

## TRANSMISSION TECHNOLOGY

CENTRIFUGAL CLUTCHES

CENTRIFUGAL BRAKES

ELECTROMAGNETIC CLUTCHES

ELECTROMAGNETIC BRAKES

STANDARD VERSIONS

CUSTOMIZED SOLUTIONS



# TRADITION AND INNOVATION



From a mechanical workshop  
to an international industrial manufacturer

**1938**

*Robert Scheuffele opens a mechanical workshop.*

**1945**

*Partnership formed by Robert Scheuffele and Georg Fuhrmann.*

**1950 ...**

*Registration of the name SUCO (Scheuffele und Co) as a trademark. Development and production of centrifugal clutches and brakes. Market leader in Germany and abroad. Company moves into a new production and administration building.*

**1960 ...**

*Electromagnetic clutches and brakes introduced into the production program. Development and production of pressure and vacuum switches started.*

**1970 ...**

*Establishment of a comprehensive dealer and sales network throughout Europe. SUCO mechanical pressure and vacuum switches become leaders in their market.*



Design and development of new products using the latest CAD tools.



To simulate realistic environmental conditions and loads, our products are subjected to extensive trials and tests.



Assembly and testing of pressure switches on partially or fully automated plant.



Computer-aided test stand for torque and engagement speed.



**1985**

*SUCO Inc. formed in the USA to serve the American market.*

*A new building extends the production and administration facilities.*

**1997 ...**

*Dealer structure built up in Asia. Company certified to ISO 9001.*

**1999**

*Founding of a subsidiary company, SUCO VSE, in France.*

**2001**

*Certification to ISO 9001:2000.*

**2004**

*Inauguration of a new building incorporating a modern production hall and 600 m<sup>2</sup> of administration space.*

**2005**

*Company name changed to SUCO Robert Scheuffele GmbH & Co. KG.*



Thorough training at SUCO is an important guarantee for the continuing development of the company in the future.



Capacity and schedule planning of production orders to make optimum use of the available human, machinery and material resources.



Ultra-modern production plant with integrated, fully-automatic component handling for high efficiency.



A view of our clutch assembly area. Experienced employees with long staff membership and professional competence guarantee high quality.



Latest measurement and inspection equipment for quality assurance in receiving and production.



From here our products are dispatched to customers all over the world.



# An Overview of Transmission Technology



## Centrifugal clutches and brakes From page 6

- *Load-free starting, speed-dependent load take-up, clutches slip when overloaded*
- *Smaller (less expensive) motors*
- *Nearly slip-free torque transmission at operating speed*

	General technical explanations	Page 6
<b>F-Type</b>	Self-increasing clutch	Page 8
	<ul style="list-style-type: none"> <li>• <i>Compact design, self-increasing torque</i></li> <li>• <i>Wear parts easy to replace</i></li> <li>• <i>Performance factor for torque transmission: ca. 2.5</i></li> </ul>	
<b>S-Type</b>	Pin-guided clutch with three flyweights	Page 10
	<ul style="list-style-type: none"> <li>• <i>Robust construction</i></li> <li>• <i>Bonded linings</i></li> <li>• <i>Very smooth running</i></li> <li>• <i>Performance factor for torque transmission: ca. 1.5</i></li> </ul>	
<b>W-Type</b>	Pin-guided clutch with two flyweights	Page 12
	<ul style="list-style-type: none"> <li>• <i>Wearing parts easy to replace</i></li> <li>• <i>Very smooth running</i></li> <li>• <i>Performance factor for torque transmission: ca. 1.0</i></li> </ul>	
<b>P-Type</b>	Asymmetric pivot clutch	Page 14
	<ul style="list-style-type: none"> <li>• <i>Narrow design</i></li> <li>• <i>Torque capacity depends on direction of rotation</i></li> <li>• <i>Performance factor for torque: ca. 1.75 or 1.25 depending on direction</i></li> <li>• <i>Only available in large sizes</i></li> <li>• <i>Extremely smooth running</i></li> </ul>	
	Different solutions, driven-side	Page 16
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## Electromagnetic clutches and brakes

From page 22

- *Robust design, simple to install*
- *For dry running only – keep free of oil and grease*
- *Low moment of inertia, no residual torque*

General technical explanations Page 22

**E-Type** Electromagnetic clutch without bearings Page 24

- *Electromagnetic clutch without bearings*
- *Input side mounted on flange or shaft*
- *Output side available with hub*

**G-Type** Electromagnetic clutch with bearing Page 26

- *Electromagnetic clutch with bearings*
- *Input side mounted on flange or shaft*
- *Output through hub or belt pulley*

**B-Type** Electromagnetic brake Page 28

- *Flange-mounted electromagnetic brake*
- *On request with internal or external hub*

Different solutions, driven-side Page 30

Key to model codes Page 32

Questionnaire for customer's requirements Page 33



## Customized solutions

From page 34

*When our standard models cannot be used, we design and manufacture individual, customer-specific solutions. Our engineers check enquiries to make sure they are practicable, and, as far as possible, the design of the product complies with the customer's wishes.*

Examples of different solutions Page 35



## Sales partners

From page 38

Overview of our worldwide sales network



## General technical explanations



The most important factor for selection of a centrifugal clutch is the amount of power to be transmitted. Knowing the power available from the drive motor and the operating speed, the torque to be transmitted can be calculated and the size of the clutch determined.

For the vast majority of drives, there is a wide range of clutch types and designs. Our sizes 01 to 13 cover – depending on engagement and operating speeds – a torque range up to ca. 2000 Nm.

To be sure that clutches operate correctly, grease, oil and moisture must be kept away from their friction surfaces.

**Calculating the torque:**

$M_d$  = torque [Nm]  
 $n$  = speed of rotation [rpm]  
 $P$  = power

$$P = \frac{M_d \cdot n}{9550} \text{ [kW]}$$

$$M_d = 9550 \cdot \frac{P}{n} \text{ [kW]}$$

[1Nm~10 kpcm]

[1 kW = 1.36 hp]

[1 hp = 0.7355 kW]

$$P = \frac{M_d \cdot n}{7162} \text{ [hp]}$$

$$M_d = 7162 \cdot \frac{P}{n} \text{ [hp]}$$

**Performance factor for torque transmission:**

The performance factor for torque transmission is a measure of the capacity of a clutch to provide sufficient friction to transmit the power applied to it when the flyweights are in contact with the drum.

Whereas a W-Type clutch has a performance factor of 1.0, an F-Type clutch of the same size with self-increasing effect is capable of transmitting a torque approximately 2.5 times greater at the same speed and with the same flyweight mass.

The asymmetric pivot clutch achieves a power factor of ca. 1.75 or ca. 1.25 depending on the direction of rotation.

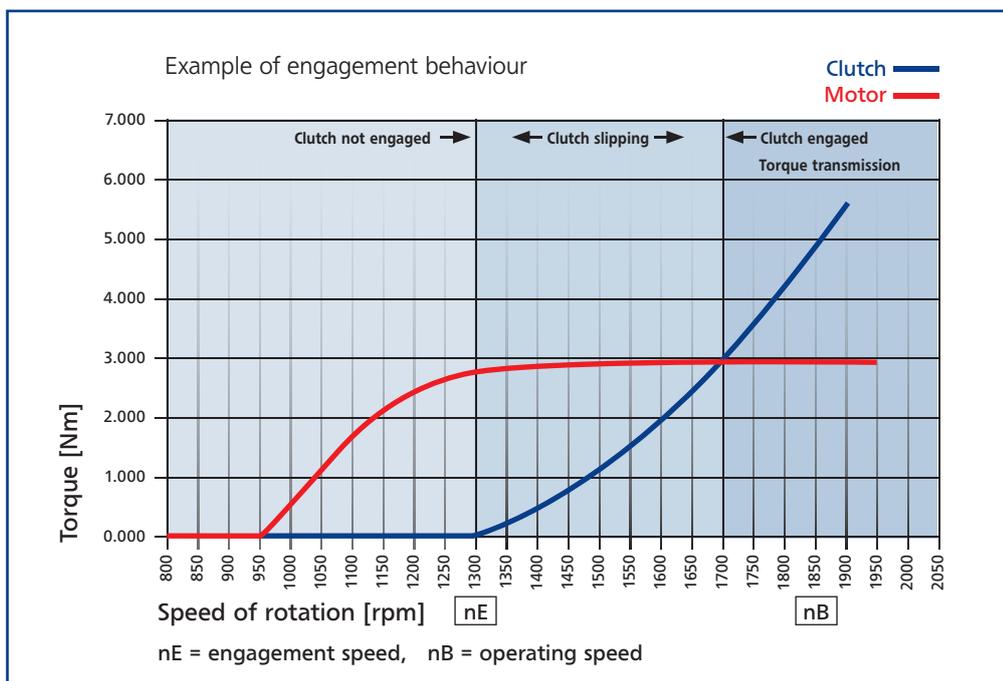
**Engagement speed:**

The engagement speed of a centrifugal clutch indicates the speed at which centrifugal force acting on the mass of the flyweights overcomes the force exerted by the tension springs that restrain them. The flyweights are forced outwards and the friction surfaces start to rub on the inner surface of the clutch drum. The full torque is only transmitted at a higher speed at which the friction surfaces of the flyweights are fully in contact with the clutch drum.

Wear of the friction linings can be minimised by passing quickly through the engagement speed band. The engagement speed is influenced by the strength of the springs that restrain the flyweights – the stronger the spring the longer the flyweights are held back. The engagement speed is chosen to suit the operating speed of the drive motor and the power that is to be transmitted. Because the power a centrifugal clutch can transmit rises as the speed of rotation increases, there will be a minimum operating speed for a drive system. This will depend on the application, but is frequently in the order of 600 rpm.

The engagement speed and the springs required are determined individually using the knowledge and experience we have built up at SUCO. The engagement speed  $n_E$  is selected so that the transmissible torque at operating speed  $n_B$  is higher than theoretically necessary. This safety factor protects the clutch from slipping if the speed drops for a short period.

*For an explanation of the operation of centrifugal brakes, see page 18 et seq.*



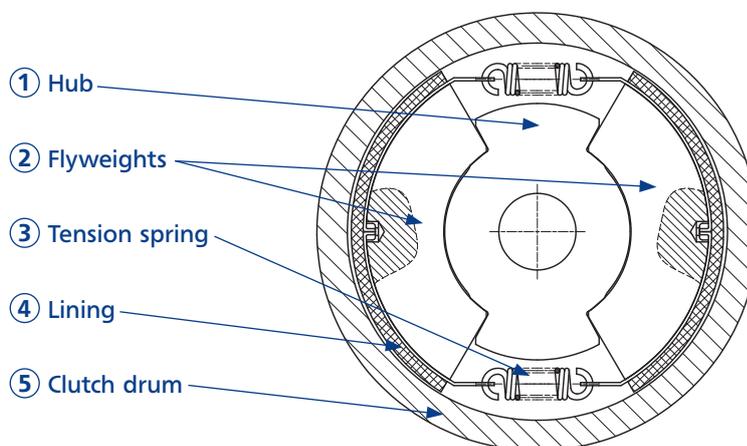
# F-Type

# Self-increasing clutch

## Construction and mode of operation

The flyweights (2) are seated on the profiled hub (1) and are held against it by tension springs (3), which are hooked into the linings (4). Discs locate the flyweights axially. Each lining has a crimping (3) on its inner surface to locate it on the flyweight. This prevents the linings from moving sideways.

As the profiled hub rotates, the centrifugal force acting on the flyweights overcomes the spring force. When the speed is high enough, the linings contact the clutch drum (5), and friction between the linings and the drum allows torque to be transmitted between the two.

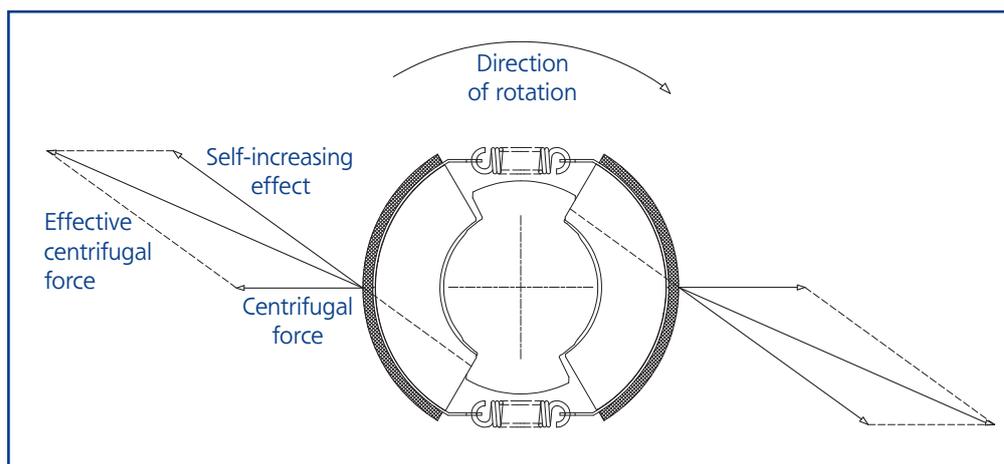


## Advantages

The compact design and self-increasing effect allow this clutch to transmit remarkably high torques while needing very little space, resulting in a performance factor of ca. 2.5.

Because the tension springs are easily accessible and the linings removable, the parts subject to wear are easy to replace. Because the linings are not secured to the flyweights, some noise is possible in service, but normally not sufficient to cause a nuisance.

Self-increasing effect: the profiled hub has a special form which causes a wedging effect between the profile and the flyweights when torque is applied to the clutch. This results in an additional force on the linings and allows a higher torque to be transmitted.

