

# Single-line Systems for Commercial Vehicles

For fluid grease, NLGI grades 000, 00



- Cut wear and tear
- Reduce downtime
- Lower maintenance costs with automatic lubrication

## Table of contents

	Page
Alphabetical index of subject . . . . .	3
Order No. index . . . . .	4 / 5
System overview . . . . .	6 / 7
Lubricants and centralized lubrication systems . . . . .	8
Planning of the system . . . . .	9 – 11
Gear pump units	
KFU2-40, KFU6-20, KFUS2-64, electrically operated . . . . .	12 / 13
Interconnected system . . . . .	14
Piston pump PEF-90, pneumatically actuated . . . . .	15
Electronic control unit IG502-2-E . . . . .	16 / 17
Piston pumps PEF-90-S14, PEF-90-S19, pneumatically actuated, for trailer and semitrailer lubrication . . . . .	18 / 19
Compact unit KFB(S) . . . . .	20 / 21
Piston distributor, group VKSO . . . . .	22 / 23
Fittings and auxiliary equipment . . . . .	24 – 41
Topping-up pumps for fluid grease . . . . .	41
Connection of compressed air supply line to vehicle network for a pneumatically actuated system . . . . .	42

## Alphabetical index of subject

	Page		Page
<b>Adapters</b> . . . . .	24 / 25	<b>Mounting base</b> . . . . .	32
<b>Banjo fittings</b> . . . . .	27	<b>Mounting clips</b> . . . . .	33
<b>Body washers</b> . . . . .	32	<b>Nuts</b> . . . . .	32
<b>Bolts and screws</b> . . . . .	32	<b>Overflow valve</b> . . . . .	36
<b>Bracket for systems with KFU gear pump units</b> . . . . .	31	<b>Pin plug</b> . . . . .	26
<b>Cable harness for systems with</b>		<b>Piston distributor, group VKSO</b> . . . . .	22 / 23
– KFB(S) compact unit . . . . .	21	<b>Piston pump</b>	
– KFUS2-64 gear pump units . . . . .	37	– PEF-90, pneumatically actuated . . . . .	15
– KFU2-40, KFU6-20 gear pump units . . . . .	38	– PEF-90-S14, PEF-90-S19, pneumatically actuated . . . . .	18 / 19
– KFU2-40, KFU6-20 gear pump units		<b>Plastic tubing</b> . . . . .	34
for use on vehicles carrying hazardous goods . . . . .	9	<b>Plug-in connectors</b> . . . . .	27
– PEF-90 piston pump . . . . .	40	<b>Pressure curve</b> . . . . .	11
<b>Cable strap</b> . . . . .	33	<b>Pressure switches</b> . . . . .	37
<b>Clips</b> . . . . .	33	<b>Protective helix</b> . . . . .	35
<b>Compact unit KFB(S), electrically operated</b> . . . . .	20 / 21	<b>Protective hose</b> . . . . .	35
<b>Connectors</b> . . . . .	28 / 29	<b>Pulse counter, mechanical</b> . . . . .	19
<b>Connectors for VKSO distributors</b> . . . . .	33	<b>Pulse valve</b> . . . . .	36
<b>Control unit IG502-2-E</b> . . . . .	16 / 17	<b>Pump fastening plate</b> . . . . .	31
<b>Control unit IG476</b> . . . . .	19	<b>Reinforcing sockets</b> . . . . .	24
<b>Coupler</b> . . . . .	41	<b>Screw plugs</b> . . . . .	26
<b>Coupling socket</b> . . . . .	41	<b>Screw unions for steel and plastic tubing</b> . . . . .	24
<b>Cross joint</b> . . . . .	29	<b>Selftapping screws</b> . . . . .	31
<b>Distributors for grease systems</b> . . . . .	22 / 23	<b>Socket unions</b> . . . . .	24
<b>Elbows</b> . . . . .	26	<b>Solenoid valve</b> . . . . .	36
<b>Filler socket</b> . . . . .	41	<b>Spacer ring</b> . . . . .	33
<b>Fittings and auxiliary equipmen</b> . . . . .	24 – 40	<b>Steel tubing</b> . . . . .	34
<b>Fixing bolts</b> . . . . .	32	<b>System overview</b> . . . . .	6 / 7
<b>Fixing brackets for mounting of distributor</b> . . . . .	30	<b>Tapered sleeves</b> . . . . .	24
<b>Gear pump units KFU2-40, KFU6-20, KFUS2-64</b> . . . . .	12 / 13	<b>Tee connectors</b> . . . . .	29
<b>Hoses</b> . . . . .	35	<b>Topping-up pumps</b> . . . . .	41
<b>Hoses sleeves</b> . . . . .	35	<b>Trailer and semitrailer lubrication with</b>	
<b>Indicator lights</b> . . . . .	37	PEF-90-S14 or PEF-90-S19 piston pump . . . . .	18 / 19
<b>Interconnected system</b> . . . . .	14	<b>Tube cutter</b> . . . . .	36
<b>Lock washers</b> . . . . .	32	<b>Tubing</b> . . . . .	34
<b>Lubricants and centralized lubrication systems</b> . . . . .	8	<b>Washers</b> . . . . .	24



## Order No. Index

Order No.	Page	Order No.	Page	Order No.	Page	Order No.	Page
169-000-082	41	406-004	24	504-050	26	821-400-006	32
169-000-084	41	406-004K	25	504-103	28	821-400-010	32
169-000-090	36	406-004K-S1	25	504-114	27		
169-000-301	36			504-200K	26	847-400-004	42
169-000-336	36	406-004K-S2	25	504-200K-V1-VS	27		
		406-008	28	504-201K	26	853-460-000	25
179-100-025	37	406-035K	25	504-201-VS	27		
179-100-028	37	406-045K	26			881-260-020	30
179-100-070	37	406-054	24	504-202K	26	881-280-006	30
179-990-186	32	406-089K	26	504-202-VS	27	881-280-007	30
		406-090K	26	504-211K	26	881-280-008	30
181-122.01	14	406-145K	26	504-401	27		
181-123.01	14	406-166	24			881-280-009	30
181-140.01	14	406-613	24	506-114	27	881-290-110	30
		406-611	24	506-140	27	881-290-111	30
232-100-000	42	406-612-MS	24	506-145	27	881-290-450	31
232-100-001	36			506-214	27		
		408-004	24	506-346	27	898-110-077	27
301-020	24	408-005	24			898-210-047	35
		408-008	28	508-108	24	898-210-061	33
401-004-512	25	408-011	26	508-145	27	898-210-063	35
401-004-903	25	408-406	42	508-346	27	898-210-075	35
401-004-904	25	408-407	42			898-510-000	33
401-019-691	25	408-603	24	510-024	27	898-510-002	33
		408-611	24	510-145	27	898-610-000	33
404-003K	25	408-612-MS	24	510-343	27	898-710-000	33
404-004	25			510-344	27	898-710-001	33
404-005	25	410-008	28	510-346	27		
404-006	24	410-011	26			941-206-104	33
404-006K	25	410-603	24	514-018K-S1	26	941-206-108	33
404-007	24	410-611	24	514-018-VS	27	941-208-104	33
404-008	28	410-612-MS	24	514-018K-V1-VS	27	941-209-104	33
404-009	28					941-212-104	33
404-010	28	441-006-432	42	604-001-A	33	941-213-104	33
404-011	26			604-002-A	33	941-215-104	33
404-040K	25	450-204-002	26	604-111	33	941-217-104	33
404-040K-US	25					941-220-104	33
404-040K-V1-VS	27	453-004-471-VS	27	606-010-A	33	941-222-100	33
404-045	25					941-227-104	33
404-044	24	451-004-462-VS	27	608-001-A	33		
404-047K	25	451-004-498-VS	27			971-020-250	42
404-050	25	451-004-518-VS	27	610-001-A	33		
404-054K	25					982-760-061	35
404-063	24	454-504-041-VS	28	650-050	32	982-760-070	35
404-072	25			650-060	32	982-760-120	35
404-164	24	455-529-048-VS	27	650-080	32	982-760-121	35
404-603	24	455-531-048-VS	27	650-140	32	982-760-130	35
404-611	24	455-546-048-VS	27	650-160	32	982-760-160	35
404-612-MS	24			650-200	32		
404-662K	25	456-004K-S2	25			995-000-705	41
404-663K	25			734-220-K	35	995-001-500	41
404-673K	25	491-900-001	42	734-260-K	35	995-002-140	31
404-673K-V1-VS	27			734-300-K	35	995-800-166	36
		504-004	28	734-340-K	35	995-800-550	36
405-549-049	27	504-019	24				
405-551-049	27	504-040	28	774-580	35	997-000-189	40
		504-045	29	774-960	35	997-000-373	38

## Order No. Index

Order No.	Page	Order No.	Page	Order No.	Page	Order No.	Page
997-000-374	39	P-66.60GRUEN	37				
997-000-706	21	P-66.60ROT	37				
997-000-750	37	P-66.60GELB	37				
997-000-904	21	P-66.62	37				
DAK510-S1	29	PEF-90	15				
DAR506	28	PEF-90-S14	18				
DAR508	28	PEF-90-S19	18				
DAR510	28	SLH10-580	35				
DAR510-S1	28	SLH10-650	35				
DAR524	29	SLH10-1600	35				
DAR534	29	VKR2.U2	33				
DAT506	29	VKS02 ...	22				
DAT508	29	VKS04 ...	22				
DAT510	29	VKS06 ...	22				
DAT510-S1	29	VKU010-K	23				
DIN73000A2-6ST30AL	34	VKU020-K	23				
DIN7603-A8x11.5-Cu	24	VKU040-K	23				
DIN7603-A14x18-Cu	24	WV-R04x0.7VERZI	34				
DIN7603-A16x20-Cu	24	WV-R06x0.7VERZI	34				
DIN7981-B4.2x9.5	32	WV-R08x0.7VERZI	34				
DIN7981-BZ4.8x9.5	32	WV-R010x0.7VERZI	34				
DIN7981-BZ4.8x13	32	WVN715-R010x1.5+A89	34				
DIN933-M6x20-8.8	32	WVN716-R04x0.85	34				
DIN933-M6x25-8.8	32	WVN716-R06x1.25	34				
DIN933-M6x30-8.8	32	WVN716-R010x2	34				
DIN933-M6x35-8.8	32						
DIN933-M6x40-8.8	32						
DIN933-M6x45-8.8	32						
DIN933-M6x55-8.8	32						
DIN933-M8x25-8.8	32						
DIN933-M8x35-8.8	32						
DIN934-M6-8	32						
DIN934-M8-8	32						
DIN936-M14x1.5-5	32						
DIN936-M16x1.5-5	32						
DIN936-M20x1.5-5							
DS-E20-S1	37						
DS-E25-S1	37						
IG476-2	19						
IG502-2-E	16						
KFB1	20						
KFBS1	20						
KFU2-40	12						
KFU2.U8	41						
KFU6-20	12						
KFUS2-64	12						

## System overview

Lubricant: Fluid grease, NLGI <sup>1)</sup> grades 000, 00		
Selection criteria	Max. connected load (cm <sup>3</sup> ) or max. number of lube points	80 cm <sup>3</sup>
	Pump suitable for	Truck tractor Truck tractor with extra equipment Interconnected system/ semitrailer KFU units also for GGVS vehicles <sup>2)</sup> (with cable harness 997-000-374)
	Type of drive	electric
Type designation	Pump	<p>Gear pump unit KFU2-40 KFUS2-64</p>  <p>KFU6-20</p>  <p>page 12</p>
Technical data	Operating pressure	38 bars
	Reservoir capacity	2.7 liters
Auxiliary equipment	Lubricant distribution	VKSO piston distributors
	Control system	Electronic control unit IG502-2-E with or without monitoring function KFUS with integrated control unit IG490
	Main line (connection: pump – distributor)	Mainly plastic tubing 10x1.5 diam., but also steel tubing 10x0.7 diam. hose SLH10-...
	Secondary line (connection: distributor – lube point)	Mainly plastic tubing 4x0.85 diam.; in case of large movement between lubrication point and chassis: hose 734 ...

1) For progressive systems for commercial vehicles up to NLGI grade 2, see leaflet 1-9430-EN

2) GGVS = Hazardous Goods Road Ordinance Germany

	36 cm <sup>3</sup>	36 cm <sup>3</sup>	approx. 20 lubrication points
	Truck tractor Truck tractor with small extra equipment also for GGVS vehicles <sup>1)</sup>	Trailer / semitrailer also for GGVS vehicles <sup>1)</sup>	Truck tractor with small number of lubrication points Truck tractor with extra equipment also for GGVS vehicles <sup>1)</sup>
	pneumatic	pneumatic	electric
	Piston pump PEF-90  page 15	Piston pump PEF-90-S14 PEF-90-S19 <i>for GGVS vehicles <sup>1)</sup></i>  page 18	Compact unit KFB(S)1  page 20
	22 to 50 bars	22 to 50 bars	38 bars
	3 liters	3 liters	1.4 liters
	VKSO piston distributors		VKSO piston distributors
	Electronic control unit IG502-2-E with or without monitoring function	with built-in electronic control unit IG476-2 <i>for PEF-90-S14</i> IG476-3 <i>for PEF-90-S19</i>	Electronic control unit IG502-2-E with or without monitoring function
			plastic tubing 10x1.5 diam.
			plastic tubing 4x0.85 diam.

## Lubricants and Centralized Lubrication Systems

See important product usage information on the back cover.

Centralized lubrication systems may only be used for their intended purpose. Centralized lubrication systems can normally be operated with the lubricants listed in the system's documentation as long as the latter comply with the respective consistency classes and viscosity limits within the indicated temperature range. It is possible for the demands on a lubrication system's configuration to vary concerning the lubricant and the use to which the installation is put.

Given the already high "apparent viscosity", we advise against the use of grease conforming to NLGI Grade 0 since it is possible for fundamental properties related to delivery of the lubricant to deteriorate considerably, particularly at low ambient temperatures. If, nevertheless, a lubricant conforming to NLGI Grade 0 is required, we recommend that its properties be checked to confirm they are adequate.

### Suitable Lubricants

The lubricants must be suitable for the lubrication of bearings under the ambient conditions to be expected in operation. Our experience shows that suitable lubricants are available from every well-known manufacturer. Please contact the supplier when you choose a lubricant. SKF Lubrication Systems offers to test the deliverability of a selected lubricant in the event of doubt. Lubricants that meet the identical specifications of SKF Lubrication Systems Germany AG, Daimler AG and MAN AG match each other in terms of the parameters applying to their deliverability.

A corresponding lubricant can also be purchased from SKF Lubrication Systems Germany AG in 1 kg and 25 kg drums.

**1 kg drum, Order No. FL1-000<sup>1) 3)</sup>**  
**25 kg drum, Order No. FL25-000<sup>2)</sup>**

Biodegradable types of grease available from SKF Lubrication Systems Germany AG can also be used in centralized lubrication systems.

**1 kg drum, Order No. FL1-000BIO<sup>1)</sup>**  
**25 kg drum, Order No. FL25-000BIO<sup>2)</sup>**

To assure reliable operation of the centralized lubrication system, always pay attention to cleanliness when topping up lubricant. Dirt will lead to malfunctions in a centralized lubrication system and to destruction of the friction points.

#### Lubricant manufacturers who are known to sell appropriate lubricants:

ARAL AG	Deutsche Shell GmbH	Reiner Chemische Fabrik GmbH
Autol-Werke GmbH	ELF	RHENUS
AVIA Mineralöl	Esso	Wilhelm Reiners GmbH & Co.
Axel Christiernsson	FINA	Siebert GmbH
BP Oil Deutschland GmbH	Georg Oest Mineralölwerke	Texaco
Calypsol	Mobil Schmierstoff GmbH	Veedol Int. Ltd., England
Castrol Ltd., England	Optimol	Winterahall AG
DEA	ÖMV GmbH	Zeller+Gmelin GmbH & Co.

1) Coupler for 1 kg drum, order No. KFU2.U8

2) Topping-up pumps for 25 kg drum, order No. 169-000-082 and 169-000-084

3) Filler bend for pumps with screw cap, order No. 169-000-037



## Systems for grease, NLGI grades 000, 00

- Electrically operated gear pump units KFU / KFUS
- Pneumatically actuated piston pump PEF-90
- Electrically operated piston pump KFB(S)1

### 1. Planning and installation

- a) Determination of number of lubrication points.  
All friction points of the chassis and any body units, with the exception of the universal joints of the cardan shaft
- b) Determination of metered quantities.  
The tabular values correspond to the average lubricant needs of the bearings in a vehicle weighing more than 8 tons.  
The lubrication frequency depends on the type of operation.

Truck tractors	Metered qty. (cm <sup>3</sup> )	Trailers and semitrailers	Metered qty. (cm <sup>3</sup> )	Buses	Metered qty. (cm <sup>3</sup> )
1. Steering knuckle	0.4	1. Tow bar	0.4	1. Stop lever	0.1
2. Spring pin	0.4	2. Turntable	0.4	2. Dual lever	0.1
3. Spring suspension	0.4	3. Spring pin	0.4	3. Reversing lever	0.1
4. Brake shaft	0.2	4. Brake shaft	0.2	4. Idler arm	0.1
5. Brake shaft, wheel side	0.1	5. Brake shaft, wheel side	0.1	5. Linkage setting device	0.2
6. Linkage setting device	0.2	6. Linkage setting device	0.2	6. Brake shaft	0.2
7. Stabilizer	0.2	7. Hand brake	0.1	7. Brake shaft, wheel side	0.1
8. Driver's cab support	0.1	8. Spare wheel	0.1	8. Steering knuckle	0.4
9. Longitudinal control arm	0.2	9. Brake shoe pin	0.1	9. Turntable	0.4
10. Transverse control arm	0.2	10. Steering assembly	0.4	10. Drag link	0.4
11. Coupling	0.1	11. Support arms	0.1	11. Knuckle pin bearing	0.4
12. Gas control	0.1	12. Wearing plate	0.4	12. Axle support	0.4
13. Center bearing	0.4			13. Gas control	0.1
14. Fifth wheel support plate	0.4				

#### c) Calculation of system capacity

Maximum values:

Electrically operated gear pump units

KFU / KFUS ..... = 80 cm<sup>3</sup>

Pneumatically actuated piston pump

PEF-90 ..... = 36 cm<sup>3</sup>

Electrically operated compact unit

KFBS ..... Cf. diagram on page 21 for max. system capacity

#### Example of how to calculate the system capacity: \*)

20 lubrication points, 0.4 cm<sup>3</sup> each ..... = 8 cm<sup>3</sup>

10 lubrication points, 0.2 cm<sup>3</sup> each ..... = 2 cm<sup>3</sup>

10 lubrication points, 0.1 cm<sup>3</sup> each ..... = 1 cm<sup>3</sup>

11 cm<sup>3</sup>

+25% (safety margin) ..... = 2.75 cm<sup>3</sup>

#### Compressibility and expansion losses:

1 cm<sup>3</sup>/m main-line tube

(average value for steel and plastic tubing),

assumed:

12 m main-line tubing, 10 x 1 ..... = 12 cm<sup>3</sup>

.....Total \*\*) 25.75 cm<sup>3</sup>

#### d) Selection of distributors

Metered quantities of VKSO distributors: 0.1, 0.2 and 0.4 cm<sup>3</sup>.

