

**VC 5001**



**Warning**

Forward this manual to the person responsible for Installation, Operation and Maintenance of the product described herein. Without access to this information, faulty Installation, Operation or Maintenance may result in personal injury or equipment damage.

# Installation, Operation and Maintenance of Airflex<sup>®</sup> VC Grinding Mill Clutches



**Caution:**

### Use Only Genuine Airflex<sup>®</sup> Replacement Parts

The Airflex Division of Eaton Corporation recommends the use of genuine Airflex replacement parts. The use of non-genuine Airflex replacement parts could result in substandard product performance, and may void your Eaton warranty. For optimum performance, contact Airflex:

In the U.S.A. and Canada: (800) 233-5926

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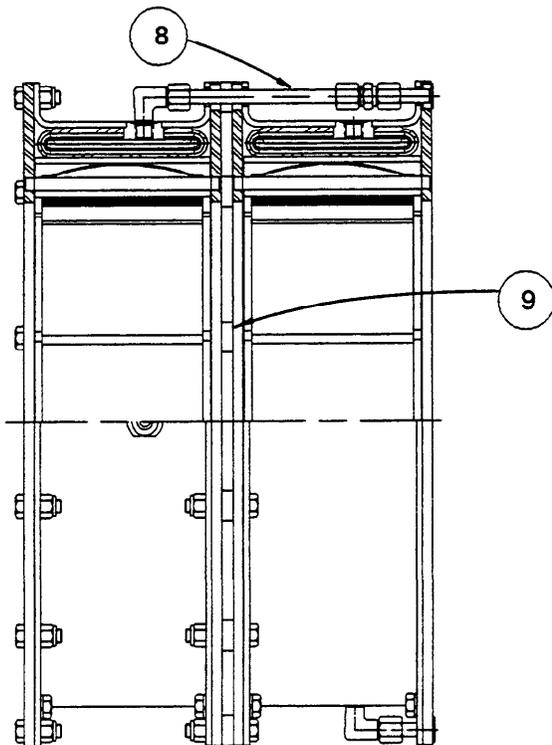
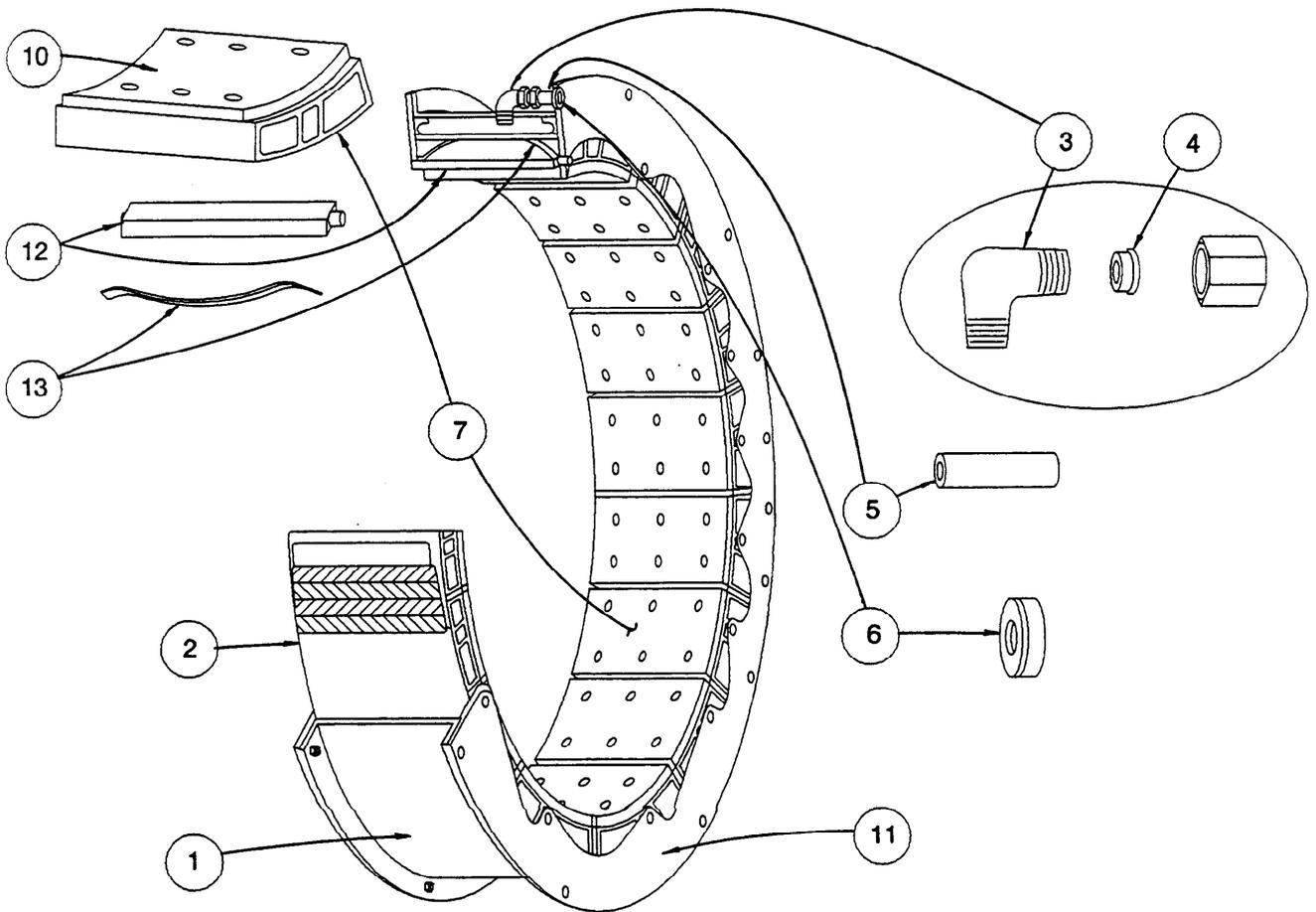


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**Eaton<sup>®</sup> Airflex<sup>®</sup> Clutches & Brakes**



**FIG. 1 - COMPONENT PARTS FOR AIRFLEX TYPE VC ELEMENT**



DUAL MOUNTED

ITEM	DESCRIPTION
1	Rim
2	Tube (w/valve stem snap rings where req'd.)
3	Elbow Assembly
4	Compression Ring (included with item 3)
5	Air Connection Tube
6	Air Connection Gasket
7	Friction Shoe Assembly
8	Air Tube Group (Dual Mounted)
9	Spacer Group (Dual Mounted)
10	Replacement Friction Lining & Fasteners
11	Side Plate (2 required)
12	Torque Bar
13	Release Spring

# 1.0 INTRODUCTION

Throughout this manual there are a number of **HAZARD WARNINGS** that must be read and adhered to in order to prevent possible personal injury and/or damage to equipment. Three signal words “**DANGER**”, “**WARNING**”, and “**CAUTION**” are used to indicate the severity of a hazard, and are preceded by the safety alert symbol .

 **DANGER** - Denotes the most serious hazard, and is used when serious injury or death WILL result from misuse or failure to follow specific instructions.

 **WARNING** - Used when serious injury or death MAY result from misuse or failure to follow specific instructions.

 **CAUTION** - Used when injury or product/equipment damage may result from misuse or failure to follow specific instructions.

It is the responsibility and duty of all personnel involved in the installation, operation and maintenance of the equipment on which this device is used to fully understand the  **DANGER**,  **WARNING**, and  **CAUTION** procedures by which hazards are to be avoided.

## 1.1 Description

- 1.1.1 The **Airflex**<sup>®</sup> air-actuated VC clutch is specifically designed and manufactured for severe service encountered in grinding mill operations, where high starting loads and sustained slippage would normally lower clutch efficiency and reduce operating life. Constricting action and ventilated construction make high torque capacity and rapid heat dissipation possible.
- 1.1.2 All Airflex VC elements are supplied with long wearing, NON-ASBESTOS friction material.
- 1.1.3 Airflex element assemblies are available for drum diameters from 11.5 inches through 66 inches. The element size designation indicates the nominal drum diameter in inches, the clutch model and the width of the friction material. For example, size ‘38VC1200’ indicates the element operates on a drum having a nominal diameter of 38 inches, is an Airflex ‘VC’ series clutch and has friction material which is 12 inches wide.

- 1.1.4 Where diameter space is limited, or the torque required is greater than a single element can transmit, all sizes of Airflex VC elements can be supplied as dual units.

## 1.2 How It Works

- 1.2.1 Referring to Figures 1 and 2, the neoprene and cord actuating tube is contained within a steel rim which is drilled for mounting to the driving component. As air pressure is applied to the air actuating tube, the tube inflates, forcing the friction shoe assemblies uniformly against the drum, which is attached to the driven component. The friction shoe assemblies, which consist of friction Mocks attached to aluminum backing plates, are guided by torque bars which are secured to side plates. The torque flow is from the driving shaft, through the element mounting component (typically an iron spider), through the rim/side plate structure, through the torque bars to the backing plates and friction material, where the torque is transmitted through the friction couple to the components mounted on the driven shaft (cutch drum and drum mounting component). As actuating air is exhausted, release springs and centrifugal force assure positive disengagement.
  - 1.2.1.1 In some cases, the spider and element assembly may be mounted to the driven shaft rather than the driving shaft. This “reverse-mounted” arrangement is typically used when retrofitting a mill drive and it is more practical to drill the pinion shaft for the air supply rather than the motor shaft. In these cases, the operation and torque flow description is opposite to what is stated above.
  - 1.2.2 For applications where the clutch is mounted on a motor shaft having plain bearings, an axial locking device is used to hold the motor on magnetic center during operation. See Figure 3. Refer to the INSTALLATION section for axial locking device adjustment.
    - 1.2.2.1 Figure 3A illustrates another type of axial locking device called a separation restraint. This device is attached to the clutch rim as shown, with a bronze wear pad which rides against the clutch drum to restrict axial movement.

Note: There is no relative motion between the drum and wear pad when the clutch is fully engaged.

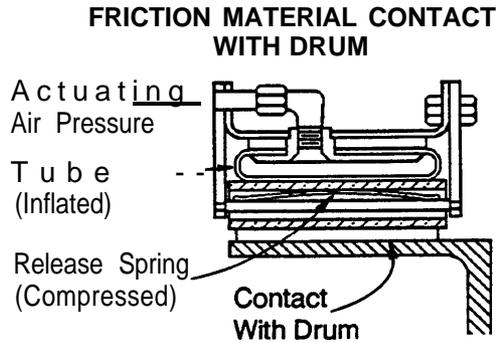
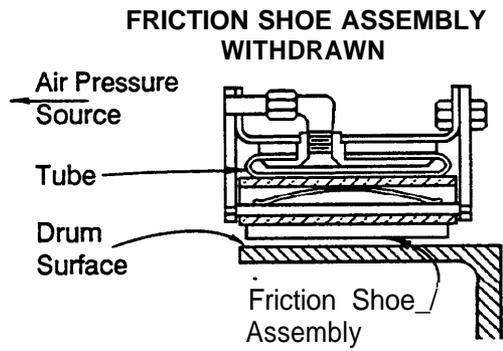
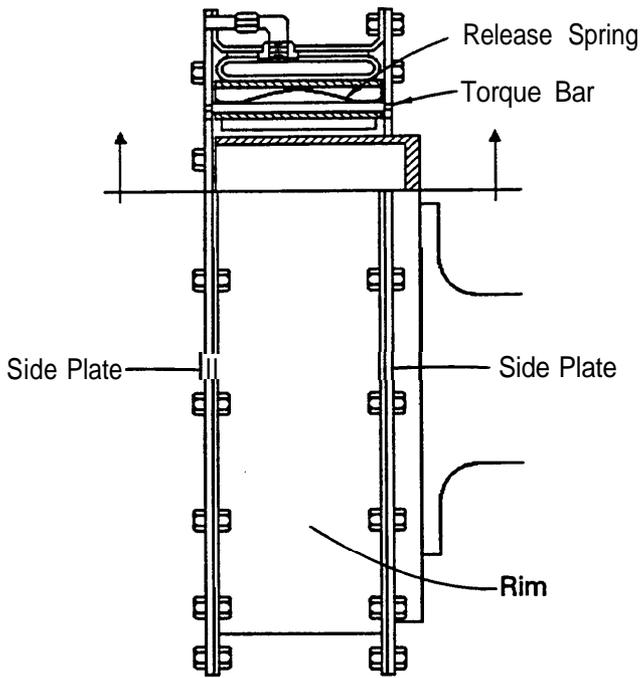


Fig. 2

### 1.3 Clutch Adjustment

1.3.1 Airflex VC clutches are completely self-adjusting and automatically compensate for lining and drum wear. Lubrication is not required. The torque developed is dependent upon rotating speed and applied air pressure. By limiting the applied pressure, the element will act as a torque limiting device and provide overload protection.