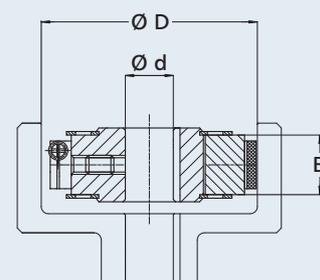


## Performance data and dimensions:

Size	D [mm]	B [mm] <sup>1)</sup>	d max. [mm]	Standard bore diameter d [mm] (inch <sup>2)</sup> )	Md at nE 750 and nB 1500 [Nm]	Recommended motor power <sup>3)</sup> [kW]	Md at nE 1250 and nB 2500 [Nm]	Recommended motor power <sup>3)</sup> [kW]	Md at nE 1500 and nB 3000 [Nm]	Recommended motor power <sup>3)</sup> [kW]
01	50	10	14	12			1.3	0.17	2	0.3
02	60	15	18	15 (5/8)			4	0.5	5	0.8
03	70	15	22	15; 20 (7/8)			7	0.9	10	1.6
04	80	15	28	14 - 25 (3/4; 7/8)	4	0.3	11	1.4	16	2.5
05	90	20	35	18; 20; 25 (3/4; 1)	10	0.8	26	3.4	40	6.3
06	100	20	35	20; 24; 28 (3/4; 1)	16	1.3	42	5.5	60	9.4
07	110	20	40	28; 35; 40 (1)	25	2.0	70	9.0	100	15.7
08	125	20	50	25; 38; 49; (3/4; 1)	40	3.2	120	15.7	180	28.3
09	138	25	55	30; 38; 48 (1)	90	7.0	240	31.0	320	50.0
10	150	25	60	38; 48; 49	125	10.0	340	44.5	470	74.0
11	165	30	65	42; 50; 55 (1 7/16)	220	17.2	620	81.0	870	136.0
12	180	40	75	50; 60 (2 3/8)	460	36.0	1200	157.0	1700	267.0
13	200	30	75	35; 55; 65 (2 3/8)	520	41.0	1300	170.0	1850	290.0

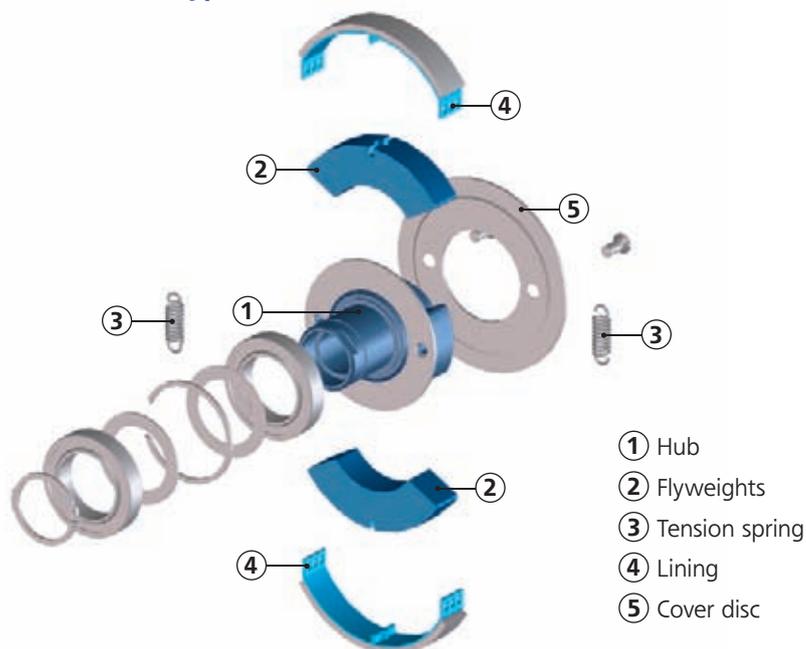
- 1) The transmitted power increases as the width B is increased.  
 2) Tapered bores and special dimensions can be manufactured on request.  
 3) Motor power is calculated using a safety factor of 2.  
 Final selection of the clutch should be carried out by SUCO!

d max. = max. bore dia.  
 Md = torque  
 nE = engagement speed  
 nB = operating speed



d = bore dia.  
 D = inside dia. of drum  
 B = flyweight width

### Exploded view of F-Type



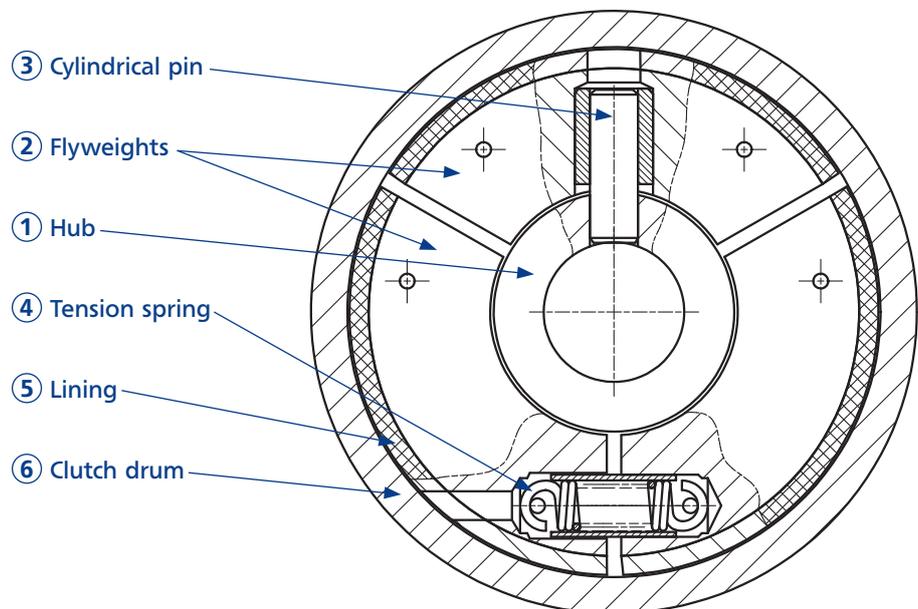
# S-Type

## Centrifugal clutches and brakes

# Pin-guided clutch with three flyweights

### Construction and mode of operation

The cylindrical hub ① carries three flyweights ② which are located by and can slide on cylindrical pins ③. Inside the flyweights, there are tension springs ④ which restrain neighbouring flyweights until centrifugal force overcomes the spring force. Then the flyweights lift from their seats and the linings ⑤ on the flyweights contact the inside diameter of the clutch drum ⑥. Friction between the linings and the clutch drum allows torque to be transmitted.



### Advantages

In contrast to F-Type clutches, the linings of pin-guided clutches are permanently bonded to the flyweights instead of being mounted on loose carriers. The guide pins of W-Type clutches provide accurate guidance for the flyweights, which ensures quiet operation of the clutch.

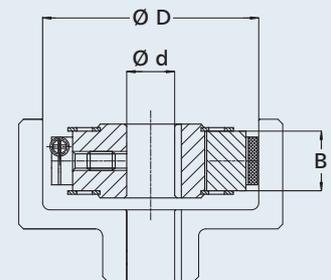
For this type of clutch, the performance factor for torque transmission is ca. 1.5.

### Performance data and dimensions:

Size	D [mm]	B [mm] <sup>1)</sup>	d max. [mm]	Standard bore diameter d [mm] (inch) <sup>2)</sup>	Md at nE 750 and nB 1500 [Nm]	Recommended motor power <sup>3)</sup> [kW]	Md at nE 1250 and nB 2500 [Nm]	Recommended motor power <sup>3)</sup> [kW]	Md at nE 1500 and nB 3000 [Nm]	Recommended motor power <sup>3)</sup> [kW]
04	80	25	24	15 (3/4 ; 5/8)	4.3	0.3	12	1.6	17.5	2.8
05	90	25	30	14; 30 (5/8)	7.5	0.6	21	2.8	31	4.9
06	100	25	24	20; 24; 28 (3/4; 7/8)	11	0.8	30	4.0	43	7.0
07	110	25	30	28; 30 (1)	15	1.2	45	6.0	64	10.0
08	125	25	40	20; 30 (1 1/2)	30	2.4	85	11.0	124	20.0
09	138	25	30	17; 30 (1; 1 1/8)	40	3.0	112	15.0	160	25.0
10	150	35	40	38 (1 1/8)	78	6.0	216	28.0	310	49.0

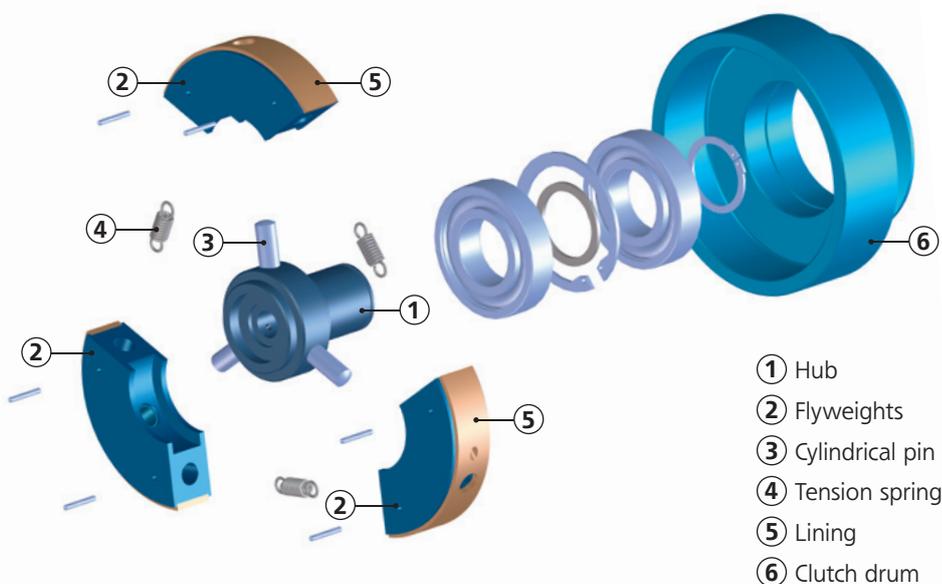
- 1) The transmitted power increases as the width B is increased.
- 2) Tapered bores and special dimensions can be manufactured on request.
- 3) Motor power is calculated using a safety factor of 2.  
Final selection of the clutch should be carried out by SUCO!

d max. = max. bore dia.  
Md = torque  
nE = engagement speed  
nB = operating speed



d = bore dia.  
D = inside dia. of drum  
B = flyweight width

#### Exploded view of S-Type

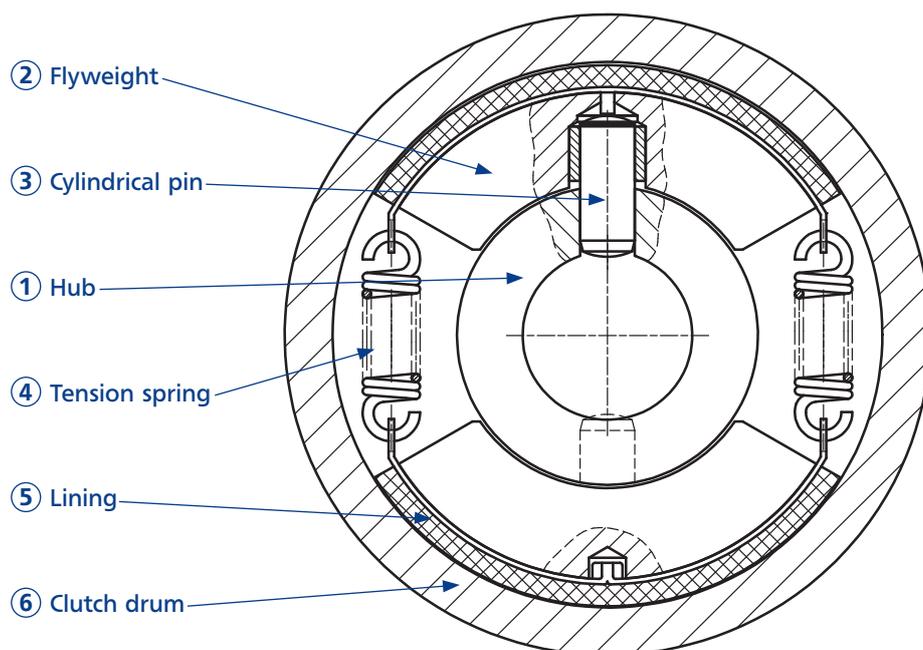


## W-Type

Pin-guided clutch  
with two flyweights

## Construction and mode of operation

The cylindrical hub ① carries two flyweights ②, which are located by and can slide on cylindrical pins ③. The tension springs ④ are attached outside the flyweights to lining carriers ⑤. The tension springs restrain the flyweights until centrifugal force overcomes the spring force. Then the flyweights lift from their seats and the linings contact the inside diameter of the clutch drum ⑥. Friction between the linings and the clutch drum allows torque to be transmitted.

**Advantages:**

The W-Type combines the advantages of F-Type and S-Type clutches. Because the tension springs are easily accessible and the linings removable, the parts subject to wear are easy to replace.

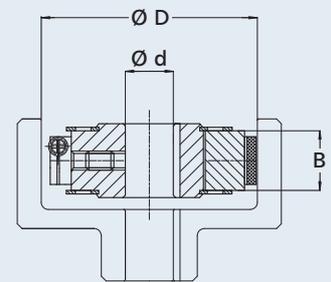
As with the S-Type, the guide pins provide accurate guidance for the flyweights, which ensures quiet operation of the clutch. For this type of clutch, the performance factor for torque transmission is 1.0.

