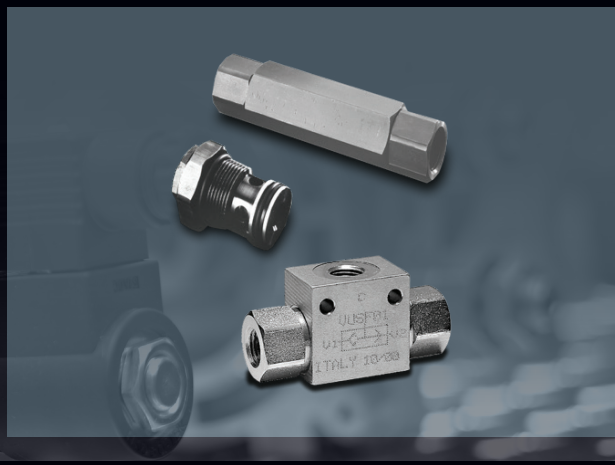
CANIMEX

Depuis 1969



# VALVES ANTI-RETOUR POUR MONTAGE EN LIGNE

# IN-LINE HYDRAULIC CHECK VALVES

Hydraulique

Électronique

# | TABLE DES MATIÈRES - INDEX



**Note :** Toutes les spécifications dans cette brochure se rapportent au produit standard en date d'aujourd'hui.
Canimex se réserve le droit d'interrompre, de modifier ou de réviser les spécifications de cette brochure sans préavis.

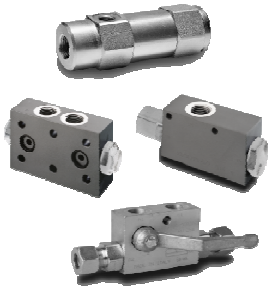
**Note :** All specifications in this brochure refer to the standard product at this date.
Canimex reserves the right to discontinue, modify or revise the specification shown in this brochure without notice.

**Attention :** Toutes les dimensions de cette brochure inscrites directement sur les dessins sont en millimètres et demeurent approximatives.
Pour des applications où les dimensions sont critiques, contacter Canimex.

**Warning :** All dimensions in this brochure shown on drawing are in millimetres and are approximate dimensions.
If your applications have space limitations, please contact Canimex.

## INFORMATION GÉNÉRALE / GENERAL INFORMATION

Les valves anti-retour permettent le fluide de passer dans une direction et l'empêche dans la direction opposée. Différents types de valves anti-retour sont disponibles telles que les valves à billes, les clapets de retenue coniques, les sélecteurs de circuit et les valves de fermeture automatique.

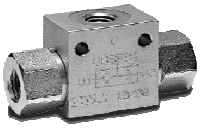


Check valves or non-return valves allow or stop the fluid to flow. They allowed a one-way flow and prevent it in the other direction. Different types of check valves are available such as ball and poppet valve, shuttle and automatic shut-off valves:

**Valve à bille et de forme conique :** Ces types de valves anti-retour sont essentiellement un débit à sens unique et le débit de retour est bloqué. La seule différence entre la valve à bille et le clapet de forme conîque est la forme de l'élement mobile.

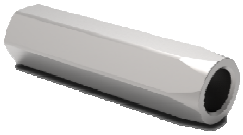
**Ball and poppet valve:** Those type of check valves are basically a one-way flow and the counter flow is blocked. The only difference between the ball and the poppet valve is the shape of the mobile element which is a ball and conical shape respectively.

**Sélecteur de circuit:** Ces types de valves anti-retour sont en forme de T. Quand la pression arrive de deux circuits différents, cette dernière arrivant d'un port pousse la bille dans le port opposé causant son blocage. Ils sont surtout utilisés dans des circuits à poursuite de pression.



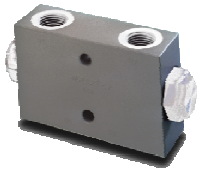
**Shuttle valve:** Those type of check valves is T-shaped. When the pressure is coming from two different circuits, the pressure coming from one port pushes the ball in the opposing port causing to block it. They are mostly used in load sensing pilot systems.

**Valve de fermeture automatique:** Ces valves sont recommandés comme un moyen de sécurité pour les cylindre qui tiennent des chargements en suspension permettant ainsi l'assurance que le chargement ne tombera pas soudainement. Le mécanisme est sensiblement pareil à une valve anti-retour, la seule différence est si le tuyau hydraulique éclate, le fluide pressurisé ira dans la direction opposée poussant un disque contre un bloc fixe causant ainsi la fermeture des ports et empêchant la charge de tomber brusquement.



**Automatic shut-off valve:** Those valves are recommended as a safety device for cylinders, when it is holding a suspended load so that the object can't fall due to any problem. The mechanism is almost the same as a regular check valve, the only difference is that if the hose burst, pressurized fluid goes in the opposite direction pushing the disc against the fixed block which causes the closure of ports, thus the load does not drop suddenly.

**Valve anti-retour pilotée:** Ce type de valve est semblable à la famille des valves anti-retour, avec en plus une ouverture possible par pressurisation du port opposé. Ce type de valve permet donc d'immobiliser un cylindre en position repos et de permettre de l'opérer en pressurisant le port opposé.



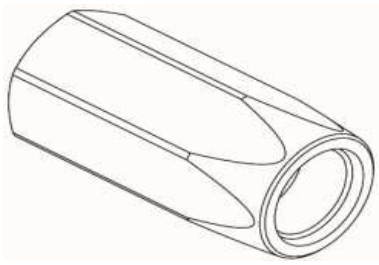
**Pilot operated check valve:** Those type of valve are pretty much similar as the standard check valves, however, this valve allows to unblock the direction which was prevent. This is used when the cylinder needs to stay put.

# | VUS VALVE ANTI-RETOUR / CHECK VALVE

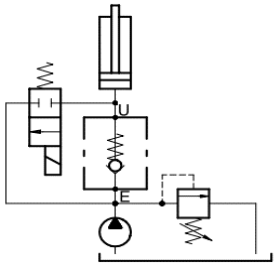
## VUS

**Schéma hydraulique**
**Hydraulic circuit**


Clapet de retenue, type bille
Check valve, ball type



**Application**




## CARACTÉRISTIQUES TECHNIQUES - TECHNICAL CHARACTERISTICS

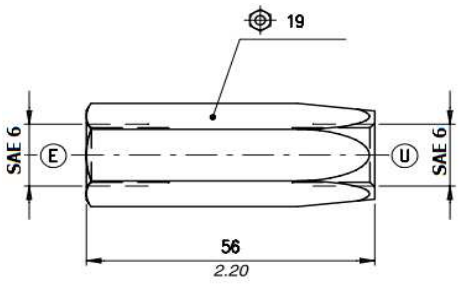
| Type | Débit nominal<br>Nominal Flow | Pression<br>Pressure | Pression d'ouverture<br>Opening pressure<br>bar (psi) | Fuite d'huile<br>Oil leak<br>U --> E<br>@ 210 bar (3050 psi) | Poids<br>Weight |
|---|---|---|---|---|---|
| | lpm (gpm) | bar (psi) | | | kg (lb) |
| VUS14 | 24 (6.3) | 400 (5800) | 0.5 (7.3) | 0.50 cm³/min | 0.10 (0.22) |
| VUS38 | 40 (10.5) | 400 (5800) | | | 0.17 (0.37) |
| VUS12 | 60 (16) | 350 (5100) | | | 0.25 (0.55) |
| VUS34 | 100 (26) | 300 (4350) | | | 0.48 (1.06) |
| VUS100 | 150 (40) | | | | 0.96 (2.12) |

## NOMENCLATURE / ORDERING CODE

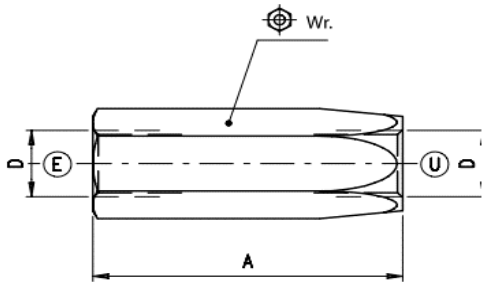
| VUS | 12 | /PA0,5 | /SAE |
|---|---|---|---|
| Type | Grosseur<br>Size | Pression d'ouverture<br>Opening pressure | Filets<br>Threads |
| VUS | 14 | PA0,5<br>0.50 bar | SAE |
| | 38 | | |
| | 12 | | |
| | 34 | | |
| | 100 | | |

# | VUS VALVE ANTI-RETOUR / CHECK VALVE

## VUS14

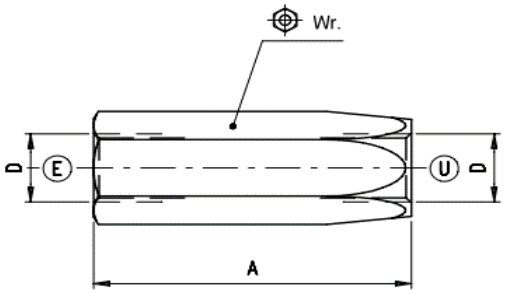



## VUS38 (12)




| VUS | Dimensions (mm/in) | | |
|---|---|---|---|
| | A | Wr. | D |
| 38 | 64/2.52 | 24/0.94 | SAE 8 |
| 12 | 72/2.83 | 28/1.10 | SAE 10 |

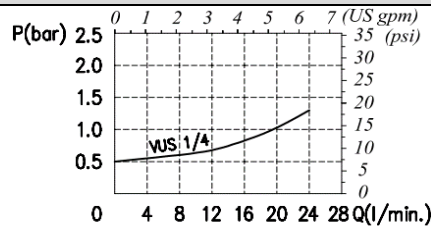
## VUS34 (100)




| VUS | Dimensions (mm/in) | | |
|---|---|---|---|
| | A | Wr. | D |
| 34 | 84/3.31 | 36/1.42 | SAE 12 |
| 100 | 102/4.01 | 46/1.81 | SAE 16 |

# | VUS VALVE ANTI-RETOUR / CHECK VALVE

## PERTE DE CHARGE - PRESSURE DROP

<table>
<tr><th>Type</th><th colspan="2">Perte de charge vs débit<br>Pressure drop vs flow</th></tr>
<tr><td>VUS14</td><td colspan="2"> 
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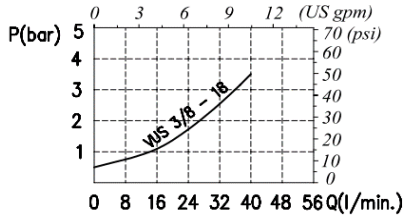
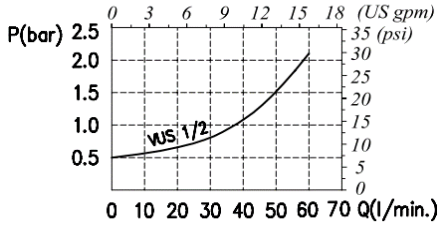
<tr><td>VUS38<br>VUS12</td><td> 
</td><td> 
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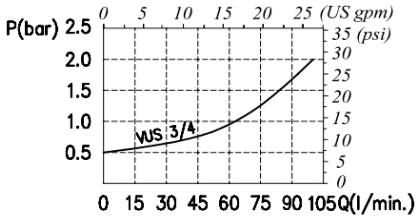
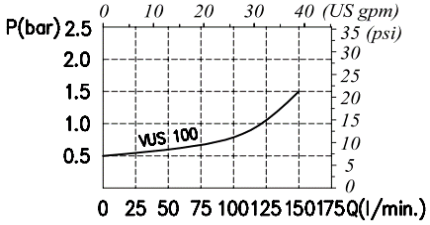
<tr><td>VUS34<br>VUS100</td><td> 
</td><td> 
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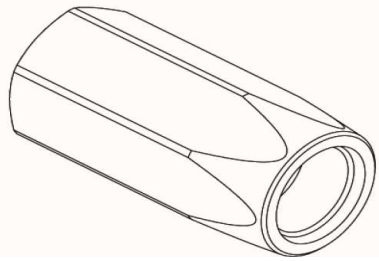
# | VUC VALVE ANTI-RETOUR / CHECK VALVE

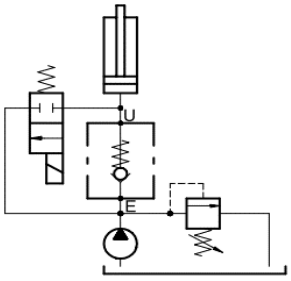
## VUC

**Schéma hydraulique**
**Hydraulic circuit**


Clapet de retenue, type de forme conique
Check valve, poppet valve



**Application**




## CARACTÉRISTIQUES TECHNIQUES - TECHNICAL CHARACTERISTICS

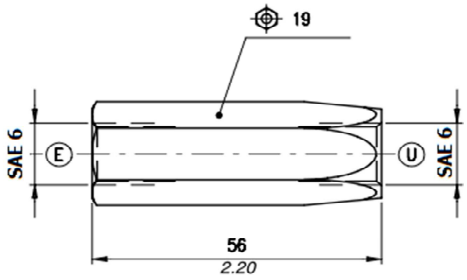
| Type | Débit nominal<br>Nominal Flow | Pression<br>Pressure<br>Max. | Fuite d'huile<br>Oil leak<br>U --> E<br>@ 210 bar (3050 psi) | Poids<br>Weight |
|---|---|---|---|---|
| | lpm (gpm) | bar (psi) | | kg (lb) |
| VUC14 | 24 (6.3) | 400 (5800) | 0.25 cm³/min | 0.10 (0.22) |
| VUC38 | 40 (10.5) | 400 (5800) | | 0.17 (0.37) |
| VUC12 | 60 (16) | 350 (5100) | | 0.25 (0.55) |
| VUC34 | 100 (26) | 300 (4350) | | 0.48 (1.06) |
| VUC100 | 150 (40) | | | 0.96 (2.12) |
| VUC114 | 250 (66) | 250 (3600) | | 1.62 (3.57) |
| VUC112 | 350 (92) | | | 2.00 (4.41) |

