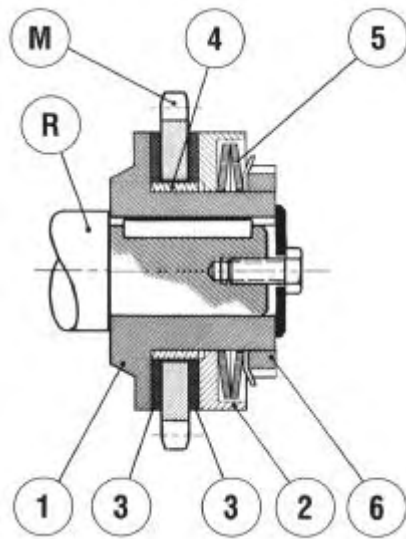


## GENERAL CHARACTERISTICS



- M : Component  
R : Shaft  
1 : Hub  
2 : Box  
3 : Friction packing  
4 : self-lubricating ring  
5 : Flexible parts  
6 : Adjustment nut  
(with braking washer)

**Function** : Torque transmission between a component (M) and a shaft (R) by friction with declutching by slipping when the torque exceeds the setting off value

### General characteristics

- torque adjustment range : 1,5 to 2400 Nm
- all steel (sturdy), smooth exterior profile (easy cleaning)
- protection from oxydation by phosphatation (other protection on demand)
- standard friction packing made of synthetic material with no metallic components and no asbestos
- maximum use temperature : 250°C

### Apparatus selection

- set the clutch in the drive chain just next to the mechanism to be protected
- setting off torque established from the nominal torque C (Nm):  

$$C = 9550 \times \frac{P}{N}$$
 P : engine power (kW)  
 N : clutch rotation speed (rpm)
- this value must be put up by 50% to 100% to take the starting overtorque due to the inertia of the dragged mechanism into account

### Assembly and adaptation

- pre-bored or bored with a standard keyway.
- three types of locking on :
  - on the end of the shaft
  - radial screw on a flat part (except size 0)
  - radial screw under the self-lubricating ring
 (radial screws : disposition on the keyway recommended)

- component centred on a self-lubricating ring (to avoid sticking)
- parallel sides of the mobile with good rubbing qualities
- component thickness included between a maximum and a minimum given in the tables (dimension G)  
(if the thickness is under the maximum, reduce the centring ring by machining the difference : maximum - thickness)

### Torque adjustment

- selection of working conditions and torque range according to different assemblies of flexible parts (single, double or triple piling-up)



Torque	Speed	Slipping	recommended piling up
reduced	high	frequent, prolonged	single
medium	medium	moderate	double
high	reduced	short, occasional	triple

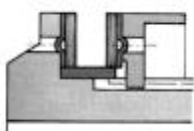
- precise adjustment thanks to graduations by tightening the castellated nut (see technical data sheet 77003)

### Maintenance

- regularly check the adjustment of the apparatus, Tighten the nut if necessary to compensate for the wear of the friction disc.
- the maximum wear of the friction disc is reached when its thickness is half reduced

### Options

- special packings on request from size 1 :



- anti-rust packing : addition of a stainless steel crown with the packing allowing the use of the apparatus in a moist atmosphere and for rare slippings  
 warning : the triple piling-up of the washers is impossible the maximum thickness of the mobile is then decreased

- bronze packings : allows work in oil  
(torque and adjustment values : ask us)

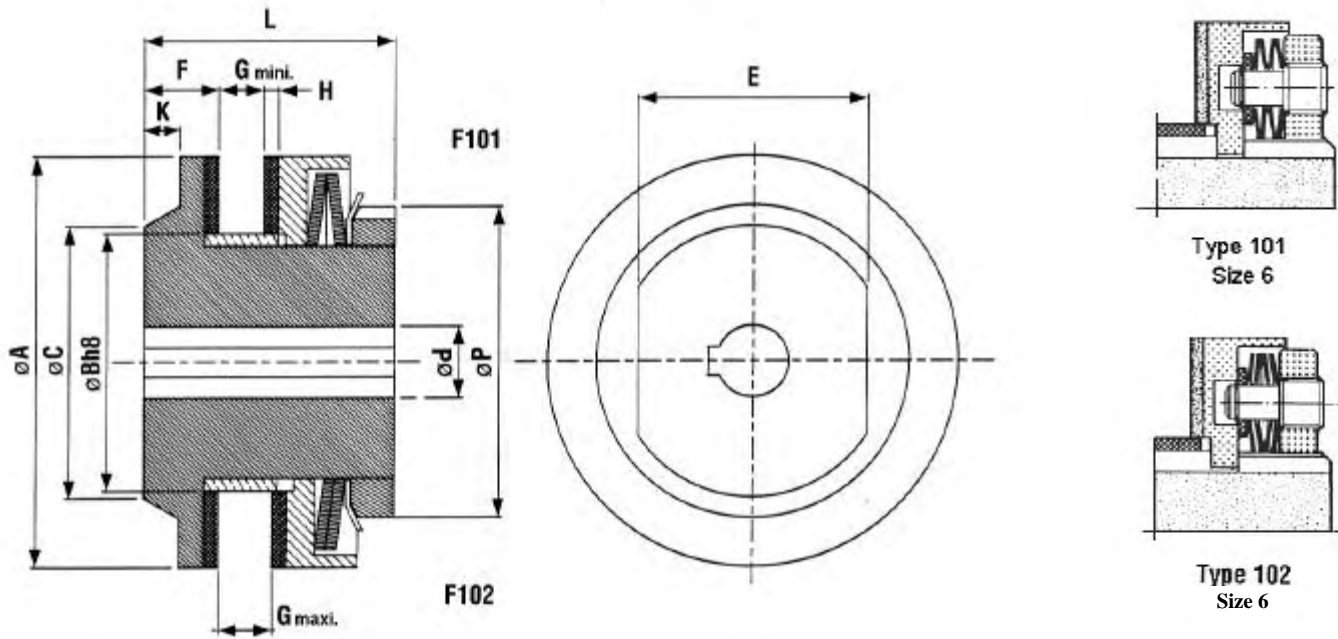
- torque limiter fitted with a platewheel (see data sheet 77002)
- torque limiter associated to a COFLEX flexible interlocking coupling pre-bored or VECOBLOC hub option (see data sheet 77002)
- torque limiter with reduced flange and long hub allows use of mobiles of very small diameter and important thickness  
(see data sheet 77002)
- possibility of completing the action of the clutch by an under speed detector which permits to signal the slip of the torque limiter in case of overload and to stop the engines (see technical data sheet 78001)

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Size	Slipping moment Nm (1)			Maximum speed (1) rpm	Pre-bored mass kg	A	B <sup>h8</sup>	C	d	
	Type 101 single piling-up	Type 102 double piling-up	Type 103 triple piling-up						pre-bored	maximum
00	1,5 - 7,5	3,8 - 15	-	10000	0,2	38	24	20	5	12
0	3 - 15	7,5 - 30	-	7500	0,4	50	38	33	8	20
1	14 - 70	35-140	60 - 200	5600	1	70	45	44	10	25
2	25 - 125	63 - 250	120 - 400	4300	1,8	90	60	60	14	35
3	50 - 250	125 - 550	240 - 800	3300	3,4	115	72	76	20	45
4	110 - 550	275 - 1100	480 - 1600	2700	6	140	85	92	25	55
5	140 - 700	350 - 1400	630 - 2100	2200	9,8	170	100	106	28	65
6	240 - 1200	600 - 2400	-	1900	14	202	120	120	28	80

Size	Available standard boring (2)	E	F	G		G anti-rust maxi.	H	K	L	P	Key
				Standard packing mini.	Standard packing maxi.						
00		22	8,5	3	4	-	2,5	3	28	32	HN 4
0		28	12	4	5	-	3	4	35	46	HN 7
1	20 - 25	40	18	5	9	7	4	8	55	56	HN 8
2	25 - 28 - 30	50	19	6	11	9	4	9	60	74	HN 11
3		64	21	6	15	13	4	10	70	87	HN 13
4		80	24	6	17	14	5	10	87	105	HN 16
5		90	29	8	20	17	5	14	99	116	HN 18
6		105	31	8	24	-	5	14	105	190	-

(1) Values indicate are admissible for torque limiters fitted with dry standard packings.

For other packings and explosion-proof conditions, ask us.

(2) With keyway according to standard NFE22.175.

(3) The assembly with triple piling-up is not possible with anti-rust packings.

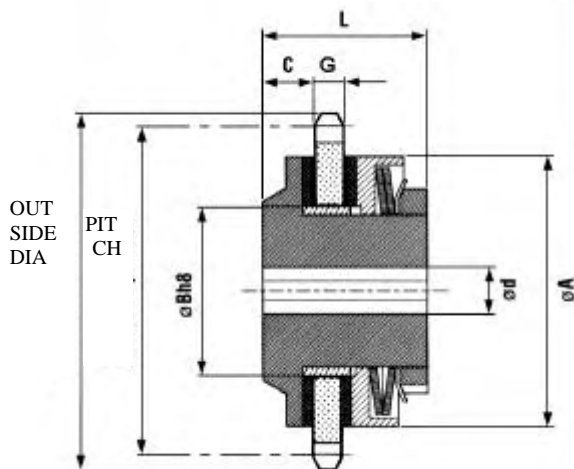
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**STANDARD series with platewheel (F111, F112 and F113 types)**



From size 1, the apparatus can be fitted out with an anti-rust packing - on demand.

Size	Slipping moment (1)			Maximum speed (1) rpm	standard available bores (2)
	Type 111 single piling-up	Type 112 double piling-up	Type 113 triple piling-up (3)		
0	3 - 15	7,5 - 30	-	7500	20-25
1	14 - 70	35 - 140	60 - 200	5600	25-28-30
2	25 - 125	63 - 250	120 - 400	4300	
3	50 - 250	125 - 550	240 - 800	3300	
4	110 - 550	275 - 1100	480 - 1600	2700	
5	140 - 700	350 - 1400	630 - 2100	2200	

(1) The indicated values are valid for torque limiters fitted out with standard dry packing. For other packings or anti-combusting conditions ,please call us.

(2) Keyway following the NF E22.175 norm normal keying.

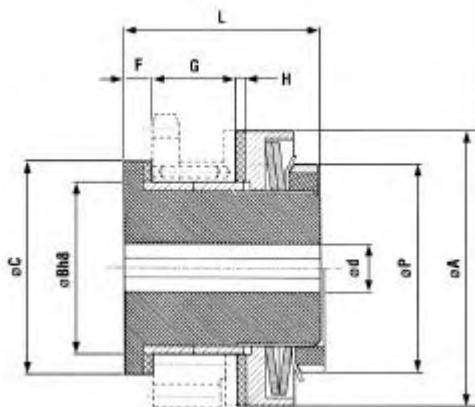
(3) The triple piling-up installation is not possible with anti-rust packing.

(see technical data sheet 77001)

Size	Prebored d	Maxi d	Key	A	B <sup>h8</sup>	C	L	No chain		G	Number of teeth*	Pitch diameter *	Outside diameter*
								inches	mm				
0	8	20	HN 7	50	38	12	35	3/8	9,52	5	20 (mini)	60,89	64,3
											22	66,93	71,0
											26	79,02	83,0
1	10	25	HN 8	70	45	18	55	1/2	12,70	7	22 (mini)	89,24	93,8
											23	93,27	98,2
											24	97,29	101,8
											25	101,33	105,8
2	14	35	HN 11	90	60	19	60	1/2	12,70	7	27 (mini)	109,40	114,0
											30	121,50	126,1
											22 (mini)	111,55	118
3	20	45	HN 13	115	72	21	70	3/4	19,05	10,5	22 (mini)	133,86	141,8
											23	139,90	149
											24	145,94	153,9
4	25	55	HN 16	140	85	24	87	1	25,40	15,5	25	152,00	160,0
											21 (mini)	170,43	181,2
											22	178,48	189,3
											24	194,59	205,5
5	28	65	HN 18	170	100	29	99	1	25,40	15,5	25	202,66	213,5
											24 (mini)	194,59	205,5
											25	202,66	213,5
											30	243,00	254,0
											38	307,59	320,7

★ For other platewheels, please call us

**REDUCED FLASK Serie with long bush (F381 and F382 types)**



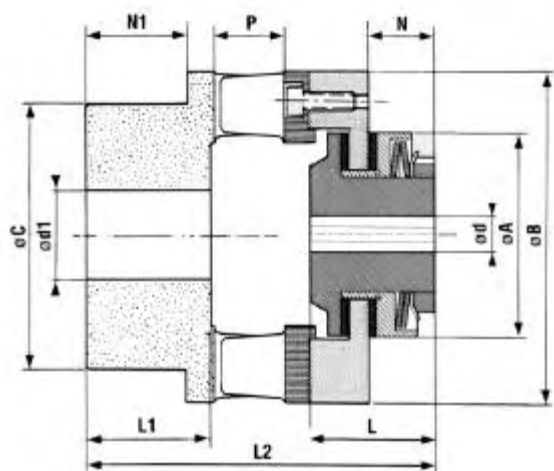
Size	Slipping moment Nm		Maxi speed rpm	Weight (prebored) kg
	Type F381 single piling-up	Type F382 double piling-up		
1	8-40	20-80	2900	1
2	16-80	40-160	2200	2
3	32-160	80-320	1700	3,4
4	64-320	160-640	1500	6,2

Size	A	B	C	d		F	G maxi.	H	L	P
				preb.	maxi.					
1	70	45	59	10	25	9	24	4	58	55
2	90	60	79	14	35	11	28	4	70	74
3	115	72	89	20	45	12	35	4	82	87
4	140	85	104	25	55	17	43	5	99	105

Use of anti-rust packing impossible.

For other packings or anti-combusting conditions ,please call us.

