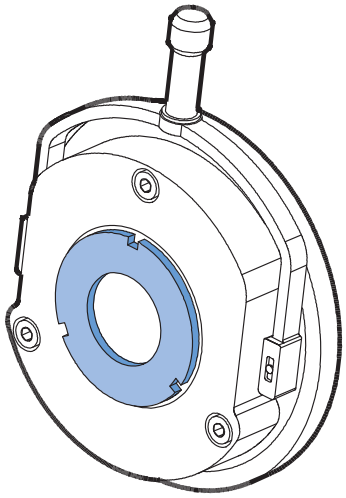


General Instructions

This manual describes general operating and maintenance guidelines for a majority of brake products shipped by NORD Gear. This instruction manual is not intended to include a comprehensive listing of all details or procedures required for installation, operation and maintenance.

Brakes covered in this manual are manufactured by PRECIMA. Please feel free to contact NORD with any questions about the supplied brake components.

Safety Notice

Only qualified personnel should attempt installation, operation and maintenance of NORD brakes. Read this manual in its entirety before operating, commissioning, servicing, or assembling the motor brake. If you have a question about a procedure or are uncertain about any detail, seek clarification and DO NOT PROCEED!

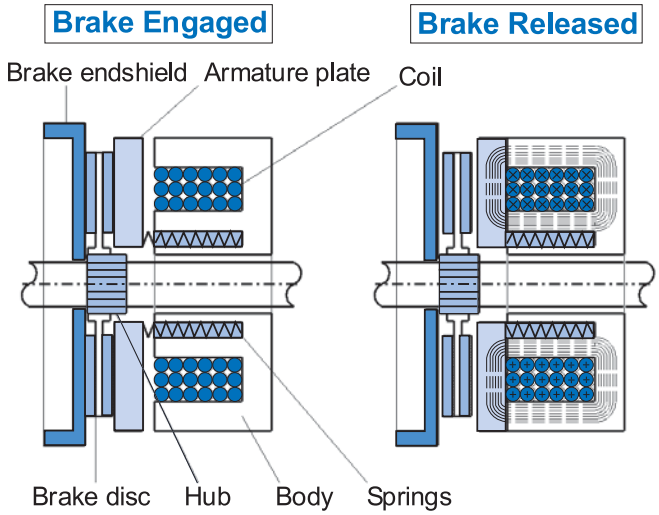
⚠ WARNING ⚠

- This equipment contains high electrical voltage. Remove and lockout all power from the electric motor and brake before any work is completed on the brake.
- The user is responsible for conforming to all national and local electrical and safety codes. Wiring practices, proper grounding, disconnects, and over current protection, are of particular importance.
- Make certain the load is supported when servicing the brake. Removing power from the brake or removing the brake from the motor will release the load, which may cause severe injury or death.
- Failure to follow proper procedures and precautions may result in severe bodily injury or death.

Motor Brake

The standard NORD motor brake is “spring-set”. When power is removed and the brake is de-energized (power-off), the brake springs exert a force against the armature plate in turn preventing the brake rotor (or brake disc) from rotating. When the brake coil is energized (power-on), a magnetic field builds and pulls the armature plate across the air gap to the brake casing, which releases the brake rotor and allows the motor shaft to rotate.

Figure 1: Basic Brake Operation



NORD brakes are DC voltage brakes and in most instances are supplied with a motor mounted brake rectifier for easy connections to AC power. AC power is taken directly from the power line or from the terminal block of the motor and converted to DC by the supplied rectifier.

IMPORTANT NOTE

If the motor is connected to a frequency inverter, soft start, or is a two-speed motor, the AC power must be supplied to the brake rectifier separately from the motor power.

- Each NORD motor frame size has a number of brake sizes available, with different torque capacities.
- Brake torque adjustments are possible by changing the brake spring combinations. In addition, brake sizes from 5-40 Nm (3.7-30 lb-ft) are typically supplied with an additional spanner-nut adjustment on the back of the brake.
- NORD brakes provide a high degree of safety because when power is removed the brake will automatically set to hold the load.
- The brake rotor or brake disc is environmentally safe and asbestos-free.
- The connection between the rectifier and the brake coil is completed at the factory and the brake air-gap is factory-set but can be adjusted in the event of wear.

Brake Selection

As indicated in the NORD catalog, each NORD motor can be supplied with a number of brake torque sizes.

NORD relies on the equipment builder to specify appropriate brake sizing for their application, while giving consideration to the following:

- For most applications, we advise sizing the brake to 1.5 - 2 times the motor rated torque.
- For vertical applications, it may be advisable to size the brake size up to 3 times the motor rated torque.
- For some applications, it may be necessary to specify a reduced brake torque setting to prevent excessive peak load conditions developed at the reducer output.
- On travel drive applications, excessive brake torque may lead to wheel skid; in addition on crane applications excess hoist-cable swing can result.

⚠ CAUTIONS ⚠

- **Brake torque -** The brake torque is measured with a mean friction radius of the brake pad surface with a circumferential speed of 1m/sec (197 fpm).
- **Brake torque tolerance -** For different applications and operating conditions, brake torque can vary from +40/-20% compared to the rated brake torque.
- **Hoisting (lifting/lowering) applications -** must have the brake wired for fast response (DC-switching)
- **Initial operation & wear-in period -** In new condition, the brake will have a reduced torque of up to 30%. In order to achieve full rated brake torque, a short run-in period is required. The run in time will vary depending on system loads.
- **The brake rotor or brake pad -** must be protected against foreign matter, oil and grease. Contaminants of this type can greatly influence wear and reduce breaking torque.

Brake Torque Adjustment

Brake torque adjustments are possible by changing the brake spring combinations or by removing springs (Table 1).

In addition, brake sizes from 5-40 Nm (3.7-30 lb-ft) are typically supplied with a threaded adjustment nut or spanner nut to allow for additional fine torque adjustments of the brake. The braking torque can be adjusted by unscrewing the spanner nut a number of turns or "clicks" with a spanner wrench (Table 2).

Table 1a: Brake Torque Reduction - Spring Removal

"Brake Size"	7 Springs		5 Springs		3 Springs	
	[Nm]	[lb-ft]	[Nm]	[lb-ft]	[Nm]	[lb-ft]
BRE 5	5	3.7	3.5	2.6	2	1.5
BRE10	10	7.4	7	5.2	4	3.0
BRE20	20	14.8	14	10.3	8	5.9
BRE40	40	29.5	28	20.7	17	12.5
BRE60	60	44.3	43	31.7	26	19.2
BRE100	100	73.8	70	51.6	42	31.0
BRE150	150	111	107	78.9	65	47.9

On brake sizes 5-150 Nm (3.7-111 lb-ft) full brake torque is achieved with all (7) springs. The brake springs are placed in such a manner where there are (3) inner and (4) outer springs. When adjusting the brake torque, start by removing the outer springs at opposite corners to prevent uneven brake wear.

Table 1b: Brake Torque Reduction - Spring Removal

"Brake Size"	8 Springs		6 Springs		4 Springs	
	[Nm]	[lb-ft]	[Nm]	[lb-ft]	[Nm]	[lb-ft]
BRE250	250	184	187	138	125	92
BRE400	400	295	300	221	200	148
BRE800	800	590	600	443	400	295
BRE1200	1200	885	900	664	600	443

On brake sizes 250-1200 Nm (184-885 lb-ft) full brake torque is achieved with all (8) springs. The brake springs are placed in such a manner where there are (4) inner and (4) outer springs. When adjusting the brake torque, start by removing the outer springs at opposite corners to prevent uneven brake wear.

Table 2: Spanner Nut Adjustment

"Brake Size"	Torque Reduction*		Max. Turns	Minimum Torque✹	
	[Nm]	[lb-ft]		[Nm]	[lb-ft]
BRE 5	0.2	0.15	6	0.8	0.59
BRE10	0.2	0.15	12	1.6	1.18
BRE20	0.3	0.22	12	4.4	3.25
BRE40	1	0.74	9	8.0	5.90

✹ **With the minimum number of springs and maximum number of turns to the spanner nut.**

* **Per each turn of the spanner nut**

Brake sizes from 5-40 Nm (3.7-30 lb-ft) are typically supplied with a threaded adjustment nut or spanner nut. Additional fine torque adjustment can be made by unscrewing the spanner nut a number of turns or "clicks" with a spanner wrench.

Brake Control Rectifiers

NORD brake control rectifiers convert AC voltage to DC voltage. Rectifiers are used because most applications require AC voltage to power the motor, but DC power is required to power the brake and DC power is not typically available.

NORD brakemotors typically include the rectifier located inside the terminal box. NORD rectifiers can be powered by the motor terminal block, or by a separate power source.

Rectifier Advantages

- Individual power source for each brake.
- Compact size, mounted inside the terminal box.
- Multiple types, voltage options and release/engagement modes available.
- Mountable in a separate control cabinet.
- Integral protection against voltage spikes.

Table 3: Rectifier Types and Ratings

Type	Part No.	Input Volt. VAC ± 10%	Rated Output Current (40°C)	(75°C)
GVE20L Full-Wave	19141000 (Black)	110-275	1.5 ADC	1.0 ADC
GHE40L Half-Wave	19141010 (Yellow)	200-480	1.0 ADC	0.5 ADC
GHE50L Half-Wave	19141020 (Grey)	200-575	1.0 ADC	0.5 ADC
PMG500 Push-Hybrid	19140200 (Black)	200-500	4.0 ADC	2.8 ADC

Full-wave rectifier:
The DC output voltage is 90% of the applied input AC voltage.

Half-wave rectifier:
The DC output voltage is 45% of the applied input AC voltage.

PMG 500 Push-Hybrid rectifier:

- The PMG500 push-hybrid rectifier is designed to switch from an initial full-wave mode to a final half-wave mode.
- The PMG 500 rectifier can be powered from the motor terminal block or from its own power source.

