

**INTORQ**

setting the standard



## Electromagnetic clutch-brake combinations

INTORQ 14.800

7.5 - 120 Nm

[www.intorq.de](http://www.intorq.de)

## We set the standards

The INTORQ brand stands for reliable brake solutions of the highest standard. Whether in cranes, wind turbines or lift systems – INTORQ products are used in the most diverse of applications. Rely on us to create the right solution for your drive – individually and reliably.

With its broad scope of different versions, the modular range of INTORQ products is used in many motors and geared motors and has set standards worldwide. With the establishment of facilities in Shanghai and Atlanta, we have also consistently expanded our international presence. So wherever you are in the world, our network of sales and service staff is always close at hand to support you.



### INTORQ at a glance

- Electromagnetic brakes and clutches
- Configurable standard solutions and custom-made solutions
- Development and production centred in Aerzen
- Fast delivery times worldwide thanks to production sites in Shanghai and Atlanta
- 45 million euros a year sales volume
- 800,000 units a year
- 10,000 square metres production area
- 220 employees
- Market leader with 63 sales partners in 49 countries



## The solution – reliable and even economic

Electromagnetic clutch-brake combinations have been enjoying market success for a number of years. They are used in all areas of mechanical engineering when a production sequence has to be synchronised. As the drive runs continuously with the clutch rotor, the energy from the upstream drive can be used to accelerate the output.

INTORQ 14.105/115 series electromagnetic clutches and brakes are used in these clutch-brake combinations. They are switched alternately in order to accelerate or decelerate the output shaft. Torque transmission is achieved using friction.

The drives can be used in either a horizontal or vertical mounting position. Using preassembled units significantly reduces design costs for new developments and the time spent on mounting.

Friction clutches and brakes are subject to a certain amount of wear which is dependent on the switching energy used. Automatic adjusting devices (which are susceptible to faults) are no longer required, thanks to the wear resistant, asbestos-free friction linings used.

Air gap compensation can be carried out quickly and without disassembling the clutch-brake combination thanks to patented wear adjustment. The low moments of inertia of the wear-resistant armature plates permit high switching frequencies and good positioning accuracy which can be increased still further if required, using the high-speed switchgear that is available.

### Features

- Five frame sizes from 7.5 – 120 Nm
- Asbestos-free friction lining
- Patented air gap adjustment can be performed externally without disassembling the combination.
- Operating times of the clutch and brake do not overlap.
- A backlash-free version can be supplied on request.
- Two shaft and two hollow shaft diameters (except size 10 ) as well as two flange diameters in IEC dimensions are available for each size.
- Two axis heights are available for each size.
- Insulation material class B
- Dimensioned for 100% duty
- IP44 degree of protection, higher degrees on request
- Rated voltage 24 V DC, other voltages on request
- Variable terminal box position; standard position is on left when looking at the drive end.
- VDE 0580



Automation technology



Bottling plant

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Clutch-brake combinations  
Free drive and output shafts



Clutch-brake combinations  
Drive, hollow shaft, B5 flange –  
output, free shaft



Clutch-brake combinations  
Drive, hollow shaft, B14 flange –  
output, free shaft



Clutch-brake combinations  
Drive, free shaft, hollow shaft



Clutch-brake combinations  
Drive, hollow shaft, B5 flange –  
output, hollow shaft

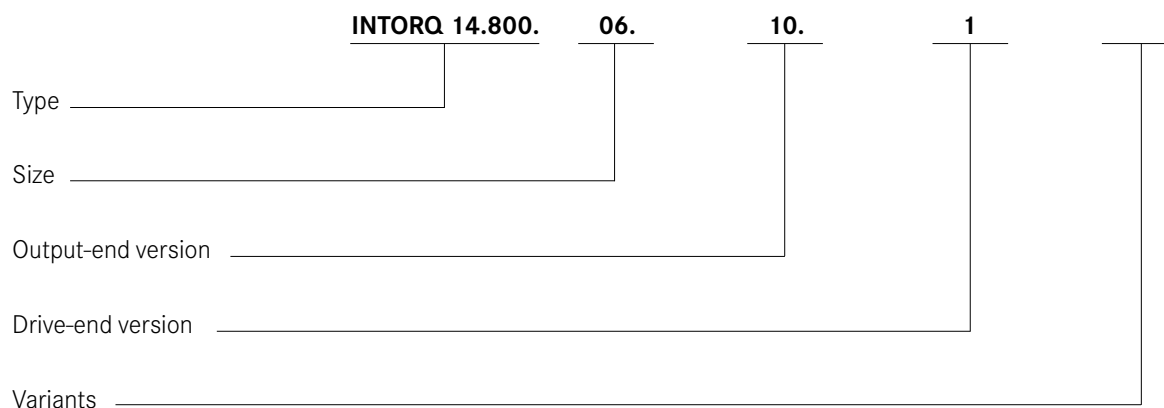


Clutch-brake combinations  
Drive, hollow shaft, B14 flange –  
output, hollow shaft

# Clutch-brake combinations

**Type code**

**INTORQ 14.800**



**Type**

INTORQ 14.800 – clutch-brake combinations without motor

**Output-end version**

- 10 – free output shaft, without foot, without flange
- 11 – free output shaft, with foot, without flange
- 12 – free output shaft, without foot, with flange
- 13 – free output shaft, with foot, with flange
- 20 – with hollow shaft, without foot, without flange
- 21 – with hollow shaft, without foot, with flange
- 22 – with hollow shaft, with foot, without flange
- 23 – with hollow shaft, with foot, with flange

**Drive-end version**

- 1 – splined armature plate, free drive shaft
- 2 – splined armature plate, free drive shaft and flange
- 3 – splined armature plate, hollow shaft, B5 flange
- 4 – splined armature plate, hollow shaft, B14 flange
- 6 – backlash-free diaphragm armature plate, free drive shaft
- 7 – backlash-free diaphragm armature plate, free drive shaft and flange
- 8 – backlash-free diaphragm armature plate, hollow shaft, B5 flange
- 9 – backlash-free diaphragm armature plate, hollow shaft, B14 flange

**Variants**

- Clutch/brake voltage
- Shaft diameter/bore diameter/flange diameter/foot height/terminal box position

## Product informationen

### Patented adjusting device INTORQ 14.800 – 867

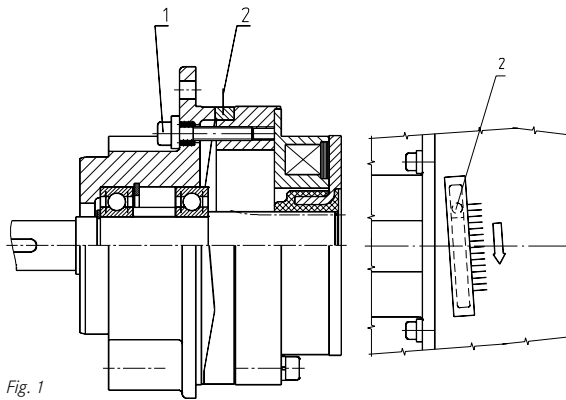


Fig. 1

Output cover with adjusting device and splined armature plate (Fig. 1)

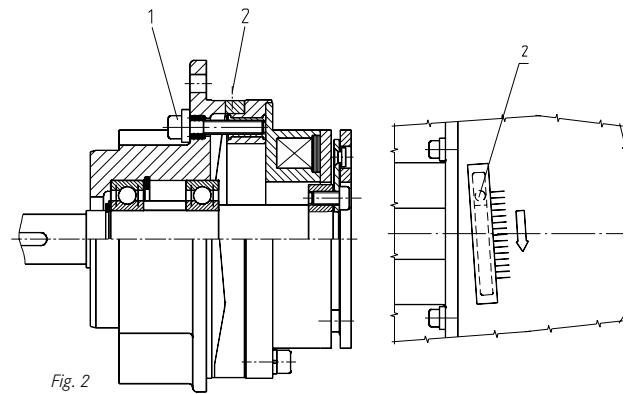


Fig. 2

Output cover with adjusting device and backlash-free diaphragm armature plate (Fig. 2)

The same air gap adjusting device is provided for each output cover. The sequence of functions is described below.

The description of the patented adjusting device applies to both versions. If required, the air gap can be compensated as follows:

- Loosen the four screws (1) in the housing cover at the output end until the pressure on the compression springs beneath it is relieved but do not remove them completely.
- Remove the cover from the slot in the housing. Insert a cylindrical pin into the bore which then becomes visible. This pin must be capable of radially twisting the ring (2).

- Turn the ring in the direction of the arrow. When you feel resistance, turn it back by one scale marking (equal to the rated air gap).

After adjusting the air gap, retighten the screws (1) and insert the cover into the housing.

This simple way of adjusting an air gap can be also performed easily on built-in combinations.



