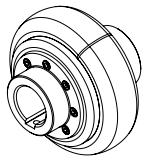
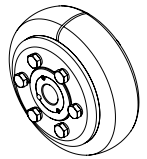
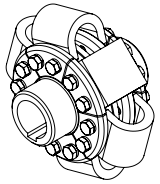
■ **A5–1** GENERAL INFORMATION



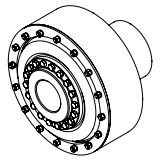
■ **A5–4** **ASO** TYRE COUPLINGS



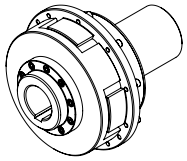
■ **A5–5** **ASOT** TYRE COUPLINGS
with clamping bushes



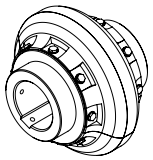
■ **A5–6** **AUK** BOW COUPLINGS



■ **A5–7** **ASM** RUBBER MEMBRANE COUPLINGS



■ **A5–9** **SETT** HIGHLY-FLEXIBLE COUPLINGS

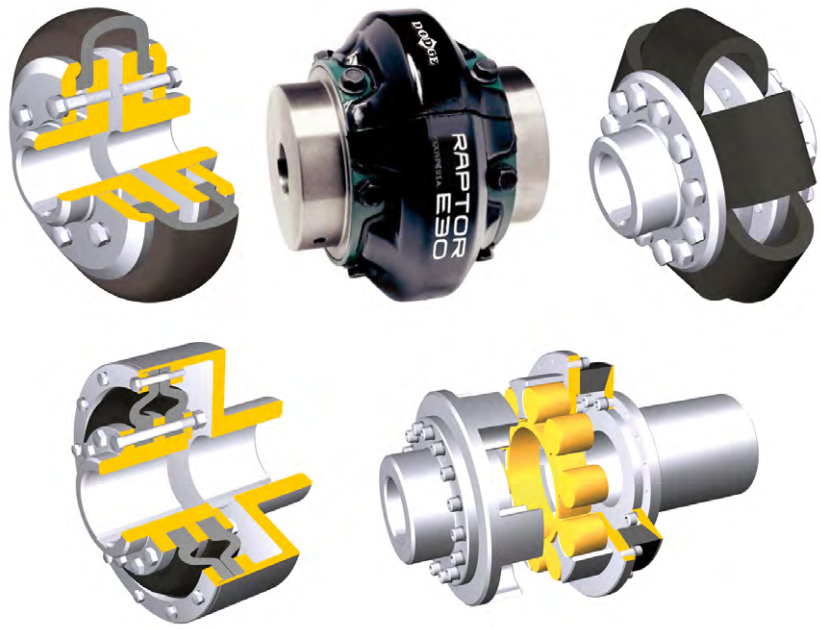


■ **A5–11** **RAPTOR** FLEXIBLE COUPLINGS

■ **A5–14** SPECIAL VERSIONS

Highly-flexible couplings are characterized by:

- high torsional susceptibility
- moderation of the course of torgue 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 strenght (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*] – [d_1] / [l_1] – [d_2] / [l_2] – [size][type] – [variant] – [version*]

METHOD OF MARKING (RAPTOR couplings):

[name] – [M_n] – [d_1] / [l_1] – [d_2] / [l_2] – [L] – [RAPTOR] – [type and size] – [number of spacer sleeves*] – [version*]

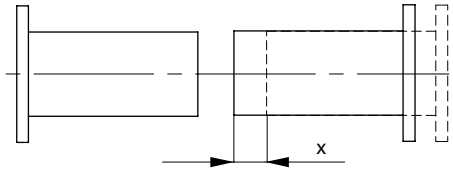
* only if applies

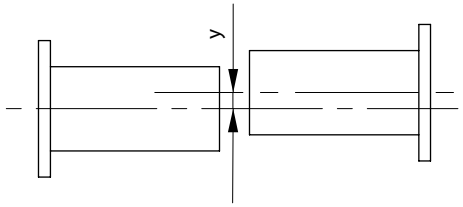
name e.g. tyre coupling
M_n nominal torque [Nm]
D_H×B diameter × width of the brake drum or disc [mm] (only the types "C", "D" couplings ASM) the width of the drum can be omitted in the marking if it equals the catalogue width)
L_H the distance of symmetry axis of the brake drum or disc from the edge 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]

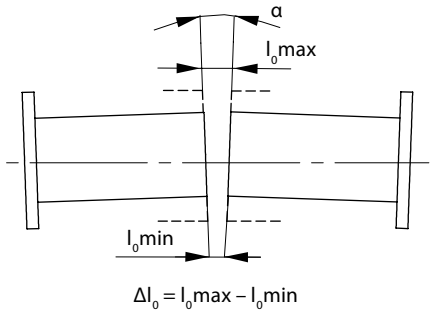
L overall length of the coupling – to be specified in case of hubs with other than nominal lengths or if the required overall length "L" is different from that resulting from the nominal dimensions specified in the catalogue
the number of spacer sleeves – only for the ES elongated type. If not specified, 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.







$\Delta l_0 = l_0max - l_0min$

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.

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									

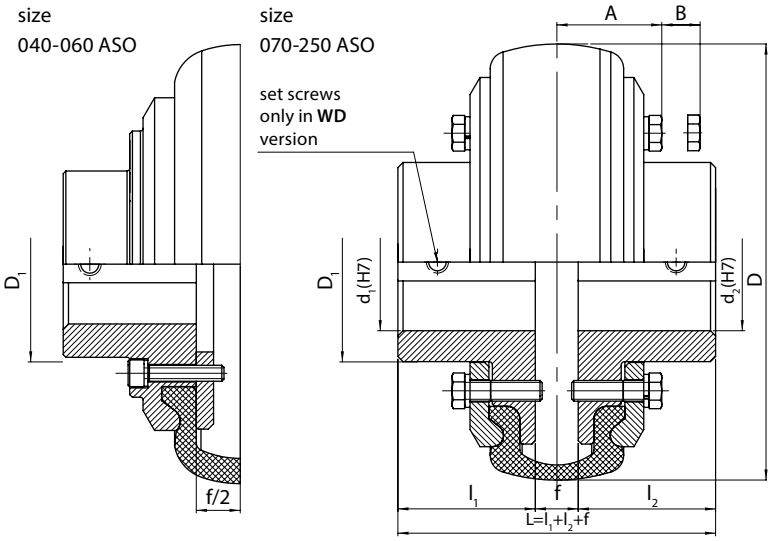
At the speed above 1000 rpm for the coupling size 006, and above 500 rpm for bigger than 006, the angular and radial deviations should not exceed 50% of the deviations values given in the table.

