INDEX

DESCRIPTION pag. 2
OPERATION 2 ÷ 4
ADVANTAGES 4
PERFORMANCE CURVES 5
VERSIONS 6
SELECTION 7 ÷ 10
DIMENSIONS 11 ÷ 24
OIL FILL 24
CENTER OF GRAVITY AND MOMENT OF INERTIA 25
SAFETY DEVICES 26 ÷ 28
STANDARD OR REVERSE MOUNTING 29
OTHER TRANSFLUID PRODUCTS 30
SALES NETWORK
1. DESCRIPTION
The TRANSFLUID coupling (K series) is a constant fill type, comprising of three main elements:
1 - driving impeller (pump) mounted on the input shaft.
2 - driven impeller (turbine) mounted on the output shaft.
3 - cover, flanged to the outer impeller, with an oil-tight seal.

The first two elements can work both as pump or turbine.

2. OPERATING CONDITIONS
The TRANSFLUID coupling is a hydrodynamic transmission. The impellers perform like a centrifugal pump and a hydraulic turbine. With an input drive to the pump (e.g. electric motor or Diesel engine) kinetic energy is transferred to the oil in the coupling. The oil is forced, by centrifugal force, across the blades of the pump towards the outside of the coupling.
The turbine absorbs kinetic energy and generates a torque always equal to input torque, thus causing rotation of the output shaft. Since there are no mechanical connections, the wear is practically zero.
The efficiency is influenced only by the speed difference (slip) between pump and turbine.

The slip is essential for the correct operation of the coupling - there could not be torque transmission without slip! The formula for slip, from which the power loss can be deduced is as follows:

\[
\text{slip \%} = \frac{\text{input speed} - \text{output speed}}{\text{input speed}} \times 100
\]

In normal conditions (standard duty), slip can vary from 1,5% (large power applications) to 6% (small power applications). TRANSFLUID couplings follow the laws of all centrifugal machines:
1 - transmitted torque is proportional to the square of input speed;
2 - transmitted power is proportional to the third power of input speed;
3 - transmitted power is proportional to the fifth power of circuit outside diameter.

1 - INTERNAL IMPELLER
2 - EXTERNAL IMPELLER
3 - COVER
4 - FLEX COUPLING
2.1 Transfluid coupling fitted on electric motors

Three phase synchronous squirrel cage motors are able to supply maximum torque only, near synchronous speed. Direct starting is the system utilized the most. Figure 1 illustrates the relationship between torque and current. It can be seen that the absorbed current is proportional to the torque only between 85% and 100% of the synchronous speed. With a motor connected directly to the load there are the following disadvantages:

- The difference between available torque and the torque required by the load is very low until the rotor has accelerated to between 80-85% of the synchronous speed.
- The absorbed current is high (up to 6 times the nominal current) throughout the starting phase causing overheating of the windings, overloads in the electrical lines and, in cases of frequent starts, major production costs.
- Over-dimensioned motors caused by the limitations indicated above.

To limit the absorbed current of the motor during the acceleration of the load, a (Δ-Δ) (wye - delta) starting system is frequently used which reduces the absorbed current by about 1/3 during starting. Unfortunately, during operation of the motor under the delta configuration, the available torque is also reduced by 1/3; and for machines with high inertias to accelerate, over-dimensioning of the motor is still required. Finally, this system does not eliminate current peaks originating from the insertion or the commutation of the device.

Any drive system using a Transfluid fluid coupling has the advantage of the motor starting essentially without load. Figure 2 compares the current demands of an electric motor when the load is directly attached verses the demand when a fluid coupling is mounted between the motor and load. The coloured area shows the energy that is lost, as heat, during start-up when a fluid coupling is not used. A Transfluid fluid coupling reduces the motor’s current draw during start-up thus reducing peak current demands. This not only reduces power costs but also reduces brown outs in the power grid and extends the life of the motor. Also at start-up, a fluid coupling allows more torque to pass to the load for acceleration than in drive systems without a fluid coupling.

Figure 3 shows two curves for a single fluid coupling and a characteristic curve of an electric motor. It is obvious from the stall curve of the fluid coupling (s = 100%) and the available motor torque, how much torque is available to accelerate the rotor of the motor (colored area). In about 1 second, the rotor of the motor accelerates passing from point A to point B. The acceleration of the load, however, is made gradually by the fluid coupling, utilizing the motor in optimal conditions, along the part of the curve between point B, 100% and point C, 2-5%. Point C is the typical point of operation during normal running.
2.2 TRANSFLUID FLUID COUPLINGS WITH A DELAYED FILL CHAMBER

A low starting torque is achieved, with the standard circuit in a maximum oil fill condition because fluid couplings limit to less than 200% of the nominal motor torque. It is possible to limit further the starting torque down to 160% of the nominal torque, by decreasing oil fill: this, contrarily creates slip and working temperature increase in the fluid coupling.

The most convenient technical solution is to use fluid couplings with a delayed fill chamber, connected to the main circuit by calibrated bleed orifices. These externally adjustable valves, available from size 15CK (Fig. 4b), can be simply adjusted to vary starting time.

In a standstill position, the delayed fill chamber contains part of the filling oil, thus reducing the effective quantity in the working circuit (Fig. 4a) and a torque reduction is obtained, allowing the motor to quickly reach the steady running speed as if started without load.

During start-up, oil flows from the delayed fill chamber to the main circuit (Fig. 4b) in a quantity proportional to the rotating speed.

