Spring Applied Friction Brakes

Technical Data & Formulas Imperial

Torque

\[ T_d = \frac{63,025 \times P}{N} \times \text{S.F.} \]

Where:
- \( T_d \) = Dynamic Torque (lb.-in.)
- \( P \) = Horsepower, HP
- \( N \) = RPM = Shaft Speed
- S.F. = Service Factor
- 63,025 = Constant

Reflected Inertia

Equivalent \[ \text{WR}_2^{\text{A}} = \text{WR}_2 \left( \frac{N_A}{N_b} \right)^2 \]

Where:
- \( \text{WR}_2^{\text{A}} \) = Inertia of rotating load reflected to the clutch or brake shaft (lb.–in.²)
- \( \text{WR}_2 \) = Inertia of rotating load (lb.–in.²)
- \( N_b \) = Shaft speed at load (RPM)
- \( N_A \) = Shaft speed at clutch or brake (RPM)

Linear Inertia

Equivalent \[ \text{WR}_2^{\text{A}} = W \left( \frac{V}{2\pi N_A} \right) \]

Where:
- \( \text{WR}_2^{\text{A}} \) = Inertia of linear moving load reflected to the clutch or brake shaft (lb.–in.²)
- \( V \) = Linear velocity of load (in./min.)
- \( W \) = Weight of linear moving load (lb.)
- \( N_A \) = Shaft speed at clutch or brake (RPM)
- \( 2\pi \) = Constant

Thermal Capacity

\[ TC = \frac{\text{WR}^2 \times N_A \times n}{4.63 \times 10^8} \]

Where:
- \( TC \) = Thermal capacity required for rotational or linear moving loads (hp–sec./min.)
- \( \text{WR}^2 \) = Total system inertia reflected to the clutch or brake shaft (lb.–in.²)
- \( N_A \) = Shaft speed at clutch or brake (RPM)
- \( n \) = Number of stops or starts per minute, not less than one
- \( 4.63 \times 10^8 \) = Constant

Linear Velocity

\[ \text{IPM} = PD \times N \times \pi \]

Where:
- \( \text{IPM} \) = Velocity of object (inches per minute)
- \( PD \) = Pitch diameter of object (inches)
- \( N \) = Speed of shaft at the object (RPM)
- \( \pi \) = Constant

Inertia – (WR²)

To calculate the inertia for a cylinder, the formula is:

\[ \text{WR}^2 = \frac{\pi}{32} \times D^4 \times L \times \rho \]

Where:
- \( \text{WR}^2 \) = Inertia – lb.–in.² (kg–m²)
- \( D \) = Diameter – inches (meters)
- \( L \) = Length – inches (meters)
- \( \rho \) = Density – lb./in.³ (kg/m³)

Approximate values for \( \rho \) are:
- Steel – .284 (7860)
- Aluminum – .098 (2700)
- Plastic – .047 (1300)
- Rubber – .047 (1300)

For steel shafting, refer to the inertia chart, Fig. A.

Arc Suppression

When the clutch or brake is deenergized, a reverse voltage is generated in the coil. The reverse voltage can be very high and may cause damage to the coil and switch in the circuit. To protect the coil and switch, the voltage should be suppressed using an arc suppression circuit. Arc suppression does not affect the clutch or brake engagement time.

Resistor/Diode/Zener Diode – Normal Disengagement Time

For most applications, a resistor connected in parallel with the clutch/brake coil is adequate. The resistor should be rated at six times the coil resistance and approximately 25% of the coil wattage.

To eliminate the added current draw, a diode may be added as shown below.