IMPORTANT NOTE

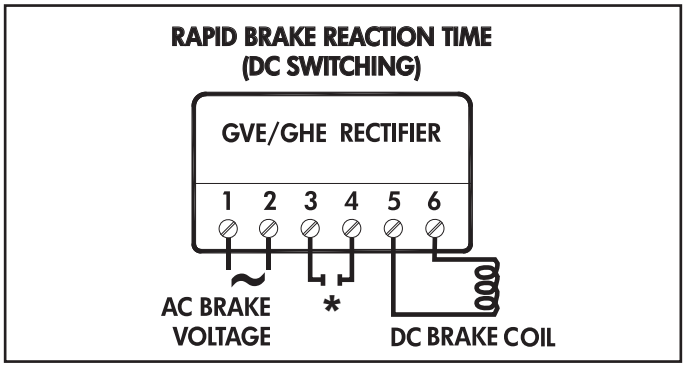
The PMG500 rectifier is required when utilizing the larger 800 Nm (590 lb-ft) - and 1200 Nm (885 lb-ft) twin-rotor brakes. In order to prevent rapid wear, NORD recommends using the PMG500 rectifier to "overexcite" the brake during its release. The brake coil should be sized utilizing the PMG rectifier like a half-wave rectifier.

Brake Switching Options

The rectifiers discussed in this manual can be wired for either switching the AC power source (input) or the DC voltage supply (output).

- Wiring the DC switching gives the fastest reaction (de-energize/ brake engagement/stopping) time.
- If AC switching is used, the source power can be attached to the motor brake terminals. Tapping into the motor terminals gives the slowest de-energize time (stopping), due to the collapsing time of the motor magnetic field.

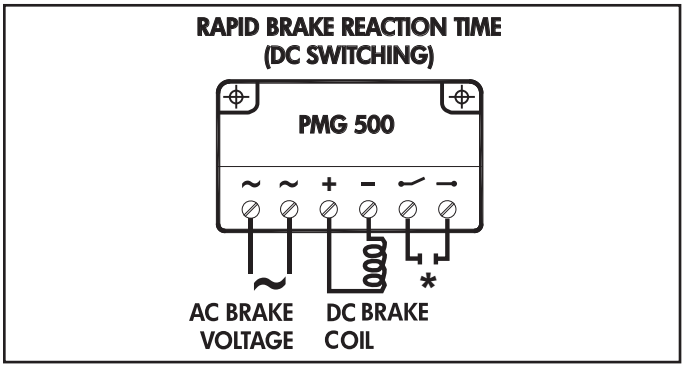
Figure 2: GVE20L, GHE40L, and GHE50L Rectifiers



Terminals 1 & 2	-	Brake system connection to AC supply voltage
Terminals 3 & 4	-	Installed Jumper for AC switching or Switch contact (as shown) for DC switching
Terminals 5 & 6	-	DC Voltage Connection to the brake coil

*** The normally open contact/s (NO) is not supplied by NORD. It must close at the same time power is supplied to the brake. The contact must be capable of switching inductive loads and/or be rated IEC AC3.**

Figure 3: PMG 500 Push-Hybrid Rectifier



Terminals ~ & ~	-	Brake system connection to AC supply voltage
Terminals + & -	-	DC Voltage Connection to the brake coil
Terminals ⌐ & →	-	Installed Jumper for AC switching or Switch contact (as shown) for DC switching

*** The normally open contact/s (NO) is not supplied by NORD. It must close at the same time power is supplied to the brake. The contact must be capable of switching inductive loads and/or be rated IEC AC3.**

MOTOR BRAKES INSTALLATION & MAINTENANCE

BRAKE SIZE: BRE 5 **BRAKE TORQUE: 5 Nm (3.7 lb-ft) max.**

NORD Brake P/N	Half-Wave [V_{AC}]	Half-Wave [A_{AC}]	Full-Wave [V_{AC}]	Full-Wave [A_{AC}]	P_C [W]	V_C [V_{DC}]	I_C [A_{DC}]	R_C [Ω]
19010212	-	-	-	-	22	24	0.92	26.0
19010912	230	0.09	115	0.19	22	105	0.21	500
19011902	400	0.05	200	0.11	22	180	0.12	1475
19011912	460	0.05	230	0.10	22	205	0.11	1900
19012212	500	0.04	250	0.08	21	225	0.09	2450
19012512	575	0.04	-	-	22	250	0.09	2850

BRAKE SIZE: BRE20 **BRAKE TORQUE: 20 Nm (15 lb-ft) max.**

NORD Brake P/N	Half-Wave [V_{AC}]	Half-Wave [A_{AC}]	Full-Wave [V_{AC}]	Full-Wave [A_{AC}]	P_C [W]	V_C [V_{DC}]	I_C [A_{DC}]	R_C [Ω]
19030222	-	-	-	-	34	24	1.42	16.9
19030922	230	0.18	115	0.35	41	105	0.39	270
19031922	400	0.09	200	0.17	34	180	0.19	950
19031932	460	0.07	230	0.13	30	205	0.15	1391
19032222	500	0.07	250	0.15	36	225	0.16	1391
19032522	575	0.06	-	-	35	250	0.14	1780

BRAKE SIZE: BRE 60 **BRAKE TORQUE: 60 Nm (44 lb-ft) max.**

NORD Brake P/N	Half-Wave [V_{AC}]	Half-Wave [A_{AC}]	Full-Wave [V_{AC}]	Full-Wave [A_{AC}]	P_C [W]	V_C [V_{DC}]	I_C [A_{DC}]	R_C [Ω]
19050252	-	-	-	-	52	24	2.18	11.0
19050952	230	0.27	115	0.54	63	105	0.60	174
19051902	400	0.13	200	0.27	54	180	0.30	602
19051952	460	0.12	230	0.25	57	205	0.28	740
19052252	500	0.10	250	0.20	50	225	0.22	1004
19052552	575	0.09	-	-	48	250	0.19	1300

BRAKE SIZE: BRE 150 **BRAKE TORQUE: 150 Nm (110 lb-ft) max.**

NORD Brake P/N	Half-Wave [V_{AC}]	Half-Wave [A_{AC}]	Full-Wave [V_{AC}]	Full-Wave [A_{AC}]	P_C [W]	V_C [V_{DC}]	I_C [A_{DC}]	R_C [Ω]
19070252	-	-	-	-	77	24	3.20	7.5
19070952	230	0.39	115	0.79	92	105	0.88	120
19071902	400	0.18	200	0.36	73	180	0.40	445
19071952	460	0.15	230	0.31	70	205	0.34	600
19072252	500	0.15	250	0.30	76	225	0.34	670
19072552	575	0.14	-	-	76	250	0.30	825

BRAKE SIZE: BRE 400 **BRAKE TORQUE: 400 Nm (295 lb-ft) max.**

NORD Brake P/N	Half-Wave [V_{AC}]	Half-Wave [A_{AC}]	Full-Wave [V_{AC}]	Full-Wave [A_{AC}]	P_C [W]	V_C [V_{DC}]	I_C [A_{DC}]	R_C [Ω]
19092252	-	-	-	-	144	24	6.00	4.0
19092952	230	0.62	115	1.24	145	105	1.38	76
19093902	400	0.35	200	0.70	141	180	0.78	230
19093952	460	0.31	230	0.62	140	205	0.68	300
19093962	500	0.29	250	0.57	143	225	0.63	355
19093972	575	0.26	-	-	142	250	0.57	440

BRAKE SIZE: BRE 1200 **BRAKE TORQUE: 1200 Nm (885 lb-ft) max. ❷**

NORD Brake P/N	Half-Wave [V_{AC}]	Half-Wave [A_{AC}]	Full-Wave [V_{AC}]	Full-Wave [A_{AC}]	P_C [W]	V_C [V_{DC}]	I_C [A_{DC}]	R_C [Ω]
19099802	230	0.62	-	-	145	105	1.38	76
19099902	400	0.27	-	-	108	180	0.60	300
19099902	460	0.31	-	-	140	205	0.68	300

BRAKE SIZE: BRE 10 **BRAKE TORQUE: 10 Nm (7.4 lb-ft) max.**

NORD Brake P/N	Half-Wave [V_{AC}]	Half-Wave [A_{AC}]	Full-Wave [V_{AC}]	Full-Wave [A_{AC}]	P_C [W]	V_C [V_{DC}]	I_C [A_{DC}]	R_C [Ω]
19020222	-	-	-	-	28	24	1.17	20.6
19020922	230	0.14	115	0.28	33	105	0.32	332
19021902	400	0.07	200	0.15	29	180	0.16	1100
19021922	460	0.06	230	0.11	26	205	0.13	1620
19022222	500	0.06	250	0.12	30	225	0.13	1700
19022522	575	0.05	-	-	27	250	0.11	2323

BRAKE SIZE: BRE40 **BRAKE TORQUE: 40 Nm (30 lb-ft) max.**

NORD Brake P/N	Half-Wave [V_{AC}]	Half-Wave [A_{AC}]	Full-Wave [V_{AC}]	Full-Wave [A_{AC}]	P_C [W]	V_C [V_{DC}]	I_C [A_{DC}]	R_C [Ω]
19040232	-	-	-	-	41	24	1.69	14.2
19040932	230	0.21	115	0.42	49	105	0.46	226
19041902	400	0.11	200	0.22	45	180	0.25	723
19041922	460	0.11	230	0.22	50	205	0.24	840
19042232	500	0.09	250	0.18	44	225	0.20	1150
19042532	575	0.08	-	-	44	250	0.18	1425

