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**FRENİ E FRİZİONİ COMBİNATE**  
**BRAKE-CLUTCH COMBINATIONS**

GEMELL
Caratteristiche di progetto
Le UNITÀ COMBINATE della COREMO OCMEA sono stati progettati per operare in conformità alle prestazioni e condizioni previste nel presente catalogo e delle relative specifiche tecniche. È fatto in ogni caso raccomandazione perchè tali limiti non vengano superati.

Selezione di applicazione
Premessa di fondamentale importanza è una corretta selezione dell’unità da impiegare.
L’Ufficio Tecnico della COREMO OCMEA è a disposizione per informazioni, suggerimenti e collaborazione per una corretta applicazione ed impiego.

Impiego
Il rispetto delle Istruzioni di Montaggio e Manutenzione, oltre ad evitare costose soste improduttive, previene incidenti dovuti alla non completa conoscenza del prodotto.
Attenzione: la coppia iniziale può essere dal 30% al 50% in meno rispetto al valore nominale, fino all’assestamento dei ferodi sulla controfaccia in ghisa.

Precauzioni al montaggio e manutenzione
Agli addetti a tale funzione si consiglia l’impiego di equipaggiamenti idonei, guanti, occhiali od altro per la protezione adeguata da carichi e/o pesi.

Parti rotanti
Le parti in movimento devono essere protette in conformità a quanto prescritto dalle Direttive 89/393/CEE,91/386/CEE,93/44/CEE e 93/68/CEE o dalle equivalenti norme vigenti nei Paesi in cui vengono utilizzate.

Freni negativi a molle
I freni negativi a molle devono essere trattati con particolare attenzione, perché contengono molle meccanicamente precaricate.

Materiali di attrito
Tutte le UNITÀ COMBINATE COREMO OCMEA sono equipaggiate con materiale di attrito assolutamente esente da amianto e nel pieno rispetto delle Normative e Leggi in vigore per la tutela della salute ed il rispetto dell’ambiente. È comunque buona cosa non inalare la polvere da essi prodotta e lavarsi accuratamente le mani prima di ingerire cibi o bevande.

Oli, grassi e componenti lubrificanti
Vengono impiegati in quantità estremamente limitate. Per eventuali allergie a queste sostanze si consiglia l’uso di guanti o creme protettive da asportare con accurato lavaggio delle mani prima di ingerire cibi o bevande.

Immagazzinamento
Nello stoccaggio delle UNITÀ COMBINATE si deve tenere conto di un’alta concentrazione di peso in poco spazio.
Si consiglia un equipaggiamento idoneo agli addetti a tale funzione (scarpe di sicurezza, caschi, guanti, etc) al fine di prevenire il rischio di incidenti.

Smaltimento
Le pastiglie di attrito usurate e gli altri materiali di cui le UNITÀ COMBINATE sono composti, sono classificati come prodotti NON Tossico-Nocivi, pertanto devono essere smaltiti in conformità e nel rispetto delle leggi vigenti nei Paesi in cui vengono prevalentemente utilizzati.

Stoccaggio
Le UNITÀ COMBINATE della COREMO OCMEA contengono membrane e/o anelli di tenuta in gomma che in caso di incendio possono generare gas tossici.
Agli addetti allo spegnimento, in ambienti di piccole dimensioni, si consiglia l’uso della maschera antigas.
Characteristics of the design
The COREMO OCMEA Combined Clutches-Brakes are designed to operate according to the application, conditions and technical specifications as set out in this catalogue. We recommend that the maximum data shown are not exceeded.

Application selection
It is essential when selecting to take in consideration an appropriate service factor.
Our Technical Department at COREMO OCMEA is available for informations, suggestions and cooperation for the correct application and use.

Use
The Mounting and Maintenance Instructions must be observed so as to prevent accidents, breakage etc.
Incorrect mounting and maintenance of the unit could also result in reduced life of the product and expensive down time.
Warning: the initial torque on new units can be 30% to 50% less than the catalogue value until the linings are settled on the discs.

Precautions for the mounting and maintenance
Operators are advised to wear the correct protective clothing such as gloves, safety glasses etc.

Rotating parts
The moving parts have to be protected according to the European EEC directives 89/393/CEE, 91/386/CEE, 93/44/CEE and 93/68/CEE, or the equivalent norms effective in the Countries where they are used.

Spring applied failsafe brakes
Failsafe brakes must be treated with special attention because they have mechanical pre-tensioned springs.

