Posistop X Class Specifications

The Posistop Motor Brakes (MB Series) with multiple springs and multiple discs are very flexible brakes. They may be assembled to obtain a broad range of torque ratings. The spring set torque of the brake is determined by the number of springs and number of discs assembled. The following charts show all of the options however the ones in bold type are considered standard. Typically selecting the maximum number of discs and fewer springs to achieve the desired torque is ideal.

### XB1 and XB2 Specifications

<table>
<thead>
<tr>
<th>Size</th>
<th>Thermal Rating (Hp Sec/Min)</th>
<th>Max. KE per Engagement (Ft. Lbs)</th>
<th>Piston Volume (Cu In)</th>
<th>Inertia WK2 (Lb. Ft.^2)</th>
<th>Max. Speed (RPM)</th>
<th>Weight (Lbs.)</th>
<th>Oil Capacity (Ounces)</th>
</tr>
</thead>
<tbody>
<tr>
<td>XB1</td>
<td>30</td>
<td>4650</td>
<td>.9</td>
<td>.0130</td>
<td>1800</td>
<td>31</td>
<td>28</td>
</tr>
<tr>
<td>XB2</td>
<td>39</td>
<td>11295</td>
<td>.9</td>
<td>.0130</td>
<td>1800</td>
<td>31</td>
<td>28</td>
</tr>
</tbody>
</table>

### XB3 Specifications

<table>
<thead>
<tr>
<th>Size</th>
<th>Thermal Rating (Hp Sec/Min)</th>
<th>Max. KE per Engagement (Ft. Lbs)</th>
<th>Piston Volume (Cu In)</th>
<th>Inertia WK2 (Lb. Ft.^2)</th>
<th>Max. Speed (RPM)</th>
<th>Weight (Lbs.)</th>
<th>Oil Capacity (Ounces)</th>
</tr>
</thead>
<tbody>
<tr>
<td>XB3</td>
<td>42</td>
<td>1712</td>
<td>.9</td>
<td>.0174</td>
<td>1800</td>
<td>45</td>
<td>30</td>
</tr>
</tbody>
</table>

### XB4 Specifications

<table>
<thead>
<tr>
<th>Size</th>
<th>Thermal Rating (Hp Sec/Min)</th>
<th>Max. KE per Engagement (Ft. Lbs)</th>
<th>Piston Volume (Cu In)</th>
<th>Inertia WK2 (Lb. Ft.^2)</th>
<th>Max. Speed (RPM)</th>
<th>Weight (Lbs.)</th>
<th>Oil Capacity (Ounces)</th>
</tr>
</thead>
<tbody>
<tr>
<td>XB4</td>
<td>cf</td>
<td>cf</td>
<td>2.66</td>
<td>.0473</td>
<td>1800</td>
<td>75</td>
<td>60</td>
</tr>
</tbody>
</table>

*Cf=Consult Factory*
### XB5 & XB6 Specifications

<table>
<thead>
<tr>
<th>Friction Discs</th>
<th>Drive Plates</th>
<th>Pressure to Release (PSI)</th>
</tr>
</thead>
<tbody>
<tr>
<td>No. Springs</td>
<td></td>
<td></td>
</tr>
<tr>
<td>50 (43)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>100 (86)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>160 (138)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>240* (206)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>65 (56)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>130 (112)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>185 (159)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>300** (258)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>80 (69)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>150 (120)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>200 (172)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**STATIC TORQUE (Dynamic Torque) (Lb. Ins.)**

<table>
<thead>
<tr>
<th>Size</th>
<th>Thermal Rating (Hp Sec/Min)</th>
<th>Max. KE per Engagement (Ft. Lbs)</th>
<th>Piston Volume (Cu In)</th>
<th>Inertia WK2 (Lb. Ft.^2)</th>
<th>Max. Speed (RPM)</th>
<th>Weight (Lbs.)</th>
<th>Oil Capacity (Ounces)</th>
</tr>
</thead>
<tbody>
<tr>
<td>XB6</td>
<td>cf</td>
<td>cf</td>
<td>19.5</td>
<td>.2011</td>
<td>1800</td>
<td>141</td>
<td>42</td>
</tr>
</tbody>
</table>

*Cf=Consult Factory

* = 1 3/8" Minimum Shaft Diameter
** = 1 5/8" Minimum Shaft Diameter

#### Posistop XB Motor Brake Dimensions (Inches)

![Motor Brake Dimensions Diagram]