BRAKE SIZE: BRE 100 **BRAKE TORQUE: 100 Nm (74 lb-ft) max.**

NORD Brake P/N	Half-Wave [V_{AC}]	Half-Wave [A_{AC}]	Full-Wave [V_{AC}]	Full-Wave [A_{AC}]	P_C [W]	V_C [V_{DC}]	I_C [A_{DC}]	R_C [Ω]
19060252	-	-	-	-	80	24	3.33	7.2
19060952	230	0.39	115	0.79	92	105	0.88	120
19061902	400	0.21	200	0.42	83	180	0.46	390
19061952	460	0.20	230	0.40	91	205	0.44	464
19062252	500	0.16	250	0.32	79	225	0.35	643
19062552	575	0.14	-	-	79	250	0.31	795

BRAKE SIZE: BRE 250 **BRAKE TORQUE: 250 Nm (185 lb-ft) max.**

NORD Brake P/N	Half-Wave [V_{AC}]	Half-Wave [A_{AC}]	Full-Wave [V_{AC}]	Full-Wave [A_{AC}]	P_C [W]	V_C [V_{DC}]	I_C [A_{DC}]	R_C [Ω]
19080252	-	-	-	-	99	24	4.14	5.8
19080952	230	0.51	115	1.03	120	105	1.14	92
19081902	400	0.27	200	0.54	108	180	0.60	300
19081952	460	0.24	230	0.49	111	205	0.54	380
19082252	500	0.20	250	0.40	100	225	0.44	507
19081962	575	0.17	-	-	95	250	0.38	655

BRAKE SIZE: BRE 800 **BRAKE TORQUE: 800 Nm (590 lb-ft) max. ❶**

NORD Brake P/N	Half-Wave [V_{AC}]	Half-Wave [A_{AC}]	Full-Wave [V_{AC}]	Full-Wave [A_{AC}]	P_C [W]	V_C [V_{DC}]	I_C [A_{DC}]	R_C [Ω]
19094252	-	-	-	-	144	24	6.00	4.0
19094952	230	0.62	-	-	145	105	1.38	76
19095902	400	0.27	-	-	108	180	0.60	300
19095902	460	0.31	-	-	140	205	0.68	300
19095962	500	0.29	-	-	143	225	0.63	355

IMPORTANT NOTE

The PMG500 rectifier is required when utilizing the larger 800 Nm (590 lb-ft) - and 1200 Nm (885 lb-ft) twin-rotor brakes. In order to prevent rapid wear, NORD recommends using the PMG500 rectifier to "overexcite" the brake during its release. The brake coil should be sized utilizing the PMG rectifier like a half-wave rectifier.

Half-Wave [V_{AC}] = AC supply voltage with half-wave rectifier

Half-Wave [A_{AC}] = AC supply current to half-wave rectifier

Full-Wave [V_{AC}] = DC supply voltage with full-wave rectifier

Full-Wave [A_{AC}] = AC supply current to full-wave rectifier

Pc [W] = Power to brake coil

Vc [V_{DC}] = DC brake coil voltage (range -30% to +10%)

Ic [A_{DC}] = DC current top brake coil

Rc [V] = Brake coil resistance (±5%)

❶ When used as a stopping brake, evaluation of brake work is essential.

❷ Designed as a holding brake or emergency stop brake only.

Brake coil data based upon ambient conditions of 20°C (68°F).

General Maintenance

Brake Air Gap

In order to obtain optimal brake performance and maximum brake life, it is necessary to periodically check and reset the brake air gap. As the brake rotor wears and decreases in thickness, the air gap will increase. If the air gap is too large, the brake coil may not have enough magnetic force to pull the metal armature disc across the gap and the brake will drag.

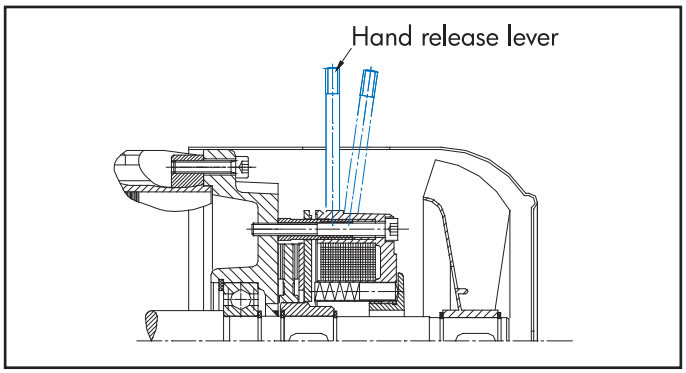
IMPORTANT NOTE

When a complete brake motor is supplied by NORD, the air gap is already set at the factory. If the brake is ordered as a part, the air gap must be set in the field. All brake air gap adjustments must be made with the brake assembled onto the motor and power off (brake engaged).

Hand Release Lever (HL)

It is common to supply the NORD brake with a hand release lever assembly. The hand release lever allows the brake to be manually released without requiring that the brake be energized with voltage. The lever has a spring return that allows the brake to be hand released and returned automatically to its set position. The handle of the hand release lever can be unscrewed for easy removal.

Figure 4

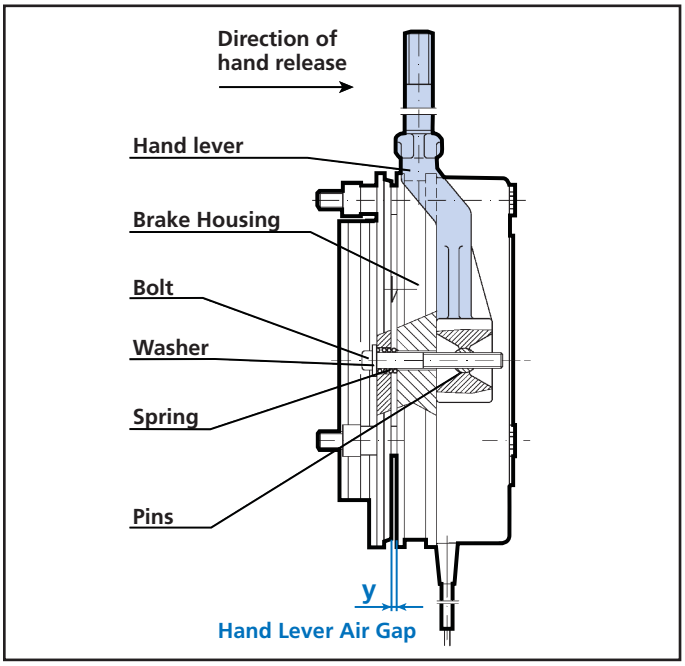


IMPORTANT NOTE

When a brake motor with hand-lever is supplied by NORD, both the hand lever air gap and brake air gap are set at the factory. When ordered as parts, proper hand-lever and air gap adjustments must be made in the field. Hand-lever adjustments must always be made prior to assembling the brake to the motor. All brake air gap adjustments must be made with the brake assembled to the motor and the power off (brake engaged).

Brake Hand-Lever Installation and Adjustment

Figure 5



1. Place the hand-lever over the brake housing (as shown) and align the pins.
2. Screw the bolts with washer and spring into the pins.
3. Using a feeler gage, adjust the hand-lever air gap per Table 5.

Table 5: Hand-Lever Air Gap Setting

Brake Size	Dimension "y" [mm]	Dimension "y" [in]
BRE 5	1	0.040
BRE 10	1	0.040
BRE 20	1	0.040
BRE 40	1	0.040
BRE 60	1	0.040

Brake Size	Dimension "y" [mm]	Dimension "y" [in]
BRE 100	1.2	0.047
BRE 150	1.2	0.047
BRE 250	1.2	0.047
BRE 400	1.5	0.059
BRE 800	1.5	0.059
BRE 1200	1.5	0.059

IMPORTANT NOTE

When setting the hand-lever gap or dimension "y" the magnetic brake coil housing and the anchor plate must be kept uniform all around.

WARNING

- To assure proper assembly and proper functioning of the brake, the hand-lever must be assembled to the brake, and the hand-lever air gap must be adjusted, before the brake is assembled to the motor.
- Once adjusted properly, the hand-lever air gap setting should not be altered, even when readjusting the air gap setting.

Setting the Brake Air Gap

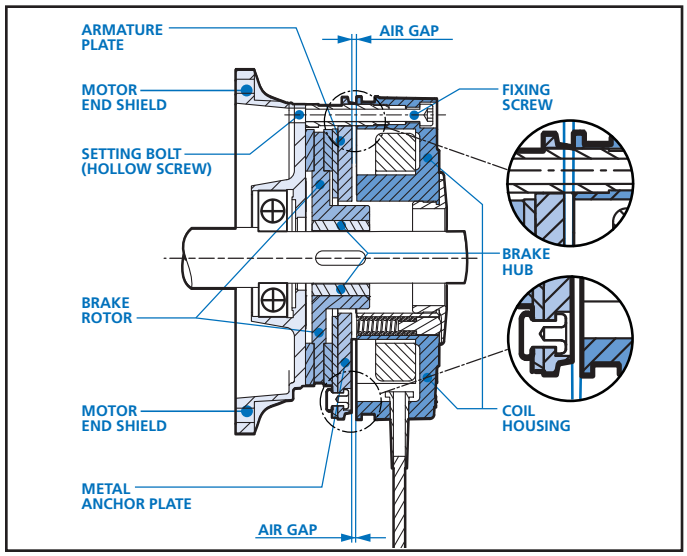
NORD spring-loaded brakes are virtually maintenance free. However, the air-gap of the brake rotor or brake disc must be periodically checked and adjusted. If necessary, the worn brake rotor must be replaced. Table 6 serves as guide to check and set the brake air gap as needed.

