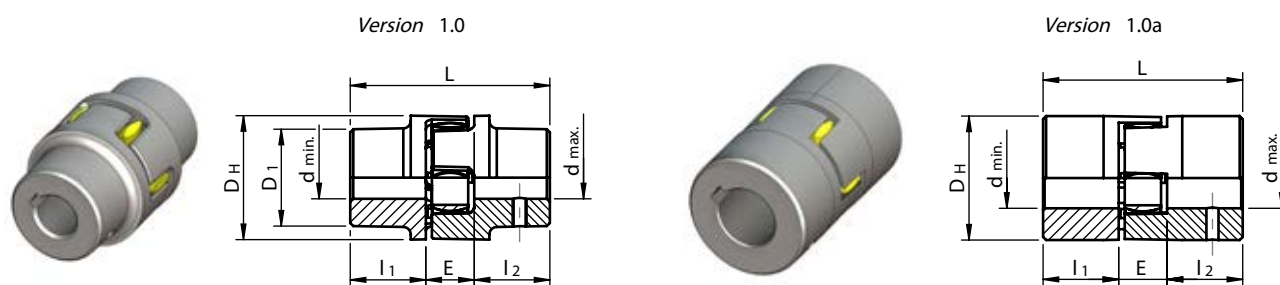


## Drive Technology

### Couplings RA and RG type 1.0 and 1.0a

Flexible couplings transmit the torque by positive locking, and compensate for slight non-alignment, stagger and offset of shafts. Standard spide 92 Shore A (AGS = 98 Shore A).



### Technical Data

#### AL-D

Size	Type <sup>1)</sup>	Nominal torque [Nm]			Dimensions [mm]						
		92 Sh A <sup>2)</sup>	98 Sh A <sup>3)</sup>	64 Sh A <sup>3)</sup>	d <sub>min.</sub>	d <sub>max.</sub>	L	l <sub>1</sub> , l <sub>2</sub>	E	D <sub>H</sub>	D <sub>1</sub>
RA 14	1.0a	7,5	12,5	–	6	16	35	11	13	30	30
RA 19	1.0	10	17	–	6	19	66	25	16	41	32
	1.0a				19	24					41
RA 24	1.0	35	60	–	9	24	78	30	18	56	40
	1.0a				22	28					56
RA 28	1.0	95	160	–	10	28	90	35	20	66	48
	1.0a				28	38					66

#### GG-25

RG 38	1.0	190	325	405	12	40	114	45	24	80	66
	1.0a				38	48					78
RG 42	1.0	265	450	560	14	45	126	50	26	95	75
	1.0a				42	55					94
RG 48	1.0	310	525	655	15	52	140	56	28	105	85
	1.0a				48	62					104
RG 55	1.0	410	685	825	20	60	160	65	30	120	98
	1.0a				55	74					118
RG 65	1.0	625	940	1175	22	70	185	75	35	135	115
	1.0a				65	80					135
RG 75	1.0	1280	1920	2400	30	80	210	85	40	160	135
	1.0a				75	95					160
RG 90	1.0	2400	3600	4500	40	97	245	100	45	200	160
	1.0a				90	110					200

<sup>1)</sup> 1.0 with key and locking screw / 1.0a big half shell with key and locking screw.

<sup>2)</sup> Standard spider made of polyurethane in hardness Shore A 92 (yellow).

<sup>3)</sup> exchangeable spider made of polyurethane in hardness Shore A 98 (red) & 64 (green).

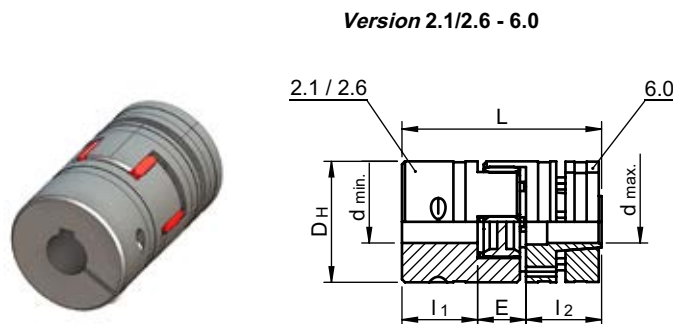
<sup>4)</sup> Additional versions and sizes upon request.



## Drive Technology

### Couplings ASG type 2.1AL/2.6AL - 6.0ST

Flexible couplings transmit the torque by positive locking, and compensate for slight non-alignment, stagger and offset of shafts. Standard spider 92 Shore A (AGS = 98 Shore A).



