

Operating and Maintenance Manual

Hyponic®



Contents

Safety Precautions	1
Inspection Upon Delivery	2
Lubrication	2
Storage	3
Transportation.....	4
Installation	4
Standard Operating Conditions	4
Mounting Angle	4
Motor Mounting (Quill Shaft Type)	4
Mounting the Servo Motor	5
Direction of Rotation	6
Connecting to the Driven Machine	7
Flange or Foot Mount.....	7
Solid Shaft Type	7
Precautions for Mounting Hollow Shaft Type	9
Hollow Shaft Type	9
Keyed Hollow Bore	9
Shrink Disc	12
Torque Arm Installation	14
Wiring	16
Wiring Connections for Standard Motor Contactor	16
Wiring Connections for VFD (Inverter)	17
Operation	19
Daily Inspection and Maintenance	20
FB Brake Assembly – Inspection, Adjustment, and Maintenance	21
Brake Models FB-01A1, FB-02A1, and FB-05A1.....	21
Brake Models FB-1D, FB-2D, FB-1E, FB-1HE, FB-2E and FB-3E.....	24
Brake Models FB-5E, FB-8E, FB-10E, and FB-15E.....	28
Troubleshooting.....	33

Safety Precautions

- Carefully read this maintenance manual and all accompanying documents before use (installation, operation, maintenance, inspection, etc.). Thoroughly understand the machine, information about safety, and all precautions for correct operation. Retain this manual for future reference.
- Pay close attention to the “**DANGER**” and “**CAUTION**” warnings regarding safety and proper use.



DANGER

Improper handling may result in physical damage, serious personal injury and/or death.



CAUTION

Improper handling may result in physical damage and/or personal injury.

Matters described in **CAUTION** may lead to serious danger depending on the situation. Be sure to observe important matters described herein.



- Transport, installation, plumbing, wiring, operation, maintenance, and inspections should be performed by trained technicians; otherwise, electric shock, personal injury, fire, or damage to the equipment may result.
- In the case of disassembly, assembly or overhaul of this device, contact the nearest authorized service station.
- When using the equipment in conjunction with an **explosion proof motor**, a technician with electrical expertise should supervise the transport, installation, plumbing, wiring, operation, maintenance and inspection of the equipment; otherwise, explosion, ignition, electrical shock, personal injury, fire or damage to the equipment may result.
- When the unit is to be used in a system for human transport, a protecting device for human safety should be installed to prevent chances of accidents resulting in personal injury, death, or damage to the equipment due to running out of control or falling.
- When the unit is to be used for an elevator or lifter, install a safety protecting device on the elevator side to prevent it from falling; otherwise, personal injury, death, or damage to the equipment may result.

Inspection Upon Delivery



- Unpack the unit after verifying that it is positioned right side up; otherwise, injury may result.
- Verify that the unit received is in fact the one you ordered. Installing the wrong unit may result in personal injury or equipment damage.
- Do not remove the nameplate.

Verify the items listed below upon receiving the product. If a nonconformity or problem is found, please contact your nearest agent, distributor, or sales office.

1. Does the information on the nameplate conform to what you ordered?
2. Was any part broken during transport?
3. Are all bolts and nuts tightened firmly?
4. Were the ordered accessories received?

Lubrication

Hyponic® units are grease-lubricated. They are filled prior to shipment and arrive ready for customer use. It is recommended to overhaul the gearbox after 20,000 hours.

Note: Over-hauling consists of disassembling the unit, replacing the seals and gaskets, cleaning the internal parts and then repacking the unit with designated grease.

Standard	Low Temperature	Food Grade
Nihon Koyu BA-11A	Nihon Koyu BH-17B	Fuchs Cassida SGG 000

Table 1. Grease Lubrication Levels.

Size	Ratio	oz. (g)
1120	5 - 60	3.17 (90)
1220	5 - 60	5.64 (160)
1230	80 - 240	7.05 (200)
1320	5 - 60	9.17 (260)
1330	80 - 240	10.9 (310)
1340	300 - 1440	16.2 (460)
1420	5 - 60	19.8 (560)
1430	80 - 240	26.5 (750)
1440	300 - 1440	31.7 (900)
1520	5 - 60	31.7 (900)
1521	5 - 25	31.7 (900)
1522	5 - 15	31.7 (900)

Size	Ratio	oz. (g)
1530	80 - 240	52.9 (1500)
1531	40 - 80	52.9 (1500)
1540	300 - 1440	52.9 (1500)
1630	80 - 120	68.8 (1950)
1631	150 - 240	68.8 (1950)
1632	30	74.1 (2100)
1632	40 - 60	68.8 (1950)
1633	20 - 25	74.1 (2100)
1633	30 - 40	68.8 (1950)
1634	5 - 15	106 (3000)
1634	20 - 25	68.8 (1950)
1640	300 - 1440	127 (3600)

Storage

If this product is not for immediate use, please note the following points when storing it.

Storage Location

Store the product indoors in a clean, dry location.



Do not store outdoors. Store in a location that is free of moisture, dust, extreme temperature changes, corrosive gases, etc.

Storage Time

- The storage time should be within one year.
- If the storage time exceeds one year, adherence to special rust prevention specifications is required. Please consult with us.
- If for export, adherence to export rust prevention specifications is required. Please consult with us.

Standard Rust Prevention Specifications

External Rust Prevention:

Rust prevention oil is applied when shipping from the factory. Check rust conditions every six months after shipment. Reapply the rust prevention process, if necessary.

Internal Rust Prevention:

Store in an ordinary factory or warehouse in an environment free of moisture, dust, extreme temperature changes, corrosive gases, etc.

Using After Storage

- Oil seals are affected by temperature, ultraviolet light, and other ambient conditions and can easily degrade. After long storage periods, inspect before operation, and replace any degraded seals with new seals.
- At startup, check that there are no unusual noises, vibrations, temperature rises, or other symptoms. For motor with brakes, check that brakes work properly. If any abnormalities are found, immediately contact the nearest authorized service station.

Transportation



Do not stand directly under a unit suspended by a crane or other lifting mechanism; otherwise, injury or death may result.



- Exercise ample care so as not to drop the unit. When a hanging bolt or hole is provided, be sure to use it. After mounting a unit to a machine, do not hoist the entire machine using the hanging bolt or hole; otherwise, personal injury or damage to the equipment and/or lifting device may result.
- Before hoisting, refer to the rating plate, crate, outline drawing, catalog, etc. for the weight of the unit. Never hoist a unit that exceeds the rating of the crane or other mechanism being used to lift it; otherwise, personal injury or damage to the equipment and/or lifting device may result.
- Use an appropriate hanging bolt or hole, and make sure that the eye-bolt and/or nut is not loose before hoisting.

Installation

Standard Operating Conditions

Ambient temperature: 14°F to 104°F (-10°C to 40°C)

Humidity: 85% or less

Altitude: Lower than 3300 ft (1000 m) above sea level

Atmosphere: Free from corrosive gases, explosive gases or steam. It should also be free from dust and well ventilated.

Mounting Angle

There is no limit on a mounting angle.



Do not remove the motor's eye-bolt. In the rare case that it is removed, insert a bolt or other appropriate material into the screw hole to prevent water or other substances from entering the motor through the screw hole.

Motor Mounting (Quill Input Shaft)

Reducer Supplied with Motor (assembled):

Some units may come from the factory with the motor attached. In this case, no additional preparation is required.

Customer Supplied Motor or Motor Supplied Separately (disassembled):

- Inspect the input shaft hollow bore and the motor shaft for debris or other material that may prevent the insertion of the motor shaft into the hollow quill input shaft – carefully clean if necessary.
- To enable easy installation and removal of the motor, apply anti-seize paste to both the reducer hollow bore and the motor shaft.
- Hollow input shaft units for the **Food and Beverage Industry** have either an o-ring or gasket material (solid or liquid) for installation between the motor and reducer.
- Place the motor key into the motor shaft and carefully insert the motor into the quill high-speed shaft of the reducer. Do not force the assembly if the shafts are slanted or misaligned or if the key is only partially engaged.
- Ensure that the motor flange bolts are aligned with the through holes of the reducer flange, and also ensure that the motor is properly aligned with the reducer.

- Bolt the motor into place. Refer to the motor operating instructions for proper bolt tightening torque. **Important:** If the bolt is tightened when the fitting is not inserted, uneven tightening will result, causing damage to the internal bearing and other components.

Mounting the Servo Motor

The product features a specialized shaft coupling between the reducer and the motor, allowing it to accommodate shafts with keyways or D-shafts, in addition to straight shafts. To attach the motor, follow the steps outlined below (steps **1** to **8**). **Note:** For shafts with keyways, be sure to remove the key before assembly.

1. Wipe rustproofing or other oils from the motor shaft surface and the flange surface of the reducer. See **Figure 1**.
2. Place the reducer on an appropriate working table with the coupling [3] facing straight up.
3. Remove the plug [1] from the setting hole.
4. Manually align the components so that the coupling tightening bolt [2] can be tightened from the setting hole [1].
5. Insert the motor shaft into the center hole of the coupling [3]. Press the shaft straight into the coupling, and engage the joint between the motor and the adapter plate [4].
In the case of the motor with the flange plate, set the flange plate [5] between motor and adapter plate [4]. After fitting the spigot of the flange plate [5] and adapter plate [4], insert motor shaft into the center hole of the coupling [3], press in vertically and fit the spigot of the motor and the flange plate [5].
6. Lock the motor and the adapter plate [4] together by tightening the motor mounting bolt.
7. Tighten the coupling tightening bolt [2] from the setting hole using a torque wrench. Tighten to the appropriate torque value shown in **Table 2**.
8. Reinstall the plug [1] from the setting hole.

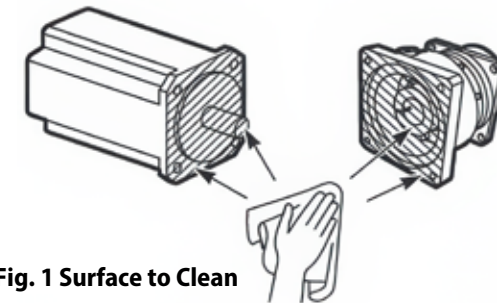


Fig. 1 Surface to Clean

Table 2. Bolt Tightening Torque

Tightening Bolt	Tightening Torque	Coupling Hole Diameter
M3	1.6 - 1.7 Nm	Ø 6-8
M4	3.8 - 4.0 Nm	Ø 9-14
M5	7.1 - 7.6 Nm	Ø 16-19
M6	8.6 - 9.1 Nm	Ø 22-28
M8	21.0 - 22.2 Nm	Ø 32-38

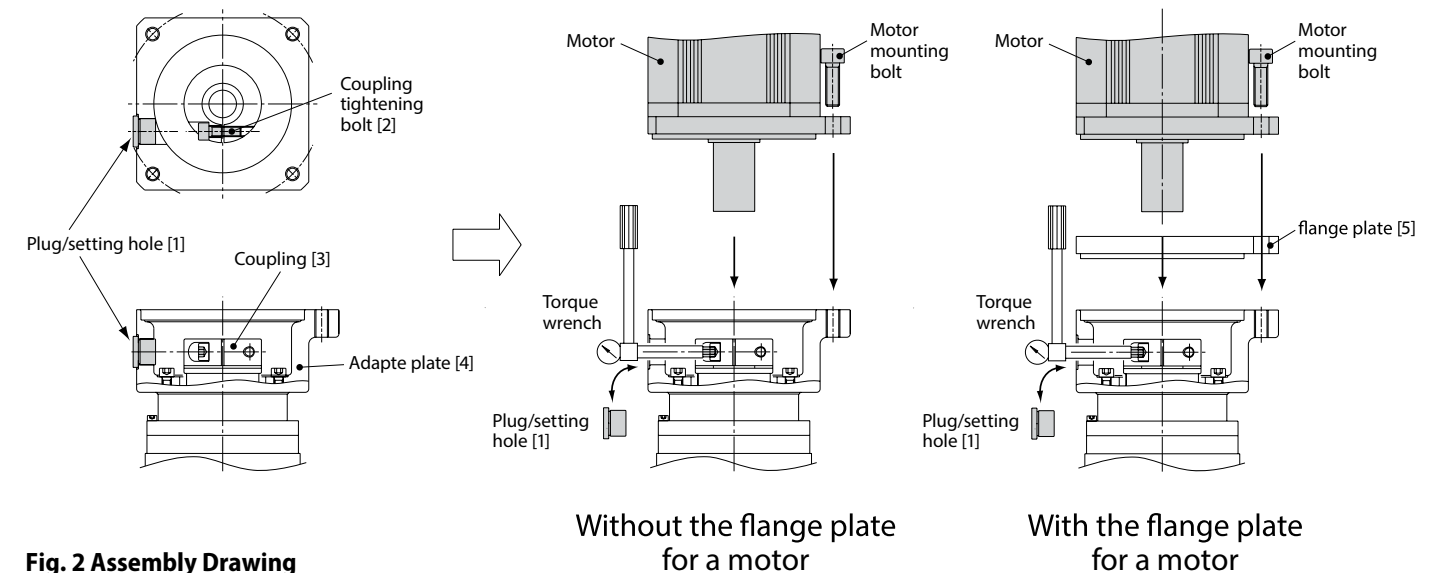
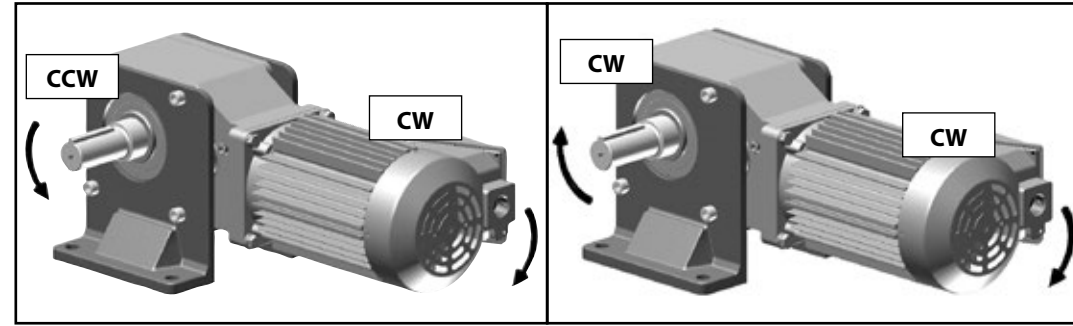


Fig. 2 Assembly Drawing

Direction of Rotation

- After wiring the motor as recommended in the Wiring section, the motor shaft rotates to the right as seen from the fan cover side. **Figure 3** shows the direction of rotation for the output shaft depending on the size and ratio combination.
- After corroborating direction of rotation, the gearmotor can be connected to the driven machine. It is recommended to do a test run with no load, and increase load gradually. Observe precautions listed in **Table 9** Trial Run Precautions in the Operation section during test run.