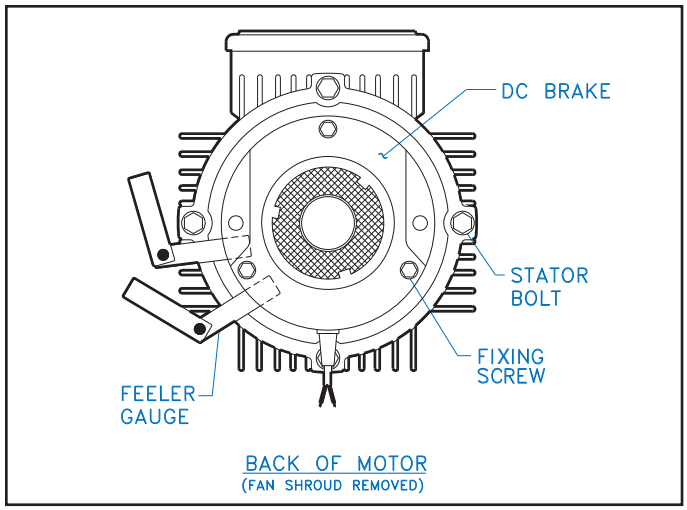
IMPORTANT NOTE

When a complete brake motor is supplied by NORD, the air gap is already set at the factory. If the brake is ordered as a part, the air gap must be set in the field. All brake air gap adjustments must be made with the brake assembled to the motor and the power off (brake engaged).

The brake air gap is checked by placing a feeler gage between metal anchor plate and the brake coil housing as shown in Figure 6. This procedure is identical even for the larger BRE800 and BRE1200 twin rotor brakes.

Figure 6 – Setting the Brake Air Gap





Procedure

1. Loosen the fixing screws that attach the brake to the motor's end-shield by approximately half a turn.
2. If required, the brake assembly may be loosened slightly from the motor's end shield by turning the threaded setting bolts (hollow screws) that surround the fixing screws, counter clockwise, into the brake coil housing.
3. Depending upon whether or not the air gap needs to be decreased or increased, turn the fixing screws accordingly until the desired nominal air gap (Table 6) is reached, as measured using the appropriate feeler gauge.
   - Turning the fixing screws clockwise allows the brake coil housing to be moved towards the anchor plate and reduces the air gap.
   - Turning the fixing screws counter-clockwise allows the brake coil housing to be moved away from the anchor plate and increases the air gap.
4. If the setting bolts (hollow screws) were adjusted as suggested in Step 2, re-secure the brake coil housing firmly against the motor's end shield by turning the setting bolts (hollow screws) clockwise, out of the brake coil housing.
5. Tighten the fixing screws to the appropriate torque.
6. Re-check and measure the air gap in multiple locations to check for appropriate spacing. Repeat the steps as needed until the desired air gap spacing is uniform and consistent all the way around the brake.

Table 6: Brake Air Gap Settings

Brake Size	Fixing Screw Tightening Torque		Nominal Air Gap Setting ❶		Maximum Air Gap ❷	
	[lb-ft]	[Nm]	[in]	[mm]	[in]	[mm]
BRE 5	2.2	3	0.008	0.2	0.024	0.6
BRE10	4.4	6	0.008	0.2	0.028	0.7
BRE20	7.4	10	0.012	0.3	0.031	0.8
BRE40	7.4	10	0.012	0.3	0.035	0.9
BRE60	18	25	0.012	0.3	0.039	1.0
BRE100	18	25	0.016	0.4	0.043	1.1
BRE150	18	25	0.016	0.4	0.043	1.1
BRE250	37	50	0.020	0.5	0.047	1.2
BRE400	37	50	0.020	0.5	0.047	1.2
BRE800	37	50	0.024	0.6	0.047	1.2
BRE1200	37	50	0.024	0.6	0.047	1.2

❶ **Tolerance: + 0.004 in [+ 0.1 mm]**

❷ **Brake air gap must be re-adjusted before the stated value.**

Brake Rotor (Brake Disc) Wear Assessment

Periodically the brake rotor or brake disc must also be checked for wear. If the brake rotors wear approaches the minimum allowed thickness, then the part should be replaced. Use Table 7 to determine whether or not the brake rotor requires replacement.

Table 7: Brake Rotor Thickness

Brake Size	Nominal Brake Rotor Thickness ❶		Minimum Brake Rotor Thickness ❷	
	[in]	[mm]	[in]	[mm]
BRE 5	0.295	7.5	0.177	4.5
BRE10	0.335	8.5	0.217	5.5
BRE20	0.406	10.3	0.295	7.5
BRE40	0.492	12.5	0.374	9.5
BRE60	0.571	14.5	0.453	11.5
BRE100	0.630	16	0.492	12.5
BRE150	0.709	18	0.571	14.5
BRE250	0.787	20	0.650	16.5
BRE400	0.787	20	0.650	16.5
BRE800	0.787	20	0.650	16.5
BRE1200	0.866	22	0.689	17.5

❶ As new condition.

❷ Worn condition - brake rotor replacement is required!

Brake Pad Replacement (reference to parts list on page 8)

When the brake pad is worn the pad should be replaced to maintain proper brake operation and ensure safety.

Required Tools

- Phillips head screw drivers (fan shroud removal)
- External snap ring pliers (fan and brake hub removal).
- Large flat head screw driver or small pry bar (fan removal)
- Metric T-handle wrenches and open-end wrenches.

Procedure

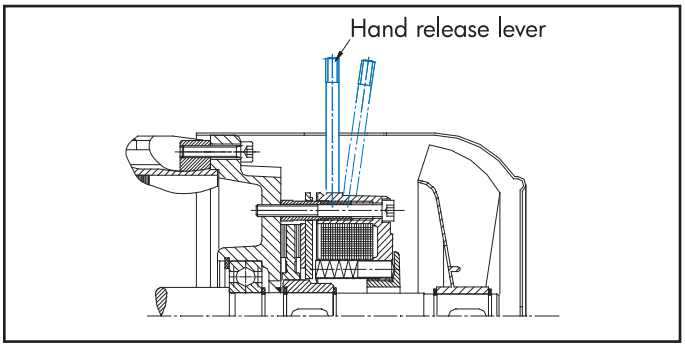
1. Remove the fixing screws (946) securing the fan cover (940) to the motor end-shield (932). If the brake has a hand release (937), the lever arm should be removed by unscrewing it.
2. Remove the fan cover (940) and note the position of the hand release slot if applicable.
3. Remove the snap ring holding the cooling fan (939) and carefully remove the cooling fan (939), key and second snap ring (997).
4. If the brake is equipped with a dust boot (992), remove it.
5. Remove the socket head cap screws holding the brake coil (936) to the motor end-shield (932).
6. Remove the brake coil (936), noting the hand release (937) and power cable locations.
7. Slide the brake rotor (993) off the brake hub (938) which is secured to the motor shaft.
8. Clean the brake, install the new brake rotor pad and reassemble the brake in reverse order of the steps outlined.

Optional Brake Accessories

NORD can supply a variety of brake options and accessories, of which some of the most common are noted below.

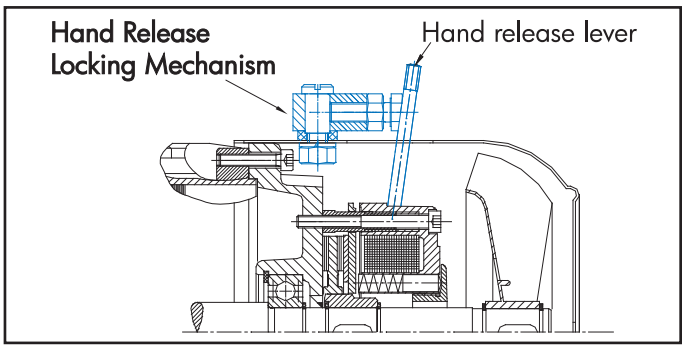
Hand Release Lever (HL)

The hand release lever allows the brake to be manually released without requiring that the brake be energized with voltage. The lever has a spring return that allows the brake to be hand released and returned automatically to its set position. The handle of the hand release lever can be unscrewed for easy removal.



Locking Hand Release Lever (FHL)

This option allows the brake to be manually released and locked off without requiring voltage to the brake. The lock mechanism prevents the spring from returning the brake to a closed state without manual action by the user. The hand release lever can be unscrewed for easy removal.



Corrosion Protected Brake (RG)

The brake is fitted with a stainless steel brake plate to provide additional corrosion protection in severe and wet environments.

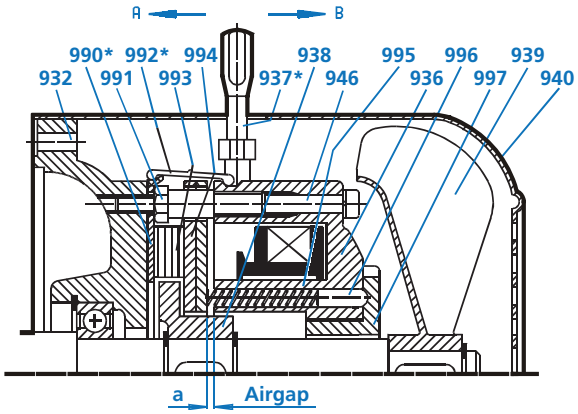
Dust & Corrosion Protected Brake (SR)

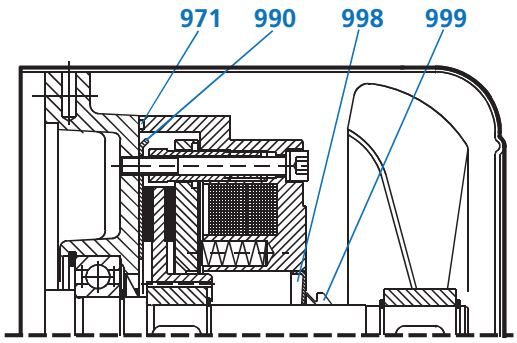
A rubber-sealing boot is installed on the brake to provide additional protection in dusty environments. This feature includes the stainless steel brake plate (RG).

