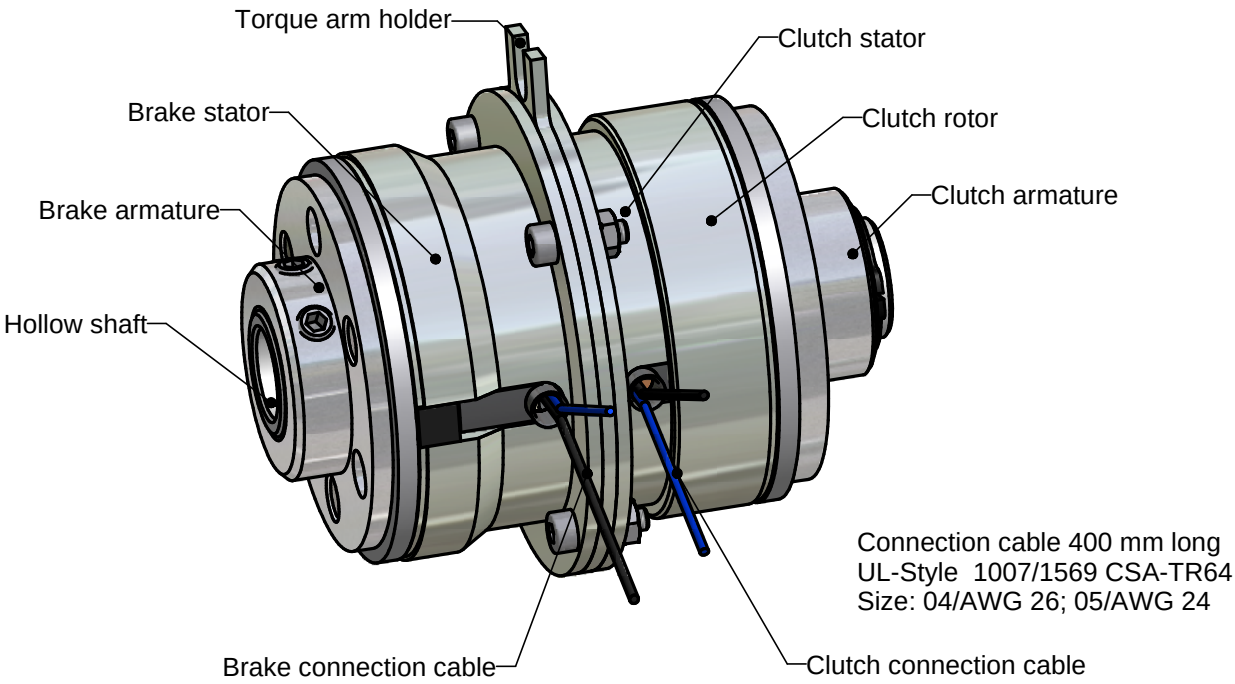


Fig. 1: Clutch brake unit

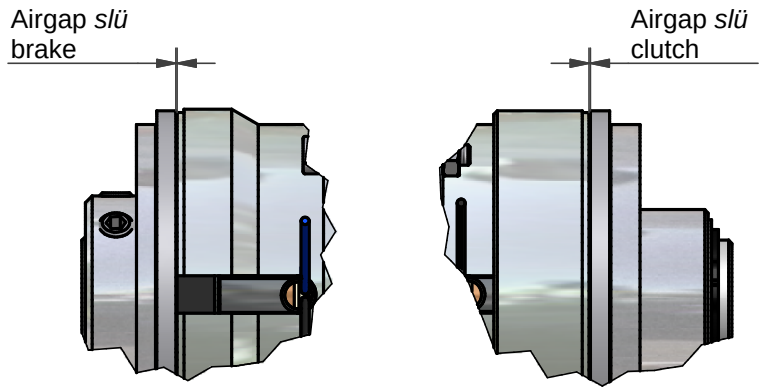
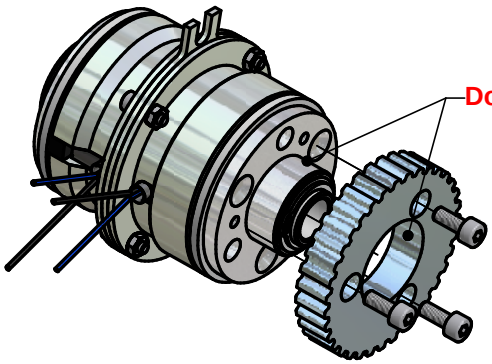