1.3.2 To achieve the desired mill acceleration time, a flow control valve is installed in the clutch air supply line and adjusted to restrict air flow to the clutch, while allowing free flow away from the clutch for rapid disengagement. By adjusting the flow, the rate of engagement may be varied. Note that the flow control valve does not regulate air pressure -the supply pressure must always be adequate to transmit the maximum required torque. Refer to the INSTALLATION section of this manual for a recommended air piping configuration and the OPERATION section for flow control valve adjustment

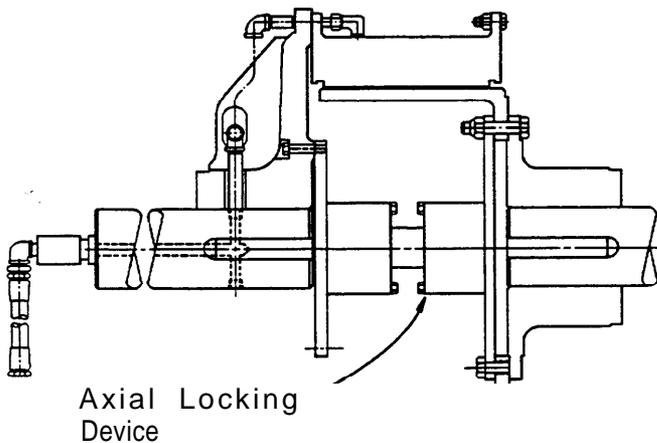


Fig. 3

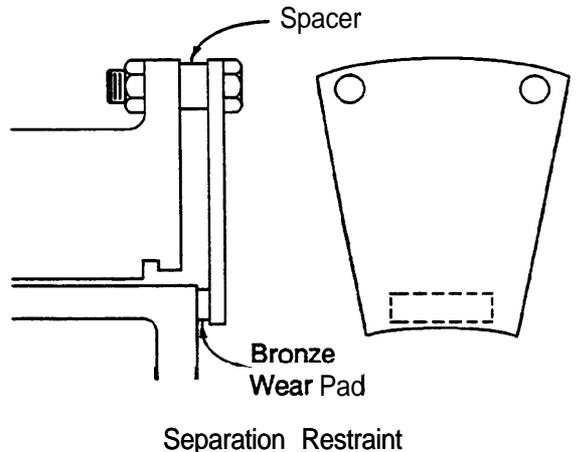
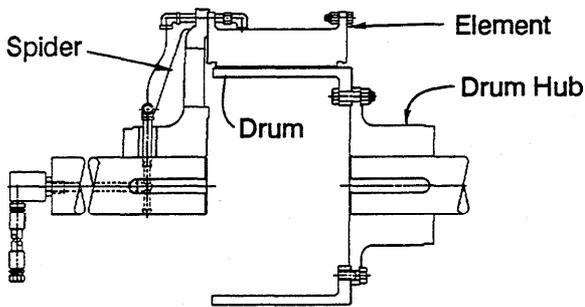
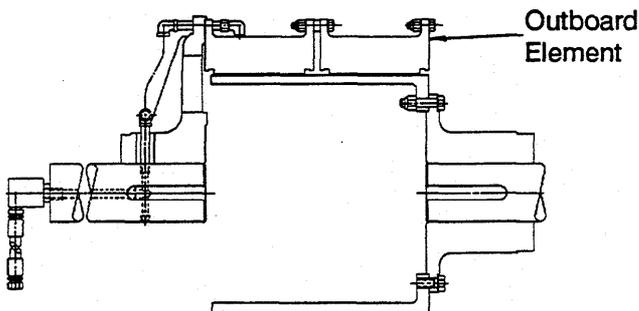


Fig. 3A

## SINGLE NARROW & SINGLE WIDE



## DUAL NARROW



## DUAL WIDE

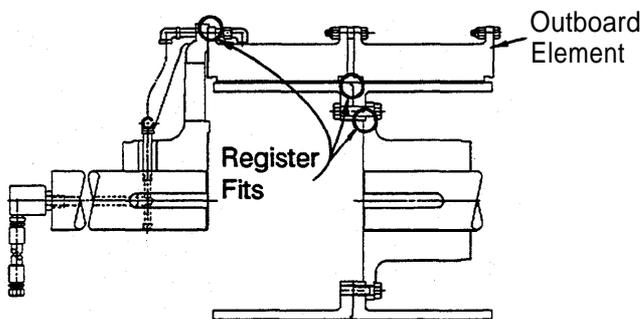


Fig. 4

## 2.0 INSTALLATION

### ! Warning:

Only qualified personnel should install, adjust or repair these units. Faulty workmanship will result in exposure to hazardous conditions or personal injury.

### ! Caution:

Do not inflate the element without having a drum in place. Inflation of the element without a drum in place will result in permanent damage to the element components.

## 2.1 Mounting Arrangements

2.1.1 Airflex VC grinding mill clutch applications are available in single-narrow, single-wide, dual-narrow and dual-wide mounting configurations. See Figure 4. The clutch configuration is determined by the motor horsepower and rpm, the allowable motor overload (per cent rated horsepower) for mill starting, the inertia of the mill and the charge, and the physical space available for the clutch. With the exception of single-narrow arrangements, all clutches can be supplied with axial locking devices.

## 2.2 Mounting Considerations

2.2.1 Shaft alignment must be within the tolerances indicated in the Alignment section of this manual.

### ! Caution:

Operation with shaft misalignment exceeding the limits indicated in this manual will result in accelerated wear of the clutch components.

2.2.2 The element must be protected from contamination from oil, grease or excessive amounts of dust.

### ! Caution:

Oil or grease contamination will result in a reduction of developed torque. Excessive dust contamination may result in incomplete disengagement. Either of these conditions will result in clutch slippage and overheating.

### ! Caution:

All rotating equipment must be guarded to comply with applicable safety standards.

2.2.3 All mounting fasteners must be of the proper size and grade, and torqued to the appropriate value. See Table 1.

### ! Warning:

Use only the proper grade and number of mounting fasteners. Using commercial grade fasteners (Grade 2) in place of Grade 8 fasteners (where called for) may result in failure under load, causing personal injury or equipment damage.

**TABLE 1- FASTENER ASSEMBLY TORQUE**

**SN = SINGLE NARROW**

**SW = SINGLE WIDE**

**DN = DUALNARROW**

**DW = DUAL WIDE**

**L = LUBED TORQUE - FT.-LB. (Nm) (30 WT. MOTOR OIL OR ANTI-SEIZE)**

**D = DRY TORQUE - FT.-LB. (Nm)**

**ELEMENT TO SPIDER/  
SIDE PLATE TO RIM**

SIZE		TORQUE	DRUM TO HUB	TORQUE
SN 11.5VC500	3/8-16NC GR 2	D 15 (20)	1/2-13NC GR 2	D 38 (51)
SN14VC500	1/2-13NC GR 2	D 15 (20)	1/2-13NC GR 2	D 38 (51)
SN16VC600	1/2-13NC GR 2	D 38 (51)	3/4-10NC GR 2	L 93 (126)
SN20VC600	1/2-13NC GR 2	D 38 (51)	3/4-10NC GR 2	L 93 (126)
SN24VC650	5/8-11 NC GR 2	D 77 (104)	3/4-10NC GR 2	L93 (126)
SN28VC650	5/8-11NC GR 2	D 77 (104)	3/4-10NC GR 2	L 93 (126)
SN33VC650	3/4-10 NC GR 2	L93 (126)	3/4- 10NC GR 2	L 93 (126)
SN37VC650	3/4-10NC GR 2	L 93 (126)	3/4-10NC GR 2	L 93 (126)
SN42VC650	3/4-10NC GR 2	L 93 (126)	3/4-10NC GR 2	L 93 (126)
DN 11.5VC500	3/8-16NC GR 2	D 15 (20)	1/2-13NC GR 8	D 109 (148)
DN14VC500	1/2-13NC GR 8	D 87 (118)	1/2-13NC GR 2	D 38 (51)
DN16VC600	1/2-13NC GR 2	D 38 (51)	3/4-10NC GR 8	L 245 (332)
DN20VC600	1/2-13NC GR 8	D 87 (118)	3/4-10NC GR 8	L 211 (286)
DN24VC650	5/8- 11 NC GR 2	D 77 (104)	3/4-10NC GR 2	L 93 (126)
DN28VC650	5/8- 11 NC GR 2	D 77 (104)	3/4-10NC GR 2	L 93 (126)
DN33VC650	3/4-10NC GR 2	L 93 (126)	3/4-10NC GR 2	L 93 (126)
DN37VC650	3/4-10NC GR 2	L 93 (126)	3/4-10NC GR 2	L 93 (126)
DN42VC650	3/4-10NC GR 2	L 93 (126)	3/4-10NC GR 2	L 93 (126)
SW 14VC1000	1/2-13NC GR 2	D 38 (51)	1/2- 13NC GR 8	L 109 (148)
SW 16VC1000	1/2-13NC GR 2	D 38 (51)	3/4-10NC GR 2	L 93 (126)
SW 20VC1000	1/2-13NC GR 2	D 38 (51)	3/4-10NC GR 2	L 93 (126)
SW24VCI000	5/8- 11 NC GR 2	D 77 (104)	3/4- 10NC GR 2	L 93 (126)
SW28VCI000	5/8- 11 NC GR 2	D 77 (104)	3/4-10NC GR 2	L 93 (126)
SW32VCI000	5/8- 11 NC GR 2	D 77 (104)	3/4-10NC GR 2	L 93 (126)
SW38VCI200	3/4-10NC GR 2	L 93 (126)	3/4-10NC GR 2	L 93 (126)
SW42VCI200	3/4-10NC GR 2	L 93 (126)	3/4-10NC GR 2	L 93 (126)
SW46VC1200	7/8-9NC GR 2	L 109 (148)	1-8NC GR 2	L 163 (221)
SW52VC1200	7/8-9NC GR 2	L 109 (148)	1-8NC GR 2	L 163 (221)
SW51VC1600	7/8-9NC GR 2	L 109 (148)	1-8NC GR 2	L 163 (221)
SW60VC1600	1-8NC GR 2	L163(221)	1 1/2-6NC GR 2	L 566 (767)
SW66VC1600	1 1/4-7NC GR 2	L 325 (441)	1 1/2-6NC GR 2	L 566 (767)
DW 16VC1000	1/2-13NC GR 8	D 87 (118)	3/4-10NC GR 8	L 245 (332)
DW20VC1000	1/2-13NC GR 8	D 87 (118)	3/4- 10NC GR 8	L 245 (332)
DW24VC1000	5/8- 11 NC GR 8	D 174 (236)	3/4-10NC GR 8	L 245 (332)
DW28VCI000	5/8- 11 NC GR 8	D 174 (236)	3/4-10NC GR 8	L 245 (332)
DW32VCI000	5/8- 11NC GR 8	D 174 (236)	3/4-10NC GR 8	L 245 (332)
DW38VC1200	3/4-10NC GR 8	L 245 (332)	3/4-10NC GR 8	L 245 (332)
DW42VC1200	3/4-10NC GR 8	L 245 (332)	3/4-10NC GR 8	L 245 (332)
DW46VC1200	7/8-9NC GR 2	L 109 (148)	1-8NC GR 8	L 510 (692)
DW52VC1200	7/8-9NC GR 2	L 109 (148)	1-8NC GR 8	L 510 (692)
DW51VC1600	7/8-9NCGR2	L 163 (221)	1-8NC GR 8	L 510 (692)
DW60VC1600	1-8NC GR 2	L 163 (221)	1 1/2-6NC GR 2	L 566 (767)
DW66VCI600	1 1/4-7NC GR 2	L 325 (441)	1 1/2-6NC GR 2	L 566 (767)

**HEX SIZES (in.)**

SIZE	BOLT	NUT	SIZE	BOLT	NUT	SIZE	BOLT	NUT
3/8NC	9/16	9/16	3/4NC	1-1/8	1-1/16	1-1/4NC	1-7/8	1-13/16
1/2NC	3/4	3/4	7/8NC	1-5/16	1-1/4	1-1/2NC	2-1/4	2-3/16
5/8NC	15/16	15/16	1NC	1-1/2	1-7/16			

## 2.3 Mounting Spider and Drum Hub

- 2.3.1 The spider and drum hub are bored for a press fit onto their respective shafts. The interference is approximately .0005 in. per inch (.0005mm/mm) of shaft diameter.
- 2.3.2 Ensure the shaft is dean and free of nicks or burrs and check the shaft and bore diameters for proper fit. Tap the key into the keyway, making sure it bottoms, and apply a light coat of anti-seizing compound to the shaft and key.
- 2.3.3 Heat the drum hub or spider uniformly to 250°F (121°C) to expand the bore.



### Caution:

It is recommended the drum hub or spider be heated in oil or an oven; however, torches may be used. Use several with "rosebud" (broad-flame) tips and keep them moving to avoid "hot spots". Check bore temperature frequently to avoid overheating.

- 2.3.4 Slide the heated drum hub or spider onto the shaft. Hold in position and allow to cool.

## 2.4 Shaft Alignment

### Parallel Alignment Tolerance (Offset):

Not to exceed 0.010 inch (.254mm) Total Indicator Reading (0.005 in. (.127mm) maximum offset).

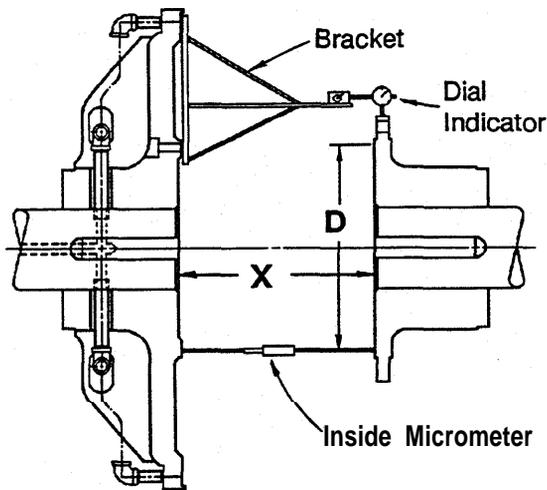


Fig. 5

### Angular Alignment Tolerance (Gap):

Not to exceed 0.0005 inch per inch (.0005mm/mm) diameter at which readings are taken ("D" on Fig. 5).

