



## 70 Series 2 Post Standard Enclosure Brake Instructions

Read carefully before attempting to assemble, install, operate or maintain the product described. Protect yourself and others by observing all safety information. Failure to comply with instructions could result in personal injury and/or property damage! Retain instructions for future reference. When unpacking the brake, inspect it carefully for damage that may have occurred during transit.



Figure 1.

### WARNING

Brake performance and features must be carefully matched to the requirements of the application.

Consideration must be given to torque requirements, especially where an overhauling condition exists, as well as thermal capacity, ambient temperature, atmospheric explosion hazards, type of enclosure and any other unusual conditions.

Improper selection and installation of a brake and/or lack of maintenance may cause brake failure which could result in damage to property and/or injury to personnel.

If injury to personnel could be caused by brake failure, additional means must be provided to insure safety of personnel.

Do not operate manual release or energize brake coil before installation, in order to preserve prealignment of rotating discs for ease of installation.

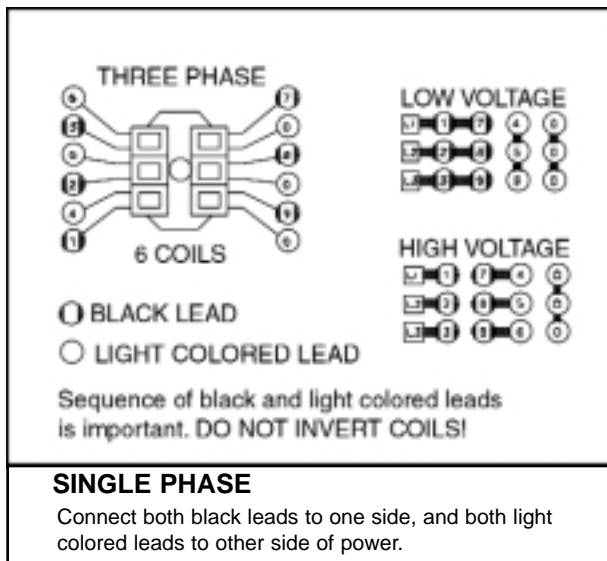


Figure 2. Wiring Diagram

### DESCRIPTION

This brake is direct acting, electromagnetically released and spring set. It uses rotating and stationary disc contact to supply positive braking action. It retains quick release and setting capabilities at all times.

Simplicity of design has reduced maintenance to an absolute minimum. As with any electromechanical equipment, however, periodic inspection and adjustment will assure optimum performance. As the friction disc wears, the magnet gap will increase. The magnet gap should be checked periodically and adjusted when necessary.

### SPECIFICATIONS

- MOTOR FRAMES** - 182TC, 184TC, 213TC, 215TC, 254TC, 256TC.
- HOUSINGS** - Cast iron and steel.
- DUTY** - Rated for continuous duty.
- VOLTAGES** - All standard NEMA voltages and frequencies available. Other voltages and frequencies are optional.
- MOUNTING** - Direct to NEMA "C" motor flanges. Adaptors for larger or smaller frames, foot mounting and vertical mounting are available.
- SHAFTS** - NEMA standard length motor shafts and thru shafts may be used on all models except units with Mark II Release (Cover modification required for thru shafts).

### ORDERING INFORMATION

The following data should be furnished with your order for:

#### REPLACEMENT PARTS

- Brake Model Number
- Part Number from Tables
- Part Description from Tables

(On hub order furnish bore dia. & keyway dimensions. On electrical parts specify voltage, phase & frequency.)

#### REPLACEMENT BRAKE

- Model Number
- Voltage, Phase & Frequency
- Hub Bore & Keyway Dimensions
- Mounting - Horizontal or Vertical. (If vertical, specify whether above or below motor. If brake includes foot mounting bracket or adaptor, specify.)

## INSTALLATION

(See Figures 3 & 5, Tables 1 & 2)

1. Remove hub (22) from brake and position on motor shaft with key according to dimension "N". Stamped part number on hub should face away from motor. Tighten hub set screws with 12 lb. ft. torque.
2. Remove cover screws (17) and cover (18).
3. Place brake on motor, guiding discs on hub.
4. Bolt brake to motor "C" face with four 1/2 inch socket head cap screws. See Figures 5 and 6 for screw length thru bracket.
5. Connect coil leads per appropriate wiring diagram in Figure 2 and replace cover.

