




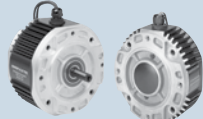




Permanent Magnet Electrically Released Brakes



Permanent Magnet Electrically Released Brakes

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Packaged Performance Products

Electromagnetic Clutches and Brakes

Packaged Products Benefits

Warner Electric Packaged Products come pre-assembled, ready to install right out of the box.

Warner Electric Packaged Products consist of a single part number in most cases. One part number to inventory, one part number to track in your engineering system.

All Warner Electric packaged products incorporate our Autogap™ mechanism that automatically adjusts for wear. This eliminates the need for maintenance, but more importantly, it ensures the same engagement time cycle after cycle after cycle through the whole life of the unit ensuring consistent product manufacturing processes.

Warner Electric Packaged designs are available for:

- C-face mount applications
- Parallel shaft applications
- Base mount applications

The Basics

The electric clutch and brake has been called the best thing that ever happened to the electric motor. It's simple, electric clutches and brakes do all the work, while permitting motors to run smoothly and continuously at their most efficient speed by connecting/disconnecting the motor and the load. Fast starts and stops, easy control interface, remote pushbutton operation and smooth acceleration and deceleration are outstanding user benefits.

Reliable Performance

- High cycle rates
- Smooth soft starts
- Cushioned stops
- Accurate positioning
- Indexing
- Jogging
- Reversing
- Speed changing

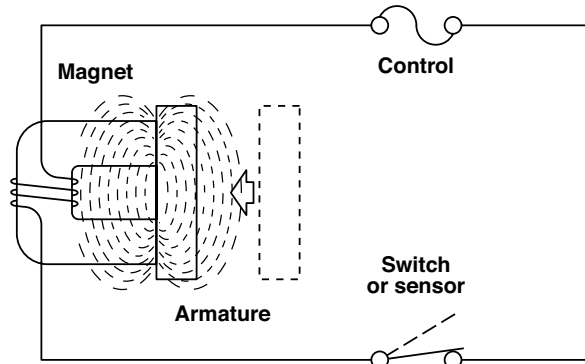


Packaged Performance Products

Electromagnetic Clutches and Brakes

Principle of Operation

A key feature of Warner Electric brakes and clutches is the method of actuation. Like an electromagnet, they have two basic parts. A magnetic field is generated as soon as the current flows through the magnet coil. This draws the armature into direct contact with the magnet. The strength of the magnetic field is directly proportional to the amount of current applied. Full range torque control from 0 to 100% is as simple as turning the knob on a light dimmer.



Fast and Accurate

The benefits of electric actuation combined with the use of small, low inertia components is fast response, high cycle rates, and increased accuracy. While other devices are often sluggish and slow to respond, electric brakes and clutches respond instantly, resulting in higher productivity and better consistency.

Controllable

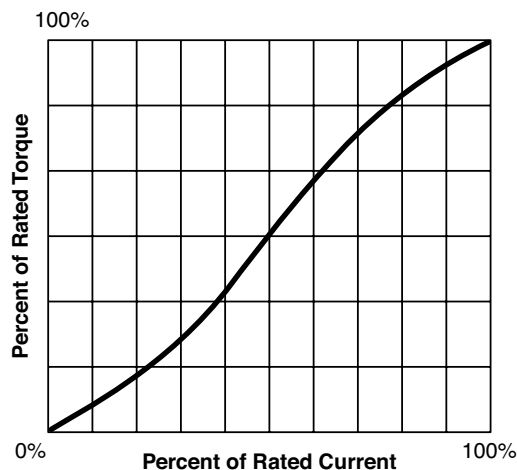
Electric brakes and clutches are incredibly easy to control. The shift from positive, instantaneous engagement to soft, cushioned starts and stops is as simple as turning a knob.



Easy to Select

Most of the time, all you need to know is motor horsepower and the speed at the brake or clutch location. Warner Electric takes care of the rest. The performance you require is built in, and with the broad range of products to choose from, you won't have to compromise with a clutch or brake that's a little too big or a little too small.

Torque/Current Curve



Maintenance Free

Warner Electric brakes and clutches are clean and quiet. They require no maintenance. They never need lubrication, and they're completely self adjusting for wear. No complicated air system or messy hydraulics. Warner Electric brakes and clutches are outstandingly trouble free.

Packaged Performance Products



NEMA C-face Clutches, Brakes and Clutch Brake Combinations P-8586-WE

Electro Module

Individual Clutch and Brake Modules



EM Series

Modular Components that are Easily Combined

- ❑ 5 sizes
- ❑ 16 clutch and brake modules
- ❑ 16 to 95 lb. ft. torque range

Individual modules may be used in combination to form clutches, brakes or clutch/brake packages.

Electro Modules can be bolted directly to NEMA C-face motors or reducers, or base mounted for stand alone operation.

See P-8586-WE for Service Parts

UniModule®

One Piece Preassembled Clutches and Clutch/Brakes



UM Series

C-face or Base Mounted Units

- ❑ 5 sizes
- ❑ 20 combinations
- ❑ 16 to 95 lb. ft. torque range

UniModule clutches and clutch/brake packages offer the ultimate in installation convenience.

Can be motor or reducer mounted, or used as a separate drive unit powered from a prime mover.

See P-8586-WE for Service Parts

UM Smooth-Start

Soft Engage Designs

- ❑ 5 sizes
- ❑ 10-57 lb.ft. torque range

Smooth-Start designs allow for a soft engage clutch and brake without sacrificing unit life.

UM-C Series

High Performance Version for High Cycle Rate Applications

- ❑ 3 sizes
- ❑ 6 combinations
- ❑ 16 to 95 lb. ft torque range

The UM-C units are UniModules with ceramic faced components, specifically designed for long life, high energy, and high cycle rate applications.

Enclosed UniModule®

Preassembled Units Offer Clean, Quiet Operation



EUM Series

Totally Enclosed Clutch and Brake Packages

- ❑ 5 sizes
- ❑ 3 combinations
- ❑ 16 to 95 lb. ft. torque range

Totally enclosed, rugged enclosure keeps wear particles in and contaminants out. Finned for rapid heat dissipation and long life.

See P-8586-WE for Service Parts

EUM-W Series

Washdown Version

- ❑ 5 sizes
- ❑ 8 combinations
- ❑ 16 to 95 lb. ft. torque range

The washdown version of the EUM uses stainless steel shafting, USDA approved coating, corrosion resistant fasteners and special seals.

See P-8586-WE for Service Parts

Packaged Performance Products



Shaft Mounted Clutches & Brakes P-8587-WE



Base Mounted Clutch/Brake Combinations P-8588-WE

Electro Clutches Electro Brakes

Shaft Mounted Units



EC Series Clutches

Pre-Packaged Convenience

- ❑ 6 sizes
- ❑ 16 to 465 lb. ft. torque range

All the features of an electric clutch in a convenient, pre-packaged assembly. Mounts on any through shaft or extended motor shaft. Easy-to-assemble with standard sheaves, pulleys, gears and sprockets. Packaged design. No assembly required. Long life. No maintenance.

See P-8587-WE for Service Parts

EB Series Brakes

Torque Arm Mounting

- ❑ 6 sizes
- ❑ 16 to 465 lb. ft. torque range

Torque arm feature makes Electro Brakes easy to mount on any motor or through shaft. Packaged design. No assembly required. Long life. No maintenance.

See P-8587-WE for Service Parts

Advanced Technology Clutches and Brakes

Extra Rugged Design



ATC Series Clutches ATB Series Brakes

Replaceable Friction Faces

- ❑ 3 sizes
- ❑ 25 to 115 lb. ft. torque range

Rugged, heavy duty units designed for extra long life and efficient operation. Cast components for durability. Finned armatures for high heat dissipation.

Friction faces are designed to allow for replacement without replacing valuable, non-wear components. Provides superior wear life with reduced engagement noise.

See P-8587-WE for Service Parts

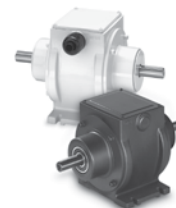
SFP Series Clutches

- ❑ Pre-assembled SF – No assembly required
- ❑ Ball bearing mounted field and armature
- ❑ 70 inch pound and 270 inch pound sizes
- ❑ Bore sizes from 3/8" to 1/2" and 1/2" to 1"

SFP clutches provide the simplicity and cost efficiency of the Basic SF design, but with a ball bearing mounted armature hub.

Electro Pack Clutch/Brakes

Foot Mounted Units



EP Series

Totally Enclosed Units

- ❑ 8 sizes
- ❑ 15 lb. to 1350 lb. ft. torque range

Electro Packs are rugged, pre-assembled clutch and brake combinations in enclosed, foot mounted housings.

See P-8588-WE for Service Parts

EP-C Series

High Performance Version

- ❑ 2 sizes
- ❑ 15 and 70 lb. in. torque

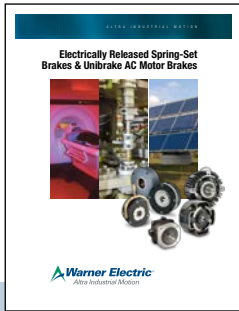
Ceramic faced wear components provide long life for high cycle rate use. Consistent torque and cycle repeatability with Smooth-Start/stop control.

EP-W Series

Washdown Design

- ❑ 2 sizes
- ❑ 70 and 270 lb. in. static torque ranges
- ❑ USDA approved coating
- ❑ Stainless steel shaft and hardware
- ❑ Available in 24 or 90 volt DC

Packaged Performance Products



Electrically Released Spring-Set Brakes & Unibrake AC Motor Brakes P-8589-WE

Spring-Set Brakes

For Power-Off Static Holding and Emergency Stopping Applications

WARNING For general use in horizontal shaft applications only. For possible vertical applications, contact technical support.



ERS Series

Static Engaged

- 5 sizes
- 1.5 to 100 lb. ft. holding torque

Designed for static holding. ERS models feature multiple coil springs that force armature and friction faces together to generate braking torque when power is off. The Electromagnet counters the spring force to disengage the brake when power is applied.

Although this brake should be engaged only when the shaft is at rest, it can occasionally act as a dynamic braking device to stop a rotating load in an emergency situation.

Spring Set Brake Module

- 7 to 100 lb. ft. holding torque
- NEMA C-face version of the ERS Series



ERD Series

Dynamic Braking

- 8 sizes
- 4 to 221 lb. ft. holding torque

ERD units are electrically released, static and dynamic engaged, spring-set brakes for power-off load holding applications. These spring-set brakes automatically stop and hold a load in the event of a power failure or other emergency stop situations. Fully dynamic friction material allows for repeated braking cycles from full motor speed with no torque fade. An optional manual release allows the brake to be released by hand.

Unibrake Series AC Motor Brakes

- Spring Set/Solenoid Released
- Direct acting/manual release standard 3 families
- 3, 6, 10 and 15 lb. ft. capacity
- Steel or cast iron covers
- Rear mount or double C-face designs

Permanent Magnet Brakes

For Power-Off Dynamic Stopping and Cycling Applications



FB Series

Shaft Mounted, Dynamic Braking

- 3 models
- 10.5 to 56 lb. ft. static torque

Permanent magnet brakes are designed to dynamically stop and hold a moving load and also for high cycle rate stopping. Electric power to the coil nullifies the attraction of the permanent magnet, releasing the brake.

FB models are pre-assembled and feature a torque arm for convenient shaft mounting.

See P-8590-WE for Service Parts.

ER Series

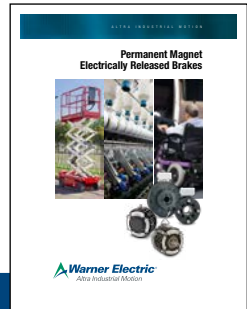
Flange Mounted, Dynamic Braking

- 5 models
- 10.5 to 400 lb. ft. static torque

The ER style brake offers a bulk head flange mounting system, the highest torque rating offered by Warner Electric in the power released series, high cycle rate capability, and excellent life. They require some assembly.

See P-8590-WE for Service Parts.

Permanent Magnet Electrically Released Brakes P-8590-WE



Electro Module

C-face Brake Modules



EM-FBC Clutch/Brakes

Individual Module Components

- ❑ 3 sizes
- ❑ 10.5 to 56 lb. ft. torque range

Used in combination with an Electro Module motor or input clutch module for clutch/brake applications. Electrical power applied to the brake coil nullifies the permanent magnets' force and the brake releases. No springs to limit cycle rates.

EM-FBB

Brake Modules

- ❑ 5 sizes
- ❑ 10.5 to 56 lb. ft. torque range

Use for brake alone applications. Mounts between a C-face motor and reducer. Recommended for dynamic cycling operations only.

EM-MBFB

Motor Brakes

- ❑ 4 sizes
- ❑ 56C to 215C frame motors

Mounts to the back of a double shafted C-face motor. Never needs adjustment or lubrication.

UniModule

C-face Brake Modules



UM-FBC Clutch/Brakes

One Piece Packages

- ❑ 4 sizes
- ❑ 7 combinations
- ❑ 10.5 to 56 lb. ft. static brake torque

UniModule pre-assembled clutch and electrically released brake packages are available in both C-face and base mounted versions.

Unique design employs powerful permanent magnets for maximum torque when power is removed from the brake coil. A small amount of electrical power applied to the brake coil nullifies the permanent magnets and the brake releases. No springs to limit cycle rates. Never any adjustment. No lubrication. These brakes are recommended for dynamic cycling operations only.

Enclosed UniModule

C-face Brake Modules



EUM-FBB Brake Modules

Totally Enclosed

- ❑ 4 sizes
- ❑ 6 to 32 lb. ft. static torque

Totally enclosed UniModule electrically released brake packages keep contaminants out and wear particles in for clean, quiet operation. Assembly, alignment, and preburnishing have been done at the factory. Use for brake alone applications, mountings between a motor and a gear reducer. Select the torque required for the application. Higher torque brakes stop loads faster. Lower torque models provide softer stopping to prevent boxes on conveyors from tipping or skidding.

EUM-MBFB

Motor Brakes

- ❑ 4 sizes
- ❑ 56C to 215C frame motors

UniModule motor brakes are used for dynamic stopping and holding of loads when power is removed from the motor. Typical applications include conveyors, process equipment, and lifting devices. Mounts to a double shafted C-face motor.

Permanent Magnet Brakes

Permanent Magnet NEMA C-Face Brakes



A

Selection Guide Electrically Released Brakes

Electrically Released brakes fall within two categories: **Static Engage** and **Dynamic Stopping**. Static engage brakes are similar in function to an automotive parking brake: while they can be used to stop in an emergency, they are primarily to hold a load stationary after the load is already stopped. A static engage brake that is used as an active stopping brake at high cycle rate will wear out quickly.

Common industrial static applications are vertical or incline conveyors. The drive and motor may decelerate the conveyor to a stop and then engage the brake to hold the load in position. A second common application is where a servo or step motor will accelerate and decelerate the load and the brake holds the load in proper position.

Dynamic engage brakes are those designed to actively stop and hold the load. In these applications the brake is the force that stops the load as well as hold it. Dynamic engagement brakes are designed to provide appropriate life in applications where they experience frequent cycles per minute.



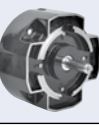







All electrically released brakes will engage when power is turned off and as such will provide emergency stop braking.

Static Engage Brakes

- ERS
- ERD
- EM/ERS

Dynamic Engage Brakes

- FB
- ER
- EM-FBB, FBC, MBFB
- UM-FBC and MBFB
- Unibrake

| | | Model | Description / Application |
|-----------------------|-----------------------|------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Static Engage | See Catalog P-8589-WE | ERS  | The ERS family of brakes is a spring set/ electrically released design. Excellent for use in holding applications. Torque ranges from 1.5 to 100 foot pounds. |
| | | ERD  | The ERD family of brakes is a spring set/ electrically released design similar in concept to the ERS designs. The ERD family extends the torque ratings from 3 to 220 foot pounds. The ERD family also includes an adjustable torque option and manual release option. |
| | | EM/ERS  | For C-face mounted applications the EM/ERS provides the ERS design with the easy to mount C-face mounting. |
| Dynamic Engage | See Catalog P-8590-WE | ER  | ER brakes provide a permanent magnet engage/ electrically released design. The customer assembled design of the ER family allows for ease of installation into unique customer applications requiring torque ranges from 10 to 400 foot pounds. |
| | | FB  | The bearing mounted FB products are a permanent magnet engage/electrically released design. The bearing mounted design allows for simple mounting using just a torque arm for applications where a pre- assembled unit is desired and no mounting flange is available. Torque ranges from 10 to 56 foot pounds. |
| | | FBB  | The C-face mount FBB units are designed to mount on the output side of a C-face motor where a brake only configuration is appropriate. |
| | | MBFB  | The MBFB designs are the same as the FBB, except they are for the back of motor mounting for double C-face motors. |
| | | FBC  | The C-face mount FBC units are designed to work with the clutch design for applications needing an electrically engaged clutch and electrically released brake. |
| See Catalog P-8589-WE | | Unibrake  | The Unibrake designs are a spring set/ solenoid release brake for mounting to the back of the motor. This is a lower cost, lower cycle rate design compared to the MBFB. Adjustable torque and manual release are standard features. |
| | | Unibrake Coupler  | The coupler design of the Unibrake family is designed for mounting on the output side of a motor where a spring set/solenoid release brake is desired. Adjustable torque and manual release are standard features. |

Selection Guide Electrically Released Brakes

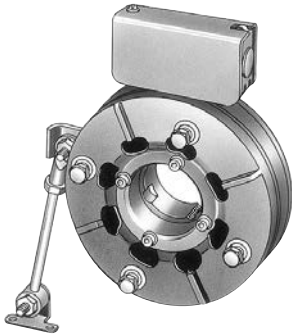
| | Load Holding | Manual Release | Bearing Mount | Flange Mount | C-Face Mtg Drive Side | C-Face Mtg Non-Drive Side | Coil Voltage | Adjustable Torque |
|--|--------------|----------------|---------------|--------------|-----------------------|---------------------------|--------------|-------------------|
| | ✓ | | | | | | DC | |
| | ✓ | ✓ | | | | | DC | ✓ |
| | ✓ | | | | ✓ | | DC | |
| | ✓ | | | ✓ | | | DC | ✓ |
| | ✓ | | ✓ | | | | DC | ✓ |
| | ✓ | | | | ✓ | | DC | ✓ |
| | ✓ | | | | | ✓ | DC | ✓ |
| | ✓ | | | | ✓ | | DC | ✓ |
| | ✓ | ✓ | | | | ✓ | AC | ✓ |
| | ✓ | ✓ | | | ✓ | | DC or AC | ✓ |

Permanent Magnet Electrically Released Brakes

Permanent Magnet Brakes

Frequent cycling applications which regularly engage the brake to stop a moving load call for FB or ER models. Frequent cycling keeps working surfaces burnished and operating at top efficiency. The convenience of power off braking combines with stopping capability in the event of power failure to provide the ideal brake for many applications.

FB Series (Shaft Mounted)



FB Series permanent magnet brakes are offered as off-the-shelf, pre-assembled packages in three sizes. Packaged products are easy to install.

ER Series (Flange Mounted)

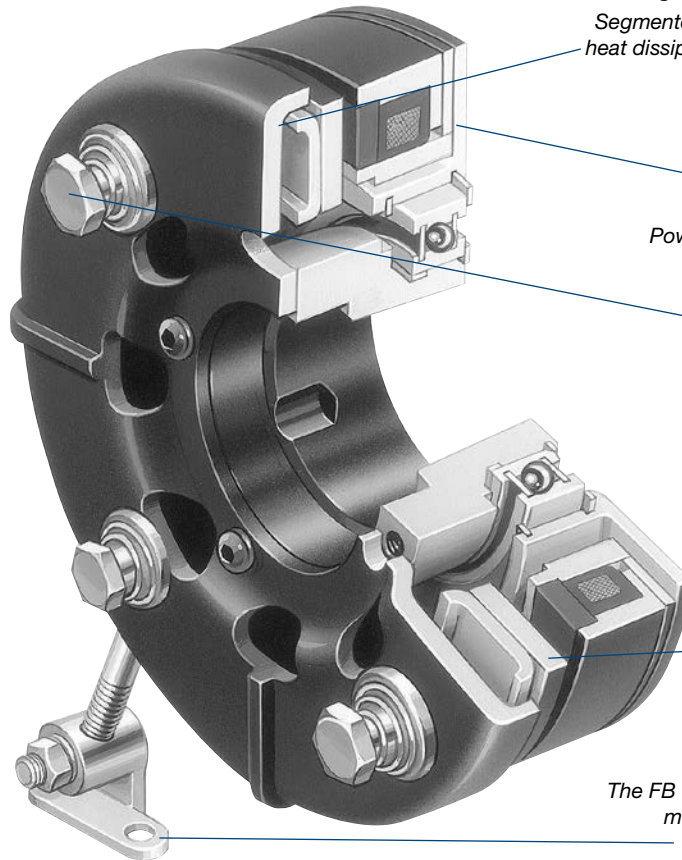


ER Series permanent magnet brakes allow customers added flexibility and larger sizes. 825 and 1225 are available in both standard and heavy duty models.

Principle of Operation

Electrically Released Brakes automatically engage when the power goes off. Reliable permanent magnets provide a permanent holding force. Electrical power applied to the coil nullifies the attraction of the permanent magnet and the brake releases. No power is required to stop or hold a load.

Packaged Convenience for Power Off Applications



Long Life – High Cycle Rates

Segmented armature provides high heat dissipation and long service life. Capable of rapid cycling.

High Torque

Powerful permanent magnets.

Autogap™

Automatic wear adjust.

Electrically Released

Brake automatically engages when power is turned off– releases when power is applied.

Mounting Flexibility

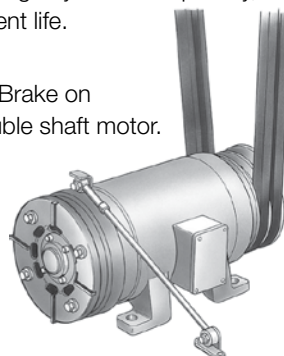
The FB torque arm feature permits mounting on any shaft. Wide range of shaft sizes.

FB Magnetically Set, Electrically Released, Dynamic Engagement Brake

Packaged brake assembly complete with conduit box is ready to install.

This brake must be engaged while the shaft is in motion. Shaft speed should be 100 RPM or greater when the brake is engaged. This style brake offers quick and easy bearing mounting on the shaft, high cycle rate capability, and excellent life.

FB Brake on double shaft motor.



Features

- Designed for dynamic stopping operations
- Brake automatically engages when power is turned off
- High cycle rate capability
- Never needs adjustment – automatically compensates for wear
- Mounting flexibility
- Powerful permanent magnets
- Segmented armature design provides high heat dissipation and long service life.
- Complete controllability for soft stops.
- UL listed

FB Series Electrically Released Brakes

Selection/Ordering Information

Selection Procedure

FB (Shaft Mounted) Series brakes are available in three models to provide an optimum size to match your application requirements. Static torque capabilities range from 10.5 lb.ft. to 56 lb.ft.

1. Verify that the brake will be cycled frequently in normal operation.
2. Determine the horsepower and speed at the brake location.
3. The correct size Electrically Released Brake is shown at the intersection of the HP and shaft speed on the chart below.
4. Available bore sizes are listed in the bore data chart. When ordering, specify voltage and bore size.
5. Five motor adapters are also available for mounting Electrically Released Brakes on single shaft extension motors (see motor adapter bore size chart on page A-6). For double shaft extension motors, the adapter can be eliminated. Specify motor shaft size.

How to Order

1. Specify brake part number.
2. For FB-475 and FB-650, order bushing separately (see page A-9). FB-375 does not require a bushing.
3. For single shaft motor mounting, order adapter separately (Item 2 below). Specify the following bore size for the FB brake. This is the bore size required for mounting the electrically released brake on the end of the motor adapter.
 FB-375 5/8" bore
 FB-475 1 bore
 FB-650 1-3/8" bore
4. See the Controls Section for controls. FB Series brakes require a control with a potentiometer to vary brake channel output. CBC-300 or 500/550 are recommended.

Horsepower vs. Shaft Speed*

| HP | SHAFT SPEED AT BRAKE (IN RPM)* | | | | | | | | | | | | | | | | | | | |
|-------|--------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|
| | 100 | 200 | 300 | 400 | 500 | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1500 | 1800 | 2000 | 2400 | 3000 | 3600 | 4000 | 4500 |
| 1/12 | | | | | | | | | | | | | | | | | | | | |
| 1/8 | | | | | | | | | | | | | | | | | | | | |
| 1/6 | | | | | | | | | | | | | | | | | | | | |
| 1/4 | | | | | | | | | | | | | | | | | | | | |
| 1/3 | | | | | | | | | | | | | | | | | | | | |
| 1/2 | | | | | | | | | | | | | | | | | | | | |
| 3/4 | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | |
| 1-1/2 | | | | | | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | |
| 7-1/2 | | | | | | | | | | | | | | | | | | | | |
| 10 | | | | | | | | | | | | | | | | | | | | |
| 15 | | | | | | | | | | | | | | | | | | | | |

* For applications which require stopping below 100 RPM, consult factory.

Specifications

| Model | Voltage DC | Static Torque (lb.ft.) | Max. RPM | Total Weight (lbs.) |
|--------|------------|------------------------|----------|---------------------|
| FB-375 | 24V | 10.5 | 5000 | 4.5 |
| | 90V | | | |
| FB-475 | 24V | 21 | 4500 | 6.3 |
| | 90V | | | |
| FB-650 | 24V | 56 | 3600 | 13.2 |
| | 90V | | | |

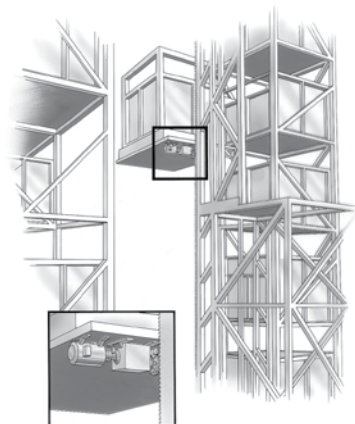
Electrically Released Brake Assemblies

| Unit Size | Bore | Voltage DC | Part Number |
|-----------|------|------------|--------------|
| FB-375 | 1/2" | 24 | 5390-170-024 |
| FB-375 | 1/2" | 90 | 5390-170-021 |
| FB-375 | 5/8" | 24 | 5390-170-023 |
| FB-375 | 5/8" | 90 | 5390-170-022 |
| FB-475 | — | 24 | 5391-170-012 |
| FB-475 | — | 90 | 5391-170-009 |
| FB-650 | — | 24 | 5392-170-010 |
| FB-650 | — | 90 | 5392-170-007 |

Typical Application

Storage Elevator

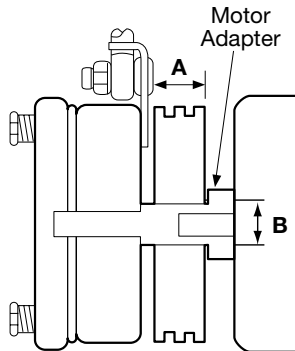
These brakes will stop as well as keep a load in position until they are electrically released. They are also used as emergency stopping devices.



Permanent Magnet Electrically Released Brakes

Motor and Shaft Adapters

Motor Adapter Bore Sizes

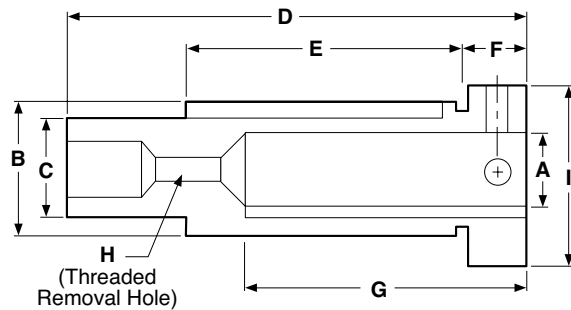


| Model Size | Motor Shaft Size | A Usable Length | B Dia. | When using an adapter order the following | |
|------------|------------------|-----------------|--------|-------------------------------------------|---------------|
| | | | | Adapter | Dodge Bushing |
| 375 | .625 | 2.000 | .875 | 5380-101-005 | *None |
| | .875 | 2.250 | 1.250 | 5380-101-004 | *None |
| 475 | 1.125 | 2.750 | 1.625 | 5381-101-003 | #1008 1" |
| | 1.375 | 3.000 | 2.000 | 5382-101-003 | #1310 1.375" |
| 650 | 1.625 | 3.625 | 2.250 | 5382-101-002 | #1310 1.375" |

*Order FB-375 with 5/8" bore.

FB Shaft Adapter

Shown below are dimensions and specifications for the optional shaft adapter available for mounting FB Series brakes on a motor. A standard sheave, pulley, or sprocket, with either a tapered bushing or straight bore, can be installed on the shaft adapter. The brake is mounted on the end of the shaft adapter and the complete assembly fits onto the motor shaft, secured with setscrews. Fitting the belts or chain and torque arm completes the installation.

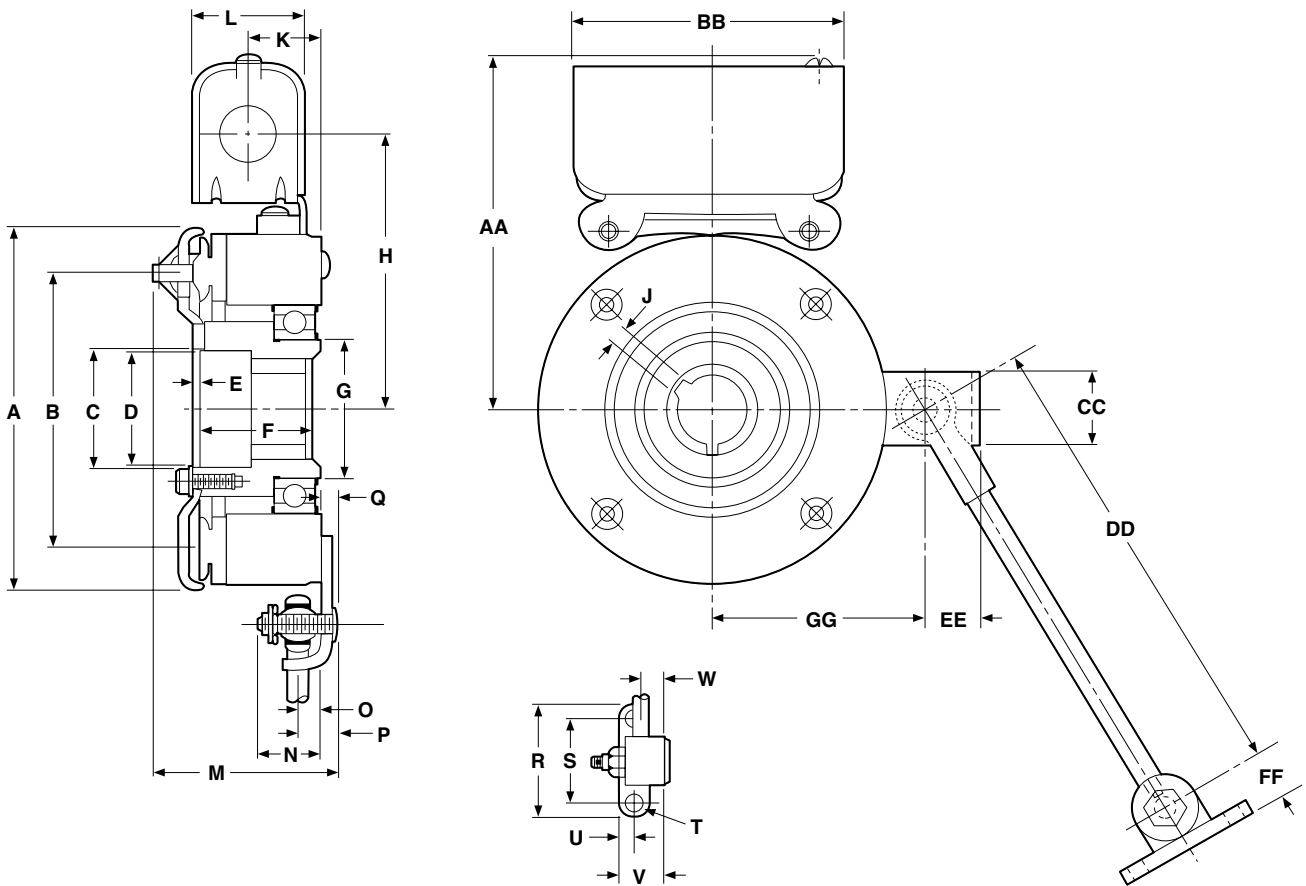


| Model | A | Kwy. | B | Kwy. | Key Part No. | C | Kwy. | Key Part No. | Dodge Bushing Size | D | E | F | G | H | I |
|--------|-------|-------------|-------|-------------|--------------|-------|-------------|--------------|--------------------|-------|-------|------|-------|------------|-------|
| FB-375 | 5/8 | 3/16 x 3/32 | 7/8 | 3/16 x 3/32 | 590-0016 | 5/8 | 3/16 x 3/32 | 590-0043 | None | 4.391 | 2 | .391 | 2 | 1/4-20 UNC | 1.125 |
| | | 4.359 | | .359 | | | | | | | | | | | |
| FB-375 | 7/8 | 3/16 x 3/32 | 1-1/4 | 1/4 x 1/8 | 590-0022 | 5/8 | 3/16 x 3/32 | 590-0043 | None | 4.578 | 2-1/4 | .516 | 2-1/4 | 1/4-20 UNC | 1.500 |
| | | 4.742 | | .484 | | | | | | | | | | | |
| FB-475 | 1-1/8 | 1/4 x 1/8 | 1-5/8 | 3/8 x 3/16 | 590-0041 | 1 | 1/4 x 1/8 | — | #1008 1" | 4.516 | 2-3/4 | .641 | 2-3/4 | 1/2-13 UNC | 1.750 |
| | | 4.484 | | .609 | | | | | | | | | | | |
| FB-650 | 1-3/8 | 5/16 x 5/32 | 2 | 1/2 x 1/4 | 590-0042 | 1-3/8 | 5/16 x 5/32 | 590-0044 | #1310 1-3/8" | 5.547 | 3-3/8 | .641 | 3-3/8 | 1/2-13 UNC | 2.125 |
| | | 5.515 | | .609 | | | | | | | | | | | |
| FB-650 | 1-5/8 | 3/8 x 3/16 | 2-1/4 | 1/2 x 1/4 | 590-0042 | 1-3/8 | 5/16 x 5/32 | 590-0044 | #1310 1-3/8" | 6.172 | 4 | .641 | 4 | 1/2-13 UNC | 2.375 |
| | | 6.140 | | .609 | | | | | | | | | | | |

All dimensions are nominal unless otherwise noted.

FB Series Electrically Released Brakes

FB-375, FB-475, FB-650



Dimensions

All dimensions are nominal, unless otherwise noted.

| Size | A | B | C | D | E | F | G | H | J | K | L | M | N | O | P |
|------|-------|-------|-------|-------|------|-------|-------|-------|------|-------|-------|-------|-------|------|------|
| | Max. | Dia | Min. | Dia. | Min. | | Dia. | | | | | Max. | | | |
| 375 | 4.078 | 3.125 | .7505 | — | .031 | 1.906 | 1.375 | 3.359 | .187 | 1.281 | 1.546 | 2.716 | .843 | .281 | .531 |
| 475 | 5.171 | 4.000 | 1.663 | 1.593 | — | 1.875 | 1.781 | 3.875 | — | 1.218 | 1.546 | 3.390 | 1.093 | .312 | .531 |
| 650 | 6.578 | 5.125 | 2.343 | 2.281 | — | 2.250 | 2.562 | 4.800 | — | 1.550 | 1.546 | 3.765 | 1.031 | .343 | .640 |

| Size | Q | R | S | T | U | V | W | AA | BB | CC | DD | EE | FF | GG |
|------|------|-------|-------|------|--------------|------|------|-------|-------|-------|--------|------|------|-------|
| | Max. | | Dia. | | | | | Max. | | | | | | |
| 375 | — | 2.000 | 1.500 | .270 | .270 .260 | .781 | .359 | 4.468 | 3.750 | 1.000 | 8.000 | .666 | .635 | 2.578 |
| 475 | .281 | 2.000 | 1.500 | .270 | .270 .260 | .781 | .390 | 4.984 | 3.750 | 1.000 | 10.000 | .697 | .635 | 3.094 |
| 650 | .359 | 2.000 | 1.500 | .270 | .270 .260 | .781 | .437 | 5.843 | 3.750 | 1.125 | 11.000 | .843 | .635 | 4.062 |

Bore Data (Key furnished)

| Size | Bore Dia. | Keyway |
|-------------|---------------|-------------|
| FB-375 | .626/.625 | 3/16 x 3/32 |
| | .501/.500 | 1/8 x 1/16 |
| FB-475 | .500 - .562 | 1/8 x 1/16 |
| Dodge #1008 | .625 - .875 | 3/16 x 3/32 |
| | .937 - 1.000 | 1/4 x 1/8 |
| | .500 - .562 | 1/8 x 1/16 |
| FB-650 | .625 - .875 | 3/16 x 3/32 |
| Dodge #1310 | .937 - 1.250 | 1/4 x 1/8 |
| | 1.312 - 1.375 | 5/16 x 5/32 |

Note: FB-375 has a straight bore. Bushing not required.
Bushings also available in metric bores. See page A-9.

ER Series Electrically Released Brakes

Ideal for Dynamic Braking Applications

ER Series Dynamic Engagement Brakes

This brake must be engaged while the shaft is in motion. Shaft speed should be 100 RPM or greater when the brake is engaged. This style brake offers a bulkhead flange mounting system, the highest torque rating offered by Warner Electric in the power released series, high cycle rate capability, and excellent life.

- Expands the electrically released product family with two larger sizes
- Designed for dynamic stopping operations
- High cycle rate capability
- Inside or outside mount options for 475 or 650 sizes
- Normal or heavy duty options available in larger sizes

Selection Procedure

ER Series brakes are available in five sizes. Static torque ratings range from 10.5 lb.ft. to 400 lb.ft.

1. Verify that the brake will be cycled frequently in normal operation.
2. Determine the horsepower and speed at the brake location.
3. The correct size ER Series brake is shown at the intersection of the HP and shaft speed.
4. When ordering, specify voltage and bore size. Available bore sizes are listed in the specifications chart.

How to Order

1. Specify model number
2. For thru-shaft mounting, specify bore size. For ER-475 and ER-650 order bushing separately, ER-375 does not require a bushing.
3. Models ER-475 and ER-650: Specify inside or outside mount. Models ER-825 and ER-1225: Specify normal or heavy duty.
4. See the Controls Section for controls. ER Series brakes require a control with a potentiometer to vary brake channel output. Recommended are:
For ER-825 use CBC-500, or -550.
For ER-1225, use MCS-805-1 or -2.

Flange Mounted Brakes



Powerful permanent magnets.

Never needs adjustment—automatically compensates for wear.

Brake automatically engages when power is turned off.

Pre-burnished to assure rated torque upon installation.

Segmented armature design provides high heat dissipation and long service life.

Horsepower vs. Shaft Speed

| HP | SHAFT SPEED AT BRAKE (IN RPM) | | | | | | | | | | | | | | | | | | | |
|-------|-------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|
| | 100 | 200 | 300 | 400 | 500 | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1500 | 1800 | 2000 | 2400 | 3000 | 3600 | 4000 | 4500 |
| 1/12 | | | | | | | | | | | | | | | | | | | | |
| 1/8 | | | | | | | | | | | | | | | | | | | | |
| 1/6 | | | | | | | | | | | | | | | | | | | | |
| 1/4 | | | | | | | | | | | | | | | | | | | | |
| 1/3 | | | | | | | | | | | | | | | | | | | | |
| 1/2 | | | | | | | | | | | | | | | | | | | | |
| 3/4 | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | |
| 1-1/2 | | | | | | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | |
| 7-1/2 | | | | | | | | | | | | | | | | | | | | |
| 10 | | | | | | | | | | | | | | | | | | | | |
| 15 | | | | | | | | | | | | | | | | | | | | |
| 20 | | | | | | | | | | | | | | | | | | | | |
| 25 | | | | | | | | | | | | | | | | | | | | |
| 30 | | | | | | | | | | | | | | | | | | | | |
| 40 | | | | | | | | | | | | | | | | | | | | |
| 50 | | | | | | | | | | | | | | | | | | | | |
| 60 | | | | | | | | | | | | | | | | | | | | |
| 75 | | | | | | | | | | | | | | | | | | | | |

*For applications with speeds below 100RPM, please contact Warner Electric Application Support.

