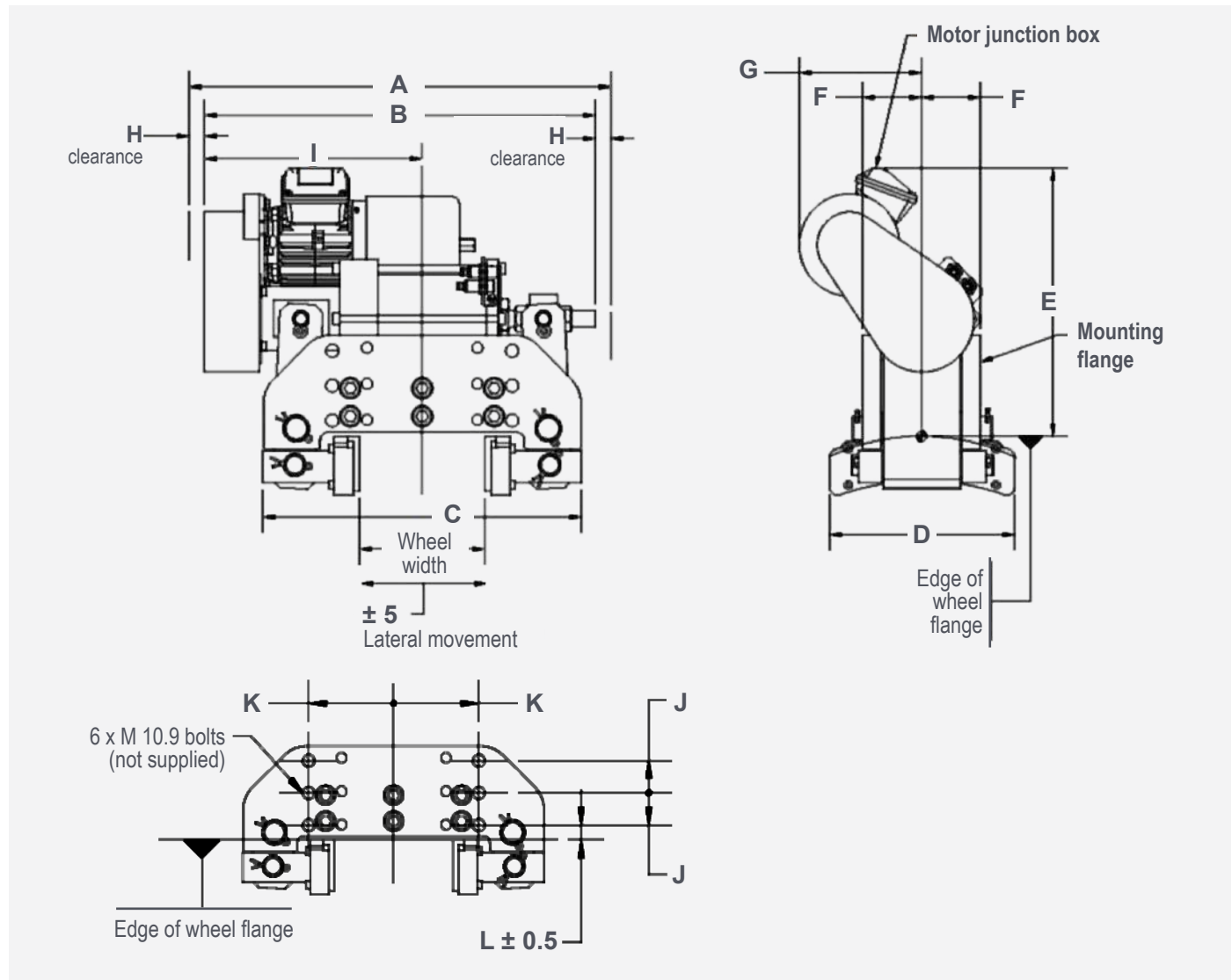


TECHNICAL DATA

- Fabricated from high quality structural steel.
- Brake shoes easily removed and replaced
- Paint system for C4 environment

Supplied with linear actuator:

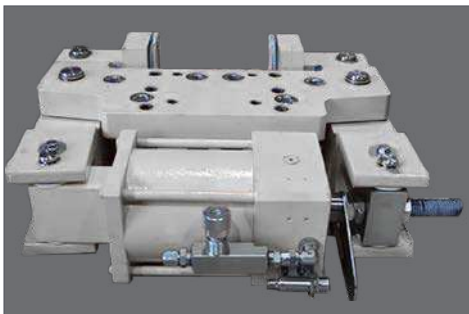
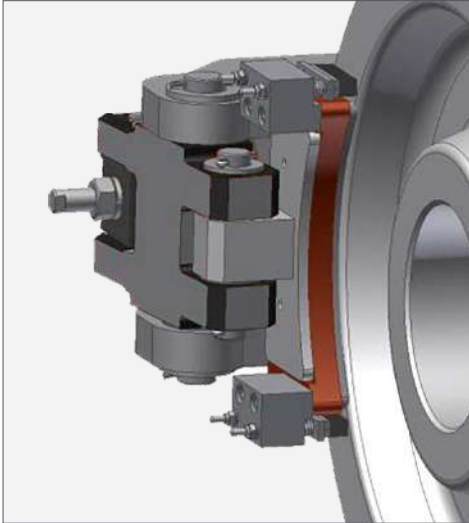
- High efficiency actuators
- Supplied with release nut for mechanical brake release
- Electric drive components easily accessible and removable
- Electric actuator drive easy to understand and service



