

Switching :

Brake coils are operated with DC Voltage. Generally when braking time is not critical AC Side switching is done. This method is often used with brake motors, where brake is switched with motor contacts. Due to the inductance of the brake coil, engagement time can be 3 to 6 times longer than with DC switching. Therefore this arrangement is not suitable for hoist applications.

For falling loads such as hoist, lifts and cranes, also the high inertia loads, a brake motor to some extent regenerate the supply and hold off the brake. Here it is essential to switch on the DC side of the rectifier. DC side switching requires provision of universal spark suppressor and capacitor to protect the coil and switches against inductive voltages.

For normal rectifier converting AC to DC you can use separate universal spark suppressor and capacitor across the switch. Rectifier supplied by us are designed to include suppressor and capacitor suitable for DC Switching.

For optimum performance we suggest the following rectifiers (Power Supply).

Rectifier Type	AC Input Voltage	Brake Coil Voltage	Current Rating
EH 720 HHD	415 VAC	190 VDC	2 Amp.
EH 720 AD	230 VAC	205 VDC	2 Amp.
EH 720 CD	230 VAC	103 VDC	2 Amp.
EH 720 BD	115 VAC	103 VDC	2 Amp.
UM 101	415 VAC	190 VDC	2 Amp.
UM 101 AV	415 / 460 VAC	190 / 205 VDC	2 Amp.
UM 101 AVH	480 VAC	215 VDC	2 Amp.
UM 101 A	230 VAC	103 VDC	2 Amp.

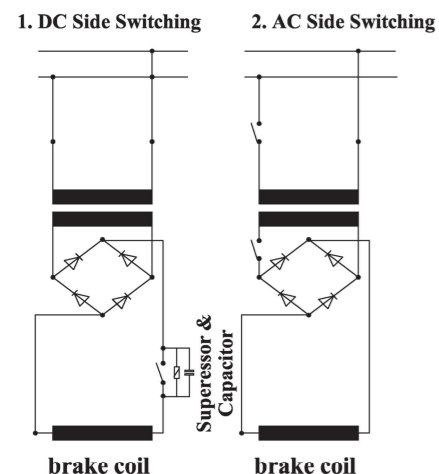
All rectifiers offered by us are with inbuilt DC switching protection circuit. Use of inferior quality and cheap rectifiers may damage your costly brake coils.

For Brake size 18 and above use UM rectifiers. UM Series rectifiers are over excitation rectifiers

Contact sales for high input voltage and high current rating rectifiers.

Rectifiers made by : USHA Medisales

Switching Rectifier Diagram



NOMENCLATURE FOR 14.358 SERIES BRAKES

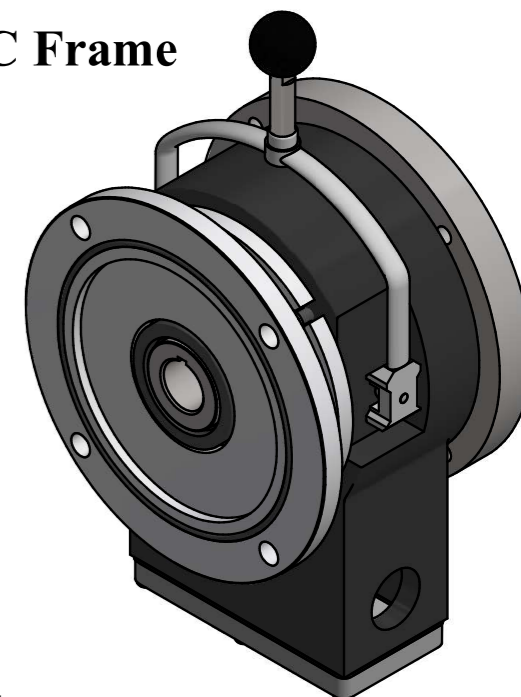
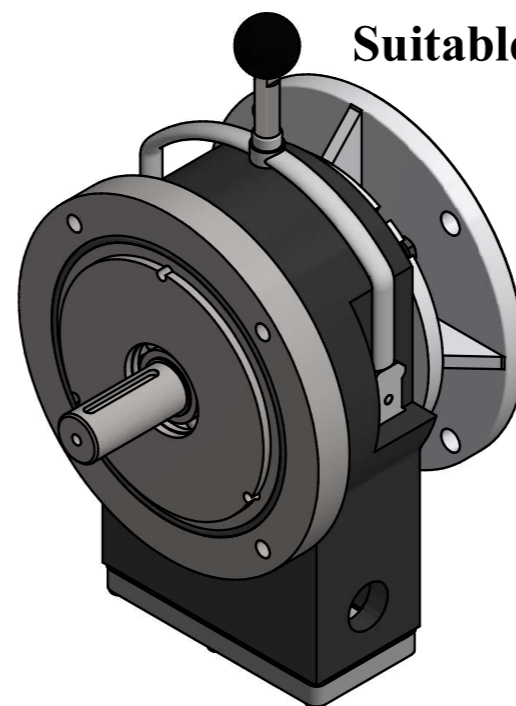
14. 358. XX - V - W - T - FS

