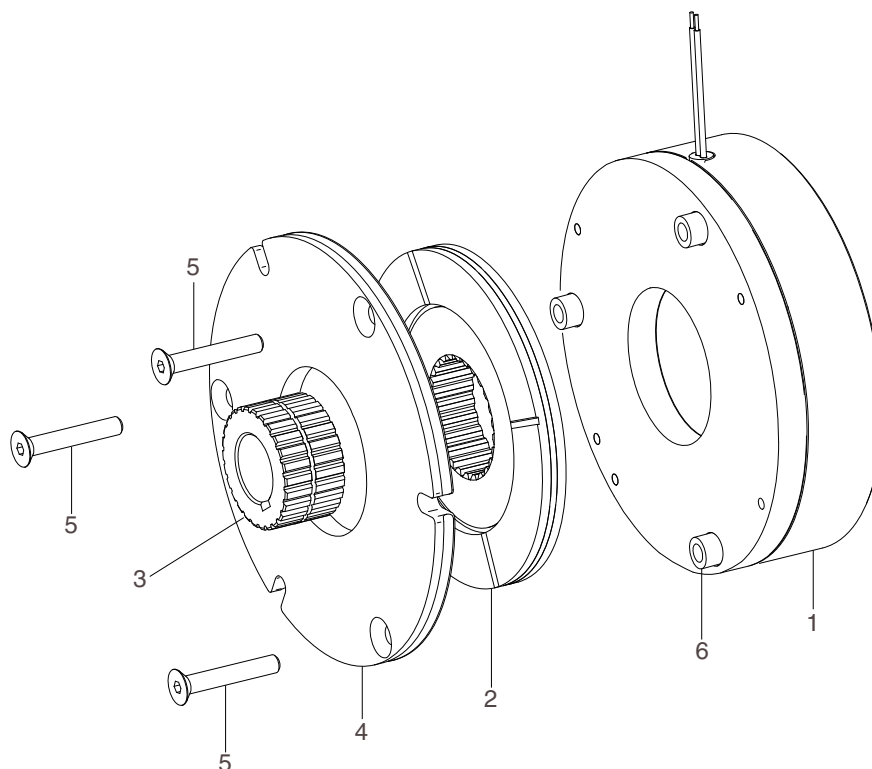


SECTION 4 BRAKE SYSTEM

Group 1 Structure and function	4-1
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GROUP 1 STRUCTURE AND FUNCTION

1. STRUCTURE



10BOP7EB01

- | | |
|-----------------|--------------------|
| 1 Inductor | 4 Flange |
| 2 Friction disc | 5 Screw |
| 3 Hub | 6 Adjusting spacer |

2. SPECIFICATION

Description	Unit	Specification
Nominal torque (Standard version)	N·m	70
Max. rotation speed	rpm	5000
Nominal airgap	mm	0.25
Tightening torque of screws	N·m	9.1 (M6 on $\varnothing 132, 166.5, 168$ mm)
		22 (M8 on $\varnothing 145$ mm)
Weight	kg	4.4

3. PRECAUTIONS AND RESTRICTIONS ON USE

1) RESTRICTIONS ON USE

- (1) The equipment is designed for dry running. Friction faces must be kept completely clean of any oil, grease or abrasive dust.
- (2) Exceeding the maximum rotation speeds stated in the specification invalidates the warranty.
- (3) The equipment can be fitted either horizontally.
- (4) This equipment is designed for a maximum ambient temperature of 40°C (magnet insulation 155°C).

2) PRECAUTIONS AND SAFETY MEASURES

- ⚠ During maintenance, ensure that the mechanism to be braked by the equipment is at rest and that there is no risk of accident start-up. All interventions have to be made by qualified personnel owning this manual.
- ⚠ Any modification made to the brake without the express authorization of representative of Hyundai, in the same way than any use out of the contractual specifications accepted by Hyundai, will result in the warranty being invalidated and Hyundai will no longer be liable in any way with regard to conformity.

