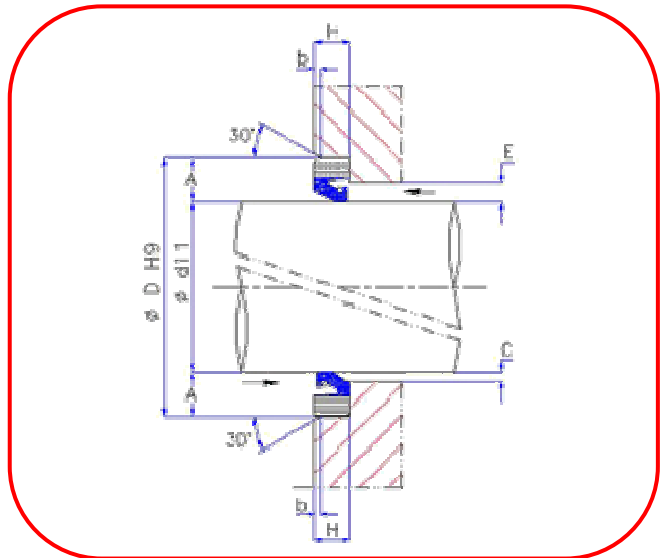


CARCOSEAL UN/SF



Carcoseal / UN /SF. Whenever a retaining plate cannot be fitted we can supply Carcoseal made in a special hardened compound, namely UN/SF, making the seal self – retaining and providing effective sealing also at th O.D..

Carcoseal / UN /SF are always supplied endless, never split.

Many parameters like, as example, bad finish, eccentricity, high temperature, bad lubrication, may reduce maximum permissible speed sometimes dramatically. All these parameters interact each other and therefore a sealing problem is always complex.

d (mm)	HxA (mm)	b (mm)	E (mm)	C (mm)	H (mm)	
100 + 250	16 x 20	2,0	9	4	16	+0,5 -0
250 + 400	20 x 22	2,2	11	6	20	+1 -0
400 + 600	22 x 25	2,5	11	7	22	+1 -0
> 600	25 x 32	3,2	14	8	25	+1 -0

Standard section related to shaft diameters.

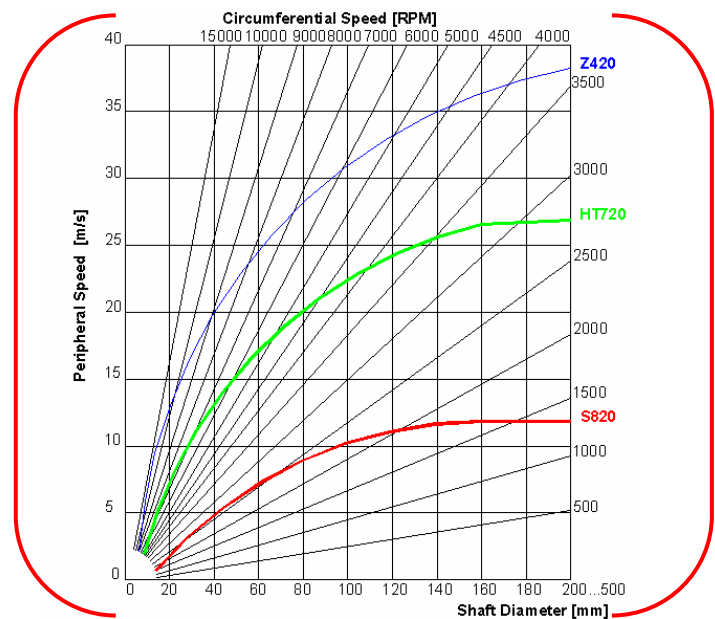
Surface finish		
Surface roughness	Min	Max
Ra	0,2 μm	0,8 μm
Rt	1 μm	4 μm

Our sealing systems are mainly produced with rubberized fabric & elastomers. Today we mainly offer 3 standard materials.