MODEL	HOLDING CAPACITY (kN)	A	B	C	D	E	F	G	H	I	J	K	L	M
WBES-30-A	50	735	675	500	315	475	75	250	30	380	50	125	25	M20
WBES-30-B											57	89	26	M20
WBES-60-A	60	735	675	500	315	475	75	250	30	380	50	125	25	M20
WBES-60-B											57	89	26	M20
WBES-90-A	90	735	675	550	315	508	110	250	30	361	55	145	30	M24
WBES-90-B											57	89	26	M20
WBES-120-A	120	735	675	550	315	508	110	250	30	361	55	145	30	M24
WBES-120-B											57	89	26	M20

Dynamic models braking capacities calculated with coefficient of friction factor 0.4
All dimensions (mm) and capacities (kN) subject to change without notification.

WBHS WHEEL BRAKES HYDRAULIC



WBHS Wheel Brakes are parking and safety devices that can be used as dynamic brakes in case of emergency

WBHS Wheel Brakes apply force generated by springs on both sides of the crane wheels. Oversized brake shoes with bonded friction material apply on the side flanges of idler wheels, providing the friction forces, and thus, braking capacity.

Designed as parking brakes to be applied when equipment comes to a full stop, **WBHS** wheel brakes can be also used as dynamic brakes in an emergency situation. By applying spring force directly on the wheel flanges, they minimize the amount of stress and strain otherwise placed on sill beams and truck assemblies of a crane.

Applications

- Ship to Shore Cranes
- Automated Stacking Cranes
- Wide Span Cranes
- Rail Mounted Gantry Cranes
- Log Handling Cranes
- Ship loaders

Benefits

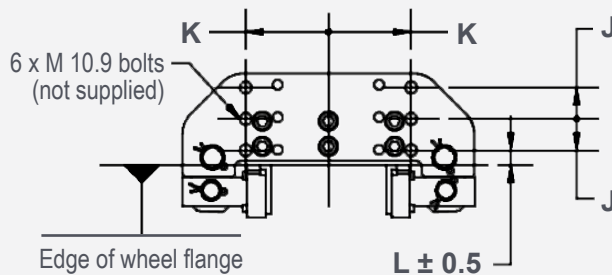
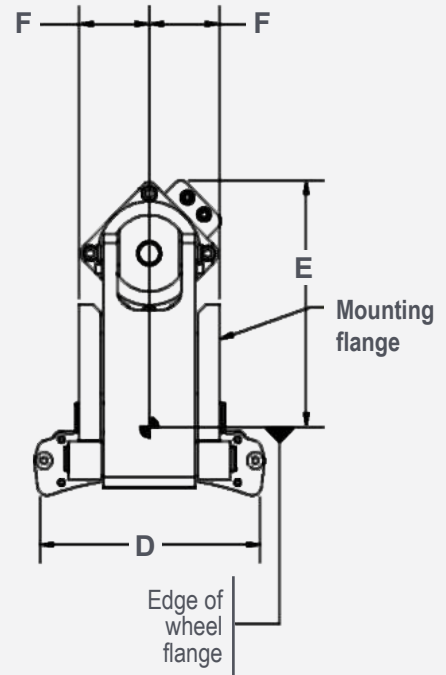
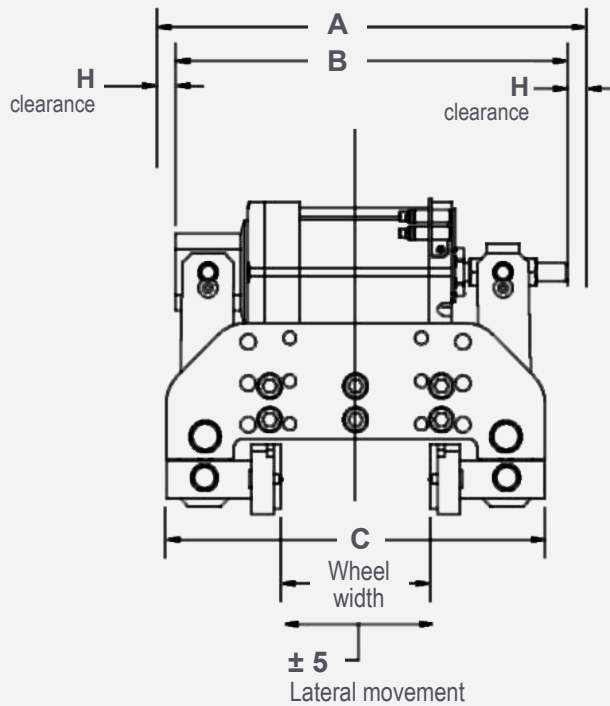
- Spring Set – Hydraulic Release
- Flow control valve installed on the brake for the controlled setting time 3 to 30 seconds
- Self-lubricating bushings and stainless steel pins on all pivot points
- Proximity switch for release indication signal
- Brake shoes easily removed and replaced
- Made with high quality structural steel
- Nominal retracted clearance 1mm per side. Recommended maximum clearance 2mm per side
- Equipped with shoe alignment device
- Supplied with release nut for mechanical brake release
- Operated and released by Hydraulic Power Unit HPU

