

AIR CHAMP® AIR-ACTUATED CLUTCHES AND BRAKES
VS.
ELECTRICALLY-ACTUATED CLUTCHES AND BRAKES

A COMPARATIVE ANALYSIS

AIR CHAMP® VS ELECTRIC: A COMPARATIVE ANALYSIS

As the result of tests conducted by an independent laboratory, Nexen Group, Inc. identified five key performance-related and cost-saving advantages of air-actuated clutch-brakes over electric units of comparable size. The tests were conducted March 1, 1995 through June 21, 1995 by Huntingdon Engineering & Environmental, Inc. of St. Paul, Minnesota. Units tested were the Nexen Air Champ FMCBE-625 air clutch/brake and a comparable electric clutch-brake.

Response Time

Response time is the increment of time in seconds from the time the power is turned on or off at the control valve, or power supply, to the time the clutch or brake responds with (full load) torque, or disengages and the torque begins to decay. The time to 100% clutch torque for the air clutch was 40% faster than for the electric clutch. The time to zero torque (brake on) for the air clutch was 42% faster than for the electric.

Torque Output

Tests focused on the torque output of NEMA 56 C-flanged air and electric clutch-brakes. The electric clutch transmitted only 54% of its rated torque. In comparison, the Nexen clutch transmitted up to 145% more torque under the same conditions, because it operated at a lower temperature. The higher operating temperature of the electric clutch affected torque fade, as well.

Facing Life Comparison

The estimated facing life of air and electric units were determined in a calculation using the 1) volume of useable facing material, 2) friction materials wear rate, 3) work energy capacity, and 4) energy-per-cycle for a specific application. The results indicated that the Nexen clutch-brake had considerably more available facing volume, which translates into more horsepower-hours of work. While the pads on the Nexen unit were worn away partially, they still had sufficient material left to create the required friction against the facings to start or stop the load on the output shaft. The pads on the electric unit, on the other hand, were worn so far down that there was metal-to-metal contact.

Thermal Horsepower

The test also revealed that the air clutch-brake consistently operated at lower temperatures compared to the electric unit. Nexen's FMCBE-625 model has a rated thermal horsepower of 0.14. A comparable electric unit has a rated thermal horsepower of 0.10.

Repair Costs

A test to determine the number of cycles to failure was conducted, and the Nexen clutch-brake was the overwhelming winner, more than doubling the number of cycles achieved by the electric unit. Additionally, replacement part costs published by the manufacturers showed that the air unit is less expensive to repair.

Nexen engineers conducted additional analysis to acquire comparative data on Energy Consumption and Unit Cost Savings. Here's what they found:

Energy Consumption

Using Friction Facing Life comparison information gathered in a conveyor system application, along with power consumption data published in the electric clutch-brake manufacturer's catalog, it was discovered that the electric unit coil consumed 2.5 times more energy than the compressor that provided air to the Nexen Air Champ.

Unit Cost Savings

Based on the manufacturer's published unit costs in 1995 price sheets, Air Champ clutch-brakes cost up to 10% less than comparable electric units.

These seven comparison points are discussed in detail in the pages that follow. A copy of the Huntingdon test is available by contacting Nexen at 1-800-843-7445.

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INTRODUCTION

As an international manufacturer of industrial power transmission brakes, clutches and clutch-brakes, Nexen leads the industry in innovation. Since 1951, our Engineering, Research and Development Teams have designed and tested products with one motivation in mind – to introduce quality products that help our customers reduce costs and increase productivity. Over 300 national and international patents and value-added features are a result of that commitment.

Our products are continually evaluated and updated, and new products designed to meet the demands in the marketplace. With the introduction of the first air-actuated brakes on the market, Air Champ[®], Nexen has set the highest standard for optimal brake and clutch performance in the industry.

For several years now, we have been promoting the benefits of these air-engaged clutches and brakes. Yet some people in the industry may still perceive electrically-actuated brakes as more effective, based on the fact that electricity is simple and convenient to operate. We agree electrically-actuated clutches/brakes are simple, but compared to air-actuated clutches/brakes, they don't measure up in terms of efficiency or cost-effectiveness.