ER Series Electrically Released Brakes

Specifications

| Model | Bore Size | Voltage DC | Static Torque lb. ft. | Max. RPM | Drive | Inertia lb.ft.2 | | Weight lbs. | | Total |
|---------------|----------------------------------|------------|-----------------------|----------|---------------|-----------------|--------------|------------------|----------------|-------------|
| | | | | | | Arm. & Carrier | Hub | Arm. & Carrier | Hub | Weight lbs. |
| ER-375 | .500" & .625" | 90V | 10.5 | 5000 | - | .010 | .001 | .60 | .49 | 4.5 |
| ER-475 | .500" to 1.000" Dodge #1008 | 90V | 21 | 4500 | - | .072 | .006 | 1.13 | | 6.3 |
| ER-650 | .500" to 1.375" Dodge #1310 | 90V | 56 | 3600 | - | .106 | .020 | 2.3 | 1.6 | 13.2 |
| ER-825 ND | .500" to 1.625" Dodge #1615 | 90V, 24V | 125 | 3600 | Pin Spline | .323 .326 | .043 .006 | 4.783 5.263 | 1.857 .834 | 15.6 |
| ER-825 HD | .500" to 1.500" Browning #H-1 | 90V, 24V | 125 | 3600 | Pin Spline | .323 .326 | .043 .006 | 4.783 5.263 | 1.857 .834 | 15.6 |
| ER-1225 ND | .937" to 3.00" Dodge #3030 | 35-75V | 400 | 3000 | Pin Spline | 1.667 1.737 | .380 .077 | 10.227 13.317 | 6.716 3.582 | 60.3 |
| ER-1225 HD | .75" to 2.687" Browning #Q-1 | 35-75V | 400 | 3000 | Pin Spline | 1.667 1.737 | .380 .077 | 10.227 13.317 | 6.716 3.582 | 60.3 |

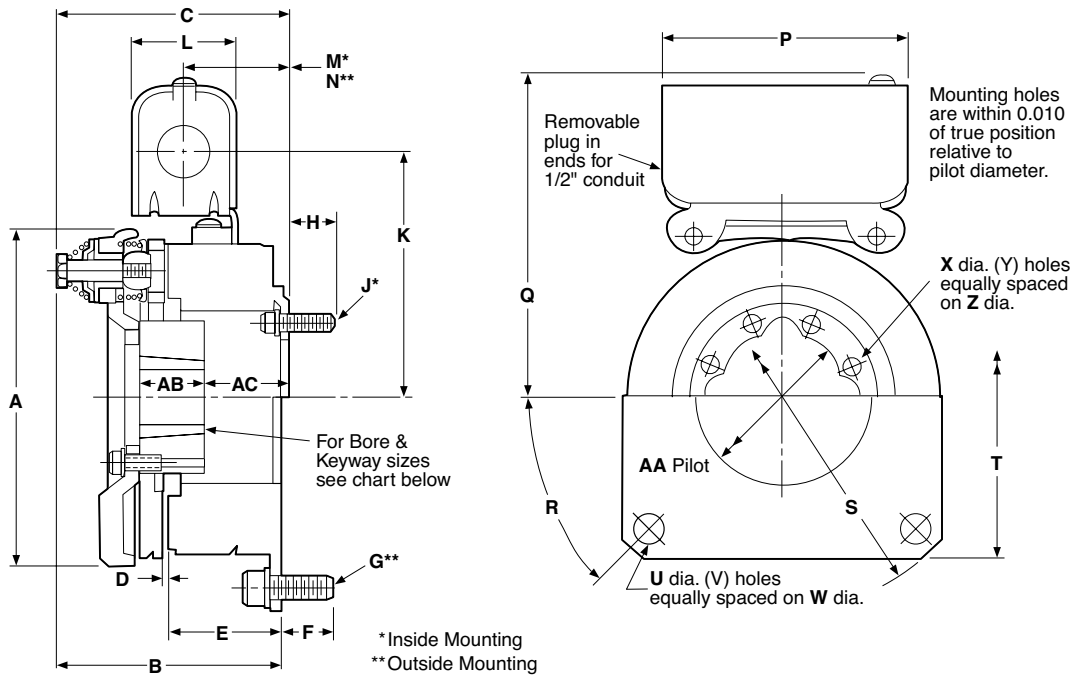
Bushing Part Numbers

| Bushing Number | | | | Bushing Number | | | | Bushing Number | | | |
|----------------|-------------|-----------------|----------|----------------|-------------|-----------------|----------|----------------|--------------|-----------------|----------|
| Shaft Size | Keyway Size | Warner Electric | Browning | Shaft Size | Keyway Size | Warner Electric | Browning | Shaft Size | Keyway Size | Warner Electric | Browning |
| 1/2 | 1/8 x 1/16 | 180-0002 | | 2-5/16 | 5/8 x 5/16 | 180-0051 | | 1-15/16 | 1/2 x 1/4 | 180-0278 | |
| 9/16 | 1/8 x 1/16 | 180-0003 | | 2-3/8 | 5/8 x 5/16 | 180-0052 | | 2 | 1/2 x 1/4 | 180-0279 | |
| 5/8 | 3/16 x 3/32 | 180-0004 | | 2-7/16 | 5/8 x 5/16 | 180-0053 | | 2-1/16 | 1/2 x 1/4 | 180-0280 | |
| 11/16 | 3/16 x 3/32 | 180-0005 | | 2-1/2 | 5/8 x 5/16 | 180-0054 | QI-2 | 2-1/8 | 1/2 x 1/4 | 180-0281 | |
| 3/4 | 3/16 x 3/32 | 180-0006 | | 2-9/16 | 5/8 x 5/16 | 180-0055 | | 2-3/16 | 1/2 x 1/4 | 180-0282 | |
| 13/16 | 3/16 x 3/32 | 180-0007 | | 2-5/8 | 5/8 x 5/16 | 180-0056 | | 2-1/4 | 1/2 x 1/4 | 180-0283 | |
| 7/8 | 3/16 x 3/32 | 180-0008 | | 2-11/16 | 5/8 x 5/16 | 180-0057 | | 2-5/16 | 5/8 x 5/16 | 180-0284 | |
| 15/16 | 1/4 x 1/8 | 180-0009 | H-1 | 1/2 | 1/8 x 1/16 | 180-0131 | | 2-3/8 | 5/8 x 5/16 | 180-0285 | |
| 1 | 1/4 x 1/8 | 180-0010 | | 9/16 | 1/8 x 1/16 | 180-0132 | | 2-7/16 | 5/8 x 5/16 | 180-0286 | 3030 |
| 1-1/16 | 1/4 x 1/8 | 180-0011 | | 5/8 | 3/16 x 3/32 | 180-0133 | | 2-1/2 | 5/8 x 5/16 | 180-0287 | |
| 1-1/8 | 1/4 x 1/8 | 180-0012 | | 11/16 | 3/16 x 3/32 | 180-0134 | | 2-9/16 | 5/8 x 5/16 | 180-0288 | |
| 1-3/16 | 1/4 x 1/8 | 180-0013 | | 3/4 | 3/16 x 3/32 | 180-0135 | | 2-5/8 | 5/8 x 5/16 | 180-0289 | |
| 1-1/4 | 1/4 x 1/8 | 180-0014 | | 13/16 | 3/16 x 3/32 | 180-0136 | | 2-11/16 | 5/8 x 5/16 | 180-0290 | |
| 1-5/16 | 5/16 x 5/32 | 180-0015 | | 7/8 | 3/16 x 3/32 | 180-0137 | | 2-3/4 | 5/8 x 5/16 | 180-0291 | |
| 1-3/8 | 5/16 x 5/32 | 180-0016 | | 15/16 | 1/4 x 1/8 | 180-0138 | | 2-13/16 | 3/4 x 3/8 | 180-0292 | |
| 1-7/16 | 3/8 x 3/16 | 180-0017 | H-2 | 1 | 1/4 x 1/8 | 180-0139 | | 2-7/8 | 3/4 x 3/8 | 180-0293 | |
| 1-1/2 | 3/8 x 3/16 | 180-0018 | | 1-1/16 | 1/4 x 1/8 | 180-0140 | 1615 | 2-15/16 | 3/4 x 3/8 | 180-0294 | |
| 3/4 | 3/16 x 3/32 | 180-0026 | | 1-1/8 | 1/4 x 1/8 | 180-0141 | | 3 | 3/4 x 3/8 | 180-0295 | |
| 13/16 | 3/16 x 3/32 | 180-0027 | | 1-3/16 | 1/4 x 1/8 | 180-0142 | | 1/2 | 1/8 x 1/16 | 180-0410 | |
| 7/8 | 3/16 x 3/32 | 180-0028 | | 1-1/4 | 1/4 x 1/8 | 180-0143 | | 9/16 | 1/8 x 1/16 | 180-0411 | |
| 15/16 | 1/4 x 1/8 | 180-0029 | | 1-5/16 | 5/16 x 5/32 | 180-0144 | | 5/8 | 3/16 x 3/32 | 180-0412 | |
| 1 | 1/4 x 1/8 | 180-0030 | | 1-3/8 | 5/16 x 5/32 | 180-0145 | | 11/16 | 3/16 x 3/32 | 180-0413 | |
| 1-1/16 | 1/4 x 1/8 | 180-0031 | | 1-7/16 | 3/8 x 3/16 | 180-0146 | | 3/4 | 3/16 x 3/32 | 180-0414 | 1008 |
| 1-1/8 | 1/4 x 1/8 | 180-0032 | | 1-1/2 | 3/8 x 3/16 | 180-0147 | | 13/16 | 3/16 x 3/32 | 180-0415 | |
| 1-3/16 | 1/4 x 1/8 | 180-0033 | | 1-9/16 | 3/8 x 3/16 | 180-0148 | | 7/8 | 3/16 x 3/32 | 180-0416 | |
| 1-1/4 | 1/4 x 1/8 | 180-0034 | | 1-5/8 | 3/8 x 3/16 | 180-0149 | | 15/16 | 1/4 x 1/16 | 180-0417 | |
| 1-5/16 | 5/16 x 5/32 | 180-0035 | | 15/16 | 1/4 x 1/8 | 180-0262 | | 1 | 1/4 x 1/16 | 180-0418 | |
| 1-3/8 | 5/16 x 5/32 | 180-0036 | QI-1 | 1 | 1/4 x 1/8 | 180-0263 | | 1/2 | 1/8 x 1/16 | 180-0421 | |
| 1-7/16 | 3/8 x 3/16 | 180-0037 | | 1-1/16 | 1/4 x 1/8 | 180-0264 | | 9/16 | 1/8 x 1/16 | 180-0422 | |
| 1-1/2 | 3/8 x 3/16 | 180-0038 | | 1-1/8 | 1/4 x 1/8 | 180-0265 | | 5/8 | 3/16 x 3/32 | 180-0423 | |
| 1-9/16 | 3/8 x 3/16 | 180-0039 | | 1-3/16 | 1/4 x 1/8 | 180-0266 | | 11/16 | 3/16 x 3/32 | 180-0424 | |
| 1-5/8 | 3/8 x 3/16 | 180-0040 | | 1-1/4 | 1/4 x 1/8 | 180-0267 | | 3/4 | 3/16 x 3/32 | 180-0425 | |
| 1-11/16 | 3/8 x 3/16 | 180-0041 | | 1-5/16 | 5/16 x 5/32 | 180-0268 | | 13/16 | 3/16 x 3/32 | 180-0426 | |
| 1-3/4 | 3/8 x 3/16 | 180-0042 | | 1-3/8 | 5/16 x 5/32 | 180-0269 | | 7/8 | 3/16 x 3/32 | 180-0427 | |
| 1-13/16 | 1/2 x 1/4 | 180-0043 | | 1-7/16 | 3/8 x 3/16 | 180-0270 | 3030 | 15/16 | 1/4 x 1/16 | 180-0428 | 1310 |
| 1-7/8 | 1/2 x 1/4 | 180-0044 | | 1-1/2 | 3/8 x 3/16 | 180-0271 | | 1 | 1/4 x 1/8 | 180-0429 | |
| 1-15/16 | 1/2 x 1/4 | 180-0045 | | 1-9/16 | 3/8 x 3/16 | 180-0272 | | 1-1/16 | 1/4 x 1/8 | 180-0430 | |
| 2 | 1/2 x 1/4 | 180-0046 | | 1-5/8 | 3/8 x 3/16 | 180-0273 | | 1-1/8 | 1/4 x 1/8 | 180-0431 | |
| 2-1/16 | 1/2 x 1/4 | 180-0047 | | 1-11/16 | 3/8 x 3/16 | 180-0274 | | 1-3/16 | 1/4 x 1/8 | 180-0432 | |
| 2-1/8 | 1/2 x 1/4 | 180-0048 | QI-2 | 1-3/4 | 3/8 x 3/16 | 180-0275 | | 1-1/4 | 1/4 x 1/8 | 180-0433 | |
| 2-3/16 | 1/2 x 1/4 | 180-0049 | | 1-13/16 | 1/2 x 1/4 | 180-0276 | | 1-5/16 | 15/16 x 5/32 | 180-0434 | |
| 2-1/4 | 1/2 x 1/4 | 180-0050 | | 1-7/8 | 1/2 x 1/4 | 180-0277 | | 1-3/8 | 15/16 x 5/32 | 180-0435 | |

Browning® is registered to Emerson Electric Co.
Dodge and Browning bushings are also available in metric bores.

ER Series Electrically Released Brakes

ER-375, ER-475, ER-650



Dimensions

All dimensions are nominal, unless otherwise noted.

| Size | A Max. | B Max. | C Max. | D | E | F Max. | G | H Max. | J | K | L | M | N | P |
|------|--------|--------|--------|------|-------|--------|-------------------|--------|-------------------|-------|-------|-------|-------|-------|
| 375 | 4.078 | 2.583 | 2.583 | .032 | 1.410 | .600 | 5/16-18 UNC-3A | — | — | 3.325 | 1.547 | — | — | 3.750 |
| 475 | 5.172 | 3.195 | 3.274 | .031 | 1.630 | .431 | 3/8-16 UNC-3A | .390 | 8-32 | 3.875 | 1.547 | 1.354 | 1.236 | 3.750 |
| 650 | 6.578 | 3.525 | 3.525 | .032 | 1.880 | .542 | 5/16-18 UNC-3A | .542 | 5/16-18 UNC-3A | 4.800 | 1.547 | — | — | 3.750 |

| Size | Q Max. | R | S | T Sq. | U | V | W Dia. | X | Y | Z Dia. | AA Dia. | AB | AC |
|------|--------|-----|----------------|-------|--------------|---|--------|--------------|---|--------|----------------|--------|----------------------------|
| 375 | 4.505 | — | 5.625 5.623 | — | .350 .341 | 3 | 5.000 | — | — | — | — | 23/32 | 1-3/4 |
| 475 | 5.000 | 45° | 6.500 6.498 | 5.000 | .419 .403 | 4 | 5.875 | .208 .201 | 8 | 2.375 | 2.065 2.062 | 29/32 | 1-3/16 I.M. 1-1/16 O.M. |
| 650 | 5.844 | 45° | 8.000 7.998 | 6.500 | .358 .338 | 4 | 7.250 | .358 .338 | 4 | 3.688 | 2.822 2.820 | 1-1/32 | 1-3/8 |

Mounting Requirements

Customer Shall Maintain:

1. Squareness of brake mounting face with armature hub shaft within .006 T.I.R.
2. Concentricity of brake mounting pilot diameter with armature hub shaft within .010 T.I.R.

3. If magnet mounting surface is a magnetic material, the magnet is to be insulated approximately 1/2" from that surface with a plate or spacers of non-magnetic material.

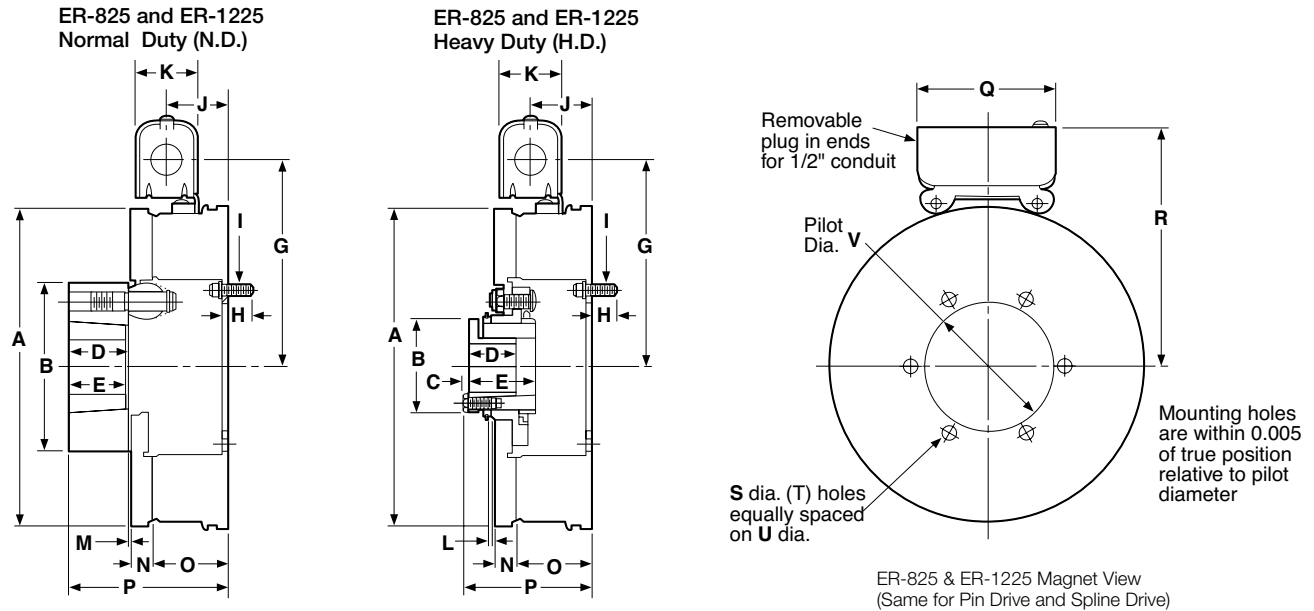
ER-375 available outside mounted only.

Bore and Keyway Dimensions

| Size | Bore Dia. | Keyway |
|------|---------------|-------------|
| 375 | .501/.500 | 1/8 x 1/16 |
| | .626/.625 | 3/16 x 3/32 |
| 475 | .500 - .562 | 1/8 x 1/16 |
| | .625 - .875 | 3/16 x 3/32 |
| 650 | .937 - 1.000 | 1/4 x 1/8 |
| | .500 - .562 | 1/8 x 1/16 |
| | .625 - .875 | 3/16 x 3/32 |
| | 1.000 - 1.250 | 1/4 x 1/8 |
| | 1.312 - 1.375 | 5/16 x 5/32 |

ER Series Electrically Released Brakes

ER-825, ER-1225



| Size | A | | B | | C | D | E | G | H | | I | J | K | L |
|-----------|--------|-------|------|-------|-------|-------|------|-------------------|-------|-------|------|---|---|---|
| | Max. | Dia. | Max. | Dia. | | | | | Max. | Dia. | | | | |
| 825 N.D. | 8.656 | 4.625 | — | 1.593 | 1.500 | 5.625 | .531 | 5/16-18 UNC-3A | 1.687 | 1.546 | — | | | |
| 825 H.D. | 8.656 | 2.500 | .156 | 1.250 | 1.765 | 5.625 | .531 | 5/16-18 UNC-3A | 1.687 | 1.546 | .062 | | | |
| 1225 N.D. | 12.671 | 6.875 | — | 3.000 | 3.000 | 7.671 | .546 | 5/16-18 UNC-3A | 1.718 | 1.546 | — | | | |
| 1225 H.D. | 12.671 | 4.093 | .234 | 2.500 | 2.171 | 7.671 | .546 | 5/16-18 UNC-3A | 1.718 | 1.546 | .062 | | | |

| Size | M | | N | P | | Q | R | | S | T | U | V |
|-----------|----------|------|---------------|-------|-------|----------------|------|------|-------|-------|---|---|
| | When New | Max. | | Max. | Dia. | | Max. | Dia. | | | | |
| 825 N.D. | .093 | .562 | 2.080 .338 | 4.359 | 3.750 | 6.750 3.501 | .358 | 6 | 4.250 | 3.503 | | |
| 825 H.D. | — | .531 | 2.080 .338 | 3.546 | 3.750 | 6.750 3.501 | .358 | 6 | 4.250 | 3.503 | | |
| 1225 N.D. | .156 | .593 | 2.500 .338 | 6.218 | 3.750 | 8.796 6.376 | .358 | 6 | 7.250 | 6.378 | | |
| 1225 H.D. | — | .562 | 2.500 .338 | 5.031 | 3.750 | 8.796 6.376 | .358 | 6 | 7.250 | 6.378 | | |

Mounting Requirements

Customer Shall Maintain

- Squareness of magnet mounting face with armature shaft within .006 T.I.R.
- Concentricity of magnet mounting pilot diameter with armature shaft within .010 T.I.R.
- If magnet mounting surface is a magnetic material, the magnet is to be insulated approximately 1/2" from that surface with a plate or spacers of non-magnetic material.

Bore and Keyway Dimensions

| ER-825 | Bore Dia. | Keyway |
|---------------------|----------------|-------------|
| Pin Drive | .500 - .562 | 1/8 x 1/16 |
| | .625 - .875 | 3/16 x 3/32 |
| | .937 - 1.250 | 1/4 x 1/8 |
| | 1.312 - 1.375 | 5/16 x 5/32 |
| Spline Drive | 1.437 - 1.500 | 3/8 x 3/16 |
| | 1.562 - 1.625* | 3/8 x 3/16 |
| | .500 - .562 | 1/8 x 1/16 |
| | .375 - .625 | 3/16 x 3/32 |
| Pin Drive | .937 - 1.187 | 1/4 x 1/8 |
| | 1.250* | 1/4 x 1/8 |
| | 1.312 - 1.375* | 5/16 x 5/32 |
| | 1.437 - 1.500* | 3/8 x 3/16 |
| Spline Drive | 1.562 - 1.625* | 3/8 x 3/16 |
| | .937 - 1.250 | 1/4 x 1/8 |
| | 1.312 - 1.375 | 5/16 x 5/32 |
| | 1.437 - 1.750 | 3/8 x 3/16 |
| Pin Drive | 1.812 - 2.250 | 1/2 x 1/4 |
| | 2.312 - 2.750 | 5/8 x 5/16 |
| | 2.187 - 3.000* | 3/4 x 3/8 |
| | .750 - .875 | 3/16 x 3/32 |
| Spline Drive | .937 - 1.250 | 1/4 x 1/8 |
| | 1.312 - 1.375 | 5/16 x 5/32 |
| | 1.437 - 1.750 | 3/8 x 3/16 |
| | 1.812 - 2.062 | 1/2 x 1/4 |
| Pin Drive | 2.125 - 2.250* | 1/2 x 1/4 |
| | 2.312 - 2.687 | 5/8 x 5/16 |

*Key furnished

Electrically Released NEMA C-face Brakes

For Dynamic Stopping and Cycling Applications

Warner Electric's modular design brakes and clutch/brake units offer material handling system users a high performance alternative to spring-set brakes. These modular units provide long life, maintenance free operation, and consistent performance with minimal downtime.

These brakes are offered in power-off types for double shaft motors and for installation between C-face motor and reducer or other drive device. Powerful permanent magnets generate braking torque. The brakes release when voltage is applied to the coil, countering the force of the permanent magnets. No power is required to stop or hold a load. An optional integral conduit box provides simple wiring direct from the motor power leads.

- Designed for dynamic stopping operations
- Brake automatically engages when power is turned off
- High cycle rate capability
- Never needs adjustment – automatically compensates for wear
- Powerful permanent magnets provide braking force
- Choice of open or enclosed brakes
- Prepackaged, preburnished UM version



Electrically Released NEMA C-face Brakes

UM Series (UniModule Clutch/Brakes)

Pre-assembled clutch/electrically released brake modules



- The UM-1020-FBC brake/motor clutch combination is used for clutch/power-off brake applications. It mounts directly to C-face compatible components.
- The UM-2030-FBC brake/input clutch combination is used for clutch/power-off brake applications. It has shafts on both the input and output sides for base mounting.
- Sizes 50, 100, 180 can be enclosed with optional cover kit.

EUM Series (Enclosed Motor Brakes)

Totally enclosed non-vented units that keep wear particles in and contaminants out



- The EUM-FBB brake unit can be mounted between two C-face compatible components.
- The EUM-MBFB motor brake is mounted directly to the rear of a double-shafted motor.

EM Series (Electro Module Brakes and Clutch/Brakes)

Comprised of individual units that may bolt together to form various combinations



- The EM-FBB brake module mounts between a C-face motor and a gear box or reducer.
- The EM-MBFB motor brake module is mounted to the rear of a double-shafted motor.
- The EM-FBC brake module is used in combination with a motor clutch or input clutch unit to make a clutch/electrically released brake or can be used alone as a brake only.
- Sizes 50, 100, 180 can be enclosed with optional cover kit.

UM-FBC Series Electrically Released NEMA C-face Brakes

UniModule Clutch/Electrically Released Brake Combination

Warner Electric offers the convenience of pre-assembled UniModule clutch/electrically released brake packages. Assembly, alignment, and pre-burnishing have been done at the factory. Bolt it on, wire it up, and your clutch/electrically released brake is ready to go. Available in both C-face and base mounted versions.

Warner Electric's unique design employs powerful permanent magnets for maximum torque when power is removed from the brake coil. A small amount of electrical power applied to the brake coil nullifies the permanent magnets and the brake releases. No springs to limit cycle rates. Never any adjustments. No lubrication. These brakes are recommended for dynamic cycling operations only.



Sizes 50, 100 & 180

Sizes 210 & 215



1020-FBC

Motor Clutch/Electrically Released Brake

Use for clutch/power-off brake applications. Has clutch input and brake on output side. Employs powerful permanent magnets for maximum torque when power is removed from the brake coil. Basic components are field, rotor, 2 armatures and power-off magnet. See page A-19 for specifications.



2030-FBC

Input Clutch/Electrically Released Brake

Use for clutch/power-off brake applications. Has shafts on input and output sides. When electrical power is applied to the brake coil the brake releases. Ideal for dynamic cycling operations. Basic components are field, rotor, 2 armatures and power-off magnet. See page A-20 for specifications.



2030-FBC-B

Input Clutch/Electrically Released Brake with Accessory Base Mounting

See page A-20 for specifications.

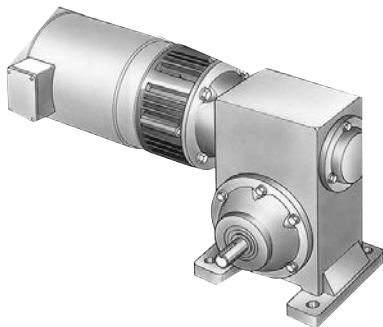
UM-FBC Series Electrically Released NEMA C-face Brakes

Selection

UniModule clutch/electrically released brake units may be mounted directly to NEMA C-face motors and reducers, or can be base mounted.

1. Select Configuration

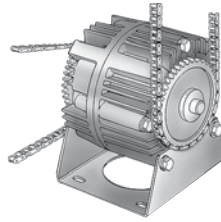
a. NEMA C-face Mounting (1020 Configuration)



Verify the unit will be cycled frequently.

To select the correct UniModule package, determine the NEMA frame size of your motor and/or reducer, and choose the corresponding size UniModule from the Frame Size Selection chart. Verify torque ratings.

b. Base Mounting (2030 Configuration)



Verify the unit will be cycled frequently.

Select the correct size module from the Horsepower vs. Shaft Speed chart by determining the motor horsepower and RPM at the module location. The correct size UniModule is shown at the intersection of the HP and operating speed. For additional sizing information, refer to the technical sizing procedure (step 2).

2. Determine Technical Requirements

Technical considerations for sizing and selection are torque and heat dissipation. Each merits careful consideration, especially heat dissipation as over time, use in excessive temperature environments will have an adverse effect on bearing life and coil wire insulation integrity.

Compare the calculated torque requirement with the average dynamic torque ratings. Select a unit with adequate torque. If the unit selected on torque is different than the unit selected based on heat, select the larger size unit.

Horsepower vs. Shaft Speed

| HP | SHAFT SPEED AT CLUTCH (IN RPM) | | | | | | | | | | | | | | | | | |
|-------|--------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|
| | 100 | 200 | 300 | 400 | 500 | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1500 | 1800 | 2000 | 2400 | 3000 | 3600 |
| 1/4 | | | | | | | | | | | | | | | | | | |
| 1/2 | | | | | | | | | | | | | | | | | | |
| 3/4 | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | |
| 1-1/2 | | | | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | |
| 7-1/2 | | | | | | | | | | | | | | | | | | |

*For applications with speeds below 100RPM, please contact Warner Electric Application Support.

Frame Size Selection and Technical Ratings Chart

| NEMA Frame Size | UniModule Size | Static Torque Brake lb.ft. | Static Torque Clutch lb.ft. | Max. RPM | Voltage DC |
|-----------------|----------------|----------------------------|-----------------------------|----------|------------|
| 56C/48Y | UM-50* | 10.5 | 16 | 3600 | 24 or 90 |
| | UM-100** | 21 | 30 | | |
| 182C/143TC | UM-180 | 21 | 30 | 3600 | 24 or 90 |
| 184C/145TC | | | | | |
| 213C/182TC | UM-210 | 56 | 95 | 3600 | 24 or 90 |
| 215C/184TC | | | | | |
| 213TC/215TC | UM-215 | 56 | 95 | 3600 | 24 or 90 |

*For 56C/48Y C-frame motors 3/4 HP and smaller, the UM-100 size may be used where extended life is desirable.

**The UM-100 size is recommended for motors 1 HP and larger.

UM-FBC Series Electrically Released NEMA C-face Brakes

a. Heat Dissipation Sizing

Friction surfaces slip during the initial period of engagement and, as a result, heat is generated. The clutch/brake selected must have a heat dissipation rating greater than the heat generated by the application. Therefore, in high inertia or high cycle rate applications, it is necessary to check the heat dissipation carefully. Inertia, speed and cycle rate are the required parameters.

Heat dissipation requirement is calculated as follows:

$$E = 1.7 \times WR^2 \times (N/100)^2 \times F$$

where:

$$E = \text{Heat (lb. ft./min.)}$$

WR^2 = Total reflected inertia at the clutch/brake shaft. Include the clutch/brake output inertia. (lb.ft.²)

N = Speed in revolutions per minute (RPM)

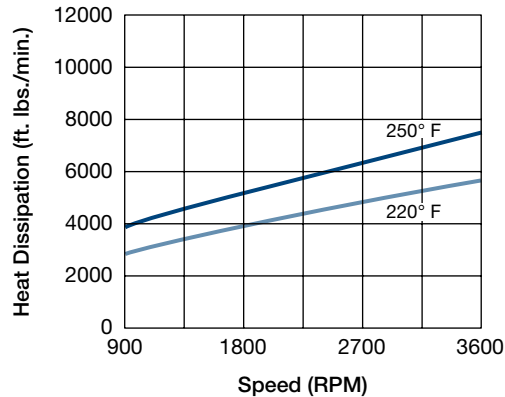
F = Cycle rate in cycles per minute (CPM)

Compare the calculated heat generated in the application to the unit ratings using the heat dissipation curves. Select the appropriate unit that has adequate heat dissipation ability.

Heat Dissipation Curves

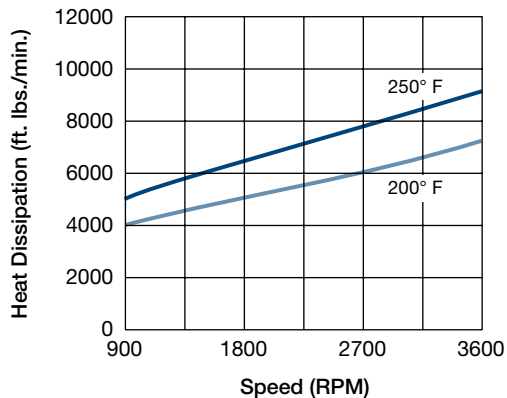
Size 50

Maximum Speed 3600 RPM



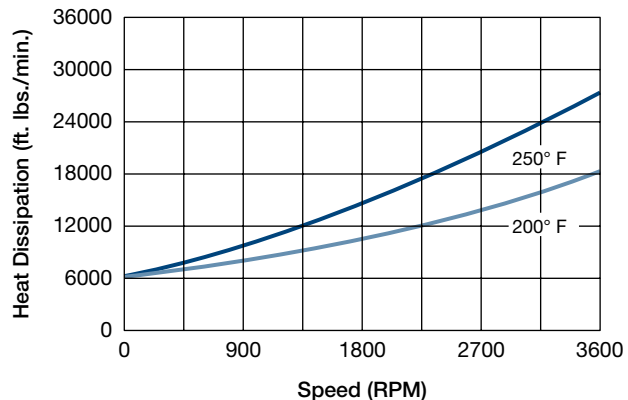
Size 100/180

Maximum Speed 3600 RPM



Size 210/215

Maximum Speed 3600 RPM



UM-FBC Series Electrically Released NEMA C-face Brakes

b. Torque Sizing

For most applications, the correct size clutch/brake can be selected from the Horsepower vs. Shaft Speed chart on page A-15. Determine the motor horsepower and the RPM at the clutch/brake. The correct size unit is shown at the intersection of horsepower and shaft speed.

If the static torque requirements are known, refer to the technical ratings chart to select a unit.

For some applications, the torque requirement is determined by the time allowed to accelerate and decelerate the load. (This time is generally specified in milliseconds.) For these applications, it is necessary to determine the torque requirement based on load inertia and the time allowed for engagement.

The torque requirements are calculated as follows:

$$T = (WR^2 \times N) / (308 \times t)$$

where:

T = Average Dynamic Torque (lb. ft.)

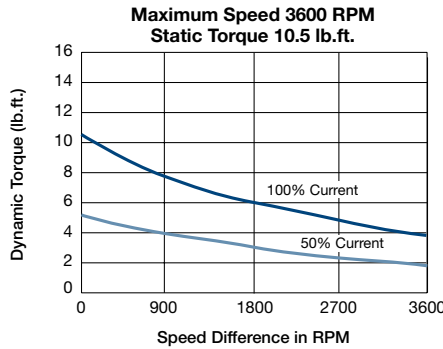
WR^2 = Total reflected inertia at the clutch/brake shaft. Include the clutch/brake output inertia. (lb. ft.²)

N = Speed in revolutions per minute (RPM)

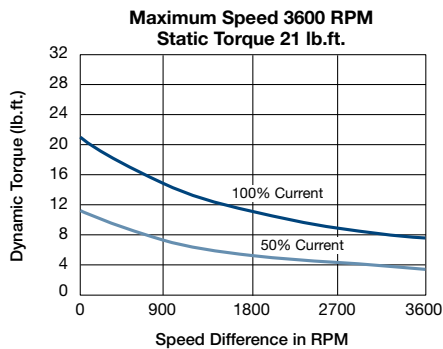
t = Time allowed for the engagement (sec)

C-face Electrically Released Brake Dynamic Torque Curves

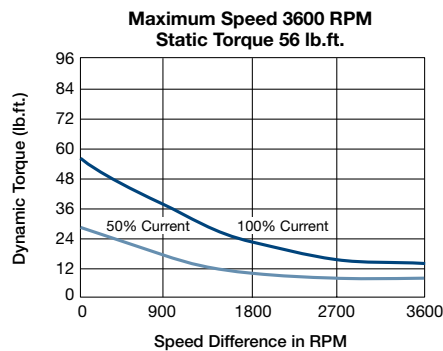
Size 50



Size 100/180

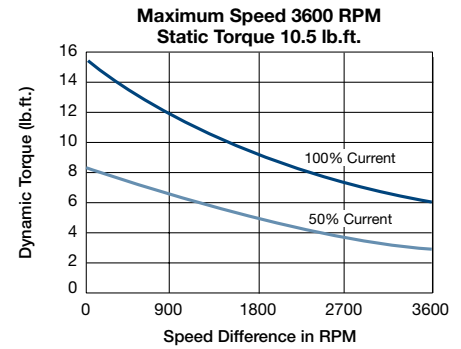


Size 210/215

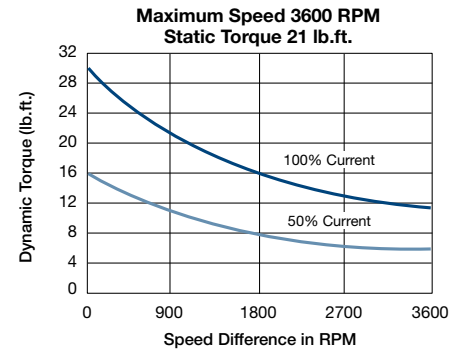


C-face Clutch Dynamic Torque Curves

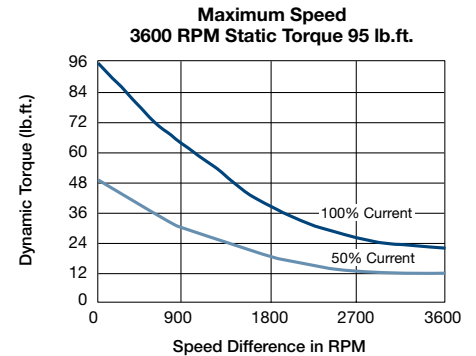
Size 50



Size 100/180



Size 210/215



UM-FBC Series Electrically Released NEMA C-face Brakes

Ordering Information

Specifications (Max. Speed 3600 RPM)

| Size | Voltage DC | Weight (lbs.) | | Armature | | Component Inertia-WR ² (lb. ft. ²) | | | | | NEMA Frame Size |
|------|------------|---------------|------|----------|------|-----------------------------------------------------------|---------------------|--------------|-------------|---------------------|-----------------|
| | | 1020 | 2030 | (both) | Hub | 1020 | | 2030 | | | |
| | | | | | | Shaft | Rotor w/Fan and Hub | Output Shaft | Input Shaft | Rotor w/Fan and Hub | |
| 50 | 24 | 15.6 | 18.4 | .018 | .001 | .001 | .020 | .001 | .001 | .020 | 56C/48Y |
| | 90 | | | | | | | | | | |
| 100 | 24 | 18.7 | 21.7 | .046 | .002 | .002 | .046 | .002 | .002 | .046 | 56C/48Y |
| | 90 | | | | | | | | | | |
| 180 | 24 | 18.7 | 21.7 | .046 | .002 | .002 | .046 | .002 | .002 | .046 | 182C/143TC |
| | 90 | | | | | | | | | | |
| 210 | 24 | 36 | 47 | .162 | .016 | .014 | .190 | .016 | .015 | .183 | 213C/182TC |
| | 90 | | | | | | | | | | |
| 215 | 24 | 37 | 48 | .162 | .016 | .016 | .190 | .017 | .016 | .183 | 213TC/215TC |
| | 90 | | | | | | | | | | |

3. Select Options

Warner Electric Enclosed UniModules can be fitted with several accessories to extend their capacity and ease of mounting.

Part Numbers

| Model No. | Voltage DC | Part No. |
|-------------------------------|------------|--------------|
| Motor Clutch/ ER Brake | | |
| UM-50-1020FBC | 24 | 5370-273-243 |
| UM-50-1020FBC | 90 | 5370-273-244 |
| UM-100-1020FBC | 24 | 5370-273-248 |
| UM-100-1020FBC | 90 | 5370-273-249 |
| UM-180-1020FBC | 24 | 5370-273-253 |
| UM-180-1020FBC | 90 | 5370-273-254 |
| UM-210-1020FBC | 24 | 5371-273-013 |
| UM-210-1020FBC | 90 | 5371-273-012 |
| UM-215-1020FBC | 24 | 5371-273-099 |
| UM-215-1020FBC | 90 | 5371-273-079 |
| Input Clutch/ ER Brake | | |
| UM-50-2030FBC | 24 | 5370-273-258 |
| UM-50-2030FBC | 90 | 5370-273-259 |
| UM-100-2030FBC | 24 | 5370-273-263 |
| UM-100-2030FBC | 90 | 5370-273-264 |
| UM-180-2030FBC | 24 | 5370-273-268 |
| UM-180-2030FBC | 90 | 5370-273-269 |
| UM-210-2030FBC | 24 | 5371-273-018 |
| UM-210-2030FBC | 90 | 5371-273-017 |
| UM-215-2030FBC | 24 | 5371-273-100 |
| UM-215-2030FBC | 90 | 5371-273-101 |

Accessories

| Description | UM Size | Part No. |
|------------------------------|------------|--------------|
| Conduit Box | UM series | 5370-101-042 |
| | All sizes | |
| | | |
| Base Mount Kit for 2030 FBC | 50/100 | 5370-101-004 |
| | 180 | 5370-101-002 |
| | 210/215 | 5371-101-019 |
| Motor Mount Kit for 1020 FBC | 50/100 | 5370-101-078 |
| | 180 | 5370-101-079 |
| | 210/215 | 5371-101-012 |
| Cover Kit | 50/100/180 | 5370-101-076 |

4. Select Control

All electrically released modules require a control with a potentiometer that will vary brake channel output. UM-FBC units require either a CBC-300 or a CBC 500/550 control.

How to Order

1. Specify model number and voltage or the corresponding part number.
2. Specify conduit box, if desired.
3. Specify required control unit. See the Controls Section (page CLT-1).

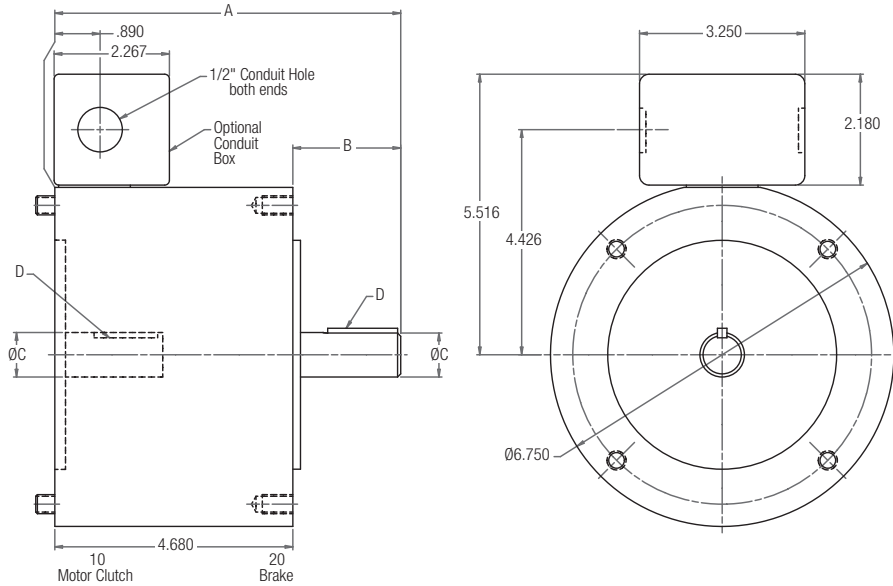
Ordering Example

UM-50-1020FBC, 90V or 5370-273-244; 5370-101-042 conduit box; CBC-300 control.

