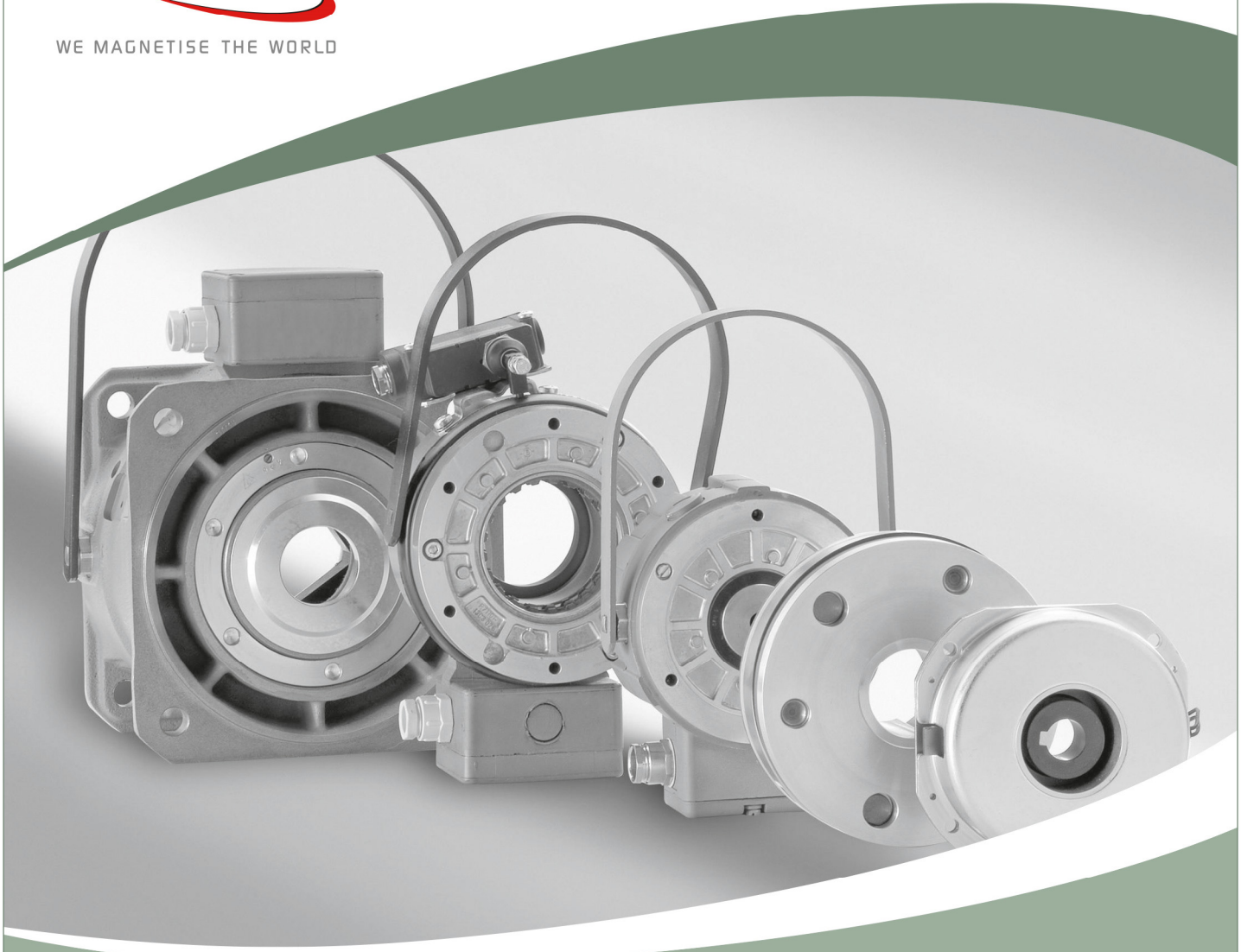




WE MAGNETISE THE WORLD



CLASSIC LINE

Operating Instructions 77 100..A00

Spring-applied multiple-disc brake

| | | |
|--------|-------------|-------------|
| Typen: | 77 10013A00 | 77 10016A00 |
| | 77 10019A00 | 77 10024A00 |
| | 77 10025A00 | 77 10029A00 |
| | | 77 10033A00 |

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1. General information

1.1 Introduction

These Operating Instructions describe the operating principle and features of the 77 100..A00 series of spring-applied multiple-disc brakes. The safety information provided in this manual must be strictly observed during the set-up of the machine (e.g. motor) and during the start-up, operation and maintenance of the spring-applied brake. Should any queries arise with respect to torques, torque variations, installation position, wear, wear reserve, switching work, break-in conditions, release range, ambient conditions and the like, please contact Kendrion (Villingen) and ask for clarification before starting to use the brake. The spring-applied multiple-disc brakes in the 77 100..A00 series are not ready-to-use devices, but are intended to be incorporated into or assembled with other equipment.

1.2 Standards and directives

The state-of-the-art spring-applied brakes have been designed, built and tested in accordance with the requirements of DIN VDE 0580 concerning electromagnetic devices and components. Being classified as "electromagnetic components", spring-applied brakes are not subject to the Low Voltage Directive and must not bear a CE mark of conformity. The user is required to employ suitable switching devices and controls to ensure use of the brakes in accordance with EMC Directive 2004/108/EC.

1.3 Declaration of Incorporation (in accordance with Annex II, part 1, Section B of Machinery Directive 2006/42/EC)

We hereby declare that the products below comply with the essential health and safety requirements specified in Annex I of Machinery Directive 2006/42/EC:

Annex I General Principles, Annex I Sections 1.1.2, 1.1.3, 1.1.5, 1.3.2, 1.5.1

The partly completed machinery must not be put into service until the final machinery into which it is to be incorporated has been declared in conformity with the provisions of Machinery Directive 2006/42/EC. The relevant technical documentation required for the partly completed machinery has been compiled in accordance with Annex VII, part B of Machinery Directive 2006/42/EC. The manufacturer undertakes to submit an electronic copy of the relevant technical documentation compiled for the partly completed machinery if reasonably requested by national authorities.

Manufacturer: Kendrion (Villingen) GmbH
Industrial Drive Systems
Wilhelm-Binder-Straße 4-6
78048 Villingen-Schwenningen
Germany

Person authorised to compile the documentation: Dr. Uwe Gnauert
Kendrion (Villingen) GmbH
Industrial Drive Systems
Wilhelm-Binder-Straße 4-6
78048 Villingen-Schwenningen
Germany

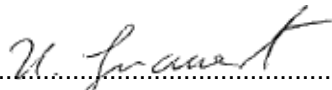
Standards and regulations:

EN 60529 Enclosure protection ratings
DIN VDE 0580 Electromagnetic devices and components

Products: Electromagnetically released spring-applied multiple-disc brake
77 10013A00 77 10016A00 77 10019A00 77 10024A00
77 10025A00 77 10029A00 77 10033A00

Kendrion (Villingen) GmbH
Industrial Drive Systems

Villingen, 25 April 2016 by proxy


Dr. Uwe Gnauert
(Head of Development at IDS)

1.4 Manufacturer's liability

The manufacturer will not assume any responsibility for damage caused by failure to use the products in accordance with their intended use or by failure to observe safety information and other instructions provided in this manual. The information in this manual was correct and up-to-date before going to print. The information contained herein shall not entitle users to raise claims with respect to components purchased at an earlier date.

2. Product description

2.1 Operating principle

The spring-applied multiple-disc brake is designed to operate dry. The force generated by an electromagnetic field is utilised to overcome the braking effect produced by the spring force.

The spring-applied multiple-disc brake engages in unpowered condition and releases when DC voltage is applied. Brakes equipped with a built-in rectifier (half-wave or bridge rectifier) can be connected directly to an AC power source. The form-fit connection between the friction disc and hub and the connection of the hub with the machine shaft (e.g. motor shaft) ensure that the torque generated by the spring-applied multiple-disc brake (brake torque) is reliably transmitted to the machine (motor). The brake can also be equipped with an optional hand release to allow the brake to be released manually.

2.2 Design

The solenoid housing (1.1) of the spring-applied multiple-disc brake accommodates the firmly fitted field coil (1.2) whose connecting terminals are located in the connector box (25). The solenoid housing (1.1) also includes the compression springs (3), which press the disc pack (5) against the flange (11) over the pins (26) that are loosely guided within the armature (2). The disc pack (5) consists of the externally toothed outer discs (5.1), which are guided in the tooth ring (10), and of the internally toothed inner discs (5.2), which are guided on the hub (17). The braking effect of the spring-applied multiple-disc brake is generated as the disc pack (5) is pressed against the flange (11). The air gap 's' is adjusted by means of the sleeves (15) and tooth ring (10). The toothed inner discs (5.2) can be moved on the hub (17) in axial direction. The customer-specific connecting cable can be fed into the connector box (25) through a cable gland (14) (PG 11). When DC voltage is applied to the field coil (1.2) of the spring-applied multiple-disc brake, the spring force is overcome by the electromagnetic field force. This causes the armature (2) to be released and the braking effect to be neutralised. The shaft to be braked is not subjected to any axial force by the brake. When using brakes with hand release (21), openings must be provided in the part enclosing the brake (e.g. fan cover) so that the hand release lever can be installed. The hand release (21) allows the brake to be released manually (e.g. in case of power failure). Vertical brake operation is also possible. Bracing springs are provided in the outer discs (5.1) to ensure almost zero residual torque when the spring-applied multiple-disc brake is used in released (open) condition. Thanks to the centring diameters on the flange and housing sides (diameters d_2 and d_7), the spring-applied multiple-disc brake is ideal for applications with mounted transmitters (e.g. tachometer generators, encoders, etc.) after the cover (9) has been removed.