In fact, when you look at life performance, air-engaged clutches/brakes, come out way ahead. They typically have twice the life cycle of electrical clutches/brakes.

This document contains the actual performance results of a test conducted by an independent testing lab, between air-actuated and electrically actuated clutch-brakes. It gives comparative data in the following areas:

- Response Time
- Clutch and Brake Overlap
- Torque Output and Fade
- Friction Facing Life
- Electrical Energy Consumption
- Overall Power Consumption

The results clearly show that air-actuated clutch-brakes outperform electric clutch-brakes, and offer superior performance. In fact, Air Champ[®] clutch-brakes typically have twice the friction facing life cycle of electrical.

Our objective here is to give you a clear understanding of why air-actuated clutches and brakes work so well in the industry. Next time you're asked to explain performance benefits of air over electric, you'll have the facts.

Get the word out, because Nexen air-actuated clutches/brakes perform better than any other clutch/brake in the industry.

THE AIR ADVANTAGE

Pneumatic, or air, clutch-brakes are more efficient and economical than similarly sized electrical clutch-brakes because of one important variable – air’s responsiveness to heat.

Air does not generate heat during clutch and brake engagement. Less heat allows greater torque transmission and efficiency. The greater thermal capacity of air-engaged clutch-brakes gives them longer operating life. Since you can “get more work” out of an air-actuated clutch-brake, air proves to be more cost-effective. It also costs less to run an air compressor than to operate an electrical unit.

Nexen Air Champ® products have simple designs which demand fewer parts than electrical units. This represents a significant cost savings (up to 80% over electric clutch -brakes) in the long run.

THE TESTS: NEXEN FMCBE-1625 VS. AN ELECTRIC CLUTCH/BRAKE

RESPONSE TIME

The following test was conducted under controlled test lab conditions. The two products tested were Nexen's FMCBE-625 and a popular electrically-actuated clutch-brake. The first area we tested was response time.

Specifically, response time is the increment of time in seconds from the time power is turned on or off at the control valve, or power supply, to the time the clutch or brake responds with (full load) torque, or disengages and the torque begins to decay.

For air-engaged units, the size of the control valve is a contributing factor to the response time value. A valve with a higher flow of capability, or C_v factor, is desired for faster response time.

The derivation of response time data for a specific clutch-brake and control valve is typically measured under controlled test-lab conditions. The Nexen unit was controlled with a 4-way valve and with quick exhaust valves installed in the air inlets.

The electric unit was connected to a standard 90 volt power supply.

In a Nexen test, the time to 100% clutch torque was 72 milliseconds for the air clutch and 102 milliseconds for the electric clutch. The time to zero torque (brake on) was 56 milliseconds for the air brake and 80 milliseconds for the electric brake.

Obviously, the air-engaged unit was faster. This was partly due to the air-engaged unit's ability to bring the load up to speed with less slip at the interface.

Figure 1. Response Time - Derivation: Empirical Data. Nexen Test.

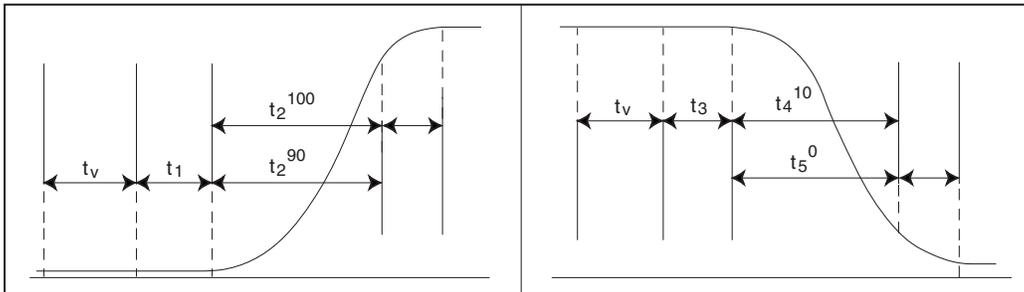


Figure 2. Response Time Comparison.