Fig. 3 Rotating Direction of the Output Shaft



Model	Counter Clockwise Reduction Ratio (:1)	Model	Clockwise Reduction Ratio (:1)
1120	5, 7, 10, 12, 15, 20, 25, 30, 40, 50, 60	1120	–
1220	5, 7, 10, 12, 15, 20, 25, 30, 40, 50, 60	1220	–
1230	–	1230	80, 100, 120, 150, 200, 240
1320	5, 7, 10, 12, 15, 20, 25, 30, 40, 50, 60	1320	–
1330	–	1330	80, 100, 120, 150, 200, 240
1340	300, 360, 480, 600, 720, 900, 1200, 1440	1340	–
1420	5, 7, 10, 12, 15, 20, 25, 30, 40, 50, 60	1420	–
1430	–	1430	80, 100, 120, 150, 200, 240
1440	300, 360, 480, 600, 720, 900, 1200, 1440	1440	–
1520	5, 7, 10, 12, 15, 20, 25, 30, 40, 50, 60	1520	–
1521	5, 7, 10, 12, 15, 20, 25	1521	–
1522	5, 7, 10, 12, 15	1522	–
1530	–	1530	80, 100, 120, 150, 200, 240
1531	–	1531	40, 50, 60, 80
1540	300, 360, 480, 600, 720, 900, 1200, 1440	1540	–
1630	10, 12, 15, 20, 25, 30, 40, 50	1630	60, 80, 100, 120
1631	–	1631	150, 200, 240
1632	10, 12, 15, 20, 25, 30	1632	40, 50, 60
1633	20, 25	1633	30, 40
1634	5, 7, 10, 12, 15	1634	20, 25
1640	300, 360, 480, 600, 720, 900, 1200, 1440	1640	–

Note: Swapping two of the three input power leads of a three-phase induction motor will cause the motor direction to reverse.

Connecting to the Driven Machine


Flange or Foot Mount

1. Mount the gearmotor on a rigid surface.
2. Ensure there is no restriction for mounting angle.
3. Use hexagon socket head bolts when mounting RNF series (flange-mount type). See **Table 3** for bolt sizes.

Table 3. Flange Mount Bolt Size.

Series	Frame Size	Type	Bolt Size
RNFJ(M) RNFY(M) RNFM	1120	Through Hole	M6
	1220, 1230		M8
	1320, 1330, 1340		M10
	1420, 1430, 1440 1520, 1521, 1522		M12
	1530, 1540		M16
	1630, 1631, 1632, 1633, 1640		M20

Solid Shaft Type

 When mounting connected equipment, do not apply impact or excessive axial or radial load to the shaft. The bearing could be damaged, or the collar could come off.

1. Mount the connecting device, such as a coupling, chain, sprocket, gear or V-pulley, on the shaft as close as possible to the shaft collar as shown in **Figure 4**. This places the load point between the center of the shaft and the shaft collar.
2. We recommend using end cap screws or interference fit on the connecting device to avoid possible bearing damage from excessive force or thrust load that may be applied to the shaft while fitting the connecting device (**Figure 5**).
3. When connecting the Hyponic® unit to the driven machine with:
 - a. V belts, keep parallelism and eccentricity β if the pulleys within 20' as shown on **Figure 6**.
 - b. Couplings, align according to the coupling manufacturer's recommendation.
 - c. Chains, sprockets or gears, select a pitch circle diameter at least 3 times the shaft diameter. For chain tension, please refer to the chain manufacturer recommendation and keep tension angle perpendicular to the shaft.



Excessively loose chains will cause a jolt upon start-up that may damage the Hyponic® unit and the driven machine. Excessive tension of V-belts or chain may cause bearing failure.

Fig. 4

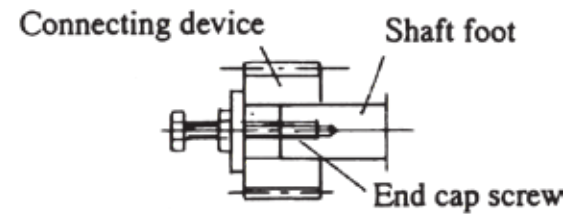


Fig. 5

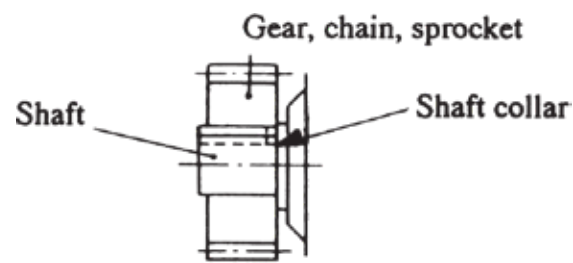
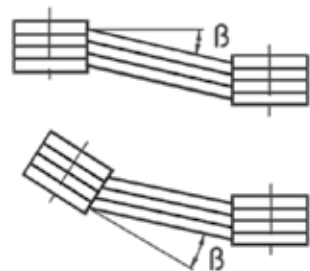


Fig. 6



Hollow Shaft Type

Precautions for Mounting the Hollow Shaft Type

1) Driven Shaft Size

- If the driven shaft dimension is small and there is a space from the hollow shaft, abrasion from fretting tends to occur. The resulting abrasion powder may get pinched in the oil seal, causing the grease to leak.
- Furthermore, vibrations due to the space may damage the parts inside the drive.
- If the driven shaft length is short, excessive force is applied on the hollow shaft, possibly causing vibration or grease leak.
- If the effective length of driven shaft is short, the key and the keyway may be damaged.

2) Mounting on the Driven Shaft

- If the hollow shaft end face is hit with a metal hammer or the driven shaft was biting on the hollow shaft when assembled, the hollow shaft may become deformed and the oil seal contact may become uneven, causing the grease to leak.
- If the case or the oil seal is hit, the damaged or deformed case or oil seal may cause the grease to leak.

3) Fixing on the Driven Shaft

- If the hollow shaft is not fixed, it may vibrate in the thrust direction due to the vibration from the operation or from the machine side, possibly causing the oil seal performance to become uneven and the grease to leak.
- The vibration may also damage the parts inside the drive.

4) Torque Arm Retainer

- Fixing the torque arm retainer may prevent the case from following the driven shaft movement, and as a result of excessive force being applied on the hollow shaft, the grease may leak through the oil seal.
- It may also damage the parts inside the drive.

When using the hollow shaft type, be sure to refer to the mounting procedure on **pages 9 to 15**.

Keyed Hollow Bore

1. Mount the gearmotor onto the driven shaft that has sufficient rigidity.
2. Ensure there is no restriction for the mounting angle.
3. Mounting Procedures:

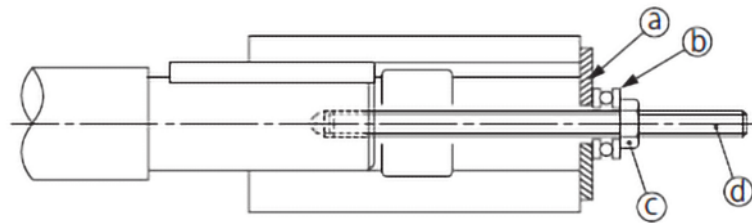
a. Connecting a Driven Shaft

Apply customer-supplied anti-seize grease to the surface of the driven shaft and the inner surface of the hollow shaft. Slide the Hyponic® unit onto the driven shaft. To make the installation smoother if the fit is too tight, lightly tap the end of the hollow output shaft with a wooden hammer. **Avoid hitting the casing.** To ensure smooth installation of the drive, we recommend the use of a jig shown in **Figure 7**.



Inappropriate installation will result in shaft fretting. Fretting will cause shaft wear, jamming, and misalignment between the gearmotor and driven shaft.

Fig. 7



- (a).....Spacer
- (b).....Thrust Bearing
- (c).....Nut
- (d).....Double end threaded bolt

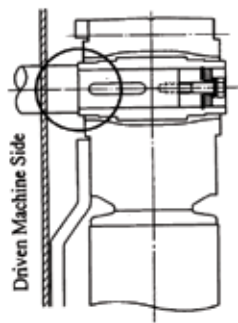
The hollow shaft is made according to ISO H8 tolerances. Following installation, ensure that the fitting between the hollow and the driven shaft is tightened correctly. We recommend ISO js6 or k6 as the tolerance for the driven shaft.

b. Mounting the Hyponic® unit

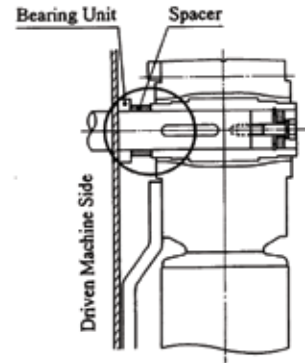
Be sure to fix the gearmotor onto the driven shaft. Fixing options are shown on **Figures 8 and 9**.

Fig. 8: Method of fixing in which the product does not move to the machine side.

Stepped Shaft Option



Spacer Option



Set Screw Option

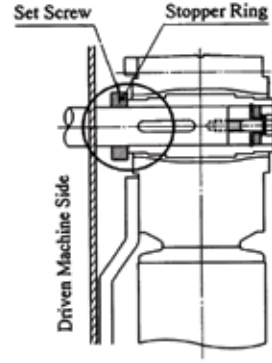
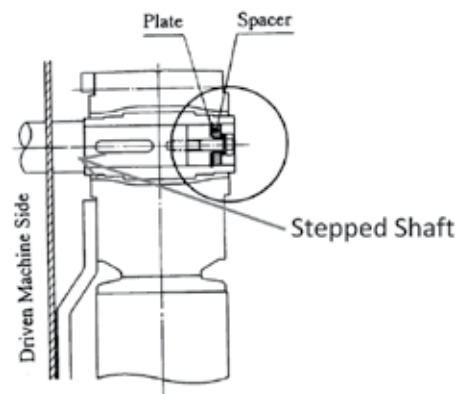
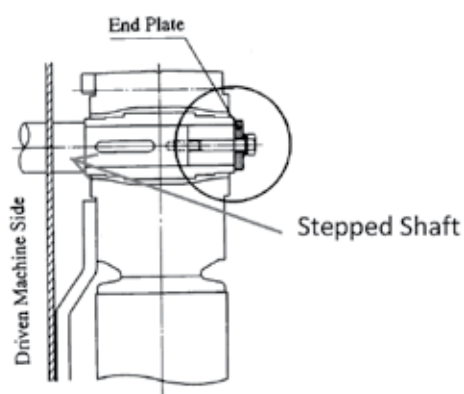


Fig. 9: Method of fixing in which the product does not move in the opposite direction of the machine.

Spacer and Plate Option

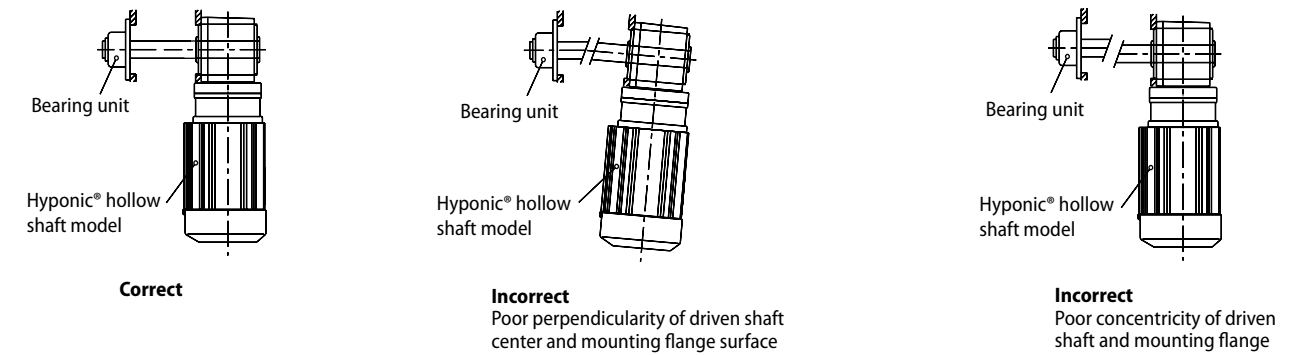


End Plate Option



When installing the gearmotor when flange-mounted, ensure that the gearmotor and the shaft of the driven machine are properly aligned so that the gearmotor is free from excessive force (**Figure 10**).

