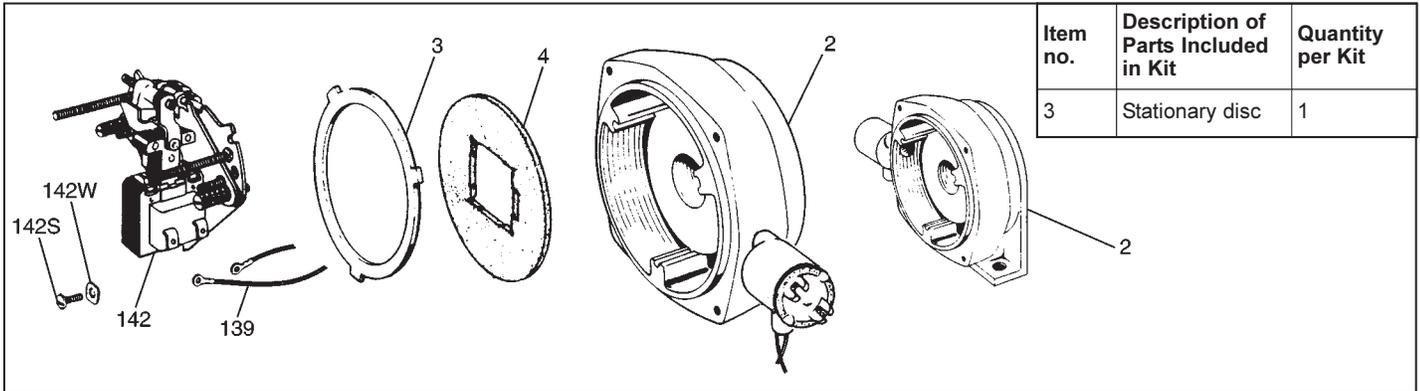


Service Instructions for Stationary Disc Kit Series 65,000 and 65,300 Disc Brakes



Important

Please read these instructions carefully before servicing your Stearns brake. Failure to comply with these instructions could cause injury to personnel and/or damage to property if the brake is installed or operated incorrectly. For definition of limited warranty/liability, contact Rexnord Industries, Inc., Stearns Division, 5150 S. International Dr., Cudahy, Wisconsin 53110 (414) 272-1100.

Caution

1. Servicing shall be in compliance with applicable local safety codes including Occupational Safety and Health Act (OSHA). All wiring and electrical connections must comply with the National Electric Code (NEC) and local electric codes in effect.
2. To prevent an electrical hazard, disconnect power source before working on the brake. If power disconnect point is out of sight, lock disconnect in the *off* position and tag to prevent accidental application of power.
3. Be careful when touching the exterior of an operating brake. Allow sufficient time for the brake to cool before disassembly. Surface may be hot enough to be painful or cause injury.
4. Do not operate brake with housing removed. All moving parts should be guarded.
5. After usage, the brake interior will contain burnt and degraded friction material dust. This dust must be removed before servicing or adjusting the brake.

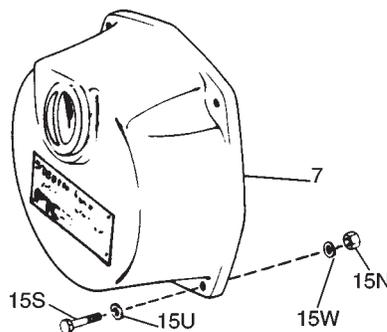
DO NOT BLOW OFF DUST using an air hose. It is important to avoid dispersing dust into the air or inhaling it, as this may be dangerous to your health.

- a) Wear a filtered mask or a respirator while removing dust from the inside of a brake.
 - b) Use a vacuum cleaner or a soft brush to remove dust from the brake. When brushing, avoid causing the dust to become airborne. Collect the dust in a container, such as a bag, which can be sealed off.
6. Maintenance should be performed only by qualified personnel familiar with the construction and operation of the brake.
 7. For proper performance and operation, only genuine Stearns parts should be used for repairs and replacements.

