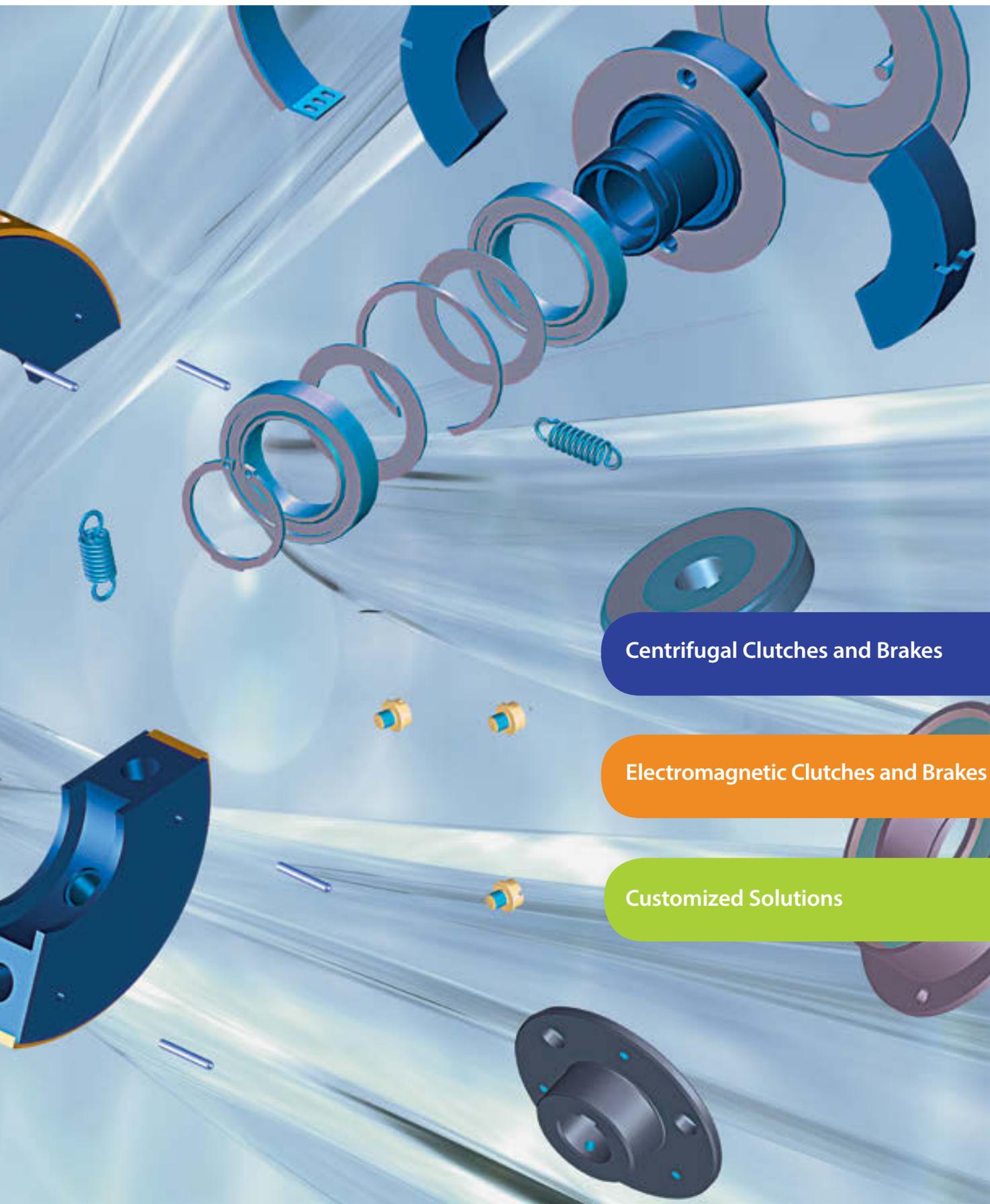


# SUCO

## Transmission Technology



Centrifugal Clutches and Brakes

Electromagnetic Clutches and Brakes

Customized Solutions

# Welcome to SUCO

What you'll see on the following pages:

## SUCO

SUCO – A transmission technology specialist active on the global stage	Page 3
SUCO – A success story	Page 4
SUCO – Tradition and innovation	Page 6

## CENTRIFUGAL CLUTCHES AND BRAKES

	From Page 8
Technical explanations	Page 10
F-Type – Self-increasing clutch	Page 16
S-Type – Pin-guided clutch with three flyweights	Page 18
W-Type – Pin-guided clutch with two flyweights	Page 20
P-Type – Asymmetric pivot clutch	Page 22
Key to model codes	Page 23
Questionnaire for centrifugal clutches and brakes	Page 24

## ELECTROMAGNETIC CLUTCHES AND BRAKES

	From Page 26
Technical explanations	Page 28
E-Type – Electromagnetic clutch without bearing	Page 30
G-Type – Electromagnetic clutch with bearing	Page 31
B-Type – Electromagnetic brake	Page 32
Key to model codes	Page 33
Different solutions, driven-side	Page 34

## CUSTOMIZED SOLUTIONS

	From Page 36
Examples of different solutions	Page 39

SUCO worldwide – our international sales network	Page 42
--	---------

# SUCO Robert Scheuffele GmbH & Co. KG

A transmission technology specialist setting standards on the global stage

SUCO Robert Scheuffele GmbH & Co. KG was founded in 1938 and has established itself across the globe under the trade name SUCO.

The two main product groups, pressure monitoring (mechanical pressure switches, vacuum switches, electronic pressure switches and pressure transmitters) and transmission technology (centrifugal clutches and brakes, electromagnetic clutches and brakes), are developed, designed and manufactured at the Bietigheim-Bissingen site, approximately 20 km north of Stuttgart in Germany.



Peter Stabel, Director



Marcell Kempf, Director

## Highest quality in all areas

The development and continual expansion of the company premises are indications of a thriving company.

Work on global presence has been rigorous, and today SUCO is actively represented by distribution companies in France (SUCO VSE France – a 50/50 joint venture with VSE Volumentechnik GmbH) and in the USA (SUCO Technologies Inc.), by associate company ESI Technology Ltd in Wrexham, North Wales, and by more than 40 mostly exclusive sales partners in over 50 countries.

Certified to DIN EN ISO 9001:2008, SUCO has retained its consistently high quality standards for many years, something substantiated by numerous audits by reputable companies from a broad diversity of industry sectors.

This worldwide acknowledged product quality is guaranteed with CNC-controlled machining centres, automated assembly machines, sophisticated test systems and the latest in measuring equipment. Outstanding products, high level of customer service and excellent price/performance ratio guarantee SUCO's good market positioning within the product sectors mentioned.

A sophisticated level of personnel qualification, a high identification of the employees with the company, process-oriented structures and efficient organisation are guarantees for continued company growth into the future.

Observance of ethical principles and comprehensive environmental awareness is standard at SUCO, and guarantees high class business relationships on the highest level for our customers all over the world.

This catalogue does not only give a clear and structured overview of our capabilities all around our comprehensive range of transmission technology products but also offers detailed technical explanations supporting you in many challenges occurring in your specific applications.

