

SCAMBIATORI DI CALORE

OIL COOLERS

REFROIDISSEURS À HUILE

ÖLKÜHLER

INTERCAMBIADORES DE CALOR

ТЕПЛООБМЕННИКИ

YAĞ SOĞUTUCULAR

مبردات حراریه



Modelli Models	Portata olio Oil flow capacity	Ventola Fan	Rendimento Performance (40°C)	Pressione Pressure	Protezione Protection	Rumorosità Noise level	Peso Weight	Assorbimento Current
	l min - max	Ø mm	Kw	bar	IP	dba	kg	A
FCA 5-40	5-40	190	4,4	26	68	68	3	6,2 (12V) - 3,1 (24V)
FCA 15-50	10-80	190	4,4	26	68	68	3,5	6,2 (12V) - 3,1 (24V)
FCA 30-60	10-100	190	4,8	26	68	68	5	6,2 (12V) - 3,1 (24V)
FCA 20-100	20-100	225	5,6	26	68	78	6	7,7 (12V) - 4,3 (24V)
FCA 25-140	10-140	280	10,8	26	68	78	7	7,7 (12V) - 4,3 (24V)
FCA 45-90	10-120	280	8,8	26	68	74	6	7,8 (12V) - 3,9 (24V)
FCA 40-140	10-140	280	8,8	26	68	74	7	7,8 (12V) - 3,9 (24V)
FCA 45-170	20-180	385	11,2	26	68	79	12	18,1 (12V) - 8 (24V)
FCA 40-180	30-180	280	10,8	26	68	78	28	15,2 (12V) - 7,1 (24V)
FCA 35-250	40-250	385	13,2	26	68	70	18	18,1 (12V) - 8 (24V)
FCA 40-320	40-320	280 x 2	28,8	26	68	85	40	16,6 x2 (12V) - 8 x2 (24V)

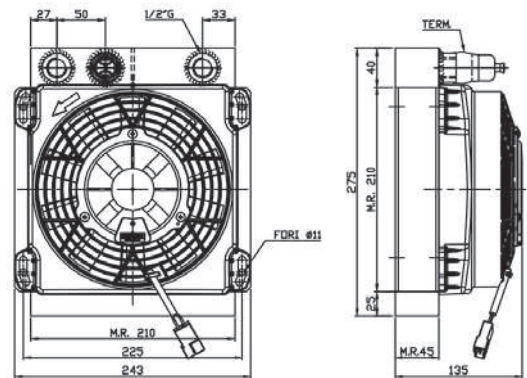
Termostato incluso/ Thermostat included

ALLUMINIO / ALUMINUM

CONSIGLIATO PER GRU IDRAULICHE  
SUGGESTED FOR HYDRAULIC CRANES

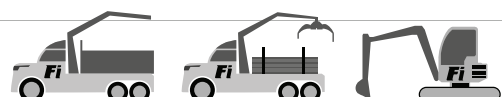
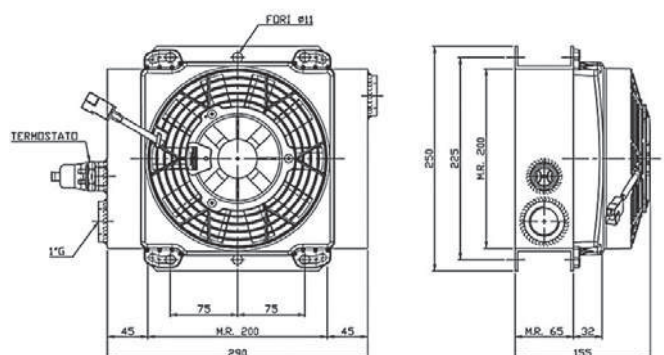
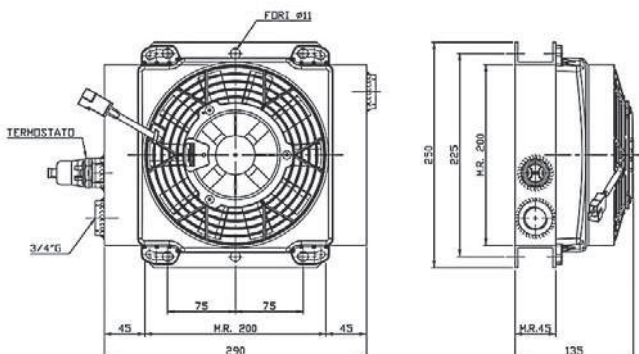






