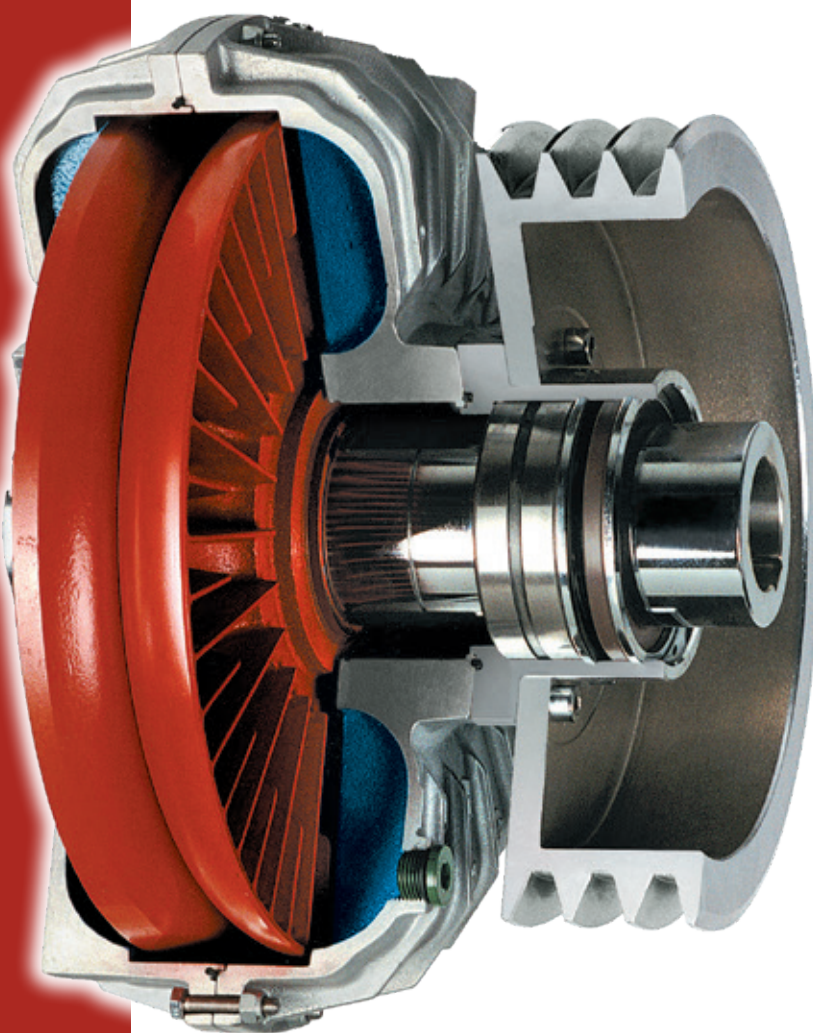




WESTCAR s.r.l.

ROTOFLUID

Fluid Couplings



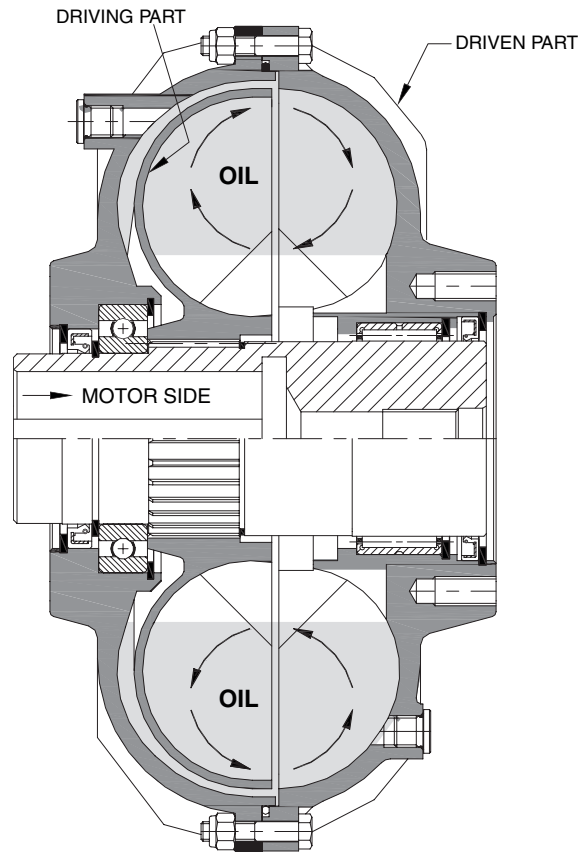


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ROTOFLUID fluid coupling is designed to provide your plant with optimum reliability and durability. It is fitted between the motor (drive) and machine (driven component).

ROTOFLUID fluid coupling comprises basically two impellers, with radial blades, opposed to each other, one connected to the motor shaft and the other to the input shaft of the Driven Equipment or Machine. ROTOFLUID fluid coupling acts like a centrifugal clutch, by driving an impeller, the oil passing from the blades to the driven part, which acts as a driven impeller, transmits the power to the Equipment or Machine.

The oil, which fills the fluid coupling, transfers the torque and also lubricates moving parts.

Fluid couplings are the easiest and cheapest way of creating a perfectly Flexible Drive Train, because no mechanical parts are necessary between the motor and the Equipment or Machine being driven. Without mechanical parts, there is practically no wear.

Losses in the fluid coupling become power losses according to the following formula:

$$S\% = \frac{n_m - n_u}{n_m} \times 100$$

where:

n_m = motor speed (rpm)

n_u = output speed from the fluid coupling (rpm)

The elasticity of the fluid coupling solves problems of power peaks between electric motors and driven machines.

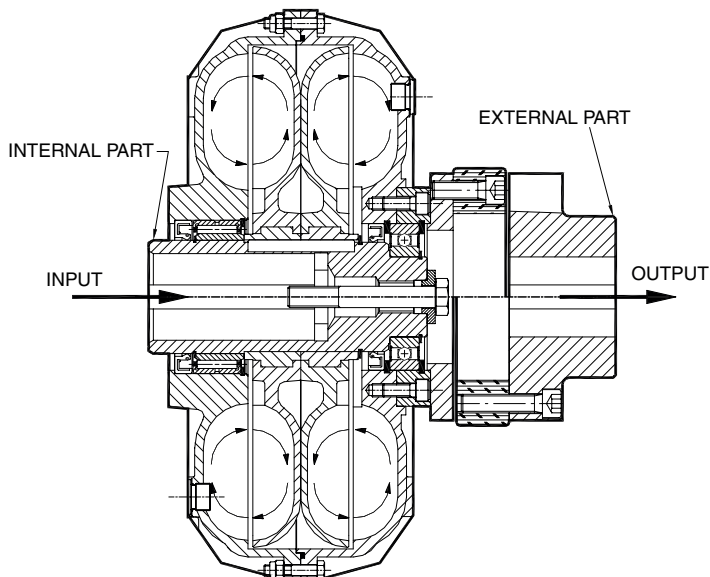
ADVANTAGES OF USING FLUID COUPLINGS

- easy start-up with gradual acceleration of the driven component
- automatic load speed adjustment on the basis of the synchronous speed of two or more motors
- the drive train is protected against overloads
- torsional vibrations are dampened
- the torque transmitted complies with pre-set values
- direct on-line start electric motors can be used, without star-delta starters or slip-ring motors with rheostat

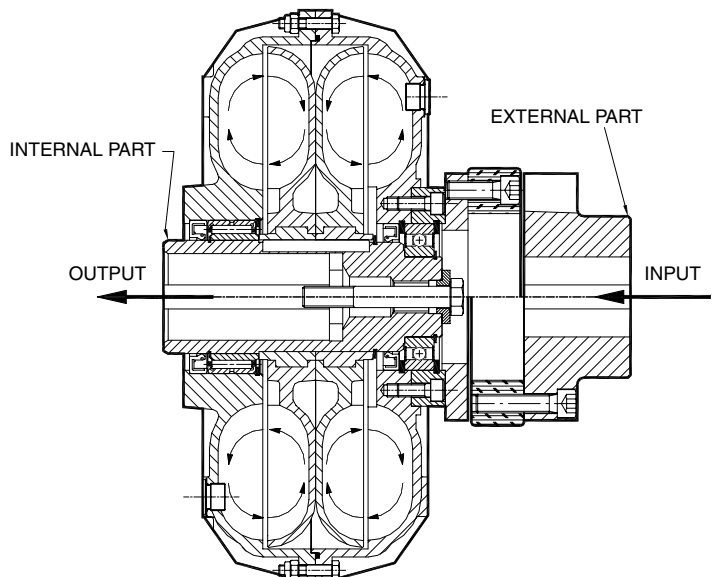
ADVANTAGES OF USING ROTOFLUID FLUID COUPLINGS

- a large range of accessories
- interchangeable accessories on the basic cell
- the dimensions of the shaft-pulley system are perfectly suited to the needs of the drive train
- all fluid couplings that utilise a belt drive are fitted with ball bearings to guarantee above-standard radial loads
- all the fluid couplings used for horizontal applications are fitted with an elastic flexible coupling, which gives the advantage to the user of being able to replace the flexible element, by removing it radially from the coupling, without either disturbing the Motor or the Driven Equipment or Machine.

STANDARD MOUNTING



REVERSE MOUNTING



ADVANTAGES OF STANDARD MOUNTING

In **STANDARD** assemblies, the fluid coupling is mounted with the inner part connected to the motor shaft.

This is common for couplings with pulleys and in line application, providing the following benefits:

- standardisation of bores in compliance with UNEL MEC motors
- during start-up motor is less loaded due the low inertia of the inner part, operating speed is reach with reduced current peak
- in inline applications, where a brake is required, disc/drum is mounted directly on the reduction gear shaft without increasing the axial length of the coupling
- in couplings with delay fill chambers, start-up is smoother because the oil pass from the delay fill chamber into the circuit due to centrifugal force reducing the pick torque
- flexible element mounted on the fluid coupling is less stressed, because the torque is transmitted by the fluid and not with a direct connection to the motor.

ADVANTAGES OF REVERSE MOUNTING

In a **REVERSE** assembly, the fluid coupling is mounted with the outer part connected to the motor shaft.

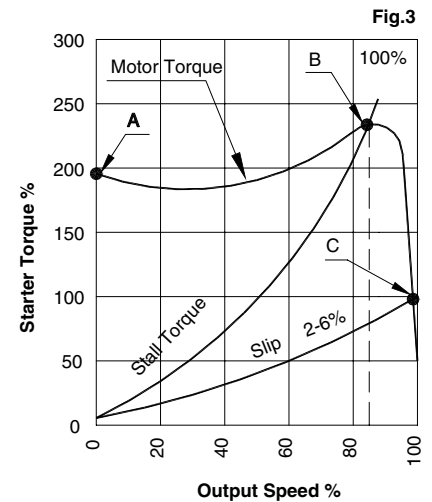
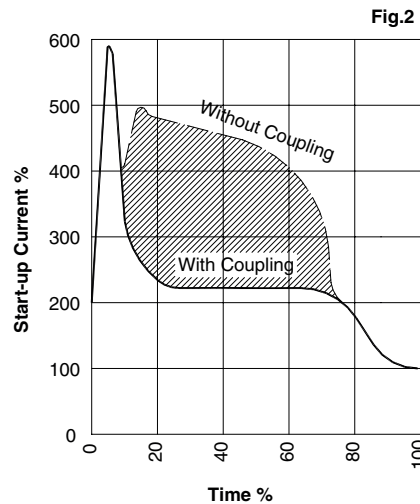
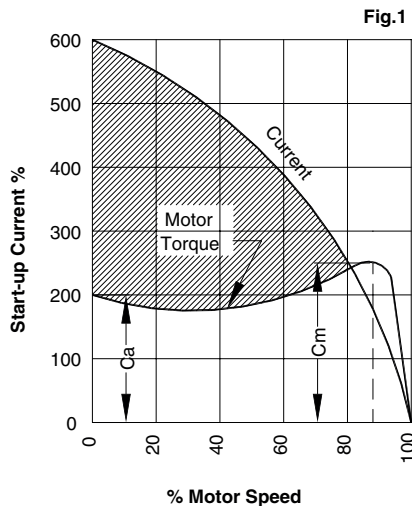
This type of assembly is possible whenever the fluid coupling is mounted between motor and gear box.

For couplings with a V Pulley, the unit must be fitted to the driving shaft, pay attention between the driving and driven pulley ratio. In case of need consult WESTCAR srl.

This type of assembly has the following important advantages:

- higher heat dissipation, recommended in case of extended and frequent motor start-ups
- easier regulation and filling of the oil level in the coupling, since the external part can be rotated without moving the driven machine
- **IMPORTANT!** When the coupling is mounted with THERMAL SWITCHING PIN, even in case of stop of the driven side the function of the safety device is guarantee.

In the absence of special needs or requests, the coupling will be supplied in its **STANDARD** configuration.



START-UP WITHOUT FLUID COUPLING

Figure 1 represents the typical start-up of an electric motor directly connected to the load. The dotted line represents the energy lost bringing the motor and load up to operating speed.

As can be seen, direct start-up has the following disadvantages:

- the difference between start-up torque (C_a) and the load requirement (C_m) is very low; the maximum torque is between 80%-85% of the operating speed
- the current absorbed during start-up may be up to 6 times the rated current, causing electrical overloads and higher costs, an increase in motor temperature and fewer possible start-ups.
- difficulty of application when a high starting torque is required.

START-UP WITH ROTOFUID FLUID COUPLING

Figure 2 compares the current absorbed by the electric motor starter with and without hydrodynamic coupling.

The first curve "Without coupling" is a start-up with direct connection in short-circuit. The second curve "With coupling" is the same start-up interposed with the hydrodynamic coupling. The crossed-out part represents the difference in energy used for the same start-up with and without hydrodynamic coupling.

In the first curve "Without coupling" the current reaches a peak of about six times the nominal and persists with high values up to the rated engine speed.

In the second curve "With coupling" the peak current remains high for only a few seconds (energy required to accelerate the motor rotor only) and goes down to acceptable values for the time necessary to bring the machine to scheme.

When the hydrodynamic coupling ROTOFUID is interposed between the electric motor and the driven machine, the motor can start-up in short circuit.

CHARACTERISTIC CURVES FOR START-UP WITH FLUID COUPLING

Figure 3 shows a characteristic torque curve for an electric motor, the stall curve of the fluid coupling and the slip curve at operating speed. The fluid coupling allows the motor to reach 80-85% speed in a few seconds (shift from point A to point B) where it meets the stall curve of the fluid coupling (slip=100%), the point of maximum motor torque.

Point C is the point of functioning of the fluid coupling after the motor has reached operating speed.

The use of a fluid coupling with a delay fill chamber limits maximum torque during start-up, without prejudicing slipping in normal functioning. This allows the motor to quickly increase speed [revs] without hitting the resistant torque (as if it started unloaded).

A fluid coupling with a delay fill feature is fitted with additional chamber in order to reduce the quantity of oil in the working circuit (see Fig.1). The chamber is in contact with the circuit via calibrated nozzles, which can be set as required (see Fig.2). The variation in the calibrated nozzle holes changes the time it takes for the oil in the chamber to reach the working circuit, thereby, increasing or decreasing start-up time for the driven machine.

When all the oil has flowed from the chamber into the circuit, the fluid coupling reaches the rated speed, transmitting the required torque with minimum slippage (see Fig.3).

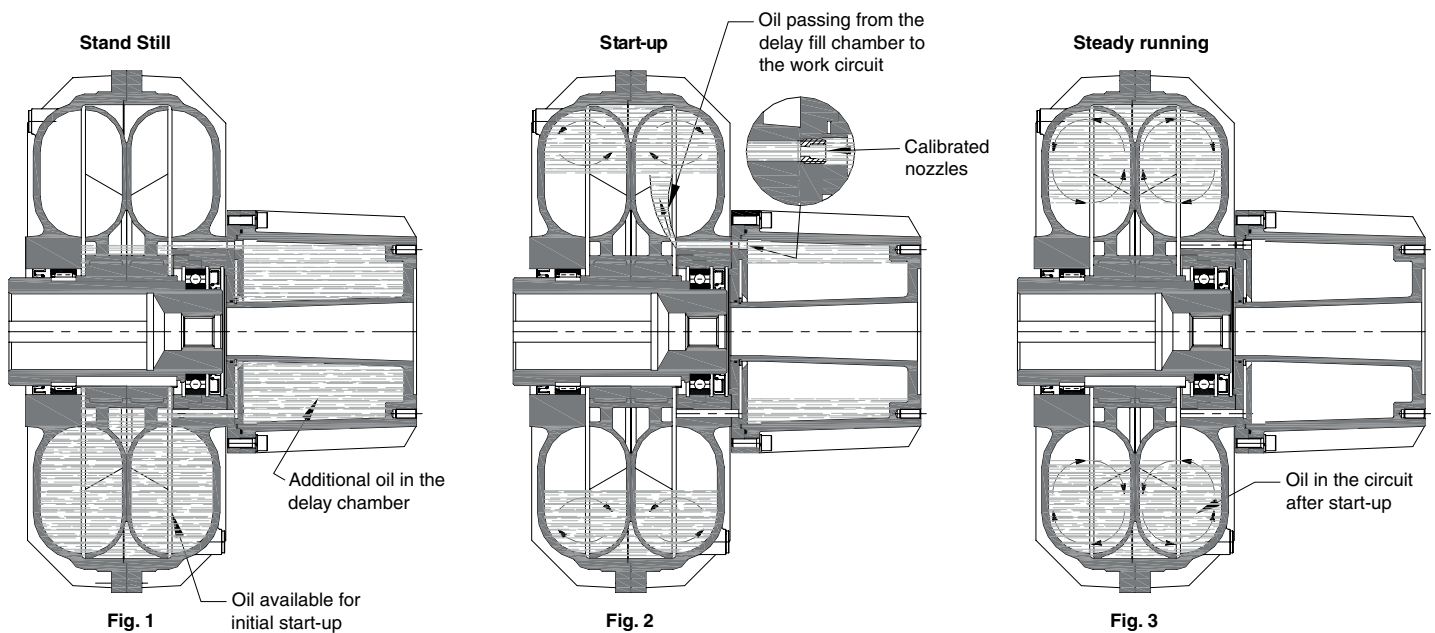
Fluid couplings may be fitted with either a single or double delay fill chamber.

With a single delay fill chamber, Ca/Cn torque limitation varies from 180% to 150%, adjusting the quantity of oil.

With a double delay fill chamber, Ca/Cn torque limitation varies from 150% to 120%, adjusting the quantity of oil.

The advantages of delay fill chambers are enhanced as the power requirement rises.

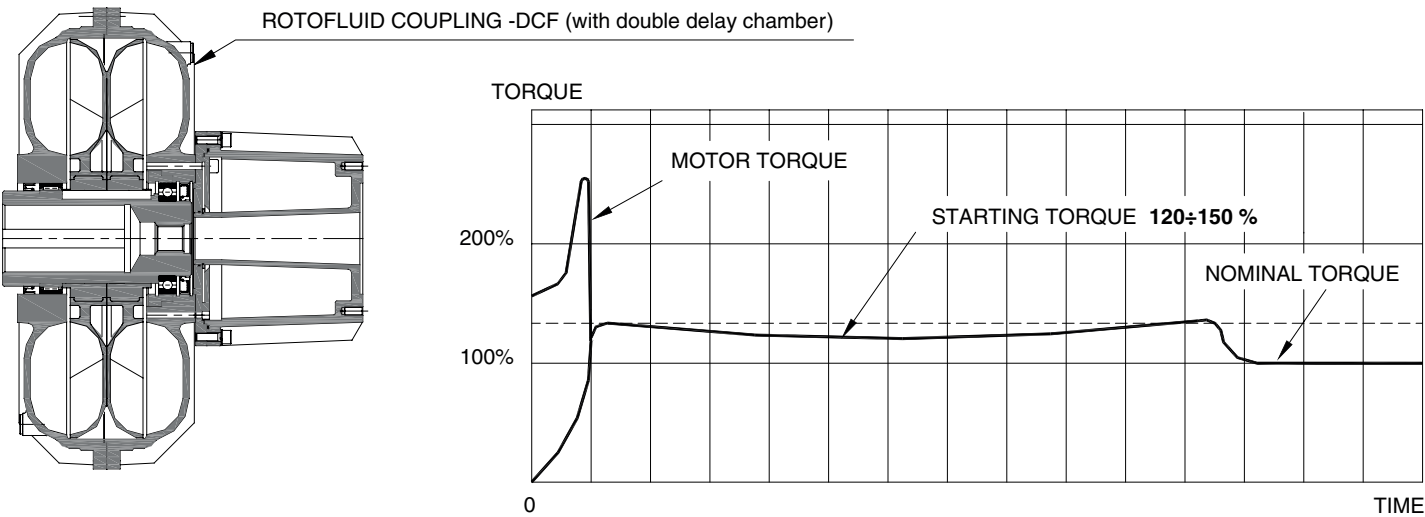
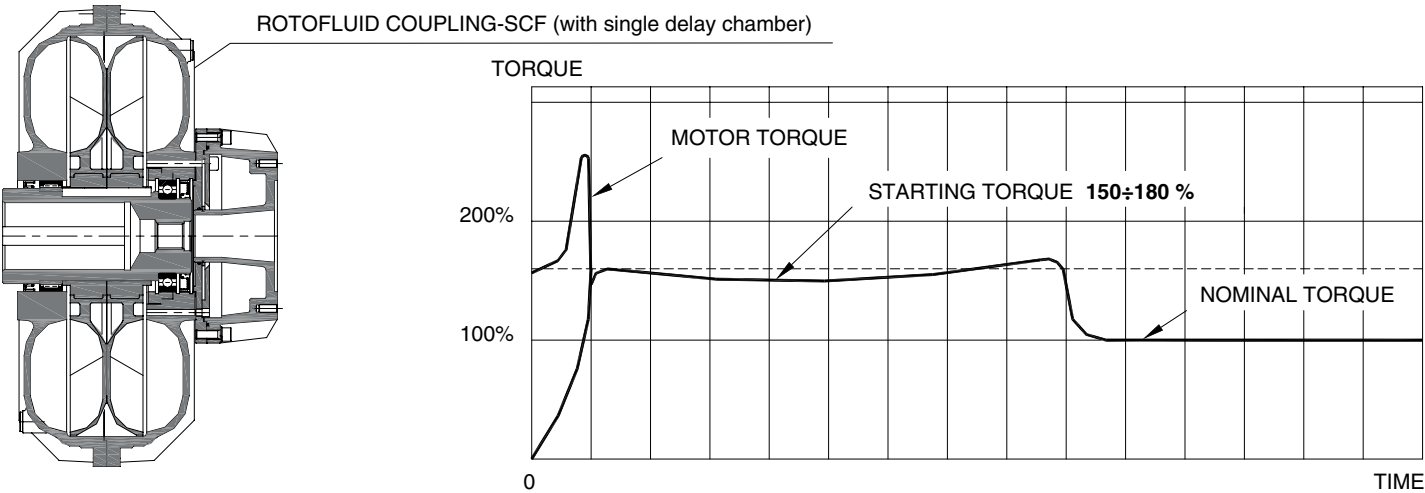
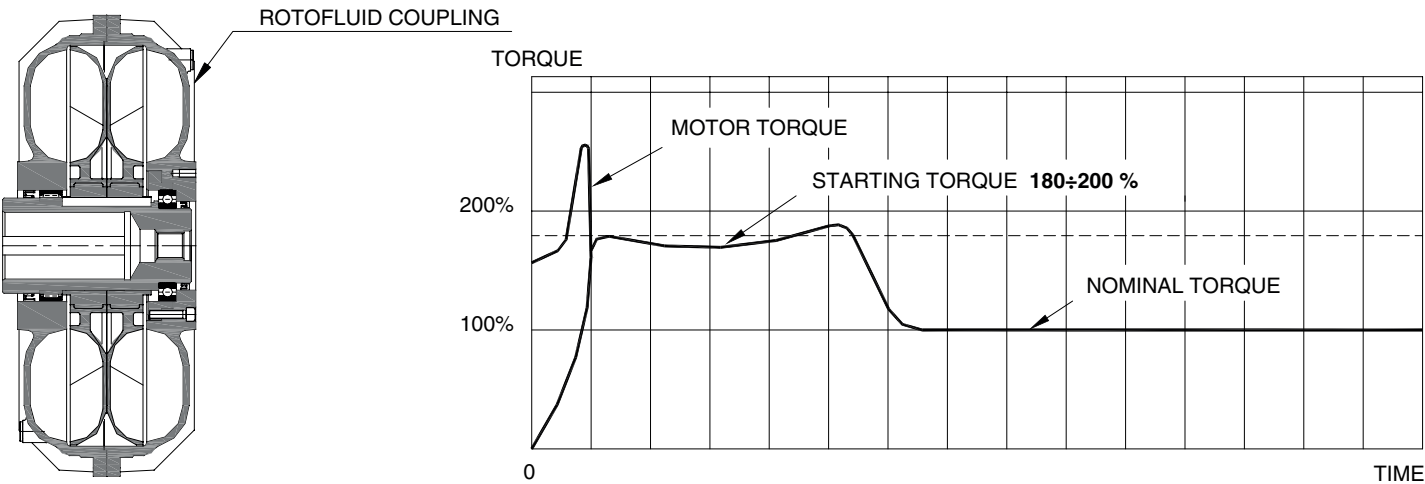
SCF and DCF delay fill chambers are available from size 30 to size 95P.



