



UNI /  RQ

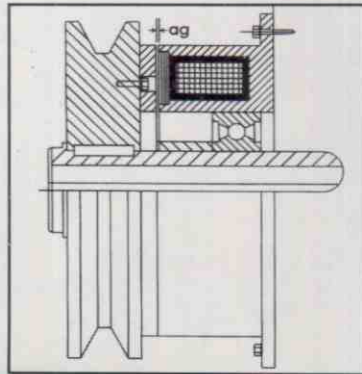
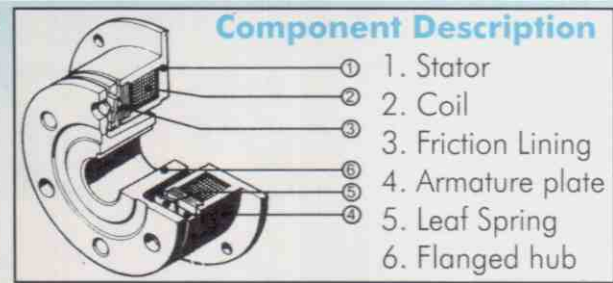
TM

INSTALLATION / OPERATION MANUAL
ELECTROMAGNETIC BRAKE
TYPE-UFB (NORMALLY OFF)



Electromatic Engineers Pvt. Ltd., Udaipur

Description :- This type of Brake consists of stator, and Armature. Stator consists of coil and friction liner on that and armature comprises of prestressed leaf spring. When Power is given to the stator, the armature is attracted towards the Asbestos free friction liner of the brake stator, which in turn clamps the rotating component to stop at once. On taking off power supply, the prestressed leaf spring pulls back the armature plate into its original position, releasing brake positively without residual torque.

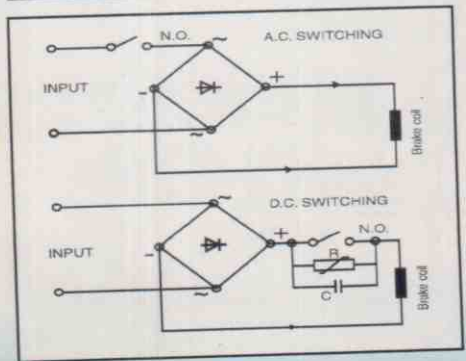


Installation : Brake stator (1) has to be mounted on machine body, which should be at right angle to the machine shaft as well as centered internally or externally may be with the help of a spigot. The armature (4) has to be fitted on shaft with the help of key after setting air gap "ag" to nominal, hold armature axially by bolts at right angle (Design 206) or by axial retainer and shims (Design 204) and on the pulley fitted on shaft (Design 202).

Mounting of Brake Design 202

Maintenance : Uni or q brakes are almost maintenance free. For optimum performance it is desirable to check and adjust air gap "ag" periodically. This periodicity depends on application-to-application i.e. operating frequency, system inertia to be stopped etc. Air gap can be adjusted easily by reducing shims between stator and armature & adding on between armature and retainer or by pushing armature to stator side after loosening bolts. Air gap should be as per following table:-

Brake Size	08	15	25	30	50	60	125	250	500	625	1240	2550
Minimum Air Gap mm	0.2	0.2	0.25	0.25	0.3	0.3	0.3	0.5	0.5	0.8	0.8	1.0
Maximum Air Gap mm	0.4	0.4	0.4	0.4	0.6	0.7	0.8	1.0	1.2	1.5	1.7	2.0



Electrical Connection : The brake should be given rated DC voltage. DC voltage can be provided by transformer rectifier / rectifiers. Switching of brake can be done on AC as well as on DC side. For Faster application and release times it is recommended that switching of the brake is carried out on the DC side of the rectifier.



IMPORTANT

DO : For better life and best performance it is requested to check air gap regularly and as and when you notice that releasing of armature slow or slip takes place.

The brake must be operated at $\pm 10\%$ of rated voltage.

- DO NOT**
- pour oil, grease, water and lubricant
 - allow dust and metal chips into brake unit.
 - use hub puller on the periphery of armature assembly. (Withdraw through tapped holes provided on the armature)

For any further information or help please contact :



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