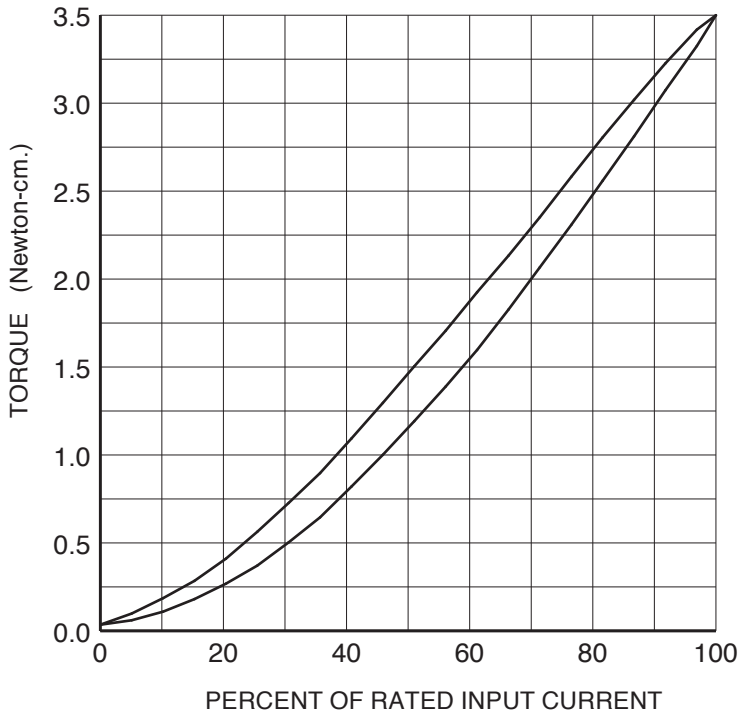


DATA SHEET



CHARACTERISTICS - With no electrical excitation, the input shaft & output shaft freely rotate. With electrical excitation, the input shaft becomes coupled to the output shaft. Torque is proportional to input current (see torque graph), and independent of slip RPM. While the load torque is less than the output torque, the clutch drives without slip. When the load torque is increased, the clutch will slip smoothly at the torque level set by the coil input current.

- Torque range 0.07 to 3.5 newton-cm.
- Maximum RPM 2000 RPM
- Maximum heat dissipation 2 watts
- Maximum case temperature 75 degrees C
- Maximum overhung load 1.8 kg.
- Output shaft inertia 6.4×10^{-8} kg-m²
- Response (unforced) 9 mSec.
- Response (forced) 4 mSec.
- Weight 0.3 kg.

← 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.

	6 V	12 V	24 V
COIL RESISTANCE (ohms)	14	56	230
100% INPUT CURRENT (amps)	0.40	0.21	0.10

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

CLUTCH PERFORMANCE

TORQUE: At the rated voltage, the clutch 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 clutch, so output torque is constant (but adjustable).

HEAT DISSIPATION: The clutch can dissipate 2 slip (thermal) watts continuously. For continuous slip, calculate the heat input by the formula :

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

Using the above formula: At rated torque, the maximum continuous slip RPM (input RPM - output RPM) is 548. The clutch can dissipate higher amounts of heat for short periods of time, but the average must not exceed 6 watts. The case temperature must never exceed 75 degrees C.

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 clutch shafts.

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 flats of the clutch shafts.

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

Always electrically ground the clutch.