



# DELLNER BUBENZER

WELCOME TO DELLNER BUBENZER

Jan-Willem Schoneveld - CCO



# ***WELCOME TO DELLNER BUBENZER***



**PROUD TO BE ONE GROUP**

Global Strength - Local Commitment!



# Footprint DELLNER BUBENZER



**PROUD TO BE ONE GROUP**  
Global Strength - Local Commitment!

# Centre of competence





## INDUSTRIES SERVED



BRIDGES & MOVEABLE  
STRUCTURES



CONTAINER  
HANDLING



CRANES  
& HOISTS



GENERAL  
INDUSTRY



IRON &  
STEEL



MARINE  
PROPULSION



MATERIAL  
HANDLING



MINING & BULK  
HANDLING



OFFSHORE



OIL & GAS



PULP & PAPER



WIND ENERGY

## PRODUCT TYPES

Caliper / Disc Brakes

Couplings

Drum & Band Brakes

Hydraulic Systems

Locking Devices

Monitoring & Control Systems

Motor Mounted Brakes

Pneumatic Drum  
Clutches & Brakes

Stop Turn Lock Systems

Storm Brakes  
(Rail & Wheel Brakes)

Thruster / BUEL®

Wind Turbine Brakes &  
Sliding Bearings



# SELECTION EXAMPLE

## STS





# ***INNOVATION BY DESIGN***



**SB WITH BUEL® H - CMB3  
CALIPERS/DISC BRAKES**



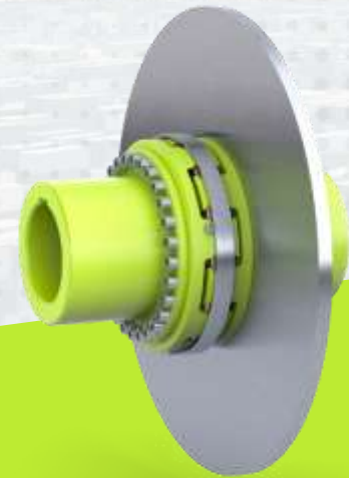
**SF WITH BUEL® G - CMB3  
CALIPERS/DISC BRAKES**