Depending on tubing layout: 2-, 4- and 6-port VKSO distributors.

Two different distributors are connected to one manifold with a VKR 2.U2 connector

#### e) Tubing connections

Main line connections to VKSO distributors:

M16x1.5 thread for 10 mm diam. tube,

tapped for solderless tube connection.

Secondary (lubrication) line connections

to VKSO distributors: with plug-in connectors.

\*) The example applies only to KFU and PEF90 units. The safety margins for the KFB(S) units are already worked into the table.

\*\*) If the calculated system capacity exceeds the capacity of the pump unit, a second pump unit must be used. A second unit is also required when the vehicle is operated for extended periods of time at temperatures below -20 °C with a main-line train of more than 17 m.

### f) Installation

(Detailed installation instructions are available on request.)

This information is supposed to be a guideline and aid for the fitter. It will enable him to install the equipment on vehicles even if there are no tubing layouts available, or only incomplete ones.

**For the prevalent, standard types of commercial vehicles, we have prepared tubing layouts that show how the installations are supposed to be done.**

If required, these layouts will be mailed free of charge.

Additional superstructures and special vehicles can be outfitted on the basis of these layouts.

The preassembled VKSO distributors for standard systems are supplied with a preset metered quantity, but they can be changed to another quantity of lubricant if necessary.

Install the VKSO distributors at suitable locations on the vehicle and connect to the tubing.

**Max. length of the secondary lines is 6 m** (connection: distributor – lubrication point).

Tighten the socket unions, but do not overtighten (maximum of 1 1/2 turns). The tapered sleeves and tubing are slightly deformed when tightened, thus offering no resistance as a fixing bolt would when tightened.

**Attention must be paid to the following when installing the secondary lines:**

- Steering lock angle, sagging, chafing spots.
- Keep away from heat sources.

Install the pump and control unit at a suitable place.

Connect hoses and make electrical connections.

### Some installation hints:

- Use the existing holes drilled in the chassis and in other vehicle parts for the installation.
- Span large boreholes with body washers.
- Lay 4 x 0.85 plastic tubing (as per WVN716, flexible) between distributors and lubrication points.
- Use 734...-K hose lines to connect nonstationary lubrication points and lubrication points that are subject to heavy mechanical stress and strain.
- **The compressed air for the PEF-90 pneumatically actuated pump must be taken** from a line for auxiliary loads. The regulations of the German TÜV (Technical Control Board) must be observed.
- **The pertinent Hazardous Goods Road Ordinance Germany (GGVS) must be observed in the case of tank trucks and other vehicles carrying hazardous goods.**

The following pump unit can be used: electrically operated gear pump units KFU2-40, KFU6-20 in conjunction with cable harness 997-000-374; compact units KFB(S) in conjunction with cable harness 997-000-630 or 997-000-650.

Furthermore, the pressure switch line must likewise be laid in corrugated tubing

## 2. Operation and maintenance

In the case of automatically controlled systems, with the exception of KFB(S) compact units, the indicator light goes on for about 3 seconds every time the ignition is switched on. (See 3.a for malfunctions of indicator light.)

For the most part, maintenance is limited to topping up with clean lubricant when necessary.

All tube connections should be checked for a tight fit when the vehicle is inspected.

Replace torn or worn hose lines after eliminating the cause of the problem, and trigger test lubrication. Actuate automatic systems by hand and observe the indicator light.

The main line (connection: pump – distributor) is monitored by a pressure switch that reports the build-up of pressure. Exception: KFBS and KFUS units. If the indicator light does not light up, or if it burns constantly in the case of automatic systems, this means the pressure has failed to build up.

Select a smaller metered quantity for highly overlubricated points and a higher quantity for dry points.

If the entire system is overlubricated or underlubricated, there can be malfunction: in this case, follow the instructions in 3.b or 3.c below.

## 3. Malfunctions and their elimination

### a) Fault indication by indicator light.

The indicator light does not go out about 3 seconds after the ignition is switched on or the motor has been started.

**Check lubricant level in the reservoir;** top up lubricant if necessary and bleed the system.

**In the case of electrically operated gear pumps,** loosen the screw union of the main line while the pump is running. There must be a continuous discharge of lubricant.

**In the case of pneumatically operated systems:**

**Check the compressed air supply.** Minimum pressure is 6 bars.

**Check pump function.**

The piston stroke must be heard or felt when compressed air is applied.

**Check pressure in main line.**

Loosen the lubrication-point connection and check whether the distributor is delivering lubricant. If it is, the fault must be looked for in the pressure switch, electrical wiring or control unit.

**Please note:**

The distributor will not feed lubricant until the main line is relieved of pressure again. It is therefore called a “relubrication distributor”.

**Check electrical connections:**

Is power available?  
Are all terminals tight?  
Check the indicator light, solenoid valve, pressure switch and control unit.

Main line connections, main hose lines in particular, must be checked for leakage. Then check whether the pump valves are dirty.

- b) Entire system insufficiently lubricated.  
Install a pressure gauge in the main line and check the pressure build-up and relief. Min. pressure build-up is 30 bars.  
  
A maximum residual pressure of 1 bar may remain after the pressure is relieved (measured at pump’s outlet port).
- c) Entire system is overlubricated.  
Check setting of control unit and increase interval time if necessary.
- d) Individual lubrication points are over-lubricated or underlubricated.  
Change metered quantity.
- e) Distributor faults.  
Replace distributors.

**Please note!**

A high level of cleanliness must be maintained when doing any work on the system, especially when replacing metering nipples on distributors. Dirt in the system causes malfunctions.

Never use trichloroethylene, perchloroethylene or similar liquids aggressive to Perbunan when cleaning centralized lubrication systems. Suitable cleaning agents are petroleum ether or kerosene.

## Pressure curve in main line in the case of systems with VKSO relubrication distributors

Pneumatically actuated piston pumps and electrically operated gear pump units have an identical pressure curve, but the time required for the pressure build-up will generally be shorter with pneumatically actuated piston pumps.

The maximum pressure reached in the main line depends on the actuating pressure of the piston pumps or on the pressure intensity of the safety valve in the case of gear pump units.

- Pneumatically actuated piston pump ..... 22-50 bars
- Electrically operated KFU gear pump units ..... ≈ 38 bars
- Electrically operated KFBS compact units ..... ≈ 30 bars (length of main line limited to 10 m)

### Functional sequence

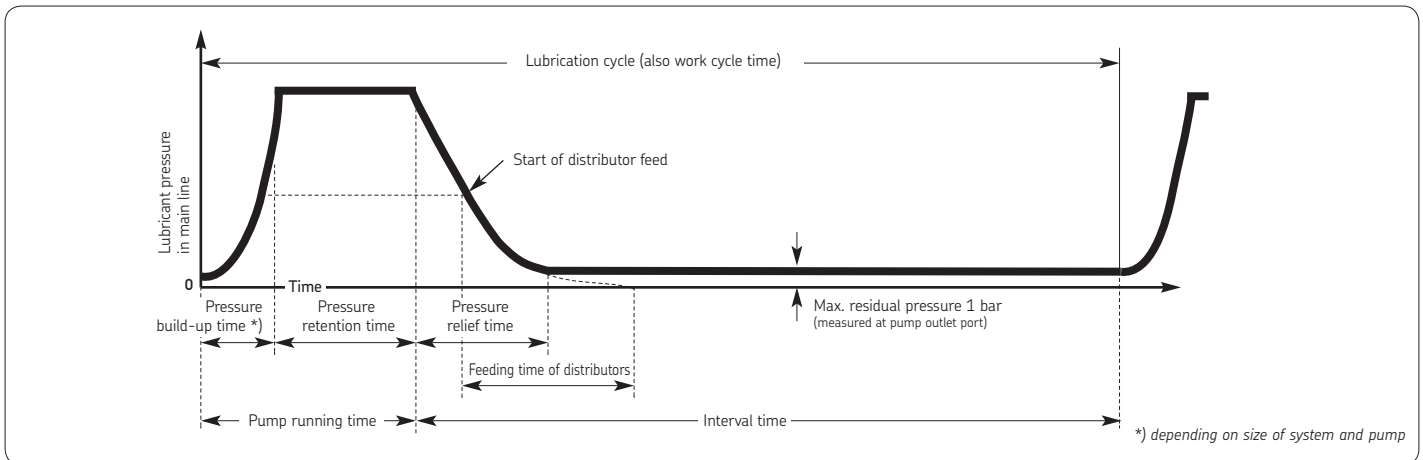
At the end of the preset interval time, the pump motor is switched on and the pressure required by the system built up. This is reported to the control unit by the actuation of the pressure switch. At the end of the pump running time, the pump motor is switched off and a new interval time begins.

If there is no signal from the pressure switch while the pump is in operation, the control unit will report a fault at the end of the pump running time. This is signaled by the constant burning of the indicator light.

The metering chambers of the distributors are filled with lubricant during the pressure build-up in the main line.

The relief of pressure in the main line via the pressure relief valve starts when the pump is switched off. The lubricant from the metering chambers is delivered to the lubrication points by the spring-loaded distributor pistons at the same time as the pressure is relieved.

The KFB(S) compact units have the same functional sequence, but the pressure build-up is not monitored in this case.



## Gear pump units KFU2-40, KFU6-20, KFUS2-64 with reservoir, electrically operated

The gear pump unit consists mainly of a gear pump with relief valve, safety valve, DC motor, transparent lubricant reservoir, filler socket and angle bracket. The DC motor and filler socket are covered by a hood to protect them from dirt. The hood snaps into place on both sides of the reservoir lid.

### Function

The gear pump continuously supplies lubricant to the relubrication distributors via the main line network when the pump is in operation. As soon as the metering chambers of the distributors are full, the excess lubricant flows back into the reservoir via the safety valve.

At the end of the pump running time (start of the interval time), the pressure relief valve opens so that the pressure in the main line can drop to a residual pressure of 0.2 to 1.0 bar. The spring-loaded pistons of the distributors can now deliver lubricant from the metering chambers to the lubrication points.

Nearly every size of system on commercial vehicles, including superstructures, can be supplied by one single pump when a KFU2-40 or KFU6-20 pump unit is used.

Furthermore, the semitrailer or trailer can be connected using an interconnected system, but this is only advisable when the motor vehicle and semitrailer/trailer are rarely or never disconnected from each other.

The KFU units must be used with cable harness 997-000-374 on vehicles approved for the transport of hazardous goods by road (GGVS).

Associated cable harness for KFU, order No. 997-000-373;

cable harness for KFUS2-64, order No. 997-000-750.

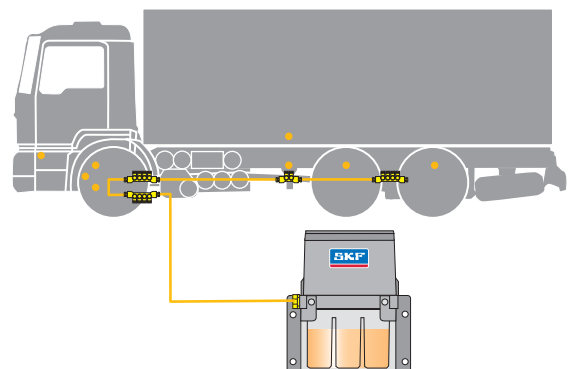
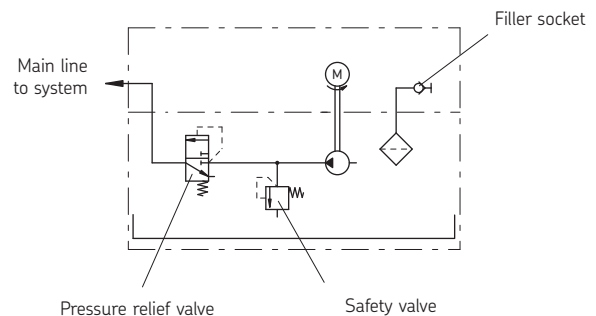
### Technical data

Order No. ....	KFU2-40 ....	KFU6-20 *)
Order No. ....	KFUS2-64	
Reservoir capacity .....	2.7 l .....	6 l
Weight (without lubricant) .....	≈ 5.5 kg .....	≈ 7.3 kg
Operating voltage .....	12 or 24 V DC	
Please quote required voltage when ordering.		
12 V fuse for KFU .....	7.5 A	
24 V fuse for KFU .....	7.5 A	
12 V fuse for KFUS .....	16 A	
24 V fuse for KFUS .....	8 A	
Flow rate .....	140 cm <sup>3</sup> /min	
at back pressure p = 38 bars and temperature t = 25 °C		
System capacity for singleline systems ..	max. 80 cm <sup>3</sup>	
Units with relief valve and safety valve		
Max. operating pressure .....	38 <sup>+2</sup> <sub>-3</sub> bars	
(corresponds to actual value of built-in safety valve)		
Permissible operating temperature .....	-25 °C to +75 °C	
Type of enclosure .....	IP 59 k	
Lubricant .....	fluid grease, NLGI grades 000, 00	

Associated control unit for KFU: IG502-2-E,  
KFUS unit with integrated control unit: IG490

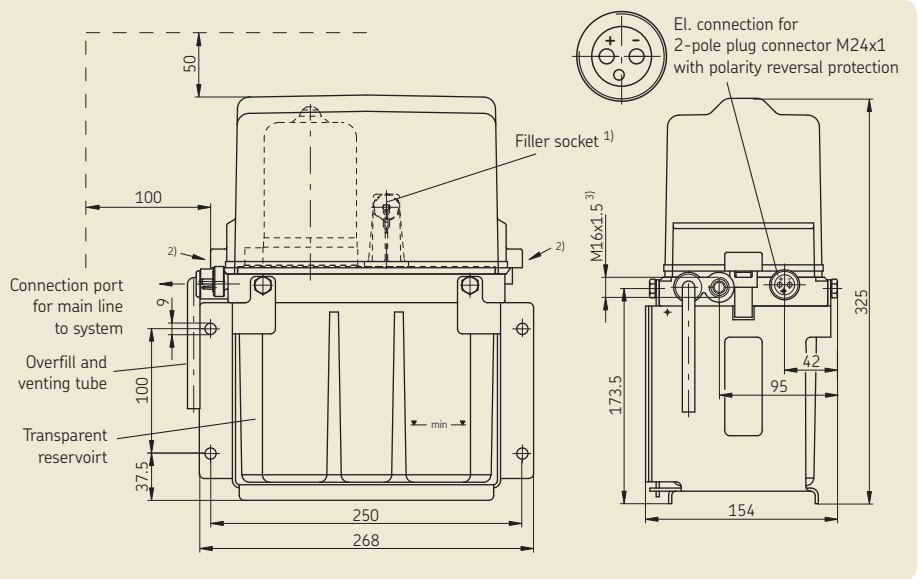
\*) This unit should only be used for systems with a minimum lubricant consumption of 6 l/year.

### Hydraulic layout

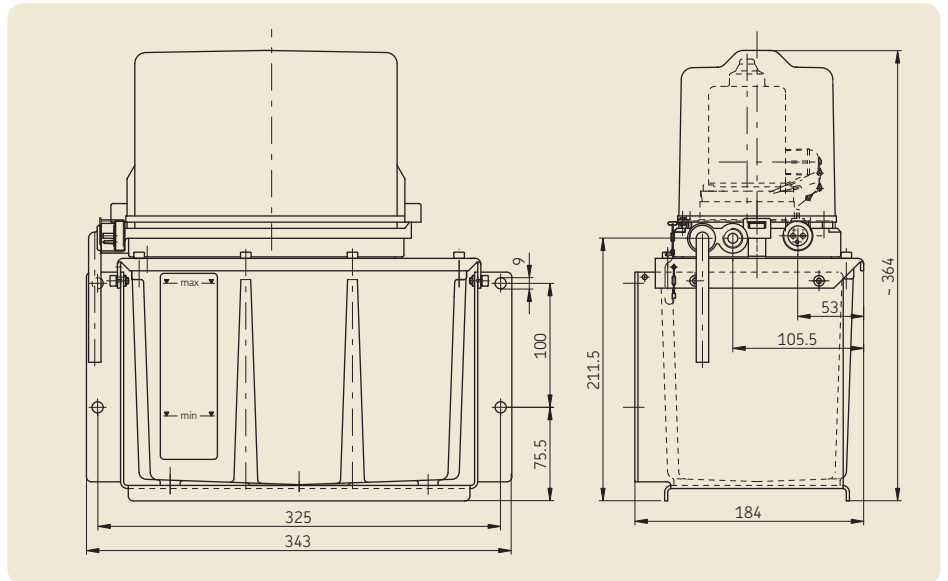


Single-line Systems for Commercial Vehicles for grease, NLGI grades 000, 00

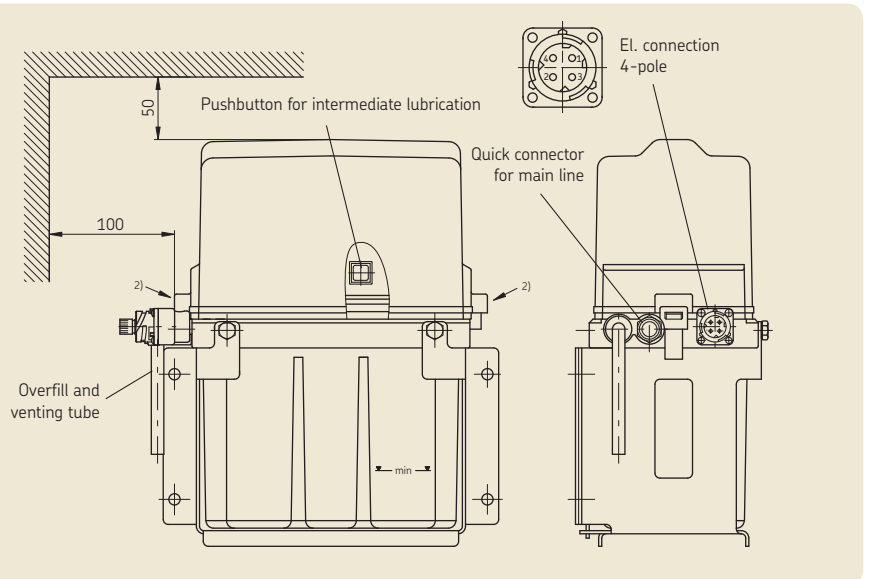
KFU2-40 with 2.7 l reservoir



KFU6-20 with 6 l reservoir



KFUS2-64 with 2.7 l reservoir



- 1) Coupling bush for filler socket, order No. 995-001-500 (please order separately).
- 2) The cover must be removed for filling. Press in cover with both hands at the positions marked and lift.
- 3) Ports tapped for solderless tube connection.

