PRECISE AND COMPACT.

SERVOMAX®

ELASTOMER COUPLINGS

SERIES EK | 2 – 2,000 Nm

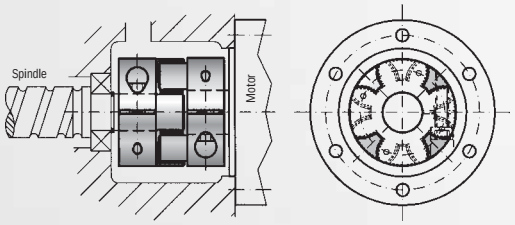
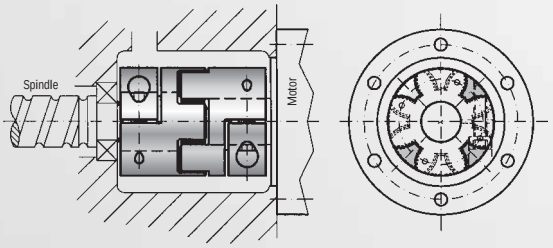
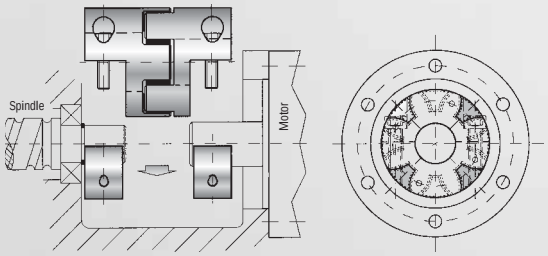
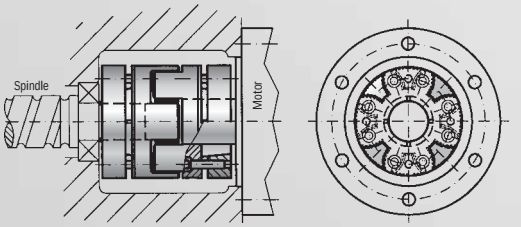
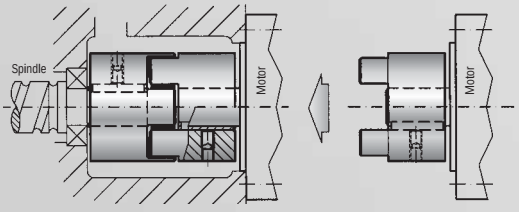
R+W®
COUPLING TECHNOLOGY

THE ULTIMATE COUPLING FROM 2 – 2,000 Nm

www.rwcouplings.com

www.bergab.ru Берг АБ bergab@ya.ru Тел. (495)-228-06-21, факс (495) 223-3071

optional stainless steel

MODELS	PROPERTIES	APPLICATION EXAMPLES
EKL	**with clamping hub, compact version** ■ short compact design ■ low inertia ■ easy assembly	 see page 5
EK2	**with clamping hub** ■ very smooth running ■ counterbalanced type ■ easy assembly	 see page 6
EKH	**with split clamping hubs** ■ easy assembly ■ radial mounting, due to split clamping hubs	 see page 7
EK6	**with conical clamping ring** ■ very smooth running ■ high clamping forces ■ axially mountable	 see page 8
EK1	**with keyway-connection** ■ favorably priced design ■ easy to modify	 see page 9

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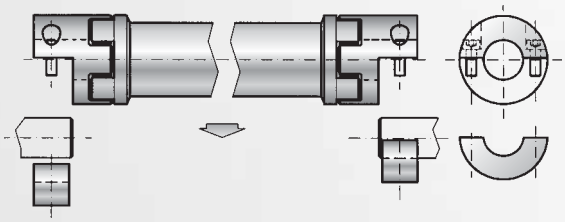
MODELS	PROPERTIES	APPLICATION EXAMPLES

EZ2

line shaft with split clamping hub

- radial mounting due to split hubs
- no intermediate support bearing necessary
- conical clamping hubs available
- length up to 4 m

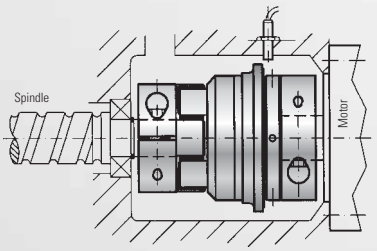


see page 10/11

ES2

torque limiter with clamping hub

- reliable torque overload protection
- backlash free due to patented R+W design
- easy to mount

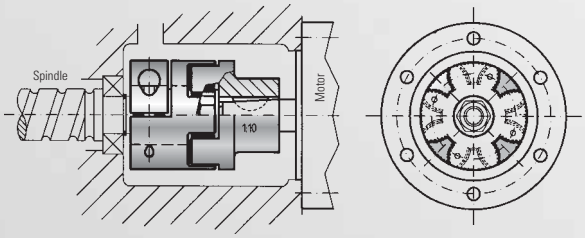


see page 12/13/14

EK4

for conical shaft ends

- for conical shaft ends e.g. Fanuc motors
- easy mounting
- conical hub mounts axially

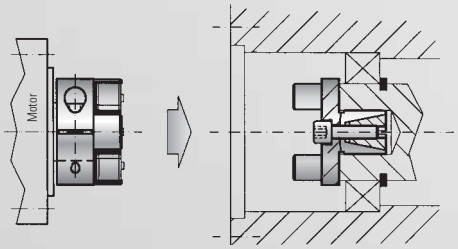


see page 15

EK7

with expanding shaft

- axial hub mounting with expanding shaft
- very smooth running
- high clamping forces



see page 16/17

EEx

for the use in explosive environments

- available for the full product range
- for the hazardous areas 1/21 and 2/22 the SERVOMAX EEx Elastomer couplings are registered according to the directive ATEX 95/137

see page 19

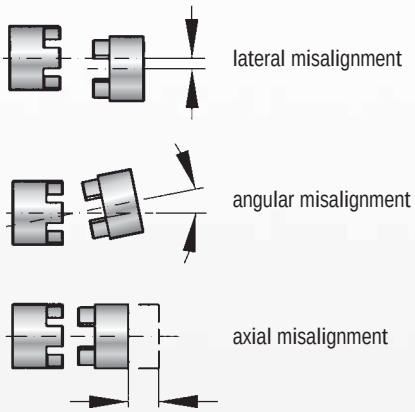
SERVOMAX® ELASTOMER COUPLINGS

Areas of application:

- Servo drives
- Machine tools
- Packaging machinery
- Plant automation
- Printing machinery
- Industrial robots
- Measurement and positioning units
- general mechanical engineering
- Linking screw jacks, linear actuaters, encoders

Properties of the product range:

- vibration dampening
- electrically insulating (standard)
- backlash-free
- press-fit design
- compensation of lateral-, angular- and axial misalignment



Function

The equalizing element of an EK coupling is the elastomer insert. It transmits the torque without backlash and vibration. The elastomer insert defines the features of the entire coupling and/or of the entire drive system.

