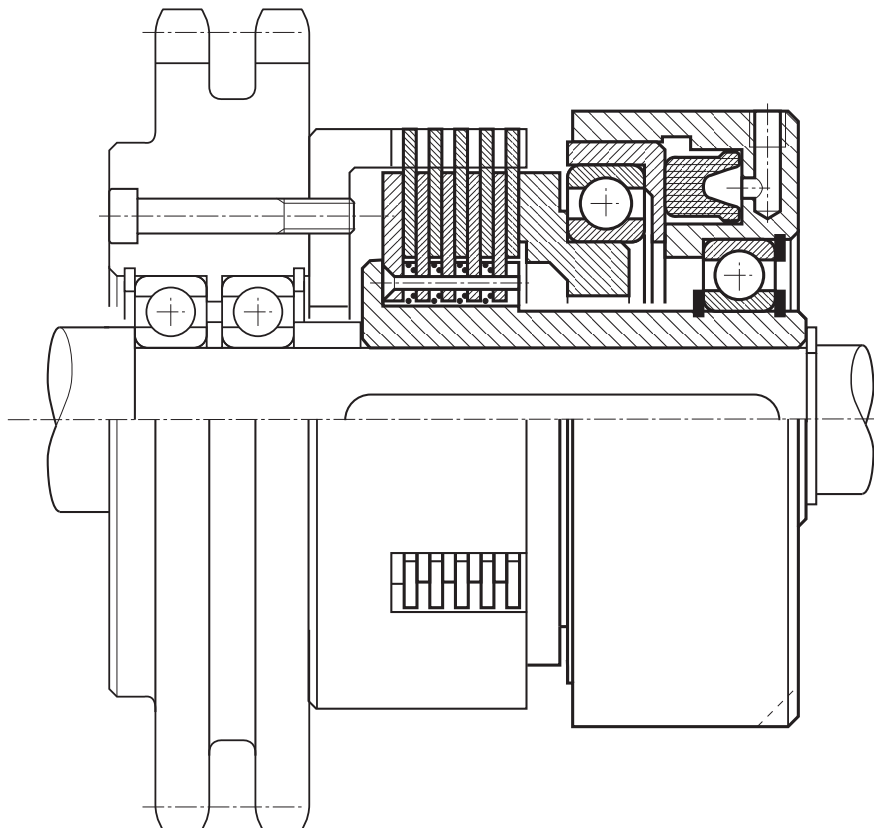




EMBRAGUES NEUMATICOS MULTIDISCO DIRECTOS

LP





EMBRAGUE NEUMÁTICO MULTIDISCO DIRECTO 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 great 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.

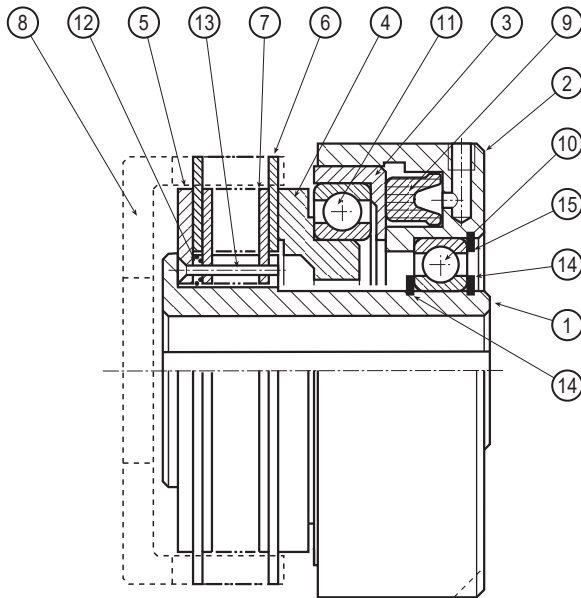
Variants with transmission sleeve (LPR) and elastic coupling (LPG) further extend the already impressive range of possible applications for these clutches.

