

WHEN FULL POWER IS NEEDED

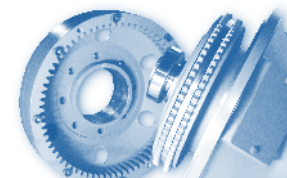


DRIVE TECHNOLOGY

## DESCH Conax®-Clutches

Type CM - mechanically operated

Type CR - slipping clutches



DCT



Technology CM 07 - GB



## Conax®-Friction Clutches



Fig. 1 Conax®-Friction Clutch Type CM

### Conax®- Friction Clutch Type CM

The characteristic feature of the Conax®-clutch is the expanding symmetrical friction ring\* between the cone-shaped metal discs. It is divided into six segments which are held together by a tension spring. Axial displacements of the shafts are offset in the bore of the casing when the clutch is disengaged. The contact forces in the system cancel each other out, there is no axial loading of the machine bearings when the clutch is engaged.

### Operation of the Conax®-Friction Clutch

When the clutch is being engaged, the sleeve and the deepgroove bearing (17) slide over the clutch levers (5). They press the metal disc (7) against the friction ring\* (9) which, as a result, slides outwards evenly until it forms a friction connection with the clutch casing (1) and the flanks of the metal discs (7) and (11). When the clutch is being disengaged, the sleeve and the deepgroove bearing (17) release the clutch levers (5). The pressure springs (8) press the metal

discs (7 and 11) apart and the friction ring\* segments are pulled inwards by the tension spring (10). As a result the clutch section is completely detached from the casing (1). The clutch is set and re-adjusted by tightening the adjusting ring (12), which is secured against turning by the locking screw (19). The segments of the friction ring\* are held together by the tension spring up to the speed  $n_F$ . The tensile force of the spring is greater than the centrifugal force of the segments. In order to avoid a residual torque when the clutch is disengaged, the speed must be reduced to below  $n_F$  during or shortly after the disengaging operation (see table, page 4). The clutch casing is preferably arranged on the input side. When the clutch hub is located on the input side, a friction ring\* with an internal spring has to be used if the speed  $n_F$  is exceeded. In this case the friction ring\* is in contact with the clutch casing.

\* The friction rings are asbestos-free

### Conax®-Slipping Clutch Type CR

The Conax®-slipping clutch type CR is designed to protect machine components against destruction in the event of overloading or blocking of the driven machine. The Conax®-slipping clutches are manufactured in two basic designs, depending on the size. The sizes 0,5 to 25 are adjusted with a threaded ring. For this purpose the sizes 50 to 200 are provided with disc spring assemblies. Accurate setting of the torque is possible with both designs. The required contact pressure on the friction ring\* (9) is produced by means of the adjusting ring (11) or hexagon nut (17), disc spring (14 or 16) and metal disc (7) and the torque is transmitted by friction. The disc springs (14,16) offset wear over a relatively long path, thus reducing maintenance to a minimum. The clutch is to be set so that it slips when peak loads occur. If a prolonged slipping timer can occur as a result of the machines blocking, it is advisable to provide a monitoring system as per Figs. 21 and 22 (page 10).

### Types

- CM. - Conax® mech. actuated
- CR. - Conax® -slipping clutch
- C. F. - Flange to shaft connection
- C.W. - Shaft to shaft connection

- Low maintenance, operation-safe, reliable
- asbestos-free friction material with long life-time
- high heat capacity
- approved design



Fig. 2 Conax®-Slipping Clutch Type CR

## Parts of the Conax®-Friction Clutch

### Type CM

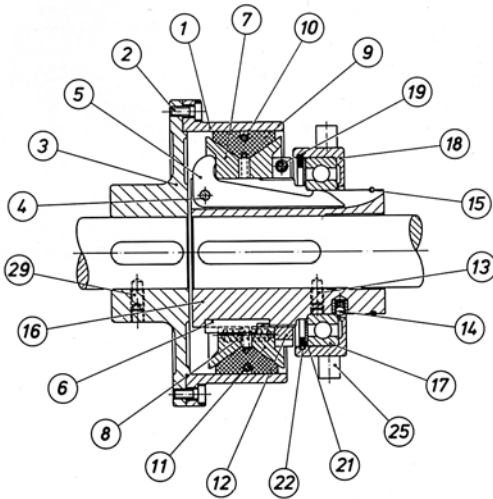


Fig. 3 Size 1 - 16  
(with bearing)

- |                                      |                                   |
|--------------------------------------|-----------------------------------|
| 1 Casing                             | 10 Tension spring, Inner spring   |
| 2 Socket head screw                  | 11 Cone disc                      |
| 3 Flanged hub                        | 12 Adjusting ring                 |
| 4 Bolt                               | 13 Set screw                      |
| 5 Clutch Level                       | 14 Stop (Key)                     |
| 6 Key                                | 15 Circlip (Stop ring)            |
| 7 Cone disc                          | 16 Clutch hub                     |
| 8 Spring (not in size 1)             | 17 Ball bearing (Coupling sleeve) |
| 9 Friction ring: Tension spring type | 18 Operation ring (Slip ring)     |
| Friction ring: Inner spring ring     |                                   |

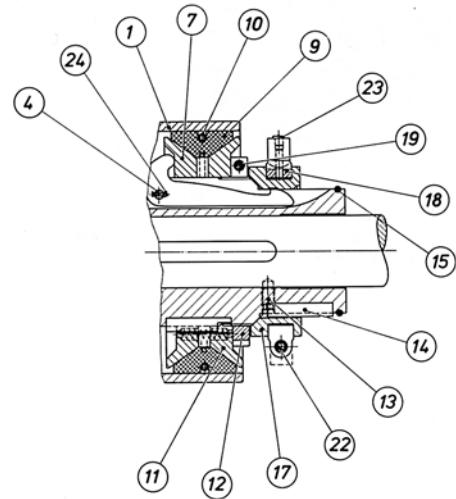


Fig. 4 Size 25 - 50  
(with slip ring)

