

Instruction Manual

Model 200 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

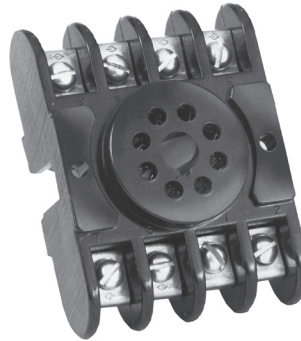
This power supply plugs into an octal socket (Figure 2) and is capable of operating a clutch and a brake; one unit at a time.



Figure 1 - Model 200 Clutch/Brake Power Supply
DODGE Part No: 032402

FEATURES:

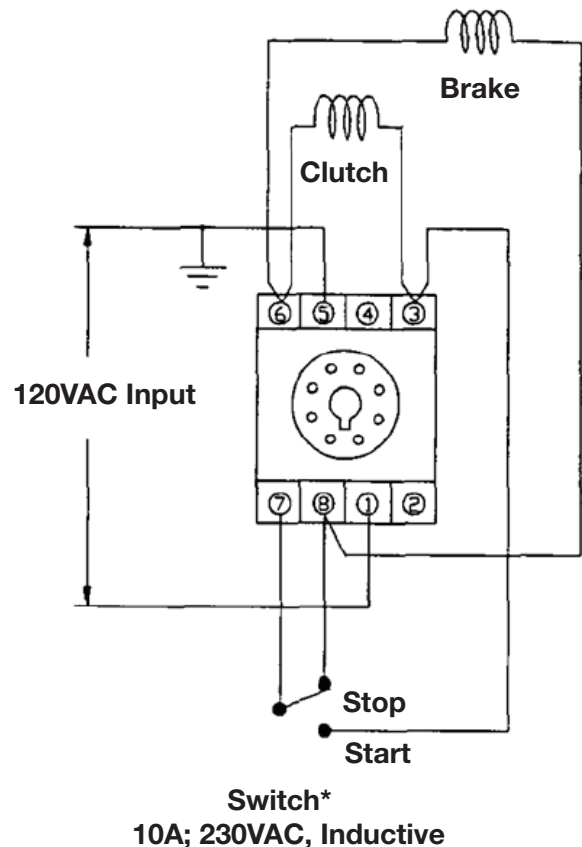
- Controls one brake and clutch or two clutches or two brakes
- Used with octal socket
- Full wave rectifier
- Input: 120 VAC; 50/60 Hz fused
- Output: 90 VDC
- Rating: 1.5 Amps
- Fused for overload protection
- Dimensions: 2-1/2" H, 2" W, 2" D



FEATURES:

- Socket used with Model 200 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)



Switch*
10A; 230VAC, Inductive

*Furnished by user

Figure 3 - Octal Socket Wiring Diagram

INSTALLATION

- 1) Securely mount socket in a protective enclosure.
- 2) Connect the two brake leads to terminals 6 and 8.
- 3) Connect the two clutch leads to terminals 6 and 3.
- 4) Connect the switch as shown, to terminals 7, 8 and 3.
- 5) Connect the 120V AC input to terminals 1 and 5.
- 6) 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 followed. 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.

NOTE: Pins 2 and 6 of these power supplies are connected internally. Connections shown to terminal 6 could be made to terminal 2 if desired.



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 corrected by the above steps, actuate the switch to the "STOP" position and continue with Step 4.

Step	Check	Response	Probable Cause
4.	Measure AC voltage between terminals 1 & 5.	0V	Power source "OFF"
		120V	Go to Step 5
5.	Measure DC voltage between terminals 7 & 6.	0V	A) Power supply fuse blown B) Power supply defective C) Socket defective
		90V to 110V	Go to Step 6
6.	Is brake energized?	Yes	Go to Step 7
		No	Go to Step 8
7.	Measure DC voltage between terminals 8 & 6.	0V	A) Switch defective B) Open lead-terminal 7 to sw C) Open lead-terminal 8 to sw
		90V to 110V	Brake defective
		Higher than 110V	Open leads to brake
8.	Actuate switch to "START" position. Is clutch energized?	No	Go to Step 9
		Yes	Operation is normal
9.	Measure DC voltage between terminals 3 & 6.	0V	A) Switch defective B) Open lead-terminal 3 to sw
		90V to 110V	Clutch defective
		Higher than 110V	Open leads to clutch



World Headquarters

P.O. Box 2400, Fort Smith, AR 72902-2400 U.S.A., Ph: (1) 479.646.4711, Fax (1) 479.648.5792, International Fax (1) 479.648.5895

Dodge Product Support

6040 Ponders Court, Greenville, SC 29615-4617 U.S.A., Ph: (1) 864.297.4800, Fax: (1) 864.281.2433

www.baldor.com

