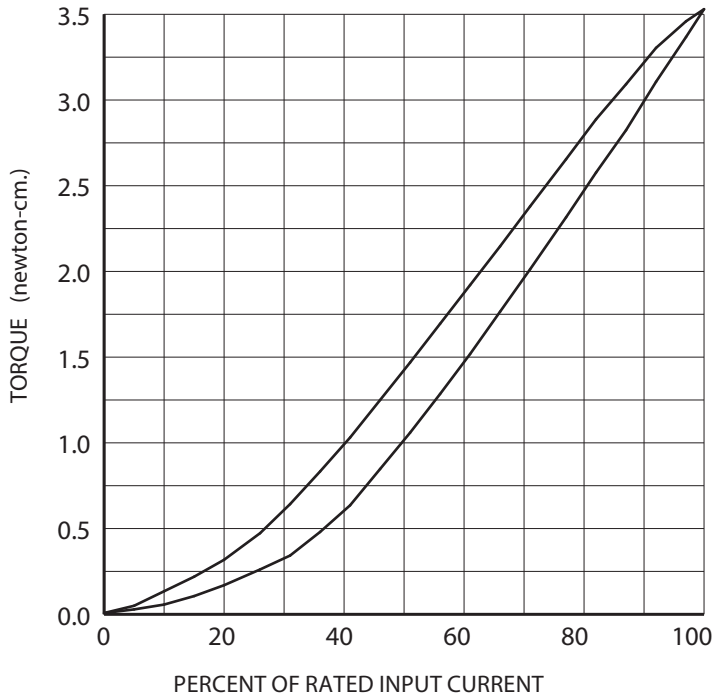


DATA SHEET



**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 . . . . .	0.07 to 3.5	newton-cm.
Maximum RPM . . . . .	3500	RPM
Maximum heat dissipation . . . . .	2	watts
Maximum case temperature . . . . .	75	degrees C
Maximum overhung load . . . . .	0.33	kg.
Shaft inertia . . . . .	$1.8 \times 10^{-8}$	kg-m <sup>2</sup>
Response (unforced) . . . . .	6	mSec.
Response (forced) . . . . .	3	mSec.
Weight . . . . .	85	grams

← Use the lower curve when approaching a current value from 0 amps. Use the upper curve when approaching a current value from 100% rated current.

← Rated D.C. coil voltages available: 6 VDC, 12 VDC, 24 VDC.

	6 V	12 V	24 V
COIL RESISTANCE (ohms)	29	115	467
100% INPUT CURRENT (amps)	0.20	0.10	0.049

**BRAKE PERFORMANCE**

**TORQUE:** At the rated voltage, the brake will draw 100% of the rated input current. Output torque will be 3.5 newton-cm.

**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 2 slip (thermal) watts continuously. For continuous slip, calculate the heat input by the formula :

$$\text{HEAT (watts)} = \text{RPM} \times \text{TORQUE (N-cm.)} / 960$$

Using the above formula: At rated torque, the maximum continuous slip RPM is 548. The brake can dissipate higher amounts of heat for short periods of time, but the average must not exceed 2 watts. The case temperature must never exceed 75 degrees

**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.

Shaft does not have flat: Use a clamp-type coupling.

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.