WHAT IS CLAIMED IS:

1. A clutch or brake comprising:

at least one first member in a kinematic relationship with at least one further member to form a system, the system moving within a limited range of motion and wherein the system interacts when an external energizing force is imposed on the system causing the members to respond due to their kinematic and dynamic characteristics and thereby creating relative motion between the members; and

at least one trigger member directly mechanically coupled to the at least one first member that moves with respect to the first member in response to a pre-determined system movement and, when the at least one trigger member moves, the at least one trigger member or a part thereof imposes a braking action on the system or a member or members thereof, by an interaction between the trigger member and the further member, resisting relative movement between the trigger member and the further member;

wherein the speed and/or intensity of the braking action imposed by the at least one trigger member on the system or a member or members thereof is controlled by the at least one trigger member rate of movement with respect to the first member and this rate of movement is in turn governed by a magnetic flux interaction between the at least one trigger member or a part thereof and the at least one first member or a part thereof causing formation of a magnetically-induced eddy current force between the at least one trigger member or a part thereof and the at least one first member or a part thereof, the eddy current force resisting movement of the trigger member with respect to the first member.

2. The clutch or brake as claimed in claim 1 wherein the at least one trigger member comprises a magnetic part or parts that interact with a conductor part or parts on the at least one first member or wherein the at least one trigger member comprises a conductor part or parts that interact with a magnetic part or parts on the at least one first member.

3. The clutch or brake as claimed in claim 1 wherein the kinematic relationship between the system movement and the at least one trigger movement is a non-linear response.

4. The clutch or brake as claimed in claim 1 wherein the rate of movement of the at least one trigger member relative to the first member slows as relative motion occurs or the rate of movement of the at least one trigger member relative to the first member speeds up as relative motion occurs.

5. The clutch or brake as claimed in claim 1 wherein relative movement between the system and the at least one trigger member is delayed until the pre-determined system movement occurs.

6. The clutch or brake as claimed in claim 1 wherein the system braking action imposed by the at least one trigger member or a part thereof is caused by latching, friction, magnetic force interactions, or combinations thereof.

7. The clutch or brake as claimed in claim 1 wherein the rate at which the at least one trigger member moves relative to the at least one first member is tuned by varying the resulting eddy current force between the at least one trigger member and the at least one first member.

8. The clutch or brake as claimed in claim 7 wherein the magnetically induced eddy current force is tuned by varying at least one characteristic of the clutch or brake selected from the group consisting of:

a magnetic element surface area on or within the at least one trigger member or at least one first member;

a conductive region on or within the at least one trigger member or at least one first member;

a proximity of at least one magnetic element and at least one conductive region on the at least one trigger member and at least one first member;

a geometric and/or magnetic property of the at least one magnetic element on or within the at least one trigger member or at least one first member; and

a geometric and/or electrical property of the at least one conductive element on or within the at least one trigger member or at least one first member.

9. The clutch or brake as claimed in claim 1 wherein the trigger member moves directly due to the energizing force.

10. The clutch or brake as claimed in claim 1 wherein the trigger member moves indirectly at least in part due to the energizing force causing at least one additional mechanical part or force dynamic to move or interact with the trigger member and thereby subsequently causing motion of the trigger member.

11. The clutch or brake as claimed in claim 1 wherein static or dynamic positional and/or strength adjustment of the point of action of the eddy current induced

force is also completed by adjusting a position of the magnetic element or conductive region on the trigger member as the trigger member or first member moves or adjusting a position of the magnetic element or conductive region on the first member as the trigger member or first member moves.

12. The clutch or brake as claimed in claim 1 wherein the at least one trigger member and the at least one first member or parts thereof are approximately adjacent to each other.

13. The clutch or brake as claimed in claim 1 wherein the trigger member is an arm-shaped member that rotates about an axis when the pre-determined system movement occurs.

14. The clutch or brake as claimed in claim 1 wherein the at least one trigger member is a rod shaped member that moves in a linear direction when the pre-determined system movement occurs.

15. The clutch or brake as claimed in claim 1 wherein at least one second member is provided, the second member being independent to the at least one first member, and the second member magnetically interacting with the at least one trigger member about at least a part of the at least one trigger member outside an area overlapping the at least one first member.

16. The clutch or brake as claimed in claim 1 wherein the clutch or brake is incorporated within an apparatus selected from the group consisting of:

a line-dispensing device wherein the at least one further member is a spool of line coupled directly or indirectly to the at least one first member and wherein the external energizing force imposed on the system is caused by line being extended from or retracted onto the spool;

a passenger seat restraint;

a transmission drive; and

a linear guided lifeline.

17. The clutch or brake as claimed in claim 1, wherein the first member is a rotor.

18. The clutch or brake as claimed in claim 1, wherein the first member is a carriage.