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TECO MOTOR PRODUCTS

- Low voltage induction motors - IEC and NEMA
- High voltage induction motors
- Inverters
- Eddy current variable speed drives
- Drip proof motors - LV and HV
- DC motors
- Synchronous motors
- Vertical hollow shaft motors
- Hazardous area motors
- High efficiency motors
- Brake motors
- Stepper motors
- Switchgear

TECO PUBLICATIONS AVAILABLE

- Product overview
- Advantage IEC/Advantage+ high and premium efficiency cast iron motors
- Advantage Lite Aluminium motors
- Advantage Lite Brake motors
- Open Advantage drip proof motors
- Low voltage (AEJC)
- High voltage motors (AEJK)
- Large and High Voltage motors
- Slip ring motors (AEEQ-AEJS)
- Advantage Guardian range - high temperature resistant motors
- Minicon palm drive
- Minicon+ IP65 drive
- Speecon 7200JA variable speed drives
- Speecon 7200MA variable speed drives
- Speecon 7200GA variable speed drives
- Optim 2000 variable speed drives

Advantage

ALUMINIUM

TECO TEFC aluminium brake motors are designed, manufactured and tested to meet the latest European and International standards. Their proven high quality and adaptable aluminium construction makes them suitable for all industrial applications. In addition, the brake provided by the widely respected European manufacturer, Kendrion Binder, ensure both high performance and adaptability.

FEATURES

- Multi Mount
- Lightweight
- 2 year warranty
- DC and AC brakes

Ratings & Standards

ELECTRIC SUPPLY

Suitable for 50/60Hz supply.

kW	Volts	Connection	Hz
≤ 2.2	220/240	Δ	50
	250/280	Δ	60
	380/415	Y	50
	440/480	Y	60
3 ≥	380/415	Δ	50
	440/480	Δ	60
	660/690	Y	50

ENCLOSURE

The standard protection is to IP55 for B3 (IM1001) or B3/B5 (IM2001) mounting, with drain holes located between the motor feet. If required, porous drain plugs can be fitted. For other mounting options drain plugs can be provided.

DUTY RATING

All motors are continuously maximum rated type S1.

AMBIENT

Standard motors are designed to operate in an ambient temperature of -15 °C to 40 °C.

ALTITUDE

Standard motors are designed for operation and performance at an altitude not exceeding 3300 feet (1000 metres) above sea level. For higher altitudes derating of output kW may be necessary.

PERFORMANCE

All standard motors are designed to meet EN60034-12 design N starting requirements. Performance and test to EN60034 Parts 1 and 2.

Lite Brake Motor

DIRECTION OF ROTATION

All standard motors are suitable for operation in either direction of rotation.

MOUNTING

Motors are available in the following mounting types:

- Foot mounted motors without flange (B3)
- Flange mounted motors (B5)
- PAD mounting (for fan duty)
- 'C' Face mounted motors (B14)

Construction

FRAMES & ENDSHIELDS

Stator frames are made from high grade aluminium extrusion. Endshields are made from die cast aluminium.

COOLING SYSTEM

Cooling fins are cast integrally with frame and endshields. High airflow external fans assure low temperature rise to give an extended motor life, as well as a low noise level.

FAN AND FAN COWL

Polypropylene fans are fitted as standard. Fan cowls are of heavy gauge pressed steel construction, securely bolted to the motor endshield.

BEARING & LUBRICATION SYSTEM

Standard motors are fitted with high quality ball bearings which are pre-lubricated, double shielded.

BRAKE

The brake fitted is of a spring operated 'fail to safety' type. The electro-magnetic brake unit is in the 'on' position in the absence of electric current and is released when the motor operates. The brake has been manufactured and tested in accordance to DIN VDE 0580 October 1994. Care must be taken not to exceed the maximum switching energy of the brake unit. For special applications consult the manufacturers.

The option exists to purchase either:-

- brake motor complete
- motor, brake and fitting kit

STATOR, WINDING AND CLASS F INSULATION SYSTEM

Coil wires are insulated with a heavy built heat resistant polyester coating. Connection leads are insulated with silicon rubber braid. The complete winding is pre-heated and dipped in Class F varnish and baked to cure. External winding flexible leads are cross-linked silicone rubber insulated.

TERMINAL BOX

Terminal boxes are generously proportioned and rotatable 4 x 90 degree increments and contain a six terminal connection block and earth terminal directly connected to the frame in accordance with relevant European directives. Boxes are gasketed between frame, box, cover and gland plate for better IP55 protection. The terminal is located on the top of the frame as standard. Construction is aluminium oversize to accommodate the brake rectifier.

NAMEPLATE

Nameplates are made from stainless steel.

FINISH

Phenolic rust proof base and lacquer, surface finished in blue - providing a high corrosion resistant protection.

TESTING

In addition to a full programme of tests during manufacture, each motor undergoes an automatic routine test to EN60034-1 and BS4999 prior to despatch.

INVERTER DRIVE

Motors are suitable for PWM inverter drive, subject to torque and speed limitations - consult TECO Electric Europe Limited.

Note! Under inverter control a separate brake supply and controls may be required.