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°		

Example of designation of the ASO coupling with the nominal torque of M_n=250 Nm, hub holes diameters of d_1=38 mm, d_2=42 mm, hub holes lengths of l_1= 55 mm, l_2= 80 mm, size of 070 *(marking see page A5-1)*:

250-38/55-42/80-070 ASO Tyre coupling

- the "Ex" version – 250-38/55-42/80-070 ASO-**Ex** Tyre coupling
- with pilot bores – 250-**ow**/55-**ow**/80-070 ASO Tyre 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.

[1] On request, we produce couplings with hub lengths different from the nominal 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] The size of loosening the bush set screws to replace the tyre.

Nominal torque M_n	d_1, d_2		l_1, l_2 [1]	f	D	D_1	A	B [3]	Max rotational speed n_{max}	Moment of inertia [2] I	Weight [2] m	Coupling size and type
	pilot	max	nomin.									
Nm	mm								1/min	kgm²	kg	–
24	8	32	30	22	104	42	–	–	4500	0,0015	1,8	040 ASO
66	8	38	40	25	133	51	–	–	4500	0,0024	2,6	050 ASO
127	10	45	50	33	165	66	–	–	4000	0,011	4,5	060 ASO
250	10	50	55	23	187	70	50	15	3600	0,019	7,0	070 ASO
375	10	60	60	25	211	88	54	18	3100	0,038	11,0	080 ASO
500	20	70	70	25	235	100	60	18	3000	0,067	15,9	090 ASO
675	20	80	80	25	254	116	62	18	2600	0,116	22,4	100 ASO
875	20	90	90	25	279	133	62	18	2300	0,175	29,8	110 ASO
1330	20	100	110	29	314	143	67	18	2050	0,298	41,0	120 ASO
2325	30	130	130	32	359	178	73	19	1800	0,557	53,8	140 ASO
3770	30	140	165	30	402	198	78	21	1600	1,07	91,5	160 ASO
6270	30	150	180	46	470	220	94	21	1500	1,92	122	180 ASO
9325	30	150	200	48	508	240	103	21	1300	2,85	146	200 ASO
11 600	30	160	240	55	562	240	118	22	1100	4,78	210	220 ASO
14 675	30	190	250	59	628	280	125	27	1000	8,03	286	250 ASO

Example of designation of the ASOT type coupling with the nominal torque of M_n=250 Nm, with the TZ outer clamping bush with the diameter of d_1=38 mm and the TW inner clamping bush with the diameter of d_2=45 mm, size of 070 *(marking see page A5-1)*:

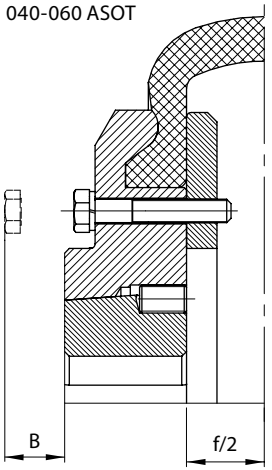
250-38TZ-45TW-070 ASOT Tyre coupling

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

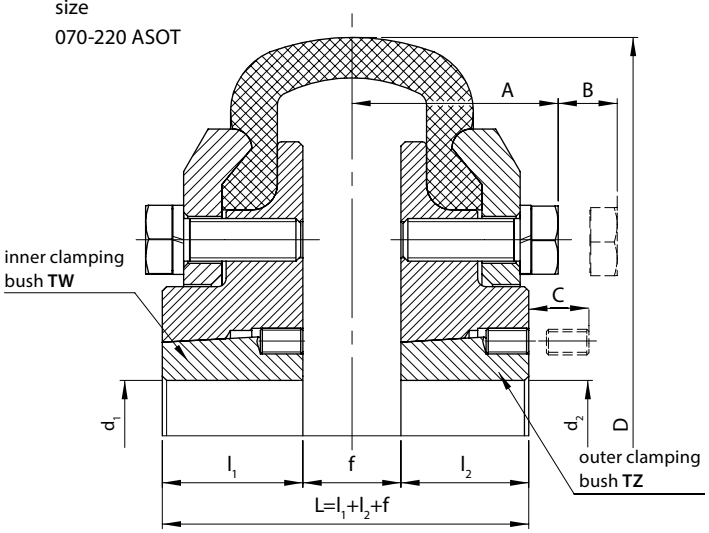
We also offer special designs according to the individual wishes of the customer.
We produce keyways as recommended, normally acc. to PN-70/M-85005, with the Js9 tolerance.

1) The weight and the moment of inertia have been determined for the coupling with the maximum holes and nominal lengths of the hubs.
2) The size of loosening the clamping bush set screws to replace the tyre.
3) The length of the screws clamping the bushes (given for the bushes in the value appropriate for TZ construction).