**EBN WITH BUEL® H  
DRUM & BAND BRAKES**



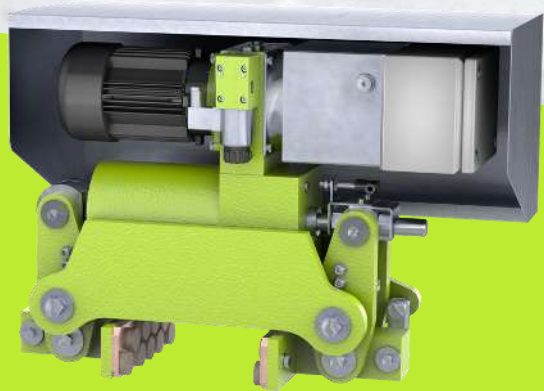
**KFB 40  
MOTOR MOUNTED BRAKES**



**KHD  
COUPLINGS & DISCS**



A DELLNER BUBENZER PRODUCT IS ALSO A  
***TRUSTED PARTNERSHIP,***



**DBRBe**  
WHEEL BRAKES



**DBSZ**  
STORM BRAKES - RAIL CLAMPS



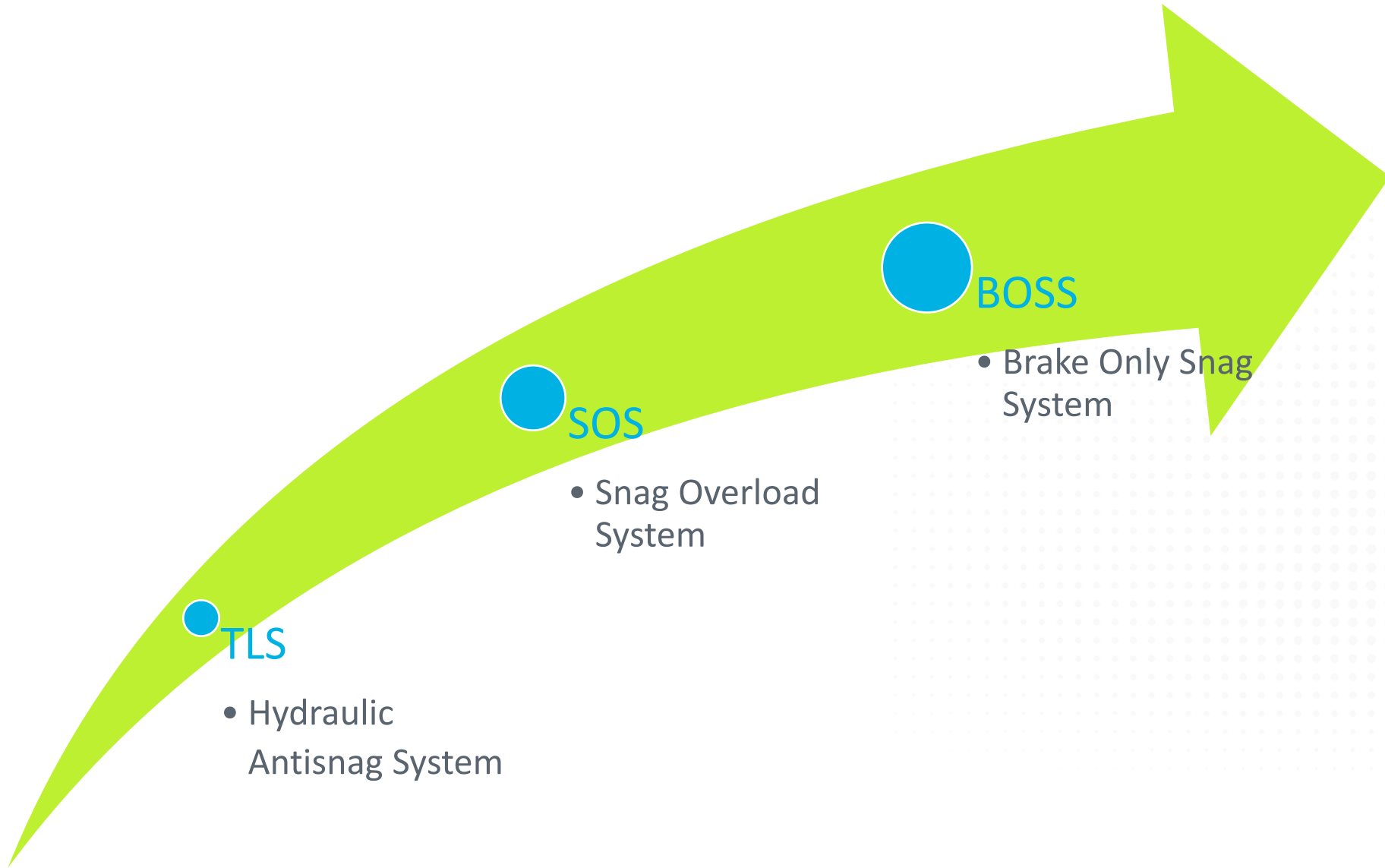
**DH2200 HPU**  
HYDRAULIC SYSTEMS



**SKP 50**  
CALIPERS/DISC BRAKES



# Evolution of DELLNER BUBENZER ANTI SNAG Systems



# BOSS – System Brake Only Snag System

# BOSS – System



## LOAD PINS

Load pins are detecting an overload on one or more corners.

## BOSS® PLC

BOSS® PLC will cut off power for BUEL® H thrusters, service brakes and BUEL® G for emergency brakes and hoist motors. The electrical reaction time is only 20ms until the brakes are switched off.

## SERVICE BRAKE

Service brakes apply full braking torque within 36ms after power off.