MODEL	RESPONSE TIME	
	CLUTCH	BRAKE
FMCBE-625	0.072 sec.	0.056 sec.
Electric clutch-brake	0.102 sec.	0.080 sec.

Empirical data from Nexen lag test, EER 373400

MODEL	RESPONSE TIME	
	CLUTCH	BRAKE
FMCBE-625	0.106 sec.	0.107 sec.
Electric clutch-brake	0.280 sec.	0.148 sec.

Empirical data from Huntingdon's independent tests

CLUTCH AND BRAKE OVERLAP

Next, we tested the clutch and brake overlap between Nexen FMCBE and an electric clutch-brake. Overlap is a momentary time interval at the beginning of the clutch torque rise when the brake torque has not totally decayed. (See Figure 3.)

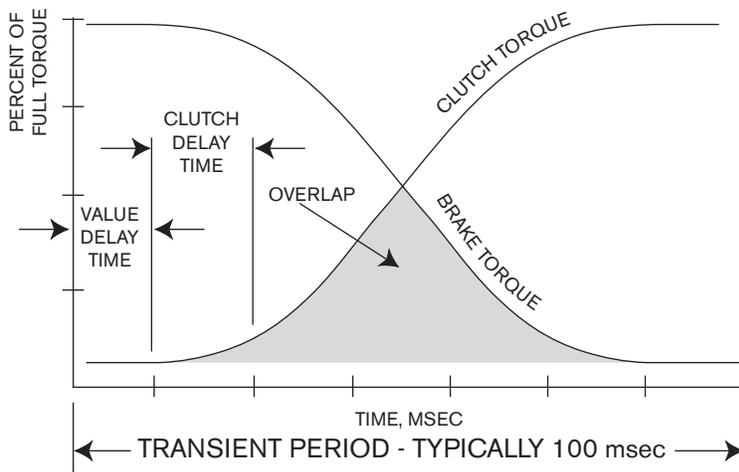
In air-engaged units having separate cylinders for the clutch and the brake, the tendency of overlap occurs because full supply pressure forces air into one cylinder at the same time the pressure in the other cylinder is pushing the air to exhaust. In air-engaged units, this condition is controlled with quick exhaust valves located in the air inlet port.

Electric clutch-brakes apply coil suppression techniques to control overlap. Coil suppression is defined as the use of a diode to direct the flow of reverse to ground. Without suppression in the control circuit, an arc results from the strength of this current flow, resulting in simultaneous clutch-brake engagement. Even with coil suppression, a small amount of overlap can occur.

The difference between Nexen's FMCBE and the electric clutch-brake is that Nexen is designed with only one piston which totally eliminates the possibility of overlap.

With Nexen's FMCBE it is physically impossible to have a simultaneous clutch-brake engagement because the piston shifts one direction to engage the clutch and the other direction to engage the brake.

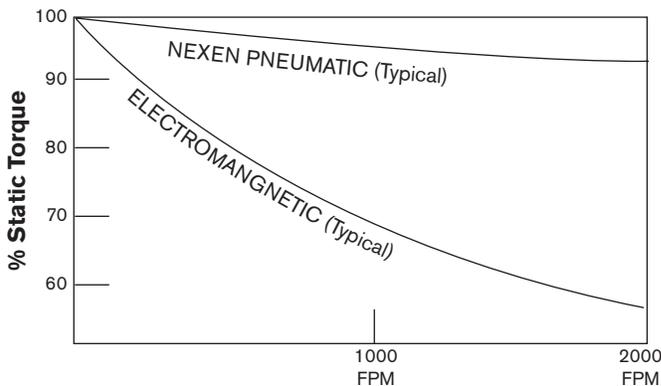
Figure 3. Clutch and Brake Overlap.



TORQUE OUTPUT AND FADE

Next, we compared the torque output of eight-inch diameter interface between air and electric clutches. Figure 4a shows that an electric clutch which ran 1,000 rpm, or 2,000 fpm, transmitted only 60% of its rated torque.

Figure 4a. Torque Fade Chart.