**Please trust in a company with 80 years of experience.**

# SUCO – A success story

From a mechanical workshop to an industrial company operating on the global stage

**1938**

Robert Scheuffele starts up a mechanic's workshop

**1945**

Start of the partnership between Robert Scheuffele and Georg Fuhrmann



\* 16.10.1909 † 20.02.1966 \* 15.01.1912 † 04.02.1982

**1946**

Production start of centrifugal clutches and brakes

**1953**

Move into the new premises in Bietigheim-Bissingen, Keplerstrasse (still headquarter today)



**1956**

Registration of trade name SUCO with worldwide trademark protection

**1960**

Production start of mechanical pressure switches for the automotive industry



A view into production



Administration building, Bietigheim-Bissingen



Aerial shot of premises, Bietigheim-Bissingen

**1997**

First DIN ISO 9001 company certification

**1998**

Start of market penetration in Asia by setting up a company pool

Broadening of product expertise to electronic pressure monitoring

Start of the „fully automatic pressure switch adjusting“ development project with the Fraunhofer Institute

**1999**

Founding of subsidiary SUCO VSE France

**2001**

Certification to DIN ISO 9001:2000

**2002**

Penetration of the markets in South America and Eastern Europe

**2004**

Development start of fully automatic assembly systems for pressure switch modules

**2005**

New company name: SUCO Robert Scheuffele GmbH & Co. KG

Development of the SUCO zero clutch

**1969**

Production start of electromagnetic clutches and brakes

Set-up of a pan-European sales network



**1979**

Further development of SUCO pressure switches especially for hydraulic and pneumatic applications

Strategic alignment to the industry

**1980**

Development of the hex 24 pressure switch series for broad industrial applications

**1984**

Development of the hex 27 pressure switch series for broad industrial applications

**1987**

Broadening of the product range to include custom pre-wired pressure switches

**1988**

Start of sales in the US

**1993**

Development of pressure dampers for ABS brake systems in the automotive industry



Aerial shot of premises, Bietigheim-Bissingen



ESI Technology, Wrexham, UK



SUCO Technologies, Boca Raton, USA



SUCO VSE France, Le Mans, France

**2006**

Development and production start of descenders with centrifugal technology

Enhancement of the laboratory test facility for simulating several million test cycles under different test conditions

Development of the world's smallest pressure switch with adjustable switching point to 400 bar (patented)

**2007**

Founding of subsidiary SUCO Technologies Inc., USA

**2009**

Acquisition of ESI Technology Ltd. (UK)

**2010**

Across-the-board use of enhanced automatic pressure switch adjusters; Development of a transmitter series based on SoS technology

**2011**

Development of the SUCO thermal brake

**2013**

75-year company anniversary celebrations

**2014**

Development of additional intelligent functions integrated in mechanical pressure switches

**2017**

Certification to DIN ISO 9001:2015

# Tradition and Innovation

The preservation of proven traditions and continuous efforts in innovation enable visions to become successful reality



Design and development of new products using the latest CAD tools.



The best quality products are possible due to the best quality raw materials.



Products are subjected to comprehensive testing and measurements to simulate realistic ambient conditions and loads.



Computer-aided test bench for engagement speed.



Experienced employees with long staff membership and professional competence guarantee high quality.



Ultra-modern production plant with integrated, fully-automated component handling enables to manufacture first-class clutches and brakes.



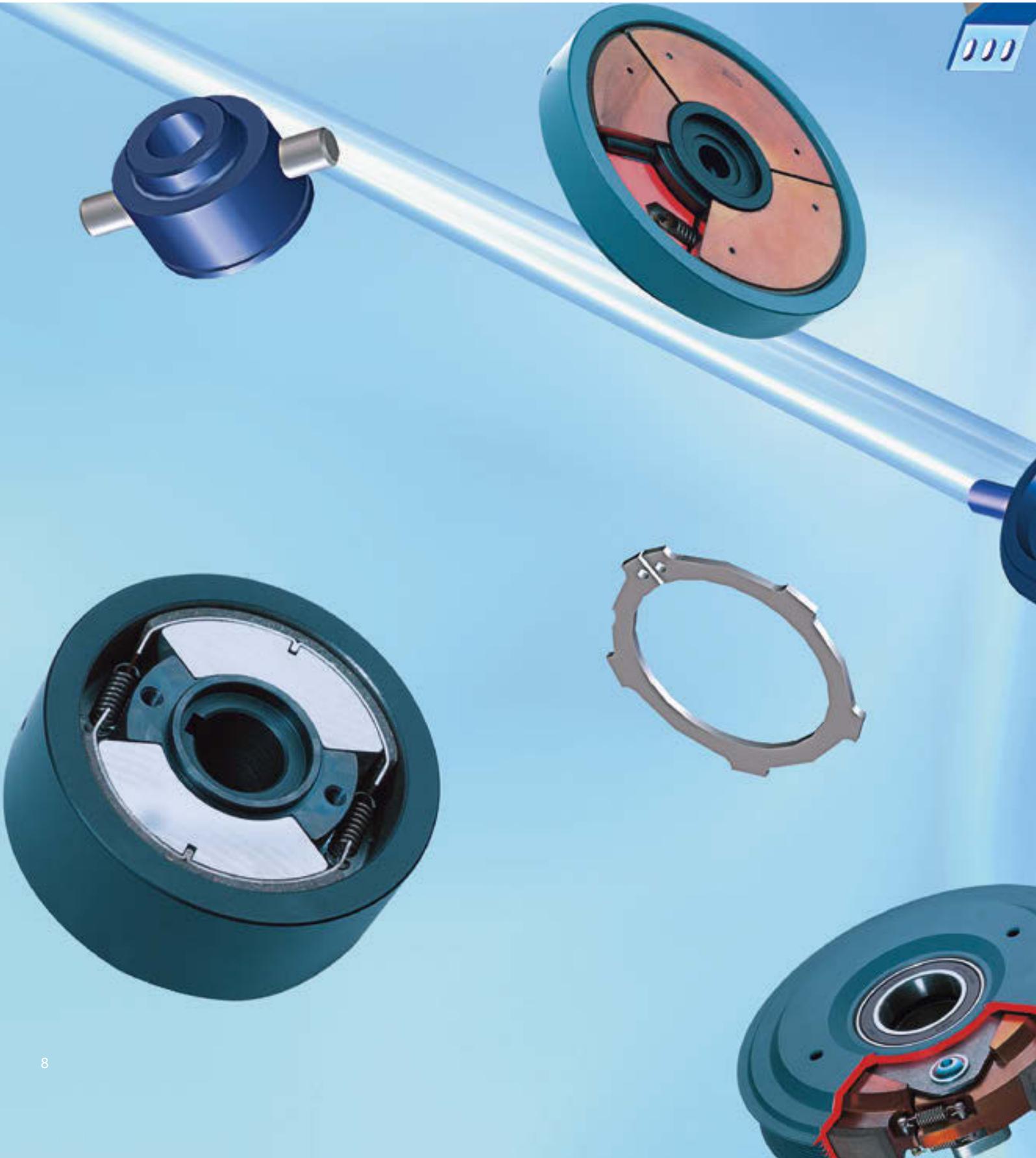
Ready-made clutches are waiting for their delivery to the customers.



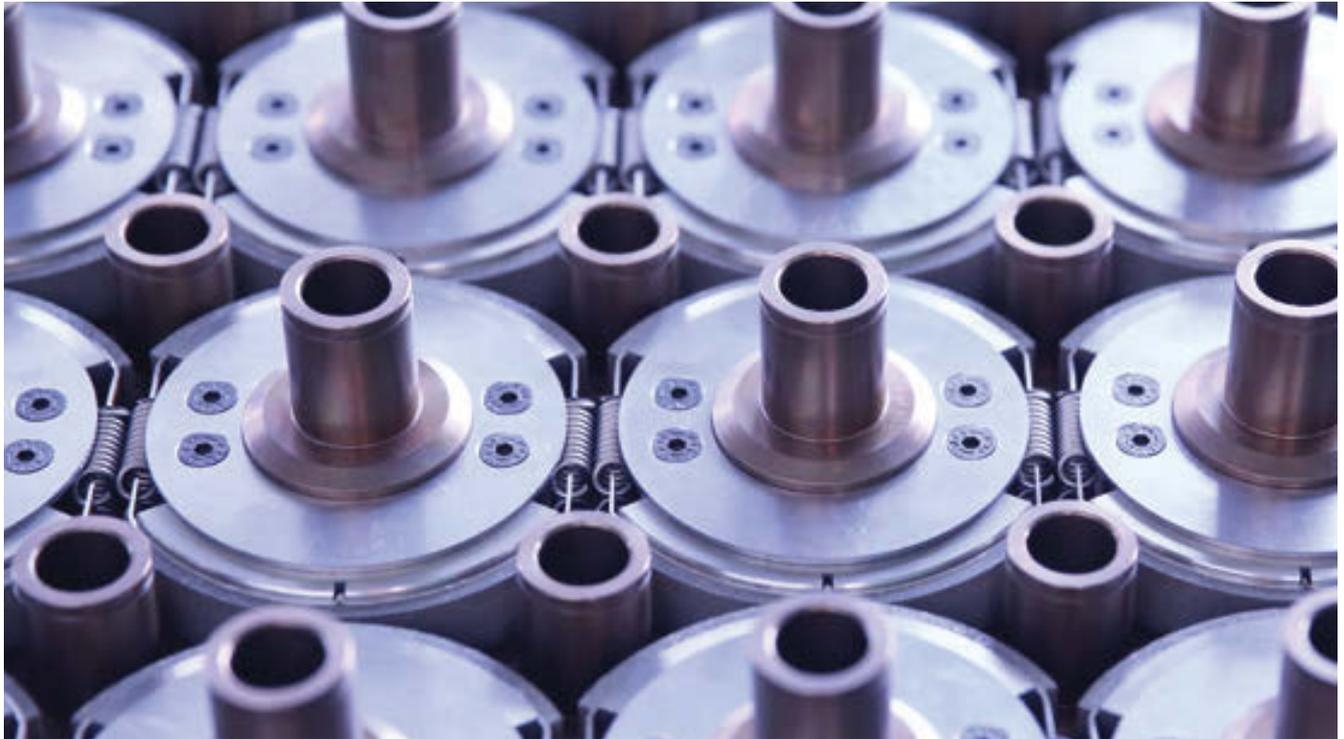
From here our products are dispatched to customers all over the world.