size
040-060 ASOT



size
070-220 ASOT

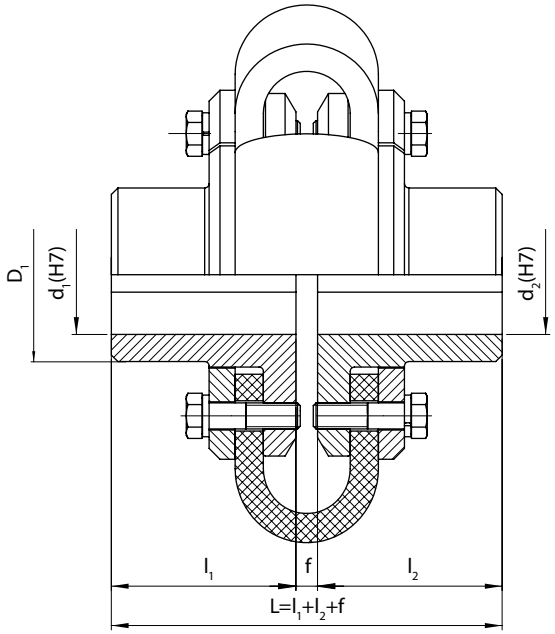


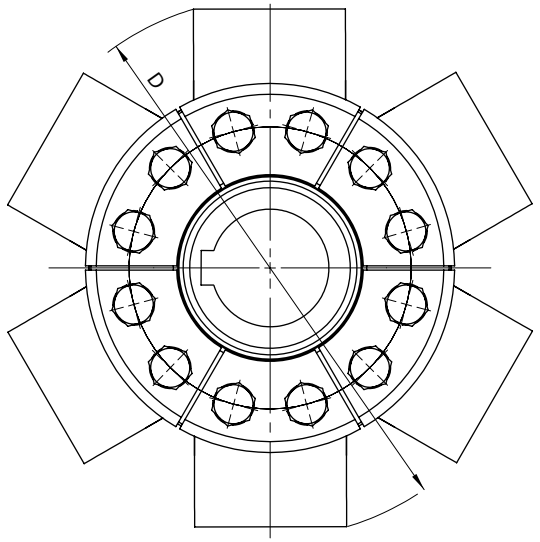
Nominal torque M_n	Hub with TW bush				Hub with TZ bush				f	D	A	B 2)	C 3)	Max rotational speed	Moment of inertia 1)	Weight 1)	Coupling size and type
	d_1, d_2		l_1, l_2	bush	d_1, d_2		l_1, l_2	bush						n_{max}	I	m	
	min	max			min	max											
Nm	mm													1/min	kgm²	kg	–
24	10	25	23	1008	10	25	23	1008	22	104	–	–	13	4500	0,0015	1,8	040 ASOT
66	14	32	26	1210	14	32	26	1210	25	133	–	–	16	4500	0,0024	2,6	050 ASOT
127	14	42	26	1610	14	42	26	1610	33	165	–	–	16	4000	0,011	4,5	060 ASOT
250	19	50	33	2012	14	42	26	1610	23	187	50	15	16	3600	0,019	7,0	070 ASOT
375	19	65	45	2517	19	50	33	2012	25	211	54	18	22	3100	0,038	11,0	080 ASOT
500	19	65	45	2517	19	65	45	2517	25	235	60	18	26	3000	0,067	15,9	090 ASOT
675	28	75	52	3020	19	65	45	2517	25	254	62	18	26	2600	0,116	22,4	100 ASOT
875	28	75	52	3020	28	75	52	3020	25	279	62	18	32	2300	0,175	29,8	110 ASOT
1330	38	100	65	3525	28	75	52	3020	29	314	67	18	32	2050	0,298	41,0	120 ASOT
2325	38	100	65	3525	38	100	65	3525	32	359	73	19	38	1800	0,557	53,8	140 ASOT
3770	40	115	76	4030	40	115	76	4030	30	402	78	21	38	1600	1,07	91,5	160 ASOT
6270	65	125	89	4535	65	125	89	4535	46	470	94	21	52	1500	1,92	122	180 ASOT
9325	65	125	89	4535	65	125	89	4535	48	508	103	21	52	1300	2,85	146	200 ASOT
11 600	70	125	102	5040	70	125	102	5040	55	562	118	22	58	1100	4,78	210	220 ASOT

Example of designation of the AUK type coupling with the nominal torque of M_n=500 Nm, hub holes diameters of d_1=40 mm, d_2=45 mm, hub holes lengths of l_1= 80 mm, l_2= 110 mm, size of 003 *(marking see page A5-1)*:

500-40/80-45/110-003 AUK Bow coupling

- the "Ex" version –
  500-40/80-45/110-003 AUK-**Ex** Bow coupling
- with pilot bores –
  500-**ow**/80-**ow**/110-003 AUK Bow coupling





Nominal torque M_n	d_1, d_2 max	l_1, l_2 [1] nomin.	D	D_1	f	Max rotational speed n_{max}	Moment of inertia [2] I	Weight [2] m	Coupling size and type
Nm	mm					1/min	kgm²	kg	–
200	40	60	195	60	5	1500	0,016	6,8	001 AUK
360	48	80	210	70	5	1500	0,028	10,7	002 AUK
500	55	80	260	80	10	1500	0,120	16,2	003 AUK
800	75	110	280	110	10	1500	0,135	25,5	004 AUK
1250	80	140	300	120	10	1250	0,205	37,5	005 AUK
1600	90	140	360	135	15	1000	0,28	47,5	006 AUK
2500	110	170	420	170	20	1000	0,81	85,0	007 AUK
4000	140	210	540	210	20	500	2,20	135	009 AUK

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 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 ASM type coupling with the nominal torque of M_n=440 Nm, brake drum diameter of D_H=320 mm, distance of the brake drum symmetry axis from the hub origin L_H=100 mm, hub holes diameters of d_1=60 mm, d_2=50 mm, hub holes lengths of l_1=65 mm, l_2=70 mm, size of 003, in the C variant *(marking see page A5-1)*:

440-320-100-60/65-50/70-003 ASM-C Rubber membrane coupling

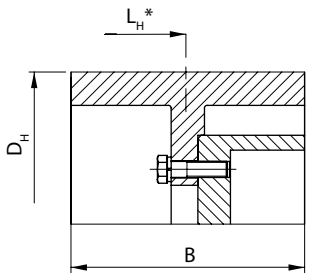
- the "Ex" version –
  440-320-100-60/65-50/70-003 ASM-C-**Ex** Rubber membrane coupling
- with pilot bores Ø20 –
  440-320-100-**ow20**/65-**ow20**/70-003 ASM-C Rubber membrane coupling

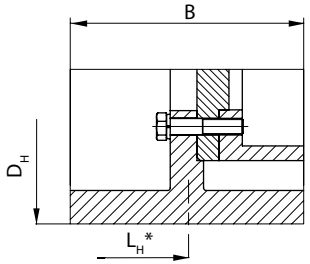
Variant:

