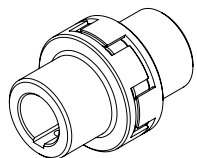
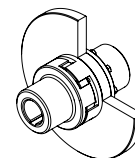


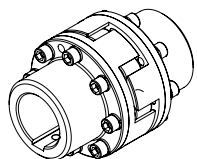
■ **A2-1** GENERAL INFORMATION



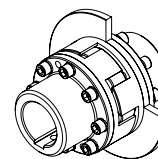
■ **A2-3** ASN FLEXIBLE COUPLINGS



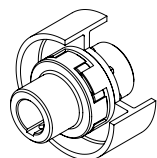
■ **A2-11** **ASNZ-STH** DISC COUPLINGS
with brake disc and the possibility of its disassembly without removing the hub from the shaft end



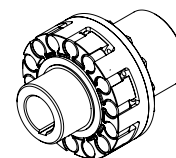
■ **A2-4** **ASNY** FLEXIBLE COUPLINGS
with replaceable insert without the necessity of widening the shaft ends



■ **A2-13** **ASNY-STH** DISC COUPLINGS
with brake disc and the possibility of replacement of the insert without the necessity of widening the shaft ends

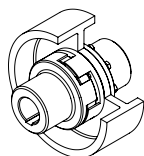


■ **A2-5** **ASN-SBH** BRAKE COUPLINGS
with brake drum

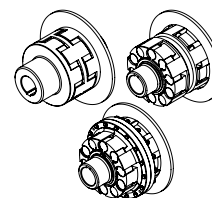


■ **A2-15** **ASNG** FLEXIBLE COUPLINGS
with replaceable insert without necessity of widening the shaft ends

- **ASNG-SBH** with brake drum
- **ASNG-STH** with brake disc

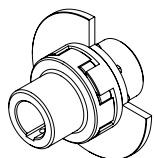


■ **A2-7** **ASNZ-SBH** BRAKE COUPLINGS
with brake drum and with the possibility of its disassembly without removing the hub from the shaft end



■ **A2-17** **ASG** DOUBLE COUPLINGS
with two inserts and the possibility of their replacement without the necessity of widening the shaft ends

- **ASG-TH** with brake disc



■ **A2-9** **ASN-STH** DISC COUPLINGS
with brake disc

■ **A2-20** SPECIAL VERSIONS

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

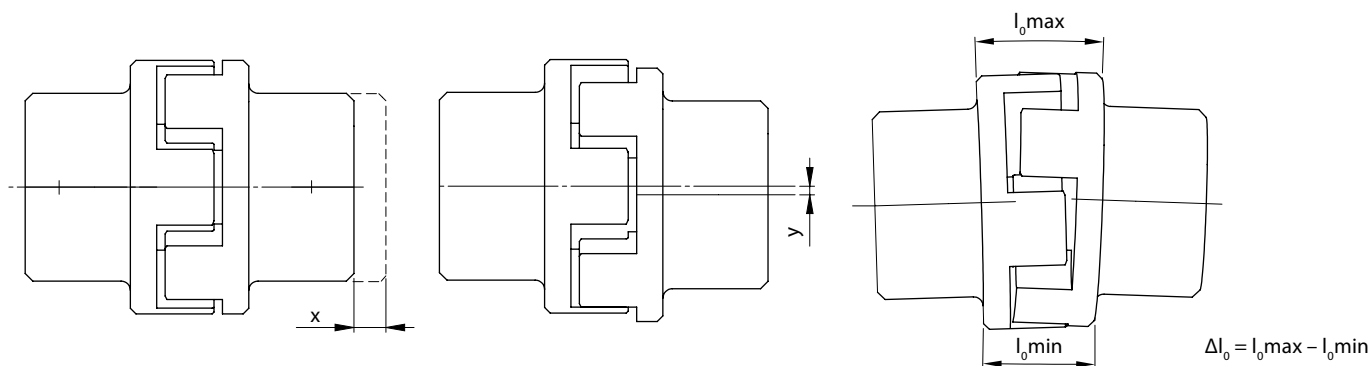
version WD – with set screws

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.



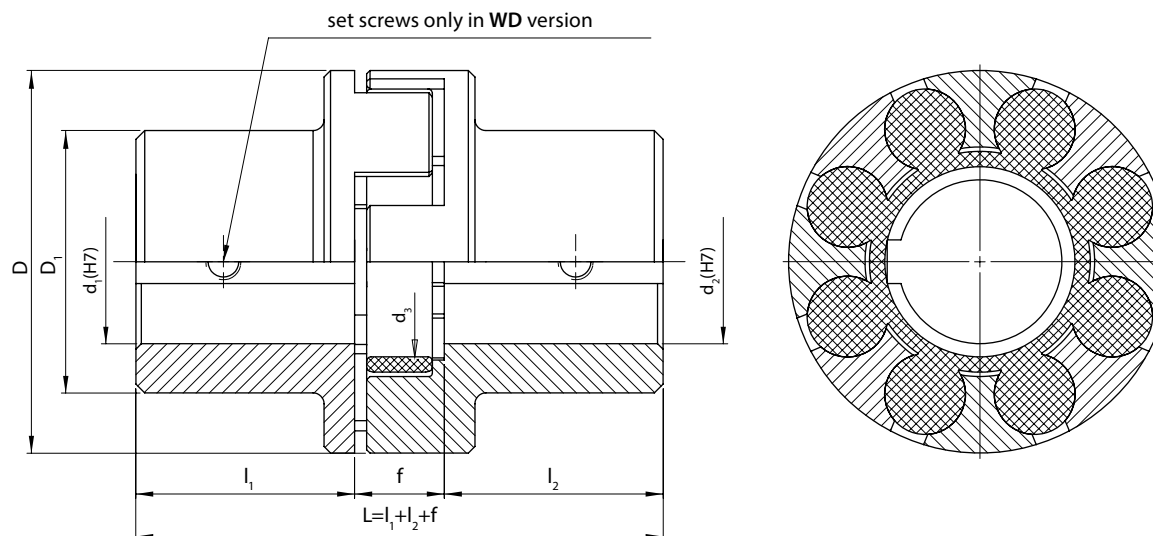
Coupling size	002	003	004	005	006	007	008	009	010	011 021	012 022	013 023	014 024
x	1,2	1,4	1,5	1,8	2	2,1	2,2	2,6	3	3,4	3,6	3,8	4
y	0,3	0,3	0,4	0,4	0,4	0,5	0,5	0,5	0,6	0,7	0,8	0,9	1
Δl_0	0,4	0,45	0,6	0,7	0,8	1	1,1	1,3	1,45	1,65	1,85	2,1	2,5

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

Example of designation of the ASN coupling with the nominal torque of $M_n=100$ Nm, hub holes diameters of $d_1=32$ mm, $d_2=40$ mm, hub holes lengths of $l_1=45$ mm, $l_2=80$ mm, size of 003 (marking see page A2-1):

100-32/45-40/80-003 ASN Flexible coupling

- the "Ex" version –
100-32/45-40/80-003 ASN-**Ex** Flexible coupling
- the "WD" version –
100-32/45-40/80-003 ASN-**WD** Flexible coupling
- with pilot bores –
100-**ow**/45-**ow**/80-003 ASN Flexible coupling



Nominal torque M_n	d_1, d_2		l_1, l_2 ¹⁾		f	D	D_1	d_3	Max rotational speed n_{max}	Moment of inertia ²⁾ I	Weight ²⁾ m	Coupling size and type
	pilot	max	nomin.	extend.								
Nm	mm								1/min	kgm ²	kg	-
70	8	32	40	60	23	75	50	26	7100	0,0009	1,38	002 ASN
100	10	40	45	80	24	85	60	36	6000	0,0016	1,95	003 ASN
170	10	42	50	80	27	105	65	44	5300	0,0041	3,03	004 ASN
300	12	55	56	80	33	125	85	55	4500	0,0102	5,13	005 ASN
500	16	65	63	90	39	145	95	64	4000	0,0198	7,37	006 ASN
800	20	80	75	110	41	175	120	87	3250	0,0469	12,4	007 ASN
1400	22	90	100	140	48	200	135	100	2750	0,0946	20,0	008 ASN
2100	26	100	110	140	50	230	150	115	2500	0,174	28,1	009 ASN
3400	28	120	120	170	60	260	178	140	2200	0,358	42,3	010 ASN
5000	30	130	130	170	67	300	198	155	2000	0,685	62,5	011 ASN
8300	30	140	165	210	73	360	210	210	1600	1,437	93,5	012 ASN
11400	30	150	175	210	73	400	223	252	1500	2,194	119,6	013 ASN
18000	30	180	240	280	84	480	290	290	1200	5,566	234,5	014 ASN

We also offer special designs according to the individual wishes of the customer.

We produce keyways as recommended, normally acc. to PN-70/M-85005, with the Js9 tolerance.

¹⁾ On request, we produce couplings with hub lengths different from the nominal and extended lengths provided in the table.