The coupling is backlash free due to pretensioning of the elastomer insert between the two coupling halves.The Servomax-Coupling compensates for lateral, angular and axial misalignment.

Type A
Shore hardness 98 Sh A

Type B
Shore hardness 64 Sh D

Type C
Shore hardness 80 Sh A

Type D*
Shore hardness 92 Sh A

Specification of the Elastomer inserts

Type	Shore hardness	Color	Material	Relative damping (ψ)	Temperature range	Features
A	98 Sh A	red	TPU	0,4 - 0,5	-30°C to +100°C	high damping
B	64 Sh D	green	TPU	0,3 - 0,45	-30°C to +120°C	high torsional stiffness
C	80 Sh A	yellow	TPU	0,3 - 0,4	-30°C to +100°C	very high damping
D*	92 Sh A	black	TPU	0,3 - 0,45	-10°C to +70°C	electrically conductive*

* Due to the electrically conductiv properties of the insert electrostatic load of the coupling is prevented. This eliminates sparks during normal operation (Explosive areas). Technical datas available.

The values of the relative damping were determined at 10 Hz and +20˚C.

Model row EK		Series																										
		2			5			10			20			60			150			300			450			800		
Type (Elastomer insert)		A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
Static torsional stiffness (Nm/rad)	C_T	50	115	17	150	350	53	260	600	90	1140	2500	520	3290	9750	1400	4970	10600	1130	12400	18000	1280	15100	27000	4120	41300	66080	10320
Dynamic torsional stiffness (Nm/rad)	C_{Tdyn}	100	230	35	300	700	106	541	1650	224	2540	4440	876	7940	11900	1350	13400	29300	3590	23700	40400	6090	55400	81200	11600	82600	180150	28600
Lateral (mm)	Max. values	0,08	0,06	0,1	0,08	0,06	0,1	0,1	0,08	0,12	0,1	0,08	0,15	0,12	0,1	0,15	0,15	0,12	0,2	0,18	0,14	0,25	0,2	0,18	0,25	0,25	0,2	0,3
Angular (degree)		1	0,8	1,2	1	0,8	1,2	1	0,8	1,2	1	0,8	1,2	1	0,8	1,2	1	0,8	1,2	1	0,8	1,2	1	0,8	1,2	1	0,8	1,2
Axial (mm)		±1			±1			±1			±2			±2			±2			±2			±2			±2		

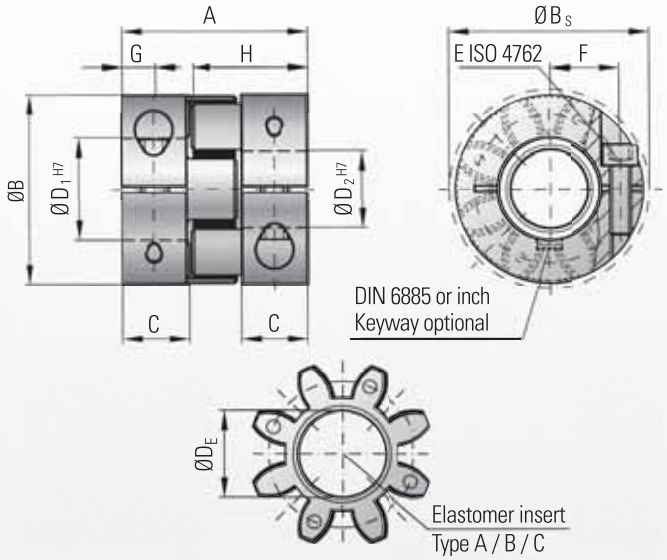
Static torsional stiffness at 50% T_{KN} Dynamic torsional stiffness at T_{KN} 1 Nm = 8,85 in lbs

stainless steel

MODEL **EKL**

TECHNICAL SPECIFICATIONS

Compact version



Properties:
- short compact design
- easy assembly
- vibration dampening
- electrically insulating
- backlash-free
- press-fit design

Material: Clamping hub: up to series 450 high strength aluminum, from series 800 and up steel
Elastomer insert: precision molded, wear resistant, and thermally stable polymer

Design: Two coupling hubs are concentrically machined with concave driving jaws

***Speeds:** Over 4.000 rpm a finely balanced version is available

Tolerance: On the hub/shaft connection 0,01 to 0,05 mm

Model EKL			Series																									
			2			5			10			20			60			150			300			450			800		
Type (Elastomer insert)			A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
Rated torque	(Nm)	T_{KN}	2	2,4	0,5	9	12	2	12,5	16	4	17	21	6	60	75	20	160	200	42	325	405	84	530	660	95	950	1100	240
Max. torque**	(Nm)	T_{Kmax}	4	4,8	1	18	24	4	25	32	6	34	42	12	120	150	35	320	400	85	650	810	170	1060	1350	190	1900	2150	400
Overall length	(mm)	A	20			26			32			50			58			62			86			94			123		
Outer diameter	(mm)	B	16			25			32			42			56			66,5			82			102			136,5		
Outer diameter with screwhead	(mm)	B_S	17			25			32			44,5			57			68			85			105			139		
Mounting length	(mm)	C	6			8			10,3			17			20			21			31			34			46		
Inner diameter range H7	(mm)	$D_{1/2}$	3 - 8			4 - 12,7			4 - 16			8 - 25			12 - 32			19 - 36			20 - 45			28 - 60			35 - 80		
Inner diameter max. (elastomer)	(mm)	D_E	6,2			10,2			14,2			19,2			27,2			30,2			38,2			46,2			60,5		
Mounting Screw (ISO 4762/12.9)		E	M2			M3			M4			M5			M6			M8			M10			M12			M16		
Tightening torque of the mounting screw	(Nm)		0,6			2			4			8			15			35			70			120			290		
Distance between centers	(mm)	F	5,5			8			10,5			15,5			21			24			29			38			50,5		
Distance	(mm)	G	3			4			5			8,5			10			11			15			17,5			23		
Hub length	(mm)	H	12			16,7			20,7			31			36			39			52			57			74		
Moment of inertia	(10^{-3} kgm^2)	J_1/J_2	0,0003			0,001			0,01			0,01			0,08			0,15			0,4			1,3			7,8		
Approx. weight	(kg)		0,008			0,02			0,05			0,12			0,3			0,5			0,9			1,5			8,5		
Speed*	(rpm)		28.000			22.000			20.000			19.000			14.000			11.500			9.500			8.000			4.000		

Information about static and dynamic torsional stiffness as well as max. possible misalignment see page 4

1 Nm = 8,85 in lbs

** Maximum transferable torque of the clamping hub depends on the bore diameters (bore/shaft clearance 0,01 mm to 0,05 mm shaft oiled)

Series	Ø 3	Ø 4	Ø 5	Ø 8	Ø 16	Ø 19	Ø 25	Ø 30	Ø 32	Ø 35	Ø 45	Ø 50	Ø 55	Ø 60	Ø 65	Ø 70	Ø 75	Ø 80
2	0,2	0,8	1,5	2,5														
5		1,5	2	8														
10			4	12	32													
20				20	35	45	60											
60					50	80	100	110	120									
150						120	160	180	200	220								
300						200	230	300	350	380	420							
450								420	480	510	600	660	750	850				
800										700	750	800	835	865	900	925	950	1.000

Higher torque through additional key possible.

