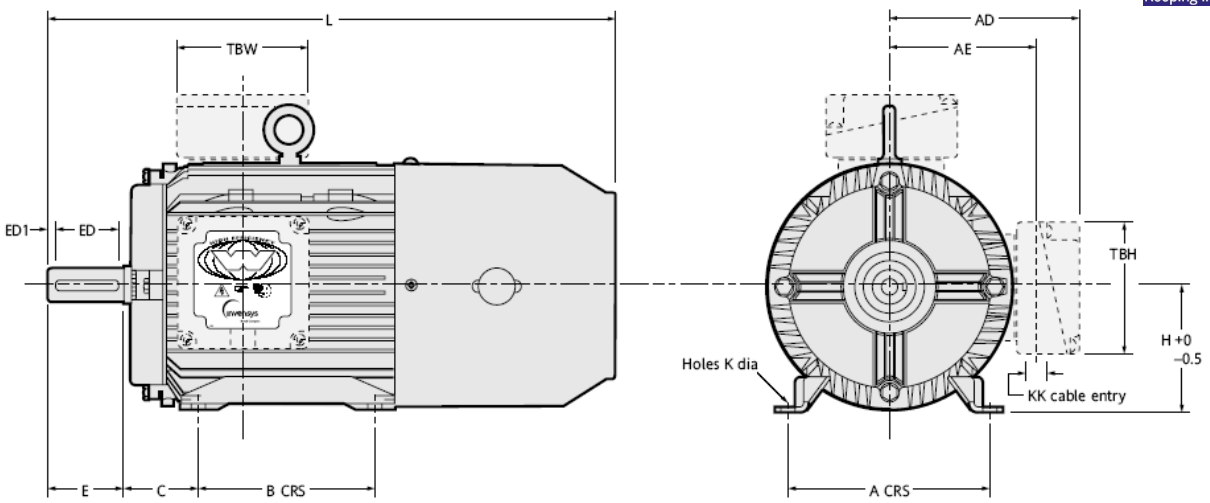
AC Brake Motors – 63 to 132 Aluminium Frame

BROOK CROMPTON
Keeping Industry Turning



Dimensions

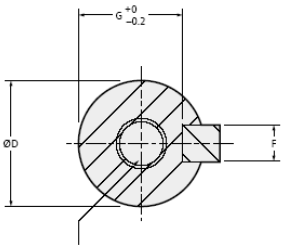
IM B3, IM 1001

	General								Terminal box		
Type	A	B	C	H	K	L	AD	AE	TBW	TBH	KK
63S	100	80	40	63	7	306	106	76	103	103	20
71S	112	90	45	71	7	293	121.5	91.5	103	103	20
80M	125	100	50	80	10	367	132	102	103	103	20
90S	140	100	56	90	10	425	140	110	103	103	20
90L	140	125	56	90	10	425	140	110	103	103	20
100L	160	140	63	100	12	458	149	123.5	155	127	20
112M	190	140	70	112	12	468	156	130.5	155	127	25
132S	216	140	89	132	12	560	179	153.5	155	127	25
132M	216	178	89	132	12	560	179	153.5	155	127	25

IM B3, IM 1001

	Shaft drive end						
Type	D	E	F	G	ED	ED1	DH
63S	11	23	4	8.5	10	0	M4 x 10
71S	14	30	5	11	20	5	M5 x 12.5
80M	19	40	6	15.5	32	4	M6 x 16
90S	24	50	8	20	40	5	M8 x 19
90L	24	50	8	20	40	5	M8 x 19
100L	28	60	8	24	50	5	M10 x 22
112M	28	60	8	24	50	5	M10 x 22
132S	38	80	10	33	70	5	M12 x 28
132M	38	80	10	33	70	5	M12 x 28

Shaft tapped
DH x deep to DIN 332
Form D



Connections for Stock AC Brakes only

400V 3PHASE SUPPLY

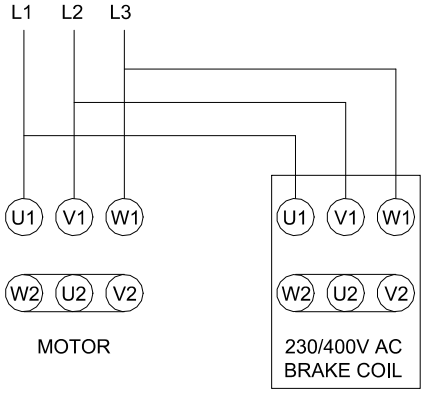
Please note the 4kW motors and above will use the delta (Low Voltage) connection and motors 3kW and below will use the star (High voltage) connection.