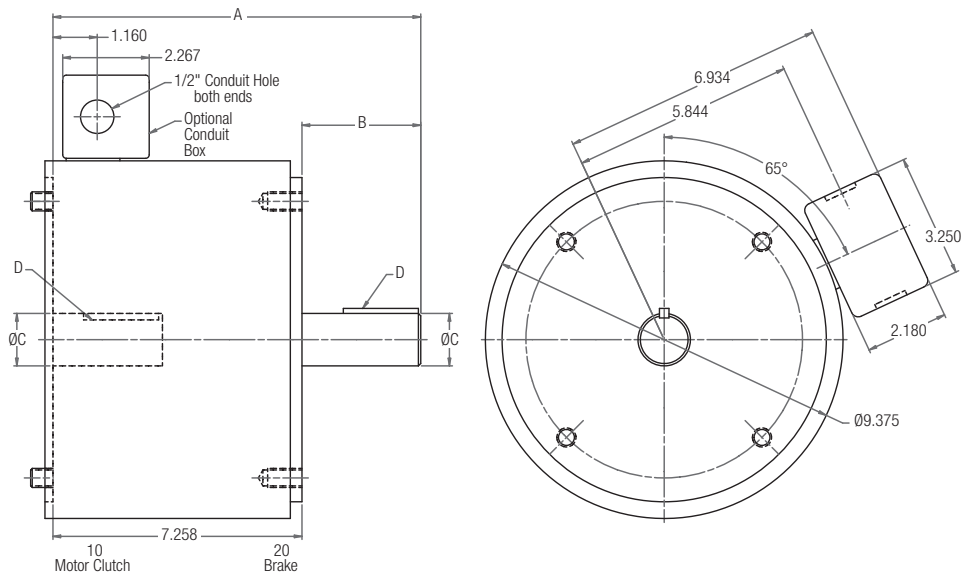
UM-FBC Series Electrically Released NEMA C-face Brakes

UM-1020 FBC Motor Clutch/Electrically Released Brake

SIZE 50/100/180



SIZE 210/215



Dimensions

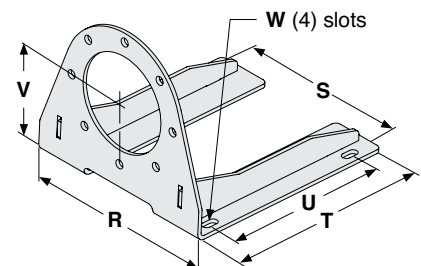
| Size | A | B | C | D |
|------|--------|-------|-------|-------------|
| 50 | 6.720 | 2.040 | 0.625 | 3/16 x 3/16 |
| 100 | 6.741 | 2.061 | 0.625 | 3/16 x 3/16 |
| 180 | 6.801 | 2.121 | 0.875 | 3/16 x 3/16 |
| 210 | 9.872 | 2.614 | 1.125 | 1/4 x 1/4 |
| 215 | 10.372 | 3.114 | 1.375 | 5/16 x 5/16 |

For standard NEMA frame dimensions, see page G-3.

Motor Mount (M) Dimensions

For use with 1020 FBC Combination.

| Size | R | S | T | U | V | W | Part No. |
|---------|--------|--------|--------|-------|-------|-------------|--------------|
| 50/100 | 9.250 | 8.250 | 10.500 | 8.000 | 3.500 | .800 x .406 | 5370-101-078 |
| 180 | 9.250 | 8.250 | 10.500 | 8.000 | 4.500 | .800 x .406 | 5370-101-079 |
| 210/215 | 11.500 | 10.500 | 12.000 | 9.000 | 5.250 | .750 x .409 | 5371-101-012 |

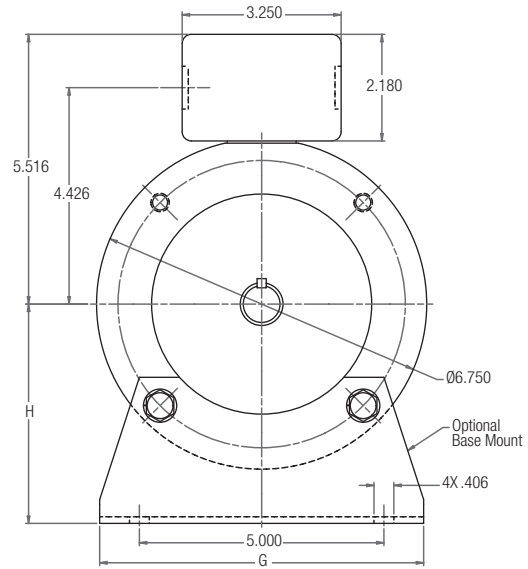
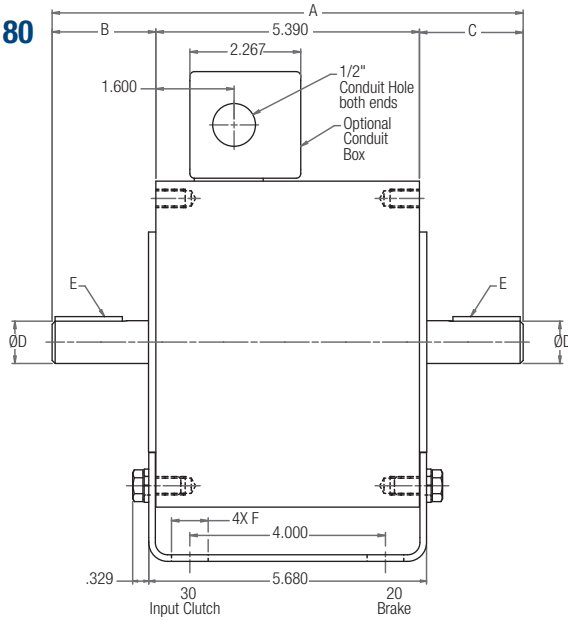


UM-FBC Series Electrically Released NEMA C-face Brakes

UM-2030 FBC Input Clutch/Electrically Released Brake

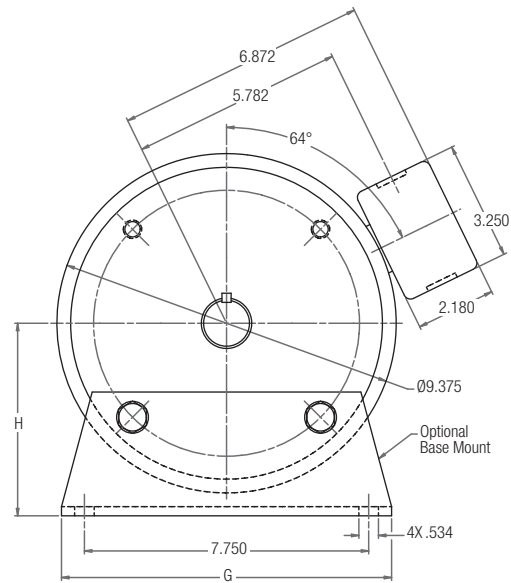
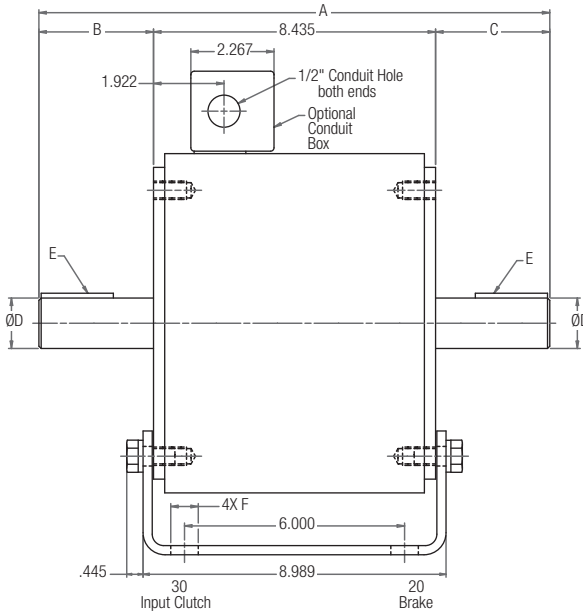
UM-2030 FBC-B Input Clutch/Electrically Released Brake – Base Mounted

SIZE 50/100/180



Note: Mounting base and conduit box are optional and are ordered separately.

SIZE 210/215



Dimensions

| Size | A | B | C | D | E | F | G | H |
|------|--------|-------|-------|-------|-------------|-------|-------|-------|
| 50 | 9.492 | 2.062 | 2.040 | 0.625 | 3/16 x 3/16 | 0.800 | 6.000 | 3.500 |
| 100 | 9.512 | 2.061 | 2.061 | 0.625 | 3/16 x 3/16 | 0.800 | 6.000 | 3.500 |
| 180 | 9.632 | 2.121 | 2.121 | 0.875 | 3/16 x 3/16 | 0.750 | 6.625 | 4.500 |
| 210 | 13.674 | 2.625 | 2.614 | 1.125 | 1/4 x 1/4 | 0.750 | 9.000 | 5.250 |
| 215 | 14.674 | 3.125 | 3.114 | 1.375 | 5/16 x 5/16 | 0.750 | 9.000 | 5.250 |

For standard NEMA frame dimensions, see page G-3.

UM-FBC Series Electrically Released NEMA C-face Brakes

Enclosing UM-FBC Series

Clean, quiet, operation. Nothing can get in, nothing can get out. Enclosed design eliminates damage to the working components. Prevents friction wear particles from escaping.

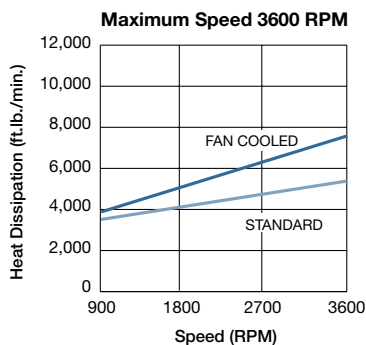
Totally Enclosed Version

The Enclosed UniModule packages the hardworking components from UM products into a totally enclosed housing. This rugged housing keeps wear particles in and contaminants out and provides quiet operation. Pre-burnished at the factory for rated torque directly out-of-box. When enclosed, they are suitable for most industrial applications and tolerate infrequent, light washing.

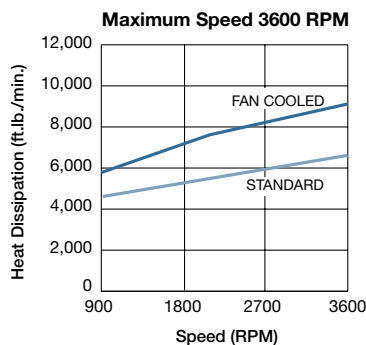
- Keeps contaminants out
- Keeps wear particles in
- Quiet operation
- Finned for heat dissipation
- UL listed when optional conduit box is installed

Heat Dissipation Curves

UM-50 with Cover Kit



UM-100/180 with Cover Kit



To convert any UM Series UniModule 50, 100, and 180 sizes to an enclosed model, purchase optional Cover Kit

Enclosed UniModule Conversion

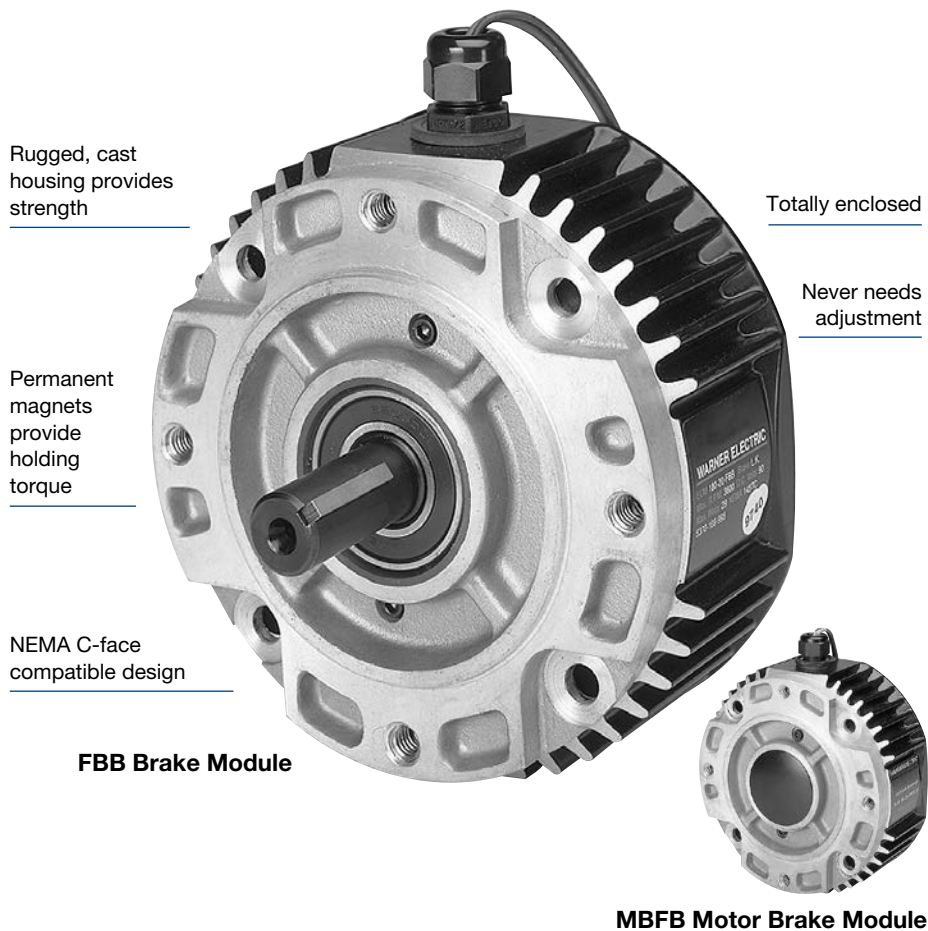
Part Number 5370-101-076

An optional cover kit can be purchased separately to enclose the open vents in the housing. Each kit contains (2) vent covers, (2) gaskets and (4) screws. A vent cover bolts to both sides of the UniModule unit to enclose the open vents of the housing creating a totally enclosed (non-washdown) brake package which keeps contaminants out and wear particles in for clean, quiet operation.



EUM Series Electrically Released NEMA C-face Brakes

Preassembled, Totally Enclosed, Electrically Released Brake Units



Available in Two Design Styles

210/215 size shown

EUM-FBB Brake Module

Use for brake alone applications. Mounts between a motor and gear box or reducer. Available in four sizes.

EUM-MBFB Motor Brake Module

Mounts to a double shafted C-face motor. Available in five sizes.

Warner Electric offers the convenience of pre-assembly in UniModule electrically released brake packages. Assembly, alignment, and preburnishing have been done at the factory. Bolt it on, wire it up, and your electrically released brake is ready to go. (Control and conduit box optional)

Care must be exercised to assure proper sizing and selection of electrically released brakes. Motor brakes are used for dynamic stopping and holding of loads when power is removed from the motor. Typical applications include conveyors, process equipment, and lifting devices.

Warner Electric brakes are designed for NEMA C-face motors which match the motor frame size and shaft diameter to the brake. To select a brake, determine the motor frame size and pick an MBFB for double shafted motors or an FBB for mounting between a motor and a gear reducer. Select the torque required for the

application. Higher torque brakes stop loads faster. Lower torque models provide softer stopping to prevent boxes on conveyors from tipping or skidding.

They are sized to provide nominal stopping of a motor in the event of power loss. If your application requires true "Fail safe" braking, the brake must be sized to meet or exceed peak motor torque and placed as close to the load shaft as possible. Peak motor torque can be determined by the formula:

$$\text{Peak Torque} = \frac{(\text{HP} \times 5250)}{\text{Motor Speed}}$$

EUM Series Electrically Released NEMA C-face Brakes

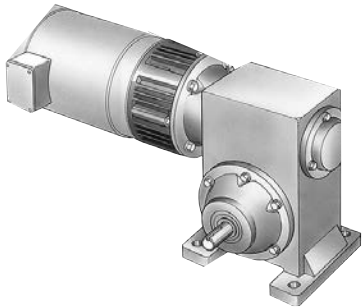
EUM-FBB, EUM-MBFB Selection

Warner Electric Electrically Released Enclosed UniModules are available in two styles. The EUM-FBB Brake Module is used in brake only applications and mounts between a C-face motor and a gear box or reducer. The EUM-MBFB Motor Brake Module mounts to the back of a double shafted motor.

Note: Care must be exercised when selecting a brake to ensure it is sized properly for your application.

1. Select Configuration

a. FBB for NEMA C-face Mounting Between a Motor and Reducer



Verify that the brake will be cycled frequently.

Determine the NEMA C-face frame size of your motor and/or reducer, and choose the corresponding size Enclosed UniModule from the Frame Size Selection chart.

Size EUM-100 modules utilize a 5/8" diameter shaft to fit 56C/48Y motor frames with components of EUM-180 units for higher torque and heat dissipation capacity than the EUM-50.

EUM-FBB Frame Size Selection

| NEMA Frame Size | EUM Size |
|--------------------------|----------------------|
| 56C/48Y | EUM-50* EUM-100** |
| 182C/143TC 184C/145TC | EUM-180 |
| 213C/182TC 215C/184TC | EUM-210 |
| 213TC/215TC | EUM-215 |

*For 56C/48Y C-frame motors 3/4 HP and smaller, the EUM-100 size may be used where extended life is desirable.

**The EUM-100 size is recommended for motors 1 HP and larger.

b. MBFB for NEMA C-face Mounting on the Back of a Double Shafted Motor

Verify that the brake will be cycled frequently.

Determine the NEMA C-face frame size of your motor and/or reducer, and choose the corresponding size Enclosed UniModule MBFB from the Frame Size Selection chart, and verify that the motor shaft diameter and mounting bolt circle are the same for the brake and the motor.

Size EUM-100 modules utilize a 5/8" diameter shaft to fit 56C/48Y motor frames with components of EUM-180 units for higher torque and heat dissipation capacity than the EUM-50.

EUM-MBFB Frame Size Selection

| NEMA Frame Size | EUM Brake Size | Bolt Hole Mounting Circle | Motor Shaft Dia. |
|--------------------------|------------------------|---------------------------|------------------|
| 56C/48Y | EUM-50* EUM-100** | 5.875 | 0.625 |
| 182C/143TC 184C/145TC | EUM-180 | 5.875 | 0.875 |
| 213C/182TC 215C/184TC | EUM-210-7/8 EUM-210 | 7.25 7.25 | 0.875 1.125 |

*For 56C/48Y C-frame motors 3/4 HP and smaller, the EUM-100 size may be used where extended life is desirable.

**The EUM-100 size is recommended for motors 1 HP and larger.

Horsepower vs. Shaft Speed

| HP | SHAFT SPEED AT CLUTCH (IN RPM) | | | | | | | | | | | | | | | | | |
|-------|--------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|
| | 100 | 200 | 300 | 400 | 500 | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1500 | 1800 | 2000 | 2400 | 3000 | 3600 |
| 1/4 | ■ | | | | | | | | | | | | | | | | | |
| 1/2 | ■ | ■ | | | | | | | | | | | | | | | | |
| 3/4 | ■ | ■ | ■ | | | | | | | | | | | | | | | |
| 1 | ■ | ■ | ■ | ■ | | | | | | | | | | | | | | |
| 1-1/2 | ■ | ■ | ■ | ■ | ■ | | | | | | | | | | | | | |
| 2 | ■ | ■ | ■ | ■ | ■ | ■ | | | | | | | | | | | | |
| 3 | ■ | ■ | ■ | ■ | ■ | ■ | ■ | | | | | | | | | | | |
| 5 | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | | | | | | | | | | |
| 7-1/2 | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | | | | | | | | | |
| 10 | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | | | | | | | | |

*For applications with speeds below 100RPM, please contact Warner Electric Application Support.

EUM Series Electrically Released NEMA C-face Brakes

a. Heat Dissipation Sizing

Friction surfaces slip during the initial period of engagement and, as a result, heat is generated. The clutch/brake selected must have a heat dissipation rating greater than the heat generated by the application. Therefore, in high inertia or high cycle rate applications, it is necessary to check the heat dissipation carefully. Inertia, speed and cycle rate are the required parameters.

Heat dissipation requirement is calculated as follows:

$$E = 1.7 \times WR^2 \times (N/100)^2 \times F$$

where:

$$E = \text{Heat (lb. ft./min.)}$$

WR^2 = Total reflected inertia at the clutch/brake shaft. Include the clutch/brake output inertia. (lb.ft.²)

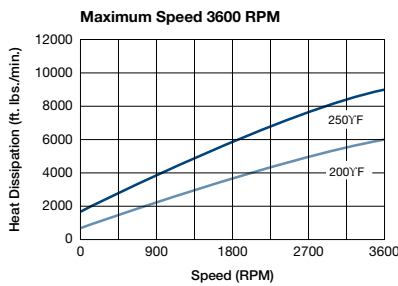
N = Speed in revolutions per minute. (RPM)

F = Cycle rate in cycles per minute (CPM)

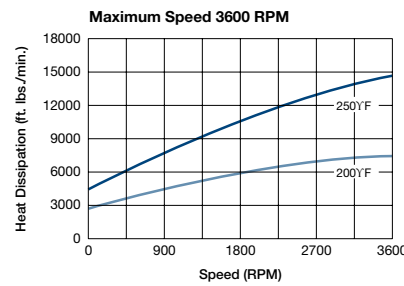
Compare the calculated heat generated in the application to the unit ratings using the heat dissipation curves. Select the appropriate unit that has adequate heat dissipation ability.

Heat Dissipation Curves

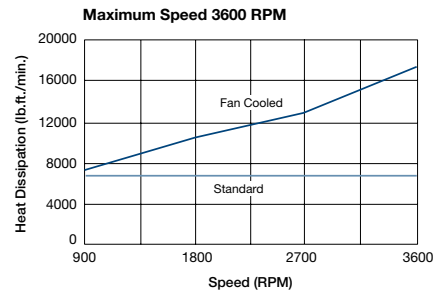
Size 50



Size 100/180



EUM 210/215 (fan not available for 215)



b. Torque Sizing

For most applications, the correct size clutch/brake can be selected from the Horsepower vs. Shaft Speed chart on page A-23. Determine the motor horsepower and the RPM at the clutch/brake. The correct size unit is shown at the intersection of horsepower and shaft speed.

If the static torque requirements are known, refer to the technical ratings chart to select a unit.

For some applications, the torque requirement is determined by the time allowed to accelerate and decelerate the load. (This time is generally specified in milliseconds.) For these applications, it is necessary to determine the torque requirement based on load inertia and the time allowed for engagement.

The torque requirements are calculated as follows:

$$T = (WR^2 \times N) / (308 \times t)$$

where:

T = Average Dynamic Torque (lb. ft.)

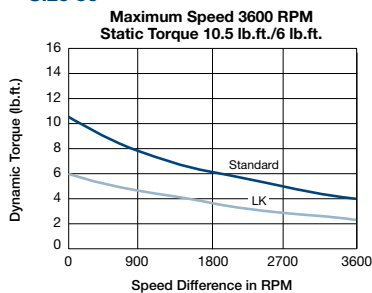
WR^2 = Total reflected inertia at the clutch/brake shaft. Include the clutch/brake output inertia. (lb. ft.²)

N = Speed in revolutions per minute. (RPM)

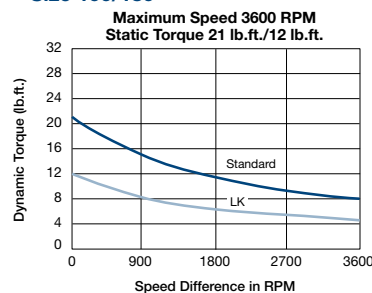
t = Time allowed for the engagement (sec)

C-face Electrically Released Brakes Dynamic Torque Curves

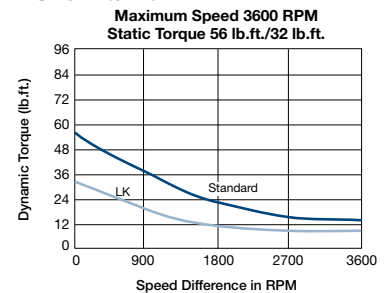
Size 50



Size 100/180



Size 210/215



EUM Series Electrically Released NEMA C-face Brakes

Preassembled, Totally Enclosed, Electrically Released Brake Units

Specifications

| Size | Voltage DC | Static Torque (lb.ft.) | Max. Speed (RPM) | Total Weight (lbs.) | Armature (lb.ft. ²) | Component Inertia -WR ² (lb.ft. ²) | | Hub Spliced | Shaft Input | NEMA Frame Size | | |
|------|------------|------------------------|------------------|---------------------|---------------------------------|-----------------------------------------------------------|-----------------|-------------|-------------|--------------------------|-------------|-------------|
| | | | | | | FBB | | | | | MBFB | |
| | | | | | | Hub (lb. ft.2) | Shaft (lb.ft.2) | | | | Hub Spliced | Shaft Input |
| 50 | 24, 90 | 6, 10.5 | 3600 | 8.6 | .009 | .001 | .0005 | .001 | .0003 | 56C/48Y | | |
| 100 | 24, 90 | 12, 21 | 3600 | 10.5 | .023 | .002 | .002 | .002 | .002 | 56C/48Y | | |
| 180 | 24, 90 | 12, 21 | 3600 | 10.5 | .023 | .002 | .002 | .002 | .002 | 182C/143TC 184C/145TC | | |
| 210 | 90 | 32, 56 | 3600 | 27 | .081 | .016 | .021 | .016 | .007 | 213C/182TC 215C/184TC | | |
| 215 | 90 | 32, 56 | 3600 | 27 | .081 | .016 | .022 | N/A | N/A | 213TC/215TC | | |

3. Select Options

Warner Electric Enclosed UniModules can be fitted with several accessories to extend their capacity and ease of mounting.

4. Select Control

All electrically released modules require a control with a potentiometer that will vary brake channel output. For FBB and MBFB brake modules, the CBC-160, CBC-300, or CBC-500/550 is recommended. The FBC units require either a CBC-300 or a CBC 500/550 control.

EUM Series Electrically Released NEMA C-face Brakes

Selection/Ordering Information

Selection Procedure

Note: Care must be exercised when selecting the proper brake size for your application.

The selection charts list NEMA motor frame sizes, motor shaft diameters, and the matching FBB or MBFB brakes.

To select a brake:

- Determine the motor NEMA C-face frame size.
- Select brake configuration
 - FBB to mount between a NEMA C-face motor and a gear reducer.
 - MBFB to mount on double shafted NEMA C-face motors.
- Select the brake model from the charts by the torque required - higher torque for faster stopping, lower torque for longer "soft" stopping, Ref: LK Facing. Note: LK facing is only available in 24 volts as a special - contact technical support for assistance.

Note: Size 100 brakes are typically used on motors with a rating of 1 HP or greater.

- Important:** Verify that the motor shaft diameter and mounting bolt circle dimensions are the same for the brake selected and the motor.

Control Selection

An optional conduit box enclosure is available. All electrically released units require a control with a potentiometer to vary brake channel output. For FBB and MBFB brake modules, control models CBC-160, CBC-300, or CBC-500/550 are recommended. (See Controls Section.)

How to Order

- Specify model number and voltage or the corresponding part number.
- Specify conduit box, if desired. See the Controls Section.
- Specify required control unit. See the Controls Section.

Ordering Example

EUM-50-20FBB-6, 90V or 5370-169-983; 5370-101-042 conduit box; CBC-160-2 control.

| Totally Enclosed EUM Model No. | Voltage D.C. | COMBINED Part Numbers | | OR | SEPARATE Part Numbers | |
|-----------------------------------------------------|--------------|-----------------------|--|----|-------------------------------|---------------|
| | | UniModule w/kit | | | UniModule | and Cover Kit |
| 20 FBB Brake Module - Standard Facing | | | | | | |
| EUM-50-20FBB-10 | 24 | N/A | | | 5370-169-278 and 5370-101-082 | |
| EUM-50-20FBB-10 | 90 | 5370-32 | | | 5370-169-279 and 5370-101-082 | |
| EUM-100-20FBB-21 | 24 | N/A | | | 5370-169-283 and 5370-101-082 | |
| EUM-100-20FBB-21 | 90 | 5370-33 | | | 5370-169-284 and 5370-101-082 | |
| EUM-180-20FBB-21 | 24 | N/A | | | 5370-169-288 and 5370-101-082 | |
| EUM-180-20FBB-21 | 90 | 5370-34 | | | 5370-169-289 and 5370-101-082 | |
| EUM-210-20FBB-56 | 90 | 5371-169-082 | | | N/A | |
| EUM-215-20FBB-56 | 90 | 5371-169-090 | | | N/A | |
| 20 FBB Brake Module - LK Facing | | | | | | |
| EUM-50-20FBB-6 | 90 | 5370-169-260 | | | N/A | |
| EUM-100-20FBB-12 | 90 | 5370-169-261 | | | N/A | |
| EUM-180-20FBB-12 | 90 | 5370-169-262 | | | N/A | |
| EUM-210-20FBB-32 | 90 | 5371-169-078 | | | N/A | |
| EUM-215-20FBB-32 | 90 | 5371-169-086 | | | N/A | |
| 20 MBFB Motor Brake Module - Standard Facing | | | | | | |
| EUM-50-20MBFB-10 | 24 | N/A | | | 5370-169-248 and 5370-101-082 | |
| EUM-50-20MBFB-10 | 90 | 5370-35 | | | 5370-169-249 and 5370-101-082 | |
| EUM-100-20MBFB-21 | 24 | N/A | | | 5370-169-253 and 5370-101-082 | |
| EUM-100-20MBFB-21 | 90 | 5370-36 | | | 5370-169-254 and 5370-101-082 | |
| EUM-180-20MBFB-21 | 24 | N/A | | | 5370-169-258 and 5370-101-082 | |
| EUM-180-20MBFB-21 | 90 | 5370-37 | | | 5370-169-259 and 5370-101-082 | |
| EUM-210-7/8-20MBFB-56 | 90 | 5371-169-068 | | | N/A | |
| EUM-210-20MBFB-56 | 90 | 5371-169-060 | | | N/A | |
| 20 MBFB Motor Brake Module- LK Facing | | | | | | |
| EUM-50-20MBFB-6 | 90 | 5370-169-263 | | | N/A | |
| EUM-100-20MBFB-12 | 90 | 5370-169-264 | | | N/A | |
| EUM-180-20MBFB-12 | 90 | 5370-169-265 | | | N/A | |
| EUM-210-7/8-20MBFB-32 | 90 | 5371-169-064 | | | N/A | |
| EUM-210-20MBFB-32 | 90 | 5371-169-056 | | | N/A | |

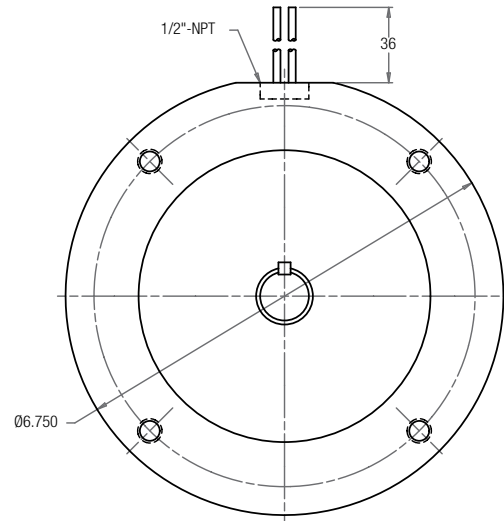
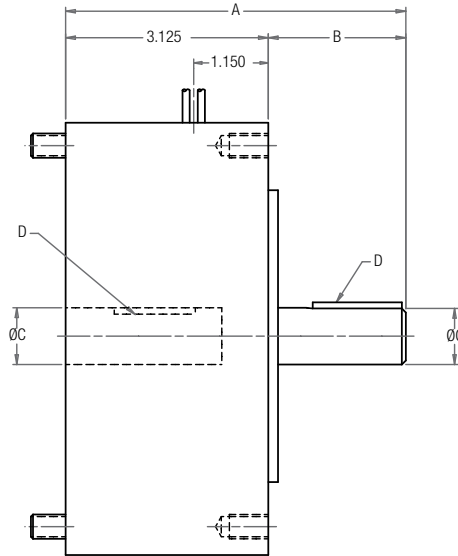
Accessories

| Description | FBB Size | Part No. |
|----------------------------|-------------------------|------------------------------|
| Conduit Box | FBB series All sizes | 5370-101-042 |
| Motor Mount Kit for 20 FBB | 50/100/180 210/215 | 5370-101-079 5371-101-012 |

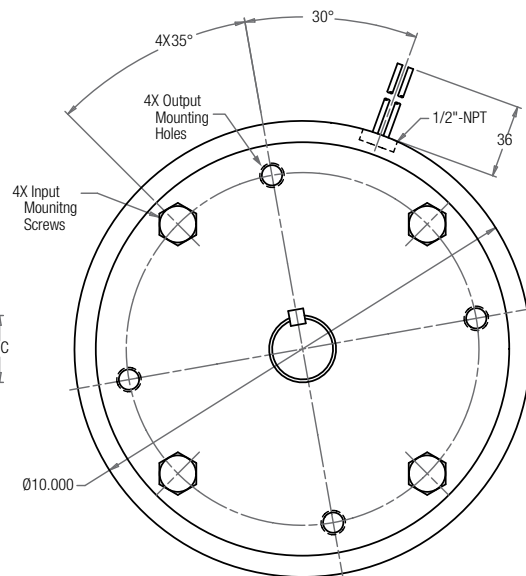
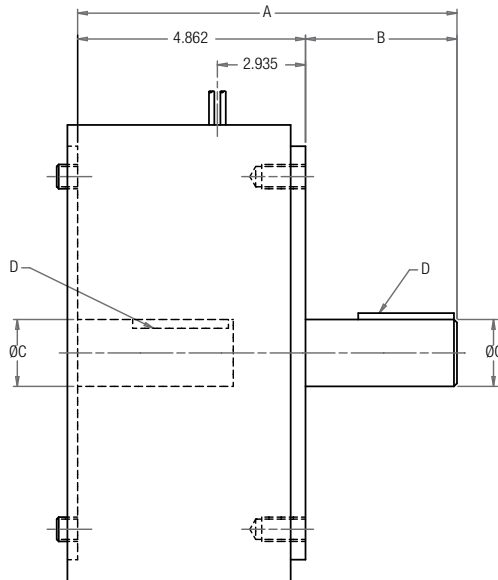
EUM-FBB Series Electrically NEMA C-face Released Brakes

EUM-FBB Brake Module

SIZE 50/100/180



SIZE 210/215



Dimensions

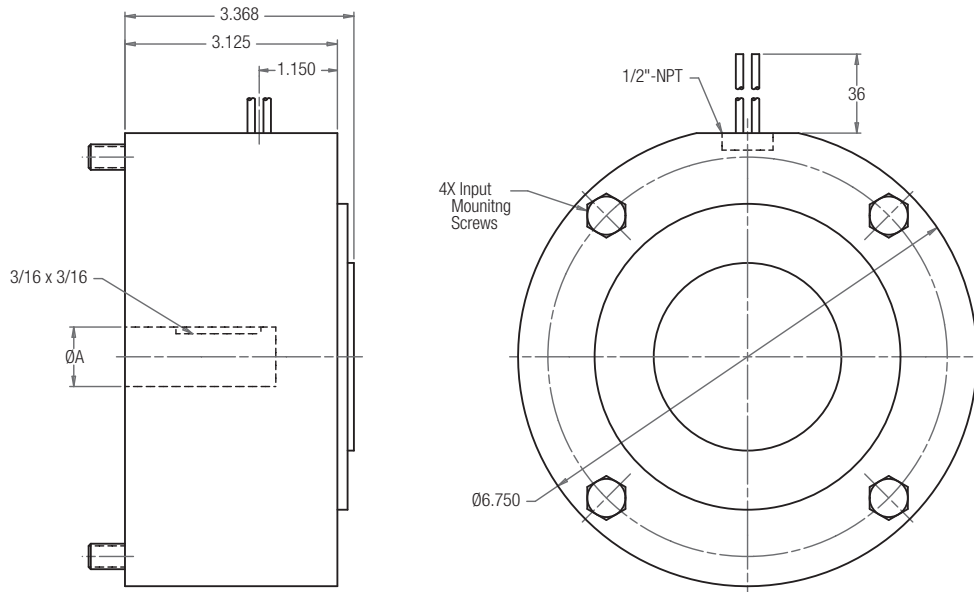
| Size | A | B | C | D |
|------|-------|-------|-------|-------------|
| 50 | 5.165 | 2.040 | 0.625 | 3/16 x 3/16 |
| 100 | 5.186 | 2.061 | 0.625 | 3/16 x 3/16 |
| 180 | 5.246 | 2.121 | 0.875 | 3/16 x 3/16 |
| 210 | 7.476 | 2.614 | 1.125 | 1/4 x 1/4 |
| 215 | 7.976 | 3.114 | 1.375 | 5/16 x 5/16 |

For standard NEMA frame dimensions, see page G-3.

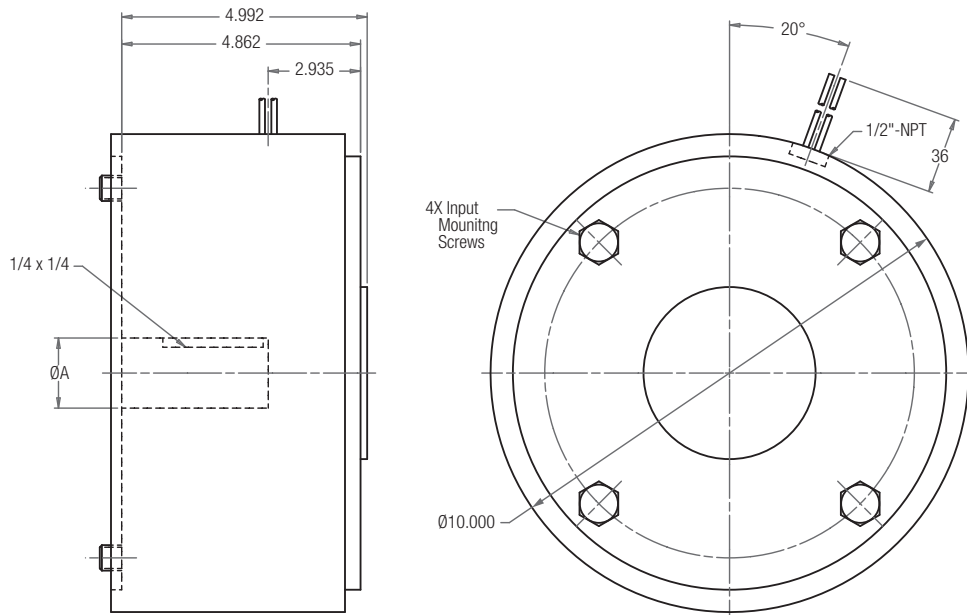
EUM-MBFB Series Electrically Released NEMA C-face Brakes

EUM-MBFB Motor Brake Module

SIZE 50/180



SIZE 210



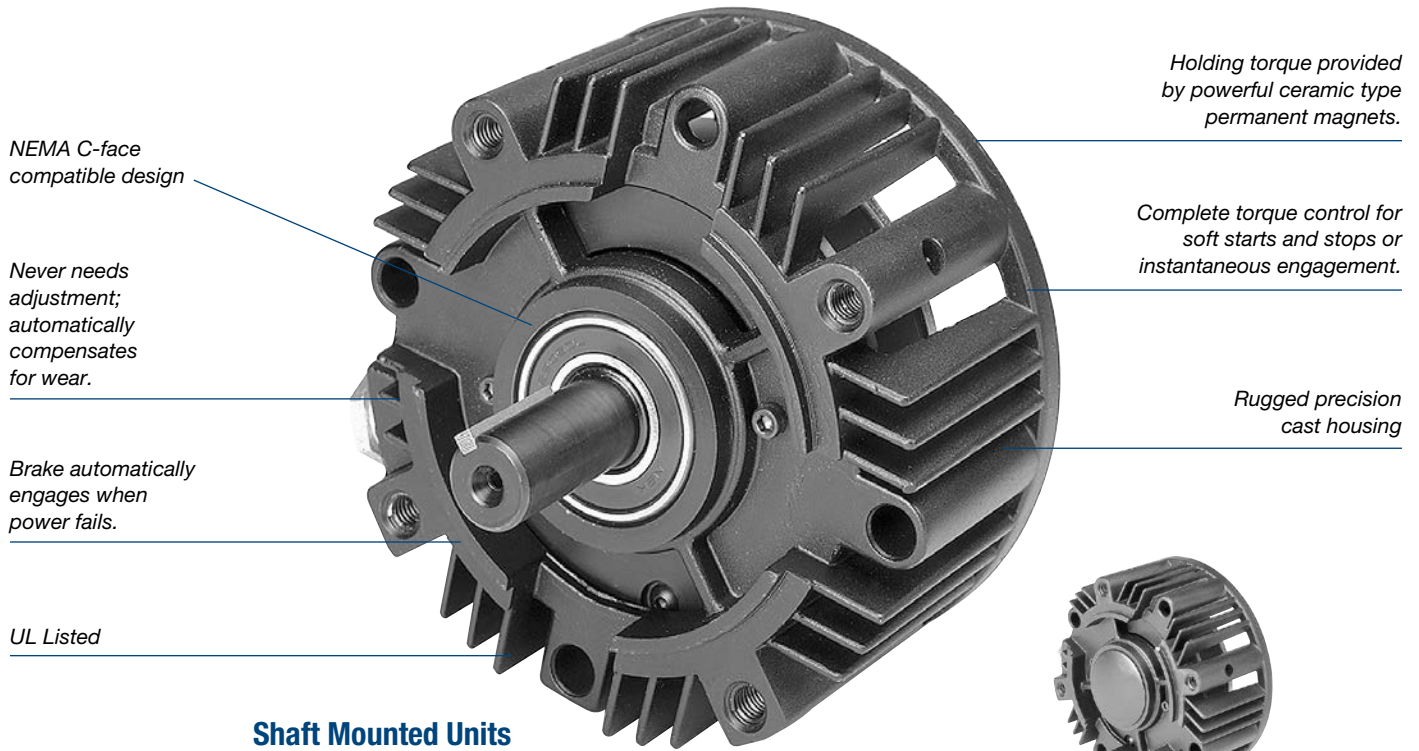
Dimensions

| Size | A |
|------|-------|
| 50 | 0.625 |
| 180 | 0.875 |
| 210 | 1.125 |

For standard NEMA frame dimensions, see page G-3.

EM Series Electrically Released NEMA C-face Brakes

Electro Module, Electrically Released Brakes and Clutch/Brake Units for Dynamic Stopping and Cycling Applications



NEMA C-face compatible design

Never needs adjustment; automatically compensates for wear.

Brake automatically engages when power fails.

UL Listed

Holding torque provided by powerful ceramic type permanent magnets.

Complete torque control for soft starts and stops or instantaneous engagement.

Rugged precision cast housing

Shaft Mounted Units

FBB Brake Module

FBC Brake Module for use with a clutch

MBFB Motor Brake Module

210/215 size shown

Warner Electric's unique design employs powerful permanent magnets for maximum torque when power is removed from the brake coil. A small amount of electrical power applied to the brake coil nullifies the permanent magnets' force and the brake releases. No springs to limit cycle rates. Never need adjustment. No lubrication. These brakes are recommended for dynamic cycling operations only.

Available in Three Design Styles

EM-FBB Brake Module

Use for brake alone applications. Mounts between a C-face motor and a gear box or reducer. Available in five sizes.

EM-MBFB Motor Brake Module

Mounts to the back of a double shafted motor. Available in four sizes.

EM-FBC Brake Module for use with a Clutch

Combine with a motor or input clutch for clutch/brake applications. Three sizes are available.