Note: The alignment procedure described below has been used successfully on many VC grinding mill clutch applications. Other procedures, of course, may be used; however, the alignment tolerances are the same regardless of the technique used.

- 2.4.1 Foundations must be set so distance "X", shown on Figure 5 (or the appropriate drawing for non-standard applications), is established. If the clutch is mounted on a shaft having plain bearings, make sure the shaft is centered within the bearings when establishing the "X" dimension. Refer to Table 2 for appropriate "X" dimensions.

TABLE 2 - "X" DIMENSIONS (FIG. 5)

SIZE	"X" in. (mm)	SIZE	"X" in. (mm)	SIZE	"X" in. (mm)	SIZE	"X" in. (mm)
SN11.5VC500	6.750 (171.5)	DN 11.5VC500	13.375 (339.7)	SW14VC1000	11.875 (301.6)	DW16VC1000	12.750 (323.9)
SN14VC500	6.812 (173.0)	DN 14VC500	13.438 (341.3)	SW16VC1000	11.875 (301.6)	DW20VC1000	12.750 (323.9)
SN16VC600	8.062 (204.8)	DN16VC600	15.938 (404.8)	SW20VC1000	11.875 (301.6)	DW24VC1000	12.750 (323.9)
SN20VC600	8.062 (204.8)	DN20VC600	15.938 (404.8)	SW24VC1000	11.875 (301.6)	DW28VC1000	12.750 (323.9)
SN24VC650	8.562 (217.5)	DN24VC650	16.688 (423.9)	SW28VC1000	11.875 (301.6)	DW32VC1000	12.812 (325.4)
SN28VC650	8.562 (217.5)	DN28VC650	16.688 (423.9)	SW32VC1000	11.938 (303.2)	DW38VC1200	15.000 (381.0)
SN33VC650	8.562 (217.5)	DN33VC650	16.750 (425.5)	SW38VC1200	14.125 (356.7)	DW42VC1200	15.125 (384.2)
SN37VC650	8.562 (217.5)	DN37VC650	16.750 (425.5)	SW42VC1200	14.125 (358.7)	DW46VC1200	15.250 (387.4)
SN42VC650	8.562 (217.5)	DN42VC650	16.750 (425.5)	SW46VC1200	14.125 (358.7)	DW52VC1200	15.750 (400.0)
				SW52VC1200	14.625 (371.5)	DW51VC1600	20.000 (508.0)
				SW51VC1600	18.875 (479.4)	DW60VC1600	20.375 (517.5)
				SW60VC1600	18.750 (476.31)	DW66VC1600	22.000 (558.8)
				SW66VC1600	20.500 (520.7)		

Note: It is presumed that one of the shafts has been properly located and anchored. When setting and aligning the grinding mill drive components, always work from the pinion back to the motor.

- 2.4.2 Fabricate a rigid bracket for supporting a dial indicator and attach to the spider. See Figure 5.
- 2.4.3 Thoroughly clean the flange O.D. and the face of the drum hub where alignment readings are to be taken.
- 2.4.4 Rotate the spider and take parallel alignment readings off the drum hub flange O.D. If both shafts can be rotated together, the alignment readings are less influenced by any surface irregularities.

Note: On reverse-mounted clutches where only one shaft can be rotated, the indicator is attached to the drum hub and readings are taken off of the spider O.D.

**! Caution:**

**When recording parallel alignment readings, "sag" of the indicator/indicator bracket must be accounted for.**

- 2.4.5 Angular alignment readings can be made by accurately measuring the gap between the spider and drum hub faces with an inside micrometer. If a dial indicator is used, make sure to monitor and correct for any axial movement of the shaft. To reduce the influence any surface irregularities may have on the angular alignment readings, index the spider 90 degrees after taking the initial set of readings. Take an additional set of readings and index the spider another 90 degrees. Continue in this manner until four sets of readings have been taken. For misalignment correction, use the average of the four readings at each position.

- 2.4.6 Shim and shift the base of the movable shaft to correct the misalignment. After tightening the base, recheck the alignment and correct if necessary. Make sure to check for a "soft foot" condition. Dowel or chock into position after satisfactory alignment has been achieved.

Note: On some applications, thermal growth of the mill or gear reducer (if present) may result in unacceptable shaft alignment in a running condition. It is always good practice to make a "hot alignment" check and t-e-shim if necessary.

## 2.5 Axial Locking Device Adjustment

- 2.5.1 If the "X" dimension shown on Table 2 could not be achieved within +/- .250" (6.4mm), the axial locking device has a provision to accommodate this variation.
- 2.5.2 Position the motor shaft on its magnetic center and measure the gap between the faces of the drum hub and spider ("X" dimension on Table 2). The difference between this measured dimension and the value shown on Table 2 is the amount of correction to be made with adjustment of the axial locking device.
- 2.5.3 Referring to Figure 6, the overall length of the axial locking device can be adjusted by relocating shims (11,16) from one side of a bearing to another.

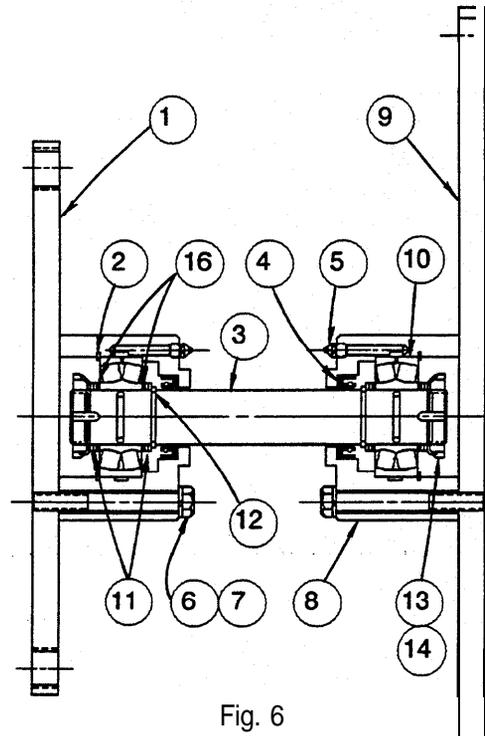


Fig. 6

- 2.5.3.1 Remove four hex head screws and lockwashers (6,7) from the bearing housing (8) and adapter plate (1 or 9).
- 2.5.3.2 Remove the snap ring (2) from the bearing housing.
- 2.5.3.3 After ensuring the shaft (3) is clean and free of foreign matter, nicks or burrs in the area between the two bearing housings, slide the bearing housing assembly toward the opposite bearing housing assembly to expose the bearing/spacer assembly (10,11,16).

2.5.3.4 Remove the bearing locknut and lockwasher (13,14) from the shaft

2.5.3.5 The assembled length of the axial locking device is established by the location of the bearings with respect to the shaft. The assembled length can therefore be adjusted by moving spacers from one side of the bearing to the other. Two thicknesses of spacers are included in each assembly (.025"(.6mm) and .098"(2.5mm)). After making the appropriate assembled length adjustment, reassemble, making sure the thinner spacers are against the bearing.

2.5.3.6 Tighten the locknut sufficiently to take up all axial clearance in the bearing/spacer/snap ring assembly.

2.5.3.7 Slide the housing back over the bearing and install the snap ring.

2.5.3.8 Secure and tighten the bearing housing to the adapter plate using four hex head screws and lockwashers. Tighten the screws to 35 ft.-lb. (47Nm).

2.5.3.9 After completing assembly, lubricate both bearings with No. 2 EP grease.

## 2.6 Installation of Element and Drum (Narrow, Dual Narrow and Single Wide)

2.6.1 Note the orientation of the drum flange with respect to the air connection(s) on the element and slide the drum into the element

2.6.2 Attach the axial locking device (if required) to the drum flange with the appropriate screws and lockwashers. There are tapped holes in the drum flange to accept the screws.

2.6.3 Separate the shafts as far as the bearing clearances will allow and hoist the element/drum (/axial locking device) into position. If an axial locking device is used, take special care when hoisting the element between the shafts. The axial locking device mounting plate binds easily against the spider face.

2.6.4 Attach the drum to the drum hub with the appropriate fasteners. See Table 1. Make sure the bore in the drum flange fully engages the pilot on the drum hub.

2.6.5 Install the air connection gaskets onto the air tubes. The metal backup washer is to be positioned toward the elbow (away from the spider). See Figure 7.

Note: Some older elements use a flanged air connection tube and a thin gasket See Table 3 for correct part numbers.

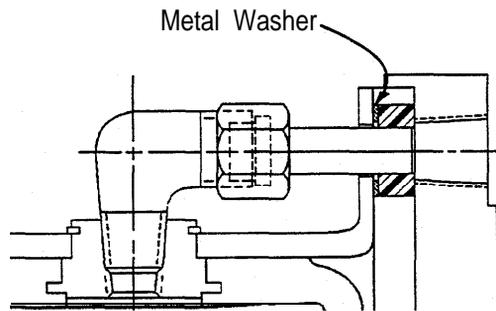


Fig. 7

2.6.6 Align the element air connections with the passages in the spider and attach the element to the spider with the appropriate fasteners. See Table 1. Make sure the element fully engages the register in the spider.

2.6.7 Attach the axial locking device (if required) mounting plate to the spider with the appropriate screws and lockwashers. Rotate the motor shaft and push the spider toward the mill until the axial locking device mounting plate is flush against the spider face. Tighten the screws.



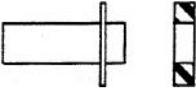
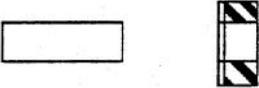
**Do not attempt to pull the motor shaft back onto magnetic center by tightening the axial locking device mounting screws. To do so will damage the axial locking device.**

## 2.7 Installation of Element and Drums (Dual Wide)

2.7.1 Separate the shafts as far as the bearing clearances will allow.

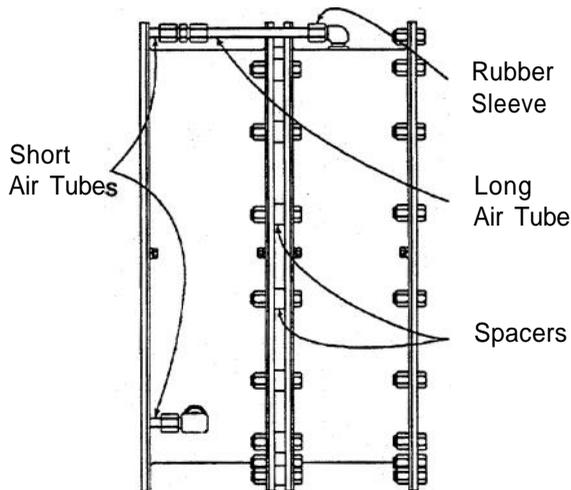
2.7.2 Attach the drum having the female register on the drum flange to the drum hub with short screws and lockwashers. There are tapped holes in the drum flange to accept the screws. Make sure the bore in the drum flange fully engages the pilot on the drum hub. See Figure 4.

**TABLE 3 - AIR CONNECTIONS FOR VC ELEMENTS**

OLD METHOD			CURRENT METHOD		
					
(FLANGED TUBE)			(STRAIGHT TUBE)		
SIZE	AIR TUBE	WASHER	AIR TUBE	WASHER	
11.5VC500	201402	72x15	412178-02	412324-01	
14VC500	201302	72x11	412178-03	412324-02	
16VC600	201302	72x11	412178-03	412324-02	
20VC600	201302	72x11	412178-03	412324-02	
24VC650	201286	72x12	412178-05	412324-03	
28VC650	201286	72x12	412178-05	412324-03	
33VC650	201284	72x13	412178-06	412324-04	
37VC650	201284	72x13	412178-08	412324-04	
42VC650	201284	72x13	412178-06	412324-04	
14VC1000	201302	72x11	412178-03	412324-02	
16VC1000	202408	72x11	412178-03	412324-02	
20VC1000	201302	72x11	412178-03	412324-02	
24VC1000	201286	72x12	412178-05	412324-03	
28VC1000	201286	72x12	412178-05	412324-03	
32VC1000	201286	72x12	412178-05	412324-03	
38VC1200	201284	72x13	412178-06	412324-04	
42VC1200	201284	72x13	412178-06	412324-04	
46VC1200	202081	72x13	412178-07	412324-04	
52VC1200	202751	72x14	412178-08	412324-05	
51VC1600	304213	72x14	412178-09	412324-05	
60VC1600	304213	72x14	412178-18	412324-06	
66VC1600	-	-	412178-04	412324-06	

- 2.7.3 Disassemble the dual element into two halves and, noting the orientation of the air connections, place the element onto the drum installed in 2.7.2.
- 2.7.4 Noting the orientation of the flange on the remaining drum with respect to tie air connections on the remaining element, slide the drum into the element
- 2.7.5 Attach the axial locking device (if required) to the flange of the remaining drum with the appropriate short screws and lockwashers. There are tapped holes in the drum to accept the screws.
- 2.7.6 Hoist the element/drum (/axial locking device) into position, align the tapped holes in the drum having the male pilot with the tapped holes in the drum attached to the drum hub, and attach both drums to the drum hub with the appropriate fasteners. See Table 1. Make sure the male pilot fully engages the female register. If an axial locking device is used, take special care when hoisting the element between the shafts. The axial locking device mounting plate binds easily against the spider face.
- 2.7.7 Align the air connections and reassemble the element halves, making sure the spacers are in place between the elements. See Figure 8.