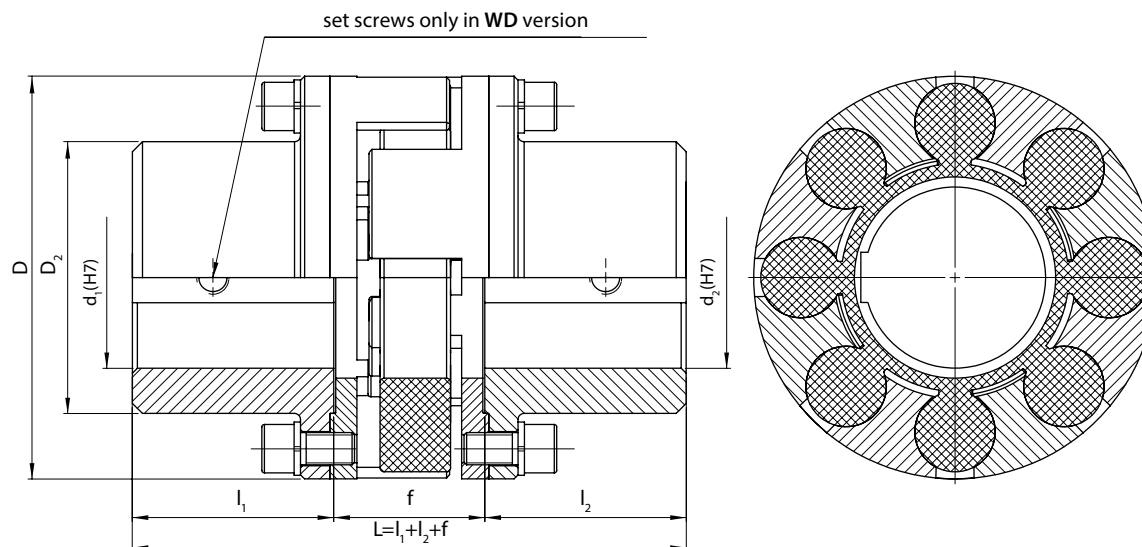
²⁾ The weight and the moment of inertia have been determined for the coupling with the maximum holes and nominal lengths of the hubs.

Example of designation of the ASNY coupling with the nominal torque of $M_n=100$ Nm, hub holes diameters of $d_1=32$ mm, $d_2=35$ mm, hub holes lengths of $l_1=45$ mm, $l_2=80$ mm, size of 003 (marking see page A2-1):

100-32/45-35/80-003 ASNY Flexible coupling

- the "Ex" version –
100-32/45-35/80-003 ASNY-**Ex** Flexible coupling
- the "WD" version –
100-32/45-35/80-003 ASNY-**WD** Flexible coupling
- with pilot bores –
100-**ow**/45-**ow**/80-003 ASNY Flexible coupling

To replace the insert without the necessity of widening the shaft ends, they cannot inside the coupling stand out the edges of the hub.



Nominal torque M_n	d_1, d_2		l_1, l_2 ¹⁾		f	D	D_2	Max rotational speed n_{max}	Moment of inertia ²⁾ I	Weight ²⁾ m	Coupling size and type
	pilot	max	nomin.	extend.							
Nm	mm							1/min	kgm ²	kg	–
70	8	26	40	60	40	75	45	7100	0,0011	1,56	002 ASNY
100	10	36	45	80	42	85	55	6000	0,0021	2,23	003 ASNY
170	10	42	50	80	50	105	65	5300	0,0057	4,01	004 ASNY
300	12	55	56	80	58	125	85	4500	0,0138	6,61	005 ASNY
500	16	65	63	90	64	145	95	4000	0,0283	9,93	006 ASNY
800	20	80	75	110	70	175	120	3250	0,0649	15,9	007 ASNY
1400	22	90	100	140	75	200	135	2750	0,136	24,6	008 ASNY
2100	26	100	110	140	80	230	150	2500	0,227	34,1	009 ASNY
3400	28	120	120	170	95	260	178	2200	0,456	50,2	010 ASNY
5000	30	130	130	170	105	300	198	2000	0,847	72,6	011 ASNY
8300	30	140	165	210	125	360	210	1600	1,909	116,4	012 ASNY
11400	30	150	175	210	125	400	220	1500	2,636	132,7	013 ASNY

We also offer special designs according to the individual wishes of the customer.

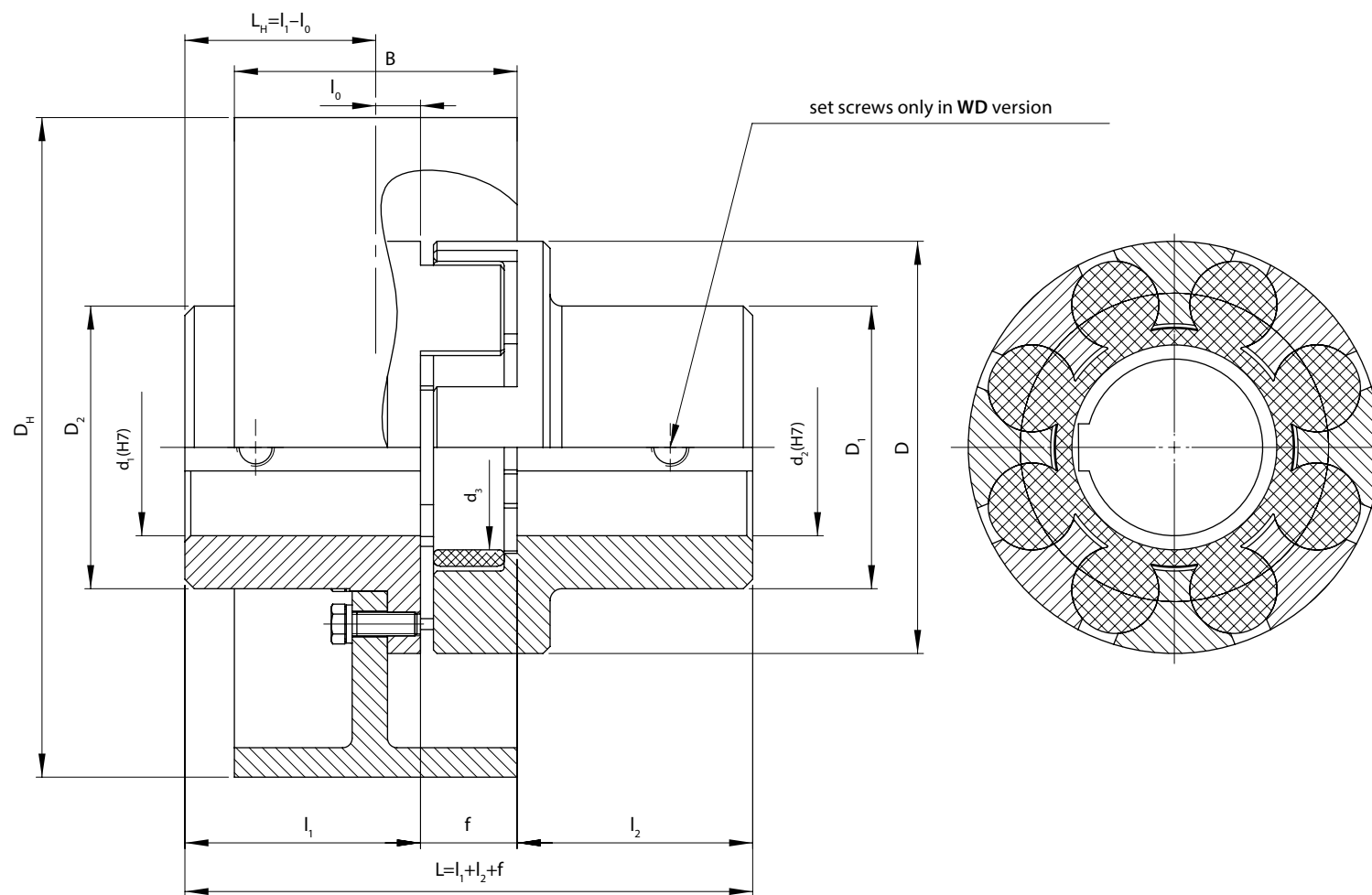
We produce keyways as recommended, normally acc. to PN-70/M-85005, with the Js9 tolerance.

- ¹⁾ On request, we produce couplings with hub lengths different than the nominal and extended lengths provided in the table.
- ²⁾ The weight and the moment of inertia have been determined for the coupling with the maximum holes and nominal lengths of the hubs.