Ordering example

EKL / 60 / A / 19 / 24 / XX

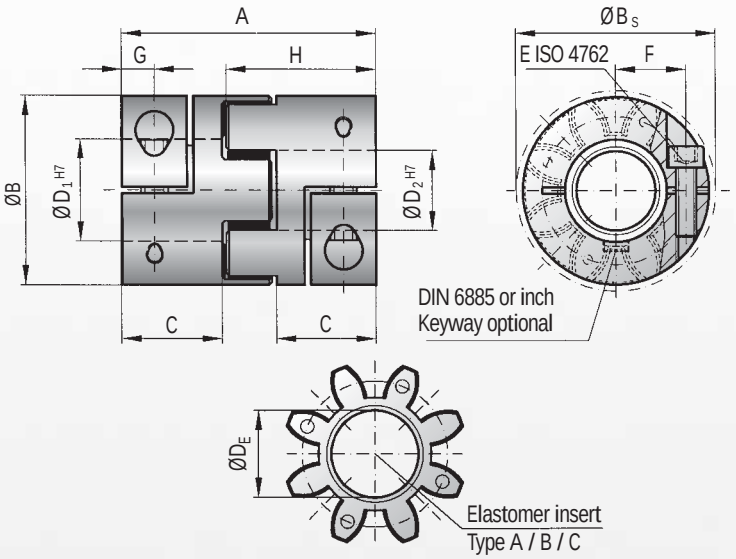
- Model
- Series
- Type Elastomer insert
- Bore Ø D1 H7
- Bore Ø D2 H7
- Non standard e.g. finely balanced

All data is subject to change without notice.

stainless steel

MODEL **EK2**

TECHNICAL SPECIFICATIONS



Properties:
- easy assembly
- concentrically machined hubs
- vibration dampening
- electrically insulating
- backlash-free
- press-fit design

Material: Clamping hub: up to series 450 high strength aluminum, from series 800 and up steel
Elastomer insert: precision molded, wear resistant, and thermally stable polymer

Design: Two coupling hubs are concentrically machined with concave driving jaws

***Speeds:** Over 10.000 rpm a finely balanced version is available

Tolerance: On the hub/shaft connection 0,01 to 0,05 mm

Model EK 2			Series																	
			20			60			150			300			450			800		
Type (Elastomer insert)			A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
Rated torque	(Nm)	T_{KN}	17	21	6	60	75	20	160	200	42	325	405	84	530	660	95	950	1100	240
Max. torque**	(Nm)	T_{Kmax}	34	42	12	120	150	35	320	400	85	650	810	170	1060	1350	190	1900	2150	400
Overall length	(mm)	A	66			78			90			114			126			162		
Outer diameter	(mm)	B	42			56			66,5			82			102			136,5		
Outer diameter with screwhead	(mm)	B_S	44,5			57			68			85			105			139		
Mounting length	(mm)	C	25			30			35			45			50			65		
Inner diameter range H7	(mm)	$D_{1/2}$	8 - 25			12 - 32			19 - 36			20 - 45			28 - 60			35 - 80		
Inner diameter max. (elastomer)	(mm)	D_E	19,2			27,2			30,2			38,2			46,2			60,5		
Mounting screw (ISO 4762/12.9)		E	M5			M6			M8			M10			M12			M16		
Tightening torque of the mounting screw	(Nm)		8			15			35			70			120			290		
Distance between centers	(mm)	F	15,5			21			24			29			38			50,5		
Distance	(mm)	G	8,5			10			12			15			17,5			23		
Hub length	(mm)	H	39			46			52,5			66			73			93,5		
Moment of inertia	(10^{-3} kgm^2)	J_1/J_2	0,02			0,09			0,2			0,6			1,5			9,5		
Approx. weight	(kg)		0,15			0,35			0,6			1,1			1,7			10		
Speed*	(rpm)		19.000			14.000			11.500			9.500			8.000			4.000		

Information about static and dynamic torsional stiffness as well as max. possible misalignment see page 4

1 Nm = 8,85 in lbs

** Maximum transferable torque of the clamping hub depends on the bore diameters

Series	Ø 8	Ø 16	Ø 19	Ø 25	Ø 30	Ø 32	Ø 35	Ø 45	Ø 50	Ø 55	Ø 60	Ø 65	Ø 70	Ø 75	Ø 80
20	20	35	45	60											
60		50	80	100	110	120									
150			120	160	180	200	220								
300			200	230	300	350	380	420							
450					420	480	510	600	660	750	850				
800							700	750	800	835	865	900	925	950	1.000

Higher torque through additional key possible.

Ordering example

EK2 / 60 / A / 19 / 24 / XX

- Model
- Series
- Type Elastomer insert
- Bore Ø D1 H7
- Bore Ø D2 H7
- Non standard e.g. finely balanced

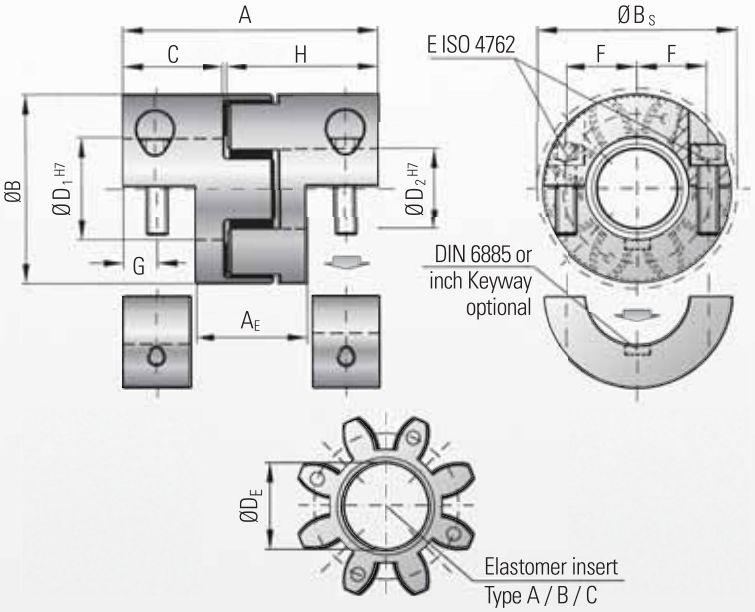
All data is subject to change without notice.

