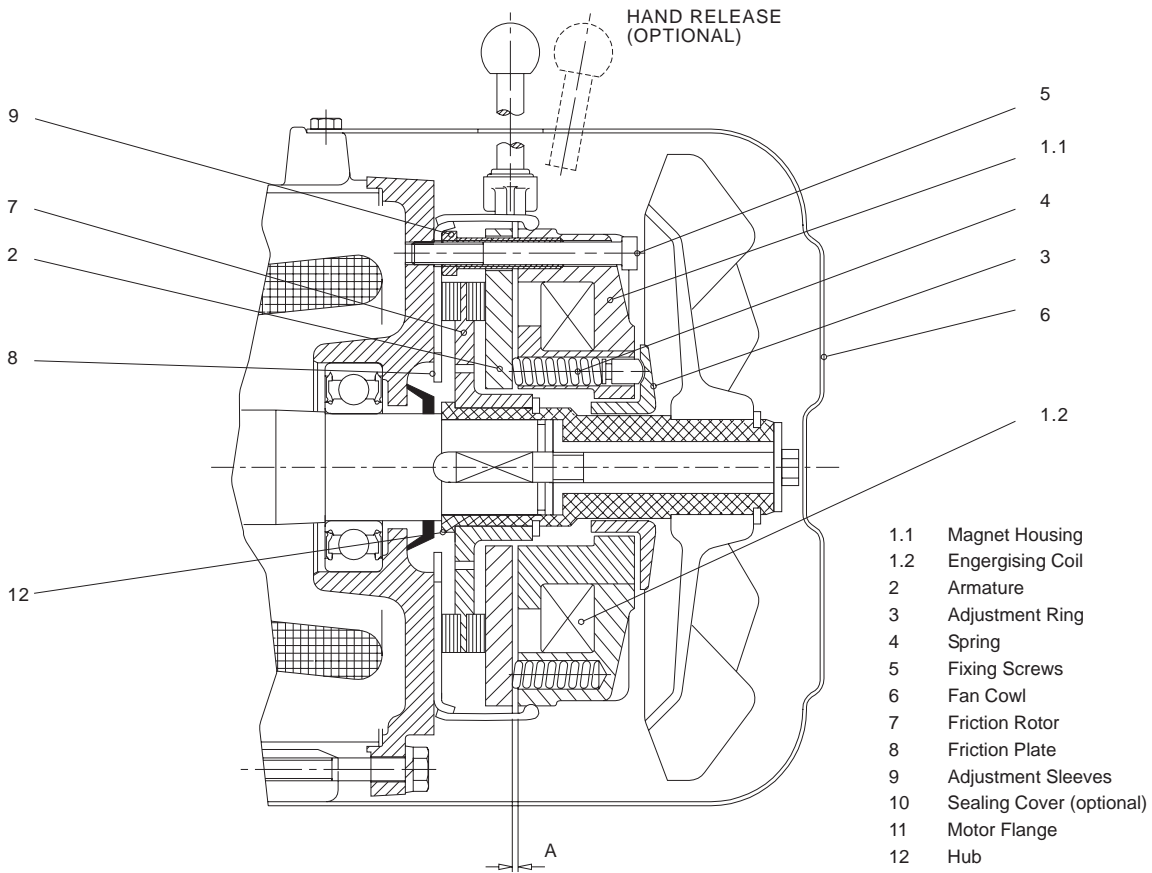


0311



BRAKE MOTORS

Construction and Operating Principle

The magnet housing (1.1) of the spring applied brake contains the permanently fitted energising coil (1.2) with its supply lead protruding from the brake periphery. In the adjustment ring (3) are fitted the pressure springs (4), which push the friction rotor (7) via the armature (2) against the static friction plate (8) and thus against the motor flange (11). The braking effect is achieved thereby. The air gap 'A' is adapted by means of sleeves (9). The air gap 'A' cannot be re-adjusted. It is recommended to replace the friction rotor (7) when it is worn (end of wear). The friction rotor (7) has a star shaped bore (size 10,11 and 14) or a square bore (size 08, 13, 16 and 19) and can thus be glided axially on the hub (12). When applying a DC current to the energising coil (1.2), a magnetic force is induced, compensating the effect of the spring. lifting the armature (2) and thereby releasing the brake. No axial load is applied by the brake to the shaft that is to be decelerated

Condition upon Delivery

The brake motor is supplied ready for use, ie the air gap 'A' is pre-set to the specified value at the factory by means of the sleeves (9). The required nominal torque M_2 is also adjusted at the factory.

Textron Power Transmission brake motors are suitable for 230V power supply.

MOTOR FRAME SIZE		63	71	80	90	100	112	132S	132M	160
BRAKE SIZE		08	08	10	11	13	14	14	16	19
BRAKE TORQUE (M_2)	lb.in	22	45	88	177	354	575	595	885	1500
COUPLING TIME (t_1)	Ms	18	18	20	30	45	86	86	90	130

For larger frame sizes standard proprietary brake motors are available. For details contact Textron Power Transmission