Specifications

| Size | Voltage DC | Static Torque (lb.ft.) | | Max. Speed (RPM) | Total Weight (lbs.) | Component Inertia - WR ² (lb.ft. ²) | | | | NEMA Frame Size |
|--------|------------|------------------------|--------|------------------|---------------------|------------------------------------------------------------|------|------|-------|--------------------------|
| | | Brake | Clutch | | | Armature | | Hub | Shaft | |
| EM-50 | 24 | 10.5 | 16 | 3600 | 8.6 | .0071 | .014 | .003 | .001 | 56C/48Y |
| | 90 | | | | | | | | | |
| EM-100 | 90 | 21 | — | 3600 | 10.5 | .018 | — | .004 | .002 | 56C/48Y |
| | 24 | | | | | | | | | |
| EM-180 | 24 | 21 | 30 | 3600 | 10.5 | .018 | .036 | .004 | .002 | 182C/143TC 184C/145TC |
| | 90 | | | | | | | | | |
| EM-210 | 24 | 56 | 95 | 3600 | 27 | .081 | .162 | .027 | .017 | 213C/182TC 215C/184TC |
| | 90 | | | | | | | | | |

EM Series Electrically Released NEMA C-face Brakes

For Dynamic Stopping and Cycling Applications

Warner Electric's modular design brakes and clutch/brake units offer material handling system users a high performance alternative to spring-set brakes. These modular units provide long life, maintenance free operation, and consistent performance with minimal downtime.

These brakes are offered in power-off types for double shaft motors and for installation between C-face motor and reducer or other drive device. Powerful permanent magnets generate braking torque. The brakes release when voltage is applied to the coil, countering the force of the permanent magnets. No power is required to stop or hold a load. An optional integral conduit box provides simple wiring direct from the motor power leads.

- Designed for dynamic stopping operations
- Brake automatically engages when power is turned off
- High cycle rate capability
- Never needs adjustment – automatically compensates for wear
- Powerful permanent magnets provide braking force
- Choice of open or enclosed brakes
- Prepackaged, preburnished UM version

Three C-face Compatible Designs

The UM Series (UniModule Clutch/Brakes) are preassembled clutch/electrically released brake modules.

- The UM-1020-FBC brake/motor clutch combination is used for clutch/power-off brake applications. It mounts directly to C-face compatible components.
- The UM-2030-FBC brake/input clutch combination is used for clutch/power-off brake applications. It has shafts on both the input and output sides for base mounting.

The EUM Series (Enclosed Motor Brakes) are totally enclosed non-vented units that keep wear particles in and contaminants out.

- The EUM-FBB brake unit can be mounted between two C-face compatible components.
- The EUM-MBFB motor brake is mounted directly to the rear of a double-shafted motor.

The EM Series (Electro Module Brakes and Clutch/Brakes) are comprised of individual units that may bolt together to form various combinations:

- The EM-FBB brake module mounts between a C-face motor and a gear box or reducer.
- The EM-MBFB motor brake module is mounted to the rear of a double-shafted motor.
- The EM-FBC brake module is used in combination with a motor clutch or input clutch unit to make a clutch/electrically released brake or can be used alone as a brake only.

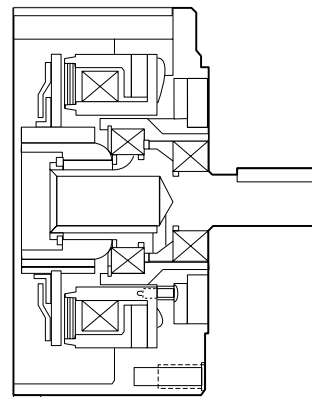
Brake Modules (FBB)

For mounting between a C-face motor and a gearbox or reducer



EM Series
Shaft mounted,
vented housing

Use for brake alone applications.

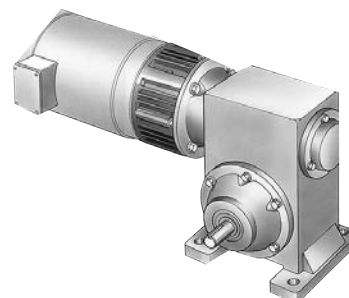


Features

- Single armature for brake alone applications
- Output shaft
- Permanent magnets
- UL listed

EM-FBB

Available in 5 sizes



EM-FBB Electro Module
brake unit between a
motor and a reducer.

EM Series Electrically Released NEMA C-face Brakes

C-face Compatible Brakes and Clutch/Brakes

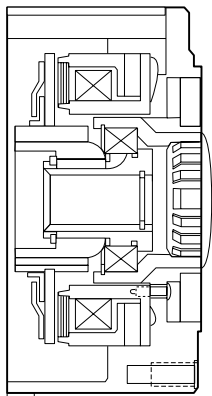
Motor Brake Modules (MBFB)

For mounting directly to the rear of a double-shafted motor



EM Series vented housing

Use as a motor brake on C-face type motors.

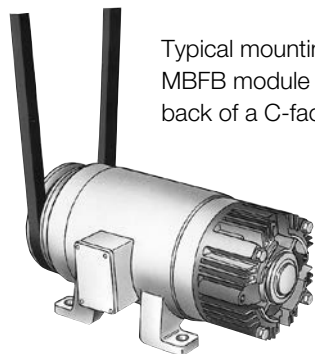


Features

- Single armature design
- Complete torque control
- Precision cast housing
- Ceramic type permanent magnets

EM-MBFB

Available in 5 sizes



Typical mounting of an MBFB module on the back of a C-face motor

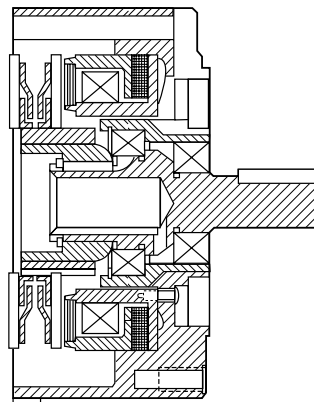
Clutch/Brake Modules (FBC)

Clutch/Fail-safe brake for mounting between a C-face motor and a gearbox or reducer



EM Series Modular unit with C/B capability

Combine with a motor or input clutch for clutch/brake applications or use alone as a brake only.

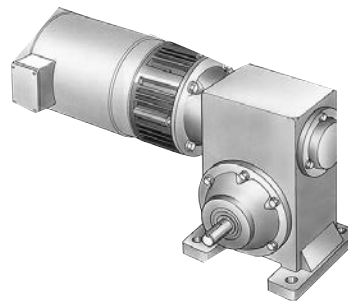


Features

- Dual armature for clutch/brake combination
- Output shaft
- Can be base mounted for use as a separate drive unit.

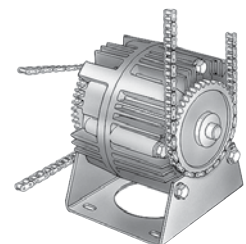
EM-FBC

Available in 4 sizes



EM-FBC Electro Module brake unit combined with a motor clutch module

EM-FBC UniModule clutch/brake mounted on a base



EM Series Electrically Released NEMA C-face Brakes

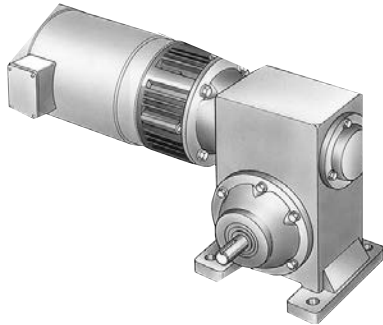
EM-FBB, EM-FBC, EM-MBFB Selection

Warner Electric Electrically Released Electro Modules are available in three styles. The EM-FBB Brake Module is used in brake only applications and mounts between a C-face motor and a gear box or reducer. The EM-MBFB Motor Brake Module mounts to the back of a double shafted motor. The EM-FBC Brake Module is combined with a motor clutch (EM-10) or an input clutch (EM-30) for clutch/electrically released brake applications.

Note: Care must be exercised when selecting a brake to ensure it is sized properly for your application.

1. Select Configuration

a. For FBB and MBFB Modules NEMA C-face Mounting



Verify that the brake will be cycled frequently.

Determine the NEMA C-face frame size of your motor and/or reducer, and choose the corresponding size Electro Module from the Frame Size Selection chart.

Size EM-100 modules utilize a 5/8" diameter shaft to fit 56C/48Y motor frames with components of EM-180 units for higher torque and heat dissipation capacity than the EM-50.

Select Brake Configuration: use an EM-FBB for mounting between a motor and a reducer; or an EM-MBFB for mounting on the rear of a double shafted motor.

NOTE: When selecting an MBFB, ensure the shaft dimensions on the rear of the motor are compatible with the EM-MBFB unit selected.

b. For FBC Modular Units, NEMA C-face Mounting

Verify that brake will be cycled frequently, and will be used with a motor mounted clutch (EM-10) for C-face mounting.

Determine the NEMA C-face frame size of your motor and/or reducer, and choose the corresponding size Electro Module from the Frame Size Selection chart.

FBC Frame Size Selection

| NEMA Frame Size | EM Size |
|-----------------|--------------------|
| 56C/48Y | EM-50* EM-100** |
| 182C/143TC | EM-180 |
| 184C/145TC | |
| 213C/182TC | EM-210 |
| 215C/184TC | |

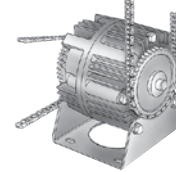
For torque ratings, refer to the "Specifications" chart. Note that separate torque ratings are listed for the clutch and brake segments of the module.

* For 56C/48Y C-frame motors 3/4 HP and smaller, the EM-100 size may be used where extended life is desirable.

** The EM-100 size is recommended for motors 1 HP and larger.

c. For FBC Modular Units, Base Mounting

Verify that brake will be cycled



frequently, and will be used with an input clutch (EM-30) for base mounting.

Select the correct size module from the Horsepower vs. Shaft Speed chart (at the bottom of this page) by determining the motor horsepower and RPM at the module location. The correct size EM is shown at the intersection of the HP and operating speed. For additional sizing information, refer to the technical sizing procedure (step 2).

FBB and MBFB Frame Size Selection

| NEMA Frame Size | EM Size |
|-----------------|--------------------|
| 56C/48Y | EM-50* EM-100** |
| 182C/143TC | EM-180 |
| 184C/145TC | |
| 213C/182TC | EM-210 |
| 215C/184TC | |
| 213TC/215TC | EM-215 |

*For 56C/48Y C-frame motors 3/4 HP and smaller, the EM-100 size may be used where extended life is desirable.

**The EM-100 size is recommended for motors 1 HP and larger.

Horsepower vs. Shaft Speed

| HP | SHAFT SPEED AT CLUTCH (IN RPM) | | | | | | | | | | | | | | | | | | |
|-------|--------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|------------------|------|------|------|------|--|
| | 100 | 200 | 300 | 400 | 500 | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1500 | 1800 | 2000 | 2400 | 3000 | 3600 | |
| 1/4 | | | | | | | | | | | | | | | | | | | |
| 1/2 | | | | | | | | | | | | | | EM-50 | | | | | |
| 3/4 | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | |
| 1-1/2 | | | | | | | | | | | | | | EM-100 or EM-180 | | | | | |
| 2 | | | | | | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | |
| 7-1/2 | | | | | | | | | | | | | | | | | | | |

*For applications with speeds below 100RPM, please contact Warner Electric Application Support.

EM Series Electrically Released NEMA C-face Brakes

2. Determine Technical Requirements

Technical considerations for sizing and selection are torque and heat dissipation. Each merits careful consideration, especially heat dissipation as over time, use in excessive temperature environments will have an adverse effect on bearing life and coil wire insulation integrity.

Compare the calculated torque requirement with the average dynamic torque ratings. Select a unit with adequate torque. If the unit selected on torque is different than the unit selected based on heat, select the larger size unit.

a. Heat Dissipation Sizing

Friction surfaces slip during the initial period of engagement and, as a result, heat is generated. The clutch/brake selected must have a heat dissipation rating greater than the heat generated by the application. Therefore, in high inertia or high cycle rate applications, it is necessary to check the heat dissipation carefully. Inertia, speed and cycle rate are the required parameters.

Heat dissipation requirement is calculated as follows:

$$E = 1.7 \times WR^2 \times (N/100)^2 \times F$$

where:

$$E = \text{Heat (lb. ft./min.)}$$

WR^2 = Total reflected inertia at the clutch/brake shaft. Include the clutch/brake output inertia. (lb.ft.²)

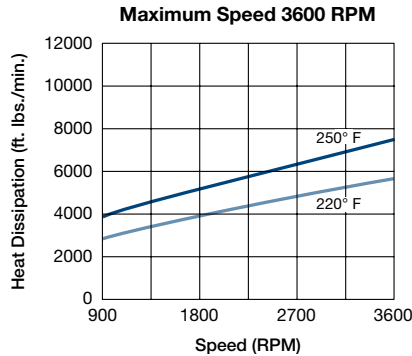
N = Speed in revolutions per minute. (RPM)

F = Cycle rate in cycles per minute (CPM)

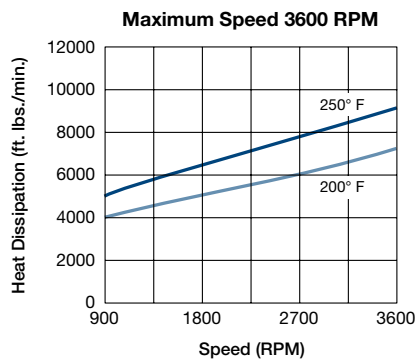
Compare the calculated heat generated in the application to the unit ratings using the heat dissipation curves. Select the appropriate unit that has adequate heat dissipation ability.

Heat Dissipation Curves

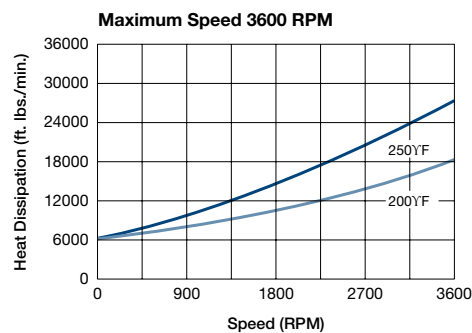
Size 50



Size 100/180



Size 210/215



b. Torque Sizing

For most applications, the correct size clutch/brake can be selected from the Horsepower vs. Shaft Speed chart on page A-32. Determine the motor horsepower and the RPM at the clutch/brake. The correct size unit is shown at the intersection of horsepower and shaft speed.

If the static torque requirements are known, refer to the technical ratings chart to select a unit.

For some applications, the torque requirement is determined by the time allowed to accelerate and decelerate the load. (This time is generally specified in milliseconds.) For these applications, it is necessary to determine the torque requirement based on load inertia and the time allowed for engagement.

The torque requirements are calculated as follows:

$$T = (WR^2 \times N) / (308 \times t)$$

where:

T = Average Dynamic Torque (lb. ft.)

WR^2 = Total reflected inertia at the clutch/brake shaft. Include the clutch/brake output inertia. (lb. ft.²)

N = Speed in revolutions per minute (RPM)

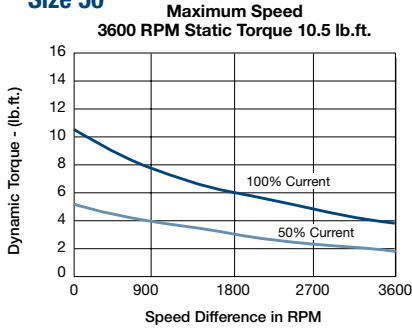
t = Time allowed for the engagement (sec)

EM Series Electrically Released NEMA C-face Brakes

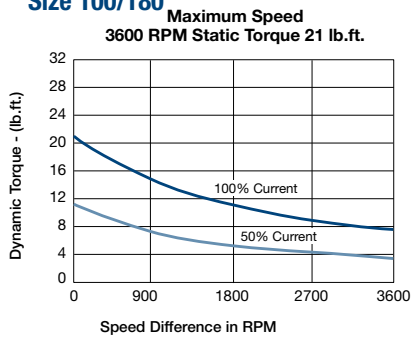
Ordering Information

C-face Electrically Released Brakes Dynamic Torque Curves

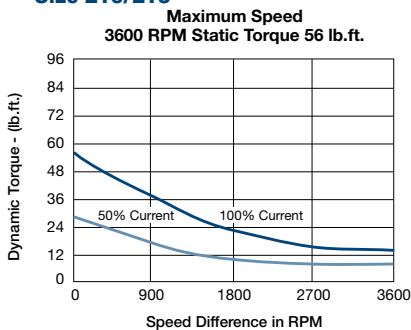
Size 50



Size 100/180



Size 210/215



3. Select Accessories

Warner Electric Electro Modules can be fitted with several accessories to extend their capacity and ease of mounting.

4. Select Control

All electrically released modules require a control with a potentiometer that will vary brake channel output. For FBB and MBFB brake modules, the CBC-160, CBC-300, or CBC-500/550 is recommended. The FBC units require either a CBC-300 or a CBC 500/550 control.

How to Order

1. Specify model number and voltage or the corresponding part number.
2. Specify conduit box, if desired.
3. Specify required control. See the Controls Section (page CLT-1).

Ordering Example

EM-50-20FBB, 90V or 5370-169-234;
5370-101-042 conduit box;
CBC-160-2 control.

Part Numbers

| Model No. | Voltage DC | Part Number |
|------------------------------------------------|------------|--------------|
| FBB Brake Module for use as brake only | | |
| EM-50-20FBB | 24 | 5370-169-278 |
| EM-50-20FBB | 90 | 5370-169-279 |
| EM-100-20FBB | 24 | 5370-169-283 |
| EM-100-20FBB | 90 | 5370-169-284 |
| EM-180-20FBB | 24 | 5370-169-288 |
| EM-180-20FBB | 90 | 5370-169-289 |
| EM-210-20FBB | 24 | 5371-169-032 |
| EM-210-20FBB | 90 | 5371-169-029 |
| EM-215-20FBB | 24 | 5371-169-100 |
| EM-215-20FBB | 90 | 5371-169-054 |
| FBC Brake Module for use with EM clutch | | |
| EM-50-20FBC | 24 | 5370-169-233 |
| EM-50-20FBC | 90 | 5370-169-234 |
| EM-100-20FBC | 24 | 5370-169-238 |
| EM-100-20FBC | 90 | 5370-169-239 |
| EM-180-20FBC | 24 | 5370-169-243 |
| EM-180-20FBC | 90 | 5370-169-244 |
| EM-210-20FBC | 24 | 5371-169-031 |
| EM-210-20FBC | 90 | 5371-169-028 |
| MBFB Motor Brake Module | | |
| EM-50-20MBFB | 24 | 5370-169-248 |
| EM-50-20MBFB | 90 | 5370-169-249 |
| EM-100-20MBFB | 24 | 5370-169-253 |
| EM-100-20MBFB | 90 | 5370-169-254 |
| EM-180-20MBFB | 24 | 5370-169-258 |
| EM-180-20MBFB | 90 | 5370-169-259 |
| EM-210-7/8-20MBFB | 24 | 5371-169-101 |
| EM-210-7/8-20MBFB | 90 | 5371-169-072 |
| EM-210-20MBFB | 24 | 5371-169-033 |
| EM-210-20MBFB | 90 | 5371-169-030 |

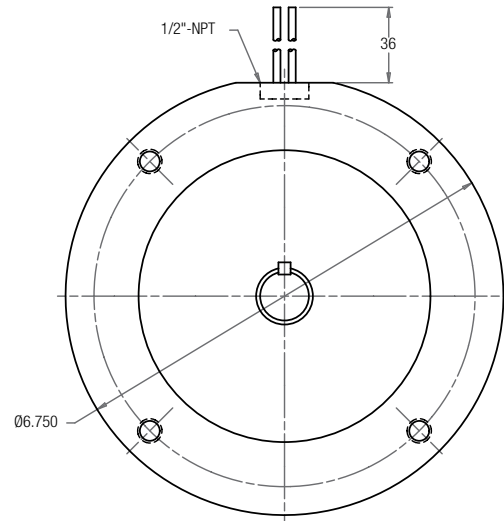
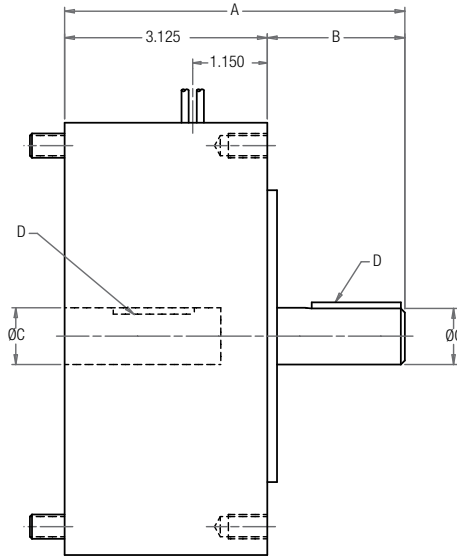
Subheads

| Description | EM Size | Part No. |
|-----------------------------------------|----------------------|--------------|
| Conduit Box | EM series | 5370-101-042 |
| | All sizes | |
| Base Mount Kit for 2030 FBC | 50/100 | 5370-101-004 |
| | 180 | 5370-101-002 |
| | 210/215 | 5371-101-019 |
| Motor Mount Kit for 20 FBB, 1020 FBC | 50/100 | 5370-101-078 |
| | 180 | 5370-101-079 |
| | 210/215 | 5371-101-012 |
| Cover Kit | 50/100/180 | 5370-101-076 |
| | 50/180 (FBB or MBFB) | 5370-101-082 |

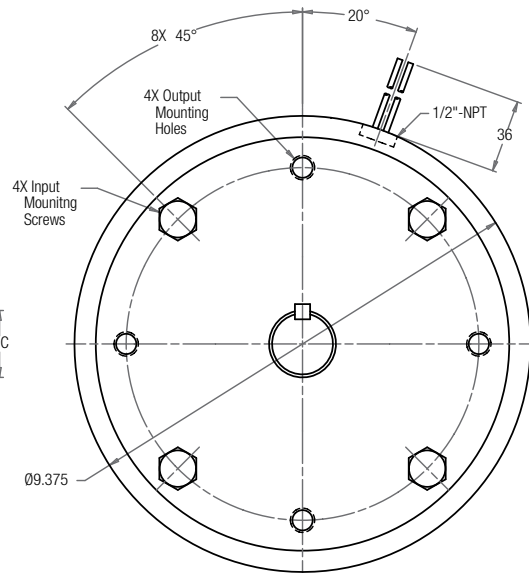
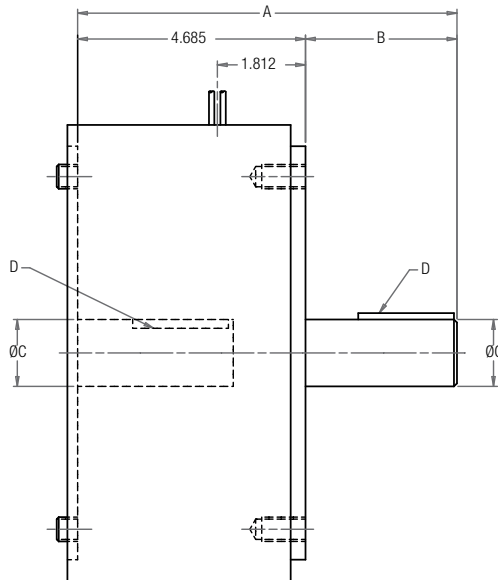
EM-FBB Series Electrically Released NEMA C-face Brakes

EM-20 FBB Brake Module

SIZE 50/100/180



SIZE 210/215



Dimensions

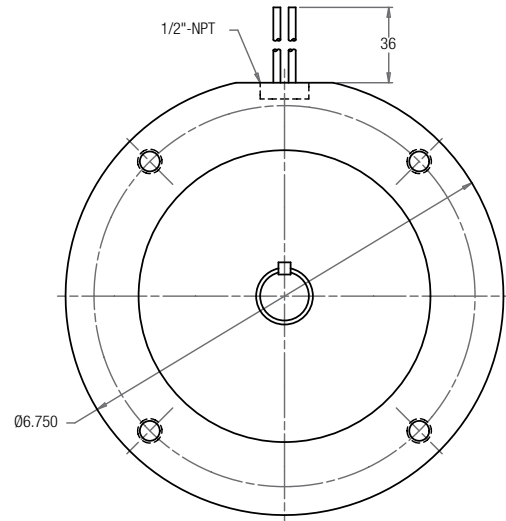
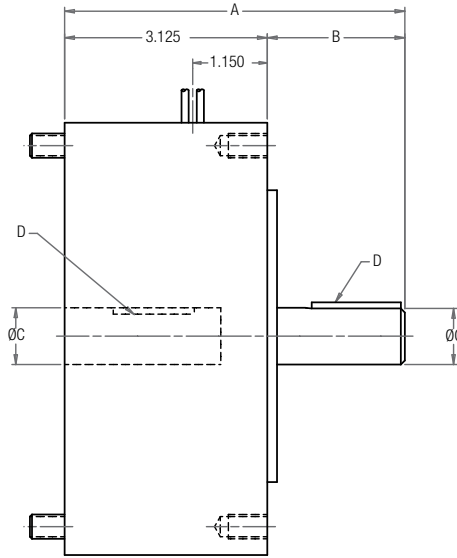
| Size | A | B | C | D |
|------|-------|-------|-------|-------------|
| 50 | 5.165 | 2.040 | 0.625 | 3/16 x 3/16 |
| 100 | 5.186 | 2.061 | 0.625 | 3/16 x 3/16 |
| 180 | 5.246 | 2.121 | 0.875 | 3/16 x 3/16 |
| 210 | 7.299 | 2.614 | 1.125 | 1/4 x 1/4 |
| 215 | 7.799 | 3.114 | 1.375 | 5/16 x 5/16 |

For standard NEMA frame dimensions, see page G-3.

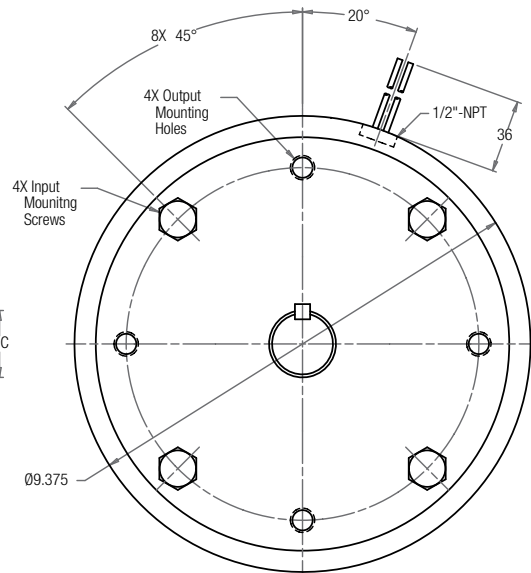
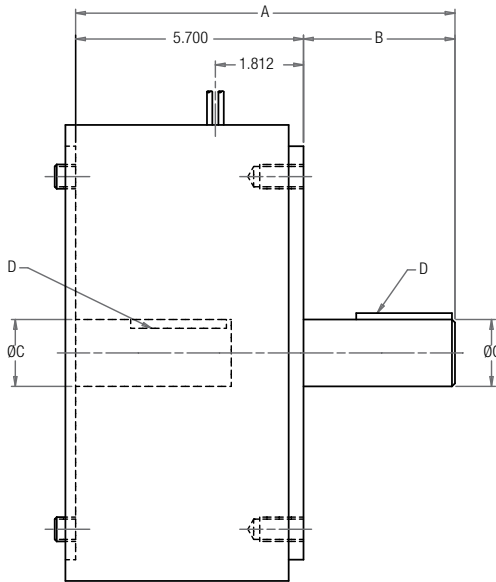
EM-FBC Series Electrically Released NEMA C-face Brakes

EM-20FBC Brake Module for use with a Clutch

SIZE 50/100/180



SIZE 210/215



Dimensions

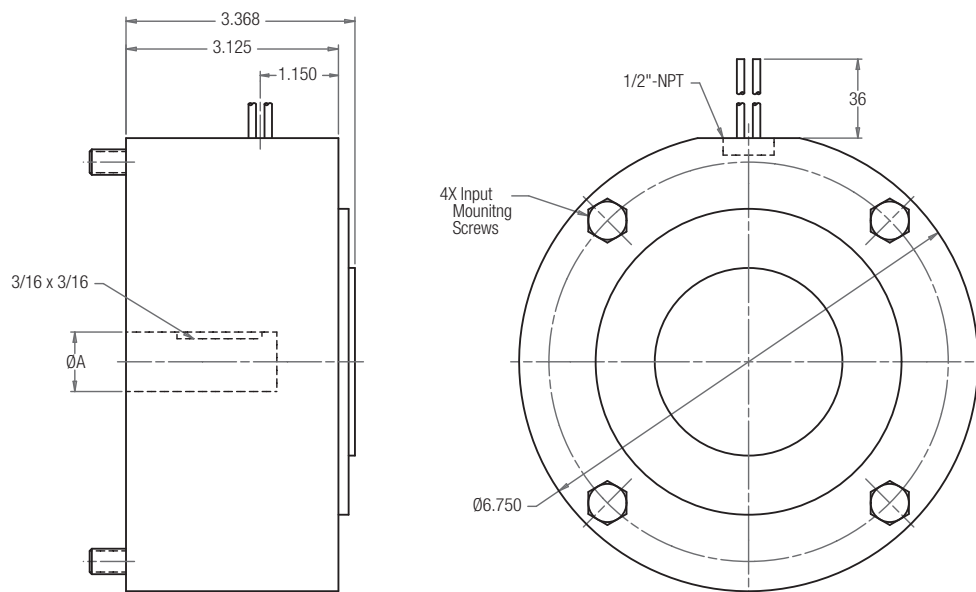
| Size | A | B | C | D |
|------|-------|-------|-------|-------------|
| 50 | 5.165 | 2.040 | 0.625 | 3/16 x 3/16 |
| 100 | 5.186 | 2.061 | 0.625 | 3/16 x 3/16 |
| 180 | 5.246 | 2.121 | 0.875 | 3/16 x 3/16 |
| 210 | 8.314 | 2.614 | 1.125 | 1/4 x 1/4 |

For standard NEMA frame dimensions, see page G-3.

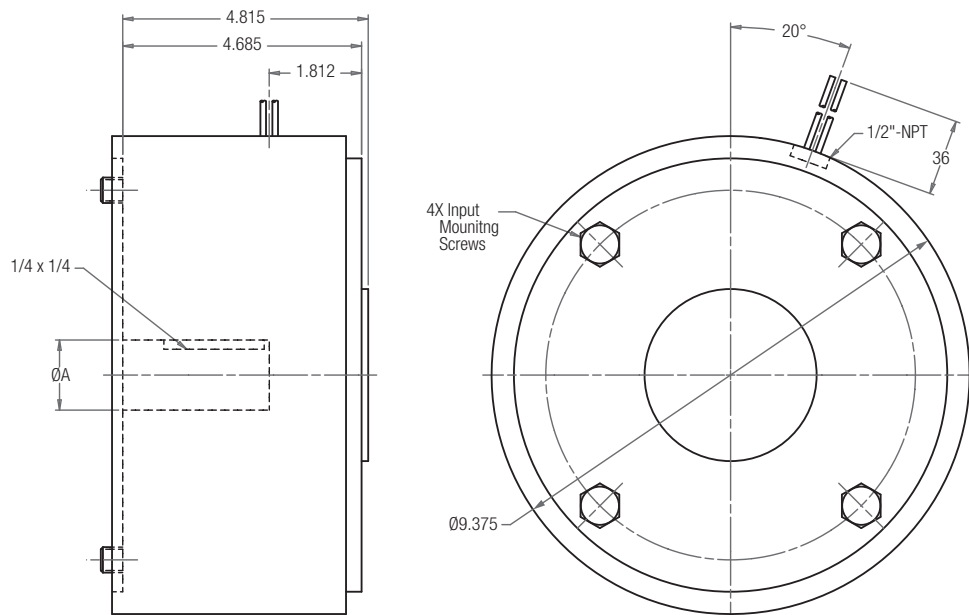
EM-MBFB Series Electrically Released NEMA C-face Brakes

EM-20 MBFB Motor Brake Module

SIZE 50/180



SIZE 210



Dimensions

| Size | A |
|------|-------|
| 50 | 0.625 |
| 180 | 0.875 |
| 210 | 1.125 |

For standard NEMA frame dimensions, see page G-3.

EM Series Electrically Released NEMA C-face Brakes

Enclosing EM Series

Clean, quiet, operation. Nothing can get in, nothing can get out. Enclosed design eliminates damage to the working components. Prevents friction wear particles from escaping.

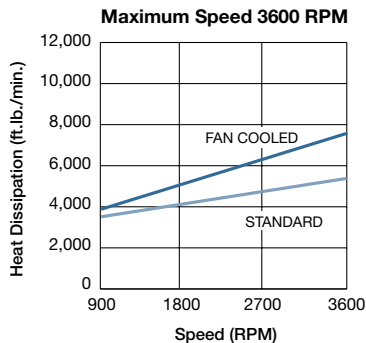
Totally Enclosed Version

The Enclosed Electro Module packages the hardworking components from EM products into a totally enclosed housing. This rugged housing keeps wear particles in and contaminants out and provides quiet operation. Pre-burnished at the factory for rated torque directly out-of-box. When enclosed, they are suitable for most industrial applications and tolerate infrequent, light washing.

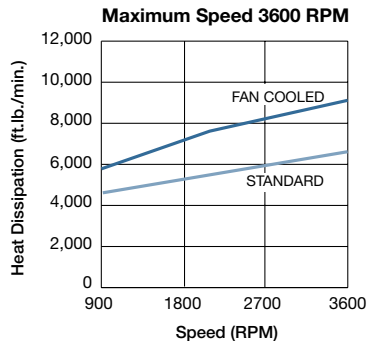
- Keeps contaminants out
- Keeps wear particles in
- Quiet operation
- Finned for heat dissipation
- UL listed when optional conduit box is installed

Heat Dissipation Curves

EM-50 with Cover Kit



EM-100/180 with Cover Kit

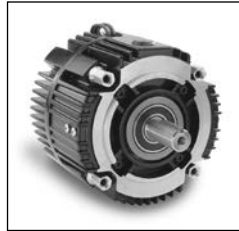


To convert any EM Series Electro Module 50, 100, and 180 sizes to an enclosed model, purchase optional Cover Kit

Enclosed Electro Module 10-20FBC, 20-30FBC

Part Number 5370-101-076

An optional cover kit can be purchased separately to enclose the open vents in the housing. Each cover kit includes two vent covers, two gaskets and four screws needed to convert a vented Electro Module to an enclosed design (non-washdown).



Enclosed Electro Module-Brake Only 20FBB or 20MBFB

Part Number 5370-101-082 For Brake Only

An optional cover kit can be purchased separately to enclose the open vents in the housing and a cover plate to close off the back of the module. Each cover kit includes two vent covers, two gaskets, four screws and one cover plate needed to convert a vented Electro Module 20 to an enclosed design (non-washdown).



NOTE:

Enclosed option is not available for existing 210 & 215 size Electro Modules (EM). See page A-26 for enclosed versions of size 210 & 215 in MBFB and FBB Series.

Packaged Performance Products Service Parts for Electrically Released Brakes

* Permanent Magnet Brakes

| | |
|-------------------------------------------|------|
| FB Series Shaft Mounted Brakes | SP-2 |
| ER Series Flange Mounted Brakes | SP-4 |

* EM

| | |
|-------------------------------------------------------------|-----|
| UM-FBC Series Clutch/Electrically Released Brakes | N/A |
| EM-FBB, EM-FBC, EM-MBFB Series Brake Modules | N/A |

* It is recommended that electrically released brakes such as the EM-FBB, UM-FBC and EM or EM-MBFB not be rebuilt in the field. Specific custom-fixtures are used during factory assembly that ensure proper alignment of internal components and therefore unit function. These brakes are commonly used in applications involving personnel or equipment safety and an incorrectly rebuilt brake might result in danger to personnel or damage to expensive equipment. Therefore, replacement components are not available for these products.



When replacing components in clutches and brakes several guidelines are appropriate. In all cases, when replacing worn friction surfaces both the components need to be replaced. In many cases, the splined hubs should be inspected and replaced if worn.

Common Replacement Practices:

Electrically released brakes

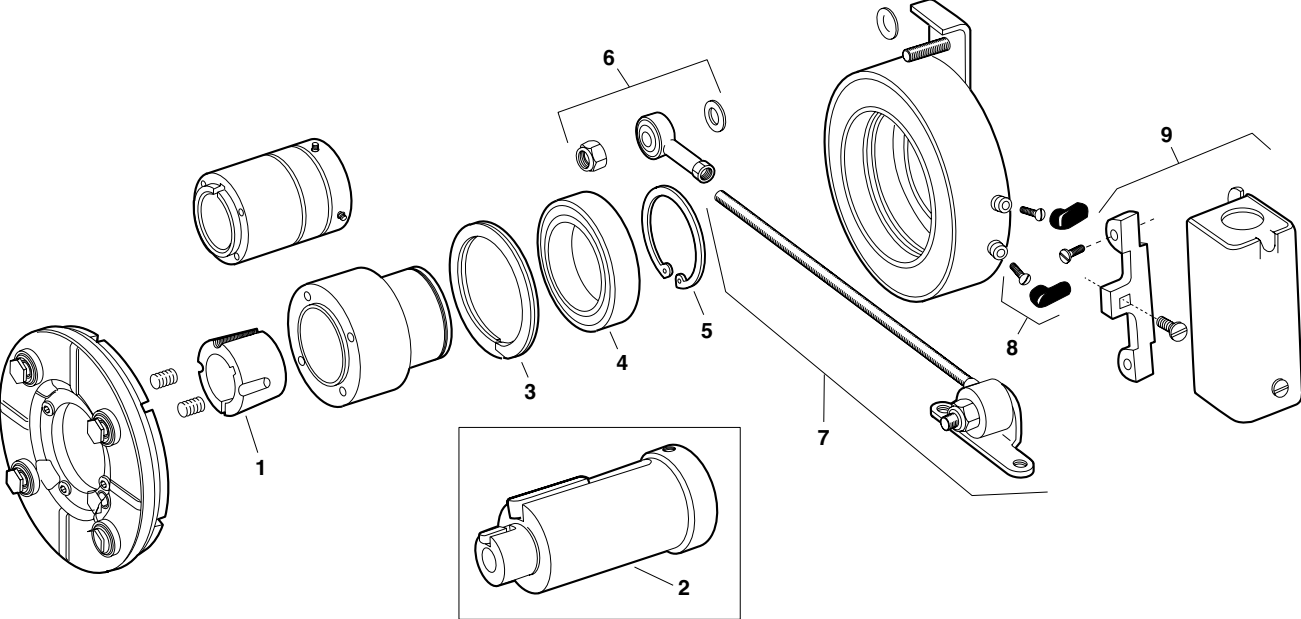
- On all Electrically released brakes the magnet and armature are only sold as a matched set and must be replaced as a set.

A note on burnishing:

When new friction surfaces are installed it will be necessary to burnish the unit prior to returning to full production rates. Burnishing is the act of wearing in the friction faces to ensure full engagement and therefore full torque. Burnishing is achieved by simply cycling the unit under less than full load (machine empty, if possible). Most units will achieve full torque in less than 100 cycles. Refer to the service manual for more details.

FB Series Electrically Released Brakes

FB-375, FB-475, FB-650



Service Parts

FB Series Electrically Released Brakes

FB-375, FB-475, FB-650

Component Parts

| Item | Description | FB-375 | | FB-475 | | FB-650 | |
|-----------------------|---------------------------|--------------|------|-------------------------------------------|------|-----------------------------------------------|------|
| | | Part No. | Qty. | Part No. | Qty. | Part No. | Qty. |
| Optional Parts | | | | | | | |
| 1 | *Bushing | N/A | | 180-0410 1/2" bore to 180-0418 1" bore | 1 | 180-0421 1/2" bore to 180-0435 1-3/8" bore | 1 |
| | Adapter (optional) | | 1 | | 1 | | 1 |
| | 5/8" motor shaft | 5380-101-005 | | | | | |
| 2 | 7/8" motor shaft | 5380-101-004 | | | | | |
| | 1-1/8" motor shaft | | | 5381-101-003 | | | |
| | 1-3/8" motor shaft | | | | | 5382-101-003 | |
| | 1-5/8" motor shaft | | | | | 5382-101-002 | |
| Service Parts | | | | | | | |
| 3 | Retainer ring | 748-0101 | 1 | 748-0102 | 1 | 748-0104 | 1 |
| 4 | Ball bearing | 166-0150 | 1 | 166-0110 | 1 | 166-0104 | 1 |
| 5 | Retainer ring | 748-0018 | 1 | 748-0002 | 1 | 748-0004 | 1 |
| 6 | Torque arm mount assembly | 5380-101-007 | 1 | 5381-101-006 | 1 | 5382-101-007 | 1 |
| 7 | Torque arm rod assembly | 5380-112-001 | 1 | 5381-112-001 | 1 | 5382-112-001 | 1 |
| 8 | Terminal accessory | 5311-101-001 | 1 | 5311-101-001 | 1 | 5311-101-001 | 1 |
| 9 | Conduit Box | 5200-101-010 | 1 | 5200-101-010 | 1 | 5200-101-010 | 1 |

*See page B-3 for specific part numbers.