stainless steel

MODEL **EKH**

TECHNICAL SPECIFICATIONS

Split hubs



Properties:
- radial mounting possible
- high concentricity
- dampens vibrations
- electrical insulating
- easy mounting
- backlash-free

Material: Clamping hub: up to series 450 high strength aluminum, from series 800 and up steel
Elastomer insert: precision molded, wear resistant, and thermally stable polymer

Design: Two split coupling hubs are concentrically machined with concave driving jaws

***Speeds:** Over 10.000 rpm a finely balanced version is available

Tolerance: On the hub/shaft connection 0,01 to 0,05 mm

Model EKH			Series																	
			20			60			150			300			450			800		
Type (Elastomer insert)			A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
Rated torque	(Nm)	T_{KN}	17	21	6	60	75	20	160	200	42	325	405	84	530	660	95	950	1100	240
Max. torque**	(Nm)	T_{Kmax}	34	42	12	120	150	35	320	400	85	650	810	170	1060	1350	190	1900	2150	400
Overall length	(mm)	A	66			78			90			114			126			162		
Insertion length	(mm)	A_E	28			33			37			49			51			65		
Outer diameter	(mm)	B	42			56			66,5			82			102			136,5		
Outer diameter with screwhead	(mm)	B_S	44,5			57			68			85			105			139		
Mounting length	(mm)	C	25			30			35			45			50			65		
Inner diameter range H7	(mm)	$D_{1/2}$	8 - 25			12 - 32			19 - 36			20 - 45			28 - 60			35 - 80		
Inner diameter max. (elastomer)	(mm)	D_E	19,2			27,2			30,2			38,2			46,2			60,5		
Mounting screw (ISO 4762/12.9)		E	M5			M6			M8			M10			M12			M16		
Tightening torque of the mounting screw	(Nm)		8			15			35			70			120			290		
Distance between centers	(mm)	F	15,5			21			24			29			38			50,5		
Distance	(mm)	G	8,5			10			12			15			17,5			23		
Hub length	(mm)	H	39			46			52,5			66			73			93,5		
Moment of inertia	(10^{-3} kgm^2)	J_1/J_2	0,02			0,09			0,2			0,6			1,5			9,5		
Approx. weight	(kg)		0,15			0,35			0,6			1,1			1,7			10		
Speed*	(rpm)		19.000			14.000			11.500			9.500			8.000			4.000		

Information about static and dynamic torsional stiffness as well as max. possible misalignment see page 4

1 Nm = 8,85 in lbs

** Maximum transferable torque of the clamping hub depends on the bore diameters

Serie	Ø 8	Ø 16	Ø 19	Ø 25	Ø 30	Ø 32	Ø 35	Ø 45	Ø 50	Ø 55	Ø 60	Ø 65	Ø 70	Ø 75	Ø 80
20	30	40	50	65											
60		65	120	150	180	200									
150			180	240	270	300	330								
300			300	340	450	520	570	630							
450					630	720	770	900	1.120	1.180	1.350				
800							1.050	1.125	1.200	1.300	1.400	1.450	1.500	1.550	1.600

Higher torque through additional key possible.

Ordering example

EKH / 60 / A / 19 / 24 / XX

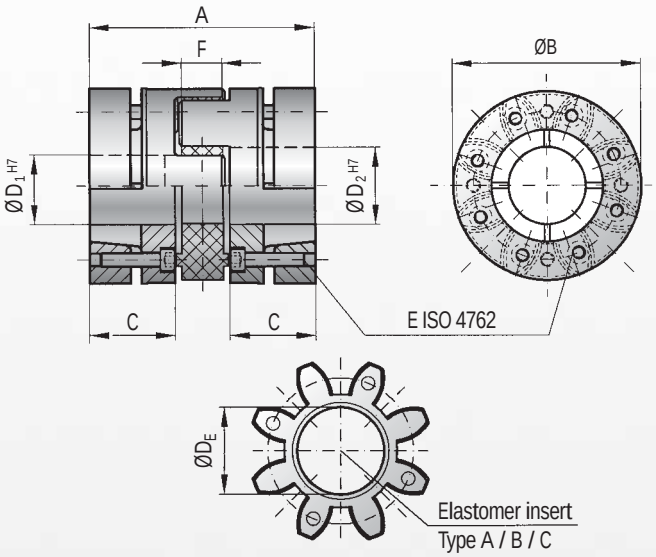
- Model
- Series
- Type Elastomer insert
- Bore Ø D1 H7
- Bore Ø D2 H7
- Non standard e.g. finely balanced

All data is subject to change without notice.

stainless steel

MODEL **EK6**

TECHNICAL SPECIFICATIONS



Properties:

- high clamping forces
- concentrically machined
- easy mounting
- dampens vibrations
- electrical insulating
- backlash-free
- press-fit design
- axial mounting possible

Material: Clamping hub and conical clamping: up to series 450 high strength aluminum, from series 800 and up steel
Elastomer insert: precision molded, wear resistant, and thermally stable polymer

Design: Two coupling hubs are concentrically machined with concave driving jaws

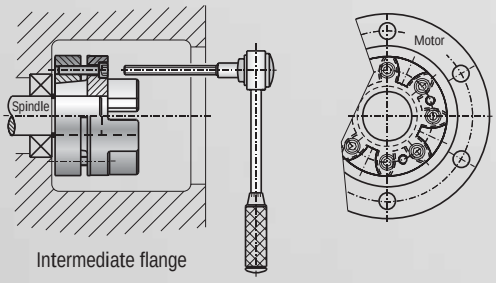
Tolerance: On the hub/shaft connection 0,01 to 0,05 mm

Model EK 6			Series																				
			10			20			60			150			300			450			800		
Type (Elastomer insert)			A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
Rated torque	(Nm)	T_{KN}	12,6	16	4	17	21	6	60	75	20	160	200	42	325	405	84	530	660	95	950	1100	240
Max. torque	(Nm)	T_{Kmax}	25	32	6	34	42	12	120	150	35	320	400	85	650	810	170	1060	1350	190	1900	2150	400
Overall length	(mm)	A	42			56			64			76			96			110			138		
Outer diameter	(mm)	B	32			43			56			66			82			102			136,5		
Mounting length	(mm)	C	15			20			23			28			36			42			53		
Inner diameter range H7	(mm)	$D_{1/2}$	6 - 16			8 - 24			12 - 32			19 - 35			20 - 45			28 - 54			32 - 80		
Inner diameter max. (elastomer)	(mm)	D_E	14,2			19,2			27,2			30,2			38,2			46,2			60,5		
Mounting screw (ISO 4762/12.9)		E	3x M3			6x M4			4x M5			8x M5			8x M6			8x M8			8x M10		
Tightening torque of the mounting screw	(Nm)		2			3			6			7			12			35			55		
Width Elastomer insert	(mm)	F	9,5			12			14			15			18			20			25		
Moment of inertia	(10^{-3} kgm^2)	J_1/J_2	0,01			0,015			0,08			0,15			0,4			1,3			9,2		
Approx. weight	(kg)		0,08			0,12			0,3			0,5			0,9			1,5			9,6		
Speed	(rpm)		20.000			19.000			14.000			11.500			9.500			8.000			4.000		

