

Features

1 Auto Gap System

Since our exclusive "Auto Gap System" is installed in the clutch and brake, stable start/stop functions can be obtained. Furthermore, no need to have any bothersome gap adjustment.

2 High Accuracy/Long Life

By arranging clutch/brake in the output side, highly accurate determining and long life can be obtained.

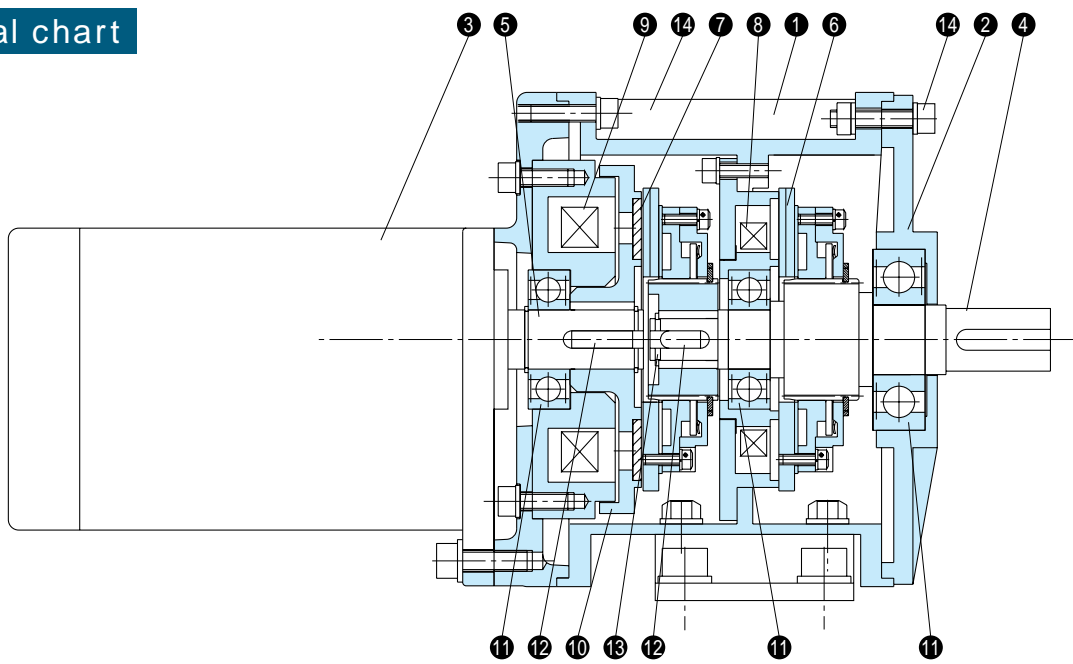
Specifications

Table-24

Item	Frame Number	Frame 12	Frame 15	Frame 18
Acting method		Magnet close		
Rated Torque N·m (kgf·m) <1500 ~ 1800rpm>		3.9 { 0.4 }	7.4 { 0.75 }	14.7 { 1.5 }
Exciting Voltage (Average)		DC90V		
Power (at 75 Clutch/Brake) (W)		16/16	18/26	27/37
Current (at 75 Clutch/Brake) (A)		0.18/0.18	0.20/0.29	0.30/0.41
Armature Braking Time t_a (s)		0.010	0.015	0.020
Allowable Work E_{max} J (kgf·m)		1.2×10^6 { 1.2×10^7 }	2.2×10^6 { 2.2×10^7 }	4.3×10^6 { 4.3×10^7 }
Allowable Braking Frequency		60 times per minute		

- Note**
- 1) The allowable braking frequency is a guideline value since it varies according to the using condition.
 - 2) When continuous energizing to the clutch or brake is needed, consult us.
 - 3) Use the rectifier attached for the power supply to clutch/brake. If different type of rectifier is to be used, consult us.

