

Motor Brake Relay

Type SX 9033N 230V
ministop

New!! with single pot adjustment



Model SX 9033N

Special Note

When monitoring the injected DC current we recommend the use of a **true RMS or moving iron instrument** to limit the injected current to no more than 2.8 x the motor rated current or 25A whichever is achieved first, as low reading errors will occur with other types of instrument.

Description

A compact IP65 screw mounted motor brake relay starter combination, designed for DOL single phase motors.

SX 9033N 230V is suitable for motors rated from 200W to 2kW. Braking current (IB) is adjustable via a potentiometer scaled 10-100% (2.5A to 25A). Indication is via three LEDs which indicate power connected (green), fault indication (red) and DC current injection (yellow).

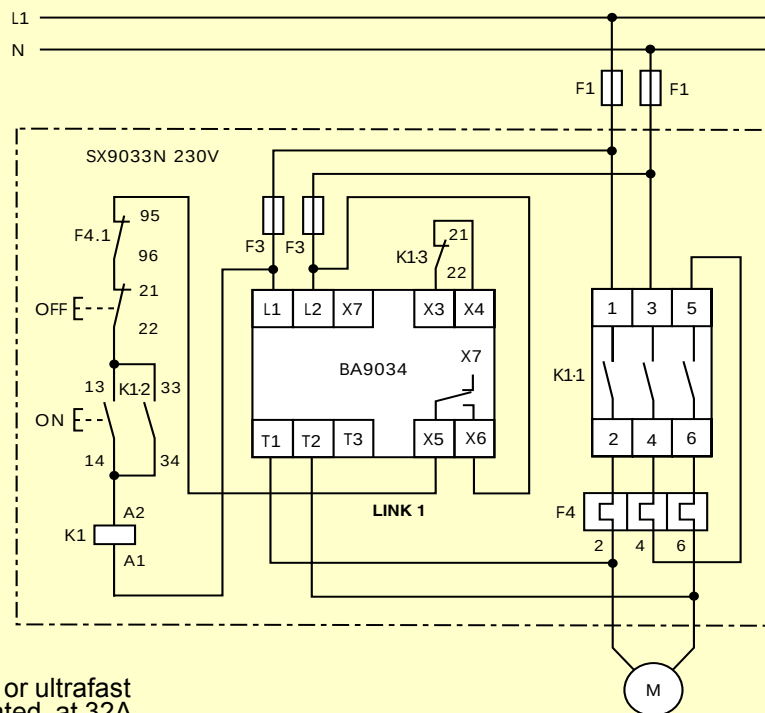
The brake module incorporates standstill monitoring with an internal contactor connecting the DC output of the brake relay to the motor.

The inter-lock contact X5 –X6 is utilised to avoid motor restart while injecting braking current and a built in safety brake override timer will stop the braking cycle if standstill is not detected within the safety time.

Braking is normally initiated by a close - open - close Volt free contact sequence at terminals X3 –X4,

Application Circuit Diagram

DOL



Fuses F3 to be superfast or ultrafast semi - conductor fuses rated at 32A

Diag 1

Braking Current Setting

Connect power to 1 & 3, (green LED on), set current pot (IB) to min (anti clockwise) and initiate a braking cycle via X3 - X4, (yellow LED (IB) on), slowly turn up the current pot until the motor starts to brake, then turn pot up further to a maximum of no more than 2.8 or 2 x the motor line current measured at terminal T2. Restart the motor and re initiate a braking cycle, if necessary re adjust until the desired stopping time is achieved. The yellow LED (IB) should turn off 1 -1.5sec after motor standstill has been detected. If standstill monitoring is not detected either adjust stopping time to 7 to 9 sec and the safety timer will then turn off the brake current after 11sec or contact Dold Industries for further application advice. If the red LED (Error) flashes and contacts X5-X6 remain open, the unit has detected a fault, please see fault diagnosis overleaf. The red LED should not illuminate under normal operation, the fault can be reset by removing power to the starter.

Wiring Information

Connect wiring for L1, N to terminals L1 (1), L2 (3) on the starter contactor K1. The motor should be connected to terminals T1(2), T2 (6) on the starter overload F4.

NB: T3 not connected for single phase applications

If a remote E- Stop button is required, remove link "1" fitted between terminal "X5" on BA9034N and terminal "95" on the overload. Wire the N/C contact of the remote E-Stop button across these terminals.

All wiring to be 2.5 mm² min, Conduit or gland entry, 20 mm or 25 mm.

Warning: Please ensure this starter is only installed and adjusted by electrically qualified personnel and the wiring to the starter and associated fusing is correct for the rated motor current.



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