



WESTCAR s.r.l.

ROTOFLUID

Fluid Couplings





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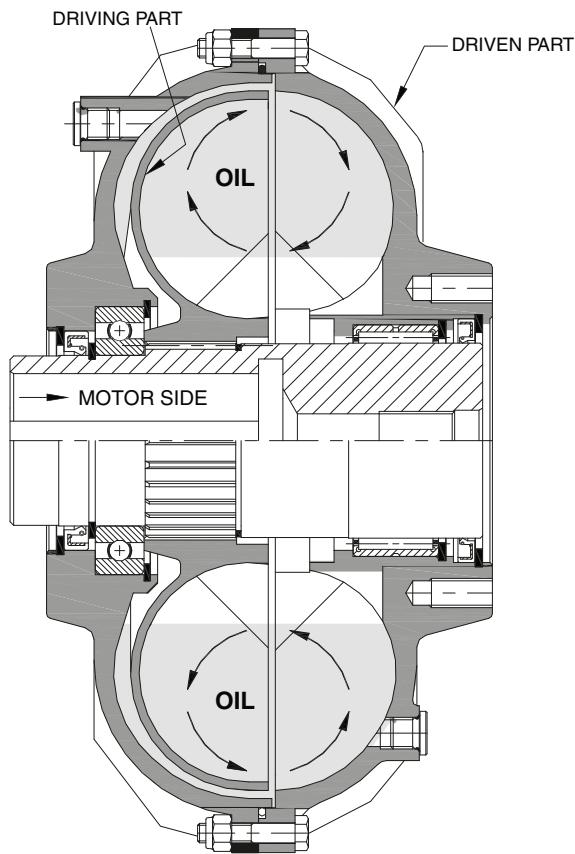
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ROTOFLUID fluid coupling is designed to provide your plant with optimum reliability and durability. It is fitted between the motor (drive) and machine (driven component).

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)

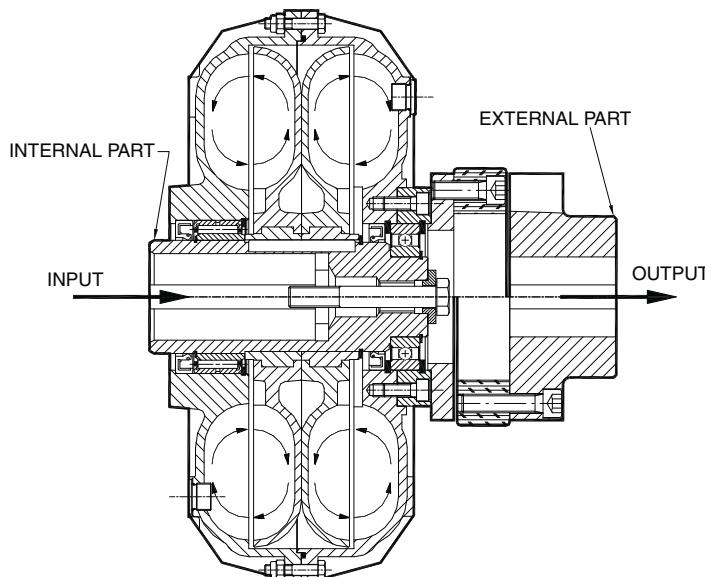
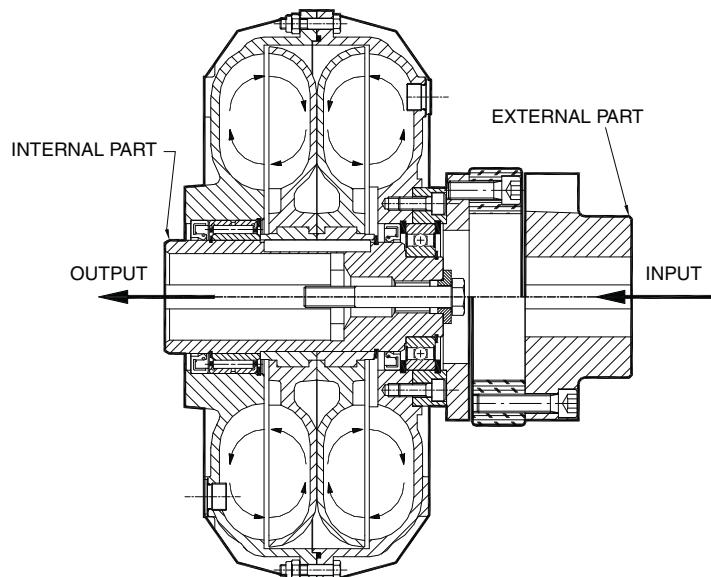
The elasticity of the fluid coupling solves problems of power peaks between electric motors and driven machines.

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 damped
- 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 a 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.

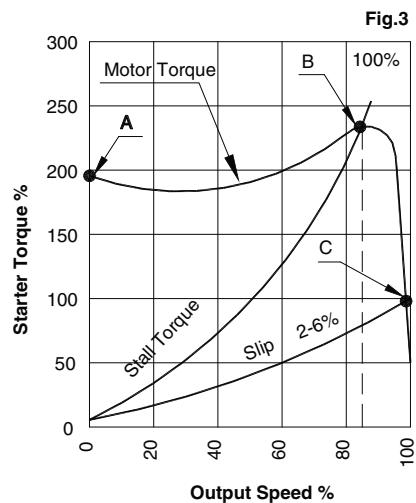
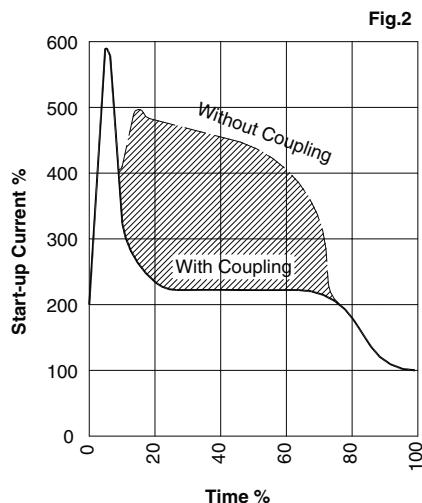
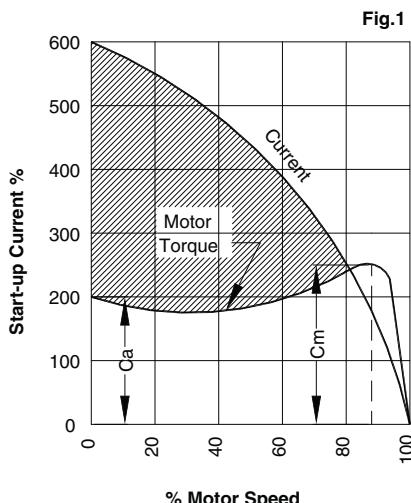
This type of assembly is possible whenever the fluid coupling is mounted between motor and gear box.

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).

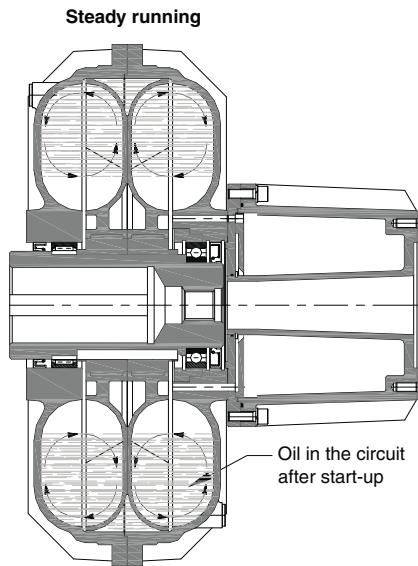
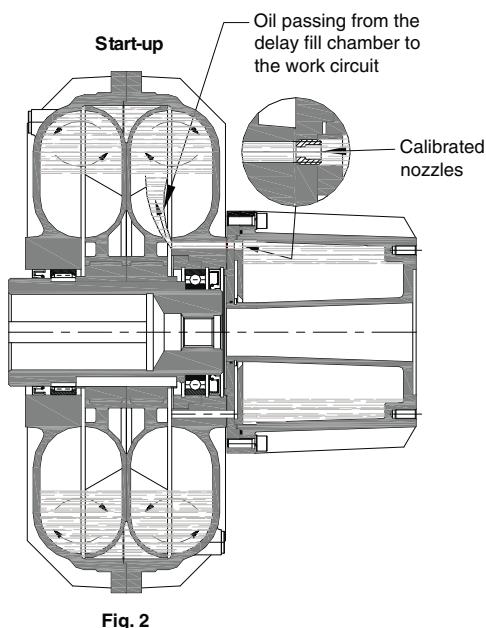
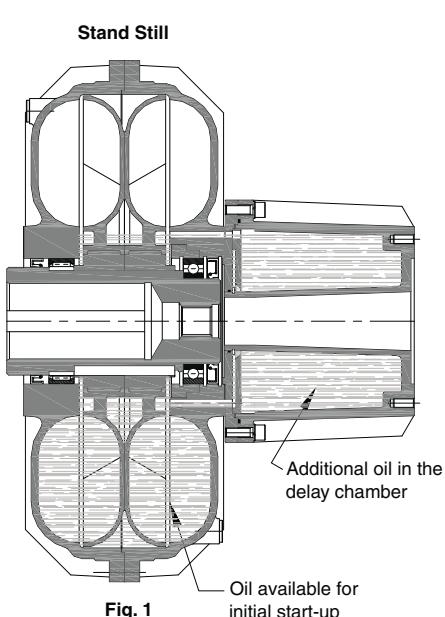
Fluid couplings may be fitted with either a single or double delay fill chamber.

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

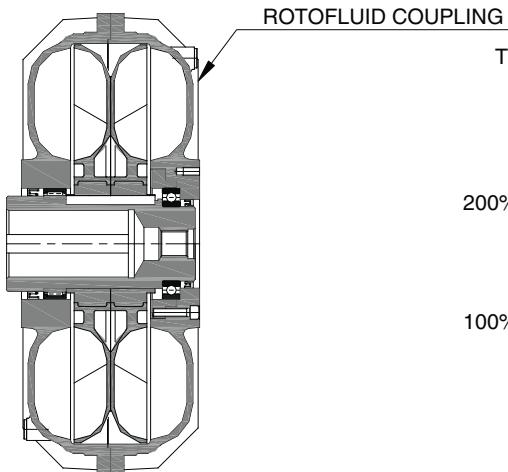


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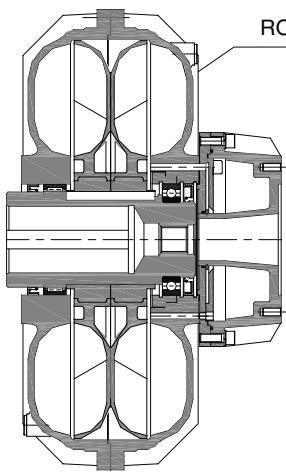
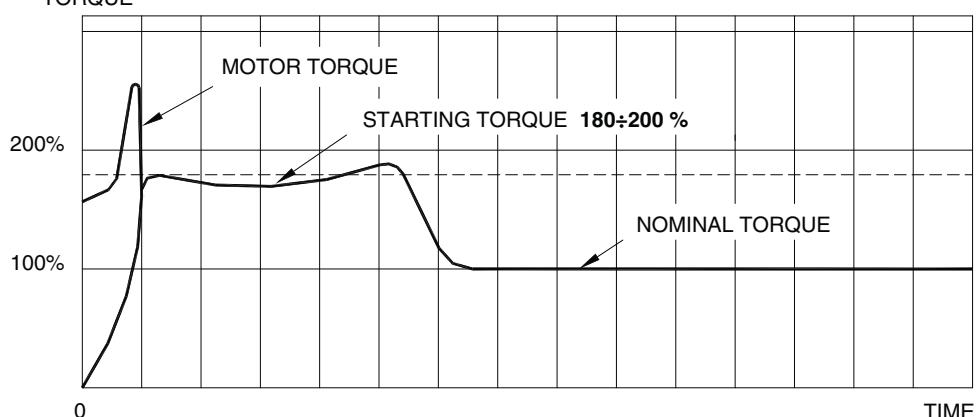
CHARACTERISTIC STARTING CURVES

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10-080A EN
Date
01-2017

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

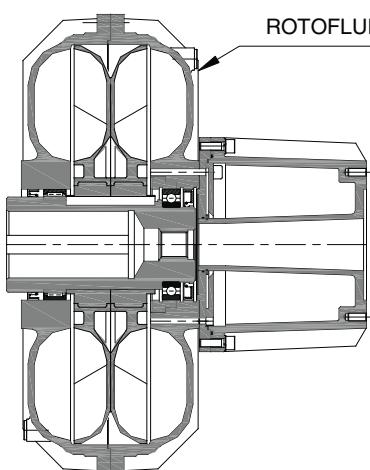
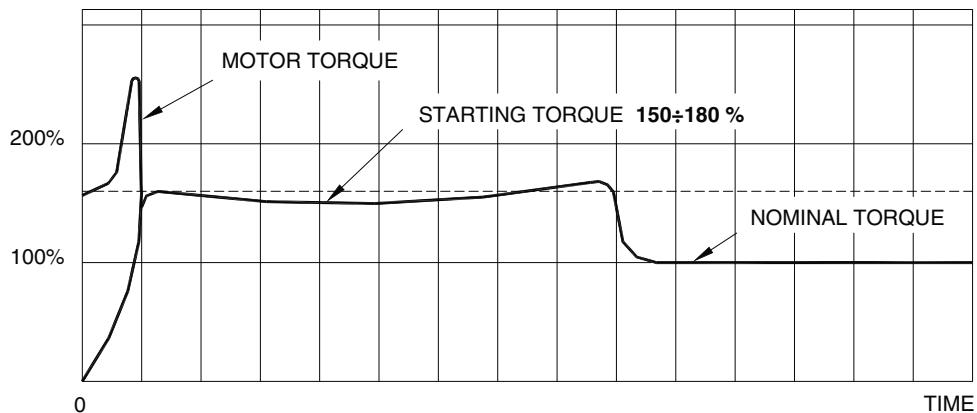


TORQUE



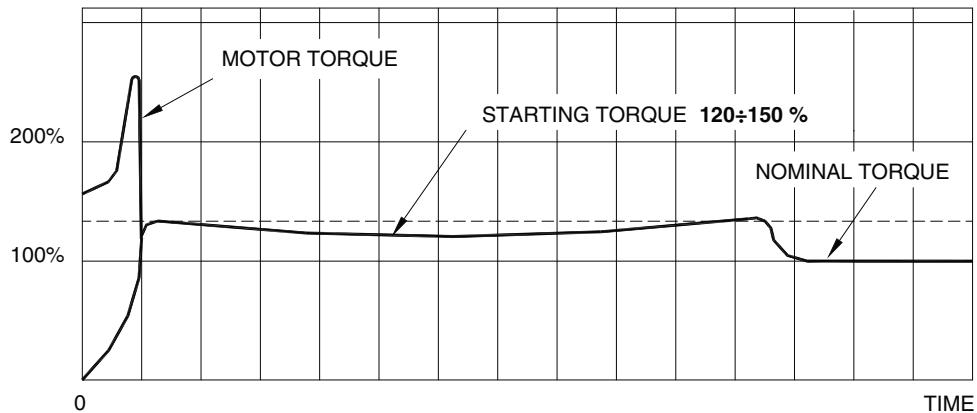
ROTOFLUID COUPLING-SCF (with single delay chamber)

TORQUE



ROTOFLUID COUPLING -DCF (with double delay chamber)

TORQUE





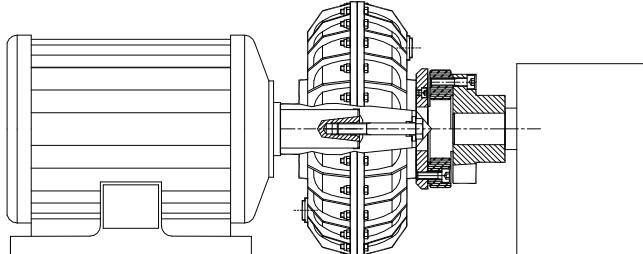
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ROTOFLUID COUPLING VERSION

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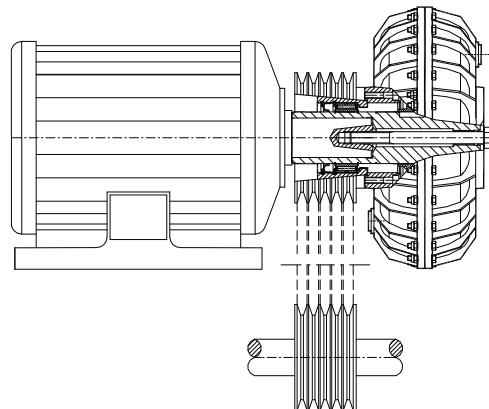
ROTOFLUID COUPLING ALFA



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

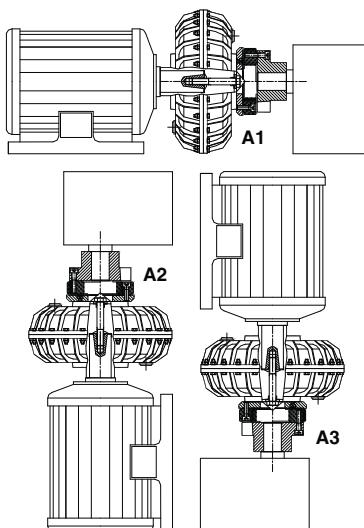
ALFA couplings can be supplied with several accessories that allow easy installations and maintenance.

ROTOFLUID COUPLING BETA



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

These couplings are available also with Delay Fill Chambers.

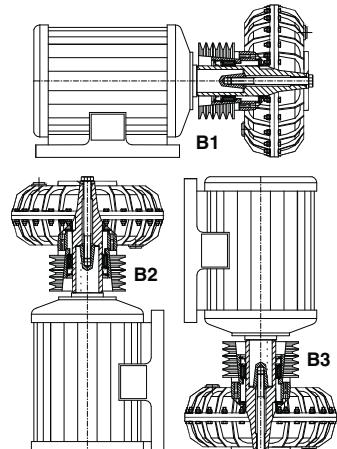


INSTALLATION OPTIONS

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

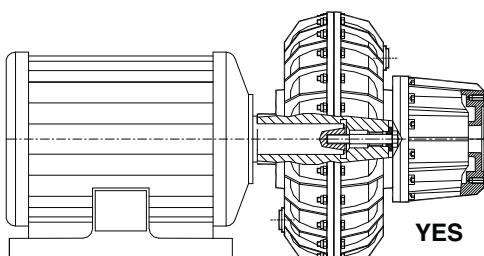
For more details or specific request, please contact WESTCAR srl.

