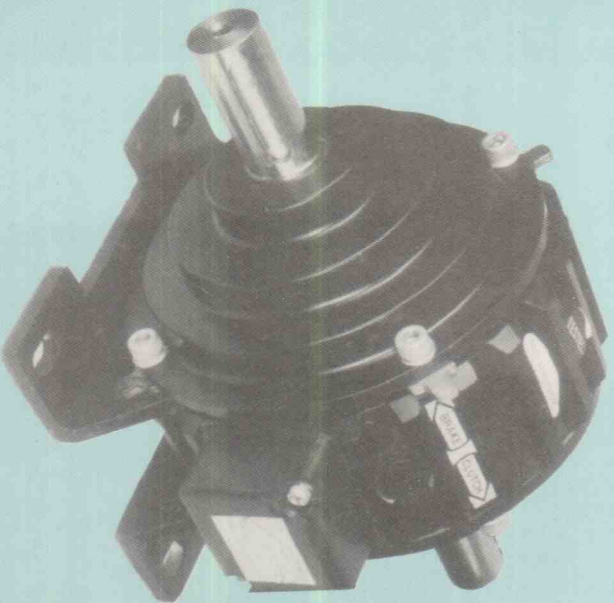


UNI/ROQTM

FITTING & OPERATING MANUAL

**ELECTROMAGNETIC
CLUTCH & BRAKE COMBINATION
TYPE - UCB-E**



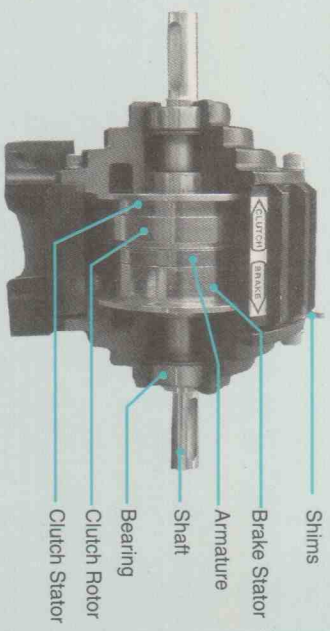
Electromatic Engineers Pvt. Ltd., Udaipur

DESCRIPTION

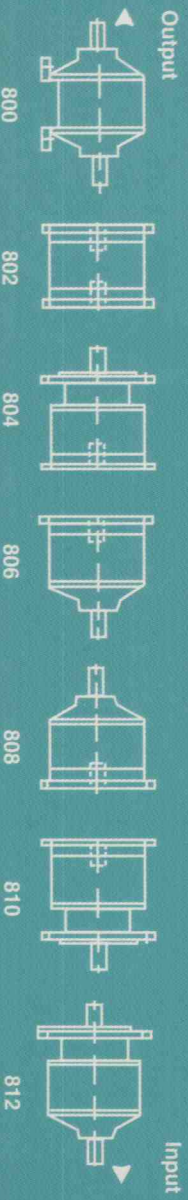
UCB-E type of clutch brake combination are encased units with split shafts & foot or flange mounting arrangement. These can be easily fitted by bolting the unit firmly. These type of clutch brake consists of normally off type of clutch & Brakes with common or individual armature. In normal condition drive is isolated from driven load. Once rated DC current is supplied to the clutch coil, armature shifts from brake stator over the air gap towards the clutch coil & clamps with the clutch rotor, thus transmitting torque from drive to driven free from backlash. Similarly when power is withdrawn from clutch coil, thus disengaging load and power automatically diverts to Brake Coil when we use relay or contactor, then brake is actuated as armature slides towards brake, stopping output inertia.

MOUNTING

Please properly bolt foot unit base with proper alignment in design 800. In case of flange mounting designs (802 to 812), mount flanges properly to machine body. Shafts has to be coupled with the help of flexible couplings, pulleys or sprockets etc. Give proper voltage to Clutch - Brake combination as shown inside terminal box.



CLUTCH BRAKE COMBINATIONS ARE AVAILABLE IN FOLLOWING DESIGNS



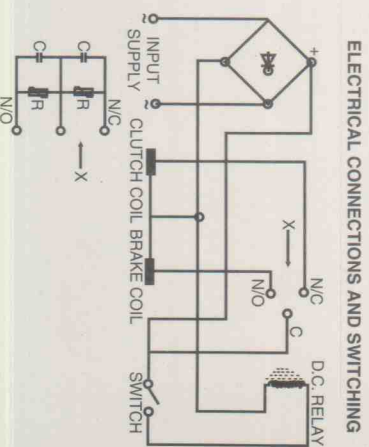
ELECTRICAL CONNECTION

Unitorg clutch and brake combination must only be operated on DC voltage. The rated voltage is shown on the name plate of the unit. These units should be switched on the DC side to for shorter switching on and off times. The switching can be done with any standard 6 Amps contactor/ solid state relay. To restrict the high inductive voltage/back EMF a suitable suppressor and capacitor network has to be provided across the contactor coil.

MAINTENANCE

Unitorg Clutch Brake Combination are almost maintenance free. For optimum performance it is desirable to check and adjust air gap periodically. The periodicity depends upon applications to applications, operating frequency, system inertia to be started and stopped. Air gap can be adjusted easily. Remove plastic caps from the unit and measure air gap with feeler gauge. Unscrew flange allen bolts and remove shims to reduce the airgap to nominal as per following table. Re-tight allen bolts after checking remaining shims are in place. Again check the airgap with feeler gauge from the cap holes from both the sides. Replace caps and start the unit again.

Clutch size	08	15	30	60	100	125	250	500
Minimum gap 'a'	0.2	0.2	0.3	0.3	0.3	0.3	0.5	0.5
Maximum gap 'a'	0.4	0.4	0.5	0.7	0.7	0.8	1.0	1.2



Do not: Pour oil, grease, water and lubricant through cap holes.
 Give improper voltage.
 Fix pulley, sprockets or couplings beyond length of the shaft.
 Permit excessive tension of belts.
 Use rigid couplings (use only flexible couplings).

For any further information or help please contact :



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FAIL SAFE BRAKES	BEARING MOUNTED CLUTCHES	NORMALLY OFF BRAKES	FLANGE MOUNTED CLUTCHES	BRAKE MOTORS	CLUTCH BRAKE UNITS WITH MOTOR & GEAR BOX			