- |  |
|--|
| 19 Socket head screw                               |
| 21 Ring (Size 8, 16)                               |
| 22 Retaining ring<br>(Hexagon head screw with nut) |
| 23 (Grease nipple)                                 |
| 24 (Split pin)                                     |
| 25 Collar  |
| 29 Set screw                                       |

The designations in brackets are valid for slip ring operation (size 25 - 50)

## Parts of the Conax®-Slipping Clutch

### Type CR

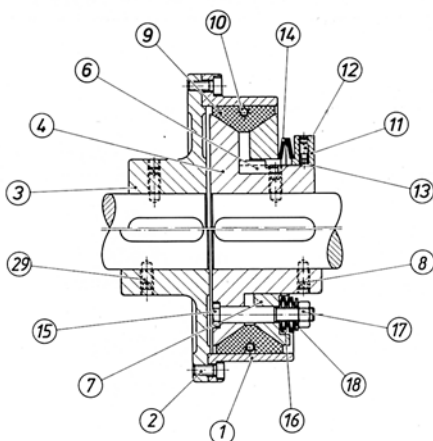


Fig. 5

- |                                      |                     |
|--------------------------------------|---------------------|
| 1 Casing                             | 11 Adjusting ring   |
| 2 Socket head screw                  | 12 Set screw        |
| 3 Flanged hub                        | 13 Thrust pad       |
| 4 Clutch hub                         | 14 Plate pad        |
| 6 Key (Key pin size 0,5)             | 15 Fitting bolt     |
| 7 Cone disc                          | 16 Plate spring     |
| 8 Set screw                          | 17 Hexagon nut      |
| 9 Friction ring                      | 18 Adjustment plate |
| 10 Tension spring (Circlip size 0,5) | 29 Set screw        |

# Conax®-Friction Clutches

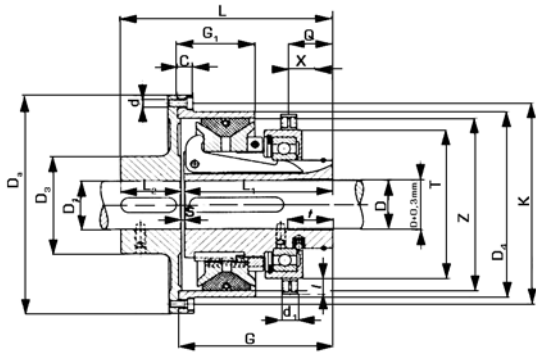


Fig. 6 Type CMW  
Size 1 - 16

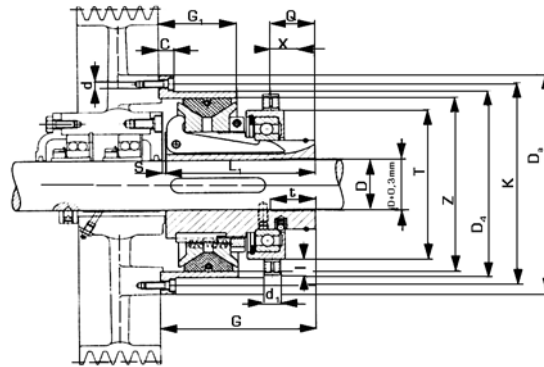


Fig. 7 Type CMF  
Size 1 - 16

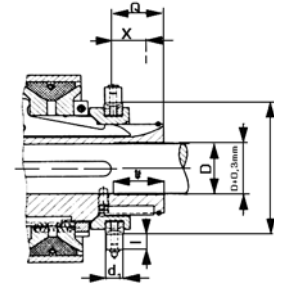


Fig. 8 Type CMW, CMF  
Size 25 - 50

Dimensions in mm • Can be delivered ex stock

Size	Torque $T_s$ Nm	max. speed rpm	operating speed $n_f$ rpm	C	$D_a$	D Pilot bore	$D^{(1)}$ (H7) max.	$D_1$ Pilot bore	$D_1^{(1)}$ (H7) max.
• 1	100	4000	1900	12	125	10	20	-	30
• 2	200	3280	1300	12	152	14	25	-	38
• 3	300	2550	1100	15	195	18	35	18	50
• 5	500	2120	850	15	235	18	55	25	60
• 8	800	1710	730	20	290	18	65	28	70
• 16	1600	1360	615	25	365	38	80	32	90
25	2500	1225	600	25	410	50	100	42	110
50	5000	1080	390	30	460	60	120	48	130

Size	$D_3$	$D_4$	d	$d_1$	G	$G_1$	K	L	$L_1$
1	60	100	6 x M 6	11,5	93	45	112	120	90
2	65	125	6 x M 6	12,5	104	50	138	135	101
3	90	160	6 x M 8	16,5	119	57	177	162	115
5	105	200	6 x M 8	16,5	155	78	217	212	149
8	125	250	6 x M 10	16,5	159	85	268	231	153
16	155	315	6 x M 12	20,5	186	100	340	273	180
25	185	355	6 x M 14	25	274	125	383	390	265
50	220	400	6 x M 16	28	324	162	430	470	315

Size	$L_2$	I	Q	S	T	t	X	Z (H7)	Operating force on sleeve N
1	29	14	22	1	90	25	13	90	560
2	33	14	26	1	105	29	16	115	700
3	45	15	32	2	124	26	19	148	900
5	60	17	44	3	160	45	26	186	1000
8	75	18	42	3	185	34	28	234	1100
16	90	25	45	3	225	34	31	295	1800
25	120	30	80	5	250	85	55	335	2600
50	150	30	90	5	300	100	61	376	4500

1) The keyways usually are executed to DIN 6885/ 1. Clutch hub executed with 1 set screw, displaced to the keyway by 120°, flanged hub with 1 set screw displaced by 180°.

