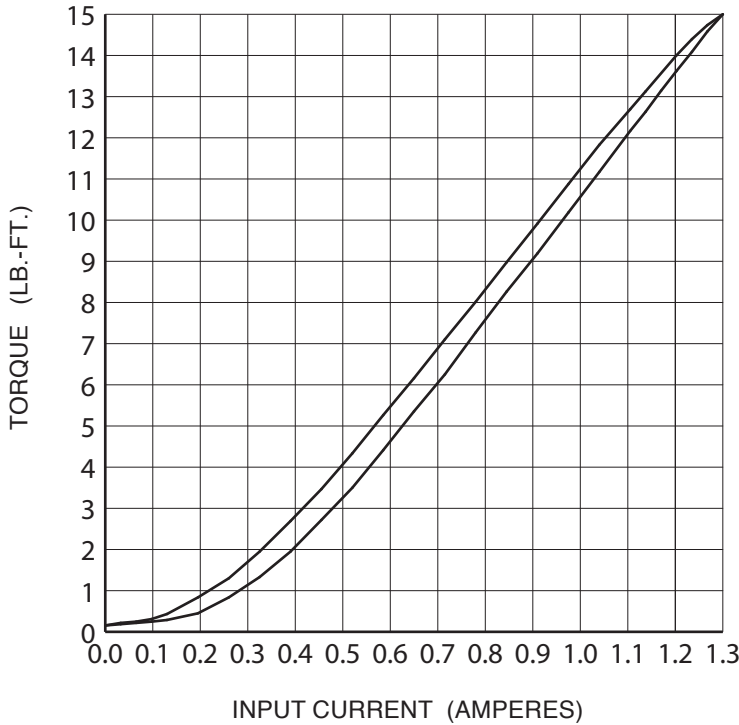


DATA SHEET



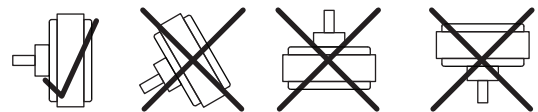
**CHARACTERISTICS** - With no electrical excitation, the shaft freely rotates. With electrical excitation, the shaft becomes coupled to the housing. Torque is proportional to input current (see torque graph), and independent of RPM. While the load torque is less than the output torque, the shaft won't rotate. When the load torque is increased, the brake will slip smoothly at the torque level set by the coil input current.

- Torque range . . . . . 0.2 to 15 lb.-ft.
- Maximum RPM . . . . . 1800 RPM
- Heat dissipation, @ 100 RPM . . . . 130 watts
- Heat dissipation, @ 1000 RPM . . . . 175 watts
- Heat dissipation, w/ piped air . . . . 260 watts
  - Piped air pressure . . . . . 4 psi
  - Piped air volume . . . . . 6 ft.<sup>3</sup>/minute
- Maximum case temperature . . . . . 160 degrees F
- Maximum overhung load . . . . . 90 lbs.
- Input shaft inertia . . . . . 0.034 lb.-in.-sec<sup>2</sup>
- Weight . . . . . 19 lbs.

**TORQUE CURVE** - Use the lower torque curve when an input current value is approached from 0 amperes. Use the upper torque curve when the input current value is approached from the 100% input current.

At Brake Temperature :	68°F	160°F
COIL RESISTANCE (ohms)	16.2	19.5
INPUT D.C. VOLTAGE, @ 1.3 amps	21	25

Do not exceed 25 volts or 15 lb.-feet torque.



Mount horizontally only.

**BRAKE PERFORMANCE**

**TORQUE:** At 21 volts, the brake will draw 100% of the rated input current, at 68°F. Output torque will be 15 lb.-ft.

**POWER SUPPLY:** A "constant-current" D.C. power supply is recommended for the best accuracy in open-loop control systems.

**HEAT DISSIPATION:** Fins on the internal rotor move air which increases cooling with increasing input RPM. A fan or compressed air flowing into cooling ports increases cooling. For continuous slip, calculate the heat input by the formula :

$$\text{HEAT (watts)} = \text{RPM} \times \text{TORQUE (lb.-ft.)} \times 0.14$$

Using the above formula: At rated torque, the maximum continuous slip RPM is 62, (124 with compressed air). The brake can dissipate higher amounts of heat for short periods of time, but the average must not exceed ratings. The case temperature must never exceed 160 degrees F.

**INSTALLATION INFORMATION**

Do not drop, or strike with a hammer. Keep away from fine metal filings and fine metal chips. Shield from liquids.

Do not attempt to remove the brake shaft or retaining rings.

All pulleys, sprockets, couplings, etc. must mount as slide fits. Use a puller to remove stuck components. Never pry or hammer to install or remove components.

Always use a flexible coupling when connecting the shaft of a rigidly mounted brake to the shaft of another rigidly mounted device. Precisely align both shafts.

Always electrically ground the brake. Put covers over terminals.

**COMPRESSED AIR COOLING** For additional cooling, connect low pressure (7 psi max.) compressed air to the 1/8-19 BSPT tapped hole. (British Standard Tapered Pipe Thread). An adaptor fitting to 1/4" hose is included. Use clean, filtered, oil free, moisture free air.

