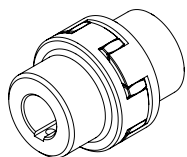
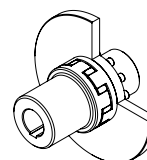


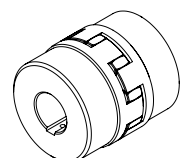
■ **A1-1** GENERAL INFORMATION



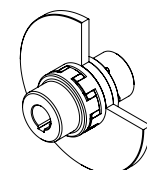
■ **A1-3** **ASR** FLEXIBLE COUPLINGS



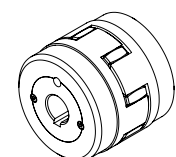
■ **A1-9** **ASR-STH** DISC COUPLINGS  
with brake disc



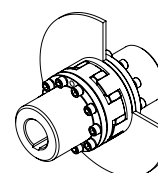
■ **A1-4** **ASRX** FLEXIBLE COUPLINGS  
with enlarged hubs



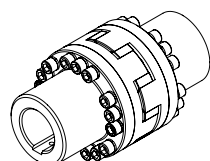
■ **A1-11** **ASRZ-STH** DISC COUPLINGS  
with brake disc and the possibility of its disassembly  
without removing the hub from the shaft end



■ **A1-5** **ASRT** FLEXIBLE COUPLINGS  
with bushes

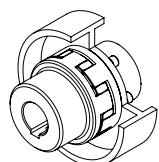


■ **A1-13** **ASRY-STH** DISC COUPLINGS  
with the possibility of replacement of the insert without  
the necessity of widening the shaft ends and with the  
brake disc with the possibility of its disassembly  
without removing the hub from the shaft end



■ **A1-6** **ASRY** FLEXIBLE COUPLINGS  
with replaceable insert without the necessity  
of widening the shaft ends

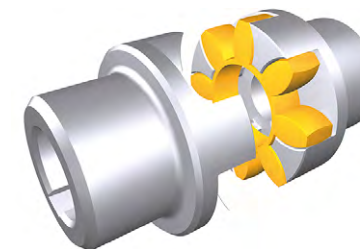
■ **A1-15** SPECIAL VERSIONS



■ **A1-7** **ASR-SBH** BRAKE COUPLINGS  
with brake drum

**ASR 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; jaw discs: steel, spheroidal cast iron; brake discs and drums: steel - usually S355J2; 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 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:**

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

\* only when it concerns a given type, where:

**name** e.g. flexible coupling

**M<sub>n</sub>** nominal torque [Nm]

**D<sub>H</sub>×B** diameter × width of the brake drum or disc [mm] (only the types ...-SBH, STH; the width of the drum can be omitted in the marking if it equals the catalogue width)

**L<sub>H</sub>** the distance of symmetry axis of the brake drum or disc from the edge of the hub [mm] (only the types ...-SBH, STH)

**d<sub>1</sub>, d<sub>2</sub>** diameters of the holes [mm] (for the couplings with brake drum or disc d<sub>1</sub> - 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") (with pilot bores there is no "WD" construction)

**l<sub>1</sub>, l<sub>2</sub>** the length of the holes in the hubs [mm]

**size of the coupling** e.g. 001,002

**type of the coupling** e.g. ASRY

**version** WD - with set screws

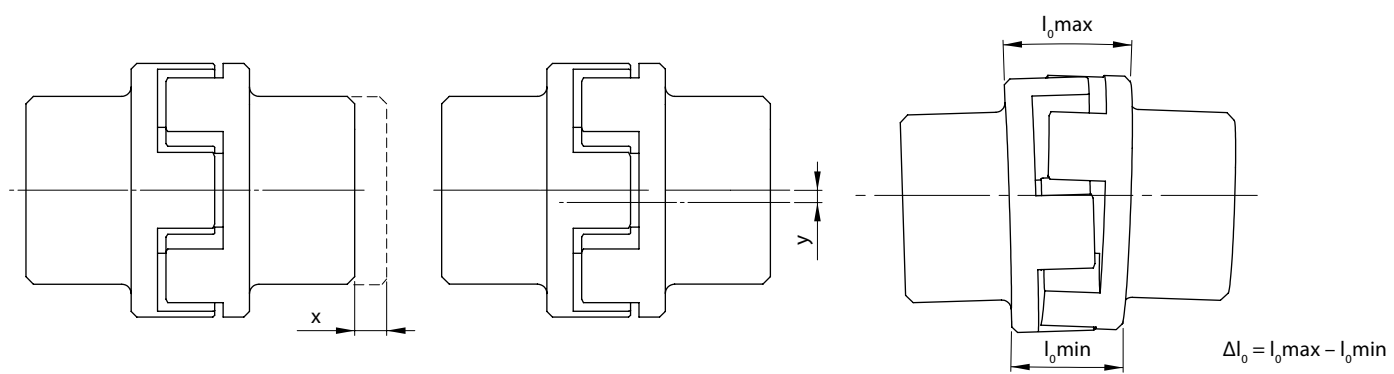
Ex - for operation in the areas with the danger of explosion

WS... - special (individual arrangements)

**CONNECTIONS:** Elements of the couplings of different types of ASR group of one size can be connected in any sets. In the type marking both types markings should be given according to the order of the hubs (e.g. the connection of ASR-SBH brake coupling with the ASRT hub type – brake coupling - ... - ASR-SBH/ASRT).

**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, " $\Delta I_0$ " – angular) cannot appear at the same time. At the speed above 1500 rpm the angular deviations should not exceed 50% of the deviations values given in the table.

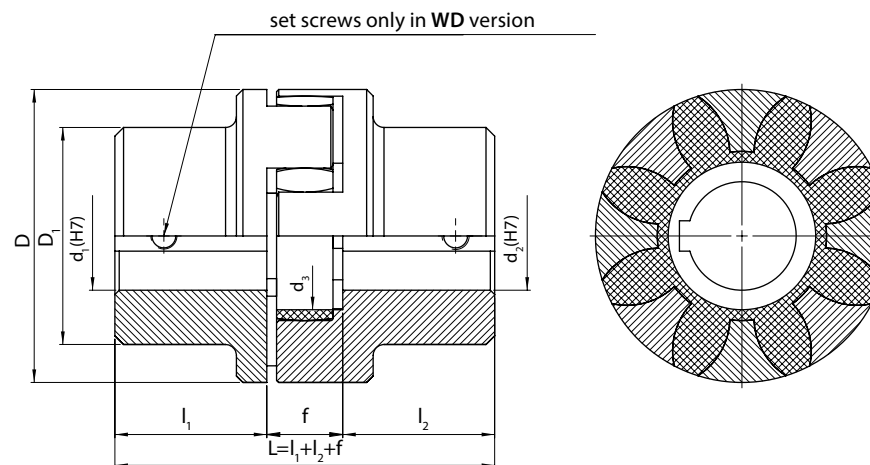


Coupling size	0002	0001	001	002	003	004	005	006	007	008	009	010	011	012	013	014
x	1,2	1,4	1,5	1,8	2,0	2,1	2,2	2,6	3,0	3,4	3,6	3,8	4,2	4,6	5	5,5
y	0,2	0,2	0,25	0,25	0,3	0,35	0,35	0,4	0,4	0,5	0,5	0,5	0,6	0,6	0,65	0,65
$\Delta I_0$	0,4	0,5	0,6	0,7	0,8	0,9	1,0	1,2	1,4	1,7	1,9	2,2	2,5	2,8	3,2	3,7

