# CBC-700 Series Overexcitation Clutch/Brake Controls 



An Altra Industrial Motion Company

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## AWARNING Failure to follow these instructions may result in product damage, equipment damage, and serious or fatal injury to personnel.

## Introduction

Warner Electric's CBC-700 clutch/brake control is a basic overexcitation control for electromagnetic clutches and brakes. Overexcitation, a momentary high voltage spike, builds up electromagnetic flux very quickly in the clutch and/or brake coil for quick engagement and superior accuracy. The CBC-700 works on the capacitive discharge principle, boosting AC input voltage and storing a high voltage pulse. No torque adjustment is provided, so full torque is available from the "on" clutch (or brake) by providing it with full rated voltage. Two models of the CBC-700 are available:

$$
\text { CBC-700-90 } \quad 90 \text { volt magnets }
$$

CBC-700-24 24 volt magnets
The CBC-700 requires only two adjustments. Overexcitation pulse duration is adjustable in seven ranges to custom tailor control function for each application and to minimize coil temperatures. A time delay between clutch/brake engagement is also adjustable between 0 and 100 milliseconds for the CBC-700-90, and 0 to 50 milliseconds for the CBC-700-24, by providing a rest period between brake and clutch engagement. This eliminates overlap and reduces heating and wear of the clutch and brake units.

The CBC-700's sophisticated coil suppression circuitry allows extremely short time delays and quick response. Optically isolated switching inputs promote full switching flexibility.

The CBC-700-90 incorporates several new features:

A short circuit protection for the clutch and brake outputs. If a short is present, an amber L.E.D. will illuminate and the outputs will be isabled. The short circuit L.E.D. is reset by turning off the power to the control for 10 seconds.

- An O.E.X. on/off switch allows the user to turn off the O.E.X. pulse for custom applications.
- Two output L.E.D.s indicate when the brake (red) or clutch (green) is on.


## Specifications

Input:

$$
\begin{array}{ll}
\text { CBC-700-90: } & 120 \mathrm{VAC} \pm 10 \%, 50 / 60 \mathrm{~Hz} \\
\text { CBC-700-24: } & 24 \mathrm{VAC} \pm 10 \%, 50 / 60 \mathrm{~Hz}
\end{array}
$$

## Output Voltage:

Steady State:
CBC-700-90: 90 VDC
CBC-700-24: 24 VDC
Overexcitation:
CBC-700-90: 340 VDC
CBC-700-24: $\quad 105$ VDC
Output Current: (per channel, alternately)
CBC-700-90:
0.5 Amps max.*
CBC-700-24: 3.5 Amps max.

Circuit Protection: (fusing)
CBC-700-90: $\quad 1.6$ Amp, 250 Volt, $5 \times 20 \mathrm{~mm}$, F/A
CBC-700-24: $\quad 5 \mathrm{Amp}, 250$ Volt, $5 \times 20 \mathrm{~mm}$, F/A

* Caution: It will not work with the SF1525HT-90

OEX Pulse Duration: (current model-with OEX on/off switch)

| $700-24$ Switch Position | $1 \& 2$ | 1 | $2 \& 3$ | 2 | $3 \& 4$ | 3 | 4 |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $700-90$ Switch Position | $1 \& 2$ | 1 | $2 \& 3$ | 2 | 3 | 4 | All Open |
| Time (milliseconds) | 8 | 11 | 15 | 22 | 34 | 50 | 100 |

OEX Pulse Duration: (early model-without OEX on/off switch)

| Switch Position | $1 \& 2$ | 1 | $2 \& 3$ | 2 | $3 \& 4$ | 3 | 4 |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time (Milliseconds) | 7 | 10 | 15 | 22 | 34 | 51 | 100 |

## Anti-Overlap Adjustment:

CBC-700-90:
$0-100 \mathrm{~ms}$
CBC-700-24:
$0-50 \mathrm{~ms}$

## Switching Inputs:

Two optically isolated, 10-30 VDC
Min. and Max. current input 3.1-9.5mA
Maximum off-state leakage $<2 \mathrm{~mA}$