FCA 5-40







FCA 15-50

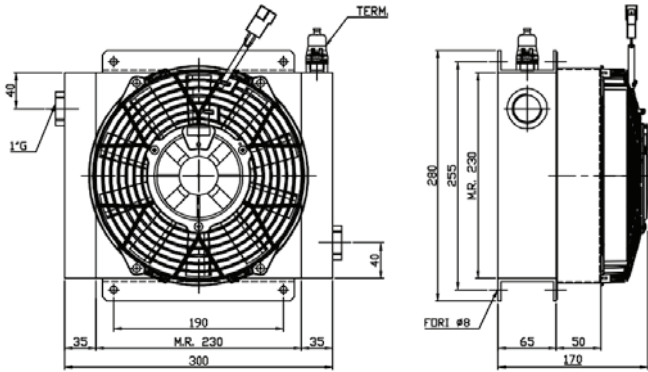
FCA 30-60



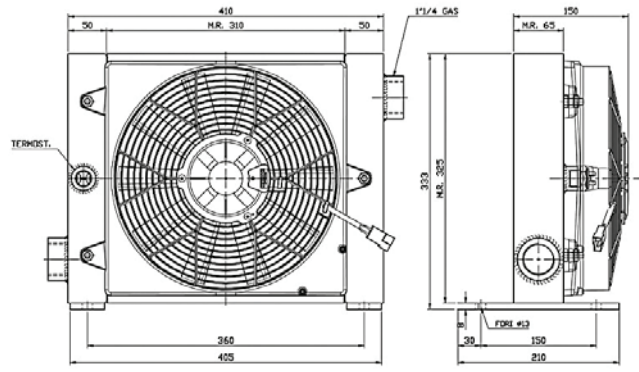
 SCAMBIATORI ARIA/OLIO  
 AIR/OIL COOLERS  
 ECHANGEURS AIR/HUILE  
 ÖLKÜHLER

 INTERCAMBIADORES AIRE/ACEITE  
 ВОЗДУШНО-МАСЛЯНЫЕ ТЕПЛОБМЕННИКИ  
 HAVA / YAĞ SOĞUTUCULAR  
 میردات هوا/زیت

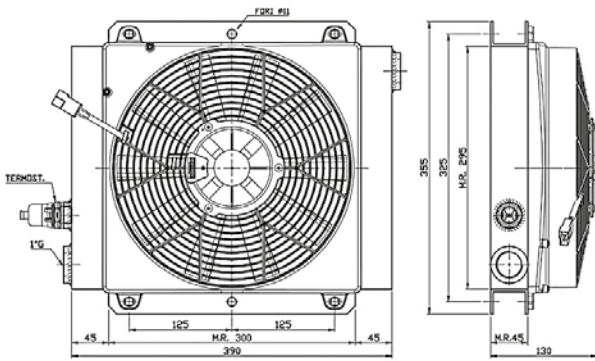
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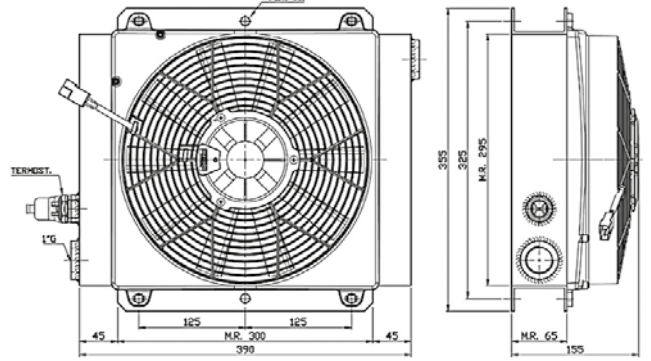
**FCA 25-140**