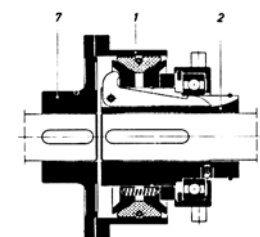


Fig. 9 Type CMW

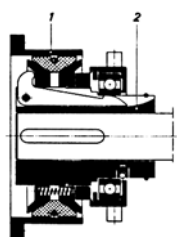


Fig. 10 Type CMF

Size	Weights [kg]		J = Mass moments of inertia [kgm²]		
	CMW	CMF	1	Teil 2	7
1	4,2	3,2	0,002	0,001	0,002
2	6,4	5,1	0,005	0,004	0,003
3	12,1	8,8	0,015	0,011	0,012
5	21,2	16,1	0,037	0,035	0,026
8	36,2	25,6	0,097	0,088	0,089
16	65	47	0,295	0,274	0,226
25	120	89	0,499	0,710	0,508
50	193	145	1,030	1,53	0,937

All weights and mass moments of inertia refer to max. bore.

# Conax®-Slipping Clutches

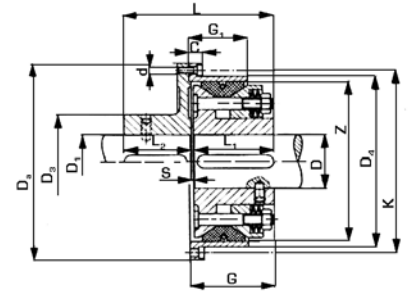
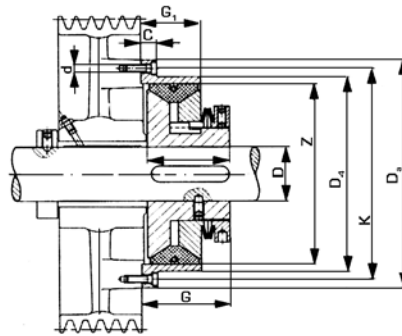
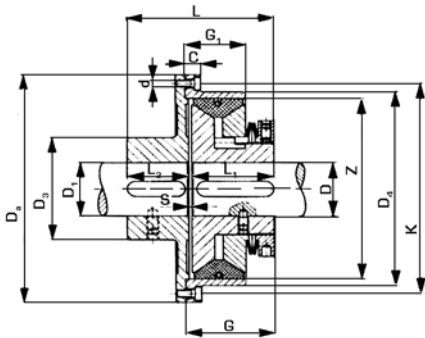


Fig. 11 Type CRW  
Size 0,5 - 25

Fig. 12 Type CRF  
Size 0,5 - 25

Fig. 13 Type CRW, CRF  
Size 50 - 200

Dimensions in mm • Can be delivered ex stock

Size	Torque $T_U$ Nm	max. speed rpm	C	$D_a$	D Pilot bore	$D^{(1)}$ (H7) max.	$D_1$ Pilot bore	$D_1^{(1)}$ (H7) max.	$D_3$
• 0,5	60	5400	8	92	8	22	-	22	40
• 1	120	4000	12	125	-	30	-	30	60
• 2	240	3280	12	152	-	38	-	38	65
• 3	360	2550	15	195	18	50	18	50	90
• 5	600	2120	15	235	18	60	25	60	105
• 8	960	1710	20	290	18	70	28	70	125
• 16	1920	1360	25	365	40	90	32	90	155
25	3000	1225	25	410	50	110	42	110	185
50	6000	1080	30	460	60	125	48	130	220
100	12000	855	30	580	80	150	62	150	250
200	24000	700	30	710	90	180	72	180	320

Size	$D_4$	d	G	$G_1$	K	L	$L_1$	$L_2$	S	Z (H7)
0,5	69,5	6 x M 5	37	25	80	60	34	25	1	62
1	100	6 x M 6	53	35	112	80	50	29	1	90
2	125	6 x M 6	63	40	138	94	60	33	1	115
3	160	6 x M 8	72	47	177	115	68	45	2	148
5	200	6 x M 8	86	58	217	143	80	60	3	186
8	250	6 x M 10	111	70	268	183	105	75	3	234
16	315	6 x M 12	136	96	340	223	130	90	3	295
25	355	6 x M 14	154	105	383	270	145	120	5	335
50	400	6 x M 16	189	130	430	335	180	150	5	376
100	500	6 x M 20	221	175	536	386	210	170	6	472
200	630	6 x M 20	266	200	670	468	250	210	8	594

1) The keyways usually are executed to DIN 6885/ 1. Clutch and flanged hub executed with 1 set screw, displaced to the keyway by 180°.