Fig. 2: Working airgaps

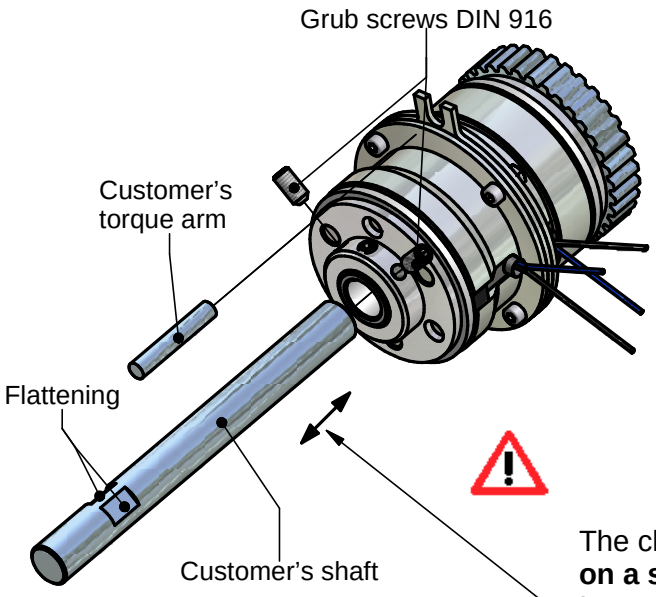
The clutch brake unit comprises the electromagnetic clutch type 14.100 and the electromagnetic brake type 14.110. Clutch and brake are mounted ready-to-fit on a hollow shaft (fig. 1). The working airgaps (fig. 2) are set at the factory and must not be changed.

Mounting Example



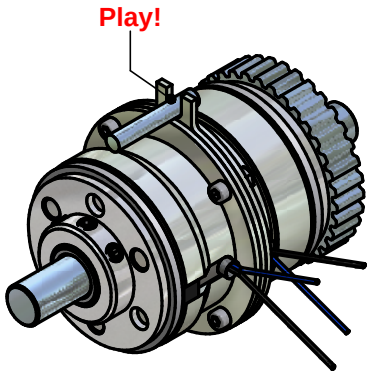
Screw the attachment part tightly to the clutch armature using the threaded bores provided in the clutch armature **(observe reach of screw)**.
(Do not press on, a sliding fit between clutch armature and attachment part is needed!)

Fig. 3: Mounting the toothed belt pulley



The clutch brake unit **may only be mounted on a shaft passing through the entire unit** (fig. 4).
It **must be easily moveable on the shaft**.
The tolerance zone of the hollow shaft bore is H9.

Fig. 4: Assembly on customer's shaft



Axial forces (impacts) acting on the clutch armature and the brake armature **are not permitted**. The brake torque and the bearing friction forces must be absorbed by the customer's torque arm fitting **loosely** into the clutch-brake-unit's holder provided(fig. 1). **The customer's torque arm must fit with play (fig. 5) into the holder provided (fig. 1). Never fix with screws!**

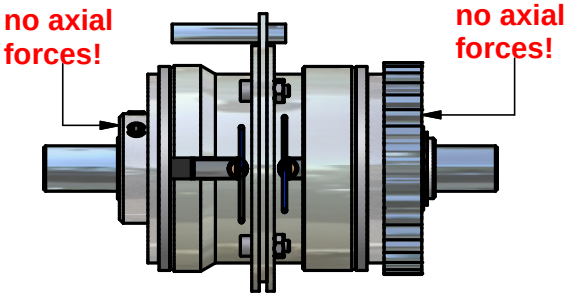
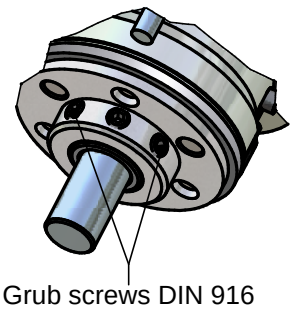


Fig. 5: Clutch brake unit, completely assembled

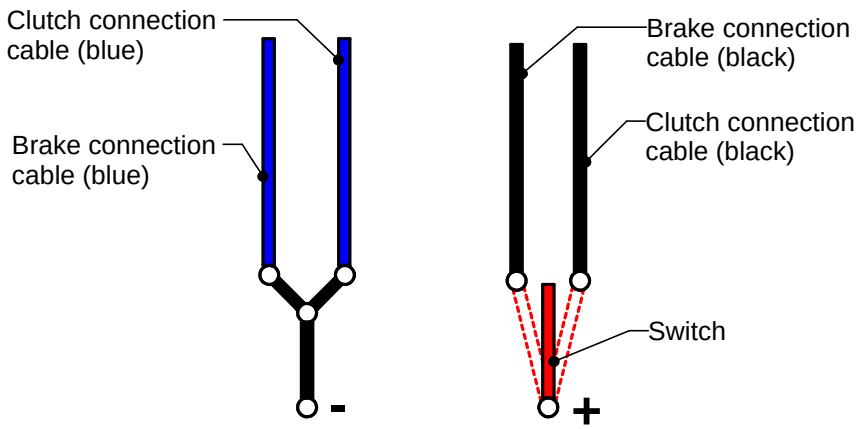


The clutch-brake unit is fitted on the shaft using two grub screws in the brake armature (fig. 6), offset by 90° towards each other. The shaft should be flattened at these points (fig. 4). The **third grub screw** secures the brake armature on the hollow shaft and defines the airgap. **This grub screw is secured with screw-locking varnish and may not be unscrewed.**

Fig. 6: Fastening of the shaft

Electrical supply:

The clutch brake unit must be supplied with smoothed DC. Polarity has no influence on the performance of the clutch brake unit.



Standard voltage 24 V DC + 5% /- 10% to VDE 0580

Fig. 7: Switching example

Warning:

Disconnect the power supply before commencing any work at the electrical connections. **It is important to observe the rated supply voltage.** Undervoltage leads to a reduced attractive force and to a reduction of the transmittable torque. Overvoltage could lead to the destruction of the clutch-brake-unit.