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

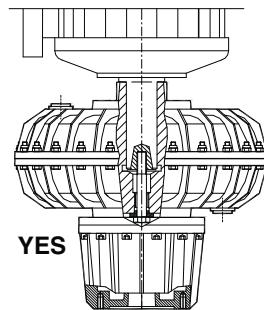


IMPORTANT COUPLING WITH DELAY CHAMBER CORRECT INSTALLATION

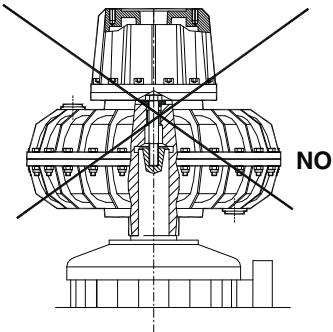
HORIZONTAL SHAFT



VERTICAL SHAFT WITH
DOWNWARD DELAY CHAMBER

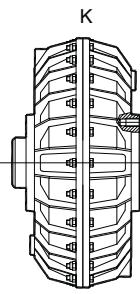


VERTICAL SHAFT WITH UPWARD
DELAY CHAMBER

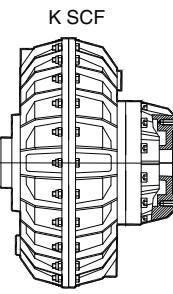




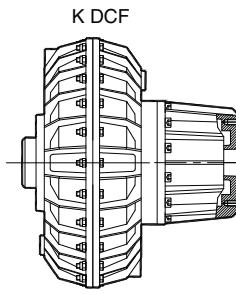
ROTOFLUID ALFA without accessories



PAG. 14

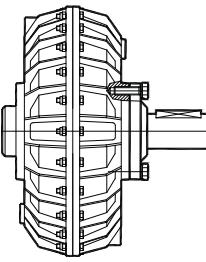


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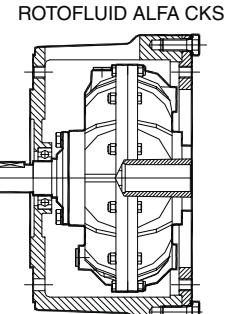


PAG. 14

ROTOFLUID ALFA K-S

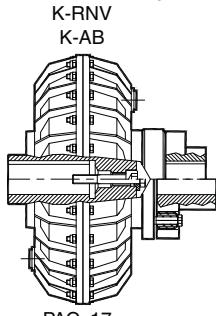


PAG. 16



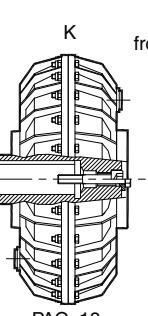
PAG. 25

ROTOFLUID ALFA K
with elastic coupling

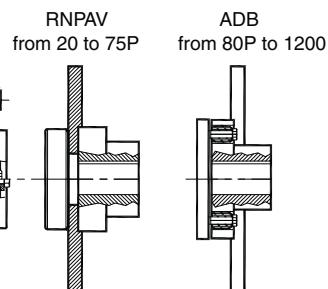


PAG. 17

ROTOFLUID ALFA K
with elastic coupling and Brake Disc

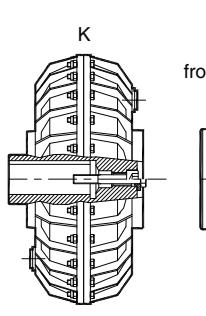


PAG. 18



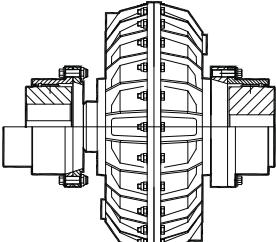
RNPAV
from 20 to 75P
ADB
from 80P to 1200

ROTOFLUID ALFA K
with elastic coupling and Brake Drum



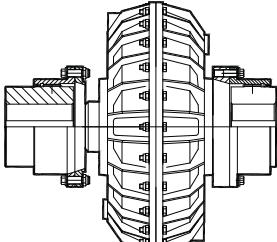
PAG. 19

ALFA WAG-G



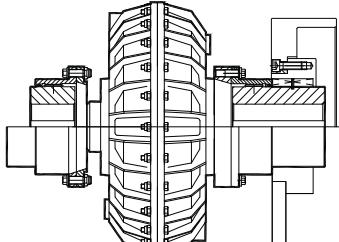
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ALFA WAG-GU

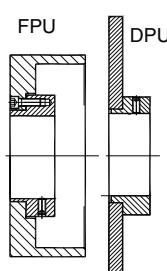


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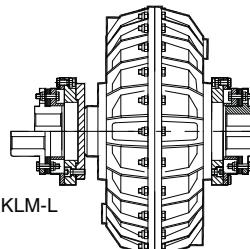
ALFA WAG-GPU



ALFA WAG-GPUU
PAG. 21



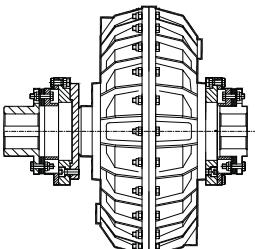
ALFA KLM-RH



KLM-L

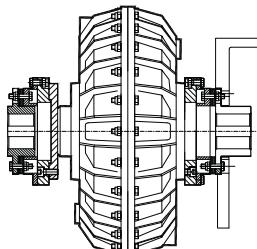
PAG. 22

ALFA KLM-L



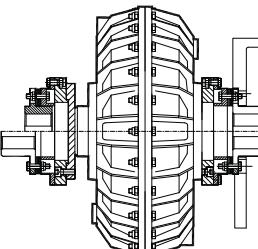
PAG. 22

ALFA KLM-LF

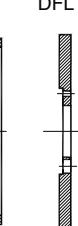


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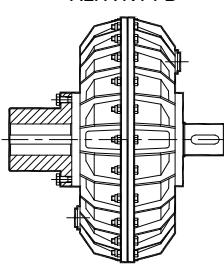
ALFA KLM-LLF



PAG. 23

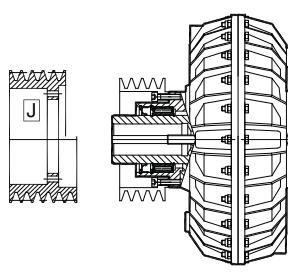


ALFA NY-FB



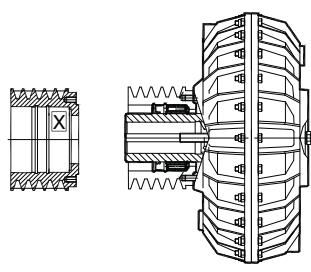
PAG. 24

BETA J



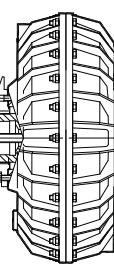
PAG. 26

BETA X

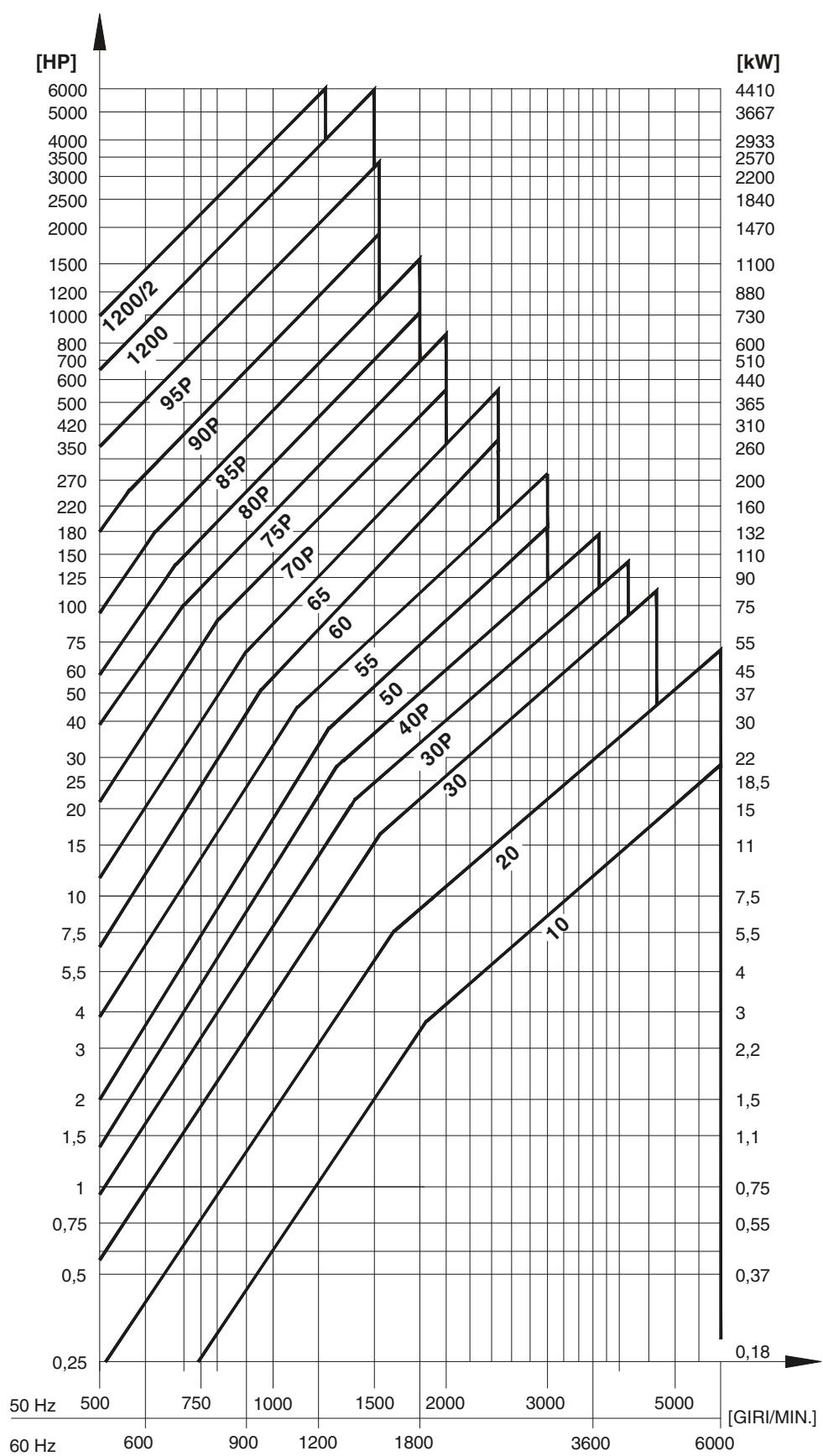


PAG. 26

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 | | | |
| | | 0,37 | 0,5 | - | | | | 0,37 | 0,5 | | 0,55 | 0,75 | | | | | | | | | | |
| | | 0,55 | 0,75 | - | | | | 0,75 | 1 | | 0,75 | 1 | | | | | | | | | | |
| | | 0,75 | 1 | - | | | | 1,1 | 1,5 | | 1,5 | 2 | | | | | | | | | | |
| 80 | 19 | - | - | - | 0,37 | 0,5 | 20 | 1,1 | 1,5 | 10 | 1,1 | 1,5 | 10 | 1,1 | 1,5 | 20 | 1,5 | 2 | 20 | | | |
| 90S | 24 | - | - | - | 0,75 | 1 | | 1,1 | 1,5 | | 1,5 | 2 | | | | | | | | | | |
| 90L | 24 | 0,55 | 0,75 | 20 | 1,1 | 1,5 | | 1,5 | 2 | | 2,2 | 3 | | | | | | | | | | |
| 100L | 28 | 1,1 | 1,5 | 30 | 1,5 | 2 | 30 | 2,2 | 3 | 20 | 3 | 4 | 10 | 1,5 | 2 | 20 | 2,2 | 3 | 20 | | | |
| 112M | 28 | 1,5 | 2 | 30P | 2,2 | 3 | | 3 | 4 | 30P | 4 | 5,5 | | | | | | | | | | |
| 132 | 38 | - | - | | 3 | 4 | | 5,5 | 7,5 | | 5,5 | 7,5 | | | | | | | | | | |
| 132M | 38 | 3 | 4 | 40P | 4 | 5,5 | | 7,5 | 10 | | 7,5 | 10 | | | | | | | | | | |
| 160M | 42 | 4 | 5,5 | 50 | 7,5 | 10 | 40P | 11 | 15 | 30P | 11 | 15 | | | | | | | | | | |
| 160L | 42 | 7,5 | 10 | 55 | 11 | 15 | | 15 | 20 | | 15 | 20 | | | | | | | | | | |
| 180M | 48 | - | - | | - | - | | 18,5 | 25 | 40P | 22 | 30 | 30 | | | | | | | | | |
| 180L | 48 | 11 | 15 | 60 | 15 | 20 | | 22 | 30 | | - | - | | | | | | | | | | |
| 200L | 55 | 15 | 20 | | 18,5 | 25 | | 30 | 40 | 50 | 30 | 40 | 30P | | | | | | | | | |
| 225S | 60 | 18,5 | 25 | 65 | 22 | 30 | | 37 | 50 | | 37 | 50 | | | | | | | | | | |
| 225M | 55 | 22 | 30 | | 30 | 40 | 60 | 45 | 60 | 55 | 45 | 60 | 30P | | | | | | | | | |
| 250M | 60 | 30 | 40 | | 37 | 50 | 65 | 55 | 75 | | 55 | 75 | 40P | | | | | | | | | |
| 280S | 65 | 37 | 50 | 70P | 45 | 60 | 60 | 75 | 100 | | 75 | 100 | | | | | | | | | | |
| 280M | 75 | 45 | 60 | | 55 | 75 | 70P | 90 | 125 | 60 | 90 | 125 | 50 | | | | | | | | | |
| 315S | 65 | 55 | 75 | 75P | 75 | 100 | 70P | 110 | 150 | 65 | 110 | 150 | 55 | | | | | | | | | |
| 315M | 65 | - | - | | - | - | 75P | - | - | | 132 | 180 | | | | | | | | | | |
| 315M | 75 | 100 | - | 80P | 90 | 125 | 75P | 160 | 220 | 70P | - | - | | | | | | | | | | |
| 355S | 80 | 132 | 180 | 85P | 160 | 220 | 80P | 250 | 340 | 75P | - | - | | | | | | | | | | |
| 355M | 80 | - | - | 85P | - | - | 85P | - | - | | - | - | | | | | | | | | | |
| 355M | 100 | 160 | 220 | | 200 | 270 | 90P | 315 | 430 | | - | - | | | | | | | | | | |
| 355M | 100 | 200 | 270 | | 250 | 340 | 90P | 315 | 430 | | - | - | | | | | | | | | | |

| | | | | | | | | | |
|--|------|------|--------------|------|------|-------------|------|------|------------|
| 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 | 1200 | 1000 | 1360 | 95P | 1300 | 1740 | 90P |
| | 1000 | 1360 | 1200D | 2000 | 2720 | 1200 | 2300 | 3100 | 95P |
| | 3300 | 4500 | 1200D | 3850 | 5250 | 1200 | | | |

| | | | | | |
|------|------|--------------|------|------|------------|
| 310 | 420 | 80P | 440 | 600 | 75P |
| 440 | 600 | 85P | 700 | 950 | 80P |
| 800 | 1100 | 90P | 1000 | 1360 | 85P |
| 1380 | 1880 | 95P | | | |
| 2580 | 3500 | 1200 | | | |
| 4200 | 5710 | 1200D | | | |

• For couplings at 3000 rpm, ask for balancing required



WESTCAR
MILANO - ITALY

**ROTOFLUID COUPLING ALFA
K, SCF K, DCF K
FOR METRIC SHAFT**

Sheet
45-015E EN

Date
03-2018

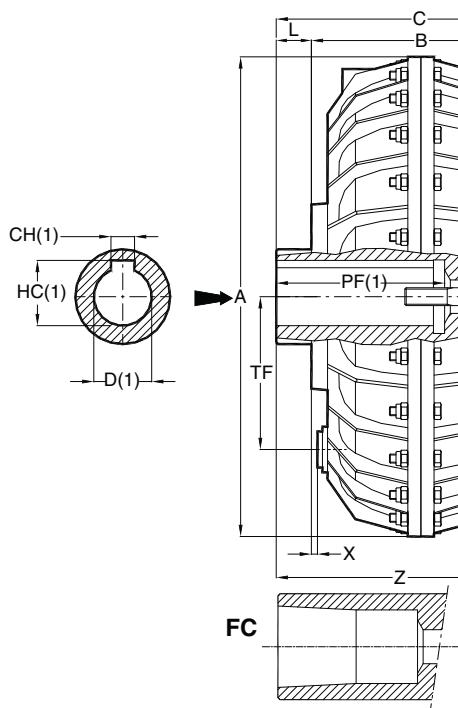


Fig.1

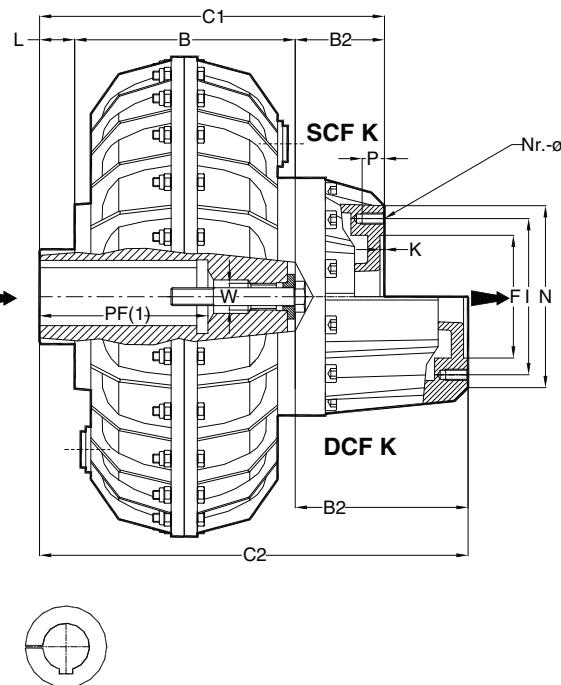


Fig.2

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 | | | | | | | | | | | | |
|-------------------|------------------------------------|------|-------|---|-----|------|-----|-------|--------|----------|-----|-------------------|-------------------|-------------------|-------------------|-----------------|-------------------|----------------|----------------|-------------------|-------------------|------|-------------------|-----------------|-----|-------------------|-------------------|-----|------|-------------------|-------------------|--|
| | Bore D | A | B | K | I | L | N | Nr.-ø | P | TF TM | W | X | Y | Z | 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 | | 60 | | 75 | 6-M6 | 12 | 66 | M10 | 0,5 | 0 | 94 | K1 | 98 | 47 | 4 | -- | -- | -- | -- | -- | -- | -- | -- | -- | | | | | |
| 20 | 24-28 | 230 | 115 | | 78 | 10 | 94 | 6-M8 | | 80 | M14 | 2 | 7 | 120 | K1 | 125 | 62 | 6 | -- | -- | -- | -- | -- | -- | -- | -- | -- | | | | | |
| 30 | □FC | 290 | 150 | | 4 | 100 | 12 | 114 | | 110 | | 9 | 9 | 157,5 | K2 | | | | 55 | 217 | 72 | 15,6 | K2 | | | 95 | 257 | 72 | 16,2 | | | |
| 30P | □FC | 327 | | | | | | | | | | 6 | 6 | | K2 | | | | 21 | K2 | | | 23,4 | K2 | | | 24 | | | | | |
| 40P | □FC | 338 | 183 | | | 125 | 15 | 145 | | | | 29 | 16 | 194 | K2 | 198 | 90 | 22 | K2 | 58 | 256 | | 25,7 | K2 | 130 | 328 | | 90 | | 27,2 | | |
| 50 | □FC | 430 | 154 | | | 140 | 25 | 165 | | | | 20 | 176,5 | K2 | 179 | | 110 | 30 | K2 | 80 | 259 | 90 | 35,8 | K2 | | 155 | 334 | | 38 | | | |
| 55 | □FC | | 196 | | | 140 | 15 | | | | | 6 | 208,5 | K2 | 211 | | | 40 | K2 | 291 | 110 | 45,8 | K2 | | | 366 | 110 | | 48 | | | |
| 60 | □FC | 520 | 172 | | 4,5 | 160 | 20 | 185 | | | | 20 | 192 | K2 | 192 | | | 46 | K2 | 90 | 282 | | 54,4 | K2 | | 362 | | | 58 | | | |
| 65 | □FC | | 75-80 | | | 160 | | | | | | 6 | 240 | K2 | 240 | | | 66 | K2 | 330 | | 74,4 | K2 | | 170 | | 410 | | 125 | | 78 | |
| 70P | 80-90 100 | | | | | 190 | 50 | 225 | | | | 15 | 234 274 | K2N K3N | 240 280 | | | 86 | K2N K3N | 110 | 350 390 | | 99 | K2N K3N | | 225 | 465 505 | | 106 | | | |
| •75P | 80-90 100 | | | | | 245 | 90 | 20 | 8-M16 | 24 | 265 | 0 | 254 269 | K2N K3N | 265 280 | | | 117 | K2N K3N | 110 | 375 390 | | 135 | K2N K3N | | 490 505 | | 150 | | 147 | | |
| 80P | Max.110 Max.125** | | | | | 226 | 44 | 270 | | | | 15 | 264 280 | K2N K3N | 270 286 | | | 180 | K2N K3N | 118 | 388 404 | | 196 | K2N K3N | | 218 | 488 504 | | 208 | | | |
| •85P | Max.125 Max.130 | | | | | 300 | 60 | | | | | 0 | 334 | K2N K3N | 340 | | | 252 | K2N K3N | 118 | 458 | | 280 | K2N K3N | | 558 | | 160 | | 300 | | |
| 90P | Max.130 Max.140** Max.160*** | | | | 5 | 344 | 20 | | | | | 343 443 483 | K2 K3 K5 | 364 464 504 | | | 350 390 410 | K2 K3 K5 | 120 | 424 524 564 | | 302 | K2 K3 K5 | | 200 | 504 604 644 | | 445 | | 317 357 377 | | |
| 95P | Max.130 Max.140** Max.160*** | | | | | 1000 | 120 | 13 | 16-M20 | 32 | 416 | 506 | 420 520 560 | K2 K3 K5 | 479 586 626 | | | 445 | K2 K3 K5 | 120 | 599 706 746 | | 545 595 615 | K2 K3 K5 | | 200 | 679 786 826 | | 445 | | 560 610 630 | |
| 1200 | Max.190 | 1300 | 449 | 7 | 310 | 7 | 570 | | | | | 30 | 419 | K2 | 456 | 220 | 1800 | -- | -- | -- | 220 | -- | -- | -- | -- | 220 | -- | -- | -- | -- | | |

