

## 5. REASSEMBLY

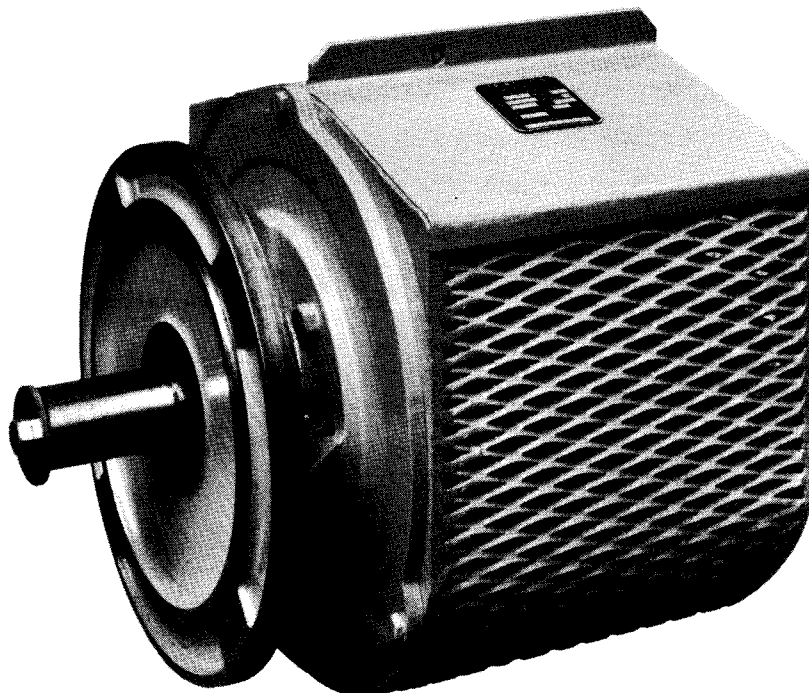
Proceed with these same operations in reverse.

- Replace stop-plates (11) and (18) if damaged during dismantling.
- If the sealing-ring on the coupling side (9) is defective, it should be replaced at the last operation.

## 6. MAINTENANCE

The machine is fitted with sealed-for-life greased bearings.

The parts which are in the ventilation-circuit are corrosion-protected.



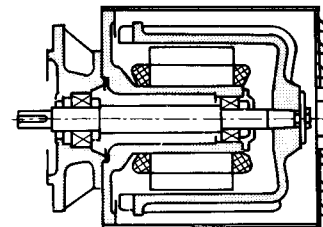
# EDDY-CURRENT BRAKES

## START-UP AND MAINTENANCE INSTRUCTIONS

### 1. DESCRIPTION

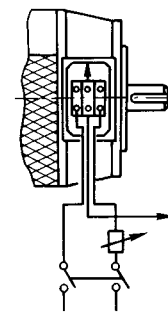
The Eddy-Current Brake is composed mainly of:

- a salient-pole inductor to which is fixed a coupling-plate
- a ball-bearing mounted through-shaft, held in place on all sides by elastic washers
- an external rotor clamped to the shaft
- a toothed drive for a tachometer generator
- a protective shield, enabling a tachometer generator to be centred.

