



## **EMBRAGUES NEUMATICOS MULTIDISCO DIRECTOS**

# **LP**



## **PNEUMATIC STATIC-CYLINDER MULTI-DISK CLUTCHES**

*The excellent technical, construction and operating characteristics of this type of clutch have resulted in a wide range of applications in the manufacturing industry.*

*Its simple design includes a center hub, a disk pack, two radial bearings and a fixed cylinder with a working piston*

*Air under pressure enters through the external bore «A», a solution which permits the elimination of complicated channeling and allows several clutches to be mounted on the same shaft.*

*A series of disk separating springs, generates sufficient axial pressure to allow the quick return of the piston to its neutral position, impacting minimally on the working thrust.*

*The fixed piston transmits its power to push the rotating disks through a rugged radial bearing.*

*The stroke of the piston and the thrust springs allow disk-wear take-up, thus eliminating the need for adjustment. Furthermore, mounting of the springs between the disks prevents most of the dragging when in the neutral position, allowing the installation of the clutch in a vertical position, in the presence of very sensitive kinematic or where greater uncoupling precision is required.*

*This series of pneumatic multi-disk clutches has been engineered to run dry, thanks to the choice of using a combination of bronze/steel disks and sealed bearings that actually allow you to work without lubrication. Variants with transmission sleeve (LPR) and elastic coupling (LPG) further extend the already impressive range of possible applications for these clutches.*

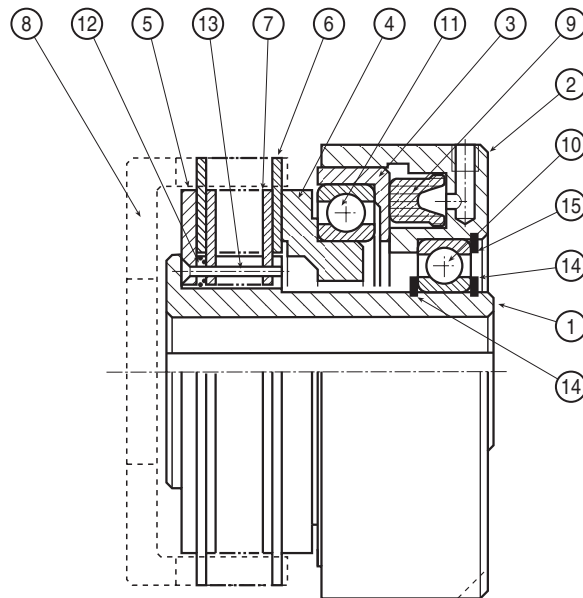
*To ensure that the clutch operates correctly, the supply pressure must always remain constant: so, it would be better to provide for an accumulation tank, in order to compensate any pressure changes.*

*Also, the control valve must be mounted as close as possible to the supply bore located on the cylinder and must be equipped with a blow-off device to discharge the piston and, as a result, to quickly disengage the transmission*

## **MOUNTING**

*When mounting, please follow our instructions and examples. The working cylinder must be anchored, but not blocked, by means of a bracket or pin engaged on one of the three 120°milled spots on the working cylinder itself; this bracket is to be hooked onto the most convenient milled spot, in relation to the air supply bore, making sure that the working cylinder has some radial and axial play.*

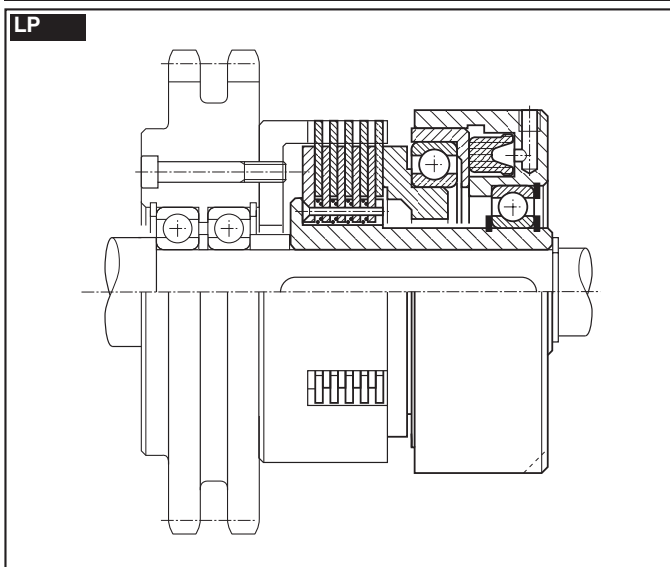
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**PARTS LIST**

