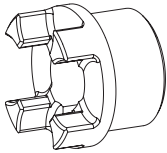


Hub types

Due to the numerous applications of ROTEX® for many different applications and mounting situations, this coupling system is available with various hub types. These types mainly differ in that they offer either positive or frictionally engaged connections, but mounting situations like, for example, gear shafts with integrated transmission cams or similar applications are covered, too.



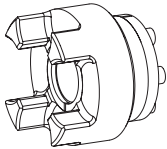
Type 1.0 hub with feather keyway and setscrew

Positive locking power transmission, permissible torque depending on the permissible surface pressure. Not suitable for backlash-free power transmission with heavily reversing operation.

Type 1.1 hub without feather keyway with setscrew

Non-positive torque transmission for crimp and glued connections. (No ATEX-release)

Type 1.3 hub with spline bore (see page 20)

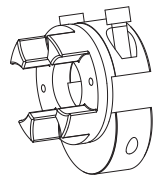


Type 4.2 hub with CLAMPEX® clamping set KTR 250

Frictionally engaged, backlash-free shaft-hub-connection for the transmission of average torques.

Type 4.1 for CLAMPEX® clamping set KTR 200
type 4.3 for CLAMPEX® clamping set KTR 400

Frictionally engaged, backlash-free shaft-hub-connection for the transmission of high torques.

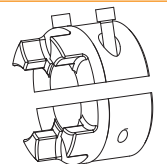


Type 7.5 clamping hub type DH without feather keyway for double-cardanic connection

Frictionally engaged, backlash-free shaft-hub-connection for radial assembly of coupling. Transmittable torques depending on bore diameter (For ATEX category 3 only)

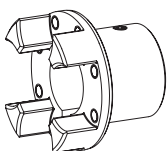
Type 7.6 clamping hub type DH with feather keyway for double-cardanic connection

Positive locking power transmission with additional friction fit for radial assembly of coupling. The frictional engagement avoids or reduces the reverse backlash. Surface pressure of the keyway connection is reduced.



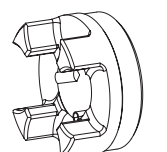
Type 7.0 SPLIT hub without feather keyway

Split hub made of cast iron. Frictionally engaged, backlash-free shaft-hub-connection-. Transmittable torques depending on bore diameter (For ATEX category 3 only)



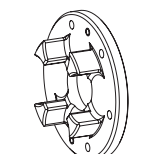
FNN hub

Coupling hub to be connected to an attachment such as brake drum, brake disk and fan.



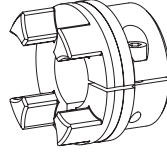
TB1 hub/TB2 hub

Coupling hub for taper clamping bushes. TB1 screwed on cam side. TB2 screwed externally.



Mitnehmerflansch Ausf. 3b

Driving flange to connect to customer's component. Abmessungen siehe Seite 38



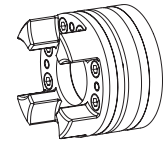
Type 2.0 clamping hub single slotted without feather keyway

Frictionally engaged, backlash-free shaft-hub-connection-. Transmittable torques depending on bore diameter (see page 34). (For ATEX category 3 only)

Type 2.1 clamping hub single slotted with feather keyway

Positive locking power transmission with additional frictionally engaged condition. The frictional engagement avoids or reduces the reverse backlash. Surface pressure of the keyway connection is reduced.

Type 2.3 clamping hub with spline bore (see page 29/30)

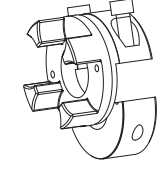


Type 6.0 clamping ring hub (see ROTEX® GS series)

Integrated frictionally engaged shaft-hub-connection for the transmission of higher torques. Screwing on elastomer side. For details about torque and dimensions see page 29. Suitable for high speeds.

Type 6.5 clamping ring hub (see ROTEX® GS series)

Design like 6.0, except for clamping screws externally. As an example for radial disassembly of intermediate pipe (special design).

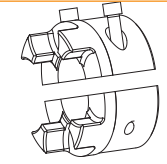


Type 7.8 clamping hub type H without feather keyway

Frictionally engaged, backlash-free shaft-hub-connection for radial assembly of coupling. Transmittable torques depending on bore diameter (For ATEX category 3 only)

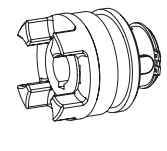
Type 7.9 clamping hub type H with feather keyway

Positive locking power transmission with additional friction fit for radial assembly of coupling. The frictional engagement avoids or reduces the reverse backlash. Surface pressure of the keyway connection is reduced.