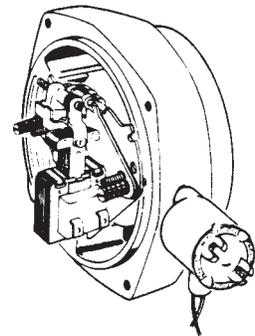
Warning! Any mechanism or load held in position by the brake should be secured to prevent possible injury to personnel or damage to equipment before any disassembly of the brake is attempted or before the manual release knob or lever is operated on the brake.

Instructions

1. To remove housing, follow instructions listed under each individual brake series shown in next column.

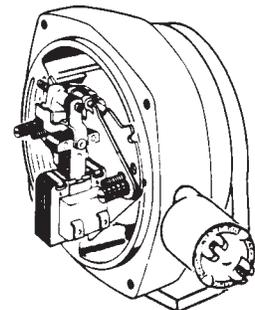


65,300 series



Series 65,300 brakes use four through-bolts (15S) flat washers (15U), lock washers (15W) and hex nuts (15N). Remove all and pull back on housing to free it.

65,000 series



Series 65,000 brakes use four through-bolts (15S) threaded into endplate, and four lock washers (15W). Remove all and pull back on housing to free it.
Note: Some older design Series 65,300 brakes used the same bolt arrangement as Series 65,000.

2. Disconnect coil lead wires (139), and remove support plate assembly (142) by unscrewing and removing three screws (142S) and washers (142W).
3. Disc pack components – stationary disc (3) and friction disc (4) are now accessible. When replacing any of these components, be certain they are replaced in the same order as they were removed. Make certain that ears of new stationary disc (3) slide freely in slots of endplate (2).
4. Before mounting support plate assembly, check to be sure wear adjust screws (10) are of equal height. Measure from inboard side of support plate with depth micrometer. Turn one screw to obtain equal height.
5. Remount support plate assembly to the brake drawing the screws down evenly, torque to 43 lb-in. Be sure that the assembly is mounted so that the solenoid is upright (plunger above the frame) when the brake is mounted in the horizontal position.
6. Manually lift solenoid plunger to maximum travel. Depress and allow solenoid plunger to snap out several times. Measure solenoid air gap between mating surfaces of solenoid frame and solenoid plunger. (On vertically mounted brakes, it will be necessary to push solenoid plunger into solenoid frame to the point where

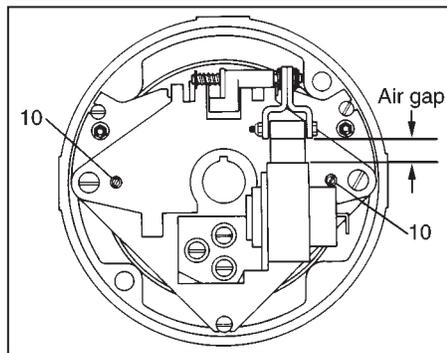
spring pressure is felt before measuring solenoid air gap.)

If solenoid air gap exceeds measurement shown in Table, adjustment is necessary.

The solenoid air gap measurements are shown in Table below.

Table: Solenoid Air Gap Measurements (inches)

Nominal Static Torque (lb-ft)	65,000 and 65,300
1.5; 3	13/32
6	1/2
10	9/16
15	9/16



7. The solenoid air gap may be decreased by turning both wear adjustment screws (10) equal amounts clockwise, approximately 1/8 turn, until appropriate solenoid

gap is obtained. To increase gap, turn screws equal amounts counterclockwise.

8. Reconnect solenoid coil leads.
9. Orient housing so that manual release knob is approximately 20° counterclockwise from vertical centerline. Slide housing over endplate register and rotate clockwise to align bolt holes. Replace hardware in reverse order of Step 1.
10. Check manual release ease of operation by rotating knob 90° clockwise and return the knob to its original position.

If knob can not be returned to its original position or heavy resistance is felt, remove the housing and reinstall per Step 9.

For vertically mounted brakes, manually press plunger into frame until spring force resistance is felt. Do not permit plunger to snap out, rather it is to remain at the air gap setting. Reinstall housing per Step 9.

11. **Caution!** Do not run motor with brake in manual release position. It is intended only for emergency manual movement of the driven load, not as a substitute for full electrical release.

NOTE: For complete instructions, with troubleshooting, request Sheet 8-078-925-03.