

# ABR Brake Rectifier Instruction Manual



**MAGNETEK**  
MATERIAL HANDLING

**MONDEL**

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# 1. Preface and Safety

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## Product Safety Information

Magnetek, Inc. (Magnetek) offers a broad range of radio remote control products, control products and adjustable frequency drives, and industrial braking systems for material handling applications. This manual has been prepared by Magnetek to provide information and recommendations for the installation, use, operation and service of Magnetek's material handling products and systems (Magnetek Products). Anyone who uses, operates, maintains, services, installs or owns Magnetek Products should know, understand and follow the instructions and safety recommendations in this manual for Magnetek Products.

The recommendations in this manual do not take precedence over any of the following requirements relating to cranes, hoists, lifting devices or other equipment which use or include Magnetek Products:

- Instructions, manuals, and safety warnings of the manufacturers of the equipment where the Magnetek Products are used,
- Plant safety rules and procedures of the employers and the owners of the facilities where the Magnetek Products are being used,
- Regulations issued by the Occupational Health and Safety Administration (OSHA),
- Applicable local, state, provincial, or federal codes, ordinances, standards and requirements, or
- Safety standards and practices for the industries in which Magnetek Products are used.

This manual does not include or address the specific instructions and safety warnings of these manufacturers or any of the other requirements listed above. It is the responsibility of the owners, users and operators of the Magnetek Products to know, understand and follow all of these requirements. It is the responsibility of the employer to make its employees aware of all of the above listed requirements and to make certain that all operators are properly trained. **No one should use Magnetek Products prior to becoming familiar with and being trained in these requirements and the instructions and safety recommendations for this manual.**

## Product Warranty Information

Magnetek, hereafter referred to as Company, assumes no responsibility for improper programming of a drive by untrained personnel. A drive should only be programmed by a trained technician who has read and understands the contents of this manual. Improper programming of a drive can lead to unexpected, undesirable, or unsafe operation or performance of the drive. This may result in damage to equipment or personal injury. Company shall not be liable for economic loss, property damage, or other consequential damages or physical injury sustained by the purchaser or by any third party as a result of such programming. Company neither assumes nor authorizes any other person to assume for Company any other liability in connection with the sale or use of this product.

For information on Magnetek's product warranties by product type, please visit [www.magnetekmh.com](http://www.magnetekmh.com).

## Registered Trademarks

Trademarks are the property of their respective owners.

## Supplemental Safety Instructions

Read and understand this manual before installing, operating, or servicing this product. Install the product according to this manual and local codes.

The following conventions indicate safety messages in this manual. Failure to heed these messages could cause fatal injury or damage products and related equipment and systems.



### **DANGER**

*DANGER* indicates an imminently hazardous situation which, if not avoided, will result in death or serious injury. This signal word is to be limited to the most extreme situations.



### **WARNING**

*WARNING* indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.



### **CAUTION**

*CAUTION* indicates a potentially hazardous situation which, if not avoided, could result in minor or moderate injury. It may also be used to alert against unsafe practices.

### **NOTICE**

*NOTICE* indicates an equipment damage message.

*NOTE: A NOTE statement is used to notify installation, operation, programming, or maintenance information that is important, but not hazard-related.*

# 2. Product Overview

The ABR brake rectifier is a brake rectifier rated for heavy duty steel mill and other demanding environments which require high integrity products.

