

SERVICE INSTRUCTION MS 10/05E

Utfärdare Issued by Aussteller Bertil Nyström	Datum Date Datum 2005-12-07	Produkt Product Produkt SE lifts with VFC and Single motor drive with EN brake
Från maskin nr. From machine No. - Von Maschine Nr.	Till To - Zu	Berör/Concerns/Betrifft EN brake

Service and Maintenance information for EN brake part No. 3001 263-684

The main function of this disc brake is that the brake force is created when the electric power to the magnet is cut off and the springs are pushing the armature plate against the friction disc. This gives a friction force on both sides of the friction disc due to the fact that the disc is axially moveable on the hub.

See attached drawings!

For service out in the field we only recommend that the following repairs/actions are carried out to ensure safe and correct function.

- 1/
Change of friction disc and O-ring
(item No. 31 and 3) Part No. 3001263-680 R
- 2/
Change of complete brake Part No. 3001263-684

Note!

Before changing the friction disc and O-ring (item No. 31 and 3) the locking sleeve (item No. 27) must be pushed in against the spring into the hole of the magnet housing and be locked by the slotted head screw (item No. 30). The locking sleeve must be located flush with the surface of the magnet housing.

Important!

When a new friction disc and O-ring (item No. 31 and 3) are mounted the slotted head screw (item No. 30) shall be released and put into the threaded hole in the magnet housing for keeping.

Check that the air gap is within 0.3 + 0.3 mm.

Thereafter a complete function test of the brake on the lift shall be carried out.

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Form approved by Anders Nilsson, After Sales Manager. Date: 2005-02-28

Specific functions of the brake:

The brake fulfils the code EN 81 demand of having a redundancy of the brake function, should a vital component fail.

The O-ring (item No. 5) in the divided supporting plate against the motor has a noise damping function.

The O-ring (item No. 31) between the armature plate and magnet housing ensures that the locking sleeve (item No. 27) gets engaged, if a too big air gap occurs.

The brake torque is set to 130 Nm (adjustable within 75-145 Nm).

If the plate segment behind the armature plate (not shown on the drawing) is broken, the armature plate will rotate slightly until the radial hole play for the three attachment screws (item No. 17) is gone. Then half of the brake torque is taken by the screws. This is indicated by the micro switch (item No. 17), which cuts out.

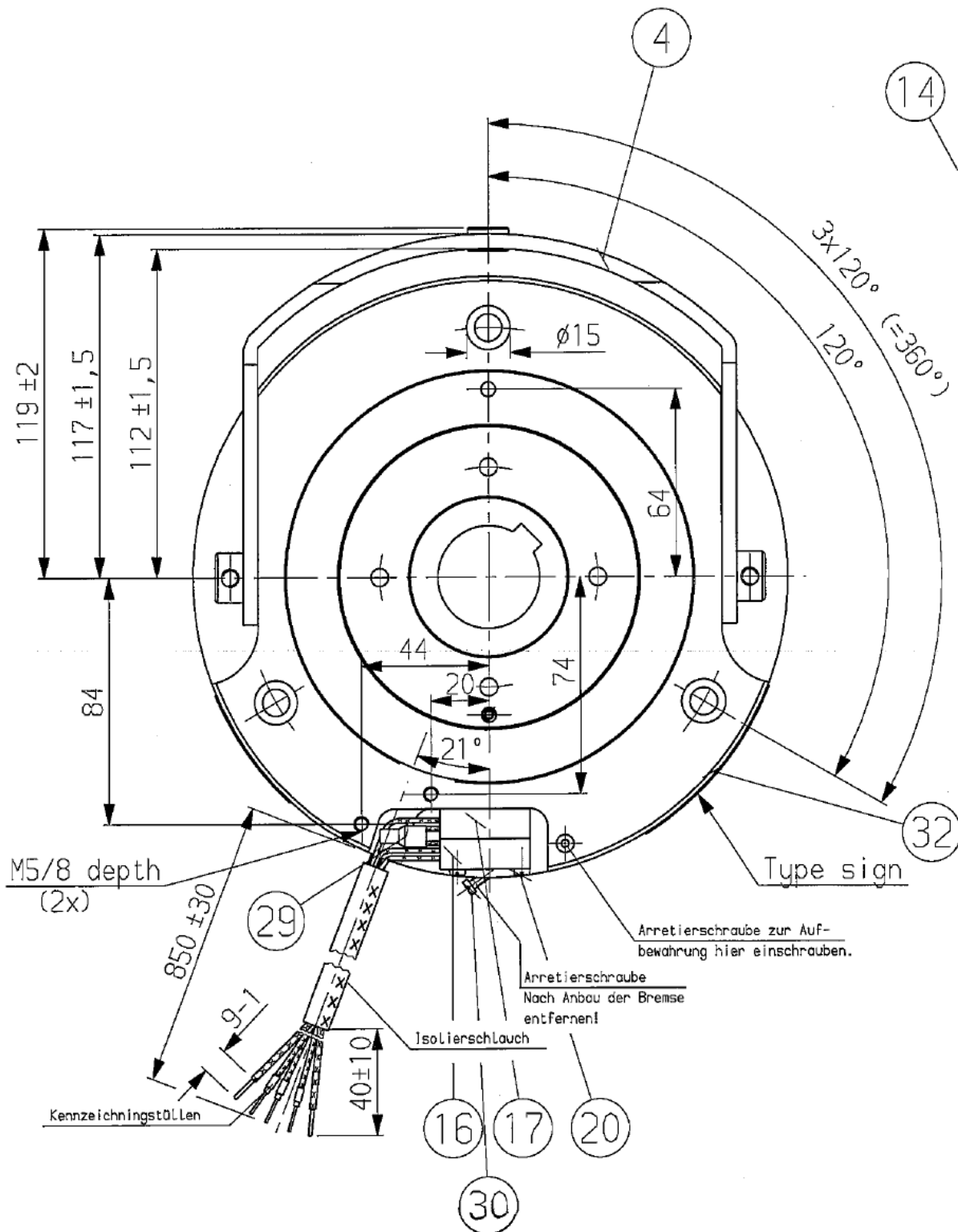
If the air gap between armature plate and magnet housing gets too big (bigger than 1.1 mm), the micro switch (item No. 17) will also cut out. This is what happens when you get a worn out friction disc. If further wearing occurs, the mechanical locking sleeve (item No. 27) engages so that the armature plate cannot move properly and the brake cannot be released.