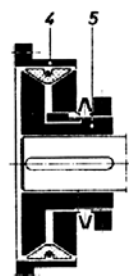
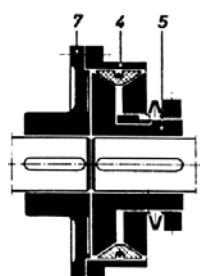


Fig. 14 Type CRW

Fig. 15 Type CRF

Size	Weights [kg]		J = Mass moments of inertia [kgm <sup>2</sup> ]		
	CRW	CRF	4	5	7
0,5	1,4	1,0	0,0004	0,0002	0,0004
1	4,0	2,9	0,001	0,002	0,002
2	6,0	4,5	0,004	0,004	0,003
3	10	7,0	0,014	0,013	0,012
5	19	14	0,031	0,033	0,026
8	35	24	0,091	0,109	0,089
16	66	49	0,298	0,37	0,226
25	98	60	0,469	0,68	0,508
50	165	115	0,937	1,42	0,937
100	255	180	2,61	3,58	2,50
200	530	350	7,11	10,78	9,69

All weights and mass moments of inertia refer to max. bore.

# Operating Systems

## Mechanically operated

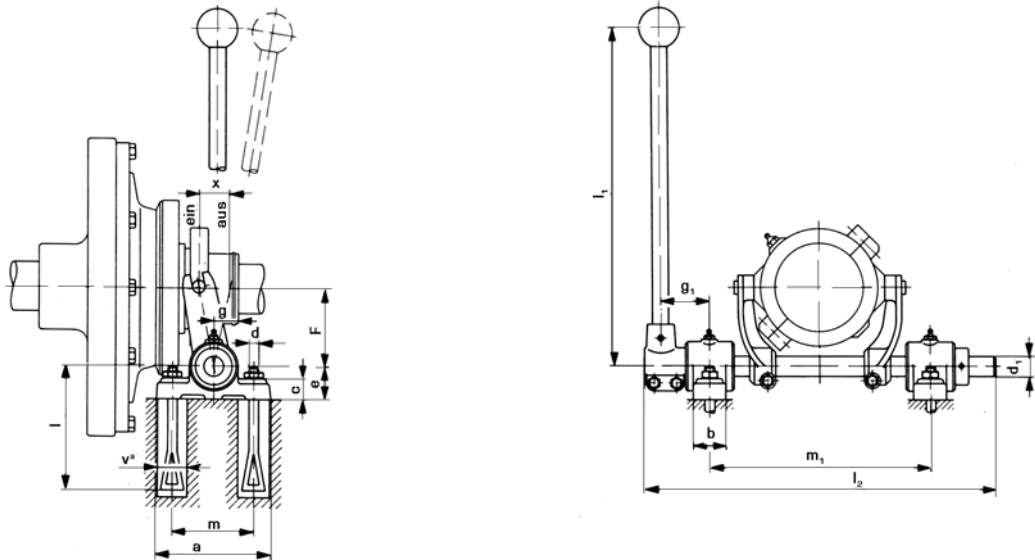


Fig. 16 Type SH

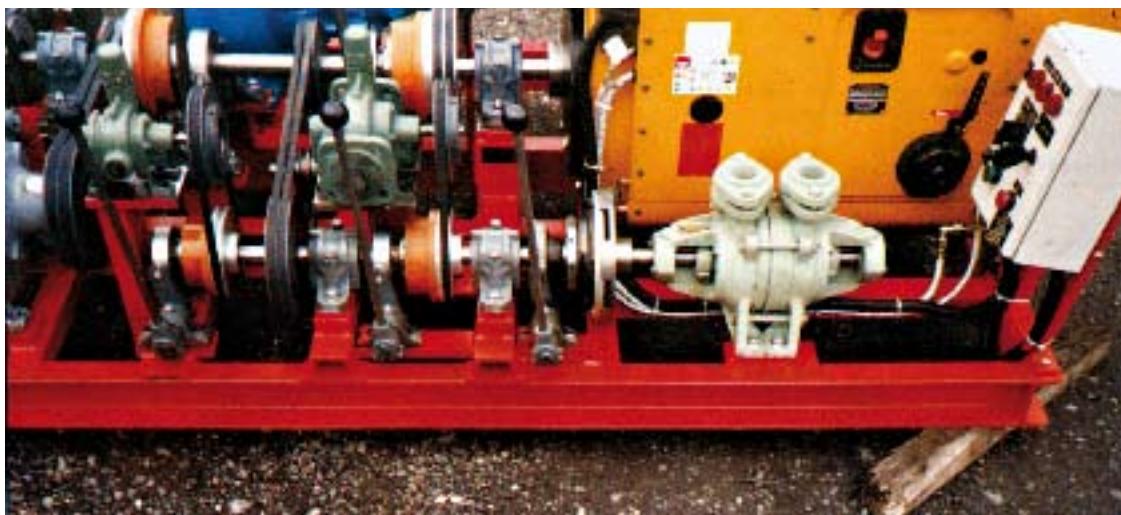
Dimensions in mm

Lever size	Clutch-size	a	b	c	d	d <sub>1</sub>	e	F	g	g <sub>1</sub> approx	l	l <sub>1</sub>	l <sub>2</sub>	m	m <sub>1</sub>	v	X	Weight approx. kg
1 - 0	1	110	35	18	M 10	20	30	70	16	45	160	400	320	75	190	50	13	3,8
1 - 0	2	110	35	18	M 10	20	30	70	16	45	160	400	320	75	190	50	16	3,8
10 - 0	3	140	40	25	M 12	25	40	95	30,5	60	160	450	430	100	270	50	19	9,5
14 - 0	5	140	40	25	M 12	30	40	117,5	35	65	160	600	490	100	310	50	26	13
14 - 0	8	140	40	25	M 12	30	40	117,5	35	65	160	600	490	100	310	50	28	13
16 - 0	16	160	45	25	M 12	35	50	145	40	70	160	750	565	120	365	50	31	18

When the clutch is running the lip ring must be free of load. If necessary, the control lever should be supported.