## NOMENCLATURE / ORDERING CODE

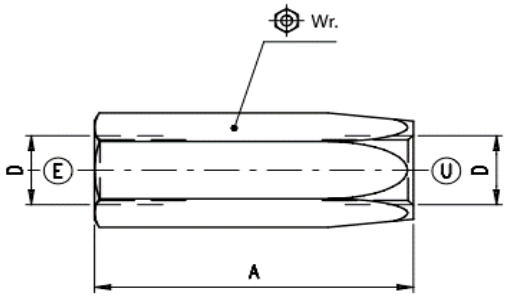
| VUC | 12 | /PA0,5 | /SAE |
|---|---|---|---|
| Type | Grosseur<br>Size | Pression d'ouverture<br>Opening pressure | Filets<br>Threads |
| VUC | 14 | PA0,5<br>0.50 bar<br>PA5<br>5 bar<br>PA10<br>10 bar | SAE |
| | 38 | | |
| | 12 | | |
| | 34 | | |
| | 100 | | |
| | 114 | | |
| | 112 | | |

# | VUC VALVE ANTI-RETOUR / CHECK VALVE

## VUC14

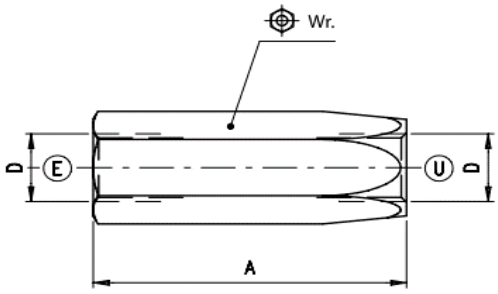



## VUC38 (12)




| VUC | Dimensions (mm/in) | | |
|---|---|---|---|
| | A | Wr. | D |
| 38 | 64/2.52 | 24/0.94 | SAE 8 |
| 12 | 72/2.83 | 28/1.10 | SAE 10 |

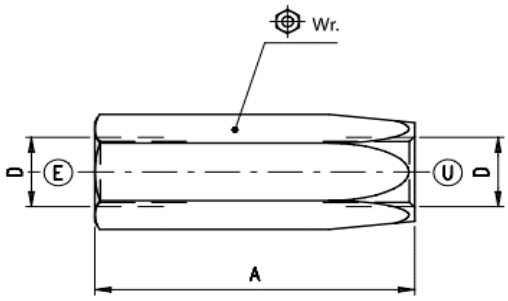
## VUC34 (100)




| VUC | Dimensions (mm/in) | | |
|---|---|---|---|
| | A | Wr. | D |
| 34 | 84/3.31 | 36/1.42 | SAE 12 |
| 100 | 102/4.01 | 46/1.81 | SAE 16 |

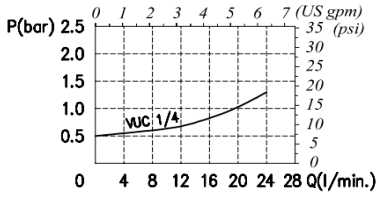
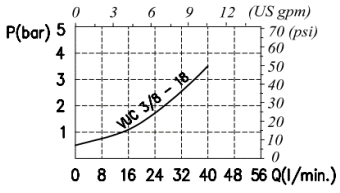
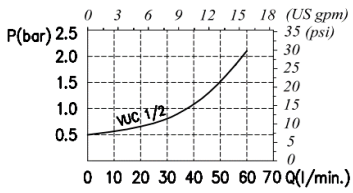
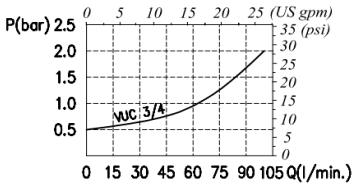
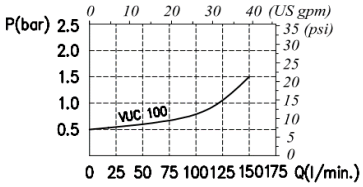
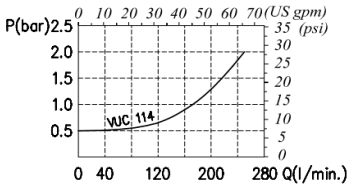
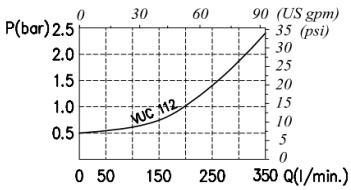
# | VUC VALVE ANTI-RETOUR / CHECK VALVE

## VUC114 (112)




| VUC | Dimensions (mm/in) | | |
|---|---|---|---|
| | A | Wr. | D |
| 114 | 130/5.12 | 55/2.16 | SAE 20 |
| 112 | 147/5.79 | 60/2.36 | SAE 24 |

## PERTE DE CHARGE - PRESSURE DROP

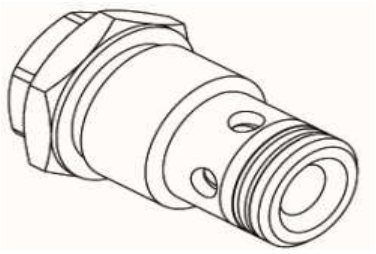
| Type | Perte de charge vs débit<br>Pressure drop vs flow | |
|---|---|---|
| VUC14 |  | |
| VUC38<br>VUC12 |  |  |
| VUC34<br>VUC100 |  |  |
| VUC114<br>VUC112 |  |  |

# | VUI VALVE ANTI-RETOUR / CHECK VALVE

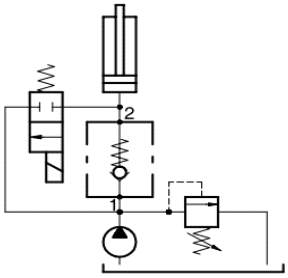
## VUI

**Schéma hydraulique**
**Hydraulic circuit**


Clapet de retenue, type de forme conîque
Check valve, poppet valve



**Application**




## CARACTÉRISTIQUES TECHNIQUES - TECHNICAL CHARACTERISTICS

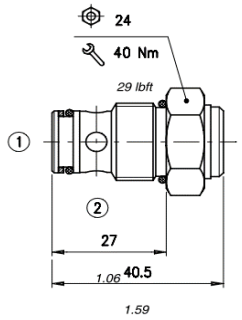
| Type | Débit nominal<br>Nominal Flow | Pression<br>Pressure<br>Max. | Pression d'ouverture<br>Opening pressure<br>1 --> 2<br>bar (psi) | Fuite d'huile<br>Oil leak<br>1 --> 2<br>@ 210 bar (3050 psi) | Poids<br>Weight |
|---|---|---|---|---|---|
| | lpm (gpm) | bar (psi) | | | kg (lb) |
| VUI38 | 25 (6.6) | 400 (5800) | 0.5 - 5<br>(7.3 - 72.5) | 0.10 cm³/min | 0.08 (0.18) |
| VUI12 | 40 (10.5) | | | 0.25 cm³/min | 0.15 (0.33) |
| VUI34 | 100 (26) | | | | 0.30 (0.66) |
| VUI100 | 160 (42) | | | | 0.54 (1.19) |

## NOMENCLATURE / ORDERING CODE

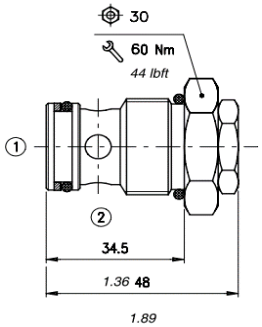
| VUI | 12 | /PA5 |
|---|---|---|
| Type | Grosseur<br>Size | Pression d'ouverture<br>Opening pressure |
| VUI | 38 | PA0,5<br>0.50 bar<br>PA5<br>5 bar |
| | 12 | |
| | 34 | |
| | 100 | |

# | VUI VALVE ANTI-RETOUR / CHECK VALVE

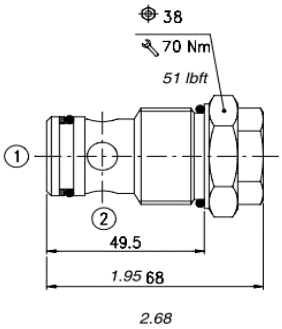
## VUI38



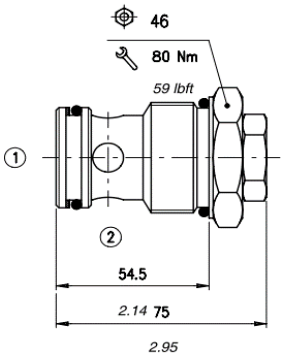

## VUI12



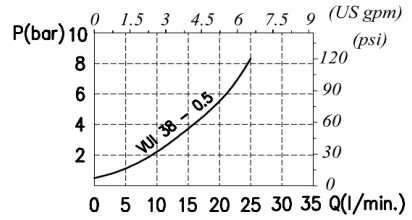
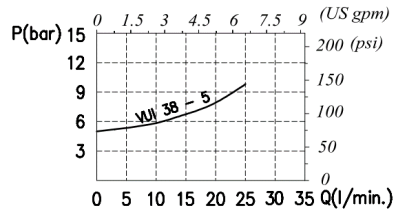
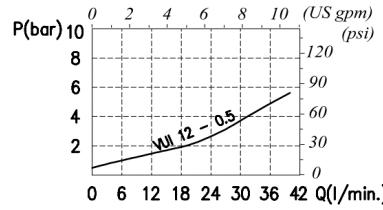
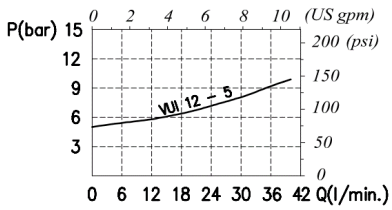
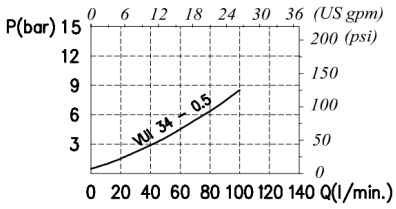
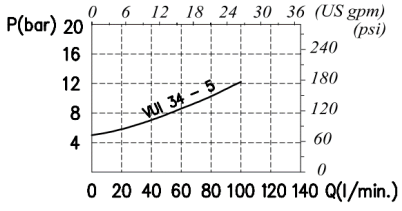
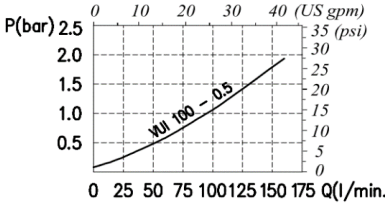
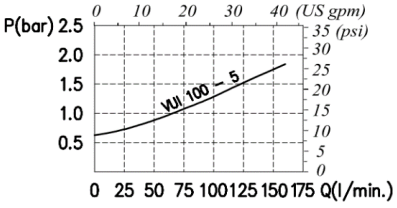

## VUI34




## VUI100



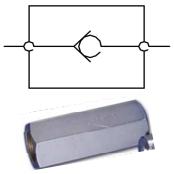
## PERTE DE CHARGE - PRESSURE DROP

| Type | Perte de charge vs débit<br>Pressure drop vs flow | |
|---|---|---|
| VUI38 |  |  |
| VUI12 |  |  |
| VUI34 |  |  |
| VUI100 |  |  |

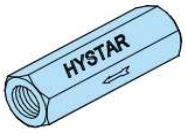
# | CVT VALVE ANTI-RETOUR / CHECK VALVE

## CVT

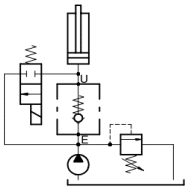
**Schéma hydraulique**
**Hydraulic circuit**



Clapet de retenue, type de forme conique
Check valve, poppet valve




**Application**



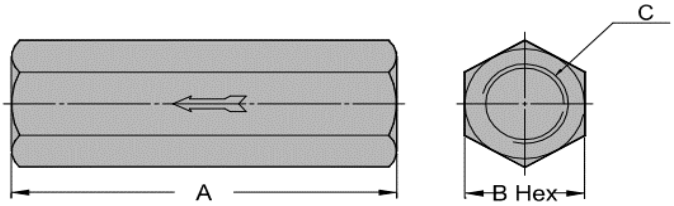
## CARACTÉRISTIQUES TECHNIQUES - TECHNICAL CHARACTERISTICS

| Type | Filets Threads | Débit nominal Nominal Flow | Pression Pressure Max. | Poids Weight |
|---|---|---|---|---|
| | | lpm (gpm) | bar (psi) | kg (lb) |
| CVT-03 | NPT ⅜ ; SAE 6 | 40 (10.6) | 210 (3000) | 0.18 (0.40) |
| CVT-04 | NPT½ ; SAE 8 | 60 (15.8) | | 0.33 (0.73) |
| CVT-06 | NPT ¾ ; SAE 12 | 100 (26.4) | | 0.48 (1.06) |
| CVT-08 | NPT 1 ; SAE 16 | 150 (39.6) | | 1.10 (2.42) |
| CVT-10 | NPT 1-¼ ; SAE 20 | 200 (52.8) | | 1.98 (4.36) |
| CVT-12 | NPT 1-½ ; SAE 24 | 280 (73.9) | | 2.78 (6.12) |