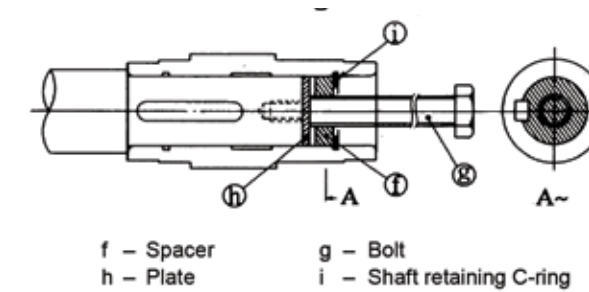
Fig. 10



d. Removing the Shaft


Do not apply excessive force to the unit and shaft. Using a jig as shown in **Figure 11** will facilitate removal of the shaft.

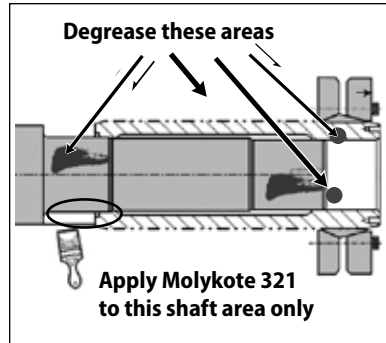
Fig. 11



Note: Customer should supply parts for setting, securing or removing the shaft.


Shrink Disc


 Before placing unit onto driven shaft, **do not apply grease, oil, or anti-seize grease** to the entire driven shaft or to the bore of the shrink disc. Use of these friction-minimizing products will adversely affect the ability of the unit to transmit torque.



1
Clean and degrease contact surfaces; reducer shaft and bore, and the machine driven shaft.


Apply Molykote 321 or an equivalent dry film lubricant to the driven shaft projection opposite from the shrink disc.

 For food grade application, use food grade dry film lubricant.


 Do not apply any friction minimizing compound to the driven shaft at or near the shrink disc


2
Align the driven shaft with the reducer hollow bore and carefully slide unit onto the driven shaft.

If the fit is tight, strike on the reducer hollow bore with a mallet to assist in the assembly.

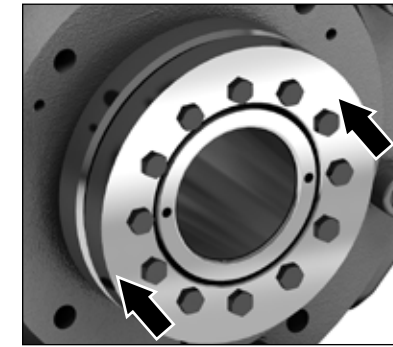
 If using a soft non-metallic mallet during installation, strike **only** against the unit's steel hollow bore. **Do not** strike the reducer housing or oil seal. Damage to the bearings, the housing, and/or the seals may occur.

Note: If the fit is tight, use a jig such as the one shown in **Figure 7** to ease assembly. **Sumitomo does not supply a mounting jig. This information is provided for reference only.**

 Never tighten locking screws before shaft installation. Inner ring may become permanently contracted even at low tightening torques.

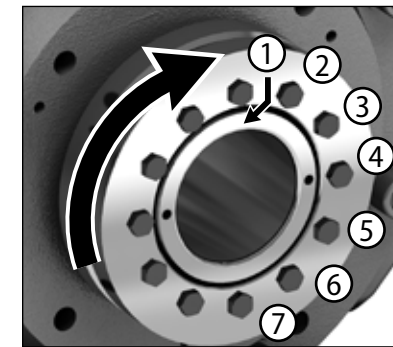
 Ensure that all power switches are locked out before installing or removing shrink disc. Wear safety glasses and protective clothing at all times

3
Remove any wooden spacers that may have been used during shipping. Lightly lubricate the hub outside diameter and shrink disc bore.



4
Set the (untightened) shrink disc on the reducer shaft.

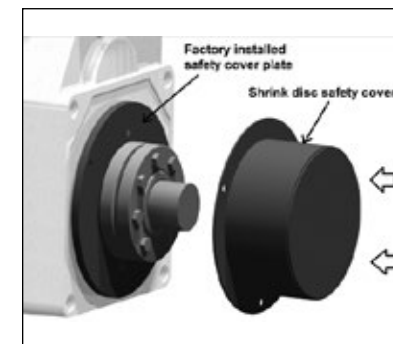
5
After confirming the correct position of the hub and shrink discs, hand tighten three or four equally spaced locking screws and ensure the discs are parallel. Hand-tighten remaining locking screws.



6
Using a torque wrench, tighten the screws according to the **initial torque** listed in **Table 4**. Tighten in either a clockwise or counter-clock wise sequence, using ¼ turns, until you can no longer complete a ¼ turn for any of the screws. This procedure keeps the discs parallel.

7
Continue to tighten the screws for two more passes. This compensates for system induced relaxing of the locking screws.

8
Set the torque wrench to the **final torque** and tighten all locking screws. At this point, no screw should turn; otherwise, set the torque wrench to the **initial torque** and repeat steps 6 and 7 above. It is **not** necessary to re-torque after equipment has been in operation.



9
For units with a safety cover, reinstall the guard over the **shrink disc**.

 **Do not operate unit until the torque arm has been attached.** Refer to the **Torque Arm Installation** section in this guide for instructions.

Table 4. Shrink Disc Size and Tightening Torque

Screw Size	M5	M6	M8	M10	M12	M16
Initial Torque in-lb (Nm)	45 (5.1)	109 (12.3)	275 (31)	557 (63)	929 (105)	2327 (263)
Final Torque in-lb (Nm)	43 (4.9)	105 (11.8)	266 (30)	531 (60)	885 (100)	2221 (251)
Socket Size mm	8	10	13	17	19	24

Removal Instructions

Following either a clockwise or counterclockwise sequence, loosen all locking screws using approximately ½ turns, until you can remove the shrink disc from the hub. The shrink disc, hub, and shaft will return to their original clearance fits.

Note: Locking screws do not have to be removed completely from the shrink disc.

Torque Arm Installation

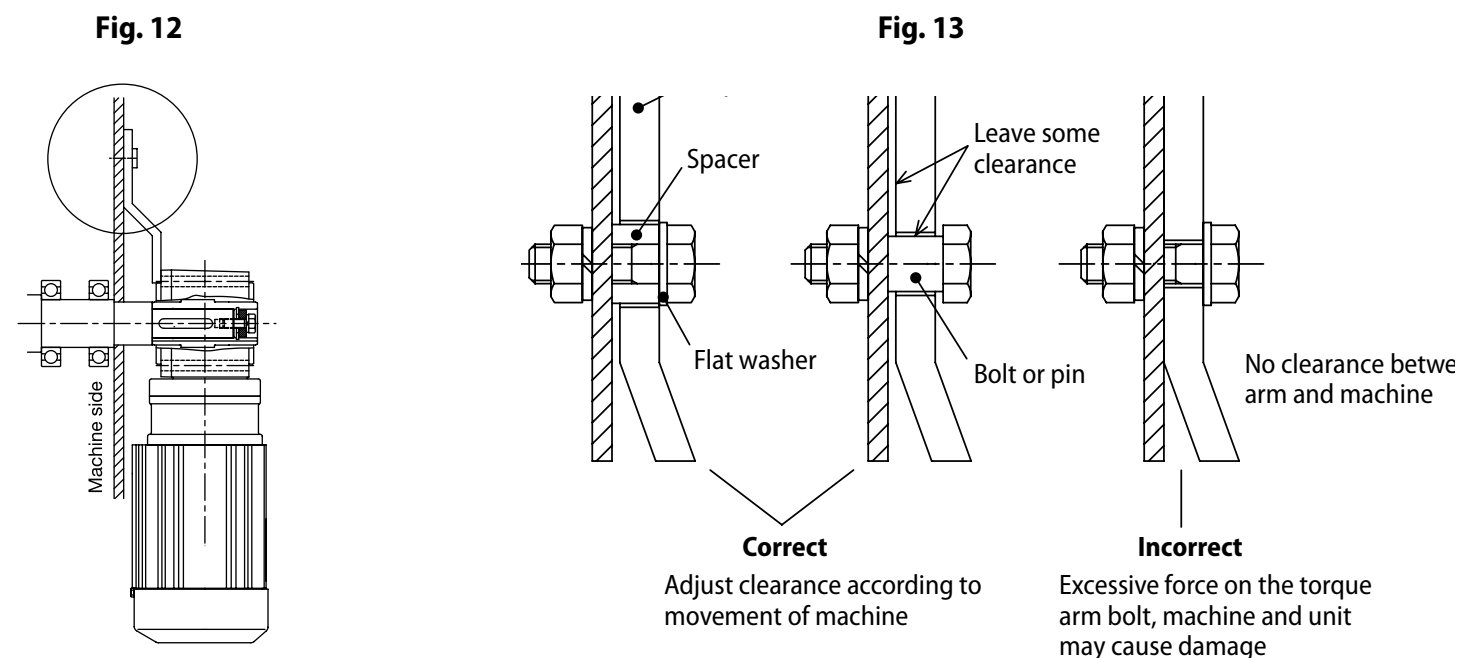
Standard Face Mount Torque Arm

Mount the torque arm on the driven machine side of the drive casing. Use hexagon socket head bolts for mounting. (See **Table 5** for bolt sizes.)

Table 5. Torque Arm Bolt Sizes.

Model	Bolt Size
1120,1230	M8
1220, 1330, 1340	M10
1320, 1430, 1440	M12
1420, 1530, 1531	M16
1520, 1521, 1522, 1630, 1631, 1632, 1633, 1640	M20


The torque arm should be mounted to ensure that the contact surface between the drive and shaft are free from excessive forces (**Figure 12**). **Do not attach the torque arm using anti-rotation bolts.** For applications that require frequent starts and stops or frequent reversing, insert a rubber bushing (or spacer) between the torque arm and securing bolt in order to dampen impact load as shown in (**Figure 13**).



T-Type Torque Arm

The Hyponic® T-type torque arm design allows for reversing rotation and can be mounted to accept loads in tension or compression. Any of the mounting positions shown in **Figure 14** are permissible. **Table 6** shown below, mentions the necessary components for a proper operation of the T-type torque arm.

During the operation, the Hyponic® unit will rotate in the direction opposite to that of the driven shaft.

 Tighten both pairs of nuts against the mounting tab so that there is zero clearance between the rubber bushings and the tab, but you can still rotate the rubber bushings by hand. Do not overtighten, but ensure that the nuts in each pair are tightened securely against each other so vibration will not cause them to loosen. Be sure that the bottom of the mounting angle bracket is secured to a rigid surface.