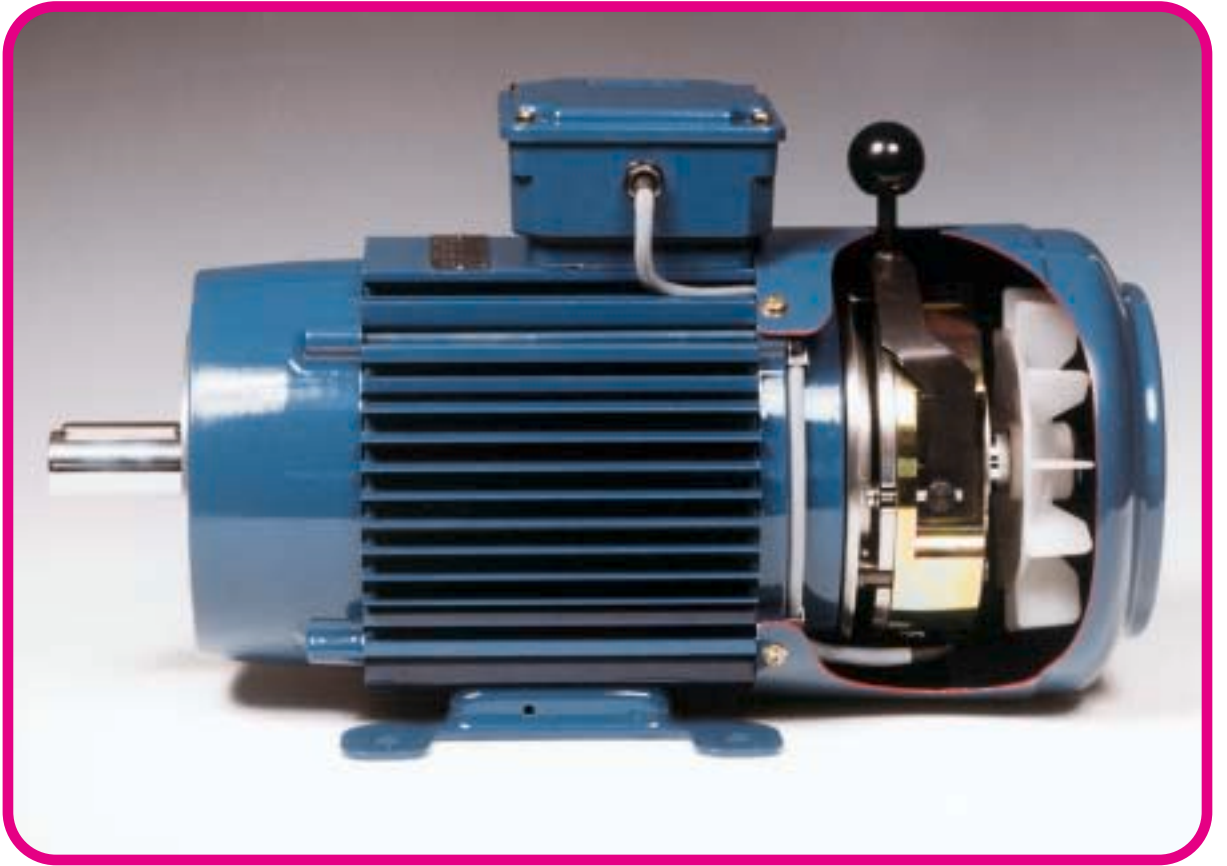
BRAKE KIT

The brake fitting kit consists of the following components:-

- Oversize aluminium terminal box
- Shaft extension and fixing screw
- Extended fan cover
- Additional hand release is also available as an extra

OPTIONS

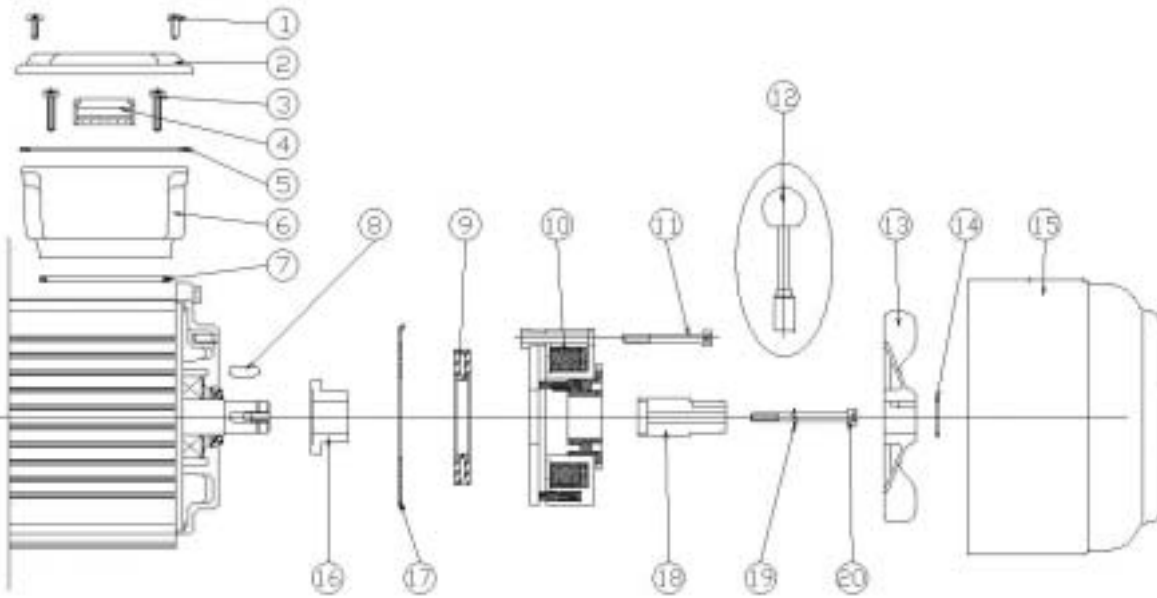
- IP56, IP65 enclosure
- Anti condensation heaters
- Thermistor protection
- Tropicproofing
- Special paint finishes
- Pad mount for axial flow fans (provided in kit form)
- Special shaft extensions
- Dual speed
- Encoder/tacho kits
- Force ventilation kits available