IP66 Brake (IP66)

NORD can also provide an IP66 brake option designed for a bigger degree of protection against severe environments.

Parts List - Precima Brakes





Normal Design, Enclosure IP55 with following options:

RG – Stainless Steel Disc (Item 990)
SR – Dust Boot-includes Option RG (Item 992)
HL – Hand Release (Item 937)

Optional Brake with optional IP66 enclosure

932 Non-drive end shield
936 Brake coil
937 Manual brake lever – optional
938 Brake hub
939 Fan
940 Fan cover
946 Fixing screw
971 O-ring - optional
990 Friction plate - optional
991 Setting bolt
992 Dust protection ring
993 Brake rotor
994 Armature plate
995 Spring
996 Pressure plate adjustment**
997 Adjustable ring **
998 Bushing/seal - optional
999 V-ring - optional

*** Only for brakes that are 5 Nm to 40 Nm***

Table 8: Spare Parts

Brake Size	NORD Motor Frame	Brake Rotor [Item 993]	Brake Hub [Item 938]	Brake Hub Bore / (Style)	Hand Release (HL) [Item 937]	Stainless Disc (RG) [Item 990]	Dust Boot (SR) [Item 992]
BRE5	63/71/80	19120042	19100112	15 mm (hex)	19150042	19130042	19110042
BRE10	63/71	19120082	19100212	15 mm (hex)	19150082	19130082	19110082
BRE10	80/90	19120082	19100222	20 mm (hex)	19150082	19130082	19110082
BRE20	80/90/112	19120162	19100322	20 mm (hex)	19150162	19130162	19110162
BRE20	100	19120162	19100332	25 mm (hex)	19150162	19130162	19110162
BRE40	90/100	19120322	19100452	25 mm (spline)	19150322	19130322	19110402
BRE40	112	19120402	19100442	30 mm (hex)	19150322	19130322	19110402
BRE60	100	19120602	19100532	25 mm (spline)	19150602	19130602	19110602
BRE60	112	19120602	19100542	30 mm (spline)	19150602	19130602	19110602
BRE60	132	19120602	19100552	35 mm (spline)	19150602	19130602	19110602
BRE100	132/160	19120802	19100652	35 mm (spline)	19150802	19130802	19110802
BRE150	132	19121502	19100752	35 mm (spline)	19151502	19131502	19111502
BRE150	160/180	19121502	19100772	45 mm (spline)	19151502	19131502	19111502
BRE250	160/180	19122402	19100872	45 mm (spline)	19152402	19132500	19112502
BRE250	200	19122402	19100882	50 mm (spline)	19152402	19132500	19112502
BRE400	200/225	19124002	19100912	60 mm (spline)	19154003	10114020	19114002

IMPORTANT NOTES

- For brake coil part numbers, listed by brake size and coil voltage, please see page 4.
- The large BRE 800 and BRE 1200 twin rotor brakes are supplied to NORD pre-assembled and complete. For parts list details and spare parts information please contact NORD.

Brake Times & Electrical Selection

Brake timing performance is critical in selecting the optimal brake system. NORD brakes can provide exceptional performance in terms of the release (start) times and engagement (stop) times. Use the following guidelines in order to select the correct brake control components and connections.

1) Determine if the brake needs to be wired directly from the motor terminal block or powered by a separate power source.

- If you are using a frequency inverter, soft-start or a two speed motor you will need to supply the rectifier from a separate power source.

- If the motor is powered direct across-the-line the rectifier power can be supplied from the motor's terminal block.

2) What type of performance do I need?

- Is the standard brake performance OK?

- Is a higher performance required for fast brake release or very fast brake stopping?

Selection Suggestions

When Fast Stopping is Recommended

Any applications that require quick stops and positive action at stand-still

Recommended Applications

- conveyors and inclined conveyors
- hoists and lifts
- bulk material handling equipment (bucket elevators, idler conveyor's).

⚠ *CAUTION* ⚠

- **Hoisting (lifting/lowering) applications** - must have the brake wired for fast response.

When Fast-Release is Recommended (Overexcitation)

Fast Release is recommended in any application that is very high-cycling with frequent starts and stops. These applications require the brake to release very-quickly in order to avoid excessive heat build-up in the AC motor and brake coil.

Recommended Applications

- Index conveyors
- Diverters
- Storage and retrieval crane systems

Power Source	Brake Release (start)	Brake engagement (stop)	Braking Method *	Rectifier
Motor Terminal Block	Standard	Standard (AC switching)	10	GVE/GHE
	Standard	Fast (DC switching)	15	GVE/GHE
	Fast (Overexcitation)	Standard (AC switching)	30	PMG 500
	Fast (Overexcitation)	Fast (DC switching)	35	PMG 500
Separate Power Source	Standard	Standard (AC switching)	20	GVE/GHE
	Standard	Fast (DC switching)	25	GVE/GHE
	Fast (Overexcitation)	Standard (AC switching)	45	PMG 500
	Fast (Overexcitation)	Fast (DC switching)	50	PMG 500

*** Braking methods referenced in connection diagrams on pages 11-15.**

3) What is the AC brake supply voltage?

The table below determines the rectifier and DC brake voltage required, based on the AC supply voltage & braking method.

AC Brake Supply Voltage (VAC)	Braking Method	Rectifier Model Type	DC Brake Voltage (VDC)	Rectifier Part Number
115 (105-120)	20	GVE20L	105	19141000
	25	GVE20L	105	19141000
208 (200-208)	10	GVE20L	180	19141000
	15	GVE20L	180	19141000
	20	GVE20L	180	19141000
	25	GVE20L	180	19141000
230 (220-240)	10	GVE20L	205	19141000
	10	GHE40L	105	19141010
	15	GVE20L	205	19141000
	15	GHE40L	105	19141010
	20	GVE20L	205	19141000
	20	GHE40L	105	19141010
	25	GVE20L	205	19141000
	25	GHE40L	105	19141010
	30	PMG 500	105	19140200
	35	PMG 500	105	19140200
	45	PMG 500	105	19140200
	50	PMG 500	105	19140200
400 (380-415)	10	GHE40L	180	19141010
	15	GHE40L	180	19141010
	20	GHE40L	180	19141010
	25	GHE40L	180	19141010
	30	PMG 500	180	19140200
	35	PMG 500	180	19140200
	45	PMG 500	180	19140200
	50	PMG 500	180	19140200
460 (440-480)	10	GHE40L	205	19141010
	15	GHE40L	205	19141010
	20	GHE40L	205	19141010
	25	GHE40L	205	19141010
	30	PMG 500	205	19140200
	35	PMG 500	205	19140200
	45	PMG 500	205	19140200
	50	PMG 500	205	19140200
500	10	GHE50L	225	19141020
	15	GHE50L	225	19141020
	20	GHE50L	225	19141020
	25	GHE50L	225	19141020
575 (550-600)	10	GHE50L	250	19141020
	15	GHE50L	250	19141020
	20	GHE50L	250	19141020
	25	GHE50L	250	19141020

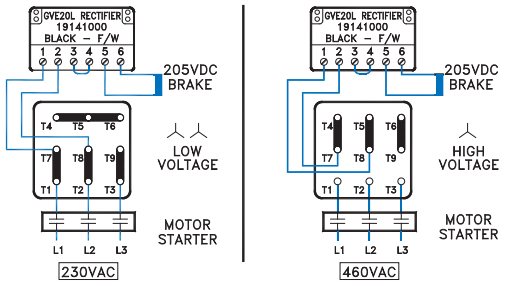
Specify Rectifier Model Type _____ And DC Brake Voltage _____

MOTOR BRAKES INSTALLATION & MAINTENANCE

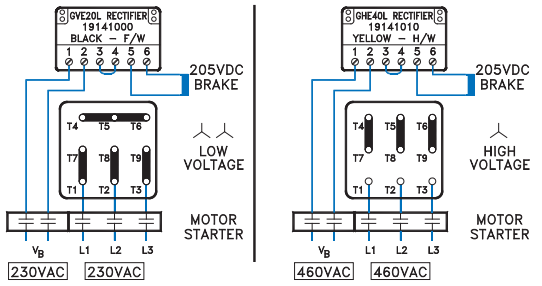
Typical Connection Diagrams

230/460V, 60Hz, 3ø

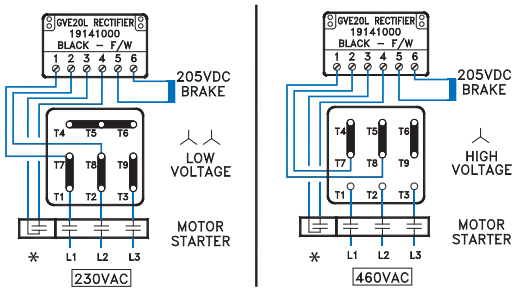
BR101 — 230/460V, 60Hz, 3ø
BRAKE WITH STANDARD FULL–WAVE RECTIFIER — 10



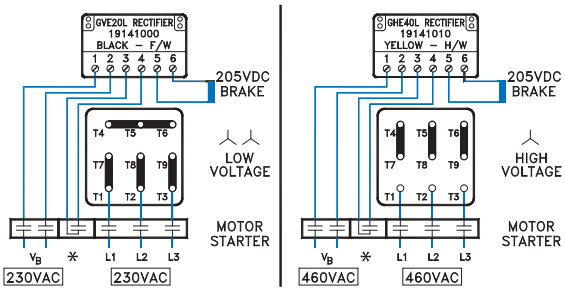
BR102 — 230/460V, 60Hz, 3ø
BRAKE WITH STANDARD FULL & HALF–WAVE RECTIFIER
WIRED TO SEPARATE POWER SOURCE — 20



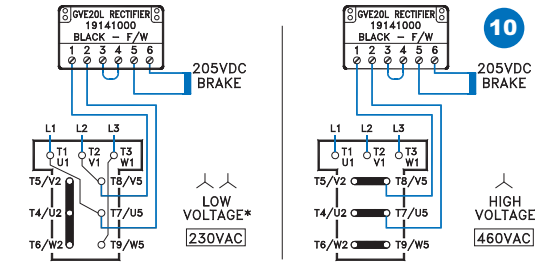
BR103 — 230/460V, 60Hz, 3ø
BRAKE WITH STANDARD FULL–WAVE RECTIFIER
WIRED FOR DC SWITCHING — 15



BR104 — 230/460V, 60Hz, 3ø
BRAKE WITH STANDARD FULL & HALF–WAVE RECTIFIER
SEPARATE POWER SOURCE & DC SWITCHING — 25

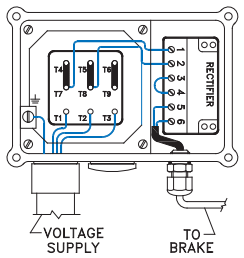


BR201 — **FOR MOTOR FRAMES 160 & LARGER, A 9 POST "T" STYLE TERMINAL BLOCK WILL BE USED. THE T–BLOCK NUMBERING WILL BE THE SAME AS THE "SQUARE" STYLE SHOWN IN BR101 THRU BR104.



