

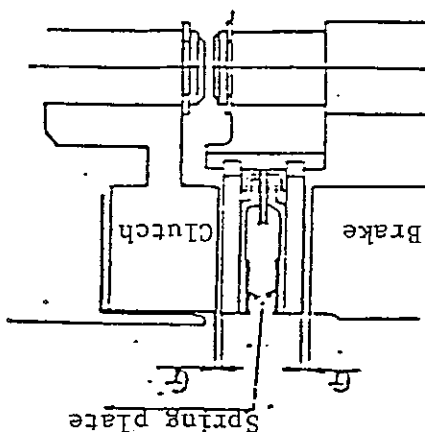
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SHINKO ELECTRIC CO., LTD.

7. Checkup
- Give a check to the following before operation when the above mounting has finished.
- (1) Are all the fitting screws well tightened?
- (2) Is the voltage being supplied to the fields proper? (DC24V)
If the voltage is too low, slipping may happen. If too high, the coil may be burnt.
- (3) Does the control circuit operate well? No wrong wiring?
(4) Is the armature side absorbed when power is applied to the field?
- (3) Mount the housing with a field, use a snap ring washer to well tighten the fitting bolt so that it may not become loosened because of vibration of the machine, etc.
Put the rotor in the shaft and secure with a snap ring.
For assembling the output shaft housing assembly, the procedure is the same as in the input shaft. Put two ball bearings and the output shaft in the housing.
Mount the housing magnet, then, put the armature & hub assembly in the output shaft, and secure with a snap ring.
Don't assemble, then, the armature assembly and the spline hub in a separate way, since the armature assembly may not enter the spline hub.
- (5) Finally, tighten each housing assembly to the bracket.
It is recommended to tighten with a tightening torque of 98Kkgcm.
(6) There shall be provided a gap of about 0.4mm between the rotor and magnet and the armature friction surfaces.
- (3) Mount the housing with a field, use a snap ring washer to well tighten the fitting bolt so that it may not become loosened because of vibration of the machine, etc.
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- (6) Does the armature side rotate without trouble?
- Isn't the armature so with the magnet?
- (5) Isn't the armature in contact with the rotor?

Fig. 5



The above also applies.

(b) Brake side

the armature outer circumference. The spring may be deformed. Press evenly provided a gap as specified. Don't press the spring erasing of magnetism. There will be automatically excited to bring both close to each other for the Press the armature to the rotor side with the clutch

(a) On the clutch side

the following.

of more than 0.8mm. Correct the gap in accordance with

(2) The unit may not operate well if there is a gap (g)

between the armature and the magnet 0.8mm or more?

(1) Isn't the gap between the armature and the rotor or

If not, give a check to the items below. See Fig. 5.

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9. Maintenance

Once fitted properly, EPR400 needs no adjustment until the end of its service life. If it does not operate in a proper way, or operating time is not observed, give a check to the following for adjusting purposes.

(1) With time, the armature, rotor and magnet friction surfaces will cause such grooves as shown in fig. 5 because of wear. You may associate this with the end of service life of the clutch/brake because of wear, but this is utterly normal, and it gives the clutch/brake no harm.

Don't machine the armature, rotor or magnet to remove such grooves or abrasions.

8. Sliding

A new clutch / brake may not give, at first, a rated torque. If there is observed a slip in a trial operation, slide well, repeating attaching & detaching operation. Take care of overheating, and thus the rated torque will be given. Take care that the outer circumference amounts to 120°C in temperature in the course of friction.

(7) Isn't any grease observed on the armature, rotor or magnet friction surface?

If the above checkup has found nothing wrong, give the unit a trial operation. Make sure that the outer circumferential temperature is below 120°C in the armature, rotor and magnet in the course of operation.