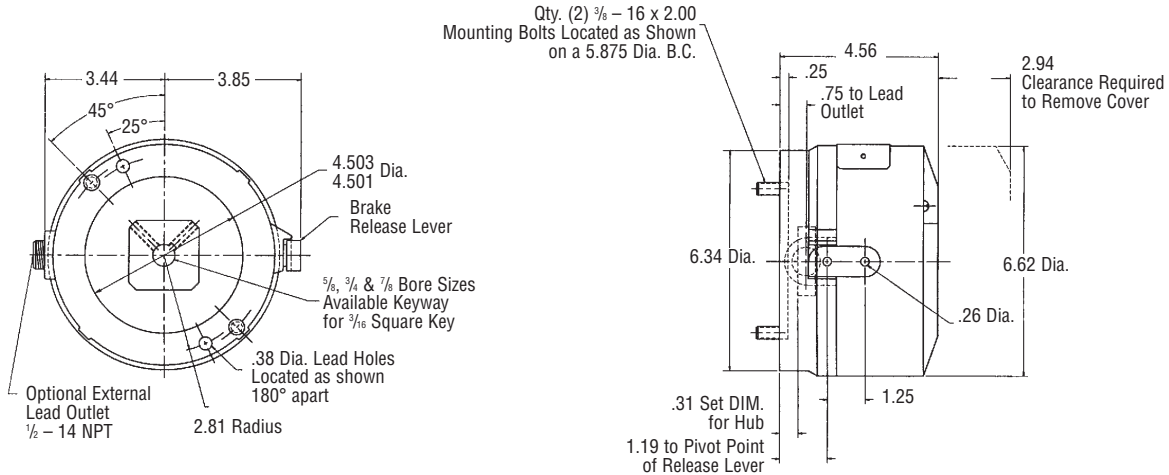
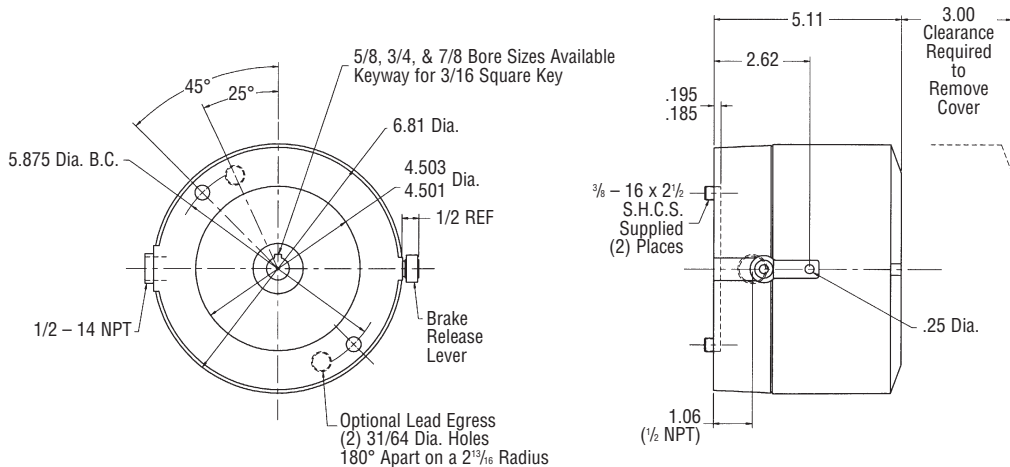


The Inertia Dynamics Single C-Face Power-Off Brakes are designed to decelerate or hold inertial loads when the power is turned off. The single C-Face mounts on the fan or nondriven end of a motor. Brakes are available from 3 lb.-ft. to 15 lb.-ft.



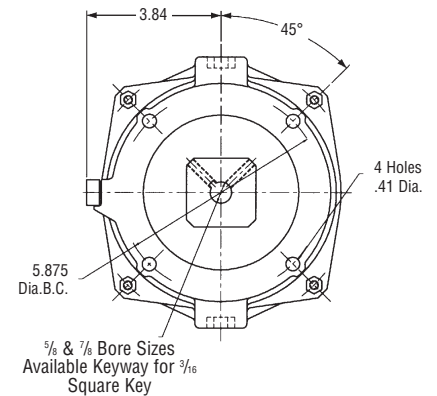
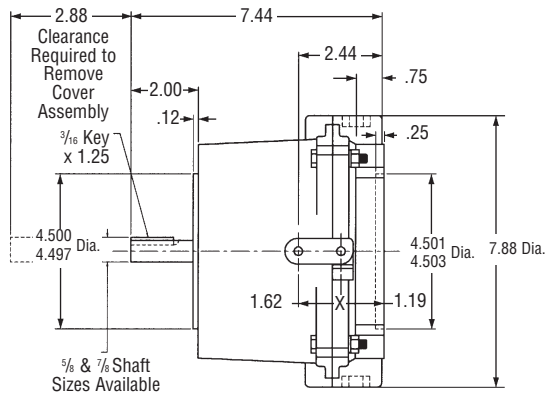
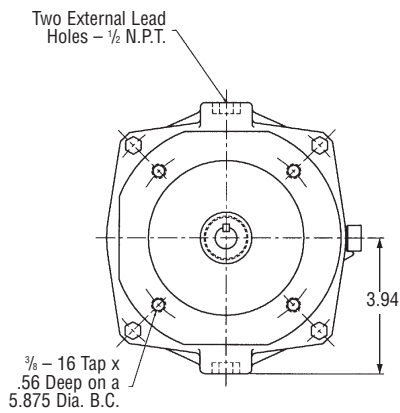
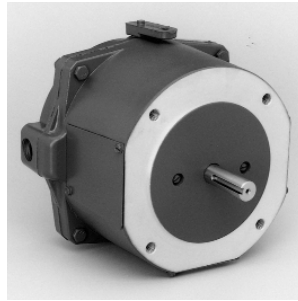
Single C-Face, Power-Off Brake