## EMERGENCY BRAKE

Emergency brakes apply full braking torque within 70ms after power off.

## HOIST MOTION

Hoist motion will be stopped after 10 to 110ms. The total stopping time from snag detection to stand still is between 100 and 200ms.

# BOSS – System

## Key Components

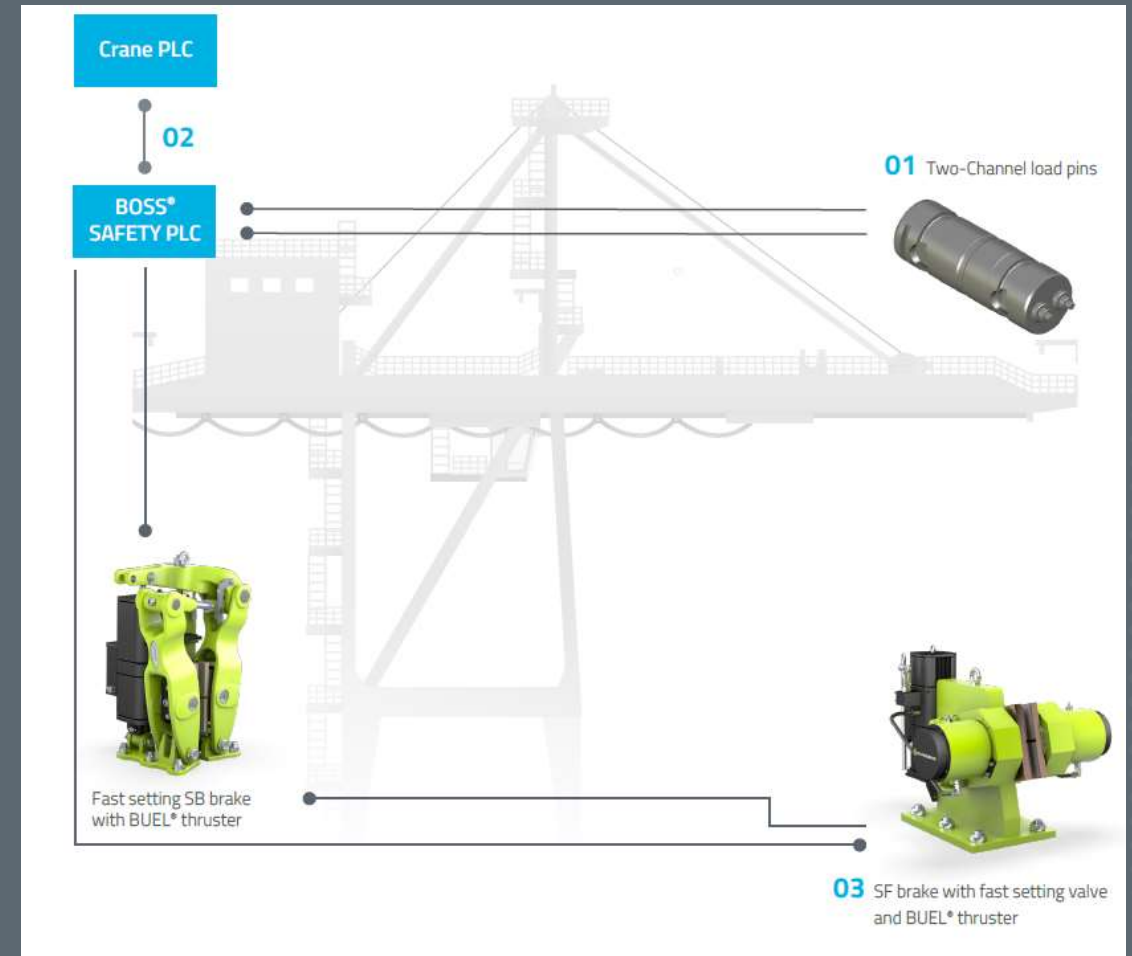
01 Two-Channel load pins with integrated high speed amplifiers

