

Highly-flexible couplings are characterized by:

- high torsional susceptibility
- moderation of the course of torque change
- service-free
- vibration damping and compensation of deviations
- possibility of disassembly of flexible element without the necessity of widening the shaft ends (AUK, ASO, ASOT, RAPTOR)
- possibility of producing the couplings with the torsional angle limiter (OKS) prolonging the durability of the flexible element
- possibility of operation with electric and combustion motors,
- very high strength (ASM),
- easy assembly and disassembly of the hubs from the shaft ends due to the usage of bushes (ASOT, RAPTOR-E...T).

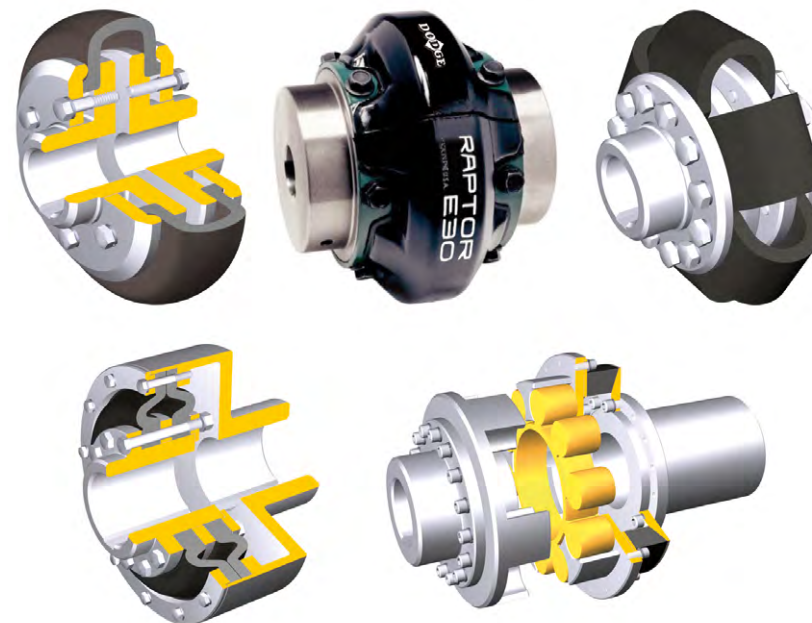
APPLICATIONS: pumps, blowers, compressors, stirrers, conveyors, crushers, fans, and other machinery and equipment.

MATERIAL: steel; flexible insert: rubber, polyurethane, natural rubber (RAPTOR) brake discs and drums usually steel S355J2 (different materials after agreement).

ELASTIC INSERT WORKING CONDITIONS: work at temperature **ASO, ASOT** of -50°C to + 50°C (of -15°C to + 70°C in the construction Ex), **ASM** of - 30°C to + 100°C, **AUK** of - 50°C to + 50°C, **SETT** of -30°C to +80°C (temporarily up to +100°C), **RAPTOR** of -43°C to +105°C.

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). RAPTOR couplings – groups: I M2 c, II2G c 100°C (T5).



METHOD OF MARKING (ASO, ASOT, AUK, ASM couplings):

[name] - [M_n] - [D_H×B*] - [L_H*] - [d₁] / [l₁] - [d₂] / [l₂] - [size] [type] - [variant] - [version*]

METHOD OF MARKING (RAPTOR couplings):

[name] - [M_n] - [d₁] / [l₁] - [d₂] / [l₂] - [L] - [RAPTOR] - [type and size] - [number of spacer sleeves*] - [version*]

* only if applies

name	e.g. tyre coupling
M_n	nominal torque [Nm]
$D_H \times B$	diameter \times width of the brake drum or disc [mm] (only the types "C", "D" couplings ASM) 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 "C", "D" couplings ASM)
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 (for example: "ow25")
l_1, l_2	the length of the holes in the hubs [mm]