- 2.7.8 Reassemble the air connection tubes. If an elbow has been removed, use a good quality pipe sealant on the threads. See Figure 8.
- Note: The elbow assemblies on the outboard element (farthest from the spider) use rubber compression sleeves. Make sure the sleeves are securely on the long air tubes.
- 2.7.9 Install the air connection gaskets onto the air tubes. The metal backup washer is to be positioned toward the elbow (away from the spider). See Figure 7.



**Fig. 8**

2.7.10 Align the element air connections with the corresponding passages in the spider and attach the element to the spider with the appropriate fasteners. See Table 1. Make sure the element fully engages the register in the spider.

2.7.11 Attach the axial locking device (if required) mounting plate to the spider with the appropriate screws and lo&washers. Rotate the motor shaft and push the spider toward the mill until the axial locking device mounting plate is flush against the spider face. Tighten the screws.

 **Caution:**

**Do not attempt to pull the motor shaft back onto magnetic center by tightening the axial locking device mounting screws. To do so will damage the axial locking device.**

## 2.8 Air Control System

2.8.1 A typical air control system is shown on Figure 9. Since operating characteristics vary from one grinding mill to another, following are some general guidelines for installing the air controls.

2.8.1.1 The air receiver tank must be located as close to the rotors& as possible (within five feet) for consistent clutch response. See Figure 10 for the appropriate air receiver tank size.

Note: Figures 9 and 10 are also available as a single-page, in an 11" x 17" format. Request Airflex Form CP3090.

2.8.1.2 Use full size piping and valves consistent with the rotorseal size and keep the number of elbows to a minimum.

2.8.1.3 Use poppet-type solenoid valves. Spool valves are not recommended.

2.8.1.4 An air line lubricator is not required for the clutch element; however, if one is used, it must be a non-adjustable, mist-type.

2.8.1.5 Make sure the flow control valve is installed with free flow (indicated by an arrow on the valve body) away from the clutch (free flow to exhaust).

2.8.1.6 The final connection to the rotorseal MUST be made with flexible hose and place no radial load upon the rotorseal. Also, if the rotorseal is mounted onto the end of a motor shaft, an insulating

coupling must be installed between the piping and the rotorseal.

 **Caution:**

**Do not use rigid pipe at the connection to the rotorseal. Rigid piping will result in excessive loads on the rotorseal bearings, shortening life.**

## 2.9 Electrical Controls

2.9.1 The basic Airflex grinding mill clutch control is shown on Figure 11. This control provides run, inch and timed inch features only. Timed inch creates a delay between successive clutch engagements when spotting the mill to prevent clutch overheating and damage. Other control features, such as clutch slip detection, can be provided as required. Contact Airflex for details. Note: Figure 11 is available as a single page in an 11" x 17" format. Request Airflex Form CP3089.

## 3.0 OPERATION

 **Warning:**

**Exceeding the operating limits described in this section may result in personal injury or equipment damage.**

### 3.1 Torque, RPM and Pressure Limits

3.1.1 The developed torque is directly proportional to the applied air pressure. If the developed torque seems inadequate, check for oil, grease or dust contamination.

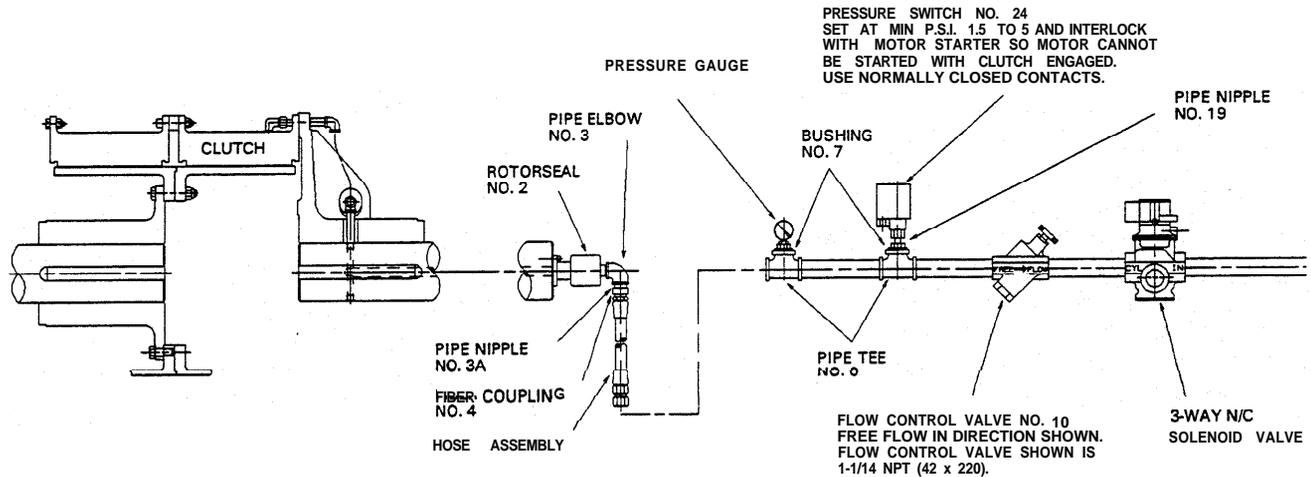
 **Caution:**

**Maximum applied air pressure is 125 psig (8.5 bar). Operation at pressures exceeding 125 psig may result in damage to the clutch element Airflex grinding mill clutches typically require only 100 psig (6.8 bar) operating pressure.**

 **Caution:**

**The non-asbestos friction material used in Airflex VC units may not develop rated torque initially, as a short Wear-in" period is required. It is very important that the first few mill starts be monitored to prevent excessive heat generated from slippage.**

**FIG. 9 - AIR PIPING DIAGRAM FOR GRINDING MILLS**  
**REF.: CP3090**



NOTE: LOCATE COMPLETE AIR TANK WITHIN 5 FEET OF THE ROTORSEAL. CONSULT FACTORY WHEN LOCATING AIR TANK AT GREATER DISTANCES.

NOTE: ALL PIPE NOT IDENTIFIED WITH AIRFLEX PART NUMBERS ARE TO BE FURNISHED BY CUSTOMER.

	1	1A	ROTORSEAL GROUP	2		3	3A	4	5		AIR GROUP	6	7	8							
				ROTORSEAL					90° PIPE ELBOW	PIPE NIPPLE					FIBER COUPLING	HOSE UNIT	HOSE END	BILL OF MATERIAL	PIPE TEE	PIPE BUSHING	PRESSURE GAUGE
				SIZE	PARTS LIST																
S I N G L E	11.5VC500 14VC500 16VC600	1/2	104921	B3	145106AX	*	70 x 20	153 x 263	318 x 3	1/4	105248	161 x 2	N.R.	40 x 1							
	20VC600 24VC650 28VC650	1/2	104907	C2	145107AA	N.R.	70 x 64	153 x 263	318 x 2	1/2	105248A	161 x 2	N.R.	40 x 1							
	33VC650 37VC650 42VC650	3/4	104908	3/4RH	145487K	78 x 9	70 x 117	153 x 264	318 x 4	3/4	105248B	126 x 6	85 x 13	40 x 1							
D U A L	11.5VC500 14VC500 16VC600 20VC600	1/2	104907	C2	145107AA	N.R.	70 x 64	153 x 263	318 x 2	1/2	105248A	161 x 2	N.R.	40 x 1							
	24VC650 28VC650	3/4	104908	3/4RH	145487K	78 x 9	70 x 117	153 x 264	318 x 4	3/4	105248B	126 x 6	85 x 13	40 x 1							
	33VC650 37VC650	1	104909	1"RH	145488K	78 x 11	70 x 97	153 x 267	250 x 20	1"	105248C	126 x 5	84 x 11	40 x 1							
	42VC650	1-1/4	104910	1-1/4RH	145489K	78 x 13	70 x 234	153 x 265	250 x 37 <sup>a</sup>	1-1/4	105248D	161 x 16	84 x 11	40 x 1							
S I N G L E	14VC1000 16VC1000 20VC1000	1/2	104907	C2	145107AA	N.R.	70 x 64	153 x 263	318 x 2	1/2	105248A	161 x 2	N.R.	40 x 1							
	24VC1000 28VC1000	3/4	104908	3/4RH	145487K	78 x 9	70 x 117	153 x 264	318 x 4	3/4	105248B	126 x 6	85 x 13	40 x 1							
	32VC1000	1	104909	1"RH	145488K	78 x 11	70 x 97	153 x 267	250 x 20	1"	105248C	126 x 5	84 x 11	40 x 1							
	38VC1200 42VC1200	1-1/4	104910	1-1/4RH	145489K	78 x 13	70 x 234	153 x 265	250 x 37 <sup>a</sup>	1-1/4	105248D	161 x 16	84 x 11	40 x 1							
	46VC1200 52VC1200	1-1/2	105519	1-1/2RH	145461K	78 x 14	70 x 235	153 x 266	250 x 38 <sup>b</sup>	1-1/2	105248E	126 x 7	84 x 19	40 x 1							
	51VC1600 60VC1600 66VC1600	1-1/2	105519	1-1/2RH	145461K	78 x 14	70 x 235	153 x 266	250 x 38 <sup>b</sup>	1-1/2	105248AP	126 x 7	84 x 19	40 x 1							
D U A L	16VC1000	3/4	104908	3/4RH	145487K	78 x 9	70 x 117	153 x 264	318 x 4	3/4	105248B	126 x 6	85 x 13	40 x 1							
	20VC1000 24VC1000	1	104909	1"RH	145488K	78 x 11	70 x 97	153 x 267	250 x 20	1"	105248C	126 x 5	84 x 11	40 x 1							
	28VC1000 32VC1000	1-1/4	104910	1-1/4RH	145489K	78 x 13	70 x 234	153 x 265	250 x 37 <sup>a</sup>	1-1/4	105248D	161 x 16	84 x 11	40 x 1							
	38VC1200	1-1/2	105519	1-1/2RH	145461K	78 x 14	70 x 235	153 x 266	250 x 38 <sup>b</sup>	1-1/2	105248E	126 x 7	84 x 19	40 x 1							
	42VC1200 46VC1200	1-1/2	105519	1-1/2RH	145461K	78 x 14	70 x 235	153 x 266	250 x 38 <sup>b</sup>	1-1/2	105248AP	126 x 7	84 x 19	40 x 1							
	52VC1200 51VC1600 60VC1600 66VC1600	1-1/2	105519	1-1/2RH	145461K	78 x 14	70 x 235	153 x 266	250 x 38 <sup>b</sup>	1-1/2	105248AQ	126 x 7	84 x 19	40 x 1							

\* TWO 85 x 3 PIPE BUSHINGS AND ONE 70 x 20 PIPE NIPPLE USED INSTEAD.