Key to Fig. 5/1:

| | | | |
|-----|--------------------|------|-------------------------------------|
| 1.1 | Solenoid housing | 17 | Hub with labyrinth seal |
| 1.2 | Field coil | 18 | Fixing surface |
| 2 | Armature | 19 | Microswitch |
| 3 | Compression spring | 19.1 | Cable gland |
| 4 | Stud | 19.2 | Microswitch cap |
| 5 | Disc pack | 19.3 | Locknut |
| 5.1 | Outer discs | 19.4 | Hexagon head cap screw |
| 5.2 | Inner discs | 20 | Protective cover |
| 6 | Sleeve | 20.1 | Machine screws for protective cover |
| 7 | Adjusting ring | 21 | Hand release |
| 8 | Set screw | 21.1 | Lever |
| 9 | Cover hood | 21.2 | Cam |
| 10 | Tooth ring | 22 | Fixing screws |
| 11 | Flange | 23 | Anti-adhesive disc |
| 12 | Sealing ring | 25 | Connector box |
| 13 | Machine screw | 25.1 | Connector box cover |
| 14 | Cable gland | 25.2 | Connecting terminal or rectifier |
| 15 | Sleeves | 25.3 | Machine screw |
| 16 | Rating plate | 26 | Pin |

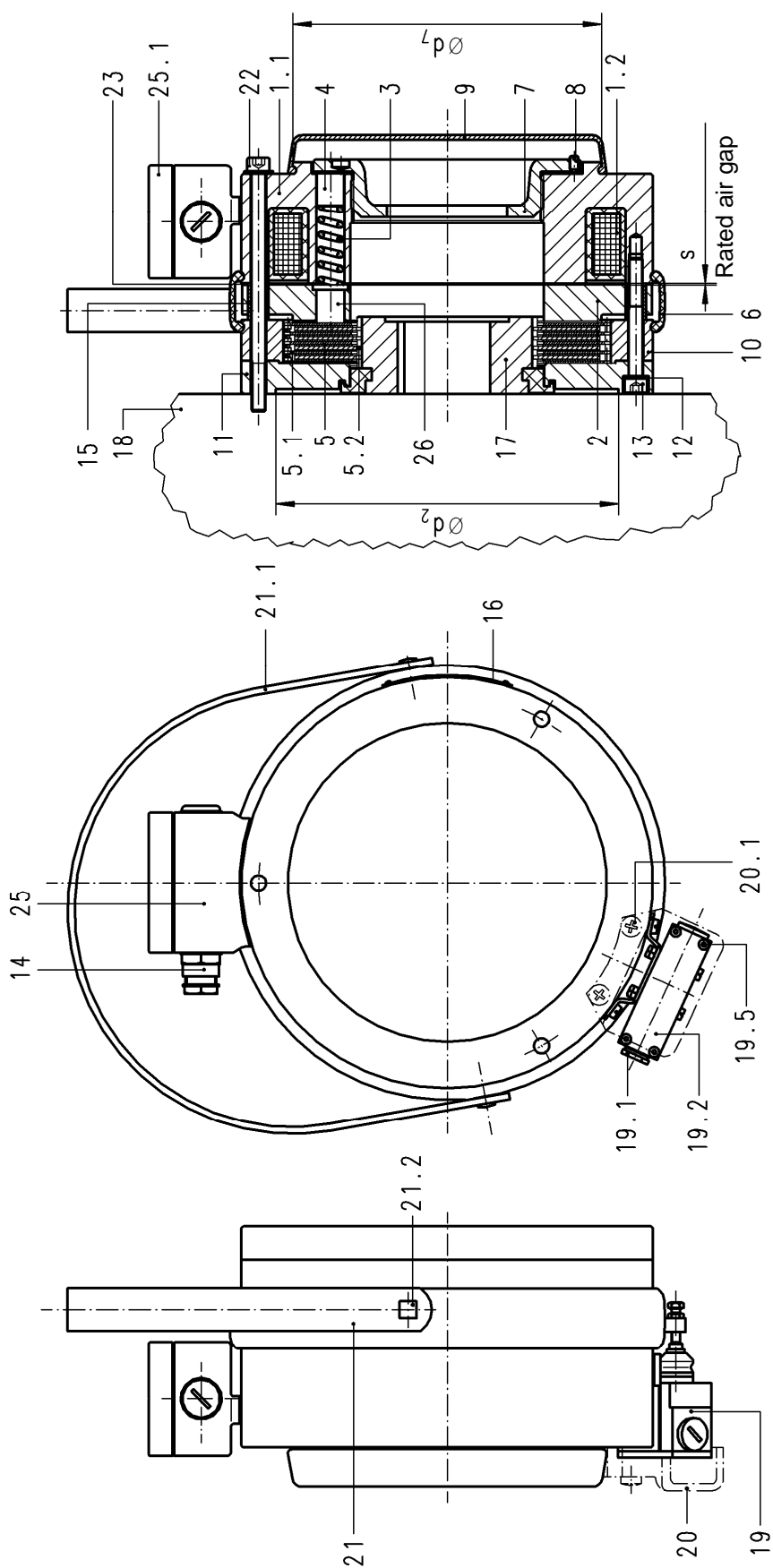
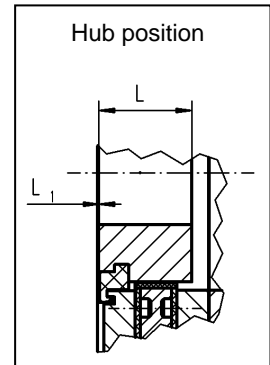


Fig. 5/1: Spring-applied multiple-disc brake 77 100..A00

3. Installation

3.1 Mechanical installation

The hub (17) must be slipped onto a shaft provided with a feather key to DIN 6885, sheet 1. The hub must be axially secured (by means of a shaft collar, circlip or the like). Make sure that the front face of the hub (17) is at the same height as the front face of the flange (11). The complete brake assembly must be slipped onto the hub (17) and centred using centring diameter d_2 (see Classic Line specification sheet) of the flange (11). The inner discs (5.2), which are fixed in their position by the compression springs (3), are factory-centred to enable easy installation of the entire brake assembly on the hub (17). Make sure that the inner discs (5.2) can be easily moved along the hub (17).



| | Size | | | | | | |
|----------------------|------|------|-----|-------|-------|-------|-------|
| | 13 | 16 | 19 | 24 | 25 | 29 | 33 |
| L [mm] | 24 | 26,5 | 30 | 45 | 45 | 52 | 58 |
| L ₁ [mm] | 0-1 | 0-1 | 0-1 | 0-1.2 | 0-1.2 | 0-1.2 | 0-1.2 |
| M _A [Nm] | 4 | 8 | 8 | 12 | 12 | 18 | 28 |
| M _{AZ} [Nm] | 4 | 8 | 8 | 12 | 12 | 18 | 28 |

Table 6/1: Hub dimensions (17); tightening torques of fixing screws (22) and machine screws (13)

Check that the fixing surface (18) meets the following requirements before installing the brake:

- Axial runout relative to the shaft <0.1 mm (measuring radius = reference diameter)
- Surface roughness max. R_z16
- Surface hardness min. 100 HB
- Material: steel, aluminium, cast iron – with excellent thermal conductivity
- Absence of oil and grease
- Permitted mismatch of centring diameter (fixing surface (18)) relative to shaft <0.2 mm

The spring-applied multiple-disc brake must be screwed to the fixing surface (18) by tightening the fixing screws (22) to the M_A tightening torques specified in Table 6/1. The factory-adjusted rated air gap 's' cannot be changed.



Note!

Check that the inner discs (5.2) can be easily moved on the hub (17) by hand and that the mounted component parts, especially the friction surfaces and hub teeth, are free from grease.



Attention!

The M_A tightening torque specified for the fixing screws (22) must be strictly observed. The screws (22) must be tightened evenly in diametrically opposite sequence.



Note!

The centring diameter d_7 (see Fig. 5/1) is factory-aligned relative to the centring diameter d_2 on the flange (11) with a maximum 0.2 mm radial runout. This enables easy attachment of a tachometer generator to the solenoid housing (1.1).

3.2 Installation of accessories

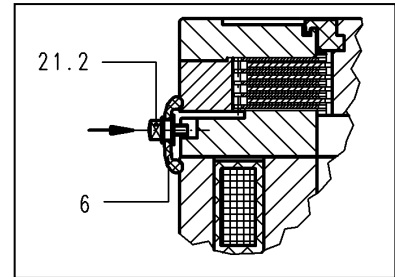
Hand release (21):

The cams (21.2) must be screwed into the bores provided on the circumference of the sleeve (6) making sure they are in the right position. The hand release lever (21.1) must be fixed to the square socket in the cams (21.2). The release forces F and the maximum permitted release forces (actuation forces) F_{\max} are specified in Table 7/1.



Note!

Machinery-specific regulations and requirements (e.g. for hoists, cranes and elevators) must be observed when using brakes with hand release (21).



| | Size | | | | | | |
|---|------|----|----|----|----|-----|-----|
| | 13 | 16 | 19 | 24 | 25 | 29 | 33 |
| Release force F ¹⁾ [N] | 15 | 40 | 50 | 55 | 55 | 90 | 180 |
| Max. permitted release force (actuation force) F_{\max} [N] | 22 | 60 | 75 | 85 | 85 | 140 | 270 |

Table 7/1: Release force F and maximum permitted release force (actuation force) F_{\max} of hand release (21)

¹⁾ Release force F (approx.) at the highest rated (standard) torque



Note!

When installing the cams (21.2) make sure that the cam surface points towards the armature (2) or tooth ring (10). If the hand release (21) is retrofitted to the brake at a later date, the sleeve (6) must be removed to allow two bores (see sketch below) to be drilled into the sleeve circumference. The bores are required to insert the cams (21.2) and must be offset by an angle of 180° relative to each other. The size and axial location of the bores are specified in Table 7/2.



Caution!

The brake torque can be neutralised manually by means of the hand release (21). Consequently, the brake must be installed in such a way that any unintentional actuation of the hand release (21) is excluded.



Warning!

Check that the mechanical hand release (21) is in a central position (see Fig. 5/1) when not in use. This is crucial to ensure reliable brake engagement. Otherwise, the full braking effect of the spring-applied multiple-disc brake may not be reached. In this case, the machine (e.g. motor) must be stopped immediately and must not be restarted until correct operation of the hand release (21) and automatic return of the hand release lever in its central position (see Fig. 5/1) has been ensured.

| | Size | | | | | | |
|------------------------|-------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| | 13 | 16 | 19 | 24 | 25 | 29 | 33 |
| Sleeve bore D_M [mm] | 7 ^{+0.5} | 11 ^{+0.5} | 11 ^{+0.5} | 11 ^{+0.5} | 11 ^{+0.5} | 13 ^{+0.5} | 15 ^{+0.5} |
| Distance L_M [mm] | 1 | 1.3 | 1 | 5.5 | 5.5 | 6.5 | 7.5 |

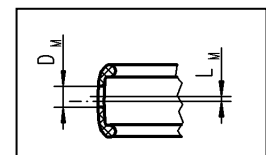


Table 7/2: Bore diameter D_M and axial position L_M of sleeve bores

3.3 Electrical connection and operation

The spring-applied multiple-disc brake must be supplied with DC voltage. Connection to an AC power source is via a half-wave, bridge or overexcitation rectifier (25.2). Brakes with connector box (25) and built-in rectifier (25.2) can be connected directly to the AC mains. The contact assignment is shown in Fig. 9/1. Brakes equipped with connector box (25) and connecting terminal (25.2) must be connected directly to DC voltage. The customer-specific connecting cable must be connected to the terminals (25.2) or built-in rectifier (25.2) by means of a cable gland (14) (PG 11, clamping range 7.5 to 10 mm). Remove the cover (25.1) of the connector box (25) so that the individual strands of the connecting cable can be connected to the terminals (25.2) or to the contacts of the built-in rectifier (25.2).

Brake versions with flying leads or connecting cable do not have a connector box. The wire ends of the flying leads or cable must be connected directly to the DC power source.