## NOMENCLATURE / ORDERING CODE

| CVT | -04 | -A1 | -2090 |
|---|---|---|---|
| Type | Grosseur Size | Pression d'ouverture Opening pressure | Filets Threads |
| CVT | 03 | A1 0.5 bar (7.25 psi) A2 5 bar (72.5 psi) | 2090 NPT 2590 SAE |
| | 04 | | |
| | 06 | | |
| | 08 | | |
| | 10 | | |
| | 12 | | |

## CVT

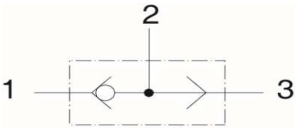


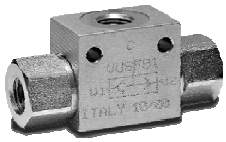

| CVT | Dimensions mm (in) | | |
|---|---|---|---|
| | A | B | C |
| 03 | 74(2.91) | 23(0.91) | ⅜" |
| 04 | 81(3.19) | 29(1.14) | ½" |
| 06 | 91(3.58) | 35(1.38) | ¾" |
| 08 | 114(4.49) | 46(1.81) | 1" |
| 10 | 133(5.24) | 56(2.20) | 1-¼" |
| 12 | 134(5.28) | 66(2.60) | 1-½" |

# | VT VALVE SÉLECTRICE / SHUTTLE VALVE

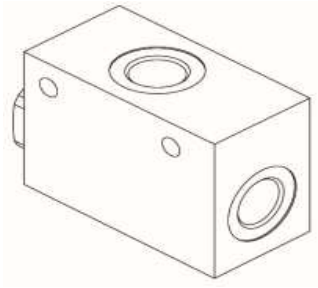
## VT

**Schéma hydraulique**
**Hydraulic circuit**

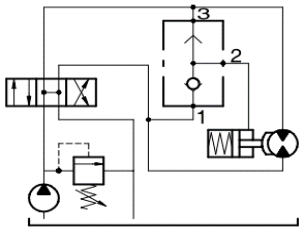


Sélecteur de circuit, type bille
Shuttle valve, ball type



**Application**




## CARACTÉRISTIQUES TECHNIQUES - TECHNICAL CHARACTERISTICS

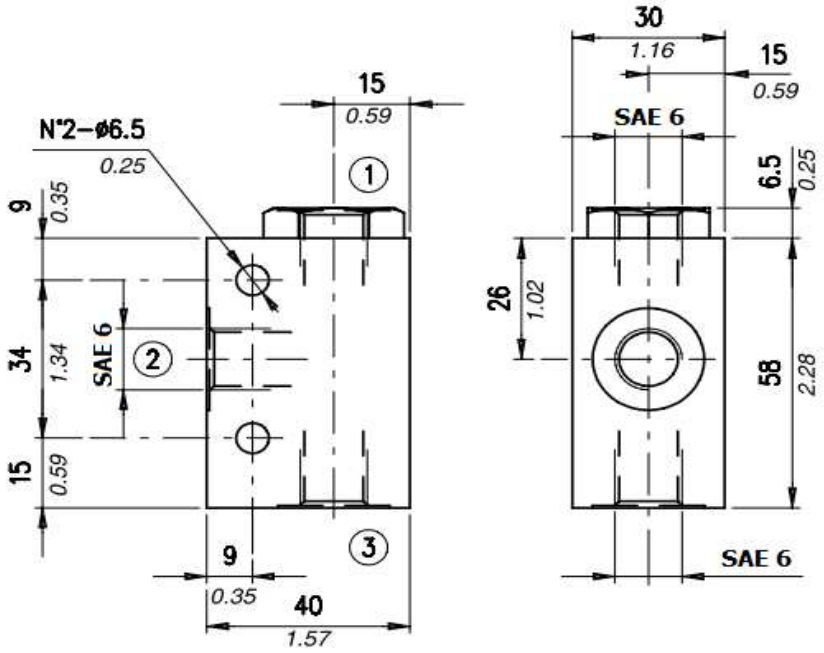
| Type | Filets Threads | Débit nominal Nominal Flow | Pression Pressure Max. | Poids Weight |
|---|---|---|---|---|
| | | lpm (gpm) | bar (psi) | kg (lb) |
| VT14 | SAE6 | 20 (5.3) | 400 (5800) | 0.48 (1.06) |
| VT38 | SAE8 | 35 (9.2) | | 0.84 (1.85) |
| VT12 | SAE10 | 50 (13) | | 1.35 (2.98) |
| VT34 | SAE12 | 100 (26) | | 1.95 (4.30) |
| VT100 | SAE16 | 150 (40) | | 3.12 (6.88) |

## NOMENCLATURE / ORDERING CODE

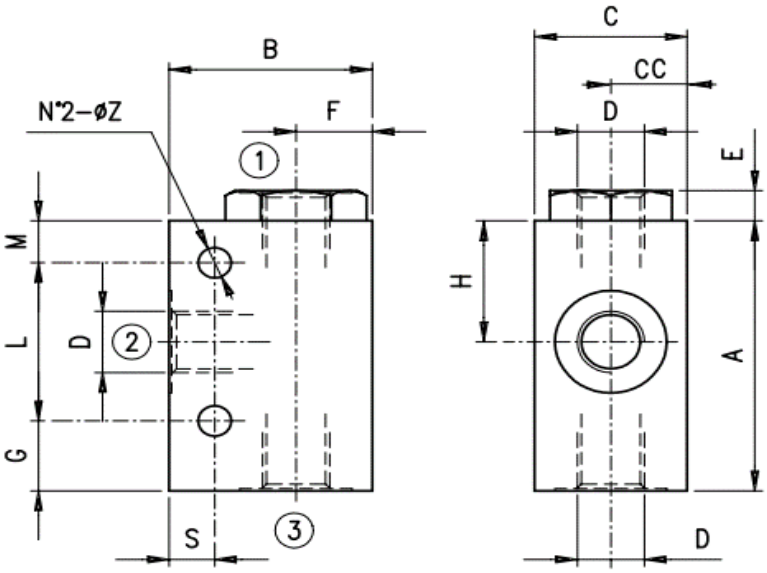
| VT | 12 | /SAE | /AC |
|---|---|---|---|
| Type | Grosseur Size | Filets Threads | Matériel Material |
| VT | 14 | SAE | AC Acier Steel |
| | 38 | | |
| | 12 | | |
| | 34 | | |
| | 100 | | |

# | VT VALVE SÉLECTRICE / SHUTTLE VALVE

## VT14

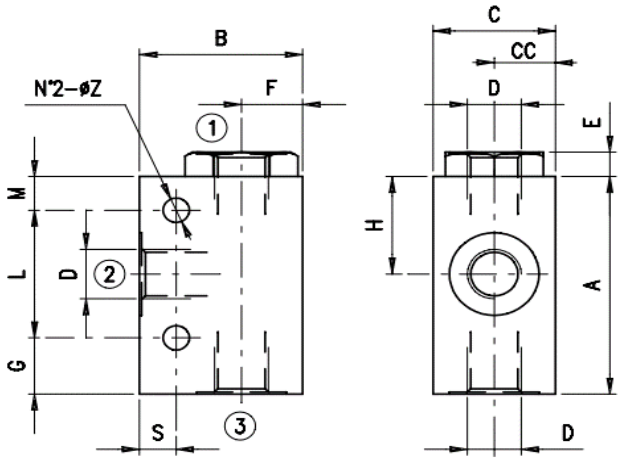



## VT38 - VT12



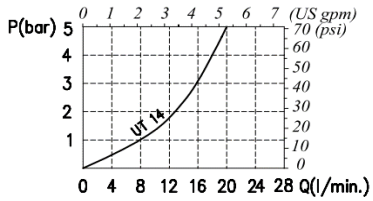
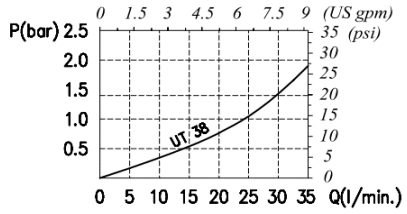
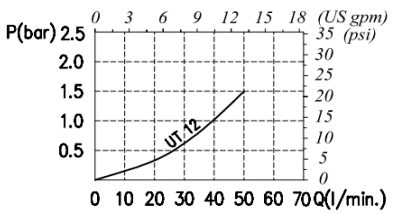
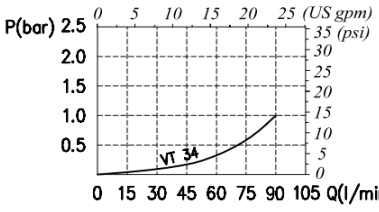
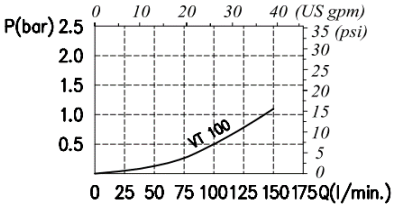

| VT | Dimensions (mm/in) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | A | B | C | CC | D | E | F | G | H | L | M-S | Z |
| 38 | 70/0.75 | 50/1.97 | 35/1.38 | 17.5/0.71 | SAE 8 | 6.5/0.25 | 19/0.75 | 16/0.63 | 31.5/1.24 | 45/1.77 | 9/0.35 | 6.5/0.25 |
| 12 | 80/3.15 | 60/2.36 | 42/1.65 | 21/0.83 | SAE 10 | 8/0.31 | 23/0.90 | 18/0.71 | 36/1.42 | 52/2.05 | 10/0.39 | 8.5/0.33 |

## VT34 - VT100




| VT | Dimensions (mm/in) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | A | B | C | CC | D | E | F | G | H | L | M-S | Z |
| 34 | 90/3.54 | 68/2.68 | 50/1.97 | 25/0.98 | SAE 12 | 8.5/0.33 | 26/1.02 | 19/0.75 | 41/1.61 | 60/2.36 | 11/0.43 | 8.5/0.33 |
| 100 | 100/3.94 | 82/3.23 | 60/2.36 | 30/1.18 | SAE 16 | 10/0.39 | 32/1.26 | 22/0.87 | 45/1.77 | 66/2.60 | (M) 12/0.47 (S) 11-0.43 | 10.5/0.41 |

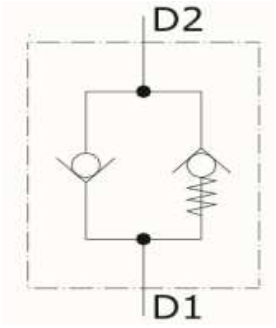
## PERTE DE CHARGE - PRESSURE DROP

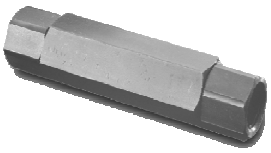
| Type | Perte de charge vs débit<br>Pressure drop vs flow | |
|---|---|---|
| VT14 |  | |
| VT38<br>VT12 |  |  |
| VT34<br>VT100 |  |  |

# | VBD ANTI-RETOUR DOUBLE / DOUBLE ACTING

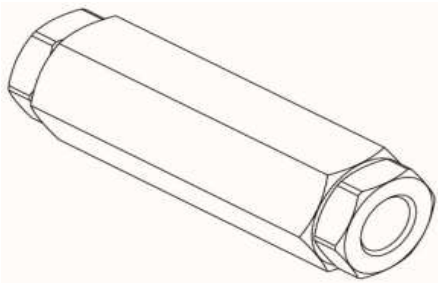
## VBD

**Schéma hydraulique**
**Hydraulic circuit**

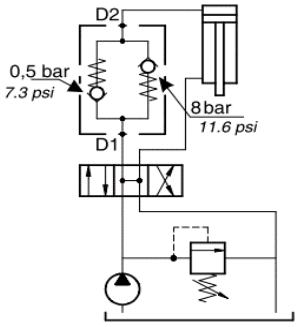


Clapet de retenue double action, type de forme conique
Double action check valve, poppet valve