**Example of designation** of the ASR type coupling with the nominal torque of  $M_n=265$  Nm, hub holes diameters of  $d_1=32$  mm,  $d_2=40$ mm, hub holes lengths of  $l_1=50$  mm,  $l_2=80$  mm, size of 003 (marking see page A1-1):

**265-32/50-40/80-003 ASR Flexible coupling**

- the "Ex" version –  
265-32/50-40/80-003 ASR-**Ex** Flexible coupling
- the "WD" version –  
265-32/50-40/80-003 ASR-**WD** Flexible coupling
- with pilot bores –  
265-**ow**/50-**ow**/80-003 ASR Flexible coupling



Nominal torque $M_n$		$d_1, d_2$		$l_1, l_2$ <sup>1)</sup>		f	D	$D_1$	$d_3$	Max rotational speed $n_{max}$	Moment of inertia <sup>2)</sup> I	Weight <sup>2)</sup> m	Coupling size and type		
insert 92° ShA	insert 98° ShA	pilot	max	nomin.	extend.										
Nm		mm										1/min	kgm <sup>2</sup>	kg	–
10	17	4	19	25	40	16	40	35	18	11 500	0,00008	0,36	0002 ASR		
35	60	6	24	30	50	18	55	40	27	10 000	0,0002	0,60	0001 ASR		
95	160	8	28	35	60	20	65	45	30	9000	0,0005	0,91	001 ASR		
190	325	10	38	45	80	24	80	60	38	7100	0,001	1,79	002 ASR		
265	450	12	42	50	80	26	95	65	46	6000	0,003	2,62	003 ASR		
310	525	14	48	56	80	28	105	75	51	5300	0,005	3,68	004 ASR		
410	685	16	55	65	90	30	120	85	60	4750	0,010	5,42	005 ASR		
625	940	18	65	75	110	35	135	100	68	4250	0,019	8,10	006 ASR		
1280	1920	22	75	85	140	40	160	120	80	3550	0,043	13,29	007 ASR		
2400	3600	26	100	100	140	45	200	160	100	2800	0,138	26,12	008 ASR		
3300	4950	30	115	110	160	50	225	180	113	2500	0,229	34,3	009 ASR		
4800	7200	30	125	120	170	55	255	200	127	2200	0,429	49,2	010 ASR		
6650	10000	32	145	140	170	60	290	230	147	2100	0,841	70,2	011 ASR		
8550	12800	36	160	155	210	65	320	255	165	2000	1,407	102,1	012 ASR		
12800	19200	38	185	175	210	75	370	290	190	1800	3,298	140,5	013 ASR		
18650	28000	40	200	195	240	85	420	325	220	1600	4,949	205,5	014 ASR		

**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.

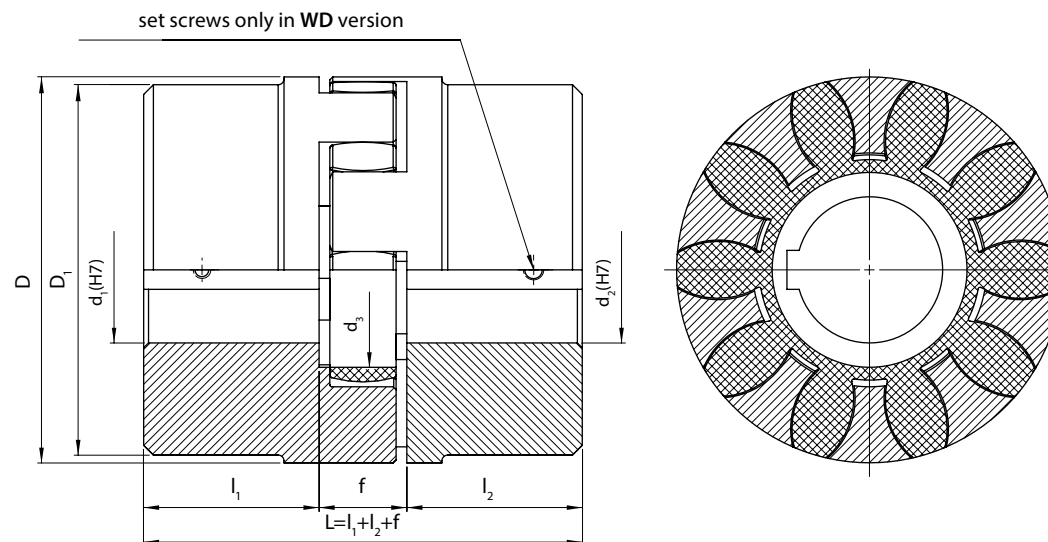
<sup>1)</sup> On request, we produce couplings with hub lengths different from the nominal and extended lengths provided in the table.

<sup>2)</sup> 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 ASRX type coupling with the nominal torque of  $M_n=265$  Nm, hub holes diameters of  $d_1=32$  mm,  $d_2=40$ mm, hub holes lengths of  $l_1=50$  mm,  $l_2=80$  mm, size of 003 (marking see page A1-1):

**265-32/50-40/80-003 ASRX Flexible coupling**

- the "Ex" version –  
265-32/50-40/80-003 ASRX-**Ex** Flexible coupling
- the "WD" version –  
265-32/50-40/80-003 ASRX -**WD** Flexible coupling
- with pilot bores –  
265-**ow**/50-**ow**/80-003 ASRX Flexible coupling



Nominal torque $M_n$		$d_1, d_2$		$l_1, l_2$ <sup>1)</sup>		f	D	$D_1$	$d_3$	Max rotational speed $n_{max}$	Moment of inertia <sup>2)</sup> I	Weight <sup>2)</sup> m	Coupling size and type		
insert 92° ShA	insert 98° ShA	pilot	max	nomin.	extend.										
Nm		mm										1/min	kgm <sup>2</sup>	kg	–
10	17	4	22	25	40	16	40	38	18	11 500	0,00009	0,37	0002 ASRX		
35	60	6	32	30	50	18	55	53	27	10 000	0,0004	0,75	0001 ASRX		
95	160	8	35	35	60	20	65	63	30	9000	0,0009	1,34	001 ASRX		
190	325	10	48	45	80	24	80	78	38	7100	0,003	2,35	002 ASRX		
265	450	12	55	50	80	26	95	93	46	6000	0,006	3,85	003 ASRX		
310	525	14	60	56	80	28	105	103	51	5300	0,010	5,37	004 ASRX		
410	685	16	70	65	90	30	120	118	60	4750	0,020	7,91	005 ASRX		
625	940	18	75	75	110	35	135	133	68	4250	0,037	12,2	006 ASRX		
1280	1920	22	90	85	140	40	160	158	80	3550	0,082	19,2	007 ASRX		
2400	3600	26	120	100	140	45	200	198	100	2800	0,231	32,2	008 ASRX		
3300	4950	30	135	110	160	50	225	223	113	2500	0,349	42,5	009 ASRX		