As soon as the fluid coupling reaches the nominal speed, all oil flows into the main circuit (Fig. 4c) and torque is transmitted with a minimum slip.

With a simple delayed fill chamber, the ratio between starting and nominal torque may reach 150 %. This ratio may be further reduced down to 120 % with a double delayed fill chamber, which contains a higher oil quantity, to be progressively transferred into the main circuit during the starting phase.

This is ideal for very smooth start-ups with low torque absorptions, as typically required for machinery with large inertia values and for belt conveyors.

The advantages of the delayed fill chamber become more and more evident when the power to be transmitted increases. The simple chamber is available from size 11CK, while the double chamber from size 15CCK.

3. SUMMARY OF THE ADVANTAGES GIVEN BY FLUID COUPLINGS

- very smooth start-ups
- reduction of current absorptions during the starting phase: the motor starts with very low load
- protection of the motor and the driven machine from jams and overloads
- utilization of asynchronous squirrel cage motors instead of special motors with soft starter devices
- higher duration and operating convenience of the whole drive train, thanks to the protection function achieved by the fluid coupling
- higher energy saving, thanks to current peak reduction
- limited starting torque down to 120% in the versions with a double delayed fill chamber
- same torque at input and output: the motor can supply the maximum torque even when load is jammed
- torsional vibration absorption for internal combustion engines, thanks to the presence of a fluid as a power transmission element
- possibility to achieve a high number of start-ups, also with an inversion of the rotation direction
- load balancing in case of a double motor drive: fluid couplings automatically adjust load speed to the motors speed
- high efficiency
- minimum maintenance
- Viton rotating seals
- cast iron and steel material with anticorrosion treatment
STARTING TORQUE CHARACTERISTICS

4. CHARACTERISTIC CURVES

MI : transmitted torque from fluid coupling
Mm : starting torque of the electric motor
Mn : nominal torque at full load
...... : accelerating torque

K type (standard circuit)

CK type (circuit with a delayed chamber)

CCK type (circuit with a double delayed chamber)
5 VERSIONS

5.1 IN LINE

KR-CKR-CCKR: basic coupling (KR), with a simple (CKR) or double (CCKR) delayed fill chamber.

KRG-CKRG-CCKRG: basic coupling with elastic coupling (clamp type), or superelastic.

KRM-CKRM-CCKRM: like ..KRG, but with brake drum or brake disc.

...KRBP

KRD-CKRD-CCKRD: basic coupling ..KR with output shaft. It allows the utilization of other flex couplings; it is possible to place it (with a convenient housing) between the motor and a hollow shaft gearbox.

EK: fluid coupling fitted with a bell housing, to be placed between a flanged electric motor and a hollow shaft gearbox.

KCM-CKCM-CCKCM: basic ..KCM with half gear couplings.

KCG-CKCG-CCKCG: basic ..KCM with half gear couplings. On request, layout with brake drum or brake disc.


...KDMBP

KRG-CKRG-CCKRG: basic coupling with elastic coupling (clamp type), or superelastic.

KR-CKR-CCKR: basic coupling (KR), with a simple (CK..) or double (CCK..) delayed fill chamber.

N.B.: The ..KCG - ..KDM versions allow a radial disassembly without moving the motor or the driven machine.

6.1 IN LINE VERSIONS MOUNTING EXAMPLES

Fig. A Horizontal axis between the motor and the driven machine (KR-CKR-CCKR and similar).

Fig. B It allows a radial disassembly without moving the motor and the driven machine (KCG-KDM and similar).

Fig. C Between a flanged electric motor and a hollow shaft gearbox by means of a bell housing (..KRD and EK).

Fig. D Vertical axis mounting between the electric motor and a gearbox or driven machine. In case of order, please specify mounting type 1 or 2.

Fig. E Between the motor and a supported pulley for high powers and heavy radial loads.

5.2 PULLEY

KSD-CKSD-CCKSD: basic coupling foreseen for a flanged pulley, with simple (CK..) or double (CCK..) delayed fill chamber.

KSI-CKSI-CCKSI: fluid coupling with an incorporated pulley, which is fitted from inside.

KSDF-CKSDF-CCKSD: basic ..KSD coupling with flanged pulley, externally mounted and therefore to be easily disassembled.

6. 2 PULLEY VERSIONS MOUNTING EXAMPLES

Fig. F Horizontal axis.

Fig. G Vertical axis. When ordering, please specify mounting type 1 or 2.
7. SELECTION
7.1 SELECTION CHART

The chart below may be used to select a unit size from the horsepower and input speed. If the selection point falls on a size limit line dividing one size from the other, it is advisable to select the larger size with a proportionally reduced oil fill.
### 7.2 SELECTION TABLE
Fluid couplings for standard electric motors.