## Performance data and dimensions:

Size	D [mm]	B [mm] <sup>1)</sup>	d max. [mm]	Standard bore diameter d [mm] (inch <sup>2)</sup> )	Md at nE 750 and nB 1500 [Nm]	Recommended motor power <sup>3)</sup> [kW]	Md at nE 1250 and nB 2500 [Nm]	Recommended motor power <sup>3)</sup> [kW]	Md at nE 1500 and nB 3000 [Nm]	Recommended motor power <sup>3)</sup> [kW]
04	80	15	15	15	1.7	0.14	4.6	0.6	6.6	1.0
05	90	20	25	14 (5/8)	3.7	0.3	10.3	1.4	14.8	2.3
06	100	20	30	30	5.7	0.45	16.0	2.0	23.0	3.6
07	110	20	40	-	8.6	0.7	24.0	3.2	34.5	5.5
08	125	20	40	20; 30 (1 1/2)	14.0	1.0	38.5	5.0	55	8.5
09	138	25	55	-	27.0	2.2	75.0	9.8	110	17
10	150	25	60	38 (1 1/8)	36.5	3.0	102	13	145	23

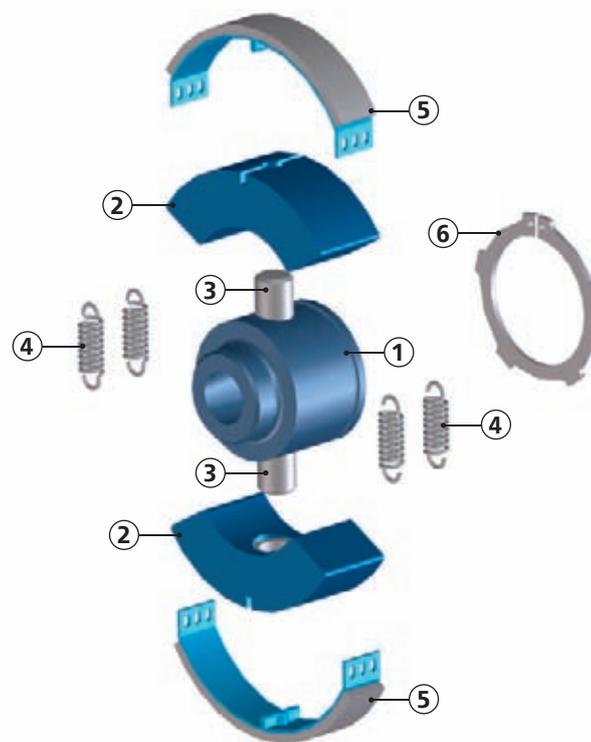
- 1) The transmitted power increases as the width B is increased.  
 2) Tapered bores and special dimensions can be manufactured on request.  
 3) Motor power is calculated using a safety factor of 2.  
 Final selection of the clutch should be carried out by SUCO!

d max. = max. bore dia.  
 Md = torque  
 nE = engagement speed  
 nB = operating speed



d = bore dia.  
 D = inside dia. of drum  
 B = flyweight width

### Exploded view of W-Type



- ① Hub
- ② Flyweight
- ③ Cylindrical pin
- ④ Tension spring
- ⑤ Lining
- ⑥ Circlip

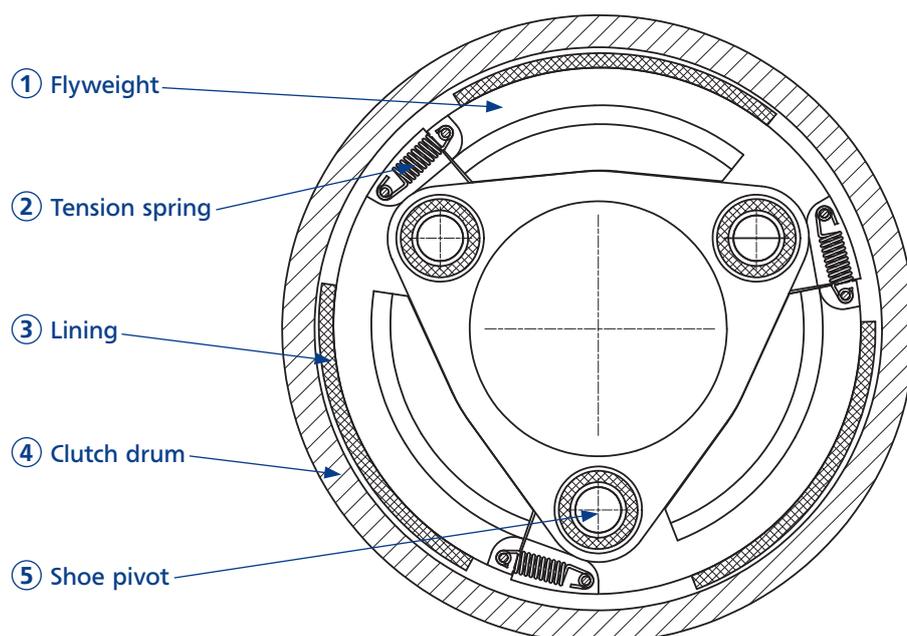
## P-Type

## Asymmetric pivot clutch

## Construction and mode of operation

Flyweights ① are normally mounted so that they can pivot on pins ⑤, which are fitted to a flange. There are tension springs ② which restrain neighbouring flyweights until centrifugal force overcomes the spring force. Then the flyweights lift from their seats and the bonded linings ③ contact the inside diameter of the clutch drum ④.

Due to the asymmetric arrangement of the flyweights, the torque that can be transmitted by this type of clutch depends on the direction of rotation.



## Advantages:

P-Type clutches are extremely narrow.

In addition, the asymmetric pivot clutch is the quietest-running clutch in the SUCO product range. For this type of clutch, the performance factor for torque transmission is ca. 1.75 or ca. 1.25 depending on the direction of rotation.

## Performance data and dimensions:

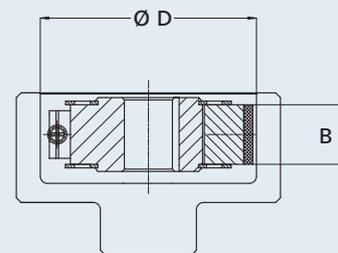
P-Type clutches are flange mounted; for this reason standard bore diameters are not given. Possible bore sizes will be given on request.

Size	D [mm]	B [mm] <sup>1)</sup>	Md bei nE 400 and nB 1400 [Nm]	Recommended motor power <sup>2)</sup> [kW]	Md at nE 1250 and nB 2500 [Nm]	Recommended motor power <sup>2)</sup> [kW]
11	187.5	30	175	13	460	60
12	193	30	180	14	500	70

Other sizes are available on request.

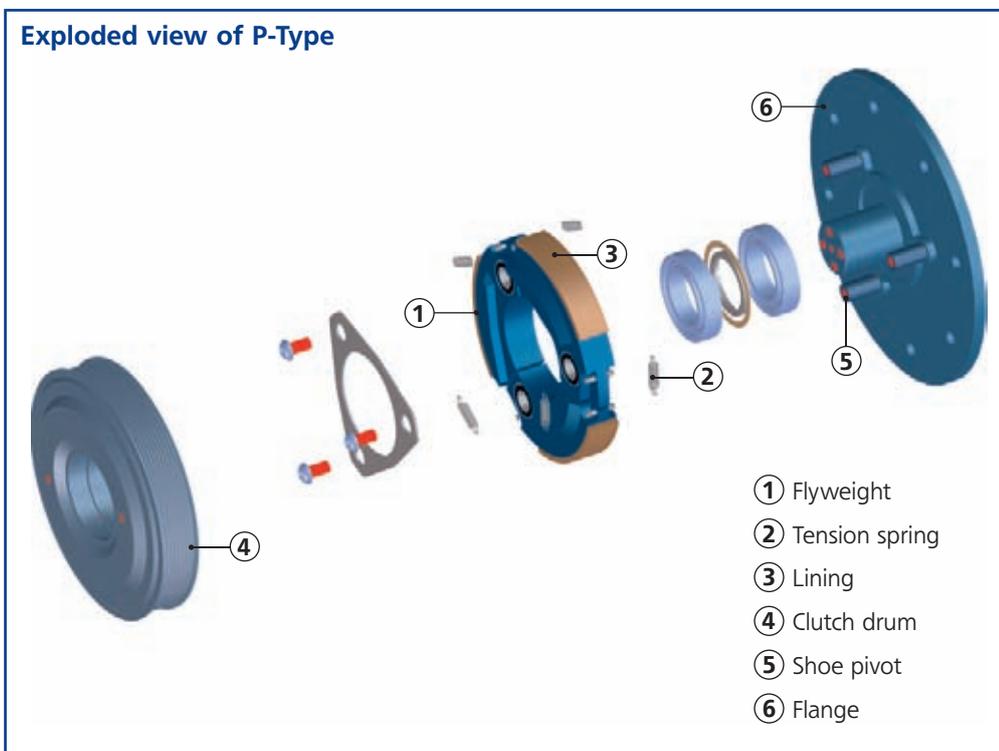
- 1) The transmitted power increases as the width B is increased.
- 2) Motor power is calculated using a safety factor of 2.  
Final selection of the clutch should be carried out by SUCO!

Md = torque  
nE = engagement speed  
nB = operating speed



D = inside dia. of drum  
B = flyweight width

### Exploded view of P-Type



## Centrifugal clutches and brakes

# Different solutions, driven-side

To accommodate the torque transmission needs of a wide variety of drives, there are many different versions in the SUCO product programme. Both axial and radial drives can be supplied.

**All versions can only be used in conjunction with a suitable drum or belt pulley. The operation of a clutch or brake without a suitable drum or belt pulley is forbidden. Non-compliance can result in injury to persons.**

### Model K

#### Core version -K-

This version without a drum is supplied when a clutch or brake drum already exists in the customer's set up, or a suitable component for this purpose is available on the output side. The drum must be accurately centred and securely mounted. For higher torque transmission, a clutch can be equipped with several rows of flyweights. The shaft diameter can be varied and tapered mountings are possible.

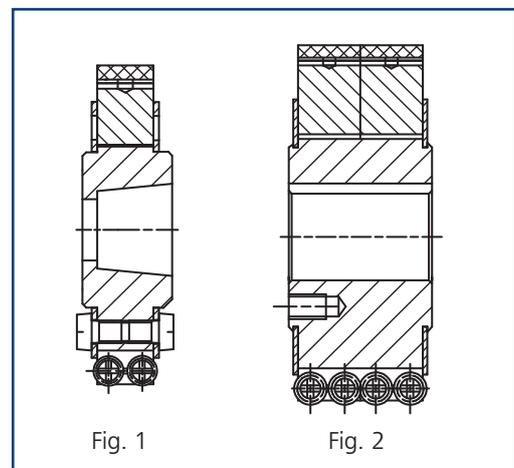


Fig. 1

Fig. 2

### Model G

#### Core version with drum -G-

This version can be used to connect two shaft ends.

It is important that the installation has the lowest possible misalignment in both radial and angular directions.

Excessive misalignment can result in premature wear of the linings or complete failure of the clutch.

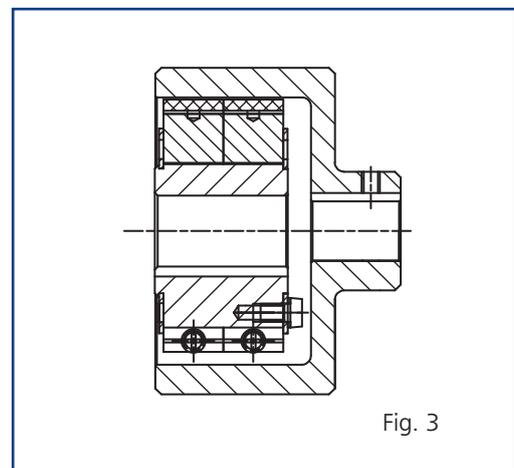


Fig. 3

### Model E

#### Unit version -E-

Where it is not practical to locate both shaft ends or one shaft end and the drum, a bearing can be used between hub and drum. As shown in Fig. 4, the output drive can be through a tolerance ring on to which a belt pulley, a timing-belt pulley, or a mounting flange can be pressed.

Figure 5 shows a go kart clutch with a drive flange for a chain sprocket.

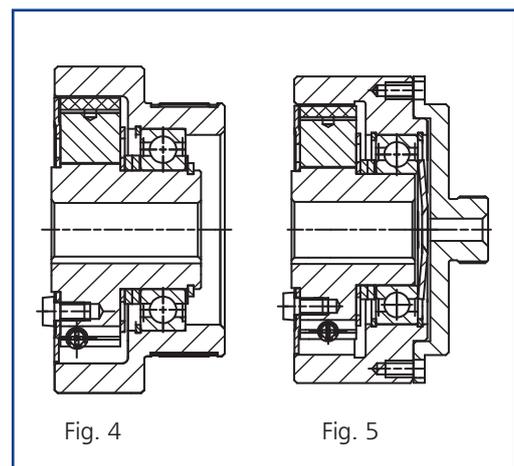


Fig. 4

Fig. 5

**Unit version with flexible coupling -A-**

The easiest way of compensating for radial and angular misalignment between two shafts is to use a flexible shaft coupling. The flexible coupling can be installed and located either radially or axially.

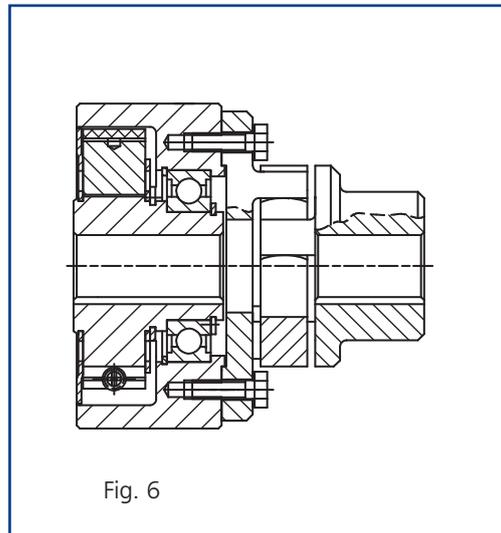


Fig. 6

**Belt-pulley version -R-**

Where torque is transmitted through a V-belt, the belt groove or grooves can be machined in the drum. Single, duplex or multiple groove pulleys can be produced in this way. Depending on the clutch size, effective pulley diameters from ca. 80 to 270 mm can be incorporated.

Common groove forms are: SPA, SPB, SPZ, and Poly-V to DIN/EN.