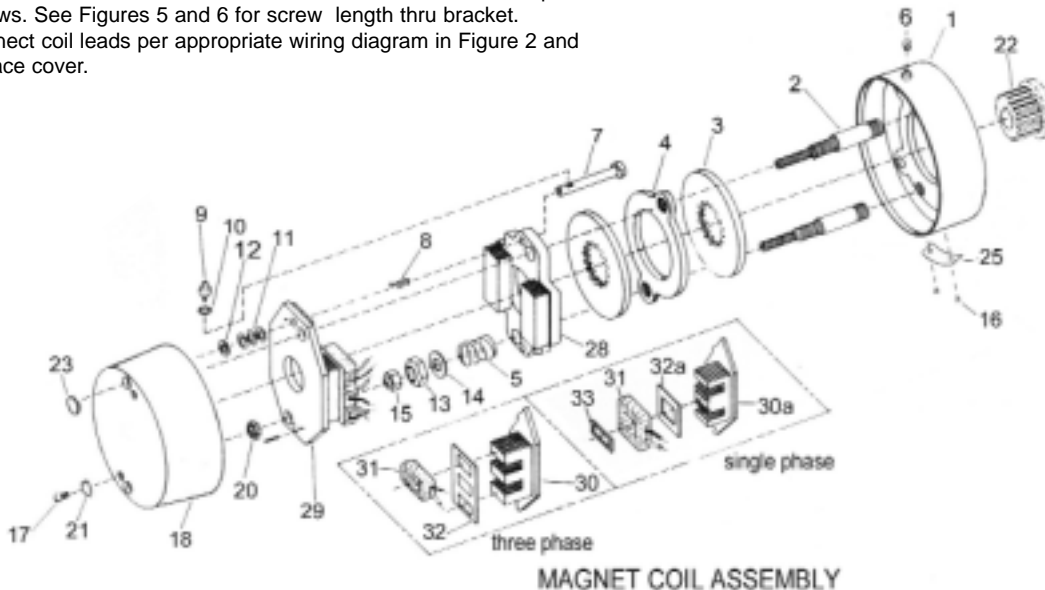


Figure 3. Exploded View of Brake

## TORQUE ADJUSTMENT

(See Figures 3 & 5)

Brake is factory set for rated torque per spring length "H". To increase stopping time and lower torque, turn two locknuts (13) counterclockwise, increasing dimension "H". All two springs must be set to the same length. Do not decrease spring length "H" as this may cause coil to burn out.

## WEAR ADJUSTMENT

(See Figures 3 & 5, Table 2)

Magnet gap "D" increases as friction discs wear. When gap approaches "D" max., adjust gap to "D" min. dimension by turning nuts (15 and 20). Magnet gap can vary from nominal  $\pm .005$ " between corners. After setting gap, readjust torque spring length "H".

**CAUTION: MAGNET GAP MUST NOT EXCEED "D" MAXIMUM.**

## FRICTION DISC REPLACEMENT

(See Figures 3 & 5, Table 2)

\*When the rotating friction disc (3) wears down to a thickness of  $7/32$ ", replace disc.

1. Remove cover screws (17) and cover (18).
2. Unhook loop of torsion springs (8) from pins at rear of magnet plate (29). Remove release stop screws (9), washers (12) and shims (11).
3. Remove adjusting lock nuts (20), magnet assembly (29), adjusting nuts (15), torque nuts (13), washers (14), torque spring (5) and pressure plate (28).
4. Remove friction disc (3) and stationary disc (4). Replace worn friction discs.
5. Reassemble all parts in reverse order. Set spring length "H" and magnet gap "D". Assemble manual release. See following paragraph.

## MANUAL RELEASE

(See Figure 3)

To operate release, rotate two rods(7) clockwise until stop screw (9) hits pin. Brake will remain in released position until rods are manually returned to original position, or until electrical power is restored which automatically returns the release rods to the set position.

## MANUAL RELEASE ASSEMBLY

(See Figure 3)

When assembling a standard manual release mechanism (Figure 3), add only enough shim washers (11) to obtain proper release action. Too many shim washers will prevent automatic reset when electrical power is applied. Too few washers will prevent the motor shaft from turning freely. Replace stop screws (9). Wind each torsion spring (8) approximately 1/4 turn and hook spring loop over pin.

## MAGNET COIL REPLACEMENT

(See Figures 3 & 4)

Remove magnet assembly as outlined under FRICTION DISC REPLACEMENT.

Coils (31) are held in place with epoxy cement. Force coil off magnet mounting plate and remove excess epoxy from all surfaces.

