
INSTALLATION AND MAINTENANCE

Installation of RNB-Z Brakes

Installation Procedure

1. The complete unit consists of two major subassemblies: the brake body, which includes the armature, and the friction disk/hub assembly.
2. The mounting surface of the brake field should be perpendicular to the shaft within 0.002” TIR. The pilot and bolt circle should be concentric to the shaft within 0.006” TIR.
3. Connect the lead wires to the power source and energize the field to release the friction disk. Slide the brake onto the shaft and install the key. Insert the customer-supplied mounting bolts through the brake and mount the brake to the wall of the machine or support bracket.
4. While the brake is still energized, move the hub axially by hand until the friction disk contacts the armature or the cover plate, then move the hub in the other direction until the disk contacts the other friction surface. Position the hub approximately halfway between these two contact points and tighten the set screws to lock the hub in place. Make sure the disk is free-floating and not pushed against either friction surface. For heavy-vibration applications, set screws may not be enough to secure the hub, and additional locking devices may be necessary. In some conditions, drilling and pinning the hub may be required.
5. Cycle the brake under normal loading conditions. If any noise from contact is noticed, make sure the friction disk is not hitting the armature or cover plate and verify proper mounting.

Manual Release

For RNB-Z 0.8~1.6, the brake cover plate contains three tapped holes. These brakes can be manually released by inserting the appropriate metric screws specified on the RNB-Z data sheet. Once the screw touches the armature, the brake will release with approximately another 90° turn.

Maintenance

These brakes are designed for holding applications only and are not meant for dynamic braking applications. It has no adjustment for wear, and it does not require any maintenance.

What you need in a clutch™

Contamination

These units are to be used in dry environments only. Contaminants such as oil and grease should not be permitted to contact the friction surface at any time. If the friction material becomes contaminated, the brake will probably need to be replaced. Do not attempt to disassemble the unit. The spring is under high compression and can cause harm if it is released.

