Armak Safety Brake

Armak BK Brakes

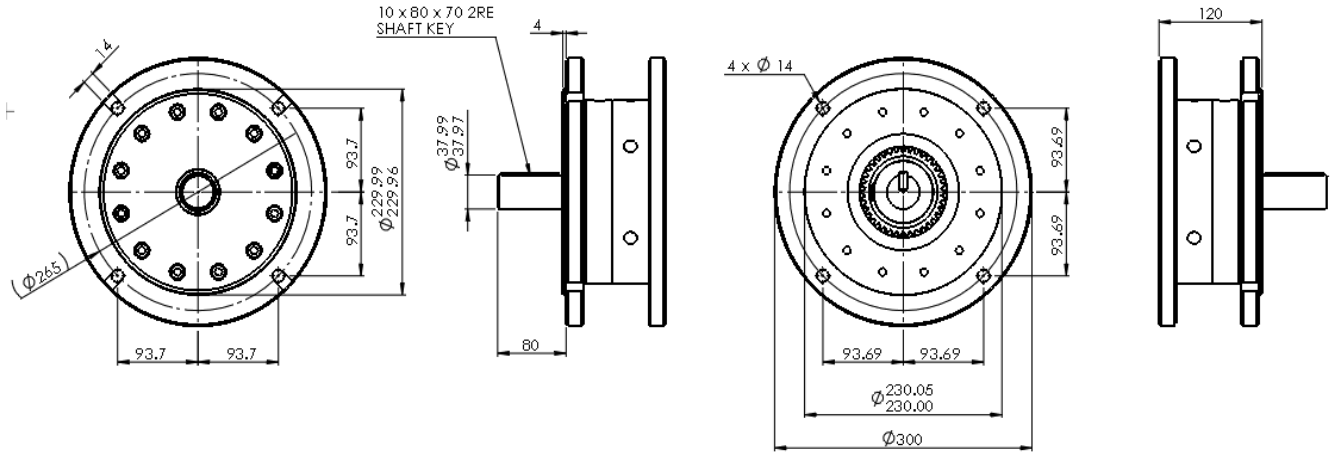
Are fail-safe spring actuated, air released.
They are built according to the machinery directive safety regulation with more than 5 springs - the actual number depends on the brake type.
The release pressure cannot be manipulated.
The brakes are designed for mounting on Armak Geared Piston Motors with Armak Control Valves.

Due to the valve design, the air motor can by pneumatic action be brought to a full stop - even when operating on a winch and lowering a load.
Therefore the brake will act as a parking brake not a dynamic brake, with increased brake lining live time and less maintenance.

As parking brake they are certified according to the European Explosive Directive for ATEX II cat. 2 GD T3, provided the installation does include the Armak Valves.

Input and output flange is to IEC D132, to fit on motors AGP07, AGP10 and AGP16.
For brake release pressure see graph.
Actual operation tests did proof a safe brake torque of 270 Nm.
The certified brake torque is 240 Nm.
The max. torque of the biggest Armak Motor AGP16 is 165 Nm.

Dimensions



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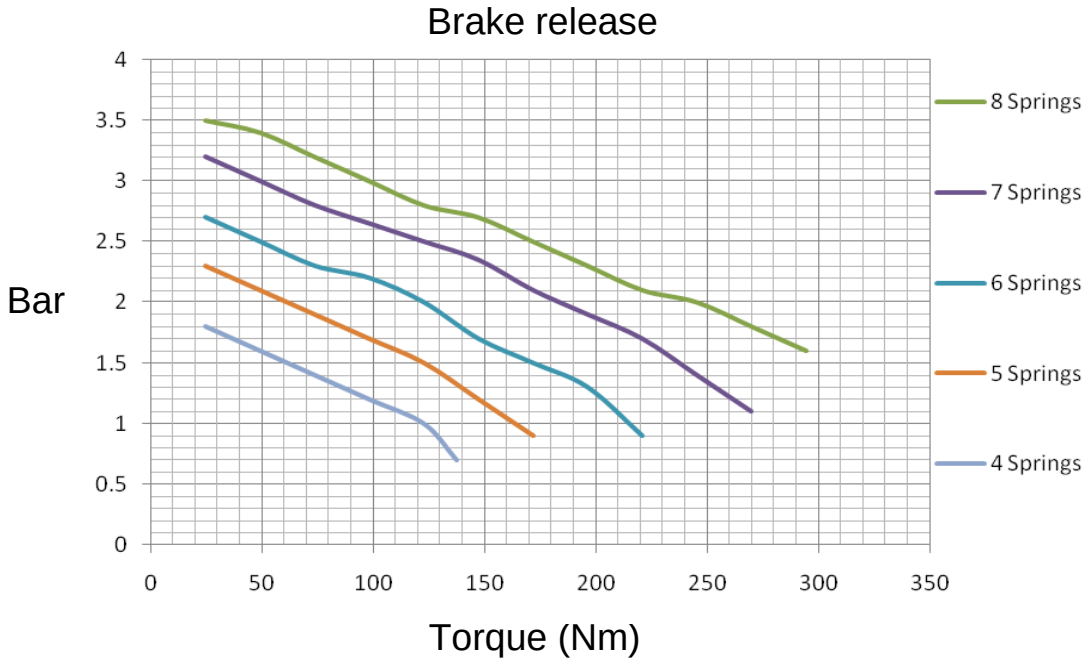
Installation:

The brake releases with pneumatic pressure.
At pneumatic system pressure below 3.4 bar
the brake engages.