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

DIMENSIONS ARE NOT BINDING

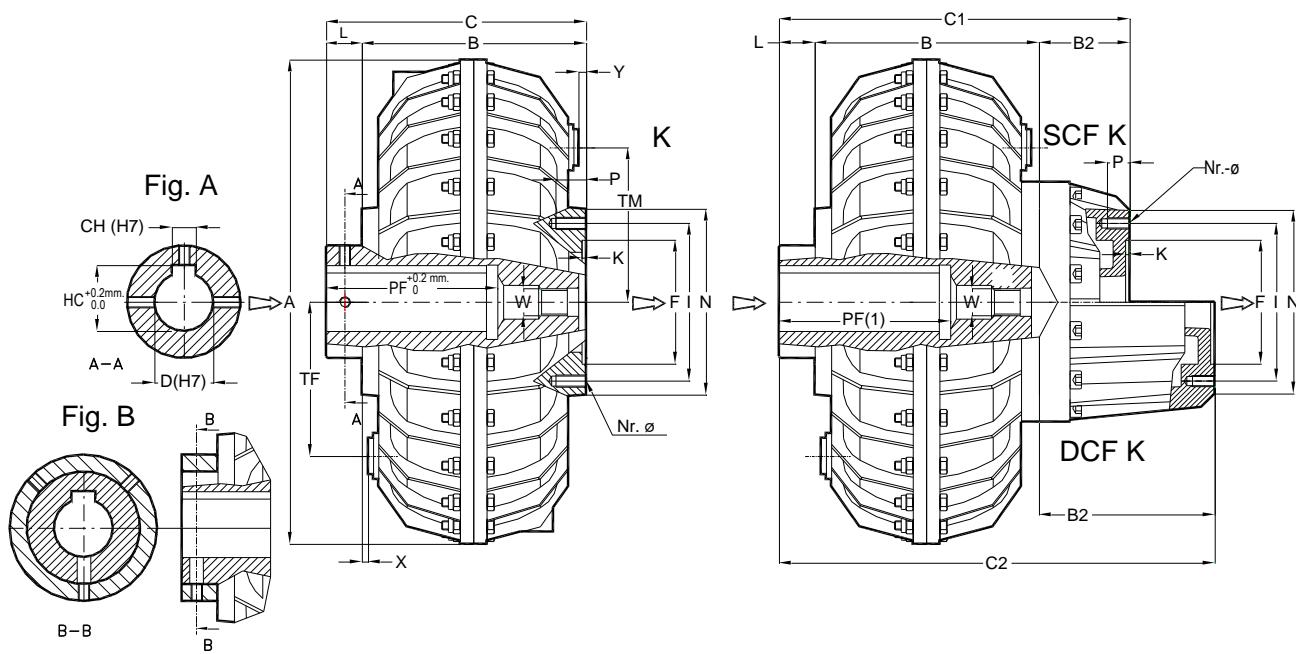
• Supplied with OVERSIZED CHAMBER SCFM or DCFM

□ 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 | - | - | - |
| 40P | 4BC | 38 | 42 | ■ 48 | ■ 50 | - | - |
| 50 - 55 | 5BC | - | 42 | 48 | ■ 55 | ■ 60 | ■ 65 |
| 60 - 65 | 6BC | - | - | 48 | 55 | ■ 60 | ■ 65 |
| | | | | | | | 70 |

■ Taper Bushes are supplied without keyway



NOTE: (1) The arrows \Rightarrow indicate input and output

| ROTOFLUID SIZE | inches | mm | | | | | | | | | | | | | | | K | | | SCF K | | | DCF K | | | Grub screw | | | | |
|----------------|-----------------------------|------------|-----------------|-----------------|------|-----|-----|-----------------|-----|-----------------|-------|--------|------|--------------------------|---------------------------|---------------------------|-------------------|----------------------|-------------------|-------------------|------------------|-----|-------------------|-------------------|----------------------|------------|--------|----|----|-----|
| | | CYL.bore D | Fig. | CH | HC | A | B | F ^{H7} | K | I | L | N | Nr.ø | P | TF TM | W | X | Y | PF | Type | mm | kg* | Tipo | mm | | kg* | Type | mm | | kg* |
| | | | | | | | | | | | | | | | | | | | | C | weight | B2 | C1 | weight | B2 | C2 | weight | | | |
| 10 KA | 0,875 1,125 | A B | 4,76 6,35 | 24,46 31,5 | 193 | 88 | 47 | 4 | 60 | Alfa10 25,4 | 75 | 6-M6 | 12 | 66 | M10 | 0,5 | 0 | 57,15 58,5 | KA | 98 113,4 | 4 | -- | -- | -- | -- | -- | -- | -- | M6 | |
| 20 KA | 1,125 ■ 1,375 | A B | 6,35 7,93 | 31,5 37,70 | 230 | 115 | 52 | | 78 | 10 25,4 | 94 | | 16 | 80 | M14 | 2 | 7 | 69,85 85,72 | KA | 125 140,4 | 6 | -- | -- | -- | -- | -- | -- | -- | M8 | |
| 30 KA | 1,625 ■ 1,875 | A B | 9,52 12,7 | 45,56 50,98 | 290 | 150 | 72 | 114 | 100 | 12 40 | 110 | 8-M8 | 9 | 9 | 101,6 117,47 | KA | 162 190 | 13,2 | KA | 217 245 | 15,6 | KA | 95 | 257 285 | 16,2 | M8 | | | | |
| 30P KA | 1,625 ■ 1,875 | A B | 9,52 12,7 | 45,56 50,98 | 327 | | | | 100 | 12 40 | | | 6 | 6 | 101,6 117,47 | KA | 162 190 | 21 | KA | 217 245 | 23,4 | KA | | 257 285 | 24 | M8 | | | | |
| 40P KA | 1,625 1,875 2,125 | A B | 9,52 12,7 | 45,56 53,32 | 338 | 183 | 90 | 4,5 | 125 | 15 | 145 | 130 | M24 | 11 | 24 | 101,6 117,47 133,35 | KA | 198 | 22 | KA | 58 | 256 | 25,7 | KA | 130 | 328 | 27,2 | M8 | | |
| 50 KA | 1,875 2,125 2,375 | A B | 12,7 12,7 | 53,32 59,67 | 430 | 154 | 110 | | 140 | 25 25 32 | 165 | 8-M10 | 20 | 179 | 133,35 147,8 | KA | 179 179 186 | 30 | KA | 259 259 266 | 35,8 | KA | 155 | 334 334 341 | 38 | M8 | | | | |
| 55 KA | 2,125 2,375 ■ 2,875 | A B | 12,7 15,88 | 59,67 67,39 | | 196 | | | 140 | 15 20 54 | | | 6 | 6 | 133,35 147,8 184,15 | KA | 211 216 250 | 40 | KA | 291 296 330 | 45,8 | KA | | 366 371 405 | 48 | M8 | | | | |
| 60 KA | 2,375 2,875 ■ 3,375 | A B | 15,88 19,05 | 67,39 81,48 | 520 | 172 | 125 | 4,5 | 160 | 20 57 108 | 185 | 205 | 20 | 149,22 | 184,15 215,9 | KA | 192 229 280 | 46,5 46,5 50,5 | KA | 282 319 370 | 54,4 56 66 | KA | 170 | 362 399 450 | 57,5 58,5 68,5 | M10 | | | | |
| 65 KA | 2,375 2,875 ■ 3,375 | A B | 15,88 19,05 | 67,39 81,48 | | 220 | | | 160 | 20 20 61 | | | 6 | 147,8 | 184,15 215,9 | KA | 240 240 281 | 66 | KA | 330 330 371 | 74,4 | KA | | 410 410 451 | 78 | M10 | | | | |
| 70P KA | 2,875 3,375 ■ 3,875 | A B | 15,88 22,225 | 67,39 95,56 | 640 | 190 | 4 | 225 | 195 | 50 90 126 | 8-M16 | 24 | 15 | 184,15 215,9 250,7 | KA | 240 280 316 | 86 | KA | 350 390 426 | 99 | KA | 225 | 455 505 541 | 106 | M12 | | | | | |
| • 75P KA | 3,375 ■ 3,875 | A B | 22,225 25,4 | 95,56 104,65 | | 245 | | | 195 | 40 76 | | | 0 | 215,9 250,7 | KA | 285 321 | 117 | KA | 395 431 | 135 | KA | | 510 546 | 147 | M12 | | | | | |
| 80P KA | 3,375 ■ 3,875 ■ 4,750 | A | 22,225 | 95,56 | 810 | 226 | 160 | 5 | 230 | 44 80 100 | 270 | 8-M18 | 15 | 215,9 250,7 250,7 | KA | 270 302 | 180 | KA | 388 388 420 | 196 | KA | 218 | 488 488 520 | 208 | M14 | | | | | |
| • 85P KA | 3,875 ■ 4,750 | A | 25,4 | 109,65 | | 300 | | | 230 | 40 | | | 0 | 250,7 | KA | 340 | 252 | KA | 458 | 280 | KA | | 558 | 300 | M14 | | | | | |
| 90P KA | 3,875 ■ 4,750 ■ 5,250 | A | 25,4 | 109,65 | 1000 | 344 | 445 | 5 | 506 | 20 20 160 | 550 | 16-M20 | 35 | 250,7 | KA | 384 350 | 505 | KA | 504 302 | 302 | KA | 200 | 584 | 317 | M16 | | | | | |
| 95P KA | 3,875 ■ 4,750 ■ 5,250 | A | 25,4 | 109,66 | | 466 | | | 506 | 13 13 155 | | | 35 | 250,7 | KA | 506 505 | 505 | KA | 626 | 545 | KA | | 706 | 560 | M16 | | | | | |

* Weight with oil

• Supplied with OVERSIZED CHAMBER SCFM or DCFM

■ Reduced Dimensione HC

DIMENSIONS ARE NOT BINDING

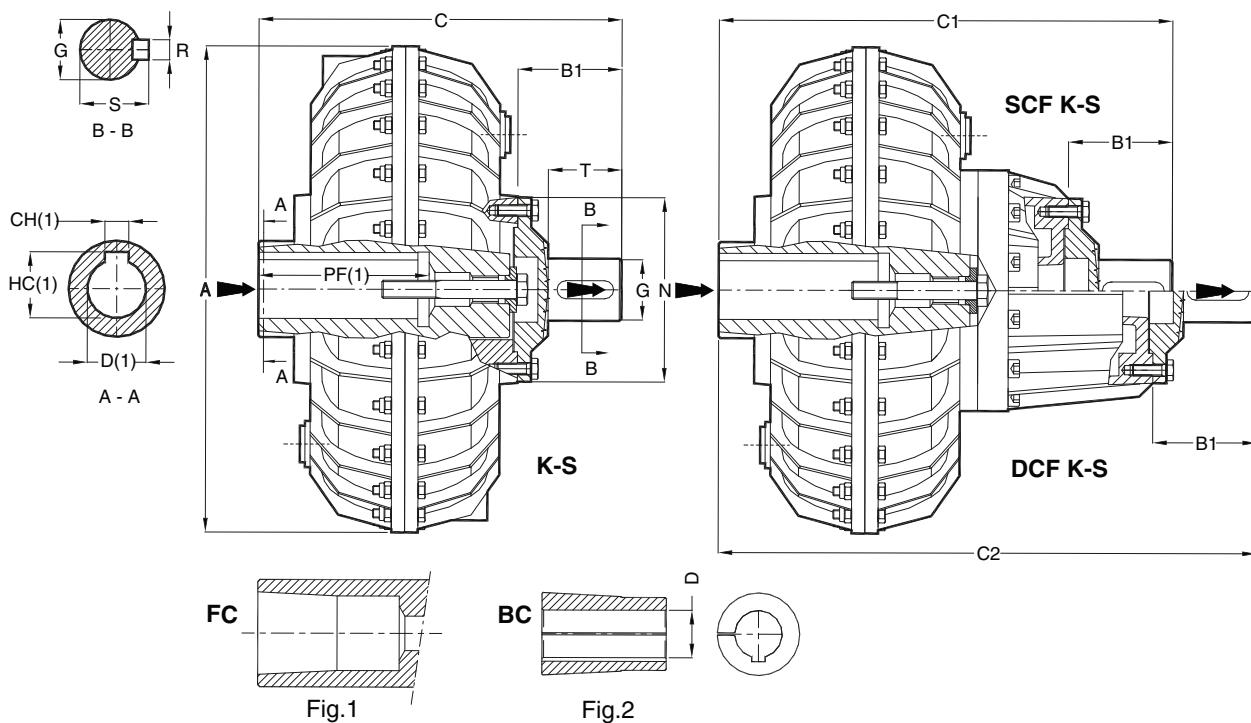


WESTCAR
MILANO - ITALY

**ROTOFLUID COUPLING ALFA
K-S, SCF K-S, DCF K-S
WITH FLANGED SHAFT**

Sheet
45-020E EN

Date
03-2018



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 | | | |
|----------------|------------------------------------|------|-----|-----------------|-----|------|------|-----|-------------------------|-------------------|-------------------|-------------------------|-------------------|-------------------|-------------------------|---------------------|-------------------|
| | Foro D | A | B1 | G ^{h7} | N | R | S | T | Type | mm C | kg* Weight | Type | mm C1 | kg* Weight | Type | mm C2 | kg* 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 | | 114 | 10 | 41 | | | | | 22,1 | K2-S3 | | 24,5 | K2-S3 | | 25,1 |
| 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 | | | 165 | 16 | 59 | | | 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 | | | 185 | 18 | 74,5 | | | 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 | | | 225 | 20 | 74,5 | | | 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 | | | 270 | 22 | 85 | | | 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 |
| 1200 | 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 |

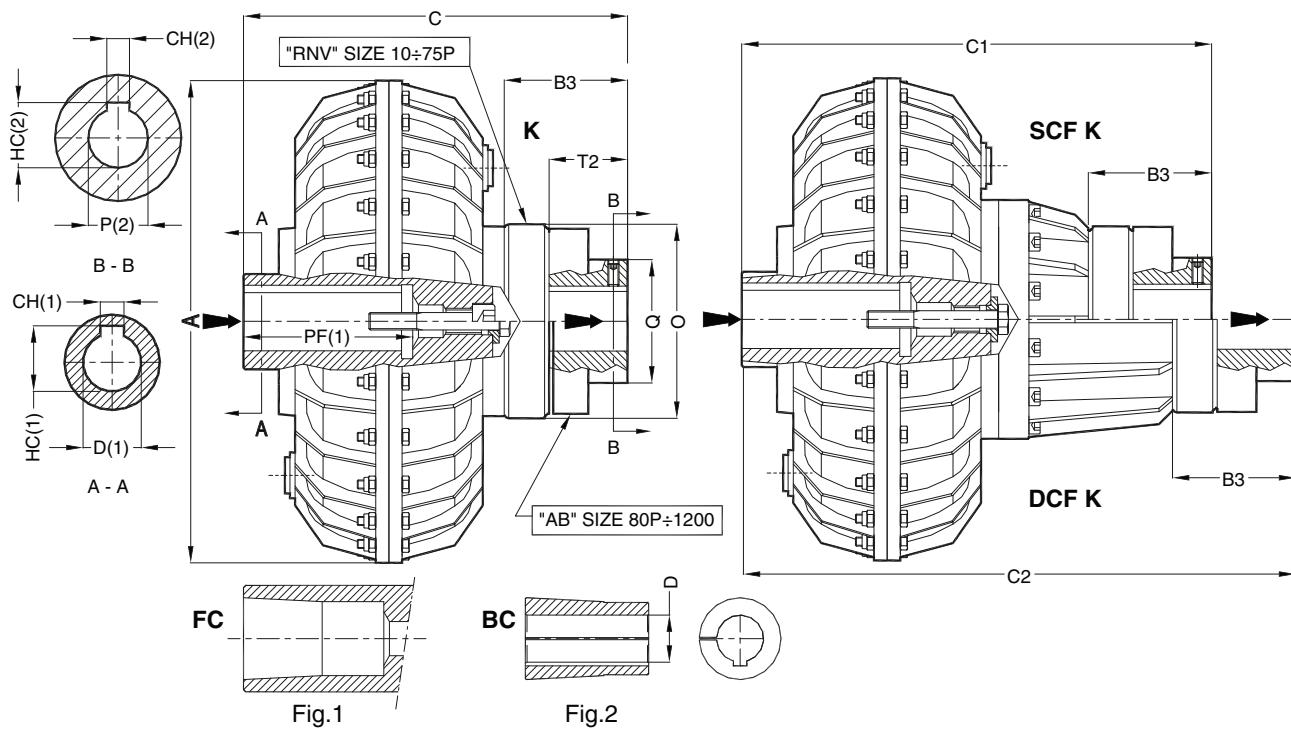
■ Taper Bushes are supplied without keyway