*JUMPER WIRES WILL BE USED BETWEEN THE TERMINALS AS SHOWN.

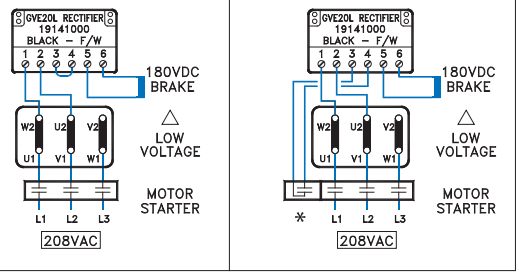
TYPICAL VIEW OF TERMINAL BOX WITH WIRING
("SQUARE" 9 POST TERMINAL)



208/360V, 60Hz, 3ø

BR301 — 208/360V, 60Hz, 3ø
BRAKE WITH STANDARD FULL–WAVE RECTIFIER — 10

BR302 — 208/360V, 60Hz, 3ø
BRAKE WITH STANDARD FULL–WAVE RECTIFIER
WIRED FOR DC SWITCHING — 15



✱ **The normally open contact/s (NO) is not supplied by NORD. It must close at the same time power is supplied to the brake. The contact must be capable of switching inductive loads and/or be rated IEC AC3.**

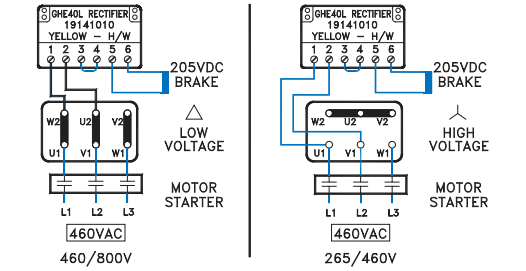
= Braking Method

MOTOR BRAKES INSTALLATION & MAINTENANCE

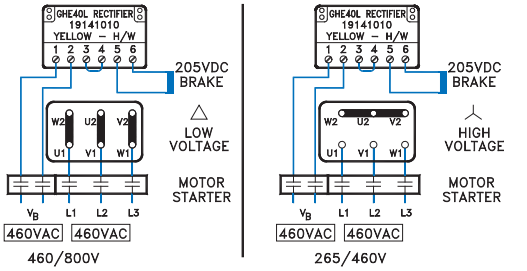
Typical Connection Diagrams

265/460V & 460/800V, 60Hz, 3ø

BR401 — 265/460V & 460/800V, 60Hz, 3ø BRAKE WITH STANDARD HALF-WAVE RECTIFIER — 10

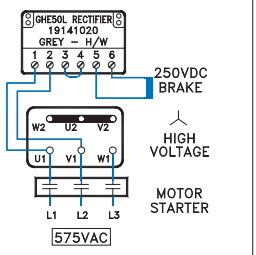


BR402 — 265/460V & 460/800V, 60Hz, 3ø BRAKE WITH STANDARD HALF-WAVE RECTIFIER WIRED TO SEPARATE POWER SOURCE — 20

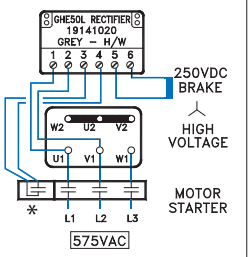


332/575VAC, 60Hz

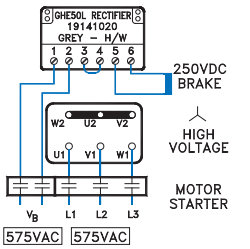
BR501 — 332/575V 60Hz 3ø BRAKE WITH STANDARD HALF-WAVE RECTIFIER — 10



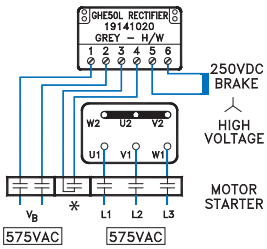
BR502 — 332/575V 60Hz 3ø BRAKE WITH STANDARD HALF-WAVE RECTIFIER WIRED FOR DC SWITCHING — 15



BR503 — 332/575V 60Hz 3ø BRAKE WITH STANDARD HALF-WAVE RECTIFIER WIRED TO SEPARATE POWER SOURCE — 20

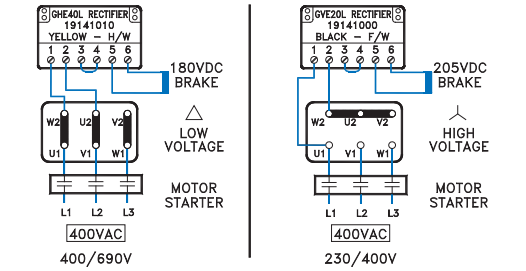


BR504 — 332/575V 60Hz 3ø BRAKE WITH STANDARD HALF-WAVE RECTIFIER WIRED TO SEPARATE POWER SOURCE & DC SWITCHING — 25

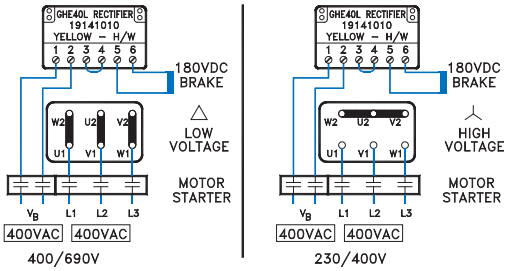


230/400V & 400/690V, 50Hz, 3ø

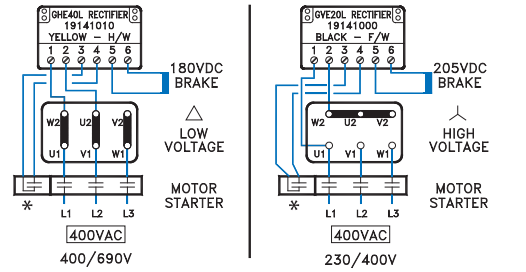
BR601 — 230/400V & 400/690V 50Hz 3ø BRAKE WITH STANDARD FULL & HALF-WAVE RECTIFIER — 10



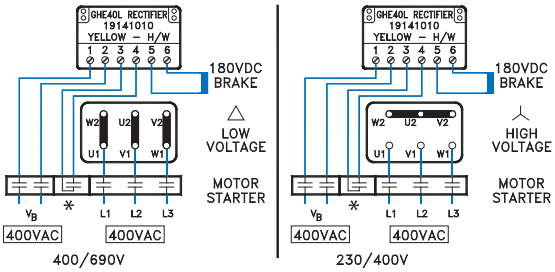
BR602 — 230/400V & 400/690V 50Hz 3ø BRAKE WITH STANDARD HALF-WAVE RECTIFIER WIRED TO SEPARATE POWER SOURCE — 20



BR603 — 230/400V & 400/690V 50Hz 3ø BRAKE WITH STANDARD FULL & HALF-WAVE RECTIFIER WIRED FOR DC SWITCHING — 15



BR604 — 230/400V & 400/690V 50Hz 3ø BRAKE WITH STANDARD HALF-WAVE RECTIFIER WIRED TO SEPARATE POWER SOURCE & DC SWITCHING — 25



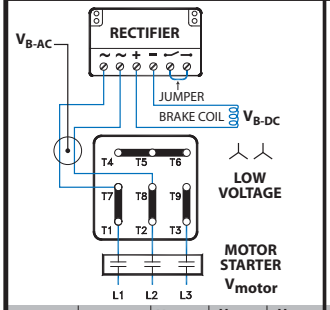
✱ **The normally open contact/s (NO) is not supplied by NORD. It must close at the same time power is supplied to the brake. The contact must be capable of switching inductive loads and/or be rated IEC AC3.**

= Braking Method

MOTOR BRAKES INSTALLATION & MAINTENANCE

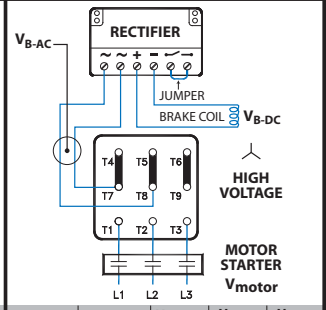
Typical Connection Diagrams

PMG101A — POWERED FROM MOTOR TERMINAL BLOCK — FAST-RELEASE (OVER EXCITATION) — NORMAL STOPPING (AC-SWITCHING) — 30



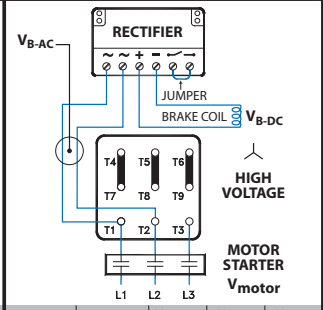
MOTOR	RECTIFIER	V_{motor}	$V_{B\text{-}AC}$	$V_{B\text{-}DC}$
230YY/460Y	PMG500	230 VAC	230 VAC	105 VDC

