

ASN flexible couplings are characterized by:

- simple and compact construction
- torsional susceptibility
- service free
- low moment of inertia
- resistance to oils, greases and fuels
- transfer of high torque with small dimensions
- vibration damping and compensation of deviations of joined shaft ends.



APPLICATIONS: pumps, fans, belt and roller conveyors, cranes, stirrers, other machinery and equipment.

MATERIAL: hubs: steel, spheroidal cast iron; jaw discs: steel, aluminium (only couplings ASG series 03) brake discs and drums: steel; flexible insert: polyurethane.

ELASTIC INSERT WORKING CONDITIONS: work in the environment with pH of 5÷12 at temperature of -30°C to +80°C (temporarily up to +100°C). Resistance to chemicals, including: common solvents, fuels, oils and lubricants, sulphuric and hydrochloric acid, soda lye, salty water and many other chemical substances.

OPERATION IN THE AREAS WITH THE DANGER OF EXPLOSIONS:

"Ex" couplings (see marking) are intended for operation in the areas with the danger of explosion (groups: I M2, II2D, II2G). couplings of this construction are made with set screws.

METHOD OF MARKING:

$[\text{name}] - [M_n] - [D_H \times B^*] - [L_H^*] - [d_1] / [l_1] - [d_2] / [l_2] - [L^*] - [\text{size}] [\text{type}] - [\text{version}^*]$

* only when it concerns a given type, where:

name e.g. flexible coupling

M_n nominal torque [Nm]

$D_H \times B$ diameter \times width of the brake drum or disc [mm] (only the types ...-SBH, STH, TH; the width of the drum can be omitted in the marking if it equals the catalogue width)

L_H the distance of symmetry axis of the brake drum or disc from the edge of the hub [mm] (only the types ...-SBH, STH, TH)

d_1, d_2 diameters of the holes [mm] (for the couplings with brake drum or disc d_1 – transmission side) in the case of ordering the coupling without holes for shaft ends "0" should be placed; in the case of lead hole according to the catalogue – "ow" marking, and in the case of pilot bores other than in the catalogue, the diameter of the hole should be added after the "ow" marking

(e.g. "ow25")

l_1, l_2 the length of the holes in the hubs [mm]

L total length of the coupling [mm]

size of the coupling e.g. 001,002

type of the coupling e.g. ASNY

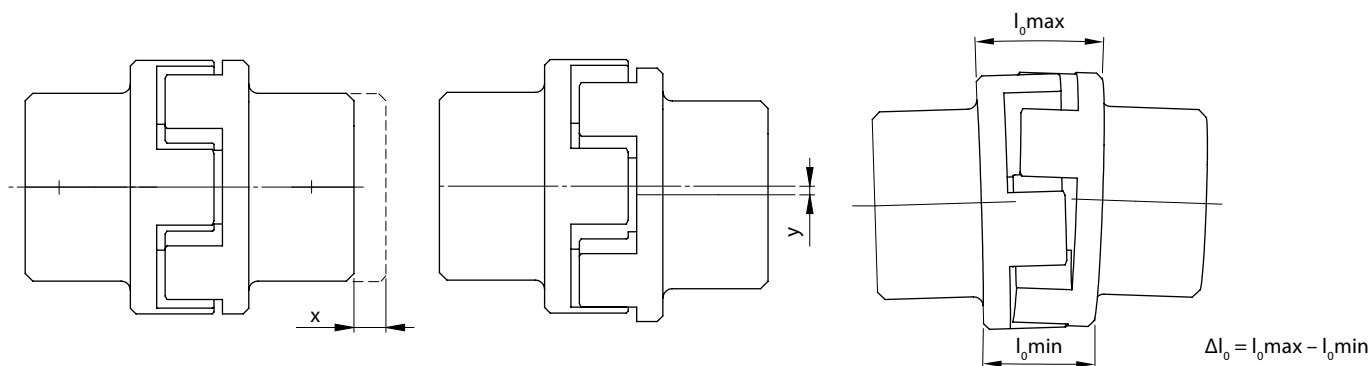
version WD – with set screws

Ex – for operation in the areas with the danger of explosion

WS... – special (individual arrangements)

BALANCING: couplings are normally balanced statically (some sizes of the couplings with bigger brake drums or discs are normally balanced dynamically-check remarks in the catalogue). After the arrangement there is a possibility of dynamic balancing of each coupling.

MAXIMUM DEVIATIONS: Given values of maximum deviations ("x" – axial, "y" – radial, " Δl_0 " – angular) cannot appear at the same time. At the speed above 1500 rpm for the coupling size up to 009 and above 1000 rpm for the couplings size 010 and bigger, the angular deviations should not exceed 50% of the deviations values given in the table.



Coupling size	002	003	004	005	006	007	008	009	010	011 021	012 022	013 023	014 024
x	1,2	1,4	1,5	1,8	2	2,1	2,2	2,6	3	3,4	3,6	3,8	4
y	0,3	0,3	0,4	0,4	0,4	0,5	0,5	0,5	0,6	0,7	0,8	0,9	1
Δl_0	0,4	0,45	0,6	0,7	0,8	1	1,1	1,3	1,45	1,65	1,85	2,1	2,5

Deviations mentioned above do not concern the couplings of ASG type.