- **A** – detachable after dismounting the rubber membranes
- **B** – detachable without dismounting the rubber membranes
- **C** – „A" variant with brake drum
- **D** – „B" variant with brake drum

* The distance of the brake drum symmetry axis from the hub origin
L_H – concerns C and D construction; $L_H=l_1+l_0$ (l_0 – see the table)

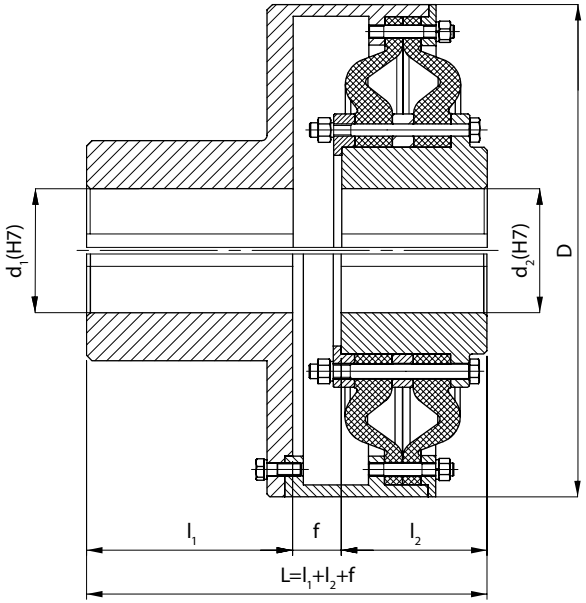
variant C





variant D

variant A



variant B

Nominal torque M_n	Variant A, B			Variant C, D			d_1 max	d_2 max	l_1 2) nomin.	l_2 2) nomin.	f 4)	D	D_H 3)	B 3)	l_0 4)	Coupling size and type
	Max rotational speed n_{max}	Moment of inertia 1) I	Weight 1) m	Max rotational speed n_{max}	Moment of inertia 1) I	Weight 1) m										
Nm	1/min	kgm²	kg	1/min	kgm²	kg	mm									–
147	3600	0,015	6,8	1500	0,060	12,5	40	35	50	50	20	160	200	80	25	001 ASM
245	3000	0,035	13,5	1500	0,154	19,8	50	45	60	60	45	192	250	100	30	002 ASM
440	2600	0,102	19,8	1500	0,541	42,5	60	55	70	70	45	220	320	120	30	003 ASM
735	2200	0,210	28,5	1500	0,672	50,3	70	65	80	80	55	260	320	120	20	004 ASM
1320	1900	0,465	51,0	1500	1,64	86,0	80	70	110	110	60	298	400	150	0	005 ASM
2260	1600	1,07	95,5	1500	2,23	128,1	100	95	140	140	50	356	400	150	–30	006 ASM
3920	1400	2,10	123,4	1000	4,68	163,4	120	110	170	210	40	406	500	190	–40	007 ASM

▶ *Continuation of the table on the next page*

Continuation of the table from the previous page

Nominal torque M_n	Variant A, B			Variant C, D			d_1 max	d_2 max	l_1 [2] nomin.	l_2 [2] nomin.	f [4]	D	D_H [3]	B [3]	l_0 [4]	Coupling size and type
	Max rotational speed n_{max}	Moment of inertia [1] I	Weight [1] m	Max rotational speed n_{max}	Moment of inertia [1] I	Weight [1] m										
Nm	1/min	kgm²	kg	1/min	kgm²	kg	mm									–
6670	1200	5,05	210,0	1000	16,3	285,2	140	125	210	210	65	490	630	235	–60	008 ASM
6670	1000	9,35	285,2	1000	21,3	362,5	165	150	210	250	55	560	630	235	–60	009 ASM
11 500	1000	9,35	285,2	1000	24,6	406,5	165	150	250	250	80	560	710	265	–80	010 ASM
19 800	800	16,50	335,3	–	–	–	200	180	250	250	100	670		–	–	011 ASM
30 000	700	18,25	360,8	–	–	–	240	210	250	250	100	790		–	–	111 ASM
68 600	600	19,85	392,7	–	–	–	260	250	250	250	100	910		–	–	012 ASM
176 500	500	–	–	–	–	–	–	320	300	280	100	1110		–	–	013 ASM

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

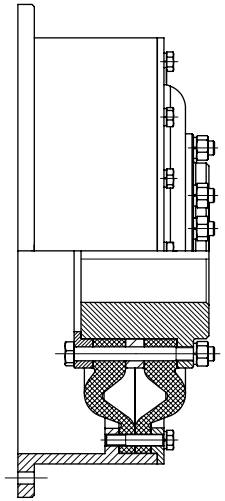
[1] The weight and the moment of inertia have been determined for the coupling with the maximum holes and nominal lengths of the hubs.

[2] On request, we produce couplings with hub lengths different from the nominal lengths provided in the table. Size l_2 is at the same time the minimal dimension.

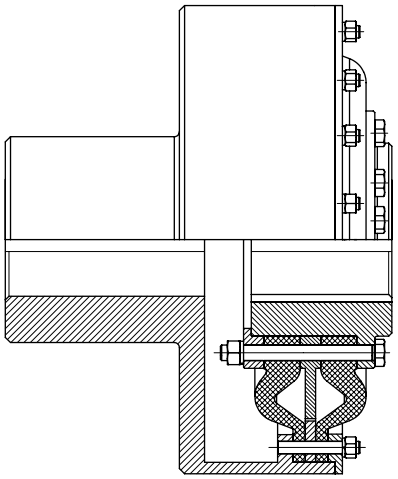
[3] On request, we produce couplings with other drum brake dimensions different from those provided in the table.

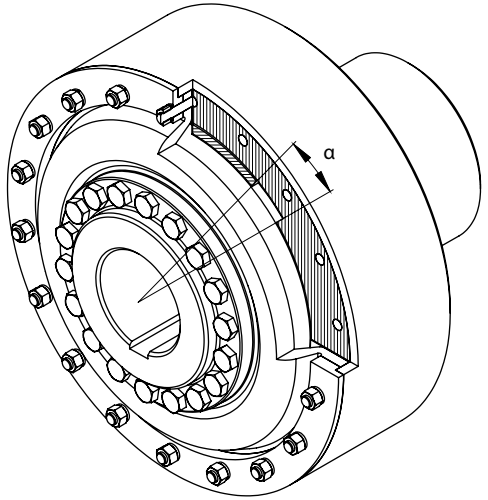
[4] A size different from the one provided in the table can be made when agreed.