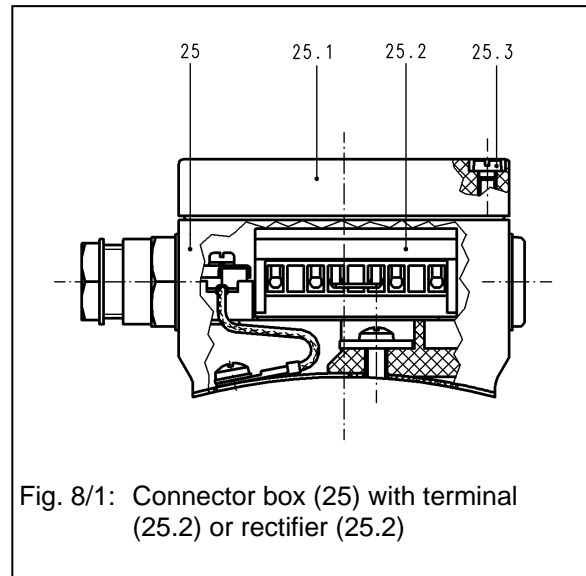


Fig. 8/1: Connector box (25) with terminal (25.2) or rectifier (25.2)

| Rectifier series | Rectifier type | Rated input voltage range U_1 /VAC (40-60 Hz) | Output voltage U_2 /VDC | Max. output current | |
|------------------|--|---|---------------------------------------|---------------------|-----------------|
| | | | | R-load I/ADC | L-load I/ADC |
| 32 07.22B.0 | half-wave | 0-500 ($\pm 10\%$) | $U_1 \cdot 0.445$ | 1.6 | 2.0 |
| 32 07.23B.0 | bridge | 0-400 ($\pm 10\%$) | $U_1 \cdot 0.890$ | 1.6 | 2.0 |
| 32 17350E.. | overexcitation bridge \Rightarrow half-wave | 48-120 ($\pm 10\%$) 220-415 ($\pm 10\%$) 480-525 ($\pm 10\%$) | $U_1 \cdot 0.890$ / $U_1 \cdot 0.445$ | 2.3 | 3 |
| 32 17.2.B.. | overexcitation bridge \Rightarrow half-wave | 110-230 ($\pm 10\%$) 220-415 ($\pm 10\%$) | $U_1 \cdot 0.890$ / $U_1 \cdot 0.445$ | 1.2 0.8 | 1.5 1.0 |

Specific rectifier specification sheets must be observed!

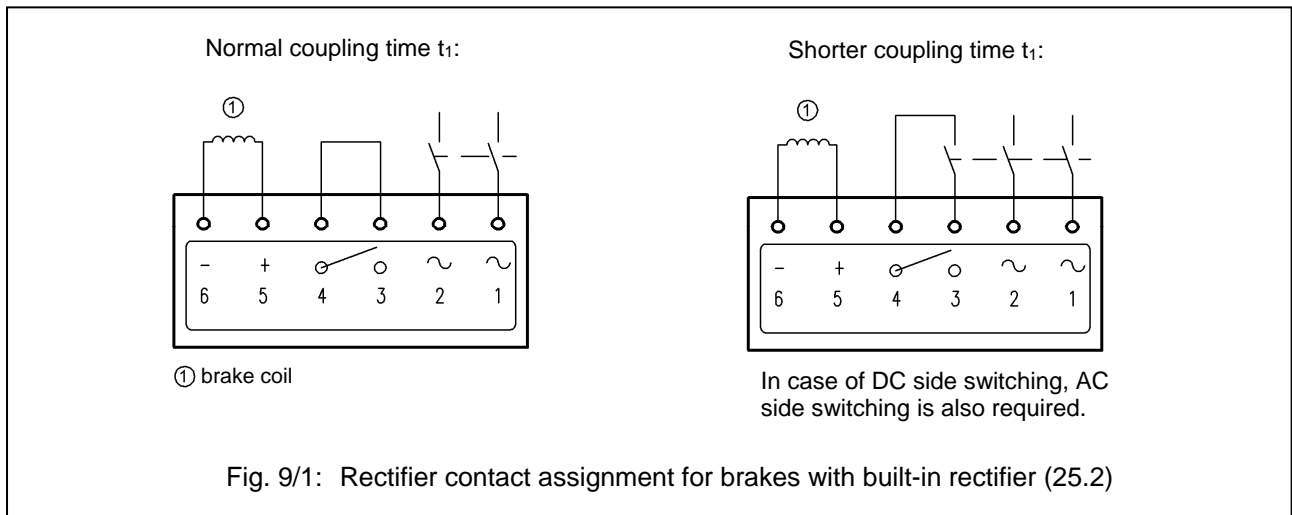
Table 8/1: Recommended rectifiers for single-phase AC voltage supply and for connection via terminal (25.2)



Attention!

When fixing the cover (25.1) to the connector box (25), the M_A tightening torques of the machine screws specified in Table 12/1 must be strictly observed. Damage to the flat seal between the connector box (25) and cover (25.1) must be avoided.

When using brakes with built-in rectifier (25.2), the supply voltage is rectified by means of a half-wave rectifier (25.2). The built-in rectifier (25.2) can be wired in such a way that AC side switching (normal coupling time t_1) or DC side switching (short coupling time t_1) is possible (see Fig. 9/1). Various Kendrion rectifier types are available (see Table 8/1, list not exhaustive) for direct brake connection to an AC power source via the built-in connecting terminal (25.2). Depending on the brake size and torque, voltage ripple due to intermittent power supply may cause brake humming or incorrect brake operation. Perfect brake operation must be ensured by the user or system manufacturer by providing suitable electrical controls.



3.3.1 DC power supply

The figure to the right shows the voltage curve after the field coil (1.2) has been de-energised.

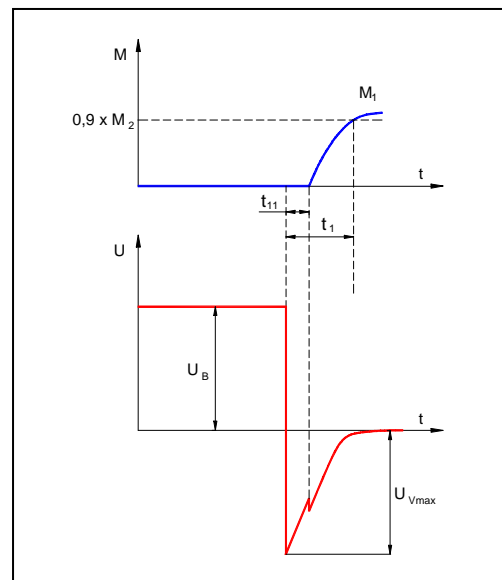


Attention!

The peak voltage U_{Vmax} during disconnection without protective circuit may reach **several thousand V** in the millisecond region. This may cause irreversible damage to the field coil (1.2), switching contacts and electronic components. Sparking will occur on the switch during disconnection. Consequently, a protective circuit must be provided to reduce the current during disconnection and to limit the voltage. The maximum permitted overvoltage during disconnection is 1500 V. If Kendrion rectifiers are used (see Table 8/1), the protective circuit required for the built-in electronic components and field coil (1.2) is included in the rectifier. This does not apply to the external contacts required for DC side switching as there would be no galvanic isolation of the external contact.



Attention!



U_B operating voltage (coil voltage)
 U_{Vmax} disconnection voltage

Sensitive electronic components (e.g. logical components) may also be damaged by the lower voltage.

3.3.2 AC power supply

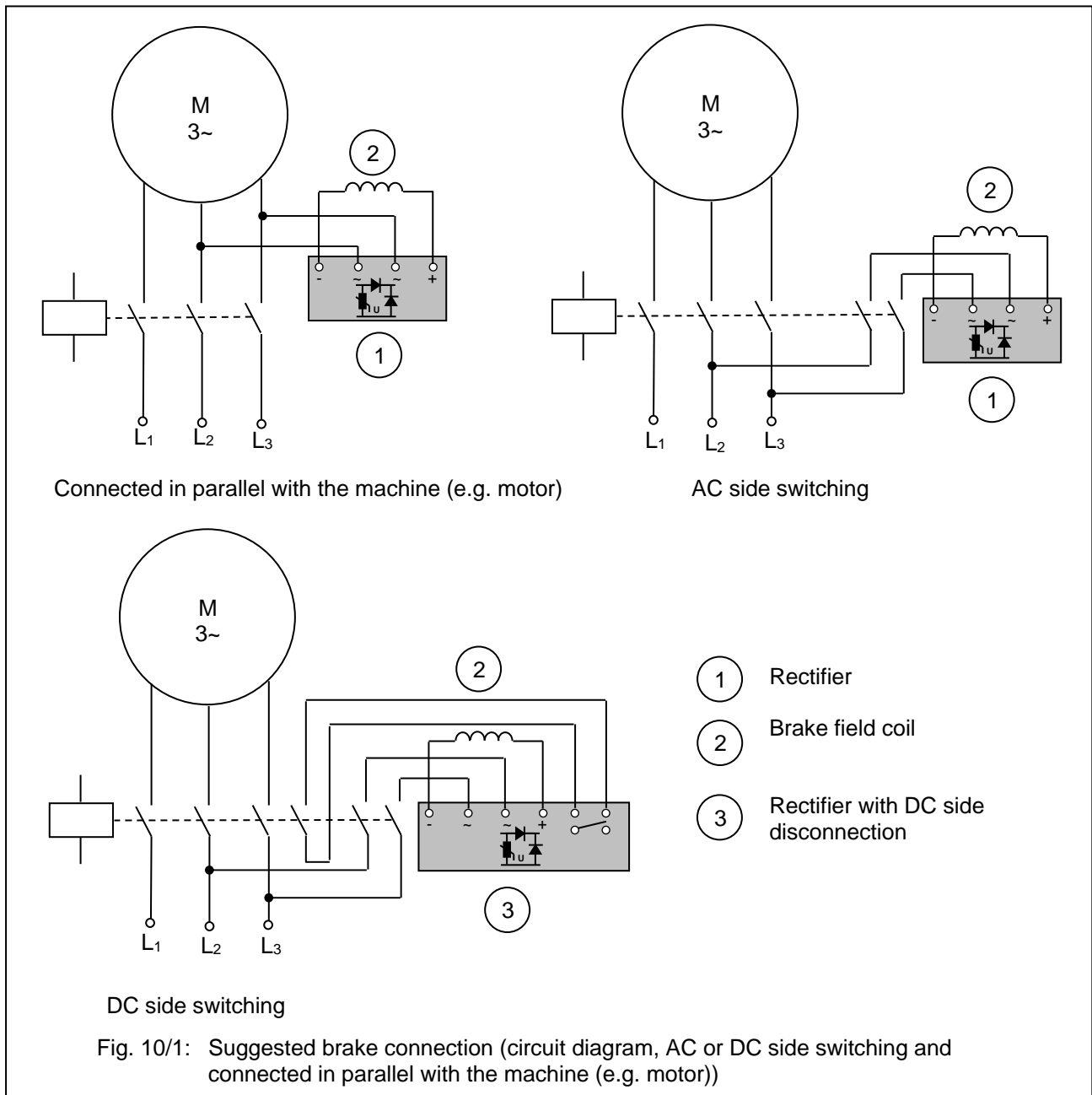
Direct connection of the spring-applied multiple-disc brake to an AC power source is only possible if a rectifier is used. The coupling times vary depending on the switching type (DC side switching or AC side switching).

