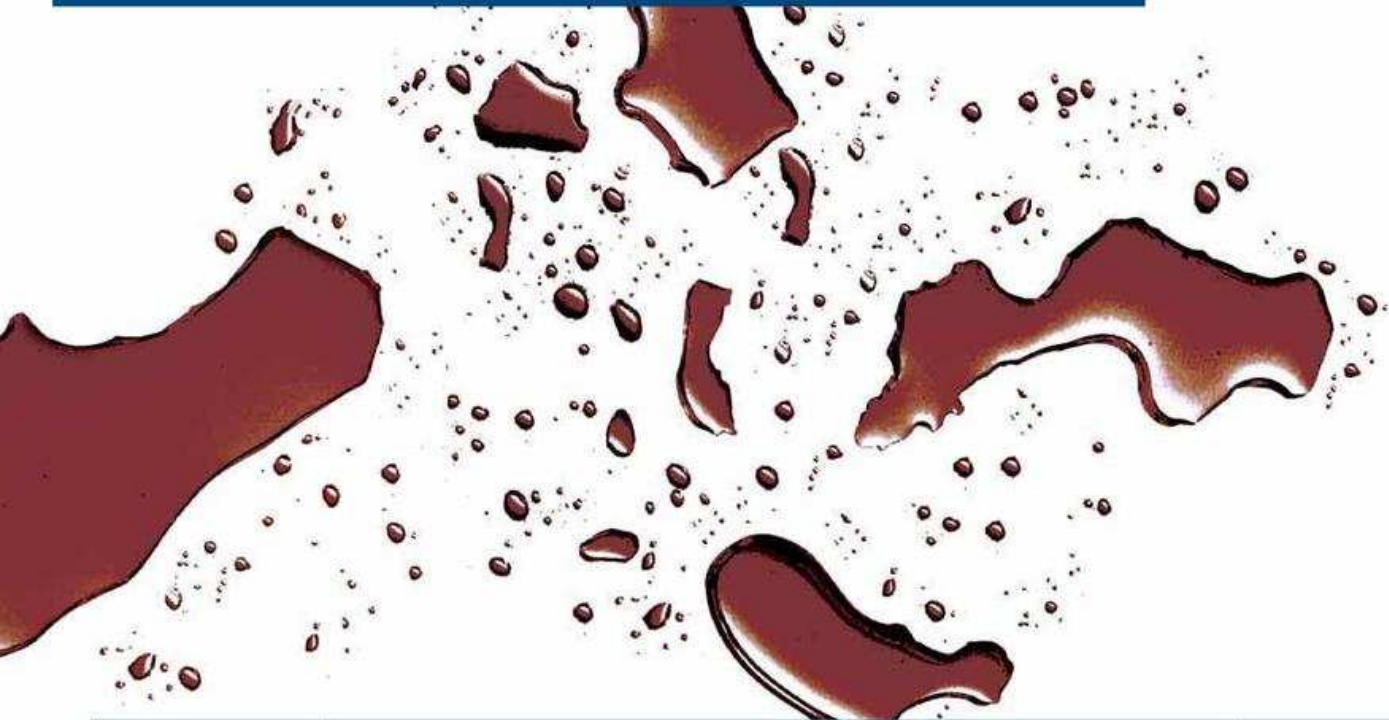


# LUBRICATION AND MAINTENANCE: NOW LET'S LOOK AFTER IT.



| Oil   |  Operating<br>-20°C to +20°C<br>Ambient<br>-40°C to -15°C |  Operating<br>+10°C to +50°C<br>Ambient<br>-15°C to +15°C |  Operating<br>+40°C to +70°C<br>Ambient<br>+15°C to +30°C |  Operating<br>+50°C to +85°C<br>Ambient<br>+30°C to +50°C | Grease                              |
|---|--|--|--|--|-------------------------------------|
| ISO-VG/DIN 51519 mm <sup>2</sup> /s   | 10   | 22   | 46   | 100  |                                     |
| <br><br><br><br><br><br><br><br> | SUMOROL<br>CM10  | SUMOROL<br>CM22  | SUMOROL CM 46<br>MOTANOL HE 46   | DEGOL CL 100 T<br>MOTANOL HE 100   | ARALUB<br>HL2                       |
|   | ENERGOL<br>CS10  | ENERGOL<br>CS22  | ENERGOL CS 46<br>ENERGOL RC-R 46   | ENERGOL CS 100<br>ENERGOL RC 100   | ENERGREASE<br>LS2                   |
|   | -  | -  | AIRCOL<br>PD 46  | AIRCOL<br>PD 100   | SPHEEROL<br>MP 2                    |
|   | SPINESSO<br>10   | SPINESSO<br>22   | TERESSTIC<br>T46   | NUTO<br>100  | UNIREX<br>N2                        |
|   | RENOLIN<br>MR3   | RENOLIN<br>DTA22   | RENOLIN<br>DTA46   | RENOLIN<br>MR30  | RENOLIT<br>LZR2                     |
|   | ISOFLEX<br>PDP 38  | ISOFLEX<br>PDP 48  | LAMORA<br>HLP 46   | LAMORA<br>100  | POLYLUB WH2<br>Klübersynth BM 44-42 |
|   | VELOCITE<br>No 6   | VELOCITE<br>No 10  | MOBIL<br>DTE 798   | MOBIL DTE<br>OIL HEAVY   | POLYREX<br>EM                       |
|   | MORLINA<br>10  | MORLINA<br>22  | MORLINA<br>46  | MORLINA<br>100   | ALVANIA<br>RL2                      |
|   | AZZOLA<br>ZS10   | AZZOLA<br>ZS22   | AZZOLA<br>ZS46   | AZZOLA<br>ZS100  | MULTIS 2                            |

Alternatively we strongly recommend the use of multigrade oil SAE 10W-40 at working temperature between 0°C and +80°C.

## OIL

**D**The oil lubricated freewheels from this catalogue are delivered lubricated with a VG 32 oil viscosity if they are sealed, self-contained units (except ALP..F7D7, GFRN..F5F6 and GFR..F3F4).

Other freewheels are delivered without lubricant, other than a protection against corrosion. Before putting a unit into operation, it is necessary to remove the anti corrosive fluid and to fill the unit with appropriate oil. Generally, for a horizontally mounted unit, the correct oil level is 1/3 of the internal clutch height unless specified. (For vertically mounted units please contact us).

Correct lubricants to use are given in the lubrication chart.

Oils including graphite, molybdenum and EP additives should be avoided. This chart is for guidance only. In the case of low or high overrunning speeds, or limiting temperatures, please contact our technical department.

## GREASE

**A** number of models have been designed specially for grease lubrication as standard (» see page 14–15).

In this case, the unit will always be delivered lubricated, ready for mounting either in horizontal or vertical position. The grease used is a long life type, with high thermal and chemical stability.

Unless specified, no maintenance is required. To increase the service life of units we recommend to remove, clean, inspect and re-grease them after two years of operation

**Note:** Unlike all other designs, sprag types RSCI and DC version-N can work with all the current lubricants used in power transmissions.

Initially change the oil after 10 hours of operation. Afterwards every 2000 hours, every 1000 hours in a dirty environment.

Level and oil condition as well as rotating seals should be checked regularly. For working temperatures below  $-40^{\circ}\text{C}$  and above  $+100^{\circ}\text{C}$ , please contact us.

If grease lubrication is the only option for one of these types, we recommend you contact our technical department for approval.