# Clutch-brake combinations

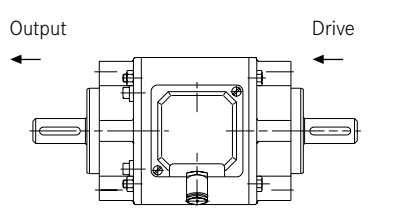
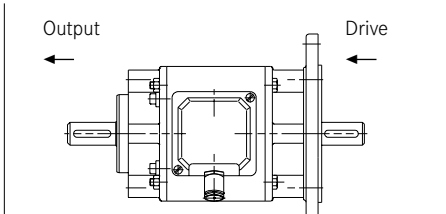
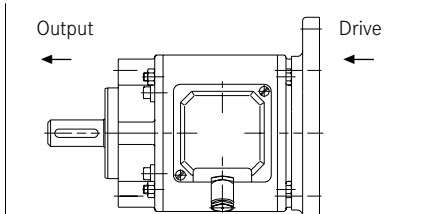
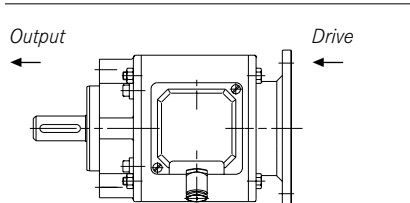
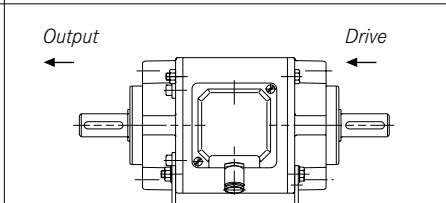
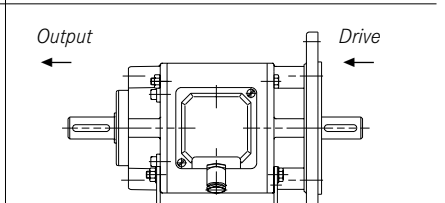
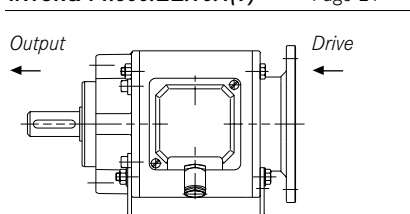
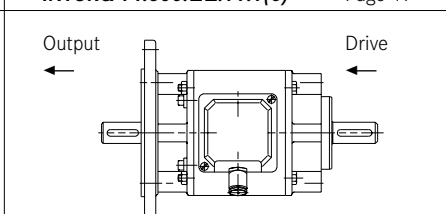
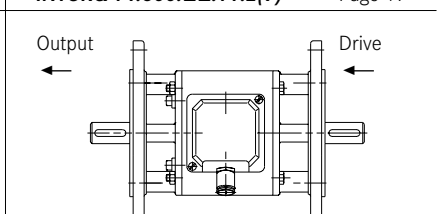
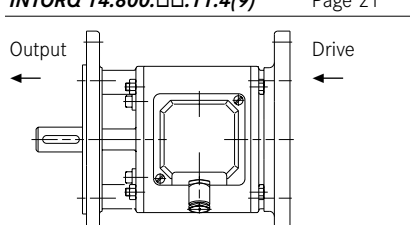
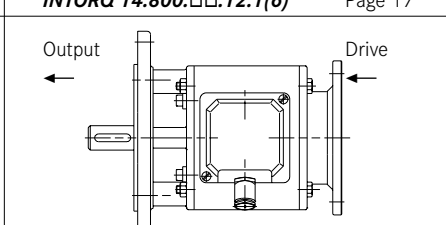
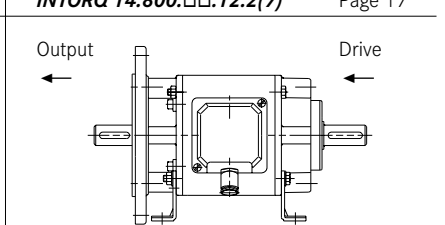
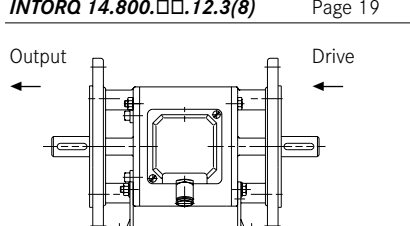
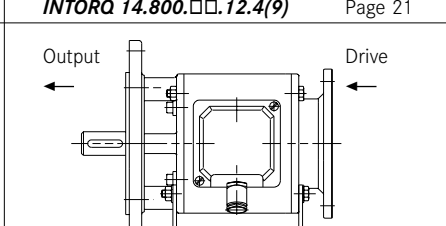
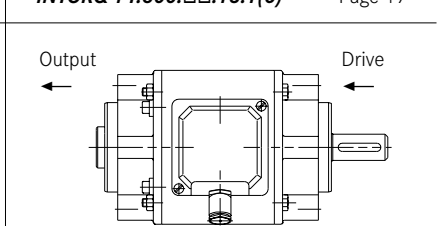
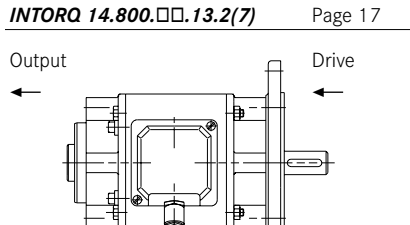
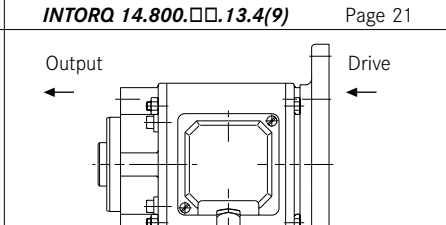
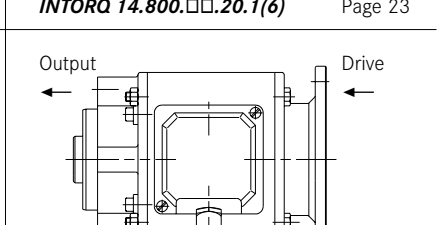
## Design selection

### INTORQ 14.800

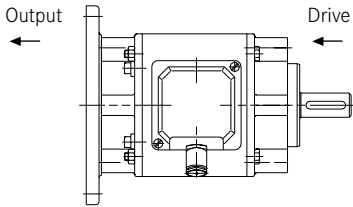
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Drive	Free shaft	Free shaft and B5 flange	Hollow shaft and B5 flange	Hollow shaft and B14 flange	As	As	As	As
Output	Free shaft	Free shaft	Free shaft	Free shaft	10.1	10.2	10.3	10.4
Foot mounting	-	-	-	-				
<b>Version</b>	<b>11.1</b>	<b>11.2</b>	-	<b>11.4</b>	<b>11.6</b>	<b>11.7</b>	-	<b>11.9</b>
Drive	Free shaft	Free shaft and B5 flange	-	Hollow shaft and B14 flange	As	As	-	As
Output	Free shaft	Free shaft	-	Free shaft	11.1	11.2	-	11.4
Foot mounting	With feet	With feet	-	With feet				
<b>Version</b>	<b>12.1</b>	<b>12.2</b>	<b>12.3</b>	<b>12.4</b>	<b>12.6</b>	<b>12.7</b>	<b>12.8</b>	<b>12.9</b>
Drive	Free shaft	Free shaft and B5 flange	Hollow shaft and B5 flange	Hollow shaft and B14 flange	As	As	As	As
Output	Free shaft and B5 flange	Free shaft and B5 flange	Free shaft and B5 flange	Free shaft and B5 flange	12.1	12.2	12.3	12.4
Foot mounting	-	-	-	-				
<b>Version</b>	<b>13.1</b>	<b>13.2</b>	-	<b>13.4</b>	<b>13.6</b>	<b>13.7</b>	-	<b>13.9</b>
Drive	Free shaft	Free shaft and B5 flange	-	Hollow shaft and B14 flange	As	As	-	As
Output	Free shaft and B5 flange	Free shaft and B5 flange	-	Free shaft and B5 flange	13.1	13.2	-	13.4
Foot mounting	With feet	With feet	-	With feet				
<b>Version</b>	<b>20.1</b>	<b>20.2</b>	<b>20.3</b>	<b>20.4</b>	<b>20.6</b>	<b>20.7</b>	<b>20.8</b>	<b>20.9</b>
Drive	Free shaft	Free shaft and B5 flange	Hollow shaft and B5 flange	Hollow shaft and B14 flange	As	As	As	As
Output	Hollow shaft	Hollow shaft	Hollow shaft	Hollow shaft	20.1	20.2	20.3	20.4
Foot mounting	-	-	-	-				
<b>Version</b>	<b>21.1</b>	<b>21.2</b>	<b>21.3</b>	<b>21.4</b>	<b>21.6</b>	<b>21.7</b>	<b>21.8</b>	<b>21.9</b>
Drive	Free shaft	Free shaft and B5 flange	Hollow shaft and B5 flange	Hollow shaft and B14 flange	As	As	As	As
Output	Hollow shaft and B5 flange	Hollow shaft and B5 flange	Hollow shaft and B5 flange	Hollow shaft and B5 flange	21.1	21.2	21.3	21.4
Foot mounting	-	-	-	-				
<b>Version</b>	<b>22.1</b>	<b>22.2</b>	-	<b>22.4</b>	<b>22.6</b>	<b>22.7</b>	-	<b>22.9</b>
Drive	Free shaft	Free shaft and B5 flange	-	Hollow shaft and B14 flange	As	As	-	As
Output	Hollow shaft	Hollow shaft	-	Hollow shaft	22.1	22.2	-	22.4
Foot mounting	With feet	With feet	-	With feet				
<b>Version</b>	<b>23.1</b>	<b>23.2</b>	-	<b>23.4</b>	<b>23.6</b>	<b>23.7</b>	-	<b>23.9</b>
Drive	Free shaft	Free shaft and B5 flange	-	Hollow shaft and B14 flange	As	As	-	As
Output	Hollow shaft and B5 flange	Hollow shaft and B5 flange	-	Hollow shaft and B5 flange	23.1	23.2	-	23.4
Foot mounting	With feet	With feet	-	With feet				

# Clutch-brake combinations

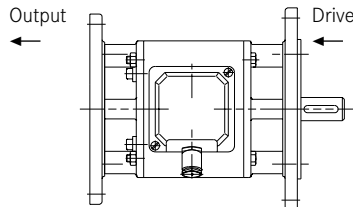
## Overview of types

 <p>Output ← Drive ←</p> <p><b>INTORQ 14.800.□□.10.1(6)</b> Page 17</p>	 <p>Output ← Drive ←</p> <p><b>INTORQ 14.800.□□.10.2(7)</b> Page 17</p>	 <p>Output ← Drive ←</p> <p><b>INTORQ 14.800.□□.10.3(8)</b> Page 19</p>
 <p>Output ← Drive ←</p> <p><b>INTORQ 14.800.□□.10.4(9)</b> Page 21</p>	 <p>Output ← Drive ←</p> <p><b>INTORQ 14.800.□□.11.1(6)</b> Page 17</p>	 <p>Output ← Drive ←</p> <p><b>INTORQ 14.800.□□.11.2(7)</b> Page 17</p>
 <p>Output ← Drive ←</p> <p><b>INTORQ 14.800.□□.11.4(9)</b> Page 21</p>	 <p>Output ← Drive ←</p> <p><b>INTORQ 14.800.□□.12.1(6)</b> Page 17</p>	 <p>Output ← Drive ←</p> <p><b>INTORQ 14.800.□□.12.2(7)</b> Page 17</p>
 <p>Output ← Drive ←</p> <p><b>INTORQ 14.800.□□.12.3(8)</b> Page 19</p>	 <p>Output ← Drive ←</p> <p><b>INTORQ 14.800.□□.12.4(9)</b> Page 21</p>	 <p>Output ← Drive ←</p> <p><b>INTORQ 14.800.□□.13.1(6)</b> Page 17</p>
 <p>Output ← Drive ←</p> <p><b>INTORQ 14.800.□□.13.2(7)</b> Page 17</p>	 <p>Output ← Drive ←</p> <p><b>INTORQ 14.800.□□.13.4(9)</b> Page 21</p>	 <p>Output ← Drive ←</p> <p><b>INTORQ 14.800.□□.20.1(6)</b> Page 23</p>
 <p>Output ← Drive ←</p> <p><b>INTORQ 14.800.□□.20.2(7)</b> Page 23</p>	 <p>Output ← Drive ←</p> <p><b>INTORQ 14.800.□□.20.3(8)</b> Page 25</p>	 <p>Output ← Drive ←</p> <p><b>INTORQ 14.800.□□.20.4(9)</b> Page 27</p>

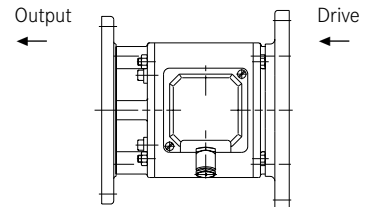




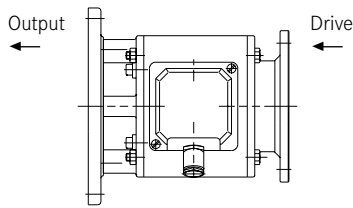
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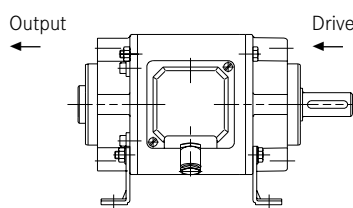
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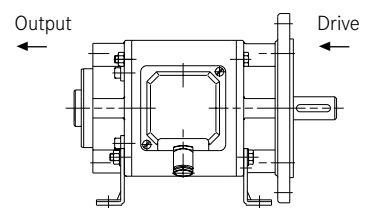
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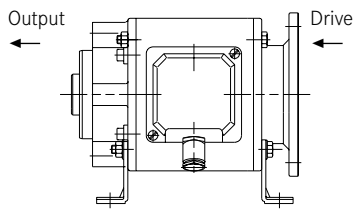
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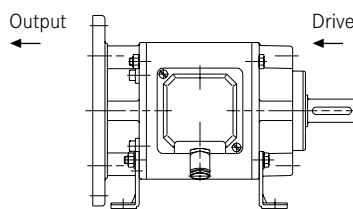
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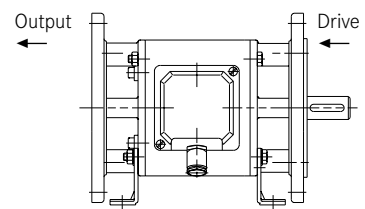
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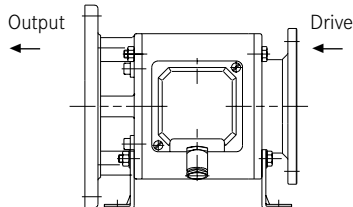
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## Dimensioning

### Selecting the size

Dimensioning is carried out in accordance with VDI Guideline 2241.