Example of designation of the ASN-SBH coupling with the nominal torque of $M_n=300$ Nm, brake drum diameter of $D_H=200$ mm, distance of the brake drum symmetry axis from the hub origin of $L_H=55$ mm, hub holes diameters of $d_1=40$ mm, $d_2=50$ mm, hub holes lengths of $l_1=56$ mm, $l_2=80$ mm, size of 005 (marking see page A2-1):

300-200-55-40/56-50/80-005 ASN-SBH Brake coupling

- the "Ex" version – 300-200-55-40/56-50/80-005 ASN-SBH-**Ex** Brake coupling
- the "WD" version – 300-200-55-40/56-50/80-005 ASN-SBH-**WD** Brake coupling
- with pilot bores – 300-200-55-**ow**/56-**ow**/80-005 ASN-SBH Brake coupling



Nominal torque M_n	d_1, d_2		l_1, l_2 ¹⁾		f	D	D ₁	D ₂	D _H ³⁾	B ³⁾	l ₀ ⁴⁾	d ₃	Max rotational speed ⁵⁾	Moment of inertia ²⁾	Weight ²⁾	Coupling size and type
	pilot	max	nomin.	extend.									n _{max}	I	m	
Nm	mm												1/min	kgm ²	kg	-
70	8	32	40	60	23	75	50	45	120	50	0	26	4000	0,0041	2,57	002 ASN-SBH
170	10	42	50	80	27	105	65	65	160	60	5	44	4000	0,0173	5,73	004 ASN-SBH
									200	80	0		3000	0,0497	9,12	
300	12	55	56	80	33	125	85	85	200	80	1	55	3000	0,0555	11,0	005 ASN-SBH
500	16	65	63	90	39	145	95	95	200	80	3	64	3000	0,0648	13,1	006 ASN-SBH
									250	100	3		2500	0,159	19,2	
800	20	80	75	110	41	175	120	120	250	100	5	87	2500	0,185	23,6	007 ASN-SBH
									320	120	0		2000	0,470	34,2	
1400	22	90	100	140	48	200	135	135	320	120	5	100	2000	0,516	41,4	008 ASN-SBH
									400	150	0		1800	1,333	61,1	
2100	26	100	110	140	50	230	150	150	400	150	5	115	1800	1,410	68,7	009 ASN-SBH
									500	190	5		1500	3,532	99,5	
3400	28	120	120	170	60	260	178	178	500	190	5	140	1500	3,708	112,4	010 ASN-SBH
5000	30	130	130	170	67	300	198	198	630	235	0	155	1200	10,81	197,6	011 ASN-SBH
									710	265	-10		1000	18,89	254,1	
8300	30	140	165	210	73	360	210	210	630	235	8	210	1200	11,56	227,8	012 ASN-SBH
									710	265	0		1000	19,63	284,3	
11400	30	150	175	210	73	400	223	220	710	265	5	252	1000	20,38	309,5	013 ASN-SBH
18000	30	180	240	280	84	480	290	290	800	290	15	290	1000	36,98	486,2	014 ASN-SBH

We also offer special designs according to the individual wishes of the customer.

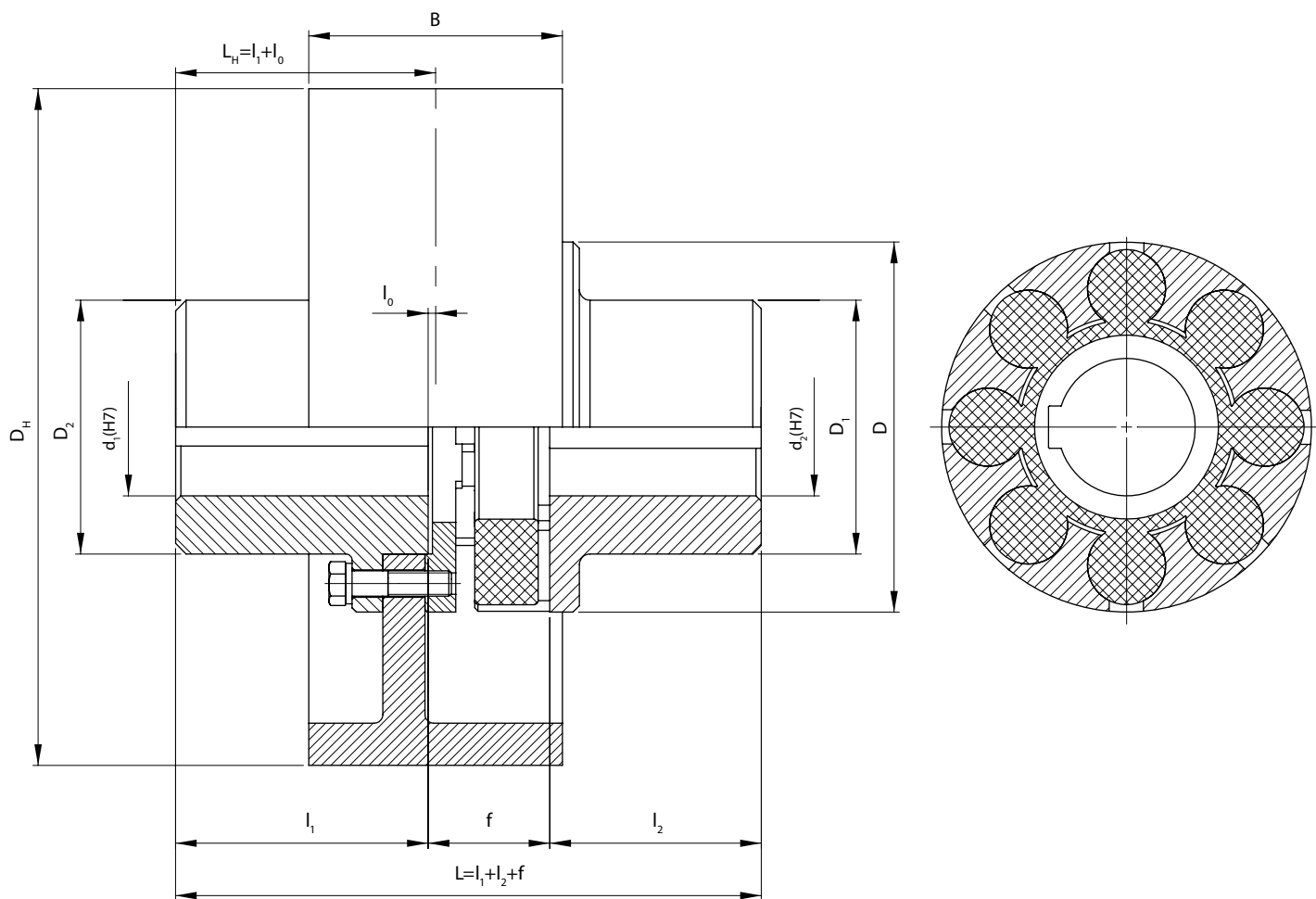
We produce keyways as recommended, normally acc. to PN-70/M-85005, with the Js9 tolerance.

- ¹⁾ On request, we produce couplings with hub lengths different from the nominal and extended lengths provided in the table.
- ²⁾ The weight and the moment of inertia have been determined for the coupling with the maximum holes and nominal lengths of the hubs.
- ³⁾ On request, we produce couplings brake drums with dimensions different from those provided in the table.
- ⁴⁾ l₀ (L_H=l₁-l₀) dimension after the agreement can be changed according to the wishes of the customer.
- ⁵⁾ After the dynamic balance the maximum rotational speed can be increased (the dynamic balance must be agreed).
 - Couplings with brake drum Ø400 and bigger are normally balanced dynamically, other couplings are balanced statically.
 - After the agreement the couplings can be made with the holes for protective discs in hubs.

Example of designation of the ASNZ-SBH coupling with the nominal torque of $M_n=300$ Nm, brake drum diameter of $D_H=200$ mm, distance of the brake drum symmetry axis from the hub origin of $L_H=66$ mm, hub holes diameters of $d_1=40$ mm, $d_2=50$ mm, hub holes lengths of $l_1=56$ mm, $l_2=80$ mm, size of 005 (marking see page A2-1):

300-200-66-40/56-50/80-005 ASNZ-SBH Brake coupling

- the "Ex" version – 300-200-55-40/56-50/80-005 ASNZ-SBH-**Ex** Brake coupling
- the "WD" version – 300-200-55-40/56-50/80-005 ASNZ-SBH-**WD** Brake coupling
- with pilot bores – 300-200-55-**ow**/56-**ow**/80-005 ASNZ-SBH Brake coupling



Nominal torque M_n	d_1, d_2		l_1, l_2 ¹⁾		f	D	D ₁	D ₂	D _H ³⁾	B ³⁾	l ₀ ⁴⁾	d ₃	Max rotational speed ⁵⁾	Moment of inertia ²⁾	Weight ²⁾	Coupling size and type
	pilot	max	nomin.	extend.									n _{max}	I	m	
Nm	mm												1/min	kgm ²	kg	-
70	8	32	40	60	32	75	50	45	120	50	6	26	4000	0,0042	2,66	002 ASNZ-SBH
170	10	42	50	80	38	105	65	65	160	60	5	44	4000	0,0181	6,22	004 ASNZ-SBH
									200	80	10		3000	0,0505	9,61	
300	12	55	56	80	46	125	85	85	200	80	10	55	3000	0,0573	11,74	005 ASNZ-SBH
500	16	65	63	90	52	145	95	95	200	80	8	64	3000	0,0690	14,39	006 ASNZ-SBH
									250	100	8		2500	0,164	20,45	
800	20	80	75	110	56	175	120	120	250	100	8	87	2500	0,194	25,45	007 ASNZ-SBH
									320	120	12		2000	0,479	36,01	
1400	22	90	100	140	62	200	135	135	320	120	9	100	2000	0,537	43,75	008 ASNZ-SBH
									400	150	14		1800	1,354	63,43	
2100	26	100	110	140	65	230	150	150	400	150	12	115	1800	1,437	71,70	009 ASNZ-SBH
									500	190	12		1500	3,559	102,5	
3400	28	120	120	170	78	260	178	178	500	190	17	140	1500	3,757	116,4	010 ASNZ-SBH
5000	30	130	130	170	86	300	198	198	630	235	23	155	1200	10,89	202,7	011 ASNZ-SBH
									710	265	33		1000	18,97	259,2	
8300	30	140	165	210	99	360	210	210	630	235	21	210	1200	11,79	239,3	012 ASNZ-SBH
									710	265	29		1000	19,87	295,7	
11400	30	150	175	210	98	400	223	220	710	265	27	252	1000	20,60	316,1	013 ASNZ-SBH
18000	30	180	240	280	122	480	290	290	800	290	20	290	1000	37,85	508,6	014 ASNZ-SBH

We also offer special designs according to the individual wishes of the customer.