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	Motor kW	Frame Size	Motor F.L.T.	Brake Type	Brake Torque Range	
					Nm	% F.L.T.
~	0.12	D 63	0.84	76 431-08H00	1-4	120-600
~	0.18	D 63	1.3	76 431-08H00	1-4	80-380
~	0.25	D 71	1.7	76 431-08H00	1-4	60-290
~	0.37	D 71	2.5	76 431-08H00	1-4	40-200
~	0.55	D 80	3.7	76 431-10H00	4-8	110-270
~	0.75	D 80	5.1	76 431-10H00	4-8	80-200
*	1.1	D 90	7.4	76 431-10H00	4-8	50-140
~	1.1	D 90	7.4	76 431-11H00	8-16	110-270
*	1.5	D 90	10.1	76 431-10H00	4-8	40-100
~	1.5	D 90	10.1	76 431-11H00	8-16	80-200
*	2.2	D 100	14.7	76 431-11H00	8-16	50-140
~	2.2	D 100	14.7	76 431-13H00	16-32	110-270
*	3	D 100	20.1	76 431-11H00	8-16	40-100
~	3	D 100	20.1	76 431-13H00	16-32	80-200
*	4	D 112	26.6	76 431-13H00	16-32	60-150
~	4	D 112	26.6	76 431-14H00	30-60	110-240
~	5.5	D 132	36.5	76 431-14H00	30-60	80-180
*	5.5	D 132	36.5	76 431-16H00	40-80	110-270
*	7.5	D 132	49.6	76 431-14H00	30-60	60-130
~	7.5	D 132	49.6	76 431-16H00	40-80	80-200
*	9	D 132	60.0	76 431-14H00	30-60	50-110
~	9	D 132	60.0	76 431-16H00	40-80	70-170

All above values based on 4 pole motors.
 Data for other motor speeds is available; please ask Teco.
 ~ = standard brake selection
 * = alternative (low cost) brake selection



- | | | |
|----------------------|----------------------------|-------------------------|
| 1 Hex Screw (4 pcs.) | 8 Key | 14 Circlip |
| 2 Terminal Box Cover | 9 Brake Disc | 15 Fan Cover |
| 3 Hex Screw (4 pcs.) | 10 Brake Unit | 16 Hub |
| 4 Rectifier | 11 Fixing Screws (3 pcs.) | 17 Static Friction Disc |
| 5 Gasket | 12 Hand Release (Optional) | 18 Shaft Adaptor |
| 6 Terminal Box Seat | 13 External Fan | 19 Spring Washers |
| 7 Terminal Plate | | 20 Cap Long Screw |

MECHANICAL ASSEMBLY

- A Remove fan cowl (15), circlip (14) and fan (13).
- B Clean non drive end rotor shaft & end shield using Loctite 7063.
- C Fit key (8) into existing NDE rotor shaft key way.
- D Slide Hub (16) onto shaft (aligning key and key way), up to shaft shoulder.
- E Apply thin film of Loctite 648 to the protruding shaft, slide stub shaft (18) over rotor shaft and secure using the cap screw (20) and washer (19) provided, tighten as necessary.
- F Place static friction disc (17) onto end shield aligning the holes with the corresponding tapped holes in the end shield (ensure the S.F.D is absolutely free from oil & grease).
- G Slide friction disc (9) onto hub (16) trapping the S.F.D (2) in position.
- H Clean armature face with using Loctite 7063 ensuring that the frictional surfaces are free from oil and grease.
- I Place fixing screws (11) through brake and mount the brake to the end shield.
- J Tighten fixing bolts (11) evenly to specified torque as per Kendrion Binder technical data sheet.
- K Slide cooling fan (13) onto shaft secure using original circlip (14).
- L Protect brake supply cable with braided cable sheath and route brake supply cable into motor terminal box (6).
- M Fit fan cowl (15) ensuring hand release slot is on T.D.C. if brake hand release is fitted.

ELECTRICAL CONNECTION

- A Fit rectifier (4) into motor terminal box in designated position using the clip and adhesive pad.
- B Connect brake supply lead to rectifier terminals 5 and 6 (polarity not important).
- C For star/delta wound motor 230/400V AC utilising a 102V DC brake coil, connect rectifier terminals 1 and 2 to 1 line and star point of the motor terminal board. (See page 6).
- D For delta wound motor 400V AC utilising a 178 V DC brake coil, connect rectifier terminals 1 and 2 to any two of the three pairs of the connected terminals. (See page 6).
- E For normal response switching terminals 3 and 4 should be linked.
- F Test braked motor by connecting motor in normal way.



SINGLE-PHASE RECTIFIERS WITH INTERNAL SUPPRESSOR

The half-wave rectifiers are particularly suitable for the operation of electromagnetic brakes operated from an alternating-current mains supply.

CAUTION!

With inverter fed motors, brake may require separate supply and controls.

The 32 07322A40 range has screw terminals.