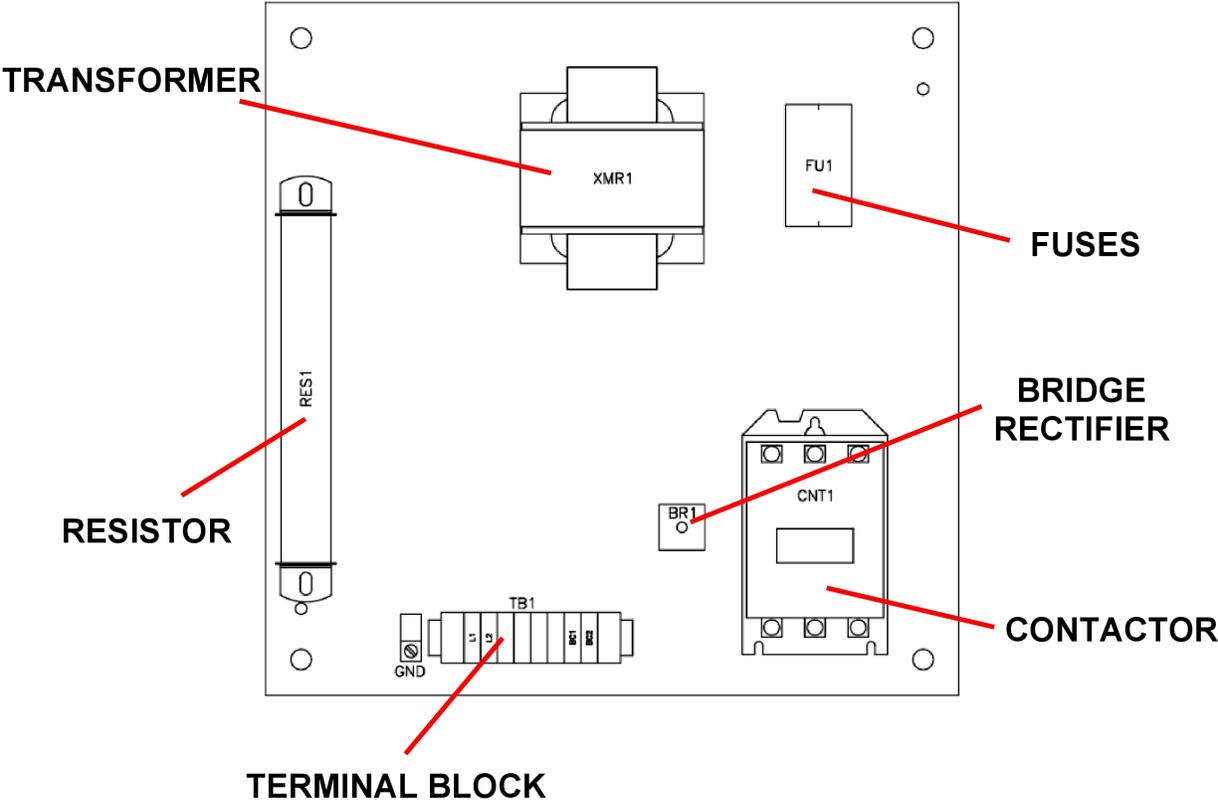


Figure 1: Brake Rectifier

## Single Brake Rectifier

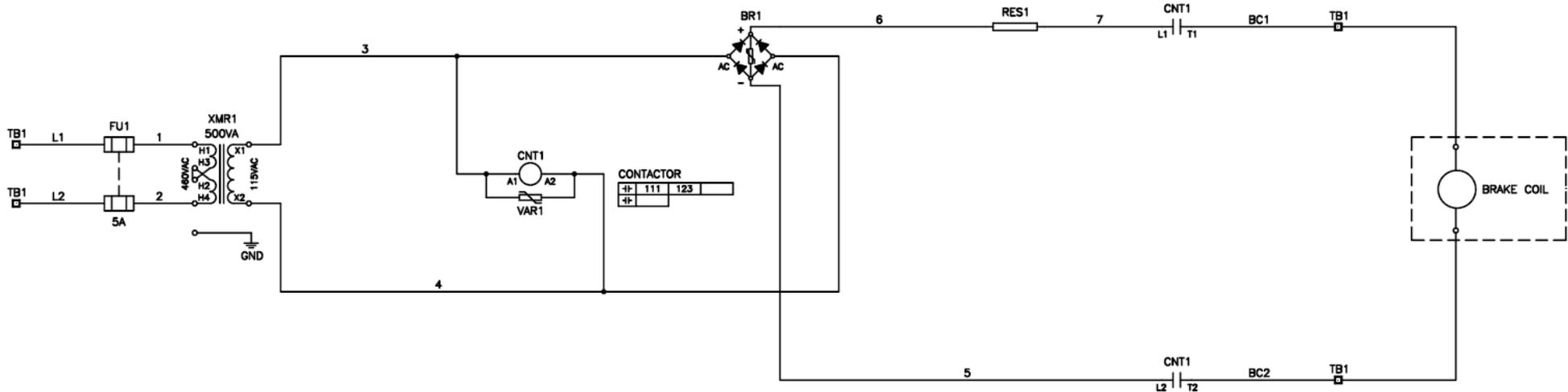
The ABR brake rectifier is used to operate a Direct Current (DC) Magnet shoe type electric brake when the brake is used on equipment powered by Alternating Current (AC). The ABR rectifier is used when the application environment is extensively dusty, which can cause dust build up between the brake coil and the movable armature. The type ABR rectifier is used when fast release and set times for the brake are not required, thus no special devices are used in the circuit to speed up brake response. When fast response is required, a forcing/holding brake controller such as the MBC (mill-duty brake controller) or GBC (general purpose brake controller) should be used.