Half-wave rectification:

In case of half-wave rectification, the U_2 coil voltage is lower by factor 0.445 than the rectifier input voltage. Half-wave rectifiers produce voltage with high residual ripple which, depending on the brake size, may slightly reduce the switching times when compared to bridge rectifiers. Due to the shorter switching times and the lower coil voltage, half-wave rectifiers are generally preferred to bridge rectifiers. However, brake humming may occur when small size brakes are used.

Bridge rectification:

Bridge rectifiers provide voltage with minimum residual ripple. This allows brake humming to be avoided even if small size brakes are used. In case of bridge rectification, the U_2 coil voltage is lower by factor 0.89 than the rectifier input voltage.



AC side switching:

The easiest wiring method is to connect the rectifier in parallel with the brake in the terminal box of the machine (e.g. motor). It must be considered, however, that the motor may act as a generator after AC voltage has been removed and thus extend the coupling time significantly (by factor 5 or over). The disconnection times remain unchanged.

DC side switching:

In case of DC side brake switching, an auxiliary contact is provided on the motor contactor, for example. This auxiliary contact is designed to interrupt the power supply on the DC side.



Attention!

In case of DC side switching, the brake must be provided with a protective circuit to avoid overvoltage. Additional protective elements (e.g. varistors, spark arresters, etc.) must be installed to avoid damage such as burns or welded contacts.



Warning!

Work on the brake must only be carried out by suitably qualified personnel. Make sure that no voltage is applied during brake connection. The specifications on the rating plate and the information provided in the circuit diagram in the terminal box or in the Operating Instructions must be strictly observed.



Warning!

The brake is a DC operated system. Permanent voltage variations on the power source of the electromagnetic brake must be limited to +/-10% of the rated voltage.

The following checks must be carried out when connecting the brake:

- Check that the connecting cables are suitable for the intended use and for the voltage and amperage of the brake.
- Check that the connecting cables are secured with screws, clamps or other suitable fixtures to avoid interruptions in the power supply.
- Check that the connecting cables are long enough for the intended use and that suitable torsion, strain and shear relief features as well as bending protections are provided.
- Check that the PE conductor (only for protection class I) is connected to the earthing point.
- Check that no foreign matter, dirt or humidity is trapped inside the terminal box.
- Check that unused cable entries and the terminal box are suitably sealed to ensure compliance with the protection class requirements to EN 60529.

3.3.3 Microswitch (19) connection

If brakes are equipped with a microswitch (19) to control the release status (released/engaged) of the spring-applied multiple-disc brake, the microswitch (19) must be tied into the control circuit of the machine (e.g. motor) (see suggested brake and microswitch (19) connection in Fig. 12/1). This is to ensure that the microswitch (19) prevents any start-up of the machine (e.g. motor) before the spring-applied multiple-disc brake has been released. If the brake has a protective microswitch cover (20), the cover (20) must be removed to allow the microswitch connecting cable to be installed. After removal of the cover (20), the microswitch cap (19.2) can be loosened and taken off. The customer-specific connecting cable for the microswitch (19) can be fed into the microswitch connector box through the cable gland (19.1) (PG 9). The cable strands must be connected with the NO (normally open) and C (common) contacts by means of the microswitch connecting terminals. After completion of connection, the cap (19.2) and protective cover (20) must be reinstalled. The optional microswitch (19) must be ordered together with the brake as it cannot be retrofitted to the brake at a later date. The microswitch (19) is factory-adjusted prior to shipment of the spring-applied multiple-disc brake.

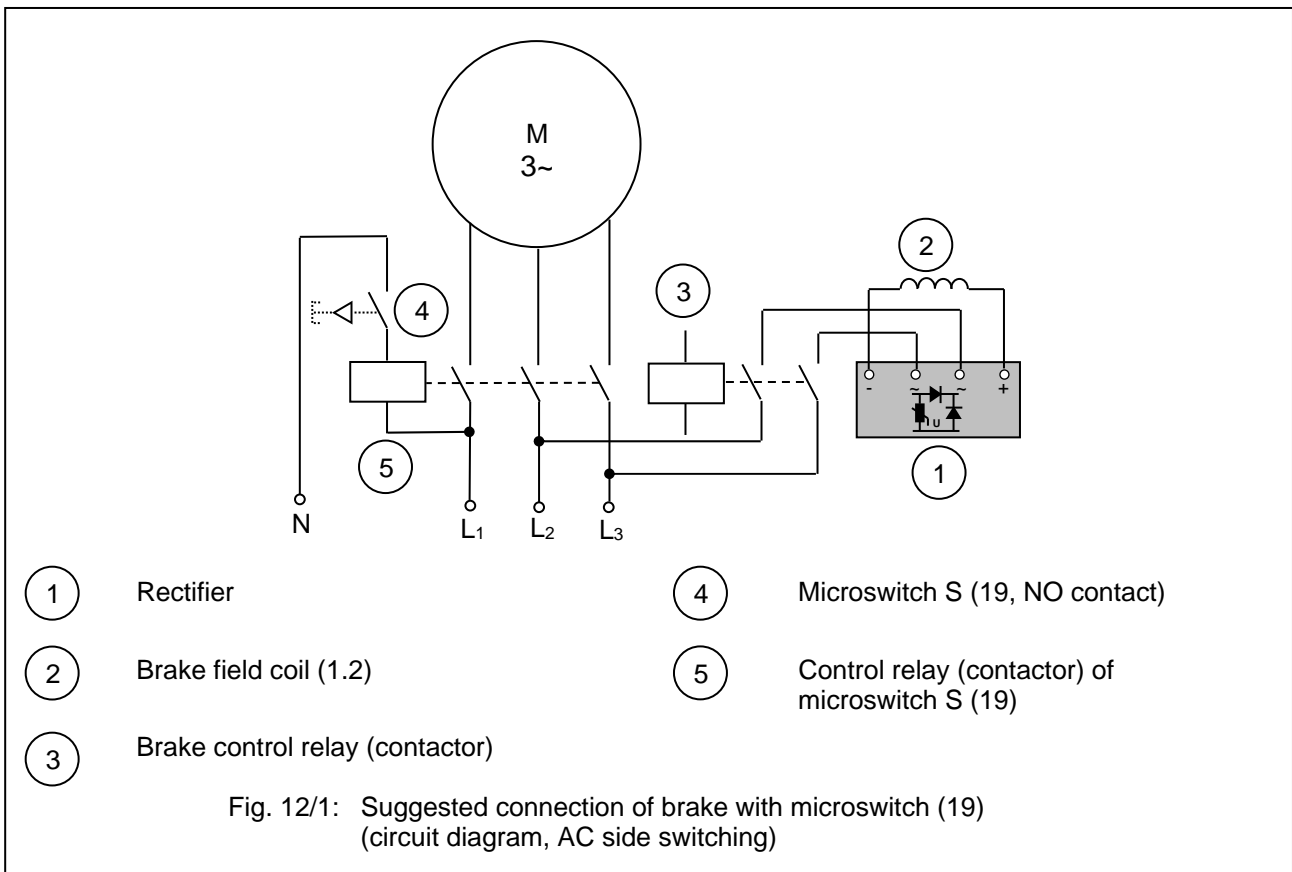


Attention!

When installing the protective cover (20) and cap (19.2) of the microswitch (19) and the cover (25.1) provided for the connector box (25), the machine screws must be tightened to the M_A tightening torques specified in Table 12/1.

| | Size | | | | | | |
|---|------|------|------|------|------|------|------|
| | 13 | 16 | 19 | 24 | 25 | 29 | 33 |
| M _A tightening torque [Nm] of machine screws (20.1) for protective cover (20) | - | 5 | 5 | 5 | 5 | - | - |
| M _A tightening torque [Nm] of machine screws (19.5) for microswitch cap (19.2) | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| M _A tightening torque [Nm] of machine screws (25.3) for connector box cover (25.1) | 1.6 | 1.6 | 1.6 | 1.6 | 1.6 | 1.6 | 1.6 |

Table 12/1: Tightening torques of machine screws for protective cover (20), microswitch cap (19.2) and connector box cover (25.1)



Note!

Machinery-specific regulations and requirements (e.g. for hoists, cranes and elevators) must be observed when using brakes with microswitches (19).



Warning!

The motor circuit must be protected in such a way that no accidental motor start-up can occur when the microswitch (19) contact closes.



Note!

The suggested wiring of the spring-applied multiple-disc brake with microswitch (19) shown in Fig. 12/1 is based on the general recommendations for the connection of electromagnetic components used in electric machinery (e.g. motors) without load torque impact. When the brake is used for applications during which a load torque is generated, the system user is responsible to ensure correct and safe wiring of the microswitch (19) and brake.

3.4 Electromagnetic compatibility

As required by the German Electromagnetic Compatibility Act (EMVG), electromagnetic compatibility is essential to ensure immunity to external electromagnetic fields and conducted interference. Furthermore, the emission of electromagnetic fields and line-conducted interference during brake operation must be minimised. Since the brake features depend on the circuitry and operation, a declaration of conformity with the applicable EMC standard can only be furnished for the wiring type, but not for a specific brake. The spring-applied multiple-disc brakes in the 77 100..A00 series are designed for industrial applications to which the following EMC standards apply: Generic Immunity Standard VKE 0839, part 6-2 (EN 61000-6-2), and Generic Emission Standard VDE 0839, part 81-2 (EN 50081-2). Other applications may be subject to different generic standards which must be considered by the manufacturer of the overall system. The requirements in terms of electromagnetic compatibility of devices and components are determined by basic standards derived from the generic standards. Brake wiring recommendations will be provided in the following sections to ensure compliance with the individual basic standards that are relevant for industrial brake use and other applications. Please refer to the specification sheets for additional information on electromagnetic compatibility, especially with respect to the recommended electronic rectifiers specified in Section 3.3.

Immunity according to EN 61000-4:

EN 61000-4-2 Electrostatic discharge:

The spring-applied multiple-disc brakes in the 77 100..A00 series comply at least with severity level 3 without requiring additional measures. The recommended rectifiers specified in Section 3.3 conform to severity level 3 without additional measures. When using brakes with built-in rectifier, the rectifier conforms to severity level 3 without requiring additional measures.

EN 61000-4-3 Electromagnetic fields:

The brakes comply at least with severity level 3 without requiring additional measures. The recommended rectifiers conform to severity level 3 without additional measures. When using brakes with built-in rectifier, the rectifier conforms to severity level 3 without requiring additional measures.

