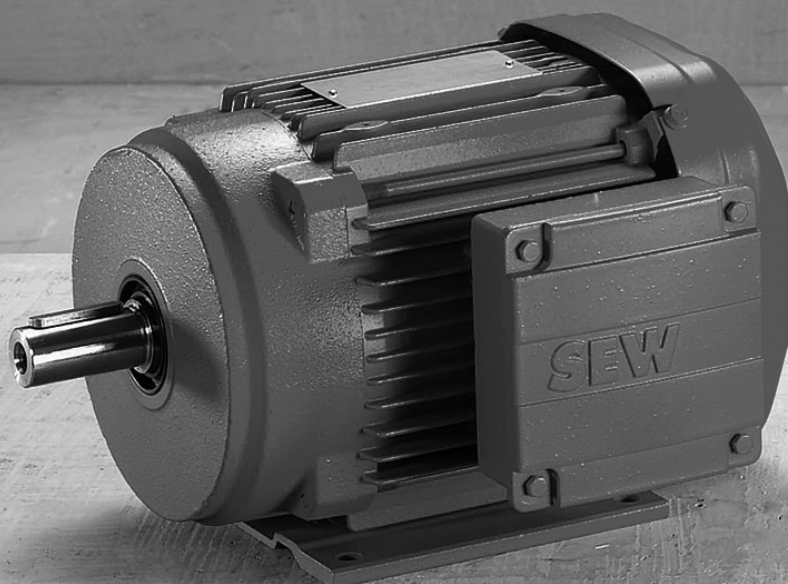




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Addendum to the Operating Instructions



AC motors

BE32, BE62, BE122 Brake with Wear-Optimized Design MX



1 Addendum to the operating instructions

INFORMATION

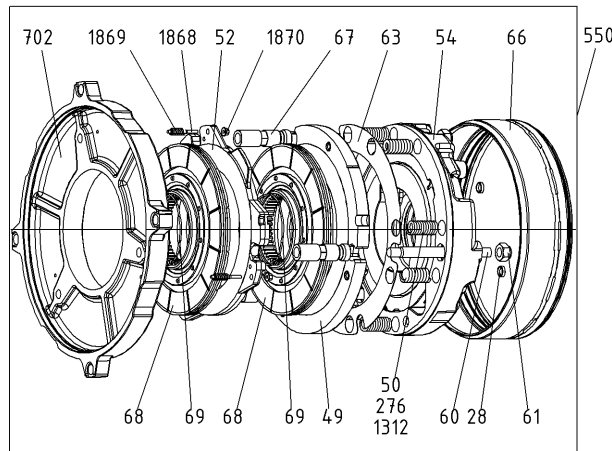


The information in this addendum to the operating instructions applies to the special design "BE122 brake with wear-optimized design".

Use the data specified in this addendum. This document does not replace the detailed operating instructions "DR..71 – 315, DRN80 – 315 AC motors", "DR.. 56 – 315, DRN, DR2S, DR2L, DR2M AC motors", "EDR..71 – 315, EDRN63 – 315 ATEX explosion-protected AC motors", "EDR..71 – 315, EDRN63 – 315 IECEx explosion-protected AC motors", "EDR..71 – 225, EDRN63 – 315 explosion-protected AC motors according to the Class Division System (HazLoc-NA®)".

2 Inspection/maintenance

2.1 Basic structure of BE32, BE62, BE122 brakes



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[28]	Closing cap	[61]	Hex nut	[276]	Brake spring
[49]	Pressure plate (complete)	[66]	Sealing strip	[550]	Brake (complete)
[50]	Brake spring	[67]	Setting sleeve	[702]	Friction disk
[52]	Brake plate	[68]	Brake lining carrier (complete)	[1500]	Closing plug
[54]	Magnet body (complete)	[69]	Circular spring	[1868]	Stud
[60]	Stud	[157]	Clamping strap (complete)	[1870]	Hex nut

