

INSTALLATION & MAINTENANCE MANUAL

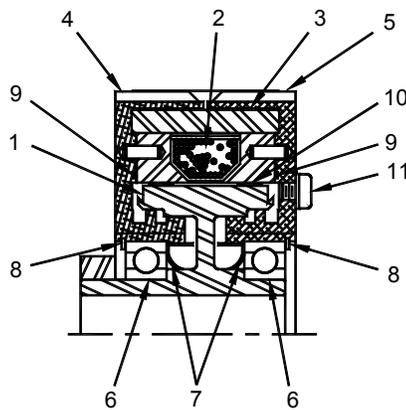
B25, B50, B50S7, B100S2, B100S4, B100S5 BRAKE

CAUTION: This product contains rotating parts which could cause injury at time of installation. Appropriate protective guards should be installed by the user according to his use of this product.

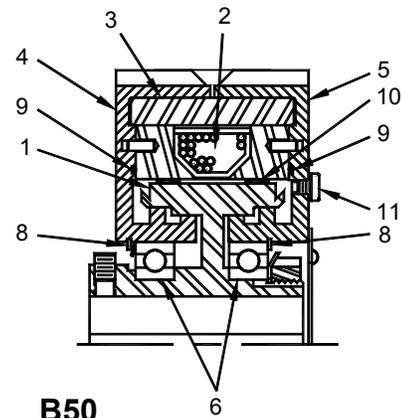
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B25



B50

PARTS LIST

- | | |
|-------------------|-----------------------|
| 1. Rotor Assembly | 7. Seals (2) |
| 2. Coil | 8. Snap Rings (2) |
| 3. Stator Rings | 9. O Ring |
| 4. Left Stator | 10. Magnetic Powder |
| 5. Right Stator | 11. Powder Fill Screw |
| 6. Bearings | |

THEORY OF OPERATION

The brake consists of a stator, a rotor, coil, stator ring, shaft, magnetic powder and bearings which support and align the rotor in the stator.

The magnetic powder occupies the space between the rotor and the coil. This magnetic powder is the key element in the brake in that it functions as the adjustable bond or link between the rotor and the stationary coil. The coil is secured to the stator and the stator is connected to the machine frame through a torque arm and remains stationary.

A current in the coil creates a magnetic field (flux) which passes through the rotor, the coil housing, and the magnetic powder. The flux aligns the powder forming links or bonds between the rotor and the coil. The strength of the bonding action (torque) is proportional to the amount of current in the coil.

MECHANICAL INSTALLATION

Install the brake as follows:

1. Refer to catalog sheet for mounting dimensions.
2. Prior to installation check the rotation by hand and observe that it is smooth and free of binding or scraping.
3. The rotor shaft centerline must be mounted within 30° of the horizontal plane.
4. Mount the brake on the shaft and tighten the two set screws.
5. Attach the torque arm to the tapped holes and the machine frame with a “loose” or “floating” mount to prevent binding forces on the brake bearings.

ELECTRICAL INSTALLATION

For 24 vdc Devices

1. Connect the two wires in the junction box to the 24 vdc power source.

For 90 vdc Devices

1. Connect the 90 vdc power source to the terminals marked 1,2.
2. Connect the protective bonding circuit to the terminal marked with the P.E. symbol 

ENVIRONMENTAL SPECIFICATIONS

Temperature Range:

Operating	0°C to 40°C
Storage	-30°C to +80°C
Relative Humidity:	5% to 80%
Pollution Degree:	2 (IEC664-1)
Altitude:	0 to 2000 meters

Note: The brake coil system has been changed from Class A to Class F. Refer to the nameplate on your unit to determine which insulation class that you have. If you have Class F insulation, the nameplate will denote Class F. If you have Class A, there will be no notation on the nameplate.

Model	Maximum Current, adc			
	Supply Voltage, vdc			
	0 - 24		0 - 90	
	Class A	Class F	Class A	Class F
B25			0.38	0.53
B50			0.21	0.29
B50S7	0.76	1.12		
B100S2			0.53	
B100S4				0.84
B100S5		0.64		

MAINTENANCE

Due to its small number of moving components and its basic design, maintenance of the brake is generally necessary only after extended service. When a problem appears in the system, ensure that all couplings, belts, etc., and the control device are functioning properly. Use the Troubleshooting guide below to determine the cause of the problem. The brakes can be rebuilt with a repair kit which puts it into “as new” condition. A repair kit includes a new powder charge and the appropriate bearings, seals and snap rings generally needed to rebuild the unit.

NOTE: When ordering parts not contained in the kit, provide the model number, serial number and parts list item number.

TROUBLESHOOTING

PROBLEM	POSSIBLE CAUSE	ACTION
Load is not controlled by brake	Power supply voltage output low Magnetic powder has deteriorated or is partially lost Coil is open.	Replace or repair control Overhaul brake using repair kit Replace Coil
Load operates in an intermittent manner with proper 90 vdc	Coil is intermittently open	Replace Coil
Brake is noisy and has some vibration	Bearings are worn	Overhaul brake using repair kit

DISASSEMBLY

1. Remove the set screws from shaft.
2. Remove conduit box cover, one nameplate screw, and four through bolts.
3. Remove right stator and bearing by tapping lightly on shaft with soft mallet. Remove O-Rings.
4. Lift out coil and stator ring. (Do not remove stator ring from coil unless coil is to be replaced. Coil can only be pressed out in direction of lead slot.)
5. Remove rotor assembly from left stator by tapping lightly on shaft with a soft mallet.
6. Pry up tab on bearing lockwasher and remove bearing locknut. Remove bearing rotor, key, and bearing from shaft.
7. Clean gasket compound from sides of coil and insides of stator halves. Do not immerse coil in solvent.

REASSEMBLY

IMPORTANT: Reassembly of the brake should be performed in a clean area. The brake components must be cleaned with solvent and be totally free of any grease or oil. Discard all bearings, seal, and magnetic powder from disassembled brake as these are kit parts and should be replaced. Any oil or grease on parts will cause failure when unit is rebuilt.

1. Assemble bearing (with seal facing inside), rotor, key, outer bearing lockwasher and locknut on shaft.
2. Install snap ring into left stator. Install wave washer against snap ring.
3. Install rotor assembly, large end of shaft first, into left stator.
4. Install O-Ring into left stator. Glue in place.
5. If coil and stator ring are separated, heat stator ring in oven or with torch until hot to the touch, then slide coil into place from side with slot. Center coil in ring.
6. Set coil assembly into the stator ring, aligning the leads with the groove.
7. Install O-Ring and snap ring into right stator.
8. Install right stator into left stator.
9. Install four through bolts and nuts, and junction box cover.
10. Turn shaft by hand to insure a smooth rotation of rotating assembly.
11. To fill the brake with magnetic powder, perform the fill operation on a clean piece of paper. Any spillage is retained to be poured into the brake. Place the brake on a 45 degree angle with the powder fill hole at the 3 o'clock position. Fill the brake with all the powder in the repair parts kit. While filling, slowly rotate the shaft to evenly distribute the powder. Install the sealing washer and powder fill screw.
12. Replace the two set screws.



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