The Basics of Electromagnetic Clutches and Brakes

Authored by:

Frank Flemming

President

Ogura Industrial Corp.

Somerset, N.J.

Edited by Jessica Shapiro

Essential points:

o Electromagnetic clutches and brakes are electrically activated but transmit torque mechanically.

o Engagement time depends on magnetic area strength, air gap, and inertia.

o Burnishing increases preliminary clutch or brake torque, and overexcitation cuts response time.

Assets:

h_467

www.inertia-calc.com

Ogura Industrial Corp., www.ogura-clutch.com

"Acquiring a grip on clutch and brake selection," MACHINE Style and design, Sept. 9, 1999

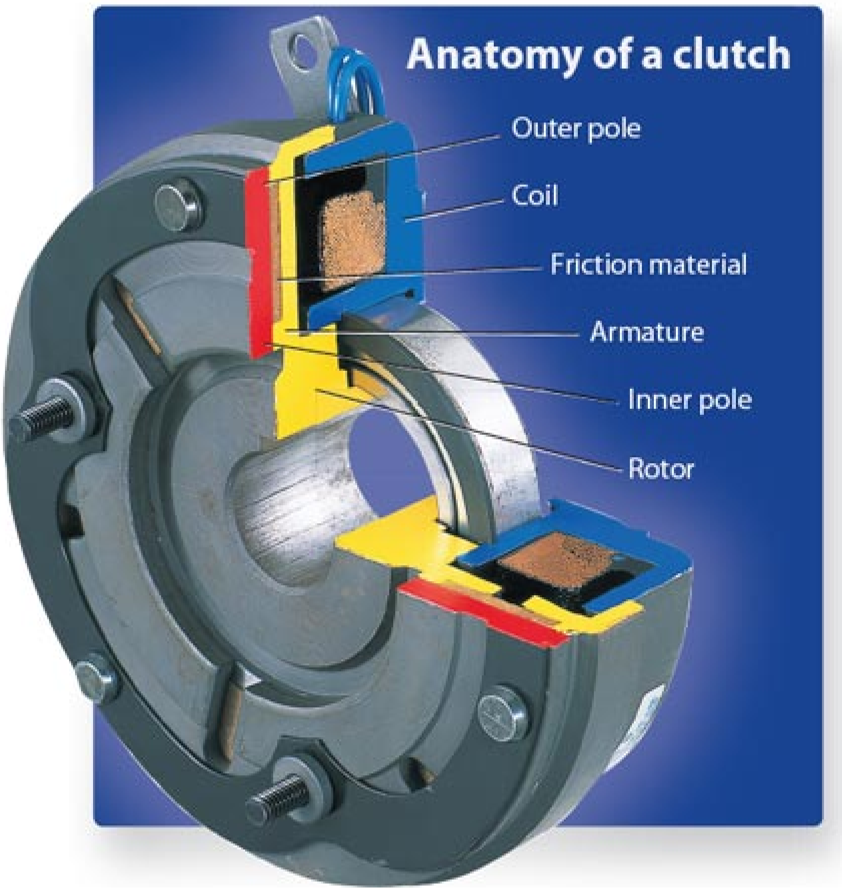
Men and women use electromagnetic (EM) clutches and brakes every day and generally will not know it. Any person who switches on a lawn tractor, copy machine, or automobile air conditioner may be working with an EM clutch -- and EM brakes are just as prevalent.

Electromagnetic clutches operate electrically but transmit torque mechanically. Engineers the moment referred to them as electromechanical clutches. In excess of the many years EM came to stand for electromagnetic, referring to the way the units actuate, but their basic operation has not changed.

Electromagnetic clutches and brakes come in quite a few forms, including tooth, a number of disc, hysteresis, and magnetic particle. Nonetheless, the most extensively utilised version is the single-encounter style.

Components of EM

Both EM clutches and brakes share fundamental structural parts: a coil in a shell, also referred to as a area a hub and an armature. A clutch also has a rotor, which connects to the moving part of the machine, such as a driveshaft.