WESTCAR
MILANO - ITALY

ROTOFLUID COUPLING ALFA K, SCF K, DCF K WITH ELASTIC COUPLING

Sheet
45-090A EN
Date
03-2018



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 | C | mm kg* | Type | C1 | mm kg* | Type | C2 | mm kg* | |
| | Bore D | A | B3 | O | P Max. | Q | T2 | | | | | | | | | | |
| 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 | | | | | | K02 | | 16,2 | K02 | | 18,6 | K02 | | 19,2 | RNV-3 |
| 30P | □ FC | 327 | 85 | 140 | 48 | 68 | 55 | K02 | 247 | 24 | K02 | 302 | 26,4 | K02 | 342 | 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 | | | | | | | K02 | 287 | 37 | K02 | 367 | 42,8 | K02 | 442 | 45 | RNV-5 |
| 55 | □ FC | 430 | 108 | 194 | 70 | 106 | 70 | K02 | 319 | 47 | K02 | 399 | 52,8 | K02 | 474 | 55 | |
| 60 | □ FC 75 | | | | | | | K02 | 314 | 56,3 | K02 | 404 | 64,7 | K02 | 484 | 68,3 | RNV-6 |
| 65 | □ FC 75-80 | 520 | 122 | 216 | 80 | 121 | 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 | K2N K3N | 603 643 | 121,5 | RNV-7 |
| •75P | 80-90 100 | | 194 | | | | | K2N K3N | 459 474 | 154 | -- | -- | -- | -- | -- | -- | FRNV-8 |
| | 80-90 100 | 640 | 309 | 110 | 156 | 110 | | -- | -- | -- | K2M K3M | 541 556 | 163,7 | K2M K3M | 656 671 | 175,7 | RNV-8 |
| 80P | Max.110 Max.125** | | 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 | 810 | 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*** | | | | | | | 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 |
| | Max.130 Max.140** Max.160*** | 1000 | 318 | 550 | 180 | 290 | 250 | 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 |
| 1200 | 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

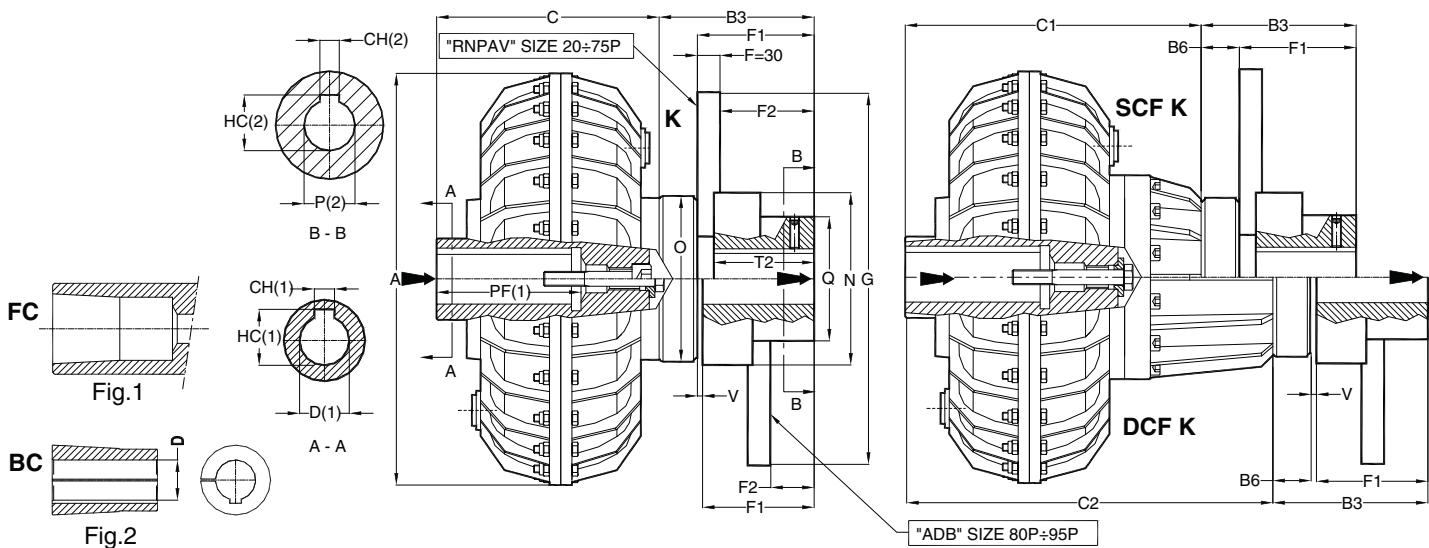
DIMENSIONS ARE NOT BINDING

- 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 | - | - | - |
| 40P | 4BC | 38 | 42 | ■ 48 | ■ 50 | - | - |
| 50 - 55 | 5BC | - | 42 | 48 | ■ 55 | ■ 60 | ■ 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 | | | |
|-------------------|------------------------------------|------|-------|-----|-----|----------|-----|-----|-----|----------------|-------------------|-------------------|----------------|-------------------|-------------------|------------------------------------|-------------------|-------------------|--------------|
| | Foro D | A | B3 | B6 | O | P Max | Q | N | V | Type | mm | kg* | Type | mm | kg* | Type | mm | kg* | |
| | | | | | | | | | | 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 | 13,2 | K02 | 15,6 | K02 | 16,2 | 257 | 24 | RNPAV3 | |
| 30P | □FC | 327 | | 48 | 68 | 118 | -- | K02 | 162 | 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 | | 134 | 38 | 194 | 70 | 106 | 165 | -- | K02 | 211 | 40 | K02 | 291 | 45,8 | K02 | 366 | 48 | |
| 60 | □FC | 520 | 148 | 42 | 216 | 80 | 121 | 185 | -- | K02 | 192 | 46 | K02 | 282 | 54,4 | K02 | 362 | 58 | RNPAV6 |
| 65 | □FC | | 75-80 | 42 | 216 | 80 | 121 | 185 | -- | 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 |
| •80P | Max.110 Max.125** | | 196 | | | | | | -- | -- | -- | -- | K2M K3M | 347 362 | 135 | K2M K3M | 462 477 | 147 | RNPAV8 |
| •85P | Max.125 Max.130 | 810 | 50 | 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 | | | | | | -- | 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*** | 1000 | 318 | 62 | 550 | 180 | 290 | 550 | 6 | 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 RNPAV 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

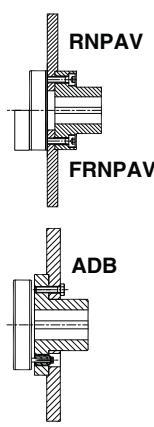
BRAKE DISC RNPAV / FRNPAV with elastic coupling

| ROTOFLUID | 20 | 30/30P | 40P | 50/55 | 60/65 | 70P | 75P |
|-----------|------------|--------|--------|--------|--------|--------|---------|
| | Brake Disc | RNPAV2 | RNPAV3 | RNPAV4 | RNPAV5 | RNPAV6 | FRNPAV8 |
| øG | 200 | 200 | 250 | 315 | 250 | 315 | 355 |
| F1 | 71 | 81 | 86 | 96 | 106 | 116 | 136 |
| F2 | 41 | 51 | 56 | 66 | 76 | 86 | 106 |
| T2 | 45 | 55 | 60 | 70 | 80 | 90 | 110 |
| Weight kg | 7,3 | 8,6 | 13,7 | 21,1 | 16,1 | 22,6 | 27,6 |

BRAKE DISC ADB with elastic coupling

| ROTOFLUID | 80P | | | | | 85P | | | | | 90P/95P | | | | |
|-----------|------|-----|-----|-----|-----|-------|-----|-----|-----|------|---------|-----|-----|------|------|
| | 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 + RNPAV5 315x30 P=48



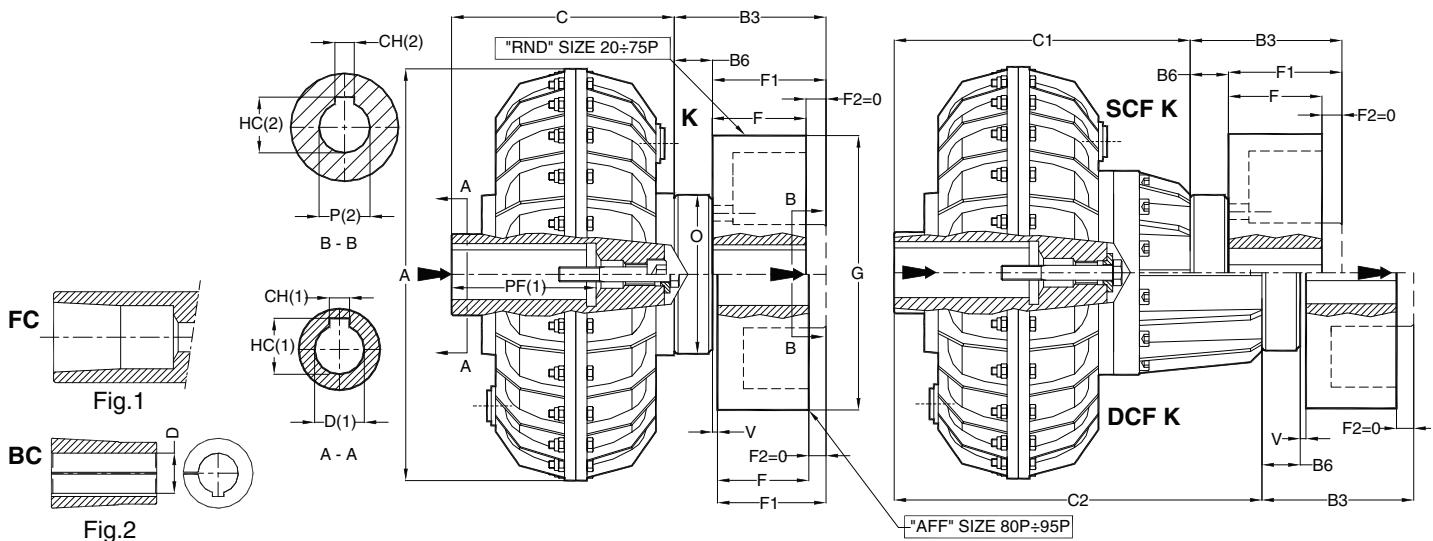


WESTCAR
MILANO - ITALY

**ROTOFLUID COUPLING ALFA
K, SCF K, DCF K
WITH ELASTIC COUPLING AND BRAKE DRUM**

Sheet
45-093B EN

Date
03-2018



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 | | | |
| | Bore D | A | O | V | B6 | C | Weight | B6 | C1 | Weight | B6 | C2 | Weight | | | | |
| 30 | □ FC | 290 | | | 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 | RND4 |
| 50 | □ FC | | | | K02 | 38 | 179 | 30 | K02 | 38 | 259 | 35,8 | K02 | 38 | 334 | 38 | |
| 55 | □ FC | 430 | 194 | -- | K02 | | 211 | 40 | K02 | | 291 | 45,8 | K02 | 38 | 366 | 48 | RND5 |
| 60 | □ FC 75 | | | | K02 | 42 | 192 | 46 | K02 | 42 | 282 | 54,4 | K02 | 42 | 362 | 58 | |
| 65 | □ FC 75-80 | 520 | 216 | -- | K02 | | 240 | 66 | K02 | | 330 | 74,4 | K02 | 42 | 410 | 78 | RND6 |
| 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 | | | | K2N K3N | 84 | 265 280 | 117 | -- | -- | -- | -- | -- | -- | -- | -- | FRND8 |
| | 80-90 100 | 640 | 309 | -- | -- | -- | -- | -- | K2M K3M | 56 | 375 390 | 135 | K2M K3M | 56 | 490 505 | 147 | RND8 |
| 80P | Max.110 Max.125** | | | | K2N | 50 | 270 | 180 | K2N | 50 | 388 | 196 | K2N | 50 | 488 | 208 | AFF8 |
| • 85P | Max.125 Max.130 | 810 | 330 | 6 | K2N K3N | | 340 | 252 | K2N K3N | | 458 458 | 280 | K2N K3N | | 558 558 | 300 | AFF8M |
| 90P | Max.130 Max.140** Max.160*** | | | | 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*** | 1000 | 550 | 6 | K2 K3 K5 | | 479 586 626 | 505 555 575 | K2 | | 599 706 746 | 545 595 615 | K2 | | 679 786 826 | 560 610 630 | |

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

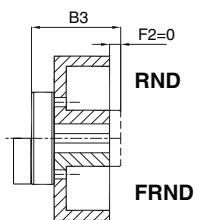
DIMENSIONS ARE NOT BINDING

• 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

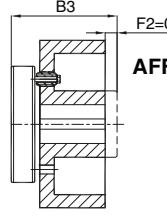
BRAKE DRUM RND with elastic coupling

| ROTOFLUID | 30/30P | | | 40P | | | 50/55 | | | 60/65 | | | 70P | | | 75P-K | | | 75P SCF K/DCF K | | | | | |
|-----------|--------|-----|-----|------|-----|------|-------|-----|------|-------|------|-----|------|------|-----|-------|------|-----|-----------------|------|-----|------|------|-----|
| | RND3 | | | RND4 | | | RND5 | | | RND6 | | | RND7 | | | FRND8 | | | RND8 | | | | | |
| øG | 160 | 200 | 250 | 160 | 200 | 250 | 315 | 200 | 250 | 315 | 400 | 200 | 250 | 315 | 400 | 500 | 315 | 400 | 500 | 315 | 400 | 500 | | |
| F=F1 | 60 | 75 | 95 | 60 | 75 | 95 | 118 | 75 | 95 | 118 | 150 | 75 | 95 | 118 | 150 | 190 | 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 | 174 | 206 | 246 |
| P max | 48 | 48 | 48 | 60 | 60 | 60 | 60 | 70 | 70 | 70 | 70 | 80 | 80 | 80 | 80 | 100 | 100 | 100 | 110 | 110 | 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 | 46,5 | 70,2 | 130 |

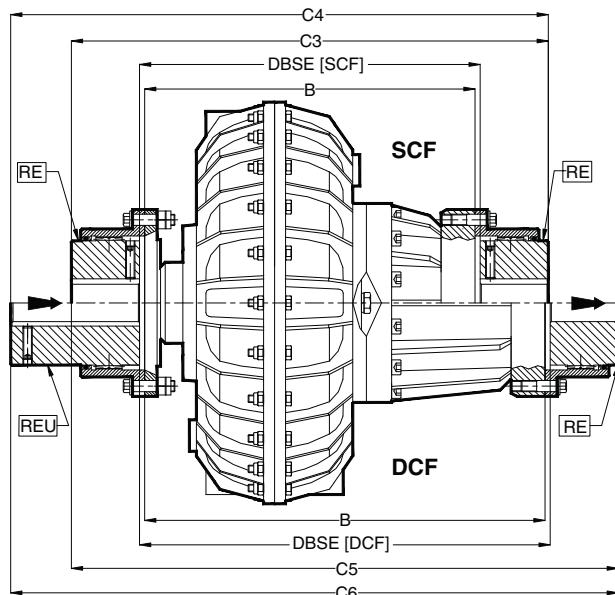
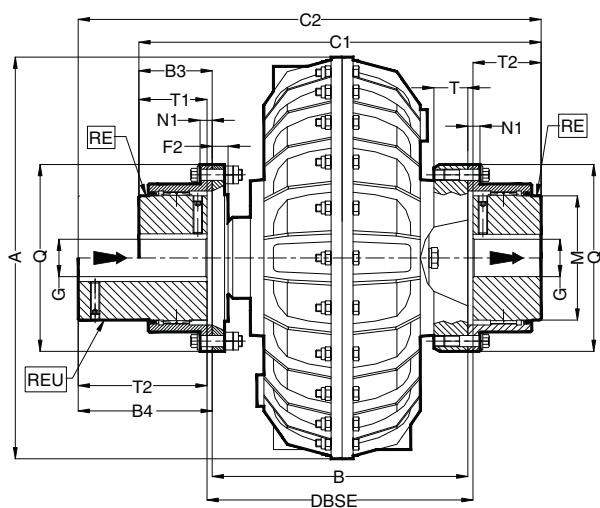


BRAKE DRUM AFF with elastic coupling

| ROTOFLUID | 80P | | | 85P | | | 90P/95P | | |
|-----------|------|-----|-----|-------|-----|-----|---------|-----|--|
| | AFF8 | | | AFF8M | | | AFF9 | | |
| øG | 400 | 500 | 630 | 500 | 630 | 630 | 630 | 710 | |
| F=F1 | 150 | 190 | 236 | 190 | 236 | 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

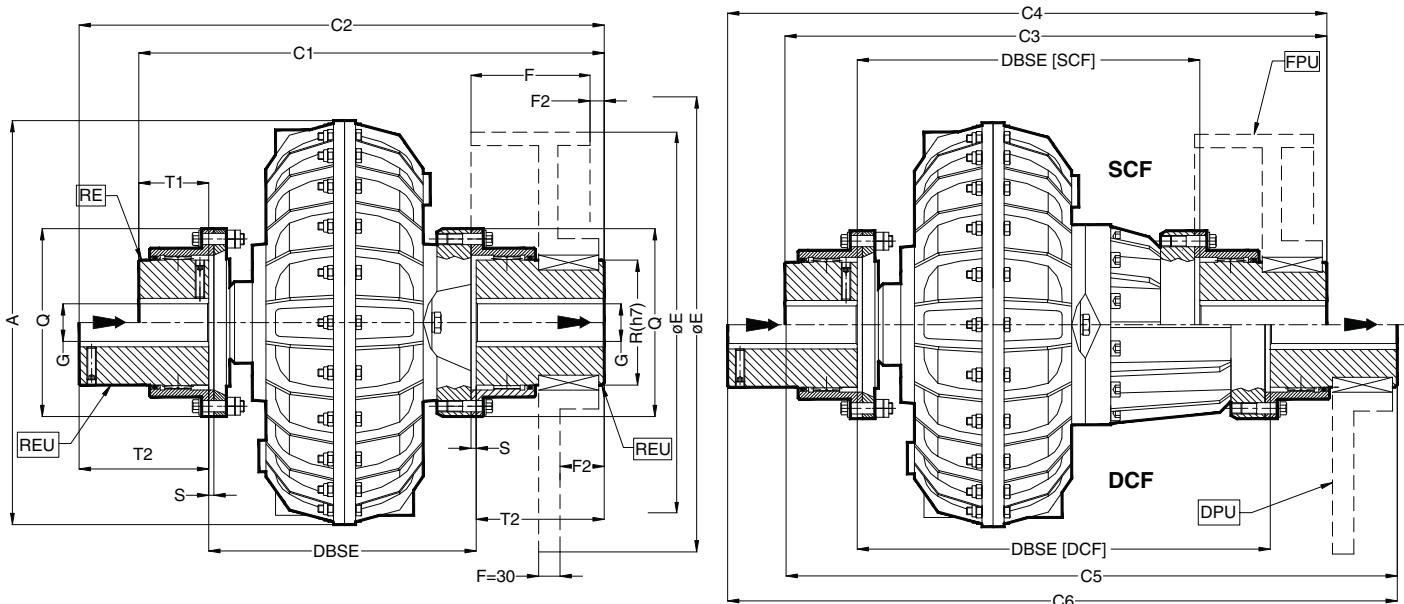
| ROTOFLUID SIZE | Dimensions in mm | | | | | | | | WAG-G | | | | | | WAG-GU | | | | | | | |
|----------------|------------------|-------|------|-----|----|-----|------|-------|---------------|------------------|-----|------|------|-----|---------------|------------------|-------|-----|-------|-------|------|--------------|
| | | | | | | | | | GEAR COUPLING | Dimensions in mm | | | | kg* | GEAR COUPLING | Dimensions in mm | | | | kg* | | |
| | A | B | F2 | M | N1 | Q | T | DBSE | | C1 | G | B3 | T1 | | | C2 | G | B4 | T2 | | | |
| 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 | | | | | | | RE55 | 300 | | | | | 26,5 | RE55U | 365 | | | | 29,5 | |
| 30P | 327 | 197 | 12 | 85 | 10 | 142 | 23 | 200 | | 18 | 60 | 51,5 | 50 | | 34,5 | | 18 | 60 | 116,5 | 115 | 37,5 | |
| 40P | 338 | 233 | | | | | | | | 336 | | | | | 36,2 | | 401 | | | | 39,5 | |
| 50 | 430 | 214 | | | | | | | | 317 | | | | | 44,2 | | 382 | | | | 47,5 | |
| 55 | 430 | 256,5 | | | | | | | RE85 | 413,5 | | | | | 79,3 | RE85U | 487,5 | | | | 85 | |
| 60 | 520 | 265 | 17,5 | 133 | 13 | 200 | | | | 422 | 40 | 95 | 78,5 | 76 | 86 | | 496 | 40 | 95 | 152,2 | 150 | 92 |
| 65 | | 313 | | | | | | | | 318 | | | | | 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 | 170 | 156 |
| 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 | |
| 1200 | 1300 | 512 | 50 | 305 | 25 | 438 | 49 | 520 | RE220 | 900 | 120 | 230 | 194 | 190 | 2200 | RE220U | 1015 | 120 | 230 | 309 | 305 | 2245 |
| 1200/2 | | | | | | | | | RE250 | | | | | | | RE250U | | | | | | UPON REQUEST |