The required size is dimensioned essentially in accordance with the required torques or braking torques. The inertias to be accelerated or braked (moments of inertia), the relative speeds, the acceleration or deceleration times, the required operating frequencies and the desired service life should all be included in the calculation. The ambient conditions for the site of use of housed clutches should be known.

Such conditions could include, for example, extraordinary ambient temperatures, extremely high air humidity and dust accumulation.

**Friction surfaces must always be kept free of oil and grease.**

### List of abbreviations

<b>P</b>	[W]	power	<b>S<sub>hmax</sub></b>	[1/h]	Maximum permissible operating frequency, depending on the friction work per operation
<b>P<sub>N</sub></b>	[W]	Rated coil power at rated voltage and 20°C	<b>S<sub>hue</sub></b>	[1/h]	transitional operating frequency, thermal rating of the brake/clutch
<b>J<sub>Lres</sub></b>	[kgm <sup>2</sup> ]	moment of inertia of the load referred to the brake shaft	<b>s<sub>LN</sub></b>	[mm]	Rated air gap
<b>U<sub>N</sub></b>	[V DC]	Rated coil voltage	<b>t<sub>1</sub></b>	[s]	Engagement time, the total of the reaction delay and torque rise time $t_1 = t_{11} + t_{12}$
<b>M<sub>a</sub></b>	[Nm]	deceleration torque	<b>t<sub>2</sub></b>	[s]	Disengagement time, time from switching the stator until the torque has reduced to 0.1 M <sub>K</sub>
<b>M<sub>erf</sub></b>	[Nm]	required braking torque	<b>t<sub>3</sub></b>	[s]	Slipping time to standstill (after t <sub>11</sub> )
<b>M<sub>K</sub></b>	[Nm]	Rated torque of the brake at a relative speed of 100 r/min	<b>t<sub>11</sub></b>	[s]	Delay time when connecting, time from disconnecting the voltage until the torque begins to rise
<b>M<sub>L</sub></b>	[Nm]	Load torque, torque that the static load produces at the motor shaft	<b>t<sub>12</sub></b>	[s]	Rise time of braking torque, time from beginning of rise of torque until braking torque is reached
<b>Δn<sub>0</sub></b>	[r/min]	Initial relative speed of the brake			
<b>Q</b>	[J]	Heat/energy			
<b>Q<sub>E</sub></b>	[J]	Maximum permissible friction work per switching cycle, thermal rating of the brake			
<b>Q<sub>smax</sub></b>	[J]	maximum permissible friction work during cyclic switching, depending on the operating frequency			
<b>S<sub>h</sub></b>	[1/h]	Operating frequency, the number of repeated operations per unit time			

# Dimensioning

## Selecting the size

### Safety factor

In order to achieve the required transmission security even in extreme operating conditions, the calculated torque is multiplied by safety factor K. The value of K is determined by the operating conditions.

$$K \leq 2$$

### Load types

In practice, the following load types mainly occur:

#### Purely dynamic load

A purely dynamic load is present when flywheels, rolls or similar are to be accelerated or decelerated and the static

load torque is negligible.

$$M_{\text{erf}} = M_a \cdot K \leq M_K$$

$$M_a = \frac{J_L \cdot \Delta n_0}{9,55 \cdot \left(t_3 - \frac{t_{12}}{2}\right)}$$

$$M_{\text{erf}} = \frac{J_L \cdot \Delta n_0}{9,55 \cdot \left(t_3 - \frac{t_{12}}{2}\right)} \cdot K$$

#### Dynamic and static load

The majority of applications belong to this mixed category, as a dynamic load is present in addition to a static load torque in most cases.

The required size is usually calculated using the clutch or acceleration process.

$$M_{\text{erf}} = (M_a \pm M_L) \cdot K \leq M_K$$

$$M_{\text{erf}} = \left[ \frac{J_L \cdot \Delta n_0}{9,55 \cdot \left(t_3 - \frac{t_{12}}{2}\right)} \pm M_L \right] \cdot K$$

+M<sub>L</sub> = to engage clutch and accelerate load

-M<sub>L</sub> = to engage brake and decelerate load

#### Estimated required torque or size

If only the drive power to be transmitted is known, the required torque or braking torque can be determined as follows:

$$M_{\text{erf}} = 9550 \frac{P}{n} \cdot K \leq M_K$$

#### Acceleration and delay time

If the rated torque is specified and the moment of inertia and load torque are both known, the acceleration or delay time can be determined as follows:

$$t_3 = \frac{J_L \cdot \Delta n_0}{9,55 \cdot (M_K \pm M_L)} + \frac{t_{12}}{2}$$

-M<sub>L</sub> = to engage clutch and accelerate load

+M<sub>L</sub> = to engage brake and decelerate load

## Dimensioning

### Selecting the size

#### Thermal load

When dimensioning clutches and brakes, other important factors to be taken into account are the switching energy per switching cycle and the operating frequency. The available switching energy per switching cycle (engaging the clutch and braking) is calculated using the formula below:

The permissible friction energy per switching cycle at a given operating frequency can be taken from the diagram on page 16. If the friction energy per switching cycle is known, the permissible operating frequency can also be taken from the diagram.

$$Q = \frac{J_L \cdot \Delta n_0^2}{182,5} \cdot \left( \frac{M_K}{M_K - M_L} + \frac{M_K}{M_K + M_L} \right)$$

#### Example

The following technical data is known for a packaging machine's positioning mode:

$$\begin{aligned} J_L &= 0,01 \text{ kgm}^2 \text{ total} \\ M_L &= 6 \text{ Nm} \\ \Delta n_0 &= 700 \text{ min}^{-1} \\ t_3 &= 0,15 \text{ s} \\ S_h &= 4000 \text{ switching operations per hour} \end{aligned}$$

$$M_a = \frac{J_L \cdot \Delta n_0^2}{9,55 \cdot \left( t_3 - \frac{t_{12}}{2} \right)} = \frac{0,01 \cdot 700}{9,55 \cdot (0,15 - 0,03)}$$

$\frac{t_{12}}{2}$  assumed as 0.03 s

$$M_a = 6,1 \text{ Nm} \quad M_{\text{erf}} = (M_a + M_L) \cdot K = (6,1 + 6) \cdot 2 \quad M_{\text{erf}} = 24,2 \text{ Nm}$$

Selected clutch-brake combination:

INTORQ 14.800.10.11.1

With  $M_K = 30 \text{ Nm}$

Calculation of the available switching energy per switching cycle:

$$Q = \frac{J_L \cdot \Delta n_0^2}{182,5} \cdot \left( \frac{M_K}{M_K - M_L} + \frac{M_K}{M_K + M_L} \right) \quad Q = \frac{0,01 \cdot 700^2}{182,5} \cdot \left( \frac{30}{30 - 6} + \frac{30}{30 + 6} \right) \quad Q = 55,9 \text{ J}$$

See the diagram (page 16) for  $S_{zul}$  depending on the calculated switching energy.

The required operating frequency is permissible at the calculated switching energy for the selected size (10).

#### Ordering example

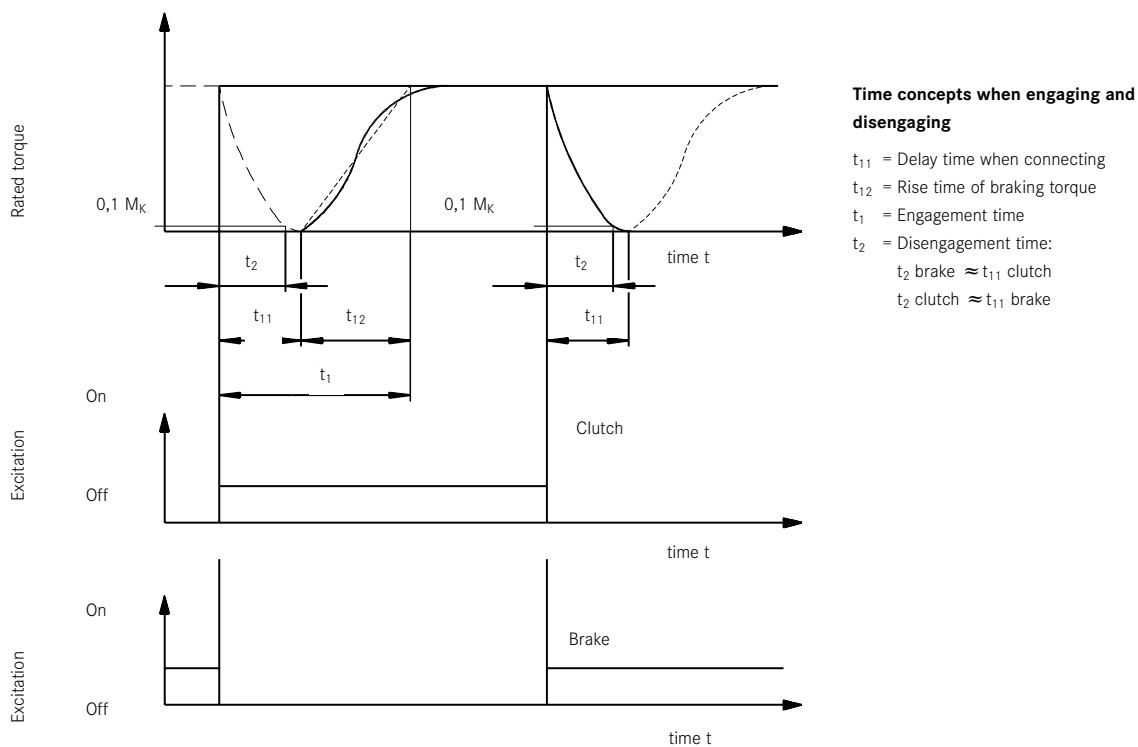
INTORQ 14.800.10.11.1

24 V DC, shaft  $\varnothing 19 \text{ mm}/19 \text{ mm}$

# Dimensioning

## Operating times

The operating times listed in the tables apply to switching on the DC side with a rated air gap and warm coil. These are mean values whose variation depends on, amongst other things, the rectification type and the air gap  $S_{LN}$ .