<table>
<thead>
<tr>
<th>Brake Size</th>
<th>Brake Overall Dimensions (inches)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>XB1</td>
<td>AA 3.51 AB 3.77 AG 7.00 AL 0.63 BE 0.50 E 0.28 F 3.44 G 4.50 FAH 2.38 FAK 4.5 FU 5/8 a 3/16 x 3/32 P 7/16 Q 7/16</td>
<td></td>
</tr>
<tr>
<td>XB2</td>
<td>AA 3.51 AB 3.77 AG 7.00 AL 0.63 BE 0.56 E 0.28 F 3.44 G 4.50 FAH 2.38 FAK 4.5 FU 7/8 a 3/16 x 3/32 P 7/16 Q 7/16</td>
<td></td>
</tr>
<tr>
<td>XB3</td>
<td>AA 4.44 AB 4.44 AG 8.46 AL 0.57 BE 0.69 E 0.19 F 4.44 G 5.08 FAH 2.94 FAK 8.5 FU 1/4 x 1/8 a 7/8 P 1/16 x 3/32 Q 9/16</td>
<td></td>
</tr>
<tr>
<td>XB4</td>
<td>AA 4.50 AB 5.00 AG CF AL 0.71 BE 0.83 E 0.19 F 4.50 G 5.67 FAH 3.13 FAK 8.5 FU 9/16 a 1/2 X 1/4 P 9/16 Q 9/16</td>
<td></td>
</tr>
<tr>
<td>XB5</td>
<td>AA 5.00 AB 5.00 AG 11.70 AL 0.71 BE 0.69 E N/A F 5.50 G 6.64 FAH 3.88 FAK 1/8&quot; FU 1/4 x 1/8 a 1/4 x 1/8 P 1/4 x 1/8 Q C/F</td>
<td></td>
</tr>
<tr>
<td>XB6</td>
<td>AA 5.50 AB 5.50 AG 11.70 AL 0.71 BE 0.69 E N/A F 5.50 G 6.64 FAH 4.88 FAK 1 5/8&quot; FU 3/8 X 3/16 a 1/2 X 1/4 P 1/4 x 1/8 Q C/F</td>
<td></td>
</tr>
</tbody>
</table>

Updated 10/3/2013 Page 2
## Posistop XB Coupler Brake Dimensions (Inches)

### Posistop XB1, XB2 & XB3 Coupler Brake Dimensions (Inches)

(with mounting feet and male input shaft)

### Posistop XB Coupler Brake Dimensions (Inches)

<table>
<thead>
<tr>
<th>Brake Size</th>
<th>Coupler Brake Overall Dimensions (inches)</th>
</tr>
</thead>
<tbody>
<tr>
<td>XB1</td>
<td>AA: 3.51  AB: 3.77  AG: 7.00  F: 3.44  G: 4.50  P: 1/8 npt  Q: 4.94</td>
</tr>
<tr>
<td>XB2</td>
<td>AA: 4.44  AB: 4.44  AG: 8.46  F: 4.44  G: 5.08</td>
</tr>
<tr>
<td>XB3</td>
<td>AA: 4.50  AB: 5.00  AG: 1/4 NPT  F: 4.50  G: 5.67  P: 6.00  Q: CF</td>
</tr>
</tbody>
</table>

### Posistop XB Coupler Brake Dimensions (Inches)

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<td>AA: 3.51  AB: 3.77  AG: 7.00  F: 3.44  G: 4.50  P: 1/8 npt  Q: 4.94</td>
</tr>
<tr>
<td>XB2</td>
<td>AA: 4.44  AB: 4.44  AG: 8.46  F: 4.44  G: 5.08</td>
</tr>
<tr>
<td>XB3</td>
<td>AA: 4.50  AB: 5.00  AG: 1/4 NPT  F: 4.50  G: 5.67  P: 6.00  Q: CF</td>
</tr>
</tbody>
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<tr>
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<tbody>
<tr>
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<td>AA: 3.51  AB: 3.77  AG: 7.00  F: 3.44  G: 4.50  P: 1/8 npt  Q: 4.94</td>
</tr>
<tr>
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<td>AA: 4.44  AB: 4.44  AG: 8.46  F: 4.44  G: 5.08</td>
</tr>
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<td>AA: 4.50  AB: 5.00  AG: 1/4 NPT  F: 4.50  G: 5.67  P: 6.00  Q: CF</td>
</tr>
</tbody>
</table>