# Centrifugal clutches and brakes

## Centrifugal clutches and brakes



# General technical information on centrifugal clutches and brakes



## How do centrifugal clutches or brakes work?

Centrifugal clutches and brakes use centrifugal forces to transmit power (clutch) or to limit speed (brake).

As the brakes are based on a physical principle, centrifugal clutches or brakes **do not require any additional external power supply**, which makes them a perfect solution for safety applications.

Centrifugal clutches and brakes consist of a **driving shaft** ①. Around the driving shaft, there are **flyweights** ② mounted, which are kept on the shaft by **springs** ③. On the outer side of the flyweights there are **friction pads** ④.

1. When the driving shaft starts turning, the flyweights and the friction pads are kept together by the retaining forces of the springs.

2. At a predefined speed (engagement speed), the centrifugal forces overcome the retaining forces of the springs and the friction pads do contact **the outer drum** ⑤.

3. The friction pads begin to transmit power to the drum, but will show a slipping effect until the speed is further increased to the operating speed, which means a non-slip torque transmission.

Based on long experience and know-how, SUCO designs the clutches with a safety factor, which guarantees that the transmissible torque at the operating speed is higher than necessary. This ensures a slip free application and thus, reduces wear and service requirements.

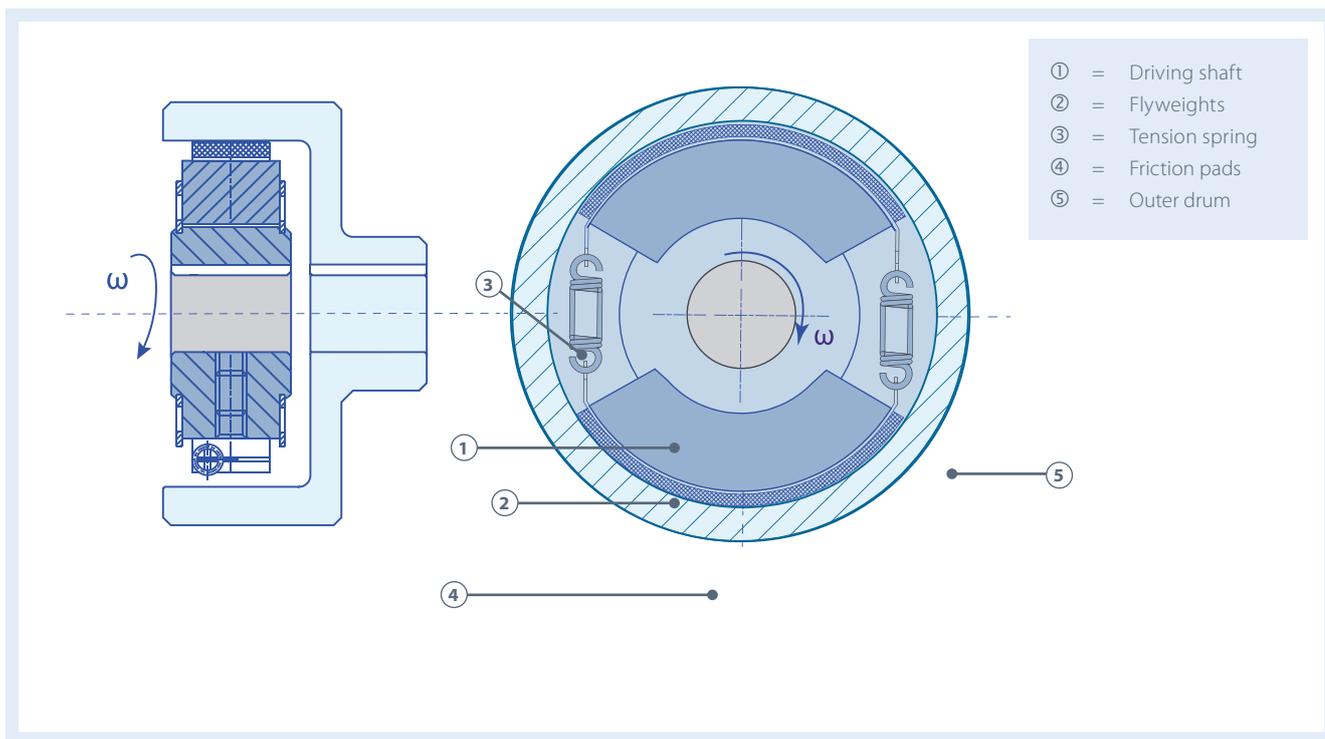
## Differences between a centrifugal clutch and a centrifugal brake:

The main difference between a centrifugal clutch and a centrifugal brake is in the drum:

**At a centrifugal clutch** the drum is not fixed and will begin to turn when the engagement speed / operating speed is reached.

**At a centrifugal brake** the outer drum is fix and cannot turn. This causes a braking force when the friction pads touch the drum.

When designing and operating centrifugal brakes, there must be a special focus on braking time and maximum heat. Please refer to page 13 for further information.



Construction of a centrifugal clutch /brake

### Typical applications for centrifugal clutches:

Centrifugal clutches are mainly used as a start up clutch. A centrifugal clutch allows the usage of a smaller motor, because the motor can start loadfree until it has reached its optimum operating speed, at which the load is smoothly added by the centrifugal clutch.

### Typical applications for centrifugal brakes:

The main application for centrifugal brakes is limiting the speed of e.g.

- descending weight or persons
- safety- and fire doors – industrial applications
- wto a safe level.

### What are the key criteria when selecting and designing a centrifugal clutch / brake:

#### Performance data:

- The power which needs to be transmitted (kW)
- Engagement speed [rpm]
- Operating speed [rpm]
- The max. allowable size  
*By knowing the max. size and power, the most suitable clutch model can be chosen, as all models do have a different performance factor*

#### Additional required information for centrifugal brakes:

- Load in kg
- Max. braking time and braking frequency

### Design and dimensions:

#### Input design:

- Shaft diameter

#### Output design:

There are different output designs possible. So we need to know if you use

- Only core version
- Flex coupling
- Belt Pulley design
- Ball bearings or not

Please refer to pages 14-15 for further information.

# General technical information on centrifugal clutches and brakes

## Calculating the torque:

$M$  = torque [Nm]

$n$  = speed of rotation [rpm]

$P$  = power [kW or hp]

$$M = 9550 \cdot \frac{P}{n} \text{ [kW]}$$

$$M = 7121 \cdot \frac{P}{n} \text{ [hp]}$$

Criteria	F-Type	W-Type	P-Type	S-Type
Page	6	8	12	14
Compact design	●	○		●
Noisefree operation		●	●	●
Easy replaceable parts	●	●		
Performance factor	2.5	1.0	1.75 - 1.25	1.5

Selection matrix of SUCO centrifugal clutches

## Performance factor

The performance factor is a measure to compare the power transmission of clutches. The **W-Type** clutch has a performance factor of 1.0. The **F-type** at the same size and the same flyweight mass can transmit 2.5x more torque.

## Engagement speed:

The engagement speed of centrifugal clutches indicates the speed at which the centrifugal forces overcome the retaining forces of the spring and the friction pads touch the outer drum.

From the first engagement until the operating speed the friction pads will slip, what will cause wear of the pads.