In comparison, the pneumatic clutch transmitted 35 to 40% more torque under the same conditions because it operated at a lower temperature. Note the dramatic drop in the electric unit torque when the speed increased.

The advantage of this kind of performance characteristic in the air-engaged clutch is that smaller air units can be used in place of larger electric units.

Also note the difference between the rated static torque and measured static torque in Nexen's and electric clutch-brakes. (Figure 4b)

Figure 4b. Empirical Data From Huntingdon Test.

As with torque output, the torque fade differs substantially between air and electrically-actuated clutch-brake performance.

MODEL	RATED STATIC TORQUE		MEASURED STATIC TORQUE	
	Clutch	Brake	Clutch	Brake
FMCBE-625	200 in. Lbs.	190 in. Lbs.	297 in. Lbs.	212 in. Lbs.
Electric Clutch-Brake	192 in. Lbs.	192 in. Lbs.	74in. Lbs.	134 in. Lbs.

The torque was measured in Huntingdon's test at 1,800 rpm with a known inertia load of 19 pound inches squared at 1 million cycles.

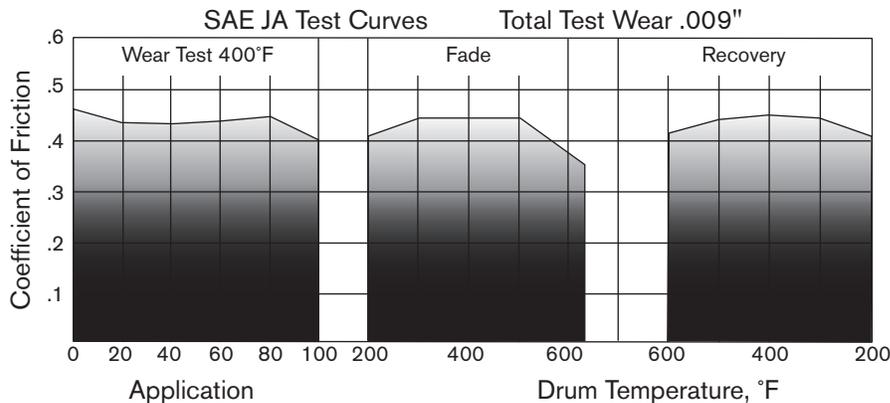
All friction clutches and brakes slip during engagement. Some of the kinetic energy produced during slip converts to heat at the dynamic interface. This heat has a negative effect on clutch-brake performance because the friction lining's coefficient of friction goes down when the temperature elevates, resulting in a torque decrease. This is known as "torque fade."

Electrically-actuated clutches are engaged by continuously passing an electrical current through an electromagnetic coil. This current elevates the temperature of the entire unit even before any load is applied.

However, air-engaged brakes are engaged with static, pressurized air contained in a cylinder. Static air maintains a constant force. Consequently, little energy is consumed.

In Figure 5, we see that excess heat greatly reduces the performance of clutches and brakes. The more heat that is introduced, either by friction or an electrical coil, the more limited the clutch or brake's ability to deliver torque. In the center graph, note that the coefficient of friction begins to gradually decrease at 500° F. (Shown to explain the heat effect on a typical friction material.)

Figure 5. Heat Effect on the Coefficient of Friction.



These graphs are typical of data compiled from standard SAE tests (No. J661A) commonly known as "chase" tests. These tests are the benchmark by which all types of friction materials are evaluated.

FACING LIFE COMPARISON

Next we looked at the facing life differences between FMCBE-625 and the electric clutch-brake.

To determine the estimated friction facing life we followed this procedure:

- First, find the volume of the useable facing material. The thickness of this material is useable to the mounting screw heads (Nexen) or backing plate (electric).
- Second, determine the friction material wear rate. (The wear rate of friction materials with a known coefficient of friction is determined under test conditions where speed and pressure are controlled and the material thickness loss is measured after a specific length of time.)
- Third, determine the work energy capacity. This capacity is the quantity or amount of energy that can be absorbed by the friction lining before it becomes consumed or worn away.
- And last, calculate the energy per cycle for a specific application. This is the amount of energy generated each time the clutch or brake is engaged. It is an estimate based on the size of the inertia load and the speed at which the load is applied.