<table>
<thead>
<tr>
<th>MOTOR TYPE</th>
<th>SHAFT DIA.</th>
<th>3000 rpm</th>
<th>(c) 1800 rpm</th>
<th>1500 rpm</th>
<th>(c) 1200 rpm</th>
<th>1000 rpm</th>
</tr>
</thead>
<tbody>
<tr>
<td>71</td>
<td>14</td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>80</td>
<td>19</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>90S</td>
<td>24</td>
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</tr>
<tr>
<td>90L</td>
<td>24</td>
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</tr>
<tr>
<td>100L</td>
<td>28</td>
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<td></td>
</tr>
<tr>
<td>112M</td>
<td>28</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>132</td>
<td>38</td>
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<td></td>
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<td></td>
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</tr>
<tr>
<td>132M</td>
<td>38</td>
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<td></td>
<td></td>
<td></td>
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<tr>
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</tr>
<tr>
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<td>42</td>
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<tr>
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<td>48</td>
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</tr>
<tr>
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<td></td>
</tr>
<tr>
<td>225M</td>
<td>60 (3000)</td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>250M</td>
<td>60 (3000)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>280S</td>
<td>65 (3000)</td>
<td></td>
<td></td>
<td></td>
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<td></td>
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<td>65 (3000)</td>
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<tr>
<td>315M</td>
<td>65 (3000)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>355S</td>
<td>80 (3000)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>355M</td>
<td>80 (3000)</td>
<td></td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>NO - STANDARD MOTORS</th>
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<tr>
<td>max.</td>
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<td>700</td>
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<tr>
<td>952</td>
</tr>
<tr>
<td>27 K</td>
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<tr>
<td>1000</td>
</tr>
<tr>
<td>1360</td>
</tr>
<tr>
<td>29 K</td>
</tr>
</tbody>
</table>

(c) POWERS REFER TO MOTORS CONNECTED AT 380 V. 60 Hz
(1) SPECIAL VERSION, 24 HOURS SERVICE
(2) ONLY FOR KR
NB: THE FLUID COUPLING SIZE IS TIED TO THE MOTOR SHAFT DIMENSIONS
7.3 PERFORMANCE CALCULATIONS

For frequent starts or high inertia acceleration, it is necessary to first carry out the following calculations. For this purpose it is necessary to know:

- Pm - input power kW
- nm - input speed rpm
- PL - power absorbed by the load at rated speed kW
- nL - speed of driven machine rpm
- J - inertia of driven machine Kgm²
- T - ambient temperature °C

The preliminary selection will be made from the selection graph Tab. A depending upon input power and speed.

Then check:

A) acceleration time.
B) max allowable temperature.
C) max working cycles per hour

A) **Acceleration time** \( t_a \):

\[
 t_a = \frac{n_u \cdot J_r}{9.55 \cdot M_a} \quad \text{(sec)}
\]

where:
- \( n_u \) = coupling output speed (rpm)
- \( J_r \) = inertia of driven machine referred to coupling shaft (Kgm²)
- \( M_a \) = acceleration torque (Nm)

\[
 n_u = n_m \cdot \left( \frac{100 \cdot S}{100} \right)
\]

where \( S \) is the percent slip derived from the characteristic curves of the coupling with respect to the absorbed torque \( M_L \).

If \( S \) is not known accurately, the following assumptions may be made for initial calculations:

4 up to size 13”
3 from size 15” up to size 19”
2 for all larger sizes.

\[
 J_r = J \cdot \left( \frac{n_L}{n_u} \right)^2
\]

Note:
- \( J = \frac{PD^2}{4} + \frac{GD^2}{4} \)

\[
 M_a = 1.65 M_m - M_L
\]

where:
- \( M_m = \frac{9550 \cdot P_m}{n_m} \) (Nominal Torque)
- \( M_L = \frac{9550 \cdot P_L}{n_u} \) (Absorbed Torque)

B) **Max allowable temperature.**

For simplicity of calculation, ignore the heat dissipated during acceleration.

Coupling temperature rise during start-up is given by:

\[
 T_a = \frac{Q}{C} \quad \text{°C}
\]

where:
- \( Q = \) heat generated during acceleration (kcal)
- \( C = \) total thermal capacity (metal and oil) of coupling selected from Tab. C (kcal/°C).

\[
 Q = \frac{n_u \cdot \left( \frac{J_r \cdot n_u}{76.5} + \frac{M_L \cdot t_a}{8} \right)}{10^4} \quad \text{(kcal)}
\]

The final coupling temperature reached at the end of the acceleration cycle will be:

\[
 T_f = T + T_a + T_L \quad \text{°C}
\]

where:
- \( T_f = \) final temperature (°C)
- \( T = \) ambient temperature (°C)
- \( T_a = \) temperature rise during acceleration (°C)
- \( T_L = \) temperature during steady running (°C)

\[
 T_L = 2.4 \cdot \frac{P_L \cdot S}{K} \quad \text{°C}
\]

where:
- \( K = \) factor from Tab. D
- \( T_f = \) must not exceed 110°C for couplings with standard gaskets
- \( T_f = \) must not exceed 150°C for couplings with Viton gaskets

C) **Max working cycles per hour** \( H \)

In addition to the heat generated in the coupling by slip during steady running, heat is also generated (as calculated above) during the acceleration period. To allow time for this heat to be dissipated, one must not exceed the max allowable number of acceleration cycles per hour.

\[
 H_{\text{max}} = \frac{3600}{t_a + t_L}
\]

where \( t_L = \) minimum working time

\[
 t_L = 10^3 \cdot \frac{Q}{\left( \frac{T_a}{2} + T_L \right)} \cdot K \quad \text{(sec)}
\]
7.4 CALCULATION EXAMPLE
Assuming: \( P_m = 20 \text{ kW} \) \( n_m = 1450 \text{ giri/min} \)
\( P_L = 12 \text{ kW} \) \( n_L = 700 \text{ giri/min} \)
\( J = 350 \text{ kgm}^2 \)
\( T = 25^\circ C \)

Transmission via belts.
From selection graph on Tab. A, selected size is 12K.