**Application**




## CARACTÉRISTIQUES TECHNIQUES - TECHNICAL CHARACTERISTICS

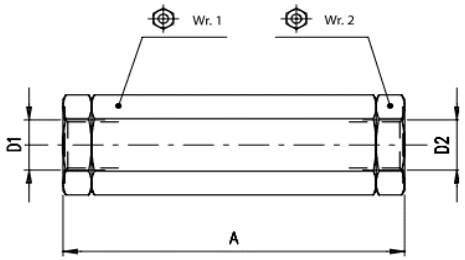
| Type | Débit nominal<br>Nominal Flow | Pression<br>Pressure<br>Max. | Pression d'ouverture<br>Opening pressure<br>bar (psi) | Fuite d'huile<br>Oil leak<br>U-->E | Poids<br>Weight |
|---|---|---|---|---|---|
| | lpm (gpm) | bar (psi) | | | kg (lb) |
| VBD38 | 25 6.6) | 350 (5100) | D1 à/to D2 @ 0.5 bar (7.3 psi)<br>D2 à/to D1 @ 8 bar (116 psi) | 0.25 cm³/min | 0.46 (1.01) |
| VBD12 | 40 (10.5) | | | | 0.53 (1.17) |
| VBD34 | 70 (18) | | | | 1.5 (3.31) |

## NOMENCLATURE / ORDERING CODE

| VBD | 12 | /PA0,5-8 | /SAE |
|---|---|---|---|
| Type | Grosseur<br>Size | Réglages de pression<br>Pressure settings | Filets<br>Threads |
| VBD | 38 | PA0,5-8<br>0.50 ; 8 bar | SAE |
| | 12 | | |
| | 34 | | |

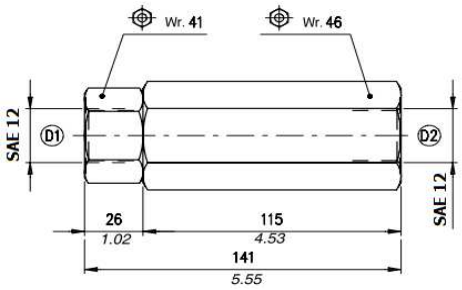
# | VBD ANTI-RETOUR DOUBLE / DOUBLE ACTING

## VBD38 - VBD12

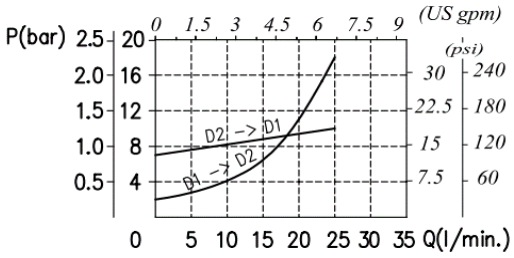
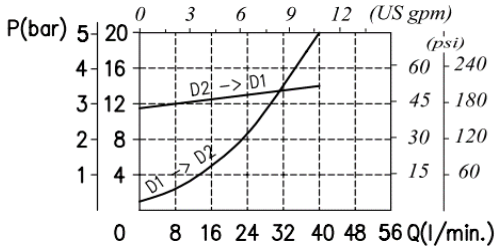
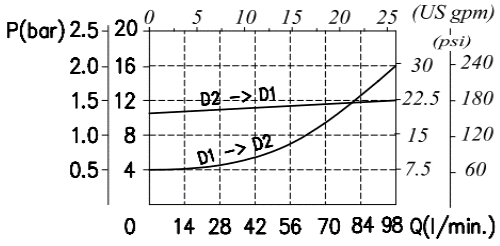



| VBD | Dimensions (mm/in) | | | |
|---|---|---|---|---|
| | A | Wr.1 | Wr.2 | D1-D2 |
| 38 | 102/4.01 | 30/1.18 | 30/1.18 | SAE 8 |
| 12 | 129/5.08 | 30/1.18 | 27/1.06 | SAE 10 |

## VBD34



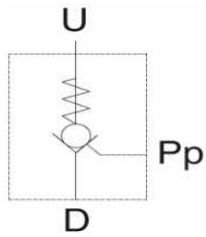

## PERTE DE CHARGE - PRESSURE DROP

| Type | Perte de charge vs débit<br>Pressure drop vs flow | Perte de charge vs débit<br>Pressure drop vs flow |
|---|---|---|
| VBD38<br>VBD12 |  |  |
| VB34 |  | |

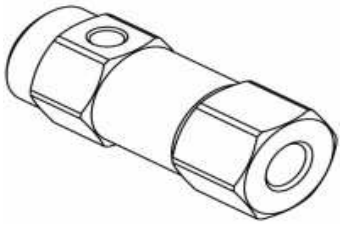
# | VUPSL ANTI-RETOUR PILOTÉ / PILOT CHECK

## VUPSL

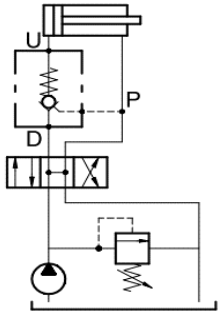
**Schéma hydraulique**
**Hydraulic circuit**




Clapet de retenue piloté, type de forme conique
Piloted check valve, poppet type



**Application**




## CARACTÉRISTIQUES TECHNIQUES - TECHNICAL CHARACTERISTICS

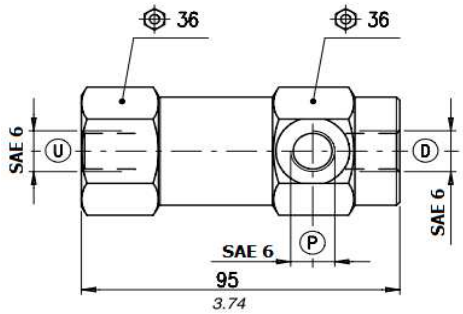
| Type | Débit nominal<br>Nominal Flow | Pression<br>Pressure<br>Max. | Pression d'ouverture<br>Opening pressure<br>D -->U<br>bar (psi) | Fuite d'huile<br>Oil leak<br>D --> U<br>@ 210 bar (3050 psi) | Ratio pilotage<br>Pilot ratio | Poids<br>Weight |
|---|---|---|---|---|---|---|
| | lpm (gpm) | bar (psi) | | | | kg (lb) |
| VUPSL14 | 20 (5.3) | 400 (5800) | 5 (72.5)<br>avec joint<br>with gasket<br>2.5 (36.3)<br>sans joint<br>without gasket | 0.25 cm³/min | 1:3 | 0.67<br>(1.48) |
| VUPSL38 | 35 (9.2) | | | | 1:3.2 | 0.95<br>(2.09) |
| VUPSL12 | 50 (13) | 350 (5100) | | | 1:2.8 | 1.55<br>(3.42) |
| VUPSL34 | 100 (26) | 300 (4350) | | | 1:3.1 | 2.57<br>(5.66) |
| VUPSL100 | 150 (40) | | | | 1:3 | 4.18<br>(9.21) |

## NOMENCLATURE / ORDERING CODE

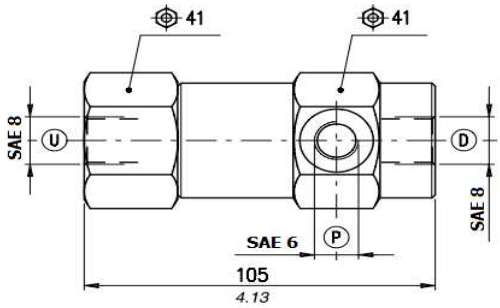
| VUPSL | 12 | /P3 | /SAE |
|---|---|---|---|
| Type | Grosseur<br>Size | Ratio pilotage<br>Pilot Ratio | Filets<br>Threads |
| VUPSL | 14 | P3<br>1:3 | SAE |
| | 38 | | |
| | 12 | | |
| | 34 | | |
| | 100 | | |

# | VUPSL ANTI-RETOUR PILOTÉ / PILOT CHECK

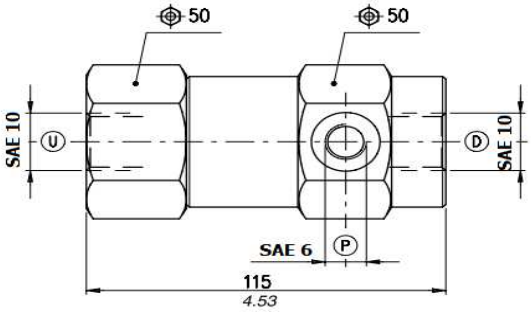
## VUPSL14



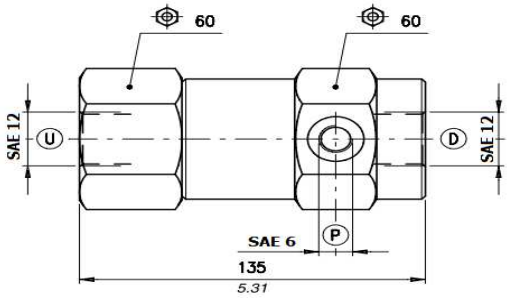

## VUPSL38




## VUPSL12

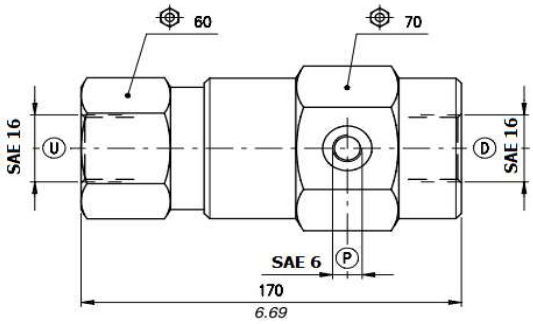



## VUPSL34

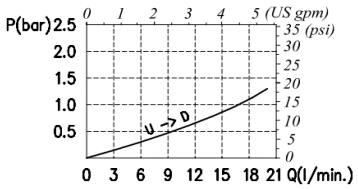
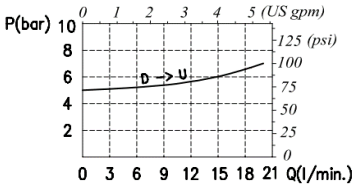
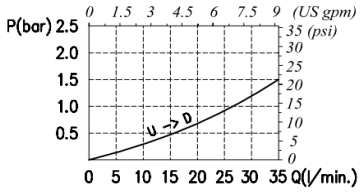
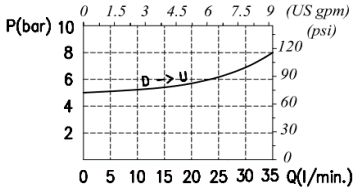
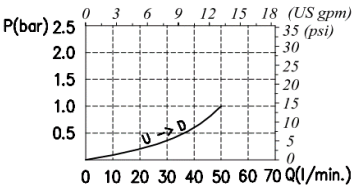
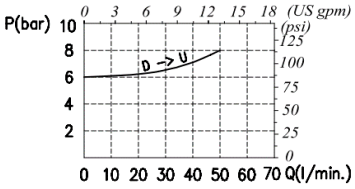
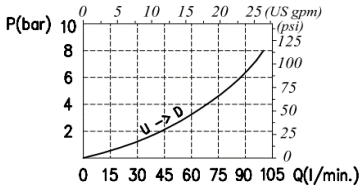
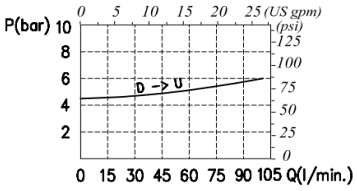
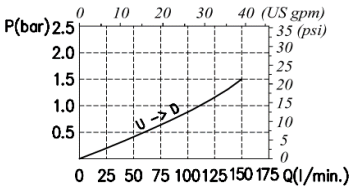
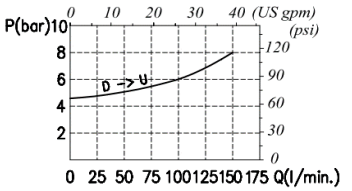


# | VUPSL ANTI-RETOUR PILOTÉ / PILOT CHECK

## VUPSL100



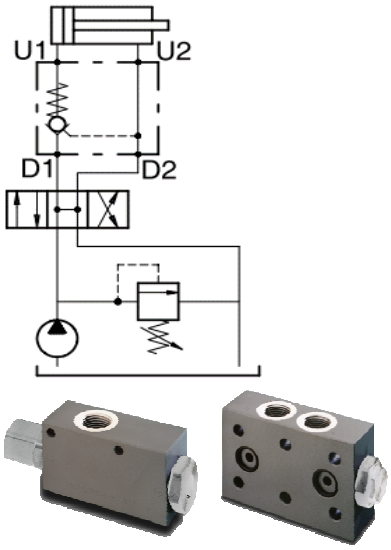

## PERTE DE CHARGE - PRESSURE DROP

| Type | Perte de charge vs débit<br>Pressure drop vs flow | Perte de charge vs débit<br>Pressure drop vs flow |
|---|---|---|
| VUPSL14 |  |  |
| VUPSL38 |  |  |
| VUPSL12 |  |  |
| VUPSL34 |  |  |
| VUPSL100 |  |  |

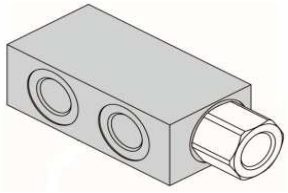
# | VBPSL-VBPSF ANTI-RETOUR PILOTÉ / PILOT CHECK

## VBPSL-VBPSF

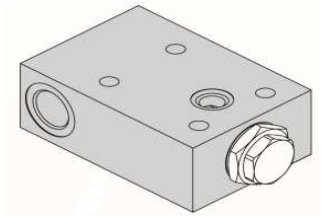
**Schéma hydraulique**
**Hydraulic circuit**