## Interconnected system with KFU2-40, KFU6-20, KFUS2-64 gear pump units, electrically operated,

for truck tractors with trailer or semitrailer without frequent change of vehicles

The unit is installed on the truck tractor, and the main line of the following vehicle is connected to the centralized lubrication system of the truck tractor via a plug and socket coupling.

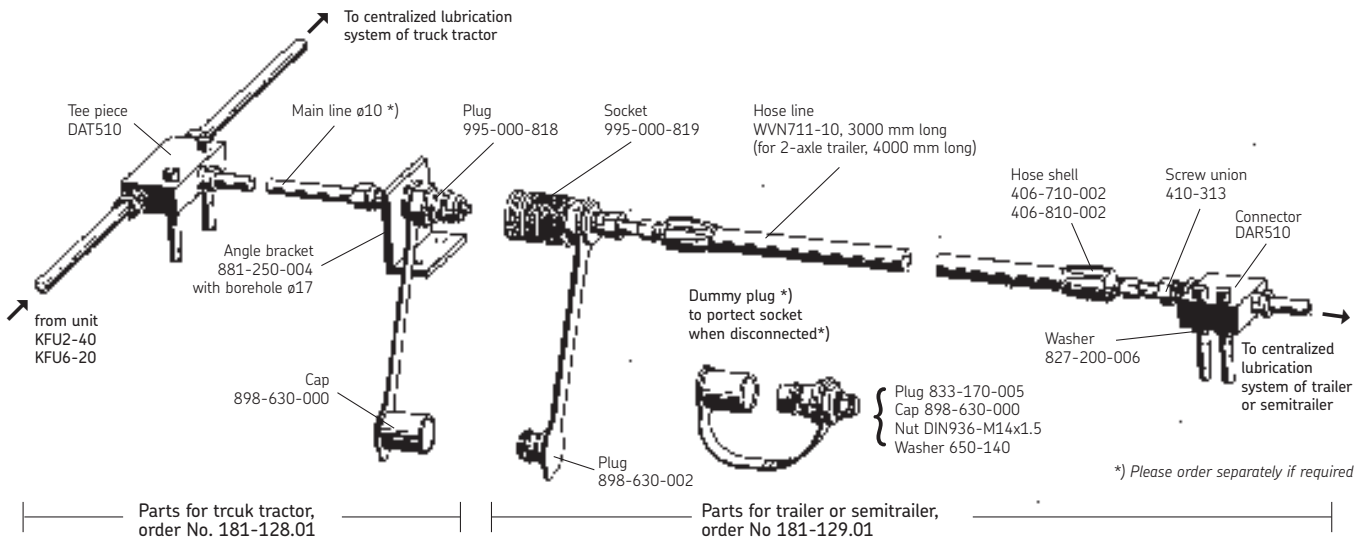
The feed capacity is dimensioned so that all standard interconnected vehicles can be supplied.

The units must be used with cable harness 997-000-374 on vehicles approved for the transport of hazardous goods by road (GGVS).

Associated control unit: IG502-2-E



### Coupling parts for interconnected system



Coupling parts for interconnected system, complete  
Order No.

181-123.01

Complete, but with spiral tubing <sup>1)</sup>  
Order No.

181-122.01

Parts for trailer or semitrailer with spiral tubing <sup>1)</sup>  
Order No.

181-140.01

<sup>1)</sup> Spiral tubing, order No. 167-003-501

## Piston pump PEF-90, pneumatically actuated

The unit consists mainly of

- a lubricant pump in the form of a pneumatically actuated piston pump with spring reset,
- suction valve,
- combination pressure and relief valve,
- lubricant reservoir in the form of a bellows, including protective holder,
- filler socket for topping up the lubricant reservoir.

### Function

The delivery piston is moved in the direction of the outlet after pressurization with compressed air. As a result, the lubricant that flowed into the pump chamber through the suction valve is delivered to the system via the combination pressure and relief valve.

After the compressed air is switched off, the delivery piston is returned to its initial position by the reset spring. Due to the resulting underpressure, the combination pressure and relief valves also return to their initial position, thereby opening the pressure relief bore; the pressure in the main line is relieved as a result.

Due to the pressure relief, the paths from the metering chambers to the friction point are opened in the distributors so that the spring-loaded metering pistons can now deliver lubricant to the friction point.

The inlet valve is opened by the underpressure resulting from the return motion of the piston, and new lubricant flows into the pump chamber.

This ends the work cycle.



### Please note

When filling for the first time, overfill the pump unit in order to keep air from becoming trapped in the bellows.

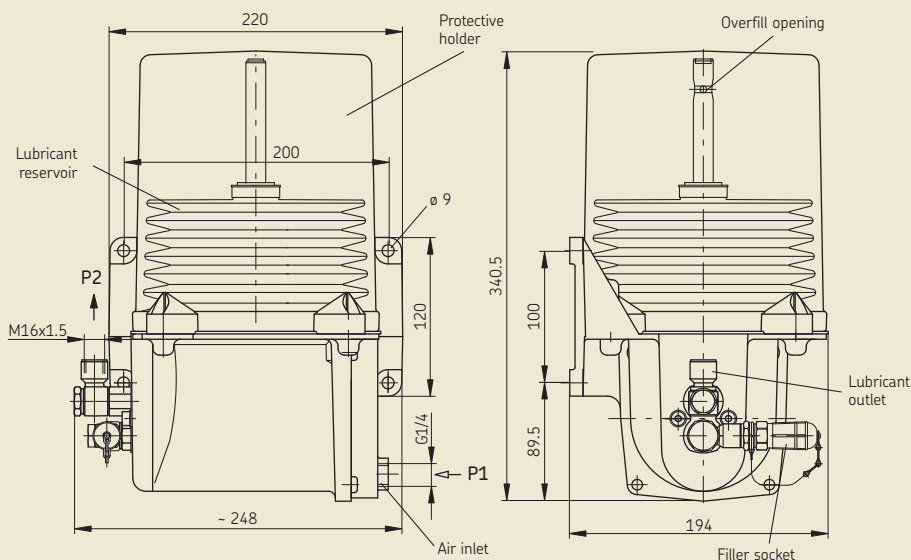
### Technical data

Order No. ....	PEF-90
Delivery rate per stroke .....	48 cm <sup>3</sup>
Operating pressure (depending on air pressure) .....	22 to 50 bars
Max. perm. P1 air pressure for the pump .....	10 bars
Permissible operating temperature .....	-25 °C to +80 °C
Reservoir capacity .....	3 liters
Lubricant .....	fluid grease, NLGI grades 000, 00

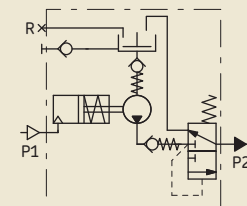
### Materials:

Cylinder/piston .....	Al Mg Si 0.5
Valves .....	steel, Cu Zn 40 Pb 2
Seals, lubricant reservoir .....	NBR
Mounting position .....	as shown
Weight (without lubricant) .....	approx. 4.7 kg

Make sure the pump is installed without distortion!  
Associated control unit: IG502-2-E



### Hydraulic layout



P1 = air line from compressed air network  
P2 = main line of system

P1 = when connected to tubing:  
order adapter 406-054 for 6 mm diam.  
tube and washer 508-108 separately.

P2 = ports tapped for solderless tube  
connection for tube 10 mm diam.

See page 41 for grease topping-up pumps.

## Electronic control unit IG502-2-E

for systems with KFU2-40, KFU6-20 gear pump units or PEF-90 piston pump

### Operating and display elements

The IG502 control units come with an operating and display panel that can be used to check, monitor and, if necessary, readjust the parameters as well as programmed functions.

### Modes of operation

#### PAUSE (pump OFF) with timer function

- programmable from 0.1 to 99.9 h
- digital display after invoking:  
tPA (t = timer, PA = PAUSE)

The PAUSE (the interval between two lube cycles) is determined by a clock cycle (timer) generated by the control system and by the value (in hours) programmed for PAUSE (tPA).

#### PAUSE (pump OFF) with counter function

- programmable from 1 to 999 pulses
- digital display after invoking:  
cPA (c = counter, PA = PAUSE)

The PAUSE (the interval between two lube cycles) is determined by the interval between the time signals arrive at the counter input and by the value programmed for PAUSE (cPA).

#### CONTACT (pump ON) with timer function

- programmable from 1 to 99.9 minutes
- digital display after invoking:  
tCO (t = timer, CO = CONTACT)

The pump running time (CONTACT) is determined by a clock cycle (timer) generated by the control system and by the value (in minutes) programmed for CONTACT (tCO).

### Monitoring functions

#### PS (Pressure Switch)

This monitoring function is intended for centralized grease lubrication systems designed for NLGI grades 000, 00, 0 in which the pressure in the main line is monitored. Once the monitoring parameter **PS** has been programmed, the pressure switch installed in the main line is monitored for respective signals while the pump is in operation.

#### CS (Cycle Switch)

This monitoring function is intended for centralized grease lubrication systems with progressive feeders in which a piston's motion is monitored with a cycle switch.

Once the monitoring parameter **CS** has been set, the cycle switch installed on the progressive feeder is monitored for the respective signal while the pump is in operation.

The respective monitoring parameter selected (**PS** or **CS**) is displayed by the lighting of the corresponding LED in the PAUSE (interval) mode.

#### Without monitoring (OFF)

The monitoring can also be switched off (OFF).

The control system then works without direct monitoring of the pressure build-up in the main line or without monitoring of the feeder's operation. The **PS** or **CS** LEDs do not light up.

### Fault displays

The red FAULT LED shows a group fault signal when it constantly burns. The cause of the fault signal is additionally shown on the digital display to help with troubleshooting.

The following messages are provided for:

- FPS** – pressure build-up fault when monitoring is effected with a pressure switch.
- FCS** – cycle switch fault when a progressive feeder is not working or is blocked (line break).

### Special functions

Control units comprising the IG502 group have two electronic counters in which times are permanently stored; they cannot be changed by the user.

These counters are used to check the operation of the centralized lubrication system and are read out via the LED display.

#### Fault-hours counter

The amount of time a farm or construction machine has been run with a non-functioning centralized lubrication system (e.g. with no lubricant in the reservoir) is added up by the fault-hours counter.

The counter's contents are automatically updated and cannot be cleared. The current state of the counter can be displayed by invoking function parameter **Fh** on the display and operating panel. The current value is displayed in hours.

The counter has a resolution of 0.1 hour, i.e. the smallest displayable interval amounts to 6 minutes.

### Elapsed-hours counter

The electronic elapsed-hours counter adds up the time in which power is applied to the control unit.

The counter's contents are automatically updated and cannot be cleared. The current state of the counter can be displayed by invoking function parameter **Oh** on the display and operating panel. The current value is displayed in hours.

The counter has a resolution of 0.1 hour, i.e. the smallest displayable interval amounts to 6 minutes.

The units meet the legal requirements of the applicable EC Directives.  
The unit is EC Type Approved (e1).

### Application

The IG502-2-E universal control unit is used to control and monitor centralized lubrication systems on commercial vehicles. The control unit's functions can be programmed. Its housing dimensions, electrical connection and functions are compatible with those of SKF control units currently in use.

The operating elements are protected by a foil against moisture and dirt. The unit has a voltage-independent data memory. This is where the configuration data and parameters are stored. As a result, the control unit is not dependent on a constant supply of voltage.

If an external indicator light SL has been installed in the driver's cab, it will light up for 3 seconds after the unit is switched on.

### Installation

The unit has to be installed in a closed compartment on the vehicle where it is protected from ambient influences. It is fastened in place with straps.

The IG502-2-E is accommodated in an IP 20 type of enclosure. The plug conforms to safety class IP 00.

If the control unit is installed in a hard-to-reach place, it is advisable to additionally install an illuminated pushbutton on the dashboard to serve as a fault display and function check.



## Electronic control unit IG502-2-E

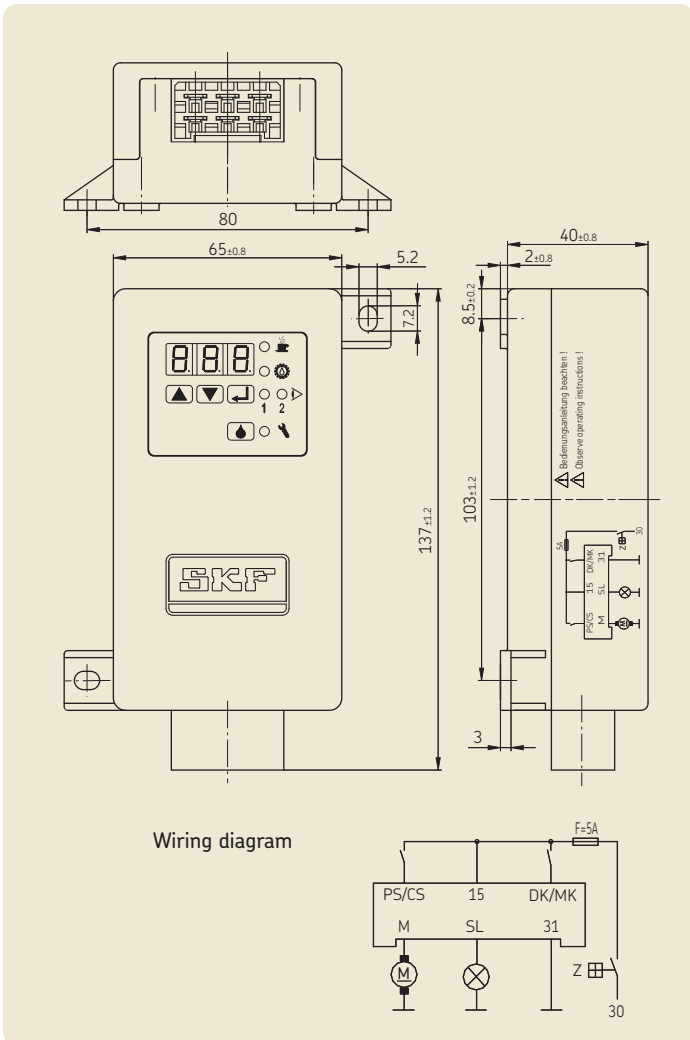


### Technical data

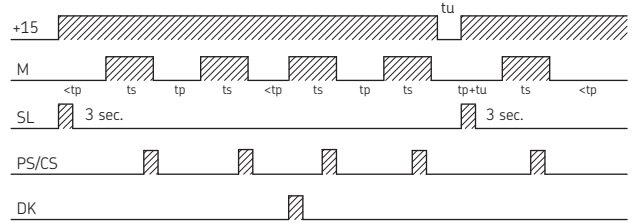
Order No	IG502-2-E
Associated cable harness	
for KFJ2-40, KFJ6-20, order No.	997-000-373
for vehicles with hazardous goods, order No.	997-000-374
for PEF-90, order No.	997-000-189
Control voltage <sup>1)</sup>	12 or 24 V DC
Max. contact load, terminal M	10 A
SL-output	4 W
Type of enclosure <sup>2)</sup>	IP 40, DIN 40050
Temperature range	-25 to +75 °C
Max. fusing	5 A
Programmable interval times	0.1 to 99.9 h
Programmable pump running time	0.1 to 99.9 min
Programmable pulses	1 to 999
Elapsed time, fault hours memory	0 to 99999.9 h

1) Please quote control voltage when ordering.

2) Warranted for vertical (plug-in connector pointing downward) and horizontal installation.



### Normal functional sequence



(time axis not to scale)

- tu = ignition interruption
- ts = contact time
- tp = interval time
- 30 = battery + / vehicle network
- 15 = operating voltage + / after ignition "ON"
- 31 = operating voltage -
- DK/MK = pushbutton / intermediate lubrication or pulsecounter input
- PS/CS = pressure switch / cycle switch
- M = pump motor
- SL = indicator light
- Z = ignition loc
- F = fuse 5 A



**LED PAUSE**  
lights in intervals.



**LED CONTACT**  
lights when pump running.



**1 LED CS**  
lights for monitoring with cycle switch function.



**2 LED PS**  
lights for monitoring with pressure switch function.



**LED FAULT**  
lights for fault monitoring (cycle or pressure switch).



**Pushbutton DK**

## Trailer and semitrailer lubrication

with PEF-90-S14 pneumatically actuated piston pump  
with PEF-90-S19 pneumatically actuated piston pump

including IG476-2 electronic control unit  
including IG476-2 electronic control unit  
for use on vehicles carrying hazardous goods

PEF-90-S..