To ensure that a failure of the micro switch (item No. 17) does not give a possibility to release the brake, this switch is connected in serial with the micro switch (item No. 16).

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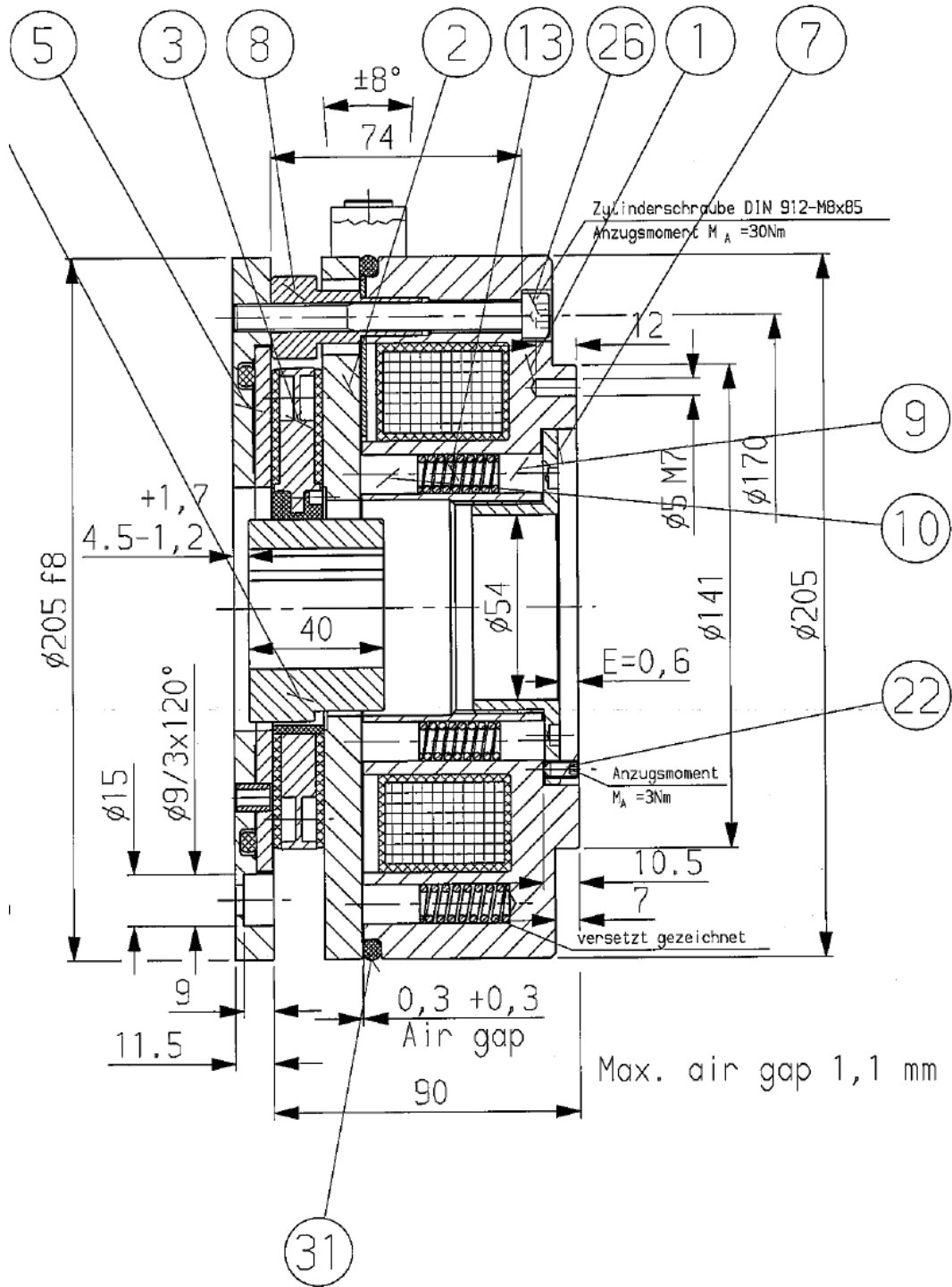
Note: Brake approved against requirements of EN81