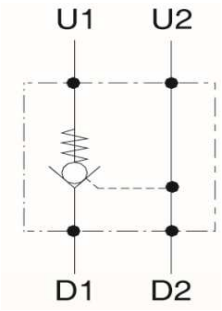

**VBPSL**
Clapet de retenue simple
Single acting check valve



**VBPSF**
Clapet de retenue simple avec montage sur pompe
Single acting check valve pump mounting



**Application**




## CARACTÉRISTIQUES TECHNIQUES - TECHNICAL CHARACTERISTICS

| Type | Débit nominal<br>Nominal Flow | Pression<br>Pressure<br>Max. | Fuite d'huile<br>Oil leak<br>U1 --> D1<br>@ 210 bar (3050 psi) | Ratio pilotage<br>Pilot ratio | Poids<br>Weight |
|---|---|---|---|---|---|
| | lpm (gpm) | bar (psi) | | | kg (lb) |
| VBPSL14 | 15 (4) | 210 (3050) | 0.10 cm³/min | 1:4.5 (1)<br>1:3 (2) | 0.30 (0.66) |
| VBPSL/VP38 | 25 (6.6) | | | | 0.32 (0.71) |
| VBPSL38 | 35 (9.2) | | 0.25 cm³/min | 1:4 (1)<br>1:6.3 (2)<br>1:7.5 (2) | 0.63 (1.39) |
| VBPSL12 | 50 (13) | | | | 0.65 (1.43) |
| VBPSL34 | 100 (26) | | | 1:4.3 | 1.68 (3.70) |
| VBPSL/T38 | 25 (6.6) | | | 1:4.5 (1)<br>1:3 (2) | 0.47 (1.04) |
| VBPSL/T12 | 50 (13) | | | 1:4 (1)<br>1:6.3 (2)<br>1:7.5 (2) | 0.63 (1.39) |
| VBPSL/T34 | 100 (26) | | | 1:4.3 | 1.76 (3.88) |
| VBPSF14 | 15 (4) | | 0.10 cm³/min | 1:4.5 (1)<br>1:3 (2) | 0.31 (0.68) |
| VBPSF38 | 35 (9.2) | | 0.25 cm³/min | 1:4 (1)<br>1:6.3 (2)<br>1:7.5 (2) | 0.67 (1.48) |
| VBPSF12 | 50 (13) | | | | 0.64 (1.41) |
| VBPSF34 | 100 (26) | | | 1:4.3 | 1.66 (3.66) |

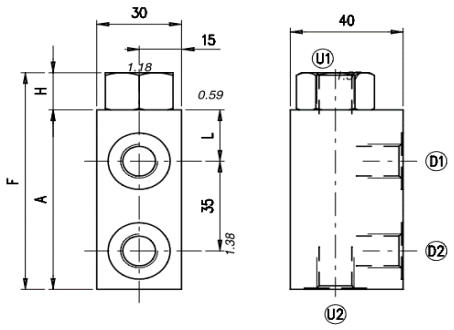
(1) Standard
(2) Sur demande / On request

# | VBPSL-VBPSF ANTI-RETOUR PILOTÉ / PILOT CHECK

## NOMENCLATURE / ORDERING CODE

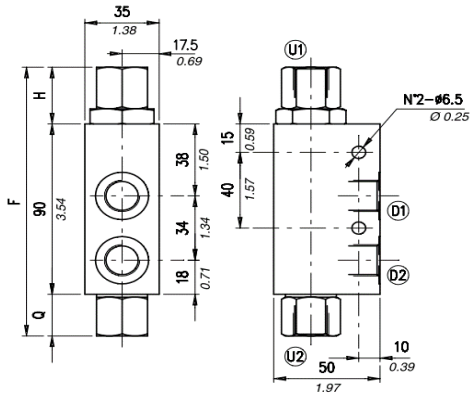
| VBPSL | 12 | /P4 | /SAE |
|---|---|---|---|
| Type | Grosseur<br>Size | Ratio pilotage<br>Pilot Ratio | Filets<br>Threads |
| VBPSL<br>VBPSL/VP<br>VBPSL/T | 14 | P4<br>1:4 | SAE |
| | 38 | | |
| | 12 | | |
| | 34 | | |
| | 100 | | |
| VBPSF | 14 | | |
| | 38 | | |
| | 12 | | |
| | 34 | | |

## VBPSL14 - VBPSL/VP38




| VBPSL | Dimensions (mm/in) | | | | | |
|---|---|---|---|---|---|---|
| | D1-D2 | U1-U2 | A | F | H | L |
| 14 | SAE 6 | SAE 6 | 70/2.75 | 84.5/3.33 | 14.5/0.57 | 20/0.79 |
| VP/38 | SAE 8 | SAE 8 | 80/3.15 | 99.5/3.92 | 19.5/0.77 | 2.5/0.88 |

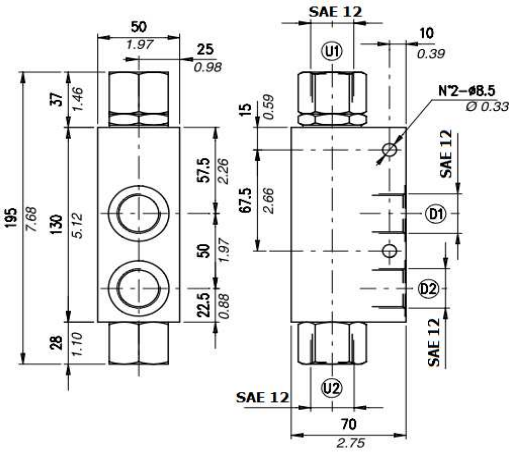
## VBPSL38 - VBPSL12



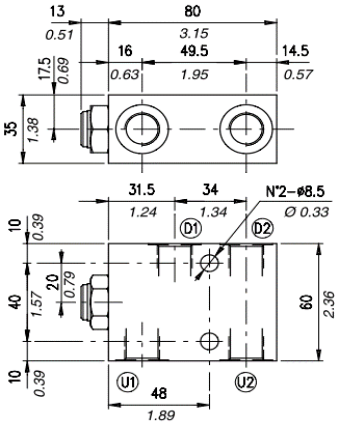

| VBPSL | Dimensions (mm/in) | | | | |
|---|---|---|---|---|---|
| | D1-D2 | U1-U2 | F | H | Q |
| 38 | SAE 8 | SAE 8 | 142/5..59 | 30/1.18 | 22/0.87 |
| 12 | SAE 10 | SAE 10 | 148/5.83 | 33/1.30 | 25/0.98 |

# | VBPSL-VBPSF ANTI-RETOUR PILOTÉ / PILOT CHECK

## VBPSL34

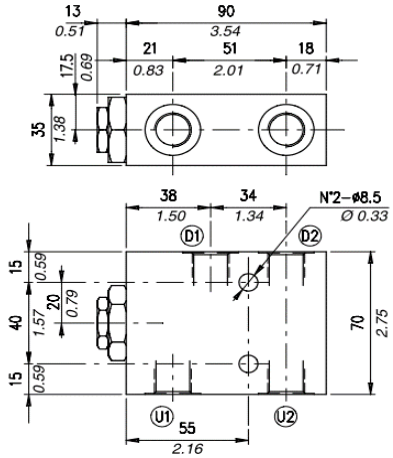



## VBPSL/T38




| VBPSL/T | Filets / Threads | |
|---|---|---|
| | D1-D2 | U1-U2 |
| 38 | SAE 8 | SAE 8 |

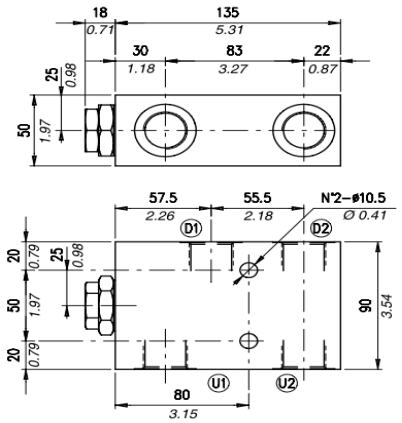
## VBPSL/T12




| VBPSL/T | Filets / Threads | |
|---|---|---|
| | D1-D2 | U1-U2 |
| 12 | SAE 10 | SAE 10 |

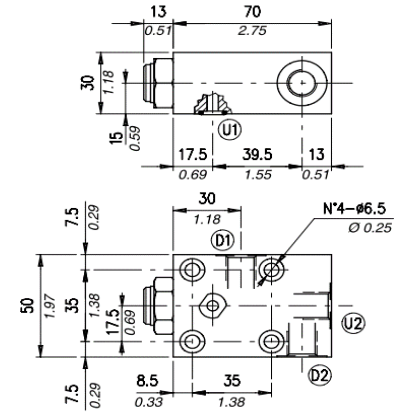
# | VBPSL-VBPSF ANTI-RETOUR PILOTÉ / PILOT CHECK

## VBPSL/T34



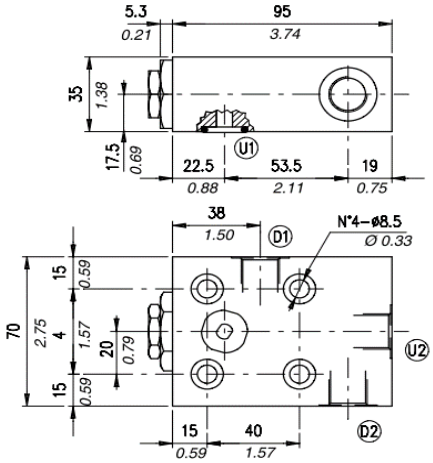

| VBPSL/T | Filets / Threads | |
|---|---|---|
| | D1-D2 | U1-U2 |
| 34 | SAE 12 | SAE 12 |

## VBPSF14




| VBPSF | Dimensions (mm/in) | | |
|---|---|---|---|
| | D1-D2 | U2 | U1 |
| 14 | SAE 6 | SAE 6 | Ø5/0.20 |

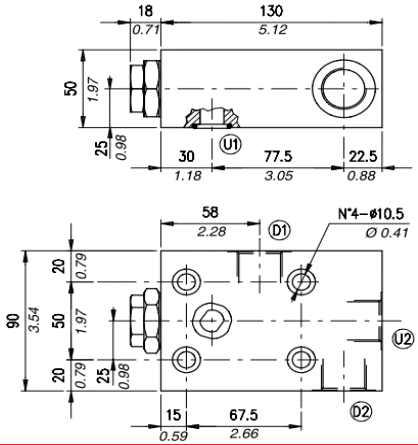
## VBPSF38 - VBPSF12




| VBPSF | Dimensions (mm/in) | | |
|---|---|---|---|
| | D1-D2 | U2 | U1 |
| 38 | SAE 8 | SAE 8 | Ø7/0.27 |
| 12 | SAE 10 | SAE 10 | Ø7/0.27 |

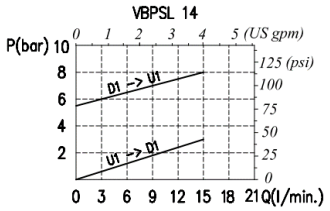
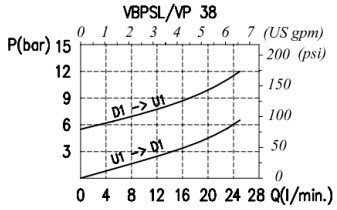
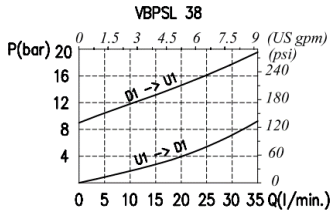
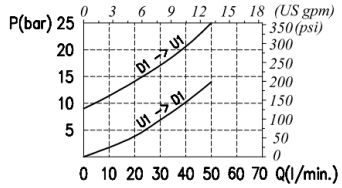
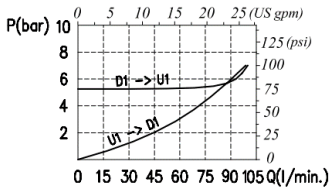
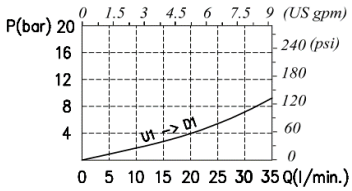
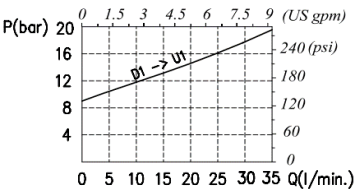
# | VBPSL-VBPSF ANTI-RETOUR PILOTÉ / PILOT CHECK