Information about static and dynamic torsional stiffness as well as max. possible misalignment see page 4

1 Nm = 8,85 in lbs

Access holes in the mounting flange are not necessary for EK 6 couplings.
The unique assembly screw design (shown below) allows for easy axial mounting and dismounting of the coupling.



Ordering example

EK6 / 60 / A / 19 / 24 / XX

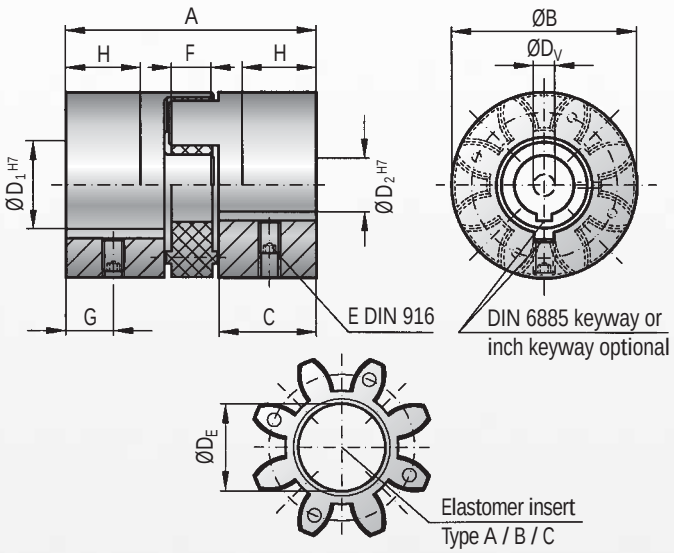
- Model
- Series
- Type Elastomer insert
- Bore Ø D1 H7
- Bore Ø D2 H7
- Non standard e.g. anodized

All data is subject to change without notice.

stainless steel

MODEL **EK1**

TECHNICAL SPECIFICATIONS



Properties:
- economically priced
- concentrically machined
- dampens vibrations
- electrical insulating
- press-fit design
- low backlash, due to keyway connection

Material: Clamping hub: up to series 450 high strength aluminum, from series 800 and up steel
Elastomer insert: precision molded, wear resistant, and thermally stable polymer

Design: Two coupling hubs are concentrically machined with concave driving claws
Bore tolerance H7 + keyway + set screw
DIN 916 or optional pilot bored (D_V)

***Speeds:** Over 10.000 rpm a finely balanced version is available

Tolerance: On the hub/shaft connection 0,01 to 0,05 mm

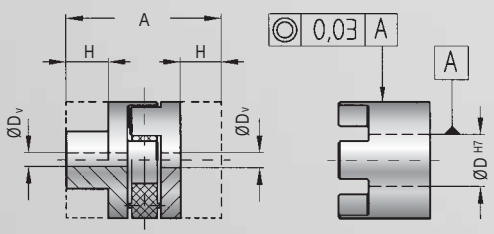
Model EK 1			Series																								
			2			5			10			20			60			150			300			450			800		
Type (Elastomer insert)			A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
Rated torque	(Nm)	T_{KN}	2	2,4	0,5	9	12	2	12,5	16	4	17	21	6	60	75	20	160	200	42	325	405	84	450	660	95	950	1100	240
Max. torque	(Nm)	T_{Kmax}	4	4,8	1	18	24	4	25	32	6	34	42	12	120	150	35	320	400	85	650	810	170	1060	1350	190	1900	2150	400
Overall length	(mm)	A	20			34			35			66			78			90			114			126			162		
Outer diameter	(mm)	B	15			25			32			42			56			66,5			82			102			136,5		
Mounting length	(mm)	C	6,5			12			12			25			30			35			45			50			65		
Inner diameter pilot bored	(mm)	D_V	3			4			6			7			9			14			18			22			29		
Inner diameter range H7	(mm)	$D_{1/2}$	3 - 9			6 - 15			6 - 18			8 - 25			12 - 32			19 - 38			20 - 45			28 - 60			32 - 80		
Inner diameter max. (elastomer)	(mm)	D_E	6,2			10,2			14,2			19,2			27,2			30,2			38,2			46,2			60,5		
Set screws (DIN 916)		E	see table (depending on bore Ø)**																										
Width Elastomer insert	(mm)	F	5			8			9,5			12			14			15			18			20			25		
Distance	(mm)	G	3			5			6			9			11			12			15			17			30		
Possible shortening length	(mm)	H	4			6			6			19			22			26			32			37			43		
Moment of inertia	(10^{-3} kgm²)	J_1/J_2	0,0003			0,001			0,01			0,02			0,09			0,2			0,6			1,5			11,4		
Approx. weight	(kg)		0,008			0,03			0,08			0,15			0,35			0,6			1,1			1,7			11		
Speed*	(rpm)		28.000			22.000			20.000			19.000			14.000			11.500			9.500			8.000			4.000		

Information about static and dynamic torsional stiffness as well as max. possible misalignment see page 4

1 Nm = 8,85 in lbs

** Set screws	
D_1/D_2	E
Ø 6-10	M3
Ø 11-12	M4
Ø 13-30	M5
Ø 31-60	M8
Ø 59-80	M10

Details of pilot bored coupling hubs (D_V)



It´s critical that modifications of the hub are machined concentrically and perpendicular to the through bore.

EK1 hubs can be modified to customer specifications.

The coupling hub may be shortened by measurement H.