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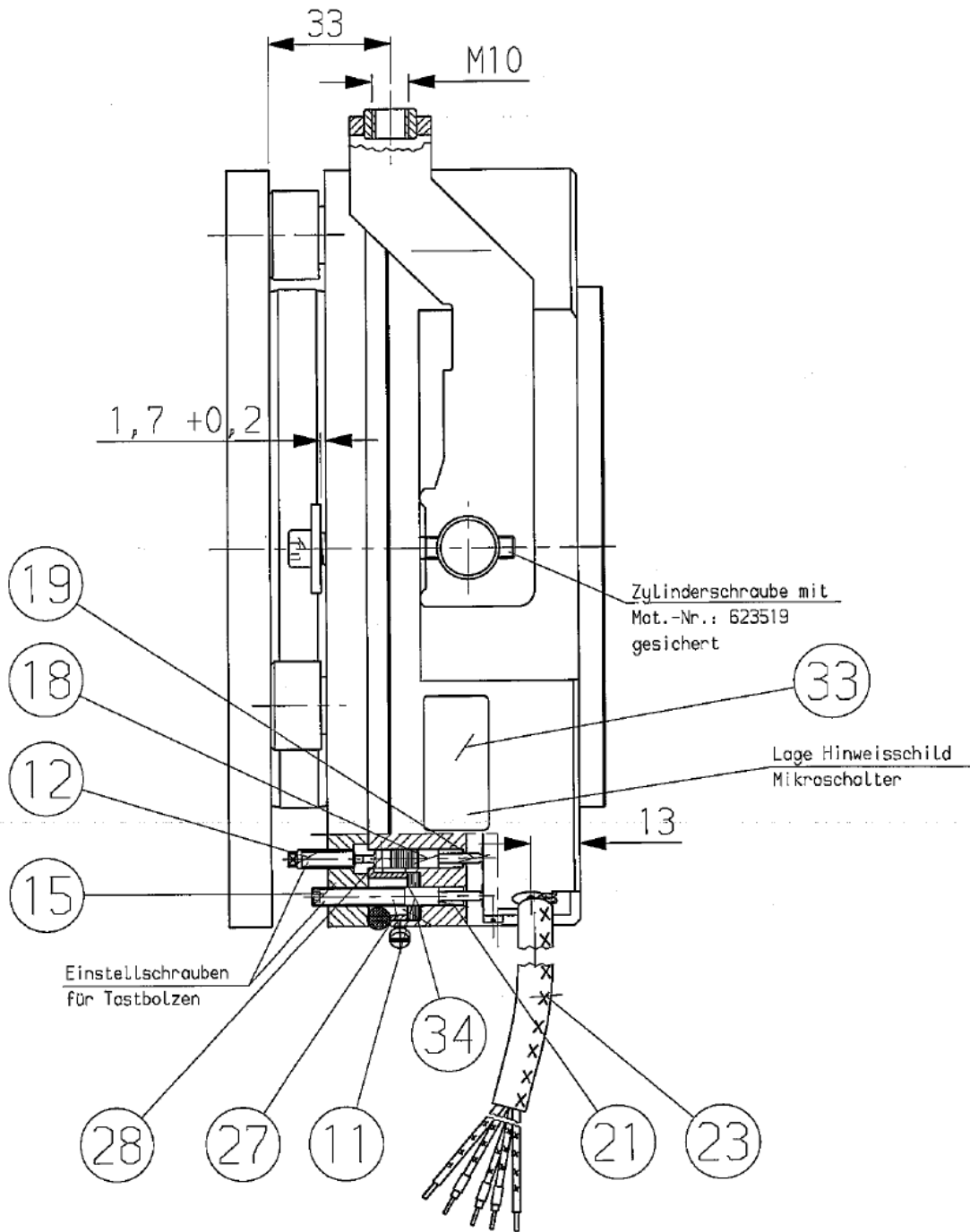
Release torque 100Nm



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