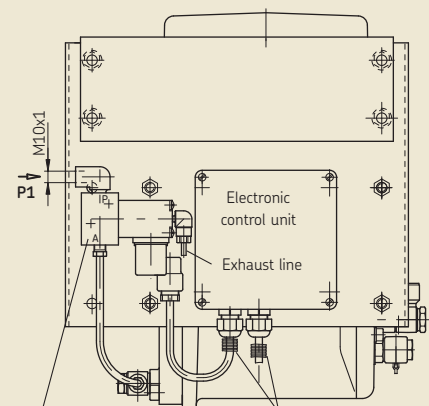
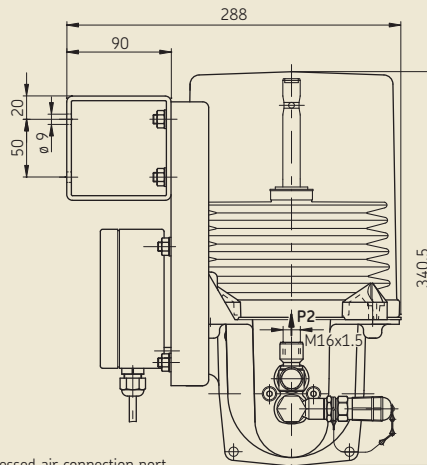
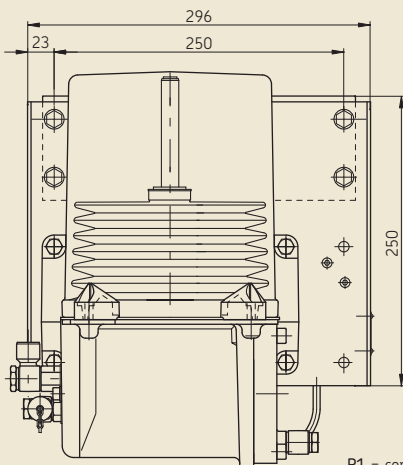
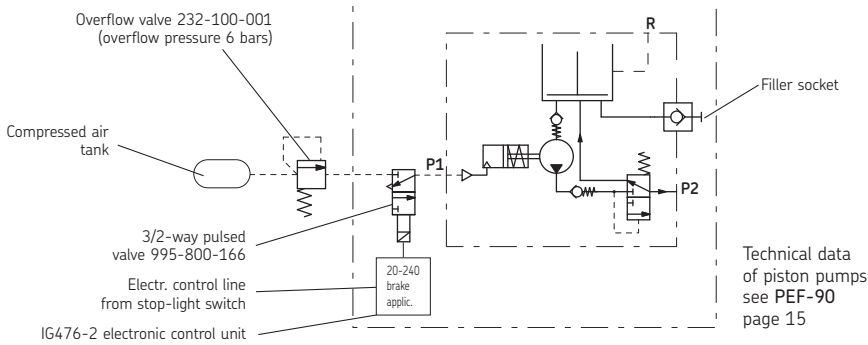
Rear view of PEF-90-S14



Rear view of PEF-90-S19



Diagram of a system



P1 = compressed air connection port  
P2 = pressure port to system

Weight (without lubricant): approx 11.4 kg

Pulsed valve compl.  
order No. 995-800-166

for PEF-90-S19  
with corrugated tube (used on  
vehicles carrying hazardous goods)

## Trailer and semitrailer lubrication

with PEF-90-S14 pneumatically actuated piston pump  
with PEF-90-S19 pneumatically actuated piston pump

including IG476-2 electronic control unit  
including IG476-2 electronic control unit  
for use on vehicles carrying hazardous goods

### Functional sequence

The switching pulses for the stop light are registered and added in the electronic control unit at an interval of at least one second. As soon as the preset number of brake applications is reached, the pulse-controlled 3/2-way solenoid valve is energized for a lubricating time of at least 40 seconds, thereby pressurizing the compressed air cylinder of the piston pump. The delivery piston of the pump executes one working stroke and the lubricant distributors are filled (relubrication distributors).

Application of the brakes during the lubricating time is ignored by the control unit.

The first application of the brakes at the conclusion of the lubricating time reverses the valve. As a result, the compressed air cylinder of the piston pump is relieved of pressure, and the delivery piston returns to its initial position. At the same time, this relieves the pressure in the main line so that the distributors can now deliver the lubricant.

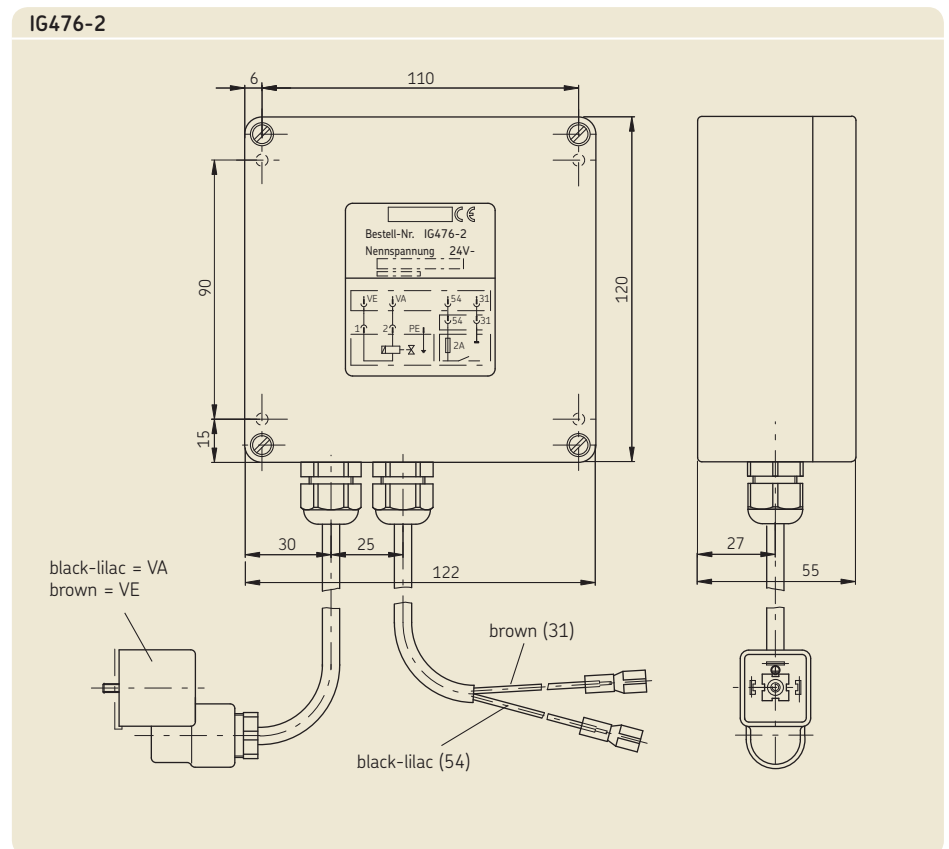
Further applications of the brakes are now registered and added again to the control unit.

The control unit is equipped with an EEPROM memory that stores the counter states, even when no power is applied between applications of the brakes.

The number of times the brakes have to be applied before lubrication takes place depends on the conditions in which the vehicle is operated. It is possible to set the number of times (20, 40, 60, 80, 100, 120, 140, 160, 180, 200, 220, 240) after which lubrication is initiated. After changing the setting, it is advisable to trigger manual lubrication so that the counter begins at 0 again.

The unit is set at the factory for 100 applications of the brakes before lubrication starts.

A pushbutton is built in for function tests when the brakes are applied. The function test can only be performed when there is adequate air pressure (more than 6 bars) in the air tank and power is available.



## KFB/KFBS compact unit, electrically operated



The KFB/KFBS compact unit consists mainly of a gear pump with DC gear motor, relief and safety valve, control unit, pushbutton for manual triggering, and lubricant reservoir.

The lubricant reservoir comes with an over-fill release valve and vent. The filling level can be seen in the reservoir that is made of transparent material. The reservoir is filled via a filler.

The lubricant supplied by the pump is distributed to the individual lubrication points via VKSO piston distributors.

The KFBS pump unit is controlled by the integrated IG502-I control and monitoring unit. This can be done on a time or (pulse) load-dependent basis, with or without monitoring of the system's pressure build-up. A pressure switch <sup>1)</sup> has to be installed in the system for this purpose.

1) Pressure switch for 20 bar switching pressure, order No. DS-E20-S1 (when installed at end of main line);  
for 25 bar switching pressure, order No. DS-E25-S1 (not possible when installed at end of main line).  
Associated cable harness for pressure switch, order No. 997-000-379.

### Function

The automatic cycle consisting of the interval time and pump running time is started after the KFB/KFBS unit has been connected to the vehicle's electrical system and the ignition turned on.

When the ignition is on, the pump motor is switched on at the end of the interval time and the pump running time started. During the pump running time, the gear pump delivers lubricant from the reservoir to the metering chambers of the relubrication distributors. As soon as the metering chambers of the distributors are full, the surplus lubricant flows back into the reservoir via the safety valve.

Forced pressure relief is initiated at the end of the pump running time (beginning of the interval time) and the pressure in the distributor feed (main line) drops to a residual pressure of 0.2 to 1 bar via the open relief valve.

The spring-loaded pistons of the distributors can now deliver lubricant from the metering chambers to the lubrication points.

A new interval time sequence is started when the pump motor is switched off.

The interval time stops running down every time the ignition is switched off. The interval time continues to run down when the ignition is turned on again.

All further lubrication operations are repeated on a cyclic basis in the order described.

Piston pump Order No.	Reservoir capacity [liters]	Design
KFB1 KFBS1 *)	1.4	
KFB1-W KFBS1-W *)	1.0	with filling level monitoring function
KFB1-4-S... KFBS1-4-S... *)	1.4	with preinstalled 4-port piston distributor
KFB1-6-S... KFBS1-6-S... *)	1.4	with preinstalled 6-port piston distributor

\*) incl. control system

The voltage key has to be added to the order No: **12 VDC: order key 912**  
**24 VDC: order key 924**

**Order example** for compact unit without distributors:  
KFB1 in 24 V DC, order No. KFB1+924

**Order example** for compact unit with 4-port piston distributor:  
KFB1 in 24 V DC with VKSO4 metered with 0.2; 0.2; 0.2; 0.2 cm<sup>3</sup> (as of port 1)  
order No. KFB1-4-S1+924 (specified with same metering of 0.2 cm<sup>3</sup>)

**Order example** for compact unit with 6-port piston distributor:  
KFB1 in 12 V DC with VKSO6 metered with 0.1; 0.4; 0.2; 0.2; 0.4; 0.1 cm<sup>3</sup>  
order No. KFB1-6-S..+912 (specified after receipt of order)

# Single-line Systems for Commercial Vehicles for grease, NLGI grades 000, 00

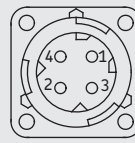
## Technical data

### Unit

Operating voltage	12 V DC / 24 V DC
	(please indicate when ordering)
Mode/ON time	S3/2,5% – 120 min.
	Pay attention to interval and contact time when setting!
	Max. runtime 3 min., min. interval time 2 h
Operating pressure	38 bars
Permissible operating temperature	-25 °C to +75 °C
DIN 40050 enclosure	IP 6K9K
Number of outlets	1
Weight (filled with grease)	approx. 3.8 kg
Lubricant	fluid grease, NLGI grades 000, 00
System capacity	cf. diagram
Main line	10x1.5; max. 16 m cf. diagram
Grease filling	via filler socket

## Pin allocation

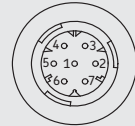
### KFB1 cable harness 997-000-706 (not included in delivery)



Pin No.	Function	Core color
1	15 plus potential	red/black
2	31 minus potential	brown

### KFB1-W/KFBS1(-W) cable harness 997-000-904 (not included in delivery)

(for GGVS design<sup>1)</sup>: 997-000-630 or 997-000-650)

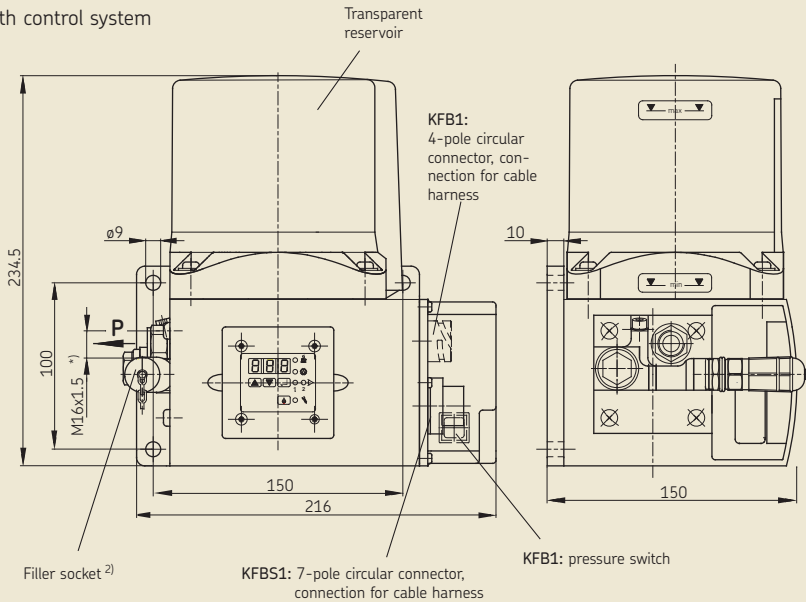


Pin No.	Function	Core color
1	31 minus potential	brown
2	15 plus potential	red/black
3	DK manual lubrication	blue
4	SL2 indicator light, ext.	pink
5	ZDS+ pressure switch, +output	black
6	ZDS cycle switch, input	black
7	SL1 status display light	lilac/green

<sup>1)</sup> GGVS = Hazardous Goods Road Ordinance

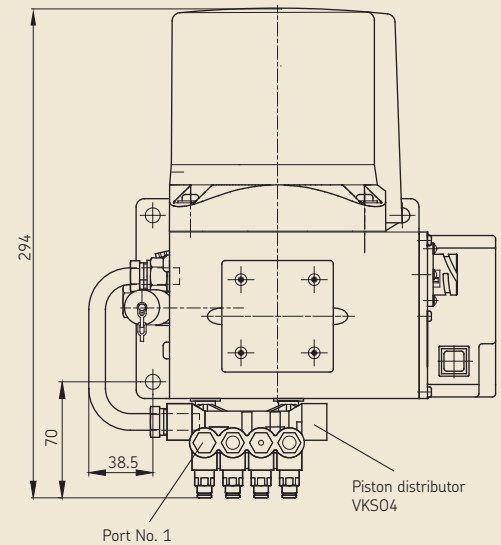
## KFBS1

with control system



## KFB1-4-S...

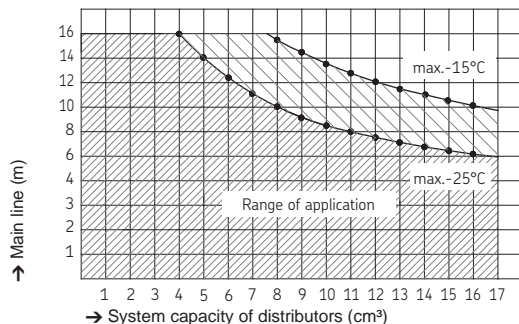
with preinstalled piston distributor



<sup>\*)</sup> Ports tapped for solderless tube connection for 10 mm diam. tube.

<sup>2)</sup> Coupling bush for filler socket, order No. 995-001-500 (order separately)

Diagram: max. system capacity / max. length of main line for fluid grease, NLGI grades 000, 00



## Piston distributors, group VKSO (relubrication distributors)

VKS02



The distributors meter and distribute the lubricant from the pump to the individual lubrication points. They do so independent of each other.

Interchangeable metering nipples make it possible to adapt the quantity to the amount of lubricant required by the friction point.

The cycle number, i.e. the number of pump strokes per time unit of the lubrication system, also permits further coordination of the lubricant quantity with the friction point and entire system.

Lubricant is only delivered under spring pressure after the end of pump operation, i.e. after the pressure is relieved.

A collar (changeover valve) in the distributor closes the outlet to the lubrication point

VKS04



during the delivery stroke, thus storing the lubricant beneath the piston. The changeover valve opens the outlet as soon as the pressure drops in the main line, i.e. when the pressure relief valve of the pump opens.

When installing a system, arrange the lines and distributors in such a way that any air entrained in the system can escape by itself via the lubrication points.

For this purpose, distributors with horizontal outlet ports or with outlet ports pointing upward must be installed at a position suitable for bleeding of the entire system.

Assign only one lubrication point to each distributor outlet port.

Connect the secondary line (connection: distributor – lubrication point) to the lubrication

VKS06



tion points only after bubble-free lubricant emerges from the tubing after the pump is repeatedly actuated. Fill long secondary lines beforehand if necessary.

The metered quantity can be seen from the shape of the metering nipple and code number.