A) **Acceleration time**
From curve TF 5078-X (supplied on request) slip \( S = 4\% \)

\[
\begin{align*}
\frac{n_u}{1450} &= 100 - 4\% = 1392 \text{ rpm} \\
J_r &= 350 \left( \frac{700}{1392} \right)^2 = 88.5 \text{ Kgm}^2 \\
M_m &= \frac{9550 \cdot 20}{1450} = 131 \text{ Nm} \\
M_L &= \frac{9550 \cdot 12}{1392} = 82 \text{ Nm} \\
M_a &= 1.65 \cdot 131 \cdot 82 = 134 \text{ Nm} \\
t_a &= \frac{1392 \cdot 88.5}{9.55 \cdot 134} = 96 \text{ sec} 
\end{align*}
\]

B) **Max allowable temperature**

\[
\begin{align*}
Q &= \frac{1392}{10^3} \cdot \left( \frac{88.5 \cdot 1392}{76.5} + \frac{82 \cdot 96}{8} \right) = 361 \text{ kcal} \\
C &= 4.2 \text{ kcal/}^\circ\text{C} \text{ (Tab. C)} \\
T_a &= \frac{361}{4.2} = 86^\circ \text{C} \\
K &= 8.9 \text{ (Tab. D)} \\
T_L &= 2.4 \cdot \frac{12.4}{8.9} = 13^\circ \text{C} \\
T_f &= 25 + 86 + 13 = 124^\circ \text{C} \\
\text{Viton gaskets needed}
\end{align*}
\]

C) **Max working cycles per hour**

\[
\begin{align*}
t_c &= 10^3 \cdot \frac{361}{ \left( \frac{86}{2} + 13 \right) \cdot 8.9} = 724 \text{ sec} \\
H &= \frac{3600}{96 + 724} = 4 \text{ starts per hour}
\end{align*}
\]
SERIES 6 \÷ 19 KR-CKR-CCKR

8. DIMENSIONS

**only for size “6”**

**only for size “6”**

In case of installation on shafts without shoulders, please contact Transfluid

**Dimensions**

NB: The arrows indicate input and output in the standard version.

---

** KR**

**CKR - CCKR**

---

**Particular Cases:**
- **Cylindrical Bore without Taper Bush** with a Keyway according to ISO 773 - DIN 6885/1
- **Particular Cases:**
  - CYLINDRICAL BORE WITHOUT TAPER BUSH WITH A KEYWAY ISO 773 - DIN 6885/1
  - CYLINDRICAL BORE WITHOUT TAPER BUSH, WITH A REDUCED KEYWAY (DIN 6885/2)
  - TAPER BUSH WITHOUT KEYWAY
- **WHEN ORDERING, SPECIFY: SIZE, MODEL, D DIAMETER**

**Example: 11CKR - D 42**

**SEE DRAWING**

---

**Dimensions**

**D J J1 A B B1 B2 C C1 C2 E F I M N O P Q R S T U V W Z**

- **Weight Kg (without oil)**
- **Oil max lt**

**Series 6 ÷ 19 KR-CKR-CCKR**

---

**E X A M P L E : 1 1 C K R - D 4 2**

**See Drawing**

---

**Dimensions are subject to alteration without notice**

**Drive with us**
SERIES 6 ÷ 19 KRG-…KRB-…KRD

**NB:** The arrows indicate input and output in the standard version.

### Dimensions

| Size | C | C₁ | C₂ | C₃ | C₄ | C₅ | G | G₁ | H | K | L | L₁ | P | Flex coupling | Brake drum | Brake disc | Z | Weight Kg (without oil) |
|------|---|----|----|----|----|----|---|----|---|---|----|----|----|---|-----------------|-------------|-------------|---|-----------------|
| 6    | 149 | 107 |    |    |    |    | 28 | 19 | 73 | 40 | 30 | 45 | BT 02 | on request | 3.9 | 3.7           | 3.6         |
| 7    | 194 | 138 |    |    |    |    | 42 | 28 | 110| 60 | 40 | 70 | BT 10 | 160 - 60 | 8.3 | 8.1           | 8.0         |
| 9    | 176 | 138 |    |    |    |    | 55 | 38 |    | 80 | 50 | 85 | BT 20 | 160 - 60 | 16 | 15.5          | 15.5        |
| 11   | 255 | 185 | 231|    |    |    | 80 | 50 | 85 | 80 | 60 |    | BT 20 | 160 - 60 | 21.5 | 20.5         | 20.5        |
| 12   | 352 | 252 |    |    |    |    |    |    |    | 110 | 80 | 120| BT 40 | 200 - 160 | 34 | 34.3          | 34.3        |
| 13   |    | 212 | 272|    |    |    | 36 | 60 | 100| 30 | 40 | 60 | BT 30 | 250 - 150 | 45 | 45.3          | 45.3        |
| 14   | 285 | 345 |    |    |    |    | 70 | 48 | 170| 60 | 40 | 70 | BT 10 | 160 - 60 | 35 | 35.3          | 35.3        |
| 15   | 411 | 459 | 293| 298| 346| 80 | 60 |    |    | 110 | 80 | 120| BT 30 | 200 - 160 | 54 | 54.3          | 54.3        |
| 16   | 343 | 411 | 293| 298| 346| 80 | 60 |    |    | 315 | 116 | 155| BT 40 | 250 - 150 | 77 | 77.1          | 77.1        |
| 17   | 362 | 442 | 522| 263| 343| 90 | 75 | 250| 110 | 100 | 135| BT 50 | 315 - 155 | 84 | 84.1          | 84.1        |
| 18   |    |    |    |    |    |    |    |    | 411 | 293 | 298| 346| 80 | 60 |    |    | 465 - 30 | 90 | 90.1          | 90.1        |

