
INSTALLATION AND MAINTENANCE

Installation of RNB Brakes

Installation Procedure

1. The complete unit consists of two major subassemblies: the brake body, which includes the armature and friction disk, and the hub.
2. The mounting surface of the brake field should be perpendicular to the shaft within 0.002” TIR for RNB 0.2~10 and 0.004” TIR for RNB 20. The pilot and bolt circle should be concentric to the shaft within 0.008” TIR.
3. Insert the customer-supplied mounting bolts through the brake and mount the brake to the wall of the machine or support bracket.
4. Verify that a step or spacer is in place on the shaft to position the hub. Slide the hub onto the shaft and install the key. If the hub spline and disk spline are not aligned, energize the brake to release the friction disk and align it with the hub.
5. For an inside hub mount, the distance between the brake field mounting surface and the bottom of the hub should match dimension P specified on the RNB data sheet. For an outside hub mount, use dimension T specified in Table 1. Verify that the hub does not contact the armature, and attach a snap ring or a set collar to lock the hub in place.

Table 1

Model	0.2	0.4	0.8	1.6	3	5	10	20
T [mm]	20	21	22	25	33	35	43	52

6. Cycle the brake under normal loading conditions. If any noise from contact is noticed, make sure the hub is not hitting the armature and verify proper mounting.

Manual Release

For RNB 3~20, the brake cover plate contains three tapped holes. These brakes can be manually released by inserting the appropriate metric screws specified on the RNB data sheet. Once the screw touches the armature, the brake will release with approximately another 90° turn.

Maintenance

These brakes are designed for holding applications only and are not meant for dynamic braking applications. It has no adjustment for wear, and it does not require any maintenance.

Contamination

These units are to be used in dry environments only. Contaminants such as oil and grease should not be permitted to contact the friction surface at any time. If the friction material becomes contaminated, the brake will probably need to be replaced. Do not attempt to disassemble the unit. The spring is under high compression and can cause harm if it is released.

