

INSTALLATION

SHAFT / AXIS MISALIGNMENT

Exact alignment of the shaft axes extends the service life of the coupling and adjacent components by minimizing reaction loads from misalignment.

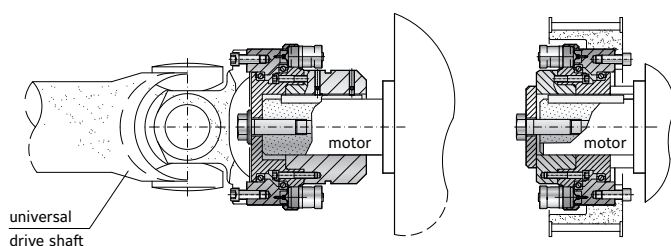
INSTALLATION AND HANDLING INDUSTRIAL DRIVE COUPLINGS

INDIRECT DRIVES

SAFETY COUPLINGS

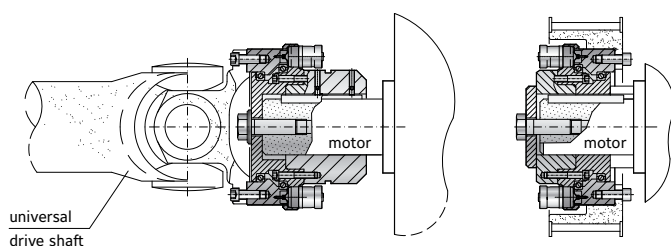
Drive attachments such as sprockets and universal joint shafts need to be centered on one of the precision locating features in the output flange of the coupling. In the case of sprockets, gears, sheaves, etc, the radial load should be centered between the two rows of ball bearings, integral to the coupling. In case this is not possible the overhung load can be supported by additional outboard bearings on the shaft. Make sure to observe the allowable size and radial load ratings for the safety couplings.

ST1



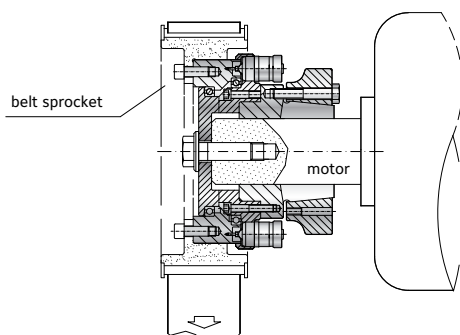
WITH KEYWAY MOUNTING

STR



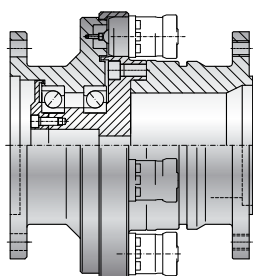
SPECIAL ROBUST VERSION

STN



WITH CONICAL CLAMPING RINGS

STF



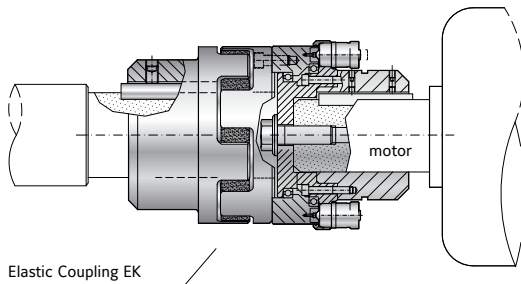
WITH FLANGE MOUNTING

DIRECT DRIVES

SAFETY COUPLINGS

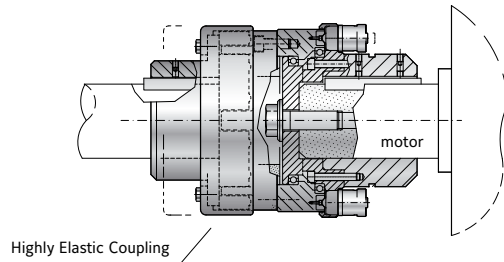
Model ST safety couplings are designed for high torque. This is accomplished by means of the robust spring plunger safety elements, which are uniformly distributed around the face of the coupling body. These safety elements provide a spring loaded form fit connection between the input and output of the coupling system. Transmittable torque is determined by the quantity and force settings of the safety elements. At a predetermined maximum torque level, the balls of the safety elements exit the conical detents in the output flange of the coupling, and retract inside the housings of the safety elements. This creates a complete disconnection of the input and output of the coupling system. Re-engagement is performed by applying pressure to the back side of the safety elements, causing the balls to be released back into their detents. The coupling system is sealed to prevent dirt and debris from entering, and to prevent grease from escaping.

