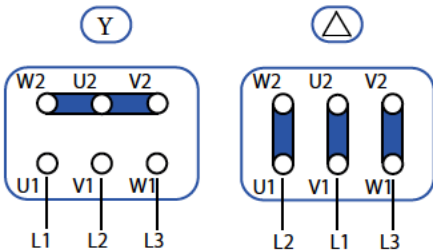




TFP Series High Performance Brake Motor Wiring Diagrams

BRAKE: CA – 3ph Vac Δ/Y Brake

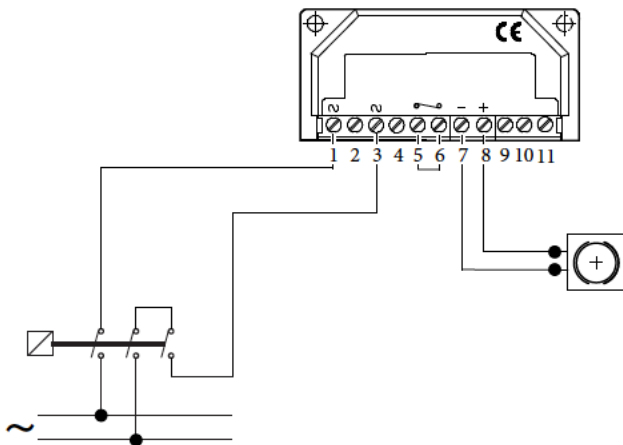


The standard brake for TFP Series motors is the O.E.G. SMS Series 3-phase AC brake wired Δ for low voltage and Y for high voltage as indicated on motor nameplate.

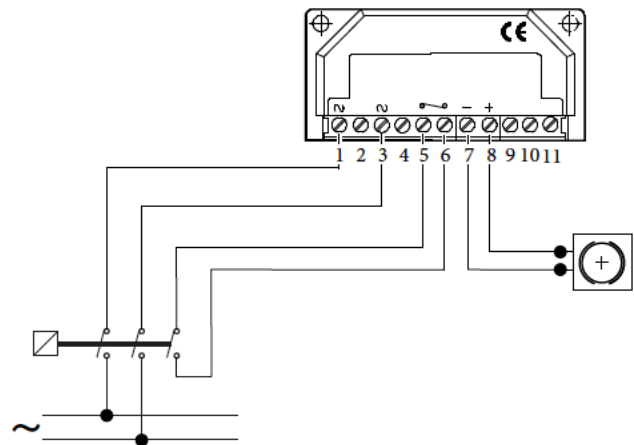
Lug	Wire Color	
U1	Black	
V1	Red	
W1	Brown	
W2	Brown-White	
U2	Black-White	
V2	Red-White	

BRAKE: CC – Vdc brake with 1ph Vac

Standard Braking



Fast Braking



Connections:

- 1 & 3 Vac Input from power supply
- 2 & 4 Not used
- 5 & 6 Fast Braking Switch (jumpered closed if not used for Fast Braking circuit).
- 7 & 8 Direct Current Vdc output to DC brake magnetic coil.
- 9-10-11 Auxiliary Power Output Connections.

Optional CC Brakes available in 24Vdc (No rectifier is used), 103Vdc, and 205Vdc.

Optional CC "Speed Up" Half Wave Rectifiers Available.

Standard Half Wave Rectifier:
 $V_{dc}/V_{ac} = 0.445$
 Input Volts AC x 0.445 = Vdc Output

Optional Full Wave Rectifier:
 $V_{dc}/V_{ac} = 0.890$
 Input Volts AC x 0.890 = Vdc Output.



ATEX EX II-22 3G/3D

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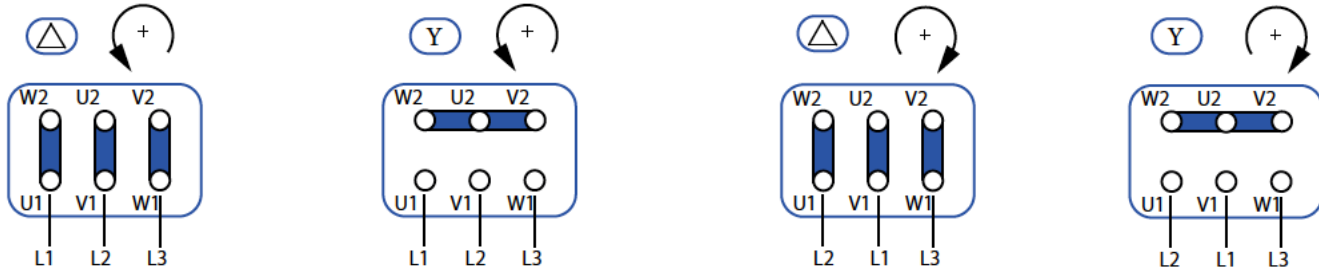


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TFP Series High Performance Brake Motor Wiring Diagrams

MOTOR: EU Δ /Y Stator



3-Phase Alternating Current Voltage for Motor Stator will be expressed on the motors nameplate position (8). Low Volts Δ is expressed followed by high volts Y separated by a diagonal line /. The frequency of these voltages are given in position (9). Rated Amp draw at rated Kw (or HP) is given in position (13) with Amps connected Δ followed by Amps if connected Y form.

The second and third rows below express the ratings at alternative Volts & Hertz.

Bottom row, beginning with position (18) relates to the Brake. (18) is the brake type CA is 3ph AC brake, CC is DC brake, (19) is Hz to which brake voltage is rated, (20) is Holding Torque of Brake in Newton Meters, (21) Ingress Protection Level of Brake, (22) is Amp rating for Δ connection separated by slash / then Amp rating for Y connection if CA Vac brake. For CC Vdc brake only one value will be expressed for Amperage at brakes volts.

		MT Motori Elettrici ITALY		E247356				
Via Bologna 175, San Giovanni in Persiceto (BO)								
Tipo	1	2	Nr.		3			
Prot.IP	4	Serv.	5	Cos. φ	6	Is.Cl.		7
V	Δ /Y	Hz.	HP	kW	min-1	A		Δ /Y
8		9	10	11	12	13		
14			15	16	17			
18		19	20	21	21	22		
	II 3G Ex nA IIC T4/T3		Gc		Dc			
	II 3D Ex tc IIIC T135°C/T200°C		Cert. N. TÜV IT 13 ATEX 042 X					
AVVERTIMENTO - NON APRIRE SE SOTTO TENSIONE								
ITALIAN ORIGIN AND PRODUCTION (BOLOGNA)								

As shown per wiring diagram above, Line Power L1, L2, L3 are connected to Motor Terminals U1, V1, W1, and bars are arranged for Δ delta or Y Wye connection as required for supply voltage to meet motors required voltage at frequency Hz. Direction of output rotation of rotor shaft, as viewed from output of motor, can be selected for Anti-Clockwise or Clockwise rotation in either Δ or Y connection as shown in diagram above.



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