### Operating times in milliseconds

Size	INTORQ 14.800 and 14.137				
	$t_{11} \approx t_2$	E clutch		E brake	
		$t_{12}$	$t_1$	$t_{12}$	$t_1$
06	20	35	55	25	45
08	25	70	95	30	55
10	35	85	120	50	85
12	50	120	170	75	125
16	65	145	210	85	150

## Selection table

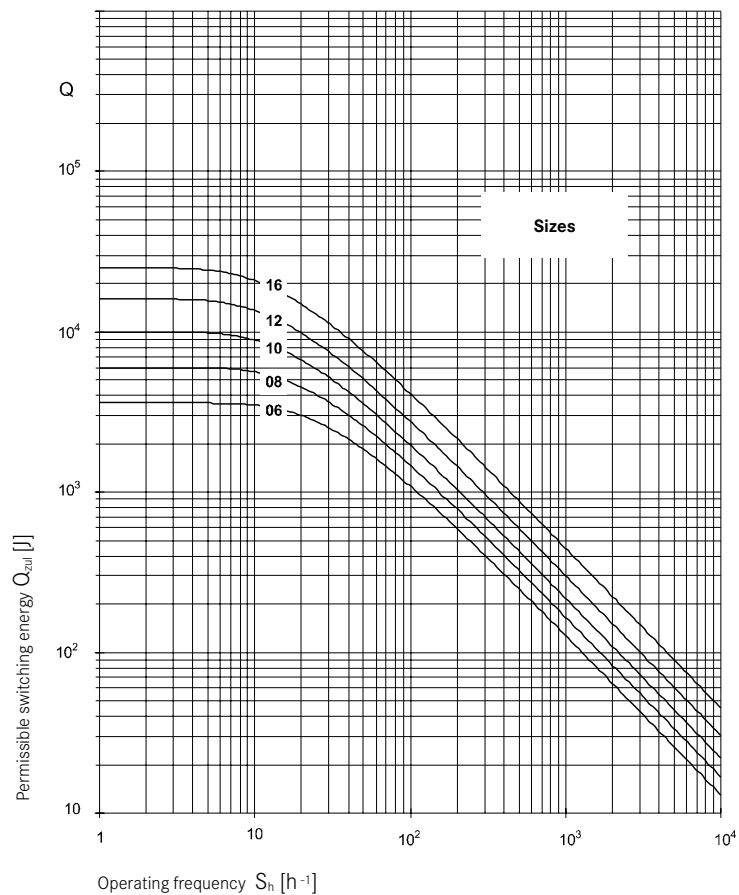
INTORQ 14.800 – 867 Armature plate version	Size	$M_K^{1)}$	$P_{20}^{2)}$		$n_{max}$ [min <sup>-1</sup> ]	$Q_E$ [J]	Moments of inertia $J \times 10^{-5}$ , [kgm <sup>2</sup> ]		
		14.105 14.115	Clutch	Brake			Rotor	Armature plate	Output shaft
With splined armature plate	06	7.5	15	11.5	3000	$3.6 \times 10^3$	11.9	4.2	0.7
	08	15	20	16	3000	$6 \times 10^3$	26.6	13.9	2.4
	10	30	28	21	3000	$10 \times 10^3$	78	41.4	6.5
	12	60	35	28	3000	$16 \times 10^3$	226	120	15.8
	16	120	50	38	3000	$25 \times 10^3$	630	378	64
With backlash-free diaphragm armature plate	06	7.5	15	11.5	3000	$3.6 \times 10^3$	11.9	6.5	1.2
	08	15	20	16	3000	$6 \times 10^3$	26.6	25.3	3.7
	10	30	28	21	3000	$10 \times 10^3$	78	82.1	10.2
	12	60	35	28	3000	$16 \times 10^3$	226	241	23.3
	16	120	50	38	3000	$25 \times 10^3$	630	800	85

■ Standard voltage 24 V DC

■ <sup>1)</sup>  $M_K$  in relation to  $n = 100$  rpm

■ <sup>2)</sup> At 20°C

### INTORQ 14.800 and 14.137



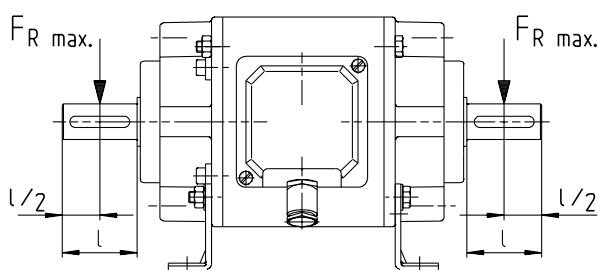
## Shaft loads

The radial forces specified in the table relate to the centre of the shaft ends.  $F_{R\max}$  is the maximum permissible radial force in relation to the shaft strength.

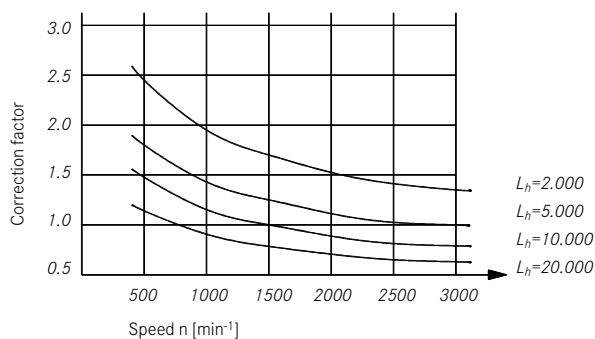
Force  $F_{\text{rated}}$  underlies a bearing service life of  $L_h = 10,000$  hours at  $n = 1500$  rpm.

These values can be converted to other service lives and speeds with the aid of the diagram. However, you should ensure that force  $F_{\text{max}}$  is not exceeded. If additional axial forces are present, please inform us of them so that we can perform a recalculation.

### INTORQ 14.800



Size	Force $F_{R\max}$ [N]	Force $F_{\text{rated}}$ [N]
06	600	325
08	900	425
10	1300	590
12	1900	870
16	2300	1350



$$F = F_N \cdot k \leq F_{R\max}$$

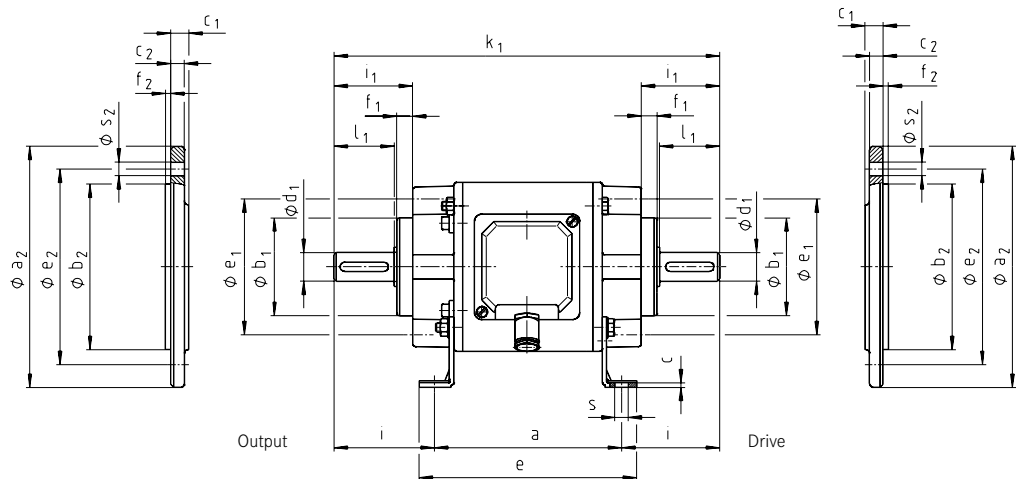
- F** Permissible radial force in N
- $F_{R\max}$**  Max. permissible radial force in N, in relation to shaft strength
- $F_N$**  Permissible radial force in N for  $L_h = 10,000$  h and  $n = 1500$  rpm
- k** Correction factor from diagram

### Example:

- Size 08
- Speed  $n = 500 \text{ min}^{-1}$
- Service life  $L_h = 5000$  hours
- $F = 425 \cdot 1.8 = 765 \text{ N} < F_{R\max} = 900 \text{ N}$

## Dimensions

### Free drive and output shafts



Keys to DIN 6885/1  
Centring to DR DIN 332

### INTORQ 14.800.□□.11.1(6) basic version

Size	M <sub>K</sub> [Nm]	Clutch P <sub>20</sub> [W]	Brake P <sub>20</sub> [W]	b <sub>1</sub> h8	e <sub>1</sub>	d <sub>1</sub> k6	f <sub>1</sub>	g <sub>1</sub>	g <sub>2</sub>	h	i <sub>1</sub>	k <sub>1</sub>	l <sub>1</sub>	s <sub>1</sub>	m [kg]
06	7,5	15	11,5	52	67	11	10	90	89	63	35	183	23	M6	3
						14				71	42	197	30		
08	15	20	16	65	90	14	10	112	95	71	42	230	30	M8	4,5
						19				80	52	250	40		
10	30	28	21	78	115	19	19	140	110	80	62	280	40	M10	8
						24				90	72	300	50		
12	60	35	28	78	115	24	20	167	136	100	72	324	50	M10	13
						28				112	82	344	60		
16	120	50	38	98	145	28	20	210	158	112	82	380	60	M12	25
						38				132	102	420	80		

### Feet

Size	a	b	b <sub>3</sub>	c	e	f	i	s	m [kg]
06	100	80	85	3	115	100	41,5	7	0,2
							48,5		
08	120	105	110	3	140	130	55	9	0,3
							65		
10	140	130	140	4	165	160	70	9	0,4
							80		
12	160	150	160	5	184	180	82	11	0,7
							92		
16	185	185	195	6	215	223	97,5	13	1,2
							117,5		

### Flange

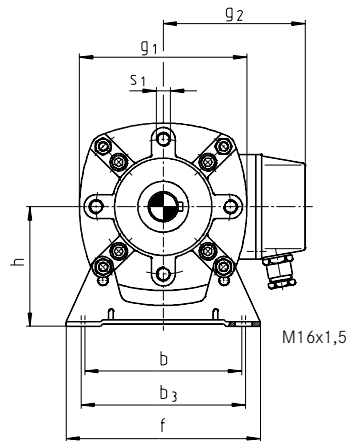
Size	a <sub>2</sub>	b <sub>2</sub> j7	c <sub>1</sub>	c <sub>2</sub>	e <sub>2</sub>	f <sub>2</sub>	s <sub>2</sub>	m [kg]
06	140	95	12	10	115	3	9	0,4
	160	110			130	3,5		0,5
08	160	110	12	9	130	3,5	9	0,5
	200	130			165	11,5		0,7
10	200	130	22	15	165	3,5	11	0,8
	250	180			215	4		13,5
12	200	130	22	15	165	3,5	11	0,8
	250	180			215	4		13,5
16	250	180	22	15	215	4	13,5	1,3
	300	230			265	2,0		

▮ All dimensions in mm



## Dimensions

### Free drive and output shafts



INTORQ	Feet	Drive B5 flange	Output B5 flange
14.800.□□.10.1[6]	-	-	-
14.800.□□.10.2[7]	-	●	-
14.800.□□.11.1[6]	●	-	-
14.800.□□.11.2[7]	●	●	-
14.800.□□.12.1[6]	-	-	●
14.800.□□.12.2[7]	-	●	●
14.800.□□.13.1[6]	●	-	●
14.800.□□.13.2[7]	●	●	●