This products complies with the EMC-directive 89/336/EWG, and conforms to the following standards:

EN 55011 (1992)

all types

group 1, class A (radio noise-voltage)

group 1, class B (radio noise-radiation)

group 1, class B (radio noise-voltage)

all types

EN 61000-4-3 (1997) level 3,

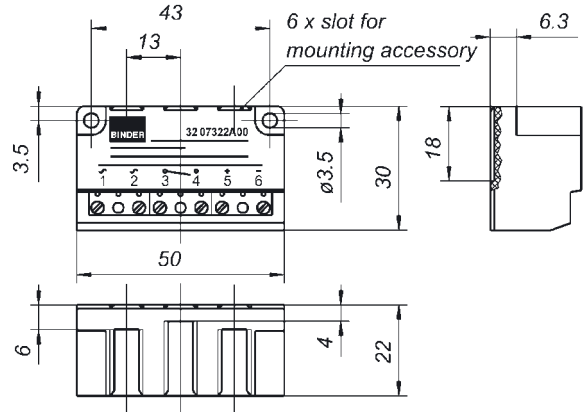
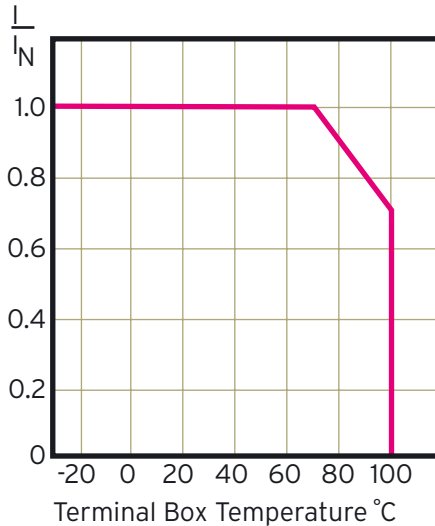
EN 61000-4-4 (1996) level 3,

EN 61000-4-5 (1996) level 3.

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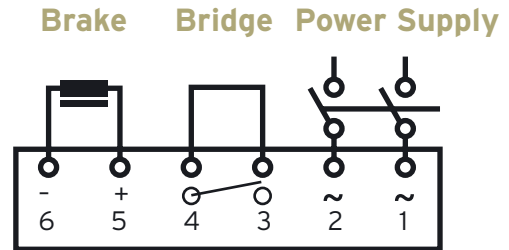
TECHNICAL DATA

Maximum brake I loading at terminal box temperature.

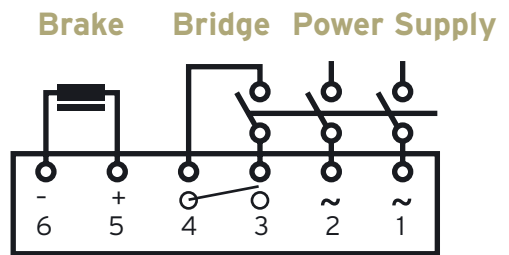


CONNECTION DIAGRAMS

Normal switching:



Fast response switching:



CAUTION!

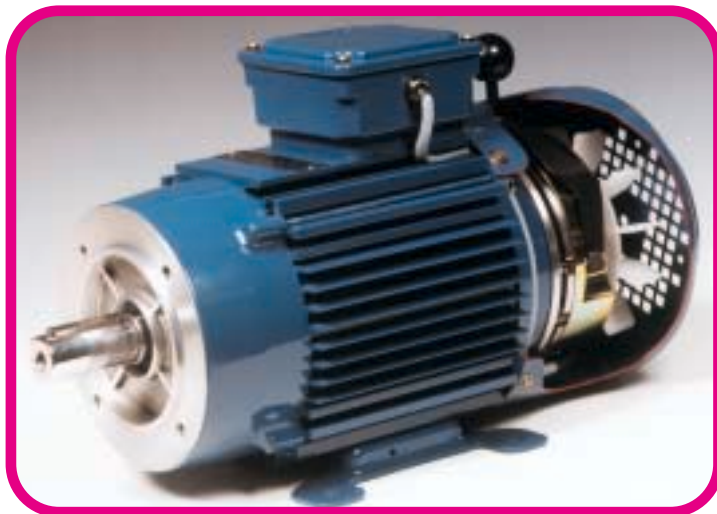
Switching on the DC side must be accompanied by switching on the AC side.

Type	Rectifier type	Max. rated input voltage U_1 /VAC (40-60 Hz)	Output voltage U_2 /VDC	Max output L-Load I/ADC	Connections
32 07322A40	half-wave	500 (+10%)	$U_1 \times 0.445$	2	Terminals 1.5mm ²