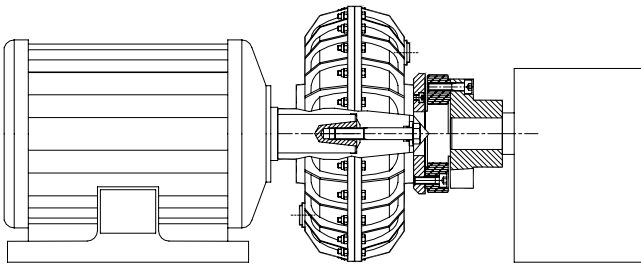
ADVANTAGES

- Low energy loss even where inertia is high
- Start-up time can be adjusted
- Start-up torque is limited to pre-set values without affecting slip
- Limitation of start-up current prolongs the life of the motor
- For controls with several drives the coupling automatically adjusts the load speed on the basis of synchronous speed
- More start-ups per hour

The ROTOFLUID SCF/DCF peculiarities are more evident comparing the curve of the ROTOFLUID coupling without delay chamber.



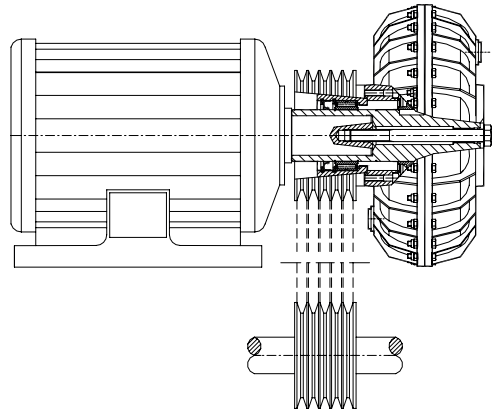
ROTOFLUID COUPLING ALFA



ROTOFLUID COUPLINGS **ALFA** are used for in-line transmission between equipment.

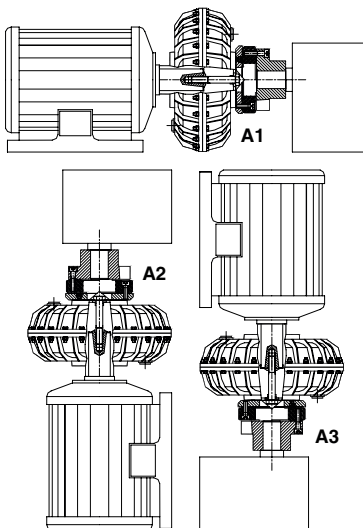
ALFA couplings can be supplied with several accessories that allow easy installations and maintenance.

ROTOFLUID COUPLING BETA



ROTOFLUID COUPLINGS **BETA** are used for pulleys transmission equipment between parallel shafts.

These couplings are available also with Delay Fill Chambers.

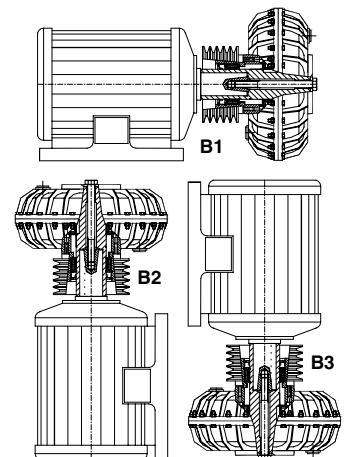


INSTALLATION OPTIONS

ROTOFLUID couplings **ALFA** and **BETA** can be horizontally or vertically mounted, as per examples showed for installation A2 – A3 – B2 – B3.

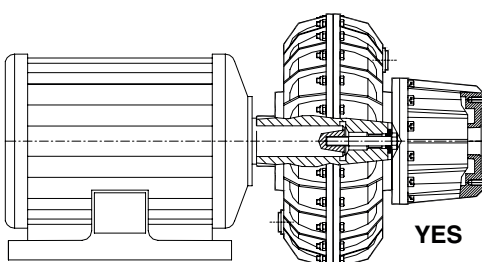
For more details or specific request, please contact WESTCAR srl.

ALFA and **BETA** couplings are supplied with fixing screw.

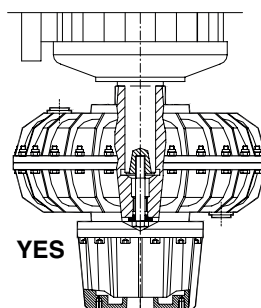


IMPORTANT COUPLING WITH DELAY CHAMBER CORRECT INSTALLATION

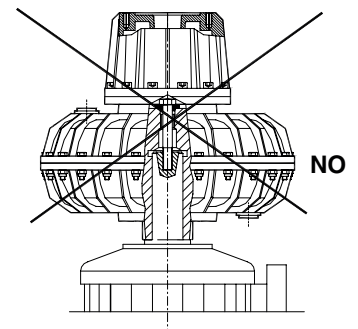
HORIZONTAL SHAFT



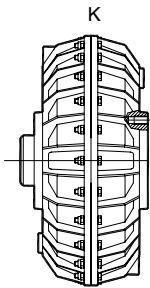
VERTICAL SHAFT WITH
DOWNWARD DELAY CHAMBER



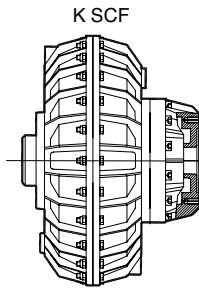
VERTICAL SHAFT WITH UPWARD
DELAY CHAMBER



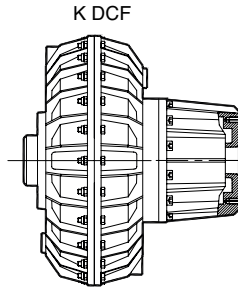
ROTOFLUID ALFA without accessories



PAG. 14

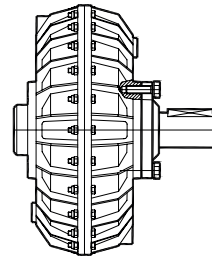


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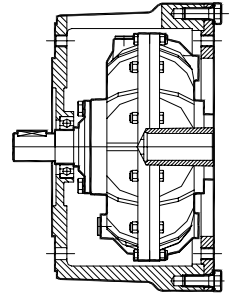
PAG. 14

ROTOFLUID ALFA K-S



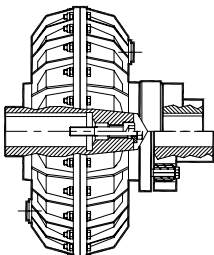
PAG. 16

ROTOFLUID ALFA CKS



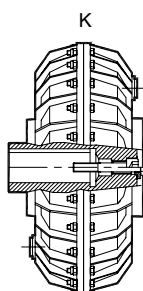
PAG. 25

ROTOFLUID ALFA K
with elastic coupling
K-RNV
K-AB

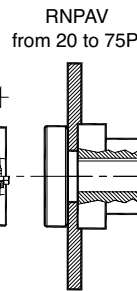


PAG. 17

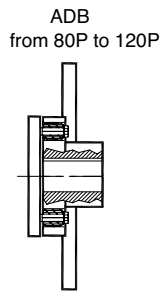
ROTOFLUID ALFA K
with elastic coupling and Brake Disc



PAG. 18

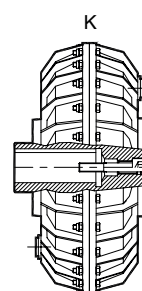


RNPV
from 20 to 75P

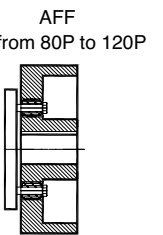


ADB
from 80P to 120P

ROTOFLUID ALFA K
with elastic coupling and Brake Drum



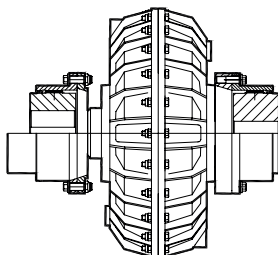
RND
from 20 to 75P



AFF
from 80P to 120P

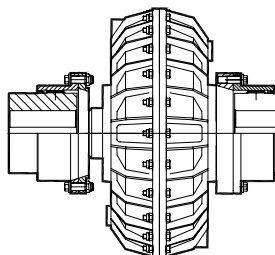
PAG. 19

ALFA WAG-G



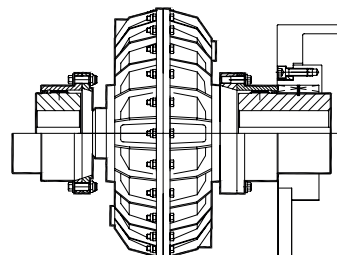
PAG. 20

ALFA WAG-GU



PAG. 20

ALFA WAG-GPU



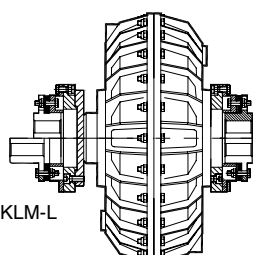
ALFA WAG-GPUU
PAG. 21

FPU



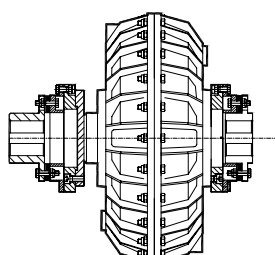
DPU

ALFA KLM-RH



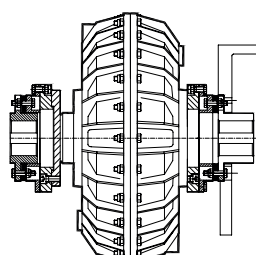
PAG. 22

ALFA KLM-L



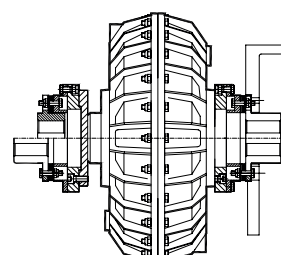
PAG. 22

ALFA KLM-LF



PAG. 23

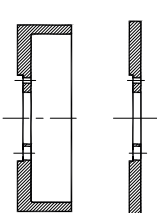
ALFA KLM-LLF



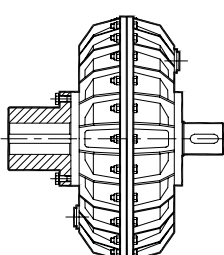
PAG. 23

FFL

DFL

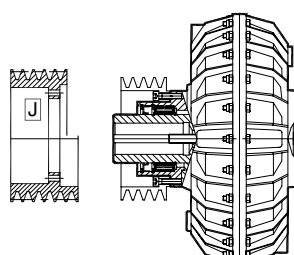


ALFA NY-FB



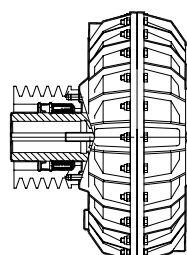
PAG. 24

BETA J



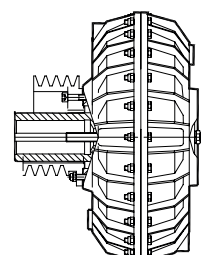
PAG. 26

BETA X

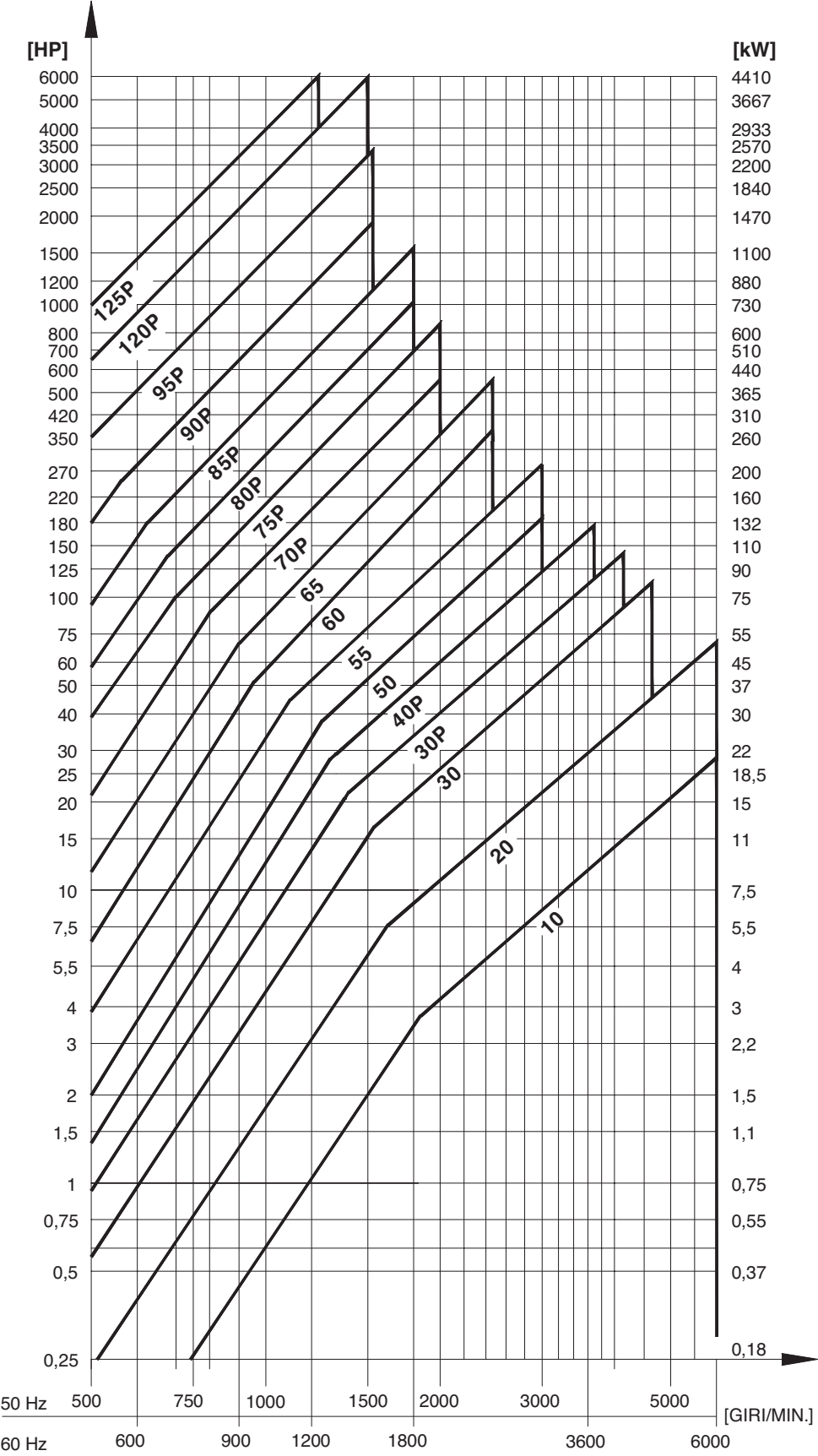


PAG. 26

BETA Z



PAG. 26



Select coupling size on input power and speed

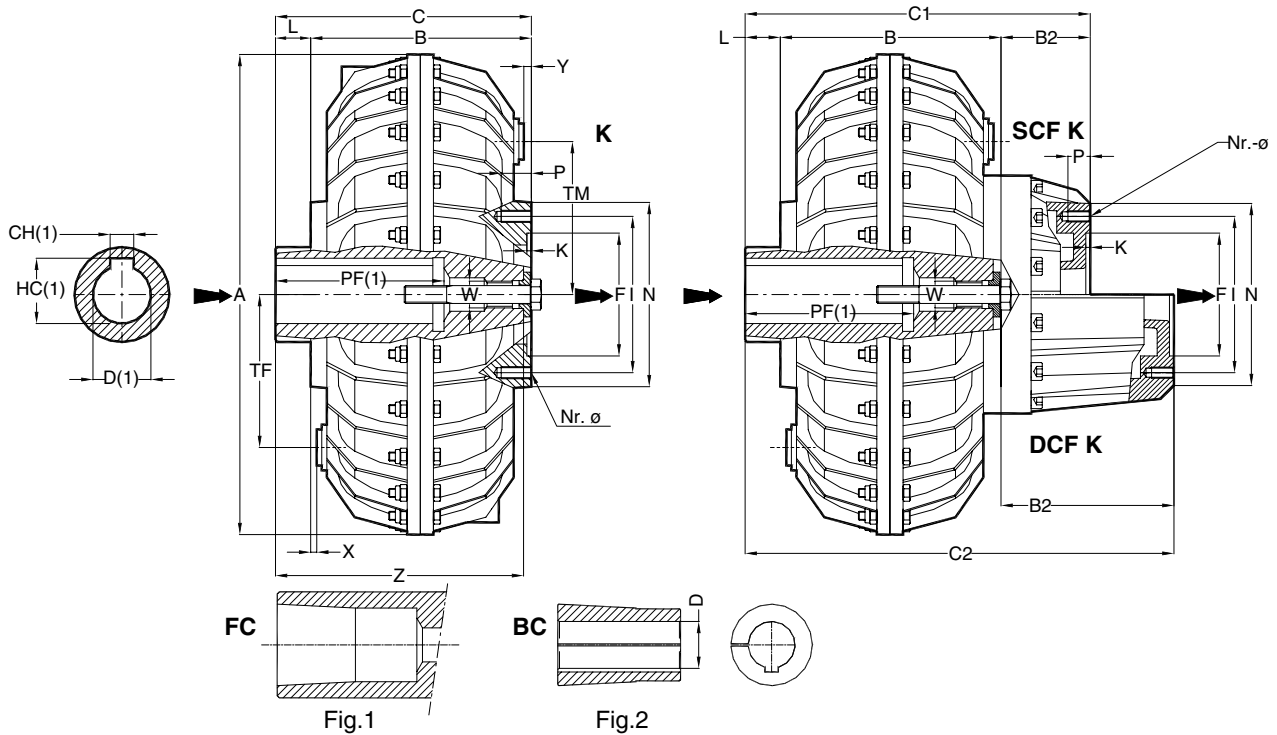
The curves show limit capacity of couplings

If the selection point falls on or close to the max capacity limit line of a given coupling size, please contact WESTCAR