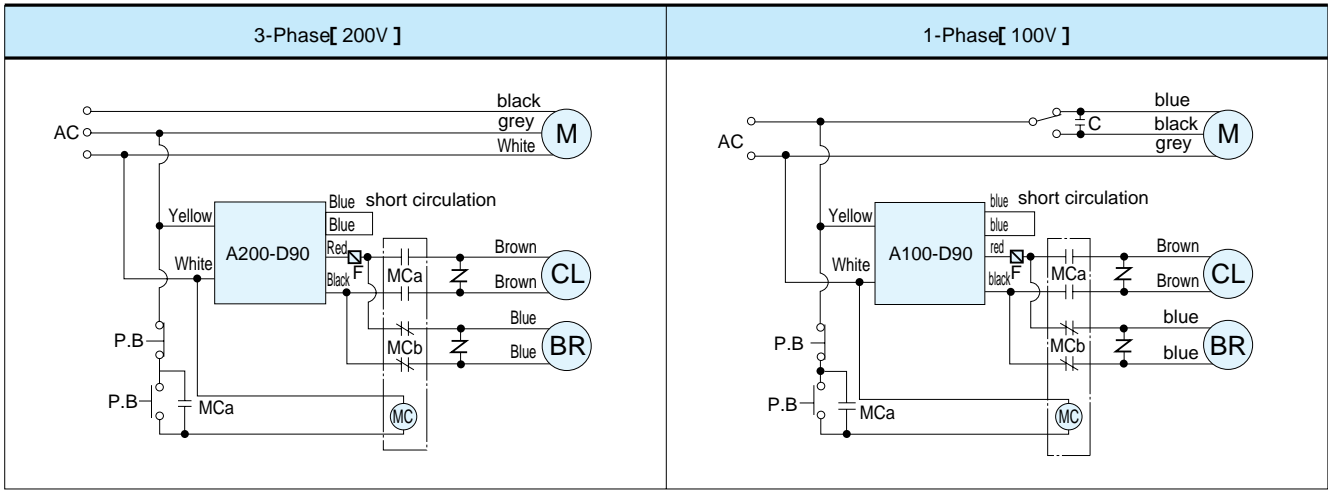
Structural chart



- | | | |
|----------------------|-------------------------|------------------------|
| ① Frame | ⑥ Armature (for brake) | ⑪ Bearing |
| ② Cover | ⑦ Armature (for clutch) | ⑫ Key |
| ③ Gearmotor | ⑧ Field (for brake) | ⑬ Retaining ring |
| ④ Output Shaft | ⑨ Field (for clutch) | ⑭ Hex socket head bolt |
| ⑤ Input Shaft Clutch | ⑩ Clutch rotor | |

Structure

Rectifier A200-D90(or A100-D90) requires to operate clutch/brake.
Please connect attached rectifier and protective device (ENC471D-10A) as below.



M:Motor CL:Clutch BR:Brake MC:Relay Coil C:Capacitor MCa:Magnetic Contact POC a
MCb:Magnetic Contact POC b Z:Surge Suppressor (attached ENC471D-10A) PB:Push Button Switch F:Fuse

- Note**
- 1) For protecting the rectifier, put a fuse (capacity 1A) in the input or output side.
 - 2) As the rectifier contains diodes, improper wiring may cause fatal short-circuiting. So special care should be given to the wiring.
 - 3) For the relay capacity for the clutch/brake circuit, DC110V, DC13 class is recommended for it's ability of cutting off the inductive load (DC coil).
* DC13 class for auxiliary contact is the same classification as JIS C8201-5-1 which is applied to coil load.

Rectifier

The supplied rectifier A200-D90 (A100-D45) or A100-D90 is required for the brake operation of the Gearmotor with Clutch and Brake.

The rectifier basically contains a surge absorber. However, if a risk is foreseen, add another surge absorber or noise filter for safety sake.

Please refer to P.E38 for figure and dimension of rectifier.

Capacitor

For operations of 1-phase motor, capacitor is needed. Utilize the capacitor attached with products with proper wiring.

Since reversible wiring (3 lead wires) is applied in the single-phase motor, forward and reverse rotations are easily changed like a 3-phase motor.

For the volume of capacitor, refer to the performance table. For shape and dimension, refer to P. E30.

Parallel Shaft Performance Table/ Dimension

Gearmotor with Brake

Water-resistant Gearmotor with Brake

Speed Control Gearmotor

Gearmotor with Clutch /Brake

GT-Type Gearmotor with Brake

Right Angle Shaft Performance Table/ Dimension

Gearmotor with Brake

With Water-resistant Brake Motor

Speed Control Gearmotor

Concentric Hollow Shaft Performance Table/ Dimension

Gearmotor with Brake

With Water-resistant Brake Motor

Speed Control Gearmotor

Parallel Shaft GTR-L Series Performance Table/ Dimension

Reversible Gearmotor with Brake

Speed Control Gearmotor with Brake

Technical Information

Standard Motors

Cautions for Safety

Option