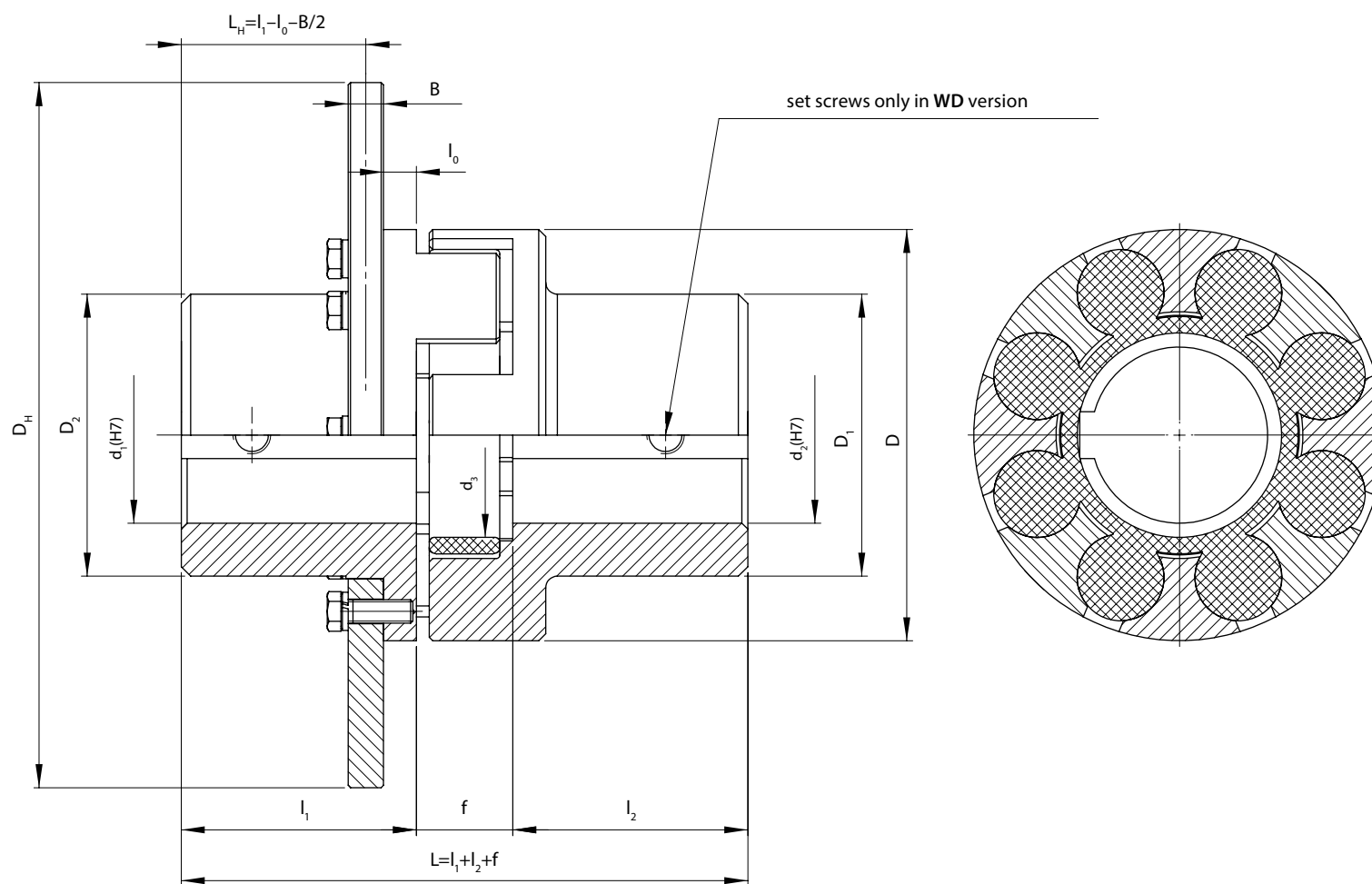
We produce keyways as recommended, normally acc. to PN-70/M-85005, with the Js9 tolerance.

- ¹⁾ On request, we produce couplings with hub lengths different from the nominal and extended lengths provided in the table.
- ²⁾ The weight and the moment of inertia have been determined for the coupling with the maximum holes and nominal lengths of the hubs.
- ³⁾ On request, we produce couplings brake drums with dimensions different from those provided in the table.
- ⁴⁾ l₀ (L_H=l₁-l₀) dimension after the agreement can be changed according to the wishes of the customer.
- ⁵⁾ After the dynamic balance the maximum rotational speed can be increased (the dynamic balance must be agreed).
 - Couplings with brake drum Ø400 and bigger are normally balanced dynamically, other couplings are balanced statically.
 - After the agreement the couplings can be made with the holes for protective discs in hubs.

Example of designation of the ASN-STH coupling with the nominal torque of $M_n=800$ Nm, brake disc diameter of $D_H=400$ mm, thickness of $B=30$ mm, distance of the brake disc symmetry axis from the hub origin of $L_H=71$ mm, hub hole diameters of $d_1=60$ mm, $d_2=80$ mm, hub holes lengths of $l_1=100$ mm, $l_2=140$ mm, size of 007 (marking see page A2-1):

800-400x30-71-60/100-80/140-007 ASN-STH Disc coupling

- the "Ex" version – 800-400x30-71-60/100-80/140-007 ASN-STH-**Ex** Disc coupling
- the "WD" version – 800-400x30-71-60/100-80/140-007 ASN-STH-**WD** Disc coupling
- with pilot bores – 800-400x30-71-**ow**/100-**ow**/140-007 ASN-STH Disc coupling



Nominal torque M_n	d_1, d_2		l_1, l_2 ¹⁾		f	D	D ₁	D ₂	D _H × B ³⁾	l ₀ ⁴⁾	d ₃	Max rotational speed ⁵⁾	Moment of inertia ²⁾	Weight ²⁾	Coupling size and type
	pilot	max ¹⁾	nominal	extend.								n _{max}	I	m	
Nm	mm											1/min	kgm ²	kg	-
300	12	55	56	80	33	125	85	85	320 x 30	12	55	2000	0,249	22,6	005 ASN-STH
500	16	65	63	90	39	145	95	95	320 x 30	13	64	2000	0,259	24,5	006 ASN-STH
									355 x 30			1800	0,382	28,9	
800	20	80	75	110	41	175	120	120	400 x 30	14	87	1500	0,630	39,1	007 ASN-STH
									450 x 30			1500	0,984	46,9	
1400	22	90	100	140	48	200	135	135	450 x 30	16	100	1500	1,029	53,9	008 ASN-STH
									500 x 30			1500	1,522	62,6	
2100	26	100	110	140	50	230	150	150	500 x 30	19	115	1500	1,598	69,9	009 ASN-STH
									630 x 30			1200	3,781	96,9	
3400	28	120	120	170	60	260	178	178	630 x 30	24	140	1200	3,954	109,5	010 ASN-STH
									710 x 30			1000	6,173	129,2	
5000	30	130	130	170	67	300	198	198	710 x 30	26	155	1000	6,487	147,9	011 ASN-STH
									800 x 30			1000	10,06	172,9	
8300	30	140	165	210	73	360	210	210	800 x 40	32	210	1000	13,92	239,6	012 ASN-STH
11400	30	150	175	210	73	400	223	220	800 x 40	35	252	1000	14,67	264,6	013 ASN-STH
									1000 x 40			1000	32,75	352,8	
18000	30	180	240	280	84	480	290	290	1000 x 40	38	290	1000	35,98	458,9	014 ASN-STH

We also offer special designs according to the individual wishes of the customer.