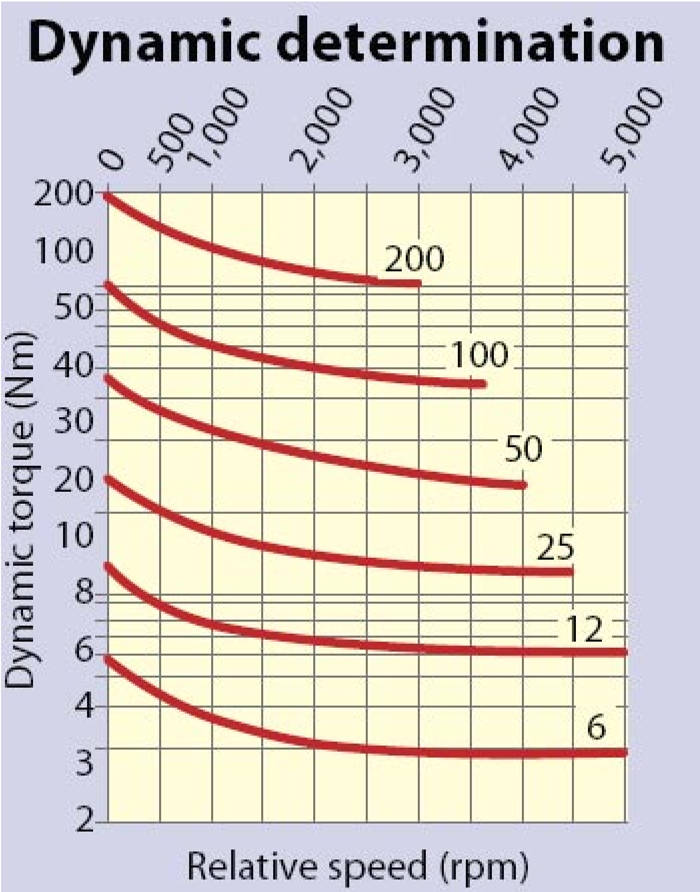
The coil shell is typically carbon steel, which combines strength with magnetic properties. Copper wire types the coil, even though often aluminum is applied. A bobbin or epoxy adhesive holds the coil in the shell.

Activating the unit's electric circuit energizes the coil. The existing working via the coil generates a magnetic field. When magnetic flux overcomes the air gap amongst the armature and area, magnetic attraction pulls the armature -- which connects to the hub -- into make contact with with the rotor.

Magnetic and friction forces accelerate the armature and hub to match rotor pace. The rotor and armature slip previous each and every other for the initial .02 to one. sec until the input and output speeds are the similar. The matching of speeds is sometimes called 100% lockup.

Brakes lack a rotor, so magnetic flux acts straight in between the armature and area. The field normally bolts to the machine frame or on a torque arm that handles brake torque. When the armature contacts the discipline, braking torque transfers into the area housing and machine frame, decelerating the load. As in a clutch, speed can adjust quickly.

Most industrial applications use single-flux, twopole clutches. These have 1 north-south flux path among the rotor and armature. On the other hand, mobile clutches and other specialty electromagnetic clutches can use a double or triple-flux rotor. These clutches have slots in the two the rotor and armature that make added air gaps between the two parts. These curved slots run parallel to the rotor or armature circumference, so they are frequently referred to as banana slots.



Taking the path of least resistance, magnetic flux weaves amongst the rotor and armature two or 3 times when the faces engage. This weaving produces multiple north-south pole pairs. Each pair can boost the torque in a clutch.

In theory, an additional set of poles at the identical diameter as the initial set would double the working torque. In practice, even so, every single addition shrinks the diameter of all speak to points. The serpentine path the magnetic flux requires also diminishes the accessible flux. But a double-flux layout pushes up torque 30 to 50%, and a triple-flux style can bring a forty to 90% torque increase in excess of a single-flux unit.

The capacity to increase torque without a heavier or more substantial clutch is particularly critical in bodyweight-sensitive applications. Alternately, engineers may possibly be ready to specify smaller clutches to get the expected torque.

For both clutches and brakes, turning off the energy to the coil disengages the unit. As quickly as electrical power is lower, flux falls quickly and the armature separates. A single or a lot more springs help push the armature away from its contact suRface and retain a predetermined air gap.