1. CENTRAL HUB
2. CYLINDER
3. PISTON
4. THRUST RING
5. HEAD PLATE
6. OUTER DISK
7. INNER DISK
8. CUP HOUSING (ON DEMAND)
9. SEAL RING
10. HUB BEARING
11. PISTON BEARING
12. DISK SEPARATING SPRING
13. SPRING GUIDE PIN
14. OUTER SAFETY RING
15. INNER SAFETY RING

**EXAMPLE OF MOUNTING**

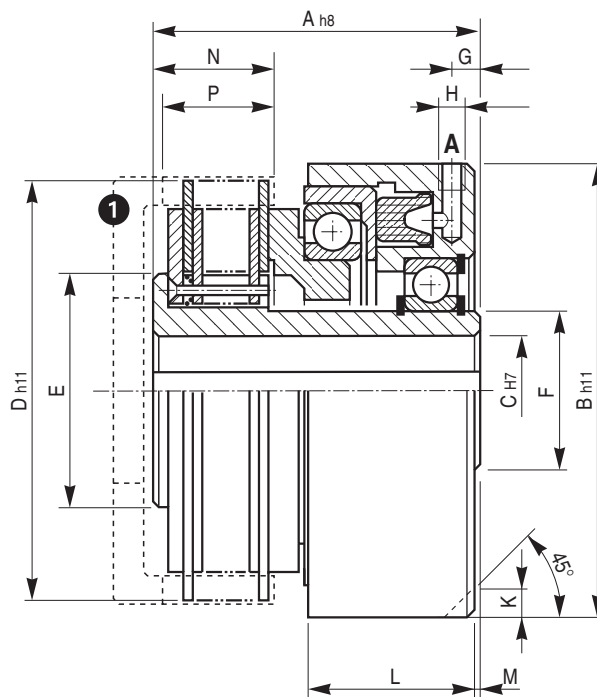
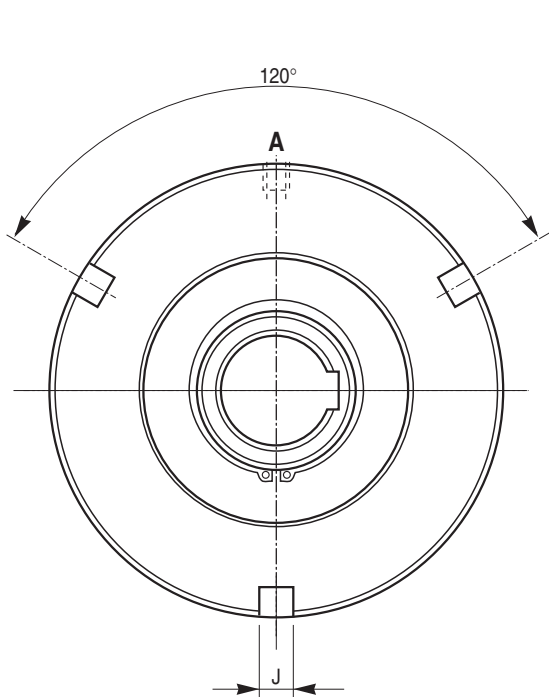


**PNEUMATIC MULTIDISK CLUTCH**

LP...

**03**

<b>MODEL</b>	LP □□□
<b>CODE</b>	03.08.□□□.01



A = Alimentazione aria / Air supply

□□□	Torques		Working pressure (bar)	Cylinder volume (cm <sup>3</sup> )	R.P.M. limit max	External plates N.	Weight (kg)	N° Lugs	Cup Housing (On demand)
	Mi (Nm)	Ms (Nm)							
<b>002</b>	44	65	6	4	3000	4	2,8	3	C 02.02
<b>003</b>	75	114	6	6	2800	4	4,5	3	C 03.03
<b>004</b>	140	210	6	10	2400	5	5,5	6	C 04.02
<b>006</b>	330	460	6	16	2000	5	9,3	6	C 06.03
<b>008</b>	590	830	6	30	1800	6	12	9	C 08.02
<b>010</b>	1200	1700	6	50	1400	6	25	9	C 10.03

□□□	A	B	C		D	E	F	G	H	J x K	L	M	N	P
			min.	max.										
<b>002</b>	70	97	12	22	89	49,5	30	7	1/8"	10 x 9	38	1	23	20
<b>003</b>	78	115	16	26	104,5	59	35	7	1/8"	10 x 10	46	1	23	20
<b>004</b>	83	127	18	34	116,5	72	45	7	1/8"	10 x 10	44	1	27	24
<b>006</b>	90	153	20	46	142,5	60	60	9,5	1/4"	12 x 12	49	1,5	28,5	24,5
<b>008</b>	104	167	25	50	179,5	65	65	9	1/4"	12 x 12	55	1	37	30
<b>010</b>	128	216	30	68	218,5	85	85	9	1/4"	14 x 14	65	1	40	33