

Instruction Manual

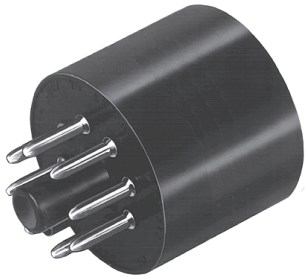
Model 100 Clutch/Brake Power Supply

These instructions must be read thoroughly before installation or operation.

WARNING: The user is responsible for conforming with the National Electrical Code and all other applicable local codes. Wiring practices, grounding, disconnects and overcurrent protection are of particular importance. Failure to observe these precautions could result in severe bodily injury or loss of life.

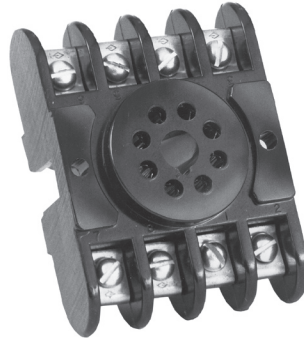
DESCRIPTION

This power supply plugs into an octal socket (Figure 2) and is capable of operating a clutch or brake.



- FEATURES:**
- Controls one brake or clutch
 - Used with octal socket
 - Full wave rectifier
 - Input: 120 VAC; 50/60 Hz
 - Output: 90 VDC
 - Rating: 1.5 Amps
 - Dimensions: 2" H, 2" W, 2" D

Figure 1 - Model 100 Clutch/Brake Power Supply
DODGE Part No: 032400



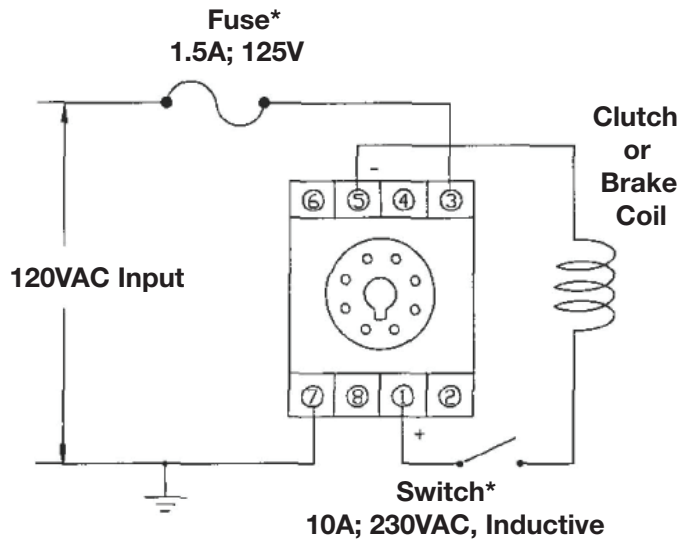
- FEATURES:**
- Socket used with Model 100 clutch/brake power supply
 - Prewired
 - U.L. approved
 - Industry standard design
 - Dimensions: 3/4" H, 2-1/2" W, 2" D

Figure 2 - Octal Socket (Ordered Separately)
DODGE Part No: 032401

INSTALLATION

- 1) Securely mount socket in a protective enclosure.
- 2) Connect terminals to one lead of the brake or clutch.
- 3) Connect the other lead from the brake or clutch to the switch.
- 4) Connect terminal 1 to the other side of the switch.
- 5) Connect terminal 3 to the fuse wired to one side of the AC input.
- 6) Connect terminal 7 to the other side of the AC input.
- 7) Plug power supply into socket, turn on power and check operation of unit.

WARNING: Because of the possible danger to person(s) or property from accidents which may result from the improper use of products, it is important that correct procedures be followed. Products must be used in accordance with the engineering information specified in the catalog. Proper installation, maintenance and operation procedures must be observed. The instructions in the instruction manuals must be followed. Inspections should be made as necessary to assure safe operation under prevailing conditions. Proper guards and other suitable safety devices or procedures, as may be desirable, or as may be specified in safety codes should be provided, and are neither provided by Baldor Electric Company, nor are the responsibility of Baldor Electric Company. This unit and its associated equipment must be installed, adjusted and maintained by qualified personnel who are familiar with the construction and operation of all equipment in the system and the potential hazards involved. When risks to persons or property may be involved, a holding device must be an integral part of the driven equipment beyond the speed reducer output shaft.



*Furnished by user

Figure 3 - Octal Socket Wiring Diagram



TROUBLESHOOTING

WARNING: Subsequent steps require rotating parts and/or electrical circuits to be exposed. Stay clear if unit must be running or disconnect and lockout or tag power source if contact must be made. Failure to observe these precautions could result in severe bodily injury or loss of life.

Begin the troubleshooting process by confirming the following conditions:

- Step 1. The unit is wired according to the diagram.
- Step 2. The power supply is seated firmly in its socket.
- Step 3. The coil resistance is greater than 80 ohms.

If the problem is not revealed by the above procedure, ensure the switch is closed and continue with Step 4.

Step	Check	Response	Probable Cause
4.	Measure AC input voltage.	0V	Power Source "OFF"
		120V	Go to Step 5
5.	Measure AC voltage between terminals 3 & 7.	0V	Fuse blown
		120V	Go to Step 6
6.	Measure DC voltage between terminals 1 & 5.	Less than 90V	Power Supply defective
		90V to 110V	Go to Step 7
7.	Measure DC voltage across leads of clutch or brake.	Less than 90V	A) Leads defective. B) Switch open or wired wrong. C) Switch defective.
		90V to 110V	Clutch or brake open.



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