**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.

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

<sup>2)</sup> 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 ASRT type coupling with the nominal torque of  $M_n=265$  Nm, with the TZ outer clamping bush with  $d_1=38$  mm hole and the TW inner bush with  $d_2=30$  mm hole, size 003 (marking see page A1-1):

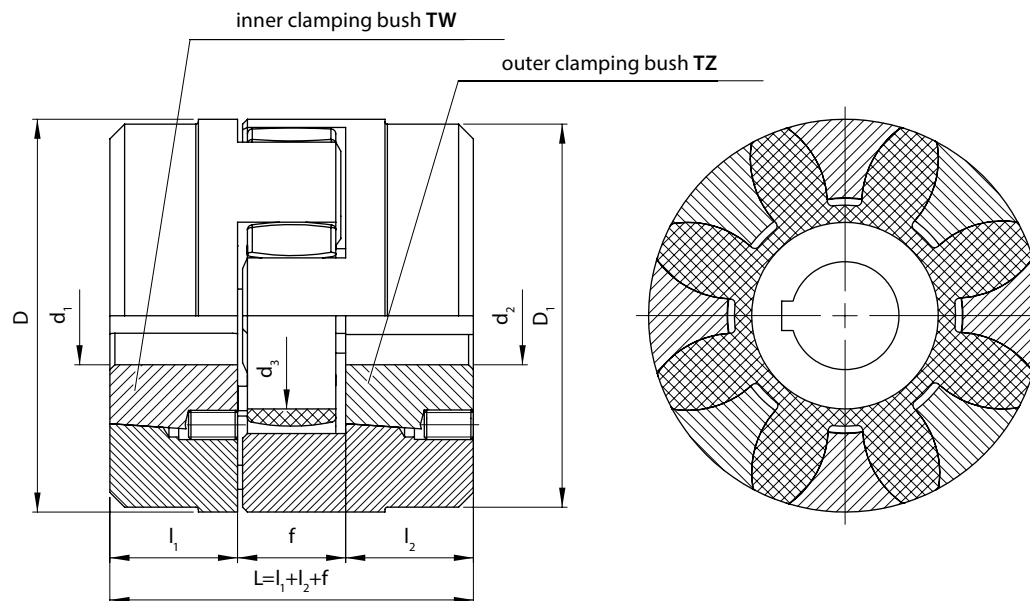
**265-38TZ-30TW-003 ASRT Flexible coupling**

- The arrangement of inner and outer clamping bushes can be optional

**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.

<sup>1)</sup> The weight and the moment of inertia have been determined for the coupling with the maximum holes.



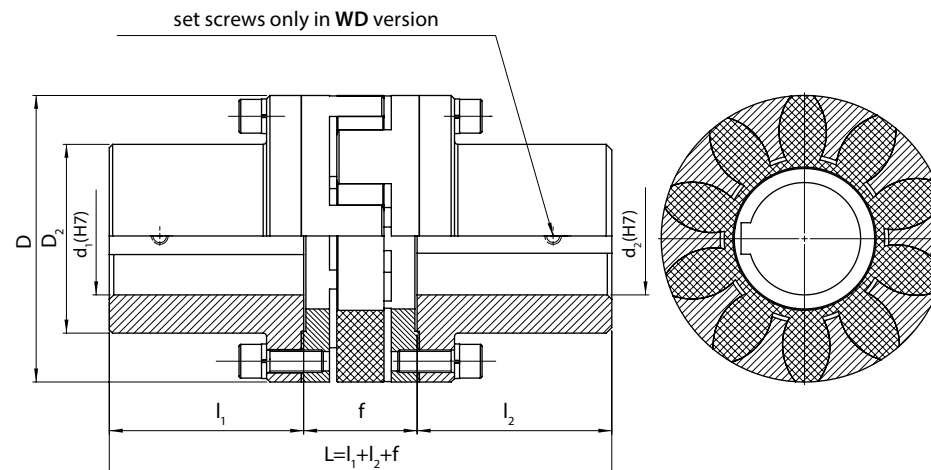
Nominal torque $M_n$		Hub with TW bush				Hub with TZ bush				f	D	D <sub>1</sub>	d <sub>3</sub>	Max rotational speed $n_{max}$	Moment of inertia <sup>1)</sup> I	Weight <sup>1)</sup> m	Coupling size and type
insert 92° ShA	insert 98° ShA	d <sub>1</sub> , d <sub>2</sub>		l <sub>1</sub> , l <sub>2</sub>	bush	d <sub>1</sub> , d <sub>2</sub>		l <sub>1</sub> , l <sub>2</sub>	bush								
Nm		max	min			max	min			max	min	1/min	kgm <sup>2</sup>	kg	-		
35	60	25	10	23	1008	25	10	23	1008	18	55	53	27	10 000	0,0003	0,73	0001 ASRT
95	160	25	14	23	1108	25	14	23	1108	20	65	63	30	9000	0,0007	1,12	001 ASRT
190	325	32	14	26	1210	32	14	26	1210	24	80	78	38	7100	0,0018	1,91	002 ASRT
265	450	42	14	26	1610	42	14	26	1610	26	95	93	46	6000	0,0036	2,65	003 ASRT
310	525	42	14	26	1610	42	14	26	1610	28	105	103	51	5300	0,0057	3,45	004 ASRT
410	685	50	19	33	2012	50	19	33	2012	30	120	118	60	4750	0,0119	5,47	005 ASRT
625	940	50	19	33	2012	65	19	45	2517	35	135	133	68	4250	0,0246	8,65	006 ASRT
1280	1920	65	19	45	2517	75	28	52	3020	40	160	158	80	3550	0,0563	14,1	007 ASRT
2400	3600	75	28	52	3020	100	38	65	3525	45	200	198	100	2800	0,166	28,5	008 ASRT
3300	4950	100	38	65	3525	100	38	65	3525	50	225	198	113	2500	0,331	43,6	009 ASRT

**Example of designation** of the ASRY type coupling with the nominal torque of  $M_n=265$  Nm, hub holes diameters of  $d_1=32$  mm,  $d_2=40$  mm, hub holes lengths of  $l_1=50$  mm,  $l_2=80$  mm, size of 003 (marking see page A1-1):

**265-32/50-40/80-003 ASRY Flexible coupling**

- the "Ex" version –  
265-32/50-40/80-003 ASRY-**Ex** Flexible coupling
- the "WD" version –  
265-32/50-40/80-003 ASRY-**WD** Flexible coupling
- with pilot bores –  
265-**ow**/50-**ow**/80-003 ASRY Flexible coup