**Notes:**
- **BT ELASTIC COUPLING WITH REPLACING RUBBER ELEMENTS WITHOUT MOVING THE MACHINES ARE UPON REQUEST. (DIMENSIONS AS PER TF 6412)**
- **G1 SHAFT BORE WITH A KEYWAY ACCORDING TO ISO 773 - DIN 6885/1**
- **WHEN ORDERING, SPECIFY: SIZE - MODEL - D DIAMETER**
- **UPON REQUEST: BORE G1, MACHINED; G SPECIAL SHAFT**
- **FOR ...KRB - KRBP SERIES SPECIFY X AND Y OR X₁ AND Y₁ DIAMETER**

**Example:** 9KRB - D38 - BRAKE DRUM = 160x60

**Dimensions are subject to alteration without notice.**
SERIES 21 ÷ 34 KR-CKR-CCKR

Dimensions

NB: The arrows indicate input and output in the standard version.

- D BORES WITH A KEYWAY ACCORDING TO ISO 773 - DIN 6885/1
- STANDARD DIMENSIONS WITH A KEYWAY ISO 773 - DIN 6885/1
- STANDARD DIMENSIONS WITH REDUCED KEYWAY (DIN 6885/2)
- SEE DRAWING
- WHEN ORDERING, SPECIFY: SIZE, MODEL, D DIAMETER

EXAMPLE: 2ICCKR - D 80

DIMENSIONS ARE SUBJECT TO ALTERATION WITHOUT NOTICE
SERIES 21-34 ...KRG...KRB...KRBP...KRD

Fluid couplings - 0607

NB: The arrows ← indicate input and output in the standard version.

Fluid couplings - 0607

NB: The arrows ← indicate input and output in the standard version.

Fluid couplings - 0607

NB: The arrows ← indicate input and output in the standard version.

Fluid couplings - 0607

NB: The arrows ← indicate input and output in the standard version.

Fluid couplings - 0607

NB: The arrows ← indicate input and output in the standard version.

Fluid couplings - 0607

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Fluid couplings - 0607

NB: The arrows ← indicate input and output in the standard version.

Fluid couplings - 0607

NB: The arrows ← indicate input and output in the standard version.

Fluid couplings - 0607

NB: The arrows ← indicate input and output in the standard version.

Fluid couplings - 0607

NB: The arrows ← indicate input and output in the standard version.
SERIES 7÷34 KCM – CKCM-CCKCM

15

(6) GEAR COUPLING WITH SPECIAL CALIBRATED BOLTS

– WHEN ORDERING, SPECIFY: SIZE - MODEL
EXAMPLE: 34CCKCM

DIMENSIONS ARE SUBJECT TO ALTERATION WITHOUT NOTICE
NB: The arrows indicate input and output in the standard version.

Fluid coupling fitted with half gear couplings, to be radially disassembled without moving the machines.

<table>
<thead>
<tr>
<th>Size</th>
<th>A</th>
<th>C</th>
<th>C1</th>
<th>C2</th>
<th>G</th>
<th>I</th>
<th>I1</th>
<th>M</th>
<th>M1</th>
<th>M2</th>
<th>N</th>
<th>Gear coupling</th>
</tr>
</thead>
<tbody>
<tr>
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(4) S = SHROUDED SCREWS
(5) E = EXPOSED SCREWS
(6) GEAR COUPLING WITH SPECIAL CALIBRATED BOLTS
- WHEN ORDERING, SPECIFY: SIZE - MODEL
EXAMPLE: 21CKCG

Dimensions are subject to alteration without notice.
SERIES 9÷34 KDM – CKDM - CCKDM

- WHEN ORDERING, SPECIFY: SIZE - MODEL
- FINISHED Ø BORE UPON REQUEST
EXAMPLE: 27 CKDM

Dimensions

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</table>

NB: The arrows <-> indicate input and output in the standard version.

FLUID COUPLING FITTED WITH HALF DISC COUPINGS, WITHOUT MAINTENANCE AND PRESCRIBED FOR PARTICULAR AMBIENT CONDITIONS. TO BE RADICALLY DISASSEMBLED WITHOUT MOVING THE MACHINES.
Like KDM, but foreseen for a brake drum or disc assembly

Dimensions

- WHEN ORDERING, SPECIFY: SIZE - MODEL
- G AND G₁ FINISHED BORES UPON REQUEST, AND SPECIAL I₁ DIMENSION
- FOR BRAKE DRUM OR DISC, SPECIFY DIMENSIONS X AND Y OR X₁ AND Y₁

Example: 17KDMB - BRAKE DRUM 400 x 150

Dimensions are subject to alteration without notice.
**SERIES 9÷34 KRM – CKRM - CCKRM**

**DIMENSIONS ARE SUBJECT TO ALTERATION WITHOUT NOTICE**

### Cylindrical Bore Version

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<th>C</th>
<th>C₁</th>
<th>C₂</th>
<th>E</th>
<th>F</th>
<th>G</th>
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<th>L</th>
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<th>R</th>
<th>S</th>
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<td>(for max bore)</td>
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<td>M 36</td>
<td>(for max bore)</td>
<td>610 F</td>
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**Fluid couplings - 0607**
The three pieces flexible coupling B3T, allows the removal of the elastic elements (rubber blocks), without removal of the electric motor; only with the ..KRBP3 (with brake disc) coupling the electric motor must be removed by the value of 'Y'.