The Inertia Dynamics single C-Face Power-Off Brake with cast iron housing is made for applications involving corrosive environments. The heavy-duty housing also includes o-ring seals to create a dust-tight brake.



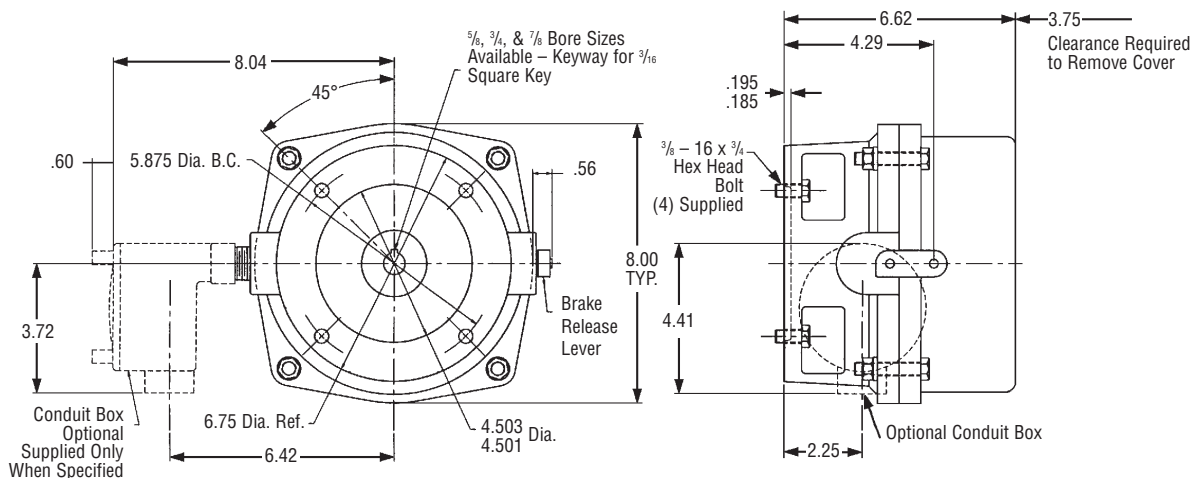
Single C-Face, Power-Off Brake With Cast Iron Housing

The Inertia Dynamics Double C-Face Brake is designed for use as a coupler between standard C-Face motors and C-Face gear reducers. An optional foot mount kit is also available with this unit.



Double C-Face, Power-Off Brake

The Inertia Dynamics Motor Brake is available in a single C-Face Explosion-Proof (XP) enclosure. The housing is designed to comply with NEC outlines for Class I, Group D, and Class II, Groups F&G.



Single C-Face, Explosion-Proof Power-Off Brake

PART NUMBERING SYSTEM

A		B		C		D		E		F		G		H		I			
LETTER	TYPE	DIGIT	SERIES	DIGIT	NO. OF DISCS	LETTER	HUB BORE	DIGIT	ENCLOSURE TYPE	DIGIT	BRAKE TORQUE	DIGIT	LEAD OUTLET	DIGIT	COIL VOLTAGE (VAC)	LETTER	CONFIGURATION		
A	Add on Brake	5	50 Series	1	1 Disc	A	5/8"	0	Standard	3	3 lb.-ft.	0	No Outlet		Stamp N/P Coil Voltage (VAC LO/VAC HI/Hz)	M	Original Configuration		
F	Single C-Face (F Brake)			2	2 Discs	B	3/4"	1	SXT – Cast Iron	6	6 lb.-ft.	1	Lead Outlet Thru Head w/o Leads						
M	Double C-Face w/o Feet			3	3 Discs	C	7/8"	3	Special	7	10 lb.-ft.		2	Lead Outlet Thru Head w/ Leads	1	115/230/60			
N	Double C-Face w/ Feet					Z	Special	4	XP – Internal	8	15 lb.-ft.		3	Lead Outlet Thru Head w/ Leads & C/B	2	200/400/60			
								5	XP – External						3	230/460/60			
																4	230/460/60		
																5	287/575/60		
																8	115/230/50		
																9	220/440/50		
																Stamp N/P Blank-Suit For:			
																1	104/208/50		
																2	208/416/60		
																3	220/440/50		
																4	190/380/50		
																5	275-300/ 550-600/60		
																9	230/460/50		

How To Order

Read the product guide before determining the brake part number.