## Ambient Temperature:

$0^{\circ}$ to $140^{\circ} \mathrm{F}\left(-18^{\circ}\right.$ to $\left.+60^{\circ} \mathrm{C}\right)$

## Auxiliary Supply:

12 VDC, 250 mA maximum

## Enclosure:

Rated NEMA 13 with optional enclosure (P/N 6042-101-004 )

## Reorder Information

| Model | Part No. |
| :--- | :--- |
| CBC-700-24 | $6042-448-002$ |
| CBC-700-90 | $6042-448-003$ |
| CBC-700-90C | $6042-448-013$ |
| Enclosure | $6042-101-004$ |

Note: CBC-700-90C has a right angle terminal strip and is conformally coated.

## Installation

AWARNING The voltages in this control can cause serious injury (even death). When installing or wiring this control, make sure the input power is off, and main capacitors discharged. Do not apply voltage to the control until it is securely mounted and completely wired in accordance with local codes and all installation work, including cleanup, has been completed.

## Connection Diagram



## Switching Options

The control may be operated in either 2-wire (level) or 3-wire (pulse) mode.

2-Wire


*Input voltage can be customer supplied or furnished by the 12 VDC auxiliary supply.

## Example

Below is an example of a common approach using an external contact closure for the start signal and a sensor to initiate braking.


## Dimensional Diagram

The control may be mounted on its base (two mounting slots) or on its back (for mounting slots). All dimensions are nominal.
in. (mm)
All dimensions nominal


## CBC-700-90 (current model) CBC-700-90 (early model) (with OEX on/off switch) (without OEX on/off switch)



ACAUTION This is a floating-type control and is not referenced to AC ground. Under no circumstances should any of the output wire leads be connected to earth or chassis ground as the unit will be destroyed.

## Control Adjustments

The duration of the OEX Pulse and Anti-Overlap Time Delay can be optimized to a specific clutch/ brake. The chart above designates switch settings for 90 and 24 VDC Warner Electric clutch/brake models.

OEX Duration Settings


Anti-Overlap Time Delay Potentiometer PI


Template for Mounting CBC-700


Base Mount


Wall Mount

## System Troubleshooting

The chart below will be helpful when attempting to isolate problems which may occur in the control system．It will also prove helpful when encountering problems during initial system start－up．

## Symptom A：No output on either clutch or brake upon power－up．

## Probable Cause

Improper wiring
No power available
Blown fuse
Faulty control

## Solution

Check wiring and correct if necessary．
Check that AC power is available to control．
＊See Fuse keeps blowing，Symptom C．
Replace control．

## Symptom B：Clutch activates upon power－up．

## Probable Cause

Improper wiring
Faulty input switching circuit

## Solution

Check wiring and correct if necessary．
Check that input switching network is providing proper signal．

## Symptom C：Fuse keeps blowing．

## Probable Cause

Improper wiring
Shorted brake／clutch coil Ground Fault Improper AC line voltage Improper magnet voltage

## Solution

Check wiring and replace fuse．
Check coil resistance and replace if necessary．
Check coil to earth ground resistance．
Check line voltage and correct if necessary．
Check magnet voltage rating and replace with correct magnet if necessary．

## Symptom D：Magnets do not appear to have enough torque．

## Probable Cause

Improper OEX switch setting Magnets incorrectly sized

## Solution

Set pulse duration switch settings according to setup chart．
Verify sizing by repeating the selection process．

## Symptom E：Outputs don＇t switch；Inputs don＇t switch．

## Probable Cause

Incorrectly wired inputs
Faulty switching device
Faulty control

## Solution

Check wiring and correct if necessary．
Check for proper operation and replace if defective．
Replace control．

## Symptom F：Switching time too long or too short．

## Probable Cause

Improper overlap pot setting

## Solution

Set overlap according to setup chart．

## Symptom G：Amber L．E．D．illuminated＊

## Probable Cause

Improper wiring
Shorted brake／clutch coil
Faulty control

## Solution

Check wiring and correct if necessary．
Check coil resistance and replace if necessary．
Replace control．
＊Turn off power to control for 10 seconds to turn off amber L．E．D．

## Warranty

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