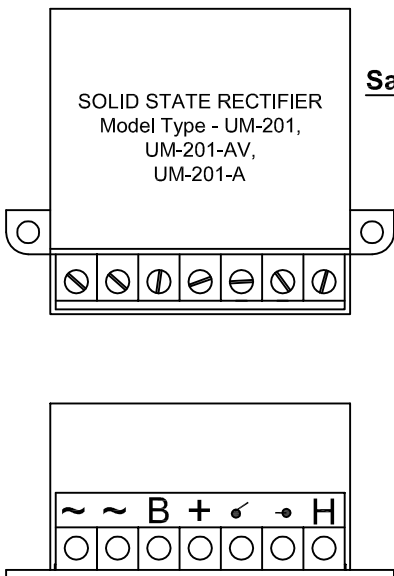


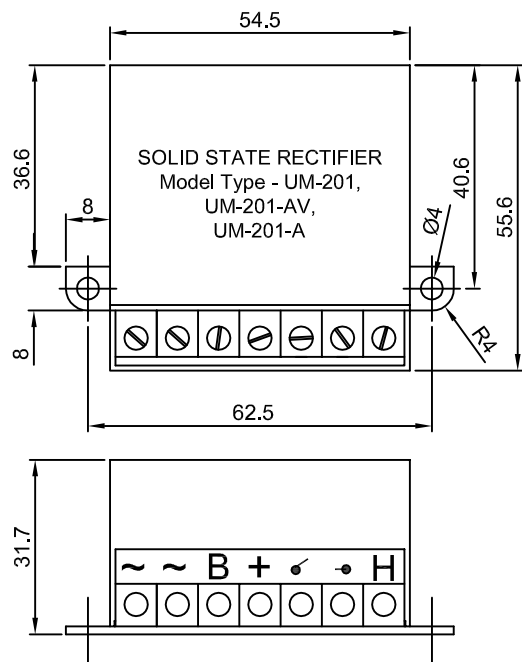
Solid State Rectifier UM-201 Series Mounting Dimension & Connection Diagram



Salient Features :-

- Compact In Size
- Based on proven indigenous design.
- 7 - Terminals as standard for connections.
- Special rectifier for double coil brake (14.488 series)
- Provide quick dis-engagement and quicker engagement with DC side switching.
- AC side switching possible when quick engagement is not required.
- Holding coil rated at 30% to 35% power making energy saver brake.
- Maximum allowable ambient temperature 70 degree C.

Solid State Rectifier UM-201 Series Mounting Dimension

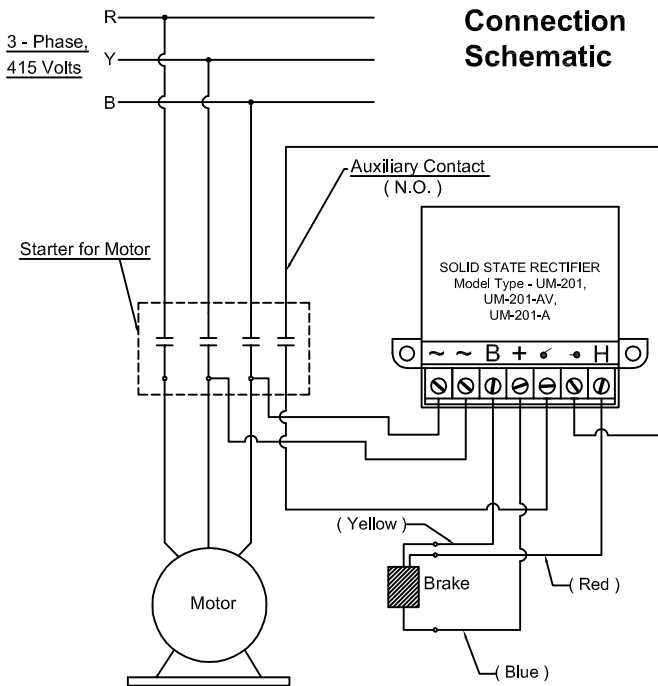


~	Input AC supply
B	Booster coil wire (Yellow wire)
+	Common wire (Blue wire)
H	Holding coil wire (Red wire)
⚡	Switching terminal

UM-201 Series	Special rectifier for double coil Brake / Clutch. Can provide quick release / quick set and power saving feature too.	
Model	Input	Output
UM-201	415 VAC	190 VDC, 1 Amp.
UM-201-AV	415 VAC ± 20%	190 VDC, 1 Amp.
UM-201-A	230 VAC	103 VDC, 1 Amp.