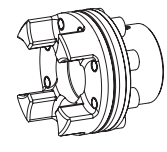
Type 7.1 SPLIT hub with feather keyway

Split hub made of cast iron. Positive locking power transmission with additional frictionally engaged condition. The frictional engagement avoids or reduces the reverse backlash. Surface pressure of the keyway connection is reduced.



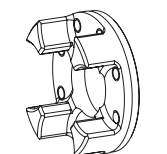
SD hub shifting hub

Coupling hub for separating or switching on the driving/driven machine with standstill of the machine. Can be combined with slip ring and shiftable linkage.



Type 3Na + 4N Driving flange with flange type K

For type AFN and BFN:
With type AFN the spider can be replaced while being assembled without having to disassemble the driving and driven side.

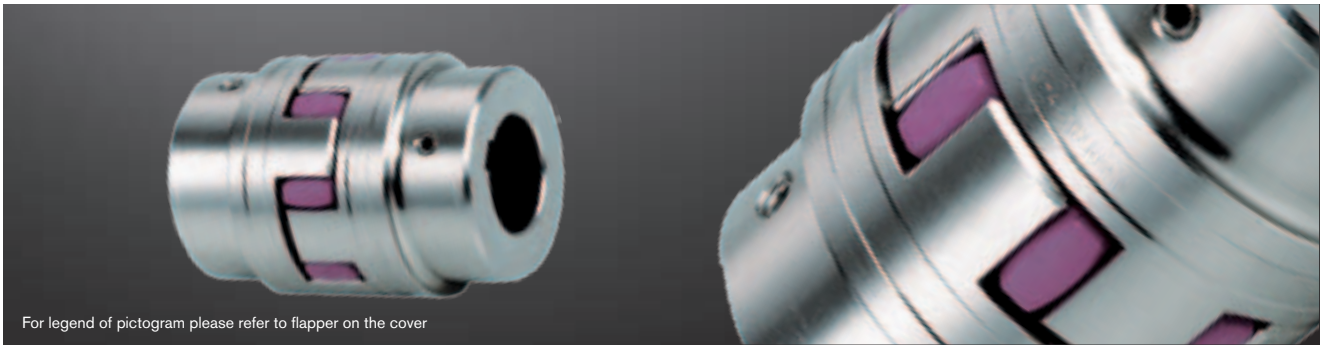


Mitnehmerflansch Ausf. 3Na

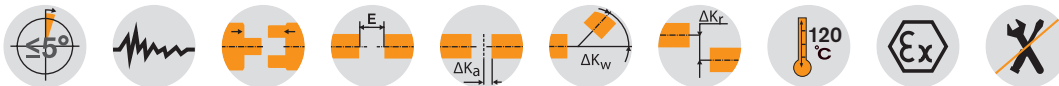
Driving flange to connect to customer's component. Abmessungen siehe Seite 38