To minimise wear of the friction pads, the target is to pass quickly through the engagement speed band to the operating speed.

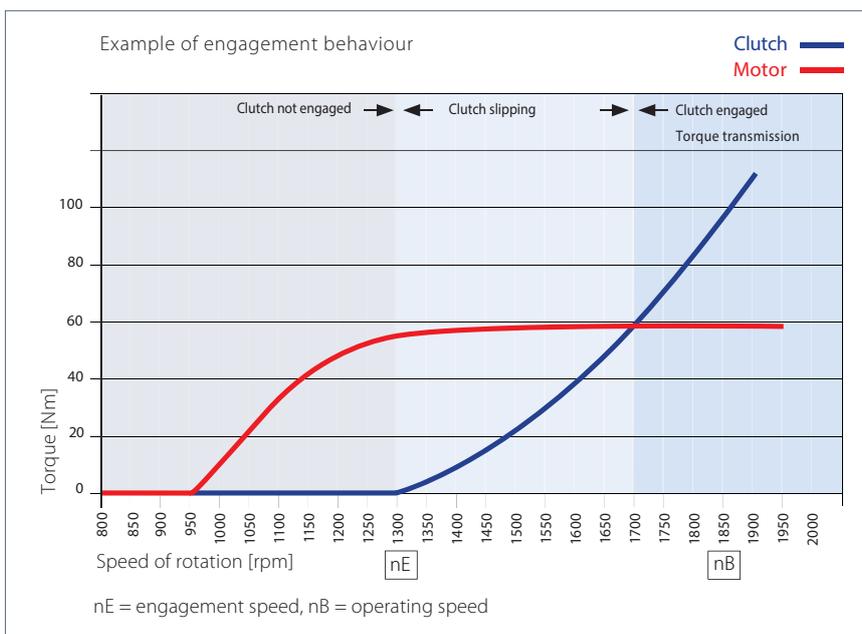
General tolerance for engagement speed  $\pm 100$  rpm.

## Operating speed:

At the operating speed the friction pads are in full contact with the drum and transfer the torque without slipping.

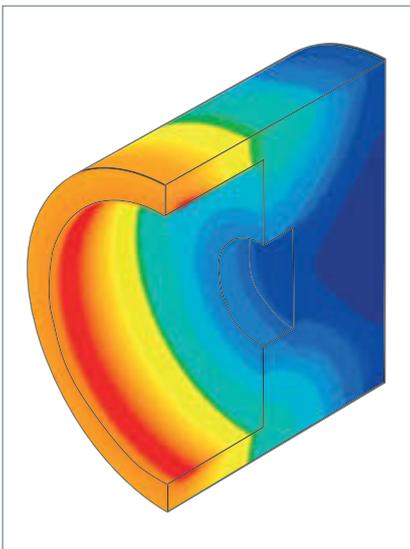
Variances in the motor speed must be considered when determining the operating speed. Therefore SUCO uses a safety factor which ensures a non-slipping application.

**All SUCO clutches are dry-operated.**



## Centrifugal brakes:

Standard centrifugal brakes are used to limit speed – they cannot bring a system to standstill. The basic principle is to keep a balance between the load of the driving side and the braking torque. During the operation there is a constant friction which generates heat.



## Friction produces heat

Centrifugal brakes convert mechanical energy into heat, which is generated between the linings and the brake drum, and mostly heats up the latter.

The temperature distribution illustrated above on a sectioned brake drum clearly shows the higher heating of the drum in the region over the flyweights.

The amount of generated heat depends on various factors:

- Transmitted braking torque
- Brake speed
- Duration of the braking operation
- Size of the friction surface
- The mass of the brake drum that has to be heated

Over the braking time the temperature curve rises very steeply at the start and then gradually approaches a maximum. The temperature at the friction surface ( $T_2$ ) is substantially higher than the temperature ( $T_1$ ) at the outer surface of the brake drum.

Nevertheless, the brake drum can become very hot during operation and is a source of danger. The authority responsible for operation of the machine is solely responsible for ensuring that suitable protective measures are taken.

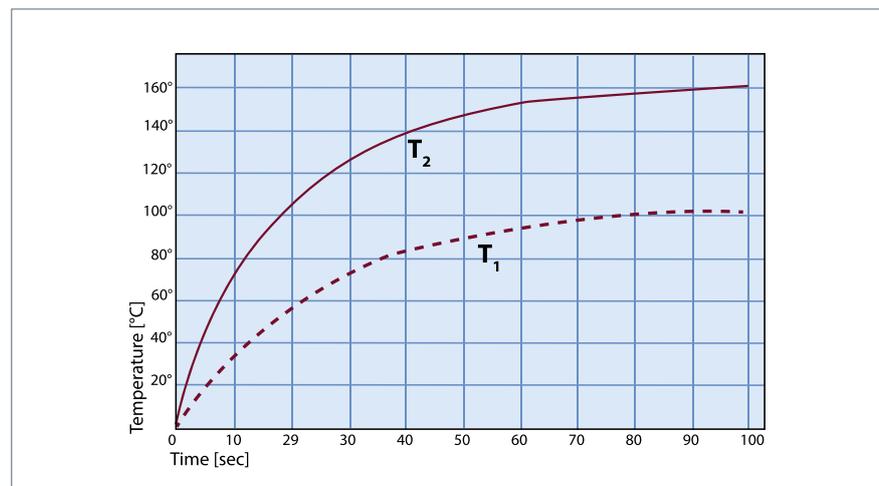
The maximum temperature must not exceed the manufacturer's maximum permitted temperature for the friction

material, otherwise the linings may be damaged. This can lead to a loss of effectiveness of the brake and, in the worst case, to destruction of the brake.

To prevent this, detailed data about the application is required when designing centrifugal brakes:

- Operating speed of the system to be braked
- Engagement speed of the centrifugal brake
- Braking torque required at the braking speed
- Changes in the braking torque
- Braking times and frequency
- Field of application

Centrifugal brakes are speed limiting devices and are finding increased use in lowering equipment. In such cases, the speed of lowering corresponds to the balanced condition between the speed governed by load torque and the speed governed by braking torque.



# Different solutions, driven-side

To accommodate the variety of transmission requirements, SUCO offers a wide and flexible product range. Both axial and radial drives can be supplied.

**All centrifugal brakes and clutches must only be used in conjunction with a suitable drum or belt pulley. The operation of a clutch or brake without a suitable drum or belt pulley is forbidden. Non-compliance can result in injury to persons.**

## Model K

### Core version -K-

This version without a drum is supplied when a clutch or brake drum already exists in the customer's set up, or a suitable component for this purpose is available on the output side.

- The drum must be accurately centred and securely mounted.
- For higher torque transmission a clutch can be equipped with several rows of flyweights.
- The shaft diameter can be varied and tapered mountings are possible.

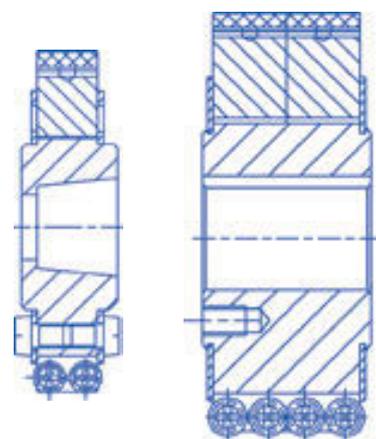


Figure 1

Figure 2

## Model G

### Core version with drum -G-

This version can be used to connect **two shaft ends**.

- The installation must have the lowest possible misalignment in both radial and angular directions.
- Excessive misalignment can result in rapid wear of the linings or complete failure of the clutch.

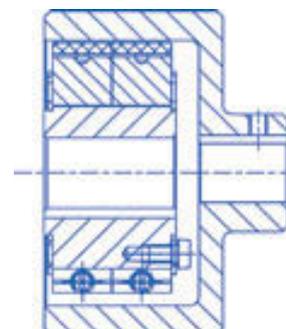


Figure 3

## Model E

### Unit version -E-

Where it is not practical to align both shaft ends or one shaft end and the drum, a bearing can be used between hub and drum.

As shown in Figure 4, the output drive can be directed through a tolerance ring on to which a belt pulley, a timing-belt pulley, or a mounting flange can be pressed.

Figure 5 shows a go kart clutch with a drive flange for a chain sprocket.