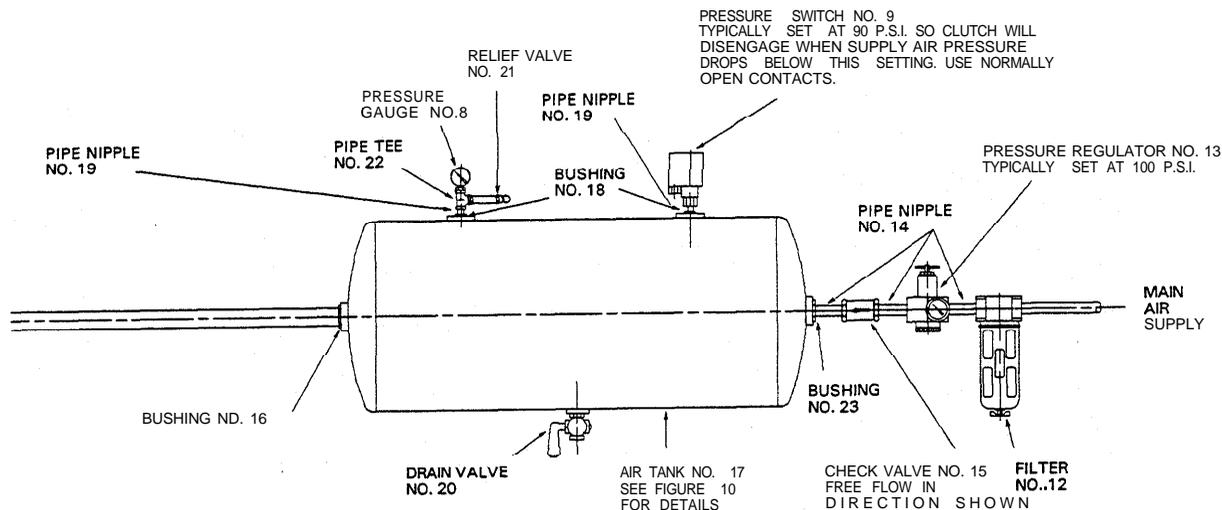
N.R. = NOT REQUIRED

<sup>a</sup> WAS 250 X 6 PRIOR TO APRIL, 1995

<sup>b</sup> WAS 250 X 7 PRIOR TO APRIL, 1995

SEE TABLE 10 FOR VENDOR PART NUMBERS

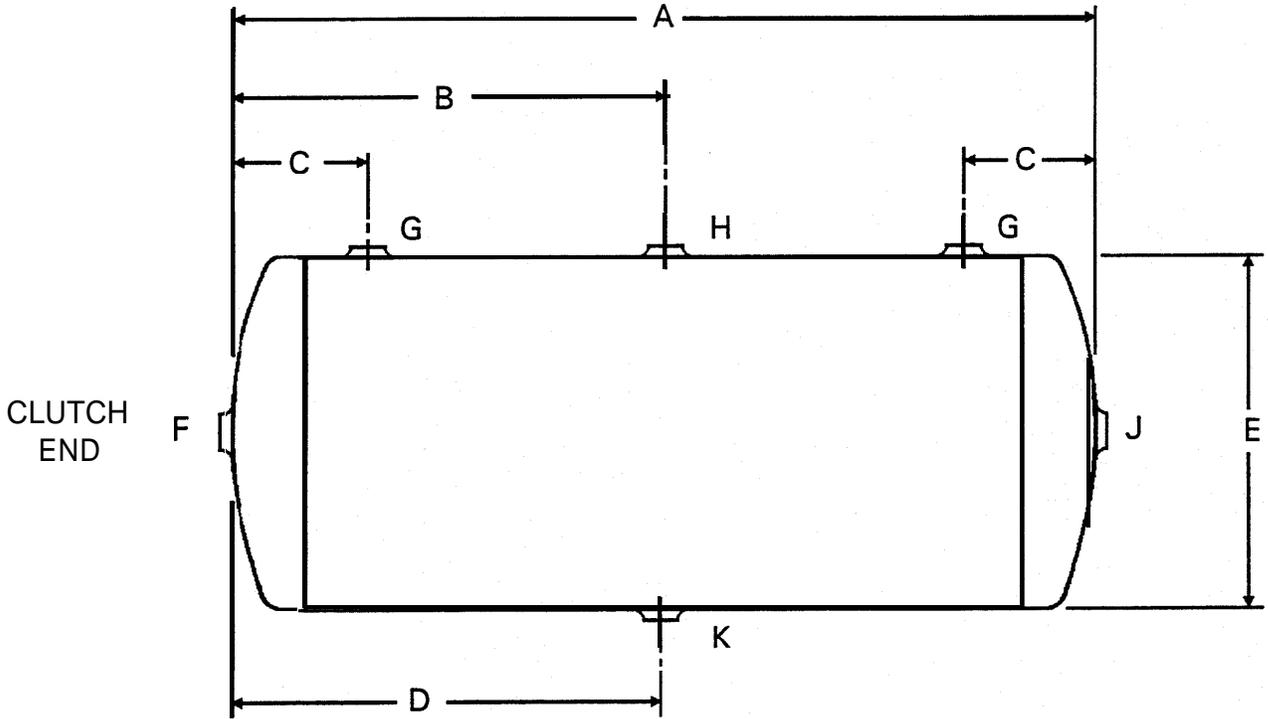
**FIG. 9 - AIR PIPING DIAGRAM FOR GRINDING MILLS (CONTINUED)**  
REF.: CP3090



9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PRESSURE SWITCH	FLOW CONTROL VALVE	SOLENOID VALVE	AIR FILTER	PRESSURE REGULATOR	PIPE NIPPLE	CHECK VALVE	PIPE BUSHING	AIR TANK	PIPE BUSHING	PIPE NIPPLE	DRAIN VALVE	RELIEF VALVE	PIPE TEE	PIPE BUSHING	PRESSURE SWITCH
219206-28	42 x 223	63 x 368	364 x 1	365 x 2	70 x 169	42 x 243	85 x 4	156 x 4	85 x 13	70 x 205	42 x 79	153 x 705	126 x 2	85 x 4	219206-27
219206-28	42 x 223	63 x 368	364 x 1	365 x 2	70 x 169	42 x 243	84 x 7	156 x 2	85 x 13	70 x 205	42 x 79	153 x 705	126 x 2	84 x 7	219206-27
219206-28	42 x 224	63 x 438	364 x 2	365 x 3	70 x 203	42 x 244	84 x 10	156 x 2	85 x 13	70 x 205	42 x 79	153 x 705	126 x 2	84 x 10	219206-27
219206-28	42 x 223	63 x 368	364 x 1	365 x 2	70 x 169	42 x 243	84 x 7	156 x 2	85 x 13	70 x 205	42 x 79	153 x 705	126 x 2	84 x 7	219206-27
219206-28	42 x 224	63 x 438	364 x 2	365 x 3	70 x 203	42 x 244	84 x 10	156 x 2	85 x 13	70 x 205	42 x 79	153 x 705	126 x 2	84 x 10	219206-27
219206-28	42 x 215	63 x 439	364 x 3	365 x 4	70 x 204	42 x 245	84 x 12	156 x 5	85 x 13	70 x 205	42 x 79	153 x 705	126 x 2	84 x 12	219206-27
219206-28	42 x 220	63 x 440	364 x 3	365 x 4	70 x 204	42 x 245	84 x 14	156 x 5	85 x 13	70 x 205	42 x 79	153 x 705	126 x 2	84 x 12	219206-27
219206-28	42 x 223	63 x 368	364 x 1	365 x 2	70 x 169	42 x 243	84 x 7	156 x 2	85 x 13	70 x 205	42 x 79	153 x 705	126 x 2	84 x 7	219206-27
219206-28	42 x 224	63 x 438	364 x 2	365 x 3	70 x 203	42 x 244	84 x 10	156 x 2	85 x 13	70 x 205	42 x 79	153 x 705	126 x 2	84 x 10	219206-27
219206-28	42 x 215	63 x 439	364 x 3	365 x 4	70 x 204	42 x 245	84 x 12	156 x 5	85 x 13	70 x 205	42 x 79	153 x 705	126 x 2	84 x 12	219206-27
219206-28	42 x 220	63 x 440	364 x 3	365 x 4	70 x 204	42 x 245	84 x 14	156 x 5	85 x 13	70 x 205	42 x 79	153 x 705	126 x 2	84 x 12	219206-27
219206-28	42 x 231	63 x 441	364 x 3	365 x 4	70 x 204	42 x 245	84 x 20	156 x 5	85 x 13	70 x 205	42 x 79	153 x 705	126 x 2	84 x 12	219206-27
219206-28	42 x 231	63 x 441	364 x 3	365 x 4	70 x 204	42 x 245	84 x 20	156 x 11	84 x 21	70 x 205	42 x 79 <sup>+</sup>	153 x 705	N.R.	N.R.	219206-27
219206-28	42 x 224	63 x 438	364 x 2	365 x 3	70 x 203	42 x 244	84 x 10	156 x 2	85 x 13	70 x 205	42 x 79	153 x 705	126 x 2	84 x 10	219206-27
219206-28	42 x 215	63 x 439	364 x 3	365 x 4	70 x 204	42 x 245	84 x 12	156 x 5	85 x 13	70 x 205	42 x 79	153 x 705	126 x 2	84 x 12	219206-27
219206-28	42 x 220	63 x 440	364 x 3	365 x 4	70 x 204	42 x 245	84 x 14	156 x 5	85 x 13	70 x 205	42 x 79	153 x 705	126 x 2	84 x 12	219206-27
219206-28	42 x 231	63 x 441	364 x 3	365 x 4	70 x 204	42 x 245	84 x 20	156 x 5	85 x 13	70 x 205	42 x 79	153 x 705	126 x 2	84 x 12	219206-27
219206-28	42 x 231	63 x 441	364 x 3	365 x 4	70 x 204	42 x 245	84 x 20	156 x 11	84 x 21	70 x 205	42 x 79 <sup>+</sup>	153 x 705	N.R.	N.R.	219206-27
219206-28	42 x 231	63 x 441	364 x 3	365 x 4	70 x 204	42 x 245	84 x 20	156 x 12	84 x 21	70 x 205	42 x 79 <sup>+</sup>	153 x 705	N.R.	N.R.	219206-27

+ REQUIRES REDUCING BUSHING 85 X 4

**FIGURE 10 - AIR TANK (ITEM NO. 17)**  
REF.: CP3090



Airflex Part No.	Dimensions (Inches)					National Pipe Tap					Volume	
	A	B	C	D	E	F	G	H	J	K	ft <sup>3</sup>	Gallon
156x2	38	N/A	10	19	16	2	3/4	N/A	2	1/2	4	30
156x4	24	N/A	6	12	10	3/4	3/4	N/A	3/4	1/2	1	8
156x5	48	N/A	12	24	20	2	3/4	N/A	2	1/2	8	60
156x 11	70	35	10	10	24	2	2	2	1	3/4	18	135
156x12	84	42	11-1/2	11-1/2	30	2	2	2	1	3/4	34	255

N/A = Not Applicable

NOTE: Tanks are constructed in accordance the the Unfired Pressure Vessels Section VIII of the ASME Code. Maximum working pressure 125 PSI.

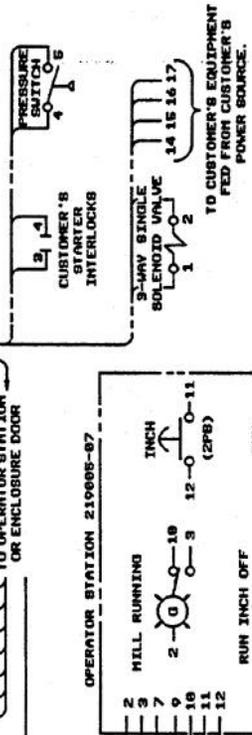
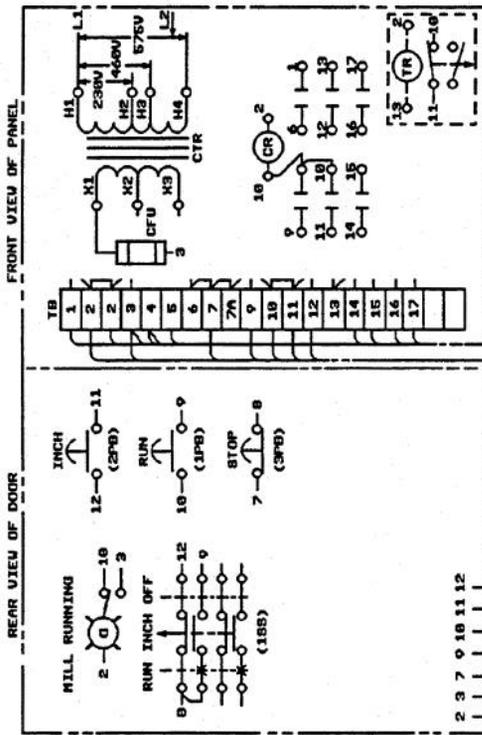
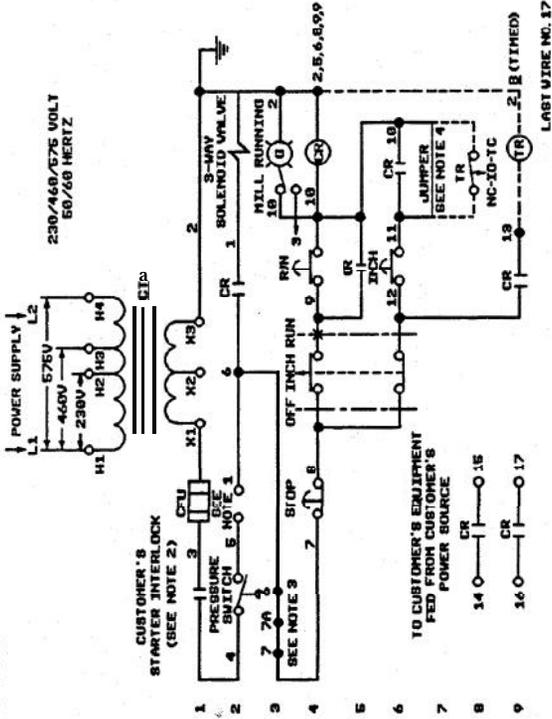
On special order, tanks can be constructed to comply with the requirements of any regulatory body.