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 $M_n$		$d_1, d_2$		$l_1, l_2$ <sup>1)</sup>		f	D	$D_2$	Max rotational speed $n_{max}$	Moment of inertia <sup>2)</sup> I	Weight <sup>2)</sup> m	Coupling size and type
insert 92° ShA	insert 98° ShA	pilot	max	nomin.	extend.							
Nm		mm						1/min	kgm <sup>2</sup>	kg	-	
35	60	6	24	30	50	33	55	36	10 000	0,0003	0,71	0001 ASRY
95	160	8	28	35	60	39	65	42	9000	0,0007	1,18	001 ASRY
190	325	10	35	45	80	43	80	52	7100	0,0018	2,09	002 ASRY
265	450	12	42	50	80	48	95	63	6000	0,0040	3,31	003 ASRY
310	525	14	48	56	80	50	105	72	5300	0,0066	4,45	004 ASRY
410	685	16	55	65	90	60	120	82	4750	0,0133	6,89	005 ASRY
625	940	18	65	75	110	65	135	96	4250	0,0239	9,73	006 ASRY
1280	1920	22	75	85	140	75	160	112	3550	0,0531	15,4	007 ASRY
2400	3600	26	100	100	140	82	200	145	2800	0,147	27,6	008 ASRY
3300	4950	30	110	110	160	97	225	165	2500	0,267	39,1	009 ASRY
4800	7200	30	125	120	170	103	255	180	2200	0,479	55,2	010 ASRY
6650	10000	32	145	140	180	116	290	206	2100	0,923	82,08	011 ASRY
8550	12800	36	160	155	200	128	320	235	2000	1,534	112,9	012 ASRY
12800	19200	38	185	175	220	146	370	270	1800	3,095	168,2	013 ASRY
18650	28000	40	200	195	220	159	420	315	1600	5,792	245,3	014 ASRY

**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.

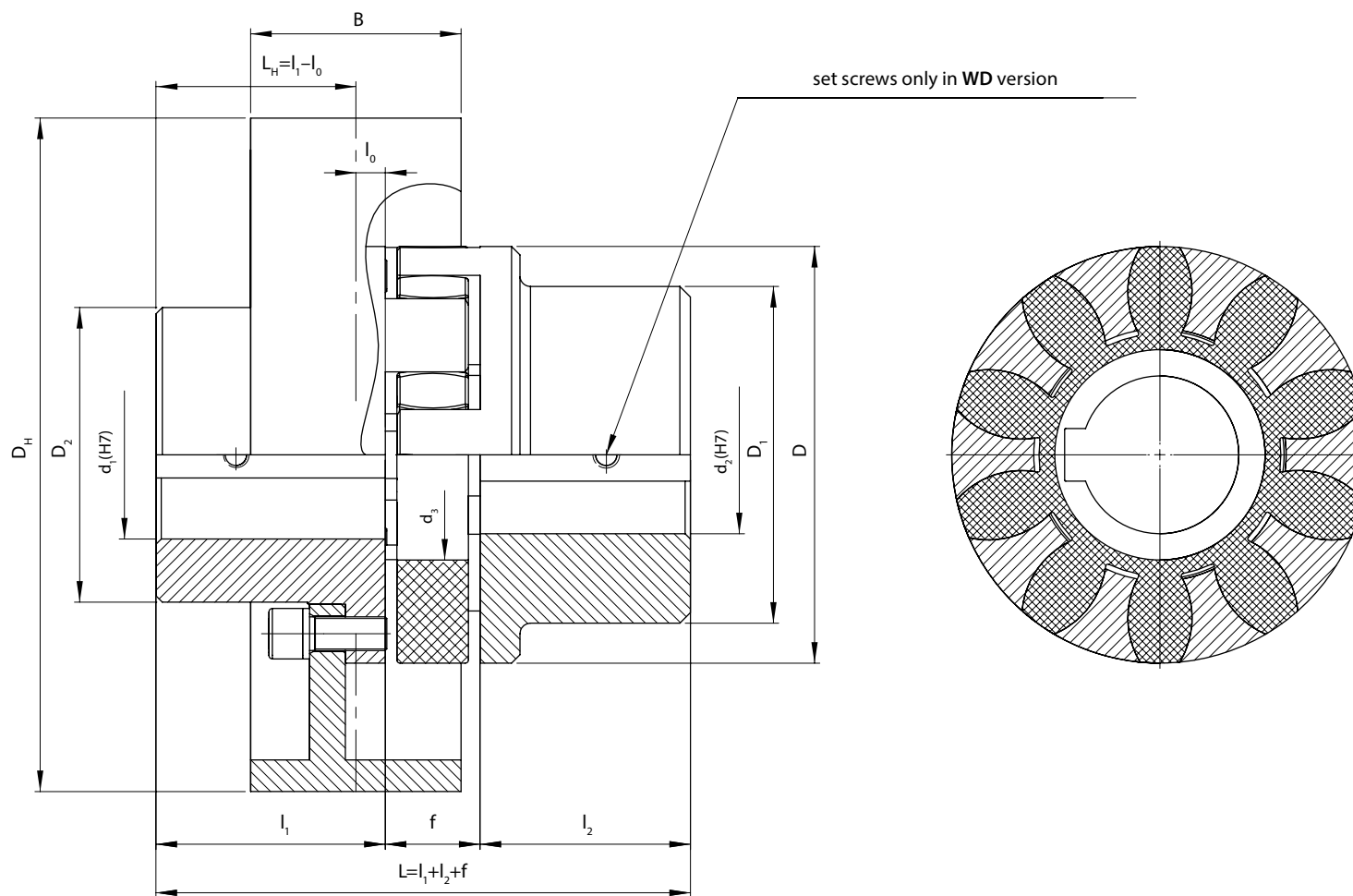
<sup>1)</sup> On request, we produce couplings with hub lengths different from the nominal and extended lengths provided in the table.

<sup>2)</sup> 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 ASR-SBH coupling with the nominal torque of  $M_n=265$  Nm, brake drum diameter of  $D_H=160$  mm, distance of the brake drum symmetry axis from the hub origin of  $L_H=50$ , hub holes diameters of  $d_1=32$  mm,  $d_2=42$  mm, hub holes lengths of  $l_1=50$  mm,  $l_2=65$  mm, size of 003 (marking see page A1-1):

**265-160-50-32/50-42/65-003 ASR-SBH Brake coupling**

- the "Ex" version – 265-160-50-32/50-42/65-003 ASR-SBH-**Ex** Brake coupling
- the "WD" version – 265-160-50-32/50-42/65-003 ASR-SBH-**WD** Brake coupling
- with pilot bores – 265-160-50-**ow**/50-**ow**/65-003 ASR-SBH Brake coupling