ROTOFLUID COUPLING SELECTION TABLE FOR 50 Hz AND 60 Hz UNEL MEC ELECTRIC MOTORS

STANDARD ELECTRIC MOTORS		Motor speed 50 Hz												Motor speed 60 Hz										
		8 poles 750 rpm			6 poles 1000 rpm			4 poles 1500 rpm			2 poles 3000 rpm			6 poles 1200 rpm			4 poles 1800 rpm							
Type	Ø Shaft	kW	HP	Coupling	kW	HP	Coupling	kW	HP	Coupling	kW	HP	Coupling	kW	HP	Coupling	kW	HP	Coupling					
71	14	-	-	-	0,25	0,33	10	0,25	0,33	10	0,37	0,5	10	0,25	0,35	10	0,25	0,35	10					
80	19	-	-	-	0,37	0,5		0,37	0,5		0,55	0,75		0,37	0,5									
90S	24	-	-	-	0,55	0,75		0,55	0,75		0,75	1		0,55	0,75									
90L	24	0,55	0,75	20	1,1	1,5	20	0,75	1	20	1,1	1,5	20	0,75	1	20	1,1	1,5	20					
100L	28	1,1	1,5	30	1,5	2		1,5	2		2,2	3		1,1	1,5									
112M	28	1,5	2	30P	2,2	3	30	2,2	3	20	3	4	20	1,5	2	20	2,2	3	20					
132	38	-	-		3	4		30P	5,5		7,5	30		5,5	7,5		30P	5,5		7,5				
132M	38	3	4		40P	4		5,5	7,5		10	30		-	-		30P	7,5		10				
160M	42	4	5,5	50	7,5	10	40P	11	15	30P	11	15	30P	11	15	30P	11	15	30					
160L	42	7,5	10	55	11	15		15	20		40P	15		20	30P		15	20						
180M	48	-	-		-	-	-	18,5	25	40P	22	30	30P	18,5	25									
180L	48	11	15		60	15	20	55	22	30	50	22	30	50	22	30	50	22	30	40P				
200L	55	15	20	18,5		25	30		40	30		40	37		50	30		40						
225S	60	18,5	25	-		-	-		37	50		55	-		-	30P		-	-					
225M	55 60	- 22	- 30	65	- 30	- 40	60	- 45	- 60	55	- 45	- 60	55	- 45	- 60	55	- 45	- 60	50					
250M	60 65	- 30	- 40		- 37	- 50		- 55	- 75		- 55	- 75		- 55	- 75		40P	- 55		- 75				
280S	65 75	- 37	- 50		70P	- 45	- 60	65	- 75	- 100	60	- 75	- 100	60	- 75	- 100	60	- 75	- 100	55				
280M	65 75	- 45	- 60	- 55		- 75	- 90		- 125	- 90		- 125	- 90		- 125	50		- 90	- 125					
315S	65 80	- 55	- 75	75P	- 75	- 100	70P	- 110	- 150	65	- 110	- 150	65	- 110	- 150	65	- 110	- 150	60					
315M	65	- -	- -		- -	- -		- -	- -		- -	- -		- -	- -		- -							
		- -	- -		- -	- -	- -	- -	- -	- -	- -	- -	- -											
	80	75	100	80P	90	125	75P	132	180	70P	132	180	-	-	70P	132	180	65						
90	90	125	110		150	160	220	160	220	-	-	70P	160	220	70P	160	220	70P						
110	110	150	132	180	200	270	200	270	-	-	70P	200	270	-	-	200	270		-					
355S	80	-	-	85P	-	-	80P	-	-	75P	-	-	75P	-	-	75P	-	-	75P	-	-			
355M	100	132	180		85P	160		220	80P		250	340		-	-		75P	-		-	75P	250	340	-
	80	-	-		85P	-	-	85P	-		-	-		-	-		-	-		-	75P	-	-	-
100	160	220	90P	200	270	85P	315	430	-	-	-	-	-	-	-	315	430	75P	-					
200	200	270	90P	250	340	85P	315	430	-	-	-	-	-	-	-	250	340	75P	-					
NON STANDARD ELECTRIC MOTORS For max. power transmitted		330	450	90P	370	500	85P	510	700	80P														
		600	800	95P	600	800	90P	810	1100	85P														
		800	1100	120P	1000	1360	95P	1300	1740	90P														
		1000	1360	125P	2000	2720	120P	2300	3100	95P														
					3300	4500	125P	3850	5250	120P														
		310	420	80P	440	600	75P																	
		440	600	85P	700	950	80P																	
		800	1100	90P	1000	1360	85P																	
		1380	1880	95P																				
		2580	3500	120P																				
		4200	5710	125P																				

• For couplings at 3000 rpm, ask for balancing required



NOTES: (1) for bore and keyway dimensions see sheet 10-019E / (2) the arrows ➡ indicate input and output

ROTOFLUID SIZE	Dimensions in mm														K			SCF K				DCF K												
															Type	mm		kg*	Type	mm		kg*	Type	mm		kg*								
	C	F ^{H7}	W.	B2	C1	F ^{H7}	W.	B2	C2	F ^{H7}	W.																							
10	19-24	193	88	4	60	10	75	6-M6	12	66	M10	0,5	0	94	K1	98	47	4	--	--	--	--	--	--	--	--	--							
20	24-28	230	115		78	94	6-M8	16	80	M14	2	7	120	K1	125	62	6	--	--	--	--	--	--	--	--	--	--							
30	□FC	290	150		100	12	114		8-M8	110	M24	9	9	157,5	K2	162	72	13,2	K2	55	217	72	15,6	K2	95	257	72	16,2						
30P	□FC	327										21	K2		23,4			K2	24															
40P	□FC	338	183	125	15	145	22		130	M24	29	16	194	K2	198	90	22	K2	58	256	90	25,7	K2	130	328	90	27,2							
50	□FC	430	154	140	25	165		150			M30	20	176,5	K2	179	110	30	K2	80	259		110	35,8	K2	155		334	110	38					
55	□FC		196		15	6			208,5	K2		211	40	K2	291		45,8	K2	366	48														
60	□FC 75	520	172	4,5	160	20		185	205	M30	6	20	192	K2	192	125	46	K2	90	282	125	54,4	K2	170	362	125	58							
65	□FC 75-80		220				6					240	K2	240	66		K2	330		74,4		K2	410		78									
70P	80-90 100	640	190				4					195	20	225	8-M16	24	265	15	234 274	K2N K3N	240 280	150	86	K2N K3N	110	350 390	150	99	K2N K3N	225	465 505	150	106	
75P	80-90 100		245															0	254 269	K2N K3N	265 280		117	K2N K3N		375 390		135	K2N K3N		490 505		147	
80P	Max.110 Max.125**	810	226	5	230	44 60		270	8-M18	28	325							15	264 280	K2N K3N	270 286	160	180	K2N K3N	118	388 404	160	196	K2N K3N	218	488 504	160	208	
85P	Max.125 Max.130		300																0	334	K2N K3N		340	252		K2N K3N		458	280		K2N K3N		558	300
90P	Max.130 Max.140** Max.160***	1000	344				506					20	120 160	550	16-M20	32	416		35	343 443 483	K2 K3 K5	364 464 504	445	350 390 410	K2 K3 K5	120	424 524 564	445	302 342 362	K2 K3 K5	200	504 604 644	445	317 357 377
95P	Max.130 Max.140** Max.160***		466																	420 520 560	K2 K3 K5	479 586 626		505 555 575	K2 K3 K5		599 706 746		545 595 615	K2 K3 K5		679 786 826		560 610 630
120P	Max.190	1300	449	7	310	7		570		36	430									30	419	K2	456	220	1800	--	--	--	220	--	--	--	220	--

* Weight with oil - ** Bore depth PF=210 - *** Bore depth PF=250

DIMENSIONS ARE NOT BINDING

• Supplied with OVERSIZED CHAMBER SCFM or DCFM

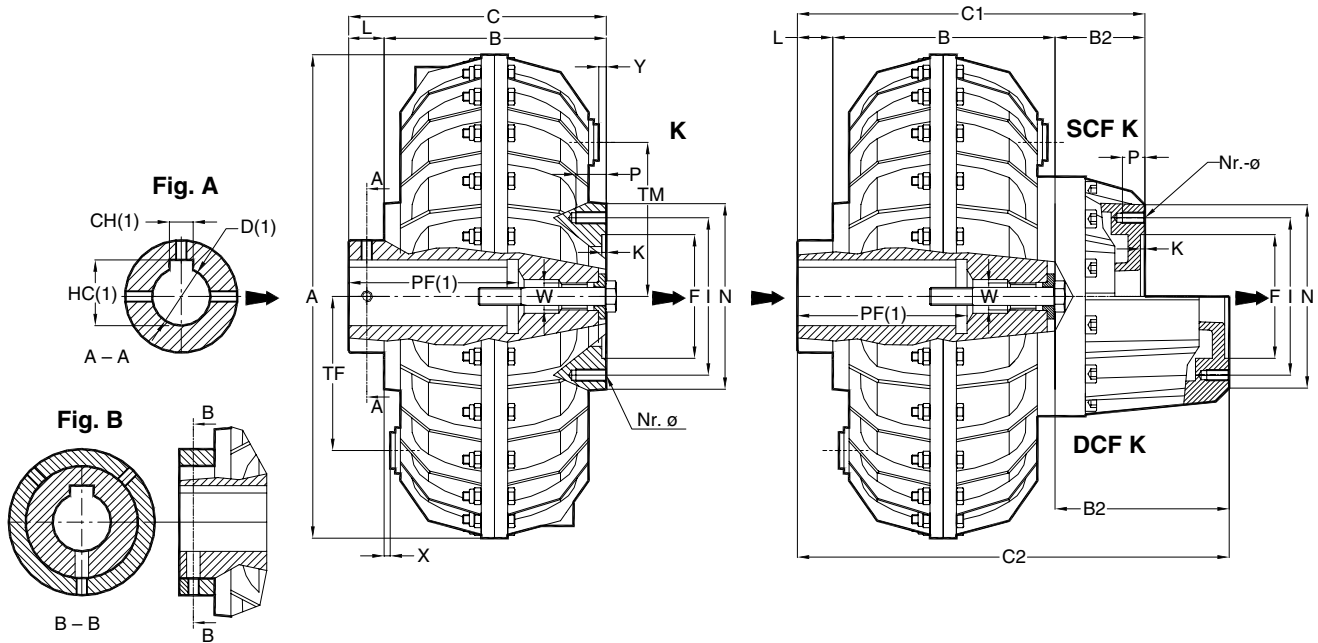
□ Couplings with conical bore FC are supplied with Taper Bush BC and fixing screw (Fig. 1 and 2)

In case of mounting on shafts without shoulder contact WESTCAR

Example of order of a coupling with taper bush: ALFA 55 K2 FC + 55BC L15 D=60

TAPER BUSH BC WITH FIXING SCREW								
COUPLING SIZE	Type	Standard D Bore						Max D Bore
30/30P	3BC	38	42	48	-	-	-	48
40P	4BC	38	42	48	50	-	-	50
50 - 55	5BC	-	42	48	55	60	65	65
60 - 65	6BC	-	-	48	55	60	65	70

■ Taper Bushes are supplied without keyway

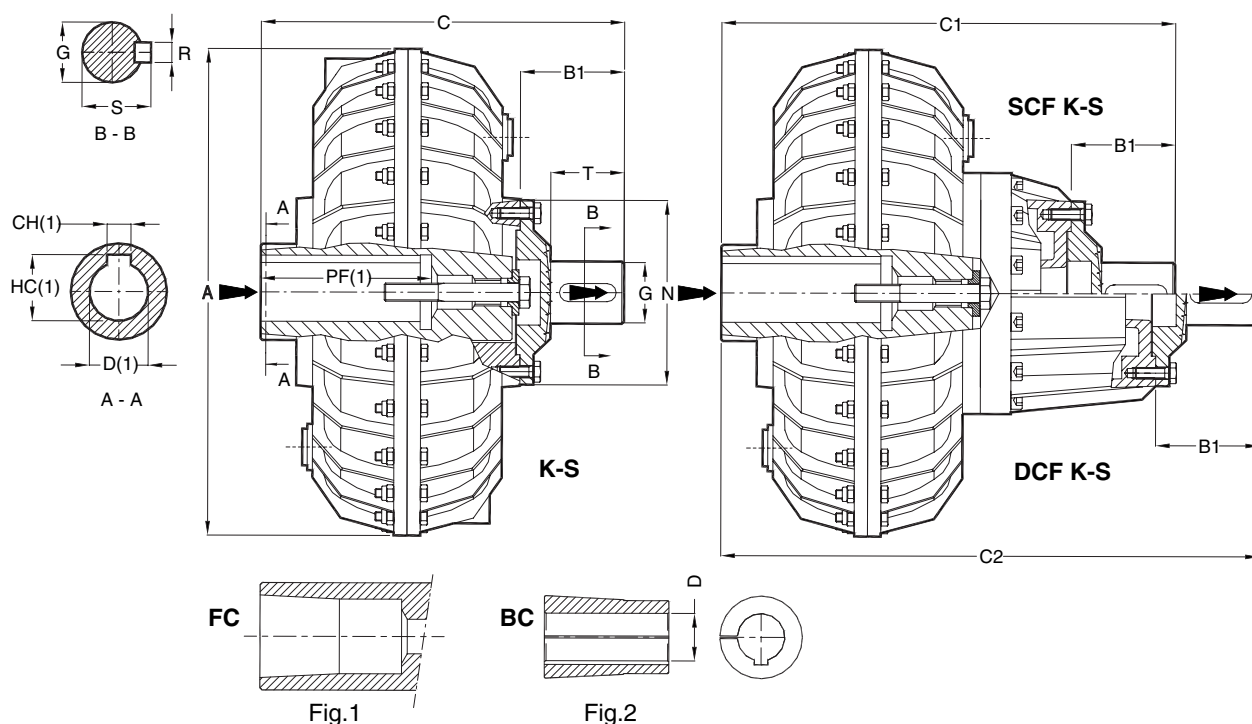


NOTES: (1) the arrows ► indicate input and output

ROTOFLUID SIZE	inches	Dimensions in mm															K			SCF K			DCF K					
	Cyl. bore D	Fig.	A	B	F ^{H7}	K	I	L	N	Nr.ø	P	TF TM	W	X	Y	PF	Type	mm	kg*	Type	mm		kg*	Type	mm		kg*	
																		C	W.		B2	C1	W.		B2	C2	W.	
10 KA	0,875 1,125	A B	193	88	47	4	60	10 25,4	75	6-M6	12	66	M10	0,5	0	57,15 69,85	KA	98 113,4	4	--	--	--	--	--	--	--	--	--
20 KA	1,125 ■1,375	A B	230	115	52		78	10 25,4	94		80	M14	2	7	69,85 85,72	KA	125 140,4	6	--	--	--	--	--	--	--	--	--	--
30 KA	1,625 ■1,875	A B	290	150	72		100	12 40	114	8-M8	16	110	M24	9	9	101,6 117,47	KA	162 190	13,2	KA	55	217 245	15,6	KA	95	257 285	16,2	
30P KA	1,625 ■1,875	A B	327			100	12 40	6			6	85,72		162 190	21		KA	217 245	23,4	KA		257 285	24					
40P KA	1,625 1,875 2,125	A	338	183	90	125	15	145	8-M10	22	130	M30		29	16	101,6 117,47 133,35	KA	198	22	KA	58	256	25,7	KA	130	328	27,2	
50 KA	1,875 2,125 2,375	A A B	430	154	110	140	25 25 32	165					150	6	20	117,47 133,35 149,22	KA	179 179 186	30	KA	80	259 259 266	35,8	KA	155	334 334 341	38	
55 KA	2,125 2,375 ■2,875	A B B		196		140	15 20 54								211 216 250	40	KA	291 296 330	45,8	KA		366 371 405	48					
60 KA	2,375 2,875 ■3,375	A A B	520	172	125	160	20 57 108	185	205	M30	20				149,22 184,15 215,9	KA	192 229 280	46,5 46,5 50,5	KA	90	282 319 370	54,4 56 66	KA	170	362 399 450	57,5 58,5 68,5		
65 KA	2,375 2,875 ■3,375	A A B		220		160	20 20 61				240 240 281	66	KA		330 330 371	74,4	KA	410 410 451	78									
70P KA	2,875 3,375 ■3,375	A	640	190	150	195	50 90 126	225			8-M16	24	265	15	184,15 215,9 250,82	KA	240 280 316	86	KA	110	350 390 426	99	KA	225	465 505 541	106		
75P KA	3,375 ■3,875	A B		245		195	40 76		285 321			117	KA	395 431	135	KA	510 546	147										
80P KA	3,375 3,875 4,750	A	810	226	160	230	44 44 76	270	8-M18	28	325	M36	0	15	215,9 250,82 250,82	KA	270 270 302	180	KA	118	388 388 420	196	KA	218	488 488 520	208		
85P KA	3,875 4,750	A		300		230	40			550	16-M20			32	416	0	250,82	KA	340		252	KA	458		280	KA	558	300
90P KA	3,875 4,750 5,250	A	1000	344	445	506		506	550					16-M20	32	416	35	250,82	KA	384	350	KA	120	504	302	KA	200	584
95P KA	3,875 4,750 5,250	A		466		506	32			416	35	250,82			KA	506	505	KA	626	545	KA	706	560					

* Weight with oil • Supplied with OVERSIZED CHAMBER SCFM or DCFM ■ Reduced Dimension HC

DIMENSIONS ARE NOT BINDING



NOTES: (1) for bore and keyway dimensions see sheet 10-019E / (2) the arrows ➡ indicate input and output

ROTOFLUID SIZE	Dimensions in mm								K-S			SCF K-S			DCF K-S		
										mm	kg*		mm	kg*		mm	kg*
	Foro D	A	B1	G ^{h7}	N	R	S	T	Type	C	Weight	Type	C1	Weight	Type	C2	Weight
10	19-24	193	35	19	75	6	21,5	25	K1-S1	133	4,3	--	--	--	--	--	--
20	24-28	230	44	24	94	8	27	32	K1-S2	169	6,6	--	--	--	--	--	--
30	□FC	290	63	38	114	10	41	45	K2-S3	225	14,3	K2-S3	280	16,7	K2-S3	320	17,3
30P	□FC	327									22,1			K2-S3			24,5
40P	□FC	338	76	48	145	14	51,5	55	K2-S4	274	24,2	K2-S4	332	27,9	K2-S4	404	29,4
50	□FC	430	92	55	165	16	59	65	K2-S5	271	33,2	K2-S5	351	39	K2-S5	426	41,2
55	□FC								K2-S5	303	43,2	K2-S5	383	49	K2-S6	458	51,2
60	□FC 75	520	110	60	185	18	64	80	K2-S6	302	50,6	K2-S5	392	59	K2-S6	472	62,6
65	□FC 75-80								K2-S6	350	70,6	K2-S6	440	79	K2-S6	520	82,6
70P	80-90 100	640	122	70	225	20	74,5	90	K2N-S7 K3N-S7	362 402	95	K2N-S6	472 512	108	K2N-S7	587 627	115
75P	80-90 100								K2N-S7 K3N-S7	387 402	126	K2N-S7 K3N-S7	497 512	144	K2N-S7 K3N-S7	612 627	156
80P	Max.110 Max.125**	810	145	80	270	22	85	110	K2N-S8 K3N-S8	415 431	198	K2N-S8 K3N-S8	533 549	214	K2N-S8 K3N-S8	633 649	226
85P	Max.125 Max.130								K2N-S8 K3N-S8	485	270	K2N-S8 K3N-S8	603	298	K2N-S8 K3N-S8	703	318
90P	Max.130 Max.140** Max.160***	1000	220	110	550	28	116	180	K2-S9 K3-S9 K5-S9	584 684 724	416 456 476	K2-S9 K3-S9 K5-S9	644 744 784	368 408 428	K2-S9 K3-S9 K5-S9	724 824 864	383 423 443
95P	Max.130 Max.140** Max.160***			160		40	169		K2-S9 K3-S9 K5-S9	669 806 846	586 636 656	K2-S9 K3-S9 K5-S9	819 926 966	626 676 696	K2-S9 K3-S9 K5-S9	899 1006 1046	641 691 711
120P	Max.190			1300		290	180			45	190	250	K2-S12	746	1900	--	--

* Weight with oil - ** Bore depth PF=210 - *** Bore depth PF=250

DIMENSIONS ARE NOT BINDING

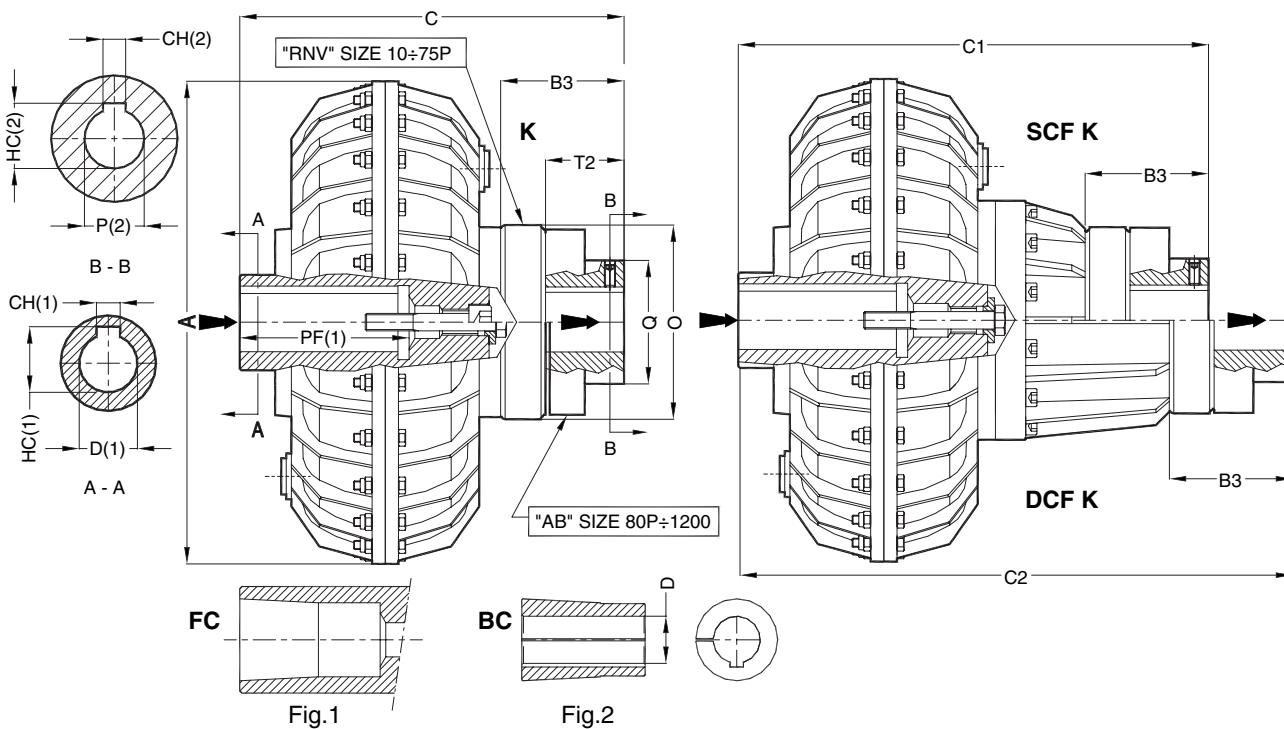
• Supplied with OVERSIZED CHAMBER SCFM or DCFM