**TABLE 10 (CONTINUED)**  
**AIRFLEX/VENDOR COMPONENT CROSS REFERENCE**

ITEM NO.	DESCRIPTION	VENDOR	VENDOR PART NO.	AIRFLEX PART NO.
4	FIBER COUPLING	O.Z. GEDNEY	I.C.C.50	153x263
			I.C.C.75	153x264
			ICC.1 25	153x265
			I.C.C.150	153x266
			I.C.C.100	153x267
5	HOSE	STRATOFLEX INC.	211R10-PM20-AS20-16 + 1016-20-20B	250x 6
			21 1R24-PM-AS24-15 1/8 + 1016-24-24B	250x7
			211R16-PM16-JS16-15 1/2 + 1015-16-16SI	250 x 20
			211 R10-PM20-AS20-24 + 1016-20-20B	250X37
			211 R24-PM-AS24-30 + 1016-24-24B	250x38
			223R10-PM8-AS10-12 + 1014-8-10	318x2
			223R8-PM6-AS8-12 + 1014-6-8	318x3
			223R12-PM12-AS12-15 + 1014-12-12	318x4
8	PRESSURE GAUGE	C.A. NORNGREN CO.	18-013-085-S	40x1
9	PRESSURE SWITCH	SQUARE "D" CO.	9012 GAW-5-K1	219206-28
10	FLOW CONTROL VALVE	ROSS OPERATING VALVE CO.	1968A7007	4 2 x 2 2 0
		WABCO/AMERICAN STANDARD	P-54986	42x215
			P-53010-2	42x223
			P-5501 0	42x224
		SCHRADER BELLOWS DIV.	3250-I 500	42x231
11	SOLENOID VALVE	SCHRADER BELLOWS DIV.	N355-41-048-53	63x368
			N355-61-048-53	63x438
			N365-71-048-53	63x439
			N365-81-048-53	63X440
			N365-91-048-53	63x441
12	AIR FILTER	C.A. NORNGREN CO.	F12-400-M3PA	364x1
			F17-600-M3DA	364x2
			F17-800-M3DA	364x3
13	PRESSURE REGULATOR	C.A. NORNGREN CO.	R12-401-RGLA-S	365x2
			R17-601-RGLA-S	365x3
			R17-801-RGLA-S	365x4
15	CHECK VALVE	TELEDYNE REPUBLIC MFG.	483-1/2-B-1-1	42x243
			483-3/4-B-1-1	42x244
			483-I-B-I-I	42x245
20	DRAIN VALVE	ESSEX BRASS	#15	42x79
21	RELIEF VALVE	F.C. KINGSTON CO.	FIG. 112C x 1/4 AT 125	153x705
24	PRESSURE SWITCH	SQUARE "D" CO.	9012 GAW-4-K1	219206-27

FIGURE 11 - WIRING DIAGRAM FOR GRINDING MILL CONTROL PANEL

REF.: CP3089 & LA-9811



NOTES:

1. Connect additional pressure switch contacts and/or other interlocking contacts in series between terminals 5 and 6.
2. Connect auxiliary contact of main motor starter between terminal 3 and 4.
3. If additional stop pushbuttons are required, remove jumper between 7 and 7A on terminal board and connect in series.
4. If timed inching is used, remove jumper wire from wire # 10 to wire # 11 on terminal board, and wire as shown per dotted lines.

EQUIPMENT LIST			
SYM	DESCRIPTION	VENDOR PART NO.	AIRFLEX PART NO.
CTR	Transformer	G.E. 9T58B65	219600-06
CR	Control Relay	C-H D26MR60A	---
TR	Timing Relay	C-H D80ND1A	---
1SS	Off-Inch-Run	C-H 10250T-152-2-7-T1-T1	219103-15
1PB	Run	C-H 10250T-30B-S36	219103-11
2PB	Inch	C-H 10250T-30B-S18	219104-12
3PB	Stop	C-H 10250T-31R-S36	219102-10
CFU	Fuse	BUSS FRN 1.6	219601-11
G	Light	C-H 10250T-74G-S36	219205-24
TB	Terminal Board	GE. CR151-D21720	219803-04

ELECTRICAL CONTROL EQUIPMENT		
BILL OF MAT'L.	PANEL NO.	REMARKS
	209811-01	Std. Panel w/PB's, Selector, Light in Door
105448	209811-02	Std. Panel w/219005-07 Operator Station
105449	209811-03	Timed Inching Panel w/PB's, Selector, Light in Door
	209811-04	Timed Inching Panel w/219005-07 Operator Station
	209811-05	Std. Panel (Similar to 209811-02 Except NEMA 4 Encl.)
	209811-15	Std. Panel w/Extra Terminals and NEMA 12 Encl.

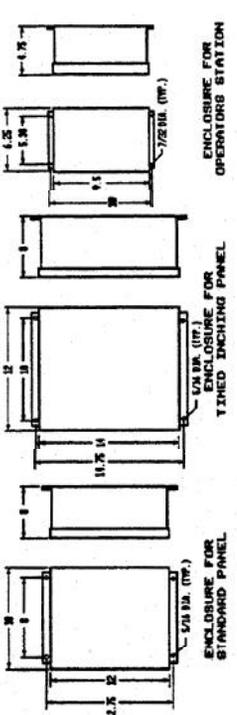


TABLE 4 - MAXIMUM SAFE OPERATING SPEEDS

Size (Narrow)	Maximum RPM	Size (Narrow)	Maximum RPM	Size (Wide)	Maximum RPM	Size (Wide)	Maximum RPM
11.5VC500	1800	28VC650	1000	14VC1000	1800	42VC1200	670
14VC500	1500	33VC650	900	16VC1000	1400	46VC1200	600
16VC600	1400	35VC650	900	20VC1000	1300	52VC1200	550
20VC600	1200	37VC650	800	24VC1000	1250	51VC1600	550
24VC650	1050	42VC650	800	28VC1000	1100	60VC1600	520
				32VC1000	1050	66VC1600	475
				38VC1200	740		

3.1.2 Maximum safe operating speeds are shown on Table 4.



**Danger:**

**Do not exceed the operating speeds shown on Table 4. Operation at speeds greater than allowable will result in permanent damage to the clutch element, personal injury or death.**

### 3.2 Control Component Adjustment

The following section gives "typical" component settings only. Since operating characteristics vary from one grinding mill to the next, absolute values cannot be given. The settings described below offer a good "starting point" to achieve satisfactory mill acceleration and motor overload - some "fine tuning" will probably be required.

3.2.1 Set the pressure switch (9) located on the air receiver tank to open at 90 psig (6.1 bar) falling. Use normally open contacts and wire in series with the solenoid valve coil. This pressure switch is used to disengage the clutch if operating pressure falls below 90 psig (6.1 bar), or to prevent clutch engagement if operating pressure is below 90 psig (6.1 bar).

3.2.2 Set the pressure switch (24) located in the air supply line to the clutch to open at approximately 5 psig (.3 bar). Use normally dosed contacts and wire into the motor starter interlock circuit. The purpose of this pressure switch is to prevent starting the motor with the clutch engaged.

3.2.3 Set the pressure regulator (13) to 100 psig (6.8 bar). This is the nominal starting air pressure for the mill.

3.2.4 With the motor "off", manually trip the solenoid valve and note the time elapsed for the pressure gauge (8) to register full tank pressure.

3.2.5 Repeat the above procedure while adjusting the flow control valve (10) to supply a pressure rate of approximately 20 psig/sec (1.4 bar/sec). Due to the non-linearity of the pressure-time curve (See Figure 12), it will be easier to use a reduced value to set the flow control valve. For example, if the tank pressure is 100 psig (6.8 bar), to obtain a flow rate of 20 psig/sec (1.4 bar/sec), time the pressure build up to 80 psig (5.4 bar) and adjust the flow control valve to deliver this pressure in 4 seconds, which, for all practical purposes, would equate to the desired 20 psig/sec (1.4 bar/sec).

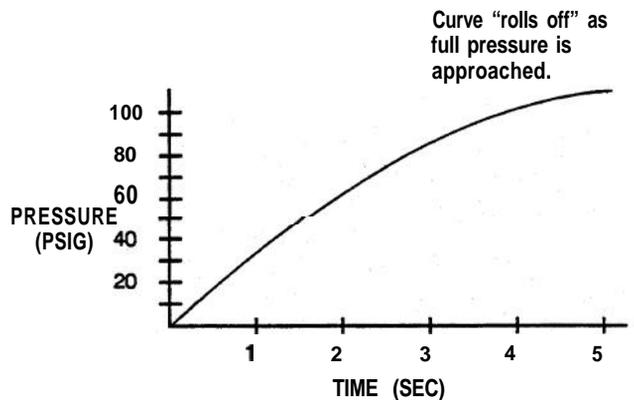


Fig. 12

3.2.5.1 The flow rate is increased by turning the flow control valve adjusting screw clockwise on the 3/4", 1" and 1 -1/4" valves, and counter-clockwise on the 1-1/2" valve. The 1-1/2" valve has wrench flats on the adjusting screw. The 1-1/4" valve has a knurled adjusting knob. The 3/4" and 1" valves have slotted adjusting screws.

3.2.6 Manually engage the clutch several times to verify the flow control valve setting. Also, confirm operation of the pressure switches at this time.

3.2.7 Check all other interlocks that affect the starting of the mill and remove any jumpers that may have been installed.

**⚠ Caution:**

The flow rate described typically will result in a 4-7 second mill acceleration time (timed from the instant the clutch shoes make contact with the drum to the instant the clutch locks up); however, since operating characteristics vary from mill to mill, the mill acceleration at the above flow setting may be greater or less than the allowable 4-7 second range.

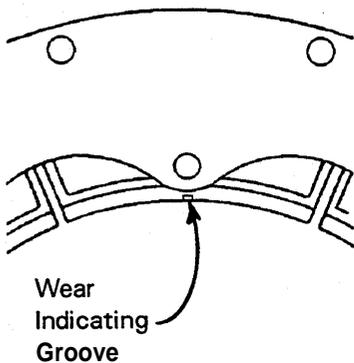
**⚠ Caution:**

The non-asbestos friction material used on Airflex VC clutches may not develop rated torque initially, as a short 'wear-in' period is required. It is very important that the first few mill starts be monitored closely to prevent damage to the clutch components.

3.2.8 Start the motor and engage the clutch, noting the mill acceleration time. **ABORT THE START IF THE CLUTCH SLIPS FOR MORE THAN SEVEN SECONDS!**

3.2.9 Disengage the clutch (if the start has not been aborted) and allow the drum(s) to cool to room temperature. Make the appropriate adjustment to the flow control valve if the mill acceleration fell outside of the 4-7 second range and retry. Repeat until the desired acceleration time has been achieved.

Note: If the motor overload is beyond allowable limits during the start (typically the result of too high operating pressure), reduce the operating pressure and increase the flow rate. If the motor is sized correctly for the mill load conditions, the overload on the motor is directly proportional to the applied air pressure - not the flow rate.



## 4.0 MAINTENANCE

**⚠ Warning:**

Only qualified personnel should maintain and repair these units. Faulty workmanship may result in personal injury or equipment damage.

**⚠ Caution:**

When replacing clutch components, use only genuine, Airflex replacement parts. Use of replacement material which is not of Airflex origin will void all warranties.

### 4.1 Periodic Inspection

4.1.1 The following items may be inspected without disassembly of the clutch:

4.1.1.1 **Friction Shoe Assembly Lining Wear** - Check the lining thickness and compare to the values shown on Table 5. If the linings have worn to minimum allowable thickness or less, they must be replaced as a complete set.

TABLE 5 FRICTION MATERIAL THICKNESS		
NARROW SERIES		
Element Size	Minimum Allowable Lining Thickness, in. (mm)	Original Lining Thickness, in. (mm)
11.5VC500 thru 20VC600	.15 (3,8)	.33 (8,4)
24VC650 thru 28VC650	.15 (3,8)	.45 (11,4)
33VC650 thru 42VC650	.28 (7,1)	.58 (14,7)
WIDE SERIES		
14VC1000 thru 20VC1000	.15 (3,8)	.33 (8,4)
24VC1000 thru 28VC1000	.15 (3,8)	.45 (11,4)
32VC1000 thru 42VC1200	.38 (9,5)	.58 (14,7)
46VC1200 and 52VC1200	.38 (9,5)	.69 (17,5)
51, 60 and 66 VC-1600	.30 (7,6)	.67 (17,0)

**⚠ Caution:**

Operation with friction material worn to less than minimum allowable thickness will result in damage to the drum.

Note: A wear indicating groove (see figure at left) is provided on each end of the friction block. The maximum wear point, which coincides with the values shown on Table 5, is at the bottom of the groove.

4.1.1.2 Contamination of Shoes or Drum - Oil or grease contamination will reduce the developed torque of the clutch. Disassembly will be required to dean any oil or grease buildup. In extremely dusty environments, dust may accumulate in the backing plate cavities to the point where the friction shoes will not properly retract. Dust accumulations may be vacuumed out of the cavities.

 **Caution:**

**Do not attempt to use a solvent to remove oil or grease without first removing the element. While squirting a solvent into an installed clutch may improve performance temporarily, a fire hazard exists from the heat generated during slippage.**

 **Caution:**

**Do not use compressed air to blow dust accumulations out of the backing plates. Although the friction material does not contain asbestos, the dust created as the friction material wears, along with the dust from the operating environment, may irritate the respiratory system.**

4.1.1.3 **Air Control Components-Check** for proper adjustment of the air control components. Make sure the safety pressure switches are set correctly. Repair any air leaks as discovered.

4.1.2 Partial or complete disassembly is required to inspect the following items:

4.1.2.1 **Drum Diameter Wear** - Check the O.D. of the drum and compare to the values shown on Table 6. Minor heat-checking may be removed by machining the drum O.D. If the drum has been subjected to excessive heat, the open end may flare out, giving the impression that the drum has not worn. It is therefore important to check the diameter at several locations across the face.