Nominal torque $M_n$		$d_1, d_2$		$l_1, l_2$ <sup>2)</sup>		f	D	$D_1$ <sup>1)</sup>	$D_2$	$D_H$ <sup>4)</sup>	B <sup>4)</sup>	$l_0$ <sup>5)</sup>	$d_3$	Max rotational speed <sup>6)</sup> $n_{max}$	Moment of inertia <sup>3)</sup> I	Weight <sup>3)</sup> m	Coupling size and type
insert 92° ShA	insert 98° ShA	pilot	max <sup>1)</sup>	nomin.	extend.												
Nm		mm											1/min	kgm <sup>2</sup>	kg	–	
95	160	8	28 (35)	35	60	20	65	45 (63)	42	120	50	0	30	4000	0,0041	1,97	001 ASR-SBH
190	325	10	35 (48)	45	80	24	80	60 (78)	52	160	60	0	38	4000	0,0144	4,27	002 ASR-SBH
										200	80	0		3000	0,0468	7,70	
265	450	12	42 (55)	50	80	26	95	65 (93)	63	160	60	0	46	4000	0,0156	4,94	003 ASR-SBH
										200	80	0		3000	0,0480	8,34	
310	525	14	48 (60)	56	80	28	105	75 (103)	72	200	80	1	51	3000	0,0498	9,17	004 ASR-SBH
										250	100	1		2500	0,145	15,3	
410	685	16	55 (70)	65	90	30	120	85 (118)	82	250	100	0	60	2500	0,149	16,7	005 ASR-SBH
										320	120	0		2000	0,434	27,4	
625	940	18	65 (75)	75	110	35	135	100 (133)	96	250	100	0	68	2500	0,156	18,7	006 ASR-SBH
										320	120	0		2000	0,441	29,4	
1280	1920	22	75 (90)	85	140	40	160	120 (158)	112	320	120	0	80	2000	0,460	33,4	007 ASR-SBH
										400	150	5		1800	1,278	53,2	
2400	3600	26	100 (120)	100	140	45	200	160 (198)	145	400	150	0	100	1800	1,347	62,4	008 ASR-SBH
										500	190	0		1500	3,470	93,2	
3300	4950	30	110 (135)	110	160	50	225	180 (223)	165	500	190	0	110	1500	3,553	101,1	009 ASR-SBH
										630	235	-12,5		1200	10,34	167,6	
4800	7200	30	125	120	170	55	255	200	180	500	190	0	127	1500	3,692	111,8	010 ASR-SBH
										630	235	-7,5		1200	10,48	178,7	
6650	10000	32	145	140	170	60	290	230	200	710	265	2,5	147	1000	15,741	231,2	011 ASR-SBH
										800	300	-15		800	28,041	272,2	

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

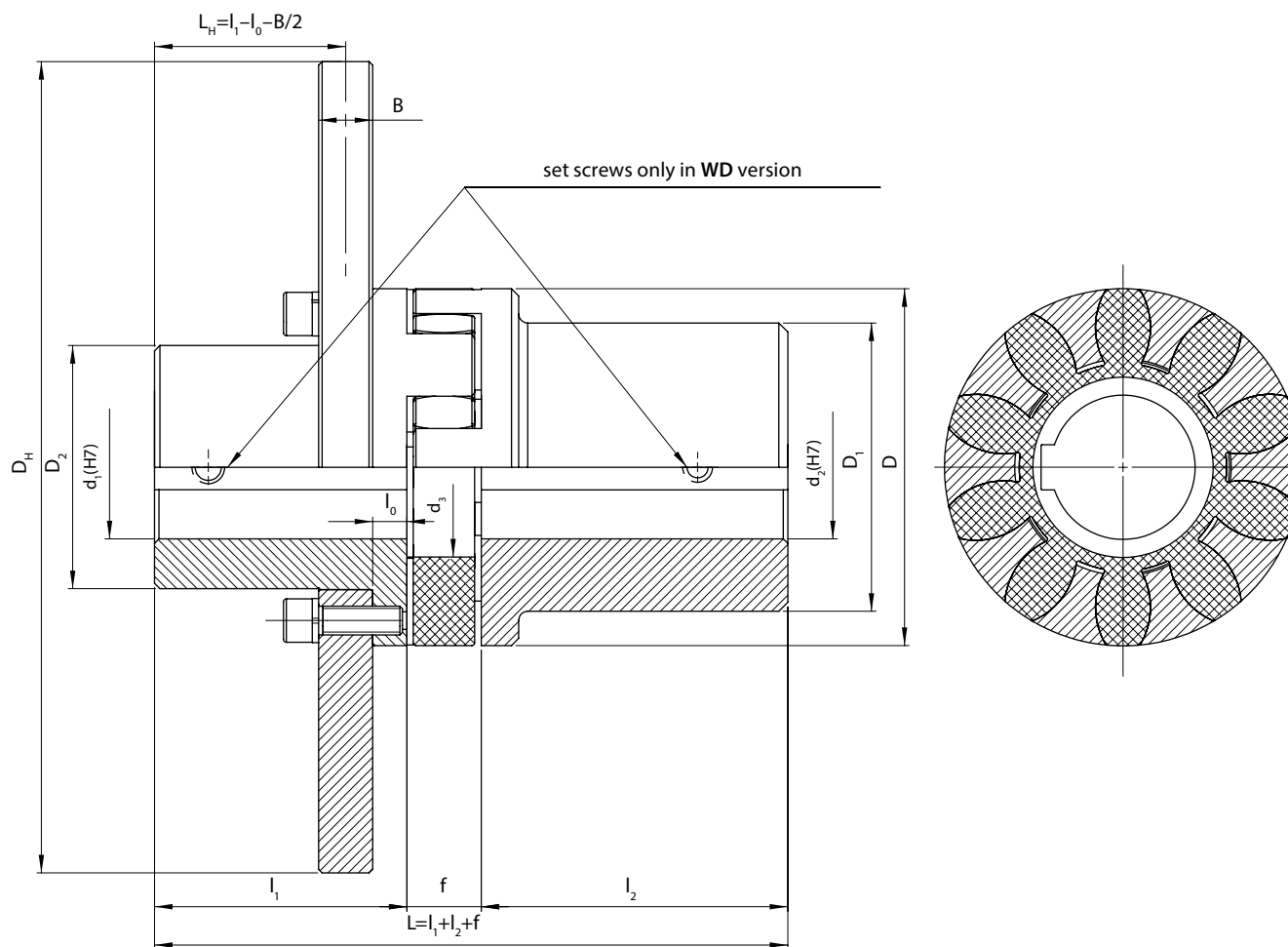
We produce keyways as recommended, normally acc. to PN-70/M-85005, with the Js9 tolerance.

- <sup>1)</sup> The dimensions in the bracket concern only the  $d_2$  hole and  $D_1$  diameter in the coupling with increased hub (ASRX type).
- <sup>2)</sup> On request, we produce couplings with hub lengths different from the nominal and extended lengths provided in the table.
- <sup>3)</sup> The weight and the moment of inertia have been determined for the coupling with the maximum holes and nominal lengths of the hubs.
- <sup>4)</sup> On request, we produce couplings brake drums with dimensions different from those provided in the table.
- <sup>5)</sup>  $l_0$  ( $L_H = l_1 - l_0$ ) dimension after the agreement can be changed according to the wishes of the customer.
- <sup>6)</sup> 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 ASR-STH coupling with the nominal torque of  $M_n=265$  Nm, brake disc diameter of  $D_H=320$  mm, thickness of  $B=30$  mm, distance of the brake disc symmetry axis from the hub origin of  $L_H=25$  mm, hub hole diameters of  $d_1=32$  mm,  $d_2=42$  mm, hub holes lengths of  $l_1=50$  mm,  $l_2=65$  mm, size of 003 (marking see page A1-1):

