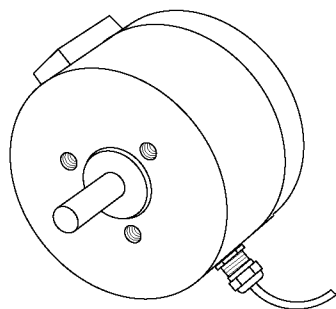


HYSTERESIS Brake

11 oz.-in. to 250 oz.-in.



Features patented Cog-Buster for smooth slip torque.

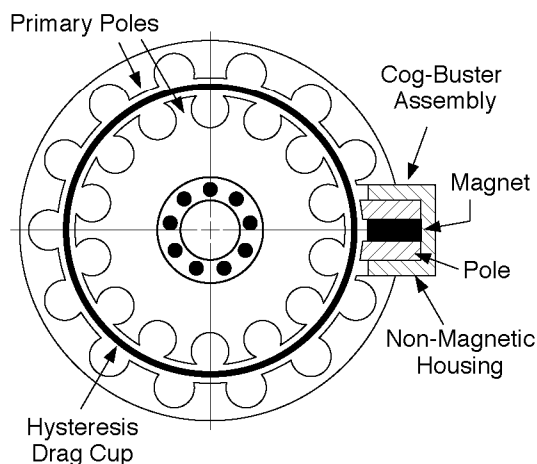
Torque is proportional to input current, and independent of speed. Fully enclosed, or open.

Typical applications: producing tension for unwinding film, foil, wire, fiber optic cable; and load simulation.

SPECIFICATIONS

MODEL	Torque Range (Oz.-in.)	Input Electric Power (Watts)	Shaft Inertia (Lb.-In.-Sec ²)	Max. Slip Heat Dissipation (Watts) Cover on / off		Overhung Load, Max. (Lbs.)	Max. RPM	Weight (Lbs.)
H11	0.4 - 11	2	36×10^{-6}	9	15	4	9000	0.7
H35	0.7 - 35	6	92×10^{-6}	15	25	5	8000	2
H85	3 - 85	5	560×10^{-6}	35	60	40	6000	4.5
H140	5 - 140	7	970×10^{-6}	45	75	40	5000	6
H250	9 - 250	7	2900×10^{-6}	65	110	50	5000	9

BRAKE CROSS SECTION



FRictionless TORQUE - The coil and primary pole structure magnetizes the rotating hysteresis drag cup. The interaction between the magnetic field from the stationary primary pole structure and the magnetized sections in the cup and provides the drag torque.

Life is long, because torque is produced without any physical contact. Slip torque is perfectly smooth. Full torque is available even at zero RPM.

COGGING - Without Placid's Cog-Buster, the brake would cog continuously. After the input current is decreased to zero while the shaft is stopped, there will be magnetized sections in the cup. These magnetic sections try to align with the poles. This causes cogging (pulsating output torque).

PATENTED IMPROVEMENT ERASES COGGING - The Cog-Buster stops the cogging within one revolution of the shaft / drag cup assembly. The magnet and two poles produce a uni-directional magnetic field in the cup, directly between the two poles. Turning the shaft one turn exposes the entire cup to the unidirectional field, erasing all the magnetic sections in the drag cup, which stops the cogging.



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