The maximum number of cycles that can be applied before the lining is consumed is calculated by dividing the work energy capacity by the energy per cycle. See Figure 6.

Figure 6. Facing Life Derivation.

- Find usable volume $V = 0.7854 h(D^2-d^2)$
- Divide volume by the wear rate
(results in cubic inches per horsepower-hour)
- Calculate the energy per capacity (W)
 $W = (\text{HP}/\text{HRS}) 33,000 (60)$
- Calculate the energy per cycle (E_c)
 $E_c = 0.00017 (\text{rpm}^2)$ (inertia in-lb-ft²)
- Number of Cycles = $\frac{W}{E_c}$

Figure 7. Facing Life Example.

Model FMCBE-625
Facing Volume = 0.712 in. ³ Wear Rate = 0.0035 in. ³ per horsepower Horsepower hours = 203.58 Work Energy Capacity = 402,011,139 ft-lb

CONVEYOR SYSTEM APPLICATION

For the next step, we introduced a typical conveyor system application. We compared both the air-actuated clutch-brake and electric clutch-brake to the same set of operating criteria and calculated how each unit would perform under identical conditions.

The type of application is called a cyclic start-stop. It's a procedure where the clutch-brake in the drive system positions boxes on a conveyor as they move under a hopper which fills the boxes with a product. A box is positioned under the hopper every second. For this, we used the following as our operating criteria:

- The system reflected inertia including the conveyor inertia, drum and pulley inertia and the clutch-brake inertia. (Note: The inertia is called reflected because of the speed changes from the power source to the clutch-brake location.)
- The speed at the clutch-brake location.
- The energy per cycle.
- The cycle rate.
- The maximum number of cycles.

Figure 8a. Conveyor System Application.

Reflected Inertia = lb-ft ² Speed at Clutch/Brake = 180 rpm Energy Per cycle = 38.56 ft-lb Maximum Number of Cycles = 10,425,600
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Note: The maximum number of cycles shown here is the number calculated for Nexen's FMCBE-625 operating under this exact criteria.

For conveyor systems, the data required to estimate the system inertia is:

- The weight (W) of the conveyor Load.
- The velocity (V), or speed of the conveyor in meters per minute.
- The speed (N) in rpm at the clutch-brake.
- This particular conveyor has a headstock drum driven by a pulley. The inertia of these parts is estimated using the weight and diameter of each component.
- The total inertia that the clutch-brake must start and stop every second is the conveyor load inertia, the headstock inertia and the clutch-brake inertia added together.

For a mathematical breakdown of a cyclic start-stop application see Figure 8b below.

Figure 8b. Example.

Conveyor Reflected Inertia Drum and Pulley Reflected Inertia Torque Thermal Characteristics Energy per Cycle <u>Thermal Horse power Dissipation Requirement</u>
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The calculated torque requirement for the application is 49 in. lbs. An FMCBE-625, set at 30 psi provides the required torque with a 1.5 service factor. Checking the thermal horsepower requirement, we see that the energy per cycle is 38.56 ft. lbs. The calculated thermal horsepower absorbed by the clutch brake is 0.07. An FMCBE-625 has a rated thermal horsepower of 0.14. A comparable electric unit has a rated thermal horsepower of 0.10.

FACING LIFE COMPARISON

With the load and operating characteristics of our example applications, we then compared the friction facing life of Nexen's clutch-brake to the electric clutch-brake.

Figure 9. Facing Life Comparison.

Model	Facing Volume	Horsepower-hours	Life (Days) ¹
FMCBE-625	0.712 in. ³	203.0	362
Electric Clutch/Brake	0.111 in. ³	31.7	56

¹ Based on example of 38.56 ft. lbs. of energy per cycle at 60 cycles per minute for an eight hour day.

As you can see, the Nexen unit has considerably more available facing volume, which translates into more horsepower-hours.

The life in days is based on 60 cycles per minute, 60 minutes per hour for an eight-hour day.