**265-320x30-25-32/50-42/65-003 ASR-STH Disc coupling**

- the "Ex" version – 265-320x30-25-32/50-42/65-003 ASR-STH-**Ex** Disc coupling
- the "WD" version – 265-320x30-25-32/50-42/65-003 ASR-STH-**WD** Disc coupling
- with pilot bores – 265-320x30-25-**ow**/50-**ow**/65-003 ASR-STH Disc coupling



Nominal torque $M_n$		$d_1, d_2$		$l_1, l_2^{2)}$		f	D	$D_1^{1)}$	$D_2$	$D_H \times B^{4)}$	$l_0^{5)}$	$d_3$	Max rotational speed $n_{max}^{6)}$	Moment of inertia $I^{3)}$	Weight $m^{3)}$	Coupling size and type
insert 92° ShA	insert 98° ShA	pilot	max $^{1)}$	nomin.	extend.											
Nm		mm											1/min	kgm $^2$	kg	–
265	450	12	42 (55)	50	80	26	95	65 (93)	63	320×30	10	46	2000	0,243	20,3	003 ASR-STH
310	525	14	48 (60)	56	80	28	105	75 (103)	72	320×30	11	51	2000	0,244	21,0	004 ASR-STH
										355×30			1800	0,368	25,3	
410	685	16	55 (70)	65	90	30	120	85 (118)	82	355×30	13	60	1800	0,372	26,6	005 ASR-STH
										400×30			1500	0,595	32,8	
625	940	18	65 (75)	75	110	35	135	100 (133)	96	400×30	14	68	1500	0,602	34,8	006 ASR-STH
										450×30			1500	0,955	42,5	
1280	1920	22	75 (90)	85	140	40	160	120 (158)	112	450×30	16	80	1500	0,974	46,2	007 ASR-STH
										500×30			1500	1,468	54,9	
2400	3600	26	100 (120)	100	140	45	200	160 (198)	145	500×30	19	100	1500	1,535	63,7	008 ASR-STH
										630×30			1000	3,718	90,7	
3300	4950	30	110 (135)	110	160	50	225	180 (223)	165	630×30	21	110	1000	3,800	98,4	009 ASR-STH
										710×30			1000	6,019	118,1	
4800	7200	30	125	120	170	55	255	200	180	630×30	25	127	1000	3,942	109,4	010 ASR-STH
										710×30			1000	6,161	129,1	
6650	10000	32	145	140	170	60	290	230	200	710×30	28	147	1000	6,631	150,1	011 ASR-STH
										800×30			900	7,891	167,2	

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

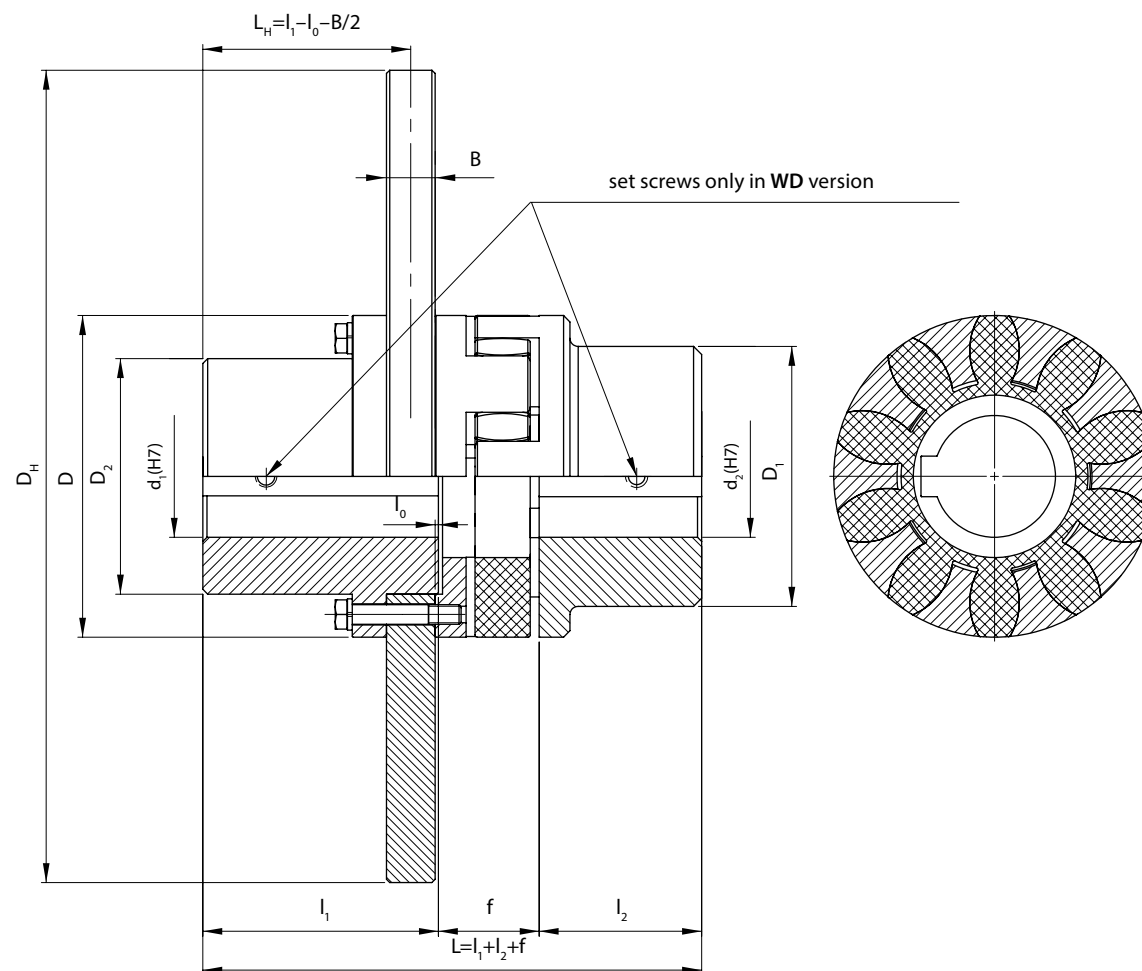
We produce keyways as recommended, normally acc. to PN-70/M-85005, with the Js9 tolerance.