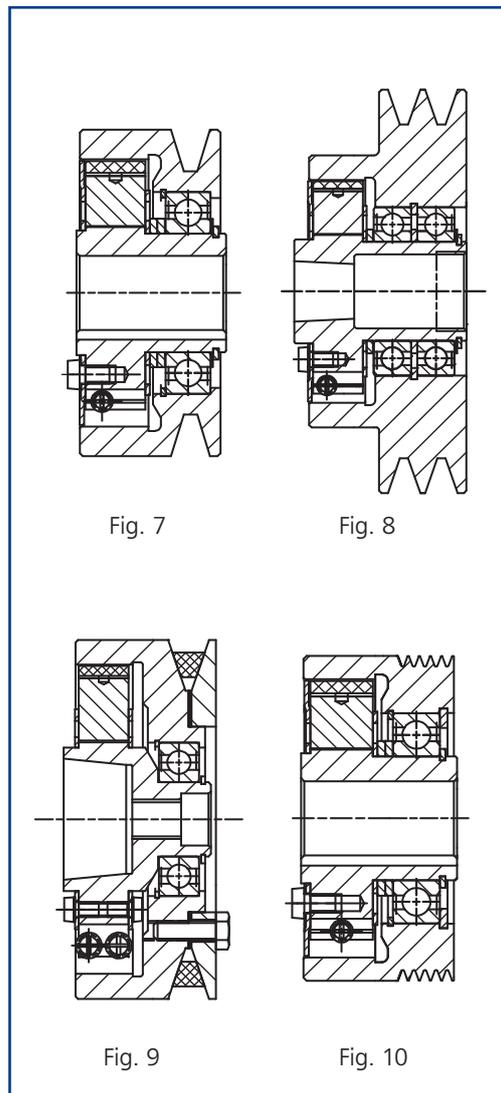


Fig. 7

Fig. 8

Fig. 9

Fig. 10

Figures 7 to 10 show different belt-drive clutch versions.

The clutch shown in Fig. 9 with a split pulley allows elimination of a tensioning pulley. The V-belt is tensioned by changing the spacer shims between the two pulley halves.

Model A

Model R

# Centrifugal brakes

Besides centrifugal clutches, centrifugal brakes are becoming increasingly important.

A decisive advantage of centrifugal brakes over conventional brakes is that they operate without an external power supply.

The brake, mounted on a shaft, starts to brake a drive shaft at a defined speed. Centrifugal force causes the flyweights to lift from the hub so that their linings contact the inside diameter of the brake drum. This action creates a braking torque.

As soon as the speed of rotation of the system falls, the tension springs return the flyweights to their initial positions.

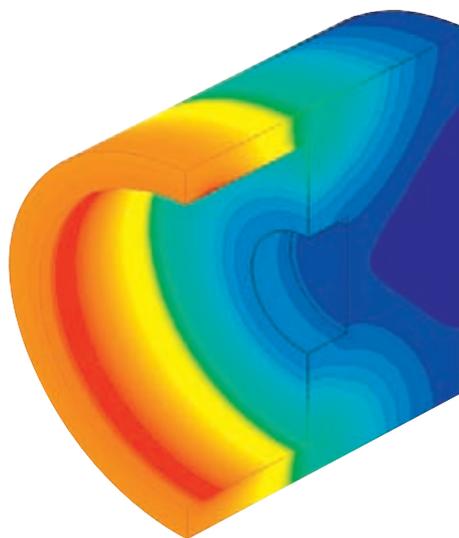
It is a fundamental principle of centrifugal brakes that they cannot brake a system to a standstill, i.e. the system speed searches for an equilibrium condition between the speeds determined by load torque and braking torque.

Although centrifugal brakes are governed by the same technical principles as centrifugal clutches and also use similar components, brakes call for additional investigation of their conditions of use.

The most important principle governing the use of centrifugal brakes is:

### FRICION PRODUCES HEAT

Centrifugal brakes convert mechanical energy into heat, which is generated between the lining and the brake drum, and mostly heats up the latter.



The temperature distribution illustrated above on a sectioned brake drum clearly shows the higher heating of the drum in the region over the flyweights.

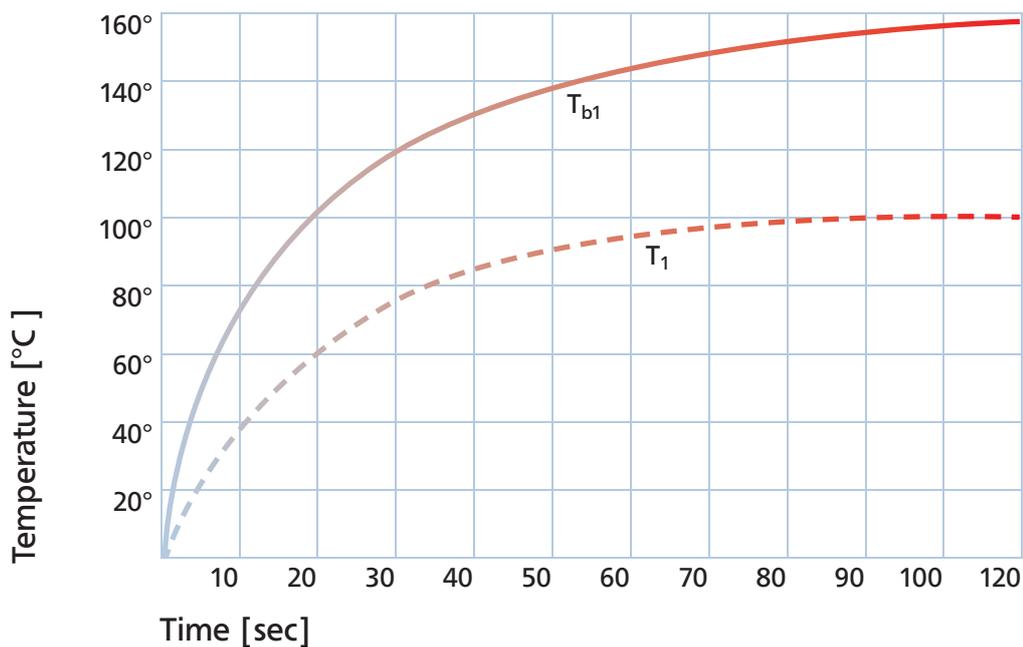
The amount of heat generated depends on various factors:

- Transmitted brake torque
- Brake speed
- Duration of the braking operation
- Size of the friction surface
- The mass of the brake drum that has to be heated

*For special designs that deviate from this principle, see page 34 et seq.*

*For further technical advice and explanations, see page 6 et seq.*

Over the braking time, the temperature curve rises very steeply at the start and then gradually approaches a maximum. The temperature at the friction surface ( $T_{b1}$ ) is substantially higher than the temperature ( $T_1$ ) at the outer surface of the brake drum. Nevertheless, the brake drum can become very hot during operation and is a source of danger. The authority responsible for operation of the machine is solely responsible for ensuring that suitable protective measures are taken.



### Types of centrifugal brake

#### F-Type

see page 8 et. seq.

#### S-Type

see page 10 et. seq.

#### W-Type

see page 12 et. seq.

#### P-Type

see page 14 et. seq.

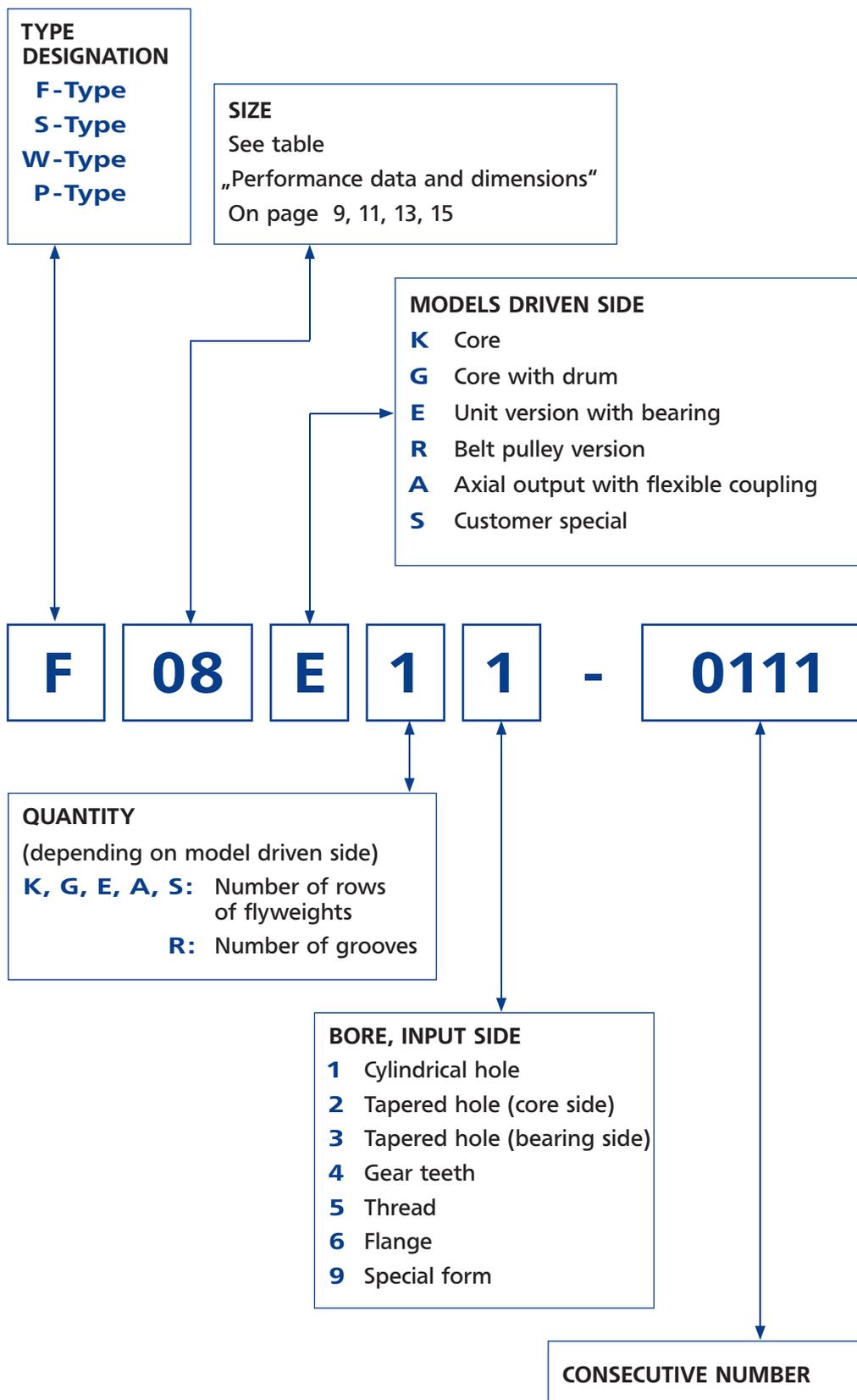
The maximum temperature must not exceed the manufacturer's maximum permitted temperature for the friction material, otherwise the linings may be damaged. This can lead to a loss of effectiveness of the brake and, in the worst case, destruction of the brake.

To prevent this, detailed data about the application are required when laying out a centrifugal brake, among others:

- Operating speed of the system to be braked
- Engagement speed of the centrifugal brake
- Braking torque required at the braking speed
- Changes in the braking torque
- Braking times and frequency
- Field of application

Centrifugal brakes are speed limiting devices and are finding increased use in lowering equipment. In such cases, the speed of lowering corresponds to the equilibrium condition between the speed governed by load torque and the speed governed by braking torque.

## Key to model codes



# Questionnaire

For customer's requirements

You will find the telephone and fax numbers of your contact on pages 38 to 40.

Company \_\_\_\_\_

Contact \_\_\_\_\_

Department \_\_\_\_\_

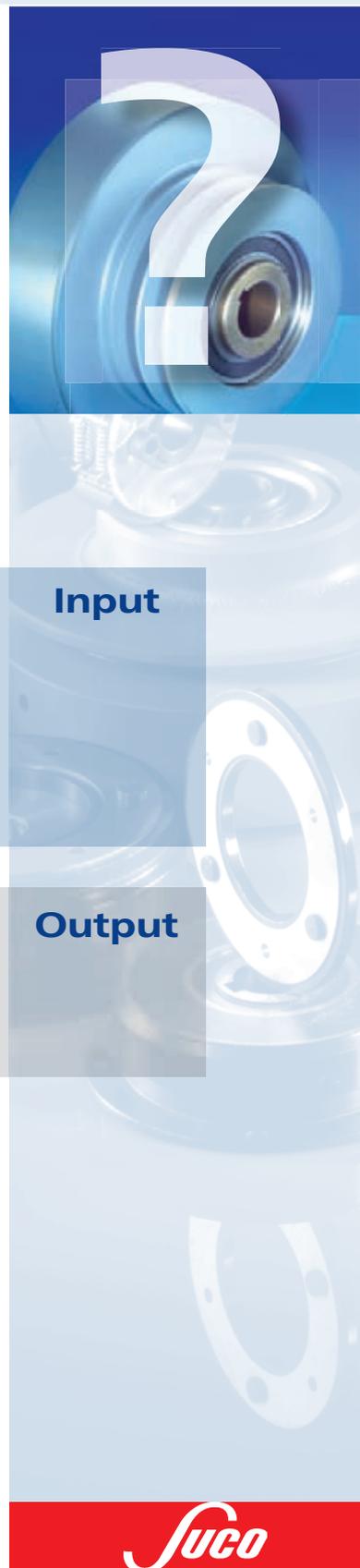
Street \_\_\_\_\_

Country, post code, town or city \_\_\_\_\_

Telephone \_\_\_\_\_

Fax \_\_\_\_\_

E-mail \_\_\_\_\_



	Clutch	Brake	
Type	_____	_____	
Power	_____	_____	kW
Engagement speed	_____	_____	rpm
Operating speed	_____	_____	rpm
Shaft diameter	_____	_____	mm
Load	-----	_____	kg
Braking time	-----	_____	sec.
Shaft diameter	_____	-----	mm
Flexible coupling (Ø)	_____	-----	mm
Belt-pulley diameter	_____	-----	mm
Number of grooves	_____	-----	

Quantity/year: \_\_\_\_\_

Special operating conditions: \_\_\_\_\_

Installation diagram:

## Electromagnetic clutches and brakes

# General technical explanations



Electromagnetic clutches and brakes from SUCO are, among other things, notable for straightforward design and ease of installation.

