Besozzi Elettromeccanica

Maintenance and Repairs

Frequent control-inspections of brake are needed for any of its components.

It's indispensable to replace disc when consumption of frictional material is equal or greater than 3 mm.

After inspection, control that air gap is correctly adjusted.

Brake-inspection operations must be accomplished while brake is electrically disconnected and only after having verified grounding connection, following what shown in assembling and adjusting instructions.

Good functioning of brake can be guaranteed only when original components, supplied by our Company, are used.

Note: whenever air gap reaches a value of 0,7mm, an adjustment to 0,2mm it's required

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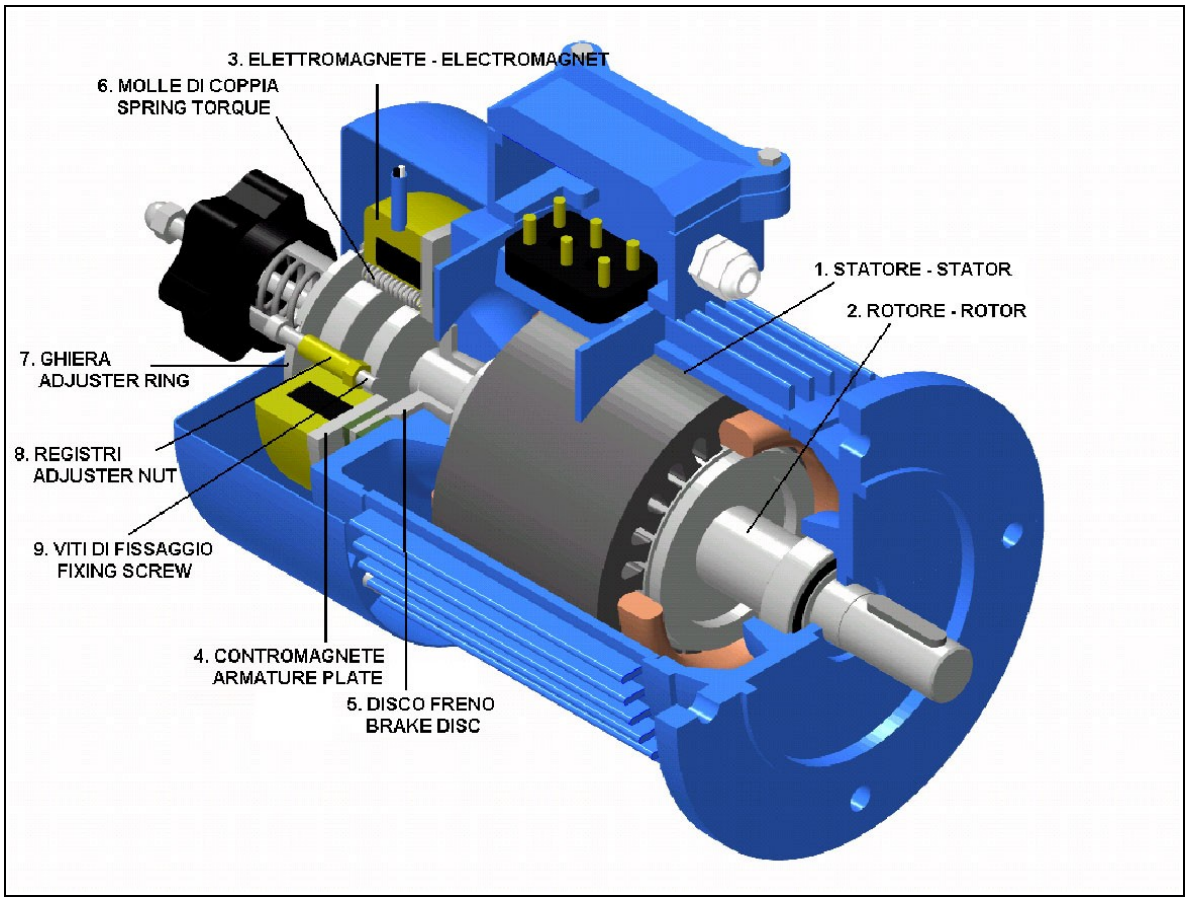
Airgap adjustment

Air gap adjustment is done by acting on the fixing screws [9] after adjusters [8] have been closed-up. Ideal air gap adjustment value is 0,2 mm (+0.05 /- 0).

Air gap maximum passable value is 0.7mm. Expansion of air gap caused by consumption of frictional material modifies brake performances. Overcoming of air gap maximum value leads to a degeneration in brake performances. Negligence in restoration maintenance will lead to a lack of braking function.



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Contraindications

Correct functioning of brake can be guaranteed when it's used at ambient temperature.

In case of brake being used in oily rooms or at temperatures different from the ambient one, please contact our engineering department.

Note: Minimum torque adjustment MUST always be greater than 30% of nominal torque.

Brake unlock Sistem

Within options available with supply of brake it's possible to insert a brake release system.

This one can be assembled in our site or by Customer himself. It is composed by an aluminium arch placed on the electromagnet box and by two special tension bars equipped with self-locking nuts and a spring. On the box there's a seat created to position the arch in correspondence with the holes made for the tension bars. Analogous holes are made in the clapper.

- Place Clapper in correspondence with the holes created for fixing and assembling of the arch.
- When clapper is in seat, mount spring on the tension bar and this one in the clapper and in the magnet while keeping its threaded end towards magnet.
- Tighten the self-locking nut keeping the arch vertical and move the clapper to a distance of nearly 0.2mm from the surface of the magnet.

If this adjustment is not correctly executed anomalies may appear in brake. These are:

- when nuts are too tightened on the release system the brake loses braking torque because stroke of clapper becomes limited;
- when nuts are too loose on the release system the latter doesn't work;
- when nuts are too loose on the release system an anomalous functioning of this latter appears so that the operator, not being able to release the brake, increases strength on the release lever until he breaks it.
- When only one of the nuts is too tightened, braking torque is modified and the wear of friction material won't be uniform.

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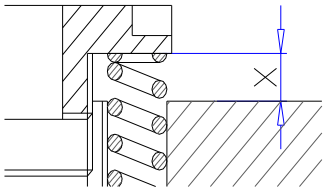
Braking Torque Adjust

K-class brake allows variation of functioning braking torque. Customers can establish the braking torque closer to their very needs in function of load, revolving speed and time of braking.

If your load allows it, then a lower than 100% braking torque adjusting will lead to a decreasing in wear of the brake friction material.

In the table below are reported the braking torque value (Nm) with different distances (mm) of the adjuster ring from the electromagnet.



TIPO	DISTANZA DELLA GHIERA DALL'ELETTROMAGNETE - quota X in mm									
TYPE	*distance between adjusting-ring and electromagnet - "X" mm*									
	9,0	8,0	7,0	6,0	5,0	4,0	3,0	2,0	1,0	X
K04	-	-	-	-	-	1,6	5,2	8,8	12,4	16
K05	3,5	7	10,5	14	17,5	21	24,5	28	31,5	35
K06	-	4	11	18	25	32	39	46	53	60
K07	-	-	-	11,43	22,85	34,28	45,71	57,14	68,57	80
K08	-	-	-	23,4	42,8	64,3	85,7	107,1	128,6	150
K09	20	40	60	80	100	120	140	160	180	200
K08D	-	-	-	42,85	85,7	128,6	171,4	214,3	257,1	300
K09D	40	80	120	160	200	240	280	320	360	400
	VALORE DELLA COPPIA A DISTANZA VARIABILE (Nm)									COPPIA MAX
	braking torque value (Nm) variable distance									max torque