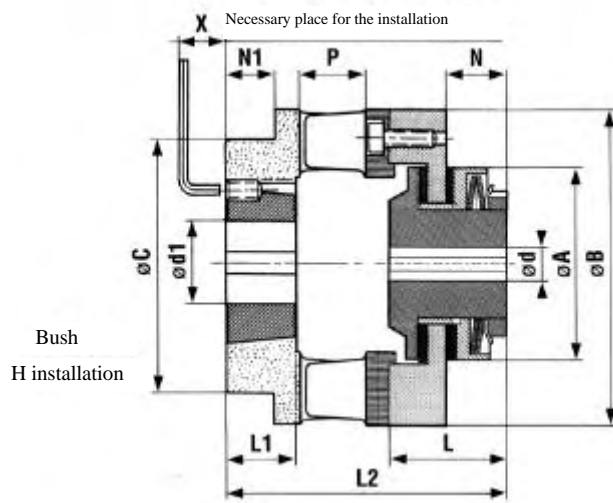
**STANDARD Series prebored COFLEX®**  
(F121 and F122 types)



Remark : The flange composed of two parts assembled by screws is monobloc for the sizes 0 et 00

Size	Weight prebored kg	Ref. Coflex	Ø preb.	d1 Maxi.	L1	L2	N1
00	1,25	C28	10	32	28	65,5	20
0	2,40	C32	10	40	35	80	25
1	4,85	C42	15	55	42	126	32
2	8,60	C50	18	65	50	146	39
3	16,35	C65	20	75	65	172	49
4	27,30	C75	25	90	74	201	57
5	31,10	C75	25	90	74	213	57
6	70,20	C90	35	110	90	260	59

**STANDARD Series COFLEX® VECOBLOC®**  
(F121V and F122V types)



Bush  
F installation

Remark : The flange composed of two parts assembled by screws is monobloc for the sizes 0 and 00

Size	Weight prebored kg	Ref. Coflex	Bush	
			Internat.	Vécobloc
00	1,25	CV28	11.08	28.20
0	2,40	CV32	12.10	30.25
1	4,50	CV42	16.10	40.25
2	8,10	CV50	20.12	50.30
3	16,40	CV65	25.17	65.45
4	27,30	CV75	30.20	75.50
5	31,10	CV75	30.20	75.50
6	68,70	CV90	35.35	90.90

Size	maxi Ød1	L1	L2	N1	X
00	28	20	58,5	13	25
0	32	25	71	16	35
1	42	25	110	16	35
2	50	30	127	20	35
3	65	45	153	30	40
4	75	50	178	34	45
5	75	50	188	34	45
6	90	90	255	60	50

Size	Torque F121 type single piling-up	Slipping Nm F122 type double piling-up	Maxi. speed rpm	Misalignment		Axial mm	Ø preb.	maxi. d	A	B	C	L	N	P
				Radial mm	Angular °									
00	1,5-7,5	3,8-15	8100	0,3	1	±0,5	5	12	38	74	58	28	15,5	17
0	3-15	7,5-30	6400	0,4	1	±0,5	8	20	50	92	74	35	18	18
1	14-70	35-140	5200	0,5	1	±1	10	25	70	114	90	55	30	24
2	25-125	63-250	4300	0,6	1	±1	14	35	90	132	110	60	34	30
3	50-250	125-550	3300	0,7	1	±1	20	45	115	156	120	70	39	30
4	110-550	275-1100	2700	0,8	1	±1	25	55	140	194	140	87	41	36
5	140-700	350-1400	2200	0,8	1	±1	28	65	170	214	150	99	51	36
6	240-1200	600-2400	1900	0,9	1	±1	28	80	202	254	180	105	53	52

From size 1, these apparatus can be fitted out with anti-rust packing - on demand.

For other technical and dimensional characteristics, refer to other standard apparatus.

## ADJUSTMENT GUIDE

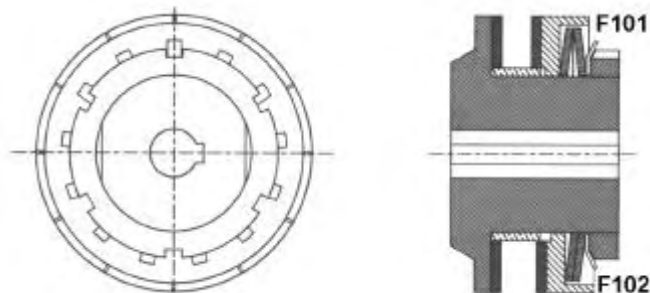
First, make sure that the piling up of the spring washers is according to the range of adjustment desired.

### Size 00 single or double piling-up

- Adjust the apparatus with a dynamometric key
- Tighten the nut with a HN 4 slotted key

### Sizes 0 to 5 single or double piling-up

#### Sizes 1 and 2 triple piling-up

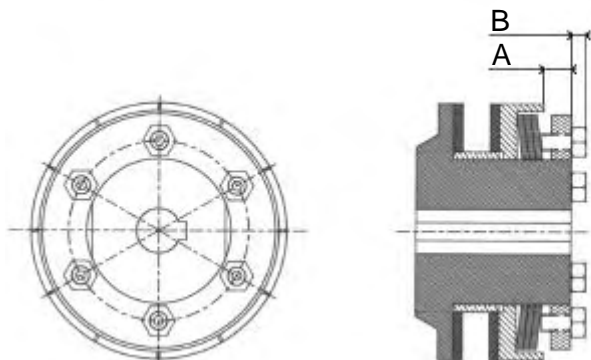


- Insert the braking washer with spurs on the periphery
- Handtighten the adjustment nut until it touches the spring washers. Locate the slot on the nut which coincides with one of the engravings of the box. This is the reference of the adjustment.
- Read in the table (see the verso) the number of divisions permitting to obtain the desired torque.
- With the right spured spanned (see the following table), tighten the nut by the corresponding value, then press down the spur facing the slot of the nut to ensure the braking.

Size	0	1	2	3	4	5
Spure spanned	HN 7	HN 8	HN 11	HN 13	HN 16	HN 18

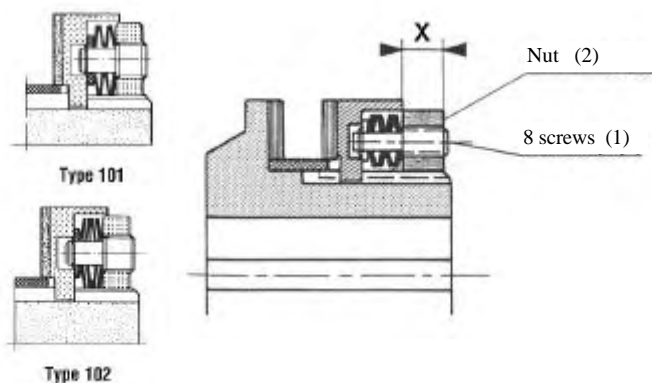
- For the size 0 apparatus, use a dynamometric key to have more precision in the setting off torque.

### Sizes 3 to 5 triple piling-up



- Read in the table (see overleaf) the dimensions **A** and **B** permitting to obtain the desired torque.
- Tighten the special nut to reach the dimension **A**
- Bring alternately and progressively the screws to the dimension **B**
- Tighten the lock nut

### Size 6 single or double piling-up



- Loosen all screws (1) (see schema)
- Read in the table the dimension **X** to obtain
- Tighten the nut (2) until obtaining the dimension **X** (see table overleaf)
- Tighten again alternately and progressively all peripheric screws (1) until they are flushe with the face of the nut (2)

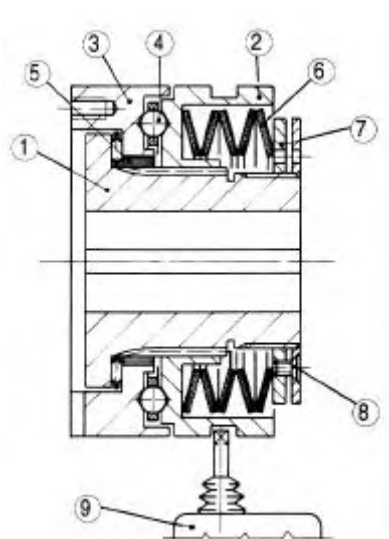
Adjustment values

Size	Piling-up											
0	single	Torque Nm								6	9	16
		divisions nb								2	3	5
	double	Torque Nm									20	34
		divisions nb									2	3
1	single	Torque Nm		16	23	30	37	45	51	57	64	70
		divisions nb		5	7	9	11	14	17	20	24	28
	double	Torque Nm		62	73	85	94	102	110	117	124	130
		divisions nb		6	7	8	9	10	11	12	13	14
	triple	Torque Nm		48	67	86	105	124	143	162	182	196
		divisions nb		1	2	3	4	5	6	7	8	9
2	single	Torque Nm		25	36	49	62	86	94	102	120	125
		divisions nb		3	4	5	6	8	9	10	12	13
	double	Torque Nm					86	116	157	200	234	246
		divisions nb					3	4	5	6	7	8
	triple	Torque Nm				123	147	202	255	307	349	400
		divisions nb				1	2	3	4	5	6	7
3	single	Torque Nm		85	116	133	148	174	185	210	230	243
		divisions nb		6	8	9	10	12	13	15	17	19
	double	Torque Nm					289	349	403	460	503	539
		divisions nb					6	7	8	9	10	11
	triple	Torque Nm		202	283	364	445	526	607	688	769	785
		A mm		11,4	11,2	11,1	10,9	10,8	10,5	10,3	10	9,9
B mm			8	8	8	8	8	8	8	8	8	
4	single	Torque Nm	169	217	262	304	347	385	426	467	515	550
		divisions nb	8	9	11	13	15	18	21	24	28	32
	double	Torque Nm	520	606	681	757	823	888	946	1003	1050	1100
		divisions nb	7	8	9	10	11	12	13	14	15	16
	triple	Torque Nm		404	566	728	890	1052	1213	1375	1537	1570
		A mm		14,1	14	13,8	13,6	13,1	12,7	12,4	11,5	11,3
B mm			9	9	9	9	9	9	9	9	9	
5	single	Torque Nm	207	267	320	373	422	488	550	607	657	700
		divisions nb	8	10	12	14	16	19	22	25	28	31
	double	Torque Nm	503	622	737	851	958	1065	1151	1238	1330	1400
		divisions nb	7	8	9	10	11	12	13	14	15	16
	triple	Torque Nm		515	721	927	1132	1339	1545	1751	1956	2059
		A mm		13	12,6	12,4	12,1	11,8	11,3	10,6	9,5	9
B mm			9	9	9	9	9	9	9	9	9	
6	single	Torque Nm			300	420	540	660	780	900	1020	1140
		X mm			13,5	13,2	12,9	12,5	12,1	11,6	11,1	10,6
	double	Torque Nm			600	840	1080	1320	1560	1800	2040	2280
		X mm			11,3	11,1	10,9	10,7	10,5	10,3	10,1	9,8

# LIMITEUR DE COUPLE A ROULEMENT SEFCO® R2

## CARACTERISTIQUES GENERALES - TYPE G, F ET S

FICHE TECHNIQUE  
77004 - 1/2 - 02/98  
TECHNICAL DATA SHEET



- 1 : Moyeu
- 2 : Boîtier
- 3 : Porte mobile
- 4 : Couronne de billes (type G) ou de galets (type F et S)
- 5 : Bague en bronze + butée à aiguilles
- 6 : Rondelles ressort
- 7 : Ecrou de réglage
- 8 : Vis de blocage
- 9 : Interrupteur

### Caractéristiques générales

- Trois types d'appareils G, F et S
  - G « avec glissement » : débrayage entre (3) et (1)
  - F « sans glissement » : pas de débrayage entre (3) et (1) (ex: appareil de levage)
  - S « synchrone » : réenclenchement après 360° (respect de l'indexage)
- Protection contre l'oxydation par phosphatation
- Appareil fermé, graissé à vie (pas d'entretien)

### Sélection de l'appareil

- Placement dans la chaîne cinématique au plus près du point où l'incident est redouté
- Couple de déclenchement déterminé à partir du couple nominal C en Nm:  

$$C = 9550 \times \frac{P}{N}$$
 P : puissance du moteur (kW)  
 N : vitesse de rotation du limiteur (tr/mn)
- La valeur obtenue est à majorer de 50% à 100% pour tenir compte du surcouple de démarrage lié à l'inertie du mécanisme à entraîner

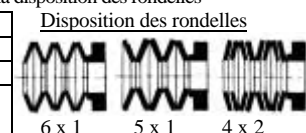
### Montage et adaptation

- Moyeu préalésé ou alésé et rainuré aux diamètres standard
- Pour les mobiles soumis à d'importantes contraintes, nécessité d'assurer le maintien du mobile au moyen de bagues ou de roulements
- Possibilité de placer une clavette radiale de sécurité entre le mobile et le porte mobile (3) grâce à la rainure prévue à cet effet

### Réglage du couple

- Détermination de la plage de couples par le choix du type d'empilage  
 Le type d'empilage intervient sur l'épaisseur et la disposition des rondelles

Type	Epaiss.	Taille 0	Taille 1 à 4
1	mince	6 x 1	6 x 1
2	moyenne	5 x 1	5 x 1
3	moyenne épaisse	4 x 2	-
		-	5 x 1



- Réglage du couple en serrant l'écrou repéré (7)
- Pour un réglage précis, installer le limiteur sur un arbre fixe, fixer un bras de levier au porte-mobile, placer des masses sur le bras horizontal, desserrer l'écrou jusqu'à déclenchement sous une faible impulsion du doigt, bloquer alors l'écrou.

### Options

- Appareil muni d'un support de roulement ou d'un moyeu long (voir recto)
- L'interrupteur est fourni en option (voir fiche technique 78003)
- Limiteur associé à un accouplement élastique (voir fiche technique 77005)

### Caractéristiques techniques des SEFCO® R2

Type limiteur	Couple limite de déclenchement en Nm						Course du boîtier en mm (H)		
	G 1	G 2	G 3	F/S 1	F/S 2	F/S 3	G	F	S
Taille 0	2,5-5	5-10	10-20	5-10	10-20	20-40	1,4	1,2	0,6
Taille 1	6-12	12-25	25-60	12-25	25-50	50-100	2,3	1,8	1
Taille 2	12-25	25-50	50-120	25-50	50-100	100-200	2,4	2	1,2
Taille 3	25-50	50-100	100-250	50-100	100-200	200-400	2,7	2,2	1,2
Taille 4	50-100	100-200	200-500	100-200	200-400	400-800	3,7	2,5	1,4

Type limiteur	Vitesse de rotation maxi. en tr/min								
	G 1	G 2	G 3	F 1	F 2	F 3	S 1	S 2	S 3
Taille 0	3300	3300	1800	1000	550	270	4400	4400	3000
Taille 1	2890	2890	1450	950	480	240	4300	4300	2900
Taille 2	2350	2350	1200	800	400	200	3600	3600	2400
Taille 3	2000	2000	1000	650	330	150	3000	3000	1600
Taille 4	1650	1650	850	550	270	130	2500	2500	1600

**Désignation :** SEFCO R2 F72 Taille 1 (F: type de limiteur - 7: option avec support de roulement - 2: type d'empilage des rondelles)

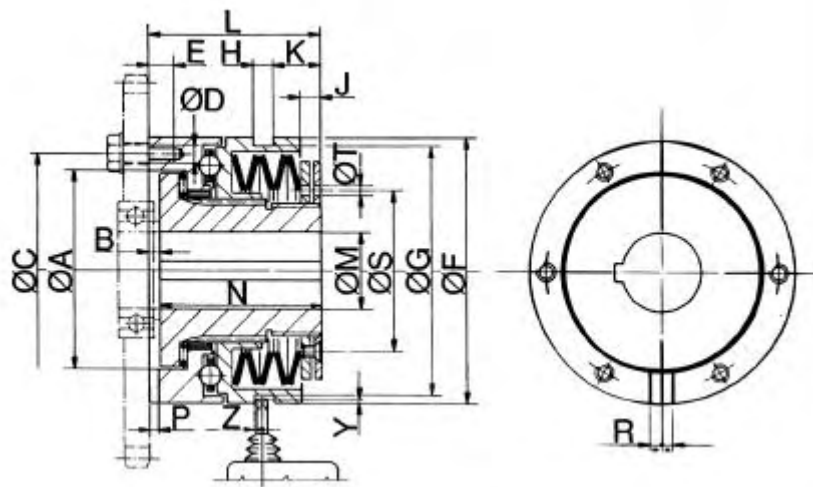
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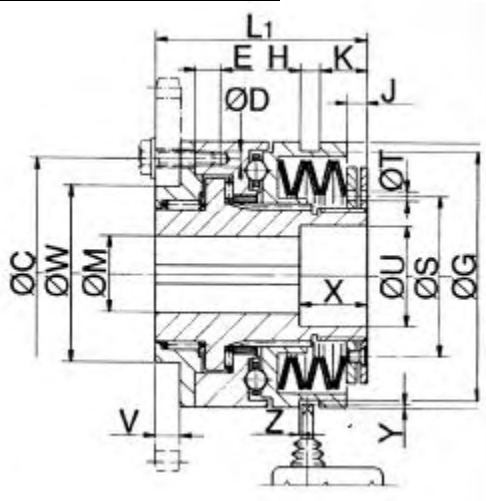
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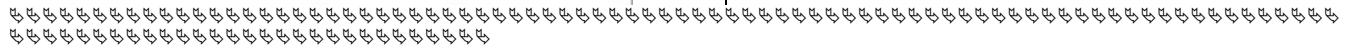
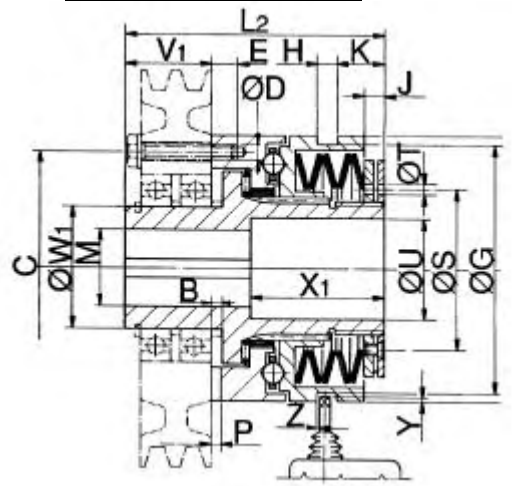
### Appareil nu (G0, F0, S0)



