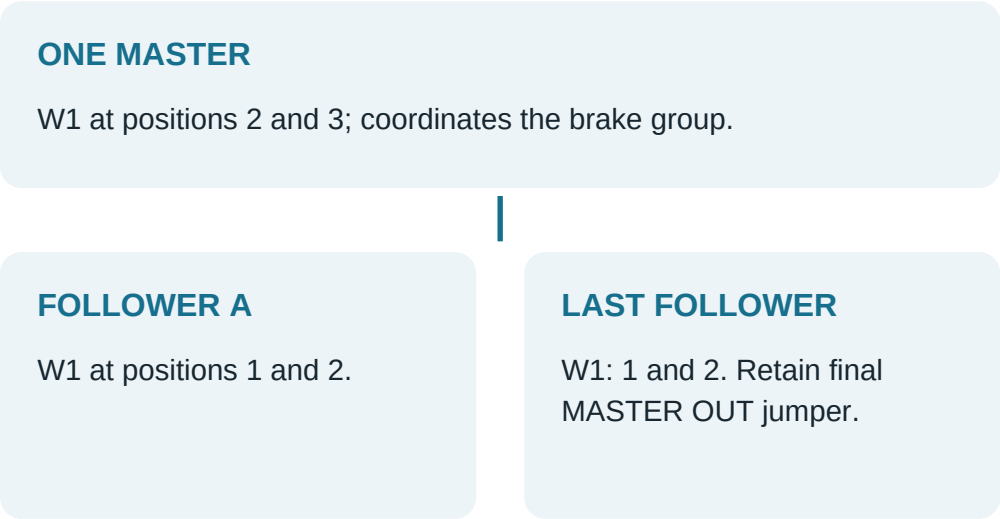


# Allen-Bradley 1336-MOD-KC005

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.



|                |                     |
|----------------|---------------------|
| 500 / 575 V AC | Host-drive class    |
| 108 ohms       | Brake resistance    |
| 1500 W         | Average dissipation |
| DC bus         | Brake power input   |

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.

Brake selection uses motor inertia, operating speed and the timed regenerative cycle. Peak demand and average thermal load are evaluated separately before choosing a single module or a parallel arrangement.

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

# Allen-Bradley 1336-MOD-KC005

Dynamic Brake Module / Power and protection

## Capability map by engineering domain

|                              |                              |                           |                          |
|------------------------------|------------------------------|---------------------------|--------------------------|
| Brake resistor               | 108 ohms                     | Operating temperature     | -10 to 50 C              |
| Average resistor dissipation | 1500 W                       | Humidity                  | 5 to 95%, non-condensing |
| Turn-on voltage at 575 V AC  | 937.5 V DC                   | Altitude without derating | 1000 m maximum           |
| Braking torque               | 100% for 20 seconds, typical | Internal fuse             | F1, FWP-5 or equivalent  |
| Duty cycle                   | 20%, typical                 | Fuse rating               | 5 A, 700 V               |
| Enclosure                    | IP20 / NEMA Type 1           |                           |                          |

### CROWBAR / FUSE BOUNDARY

The fuse isolates an abnormal chopper circuit from the DC bus. The brake thermostat and powered fault contact provide additional service-state information; neither replaces safe isolation.

# Allen-Bradley 1336-MOD-KC005

Dynamic Brake Module / Interface and integration

## Intermittent regenerative deceleration

Dissipates periodic braking energy from a correctly matched 1336 drive DC bus.

## Parallel braking coordination

Uses one master and configured follower modules when calculated brake demand requires a parallel group.

## Remote brake fault integration

Signals fuse or thermostat faults to the connected control circuit through the powered monitoring contact.

## Thermal-cycle selection

Separates peak regenerative demand from average resistor dissipation when assessing a repeated speed profile.

|                      |                                                 |
|----------------------|-------------------------------------------------|
| W1 master / follower | 2-3 / 1-2; one master only                      |
| MASTER OUT jumper    | Retain in a single brake or the final enclosure |
| KC voltage selection | No W2 input-voltage jumper                      |

# Allen-Bradley 1336-MOD-KC005

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.

# Allen-Bradley 1336-MOD-KC005

Dynamic Brake Module / Return to service

## Service sequence

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 1336-WB035 page](#)

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1336-MOD-KC005