### Brakesize

<table>
<thead>
<tr>
<th>Size</th>
<th>XB1</th>
<th>XB2</th>
</tr>
</thead>
<tbody>
<tr>
<td>FU Dia.</td>
<td>.625&quot;</td>
<td>0.875&quot;</td>
</tr>
</tbody>
</table>
How To Order X Class Posistop Coupler or Motor Brake

<table>
<thead>
<tr>
<th>X</th>
<th>B</th>
<th>S</th>
<th>(3) Spring Set Brake</th>
<th>N</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1) Size</td>
<td>1 =X1</td>
<td>2 =X2</td>
<td>3 =X3</td>
<td>4 =X4</td>
</tr>
</tbody>
</table>

(2) Input Module

<table>
<thead>
<tr>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>7</th>
<th>8</th>
<th>(9 Mounting Options)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 = 4 1/2 FAK, 5/8&quot; FU</td>
<td>56C</td>
<td>XB1 &amp; XB2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>N = Horizontal (No Options)</td>
</tr>
<tr>
<td>3 = 4 1/2 FAK, 7/8&quot; FU</td>
<td>143TC</td>
<td>145TC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>D = Vertical, Input Down</td>
</tr>
<tr>
<td>4 = 8 1/2 AK, 1 1/8 FU</td>
<td>182TC</td>
<td>184TC</td>
<td>X3</td>
<td></td>
<td></td>
<td></td>
<td>U = Vertical, Input Up</td>
</tr>
<tr>
<td>5 = 8 1/2 AK, 1 3/8 FU</td>
<td>213TC</td>
<td>215TC</td>
<td>X4</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6 = 8 1/2 AK, 1 5/8&quot; FU</td>
<td>254TC</td>
<td>256TC</td>
<td>XB5</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7 = 10 1/2 AK, 1 5/8 FU</td>
<td>284C</td>
<td>286C</td>
<td>XB6</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8 = 10 1/2 AK, 1 7/8 FU</td>
<td>284TC</td>
<td>286TC</td>
<td>XB6</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(3) Spring Set Brake

(5,6 & 7) Torque (Lb. Ft.)

| 004 =4 | 006 =6 | 007 =7 | 010 =10 | 015 =15 | 018 =18 | 020 =20 | 025 =25 | 030 =30 | 038 =38 | 050 =50 | 065 =65 | 080 =80 | 100 =100 | 130 =130 | 150 =150 | 160 =160 | 185 =185 | 200 =200 | 240 =240 | 300 =300 |

(8) Package Type

<table>
<thead>
<tr>
<th>S</th>
<th>F</th>
<th>W</th>
</tr>
</thead>
<tbody>
<tr>
<td>= Standard</td>
<td>= Food Grade Fluid, (USDA H-2)</td>
<td>= Washdown, nickel plated shafts, SS hardware, Steel-It Epoxy paint, food grade fluid (USDA H-2)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>X</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>0 Motor Brake</td>
<td></td>
</tr>
<tr>
<td>2 = 4 1/2 FAK, 5/8&quot; FU</td>
<td>56C</td>
</tr>
<tr>
<td>3 = 4 1/2 FAK, 7/8&quot; FU</td>
<td>143TC</td>
</tr>
<tr>
<td>4 = 8 1/2 AK, 1 1/8 FU</td>
<td>182TC</td>
</tr>
<tr>
<td>5 = 8 1/2 AK, 1 3/8 FU</td>
<td>213TC</td>
</tr>
<tr>
<td>6 = 8 1/2 AK, 1 5/8&quot; FU</td>
<td>254TC</td>
</tr>
<tr>
<td>7 = 10 1/2 AK, 1 5/8 FU</td>
<td>284C</td>
</tr>
<tr>
<td>8 = 10 1/2 AK, 1 7/8 FU</td>
<td>284TC</td>
</tr>
</tbody>
</table>

(2) Output Module

<table>
<thead>
<tr>
<th>0 Motor Brake</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>2 = 4 1/2 FAK, 5/8&quot; FU</td>
<td>56C</td>
</tr>
<tr>
<td>3 = 4 1/2 FAK, 7/8&quot; FU</td>
<td>143TC</td>
</tr>
<tr>
<td>4 = 8 1/2 AK, 1 1/8 FU</td>
<td>182TC</td>
</tr>
<tr>
<td>5 = 8 1/2 AK, 1 3/8 FU</td>
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</tr>
<tr>
<td>8 = 10 1/2 AK, 1 7/8 FU</td>
<td>284TC</td>
</tr>
</tbody>
</table>

 NOTE:
Accessories and Kits must be ordered separately.