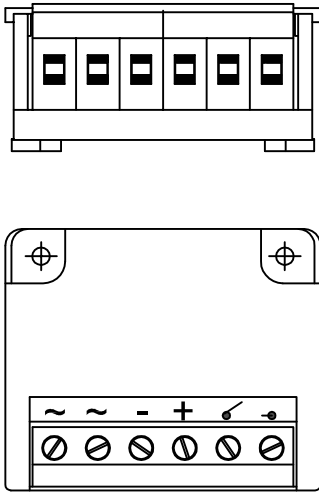


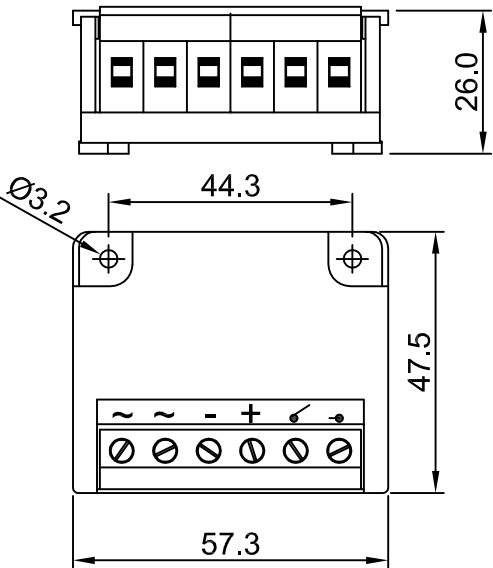
Solid State Rectifier UM-101 Series Mounting Dimension & Connection Diagram

Salient Features :-



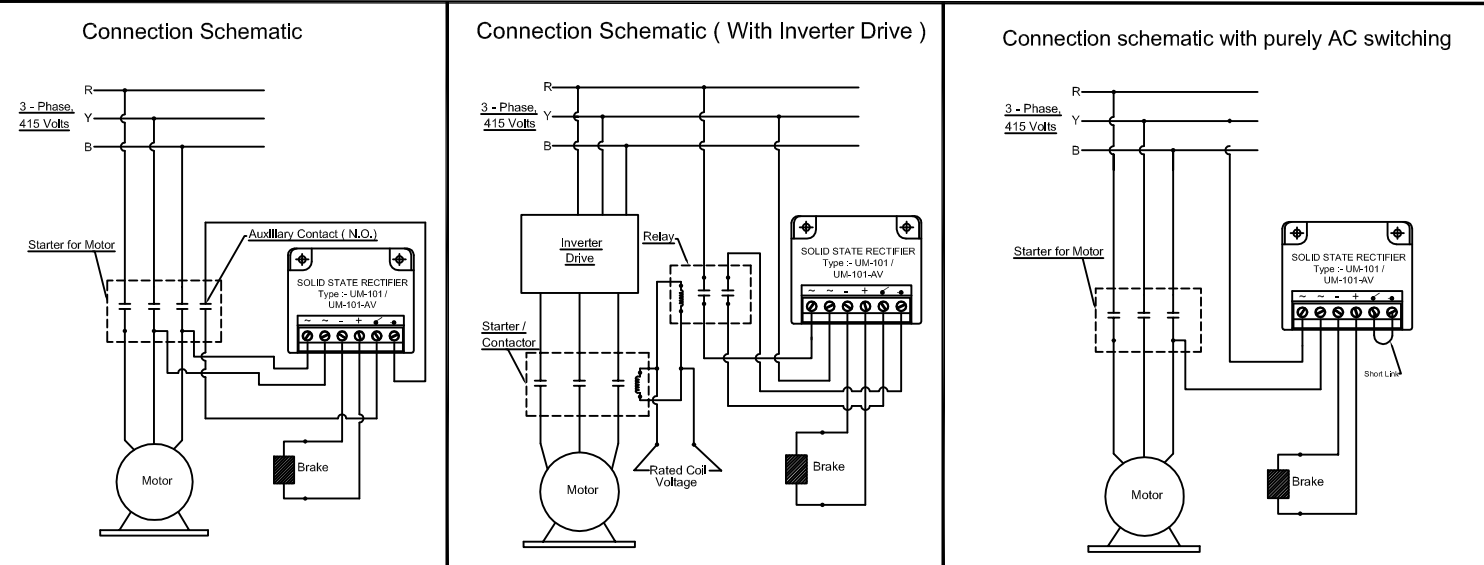
- Compact In Size
- Based on German designs.
- Use of High quality components.
- 6 - Terminals as standard for connections.
- Double voltage over excitation for 300 m.sec.
- Recommended for brakes size 18 to 31, for quick dis-engagement.
- Available in half wave or full wave configuration.
- Suitable for carrying our AC side switching & DC side switching.
- DC side switching protection included.
- Maximum allowable ambient temperature 70 degree C.
- Current rating :- 2 Amps.
- Type UM - 101 Series brake rectifier is used to supply DC voltage to DC operated brakes on electric motors,where quick release reaction time of the brake is required.

