

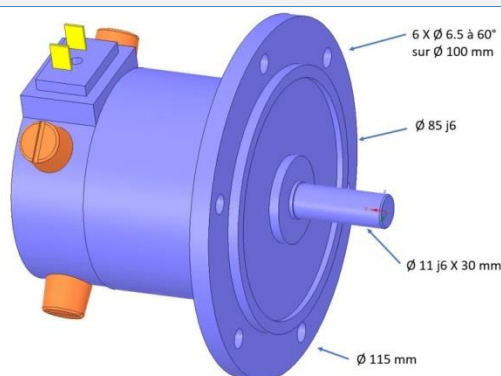
RE.0444L - Light

Direct Current Tachometer generator



- Destination :**
- Industry
 - Speed control & régulation
- Description :**
- Compact design
 - Good quality signal
 - DIN connector

DIAGRAM



MAIN CHARACTERISTICS

DESIGNATION	SYMB	VALUE
Max. speed	n_m	8 000 rpm
Moment of inertia	J	0.62 Kg cm ²
Np-load driving torque	M_r	0.4 N.cm
Max. radial shaft stress	F	0.4 da N Ø 7 mm 1.0 Ø 11 mm
Maximum E.M.F.	E_m	300 V
Maximum linearity error	ΔE	$\leq 0.15 \% E_T$
Overall ripple rate (peak to peak)	ΔE_c	$\leq 1 \% E_c$
Rotation harmonics (f=2 p.n)	ΔE_p	$\leq 0.3 \% E_c$
Slots harmonics (f=Z.n.)	ΔE_z	$\leq 0.7 \% E_c$
Calibration precision	ΔE_o	+ 1.5 % E_{T_o}
E.M.F. temperature drift		
- Not compensated	ΔE_e	0.03 %/°C
- Compensated		
Time constant	C_t	0.2 ms
*Filter: Time constant		1.0 ms
Load current		3 mA
Speed		3 000 rpm

CONSTRUCTION DETAILS

Number of poles 2p	4
Number of armature slots	33
Number of blades number	33
Insulation class	B (IEC 34-1)
Operating temperature	-20 +80 °C
Climatic protection	C _a (IEC 68-1)
Ingress protection	IP44 (IEC 34-5)
Direction of rotation	Reversible
Excitation: Permanent magnets:	SmCo

Weight	1.0 kg
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MECHANICAL OPTIONS

Bouts d'arbre et roulements

	D (mm)	MOUNGTING SIDE		OPPOSITE MOUNTING SIDE
		L (mm)	Bearings	Bearings
Standard	7/11	30	8 x 22 x 7 ZZ / 12 x 28 x 8 ZZ	8 x 22 x 7 ZZ
Max	14	-	15 x 32 x 9 ZZ	8 x 22 x 7 ZZ

Various adaptors available for mounting devices on the rear of the tachometer generator



Markings and polarity of terminals (cables) for counter-clockwise rotation, seen from the shaft.

A1 : +
A2 : -

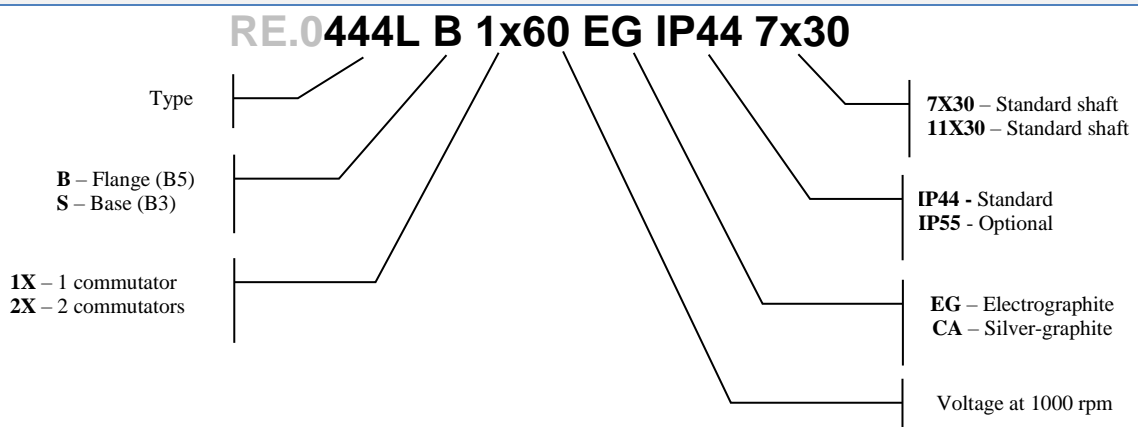
ELECTRICAL OPTIONS

DESCRIPTION	SYMB	UNIT	VALUE Standard
E.M.F at 1 000 rpm	E _n	V	60
Voltage gradient	C _v	V/rpm	0.06
Armature resistance	R _a	Ω	160
Max thermal load	I _{th}	A	0.1
Max. Allowed speed	n _a	rpm	5 000

BRUSHES

GRADE	CODE	APPLICATION LIMITS	DIMENSIONS	NUMBER
EG - Electrographitiques		On request	6 x 4 x 13 mm	4
CA - Carbo-argent		Standard		

PRODUCT DESCRIPTION



When inquiring, please advise the serial number of the tachogenerator to be replaced.

RADIO-ENERGIE

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