

Electromagnetic Clutches & Brakes



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General Purpose

PTO Clutch/Brake

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Potential Problem	Possible Reason	Solution
No voltage going to the clutch.	<p>Wiring connector not seated properly.</p> <p>No voltage or low voltage coming from the battery.</p> <p>Defective charging system.</p> <p>Lead wire cut or broken internally. (Example)</p> <p>Fuse blown.</p> <p>Defective switch operating clutch.</p> <p>Coil open or shorted.</p>	<p>Pull apart and re-seat connector.</p> <p>Check with voltmeter, battery should be 8-16 volts. (Assuming 12 volt battery.)</p> <p>Fix charging system.</p> <p>Fix or replace lead wire. If destroyed, replace clutch.</p> <p>Replace fuse.</p> <p>Replace the switch.</p> <p>Check coil with ohmmeter. A range close to 3 to 4 ohms should be present at an ambient coil temperature of 70\uffffF. Replace coil. (Example)</p> <p>Change battery or coil to meet your requirement.</p>
If voltage is going to the clutch, but the clutch will still not engage.	<p>Check coil voltage to make sure it is compatible with the voltage coming in. (If voltage is too high, this could cause the coil to burn out.)</p> <p>Burnt out coil caused by frictional contact (rotor strike). If so, coil will be discolored, can be cracked, burnt or epoxy can be melted. (Example 1, Example 2)</p>	<p>Replace coil.</p>
Clutch engages, but load will not engage.	<p>Rivets or springs broken. (Example)</p> <p>Key missing.</p> <p>Armature could be warped because of heat due to slippage. This means it will pull in, but will slip when a load is supplied. Clutch should show signs of heat. (Example)</p>	<p>Replace clutch.</p> <p>Put in key.</p> <p>Replace clutch and determine why it slipped.</p>

Translate page into:

Russian



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