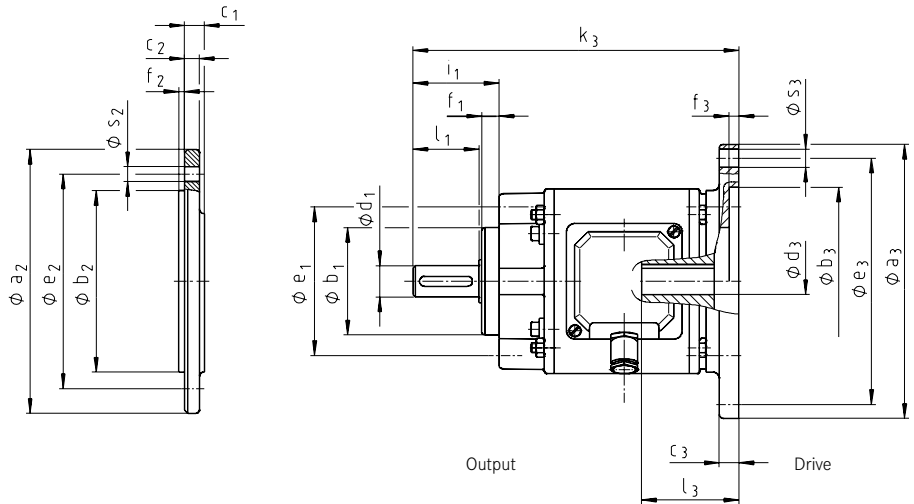
### Order data

- General – Type designation with specification of size and rated voltage
- Diameters of drive and output shafts
- If required – Diameters of drive and output flanges
- Foot height
- Backlash-free diaphragm armature plate
- [value in brackets in the type designation]

## Dimensions

### Drive, hollow shaft, B5 flange – output, free shaft

Keys to DIN 6885/1  
Keyways to DIN 6885/1JS9  
Centring to DR DIN 332



### INTORQ 14.800.□□.10.3[8] basic version

Size	M <sub>K</sub> [Nm]	Clutch P <sub>20</sub> [W]	Brake P <sub>20</sub> [W]	a <sub>3</sub>	b <sub>1</sub> h8	b <sub>3</sub> H9	c <sub>3</sub>	d <sub>1</sub> k6	d <sub>3</sub> G7	e <sub>1</sub>	e <sub>3</sub>	f <sub>1</sub>	f <sub>3</sub>	g <sub>1</sub>	g <sub>2</sub>	i <sub>1</sub>	k <sub>3</sub>	l <sub>1</sub>	l <sub>3</sub>	s <sub>1</sub>	s <sub>3</sub>	m [kg]
06	7,5	15	11,5	140	52	95,2	10	11	11	67	115	10	4	90	89	35	146	23	40	M6	9	2,5
				160	110,2	14	14	130	140	42	153											
08	15	20	16	160	65	110,2	14	14	14	90	130	10	4	112	95	42	184	30	50	M8	11,5	4,5
				200		130,2		19	19		165											
10	30	28	21	200	78	130,2	13	19	19	115	165	19	5	140	110	62	217	40	60	M10	13,5	7,5
				250		180,2		24	24		215											
12	60	35	28	200	78	130,2	16	24	24	115	165	20	5	167	136	72	251	50	70	M10	M12	12
				250		180,2		28	28		215											
16	120	50	38	250	98	180,2	20	28	28	145	215	20	5	210	158	82	294	60	80	M12	M12	22
				300		230,2		38	38		265											

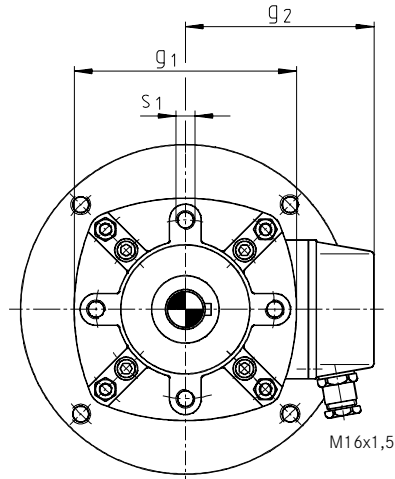
### Output flange

Size	a <sub>2</sub>	b <sub>2</sub> j7	c <sub>1</sub>	c <sub>2</sub>	e <sub>2</sub>	f <sub>2</sub>	s <sub>2</sub>	m [kg]
06	140	95	12	10	115	3	9	0,4
	160	110			130	3,5		0,5
08	160	110	12	9	130	3,5	9	0,5
	200	130			165			11,5
10	200	130	22	15	165	3,5	11	0,8
	250	180			215	4		13,5
12	200	130	22	15	165	3,5	11	0,8
	250	180			215	4		13,5
16	250	180	22	15	215	4	13,5	1,3
	300	230			265			2,0

All dimensions in mm

# Dimensions

Drive, hollow shaft, B5 flange – output, free shaft



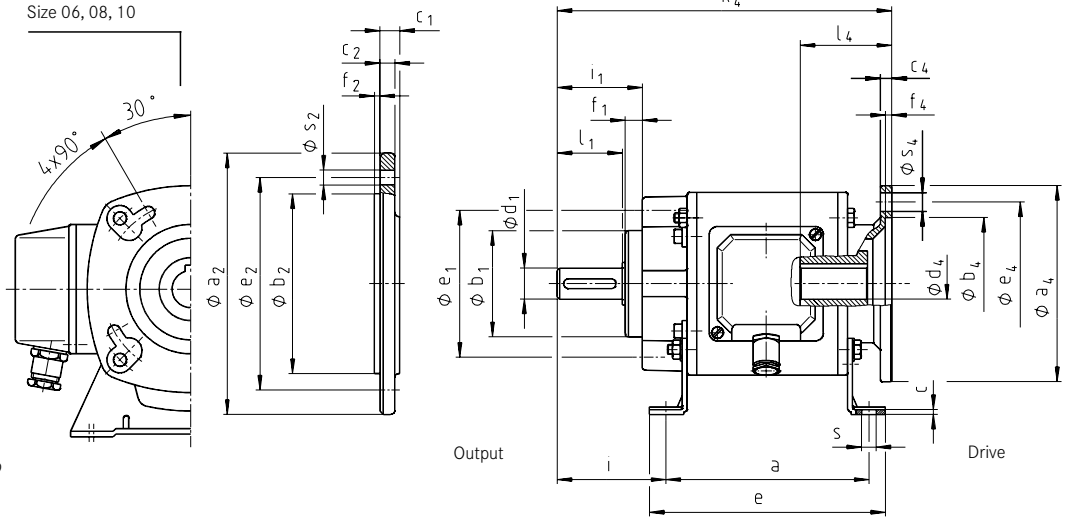
INTORQ	Drive B5 flange	Output B5 flange
14.800.□□.10.3[8]	●	-
14.800.□□.12.3[8]	●	●

## Order data

- General – Type designation with specification of size and rated voltage
- Diameter of drive hollow shaft
- Diameter of drive flange
- Diameter of output shaft
- If required – Diameter of output flange
- Backlash-free diaphragm armature plate [value in brackets in the type designation]

# Dimensions

## Drive, hollow shaft, B14 flange – output, free shaft



Keys to DIN 6885/1  
Keyways to DIN 6885/1JS9  
Centring to DR DIN 332

### INTORQ 14.800.□□.11.4[9] basic version

Size	M <sub>K</sub> [Nm]	Clutch P <sub>20</sub> [W]	Brake P <sub>20</sub> [W]	a <sub>4</sub>	b <sub>1</sub> h8	b <sub>4</sub> H9	c <sub>4</sub>	d <sub>1</sub> k6	d <sub>4</sub> G7	e <sub>1</sub>	e <sub>4</sub>	f <sub>1</sub>	f <sub>4</sub>	g <sub>1</sub>	g <sub>2</sub>	h	i <sub>1</sub>	k <sub>4</sub>	l <sub>1</sub>	l <sub>4</sub>	s <sub>1</sub>	s <sub>4</sub>	m [kg]
06	7,5	15	11,5	105	52	70,2	5,5	11	11	67	85	10	3	90	89	63	35	152	23	50	M6	7	3
								14	14							71	42	159	30				
08	15	20	16	120	65	80,2	7	14	14	90	100	10	4	112	95	71	42	186	30	58	M8	7	4,5
								19	19							80	52	196	40				
10	30	28	21	140	78	95,2	8	19	19	115	115	19	4	140	110	80	62	225	40	70	M10	9	8
								24	24							90	72	235	50				
12	60	35	28	160	78	110,2	8	24	24	115	130	20	4	167	136	100	72	261	50	80	M10	9	13
								28	28							112	82	271	60				
16	120	50	38	200	98	130,2	10	28	28	145	165	20	5	210	158	112	82	309	60	97	M12	12	24
								38	38							132	102	329	80				

### feet

Size	a	b	b <sub>3</sub>	c	e	f	i	s	m [kg]
06	100	80	85	3	115	100	41,5	7	0,2
							48,5		
08	120	105	110	3	140	130	55	9	0,3
							65		
10	140	130	140	4	165	160	70	9	0,4
							80		
12	160	150	160	5	184	180	82	11	0,7
							92		
16	185	185	195	6	215	223	97,5	13	1,2
							117,5		

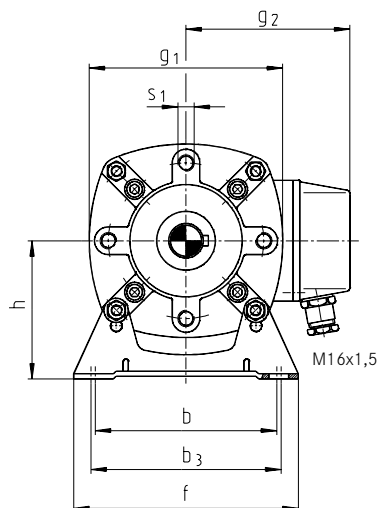
### output flange

Size	a <sub>2</sub>	b <sub>2</sub> j7	c <sub>1</sub>	c <sub>2</sub>	e <sub>2</sub>	f <sub>2</sub>	s <sub>2</sub>	m [kg]
06	140	95	12	10	115	3	9	0,4
	160	110			130	3,5		0,5
08	160	110	12	9	130	3,5	9	0,5
	200	130			165	11,5		0,7
10	200	130	22	15	165	3,5	11	0,8
	250	180			215	4		13,5
12	200	130	22	15	165	3,5	11	0,8
	250	180			215	4		13,5
16	250	180	22	15	215	4	13,5	1,3
	300	230			265	2,0		

All dimensions in mm

## Dimensions

Drive, hollow shaft, B14 flange – output, free shaft



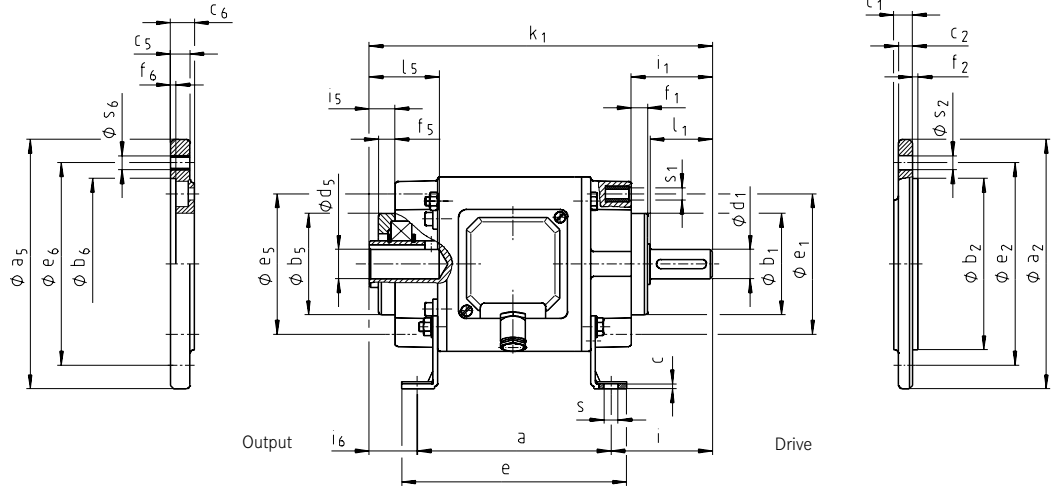
INTORQ	Feet	Output B5 flange
14.800.□□.10.4[9]	-	-
14.800.□□.11.4[9]	●	-
14.800.□□.12.4[9]	-	●
14.800.□□.13.4[9]	●	●

