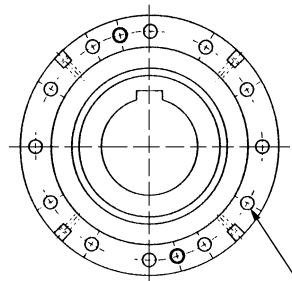
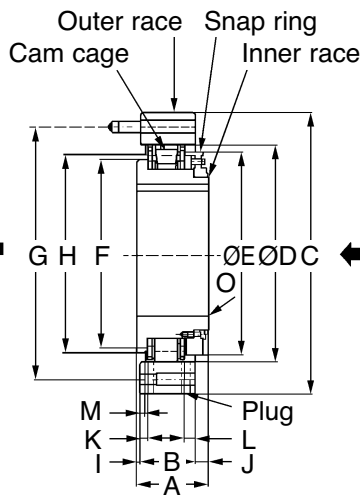
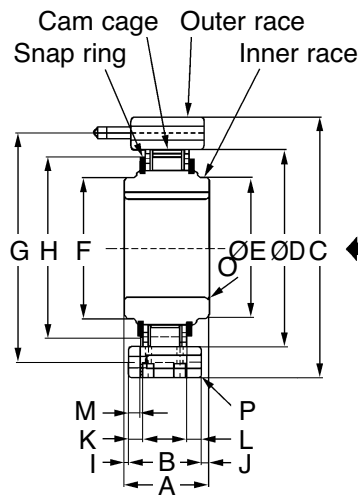


BR

COUPLINGS

Sprag Type One Way Cam Clutches

Open Type



Q-R through hole

Part Number	ØBore Size DIN H7	Keyway	O	A	B	ØC DIN H7	ØD DIN H7	E	F	G	Q-R	H Min.	I	J	K	L	M Max.	Price Each 1 - 4
BR20	20	6x2.8	0.5	35	35	90	66	40.7	40.7	78	6-6.6	53	0	0	5.0	5.0	4.0	£P.O.A
BR25	25	8x3.3	0.5	35	35	95	70	44.7	44.7	82	6-6.6	58	0	0	5.0	5.0	4.0	£P.O.A
BR30	30	8x3.3	1.0	35	35	100	75	49.7	49.7	87	6-6.6	64	0	0	5.0	5.0	4.0	£P.O.A
BR35	35	10x3.3	1.0	35	35	110	80	54.7	54.7	96	8-6.6	70	0	0	5.0	5.0	4.0	£P.O.A
BR40	40	12x3.3	1.0	35	35	125	90	64.7	64.7	108	8-9.0	81	0	0	5.0	5.0	4.0	£P.O.A
BR45	45	14x3.8	1.0	35	35	130	95	69.7	69.7	112	8-9.0	86	0	0	5.0	5.0	4.0	£P.O.A
BR50	50	14x3.8	1.0	40	40	150	110	84.7	84.7	132	8-9.0	103	0	0	7.5	7.5	6.5	£P.O.A
BR60	60	18x4.4	1.5	50	50	175	125	80.0	80.0	155	8-11.0	110	5	5	7.0	7.0	6.0	£P.O.A
BR70	70	20x4.9	1.5	60	50	190	140	95.0	95.0	165	12-11.0	125	5	5	7.0	7.0	6.0	£P.O.A
BR80	80	22x5.4	1.5	70	60	210	160	115.0	115.0	185	12-11.0	148	5	5	12.0	12.0	11.0	£P.O.A
BR90	90	25x5.4	1.5	80	70	230	180	135.0	135.0	206	12-13.5	170	5	5	17.0	17.0	16.0	£P.O.A
BR100	100	28x6.4	1.5	90	80	270	210	143.0	143.0	240	12-17.5	180	5	5	13.7	13.7	12.0	£P.O.A
BR130	130	32x7.4	2.0	90	80	310	240	173.0	173.0	278	12-17.5	210	5	5	13.7	13.7	12.0	£P.O.A
BR150	150	36x8.4	2.0	90	80	400	310	243.0	243.0	360	12-17.5	280	5	5	13.7	13.7	12.0	£P.O.A
BR180	180	45x10.4	2.0	105	80	400	310	290.0	270.0	360	12-17.5	280	5	20	11.5	15.9	14.0	£P.O.A
BR190	190	45x10.4	2.0	105	80	420	330	310.0	280.0	380	16-17.5	300	5	20	12.5	8.9	7.5	£P.O.A
BR220	220	50x11.4	2.0	105	80	460	360	340.0	320.0	410	18-17.5	330	5	20	12.5	10.9	9.0	£P.O.A
BR240	240	56x12.4	2.0	105	80	490	390	370.0	350.0	440	18-17.5	360	5	20	12.5	10.9	9.0	£P.O.A

Safety Recommendations

- Always lock out power switch before installing, removing, lubricating or servicing a system that uses Cam Clutch products.
- When connecting or disconnecting Cam Clutch products, eye protection is required. Wear safety glasses, protective clothing, gloves and safety shoes.

Other Info.