 **Caution:**

**Operation of the clutch on a drum that has worn, or has been machined, to less than minimum allowable diameter will result in damage to the element components.**

4.1.2.2 **Air Actuating Tube** - Check that the tube has not been damaged by excessive heat. If any portion of the tube is hard or charred, the tube must be

TABLE 6 DRUM WEAR LIMITS	
NARROW SERIES	
Element Size	Maximum Allowable Wear on Drum Diameter * in. (mm)
11.5VC500 thru 16VC600	.09 (2)
20VC600 thru 24VC650	.12 (3)
28VC650	.19 (5)
33VC656 thru 42VC650	.19 (5)
WIDE SERIES	
14VC1000 thru 16VC1000	.09 (2)
20VC1000 thru 24VC1000	.13 (3)
28VC1000	.19 (5)
32VC1000 thru 38VC1200	.19 (5)
42VC1200 thru 46VC1200	.25 (6)
52VC1200 thru 66VC1600	.25 (6)

\* Note: The number preceding the letters "VC" in the element size designates the original drum diameter in inches.

Example: 16VC600 - Original drum diameter = 16.00 inches (406mm).  
Minimum allowable drum diameter is:  
16(406) - .09(2) = 15.91(404).

replaced. Check for any blisters, which would indicate ply separation. A tube in this condition must also be replaced.

4.1.2.3 **Friction Shoe Lining Wear** - If the linings are glazed, they may be lightly sanded to remove the glazing **PROVIDING THEY DO NOT CONTAIN ASBESTOS.**

 **Warning:**

**Clean the edge of the lining and note the presence of a blue stripe and a white stripe along with brass flakes in the friction material. If the above exists, the linings contain asbestos. Using the appropriate precautions for working with asbestos, remove the linings and dispose of properly. DO NOT ATTEMPT TO SAND FRICTION MATERIAL CONTAINING ASBESTOS.**

 **Caution:**

**When working with any friction material, regardless of whether or not it contains asbestos, always wear approved safety equipment.**

4.1.2.4 **Uneven Friction Lining Wear-Tapered** wear across the friction surface typically indicates a worn drum and/or misalignment. If two or more adjacent shoes are worn on one end only, the air actuating tube has most likely developed a ply separation at that location.

4.1.2.5 **Backing Plate Wear** - Wear on the ends of the backing plates from bearing against the side plates is indicative of misalignment or thrusting. If wear is on one end only, and uniform for all backing plates, a worn drum may be causing the shoes to thrust as the element engages. If wear exists on both ends of all of the backing plates, excessive misalignment is probably the cause. Slight notching in the torque bar cavity is normal; however, if the notching occurs in a short amount of time, check shaft alignment. If both walls in the torque bar cavity are notched, there may be a significant vibration (torsional) problem.

4.1.2.6 **Release Springs and Torque Bars - Excessive wear** at the ends of the torque bars where the release springs make contact indicates excessive parallel misalignment.

4.1.2.7 **Side Plates -Any wear** on the backing plates will also be reflected as elongation of the torque bar holes in the side plates.

4.1.2.8 **Contamination of Friction Shoes** - Mild oil or grease contamination may be removed with a solvent. Linings which have become saturated must be replaced. Also, linings that have **been** charred from excessive heat must be replaced.



**Caution:**  
When using any solvent, always follow the appropriate safety precautions.

4.1.2.9 **Excessive Dust Accumulation** - if dust becomes packed in the backing plate cavities, a **pressurized** enclosure should be considered. Excessive accumulations will prevent complete shoe retraction.

## 4.2 Removal of Element Assembly and Drum (Narrow, Dual Narrow and Single Wide)



**Warning:**  
Prior to removal of the clutch, make sure the mill is in, and will remain in, a safe condition.

4.2.1 Match mark the element to the spider and the drum to the drum hub.

4.2.2 Disconnect the element from the spider and allow it to rest on the drum.

4.2.3 Disconnect the axial locking device (if used) from the spider and separate the shafts as far as the bearings will allow.

4.2.4 Connect an overhead support to the element and apply enough tension **to** support the weight of the element and drum.

4.2.5 Remove the fasteners attaching the drum to the drum hub and hoist the element/drum out from between the shafts. If an axial locking device is used, take special care when hoisting the element/drum from between the shafts, as the axial locking device mounting plate binds easily against the spider face.



**Caution:**  
Use extreme care when disconnecting the drum from the hub. Shear points exist at the mounting holes.

## 4.3 Removal of Element Assemblies and Drums (Dual Wide)

4.3.1 Match mark the element assemblies to each other and to the spider. Also, match mark the drums to each other and to the drum hub.

4.3.2 Disconnect the dual element from the spider and allow it to rest on the drums. Remove the air connection tubes.

4.3.3 Remove the fasteners and spacers attaching the element halves together.

4.3.4 Disconnect the axial locking device (if used) from the spider and separate the shafts as far as the bearings will allow.

4.3.5 Attach an overhead support to the spider-side element and apply enough tension to support the weight of the element half and one of the drums.

4.3.6 Remove the through bolts and nuts attaching the drums to the drum hub. **DO NOT REMOVE THE SHORT SCREWS AND LOCKWASHERS WHICH HOLD THE FEMALE DRUM ONTO THE DRUM HUB.** Carefully hoist the spider-side element and drum out from between the shafts. If an axial locking device is used, take special care when hoisting the element/drum from between the shafts, as the axial locking device mounting plate binds easily against the face of the spider.

4.3.7 Attach an overhead support to the remaining element and apply enough tension to support the weight of the element and drum.

4.3.8 Remove the short screws and lockwashers holding the drum onto the drum hub and carefully hoist the element and drum out from between the shafts.



**Caution:**

Use extreme care when disconnecting the drums from the drum hub. Shear points exist at the mounting holes.

**4.4 Removal of Spider and Drum Hub**

4.4.1 Puller holes are provided for removal. It will usually require heating along with the puller. When heating, heat uniformly to prevent hot spots.

**4.5 Disassembly of the Element**

4.5.1 Lay the element flat on a dean work surface.

4.5.2 Remove the side plate and dean for reassembly. If the torque bar holes are elongated more than one-half the diameter of the pin on the end of the torque bar, the side plate must be replaced.

4.5.3 Remove the friction shoe assemblies, torque bars and release springs. If the torque bars and springs come out of the element with the friction shoe assemblies, carefully tap them out of the backing plate cavities. Note wear and replace as necessary.



**Caution:**

Whenever the element is removed and disassembled, it is always good practice to replace the release springs.

4.5.4 Remove the air connection elbows and spiral snap rings which secure the air actuating tube to the rim. Smaller size elements do not use snap rings. Carefully remove the air actuating tube from the rim and thoroughly inspect. Replace if necessary.

Note: The snap rings may no longer be required on certain size elements. Also, rims manufactured before 1984 were counterbored at the tube valve hole to accept the snap ring. This counterbore has been eliminated, and a second snap ring groove has been added to the tube valve. See Figure 13.

4.5.5 Remove the remaining side plate only if it is to be replaced.

**4.6 Friction Lining Replacement**

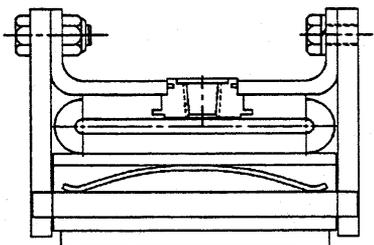


**Caution:**

Use only genuine Airflex replacement parts. Use of replacement parts not of Airflex origin will void all warranties.

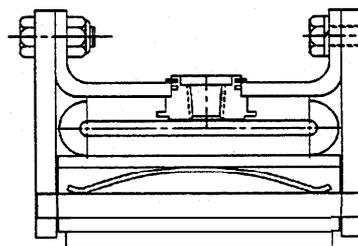
4.6.1 Make sure the torque bars and release springs have been removed from the backing plates.

Snap Ring and Counterbore Eliminated



- 11.5VC500    24VC650    42VC650    24VC1000
- 14VC500    28VC650    14VC1000    28VC1000
- 16VC600    33VC650    16VC1000    32VC1000
- 20VC600    37VC650    2VC1000

Counterbore Eliminated and Second Snap Ring Groove Added



- 38VC1200    46VC1200    51VC1600
- 42VC1200    52VC1200    60VC1600
- 66VC1600

Fig. 13

- 4.6.2 For riveted friction shoe assemblies, drill the rivets with a 15/64" (6mm) drill and tap the rivet body out. Larger elements have linings attached with flat head screws and locknuts. Airflex special wrench p/n 304572 will aid in holding the locknuts during removal. See Table 7.

TABLE 7 FRICTION SHOE ASSEMBLY FASTENERS			
DRIVE PIN RIVETS			
11.5VC500	24VC650	42VC650	24VC1000
14VC500	28VC650	14VC1000	28VC1000
16VC600	33VC650	16VC1000	
20VC800	37VC650	20VC1000	
FIAT HEAD SCREWS* (BRASS) AND LOCKNUTS			
32VC1000	42VC1200	52VC1200	60VC1600
38VC1200	46VC1200	51VC1600	66VC1600

\* Screws are 3/8-16NC2 x 1.25 long flat head

- 4.6.3 Attach the new lining to the backing plate with new screws and locknuts or drive pin rivets (See Figure 14), as applicable. Work from the center of the friction lining out to the ends. The rivets are installed by driving the pin flush with the head.

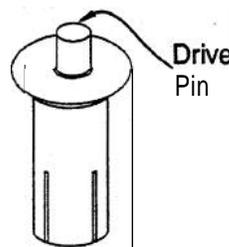


Fig. 14

## 4.7 Assembly of the Element

- 4.7.1 Make sure all of the components have been cleaned and any damaged or worn components have been repaired or replaced.
- 4.7.2 Assemble one of the side plates to the rim with cap screws and lockwashers. It is not necessary to install through bolts and locknuts at this time.
- 4.7.3 Lay the rim/side plate assembly on a dean, Rat work surface, side plate down.
- 4.7.4 Carefully insert the air actuating tube into the rim. Push the valves on the tube through the corresponding holes in the rim and install the spiral snap rings (ii applicable).
- 4.7.5 Place a torque bar in each mating hole in the side plate, slide a friction shoe assembly onto each torque bar and carefully tap a release spring (51VC1600, 60VC1600 and 66VC1600 elements have two release springs in each cavity) into place. Make sure the spring is positioned on the side of the torque bar opposite the friction lining. Also, the spring must contact the torque bar at two points, not one. See Figure 15.

- 4.7.6 Lay the remaining side plate in position so the air connections and torque bar. holes are properly aligned.
- 4.7.7 Carefully guide the torque bars into the corresponding holes in the side plate. It is often helpful to install four equally spaced screws and nuts through the rim and side plate to keep some tension on the side plate throughout this step.
- 4.7.8 Attach the side plate to the rim with cap screws and lo&washers, making sure all of the torque bars are seated in their side plate holes.
- 4.7.9 Note the orientation of the air connections and install the through bolts and locknuts where applicable.
- 4.7.10 Reinstall the elbows using a good quality sealant on the pipe threads. Install the air connections on single narrow, dual narrow and single wide elements. Install only the short air connections (element closest to spider) on dual wide elements.
- 4.7.11 Reinstall per 2.0.

## 5.0 SPARE PARTS STORAGE

### 5.1 Element Assemblies

- 5.1.1 Element assemblies must always be stored fiat. Storage in the standing position may cause the rims to go out-of-round.

### 5.2 Drums

- 5.2.1 Drums must be stored open end down. Similar to element assemblies, storage of a drum in the standing position will adversely affect roundness.

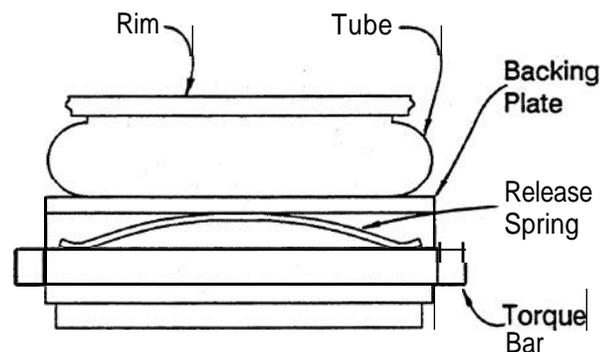


Fig. 15

## 5.3 Air Actuating Tubes

- 5.3.1 Air actuating tubes are shipped from the Airflex plant folded to conserve shipping space. Upon receipt, remove the tube from its container and allow it to assume its natural shape. Store in a cool, dry area, away from electrical equipment and ultraviolet light.