Special versions:



ASM-K with flange connection





ASM-OKS with the torsional angle limiter

Example of designation of the SETT coupling with the hub holes diameter of d_1=70 mm, d_2=80 mm, hub holes lengths of l_1=140 mm, l_2=140 mm, total length of L=390 mm, size of 100 *(marking see page A5-1)*

70/140-80/140-390-100 SETT Highly-flexible coupling

- the coupling is normally produced in "Ex" version

METHOD OF MARKING:

[name] – [d_1] / [l_1] – [d_2] / [l_2] – [L] – [size][type] – [variant*] – [L_H*] – [D_H*] / [D_1*] × [B*] – [version*]

* only when it concerns a given type, where:

name highly-flexible coupling

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]

D_H×B diameter × width of the brake drum or disc [mm] (only the types "B", "C", "D")
the width of the drum can be omitted in the marking if it equals the catalogue width)

D_1 maximum diameter of the neck on the brake disc [mm]

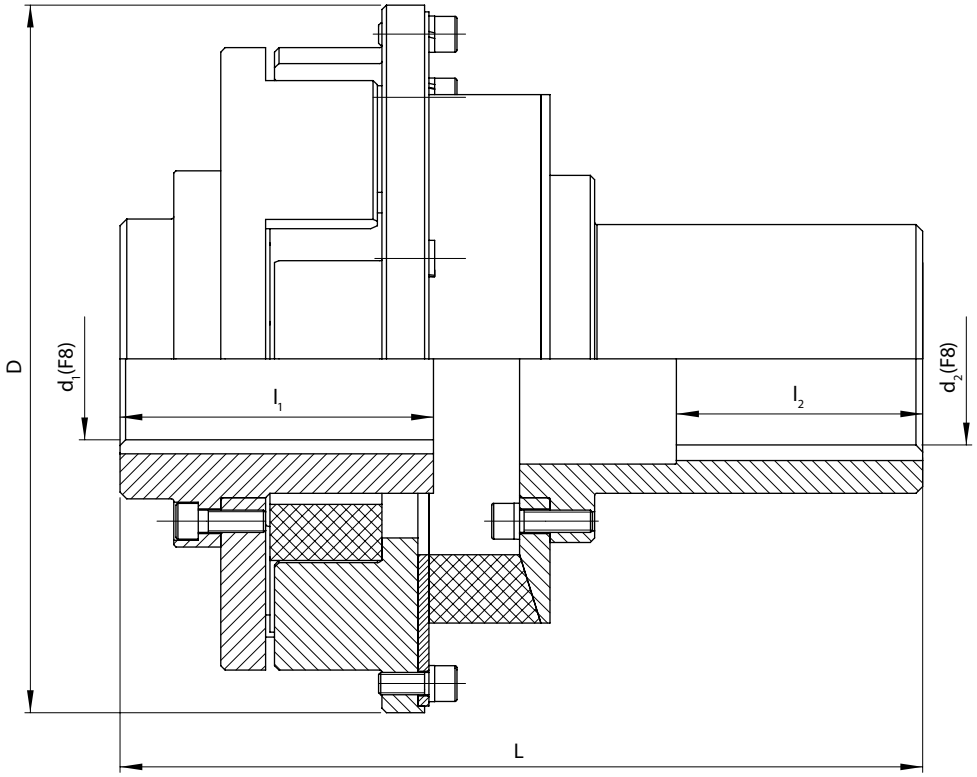
L_H the distance of symmetry axis of the brake drum or disc from the edge of the hub [mm] (only the types "B", "C", "D")

size of the coupling e.g. 200

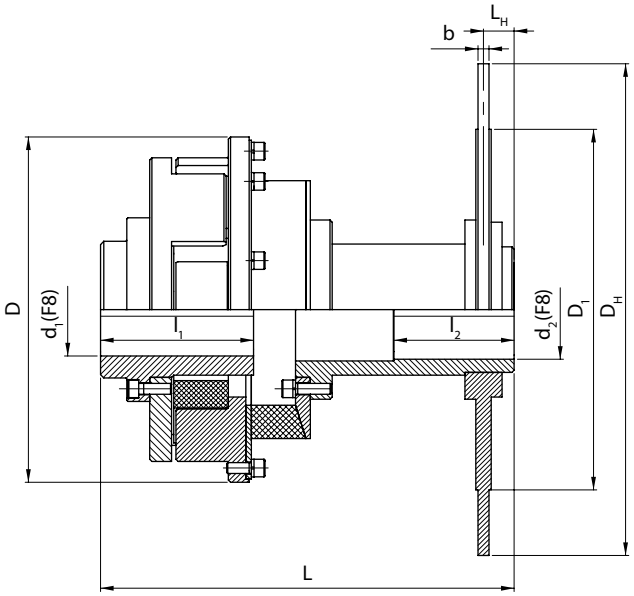
type of the coupling e.g. SETT

variant of the coupling e.g. C

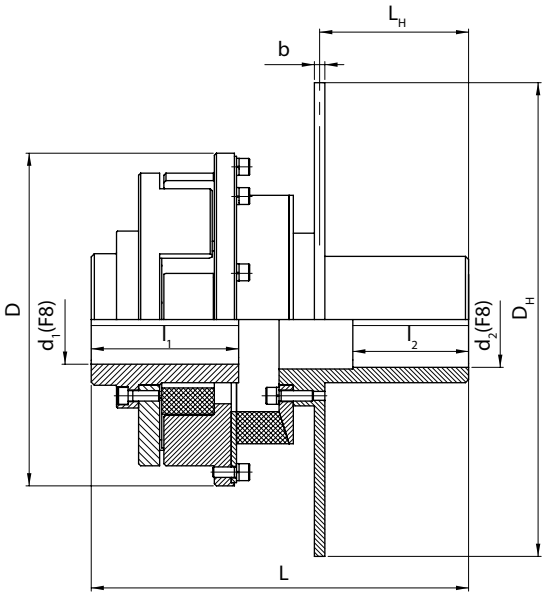
version WS… – special (individual arrangements)