PMG101B — POWERED FROM MOTOR TERMINAL BLOCK — FAST-RELEASE (OVER EXCITATION) — NORMAL STOPPING (AC-SWITCHING) — 30



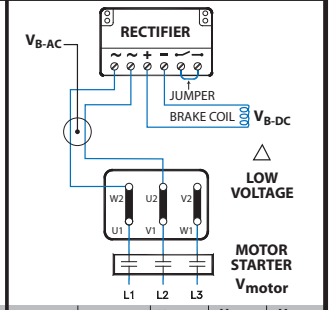
MOTOR	RECTIFIER	V_{motor}	$V_{B\text{-}AC}$	$V_{B\text{-}DC}$
230YY/460Y	PMG500	460 VAC	230 VAC	105 VDC

PMG101C — POWERED FROM MOTOR TERMINAL BLOCK — FAST-RELEASE (OVER EXCITATION) — NORMAL STOPPING (AC-SWITCHING) — 30



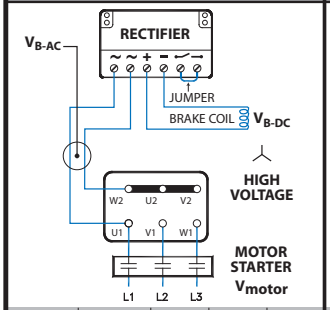
MOTOR	RECTIFIER	V_{motor}	$V_{B\text{-}AC}$	$V_{B\text{-}DC}$
230YY/460Y	PMG500	460 VAC	460 VAC	205 VDC

PMG101D — POWERED FROM MOTOR TERMINAL BLOCK — FAST-RELEASE (OVER EXCITATION) — NORMAL STOPPING (AC-SWITCHING) — 30



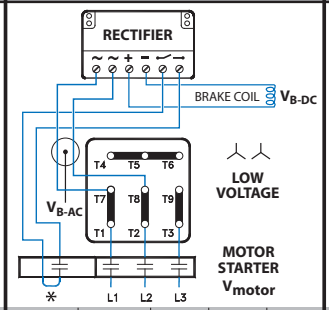
MOTOR	RECTIFIER	V_{motor}	$V_{B\text{-}AC}$	$V_{B\text{-}DC}$
208Δ/360Y	PMG500	208 VAC	208 VAC	105 VDC
230Δ/400Y	PMG500	230 VAC	230 VAC	105 VDC
400Δ/690Y	PMG500	400 VAC	400 VAC	180 VDC
460Δ/Y	PMG500	460 VAC	460 VAC	205 VDC

PMG101E — POWERED FROM MOTOR TERMINAL BLOCK — FAST-RELEASE (OVER EXCITATION) — NORMAL STOPPING (AC-SWITCHING) — 30



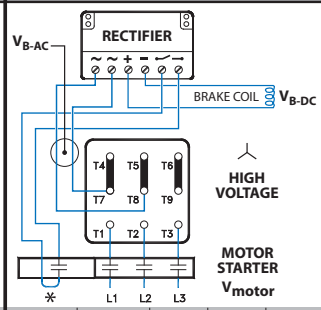
MOTOR	RECTIFIER	V_{motor}	$V_{B\text{-}AC}$	$V_{B\text{-}DC}$
230Δ/400Y	PMG500	400 VAC	230 VAC	105 VDC

PMG102A — POWERED FROM MOTOR TERMINAL BLOCK — FAST-RELEASE (OVER EXCITATION) — FAST STOPPING (DC-SWITCHING) — 35



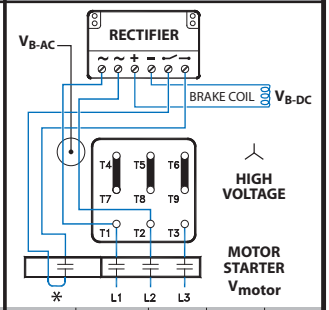
MOTOR	RECTIFIER	V_{motor}	$V_{B\text{-}AC}$	$V_{B\text{-}DC}$
230YY/460Y	PMG500	230 VAC	230 VAC	105 VDC

PMG102B — POWERED FROM MOTOR TERMINAL BLOCK — FAST-RELEASE (OVER EXCITATION) — FAST STOPPING (DC-SWITCHING) — 35



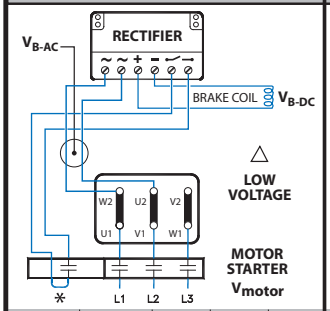
MOTOR	RECTIFIER	V_{motor}	$V_{B\text{-}AC}$	$V_{B\text{-}DC}$
230YY/460Y	PMG500	460 VAC	230 VAC	105 VDC

PMG102C — POWERED FROM MOTOR TERMINAL BLOCK — FAST-RELEASE (OVER EXCITATION) — FAST STOPPING (DC-SWITCHING) — 35



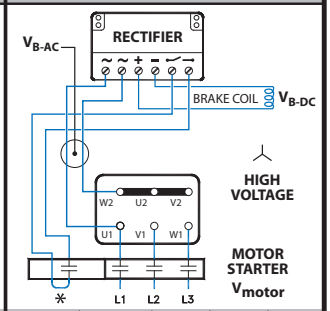
MOTOR	RECTIFIER	V_{motor}	$V_{B\text{-}AC}$	$V_{B\text{-}DC}$
230YY/460Y	PMG500	460 VAC	460 VAC	205 VDC

PMG102D — POWERED FROM MOTOR TERMINAL BLOCK — FAST-RELEASE (OVER EXCITATION) — FAST STOPPING (DC-SWITCHING) — 35



MOTOR	RECTIFIER	V_{motor}	$V_{B\text{-}AC}$	$V_{B\text{-}DC}$
208Δ/360Y	PMG500	208 VAC	208 VAC	105 VDC
230Δ/400Y	PMG500	230 VAC	230 VAC	105 VDC
400Δ/690Y	PMG500	400 VAC	400 VAC	180 VDC
460Δ/Y	PMG500	460 VAC	460 VAC	205 VDC

PMG102E — POWERED FROM MOTOR TERMINAL BLOCK — FAST-RELEASE (OVER EXCITATION) — FAST STOPPING (DC-SWITCHING) — 35



MOTOR	RECTIFIER	V_{motor}	$V_{B\text{-}AC}$	$V_{B\text{-}DC}$
230Δ/400Y	PMG500	400 VAC	230 VAC	105 VDC

✻ The normally open contact/s (NO) is not supplied by NORD. It must close at the same time power is supplied to the brake. The contact must be capable of switching inductive loads and/or be rated IEC AC3.

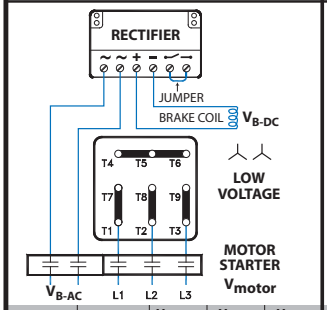
= Braking Method

MOTOR BRAKES INSTALLATION & MAINTENANCE

Typical Connection Diagrams

PMG104A

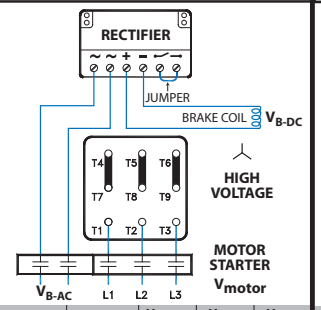
45 SEPERATE POWER SOURCE
FAST-RELEASE (OVER EXCITATION)
NORMAL STOPPING (AC-SWITCHING)



MOTOR	RECTIFIER	V_{motor}	V_{B-AC}	V_{B-DC}
230YY/460Y	PMG500	230 VAC	230 VAC	105 VDC

PMG104B

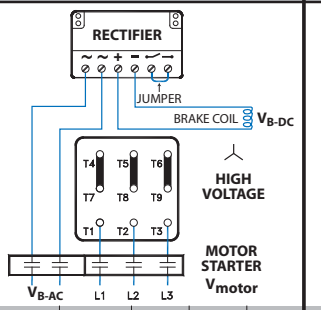
45 SEPERATE POWER SOURCE
FAST-RELEASE (OVER EXCITATION)
NORMAL STOPPING (AC-SWITCHING)



MOTOR	RECTIFIER	V_{motor}	V_{B-AC}	V_{B-DC}
230YY/460Y	PMG500	460 VAC	230 VAC	105 VDC

PMG104C

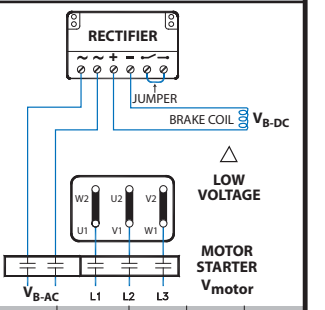
45 SEPERATE POWER SOURCE
FAST-RELEASE (OVER EXCITATION)
NORMAL STOPPING (AC-SWITCHING)



MOTOR	RECTIFIER	V_{motor}	V_{B-AC}	V_{B-DC}
230YY/460Y	PMG500	460 VAC	460 VAC	205 VDC

PMG104D

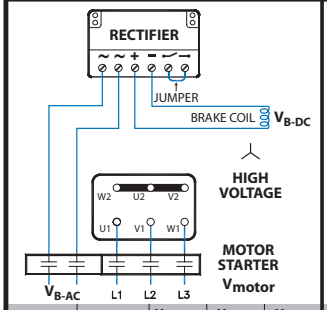
45 SEPERATE POWER SOURCE
FAST-RELEASE (OVER EXCITATION)
NORMAL STOPPING (AC-SWITCHING)