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



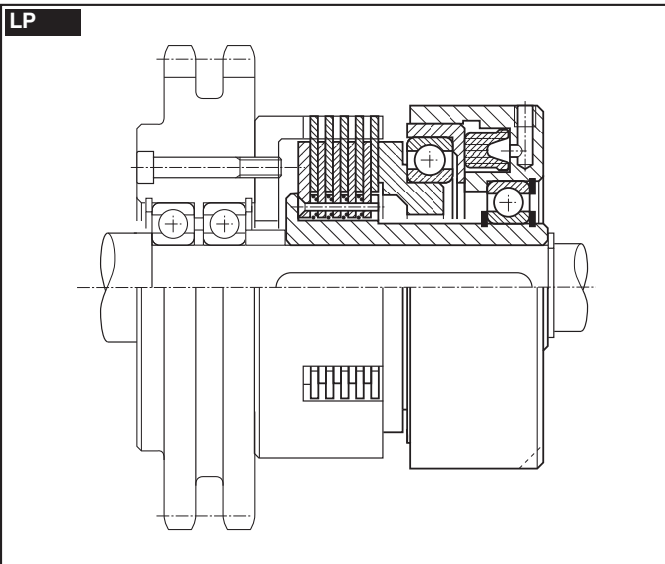
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PARTS LIST

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



MOUNTING

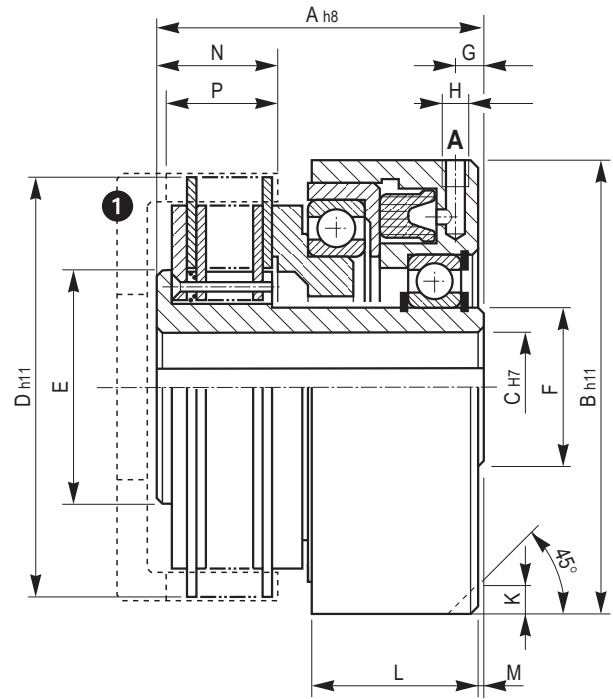
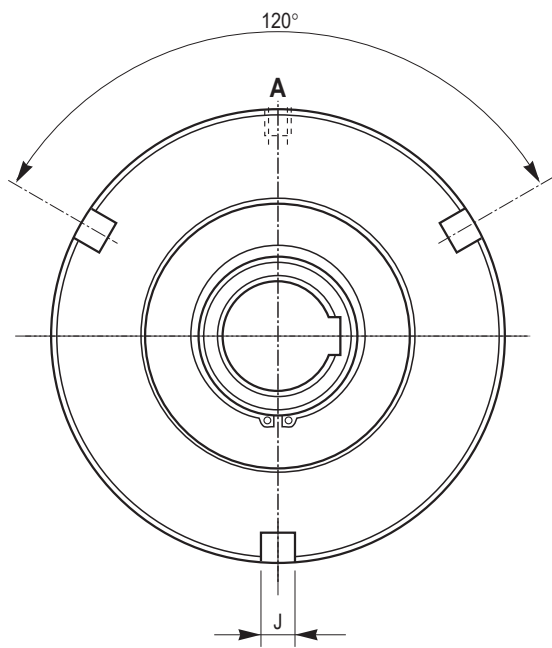
When mounting, please follow our instructions and examples. The working cylinder must be anchored, but not blocked, by means of a bracket or pin engaged on one of the three 120° milled spots on the working cylinder itself; this bracket is to be hooked onto the most convenient milled spot, in relation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



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PNEUMATIC MULTIDISK CLUTCH

MODEL	LP □□□
CODE	03.08.□□□.01



A = Air supply

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

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