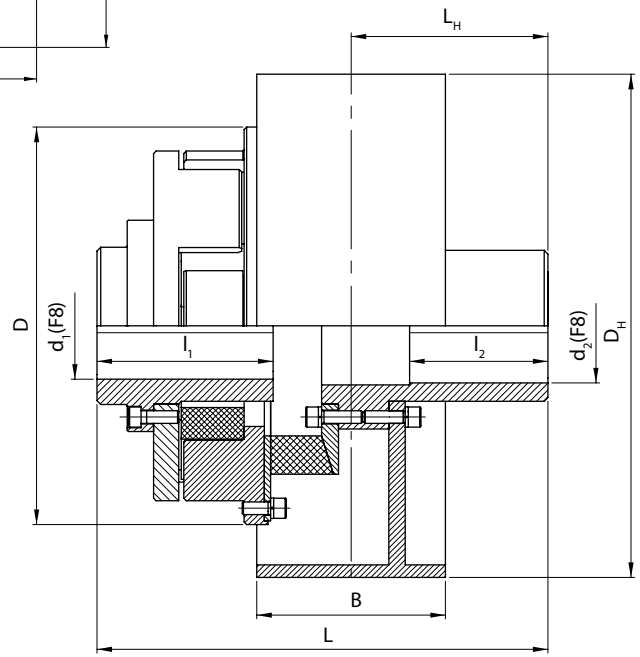
variant B



variant C



variant D



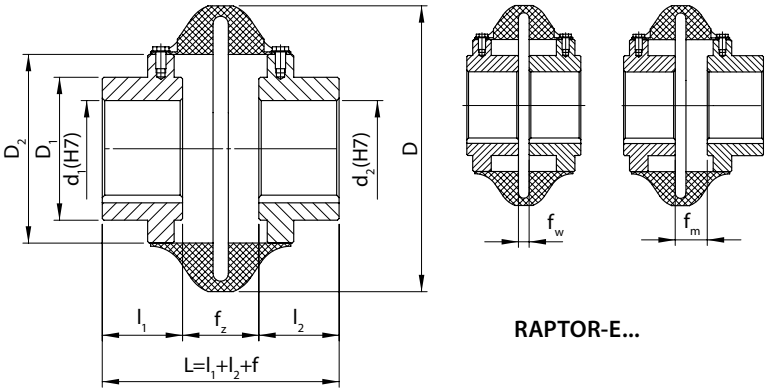
Nominal torque M_n	Max torgue M_{max}	D	d_1, d_2	l_1, l_2 [1]	L [1]	Moment of inertia	Weight	Coupling size and type
			max	nomin.		I	m	
Nm		mm				kgm²	kg	–
1100	3250	316	80	140	390	0,45	49	100 SETT
1100	3250	316	85	140	390	0,46	52	132 SETT
2300	6900	360	90	140	440	0,68	62	200 SETT
4800	13500	375	100	210	423	2,64	136	315 SETT

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

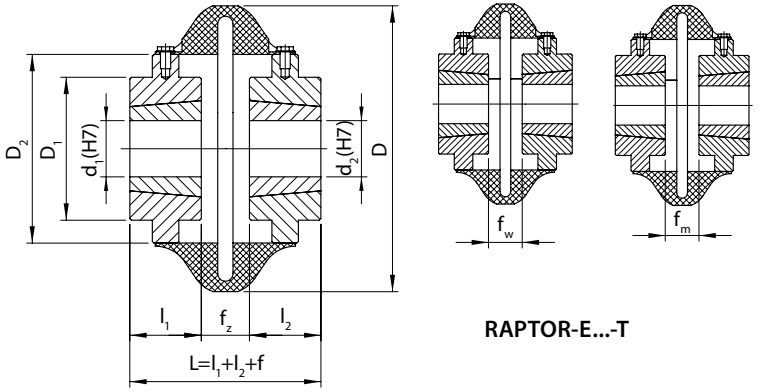
[1] On request, we produce couplings with hub lengths different from the nominal lengths provided in the table. Size l_2 is at the same time the minimal dimension.

Example of designation of the RAPTOR coupling with the nominal torque of M_n=261 Nm, hub holes diameters of d_1=38 mm, d_2=42 mm, hub holes lengths of l_1=l_2=52 mm, size of E20, without spacer sleeves *(marking see page A5-1)*:

261-38/52-42/52 – RAPTOR E20 Flexible coupling



RAPTOR-E...



RAPTOR-E...-T

Coupling size and type	Max torgue M_{max}	Max rotational speed n_{max}	RAPTOR-E...							RAPTOR-E...-T								D_2	D
			d_1, d_2	l_1, l_2	D_1	f nomin.			Weight [1] m	Clamping bush	d_1, d_2	l_1, l_2	D_1	f nomin.			Weight [1] m		
			max	nomin. [4]		f_z	f_w	f_m			max	nomin.		f_z	f_w	f_m			
–	Nm	1/min	mm							–	mm							mm	
E2	22	7500	28	24	42	48	34	41	0,6	–	–	–	–	–	–	–	–	47	89
E3	42	7500	34	38	51	33	21	27	1,1	1008	25	22	51	43	43	43	1	59	102
E4	63	7500	42	43	60	33	11	22	1,5	1008	25	22	57	43	43	43	1,3	66	116
E5	105	7500	48	44	71	46	21	33	2,5	1210	32	25	71	56	56	56	2,2	80	137
E10	165	7500	55	48	84	46	14	30	3,4	1610	35	25	84	52	52	52	2,9	93	162
E20	261	6600	60	52	102	60	13	37	5,7	1610	42	25	89	64	64	64	4,2	114	184
E30	413	5800	75	59	117	62	14	38	8,9	2012	50	32	102	65	65	65	6,7	138	210
E40	622	5000	85	64	146	68	14	41	15,2	2517	65	44	118	60	60	60	10,8	168	241
E50	865	4200	90	70	156	86	16	51	23,1	2517	65	44	125	76	76	76	15,9	207	279
E60	1413	3800	105	83	165	87	18	52	32,4	3020	75	51	146	84	84	84	24,3	222	318
E70	2501	3600	120	92	178	95	19	57	37,2	3535	95	89	165	60	60	60	35,2	235	356
E80	4463	2000	155	124	241	127	19	73	76,8	4040	105	102	197	95	95	95	58,5	286	406
E100	9610 [2]	1900	171	140	267	95	44	70	114,6	4535	125	89	267	152	89	152	115,2	359	533
E120	19 220 [3]	1800	190	152	299	124	57	91	190,2	5040	127	102	299	181	102	181	194,1	448	635
E140	38 438	1500	229	178	381	127	76	102	269,2	7060	180	152	381	178	76	178	323,4	530	762

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

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

We produce the couplings with set screws (in case of finished bore hubs).

