TRANSMISSION AUSTRALIA

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MAYR BRAKES

ELECTRICAL AND CONTROL FEATURES OF BOLT-ON MAYR BRAKE UNITS

CONFORMITY
Brakes are designed to Euro Voltage DIN IEC 38, and are “CE” Marked , indicating conformity with all electrical requirements as laid down by the most recent European Community Electrical Standards.

IMPORTANT !!
DC voltage is necessary for the operation of MAYR brakes.

Wrong connection of the brake will cause catastrophic failure, and void all warranties. Only a qualified electrician should carry out connections.

STANDARD UNITS
Transmission Australia stock 24 volt DC, 104 volt DC, and 207 volt DC MAYR Brakes units.

104 and 207 volt DC MAYR brake units, when operated from a 240 volt AC or 415 volt AC power supply, require a Half or Full wave rectifier (see table below). Transmission Australia can supply a rectifier with each unit as needed.

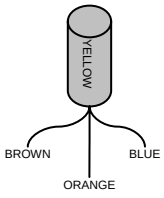
24 volt MAYR brake units require a 24 volt DC power supply, to be provided by the customer.

RECTIFIERS
HALF WAVE rectifiers are YELLOW in colour and have 3 leads coloured brown, orange and blue.
FULL WAVE rectifiers are RED in colour and have 4 leads coloured red, red, brown and blue.

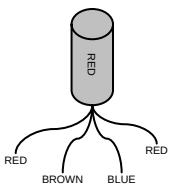
RECTIFIER SELECTION
Power Supply → Rectifier → Brake

	240 volt AC input power supply	**415 volt AC** input power supply
104 volt DC MAYR Brake unit	Use Half wave Rectifier (Yellow) Connect as per diagram 1 below.	
207 volt DC MAYR Brake unit	Use Full wave Rectifier (Red) Connect as per diagram 2 below.	Use Half wave Rectifier (Yellow) Connect as per diagram 1 below.

CONNECTION
HALF WAVE RECTIFIER CONNECTION
BROWN RECTIFIER LEAD : connect to BROWN BRAKE LEAD
ORANGE RECTIFIER LEAD : connect to AC SUPPLY LEAD
BLUE RECTIFIER LEAD : connect to AC SUPPLY LEAD and BLUE BRAKE LEAD



FULL WAVE RECTIFIER CONNECTION
RED RECTIFIER LEAD 1 : connect to 240VAC SUPPLY LEAD 1
RED RECTIFIER LEAD 2 : connect to 240VAC SUPPLY LEAD 2
BROWN RECTIFIER LEAD : connect to BROWN BRAKE LEAD
BLUE RECTIFIER LEAD : connect to BLUE BRAKE LEAD



BRAKING TIME
A faster braking time is achieved by installing a switch which simultaneously open circuits the DC side of the rectifier and powers off the motor.