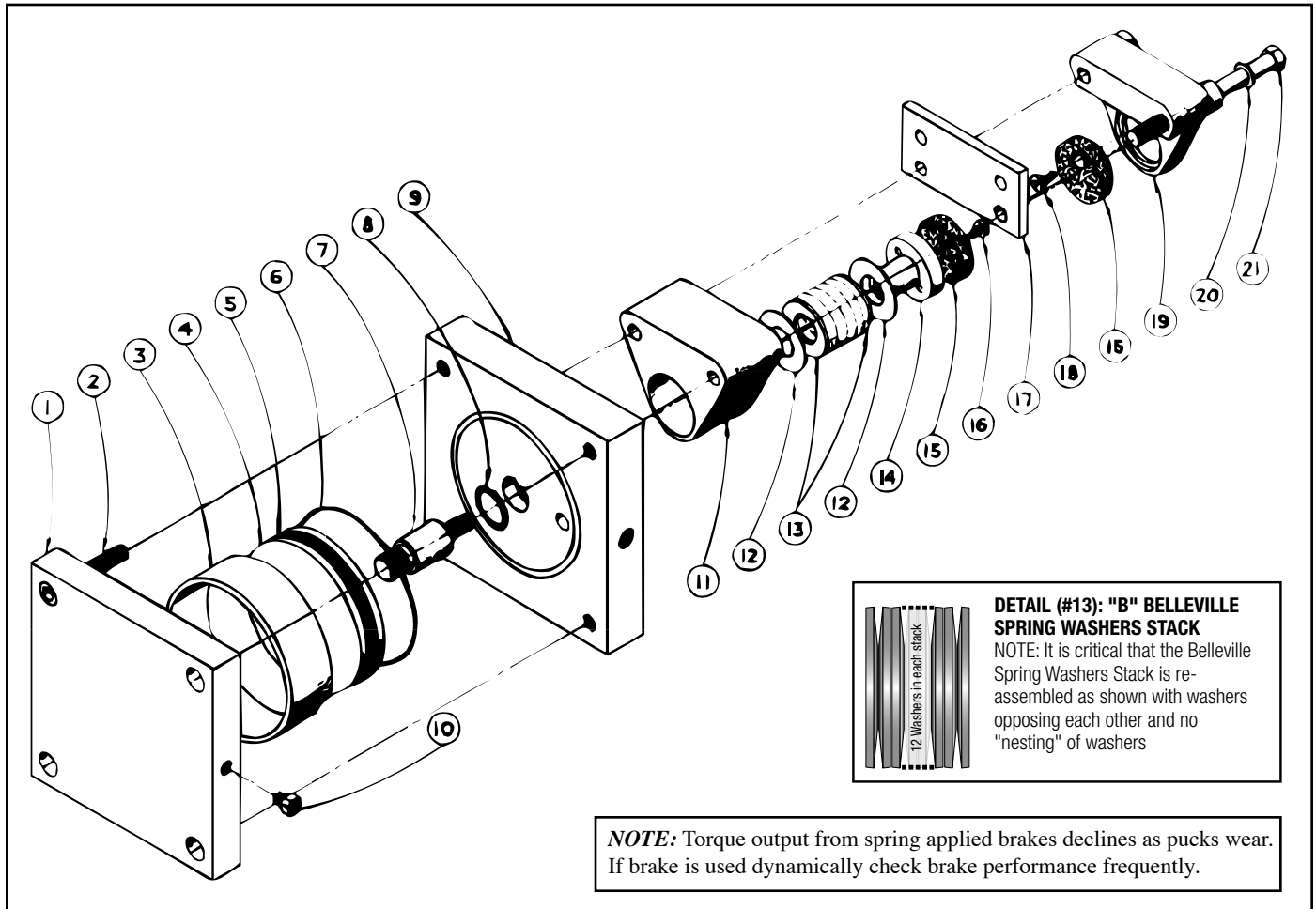


SPRING-APPLIED BRAKE

Models: FS20PA 0760-0023
 FS20PB 0760-0016



NOTE: Torque output from spring applied brakes declines as pucks wear. If brake is used dynamically check brake performance frequently.