Output kW	Full Load Speed (RPM)	Frame No.	Rated Torque (Nm)	Rated current (A)	Efficiency		Power Factor		D.O.L Starting		Inertia j Rotor + hub & friction disc kgm ² x 10 ⁻³
					100% Load (%)	100% Load Cos	Current %FLC	Torque %FLT	Pull Out %FLT		
0.12	2790	63	0.4	0.44	61.2	0.65	484	200	280	0.53	
	1360	63	0.8	0.45	60.5	0.62	442	200	260	0.58	
0.18	2800	63	0.6	0.59	64	0.7	483	200	280	0.56	
	1370	63	1.3	0.64	62	0.64	428	200	260	0.73	
	900	71	1.9	0.68	60	0.6	374	175	200	1.33	
0.25	2800	63	0.9	0.76	66.2	0.75	545	200	280	0.61	
	1400	71	1.7	0.82	65.5	0.67	485	200	250	0.88	
	900	71	2.7	0.9	63	0.61	397	175	210	1.63	
0.37	2800	71	1.3	0.92	71	0.83	670	200	280	0.61	
	1400	71	2.5	1.13	68.5	0.7	525	200	250	1.13	
	920	80	3.8	1.29	66.7	0.62	444	175	210	2.12	
0.55	2780	71	1.9	1.35	74.3	0.8	676	200	260	0.61	
	1420	80	3.7	1.56	73.5	0.72	585	200	250	1.82	
	920	80	5.7	1.76	69.5	0.65	490	175	220	2.92	
0.75	2830	80	2.5	1.66	76.5	0.85	687	200	250	1.22	
	1415	80	5.1	1.97	75.3	0.73	579	200	250	2.12	
	920	90S	7.8	2.16	73.8	0.67	505	175	210	4.20	
1.1	2820	80	3.7	2.36	79	0.85	797	200	250	1.52	
	1410	90S	7.5	2.7	77.8	0.76	633	200	240	3.50	
	925	90L	11.4	3.05	74	0.67	521	175	220	5.70	
1.5	2860	90S	5	3.18	80	0.85	755	200	270	2.70	
	1420	90L	10.1	3.5	80	0.79	651	200	240	4.20	
	925	100L	15.5	3.88	79	0.7	588	175	210	8.10	
2.2	2860	90L	7.4	4.59	82.3	0.84	795	200	270	3.70	
	1425	100L	14.7	4.89	82.3	0.79	699	200	240	8.10	
	950	112M	22.1	5.4	81.6	0.72	633	175	220	14.60	
3	2870	100L	10	5.94	83.8	0.87	769	200	270	5.50	
	1425	100L	20.1	6.51	83.2	0.8	702	200	240	11.60	
	955	132S	30	6.74	83.2	0.77	678	175	230	35.60	
4	2880	112M	13.3	7.7	85.3	0.88	830	200	260	11.02	
	1435	112M	26.6	8.45	85.3	0.8	756	200	240	15.60	
	960	132M	39.8	9.19	84.5	0.75	684	175	240	40.80	
5.5	2900	132S	18.1	10.45	86.7	0.88	830	200	250	15.60	
	1440	132S	36.5	11.45	86.7	0.8	757	200	230	24.80	
	960	132M	54.7	12.05	85.5	0.77	720	175	230	54.60	
7.5	2900	132S	24.7	14.16	87.9	0.87	763	200	240	18.60	
	1445	132M	49.6	14.86	87.9	0.83	727	200	230	33.80	
9.2	1440	132M	61	18.3	87.2	0.83	720	190	220	39.60	

NOTES

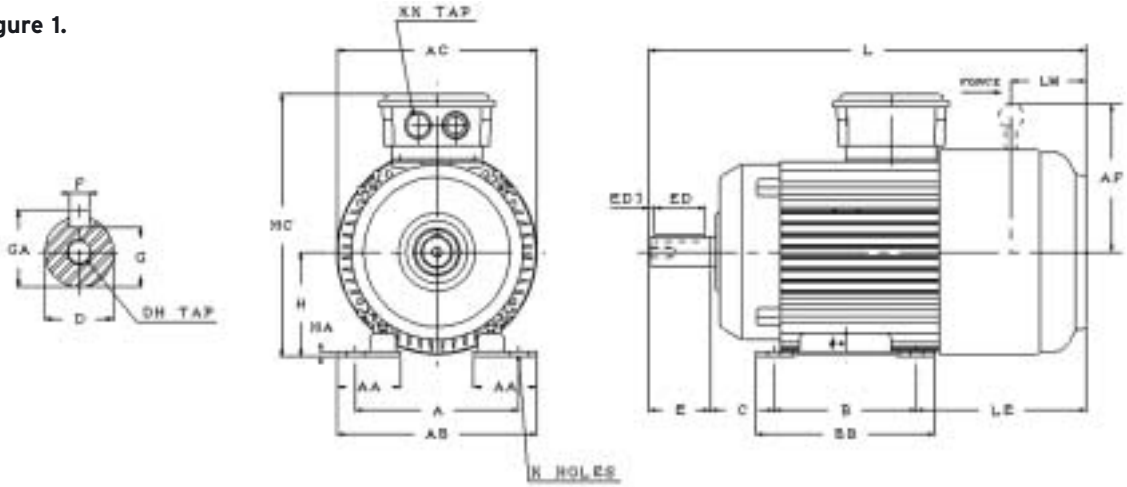
1. The above are typical values based on test on 400V.
2. Performance to EN60034 Parts 1 and 2.
3. Tolerance according to EN60034-1
4. Efficiency, power factor, speed and torque are the same for other rated voltages. Full load current values vary inversely with voltage.
5. Efficiencies are EFF2.
6. Data subject to change without notice.



B3 Foot Mounted Dimensions

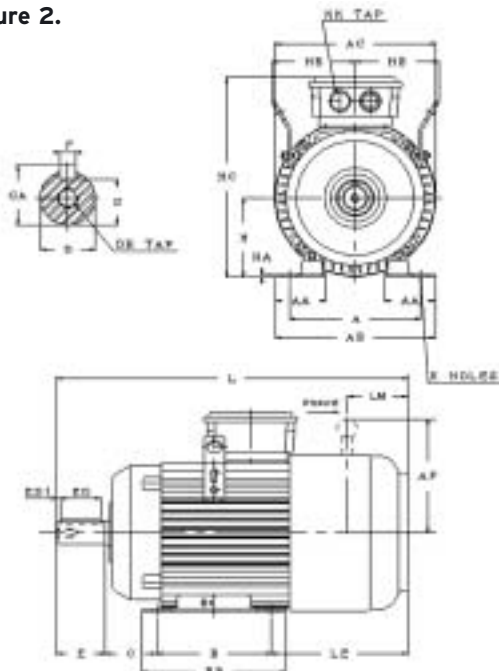


Figure 1.