02 BOSS® PLC

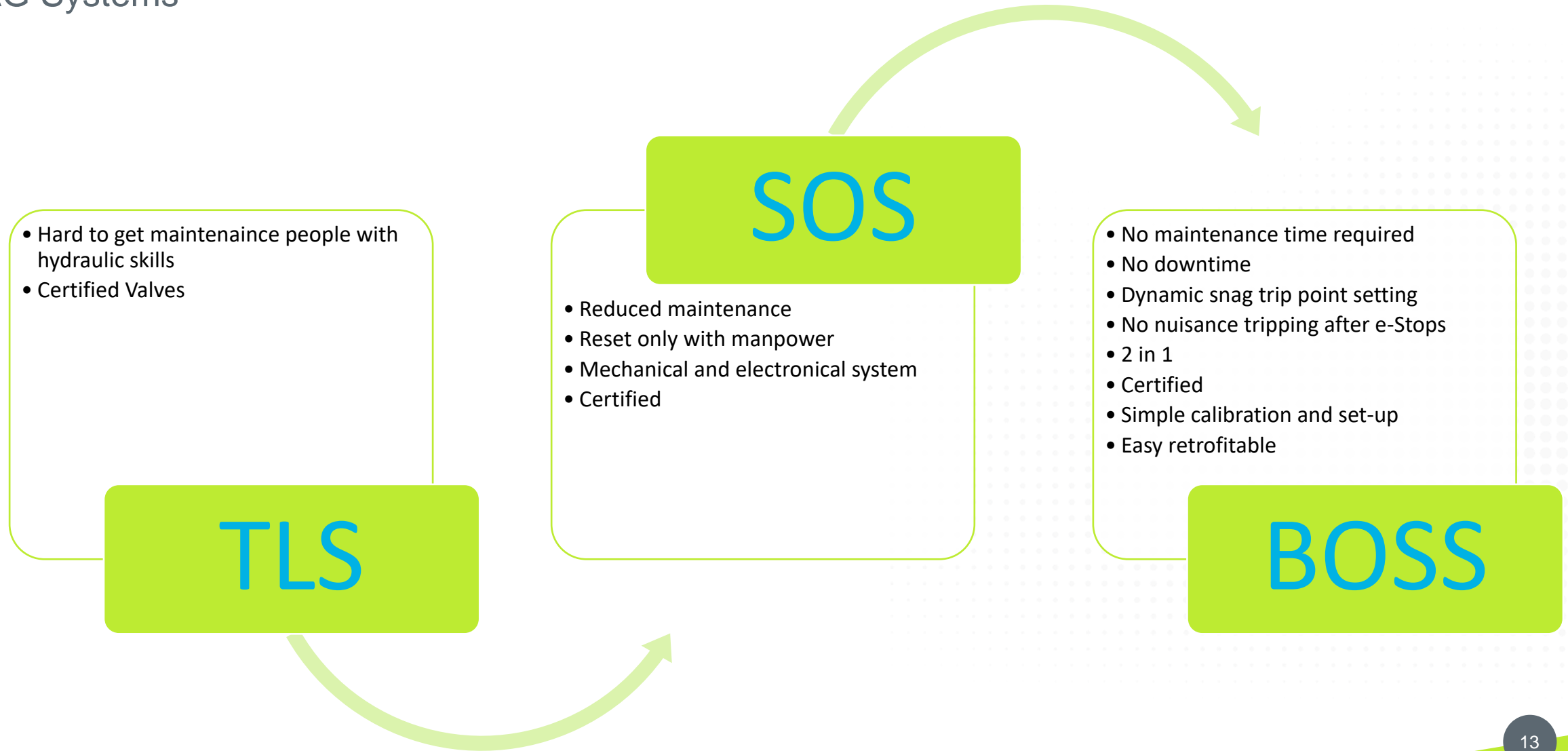
- Special designed components for snag detection
- Integrated overload weighing system
- Profisafe interface to crane (based on Profibus / Profinet)