Parts List

| ITEM | PART NO. | DESCRIPTION | QUANTITY | | ITEM | PART NO. | DESCRIPTION | QUANTITY | |
|------|-----------|-----------------------------|----------|--------|------|-----------|---------------------------|----------|--------|
| | | | FS20PB | FS20PA | | | | FS20PB | FS20PA |
| 1 | 1014-1172 | Tensioner End Plate | 1 | 1 | 12 | 0740-1007 | End Washer | 2 | 4 |
| 2 | 1410-3116 | Socket Head Cap Screw | 4 | 4 | 13 | 0740-9012 | Belleville Spring Washers | 1 | 1 |
| 3 | 0760-1024 | Tensioner Tube | 1 | 1 | 14 | 0740-1065 | Spring Holder | 1 | 1 |
| 4 | 1900-1004 | Piston | 1 | 1 | 15 | 0720-1024 | Puck, Friction | 2 | 2 |
| 5 | 1014-1083 | O-Ring, Buna-N | 1 | 1 | 16 | 0737-1024 | Pan Head Screw | 1 | 1 |
| 6 | 1029-1037 | O-Ring, Buna-N | 1 | 1 | 17 | 0760-1017 | Fixed Mounting Bracket | 1 | 1 |
| 7 | 0760-1042 | Piston Shaft | 1 | 1 | 18 | 0720-1026 | Pan Head Screw | 1 | 1 |
| 8 | 0701-1004 | O-Ring, Buna-N | 1 | 1 | 19 | 0724-1011 | Dead Side Housing | 1 | — |
| 9 | 0760-1026 | Brake End Plate | 1 | 1 | | 0724-1034 | Dead Side Housing | — | 1 |
| 10 | 0768-1022 | Hex Head Breather Pipe Plug | 1 | 1 | 20 | 0720-1007 | Washer | 2 | 2 |
| 11 | 0760-1022 | Housing Spacer | 1 | 1 | 21 | 0724-1105 | Hex Head Bolt | 2 | 2 |

The FS20PB is a spring-applied, pneumatically-released brake. The suffix "P" indicates the brake is pneumatically released. The suffix "B" indicates the brake is designed for use with a 1/4" (6.35mm) thick disc.

INSTALLATION

WARNING: The brake is under **SPRING TENSION**. Do not remove bolts without first pressurizing the cylinder to retract the piston. After disassembly, release the pressure slowly. **DO NOT** attempt to retract the piston by tightening the housing bolts upon reassembly. **USE PNEUMATIC PRESSURE** applied to the actuating cylinder instead.

1. To mount the brake, apply 60 to 75 PSI (4.1 to 5.2 bar) pneumatic pressure to the actuating cylinder. When the brake is pressurized, the shipping spacer may be removed.

DO NOT remove pneumatic pressure without either the shipping spacer or a disc between the pucks.

Next, mount the brake to a fixed member with two SAE Grade 8 bolts, tightening them to 360 inch-pounds (40.67 Nm) of torque.

2. Align the brake so the puck faces are parallel with the disc. Proper clearance between the pucks and the disc is 0.060" (1.524mm) to 0.030" (0.762mm) per side.
3. To prevent excessive puck wear, be certain that the disc does not rub against the brake housing or pucks in the retracted position.
4. The disc must be free of dirt and grease to insure maximum puck life and braking action.
5. **Do not pressurize this brake above 100 PSI (6.9 bar).**
6. Inspect the brake pucks frequently for signs of wear. The torque output will diminish over time with wear. Tolomatic recommends replacement of pucks after 0.125" (3.175mm) of total wear is observed.

MAINTENANCE

WARNING: Puck replacement procedure is accomplished while the brake is under **SPRING TENSION**. A release pressure of 65 PSI (4.5 bar) must be maintained at all times during this procedure.

1. To replace brake pucks, pressurize the brake to 65 PSI (4.5 bar). When the brake is pressurized, remove the brake from its mount and remove the dead side housing by removing the two bolts (#21). This procedure may require an independent pressure line.
2. Both pucks should now be exposed for replacement. Unscrew both pucks and set the pan head screw aside. Install the new pucks, putting Loctite® #271 on the screw threads before reinstalling them.
3. Reassemble the dead side housing and tighten the two bolts (#21) to 360 inch-pounds (40.67 Nm) of torque.
4. Remount the brake and reattach pressure line.

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3800 County Road 116, Hamel, MN 55340 USA
<https://www.tolomatic.com> • Email: Help@Tolomatic.com
Phone: (763) 478-8000 • Fax: (763) 478-8080 • Toll Free: 1-800-328-2174

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