CLUTCH BRAKE MOTOR

FEATURES

SUITABLE FOR HIGHLY FREQUENT START/STOP OPERATION

High precision and responsive clutch and brake are most suitable for frequent start/stop applications.

PRECISE POSITIONING

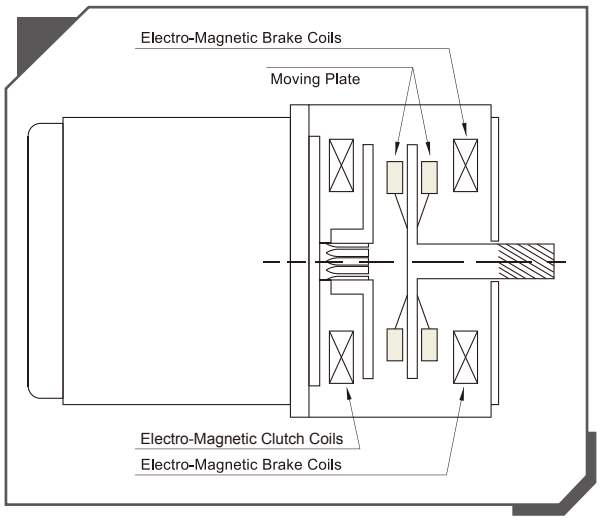
When the brake is in use, the clutch will separate the link from the brake, so there are no overruns, making positioning precise and accurate.

SIMPLE DESIGN

Adapting compact and space-saving design, making it easy to operate and looking elegant.

CONSTRUCTION OF CLUTCH BRAKER

A clutch brake is a precision clutch assembled with a brake, suitable for highly frequent start/stop operation. After adjoining with a speed reducer, it can easily accomplish actions such as positioning, inch movement and interval transportation.



SPECIFICATION OF THE CLUTCH BRAKER

MODELS	GK TYPE		GS TYPE	
	BRAKER	CLUTCH	BRAKER	CLUTCH
STATIC FRICTION TORQUE (kg.cm)	10	10	15	15
DYNAMIC FRICTION TORQUE (kg.cm)	7	7	10	10
RATED VOLTAGE (DC-V)	24	24	24	24
CAPACITY (AT 20˚C) (W)	8	6	8	6
BRAKE FREQUENCY	Max. : 100 rounds /min			

INSULATING RESISTANCE :

Tested value at 10MΩ and above, measured by DC 500V hi-resistance meter between the coil and housing.

INSULATION ENDURANCE:

No damages caused after 1kV at 60Hz was tested between the coil and housing.

WIRING OF A CLUTCH BRAKE

The power source for the motor (AC) and the clutch/brake (DC24V)must be separated. As the switch is on the clutch side when the motor is rotating, the output shaft will start rotating and transmits power accordingly. As the switch is on the brake side, it would stop instantly and hold great retention force.If the DC power is shut off, the output shaft can rotate freely.