| ROTOFLUID SIZE | Dimensions in mm | | SCF | | | | | | Dimensions in mm | DCF | | | | | | | |
|----------------|------------------|-------|---------------|-------|-------|---------------|-------|-------|------------------|-------|-------|---------------|--------|--------|---------------|-------|-----|
| | | | WAG-G | | | WAG-GU | | | | WAG-G | | | WAG-GU | | | | |
| | B | DBSE | GEAR COUPLING | mm | kg* | GEAR COUPLING | mm | kg* | | B | DBSE | GEAR COUPLING | mm | kg* | GEAR COUPLING | mm | kg* |
| 30 | 252 | 255 | RE55 | 355 | | RE55U | 28,5 | | RE55 | 420 | 31 | RE55U | 568,5 | 87 | RE85U | 642,5 | |
| 30P | | | | 50 | | | 36,5 | | | 395 | 29,5 | | 592 | 76 | | 666 | |
| 40P | 291 | 294 | | 394 | | | 40 | | | 466 | 37 | | 640 | 98 | | 714 | |
| 50 | 294 | 297 | | 397 | 50 | | 462 | | | 472 | 41 | | 758,5 | 119 | | 838,5 | |
| 55 | 336,5 | 341,5 | | 493,5 | 85 | | 567,5 | | RE85 | 91 | 411,5 | 416,5 | 703,5 | 166,5 | RE100U | 783,5 | |
| 60 | 355 | 360 | RE85 | 512 | 94,5 | RE85U | 586 | 100,5 | | 435 | 440 | 592 | 90 | 838,5 | | | |
| 65 | 403 | 408 | | 560 | 115,5 | | 634 | 121,5 | | 483 | 488 | 640 | 119 | 170 | | | |
| 70P | 403,5 | 408,5 | RE100 | 588,5 | 160 | RE100U | 668,5 | 169 | RE100 | 518,5 | 523,5 | 758,5 | 207,5 | 216,5 | | | |
| •75P | 458,5 | 463,5 | | 643,5 | 200,5 | | 723,5 | 209,5 | | 573,5 | 578,5 | 758,5 | 90 | 170 | | | |
| 80P | 488 | 494 | RE120 | 704 | 105 | RE120U | 784 | 280,5 | RE120 | 588 | 594 | 804 | 105 | RE120U | 884 | | |
| •85P | 558 | 564 | | 774 | 374 | | 854 | 398 | | 658 | 664 | 874 | 392 | | 954 | | |
| 90P | 500 | 508 | RE180 | 808 | 150 | RE180U | 953 | 587 | RE180 | 580 | 588 | 888 | 150 | RE180U | 1033 | | |
| 95P | 675 | 683 | | 983 | 750 | | 1128 | 840 | | 755 | 763 | 1063 | 855 | | 1208 | | |

* 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 | | | | | | | | | | | | | |
|----------------|----------------|----------|------------------|-------|-------|-----|--------|-----|-------|-----|---------|-----|---------|-------|----------|--------------|---------|------|----------|-------|---------|--------------|----------|-------|-------|-------|-------|--------------|-------|------|--|
| | Standard Hub | Long Hub | A | G min | G max | Q | R (h7) | S | T1 RE | | T2 RE U | | WAG-GPU | | WAG-GPUU | | WAG-GPU | | WAG-GPUU | | WAG-GPU | | WAG-GPUU | | | | | | | | |
| | | | | | | | | | mm | mm | kg* | 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 | 31,3 | 255 | 420 | 30,9 | 33,3 | 295 | 460 | 31,9 | 34,3 | | | | | | |
| 30P | | | 327 | | | | | | | | | | | | | 36,9 | 430 | 39,3 | | 38,9 | 41,3 | 39,4 | | 525 | 41,8 | | | | | | |
| 40P | | | 338 | | | | | | | | | | | | | 236 | 401 | 38,6 | 466 | 41 | 294 | 459 | 42,4 | 524 | 44,8 | 366 | 531 | 43,4 | 596 | 45,8 | |
| 50 | | | 430 | | | | | | | | | | | | | 217 | 382 | 46,6 | 447 | 49 | 297 | 462 | 52 | 527 | 54,5 | 372 | 537 | 54,4 | 602 | 56,8 | |
| 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 | | | 520 | | | | | | | | | | | | | 270 | 496 | 92 | 570 | 98 | 360 | 586 | 101 | 660 | 107 | 440 | 666 | 104 | 740 | 110 | |
| 65 | | | 520 | | | | | | | | | | | | | 318 | 544 | 113 | 618 | 119 | 408 | 634 | 122 | 708 | 128 | 488 | 714 | 125 | 788 | 131 | |
| 70P | 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 | | | |
| •75P | | | 640 | | | | | | | | | | | | | 353,5 | 613,5 | 196 | 693,5 | 206 | 463,5 | 723,5 | 210 | 803,5 | 219 | 578,5 | 838,5 | 217 | 918,5 | 226 | |
| 80P | 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 | | | |
| •85P | | | 810 | | | | | | | | | | | | | 416 | 736 | 378 | 816 | 399 | 534 | 854 | 428 | 934 | 449 | 634 | 954 | 447 | 1034 | 469 | |
| 90P | 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 | | | |
| 95P | | | 1000 | | | | | | | | | | | | | 563 | 1008 | 755 | 1153 | 800 | 683 | 1128 | 795 | 1273 | 840 | 763 | 1208 | 810 | 1353 | 855 | |
| 1200 | RE220 | RE220U | 1300 | 120 | 230 | 438 | 290 | 5 | 190 | 305 | 520 | 900 | 2200 | 1015 | 2245 | UPON REQUEST | | | | | | 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 | | | | 1200 | | | |
|-----------|---------------|-----|------|-----|----------|------|------|------|---------|------|------|-----|---------|-----|-----|-----|---------|-----|-----|-----|---------|-----|-----|--|
| 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 | 500 | 630 | 710 | 630 | 710 | 800 | |
| F2 | 60 | 75 | 95 | 118 | 150 | 95 | 118 | 150 | 118 | 150 | 190 | 150 | 190 | 236 | 190 | 236 | 265 | 190 | 236 | 265 | 236 | 265 | 300 | |
| Z | 0 | 0 | 0 | 3 | 35 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 5 | 51 | 0 | 0 | 0 | 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 | | | | |

DIMENSIONS ARE NOT BINDING

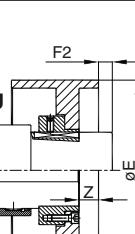
Example of order:

Brake Drum

FPU 120

Ø500x190

For 80P-85P



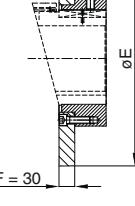
Example of order:

Brake Disc

DPU 100

Ø500x30

For 70P-75P



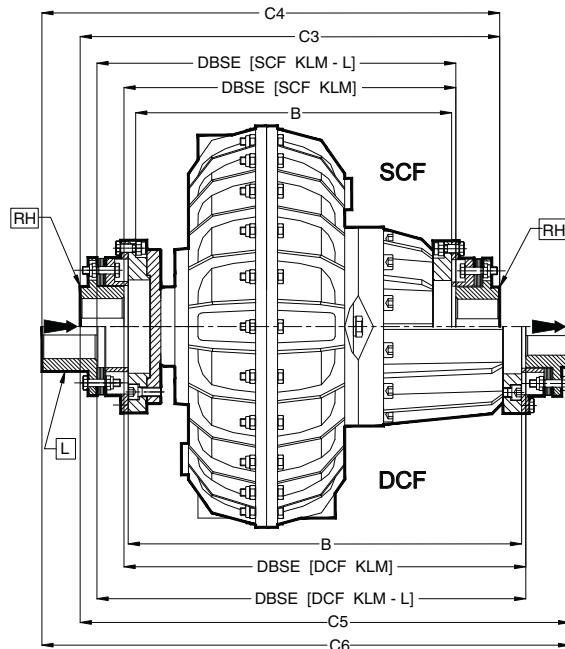
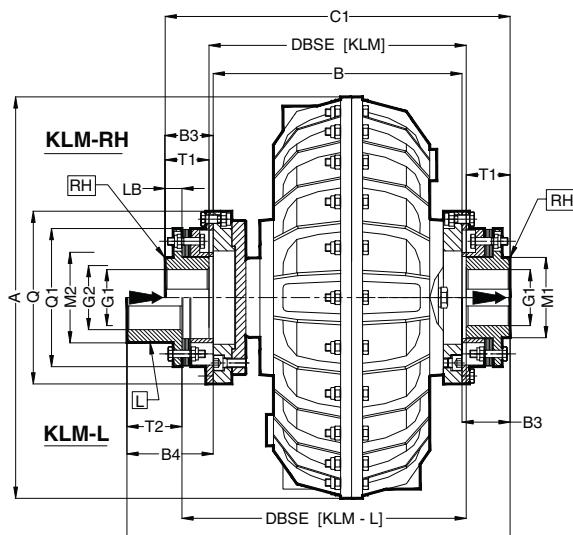


WESTCAR
MILANO - ITALY

**ROTOFLUID COUPLING ALFA
KLM-RH, KLM-L
WITH DISC COUPLING HBSX**

Sheet
45-300F EN

Date
03-2018



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 | | | | | | |
| | | A | B | C1 | G1 max | DBSE | B3 | LB | M1 | Q | Q1 | T1 | | Weight | C2 | G2 max | DBSE | B4 | M2 | T2 |
| 30 | 170 | 290 | 214 | 303 | 48 | 217 | 44,5 | 16,3 | 64 | 155 | 119 | 43 | 26,4 | 346,7 | 55 | 243,7 | 88,2 | 75 | 60 | 27,2 |
| 30P | | 327 | | | | | | | | | | | 34,2 | | | 243,7 | | | | 35 |
| 40P | | 338 | 250 | 339 | | | | | | | | | 37 | 382,7 | | 279,7 | | | | 37,8 |
| 50 | 330 | 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 | 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 | 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 | 576 | 105 | 366 | 108 | 35 | 150 | 330 | 275 | 105 | 322 | 666 | 120 | 436 | 198 | 165 | 125 | 328,9 | | |
| 3160 | 3160 | 606 | 125 | | 123 | 41 | 175 | 365 | 308 | 120 | 357 | 710 | 135 | | 445 | 227 | 190 | 145 | 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 |
| 1200 | | | | | | | | | | | | | 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 | 269 | 272 | 358 | 43 | 28,8 | 298,7 | 401,7 | 60 | 29,6 | 30P | 170 | 309 | 312 | 398 | 43 | 29,4 | 338,7 | 441,7 | 60,2 |
| 30P | | | | | | 36,6 | | | | | | | | | | | | | | 38,2 |
| 40P | | 308 | 311 | 397 | | 41,4 | | | | | | | | | | | | | | 43 |
| 50 | 330 | 314 | 317 | 417 | 50 | 57,4 | 349 | 469 | 70 | 58,7 | 50 | 330 | 389 | 392 | 492 | 50 | 59,6 | 424 | 544 | |
| 55 | | 346 | 349 | 449 | | 67,4 | | | | | | | | | | | | | | 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 | 113,8 |
| 65 | | 394 | 397 | 521 | | 122,9 | | | | | | | | | | | | | | 133,5 |
| 70P | 1260 | 386 | 391 | 543 | 76 | 174 | 439 | 635 | 120 | 182,4 | 70P | 1260 | 501 | 506 | 658 | 76 | 181 | 554 | 750 | 120 |
| •75P | 441 | 446 | 598 | 205 | 494 | 220,4 | | | | | | | | | | | | | | |
| 80P | 2700 | 478 | 484 | 694 | 105 | 338 | 554 | 784 | 125 | 344,9 | 80P | 2700 | 578 | 584 | 794 | 105 | 350 | 654 | 884 | 125 |
| 3160 | | | | 724 | 120 | 373 | 563 | 828 | 145 | 382,7 | | 3160 | | | 824 | 120 | 385 | 663 | 928 | 145 |
| •85P | 3160 | 548 | 554 | 794 | 120 | 457 | 633 | 898 | 145 | 466,7 | •85P | 3160 | 648 | 654 | 894 | 120 | 477 | 733 | 998 | 145 |
| 90P | 3160 | 521 | 527 | 767 | 120 | 482 | 606 | 871 | 145 | 497,3 | 90P | 4630 | 601 | 607 | 847 | 135 | 497 | 686 | 951 | 145 |
| 95P | 4630 | 696 | 704 | 974 | 135 | 780 | 793 | 1093 | 165 | 795,3 | 95P | 4630 | 776 | 784 | 1054 | 135 | 795 | 873 | 1173 | 165 |

• Supplied with OVERSIZED CHAMBER SCFM or DCFM

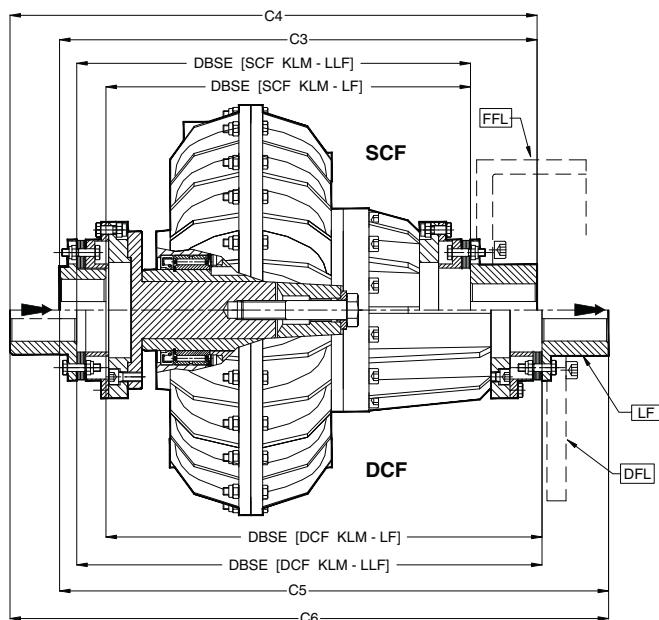
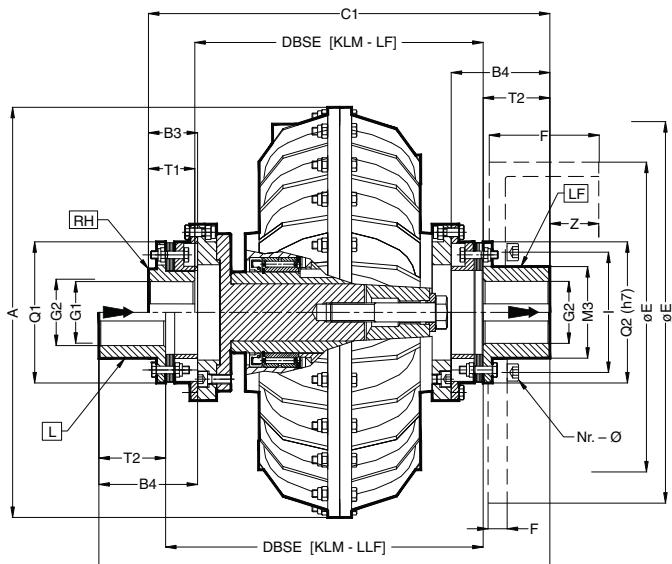
Example of order : ALFA 55KLM-L 330 RH (with 1 RH hub and 1 L hub)



