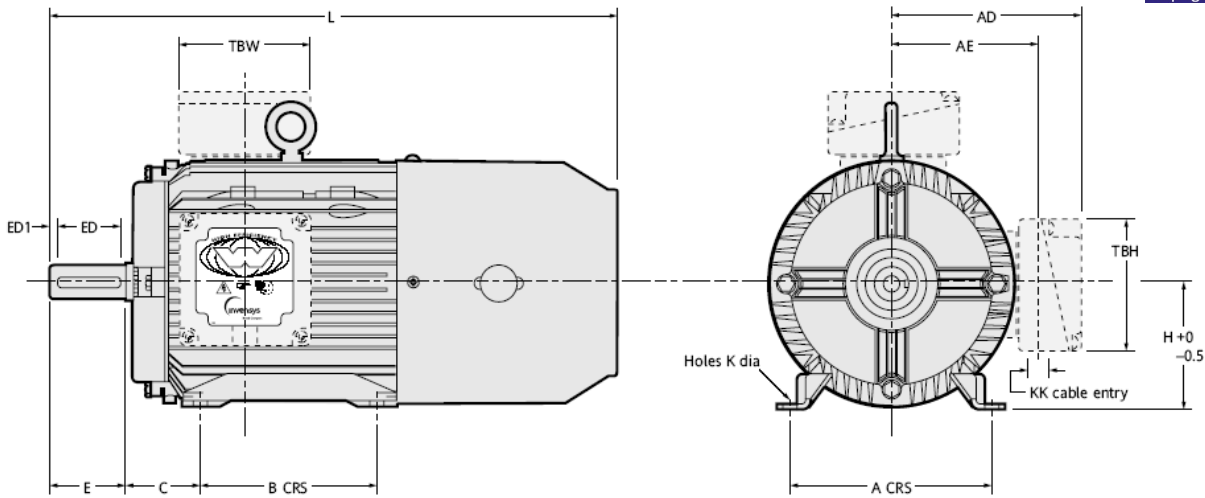


DC Brake Motors – 63 to 132 Aluminium Frame

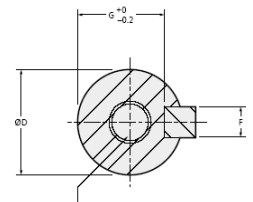


Dimensions

IM B3, IM 1001											
Type	General							Terminal box			
	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							
Type	Shaft drive end						
	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 DC Brakes only

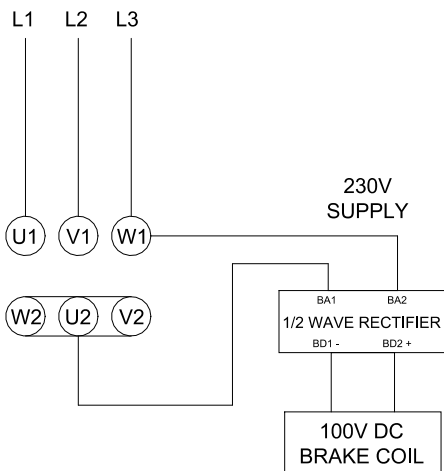
1/2 WAVE RECTIFIER CONNECTION FOR 400V 3PH SUPPLY

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.

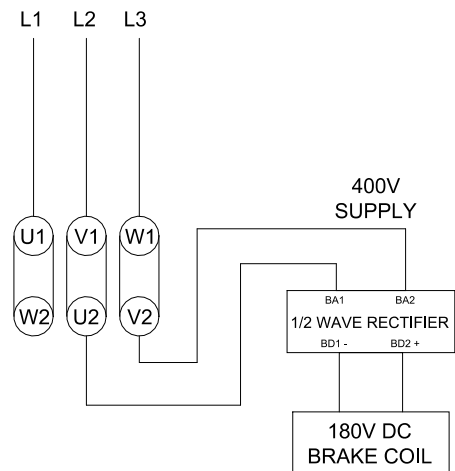
It is always good to refer to the motors name plate before any connections are carried out.

If you are using a variable frequency drive on the motor then you must have a separate supply to the brake rectifier, see page 2.

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



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



Standard 100V DC coil with ½ wave rectifier for 0.37kW to 3kW

Standard 180V DC coil with ½ wave rectifier for 4kW to 7.5kW

1/2 WAVE RECTIFIER IS 0.45 OF THE INPUT VOLTAGE

Connections for Stock DC Brakes only

RECTIFIER CONNECTION FOR 400V 3PH 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, and when using a VFD on a brake motor you must use a separate supply to the rectifier.

