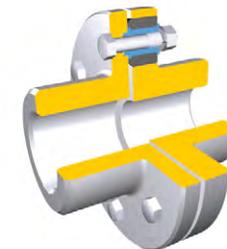


ASP Pin and Bush couplings are characterized by:

- simple and compact construction
- torsional susceptibility
- resistance to oils, greases and fuels
- vibration damping and compensation of deviations of joined shaft ends
- possibility of operation with both electric and combustion motors.



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

MATERIAL: steel; flexible insert: rubber reinforced with steel mesh and cord fabric (polyurethane on request of the customer) brake discs and drums usually steel S355J2 (different materials after agreement).

ELASTIC INSERT WORKING CONDITIONS: work at temperature of -30°C to +60°C, in the construction HT to +80°C. Resistance to oils, greases and salt water.

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:

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

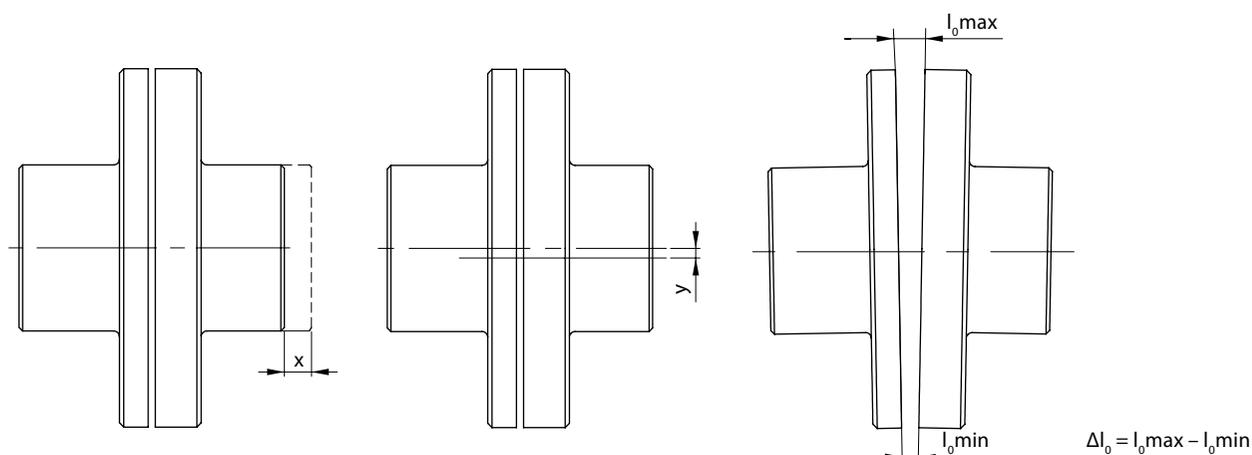
* only when it concerns a given type, where:

name	e.g. pin and bush coupling
M_n	nominal torque [Nm]
D_H×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_H	the distance of symmetry axis of the brake drum or disc from the edge of the hub [mm] (only the types ATP,ATT)
d₁, d₂	diameters of the holes [mm] (for the couplings with brake drum or disc d1 – 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)
l₁, l₂	the length of the holes in the hubs [mm]

size of the coupling	e.g. 084
type of the coupling	e.g. ASP
variant of the coupling	e.g. B
version	WD – with set screws Ex – for operation in the areas with the danger of explosion HT – for operation in higher temperatures 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 084 (054) and above 1000 rpm for the coupling size 085 (055) and bigger, the angular deviations should not exceed 50% of the deviations values given in the table.



Coupling size	077	078	079 049	080 050	081 051	082 052	083 053	084 054	085 055	086 056	087 057	088 058	089	090	091	092	093
x	0,5	0,5	0,5	0,5	0,5	0,8	0,8	0,8	1,0	1,0	1,2	1,2	1,4	1,4	1,6	1,6	1,8
y	0,2	0,2	0,2	0,2	0,2	0,2	0,25	0,25	0,25	0,3	0,4	0,4	0,4	0,5	0,5	0,6	0,6
Δl_0	0,2	0,2	0,2	0,3	0,3	0,4	0,5	0,5	0,6	0,7	0,9	1	1	1,2	1,4	1,5	1,6