### Order data

- General – Type designation with specification of size and rated voltage  
 Diameter of drive hollow shaft  
 Diameter of output shaft
- If required – Diameter of output flange  
 Foot height  
 Backlash-free diaphragm armature plate  
 [value in brackets in the type designation]

# Dimensions

## Drive, free shaft – output, hollow shaft



Keys to DIN 6885/1  
Keyways to DIN 6885/1JS9  
Centring to DR DIN 332

### INTORQ 14.800.□□.22.1[6] basic version

Size	M <sub>K</sub> [Nm]	Clutch P <sub>20</sub> [W]	Brake P <sub>20</sub> [W]	b <sub>1</sub> h <sub>8</sub>	b <sub>5</sub> h <sub>8</sub>	d <sub>1</sub> k <sub>6</sub>	d <sub>5</sub> G7	e <sub>1</sub>	e <sub>5</sub>	f <sub>1</sub>	f <sub>5</sub>	g <sub>1</sub>	g <sub>2</sub>	h	i <sub>1</sub>	i <sub>5</sub>	k <sub>1</sub>	l <sub>1</sub>	l <sub>5</sub>	s <sub>1</sub>	s <sub>5</sub>	m [kg]
06	7,5	15	11,5	52	52	11	11	67	67	10	10	90	89	63	35	14	162	23	23	M6	M6	2,8
						14	14							71	42		169	30	30			
08	15	20	16	65	65	14	14	90	90	10	10	112	95	71	42	17	205	30	30	M8	M8	4,5
						19	19							80	52		216	40	40			
12	60	35	28	78	98	24	24	115	115	20	20	167	136	100	72	20	273	50	50	M10	M10	13
						28	28							112	82		283	60	60			
16	120	50	38	98	120	28	28	145	145	20	21	210	158	112	82	25,5	324	60	60	M12	M12	25
						38	38							132	102		344	80	80			

### Feet

Size	a	b	b <sub>3</sub>	c	e	f	i	i <sub>6</sub>	s	m [kg]
06	100	80	85	3	115	100	41,5 48,5	20,5	7	0,2
08	120	105	110	3	140	130	55 65	30	9	0,3
12	160	150	160	5	184	180	82 92	31	11	0,7
16	185	185	195	6	215	223	97,5 117,5	41,5	13	1,2

### drive flange

Size	a <sub>2</sub>	b <sub>2</sub> j7	c <sub>1</sub>	c <sub>2</sub>	e <sub>2</sub>	f <sub>2</sub>	s <sub>2</sub>	m [kg]
06	140 160	95 110	12	10	115 130	3 3,5	9	0,4 0,5
08	160 200	110 130	12	9	130 165	3,5	9 11,5	0,5 0,7
12	200 250	130 180	22	15	165 215	3,5 4	11 13,5	0,8 1,1
16	250 300	180 230	22	15	215 265	4	13,5	1,3 2,0

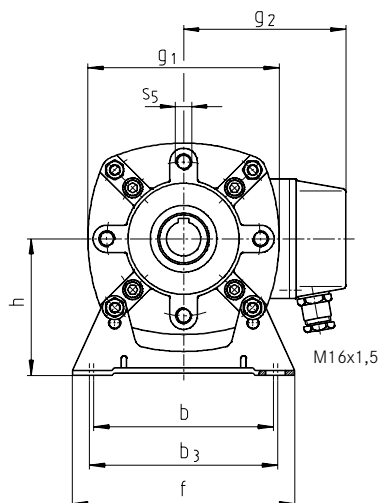
### output flange

Size	a <sub>5</sub>	b <sub>6</sub> H9	c <sub>5</sub>	c <sub>6</sub>	e <sub>6</sub>	f <sub>6</sub>	s <sub>6</sub>	m [kg]
06	140 160	95,2 110,2	13	15	115 130	4	9	0,4 0,5
08	160 200	110,2 130,2	14	18	130 165	4	M8 11,5	0,5 0,7
12	200 250	130,2 180,2	16	21	165 215	4 5	M10 M12	0,8 1,1
16	250 300	180,2 230,2	20	27	215 265	5	M12	1,3 2,0

■ All dimensions in mm

# Dimensions

Drive, free shaft – output, hollow shaft



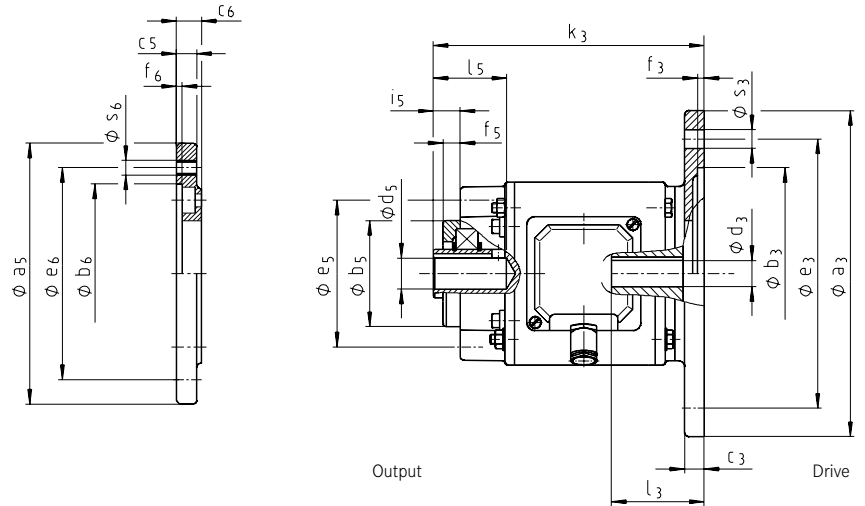
INTORQ	Feet	Drive B5 flange	Output B5 flange
14.800.□□.20.1[6]	-	-	-
14.800.□□.20.2[7]	-	●	-
14.800.□□.21.1[6]	-	-	●
14.800.□□.21.2[7]	-	●	●
14.800.□□.22.1[6]	●	-	-
14.800.□□.22.2[7]	●	●	-
14.800.□□.23.1[6]	●	-	●
14.800.□□.23.2[7]	●	●	●

## Order data

- General – Type designation with specification of size and rated voltage  
Diameters of drive shaft and output hollow shaft
- If required – Diameters of drive and output flanges  
Foot height  
Backlash-free diaphragm armature plate  
[value in brackets in the type designation]

# Dimensions

## Drive, hollow shaft, B5 flange – output, hollow shaft



Keyways to DIN 6885/1JS9

### INTORQ 14.800.□□.20.3[8] basic version

Size	$M_K$ [Nm]	Clutch $P_{20}$ [W]	Brake $P_{20}$ [W]	$a_3$	$b_3$ H9	$b_5$ h8	$c_3$	$d_3$ G7	$d_5$ G7	$e_3$	$e_5$	$f_3$	$f_5$	$g_1$	$g_2$	$i_5$	$k_3$	$l_3$	$l_5$	$s_3$	$s_5$	$m$ [kg]
06	7,5	15	11,5	140	95,2	52	10	11	11	115	67	5	10	90	89	14	125	40	23	M8	M6	2,5
				160	110,2			14	14	130									30	10		
08	15	20	16	160	110,2	65	14	14	14	130	90	4	10	112	95	17	159	50	30	M8	M8	4,5
				200	130,2			19	19	165									40	11,5		
12	60	35	28	200	130,2	98	16	24	24	165	115	4	20	167	136	20	201	70	50	M10	M10	12
				250	180,2			28	28	215									60	M12		
16	120	50	38	250	180,2	120	20	28	28	215	145	5	21	210	158	25,5	238	80	60	M12	M12	22
				300	230,2			38	38	265									80			

### Output flange

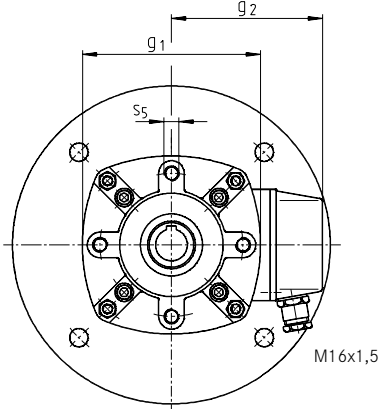
Size	$a_5$	$b_6$ H9	$c_5$	$c_6$	$e_6$	$f_6$	$s_6$	$m$ [kg]
06	140	95,2	13	15	115	4	9	0,4
	160	110,2			130			0,5
08	160	110,2	14	18	130	4	M8	0,5
	200	130,2			165		11,5	0,7
12	200	130,2	16	21	165	4	M10	0,8
	250	180,2			215		5	M12
16	250	180,2	20	27	215	5	M12	1,3
	300	230,2			265			2,0

All dimensions in mm



# Dimensions

Drive, hollow shaft, B5 flange – output, hollow shaft



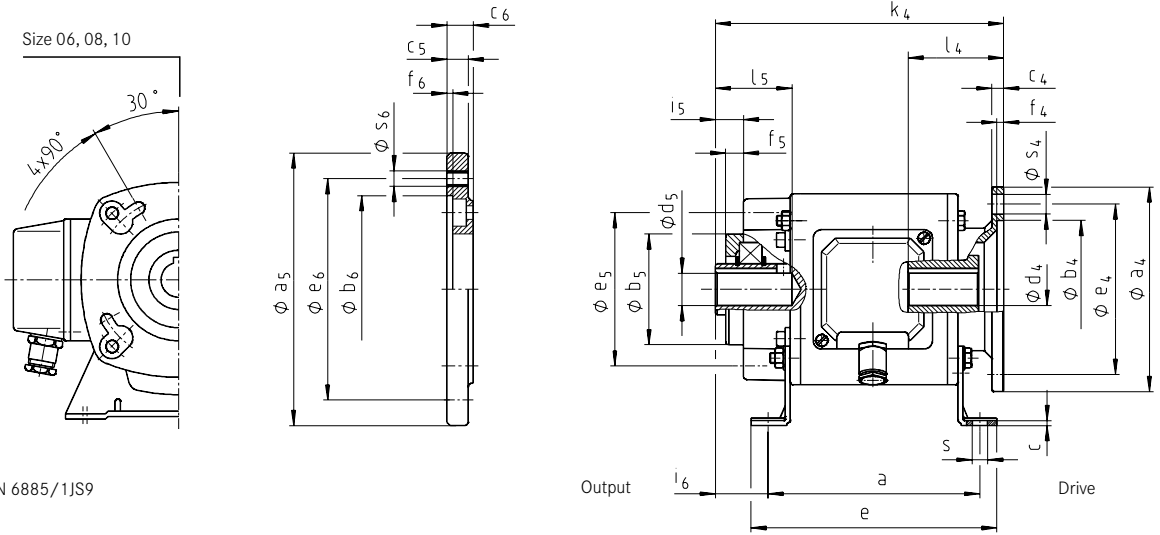
INTORQ	Drive B5 flange	Output B5 flange
14.800.□□.20.3[8]	●	-
14.800.□□.21.3[8]	●	●

