



Twiflex, with headquarters in Twickenham, England, specialises in the design, manufacture and supply of Advanced Braking Technology for industrial applications. With extensive in-house facilities, Twiflex enjoys a global reputation for quality. Founded in 1946, Twiflex has produced more than half a million brake units, frequently for safety-critical duty, for applications around the world.

Customer Service and Application Support

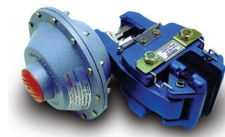
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North America:

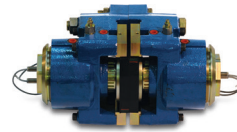
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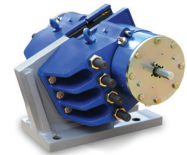
MX Spring Applied Calipers

The Twiflex MX13, MX25, MX30 and MX40 series of disc brake calipers is suitable for use with discs of 12.7mm, 25.4mm, 30mm and 40mm thick respectively. The SMX caliper is only suitable for use with discs 12.7mm thick. Minimum disc diameter is 300mm.



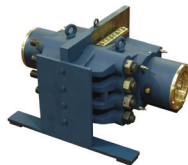
VCS Disc Brake Caliper

A disc brake caliper often used in the mining industry for man carrying winders, comprising of two modules located either side of a mounting plate of any thickness to accommodate the discs. Nine standard spring packs are available, all to stringent mine safety standards.



VKSD Disc Brake Caliper

A very popular disc brake caliper comprising of two modules located either side of a mounting plate of any thickness to accommodate the discs. Manufactured to stringent worldwide mining authorities specifications.



VMS Series

The world's largest spring applied heavy duty disc brake caliper! Available in two types, the VMS/2 and VMS3/SP all manufactured to stringent mine safety standards.



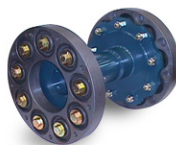
MS Series

The Twiflex MS series of disc brake calipers is suitable for use with a disc thickness of 12.7mm. Minimum disc diameter is 250mm.



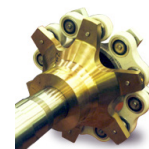
T40 Series

The Twiflex T40 disc brake caliper is a split caliper design suitable for use with a minimum disc thickness of 20mm. The modules are mounted on each side of a central mounting plate of the same thickness as the brake disc. Minimum disc diameter is 300mm.



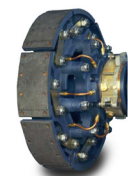
Layrub Couplings

The large volume of the rubber blocks gives these couplings a relatively low torsional stiffness and good damping characteristics. This makes the Layrub particularly suitable for the control of torsional vibration.



Laylink Couplings

High torsional stiffness which allow them to transmit particularly large torques and support heavy floating shafts, whilst the link configuration allows the couplings to accommodate large levels of misalignment and movement between the driving and driven units.



Centrifugal Clutch

Often seen in the pump industry, centrifugal clutch couplings offer a convenient method of automatic, mechanical engagement. No external power is required. Units can be sized to allow for a wide range of speeds and power. Flexiclutch units allow for bidirectional operation.