Solid State Rectifier UM-201 Series Mounting Dimension & Connection Diagram

Solid State Rectifier " UM-201, UM-201AV & UM-201-A " Connection Diagram



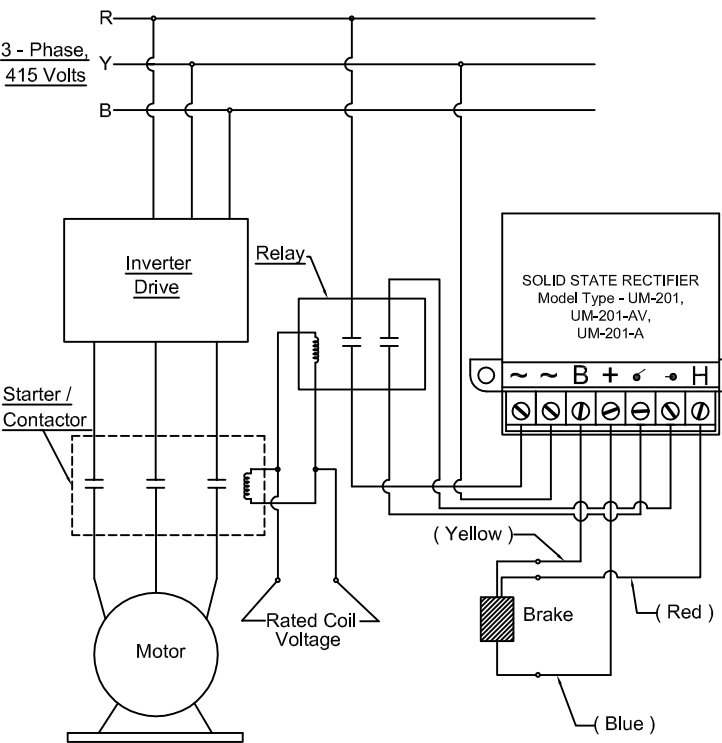
Above schematics are with AC cum DC switching for fast disengagement and fast engagement of the brake.

Please read the instructions before using the rectifier

- Rectifier UM - 201 is a fast acting rectifier which initially gives higher magnetic force for a few milliseconds, by the booster coil after the brake is dis-engaged the Booster coil drops out and the Holding coil with low power takes over and keeps the Brake dis-engaged till the power to the brake coil is cut off.
- 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.
- For brakes with rated voltages of 190 - 205 volt DC, input voltage 415 volts AC should be used and for rated voltages of 96 - 103 volts DC input voltage of 230 volts AC should be used.

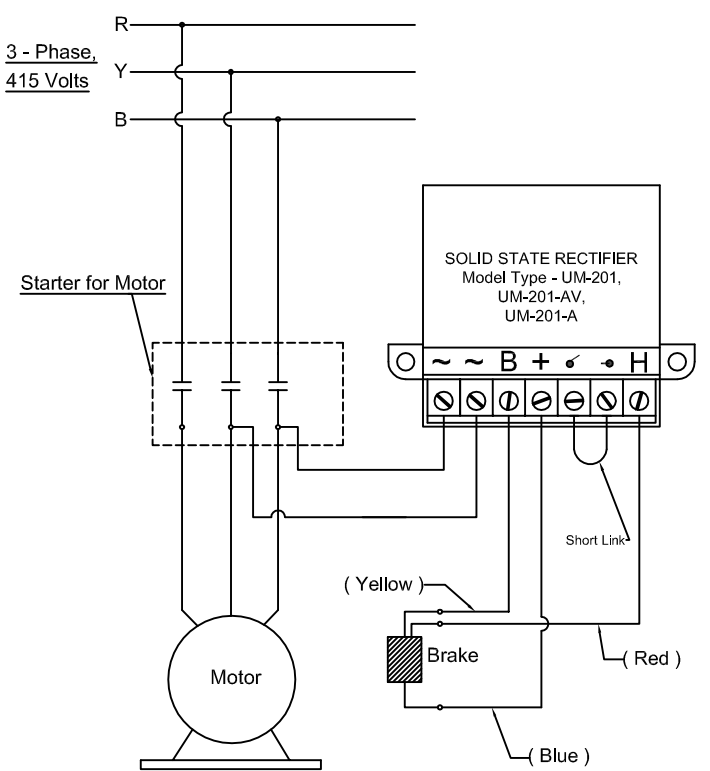
Note:- As per the circuit diagram connection must be made so that the AC input to the rectifier is from the "" LOAD SIDE"". Reason being the timer circuit to switch off the booster coil gets activated as soon as the AC input goes into the rectifier and the booster coil connection is cut off in 150 ms.

Caution:- Applying from the line side would only bring holding and operation will be lightly delayed.



Connection Schematic (With Inverter Drive)

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



Connection Schematic (with purely A C Switching)