Check plate must be sized to ensure the operation pressure of the motor is bellow full brake release pressure as shown in the table.
This will ensure the brake dose not offer dynamic braking, this removes the possibility of heat and wear which is important when working in a ATEX environment. Reference the check plate sizing instructions sheet for more information.

No radial or axial load should be applied to
The shaft. Loading of the shaft will cause the brake to fail.



Part Number	Torque (Nm)	Realise Pressure (Bar)	Number of Springs
404-001	270	3.5	8
404-015	250	3.2	7
404-007	220	2.7	6
404-008	170	2.3	5
404-017	120	1.8	4

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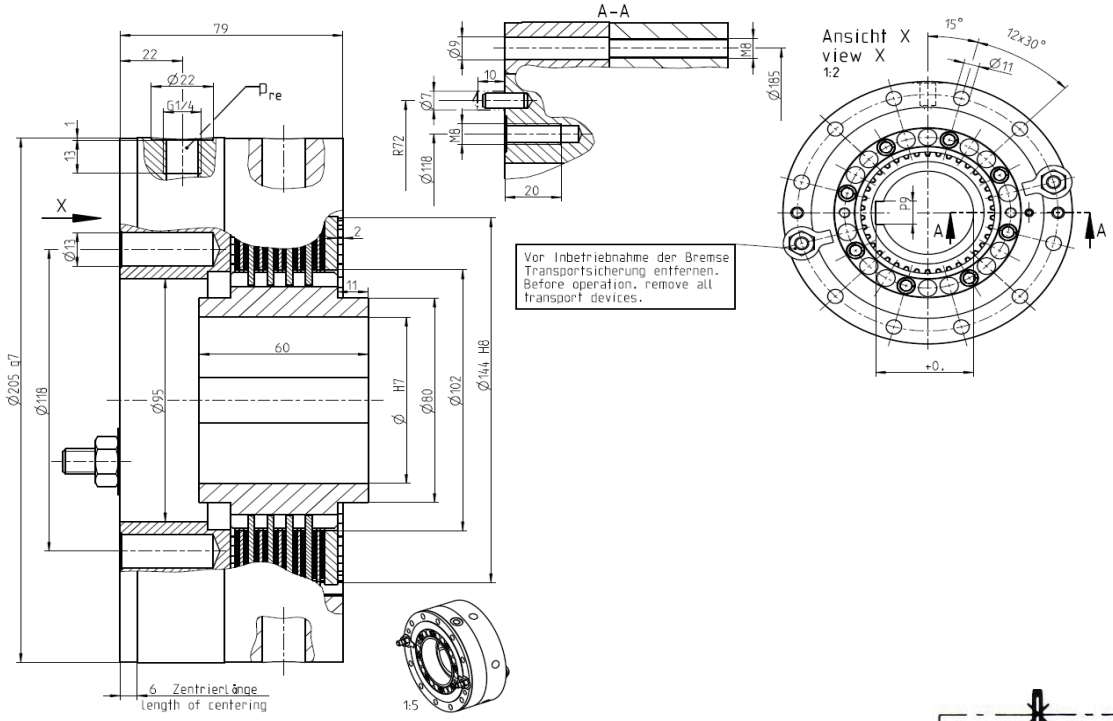
Section drawing Armak BK Brake BK132.240

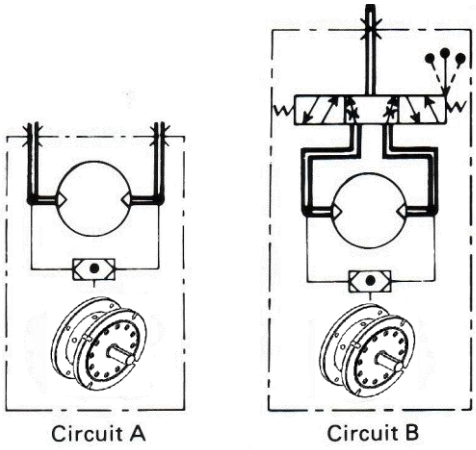


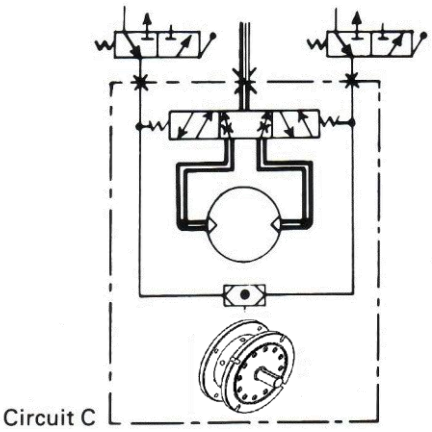
Subject to technical improvements without notice

Circuit A: installation without control valve is done outside Armak control and responsibility. The shuttle valve allows brake operation for dual rotation.

Circuit B: Installation with Armak Lever Control valve LCV. The LCV controls the rotation direction of the output shaft. The shuttle valve allows brake operation for dual rotation.
A special check plate in the LCV assures motor deceleration until the full stop of the motor, at which time the brake cuts in.

Circuit C: Installation with Armak Remote Control Valve RCV. The RCV controls the rotation direction of the output shaft. The shuttle valve allows brake operation for dual rotation.
A special check plate in the RCV assures motor deceleration until the full stop of the motor, at which time the brake cuts in.





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