

- *Helps meet the Euro 5 standard*
- *40 % more torque with comparable dimensions*
- *Even more exact activation in line with current cooling requirements*
- *Improved fan performance*

### *Product features*



- An important product to contribute towards achieving the Euro 5 standard and the future Euro 6 standard.
- With comparable outer dimensions, 40 % more torque can be transferred than with the fan clutches currently used.
- The fan is activated even more precisely according to momentary requirements than is already the case, which means unnecessary fan noises can be avoided completely.

# Description

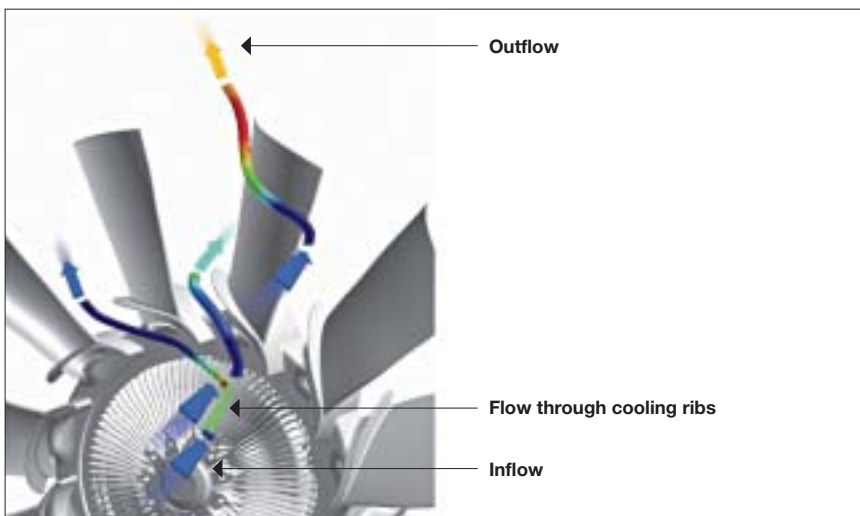
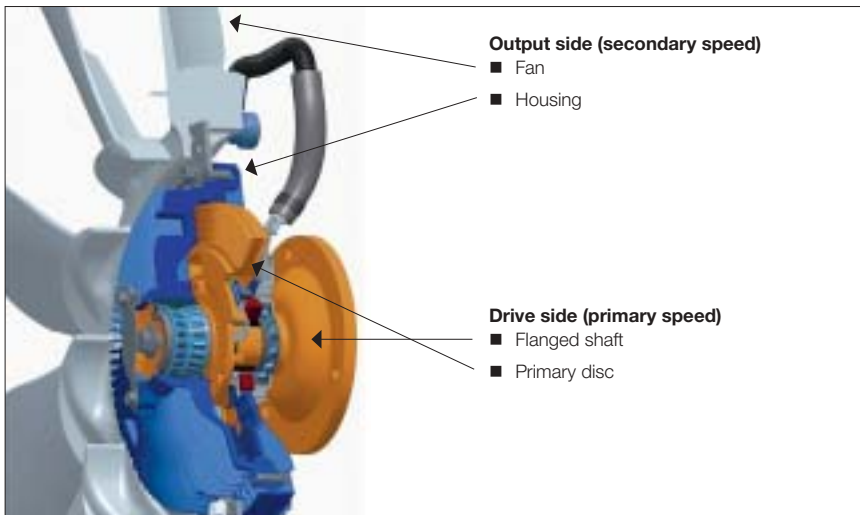
## The improvement of fan performance has been achieved by the new fan NRX 750 from BEHR.

Thanks to modified blade geometry and an increase in the number of blades from 8 to 11, the axial design depth of the fan has remained almost identical with the current standard version, despite the increase in performance. The increase in fan efficiency has already reduced the drive power by around 10 % although air-mass flow has remained the same.

## The Visco® fan clutch ERS 250 by BEHR is being used as the drive.

This electronically triggered clutch can transfer 40 % more torque than fan clutches of comparable outer dimensions currently used. At the same time, clutch regulation and dynamic behaviour are significantly improved. This means the fan is activated even more precisely according to momentary requirements than is already the case, which means unnecessary fan noises can be avoided completely.