EN 61000-4-4 Fast transients (burst):

The brakes comply at least with severity level 3 without requiring additional measures. The recommended rectifiers conform to severity level 3. When using rectifiers of the 32 17.2.B.. series, which conform to severity level 3, a temporary slight voltage increase may occur which, however, will not interfere with the rectifier function. When using brakes with built-in rectifier, the rectifier conforms to severity level 3 without requiring additional measures.

EN 61000-4-5 Surge:

The brakes comply at least with severity level 3 without requiring additional measures. The recommended rectifiers conform to severity level 3 without additional measures. When using brakes with built-in rectifier, the rectifier conforms to severity level 3 without requiring additional measures.

EN 61000-4-9 Pulse magnetic fields, EN 61000-4-10 Damped oscillatory magnetic fields:

Since the operating magnetic fields of the electromagnetic brakes are stronger many times over than interference fields, the brake function will remain unaffected. The brakes comply at least with severity level 4. The recommended rectifiers conform to severity level 3 without additional measures. When using brakes with built-in rectifier, the rectifier conforms to severity level 3 without requiring additional measures.

EN 61000-4-11 Voltage dips, short interruptions, and short supply voltage variations:

a) Voltage interruptions:

Brakes that comply with the requirements of DIN VDE 0580 are de-energised after the specified switching times at the latest. The switching time depends on the control and mains conditions (e.g. generator effect of running down motors). Voltage interruptions of shorter duration than the response delay specified by DIN VDE 0580 will not cause any malfunctions. The user must ensure that any damage is avoided (e.g. motor start-up before the brake has been released caused by phase failure in the case of two-phase energised motors or by the slipping of an electromagnetically engaged system due to torque drop). The functional reliability of the electromagnetic brake and its electronic accessories remains unaffected provided that any damage is avoided.

b) Voltage dips and short supply voltage variations:

Electromagnetically released systems:

Voltage dips and supply voltage variations to below 60% of the rated voltage and lasting longer than the response delay specified by DIN VDE 0580 may cause the brake to be de-energised temporarily. Damage as described under a) above must be avoided by the user by taking adequate precautions.

Electromagnetically engaged systems:

Voltage dips and supply voltage variations to below the minimum tolerance threshold will cause torque reductions. The user is required to take adequate precautions to avoid consequential damage.

Radio interference suppression in accordance with EN 55011:

The brakes and the recommended electronic rectifiers are classified as Group 1 equipment in accordance with EN 55011. As far as the emissions from this equipment are concerned, one distinguishes between field guided radiated interference and line-conducted interference.

a) Radiated interference:

When operated with DC voltage or rectified 50/60 Hz AC voltage, all brakes comply with the limit values applicable to Class B equipment.

b) Conducted interference:

When connected to a DC power source, the electromagnetic brakes meet the limit values applicable to Class A equipment. If the brakes are connected to a 50/60 Hz AC power source and equipped with electronic rectifiers or other electronic controls, interference suppression measures as shown in Fig. 14/1 must be taken to ensure compliance with the limit values applicable to Class A equipment. Interference suppression capacitors should be used which must be dimensioned to suit the connection data of the electromagnetic components and the specific mains conditions. The recommended rectifiers specified in Section 3.3 are CE mark certified in accordance with the EMC Directive. They have built-in interference suppression components and comply at least with the requirements of EN 55011 for Class A equipment, unless otherwise specified in the specification sheet.

When brakes are used with the specified rectifiers or with other types of rectifiers, the recommended values listed in Table 15/2 should be observed. Interference suppression components should be installed as close as possible to the consumer. Interference caused during switching operations of the electromagnetic component is generally attributable to the inductive load. Where necessary, assemblies designed to limit the disconnection voltage (e.g. anti-parallel diode) or voltage limiting components (e.g. varistors, suppressor diodes, resistance diodes and the like) can be installed. However, such components will inevitably change the switching times of the brake and increase the generated noise level. The rectifiers specified in Section 3.3 are equipped with free-wheel diodes and/or varistors to limit the disconnection voltage. In case of DC side switching, a varistor rated for the type-specific maximum operating voltage and connected in parallel with the field coil (1.2) limits the peak voltage to the values specified in Table 15/2.

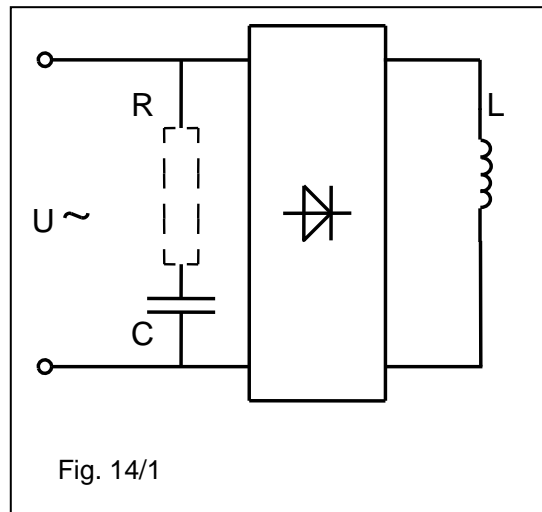


Fig. 14/1

If the brake is used in connection with other electronic accessories, the user is responsible to ensure compliance with EMC requirements. Compliance with applicable standards concerning the design and operation of components, sub-assemblies or equipment employed shall not relieve the user and manufacturer of the overall system from their obligation to furnish proof of conformity of the overall system with such standards.

| Rectifier type | Rated input voltage range U ₁ /VAC (40-60 Hz) | DC at L-load (ADC) | Capacitor (nF(VAC)) |
|---|---|------------------------|--|
| Bridge rectifier 32 07.23B.0 | up to 400 (+10%) | up to 2.0 | no additional interference suppression measures required |
| Half-wave rectifier 32 07.22B.0 | up to 500 (+10%) | up to 2.0 | no additional interference suppression measures required |
| Overexcitation rectifier 32 17350E.. | 48-120 (±10%) 220-415 (±10%) 480-525 (±10%) | up to 3 | no additional interference suppression measures required |
| Overexcitation rectifier 32 17.2.B.. | 110-230 220-415 | up to 1.5 up to 1.0 | no additional interference suppression measures required |

Table 15/1

| Rectifier input voltage (max.) (VAC) | Recommended disconnection voltage for DC side switching (V) |
|---|--|
| 250 | 700 |
| 440 | 1200 |
| 550 | 1500 |

Table 15/2

3.5 Set-up and start-up



Warning!

The functional check of the brake must not be performed unless the machine (e.g. motor) has been switched off and secured against accidental or unintentional start-up.

3.5.1 Functional checks

The following checks must be carried out:

Check compliance with the specifications provided on the rating plate with respect to the mounting position and protection class. After connection of the brake, an operational test must be performed to check that the friction disc (5) runs smoothly. For this purpose, turn the shaft (while the brake is energised and the machine (e.g. motor) is unpowered). Install the required guards and protections after completion of installation.



Warning!

Before starting the machine (e.g. motor) test run without driven components, the feather key (if used) must be secured in such a way that it cannot be hurled out. The shaft must not be exposed to load torques. Before the machine (e.g. motor) is re-started, the brake must be de-energised.



Caution!

The brake surface temperature may rise to over 100°C. Heat-sensitive parts such as conventional cables or electronic components must not be fixed to or be in contact with these surfaces. If necessary, suitable protections and hand guards must be installed to avoid accidental contact with hot surfaces! If the shaft needs to be turned during set-up operations while the machine (e.g. motor) is switched off, the brake must be released electromagnetically or by means of the hand release lever (21).



Caution!

High-voltage tests performed during brake installation within an overall system or during start-up must be carried out in such a way that damage to the built-in electronic accessories is avoided. The limits for high-voltage tests and follow-up tests specified by DIN VDE 0580 must be observed.



Attention!

Check that the brake has been connected in accordance with the specifications provided on the rating plate before it is put into operation. Even short-term operation outside the specified supply voltage limits may cause irreversible damage to the brake or electronic accessories. Such damage may not be apparent immediately. DC side brake switching without protective circuit as described in Section 3.4 will cause damage to electronic rectifiers, electronic accessories, switching contacts and to the field coil (1.2).

3.5.2 Manual brake release

The spring-applied multiple-disc brake can be released "manually" by means of a mechanical hand release (21) (accessories). In case of failure of the regular power supply, it is also possible to use a commercial UPS (e.g. UPS battery system) for the electrical release of the brake. For this purpose, the brake user is required to install a UPS system that complies with the voltage specifications given on the brake rating plate.



Warning!

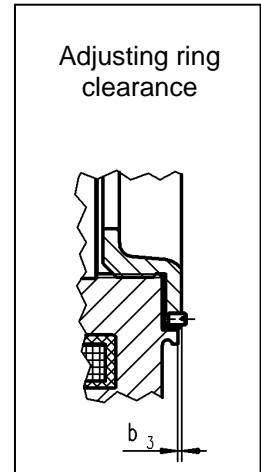
Manual release (inching mode) of the spring-applied multiple-disc brake (e.g. for maintenance operations on the machine (e.g. motor) or in case of failure of the regular power supply and use of a UPS system) must be performed with extreme caution. If the drive system is unbalanced, the load torque may accelerate the drive. The brake user is required to take adequate precautions to ensure that no hazardous situations are caused by the load torque when the brake is released and engaged in inching mode.

3.6 M_2 rated torque adjustments

The brakes are factory-adjusted to the M_2 rated torque (as specified in the purchase order). The M_2 rated torque is specified on the rating plate (16) of the brake. The adjusting ring clearance b_3 is marked on the collar of the brake back near the set screw (8). It can be changed by tightening or loosening the adjusting ring (7) by means of a pin spanner. The corresponding changes in the M_2 rated torque are specified in Table 17/1. The adjusting ring clearance b_3 must remain within the specified minimum and maximum values (see Table 17/1).

| | Size | | | | | | |
|-----------------------------|------|------|------|-----|-----|-----|-----|
| | 13 | 16 | 19 | 24 | 25 | 29 | 33 |
| $\Delta M_2/\text{mm}$ [Nm] | 6.25 | 13.6 | 33.3 | 50 | 95 | 120 | 218 |
| $b_{3\min}$ [mm] | 3 | 2.4 | 3.8 | 2.8 | 3.1 | 1.4 | 1.9 |
| $b_{3\max}$ [mm] | 4.6 | 4.6 | 5.6 | 5.2 | 5 | 3.4 | 4.1 |

Table 17/1: Change in the M_2 rated torque from 1 mm axial adjustment of the adjusting ring (7); adjusting ring clearance b_3 limit values



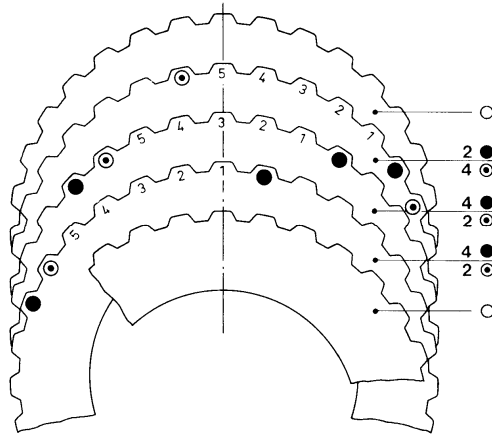
Attention!