Output (kW)			Frame No.	Fig	A	AA	AB	AC	HB	B	BB	C	H	HA	HC	K	L	LE	
2P	4P	6P																	
0.12	0.12		63	1	100	44.5	120	122		80	100	40	63	3.2	179.5	7	291	148	
0.18	0.18		71		112	49	140	138		90	120	45	71	3.2	194	7	289	124	
0.25																			
0.37	0.25	0.18	80A		125	50.5	155	157		100	130	50	80	4	214.5	10	327	137	
0.55	0.37	0.25																	
0.75	0.55	0.37	80B		140	52	170	177		100	130	56	90	4	233	10	370.5	164.5	
1.1		0.55																	
1.5	1.1		90SA		2	160	62	196	197	140	176	63	100	4	254	12	434	171	
		0.75	90SB																
2.2	1.5		90LA																
		1.1	90LB																
3	2.2	1.5	100L		2	190	74.5	226	219	117	140	176	70	112	4	277	12	474	204
4	4	2.2	112M																
5.5	5.5	3	132SA		2	216	79.5	252	235	124	140	214	89	132	5	316	12	569	260
7.5			132SB																
	7.5	4	132MA																
		5.5	132MB																

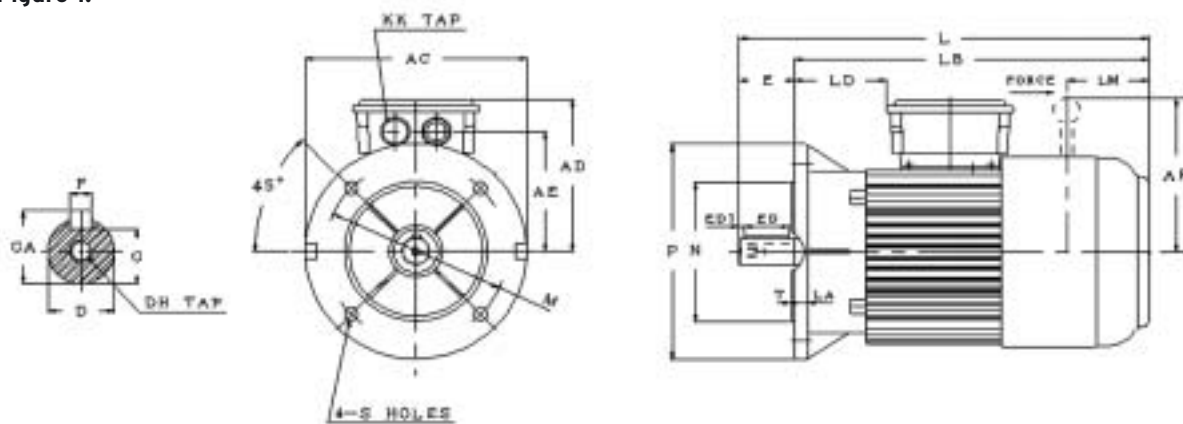
Figure 2.



Frame	Fig no.	KK	Shaft Extension							Brake Unit				
			D	E	ED	ED1	F	G	GA	DH	LM	AF		
63	1	M20XP1.5	11	23	14	4.5	4	8.5	12.5	M4	71	98		
71			14	30	20	5	5	11	16	M5	62.8	98		
80A			19	40	32	4	6	15.5	21.5	M6	66	131		
80B			2	M25XP1.5	24	50	40	5	8	20	27	M8	73	137.5
90SA					28	60	50	5	8	24	31	M10	90.5	156
90SB														
90LA														
90LB														
100L	2	M25XP1.5	38	80	70	5	10	33	41	M12	124.5	195		
112M			28	60	50	5	8	24	31	M10	105	173		
132SA														
132SB														
132MA														
132MB														

Dimensions in mm

Figure 1.