ROTEX® Standard Flexible jaw couplings

Material steel / UL / marine



For legend of pictogram please refer to flapper on the cover



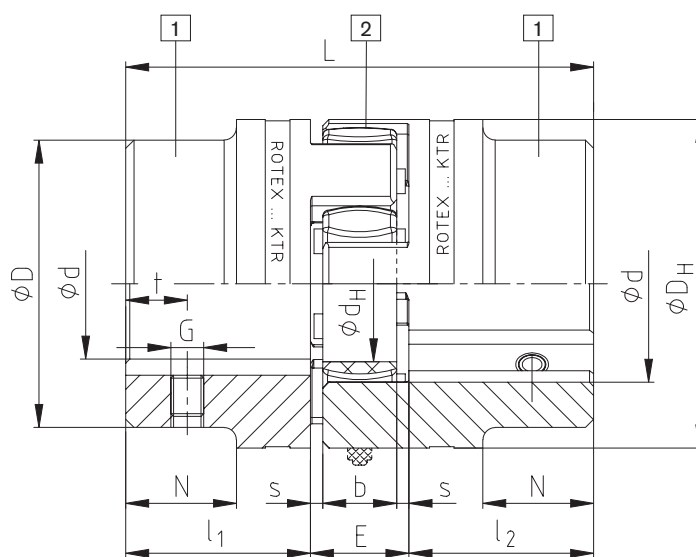
ROTEX® Steel (St)																	
Size	Component	Spider (part 2) rated torque [Nm]			Finish bore d (min-max)	Dimensions [mm]											
		92 Sh-A	98 Sh-A	64 Sh-D		General											Thread for setscrew
					L	l ₁ ; l ₂	E	b	s	D _H	d _H	D	N	G	t	T _A [Nm]	
14	1a	7,5	12,5	16	0-16	35	11	13	10	1,5	30	10	30	—	M4	5	1,5
	1b					50	18,5										
19	1a	10	17	21	0-25	66	25	16	12	2	40	18	40	—	M5	10	2
	1b					90	37										
24	1a	35	60	75	0-35	78	30	18	14	2	55	27	55	—	M5	10	2
	1b					118	50										
28	1a	95	160	200	0-40	90	35	20	15	2,5	65	30	65	—	M8	15	10
	1b					140	60										
38	1	190	325	405	0-48	114	45	24	18	3	80	38	70	27	M8	15	10
	1b					164	70						80	—			
42	1	265	450	560	0-55	126	50	26	20	3	95	46	85	28	M8	20	10
	1b					176	75						95	—			
48	1	310	525	655	0-62	140	56	28	21	3,5	105	51	95	32	M8	20	10
	1b					188	80						105	—			
55	1	410	685	825	0-74	160	65	30	22	4	120	60	110	37	M10	20	17
	1b					210	90						120	—			
65	1	625	940	1175	0-80	185	75	35	26	4,5	135	68	115	47	M10	20	17
	1b					235	100						135	—			
75	1	1280	1920	2400	0-95	210	85	40	30	5	160	80	135	53	M10	25	17
	1b					260	110						160	—			
90	1	2400	3600	4500	0-110	245	100	45	34	5,5	200	100	160	62	M12	30	40
	1b					295	125						200	—			
100	1	3300	4950	6185	0-115	270	110	50	38	6	225	113	150	89	M12	30	40
110	1	4800	7200	9000	0-125	295	120	55	42	6,5	255	127	200	96	M16	35	80
125	1	6650	10000	12500	60-145	340	140	60	46	7	290	147	230	112	M16	40	80
140	1	8550	12800	16000	60-160	375	155	65	50	7,5	320	165	255	124	M20	45	140
160	1	12800	19200	24000	80-185	425	175	75	57	9	370	190	290	140	M20	50	140
180	1	18650	28000	35000	85-200	475	195	85	64	10,5	420	220	325	156	M20	50	140

■ = If no material is specified in the order, it is stipulated in the calculation/order.

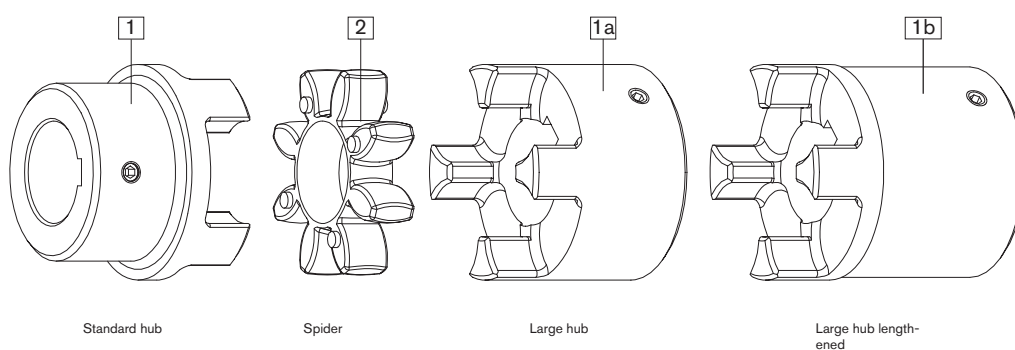
¹⁾ Maximum torque of coupling T_{Kmax}. = rated torque of coupling T_{K rated} x 2. For selection see page 10 et seqq.

Ordering example:	ROTEX® 38	St	92 Sh-A	1 – Ø 45	1 – Ø 25
	Coupling size	Material	Spider hardness	Component	Finish bore
				Component	Finish bore

Components



Steel (thread on the keyway)



Marine programme:

Hub materials S355J2+N and 42CrMo4+QT acc. to DIN EN10204-3.1+3.2 size 75-180 available from stock.



Use in fire extinguisher pumps

ROTEX® couplings comply with the specifications of NFPA 20 standard for the installation of stationary pumps for fire protection and on completion of the necessary permanent tests they also comply with the specifications of UL 448A, flexible couplings and connection shafts for stationary fire extinguisher pumps.

Sizes available:



ROTEX® UL-Listed								
Size	Component	Material	Spider (part 2) Rated torque [Nm] 92 Sh-A	Dimensions [mm]				
				Finish bore d (min-max)	L	$l_1; l_2$	E	D_H
42	1	St	265	18-55	126	50	26	95
55	1	St	410	24-74	160	65	30	120
65	1	St	625	24-80	185	75	35	135
75	1	St	1280	24-95	210	85	40	160
90	1	St	2400	30-110	245	100	45	200

* For complete dimensions see table on page 36