2.2 Setting the working air gap of BE32, BE62, BE122 brakes



▲ WARNING

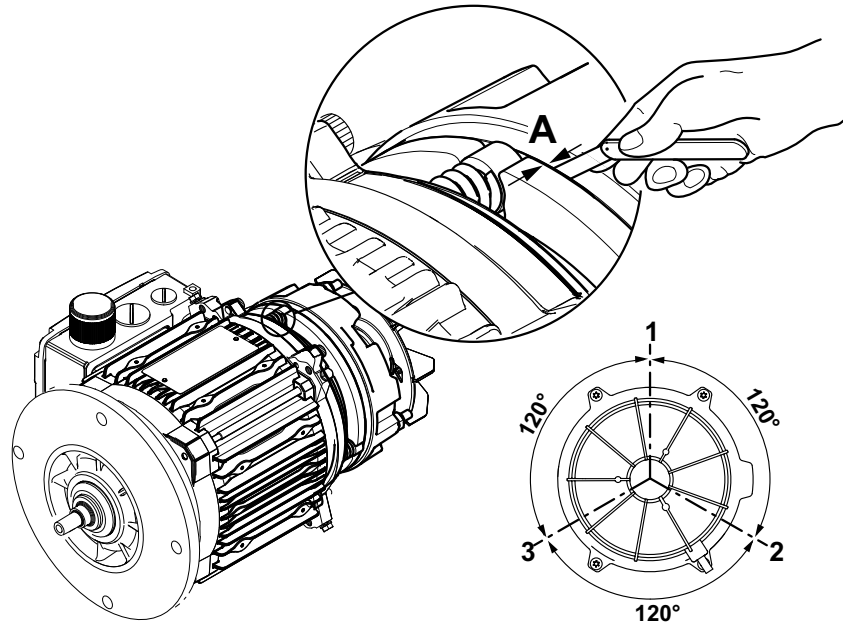
Risk of crushing if the drive starts up unintentionally.

Severe or fatal injuries.

- Disconnect the motor and all connected options from the power supply before you start working.
- Secure the motor against unintended power-up.

1. Dismantle:
 - Forced cooling fan and rotary encoder, if installed, see chapter "Preliminary work for motor and brake maintenance".
 - Fan guard with encoder mount or fan guard [35]
2. Shift the sealing strip [66],
 - Loosen the clamping strap [157] to do this, if necessary
 - Vacuum any abrasion
3. Measure the brake lining carrier [68]:
 - For the minimum thickness of the brake lining carrier, see chapter "Technical Data".

- If necessary, replace the brake lining carrier according to chapter "Replacing the brake disk of BE05 – BE122 brakes".
4. Loosen the setting sleeve [67] by turning it towards the rear endshield.
 5. Measure working air gap A (see figure below)
(with feeler gauge, at three positions offset by 120°):
 - Between the pressure plate [49] and the magnet body [54]

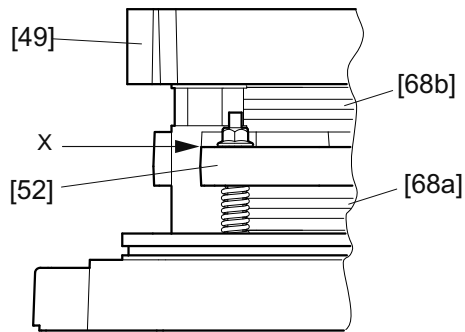


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6. Tighten the hex nuts [61] until the working air gap is initially 0.05 – 0.1 mm larger than the desired setting value (for default values, see chapter "Work done, working air gap, brake disk thickness"). For example, with a desired air gap of 0.4 mm, the preset value must be 0.45 – 0.5 mm.
7. Evenly apply the setting sleeves [67] to the friction disk [702] by screwing them out of the magnet body. Tighten the hex nut [61] with the following tightening torque. Lastly, check the settings of the working air gap and adjust it if necessary.

Brake	Tightening torque
BE30 – BE32	93 Nm
BE60 – BE62	140 Nm
BE120 – BE122	230 Nm

8. Adjust the hex nuts [1870] with the aid of a feeler gauge so that there is an even gap at the height of the 0.5 working air gap in the mounting surface between the nuts and the brake plate (e.g. a working air gap of 0.6 mm results in a setting standard of $x = 0.3$ mm)



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Air gap	Setting standard
0.4	0.2
0.6	0.3
0.8	0.4

