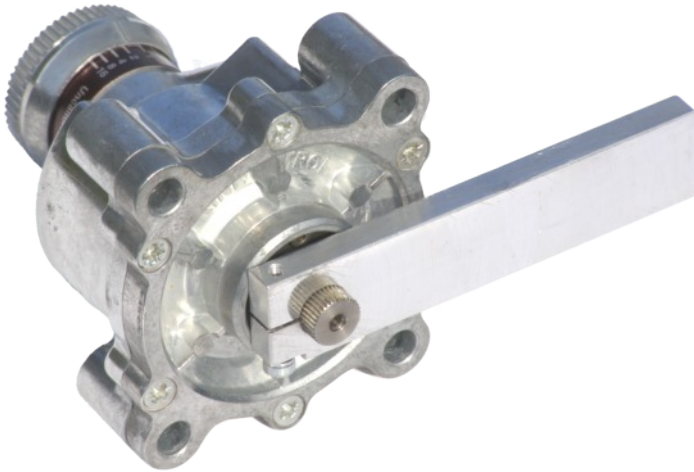
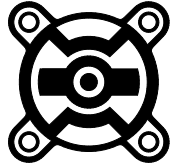


Kinetrol Model KD 60° Vane Dashpot



Fixed Rate Model KD – F

Any value ($\pm 10\%$) between:

min: 0.22 Nm/rad/s / 2.0 lbf.ins/rad/s
 max: 450 Nm/rad/s / 4000 lbf.ins/rad/s

Adjustable Rate Model KD – A

Has an adjuster which permits any damping rate to be obtained within one of the following ranges. This range must be specified when ordering the dashpot.

- **A1:** 0.09 to 1.13 Nm/rad/s / 0.8 to 10 lbf.ins/rad/s
- **A2:** 1.13 to 11.3 Nm/rad/s / 10 to 100 lbf.ins/rad/s
- **A3:** 11.3 to 124 Nm/rad/s / 100 to 1100 lbf.ins/rad/s
- **A4:** 29 to 293 Nm/rad/s / 260 to 2600 lbf.ins/rad/s

Options

The following features may be specified for either model:

Differential Rate (FC or FAC)

Gives a large resistance in one direction only and less than 1/10 resistance in the other. Specify free clockwise or free anticlockwise when viewed from shaft end. Internal valves in this type of dashpot give slight backlash. If application demands, very low backlash valve may be fitted - consult Kinetrol.

Double Damping (DD)

Gives equal resistance in either direction. External end stops must be provided.

Levers and Couplings

Splined aluminium or steel levers and steel couplings are available as an option.

Ordering Codes

Fixed Rate Model

KD – F (Rate) – DD
 KD – F (Rate) – FC or FAC

Adjustable Rate Model

KD – A1, 2, 3 or 4 – DD
 KD – A1, 2, 3 or 4 – FC or FAC

Specification

Max. safe torque

28 Nm / 250 lbf.ins
 Continuous power dissipation not to exceed 10W at 20°C (68°F) ambient.

Angle of travel

60° \pm 1/2°
 External end stops must be provided

Max. shaft end load

45 N / 10 lbf

Max. shaft side load

178 N / 40 lbf

Ambient temperature range

0°C to 40°C (32°F to 104°F)

Frictional torque

0.001 Nm / 0.01 lbf.ins typical

Shaft material

Stainless steel 431S29

Body material

Zinc alloy Mazak 3

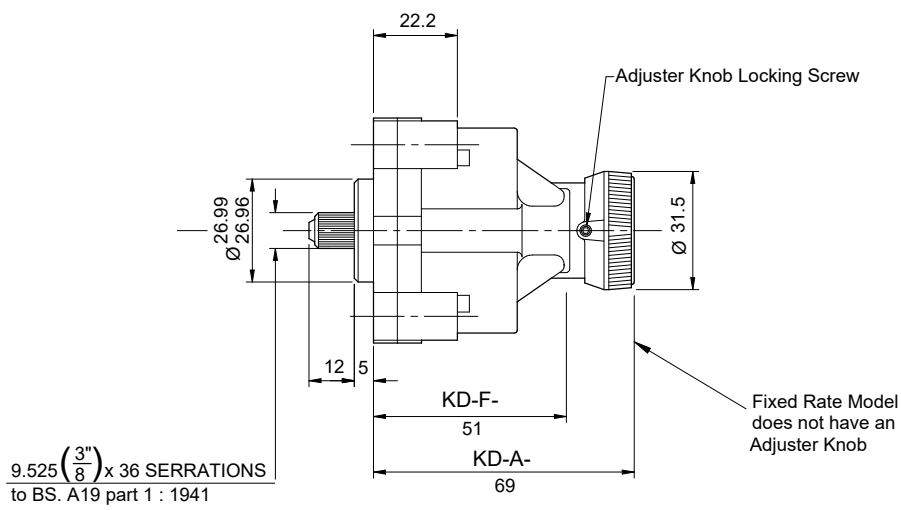
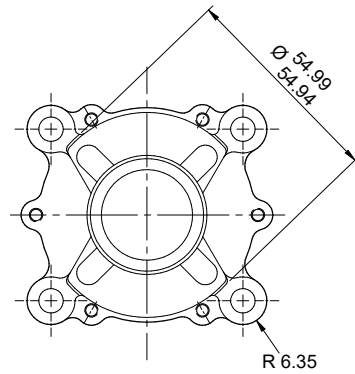
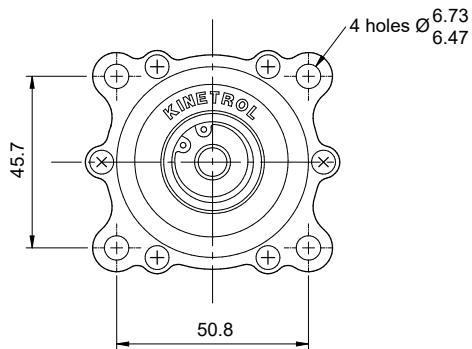
Weight

KD – F 472 g / 16.6 oz
KD – A 522 g / 18.4 oz

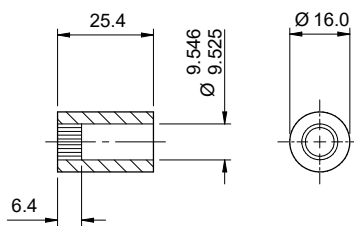
Kinetrol Model KD 60° Vane Dashpot

Dimensions

Dimensions in mm

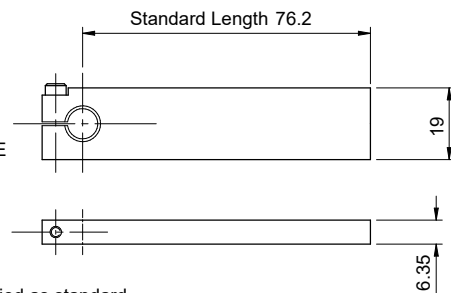


COUPLING



LEVER OR COUPLING CAN BE POSITIONED TO WITHIN $\pm 5^\circ$ OF TRAVEL (SERRATIONS ARE NOT ALIGNED TO ROTOR)

LEVER



Lever and Coupling are optional and not supplied as standard.