□ Couplings with conical bore FC are supplied with Taper Bush BC and fixing screw (Fig. 1 and 2)
In case of mounting on shafts without shoulder contact WESTCAR

Example of order of a coupling with taper bush: ALFA 55 K2 FC + 55BC L15 D=60 + S5

TAPER BUSH BC WITH FIXING SCREW								
COUPLING SIZE	Type	Standard D Bore						Max D Bore
30/30P	3BC	38	42	48	-	-	-	48
40P	4BC	38	42	48	50	-	-	50
50 - 55	5BC	-	42	48	55	60	65	65
60 - 65	6BC	-	-	48	55	60	65	70

■ Taper Bushes are supplied without keyway



NOTES: (1) for bore and keyway dimensions see sheet 10-019E / (2) upon request: bore P finished / (3) the arrows ➡ indicate input and output

ROTOFLUID SIZE	Dimensions in mm							K with EL. Coupling			SCF K with EL. Coupling			DCF K with EL. Coupling			ELASTIC COUPLING
								Type	mm	kg*	Type	mm	kg*	Type	mm	kg*	
	Bore D	A	B3	O	P Max.	Q	T2		C	Weight		C1	Weight		C2	Weight	
10	19-24	193	48	88	28	45	30	K1	146	4,7	--	--	--	--	--	--	RNV-1
20	24-28	230	67	110	38	56	45	K1	192	7,6	--	--	--	--	--	--	RNV-2
30	□FC	290	85	140	48	68	55	K02	247	16,2	K02	302	18,6	K02	342	19,2	RNV-3
30P	□FC	327						K02		24	K02		26,4	K02		27	
40P	□FC	338	94	176	60	91	60	K02	292	26,6	K02	350	30,3	K02	422	31,8	RNV-4
50	□FC	430	108	194	70	106	70	K02	287	37	K02	367	42,8	K02	442	45	RNV-5
55	□FC							K02	319	47	K02	399	52,8	K02	474	55	
60	□FC 75	520	122	216	80	121	80	K02	314	56,3	K02	404	64,7	K02	484	68,3	RNV-6
65	□FC 75-80							K02	362	76,3	K02	452	84,7	K02	532	88,3	
70P	80-90 100	640	138	266	100	146	90	K2N K3N	378 418	101,5	K2N K3N	488 528	114,5	K02 K3N	603 643	121,5	RNV-7
75P	80-90 100	640	194	309	110	156	110	K2N K3N	459 474	154	--	--	--	--	--	--	FRNV-8
	80-90 100		166					--	--	--	K2M K3M	541 556	163,7	K2M K3M	656 671	175,7	RNV-8
80P	Max.110 Max.125**	810	196	330	110	170	140	K2N K3N	466 482	238,5	K2N K3N	584 600	254,5	K2N K3N	684 700	266,5	AB-8
85P	Max.125 Max.130		226	400	155	236	170	K2N K3N	566	363	K2N K3N	684	391	K2N K3N	784	411	AB-8M
90P	Max.130 Max.140** Max.160***	1000	318	550	180	290	250	K2 K3 K5	682 782 822	604 644 664	K2 K3 K5	742 842 882	556 596 616	K2 K3 K5	882 982 1022	571 611 631	AB-9
95P	Max.130 Max.140** Max.160***							K2 K3 K5	797 904 944	759 809 829	K2 K3 K5	917 1024 1064	799 849 869	K2 K3 K5	997 1104 1144	814 864 884	AB-9
120P	Max. 190	1300	318	550	180	290	250	K2	774	2050	--	--	--	--	--	--	AB-9/12

* Weight with oil - ** Bore depth PF=210 - *** Bore depth PF=250

DIMENSIONS ARE NOT BINDING

• Supplied with OVERSIZED CHAMBER SCFM or DCFM

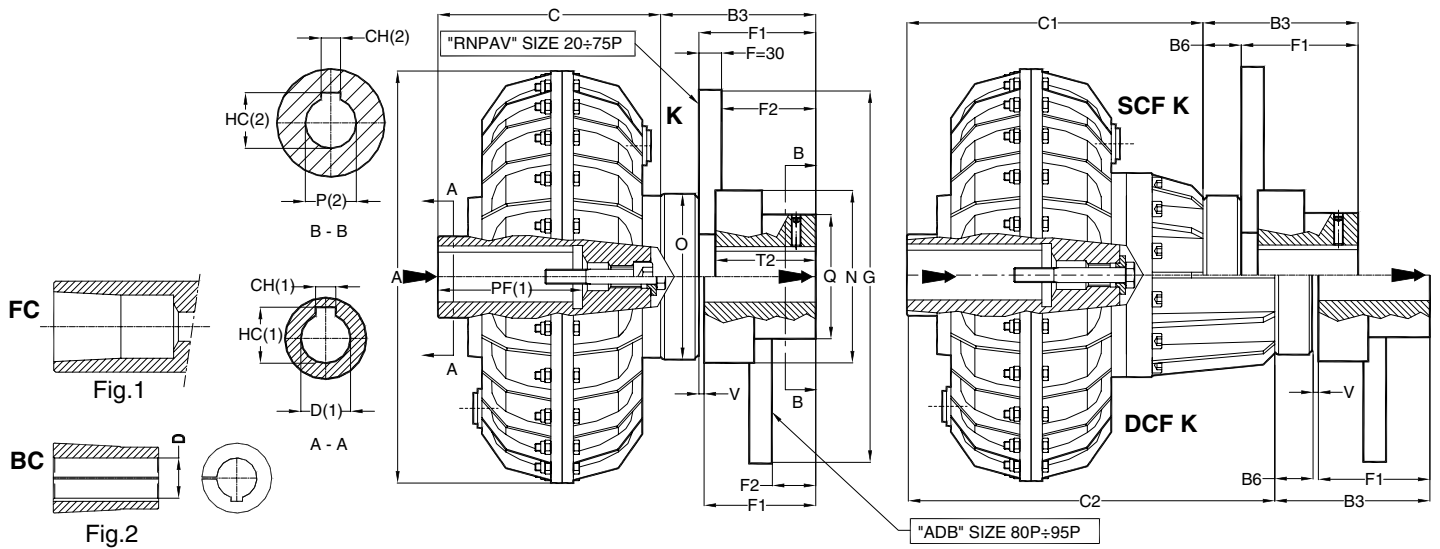
□ Couplings with conical bore FC are supplied with Taper Bush BC and fixing screw (Fig. 1 and 2)

In case of mounting on shafts without shoulder contact WESTCAR

Example of order of a coupling with taper bush: ALFA 55 K02 FC + 55BC L15 D=60 + RNV5 P=48

TAPER BUSH BC WITH FIXING SCREW								
COUPLING SIZE	Type	Standard D Bore						Max D Bore
30/30P	3BC	38	42	48	-	-	-	48
40P	4BC	38	42	48	50	-	-	50
50 - 55	5BC	-	42	48	55	60	65	65
60 - 65	6BC	-	-	48	55	60	65	70

■ Taper Bushes are supplied without keyway



NOTES: (1) for bore and keyway dimensions see sheet 10-019E / (2) upon request: bore P finished / (3) the arrows ► indicate input and output

ROTOFLUID SIZE	Dimensions in mm									K			SCF K			DCF K			ELASTIC ELEMENT WITH BRAKE DISC
										Type	mm	kg*	Type	mm	kg*	Type	mm	kg*	
	Foro D	A	B3	B6	O	P Max	Q	N	V		C	Weight		C1	Weight		C2	Weight	
20	24-28	230	93	22	110	38	56	94	--	K1	125	6	--	--	--	--	--	--	RNPAV2
30	□FC	290	111	30	140	48	68	118	--	K02	162	13,2	K02	15,6	K02	257	16,2	RNPAV3	
30P	□FC	327								21		K02	217	23,4	K02		24		
40P	□FC	338	120	34	176	60	91	147	--	K02	198	22	K02	256	25,7	K02	328	27,2	RNPAV4
50	□FC	430	134	38	194	70	106	165	--	K02	179	30	K02	259	35,8	K02	334	38	RNPAV5
55	□FC									K02	211	40	K02	291	45,8	K02	366	48	
60	□FC 75	520	148	42	216	80	121	185	--	K02	192	46	K02	282	54,4	K02	362	58	RNPAV6
65	□FC 75-80									K02	240	66	K02	330	74,4	K02	410	78	
70P	80-90 100	640	164	48	266	100	146	226	--	K2N K3N	240 280	86	K2N K3N	350 390	99	K2N K3N	465 505	106	RNPAV7
75P	80-90 100	640	220	84	309	110	156	270	--	K2N K3N	265 280	117	--	--	--	--	--	--	FRNPAV8
	80-90 100		192							--	--	--	K2M K3M	347 362	135	K2M K3M	462 477	147	RNPAV8
80P	Max.110 Max.125**	810	196	50	330	110	170	330	6	K2N K3N	270 286	180	K2N K3N	388 404	196	K2N K3N	488 504	208	ADB8
85P	Max.125 Max.130		226		400	155	236	400	6	K2N K3N	340	252	K2N K3N	458	280	K2N K3N	558	300	ADB8M
90P	Max.130 Max.140** Max.160***	1000	318	62	550	180	290	550	6	K2 K3 K5	364 464 504	350 390 410	K2 K3 K5	424 524 564	302 342 362	K2 K3 K5	504 604 644	317 357 377	ADB9 ADB9
95P	Max.130 Max.140** Max.160***									K2 K3 K5	479 586 626	505 555 575	K2 K3 K5	599 706 746	545 595 615	K2 K3 K5	679 786 826	560 610 630	

* Weight with oil and without Brake Disc RNPV o ADB - ** Bore depth PF=210 - *** Bore depth PF=250

DIMENSIONS ARE NOT BINDING

• Supplied with OVERSIZED CHAMBER SCFM or DCFM

□ Couplings with conical bore FC are supplied with Taper Bush BC and fixing screw (Fig. 1 and 2) - see page 14

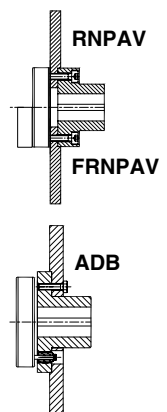
BRAKE DISC RNPV / FRNPV with elastic coupling

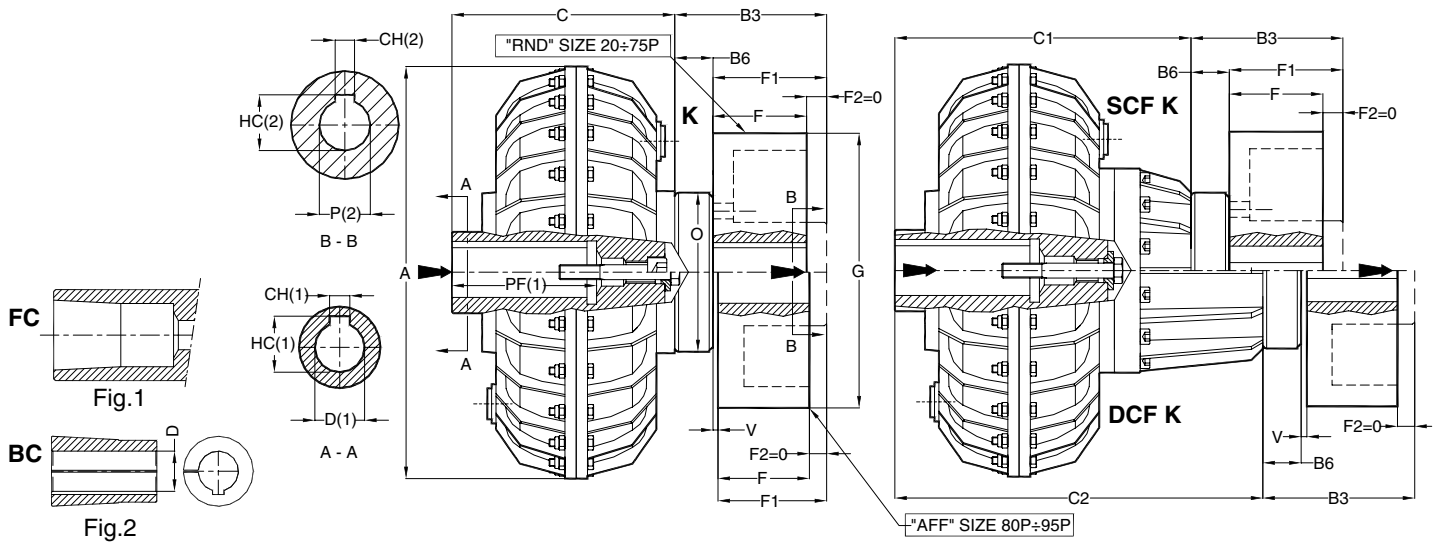
ROTOFLUID	20	30/30P	40P	50/55	60/65	70P	75P
Brake Disc	RNPV2	RNPV3	RNPV4	RNPV5	RNPV6	RNPV7	FRNPV8
øG	200	200	250 315	250 315 355	315 355 400 450	400 450 500	450 500 560 630 710 800
F1	71	81	86	96	106	116	136
F2	41	51	56	66	76	86	106
T2	45	55	60	70	80	100	110
Weight kg	7,3	8,6	13,7 21,1	16,1 22,6 27,6	25,2 30,1 36,3 43,6	40,5 48,4 57,2	68,6 76,4 88,2 103,5 121,5 146,5

BRAKE DISC ADB with elastic coupling

ROTOFLUID	80P	85P	90P/95P
Brake Disc	ADB8	ADB8M	ADB9
øG	560 630 710 800 900	630 710 800 900 1000	710 800 900 1000 1250
F1	140	170	250
F2	50	80	143
Weight kg	107 122 142 167 234	172 192 215 248 283	325 350 382 417 520

Example of order of a coupling with taper bush: ALFA 55 K02 FC + 55BC L15 D=60 + RNPV5 315x30 P=48





NOTES: (1) for bore and keyway dimensions see sheet 10-019E / (2) upon request: bore P finished / (3) the arrows ► indicate input and output

ROTOFLUID SIZE	Dimensions in mm				K				SCF K				DCF K				ELASTIC ELEMENT WITH BRAKE DRUM
					Type	mm		kg*	Type	mm		kg*	Type	mm		kg*	
	Bore D	A	O	V		B6	C	Weight		B6	C1	Weight		B6	C2	Weight	
30	□FC	290	140	--	K02	30	162	13,2	K02	30	217	15,6	K02	30	257	16,2	RND3
30P	□FC	327			K02			21	K02			23,4	K02			24	
40P	□FC	338	176	--	K02	34	198	22	K02	34	256	25,7	K02	34	328	27,2	
50	□FC	430	194	--	K02	38	179	30	K02	38	259	35,8	K02	38	334	38	RND5
55	□FC				K02			211	40			K02	291			45,8	
60	□FC 75	520	216	--	K02	42	192	46	K02	42	282	54,4	K02	42	362	58	
65	□FC 75-80				K02			240	66			K02	330			74,4	K02
70P	80-90 100	640	266	--	K2N K3N	48	240 280	86	K2N K3N	48	350 390	99	K2N K3N	48	465 505	106	RND7
• 75P	80-90 100	640	309	--	K2N K3N	84	265 280	117	--	--	--	--	--	--	--	--	FRND8
	80-90 100				--	--	--	--	K2M K3M	56	375 390	135	K2M K3M	56	490 505	147	RND8
80P	Max.110 Max.125**	810	330	6	K2N	50	270	180	K2N	50	388	196	K2N	50	488	208	AFF8
• 85P	Max.125 Max.130		400	6	K2N K3N		340	252	K2N K3N		458 458	280	K2N K3N		558 558	300	AFF8M
90P	Max.130 Max.140** Max.160***	1000	550	6	K2 K3 K5	62	364 464 504	350 390 410	K2 K3 K5	62	424 524 564	302 342 362	K2 K3 K5	62	504 604 664	317 357 377	AFF9
95P	Max.130 Max.140** Max.160***				K2 K3 K5		479 586 626	505 555 575	K2 K3 K5		599 706 746	545 595 615	K2 K3 K5		679 786 826	560 610 630	

* Weight with oil and without Brake Drum - ** Bore depth PF=210 - *** Bore depth PF=250

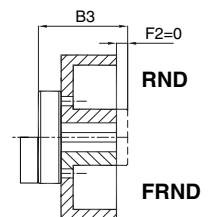
DIMENSIONS ARE NOT BINDING

• Supplied with OVERSIZED CHAMBER SCFM or DCFM

□ Couplings with conical bore FC are supplied with Taper Bush BC and fixing screw (Fig. 1 and 2) - see page 14

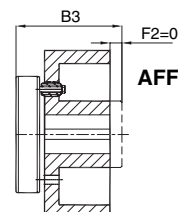
BRAKE DRUM RND with elastic coupling

ROTOFLUID	30/30P			40P			50/55			60/65			70P			75P-K			75P SCF K/DCF K		
Brake Drum	RND3			RND4			RND5			RND6			RND7			FRND8			RND8		
øG	160	200	250	160	200	250	315	200	250	315	400	200	250	315	400	315	400	500	315	400	500
F=F1	60	75	95	60	75	95	118	75	95	118	150	75	95	118	150	118	150	190	118	150	190
B3	90	105	125	94	109	129	152	113	133	156	188	117	137	160	192	166	198	238	202	234	274
P max	48	48	48	60	60	60	70	70	70	70	80	80	80	80	100	100	100	110	110	110	110
Weight kg	4,4	6,6	14	5	7,8	14,6	25,8	8,5	15,6	27,4	46,3	9,6	17,6	30,3	50	31,3	55,8	112	59	82,7	142

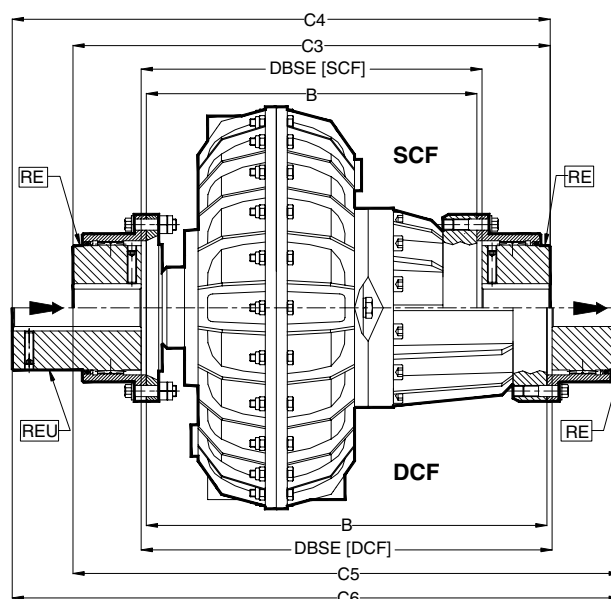
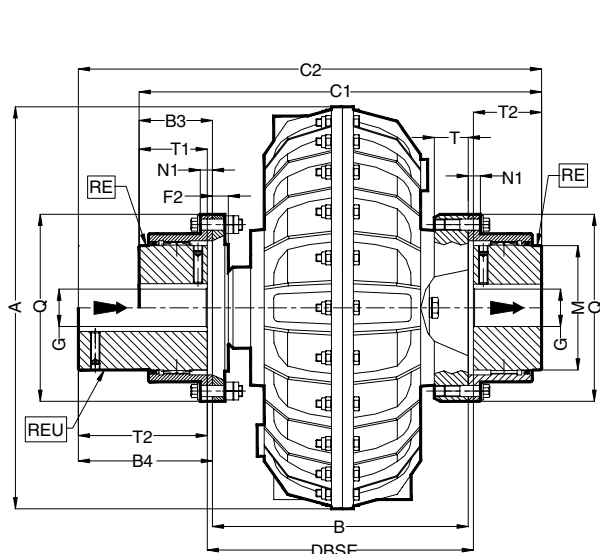


BRAKE DRUM AFF with elastic coupling

ROTOFLUID	80P			85P			90P/95P		
Brake Drum	AFF8			AFF8M			AFF9		
øG	400	500	630	500	630	630	710		
F=F1	150	190	236	190	236	236	265		
B3	206	246	292	246	292	304	333		
P max	110	110	110	160	160	180	180		
Weight kg	105	161	208	193	252	305	341		



Example of order of a coupling with taper bush: ALFA 55 K02 FC + 55BC L15 D=60 + RND5 315x118 P=48



NOTES: (1) upon request: bore G finished / (2) the arrows ► indicate input and output / (3) reverse mounting is possible upon request