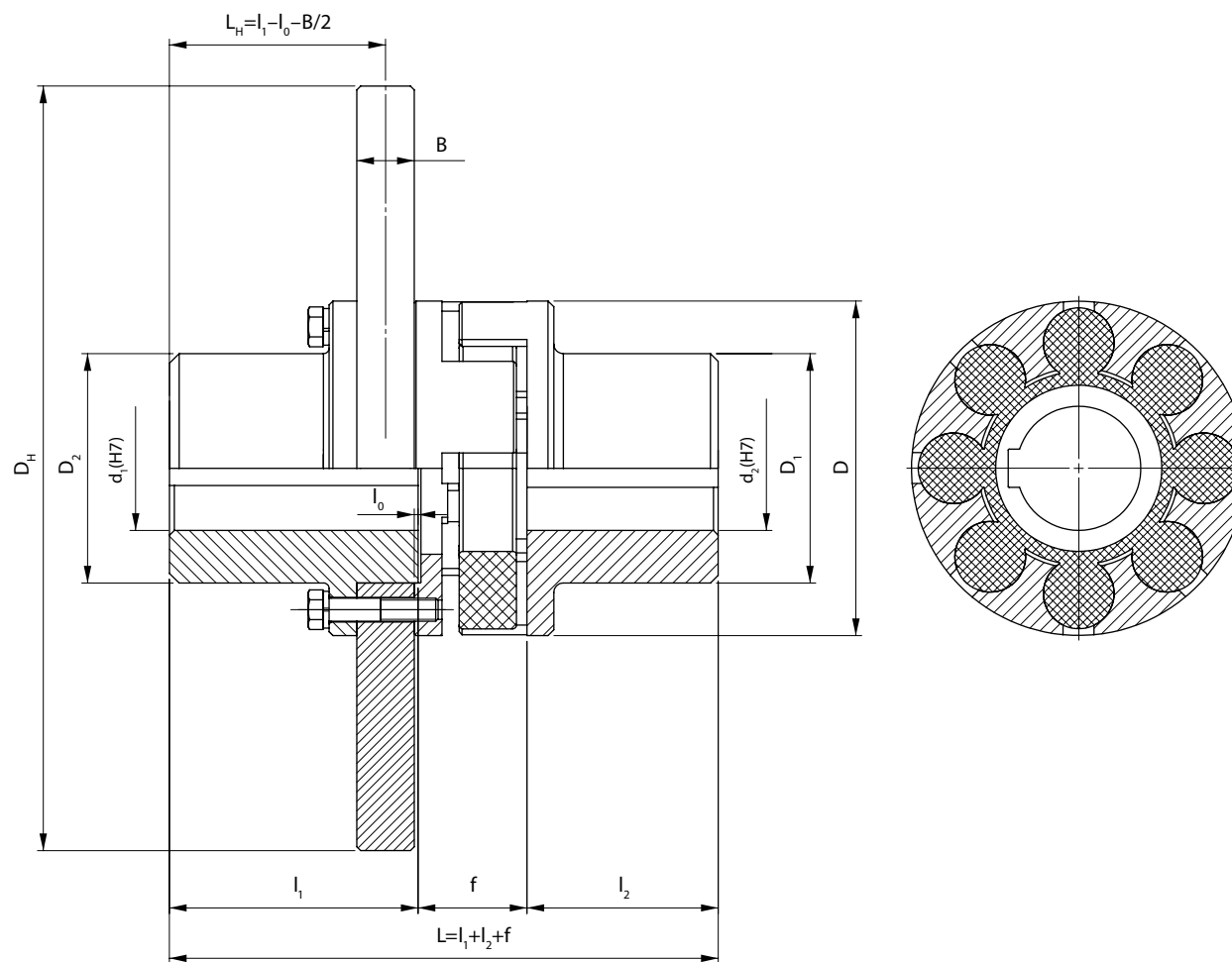
We produce keyways as recommended, normally acc. to PN-70/M-85005, with the Js9 tolerance.

- ¹⁾ On request, we produce couplings with hub lengths different from the nominal and extended lengths provided in the table.
- ²⁾ The weight and the moment of inertia have been determined for the coupling with the maximum holes and nominal lengths of the hubs.
- ³⁾ On request, we produce couplings brake drums with dimensions different from those provided in the table.
- ⁴⁾ l_0 ($L_H = l_1 - l_0 - B/2$) dimension after the agreement can be changed according to the wishes of the customer.
- ⁵⁾ After the dynamic balance the maximum rotational speed can be increased (the dynamic balance must be agreed).
 - Couplings with brake disc Ø450 and bigger are normally balanced dynamically, other couplings are balanced statically.
 - After the agreement the couplings can be made with the holes for protective discs in hubs.

Example of designation of the ASNZ-STH coupling with the nominal torque of $M_n=800$ Nm, brake disc diameter of $D_H=400$ mm, thickness of $B=30$ mm, distance of the brake disc symmetry axis from the hub origin of $L_H=83,5$ mm, hub hole diameters of $d_1=60$ mm, $d_2=80$ mm, hub holes lengths of $l_1=100$ mm, $l_2=140$ mm, size of 007 (marking see page A2-1):

800-400x30-83,5-60/100-80/140-007ASNZ-STH Disc coupling

- the "Ex" version – 800-400x30-83,5-60/100-80/140-007 ASNZ-STH-**Ex** Disc coupling
- the "WD" version – 800-400x30-83,5-60/100-80/140-007 ASNZ-STH-**WD** Disc coupling
- with pilot bores – 800-400x30-83,5-**ow**/100-**ow**/140-007 ASNZ-STH Disc coupling



Nominal torque M_n	d_1, d_2		l_1, l_2 ¹⁾		f	D	D ₁	D ₂	D _H × B ³⁾	l ₀ ⁴⁾	d ₃	Max rotational speed ⁵⁾	Moment of inertia ²⁾	Weight ²⁾	Coupling size and type
	pilot	max	nomin.	extend.											
Nm	mm											1/min	kgm ²	kg	–
300	12	55	56	80	46	125	85	85	320 x 30	1,5	55	2000	0,2517	23,3	005 ASNZ-STH
500	16	65	63	90	52	145	95	95	320 x 30	1,5	64	2000	0,2631	25,8	006 ASNZ-STH
									355 x 30			1800	0,387	30,1	
800	20	80	75	110	56	175	120	120	400 x 30	1,5	87	1500	0,639	40,9	007 ASNZ-STH
									450 x 30			1500	0,993	48,7	
1400	22	90	100	140	62	200	135	135	450 x 30	2	100	1500	1,049	56,2	008 ASNZ-STH
									500 x 30			1500	1,543	64,9	
2100	26	100	110	140	65	230	150	150	500 x 30	2	115	1500	1,625	72,9	009 ASNZ-STH
									630 x 30			1200	3,808	99,9	
3400	28	120	120	170	78	260	178	178	630 x 30	2	140	1200	4,003	113,4	010 ASNZ-STH
									710 x 30			1000	6,222	133,1	
5000	30	130	130	170	86	300	198	198	710 x 30	2,5	155	1000	6,568	153,1	011 ASNZ-STH
									800 x 30			1000	10,14	178,0	
8300	30	140	165	210	99	360	210	210	800 x 40	2,5	210	1000	14,16	251,0	012 ASNZ-STH
11400	30	150	175	210	98	400	223	220	800 x 40	2,5	252	1000	14,88	271,1	013 ASNZ-STH
									1000 x 40			1000	32,97	359,3	
18000	30	180	240	280	122	480	290	290	1000 x 40	3	290	1000	36,84	481,4	014 ASNZ-STH

We also offer special designs according to the individual wishes of the customer.

We produce keyways as recommended, normally acc. to PN-70/M-85005, with the Js9 tolerance.

- ¹⁾ On request, we produce couplings with hub lengths different from the nominal and extended lengths provided in the table.
- ²⁾ The weight and the moment of inertia have been determined for the coupling with the maximum holes and nominal lengths of the hubs.
- ³⁾ On request, we produce couplings brake drums with dimensions different from those provided in the table.
- ⁴⁾ l_0 ($L_H = l_1 - l_0 - B/2$) dimension after the agreement can be changed according to the wishes of the customer.
- ⁵⁾ After the dynamic balance the maximum rotational speed can be increased (the dynamic balance must be agreed).
 - Couplings with brake disc Ø450 and bigger are normally balanced dynamically, other couplings are balanced statically.
 - After the agreement the couplings can be made with the holes for protective discs in hubs.