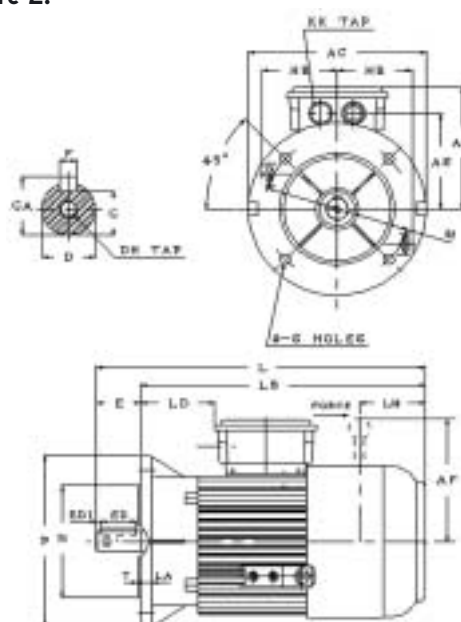


Output (kW)			Frame No.	Fig	AC	AD	AE	HB	L	LA	LB	LD	M	N	P	S	T	KK
2P	4P	6P																
0.12	0.12		63		122	116.5	85.5		291	12	268	72	115	95	140	10	3	M20XP1.5
0.18	0.18		71		138	123	92	289		259	73.5	130	110	160	10	3.5		
0.25																		
0.37	0.25	0.18	80A		157	134.5	102.5	327		287	73.5	165	130	200	12	3.5		
0.55	0.37	0.25																
0.75	0.55	0.37	80B	1				336		296	82.5							
1.1		0.55	90SA		177	143	111	370.5		320.5	83.5	165	130	200	12	3.5		
1.5	1.1		90SB					385.5		335.5	98.5							
2.2	1.5		90LA					385.5		335.5	98.5							
		0.75	90LB					400.5		350.5	113.5							
3	2.2	1.5	100L		197	154	122	434	16	374	121	215	180	250	15	4		
	3																	
4	4	2.2	112M		219	165	135	117	474	16	414	130	215	180	250	15	4	M25XP1.5
5.5	5.5	3	132SA	2	235	184	148	124	569	20	489	171	265	230	300	15	4	
7.5			132SB															
	7.5	4	132MA															
		5.5	132MB															

Frame	Fig no.	Shaft Extension								Brake Unit	
		D	E	ED	ED1	F	G	GA	DH	LM	AF
63	1	11	23	14	4.5	4	8.5	12.5	M4	71	98
71		14	30	20	5	5	11	16	M5	62.8	98
80A		19	40	32	4	6	15.5	21.5	M6	66	131
80B											
90SA		24	50	40	5	8	20	27	M8	73	137.5
90SB											
90LA											
90LB											
100L		28	60	50	5	8	24	31	M10	90.5	156
112M		28	60	50	5	8	24	31	M10	105	173
132SA	38	80	70	5	10	33	41	M12	124.5	195	
132SB	2										
132MA											
132MB											

Dimensions in mm

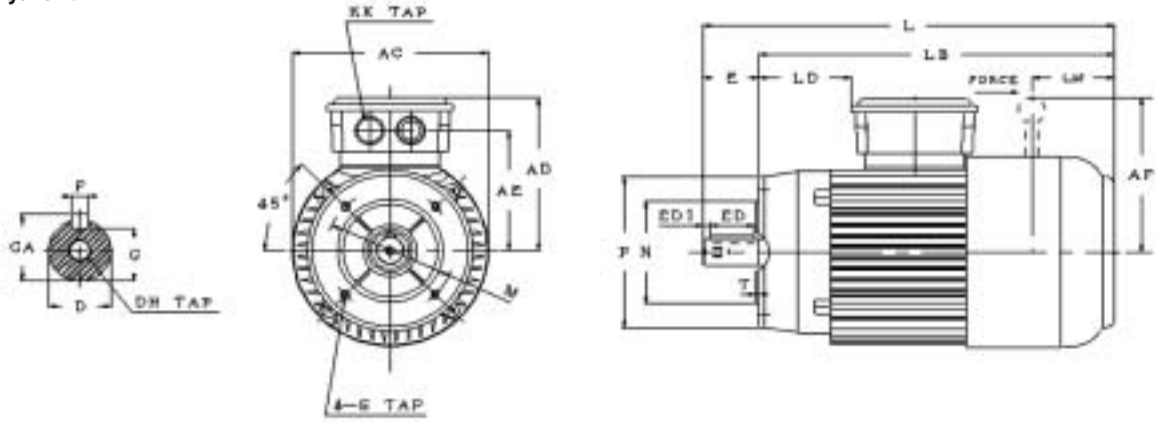
Figure 2.



B14 C-Face Mounted Dimensions

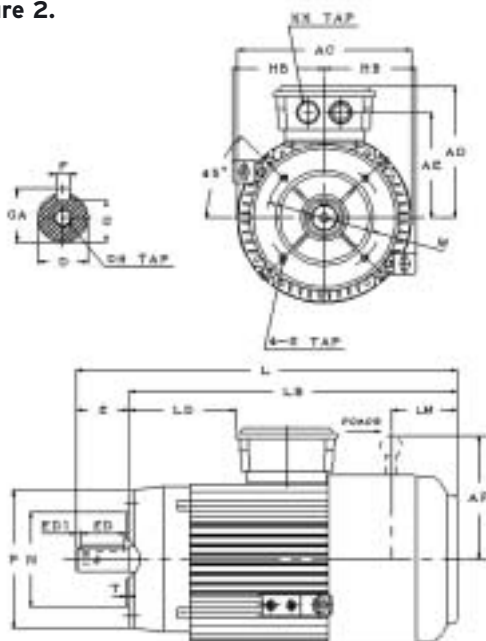
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Figure 1.



Output (kW)			Frame No.	Fig	AC	AD	AE	HB	L	LB	LD	M	N	P	S	T	KK
2P	4P	6P															
0.12	0.12		63	1	122	116.5	85.5		291	268	72	75	60	90	M5	2.5	M20XP1.5
0.18	0.18		71		138	123	92		289	259	73.5	85	70	105	M6	2.5	
0.25																	
0.37	0.25	0.18	80A		157	134.5	102.5		327	287	73.5	100	80	120	M6	3	
0.55	0.37	0.25															
0.75	0.55	0.37	80B						336	296	82.5						
1.1		0.55															
1.5	1.1		90SA		177	143	111		370.5	320.5	83.5	115	95	140	M8	3	
			90SB						385.5	335.5	98.5						
2.2	1.5		90LA						385.5	335.5	98.5						
			90LB						400.5	350.5	113.5						
3	2.2	1.5	100L		197	154	122		434	374	121	130	110	160	M8	3.5	
	3																
4	4	2.2	112M	2	219	165	135	117	474	414	130	130	110	160	M8	3.5	M25XP1.5
5.5	5.5	3	132SA		235	172	148	124	569	489	171	165	130	200	M10	3.5	
7.5			132SB						589	509	191						
	7.5	4	132MA						589	509	191						
		5.5	132MB						604	524	206						

Figure 2.



