

# ELECTROMAGNETIC

## CLUTCHES AND BRAKES Type GEF



### Features

The GEF model is a unit composed of electromagnetic clutch and brake mounted inside a case, contributing a self-supporting group, which can be combined in 17 different versions depending on the type of installation you want to perform (see box). The clutch and brake working current draw. The standard supply voltage is 24 V DC. **There also specific voltages on demand.**

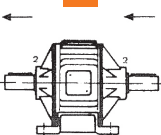
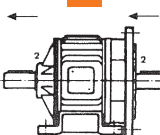
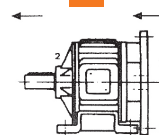
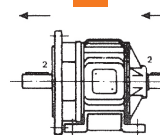
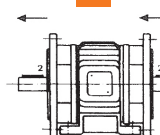
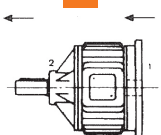
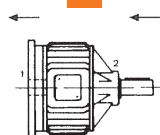
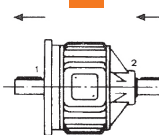
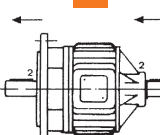
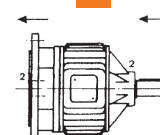
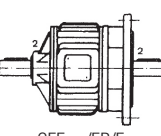
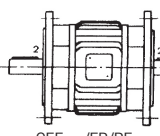
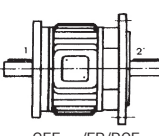
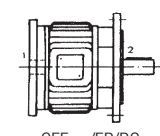
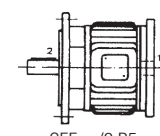

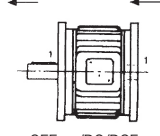

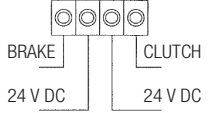
This arrangement makes it possible to reduce response times, which allows working with very a high throughput rate. This rate may be increased with static inverters and overvoltage cards manufactured by our company.

The unit has a very small residual momentum and a low momentum of inertia. The supply was arranged directly (with terminal box) with a protection equivalent to the P-44 in all versions.

The flange versions are suitable for motors in accordance with IEC and EU standards.

### CONSTRUCTIVE FORMS

Assemble the shafts, pulleys, etc. gently, without forcing or hit them.

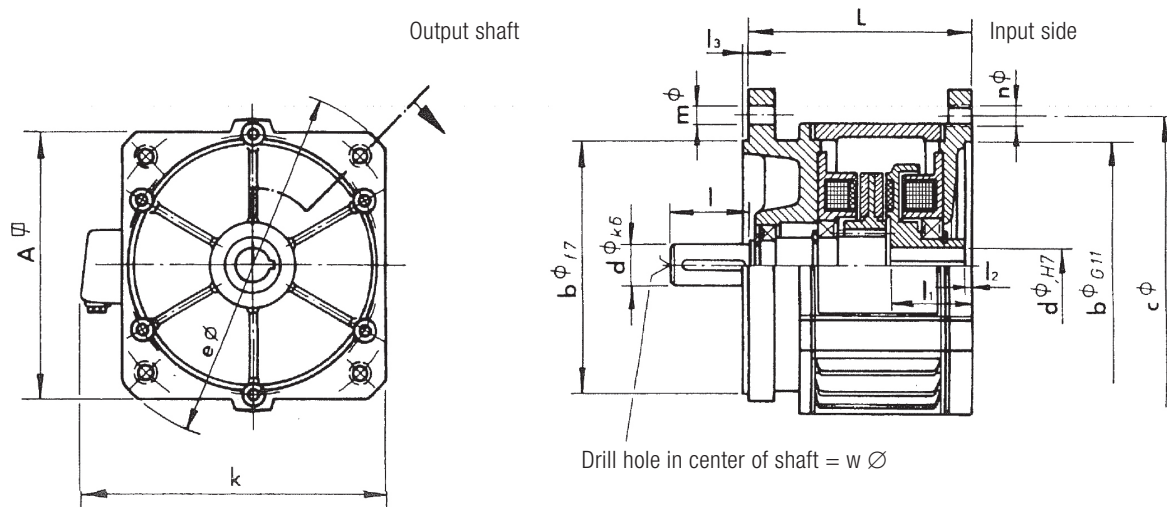
 <p>1 GEF.../P</p>	 <p>2 GEF.../P/EB/E</p>	 <p>3 GEF.../P/B/E</p>	 <p>4 GEF.../P/E/BE</p>	 <p>5 GEF.../P/EB/BE</p>
 <p>6 GEF.../BC/E</p>	 <p>7 GEF.../E/BC</p>	 <p>8 GEF.../E/BCE</p>	 <p>9 GEF.../E/BE</p>	 <p>10 GEF.../E/B</p>
 <p>11 GEF.../EB/E</p>	 <p>12 GEF.../EB/BE</p>	 <p>13 GEF.../EB/BCE</p>	 <p>14 GEF.../EB/BC</p>	 <p>15 GEF.../2 B5</p>
 <p>16 GEF.../2 BC</p>	 <p>17 GEF.../BC/BCE</p>	<p>ASSEMBLY</p> 	<p>CONNECTION</p> 	<p>ON DEMAND</p> <ul style="list-style-type: none"> <li>• Terminal box on opposite side.</li> <li>• Special shafts and flanges.</li> </ul>

# ELECTROMAGNETIC CLUTCHES AND BRAKES

## Type GEF



### Characteristics and measurements



SIZE		0,6	1	2	6	13
Max torque clutch	<b>Nm</b>	8	15	30	60	130
Max rpm	<b>n</b>	4.000	3.000	3.000	1.500	1.500
Clutch consumption (20°)	<b>w</b>	14	20	29	38	52
Brake consumption (20°)	<b>w</b>	11	15	22	28	35
Momentum of inertia	<b>kg cm<sup>2</sup></b>	1,1	3,3	10	40	130
Mass	<b>kg</b>	3	5,5	8	13	26
	<b>A</b>	-	150	150	192	242
	<b>L</b>	112	129	142	164,5	199,5
	<b>d</b>	11 / 14	19	24	28	38
	<b>l</b>	23 / 30	40	50	60	80
	<b>l<sub>1</sub></b>	45	49,3	55	60	80
	<b>l<sub>2</sub></b>	4	5	5	5	6
	<b>l<sub>3</sub></b>	3	3,5	3,5	4	4
	<b>b</b>	95 / 110	130	130	180	230
	<b>c</b>	115 / 130	165	165	215	265
	<b>e</b>	140 / 160	200	200	250	300
	<b>m</b>	9	11,5	11,5	13	13
	<b>n</b>	M8	M10	M10	M12	M12
	<b>k</b>	147 / 137	190	190	235	282
	<b>w</b>	M5	M8	M8	M10	M10



#### NOTICE:

Supply voltage standardized at 24 V DC. Other voltages on demand.  
Keyways according DIN 6885 1st sheet.