Replacement coils should be held in place with new epoxy cement. The epoxy cement should be heat resistant and shock resistant. Place an insulating washer (32 or 32a) below the coils. Order insulating washers when ordering coils. An insulating washer can be cut to suit when replacing only one coil on a multiple coil assembly.

When installing coils, it is very important to follow EXACTLY the sequence of black and light colored leads as shown in wiring diagram (Figure 2). The brake will not operate properly unless coils are all in the correct position.

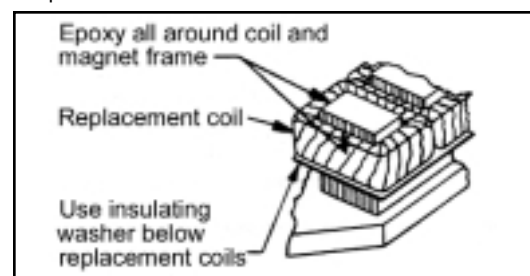


Figure 4. Fastening of Replacement Magnet Coils

Table 1. Parts List

ITEM NO.	PCS. REQ'D	DESCRIPTION	PART NO.
1	1	Bracket W/Studs – 1Disc	L070078-001
1	1	Bracket W/Studs – 2 Disc	L070078-002
1	1	Bracket W/Studs – 3 Disc	L070078-003
1	1	Bracket W/Studs – 4 Disc	L070078-004
2	2	Stud – 1 Disc	G070213-001
2	2	Stud – 2 Disc	G070213-002
2	2	Stud – 3 Disc	G070213-003
2	2	Stud – 4 Disc	G070213-004
3	(1)	Rotating Friction Disc	H070103-004
4	(2)	Stationary Disc	K070485-001
5	2	Torque Spring (Blue)	G070011-001
5	2	Torque Spring (Silver)	G070012-001
5	2	Torque Spring (Red)	G070019-001
6	1	Cap Plug	W008003-001
7	2	Manual Release Rod	G070001-002
8	2	Manual Release Spring	G060010-001
9	2	Manual Release Stop Screw	G060029-001
10	2	Lockwasher	W004007-007
11	As Req'd	Manual Release Shims	W004004-004
12	2	Washer	W004004-003
13	2	ESNA Nut	W003001-022
14	2	Washer	W004004-001
15	2	Hex Nut	W003003-023
16	2	Drive Screw	W001012-048
17	2	Cover Screw	W001002-103
18	1	Cover	K070471-002
19	1	Instruction Label (Not shown)	H060058-002
20	2	ESNA Nut	W003001-020
21	2	Ext. Tooth Lockwasher	W004008-006
22	1	Hub	*
23	2	Button Plug	W008001-007
25	1	Name Plate	K060473-001
28	1	Pressure Plate Assembly	K070045-001
29	1	Magnet Assembly with Coils	K070097-*
30	1	Magnet Plate w/o Coils, 3p	K070024-001
30a	1	Magnet Plate w/o Coils, 1p	K070027-001
31	*	Magnet Coil	*
32	2	Insulating Washer, 3p	G070037-001
32a	2	Insulating Washer, 1p	G070029-001
33	2	Shading Coil, 1p only	G070032-001

- (1) Number of rotating discs is shown as second digit of Model No.  
Example: 6-72025-96
- (2) Number of stationary discs is one less than the number of rotating discs.
- \* Part number will vary depending on voltage, frequency, bore size, etc.

Table 2. Standard Housing

MODEL NO.	TORQUE LB. FT.	WEIGHT LBS.	THERMAL CAPACITY HPS/MIN	INERTIA WK <sup>2</sup> LB. FT. <sup>2</sup>	DIMENSIONS						
					C	D		H	N ±1/32	AC	X
						MAX	MIN				
6-71010-96	10	35	11	.028	5.75	.060	.035	1.31	1.15	1.47	1.00
6-71015-96	15	35	11	.028	5.75	.060	.035	1.31	1.50	1.47	1.00
6-72025-96	25	40	12	.051	6.37	.060	.035	1.31	2.00	2.09	1.50
6-72035-96	35	40	12	.051	6.37	.065	.040	1.22	2.00	2.09	1.50
6-73050-96	50	45	13	.075	7.00	.065	.040	1.25	2.50	2.72	2.00
6-74075-96	75	50	14	.099	7.56	.065	.050	1.20	3.00	3.34	2.50