STE



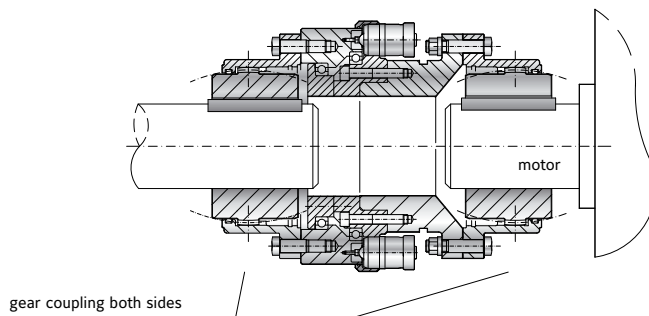
WITH KEYWAY MOUNTING
AND ELASTIC COUPLING

ST2



WITH KEYWAY MOUNTING AND
HIGHLY ELASTIC COUPLING

ST4



WITH KEYWAY MOUNTING
AND GEAR COUPLING

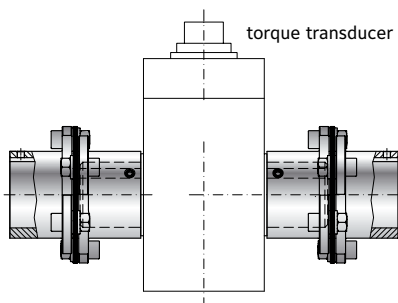
INSTALLATION AND HANDLING INDUSTRIAL DRIVE COUPLINGS

DIRECT DRIVES

DISC PACK COUPLINGS

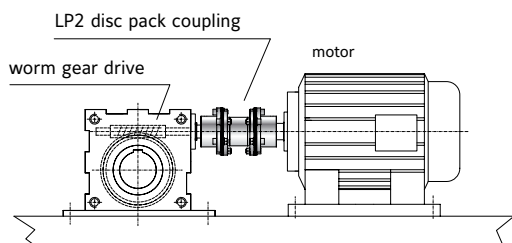
R+W LP series couplings come with the disc packs fully assembled. They need only to be mounted to the hubs and spacers during installation. Once assembled the disc pack couplings compensate for axial, lateral, and angular shaft misalignment. Torque is transmitted across the disc packs purely by the frictional flanged connection created by the grade 12.9 bolts. This helps to avoid problems associated with backlash, stress concentration, and micro movements, while also making the coupling assembly more torsionally stiff.

LP1



WITH KEYWAY MOUNTING AND
SINGLE FLEX FOR INTERMEDIATE
LOAD SUPPORT

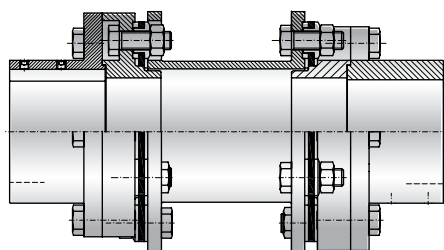
LP2



WITH KEYWAY MOUNTING AND
DOUBLE FLEX

LPA

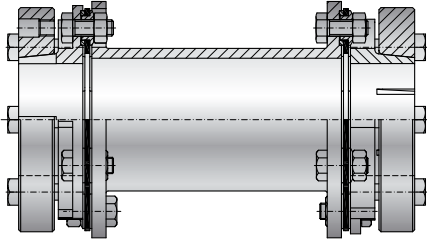
LPAI



WITH KEYWAY MOUNTING
FOR API 610 / 671
METRIC OR IMPERIAL

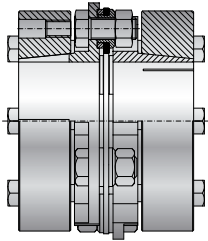
DIRECT DRIVES

LP3



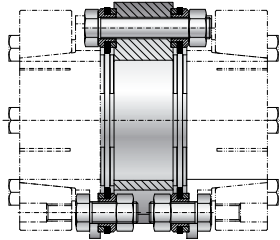
WITH CONICAL CLAMPING RING AND DOUBLE FLEX