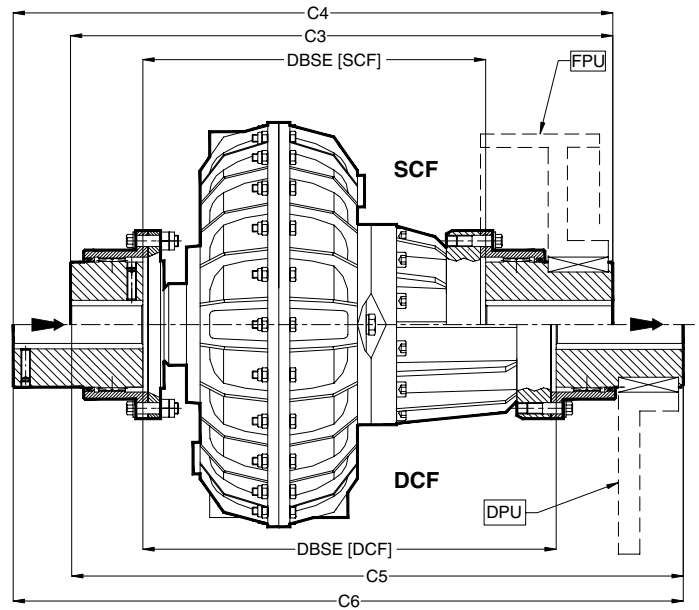
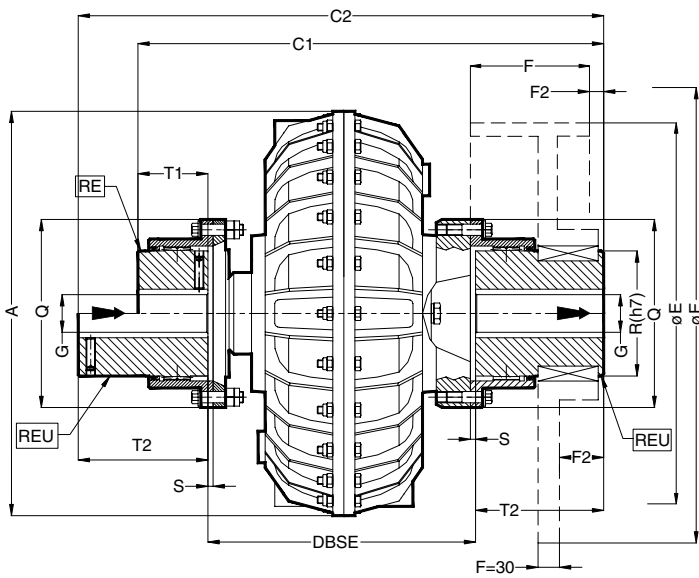
ROTOFLUID SIZE	Dimensions in mm								WAG-G							WAG-GU						
									GEAR COUPLING	Dimensions in mm					kg*	GEAR COUPLING	Dimensions in mm					kg*
	C1	G		B3	T1	Weight	C2	G		B4	T2	Weigh										
		Raw	Max					Raw					Max									
20	230	162	14	69	12	111	23	165	RE40	251	10	45	44,5	43	13	RE40U	313	10	45	106,5	105	15
30	290	197	12	85	10	142	23	200	RE55	300	18	60	51,5	50	26,5	RE55U	365	18	60	116,5	115	29,5
30P	327									34,5					401		37,5					
40P	338	233						236		336					36,2		382					39,5
50	430	214						217		317					44,2		47,5					
55	430	256,5	17,5	133	13	200	28	261,5	RE85	413,5	40	95	78,5	76	79,3	RE85U	487,5	40	95	152,2	150	85
60	520	265						270		422					86		496					92
65		313						318		470					107,2		544					113
70P	640	293,5	23	152	13	225	60,5	298,5		RE100	478,5	50	110	92,5	90		146,7	RE100U	558,5	50	110	172,5
75P		348,5						353,5	533,5		187,5					613,5	197					
80P	810	370	28	178	22	265	72	376	RE120	586	60	130	108	105	262	RE120U	666	60	130	188	185	274
85P		440						446		656					324		736					349
90P	1000	440	34	254	24	370	42	448	RE180	748	95	190	154	150	550	RE180U	893	95	190	299	295	595
95P		555						563		863					710		1008					800
120P	1300	512	50	305	25	438	49	520	RE220	900	120	230	194	190	2200	RE220U	1015	120	230	309	305	2245
1200/2	UPON REQUEST								RE250	UPON REQUEST					RE250U	UPON REQUEST						

ROTOFLUID SIZE	Dimensions in mm		SCF								Dimensions in mm		DCF							
	B	DBSE	WAG-G				WAG-GU				B	DBSE	WAG-G				WAG-GU			
			GEAR COUPLING	mm	kg*	GEAR COUPLING	mm	kg*					GEAR COUPLING	mm	kg*	GEAR COUPLING	mm	kg*		
				C3	T1	Weight	C4	T2	Weight					C5	T1	Weight	C6	T2	Weight	
30	252	255	RE55	355	50	28,5	420	115	31	292	295	RE55	395	50	29,5	RE55U	460	115	31,5	
30P						36,5			39,5						37				39,5	
40P						40			43						41				44	
50	291	294	RE85	397	50	40	462	170	53	369	372	RE85	472	52	52	RE85U	537	170	55	
55	294	297				50			53						52				55	
60	336,5	341,5				85			91						87				93	
65	355	360	RE100	512	76	94,5	586	150	100,5	435	440	RE100	592	76	98	RE100U	666	150	104	
70P	403	408				115,5			121,5						119				125	
75P	403,5	408,5				160			169						166,5				179	
80P	458,5	463,5	RE120	588,5	90	200,5	668,5	170	209,5	573,5	578,5	RE120	703,5	90	207,5	RE120U	783,5	170	216,5	
85P	488	494				278			280,5						290				302,5	
90P	458,5	463,5				374			398						392				416	
95P	500	508	RE180	704	105	542	784	185	587	580	588	RE180	804	105	557	RE180U	884	185	602	
95P	558	564				750			587						557				602	
95P	500	508				542			587						557				602	
95P	675	683	RE180	808	150	750	953	295	840	755	763	RE180	1063	150	855	RE180U	1208	295	945	
95P	675	683				750			840						855				945	
95P	675	683				750			840						855				945	

* Weight with oil

• Supplied with OVERSIZED CHAMBER SCFM or DCFM

DIMENSIONS ARE NOT BINDING



NOTES: (1) upon request: bore G finished / (2) the arrows ► indicate input and output

ROTOFLUID SIZE	GEAR COUPLINGS		Dimensions in mm													SCF					DCF												
																WAG-GPU		WAG-GPUU				WAG-GPU		WAG-GPUU				WAG-GPU		WAG-GPUU			
	Standard Hub	Long Hub	A	G min	G max	Q	R (h7)	S	T1 RE	T2 RE U	mm	mm	kg*	mm	kg*	mm	mm	kg*	mm	kg*	mm	mm	kg*	mm	mm	kg*							
											DBSE	C1	W.	C2	W.	DBSE	C3	W.	C4	W.	DBSE	C5	W.	C6	W.								
30	RE55	RE55U	290	18	60	142	80	1,5	50	115	200	365	28,9	430	31,3	255	420	30,9	485	33,3	295	460	31,9	525	34,3								
30P																																	
40P																																	
50																																	
55	RE85	RE85U	430	40	95	200	125	2,5	76	150	261,5	487,5	85,3	561,5	91	341,5	567,5	91	641,5	97	416,5	642,5	93	716,5	99								
60																																	
65																																	
70P																																	
75P	RE100	RE100U	640	50	110	225	145	2,5	90	170	298,5	558,5	156	638,5	165	408,5	668,5	169	748,5	178	523,5	783,5	176	863,5	185								
80P																																	
85P	RE120	RE120U	810	60	130	265	175	3	105	185	376	666	275	746	287	494	784	291	864	303	594	884	303	964	315								
90P																																	
95P	RE180	RE180U	1000	95	190	370	245	4	150	295	448	893	595	1038	640	508	953	587	1098	632	588	1033	602	1178	647								
120P																																	
	RE220	RE220U	1300	120	230	438	290	5	190	305	520	900	2200	1015	2245	UPON REQUEST					UPON REQUEST												

* Weight with oil • Supplied with OVERSIZED CHAMBER SCFM or DCFM

Example of order with standard hub: ALFA 80P SCF WAG-G RE120PU G(m)= 100 G(r)=90

Example of order with long hub: ALFA 80P SCF WAG-G RE120PUU G(m)= 100 G(r)=90

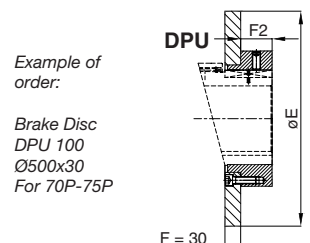
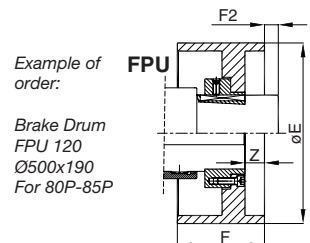
BRAKE DRUM FPU

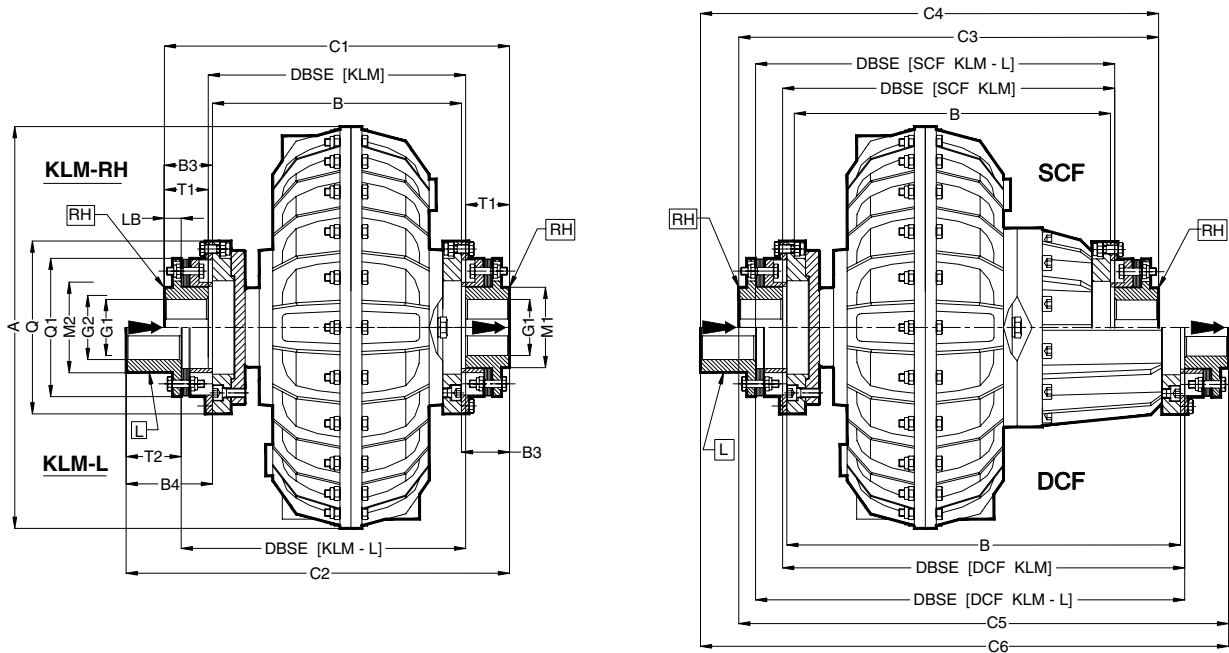
ROTOFLUID	30-30P-40P-50					55-60-65				70P-75P				80P-85P				90P-95P				120P			
Type FPU	FPU-55					FPU-85				FPU-100				FPU-120				FPU-180				FPU-220			
Ø E	160	200	250	315	400	250	315	400	315	400	500	400	500	630	500	630	710	630	710	800					
F	60	75	95	118	150	95	118	150	118	150	190	150	190	236	190	236	265	236	265	300					
F2	UPON REQUEST																								
Z	0	0	0	3	35	0	0	0	0	0	20	0	5	51	0	0	0	0	0	0					
Weight kg	5,4	9,2	14,5	29	50,8	19,5	30,8	52,8	35,9	58,3	96,8	57	95,6	134	105	142	178	145	180	254					

BRAKE DISC DPU

ROTOFLUID	30-30P-40P-50				55-60-65				70P-75P				80P-85P				90P-95P				120P				
Type DPU	DPU-55				DPU-85				DPU-100				DPU-120				DPU-180				DPU-220				
Ø E	250	315	355	400	355	400	450	500	500	560	630	710	500	560	630	710	800	1000	710	800	1000	1250	800	1000	1250
F2	41	41	41	41	45	45	45	45	60	60	60	60	60	60	60	60	60	60	105	105	105	105	UPON REQUEST		
Weight kg	11,7	18,5	23,5	28,8	25,2	31,5	38,5	47,3	51	63	78	98	50	61,6	77	97	122	188	105	130	197	300			

DIMENSIONS ARE NOT BINDING





NOTES: (1) upon request: bore G finished / (2) the arrows ► indicate input and output / (3) reverse mounting is possible upon request

ROTOFLUID SIZE	DISC COUPLING HBSX	KLM-RH												KLM-L							
		Dimensions in mm											kg*	Dimensions in mm						kg*	
		A	B	C1	G1 max	DBSE	B3	LB	M1	Q	Q1	T1	Weight	C2	G2 max	DBSE	B4	M2	T2	Weight	
30	170	290		C1	48								26,4	346,7		243,7	88,2	75	60	27,2	
30P		327	214	303		217	44,5	16.3	64	155	119	43	34,2		243,7	35					
40P		338	250	339		253							37		382,7	279,7				37,8	
50	330	430	234	337	65	237	51,5	18	86	185	148	50	51,6	389	65	269	103,5	92	70	52,9	
55			266	369		269							61,6	421		301				62,9	
60	650	520	256	383	85	259	63,5	25	120	260	214	62	94,5	468	95	296	148,5	135	110	101,5	
65			304	431		307							114,5	516		344				121,5	
70P	1260	640	276	433	100	281	78,5	28	138	295	246	76	161	525	110	329	170,5	155	120	169,4	
75P			331	488		336							192	580		384				200,4	
80P	2700 3160	810	360	576 606	105 125	366	108 123	35 41	150 175	330 365	275 308	105 120	322 357	666 710	120 135	436 445	198 227	165 190	125 145	328,9 366,7	
85P	3160		430	676	125	436	123	41	175	365	308	120	429	780	135	515	227	190	145	438,7	
90P	3160	1000	461	707	125	467	123	41	175	365	308	120	530	811	135	546	227	190	145	545,3	
95P	4630		576	854	140	584	139	46	195	415	346	135	740	973	150	673	258	215	165	755,3	
120P		UPON REQUEST																			

UPON REQUEST

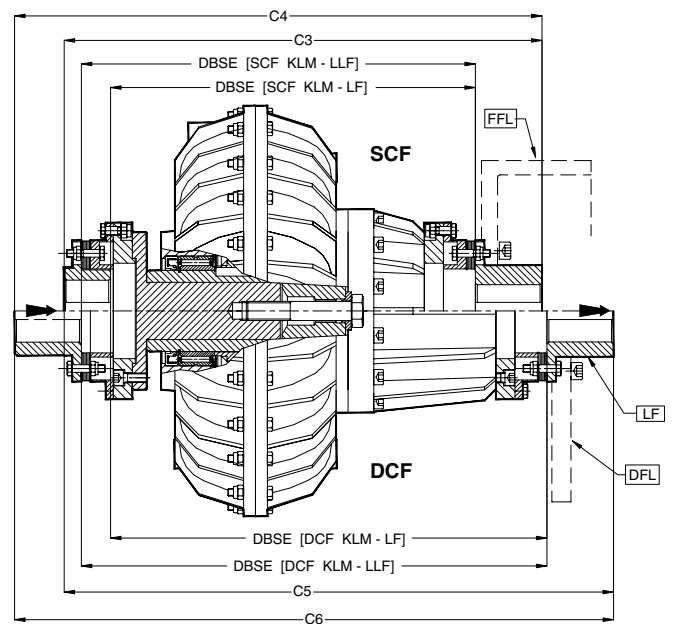
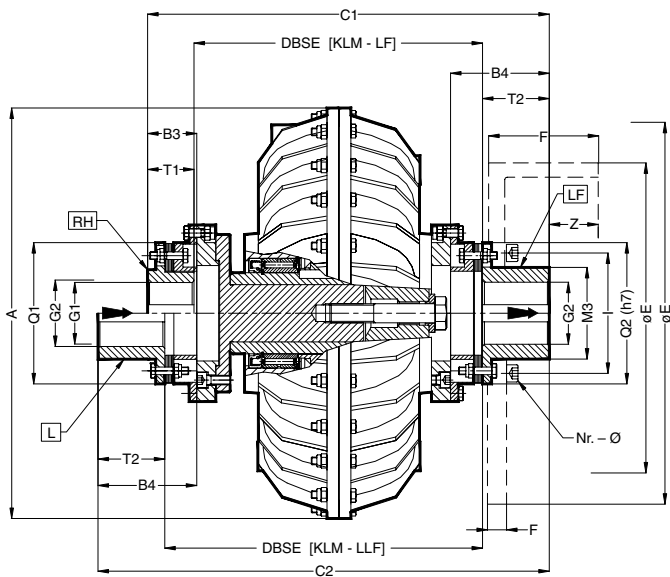
* Weight with oil

DIMENSIONS ARE NOT BINDING

ROTOFLUID SIZE	DISC COUPLING HBSX	SCF KLM-RH					SCF KLM-L				ROTOFLUID SIZE	DISC COUPLING HBSX	DCF KLM-RH					DCF KLM-L				
		mm				kg*	mm			kg*			mm				kg*	mm			kg*	
		B	DBSE	C3	T1	Weight	DBSE	C4	T2	Weight			B	DBSE	C5	T1	Weight	DBSE	C6	T2	Weight	
30	170					28,8				29,6	30	170					29,4					30,2
30P		269	272	358	43	36,6	298,7	401,7	60	37,4	30P		309	312	398	43	37,2	338,7	441,7	60	38,2	
40P		308	311	397		41,4	337,7	440,7		42,2	40P		380	383	469		42,2	409,7	512,7		43	
50	330	314	317	417	50	57,4	349	469	70	58,7	50	330	389	392	492	50	59,6	424	544	70	60,9	
55		346	349	449		67,4	381	501		68,7	55		421	424	524		69,6	456	576		70,9	
60	650	346	349	473	62	102,9	386	558	110	109,9	60	650	426	429	553	62	106,5	466	638	110	113,8	
65		394	397	521		122,9	434	606		129,9	65		474	477	601		126,5	514	686		133,5	
70P	1260	386	391	543	76	174	439	635	120	182,4	70P	1260	501	506	658	76	181	554	750	120	189,4	
75P		441	446	598		205	494	690		213,4	75P		556	561	713		212	609	805		220,4	
80P	2700 3160	478	484	694 724	105 120	338 373	554 563	784 828	125 145	344,9 382,7	80P	2700 3160	578	584	794 824	105 120	350 385	654 663	884 928	125 145	356,9 394,7	
85P	3160	548	554	794	120	457	633	898	145	466,7	85P	3160	648	654	894	120	477	733	998	145	486,7	
90P	3160	521	527	767	120	482	606	871	145	497,3	90P	4630	601	607	847	135	497	686	951	145	512,3	
95P	4630	696	704	974	135	780	793	1093	165	795,3	95P	4630	776	784	1054	135	795	873	1173	165	810,3	

• Supplied with OVERSIZED CHAMBER SCFM or DCFM

Example of order : ALFA 55KLM-L 330 RH (with 1 RH hub and 1 L hub)



NOTES: (1) upon request: bore G finished / (2) the arrows ➡ indicate input and output

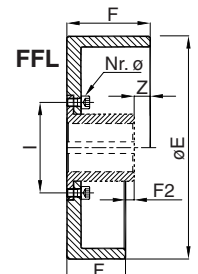
ROTOFLUID SIZE	DISC COUPLING HBSX	mm								KLM									SCF KLM						DCF KLM					
										LF					LLF				LF			LLF			LF			LLF		
		mm			kg*		mm			kg*		mm		kg*	mm		kg*	mm		kg*	mm		kg*	mm		kg*	mm		kg*	
		A	B3	B4	ØG1 max	ØG2 max	M3	Q1	Q2	DBSE	C1	T1	W.	DBSE	C2	T2	W.	DBSE	C3	W.	DBSE	C4	W.	DBSE	C5	W.	DBSE	C6	W.	
30	170	290							243,7	346,7	43	27,2 35	270,4	390,4	60	28 35,8	298,7	401,7	29,6 37,4	325,4	445,4	30,4 38,2	338,7	441,7	30,2 38,2	365,4	485,4	31	39	
30P		327	44,5	88,2	48	55	75	119	118,5				37,8	306,4	426,4	60	38,6	337,7	440,7	42,2	364,4	484,4	43	409,7	512,7	43	436,4	556,4	43,8	
40P		338								279,7	382,7	43	52,9	301	441	70	54,2	349	469	58,7	381	521	60	424	544	60,9	456	596	62,2	
50	330	430							269	389		62,9	333	473	70	64,2	381	501	68,7	413	553	70	456	576	70,9	488	628	72,2		
55		430	51,5	103,5	65	65	92	148	147,5	301	421	50																		
60		520								296	468		101,5	333	553	110	108,5	386	558	109,9	423	643	116,9	466	638	113,8	503	723	123	
65	650	520	63,5	148,5	85	95	135	214	213	344	516	62	121,5	381	601	110	128,5	434	606	129,9	471	691	136,9	514	686	133,5	551	771	140,5	
70P		640							329	525		169,4	377	617	120	177,8	439	635	182,4	487	727	190,8	554	750	189,4	602	842	197,8		
• 75P		640	78,5	170,5	100	110	155	246	245	384	580	76	200,4	432	672	120	208,8	494	690	213,4	542	782	221,8	609	805	220,4	657	897	228,8	
80P	2700 3160	810	108 123	198 227	105 125	120 135	165 190	275 308	274 307	436 445	666 710	105 120	328,9 366,7	506 524	756 814	125 145	335,8 377,4	554 563	784 828	344,9 382,7	624 642	874 932	351,8 392,4	654 663	884 928	356,9 394,7	724 742	974 1032	363,8 404,4	
• 85P		3160	810	123	227	125	135	190	308	307	515	780	120	438,7	594	884	145	448,4	633	898	466,7	712	1002	476,4	733	998	486,7	812	1102	496,4
90P		3160	1000	123	227	125	135	190	308	307	546	811	120	545,3	625	915	145	560,6	606	871	497,3	685	975	512,6	686	951	512,3	765	1055	527,6
95P	4630	1000	139	258	140	150	215	346	346	673	973	135	755,3	762	1092	165	770,6	793	1093	795,3	882	1212	810,6	873	1173	810,3	962	1292	825,6	
120P		UPON REQUEST																												

