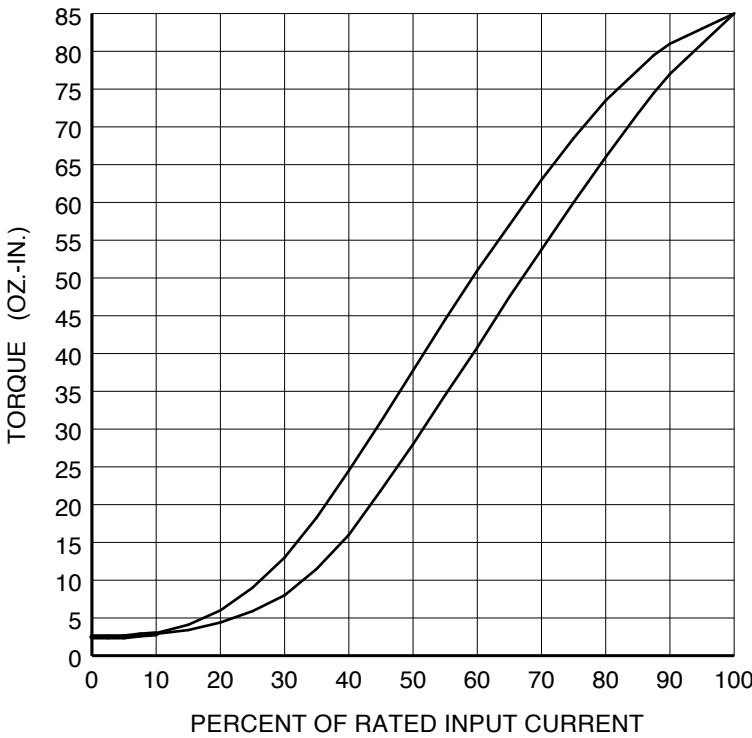


## DATA SHEET



**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.

Tensioning torque is exceptionally smooth under virtually all conditions due to the patented (Pat. # 5,238,095) auto-decogging feature. To decog, simply rotate the shaft 1 revolution.

- Torque range . . . . . 3 to 85 oz.-in.
- Maximum RPM . . . . . 6000 RPM
- Max. heat dissipation with cover . . . . . 35 watts
- Max. heat dissipation, no cover . . . . . 60 watts
- Maximum case temperature . . . . . 180 degrees F
- Maximum overhung load . . . . . 40 lb.
- Shaft inertia . . . . .  $56 \times 10^{-5}$  lb.-in.-sec<sup>2</sup>
- Response (unforced) . . . . . 40 mSec.
- Weight . . . . . 4.5 lb.

← 0% thru 100% of rated input current can be dialed in directly on a Placid Ind. constant current power supply. The output torque can be determined using the graph. Use the lower curve when approaching a current value from 0 amps. Use the upper curve when approaching the current value from 100% rated current.

Torque vs. current is independent of temperature. Torque vs. voltage decreases as temperature rises (approx. 20% from room temp. to max. temperature) due to increasing coil resistance with temperature.

COILS (volts D.C.) - - - - - 12 V      24 V      90V

COIL RESISTANCE (ohms)	28	101	1300
100% INPUT CURRENT (amps)	0.36	0.20	0.059

### BRAKE PERFORMANCE

**TORQUE:** At 100% input current, output torque will be 85 oz.-in.

**POWER SUPPLY:** A "constant-current" D.C. power supply is recommended for the best accuracy in open-loop control systems. This type of power supply will maintain a fixed (but adjustable) output current, regardless of the temperature of the brake, so output torque is constant (but adjustable).

**HEAT DISSIPATION:** The brake can dissipate 35 slip (thermal) watts continuously. (60 slip watts without the cover). For continuous slip, calculate the heat input by the formula :

$$\text{HEAT (watts)} = \text{RPM} \times \text{TORQUE (oz.-in.)} / 1356$$

Using the above formula: At rated torque, the maximum continuous slip RPM is 558 (957 without the cover). The brake can dissipate higher amounts of heat for short periods of time, but the average must not exceed 35 watts (60 watts without the cover). The case temperature must never exceed 180 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.

Center your set-screw on the shaft flat.

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.

To avoid danger of electrical shock, always electrically ground the brake.



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