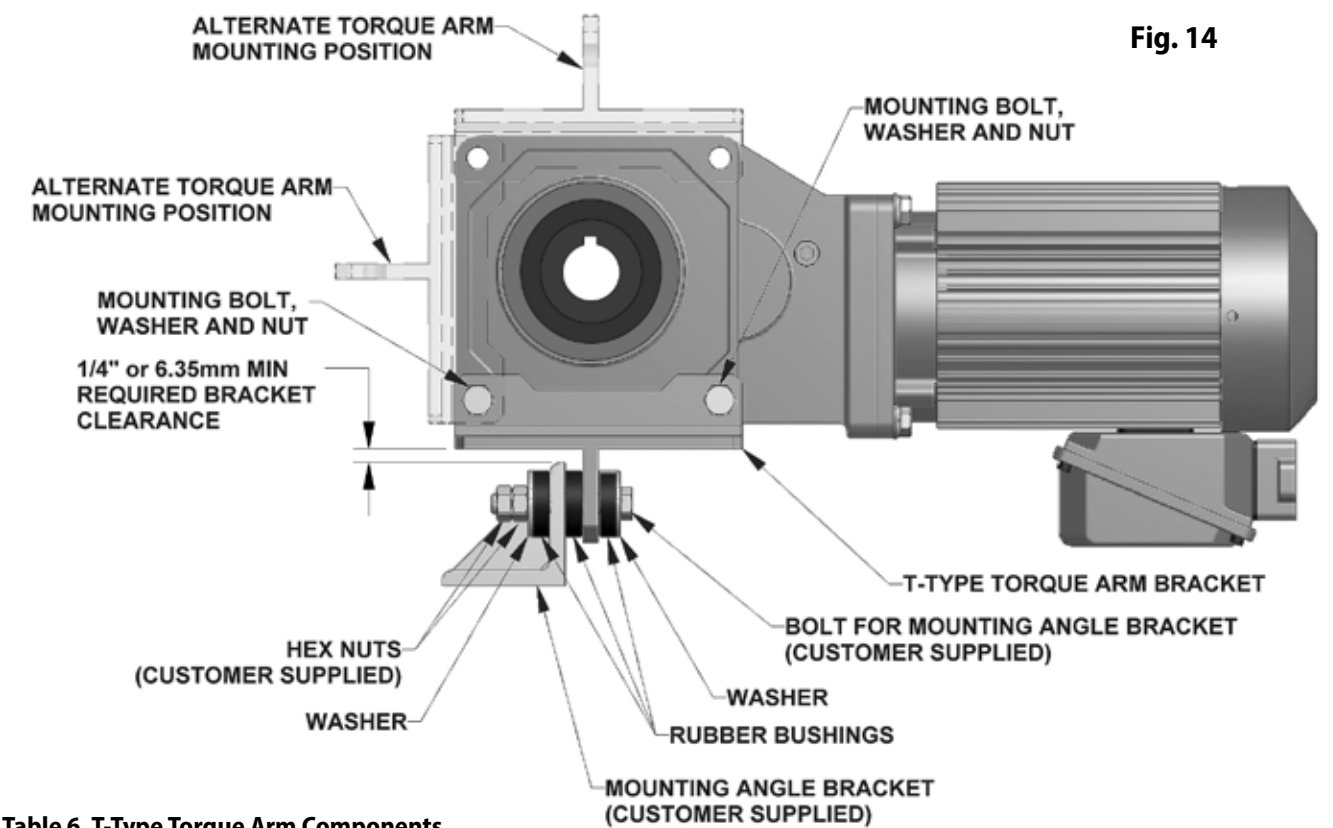


Table 6. T-Type Torque Arm Components

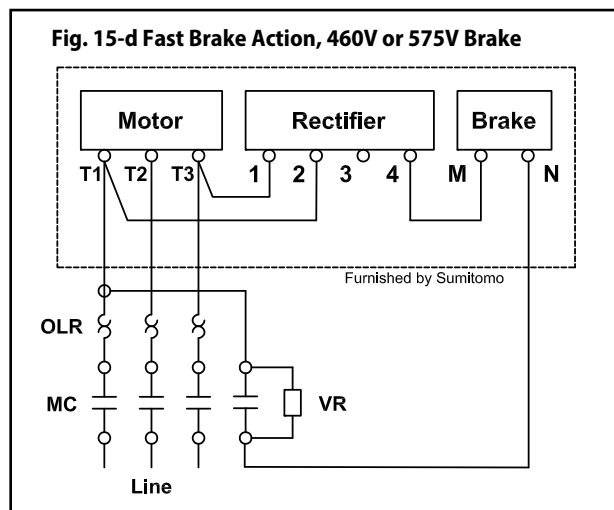
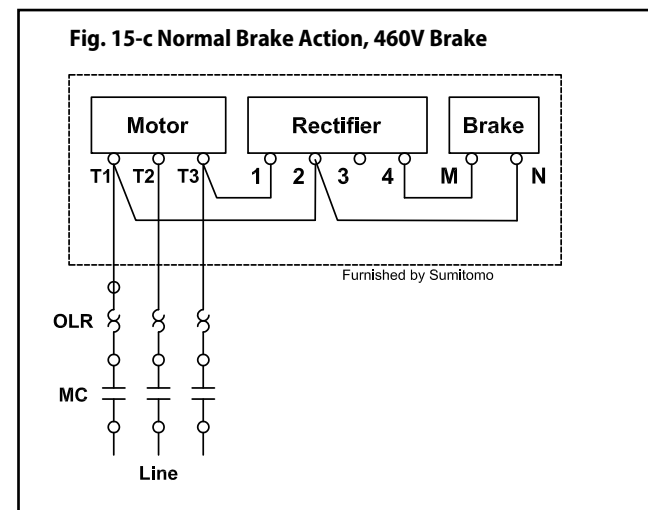
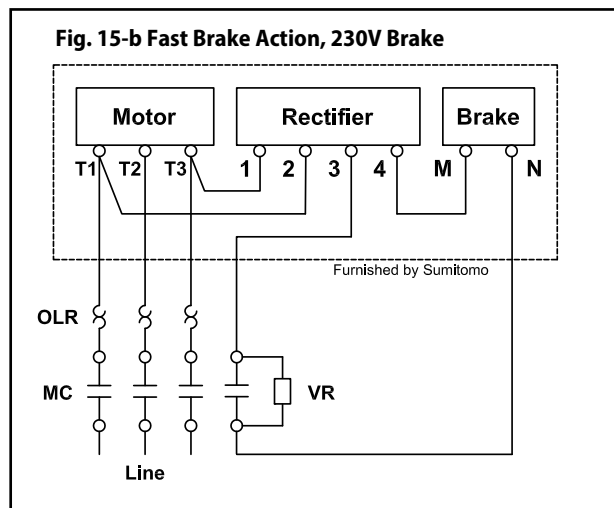
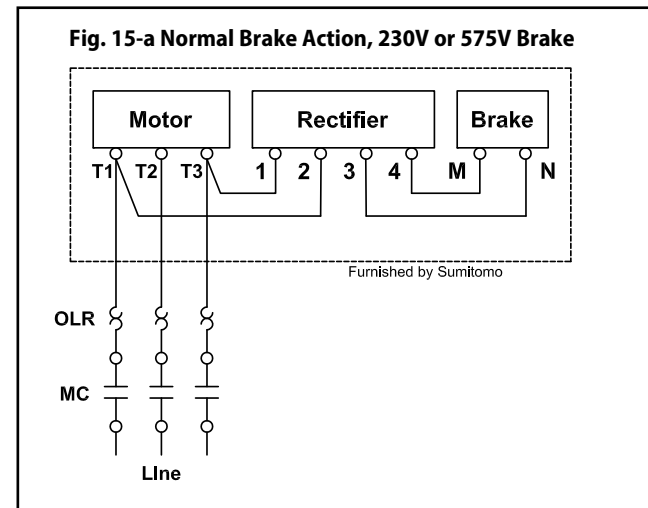
Item	Quantity
Torque Arm	1
Bolt, Hex Head	2
Washer, Lock	2
Nut, Hex, Coarse	2
Bushing, Rubber	3
Washer, T-Type	2

Wiring

1. Prior to wiring, refer to the name plate mounted to the motor portion of the Hyponic® unit. Check the power supply, interconnects, relays, protective starting devices (i.e, Star (Wye) delta - if reduced voltage starting is required), space heaters, thermal sensors and other accessories.
2. Be aware that long wiring may cause voltage drops.

Wiring Connections for Standard Motor Contactor

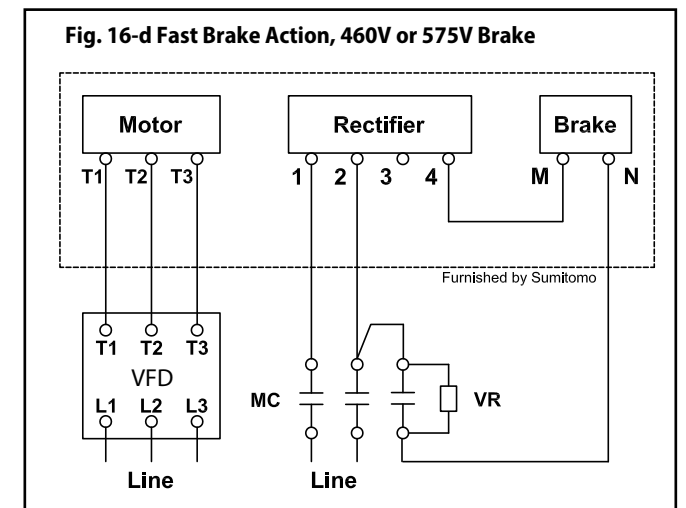
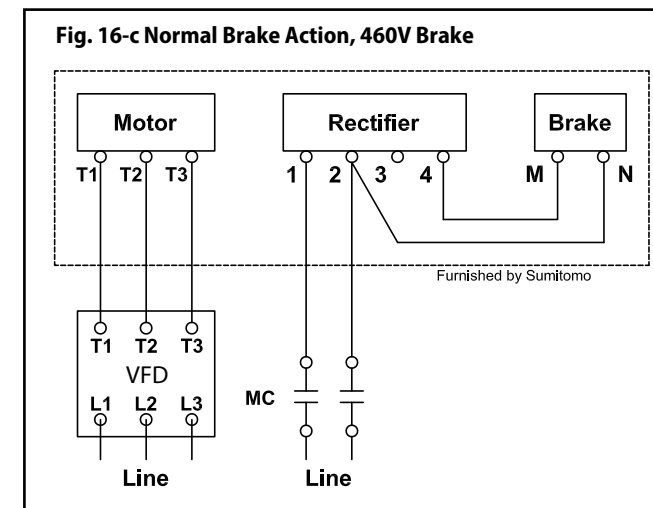
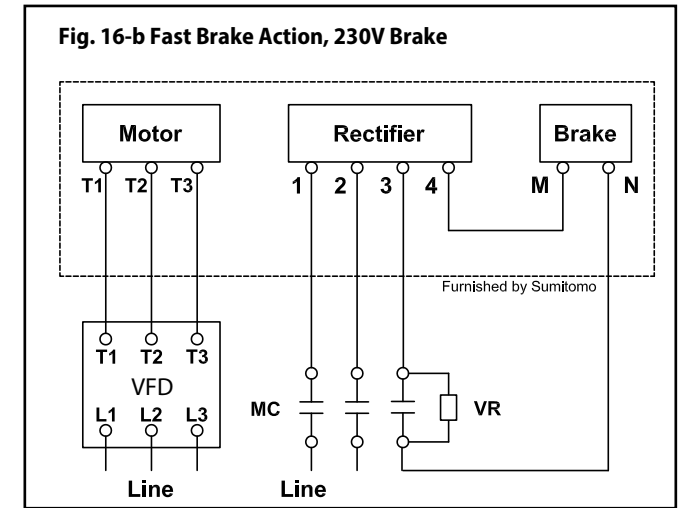
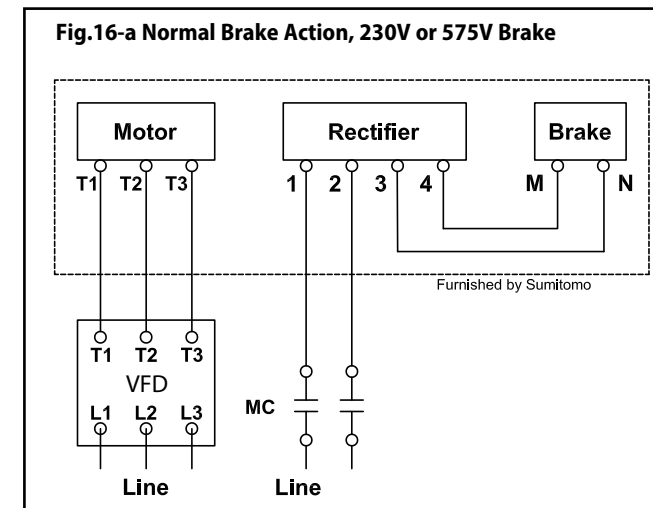
Models FB-01A1 through FB-15E, 230/460V, 60Hz or 575V, 60Hz



Key:
MC: Motor Contactor
OLR: Overload or Thermal Relay
VR: Varistor (protective device, refer to Varistor Specification **Table 7**)

Wiring Connections for VFD (Inverter)

Models FB-01A1 through FB-15E, 230/460V, 60Hz or 575V, 60Hz



Key:
VR: Varistor (protective device, refer to Varistor Specification **Table 7**)

Table 7. Varistor Specification Table

Operating Voltage		190-230V	380-460V	575V
Varistor Rated Voltage		AC260-300V	AC510V	AC604V
Varistor Voltage		430-470V	820V	1000V
Rated Watt	FB-01A1, 02A1, 05A1	Over 0.4W	Over 0.4W	Over 0.4W
	FB-1E, 1D	Over 0.6W	Over 0.6W	Over 0.4W
	FB-1HE, 2E, 2D, 3E	Over 1.5W	Over 1.5W	Over 0.6W
	FB-5E, 8E, 10E, 15E	Over 1.5W	Over 1.5W	Over 1.5W

Motor Operating Precautions

a. Always ground the motor terminal box or frame.

b. Insulation Resistance

Follow instructions supplied with the motor insulation tester. The insulation resistance value will vary depending on the temperature, humidity, extent of contamination, the servicing period, test running time, as well as the motor output, voltage and type of insulation. Therefore, the insulation resistance (r) cannot be expressed uniformly; however, it should be equal to or greater than the value listed in **Table 8**.

Table 8. Insulation Resistance

Motor Voltage	Megger Voltage	Insulation Resistance (r)
Low voltage motor (≤ 600V)	500V	Higher than 1 M Ω

Operation

Once the Hyponic® unit is installed, ensure that the wiring is correct and secure prior to operation. Observe the precautions listed in **Table 9** during the trial run. Stop running the gearmotor if any abnormalities are detected and contact your nearest sales office or distributor.

Table 9. Trial Run Precautions

Observation	Possible Cause
Any abnormal noises or vibrations	<ol style="list-style-type: none"> 1. The casing is distorted due to an uneven mounting surface. 2. The gearmotor is resonant due to insufficient rigidity of the mounting surface. 3. The shaft of the Hyponic® and the driven machine are not aligned. 4. Vibrations of the driven machine are conveyed to the gearmotor. 5. Rigidity of the driven machine and its shaft is insufficient (hollow shaft type). 6. Excessive force is exerted on the baffle sections of the torque arm (hollow shaft type). 7. After the Hyponic® unit is flange or foot mounted, undue force is exerted between the gearmotor and its shaft.
Abnormally high temperature of the gear casing or motor frame surface.	<ol style="list-style-type: none"> 1. Motor electric current is exceeding the rated value specified on the nameplate. 2. Is voltage applied between THREE motor connections equal to the motor nameplate voltage rating ± 10%? 3. The ambient temperature around the unit is too high.

Daily Inspection and Maintenance

1. Inspect the gearmotor daily for each of the items listed in **Table 10**.
2. If any abnormalities are found during daily inspections, follow the procedures outlined in the Troubleshooting Guide, **Table 19 on page 33**. If the abnormality is not listed or the recommended procedure does not solve the problem, contact your nearest sales office or distributor.
3. The Hyponic® unit does not require grease replenishment, but overhauling after 20,000 hours of operation, or 3 - 5 years will extend its life.