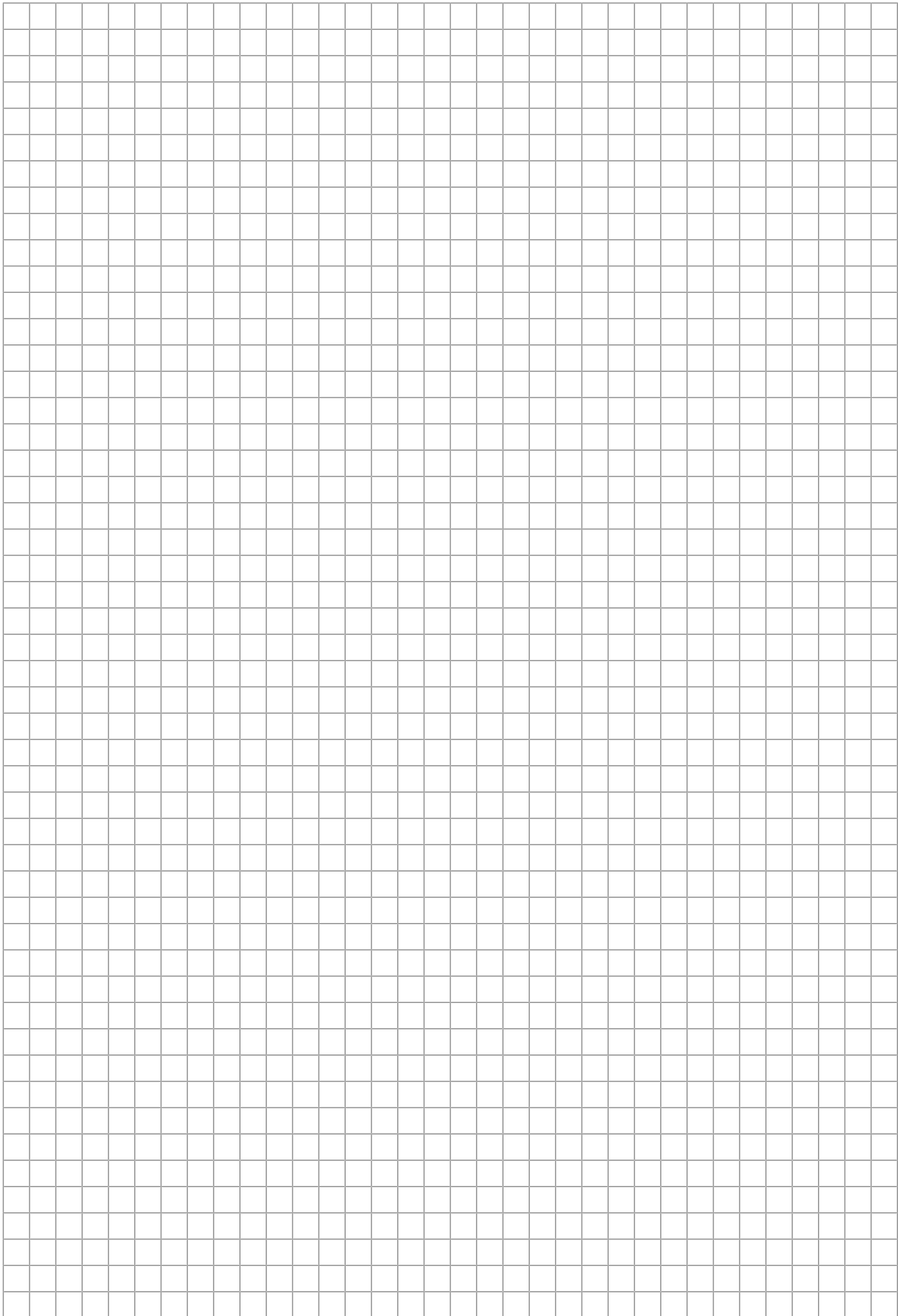
9. Refit the sealing strip [66] and reinstall the dismantled parts.

