

# Shaft Input Modules

# Selection

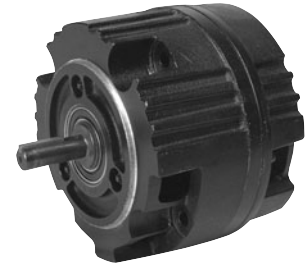
The shaft input module gives the flexibility of belt drive into clutch and clutch-brake units that are mounted directly to C-Face gear boxes.

The Module Base may be used in applications where the CBP Modules will have:

- Belt drive in and out of the clutch-brake module.
- Direct couple in and out of the clutch-brake module.
- Any combination of the above.

## Selection Chart – SI Shaft Input and SIB Shaft Input with Base

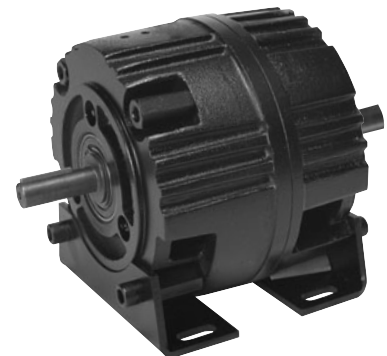
HP	RPM	NEMA Frame	Clutch-Brake
1/4	1800	48YC/56C	CBP-56-22-SI or SIB CBP-56-22-SI or SIB
	1200	48YC/56C	
1/3	3600	48YC/56C	CBP-56-22-SI or SIB CBP-56-22-SI or SIB CBP-56-22-SI or SIB
	1800	48YC/56C	
	1200	56C	
1/2	3600	56C	CBP-56-22-SI or SIB CBP-56-22-SI or SIB CBP-56-22-SI or SIB
	1800	56C	
	1200	56C	
3/4	3600	56C	CBP-56-22-SI or SIB CBP-56-22-SI or SIB CBP-56-22-SI or SIB CBP-145-22-SI or SIB
	1800	56C	
	1200	56C	
	1200	143TC	
1	3600	56C	CBP-56-22-SI or SIB CBP-56-22-SI or SIB CBP-145-22-SI or SIB CBP-56-22-SI or SIB CBP-145-22-SI or SIB
	1800	56C	
	1800	143TC	
	1200	56C	
	1200	145TC	
1-1/2	3600	56C	CBP-56-22-SI or SIB CBP-145-22-SI or SIB CBP-56-22-SI or SIB CBP-145-22-SI or SIB CBP-145-32-SI or SIB
	3600	143TC	
	1800	56C	
	1800	145TC/184C	
	1200	145TC/184C	
2	3600	56C	CBP-56-22-SI or SIB CBP-145-22-SI or SIB CBP-56-32-SI or SIB CBP-145-32-SI or SIB CBP-184-125-SI or SIB CBP-184-125-SI or SIB
	3600	143TC	
	1800	56C	
	1800	145TC/184C	
	1800	182TC/213C	
	1200	145TC/184C	
	1200	182TC/184C/213C	
3	3600	145TC/184C	CBP-145-32-SI or SIB CBP-184-125-SI or SIB CBP-184-125-SI or SIB
	1800	145TC/184C	
	1800	182TC/184TC/213C	
	1200	184TC/213C/215C	
5	3600	145TC/184C	CBP-184-125-SI or SIB CBP-184-125-SI or SIB CBP-184-125-SIB
	3600	184TC/213C	
	1800	145TC/184C	
	1800	184TC/213C	
	1200	184TC/213C	
7 - 1/2	3600	184TC	CBP-184-125-SI or SIB CBP-184-125-SIB CBP-184-125-SIB
	3600		
	1800		



**CBP-56-22 or -32-SI**  
**CBP-145-22 or -32-SI**



**CBP-184-125-SI**



**CBP-56-22 or -32-SIB**  
**CBP-145-22 or -32-SIB**

Use this chart when the cycle rate is less than 15 CPM.

For applications where the starts and/or stops exceed 15 CPM, heat dissipation capabilities should be considered in addition to torque requirements. Refer to Engineering Section M.