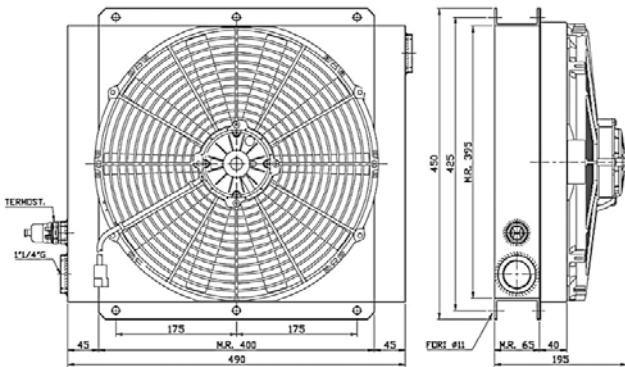
**FCA 45-90**



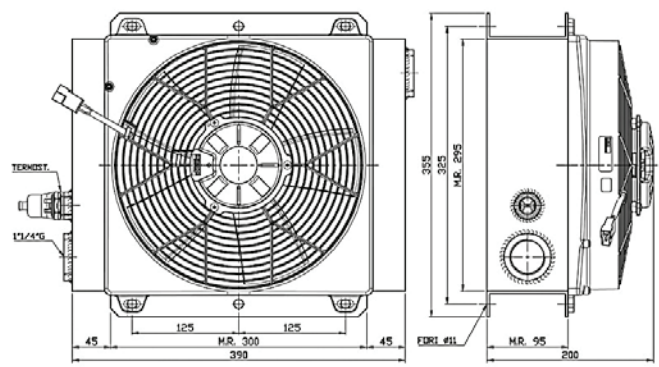
**FCA 40-140**



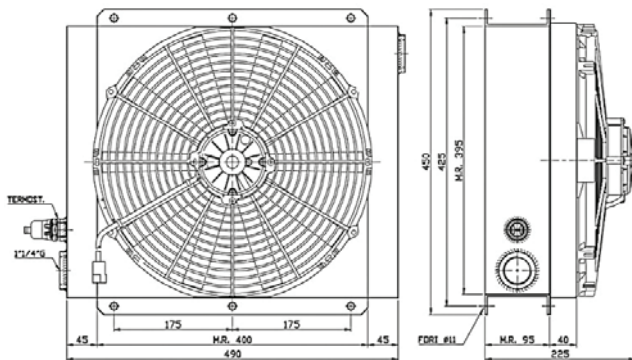
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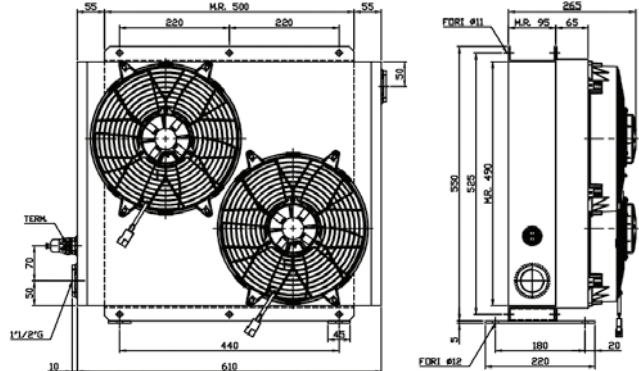
**FCA 40-180**