Technical Data							
Size	Nominal torque [Nm]	Dimensions [mm]					
	98 Sh A	d <sub>min.</sub>	d <sub>max.</sub>	L	l <sub>1</sub> , l <sub>2</sub>	E	D <sub>H</sub>
AGS19	17	6	24	66	25	16	40
AGS24	60	8	28	78	30	18	55
AGS28	160	10	38	90	35	20	65
AGS38	325	12	45	114	45	24	80
AGS38	450	14	55	126	50	26	95
AGS42	525	15	62	140	56	28	105
AGS48	685	20	74	160	65	30	120

<sup>1)</sup> Standard spider made of polyurethane in hardness Shore A 98 (red).

<sup>2)</sup> Standard combination consisting of 2.1AL/2.6AL & 6.0ST.

<sup>3)</sup> Additional versions and sizes upon request.

## Drive Technology

### Coupling hubs

For various applications different hub versions are available for AGS couplings and joint shafts VWK. The designs are different in positive form-locking (with key) and frictionally engaged (backlash-free).

#### For couplings RA/RG

##### Version 1.0 & 1.0a

Hub with keyway and fixing screw. Positive power transmission; permissible torque depends on the permissible surface pressure. Not suitable for backlash-free power transmission for heavily reversing operation.



#### For couplings AGS

##### Version 2.0

Clamping hub single-slotted without keyway. Frictionally engaged, backlash-free shaft-hub-connection. Transmittable torques depend on the bore diameter. Version 2.0 is standard for sizes until 14.



##### Version 2.1

Clamping hub single-slotted with keyway. Positive power transmission with additional frictional tightness. The frictional tightness avoids or reduces reversal backlash. Surface pressure on the keyway connection is reduced. Version 2.1 is standard for sizes until 14.



##### Version 2.5

Clamping hub twice-slotted without keyway. Frictionally engaged, backlash-free shaft-hub-connection. Transmittable torques depend on the bore diameter. Version 2.5 is standard for sizes starting from 19.



##### Version 2.6

Clamping hub twice-slotted with keyway. Positive power transmission with additional frictional tightness. The frictional tightness avoids or reduces reversal backlash. Surface pressure on the keyway connection is reduced. Version 2.6 is standard for sizes starting from 19.



##### Version 6.0

Clamping ring hub. Integrated frictionally engaged shaft-hub-connection for transmission of higher torques. Screw fitting on elastomer side. For details about torques and dimensions see on page 66. Suitable for high revolution speeds.



## Drive Technology

### For joint shafts VWK

#### Version 7.5

Hub connection with half shell without key. Frictionally engaged, backlash-free shaft-hub-connection for radial mounting. Transmittable torques depend on the bore diameter.

#### Version 7.6

Hub connection with half shell with key. Positive form locking shaft-hub-connection with additional frictional tightness for radial mounting. The frictional tightness avoids or reduces reversal backlash. Transmittable torques depend on the bore diameter.

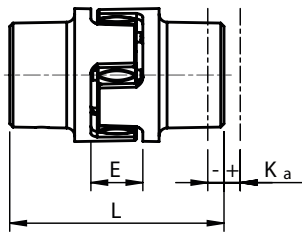


## Drive Technology

### Offsets Couplings

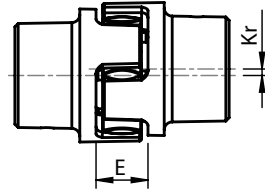
In the case of the standard and large hubs RA14 – 48, the tapped hole G for the locking screw is located opposite the groove. Locking screws according to DIN 916 with toothed washer.

Axial offsets  $K_a$

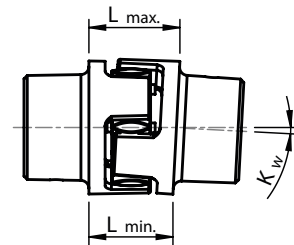


$$L_{max} = L + K_a$$

Radial offsets  $K_r$



Angel offsets  $K_w$



$$K_w [mm] = L_{max} + L_{min}$$

### Technical Data

Size	14	19	24	28	38	42	48	55	65	75	90
Max. axial displacement $K_a$ [mm]	-0,5	-0,5	-0,5	-0,7	-0,7	-1,0	-1,0	-1,0	-1,0	-1,5	-1,5
	1,0	1,2	1,4	1,5	1,8	2,0	2,1	2,2	2,6	3,0	3,4
Max. radial offset at n=1500 RPM $K_r$ [mm]	0,17	0,20	0,22	0,25	0,28	0,32	0,36	0,38	0,42	0,48	0,50
Max. angle offset at n=1500 RPM $K_w$ [°]	1,2	1,2	0,9	0,9	1	1	1,1	1,1	1,2	1,2	1,2
$K_w$ [mm]	0,67	0,82	0,85	1,05	1,35	1,70	2,00	2,30	2,70	3,30	4,30