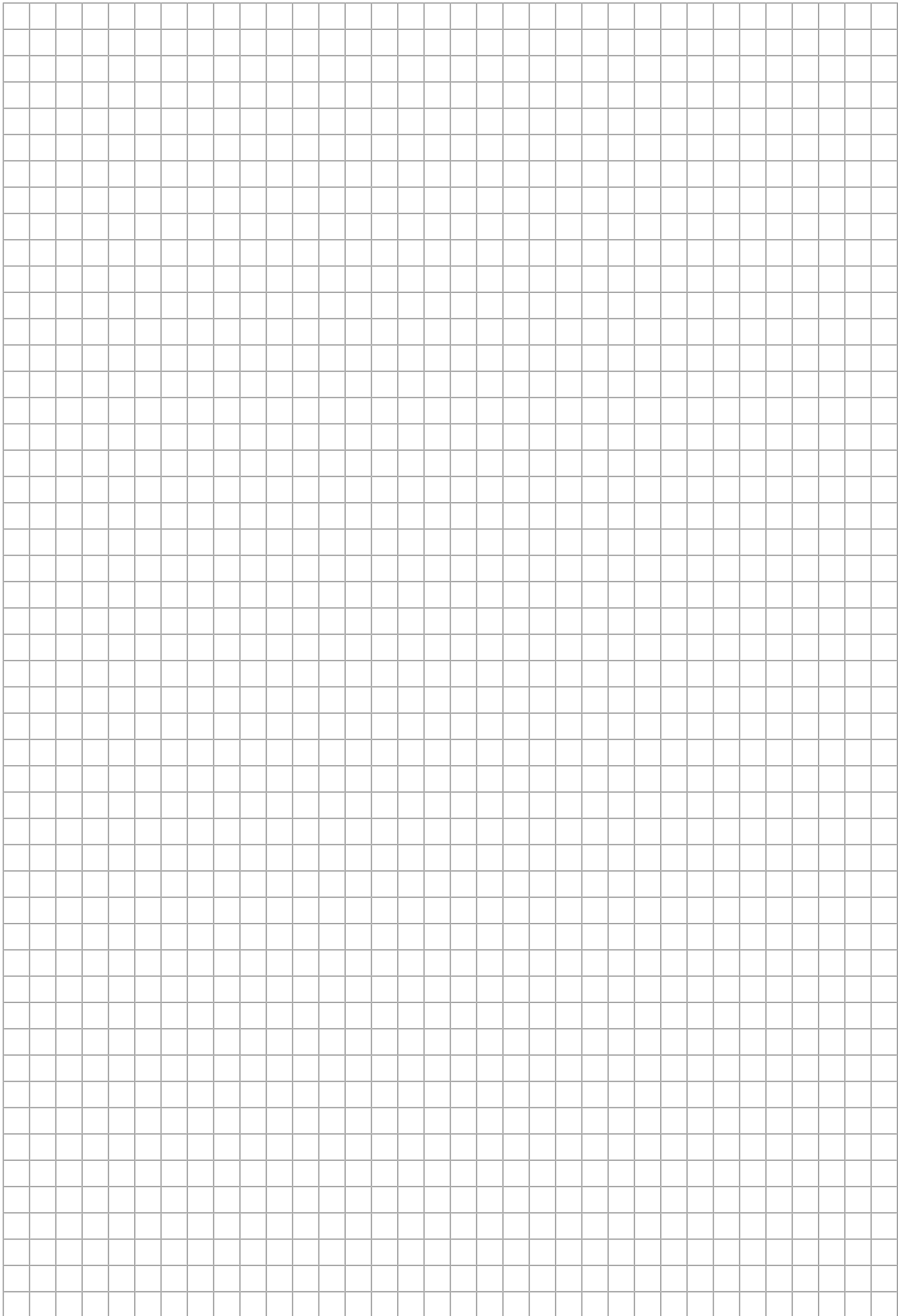
3 Technical data

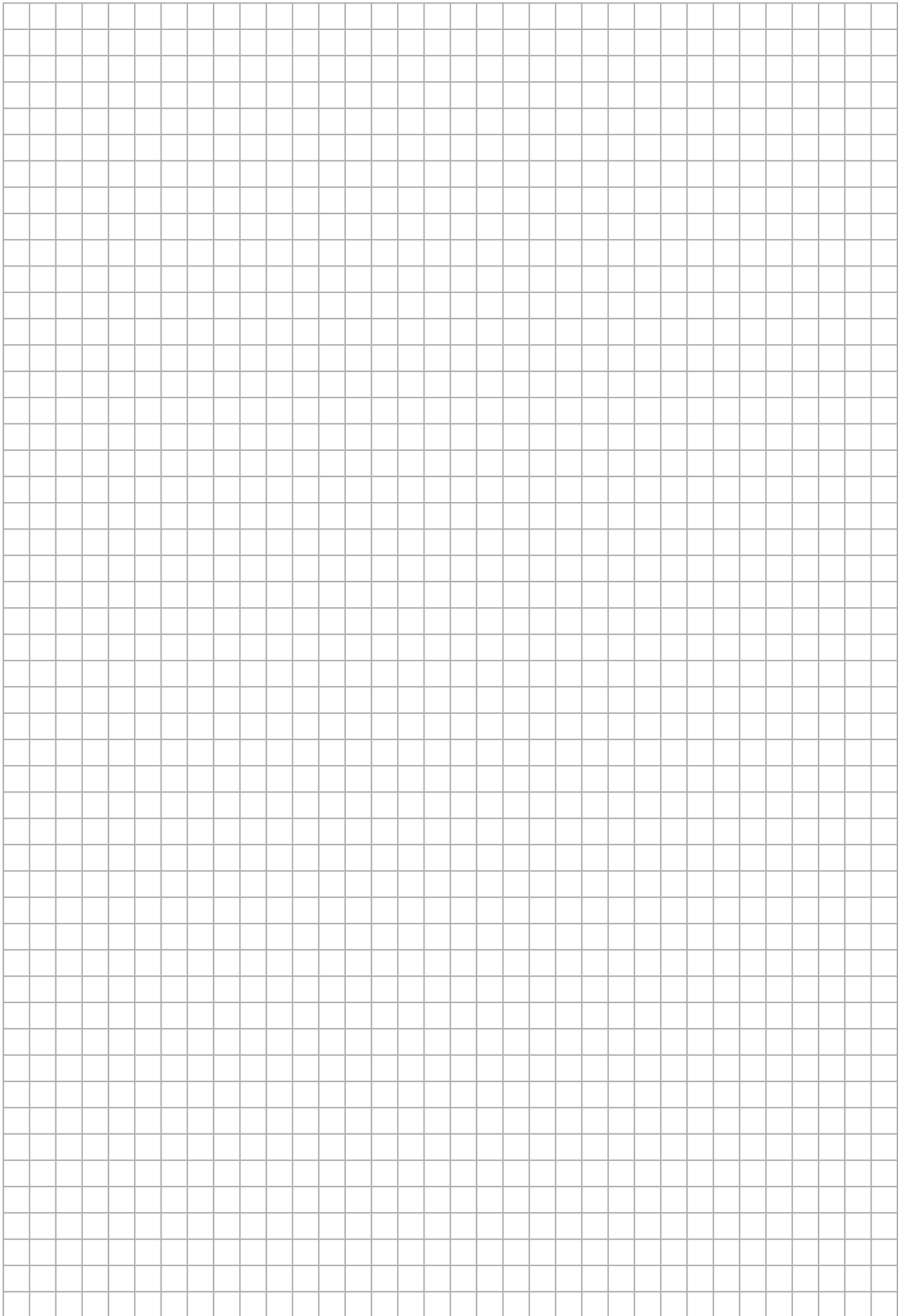
3.1 Working air gap

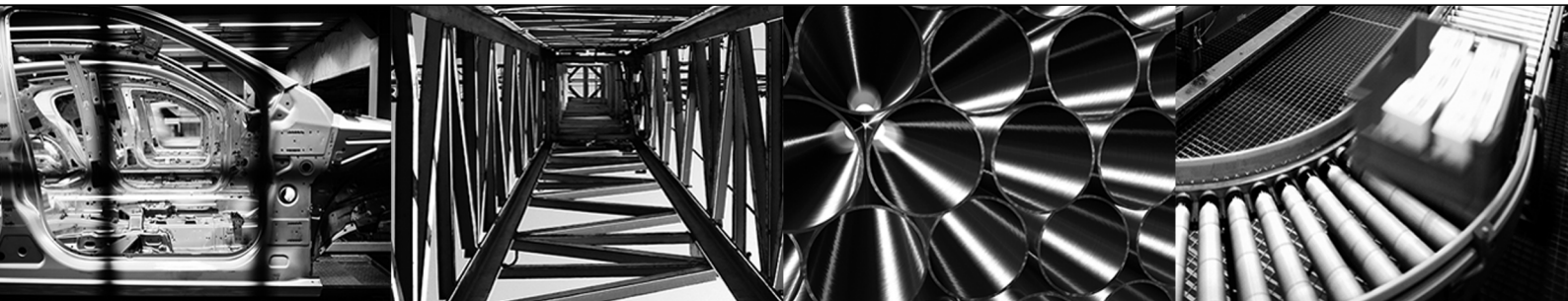
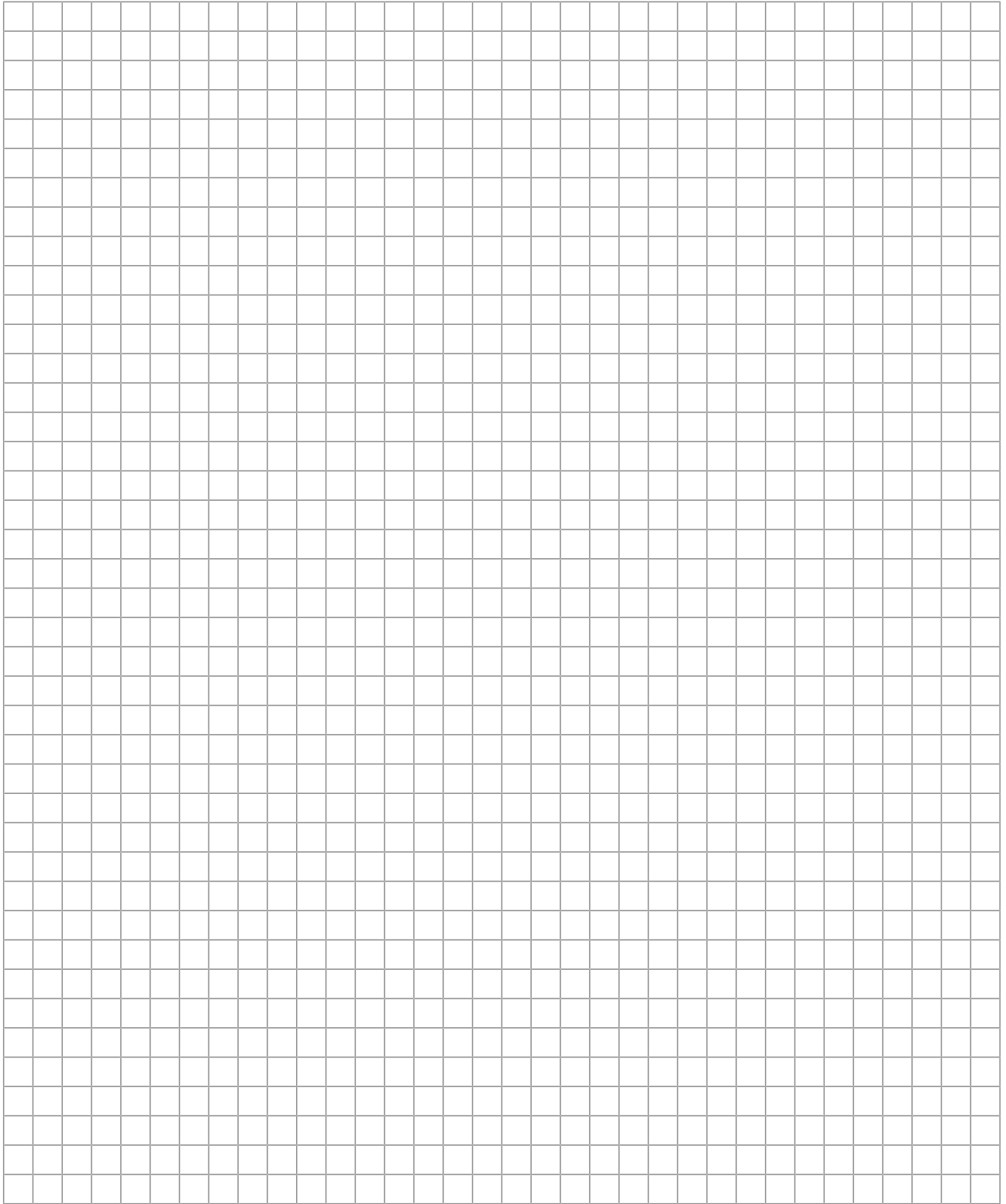
Brake	Working air gap mm		Brake lining car- rier mm
	min. ¹⁾	max.	min.
BE32 "MX"	0.4	1.2	12.5
BE62 "MX"	0.4	1.2	14
BE122 "MX"	0.6	1.2	14

1) When checking the working air gap, note: After a test run, parallelism tolerances on the brake lining carrier may give rise to deviations of ± 0.15 mm.











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