### Appareil avec support de roulement (G7, F7, S7)



### Appareil avec moyeu long (G8, F8, S8)



### Caractéristiques dimensionnelles

Taille	A	B	C	D	E	F	G	H	J	K	L	L1	L2	M	
														min.	max.
0	41	4	48	6xM5	6,5	55	50	9	3	7,5	38,5	51,5	66	7	20
1	60	4	70	6xM5	8	82	72	9	6	11,5	52	70	83	10	25
2	78	5	89	6xM6	10	100	91	9	6	12	61	78	100	14	35
3	90,5	5	105	6xM8	12	120	112	9	8,5	22	78	96	125	18	45
4	105	6,5	125	6xM10	15	146	140	9	11	27	100	124,5	152,5	24	55

Taille	N	P	R	S	T	T1	T2	U	V	V1	W	W1	X	X1	Y	Z
1	48	3,1	6	48	5	4	8	26	10	33	50	38	20	35	2	0,3
2	56	3,6	8	70	5	5	10	36	12	39	60	52	25	45	2	0,5
3	72	4,1	10	82	5	4	10	46	12	47	80	65	29	59	2	0,5
4	93,5	4,1	12	104	7	5,5	13	56	16	52,5	100	78	30	60	2	0,8

Les caractéristiques techniques des appareils avec support de roulement et avec moyeu long sont identiques à celles données pour les appareils standard

(voir au recto)

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# TORQUE LIMITER SEFCO® R2 with elastic coupling

## SELECTION, TECHNICAL FEATURES

TECHNICAL DATA SHEET  
77005 - 1/2 - 02/98

### Appliance selection

- Set the clutch in the drive chain just next to the mechanism to be protected.
- Setting off torque established from the nominal torque C Nm:  

$$C = 9550 \times \frac{P}{N}$$
 P : engine power (kW)  
 N : clutch rotation speed (rpm)

This value must be put up by 50% to 100% to take the starting overtorque due to the inertia of the dragged mechanism into account.

This value is the starting torque C1. Find in the following table the clutch which accepts this value.

- The maximum torque accepted by the coupling is calculated following the working conditions :

$$C_2 = \frac{1,8 \times C_n}{F1.F2.F3}$$

Cn : Nominal torque of the coupling(Nm)

F1.F2.F3 F1 : Service factor depends on the load type

F2 : Service factor depends on the temperatur

F3 : Service factor depends on the starting frequency

$$C_1 \leq C_2$$

C2 must be at least the same as the starting torque, otherwise look at an higher size.

#### Service factor F2

Load type	Service factor F1		
	Electric and hydraulic motors	Thermic motors 4 to 6 cylinders	Thermic motors 1 to 3 cylinders
Regular loads With no shocks	1	1,5	2
Average overloads Small Shocks	1,5	2	2,5
High overloads Average loads to accelerate	2	2,5	3
High inertia, high shocks Inversion of torque a rotation	2,5	3	3,5

Clutch type	Ambient temperature°C								
	30	40	50	60	70	80	90	100	120
G2, F2, S2 G2V, F2V, S2V	1	1	1	1	1	1	1,1	1,2	1,3
G5, F5, S5	1	1,1	1,25	1,4	1,55	1,7	-	-	-

#### Service factor F3

Clutch type	Number of starts per hour			
	< 10	10 à 60	60 à 120	120 à 240
G2, F2, S2 G2V, F2V, S2V	1	1,25	1,5	2
G5, F5, S5	1	1	1,2	1,3

### Technical features

Clutch type Pilling-up type	Starting torque in Nm						Box movement in mm (H)		
	G			F / S			G	F	S
	1	2	3	1	2	3			
Size 0	2,5-5	5-10	10-20	5-10	10-20	20-40	1,4	1,2	0,6
Size 1	6-12	12-25	25-60	12-25	25-50	50-100	2,3	1,8	1
Size 2	12-25	25-50	50-120	25-50	50-100	100-200	2,4	2	1,2
Size 3	25-50	50-100	100-250	50-100	100-200	200-400	2,7	2,2	1,2
Size 4	50-100	100-200	200-500	100-200	200-400	400-800	3,7	2,5	1,4

Clutch type Pilling-up type	Rotation speed maxi. in rpm								
	G			F			S		
	1	2	3	1	2	3	1	2	3
Size 0	3300	3300	1800	1000	550	270	4400	4400	3000
Size 1	2890	2890	1450	950	480	240	4300	4300	2900
Size 2	2350	2350	1200	800	400	200	3600	3600	2400
Size 3	2000	2000	1000	650	330	150	3000	3000	1600
Size 4	1650	1650	850	550	270	130	2500	2500	1600

### Designation :

SEFCO R2 G53 Size 2 (Type G - 5: option - 3: washer assembly)

SEFCO R2 F21 VH 30.25.32 / Size 1 (Type F - 2: option - 1: washer assembly - V: VECOBLOC bush version)®

H : Type of bush assembly - 30.25: designation VECOBLOC® - 32: ref. COFLEX®)

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# SEFCO® R2 WITH ELASTIC COUPLING

TECHNICAL DATA SHEET  
77005 - 2/2 - 02/98

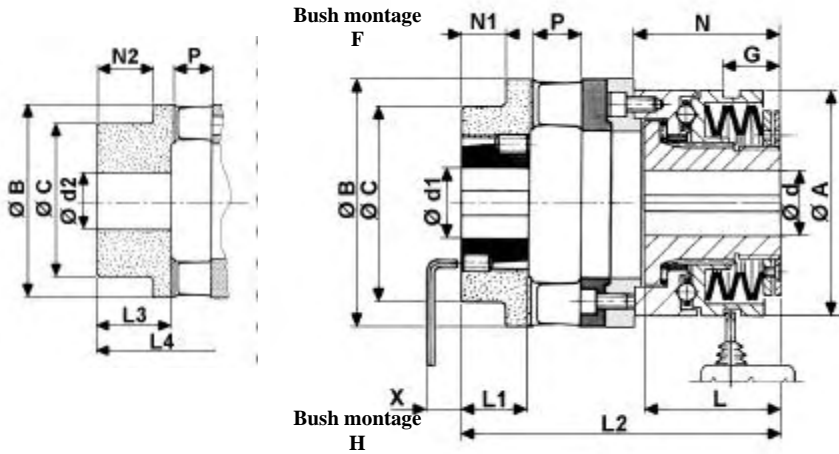
## Features

7

### SEFCO® R2 with COFLEX® semi elastic coupling

Prebored version (G2, F2 et S2)

VECOBLOC® version(G2V, F2V et S2V)

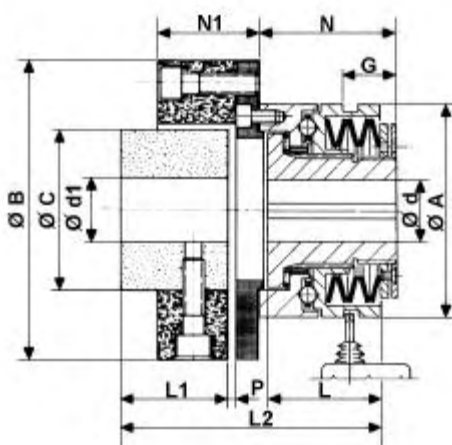


COFLEX® Coupling					
Size SEFCO	Size COFLEX	Misalignment			Nominal torque Nm
		radial mm	angular °	axial mm	
0	28	0,3	1	±0,5	80
1	32	0,4	1	±0,5	160
2	42	0,5	1	±1	240
3	50	0,6	1	±1	360
4	65	0,7	1	±1	650

Size	A	B	C	d		d1		Bush		d2 max.	G	L	L1	L2	L3	L4	N	N1	N2	P	X
				prebo.	max.	preb.	max.	Internat.	Veco.												
0	55	74	58	7	20	10	32	1108	28.20	28	16,5	35,4	21	92,5	28	99,5	38,5	13	20	17	25
1	82	92	74	10	25	10	40	1210	30.25	32	20,5	48,9	26	114	35	123	52	16	25	18	35
2	100	114	114	14	35	15	55	1610	40.25	42	21	57,4	26	133	42	149	61	16	32	24	35
3	120	132	132	18	45	18	65	2012	50.30	50	31	73,9	31	165	50	184	78	20	39	30	35
4	146	156	156	24	55	20	75	2517	65.45	65	36	95,9	46	213	65	232	100	30	49	36	40



### SEFCO® R2 with high elasticity prebored coupling (G5, F5 et S5)



Size	Misalignment			Nominal torque Nm
	radial mm	angular °	axial mm	
0	1,5	3	± 1,5	20
1	2	3	± 2	80
2	2	3	± 2,5	160
3	2	3	± 2,5	400
4	2	3	± 2,5	900

Size	A	B	C	Ø d	Ø d1	G	L	L1	L2	N	N1	P		
0	55	85	40	7	20	10	26	16,5	35,5	21	70,5	38,5	32	4
1	82	120	60	10	25	12	38	20,5	48,9	26	94	52	42	4
2	100	150	70	14	35	15	48	21	57,4	26	115	61	54	6
3	120	200	100	18	45	20	65	31	73,9	31	152	78	74	8
4	146	260	125	24	50	30	85	36	95,9	46	186	100	86	8

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# LIMITEUR DE COUPLE ELECTRONIQUE BLOCRELAY® ELECTRONIC LIMITER BLOCRELAY®

FICHE TECHNIQUE  
78001 - 1/2 - 11/96  
TECHNICAL DATA SHEET

## Applications des Relais Détecteur d'Intensité :

- Disjoncteur de moteur : surcouple moteur, blocage de convoyeur, surcharge de treuil...
- Régulateur de charge : broyeur, bande transporteuse...
- Seuil de capteur à boucle de courant 4..20 mA (sensibilité réelle jusqu'à 1 mA).

Nos Relais Détecteur d'Intensité comportent toutes les options pour une utilisation universelle :

- \* Sensibilité : de 1 mA à 10 A (à utiliser avec un transfo d'intensité à partir de 4 A)
- \* Courant Continu ou Alternatif 50 Hz
- \* Disjonction (Mémoire) ou réarmement temporisé
- \* Sécurité intrinsèque (sens du relais : NO ou NF)
- \* Seuil surintensité ou sousintensité - Tempo démarrage - Tempo écrêtage
- \* 2 sorties 1 RT

## Caractéristiques générales

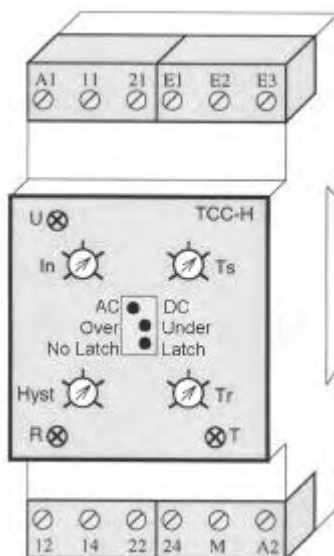
- Boîtier clipsable sur rail  $\Omega$ .
- Matériau : Noryl blanc et noir.
- Dimensions : 45 x 85 x 75 mm.
- Température maximale : de -10 à +55°C.
- Facteur de marche : 100% - IP 40.
- Borniers à vis 4 mm. Vis imperdables livrées desserrées.
- Alimentation (<2VA - 48..63Hz) : 24 Vcc ou bien 24 vac, 115 vac ou 230 vac +/- 15% et avec transfo d'isolement (VDE0551). Tension alim : maxi +/- 15% & led verte alim.
- Sortie relais : 230 vac - 5 A & led orange action.
- Tempo à la mise sous tension : 0 à 10 sec
- Tempo écrêtage = 0 à 5 sec & led orange.
- Tempo R à Z < 100 ms.
- Conforme aux normes « CE ».

## Applications of Intensity Detector Relay :

- Engine circuit breaker : overtorque engine, jammed conveyor, overloaded winch...
- Load regulation : grinding machine, conveyor belt...

Our Intensity Detector Relays include all the options for a universal usage :

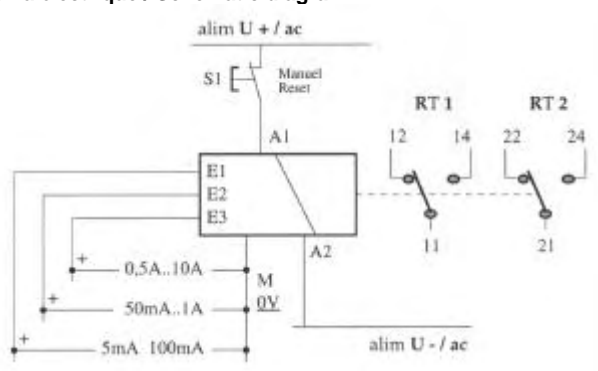
- \* Sensitivity : from 1 mA to 10 A (to be used with an intensity transformer from 4 A)
- \* Direct or 50 Hz alternating current
- \* Memorised circuit breaker or timed reset
- \* Intrinsic safety (direction of relay : NO or NF)
- \* Over or under intensity threshold - Starting tempo - Peak tempo
- \* 2 outputs 1 RT



## General characteristics

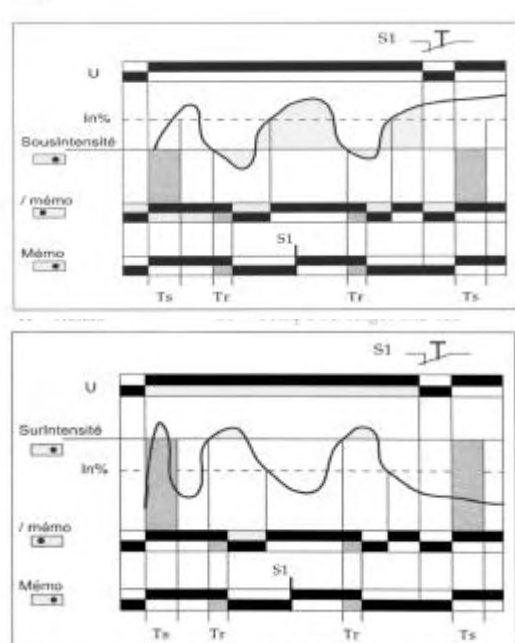
- Case to be clipped on  $\Omega$  rail.
- Material : black and white Noryl.
- Dimensions : 45 x 85 x 75 mm.
- Maximum temperature : from -10 to +55°C
- Factor of usage : 100% - IP 40
- Terminal with 4mm screws - Unlosable screws delivered untight.
- Power (<2VA - 48..63Hz) : 24 Vcc or 24 vac, 115 vac or 230 vac +/- 15% and with an isolation transformer (VDE0551), voltage : maxi +/- 15% & green led alim.
- Relay output : 230 vac - 5 A & orange led action.
- Start tempo : 0 to 10 sec.
- Peak tempo : 0 to 5 sec & orange led.
- Tempo R to Z < 100 ms.
- In compliance with European 'CE' standards.