**Order data**

- General – Type designation with specification of size and rated voltage
  - Diameter of drive hollow shaft
  - Diameter of drive flange
  - Diameter of output hollow shaft
- If required – Diameter of output flange
  - Backlash-free diaphragm armature plate [value in brackets in the type designation]

# Dimensions

## Drive, hollow shaft, B14 flange – output, hollow shaft



Keyways to DIN 6885/1JS9

### INTORQ 14.800.□□.22.4[9] basic version

Size	M <sub>K</sub> [Nm]	Clutch P <sub>20</sub> [W]	Brake P <sub>20</sub> [W]	a <sub>4</sub>	b <sub>4</sub> H9	b <sub>5</sub> h8	c <sub>4</sub>	d <sub>4</sub> G7	d <sub>5</sub> G7	e <sub>4</sub>	e <sub>5</sub>	f <sub>4</sub>	f <sub>5</sub>	g <sub>1</sub>	g <sub>2</sub>	h	i <sub>5</sub>	k <sub>4</sub>	l <sub>4</sub>	l <sub>5</sub>	s <sub>4</sub>	s <sub>5</sub>	m [kg]
06	7,5	15	11,5	105	70,5	52	5,5	11	11	85	67	3	10	90	89	63	14	131	50	23	7	M6	2,8
								14	14							71				30			
08	15	20	16	120	80,2	65	7	14	14	100	90	4	10	112	95	71	17	161	58	30	7	M8	4,5
								19	19							80				40			
12	60	35	28	160	110,2	98	8	24	24	130	115	4	20	167	136	100	20	211	80	50	9	M10	13
								28	28							112				60			
16	120	50	38	200	130,2	120	10	28	28	165	145	5	21	210	158	112	25,5	253	97	60	12	M12	24
								38	38							132				80			

### Feet

Size	a	b	b <sub>3</sub>	c	e	f	i <sub>6</sub>	s	m [kg]
06	100	80	85	3	115	100	20,5	7	0,2
08	120	105	110	3	140	130	30	9	0,3
12	160	150	160	5	184	180	31	11	0,7
16	185	185	195	6	215	223	41,5	13	1,2

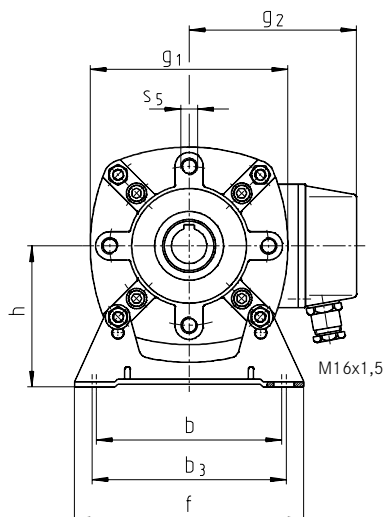
All dimensions in mm

### Output flange

Size	a <sub>5</sub>	b <sub>6</sub> H9	c <sub>5</sub>	c <sub>6</sub>	e <sub>6</sub>	f <sub>6</sub>	s <sub>6</sub>	m [kg]
06	140	95,2	13	15	115	4	9	0,4
	160	110,2			130			0,5
08	160	110,2	14	18	130	4	M8	0,5
	200	130,2			165			0,7
12	200	130,2	16	21	165	4	M10	0,8
	250	180,2			215			5
16	250	180,2	20	27	215	5	M12	1,3
	300	230,2			265			2,0

## Dimensions

Drive, hollow shaft, B14 flange – output, hollow shaft



INTORQ	Feet	Output B5 flange
14.800.□□.20.4[9]	-	-
14.800.□□.21.4[9]	-	●
14.800.□□.22.4[9]	●	-
14.800.□□.23.4[9]	●	●

### Order data

- General – Type designation with specification of size and rated voltage
- Diameter of drive hollow shaft
- Diameter of output hollow shaft
- If required – Diameter of output flange
- Foot height
- Backlash-free diaphragm armature plate [value in brackets in the type designation]

## Single elements without housing

### Product information

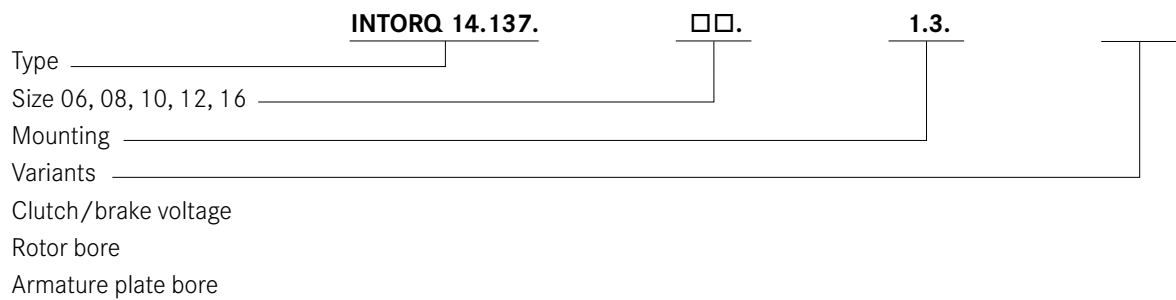
#### INTORQ 14.137.□.1.3

This type is a clutch-brake combination without a housing.

The use of these single elements is preferred if they are to be integrated directly in a machine structure and there is not enough space available to use complete drive units.

The INTORQ 14.137 is supplied with a backlash-free diaphragm armature plate assembly. A low braking torque remains present even if the voltage is disconnected.

### Type code



### Technical data

INTORQ	$M_k^{1)}$ [Nm]	$P_{20}^{2)}$ [W]		$n_{max.}$ [min <sup>-1</sup> ]	$Q_E$ [J]	Moments of inertia $J \times 10^{-5}$ [kgm <sup>2</sup> ]	
		Clutch	Brake			Rotor	Armature plate
<b>14.137.06</b>	7,5	15	11,5	8000	$3,6 \times 10^3$	11,9	10,2
<b>14.137.08</b>	15	20	16	6000	$6,6 \times 10^3$	26,6	29
<b>14.137.10</b>	30	28	21	5000	$10,5 \times 10^3$	78	113,6
<b>14.137.12</b>	60	35	28	4000	$16,5 \times 10^3$	226	310
<b>14.137.16</b>	120	50	38	3000	$20,6 \times 10^3$	630	1113

Standard voltage 24 V DC

<sup>1)</sup>  $M_k$ , in relation to  $n = 100 \text{ min}^{-1}$

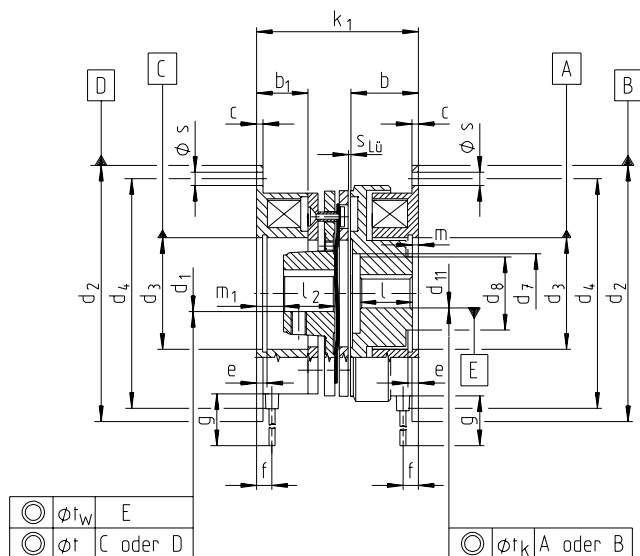
<sup>2)</sup> At 20 °C

The operating times should be taken from the table on page 15.

# Single elements without housing

## Dimensions

### Type 14.137.06 [...16] 1.3



Type	M <sub>k</sub> [Nm]	Clutch		Brake		b	b <sub>1</sub>	c	d <sub>1</sub> H7			d <sub>2</sub> H9	d <sub>3</sub> H8	d <sub>4</sub>	d <sub>7</sub>	d <sub>8</sub>
		P [W]	P [W]	min.	standard				max.							
14.137.06.1.3	7,5	15	11,5	24	18	2	10	10	15	17	80	35	72	24,5	23	
14.137.08.1.3	15	20	16	26,5	20	3	10	17	20	20	100	42	90	31	28,5	
14.137.10.1.3	30	28	21	30	22	3	14	20	25	30	125	52	112	40	40	
14.137.12.1.3	60	35	28	33,5	24	4	14	25	30	35	150	62	137	50	45	
14.137.16.1.3	120	50	38	37,5	26	4	20	30	40	45	190	80	175	65	62	

Type	d <sub>11</sub> H7			e	f	g	k <sub>1</sub>	l	l <sub>2</sub>	m	m <sub>1</sub>	s 4x	s <sub>LN</sub>	t <sub>k</sub>	t <sub>w</sub>	t	m [kg]	
	min.	standard	max.															
14.137.06.1.3	10	10	15	17	3,5	6,3	400	55,1	18,5	15	2	11	4,5	0,2	0,2	0,1	0,16	0,8
14.137.08.1.3	12	17	20	22	4,3	7,8	400	61,3	20,5	20	2,5	9,4	5,5	0,2	0,3	0,1	0,16	1,5
14.137.10.1.3	15	20	25	30	5	8,8	400	70,8	22,5	25	3	8,9	6,6	0,2	0,3	0,1	0,16	2,8
14.137.12.1.3	20	20	25	30	40	5,5	9,3	400	79,6	25	3,5	8,1	6,6	0,3	0,3	0,1	0,2	5
14.137.16.1.3	25	25	30	40	50	6	10,7	400	89,8	28	3,5	4,3	9	0,3	0,4	0,2	0,2	9

Recommended ISO fits for shafts: k<sub>6</sub>

All dimensions in mm

## Accessories

### INTORQ 14.640.10.048 EDS 48 electronic dual switch

#### Application area

Using 24 V standard excitation to switch:

- Clutch-brake combinations
- Other coils which are to be switched on the DC side in alternating or parallel operation

The EDS 48 electronic dual switch is ideal for controlling two coils.

#### Features

The EDS 48 electronic dual switch contains the complete power supply for a 24 V DC voltage coil and can be operated using control voltages (e. g. from a PLC) or pulses. A pulse at the START input switches the clutch on until a pulse at the STOP input switches the clutch off and the brake on. A program switch can be used to preselect the type of brake to be controlled (electromagnetic or spring-applied brake).

#### Note:

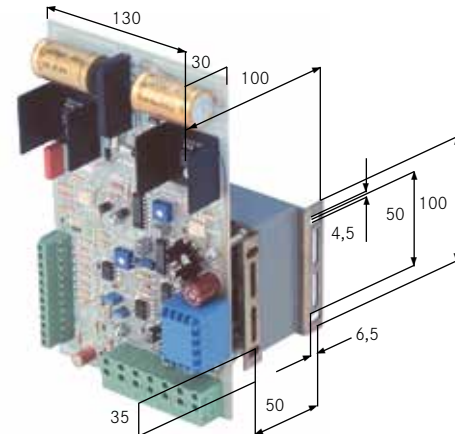
When using spring-applied brakes, the transformer power must be dimensioned for the sum of the clutch and braking powers.

