

■ Highly flexible couplings



Highly flexible couplings



These highly resilient shaft couplings consist of the "Giubo coupling ring", a resilient element made of natural rubber, and two steel flanges between which the resilient ring is clamped. Depending on the size of coupling, four, six or eight spacer sleeves, which take the connecting bolts, are vulcanised into the fixing points of the coupling ring.

The couplings which are resilient in the direction of rotation, can run at an angle and will allow both axial and radial displacement. They are thus the ideal connecting element for all drives which are running uneven, prone to shock loading, and in which damaging peak torques or rotary vibrations have to be smoothed out; the choice of various "Shore hardness grades" for the

"Giubo ring" allows for different damping characteristics.

In normal cases the high resilience coupling ring consists of natural rubber with a hardness of 65 Shore A; this operates reliably in the range between -25°C and 70°C .

As well as its widespread use as a flexible element in drive trains, it can be used as a resilient cardan shaft and can also be used in conjunction with dry-running clutches.

1 Series 0007

In this series you will find couplings for the following torque ranges

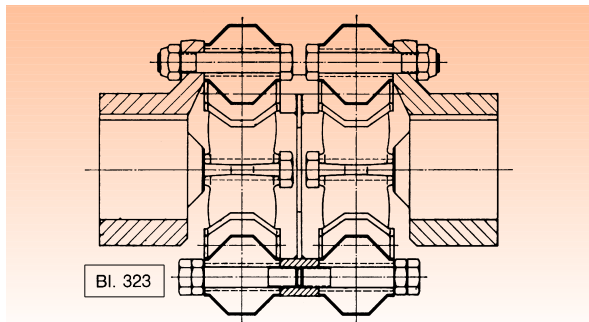
Between 20 and 2400 Nm
 For diameters between 80 and 380 mm
 and overall lengths between 85 and 380 mm.

The normal design in which the hubs of the flanges point outwards can be varied in the following manner to suit the particular installation

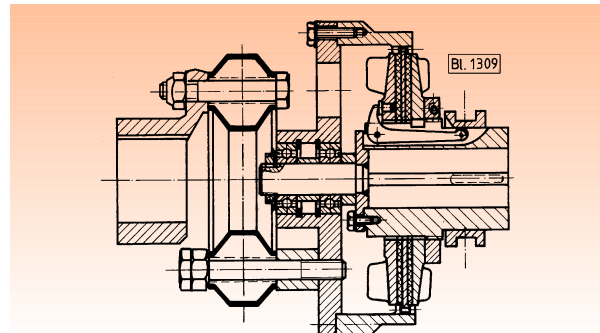
- One of the flange hubs can be mounted pointing inwards, inside the resilient ring.
- If one standard flange is removed it is possible to fit them on to other components such as e.g. clutch housings, where under some circumstances spacer sleeves are required

N°	Series	Torque range Nm	Hub bore mm	∅ Outside mm	Overall length mm
1	0007	20 - 2500	20 - 130	80 - 380	85 - 380

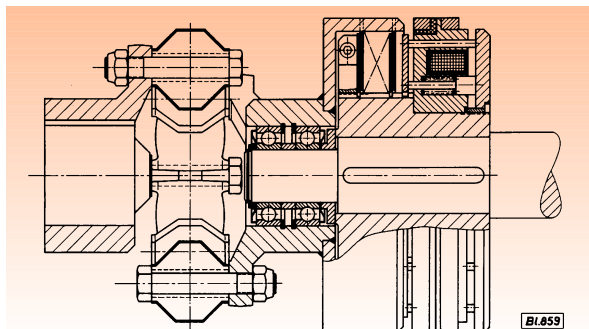
Examples of combinations and installations



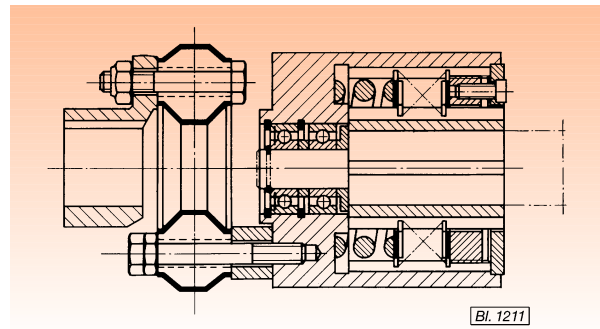
A combined highly flexible double coupling with intermediate flange and normal flange hubs (to double the resilience figures for particular installation requirements).



Combination of a highly flexible coupling with a single-plate clutch.



Highly flexible coupling of the hub design, in combination with an electromagnetic multi-plate clutch.



Combination of a highly flexible coupling with a multi-plate slipping clutch.