All torqued up

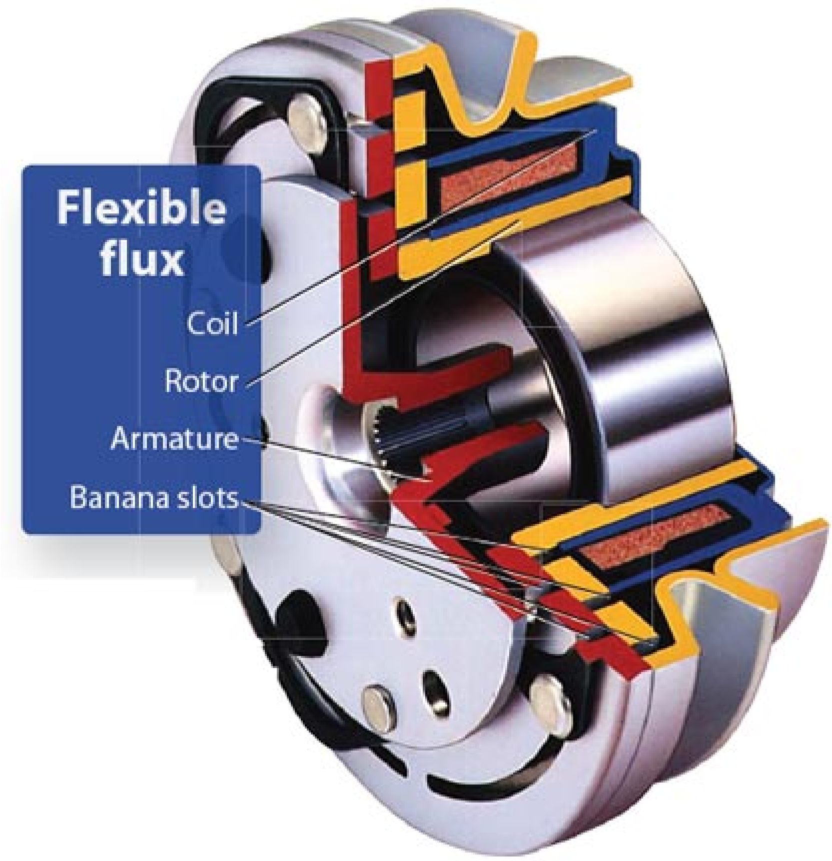
So how significantly torque will a offered brake or clutch supply? The key issue affecting the torque rating of a clutch or brake is the blend of voltage and current. The fields of EM clutches and brakes can be constructed for virtually any dc voltage. The torque the unit produces will be the same as extended as it is supplied with the appropriate operating voltage and recent.

Electrical latest controls the change in magnetic area strength, dB, as proven by:

dB = (μ0 I/four?) × dl sin (u)/r2

the place I = net latest, r = displacement vector from the coil to the stage at which we want to know the magnetic area, u = angle in between the vector and a latest component dl, and = magnetic second of the dipole.

For instance, a 90-V clutch, a 48-V clutch, and a 24-V clutch, all powered with their respective voltages and frequent recent, would each generate the very same volume of torque. Nevertheless, applying 48 V to a 90-V clutch final results in about half the torque output. This is because voltage and torque have a just about linear romantic relationship.



Simply because voltage and existing are so significant for greatest torque output, designers specify consistent-existing electrical power supplies for essential applications. Significantly less-high priced rectified energy supplies preserve voltage consistent but allow latest change as resistance improvements. Based mostly on V = I × R, readily available existing falls as resistance increases. An enhance in resistance typically final results from increasing temperature as the coil heats up, according to:

Rf = Ri × [1 + ?Cu × (Tf - Ti)]

in which Rf = ultimate resistance Ri = preliminary resistance ?Cu = .0039°C-1, copper wire's temperature coefficient of resistance, Tf = ultimate temperature and Ti = original temperature.

Mainly because magnetic flux degrades with elevated coil temperature, torque declines by about eight% for each and every added 20°C in the coil. Designers can compensate for minor temperature fluctuations by slightly oversizing the clutch or brake, with the advantage of being in a position to use a less-pricey rectified power provide as an alternative of a constant-existing source.

Designers must also distinguish involving the clutch or brake's dynamic and static-torque ratings. Applications with relatively lower rotational pace -- 5 to 50 rpm depending on the unit's size -- need not think about dynamic torque. The static torque rating is typically closest to the application's ailments.

However, a designer specifying a clutch or brake for a machine that runs at 3,000 rpm need to establish the unit's dynamic torque. Just about all makers record goods by static-torque rating, but dynamic torque can be much less than half the static rating. Most producers publish torque curves displaying the partnership in between dynamic and static torque for a provided series of clutch or brake. (A sample curve is proven in the accompanying graphic.)