When these clutches and brakes are correctly selected, they are trouble-free, require no maintenance, and are extremely reliable. SUCO clutches are dry running clutches.

In order for them to operate correctly, grease and oil must be kept away from their friction surfaces.

These electromagnetic clutches and brakes can be installed on flanges or shafts. Flange-mounted versions require a suitable flange surface.

The magnet component of the shaft-mounted models must be secured against rotation. The torque support must not be rigidly fixed.

Electromagnetic clutches and brakes require a DC power supply. They normally operate on a 24 VDC supply, but can also be supplied for other voltages (6, 12, 48 and 190 VDC). As standard, the power supply is via a 2-core cable 0.4 m long. Other cable lengths and connectors are available on request.

Due to their simple, modular design, electromagnetic clutches and brakes are easy to select.

The standard form of output is an axial drive with a bore and keyway, which passes through a flange. Variants are shown on subsequent pages. Customer-specific versions are available on request. Several examples of customer-specific versions are shown following the standard models.

### Fields of application

Among many other applications, SUCO electromagnetic clutches and brakes are used in construction machines, agricultural machinery, machine tools, pumps and compressors, centrifuges, belt conveyors and cleaning machines.

# Construction and mode of operation

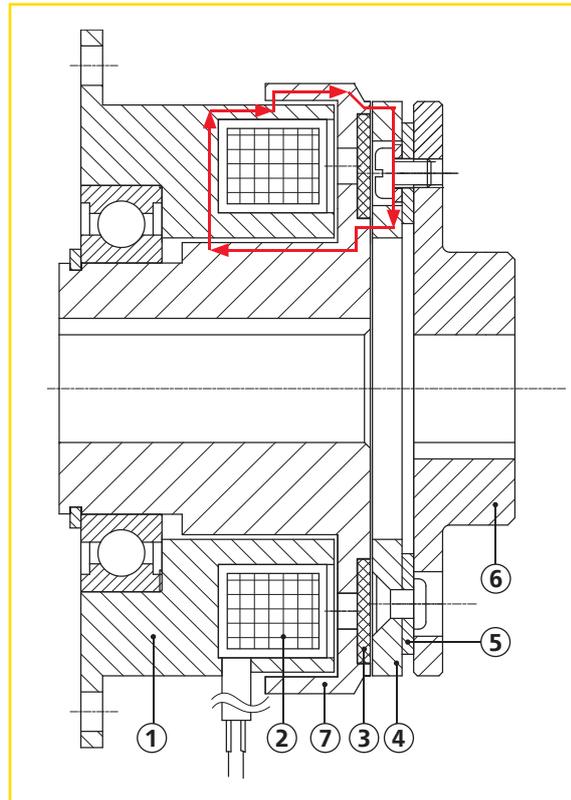
## Electromagnetic clutches

The stator body ① contains the field coil ②, which is a copper coil cast in synthetic resin.

The clutch is activated by applying a direct current to the field coil.

This creates a magnetic field (red), which electromagnetically attracts the armature disc ④ towards the input drive hub ⑦ with its friction lining ③, and so allows torque to be transmitted from the input side to the output.

The axially-located output drive hub ⑥ separates from the input side when the current is cut off. A return spring ⑤ ensures that the armature disc separates from the input hub.

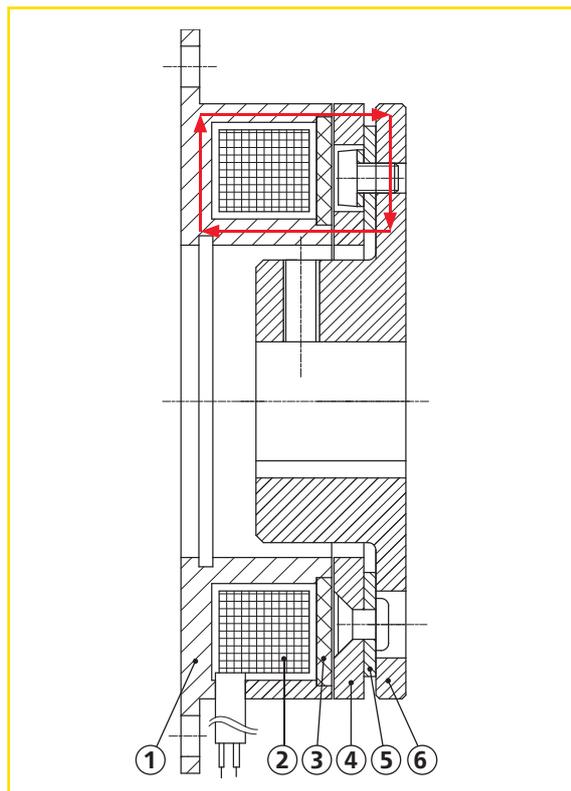


Depending on the size of the clutch or brake, the installation must provide for an air gap of between 0.2 and 0.5 mm between the drive hub and the armature disc. The purpose of this air gap is to ensure complete separation of the input and output drives when no current is applied.

## Electromagnetic brakes

Electromagnetic brakes work in a similar manner. The stator body ① contains the field coil ②, which is a copper coil cast in synthetic resin. When current is applied, a magnetic field (red) is created, which attracts the armature disc ④ towards the friction lining ③, and so transmits a braking torque to the output hub ⑥.

When the current is cut off, the return spring ⑤ pulls the armature disc back to its original position.



## Electromagnetic clutches and brakes

# E-Type

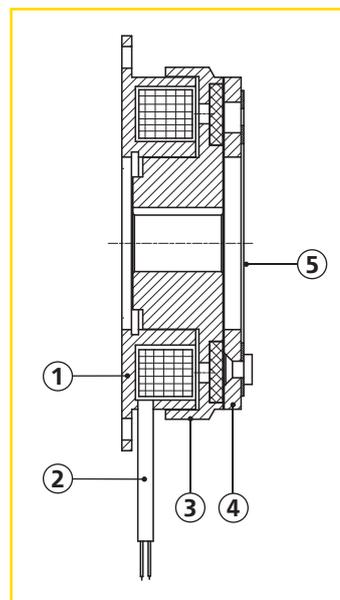
# Electromagnetic clutch without bearings

The basic model of electromagnetic clutch without bearings consists of stator body ① with cast-in coil and connection cable ②, the input drive hub ③, and the armature disc ④ to which the return spring ⑤ is riveted.

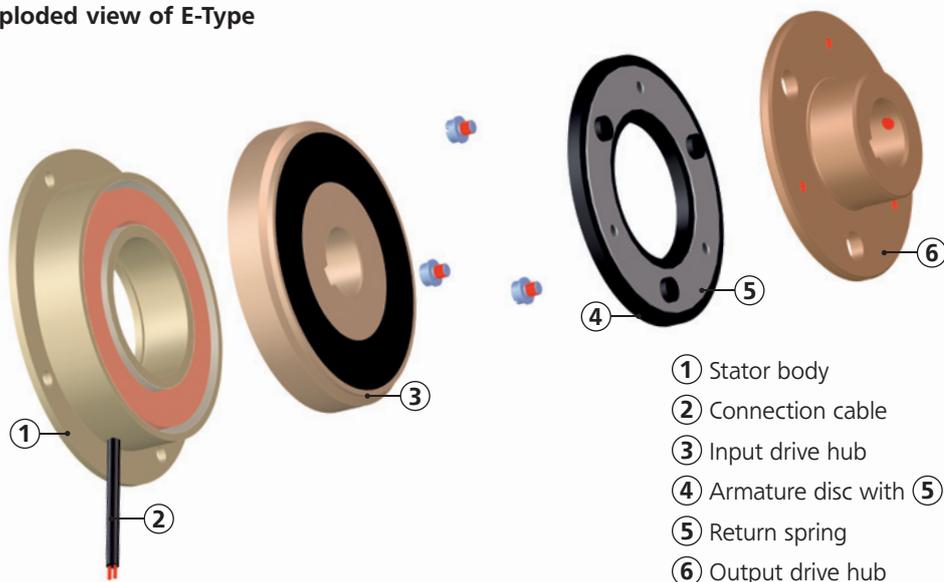
When assembling, the stator body must be accurately centred on the input drive hub, otherwise the hub may rub on the stator body and cause damage to the clutch.

Depending on the size of the clutch, the installation must provide for an air gap of between 0.2 and 0.5 mm between the drive hub and the armature disc.

If a SUCO output drive hub is not used, it is important to ensure that there are clearance holes to accommodate the rivet heads when installing the armature disc. The armature disc is centred by the screws which hold the return spring to the output component. When the armature disc is installed, it must remain free to move axially against the return spring.



### Exploded view of E-Type



### Performance data and dimensions

Size	02	03	04	05	06	07	08	09
Torque [Nm] For reference purposes <sup>1)</sup>	1.0	4.5	8.0	20.0	38.0	80.0	150.0	280.0
Speed of rotation max. [rpm]	10 000	8 000	6 000	5 000	4 000	3 000	3 000	2 000
Power [W] T = 20° C	9	12	20	23	32	40	55	72
d max. [mm] <sup>2)</sup>	10	20	25	30	40	50	70	80
D [mm]	60	80	100	125	150	190	230	290
L1 [mm]	26.5	28.0	31.0	36.0	40.5	46.5	55.4	64.0
L2 [mm]	38.5	43.0	51.0	61.0	70.5	84.5	103.0	119.0

<sup>1)</sup> Depending on design of installation, operating and ambient conditions

<sup>2)</sup> Keyway to DIN 6885/1

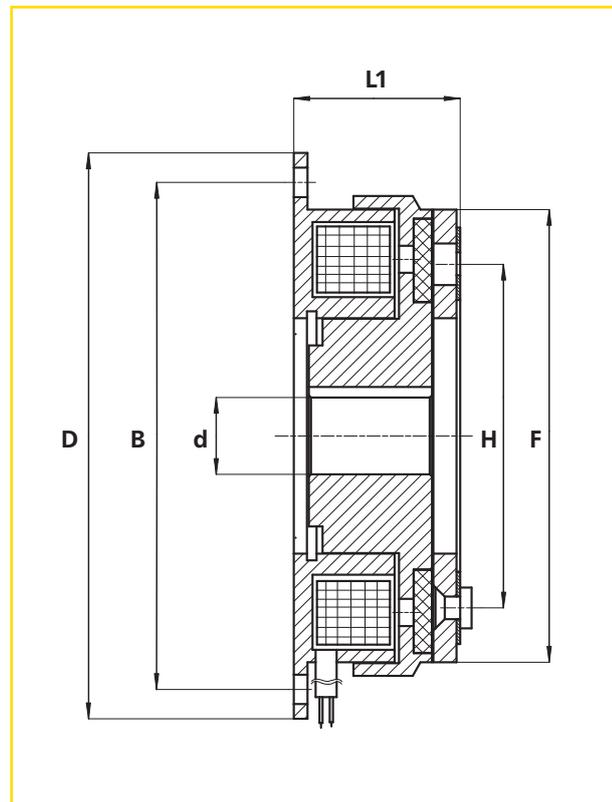
# Models

## Model A

### Clutch with input drive hub

Basic version without output drive hub

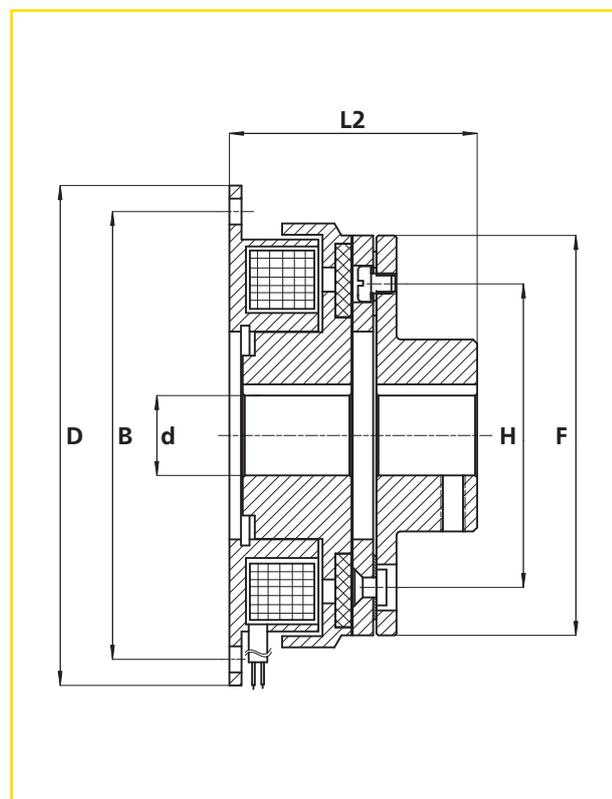
Connection to output side by screws



## Model C

### Clutch with input and output drive hub

Basic version with axial output drive (shaft - shaft)



### Standard Dimensions [mm]

Size	Ø B	Ø F	Ø H
02	52	42	29
03	72	63	46
04	90	80	60
05	112	100	76
06	137	125	95
07	175	160	120
08	215	200	158
09	270	250	210

