



FACTORY OF ELECTRIC APPARATUS

EMA – ELFA Sp. z o.o.

st Poczтова 7, 63-500 Ostrzeszów, PL

phone: +48 62 730 30 51

fax: +48 62 730 33 06

handel@ema-elfa.pl

www.ema-elfa.pl

Cantoni®
GROUP

ELECTROMAGNETIC DISC BRAKES
NE SERIES
WITH CONSTANT BRAKING TORQUE
HIGH LEVEL OF PROTECTION



NE series is direct current electromagnetic brakes, spring-loaded with electromagnetic release. Intended for rotating machine parts stopping and precise positioning. Can be used for positioning and as safety brakes. These brakes are designed, built and tested in conformance with requirements of ISO 9001 and ISO 14001 quality management standards. Our products, described in this information sheet, have CE marks, which means that they are compatible with EU safety-related directives.



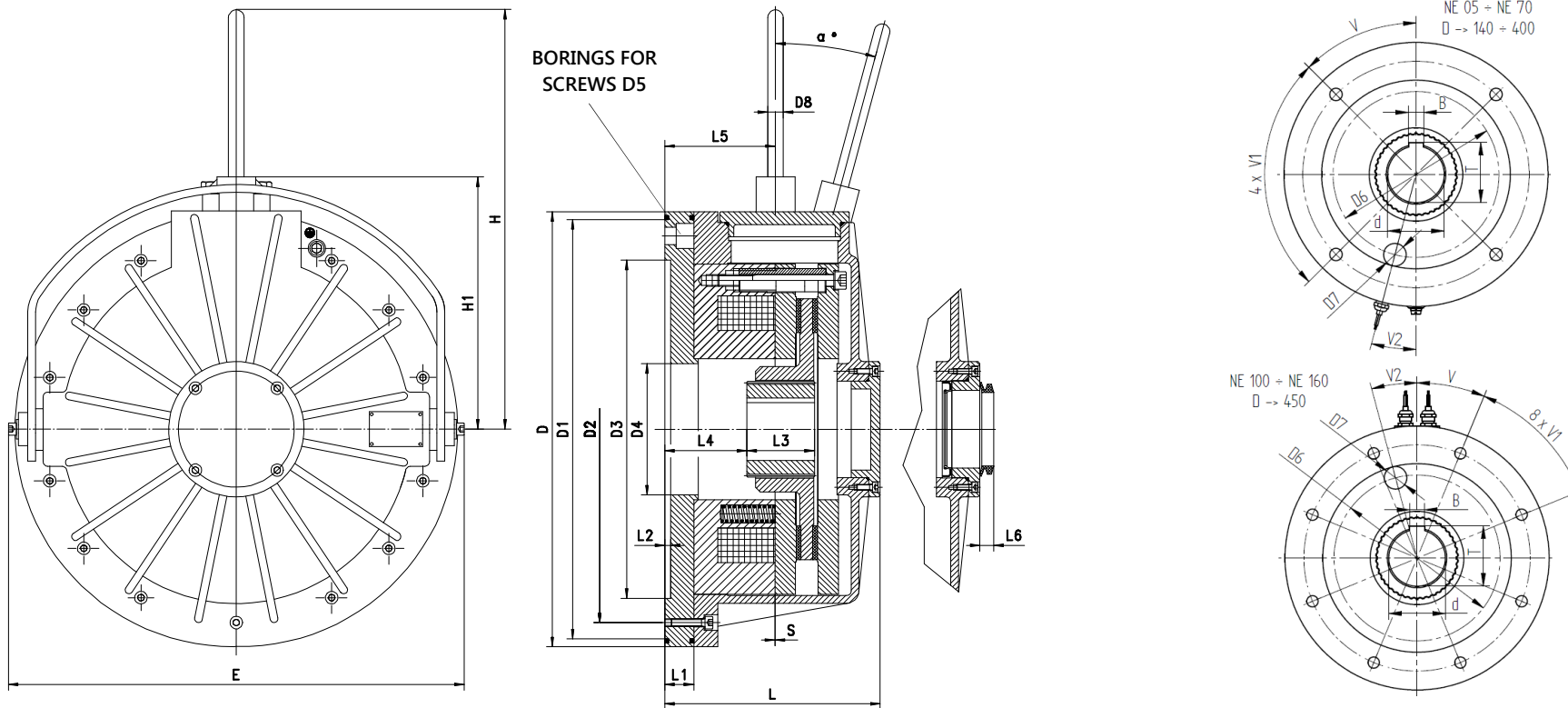
NE series brakes feature high repeatability, also at high operating rates. They can be powered from alternating current sources through a rectifier, which can be delivered with the brake if so requested by the customer. Brakes are equipped with releasing screws and optionally can be fitted with manual release levers to allow their emergency releasing. An additional feature is their stable operation, which is particularly important if a machine is powered by several drives, working at high on-off rates. The design of the brake ensures simple and trouble-free installation. Various versions are available with different equipment, brake power supply types, allowing users to select the right option for their needs. When coupled with electric motors, a self-locking device can be created, i.e. a drive unit meeting safe drive positioning and operation requirements.