### Metering nipples

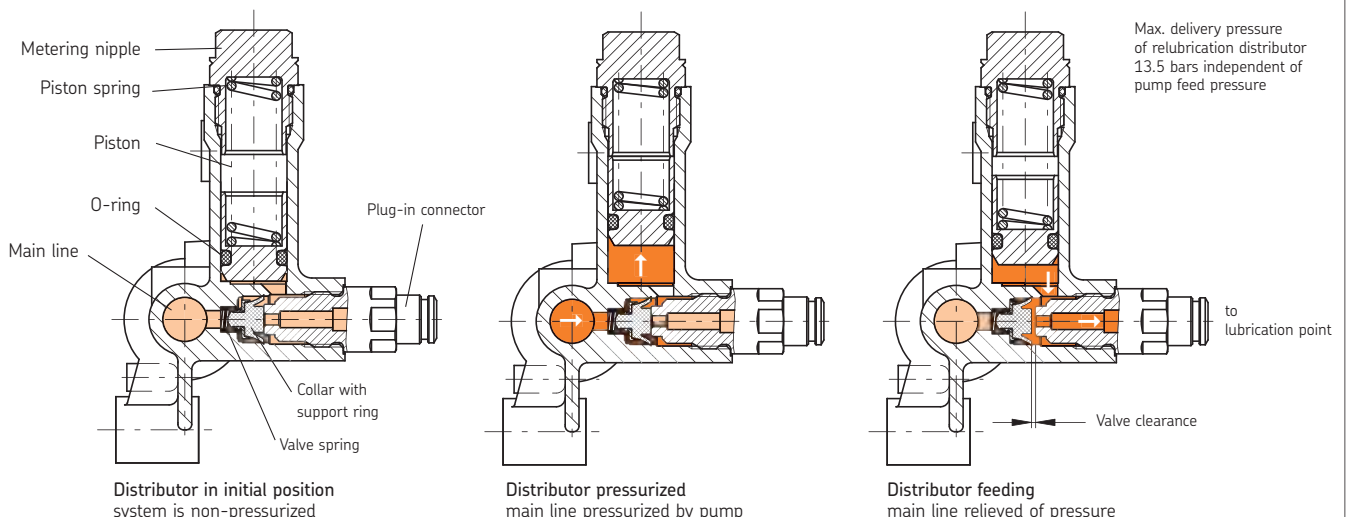


0,1

0,2

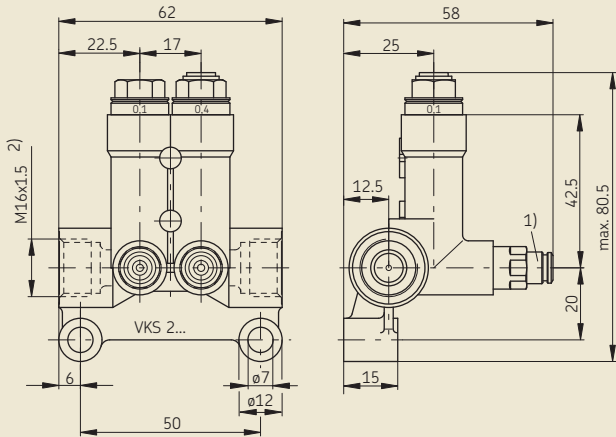
0,4 cm<sup>3</sup>

### Design and function

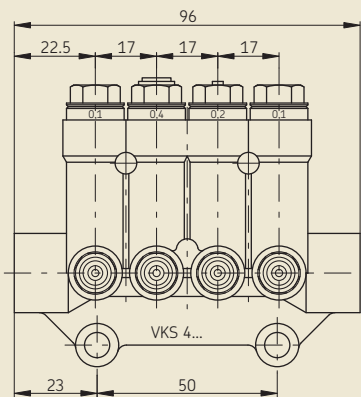


**Piston distributors, group VKSO**

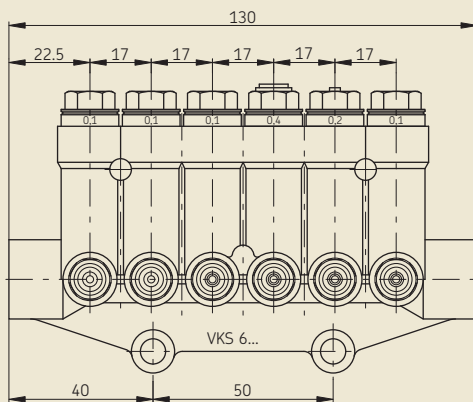
**VKS02... 2-port distributor**



**VKS04... 4-port distributor**



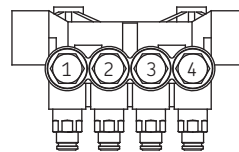
**VKS06... 6-port distributor**



1) Quick connector connection for 4 mm diam. plastic tubing.  
2) Ports tapped for solderless tube connection for 10 mm diam. tube

Piston distributors are only supplied with metering nipples fitted. Plug-in connectors permit timesaving installation of secondary lines without the use of tools (cf. page 27).

Order No.	Number of lubrication points
VKS02 ...	2
VKS04 ...	4
VKS06 ...	6



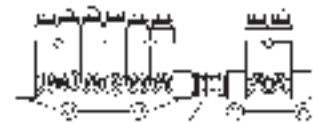
When ordering distributors, please quote the desired metered quantities (0.1; 0.2; 0.4 cm<sup>3</sup>) in their respective order.



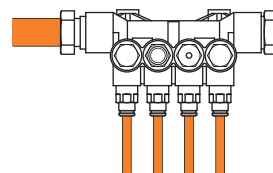
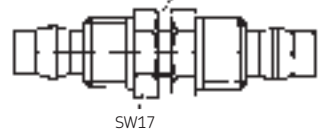
Metering nipples, with O-ring for metered quantity

Metered quantity	Order No.
0.1 cm <sup>3</sup>	VKU010-K
0.2 cm <sup>3</sup>	VKU020-K
0.4 cm <sup>3</sup>	VKU040-K

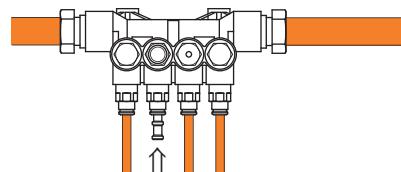
Distributors are connected to manifolds with a connector, order No. VKR2.U2



Connector



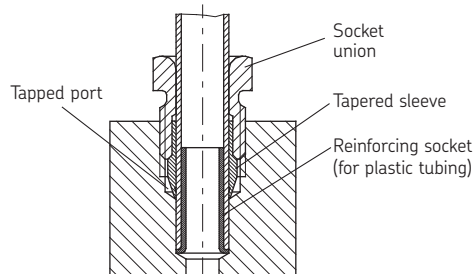
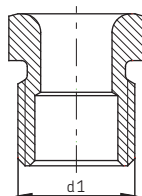
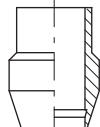
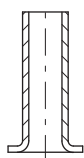
If required:  
← screw plug 410-011  
washer DIN7603-A16x20-CU



Individual distributor outlet can be closed with plug pin 450-204-002 and thus shut down. Other metered quantities will not be affected by this step.

## Fittings and auxiliary equipment

### Screw unions for steel and plastic tubing (use reinforcing socket for plastic tubing)



for outer tube diam.	Reinforcing socket for plastic tubing Order No.	Tapered sleeves Order No.	Socket unions Order No.	d1
4x0,85	404-603	404-611	404-612-MS	M8x1
6x1,25	406-613	406-611	406-612-MS	M10x1
8x1,25	408-603	408-611	408-612-MS	M14x1.5
10x1,5	410-603	410-611	410-612-MS	M16x1.5

Material: brass

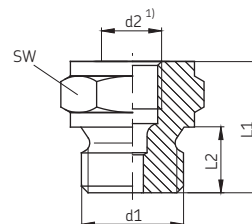
#### Assembly

Slide socket union and tapered sleeve onto end of the tube. In the case of plastic tubing, **first** insert the reinforcing socket. Insert end of tube into tapped port up to the stop. First tighten the socket union fingertight and then turn it another  $1\frac{1}{2}$  turns.

### Adapters with respective washers

for outer tube diam.	Order No.	d1	d2 <sup>1)</sup>	L1	L2	sw	Respective washers Order No.
4	404-044 *)	M8x1	M8x1	46	6	11	DIN7603-A8x11.5-CU
4	404-063	M8	M8x1	22	8	11	DIN7603-A8x11.5-CU
4	404-006	M10x1	M8x1	18	7.5	14	504-019
4	404-007	M10x1	M8x1	24	6	11	504-019
4	404-164	M14x1.5	M8x1	18	9	17	DIN7603-A14x18-CU
6	406-004	M10x1	M10x1	18	7.5	14	504-019
6	406-166	M16x1.5	M10x1	19	9	19	DIN7603-A16x20-CU
6	406-054	G1/4 A	M10x1	20	10	17	508-108
8	408-004	M10x1	M14x1.5	28	7.5	17	504-019
8	408-005	M16x1.5	M14x1.5	22	9	19	DIN7603-A16x20-CU
8	301-020	G1/4 A	M14x1.5	23	10	17	508-108

Material Adapters: steel, galvanized surface  
Washer: copper



Please note! Order washers separately!

<sup>1)</sup> Ports tapped for solderless tube connection  
\*) extra long



## Fittings and auxiliary equipment

### Adapters with tapered thread

for screwing into lubrication ports without sealing face

for outer tube diam.	Order No	d1 <sup>2)</sup>	d2	L1	L2	sw
4	404-662K	M6 tap.	M8x1 <sup>1)</sup>	19	5	11
4	404-663K	M6 tap.	M8x1 <sup>1)</sup>	20	6	11
4	404-673K	M6x0.75 tap.	M8x1 <sup>1)</sup>	20	6	11
4	404-047K	M7 tap.	M8x1 <sup>1)</sup>	20	6	11
4	404-003K	M8x1 tap.	M8x1 <sup>1)</sup>	17	7.4	11
4	404-045	M8x1 tap.	M8x1 <sup>1)</sup>	62.5	7.4	11
4	404-006K	M10x1 tap.	M8x1 <sup>1)</sup>	16	7.4	11
4	401-004-512	M10x1 tap.	M8x1	25	7.4	11
4	404-050	*)	M8x1 <sup>1)</sup>	18	5.2	11
4	853-460-000	*)	M8x1 <sup>1)</sup>	46	5.2	11
4	404-040K	R1/8 tap.	M8x1 <sup>1)</sup>	16	6	11
4	404-040K-US	1/8 NPTF	M8x1 <sup>1)</sup>	20	6.7	11
4	404-054K	R1/4 tap.	M8x1 <sup>1)</sup>	14	9	14
4	404-072	1/4-28 UNF	M8x1 <sup>1)</sup>	20	5.6	11
4	401-004-903	1/4 BSF	M8x1 <sup>1)</sup>	20	5	11
4	401-004-904	3/16 BSF	M8x1 <sup>1)</sup>	18	5	11
4.5	406-004K-S1	M10x1	M10x1 <sup>1)</sup>	23	7.4	13
4.5	406-004K-S2	M10x1 tap.	M10x1	18	7	13
4.5	456-004K-S2	R1/8 tap.	M10x1	18	6	13
4.5	401-019-691	R1/8 tap.	G1/8	23	7.5	14
6	406-004K	M10x1 tap.	M10x1 <sup>1)</sup>	23	7.4	14
6	406-035K	M10x1 tap.	M10x1	40	8	14

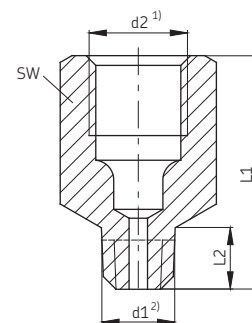
Material: steel, galvanized surface

Adapters with tapered threads are used without washers, since tapered threads are self-sealing. Therefore, the ports do not have to be provided with sealing faces.

1) Ports tapped for solderless tube connection

2) Tapered thread according to DIN 158, tapered, short, or as per DIN 2999

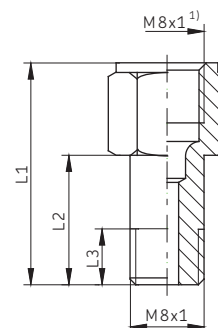
\*) Self-forming thread for 7.6 mm diam. borehole



### Adapters

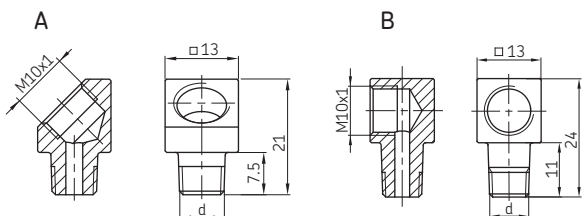
for outer tube diam.	Order No.	L1	L2	L3	Material
4	404-004	24	14	6	steel, galvanized surface
4	404-005	32	22	5	

1) Ports tapped for solderless tube connection



## Fittings and auxiliary equipment

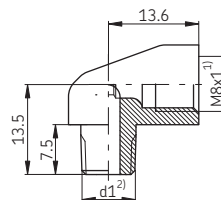
### Elbows



Order No.	d	Type	Material
406-145K	M8x1 tap.	A	steel galvanized surface
406-045K	M10x1 tap.	A	
406-089K	M8x1 tap.	B	
406-090K	M10x1 tap.	B	

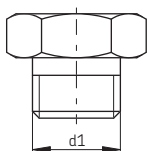
### Elbows with tapered thread

for screwing into lubrication ports without sealing face. Elbows with tapered threads are used without washers, since tapered threads are self-sealing. Therefore, the ports do not have to be provided with sealing faces.



for outer tube diam.	Order No.	d1	Material
4	504-200K	M6 tap.	brass
4	504-201K	M8x1 tap.	
4	504-202K	M10x1 tap.	
4	514-018K-S1	R1/8 tap.	

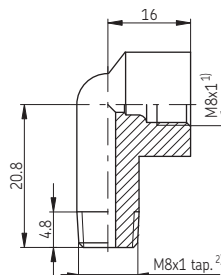
### Screw plugs and respective flat washers



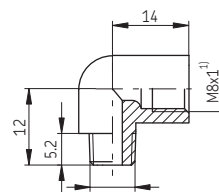
Order No.	d1	Respective flat washer Order No.
404-011	M8x1	DIN7603-A8x11.5-CU
408-011	M14x1.5	DIN7603-A14x18-CU
410-011	M16x1.5	DIN7603-A16x20-CU

Material: steel, galvanized surface      Material: copper

Please note! Order flat washers separately!



for outer tube diam.	Order No.	Material
4	504-211K	brass



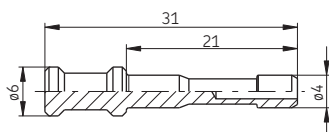
Selfforming thread for 7.6 mm diam. borehole

for outer tube diam.	Order No.	Material
4	504-050	steel, galvanized surface

1) Ports tapped for solderless tube connection

2) Tapered thread according to DIN 158, tapered, short, or as per DIN2999

### Pin plug for plug-in connector, tube diam. 4

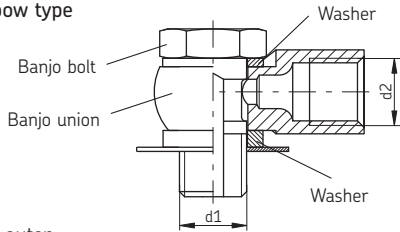


Order No.	Material
450-204-002	brass

## Fittings and auxiliary equipment

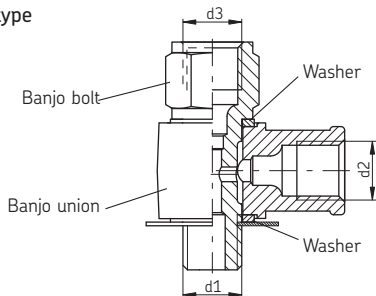
### Banjo fittings

#### Elbow type



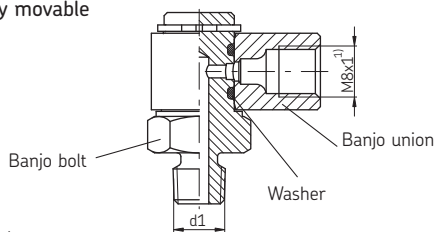
for outer tube diam.	Order No.	d1	d2 <sup>1)</sup>
4	504-401	M8x1	M8x1
6	506-140	M10x1	M10x1
6	506-214	G1/4 A	M10x1
6	506-145	M16x1.5	M10x1
8	508-145	M16x1.5	M14x1.5
10	510-024	G1/4 A	M16x1.5
10	510-145	M16x1.5	M16x1.5

#### L-type



for outer tube diam.	Order No.	d1	d2 <sup>1)</sup>	d3 <sup>1)</sup>
4	504-114	M8x1	M8x1	M8x1
6	506-114	M10x1	M10x1	M10x1
6 and 10	506-346	M16x1.5	M10x1	M16x1.5
10 and 8	508-346	M16x1.5	M14x1.5	M16x1.5
10	510-343	G1/4 A	M16x1.5	M16x1.5
10	510-344	M16x1.5	M16x1.5	M16x1.5
10 and 6	510-346	M16x1.5	M16x1.5	M10x1

#### Freely movable



for outer tube diam.	Order No.	d1
4	405-549-049	M8x1 tap.
4	405-551-049	M10x1 tap.

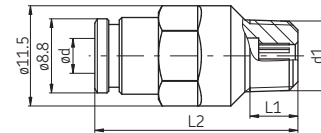
Swing angle: 360°

Frequency: approx. 1 movement/min. at max. swing angle

<sup>1)</sup> Ports tapped for solderless tube connection

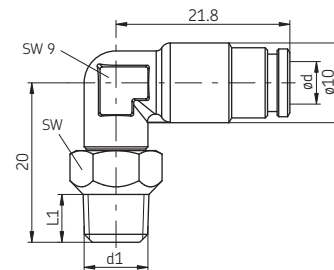
### Plug-in connectors, detachable

#### Adapters



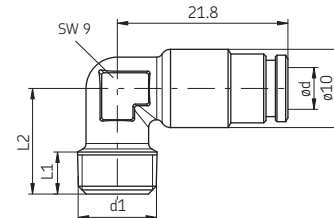
Order No.	tube diam. d	d1	L1	L2
451-004-462-VS	4	M6 tap.	5.5	25.8
451-004-498-VS	4	M8x1 tap.	5.5	23.3
451-004-518-VS	4	M10x1 tap.	5.5	22.8
404-673K-V1-VS	4	1/4-28 SAE LT	5.1	26.3
404-040K-V1-VS	4	1/8 NPTF	8	24.8

#### Banjo fittings



Order No.	tube diam. d	d1	L1	sw
455-546-048-VS	4	M6 tap.	6	10
455-529-048-VS	4	M8x1 tap.	6	10
455-531-048-VS	4	M10x1 tap.	6	12

#### Elbows



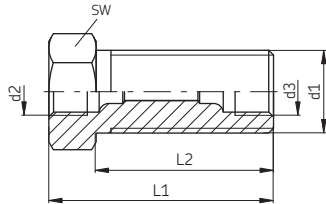
Order No.	tube diam. d	d1	L1	L2
453-004-471-VS	4	M6 tap.	6	14
504-201-VS	4	M8x1 tap.	6	13.5
504-202-VS	4	M10x1 tap.	6	13.5
514-018-VS	4	R1/8 tap.	7.5	15
504-200K-V1-VS	4	1/4-28 SAE LT	5.1	15.5
514-018K-V1-VS	4	1/8 NPTF	7	15

Protective cap for quick connectors, 4 mm diam. tubing, order No. 898-110-077.

Pipe cutter with formation of claw groove for quick connectors, order No. 169-000-336.

## Fittings and auxiliary equipment

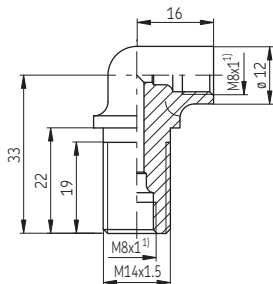
### Connector, tube to tube



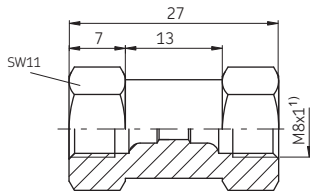
for outer tube diam.	Order No.	d1	d2 <sup>1)</sup>	d3 <sup>1)</sup>	L1	L2	sw
4	404-008	M14x1.5	M8x1	M8x1	27	19	17
4	404-009*	M14x1.5	M8x1	M8x1	38	30	17
6	406-008	M14x1.5	M10x1	M10x1	30	20	17
8	408-008	M20x1.5	M14x1.5	M14x1.5	40	28	24
10	410-008	M20x1.5	M16x1.5	M16x1.5	42	27	24

Material: steel, galvanized surface

\* specially long version for double frame.