It is always good to refer to the motors name plate before any connections are carried out.

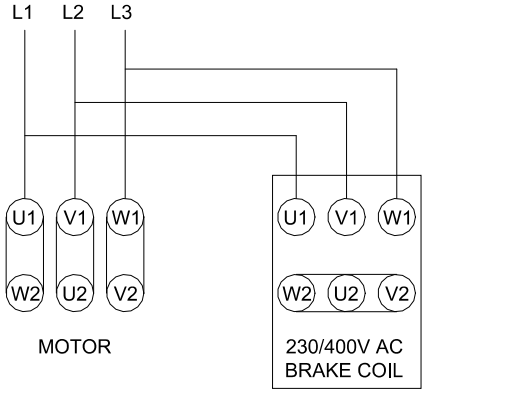
The brake will need to be connected in Star 400V 3ph and from the below diagrams you can see the brake is connected to the same terminals as the incoming supply.

If you are using a variable speed drive you will need to refer to page 3 for connection information.

3KW MOTOR AND DOWN
400V 3PH SUPPLY STAR CONNECTION



4KW MOTOR AND UP
400V 3PH SUPPLY DELTA CONNECTION



Standard 230/400V AC 3PH for 0.37kW to 7.5kW

Brake Motor Connection Diagrams

400V 3PHASE SUPPLY WITH VFD CONTROLLED MOTOR

Please note the 4kW motors and above will use the delta (Low Voltage) connection and motors 3kW and below will use the star (High voltage) connection.

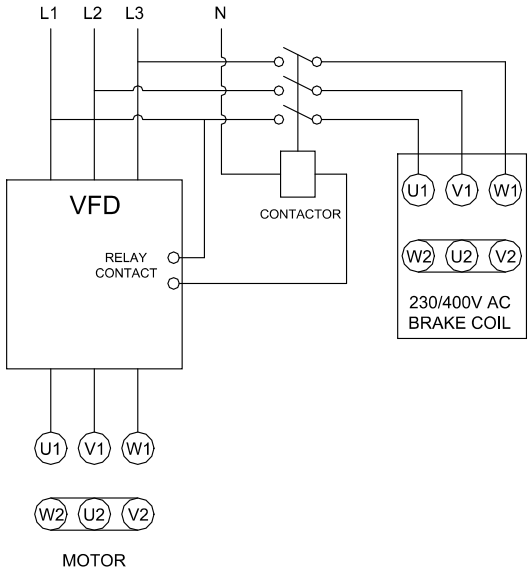
It is always good to refer to the motors name plate before any connections are carried out.

The brake will need to be connected in Star 400V 3ph and from the below diagrams you can see the brake is connected to the same terminals as the incoming supply as the VFD but through a separate contactor, it is important that you do not take the supply for the brake from the output side of the VFD, this will cause the brake to drag if the motor speed is slowed down.

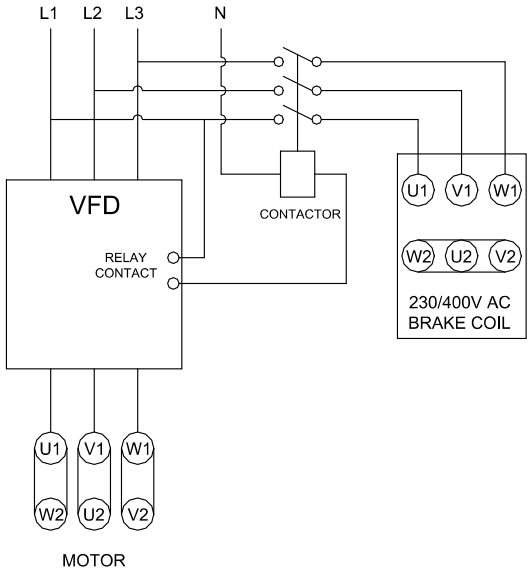
You will need to have a contactor to switch the 400V supply to the brake coil, this can normally be controlled by one of the Normal Open (N.O) relays on the VFD, see below for a basic diagram.

A neutral connection is required for this setup.

3KW MOTOR AND DOWN
400V 3PH SUPPLY STAR CONNECTION



4KW MOTOR AND UP
400V 3PH SUPPLY DELTA CONNECTION



IMPORTANT NOTE

Please check the relay voltage/current rating in the VFD manual to confirm that it will be able to carry the voltage and current required to supply the brake rectifier, if the VFD relay is not rated to take the voltage/ current then a separate lower control voltage will have to be used that is then controlled by this VFD relay.