DRIVERS

For pneumatic and electromagnetic

*Considering the power element, we need to "drive" this with a **DRIVER.** The driver is the element providing the necessary power to the "power element". The driver can be considered as power interface between **CONTROL** and **POWER ELEMENT.** The driver has to be "power" compatible with the power element (pneumatic brake, elec. brake or motor) and the "signal" compatible with the control or the setting.*

PNEUMATIC BRAKE DRIVER

The pneumatic driver – an electro-pneumatic transducer – has to have a fast response in order to avoid difficulties when used in closed loop system.

All the pneumatic brakes are rated for the max air pressure 5,5 bar.

Two models are available:

Model	Electrical input	Air pressure supply range	Air pressure output range
EPC-V	0 – 10 VDC	1 – 10 bar	0 – 9 bar
EPC-I	4 – 20 mA	1 – 10 bar	0 – 9 bar
Piping gauge	G 3/8		
Filter required	5 µ, dry air		
Mounting position	Vibration-free, preferably vertical		

The electro-pneumatic transducer has to be placed as close as possible to the brake. Excessive air piping length will penalise the controllability of the system.

ELECTRICAL DRIVER

All the TB type electrical brakes are rated for 24 VDC.
The highest current consumption is 1,24 A for the model TB 1525.

Three models are available to drive our TB brakes and all models are dual channels (two individual channels in same housing). Input and output characteristics shown below are per channel.

Model	Electrical input signal	Power supply/ current	Output voltage / current
MCS2000-DRV	0 – 10 VDC	24 VDC/3 A	0-24 VDC/1.4A
MCS2000-PSDRV	0 – 10 VDC	100-280 VAC	0-24 VDC/1.4A
MCS2000-DRVH	0 – 10 VDC 0 – 20 mA	48 VDC/ 12A	0-48 VDC/6A / 12 A peak 30 sec
Wiring	Input signal shielded		
Setting	Anti-residual		
Mounting position	Vibration-free, vertically		