'Y' = axial displacement male part of the coupling B3T necessary for the removal of the elastic elements.
NB: The arrows ← indicate input and output in the standard version.

### TAPER BUSH VERSION

| D  | J  | J1 | A | B | B1 | C | C1 | C2 | E | F | G | H | K | L | M | N | P | Q | R | S | T |
|----|----|----|---|---|----|---|----|----|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6  | +19| –  | 45 | 195| 60 | 140| 62 | 46 | 57 | – | 7 | 42 | – | 88 | 17 | – | – | – | 35 |
| 7  | 19 | 24 | 60 | 50 | 228 | 77 | 159 | 55 | 174 | 19 | 14 | 90 | 4 | M 6 | 114 | 14 | M 12 | 29 | 38 | M 6 | M 8 |
| 8  | 24 | 60 | 25  | 194 | 91 | 81 | 116 | 114 | 8 | 195 | 22 | – | 13 | M 8 | 128 | 20 | M 12 | 19 | 29 | 50 | 60 |
| 9  | 28 | 38 | 80 | 60 | 295 | 96 | 250 | 96 | 327 | 125 | 112 | 130 | 8 | 117 | 158 | 26 | 24 | 19 | 29 | 50 | 60 |
| 11 | 32 | 42 | 80 | 80 | 325 | 107 | 359 | 113 | 327 | 125 | 112 | 130 | 8 | 117 | 158 | 26 | 24 | 19 | 29 | 50 | 60 |
| 12 | 38 | 42 | 80 | 110 | 370 | 122 | 274 | 125 | 112 | 130 | 8 | 117 | 158 | 26 | 24 | 19 | 29 | 50 | 60 |
| 13 | 48 | 55 | 110 | 80.8 | 368 | 137 | 367 | 407 | 190 | 135 | 155 | 8 | 117 | 158 | 26 | 24 | 19 | 29 | 50 | 60 |
| 15 | 60 | 60 | 110 | 110 | 605 | 137 | 605 | 137 | 605 | 137 | 605 | 137 | 8 | 117 | 158 | 26 | 24 | 19 | 29 | 50 | 60 |
| 17 | 60 | 60 | 110 | 110 | 605 | 137 | 605 | 137 | 605 | 137 | 605 | 137 | 8 | 117 | 158 | 26 | 24 | 19 | 29 | 50 | 60 |

### CYLINDRICAL BORE VERSION

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CONSULT OUR ENGINEERS

DIMENSIONS ARE SUBJECT TO ALTERATION WITHOUT NOTICE

– D BORES RELATIVE TO TAPER BUSHES WITH A KEYWAY ACCORDING TO ISO 773 - DIN 6885/1
– CYLINDRICAL BORE WITHOUT TAPER BUSH ISO 773 - DIN 6885/1
– TAPER BUSH WITHOUT A KEYWAY

- STANDARD CYLINDRICAL BORES WITH KEYWAYS ACCORDING TO ISO 773 - DIN 6885/1
- WHEN ORDERING SPECIFY: SIZE - MODEL - D DIAMETER
EXAMPLE: 12KSD - D 42
STANDARD PULLEYS

**Dimensions**

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**GROOVE**

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- WHEN ORDERING, SPECIFY: SIZE - MODEL - D DIAMETER - Dp - NUMBER AND TYPE OF GROOVES

**EXAMPLE:** 13 CKSDF - D55 - PULLEY Dp. 250 - 5 SPC/C

DIMENSIONS ARE SUBJECT TO ALTERATION WITHOUT NOTICE
**SERIES 6 ÷ 13 EK**

- **CYLINDRICAL BORE WITH A KEYWAY ISO 773 - DIN 6885/1**
- **CYLINDRICAL BORE WITH A REDUCED KEYWAY (DIN 6885/2)**
- **NOT STANDARD**

**WHEN ORDERING SPECIFY: SIZE - MODEL D - DIAMETER**

**EXAMPLE: 8 EK-D28 – G 28**

---

**Dimensions**

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<th>C</th>
<th>M</th>
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<th>Weight Kg (without oil)</th>
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**NB:** The arrows ➔ indicate input and output in the standard version.

**DIMENSIONS ARE SUBJECT TO ALTERATION WITHOUT NOTICE**

---

**Example of application**

---

**Fluid couplings - 0607**
**SERIES D34 KBM - D34 KDM**

**RECOMMENDED OIL FILLING**

Flud coupling with double circuit, fitted with main journals and input and output shafts.

Dimensions are subject to alteration without notice.

Columns: 
- **SERIES**
- **WEIGHT Kg** (without oil)
- **OIL max. lt**

<table>
<thead>
<tr>
<th>SERIES</th>
<th>WEIGHT Kg (without oil)</th>
<th>OIL max. lt</th>
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<td>D34KBM</td>
<td>810</td>
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<td>D34KDM</td>
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**NB:** The arrows indicate input and output in the standard version.

**9. FILLING**

Transfluid hydraulic couplings are supplied without oil. Standard filling: X for K series, 2 for CK series, and 3 for CCK series. The quantities are indicated on page 11 and 13 of this catalog. Follow the procedure indicated on Installation and Maintenance manuals 150 GB and 155 GB delivered with each coupling.