L overall length of the coupling – to be specified in case of hubs with other than nominal lengths or if the required overall length "L" is different from that resulting from the nominal dimensions specified in the catalogue

the number of spacer sleeves – only for the ES elongated type. If not specified, a two-piece insert with two spacer sleeves is supplied as standard

size of the coupling e.g. 070

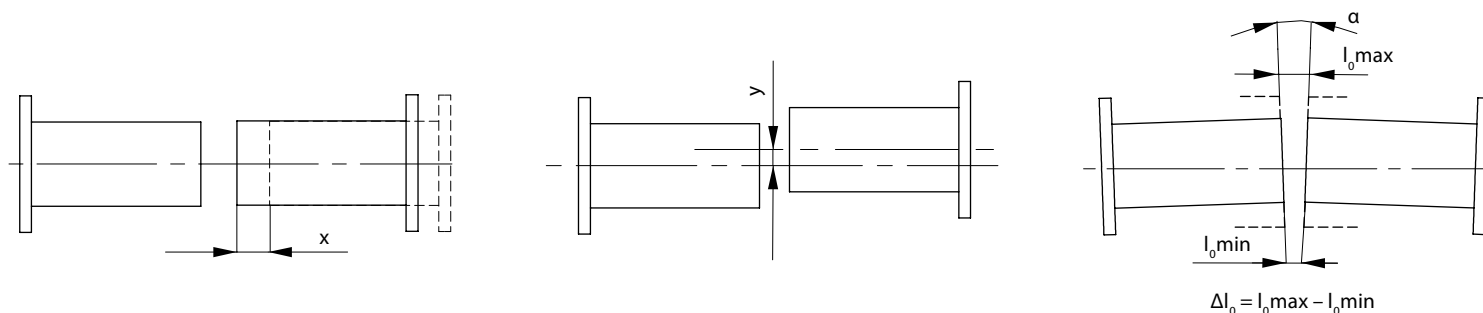
type of the coupling e.g. ASO

variant of the coupling e.g. C

version Ex – for operation in the areas with the danger of explosion
 WS... – special (individual arrangements)
 OKS – with the torsional angle limiter

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, "a" – angular) cannot appear at the same time.



Type	ASO, ASOT														
Coupling size	040	050	060	070	080	090	100	110	120	140	160	180	200	220	250
x	1,3	1,7	2,0	2,3	2,6	3,0	3,3	3,7	4,0	4,6	5,3	6,0	6,6	7,3	8,2
y	1,1	1,3	1,6	1,9	2,1	2,4	2,6	2,9	3,2	3,7	4,2	4,8	5,3	5,8	6,6
α [°]	4														

At the speed above 1500 rpm for the coupling size 100, above 1000 rpm for the coupling size 180 and above 500 rpm for bigger than 180, the angular and radial deviations should not exceed 50% of the deviations values given in the table.

A5-3

Type	AUK						
Coupling size	001	002	003	004	005	006	007
x	3	3	4	4	5	5	6
y	2,5	2,5	3,0	3,5	3,5	4,5	4,5
α [°]	4						

Type	SETT			
Coupling size	100	132	200	315
x	3	3	3	4
y	1	1	1	1
α [°]	1			

Type	ASM													
Coupling size	001	002	003	004	005	006	007	008	009	010	011	111	012	013
x	2,0	2,5	3,0	3,5	4,0	4,5	5,0	6,0	6,5	6,5	7,0	7,0	8,0	8,5
y	1,0	1,0	1,5	2,0	2,5	3,0	3,5	4,0	4,5	4,5	4,5	4,5	5,0	5,0
α [°]	1,0						1,5							

At the speed above 1000 rpm for the coupling size 006, and above 500 rpm for bigger than 006, the angular and radial deviations should not exceed 50% of the deviations values given in the table.

RAPTOR coupling size	Angular deviation α [°]	Axial deviation x [mm]	Radial deviation y [mm]
E2 ÷ E10	4°	7,94	4,76
E20 ÷ E50	3°		
E60 ÷ E80	2°		
E100 ÷ E140	1,5°		