



# SE Splicer Electric Brake Burnishing Procedure

After installation of the new electric brake for the SE splicer, the new brake must be burnished to achieve rated torque and consistent performance. A fully burnished brake will have poll tracks on the face of the armature from the metal portion on the magnet and evidence of the magnet friction material rubbing on the armature. Burnishing occurs through normal operation of the brake. It is recommended to burnish the brakes before the splicer starts running to avoid the problems caused by inconsistent brake performance while the brake armature and magnet seat to each other.

**The following are general guidelines for burnishing new electric brakes. (MEGTEC part numbers: 050-20424 Brake Magnet and 050-20814 Brake Armature)**

- 1) The burnishing speed should be 190 RPM or faster. The method recommended is using a 20" diameter paper roll operating at 1000 FPM with the tension setting at 25 PSI.
- 2) The voltage applied to the brake should be 1/3 to 1/2, keep the maximum voltage below 12V until 10 minutes of running or after the first splice.
- 3) Check the armature for poll tracks after 10 minutes of unwinding. The brakes should be burnished until there are pole tracks on the face of the armature.

## **POLE TRACKS**

Pole tracks are developed on the armature by the metal portion of the magnet rubbing on the armature. The time can vary depending on the burnishing speed and voltage applied. Start with a lower voltage (1/3 rated) to avoid galling on the face of the armature. Lower applied voltage usually means the burnishing time is longer, but I find the results are most consistent. Also, it may not be possible to run the brake at 400 RPM when burnishing. In the case of lower speeds the voltage should be reduced. At very slow speeds (below 100 RPM) to give the brake just enough voltage to engage the brake. A fully burnished brake will have rub marks on the armature from the friction material of the magnet. It is usually not necessary to fully burnish brakes before starting machine operation.

## **GALLING**

Low speed, high voltage engagements should be avoided when the brake is new to avoid galling the face of the armature. Galling is a small lump of metal being pulled from the face of the armature or magnet that prevents complete engagement of the brake. If galling occurs, burnishing will correct the problem.

For further information, availability, please contact your nearest MEGTEC office by visiting [www.megtec.com](http://www.megtec.com) and click on parts and upgrades or email to [info@megtec.com](mailto:info@megtec.com).