Operating forces see page 4.

Flexball operating device and other operating systems on request.



Conax®-clutches, type CM in a combined transmission set for bunker boats, inclusively Planox®-clutches.

# Operating Systems

Pneumatically/ mechanically actuated

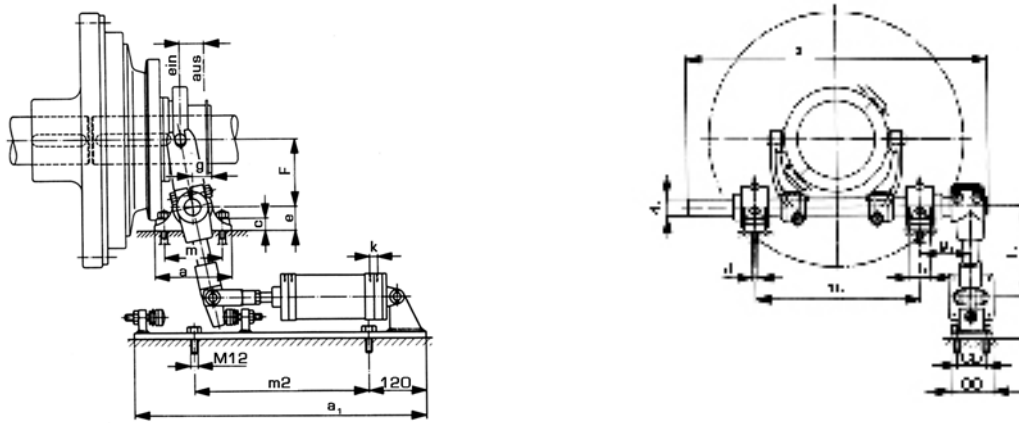


Fig. 17 Type SPWF

Dimensions in mm

Lever size	Clutch size	a	a <sub>1</sub>	b	c	d	d <sub>1</sub>	e	e <sub>1</sub>
1 - 0	1	110	510	35	18	M 10	20	30	85
1 - 0	2	110	510	35	18	M 10	20	30	85
10 - 0	3	140	610	40	25	M 12	25	40	85
14 - 0	5	140	610	40	25	M 12	30	40	85
14 - 0	8	140	610	40	25	M 12	30	40	85
18 - 0	16	160	765	45	25	M 12	35	50	95
21 - 0	25/ 50	160	765	45	25	M 12	40	50	95

Lever size	Clutch size	F	F <sub>1</sub>	g	g <sub>1</sub>	k	l <sub>2</sub>	m	m <sub>1</sub>	m <sub>2</sub>	X
1 - 0	1	70	228	20	59	M 14 x 1,5	355	75	190	305	13
1 - 0	2	70	228	20	59	M 14 x 1,5	355	75	190	305	16
10 - 0	3	95	205	30,5	76	M 18 x 1,5	465	100	270	365	19
14 - 0	5	117,5	255	35	81	M 18 x 1,5	525	100	310	365	26
14 - 0	8	117,5	255	35	81	M 18 x 1,5	525	100	310	365	28
18 - 0	16	145	310	40	86	M 22 x 1,5	600	120	365	495	31
21 - 0	25/ 50	187,5	400	44	98	M 22 x 1,5	735	120	475	495	55

Hydraulic/ mechanic operating systems on request.

**Note:** when the clutch is running the slip ring must be free of load. Adjust spring stops accordingly.

# Selection of Clutch Size

## Conax®-Friction Clutches

The torque values stated can be transmitted under constant loading. However, in the event of varying load conditions the corresponding operating factors „S“ must be taken into consideration: These can be found on page 9 of the catalogue. Peak torque loads can occur during engagement or operation dependent on the types of machines being coupled. The clutch size should always be orientated to the maximum load. One should distinguish between the following cases:

1. The clutch has to accelerate an insignificant mass such that nominal torque ( $T_K$ ) is equal to the engaging torque ( $T_S$ ) with regard to operating factor S.

$$T_K = T_L \cdot S \leq T_S \quad [1]$$

$$T_K = \frac{P}{n} \cdot 9550 \cdot S = [Nm] \quad [2]$$

2. The clutch has to transmit a load torque ( $T_L$ ) during the engagement process itself and to accelerate a large mass.

$$T_K = T_L + T_a \leq T_S \quad [3]$$

$$T_K = \frac{P}{n} \cdot 9550 + \frac{J_L \cdot n}{9,55 \cdot t_a} = [Nm] \quad [4]$$

Clutches for use with driving engines and/or driven machines with a high coefficient of cyclic load variation (i.e. piston engines) should be selected according to the specific torque requirements (a torque diagram of the application may help). The service factors on page 9 can only serve as reference values. When it comes to the acceleration of large masses or in the case of high shift frequency, extra attention should be paid to the thermal load on the clutch. For this reason, we would ask you to provide us with information in accordance with points 1 – 10 so that we can carry out precise calculations with respect to the heat.

1. Type of driving machine  
(electric motor, diesel engine etc.)
  2. Output power P [kW/HP]
  3. Speed of clutch n [rpm]
  4. Type of driven machine
  5. Highest torque on engagement  $T_L$  [Nm]
  6. Second degree moment of inertia  $J_L$  referred to the clutch output shaft [kgm<sup>2</sup>]
  7. Number of clutch engagements per hour  $S_h$  [1/h]
  8. Engagement time  $t_s$  [sec.]
  9. Ambient temperature
  10. Type of clutch control required
- Please ask for detailed questionnaire.

## Conax®-Slipping Clutches

The special construction feature on all Conax® CR models is the elastic pressure of the friction elements. The following characteristics have been obtained by fitting clutches with plate type springs.