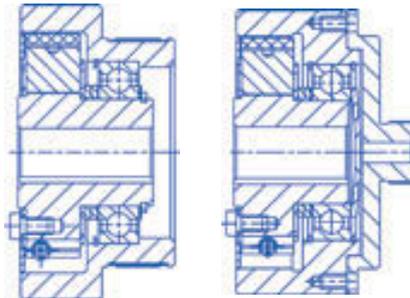


Figure 4

Figure 5

### Unit version with flexible coupling -A-

The easiest way of compensating radial and angular misalignments between two shafts is to use a **flexible shaft coupling**.

The flexible coupling can be installed and located either radially or axially.

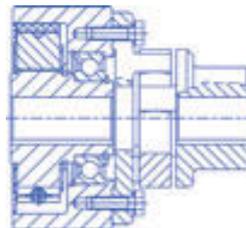


Figure 6

## Model A

### Belt-pulley version -R-

Where torque is transmitted through a **V-Belt**, the belt groove(s) can be machined in the drum. Single, duplex or multiple groove pulleys can be produced in this way.

Depending on the clutch size, effective pulley diameters from ca. **80 to 270 mm** can be incorporated.

Common groove forms are: **SPA, SPB, SPZ, and Poly-V according to DIN/EN.**

Figure 7 to 10 show different **belt-drive** clutch versions.

The clutch shown in Figure 9 with a split pulley allows **elimination of a tensioning pulley**. The V-Belt is tensioned by changing the spacer shims between the two pulley halves.

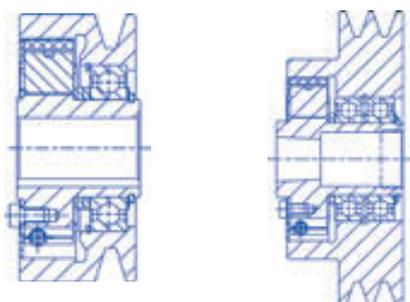


Figure 7

Figure 8

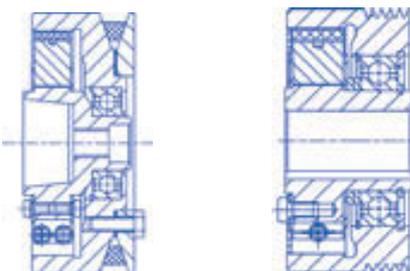


Figure 9

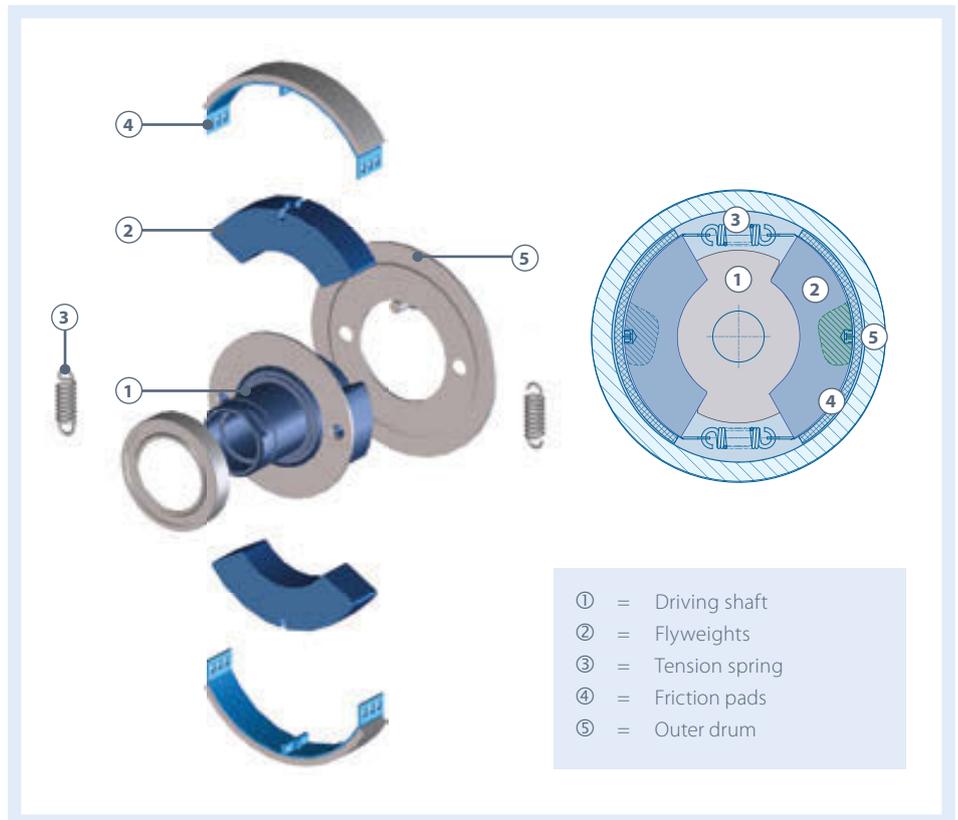
Figure 10

## Model R

# F-Type

# Self-increasing clutch

## Construction and mode of operation

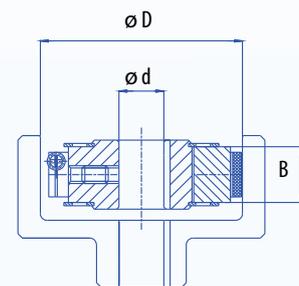


- High efficiency with a self-increasing effect
- Performance factor of 2.5
- Compact design
- Easy to service

# F-Type

## Performance data and dimensions

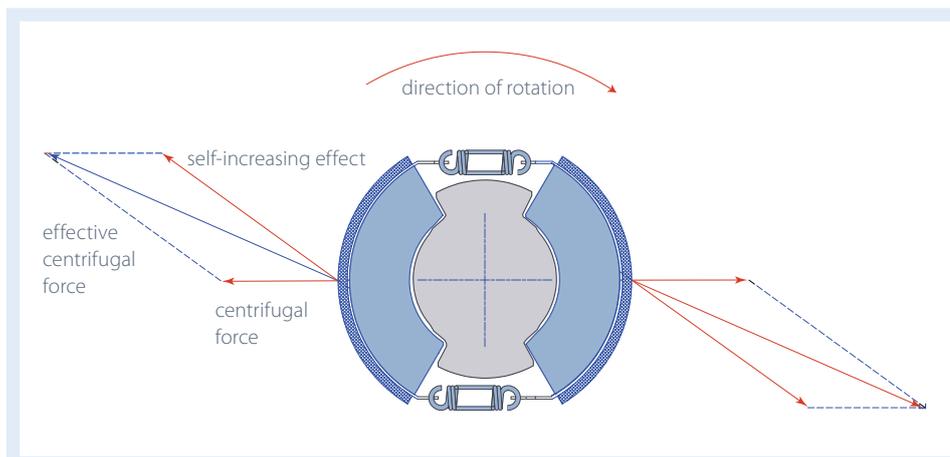
Type Number	D [mm]	B [mm] <sup>1</sup>	d max. [mm]	standard bore diameter d [mm] (inch) <sup>2</sup>	Standard rotational speed					
					low		normal		high	
					Mat nE 750 and nB 1500 [Nm]	recommended motor power [kW] <sup>3</sup>	Mat nE 1250 and nB 2500 [Nm]	recommended motor power [kW] <sup>3</sup>	Mat nE 1500 and nB 3000 [Nm]	recommended motor power [kW] <sup>3</sup>
F01	50	10	14	12			1.3	0.17	2	0.3
F02	60	15	18	15 (5/8)			4	0.5	5	0.8
F03	70	15	22	15; 20 (7/8)			7	0.9	10	1.6
F04	80	15	28	14 - 25 (3/4; 7/8)	4	0.3	11	1.4	16	2.5
F05	90	20	35	18; 20; 25 (3/4; 1)	10	0.8	26	3.4	40	6.3
F06	100	20	35	20; 24; 28 (3/4; 1)	16	1.3	42	5.5	60	9.4
F07	110	20	40	28; 35; 40 (1)	25	2.0	70	9.0	100	15.7
F08	125	20	50	25; 38; 49 (3/4; 1)	40	3.2	120	15.7	180	28.3
F09	138	25	55	30; 38; 48 (1)	90	7.0	240	31.0	320	50.0
F10	150	25	60	38; 48; 49	125	10.0	340	44.5	470	74.0
F11	165	30	65	42; 50; 55 (1 7/16)	220	17.2	620	81.0	870	136.0
F12	180	40	75	50; 60 (2 3/8)	460	36.0	1200	157.0	1700	267.0
F13	200	30	75	35; 55; 65 (2 3/8)	520	41.0	1300	170.0	1850	290.0



d = bore dia.  
D = inside dia. of drum  
B = flyweight width

d max. = max. bore dia.  
M = torque  
nE = engagement speed  
nB = operating speed