The comparative charts on the next page (Figures 10a and 10b) show how we applied the mathematical steps explained earlier to both the Nexen FMCBE-625 and the electric clutch-brake.

Figure 10a. The Nexen FMCBE-625 Friction Facing.

Useable Thickness = 0.093 inches
 Outside Diameter = 4.00 inches
 Inside Diameter = 2.50 inches
 $\text{Volume} = 0.7854 (0.093)^2 \cdot 4^2 - 2.5^2 = 0.712 \text{ in}^3$
 $\text{Average Wear Rate} = 0.0035 \text{ in}^3 \text{ per Horsepower-Hour}$
 $\text{Horsepower-Hours} = \frac{0.712}{0.0035}$

Work Energy Capacity in Foot-Pounds (ft. Lbs.) = 203 (33,000) 60 = 402,011,136

Example Application:

Maximum Number of Cycles = $\frac{\text{Work Energy Capacity}}{\text{Energy per Cycle}} = \frac{402,011,136}{38.56} = 10,425,600$

Life Expectancy of Facing in Hours = $\frac{\text{Max \# of Cycles}}{3,600} = \frac{10,425,600}{3,600} = 2,896 \text{ Hours}$

Life Expectancy of Facing in Days = $\frac{\text{Number of Hours}}{8} = \frac{2,896}{8} = 362$

Figure 10b. Electric Clutch-Brake Friction Facing.

Useable Thickness = 0.06 inches
 Outside Diameter = 2.85 inches
 Inside Diameter = 2.40 inches
 $\text{Volume} = 0.784 (0.06)^2 \cdot 2.85^2 - 2.40^2 = 0.111 \text{ in}^3$
 $\text{Average Wear Rate} = 0.0035 \text{ in}^3 \text{ per Horsepower-Hour}$
 (Assuming wear rate is the same as Nexen Friction Material)
 $\text{Horsepower-Hours} = \frac{0.111}{0.0035} = 31.71$

Work Energy Capacity in Foot-Pounds (ft-lb) = 31.7 (33,000) 60 = 62,606,016

Example Application:

Maximum Number of Cycles = $\frac{\text{Work Energy Capacity}}{\text{Energy per Cycle}} = \frac{62,606,016}{38.56} = 1,623,600 \text{ cycles}$

Life Expectancy of Facing in Hours = $\frac{\text{Max \# of Cycles}}{3,600} = \frac{1,623,300}{3,600} = 451 \text{ Hours}$

Life Expectancy of Facing in Days = $\frac{\text{Number of Hours}}{8} = \frac{451}{8} = 56$

The energy absorbed per cycle by the clutch-brakes when applied to the conveyor system was 38.56 ft. Lbs. Dividing the work energy capacity of the friction material by the energy per cycle gave us the maximum number of cycles that each clutch-brake is capable of before replacement is necessary.

Life expectancy in hours was determined by dividing the maximum number of cycles by the cycles per hour.

Life expectancy in days was determined by dividing the number of life expectancy hours by the number of operating hours.

ELECTRICAL ENERGY CONSUMED

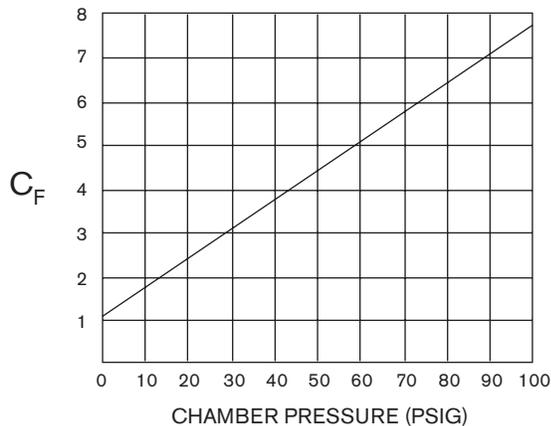
Using the friction facing comparisons we determined the amount of electrical energy required to operate an air-engaged unit vs. an electrically-engaged unit.

First, we compared the amount of electrical energy consumed by a compressor used to produce the 30 psi required of the clutch-brake with the electrical energy consumed by the electric unit's coil.