Delay times can be set on two potentiometers to prevent clutches and brakes that do not have a common armature plate working in opposition. The input electronics are potential-free and isolated from the power section by an optocoupler.

For safety reasons, the clutch is always set to "off" and the brake to "on" following mains connection or the closing of switch a1. The device is able to execute the first start command (clutch ON) approximately one second later. If a start command is already present at the input before the mains connection is made, the brake remains switched on until a new start command is sent.

If required, switch a1 can serve as an "emergency-off" switch.

#### EDS 48 dimensions



#### Technical data

Standard excitation	24 V
Input voltage	230 V, 50/60 Hz
Coil voltage	24 V
Max. coil power: With EDS 48 type 14.640.10.048	50 W
Max. operating frequency:	
Up to 35 W	Five switching operations/s
Up to 50 W	Two switching operations/s
Connectable coils	Two units
Max. control current at 24 V	10 mA approx.
Auxiliary supply at terminals 30 and 31	15 V
Max. current of the auxiliary supply	30 mA
Max. delay time	250 ms
Control pulses	≥ 3 ms
EDS 48 weight	1.8 kg

#### Control options

- PLC (programmable logic controller)
- Contacts
- NPN (PNP) proximity switches
- NPN (PNP) photoelectric barriers

# Accessories

## INTORQ 14.640.10.048 EDS 48 electronic dual switch

### Connection examples

#### Control via continuous signals

Switching via contact

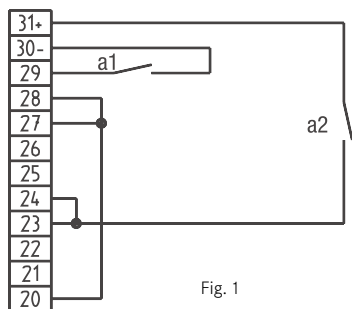


Fig. 1

Pressing the a2 switch turns the brake "off" and the clutch "on" (start), if a1 is not closed. If a2 is opened, the clutch switches "off" and the brake "on" (stop). The first start command is executed no earlier than approximately 1 second after the mains voltage is switched on or after a1 is opened.

Switching via optocoupler

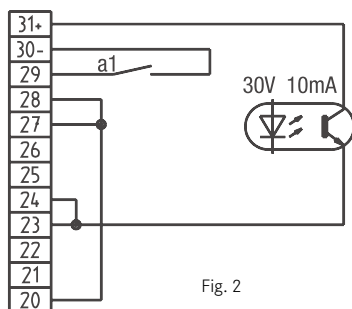


Fig. 2

This example is as Fig. 1, but an optocoupler or a transistor is used instead of a contact.

Switching via proximity switch

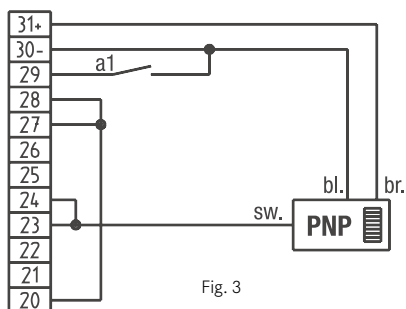


Fig. 3

This example is as Fig. 1, but a PNP proximity switch is used instead of a contact.

Colours: bk. = black/bl. = blue/br. = brown  
 Proximity switch damped = clutch "on"/brake "off"  
 Proximity switch free = brake "on"/clutch "off"

Switching via PLC

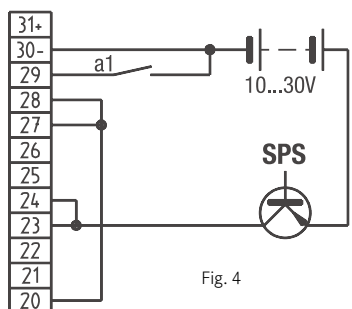


Fig. 4

In this example, a PLC with a control voltage of 10 to 30 V is used for control.

Control voltage "on" = clutch "on"/brake "off"  
 Control voltage "off" = brake "on"/clutch "off"

#### Caution

The cables to the coil must not short-circuit or have a conductive connection to earth (electrical bonding), the PEN conductor or other coils.

# Accessories

## INTORQ 14.640.10.048 EDS 48 electronic dual switch

### Connection examples

#### Control via pulses

Switching via contacts

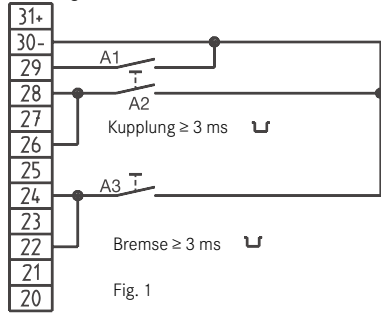


Fig. 1

Pressing switch a2 switches the clutch "on" (start), if a1 is not closed. The pulse must be  $\geq 3$  ms and is saved until switch a3 is closed for at least 3 ms (stop). If a3 remains closed and switch a2 gives the start command, the brake switches "off" and the clutch "on".

This example is as Fig. 1, but an optocoupler or transistors are used instead of contacts.

Switching via optocoupler

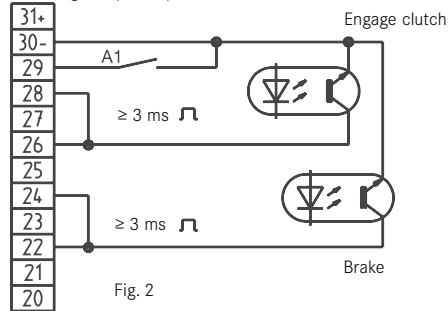


Fig. 2

This example is as Fig. 1, but NPN proximity switches (e.g. type 14.666.03.001, three wire version) are used instead of contacts.

Colours: bk. = black/bl. = blue/br. = brown

Switching via proximity switch

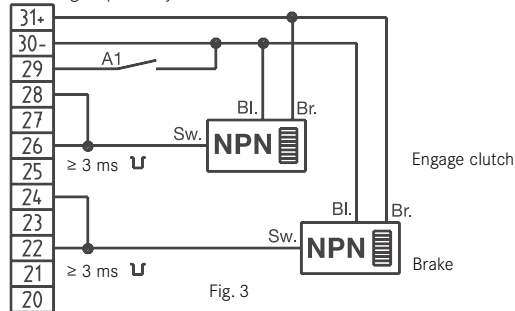


Fig. 3

A cutting blade is driven by a cam. Proximity switch a3 (type 14.666.03.001) should cause it to stop automatically after one revolution following the start pulse. The start command is issued via switch a2.

Example of pulse control

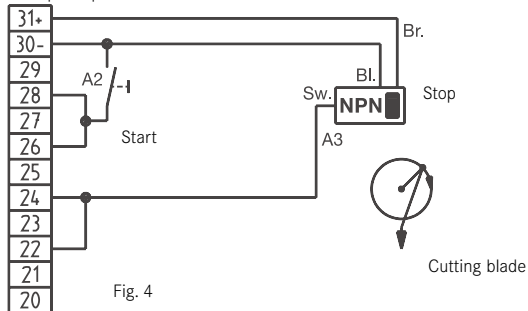


Fig. 4



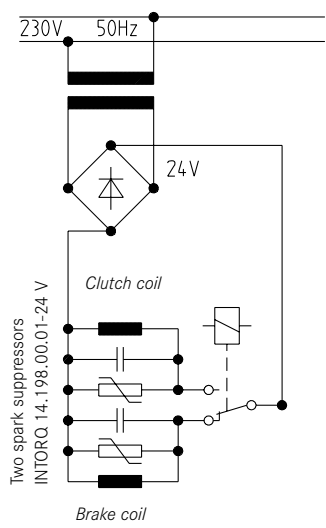
# Accessories

## DC switching

The performance of both the clutch and brake coils must be taken into account when dimensioning a transformer rectifier.

DC switching means short switch-on and switch-off times, but requires a spark suppressor to protect the contacts against high induced voltages during switch-off.

E clutch - E brake version



Clutch is energised to engage  
 Brake is energised to engage

## INTORQ 14.198.00.0□ universal spark suppressor

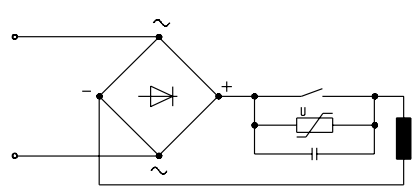
The universal spark suppressor limits the induced voltages which occur when switching off all clutches and brakes on the DC side to safe values. Otherwise, these induced voltages might damage coils and switches. Therefore, VDE 0580 requires appropriate protective measures to avoid

excessive switch-off surges and overvoltages. Four versions of the universal spark suppressor are available for the following voltage ranges:

Type	Coil voltage U	Coil power P <sub>max</sub>
INTORQ 14.198.00.01	24 V - 50 V	110 W
INTORQ 14.198.00.02	50 V - 120 V	110 W
INTORQ 14.198.00.03	120 V - 200 V	110 W
INTORQ 14.198.00.04	200 V - 250 V	110 W

DC switching

Connection example



## Accessories

### DEG and DOSS high-speed switchgear

#### High-speed operation with INTORQ 14.621.14.(16)

##### □□□ DEG double European device

Working in conjunction with DEG high-speed switchgear, the clutch-brake combinations achieve excellent positioning accuracy.

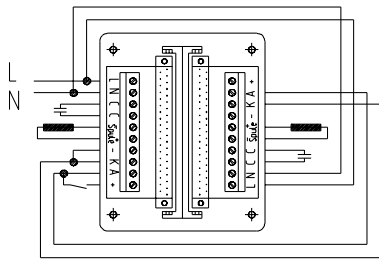
The 24 V coils on the housing clutches can be connected to the DEG device on a 220 V/240 V mains.

The coil current (two coils up to a maximum of 100 W) is switched by semiconductors and is free of wear; DEG devices are controlled via auxiliary contacts, control voltages or proximity sensors.

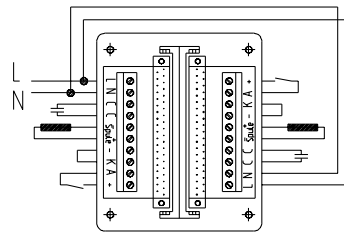
DEG high-speed switchgear is dimensioned as a constant current source. The rated current flows in the solenoids regardless of whether the coil is cold or warm. The torque remains the same whether the operating status is cold or warm.

We supply DEG high-speed switchgear as built-in units.

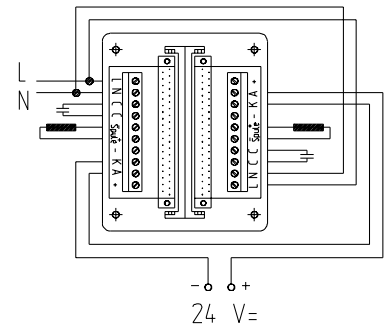
#### Connection examples



Control with one contact



Control with two contacts



Control with PLC or control voltage

#### DOSS double high-speed switchgear

##### INTORQ 14.621.13.□□□

We recommend the DOSS double high-speed switchgear for applications in which start/stop pulses are used for control.

The switchgear mentioned above can be found in our "Electronic Switchgear and Accessories" catalogue which is available on request.



INTORQ 14.621.14.(16)□□□



INTORQ 14.621.13.□□□

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