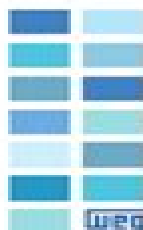
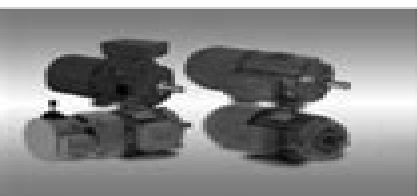




Brake Motor

[illegible]

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Abstract—The purpose of this study was to determine the effect of a 12-week training program on the physical fitness and health-related quality of life (HRQL) of sedentary, middle-aged women. The study was a randomized, controlled trial. The intervention group (n = 20) participated in a 12-week training program consisting of three sessions per week. The control group (n = 20) remained sedentary. The primary outcome was the change in HRQL, measured using the EuroQol-5D questionnaire. Secondary outcomes included changes in physical fitness, measured using a 6-minute walk test and a 10-minute step test. The results showed that the intervention group had a significant improvement in HRQL compared to the control group. The improvement was most pronounced in the physical domain, but also in the mental domain. The intervention group also showed a significant improvement in physical fitness, measured by both the 6-minute walk test and the 10-minute step test. The results suggest that a 12-week training program can improve the physical fitness and HRQL of sedentary, middle-aged women.

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 2. **Identify the supporting details**
 3. **Identify the conclusion**
 4. **Identify the evidence**
 5. **Identify the counter-evidence**
 6. **Identify the author's purpose**
 7. **Identify the author's bias**
 8. **Identify the author's tone**
 9. **Identify the author's style**
 10. **Identify the author's audience**

1. Introduction

This manual provides important information about the three-phase and single-phase brake motors that must be followed during the installation, operation and maintenance. Thus, we recommend to read this manual carefully before performing any service on the motor. Responsibility with these instructions informed in this manual and others indicated on the various services, not with the product's warranty and any other service, operation, and maintenance instructions.

*20. *How much will I need to save?*

Window mounts must be only installed in places compatible with their anchoring features and in applications and environments for which they are intended.
Window mounts installed outdoors, or in the vertical position require the use of additional steps to protect them from weather, for instance, use of a rain cover.

2.1. Brake Coil Power Supply

This electromagnetic coil powered by direct-current (DC), supplied by a bridge rectifier circuit of silicon diodes and a transformer, which has undesirable voltage and current variations, which limit its use. The direct-current power supply provides higher speed and reliable linear operation. The alternating-current (AC) power supply for the bridge rectifier can be obtained from an independent source, or from the motor terminals. This power supply can be 220V/230V/240 V, 50/60/50/60 Hz, or 440V/500V/550 V (only for 60 Hz), according to the features of the bridge rectifier/coil assembly. The electromagnetic coil can be operated continuously within a 10% of its rated voltage.

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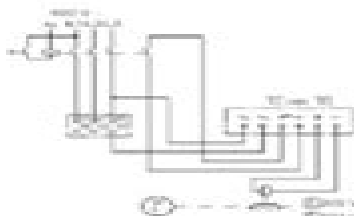


Figure 2: connection diagram of the bridge section for structural reinforcement



 The cable entries used for power supply and control must be fitted with components (such as cable glands and conduits) that meet the applicable standards and regulations in each country and the degree of protection indicated on the motor nameplate.

Not-used cable inlet holes in the terminal box must be properly closed with plugs in order to assure the degree of protection indicated on the motor nameplate.

For flameproof motors with brakes, these components must be certified according to the type of protection and the flameproof Protection Level (EPL) indicated on the motor nameplate.



 The power supply from the bridge rectifier is required to release the brake, if the motor does not accelerate upon starting, turn it off and check the bridge rectifier connections. The brake coil may not be powered, if the motor still does not accelerate, contact the nearest WEG service center.