WESTCAR
MILANO - ITALY

ROTOFLUID COUPLING ALFA
KLM-LF/LLF, SCF KLM-LF/LLF, DCF KLM-LF/LLF
WITH BRAKE DRUM FFL / BRAKE DISC DFL

Sheet
45-305D EN
Date
03-2018



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 | | LF | | | | LLF | | | | |
| | | 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 | | 290 | | | | | | | | 243,7 | 346,7 | 43 | 27,2 | 270,4 | 390,4 | 60 | 28 | 298,7 | 401,7 | 29,6 | 325,4 | 445,4 | 30,4 | 338,7 | 441,7 | 30,2 | 365,4 | 485,4 | 31 | |
| 30P | 170 | 327 | 44,5 | 88,2 | 48 | 55 | 75 | 119 | 118,5 | | | | 35 | | | | 35,8 | | | 37,4 | | | 38,2 | | | 38,2 | 365,4 | | 39 | |
| 40P | | 338 | | | | | | | | 279,7 | 382,7 | 43 | 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 | |
| 50 | | 430 | | | | | | | | 269 | 389 | 50 | 52,9 | 301 | 441 | | 54,2 | 349 | 469 | 58,7 | 381 | 521 | 60 | 424 | 544 | 60,9 | 456 | 596 | 62,2 | |
| 55 | | 430 | 51,5 | 103,5 | 65 | 65 | 92 | 148 | 147,5 | 301 | 421 | | 62,9 | 333 | 473 | | 64,2 | 381 | 501 | 68,7 | 413 | 553 | 70 | 456 | 576 | 70,9 | 488 | 628 | 72,2 | |
| 60 | | 520 | | | | | | | | 296 | 468 | 62 | 101,5 | 333 | 553 | | 108,5 | 386 | 558 | 109,9 | 423 | 643 | 116,9 | 466 | 638 | 113,8 | 503 | 723 | 123 | |
| 65 | | 650 | 63,5 | 148,5 | 85 | 95 | 135 | 214 | 213 | 344 | 516 | | 121,5 | 381 | 601 | | 128,5 | 434 | 606 | 129,9 | 471 | 691 | 136,9 | 514 | 686 | 133,5 | 551 | 771 | 140,5 | |
| 70P | | 640 | | | | | | | | 329 | 525 | 76 | 169,4 | 377 | 617 | | 177,8 | 439 | 635 | 182,4 | 487 | 727 | 190,8 | 554 | 750 | 189,4 | 602 | 842 | 197,8 | |
| • 75P | | 1260 | 78,5 | 170,5 | 100 | 110 | 155 | 246 | 245 | 384 | 580 | | 200,4 | 432 | 672 | | 208,8 | 494 | 690 | 213,4 | 542 | 782 | 221,8 | 609 | 805 | 220,4 | 657 | 897 | 228,8 | |
| 80P | | 2700 | 810 | 108 | 198 | 105 | 120 | 165 | 275 | 436 | 666 | 105 | 328,9 | 506 | 756 | 125 | 335,8 | 554 | 784 | 344,9 | 624 | 874 | 351,8 | 654 | 884 | 356,9 | 724 | 974 | 363,8 | |
| 3160 | | | 123 | 227 | 125 | 135 | 190 | 308 | 307 | 445 | 710 | 120 | 366,7 | 524 | 814 | 145 | 377,4 | 563 | 828 | 382,7 | 642 | 932 | 392,4 | 663 | 928 | 394,7 | 742 | 1032 | 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 |
| 1200 | | | 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 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 | 500 | 400 | 500 | 500 | 600 | 630 | 630 | 630 | 710 | F | F2 | Z | I | Nr.-Ø | Weight kg | | |
| | 60 | 75 | 95 | 118 | 75 | 95 | 118 | 150 | 95 | 118 | 150 | 190 | 118 | 150 | 190 | 150 | 190 | 190 | 236 | 236 | 265 | | | | | | | |
| | 0 | - | - | - | - | - | - | - | 15 | - | - | 2 | - | - | - | - | - | - | - | - | - | | | | | | | |
| | 0 | 15 | 35 | 58 | 5 | 25 | 48 | 80 | - | 8 | 40 | - | 30 | 70 | 25 | 65 | 45 | 91 | 71 | 100 | | | | | | | | |
| | | 100 | | | | 128 | | | | 195 | | | 224 | | | 216 | | 282 | | 314 | | | | | | | | |
| | | 8 M10 | | | | 8 M12 | | | | 16 M12 | | | 16 M14 | | | 16 M14 | | 8 M20 | | 16 M20 | | 16 M20 | | | | | | |
| | | 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

| ROTOFLUID | 30-30P-40P | | | | 50-55 | | | | 60-65 | | | | 70P-75P | | | | 80P | | | | 85P-90P | | | | 95P | | | | | | |
|-----------|------------|-----|------|-----|---------|-------|------|------|---------|--------|------|------|----------|------|-----|-------|----------|--------|------|--------|----------|-----|------|-------|----------|-------|---|---|-------|-----------|--|
| | 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 | 1000 | 1250 | F | F2 | Z | I | Nr.-Ø | Weight kg | |
| | 30 | 30 | 30 | | | 30 | | | | 30 | | | 30 | | | 30 | | 30 | | 30 | | | | | | | | | | | |
| | 27,5 | | | | | 34,5 | | | | 70 | | | 79 | | | 81 | | 96 | | 113 | | | | | | | | | | | |
| | 100 | | | | | 128 | | | | 195 | | | 224 | | | 216 | | 282 | | 314 | | | | | | | | | | | |
| | 8 M10 | | | | | 8 M12 | | | | 16 M12 | | | 16 M14 | | | 8 M20 | | 16 M20 | | 16 M20 | | | | | | | | | | | |
| | 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

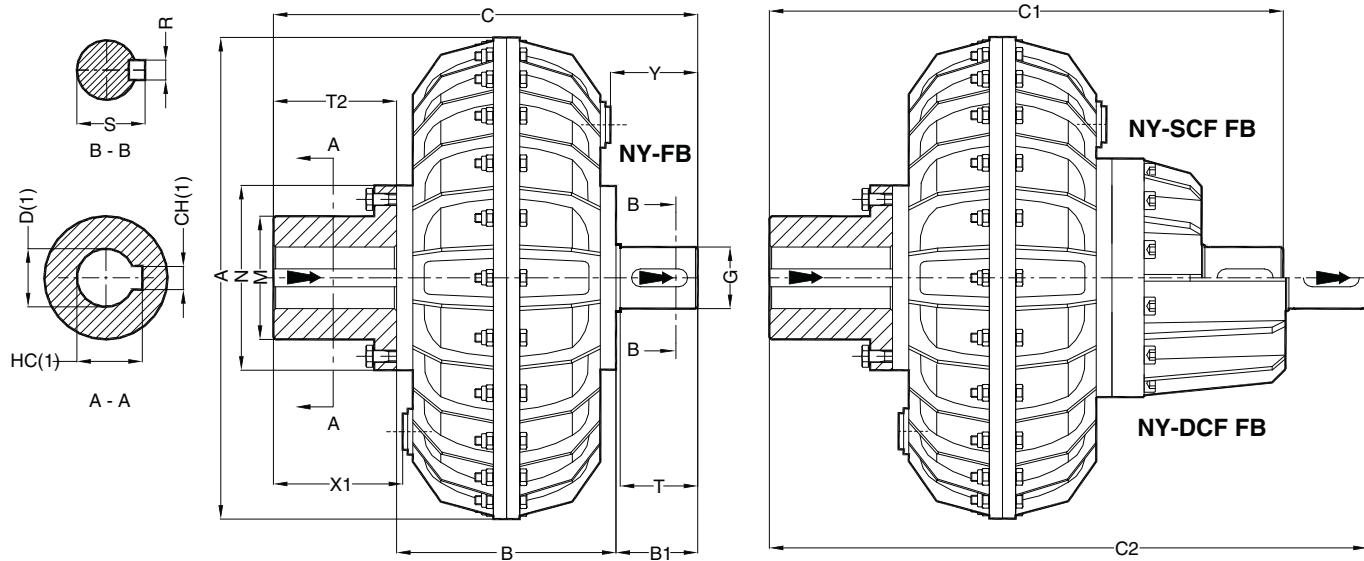


WESTCAR
MILANO - ITALY

ROTOFLUID COUPLING
NY-FB, NY-SCF FB, NY-DCF FB
REVERSE MOUNTING [RM]

Sheet
45-400B EN

Date
03-2018



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 | | | | | |
| 30 | 28 | 290 | 150 | 51 | 261 | 38 | 116 | 80 | 10 | 41 | 45 | 60 | 69 | 55 | 19 | 316 | 21,5 | 356 | 22,1 |
| | 38 42-48-55 | | | | | | | | | | | | | | | | | | |
| 30P | 28 | 327 | 327 | 327 | 327 | 38 | 116 | 80 | 10 | 41 | 45 | 60 | 64 | 64 | 28 | 316 | 30,5 | 356 | 31,1 |
| | 38 42-48-55 | | | | | | | | | | | | | | | | | | |
| 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 | | | | | | | | | | | | | | | | |
| 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 | | | | | | | | | | | | | | | | |
| 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 | | | | | | | | | | | | | | | | |
| 80P | 60-65-75 80-90 100-110 | 810 | 226 | 116 | 482 | 80 | 270 | 170 | 22 | 85 | 110 | 140 | 140 | 131 | 238 | 600 | 254 | 700 | 266 |
| •85P | 60-65-75 80-90 100-110 | | 300 | | | | | | | | | | | | | | | | |
| 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

DIMENSIONS ARE NOT BINDING

• 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

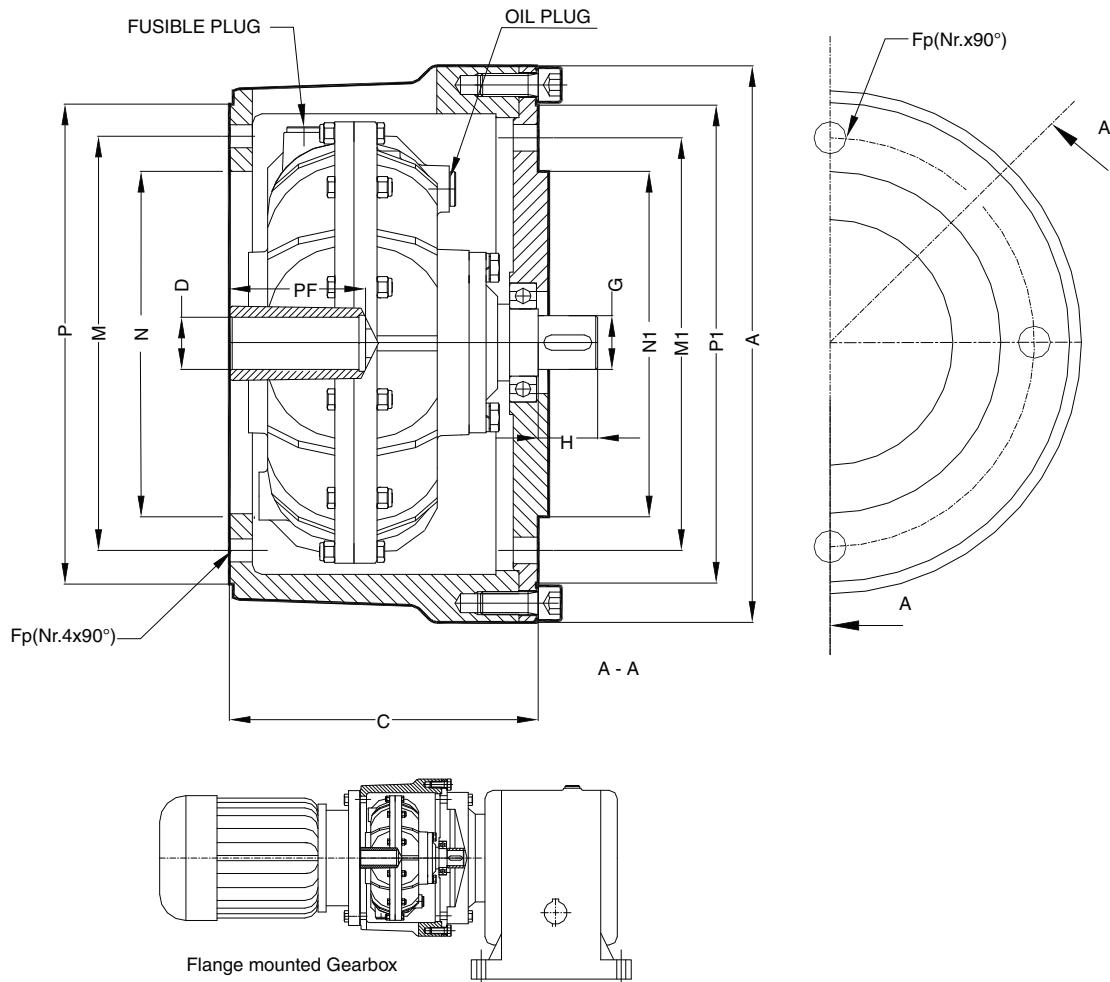


WESTCAR
MILANO - ITALY

**ROTOFLUID COUPLING ALFA
CKS
WITH BELL HOUSING**

Sheet
40-281B EN

Date
03-2018



| COUPLING | | MOTOR | | Dimensions in mm | | | | | | | | | | | | | kg* | | | | | | | | |
|----------|-----------|--------------|------------|------------------|-------|-------|-----|------|----|-----|-----|------|-------|-----|-----|-----|--------|--|--|--|--|--|--|--|--|
| Grand. | Tipo | Tipo | kW | A | C | D | Fp | G h7 | H | M | M1 | N f7 | N1 h7 | P | P1 | PF | Weight | | | | | | | | |
| 10 | CKS-19-19 | 80 | 0,55 | 240 | 128 | 19 G7 | ø11 | 19 | 25 | 165 | 165 | 130 | 130 | 200 | 200 | 40 | 8,5 | | | | | | | | |
| | | | 0,75 | | | | | | | | | | | | | | | | | | | | | | |
| | CKS-24-24 | 90 S | 1,1 | | | 24 G7 | ø13 | 24 | | | | | | | | | | | | | | | | | |
| | | | 90 L | | | | | 50 | | | | | | | | | | | | | | | | | |
| 20 | CKS-28-28 | 100 | 2,2 | 292 | 161 | 28 G7 | 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 F7 | ø17 | 38 | 45 | 265 | 265 | 230 | 230 | 300 | 300 | 80 | 36,5 | | | | | | | | |
| 30P | CKS-42-42 | 160 M | 11 | 400 | | 42 F7 | | 42 | | 300 | 300 | 250 | 250 | 350 | 350 | 110 | 40 | | | | | | | | |
| | | 160 L | 15 | | | | | | | | | | | | | | | | | | | | | | |
| 40P | CKS-48.48 | 180 M | 18,5 | 255 | 48 F7 | ø17 | 48 | 55 | | | | | | | | | | | | | | | | | |
| | | 180 L | 22 | | | | | 42 | | | | | | | | | | | | | | | | | |

* Weight with oil

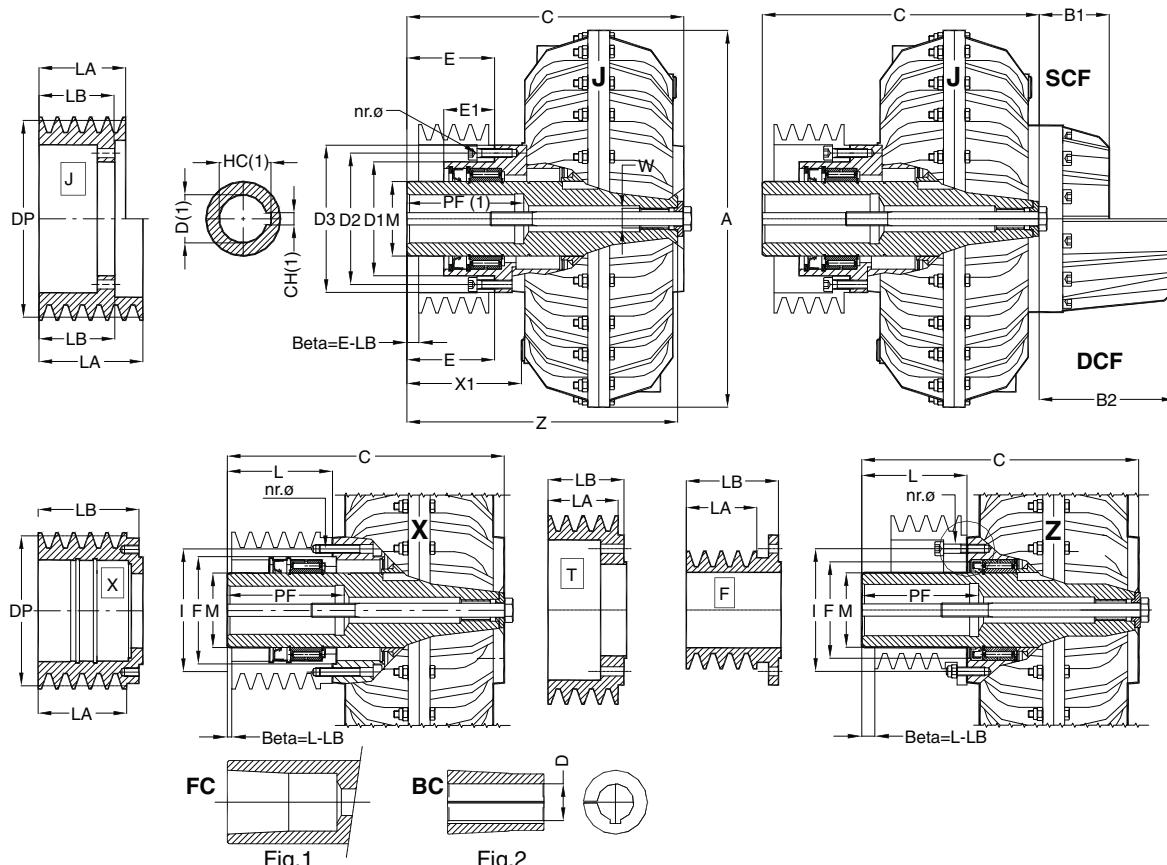


WESTCAR
MILANO - ITALY

ROTOFLUID COUPLING
BETA J, X, Z
SCF J / X / Z DCF J / X / Z

Sheet
45-215B EN

Date
03-2018



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 | 327 | 114 | 114 | 114 | 70 | 45 | 75 | 100 | 88 | 60 | 8-M8 | 94 | | | 24,3 | 22,8 | | | | |
| 40P | J / X / Z 90 | □FC | 327 | 273 | 112 | 130 | 145 | 89 | 60 | 100 | 125 | 90 | 70 | 8-M8 | 114 | 268 | M24 | 28 | 25 | 58 | 4 | 130 | 5 |
| | J / X / Z 118 | □FC | 338 | 301 | 112 | 130 | 145 | 117 | 60 | 100 | 125 | 118 | 70 | 8-M8 | 142 | 296 | | 29 | 26 | | | | |
| 50 | J / X 90 | □FC | 430 | 244 | 130 | 150 | 170 | 100 | 58 | 110 | 140 | 90 | 85 | 8-M10 | 95 | 241,5 | M24 | 33 | 31 | 80 | 6 | 155 | 8 |
| | J / X 120 | □FC | 430 | 274 | 130 | 150 | 170 | 100 | 135 | 110 | 140 | 120 | 85 | 8-M10 | 125 | 271,5 | | 35,5 | 32,5 | | | | |
| 55 | J / X 155 | □FC | 430 | 351 | 150 | 170 | 184 | 110 | 88 | 125 | 160 | 130 | 110 | 8-M10 | 135 | 302 | M30 | 160 | 348,5 | 90 | 8,4 | 170 | 12 |
| | J / X 130 | □FC | 430 | 302 | 150 | 170 | 184 | 110 | 88 | 125 | 160 | 130 | 110 | 8-M10 | 175 | 342 | | 60 | 55 | | | | |
| 60 | J / X 170 | 75-80 | 520 | 342 | 150 | 170 | 184 | 150 | 110 | 125 | 160 | 130 | 110 | 8-M10 | 135 | 350 | M30 | 62 | 57 | 90 | 8,4 | 170 | 12 |
| | J / X 130 | □FC | 520 | 350 | 150 | 170 | 184 | 110 | 88 | 125 | 160 | 130 | 110 | 8-M10 | 175 | 390 | | 74 | 69 | | | | |
| 65 | J / X 170 | 75-80 | 520 | 390 | 150 | 170 | 184 | 150 | 88 | 125 | 160 | 130 | 110 | 8-M10 | 175 | 390 | M36 | 77 | 72 | 110 | 13 | 225 | 20 |
| | J / X 170 | 80-90-100 | 640 | 380 | 188 | 210 | 230 | 140 | 100 | 150 | 195 | 170 | 110 | 8-M12 | 169 | 369 | | 120,5 | 111 | | | | |
| 70P | J / X 210 | 80-90-100 | 640 | 420 | 210 | 230 | 180 | 180 | 100 | 150 | 195 | 210 | 120** | 8-M12 | 209 | 409 | M36 | 123,5 | 114 | 110 | 13 | 225 | 20 |
| | J / X 210 | 80-90-100 | 640 | 470 | 210 | 230 | 180 | 180 | 100 | 150 | 195 | 210 | 120** | 8-M12 | 459 | 459 | | 156,5 | 147 | | | | |
| •75P | J / X 210 | 80-90-100 | 640 | 470 | 210 | 230 | 180 | 180 | 100 | 150 | 195 | 210 | 120** | 8-M12 | 475 | 549 | M36 | 222,5 | 207 | 118 | 16 | 218 | 28 |
| | J / X 255A | 80-90-100-110 | 810 | 481 | 214 | 240 | 270 | 225 | 130 | 190 | 230 | 255 | 140 | 8-M14 | 549 | 549 | | 303,5 | 290 | | | | |
| •80P | J / X 255A | 80-90-100-110 | 810 | 555 | 214 | 240 | 270 | 225 | 130 | 190 | 230 | 255 | 140 | 8-M14 | 475 | 549 | M36 | 222,5 | 207 | 118 | 16 | 218 | 28 |
| | J / X 255A | 80-90-100-110 | 810 | 555 | 214 | 240 | 270 | 225 | 130 | 190 | 230 | 255 | 140 | 8-M14 | 549 | 549 | | 303,5 | 290 | | | | |