Single phase AC power is applied to the primary side of the transformer when the main control's brake contactor closes. When power is applied to the transformer's primary terminals, one AC voltage is available at the transformer's secondary terminals. The bridge rectifier (shown in the circuit) converts the AC secondary voltage to DC, which is applied to the brake coil, which in turn releases the brake. The braking contactor closes the circuit to release the brake and opens to apply the brake. Voltage applied to the brake coil is determined by the resistor(s) connected in series with the brake coil (see Figure 2 and 3).

The rectifier is commonly referred to as a full-wave rectifier. The principle behind this is that the positive half AC waveform is not affected and the negative AC waveform is "flipped" to be the same as the positive wave form. This rectified AC voltage is roughly equivalent to 83 percent of the AC voltage (120 VAC in, 100 VDC out). The lumpiness of the rectifier output is effectively smoothed by the coil's inductance.

## Dual Brake Rectifier

The operating principle of the dual brake rectifier is the same as the single brake rectifier. The difference is that the dual brake rectifier uses double the output voltage so that each brake gets the proper voltage, since the brakes are wired in series. See Figure 3 for details.



**Figure 2: Brake Rectifier Schematic (Single Brake Coil)**



## 3. Installation

### Installing the Brake Rectifier

Refer to drawing supplied with the rectifier for your specific schematic diagram.

1. Attach the rectifier panel to a sturdy structure as near the brake as possible.
2. Connect the brake(s) to the appropriate terminals in the brake rectifier panel.
3. Connect the single phase AC power from the main control's brake control contactor to the transformer's primary terminals.
4. Apply power to the brake rectifier, and check that it operates the brake(s) properly.



### **DANGER**

HIGH VOLTAGES ARE PRESENT IN THE CONTROL PANEL, ELECTRICAL COMPONENTS, AND THE CONNECTION BETWEEN THESE COMPONENTS.

Before installing, servicing, or inspecting any electrical or mechanical components of this power equipment, power must be disconnected at the source and proper lockout/tagout procedures followed.

DO NOT make or break electrical connections (for example, plugs and receptacles) without first disconnecting power at the source and following proper lockout/tagout procedures.

REFER TO ANSI Z244.1 PERSONNEL PROTECTION - LOCKOUT/TAGOUT OF ENERGY SOURCES.

Only qualified personnel should install components, inspect, and/or service this equipment



### **WARNING**

It has been a common practice to connect a brake or brake rectifier to the associated motor's "T-Leads" so that the brake releases whenever the motor has power, and it sets when power to the motor is removed. The problem with this practice is that energy from the motor's rotation can be converted into electrical energy and keep the brake released for a period of time, even when power to the motor is removed. Because of this, it is recommended that a separate contactor or relay be used to operate the brake rectifier.

## 4. Troubleshooting

In the event that the brake fails to operate properly and the brake rectifier is suspected, the following procedure should be used to check the brake rectifier.

1. For a single brake, close to 115 VAC should be measurable on the secondary of the transformer. For a dual brake, it will measure close to 230 VAC. Replace the transformer if these voltages vary.
2. The bridge rectifier converts the AC voltage to DC. For a single brake, the output of this rectifier should be close to 104 VDC. A dual brake will be close to 208 VDC. If the voltage is below 88 VDC for a single brake, or 176 VDC for dual brakes, the rectifier may need replacement.
3. Check the voltage at each of the brake coils. The voltage should measure close to 50 VDC, though this may vary depending on the resistor(s) connected in series.
4. If no voltage is measured, check all fuses and rectifier input voltages. If the bridge rectifier input voltage is correct, the rectifier may be defective and require replacement.