| Parameters | | Unit | Brake type | | | | | | | | |
|---------------------|-----------------------------|-------------------|---|-------|-------|-------|-------|-------|-------|--------|--------|
| | | | NE 05 | NE 10 | NE 16 | NE 25 | NE 30 | NE 50 | NE 70 | NE 100 | NE 160 |
| Supply voltage | Un | [V] | 24 ,104, 180 | | | | | | | | |
| Power | P _{20°} | [W] | 30 | 50 | 75 | 90 | 110 | 145 | 250 | 250 | 340 |
| Max. speed | n _{max.} | min ⁻¹ | 3000 | | | | | | | | |
| Braking torque | M _h | Nm | 50 | 100 | 160 | 250 | 360 | 500 | 700 | 1000 | 1600 |
| Weight | m | kg | 14 | 20 | 30 | 50 | 72 | 75 | 95 | 135 | 160 |
| Ambient temperature | | °C | -20 ÷ +45 | | | | | | | | |
| Level of protection | | - | IP 67 | | | | | | | | |
| Operating time * | On direct voltage side | t ₀₁ | 90 | 150 | 300 | 400 | 500 | 500 | 500 | 500 | 600 |
| | | t ₀₉ | 40 | 65 | 110 | 200 | 270 | 270 | 300 | 300 | 500 |
| | On alternating voltage side | t ₀₁ | 90 | 150 | 300 | 400 | 500 | 500 | 500 | 500 | 600 |
| | | t ₀₉ | Brake disconnection on alternating current side causes about five-times growth in braking time t ₀₉ with respect to disconnection on direct current side | | | | | | | | |

t_{0,1} - releasing time (from switching on current to drop in braking torque to 10% M_{nom})

t_{0,9} - braking time (from switching off current to attaining 90% M_{nom})

*) Values of releasing and braking times are given as approximations, since they depend on mode of assembly/installation, temperature and power supply.