Ordering example

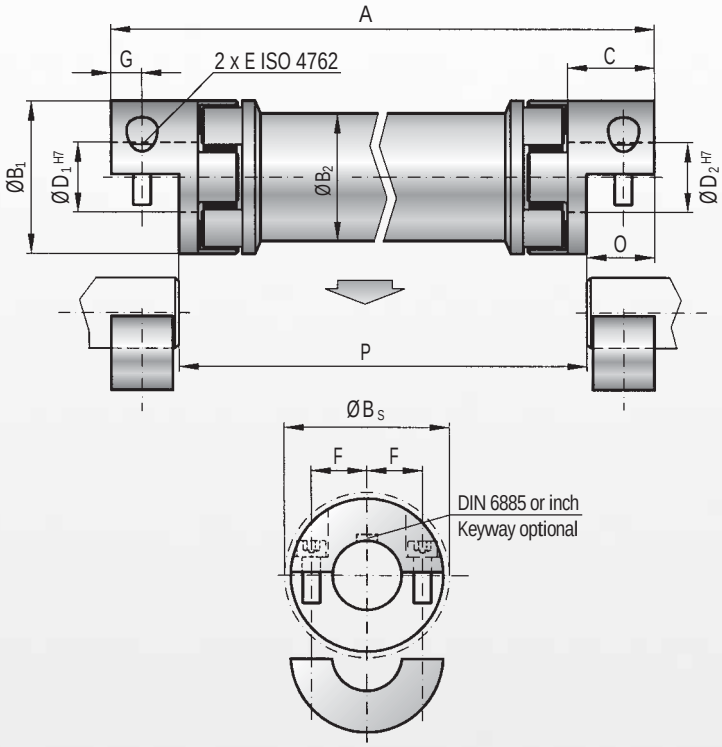
EK1 / 60 / A / 19 / D_V / XX

- Model
- Series
- Type Elastomer insert
- Bore Ø D1 H7
- Bore Ø D2 prebored
- Non standard e.g. anodized

All data is subject to change without notice.

MODEL **EZ2**

TECHNICAL SPECIFICATIONS



Properties:

- Due to split hubs radial mounting possible
- Spans distances of up to 4 m
- No intermediate support bearing required
- Low moment of inertia
- dampens vibrations
- press-fit design
- backlash-free

Material:

Clamping hub: up to series 450 high strength aluminum, from series 800 and up steel
Elastomer insert: precision molded, wear resistant, and thermally stable polymer
Intermediate tube: precision machined aluminum tube; **steel and composite tube are optionally available**

Design:

Two coupling hubs are concentrically machined with concave driving jaws
Elastomer inserts are available in type A or B
The two coupling elements are connected with a precise and concentrically machined aluminum tube

Speed:

To control the critical resonant speed please advise the application speed when ordering or inquiring about EZ Line shafts

Tolerance:

On the hub/shaft connection 0,01 to 0,05 mm

Torsional stiffness:

To optimize the application different elastomer inserts with different shore hardnesses are available

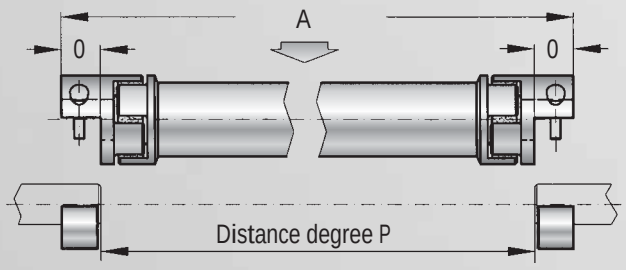
Ordering example

EZ2 / 020 / 1200 / A / 24 / 19 / XX

- Model
- Series
- Overall length
- Type Elastomer insert
- Bore Ø D1 H7
- BoreØ D2 H7
- Non standard e.g. finely balanced

All data is subject to change without notice.

Assembly instructions



The total length of the axis is defined by the distance P + 2x0.

R+W calculation program

With a specially developed sofware R+W can calculate the critical resonant speeds for each application.

Results of a calculation are shown below.

The critical speed can be altered by changing the tube material and/or other parameters.

Critical resonant speed	n_k	=	1/min.
Torsional stiffness tube	C_T^{ZWR}	=	Nm/rad
Total stiffness EZ 2	C_{Tdyn}^{EZ}	=	Nm/rad
Angle of twist	φ	=	Degree-Min-Sec
Weight of total axes	m	=	kg
Critical resonance speed	n_e	=	1/min
Mass moment of inertia	J	=	kgm²
Permissible lateral misalignment	Δ Kr	=	mm

optional stainless steel

Model EZ 2			Series													
			10		20		60		150		300		450		800	
Type (Elastomer insert)			A	B	A	B	A	B	A	B	A	B	A	B	A	B
Rated torque	(Nm)	T_{KN}	12,5	16	17	21	60	75	160	200	325	405	530	660	950	1100
Max. torque**	(Nm)	T_{Kmax}	25	32	34	42	120	150	320	400	650	810	1060	1350	1900	2150
Overall length	(mm)	A	95 - 4.000		130 - 4.000		175 - 4.000		200 - 4.000		245 - 4.000		280 - 4.000		320 - 4.000	
Outer diameter hub	(mm)	B_1	32		42		56		66,5		82		102		136,5	
Outer diameter tube	(mm)	B_2	28		35		50		60		76		90		120	
Outer diameter with screwhead	(mm)	B_S	32		44,5		57		68		85		105		139	
Fit length	(mm)	C	20		25		40		47		55		65		79	
Inner diameter range H7	(mm)	$D_{1/2}$	5 - 16		8 - 25		14 - 32		19 - 36		19 - 45		24 - 60		35 - 80	
Mounting screw (ISO 4762/12.9)		E	M4		M5		M6		M8		M10		M12		M16	
Tightening torque of the mounting screw	(Nm)		4		8		15		35		70		120		290	
Distance between centers	(mm)	F	10,5		15,5		21		24		29		38		50,5	
Distance	(mm)	G	7,5		8,5		15		17,5		20		25		30	
Mounting length	(mm)	O	16,6		18,6		32		37		42		52		62	
Moment of inertia	(10^{-3} kgm^2)	J_1/J_2	0,01		0,02		0,15		0,21		1,02		2,3		17	
Inertia of tube per meter	(10^{-3} kgm^2)	J_3	0,075		0,183		0,66		1,18		2,48		10,6		38	
Dynamic torsional stiffness of the couplings	(Nm/rad)	$C_{Tdyn}{}^E$	270	825	1.270	2.220	3.970	5.950	6.700	14.650	11.850	20.200	27.700	40.600	41.300	90.000
Torsional stiffness of tube per meter	(Nm/rad)	$C_T{}^{ZWR}$	321		1.530		6.632		11.810		20.230		65.340		392.800	
Distance between centers	(mm)	N	26		33		49		57		67		78		94	
Length of the couplings	(mm)	H	34		46		63		73		86		99		125	

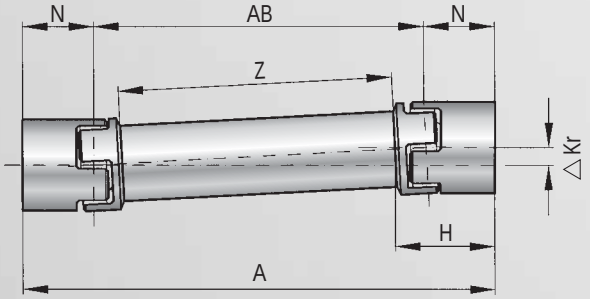
Information about static and dynamic torsional stiffness as well as max. possible misalignment see page 4