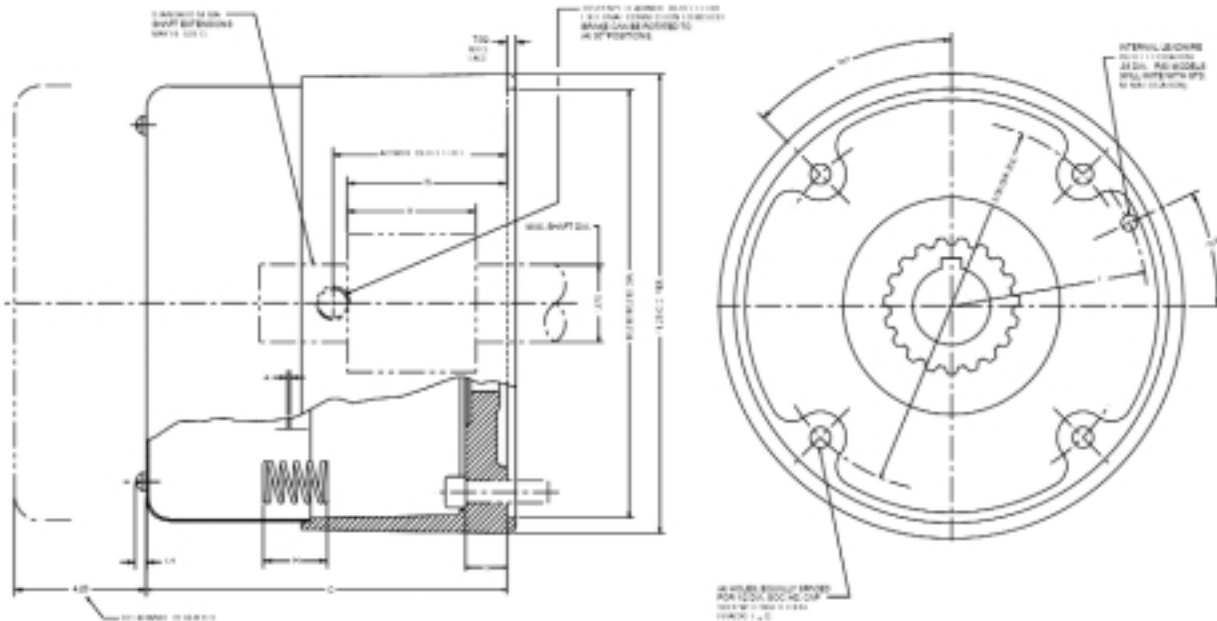


Figure 5. Standard Housing

**TROUBLE SHOOTING**

**A. IF BRAKE DOES NOT RELEASE:**

1. Check brake visually for broken or damaged parts.
2. Check for broken leadwire or bad electrical connection.
3. Check for correct voltage. Line voltage must correspond to the voltage for which the brake coils are connected. If the line voltage is more than 10% below the voltage for which the brake coils are connected, the magnet will not pull in, causing the coils to burn out within minutes. If the line voltage is more than 10% above the voltage for which the brake coils are connected, the coils will overheat and burn out.
4. Check for burned-out coils (coils may be charred or burned).
5. Check for excessive magnet gap. (See WEAR ADJUSTMENT.)
6. Check for failure or power supply to brake.

**B. IF BRAKE DOES NOT STOP:**

1. Check brake visually for broken or damaged parts.
2. Make certain hub has not shifted position on the motor shaft and that all rotating discs are fully engaged on the hub.
3. Check that the manual release is in the normal position.
4. Check disc wear. (See WEAR ADJUSTMENT.)

**C. IF BRAKE CHATTERS OR HUMS:**

1. See that magnet faces are clean. To remove dirt, insert a clean sheet of paper between magnet faces and energize brake. Move paper around between faces to dislodge dirt, then remove paper.
2. Check for low voltage. Magnet will not pull in, and coils will burn out if line voltage is beyond 10% below the voltage the brake coils are connected for.
3. See that magnet faces are parallel within tolerance. Readjust magnet gap to "D" min. (See WEAR ADJUSTMENT.)
4. Check if shading coil (33) is cracked, broken or out of position (single phase only).

**D. IF MANUAL RELEASE DOES NOT WORK:**

1. Check for broken or damaged parts.
2. Check return spring (8). Brake will not reset automatically if this spring is broken.
3. Check quantity of shim washers (11) under release stop screws. (See MANUAL RELEASE ASSEMBLY.)