03 SB and SF brake with BUEL® H and BUEL® G thruster

- Five times faster compared to other systems



# Comparison of DELLNER BUBENZER ANTI SNAG Systems

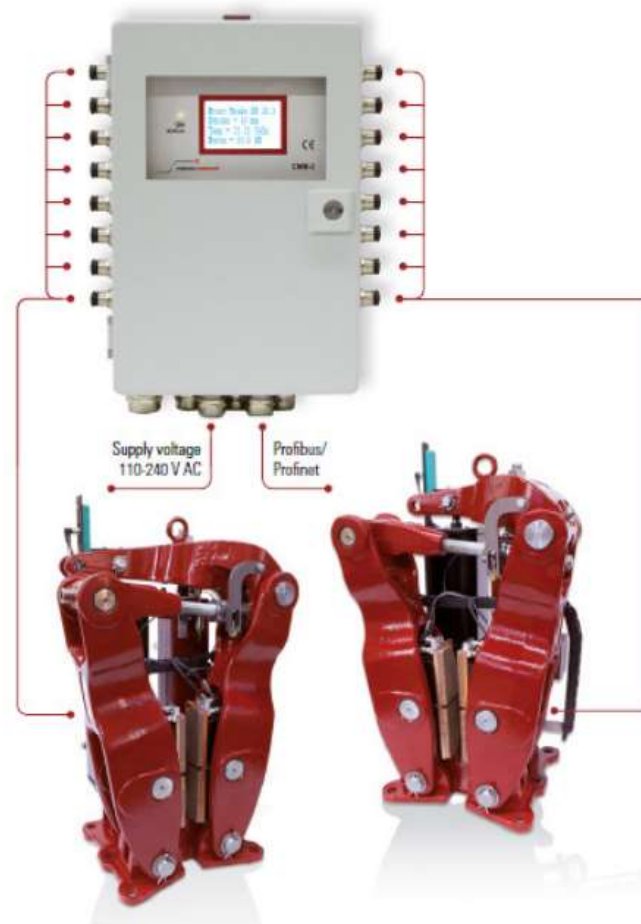




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BUBENZER**

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# Monitoring Systems VSR2/ CMB3