## Schéma électrique / Schematic diagram



## Diagramme de fonctionnement

- S1 : réarmement < 0.1 s.  
U : alimentation Ts : tempo démarrage : 0 à 10 sec.  
R : relais Tr : tempo écrêtage : 0 à 5 sec.



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**LIMITEUR DE COUPLE ELECTRONIQUE BLOCRELAY®**  
**ELECTRONIC LIMITER BLOCRELAY®**

FICHE TECHNIQUE  
**78001 - 2/2 - 11/96**  
 TECHNICAL DATA SHEET

Moteur 220 V	Moteur 380 V	Intensité Ampère	T1 Transformateur d'Intensité	Bornier
KW 0.75	kW	4	1 PB 40/1	E2
1.5	2.2	5.3	1 PB 40/1	E2
2.2	3	7	1 PB 40/1	E2
3	4	9	1 PB 40/1	E2
4		10	1 PB 40/1	E2
5.5	5.5	11	1 PB 40/1	E2
7.5	7.5	16	1 PB 40/1	E2
	11	20	1 PB 40/1	E2
	15	25	1 PB 40/1	E2
		30	1 PB 40/1	E2
1	18.5	37	2 G 40/1	E2
15	22	50	2 M 50/1	E3
18.5	30	60	2 M 60/1	E3
22	37	75	2 P 75/1	E3
30	55	100	1 P 100/1	E3
37		120	1 P 125/1	E3
55	75	150	1 P 150/1	E3
75	90	180	1 P 200/1	E3
90		250	1 P 250/1	E3
		300	1 P 300/1	E3

**METHODE DE REGLAGE**

- Positionner la temporisation de démarrage (Ts), l'écrêtage (Tr) et l'intensité nominale (In), au maximum. Positionner la consigne de puissance (Hyst), à zéro.
- Définir l'intensité nominale (à vide ou en charge normale) en tournant le bouton In vers le 0 jusqu'au déclenchement.
- Régler la consigne de puissance (Hyst) en fonction du seuil de déclenchement désiré par rapport à In (0 à 30%).
- Régler la temporisation de démarrage et l'écrêtage en fonction du type de moteur et de l'environnement.

**ADJUSTMENT**

- Turn the start tempo (Ts), peak tempo (Tr) and nominal intensity (In) to the maximum.
- Turn the power tempo (Hyst) to zero.
- Find out the nominal intensity (with or without load) by turning the switch to zero up to stop.
- Adjust the power tempo (Hyst) according to the level desired (0 to 30%).
- Adjust the start tempo and peak tempo according to the motor type and working conditions.

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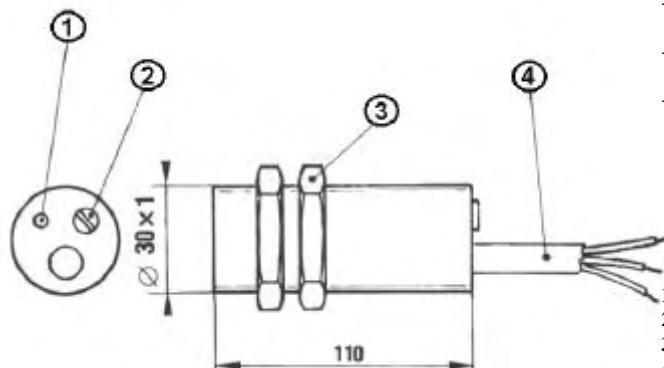
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## Caractéristiques générales

- cylindre en matière plastique fileté totalement étanche
- réglage du seuil de fréquence des impulsions par un potentiomètre
- diode électroluminescente de réglage (allumé=état passant du mobile)

- 1 : Voyant lumineux de réglage (LED)  
2 : Vis de réglage de la fréquence  
3 : 46 sur plats  
4 : Câble de sortie à 3 fils / longueur 2 m



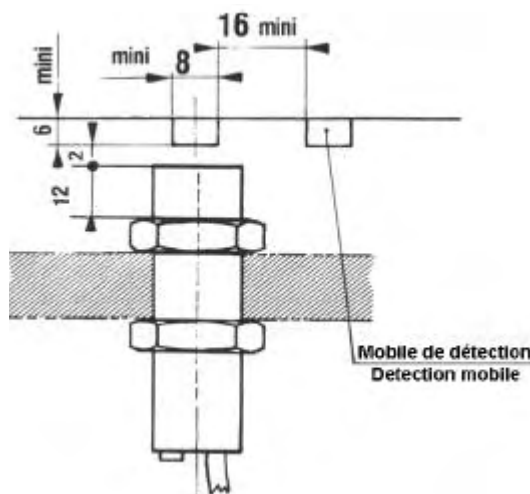
## General characteristics

- threaded plastic cylinder completely enclosed
- adjustment of the pulse frequency threshold by potentiometer
- adjustment LED (lit=passage of mobile)

- 1 : Indicator lamp for adjustment (LED)  
2 : Frequency adjustment screw  
3 : 46 on flats  
4 : Outpucable 3 come / 2 m long

## Caractéristiques techniques

- plage de réglage :  
type DSV 1, 10 à 300 impulsions/min.  
type DSV 2, 200 à 6000 impulsions/min.
- tensions d'alimentation :  
220 VAC, 110 VAC, 48 VAC, 24 VAC  
15 à 30 VDC
- pouvoir de coupure : 500 mA
- temporisation de démarrage : 5 sec.  
(autres valeurs sur demande)
- degré de protection : IP 65
- température limite d'utilisation :  
- 20 °C à + 65 °C
- température limite de stockage :  
- 20 °C à + 120 °C



## Technical characteristics

- ajustement range :  
type DSV1, 10 to 300 pulses/min.  
type DSV2, 200 to 6,000 pulses/min.
- mains voltage :  
220 VAC, 110 VAC, 48 VAC, 24 VAC  
15 to 30 VDC
- breaking power : 500 mA
- starting delay times : 5 sec.  
(other values on request)
- degree of protection : IP 65
- limit use temperature :  
- 20 °C to + 65 °C
- limit storage temperature :  
- 20 °C to + 120 °C

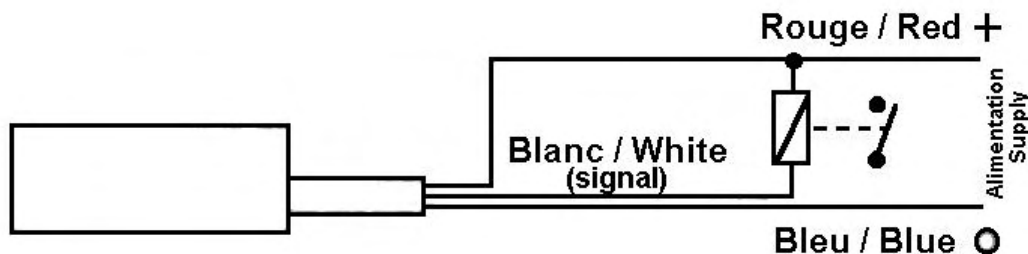
## Montage

- dimensions minimum du mobile = Ø 8 mm
- distance mini entre mobiles = 16 mm
- distance de détection = 2 mm (pour mobile acier)
- détecteur noyé dans le métal = montage possible

## Installation

- minimum mobile dimensions = Ø 8 mm
- mini distance between mobiles = 16 mm
- distance of detection = 2 mm (for steel mobile)
- detector embedded in metal = possible assembly

## Schéma d'application type



## Installation diagram

# DETECTEUR DE SOUS-VITESSE

# UNDER-SPEED DETECTOR

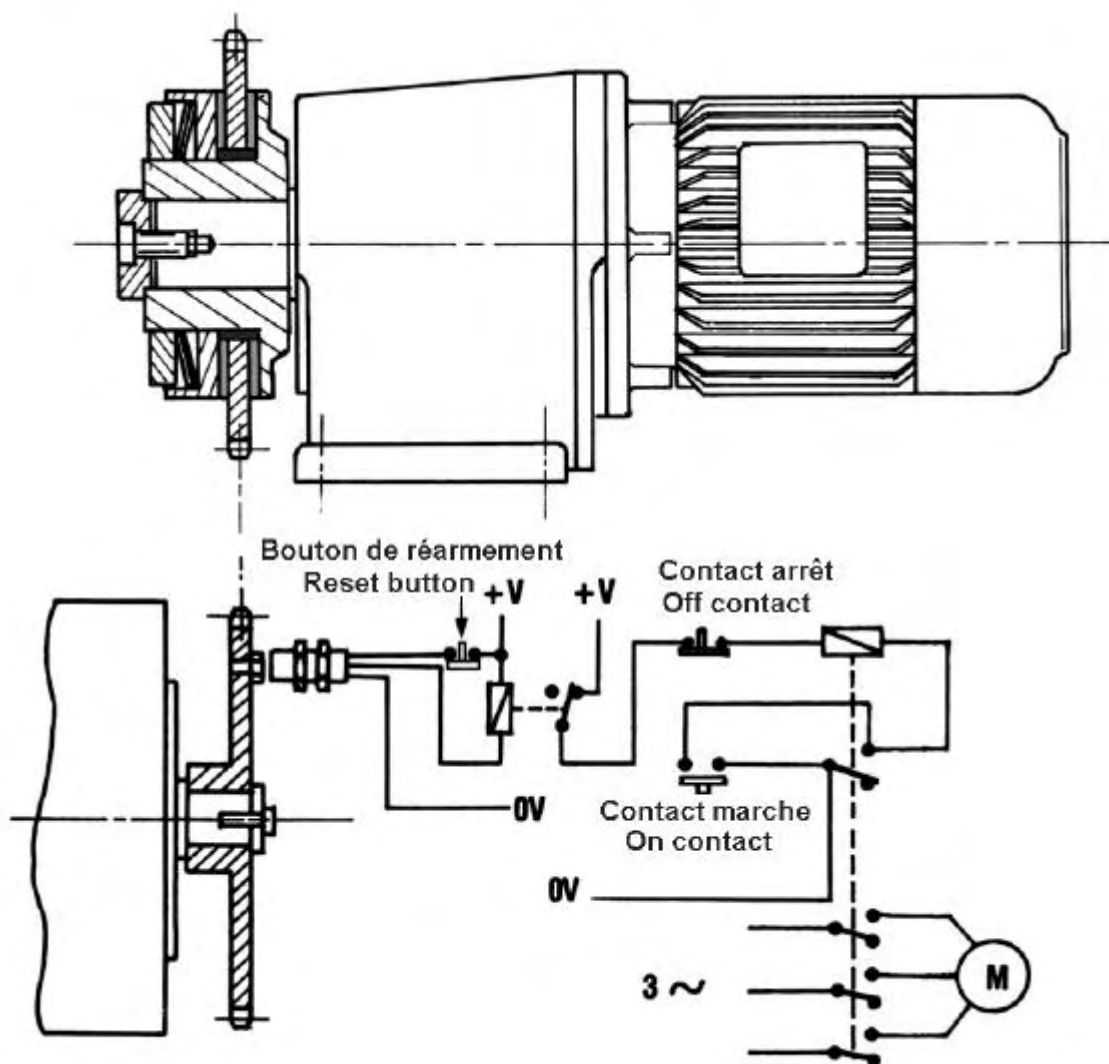
FICHE TECHNIQUE  
78002 - 2/2 - 08/97  
TECHNICAL DATA SHEET

## Exemple d'application

Détecteur de sous-vitesse combiné à un limiteur de couple à friction SEFCO® F2 : le détecteur de sous-vitesse signale le glissement du limiteur de couple en cas de surcharge et évite le fonctionnement prolongé de celui-ci.

## Application example

Under-speed detector associated with a SEFCO® F2 pin safety clutch : the under-speed detector signal the slip of the torque limiter in case of overload and avoids prolonged slippage.



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# INTERRUPTEUR SWITCH

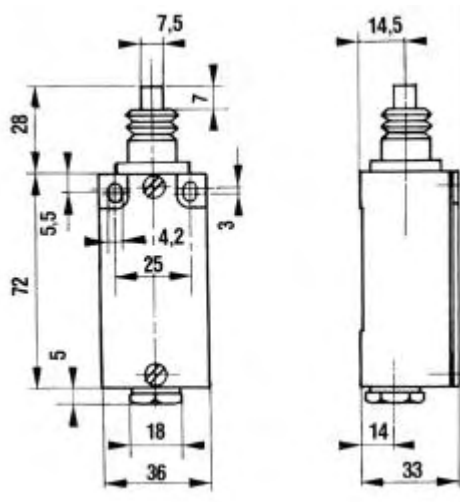
FICHE TECHNIQUE  
78003 - 1 - 03/97  
TECHNICAL DATA SHEET

## Caractéristiques

- boîtier et couvercle : aluminium moulé
- types de contact : 1 ouvert, 1 fermé
- tension maxi. : 500 VAC
- intensité maxi. : 10 A
- protection : IP 65
- conformité de construction : suivant VDE 0660 et VDE 0110
- températures limites : - 30 °C à + 80 °C
- fréquence de commutation maxi. : 6000/h
- fixation : 2 x M4
- entrée de câble : Pg 11
- contact de sécurité suivant les normes : VDE 0113, IEC 204-1, DIN EN 60204

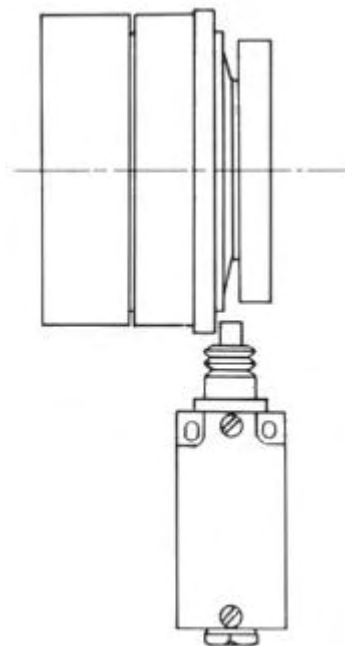
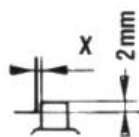
## Characteristics

- box and cover : moulded aluminium
- types of contact : 1 closed, 1 open
- maxi. voltage : 500 VAC
- maxi. intensity : 10 A
- protection : IP 65
- construction conformity : as per VDE 0660 et VDE 0110
- limit temperatures : - 30 °C à + 80 °C
- maxi. switching frequency : 6,000/h
- fixing : 2 x M4
- entrance of cable Pg 11
- safety contact according to standards : VDE 0113, IEC 204-1, DIN EN 60204