**FCA 35-250**



**FCA 40-320**



SCA01-23

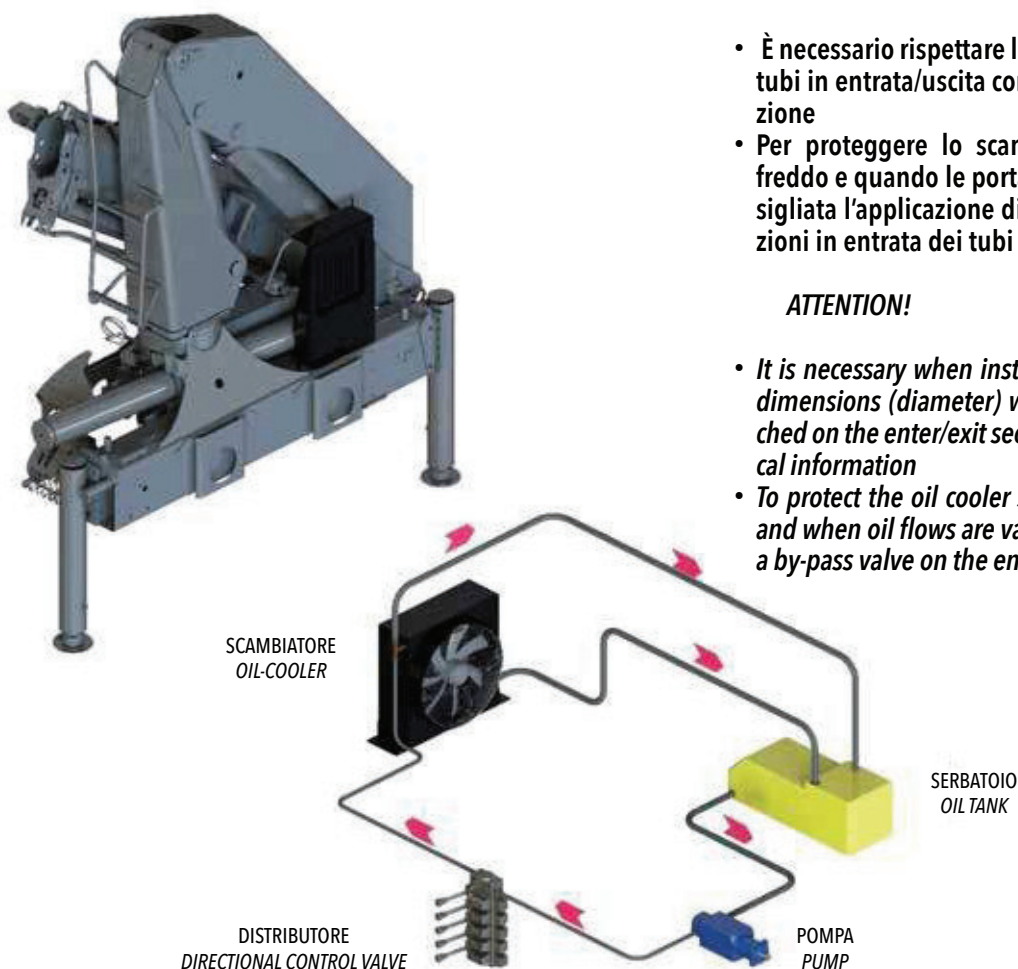


## ATTENZIONE!

- È necessario rispettare le dimensioni delle sezioni dei tubi in entrata/uscita come indicato nella documentazione
- Per proteggere lo scambiatore negli avviamenti a freddo e quando le portate d'olio sono variabili è consigliata l'applicazione di una valvola by-pass sulle sezioni in entrata dei tubi

## ATTENTION!

- It is necessary when installing the oil cooler to use the dimensions (diameter) where the tubes are to be attached on the enter/exit section, as indicated in the technical information
- To protect the oil cooler system in cold engine start-up and when oil flows are variable, it is advisable to mount a by-pass valve on the entrance section of the tubes



Gli scambiatori di calore utilizzabili per centraline oleodinamiche, gru idrauliche per autocarro e macchinari oleodinamici in genere, sono provvisti di elettroventola in corrente continua a 12V o 24V e grazie alla loro robustezza possono essere installati anche su macchine con forti vibrazioni con il montaggio di opportuni anti-vibranti.

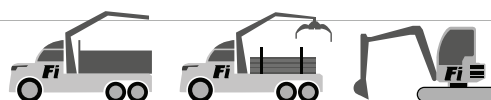
- > Le portate d'olio indicate nel catalogo sono quelle consigliate per un buon funzionamento dello scambiatore.
- > Le perdite di carico, entro le portate massime indicate per ciascun scambiatore, non oltrepassano il valore di 1 bar.
- > La temperatura standard di intervento della ventola è di 40-48° C. Su richiesta si possono avere altri tipi di tarature del termostato da 30-38° C, 50-60°C oppure regolabili da 30-90°C.
- > Per un migliore rendimento dello scambiatore, si consiglia di installarlo in una posizione che consenta un buon flusso di aria (come rappresentato nel disegno tecnico sopra riportato).