After having tightened or loosened the adjusting ring (7), the ring (7) must be locked with the set screw (8). The tightening torque to be applied is $M_A = 3 \text{ Nm}$. The adjusting ring (7) must be turned in such a way that the set screw (8) can be inserted between the studs (4).

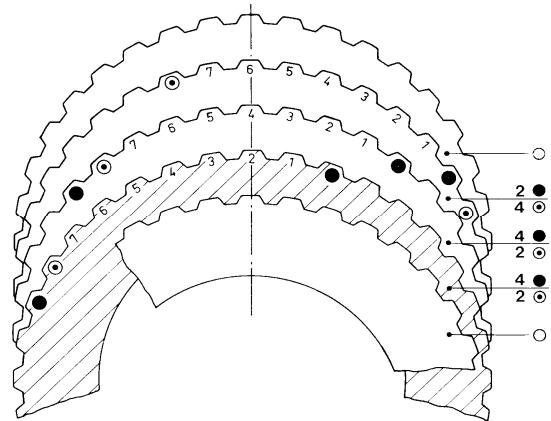
4. Maintenance

4.1 Checks and service

The spring-applied multiple-disc brake does not require any particular maintenance except that the air gap 's' must be measured at regular intervals. After the sleeve (6) has been removed, the air gap 's' (see Table 26/1 "Technical specifications" for rated air gap) between the armature (2) and the built-in anti-adhesive disc (23) can be checked by means of a feeler gauge while the brake is de-energised. Precise measurement of the air gap requires the use of two screwdrivers arranged at an angle of 180° relative to each other to press the armature (2) towards the solenoid housing (1.1) until it touches the stud (4). When the maximum air gap s_{\max} has been reached (see Table 26/1), the disc pack (5) of the spring-applied multiple-disc brake must be replaced. The individual discs must be installed as shown in Fig. 18/1 and Fig. 18/2. For this purpose, loosen the fixing screws (22) and remove the brake from the hub (17). Remove the cover hood (9) and screw out the adjusting ring (7) after having loosened the set screw (8). Loosen the machine screws (13) and remove the flange (11) from the tooth ring (10). Remove the worn disc pack (5) and replace it by a new one. Before reassembling the brake components, clean all parts (flange (11), armature (2) and tooth ring (10)) with grease-free cleaners. Screw the flange (11) with the sleeves (15) and tooth ring (10) to the core element of the spring-applied multiple-disc brake by means of the machine screws (13). Screw in the adjusting ring (7) until the b_3 clearance (marked on the collar of the brake back) has been reached and secure it with the set screw (8). Install the cover hood (9) as shown in Fig. 5/1. Install and connect the spring-applied multiple-disc brake as described in Sections 3.2 and 3.3.

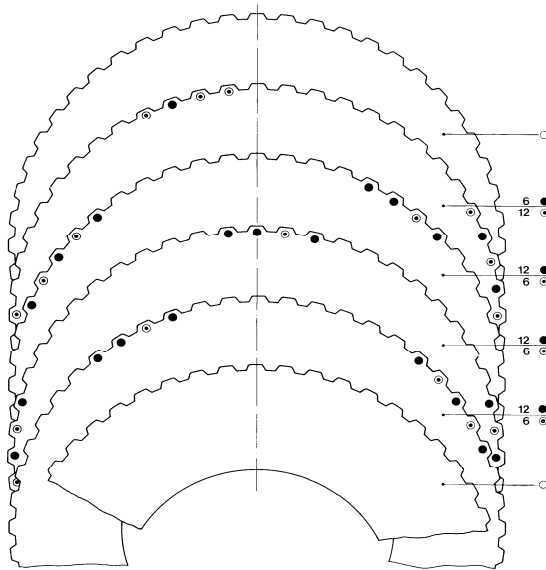
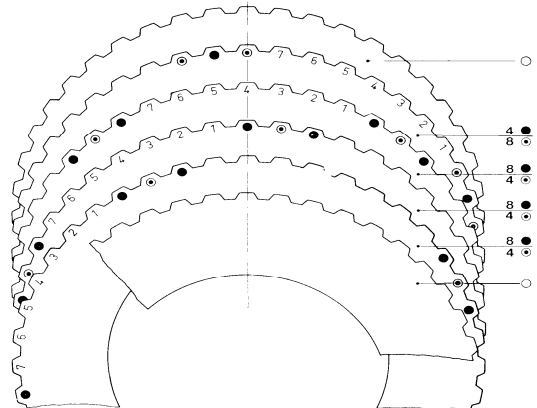
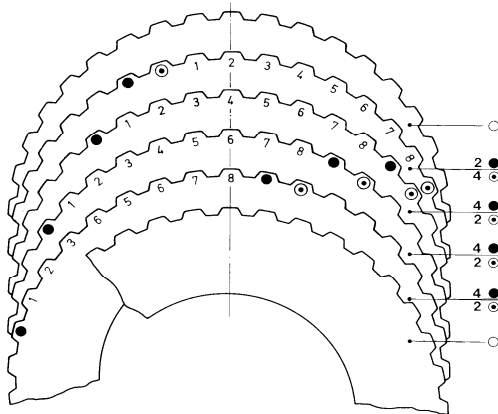


Size 13 + 16



Size 19 + 24
(hatched disc not used with size 24)

Fig. 18/1: Disc arrangement (sizes 13 to 24)



Size 33




-  Disc (without springs)
-  Disc (springs pointing upwards)
Front
-  Disc (springs pointing downwards)
Rear

Fig. 18/2: Disc arrangement (sizes 25 to 33)



Attention!

When installing the spring-applied multiple-disc brake, it is crucial that the fixing screws (22) be tightened applying the M_A tightening torque specified in Table 6/1. The machine screws (13) must be tightened to the M_{AZ} torque specified in Table 6/1. The set screw (8) of the adjusting ring (7) must be tightened to $M_A = 3 \text{ Nm}$. After the disc pack (5) has been replaced, the air gap 's' must be checked (see Table 26/1 for information on the rated air gap).



Attention!

After the adjusting ring (7) has been screwed in, the set screw (8) must be located directly beside the marking of the adjusting ring clearance b_3 . Check that the set screw is not positioned on a stud (4).



Attention!

Depending on its operating condition, it may no longer be possible to release the spring-applied multiple-disc brake when the maximum air gap s_{\max} (see "Technical specifications" in Table 26/1) has been exceeded. In this case, the braking effect cannot be neutralised. This may cause thermal overloading of and irreversible damage to the brake if the machine (e.g. motor) is started before the brake has been released. Thermal overloading of the machine (e.g. motor) may occur if the machine (e.g. motor) is not started while the brake is still engaged.



Caution!

If a hand release lever (21) is fitted to the brake and the maximum air gap s_{\max} (see "Technical specifications" in Table 26/1) has been exceeded, the hand release lever (21) will limit the axial movement of the armature (2). This will cause the torque to be reduced down to zero. Whenever carrying out maintenance work, check the degree of wear of the disc pack (5) and the air gap 's' and replace the disc pack (5) well before the maximum air gap s_{\max} (see "Technical specifications" in Table 26/1) is reached.

4.2 Microswitch (19) adjustment (only applicable to brakes with microswitch (19))

The spring-applied multiple-disc brake must be released electrically to allow the microswitch (19) to be adjusted. Unscrew the locknut (19.3) and turn the hexagon head cap screw (19.4) clockwise until the microswitch (19) switches (slight audible click or contact closure between the NO and C contacts). If the microswitch (19) is in ON position, it must be turned anticlockwise to OFF. After the changeover position has been reached, continue to turn the hexagon head cap screw (19.4) as follows:

Size 13 brakes: by 50° / Size 16 – 24 brakes: by 70°

Tighten the locknut (19.3). Make sure the position of the hexagon head cap screw (19.4) remains unchanged when tightening the locknut. Switch the brake on and off to check that the microswitch is in perfect working order.

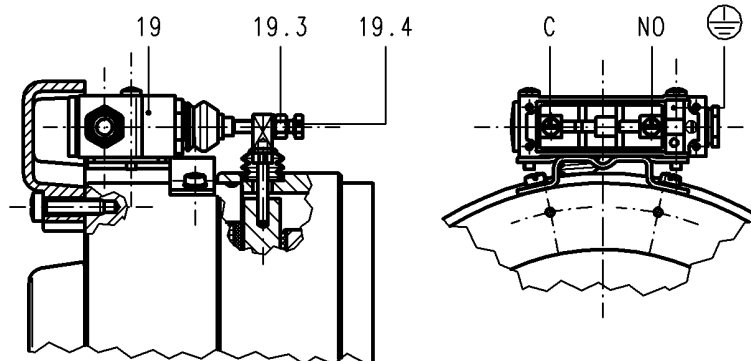


Fig. 19/1: Microswitch (19) adjustment



Warning!

The motor circuit must be protected in such a way that no accidental motor start-up can occur when the microswitch (19) contact closes.



Warning!

Whenever inspection and maintenance work is carried out, check that

- the machine (e.g. motor) is secured against accidental or unintentional start-up.
- no load torque is applied to the shaft.
- the lock provided to prevent accidental start-up of the machine (e.g. motor) is removed after completion of inspection and maintenance work.
- all friction surfaces are free from grease and oil. An oily or greasy disc pack (5) cannot be cleaned.
- the inner discs (5.2) and outer discs (5.1) have not swollen or turned vitreous.

4.3 Spare parts and accessories

| Designation, order number | | | |
|---------------------------|-------------------|-------------------|----------------|
| Size | Hand release (21) | Fixing screw (22) | Disc pack (5) |
| Type | A | A | S |
| 13 | 71 10113E00940 | 304035 | 77 10013A00850 |
| 16 | 71 10116E00940 | 304060 | 77 10016A00850 |
| 19 | 71 10119E00940 | 304062 | 77 10019A00850 |
| 24 | 71 10124E00940 | 304088 | 77 10024A00850 |
| 25 | 71 10124E00940 | 304090 | 77 10025A00850 |
| 29 | 71 10129E00940 | 304123 | 77 10029A00850 |
| 33 | 71 10133E00940 | 150 | 77 10033A00850 |

Table 20/1: Spare parts (S) and accessories (A)

5. Condition at delivery

Upon receipt of the shipment, the spring-applied brake must be checked for transit damage before storage. Ordered accessories (e.g. hand release, fixing screws) are delivered together with the brake. The spring-applied multiple-disc brake is delivered ready for mounting with factory-adjusted M₂ rated torque and factory-adjusted air gap 's' (adjustment with sleeves and tooth ring).



