

Overview

- High quality torsionally stiff and backlash free coupling
- Compensating of mounting errors
- Balanced torsional rigidity (torsional spring constant)
- Protection against shaft currents with an insulated hub on non-drive end
- Form-fit connection thanks to keyway



Technical data

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| | |
|--------------------|-----------------------------------|
| Shaft diameter D1 | 11 mm |
| Shaft diameter D2 | 11 mm |
| Keyway D1 | 4 mm |
| Keyway D2 | Without |
| Operating speed | ≤15000 rpm |
| Moment of inertia | $89 \cdot 10^{-3} \text{ kgcm}^2$ |
| Torsional rigidity | 900 Nm/rad |
| Operating torque | ≤2 Ncm |

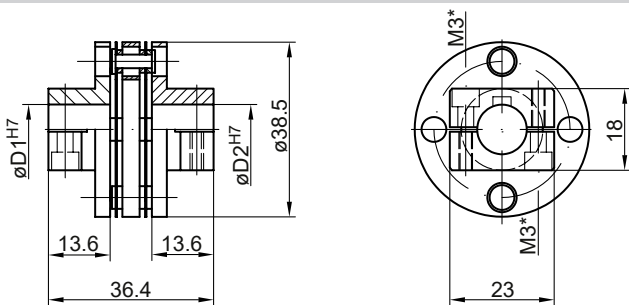
Technical data

| | |
|----------------------------------|---|
| Maximum torque | 3 Nm |
| Admissible axial movement | ± 0.7 mm (±0,3 mm at version with insulated hub version) |
| Admissible parallel misalignment | ± 0.2 mm (±0,05 mm at version with insulated hub version) |
| Admissible angular error | ± 1 ° |
| Electrical insulation | Yes |
| Weight approx. | 50 g |
| Material | Spring disks: X12 CrNi 17 7 |

Description

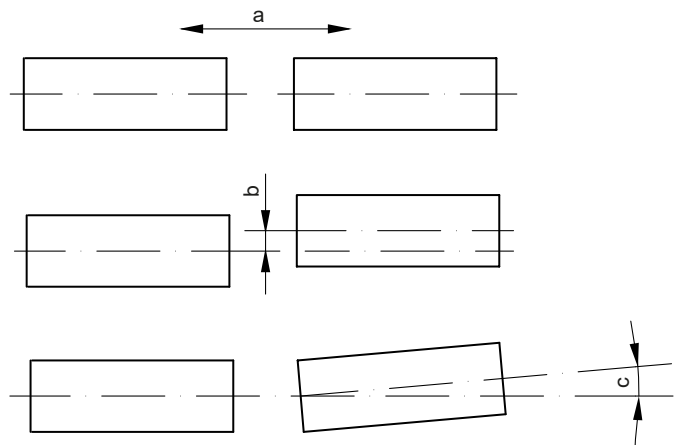
Spring disk coupling, which combines the necessary torsional stiffness with the ability to compensate for axial displacement which occurs especially through heat expansion of the drive and the play backlash of the ball bearings.

Dimensions



* Maximum tightening torque:
Mt = 1 Nm (plastic side)
Mt = 1.3 ± 10 % Nm (metal side)

Assembly drawing



a = Admissible axial movement
b = Admissible parallel misalignment
c = Admissible angular error