Brake Size	Voltage (VDC)	Watt (W)	Dynamic Torque (Nm)	Frame Size
XX	V	W	T	NEMA FS IEC 56 B5 FS IEC B14 FS
05	24	05 to 11 40	05 4	05 **** IEC 56 IEC 56
06	103	12 to 16 76	06 4	06 56C IEC 63 IEC 63
08	170	18 85	08 8	08 56C / 145 TC IEC 71 IEC 71
10	180	20 100	10 16	10 145 TC IEC 80 IEC 80
11	190	23 100 / 110	11 25	11 145 TC IEC 90 IEC 90
12	205	25 110	12 35/40	12 182 / 213 / 254 TC IEC 100 IEC 100
14	220	31 140	14 61/65	14 182 / 213 / 254 TC IEC 112 IEC 112
16	250		16 102/105	16 182 / 213 / 254 TC IEC 132 IEC 132
18	260		18 150	18 **** IEC 160 IEC 160
20			20 260	20 284 / 286 TC IEC 180 ****
23			23 315/360	23 284 / 286 TC IEC 180 ****
25			25 400	25 324 / 326 TC IEC 200 ****
31			31 600	31 364 / 365 TC IEC 200 ****

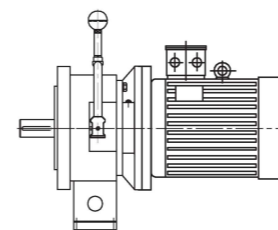
Emco - Simplatroll

Industrial Electromagnetic DC Spring Applied Brakes
Double C - Face (UL Mark Brakes) Spring Applied Brakes

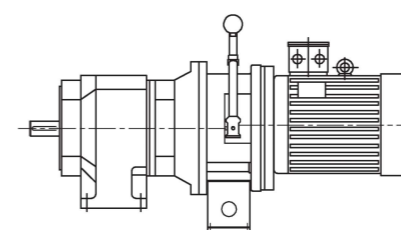
Type - 14.358.XX
Suitable for NEMA & IEC Frame



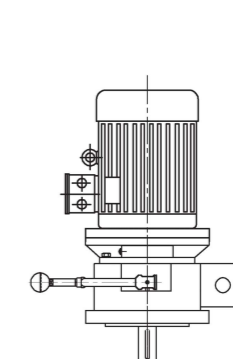
Mounting Examples



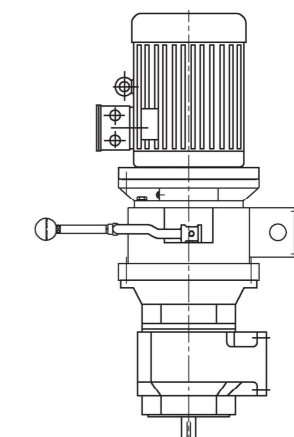
Motor with brake



Horizontally Mounted
With Gearbox



Vertically Mounted
Motor with brake



Vertically Mounted
With Gearbox

- We have a simple solution for your braking.
- This catalogue will be easy to handle.
- Point to the exact brake you're looking for.

Salient Features :

- Ready to fit brake for std. B5 & B14 IEC & NEMA flange mounting.
- Elimination of the need for expensive double shaft motor.
- Mounting available : NEMA 56 C to 365 TC / IEC 56C to 200.
- Reliable replacement for existing AC brake modules.
- Standard wash down housing and hand release.
- Hand release.
- Rigid construction and long life.
- Coil with " F " Class Insulation (#).
- Available torque from 4 Nm to 600 Nm (3 to 440 ft lbs.)
- Convenient conduit box.
- Vertical mounting possible.
- Non asbestos friction liner.
- Microswitch available on request.
- Low rotor inertia.
- Cold climate versions available.

Optional Items

- Microswitch.
- Cartridge Heater.



Emco Dynatorq Pvt. Ltd.
(Formerly Emco Lenze Pvt. Ltd.)

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14.358.xx brakes are also available in
UL version 41.358.xx