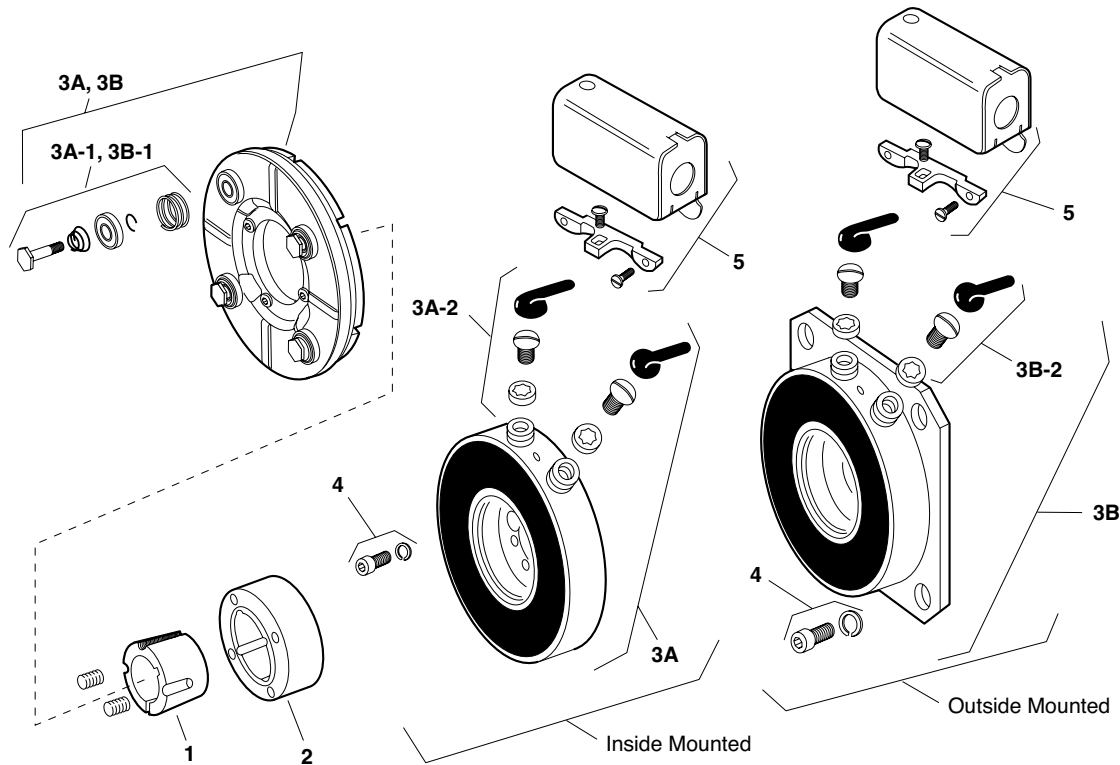
These units, when used with the correct Warner Electric conduit box, meet the standards of UL508 and are listed under guide card #NMTR2, file #59164. Magnet and armature are not field replaceable.



Service Parts

ER Series Electrically Released Brakes

ER-375, ER-475, ER-650



Component Parts

| Item | Description | ER-375 | | ER-475 | | ER-650 | |
|------|-------------------------------------------------------------------------------|--------------|------|------------------------------------|------|----------------------------------------|------|
| | | Part No. | Qty. | Part No. | Qty. | Part No. | Qty. |
| 1 | †Bushing | | | 180-0410-0418 (1/2" to 1" Bore) | 1 | 180-0421-0435 (1/2" to 1-3/8" Bore) | 1 |
| 2 | Hub | | | 540-0849 | 1 | 540-0848 | 1 |
| | 1/2" Bore | 540-0846 | 1 | | | | |
| | 5/8" Bore | 540-0847 | 1 | | | | |
| 3A | Magnet and Armature (Inside Mounted, 90 Volt) Sold only in matched pairs* | | | 5255-5 | 1 | 5256-6 | 1 |
| 3A-1 | Autogap Accessory | | | 5391-101-003 | 4 | 5392-101-003 | 4 |
| 3A-2 | Terminal Accessory | | | 5103-101-002 | 1 | 5103-101-002 | 1 |
| 3B | Magnet and Armature (Outside Mounted, 90 Volt) Sold only in matched pairs* | 5254-1 | 1 | 5255-6 | 1 | 5256-7 | 1 |
| 3B-1 | Autogap Accessory | 5390-101-002 | 3 | 5391-101-003 | 4 | 5392-101-003 | 1 |
| 3B-2 | Terminal Accessory | 5103-101-002 | 1 | 5103-101-002 | 1 | 5103-101-002 | 1 |
| 4 | Mounting Accessory | | | | | | |
| | Inside Mount | | | 5255-101-001 | 1 | 5256-101-003 | 1 |
| | Outside Mount | 5254-101-002 | 1 | 5255-101-002 | 1 | 5256-101-003 | 1 |
| 5 | Conduit Box | 5200-101-010 | 1 | 5200-101-010 | 1 | 5200-101-010 | 1 |

† See page B-3 for specific part numbers.

* Magnets and armatures sold only in pre-burnished sets to assure rated torque available upon installation.

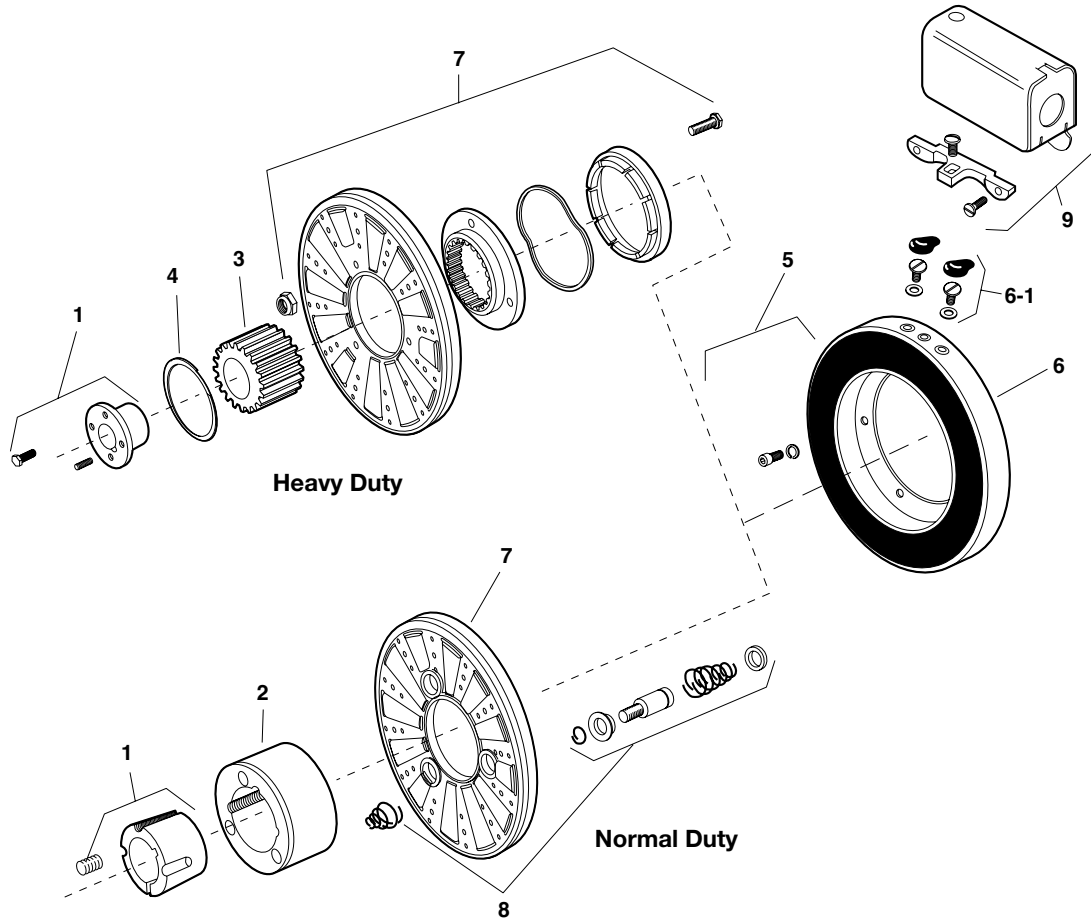
These units, when used with the correct Warner Electric conduit box, meet the standards of UL508 and are listed under guide card #NMTR2, file #59164.



Service Parts

ER Series Electrically Released Brakes

ER-825, ER-1225



Component Parts

| Item Description | ER-825 Normal Duty | | ER-825 Heavy Duty | | ER-1225 Normal Duty | | ER-1225 Heavy Duty | |
|--------------------------------------------------------------|---------------------|------|---------------------|------|---------------------|------|-----------------------|------|
| | Part No. | Qty. | Part No. | Qty. | Part No. | Qty. | Part No. | Qty. |
| 1 †Bushing | 180-0137-180-0149 | 1 | 180-0008-180-0018 | 1 | 180-0262-180-0295 | 1 | 180-0026-180-0057 | 1 |
| | 7/8" to 1-5/8" Bore | | 7/8" to 1-1/2" Bore | | 15/16" to 3" Bore | | 3/4" to 2-11/16" Bore | |
| 2 Armature Hub | 540-0394 | 1 | | | 540-0015 | 1 | | |
| 3 Splined Hub | | | 540-0057 | 1 | | | 540-0064 | 1 |
| 4 Retainer Ring | | | 748-0006 | 1 | | | 748-0005 | 1 |
| 5 Mounting Accessory, I.M. | 5321-101-001 | 1 | 5321-101-001 | 1 | 5321-101-001 | 1 | 5321-101-001 | 1 |
| 6 & 7 Magnet (I.M.) and Armature sold only in matched pairs* | 24V 5250-31 | 1 | 5250-26 | 1 | | | | |
| | 90V 5250-30 | 1 | 5250-25 | 1 | 5252-9 | 1 | 5252-4 | 1 |
| 6-1 Terminal Accessory | 5311-101-001 | 1 | 5311-101-001 | 1 | 5311-101-001 | 1 | 5311-101-001 | 1 |
| 8 Autogap Accessory | 5201-101-008 | 3 | | | 5201-101-008 | 4 | | |
| 9 Conduit Box | 5200-101-010 | 1 | 5200-101-010 | 1 | 5200-101-010 | 1 | 5200-101-010 | 1 |

† See pages B-2 to B-3 for specific part numbers.

* Magnets and armatures sold only in pre-burnished sets to assure rated torque available upon installation.

These units, when used with the correct Warner Electric conduit box, meet the standards of UL508 and are listed under guide card #NMTR2, file #59164.



Service Parts

Notes

General Engineering Data

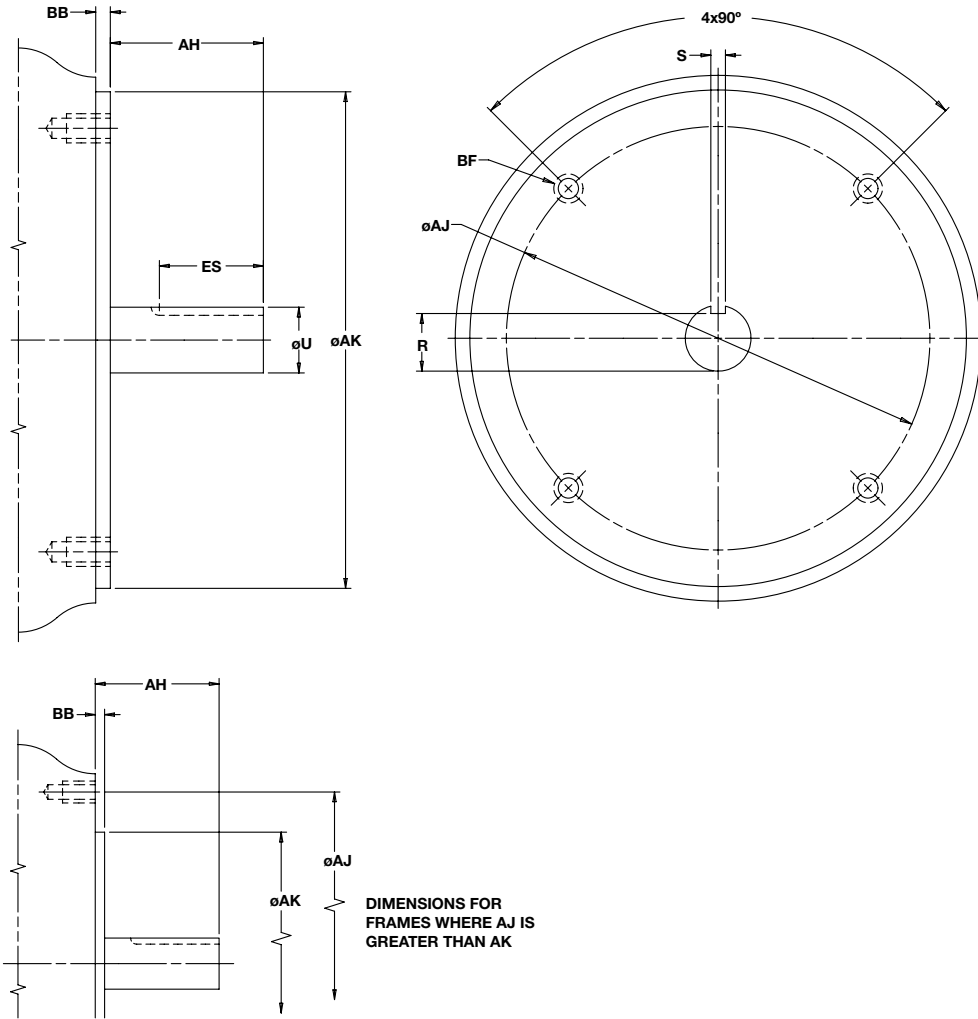


G

Mechanical Data Application Engineering

- Ordering Information / Standard NEMA Frame Dimensions.....** G-3
- Mechanical Data / Dynamic Torque** G-4
- Mechanical Data / Rotational Speed.....** G-6
- Mechanical Data / Clutch Field Restraining Devices.....** G-7
- Electrical Data / Coil Ratings** G-8
- Electrical Data / Installation Procedure** G-11
- Electrical Data / Coil Suppression & Clutch/Brake Overlap** G-12
- Electrical Data / Overexcitation** G-13

Standard NEMA Frame Dimensions Ordering Information



Specifications

| Module Size | NEMA Frame Size | AH | AJ | AK | BB | BF | ES | R | S | U |
|-------------|-----------------|------|-------|-------|---------|------------|----------|-------|-------|-------|
| 50 | 56C/48Y | 2.06 | 5.875 | 4.500 | .16 MAX | 3/8-16 UNC | 1.41 MIN | 0.517 | 0.188 | 0.625 |
| 100 | 56C/48Y | 2.06 | 5.875 | 4.500 | .16 MAX | 3/8-16 UNC | 1.41 MIN | 0.517 | 0.188 | 0.625 |
| 180 | 143TC/145TC | 2.12 | 5.875 | 4.500 | .16 MAX | 3/8-16 UNC | 1.41 MIN | 0.771 | 0.188 | 0.875 |
| 210 | 182TC/184TC | 2.62 | 7.250 | 8.500 | .25 MIN | 1/2-13 UNC | 1.78 MIN | 0.986 | 0.250 | 1.125 |
| 215 | 213TC/215TC | 3.12 | 7.250 | 8.500 | .25 MIN | 1/2-13 UNC | 2.41 MIN | 1.201 | 0.312 | 1.375 |

Note: Warner Electric Modules are designed to comply with standard NEMA frame dimensions for mounting. Reference to each particular frame size is given in the individual selection tables for each type of Warner Electric module.

Mechanical Data Dynamic Torque

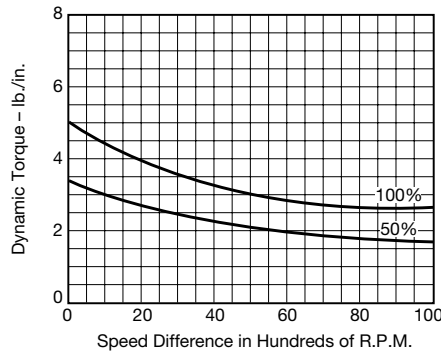
NOTES:

Speed difference means the difference in speed between one friction face and the other at the moment of engagement. The intersection of the top curve and the speed difference is the maximum torque produced by the unit. When both friction faces are engaged and rotating at the same speed, the unit is said to be locked-in and produces the maximum static torque (zero speed difference).

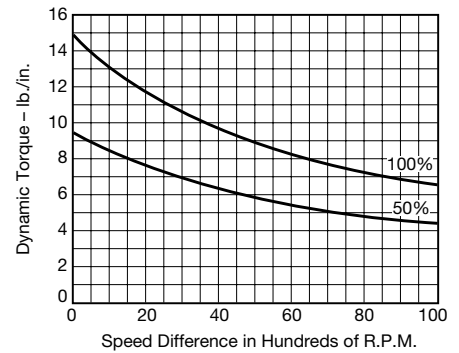
The % lines indicate the percentage of full voltage being used. Example: If 90 volt unit runs at 45 volts, use the 50% line.

Average Torque = Dynamic Torque at $1/2$ operating speed. Example: If operating speed is 1800, use dynamic torque at 900.

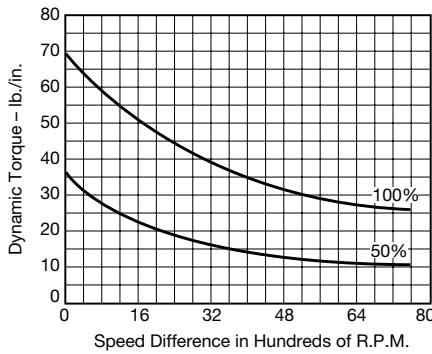
Size 120 Maximum Speed 10,000 rpm
Static Torque 5 lb./in.



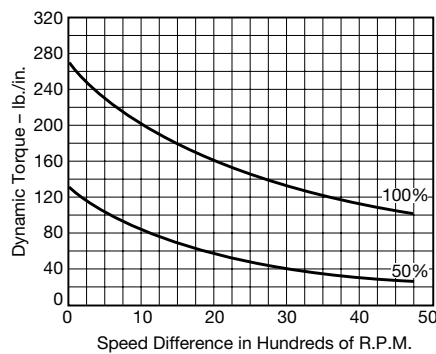
Size 170 Maximum Speed 10,000 rpm
Static Torque 15 lb./in.



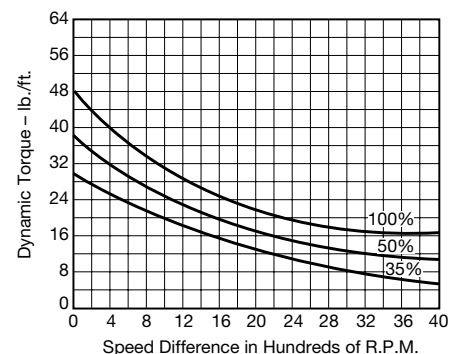
Size 250 Maximum Speed 7,500 rpm
Static Torque 70 lb./in.



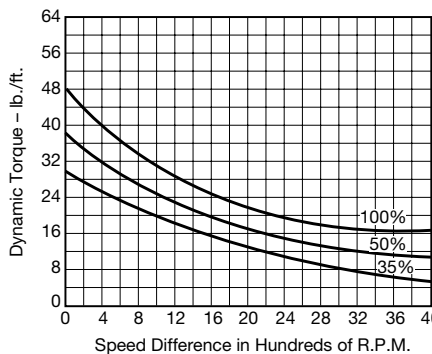
Size 400 Maximum Speed 4,500 rpm
Static Torque 270 lb./in.



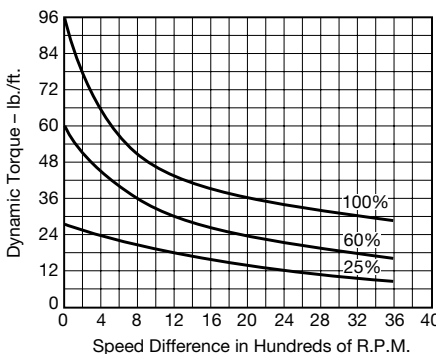
Size 500-SF Maximum Speed 4,000 rpm
Static Torque 50 lb./ft.



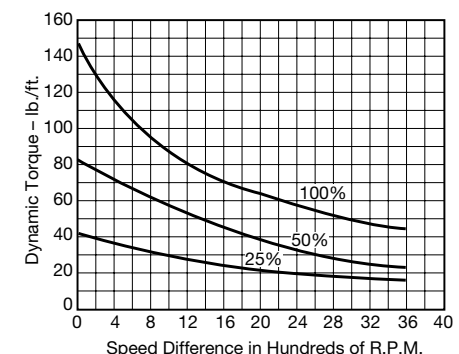
Size 500-SF Maximum Speed 4,000 rpm
Static Torque 50 lb./ft.



Size 650 Maximum Speed 3,600 rpm
Static Torque 95 lb./ft.



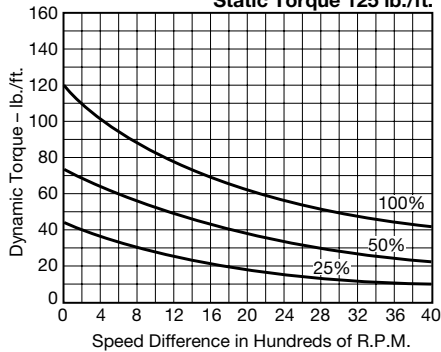
Size 825-SF Maximum Speed 3,600 rpm
Brg. Mtd. Static Torque 150 lb./ft.



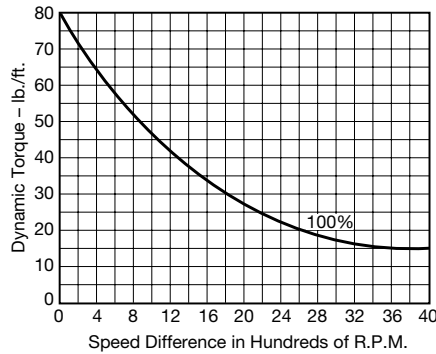
NOTE: Torque values are in inch lbs. for size 400 and smaller, and in ft.lbs. for size 500 and larger.

Mechanical Data Dynamic Torque

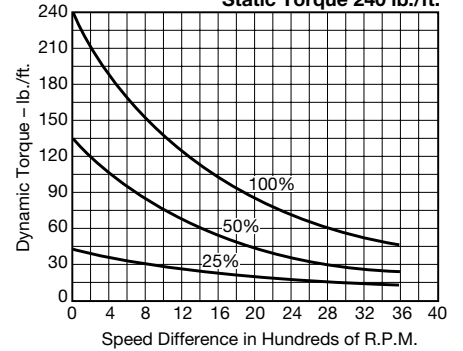
Size 825 Maximum Speed 4,000 rpm
Electro-Pack 3,600 rpm
Static Torque 125 lb./ft.



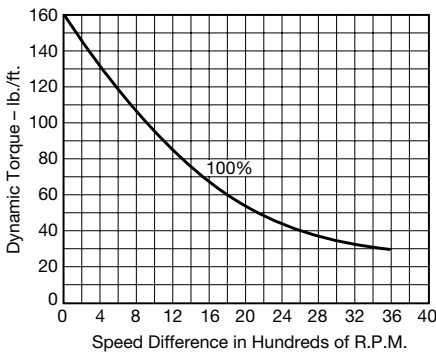
Size 825-MB Maximum Speed 4,000 rpm
Static Torque 80 lb./ft.



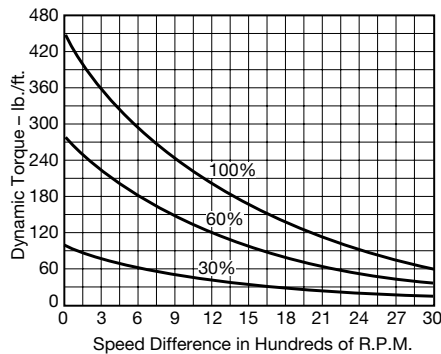
Size 1000 Maximum Speed 3,600 rpm
Electro-Pack 3,000 rpm
Static Torque 240 lb./ft.



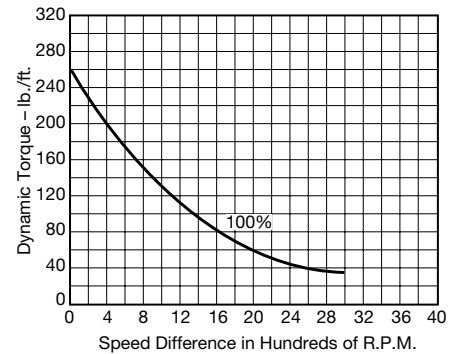
Size 1000-MB Maximum Speed 3,600 rpm
Static Torque 160 lb./ft.



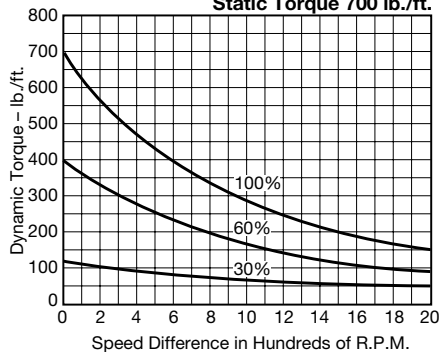
Size 1225 Maximum Speed 3,000 rpm
Static Torque 465 lb./ft.



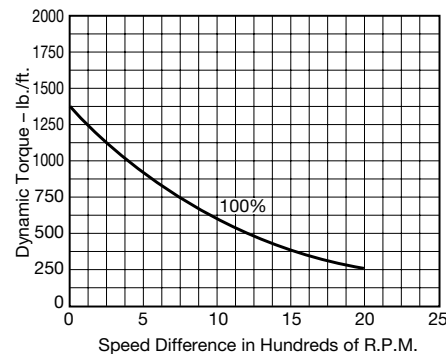
Size 1225-MB Maximum Speed 3,000 rpm
Static Torque 260 lb./ft.



Size 1525 Maximum Speed 2,000 rpm
Electro-Pack 1,800 rpm
Static Torque 700 lb./ft.



Size 1525-Hi Torque Maximum Speed 2,000 rpm
Static Torque 1,350 lb./ft.



Rotational Speed

Rotational speed of a clutch or brake is an important consideration when selecting a unit for a particular application. Numerous factors must be considered, such as the maximum rated speed of the clutch/brake unit, the dynamic torque required, the heat dissipation needed, the effect of speed on wear rate, and torque stability at very low speeds. Each of these issues are separate, and sometimes interrelated, but always important in selecting the right product for an application.

Maximum RPM Rating

The most important rotational speed consideration is the maximum rated RPM capability of a unit. DO NOT exceed this rating. Exceeding the maximum RPM of a unit may cause personal injury and/or machine damage. Maximum rated speeds are based on the structural integrity of the rotating components and associated shaft and bearing capabilities. If the RPM rating is exceeded, structural failure may occur, or the unit may experience premature bearing failure and/or premature friction material wear out.

Dynamic Torque

When determining the correct size clutch/brake for an application, dynamic torque at the highest slip speed is often the determining factor. As you can see by reviewing the dynamic torque curves for different units as shown starting on page G-4, dynamic clutch/brake torque usually decreases with higher speeds. As slip RPM increases, the coefficient of friction of a unit decreases, causing a decrease in dynamic torque availability. Be careful to consider this when selecting the appropriate unit size needed.

Heat Dissipation

Heat dissipation is inversely related to dynamic torque. As RPM increases, the heat dissipation ability of a unit increases. When an armature is rotating, the heat dissipation rate is proportional to the aerodynamic fan effect of the rotating armature. The faster the armature rotates, the greater the heat dissipation. This is illustrated with a typical catalog curve as shown in Figure 1. It's interesting to note that, at zero RPM, the unit still has some heat dissipation capability. This is due to convection and radiation, but is usually not an important consideration.

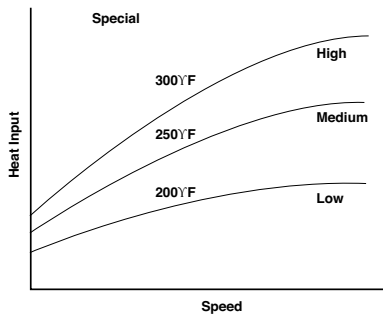


Figure 1: Typical Heat Dissipation Characteristics

Wear Rate

The wear rate of friction surfaces is dependent on the clamping pressure of the mating surfaces as well as the surface velocity between the wearing surfaces. Many variables are involved in predicting wear life, of which RPM is probably the most influential. Typically, the wear rate will increase directly with the rubbing velocity distance. Another way of stating this is the higher the relative engagement speeds of two rotating parts, the longer they are allowed to slip against each other and the faster the wear rate.

Low Speed Operation

The effect of low speed usage should also be considered in applications. Performance of clutch/brake units at less than 100 RPM may be very different than at higher RPM. This is due to “burnish” characteristics of friction surfaces.

Wear In

“Burnish” is the wear in, or mating of two surfaces. When new, these surfaces have manufacturing features which include roughness and waviness. When these surfaces come into initial contact, only the high spots actually meet. See Figure 2. This results in only a small surface area in contact, while the non-contact surface area is “air.” The result is low torque. As the mating surfaces continue to engage and slip against each other, the high spots are worn down and more surface area is in contact, thus increasing torque capability. This wear in period, or burnish, typically occurs in the first few hundred cycles of a clutch/brake’s life. Faster slip speeds and higher loads mean fewer cycles needed to complete the burnish process. For applications where the speed is less than 100 RPM, the required application torque

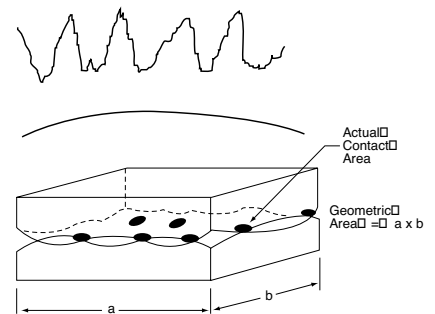


Figure 2: Unburnished Contact Areas

should be doubled to compensate for the low speed “burnish” that the unit experiences. A low speed burnish will require many cycles before full torque and stability are achieved. For example, if an application is determined to need 20 ft.lbs. of static torque, an SF-400 clutch could be selected. But, if the application is only 100 RPM or less, then an SF-500 unit should be the choice to compensate for the low RPM usage, as indicated on the selection chart found on page G-4.

Careful consideration of rotating speeds will help the selection process of an application. Follow these guidelines and the proper clutch/brake selected will provide troublefree operation.

Mechanical Data Clutch Field Restraining Devices

Many Warner Electric clutch assemblies have a bearing mounted stationary field. By design the bearing maintains its proper position between the field and rotor making it easy for the customer to mount the field-rotor assembly. However, the bearing has a slight drag which tends to make the field rotate if not restrained. And, since the field has lead wires attached, it must be restrained to prevent rotation and pulling of these wires. To counteract this rotational force, the field has a "torque tab" to which the customer must attach an appropriate anti-rotational restraint.

A few hints regarding proper torque tab restraints are in order. First and foremost, it is important to recognize that the force to be overcome is very small and the tab should not be restrained in any manner which will preload the bearing. For example, if the clutch is mounted with the back of the field adjacent to a rigid machine member the customer should not attach a capscrew tightly between the tab and the machine member. This may pull the tab back against the rigid member as shown in Figure 1 and preload the bearing. The recommended methods are illustrated in Figures 2, 3, and 4. The method selected is primarily a matter of customer preference or convenience.

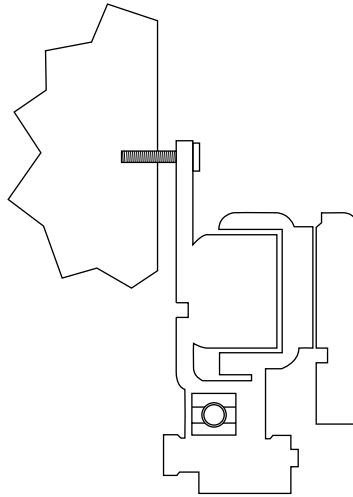


Figure 1:
Rigid member

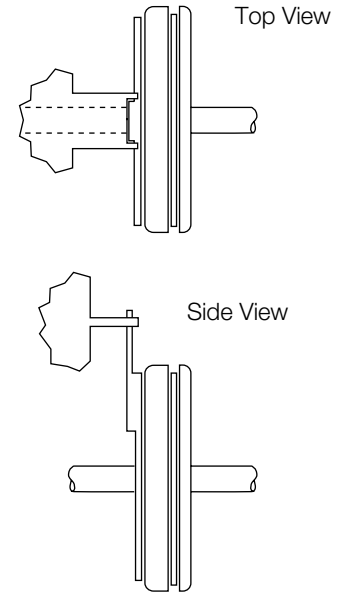


Figure 2:
Rigid Member with Slot
Straddling Tab
(Preferred)

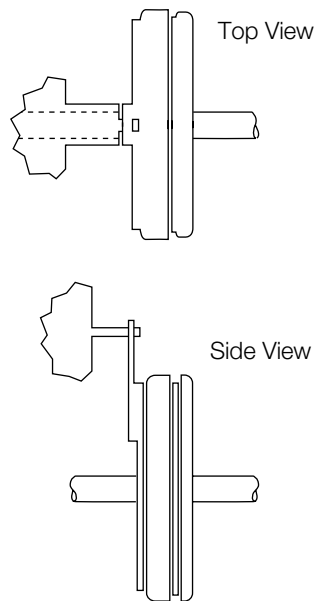


Figure 3:
Pin in Hole
Loosely
(Preferred)

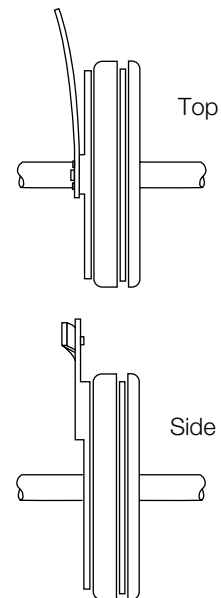


Figure 4:
Flexible Strap
(Preferred)

Electrical Data Coil Ratings

| EC/EB-375 | EC | | | EB | | |
|------------------------------|-------|------|------|-------|------|------|
| Voltage – DC | 90 | 24 | 6 | 90 | 24 | 6 |
| Resistance @ 20° C – Ohms | 453.5 | 29.3 | 2.10 | 446.8 | 29.3 | 1.96 |
| Current – Amperes | .198 | .82 | 2.85 | .201 | .82 | 3.07 |
| Watts | 17 | 20 | 17 | 18 | 20 | 18 |
| Coil Build-up – milliseconds | 62 | 60 | 59 | 50 | 60 | 52 |
| Coil Decay – milliseconds | 13 | 14 | 15 | 8 | 14 | 10 |

| EC/EB-475 | EC | | | EB | | |
|------------------------------|-------|------|------|-------|------|------|
| Voltage – DC | 90 | 24 | 6 | 90 | 24 | 6 |
| Resistance @ 20° C – Ohms | 368.9 | 37.8 | 2.32 | 443.1 | 28.8 | 2.05 |
| Current – Amperes | .244 | .64 | 2.58 | .203 | .88 | 2.93 |
| Watts | 22 | 15 | 16 | 18 | 21 | 18 |
| Coil Build-up – milliseconds | 92 | 91 | 90 | 80 | 75 | 70 |
| Coil Decay – milliseconds | 18 | 17 | 16 | 8 | 9 | 9 |

| EC/EB-650 | EC | | | EB | | |
|------------------------------|-----|------|------|-------|------|------|
| Voltage – DC | 90 | 24 | 6 | 90 | 24 | 6 |
| Resistance @ 20° C – Ohms | 225 | 17.7 | 1.16 | 257.2 | 18.3 | 1.24 |
| Current – Amperes | .4 | 1.36 | 5.19 | .35 | 1.3 | 4.84 |
| Watts | 36 | 33 | 31 | 32 | 31 | 29 |
| Coil Build-up – milliseconds | 120 | 115 | 110 | 112 | 108 | 105 |
| Coil Decay – milliseconds | 20 | 20 | 20 | 12 | 13 | 14 |

| FB/ER-375, 475, 650 | FB-375 | | FB-475 | | FB-650 | |
|------------------------------|--------|------|--------|------|--------|-------|
| Voltage – DC | 90 | 24 | 90 | 24 | 90 | 24 |
| Resistance @ 20° C – Ohms | 446 | 29 | 310 | 22 | 235 | 16 |
| Current – Amperes | .201 | .822 | .300 | 1.09 | .380 | 1.426 |
| Watts | 18 | 19 | 27 | 26 | 34 | 34 |
| Coil Build-up – milliseconds | 40 | 40 | 80 | 80 | 90 | 90 |
| Coil Decay – milliseconds | 5 | 10 | 8 | 10 | 10 | 10 |

| ER-825, 1225 | ER-825 | | ER-1225 | |
|------------------------------|--------|------|---------|--|
| Voltage – DC | 90 | 24 | 35-75 | |
| Resistance @ 20° C – Ohms | 305 | 21.5 | 235 | |
| Current – Amperes | .29 | 1.1 | .383 | |
| Watts | 26 | 27 | 35 | |
| Coil Build-up – milliseconds | 400 | – | 700 | |
| Coil Decay – milliseconds | 20 | – | 20 | |

| EC/EB-825 | EC | | | EB | | |
|------------------------------|------|------|-------|-------|------|------|
| Voltage – DC | 90 | 24 | 6 | 90 | 24 | 6 |
| Resistance @ 20° C – Ohms | 221 | 20.9 | 1.098 | 223.3 | 20.4 | 1.27 |
| Current – Amperes | .407 | 1.15 | 5.464 | .4 | 1.18 | 4.74 |
| Watts | 37 | 28 | 33 | 36 | 28 | 28 |
| Coil Build-up – milliseconds | 225 | 200 | 180 | 170 | 170 | 170 |
| Coil Decay – milliseconds | 130 | 122 | 115 | 80 | 75 | 70 |

| EC/EB-1000 | EC | | | EB | | |
|------------------------------|-------|------|------|-------|------|------|
| Voltage – DC | 90 | 24 | 6 | 90 | 24 | 6 |
| Resistance @ 20° C – Ohms | 248.7 | 19.7 | 1.23 | 248.7 | 19.7 | 1.23 |
| Current – Amperes | .36 | 1.22 | 4.87 | .36 | 1.22 | 4.87 |
| Watts | 33 | 29 | 29 | 33 | 29 | 29 |
| Coil Build-up – milliseconds | 250 | 235 | 220 | 235 | 220 | 205 |
| Coil Decay – milliseconds | 70 | 75 | 80 | 70 | 75 | 80 |

| EC/EB-1225 | EC | | | EB | | |
|------------------------------|-------|------|------|-------|------|------|
| Voltage – DC | 90 | 24 | 6 | 90 | 24 | 6 |
| Resistance @ 20° C – Ohms | 207.3 | 15.1 | 1.04 | 261.7 | 22.3 | 1.33 |
| Current – Amperes | .43 | 1.59 | 5.79 | .34 | 1.08 | 4.5 |
| Watts | 39 | 38 | 35 | 31 | 26 | 27 |
| Coil Build-up – milliseconds | 500 | 490 | 480 | 460 | 445 | 435 |
| Coil Decay – milliseconds | 220 | 230 | 240 | 190 | 160 | 140 |

| ATC, ATTC, ATB, ATTB-25 | ATC | | | ATB | | |
|------------------------------|------|------|------|------|------|------|
| Voltage – DC | 6 | 24 | 90 | 6 | 24 | 90 |
| Resistance @ 20° C – Ohms | 1.37 | 20.2 | 290 | 1.37 | 20.2 | 290 |
| Current – Amperes | 4.38 | 1.19 | .31 | 4.38 | 1.19 | .31 |
| Watts | 26.3 | 28.6 | 27.9 | 26.3 | 28.6 | 27.9 |
| Coil Build-up – milliseconds | 145 | 145 | 145 | 145 | 145 | 145 |
| Coil Decay – milliseconds | 8 | 8 | 8 | 9 | 9 | 9 |

| ATC, ATTC, ATB, ATTB-55 | ATC | | | ATB | | |
|------------------------------|------|------|------|------|------|------|
| Voltage – DC | 6 | 24 | 90 | 6 | 24 | 90 |
| Resistance @ 20° C – Ohms | 1.21 | 19.6 | 230 | 1.21 | 19.6 | 230 |
| Current – Amperes | 4.96 | 1.22 | .39 | 4.96 | 1.22 | .39 |
| Watts | 29.8 | 29.3 | 35.2 | 29.8 | 29.3 | 35.2 |
| Coil Build-up – milliseconds | 200 | 200 | 200 | 210 | 210 | 210 |
| Coil Decay – milliseconds | 20 | 20 | 20 | 35 | 35 | 35 |

| ATC, ATTC, ATB, ATTB-115 | ATC | | | ATB | | |
|------------------------------|------|------|------|------|------|------|
| Voltage – DC | 6 | 24 | 90 | 6 | 24 | 90 |
| Resistance @ 20° C – Ohms | 1.02 | 16.5 | 182 | 1.02 | 16.5 | 182 |
| Current – Amperes | 5.91 | 1.46 | .50 | 5.91 | 1.46 | .50 |
| Watts | 35.4 | 35 | 44.6 | 35.4 | 35 | 44.6 |
| Coil Build-up – milliseconds | 145 | 145 | 145 | 150 | 150 | 150 |
| Coil Decay – milliseconds | 40 | 40 | 40 | 45 | 45 | 45 |

Electrical Data Coil Ratings

| UM/EM/UMFB/EMFB | Clutch | UM/EM Brake | Clutch | UM/EM Brake | Clutch | UM/EM Brake | UMFB/EMFB Brake | UMFB/EMFB Brake | |
|------------------------|------------|-------------|--------|-------------|--------|-------------|-----------------|-----------------|-----|
| Voltage – DC | 90 | 90 | 24 | 24 | 6 | 6 | 24 | 90 | |
| Resistance (ohms) | EM-50 | 452 | 429 | 31.8 | 28.8 | 1.9 | 1.9 | 28.8 | 429 |
| | EM-100 | 392 | 392 | 26.7 | 26.7 | 1.8 | 1.8 | 21.7 | 308 |
| | EM-180 | 392 | 392 | 26.7 | 26.7 | 1.8 | 1.8 | 21.7 | 308 |
| | EM-210/215 | 248 | 248 | 17.9 | 17.9 | 1.22 | 1.22 | 13.3 | 205 |
| Amperes | EM-50 | .20 | .21 | .76 | .83 | 3.2 | 3.2 | .83 | .21 |
| | EM-100 | .23 | .23 | .90 | .90 | 3.3 | 3.3 | 1.1 | .29 |
| | EM-180 | .23 | .23 | .90 | .90 | 3.3 | 3.3 | 1.1 | .29 |
| | EM-210/215 | .36 | .36 | 1.3 | 1.3 | 4.9 | 4.9 | 1.8 | .38 |
| Watts | EM-50 | 18 | 19 | 19 | 20 | 20 | 20 | 20 | 19 |
| | EM-100 | 21 | 21 | 22 | 22 | 20 | 20 | 27 | 27 |
| | EM-180 | 21 | 21 | 22 | 22 | 20 | 20 | 27 | 27 |
| | EM-210/215 | 33 | 33 | 32 | 32 | 30 | 30 | 43 | 34 |
| Build-up (millisecond) | EM-50 | 52 | 53 | 52 | 53 | 52 | 53 | 40 | 40 |
| | EM-100 | 72 | 75 | 72 | 75 | 72 | 70 | 80 | 80 |
| | EM-180 | 72 | 75 | 72 | 75 | 72 | 70 | 80 | 80 |
| | EM-210/215 | 120 | 100 | 120 | 100 | 110 | 100 | 90 | 90 |
| Decay (millisecond) | EM-50 | 6 | 5 | 6 | 5 | 6 | 5 | 5 | 5 |
| | EM-100 | 12 | 10 | 12 | 10 | 12 | 10 | 8 | 8 |
| | EM-180 | 12 | 10 | 12 | 10 | 12 | 10 | 8 | 8 |
| | EM-210/215 | 20 | 10 | 20 | 10 | 20 | 10 | 10 | 10 |