- <sup>1)</sup> The dimensions in the bracket concern only the  $d_2$  hole and  $D_1$  diameter in the coupling with increased hub (ASRX type).
- <sup>2)</sup> On request, we produce couplings with hub lengths different from the nominal and extended lengths provided in the table.
- <sup>3)</sup> The weight and the moment of inertia have been determined for the coupling with the maximum holes and nominal lengths of the hubs.
- <sup>4)</sup> On request, we produce couplings brake drums with dimensions different from those provided in the table.
- <sup>5)</sup>  $l_0$  ( $L_H = l_1 - l_0$ ) dimension after the agreement can be changed according to the wishes of the customer.
- <sup>6)</sup> 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 ASRZ-STH coupling with the nominal torque of  $M_n=265$  Nm, brake disc diameter of  $D_H=320$  mm, thickness of  $B=30$  mm, distance of the brake disc symmetry axis from the hub origin of  $L_H=34$  mm, hub hole diameters of  $d_1=32$  mm,  $d_2=42$  mm, hub holes lengths of  $l_1=50$  mm,  $l_2=65$  mm, size of 003 (marking see page A1-1):

**265-320x30-34-32/50-42/65-003 ASRZ-STH Disc coupling**

- the "Ex" version – 265-320x30-34-32/50-42/65-003 ASRZ-STH-**Ex** Disc coupling
- the "WD" version – 265-320x30-34-32/50-42/65-003 ASRZ-STH-**WD** Disc coupling
- with pilot bores – 265-320x30-34-**ow**/50-**ow**/65-003 ASRZ-STH Disc coupling



Nominal torque $M_n$		$d_1, d_2$		$l_1, l_2^{2)}$		f	D	$D_1^{1)}$	$D_2$	$D_H \times B^{4)}$	$l_0^{5)}$	$d_3$	Max rotational speed $n_{max}^{6)}$	Moment of inertia $I^{3)}$	Weight $m^{3)}$	Coupling size and type
insert 92° ShA	insert 98° ShA	pilot	max $^{1)}$	nomin.	extend.											
Nm		mm											1/min	kgm $^2$	kg	–
265	450	12	42 (55)	50	80	38	95	65 (93)	63	320×30	1	46	2000	0,244	21,0	003 ASRZ-STH
310	525	14	48 (60)	56	80	40	105	75 (103)	72	320×30	1	51	2000	0,246	21,9	004 ASRZ-STH
										355×30			1800	0,370	26,2	
410	685	16	55 (70)	65	90	46	120	85 (118)	82	355×30	1	60	1800	0,375	28,0	005 ASRZ-STH
										400×30			1500	0,598	34,2	
625	940	18	65 (75)	75	110	51	135	100 (133)	96	400×30	1	68	1500	0,607	36,5	006 ASRZ-STH
										450×30			1500	0,961	44,3	
1280	1920	22	75 (90)	85	140	59	160	120 (158)	112	450×30	1,5	80	1500	0,986	49,1	007 ASRZ-STH
										500×30			1500	1,480	57,8	
2400	3600	26	100 (120)	100	140	65	200	160 (198)	145	500×30	1,5	100	1500	1,565	68,5	008 ASRZ-STH
										630×30			1000	3,748	95,5	
3300	4950	30	110 (135)	110	160	75	225	180 (223)	165	630×30	1,5	110	1000	3,852	104,6	009 ASRZ-STH
										710×30			1000	6,071	124,3	
4800	7200	30	125	120	170	81	255	200	180	630×30	2	127	1000	4,046	119,2	010 ASRZ-STH
										710×30			1000	6,265	138,9	
6650	10000	32	145	140	170	94	290	230	200	710×30	2	147	1000	6,573	161,7	011 ASRZ-STH
										800×30			900	10,241	184,2	

**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.

- <sup>1)</sup> The dimensions in the bracket concern only the  $d_2$  hole and  $D_1$  diameter in the coupling with increased hub (ASRX type).
- <sup>2)</sup> On request, we produce couplings with hub lengths different from the nominal and extended lengths provided in the table.
- <sup>3)</sup> The weight and the moment of inertia have been determined for the coupling with the maximum holes and nominal lengths of the hubs.
- <sup>4)</sup> On request, we produce couplings brake drums with dimensions different from those provided in the table.
- <sup>5)</sup>  $l_0$  ( $L_H = l_1 - l_0$ ) dimension after the agreement can be changed according to the wishes of the customer.
- <sup>6)</sup> 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.

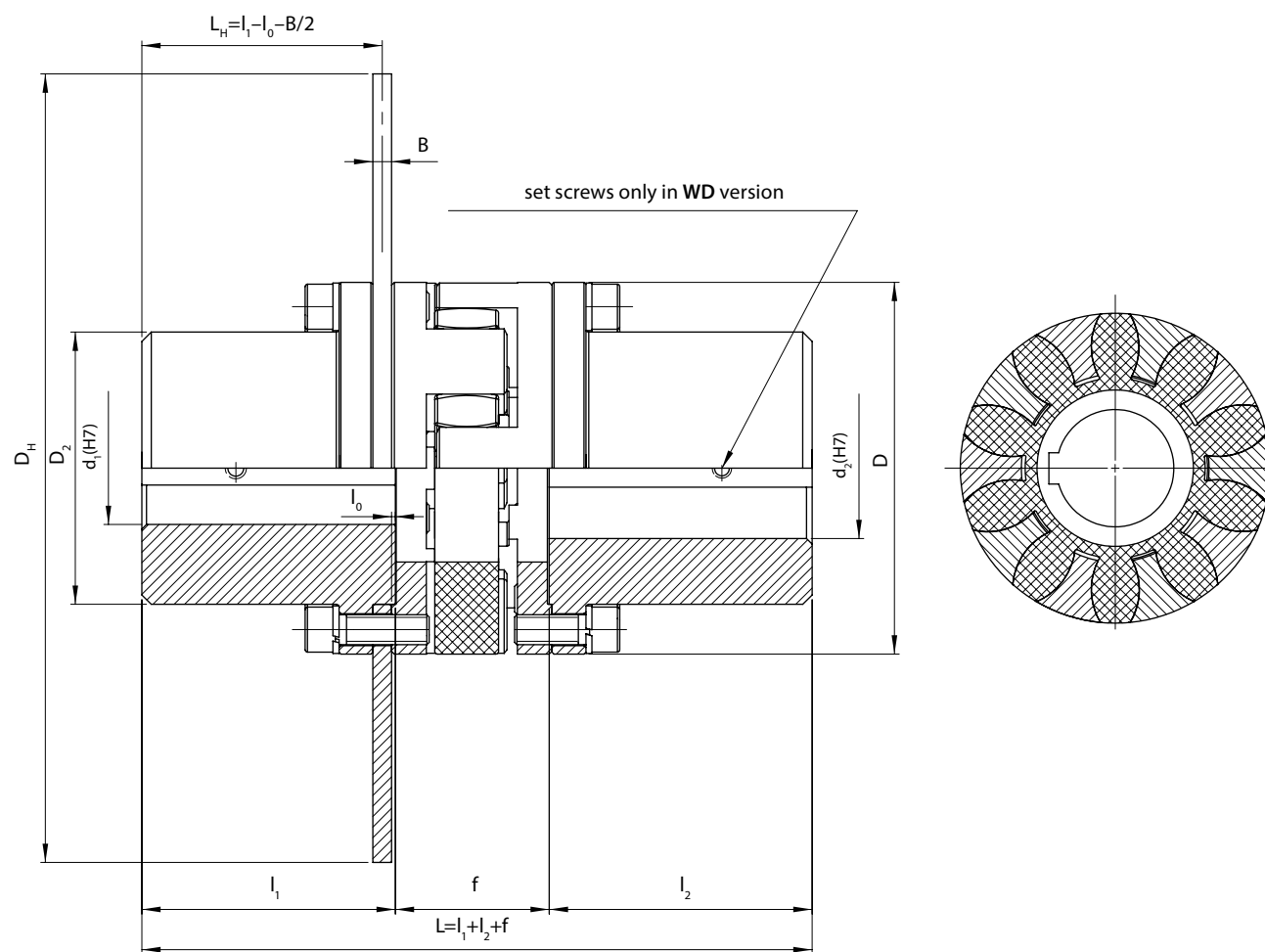
with the possibility of replacement of the insert without the necessity of widening the shaft ends and with the brake disc with possibility of its disassembly without removing the hub from the shaft end