* Weight with oil

DIMENSIONS ARE NOT BINDING

BRAKE DRUM FFL

ROTOFLUID	30-30P-40P				50-55				60-65			70P-75P			80P		85P-90P		95P	
FFL	FFL 170				FFL 330				FFL 650			FFL 1260			FFL 2700		FFL 3160		FFL 4630	
Ø E	160	200	250	315	200	250	315	400	250	315	400	315	400	500	400	500	500	630	630	710
F	60	75	95	118	75	95	118	150	95	118	150	118	150	190	150	190	190	236	236	265
F2	0	-	-	-	-	-	-	-	15	-	-	2	-	-	-	-	-	-	-	-
Z	0	15	35	58	5	25	48	80	-	8	40	-	30	70	25	65	45	91	71	100
I	100				128				195			224			216		282		314	
Nr.-Ø	8 M10				8 M12				16 M12			16 M14			8 M20		16 M20		16 M20	
Weight kg	4	6,8	11,5	28	6,5	11,1	27,7	49,1	9,9	25	47,5	24	46	85	46,1	84,7	83,3	121	119	154,8

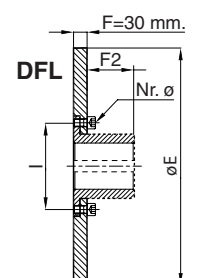


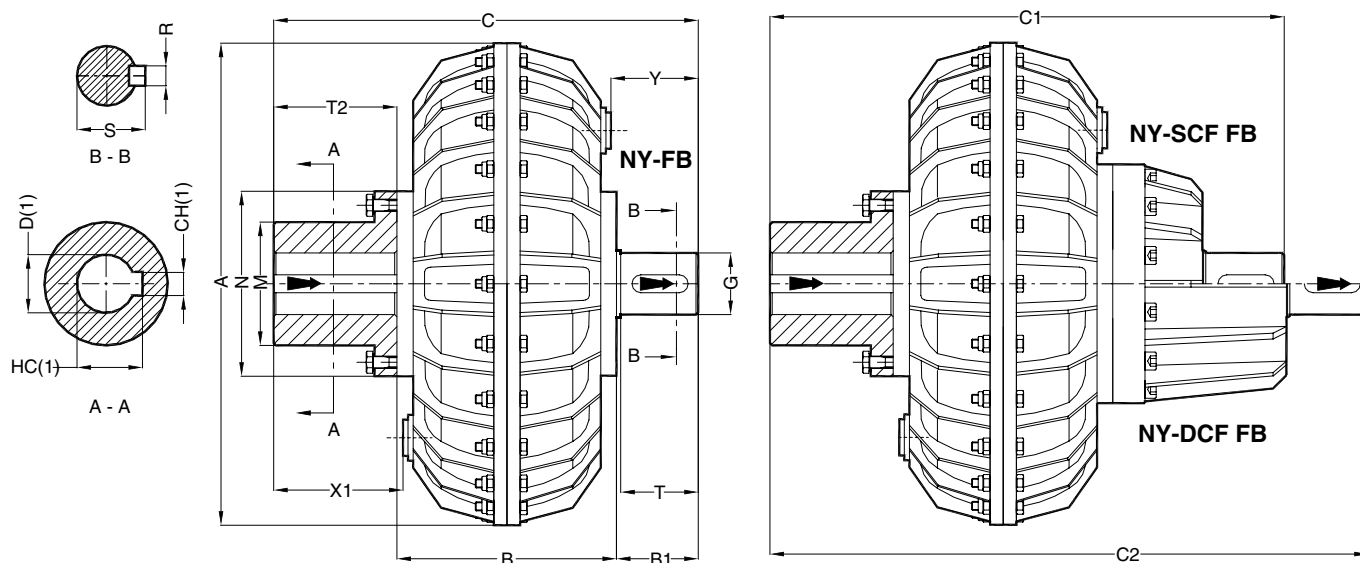
BRAKE DISC DFL

FRAME DISC DFL																															
ROTOFLUID				30-30P-40P				50-55				60-65				70P-75P				80P				85P-90P				95P			
DFL		DFL 170				DFL 330				DFL 650				DFL 1260				DFL 2700				DFL 3160				DFL 4630					
Ø E		250	315	355	315	355	400	450	400	450	500	500	560	630	710	800	500	630	710	800	630	710	800	710	800	1000	1250				
F		30				30				30				30				30				30				30					
F2		27.5				34.5				70				79				81				96				113					
I		100				128				195				224				216				282				314					
Nr.-Ø		8 M10				8 M12				16 M12				16 M14				8 M20				16 M20				16 M20					
Weight kg		10,5	17	22,3	16	21,8	28	35,9	26,2	34	42,8	41,7	53,5	70	88,8	114	41,2	53	68,4	88,2	66,7	86,5	112	84,7	109,8	176,3	280,3				

* Supplied with OVERSIZED CHAMBER SCFM or DCFM

Example of order: ALFA 55 SCF KLM 330 LF G(m)=60 G(r)=40 with Brake Drum FFL 330 ØE 315x118





NOTES: (1) for bore and keyway dimensions see sheet 10-019E / (2) the arrows ➡ indicate input and output

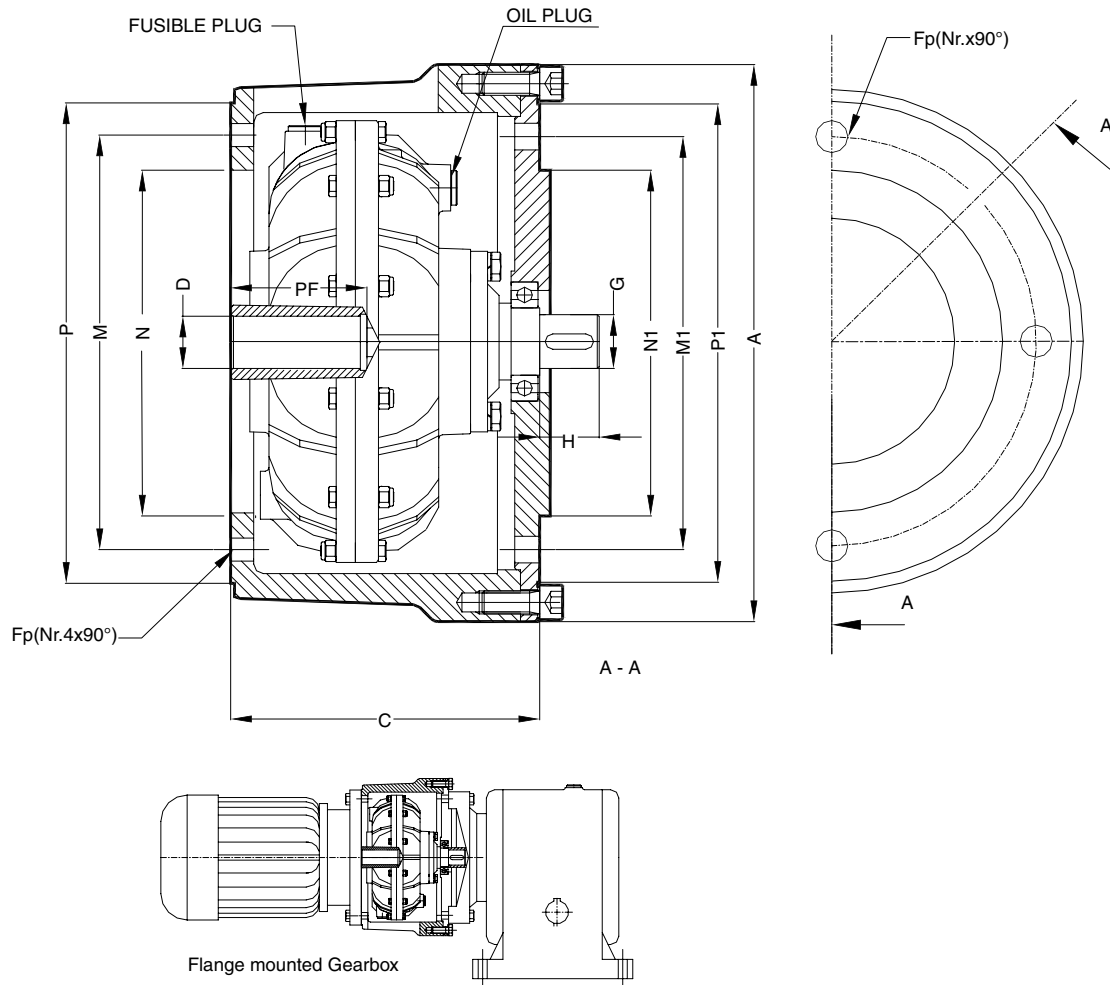
ROTOFLUID SIZE	NY-FB															NY-SCF FB		NY-DCF FB	
	Dimensions in mm														kg*	mm	kg*	mm	kg*
	D ^{G7}	A	B	B1	C	G ^{H7}	N	M	R	S	T	T2	X1	Y	Weight	C1	Weight	C2	Weight
30	28 38 42-48-55	290	150	51	261	38	116	80	10	41	45	60	69	55	19	316	21,5	356	22,1
30P	28 38 42-48-55	327											64		28	316	30,5		31,1
40P	38 42-48-55	338	183	61	324	48	145	91	14	51,5	55	80	104	72	31	382	35	454	37
50	42-48-55 60-65-75	430	154	71	325	55	165	110	16	59	65	100	106	91	44	405	50	480	52
55	42-48-55 60-65-75		196		367									77	54	447	60	522	62
60	48-55 60-65-75 80	520	172	86	368	60	185	135	18	64	80	110	116	106	71	458	79	538	83
65	55 60-65-75 80		220		416									92	91	506	99	586	103
70P	65-75 80-90 100	640	190	96	426	70	225	160	20	74,5	90	140	140	111	129	536	142	651	149
75P	65-75 80-90 100		245		481					75,5				96	170	591	183	706	190
80P	60-65-75 80-90 100-110	810	226	116	482	80	270	170	22	85	110	170	170	131	238	600	254	700	266
85P	60-65-75 80-90 100-110		300		556									116	310	674	336	774	348
90P	80-90-95 100-110 120-140	1000	344	186	700	110	345	250	28	116	180	170	170	240	470	760	510	840	530

* Weight with oil

● Supplied with OVERSIZED CHAMBER SCFM or DCFM

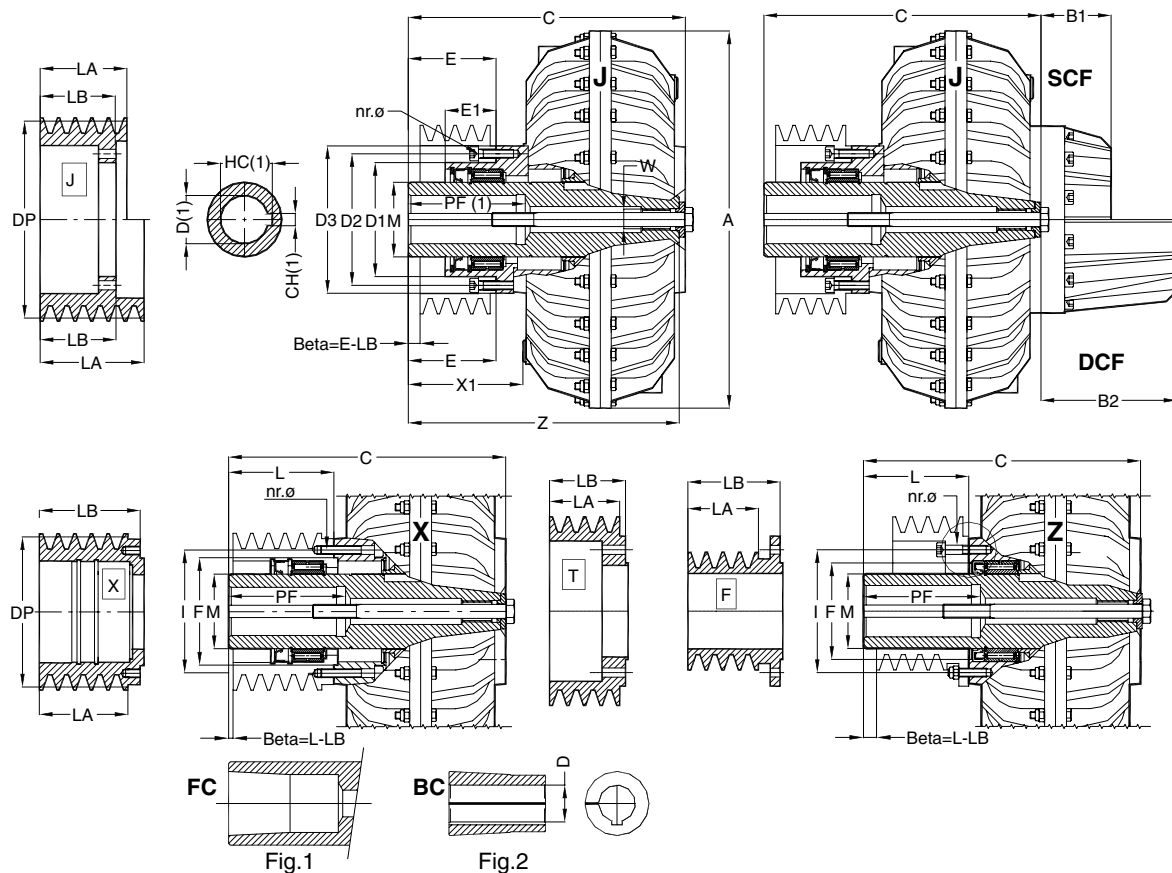
Example of order: ALFA 55 NY-FB D=65
ALFA 55 NY-SCF FB D=65
ALFA 55 NY-DCF FB D=65

DIMENSIONS ARE NOT BINDING



COUPLING		MOTOR		Dimensions in mm													kg*	
Grand.	Tipo	Tipo	kW	A	C	D	Fp	G h ⁷	H	M	M1	N F ⁷	N1 h ⁷	P	P1	PF	Weight	
10	CKS-19-19	80	0,55	240	128	19 G ⁷	ø11	19	25	165	165	130	130	200	200	40	8,5	
			0,75															
	CKS-24-24	90 S	1,1			24 G ⁷		24										50
		90 L	1,5															
20	CKS-28-28	100	2,2	292	161	28 G ⁷	ø13	28	32	215	215	180	180	250	250	60	24	
		3																
		112 M	4															
30	CKS-38-38	132S 132M	5,5 7,5	350	210	38 F ⁷		ø17	38	45	265	265	230	230	300	300	80	36,5
30P	CKS-42-42	160 M	11															
		160 L	15				300		300	250	250	350	350	110	40			
40P	CKS-48-48	180 M	18,5	400	255	48 F ⁷	ø17		48	55	300	300	250	250	350	350	110	42
		180 L	22															

* Weight with oil



NOTES: (1) for bore and keyway dimensions see sheet 10-019E / (2) for the choice of the assembly coupling-pulley, LA - LB quotes, see WESTCAR Pulley
(3) X couplings are supplied with X type pulleys for pitch diameters less than the minimum diameters of the J type pulleys

ROTOFLUID SIZE	Type	Dimensions in mm																J	X / Z	SCF		DCF	
		Bore D	A	C	D1 ^{H7}	D2	D3	E	E1	F ^{H7}	I	L	M	Nr.-Ø	X1	Z	W	Weight kg*	Weight kg*	B1	Weight kg*	B2	Weight kg*
10	Z 55	24	192	143	-	-	-	-	-	47	60	55	35	6-M6	57	140	M10	-	4,2	-	-	-	-
20	Z 70	28	229	185	-	-	-	-	-	62	78	70	45	6-M8	76	180	M14	-	6,5	-	-	-	-
30	J / X / Z 88	□FC	290	238	85	100	114	70	45	75	100	88	60	8-M8	97	233,5	M24	16,3	14,8	55	2,4	95	3
30P	J / X / Z 88	□FC	327															24,3	22,8				
40P	J / X / Z 90	□FC	338	273	112	130	145	89	60	100	125	90	80	8-M8	114	268	M24	28	25	58	4	130	5
		J / X / Z 118		□FC				301				117			118	142		296	29				
50	J / X 90	□FC	430	244	130	150	170	70	58	110	140	90	85	8-M10	95	241,5	M24	33	31	80	6	155	8
		J / X 120		□FC				274				100			120	125		271,5	35,5				
55	J / X 155	□FC		351				135				155			160	348,5		46	43				
60	J / X 130	□FC	520	302	150	170	184	110	88	125	160	130	110	8-M10	135	302	M30	60	55	90	8,4	170	12
		J / X 170		75-80				342				150			170	175		342	62				
65	J / X 130	□FC		350				110				130			135	350		74	69				
	J / X 170	75-80		390				150				170			175	390		77	72				
70P	J / X 170	80	640	380	188	210	230	140	100	150	195	170	120**	8-M12	169	369	M36	120,5	111	110	13	225	20
		J / X 210		80-90-100				420				170			210	409		123,5	114				
75P	J / X 210	80-90-100		470				180				210			209	459		156,5	147		18		30
80P	J / X 255A	80-90-100-110	810	481	214	240	270	225	130	190	230	255	140	8-M14	254	475	M36	222,5	207	118	16	218	28
85P	J / X 255A	80-90-100-110		555																			

* Weight with oil

DIMENSIONS ARE NOT BINDING

• Supplied with OVERSIZED CHAMBER SCFM or DCFM

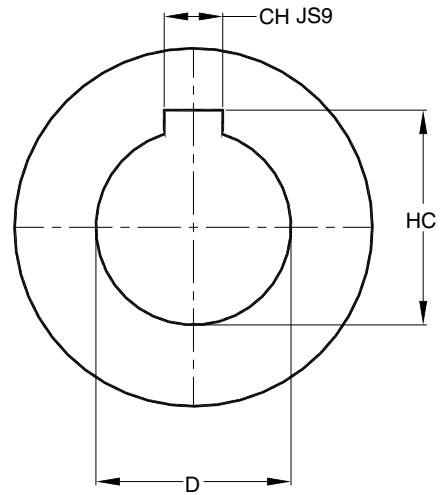
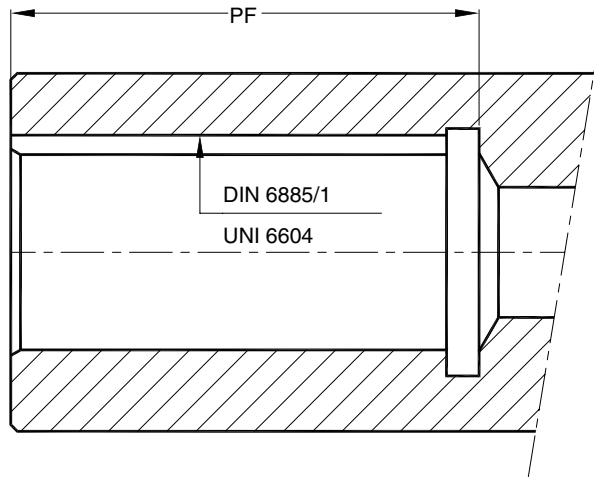
□ Couplings with conical bore **FC** are supplied with Taper Bush **BC** and fixing screw (Fig. 1 and 2)
In case of mounting on shafts without shoulder contact WESTCAR

Example of order of a coupling for taper bush: BETA 55 J155 FC

Example of order of a coupling with taper bush: BETA 55 J155 FC + 55BC L155 D=60

TAPER BUSH BC WITH FIXING SCREW							
COUPLING SIZE	Type	Standard D Bore					Max D Bore
30/30P	3BC	38	42	48	-	-	48
40P	4BC	38	42	48	50	-	50
50 - 55	5BC	-	42	48	55	60	65
60 - 65	6BC	-	-	48	55	60	70

■ Taper Bushes are supplied without keyway



D	Tolerance	PF	CH	HC	Tolerance
10	H7	25	3	11,4	+ 0,1 0
11 *		25	4	12,8	
12		25	4	13,8	
13		30	5	15,3	
14 *			5	16,3	
15			5	17,3	
16		40	5	18,3	+0,2 0
17			5	19,3	
18			6	20,8	
19 *			6	21,8	
20		50	6	22,8	
21			6	23,8	
22			6	24,8	
23			8	26,3	
24 *			8	27,3	
25			8	28,3	
26			8	29,3	
27			8	30,3	
28 *		60	8	31,3	
30			8	33,3	
32			10	35,3	
33			10	36,3	
34	G7	80	10	37,3	
35			10	38,3	
36			10	39,3	
38 *			10	41,3	

D	Tolerance	PF	CH	HC	Tolerance
40	G7	110	12	43,3	+0,2 0
42 *			12	45,3	
45			14	48,8	
48 *			14	51,8	
50			14	53,8	
55 *			16	59,3	
60 *		140	18	64,4	
65 *			18	69,4	
70 *			20	74,9	
75 *			20	79,9	
80 *		170	22	85,4	
85 *			22	90,4	
90 *			25	95,4	
95			25	100,4	
100 *		210	28	106,4	
105			28	111,4	
110 *			28	116,4	
115			32	122,4	
120		250	32	127,4	
125 *			32	132,4	
130			32	137,4	
135 *			36	143,4	
140			36	148,4	
160			40	169,4	
180			45	190,4	

* STANDARD BORES FOR UNEL MEC ELECTRIC MOTORS

FUSIBLE PLUG TF

In case of overheating, the fusible plug allows the oil out and thereby disconnects the power transmitted to the output shaft. Fusible plugs are available for four different melting temperatures: 96°C, 120°C, 145°C and 180°C.

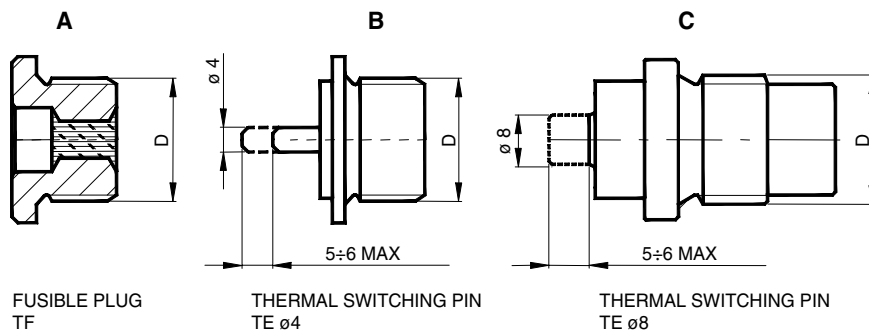
WESTCAR standard couplings are supplied with fusible plug at 145° C.