The cams on BR series cam clutches were designed to lift off and lose contact with the inner race when it overruns. This is due to centrifugal force and is the reason this type of cam clutch is known as a lift off type. These cam clutches are suitable for 'overrunning-high speed inner race/low speed engaged outer race' or 'back stopping-high speed inner race overrunning'. Both an open type, that is installed directly onto the motor or inside a reduce, and a package type, that is installed on the outside, are available. Please contact sales for more details.

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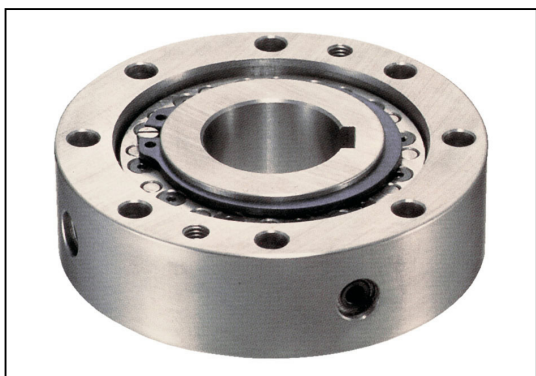
sales@ondrives.com
www.ondrives.com

Product information updated 1st April 2011 and subject to change. Please contact Sales for the latest prices and availability.

COUPLINGS

BR

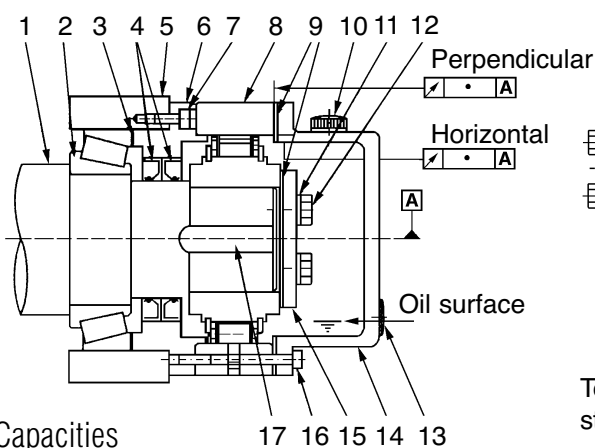
Sprag Type One Way Cam Clutches Open Type



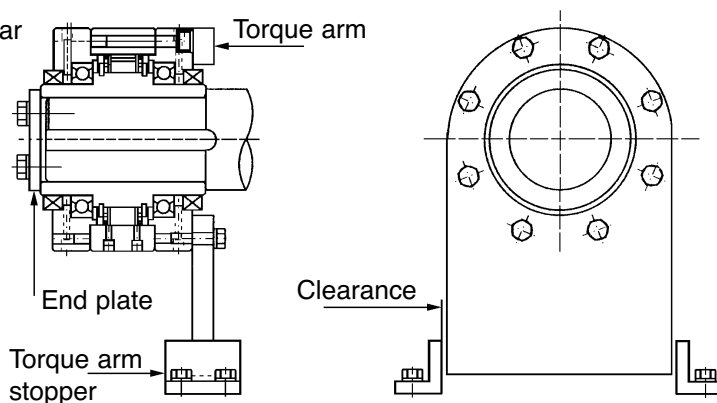
Key

- | | |
|---------------------|--------------------------------|
| 1 = Mounting Shaft | 10 = Oil plug (with air bleed) |
| 2 = Bearing | 11 = Sealing washer |
| 3 = Shim | 12 = Hex bolt |
| 4 = Oil Seal | 13 = Oil cage |
| 5 = Case | 14 = Cover |
| 6 = Seal Support | 15 = End plate |
| 7 = Hollow hex bolt | 16 = Hollow hex bolt |
| 8 = Cam clutch | 17 = Key |
| 9 = Packing | |

Open Type



Package Type: (Horizontal Installation)



Capacities

Part Number	Torque Capacity N•m	Max Overrunning Speed		Max. engagement speed rpm
		Min. r/min	Max. r/min	
BR20	328	880	3,600	350
BR25	480	880	3,600	350
BR30	607	880	3,600	350
BR35	686	740	3,600	300
BR40	980	720	3,600	300
BR45	1,078	670	3,600	280
BR50	1,715	610	3,600	240
BR60	3,479	490	3,600	200
BR70	4,735	480	3,600	200
BR80	6,517	450	3,600	190
BR90	8,526	420	3,000	180
BR100	14,210	460	2,700	200
BR130	20,384	420	2,400	180
BR150	33,908	370	1,300	180
BR180	33,908	370	3,500	150
BR190	41,160	340	3,000	140
BR220	51,058	330	3,000	140
BR240	62,034	310	3,000	130

Features

The cams on the BR Series cam clutches were designed to lift off and lose contact with the inner race when it over-runs. This is due to centrifugal force and is the reason this type of cam clutch is known as a lift off type.

These cam clutches are suitable for "Overrunning-high speed inner race/low speed engaged outer race" or "Back stopping-high speed inner race overrunning". Both an Open Type, that is installed directly onto a motor or inside a reducer, and a Package Type, that is installed on the outside, are available.