1. Limitation of peak torque upon engagement.
2. Precise setting and limitation of transmittable torque.
3. Self adjustment over a relatively wide range of wear – and therefore minimal maintenance and resetting.

The plate spring characteristic curve can be seen in Fig. 18. This means that the clutch torque in the area of the automatic adjustment path functions very smoothly.

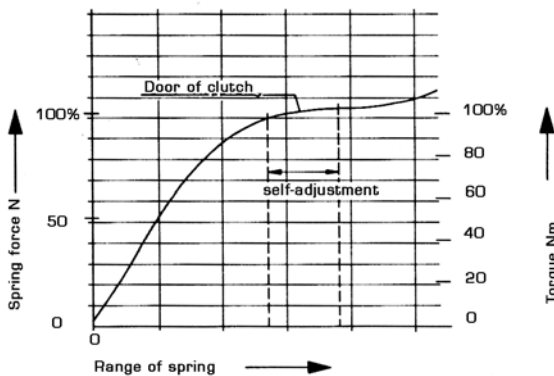


Fig. 18

For the above-mentioned reasons care must be taken when selecting the clutch size to ensure that the plant torque to be protected is as close as possible to the specified clutch torque  $T_U$ . If frequent slipping of the clutch is expected, attention must be paid to the thermal loading of the clutch. In this case please send us the details according to points 1-9.

Es bedeuten:

F = Power [N]

$J_A$  = Moment of inertia - Driving parts [kgm<sup>2</sup>]

$J_L$  = Moment of inertia - Driven parts [kgm<sup>2</sup>]

n = Speed [rpm]

P = Capacity [kW]

Q = Friction work [J]

S = Operating factor

$S_h$  = Number of engagement per hour [1/h]

$T_a$  = Moment of acceleration [Nm]

$T_K$  = Nominal torque [Nm]

$T_L$  = Load moment [Nm]

$T_S$  = Max. Clutch torque [Nm]  
(see catalogue)

$T_U$  = Max. Transmitted torque [Nm]  
(see catalogue)

t = Slipping time [s]

$t_B$  = Acceleration time [s]

$t_S$  = Time of engagement [s]



DRIVE TECHNOLOGY

## Safety factors "S"

Assignment of load characteristics according to type of working machine

S	<b>DREDGERS</b>	S	<b>RUBBER MACHINERY</b>	S	<b>PUMPS</b>
S	Bucket conveyor	M	Extruders	G	Piston pumps
M	Landing gear (caterpillar)	S	Calenders	M	Centrifugal pumps (light liquids)
M	Landing gear (rail)	M	Kneading mill	S	Centrifugal pumps (viscous liquids)
M	Manoeuvring winches	S	Mixers	S	Plunger pumps
M	Pumps	S	Rolling mills	S	Press pumps
S	Impellers	S	<b>WOOD WORKING MACHINES</b>	S	<b>STONE AND CLAY WORKING MACHINES</b>
S	Cutter heads	M	Barkers	S	Crusher
M	Slewing gear	G	Planing machines	S	Rotary ovens
M	<b>GENERATORS, TRANSFORMERS</b>	S	Wood working machines	S	Hammer mills
M	Frequency transformers	S	Saw frames	S	Ball mills
M	Generators	G	<b>CRANES</b>	S	Tube mills
M	Welding generators	S	Luffing gear block	S	Beater mills
M	<b>CHEMICAL INDUSTRY</b>	G	Travelling gear	S	Brick presses
M	Cooling drums	M	Hoist gear	S	<b>TEXTILE MACHINES</b>
M	Mixers	M	Slewing gear	M	Batchers
G	Agitators (liquid material)	M	Derricking jib gear	M	Printing and dyeing machines
M	Agitators (semi-liquid material)	M	<b>PLASIC INDUSTRY MACHINES</b>	M	Tanning vats
M	Drying drums	M	Extruders	M	Willows
G	Centrifuges (light)	M	Calenders	M	Looms
M	Centrifuges (heavy)	M	Mixers	M	<b>COMPRESSORS</b>
M	<b>OIL INDUSTRY</b>	M	Crushers	S	Piston compressors
M	Pipeline pumps	M	<b>METAL WORKING MACHINES</b>	M	Turbo compressors
S	Rotary drilling equipment	S	Plate bending machines	S	<b>METAL ROLLING MILLS</b>
M	<b>CONVEYORS</b>	S	Plate straightening machines	S	Plate shears
S	Pit-head winches	S	Hammers	M	Manipulator for turning sheets
M	Winding engines	S	Metal planning machines	S	Ingot pushers
M	jointed-band conveyors	M	Presses	S	Ingot and slabbing-mill train
G	Belt conveyors (bulk material)	S	Shears	S	Ingot handling machinery
M	Belt conveyors (piece goods)	S	Forging presses	M	Wire drawing benches
M	Band pocket conveyors	S	Punch presses	S	Descaling machines
M	Chain conveyors	G	Countershafts, line shafts	S	Thin plate mills
M	Circular conveyors	M	Machine tools (main drives)	S	Heavy and medium plate mills
M	Load elevators	G	Machine tools (auxiliary drives)	M	Winding machines (strip and wire)
G	Bucket conveyors for flour	S	<b>FOOD INDUSTRY MACHINERY</b>	S	Cold rolling mills
M	Passenger lifts	M	Bottling and container filling machines	M	Chain tractor
M	Plate conveyors	M	Kneading machines	S	Billet shears
M	Screw conveyors	G	Mash tubs	M	Cooling beds
M	Ballast elevators	M	Packaging machines	M	Cross tractor
S	Inclined hoists	M	Cane crushers	M	Roller tables (light)
M	Steel belt conveyors	S	Cane cutters	S	Roller tables (heavy)
M	Drag chain conveyors	S	Cane mills	M	Roller straighteners
M	<b>BLOWERS, VENTILATORS</b>	M	Sugar beet cutters	S	Tube welding machines
M	Rotary piston blowers	M	Sugar beet washing machines	M	Trimming shears
G	Blowers (axial/radial)	S	<b>PAPER MACHINES</b>	S	Cropping shears
M	Cooling tower fans	S	Couches	S	Continuous casting plant
M	Induced draught fans	M	Glazing cylinders	M	Rollers adjustment drive
G	Turbo blowers	S	Pulper	S	Manipulators
S	<b>BUILDING MACHINERY</b>	S	Pulp grinders	S	<b>LAUNDRIES</b>
S	Hoists	M	Calenders	M	Tumblers
G	Concrete mixers	S	Wet presses	M	Washing machines
S	Road construction machinery	S	Willows	M	<b>WATER TREATMENT</b>
		S	Suction presses	M	Aerators
		S	Suction rolls	M	Screw pumps
		S	Drying cylinders		