- A. Select the brake type from the product guide.
- B. For all motor brakes, select 5.
- C. Select the number of discs: 3 lb.-ft. = 1 disc, 6 lb.-ft. = 2 discs, 10 lb.-ft. = 2 discs, 15 lb.-ft. = 3 discs.
- D. Select the bore diameter.
- E. Select the enclosure type.
- F. Select the required brake torque.
- G. Select the lead outlet.
- H. Select the required brake coil voltage (VAC).
- I. For all motor brakes, select M.

Example

Single C-Face brake, 5/8" bore, standard enclosure, 6 lb.-ft., no outlet, 230/460 VAC, 60Hz, F52A0604M.

Spring Applied — Power-Off Operation

Inertia Dynamics AC-style, spring applied motor brakes are designed to decelerate or park inertial loads when the voltage is turned off, either intentionally or accidentally, as in the case of power failure. The friction disc with the hub is coupled to the motor shaft to be braked but is capable of moving axially. When power is off, a spring force clamps the friction disc between a pressure plate and a stationary plate, hence retarding motion. When an AC voltage is applied, the solenoid creates a magnetic force which pulls a lever arm through a linkage mechanism and releases the friction disk. This allows the hub and motor shaft to turn freely.

Application

The motor brakes are commonly used as parking brakes to hold a load in place or as stopping brakes to dynamically decelerate a load. Applications include:

- Material Handling
- Food Processing
- Machine Tools

Selection Procedure

1. To make an accurate brake selection, first determine the motor frame size, shaft size, hp, and RPM where the brake will be mounted.
2. Use chart on the right for static brake torque selection. Note that chart selections are based on a 1.4 service factor and increased to the next highest standard brake torque rating. To select a brake using a different service factor, use the formula below to determine the required brake static torque. Once your torque requirement has been determined, select a brake with at least that capacity.
3. Consult Part Number chart on [page 60](#) for appropriate part number. Brake voltage should be matched with motor voltage rating.

Features

- External Manual Release Lever
- Totally Enclosed Construction
- Torque adjustable from full rated torque down to 50%
- Single phase AC coils provide fast engagement and release times and easy wiring

Mounting

Two styles are available: the single C-Face brake and the double C-Face brake. The single C-Face mounts on the fan end or non-driven end of a motor. The C-Face brake is interchangeable with existing brakes and can be used on motors that are modified to accept a brake. The double C-Face brake can be used as a coupler between standard C-Face motors and C-Face gear reducers. All motor brakes are interchangeable with competitive motor brakes.

Add-On Brakes

A complete kit is available to convert a standard Reliance Electric TEFC motor to a brake motor. The frame size must be 56 or 140. The kit is not available for special enclosures such as wash-down or explosion proof.

Motor Brake Coil Current

VOLTS (VAC)	HZ	BRAKE CURRENT (AMPS)	
		HOLDING	INRUSH
		115/230	60
200/400	.31/.15	2.8/1.4	
208/416	.32/.16	2.6/1.3	
230/460	.27/.13	2.6/1.3	
287/575	.22/.11	2.1/1.05	
104/208	50	.5/.25	5.3/2.65
115/230		.5/.25	5.4/2.7
190/380		.26/.13	3.0/1.5
220/440		.3/.15	3.3/1.65
230/460		.26/.13	2.7/1.36

Static Brake Torque Ratings* (Lb.- Ft.) Selection

HP	MOTOR SPEED (RPM)						
	750	900	1200	1500	1800	3000	3600
1/4	3	3	3	3	3	3	3
1/3	6	3	3	3	3	3	3
1/2	6	6	6	3	3	3	3
3/4	10	10	6	6	6	3	3
1	10	10	10	6	6	3	3
1 1/2	15	15	10	10	10	6	6
2	—	—	15	10	10	6	6
3	—	—	—	15	15	10	10
5	—	—	—	—	—	15	15

*Selections based on 1.4 service factor and increased to next highest standard brake torque rating.

$$T = \frac{HP \times 5252}{RPM} \times SF$$

- T = Brake Static Torque (FT.-LBS.)
- HP = Motor Horsepower
- SF = Service Factor Desired
- RPM = Motor Speed