Suggested oil: **ISO32 HM** for normal operating temperatures. For temperatures near zero, **ISO FD 10 (SAE 5W)** and for temperatures -10° contact Transfluid.

Dimensions are subject to alteration without notice.
### Fluid couplings - 0607

#### CENTER OF GRAVITY

<table>
<thead>
<tr>
<th>Size</th>
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#### MOMENT OF INERTIA

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</table>

**Dimensions**

- **KRB (with brake drum)**
- **KRG (with disc brake)**
- **CKRG-CCKRG**
- **KCG**
- **CKCG-CCKCG**
- **KDM**
- **CKDM-CCKDM**

**G-1 - G2 = TOTAL WEIGHT, INCLUDING OIL (MAX FILL)**

**MOMENT OF INERTIA**

<table>
<thead>
<tr>
<th>Size</th>
<th>Dimensions</th>
<th>MOMENT OF INERTIA</th>
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</table>

**Dimensions are subject to alteration without notice**
10. SAFETY DEVICES

FUSIBLE PLUG
In case of overloads, or when slip reaches very high values, oil temperature increases excessively, damaging oil seals and consequently allowing leakage. To avoid damage when used in severe applications, it is advisable to fit a fusible plug. Fluid couplings are supplied with a fusible plug at 140°C (120°C or 198°C upon request).

SWITCHING PIN
Oil venting from fusible plug may be avoided with the installation of a switching pin. When the temperature reaches the melting point of the fusible ring element, a pin releases that intercepts a relay cam that can be used for an alarm or stopping the main motor. As for the fusible plug, 2 different fusible rings are available (see page 26).

10.1 SWITCHING PIN DEVICE
This device includes a percussion fusible plug installed on the taper plug pos. 13 (Fig. 6).
The percussion fusible plug is made of a threaded plug and a pin hold by a fusible ring coming out due to the centrifugal force when the foreseen melting temperature is reached. Such increase of temperature can be due to overload, machinery blockage or insufficient oil filling. The pin, moving by approx. 16 mm, intercepts the cam of the switch to operate an alarm or motor trip signal.
After a possible intervention and removal of the producing reason, this device can be easily restored with the replacement of the percussion plug or even the fusible ring following the specific instructions included in the instruction manual.
With external wheel as driver, as indicated in Fig. 6, the percussion plug operates in any condition, while in case of driven external wheel it can operate correctly only in case of increase of the slip due to overload or excessive absorption.
It is possible to install this system on all fluid couplings starting from size 13K even in case it has not been included as initial supply, asking for a kit including percussion fusible plug, gasket, taper plug, counterweight for balancing, glue, installation instructions.
In order to increase the safety of the fluid coupling a standard fusible plug is always installed, set at a temperature greater than that of the percussion fusible plug.
For a correct operation, please refer to the instructions relevant to the standard or reverse installation described at page 29.

Switching pin

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<tr>
<th>DIM.</th>
<th>X</th>
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</table>

+10°C
0°C

120°C SPEC. 1004-A
140°C SPEC. 1004-B

ELECTRONIC OVERLOAD CONTROLLER
This device consists of a proximity sensors measuring the speed variation between the input and output of the fluid coupling and giving an alarm signal or stopping the motor in case the set threshold is overcome.
With such a device, as well as with the infrared temperature controller, no further maintenance or repair intervention is necessary after the overload occupancy, because the machinery can operate normally, once the cause of the inconvenience has been removed (see page 27).

INFRARED TEMPERATURE CONTROLLER
To measure the operating temperature, a device fitted with an infrared sensor is available. After conveniently positioning it by the fluid coupling, it allows a very precise non-contact temperature measurement.
Temperature values are reported on a display that also allows the setting of 2 alarm thresholds, that can be used by the customer (see page 28).
10.2 OVERLOAD CONTROLLER (Fig. 7)

When load torque increases, slip also increases and output speed consequently decreases. The said speed variation can be measured by means of a sensor sending a pulse train to the speed controller. If the rotating speed goes lower than the set threshold (see diagram) on the controller, a signal is given through the intervention of the inner relay. The device has a “TC” timer with a blind time before starting (1 - 120 s) avoiding the alarm intervention during the starting phase, and another “T” timer (1 – 30 s) preventing from undesired relay intervention during sudden changes of torque. The device also provides a speed proportional analogic output signal (0 – 10 V), that can be forwarded to a display or a signal transducer (4 – 20 mA). Standard supply is 230 V ac, other supplies are available upon request: 115 V ac, 24 V ac or 24 V dc, to be specified with the order.

CONTROLLER PANEL (Fig. 8)

TC  Blind time for starting
Set screw regulation up to 120 s.

DS  Speed range regulation
Programmable DIP-SWITCH (5 positions), selecting relay status, proximity type, reset system, acceleration or deceleration. Programming speed Dip-Switch with 8 positions allows to choose the most suitable speed range, according to the application being performed.

SV  Speed level (set point)
Set screw regulation with digits from 0 to 10. The value 10 corresponds to full range set with Dip-Switch.

R  Reset
Local manual reset is possible through R button, or remote reset by connecting a N.O. contact at pins 2-13.

SS  Threshold overtaking
(RED LED) It lights up every time that the set threshold (set point) is overtaken.

A  Alarm led
(RED LED) It lights up when alarm is ON and the inner relay is closed.

E  Enable
(YELLOW LED) It lights up when the device is enabled.