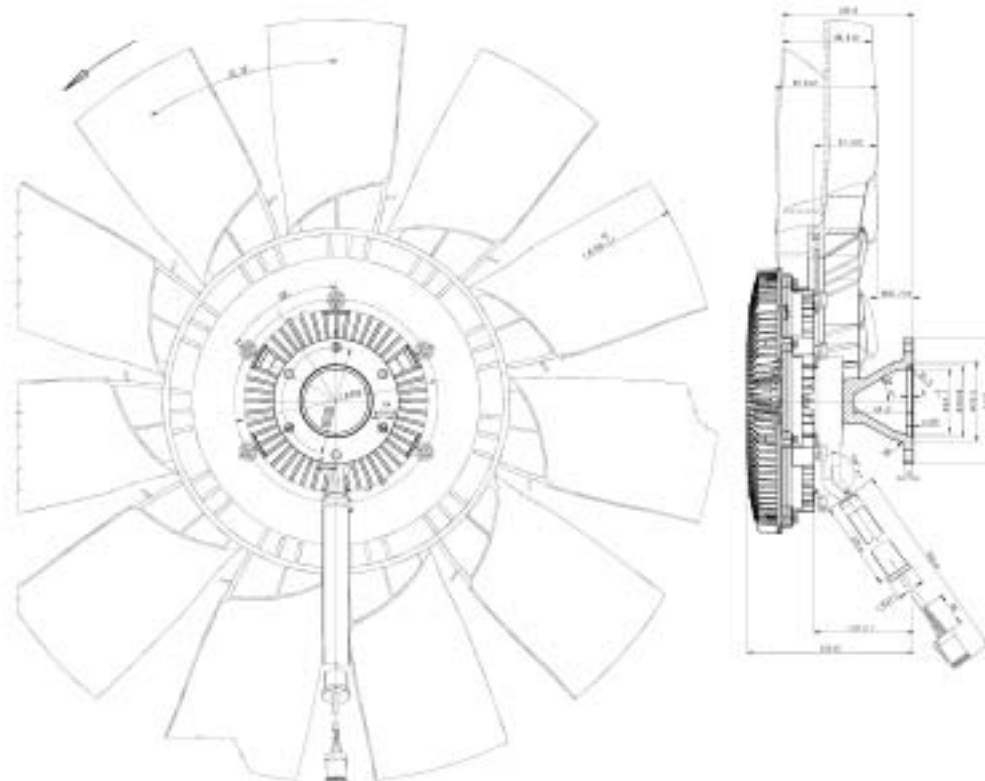
In order to cool the Visco® fan clutch sufficiently for the demanding area of application, the design of the fan hub has been optimally matched to the clutch. Flow dividers and flow stabilizers near the fan hub ensure that the cooling air flowing against the fan is guided through the cooling ribs of the clutch and into the flow of the blades without any problems. This results in better cooling of the silicone oil in the clutch and a greater reliable slip power. Further effective protection of the silicone oil in the clutch from overheating is provided by the continuous simulation of silicone oil temperature in the engine control unit.



# Technical details

Technical data	
Weight	11970 g ± 300 g
<b>Moment of inertia</b> to the rotary axis	0.238 ± 0.011 kgm <sup>2</sup>
to the fan axis	0.136 ± 0.006 kgm <sup>2</sup>
<b>Centre of gravity</b> from the rear end of the flanged shaft	97 ± 3 mm

## Technical drawing



## Product overview

Part number	Product	Blades	Diameter	OE number *	Use
8MV 376 757-151	Visco® clutch with fan	11	750	1763618	Scania series P,G,R,T

\* OE numbers are only for comparative purposes

**Behr Hella Service has further VISCO® products in its range (see catalogue).**

## Further information

### General advantages of electronically controlled fan clutches compared with bi-metal fan clutches

	Bi-metal	Electronically controlled
<b>Silicone oil flow</b>	Controlled with bi-metal	Electromagnets
<b>Fan speed</b>	Controlled with bi-metal	Electromagnets
<b>Controlled by</b>	Temperature of the ambient air	Engine electronics values <ul style="list-style-type: none"> <li>■ Coolant</li> <li>■ Oil</li> <li>■ Charged air temperature</li> <li>■ Engine speed</li> <li>■ Retarder</li> <li>■ Air conditioning</li> </ul> plus speed sensor
<b>Additional functionality</b>		Safety circuit if there is no voltage, full capacity is guaranteed
<b>Advantages</b>		<ul style="list-style-type: none"> <li>■ Reduction of fuel consumption</li> <li>■ Improved retarder function</li> <li>■ Noise reduction</li> </ul>