| Type | D | D1 | D2 | D3 | D4 | D5 | D6 | D7 | D8 | L | L1 | L2 | L3 | L4 | L5 | L6 | L7 | H | H1 | α | E | V | V1 | V2 | $S_{nom.}$ | d | B | T | d_{max} |
|--------|-----|-----|-----|--------|-----|---------|-----|----|----|-----|----|----|----|----|------|----|------|-----|-----|----------|-----|-------|-----|-----|----------------------|-------|-------|------|-----------|
| NE 05 | 160 | 145 | 130 | 110 H7 | 44 | 4 x M8 | 80 | 18 | 10 | 118 | 18 | 4 | 35 | 50 | 57 | 6 | 400 | 180 | 98 | 15° | 186 | 45° | 90° | 20° | 0,2 ^{+0,05} | 25 H7 | 8 P9 | 28,3 | 25 H7 |
| NE 10 | 200 | 180 | 165 | 130 H7 | 62 | 4 x M10 | 110 | 18 | 12 | 146 | 18 | 5 | 75 | 46 | 70 | 5 | 400 | 210 | 116 | 15° | 225 | 45° | 90° | 15° | 0,3 ^{+0,05} | 35 H7 | 10 P9 | 38,3 | 35 H7 |
| NE 16 | 250 | 232 | 215 | 180 H7 | 87 | 4 x M12 | 144 | 30 | 12 | 140 | 18 | 5 | 35 | 56 | 79,5 | 4 | 600 | 245 | 145 | 15° | 278 | 45° | 90° | 15° | 0,4 ^{+0,05} | 40 H7 | 12 P9 | 43,3 | 50 H7 |
| NE 25 | 300 | 285 | 265 | 230 H7 | 92 | 4 x M12 | 194 | 30 | 16 | 165 | 20 | 5 | 40 | 76 | 104 | 4 | 850 | 320 | 170 | 15° | 332 | 45° | 90° | 15° | 0,4 ^{+0,05} | 42 H7 | 12 P9 | 45,3 | 50 H7 |
| NE 30 | 350 | 330 | 300 | 250 H7 | 138 | 4 x M16 | 194 | 30 | 18 | 181 | 22 | 6 | 50 | 79 | 116 | 4 | 850 | 442 | 194 | 15° | 380 | 45° | 90° | 15° | 0,5 ^{+0,05} | 42 H7 | 12 P9 | 45,3 | 75 H7 |
| NE 50 | 350 | 330 | 300 | 250 H7 | 138 | 4 x M16 | 194 | 30 | 18 | 181 | 22 | 6 | 50 | 79 | 116 | 4 | 850 | 442 | 194 | 15° | 380 | 45° | 90° | 15° | 0,5 ^{+0,05} | 55 H7 | 16 P9 | 59,3 | 75 H7 |
| NE 70 | 400 | 380 | 350 | 300 H7 | 146 | 4 x M16 | 264 | 30 | 20 | 210 | 24 | 6 | 70 | 79 | 132 | 4 | 1500 | 580 | 225 | 15° | 440 | 45° | 90° | 15° | 0,6 ^{+0,05} | 55 H7 | 16 P9 | 59,3 | 75 H7 |
| NE 100 | 450 | 430 | 400 | 350 H7 | 146 | 8 x M16 | 320 | 30 | 20 | 210 | 30 | 6 | 70 | 80 | 134 | 6 | 1500 | 670 | 246 | 20° | 445 | 22,5° | 45° | 15° | 0,6 ^{+0,05} | 55 H7 | 16 P9 | 59,3 | 75 H7 |
| NE 160 | 450 | 430 | 400 | 350 H7 | 170 | 8 x M16 | 320 | 30 | 20 | 235 | 30 | 6 | 80 | 85 | 152 | 6 | 1500 | 750 | 480 | 20° | 480 | 22,5° | 45° | 15° | 0,6 ^{+0,05} | 70 H7 | 20 P9 | 74,9 | 75 H7 |

* d_{max} - at an extra charge, brakes can be produced with custom maximum diameter of the toothed bus

ELECTRICAL EQUIPMENT

A number of modules, ranging from simple circuits with classic designs, to complex assemblies ensuring quick action and drives positioning have been designed to drive the brakes. Relevant brake applications with switching in the primary or secondary circuits are ensured by half- or full-wave rectifiers and fast electronic circuits. The manufacturer recommends to use as low alternating current voltages as possible to supply the brakes. Appropriate choice of the control voltage will prevent or at least limit surges that may occur in power supply circuits. It is not recommended to use extensively long control wiring, which would be a source of harmful surges.

Rectifier B2-1P

The B2-1P rectifiers series forms a complete wave rectifier unit for direct installation. The terminal strip provided facilitates installation and connection to the circuit.

Rectifier B2-1P cooperates with brakes NE05 ÷ NE50.

| RECTIFIER PARAMETERS | | | |
|--|-----------|---------------|---------------|
| | | B2-1P-400 | B2-1P-600 |
| Maximum input voltage (alternating voltage AC) | U_{IN} | 400 VAC | 600 VAC |
| Maximum output voltage (direct voltage DC) | U_{OUT} | $0,45 U_{IN}$ | $0,45 U_{IN}$ |
| Maximum continuous output current rectifier | I_{OUT} | 2A | 2A |

For example

Maximum input voltage (alternating voltage) - $U_{IN} = 230\text{VAC}$,

The resulting output voltage of the rectifier (direct voltage) - $0,45 U_{IN} = 0,45 \times 230 = 104\text{VDC}$

Rectifier B5-1P

The B5-1P rectifiers series forms a complete wave rectifier unit for direct installation. The terminal strip provided facilitates installation and connection to the circuit.

