



32 x710xB5x

SLIM COLLECTION

Compact bridge/half-wave rectifiers

The specified bridge and half-wave rectifiers are ideal for installation in the junction boxes of medium-power brake motors, brakes and solenoids. The bridge rectifier version is equipped with a voltage sensor for integral fast turn-off. Voltage spikes are generated when inductive loads are turned off. These spikes are limited to permissible levels by protective elements installed inside the rectifier. Owing to its extremely compact design, the rectifier module can be installed in very restricted space. The module features a central bore for screw fixing inside the junction box.

Technical specifications

Functional principle		Half-wave or bridge rectifier					
Fast turn-off		Electronic DC side turn-off through voltage detection					
Ambient temperature		[°C]	-30 ... 85		Derating as specified (70% of output current permissible at 85°C)*		
Connections		Input		2 wires 0.5 mm ² , fine-wire to UL 1015 (AWG 20)			
		Output		2 terminals 0.2 mm ² – 0.75 mm ² (wire type 1)			
Type 32..	Rectifier type	Rated input voltage (40 – 60 Hz) VAC (±10%)	Max. output current ADC	Fast turn-off through voltage detection	Wire colour	Output voltage VDC	Installation
07103B53	Bridge	0 ... 240	0.8	No	Green	U _{out} = 0.89 · U _{in}	Central bore for screw fixing M4 Dmax. 4 mm ** Adhesive pad
67103B53	Bridge	100 ... 240	0.8	Yes	Blue-White		
07103B50	Bridge	0 ... 500	0.7	No	Purple		
67103B50	Bridge	220 ... 500	0.7	Yes	Yellow		
07102B53	Half-wave	0 ... 240	0.5	No	White	U _{out} = 0.445 · U _{in}	
07102B50	Half-wave	0 ... 500	0.5	No	Red		

* See derating diagram (Maximum current load at ambient temperature)
** Max. torque 0.6 Nm

CE

EMC Directive 2014/30/EU:

Compliance with the following standards is confirmed:

EN 50081-2 (Emission):

EN 55011 (VDE 0875, part 11, 2011)

Group 1, Class A conducted interference

Group 1, Class B radiated interference

EN 61000-6-2 (Immunity):

EN 61000-4-3 (2011)

EN 61000-4-4 (2013) severity level 3

EN 61000-4-5 (2015) severity level 3

Low Voltage Directive 2014/35/EU:

Compliance with the following standards is confirmed:

HD 625.1 S1:1996 (VDE 0110) insulation coordination

EN 60529 (2014)

Machinery Directive 2006/42/EC:

The products are considered components in the sense of Machinery Directive 2006/42/EC and must not be put into service until the machinery in which they are incorporated has been declared in conformity with the provisions of the EC Directives.

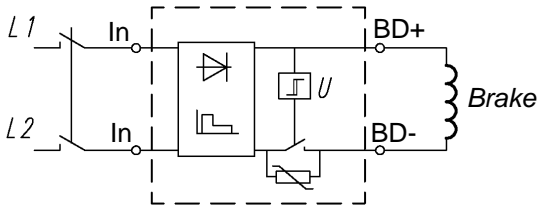
ROHS Directive 2011/65/EU:

We hereby declare that the above-mentioned products comply with the requirements of the RoHS Directive 2011/65/EU on the restriction of the usage of certain hazardous substances in electrical and electronic equipment, assigned to equipment category 11

Protection:

IP00 to EN 60529

Connection example: brake motor application



Connection and operation

The specified bridge rectifiers with internal DC side turn-off are designed for use with electromagnetic brakes of electric motors or with other electromagnetic devices characterized by high dynamic performance. They also enable the reduction of losses during holding periods. The technical specifications depend on the connected loads and on their electric and mechanical properties.