1 Nm = 8,85 in lbs

** Max. transferable torque of the clamping hub see EKH (page 7)

The selection process for Servo-Insert-Couplings EZ 2

A	Overall length	m	$C_{Tdyn}{}^E$	Dynamic torsional stiffness of both elastomer inserts	Nm/rad	H	Length of the coupling	mm
AB	Length AB = (A – 2xN)	m	$C_T{}^{ZWR}$	Torsional stiffness of tube per meter	Nm/rad	N	Distance between center lines	mm
Z	Tube length Z = (A – 2xH)	m	$C_{Tdyn}{}^{EZ}$	Torsional stiffness of entire coupling	Nm/rad	M_{max}	Max. torque	Nm
						φ	Angle of twist	degree



According to torsional stiffness

$$C_{Tdyn}{}^{EZ} = \frac{C_{Tdyn}{}^E \times (C_T{}^{ZWR}/Z)}{C_{Tdyn}{}^E + (C_T{}^{ZWR}/Z)} \quad \text{(Nm/rad)}$$

According to angle of twist

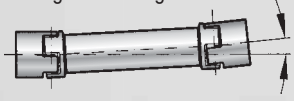
$$\varphi = \frac{180 \times M_{max}}{\pi \times C_{Tdyn}{}^{EZ}} \quad \text{(degree)}$$

Max. possible misalignments

Lateral misalignment Δ Kr

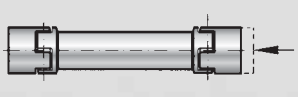
$$\Delta Kr_{max} = \tan \Delta \frac{Kw}{2} \cdot AB$$
$$AB = A - 2xN$$

Angular misalignment Δ Kw



$$\Delta Kw_{max} = \text{ca. } 2^\circ$$

Axial misalignment Δ Ka

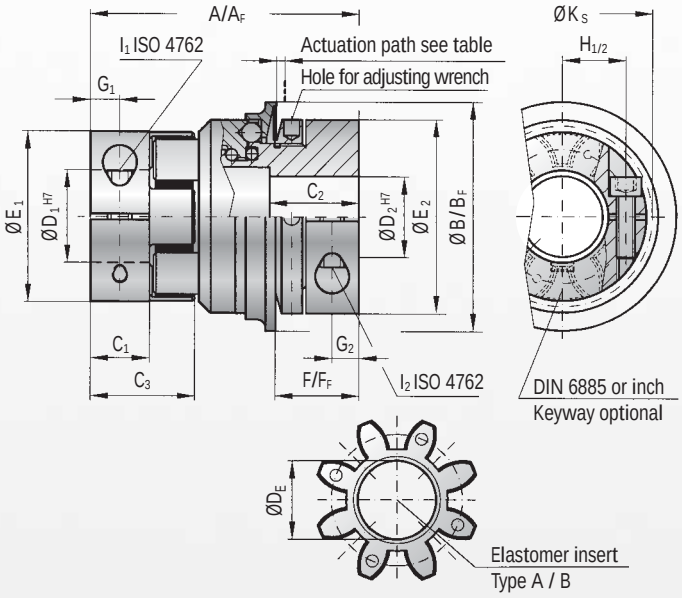


$$\Delta Ka_{max} = \text{ca. } \pm 2$$

stainless steel

MODEL **ES2**

TECHNICAL SPECIFICATIONS



Properties:
- reliabel torque overload protection
- short compact design
- backlash-free due to patented R+W design
- disengagement within msecs.
- high actuatuion path when disengaging
- electrically insulating
- press-fit design

Material:
Torque limiter: high strength hardened steel with rust protected surface (oxidized)
Clamping hub D_1: up to series 450 high strength aluminum, from series 800 and up steel
Clamping hub D_2: up to series 60 high strength aluminum, from serie 150 and up steel
Elastomer insert: precision molded, wear resistant, and thermally stable polymer

Design:
Two coupling hubs are concentrically machined with concave driving jaws
One side with an integrated torque limiter
The torque limiter is available in single position, multi position or full-disengagement versions.

Tolerance:
On the hub/shaft connection 0,01 to 0,05 mm

For table see right page.

W = single position re-engagement
- After the overload has been eliminated, the coupling will automatically reengage precisely 360° from the original disengagement position
- Achivement of the precise synchronus re-engagement due to patented R+W design
- Signal at overload with mechanical switch or proximity sensor

D = Multi position re-engagement
- Coupling re-engages at multiple set angular intervals.
- Immediate availability of the application as soon as the overload has been eliminated.
- Signal at overload with mechanical switch or proximity sensor
- Standard engagement every 60°
- Engagement at 30, 45, 90 and 120 degrees are optional.

F = Full disengagement
- Permanent separation of drive and driven loads in the event of a torque overload.
- No residual friction
- Signal at overload
- Rotating elements slow down freely
- Coupling can be re-engaged manually (Engagement every 60°)

Ordering example

ES2 / 10 / A / W / 14 / 12 / 8 /4-12 / XX

- Model
- Series
- Type Elastomer insert
- Function system (see page 13)
- Bore Ø D1 H7
- Bore Ø D2 H7
- Disengagement torque
- Adjustable range
- Non standard e.g. VA-Material

All data is subject to change without notice.

The selection of torque limiters

In general the torque limiters are sized according to the necessary disengagement torque. This torque must exceed the nominal torque of the application.

For more information see page 18.