## Installation et branchement

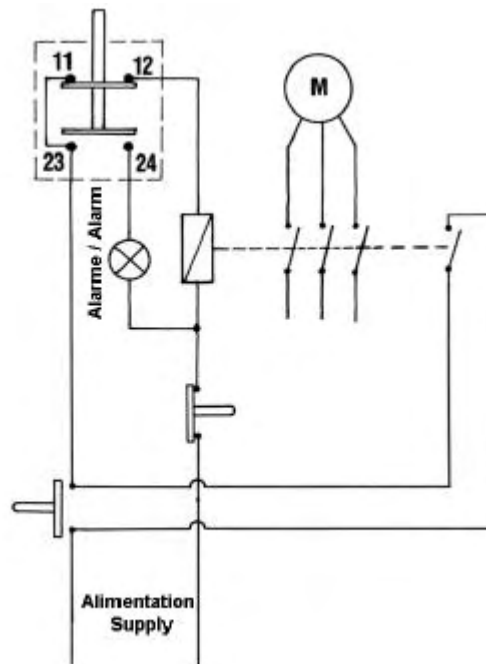
- un support rigide doit être prévu pour la fixation de l'interrupteur
- positionner l'interrupteur comme indiqué sur le croquis ci-dessous



Taille Size	Cote X Dimension X
0	0,3
1	0,3
2	0,5
3	0,5
4	0,8
5	0,8

## Installation and connection

- a rigid support must be included for fixing the switch
- position the switch as indicated on the sketch below



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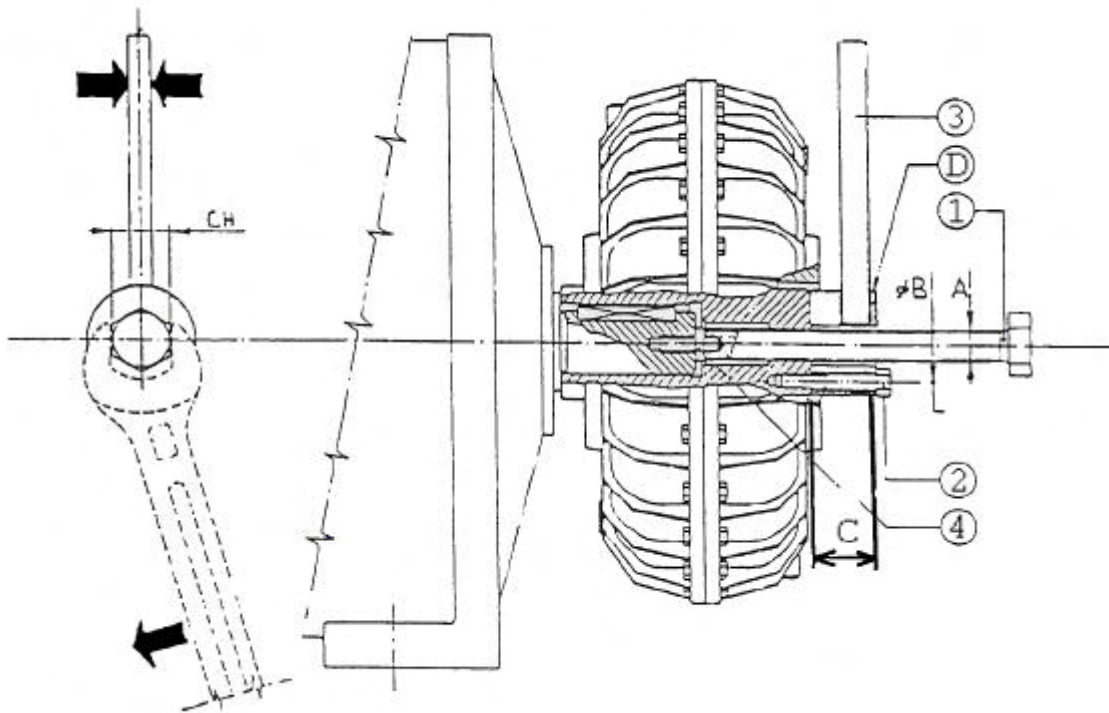
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TRANSMISSION

# HYDRAULIC CLUTCH COFLUID

## DISMOUNTING DEVICE

TECHNICAL DATA SHEET  
84007 - 1/1 - 09/97 FICHE  
TECHNIQUE



### General characteristics

Sizes	Clutch types	Dimensions (mm)					Composition			
		A	Ø B	Nber	C	D	1	2	3	4
M 24	25 - 30 - 40 50 - 55	M 24	40	2	36	Ø ext 70	Extracting screw M 24	Screw M 8 - 50	Arm Ø 20 x 500	Ring Ø 20
M 30	60 - 65	M 30	45	2	46	Ø ext 80	Extracting screw 30	Screw M 8 - 60	Arm Ø 20 x 500	Ring Ø 25

### Dismounting the clutch

For an easy and quick dismounting, follow the instructions :

- Fix the extractor with screws (2)
- Screw the extracting screw (1) until engine shaft.
- Hold the arm (3) and continue screwing until clutch extraction.

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TRANSMISSION

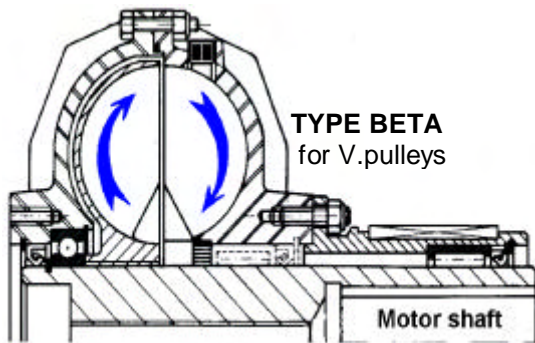
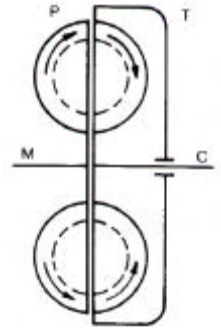


## Function

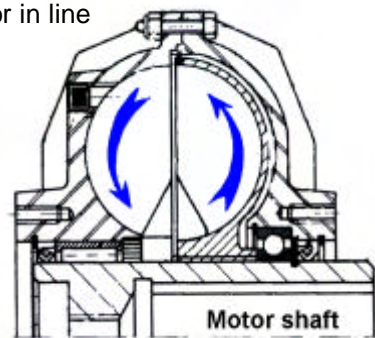
The hydraulic clutch COFLUID is a transmission mechanism working with oil, designed and realised to allow gradual startings without shock, without overcoating the motor, with a consequent decrease in current input, especially in the starting phase. The drawing shows the working of the hydraulic clutch. It is made up of two impellers with opposite frontal hydrofoils, which form the pump-turbine circuit. Inside the clutch, in the pump-turbine circuit, there is some suitable oil, used as a transmission medium.

During its starting the driving impeller P speeds the oil towards the driven impellers T with a continuous rotary motion, this making it rotate too.

Owing to the centrifugal force, the oil contained inside forms a transmission ring, which gives controlled slip at operating speeds.



**TYPE ALPHA**  
for in line



## Temperature and seals of the clutch

The maximum temperature must be less than 120°C. From sizes 10 to 40, the clutches are made with NBR seals (max. temperature 120°C). From the size 50 to 95, the clutches are made with VITON seals (max. temperature 180°C)

## Adjustment of the oil level

Clutches are supplied with a oil level 45°. Do not go less than 30°.

The reduction of oil quantity allows :

- a longer and gradual start
- an higher slip during the working
- a small absorption of power during the starting phase
- a better parts protection in case of overload

The increase of oil quantity allows

- a quicker starting
- a smaller slip during the working
- an higher absorption of power during the acceleration phase
- harder work of the transmission components

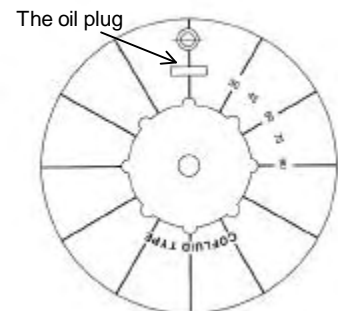
Filling ↓	Size of clutch															
	10	20	25	30	40	50	55	60	65	70	75	80	85	90	95	
30°	litres	0,64	1,23	2,1	2,6	0,9	5,2	8,0	9,3	14,5	13,1	21	34	55	96	150
	kg	0,56	1,08	1,85	2,3	3	4,6	7	8,2	12,7	11,5	18,3	30	48	84	131
45°	litres	0,57	1,14	1,94	2,4	3,2	4,8	7,5	8,7	13,7	12,5	20	32	51	87	137
	kg	0,5	1	1,7	2,1	2,8	4,2	6,6	7,6	12	11	17,4	28	45	76	120
60°	litres	0,51	0,97	1,7	2,1	2,8	4,2	6,5	7,4	11,4	11,4	17	30	46	80	120
	kg	0,45	0,85	1,5	1,85	2,5	3,7	5,7	6,5	10	10	15	26	40	70	105
75°	litres	0,45	0,85	1,54	1,7	2,1	3,4	5,7	6,1	10	9,2	16	25	42	63	108
	kg	0,4	0,75	1,35	1,5	1,9	3	5	5,4	8,7	8,1	14	22	37	55	95
90°	litres	0,36	0,68	1,25	1,48	2,0	2,9	4,5	5,1	7,7	8	12	21	32	55	83
	kg	0,32	0,6	1,1	1,3	1,8	2,6	4	4,5	6,8	7	10,6	18,5	28	48	72,5

## Example of the filling at 30°

- 1/ Remove the oil plug which is accessible on the clutch (high position)
- 2/ Rotate the clutch until the 30° notch is positional on the vertical. (high position)
- 3/ Carry out the clutch filling until the oils pours out from the hole
- 4/ Reassemble the plug on the clutch

## Oil change

The first oil change must be done after 400 hours running out and later every 4000 hours. Install the clutch in vertical position. Remove the plug completely. Rotate the clutch so the hole is at the lower position and let the oil pour out.



opposite face at the pulley

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**COLMANT CUVELIER**  
TRANSMISSION

# HYDRAULIC CLUTCH "COFLUID"

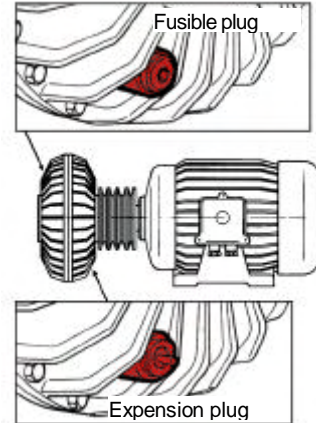
TECHNICAL DATA SHEET  
84008 - 2/2 - 12/97

## Security system

**Fusible plug** : - 3 possibilities : white : 120°C - red (standard): 145°C - green : 180°C  
 - installed on opposite motor side  
 - a basin to collect the hot oil and a automatic brake

### Fusible plug and expansion plug :

- 3 possibilities of expansion plug : white : 120°C - red (standard): 145°C - green : 180°C
- double security :
  - first with the expansion plug (motor side)
  - second with the fusible plug in case of the expansion plug doesn't work.
- The expansion plug temperatur must be less than the fusible plug temperature.
- Required:
  - contact breaker with the expansion plug
  - a basin to collect the hot oil
  - automatic brake



## Selection of the clutch size following electric motor

Motor Type	Motor shaft Length		8 poles 750 rpm			6 poles 1000 rpm			4 poles 1500 rpm			2 poles 3000 rpm			
	Æ	1500tr/mn	3000tr/mn	HP	kW	Size	HP	kW	Size	HP	kW	Size	HP	kW	Size
71	14	30	30	-	-	-	0,33	0,25	10	0,5	0,37	10	0,75	0,55	10
80	19	40	40	0,33	0,25	10	0,5	0,37	10	0,75	0,55	10	1	0,75	10
80	19	40	40	-	-	-	0,75	0,55	10	1	0,75	10	1,5	1,1	10
90	24	50	50	0,75	0,55	20	1	0,75	10	1,5	1,1	10	2	1,5	10
90	24	50	50	-	-	-	1,5	1,1	20	2	1,5	10	3	2,2	10
100	28	60	60	1	0,75	20	2	1,5	20	3	2,2	20	4	3	10
100	28	60	60	1,5	1,1	25	-	-	-	4	3	20	-	-	-
112	28	60	60	2	1,5	25	3	2,2	25	5,5	4	20	5,5	4	20
132	38	80	80	3	2,2	30	4	3	30	7,5	5,5	25	7,5	5,5	20
132	38	80	80	4	3	30	5,5	4	30	10	7,5	30	10	7,5	20
132	38	80	-	-	-	-	7,5	5,5	30	-	-	-	15	11	20
160	42	110	110	5,5	4	40	10	7,5	40	15	11	30	15	11	25
160	42	110	110	7,5	5,5	50	15	11	50	20	15	30 (40)	20	15	25
160	42	110	110	10	7,5	55	-	-	-	-	-	-	25	18,5	25 (30)
180	48	110	110	15	11	55	20	15	55	25	18,5	40	30	22	30
180	48	110	-	-	-	-	-	-	-	30	22	40	-	-	-
200	55	110	110	20	15	60	25	18,5	55	40	30	50	40	30	40
200	55	110	110	-	-	-	30	22	55	-	-	-	50	37	40
225	55	110	110	-	-	-	-	-	-	-	-	-	60	45	40
225	60	140	-	25	18,5	65	40	30	60	50	37	50 (55)	-	-	-
225	60	140	-	30	22	65	-	-	-	60	45	55	-	-	-
250	60	-	140	-	-	-	-	-	-	-	-	-	75	55	40 (50)
250	65	140	-	40	30	65	50	37	65	75	55	55	-	-	-
280	65	-	140	-	-	-	-	-	-	-	-	-	100	75	50
280	65	-	140	-	-	-	-	-	-	-	-	-	125	90	50
280	75	140	-	50	37	70	60	45	65	100	75	60	-	-	-
280	75	140	-	60	45	75	75	55	75	125	90	60	-	-	-
315	65	-	140	-	-	-	-	-	-	-	-	-	150	110	55
315	65	-	140	-	-	-	-	-	-	-	-	-	180	132	55
315	70	-	140	-	-	-	-	-	-	-	-	-	220	160	60
315	70	-	140	-	-	-	-	-	-	-	-	-	270	200	65
315	80	170	-	75	55	75	100	75	75	150	110	65	-	-	-
315	80	170	-	100	75	80	125	90	75	175	132	65 (70)	-	-	-
315	90	170	-	125	90	80	150	110	80	220	160	70	-	-	-
315	90	170	-	150	110	85	-	-	-	270	200	75	-	-	-
355	90	170	-	180	132	85	-	-	-	-	-	-	-	-	-
355	90	170	-	-	-	-	180	132	85	-	-	-	-	-	-
355	90	170	-	-	-	-	220	160	85	-	-	-	-	-	-
400	100	170	-	-	-	-	270	200	85	-	-	-	-	-	-
400	100	170	-	-	-	-	-	-	-	340	255	80	-	-	-
400	100	170	-	-	-	-	-	-	-	430	322	80	-	-	-
NON STANDARD MOTOR				-	-	-	-	-	-	500	365	85	-	-	-
				-	-	-	-	-	-	600	450	85	-	-	-
				-	-	-	-	-	-	700	525	85	-	-	-
				270	200	90	-	-	-	-	-	-	-	-	-
				500	365	95	-	-	-	-	-	-	-	-	-
				-	-	-	500	365	90	-	-	-	-	-	-
				-	-	-	1000	730	95	-	-	-	-	-	-

★ Note : For power absorbed by the apparatus more than 80% of the motor power, use the clutch size in brackets.