Friction parts
All the COREMO OCMEA Combined Clutches-Brakes are supplied with non asbestos friction material which is in accordance to the Health and Safety regulations. Even though the linings are asbestos free you should not breathe in the dust produced from the linings and if in contact ensure that the hands are clean before eating or drinking.

Oils, greases and lubricating components
Although used in very small quantities we advise those persons who have allergies to use protective creams when maintaining our units and ensuring that the hands are washed before eating or drinking.

Storage
When storing or handling Combined Clutches-Brakes the weight of the product must be observed to ensure correct and safe storage and lifting. We advise that you use the correct protective clothing, safety shoes, helmets, gloves etc., so as to prevent the risk of accident.

Disposing
All worn linings and other materials used in our Combined Clutches-Brakes are classified as NON Toxic-Harmful products, therefore they must be disposed according to the industrial rules and laws of the Country where they are used.

Stocking
The COREMO OCMEA Combined Clutches-Brakes contain rubber diaphragms and seals; in case of fire they can generate toxic gases, therefore the Fire Brigade or Internal Fire Personnel must use the correct masks when extinguishing.
CALCULO PER PRESSE E CESOIE

Leggenda

$\alpha$ = Angolo di lavoro della manovella  
$\beta$ = Angolo di lavoro della biella  
$r$ = Raggio della manovella m  
h = Corsa di lavoro m  
$L$ = Lunghezza della biella m  
$F$ = Forza in N  
$C_{fs}$ = Coppia statica della frizione Nm  
$C_b$ = Coppia dinamica del freno Nm  
n = Velocità dell’albero della combinata min$^{-1}$  
m = Velocità dell’albero eccentrico min$^{-1}$  
$J_m$ = Inerzia delle masse rotanti e traslanti della macchina resa all’asse della combinata kgm$^2$  
$J_n$ = Inerzia della combinata kgm$^2$  
$J_{tot}$ = Inerzia totale kgm$^2$  
$\delta$ = Angolo di frenatura  
$Q_c$ = Calore prodotto in continuo kW  
$Q_s$ = Capacità termica della combinata kW  
$C_{fd}$ = Coppia dinamica frizione Nm

$\alpha = \cos^{-1} \frac{r - h}{r}$

$\beta = \frac{r \cdot \sin \alpha}{\sin \beta}$

$C_{\omega} = \frac{F \cdot r \cdot \sin (\alpha + \beta)}{\cos \beta}$

oppure or

$C_{\omega} = \frac{F \cdot r \cdot \sin (\alpha + \beta)}{n}$

$C_{\omega} = 1.2 + 1.3 \ C_{fs}$

$J_{tot} = J_m + J_n$

$\delta = \frac{J_{tot} \cdot n^2 \cdot 3}{9.55 \cdot C_b}$

$Q_c = \frac{J_{tot} \cdot n^2 \cdot s}{182.5 \cdot 60 \cdot 10^3}$

$Q_s \geq Q_c$

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<td>2,2</td>
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</table>
AVVIAMENTO DI INERZIA ELEVATA / FRENATA DI EMERGENZA

\[ C = \frac{I \cdot n}{9.55 \cdot t} \]

\[ Q = \frac{I \cdot n^2}{182.5 \cdot 10^3 \cdot t} \]

AVVIAMENTO/FRENATA CICLICA

\[ C = \frac{I \cdot n}{9.55 \cdot t} \]

\[ Q = \frac{I \cdot n^2}{182.5 \cdot 10^3 \cdot t} \]

\[ Q_c = \frac{Q \cdot s \cdot t}{60} \]

HIGH INERTIA START / EMERGENCY STOP

\[ C = \text{Dynamic torque Nm} \]

\[ J = \text{Total inertia load kgm}^2 \]

\[ n = \text{Rotating speed kgm}^2 \]

\[ t = \text{Starting/braking time s} \]

\[ Q = \text{Generated heat kW} \]