THERMAL SWITCHING PIN TE

In case of coupling overheating with a thermal switching pin, a pin is released and collide against a limit switch which activates an alarm or shuts off the electric motor. This method avoids the oil leakage from the coupling.

Fusible switching pins are available for four different temperatures: 96°C, 120°C, 145°C and 180°C.

In case of stall conditions, motor running and machine locked, the coupling housing must be driving to guarantee the signal survey.

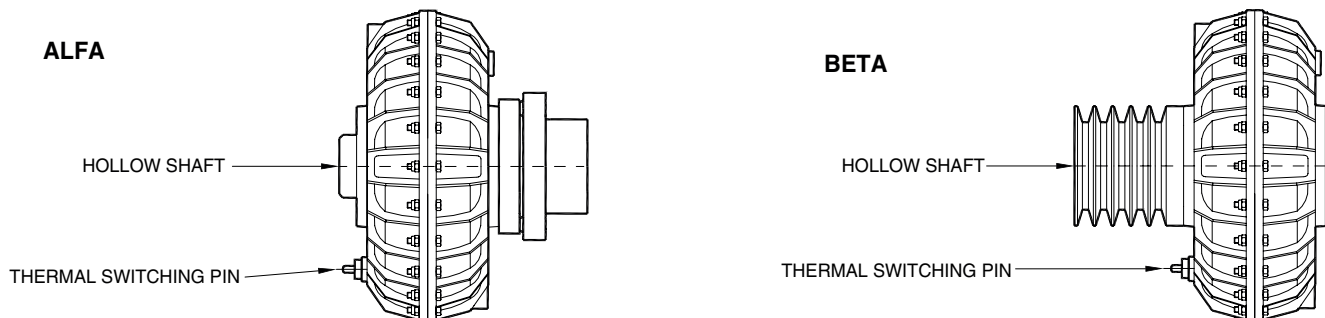


ROTOFLUID SIZE	DIMENSIONS				TEMPERATURE			
	D	A	B	C	96 °C BLUE	120 °C WHITE	145 °C RED	180 °C GREEN
10 20 30-30P 40P	1/4 GAS	X	X	-	•	•	•	•
50-55 60-65	1/2 GAS	X	X	-	•	•	•	•
70P-75P 80P-85P	1/2 GAS	X	-	X	•	•	•	•
90P-95P	3/4 GAS	X	-	X	•	•	•	•

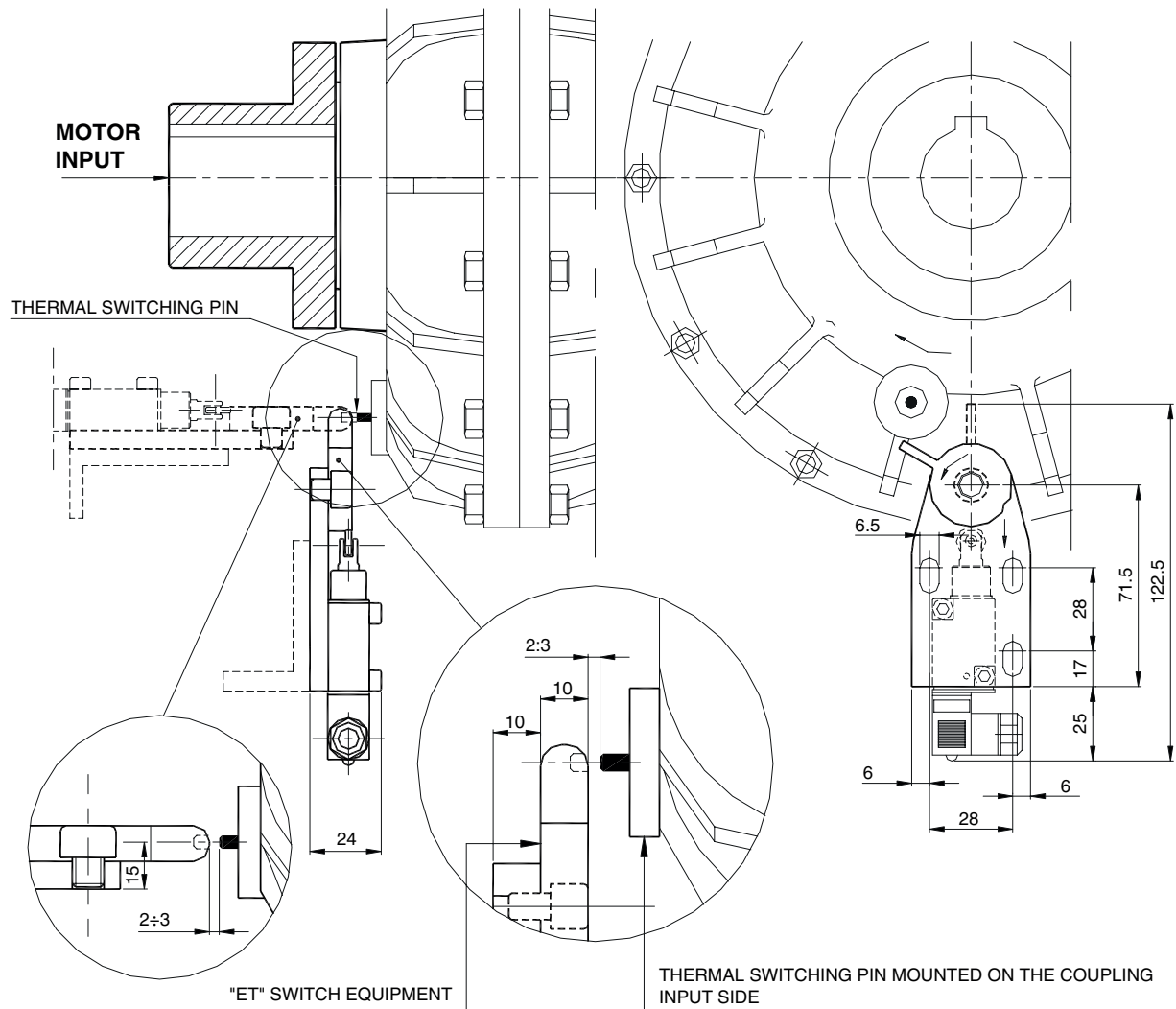
When ordering specify: dimension D, safety plug melting temperature and colour.

Example of order: **Thermal switching pin TE 1/4 GAS 145°C RED.**

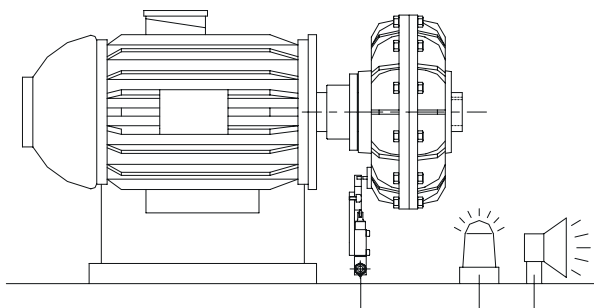
THERMAL SWITCHING PIN STANDARD POSITION



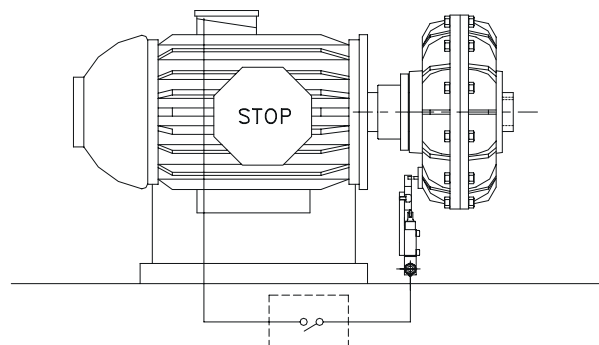
The thermal switching pin is normally mounted by the hollow shaft side
but in case of need can be located in the opposite side.



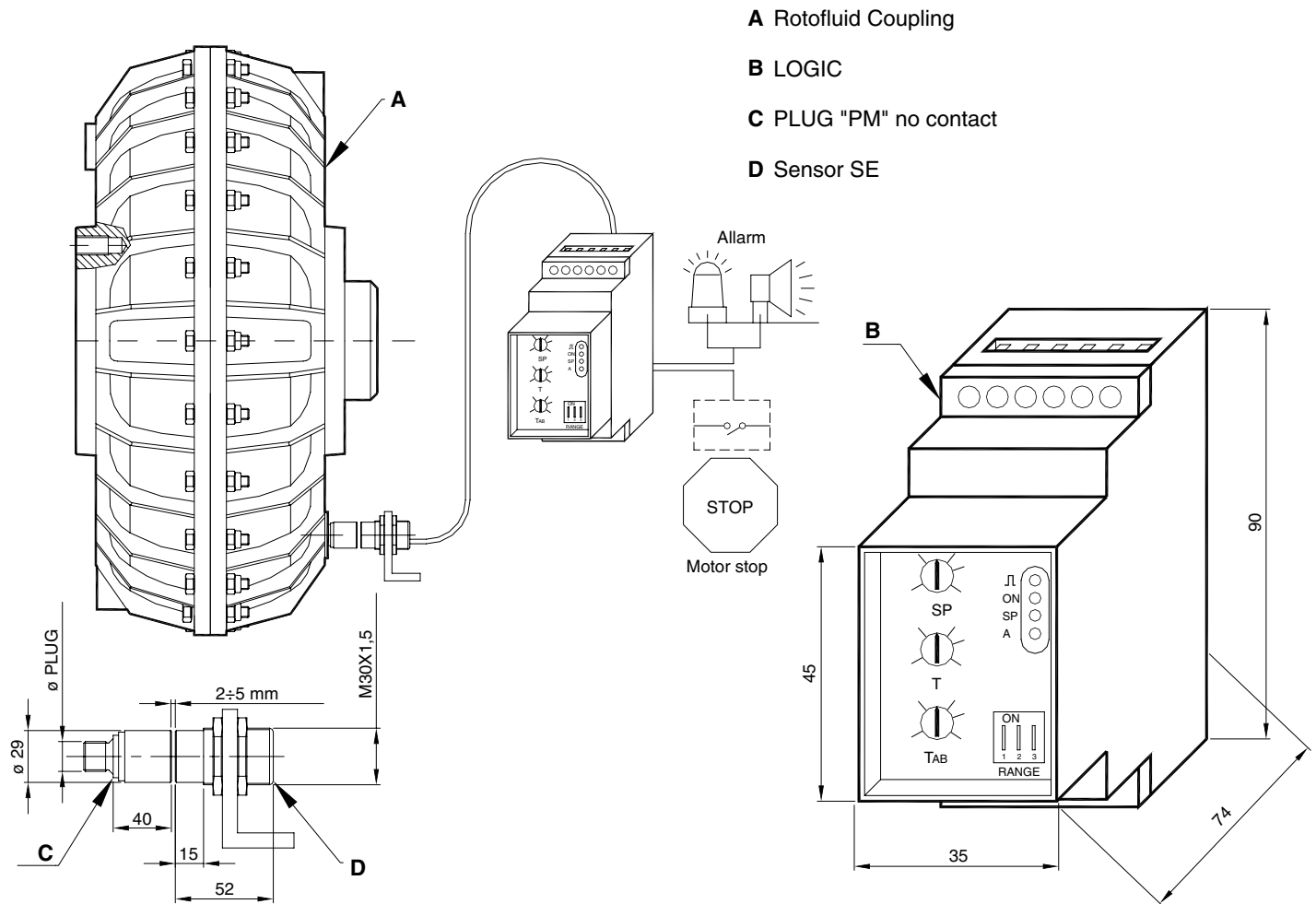
"ET" CONNECTED TO A LIGHT SOUND SIGNAL



"ET" CONNECTED TO SWITCH OFF THE DRIVE



The ET safety device consists of a microswitch and a cam mounted on a base and operates in combination with a thermal switching pin fitted on the fluid coupling housing. In case of coupling overheating due to overloads and machine jams or reduced oil filling, the oil temperature can exceed the melting temperature set for the thermal switching pin. The pin then extends and makes contact with the cam of the microswitch sounding an alarm or shutting down the drive.



DEVICE T09 WITH PM

The Plug PM is fitted on the outer impeller, in contact with the oil inside the coupling.
The outer wheel of the coupling (A) can be connected to the machine (driven side) or connected to the motor (drive side).
If the Plug PM is mounted on the driven side the system detects the variation of temperature and speed. If it is mounted on the drive side the system detects only the temperature.

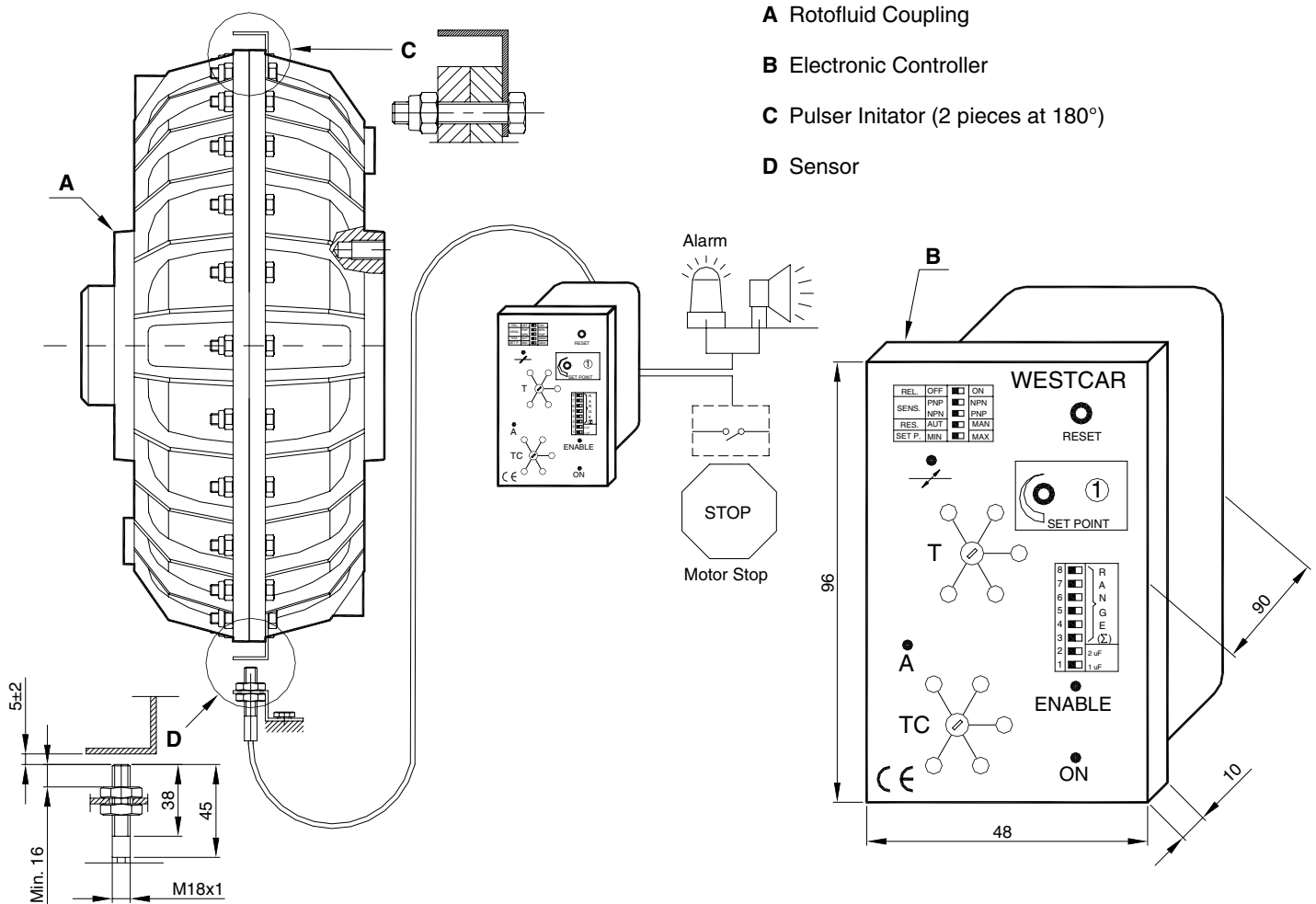
WORKING PRINCIPLE

The Plug PM contains a thermal element that changes its status at the temperature of 120°C (or upon request: 80°C, 100°C, 140°C or 160°C).

The plug PM, normally closed, crossing the SE sensor acts as a pulse generator, consequently the SE sensor sends impulses to the device LOGIC T09.

Once the temperature limit is reached the thermal element opens and the plug PM and the sensor SE no longer generate impulses. The device LOGIC T09 not receiving more signals, will switch the inner relay, providing an alarm signal or stopping the motor.

POWER SUPPLY: Standard tension 24Vac (upon request: 115 Vac, 230 Vac or 24Vdc).



DEVICE SCD

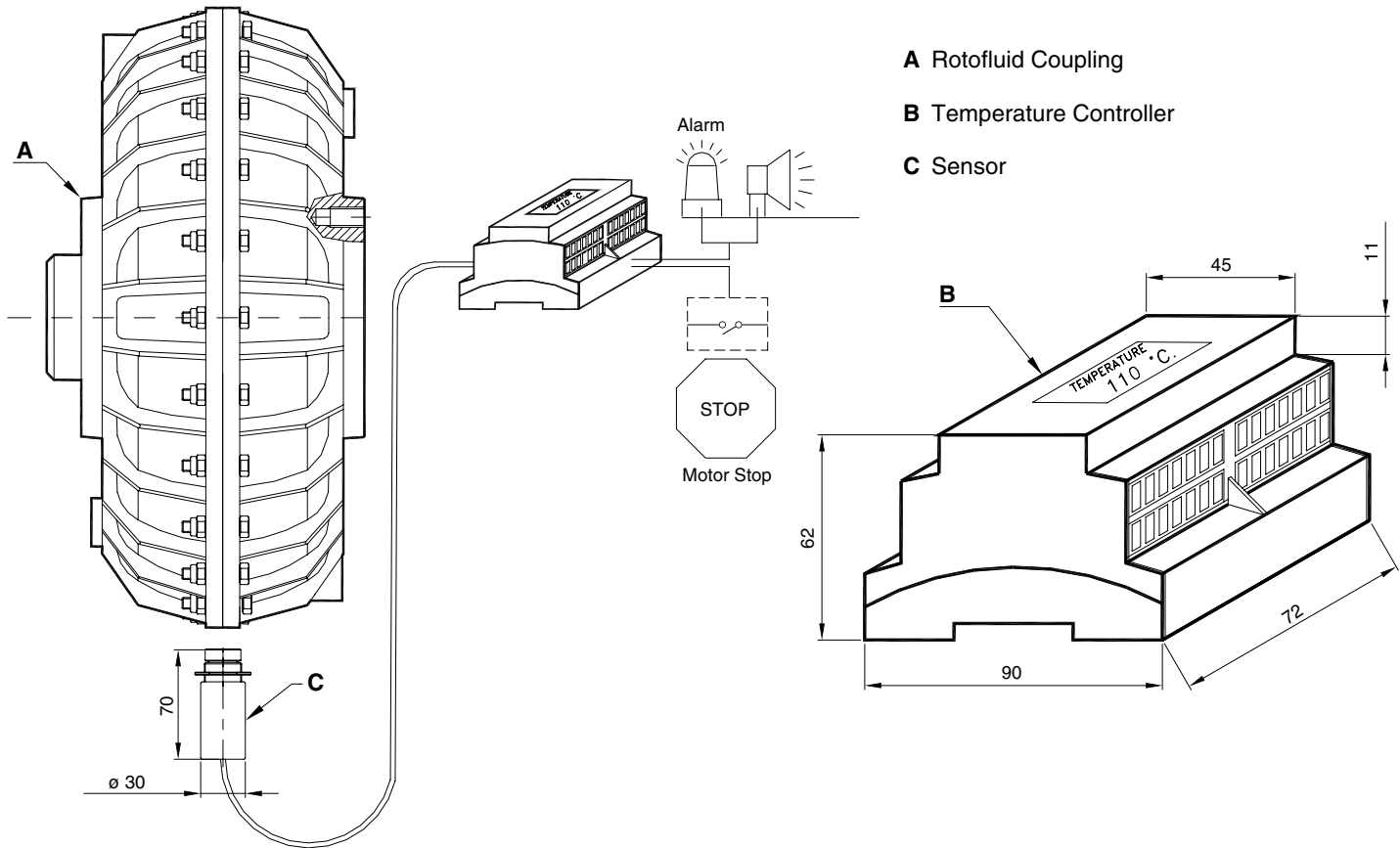
The **SCD** Device can be applied to guarantee the safety of coupling the machine and the product quality.

The **SCD** device is an electronic controller which receives a train of pulses by a sensor. The pulses are converted into a proportional voltage to the pulses frequency. This voltage is compared with a variable reference voltage (**SET POINT**). The internal relay changes over when the input speed is faster or lower than the fixed (**SET POINT**). It is used to control the shaft revolution speed. In case of speed decrease, the device gives a signal to the operator.

WORKING PRINCIPLE

As the transmitted torque is increased, this gives rise to an increased slip of the fluid coupling. Possible overload can be detected by measuring the resulting speed reduction in the driven half coupling by means of overload **SCD**. This with change-over contact at the output may either emit an alarm signal or switch off the main motor. A delaying action (max 120 sec) prevents the unnecessary triggering of the relay, when the motor is started. It only occurs once when the operating voltage is applied. False alarms are prevented arising from very short torque fluctuations, by the introduction of a preset time lag (max 30 seconds).

POWER SUPPLY: Standard tension 24 Vac (upon request: 115 Vac, 230 Vac or 24 Vdc).