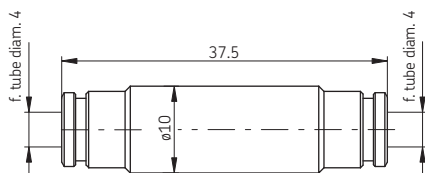


for outer tube diam.	Order No.	Material
4	504-103	brass

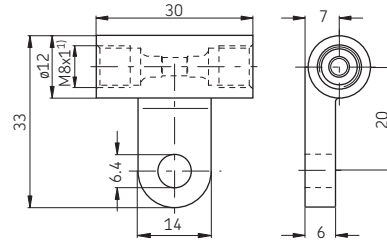


for outer tube diam.	Order No.	Material
4	404-010	steel, galvanized surface

### for quick connectors

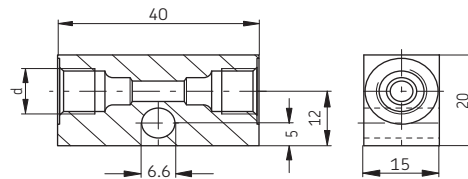


for outer tube diam.	Order No.
4	454-504-041-VS



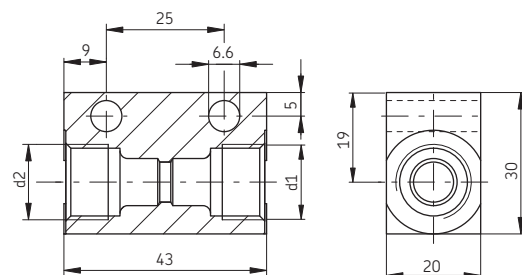
for outer tube diam.	Order No.	
4	504-004	1 fastening hole
4	504-040	2 fastening holes

Material: die-cast zinc



for outer tube diam.	Order No.	d <sup>1)</sup>
6	DAR506	M10x1
8	DAR508	M14x1.5

Material: aluminum alloy



for outer tube diam.	Order No.	d1 <sup>1)</sup>	d2 <sup>1)</sup>
10	DAR510	M16x1.5	M16x1.5
8 and 10	DAR510-S1	M14x1.5	M16x1.5

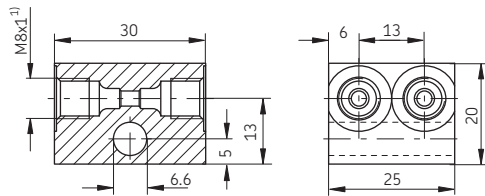
Material: steel, galvanized surface

1) Ports tapped for solderless tube connection

## Fittings and auxiliary equipment

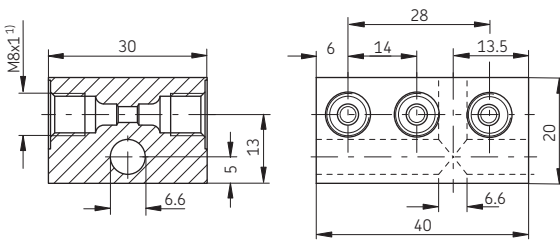
### Connectors, tube to tube

#### Double connector



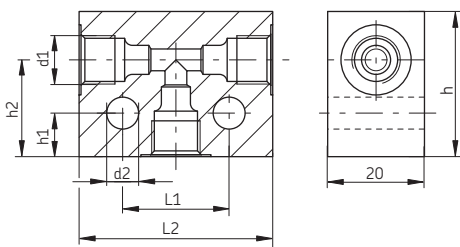
for outer tube diam.	Order No.	Material
4	DAR524	steel, galvanized surface

#### Triple connector



for outer tube diam.	Order No.	Material
4	DAR534	steel, galvanized surface

#### Tee

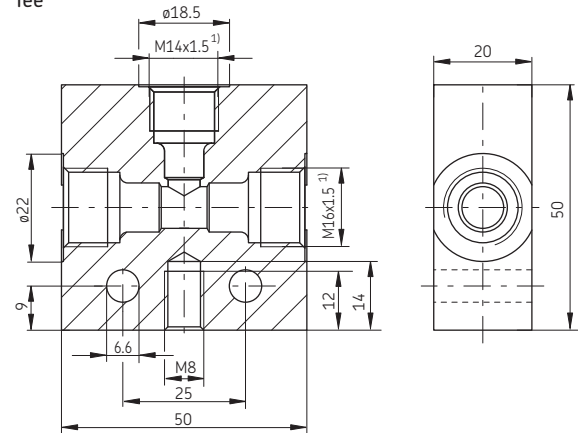


for outer tube diam.	Order No	d1 <sup>1)</sup>	d2	L1	L2	h	h1	h2
6	DAT506 *	M10x1	6.6	22	40	30	9	20
8	DAT508 *	M14x1.5	6.6	32	50	40	9	29
10	DAT510 **	M16x1.5	7	25	52	40	15	29

Material: \* aluminum alloy; \*\* steel, galvanized surface

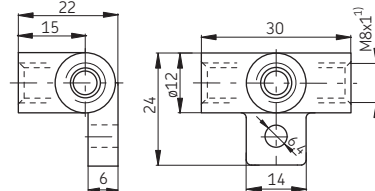
<sup>1)</sup> Ports tapped for solderless tube connection

#### Tee



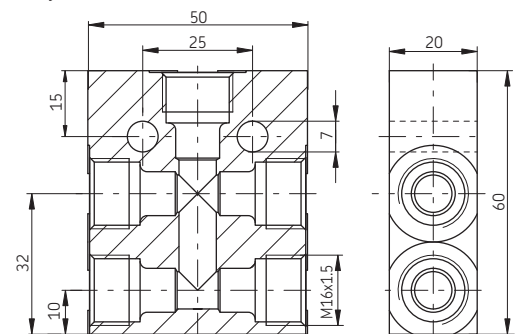
for outer tube diam.	Order No.	Material
10 (2x) and 8 (1x)	DAT510-S1	steel, galvanized surface

#### Tee



for outer tube diam.	Order No.	Material
4	504-045	die-cast zinc

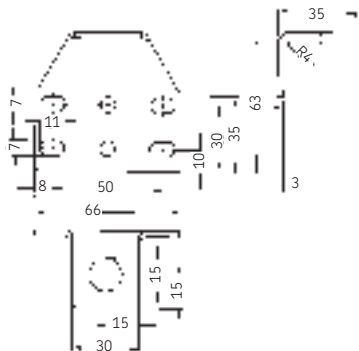
#### Cross joint



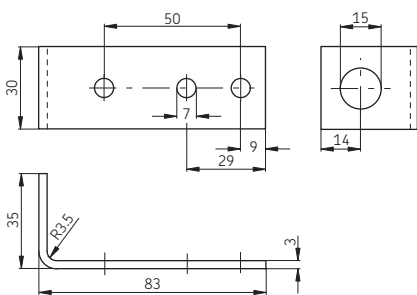
for outer tube diam.	Order No.	Material
10	DAK510-S1	steel, galvanized surface

## Fittings and auxiliary equipment

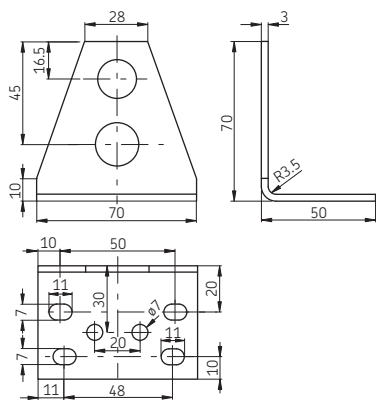
### Fixing brackets for mounting of distributors



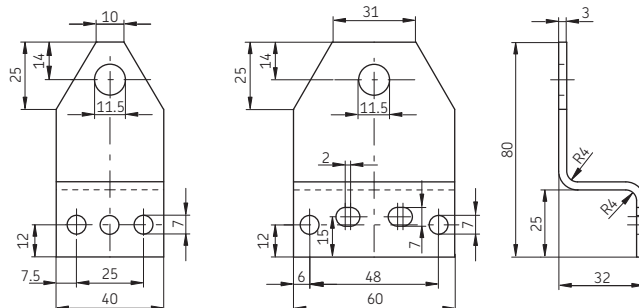
Order No.	Material
881-260-020	steel, galvanized surface



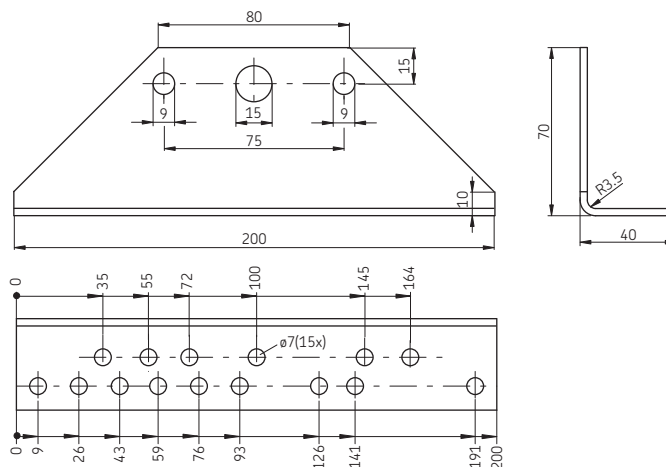
Order No.	Material
881-280-006	steel, galvanized surface



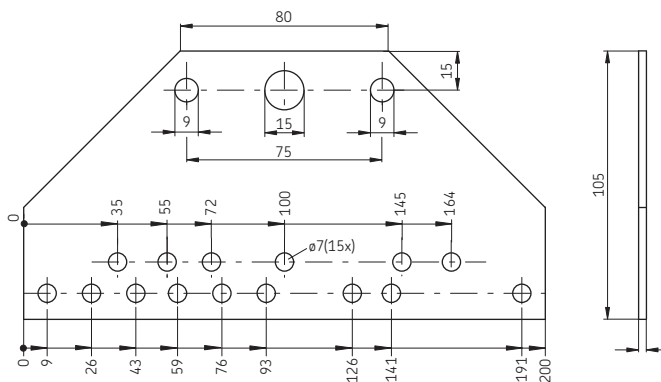
Order No.	Material
881-280-007	steel, galvanized surface



Order No.	Order No.	Material
881-280-008	881-280-009	steel, galvanized surface



Order No.	Material
881-290-110	steel, galvanized surface

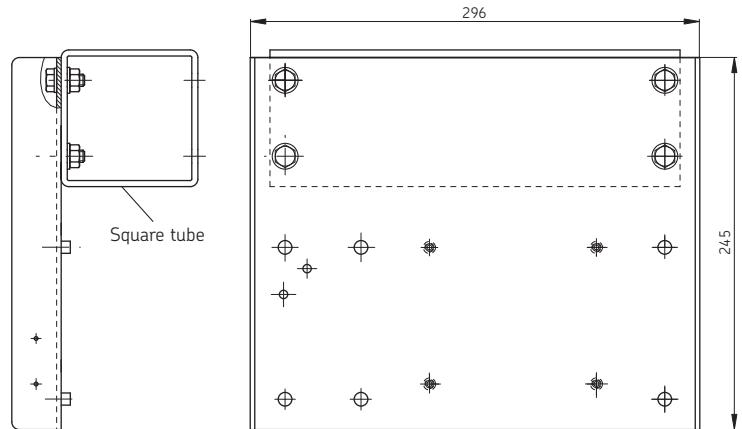


Order No.	Material
881-290-111	steel, galvanized surface

## Fittings and auxiliary equipment

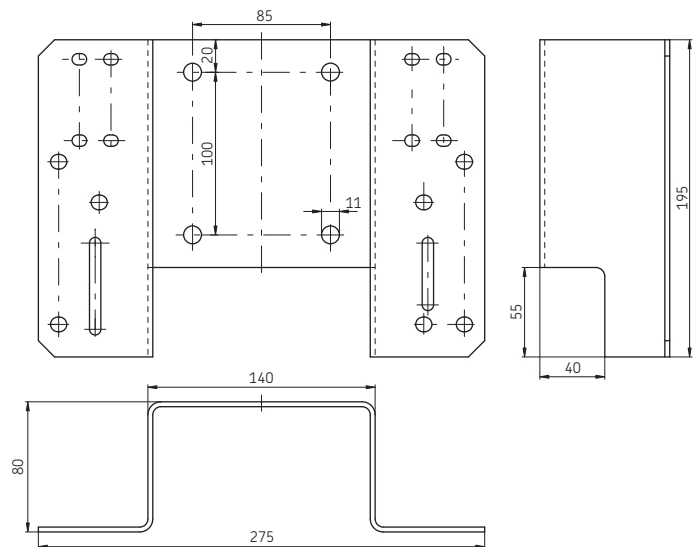
### Pump fastening plate for systems with KFU gear pump units and PEF piston pumps

Order No. 995-002-140



### Bracket for systems with KFU gear pump units

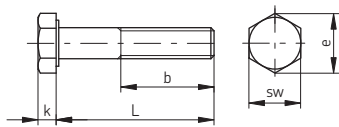
Order No. 881-290-450



## Fittings and auxiliary equipment

### Fixing bolts

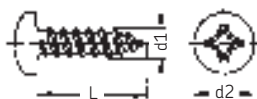
Hexagonal head bolts



Order No.	L	b	k	sw	e
DIN933-M6x20-8.8	20	20	4	10	11.1
DIN933-M6x25-8.8	25	25	4	10	11.1
DIN931-M6x30-8.8	30	18	4	10	11.1
DIN933-M6x35-8.8	35	35	4	10	11.1
DIN931-M6x40-8.8	40	18	4	10	11.1
DIN933-M6x45-8.8	45	45	4	10	11.1
DIN931-M6x55-8.8	55	18	4	10	11.1
DIN933-M8x25-8.8	25	25	5.5	13	14.4
DIN933-M8x35-8.8	35	35	5.5	13	14.4

Material: steel, galvanized surface

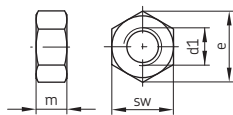
Self-tapping screws



Order No.	L	d1	d2
DIN7981-B4.2x9.5	9.5	4.2	8.2
DIN7981-BZ4.8x9.5	9.5	4.8	9.5
DIN7981-BZ4.8x13	13	4.8	9.5

Material: steel, galvanized surface

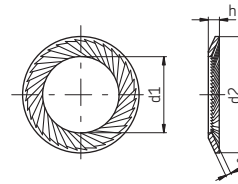
### Nuts



Order No.	d1	m	sw	e
DIN934-M6-8	M6	5	10	11.5
DIN934-M8-8	M8	6.5	13	14.4
DIN936-M14x1.5-5	M14x1.5	8	22	25.4
DIN936-M16x1.5-5	M16x1.5	8	24	27.7
DIN936-M20x1.5-5	M20x1.5	9	30	34.6

Material: steel, galvanized surface

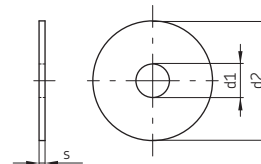
### Lock washers



Order No.	for bolt	d1	d2	s	h
650-050	BZ 4.8	5.3	9	0.6	0.9
650-060	M6	6.4	10	0.7	0.9
650-080	M8	8.4	13	0.8	1.2
650-140	M14	15	22	1.2	1.8
650-160	M16	17	24	1.3	1.9
650-200	M20	21	30	1.5	2.2

Material: spring steel

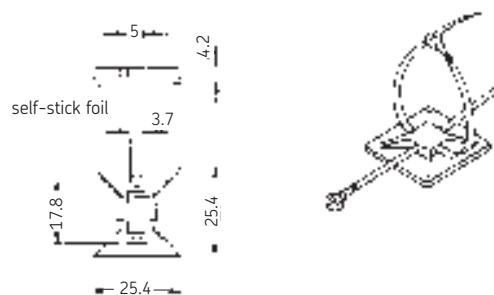
### Body washers



Order No.	d1	d2	s
821-400-006	6.6	28	2
821-400-010	8.4	30	1.5

Material: steel, galvanized surface

### Mounting base

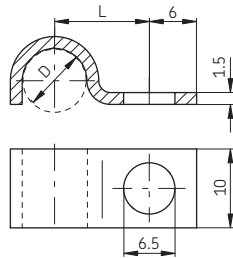


Order No. 179-990-186

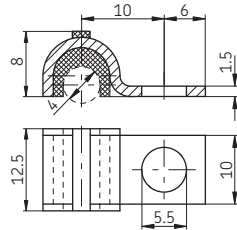


## Fittings and auxiliary equipment

### Mounting clips

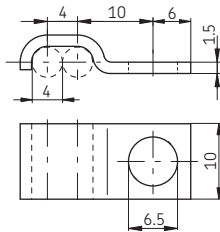


Clip with cushion

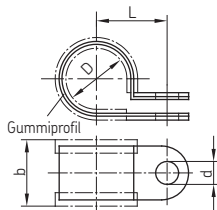


for outer tube diam. D	Order No.	L	for outer tube diam.	Order No.
4	604-001-A	9	4	604-111
6	606-010-A	10		
8	608-001-A	12		
10	610-001-A	13		

Material: mild steel, galvanized surface

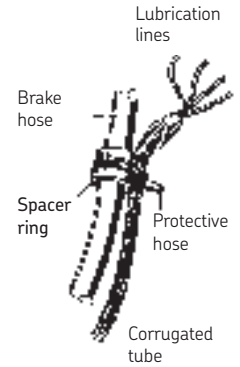
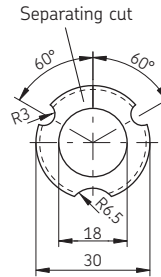
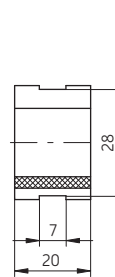


for outer tube diam.	Order No.	Number of tubes	Material
4	604-002-A	2	mild steel, galvanized surface