For faster release, use a zener diode with a rating two times the coil voltage.
Spring Applied Friction Brakes

Technical Data & Formulas Metric

Torque

\[ T_d = \frac{9,550 \times kW}{N} \times \text{S.F.} \]

Where:
- \( T_d \) = Dynamic Torque (N-m)
- kW = Power, kW
- N = RPM = Shaft Speed
- S.F. = Service Factor
- 9,550 = Constant

Reflected Inertia

Equivalent \( \text{WR}_A \) = \( \text{WR}_b \left( \frac{N_A}{N_b} \right)^2 \)

Where:
- \( \text{WR}_A \) = Inertia of rotating load reflected to the clutch or brake shaft (kg-m²)
- \( \text{WR}_b \) = Inertia of rotating load (kg-m²)
- \( N_b \) = Shaft speed at load (RPM)
- \( N_A \) = Shaft speed at clutch or brake (RPM)

Linear Inertia

Equivalent \( \text{WR}_b \) = \( W \left( \frac{V}{2\pi N_A} \right) \)

Where:
- \( \text{WR}_A \) = Inertia of linear moving load reflected to the clutch or brake shaft (lb.-in.²)
- V = Linear velocity of load (in./min.)
- W = Weight of linear moving load (lb.)
- \( N_A \) = Shaft speed at clutch or brake (RPM)
- \( 2\pi \) = Constant

Thermal Capacity

\[ TC = \frac{\text{WR}^2 \times N_A \times n}{4.63 \times 10^8} \]

Where:
- TC = Thermal capacity required for rotational or linear moving loads (hp–sec./min.)
- \( \text{WR}^2 \) = Total system inertia reflected to the clutch or brake shaft (lb.–in.²)
- \( N_A \) = Shaft speed at clutch or brake (RPM)
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- \( 4.63 \times 10^8 \) = Constant

Linear Velocity

\[ \text{IPM} = \text{PD} \times N \times \pi \]

Where:
- \( \text{IPM} \) = Velocity of object (inches per minute)
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Resistor/Diode/Zener Diode – Normal Disengagement Time

For most applications, a resistor connected in parallel with the clutch/brake coil is adequate. The resistor should be rated at six times the coil resistance and approximately 25% of the coil wattage.

To eliminate the added current draw, a diode may be added as shown below.

For faster release, use a zener diode with a rating two times the coil voltage.

Metal Oxide Varistor (MOV) – Fast Disengagement Time

For applications requiring fast clutch or brake disengagement a capacitor or MOV connected in parallel with the clutch/brake coil should be used.
Metal Oxide Varistor (MOV) –
Fast Disengagement Time
For applications requiring fast clutch or brake disengagement, an MOV connected in parallel with the clutch/brake coil should be used.

Diode
Slow Disengagement Time
For applications where a delayed disengagement is desired, a diode should be used in parallel with the clutch/brake coil or switch the AC side of the circuit.

Inertia Conversion Chart
To determine the inertia of a rotating member of a material other than steel, multiply the inertia of the steel diameter from Fig. A at right by:

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<tr>
<th>MATERIAL</th>
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<td>Steel</td>
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<td>Iron</td>
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<tr>
<td>Nylon</td>
<td>.17</td>
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Note:
1. To determine WR² of a given shaft, multiply the WR² given above by the length of the shaft or the thickness of the disc in inches.
2. For hollow shafts, subtract WR² of I.D. from WR² of O.D. and multiply by length.

Fig. A
Inertia Chart
I = WR² of Steel
(per inch of length)
Spring Applied Friction Brakes

Technical Data & Formulas Metric

Diode

Slow Disengagement Time

For applications where a delayed disengagement is desired, a diode should be used in parallel with the clutch/brake coil or switch the AC side of the circuit.

Full Load Running

Torque of Motors N-m

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<th>kW</th>
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<th>1750 RPM</th>
<th>1150 RPM</th>
<th>870 RPM</th>
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</table>

and Standards

All Inertia Dynamics standard clutches, brakes, and spring applied brakes are recognized by Underwriters Laboratories and the Canadian Standards Association. Products built to meet their construction requirements are labeled with the UL and CSA recognized symbol. All products meet UL Class B requirements.

Fig. A

Inertia Chart

\[ I = WR^2 \text{ of Steel (per cm of length)} \]

<table>
<thead>
<tr>
<th>DIA. cm</th>
<th>kg-cm²</th>
<th>DIA. cm</th>
<th>kg-cm²</th>
<th>cm</th>
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</tr>
</tbody>
</table>

Note:

1. To determine WR² of a given shaft, multiply the WR² given above by the length of the shaft or the thickness of the disc in centimeters.
2. For hollow shafts, subtract WR² of I.D. from WR² of O.D. and multiply by length.