

Please read this documentation before you start working!

The 6-pole bridge rectifiers conduce to supply electromagnetic DC-brakes and clutches with full-wave rectified AC voltage. Different application is only permitted with technical approval of INTORQ.

For DC-switching (see connection diagram "Shortened braking times") a spark-suppressor is integrated (terminals 5 and 6). Thereby the lifetime of the switching contact is improved. With the switching contact the coil power is switched.

Attention!

The terminals must be wired with copper conductors. The conductors may be solid or stranded and tinned in the end or stranded with cable end sleeve.

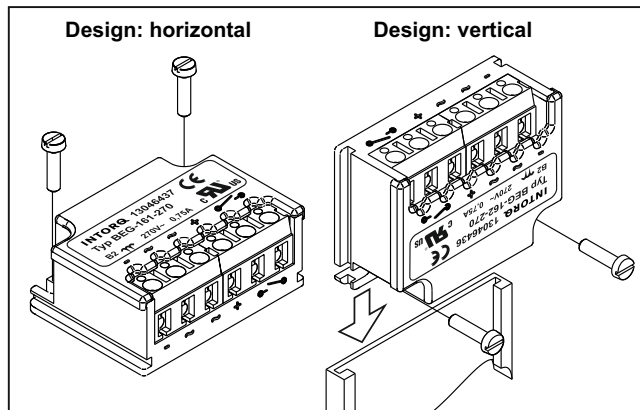
Stop!

Keep these instructions with the rectifier at all times! Install rectifier in the switch cabinet if the ambient temperature is too high!

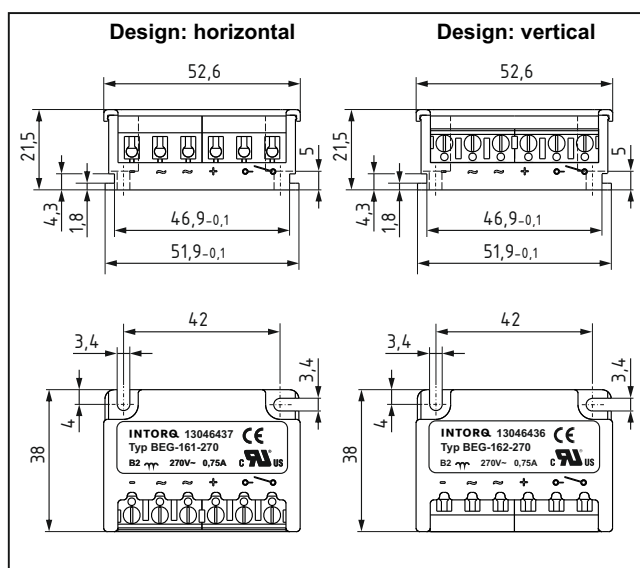
Danger

Always disconnect the equipment from the power supply when working on the rectifier!

Attachment options



Dimensions



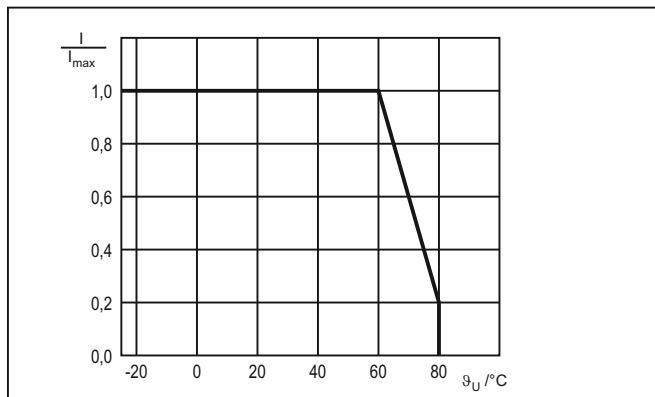
Technical data

Rectifier type		Bridge rectifier (B2)
Output voltage	$V=$	$0,9 \times U_1$
I_{max} at 60°C	I/A	0,75
Ambient temperature (storage & operation / mounting)		-40...+80 °C / -20...+80 °C max +40 °C
Wire cross section		0,5 ... 2,5 mm ² / AWG20 ... AWG14
Tightening torque		0,45 Nm (4 lbf in)
Stripping length		7 mm

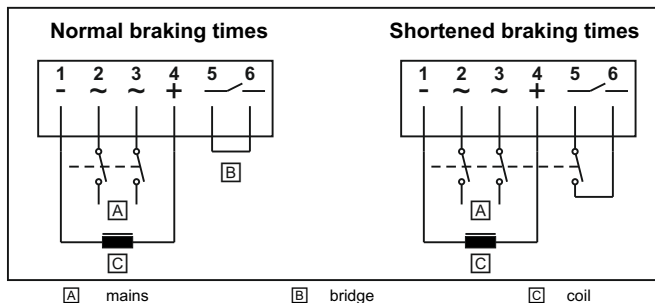
U_1 Input voltage (40...60 Hz)

Type	Max. input voltage U_{1max} (40...60Hz) $V\%$	Design
BEG-161-270	270 +10 %	horizontal
BEG-162-270	270 +10 %	vertical

Permissible current load at ambient temperature



Connection



Coil voltage selection

Rated coil voltage	Function
$U_{Sp} = 0,9 \times U_1$	Operation of the brake with rated coil voltage
U_{Sp} Rated coil voltage	U_1 Input voltage (40...60 Hz)

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Modifications:

Drawn:	11.04.2024	Dunst
Checked:	11.04.2024	Küter

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