Table 10. Daily Inspection Items

Items	Details
Electric Current	Is the electric current higher than the value specified on the nameplate?
Noise	Is the gearmotor making any unusual sounds?
Vibration	Are there any unusual vibrations of the gear or motor frame?
Surface Temperature	Is the surface temperature of the gear case, or motor frame too high or rising suddenly? (The temperature rise during operation varies depending on the type of motor. There may be a problem, if the temperature frequently rises approximately 40°C (104°F) above the ambient temperature.)
Grease Leakage	Is there any grease leaking from the gear assembly?
Mounting Bolts/Torque Arm	Are there any loose mounting bolts?
Chains and V-belts	Are there any loose chains or V-belts?
Brake	Is the brake lining worn out? Is the air gap within specification?

FB Brake Assembly - Inspection, Adjustment & Maintenance

FB series brakemotors are designed to be mechanically rugged in design, electrically reliable and efficient in operation. To maintain this reliable performance, the brake assembly must be inspected and adjusted periodically.

This section of the manual pertains specifically to the brake portion of the Hyponic® unit and provides all the necessary information to insure long and trouble-free service.

Brake Models FB-01A1, FB-02A1, and FB-05A1

1. Standard Brakemotor Specifications

Table 11 lists the standard specifications for Models FB-01A1, FB-02A1, and FB-05A1.

Table 11. FB-01A1, FB-02A1, and FB-05A1 Standard Specifications

Brake Model	Motor Capacity		Standard Braking Torque ft - lbs (N - m)	Braking Delay Time (sec)			Brake Work Capacity		
	HP x 4P	kW x 4P		Normal Braking Action		Fast Braking Action	Allowable E ₀ (J/min)	Gap Adjust (x 10 ⁷ J)	Total E ₁ (x 10 ⁷ J)
				Standard Wiring	Inverter Wiring ^[1]				
FB-01A1	1/8	0.1	0.7 (1.0)	0.15 ~ 0.2	0.08 ~ 0.12	0.015 ~ 0.02	1080	2.6	6.7
FB-02A1	1/8 ~ 1/3	0.1 ~ 0.25	1.4 (2.0)						
FB-05A1	1/4 ~ 1/2	0.2 ~ 0.4	2.9 (4.0)	0.1 ~ 0.15	0.03 ~ 0.07	0.01 ~ 0.015			

Notes: Above table applies to standard brake specification under standard brake torque. Special brakes may perform differently from those shown. Initial brake torque may be lower than specified brake torque. If this is the case, under light load start and stop the motor to wear-in the braking surface. To improve performance for positioning accuracy or lifting applications, consider using fast braking action circuit. If the brake is operated at a rate greater than the Allowable Brake Work Capacity, E₀, the brake performance may degrade or become inoperable.

[1] Also applies to wiring where brake is powered separately from the motor leads.

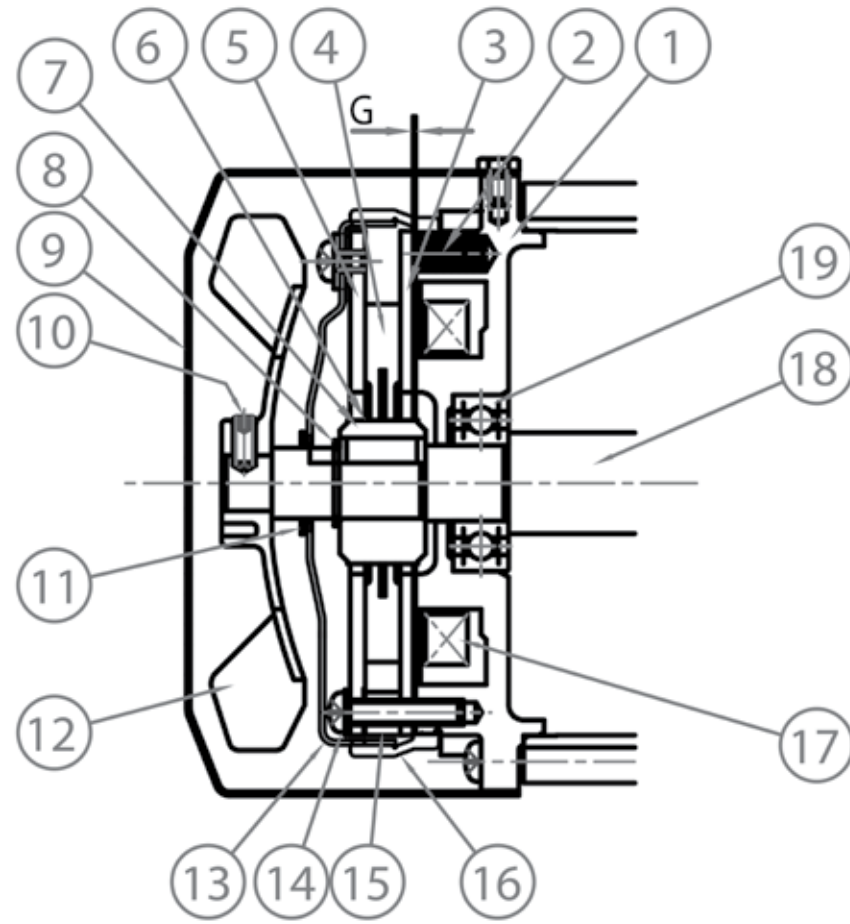
2. Construction and Operating Principles

a) Construction

Figure 17 illustrates the construction of the brake. The restraining screw (14) fastens the brake shoe (5) and spacer (15) onto the stationary core (1). The armature plate (3) is kept from rotation by the restraining screw (14) but moves axially by electromagnetic attraction and the tension of the pressure spring (2). The brake lining (4) is fitted to the hub (7) which is secured to the motor shaft with a key. The solenoid coil (17) is energized via a rectifier provided within the conduit box.

Fig. 17 FB-01A1, FB-02A1, FB-05A1 Models

No.	Part Name
1	Stationary Core*
2	Pressure Spring*
3	Armature Plate*
4	Brake Lining*
5	Brake Shoe*
6	Leaf Spring*
7	Hub*
8	C-type Retaining Ring
9	Cover
10	Set Screw (TEFC model only)
11	V-Ring
12	Fan (TEFC model only)
13	Waterproof Cover
14	Restraining Screw*
15	Spacer*
16	Waterproof Seal
17	Solenoid Coil*
18	Motor Shaft
19	Fan Side Bearing



* These parts are included in a complete brake kit.

b) Operating Principles

The brake is a (fail safe type) spring actuated type brake, which will release the brake mechanism when the solenoid coil is energized and which will engage when the coil is de-energized.

When power is applied to the unit, the solenoid coil and the electric motor will energize, and the energized coil attracts the armature plate (3) against the tension of the pressure spring (2). As a result, the brake lining (4) will disengage, and the motor begins to run.

When the power is disconnected, the solenoid coil and the electric motor is de-energized. This causes the pressure spring (2) to actuate the armature plate (3) which in turn presses the brake lining (4) against the brake shoe (5) and brings the motor to a quick stop.

3. Inspection

- a) At regular intervals, check that:
 - the unit is operating normally.
 - the brake lining is not excessively worn (or gap G is normal).
 - all the mounting screws are securely tightened.

4. Gap Inspection

The brake lining will wear after the unit has been used for a long period of time. Regularly check that gap G (Figure 17) is at an acceptable value. If the gap G become too large, the solenoid coil may fail to pull in the armature plate and hence cannot release the brake, resulting in the unit remaining in a continuously braked condition. Follow these steps to inspect the brake gap:

- a) Remove cover (9).
- b) Remove fan (12) by loosening set screw (10) (models FB-02A1 and FB-05A1).
- c) Remove waterproof seal (16).
- d) Insert a gap gage into the space between stationary core (1) and armature plate (3). Measure the gap size at three appropriate circumferential points.
- e) The gap needs to be adjusted if the values are close to the allowable limit listed in **Table 12**.

Table 12. Brake Gap Size

Brake Type	Gap value G, in. (mm)	
	Spec. value	Allowable limit
FB-01A1		
FB-02A1	0.008 - 0.014 (0.20 - 0.35)	0.02 (0.5)
FB-05A1		

5. Gap Adjustment

If the brake lining is so heavily worn that gap adjustment is required, follow these steps:

- a) Remove cover (9).
- b) Remove fan (12) by loosening set screw (10) (models FB-02A1 and FB-05A1).
- c) Remove waterproof seal (16).
- d) Loosen restraining bolts (14), rotate the brake shoe completely counterclockwise, and re-tighten the restraining bolts (14). After tightening the restraining bolts, measure the gap G to verify that it falls within the specification value and the allowable limit shown in **Table 12**. (This procedure reduces the gap approximately 0.012 inch (0.30 mm).)
- e) Check for brake performance by turning system power on and off a few times.
- f) Reinstall waterproof seal (16) and fan (12).
- g) Replace cover (9).

Brake Models FB-1D, FB-2D, FB-1E, FB-1HE, FB-2E, and FB-3E

1. Standard Brakemotor Specifications

Table 13 lists the standard specifications for Models FB-1D, FB-2D, FB-1E, FB-1HE, FB-2E, FB-3E.

Table 13. Models FB-1D, FB-2D, FB-1E, FB-1HE, FB-2E, FB-3E Standard Specifications

Brake Model	Motor Capacity		Standard Braking Torque ft - lbs (N - m)	Braking Delay Time (sec)			Brake Work Capacity		
	HP x 4P	kW x 4P		Normal Braking Action		Fast Braking Action	Allowable E ₀ (J/min)	Gap Adjust (x 10 ⁷ J)	Total E ₁ (x 10 ⁷ J)
				Standard Wiring	Inverter Wiring ^[1]				
FB-1D	1/2 ~ 3/4	0.4 ~ 0.55	5.8 (7.5)	0.2 ~ 0.3	0.1 ~ 0.15	0.01 ~ 0.02	1620	7.0	33.1
FB-2D	3/4	0.55	11 (15)						
FB-1E	1	0.75	5.5 (7.5)	0.25 ~ 0.45	0.15 ~ 0.25	0.01 ~ 0.03	2580	11.6	38.7
FB-1HE	1.5	1.1	8.0 (11)	0.45 ~ 0.65	0.25 ~ 0.35				
FB-2E	2	1.5	11 (15)	0.35 ~ 0.55	0.15 ~ 0.25				
FB-3E	3	2.2	16 (22)	0.75 ~ 0.95	0.4 ~ 0.5	0.02 ~ 0.04	5720	26.3	105.3

Notes: Above table applies to standard brake specification under standard brake torque. Special brakes may perform differently from those shown. Initial brake torque may be lower than specified brake torque. If this is the case, under light load start and stop the motor to wear-in the braking surface. To improve performance for positioning accuracy or lifting applications, consider using fast braking action circuit. If the brake is operated at a rate greater than the Allowable Brake Work Capacity, E₀, the brake performance may degrade or become inoperable.

[1] Also applies to wiring where brake is powered separately from the motor leads.

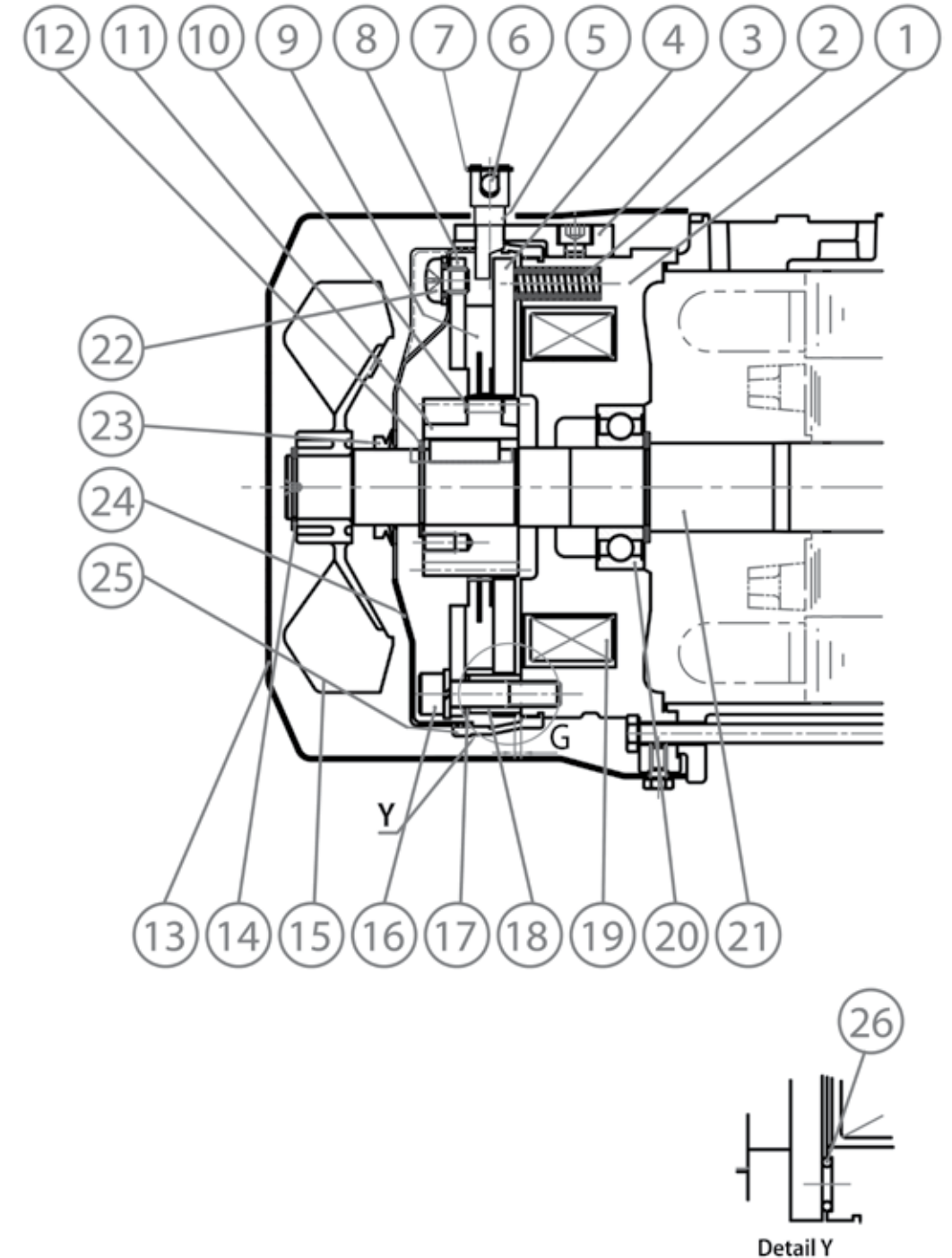
2. Construction and Operating Principles

a) Construction

Figure 18 illustrates the construction of the brake. The restraining bolt (16) fastens the brake shoe (8), gap adjusting shims (17) and spacer (18) onto the stationary core (1). The armature plate (4) is kept from rotation by the restraining bolt (16) but moves axially by electromagnetic attraction and the tension of the pressure spring (2). The brake lining (9) is fitted to the hub (11) which is secured to the motor shaft with a key. The solenoid coil (19) is energized via a rectifier provided within the terminal box.