Rectifier B5-1P cooperates with brakes NE05 ÷ NE160.

| RECTIFIER PARAMETERS | | | |
|--|-----------|---------------|---------------|
| | | B5-1P-400 | B5-1P-600 |
| Maximum input voltage (alternating voltage AC) | U_{IN} | 400 VAC | 600 VAC |
| Maximum output voltage (direct voltage DC) | U_{OUT} | $0,45 U_{IN}$ | $0,45 U_{IN}$ |
| Maximum continuous output current rectifier | I_{OUT} | 5A | 5A |

For example

Maximum input voltage (alternating voltage) - $U_{IN} = 230\text{VAC}$,

The resulting output voltage of the rectifier (direct voltage) - $0,45 U_{IN} = 0,45 \times 230 = 104\text{VDC}$

Rectifier B2-2P

The B2-2P rectifiers series forms a complete full-wave rectifier unit for direct installation. The terminal strip provided facilitates installation and connection to the circuit. The rectifier allows feeding input voltage max. 400VAC, 2A which after rectification provides DC voltage of value equal to 0,9 input voltage.

Rectifier B2-2P cooperates with brakes NE05 ÷ NE50.

| RECTIFIER PARAMETERS | | |
|--|-----------|--------------|
| Maximum input voltage (alternating voltage AC) | U_{IN} | 250 VAC |
| Maximum output voltage (direct voltage DC) | U_{OUT} | $0,9 U_{IN}$ |
| Maximum continuous output current rectifier | I_{OUT} | 2A |

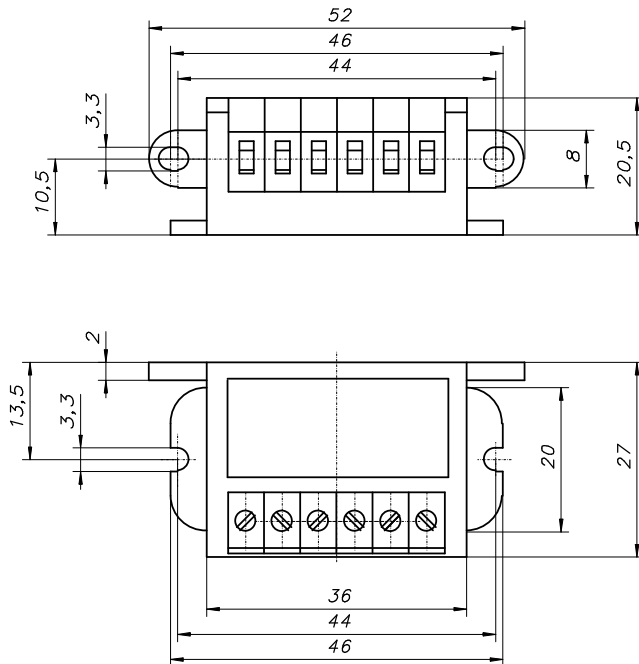
For example

Maximum input voltage (alternating voltage) - $U_{IN} = 230\text{VAC}$,

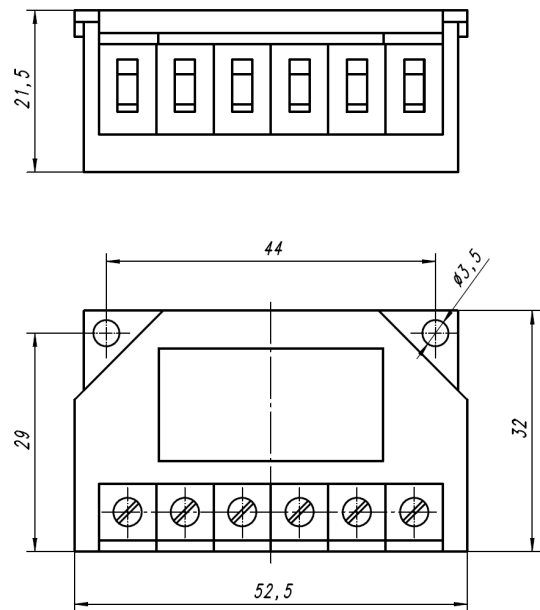
The resulting output voltage of the rectifier (direct voltage) - $0,9 U_{IN} = 0,9 \times 230 = 207\text{VDC}$