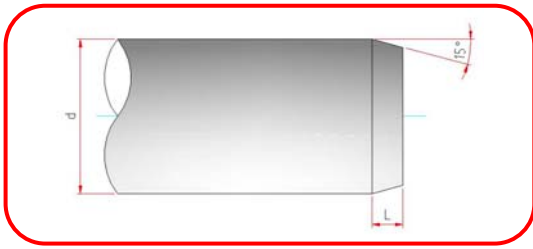
MATERIAL		Temperature (°C)	Speed (m/s)	Pressure (MPa)
Code	Type			
S820	NBR	-40 ÷ 120	15	0,05
HT720	HNBR	-40 ÷ 170	25	0,05
Z420	VITON	-30 ÷ 200	25	0,05

Our three standard materials are designed to cope with these conditions .

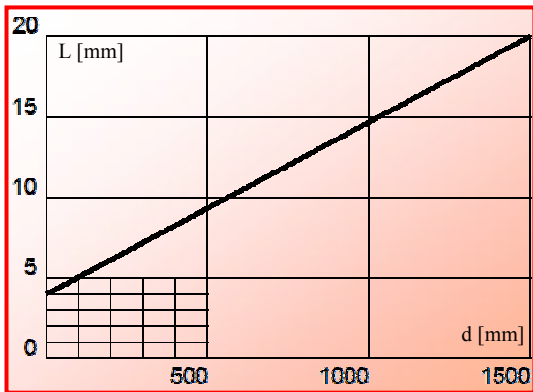
All our products undergo our exclusive Carcoflon treatment which gives considerable reduction of the dry friction coefficient.



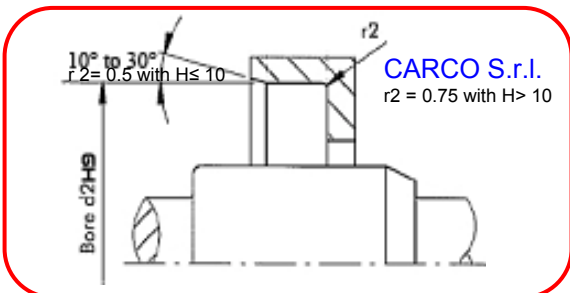
To facilitate the installation the shaft should have



a chamfer with length "L" as function of its diameter "d" as indicated in graph below.



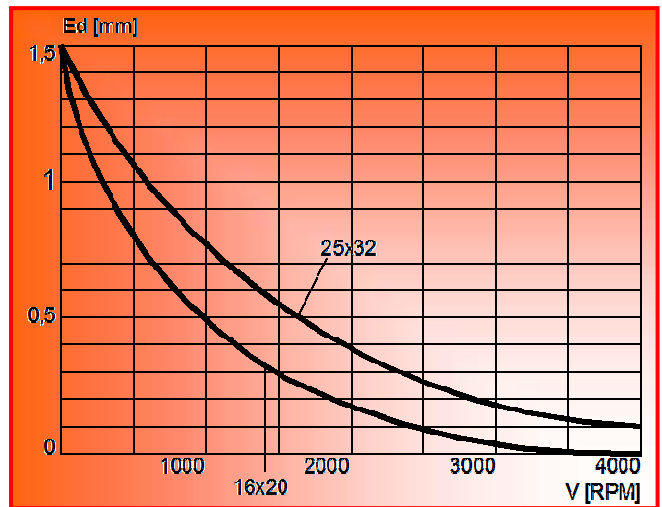
Each particular shaft size seal will have a corresponding bore and width dimension. It's important that the bore be finished smooth and free from longitudinal scratches which could provide leakage path; also that a generous lead-in chamfer is incorporated on the leading edge of the housing to facilitate fitting.



Static eccentricity: the distance between the centre of the internal edge of the lip and the shaft rotation centre;

Dynamic eccentricity: the distance between the geometric centre of the shaft section and the rotation centre;

d (mm)	HxA (mm)	Ecc. Stat. Max (mm) Es
100 + 250	16 x 20	0,50
250 + 400	20 x 22	0,55
400 + 600	22 x 25	0,62
> 600	25 x 32	0,70



Tab. shows static limits as function of shaft diameter "d" and of our standard cross section "H x A", and dynamic limits as function of shaft speed.

Please contact our technical dept for details.

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