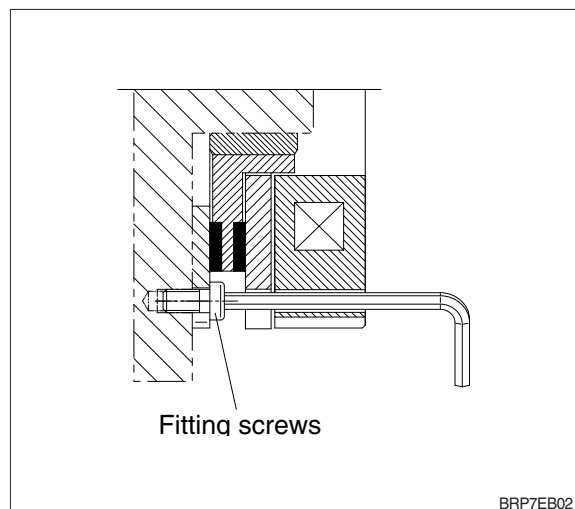
4. REASSEMBLY AND INSTALLATION

PK brakes are delivered completely assembled, the airgap is adjusted in our workshop.

- 1) Put the key into the shaft then slide the hub (#3) onto the shaft and secure it axially by suitable means.
- 2) Slide the brake onto the hub (#3), taking care not to damage the splines of the disc (#2). Make sure that the disk locates properly on the splines of the hub.
- 3) Secure the brake in position using suitable screws, (see fig. EB02 and Spec). Secure the fitting screws using a loctite 270 type thermoplastic liquid.
- 4) Switch the equipment on and confirm that the friction disc rotates freely.

⚠ Do not grease the guiding splines (friction disc / hub). It will change the brake's performances.

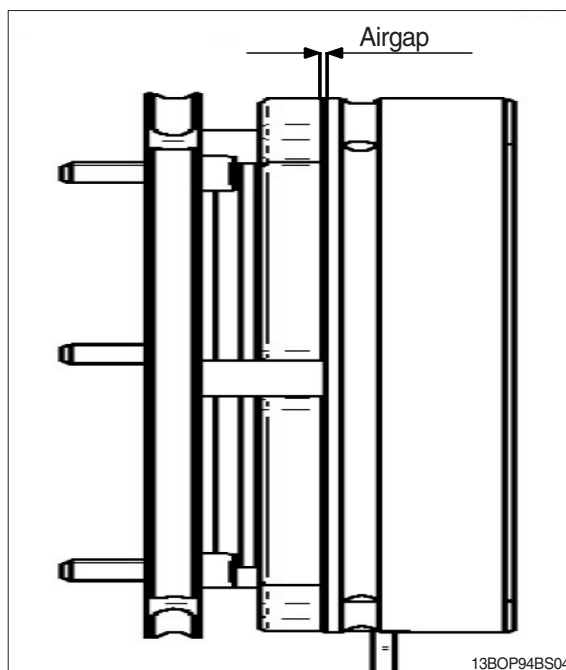
⚠ Respect obligatory the direction of the hub when mounting (see the brake drawing).



5. MAINTENANCE

▲ When the maximum airgap is reached (value depending on the end application), the brake must be replaced.

- 1) The unit must not be disassembled by the customer.
- 2) With the wear of the disc, the brake airgap (see Fig. BS04) will increase. The airgap value must be checked regularly using feeler gauges.



6. ELECTRICAL CONNECTION

- 1) The connecting wires should be of sufficient diameter to prevent voltage drops between the source and equipment supplied.

I (A) / L (m)	0 to 10 m	From 10 to 20 m
0 to 3 (A)	1.5 mm ²	1.5 mm ²
3 to 6 (A)	1.5 mm ²	2.5 mm ²

Tolerance for the supply voltage to the brake terminals +5% / -10% (NF C 79-300).

▲ All works on the electrical connections have to be made with power off.

▲ Ensure compliance with the nominal supply voltage (inadequate supply causes a reduction in the starting distance).

7. TROUBLESHOOTING AND FAULT ELIMINATION

FAULT	CAUSE	REMEDY
Brake does not release.	· Power supply is too low.	· Adjust power supply.
	· Power supply is interrupted.	· Reconnect power supply.
	· Worn disc	· Replace the brake.
	· Coil is damaged.	· Replace the brake.
Brake does not brake.	· Voltage present at switch off position.	· Check the power supply.
	· Grease on friction faces.	· Replace the brake.
Nuisance braking.	· Power supply is too low.	· Adjust power supply.