## VBPSF34



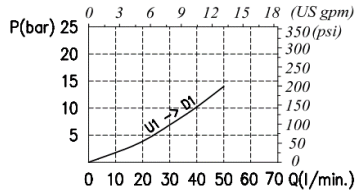
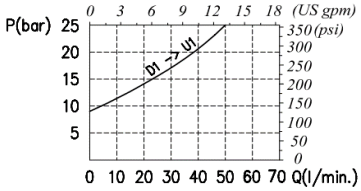
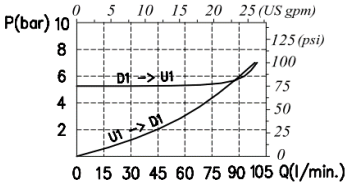
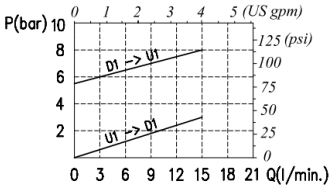
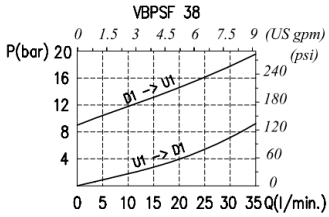
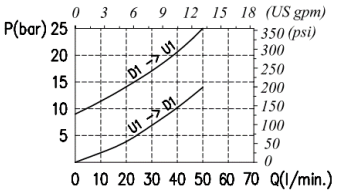
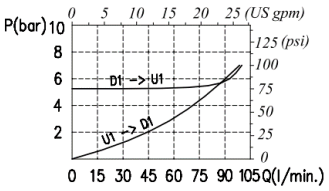

| VBPSF | Dimensions (mm/in) | | |
|---|---|---|---|
| | D1-D2 | U2 | U1 |
| 38 | SAE 12 | SAE 12 | Ø14/0.55 |

## PERTE DE CHARGE - PRESSURE DROP

| Type | Perte de charge vs débit<br>Pressure drop vs flow | |
|---|---|---|
| VBPSL14<br>VBPSL/VP38 |  |  |
| VBPSL38<br>VBPSL12 |  |  |
| VBPSL34 |  | |
| VBPSL/T38 |  |  |

# | VBPSL-VBPSF ANTI-RETOUR PILOTÉ / PILOT CHECK

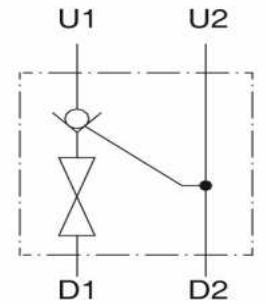
## PERTE DE CHARGE - PRESSURE DROP

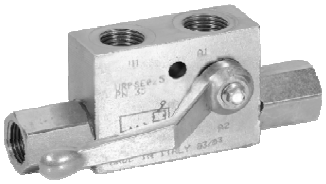
| Type | Perte de charge vs débit<br>Pressure drop vs flow |
|---|---|
| VBPSL/T12 |   |
| VBPSLT/34 |  |
| VBPSF14 |  |
| VBPSF38<br>VBPSF12 | VBPSF 38<br>  VBPSF 12<br>  |
| VBPSF34 |  |

# | VBPSL/R ANTI-RETOUR PILOTÉ / PILOT CHECK

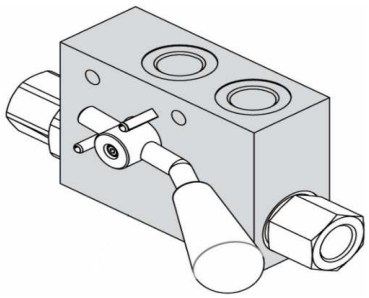
## VBPSL/R

**Schéma hydraulique**
**Hydraulic circuit**

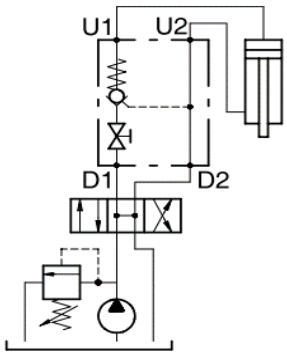


Valve de fermeture simple action, montage en ligne
Single acting shut-off valve, line mounting



**Application**




## CARACTÉRISTIQUES TECHNIQUES - TECHNICAL CHARACTERISTICS

| Type | Débit nominal<br>Nominal Flow | Pression<br>Pressure<br>Max. | Fuite d'huile<br>Oil leak<br>U1 --> D1<br>@ 210 bar (3050 psi) | Ratio pilotage<br>Pilot ratio | Poids<br>Weight |
|---|---|---|---|---|---|
| | lpm (gpm) | bar (psi) | | | kg (lb) |
| VBPSL/R/14 | 15 (4) | 210 (3050) | 0.10 cm³/min | 1:4.5 (1)<br>1:3 (2) | 0.46 (1.01) |
| VBPSL/R/38 | 35 (9.2) | | 0.25 cm³/min | 1:4 (1)<br>1:6.3 (2)<br>1:7.5 (2) | 0.94 (2.07) |
| VBPSL/R/12 | 50 (13) | | | | 0.95 (2.09) |

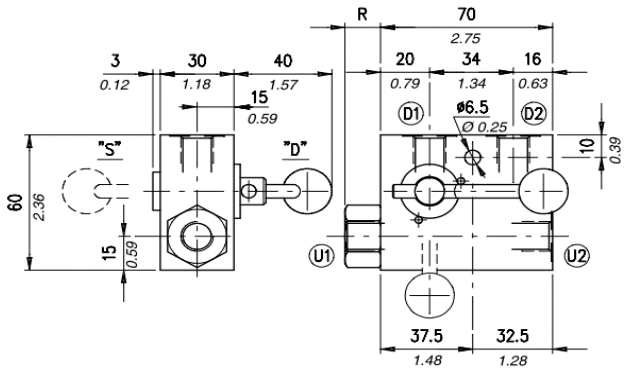
(1) Standard
(2) Sur demande/On request

## NOMENCLATURE / ORDERING CODE

| VBPSL/R | /D12 | /P4 | /SAE |
|---|---|---|---|
| Type | Grosseur<br>Size | Ratio pilotage<br>Pilot Ratio | Filets<br>Threads |
| VBPSL/R | D14 or S14<br>D38 or S38<br>D12 or S12 | P4<br>1:4 | SAE |

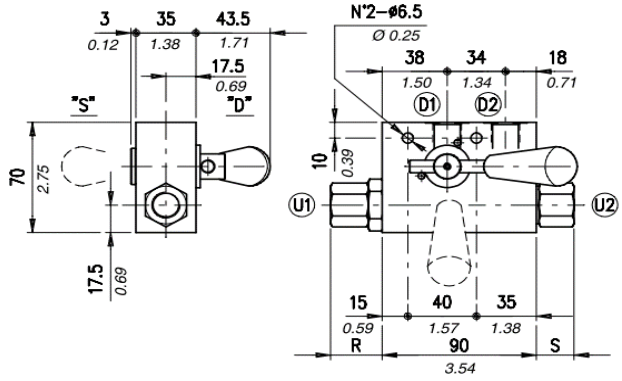
# | VBPSL/R ANTI-RETOUR PILOTÉ / PILOT CHECK

## VBPSL/R14



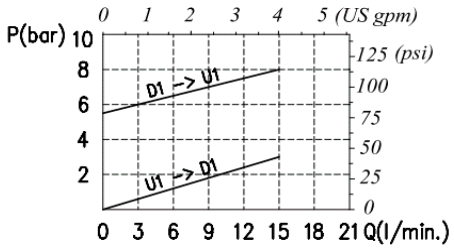
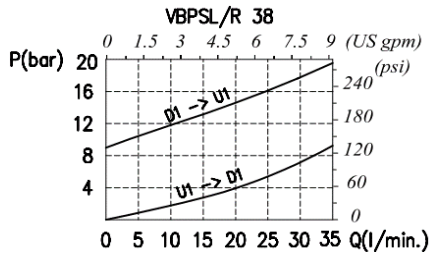
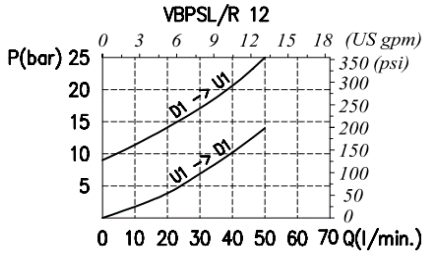

| VBPSL/R | Dimensions (mm/in) | | |
|---|---|---|---|
| | D1-D2 | D2-U2 | R |
| 14 | SAE 6 | SAE 6 | 14.5/0.57 |

## VBPSL/R38 - VBPSL/R12




| VBPSL/R | Dimensions (mm/in) | | | |
|---|---|---|---|---|
| | D1 | D2 | R | S |
| 38 | SAE 8 | SAE 8 | 30/1.18 | 22/0.87 |
| 12 | SAE 10 | SAE 10 | 33/1.30 | 25/0.98 |

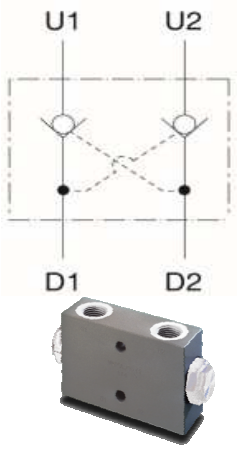
## PERTE DE CHARGE - PRESSURE DROP

| Type | Perte de charge vs débit<br>Pressure drop vs flow |
|---|---|
| VBPSL/R14 |  |
| VBPSL/R38<br>VBPSL/R12 |   |

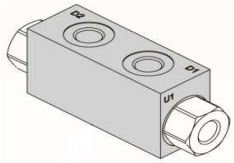
# | VBPDL-VBPDF ANTI-RETOUR PILOTÉ / PILOT CHECK

## VBPDL-VBPDF

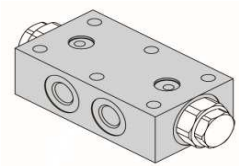
**Schéma hydraulique**
**Hydraulic circuit**



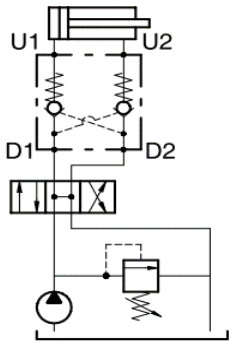

**VBPDL**
Clapet de retenue double
Double acting check valve



**VBPDF**
Clapet de retenue double avec montage sur pompe
Double acting check valve pump mounting



**Application**




## CARACTÉRISTIQUES TECHNIQUES - TECHNICAL CHARACTERISTICS

| Type | Débit nominal<br>Nominal Flow | Pression<br>Pressure<br>Max. | Fuite d'huile<br>Oil leak<br>U1(U2)-->D1(D2)<br>@ 210 bar (3050 psi) | Ratio pilotage<br>Pilot ratio | Poids<br>Weight |
|---|---|---|---|---|---|
| | lpm (gpm) | bar (psi) | | | kg (lb) |
| VBPDL14 | 15 (4) | 210 (3050) | 0.10 cm³/min | 1:4.5 (1)<br>1:3 (2) | 0.40 (0.88) |
| VBPDL/VP38 | 25 (6.6) | | | | 0.40 (0.88) |
| VBPDL38 | 35 (9.2) | | 0.25 cm³/min | 1:4 (1)<br>1:6.3 (2)<br>1:7.5 (2) | 0.78 (1.72) |
| VBPDL12 | 50(13) | | | | 0.81 (1.79) |
| VBPDL34 | 100 (26) | | | 1:4.3 | 2.14 (4.72) |
| VBPDL14 | 15 (4) | | | 1:4.5 | 0.40 (0.88) |
| VBPDL/T38 | 25 (6.6) | | | 1:4.5 (1)<br>1:3 (2) | 0.63 (1.39) |
| VBPDL/T12 | 50 (13) | | | 1:4 (1)<br>1:6.3 (2)<br>1:7.5 (2) | 0.87 (1.92) |
| VBPDL/T34 | 100 (26) | | | 1:4.3 | 2.30 (5.07) |
| VBPDF14 | 15 (4) | | 0.10 cm³/min | 1:4.5 (1)<br>1:2.5 (2) | 0.47 (1.04) |
| VBPDF38 | 35 (9.2) | | 0.25 cm³/min | 1:4 (1)<br>1:6.3 (2)<br>1:7.5 (2) | 0.87 (1.87) |
| VBPDF12 | 50 (13) | | | | 0.87 (1.87) |
| VBPDF34 | 100 (26) | | | 1:4.3 | 2.28 (5.03) |

(1) Standard
(2) Sur demande/On request

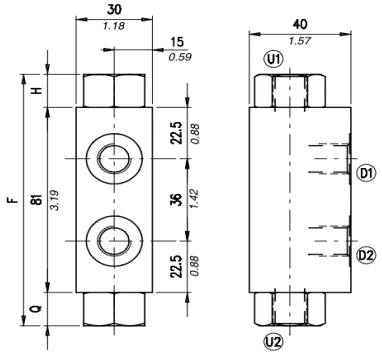
# | VBPDL-VBPDF ANTI-RETOUR PILOTÉ / PILOT CHECK

## NOMENCLATURE / ORDERING CODE

| VBPDL | 12 | /P4 | /SAE | -FF7 |
|---|---|---|---|---|
| **Type** | **Grosseur<br>Size** | **Ratio pilotage<br>Pilot Ratio** | **Filets<br>Threads** | **Trous de fixation<br>Fixing holes** |
| **VBPDL<br>VBPDL/VP<br>VBPDL/T** | **14** | **P4**<br>1:4 | **SAE** | **Rien** (sans trous)<br>**Omit** (no holes)<br>**FF7**<br>7mm |
| | **38** | | | |
| | **12** | | | |
| | **34** | | | |
| | **100** | | | |
| **VBPDF** | **14** | | | |
| | **38** | | | |
| | **12** | | | |
| | **34** | | | |