MOTOR	RECTIFIER	V_{motor}	V_{B-AC}	V_{B-DC}
208Δ/360Y	PMG500	208 VAC	208 VAC	105 VDC
230Δ/400Y	PMG500	230 VAC	230 VAC	105 VDC
400Δ/690Y	PMG500	400 VAC	400 VAC	180 VDC
460Δ/Y	PMG500	460 VAC	460 VAC	205 VDC

PMG104E

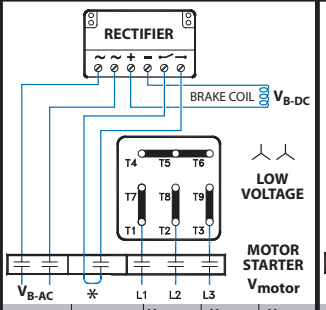
45 SEPERATE POWER SOURCE
FAST-RELEASE (OVER EXCITATION)
NORMAL STOPPING (AC-SWITCHING)



MOTOR	RECTIFIER	V_{motor}	V_{B-AC}	V_{B-DC}
230Δ/400Y	PMG500	400 VAC	230 VAC	105 VDC

PMG105A

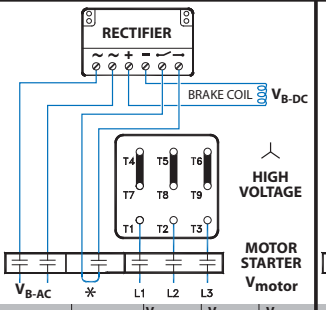
50 SEPERATE POWER SOURCE
FAST-RELEASE (OVER EXCITATION)
FAST STOPPING (DC-SWITCHING)



MOTOR	RECTIFIER	V_{motor}	V_{B-AC}	V_{B-DC}
230YY/460Y	PMG500	230 VAC	230 VAC	105 VDC

PMG105B

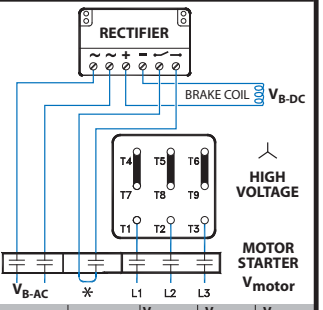
50 SEPERATE POWER SOURCE
FAST-RELEASE (OVER EXCITATION)
FAST STOPPING (DC-SWITCHING)



MOTOR	RECTIFIER	V_{motor}	V_{B-AC}	V_{B-DC}
230YY/460Y	PMG500	460 VAC	230 VAC	105 VDC

PMG105C

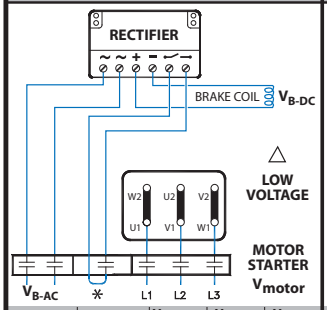
50 SEPERATE POWER SOURCE
FAST-RELEASE (OVER EXCITATION)
FAST STOPPING (DC-SWITCHING)



MOTOR	RECTIFIER	V_{motor}	V_{B-AC}	V_{B-DC}
230YY/460Y	PMG500	460 VAC	460 VAC	205 VDC

PMG105D

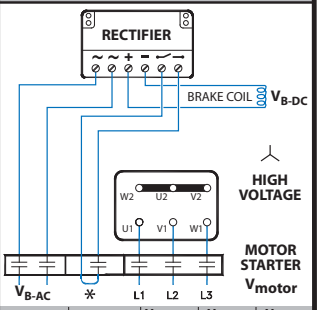
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FAST-RELEASE (OVER EXCITATION)
FAST STOPPING (DC-SWITCHING)



MOTOR	RECTIFIER	V_{motor}	V_{B-AC}	V_{B-DC}
208Δ/360Y	PMG500	208 VAC	208 VAC	105 VDC
230Δ/400Y	PMG500	230 VAC	230 VAC	105 VDC
400Δ/690Y	PMG500	400 VAC	400 VAC	180 VDC
460Δ/Y	PMG500	460 VAC	460 VAC	205 VDC

PMG105E

50 SEPERATE POWER SOURCE
FAST-RELEASE (OVER EXCITATION)
FAST STOPPING (DC-SWITCHING)

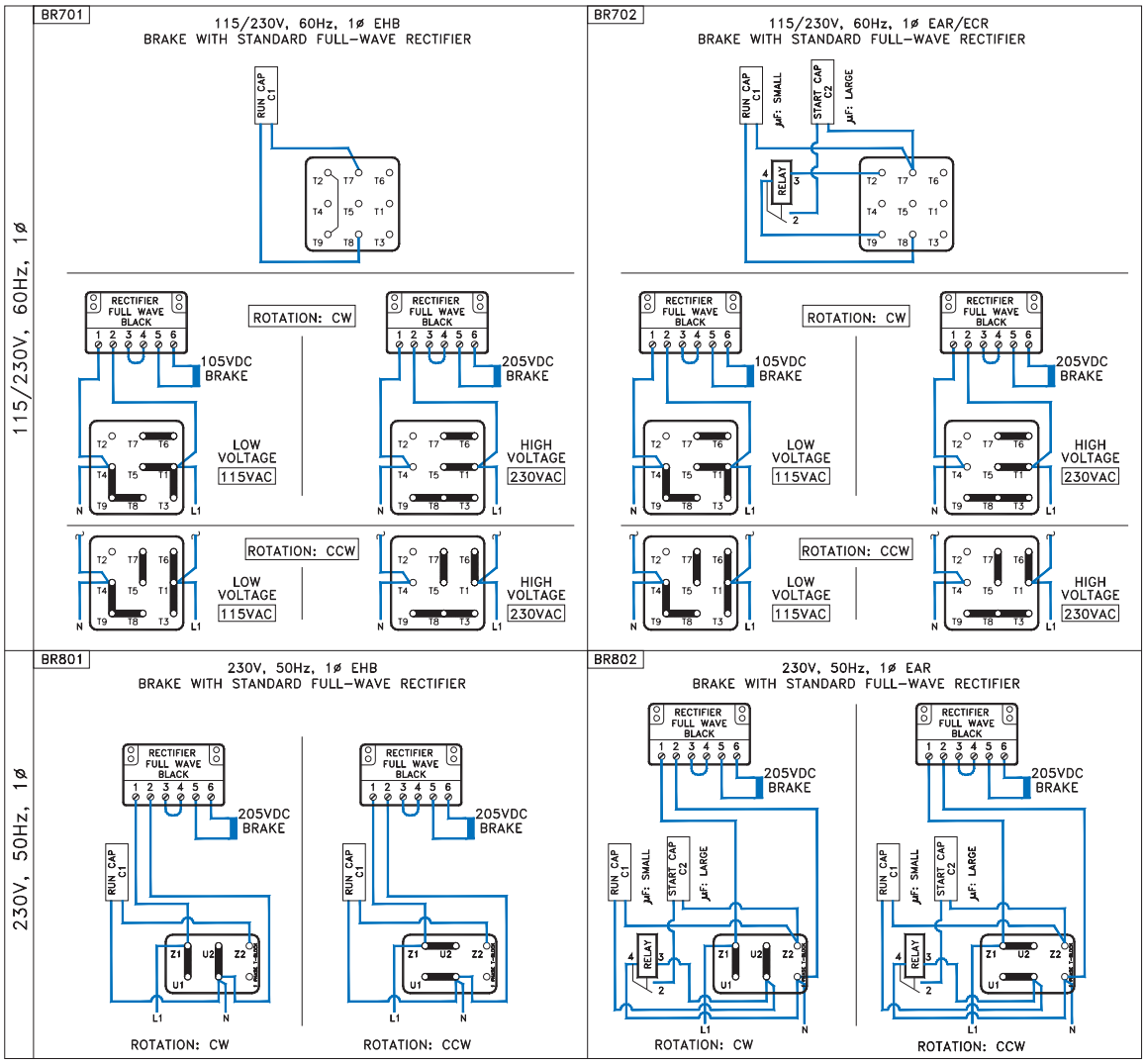


MOTOR	RECTIFIER	V_{motor}	V_{B-AC}	V_{B-DC}
230Δ/400Y	PMG500	400 VAC	230 VAC	105 VDC

✱ The normally open contact/s (NO) is not supplied by NORD. It must close at the same time power is supplied to the brake. The contact must be capable of switching inductive loads and/or be rated IEC AC3.

= Braking Method

Typical Connection Diagrams - Single Phase Motors



Troubleshooting Information

Troubleshooting	Cause	Remedy
Brake doesn't release	Air gap too large	Check air gap and adjust
	Brake not recieving electrical power	Check electrical connection
	Failed rectifier	Replace rectifier
	Brake is getting too warm	Use fast response (FR) rectifier
	Voltage to brake coil too small	Check connection voltageof brake coil
	Rectifier supply voltage from inverter	Rectifier voltage must be from seperate source. (Inverter output voltage varies)
Brake release is delayed	Air gap too large	Check air gap and adjust
	Voltage to brake coil too small	Check connection voltage of brake coil
Brake does not engage	Voltage to coil too large	Check connection voltages of brake windings
	Hand release is adjusted incorrectly	Adjust to correct air gap
	Anchor plate mechanically blocked	Remove mechanical blockage
Brake engagement is delayed	Voltage to coil too large	Check connection voltage of brake windings
	Brake is switched to AC side	Use DC switching