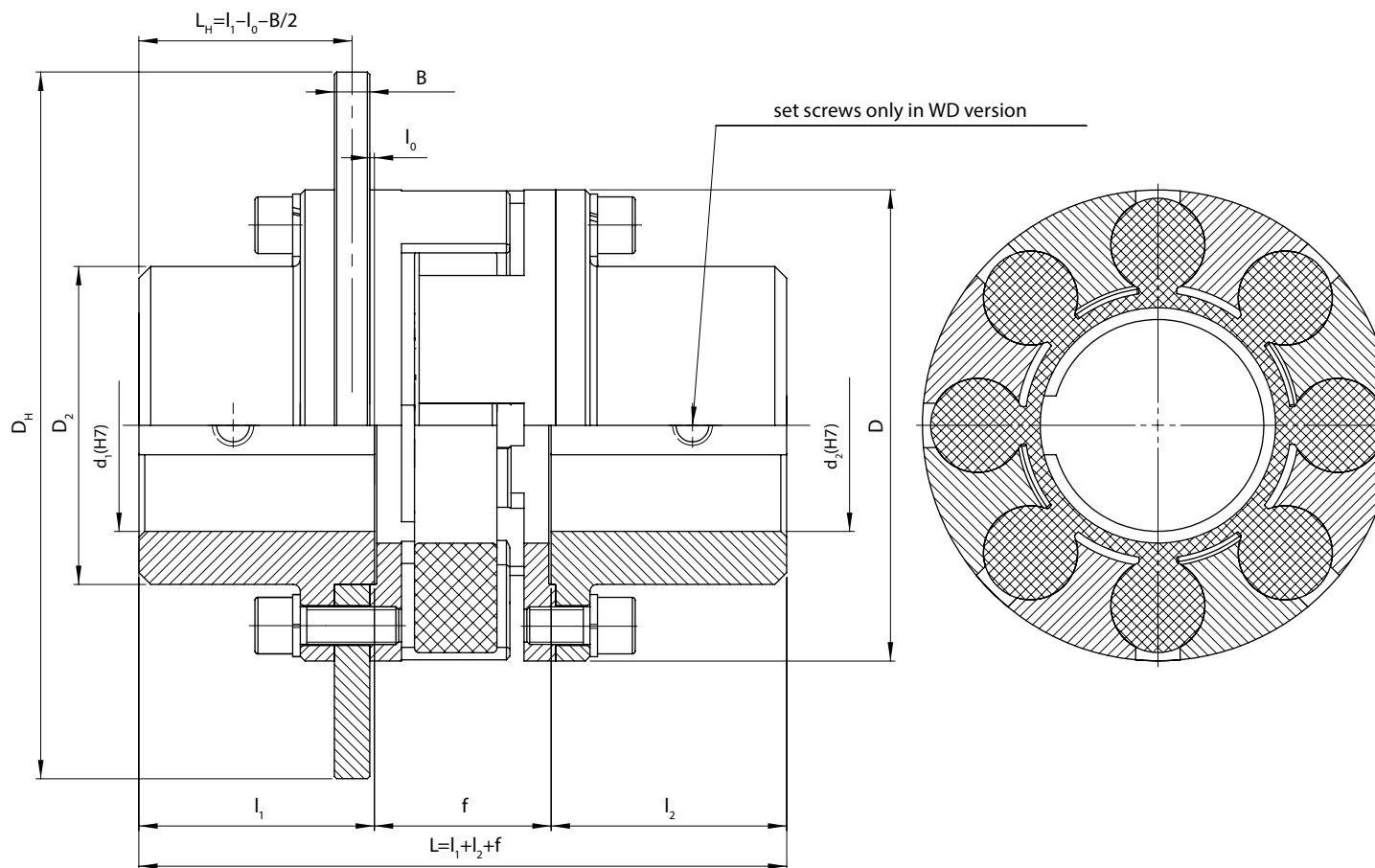
with the possibility of replacement of the insert without the necessity of widening the shaft ends and with the brake disc with the possibility of its disassembly without removing the hub from the shaft end

Example of designation of the ASNY-STH coupling with the nominal torque of $M_n=800$ Nm, brake disc diameter of $D_H=400$ mm, thickness of $B=30$ mm, distance of the brake disc symmetry axis from the hub origin of $L_H=83,5$ mm, hub hole diameters of $d_1=60$ mm, $d_2=80$ mm, hub holes lengths of $l_1=100$ mm, $l_2=140$ mm, size of 007 (marking see page A2-1):

800-400x30-83,5-60/100-80/140-007 ASNY-STH Disc coupling

- the "Ex" version – 800-400x30-83,5-60/100-80/140-007 ASNY-STH-**Ex** Disc coupling
- the "WD" version – 800-400x30-83,5-60/100-80/140-007 ASNY-STH-**WD** Disc coupling
- with pilot bores – 800-400x30-83,5-**ow**/100-**ow**/140-007 ASNY-STH Disc coupling

To replace the insert without the necessity of widening the shaft ends, they cannot inside the coupling stand out the edges of the hub.



with the possibility of replacement of the insert without the necessity of widening the shaft ends
and with the brake disc with the possibility of its disassembly without removing the hub from the shaft end

Nominal torque M_n	d_1, d_2		l_1, l_2 ¹⁾		f	D	D ₂	D _H × B ³⁾	I ₀ ⁴⁾	Max rotational speed ⁵⁾ n_{max}	Moment of inertia ²⁾ I	Weight ²⁾ m	Coupling size and type
	pilot	max ¹⁾	nomin.	extend.									
Nm	mm								1/min	kgm ²	kg	-	
300	12	55	56	80	58	125	85	320 × 30	1,5	2000	0,253	24,1	005 ASNY-STH
500	16	65	63	90	64	145	95	320 × 30	1,5	2000	0,267	27,1	006 ASNY-STH
								355 × 30		1800	0,391	31,4	
800	20	80	75	110	70	175	120	400 × 30	1,5	1500	0,648	42,7	007 ASNY-STH
								450 × 30		1500	1,002	50,5	
1400	22	90	100	140	75	200	135	450 × 30	2,0	1500	1,070	58,5	008 ASNY-STH
								500 × 30		1500	1,564	67,2	
2100	26	100	110	140	80	230	150	500 × 30	2,0	1500	1,652	75,9	009 ASNY-STH
								630 × 30		1200	3,835	102,9	
3400	28	120	120	170	95	260	178	630 × 30	2,0	1200	4,052	117,4	010 ASNY-STH
								710 × 30		1000	6,271	137,1	
5000	30	130	130	170	105	300	198	710 × 30	2,5	1000	6,649	158,1	011 ASNY-STH
								800 × 30		1000	10,22	183,1	
8300	30	140	165	210	125	360	210	800 × 40	2,5	1000	14,39	262,5	012 ASNY-STH
11400	30	150	175	210	125	400	220	800 × 40	2,5	1000	15,11	277,7	013 ASNY-STH
								1000 × 40		1000	33,19	365,9	

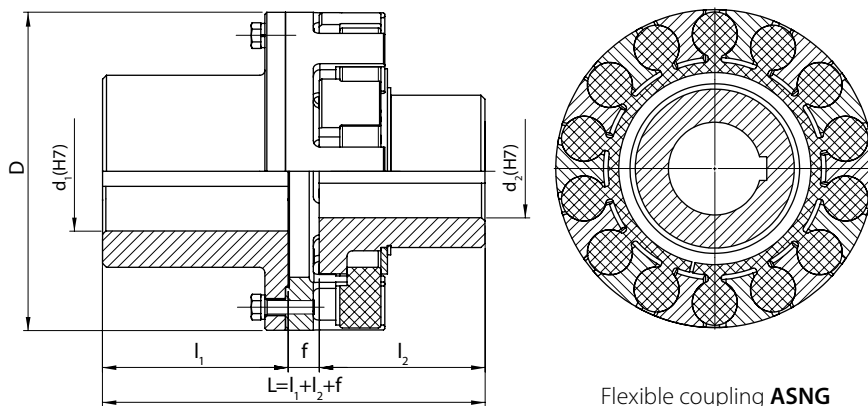
We also offer special designs according to the individual wishes of the customer.

We produce keyways as recommended, normally acc. to PN-70/M-85005, with the Js9 tolerance.

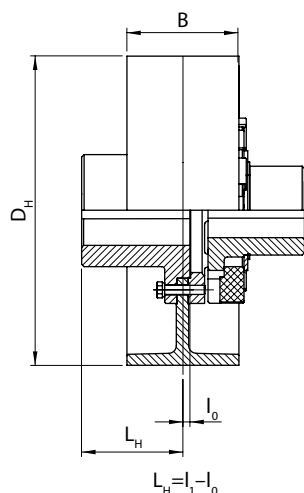
- ¹⁾ On request, we produce couplings with hub lengths different from the nominal and extended lengths provided in the table.
- ²⁾ The weight and the moment of inertia have been determined for the coupling with the maximum holes and nominal lengths of the hubs.
- ³⁾ On request, we produce couplings brake drums with dimensions different from those provided in the table.
- ⁴⁾ I₀ (L_H=l₁-l₀-B/2) dimension after the agreement can be changed according to the wishes of the customer.
- ⁵⁾ After the dynamic balance the maximum rotational speed can be increased (the dynamic balance must be agreed).
 - Couplings with brake disc Ø450 and bigger are normally balanced dynamically, other couplings are balanced statically.
 - After the agreement the couplings can be made with the holes for protective discs in hubs.