All the values given are shown in the inch system because it was easier for us to use the available data for determining compressor horsepower.

The total amount of free (or uncompressed) air required was 0.090 SCFM.

Figure 11. Volume of Free Air Consumed Per Cycle



Next, we looked at the air-engaged unit to determine the amount of free air consumed per cycle and the horsepower to compress this free air. We converted compressed air to free (uncompressed) air based on 14.7 psi of atmospheric pressure (or absolute pressure).

The data below shows the procedure for calculating the amount of free air (SCFM, standard cubic feet per minute) consumed by the clutch-brake in the conveyor application.

Figure 12.

The volume of free air consumed per cycle:
Compression Factor (C_F) x Air Chamber Volume with New Facings (V_N)
For our example, use 30 psi operating pressure.
At 30 psi, the C_F Factor = 3
The FMCBE-625 air chamber volume (in^3)
Clutch: 0.398 in^3
Brake: 0.438 in^3
The volume of free air consumed per cycle at 30 psi ($C_F \times V_N$):
Clutch: $3 \times 0.398 = 1.19 \text{ in}^3$
Brake: $3 \times 0.438 = 1.31 \text{ in}^3$
Convert to cubic feet:
Clutch: $\frac{1.19}{1,728} = 0.0007 \text{ ft}^3$
Brake: $\frac{1.31}{1,728} = 0.0008 \text{ ft}^3$
For a cycle rate of 60 cpm the amount of free air (SCFM) consumed is:
Clutch: $60 \times 0.0007 = 0.042$
Brake: $60 \times 0.0008 = 0.048$
Added together:
 $0.042 + 0.048 = 0.090 \text{ SCFM}$

The horsepower to drive a single-stage compressor to compress 0.090 SCFM of free air to 30 psi was taken from the table below:

Figure 13.

Horsepower for Compressing Air Efficiency of All Comporessors is Assumed to be 85%					
1-Stage Compressor		2-Stage Compressor		3-Stage Compressor	
PSIG	HP*	PSIG	HP*	PSIG	HP*
5	0.021	50	0.116	100	0.159
10	0.040	90	0.128	150	0.190
15	0.056	70	0.138	200	0.212
20	0.067	80	0.148	250	0.230
25	0.079	90	0.156	300	0.245
30	0.095	100	0.164	350	0.258
35	0.099	110	0.171	400	0.269
40	0.107	120	0.178	450	0.279
45	0.116	130	0.185	500	0.289
50	0.123	140	0.190	550	0.297
55	0.130	150	0.196	600	0.305
60	0.136	160	0.201	650	0.311
65	0.143	170	0.206	700	0.317
70	0.148	180	0.211	750	0.323
75	0.155	190	0.216	800	0.329
80	0.160	200	0.220	850	0.335
85	0.166	210	0.224	900	0.340
90	0.170	220	0.228	950	0.345
95	0.175	230	0.232	1000	0.350
100	0.179	240	0.236	1050	0.354
110	0.188	250	0.239	1100	0.358
120	0.196	260	0.243	1150	0.362
130	0.204	270	0.246	1200	0.366
140	0.211	280	0.250	1250	0.340
150	0.218	290	0.253	1300	0.374
160	0.225	300	0.255	1350	0.378
170	0.232	350	0.269	1400	0.380
180	0.239	400	0.282	1450	0.383
190	0.244	450	0.293	1500	0.386
200	0.250	500	0.303	1550	0.390

* HP to compress 1 SCFM from 0 PSIG to the values shown.

NOTE: The power required from other types of compressors of the same number of stages will be related to these values as the efficiency of the other compressor is to the assumed 85 percent efficiency used for these tables. The table is taken from a fluid power data book published by the "Fluid Power Distributors Association."

At 30 psi the compressor factor is 0.95.

The horsepower to compress 0.090 SCFM to 30 psi = 0.095 x 0.090 = 0.00855 Horsepower.

To arrive at the actual power consumption of the air-engaged clutch-brake, we multiplied the horsepower that operates the compressor by 745.7. The result was 6.38 watts.

