

Allen-Bradley 160-BMB2
Dynamic Brake Module



\$225.00

In Stock

Qty Available: 4

Used and in Excellent Condition

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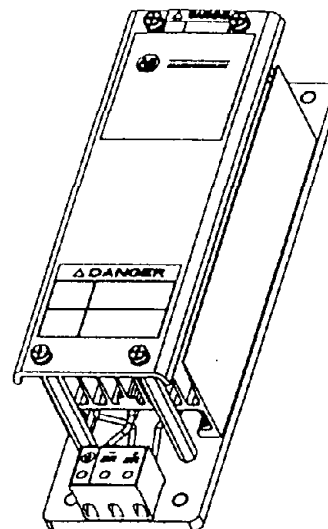
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Dynamic Brake Module

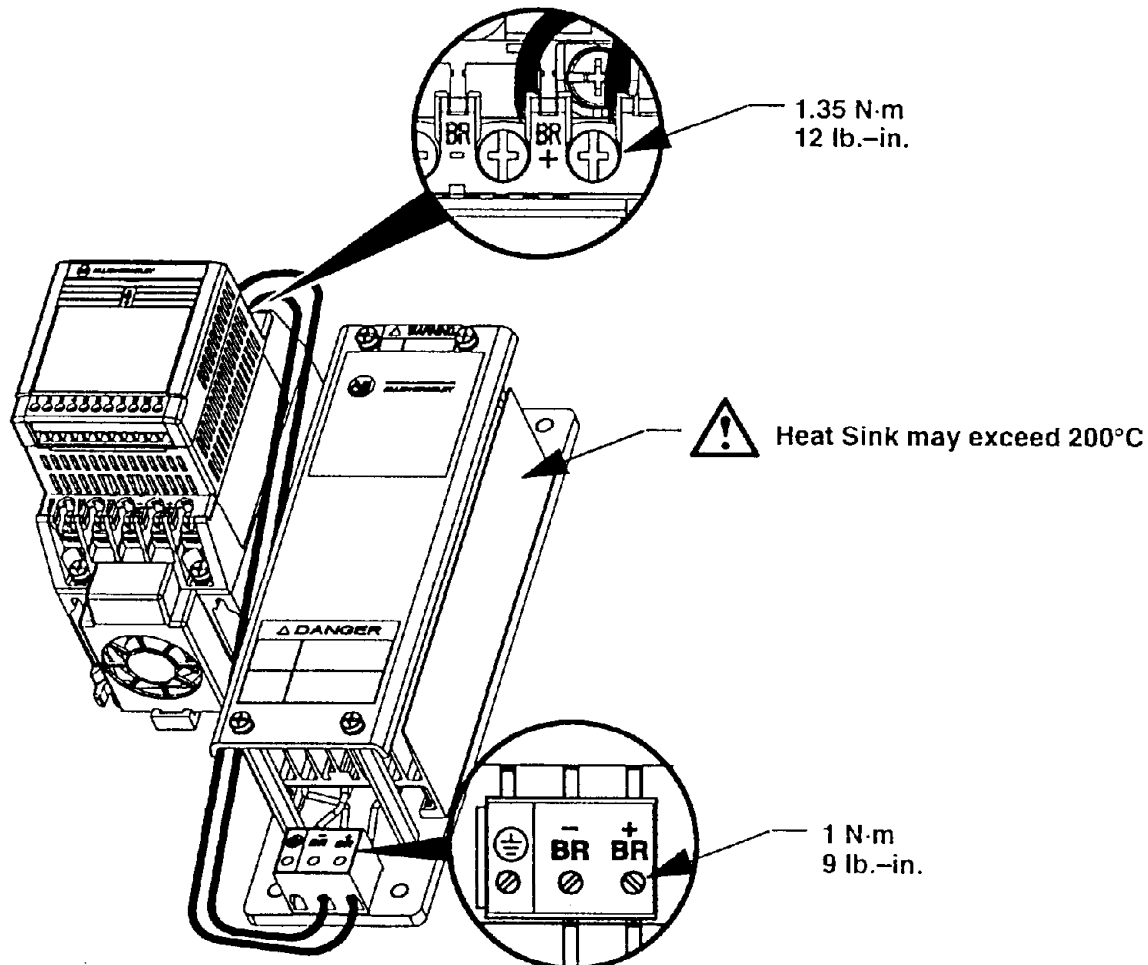


(Cat 160-BMA1, -BMA2, -BMB1, -BMB2)

Installation



ATTENTION: To prevent electrical shock, disconnect from power source before installing or servicing.



	200 – 240 VAC (3Ø and 1Ø)				380 – 460 VAC (3Ø)			
Controller Rating KW (HP)	Estimated Braking Torque ¹	Allowable Braking Duty Cycle ²	DB Resistance (Ω)	Maximum Power ³ (Watts)	Estimated Braking Torque ¹	Allowable Braking Duty Cycle ²	DB Resistance (Ω)	Maximum Power ³ (Watts)
.35 (.5)	300%	5%	188	60	300%	5%	755	60
.55 (.75)	230%	5%	188	60	230%	5%	755	60
.75 (1)	200%	5%	188	60	200%	5%	755	60
1.5 (2)	150%	5%	94	120	150%	5%	377	120
2.2 (3)	115%	5%	94	120	115%	5%	377	120