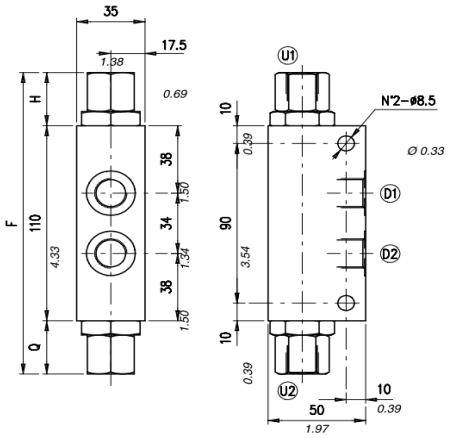
# | VBPDL-VBPDF ANTI-RETOUR PILOTÉ / PILOT CHECK

## VBPDL14 - VBPDL/VP38



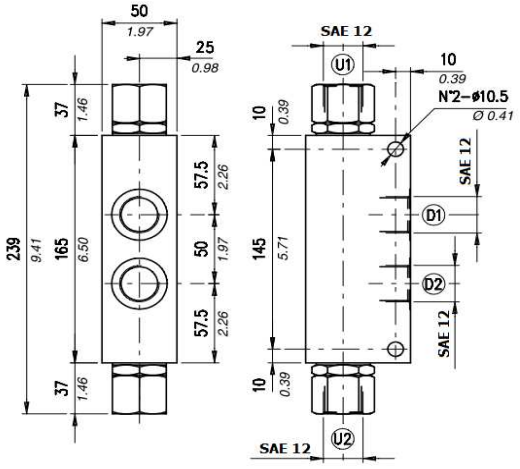

| VBPDL | Dimensions (mm/in) | | | | |
|---|---|---|---|---|---|
| | D1-D2 | U1-U2 | F | H | Q |
| 14 | SAE 6 | SAE 6 | 110/4.33 | 14.5/0.57 | 14.5/0.57 |
| VP38 | SAE 8 | SAE 8 | 120/4.72 | 19.5/0.77 | 19.5/0.77 |

## VBPDL38 - VBPDL12



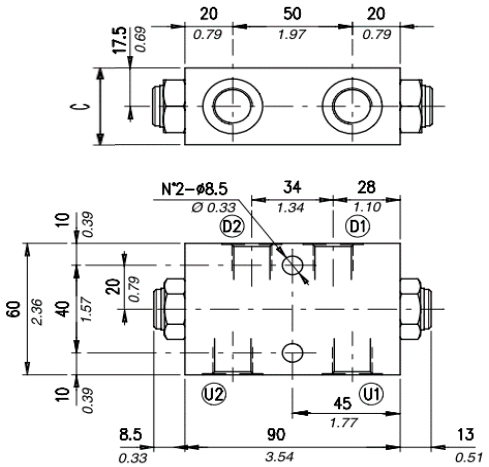

| VBPDL | Dimensions (mm/in) | | | | |
|---|---|---|---|---|---|
| | D1-D2 | U1-U2 | F | H | Q |
| 38 | SAE 8 | SAE 8 | 170/6.69 | 30/1.18 | 30/1.18 |
| 12 | SAE 10 | SAE 10 | 176/6.93 | 33/1.30 | 33/1.30 |

## VBPDL34



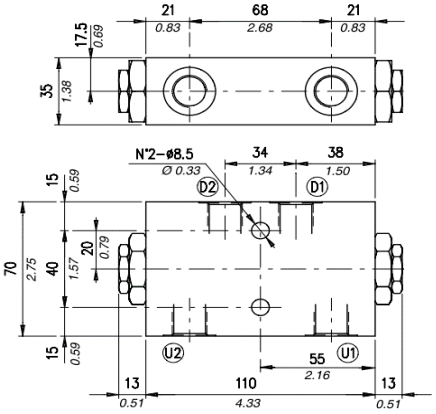
# | VBPDL-VBPDF ANTI-RETOUR PILOTÉ / PILOT CHECK

## VBPDL/T14 - VBPDL/T38



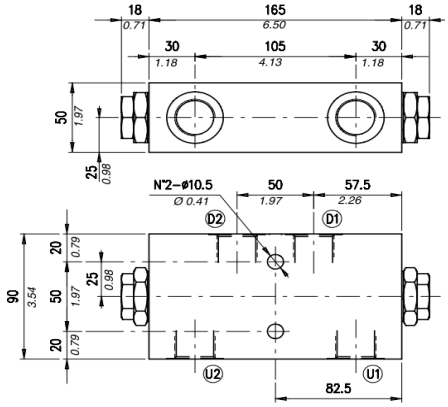

| VBPDL/T | Dimensions (mm/in) | | |
|---|---|---|---|
| | D1-D2 | U!-U2 | C |
| 14 | SAE 6 | SAE 6 | 30/1.18 |
| 38 | SAE 8 | SAE 8 | 35/1,38 |

## VBPDL/T12




| VBPDL/T | Filets / Threads | |
|---|---|---|
| | D1-D2 | U1-U2 |
| 12 | SAE 10 | SAE 10 |

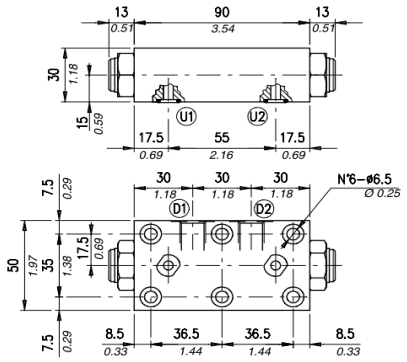
## VBPDL/T34




| VBPDL/T | Filets / Threads | |
|---|---|---|
| | D1-D2 | U1-U2 |
| 34 | SAE 12 | SAE 12 |

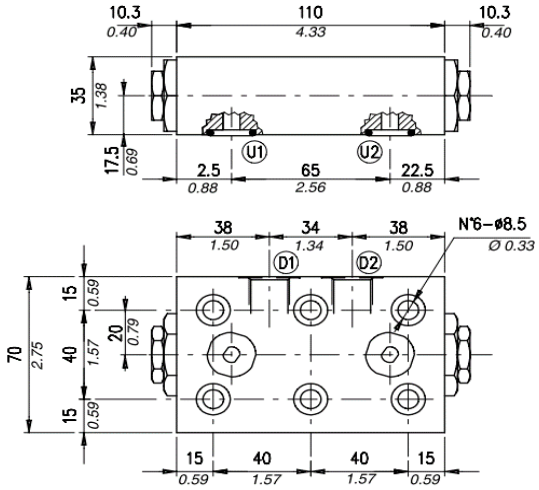
# | VBPDL-VBPDF ANTI-RETOUR PILOTÉ / PILOT CHECK

## VBPDF14



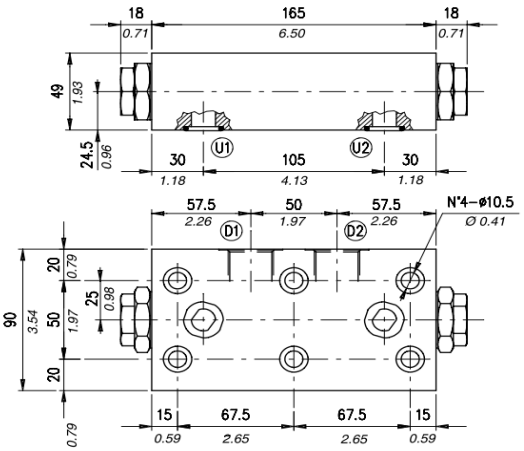

| VBPDF | Dimensions (mm/in) | |
|---|---|---|
| | D1-D2 | U1-U2 |
| 14 | SAE 6 | Ø5/0.20 |

## VBPDF38 - VBPDF12




| VBPDL | Dimensions (mm/in) | | |
|---|---|---|---|
| | D1-D2 | U2 | U1 |
| 38 | SAE 8 | SAE 8 | Ø7/0.27 |
| 12 | SAE 10 | SAE 10 | Ø7/0.27 |

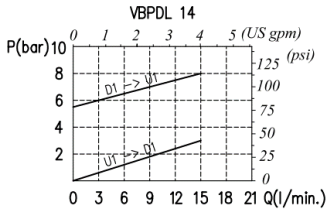
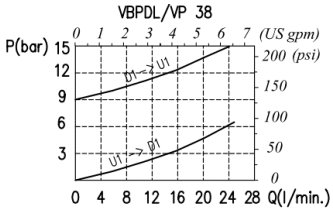
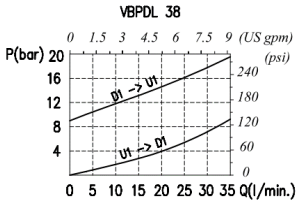
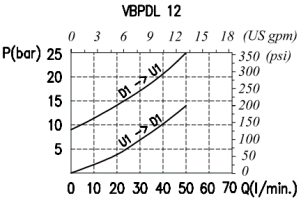
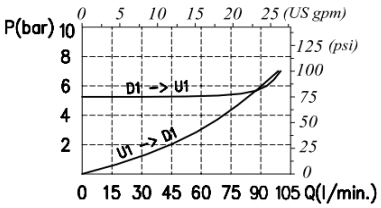
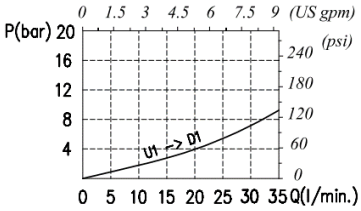
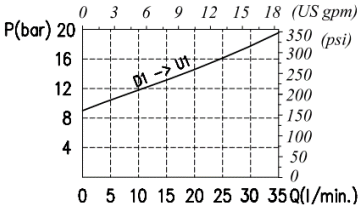
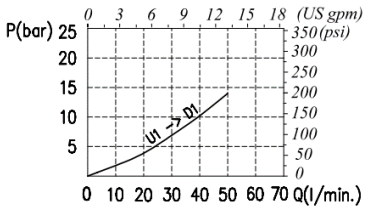
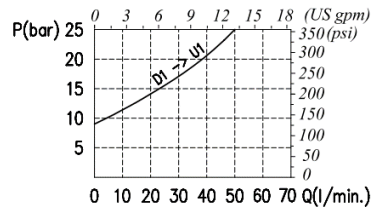
## VBPDF34




| VBPDF | Dimensions (mm/in) | |
|---|---|---|
| | D1-D2 | U1-U2 |
| 34 | SAE 12 | Ø14/0.55 |

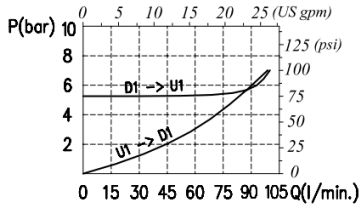
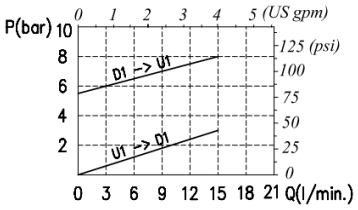
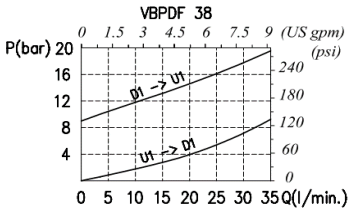
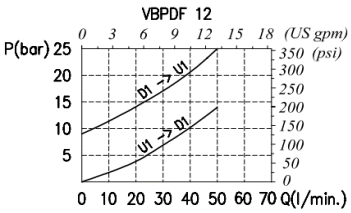
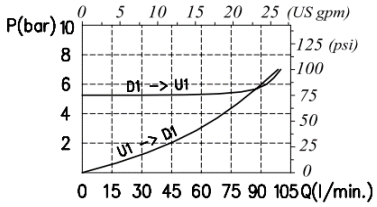
# | VBPDL-VBPDF ANTI-RETOUR PILOTÉ / PILOT CHECK

## PERTE DE CHARGE - PRESSURE DROP

| Type | Perte de charge vs débit<br>Pressure drop vs flow | |
|---|---|---|
| VBPDL14<br>VBPDL/VP38 |  |  |
| VBPDL38<br>VBPDL12 |  |  |
| VBPDL34 |  | |
| VBPDL/T38 |  |  |
| VBPDL/T12 |  |  |

# | VBPDL-VBPDF ANTI-RETOUR PILOTÉ / PILOT CHECK

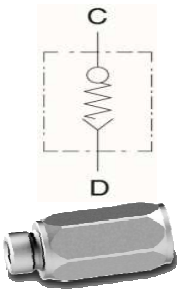
## PERTE DE CHARGE - PRESSURE DROP

| Type | Perte de charge vs débit<br>Pressure drop vs flow |
|---|---|
| VBPDL/T34 |  |
| VBPDF14 |  |
| VBPDF38 |  <br>  |
| VBPDF34 |  |

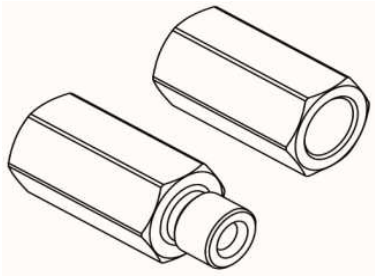
# | VB ANTI-RETOUR AUTO. / HOSE BURST

## VB

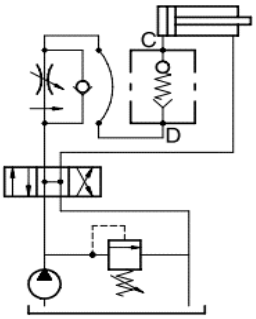
**Schéma hydraulique**
**Hydraulic circuit**