TECHNICAL DATA

- Fabricated from high quality structural steel.
- Brake shoes easily removed and replaced
- Paint system for C4 environment

Supplied with Hydraulic Power Unit:

- Prewired junction box
- Hand pump for manual release
- Solenoid valve with manual override
- Solenoid coil with LED indicator



MODEL	HOLDING CAPACITY (kN)	A	B	C	D	E	F	H	J	K	L	M
WBHS-30-A	50	600	535	500	315	330	75	30	50	125	25	M20
WBHS-30-B									57	89	26	M20
WBHS-60-A	60	600	535	500	315	330	75	30	50	125	25	M20
WBHS-60-B									57	89	26	M20
WBHS-90-A	90	600	535	550	315	330	110	30	55	145	30	M24
WBHS-90-B									57	89	26	M20
WBHS-120-A	120	600	535	550	315	330	110	30	55	145	30	M24
WBHS-120-B									57	89	26	M20

Dynamic models braking capacities calculated with coefficient of friction factor 0.4
All dimensions (mm) and capacities (kN) subject to change without notification.

NOTES

Premier Industrial Company Leading Brands

OTHER PRODUCT SOLUTIONS FROM **ALTRA MOTION**

Our comprehensive product offerings include various types of clutches and brakes, overrunning clutches, engineered bearing assemblies, gearing and gear motors along with linear motion products, belted drives, couplings, limit switches, precision motors, drives & controls, miniature motors and engine braking systems. With thousands of product solutions available, Altra provides true single source convenience while meeting specific customer requirements. Many major OEMs and end users prefer Altra products as their No. 1 choice for performance and reliability.

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Electric Clutches & Brakes

Inertia Dynamics
Matrix
Stromag
Warner Electric



Precision Motors & Automation

Kollmorgen



Heavy Duty Clutches & Brakes

Industrial Clutch
Stromag
Svendborg Brakes
Twiflex
Wichita Clutch



Miniature Motors

Portescap



Overrunning Clutches

Formsprag Clutch
Marland Clutch
Stieber



Linear Systems

Thomson



Engineered Couplings & Universal Joints

Ameridrives
Bibby Turboflex
Guardian Couplings
Huco
Lamiflex Couplings
Stromag
TB Wood's



Engine Braking Systems

Jacobs Vehicle Systems



Gear Drives & Gear Motors

Bauer Gear Motor
Boston Gear
Delroyd Worm Gear
Nuttall Gear



Specialty Components

Kilian
Stromag
TB Wood's

Stromag Facilities

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+33 (0)2 48 80 72 72
Disc Brakes & Drum Brakes

Great Britain

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+44 (0)1234 324347
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Industrial Caliper Brakes*

North America

USA

31 Industrial Park Road
New Hartford, CT 06057 - USA
860-238-4783
Electromagnetic Clutches & Brakes

300 Indiana Highway 212
Michigan City, IN 46360 - USA
219-874-5248
Couplings

2800 Fisher Rd.
Wichita Falls, TX 76302 - USA
940-723-3400
*Geared Cam Limit Switches,
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Brasil

Avenida João Paulo Ables, 2970
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06711-250 - Brasil
+55 (11) 4615-6300
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Asia Pacific

China

T40B -5, No. 1765 Chuan Qiao Road
Pudong 201206, Shanghai - China
Tel +86 21-60580600
*Clutches & Brakes, Electromagnetic
Clutches & Brakes, Couplings, Industrial
Caliper & Drum Brakes, Discs, Geared
Cam Limit Switches*

India

Gat No.: 448/14, Shinde Vasti, Nighoje
Tal Khed, Pune- 410 501
+91 2135 622100
*Clutches & Brakes, Electromagnetic
Clutches & Brakes, Couplings, Industrial
Caliper & Drum Brakes, Discs, Geared
Cam Limit Switches, Wind Brakes*

Altra Renewable Energy

Denmark

Jernbanevej 9
5882 Vejstrup
+45 63 255 255
Wind Brakes

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Linear Systems

Thomson
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Geared Cam Limit Switches

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