Service factor „S“			
Drivingmachine	Load symbol of application		
	U	M	S
Electric motors, Turbines, Hydraulic motors	1,2	1,6	1,8
Piston engines 4-6 cylinders	2,0	2,5	2,8
Piston engines 1-3 cylinders	2,2	2,8	3,2

Reference value of operating factor S

# Pneumatic Operating System

## Clutch Monitoring System

### Pneumatically - mechanically actuated

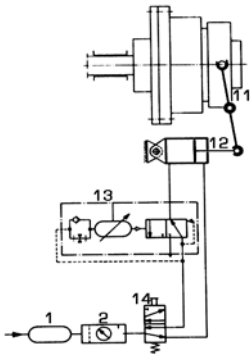


Fig. 19 pneumatical - mechanical operating device of a Conax®-clutch, type CM, hand actuated and with automatic release of the operating system:

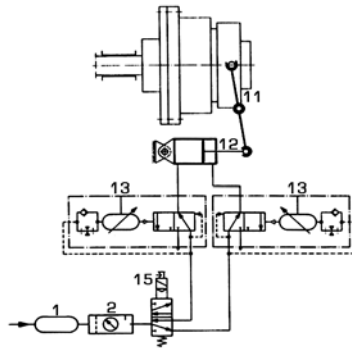


Fig. 20 pneumatical - mechanical operating device of a Conax®-clutch, type CM, with electromagnetically actuated wayvalve and automatic release of the operating system:

We develop and supply operating devices according to the conditions of operation.

#### Pneumatic elements

- 1. **Compressed air chamber:** Tank in which the compressed air is stored up to a maximum pressure.
- 2. **Maintenance unit:** The maintenance unit represents a combination of filter, pressure reducing valve and line oiler.

#### 11. Operating device

#### 12. Double-acting cylinder

conduit controlled and of the latter to the atmosphere.

- 13. **Time cut-out value:** These values with delay of engagement will release the operating lever resp. the actuating collar when the clutch is engaged/ disengaged.

- 14. **4-way-valve:** serves for alternating connection of the main air piping to the

- 15. **4-way magnetic valve:** serves for alternating connection of the main air piping to the conduit controlled and of the latter to the atmosphere.

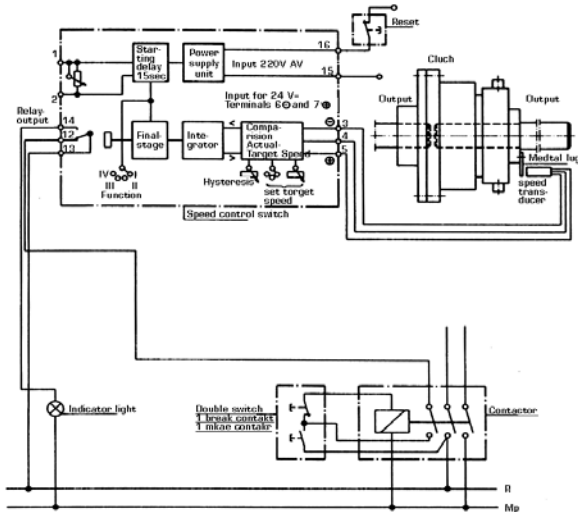


Fig. 21 Speed monitoring on the driven side of the clutch

The speed monitor performs the function of a limit speed monitor. If the speed drops below the value set in the operating system, a relay in the operating system will drop out. Acoustic signals, light signals or valves can be connected to this relay for clutch actuation purposes (Model CH).

Details available on request.

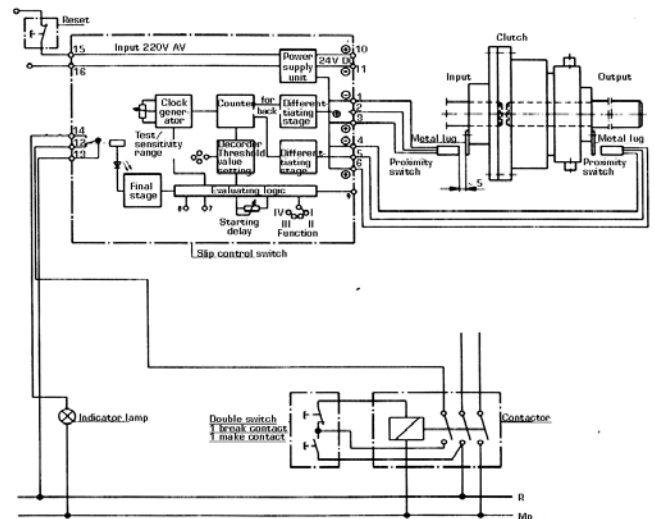


Fig. 22 Measurement of speed on the driving and driven sides of the clutch (measurement of speed difference resp. slip monitoring)

The rpm difference measuring device triggers when the difference rpm-set at the amplifier coupling device is exceeded. The rpm and the corresponding impulses on the drive and power take-off side are registered by sensors and compared within the amplifier coupling device. Once the pre-set difference rpm has been reached, the contactor built into the amplifier changes over.