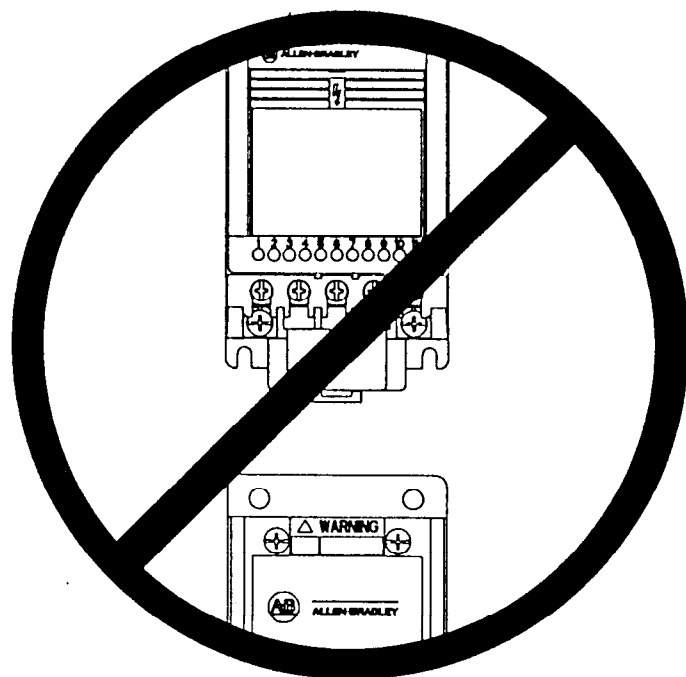
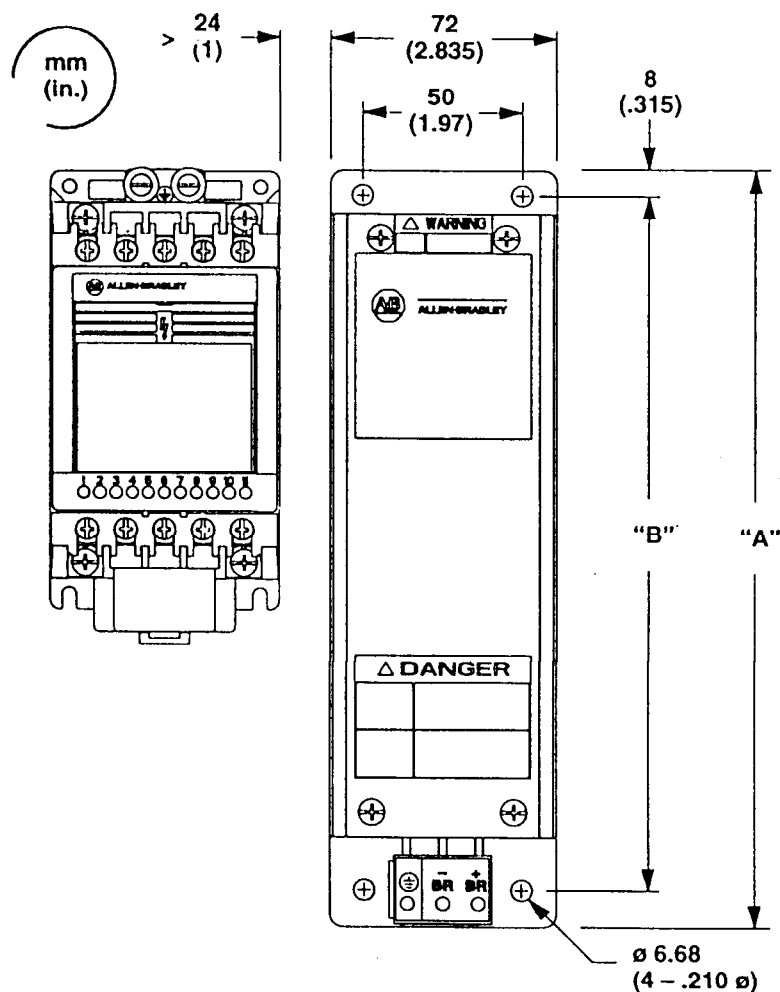
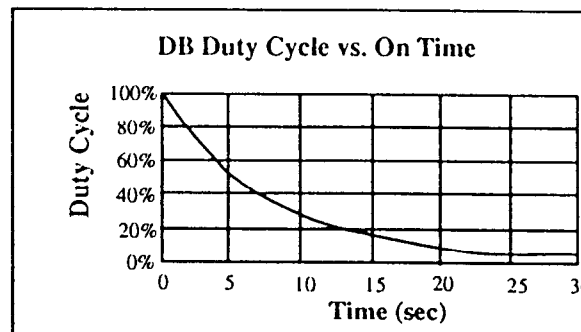
1 Exact value will depend on motor characteristics and deceleration ramp setup

2 Self-Limited by Controller

3 Select wire rating to match input current of Bul. 160 Smart Speed Controller

Operation:

The dynamic brake module provides increased braking torque and thus allows faster deceleration. To limit excessive power loss, the dynamic brake module is designed to operate for a maximum of 5 seconds out of 100 seconds (5% duty cycle). To simplify setup and use, the dynamic brake module is limited internally by the SSC™ Controller as shown on the graph at right. The SSC™ Controller will provide full (100% duty) braking when first used. If the brake continues to be stressed the SSC™ Controller will limit its power by decreasing the duty cycle applied to it. Eventually the SSC™ Controller will provide approximately 5% duty to the dynamic brake module. When braking is stopped the SSC™ Controller will reset itself, modeling the cooling of the dynamic brake module. This can take up to ten minutes if the brake module is driven to the 5% level.



CAT	"A"	"B"
160-BMA1	245	225
160-BMB1	(9.64)	(8.86)
160-BMA2	334	314
160-BMB2	(13.15)	(12.36)

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