3.2. Connection Diagram

The brake motor allows two different connections for Direct Current power supply providing either delayed or normal engagement. The connection diagrams below show the electrical connection when the bridge rectifier is supplied directly from the motor terminals:

A) **Delayed engagement:** The bridge rectifier of the input-output path has supported directly from the bridge terminals, without intermediate, as shown in Figure 1.



Figure 2. Connection diagram of the bridge rectifier for diode

29. **Answer: B** — **Compensation: Indirect**

When the motor is disconnected from the power supply, the current flowing through the electromagnetic coil is interrupted and it stops operating. The pressure springs then push the armature towards the motor, compressing the rotor damping disc between the two friction surfaces (armature plate and endshield), thus stopping the motor.

Upon a new startup, the system starts the motor and supplies the electromagnetic coil simultaneously. The armature plate is then attracted to the electromagnetic bar, overcoming the spring pressure and moving the brake disc, which disengages safely and moves away from the friction surfaces. The braking action stops, and allows the motor to turn freely.

4. Maximums & Microsoft Excel Interactive

The maximum load factor and the maximum load torque indicated on table 1 must be considered for the operation of hermetic motors with brake. For brake motors to be applied in non-hazardous areas of air motors driving different loads than those shown in the table 1, contact WEG.

Figure 1 illustrates all model-based methods for determining the optimal number of clusters with respect

[illegible]

Notes: The values shown in Table 1 are valid for printing time of 1 second and

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Table of Contents Weg Brake Motor Manual

1. Understanding the eBook Weg Brake Motor Manual
 - The Rise of Digital Reading Weg Brake Motor Manual
 - Advantages of eBooks Over Traditional Books
2. Identifying Weg Brake Motor Manual
 - Exploring Different Genres
 - Considering Fiction vs. Non-Fiction
 - Determining Your Reading Goals
3. Choosing the Right eBook Platform
 - Popular eBook Platforms
 - Features to Look for in an Weg Brake Motor Manual
 - User-Friendly Interface
4. Exploring eBook Recommendations from Weg Brake Motor Manual
 - Personalized Recommendations
 - Weg Brake Motor Manual User Reviews and Ratings
 - Weg Brake Motor Manual and Bestseller Lists
5. Accessing Weg Brake Motor Manual Free and Paid eBooks
 - Weg Brake Motor Manual Public Domain eBooks
 - Weg Brake Motor Manual eBook Subscription Services

- Weg Brake Motor Manual Budget-Friendly Options
- 6. Navigating Weg Brake Motor Manual eBook Formats
 - ePub, PDF, MOBI, and More
 - Weg Brake Motor Manual Compatibility with Devices
 - Weg Brake Motor Manual Enhanced eBook Features
- 7. Enhancing Your Reading Experience
 - Adjustable Fonts and Text Sizes of Weg Brake Motor Manual
 - Highlighting and Note-Taking Weg Brake Motor Manual
 - Interactive Elements Weg Brake Motor Manual
- 8. Staying Engaged with Weg Brake Motor Manual
 - Joining Online Reading Communities
 - Participating in Virtual Book Clubs
 - Following Authors and Publishers Weg Brake Motor Manual
- 9. Balancing eBooks and Physical Books Weg Brake Motor Manual
 - Benefits of a Digital Library
 - Creating a Diverse Reading Collection Weg Brake Motor Manual
- 10. Overcoming Reading Challenges
 - Dealing with Digital Eye Strain
 - Minimizing Distractions
 - Managing Screen Time
- 11. Cultivating a Reading Routine Weg Brake Motor Manual
 - Setting Reading Goals Weg Brake Motor Manual
 - Carving Out Dedicated Reading Time
- 12. Sourcing Reliable Information of Weg Brake Motor Manual
 - Fact-Checking eBook Content of Weg Brake Motor Manual
 - Distinguishing Credible Sources
- 13. Promoting Lifelong Learning
 - Utilizing eBooks for Skill Development
 - Exploring Educational eBooks
- 14. Embracing eBook Trends

- Integration of Multimedia Elements
- Interactive and Gamified eBooks

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