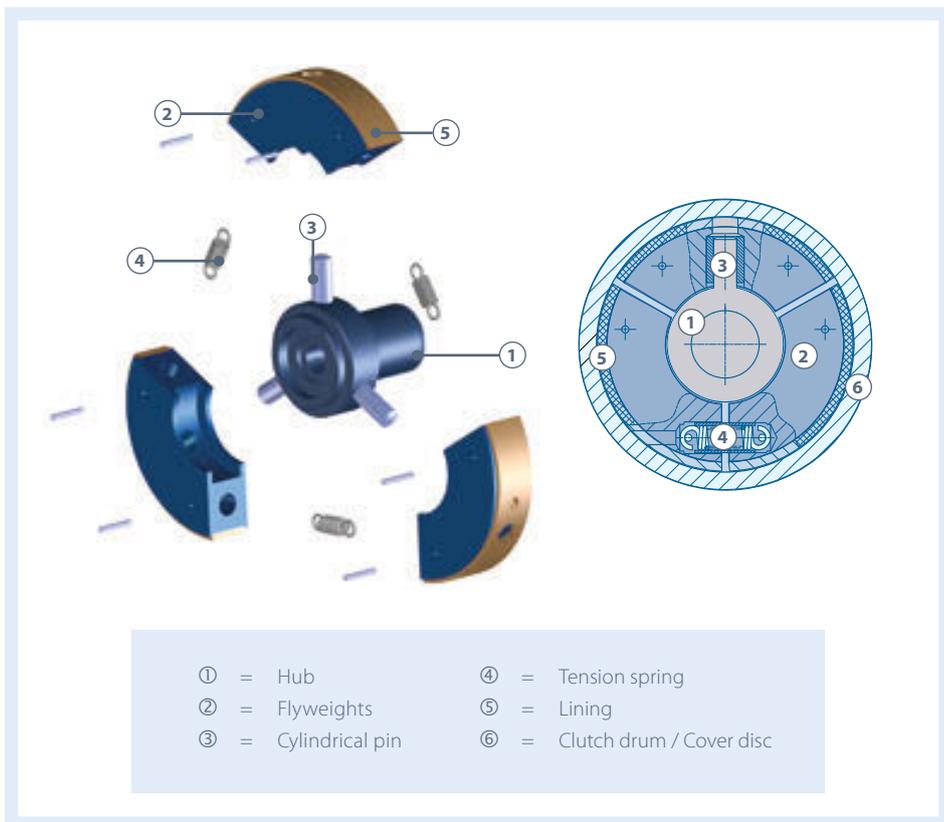
<sup>1)</sup> The transmitted power increases as the width B is increased.  
<sup>2)</sup> Tapered bores and special dimensions can be manufactured on request.  
<sup>3)</sup> Motor power is calculated using a safety factor of 2.  
Final selection of the clutch should be accomplished by SUCO!



## S-Type

# Pin-guided clutch with three flyweights

### Construction and mode of operation



- Low noise level by guided pins
- Performance factor of 1.5
- Compact design

# S-Type

## Performance data and dimensions

Type Number	D [mm]	B [mm] <sup>1</sup>	d max. [mm]	standard bore diameter d [mm] (inch) <sup>2</sup>	Standard rotational speed					
					low		normal		high	
					Mat nE 750 and nB 1500 [Nm]	recommended motor power [kW] <sup>3</sup>	Mat nE 1250 and nB 2500 [Nm]	recommended motor power [kW] <sup>3</sup>	Mat nE 1500 and nB 3000 [Nm]	recommended motor power [kW] <sup>3</sup>
S04	80	25	24	15 (3/4; 7/8)	4.3	0.3	12	1.6	17.5	2.8
S05	90	25	30	14; 30 (3/4; 1)	7.5	0.6	212	2.8	31	4.9
S06	100	25	24	20; 24; 28 (3/4; 7/8)	11	0.8	30	4.0	43	7.0
S07	110	25	30	28; 30 (1)	15	1.2	45	6.0	64	10.0
S08	125	25	40	20; 30 (1; 1/2)	30	2.4	85	11.0	124	20.0
S09	138	25	30	17; 30 (1; 1 1/8)	40	3.0	112	15.0	160	25.0
S10	150	35	40	38; (1 1/8)	78	6.0	216	28.0	310	49.0

d max. = max. bore dia.

M = torque

nE = engagement speed

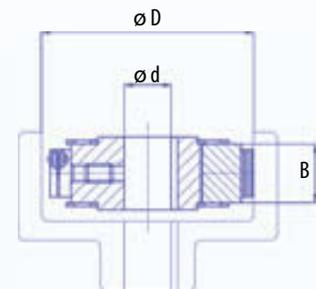
nB = operating speed

<sup>1)</sup> The transmitted power increases as the width B is increased.

<sup>2)</sup> Tapered bores and special dimensions can be manufactured on request.

<sup>3)</sup> Motor power is calculated using a safety factor of 2.

Final selection of the clutch should be accomplished by SUCO!



d = bore dia.

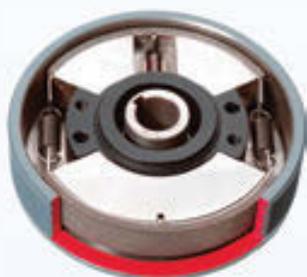
D = inside dia. of drum

B = flyweight width

# W-Type

## Pin-guided clutch with two flyweights

### Construction and mode of operation



- Low noise level by guided pins
- Easy to service
- Performance factor 1.0

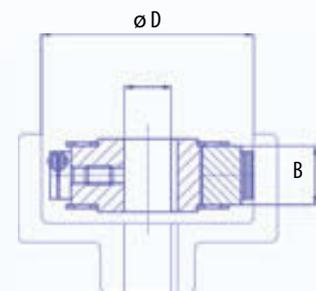
# W-Type

## Performance data and dimensions

Type Number	D [mm]	B [mm] <sup>1</sup>	d max. [mm]	standard bore diameter d [mm] (inch) <sup>2</sup>	Standard rotational speed					
					low		normal		high	
					Mat nE 750 and nB 1500 [Nm]	recommended motor power [kW] <sup>3</sup>	Mat nE 1250 and nB 2500 [Nm]	recommended motor power [kW] <sup>3</sup>	Mat nE 1500 and nB 3000 [Nm]	recommended motor power [kW] <sup>3</sup>
<b>W04</b>	80	15	15	15	1.7	0.14	4.6	0.6	6.6	1.0
<b>W05</b>	90	20	25	14 (5/8)	3.7	0.3	10.3	1.4	14.8	2.3
<b>W06</b>	100	20	30	30	5.7	0.45	16.0	2.0	23.0	3.6
<b>W07</b>	110	20	40	–	8.6	0.7	24.0	3.2	34.5	5.5
<b>W08</b>	125	20	40	20; 30 (1 1/2)	14.0	1.0	38.5	5.0	55	8.5
<b>W09</b>	138	25	55	–	27.0	2.2	75.0	9.8	110	17
<b>W10</b>	150	25	60	38 (1 1/8)	36.5	3.0	102	13	145	23

