

Allen-Bradley 1336-MOD-KC005

Dynamic Brake Module / Coordination architecture

Allen-Bradley 1336-MOD-KC005 is a heavy-duty dynamic brake module for the 500/575 V AC class of 1336 drives.

ONE MASTER

W1 at positions 2 and 3; coordinates the brake group.

FOLLOWER A

W1 at positions 1 and 2.

LAST FOLLOWER

W1: 1 and 2. Retain final MASTER OUT jumper.

108 ohms

Brake resistor for the KC005 power path

1500 W average

Thermal selection is separate from peak regenerative demand

937.5 V DC

Turn-on value at the 575 V AC drive class

BUS POWER / MONITOR POWER

The auxiliary 115 V AC supply is for optional fault-contact monitoring, not the KC005 brake power input. Verify zero voltage between the drive +DC and -DC terminals before terminal access.

Values are taken from Series D installation data; the requested code does not independently establish the physical unit's series.

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Dynamic Brake Module / Power and protection

Electrical / environmental boundaries

Product type	Heavy-duty dynamic brake module
Host-drive voltage class	500/575 V AC; brake power is from the DC bus
Brake power input	Drive DC bus
Brake resistor	108 ohms
Average resistor dissipation	1500 W
Turn-on voltage at 575 V AC	937.5 V DC
Braking torque	100% for 20 seconds, typical
Duty cycle	20%, typical
Enclosure	IP20 / NEMA Type 1
Operating temperature	-10 to 50 C
Humidity	5 to 95%, non-condensing
Altitude without derating	1000 m maximum
Internal fuse	F1, FWP-5 or equivalent
Fuse rating	5 A, 700 V

INTERMITTENT OPERATION

100% braking torque for 20 seconds and 20% duty are typical figures. Evaluate the actual load cycle rather than treating the module as a continuous regenerative load.

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Dynamic Brake Module / Interface and integration

Configuration / signal interfaces

Master jumper W1	Positions 2 and 3
Follower jumper W1	Positions 1 and 2
Voltage-select jumper W2	Not provided on KC brakes
Optional fault monitoring supply	115 V AC, 50 mA
Fault contact state	Normally open; closed with monitoring power, opens on fault or power loss
Status indicators	DC Power / Brake On
Mounting orientation	Vertical, outside other cabinets
Single KC005 DC wiring minimum	4 mm ² / 12 AWG for C003-C005 drive ratings

SINGLE OR CHAINED BRAKES

KC005 has no W2 input-voltage jumper. W1 selects master or follower operation; only one master is permitted per brake group. Keep the factory MASTER OUT jumper for a single brake and retain it only in the last enclosure of a multi-brake chain.

MOUNTING AND CABLE ROUTING

Install vertically outside other cabinets with unrestricted circulating air. Ground the frame, use twisted-pair DC conductors, and separate DC power and control conduits.

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Dynamic Brake Module / Diagnostic decisions

Lamp, jumper and thermal decisions

What does a flickering Brake On lamp mean on 1336-MOD-KC005?

It indicates that the chopper circuit is switching the brake resistor. The separate DC Power lamp indicates applied DC-bus power; the two lamps do not report the same condition.

Does KC005 use the W2 voltage selector shown for KB brake units?

No. KC brakes do not have an input-voltage jumper. Do not copy the KB 380/460 V jumper settings to this module.

How is leadership assigned in a parallel KC005 brake group?

Use exactly one master. Leave that module's W1 jumper at positions 2 and 3; move W1 to positions 1 and 2 in each follower enclosure.

Should the MASTER OUT jumper be removed from a single KC005?

Keep the factory jumper in a single-brake installation. In a multi-brake chain, remove it from all enclosures except the last one.

Is 115 V AC needed to power the KC005 braking circuit?

The braking circuit is supplied by the drive DC bus. A separate 115 V AC, 50 mA supply is needed only when the optional brake fault contact is monitored; the fan-power requirement applies to KC050, not KC005.

Which conditions open the monitored brake fault contact?

A blown brake fuse or tripped brake thermostat opens the contact. Loss of the monitoring supply also opens it, so an open indication should be checked against both brake condition and auxiliary power.

Why must F1 replacement retain the 5 A, 700 V rating?

KC005 specifies an FWP-5 fuse or equivalent. The fuse works with the crowbar protection to isolate an abnormal chopper circuit from the DC bus; a different rating changes that protective coordination.

Does the 1500 W resistor figure define the entire braking selection?

No. It is average resistor dissipation. Evaluate peak regenerative demand against the 108-ohm resistance, then check average and transient thermal loading for the actual deceleration cycle.

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Dynamic Brake Module / Return to service

Controlled restoration checklist

- 01 / Match the complete KC005 identity and the drive voltage class before connection.
- 02 / Remove all power, wait at least one minute and measure zero voltage between +DC and -DC before service.
- 03 / Mount vertically outside other cabinets with unrestricted circulating air and the prescribed clearance.
- 04 / Ground the brake frame and use twisted-pair DC wiring in conduit separate from control wiring.
- 05 / Set W1 for exactly one master and the required followers; do not look for a KC input-voltage jumper.
- 06 / Retain MASTER OUT jumpers according to the single-brake or final-enclosure wiring scheme.
- 07 / Provide the separate monitoring supply only where the optional brake fault contact is used.
- 08 / Check fuse type, indicators and calculated peak/average brake loading before restoring the controlled process.

1336 Drives Dynamic Braking Installation Data

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Values are taken from Series D installation data; the requested code does not independently establish the physical unit's series.

Related 1336 portfolio

Navigation references only; these parts are not declared interchangeable with KC005.

[View Allen-Bradley 1336F-MCB-SP1C page](#)

[View Allen-Bradley 1336-BDB-SP38A page](#)

CONTACT APTER POWER

WHATSAPP / PHONE +86 180 3023 5313

EMAIL sales13@apterpower.com

WEBSITE www.apterpower.com



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