The hydraulic clutches are usually used in single cage motor, strong and less expensive with modifications. They can also be installed on the machine with a minimal speed of 750 rpm/mn

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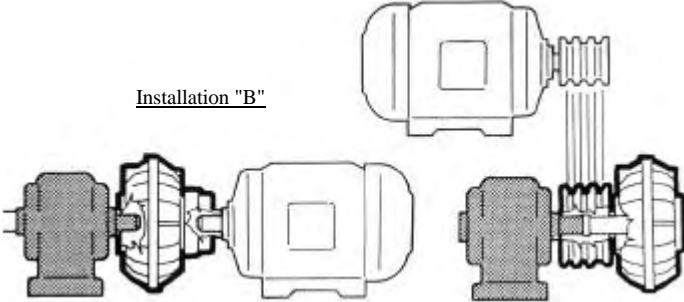
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# HYDRAULIC CLUTCH "COFLUID"

TECHNICAL DATA SHEET  
84009 - 1/1 - 06/98 FICHE  
TECHNIQUE

## DEFAULTS IN USE AND REMEDIES

<p><b>The clutch is heating up and the fuse cap is too often working</b></p>	<ul style="list-style-type: none"> <li>- The cooling down is not sufficient due to the lack of air flow.</li> <li>- The cooling ventilation on the protection device are out of order or they rotate the wrong way.</li> <li>- The surrounding temperature is too high because there are some heat sources near the clutch.</li> <li>- The driven machine is overloaded.</li> <li>- There is not enough oil in the coupling.</li> <li>- The clutch is leaking.</li> <li>- Starts are too frequent or too long.</li> <li>- The clutch is undersized.</li> </ul>
<p><b>The driven machine does not reach its full speed.</b></p>	<ul style="list-style-type: none"> <li>- There is not enough oil in the clutch.</li> <li>- The clutch is leaking.</li> <li>- The driven machine is overloaded.</li> <li>- The engine is not powerful enough.</li> <li>- The surrounding temperature is too low.</li> <li>- The oil is too thick.</li> <li>- The incoming speed is too low.</li> <li>- The clutch is undersized.</li> </ul>
<p><b>The starting is too long</b></p>	<ul style="list-style-type: none"> <li>- There is not enough oil.</li> <li>- The clutch is leaking.</li> <li>- The driven machine is overloaded.</li> <li>- The engine is not powerful enough.</li> <li>- The surrounding temperature is too low.</li> <li>- The oil is too thick</li> <li>- The clutch is undersized.</li> </ul>
<p><b>The starting is too quick</b></p>	<ul style="list-style-type: none"> <li>- There is too much oil in the clutch.</li> <li>- The clutch is undersized..</li> </ul>
<p><b>The clutch is leaking</b></p> <p style="text-align: center;"><u>Installation "B"</u></p> 	<ul style="list-style-type: none"> <li>- The protection of the fuse stopper has melted.</li> <li>- The feeling caps are not tight or the waterproofness washers are damaged.</li> <li>- The waterproofness joints have been damaged by overpressure inside the clutch.</li> <li>- The waterproofness washers are worn or their waterproofness is affected by foreign bodies inside the washer.</li> <li>- In « B » installation the waterproofness washers are leaking oil during acceleration due to centrifugal force effect. Use washers with reinforced springs or made in Viton.</li> <li>- The waterproofness joints are not appropriate.</li> <li>- The screws of the clutch ring are not properly tightened.</li> <li>- The clutch's shells are broken or cracked due to shocks or internal overpressure.</li> </ul>
<p><b>The clutch is vibrating or making noise.</b></p>	<ul style="list-style-type: none"> <li>- The organs coupled with the clutch are misaligned or rotate out of their shaft.</li> <li>- The fixing screw ahead of the clutch is unscrewed or not properly tightened.</li> <li>- The fixing screw ahead of the clutch is excentered or it does not bear its ring with centring diameter.</li> <li>- The fixing of the clutch on the shaft is too loose.</li> <li>- The transmission belts are too tight or too loose.</li> <li>- The driven parts or the clutch are unbalanced.</li> <li>- The clutch or the pulley are unbalanced.</li> <li>- Unbalanced parts have been added to the clutch or some parts of the clutch have been removed.</li> <li>- Whirlwinds are forming inside the clutch.</li> <li>- There are interferences between the rotating parts and the fixed parts.</li> <li>- The bearings are damaged due to lack of lubrication.</li> </ul>

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# HYDRAULIC CLUTCH "COFLUID"

## RECOMMENDED OILS

TECHNICAL DATA SHEET  
84010 - 1/1 - 06/98 FICHE  
TECHNIQUE

Very fluid oils, viscosity from 21 to 22 CST, for common applications.  
Temperature of use over -20°C

Oil brand		BP	CASTROL	ESSO	MOBIL	OLEOTECNIC A	SHELL
Type of oil		ENERGOL HPL 22	HYSPIN AWS 22	NUTO H 22	DTE 22	MOVO H 22	TELLUS OIL 22
Viscosity	ISO VG	22	22	22	22	22	22
	CST à 40°	21	22	21,01	22	22	22
	°ENGLER	2,3	2,3	2,3	2,3	2,3	2,3
Viscosity index		104	100	104	110	103	90
Density (Kg/dm <sup>3</sup> )		0,875	0,870	0,864	-	0,880	0,871
Slipping	°F	-22	-22	-31	-16,6	-43,6	-22
	°C	-30	-30	-35	-27	-42	-30
Infammability	°F	377,6	410	399,2	-	365	356
	°C	192	210	204	-	185	180

Oil with viscosity from 46 to 48 CST and more lubricating quality.  
Continuous use (over 5 days in a row).  
Temperature of use over -15°C.

Oil brand		BP	CASTROL	ESSO	MOBIL	OLEOTECNIC A	SHELL
Type of oil		BARTRAN HW 46	HYSPIN AWH 46	INVAROL EP 46	DTE 15	MOVO HVI 46	TELLUS T 46
Viscosity	ISO VG	46	46	46	46	46	46
	CST à 40°	46	46	48	46	46	46
	°ENGLER	4	4	4	4	4	4
Viscosity index		152	150	167	155	155	185
Density (Kg/dm <sup>3</sup> )		0,882	0,875	0,867	0,880	0,875	0,875
Slipping	°F	-33	-38	-33	-38	-36	-44
	°C	-36	-39	-36	-39	-38	-42
Infammability	°F	431	410	437	374	374	365
	°C	222	210	225	190	190	185

Oil with high viscosity index et accepting better temperature variations.  
Temperature of use over -40°C.

Oil brand		ESSO	OLEOTECNIC A
Type of oil		INVAROL EP 22	MOVO HVI 22
Viscosity	ISO VG	22	22
	CST à 40°	20,75	22
	°ENGLER	2,3	2,3
Viscosity index		167	184
Density (Kg/dm <sup>3</sup> )		0,888	0,880
Slipping	°F	-45,4	-52,6
	°C	-43	-47
Infammability	°F	302	419
	°C	150	215

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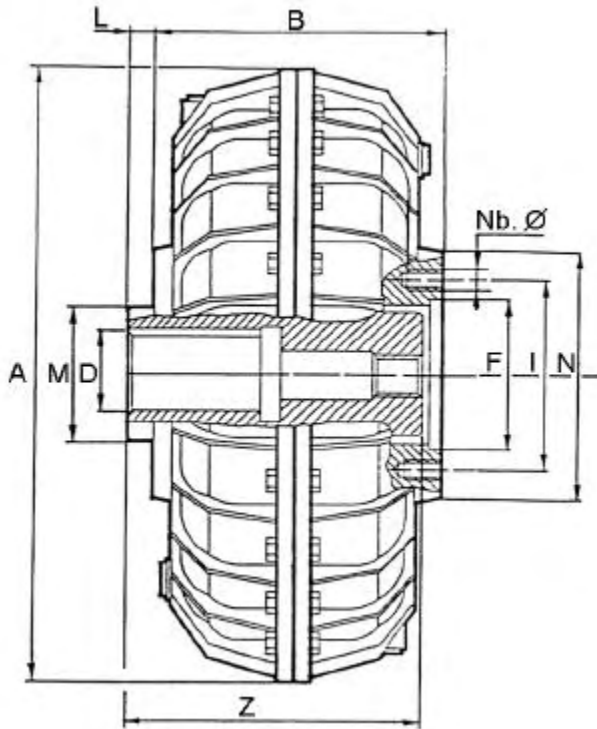
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# HYDRAULIC CLUTCH COFLUID TYPE ALPHA

TECHNICAL DATA SHEET  
84011 - 1/1 - 06/98  
FICHE TECHNIQUE

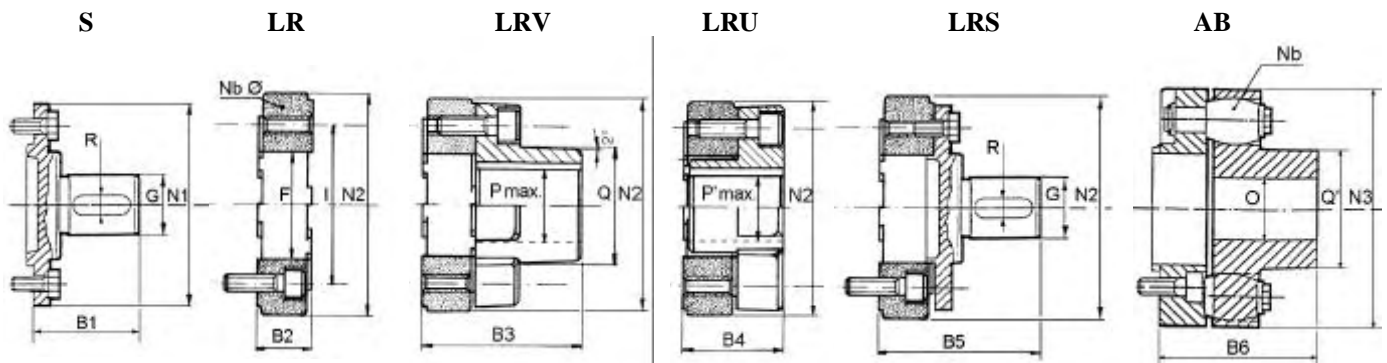
## DIMENSIONS



### Naked clutch : type "K"

Size	Type	A	B	D	F	I	L	M	N	Nb	Ø	Z	kg
10	K1	192	88	14-19-24	47	60	10	35	75	6	M6	94	4
	K3	192	88	28	47	60	28	40	75	6	M6	114	4
20	K1	230	115	19-24-28	62	78	10	40	94	6	M8	120	6
	K3	230	115	38	52	78	20	53	94	6	M8	130	6
25	K2	258	126	28-38-42	75	100	14	60	116	8	M8	137	10,4
30	K1	290	150	28-38-42	75	100	12	55	114	8	M8	157,5	13,2
	K3	290	150	48	72	100	40	60	114	8	M8	185,5	13,2
40	K1	338	183	38-42-48-55	100	125	15	70	145	8	M10	194	22
	K2	338	183	60	90	125	15	80	145	8	M10	193	22
50	K2	430	154	42-48-55-60-65	110	140	25	85	165	8	M10	176,5	30
55	K2	430	196	48-55-60-65	110	140	15	85	165	8	M10	208,5	40
	K3	430	196	75	110	140	14	100	165	8	M10	207,5	40
60	K2	520	172	60-65-75	125	160	20	110	185	8	M10	192	46
65	K2	520	220	60-65-75-80	125	160	20	110	185	8	M10	240	66
70	K2	620	190	75-80-90	150	195	50	128	225	8	M12	234	80
75	K2	620	240	75-80-90	150	195	20	128	225	8	M12	254	115
	K3	620	240	100	150	195	35	128	225	8	M12	269	115
80	K2	800	226	90-100	160	230	44	160	270	8	M14	264	173
85	K2	800	300	100-110-125	160	230	40	160	270	8	M14	334	232
90	K2	980	348	110-125	445	506	20	170	550	16	M20	279	345
95	K2	980	466	110-125	445	506	13	-	550	16	M20	420	495
95	3P	980	777	140-160-180	445	506	20	-	550	16	M20	738	820

### Accessories for clutch Alpha



Taille	B1	B2	B3	B4	B5	B6	N1	N2	N3	R	G	I	Nb	Nr	Ø	P	P'	O	Q	Q'
10	35	20	50	30	55	-	75	84	-	6	19	60	-	3	M8	28	28	-	45	-
20	44	24	69	47	68	-	94	104	-	8	24	78	-	3	M8	38	32	-	56	-
25	63	30	85	60	93	-	114	129	-	10	38	100	-	4	M10	48	48	-	72	-
30	63	30	85	60	93	-	114	129	-	10	38	100	-	4	M10	48	48	-	72	-
40	76	36	96	66	112	-	145	159	-	14	48	125	-	4	M12	60	60	-	95	-
50	92	40	110	75	132	-	165	176	-	16	55	140	-	4	M14	70	70	-	110	-
55	92	40	110	75	132	-	165	176	-	16	55	140	-	4	M14	70	70	-	110	-
60	110	44	124	84	154	-	185	197	-	18	60	160	-	4	M14	80	80	-	125	-
65	110	44	124	84	154	-	185	197	-	18	60	160	-	4	M14	80	80	-	125	-
70	122	50	140	96	172	-	225	237	-	20	70	195	-	4	M16	100	100	-	150	-
75	122	50	140	96	172	-	225	237	-	20	70	195	-	4	M16	100	100	-	150	-
80	145	-	-	-	-	196	270	-	330	22	80	-	8	-	-	-	-	110	-	170
85	145	-	-	-	-	196	270	-	330	22	80	-	8	-	-	-	-	110	-	170
90	200	-	-	-	-	278	550	-	500	28	110	-	8	-	-	-	-	160	-	260
95	220	-	-	-	-	348	550	-	550	32	160	-	14	-	-	-	-	180	-	290
95(3P)	220	-	-	-	-	318	550	-	550	32	160	-	14	-	-	-	-	180	-	290

COLMANT CUVELIER S.A.

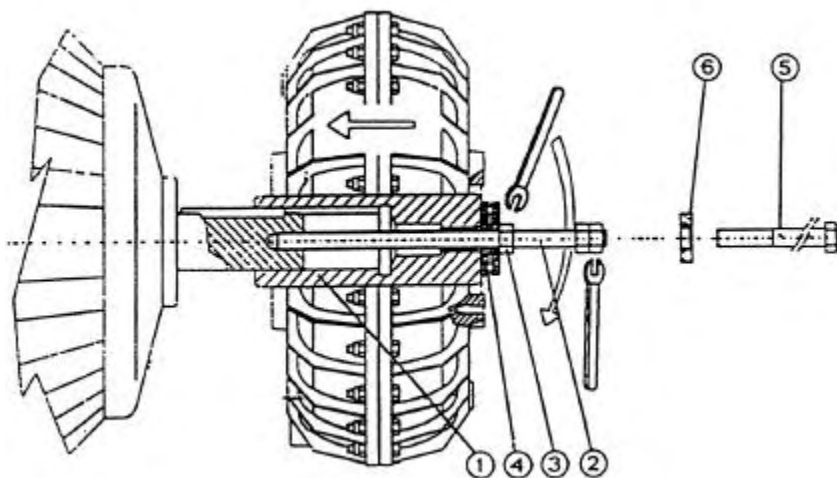
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COLMANT CUVELIER  
TRANSMISSION

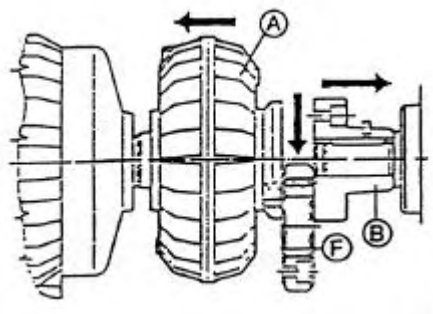
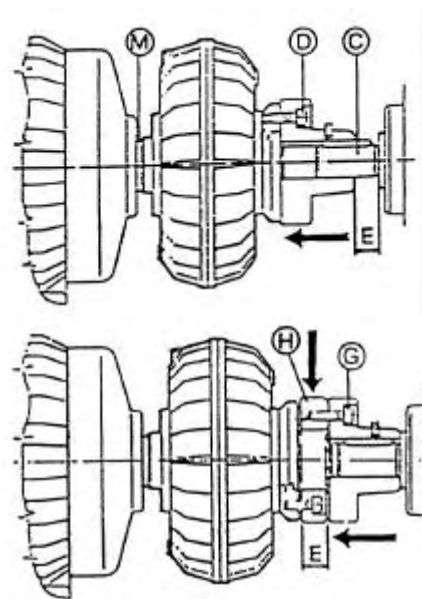
### MOUNTING THE CLUTCH

- Grease all the surface of the engine shaft and the inner shaft of the clutch (1) preferably with a pressure resistant grease.
- Engage the clutch on the engine shaft acting on the coupling's shaft (1) in order to avoid axial efforts on bearings.
- Fix on the engine shaft a threaded rod (2) on which will come the mounting nut (3) leaning, if necessary, on a thrust bearing (4).
- Tight the mounting nut in order that the extremity of clutch shaft (1) thrusts the shoulder of the engine shaft.
- Block with the screw (5) and the ring (6).