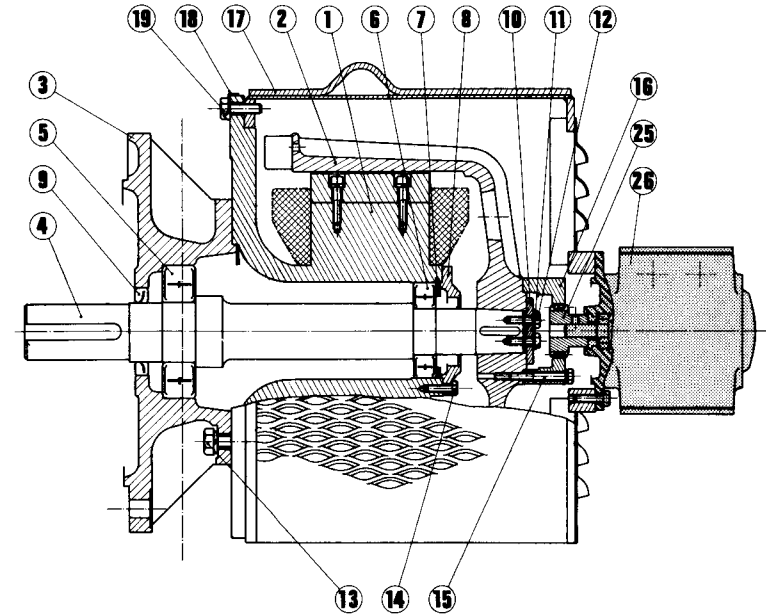
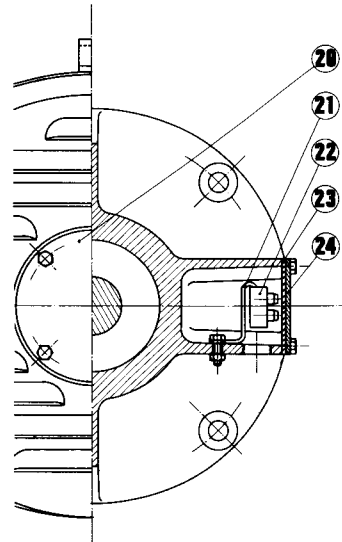


### 2. CONNECTION

- Follow the instructions on the rating plate.
- A junction-unit is built in to the machine, enabling connection of current-supply and connection to mass.



26	1	Tachometer generator
25	1	Toothed coupling-sleeve
24	1	Cover
23	1	Cover-gasket
22	3	Junction-unit
21	1	Junction-unit support
20	1	Shield stopper
19	3	Shield-fixing screw
18	3	Stop-plates
17	1	Protective shield
16	1	Generator drive
15	3	Drive fixing-screws
14	3	Clamp fixing-screws
13	4	Assembly screws
12	2	Fixing-screws
11	1	Stop-plate
10	1	Shaft-end washer
9	1	Sealing ring
8	1	Clamp
7	2	Waved washers
6	1	Sealed ball-bearing
5	1	Sealed ball-bearing
4	1	Shaft
3	1	Coupling-plate
2	1	Corrosion-protected rotor
1	1	Inductor



### **3. START-UP**

- Check that the machine has not been damaged in transit.
- Clean the connecting parts (shaft-end, flange...).
- Check rotor movement by hand-turning shaft-end. There should be no friction noise.
- A tapped hole in the shaft-end makes for easy coupling.

**N.B.** - Under no circumstances tap on the coupling-element to fit it to shaft-end.

- Opposite the flange, a tachometer generator can be fitted, on a stopper-protected centring.

There is an interior-toothed drive (24 teeth, module  $1,5 \propto 20^\circ$ ) which can be fitted with a coupling-sleeve supplied on request (state generator shaft-end diameter). The coupling-sleeve centres the generator when fitted into the drive.

Lock the generator firmly on its bearing side after turning the machine-rotor by the shaft-end.

### **4. DISMANTLING**

- If the machine is fitted with a tachometer generator, disconnect this first:
- Disconnect supply feeder.
- De-couple the machine, anchoring it by its lifting-ring.
- Sit the machine on its coupling base (3) (Position VI).
- Remove protective shield (17).
- Dismount the generator-drive (16) held by 3 screws (15).
- Remove rotor-fixing screws (12) on shaft (4) and bearing-washer (10).
- The rotor (2) is mounted on a 10% conical bearing on the shaft (10). It is preferable to use a bearing-extractor to remove it.
- The flange (8) can then be removed.
- Withdraw the waved washers (7).
- Deconnect the wires from armature to junction-unit.
- Dismantle the connection between the coupling-plate (3) and the inductor (1) consisting of 4 screws (13) and remove inductor (1).
- Withdraw shaft (4) from plate (3) fitted with bearings (5) and (6).