CYCLIC START/STOP

\[ C = \text{Dynamic torque Nm} \]

\[ J = \text{Inertia kgm}^2 \]

\[ n = \text{Rotating speed kgm}^2 \]

\[ t = \text{Starting/braking time s} \]

\[ Q = \text{Generated heat kW} \]

\[ Q_c = \text{Continuous generated heat kW} \]

\[ s = \text{No. of start stop/minute} \]
**DATI TECNICI**  
**TECHNICAL DATA**

<table>
<thead>
<tr>
<th>TIPO SIZE</th>
<th>Codice</th>
<th>Prodotto</th>
<th>Clutch Torque Dynamic</th>
<th>Clutch Torque Static</th>
<th>Brake Torque Dynamic</th>
<th>Brake Torque Static</th>
<th>Velocità Massima</th>
<th>Capacità Cilindro con nuovi ferodi</th>
<th>Inerzia parti rotanti interne</th>
<th>Peso</th>
<th>Molle</th>
<th>Passaggi aria</th>
<th>Air supply</th>
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**Attenzione:** La coppia iniziale può essere dal 30% al 50% in meno rispetto al valore nominale e fino all’assestamento del ferodo sul disco.

**Warning:** The initial torque on new units can be 30% to 50% less than the catalogue value until the friction facing and friction disc are lapped or worn in.
Clutch-Brake Combinations

**SEZ. A-A**

**LATO FRENO**
**BRAKE SIDE**

**LATO FRIZIONE**
**CLUTCH SIDE**

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**DIMENSIONI**
**DIMENSIONS**

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## DATI TECNICI
**TECHNICAL DATA**

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<th>Coppia Frizione Torque Dinamica</th>
<th>Coppia Freno Torque Statica</th>
<th>Veloceità Massima</th>
<th>Capacità Cilindro con ferodi nuovi</th>
<th>Inerzia parti rotanti interne</th>
<th>Peso</th>
<th>Molle</th>
<th>Passaggi aria</th>
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<td>5.5 bar</td>
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<td>New condition</td>
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**Attenzione:** La coppia iniziale può essere dal 30% al 50% in meno rispetto al valore nominale, fino all’assestamento del ferodo sul disco.

**Warning:** The initial torque on new units can be 30% to 50% less than the catalogue value until the friction facing and friction disc are lapped or worn in.
### Clutch-Brake Combinations

#### LATO FRIZIONE
**CLUTCH SIDE**

#### LATO FRENO
**BRAKE SIDE**

---

**Dimensions**

| TIPO SIZE | ØA | ØB | ØB1 | ØC | ØD | ØE | ØF | ØG | ØH | ØI | L | M | ØN | ØO | ØP | ØQ | R | ØS | S1 | T | U | V | ØY | Z |
|-----------|----|----|-----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| 25 AF-OC  | 223| 205| 250 | 188| 70 | 22 | 35 | 52 | 80 | 9,5| 10 | 58 | 28 | 14 | 1  | 8 | 17 | 7 | 30°| 5,5| 10 | 2 | 14 | 25 | 5,5| 300|
| 50 AF-OC  | 276| 255| 315 | 236| 90 | 25 | 45 | 63 | 105| 11,5| 12 | 67 | 45 | 22 | -6 | 11 | 19 | 9 | 30°| 6,5| 14 | 2 | 14 | 25 | 5,5| 371|
| 100 AF-OC | 350| 325| 390 | 304| 120| 40 | 65 | 85 | 125| 14 | 15 | 82 | 45 | 22 | -2 | 15 | 23 | 12 | 30°| 8,5| 14 | 3 | 18 | 25 | 5,5| 446|
| 200 AF-OC | 435| 408| 495 | 380| 135| 52 | 80 | 105| 160| 14 | 18 | 100| 60 | 30 | -2 | 18 | 27 | 14 | 30°| 10,5| 18 | 3 | 19 | 38 | 6,5| 565|
| 400 AF-OC | 535| 500| 610 | 465| 155| 64 | 95 | 115| 160| 17 | 25 | 125| 80 | 40 | 1 | 28 | 32 | 14 | 30°| 14,5| 22,5| 3 | 24 | 38 | 6,5| 706|
| 500 AF-OC | 570| 536| 645 | 497| 170| 65 | 105| 130| 180| 19 | 25 | 140| 80 | 40 | 6 | 31 | 34 | 17 | 30°| 14,5| 22,5| 3 | 26 | 38 | 6,5| 741|
| 600 AF-OC | 620| 584| 695 | 543| 190| 75 | 110| 135| 190| 19 | 25 | 145| 80 | 40 | 8 | 32 | 37 | 17 | 30°| 14,5| 22,5| 3 | 26 | 38 | 6,5| 791|
| 800 AF-OC | 680| 640| 770 | 593| 230| 88 | 125| 152| 230| 22,5| 30 | 160| 90 | 45 | 0 | 38 | 40 | 17 | 30°| 16,5| 26,5| 5 | 28 | 38 | 6,5| 880|
| 1200 AF-OC| 775| 725| 880 | 675| 240| 88 | 145| 175| 240| 22,5| 35 | 185| 110| 55 | 7 | 41 | 47 | 23 | 30°| 20,5| 31 | 5 | 32 | 45 | 8,5| 1020|