Rectifiers dimensions

**B2-1P-400,
B5-1P-400,
B2-2P**

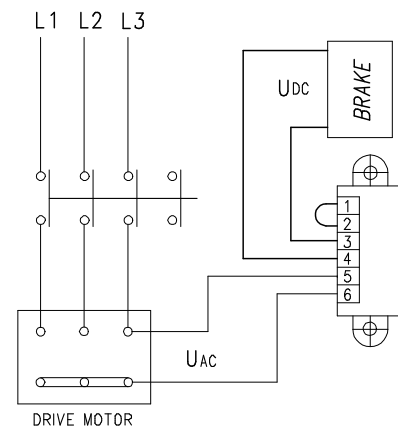


**B2-1P-600,
B5-1P-600**



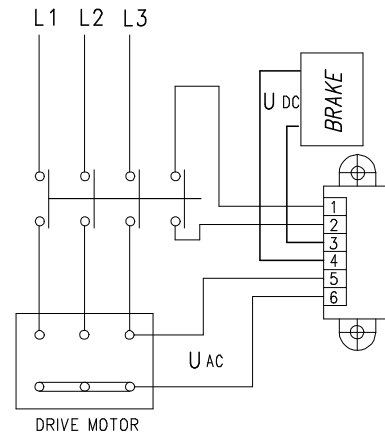
Disconnection of power supply on AC side

The diagram presents connection of rectifiers to supply circuit of motor. When disconnecting the voltage, the magnetic field causes the coil current to flow further through the rectifying diodes and drops slowly. The magnetic field reduces gradually causing prolonged time of braking action and consequently delayed increase of braking torque. If action time is irrelevant, brake should be connected on the AC side. When switching off, the supply circuits act as rectifying diodes.



Disconnection of power supply on DC side

The diagram presents connection of rectifiers into electric motor circuit. The coil current is interrupted between the coil and supply (rectifier) circuit. The magnetic field reduces very quickly, **giving short time of braking action and consequently rapid growth of braking torque**. When switching off on DC voltage side, a high peak voltage is generated in the coil causing faster wear of contacts due to sparking. For protecting the coil against peak voltages and protecting the contacts against excessive wear, the rectifier circuit is provided with protective facility allowing brake connection on DC voltage side.



Rectifier PS-1

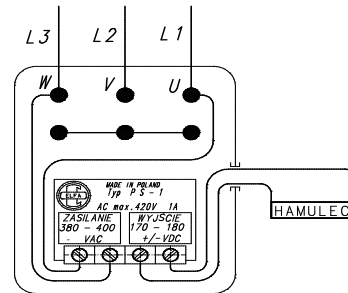
Circuit PS-1 is built on the basis of MOSFET type semiconductor technique which enabled achieving effects not available in traditional designs. The brake electromagnet energized through circuit of this construction enables the brake to achieve connection and disconnection time parameters analogous to breaking of circuit on direct current side. The parameters obtained are not however gained through utilization of additional electrical circuits and switches.

Simplicity of installation and parameters achieved enable very wide application, particularly in cases requiring positioning of drives, operation with high frequency of actuations compounded with repeatability of brake connecting and disconnecting times.

Supply circuit PS-1 forms a complete unit for direct installation. Provided with a four-terminal strip, it enables unhindered adaptation in every cooperating circuit. The circuit is adapted for supply from alternating current source of 380-400 VAC max. 420 VAC which after rectification and appropriate formation enables obtaining direct voltage of 170-180 VDC for brake supply.

The diagram below shows the method of connecting the circuit PS 1 into supply circuit of brake cooperating with 3x400 VAC electric motor with star-connected winding.

[Rectifier PS-1 cooperates with brakes NE05 ÷ NE25.](#)



Rectifier PS-2

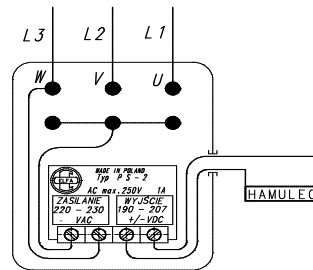
Circuit PS-2 is built on the basis of MOSFET type semiconductor technique which enabled achieving effects not available in traditional designs. The brake electromagnet energized through circuit of this construction enables the brake to achieve connection and disconnection time parameters analogous to breaking of circuit on direct current side. The parameters obtained are not however gained through utilization of additional electrical circuits and switches.

Simplicity of installation and parameters achieved enable very wide application, particularly in cases requiring positioning of drives, operation with high frequency of actuations compounded with repeatability of brake connecting and disconnecting times.