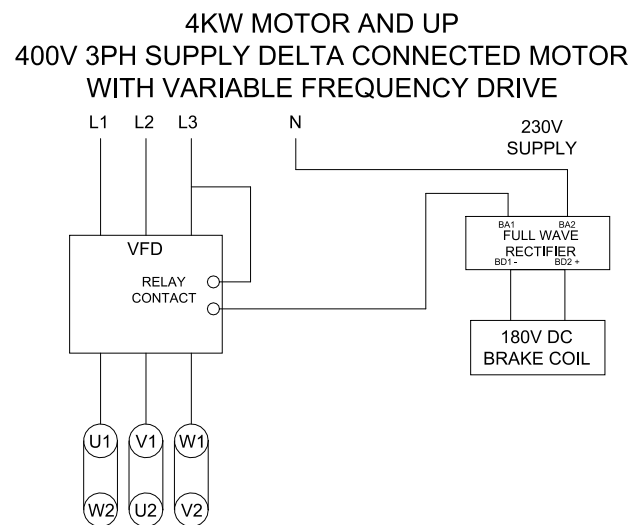
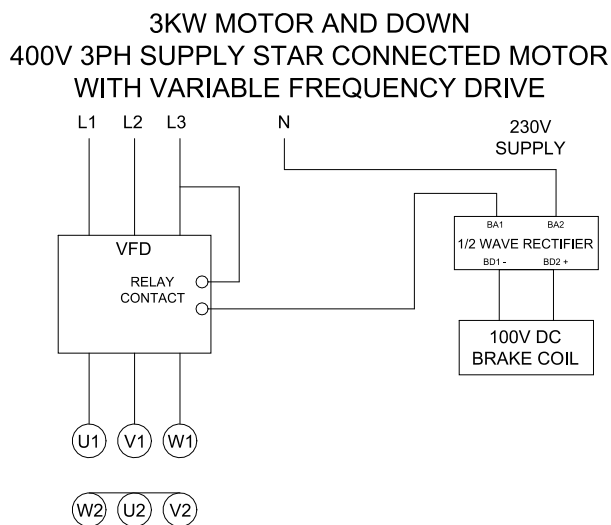
It is always good to refer to the motors name plate before any connections are carried out.

Using the N.O relay contacts on the VFD to operate the separate supply to the brake rectifier.

A neutral connection is required for this setup

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 contactor will have to be used that is then controlled by this VFD relay.



Standard 100V DC coil with ½ wave rectifier for 0.37kW to 3kW

Standard 180V DC coil with ½ wave rectifier for 4kW to 7.5kW

1/2 WAVE RECTIFIER IS 0.45 OF THE INPUT VOLTAGE

FULL WAVE RECTIFIER IS 0.9 OF THE INPUT VOLTAGE

Connections for Stock DC Brakes only

RECTIFIER CONNECTION FOR 230V 1PH SUPPLY THROUGH A VFD

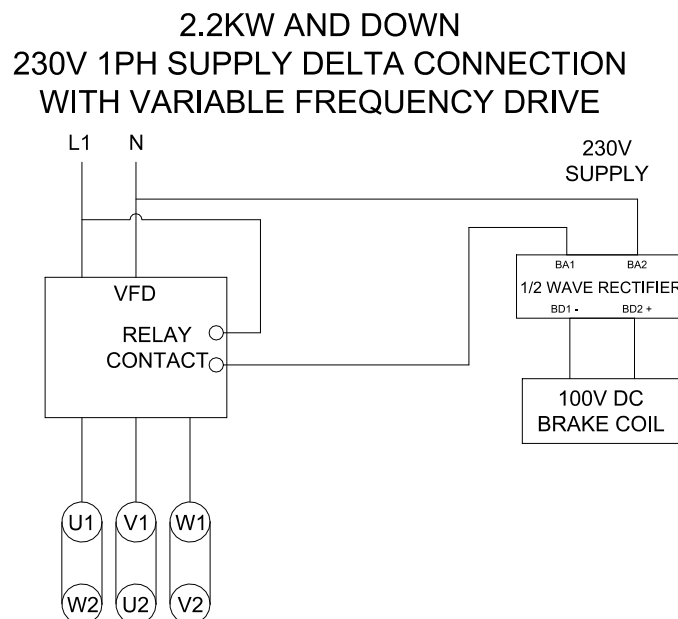
Please note that 2.2kW motors and below will use the delta (230V Low Voltage) connection, and when using a VFD on a brake motor you must use a separate supply to the rectifier.

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

Using the N.O relay contacts on the VFD to operate the separate supply to the brake rectifier.

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 contactor will have to be used that is then controlled by this VFD relay.



Standard 100V DC coil with ½ wave rectifier for 0.37kW to 2.2kW

If you have a DC with 190V DC brake coil, then you will have to use a full wave rectifier on the above layout