## 6.0 ORDERING INFORMATION/ TECHNICAL ASSISTANCE

### 6.1 Equipment Reference

- 6.1.1 In any correspondence regarding Airflex equipment, refer to the information on the product nameplate. If not available, note the drum diameter, air connection configuration, mounting arrangement or any other special features and call or write:

Eaton Corporation  
Airflex Division  
9919 Clinton Road  
Cleveland, Ohio 44144  
Tel.: (216) 281-2211  
Fax: (216) 2813890

**THE PARTS LISTS ON THE FOLLOWING PAGES APPLY TO STANDARD GRINDING MILL APPLICATIONS ONLY. HIGH-TORQUE APPLICATIONS AND CERTAIN RETROFIT APPLICATIONS WILL HAVE DIFFERENT COMPONENT PARTS. CONSULT THE FACTORY IF HAVING DIFFICULTY IDENTIFYING PART NUMBERS.**

# 7.0 PARTS LISTS

## 7.1 Single Narrow Element Assemblies

	Element Description	# of Av Int	Part No. of Complete Element	ITEM														
				1	2	3	4	5		6		7	10		11	12	13	
				Part No. 1 Req'd.	Part No. 1 Req'd.	Qty.	Part No. 2 Req'd.	Part No.	Part No.									
11.5VC 500	Minus Side Conn. Side Connection	1 or 2 2	142838HA 142839HP	40088	—	—	—	—	—	—	—	—	—	—	414576 8 Req'd.	414575 8 Req'd.	201372 8 Req'd.	201373 8 Req'd.
14VC 500	Minus Side Conn. Side Connection	1,2 or 4 2	143829HA 143829HP	40873	—	—	—	—	—	—	—	—	—	—	414513 8 Req'd.	414577 80 Req'd.	307353 8 Req'd.	307354 8 Req'd.
16VC 600	Minus Side Conn. Side Connection	1,2 or 4 2	142840HA 142840HP	402703	—	—	—	—	—	—	—	—	—	—	414590 8 Req'd.	414579 80 Req'd.	201301 8 Req'd.	301352 8 Req'd.
20VC 600	Minus Side Conn. Side Connection	1,2 or 4 2	142841HA 142841HP	402733	—	—	—	—	—	—	—	—	—	—	307359 10 Req'd.	307358 100 Req'd.	201301 10 Req'd.	301352 10 Req'd.
24VC 650	Minus Side Conn. Side Connection	1,2 or 4 2	142842HA 142842HP	402803	—	—	—	—	—	—	—	—	—	—	414592 12 Req'd.	414581 120 Req'd.	201285 12 Req'd.	301352 12 Req'd.
28VC 650	Minus Side Conn. Side Connection	1,2 or 4 2	142843HA 142843HP	402884	—	—	—	—	—	—	—	—	—	—	414594 14 Req'd.	414583 140 Req'd.	201285 14 Req'd.	301352 14 Req'd.
33VC 650	Minus Side Conn. Side Connection	1,2 or 4 2	142844HA 142844HP	402821	—	—	—	—	—	—	—	—	—	—	414596 16 Req'd.	414585 160 Req'd.	201283 16 Req'd.	301333 16 Req'd.
37VC 650	Minus Side Conn. Side Connection	1,2 or 4 2	142845HA 142845HP	402871	—	—	—	—	—	—	—	—	—	—	414598 18 Req'd.	414585 180 Req'd.	201283 18 Req'd.	301333 18 Req'd.
42VC 650	Minus Side Conn. Side Connection	1,2 or 4 2	142847HA 142847HP	402828	—	—	—	—	—	—	—	—	—	—	414590 20 Req'd.	414589 200 Req'd.	201283 20 Req'd.	301333 20 Req'd.

## 7.2 Dual Narrow Element Assemblies

	ITEM				ITEM				
	Complete Dual Element	Single Elements*	8	9	Complete Dual Element	Single Elements*	8	9	
11.5VC500	142112C	142838HA	105608A	105698	28VC650	142118C	142843HA	105811A	105801
14VC500	143114C	143829HA	105609A	105699	33VC650	142119C	142844HA	105812A	105802
16VC600	142115C	142840HA	105810A	105800	37VC650	142120C	142846HA	105812A	105803
20VC600	142116C	142841HA	105810A	105800	42VC650	142121C	142847HA	105812A	105804
24VC650	142117C	142842HA	105811A	105801	Element with four Side Connectors				

\* The second column under "ITEM" lists the part number of the two single elements that make up the dual mounted element assembly. To find part numbers of components, locate the element number in the parts list for single element application. Find the part numbers in the corresponding item column.

### 7.3 Single Wide Element Assemblies

Element Description	No. Of Air Inlets	Part No. Of Complete Element	ITEM															
			1	2	3	4	5	6	7	10	11	12	13					
	Tube 1 Req'd.	Snap Ring 4 Req'd.	Part No.	Qty.	Part No.	Qty.	Part No.	Qty.	Part No.	Qty.	Part No.	Qty.						
14VC 1000 Minus Side Conn. Side Connection	12 or 4 2	403778	403141-01	2	82 x 6	2	412178-03	2	412324-02	2	414592	8	414591	16	303597	8	412124	1
16VC 1000 Minus Side Conn. Side Connection	12 or 4 2	403564	405650-01	2	82 x 6	2	412178-03	2	412324-02	2	414594	8	414593	8	301831	8	412166	1
20VC 1000 Minus Side Conn. Side Connection	12 or 4 4	403544	503302-01	2	82 x 6	2	412178-03	2	412324-02	2	414598	8	414595	8	301831	8	412157	1
24VC 1000 Minus Side Conn. Side Connection	12 or 4 2	404675	404688-01	2	82 x 7	2	412178-05	2	412324-03	2	414598	10	414597	10	301831	10	412158	1
28VC 1000 Minus Side Conn. Side Connection	12 or 4 4	403745	405503-01	2	82 x 7	2	412178-05	2	412324-03	2	414600	10	414599	10	301831	10	412159	1
32VC 1000 Minus Side Conn. Side Connection	12 or 4 4	402327	402330-01	2	82 x 7	2	412178-05	2	412324-03	2	414602	12	414601	12	301839	12	412160	1
38VC 1200 Minus Side Conn. Side Connection	12 or 4 2	404504	404503-01	2	82 x 8	2	412178-08	2	412324-04	2	511640	12	511639	12	302115	12	412161	1
42VC 1200 Minus Side Conn. Side Connection	12 or 4 4	403789	403800-01	2	82 x 8	2	412178-08	2	412324-04	2	511642	14	511641	14	302115	14	412162	1
46VC 1200 Minus Side Conn. Side Connection	12 or 4 4	403801	404602	2	82 x 8	2	412178-07	2	412324-04	2	414438	18	414438	18	302115	18	412163	1
52VC 1200 Minus Side Conn. Side Connection	12 or 4 2	503688	503685	2	82 x 10	2	412178-08	2	412324-05	2	414438	18	414438	18	303829	18	412164	1
51VC 1600 Minus Side Conn. Side Connection	12 or 4 4	505580	505874	2	82 x 10	2	412178-09	2	412324-05	2	511644	20	511643	20	304214	20	412165	1
60VC 1600 Minus Side Conn. Side Connection	12 or 4 4	511348	510629	2	153 x 791	2	412178-18	2	412324-08	2	511646	20	511645	20	304214	20	412166	1
66VC 1600 Minus Side Conn. Side Connection	12 or 4 4	511300	508548	2	82 x 10	2	412178-04	2	412324-08	2	511648	22	511645	22	304214	22	509527	1

### 7.4 Dual Wide Element Assemblies

	ITEM				ITEM					
	Complete Dual Element	Single Elements*			8	9				
<b>16VC1000</b>	142122C	142821HA	105905	105815A	105905	42VC1200	142128C	142877HA	105817A	105908
<b>20VC1000</b>	142123C	142832HA	105906	105815A	105906	46VC1200	142129C	142871HA	105891A	105909
<b>24VC1000</b>	142124C	142875HA	105901	105816A	105901	52VC1200	142131C	142841HA	105893A	105910
<b>28VC1000</b>	142125C	142874HA	105901	105816A	105901	51VC1600	142130C	142835HA	105892A	105910
<b>32VC1000</b>	142126C	142873HA	105906	105816A	105906	60VC1600	142132AL	142915HB	105894A	105911
<b>38VC1200</b>	142127C	142739HA	105907	105817A	105907	66VC1600	142198C	142097HA	105897A	—

Element with four Side Connections

\* The second column under "ITEM" lists the part number of the two single elements that make up the dual mounted element assembly. To find part numbers of components, locate the element number in the parts list for single element application. Find the part numbers in the corresponding item column.

### 7.5 Drums

SIZE	NARROW SERIES			WIDE SERIES		
	SINGLE	DUAL	SIZE	SINGLE	DUAL (MALE)	DUAL (FEMALE)
<b>11.5VC500</b>	406290	406307*	14VC1000	411111*	—	—
<b>14VC500</b>	406293	406309*	16VC1000	406606*	412589	412590
<b>16VC600</b>	406292	406311*	20VC1000	410087	410087	410088
<b>20VC600</b>	406294	410882	24VC1000	409794	409794	409795
<b>24VC650</b>	406296	406804	28VC1000	406637	406637	406638
<b>28VC650</b>	409479	409706	32VC1000	410824	410824	410825
<b>33VC650</b>	408300	410022	38VC1200	409474	409474	409475
<b>37VC650</b>	408302	410866	42VC1200	409947	409947	409948
<b>42VC650</b>	408304	409984	46VC1200	409980	409980	409981
			52VC1200	409715	409715	409716
			51VC1600	409711	409711	409712
			60VC1600	411501	411501	411502
			66VC1600	413727	413727	413726

\* Tapped Holes

### 7.6 Axial Locking Devices

DUAL NARROW SERIES	SINGLE WIDE SERIES				DUAL WIDE SERIES						
	20VC1000	24VC1000	28VC1000	32VC1000	38VC1200	42VC1200	46VC1200	52VC1200	51VC1600	60VC1600	66VC1600
1468330H	1468330P	1468330A	20VC1000	24VC1000	28VC1000	32VC1000	38VC1200	42VC1200	46VC1200	52VC1200	51VC1600
1468330L	1468330S	1468330C	24VC1000	28VC1000	32VC1000	38VC1200	42VC1200	46VC1200	52VC1200	51VC1600	60VC1600
1468330F	1468330G	1468330T	28VC1000	32VC1000	38VC1200	42VC1200	46VC1200	52VC1200	51VC1600	60VC1600	66VC1600
1468330L	1468330E	1468330D	32VC1000	38VC1200	42VC1200	46VC1200	52VC1200	51VC1600	60VC1600	66VC1600	—
1468330M	1468330B	1468330U	38VC1200	42VC1200	46VC1200	52VC1200	51VC1600	60VC1600	66VC1600	—	—
1468330N	1468330A	1468330V	42VC1200	46VC1200	52VC1200	51VC1600	60VC1600	66VC1600	—	—	—

## 7.7 Friction Block and Rivet Kits

ELEMENT SIZE	NARROW SERIES			ELEMENT SIZE	WIDE SERIES		
	KIT NUMBER	QTY. FRICTION BLOCKS	QTY.** RIVETS		KIT NUMBER	QTY. FRICTION BLOCKS	QTY.** RIVETS
11.5VC500	146236AA	8	54	14VC1000	146237AA	16	102
14VC500	146236AB	8	90	16VC1000	146237AB	8	90
16VC600	146236AC	8	90	20VC1000	146237AC	8	90
20VC600	146236AD	10	110	24VC1000	146237AD	10	110
24VC650	146236AE	12	130	28VC1000	146237AE	10	110
28VC650	146236AF	14	150	32VC1000	146237AF	12	130*
33VC650	146236AG	16	170	38VC1200	146237AG	12	130*
35VC650	146236AH	18	190	42VC1200	146237AH	14	150*
37VC650	146236AJ	18	190	46VC1200	146237AJ	32	198*
42VC650	146236AK	20	210	52VC1200	146237AK	36	222*
* Fasteners for these sizes are screws and nuts - all other sizes use rivets. ** Extra fasteners supplied with each kit.				51VC1600	146237AL	36	222*
				60VC1600	146237AM	40	246*
				66VC1600	146237AN	44	246*

## 7.8 Friction Shoe Assembly, Torque Bar and Release Spring Kits

ELEMENT SIZE	NARROW SERIES				ELEMENT SIZE	WIDE SERIES			
	KIT NUMBER	QTY. FRICTION SHOES	QTY. TORQUE BARS	QTY. SPRINGS		KIT NUMBER	QTY. FRICTION SHOES	QTY. TORQUE BARS	QTY. SPRINGS
11.5VC500	146236A	8	8	8	14VC1000	146237A	8	8	8
14VC500	146236B	8	8	8	16VC1000	146237B	8	8	8
16VC600	146236C	8	8	8	20VC1000	146237C	8	8	8
20VC600	146236D	10	10	10	24VC1000	146237D	10	10	10
24VC650	146236E	12	12	12	28VC1000	146237E	10	10	10
28VC650	146236F	14	14	14	32VC1000	146237F	12	12	12
33VC650	146236G	16	16	16	38VC1200	146237G	12	12	12
35VC650	146236H	18	18	18	42VC1200	146237H	14	14	14
37VC650	146236J	18	18	18	46VC1200	146237J	16	16	16
42VC650	146236K	20	20	20	52VC1200	146237K	18	18	18
					51VC1600	146237L	18	18	36
					60VC1600	146237M	20	20	40
					66VC1600	146237N	22	22	44

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Subject to the conditions stated herein, Eaton Corporation warrants to the Purchaser that each new Airflex Product manufactured by Eaton will be free from failures caused by defects in material and workmanship, and will deliver its rated capacity, for a period of twelve (12) months from the date of shipment to Purchaser, provided such Product is properly installed, properly maintained, operated under normal conditions and with competent supervision. Warranty claims shall be made in writing and the part or parts shall, if requested by Airflex Division, be returned prepaid to the Airflex Division for inspection. Upon a determination that a defect exists, Eaton shall thereupon correct any defect, at its option either by repairing any defective part or parts or by making available at Eaton's plant a repaired or replacement part. This warranty does not extend to normal wear parts or components of the Product, such as friction material and friction surfaces.

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