## Electromagnetic clutches and brakes

# G-Type

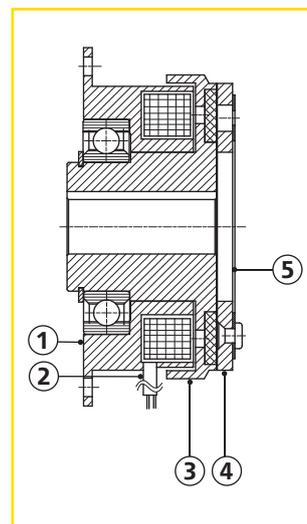
# Electromagnetic clutch with bearing



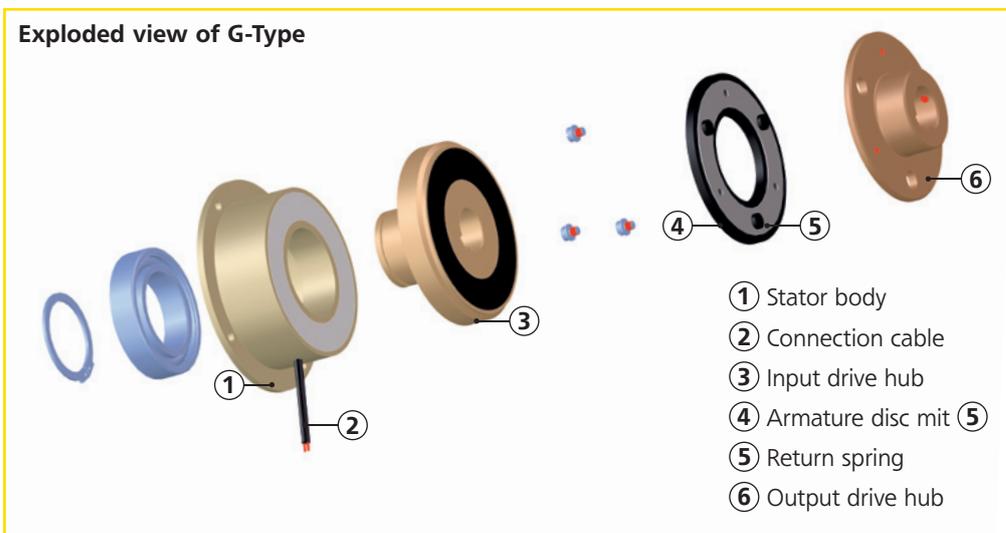
The basic model of electromagnetic clutch with bearing consists of stator body ① with cast-in coil and connection cable ②, the input drive hub ③ with support bearing, and the armature disc ④ to which the return spring ⑤ is riveted. Because it contains a bearing, it is not necessary to centre the stator body on the input drive hub when using this model.

Depending on the size of the clutch, the installation must provide for an air gap of between 0.2 and 0.5 mm between the drive hub and the armature disc.

If a SUCO output drive hub is not used, it is important to ensure that there are clearance holes to accommodate the rivet heads when installing the armature disc. The armature disc is centred by the screws which hold the spring disc to the output component. When the armature disc is installed, it must remain free to move axially against the return spring.



### Exploded view of G-Type



### Performance data and dimensions

Size	03	04	05	06	07	08	09
Torque [Nm] For reference purposes <sup>1)</sup>	4.5	8.0	20.0	38.0	80.0	150.0	280.0
Speed of rotation max. [rpm]	8 000	6 000	5 000	4 000	3 000	3 000	2 000
Power [W] T = 20° C	12	20	23	32	40	55	72
d max. [mm] <sup>2)</sup>	20	25	30	40	50	70	80
D [mm]	80	100	125	150	190	230	290
L1 [mm]	41.0	45.0	52.0	56.5	67.0	75.4	90.0
L2 [mm]	68.0	72.5	92.0	102.5	112.0	130.5	153.0
L3 [mm]	56.0	65.0	77.0	86.5	105.0	123.4	145.0

<sup>1)</sup> Depending on design of installation, operating and ambient conditions

<sup>2)</sup> Keyway to DIN 6885/1

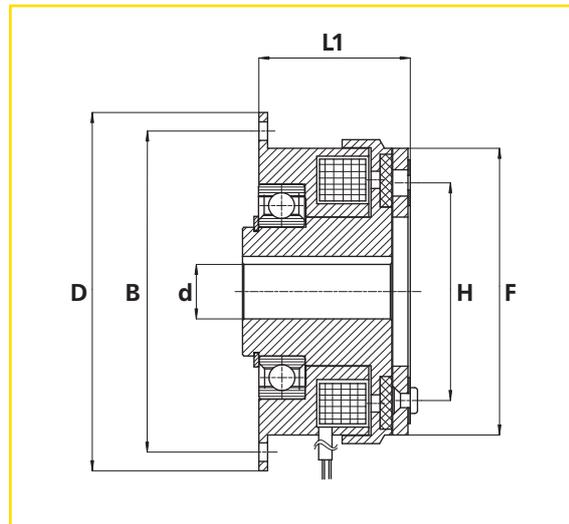
# Models

## Model A

### Clutch with input drive hub

Basic version without output drive hub

Connection to output side by screws

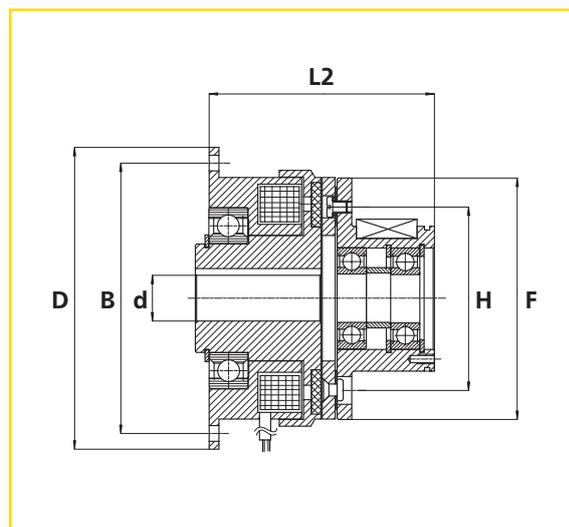


## Model C

### Clutch with input and output drive hubs

Basic version with axial output drive (mounted on one shaft)

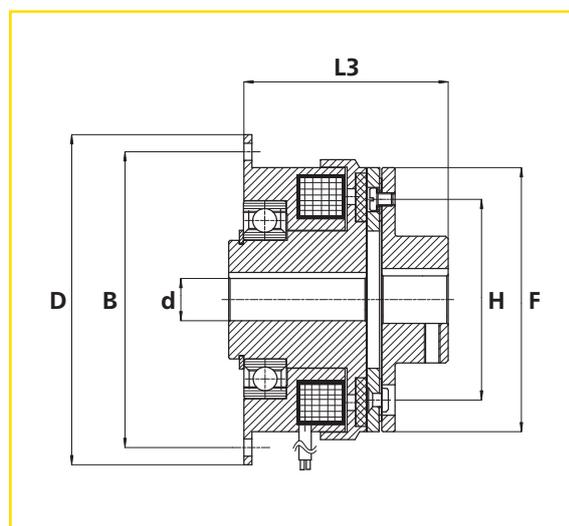
Output drive hub with bearings



## Model D

### Clutch with input and output drive hubs

Basic version with axial output drive (shaft - shaft)

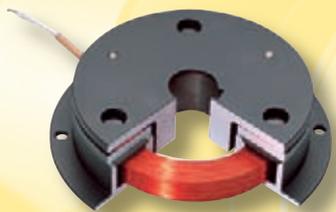


### Standard Dimensions [mm]

Size	Ø B	Ø F	Ø H
02	52	42	29
03	72	63	46
04	90	80	60
05	112	100	76
06	137	125	95
07	175	160	120
08	215	200	158
09	270	250	210

## B-Type

## Electromagnetic brakes

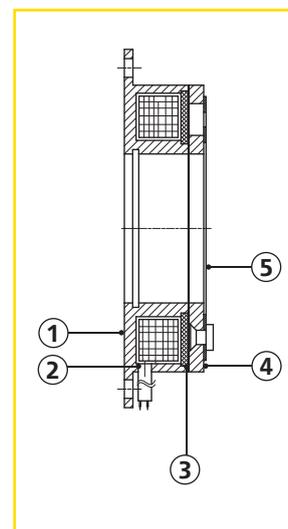


The basic model of electromagnetic brake consists of stator body (1) with cast-in coil and connection cable (2), and the armature disc (4) to which the return spring (5) is riveted.

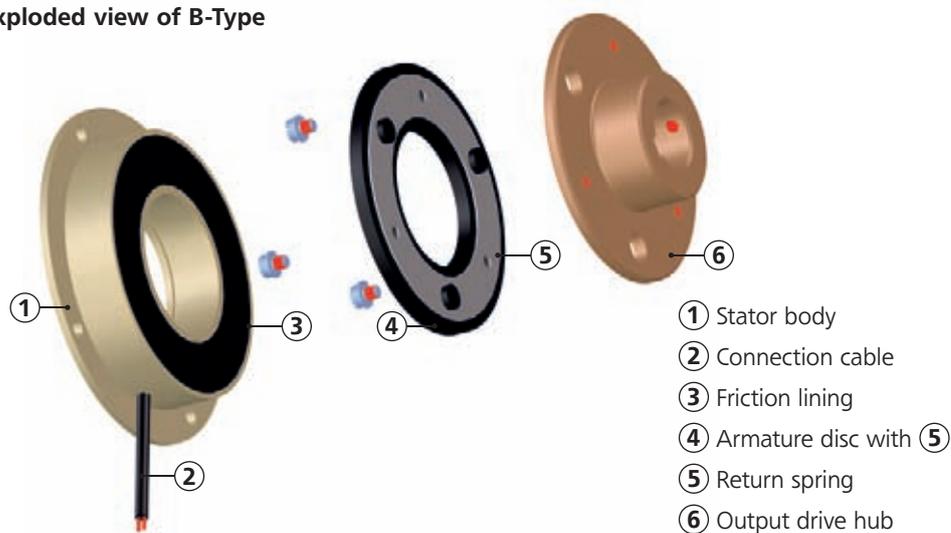
The friction lining (3) is bonded directly to the stator body. The stator body must be installed so that it is concentric with the output side.

Depending on the size of the brake, the installation must provide for an air gap of between 0.2 and 0.5 mm between the friction lining and the armature disc.

If a SUCO output drive hub is not used, it is important to ensure that there are clearance holes to accommodate the rivet heads, when installing the armature disc. The armature disc is centred by the screws which hold the spring disc to the output component. When the armature disc is installed, it must remain free to move axially against the return spring.



### Exploded view of B-Type



### Performance data and dimensions

Size	02	03	04	05	06	07	08	09
Torque [Nm] For reference purposes <sup>1)</sup>	1.0	4.5	8.0	20.0	38.0	80.0	150.0	280.0
Speed of rotation max. [rpm]	10 000	8 000	6 000	5 000	4 000	3 000	3 000	2 000
Power [W] T = 20° C	9	12	20	23	32	40	55	72
d max. [mm] <sup>2)</sup>	8	17	20	30	35	42	50	75
D [mm]	60	80	100	125	150	190	230	290
L1 [mm]	21.0	22.0	24.5	28.0	31.0	35.0	41.5	48.0
L2 [mm]	24.0	25.5	28.5	33.0	37.0	42.0	50.4	59.0
L3 [mm]	33.0	37.0	44.5	53.0	61.0	73.0	89.5	103.0

<sup>1)</sup> Depending on design of installation, operating and ambient conditions

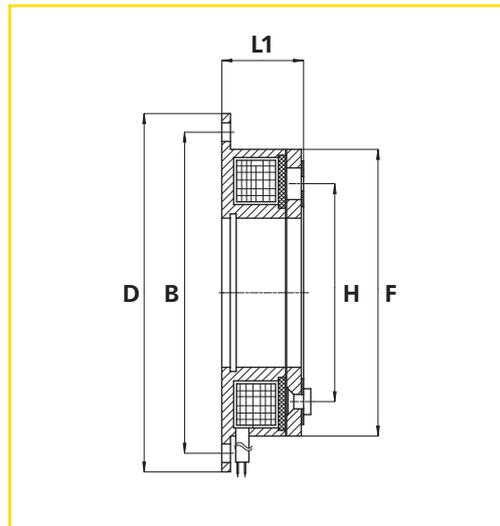
<sup>2)</sup> Keyway to DIN 6885/1

# Models

## Model A

### Brake without hub

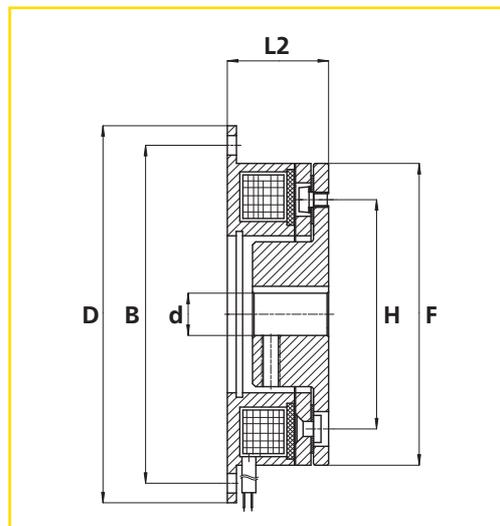
Basic version without drive hub  
 Connection to output side by screws



## Model B

### Brake with internal hub

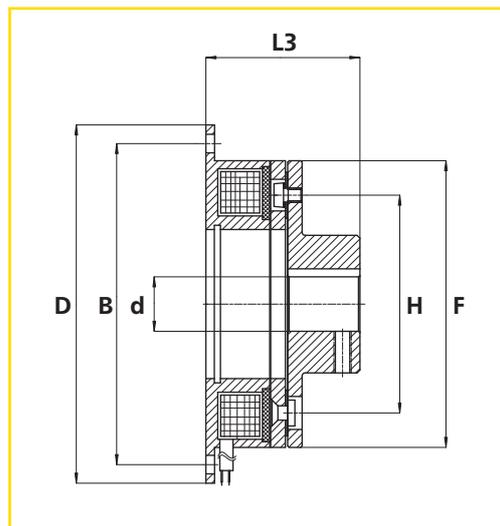
Basic version with axial output drive  
 Internal hub



## Model C

### Brake with external hub

Basic version with axial output drive  
 External hub



### Standard Dimensions [mm]

Size	Ø B	Ø F	Ø H
02	52	42	29
03	72	63	46
04	90	80	60
05	112	100	76
06	137	125	95
07	175	160	120
08	215	200	158
09	270	250	210

## Electromagnetic clutches and brakes

# Different solutions, driven-side

*Besides the standard bores, all versions can be supplied with special bore diameters or tapered bores.*

### Clutch-brake combination

This model can be manufactured on request in the standard sizes.