* Weight with oil

DIMENSIONS ARE NOT BINDING

• Supplied with OVERRSIZED 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

| COUPLING SIZE | Type | Standard D Bore | | | | | | Max D Bore |
|---------------|------|-----------------|------|------|------|------|------|------------|
| | | 38 | ■ 42 | ■ 48 | - | - | - | |
| 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 |

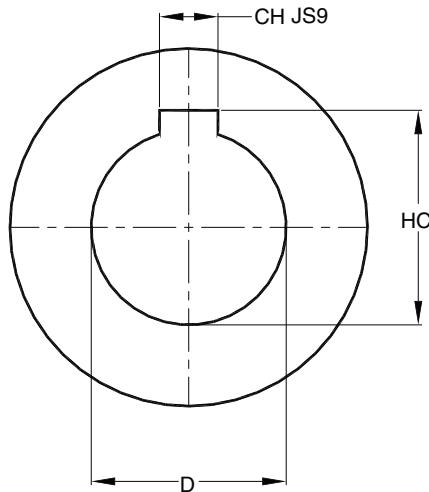
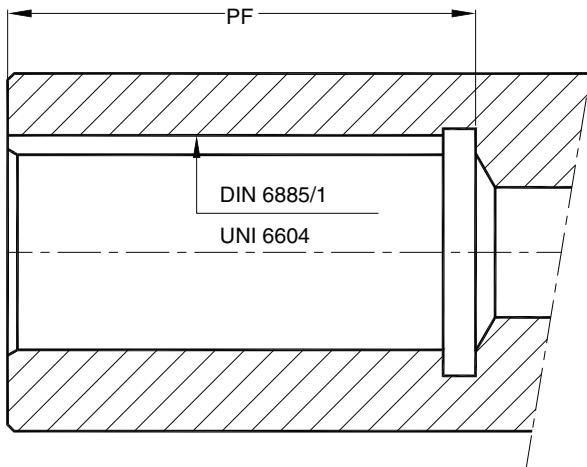
■ Taper Bushes are supplied without keyway



WESTCAR
MILANO - ITALY

BORES AND KEYWAYS TABLE FOR FLUID COUPLING SHAFT

Sheet
10-019E EN
Date
01-2017



| 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 * | | 30 | 5 | 16,3 | |
| 15 | | 30 | 5 | 17,3 | |
| 16 | | 30 | 5 | 18,3 | |
| 17 | | 40 | 5 | 19,3 | |
| 18 | | 40 | 6 | 20,8 | |
| 19 * | | 40 | 6 | 21,8 | |
| 20 | | 40 | 6 | 22,8 | |
| 21 | | 40 | 6 | 23,8 | |
| 22 | | 50 | 6 | 24,8 | |
| 23 | | 50 | 8 | 26,3 | |
| 24 * | | 50 | 8 | 27,3 | |
| 25 | | 50 | 8 | 28,3 | |
| 26 | | 50 | 8 | 29,3 | |
| 27 | | 60 | 8 | 30,3 | |
| 28 * | G7 | 60 | 8 | 31,3 | + 0,2 0 |
| 30 | | 60 | 8 | 33,3 | |
| 32 | | 60 | 10 | 35,3 | |
| 33 | | 80 | 10 | 36,3 | |
| 34 | | 80 | 10 | 37,3 | |
| 35 | | 80 | 10 | 38,3 | |
| 38 * | | 80 | 10 | 41,3 | |

| D | Tolerance | PF | CH | HC | Tolerance |
|-------|-----------|----|-------|------------|-----------|
| 40 | 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 * | | 18 | 64,4 | | |
| 65 * | | 18 | 69,4 | | |
| 70 * | | 20 | 74,9 | | |
| 75 * | | 20 | 79,9 | | |
| 80 * | | 22 | 85,4 | | |
| 85 * | | 22 | 90,4 | | |
| 90 * | | 25 | 95,4 | | |
| 95 | | 25 | 100,4 | | |
| 100 * | | 28 | 106,4 | | |
| 105 | | 28 | 111,4 | | |
| 110 * | | 28 | 116,4 | | |
| 115 | | 32 | 122,4 | | |
| 120 | 210 | 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.

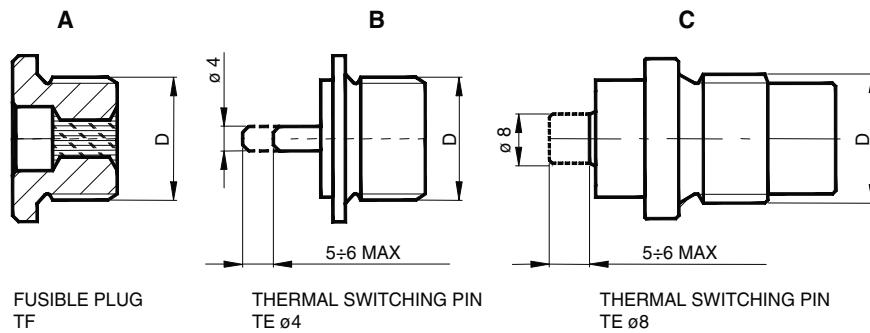
WESTCAR standard couplings are supplied with fusible plug at 145° C.

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.

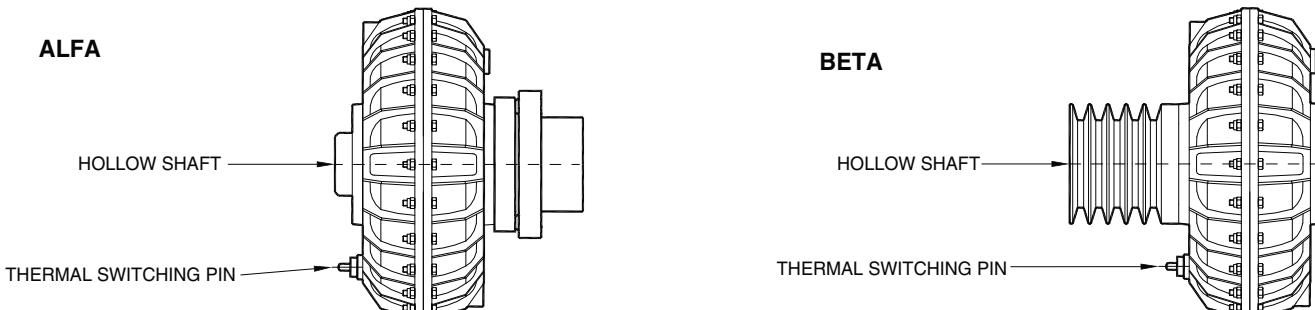
In case of stall conditions, motor running and machine locked, the coupling housing must be driving to guarantee the signal survey.



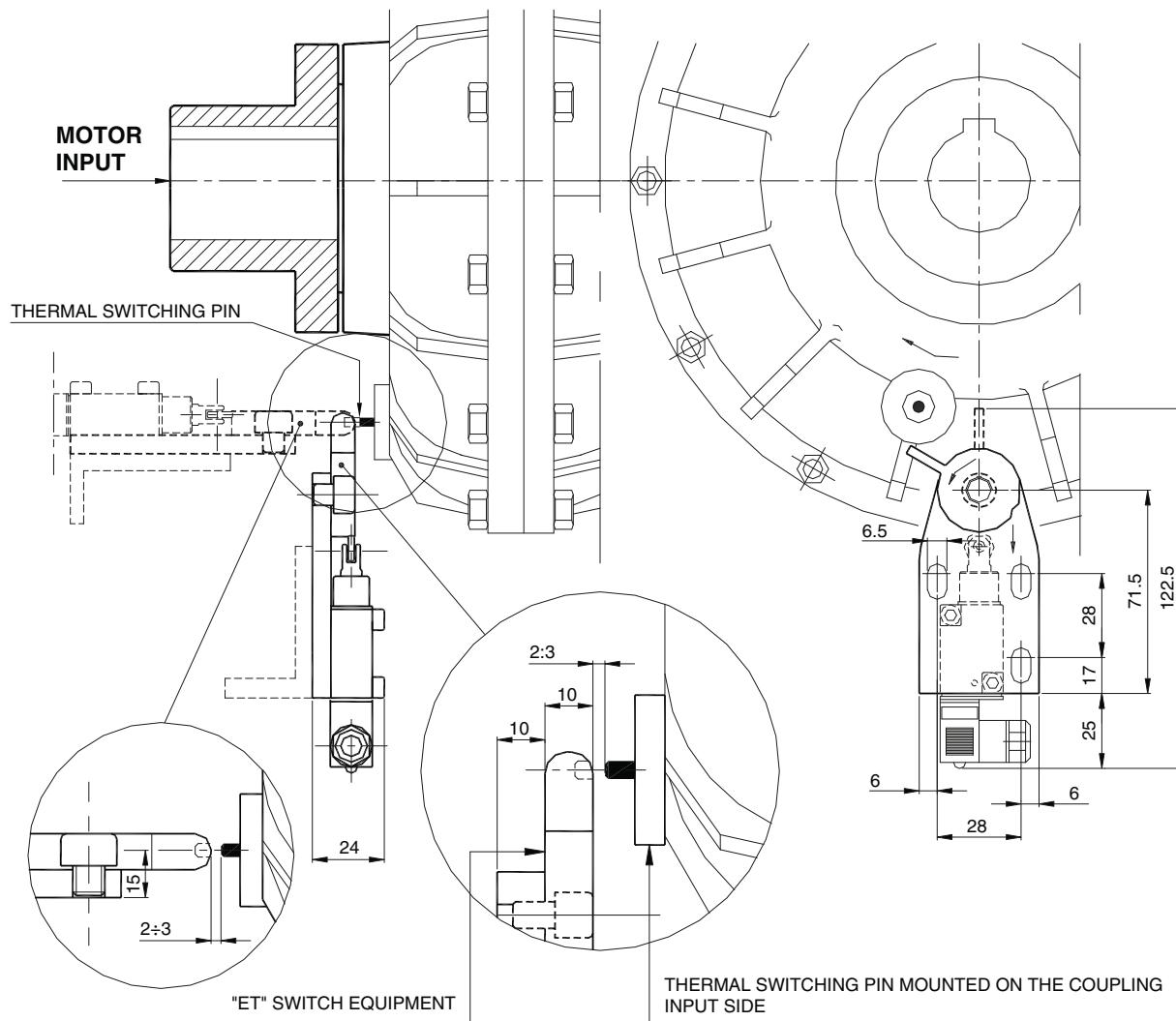
| ROTOFLUID SIZE | DIMENSIONS | | | | TEMPERATURE | | | |
|---------------------------|------------|---|---|---|-------------|--------------|------------|--------------|
| | D | A | B | C | 96 °C BLUE | 120 °C WHITE | 145 °C RED | 180 °C GREEN |
| 10 20 30-30P 40P | 1/4 GAS | X | X | - | ● | ● | ● | ● |
| 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.

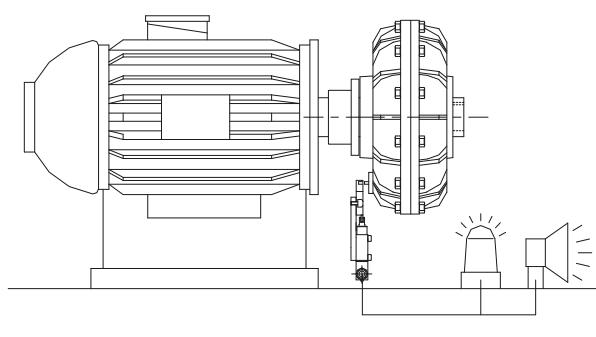
Example of order: **Thermal switching pin TE 1/4 GAS 145°C RED.**

THERMAL SWITCHING PIN STANDARD POSITION


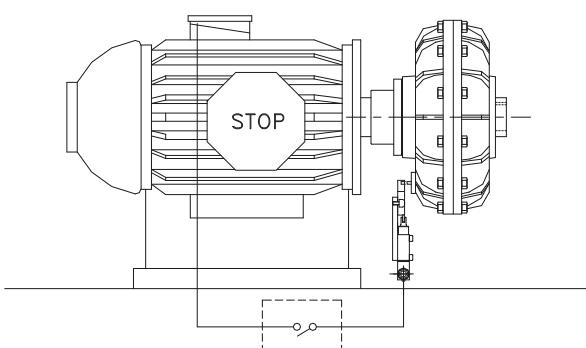
The thermal switching pin is normally mounted by the hollow shaft side but in case of need can be located in the opposite side.



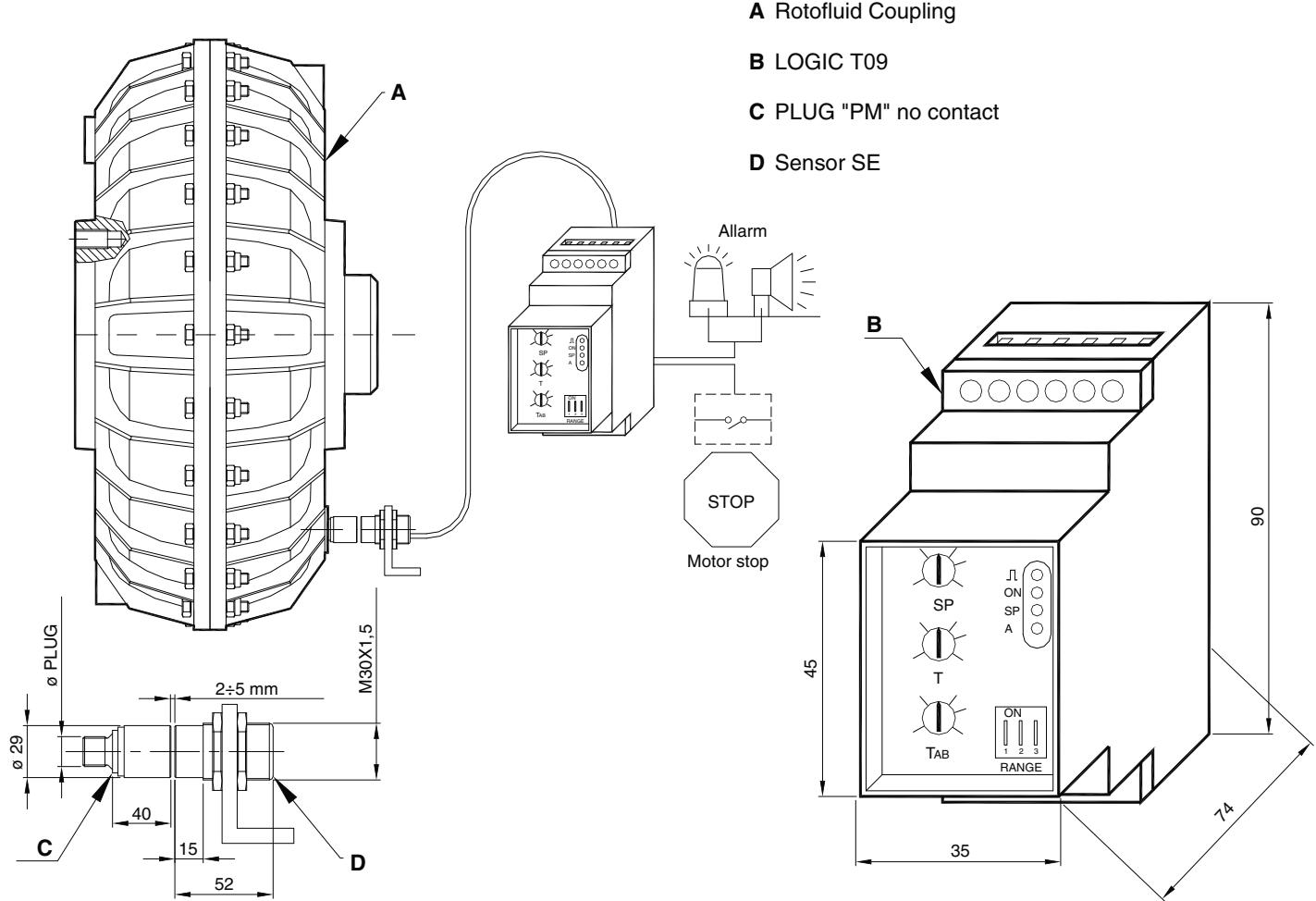
"ET" CONNECTED TO A LIGHT SOUND SIGNAL



"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).

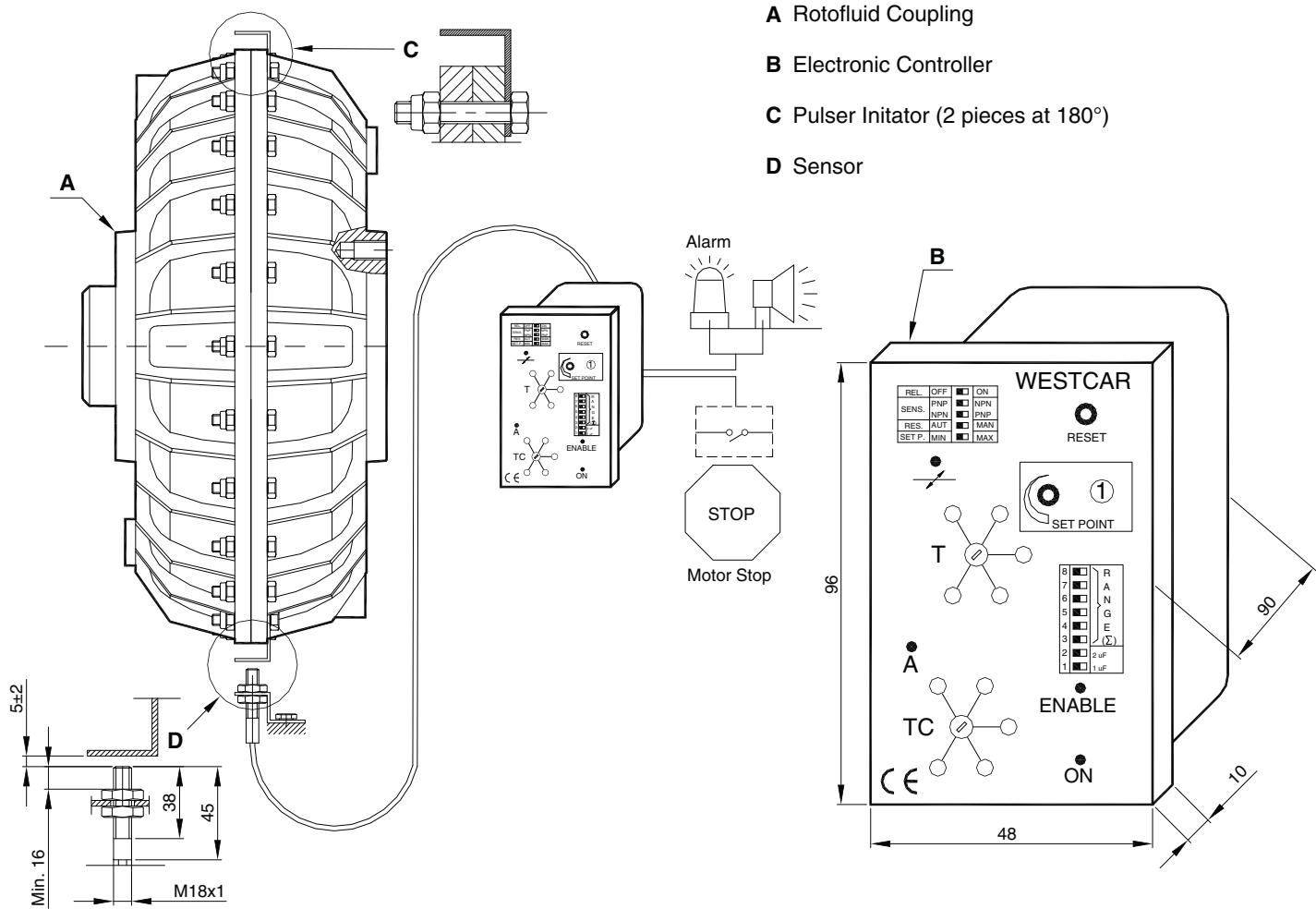
If the Plug PM is mounted on the driven side the system detects the variation of temperature and speed. If it is mounted on the drive side the system detects only the temperature.