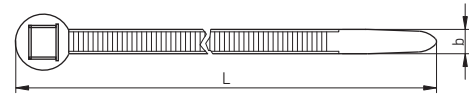
for outer tube diam. D	Order No.	d	b	L
6	941-206-104	5.2	15	11
6	941-206-108	6.4	18.5	14.2
8	941-208-104	6.4	18.5	15.2
9	941-209-104	5.2	15	12.5
12	941-212-104	6.4	18.5	17.2
13	941-213-104	6.4	18.5	17.7
15	941-215-104	6.4	18.5	18.7
17	941-217-104	5.2	15	16.5
20	941-220-104	6.4	18.5	21.2
22	941-222-100	6.4	18.5	22.2
27	941-227-104	10.2	31	31

### Spacer ring



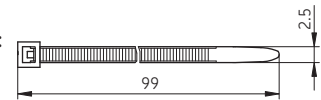
Order No.	Material
898-210-061	CR (chloroprene rubber)

### Cable strap



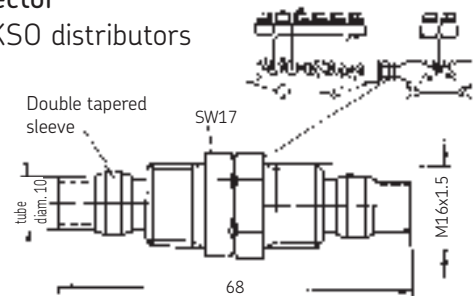
Order No.	L	b	Material
898-610-000	197	4.9	
898-710-000	302	4.9	polyamide
898-710-001	360	7.5	

For automatic pincers:



Order No.	single part Order No.	Material
898-510-002	898-510-000	polyamide

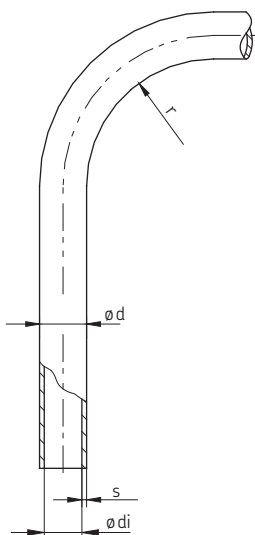
### Connector for VKSO distributors



Order No.
VKR2.U2

## Fittings and auxiliary equipment

### Tubing



#### Steel tubing, galvanized

Order No.	$\varnothing da$	s	$\varnothing di$	Minimum bending radius $r$ bent with mandrel	Minimum bending radius $r$ bent with grooved disk
WV-R04x0.7VERZI	4	0.7	2.6	6	–
WV-R06x0.7VERZI	6	0.7	4.6	22	16
WV-R08x0.7VERZI	8	0.7	6.6	42	22
WV-R010x0.7VERZI	10	0.7	8.6	76	27

#### Diesel injection pipe

DIN73000A2-6ST30AL	6	2.0	2.0	22	16
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#### Plastic tubing WVN715, unplasticized/semi-rigid as per DIN 73 378

Order No.	$\varnothing da$	s	$\varnothing di$	Minimum bending radius $r$	Perm. operating pressure (bars)	Rupture pressure (bars)
WVN715-R010x1.5+A89	10	1.5	7	89	47	141

Color: black

#### Plastic tubing WVN716, flexible as per DIN 73 378

Order No.	$\varnothing da$	s	$\varnothing di$	Minimum bending radius $r$	Perm. operating pressure (bars)	Rupture pressure (bars)
WVN716-R04x0.85*	4	0.85	2.3	38	36	108
WVN716-R06x1.25	6	1.25	3.5	63	35	105
WVN716-R010x2	10	2	6	60	34	102

\*) The WVN716-R04x0.85 plastic tubing can be supplied in various colors and also filled with grease NLGI grades 000 or 00.

The following color key information to be added to the order No. applies in this case:

Color key	Color key – tubing filled with grease
A 87 = green	AF 1 = natural color
A 88 = red	AF 4 = brown
A 89 = black	AF 6 = black
A 90 = brown	AF 7 = red
without color key: natural color	AF 8 = green

#### Order examples

Plastic tubing WVN716-R04x0.85, color black, 5 m long:

Order No. WVN716-R04x0.85+A89, 5 m

Plastic tubing WVN716-R04x0.85, color green, filled with fluid grease, NLGI grades 000 or 00, 8 m long:

Order No WVN716-R04x0.85+AF8, 8 m

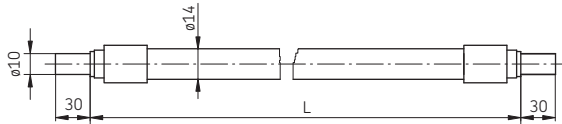
#### Note!

For plastic tubing joints, only use unions with reinforcing sockets.

## Fittings and auxiliary equipment

### Hoses for main lines

(connection: pump – distributor)



L +5	Order No	Outer tube diam.	Hose diam.	Socket union thread
580	SLH10-580			
650	SLH10-650	10	14	M16x1.5
1600	SLH10-1600			

Material

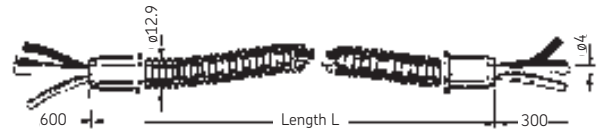
inner liner: PA 11/12 or PE-E  
 reinforcement: 1 layer of braided, highly tear-resistant synthetic fiber

outer cover: PA 11/12

Please order tapered sleeves 410-611 and socket unions 410-612-MS separately.

### Multiple-line hose

(connection: distributor – lubrication point)



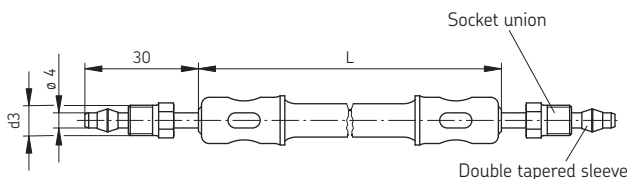
L +5	Order No.	Hose diam.
580	774-580	12.9
960	774-960	

Material protective hose: polyamide PA 6  
 plastic tubes: polyamide PA 11 or PA 12, flexible  
 4 colors: green, black, red, brown

### Hoses for secondary lines

(connection: distributor – lubrication point)

Please note! To avoid damages, these hoses line must not be used as main hose lines.



L +5	Order No.	Outer tube diam.	Hose diam.	d3
220	734-220-K			
260	734-260-K	4	8.8	M8x1
300	734-300-K			
340	734-340-K			

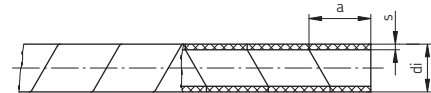
Complete with socket unions and double tapered sleeves.

Material

hose: oil-proof rubber inside and outside with braided rayon carcass.

Tube ends: steel tubes, tube ends permanently bonded to the hose.

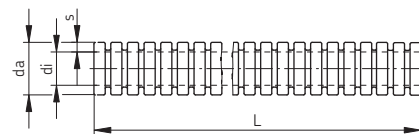
### Protective helix



Order No.	$d_i$	$s$	$a$	
982-760-061	4	1	10	Please indicate length
982-760-121	8.5	1.5	10	(up to 25 m) when ordering

Material: soft polyethylene; color: black

### Protective hose



Order No.	Rated width	$d_a \times s$	$d_i$	Length L *)
982-760-070	4	7 x 1.25	4	up to
982-760-120	8	11.7 x 1.6	8.4	max. 100 m
982-760-130	10	12.9 x 1.5	10	up to
982-760-160	12	15.7 x 1.7	12.3	max. 50 m

Material: polyamide 6; color: black

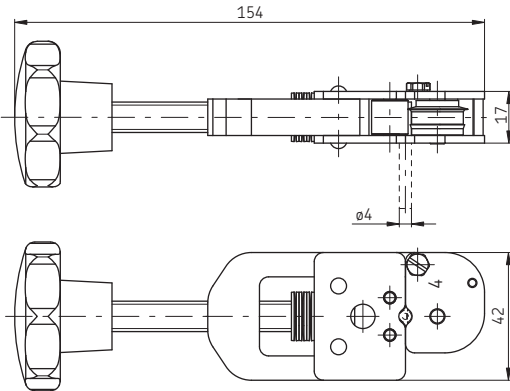
\*) Please quote when ordering.

Hose sleeves for protective hose 982-760-130 (rated width 10)

Order No.	
2-hole: 898-210-047	
3-hole: 898-210-075	
4-hole: 898-210-063	

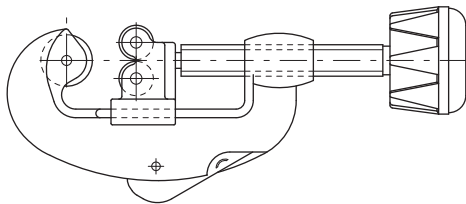
## Fittings and auxiliary equipment

### Tube cutter



with formation of claw groove for 4 mm diam. quick tube connectors

Order No. 169-000-336



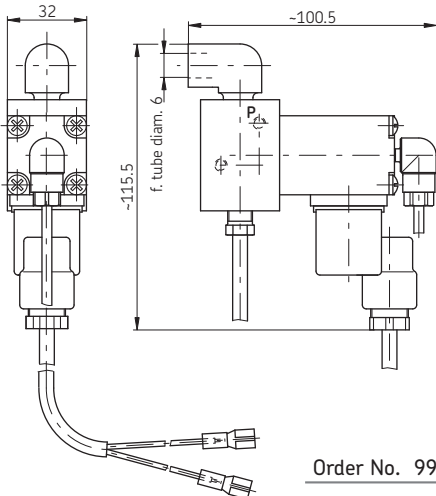
Order No. 169-000-301

Order No. for cutting wheel: 844-300-001

Shears for plastic tubing

Order No. 169-000-090

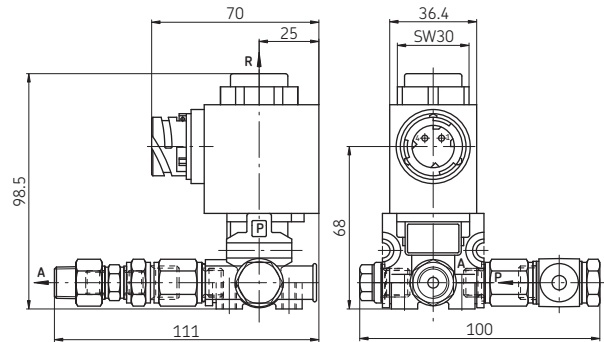
### Pulse valve



Please note:  
Use the pulse  
valve only with  
control units  
IG476-2 or  
IG476-3.

Order No. 995-800-166

### Solenoid valve



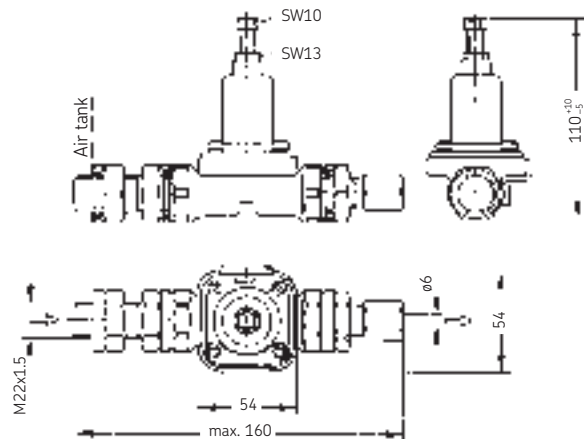
Order No. 995-800-550

Type of enclosure ..... IP 65  
Ambient temperature .....  $-40\text{ }^{\circ}\text{C}$  to  $+80\text{ }^{\circ}\text{C}$   
Flow rate ..... 66 Nl/min  
Voltage ..... 12 / 24 V DC  
(please quote when ordering)  
Power input ..... ~ 10 W  
Mounting position ..... any

Cable harness, length 3 m, order No. 997-000-712

Connector, complete without cable, order No. 997-000-702

### Overflow valve without return flow



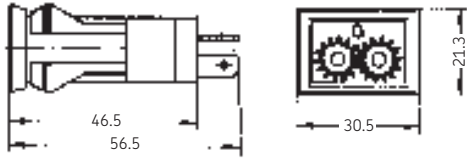
Order No. 232-100-001

Operating pressure ..... max. 10 bars  
Permissible medium ..... air  
Temperature range .....  $-40\text{ }^{\circ}\text{C}$  to  $+80\text{ }^{\circ}\text{C}$   
Rated width ..... 8 mm  
Overflow pressure <sup>1)</sup> ..... 6 bars

1) The secondary units are not supplied until a pressure of more than 6 bars is reached in the main tank.

## Fittings and auxiliary equipment

### Indicator lights



for MAN vehicles and Mercedes-Benz buses

Order No. 179-100-028

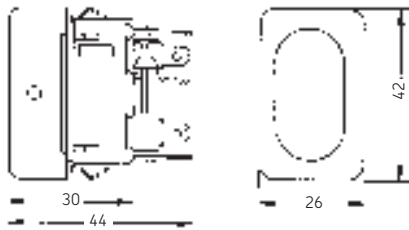
Indicator light fitted with filament lamp (order No. 179-100-026),  
Spare filament lamp, order No. 179-100-054.



for Mercedes-Benz trucks

Order No. 179-100-025

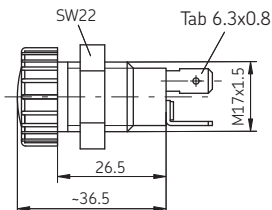
Indicator light fitted with filament lamp (order No. P-66.62).  
Please indicate 12 V or 24 V voltage when ordering.



for Scania trucks

Order No. 179-100-070

This includes: base, order No. 179-990-330  
2 resepectacles, order No. 179-990-331



for general needs

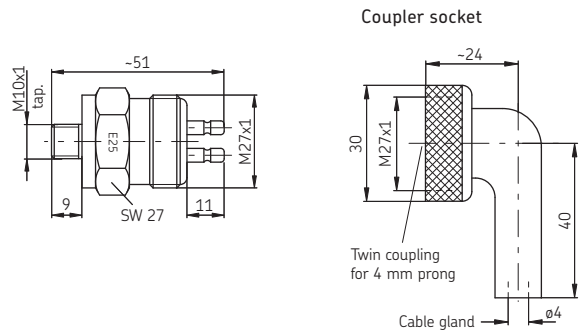
Order No.	Face	Voltage	Power
P-66.60GRUEN	green	12 or 24 V	2 W
P-66.60ROT	red		
P-66.60GELB	yellow		

Spare filament lamp

P-66.62 12 or 24 V 2 W

Please indicate 12 V or 24 V voltage when ordering.

### Pressure switch



Bestell-Nr.	Schaltdruck (bar)
DS-E20-S1	20 ± 2.5
DS-E25-S1	25 ± 2.5

Connection for 4 mm prongs

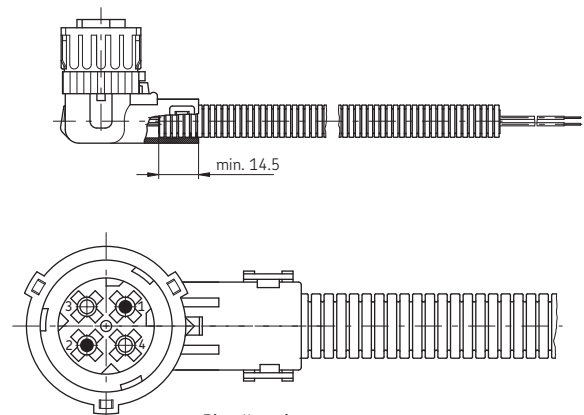
Contact rating	130 W at 24 V
Temperature stability	-25 °C to +80 °C
Type of enclosure	IP 56 a
Type of contact	NO contact

The diaphragm is resistant to mineral oils.