Fig. 18 FB-1D, FB-2D, FB-1E, FB-1HE, FB-2E, and FB-3E Models (E-Series Shown)

No.	Part Name
1	Stationary Core*
2	Pressure Spring*
3	Brake Release Support
4	Armature*
5	Shifting Pin
6	Brake Release Lever
7	Retaining Clip
8	Brake Shoe*
9	Brake Lining*
10	Leaf Spring*
11	Hub*
12	C-type Retaining Ring
13	Cover
14	Retaining Ring
15	Fan
16	Restraining Bolt*
17	Gap Adjusting Shims*
18	Spacer*
19	Solenoid Coil*
20	Fan Side Bearing
21	Motor Shaft
22	Attachment Screw
23	V-Ring
24	Waterproof Cover
25	Waterproof Seal
26	Shock Absorber*



* These parts are included in a complete brake kit.

b) Operating Principles

The brake is a (fail safe type) spring actuated type brake, which will release the brake mechanism when the solenoid coil is energized and engages when the coil is de-energized.

When power is applied to the unit, the solenoid coil and electric motor will become energized, and the energized coil attracts the armature plate (4) against the tension of the pressure spring (2). As a result, the brake lining (9) disengages, and the motor starts to run.

When the power is disconnected, the solenoid coil and the electric motor are not energized. This causes the pressure spring (2) to actuate the armature plate (4) which in turn presses the brake lining (9) against the brake shoe (8) and brings the motor to a quick stop.

3. Inspection

- a) At regular intervals, check that:
- the unit is operating normally.
 - the brake lining is not excessively worn (or gap G is normal).
 - all the mounting screws are securely tightened.

b) Manual brake release procedure

FB-1D, FB-2D, FB-1E, FB-1HE, FB-2E and FB-3E brakemotors are equipped with a one touch release mechanism. To manually release the brake with power to the unit turned off, pull the brake release lever up and out from its holder and push it forward towards the reducer. Releasing the lever will re-engage the brake.

4. Gap Inspection

The brake lining will wear after the unit has been used for a long period of time. Regularly check that gap G from time to time (**Figure 18**) is at an acceptable value. If gap G become too large, the solenoid coil may fail to pull in the armature plate and hence cannot release the brake, resulting in the unit remaining in a continuously braked condition. Follow these steps to inspect the brake gap:

- Remove shifting pin (5) and brake release lever (6).
- Remove cover (13).
- Remove fan (15) by removing retaining ring (14).
- Remove waterproof seal (25).
- Insert a gap gage into the space between the stationary core (1) and armature plate (4). Measure the gap size at three appropriate circumferential points.
- Check for brake performance by turning system power on and off a few times.
- The gap needs to be adjusted if the values are close to the allowable limit listed in **Table 14**.

Table 14. Brake Gap Size

Brake Type	Gap value G, in. (mm)		
	Spec. value	Allowable limit	Gap Adjustment Shim Thickness
FB-1D, FB-2D	0.012 - 0.016 (0.3 - 0.4)	0.024 (0.6)	0.008 - 0.01 (0.2 - 0.25)
FB-1E	0.01 - 0.014 (0.25 - 0.35)	0.024 (0.6)	0.008 - 0.01 (0.2 - 0.25)
FB-1HE, FB-2E	0.01 - 0.014 (0.25 - 0.35)	0.029 (0.75)	0.014 - 0.018 (0.35 - 0.45)
FB-3E	0.01 - 0.014 (0.25 - 0.35)	0.033 (0.85)	0.018 - 0.022 (0.45 - 0.55)

5. Gap Adjustment

If the brake lining is so heavily worn that gap adjustment is required, follow these steps:

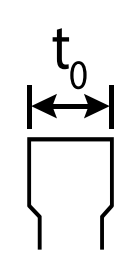
- Remove shifting pins (5) and brake release lever (6).
- Remove the cover (13). Remove fan (15) by removing retaining ring (14). Remove V-Ring (23) waterproof seal (25) and waterproof cover (24).
- Measure the gap size to confirm the deviation from the specification value. The minimum adjustable setting is no less than the thickness of the Gap Adjusting Shim shown in **Table 14**.
- Loosen the restraining bolt (16) and remove parts (16), (8), (17), and (18) as a set. Be careful not to remove only the bolt (16) and lose the shims (17).
- Decrease the number of shims in use according to the degree of wear (**Note:** Retain the removed shims for use during the brake lining replacement procedure). Reassemble parts (16), (8), (17) and (18) as a set.
- Once reassembled, check gap G. If the gap size is still too large, adjust the number of shims again.
- After completing the gap adjustment, turn the system power on and off a few times to check the brake performance.
- Replace waterproof cover (24), waterproof seal (25), V-Ring (23), fan (15), retaining ring (14), cover (13), shifting pins (5), and brake release lever (6).

6. Brake Lining Replacement

Follow these steps to replace the brake lining when its thickness has reached the allowable limit shown in **Table 15**, or when sleeve adjustment is no longer an effective means of gap adjustment:

- Remove shifting pins (5) and brake release lever (6).
- Remove the cover (13). Remove fan (15) by retaining ring (14). Remove V-Ring (23) waterproof seal (25) and waterproof cover (24).
- Loosen the restraining bolt (16) and remove parts (16), (17), (18) and (8) as a set.
- Remove the brake lining (9), taking care to prevent the leaf spring (10) from coming off.
- Install the new brake lining, taking care not to damage or remove the leaf spring (10). Ensure that the lining moves smoothly along the hub (11).
- Replace any gap adjusting shims removed and retained from previous gap adjustments. Then reinstall parts (16), (17), (18) and (8) as a set.
- Measure gap G. Readjust if the gap is not within the specification value range.
- Turn the system power on and off a few times to check the brake performance. If no abnormalities are detected, replace waterproof cover (24), waterproof seal (25), V-Ring (23), fan (15), retaining ring (14), cover (13), shifting pins (5) and brake release lever (6).

Table 15. Brake Lining Size

Brake Type	Brake lining dimension	Initial Thickness t_0 , in. (mm)	Allowable Thickness t_a , in. (mm)
FB-1D		0.276 (7.0)	0.236 (6.0)
FB-2D, FB-1E		0.347 (8.8)	0.307 (7.8)
FB-1HE, FB-2E, FB-3D		0.354 (9.0)	0.315 (8.0)
FB-3E		0.398 (10.4)	0.331 (8.4)

Brake Models FB-5E, FB-8E, FB-10E, and FB-15E

1. Standard Brakemotor Specifications

Table 16 lists the standard specifications for Models FB-5E, FB-8E, FB-10E, and FB-15E.

Table 16. Models FB-5E, FB-8E, FB-10E, and FB-15E Standard Specifications

Brake Model	Motor Capacity		Standard Braking Torque ft - lbs (N - m)	Braking Delay Time (sec)			Brake Work Capacity		
	HP x 4P	kW x 4P		Normal Braking Action		Fast Braking Action	Allowable E ₀ (J/min)	Gap Adjust (x 10 ⁷ J)	Total E ₁ (x 10 ⁷ J)
				Standard Wiring	Inverter Wiring ^[1]				
FB-5E	5	3.7	30 (40)	1.1 ~ 1.3	0.4 ~ 0.5	0.02 ~ 0.04	6900	57.4	382.8
FB-8E	7.5	5.5	40 (55)	1.0 ~ 1.2	0.3 ~ 0.4				
FB-10E	10	7.5	59 (80)	1.8 ~ 2.0	0.6 ~ 0.7				
FB-15E	15	11	80 (110)	1.6 ~ 1.8	0.5 ~ 0.6	10800	110.2	551.1	

Notes: Above table applies to standard brake specification under standard brake torque. Special brakes may perform differently from those shown. Initial brake torque may be lower than specified brake torque. If this is the case, under light load start and stop the motor to wear-in the braking surface. To improve performance for positioning accuracy or lifting applications, consider using fast braking action circuit. If the brake is operated at a rate greater than the Allowable Brake Work Capacity, E₀, the brake performance may degrade or become inoperable.

[1] Also applies to wiring where brake is powered separately from the motor leads.

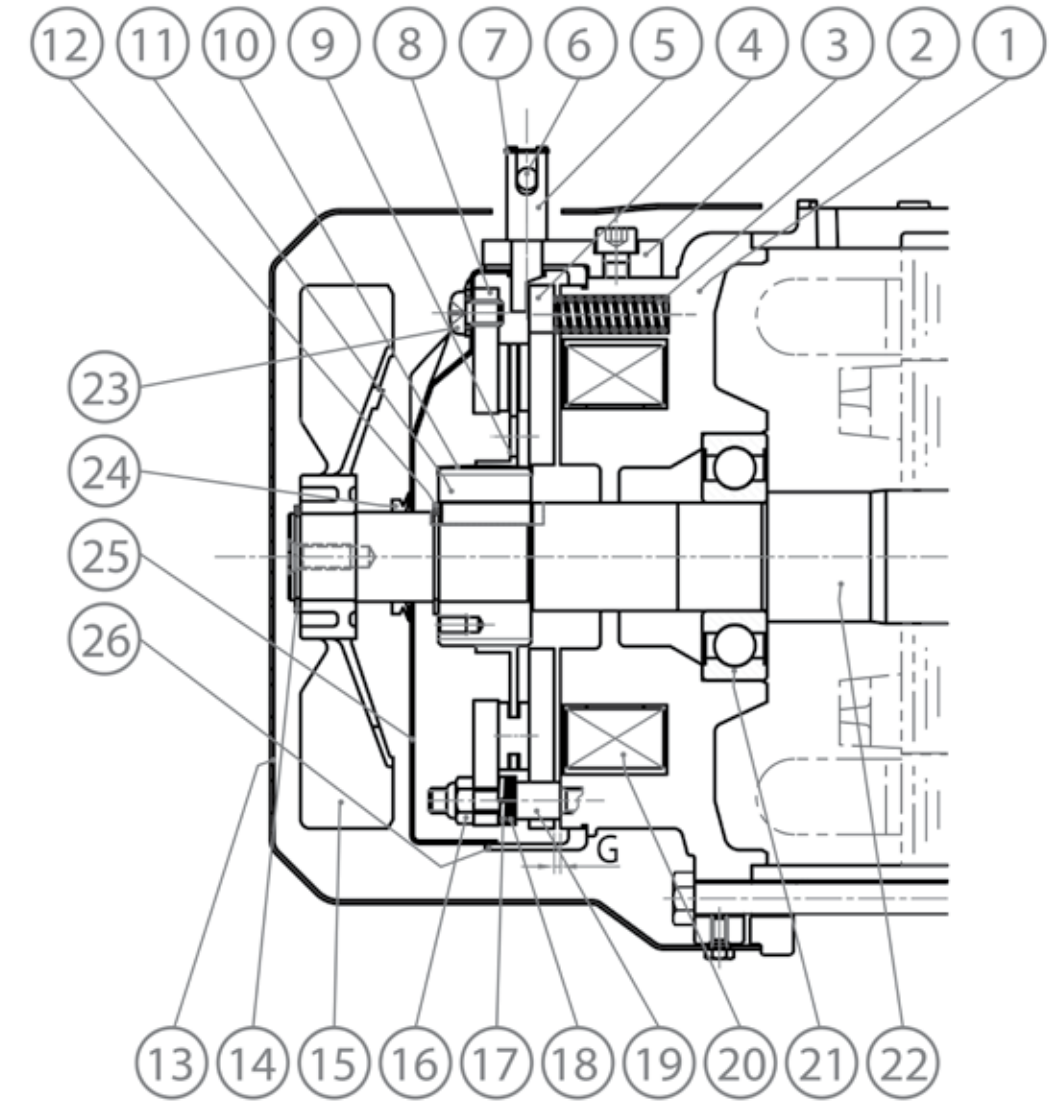
2. Construction and Operating Principles

a) Construction

Figures 19-a and 19-b illustrate the construction of the brake. Among the brake parts, the stationary core (1), solenoid coil (20), and stud bolt (19) constitute an integral subassembly unit. The stud bolt (19) keeps the armature plate (4) from rotating, but the plate moves axially by electromagnetic attraction and the tension of the pressure spring (2). The adjusting washer (18) and spring washer (17) hold the brake shoe (8) against the nut (16) at all times. The brake lining (9) is fit to the hub (11), which is secured to the motor shaft with a key.