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Sprag Type One Way Cam Clutches

POA



The following ranges of clutches are also available.
For further information please contact sales.

The one way clutch was developed originally from the ratchet clutch that became the roller ramp clutch that finally became the cam clutch, similar to the sprag type one way clutch.

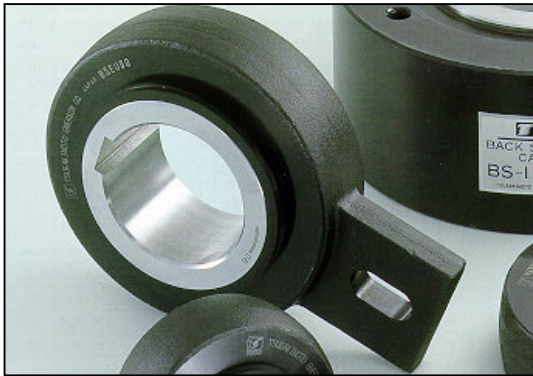
This cam clutch provides longer life to the clutch mechanism than other types of one way clutches. The MZEU series cam clutch, the most recently developed one way clutch, is based on the historically proven European style one way clutch.

Installation & Usage

- Model no's. MZEU12 to MZEU80 are pre-greased and require no lubrication. The operational temperature range is -40°C to +40°C. Model no's. MZEU90 to MZEU150 require oil lubrication.
- Model no's. MZEU12 to MZEU80 sprockets and other torque transmitting factors can be used with the standard flange.
- Recommended shaft tolerance of h7 and the DIN 6885.1 keyway is standard.
- Recommended tolerance of E H7 for the sprocket and other parts.
- Clean the surface of both ends of the outer race and the contact surfaces of the flange, sprocket and other parts.
- For model no's. MZEU90 to MZEU 150 apply seal adhesive to the surface of the outer race at both ends.
- Check the direction of rotation.
- When installing standard flanges, sprockets and other equipment to the clutch fit them around the bearings and screw the bolts into both ends of the outer race.
- By installing both the flange and sprocket on the opposite side the direction of rotation can be changed.
- When mounting the clutch on the shaft, apply pressure to inner race but never to the outer race.
- For high speed indexing applications (more than 50 c/m) a strong spring type is recommended.

Sprag Type One Way Backstop Cam Clutches

POA



The following ranges of clutches are also available.
For further information please contact sales.

A one-way clutch with the safest reverse rotation prevention qualities available, manufactured mainly for installation on the low speed shaft of inclined conveyors or bucket elevators. The backstop cam clutch as well as other cam clutches is a one-way, sprag type clutch. Compared to other one-way clutches (ratchet or roller ramp clutch) similar in size, overheating during times when the motor is idling is significantly lower. This helps maintain superb lubrication qualities thereby improving the wear life of the clutch. Extended fatigue life is also obtainable due to the clutch's large torque capacity. Both the European style BSEU series as well as the BS series cam clutch which boasts of thirty years of reputable performance since its introduction, can be used as reverse rotation prevention cam clutches for an array of conveyor sizes. Applicable shafts sizes range from Ø20-Ø450mm.

Installation & Usage

- We recommend using a shaft tolerance of h7 or h8 for Cam Clutch installation.
- DIN 6885.1 keyway is standard.
- Before installation, verify that the direction of rotation of the inner race of the Cam Clutch (shown by the arrow on the inner race) is the same as the direction of rotation of the conveyor.
- When inserting the Cam Clutch on the shaft, apply pressure only on the surface of the inner race with a soft hammer. Never strike the Cam Clutch with a steel hammer or apply unnecessary impact loads.
- Always use a parallel key for installation onto the shaft and then fix the Cam Clutch to the shaft with the end plate. Never use a tapered key. Allow for a clearance between the top of the clutch keyway and the top of the key for pressure ventilation. A pressure ventilation hole is provided on the keyway of the clutch's inner race.
- Set a 0.5mm degree clearance between the torque arm and the frame (torque arm stopper) or the long slit in the torque arm and the pin. If the torque arm is rigidly mounted, it will apply a load to the Cam Clutch which may eventually damage it.
- Use the frame or a pin to eliminate outer race rotation.
- The Cam Clutch is pre-packed with low temperature grease before shipment and is ready for installation and operation. No lubrication maintenance is required. The ambient operational temperature range is -40°C to 50°C. However, the maximum temperature should be determined depending on the number of shaft revolutions. Further, if the number of shaft revolutions is low, a higher ambient operational temperature range is allowable.

Consult our technical department for more details.

Other possible applications

- BSEU Series Cam Clutches may also be used for low frequency indexing applications. A maximum indexing frequency of no more than 50 cycles/min and a safety ratio of 2.5 times higher than the working torque are required. Be sure that the stress applied to the torque arm functions at a right angle in relation to the shaft direction. If the stress that is applied to the torque arm is set diagonally, the inner parts of the clutch with entangle causing damage and drastically reduce the operational life of the Cam Clutch.