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DATI TECNICI
TECHNICAL DATA

Unità combinate frizione e freno

### DATI TECNICI
#### TECHNICAL DATA

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<th>Coppia Frizione</th>
<th>Coppia Freno</th>
<th>Velocità Massima</th>
<th>Capacità Cilindro</th>
<th>Inerzia parti rotanti interne</th>
<th>Peso</th>
<th>Molle</th>
<th>Passaggi aria</th>
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# Clutch-Brake Combinations

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<th>ØC</th>
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**Dimensions**

- **LATO FRENO**
- **BRAKE SIDE**
- **LATO FRIZIONE**
- **CLUTCH SIDE**

- **Clutch-Brake Combinations**

- **GEMELL OC**

- **PNEUMATIC**

- **www.coremo.it**

- **2 Fori a 180°**

- **2 Holes of 180°**

- **Max**
DATI TECNICI
TECHNICAL DATA

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### Clutch-Brake Combinations

#### SEZ. A-A

**CLUTCH SIDE**

**BRAKE SIDE**

---

#### DIMENSIONI

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**Rough Max**

2 Fori a 180°
2 Holes at 180°
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**Attenzione:** La coppia iniziale può essere dal 30% al 50% in meno rispetto al valore nominale, fino all’assestamento del ferodo sul disco.

**Warning:** The initial torque on new units can be 30% to 50% less than the catalogue value until the friction facing and friction disc are lapped or worn in.
### Clutch

**SEZ. A-A**

---

**PNEUMATIC**

**GEMELL**

---

**Clutch**

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**DIMENSIONS**

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# Pneumatic Brake

## Dimensions

| TIPO SIZE | ØA | ØB | ØC | ØD | ØE | ØF | ØG | ØH | ØI | L | M | O | P | ØQ | R | ØS | T | ØZ |
|-----------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|    |
| 6 SS      | 148| 133| 120| 50 | 15 | 24 | 36 | 80 | 10 | 9  | 42 | 10 | 9  | 10 | 4  | 60°| 4,5| 2  | 95 |
| 12 SS     | 190| 173| 158| 70 | 20 | 35 | 47 | 80 | 9,5| 10 | 50 | 14 | 9  | 14 | 6  | 60°| 5,5| 2  | 107 |
| 25 SS     | 223| 205| 188| 70 | 22 | 35 | 52 | 80 | 9,5| 10 | 58 | 14 | 13 | 17 | 7  | 30°| 5,5| 2  | 142 |
| 50 SS     | 276| 255| 236| 90 | 25 | 45 | 63 | 105|11,5| 12 | 67 | 14 | 16 | 19 | 9  | 30°| 6,5| 2  | 172 |
| 100 SS    | 350| 325| 304| 120| 40 | 65 | 85 | 125|14  | 15 | 82 | 18 | 18 | 23 | 12 | 30°| 8,5| 3  | 215 |
| 200 SS    | 435| 408| 380| 135|52  | 80 | 105|160|14  | 18 |100 | 19 | 26 | 27 | 14 |30° |10,5| 3  | 265 |
| 400 SS    | 535| 500| 465| 155|64  | 95 | 115|160|17  | 25 |125 | 24 | 31 | 32 |14  |30° |14,5| 3  | 355 |
| 500 SS    | 570| 536| 497| 170|65  |105 |130|180|19  | 25 |140 | 26 |33  |34  |17  |30° |14,5| 3  | 385 |
| 600 SS    | 620| 584| 543| 190|75  |110 |135|190 |19  |25  |145 |26  |37  |37  |17  |30° |14,5| 3  | 428 |
| 800 SS    | 680| 640| 593| 230|88  |125 |152|230 |22,5|30  |160 |28  |38  |40  |17  |30° |16,5| 5  | 470 |
| 1200 SS   | 775| 725| 675| 240|88  |145 |175|240 |22,5|35  |185 |32  |52  |47  |23  |30° |20,5| 5  | 530 |

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## Dimensioni Flange di Tenuta

### SEALING FLANGES DIMENSIONS

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**MANIFOLDS DIMENSIONS**

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