Fig. 19-a FB-5E and 8E Models

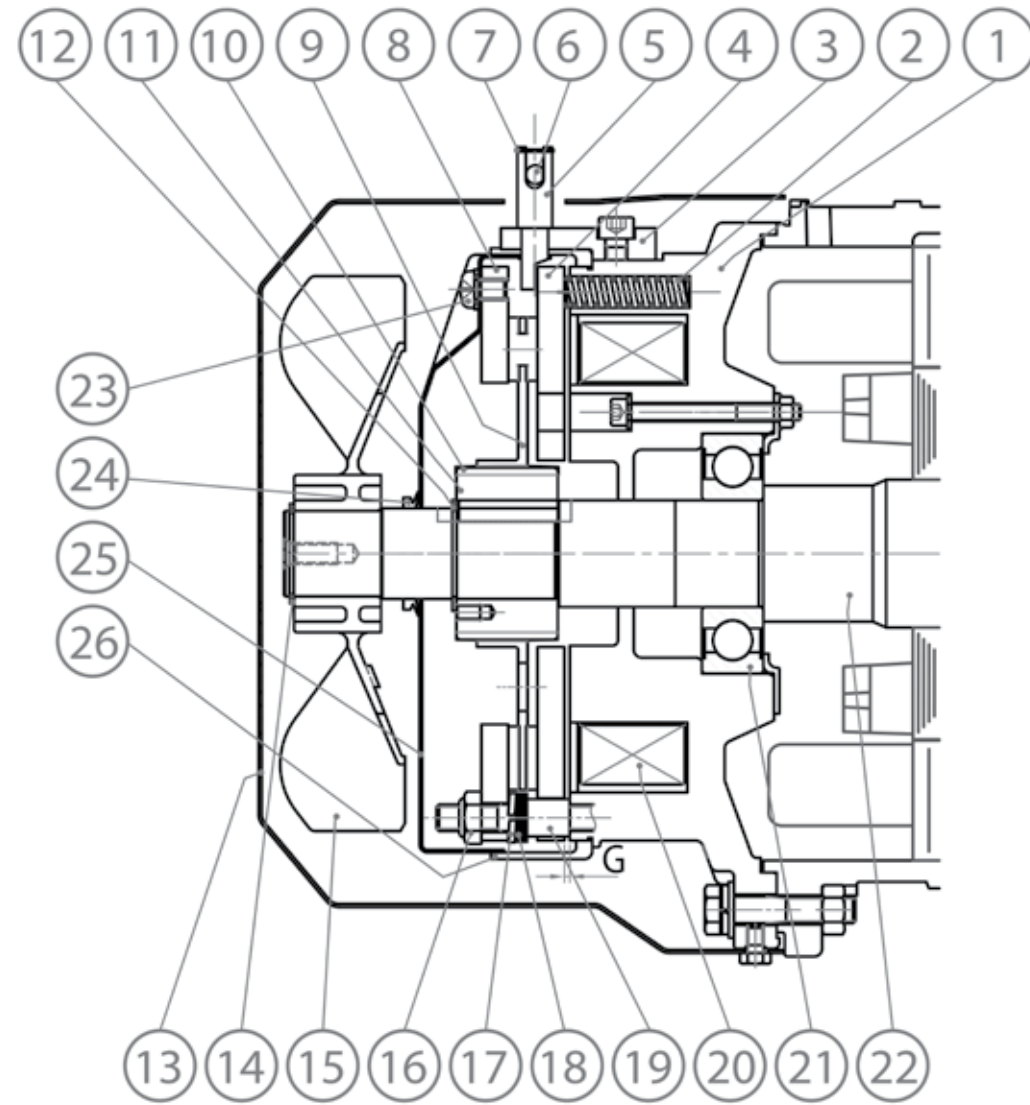
No.	Part Name
1	Stationary Core*
2	Pressure Spring*
3	Brake Release Support
4	Armature*
5	Shifting Pin
6	Brake Release Lever
7	Retaining Clip
8	Brake Shoe*
9	Brake Lining*
10	Leaf Spring*
11	Hub*
12	C-type Retaining Ring
13	Cover
14	C-type Retaining Ring
15	Fan
16	Gap Adjusting Nut*
17	Spring Washer
18	Adjusting Washer*
19	Stud Bolt*
20	Solenoid Coil*
21	Fan Side Bearing
22	Motor Shaft
23	Attachment Screw
24	V-Ring
25	Waterproof Cover
26	Waterproof Seal



* These parts are included in a complete brake kit.

Fig. 19-b FB-10E and 15E Models

No.	Part Name
1	Stationary Core*
2	Pressure Spring*
3	Brake Release Support
4	Armature*
5	Shifting Pin
6	Brake Release Lever
7	Retaining Clip
8	Brake Shoe*
9	Brake Lining*
10	Leaf Spring*
11	Hub*
12	C-type Retaining Ring
13	Cover
14	C-type Retaining Ring
15	Fan
16	Gap Adjusting Nut*
17	Spring Washer
18	Adjusting Washer*
19	Stud Bolt*
20	Solenoid Coil*
21	Fan Side Bearing
22	Motor Shaft
23	Attachment Screw
24	V-Ring
25	Waterproof Cover
26	Waterproof Seal



* These parts are included in a complete brake kit.

b) Operating Principles

The brake is a (fail-safe type) spring actuated type brake that releases the brake mechanism when the solenoid coil is energized and engages when the solenoid coil is not energized.

When power is applied to the unit, the solenoid coil and electric motor become energized and the energized coil attracts the armature plate (4) against the tension of the pressure spring (2). As a result, the brake lining (9) disengages and the motor starts to run.

When the power is disconnected, the solenoid coil and electric motor are not energized. This causes the pressure spring (2) to actuate the armature plate (4), which in turn presses the brake lining (9) against the brake shoe (8) and brings the motor to a quick stop.

3. Inspection

- a) At regular intervals, check that:
 - the unit is operating normally.
 - the brake lining is not excessively worn (or gap G is normal).
 - all the mounting screws are securely tightened.

b) Manual brake release procedure

FB-5E, FB-8E, FB-10E, and FB-15E brakemotors are equipped with a one-touch release mechanism. To manually release the brake with power to the unit turned off, pull the brake release lever out from its holder and push it forward toward the reducer. Releasing the lever will re-engage the brake.

4. Gap Inspection

The brake lining will wear after the unit has been used for a long period of time. Regularly check that gap G (**Figures 19-a and 19-b**) is at an acceptable value. If gap G becomes too large, the solenoid coil may fail to pull in the armature plate, and hence cannot release the brake, resulting in the unit remaining in a continuously braked condition. Follow these steps to inspect the brake gap:

- a) Remove shifting pin (5) and brake release lever (6).
- b) Remove cover (13).
- c) Remove fan (15) by removing retaining ring (14).
- d) Remove waterproof seal (26).
- e) Insert a gap gage into the space between the stationary core (1) and armature plate (4). Measure the gap size at three appropriate circumferential points.
- f) Check for brake performance by turning system power on and off a few times.
- g) The gap needs to be adjusted if the values are close to the allowable limit listed in **Table 17**.

Table 17. Brake Gap Size

Brake Type	Gap value G, in. (mm)	
	Spec. value	Allowable limit
FB-5E, FB-8E	0.014 - 0.017 (0.35 - 0.45)	0.040 (1.0)
FB-10E, FB-15E		0.047 (1.2)

5. Gap Adjustment

If the brake lining is so heavily worn that gap adjustment is required, follow these steps:

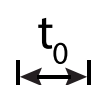
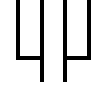
- Remove shifting pins (5) and brake release lever (6).
- Remove the cover (13). Remove fan (15) by removing retaining ring (14). Remove V-Ring (24) waterproof seal (26) and waterproof cover (25).
- Insert a gap gage into the space between the stationary core (1) and armature plate (4) and rotate the nut (16) at the tip of the stud bolt (19) clockwise until the gap measures an appropriate size. If the gap is too large to adjust by this procedure, decrease the number of adjusting washers (18) in use. Evenly adjust the three nuts (16) until the gaps at the three circumferential points are equal and fall within the specification range shown in **Table 17**.
- After completing the gap adjustment, turn the system power on and off a few times to check the brake performance.
- Replace waterproof cover (25), waterproof seal (26), V-Ring (23), fan (15), retaining ring (14), cover (13), shifting pins (5), and brake release lever (6).

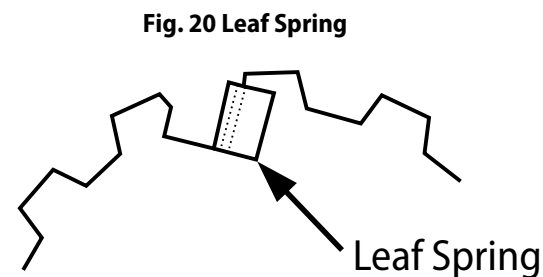
6. Brake Lining Replacement

Follow these steps to replace the brake lining when its thickness has reached the allowable limit shown in **Table 18**, or when sleeve adjustment is no longer an effective means of gap adjustment:

- Remove shifting pins (5) and brake release lever (6).
- Remove the cover (13). Remove fan (15) by retaining ring (14). Remove V-Ring (24) waterproof seal (26) and waterproof cover (25).
- Remove all three nuts (16)
- Remove the brake shoe (8) and take out the brake lining (9).
- Fix the leaf spring (10) as shown in **Figure 20**.
- Apply a small amount of grease along the spline of the new brake lining (9), taking care not to apply any to the wear surface.
- Fit the new brake lining (9) onto the hub (11) and check that it moves smoothly. Remove any excess grease.
- After reassembling the brake, measure gap G. If the gap is out of the specification range, adjust by rotating the gap adjusting nut (16).
- Turn the system power on and off a few times to check the brake performance. If no abnormalities are detected, replace the fan (15), retaining ring (14) and cover (13).
- Measure gap G. Readjust if the gap is not within the specification value range.
- Turn the system power on and off a few times to check the brake performance. If no abnormalities are detected, replace waterproof cover (25), waterproof seal (26), V-Ring (24), fan (15), retaining ring (14), cover (13), shifting pins (5) and brake release lever (6).

Table 18. Brake Lining Size

Brake Type	Brake lining dimension	Initial Thickness t_0 , in. (mm)	Allowable Thickness t_a , in. (mm)
FB-5E, FB-8E		0.394 (10.0)	0.236 (6.0)
FB-10E, FB-15E		0.433 (11.0)	0.276 (7.0)



Troubleshooting

The Hyponic® unit is running normally when it meets the following criteria:

- The motor begins to run immediately after the start switch is moved to the ON position.
- The unit does not make any abnormal sounds during operation.
- The motor stops running within about 0.5 seconds after power to the unit is switched off.

Table 19. Quick Troubleshooting Guide

Problem		Possible Cause	Corrective Action	
HYPONIC®	Runs Hot	Overloading	Load exceeds the capacity of the Hyponic®	
		Improper lubrication	Wrong lubricant	
	Vibration or noise	Loose Foundation bolts / Torque Arm	Weak mounting structure	Inspect mounting of Hyponic®. Tighten loose bolts and/or reinforce mounting structure.
			Loose bolts	Tighten bolts.
		Failure of bearings	May be due to lack of lubricant	Replace unit.
	Overload		Check rated capacity of Hyponic®, replace with unit of sufficient capacity or reduce load.	
Output shaft does not turn	Motor shaft broken	Overloading of reducer can cause damage	Replace broken shaft. Check rated capacity of Hyponic®.	
		Key missing or sheared off on input shaft	Replace key.	
	Motor doesn't turn	Motor	Refer to Motor section of Troubleshooting Guide.	
MOTOR	Load is disconnected but motor doesn't rotate	Makes a groaning sound	Faulty switch contact	Replace contact.
			Blown fuse	Replace.
			One phase wire of the power supply open	Replace.
			Stator coil open	Repair by rewinding or replacing stator assembly.
			Stator and rotor touching due to bearing housing wear	Replace the bearing and bracket.