Note!

If the brake is not installed immediately upon delivery, it must be stored in a dry, dust-free and vibration-proof place.

6. Emissions

6.1 Noise

The spring-applied multiple-disc brake produces switching noise during engagement and release. The noise level is determined by the installation conditions, circuitry (e.g. with overexcitation) and air gap. Depending on the installation position, operating conditions and quality of the friction surfaces, clearly audible vibrations (squeaking) may be produced during braking.

6.2 Heat

Braking operations and gradual heating of the field coil cause the solenoid housing temperature to increase substantially. Under adverse conditions, the surface temperature may rise to well over 100°C.



Caution!

Risk of burns in case of contact with hot surfaces! Suitable covers and hand guards must be installed to provide protection against accidental contact.

7. Troubleshooting

| Fault | Cause | Corrective actions |
|---|--|---|
| Brake release failure | • Air gap too large | Check the air gap. Install a new disc pack, if necessary. |
| | • No voltage applied to brake | Check the electrical connection and correct faults, if found. |
| | • Voltage applied to field coil too low | Check the field coil supply voltage and correct faults, if found. |
| | • Armature plate blocked mechanically | Eliminate mechanical blocks. |
| | • Damaged rectifier | Check the rectifier and replace it, if necessary. |
| | • Damaged field coil | Check the field coil resistance. Install a new brake, if necessary. |
| | • Discs thermally overloaded | Install a new disc pack. Install a new brake, if necessary. |
| Delayed brake release | • Air gap too large | Check the air gap. Install a new disc pack, if necessary. |
| | • Voltage applied to field coil too low | Check the field coil supply voltage and correct faults, if found. |
| Brake engagement failure | • Voltage applied to field coil in unpowered condition too high (residual voltage) | Check whether residual voltage is applied to the field coil and correct faults, if found. |
| | • Armature plate blocked mechanically | Eliminate mechanical blocks. |
| Delayed brake engagement | • Voltage applied to field coil too high | Check the field coil supply voltage and correct faults, if found. |
| Brake torque too low | • Air gap too large | Check the air gap. Install a new disc pack, if necessary. |
| | • Oily or greasy discs | Check the discs. Install a new disc pack, if necessary. |
| | • Axial armature movement blocked by hand release | Check the air gap. Install a new disc pack, if necessary. |
| | • Broken compression spring | Check the spring force. Install a new brake, if necessary. |
| Microswitch failure (only brake types with microswitch) | • Damaged microswitch | Install a new microswitch. |
| | • Adjustment error of microswitch switching point | Readjust the microswitch switching point. |

Table 21/1: Possible faults, causes and corrective actions (list not exhaustive)

8. Safety

The brakes described in these Operating Instructions have been designed and built on the basis of an analysis of hazards and in accordance with the requirements of the applicable harmonised standards and technical specifications. They correspond to the state of the art and provide maximum safety. However, safety hazards can only be avoided if the user of the equipment takes adequate precautions and makes sure that the safety instructions are strictly adhered to.

The user is required to ensure that:

- the brakes are only used in accordance with their intended use (see Section 2 "Product description").
- the brakes are in perfect working order and checked at regular intervals.
- a complete and fully legible copy of these Operating Instructions is kept available at the place of use of the brakes at all times.
- start-up, maintenance and repair work is only done by authorised and suitably qualified personnel.
- such personnel are kept informed on all relevant occupational safety and environmental protection issues and familiar with these Operating Instructions and with the safety information contained herein.
- the brakes are not exposed to other strong magnetic fields.

8.1 Intended use

The brakes described in these Operating Instructions are intended to be assembled with machines, in particular electric motors, for use on industrial plant. Operation in potentially explosive atmospheres or locations requiring flame-proofing is not allowed. The brakes must be used in accordance with the operating requirements detailed in this manual. The rated power limits specified herein must not be exceeded.

8.2 General safety information

Brakes fitted to motors feature hazardous live components and rotating parts and may exhibit hot surfaces. Any work associated with the transport, connection, start-up and periodical maintenance of the brakes must be carried out by authorised and suitably qualified personnel (in accordance with VDE 0105; IEC 364). Failure to observe safety, operating and maintenance instructions may cause serious personal injury and severe damage to the equipment. Whenever special measures are required in accordance with the instructions contained herein, such measures should be agreed with the brake manufacturer before the machinery into which the brake is to be incorporated is set up. Should any queries arise with respect to torques, torque variations, installation positions, wear, wear reserve, switching work, break-in conditions, release range, ambient conditions and the like, please contact Kendrion and ask for clarification before using the brake. Retrofitting or modification work to be carried out on the brake is subject to the approval from Kendrion (Villingen). Accident prevention regulations applying to the specific field of application of the brake must be strictly observed. The brakes described in this manual are **not** designed for use as "**safety brakes**". This means that torque reductions caused by factors beyond the user's control cannot be excluded.

8.2.1 Set-up

Requirements in terms of the permitted number of switching operations per hour and the maximum switching work per switching operation specified in the technical specifications must be strictly observed during the set-up of machines and plant (inching mode). Failure to observe these instructions may irreversibly diminish the braking effect and cause malfunctions. The operating conditions at normal rating specified in these Operating Instructions refer to DIN VDE 0580. The protection type is based on EN 60529. In case of deviations from these requirements, special precautions may have to be taken after consultation with the brake manufacturer. If vertical brake operation is envisaged, any special requirements must be agreed with the manufacturer. Bear in mind that the friction disc may freeze if ambient temperatures fall below -5°C or if the brake remains unpowered for prolonged periods of time. In this case, special precautions must be taken after consultation with the manufacturer.

8.2.2 Set-up and start-up

The brakes must not be put into operation when:

- power supply cables/wires or connections are damaged.
- the solenoid housing or coil sheath is damaged.
- other defects are suspected.

8.2.3 Installation

The voltage and voltage type specified on the rating plate must be strictly observed when connecting the brakes described in these Operating Instructions. Sufficient heat dissipation must be ensured when the brake is fitted to or incorporated into other equipment.

Adequate precautions must be taken to avoid overvoltage during disconnection or voltage peaks. The magnetic field of the products may cause interference outside the brake or even feedback to the brake in case of adverse installation conditions. Should you have queries concerning mounting and fitting conditions, please contact the brake manufacturer and ask for clarification.

Adequate safety measures (DIN VDE 0848, part 4; DIN 31000/VDE 1000; DIN VDE 0100, part 0420) must be taken by the brake user to avoid hazards to persons and animals or damage to equipment caused by: direct or indirect effects of electromagnetic fields,

- heated components,
- mobile parts.

8.2.4 Operation

Make sure that live components such as plug contacts or the field coil are not exposed to water. The brake cable connections must not be crushed, squeezed or exposed to mechanical loads. Make absolutely sure that the friction surfaces of the friction elements are not contaminated with grease, oil or other liquids to avoid substantial torque reduction. Bear in mind that the original torque cannot be restored even if the friction surfaces are cleaned after contact with liquids. The gradual brake wear and the resulting torque reduction of spring-applied brakes must be taken into consideration during set-up. Due to the diverse ambient conditions in which the brakes may be used, always check that the brake is in perfect working order before start-up. Torque reductions cannot be excluded if the brake is used for applications where only minimum friction work is required. In such cases, the user should ensure that the brake occasionally performs sufficient friction work. Operation of the brake as pure holding brake without friction work is only allowed after prior consultation with the manufacturer. If brakes equipped with hand release lever are used, the lever must only be moved up to the release position in order to avoid deformation or breaks.



Note!



The maximum air gap s_{\max} (see Table 26/1 "Technical specifications") must not be exceeded throughout the entire brake service life. (Please refer to Section 4 "Maintenance" for details.)

8.2.5 Maintenance and repair

Repair work must only be carried out by suitably qualified personnel (definition to IEC 364). Failure to perform repairs according to requirements may cause serious personal injury or equipment damage.

Make sure that no voltage is applied to the brakes when carrying out maintenance work.

8.3 Warning symbols

| Personal injury or equipment damage | | | |
|---|-----------------------------|---|---|
| Symbol / Term | Warns against... | | Potential risks and hazards |
|  | Danger | imminent personal injury | fatal accidents or serious injury |
| | Warning | potential risk of serious personal injury | fatal accidents or serious injury |
| | Caution | potential risk of personal injury | minor injury |
| | Attention | potential risk of equipment damage | damage to the components or other equipment |
| Information | | | |
| Symbol / Term | Provides information on ... | | |
|  | Note | the safe use and operation of the product | |

9. Definitions

(based on: DIN VDE 0580 July 2000, not exhaustive)

| | |
|---|---|
| Switching torque M_1 | torque acting on the shaft during brake or clutch slip |
| Rated torque M_2 | switching torque specified by the manufacturer to identify the brake. The rated torque M_2 is the mean value of at least 3 measurements of the maximum switching torque M_1 after completion of the transient response. |
| Transmissible torque M_4 | highest torque that can be applied to the engaged brake or clutch without causing the brake/clutch to slip |
| Residual torque M_5 | torque transmitted by the released brake or clutch |
| Load torque M_6 | torque acting on the drive of the engaged brake or clutch; determined by the power requirement of the driven machine at a given speed |
| Switching work W | heat generated by friction inside the brake or clutch as a result of the switching operation |
| Maximum switching work W_{\max} | maximum switching work to which the brake or clutch may be exposed |
| Switching power P | switching work converted into heat per unit of time |
| Maximum switching power P_{\max} | maximum permitted switching work converted into heat per unit of time |
| Coil ON time t_5 | time between power on and power off |
| Coil OFF time t_6 | time between power off and power on |
| Total cycle time t_7 | coil ON time plus coil OFF time |
| Duty cycle | percentage relationship of coil ON time to total cycle time |
| Switching operation | one complete switching on and off operation |
| Switching frequency Z | number of regular switching operations per hour |
| Response delay during coupling t_{11} | time between power off (releasing systems) or power on (engaging systems) and beginning of torque increase |

| | |
|---|--|
| Rise time t_{12} | time it takes to reach 90% of the M_2 rated torque from the beginning of the torque increase |
| Coupling time t_1 | response delay t_{11} plus rise time t_{12} |
| Response delay during disconnection t_{21} | time between power on (releasing systems) or power off (engaging systems) and beginning of torque decrease |
| Fall time t_{22} | time it takes for the torque from the beginning of the torque decrease to fall to 10% of the M_2 rated torque |
| Disconnection time t_2 | response delay t_{21} plus fall time t_{22} |
| Slip time t_3 | time from the beginning of the torque increase up to the end of the braking process (brakes) or until the synchronisation torque M_3 has been reached (clutches) |
| Making time t_4 | response delay t_{11} plus slip time t_3 (braking or acceleration time) |
| Operating condition at operating temperature | condition at which the steady-state temperature is reached. The operating temperature corresponds to the overtemperature according to DIN VDE 0580 plus the ambient temperature. Unless otherwise specified, the ambient temperature is 35°C. |
| Overtemperature $\Delta\vartheta_{31}$ | difference between the temperature of the electromagnetic device or a part thereof and the ambient temperature |
| Limit temperatures of coil insulating materials | in accordance with DIN VDE 0580. The individual insulating materials are classified by insulation classes to DIN IEC 85. |
| Rated voltage U_N | supply voltage specified by the manufacturer for voltage windings to identify the device or component |
| Rated current I_B | amperage determined by the manufacturer for the specified operating conditions. Unless otherwise specified, the rated current refers to the rated voltage, 20°C winding temperature and to the rated frequency for a given operating mode of voltage windings. |
| Rated power P_N | power value to identify the device or component |
| Rated power at 20°C winding temperature P_B | determined from the rated current of voltage-controlled devices and components and the R_{20} resistance at 20°C winding temperature |