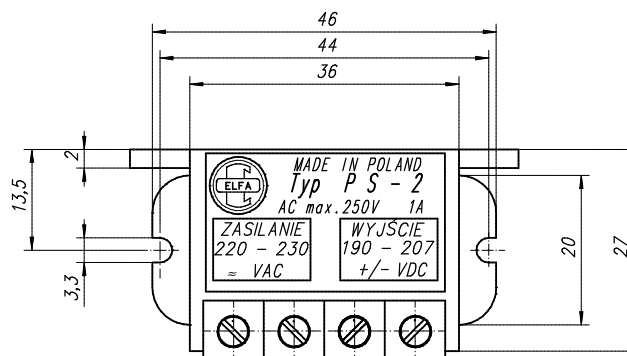
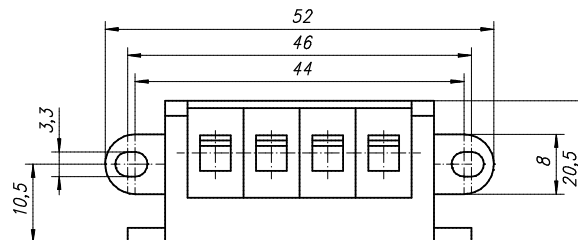
Supply circuit PS 2 forms a complete unit for direct installation. Provided with a four-terminal strip, it enables unhindered adaptation in every cooperating circuit. The circuit is adapted for supply from alternating current source of 220-230 VAC max. 250 VAC which after rectification and appropriate formation enables obtaining direct voltage of 190-207 VDC for brake supply.

The diagram below shows the method of connecting the circuit PS 2 into supply circuit of brake cooperating with 3x400 VAC electric motor with star-connected winding.

[Rectifier PS-2 cooperates with brakes NE05 ÷ NE50.](#)



Rectifiers PS-1, PS-2 dimensions

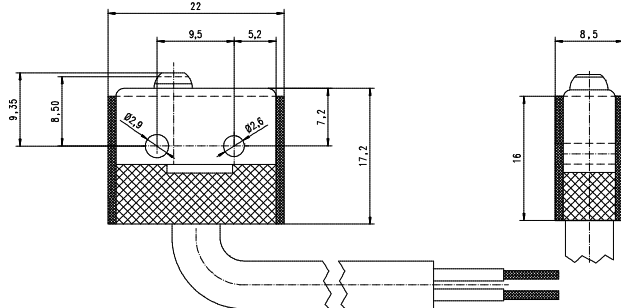


CONTROL AND SIGNALING CIRCUITS – microswitches

Having in mind the user who requires the control of the brake, we have designed special signaling and control circuits, which enable to control the state of the brake (engaged, disengaged) and the wear of the plate lining. The usage of these circuits enables to control the brake with the use of automatic elements, which ensure high level of safety and reliability. Due to its compact design, the microswitch can be used in any other applications, as long as its parameters meet design requirements.

| MICROSWITCHES - ELECTRIC PARAMETERS | | |
|-------------------------------------|--------------|--|
| Switch parameter | Switch KZ | Switch KO |
| Max. voltage AC | 250 V AC | 250 V AC |
| Max. AC switching current | 5 A | 6 A |
| Max. Voltage DC | 28V DC | 220V DC |
| Max. DC switching current | 3 A / 28V DC | 6A / 12V DC 3A / 24V DC 1A / 60V DC 0,5A / 110V DC 0,25A / 220V DC |
| Protection rating | IP 66 | IP 66 |
| Terminals | NO /NC | NO /NC |

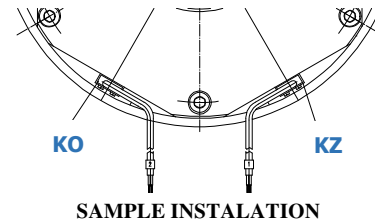
MICROSWITCH DIMENSIONS



Response monitoring microswitch – KZ – control of the state of brake (engaged, disengaged),

Microswitch of the brake lining control – KO – the microswitch indicates approaching the maximum wear of the brake disc and the necessity of the brake's regulation or replacement of the disc brake, which enables further work of the brake. The regulation procedure is described in the brake operating manual.

Response monitoring microswitch and microswitch of the brake lining control – KZ KO



SAMPLE INSTALATION

PROTECTIVE CIRCUITS – thermal protection

To protect electromagnet windings against heat build-up (slow-changing overloads) thermal sensor are used. In our offer we have PTC thermistors, which feature high resistance gradients when their rated temperature is reached - posistors - P or bimetallic thermal sensor - B.