**VSR2:** Visual **S**tatus **R**eading  
2<sup>nd</sup> generation

**CMB3:** Computer **M**onitored **B**rake  
3<sup>rd</sup> generation

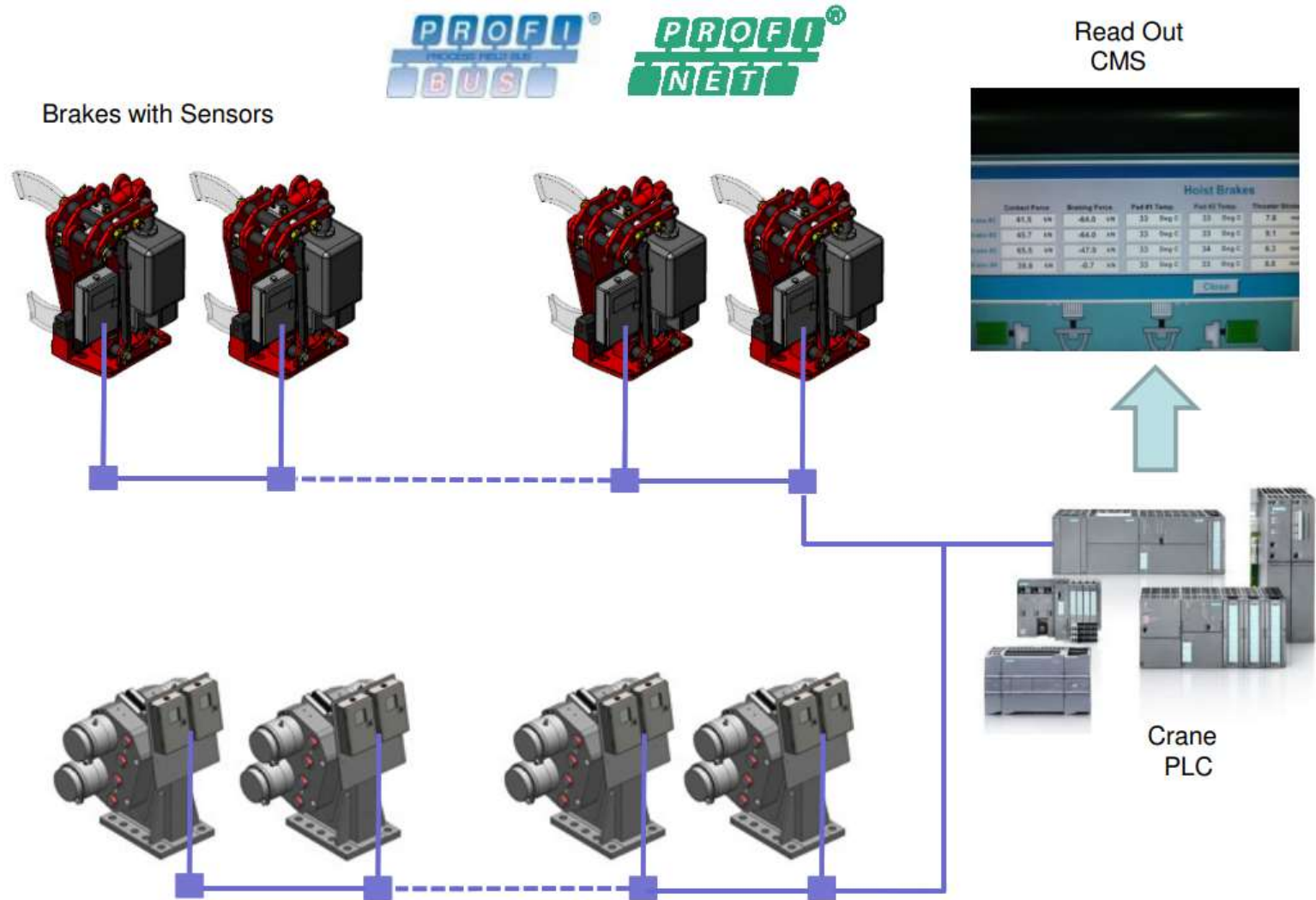
### Visual Indication of:

- Thruster reserve stroke
- Brake pad temperature (air gap)
- Pad wear
- Contact force (only CMB 3)
- Brake operating cycles

### Advantage:

- Permanent monitoring of brake systems from control level
- Preventive brake maintenance
- Less effort for maintenance
- Less down-time

# Monitoring Systems CMB3 – Profibus/ Profinet





# Brake Control Unit BCU2001



- EMC compatibility
- maximum air gap (wear) indication by LED
- maximum air gap indication by relay contact
- function "ON/OFF" indication by LED
- function "ON/OFF" indication by relay contact
- no sensors on the brake
- no sensor wiring to the brake
- perfect retrofit equipment
- directly connectable with PLC-systems
- DC and AC auxiliary power supplies applicable
- top-hat rail mounted

# Brake Control and Monitoring System BCMS-4



- Plug and play – minimal configuration and implementation effort
- No micro- or proximity switches required for the brake (much lower amount of wiring)
- Components such as contactors, power rectifier, suppressor to be omitted (space and cost savings)
- Through the use of plug-in terminals a prior installation of the connecting cables is possible (saves time)
- Normal maintenance intervals are not required on our brakes (extreme reduction of maintenance costs)
- Due to the 4-channel version up to four springloaded brakes can be operated simultaneously
- Certified safety through professional association
- Quick releasing and closing of the brakes
- Overcurrent trip to protect the brakes
- Minimize the power dissipation of the brakes by regulation the holding current
- The operating status and diagnostic messages are be visualized and displayed at the unit itself
- „One solution, one source“



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