If the rectifiers are used on electromagnetic brakes that are operated in parallel with the motor, brake engagement may be significantly delayed in the presence of driving loads when the motor operates in generator mode after turn-off. If the rectifiers are operated at a voltage below the permissible minimum operating voltage, uncontrolled turn-off of the voltage sensor may cause malfunctions or even irreversible damage to power transmission components. The mechanical time constants during brake release or engagement and during switching of the electromagnetic device must be considered. The specification of the maximum switching frequency of the rectifier merely defines a limit value for the dissipated power that can be absorbed by the rectifier. This specification (see table) has been determined based on a minimum recovery time of 0.3 seconds and a holding time of 0.6 seconds. The maximum switching frequency also depends significantly on the inductance of the load. Consequently, the switching frequency needs to be determined for the specific application. Attention: If the switching frequency is not verified for the specific application, irreversible damage to the rectifier or load may occur.

Attention!

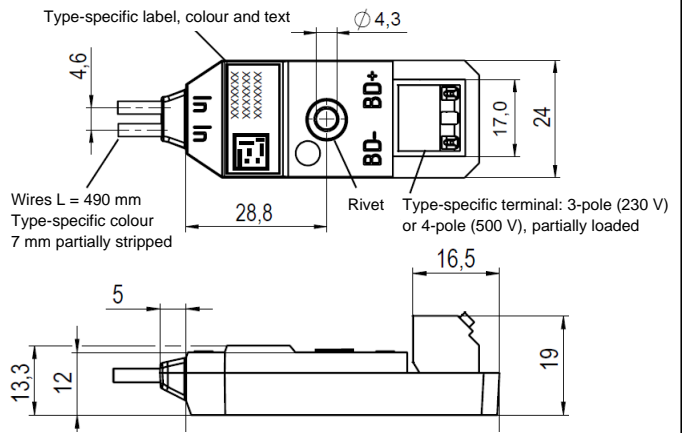
As a rule, the mean power must not exceed the rated power of the connected load at the rated duty cycle.

The mean current load of the rectifier must not exceed the specified rated holding current at the specified ambient temperature. Check that the rectifier pinout is correct. Incorrect connection would cause irreversible rectifier damage. The rectifier is not short-circuit proof. Output short-circuit to ground will destroy the rectifier.

All work must be performed by qualified specialist personnel only. Check that no voltage is present before connecting the rectifier to the power supply. The specifications on the rating plate and the information provided in the circuit diagram or data sheet must be strictly observed.

Subject to change without notice.

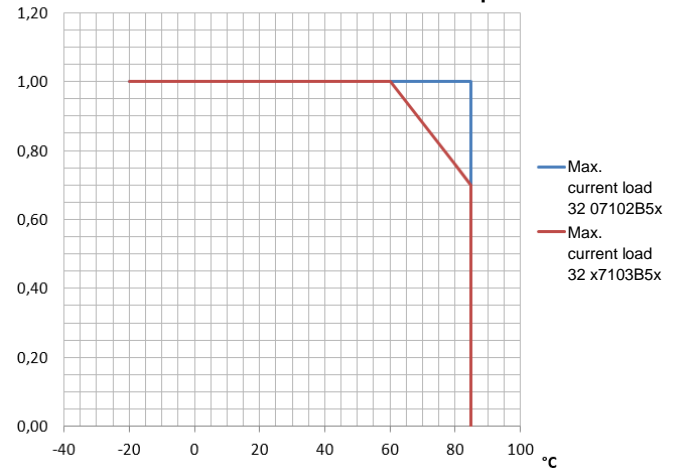
Housing dimensions (mm) 32 x710xB5x



Prescribed wire diameters for circuit board terminal

Wire type 1	single-wire
Cross-section [mm ²]	0.2 – 0.75
Cross-section [AWG]	24 – 18
Wire type 2	fine-wire
Cross-section [mm ²]	0.2 – 0.75
Cross-section [AWG]	24 – 18
Wire type 3	fine-wire with wire end ferrule
Cross-section [mm ²]	0.25 – 0.34

Maximum current load at ambient temperature



Notes for UL Compliance

- The module must be installed in the motor terminal box or in the control cabinet.
- A pre-fuse corresponding to the cross-section of the connected brake line must be provided, but max. 5A.
- The product is intended to be used under pollution degree 2.

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