Posistor-based sensors are made in the form of an insulated pill with connecting wires extending inside a teflon insulation, installed directly on the electromagnet windings. Sensor circuit terminals are routed outside the brake to the terminal box and connected to a separate connection block or terminal strip. So-called resistance relays are intended for thermistor-based PTC temperature sensors. When temperature of at least one of the sensors rises above the rated value, the circuit resistance suddenly increases triggering the relay.

Posistor thermal protection – P

Note! PTC sensor terminals must not be connected directly to the contactor.

The brake protection has the form of a bimetallic sensor. Brake operation is controlled by a sensor or by a set of sensors, which ensure its safe operation; excessive temperature indication is obtained from the thermal switch installed inside the brake electromagnet's housing rated for a specific temperature. When the limit temperature for the sensor is exceeded, the information for the automatic control equipment is sent or the brake circuit is disconnected.

Bimetallic thermal protection – B

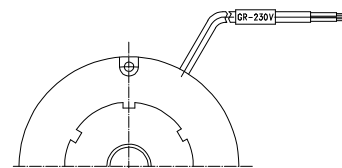
AUXILIARY CIRCUITS – anti-condensation heaters

The so-called parking heating is used to prevent vapours condensation inside the brake. The equipment is particularly useful in negative temperatures or in high humidity environments. The heater is supplied through its dedicated pair of wires. The heater power supply voltage matches customer requirements. – the need to define the voltage during order.

Anti-condensation heaters – GR - ___VAC

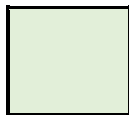


Note that simultaneous supply of the heater and brake electromagnet is not permitted.



SAMPLE INSTALATION

NE



| MECHANICAL SIZE | |
|--------------------------------------|--|
| 05, 10, 16, 25, 30, 50, 70, 100, 160 | |

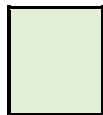
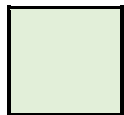
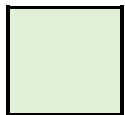
| CONFIGURATION | |
|---|---|
| BASE (CABLE GUIDED THROUGH THE D7 HOLE) | 0 |
| CABLE GUIDED THROUGH A GLAND | 1 |
| BASIC + HOLE WITH V-RING | 2 |
| CABLE GUIDED THROUGH A GLAND + HOLE WITH V-RING | 3 |

Execution options for the customer's request:

- non-standard diameter of the sleeve gear brake d(H7)
- equipped with heating elements in the winding (need to define the voltage supply) – e.g. **GR.....VAC**
- work at low temperatures -40°C - **Z**
- posistor thermal protection - **P**
- bimetallic thermal protection - **B**
- other voltage brake
- response monitoring microswitch (engaged, disengaged) - **KZ**
- microswitch of the brake lining control - **KO**
- microswitches set – **KZ KO**

EXAMPLE:

NE 25 . 30 . 104VDC 180Nm d42 KZ KO
 NE 160. 23 . PTC 180VDC 1600Nm d75 MT



...

VDC

Nm

d

| DIAMETER OF THE SLEEVE GEAR d(h7) | | | | | | | | |
|--------------------------------------|-------|-------|-------|-------|-------|-------|--------|--------|
| CLIMATIC VERSION | | | | | | | | |
| ACCORDING TO STANDARDS: e.g. MT , TH | | | | | | | | |
| NOMINAL BRAKING TORQUE [Nm] | | | | | | | | |
| NE 05 | NE 10 | NE 16 | NE 25 | NE 30 | NE 50 | NE 70 | NE 100 | NE 160 |
| 50 | 100 | 160 | 250 | 360 | 500 | 700 | 1000 | 1600 |
| 35 | 75 | 120 | 180 | 270 | 420 | 600 | 900 | 1300 |
| 25 | 50 | 75 | 120 | 360 | 600 | 800 | 1050 | |
| OPERATING VOLTAGE [V DC] | | | | | | | | |
| 24 , 104 , 180 | | | | | | | | |

| OPTIONS | |
|------------------------|---|
| STANDARD CONFIGURATION | 0 |
| MANUAL RELEASE LEVER | 1 |

The producer reserves the right to modify as a result of developing the product.
 It is possible to realize special versions.