# Conax®-Friction Clutches

## Additional types of Conax®-Clutch\*

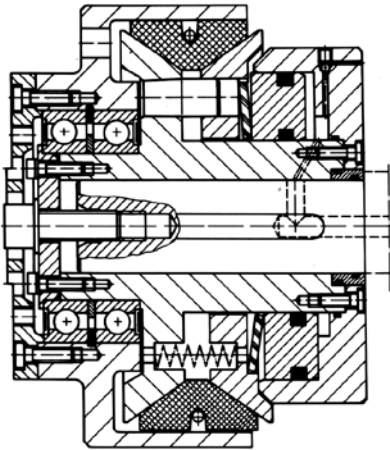


Fig. 23 Conax®-Friction clutch type CHFA hydraulically actuated for universal joint

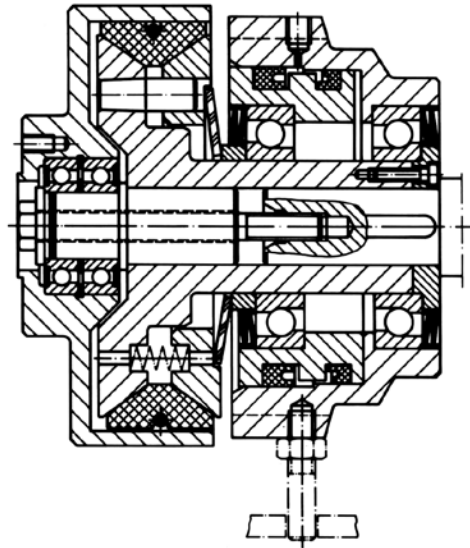


Fig. 24 Conax®-Friction Clutch type CHFR hydraulically actuated for universal joint

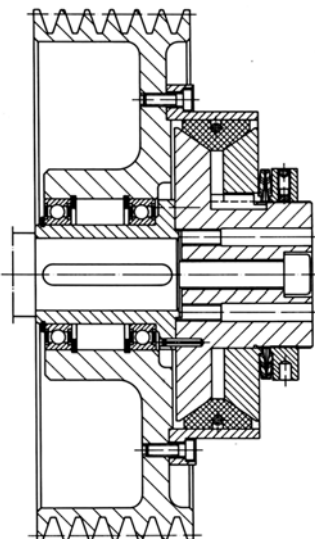


Fig. 25 Conax®-Slipping Clutch type CR- F with V-belt pulley

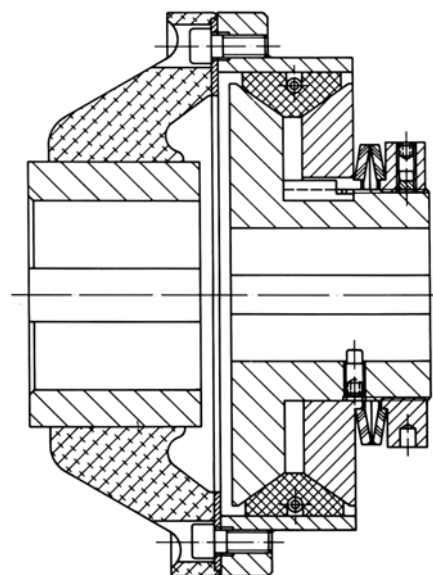


Fig. 26 Conax®-Slipping Clutch type CR- F combined with highly flexible coupling

\* Detailed documentation on request.



DRIVE TECHNOLOGY

## Delivery Programme

### Clutches

Planox®-friction clutches  
 Conax®-friction clutches  
 Centrex®-centrifugal clutches

### Flexible Couplings

Hadeflex®-couplings  
 Habix®-couplings  
 Orpex®-couplings  
 DESCH-Flex couplings  
 DESCH-HRC couplings

### Rigid Couplings

### Press Drives

Lutex®-clutch/ brake combinations  
 Complete press drives

### Gears

Plantery gears  
 Special gears

### Complete Transmission Solutions

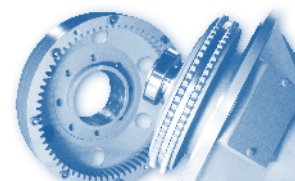
Flywheel back gears for no-delay units  
 Drive stations for strecher  
 Levelling units  
 Back gears with engageable/  
 disengageable clutches

### Belt Drives

V-belt pulley drives  
 Timing belt drives  
 Flat belt drives  
 V-belt pulley drives with taper bushes  
 V-belt pulley and flywheels to customers' specification  
 Bold-on hubs  
 Welded hubs

### Bearing

Greased friction bearings



DCT

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<b>DPC</b>	DESCH Power Transmission Center	+49 (0) 29 32 300-218	300 - 830
<b>DCT</b>	DESCH Clutch Technology	+49 (0) 29 32 300-169	300 - 50
<b>DGP</b>	DESCH Gearbox and Press Drives	+49 (0) 29 32 300-153	300 - 811

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