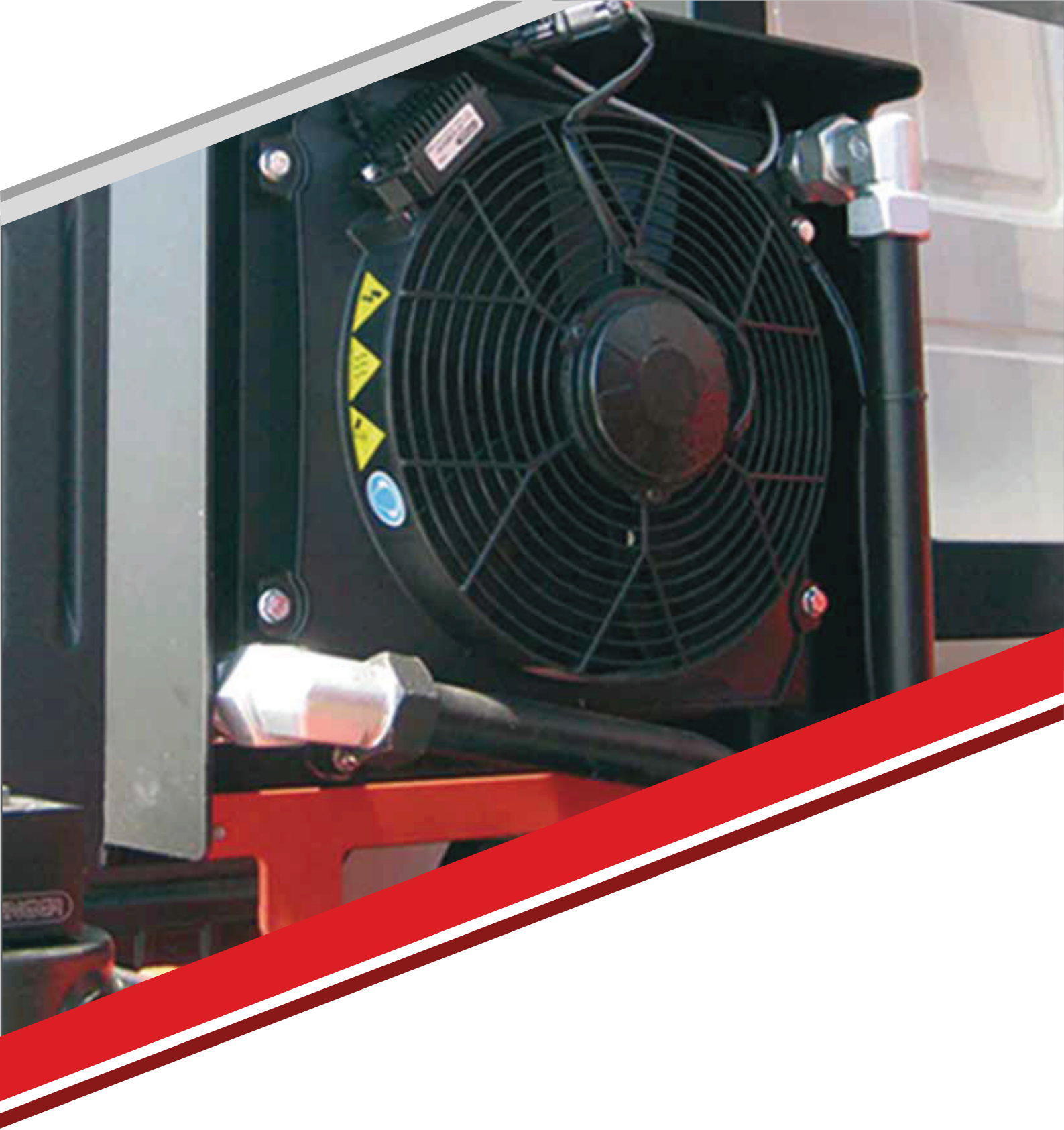
*The air/oil coolers are available for power packs, hydraulic cranes, excavators and other hydraulic machinery, they are equipped with electrical fans of 12V or 24V and, due to their great resilience, can be installed on all types of machinery, even with the strongest vibrations with the vibration dumpings installation.*

- > *The oil flow indicated in the leaflet, are suggested for the best performance of the oil cooler.*
- > *The loss of pressure, indicated for each oil cooler does not exceed 1 Bar.*
- > *The standard temperature of intervention of the fans is 40-48 °C. Other settings starting from 30-38 °C to 50-60 °C are available on request.*
- > *As a general rule the oil cooler must be installed on the low pressure tank return line. The oil cooler must be mounted in such a way as to ensure that there are no obstacles to the flow of the air, either at the intake or at the outlet of the oil cooler core. In order to achieve the maximum possible rate of exchange it is good practice to ensure that the inlet port is physically lower than the outlet port (see diagram here below).*



FCA





***Ferrari***  
*International*  
*Hydraulic Equipment*