Electrical Data Coil Ratings

| Unit Size | SF/PB 120 | | | SF/PB 170 | | | SF/PB 250 | | |
|------------------------------|-----------|------|------|-----------|-------|------|-----------|------|------|
| Voltage – DC | 6 | 24 | 90 | 6 | 24 | 90 | 6 | 24 | 90 |
| Resistance @ 20°C – Ohms | 6.32 | 104 | 1386 | 6.96 | 111.2 | 1506 | 5 | 76.4 | 1079 |
| Current – Amperes | .949 | .230 | .065 | .861 | .215 | .060 | 1.2 | .314 | .084 |
| Watts | 5.69 | 5.52 | 5.85 | 5.85 | 5.16 | 5.37 | 7.2 | 7.5 | 7.51 |
| Coil Build-up – milliseconds | 12 | 12 | 11 | 17 | 17 | 16 | 48 | 48 | 44 |
| Coil Decay – milliseconds | 8 | 8 | 7 | 8 | 7 | 6 | 15 | 15 | 13 |

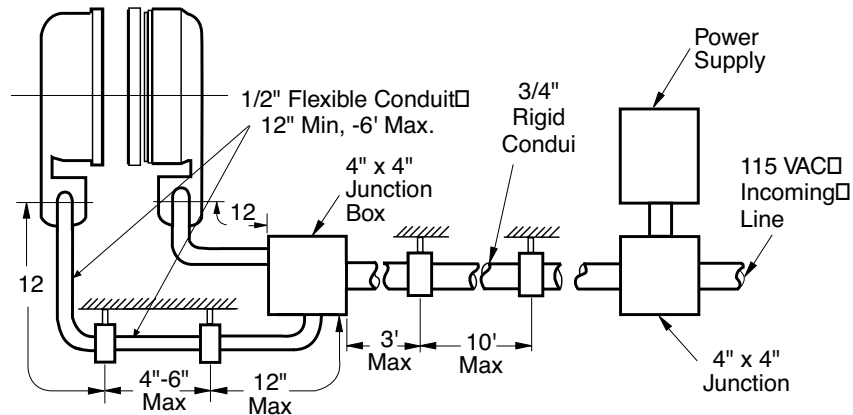
| Unit Size | SF/PB 400 | | | SF-500 | | | PB & PC 500 | | | SF-650 | | |
|------------------------------|-----------|------|------|--------|------|-------|-------------|------|-------|--------|------|-----|
| Voltage – DC | 6 | 24 | 90 | 6 | 24 | 90 | 6 | 24 | 90 | 6 | 24 | 90 |
| Resistance @ 20°C – Ohms | 4.88 | 73 | 1087 | 1.076 | 14.9 | 206.1 | 1.36 | 23.8 | 251.1 | 1.16 | 17.7 | 225 |
| Current – Amperes | 1.23 | .322 | .083 | 5.58 | 1.61 | .44 | 4.4 | 1.01 | .36 | 5.19 | 1.36 | .4 |
| Watts | 7.39 | 7.96 | 7.45 | 34 | 39 | 39 | 26 | 24 | 32 | 31 | 33 | 36 |
| Coil Build-up – milliseconds | 154 | 154 | 154 | 82 | 85 | 90 | 84 | 87 | 93 | 110 | 115 | 120 |
| Coil Decay – milliseconds | 62 | 60 | 55 | 40 | 40 | 40 | 38 | 35 | 30 | 50 | 50 | 50 |

| Unit Size | PB-650 | | | SF-825 | | | SF-825 Brg | | | PB & PC 825 | | | SF-1000 | | | PB & PC 1000 | | |
|------------------------------|--------|------|-------|--------|------|-------|------------|------|------|-------------|------|-------|---------|------|-------|--------------|------|-------|
| Voltage – DC | 6 | 24 | 90 | 6 | 24 | 90 | 6 | 24 | 90 | 6 | 24 | 90 | 6 | 24 | 90 | 6 | 24 | 90 |
| Resistance @ 20°C – Ohms | 1.24 | 18.3 | 257.2 | 1.23 | 20.9 | 267.0 | 1.098 | 14.6 | 221 | 1.27 | 20.4 | 223.3 | 1.07 | 14.4 | 214.4 | 1.23 | 19.7 | 248.7 |
| Current – Amperes | 4.84 | 1.31 | .35 | 4.9 | 1.15 | .34 | 5.464 | 1.65 | .407 | 4.74 | 1.18 | .4 | 5.61 | 1.67 | .42 | 4.87 | 1.22 | .36 |
| Watts | 29 | 31 | 32 | 29 | 28 | 30 | 33 | 40 | 37 | 28 | 28 | 36 | 34 | 40 | 38 | 29 | 29 | 33 |
| Coil Build-up – milliseconds | 100 | 105 | 110 | 222 | 200 | 245 | 180 | 200 | 225 | 170 | 170 | 170 | 256 | 275 | 283 | 205 | 220 | 235 |
| Coil Decay – milliseconds | 50 | 50 | 50 | 105 | 120 | 100 | 115 | 120 | 130 | 70 | 75 | 80 | 123 | 105 | 90 | 70 | 75 | 80 |

| Unit Size | SF-1225 | | | PB & PC 1225 | | | SF-1525 | | | PB & PC 1525 | | | SF-1525 H.T. | |
|------------------------------|---------|------|-------|--------------|------|-------|---------|------|-------|--------------|------|-------|--------------|-------|
| Voltage – DC | 6 | 24 | 90 | 6 | 24 | 90 | 6 | 24 | 90 | 6 | 24 | 90 | 6 | 90 |
| Resistance @ 20°C – Ohms | 1.21 | 19.5 | 268.3 | 1.33 | 22.3 | 261.7 | 1.11 | 15.5 | 239.1 | 1.45 | 19.8 | 258.4 | 55 | 113.4 |
| Current – Amperes | 4.97 | 1.23 | .34 | 4.5 | 1.08 | .34 | 5.41 | 1.55 | .38 | 4.13 | 1.21 | .35 | 10.83 | .794 |
| Watts | 30 | 30 | 30 | 27 | 26 | 31 | 32 | 37 | 34 | 25 | 29 | 31 | 65 | 72 |
| Coil Build-up – milliseconds | 475 | 490 | 510 | 300 | 320 | 350 | 505 | 535 | 575 | 470 | 490 | 512 | 480 | 560 |
| Coil Decay – milliseconds | 240 | 230 | 220 | 190 | 190 | 190 | 230 | 237 | 215 | 200 | 170 | 140 | 210 | 160 |

NOTES: Build-up time equals current to approximately 90% of steady state value and flux to 90%. Decay time equals current to approximately 10% of steady state value and flux to 10%. Approximately because current leads or lags flux by a small amount.

Electrical Data Installation Procedure



Recommended Electrical Installation Procedure for Warner Electric Clutches and Brakes

Warner Electric clutches and brakes conform to UL (Underwriters Laboratories) requirements. All packaged products come with conduit boxes or are enclosed in housings with provision for electrical conduit connection. All sizes 400 and larger SF clutch fields and brake magnets accept UL conforming conduit boxes available from Warner Electric.

The National Electrical Code (NEC) requires that conductors subject to physical damage be adequately protected. When electrical conduit is used, a minimum of 12" of 1/2" flexible conduit is to be used between each brake and/or clutch and its box. This construction will prevent improper bearing loading in bearing mounted units and ease field and magnet assembly and disassembly.

Refer to the information below for proper installation practices and wire sizes.

Notwithstanding the above recommendations, all electrical installations should conform to NEC and/or other governing electrical codes.

Recommended wire size versus maximum distance

| Wire Size AWG | Fractional Horsepower Sizes 170-400 | | | Integral Horsepower Sizes 500-1525 | | |
|------------------|----------------------------------------|---------|---------|---------------------------------------|---------|---------|
| | Distance (feet) | | | Distance (feet) | | |
| | 6 Volt | 24 Volt | 90 Volt | 6 Volt | 24 Volt | 90 Volt |
| 18 | 20 | 280 | 1000 | 4 | 65 | 700 |
| 16 | 30 | 430 | | 6 | 95 | |
| 14 | 50 | 720 | | 10 | 160 | |
| 12 | 75 | 720 | | 10 | 160 | |
| 10 | 125 | | | 25 | 400 | |
| 8 | 200 | | | 40 | | |

General construction wire type MTW or THW recommended.
 #6 terminal screws (size 400 and smaller) are to be torqued to 15 in.lb.
 #8 terminal screws (size 500 and larger) are to be torqued to 20 in.lb.

Electrical Data Coil Suppression & Clutch/Brake Overlap

Users of electric clutch and brake systems are sometimes concerned that a clutch and brake will oppose each other or “overlap” during switching, i.e., when the clutch is switched off and the brake is switched on, or vice versa. This concern relates primarily to dual armature type clutch/brakes similar to the Warner Electric Electro Module product line, as compared to shuttle armature clutch/brakes.

In use, Warner Electric clutches and brakes are not subject to overlap when Zener diode coil suppression techniques are applied to the clutch/brake control. All Warner Electric clutch/brake controls use Zener diode suppression to eliminate any overlap situations.

The charts below graphically display current decay of the clutch and current rise of the brake with Zener diode and with straight diode suppression. In Chart 1, which shows brake and clutch operation with Zener diode suppression, the “Overlap Area” below the intersection of the brake and clutch current lines shows potential for the devices to fight one another. But this

intersection occurs at an extremely low current level and the armature Autogap® springs keep the friction surfaces of the brake armature and magnet separate at such low currents. Even though there is the appearance of a minor clutch/brake overlap in this instance, the brake armature has not yet contacted the brake magnet. Chart 2 shows a much larger overlap area since straight diode suppression is used in this circuit. Clutch current has not decayed fully as the brake is engaged and the load is brought to zero speed.

Clutch and brake coils are inductors. Inductance is the electrical equivalent to mechanical inertia and an energized coil dissipates its energy when turned “off.” Upon removal of power, voltage across an inductor reverses and current continues to flow in the same direction until the energy is fully dissipated. Without suppression in the control circuit, an arc can result from this potentially very large reverse voltage which can damage the electrical switching contacts.

Consequently, Zener diode suppression circuitry, by limiting the reverse voltage to

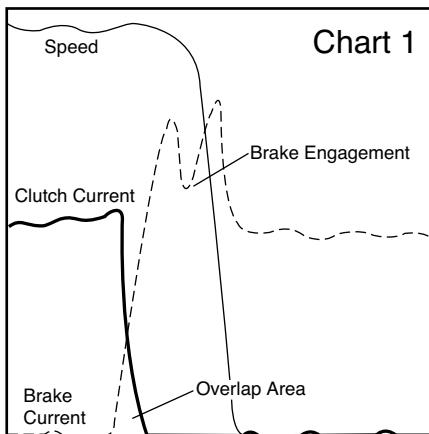
a sufficiently high but safe level, has two major benefits:

- Hastens coil decay
- Protects the switching contacts

The schematics below show circuits with no suppression and both straight diode and Zener diode suppression.

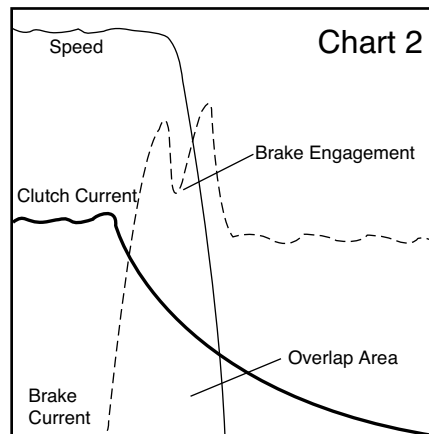
The rapid coil decay of Zener diode suppression lets users enjoy the major advantages which dual armatures have over single, “shuttle” armatures. These include:

- Better heat dissipation – greater area to give off heat and more “off” time.
- Longer life – two armatures absorb wear.
- Armature Autogap® self adjusting for the life of the unit
- Enhanced repeatability and controllability with the use of a light preload spring to keep the armatures in light contact with their mating surfaces, eliminating armature movement time and reducing noise and spline wear. Warner Electric utilizes this preload spring in some packaged clutch/brake models including ceramic EPs and Unimodules and Smooth Start Unimodules.



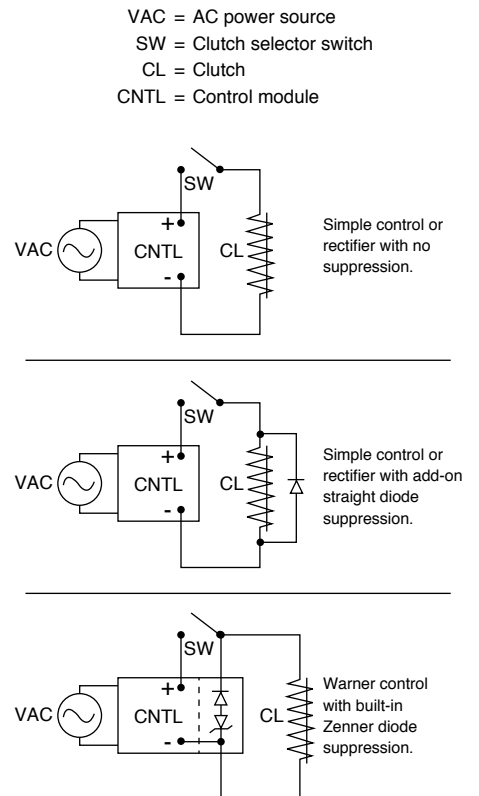
Brake Engagement with Zener Diode Suppression

Clutch current decay and brake current rise overlap, but the brake armature is not engaged until well past the overlap point. Note that the “blip” in the brake current trace coincides with the sharp decline in the “speed” trace, indicating brake armature engagement at that point.



Brake Engagement with Straight Diode Suppression

Clutch current decay is much slower than with Zener diode suppression as shown in Chart 1, greatly increasing the overlap area. The current level in the clutch coil is much higher at the point of brake engagement than with Zener diode suppression.



Overexcitation is a technique which makes a clutch or brake engage faster and have greatly improved starting and stopping accuracy. It involves applying over voltage to the clutch or brake coil to reduce current build up time, thereby reducing the magnetizing time.

The graphs below show current rise and shaft speed for an identical system using a Warner Electric EP-400 clutch/brake both with and without overexcitation. The effect of overexcitation is to reduce the time needed to achieve full current and thereby reduce the time required to achieve full speed with a clutch or zero speed with a brake. In the example below, “time to start” is approximate-

ly 70 ms without overexcitation. This is reduced to 30 ms when overexcitation is applied. This time is comparable to the coil buildup times stated on page G-10. The “time to stop” has been similarly reduced; the nominally excited system requires about 110 ms to stop the load, while this is accomplished in only 50 ms with overexcitation.

Overexcitation does not increase torque. Rather, the reduction in start-stop times comes from reduced coil current build up times (or “time to current”). For many common industrial applications, the reduction in “time to speed” and “time to stop” is one half when using overexcitation.

The use of overexcitation on a clutch/brake system does not increase system wear. In fact, the clutch/brake wear rate may be reduced because slippage and energy dissipation is marginally reduced in the clutch/brake. Compliance in the drivetrain may absorb some of the start/stop inertia or wear may be observed in other drivetrain components. Whenever overexcitation is used, adequate coil suppression must be employed. Please refer to “Coil Suppression and Clutch/Brake Overlap” on page G-12.

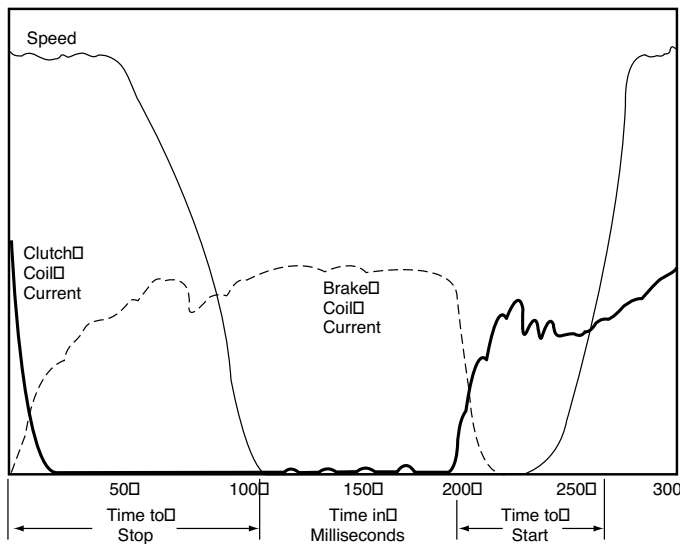


Chart 1

Without Overexcitation

Current/speed trace of EP400 clutch/brake being run through a single stop/start cycle. Note that 110 milliseconds is required to stop from the time the clutch coil is de-energized and the brake coil is energized. At the 200 milliseconds point on the graph the clutch coil is energized and the load is at speed 70 milliseconds later. Note that the coil current is still increasing after the load is at full speed.

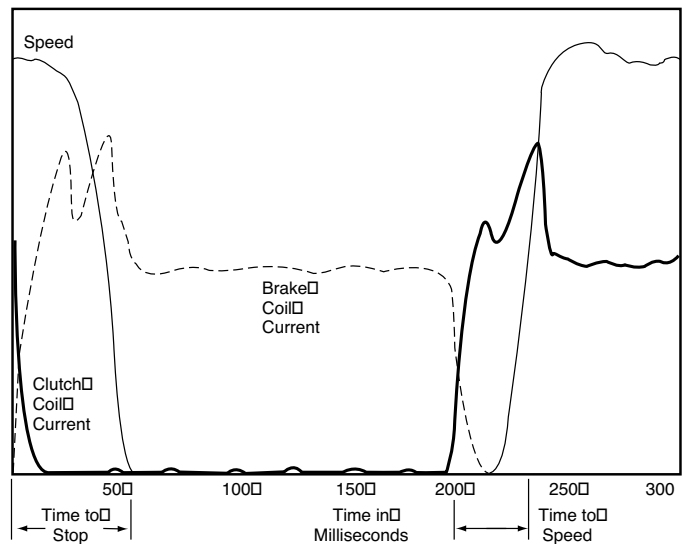


Chart 2

With Overexcitation

Current/speed trace of EP400 clutch/brake being run through a single stop/start cycle. With overexcitation, both brake and clutch coil currents build much faster with concurrent reductions in both stop and start times, when compared with Chart 1.

Bushing Part Numbers



B

Bushing Part Numbers

Browning® Bushing

| Shaft Size | Keyway Size | Bushing Number | |
|------------|-------------|-----------------|----------|
| | | Warner Electric | Browning |
| 1/2 | 1/8 x 1/16 | 180-0002 | |
| 9/16 | 1/8 x 1/16 | 180-0003 | |
| 5/8 | 3/16 x 3/32 | 180-0004 | |
| 11/16 | 3/16 x 3/32 | 180-0005 | |
| 3/4 | 3/16 x 3/32 | 180-0006 | |
| 13/16 | 3/16 x 3/32 | 180-0007 | |
| 7/8 | 3/16 x 3/32 | 180-0008 | |
| 15/16 | 1/4 x 1/8 | 180-0009 | |
| 1 | 1/4 x 1/8 | 180-0010 | |
| 1 1/16 | 1/4 x 1/8 | 180-0011 | |
| 1 1/8 | 1/4 x 1/8 | 180-0012 | |
| 1 3/16 | 1/4 x 1/8 | 180-0013 | |
| 1 1/4 | 1/4 x 1/8 | 180-0014 | |
| 1 5/16 | 5/16 x 5/32 | 180-0015 | |
| 1 3/8 | 5/16 x 5/32 | 180-0016 | |
| 1 7/16 | 3/8 x 3/16 | 180-0017 | |
| 1 1/2 | 3/8 x 3/16 | 180-0018 | |
| 3/4 | 3/16 x 3/32 | 180-0026 | |
| 13/16 | 3/16 x 3/32 | 180-0027 | |
| 7/8 | 3/16 x 3/32 | 180-0028 | |
| 15/16 | 1/4 x 1/8 | 180-0029 | |
| 1 | 1/4 x 1/8 | 180-0030 | |
| 1 1/16 | 1/4 x 1/8 | 180-0031 | |
| 1 1/8 | 1/4 x 1/8 | 180-0032 | |
| 1 3/16 | 1/4 x 1/8 | 180-0033 | |
| 1 1/4 | 1/4 x 1/8 | 180-0034 | |
| 1 5/16 | 5/16 x 5/32 | 180-0035 | |
| 1 3/8 | 5/16 x 5/32 | 180-0036 | |
| 1 7/16 | 3/8 x 3/16 | 180-0037 | |
| 1 1/2 | 3/8 x 3/16 | 180-0038 | |
| 1 9/16 | 3/8 x 3/16 | 180-0039 | |
| 1 5/8 | 3/8 x 3/16 | 180-0040 | |
| 1 11/16 | 3/8 x 3/16 | 180-0041 | |
| 1 3/4 | 3/8 x 3/16 | 180-0042 | |
| 1 13/16 | 1/2 x 1/4 | 180-0043 | |
| 1 7/8 | 1/2 x 1/4 | 180-0044 | |
| 1 15/16 | 1/2 x 1/4 | 180-0045 | |
| 2 | 1/2 x 1/4 | 180-0046 | |
| 2 1/16 | 1/2 x 1/4 | 180-0047 | |
| 2 1/8 | 1/2 x 1/4 | 180-0048 | |
| 2 3/16 | 1/2 x 1/4 | 180-0049 | |
| 2 1/4 | 1/2 x 1/4 | 180-0050 | |
| 2 5/16 | 5/8 x 5/16 | 180-0051 | |
| 2 3/8 | 5/8 x 5/16 | 180-0052 | |
| 2 7/16 | 5/8 x 5/16 | 180-0053 | |
| 2 1/2 | 5/8 x 5/16 | 180-0054 | |
| 2 9/16 | 5/8 x 5/16 | 180-0055 | |
| 2 5/8 | 5/8 x 5/16 | 180-0056 | |
| 2 11/16 | 5/8 x 5/16 | 180-0057 | |

(Browning® is registered to Emerson Electric Co.)

Dodge Bushing

| Shaft Size | Keyway Size | Bushing Number | |
|------------|-------------|-----------------|-------|
| | | Warner Electric | Dodge |
| 1/2 | 1/8 x 1/16 | 180-0101 | |
| 9/16 | 1/8 x 1/16 | 180-0102 | |
| 5/8 | 3/16 x 3/32 | 180-0103 | |
| 11/16 | 3/16 x 3/32 | 180-0104 | |
| 3/4 | 3/16 x 3/32 | 180-0105 | |
| 13/16 | 3/16 x 3/32 | 180-0106 | |
| 7/8 | 3/16 x 3/32 | 180-0107 | 1210 |
| 15/16 | 1/4 x 1/8 | 180-0108 | |
| 1 | 1/4 x 1/8 | 180-0109 | |
| 1 1/16 | 1/4 x 1/8 | 180-0110 | |
| 1 1/8 | 1/4 x 1/8 | 180-0111 | |
| 1 3/16 | 1/4 x 1/8 | 180-0112 | |
| 1 1/4 | 1/4 x 1/8 | 180-0113 | |
| 1/2 | 1/8 x 1/16 | 180-0116 | |
| 9/16 | 1/8 x 1/16 | 180-0117 | |
| 5/8 | 3/16 x 3/32 | 180-0118 | |
| 11/16 | 3/16 x 3/32 | 180-0119 | |
| 3/4 | 3/16 x 3/32 | 180-0120 | |
| 13/16 | 3/16 x 3/32 | 180-0121 | |
| 7/8 | 3/16 x 3/32 | 180-0122 | 1215 |
| 15/16 | 1/4 x 1/8 | 180-0123 | |
| 1 | 1/4 x 1/8 | 180-0124 | |
| 1 1/16 | 1/4 x 1/8 | 180-0125 | |
| 1 1/8 | 1/4 x 1/8 | 180-0126 | |
| 1 3/16 | 1/4 x 1/8 | 180-0127 | |
| 1 1/4 | 1/4 x 1/8 | 180-0128 | |
| 1/2 | 1/8 x 1/16 | 180-0131 | |
| 9/16 | 1/8 x 1/16 | 180-0132 | |
| 5/8 | 3/16 x 3/32 | 180-0133 | |
| 11/16 | 3/16 x 3/32 | 180-0134 | |
| 3/4 | 3/16 x 3/32 | 180-0135 | |
| 13/16 | 3/16 x 3/32 | 180-0136 | |
| 7/8 | 3/16 x 3/32 | 180-0137 | |
| 15/16 | 1/4 x 1/8 | 180-0138 | |
| 1 | 1/4 x 1/8 | 180-0139 | |
| 1 1/16 | 1/4 x 1/8 | 180-0140 | 1615 |
| 1 1/8 | 1/4 x 1/8 | 180-0141 | |
| 1 3/16 | 1/4 x 1/8 | 180-0142 | |
| 1 1/4 | 1/4 x 1/8 | 180-0143 | |
| 1 5/16 | 5/16 x 5/32 | 180-0144 | |
| 1 3/8 | 5/16 x 5/32 | 180-0145 | |
| 1 7/16 | 3/8 x 3/16 | 180-0146 | |
| 1 1/2 | 3/8 x 3/16 | 180-0147 | |
| 1 9/16 | 3/8 x 3/16 | 180-0148 | |
| 1 5/8 | 3/8 x 3/16 | 180-0149 | |
| 1/2 | 1/8 x 1/16 | 180-0155 | |
| 9/16 | 1/8 x 1/16 | 180-0156 | |
| 5/8 | 3/16 x 3/32 | 180-0157 | |
| 11/16 | 3/16 x 3/32 | 180-0158 | |
| 3/4 | 3/16 x 3/32 | 180-0159 | |
| 13/16 | 3/16 x 3/32 | 180-0160 | |
| 7/8 | 3/16 x 3/32 | 180-0161 | 2012 |
| 15/16 | 1/4 x 1/8 | 180-0162 | |
| 1 | 1/4 x 1/8 | 180-0163 | |
| 1 1/16 | 1/4 x 1/8 | 180-0164 | |
| 1 1/8 | 1/4 x 1/8 | 180-0165 | |
| 1 3/16 | 1/4 x 1/8 | 180-0166 | |
| 1 1/4 | 1/4 x 1/8 | 180-0167 | |

Bushing Part Numbers

Dodge Bushing

| Bushing Number | | | | Bushing Number | | | | Bushing Number | | | |
|----------------|-------------|-----------------|-------|----------------|-------------|-----------------|-------|----------------|-------------|-----------------|-------|
| Shaft Size | Keyway Size | Warner Electric | Dodge | Shaft Size | Keyway Size | Warner Electric | Dodge | Shaft Size | Keyway Size | Warner Electric | Dodge |
| 15/16 | 5/16 x 5/32 | 180-0168 | | 111/16 | 3/8 x 3/16 | 180-0235 | | 1/2 | 1/8 x 1/16 | 180-0326 | |
| 13/8 | 5/16 x 5/32 | 180-0169 | | 13/4 | 3/8 x 3/16 | 180-0236 | | 9/16 | 1/8 x 1/16 | 180-0327 | |
| 17/16 | 3/8 x 3/16 | 180-0170 | | 113/16 | 1/2 x 1/4 | 180-0237 | | 5/8 | 3/16 x 3/32 | 180-0328 | |
| 11/2 | 3/8 x 3/16 | 180-0171 | | 17/8 | 1/2 x 1/4 | 180-0238 | | 11/16 | 3/16 x 3/32 | 180-0329 | |
| 19/16 | 3/8 x 3/16 | 180-0172 | | 115/16 | 1/2 x 1/4 | 180-0239 | | 3/4 | 3/16 x 3/32 | 180-0330 | |
| 15/8 | 3/8 x 3/16 | 180-0173 | | 2 | 1/2 x 1/4 | 180-0240 | | 13/16 | 3/16 x 3/32 | 180-0331 | |
| 111/16 | 3/8 x 3/16 | 180-0174 | 2012 | 21/16 | 1/2 x 1/4 | 180-0241 | | 7/8 | 3/16 x 3/32 | 180-0332 | |
| 13/4 | 3/8 x 3/16 | 180-0175 | | 21/8 | 1/2 x 1/4 | 180-0242 | | 15/16 | 1/4 x 1/8 | 180-0333 | |
| 113/16 | 1/2 x 1/4 | 180-0176 | | 23/16 | 1/2 x 1/4 | 180-0243 | | 1 | 1/4 x 1/8 | 180-0334 | |
| 17/8 | 1/2 x 1/4 | 180-0177 | | 21/4 | 1/2 x 1/4 | 180-0244 | | 11/16 | 1/4 x 1/8 | 180-0335 | 1610 |
| 115/16 | 1/2 x 1/4 | 180-0178 | | 25/16 | 5/8 x 5/16 | 180-0245 | | 11/8 | 1/4 x 1/8 | 180-0336 | |
| 2 | 1/2 x 1/4 | 180-0179 | | 23/8 | 5/8 x 5/16 | 180-0246 | 3020 | 13/16 | 1/4 x 1/8 | 180-0337 | |
| 1/2 | 1/8 x 1/16 | 180-0185 | | 27/16 | 5/8 x 5/16 | 180-0247 | | 11/4 | 1/4 x 1/8 | 180-0338 | |
| 9/16 | 1/8 x 1/16 | 180-0186 | | 21/2 | 5/8 x 5/16 | 180-0248 | | 15/16 | 5/16 x 5/32 | 180-0339 | |
| 5/8 | 3/16 x 3/32 | 180-0187 | | 29/16 | 5/8 x 5/16 | 180-0249 | | 13/8 | 5/16 x 5/32 | 180-0340 | |
| 11/16 | 3/16 x 3/32 | 180-0188 | | 25/8 | 5/8 x 5/16 | 180-0250 | | 17/16 | 3/8 x 3/16 | 180-0341 | |
| 3/4 | 3/16 x 3/32 | 180-0189 | | 211/16 | 5/8 x 5/16 | 180-0251 | | 11/2 | 3/8 x 3/16 | 180-0342 | |
| 13/16 | 3/16 x 3/32 | 180-0190 | | 23/4 | 5/8 x 5/16 | 180-0252 | | 19/16 | 3/8 x 3/16 | 180-0343 | |
| 7/8 | 3/16 x 3/32 | 180-0191 | | 213/16 | 3/4 x 3/8 | 180-0253 | | 15/8 | 3/8 x 3/16 | 180-0344 | |
| 15/16 | 1/4 x 1/8 | 180-0192 | | 27/8 | 3/4 x 3/8 | 180-0254 | | 1/2 | 1/8 x 1/16 | 180-0410 | |
| 1 | 1/4 x 1/8 | 180-0193 | | 215/16 | 3/4 x 3/8 | 180-0255 | | 9/16 | 1/8 x 1/16 | 180-0411 | |
| 11/16 | 1/4 x 1/8 | 180-0194 | | 3 | 3/4 x 3/8 | 180-0256 | | 5/8 | 3/16 x 3/32 | 180-0412 | |
| 11/8 | 1/4 x 1/8 | 180-0195 | | 15/16 | 1/4 x 1/8 | 180-0262 | | 11/16 | 3/16 x 3/32 | 180-0413 | |
| 13/16 | 1/4 x 1/8 | 180-0196 | | 1 | 1/4 x 1/8 | 180-0263 | | 3/4 | 3/16 x 3/32 | 180-0414 | 1008 |
| 11/4 | 1/4 x 1/8 | 180-0197 | | 11/16 | 1/4 x 1/8 | 180-0264 | | 3/16 | 3/16 x 3/32 | 180-0415 | |
| 15/16 | 5/16 x 5/32 | 180-0198 | | 11/8 | 1/4 x 1/8 | 180-0265 | | 7/8 | 3/16 x 3/32 | 180-0416 | |
| 13/8 | 5/16 x 5/32 | 180-0199 | | 13/16 | 1/4 x 1/8 | 180-0266 | | 15/16 | 1/4 x 1/8 | 180-0417 | |
| 17/16 | 3/8 x 3/16 | 180-0200 | | 11/4 | 1/4 x 1/8 | 180-0267 | | 1 | 1/4 x 1/8 | 180-0418 | |
| 11/2 | 3/8 x 3/16 | 180-0201 | 2517 | 15/16 | 5/16 x 5/32 | 180-0268 | | 1/2 | 1/8 x 1/16 | 180-0421 | |
| 19/16 | 3/8 x 3/16 | 180-0202 | | 13/8 | 5/16 x 5/32 | 180-0269 | | 9/16 | 1/8 x 1/16 | 180-0422 | |
| 15/8 | 3/8 x 3/16 | 180-0203 | | 17/16 | 3/8 x 3/16 | 180-0270 | | 5/8 | 3/16 x 3/32 | 180-0423 | |
| 111/16 | 3/8 x 3/16 | 180-0204 | | 11/2 | 3/8 x 3/16 | 180-0271 | | 11/16 | 3/16 x 3/32 | 180-0424 | |
| 13/4 | 3/8 x 3/16 | 180-0205 | | 19/16 | 3/8 x 3/16 | 180-0272 | | 3/4 | 3/16 x 3/32 | 180-0425 | |
| 113/16 | 1/2 x 1/4 | 180-0206 | | 15/8 | 3/8 x 3/16 | 180-0273 | | 13/16 | 3/16 x 3/32 | 180-0426 | |
| 17/8 | 1/2 x 1/4 | 180-0207 | | 111/16 | 3/8 x 3/16 | 180-0274 | | 7/8 | 3/16 x 3/32 | 180-0427 | |
| 115/16 | 1/2 x 1/4 | 180-0208 | | 13/4 | 3/8 x 3/16 | 180-0275 | | 15/16 | 1/4 x 1/16 | 180-0428 | 1310 |
| 2 | 1/2 x 1/4 | 180-0209 | | 113/16 | 1/2 x 1/4 | 180-0276 | | 1 | 1/4 x 1/8 | 180-0429 | |
| 21/16 | 1/2 x 1/4 | 180-0210 | | 17/8 | 1/2 x 1/4 | 180-0277 | | 11/16 | 1/4 x 1/8 | 180-0430 | |
| 21/8 | 1/2 x 1/4 | 180-0211 | | 115/16 | 1/2 x 1/4 | 180-0278 | | 11/8 | 1/4 x 1/8 | 180-0431 | |
| 23/16 | 1/2 x 1/4 | 180-0212 | | 2 | 1/2 x 1/4 | 180-0279 | 3030 | 13/16 | 1/4 x 1/8 | 180-0432 | |
| 21/4 | 1/2 x 1/4 | 180-0213 | | 21/16 | 1/2 x 1/4 | 180-0280 | | 11/4 | 1/4 x 1/8 | 180-0433 | |
| 25/16 | 5/8 x 5/16 | 180-0214 | | 21/8 | 1/2 x 1/4 | 180-0281 | | 15/16 | 5/16 x 5/32 | 180-0434 | |
| 23/8 | 5/8 x 5/16 | 180-0215 | | 23/16 | 1/2 x 1/4 | 180-0282 | | 13/8 | 5/16 x 5/32 | 180-0435 | |
| 27/16 | 5/8 x 5/16 | 180-0216 | | 21/4 | 1/2 x 1/4 | 180-0283 | | | | | |
| 21/2 | 5/8 x 5/16 | 180-0217 | | 215/16 | 5/8 x 5/16 | 180-0284 | | | | | |
| 15/16 | 1/4 x 1/8 | 180-0223 | | 23/8 | 5/8 x 5/16 | 180-0285 | | | | | |
| 1 | 1/4 x 1/8 | 180-0224 | | 27/16 | 5/8 x 5/16 | 180-0286 | | | | | |
| 11/16 | 1/4 x 1/8 | 180-0225 | | 21/2 | 5/8 x 5/16 | 180-0287 | | | | | |
| 11/8 | 1/4 x 1/8 | 180-0226 | | 29/16 | 5/8 x 5/16 | 180-0288 | | | | | |
| 13/16 | 1/4 x 1/8 | 180-0227 | | 25/8 | 5/8 x 5/16 | 180-0289 | | | | | |
| 11/4 | 1/4 x 1/8 | 180-0228 | | 211/16 | 5/8 x 5/16 | 180-0290 | | | | | |
| 15/16 | 5/16 x 5/32 | 180-0229 | 3020 | 23/4 | 5/8 x 5/16 | 180-0291 | | | | | |
| 13/8 | 5/16 x 5/32 | 180-0230 | | 213/16 | 3/4 x 3/8 | 180-0292 | | | | | |
| 17/16 | 3/8 x 3/16 | 180-0231 | | 27/8 | 3/4 x 3/8 | 180-0293 | | | | | |
| 11/2 | 3/8 x 3/16 | 180-0232 | | 215/16 | 3/4 x 3/8 | 180-0294 | | | | | |
| 19/16 | 3/8 x 3/16 | 180-0233 | | 3 | 3/4 x 3/8 | 180-0295 | | | | | |
| 15/8 | 3/8 x 3/16 | 180-0234 | | | | | | | | | |

Warner Electric's electronic controls are designed to provide simple setup and maximum performance when used with electric clutches and brakes. Our controls offer a range of functions from on-off to torque control to over-excitation.

Selection

Many parameters beyond function can impact control selection. Warner Electric produces a variety of control options to suit numerous application requirements. Control selection parameters include:

- Mounting Location – Panel or conduit box mounting
- Switching – Relay switching of A.C. or D.C. lines or solid state switching
- Output Voltage – Controls are available for 6, 24 and 90 VDC clutch/brake coils
- Input Voltage – Controls with input power transformers are available for connection to high voltage mains.

If your application requires something special, please call us. We will be happy to provide solutions.

Clutch and Brake Controls CTL-2

On-Off Controls

| | |
|-------------------|-------|
| CBC-100 | CTL-4 |
| CBC-150 | CTL-4 |
| CBC-160 | CTL-5 |
| CBC-801 | CTL-6 |
| CBC-802 | CTL-7 |

Adjustable Torque Controls

| | |
|---------------------|--------|
| MCS-103-1 | CTL-8 |
| MCS-805-1 | CTL-9 |
| MCS-805-2 | CTL-9 |
| CBC-300 | CTL-10 |
| CBC-500 | CTL-12 |
| CBC-550 | CTL-14 |
| CBC-1825R | CTL-16 |

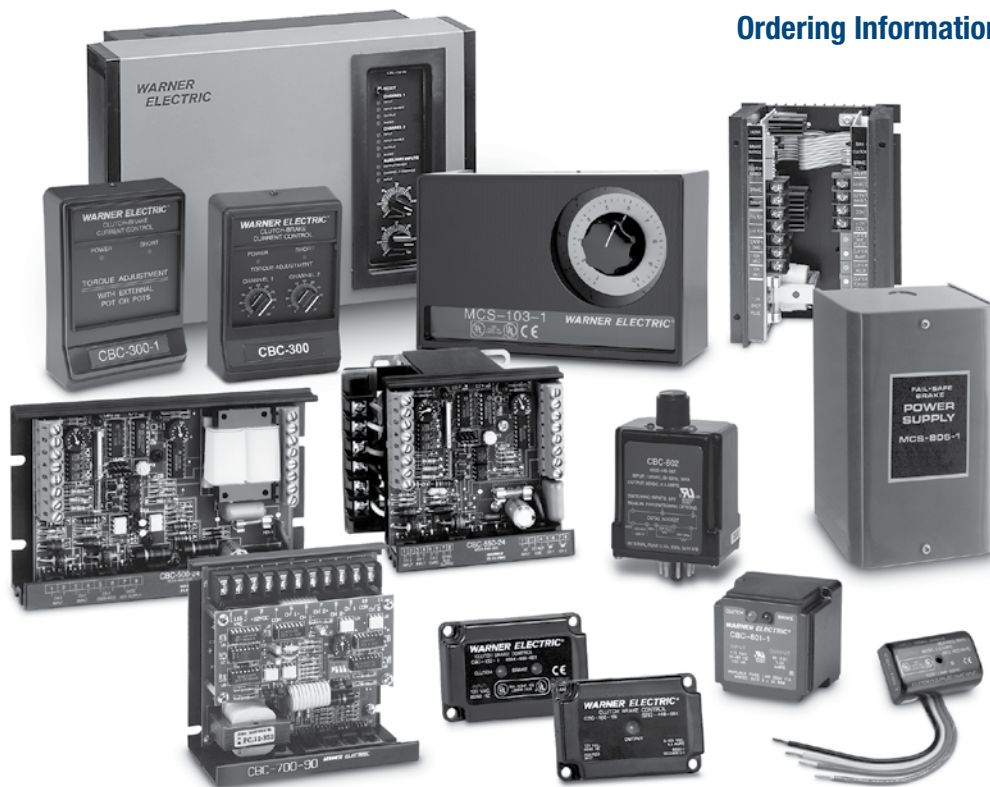
Overexcitation Controls

| | |
|-------------------|--------|
| CBC-700 | CTL-18 |
| CBC-750 | CTL-20 |

Appendix CTL-22

Questions & Answers CTL-23

Ordering Information CTL-24



Clutch and Brake Controls

Functions

On-Off (Basic start-stop)

Many applications are controlled by energizing the clutches and brakes with their rated D.C. voltages. Warner Electric controls are available with various mounting, input voltage and switching options.

Adjustable Torque

(Soft start-stop)

The torque transmitted by a clutch or brake is proportional to the coil current. Warner Electric offers several products that provide torque control for smooth and repeatable starts and stops.

Adjustable Accel-Decel

(Soft start-stop with full torque)

Warner Electric offers a control that allows for adjustment of the acceleration and deceleration time ramps to achieve a repeatable soft start or stop while still allowing for full torque.

Overexcitation

(Rapid cycling)

The clutch/brake speed of response can be increased for improved accuracy and performance through overexcitation, which is the application of a short high voltage pulse to provide nearly instantaneous torque.