Timely torque

Torque is most likely the designer's initial consideration when specifying EM clutches or brakes, but engagement time is important, as well. There are really two engagement times to think about. The 1st is the time it will take the coil to create a magnetic area solid adequate to pull in the armature. The 2nd, the time-to-pace or time-to-cease for clutches and brakes, respectively, relates to the unit's inertia.

Inertia depends on the mass and geometry of the rotating technique. Net sites like inertia-calc.com can assist designers establish a system's inertia and the torque essential to accelerate or decelerate that load in a given time.

Most CAD systems can calculate element inertia, but the important to sizing clutches is calculating how significantly inertia is reflected back to the clutch or brake. To do this, engineers use the formula:

T = (WK2 × ?N) / (308 × t)

the place T = needed torque (lb-ft), WK2 = total inertia (lb-ft2), N = change in the rotational velocity (rpm), and t = time in the course of which the acceleration or deceleration have to get area. The inertia phrase accounts for rotating component's weights, W (lb) and the radius of gyration (ft), K. Designers sizing a clutch or brake have to 1st figure out this inertia to calculate how significantly torque the unit can take care of.

In go kart clutch for 7/8 shaft contrast to inertial concerns, the time required to create a enough magnetic area to actuate the brake or clutch is quick.

Magnetic-area strength depends on the number of turns in the coil. The air gap in between the armature and clutch rotor or brake face is a resistance the magnetic area have to conquer. Magnetic lines of flux diminish rapidly in air, so the greater the gap, the longer it takes the armature to create ample magnetic attraction.

Substantial-cycle applications often use floating armatures that rest towards the rotor or brake encounter, building the air gap zero and response time constant.

In fixed-armature styles, engineers must contemplate the air gap in new units as very well as the gap in the future as get in touch with surfaces dress in and the gap grows. In higher-cycle applications the place accuracy is crucial, even a variation of 10 to 15 msec can have an impact on effectiveness. And in regular-cycle applications, a new machine with correct timing can eventually see a "drift" in accuracy due to dress in.

Consider a cut-to-length application where a photo eye reads a mark on the material to decide where to quit the materials movement and make a minimize. If the machine is not calibrated accordingly, it will generate slightly longer pieces more than time than when it was brand new due to the fact http://www.out2win.com/catalog/horstman.html dress in widens the air gap, making a somewhat longer pull-in time.

To speed responses, some EM clutches and brakes use overexcitation. The unit's power supply provides the coil a burst of voltage drastically increased than its nominal rating for a few milliseconds. Larger voltage lets the coil create a a lot more-powerful magnetic discipline much more quickly, starting up the method of attracting the armature and accelerating or decelerating the load.

Three occasions the rated voltage typically provides close to one particular-third faster response. Overexcitation of 15 occasions the regular coil voltage creates responses 3 instances quicker. For instance, a clutch coil rated for 6 V must be overexcited to 90 V to reduce response time to one-third of the authentic.

The moment overexcitation is no longer wanted, the energy supply returns to its standard operating voltage. Overexcitation can be repeated as necessary, but the large-voltage bursts ought to be quick ample that they do not overheat the coil.

The added benefits of burnishing

Even though armatures, rotors, and brake faces are machined or even lapped as flat as possible at manufacture, peaks and valleys remain on the surfaces. When a new clutch or brake engages, the make contact with location is at first confined to the peaks on the mating surfaces. This smaller speak to region implies torque can be as a lot as 50% significantly less than the unit's static torque rating.

To get the full torque, consumers need to burnish mating surfaces. Burnishing cycles the unit, letting people original peaks wear down so there is a lot more surface get hold of between the mating faces. These cycles -- twenty to in excess of a hundred of them, depending on the quantity of torque necessary -- really should be lower in inertia, pace, or the two, than the end application.

For some patterns, like bearing-mounted clutches with the rotor and armature linked and held in area by a bearing, users can comprehensive the burnishing on a bench top rated or burnishing station alternatively of on the machine. On the other hand, two-piece clutches or brakes, which have separate armatures, burnish superior following installation. Which is due to the fact armature alignment and, therefore, burnishing lines can shift somewhat when the unit moves.