Frame	Fig no.	Shaft Extension								Brake Unit	
		D	E	ED	ED1	F	G	GA	DH	LM	AF
63	1	11	23	14	4.5	4	8.5	12.5	M4	71	98
71		14	30	20	5	5	11	16	M5	62.8	98
80A		19	40	32	4	6	15.5	21.5	M6	66	131
80B											
90SA		24	50	40	5	8	20	27	M8	73	137.5
90SB											
90LA											
90LB											
100L		28	60	50	5	8	24	31	M10	90.5	156
112M		28	60	50	5	8	24	31	M10	105	173
132SA	2	38	80	70	5	10	33	41	M12	124.5	195
132SB											
132MA											
132MB											

Dimensions in mm

MAINTENANCE

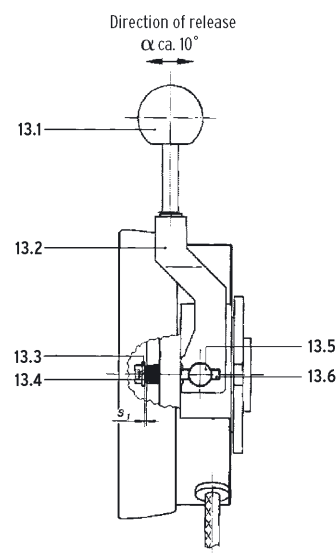
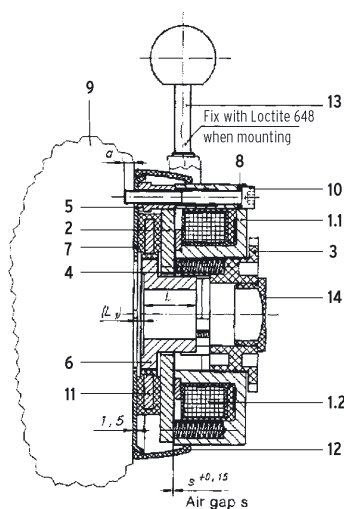
Maintenance of the brake, apart from checking/adjusting the air gap 's', is negligible. It does become necessary when - due to wear of the friction disc (11) - the clearance between armature (2) and magnet housing (1.1) has reached such a size that the magnetic force is no longer sufficient to attract the armature (2), i.e. that the brake is no longer released.

The friction disc (11) must be replaced. To this effect, unscrew the brake from the motor flange (9). Replace the worn disc (11) with a new one. There is no need for any kind of adjustment of the air gap 's'. The fixing bolts (10) must be re-tightened to the torques specified in the Kendrion Binder Technical Information Sheet 76 431..H00.

Size	Air Gap 's' New	Air Gap 's' Max
08	0.15 +0.10	0.50
10	0.20 +0.15	0.80
11	0.20 +0.15	0.95
13	0.25 +0.15	0.80
16	0.30 +0.15	0.90

KEY

- | | | | |
|------|--|------|-------------------|
| 1.1 | Magnet housing | 13.3 | Disc |
| 1.2 | Energising coil | 13.4 | Pressure spring |
| 2 | Armature | 13.5 | Tie bolt |
| 3 | Adjustment ring | 13.6 | Cheese head screw |
| 4 | Pressure spring | 14 | Plug (optional) |
| 5 | Sleeve | | |
| 6 | Hub | | |
| 7 | Static friction disc (optional) | | |
| 8 | Sealing washer (accessory for protection type IP 65) | | |
| 9 | Motor flange | | |
| 10 | Fixing bolt (optional) | | |
| 11 | Friction disc | | |
| 12 | Sealing cover (optional) | | |
| 13 | Hand release (optional) | | |
| 13.1 | Knob with pin | | |
| 13.2 | Clip | | |



11

BEARINGS INFORMATION

Frame	BRAKE MOTORS	
	Drive End	Non drive End
63	6201ZZC3	6201ZZC3
71	6202ZZC3	6202ZZC3
80	6204ZZC3	6204ZZC3
90SA	6205ZZC3	6205ZZC3
90SB	6205ZZC3	6205ZZC3
90LA	6205ZZC3	6205ZZC3
90LB	6205ZZC3	6205ZZC3
100L	6206ZZC3	6305ZZC3
112M	6306ZZC3	6306ZZC3
132SA	6308ZZC3	6306ZZC3
132SB	6308ZZC3	6306ZZC3
132MA	6308ZZC3	6306ZZC3
132MB	6308ZZC3	6306ZZC3

WEIGHTS INFORMATION

Frame	Approx weight (kg)	Frame	Approx weight (kg)
63	5.2	90LB	17.5
71	7.2	100L	28
80A	11	112M	40
80B	12.5	132SA	57
90SA	15	132SB	62
90SB	16	132MA	62
90LA	16	132MB	66

NOTES

Bearing clearance where indicated is C3, otherwise is CN. Bearing lubrication: Where ZZ suffixed, the bearings are double-shielded, pre-lubricated and sealed for life.

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