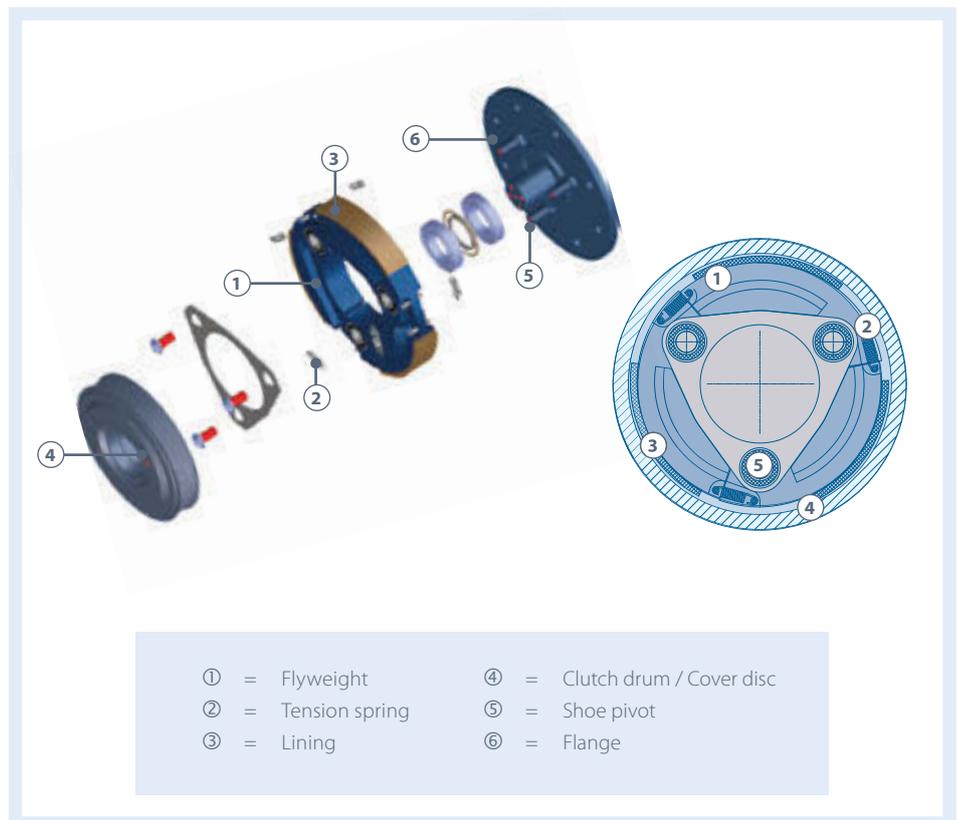
d max. = max. bore dia.  
M = torque  
nE = engagement speed  
nB = operating speed

- <sup>1)</sup> The transmitted power increases as the width B is increased.
- <sup>2)</sup> Tapered bores and special dimensions can be manufactured on request.
- <sup>3)</sup> Motor power is calculated using a safety factor of 2.  
Final selection of the clutch should be accomplished by SUCO!



d = bore dia.  
D = inside dia. of drum  
B = flyweight width

## Construction and mode of operation



- Extremely narrow design
- Lowest noise level of SUCO clutches
- Performance factor between 1.75 and 1.25 (depending on direction of rotation)

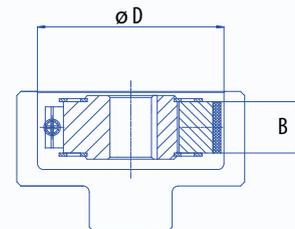
# P-Type

## Performance data and dimensions

Type Number	D [mm]	B [mm] <sup>1)</sup>	Standard rotational speed			
			low		high	
			Mat.nE 750 and nB 1500 [N/m]	recommended motor power [kW] <sup>2)</sup>	Mat.nE 1500 and nB 3000 [N/m]	recommended motor power [kW] <sup>2)</sup>
<b>P11</b>	187	30	175	13	460	60
<b>P12</b>	193	30	180	14	500	70

Other sizes are available on request.

- M = torque  
nE = engagement speed  
nB = operating speed
- <sup>1)</sup> The transmitted power increases as the width B is increased.  
<sup>2)</sup> Motor power is calculated using a safety factor of 2.  
Final selection of the clutch should be accomplished by SUCO!



- D = inside dia. of drum  
B = flyweight width

## Key to model codes



# Questionnaire for centrifugal clutches

To define a perfect fit to your requirements, we need the following information. All required fields are marked with \*.

## Your contact details:

Company	
Name	
E-Mail	

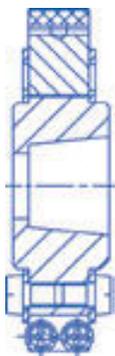
## Performance Data:

Power (kW) *	
Engagement Speed (rpm) *	
Operating Speed (rpm) *	

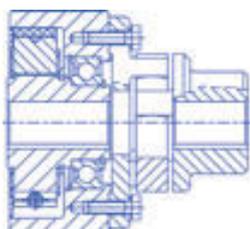
## Input Design:

Shaft diameter (mm) *	
-----------------------	--

Output design – Please choose one of the following options \*



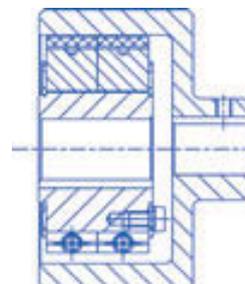
Core version



With flex coupling



Belt-pulley version



Drum-Version

Diameter of flex coupling:


Bore diameter:

Number of grooves:


Belt-pulley diameter:

## Other data:

Quantity per year:	
Any special operation conditions:	

If available, please enclose an installation diagram.

# Questionnaire for centrifugal brakes

To define a perfect fit to your requirements, we need the following information. All required fields are marked with \*.

## Your contact details:

Company	
Name	
E-Mail	

## Performance Data:

Engagement Speed (rpm) *	
System Speed (rpm) *	

The following data is depending on your application. Please give either "Power" & "Braking time" for overspeed protection applications, or "Load" & "Lowering Distance" for lowering weight / persons.

For overspeed protection

Power (kW):	
Braking time (sec):	

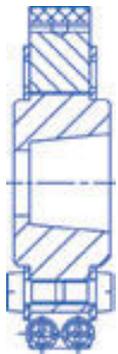
For lowering weight

Load (kg):	
Lowering Distance (m):	

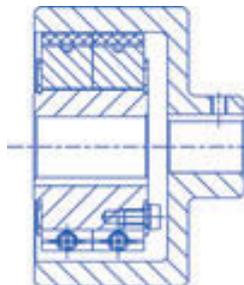
## Input Design:

Shaft diameter (mm) *	
-----------------------	--

Output design – Please choose one of the following options \*



Core version



Rotor version with drum

## Other data:

Quantity per year:	
Any special operation conditions:	

If available, please enclose an installation diagram

# SUCO

worldwide partners



## HEADQUARTERS

**SUCO Robert Scheuffele GmbH & Co. KG**

Tel.: +49 7142 597 0  
 Fax: +49 7142 980151  
[www.suco.de](http://www.suco.de)  
[info@suco.de](mailto:info@suco.de)



## AUSTRALIA

**Norman G. Clark (A/Asia) Pty Ltd**

Tel.: +61 3 9450 8200  
 Fax: +61 3 9450 8222  
[www.ngclark.com.au](http://www.ngclark.com.au)  
[customerservice@ngclark.com.au](mailto:customerservice@ngclark.com.au)



## AUSTRIA

**BIBUS Austria Ges.m.b.H.**

Tel.: +43 2242 33388  
 Fax: +43 2242 3338810  
[www.bibus.at](http://www.bibus.at)  
[info@bibus.at](mailto:info@bibus.at)



## BELGIUM

**AZ Hollink Belgium BVBA**

Tel.: +32 37221118  
 Fax: +32 37221119  
[www.azhollink.eu](http://www.azhollink.eu)  
[belgium@azhollink.eu](mailto:belgium@azhollink.eu)



## BRAZIL

**Pressure Comercial Ltda.**

Tel.: +55 1146882113  
 Fax: +55 1142084028  
[www.pressuresensors.com.br](http://www.pressuresensors.com.br)  
[importacao@pws.com.br](mailto:importacao@pws.com.br)



## CHINA

**Mintai Hydraulics Shanghai Co., Ltd.**

Tel.: +86 21 683939 09  
 Fax: +86 21 683939 55  
[www.mintaigroup.com](http://www.mintaigroup.com)  
[sales@mintaigroup.com](mailto:sales@mintaigroup.com)



## CROATIA

**BIBUS Zagreb d.o.o.**

Tel.: +385 1381 8004  
 Fax: +385 1381 8005  
[www.bibus.hr](http://www.bibus.hr)  
[bibus@bibus.hr](mailto:bibus@bibus.hr)



## CZECH REPUBLIC

**BIBUS s.r.o.**

Tel.: +420 5471253 00  
 Fax: +420 5471253 10  
[www.tlakovespinace.cz](http://www.tlakovespinace.cz)  
[bibus@bibus.cz](mailto:bibus@bibus.cz)