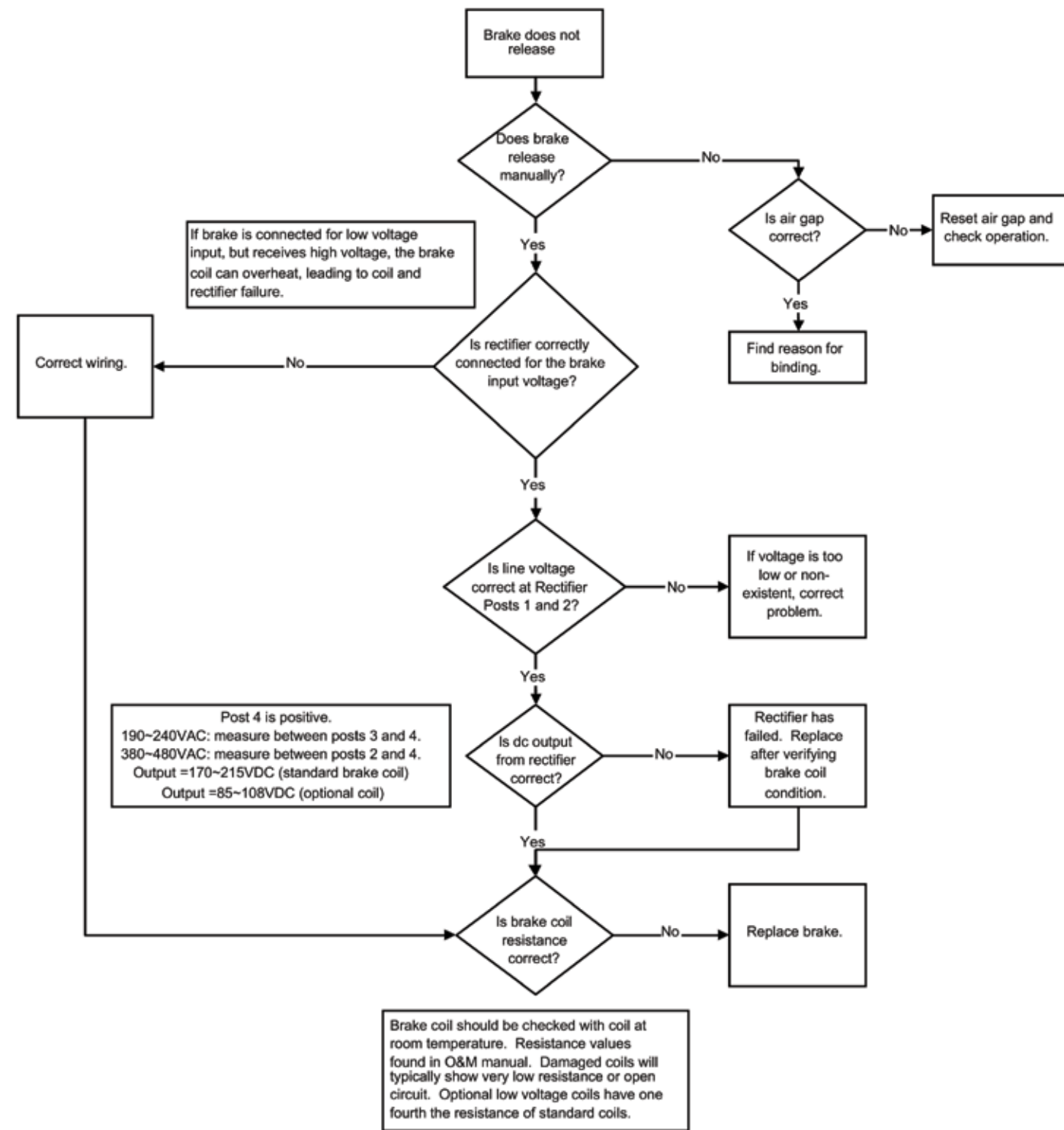
Table 19. Quick Troubleshooting Guide (cont.)

Problem		Possible Cause		Corrective Action
MOTOR (cont.)	Load is disconnected but motor doesn't rotate (cont.)	Starts in either direction when turned by hand	Three phase is operating as single-phase	Check the power source with a voltmeter.
		Doesn't make any noise	Stator coil open	Repair by rewinding or replacing stator assembly.
	Outside the motor		Power failure	Contact the power company.
			Open connection wire	Check the source wiring.
	Faulty starter contact	Replace contact.		
Rotates with the load disconnected, but:	Rotates in the wrong direction	Connection error		Change any two of the three-phase source.
	Fuse blows	Shorted lead wire		Replace.
	Speed doesn't increase	Faulty starter contact		Replace contact.
	Groans	Overcurrent Overheating	Rotor and stator touching	Repair by winding or replacing stator assembly.
		Overcurrent	One phase of stator coil shorted	Replace the stator winding.
	Makes a high pitched metallic noise	Faulty bearing		Replace the bearing.
	Rotates when the load is disconnected but when the load is connected:	Switch overheats	Insufficient switch capacity	
Overload			Drop to the rated load.	
Fuse blows		Insufficient fuse capacity		Replace with one having the rated capacity.
Overheats		Overload		Drop to the rated load.
		Voltage drop		Consult with the power company.
Speed suddenly drops		Voltage drop		Consult with the power company.
		Overload		Drop to the rated load.
Stops		Bearing damaged by overheat		Replace the bearing.

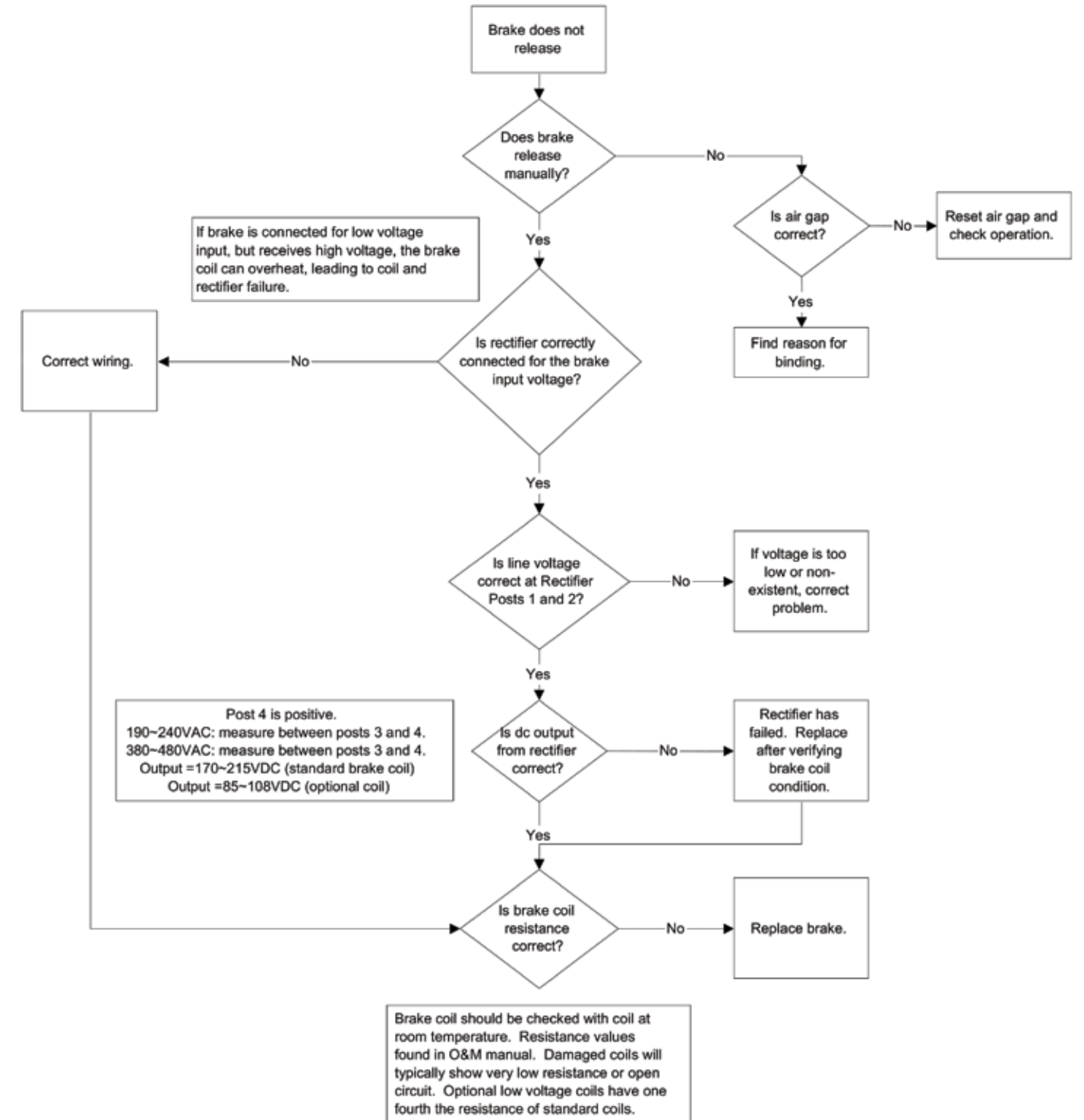
Table 19. Quick Troubleshooting Guide (cont.)

Problem		Possible Cause		Corrective Action
BRAKE	Brake fails to operate	Improper adjustment after reassembly		Adjust again.
	Brake slips (Braking time is too long)	Not wired for fast action		Wire for fast action.
		Foreign matter entrapped in brake lining. Oil on lining surface		Remove foreign matter and take preventive action. Wipe lining surface with a dry cloth.
		Worn brake lining		Adjust brake gap or replace lining.
		Uneven brake gap		Adjust evenly.
		Excessive load		Decrease load or use larger brake.
	Rotor fails to turn	Faulty electric circuit		Check circuit.
		Blow fuse		Replace fuse.
		Only single phase available from three phase power supply		Measure power supply voltage and check for defective circuit.
		Protective device has tripped		Eliminate cause and reset.
		Damaged or burned motor winding		Repair or replace.
		Rust on brake friction surface		Clean brake (lining).
		Gap needs adjustment		Readjust gap.
		Burned bearing		Replace.
		Overload		Replace. Check and troubleshoot load and safety device.
		Abnormal noise	Foreign material inside the brakemotor.	
	Damaged bearing		Replace.	
	Worn brake lining		Adjust brake gap or replace lining.	
	Hub leaf spring is off or damaged		Replace.	
	Burned solenoid coil		Replace.	
Damaged rectifier			Replace.	
Trouble under loaded condition	Voltage drop		Raise voltage to rated level.	
	Overload		Reduce the load or oversize the brakemotor.	
	Improper protective device setting		Adjust protective device.	

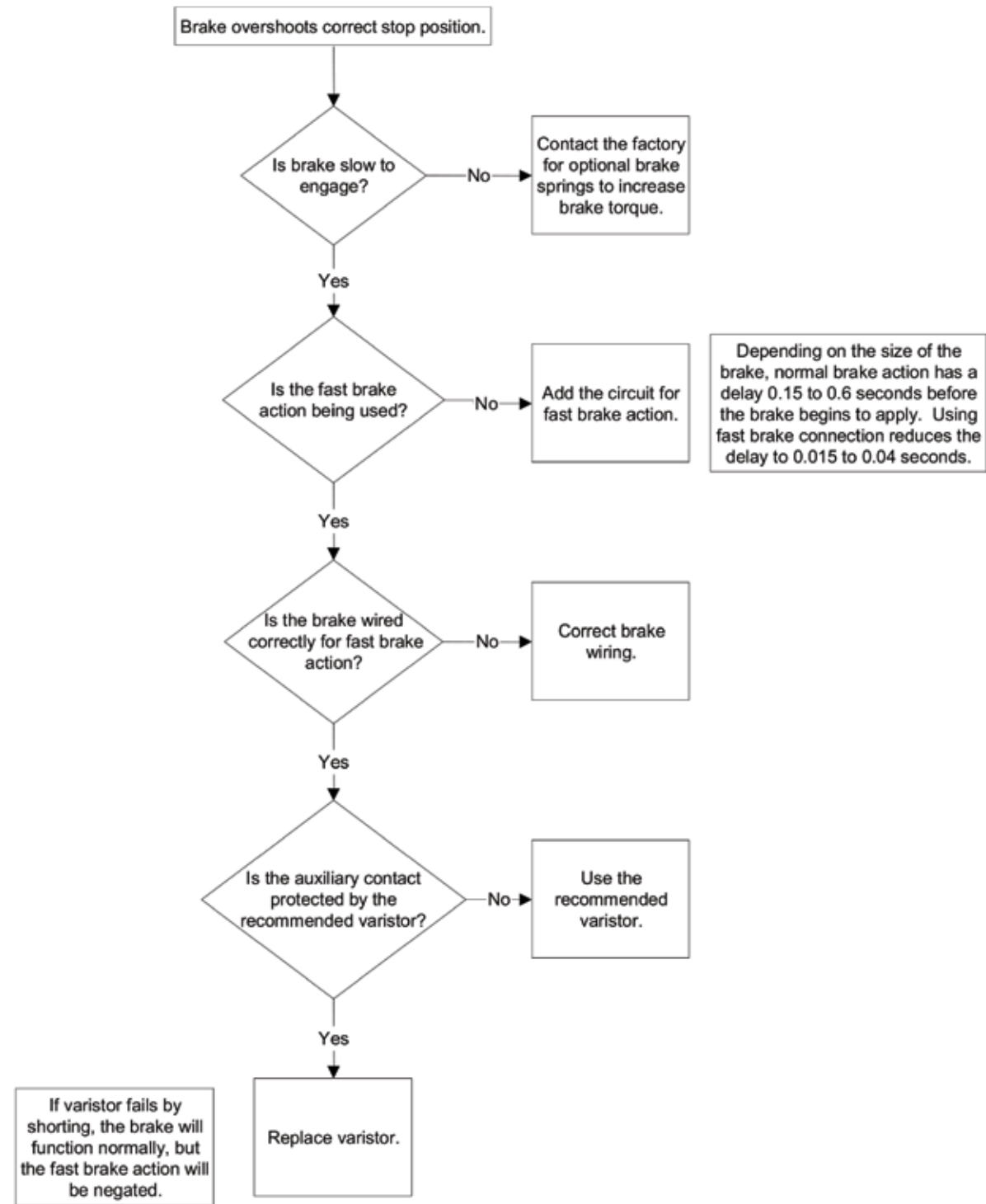
PROBLEM: BRAKE DOES NOT RELEASE
RECTIFIER: 25FW-4FB



PROBLEM: BRAKE DOES NOT RELEASE
RECTIFIER: OTHER THAN 25FW-4FB



Notes



Notes

Notes

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