In contrast, the electric clutch-brake power consumption, published in the manufacturer's catalog was 18 watts.

Figure 14. Power Consumption.

CONVERT HORSEPOWER TO WATTS:
Watts = Horsepower x 745.7

AIR:
Watts = 0.00855 x 745.7
Watts =6.38

ELECTRIC CLUTCH-BRAKE RATING:
Watts = 18

Since electrical energy is purchased in kilowatt-hours, we converted watts to kilowatts or kilowatt-hours by dividing the watts by 1,000.

OUR FINAL RESULTS: IN THE CONVEYOR APPLICATION, THE ELECTRICAL UNIT COIL CONSUMED 2.5 TIMES MORE ENERGY THAN THE COMPRESSOR THAT PROVIDED AIR TO THE CLUTCH-BRAKE.

Figure 15. Electrical Energy Consumed.

Kilowatt-Hours

AIR:
0.00638 Kw-Hrs

ELECTRIC:
0.018 Kw-Hrs

The electric unit consumes 2.5 times more energy than an air unit in our example application.

TOTAL BENEFITS

In the final analysis, when comparing the Nexen FMCBE-625 and the electric clutch-brake in similar applications, the measured torque (in inch-pounds) is higher in the FMCBE-625.

The air-powered clutch-brake response is faster and the measured thermal horsepower is better.

Figure 16. Product Comparison. Empirical Data from Huntingdon Test.

Product: Totally enclosed 625 clutch-brake.

MODEL	LIST PRICE, 1995	STATIC TORQUE (in lbs)	RESPONSE TIME (SEC.)	AVERAGE HOUSING TEMP.	NO. OF CYCLES TO FAILURE
Nexen	\$378.00	clutch: 297 brake: 212	clutch: 0.105 brake: 0.120	134° F	3,026,855
Electric	\$395.00	clutch: 74 brake: 137	clutch: 0.240 brake: 0.130	152° F	1,281,700

FAILURE MODE

Nexen Clutch-Brake

Failure of output bearing. Unit still picking-up and stopping output shaft load. Maximum cycles, cycling of clutch-brake terminated.

Electric Clutch-Brake

Fails to pick-up output shaft load occasionally.

7 REASONS WHY AIR IS BETTER

Based on the entire test analysis results, the benefits of air-actuated clutch-brakes over electrically-actuated clutch-brakes are:

1. Up to 30 percent faster response time.
2. Up to 40 percent more dynamic torque.
3. Up to 6 times longer friction facing life.
4. Up to 2.5 times less energy (electrical) consumption.
5. Up to 30 percent more thermal horsepower.
6. Up to 10 percent savings in unit cost.
7. Up to 80 percent savings in repair costs.

CONCLUSION

No other clutch-brake manufacturer can offer you innovation like Nexen. With the Nexen Air Champ® line, you can improve your business through efficient production and efficient costs. It just works better for you.

But product efficiency is just one example of Nexen's leadership in the industry. We have an ongoing commitment to use the latest research, technology and manufacturing methods to produce products that offer the best performance and applications in the world.

We intend to stay ahead of the game. As we do, we will always keep you educated and informed of our innovations designed with your production needs in mind.

nexen®

Headquarters/The Americas

Nexen Group, Inc.
560 Oak Grove Parkway
Vadnais Heights, MN 55127-8509
Phone: 1-800-843-7445
or 651-484-5900
Fax: 651-286-1099

Australia

Norman G. Clark (A/Asia) PTY. LTD.
44 Kylta Road
West Hiedelberg, Victoria 3081 Australia
Phone: 61-3-9457-5833
Fax: 61-3-9457-5781

www.nexengroup.com

Europe

Nexen Europe Group
Koningin Astridlaan 59, B12
1780 Wemmel,
Brussels, Belguim
Phone: (32) 2 461-0260
Fax: (32) 2 461-0248

Japan

Nexen Japan Group
3-3-1-403, Midori-Cho
Fuchu-City, Tokyo 183 Japan
Phone: 81-423-36-3533
Fax: 81-423-36-6534