

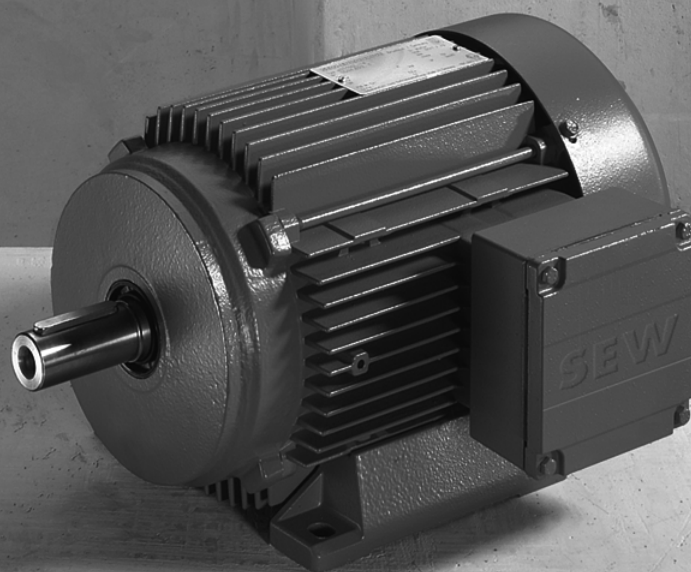


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Revision



**AC Motors DR/DT/DV/DTE/DVE,
Asynchronous Servomotors CT/CV**



Revision

Connecting the motor using the IS plug connector

1 Revision



INFORMATION

The additional information described in the revision at hand refers to the "DR/DT/DV/DTE/DVE Series AC Motors, CT/CV Asynchronous Servomotors" (publication number 11291613, edition 08/2004) operating instructions. The following chapters are amended:

- Chapter 5.12: "Connecting the motor with IS plug connector", page 17
- Chapter 6.1: "Prerequisites for startup", page 28
- Chapter 9.3: "Work done, working air gap, braking torques of BMG05-8, BR03, BC, Bd"

Please use the data specified in this document. This document does not replace the mentioned operating instructions.

1.1 Connecting the motor using the IS plug connector

The IS plug connector is supplied from the factory with its base fully wired-up, including additional features such as a brake rectifier. The upper section of the IS connector is included in the scope of delivery and must be connected as shown in the wiring diagram.



⚠ WARNING

No grounding due to incorrect installation.

Severe or fatal injuries.

- For the installation, you must comply with the safety notes in chapter 2 of the respective operating instructions.
 - Tighten the retaining screws of the IS plug connector properly with 2 Nm (17.7 lb-in), as these screws also act as the protective earth contacts.
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1.2 Prerequisites for startup

Prior to startup, ensure the reliability of the lockable manual brake release.



1.3 Work done, working air gap, braking torques of BMG05-8, BR03

Brake type	For motor size	Work done until maintenance [10 ⁶ J]	Working air gap [mm]		Braking torque [Nm]	Braking torque settings			
			min. ¹⁾	max.		Type and number of brake springs		Order numbers for brake springs	
						Normal	Red	Normal	Red
BR03	63	200	-	0.8	3.2	6	-	185 815 7	185 873 4
					2.4	4	2		
					1.6	3	-		
					0.8	-	5		
BMG05 ²⁾	71 80	60	0.25	0.6	5.0	3	-	135 017 X	135 018 8
					4.0	2	2		
					2.5	-	6		
					1.6	-	4		
					1.2	-	3		
BMG1	80	60	0.25	0.6	10	6	-	135 017 X	135 018 8
					7.5	4	2		
					6.0	3	3		
BMG2 ³⁾	90 100	130	0.25	0.6	20	3	-	135 150 8	135 151 6
					16	2	2		
					10	-	6		
					6.6	-	4		
					5.0	-	3		
BMG4	100	130	0.25	0.6	40	6	-	135 150 8	135 151 6
					30	4	2		
					24	3	3		
					20	3	2		
					16	2	2		
BMG8	112M 132S	300	0.3	0.9	75	6	-	184 845 3	135 570 8
					55	4	2		
					45	3	3		
					37	3	-		
					30	2	2		
					19	-	6		
12.6	-	4							
					9.5	-	3		

- 1) When checking the working air gap, note: Parallelism tolerances on the brake disk may give rise to deviations of ± 0.1 mm after a test run.
- 2) BMG05: Should the maximum braking torque (5 Nm) not be sufficient, the coil body of the BMG1 brake can be built in.
- 3) BMG2: Should the maximum braking torque (20 Nm) not be sufficient, the coil body of the BMG4 brake can be built in.



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