T  Delay time
Set screw regulation up to 30 s.

ON  Supply
(GREEN LED) It shows that the device is electrically supplied.

FOR FURTHER DETAILS, ASK FOR TF 5800-A.
10.3 INFRARED TEMPERATURE CONTROLLER

This is a non contact system used to check fluid coupling temperature. It is reliable and easily mounted. It has 2 adjustable thresholds with one logical alarm and one relay alarm.

The proximity sensor must be positioned near the fluid coupling outer impeller or cover, according to one of the layouts shown in Fig. 9.

It is advised to place it in the A or C positions, as the air flow generated by the fluid coupling, during rotation, helps removal dirt particles that may lay on the sensor lens.

The distance between the sensor and the fluid coupling must be about 15-20 mm (cooling fins do not disturb the correct operation of the sensor).

To avoid that the bright surface of the fluid coupling reflects light, and thus compromises a correct temperature reading, it is necessary to paint the surface, directly facing the sensor with a flat black colour (a stripe of 6-7 cm is sufficient).

The sensor cable has a standard length of 90 cm. If required, a longer one may be used only if plaited and shielded as per type “K” thermocouples.

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</tr>
<tr>
<td>Ambient temperature</td>
<td>-18 ÷ 70 °C</td>
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<tr>
<td>Accuracy</td>
<td>0.0001 °C</td>
</tr>
<tr>
<td>Dimensions</td>
<td>32.5 x 20 mm</td>
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<tr>
<td>Standard wire length •</td>
<td>0.9 m</td>
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<td>Body</td>
<td>ABS</td>
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<tr>
<td>Protection</td>
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### CONTROLLER

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<td>Logical output OP2</td>
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<td>(5Vdc, ±10%, 30 mA max)</td>
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<td>Logic (OP2)</td>
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<td>Relay (OP1) (NO, 2A / 250Vac)</td>
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<td>IP 30</td>
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<td>Display protection</td>
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* TO BE MADE LONGER WITH TWISTED AND SHIELDED WIRES FOR TYPE K THERMOCOUPLES (NOT SUPPLIED)
11. INSTALLATION

11.1 STANDARD MOUNTING
Driver inner impeller

Minimum possible inertia is added to the motor, and therefore free to accelerate more quickly.

During the starting phase, the outer impeller gradually reaches the steady running condition. For very long starting times, heat dissipation capacity is lower.

If a braking system is required, it is convenient and easy to install a brake drum or disc on the flex coupling.

In some cases, where the driven machine cannot be rotated by hand, maintenance procedures of oil checking and refilling, as well as alignment, become more difficult.

The delayed fill chamber, when present, is fitted on the driven side. The rotating speed of the said chamber gradually increases during start-up, thus leading to a longer starting time, assuming the bleed orifices diameters are not changed. If oil quantity is excessively reduced, the transmissible torque may be lower than the starting torque of the driven machine. In such a case, part of the oil remains inside the delayed chamber. This lack of oil in the fluid coupling may cause stalling.

The “switching pin” device might not work correctly on machines where, owing to irregular operating conditions, the driven side may suddenly stop or jam during the starting phase.

Flex coupling is protected by the placement of the fluid coupling before it, and therefore this configuration is fit for applications with frequent start-ups or inversions of the rotating sense.

11.2 REVERSE MOUNTING
Driver outer impeller

Higher inertia directly connected to the motor.

The outer impeller, being directly connected to the motor, reaches synchronous speed instantly. Ventilation is therefore maximum from the beginning.

The assembly of a brake disc or drum on KR fluid couplings is more difficult, expensive and leads to a longer axial length of the whole machine group.

The outer impeller and cover are connected to the motor, it is therefore possible to manually rotate the coupling to check alignment and oil level, and for refilling.

The delayed fill chamber is fitted on the driver side, and reaches the synchronous speed in a few seconds. Oil is therefore centrifuged into the main circuit gradually and completely.

Starting time is adjustable by replacing the calibrated bleed orifices. The starting phase, however is performed in a shorter time than in the configuration with an inner driver impeller.

The switching pin operation is always assured, where fitted, as the outer impeller, always rotates because it is mounted on the driver shaft.

In case of frequent start-ups or inversions of the rotating direction, the flex coupling is much more stressed.

If not expressly required by the customer or needed for the application being performed, the fluid coupling is supplied according to our “standard” mounting. Do specify in your request for quotation whether you need a “reverse” mounting.

NOTE: Starting from size 13 included, a baffle ring is always fitted on the driver impeller, and therefore it is not recommended to “reverse” mount a fluid coupling equipped with a “standard” mounting, or viceversa. In these cases contact Transfluid for more detailed information.
OTHER TRANSFLUID PRODUCTS

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Start up and variable speed drive up to 3300 kW

FLUID COUPLING
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Start up and variable speed drive up to 1700 kW

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Constant fill Up to 1000 kW

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Up to 800 kW

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HYDRAULIC BRAKE
SHC-SL SERIES
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Up to 9000 Nm

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For internal combustion engine up to 16000 Nm
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  - 38500 Voiron (France)
  - Tel.: 4.875635310
  - Fax: 4.76919242
  - tffrance@transfluid.it

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  - Fax: 4.76919242
  - tffrance@transfluid.it

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  - 81700 Tuzla Istanbul

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  - Bogota

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  - A.A.R.L., S.A. de C.V.
  - 11500 Mexico df

- **PERU**
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