BRAKE – ASNG-SBH with brake drum

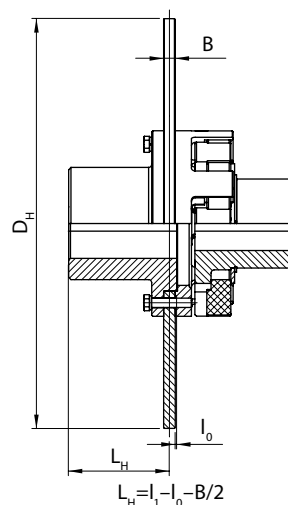
DISC – ASNG-STH with brake disc



Flexible coupling **ASNG**



Brake coupling **ASNG-SBH**



Disc coupling **ASNG-STH**

Example of designation of the ASNG couplings with the nominal torque of $M_n=8300$ Nm, hub holes diameters of $d_1=140$ mm, $d_2=120$ mm, hub holes lengths of $l_1=250$ mm, $l_2=200$ mm, size of 022 (marking see page A2-1):

8300-140/250-120/200-022 ASNG Flexible coupling

- the "Ex" version –
8300-140/250-120/200-022 ASNG-**Ex** Flexible coupling

Brake drum diameter of $D_H=710$ mm, distance of the brake drum symmetry axis $L_H=240$ mm

8300-710-240-140/250-120/200-022 ASNG-SBH Brake coupling

- the "Ex" version –
8300-710-240-140/250-120/200-022 ASNG-SBH-**Ex** Brake coupling

Brake disc diameter $D_H=710$ and thickness of $B=30$ mm, distance of the brake disc symmetry axis $L_H=231$ mm

8300-710x30-231-140/250-120/200-022 ASNG-STH Disc coupling

- the "Ex" version –
8300-710x30-231-140/250-120/200-022 ASNG-STH-**Ex** Disc coupling

We also offer special designs according to the individual wishes of the customer.

We produce keyways as recommended, normally acc. to PN-70/M-85005, with the Js9 tolerance.

- On request, we produce couplings with hub lengths different from the nominal and extended lengths provided in the table (hubs longer than the lengthened after the agreement).
 - The weight and the moment of inertia have been determined for the coupling with the maximum holes and nominal lengths of the hubs.
 - On request, we produce couplings brake drums and discs with dimensions different from those provided in the table.
 - l_0 (for SBH $L_H=l_1-l_0$, for STH $L_H=l_1-l_0-B/2$) dimension after the agreement can be changed according to the wishes of the customer.
 - After the dynamic balance the maximum rotational speed can be increased (the dynamic balance must be agreed).
- Couplings with brake discs and drums are normally balanced dynamically, other couplings are balanced statically.
 - After the agreement the couplings can be made with the holes for protective discs in hubs.

Nominal torque M_n	d_1	d_2	$l_1, l_2^{1)}$		f	D	$D_H^{3)}$	B ³⁾	$l_0^{4)}$	Max rotational speed ⁵⁾	Moment of inertia ²⁾	Weight ²⁾	Coupling size and type
	max	max	nomin.	extend.									
Nm	mm									1/min	kgm ²	kg	-
1400	90	60	100	140	22	200	-	-	-	2750	0,09		018 ASNG
							320	120	10	2000	0,51	39,90	018 ASNG-SBH
							400	150		1800	1,24	56,04	
							450	30	2	1500	1,02	52,17	018 ASNG-STH
							500	30		1500	1,52	60,90	
2100	100	75	110	140	30	230	-	-	-	2500	0,19	28,45	019 ASNG
							400	150	10	1800	1,46	70,40	019 ASNG-SBH
							500	190		1500	3,68	101,5	
							500	30	3	1500	1,61	70,42	019 ASNG-STH
							630	30		1200	3,79	97,42	
3400	120	90	130	170	30	260	-	-	-	2200	0,35	41,30	020 ASNG
							500	190	10	1500	4,02	118,9	020 ASNG-SBH
							630	30	4	1200	3,94	109,0	020 ASNG-STH
							710	30		1000	6,16	128,7	
5000	120	110	165	210	30	300	-	-	-	2000	0,66	64	021 ASNG
							500	190	10	1500	4,34	141	021 ASNG-SBH
							630	235		1200	11,26	207	
							710	265		1000	18,11	250	
							710	30	4	1000	6,52	159	021 ASNG-STH
							800	30		1000	10,09	184	
8300	150	140	200	250	35	360	-	-	-	1600	2,0	129	022 ASNG
							630	235	10	1200	12,50	269	022 ASNG-SBH
							710	265		1000	19,43	312	
							710	30	4	1000	7,84	222	022 ASNG-STH
							800	30		1000	11,38	244	
11400	150	150	200	250	40	400	-	-	-	1500	2,46	142	023 ASNG
							710	265	10	1000	19,87	323	023 ASNG-SBH
							800	290		1000	33,72	396	
							800	30	4	1000	11,81	249	023 ASNG-STH
							1000	30		1000	25,37	315	
18000	180	160	240	280	47	480	-	-	-	1200	6,17	228	024 ASNG
							800	290	15	1000	37,28	473	024 ASNG-SBH
							1000	30	4	1000	28,15	385	024 ASNG-STH

Example of designation of the ASG 02 series type coupling with the nominal torque of $M_n=5000$ Nm, hub holes diameters of $d_1=90$ mm, $d_2=85$ mm, hub holes lengths of $l_1=172$ mm, $l_2=172$ mm, total length $L=430$ mm size of 021 (marking see page A2-1):

5000-90/172-85/172-430-021 ASG Double coupling

- the "Ex" version – 5000-90/172-85/172-430-021 ASG-**Ex** Double coupling

With brake disc of diameter $D_H=450$ mm and thickness of 15 mm, distance of the brake disc symmetry axis from the hub origin of $L_H=110$ mm

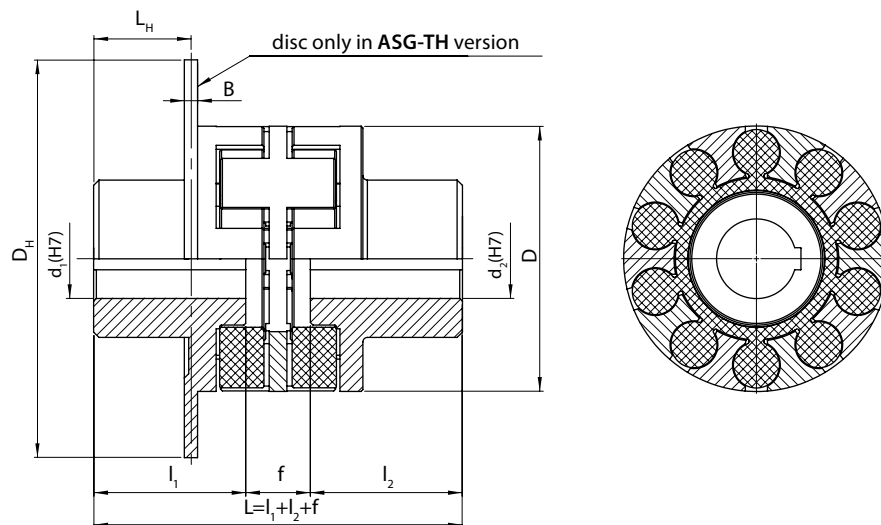
5000-450x15-110-90/172-85/172-430-021 ASG-TH Disc coupling

- the "Ex" version – 5000-450x15-110-90/172-85/172-430-021 ASG-TH-**Ex** Disc coupling

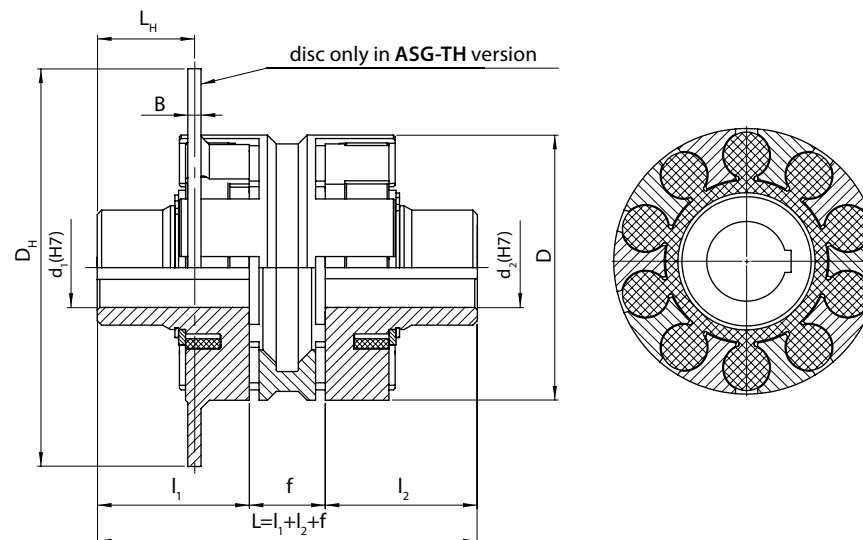
- Because of usage in 03 series material of jaw disc (aluminium), the couplings of this series should not be used in the areas with danger of explosion, unless the user admits them for operation together with the entire device on his own responsibility.**
- The replacement of inserts without drawing the shaft ends aside is possible only in series 02 and 03 (in the series 01 it is not possible).**