LP4



WITH CONICAL CLAMPING RING AND SINGLE FLEX FOR INTERMEDIATE LOAD SUPPORT

LPZ



INTERMEDIATE FLANGE DOUBLE FLEX FOR USE WITH VARIOUS END HUBS

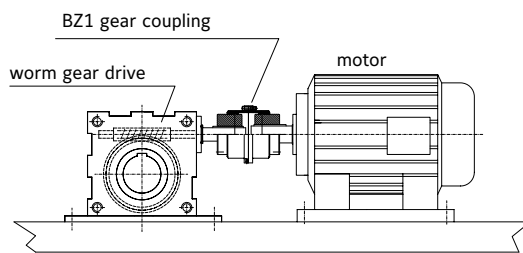
INSTALLATION AND HANDLING INDUSTRIAL DRIVE COUPLINGS

DIRECT DRIVES

CROWNED GEAR COUPLINGS

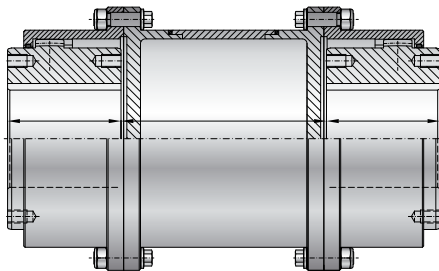
The precise integration of the coupling hub and intermediate flange allow for low backlash and highly rigid torque transmission, while compensating for lateral, axial, and angular shaft misalignment. The crowned geometry of the gearing allows for a long life, even without the presence of misalignment.

BZ1



WITH KEYWAY MOUNTING
OR CYLINDRICAL BORE FOR
INTERFERENCE FIT

BZA



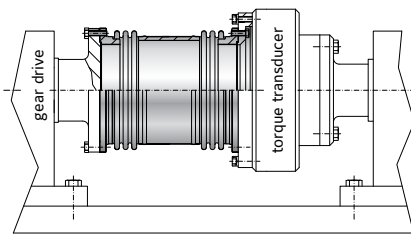
WITH INTERMEDIATE TUBE

DIRECT DRIVES

METAL BELLOWS COUPLINGS

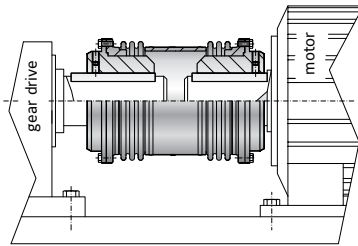
R+W bellows couplings are flexible shaft couplings. The stainless steel bellows compensates for lateral, axial and angular shaft misalignment while transmitting torque with zero backlash and high torsional stiffness.

BX1



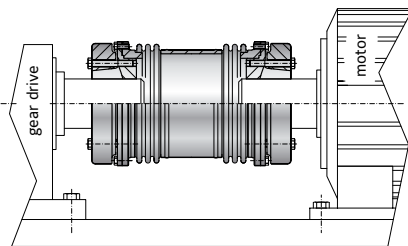
WITH FLANGE MOUNTING

BX4



WITH KEYWAY MOUNTING

BX6



WITH CONICAL CLAMPING RINGS

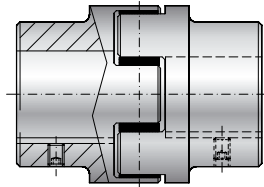
INSTALLATION AND HANDLING INDUSTRIAL DRIVE COUPLINGS

DIRECT DRIVES

ELASTIC JAW COUPLINGS

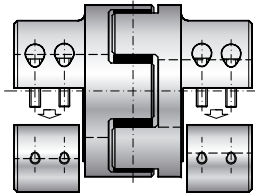
R+W elastic jaw couplings are three piece flexible shaft couplings. The elastomer inserts are preloaded into the jaws, transmitting torque with zero backlash. The coupling system also compensates for lateral, axial, and angular shaft misalignment. The elastomer inserts are available in different hardness levels in order to allow for different characteristics in terms of damping, flexibility, and torsional stiffness.

EK1



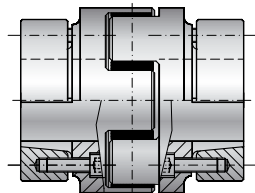
WITH SIMPLE KEYWAY
MOUNTING

EKH



WITH FULLY SPLIT CLAMPING
HUBS

EK6

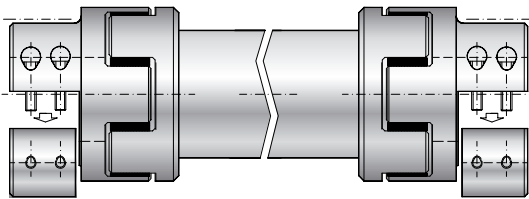


WITH CONICAL CLAMPING RINGS

ELASTIC DRIVE SHAFT SYSTEM

R+W drive shaft systems are flexible couplings for spanning larger distances between shaft ends. The elastomer inserts compensate for lateral, axial, and angular shaft misalignment. The preloaded elastic coupling system also absorbs vibration while transmitting torque with zero backlash.

EZ2



WITH FULLY SPLIT CLAMPING HUB
AND INTERMEDIATE TUBE