### MOUNTING THE CLUTCH

- Mount the clutch (A) on the engine (M).
- Mount the sleeve (B) on the shaft to be driven (C).
- Make sure that shaft (C) and clutch (A) are coaxial.  
(The concentricity is insured when it is possible to mount the sleeve (B) directly on the clutch)
- Make sure that the space (E) between the sleeve (B) and the shaft shoulder (C) squares with the thickness of the elastic element (F).
- Shift the sleeve (B), set the elastic element (F) and block with



screws.

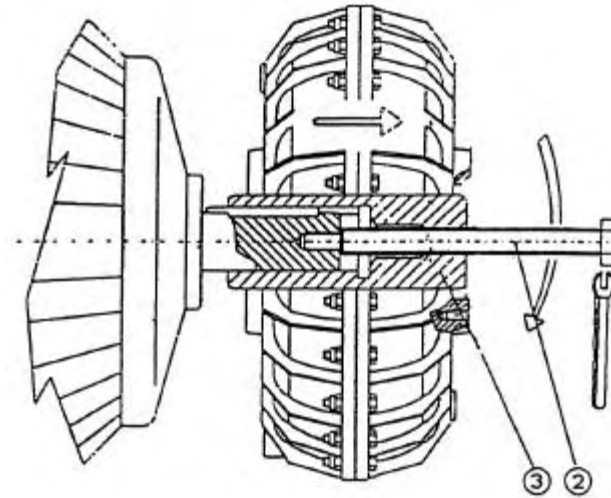
# HYDRAULIC CLUTCH "COFLUID"

## DISMOUNTING INSTRUCTIONS

TECHNICAL DATA SHEET  
84012 - 2/2 - 06/98 FICHE  
TECHNIQUE

### DISMOUNTING THE CLUTCH WITH EXTRACTING SCREWS "VE"

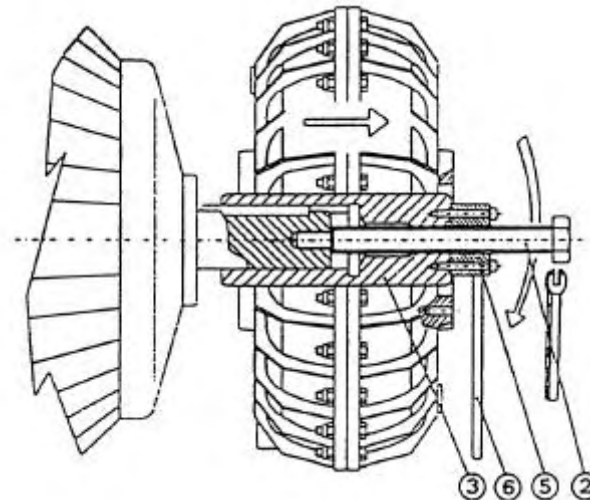
- Dismount the blocking screw of the clutch (3) at the shaft's end.
- Make sure that the engine shaft is blocked in rotation.
- Screw the dismantling screw (2) in the threaded hole at the end of clutch's shaft (3).



Taille clutch	Type "VE"
20	M14/M16/M20
25	M24
30	M24
40	M24
50	M24
55	M24/M30
60	M30
65	M30
70	M36
75	M36
80	M36
85	M36
90	M36
95	M36

### DISMOUNTING THE CLUTCH WITH EXTRACTING SYSTEM "SE"

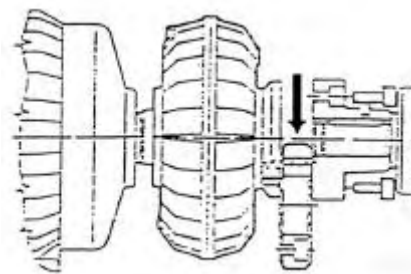
- Dismount the blocking screw of the clutch (3) at shaft's end.
- Mount the bush (5) at the clutch shaft's end (3) with two fixing screws in order to block the engine shaft.
- Screw the dismantling screw (2) in the threaded hole at the clutch shaft's end (3).



Taille clutch	Type "SE"
30	M24
40	M24
50	M24
55	M24/M30
60	M30
65	M30
70	M36
75	M36
80	M36
85	M36
90	M36
95	M36

### DISMOUNTING THE ELASTIC ELEMENT OF THE CLUTCH.

This type of combination allows to replace the elastic element without dismantling the transmission components.



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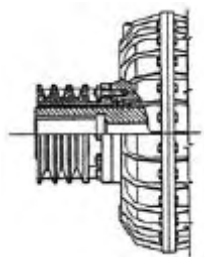
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TRANSMISSION

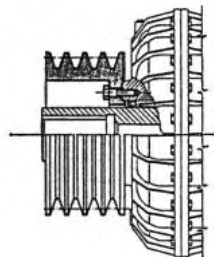
# HYDRAULIC KUPPLUNG "COFLUID" TYPE BETA

## DIMENSIONAL FEATURES

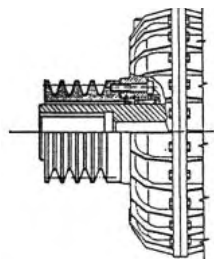
FICHE TECHNIQUE  
84019 - 1/4- 09/99  
TECHNICAL DATA SHEET



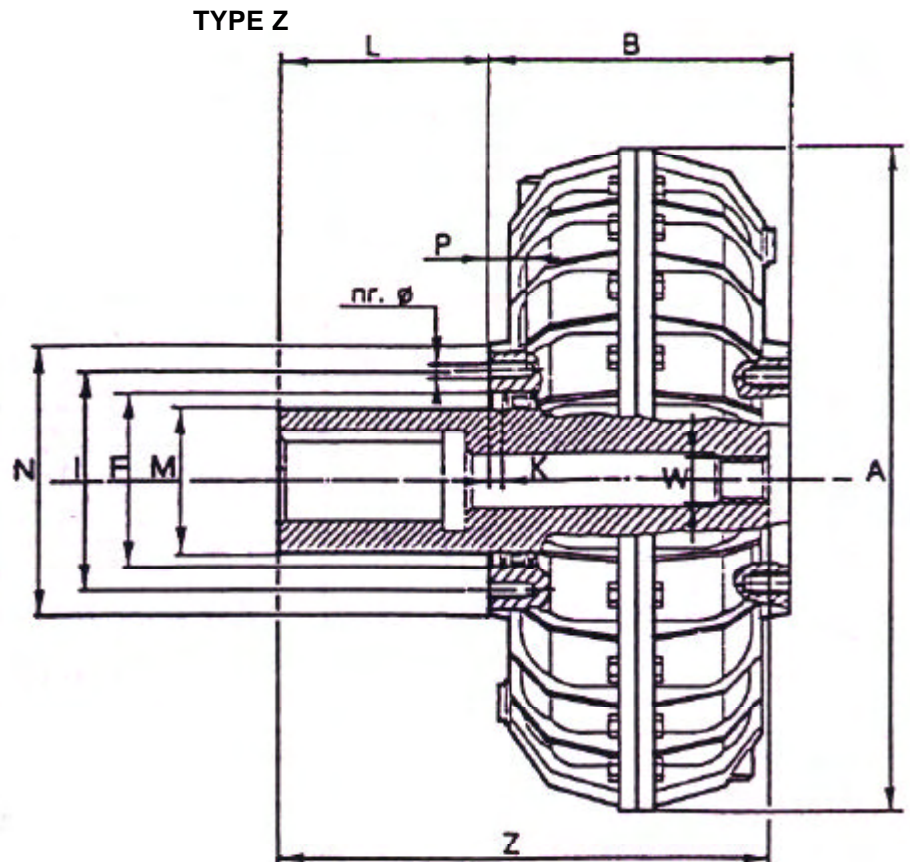
Assembly F



Assembly T



Variable assembly I  
for small pulley



Size	Type	D	A	B	F H7	K	I	L	M	N	nr. Ø	P	W	Z	Mass (kg)*	
10	Z...45	14-19-24	192	88	47	4	60	45	35	75	6-M6	12	Ø 8.5	131	4.1	
	Z...55	14-19-24			47			55	35					141	4.2	
	Z...56	28			52			68	40					142	4.2	
20	Z...55	19-24-28	230	115	62	4	78	55	45	94	6-M8	16	M14	165	6.1	
	Z...70	19-24-28						70	45				M14	180	6.2	
	Z...69	38						69	53				M16	179	6.2	
25	Z...68	28-38-42	258	126	75	4	100	68	60	116	8-M8	14	M24	191	10.5	
	Z...88							88						60	211	10.8
	Z...108							108						60	231	11
30	Z...68	28-38-42	290	150	75	4	100	68	60	114	8-M8	16	M24	213.5	13.6	
	Z...88							88						60	233.5	13.8
	Z...112							112						60	257.5	14
40	Z...90	38-42-48-55	338	183	100	4	125	90	80	145	8-M10	22	M24	268	23	
	Z...118	42-48-55-60						118						80	296	23.5
50	Z...90	42-48-55-60	430	154	110	4.5	140	90	85	165	8-M10	22	M24	241.5	32.5	
	Z...120							120						85	271.5	33.5
55	Z...120	48-55-60-65	430	196	110	4.5	140	120	85	165	8-M10	22	M24	313.5	42	
	Z...155	45-55-60-65						155						85	348.5	43
60	Z...130	60-65-75-80	520	172	125	8	160	130	110	185	8-M10	22	M30	302	50	
65	Z...170	65-75-80-85	520	220	125	8	160	170	110	185	8-M10	22	M30	390	72	
70	Z...150	75-80-90	620	220	150	4	195	150	128	225	8-M12	30	M36	359	100	
75	Z...190	75-80-90	620	270	150	4	195	190	128	225	8-M12	30	M36	449	135	

\* with oil of filling 45° without accessory

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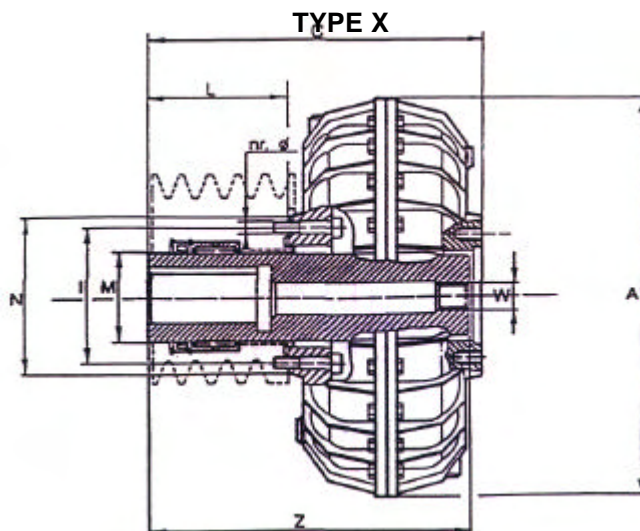




# HYDRAULIC KUPPLUNG "COFLUID" TYPE BETA

## DIMENSIONAL FEATURES

FICHE TECHNIQUE  
**84019 - 2/4- 09/99**  
 TECHNICAL DATA SHEET



Size	Type	D	A	C	I	L	M	N	Nr. Ø	W	Z	Mass (kg)*	
20	X 103	28-38-42	230	218	78	103	55	94	6-M8	M20	213	7	
25	X 88	28-38-42	258	214	100	88	60	116	8-M8	M24	211	10.8	
	X 108			234		108					231	11	
30	X 80	48-55	290	230	100	80	70	115	8-M8	M24	225	13	
	X 88	28-38-42		238		88					60	233	13.8
	X 112	28-38-42		262		112					60	257	14
	X 114	48		264		114					65	259	13.5
	X 135	42-48-55		285		135					70	280	15
40	X 90	38-42-48-55	338	273	125	90	80	145	8-M8	M24	268	23	
	X 118	42-48-55-60		301		118					295	23.5	
	X 142	42-48-55-60		325		142					320	24	
50	X 90	42-48-55-60	430	244	140	90	85	165	8-M10	M24	241	32.5	
	X 120			274		120					271	33.5	
	X 155			309		155					306	34.5	
	X 180			334		180					331	35.5	
55	X 90	48-55-60-65	430	236	140	90	85	165	8-M10	M24	283	41	
	X 120	48-55-60-65		316		120				85	M24	313	42
	X 155	48-55-60-65		351		155				85	M24	348	43
	X 160	75-80		296		160				105	M30	293	43
	X 200	48-55-60-65		396		200				85	M24	393	44
	X 230	75-80		426		230				105	M30	423	46
60	X 130	60-65-75-80	520	302	160	130	110	185	8-M10	M30	302	50	
	X 170	60-65-75-80		342		170					342	53	
	X 230	60-65-75-80		402		230					402	56	
65	X 130	65-75-80-85	520	350	160	130	110	185	8-M10	M30	350	69	
	X 170			390		170					390	72	
	X 220			440		220					440	76	
	X 255			475		255					475	79	
70	X 170	80-85-90	620	380	195	170	120+	225	8-M12	M36	369	105	
	X 200	80-85-90-100		410		200					399	108	
	X 220	80-85-90-100		440		230					429	111	
	X 275	80-85-90-100		485		275					474	115	
75	X 160	75-80-90	620	410	195	160	120+	225	8-M12	M36	399	130	
	X 210	80-85-90-100		460		210					449	135	
	X 230	80-85-90-100		490		230					479	138	
	X 275	80-85-90-100		535		275					524	141	
80	X 210	90-100	800	436	230	210	135	270	8-M14	M36	430	195	
85	X 230	100	800	530	230	230	135	270	8-M14	M36	524	260	
	X 255			555		255					140	549	270

