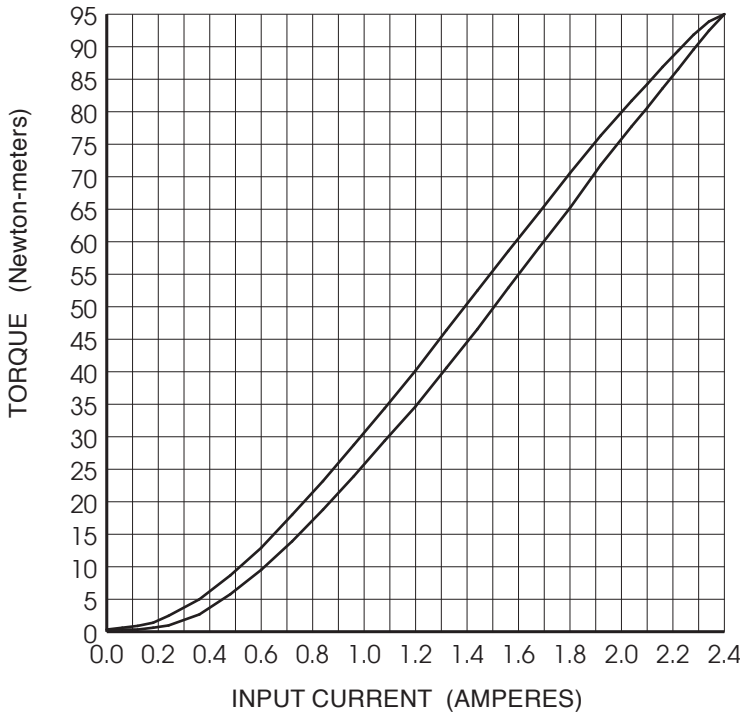


DATA SHEET



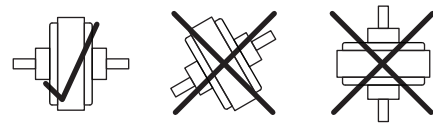
**CHARACTERISTICS** - With no electrical excitation, the input shaft & output shaft freely rotate. With electrical excitation, the input shaft becomes coupled to the output shaft. Torque is proportional to input current (see torque graph), and independent of slip RPM. While the load torque is less than 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 . . . . . 0.7 to 95 Newton-m.
- Maximum RPM . . . . . 1800 RPM
- Heat dissipation, @ 100 RPM . . . . 300 Watts
- Heat dissipation, @ 1000 RPM . . . . 500 Watts
- Heat dissipation, w/ piped air . . . 800 Watts
- Piped air pressure . . . . . 62 kiloPascals
- Piped air volume . . . . . 0.28 m.<sup>3</sup>/minute
- Maximum case temperature . . . . . 75 degrees C
- Maximum overhung load . . . . . 780 Newtons
- Input shaft inertia . . . . . 0.035 kg.-m.<sup>2</sup>
- Output shaft inertia . . . . . 0.025 kg.-m.<sup>2</sup>
- Weight . . . . . 40 kg.

**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)	8.2	10
INPUT D.C. VOLTAGE, @ 2.4 Amps	20	24

Do not exceed 2.4 Amperes or 95 N-m torque.



Mount horizontally only.

**BRAKE PERFORMANCE**

**TORQUE:** At 20 volts, the clutch will draw 100% of the rated input current, at 68°F. Output torque will be 95 N-m.

**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 RPM. A fan or compressed air flowing into cooling ports increases cooling. For continuous slip, calculate the heat input by the formula :

$$\text{HEAT (watts)} = \text{RPM} \times \text{TORQUE (N-m.)} / 9.6$$

Using the above formula: At rated torque, the maximum continuous slip RPM (input RPM - output RPM) is 30, (51 with compressed air). The clutch can dissipate higher amounts of heat for short periods of time, but the average must not exceed ratings. 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 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 clutch to the shaft of another rigidly mounted device. Precisely align both shafts.

Always electrically ground the clutch.

**COMPRESSED AIR COOLING** For additional cooling, connect low pressure (62K Pascals max.) compressed air to the 3/8-19 BSPT tapped hole. (British Standard Tapered Pipe Thread). An adaptor fitting to 3/8" hose is included. Use clean, filtered, oil free, moisture free air.