Control Type

On-Off Conduit Box Mount



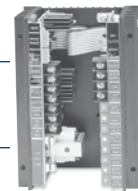
On-Off Octal Socket Mount



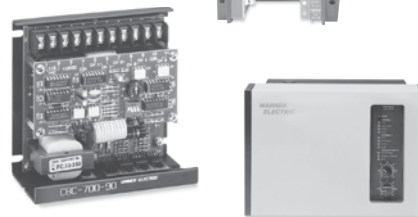
Adjustable Torque



Adjustable Accel-Decel



Overexcitation



Clutch and Brake Controls

| Model Number | No. of Channels | Torque Control Channels | A.C. Input Voltages | D.C. Output Voltages | Over-Excitation | Customer Supplied Switching Options | Description | Page Number |
|--------------|-----------------|-------------------------|---------------------|----------------------|-----------------|--------------------------------------|-----------------------------------------------------------------------------------------------------------------------------|------------------|
| CBC-100-1 | 1 | No | 120 | 90 | No | Relay A.C. | Single channel control to mount inside standard conduit box | CTL-4 |
| CBC-100-2 | 1 | No | 220/240 | | | | | |
| CBC-150-1 | 2 | No | 120 | 90 | No | Relay A.C. | Dual channel control for clutch/brake to mount inside module conduit box | CTL-4 |
| CBC-150-2 | 2 | No | 220/240 | | | | | |
| CBC-160-1 | 1 | 1 | 120 | 90 | No | Relay A.C. | Single channel control with torque adjust for module electrically released brakes | CTL-5 |
| CBC-160-2 | | | 220/240 | | | | | |
| CBC-801-1 | 2 | No | 120 | 90 | No | Relay D.C. | Dual channel control for 2 clutches and/or brakes | CTL-6 |
| CBC-801-2 | 2 | | 220/240 | | | | | |
| CBC-802 | 2 | No | 120 | 90 | No | Transistor or Relay D.C. | Dual channel control with transistor switching | CTL-7 |
| MCS-103-1 | 2 | 1 | 120 | 90 | No | Relay D.C. | Dual channel control with torque adjust for one channel | CTL-8 |
| MCS-805-1 | 1 | 1 | 120/240 | 35-75 | No | Relay D.C. | Single adjustable channel control for use with ER-1225 brake. | CTL-9 |
| MCS-805-2 | | | | | | | | |
| CBC-300 | 2 | 2 | 120 | 90 | No | Transistor or Relay D.C. | Dual channel adjustable current control | CTL-10 to CTL-11 |
| CBC-300-1 | | | | | | | | |
| CBC-500-90 | 2 | 2 | 120 | 90 | No | Transistor or Relay D.C. | Dual channel control for two clutches and/or brakes with two torque adjust channels; Emergency stop input | CTL-12 to CTL-15 |
| CBC-500-24 | 2 | 2 | 24-30 | 24 | No | | | |
| CBC-550-90 | 2 | 2 | 120/220/240/380/480 | 90 | No | | | |
| CBC-550-24 | 2 | 2 | 120/220/240/380/480 | 24 | No | | | |
| CBC-1825-R | 2 | 2 | 120 | 90 | No | Transistor or Relay D.C. | Dual channel adjustable time ramp with short circuit protection | CTL-16 to CTL-17 |
| CBC-700-90 | 2 | No | 120 | 90 | Yes | Transistor or Relay D.C. | Dual channel compact overexcitation control for 24 or 90 volt clutches and brakes | CTL-18 to CTL-19 |
| CBC-700-24 | 2 | | 24-28 | 24 | | | | |
| CBC-750-6 | 2 | 2 | 120/220/240 | 6 | Yes | Transistor, Relay D.C. or Triac A.C. | Dual channel full function overexcitation control; provides input/output logic, torque adjustable current and remote inputs | CTL-20 to CTL-21 |

CBC-100/CBC-150 On-Off Controls

Integral/Conduit Box Mounted Controls

The CBC-100 and CBC-150 series are UL listed, conduit box mounted controls for 90 volt clutches and brakes. Models are available for either 120 VAC or 220/240 VAC input.



CBC-100 series Single unit capacity

The CBC-100 mounts inside a standard Warner Electric conduit box and includes rectification and suppression circuits.

- cULus
- Compact
- Single channel
- Mounts inside conduit box



CBC-150 series Dual channel capacity

The CBC-150 replaces the cover on the standard module conduit box (part no. 5370-101-042). Provides rectification and suppression for two devices. Green LED indicates power to clutch. Red LED indicates power to brake.

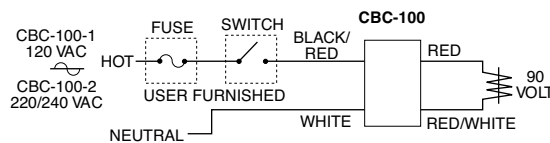
- cULus
- Dual channel
- Replaces the cover on the module conduit box

Specifications

| | CBC-100-1 | CBC-100-2 | CBC-150-1 | CBC-150-2 |
|---------------------------------------------|----------------------------------------------------------------------|----------------------------|-------------------------------------------|---------------------------------|
| Part No. | 6003-448-101 | 6003-448-103 | 6004-448-001 | 6004-448-002 |
| Input | 120 VAC 50/60 Hz | 220/240 VAC 50/60 Hz | 120 VAC 50/60 Hz | 220/240 VAC 50/60 Hz |
| Output | 90 VDC full wave rectified .8 Amp max. | 90 VDC half wave .8 Amp | 90 VDC full wave rectified Dual .8 Amp | 90 VDC half wave Dual .8 Amp |
| Ambient Temperatures | -20° to 113°F (-29° to 45°C) | | | |
| Switching | External to control, accomplished on A.C. line using relay or triac. | | | |
| | SPST | SPST | SPDT | SPDT |
| Solid State (maximum leakage current <2 mA) | 140 VAC, 1 Amp min. | 280 VAC, 1 Amp min. | 140 VAC, 2 Amp min. | 280 VAC, 2 Amp min. |
| Electro-mechanical | 120 VAC, 1 Amp min. | 240 VAC, 1 Amp min. | 120 VAC, 1 Amp min. | 240 VAC, 1 Amp min. |

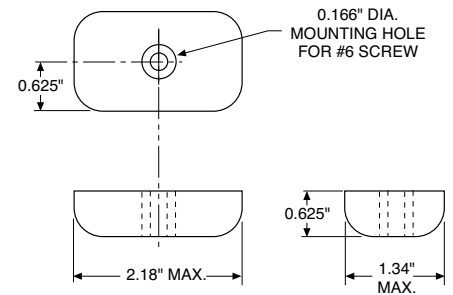
Connection diagrams

CBC-100-1, -2

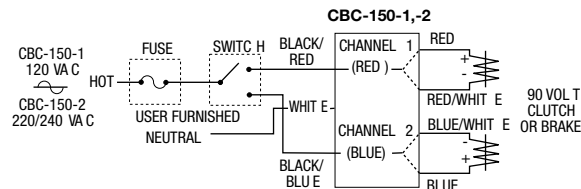


Dimensions

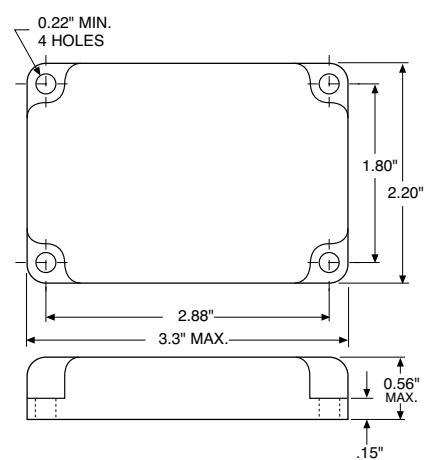
CBC-100-1, -2



CBC-150-1, -2



CBC-150-1, -2



All dimensions nominal unless otherwise specified.

Integral/Electrically Released Motor Brake Controls

CBC-160

The CBC-160 series clutch/brake controls provide a single 90 VDC adjustable output for use with any clutch/brake unit. The adjustable output will provide consistent and repeatable release for Warner Electric's 90 VDC permanent magnet electrically released brakes. The CBC-160 mounts as the cover on the standard module conduit box (part number: 5370-101-042).



CBC-160-1

The 160-1 accommodates 120 volts A.C. motors.

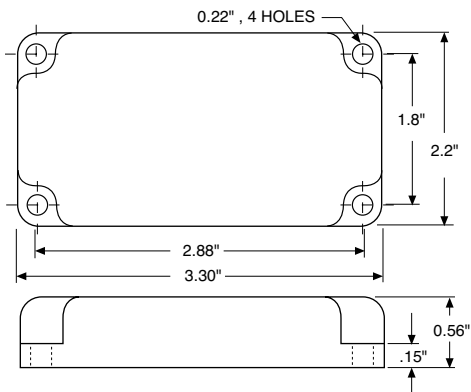
- cULus
- Adjustable 30-100 VDC
- LED indicator
- 120 volt A.C. input

CBC-160-2

The power to the 160-2 control can come from either a 230 volt or 460 volt A.C. motor. Customer-provided switching is accomplished through the motor starter on the A.C. input. This allows convenient retrofit of spring-set style motor brakes and inexpensive installation of new applications.

- cULus
- Adjustable 30-100 VDC
- Power from motor
- Easy retrofit
- 230/460 motors

Dimensions

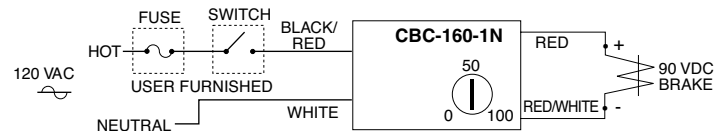


All dimensions nominal unless otherwise specified.

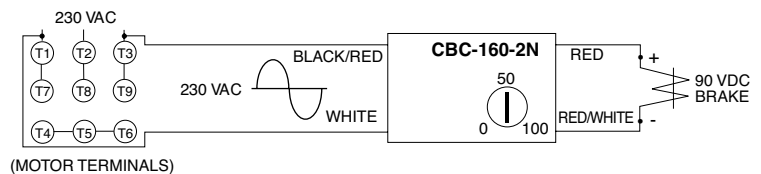
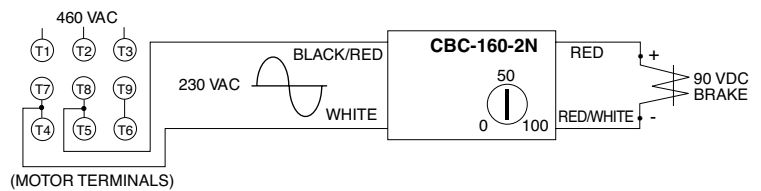
Specifications

| | CBC-160-1 | CBC-160-2 |
|----------------------|--------------------------------------------------------------------------|------------------------------------------|
| Part No. | 6013-448-001 | 6013-448-002 |
| Input | 120 VAC, 50/60 Hz | 220/240 VAC, 60 Hz, 1 Phase, 100 VA max. |
| Status Indicator | Red LED indicates power to the brake | — |
| Output | Single Channel, 30-100 VDC half-wave rectified nominal, 0.8 Amps maximum | |
| Ambient Temperatures | 0° to 122°F (-18° to 50°C) | |
| Switching | Accomplished through motor starter or on A.C. line using relay or triac | |

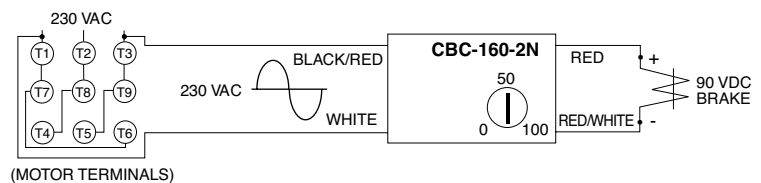
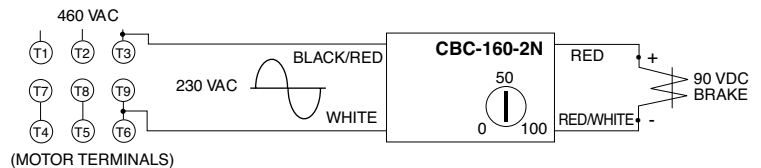
Connection Diagrams



WYE Connected Motor



DELTA Connected Motor



CBC-801 On-Off Controls

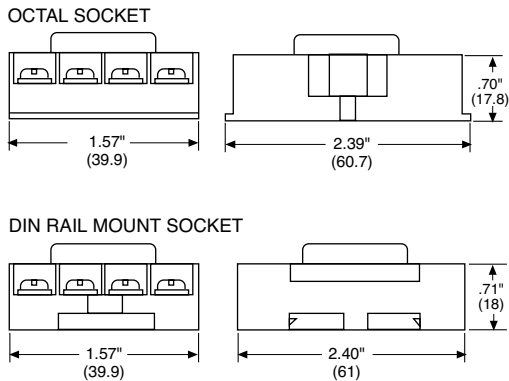
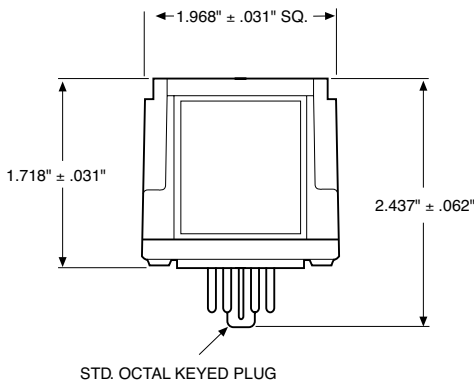
Plug-in Octal Socket Power Supplies

The CBC-801 is a basic on-off power supply that provides full voltage to a 90 volt clutch or brake and is activated by an external switch. This type of power supply is sufficient for many clutch/brake applications.

CBC-801 series Multi-unit capacity

The CBC-801 is a plug-in power supply which is used with an octal socket. The wiring connections are made at the socket. The CBC-801 will operate two units separately—or simultaneously. Octal socket is purchased separately.

Dimensions



All dimensions nominal unless otherwise specified.

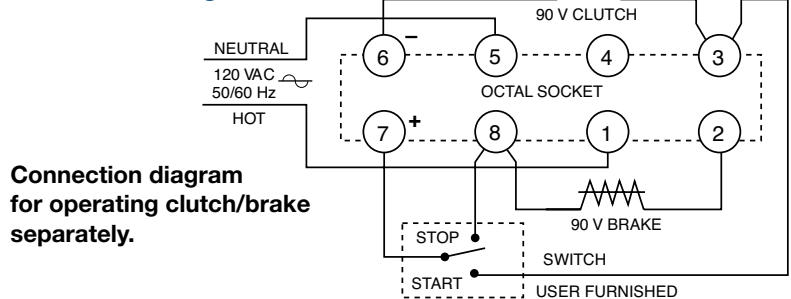
- cULus
- For basic on-off operation
- Wiring connections made at octal socket
- Arc suppression circuitry extends switch life
- Fused for overload protection
- LED output indicators
- DIN rail mountable



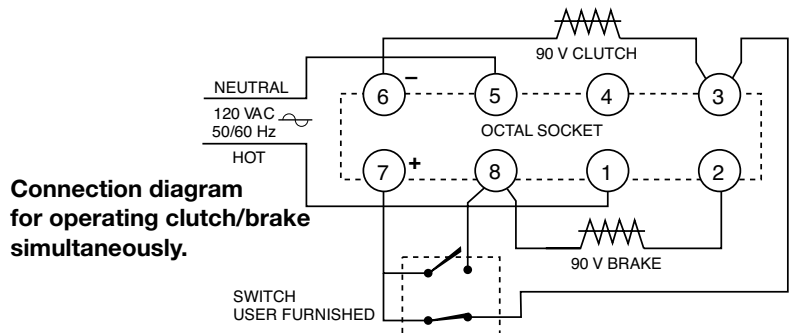
Specifications

| | CBC-801-1 | CBC-801-2 |
|---------------------|------------------------------------------------------------------------------------------------------------|-----------------------|
| Part No. | 6001-448-004 | 6001-448-006 |
| Input Voltage | 120 VAC, 50/60 Hz | 220/240 VAC, 50/60 Hz |
| Output | 90 VDC, 1.25 A max. | |
| Circuit Protection | Fused 1.6 Amp, 250 V fast-blo | |
| Ambient Temperature | -23° to 116°F (-31° to 47°C) | |
| Max. Cycle Rate | Limited by the clutch or brake, variable with application | |
| Switching | Single pole, double throw Minimum contact rating: 10 Amp, 28 VDC resistive or 10 Amp, 120 VAC inductive | |
| Status Indicator | Red LED indicates brake is energized, Green LED indicates clutch is energized | |
| Mounting | Two versions of octal socket are available: 6001-101-001 foot mount 6001-101-002 DIN rail mount | |

Connection Diagrams



Connection diagram for operating clutch/brake separately.



Connection diagram for operating clutch/brake simultaneously.

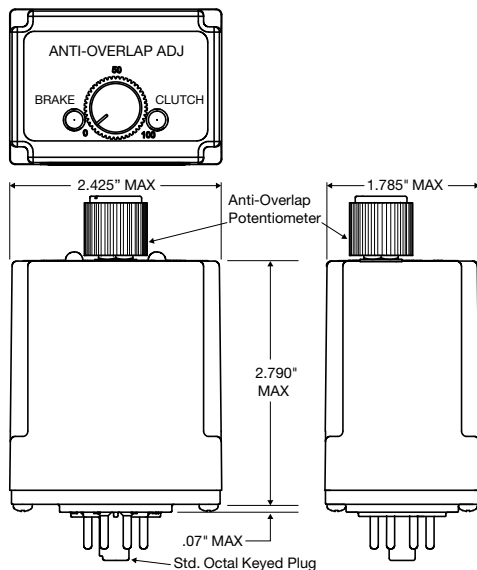


CBC-802 PLC compatible

The CBC-802 is a power supply with solid state circuits for load switching. A brake and clutch may be operated separately — or, two brakes or two clutches, one unit on at a time. The CBC-802 mounts on an octal socket (purchased separately), and the wiring connections are made at the socket terminals. Octal socket sold separately, refer to mounting specifications for part number.

- Plug-in power supply with solid state switching circuits—increases switch service life
- Adjustable time delay for controlling clutch/brake overlap
- Internally fused for overload protection
- DIN rail mountable
- LED output indicators

Dimensions

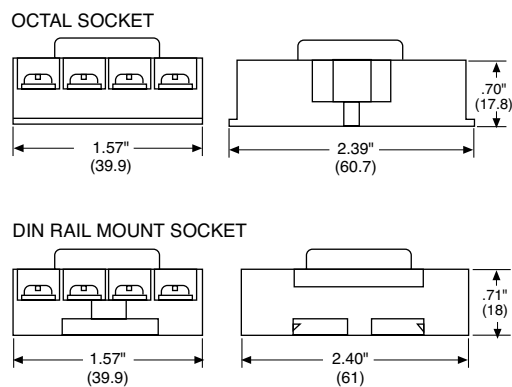
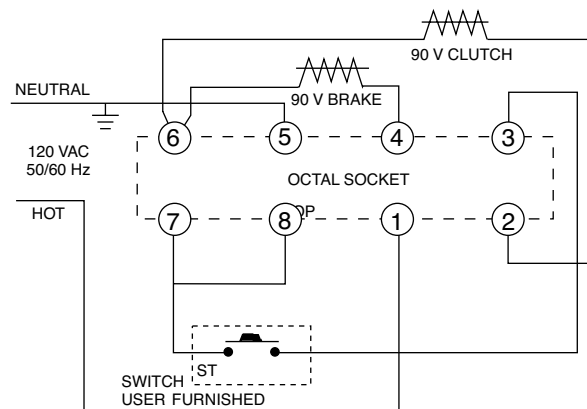


All dimensions nominal unless otherwise specified.

Specifications

| CBC-802 | |
|---------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Part No. | 6002-448-002 |
| Input | 120 VAC, 50/60 Hz |
| Output | 90 VDC, 0.5 A max. |
| Status Indicator | Red LED indicates brake energized. Green LED indicates clutch energized. |
| Circuit Protection | Fused 0.5 Amps, 250 V |
| Ambient Temperature | -20° to 113°F (-29° to 45°C) |
| Leakage Current | 500 uA max. for solid state switches |
| Max. Cycle Rate | Limited by the clutch or brake, variable with application |
| Switching | Momentary contact, maintained contact, or solid state open collector logic Minimum contact rating 20 VDC resistive, 0.01 Amps Minimum input pulse—1 millisecond |
| Adjustments | Externally adjusted potentiometer sets overlap between clutch and brake from 0 to 130 MS. |
| Mounting: | Two versions of octal socket are available: 6001-101-001 foot mount 6001-101-002 DIN rail mount |


Connection Diagram



MCS-103-1 Adjustable Torque Controls

Adjustable Torque Control

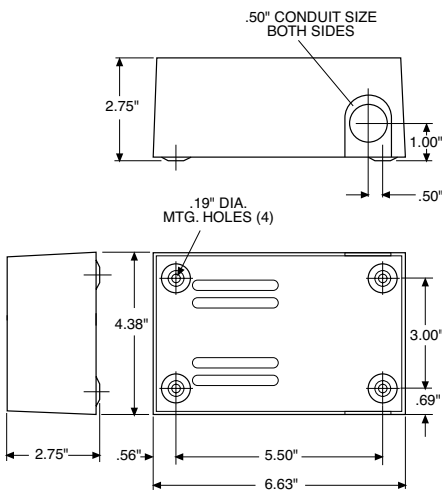
The MCS-103-1 is an enclosed control complete with a cover and mounting provisions. A brake and clutch may be operated separately with this control – or up to four units, two at a time. The external wiring is connected to the terminal strip located behind the cover.

-  **US**
- Can be used with electrically released brakes

- Torque control for one 90 VDC clutch or brake
- Operates up to four units, two on at a time
- Easy-to-install. Compact. 120 VAC input
- Convenient terminal strip behind an easy-to-remove cover



Dimensions

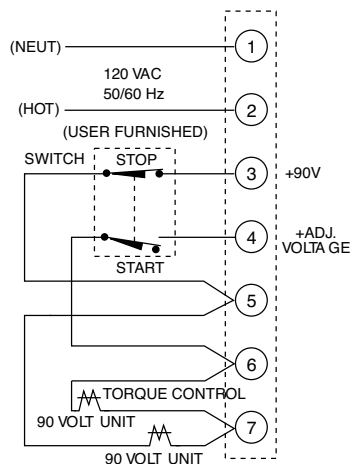


All dimensions nominal unless otherwise specified.

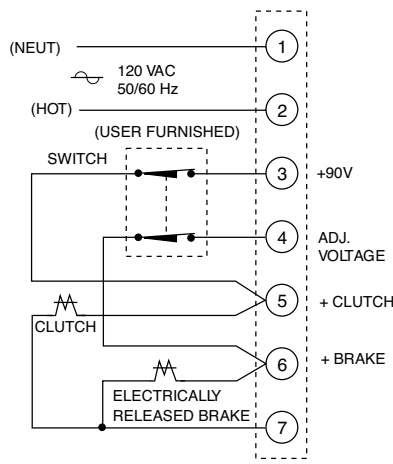
Specifications

| MCS-103-1 | |
|------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Part No. | 6010-448-002 |
| Input | 120 VAC, 50/60 Hz |
| Output | 1.25 Amp 90 V full wave rectified for one unit and adjustable from 0-90 volts full wave rectified for second unit |
| Circuit Protection | Fused 1.5 Amp, 250 V |
| Ambient Temperature | -20° to 113°F (-29° to 45°C) |
| Maximum Cycle Rate | Limited by the clutch or brake and will vary with application. |
| Mounting | Mounting centers 5-1/2" wide, 3" high. Knockouts for 1/2" conduit |
| External Switches (User furnished) | Double pole, double throw maintained contact. Minimum contact rating: 10 Amp, 28 VDC resistive or 10 Amp, 120 VAC inductive. Contact ratings given will operate all Warner Electric brake and clutch units. However, switches with ratings less than those given may be used with fractional horsepower units provided the rating is equal to or greater than the coil current. |

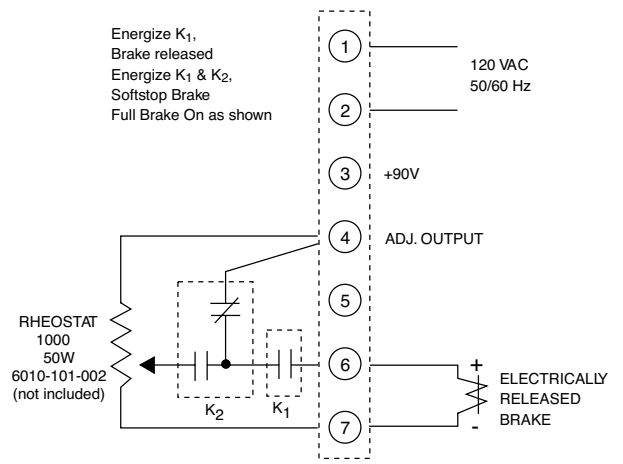
Connection Diagrams



Normal Clutch/Brake Operation
(One unit on at a time)



Clutch/Electrically Released
Brake Operation
(Both units on at a time)



Soft Stop for
Electrically Released Brake

MCS-805-1/MCS-805-2 Power Supply

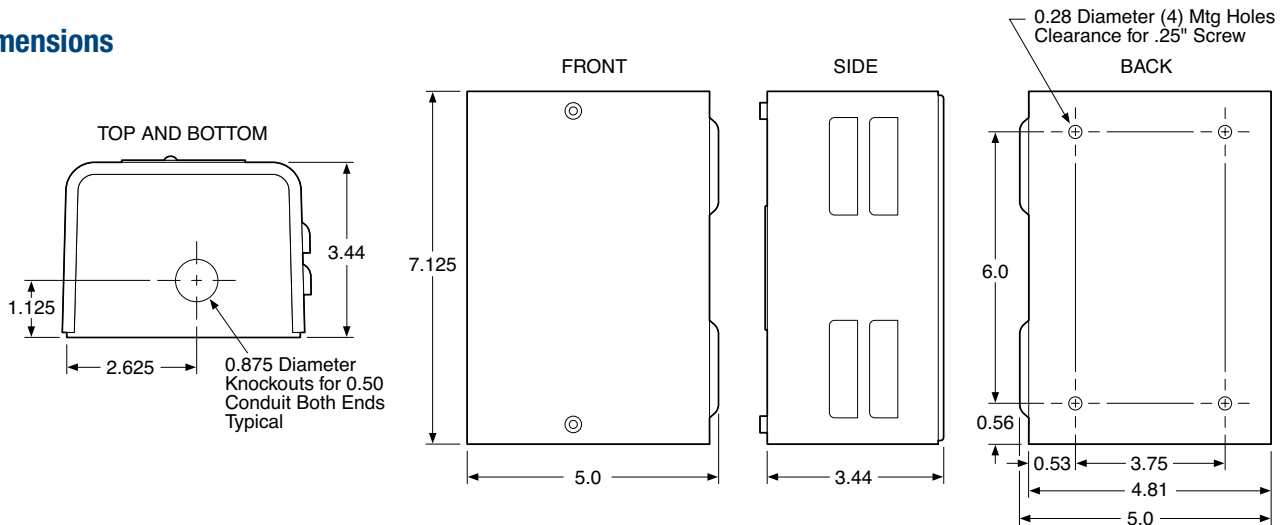
The DC voltage required to release the Warner Electric ER-1225 Brake is supplied by the MCS-805-1 or MCS-805-2 Power Supply. The correct brake release voltage—approximately 35-75 volts DC—is set by adjusting the power supply at the time of brake installation. Temperature compensating circuits provide proper operation over the entire operating range of 0°F to 150°F. Switching may be provided on either the AC or DC side of the power supply. The MCS-805-1 may be mounted on its back panel or on 1/2" conduit. The MCS-805-2 has a torque adjustment capability for soft stop applications. The MCS-805-2 requires two switching circuits when used for those applications requiring soft engagement.



Specifications

| | MCS-805-1 | MCS-805-2 |
|------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|
| Part No. | 6090-448-006 | 6090-448-007 |
| Input | 115/230 VAC, 50/60 Hz ±10% | 115/230 VAC, 50/60 Hz ±10% |
| Output | 0.4 Amp, 35/75 VDC | 0.4 Amp, 35/75 VDC |
| Ambient Temperature | -20° to 150°F (-29° to 65°C) | -20° to 150°F (-29° to 65°C) |
| Maximum Cycle Rate | Limited by the clutch or brake and will vary with application. Consult factory for specifics. | |
| External Switches (User furnished) | For DC switching: single pole, single throw. Minimum contact rating 1 amp, 120 volts DC resistive. For AC switching: single pole, single throw. Minimum contact rating 1 amp, 120 volts AC. | |
| Circuit Protection | .75 Amp 250V Slow Blow 3 AG | |

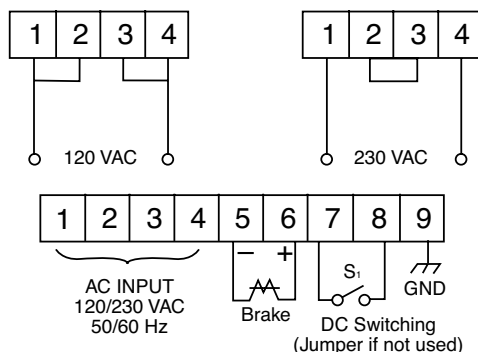
Dimensions



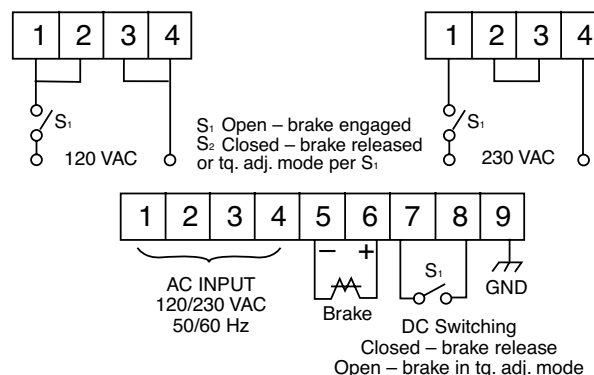
Connection Diagrams

Connect the MCS-805-1 or MCS-805-2 Power Supply per the following diagram and instructions:

MCS 805-1




MCS 805-2



For AC switching, switch may be in series with input supply. For DC switching, use terminals 7 and 8 as shown. DO NOT put switch in series with load on terminals 5 and 6.

CBC-300 Adjustable Torque Controls

The CBC-300 Series Controls provide dual torque controls when connected to any of Warner Electric's 90 volt clutches and brakes.

-  US
- Current monitored output maintains consistent torque regardless of variation in coil temperature.
- Switch selection tunes control to exactly match current requirements and operating characteristics of each clutch or brake.
- Individual torque adjust allows preset maximum torque tailored to application requirements.
- Short circuit protection, line to line.
- Torque limiting protects machine components from damage.
- Can be used with electrically released brakes.
- Internally Fuse Protected



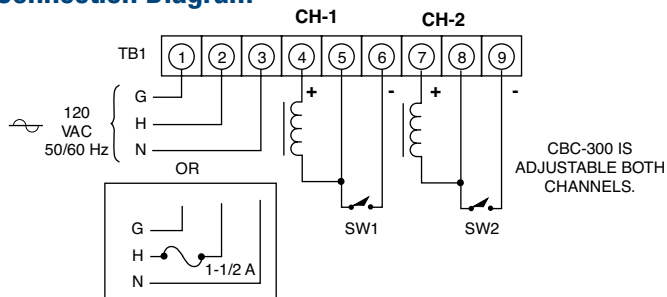
CBC-300 Series Dual channel/Dual channel torque adjust

The CBC-300 has two adjustable current channels.

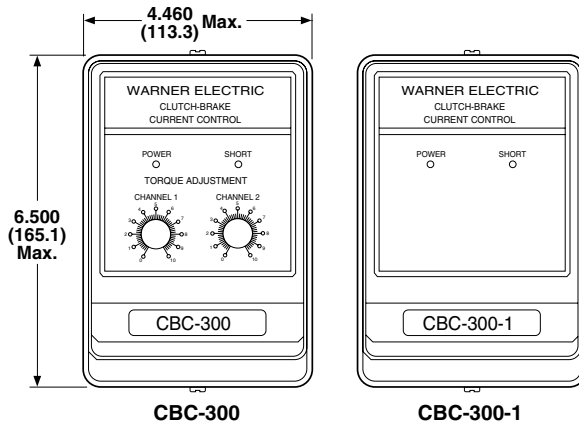
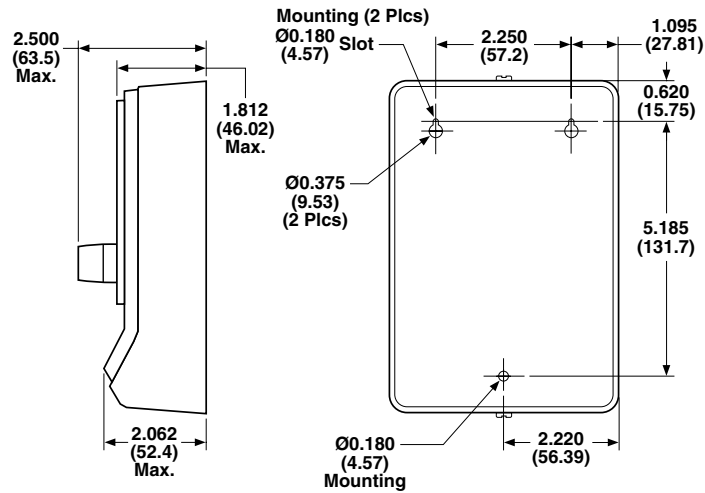
Specifications

| CBC-300 | | | | | | | | | | | | | |
|-------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|-----|-----|-----|---|---|-----------------------|----|-----|-----|-----|-----|
| Part No. | 6021-448-009 | | | | | | | | | | | | |
| Input Power | 120 VAC +10% -15%, 50/60 Hz, single phase, 215 VA max. | | | | | | | | | | | | |
| Output | Pulse-width modulated full wave rectified D.C. Constant current, switch selectable ranges, 0-90 volt | | | | | | | | | | | | |
| Ambient Temperature | +32°F to +113°F (0°C to 45°C) with plastic cover installed +32°F to +150°F (0°C to 66°C) with plastic cover removed | | | | | | | | | | | | |
| Circuit Protection | Internal line to line short circuit protection Optional customer supplied fusing on A.C. line, 1.5 Amps, 250 VAC. Fast-acting fuse internal 300 (recommended 300-1) | | | | | | | | | | | | |
| Current Adjust (via front panel potentiometers) | Dual adjustable channels | | | | | | | | | | | | |
| Status indicators | "POWER"—green LED indicates A.C. power is applied to the control. "SHORT"—red LED indicates a short circuit condition exists on one or both outputs. | | | | | | | | | | | | |
| Internal Adjustments | Set DIP switches SW1 and SW2 to suit the current draw of the connected clutch/brake coil: <table border="1"> <thead> <tr> <th>Switch Range</th> <th>1</th> <th>2</th> <th>3</th> <th>4</th> <th>5</th> </tr> </thead> <tbody> <tr> <td>Max Current Draw (mA)</td> <td>60</td> <td>175</td> <td>245</td> <td>305</td> <td>533</td> </tr> </tbody> </table> | Switch Range | 1 | 2 | 3 | 4 | 5 | Max Current Draw (mA) | 60 | 175 | 245 | 305 | 533 |
| Switch Range | 1 | 2 | 3 | 4 | 5 | | | | | | | | |
| Max Current Draw (mA) | 60 | 175 | 245 | 305 | 533 | | | | | | | | |
| External Switching | Mechanical or electromechanical—customer supplied: 1 Amp, 125 V minimum rating Solid-state, NPN isolated transistor—customer supplied: 2 Amp, J250 V minimum rating. Maximum off state leakage current <1 mA | | | | | | | | | | | | |

Connection Diagram



CBC-300 Adjustable Torque Controls



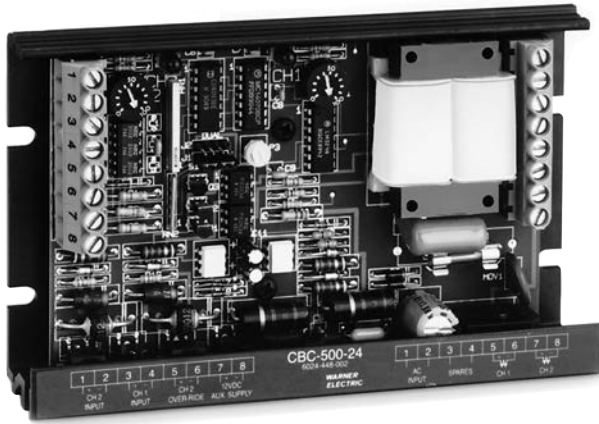
Pots for remote current adjustment: 6011-101-001 single turn
6011-101-002 ten turn

Selection Guide

| | CBC 300 | CBC 300-1 |
|------------------|-----------------------------|---------------------------|
| NEMA 1 Enclosure | 6021-448-009 | 6021-448-002 |
| | Both channels adjustable | Both channels adjustable |
| | Adjustable by knobs on unit | Adjustable by remote pots |
| | Max. output at 100% | Max. output at 100% |

CBC-500 Adjustable Torque Controls

Panel Mounted



Specifications

| | CBC-500-90 | CBC-500-24 |
|---------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|
| Part No. | 6024-448-003 | 6024-448-002 |
| Input Voltage | 120 VAC | 24-30 VAC or VDC |
| Output Voltage | 0-90 VDC | 0-24 VDC |
| Output Current | 1 Amp/Channel 2 Amps Total | 5 Amps/Channel 5 Amps Total |
| Auxiliary Supply | 12 VDC 250 mA | 12 VDC 250 mA |
| Circuit Protection | Fused 2.5 Amp, 250 V Fast-blo | Fused 6.3 Amp, 250 V Fast-blo |
| Ambient Temperature | +32° to 122°F (0° to 50°C) | |
| Status Indicators | Red LED indicates channel is energized. | |
| Adjustments | Two potentiometers for voltage adjustment of channel 1 and channel 2 output from 0 to full rated voltage. Frequency adjustment from 60 to 400 Hz to reduce clutch/brake "Hum" associated with machine frequencies. Jumper for single or dual operation. See Appendix for explanation. | |
| Inputs: | 3 Optically coupled, 10-30 VDC, 3-9 mA for Channel 1, Channel 2 and Channel 2 override (applies full voltage to channel 1 output) | |

CBC-500 series Dual torque adjustable power supplies

The CBC-500 series is a dual channel adjustable voltage control with optically isolated input switching for 24 and 90 volt electric clutches and brakes. These controls can be set up to energize the two outputs alternately (single) or simultaneously (dual). Refer to the Appendix for additional setup and switching information.

- Dual adjustable channels
- Optically isolated input switching
- Single or dual channel operation
- Auxiliary 12V supply
- Can be used with electrically released brakes

Enclosure (Optional)

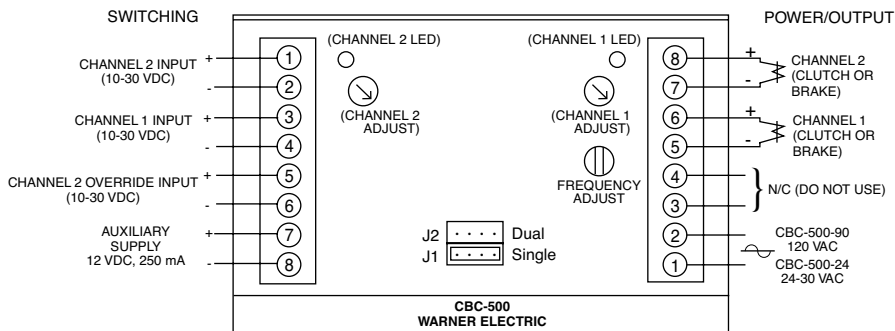


- Lift off hinge
- Quick-release latches
- Conforms to NEMA Type 13
- European Standard IEC 529, IP65

CBC-500 Adjustable Torque Controls

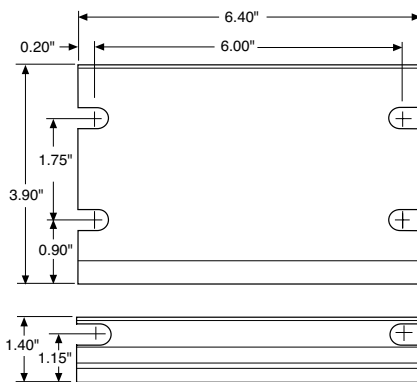
Panel Mounted

Connection Diagram



All dimensions nominal unless otherwise specified.

Dimensions



Part No. 6042-101-004

Size 8"H x 6"W x 4"D
(203.2 x 152.4 x 101.6 mm)

CBC-550 Adjustable Torque Controls

Panel Mounted

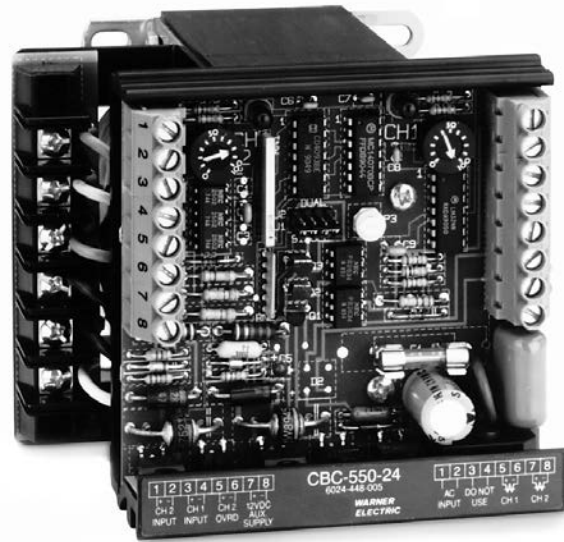
CBC-550 series

Dual adjustable with power transformer

The CBC-550 series is a dual channel adjustable voltage control with optically coupled switching for 24 and 90 volt electric clutches and brakes. These controls can be set up to energize the two outputs alter-nately (single) or simultaneously (dual). Refer to the Appendix for additional setup and switching information.

The CBC-550 series has a power transformer which will operate with a 120, 220, 240, 380, or 480 VAC input.