This kind of alignment shifts could produce small torque reductions that would only be noticed in torque-sensitive applications. Other applications may not need burnishing at all. If the system needs much less torque than the clutch or brake supplies out of the box, users can skip the burnishing stage. In general, burnishing is additional essential on larger torque products.

How lengthy does it final?

Typical operations put on down get in touch with surfaces, just as burnishing does. Each and every time a clutch or brake engages for the duration of rotation, a specific quantity of power is transferred as heat. This transfer wears the two the armature and the opposing make contact with surface.

Dress in prices rely on size, pace, and inertia. For illustration, if workers modified pulleys on a machine from 1:1 to two:one so that it ran at 1,000 rpm rather of its preceding velocity of 500 rpm, the change would quadruple its clutch's wear fee. That is mainly because reflected inertia increases with the square of the speed ratio. That is:

$(WK2)r = WK2 \times ?\ N2.$

In this kind of circumstances, a fixed armature stops engaging when the air gap will get also massive for the magnetic field to overcome. Zero-gap or automobile-dress in armatures can wear to significantly less than 1-half of their original thickness just before failing.

Designers can estimate life from the energy transferred each time the brake or clutch engages.

$Ee = [m \times v2 \times ?\ d]/[182 \times (?\ d + ?\ l)]$

exactly where Ee= energy per engagement, m = inertia, v = speed, ? d = dynamic torque, and ? l= load torque. Figuring out the power per engagement lets designers determine the amount of engagement cycles the clutch or brake will last:

$L = V/(Ee \times w)$

the place L = unit daily life in number of cycles, V = total engagement spot, and w = put on rate.

Clutches subject to reduced velocity, lower side loads, or infrequent operation typically use bushings on rotating elements. Even though much less high priced than bearings, bushings tend to fail ahead of the air gap grows to the point of failure. At increased loads and speeds, bearing-mounted fields, rotors, and hubs are superior choices. Unless bearings are stressed beyond their bodily limitations or turn out to be contaminated, they tend to have a long daily life and are normally the up coming location to fail soon after the air gap.

It is unusual for a coil to cease operating in an EM clutch or brake. Coil failures are generally due to heat-induced breakdown of the coil-wire's insulation. Triggers contain large ambient temperature, higher cycle rates, excessive slipping in between the armature and make contact with surface, and the application of larger voltage than the coil rating permits.

Figuring on friction

The torque between an armature and clutch rotor or brake discipline is derived from the steel-t--steel coefficient of friction and magnetic force, but most industrial styles add friction materials to alter torque or put on qualities.

The friction material is recessed between the inner and outer poles in both brakes and clutches. This guarantees magnetic metal-tometal contact involving the armature and coil shell or rotor but expands the contact surface location. The bigger spot slows wear and extends cycle daily life. In some applications, materials such as ceramics have tremendously extended existence in clutches and brakes to 25 or 50 million cycles.

Clutches in automobiles, agricultural products, and development gear tend not to use friction material simply because they have decrease cycle specifications than industrial clutches. In addition, mobile gear is frequently exposed to wet weather that can swell friction components and minimize readily available torque.

When most friction elements principally slow wear, they can also be applied to alter the somewhat higher coefficient of friction of steel-to-steel make contact with. An engineer who needs a clutch or brake with extended slip time might specify a materials with a decrease coefficient of friction. Conversely, for slightly higher torque, frequent in very low-rpm applications, designers might use higher-coefficient-of-friction resources such as cork.

No matter what material designers opt for, the wearing action produces particulates. Exactly where particulates are problematic, this kind of as in clean-room and food-managing applications, units really should be enclosed to keep particles from contaminating the surroundings.

Even so, a additional-common scenario is that the clutch or brake gets contaminated by a thing in the atmosphere. Oil or grease should be kept away from clutches or brakes since they lessen friction between speak to surfaces, decreasing obtainable torque. The identical is genuine for oil mists and airborne lubricant particles in the get the job done area.

Dust and other contaminants that fall in between get in touch with surfaces can also reduce torque. Designers who know their clutch or brake will be in a contaminant-susceptible natural environment might choose to include a shield to safeguard contact surfaces.

Clutches and brakes that have not been applied in a even though can rust on the get hold of surfaces. This is normally not a key concern mainly because the rust wears away inside a handful of cycles, leaving no lasting impact on torque.