+ for D = 100 : M = 135

\* with oil of filling 45° without accessory

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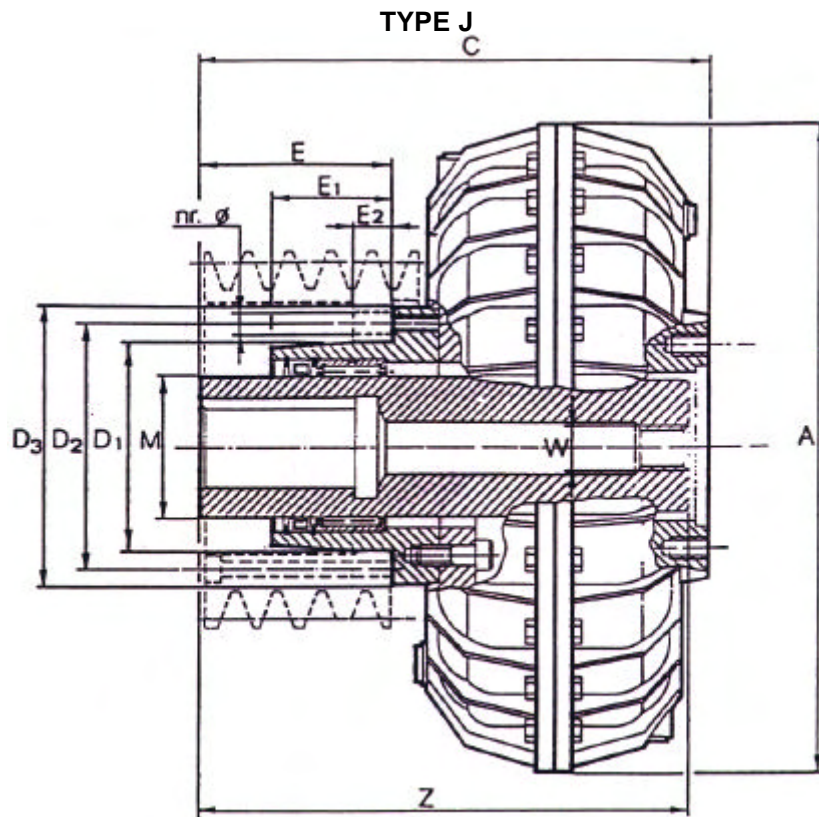
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# HYDRAULIC KUPPLUNG "COFLUID" TYPE BETA

## DIMENSIONAL FEATURES

FICHE TECHNIQUE  
**84019 - 3/4- 09/99**  
 TECHNICAL DATA SHEET



Size	Type	D	A	C	D1 H7	D2	D3	E	E1	M	nr. Ø	W	Z	Mass (kg)*				
20	J 70	19-24-28	230	185	60	75	92	70	12	45	6-M8	M14	180	6.5				
	J 103	28-38-42		218	75	90	104	85	32	55		M20	213	9				
25	J 88	28-38-42	258	214	85	100	114	70	45	60	8-M8	M24	211	13				
	J 108			234				90					231	13.5				
30	J 88	28-38-42	290	238	85	100	114	70	45	60	8-M8	M24	233.5	16				
	J 112	28-38-42		262				85					100	114	94	60	257.5	19
	J 135	42-48-55		285				96					114	128	117	70	280.5	20
40	J 90	38-42-48-55	338	273	112	130	145	89	60	80	8-M8	M24	268	26				
	J 118	42-48-55-60		301				117					141	296	29			
	J 142	42-48-55-60		325				160					320	31				
50	J 90	42-48-55-60	430	244	130	150	170	70	58	85	8-M10	M24	241.5	40				
	J 120			274				100					271.5	41				
	J 155			309				135					306.5	42				
	J 180			334				160					331.5	45				
55	J 120	48-55-60-65	430	316	130	150	170	100	58	85	8-M10	M24	313.5	50				
	J 155			351				135					348.5	52				
	J 200			396				180					393.5	55				
60	J 130	60-65-75-80	520	302	150	170	184	110	88	110	8-M10	M30	302	65				
	J 170			342				150					342	70				
	J 230			402				210					402	80				
65	J 170	65-75-80-85	520	390	150	170	184	150	88	110	8-M10	M30	390	88				
	J 220			440				200					440	94				
	J 255			475				235					475	100				
70	J 200	80-85-90-100	620	410	188	210	230	170	100	120 <sup>+</sup>	8-M12	M36	399	118				
	J 275			485				245					474	125				
75	J 230	80-85-90-100	620	490	188	210	230	200	100	120 <sup>+</sup>	8-M12	M36	479	154				
	J 275			535				245					524	160				

+ for D = 100 : M = 135

\* with oil of filling 45° without accessory

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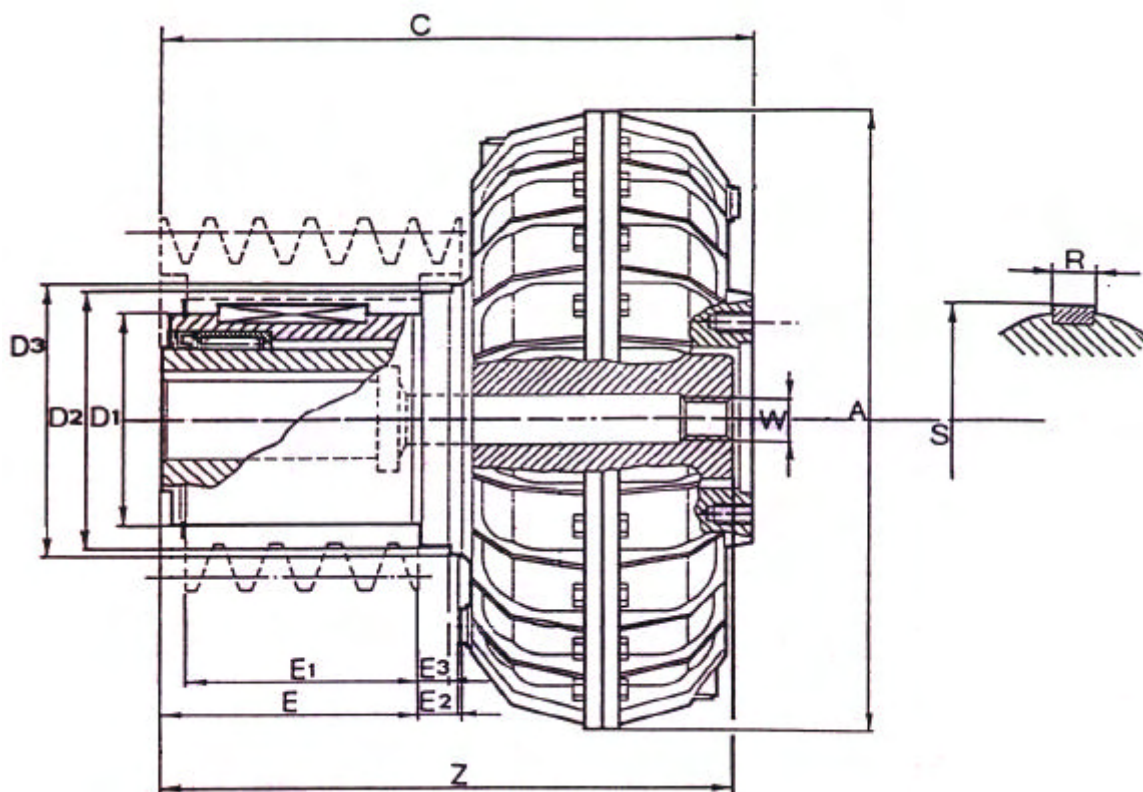


# HYDRAULIC KUPPLUNG "COFLUID" TYPE BETA

## DIMENSIONAL FEATURES

FICHE TECHNIQUE  
**84019 - 4/4 - 09/99**  
 TECHNICAL DATA SHEET

### TYPE H



Size	Type	D	A	C	D1 H7	D2	D3	E	E1	E2	E3	R	S	W	Z	Mass (kg)*
10	H 55	19-24-28	192	143	55	88	89	46	38	9	9	8	58.3	∅ 8.5	141	4.7
20	H 55	19-24-28	230	185	55	92	97	62	52	20	8	8	58.3	M14	180	6.9
	H 85	28-38-42		218	85	90	90	86	70	30	30	12	88.3	M20	213	9.3
25	H 85	28-38-42	258	234	85	114	114	84	72	24	24	12	88.3	M24	231	13.5
30	H 85	28-38-42	290	262	85	90		84	72	40	28	12	88.3	M24	257.5	16.7
	H 95	28-38-42-48		262	95	105	117	86	72	38	26	12	98.3		257.5	18
	H 110	42-48-55		285	110	117		116.5	105	30	30	16	114.3		280.5	20
40	H 110	42-48-55-60	338	301	110	145	145	124	112	21	21	16	114.3	M24	296	27.6
	H 125	48-55-60-65		325	125	138	138	134	120	32	32	18	129.4		320.5	31.3
50	H 125	48-55-60-65	430	334	110 125	159	170	153	140	39	27	16 18	114.3 129.4	M24	331.5	41.1 41.8
55	H 125	48-55-60-65	430	396	125	159	170	173	140	39	27	18	129.4	M24	393.5	52
	H 150	75-80		426	150					87	75	16	154.3	M30	441.5	60
60	H 150	60-65-75-80	520	408	150	179	188	203	190	33	27	16	154.3	M30	408	70
65	H 150	65-75-80-85	520	475	150	179	188	228	190	33	27	16	154.3	M30	475	93
	H 170			495	170					20	20	20	174.8		495	99
70	H 200	75-80-85-90	620	485	200	215	227	245	190	34	30	20	204.8	M36	474	125
75	H 200	80-85-90-100	620	535	200	215	227	245	190	34	30	20	204.8	M36	524	162

\* with oil of filling 45° without accessory

**COLMANT CUVELIER S.A.**

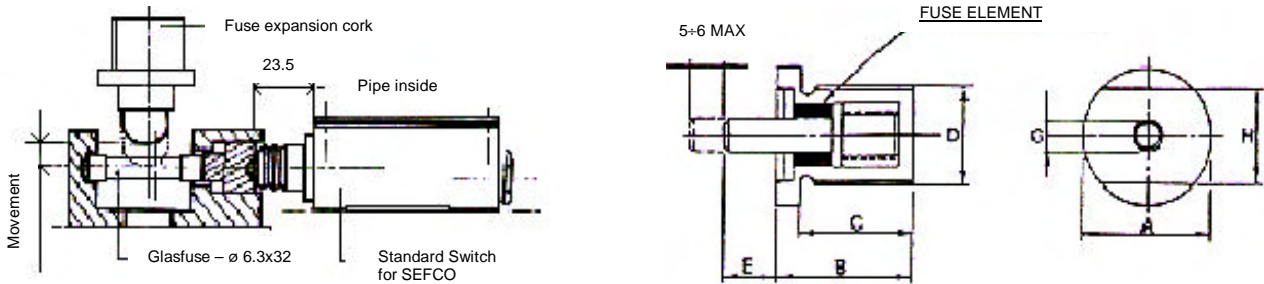
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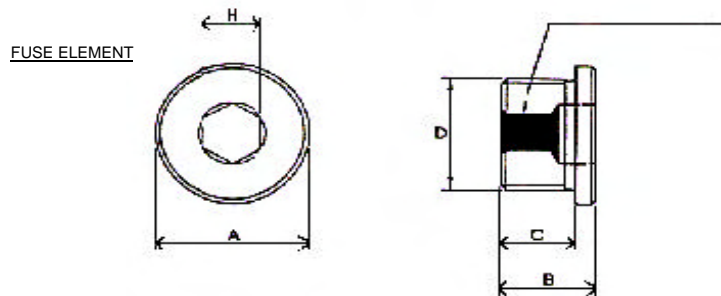


## FUSE CORK

### FUSE EXPANSION CORK UND SWITCH FOR SEFCO



Size COFLU ID	DIMENSIONS								TEMPERATURE AND COLOUR			Mass (kg)
	A	B	C	D	E	G	H	white	red	green		
10	18	19	16	¼ GAS	8	4	14	120°C	145°C	180°C	0.016	
20	18	19	16	¼ GAS	8	4	14	120°C	145°C	180°C	0.016	
25	18	19	16	¼ GAS	8	4	14	120°C	145°C	180°C	0.016	
30	18	19	16	¼ GAS	8	4	14	120°C	145°C	180°C	0.016	
40	18	19	16	¼ GAS	8	4	14	120°C	145°C	180°C	0.016	
50	26	19	15	½ GAS	8	4	19	120°C	145°C	180°C	0.048	
55	26	19	15	½ GAS	8	4	19	120°C	145°C	180°C	0.048	
60	26	19	15	½ GAS	8	4	19	120°C	145°C	180°C	0.048	
65	26	19	15	½ GAS	8	4	19	120°C	145°C	180°C	0.048	
70	26	19	15	½ GAS	8	4	19	120°C	145°C	180°C	0.048	
75	26	19	15	½ GAS	8	4	19	120°C	145°C	180°C	0.048	
80	26	19	15	½ GAS	8	4	19	120°C	145°C	180°C	0.048	
85	26	19	15	½ GAS	8	4	19	120°C	145°C	180°C	0.048	
90	32	20	16	¾ GAS	8	4	22	120°C	145°C	180°C	0.075	
95	32	20	16	¾ GAS	8	4	22	120°C	145°C	180°C	0.075	



### STANDARD FUSE CORK

Size COFLUID	DIMENSIONS					TEMPERATURE AND COLOUR			Mass (kg)
	A	B	C	D	H	white	red	green	
10	18	15	11	¼ GAS	6	120°C	145°C	180°C	0.016
20	18	15	11	¼ GAS	6	120°C	145°C	180°C	0.016
25	18	15	11	¼ GAS	6	120°C	145°C	180°C	0.016
30	18	15	11	¼ GAS	6	120°C	145°C	180°C	0.016
40	18	15	11	¼ GAS	6	120°C	145°C	180°C	0.016
50	26	19	15	½ GAS	10	120°C	145°C	180°C	0.048
55	26	19	15	½ GAS	10	120°C	145°C	180°C	0.048
60	26	19	15	½ GAS	10	120°C	145°C	180°C	0.048
65	26	19	15	½ GAS	10	120°C	145°C	180°C	0.048
70	26	19	15	½ GAS	10	120°C	145°C	180°C	0.048
75	26	19	15	½ GAS	10	120°C	145°C	180°C	0.048
80	26	19	15	½ GAS	10	120°C	145°C	180°C	0.048
85	26	19	15	½ GAS	10	120°C	145°C	180°C	0.048
90	32	20	16	¾ GAS	12	120°C	145°C	180°C	0.075
95	32	20	16	¾ GAS	12	120°C	145°C	180°C	0.075

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# Поставки промышленного оборудования

## Системы линейного перемещения:

- линейные подшипники
- линейные направляющие
- прецизионные валы
- линейные модули
- координатные столы
- системы позиционирования
- шариковинтовые передачи (ШВП),  
и роликвинтовые передачи (РВП),  
стандартизованные и по чертежам  
заказчика, опоры к ШВП и РВП
- линейные приводы и актуаторы
- электромеханические приводы

## Сборочные технологии:

- модульные системы профилей

## Прецизионное оборудование:

- шпиндели

## Промышленные вентиляторы:

- центробежные вентиляторы низкого,  
среднего и высокого давления
- осевые вентиляторы
- калориферы
- канальные вентиляторы
- вентиляторы отводного канала
- крышные вентиляторы
- бытовые вентиляторы

## Другая продукция:

- опорно-поворотные устройства
- шариковые опоры
- уплотнения, муфты, ремни, шкивы
- другая продукция промышленного  
назначения

**Поставщик на территории Российской Федерации  
и стран бывшего СНГ:**

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<http://www.promsnab.info>

<http://www.ventur-vent.ru>

[info@aketon.ru](mailto:info@aketon.ru)