[1] Weight for the coupling with the maximum holes and nominal lengths of the hub.

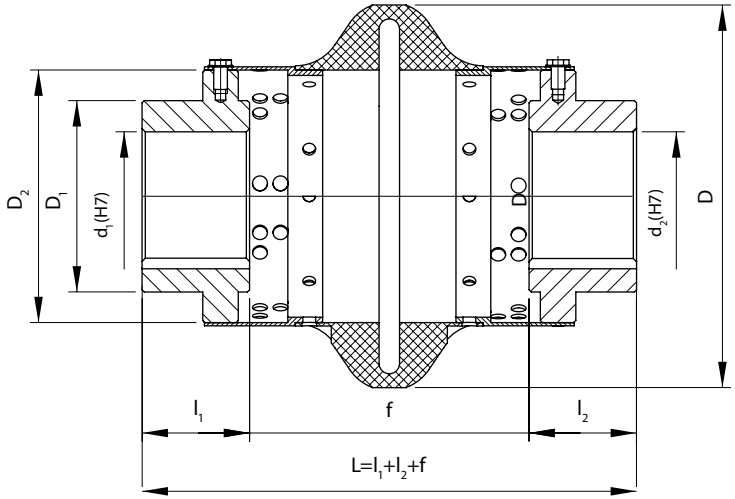
[2] Torque for the version with clamping bushes – 9045 Nm.

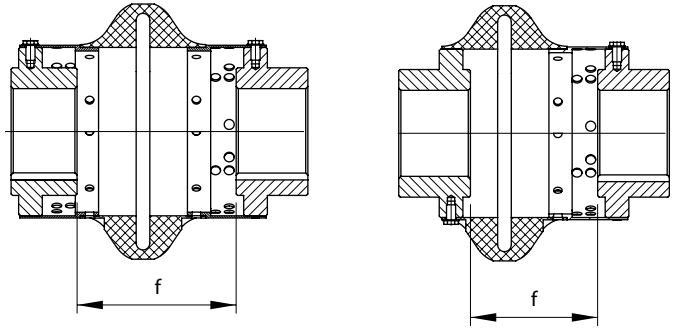
[3] Torque for the version with clamping bushes – 14236 Nm.

[4] On request, we produce couplings with hub lengths different from the nominal.

Example of designation of the RAPTOR coupling with the nominal torque of M_n=261 Nm, hub holes diameters of d_1=38 mm, d_2=42 mm, hub holes lengths of l_1=l_2= 52 mm, size of E20, with two spacer sleeves *(marking see page A5-1)*:

261-38/52-42/52 – RAPTOR ES20-2 Flexible coupling





RAPTOR-ES... (with spacer sleeves)

Coupling size and type	Max torgue M_{max}	Max rotational speed n_{max}	RAPTOR-ES...					D_1	D_2	D
			d_1, d_2	l_1, l_2	f		Weight [1] m			
			max	nomin. [2]	min.	max				
–	Nm	1/min	mm					mm		
ES2	22	7500	28	24	89	100	0,8	42	47	89
ES3	42	7500	34	38	89	140	1,7	51	59	102
ES4	63	7500	42	43	89	140	2,3	60	66	116
ES5	105	7500	48	44	89	140	3,5	71	80	137
ES10	165	7500	55	48	89	140	4,7	84	93	162
ES20	261	6600	60	52	89	180	7,9	102	114	184
ES30	413	5800	75	59	89	180	12,2	117	138	210
ES40	622	5000	85	64	100	180	19,8	146	168	241
ES50	865	4200	90	70	100	180	29	156	207	279
ES60	1413	3800	105	83	127	254	43	165	222	318
ES70	2501	3600	120	92	178	254	48,2	178	235	356
ES80	4463	2000	155	124	178	254	94,1	241	286	406

On request, we produce couplings in other configurations than shown.

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

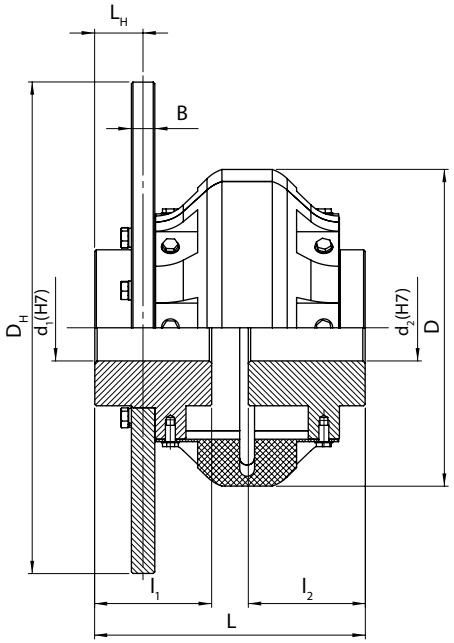
We produce the couplings with set screws (in case of finished bore hubs).

[1] Weight for the coupling with the maximum holes and nominal lenghts of the hubs and with 2 spacer sleeves.