Coupler socket, order No. 179-990-098

Coupler socket for protective hose, order No. 997-000-376

### Cable harness 12 m – 2-core type for systems with KFUS2-64 gear pump unit



Pin allocation

Pin No.	Function	Core color
1	- 31	brown
2	+ 15	red/black

Order No. 997-000-750

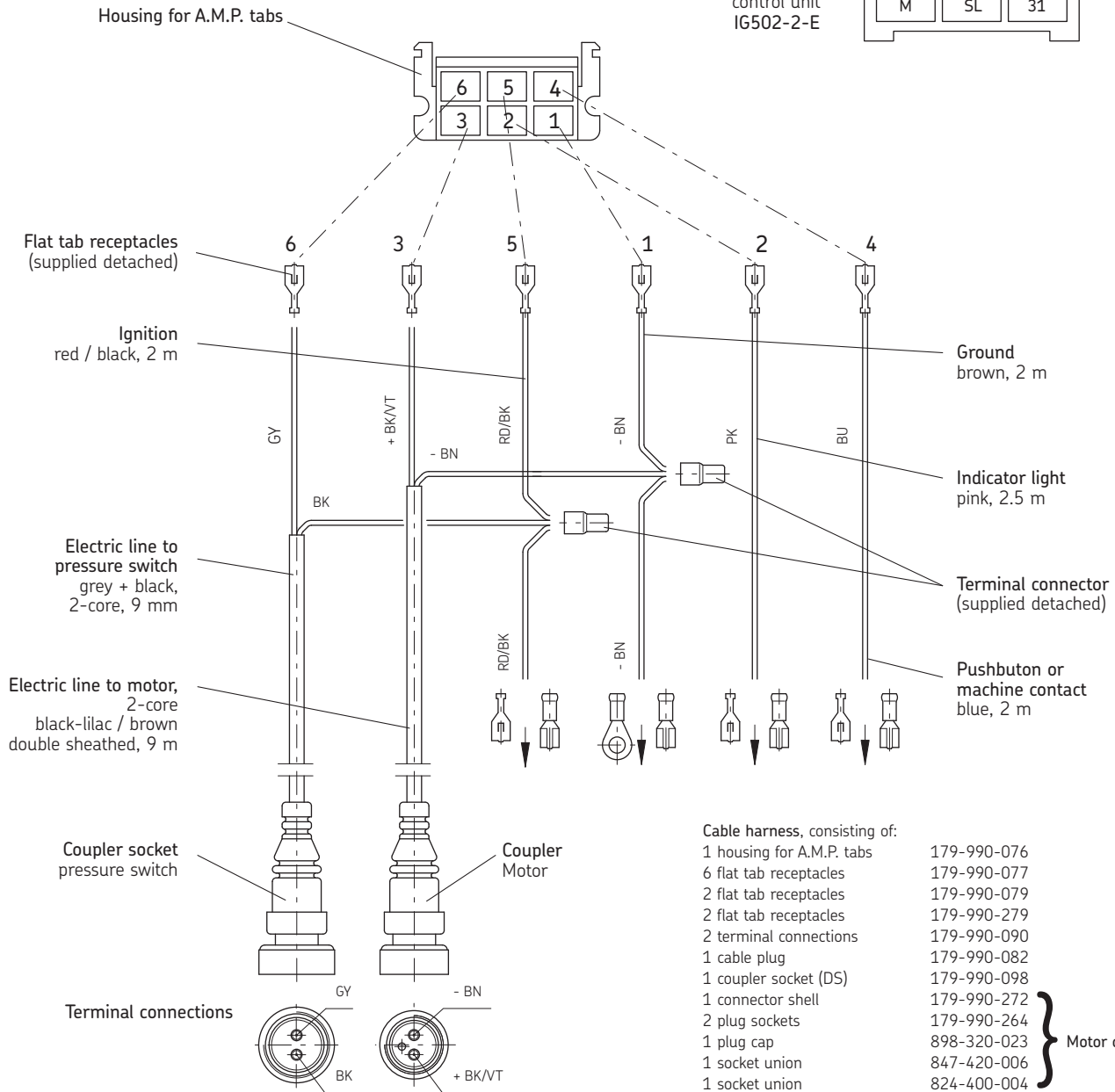
## Fittings and auxiliary equipment

### Cable harness for systems with KFU2-40, KFU6-20 gear pump units

Order No. 997-000-373

Connection terminals for the control unit IG502-2-E

PS/CS	15	DK/MK
M	SL	31



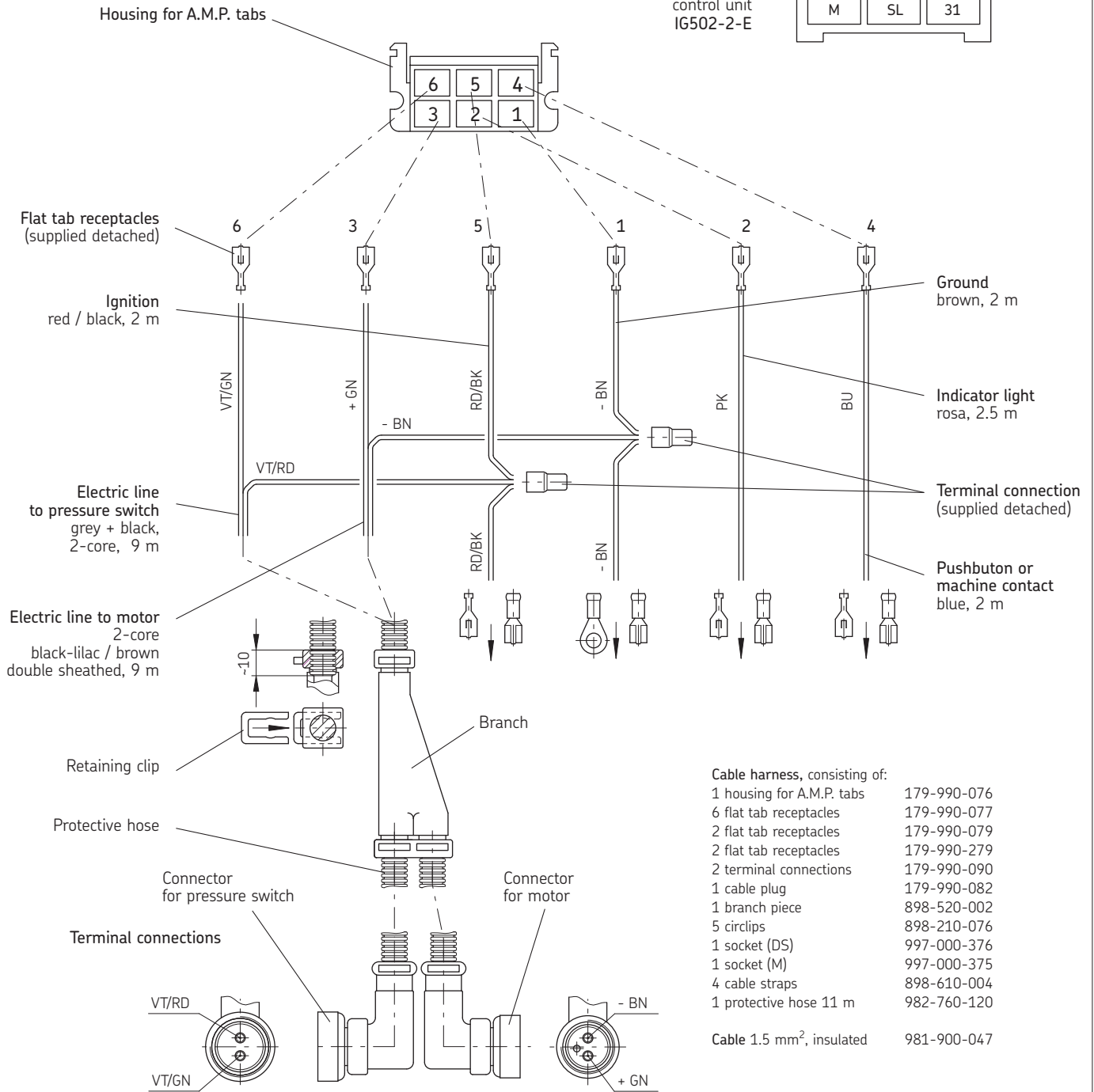
## Fittings and auxiliary equipment

### Cable harness for systems with KFU2-40, KFU6-20 gear pump units used on vehicles carrying hazardous goods

Order No. 997-000-374

Connection terminals for the control unit IG502-2-E

PS/CS	15	DK/MK
M	SL	31



- Cable harness, consisting of:**
- 1 housing for A.M.P. tabs 179-990-076
  - 6 flat tab receptacles 179-990-077
  - 2 flat tab receptacles 179-990-079
  - 2 flat tab receptacles 179-990-279
  - 2 terminal connections 179-990-090
  - 1 cable plug 179-990-082
  - 1 branch piece 898-520-002
  - 5 circlips 898-210-076
  - 1 socket (DS) 997-000-376
  - 1 socket (M) 997-000-375
  - 4 cable straps 898-610-004
  - 1 protective hose 11 m 982-760-120
- Cable 1.5 mm<sup>2</sup>, insulated 981-900-047

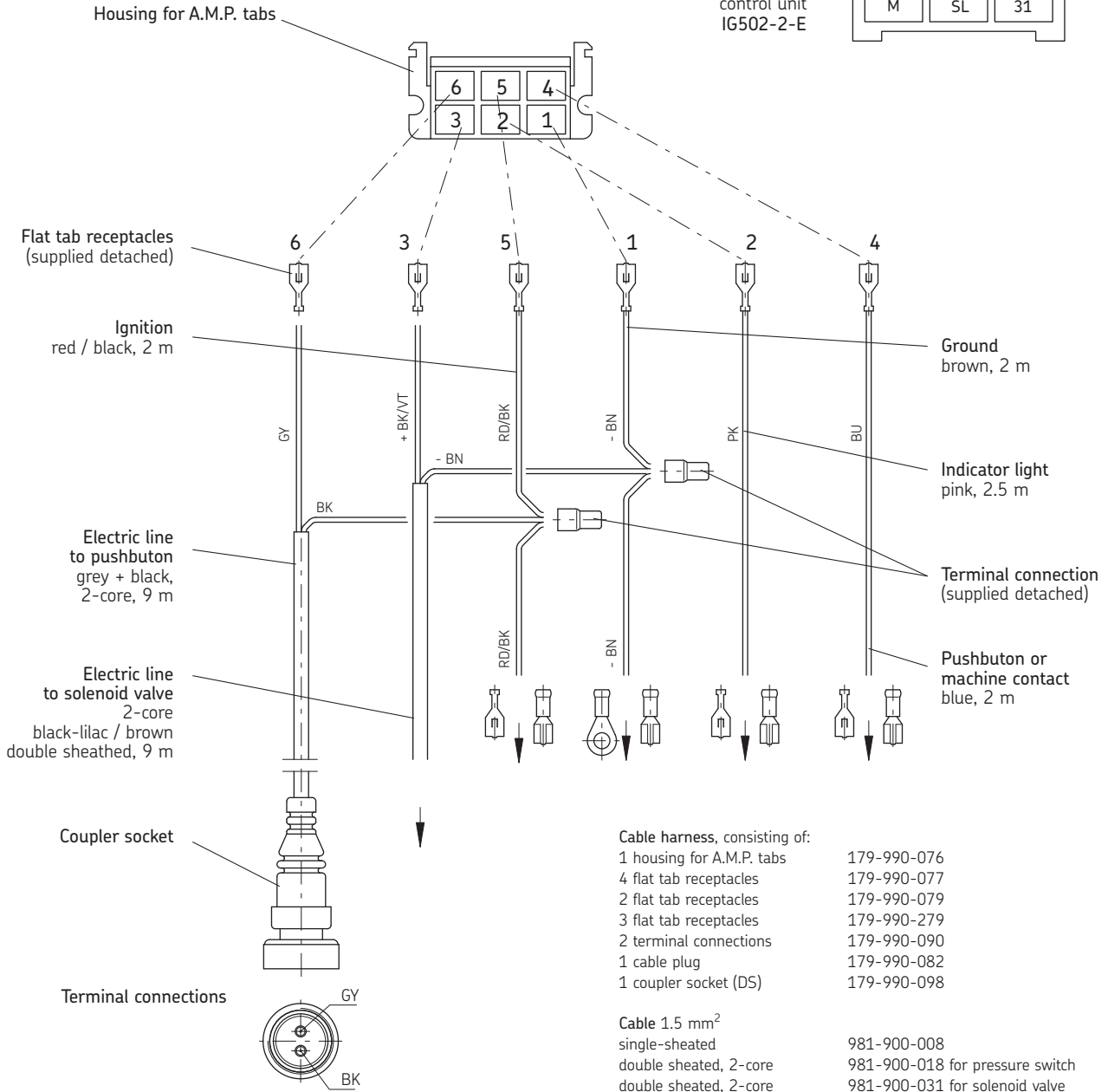
## Fittings and auxiliary equipment

### Cable harness for systems with PEF-90 piston pump

Order No. 997-000-189

Connection terminals for the control unit IG502-2-E

PS/CS	15	DK/MK
M	SL	31





## Fittings and auxiliary equipment

### Operating instructions

Open the grease drum and place the cover of the topping-up pump on the drum. Insert the suction tube in the opening in the cover, push down to the bottom of the grease drum and secure with the lock screw.

Use a clean cloth to thoroughly clean the filler socket of the vehicle pump and filler coupling of the grease pump after removing the protective caps. Now connect the coupling of the topping-up pump to the filler socket of the vehicle pump. The hose coupling must snap into place when connected.

Actuate the lever of the topping-up pump until the reservoir of the vehicle pump is filled to within **approx. 1 cm of the top edge** (max. marking on reservoir).

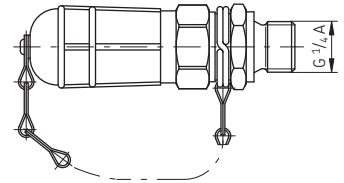
When the reservoir is full, remove the coupling from the pump and put the protective cap back on the filler socket. Slip the coupling half of the topping-up pump onto the respective holder.

Coupling bush for topping-up connection, order No 995-001-500.

### Filler socket

Order No. 995-000-705

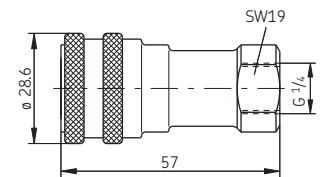
Respective coupling socket  
Order No. 995-001-500



### Coupling socket for topping-up port

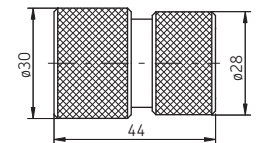
Order No. 995-001-500

Respective plug  
Order No. 833-370-001  
Connection piece with  
hose socket NW 16  
Order No. 857-870-002



### Coupler for grease drum FL1-000

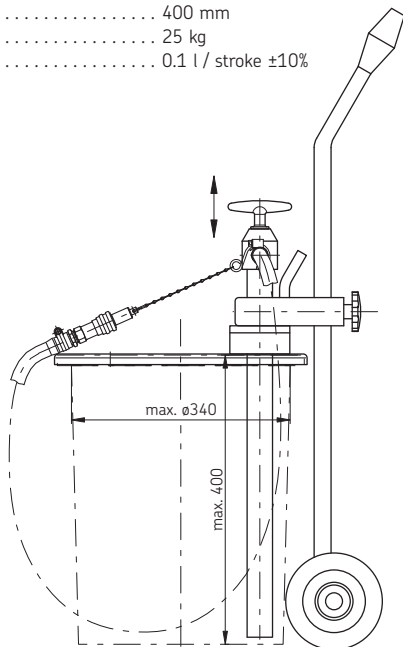
Order No. KFU2.U8



### Topping-up pump with trolley

Order No. 169-000-082

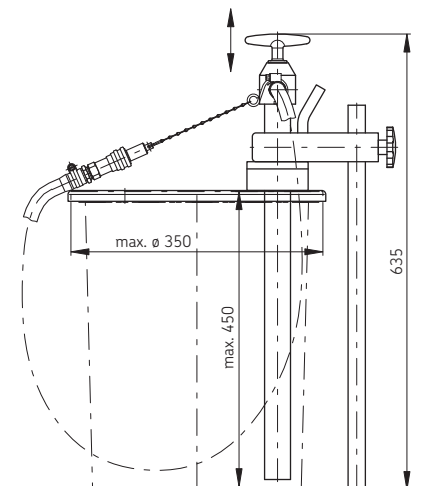
Can be used for grease drum . . . . . FL25-000 and FL25-000-BIO  
Max. internal diameter . . . . . 340 mm  
Max. height . . . . . 400 mm  
Capacity . . . . . 25 kg  
Pump output . . . . . 0.1 l / stroke  $\pm 10\%$



### Topping-up pump without trolley

Order No. 169-000-084

Can be used for grease drum . . . . . FL25-000 and FL25-000-BIO  
Max. internal diameter . . . . . 340 mm  
Max. height . . . . . 450 mm  
Capacity . . . . . 25 kg  
Pump output . . . . . 0.25 l / double stroke



## Connection of compressed air supply line to the compressed air system of a vehicle for a pneumatically operated centralized lubrication system

- Observe the regulations of the German Technical Control Board (Technischer Überwachungsverein) when connecting the air supply for the centralized lubrication system.
- The air supply line may only be connected to an air tank or to a line for secondary loads.
- The compressed air for the centralized lubrication system must be clean and dry.

The following check should be made to ascertain whether the air supply line has been connected at a place conforming to the safety regulations:

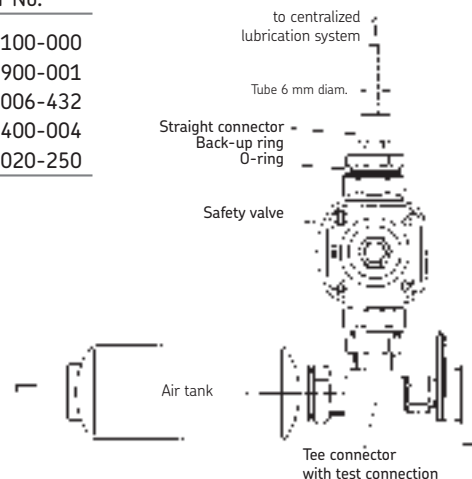
Open the air line to the centralized lubrication system so that the air can escape.

The air pressure indicated on the pressure gauge in the driver's cab must not drop below 5.5 bars; the airbrake pressure is thus maintained as prescribed.

### For trailers with laminated leaf springs

Air connection at the air tank with safety valve (without return flow)

	Order No.
Safety valve	232-100-000
Tee connector with test connection	491-900-001
Straight connector	441-006-432
Back-up ring	847-400-004
O-ring	971-020-250

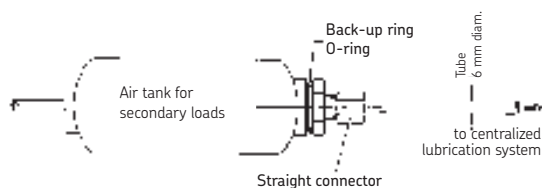


### For trailers with air suspension

Air connection at the air tank for secondary line loads

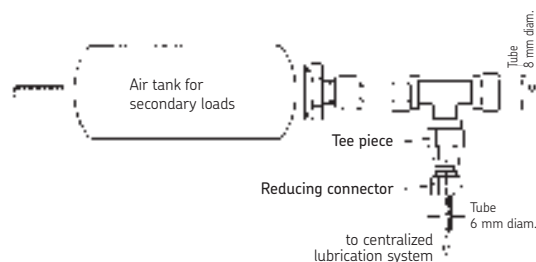
with straight connector

	Order No.
Straight connector	441-006-432
Back-up ring	847-400-004
O-ring	971-020-250



branch of air connection with tee piece

	Order No.
Tee piece	408-407
Reducing connector	408-406





**Order No. 1-9420-EN**

Subject to change without notice! (07/2009)

**Important product usage information**

All products from SKF may be used only for their intended purpose as described in this brochure and in any instructions. If operating instructions are supplied with the products, they must be read and followed.

Not all lubricants are suitable for use in centralized lubrication systems. SKF does offer an inspection service to test customer supplied lubricant to determine if it can be used in a centralized system. SKF lubrication systems or their components are not approved for use with gases, liquefied gases, pressurized gases in solution and fluids with a vapor pressure exceeding normal atmospheric pressure (1013 mbars) by more than 0.5 bar at their maximum permissible temperature.

Hazardous materials of any kind, especially the materials classified as hazardous by European Community Directive EC 67/548/EEC, Article 2, Par. 2, may only be used to fill SKF centralized lubrication systems and components and delivered and/or distributed with the same after consulting with and receiving written approval from SKF.

**Further brochures**

1-9201-EN Transport of Lubricants in Centralized Lubrication Systems

1-9430-EN Progressive Systems for Commercial Vehicles

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[www.skf.com/lubrication](http://www.skf.com/lubrication)

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