10. Technical specifications

Product built and tested to DIN VDE 0580

| | Size | | | | | | |
|--|---|-----------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| | 13 | 16 | 19 | 24 | 25 | 29 | 33 |
| Rated (standard) torque range M_2 [Nm] | 17-25 | 25-50 | 50-100 | 100-200 | 150-300 | 200-400 | 400-800 |
| Max. reachable rated torque M_{2max} [Nm] | 279 | 55 | 110 | 220 | 330 | 440 | 880 |
| Residual torque M_5 [Nm] | 0.05 | 0.1 | 0.2 | 0.5 | 0.7 | 1 | 2 |
| Max. speed n_{max} [rpm] | 4500 | 3800 | 3200 | 3000 | 3000 | 3000 | 2500 |
| Max. switching power (attached brakes) P_{max} [kJ/h] | 460 | 570 | 640 | 700 | 740 | 1000 | 1300 |
| Max. switching power (built-in brakes) P_{max} [kJ/h] | 720 | 930 | 1090 | 1190 | 1210 | 1700 | 1980 |
| Rated power P_N [W] | 38 | 60 | 75 | 109 | 109 | 185 | 230 |
| Coupling time t_1 [ms] | 50 ($M_2=25Nm$) | 80 ($M_2=50Nm$) | 100 ($M_2=100Nm$) | 200 ($M_2=200Nm$) | 250 ($M_2=300Nm$) | 300 ($M_2=400Nm$) | 450 ($M_2=800Nm$) |
| Disconnection time t_2 [ms] | 160 ($M_2=25Nm$) | 200 ($M_2=50Nm$) | 270 ($M_2=100Nm$) | 330 ($M_2=200Nm$) | 350 ($M_2=300Nm$) | 480 ($M_2=400Nm$) | 600 ($M_2=800Nm$) |
| Moment of inertia – hub and inner discs J [kgcm ²] | 6,25 | 20 | 40 | 95 | 135 | 250 | 650 |
| Weight m [kg] | 5.4 | 10.2 | 14.8 | 31.1 | 32.6 | 58.3 | 93.4 |
| Rated air gap s [mm] | 0.5 ^{+0.2} | 0.6 ^{+0.2} | 0.6 ^{+0.3} | 0.7 ^{+0.3} | 0.9 ^{+0.3} | 1.1 ^{+0.3} | 1.1 ^{+0.3} |
| Max. air gap $s_{max}^{1)}$ [mm] | 1 | 1.7 | 1.7 | 1.8 | 1.8 | 2.3 | 2.5 |
| Standard rated voltage [VDC] | 24, 102, 178 | | | | | | |
| Insulation class | F | | | | | | |
| Pollution degree | 2 | | | | | | |
| Protection | IP 54 IP 55 (when installed under motor fan cover) | | | | | | |
| Brake type | service brake | | | | | | |

Table 26/1: Technical specifications

- ¹⁾ Max. air gap s_{max} at maximum (standard) rated torque and at 70% of rated current.
Information on max. air gap s_{max} at maximum reachable rated torque M_{2max} to be requested from manufacturer.

| | Size | | | | | | |
|---------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | 13 | 16 | 19 | 24 | 25 | 29 | 33 |
| Speed n [rpm] | 250 | 250 | 250 | 100 | 80 | 80 | 80 |
| Coil ON time t_5 [s] | 4 | 8 | 14 | 10 | 10 | 10 | 10 |
| Coil OFF time t_6 [s] | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Break-in period t_{tot} [min] | approx. 2 | approx. 2 | approx. 2 | approx. 2 | approx. 2 | approx. 2 | approx. 2 |

Table 26/2: Break-in process parameters for the spring-applied multiple-disc brake

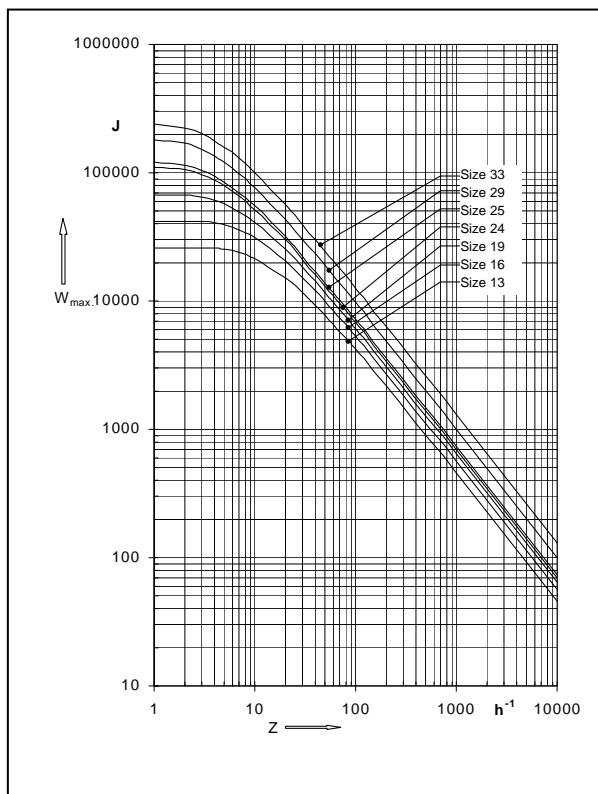


Fig. 27/1: Max. switching work W_{\max} per switching operation as a function of the number of switching operations per hour Z (attached brakes; values based on $n=1500$ rpm)

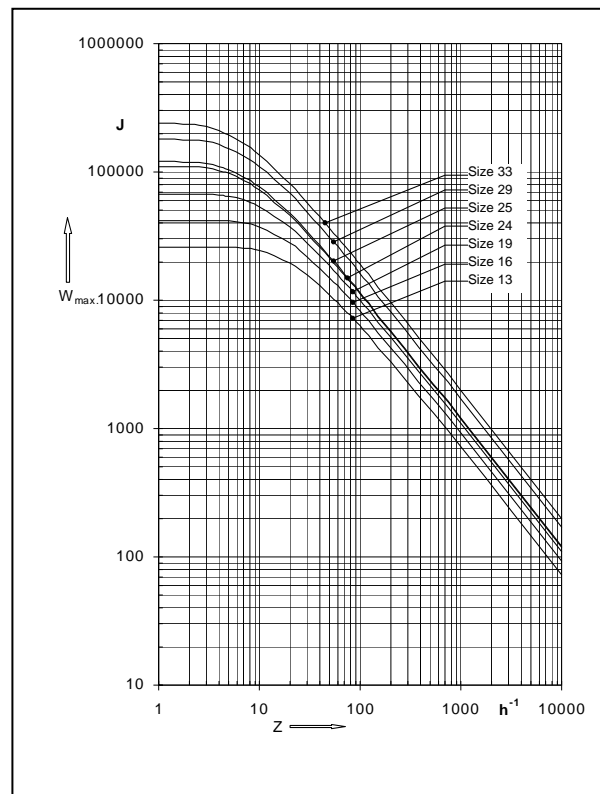


Fig. 27/2: Max. switching work W_{\max} per switching operation as a function of the number of switching operations per hour Z (built-in brakes; values based on $n=1500$ rpm)

| Technical specifications | |
|--|--|
| Switching capacity | 250 VAC, 25 A (resistive load) |
| | 250 VAC, 8 A (inductive load, $\cos \varphi = 0.6$) |
| | 24 VDC, 10 A (resistive load) |
| | 24 VDC, 6 A ($L/R = 50$ ms) |
| Min. switching power | 12 VDC, 10 mA |
| Mechanical service life [switching operations] | 3×10^7 |
| Contact type | normally open contact |
| Temperature range [°C] | -20 to +80 |
| Protection | IP 67 |

Table 27/1: Microswitch specifications (only for brakes with microswitch)

Explanations on the technical specifications:

W_{\max} (maximum switching work) is the switching work that must not be exceeded during braking operations at max. 1500 rpm. Braking operations at >1500 rpm substantially reduce the maximum permitted switching work per switching operation. Such operation is only allowed after prior consultation with the manufacturer. The maximum switching power P_{\max} is the switching work W that can be converted by the brake per hour. In case of applications where the number of switching operations per hour is $Z > 1$, Fig. 27/1 or Fig. 27/2 (W_{\max} as a function of the number of switching operations per hour Z) applies. The P_{\max} and W_{\max} values are approximate values; they apply to applications where the brake is mounted between the B-face end shield of the motor and the motor fan or attached to the motor. The specified times apply to the following conditions: DC side brake switching, operating temperature, rated voltage, and rated air gap. All values are mean values that are subject to variation. In case of AC side brake switching, the coupling time t_1 is substantially longer. The specified rated torques M_2 characterise the torque level of the brakes. Depending on the application the brake is used for, the switching torque M_1 and the transmissible torque M_4 may differ from the specified M_2 values. The switching torque M_1 depends on the speed (rpm). If the friction surfaces (inner and/or outer discs) are contaminated with oil or grease the transmissible torque M_4 and the switching torque M_1 may drop. The technical specifications apply after the break-in process has been completed (see Table 26/2).

Note: A current level corresponding to 70% of the rated current is reached if the brake is operated at rated voltage and at a coil temperature of 130°C.

The required operating conditions specified in **DIN VDE 0580** and the information provided in the **CLASSIC LINE specification sheet** and layout drawing must be observed during operation of the spring-applied multiple-disc brake!

Specifications subject to change without notice!

11. Authorised repair shops for maintenance work

Kendrion (Villingen) GmbH
Industrial Drive Systems
Wilhelm-Binder Straße 4-6
78048 Villingen-Schwenningen
Tel. +49 7721 877-1417
Fax +49 7721 877-1462



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WE MAGNETISE THE WORLD

Kendrion (Villingen) GmbH
Wilhelm-Binder Straße 4-6
78048 Villingen-Schwenningen
Deutschland
Tel: +49 7721 877-1417
Fax: +49 7721 877-1462
sales-ids@kendrion.com
www.kendrion.com

INDUSTRIAL DRIVE SYSTEMS