**Example of designation** of the ASRY-STH coupling with the nominal torque of  $M_n=265$  Nm, brake disc diameter of  $D_H=320$  mm, thickness of  $B=30$  mm, distance of the brake disc symmetry axis from the hub origin of  $L_H=34$  mm, hub hole diameters of  $d_1=32$  mm,  $d_2=42$  mm, hub holes lengths of  $l_1=50$  mm,  $l_2=65$  mm, size of 003 (marking see page A1-1):

**265-320x30-34-32/50-42/65-003 ASRY-STH Disc couplings**

- the "Ex" version – 265-320x30-34-32/50-42/65-003 ASRY-STH-**Ex** Disc coupling
- the "WD" version – 265-320x30-34-32/50-42/65-003 ASRY-STH-**WD** Disc coupling
- with pilot bores – 265-320x30-34-**ow**/50-**ow**/65-003 ASRY-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.**



# ASRY-STH DISC COUPLINGS

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

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A1-14

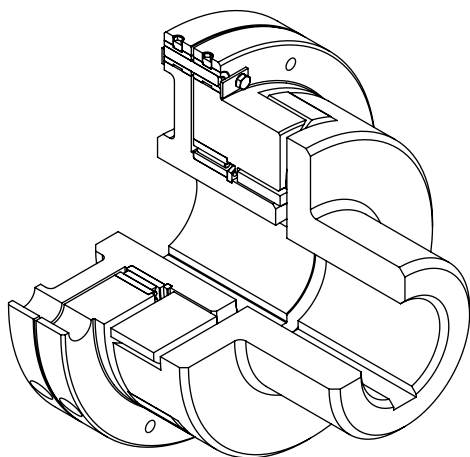
Nominal torque $M_n$		$d_1, d_2$		$l_1, l_2$ <sup>1)</sup>		f	D	$D_2$	$D_H \times B$ <sup>3)</sup>	$l_0$ <sup>4)</sup>	Max rotational speed <sup>5)</sup>	Moment of inertia <sup>2)</sup>	Weight <sup>2)</sup>	Coupling size and type
insert 92° ShA	insert 98° ShA	pilot	max <sup>1)</sup>	nomin.	extend.						$n_{max}$	I	m	
Nm		mm									1/min	kgm <sup>2</sup>	kg	-
265	450	12	42	50	80	48	95	63	320×30	1	2000	0,244	21,4	003 ASRY-STH
310	525	14	48	56	80	50	105	72	320×30	1	2000	0,247	22,3	004 ASRY-STH
									355×30		1800	0,371	26,7	
410	685	16	55	65	90	60	120	82	355×30	1	1800	0,377	28,8	005 ASRY-STH
									400×30		1500	0,605	35,1	
625	940	18	65	75	110	65	135	96	400×30	1	1500	0,610	37,4	006 ASRY-STH
									450×30		1500	0,964	45,2	
1280	1920	22	75	85	140	75	160	112	450×30	1,5	1500	0,992	50,3	007 ASRY-STH
									500×30		1500	1,485	59,1	
2400	3600	26	100	100	140	82	200	145	500×30	1,5	1500	1,573	69,7	008 ASRY-STH
									630×30		1000	3,756	96,7	
3300	4950	30	110	110	160	97	225	165	630×30	1,5	1000	3,869	107,1	009 ASRY-STH
									710×30		1000	6,088	126,8	
4800	7200	30	125	120	170	103	255	180	630×30	2	1000	4,074	122,2	010 ASRY-STH
									710×30		1000	6,293	141,9	
6650	10000	32	145	140	170	116	290	200	710×30	2	1000	6,737	168,8	011 ASRY-STH
									800×30		900	10,367	196,1	

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

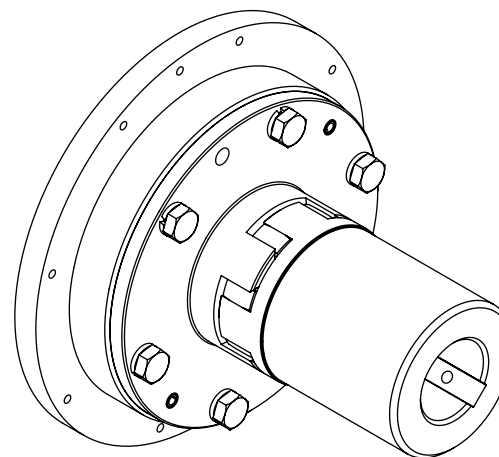
We produce keyways as recommended, normally acc. to PN-70/M-85005, with the Js9 tolerance.

- <sup>1)</sup> On request, we produce couplings with hub lengths different from the nominal and extended lengths provided in the table.
- <sup>2)</sup> The weight and the moment of inertia have been determined for the coupling with the maximum holes and nominal lengths of the hubs.
- <sup>3)</sup> On request, we produce couplings brake drums with dimensions different from those provided in the table.
- <sup>4)</sup>  $l_0$  ( $L_H = l_1 - l_0$ ) dimension after the agreement can be changed according to the wishes of the customer.
- <sup>5)</sup> 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.

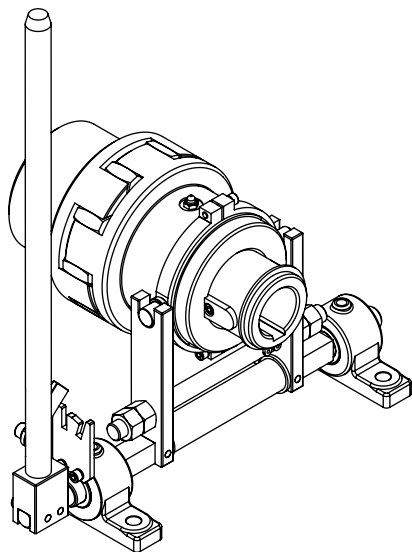
On request we produce special types of couplings taking into account the individual needs and requirements of the customer. The special constructions can have different dimensions in relation to the catalogue dimensions and they can also constitute a new construction adjusted to the needs and the construction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



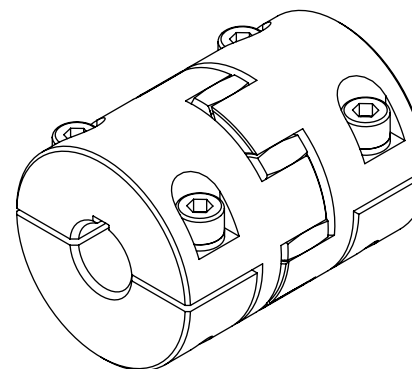
**ASR-SK**  
Coupling with shear pins



**ASR-PK**  
Coupling with a flange connection



**ASR-MR**  
Disengageable coupling with mechanism



**ASR-D**  
Coupling with divided hubs