

Overload couplings limit the value of transferred torque to the safe value – in the case of exceeding the adjusted slipping moment on the friction linings the slip takes place. The value of slipping moment is adjusted by tightening up or undoing the adjusting nut. In the case of machine overloading, which does not yield automatically, it is recommended to provide a system of automatic turning off the drive or immediate turning off by the service staff. The coupling is not intended for operation on the slip because it causes fast wear of friction linings and the drop of slipping moment together with the change of their thickness.

Overload couplings are also characterized by:

- compensation of the deviations of joined shaft ends position,
- torsional susceptibility.

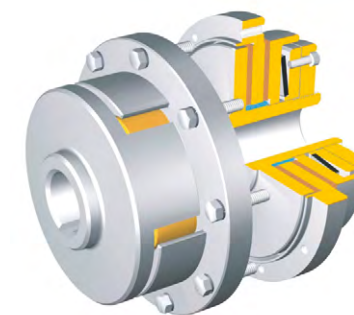
APPLICATIONS: chain drives, gear drives and belt drives, belt conveyors, stirrers, combined cutter loaders, excavating/dumping conveyors, and other machinery and equipment.

MATERIAL: steel, flexible insert: polyurethane, asbestos-free friction lining.

ELASTIC INSERT WORKING CONDITIONS: operation in the scope of temperatures from -30°C up to $+80^{\circ}\text{C}$, the friction lining protected against the contact with oils and greases.

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, II 2D, II 2G). With such kind of usage of the couplings the drive must be equipped with the sensor of coupling operation on the slip or temperature sensor, preventing the appearance of too high temperatures with blocking the drive and the coupling operation on the slip. Couplings of this construction are made with set screws.



METHOD OF MARKING:

$[\text{name}] - [M_k] - [d_1] / [l_1] - [d_2] / [l_2] - [\text{size}] [\text{type}] - [\text{version}^*]$

* only when it concerns a given type, where:

name e.g. overload coupling

M_k slipping moment [Nm]

d_1, d_2 diameters of the holes [mm]

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

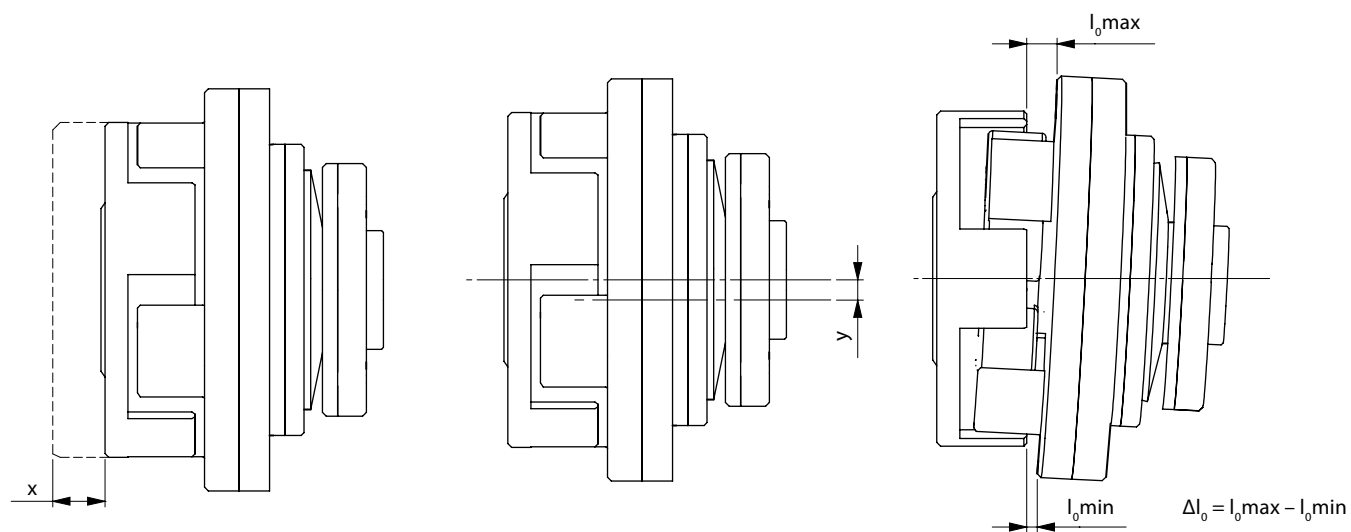
size e.g. 003

type e.g. APMX

version 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.



Coupling size	001	002	003	004	005	006	007
x	1,4	1,5	1,8	2	2,1	2,2	2,6
y	0,3	0,4	0,4	0,4	0,5	0,5	0,5
Δl_0	0,45	0,6	0,7	0,8	0,8	0,9	0,9