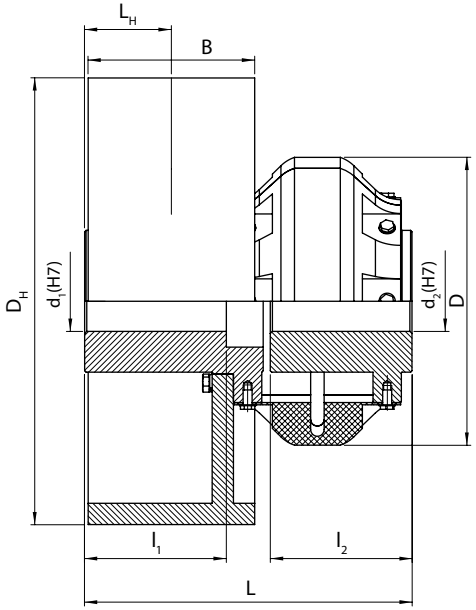
[2] On request, we produce couplings with hub lengths different from the nominal.

OTHER VERSIONS

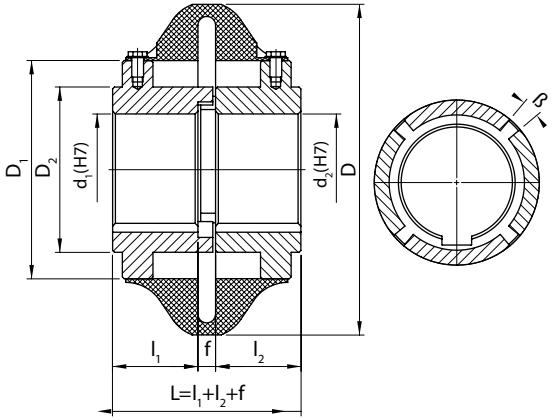
RAPTOR-E...-STH
(with brake disc)



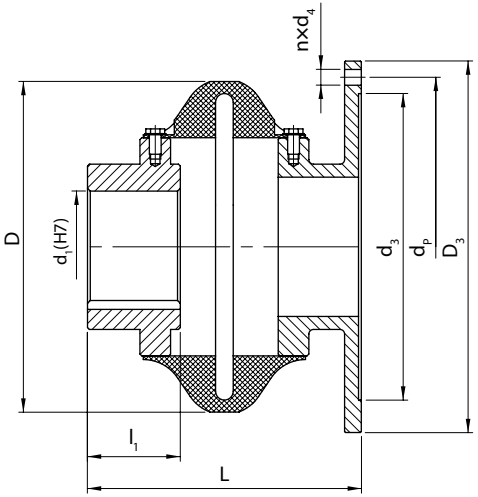
RAPTOR-E...-SBH
(with brake drum)



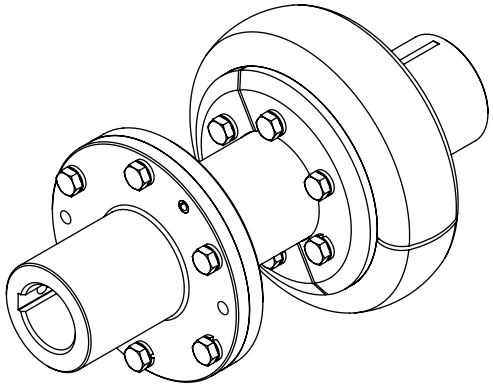
RAPTOR-E...-OKS
(with the torsional angle limiter)



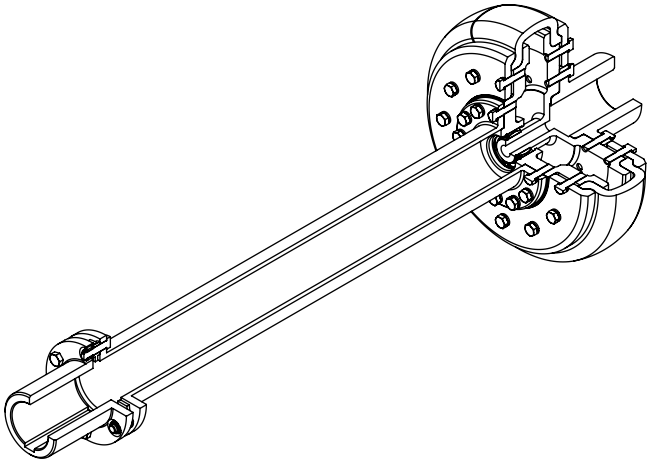
RAPTOR-E...-K
(with flange connection)



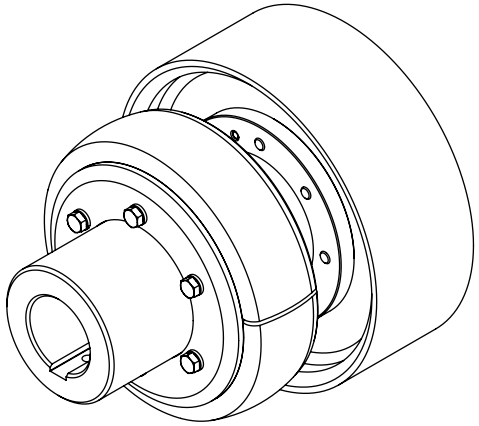
On request we produce special types of couplings taking into account the individual needs and requirements of the customer. The special constructions can have different dimensions in relation to the catalogue dimensions and they can also constitute a new construction adjusted to the needs and the construction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



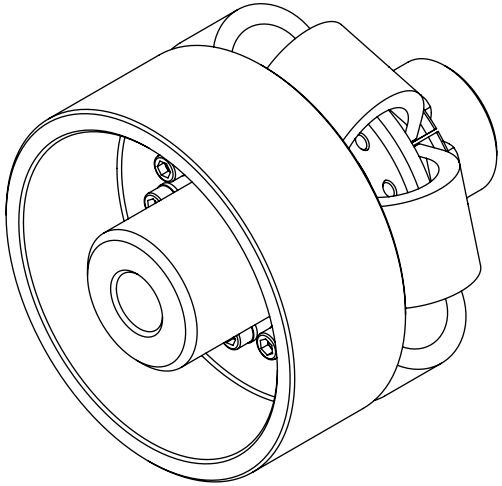
ASO-B
Tyre coupling with spacer sleeve



ASO/AMB-WP
Tyre coupling and membrane coupling assembly with an intermediate shaft bearing on one side



ASO-SBH
Tyre coupling with brake drum



AUK-SBH
Bow coupling with brake drum