Solid State Rectifier UM-101 Series Mounting Dimension



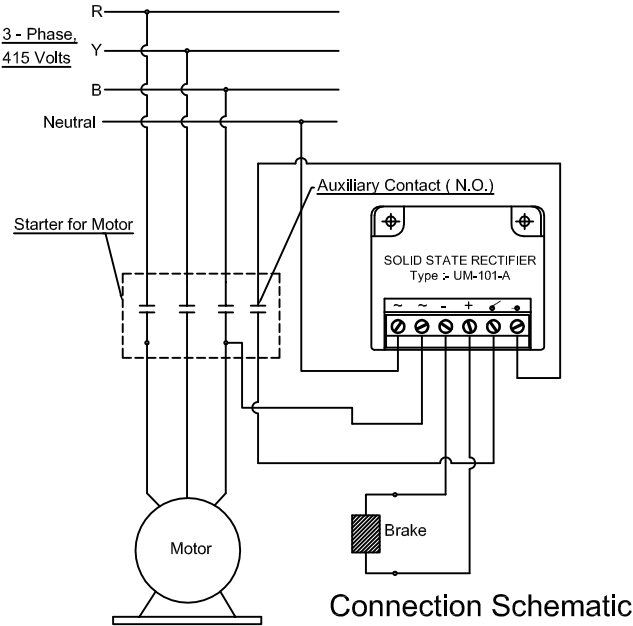
UM-101 Series	With over-excitation for fast release of normally on brake or fast engagement of normally off brake or clutch, 50/60 Hz VAC input	
Model	Input	Output
UM-101	415 VAC	190 VDC, 2 AMP.
UM-101-AV	415 / 480 VAC	190 / 215 VDC, 2 Amp. max
UM-101 - A	230 VAC	103 VDC, 2 Amp.

Solid State Rectifier " UM-101 / UM-101-AV " Connection Diagram



Solid State Rectifier UM-101 Series Mounting Dimension & Connection Diagram

Solid State Rectifier " UM-101-A " Connection Diagram



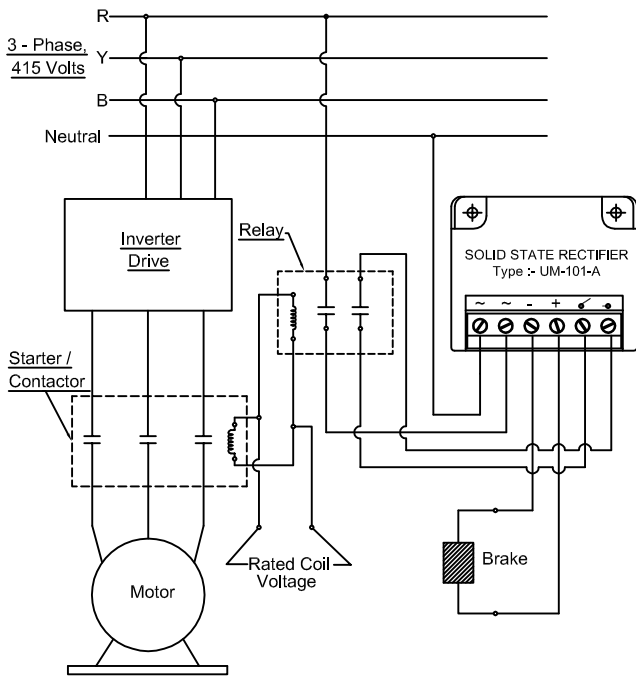
Please read the instructions before using the rectifier

- Rectifier UM-101, UM-101-AV & UM-101-A is a fast acting rectifier which initially gives higher dc voltage for a few milliseconds. By using this rectifier the spring loaded brakes are disengaged much faster. For fast engagement of the brake dc switching (option provided) should also be used.

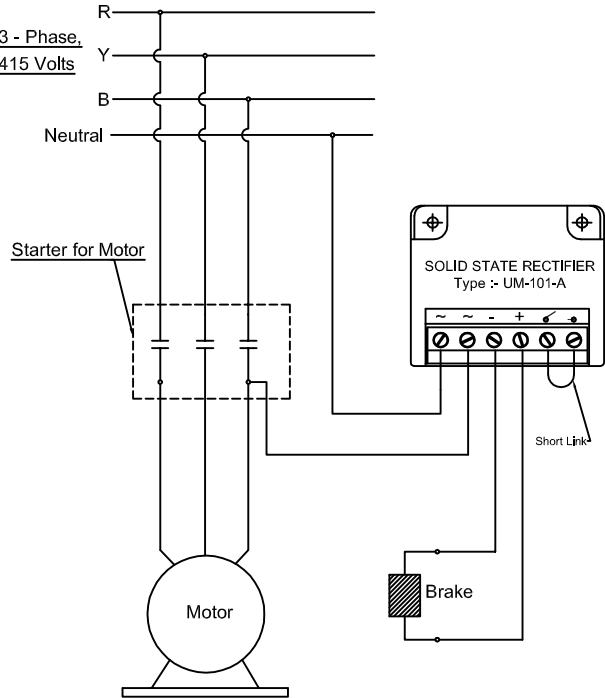
IMPORTANT :- With switching on DC side, switching must also be done on the AC side, otherwise no over - excitation can take place when the brake is switched on again and fast disengagement of brake will not take place.

Note :- As per the circuit diagram connection must be made so that AC input to the rectifier is from the load side. Reason being after AC is applied to the rectifier with in 200 ms the rectifier cuts out over excitation by output getting converted from full wave to half wave DC. Caution: Applying from line side would only operate as half wave to function without over excitation.

- Above schematics are with AC and DC switching for fast disengagement and fast engagement of the brake.



Connection Schematic (With Inverter Drive)



Connection schematic with purely AC switching