For performance data and dimensions, see E-Type (page 24) and B-Type (page 28).

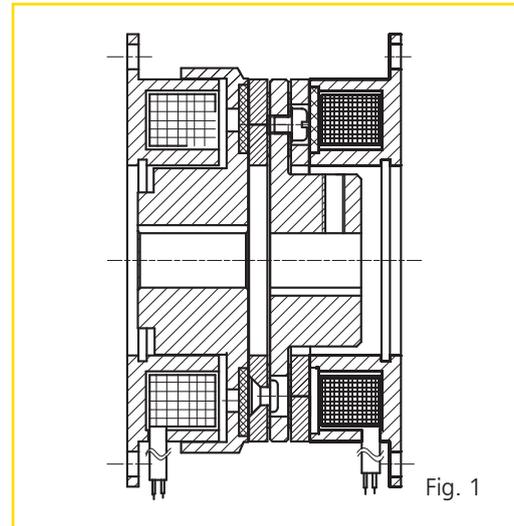


Fig. 1

### With bearing-supported flange

A flange supported on a hollow shaft and bearings is used for the output side connection.

Holes in the flange can be used to attach pulleys, sprockets etc.

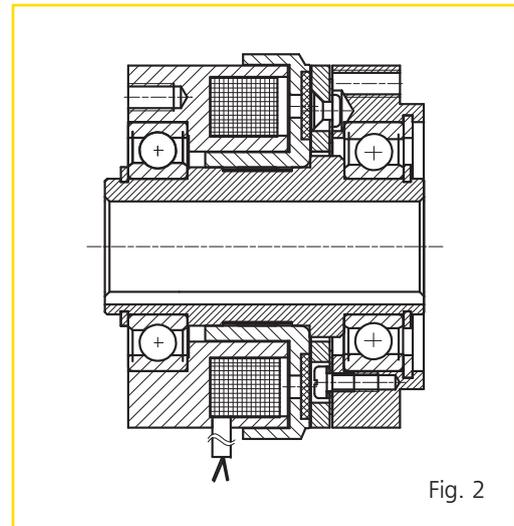


Fig. 2

### With a flexible coupling

If an axial or angular misalignment is to be expected between two shafts, a flexible coupling can be attached.

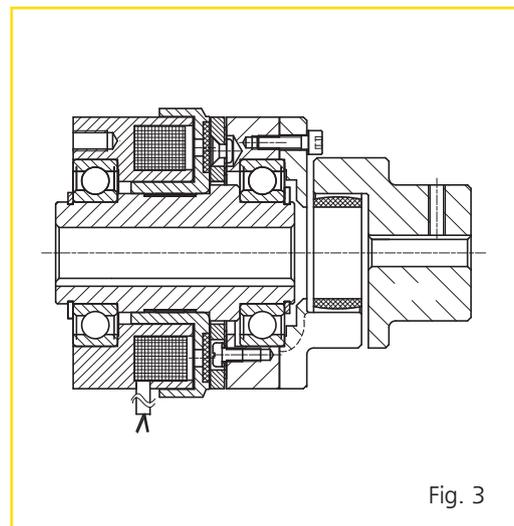


Fig. 3

### With bearing-supported belt pulley

The output drive is a single-groove belt pulley (see Fig. 4) which is supported on a hollow shaft.

The pitch diameter can be supplied to the customer's requirements. Multiple-groove pulleys can also be supplied.

Common groove forms are:  
SPA, SPB, SPZ, and Poly-V to DIN/EN.

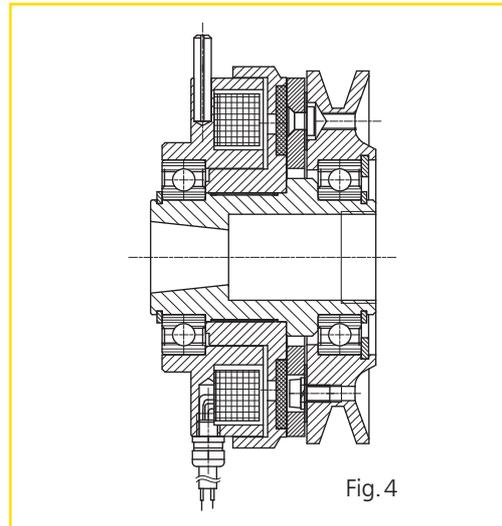


Fig. 4

### With belt pulley supported on separate bearings

Here the output drive is a single or multiple-groove belt pulley which is separately supported, not on the hollow shaft of the electromagnetic clutch.

The pitch diameter of the pulley can be supplied to the customer's requirements.

Common groove forms are:  
SPA, SPB, SPZ, and Poly-V to DIN/EN.

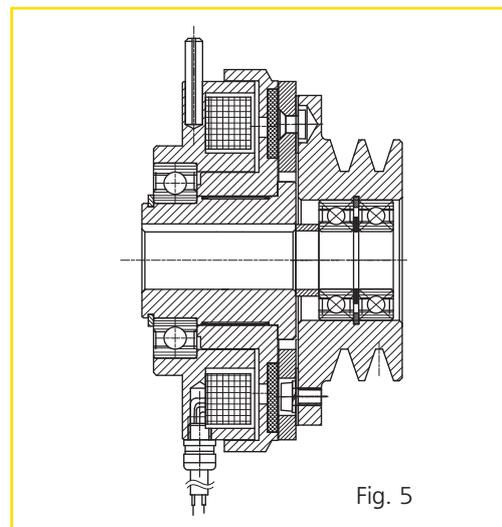


Fig. 5

### With sprockets

A chain sprocket mounted on a bearing-supported flange transmits torque on the output side.

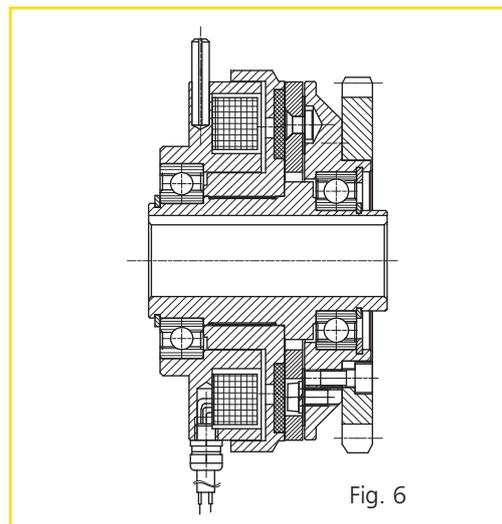
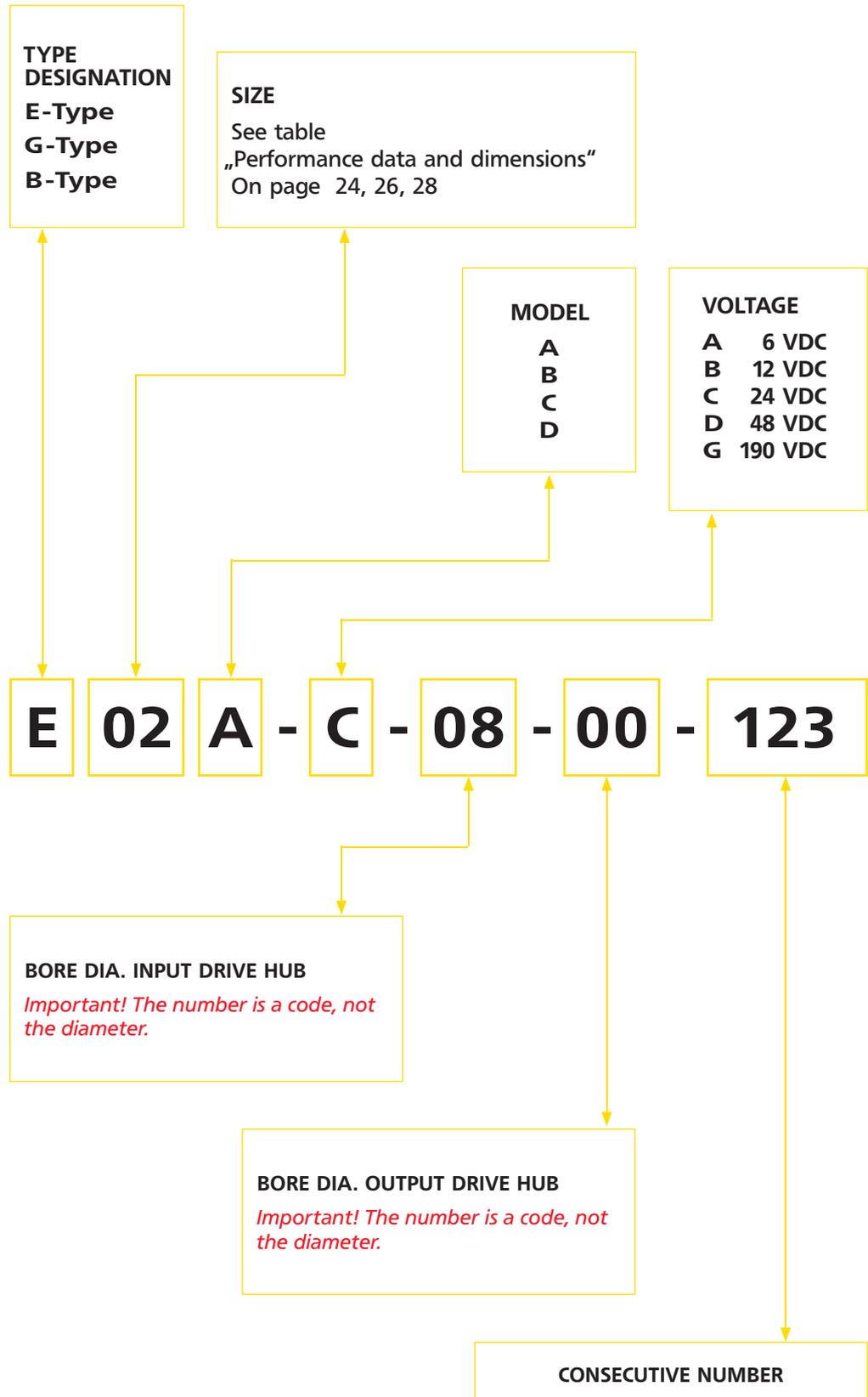


Fig. 6

*Besides the standard bores, all versions can be supplied with special bore diameters or tapered bores.*

# Electromagnetic clutches and brakes

## Key to model codes



# Questionnaire

For customer's requirements

You will find the telephone and fax numbers of your contact on pages 38 to 40.

Company \_\_\_\_\_  
 Contact \_\_\_\_\_  
 Department \_\_\_\_\_  
 Street \_\_\_\_\_  
 Country, post code, town or city \_\_\_\_\_  
 Telephone \_\_\_\_\_  
 Fax \_\_\_\_\_  
 E-mail \_\_\_\_\_



	Clutch	Brake	
Type	_____	_____	
Power	_____	_____	kW
Operating speed	_____	_____	rpm
Drive/braking torque	_____	_____	Nm
Shaft diameter	_____	_____	mm
Braking time	-----	_____	sec.
Shaft diameter	_____	-----	mm
Flexible coupling (Ø)	_____	-----	mm
Belt-pulley diameter	_____	-----	mm
Number of grooves	_____	-----	

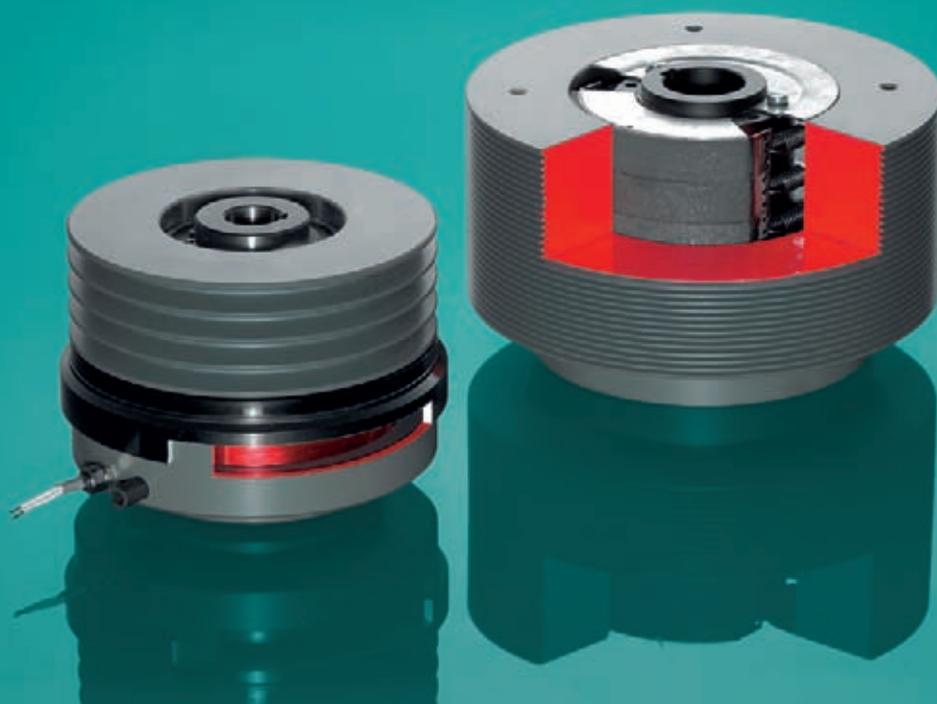
**Input**

**Output**

Quantity/year: \_\_\_\_\_  
 Times operated/h: \_\_\_\_\_  
 Special operating conditions: \_\_\_\_\_

Installation diagram: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

## Customized solutions



### Customized solutions from SUCO

Where the use of a standard version is not practical or the power capacity inadequate, one of our customer-specific designs can provide a solution. Here, SUCO has many years experience.