- Dual adjustable channels
- Optically isolated input switching
- Single or dual channel operation
- Can be used with electrically released brakes



Specifications

| | CBC-550-90 | CBC-550-24 |
|---------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|
| Part No. | 6024-448-006 | 6024-448-005 |
| Input Voltage | 120/220/240/380/480 VAC | |
| Output Voltage | 0-90 VDC | 0-24 VDC |
| Output Current | 1 Amp/Channel 1.2 Amps Total | 4 Amps/Channel 4 Amps Total |
| Auxiliary Supply | 12 VDC 250 mA | 12 VDC 250 mA |
| Circuit Protection | Fused 1.5 Amp, 250 V fast-blo | Fused 5 Amp, 250 V fast-blo |
| Ambient Temperature | +32° to 122°F (0° to 50°C) | |
| Status Indicators | Red LED indicates channel is energized. | |
| Adjustments | Two potentiometers for voltage adjustment of channel 1 and channel 2 output from 0 to full rated voltage. Frequency adjustment from 60 to 400 Hz to reduce clutch/brake "Hum" associated with machine frequencies. Jumper for single or dual operation. See Appendix for explanation. | |
| Inputs | 3 Optically coupled, 10-30 VDC, 3-9 mA for Channel 1, Channel 2 and Channel 2 override (applies full voltage to channel 1 output) | |

Enclosure (Optional)



- Lift off hinge
- Quick-release latches
- Conforms to NEMA Type 13
- European Standard IEC 529, IP65

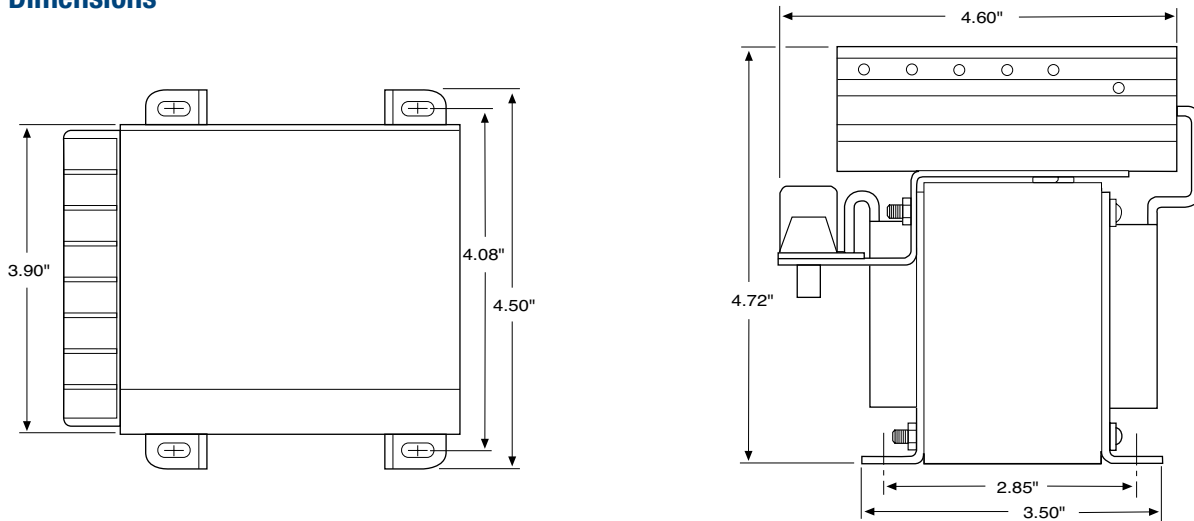
Part No. 6006-101-007

Size 6"H x 6"W x 6"D
(152.4 x 152.4 x 152.4 mm)

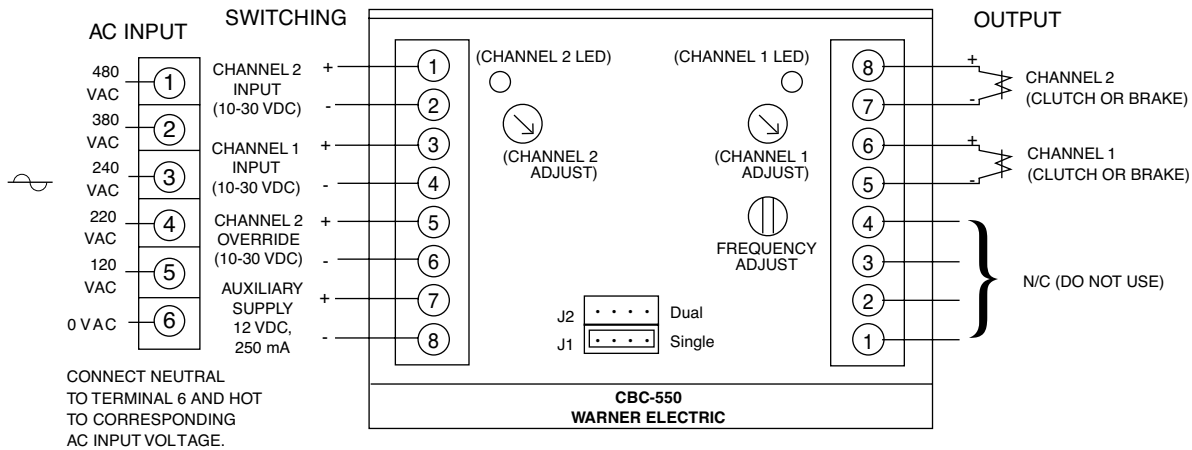
CBC-550 Adjustable Torque Controls

Panel Mounted

Dimensions



Connection Diagram



All dimensions nominal unless otherwise specified.

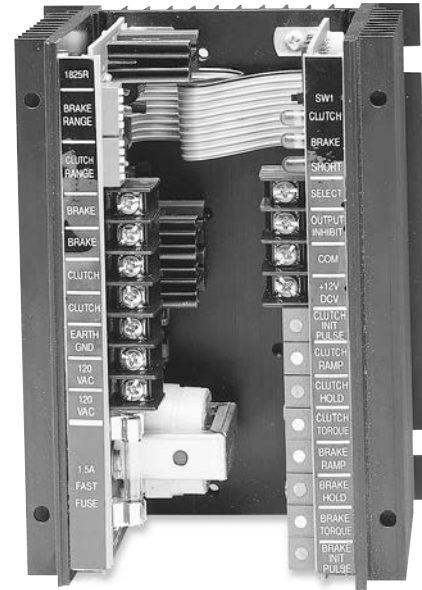
CBC-1825R Adjustable Torque Controls

Panel Mounted

CBC-1825R series

The CBC-1825R is designed to provide consistent and repeatable acceleration and deceleration when used with Warner Electric 90 VDC clutches and brakes. Current to each channel is introduced along an adjustable time ramp and monitored continuously. Adjustments include initial pull-in pulse, hold level, maximum torque, and ramp time. LEDs are provided on the circuit board to indicate power is applied to the clutch or brake unit.

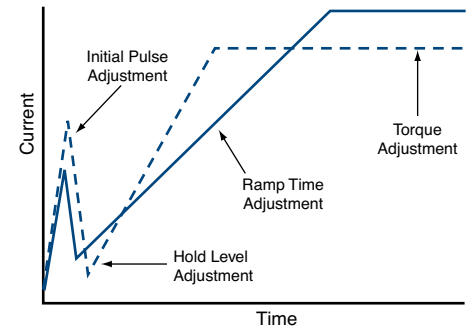
Note: It is recommended that the auto-gap springs be removed from the clutch and brake for successful accel-decel application.



Specifications

| CBC-1825R | |
|---------------------|------------------------------------------------------------------------------------------------------------------------------|
| Part No. | 1825-448-001 |
| Input Voltage | 120 VAC, 50/60 Hz, 100 VA maximum |
| Output Current | Current driven PWM, compatible with 90 VDC clutch/brake (switch selectable current output) |
| Auxiliary Supply | 12 VDC 250 mA |
| Circuit Protection | Input Fused 1.5 Amp, 250 V fast-blo clutch and brake outputs are short circuit protected |
| Status Indicators | Clutch and brake LEDs indicate output is energized Short circuit LED indicates a fault |
| Ambient Temperature | 0° to 122°F (-18° to 50°C) |
| Switching | Contact rating: 15 mA @ 15 V, open collector NPN 2mA maximum allowable leakage current and 2 V maximum saturation voltage |

Set-up

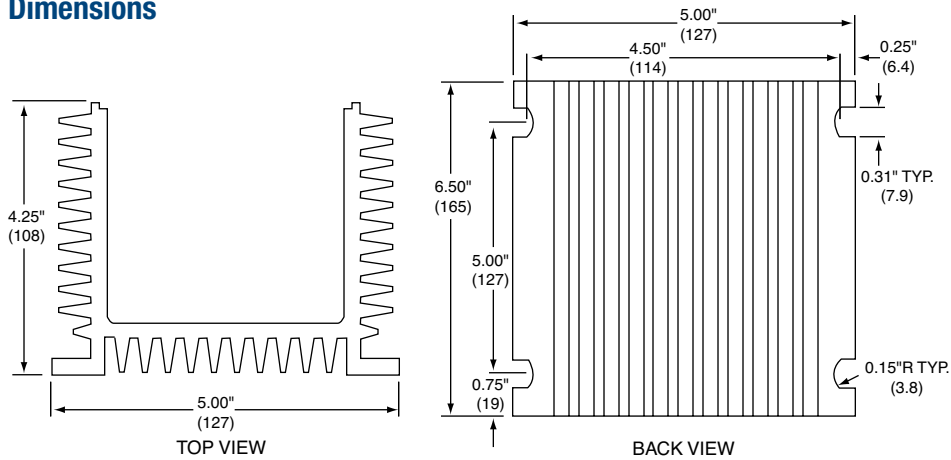


All dimensions nominal unless otherwise specified.

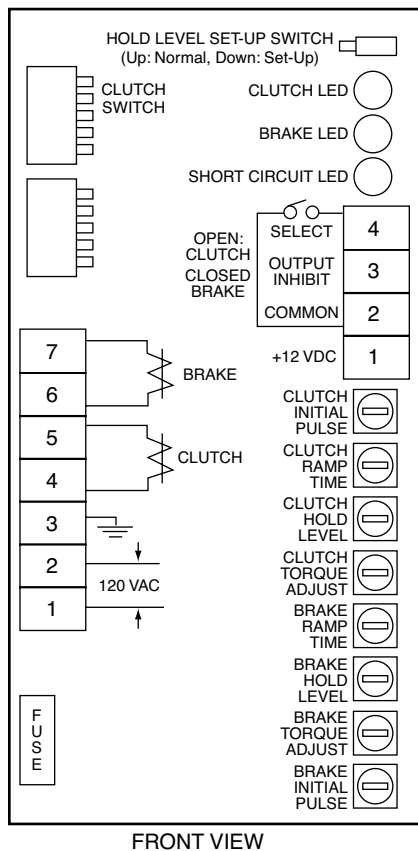
CBC-1825R Adjustable Torque Controls

Panel Mounted

Dimensions



Connection Diagram



CBC-700 Overexcitation Controls

General Purpose OEX Control

CBC-700 Series

Simple, compact, high performance OEX control for either 90 or 24 VDC clutches and brakes. OEX spike duration and anti-overlap times delay are adjustable. Two optically isolated inputs.

- High performance
- Switch selectable OEX duration
- Force decay suppression with adjustable anti-overlap time delay
- Compact, flexible mounting
- Models for 24 or 90 volt clutches and brakes
- Cycle rate limited by clutch/brake



Specifications

| | CBC-700-90 | CBC-700-24 |
|---------------------------------------------|------------------------------------------------------------------|------------------------|
| Part No. | 6042-448-003 | 6042-448-002 |
| Input | 120 VAC, 50/60 Hz | 24-28 VAC, 50/60 Hz |
| Output Voltages | | |
| Steady State | 90 VDC | 24 VDC |
| Overexcitation | 340 VDC | 105 VDC |
| Output Current (Per channel alternately) | .5 Amps | 3.5 Amps |
| OEX Pulse Duration | Adjustable through logic board dip switches (see service manual) | |
| Inputs | Two-optically isolated (10-30 VDC) | |
| Ambient Temperature Range | 0°F to 140°F (-18°C to +60°C) | |
| Maximum Off State Leakage | <2 mA (inputs) | |
| Circuit Protection | 1.6A Fast Act (5 x 20 mm) | 5A Slo-Blo (5 x 20 mm) |
| Auxiliary Supply | 12 VDC, 250 mA maximum | |

Enclosure (Optional)



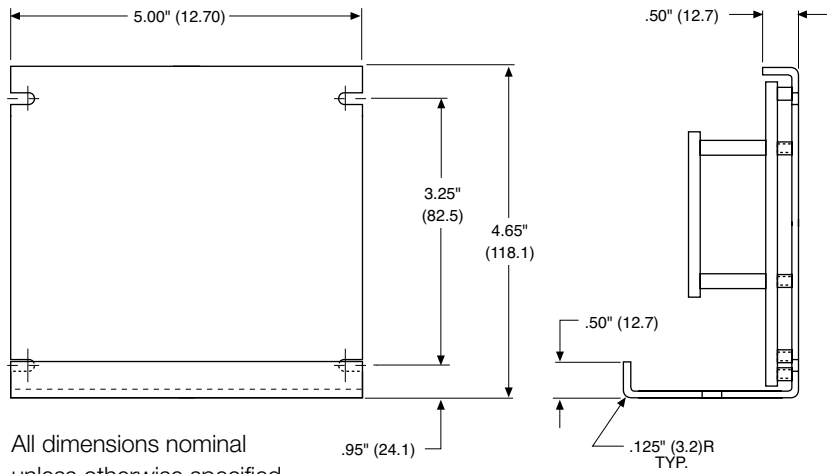
- Lift off hinge
- Quick-release latches
- Conforms to NEMA Type 13
- European Standard IEC 529, IP65

| | |
|----------|-----------------------------------------------|
| Part No. | 6042-101-004 |
| Size | 8"H x 6"W x 4"D (203.2 x 152.4 x 101.6 mm) |

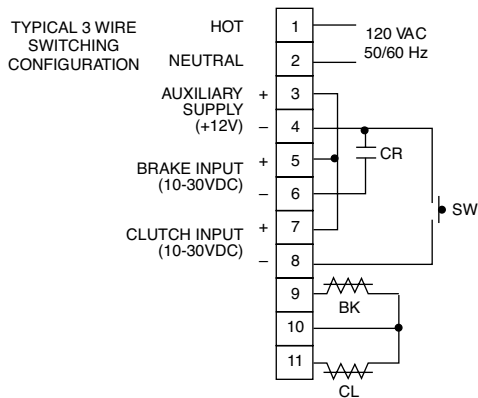
CBC-700 Overexcitation Controls

General Purpose OEX Control

Dimensions



Connection Diagram



NOTE: CR, SW user furnished switch options for use with control.
CR normally open relay contact
SW normally open push button switch

CBC-750 Overexcitation Control

Rapid Acceleration/Deceleration

CBC-750 Dual channel, current based OEX with switching logic

Warner Electric's CBC-750 Constant Current Overexcitation Clutch/Brake Control is a solid-state electronic control designed to increase the cycle rate capabilities and accuracies of electromagnetic clutches and brakes. The control accomplish this by sending a momentary high voltage overexcitation spike to the clutch and/or brake magnetic coil to build a high density magnetic flux field almost instantaneously. By using overexcitation, the response time is reduced as dramatically as performance is increased. For example, the current build up time of a 5 inch, 6 volt magnet is reduced from 84 milliseconds to 2 milliseconds.

The CBC-750 user selects either 120, 220 or 240 VAC operation at the time of installation, and is available for 6 volt clutches and brakes.

LED indicators on the faceplate of each control tell the user the status of input signals, output activation and any auxiliary inputs. A reset switch resets the output should a short be detected. Remote torque adjust potentiometer inputs are also provided. Appropriate current range for each size clutch or brake is selected by a dip switch. Constant current for each level is assured by the control's design.

- Maintains torque at preset levels regardless of temperature variations
- Automatically controls OEX pulse duration for optimum response without overheating coils
- Automatically prevents clutch and brake "overlap"
- Configurable as an analog follower control through remote top input
- Integral switching logic through auxiliary, inhibit and override inputs



Shown with optional cover, part number 6041-101-004

- High performance OEX control
- Constant current output capability
- Available for 6 volt clutches and brakes
- Outputs short circuit protected.
- AC/DC optically isolated inputs
- Transformer isolation Remote torque potentiometer capability
- Input/Output inhibit functions
- Switch selectable OEX function
- Automatic CH1/CH2 anti-overlap feature
- Heavy duty suppression circuits
- Selectable output current ranges
- Remote status indicators inputs and outputs

Specifications

| CBC-750-6 | |
|------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|
| Part No. | 6041-448-001 |
| Input Power | 120/220/240 VAC, $\pm 10\%$, 50/60 Hz, 350 VA (switch selectable) |
| Control Inputs | Opto-isolated 10-30 VDC @ 10-35 mA nominal sinking or sourcing, or 24 VAC (50/60Hz) @ 22 mA nominal, or 120 VAC (50/60 Hz) @ 20 mA nominal |
| Clutch/brake Output | |
| Steady State Output | |
| Current controlled | .910 to 4.34 A max. |
| Current Rise Time | Dependent on clutch/brake size |
| Current Fall Time | Depending on clutch/brake size |
| Overexcitation Voltage | 75 VDC nom. |
| Overexcitation Time | Automatic adjustment by control feedback |
| Anti-overlap Time | Automatic adjustment by control feedback |
| Power Supply Output | 12 VDC, ± 0.6 VDC, 250 mA max. |
| Auxiliary Indicator | Opto-isolated NPN transistors |
| Outputs | 24 VDC maximum, 20 mA max., reverse polarity protected |
| Circuit Protection | Internal short circuit protection on each output channel. |
| Fusing | |
| AC Input Line | 2 Amp, 250 V Slo-Blo |
| OEX Supply | 10 Amp, 32 V Slo-Blo |

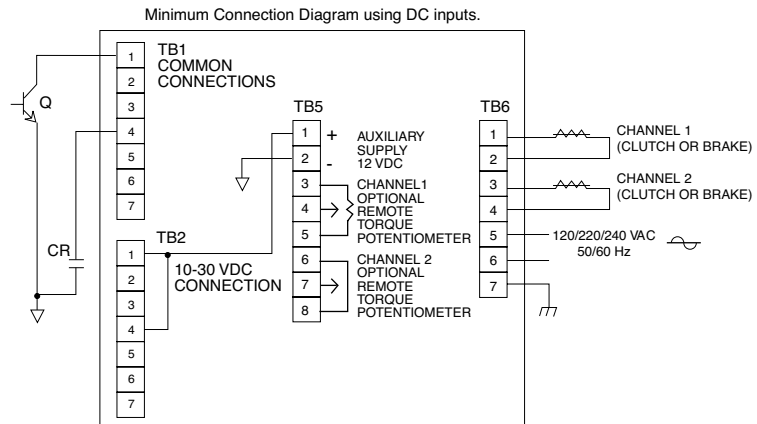
CBC-750 Overexcitation Controls

Rapid Acceleration/Deceleration

Seven optically isolated inputs accept 10-30V A.C./D.C. (TB2) or 120 VAC (TB3), configured through set-up switches

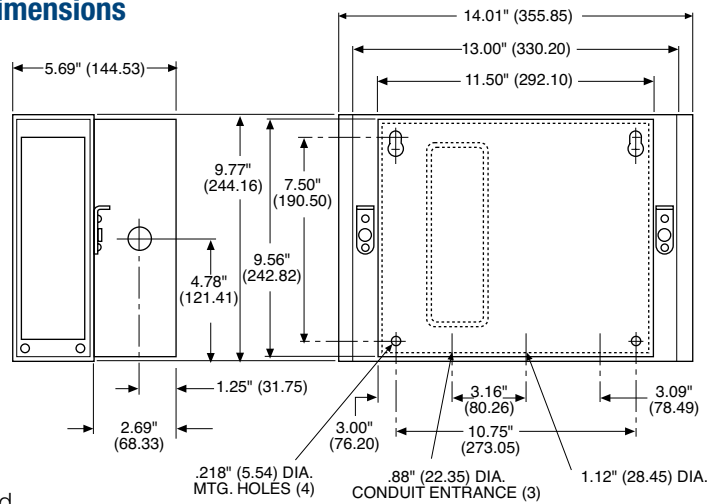
1. Channel 2 Input
2. Channel 2 Input Inhibit (disregards channel 2 input signal)
3. Auxiliary Input
4. Channel 1 Input
5. Channel 1 Input Inhibit (disregards channel 1 input signal)
6. Output Inhibit (deactivates both output channels)
7. Channel 2 Override (applies full voltage to channel 1 output)

Connection Diagram



NOTE: Q, CR user furnished switch options for use with control.
 Q NPN transistor
 CR normally open relay contact

Dimensions



All dimensions nominal unless otherwise specified.

Setup Switches

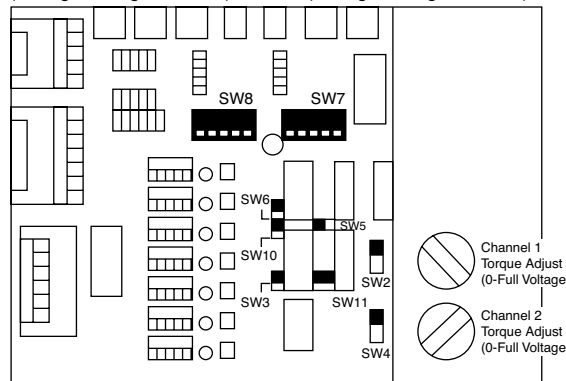
SW1: AC Voltage selection switch on terminal board inside control unit

Max. Current Output

(SW7 & SW8 settings)

| Nominal Voltage | 1 | 2 | 3 | 4 | 5 |
|-----------------|-------|------|-------|-------|-------|
| 6 | 0.910 | 2.35 | 3.183 | 3.760 | 4.340 |

SW8 Channel 2 current range selector (settings in diagram below)
SW7 Channel 1 current range selector (settings in diagram below)



All switches are in the down (v) position from factory

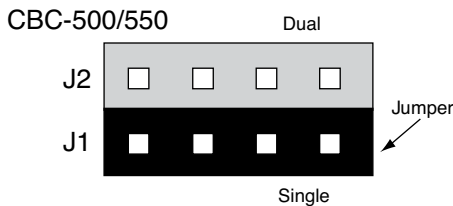
- SW6** Channel 2 OEX enable (v) / disable (Δ)
- SW5** Channel 1 OEX enable (v) / disable (Δ)
- SW2** Channel 1 local (Δ) or remote (v) torque adjust
- SW10** Channel 1 input invert (Δ) (v) (v)
- SW3** Level/pulse selector level (Δ) pulse (v)
- SW4** Channel 2 local (Δ) or remote (v) torque adjust
- SW11** Auxiliary input selector Channel 1 (Δ) Channel 2 (v)

Appendix

CBC-500/550 Single vs. Dual Operation

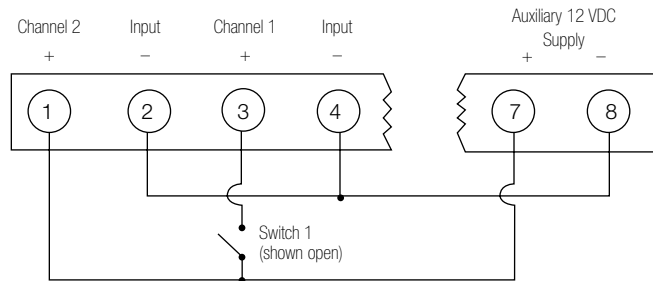
The CBC-500/550 series controls allow operation in either a single or dual mode. The mode of operation is determined via the position of a jumper on the main control board.

The controls are shipped with the jumper in the J1 or single mode position. A variety of output logic can be accomplished via the single/dual jumper position and whether the control is wired to one input switching device (2-wire mode) or two input switching devices (3-wire mode). The following diagrams show how each channel (output) of the control can be either alternately or simultaneously energized.



2-wire Switching Option

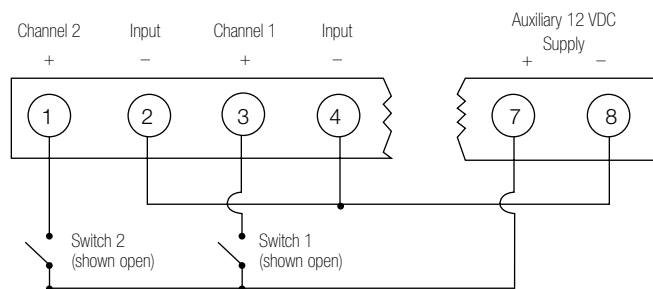
Control's switching terminal block



| Jumper Mode | Switch 1 | Channel 1 | Channel 2 |
|-------------|----------|-----------|-----------|
| J1-Single | Open | Off | Powered |
| | Closed | Powered | Off |
| J2-Dual | Open | Powered | Powered |
| | Closed | Off | Off |

3-wire Switching Option

Control's switching terminal block



| Jumper Mode | Switch 1 | Switch 2 | Channel 1 | Channel 2 |
|-------------|----------|----------|------------|------------|
| J1-Single | Closed | Open | Latched On | Off |
| | Open | Closed | Off | Latched On |
| J2-Dual | Closed | Open | Off | Off |
| | Open | Closed | Latched On | Latched On |

1. What transformers can be used with controls requiring 24-30 VAC input?

| Manufacturer | Part Number | Primary | Secondary |
|--------------|-------------|-------------|--------------|
| Abbott | 6B 12-160 | 115 VAC | 24V @ 6 amps |
| Quality | 6-K-119VBR | 115/230 VAC | 24V @ 8 amps |
| Signal | 24-6 | 115 VAC | 24V @ 6 amps |
| Signal | DP24-6 | 115/230 VAC | 24V @ 6 amps |
| Triad | F-260-U | 115 VAC | 24V @ 6 amps |

2. What is the difference between a MCS-801 and a CBC-801-1 or between a MCS-103 and a MCS-103-1?

There is no performance difference between the MCS-103 and MCS-103-1. There is no performance difference between the MCS-801 and CBC-801-1. The CBC-801-1 is roughly 1/4" shorter than the MCS-801. The units wire and work exactly the same.

3. Which power supplies can be used with the SF 1525HT and SFC 1525HT coil?

The SF and SFC 1525 High Torque clutch coils require .794 amps of current to provide full rated torque. The following power supplies and controls will provide the needed power.

| | | | |
|---------|-----------|-----------|-----------|
| CBC-100 | .8 amps | MCS-103-1 | 1.25 amps |
| CBC-150 | .8 amps | CBC-500 | 1 amp |
| CBC-801 | 1.25 amps | CBC-550 | 1 amp |

4. Can I use a CBC-160 with a variable frequency drive and AC motor?

No. As the voltage to the drive is varied, the output to the electrically released brake would also vary. This would cause the brake to re-engage when it should be released.

5. Which power supplies offer a 12 VDC power source that could be used to power auxiliary switch inputs such as inductive or photoelectric sensors?

CBC-500, CBC-550, CBC-700, CBC-750

6. We plan to use a PLC in the application. Does that impact our choice of control or power supply?

The CBC-801s and MCS-103-1 are not very PLC friendly. Both require a 10 amp relay for switching which is not very common for PLCs. Alternatives would be CBC-150 or CBC-500/550 respectively which are more 'PLC-Friendly'.

7. Which of the controls would allow for the independent operation of two clutches or two brakes?

Four controls allow for completely independent operation of two clutches or brakes. That is, that a clutch and brake can both be on at once, both off at once, or one on and one off. These controls are:

CBC-801-1 and CBC-801-2, MCS-103-1, CBC-300

The CBC-500/550 allows for operation of both channels on at once, both channels off at once or cycling between channel one and two. However, in the both-on/both-off mode, you cannot also do independent single channel operation.

8. Our PLC can provide 24 or 90 volts output. Why do we need a separate power supply at all?

There are two reasons to use a Warner Electric control or power supply with clutches and brakes. First, the electric coil within clutches and brakes can create a significant back EMF spike when turned off. This can damage PLC circuits (some PLCs include a diode for protection). All Warner Electric controls and power supplies include a suppression network to protect upstream electrical components from the back EMF spike. Second, this same suppression network will speed the collapse of the magnetic field within a clutch or brake. Without the suppression circuit, a clutch and brake will often overlap each other in performance with resulting poor machine performance.

9. Which controls can be used with electrically released brakes?

The CBC-160-1 and CBC-160-2 are designed specifically to use with the conduit box of EM and EUM electrically released brake designs. The CBC-160-1 and CBC-160-2 can also be used with ER and FB brake designs.

The MCS-103-1, CBC-300 and CBC-500/550 can all be used with ER, FB as well as UM-FBC, EM and EUM-FBB and EM and EUM-MBFB designs.

The MCS 805-1 and MCS 805-2 are for use only with the ER 1225 brakes. The ERS series brakes can be used with the CBC-100 or CBC-801 power supplies.

Ordering Information

| Model | Part Number | Page |
|--------------------------------------------|--------------------|----------------|
| CBC-100-1 | 6003-448-101 | CTL-4 |
| CBC-100-2 | 6003-448-103 | CTL-4 |
| MCS-103-1 | 6010-448-002 | CTL-8 |
| CBC-150-1 | 6004-448-001 | CTL-4 |
| CBC-150-2 | 6004-448-002 | CTL-4 |
| CBC-160-1 | 6013-448-001 | CTL-5 |
| CBC-160-2 | 6013-448-002 | CTL-5 |
| CBC-300 | 6021-448-009 | CTL-10, CTL-11 |
| CBC-300-1 | 6021-448-002 | CTL-11 |
| CBC-500-24 | 6024-448-002 | CTL-12 |
| CBC-500-90 | 6024-448-003 | CTL-12 |
| CBC-550-24 | 6024-448-005 | CTL-14 |
| CBC-550-90 | 6024-448-006 | CTL-14 |
| CBC-1825R | 1825-448-001 | CTL-16 |
| CBC-700-24 | 6042-448-002 | CTL-18 |
| CBC-700-90 | 6042-448-003 | CTL-18 |
| CBC-750-6 | 6041-448-001 | CTL-20 |
| CBC-801-1 | 6001-448-004 | CTL-6 |
| CBC-801-2 | 6001-448-006 | CTL-6 |
| Octal Socket, Foot Mount | 6001-101-001 | CTL-6, CTL-7 |
| Octal Socket, DIN Rail Mount | 6001-101-002 | CTL-6, CTL-7 |
| CBC-802 | 6002-448-002 | CTL-7 |
| Optional Enclosure: CBC-500, CBC-700 | 6042-101-004 | CTL-12, CTL-18 |
| Optional Enclosure: CBC-550 | 6006-101-007 | CTL-14 |
| MCS-805-1 | 6090-448-006 | CTL-9 |
| MCS-805-2 | 6090-448-007 | CTL-9 |

Part Numbers Ordering Information

PN

Part Numbers Ordering Information

Electrically Released Brakes- Permanent Magnet

Permanent Magnet Brakes (Dynamic Cycling)

| Description | Model | Part No. | Voltage | Pg. No. |
|-------------|----------------|-----------------|---------|---------|
| FB | FB-375-1/2 | 5390-170-021 | 90 | 134 |
| | | 5390-170-024 | 24 | |
| | FB-375-5/8 | 5390-170-022 | 90 | 134 |
| | | 5390-170-023 | 24 | |
| | FB-475 | 5391-170-009 | 90 | 134 |
| | | 5391-170-012 | 24 | |
| FB-650 | 5392-170-007 | 90 | 134 | |
| | 5392-170-010 | 24 | | |
| ER | ER-375 | Drawing I-25766 | 90 | 138 |
| | ER-475 | Drawing I-25755 | 90 | 138 |
| | ER-650 | Drawing I-25767 | 90 | 138 |
| | ER-825 (N.D.) | Drawing I-25577 | 90 | 138 |
| | ER-825 (H.D.) | Drawing I-25578 | 90 | 138 |
| | ER-1225 (N.D.) | Drawing I-25619 | 36-75 | 138 |
| | ER-1225 (H.D.) | Drawing I-25620 | 35-75 | 138 |

UniModules - UM-FBC

| Description | Model | Part No. | Voltage | Pg. No. |
|------------------------------------|----------------|--------------|---------|---------|
| Clutch/Brake UniModules | UM-50-1020FBC | 5370-273-243 | 24 | 144 |
| | | 5370-273-244 | 90 | |
| | UM-100-1020FBC | 5370-273-248 | 24 | 144 |
| | | 5370-273-249 | 90 | |
| | UM-180-1020FBC | 5370-273-253 | 24 | 144 |
| | | 5370-273-254 | 90 | |
| | UM-210-1020FBC | 5371-273-013 | 24 | 144 |
| | | 5371-273-012 | 90 | |
| | UM-215-1020FBC | 5371-273-099 | 24 | 144 |
| | | 5371-273-079 | 90 | |
| | UM-50-2030FBC | 5370-273-258 | 24 | 144 |
| | | 5370-273-259 | 90 | |
| | UM-100-2030FBC | 5370-273-263 | 24 | 144 |
| | | 5370-273-264 | 90 | |
| | UM-180-2030FBC | 5370-273-268 | 24 | 144 |
| | | 5370-273-269 | 90 | |
| | UM-210-2030FBC | 5371-273-018 | 24 | 144 |
| | | 5371-273-017 | 90 | |
| | UM-215-2030FBC | 5371-273-100 | 24 | 144 |
| | | 5371-273-101 | 90 | |

Accessories for UM-FBC, EUM-FBB/MBFB, and EM-FBB/FBC/MBFB

| Description | Model | Part No. | Voltage | Pg. No. |
|-----------------------------|--------------------------------|----------------|--------------|---------|
| Conduit Box | All Sizes | 5370-101-042 | | 63 |
| Controls | CBC-160-1 | 6013-448-001 | 120 VAC | 205 |
| | All Sizes CBC-160-2 | 6013-448-002 | 220 VAC | 205 |
| Base Mount Kits | UM-50/100 | 5370-101-004 | — | 150 |
| | UM-180 | 5370-101-002 | | 150 |
| 2030 (FB only) | UM-210/215 | 5371-101-019 | | 150 |
| Motor Mount Kits | EM/UM-50/100 | 5370-101-078 | — | 149 |
| | EM/UM-180 | | | |
| | for 20FBB and 1020FBC | EUM-50/100/180 | 5370-101-079 | 149 |
| | EM/EUM/UM-210 EM/EUM/UM-215 | 5371-101-012 | | 149 |

Shaft Mounted, Flange Mounted and C-face Compatible Units

Electro Modules

| Description | Model | Part No. | Voltage | Pg. No. |
|-------------------------|-------------------|--------------|---------|---------|
| Brake Module | EM-50-20FBB | 5370-169-278 | 24 | 159 |
| | | 5370-169-279 | 90 | |
| | EM-100-20FBB | 5370-169-283 | 24 | 159 |
| | | 5370-169-284 | 90 | |
| | EM-180-20FBB | 5370-169-288 | 24 | 159 |
| | | 5370-169-289 | 90 | |
| | EM-210-20FBB | 5371-169-032 | 24 | 159 |
| | | 5371-169-029 | 90 | |
| | EM-215-20FBB | 5371-169-100 | 24 | 159 |
| | | 5371-169-054 | 90 | |
| | EM-50-20FBC | 5370-169-233 | 24 | 159 |
| | | 5370-169-234 | 90 | |
| | EM-100-20FBC | 5370-169-238 | 24 | 159 |
| | | 5370-169-239 | 90 | |
| | EM-180-20FBC | 5370-169-243 | 24 | 159 |
| | | 5370-169-244 | 90 | |
| EM-210-20FBC | 5371-169-031 | 24 | 159 | |
| | 5371-169-028 | 90 | | |
| Motor Brake | EM-50-20MBFB | 5370-169-248 | 24 | 159 |
| | | 5370-169-249 | 90 | |
| | EM-100-20MBFB | 5370-169-253 | 24 | 159 |
| | | 5370-169-254 | 90 | |
| | EM-180-20MBFB | 5370-169-258 | 24 | 159 |
| | | 5370-169-259 | 90 | |
| | EM-210-7/8-20MBFB | 5371-169-101 | 24 | 159 |
| | | 5371-169-072 | 90 | |
| | EM-210-20MBFB | 5371-169-033 | 24 | 159 |
| | | 5371-169-030 | 90 | |

Enclosed UniModules

| Description | Model | Part No. | Voltage | Pg. No. | | |
|-------------------------|----------------|------------------------|-----------------|--------------|----|-----|
| Brake Module | EUM-50-20FBB-6 | 5370-169-260 | 90 | 152 | | |
| | | 5370-32 | 90 | 152 | | |
| | | 5370-169-261 | 90 | 152 | | |
| | | 5370-33 | 90 | 152 | | |
| | | 5370-169-262 | 90 | 152 | | |
| | | 5370-34 | 90 | 152 | | |
| | | 5371-169-078 | 90 | 152 | | |
| | | 5371-169-082 | 90 | 152 | | |
| | | 5371-169-086 | 90 | 152 | | |
| | | 5371-169-090 | 90 | 152 | | |
| | | Motor Brake | EUM-50-20MBFB-6 | 5370-169-263 | 90 | 152 |
| | | | | 5370-35 | 90 | 152 |
| | | | | 5370-169-264 | 90 | 152 |
| | | | | 5370-36 | 90 | 152 |
| 5370-169-265 | 90 | | | 152 | | |
| 5370-37 | 90 | | | 152 | | |
| 5371-169-064 | 90 | | | 152 | | |
| 5371-169-068 | 90 | | | 152 | | |
| 5371-169-056 | 90 | | | 152 | | |
| 5371-169-060 | 90 | | | 152 | | |

Bushings for Electro Brakes

| Description | Model | Part No. |
|-------------|-------------------------------------------|----------|
| 1008 | Specify Bore Size 180-0410 to 180-0418 | 198 |
| 1310 | Specify Bore Size 180-0421 to 180-0435 | 198 |
| H-1, H-2 | Specify Bore Size 180-0002 to 180-0018 | 198 |
| 1615 | Specify Bore Size 180-0131 to 180-0149 | 198 |
| 2517 | Specify Bore Size 180-0185 to 180-0217 | 198 |

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| 138 | ER1225 | 5252-9 | 297 |
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| | EM50-20FBC | 5370-169-056 | NA |
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| | EM50-20MB | 5370-169-062 | 256 |
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| | EM50-20FBB | 5370-169-066 | NA |
| | EM180-20FBC | 5370-169-067 | NA |
| | EM180-20FBB | 5370-169-068 | NA |
| | EM180-20MBFB | 5370-169-069 | NA |
| | EM180-20 | 5370-169-070 | 252 |
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| | EM180-20MB | 5370-169-073 | NA |
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| | EM100-20FBC | 5370-169-109 | NA |
| 160 | EM50-20FBC | 5370-169-233 | NA |
| 160 | EM50-20FBC | 5370-169-234 | NA |
| 160 | EM100-20FBC | 5370-169-238 | NA |
| 160 | EM100-20FBC | 5370-169-239 | NA |
| 160 | EM180-20FBC | 5370-169-243 | NA |
| 160 | EM180-20FBC | 5370-169-244 | NA |
| 160 | EM50-20MBFB | 5370-169-248 | NA |
| 160 | EM50-20MBFB | 5370-169-249 | NA |
| 160 | EM100-20MBFB | 5370-169-253 | NA |
| 160 | EM100-20MBFB | 5370-169-254 | NA |
| 160 | EM180-20MBFB | 5370-169-258 | NA |
| 160 | EM180-20MBFB | 5370-169-259 | NA |
| 160 | EUM50-20FBB-6 | 5370-169-260 | NA |
| 160 | EUM100-20FBB-12 | 5370-169-261 | NA |
| 160 | EUM180-20FBB-12 | 5370-169-262 | NA |
| 160 | EUM50-20MBFB-6 | 5370-169-263 | NA |
| 160 | EUM100-20MBFB-12 | 5370-169-264 | NA |

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| 160 | EM50-20FBB | 5370-169-279 | NA |
| 160 | EM100-20FBB | 5370-169-283 | NA |
| 160 | EM100-20FBB | 5370-169-284 | NA |
| 160 | EM180-20FBB | 5370-169-288 | NA |
| 160 | EM180-20FBB | 5370-169-289 | NA |
| | EUM50-20MBFB-6 | 5370-169-965 | NA |
| | EUM50-20MBFB-10 | 5370-169-968 | NA |
| | EUM100-20MBFB-12 | 5370-169-971 | NA |
| | EUM100-20MBFB-21 | 5370-169-980 | NA |
| | EUM50-20FBB-6 | 5370-169-983 | NA |
| | EUM50-20FBB-10 | 5370-169-986 | NA |
| | EUM100-20FBB-12 | 5370-169-989 | NA |
| | EUM100-20FBB-21 | 5370-169-992 | NA |
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| 156 | EUM50-20FBB-10 | 5370-32 | NA |
| 156 | EUM100-20FBB-21 | 5370-33 | NA |
| 156 | EUM180-20FBB-21 | 5370-34 | NA |
| 156 | EUM50-20MBFB-10 | 5370-35 | NA |
| 156 | EUM100-20MBFB-21 | 5370-36 | NA |
| 156 | EUM180-20MBFB-21 | 5370-37 | NA |
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| 160 | EM210-20FBB | 5371-169-029 | NA |
| 160 | EM210-20FBC | 5371-169-031 | NA |
| 160 | EM210-20FBB | 5371-169-032 | NA |
| 160 | EM210-20MBFB | 5371-169-033 | NA |
| 152 | EM210-20FBB | 5371-169-035 | NA |
| 160 | EM215-20FBB | 5371-169-054 | NA |
| 156 | EUM210-20MBFB-32 | 5371-169-056 | NA |
| 156 | EUM210-20MBFB-56 | 5371-169-060 | NA |
| 156 | EUM210-7/8MBFB-32 | 5371-169-064 | NA |
| 156 | EUM210-7/8MBFB-56 | 5371-169-068 | NA |
| 156 | EUM210-7/8MBFB | 5371-169-072 | NA |
| 152 | EUM210-20FBB-32 | 5371-169-078 | NA |
| 152 | EUM210-20FBB-56 | 5371-169-082 | NA |
| 152 | EUM215-20FBB-32 | 5371-169-086 | NA |
| 152 | EUM215-20FBB-56 | 5371-169-090 | NA |
| 159 | EM215-20FBB | 5371-169-100 | NA |
| 159 | EM210-7/8 20MBFB | 5371-169-101 | NA |
| 159 | EM210-20MBFB | 5371-269-030 | NA |
| 145 | UM210-1020FBC | 5371-273-012 | NA |
| 145 | UM210-1020FBC | 5371-273-013 | NA |
| 145 | UM210-2030FBC | 5371-273-017 | NA |
| 145 | UM210-2030FBC | 5371-273-018 | NA |
| 152 | UM215-1020FBC | 5371-273-079 | NA |
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