Nominal torque M_n	d_1, d_2		l_1, l_2 ¹⁾		f		D (D_1)	$D_H \times B$ ³⁾	L_H ⁴⁾	Max rotational speed ⁵⁾	Moment of inertia ²⁾	Weight ²⁾	Coupling size and type			
	pilot	max	nomin.	extend.	min	max								n_{max}	I	m
Nm	mm												1/min	kgm ²	kg	–
Series 01																
5000	30	100	172	212	42	86	300	– 450x15	110	1500	0,97	94,74	011 ASG			
											1,38	107,47	011 ASG-TH			
8300	30	125	172	212	42	101	360	– 630x15 600x15	130		2,33	156,56	012 ASG			
											3,08	180,11	012 ASG-TH			
Series 02																
5000	30	90	172	212	42	86	300	– 450x15	110	1500	0,78	70,06	021 ASG			
											1,14	79,93	021 ASG-TH			
8300	30	125	172	212	42	101	360	– 630x15 600x15	130		2,05	145,37	022 ASG			
											3,33	165,93	022 ASG-TH			
Series 03																
5000	30	90	172	212	42	86	300 (385)	– 450x15	110	1500	0,83	66,36	031 ASG			
											1,20	76,24	031 ASG-TH			
8000	30	125	172	212	42	101	360 (455)	– 630x15 600x15	130		2,21	141,56	032 ASG			
											3,48	162,11	032 ASG-TH			

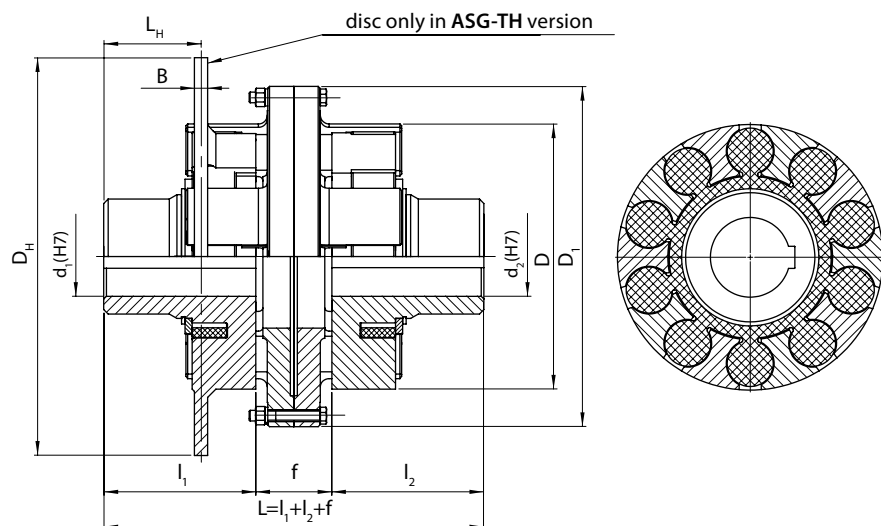
Series 01



Series 02



Series 03

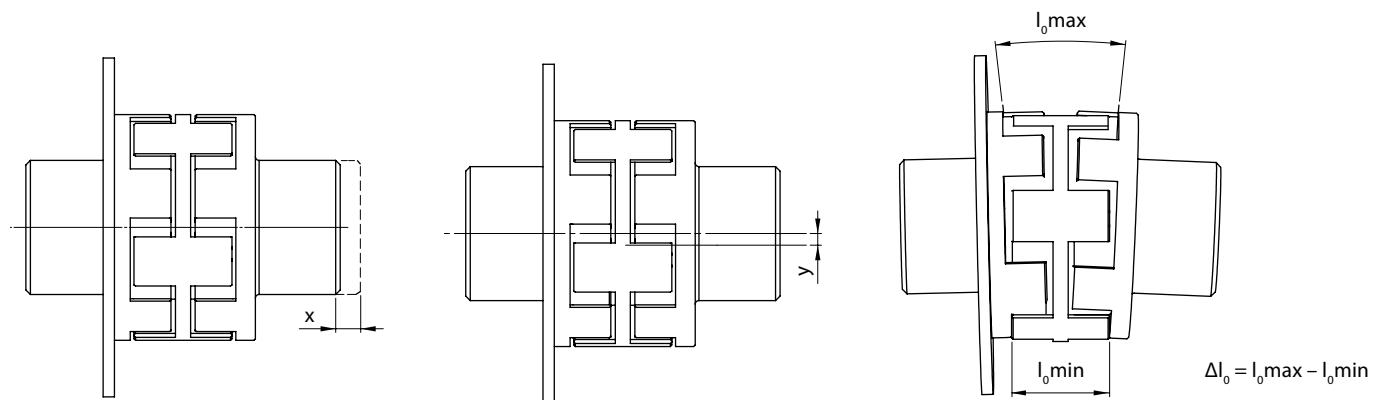


We also offer special designs according to the individual wishes of the customer.

We produce keyways as recommended, normally acc. to PN-70/M-85005, with the Js9 tolerance.

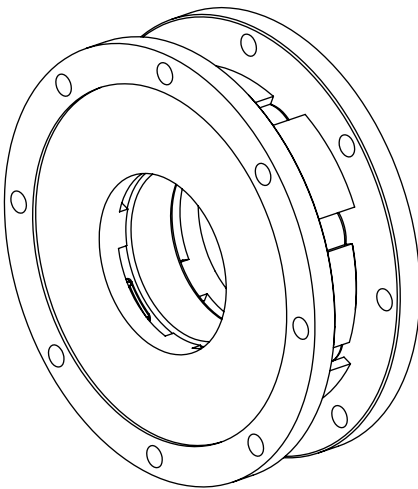
- 1) On request, we produce couplings with hub lengths different from the nominal and extended lengths provided in the table (hubs longer than the lengthened after the agreement).
- 2) The mass and the moment of inertia has been established for the couplings with holes $d_{1,2} = \varnothing 90$ and $l_{1,2} = 172$ (011, 021, 031); $d_{1,2} = \varnothing 100$ and $l_{1,2} = 212$ (012, 022, 032); of total length $L = 430$ (011, 021, 031); $L = 525$ (012, 022, 032).
- 3) On request, we produce couplings brake discs with dimensions different from those provided in the table.
- 4) L_H dimension after the agreement can be changed according to the wishes of the customer. Given values of L_H are the nominal dimensions for the hub of the length of $l_1 = 172$ (for size 011, 021, 031) and $l_1 = 210$ (for size 012, 022, 032).
- 5) After the dynamic balance the maximum rotational speed can be increased (the dynamic balance must be agreed).
 - Couplings with brake disc $\varnothing 450$ and bigger are normally balanced dynamically, other couplings are balanced statically.
 - After the agreement the couplings can be made with the holes for protective discs in hubs.

MAXIMUM DEVIATIONS: Given values for maximum deviations ("x" – axial, "y" – radial, „ Δl_0 " – angular) cannot appear at the same time.



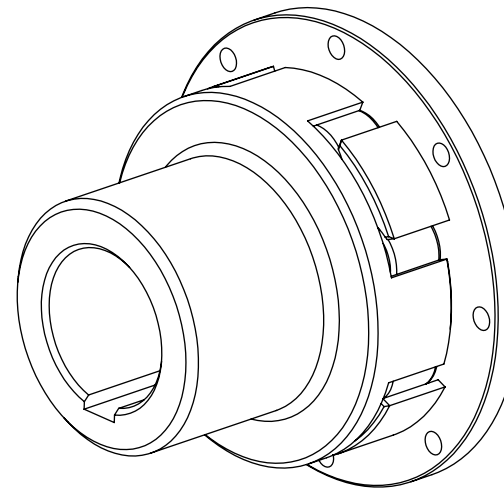
Coupling size	011	021 031	012	022 031
x	-4 +4	-12 +4	-4 +4	-15 +4
y	0,9	0,9	1,0	1,0
Δl_0	0,6	0,6	0,6	0,6

On request we produce special types of couplings taking into account the individual needs and requirements of the customer. The special constructions can have different dimensions in relation to the catalogue dimensions and they can also constitute a new construction adjusted to the needs and the construction of the machine to which the coupling is going to be inbuilt. Below several solutions are presented.



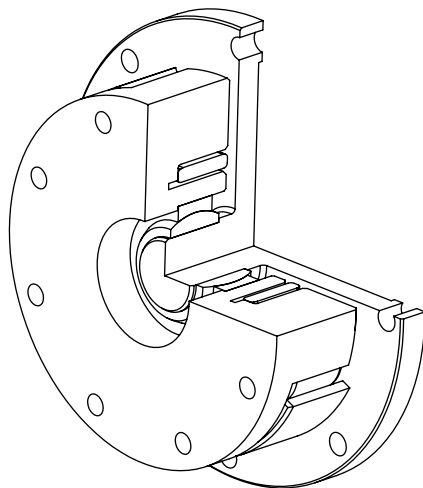
ASN-KK

Coupling with flange connection



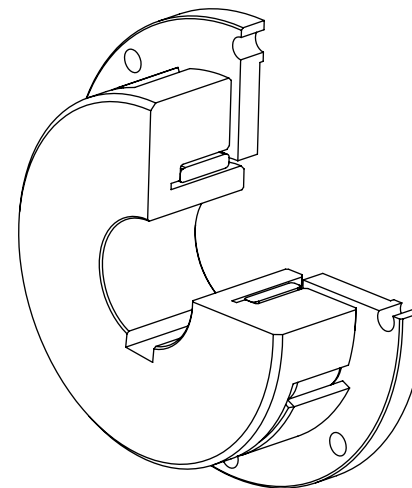
ASN-PK

Coupling with flange connection



ASN-KKL

Coupling with bearings and flange connection



ASN-PWK

Coupling with inner hub and flange connection