Valve de fermeture automatique
Hose burst valve



**Application**




## CARACTÉRISTIQUES TECHNIQUES - TECHNICAL CHARACTERISTICS

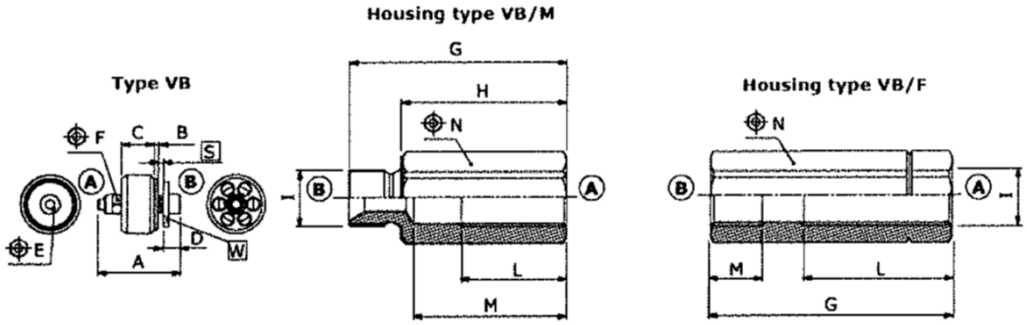
| Type | Débit nominal<br>Nominal Flow | Pression<br>Pressure<br>Max. | Débit préréglé<br>Standard flow setting<br>lpm (gpm) | Poids app.<br>Appr. weight |
|---|---|---|---|---|
| | lpm (gpm) | bar (psi) | | kg (lb) |
| VB14 | 30 (7,9) | 350 (5100) | 18.5 (4.89) | 0.01 (0.022) |
| VB/M14 | | | | 0.01 (0.22) |
| VB/F14 | | | | |
| VB38 | 45 (11.9) | | 35.5 (9.38) | 0.015 (0.033) |
| VB/M38 | | | | 0.18 (0.40) |
| VB/F38 | | | | |
| VB12 | 65 (17.2) | | 60 (15.85) | 0.025 (0.055) |
| VB/M12 | | | | 0.31 (0.69) |
| VB/F12 | | | | |
| VB34 | 170 (44.9) | | 149 (39.36) | 0.045 (0.1) |
| VB/M34 | | | | 0.56 (1.23) |
| VB/F34 | | | | |
| VB100 | 225 (59.4) | | 190 (50.19) | 0.098 (0.220) |
| VB/M100 | | | | 0.91 (2.0) |
| VB/F100 | | | | |

# | VB ANTI-RETOUR AUTO. / HOSE BURST

## NOMENCLATURE / ORDERING CODE

| VB | 14 | /SAE |
|---|---|---|
| Type | Grosseur<br>Size | Filets<br>Threads |
| **VB** | **14** | **SAE** |
| **VB/F**<br>F-F | **38** | |
| | **12** | |
| **VB/M**<br>M-F | **34** | |
| | **100** | |

## DIMENSIONS




| VBPSL | Dimensions (mm/in) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | A | B | C | D | ØE | ØF | G | H | I | L | M | Hex. N |
| **VB14** | 19/0.75 | 1/0.04 | 7/0.27 | 5/0.20 | 5.5/0.22 | 2.5/0.10 | | | | | | |
| **VB14/M** | | | | | | | 50/1.97 | 38/1.50 | SAE 6 | 23/0.90 | 31/1.22 | 19/0.75 |
| **VB14/F** | | | | | | | 50/1.97 | | SAE 6 | 20/0.79 | 12/0.47 | 19/0.75 |
| **VB38** | 23/0.90 | 1.5/0.06 | 9.5/0.37 | 5/0.20 | 5.5/0.22 | 2.5/0.10 | | | | | | |
| **VB38/M** | | | | | | | 60/2.36 | 48/1.89 | SAE 8 | 30/1.18 | 43/1.69 | 22/0.87 |
| **VB38/F** | | | | | | | | | SAE 8 | 27/1.06 | 14/0.55 | 22/0.87 |
| **VB12** | 29/1.14 | 1.5/0.06 | 11.5/0.45 | 6/0.23 | 7/0.28 | 3/0.12 | | | | | | |
| **VB12/M** | | | | | | | 63/2.48 | 49/1.93 | SAE10 | 33/1.30 | 45/1.77 | 27/1.06 |
| **VB12/F** | | | | | | | | | SAE 10 | 33/1.30 | 19/0.75 | 27/1.06 |
| **VB34** | 34/1.34 | 2.5/0.10 | 15.5/0.61 | 6/0.23 | 7/0.28 | 3/0.12 | | | | | | |
| **VB34/M** | | | | | | | 75/2.95 | 59/2.32 | SAE 12 | 36/1.42 | 50/1.97 | 32/1.26 |
| **VB34/F** | | | | | | | | | SAE 12 | 36/1.42 | 19/0.75 | 32/1.26 |
| **VB100** | 40/1.57 | 1.5/0.06 | 18.5/0.33 | 8.5/0.33 | 8/0.32 | 4/0.16 | | | | | | |
| **VB100/M** | | | | | | | 88/3.46 | 70/2.75 | SAE 16 | 46/1.81 | 60/2.36 | 41/1.61 |
| **VB100/F** | | | | | | | | | SAE 16 | 46/1.81 | 18/0.71 | 41/1.61 |

# | NOTES TECHNIQUES / TECHNICAL NOTES

## DIMENSION DES FILETS / THREADS SIZE

| SAE | | |
|---|---|---|
| **Filets Threads** | **Dimensions** | **Code** |
| SAE4 | 7/16-20 UNF | **OZ** |
| SAE6 | 9/16-18 UNF | **OA** |
| SAE8 | 3/4-16 UNF | **OB** |
| SAE10 | 7/8-14 UNF | **OC** |
| SAE12 | 1-1/16-12 UNF | **OD** |
| SAE14 | 1-3/16-12 UNF | **OE** |
| SAE16 | 1-5/16-12 UNF | **OF** |
| SAE20 | 1-5/8-12 UNF | **OG** |
| SAE24 | 1-7/8-12 UNF | **OH** |
| SAE32 | 2-1/2-12 UNF | **OI** |
| SAE48 | 3-3/8-12 UNF | **OJ** |

| NPT | | |
|---|---|---|
| **Filets Threads** | **Dimensions** | **Code** |
| NPT 1/8 | 1/8"-27 | **NA** |
| NPT 1/4 | 1/4"-28 | **NB** |
| NPT 3/8 | 3/8"-18 | **NC** |
| NPT 1/2 | 1/2"-14 | **ND** |
| NPT 3/4 | 3/4"-14 | **NE** |
| NPT 1 | 1" - 11-1/2 | **NF** |
| NPT 1-1/4 | 1-1/4" - 11-1/2 | **NG** |
| NPT 1-1/2 | 1-1/2" - 11-1/2 | **NH** |
| NPT 2 | 2" - 11-1/2 | **NL** |
| NPT 2-1/2 | 2-1/2" - 8 | **NM** |
| NPT 3 | 3" - 8 | **NN** |
| NPT 4 | 4" - 8 | **NO** |
| NPT 6 | 6" - 8 | **NQ** |

| Tube Hosebarb | |
|---|---|
| **Dimensions** | **Code** |
| 1" | **TF** |
| 1-1/4" | **TG** |
| 1-1/2" | **TH** |
| 2" | **TL** |

## CONVERSION

| Pression / Pressure | |
|---|---|
| **1 psi = 0,0689655 bar** | |
| **psi** | **bar** |
| 100 | 6,9 |
| 500 | 34,5 |
| 650 | 44,8 |
| 1000 | 69,0 |
| 1500 | 103,5 |
| 2000 | 137,9 |
| 2250 | 155,2 |
| 2500 | 172,4 |
| 2750 | 189,7 |
| 3500 | 241,4 |
| 4000 | 275,9 |
| 5000 | 344,8 |

| Débit / Flow | |
|---|---|
| **1 gpm = 3,785 lpm** | |
| **gpm** | **lpm** |
| 0,5 | 1,9 |
| 1 | 3,8 |
| 2 | 7,6 |
| 3 | 11,4 |
| 4 | 15,1 |
| 5 | 18,9 |
| 10 | 37,8 |
| 15 | 56,8 |
| 20 | 75,7 |
| 30 | 113,6 |
| 40 | 151,4 |
| 75 | 283,9 |

# | NOTES TECHNIQUES / TECHNICAL NOTES

## CONVERSION

| Puissance / Power | |
|---|---|
| 1 hp = 0,746 kw | |
| hp | kw |
| 0,5 | 0,37 |
| 1 | 0,75 |
| 2 | 1,49 |
| 3 | 2,24 |
| 4 | 2,98 |
| 5 | 3,73 |
| 10 | 7,46 |

| Puissance / Power | |
|---|---|
| 1 hp = 0,746 kw | |
| hp | kw |
| 15 | 11,19 |
| 20 | 14,92 |
| 25 | 18,65 |
| 30 | 22,38 |
| 40 | 29,84 |
| 50 | 37,30 |
| 75 | 55,95 |

## FORMULES / FORMULAS

### UNITÉS ANGLAISES / ENGLISH UNITS

$$Q_{th} = \frac{D \times N}{231}$$

$$HP_{th} = \frac{Q \times P}{1714} = \frac{T \times N}{5252}$$

$$T_{th} = \frac{D \times P}{75.4}$$

$$N_{th} = \frac{Q \times 231}{D} = \frac{HP \times 5252}{T}$$

**Q** = Débit / Flow (gpm)
**D** = Cylindrée / Displacement ($in^3/r$)
**N** = Vitesse de rotation / Speed (rpm)
**P** = Pression / Pressure (psi)
**HP** = Puissance / Power (hp)
**T** = Couple / Torque (lb-ft)

### UNITÉS MÉTRIQUES / METRIC UNITS

$$Q_{th} = \frac{D \times N}{1000}$$

$$HP_{th} = \frac{Q \times P}{600} = \frac{T \times N}{9543}$$

$$T_{th} = \frac{D \times P}{62.83}$$

$$N_{th} = \frac{Q \times 1000}{D} = \frac{HP \times 9543}{T}$$

**Q** = Débit / Flow (lpm)
**D** = Cylindrée / Displacement ($cm^3/r$)
**N** = Vitesse de rotation / Speed (rpm)
**P** = Pression / Pressure (bar)
**HP** = Puissance / Power (kW)
**T** = Couple / Torque (Nm)

### EFFICACITÉS POUR POMPES HYDRAULIQUES / EFFICIENCIES FOR HYDRAULIC PUMPS

$$Q = Q_{th} \times \eta_v$$

$$T = \frac{T_{th}}{\eta_{hm}}$$

$$HP = \frac{HP_{th}}{\eta_t}$$

$\eta_v$ = Efficacité volumétrique / Volumetric efficiency = 0.97

$\eta_{hm}$ = Efficacité hydro-mécanique / Hydro-mechanical efficiency = 0.88

$\eta_t$ = Efficacité totale / Overall efficiency = 0.85

## GARANTIE

Canimex inc. ne sera pas responsable des délais occasionnés par les exigences du distributeur, les difficultés ouvrières, les dommages à l'entrepôt, les accidents de toutes sortes, les fléaux de la nature, le manque de marchandises, les décisions gouvernementales ou toute autre cause de force majeure. La responsabilité de Canimex inc. sera limitée à la garantie émise par le manufacturier. La garantie de Canimex inc. concernant tous les produits hydrauliques ne saurait en aucun cas excéder celle du manufacturier. Ces produits sont garantis contre tout défaut pour une période d'un an à compter de la date de facturation de ces produits. En regard des produits qui auront été jugés défectueux pendant cette période, notre seule responsabilité est de remplacer ces produits sans frais, F.A.B. notre entrepôt. Cette garantie ne s'applique pas si le défaut est dû à un emploi abusif; à la négligence (incluant, mais non limité à, un mauvais entretien ou un entreposage inadéquat); à un accident; à une mauvaise installation; à une modification (incluant, mais non limité à, l'utilisation de pièces non conformes); à un mauvais ajustement ou à une mauvaise réparation; à une huile inadéquate; à la détérioration due à une réaction chimique; à l'usure due à la présence d'un produit. Aucune de ces circonstances ne saurait constituer un défaut au sens de la garantie. Canimex inc. ne peut être tenue responsable des dommages directs ou indirects, y compris ceux de nature accidentelle ou consécutifs d'un défaut. Canimex inc. ne sera pas responsable des délais causés par un défaut quelconque, ni pour les réparations effectuées par autrui. Les réparations faites par quelqu'un d'autre que Canimex inc. ne sauraient lier Canimex inc., et rendront toutes les garanties nulles et sans effet.

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C'est plus que notre manière de fonctionner. C'est la manière dont nous aimons fonctionner. C'est ce qui fait toute la différence pour nos clients – et pour nous.


Canimex head office

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Division Hydraulique et Électronique

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