In cooperation with the customer, our engineers study enquiries for their feasibility and produce a cost-effective solution. Every effort is made to ensure that the design of the product will comply with the customer's requirements and wishes.

On the following pages, SUCO shows a small selection of the numerous ways of solving drive problems, using combinations of centrifugal clutches and brakes or electromagnetic clutches and brakes, that we can offer. They can form the basis for complete system solutions realised in combination with other drive components.

SUCO has patented many designs and variants in this field.

# Examples of different solutions

## Electrically-controlled centrifugal brake

An electrically-controlled centrifugal brake allows braking at speeds below the operating speed of the system that is to be braked.

When power is not applied, the brake disc of a spring-loaded brake and the brake drum of a centrifugal brake are not free to rotate. When the engagement speed, which is below the normal operating speed, is exceeded, the centrifugal brake applies a braking torque.

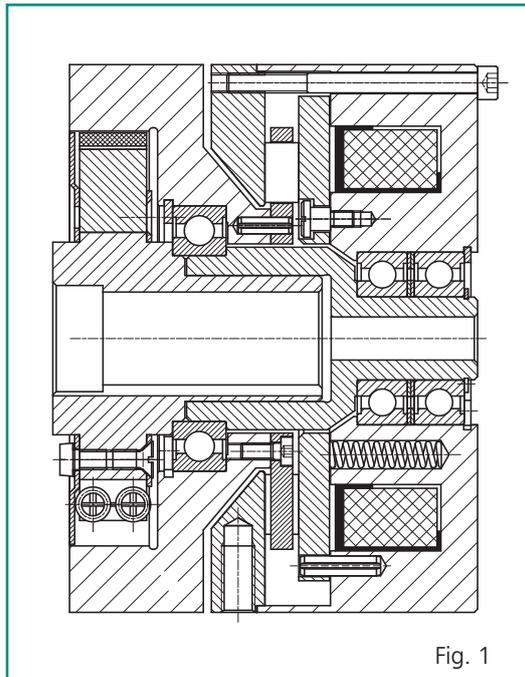


Fig. 1

## Electromagnetic brake in combination with a centrifugal brake

This version is used for lowering loads at a defined speed with no electric power applied (power failure in the system).

In normal operation, the load is held by the electromagnetic brake. Power failure causes the electromagnetic brake to release. To prevent the uncontrolled descent of the load, the centrifugal brake operates to lower the load at a defined speed.

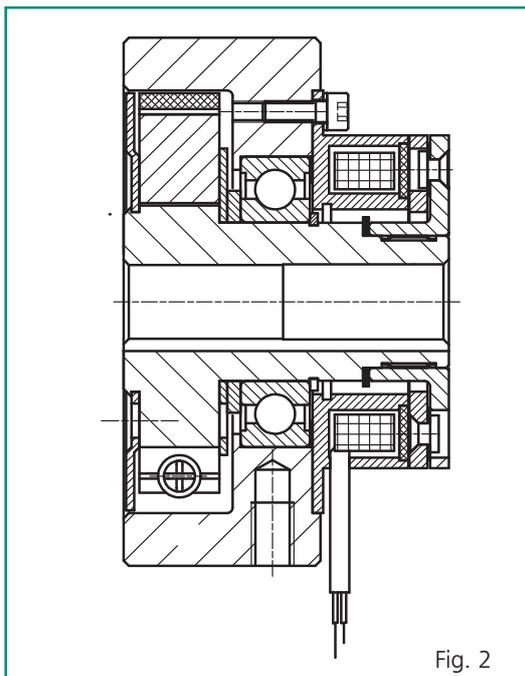


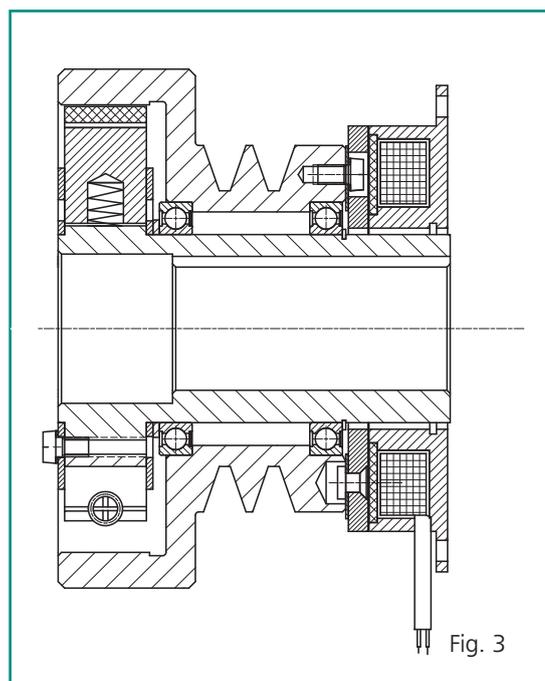
Fig. 2

# Examples of different solutions

## Centrifugal clutch with electromagnetic brake and belt drive

In this case the centrifugal clutch is used to start a heavily-loaded machine. This protects the drive, which can accelerate at no-load until the engagement speed is reached.

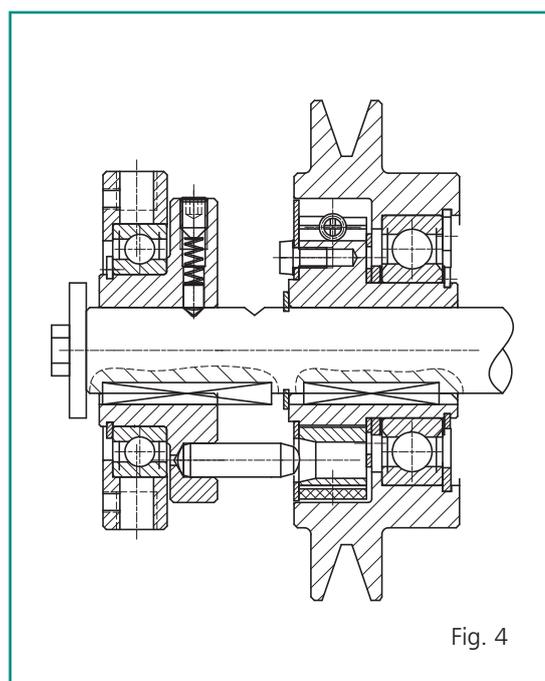
Power is transmitted by V-belts. When the drive is switched off, the electromagnetic brake can be used to bring it to a standstill.



## Switchable centrifugal clutch

A collar can be moved axially towards a centrifugal clutch. Pins in the collar engage in the flyweights so that no torque can be transmitted.

The coupling can be switched on or off at any speed; the switching operation may be carried out manually, or by a pneumatic or hydraulic system.



### Centrifugal brake „SUCO-ZERO“

This brake is used to bring a system quickly to a standstill if a pre-defined speed is exceeded.

The system can then be reset manually to its original condition.

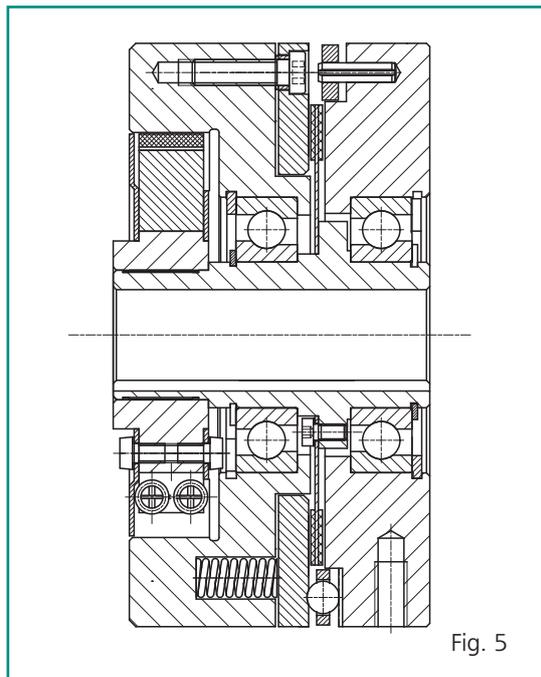


Fig. 5

### Self-inducing electromagnetic clutch

A belt pulley driven by an internal-combustion engine is fitted with permanent magnets and serves as the rotor of a generator. The stator consists of a pack of laminations with copper windings.

The electric current induced in the windings is fed to the coil of an electromagnetic clutch. This switches automatically at a certain speed to connect the drive to a machine (in this case via a timing-belt pulley).

Where necessary, it is possible for the electromagnetic clutch to be switched on or off at any speed manually or by a control system.

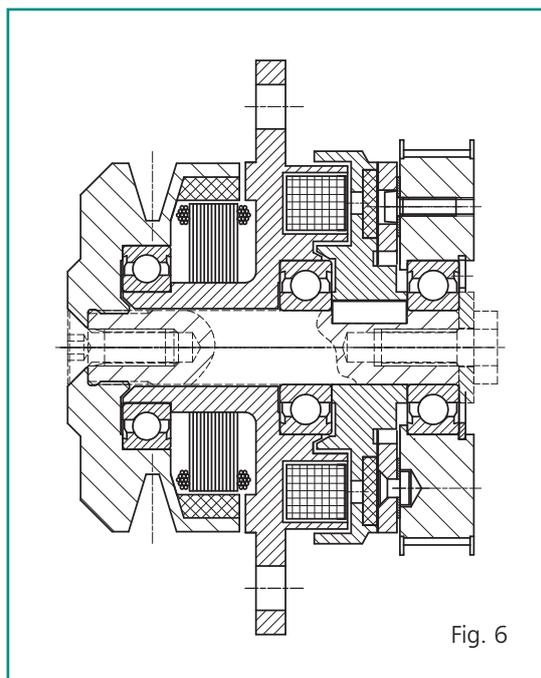


Fig. 6

*A decisive advantage is the ability to function independent of an external power supply.*

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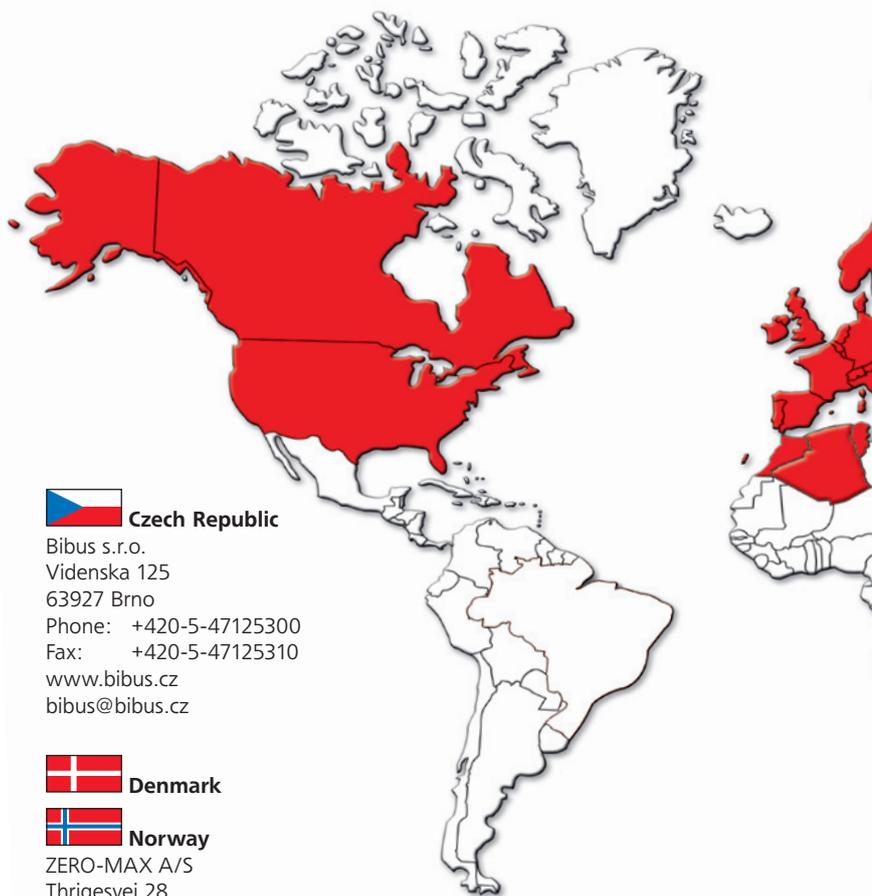


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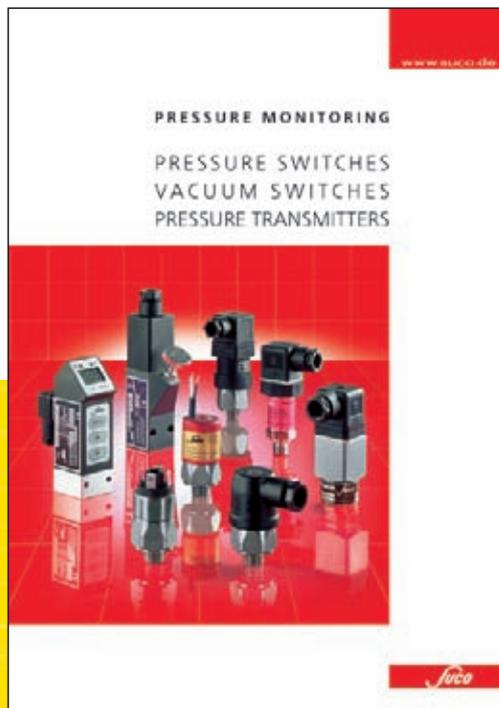
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