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).



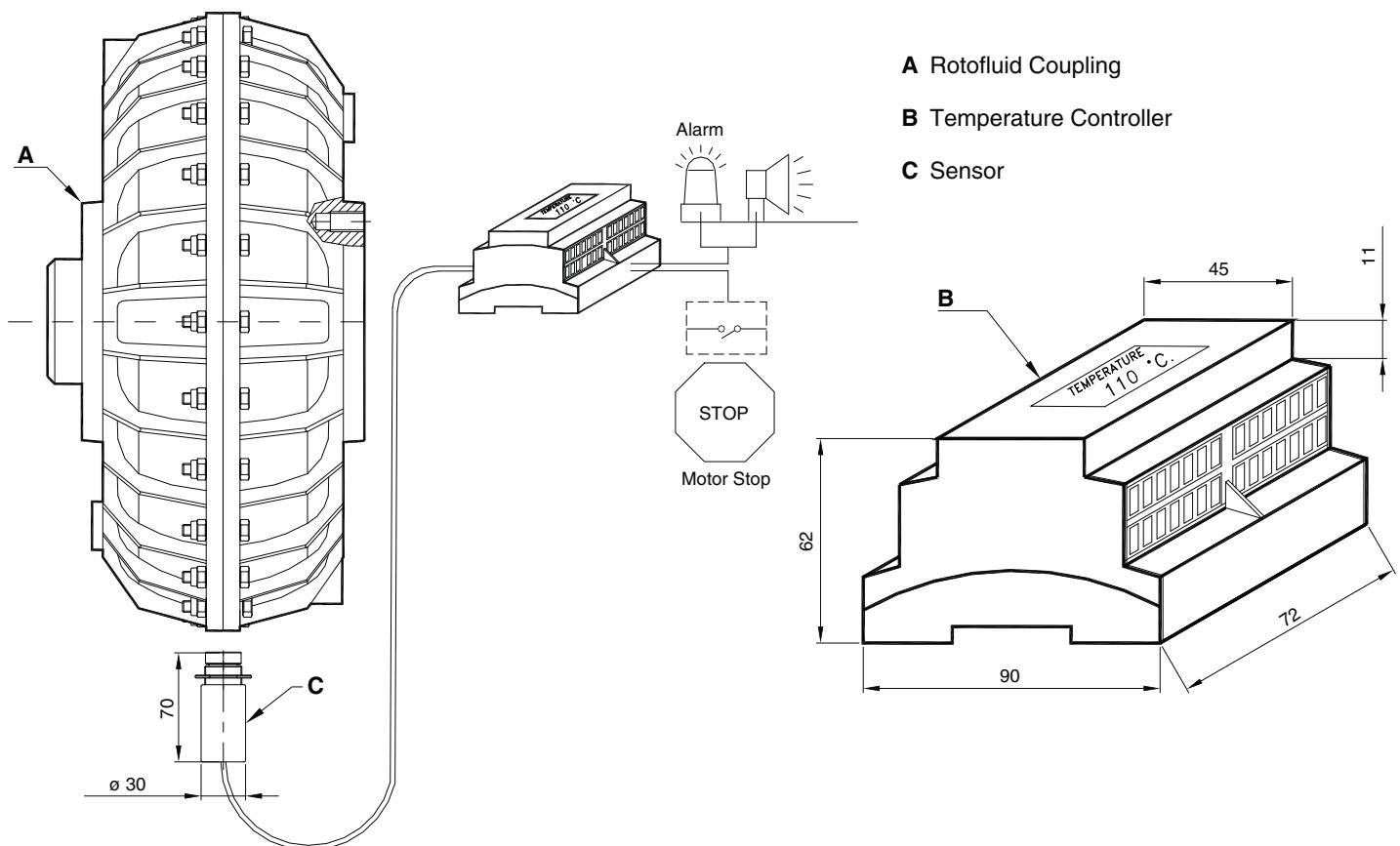
DEVICE SCD

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**.

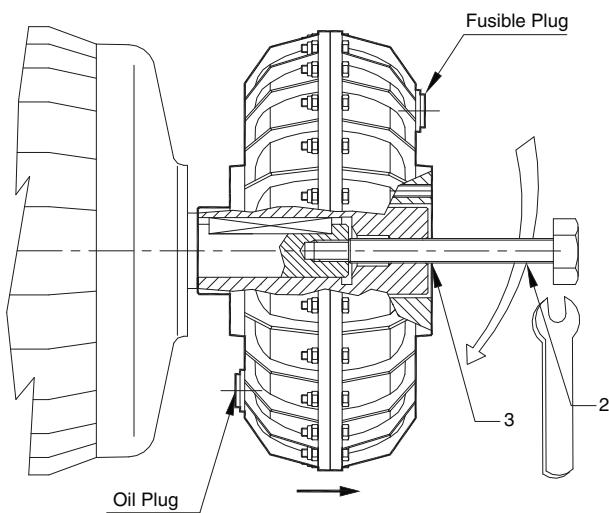
The **ITC (Infrared Temperature Controller)** infrared device allows the monitoring of the fluid coupling temperature, contactless, in real time and in a temperature range between -20° C and +250° C, thus providing the ability to regulate workloads or possible intervention. This is an advantage which 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

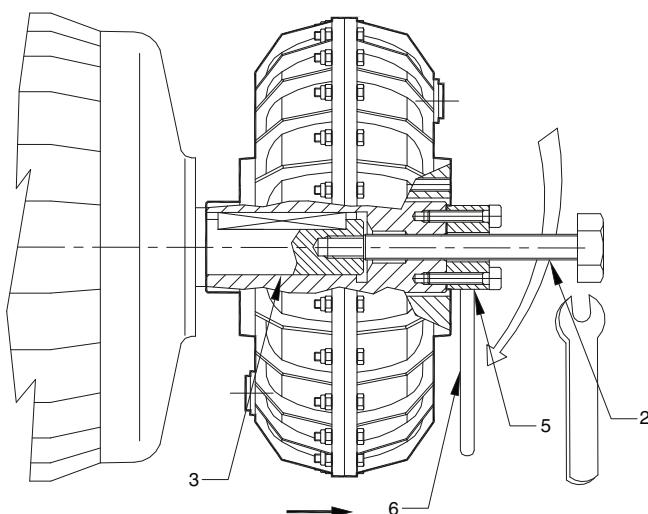
| |
|---|
| Continuous monitoring |
| Real time temperature acquisition |
| Current temperature visualization on the LCD display |
| 2 programmable digital output – limit temperatures |
| Evaluation of temperature gradient |
| Easy and quick installation with standard DIN rail mounting |
| Wide spectrum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

SCREW PULLER "VE" TYPE


| VE SYSTEM | ROTOFLUID COUPLING | | | | |
|--------------|--------------------|----------|-----|------|--------------|
| | SIZE | VERSIONS | | | |
| Type | | K | Z | J | H |
| VE M14 | 20 | K1 | Z70 | J70 | H55 |
| VE M16 | | K3 | Z69 | - | - |
| VE M20 | | | | J103 | H85 |
| | 30 | | | | X103 |
| VE M24 | 30P | | | | ALL VERSIONS |
| | 40P | | | | |
| | 50 | | | | |
| | 55 | | | | UP TO Ø 65 |
| VE M30 | 55 | | | | FOR Ø75 Ø 80 |
| | 60 | | | | |
| | 65 | | | | |
| VE M36 | 70P | | | | ALL VERSIONS |
| | 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 |
| SE M20 | 20 | - | - | J 103 | H 85 |
| SE M24/35 | | 30 | | | |
| | | 30P | | | |
| SE M24/40 | 40P | | | | ALL VERSIONS |
| | 50 | | | | |
| | 55 | | | | UP TO Ø 65 |
| SE M30 | 55 | | | | FOR Ø75 Ø 80 |
| | 60 | | | | |
| | 65 | | | | |
| SE M36 | 70P | | | | ALL VERSIONS |
| | 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.

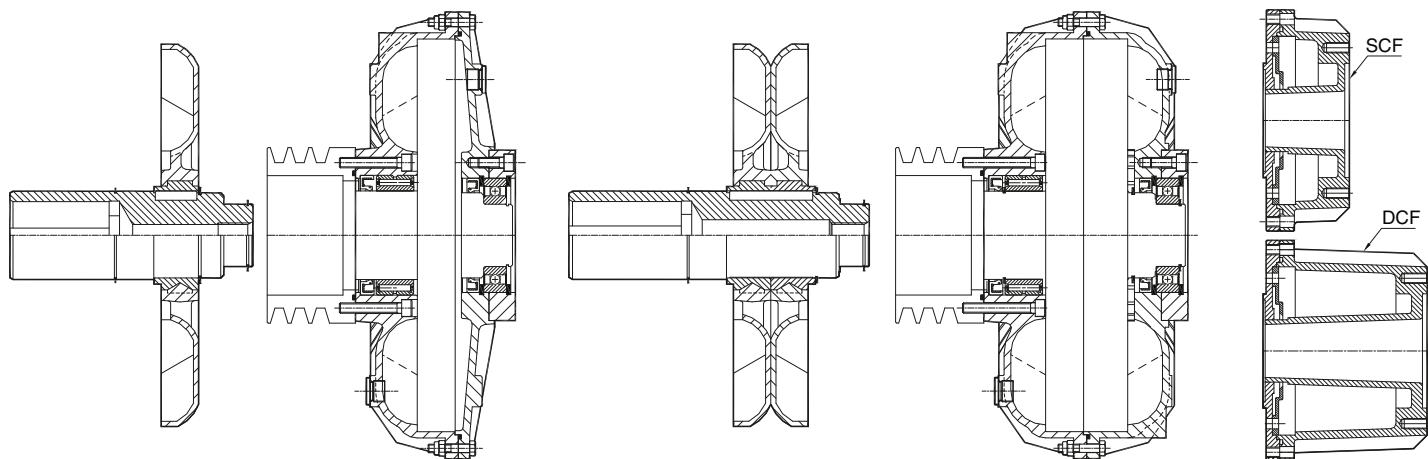
The mass moment of inertia values listed in the table below are referred to inner part, outer part and oil where:

- **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 correspondant of the outer part of the couplings.

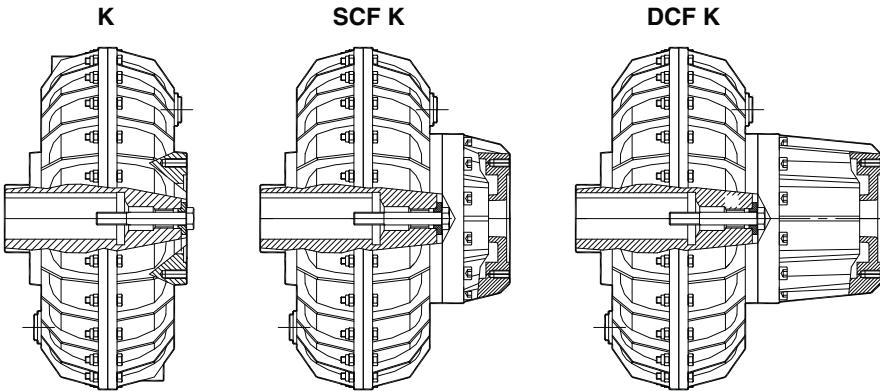
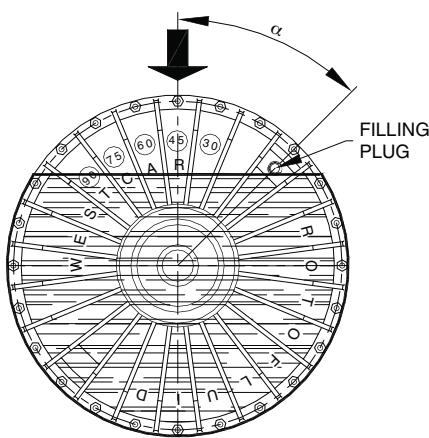
| INNER PART | OUTER PART | INNER PART | OUTER PART | DELAY CHAMBER |
|--|------------|------------------------------|------------|---------------|
| SIZES: 10, 20, 30, 30P, 40P, 50, 60, 70P, 80P, 90P | | SIZES: 55, 65, 75P, 85P, 95P | | |



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

| ROTOFLUID COUPLING SIZE | ALFA VERSION | | BETA VERSION | | | | | | DELAY CHAMBER | |
|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------|--------------------|
| | Tipo K | | Tipo Z, X | | Tipo J | | Tipo 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 |
| 1200 | 54,000 | 260,000 | -- | -- | -- | -- | -- | -- | -- | -- |
| 1200D | 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 starting 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 ENERGOL HPL 22÷32
- CASTROL HYSPIN AWS 22÷32
- ESSO SPINESSO 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 |
| 1200 | 45° | 200 | -- | -- | -- | -- |
| 1200D | 45° | 400 | -- | -- | -- | -- |

• OVERSIZED CHAMBERS SCFM, DCFM

For more information, consult WESTCAR.
Do not exceed Quantity of oil indicated in Table 1.

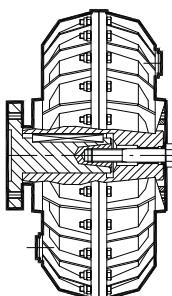


Fig. 1

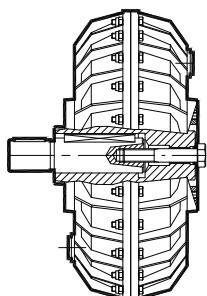


Fig. 2

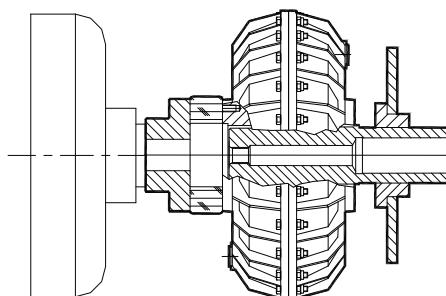


Fig. 3

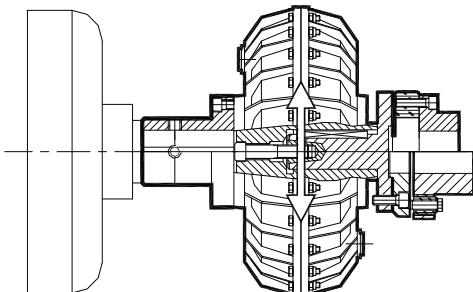


Fig. 4

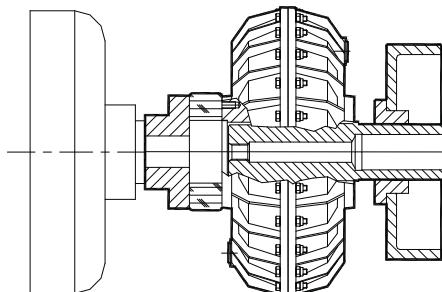


Fig. 5

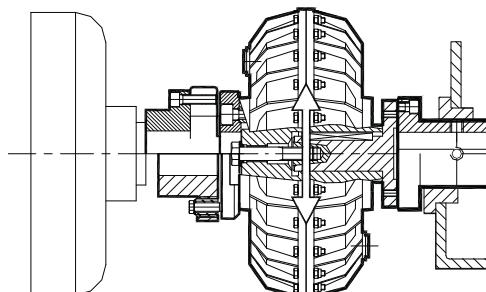


Fig. 6

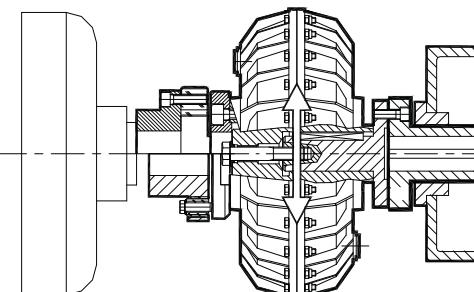


Fig. 7

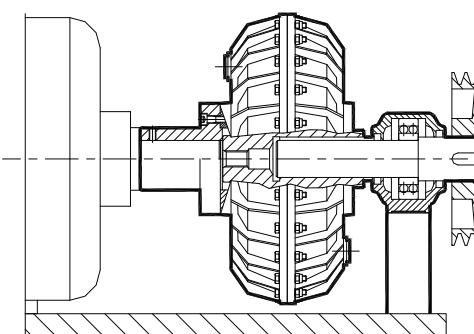


Fig. 8

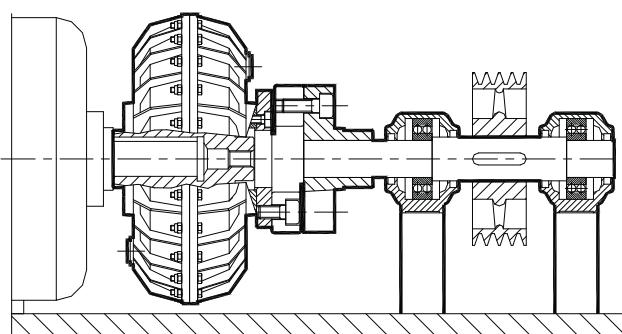


Fig. 9

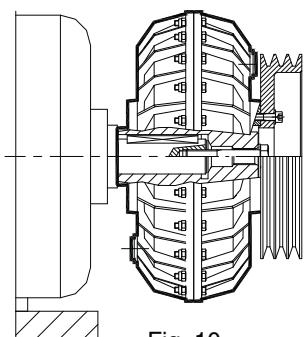


Fig. 10

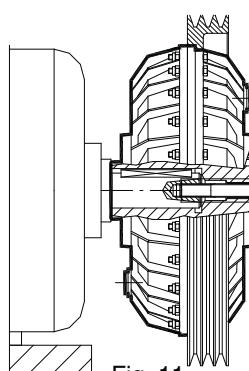


Fig. 11

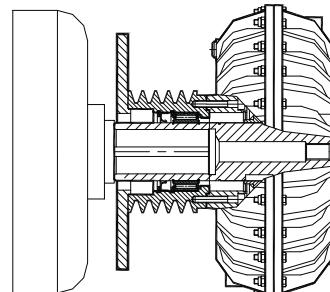


Fig. 12

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
- Decanters
- 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

- Continuos 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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ROTOFLEXI



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DRUM BRAKES CD



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