## DENMARK



## NORWAY

**Zero-MaxA/S**

Tel.: +45 86 8122 88  
 Fax: +45 86 8153 88  
[www.zero-max.dk](http://www.zero-max.dk)  
[ext@zero-max.dk](mailto:ext@zero-max.dk)



## EGYPT



## JORDAN



## LEBANON



## SAUDI ARABIA

**EHE Egyptian Hydraulic Engineering**

Tel.: +202 24501890  
 Fax: +202 24501892  
[www.ehehydraulic.com](http://www.ehehydraulic.com)  
[s.zeyada@ehehydraulic.com](mailto:s.zeyada@ehehydraulic.com)



## FINLAND

**Kraftmek Oy**

Tel.: +358 1075501  
[www.kraftmek.com](http://www.kraftmek.com)  
[info@kraftmek.com](mailto:info@kraftmek.com)



## FRANCE

**SUCO VSE France**

Tel.: +33 243141421  
 Fax: +33 243141425  
[www.sucovse.fr](http://www.sucovse.fr)  
[info@sucovse.fr](mailto:info@sucovse.fr)



## GERMANY

Please refer to SUCO Headquarters.



## INDIA NORTH

**BEDA Flow Systems Pvt. Ltd.**

Tel.: +91-120-432 99 90  
 Fax: +91-120-4 08 00 22  
[www.bedaflow.com](http://www.bedaflow.com)  
[info@bedaflow.com](mailto:info@bedaflow.com)

## INDIA SOUTH

**Adroit Technologies**

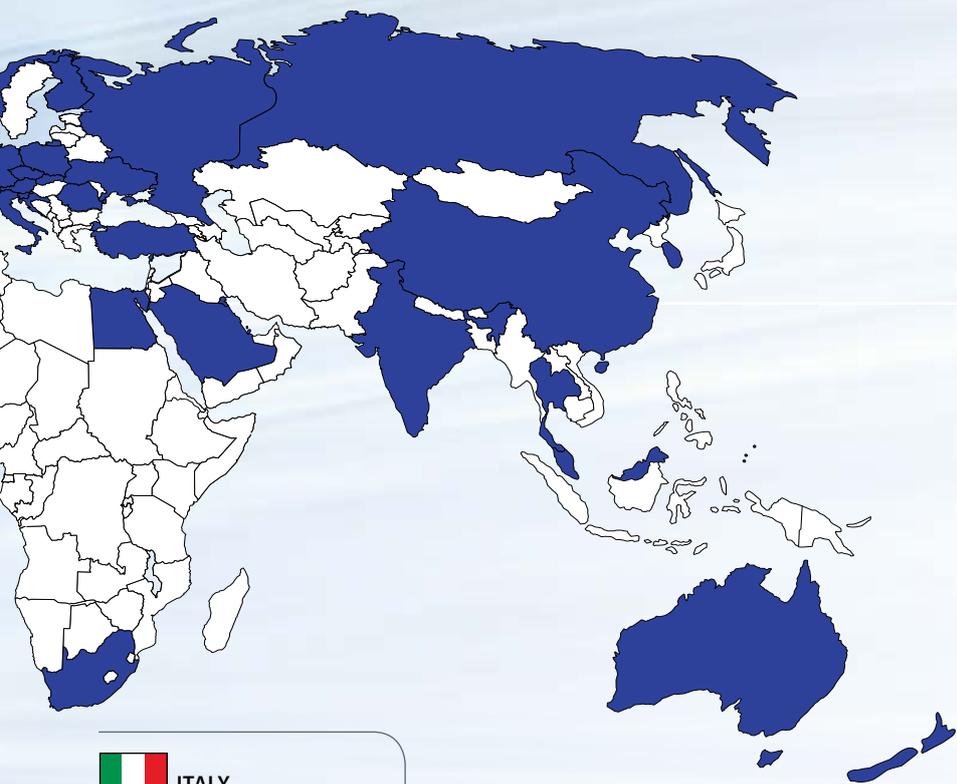
Tel.: +91 9663395186  
 Fax: +91 1147619422  
[adroittechnology@gmail.com](mailto:adroittechnology@gmail.com)



## ISRAEL

**Ilan & Gavish Automation Service Ltd.**

Tel.: +972 3 9221824  
 Fax: +972 3 9240761  
[www.ilan-gavish.co.il](http://www.ilan-gavish.co.il)  
[asaf@ilan-gavish.com](mailto:asaf@ilan-gavish.com)



**ITALY**

**Ma.in.a s.r.l.**  
Tel.: +39 02 553007 32  
Fax: +39 02 553007 62  
www.mainasrl.it  
mainami@iol.it



**KOREA**

**Continental Global Ltd**  
Tel.: +82 2 4221615  
Fax: +82 2 414 6977  
www.suco.co.kr  
info@suco.co.kr



**NETHERLANDS**

**European Transmission Company B.V.**  
Tel.: +31 881 200300  
Fax: +31 881 200399  
www.misteretc.eu  
info@misteretc.eu



**POLAND**

**BIBUS Menos Sp. Z.o.o**  
Tel.: +48 58 66 09570  
Fax.: +48 58 66 17132  
www.bibusmenos.pl  
drz@bibusmenos.pl



**ROMANIA**

**SC BIBUS SES SRL**  
Tel.: +40 356 44 65 00  
Fax: +40 356 44 66 60  
www.bibus.ro  
rodica@bibus.ro



**RUSSIA**

**BIBUS o.o.o.**  
Tel.: +7 812 3094151  
Fax: +7 812 3094151  
www.bibus.ru  
info@bibus.ru



**SINGAPORE**

**MALAYSIA**  
**Uni-Drive Systems (S) Pte Ltd**  
Tel.: +65 68612340  
Fax: +65 68610403  
www.uni-drive.com  
bernard@uni-drive.com



**SLOVAKIA**

**BIBUS s.r.o.**  
Tel.: +421 37 7777 957  
Fax: +421 37 7777 969  
www.bibus.sk  
sale@bibus.sk



**SLOVENIA**

**Inotech d.o.o. (BIBUS group)**  
Tel.: +386 2 6730134  
Fax: +386 2 6652081  
www.inotech.si  
info@inotech.si



**SOUTH AFRICA**

**Remag (Pty) Ltd.**  
Tel.: +27 11 3155 672  
Fax: +27 11 3155 571  
eric.rehme@remag.co.za

**A.Z. Hollink South Africa (Pty) Ltd**

Tel.: +27 11 397 2987  
Fax.: +27 86 595 1475  
www.azhollink.co.za  
info@azhollink.co.za



**SPAIN**



**PORTUGAL**

**Amel Técnica Industrial, S.L.**  
Tel.: +34 93-7162424  
Fax: +34 93-7162458  
xcomas@ameltecnica.com



**SWITZERLAND**



**LIECHTENSTEIN**

**BIBUS AG**  
Tel: +41 44 877 50 11  
Fax: +41 44 877 58 51  
www.bibus.ch  
info@bibus.ch



**TAIWAN**

**Daybreak Int'l (Taiwan) Corp.**  
Tel.: +886 288661234  
Fax: +886 288661239  
www.daybreak.com.tw  
day111@ms23.hinet.net



**THAILAND**

**CNS Universal Company Limited**  
Tel.: +66 2 0195581 4  
Fax: +66 2 0195587  
www.cns-universal-com  
wichai@cns-universal.co.th



**TURKEY**

**Mert Teknik Fabrika Malzemeleri Tic. ve San. A.Ş.**  
Tel: +90 216 526 43 40  
Fax: +90 216 526 43 45  
www.mert.com  
info@mert.com



**UK**



**IRELAND**

**Combidrive Ltd**  
Tel.: +44 11269834848  
Fax: +44 11621269834850  
www.combidrive.co.uk  
sales@combidrive.com



**UKRAINE**

**BIBUS Ukraine TOV**  
Tel.: +380 445454404  
Fax: +380 4454545483  
www.bibus.ua  
info@bibus.ua



**USA**



**CANADA**

**SUCO Technologies Inc.**  
Tel: +1 561 989 8499  
Fax: +1 561 989 8816  
www.suco-tech.com  
info@suco-tech.com