The **continuous monitoring** of the components substantially contributes to preserve the performance of a system itself, while assuring, in the meantime, a considerable **increase in reliability**.

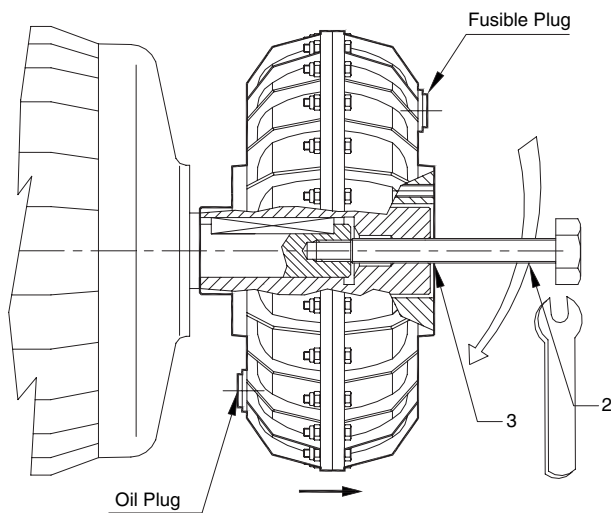
The **ITC (Infrared Temperature Controller)** infrared device allows the monitoring of the fluid coupling temperature, contactless, in real time and in a temperature range between -20°C and $+250^{\circ}\text{C}$, thus providing the ability to regulate workloads or possible intervention. This is an advantage which increases the effectiveness of the whole system and reduces downtime.

Moreover, through the **sensor control interface**, integrated in the DIN rail mounted control system, it is possible to **set two limit temperatures** (Low and High level) to get a signal when such temperatures are reached.

Finally, if the **integration of the device in existing control systems is desired**, ITC is able to provide the current temperature value through a 0-10 V analog output, which can be useful for data transmission to other equipment or for automatic setup of the monitored system parameters.

ITC Device Characteristics
Continuous monitoring
Real time temperature acquisition
Current temperature visualization on the LCD display
2 programmable digital output – limit temperatures
Evaluation of temperature gradient
Easy and quick installation with standard DIN rail mounting
Wide spectrum of application
0-10 V analog output

SCREW PULLER “VE” TYPE

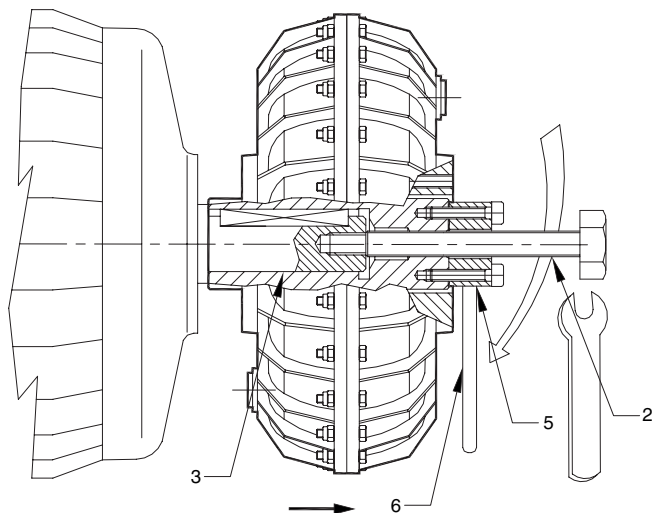


VE SYSTEM	ROTOFLUID COUPLING					
	SIZE	VERSIONS				
Type		K	Z	J	H	X
VE M14	20	K1	Z70	J70	H55	XN70
VE M16		K3	Z69	-	-	-
VE M20				J103	H85	X103
VE M24	30	ALL VERSIONS				
	30P					
	40P					
	50					
VE M30	55	UP TO Ø 65				
	55	FOR Ø75 Ø 80				
	60	ALL VERSIONS				
VE M36	65					
	70P					
	75P					
	80P					
	85P					
	90P					
	95P					

To pull off the ROTOFLUID coupling proceed as follows:

- 1) Remove tightening screw
- 2) Tighten the screw (2) into the threaded hole of the coupling shaft (3), taking care to lock the rotation of the drive shaft.

PULLING OFF SYSTEM “SE” TYPE



SE SYSTEM	ROTOFLUID COUPLING					
	SIZE	VERSIONS				
Type		K	Z	J	H	X
SE M20	20	-	-	J 103	H 85	X 103
SE M24/35	30	ALL VERSIONS				
SE M24/40	30P					
	40P					
	50					
SE M30	55	UP TO Ø 65				
	55	FOR Ø75 Ø 80				
	60	ALL VERSIONS				
SE M36	65					
	70P					
	75P					
	80P					
	85P					
	90P					
	95P					

To pull off the ROTOFLUID coupling proceed as follows:

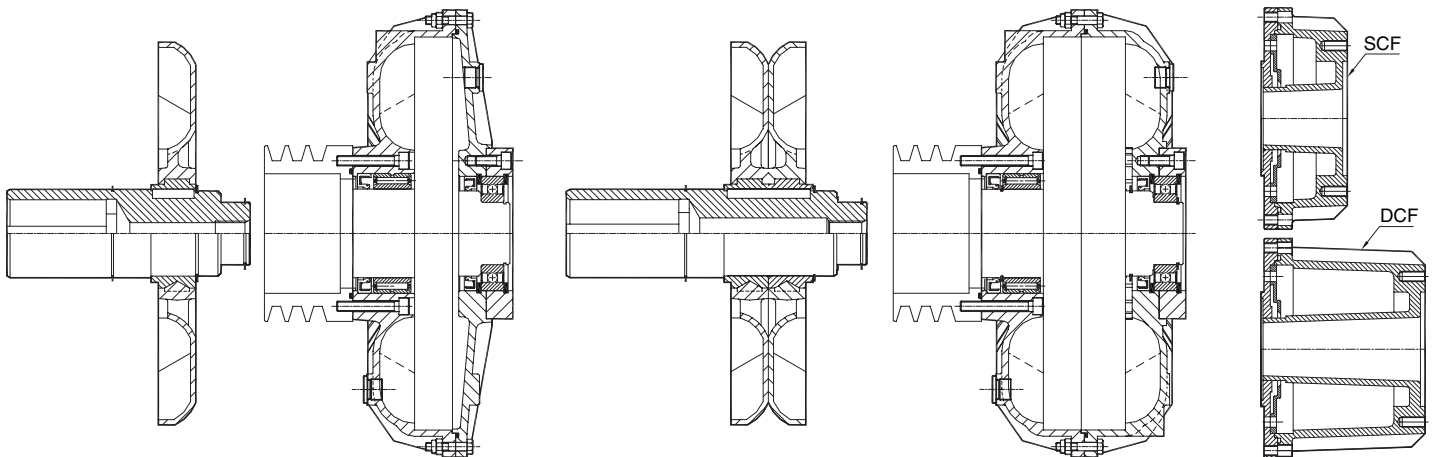
- 1) Remove tightening screw
- 2) Lock the bush (5) to the shaft end (3) with 2 securing screws. Tight the screw puller (2) in the shaft threaded hole keeping locked the rod (6) to avoid the motor shaft rotation.

The mass moment of inertia values listed in the table below are referred to inner part, outer part and oil where:

- **INNER PART** = hollow shaft, impeller pump, half oil
- **OUTER PART** = turbine and cover housing, half oil

Values valid for ROTOFLUID couplings with oil level at 45° off center pulleys, flexible couplings and other accessories are not included.
For couplings with delay fill chamber SCF/DCF, add their values to the correspondent of the outer part of the couplings.

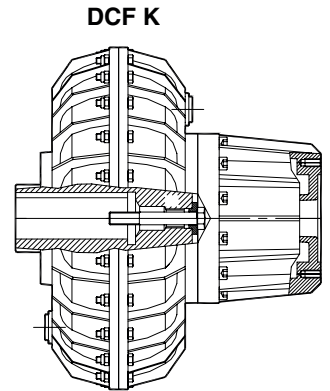
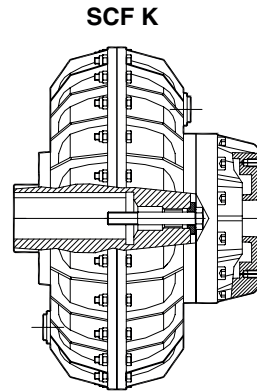
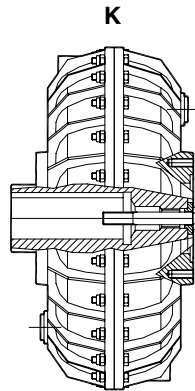
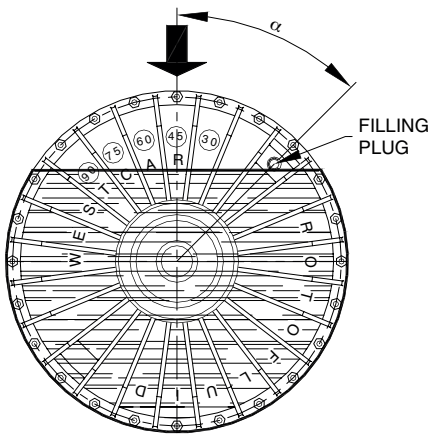
INNER PART OUTER PART		INNER PART OUTER PART		DELAY CHAMBER
SIZES: 10, 20, 30, 30P, 40P, 50, 60, 70P, 80P, 90P		SIZES: 55, 65, 75P, 85P, 95P		



$$\text{MOMENT OF INERTIA } J = \frac{m \times R^2}{2} \text{ (Kgm}^2\text{)}$$

ROTOFLUID COUPLING SIZE	ALFA VERSION		BETA VERSION						DELAY CHAMBER	
	Type K		Type Z, X		Type J		Type H		SCF	DCF
	J INNER kgm ²	J OUTER kgm ²	J INNER kgm ²	J OUTER kgm ²	J INNER kgm ²	J OUTER kgm ²	J INNER kgm ²	J OUTER kgm ²	J kgm ²	J kgm ²
10	0,003	0,011	0,003	0,011	--	--	0,003	0,012	--	--
20	0,006	0,024	0,006	0,024	0,006	0,026	0,006	0,027	--	--
30	0,021	0,081	0,022	0,081	0,022	0,084	0,022	0,086	0,006	0,007
30P	0,040	0,140	0,045	0,140	0,045	0,144	0,045	0,147	0,006	0,007
40P	0,060	0,179	0,065	0,179	0,065	0,190	0,065	0,197	0,013	0,016
50	0,105	0,363	0,109	0,363	0,109	0,376	0,109	0,385	0,026	0,032
55	0,208	0,474	0,214	0,474	0,214	0,487	0,214	0,496	0,026	0,032
60	0,311	0,795	0,326	0,795	0,326	0,823	0,326	0,842	0,053	0,062
65	0,564	1,040	0,583	1,040	0,583	1,068	0,583	1,087	0,053	0,062
70P	0,678	2,386	0,740	2,386	0,740	2,473	0,740	2,551	0,160	0,200
75P	1,236	2,782	1,260	2,782	1,260	2,869	1,260	2,947	• 0,350	• 0,550
80P	2,389	7,276	2,499	7,276	2,499	7,393	--	--	0,350	0,550
85P	4,668	9,977	4,792	9,977	4,792	10,094	--	--	• 0,900	• 1,400
90P	8,372	23,200	--	--	--	--	--	--	1,200	1,600
95P	15,613	28,855	--	--	--	--	--	--	1,200	1,600
120P	54,000	260,000	--	--	--	--	--	--	--	--
125P	104,000	320,000	--	--	--	--	--	--	--	--

• OVERSIZED CHAMBER SCFM / DCFM



OIL REPLACEMENT

The oil in the coupling must be changed for the first time after 2000 working hours and subsequently after each 4000 working hours. To change the oil, proceed as follows:

- 1) Rotate the coupling to bring the filling plug to its highest position
- 2) Unscrew and remove the filling plug
- 3) Determine the correct filling level by rotating the coupling until the filling hole corresponds to the current oil level
- 4) Completely drain the oil in the coupling by bringing the filling hole to its lowest point
- 5) Rotate the coupling again to bring the filling hole to correspond to the filling level determined at point 3
- 6) Pour in the new oil until the oil filling level is reached.

The quantity and type of oil recommended is listed in Table 1.

Results achieved by decreasing the oil quantity:

- Slower and more gradual startings
- Less absorption of startings current
- Better protection to the transmission elements in the event of overload
- Higher slip value at running.

IMPORTANT:

An excessive decrease in the oil quantity can cause the following problems:

- The impossibility of rapidly accelerating the machine due to insufficient torque.
- The overheating of the coupling, with consequent damage to the oil seals.

Results achieved by increasing the oil quantity:

- Faster startings
- Lower slip value at running
- Higher absorption of starting current during acceleration phases
- Greater strain on transmission elements.

IMPORTANT:

An excessive oil quantity can cause the following problems:

- The overloading of the electric motor
- The cracking of the coupling housing due to the internal overpressure caused by the lack of internal space for sufficient oil expansion

TYPES OF OIL RECOMMENDED FOR STANDARD WORKING TEMPERATURE

Working Temperature from -20°C to +180°C

- BP ENERCOL HPL 22÷32
- CASTROL HYPIN AWS 22÷32
- ESSO SPINASSO 22÷32
- MOBIL VELOCITE OIL D
- Q8 VERDI 22÷32
- SHELL MORLINA 22÷32

Tab. 1

COUPLING SIZE	OIL QUANTITY FOR STANDARD FILLING					
	K		SCF K		DCF K	
	α	Liter	α	Liter	α	Liter
10	45°	0,55	--	--	--	--
20	45°	1,20	--	--	--	--
30	45°	2,39	55°	2,43	65°	2,42
30P	45°	4,05	55°	3,94	65°	3,78
40P	45°	4,07	55°	4,06	70°	4,09
50	45°	4,39	65°	4,37	75°	4,59
55	45°	7,19	60°	7,04	70°	7,17
60	45°	8,61	65°	8,23	75°	8,41
65	45°	13,48	60°	12,80	70°	12,77
70P	45°	18,05	65°	16,89	75°	17,64
•75P	45°	30,14	65°	29,36	75°	29,68
80P	45°	35,53	65°	35,21	75°	35,27
•85P	45°	60,64	65°	57,79	75°	56,28
90P	45°	91,92	60°	81,70	70°	90,62
95P	45°	153,3	60°	154,9	70°	146,7
120P	45°	185	--	--	--	--
125P	45°	360	--	--	--	--

• OVERSIZED CHAMBERS SCFM, DCFM

For more information, consult WESTCAR.

Do not exceed Quantity of oil indicated in Table 1.

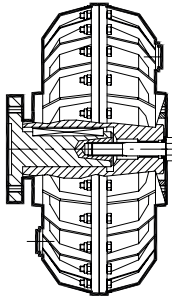


Fig. 1

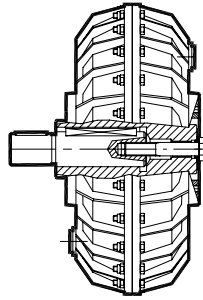


Fig. 2

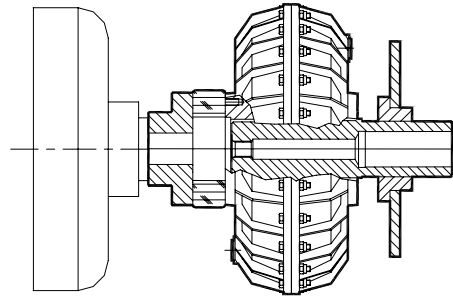


Fig. 3

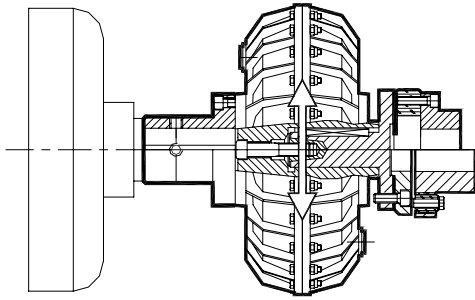


Fig. 4

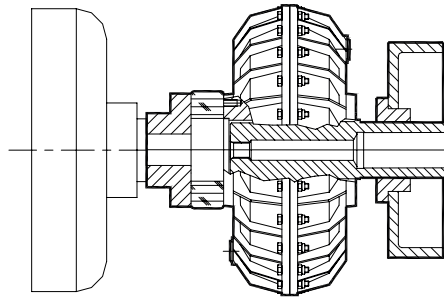


Fig. 5

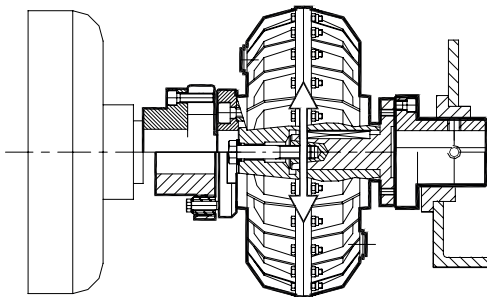


Fig. 6

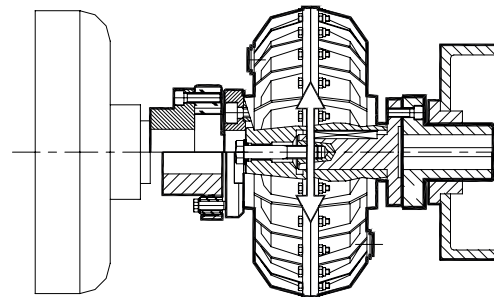


Fig. 7

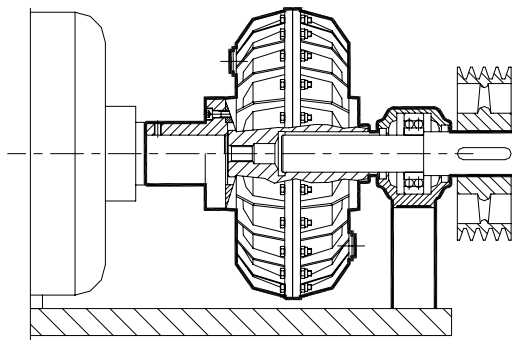


Fig. 8

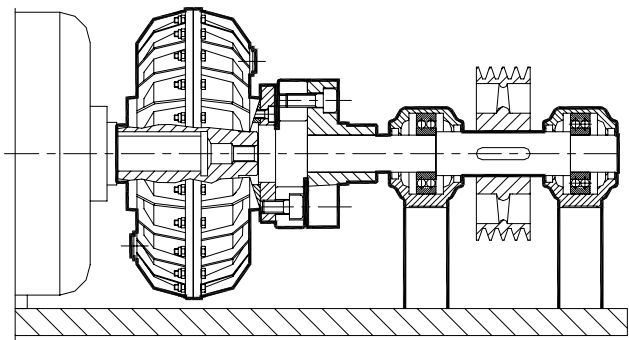


Fig. 9

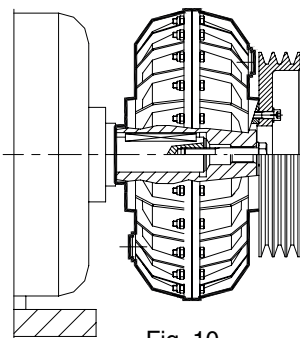


Fig. 10

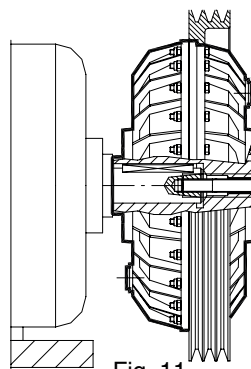


Fig. 11

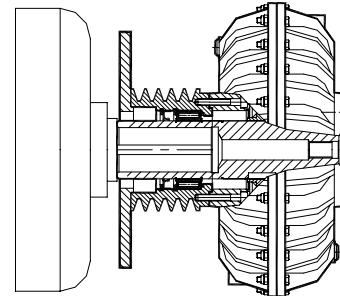


Fig. 12

BUILDING - CONSTRUCTION - MINING - BRICKS

- Tower Cranes
- Belt Conveyors
- Rotary kilns
- Crushers
- Rolling Mills
- Bucket elevators
- Rotating screens
- Rotary arrow
- Brick Moulders
- Kiln cars

TEXTILE

- Drum Tumblers
- Centrifuges
- Carding machines
- Industrial Washing machines
- Dryers

CHEMICAL - FOOD - CANNING

- Stirrers
- Dryers
- Decaners
- Rotating filters
- Soap cutters
- Calanders and gum mixers
- Palletizers
- Labelling Machine
- Bottling Plants
- Centrifugal separators

MECHANICAL ENGINEERING

- Twisting machines for rope and wire
- Rod iron straighteners
- Presses
- Profiling machines
- Drawbenches
- Cutters

AUTOMOTIVE INDUSTRY

- Balancing machines
- Gates open/closing drive

PAPER PROCESSING

- Winders
- Pulpers
- Mixers

TIMBER PROCESSING

- Drum barkers
- Hardboard presses
- Shredders

MARBLE PROCESSING

- Gantry cranes
- Multi-blade frames

ECOLOGY

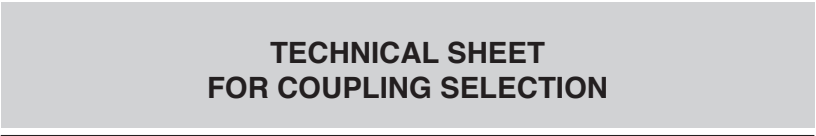
- Blenders
- Sludge purification plant

CERAMICS

- Continuous and intermittent ball mills
- Mixers
- Presses

OTHERS

- Winches
- Windlasses
- Centrifugal and alternative compressors
- Suction and centrifugal fans
- Centrifugal pumps
- Fire pumps
- Elevators
- Cable cars
- Amusements park rides
- Haulage wagons in steelworks and mines
- Stack-up coating plants
- Sprayers
- Refineries
- Ski lift
- Sand mixers
- Fan & Blowers
- Refiners

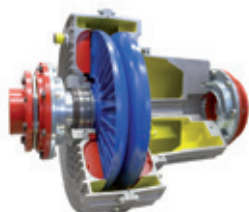




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