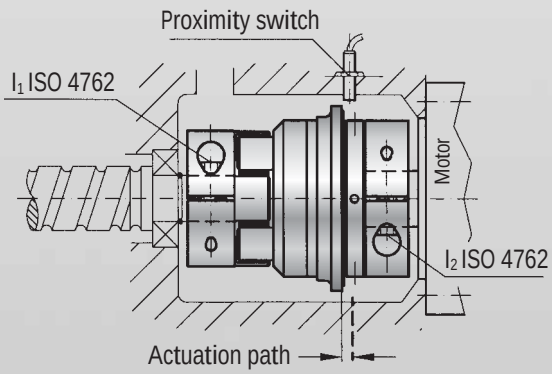
optional stainless steel

Model ES 2		Series						
		10	20	60	150	300	450	800
Adjustment range possible from -to (Nm) (approx. values)	T_{KN}	2 - 6 or 4 - 12	10 - 25 or 20 - 40	10 - 30 or 25 - 80	20-70 45-150 80-180	100 - 200 150 - 240 200 - 320	80 - 200 200 - 350 300 - 500	400 - 650 500 - 800 600 - 900
Adjustment range (full disengagement) possible from -to (Nm) (approx. values)	T_{KN}^F	2-5 or 5-10	8 - 20 or 16 - 30	20 - 40 or 30 - 60	20-60 40-80 80-150	120 - 180 or 160 - 300	60 - 150 100 - 300 250 - 500	200 - 400 or 450 - 800
Overall length (mm)	A	60	86	96	106	140	164	179
Overall length (full disengagement) (mm)	A_F	60	86	96	108	143	168	190
Outer diameter of actuation ring (mm)	B	45	65	73	92	120	135	152
Outer diameter of actuation ring (mm)	B_F	51,5	70	83	98	132	155	177
Fit length (mm)	C_1	10,3	17	20	21	31	34	46
Fit length (mm)	C_2	16	27	31	35	42	51	45
Length of hub (mm)	C_3	20,7	31	36	39	52	57	74
Inner diameter from Ø to Ø H7 (mm)	D_1	5 - 16	8 - 25	12 - 32	19 - 36	20 - 45	28 - 60	35 - 80
Inner diameter from Ø to Ø H7 (mm)	D_2	6 - 20	12 - 30	15 - 32	19 - 42	30 - 60	35 - 60	40 - 75
Diameter of the hub (mm)	E_1	32	42	56	66,5	82	102	136,5
Diameter of the hub (mm)	E_2	40	55	66	81	110	123	132
Distance (mm)	F	17	24	30	31	35	45	50
Distance full disengagement (mm)	F_F	16	22	29	30	35	43	54
Distance (mm)	G_1	5	8,5	10	11	15	17,5	23
Distance (mm)	G_2	5	7,5	9,5	11	13	17	18
Distance between centers (mm)	H_1	10,5	15	21	24	29	38	50,5
Screws (ISO 4762/12.9)	I_1	M4	M5	M6	M8	M10	M12	M16
Tightening torque of the mounting screw (Nm)	I_1	4	8	15	35	70	120	290
Distance between centers SK-side (mm)	H_2	15	19	23	27	39	41	48
Screws (ISO 4762/12.9)	I_2	M4	M6	M8	M10	M12	M16	2x M16
Tightening torque of the mounting screw (Nm)	I_2	4,5	15	40	70	130	200	250
Diameter with screwhead (mm)	K_S	32	44,5	57	68	85	105	139
Approx. weight (kg)		0,3	0,6	1,0	2,4	5,8	9,3	14,3
Moment of inertia (10^{-3} kgm^2)	J_{ges}	0,06	0,25	0,7	2,3	11	22	33,5
Actuation path (mm)		1,2	1,5	1,7	1,9	2,2	2,2	2,2
Type (Elastomer insert)		A B	A B	A B	A B	A B	A B	A B
Inner diameter (Elastomer insert) (mm)	D_E	14,2	19,2	27,2	30,2	38,2	46,2	60,5

Information about static and dynamic torsional stiffness as well as max. possible misalignment see page 4

1 Nm = 8,85 in lbs

Mounting instructions



Mounting: Slide the coupling on the shaft ends to the proper axial position. Using a torque wrench, tighten the clamp screws to the correct tightening torque as indicated (in the table page 12)

CAUTION! Both clamping hubs have different screws and different tightening torques.

Dismounting: Simply loosen the clamp screw I1, I2 and remove the safety coupling.

Emergency cut off: The axial path of the actuation ring activates the mechanical switch or the proximity sensor .

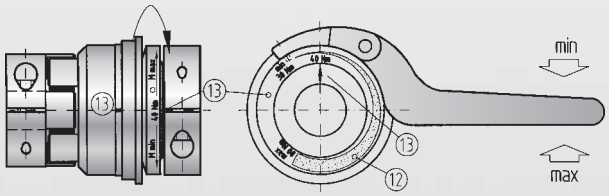
CAUTION! Upon assembly, it is absolutely necessary to check the function of the switch 100%

FUNCTION SYSTEMS ES2

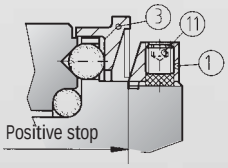
R+W torque limiting couplings are ball detent style overload couplings. They protect drive and driven mechanical components from damage associated with torque overloads.

- Backlash free torque transmission is accomplished by a series of steel balls (4) nested in hardened detents (5).
- Disc springs push against an actuation ring (3) keeping the balls nested.
- The disengagement torque is adjustable by means of an adjustment nut (1).
- In the event of an overload, the actuation ring (3) moves axially allowing the balls to come of the detents separating the drive and driven elements.
- The movement of the actuation ring (3) can be sensed by means of a mechanical switch or proximity sensor (6) triggering the drive to shut down.

Disengagement torque setting



At ES 2 couplings, the slot of the clamping hub serves as a marking (13).

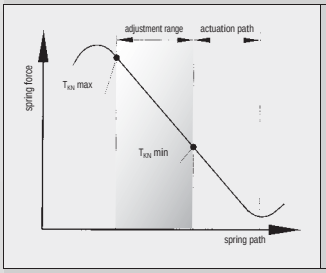


1 adjustment nut
11 locking screw
3 steel actuation ring
12 adjustment range
13 marking

R+W torque limiters are factory set to the customer specified disengagement torque, which is marked onto the coupling. The adjustment range (min/max) is also marked on the adjustment nut (1).
The customer can adjust the disengagement torque as long as it is in the range (12) indicated on the adjustment nut.

The adjustment range may not be exceeded while re-adjusting.

To adjust the disengagement torque, loosen the locking screws (11) and rotate the adjustment ring using a spanner wrench to the desired new setting. Tighten the 3 locking screws (11) and test the coupling.

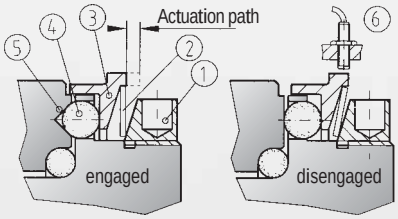


CAUTION:

R+W torque limiters incorporate disc springs that exhibit a special spring characteristic. It is important to stay in the max-min range of the coupling.

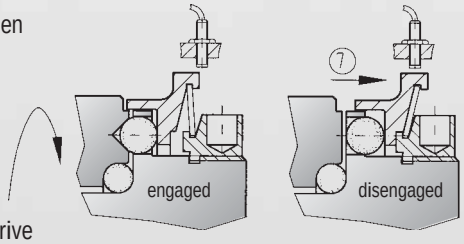
Single-position / Multi-position

In a torque overload, with the single-position design (standard) and multi-position design, the spring disengages to allow the balls to come out of their detents, separating the drive and driven elements. Very low residual spring pressure remains so that the coupling will re-engage once the torque is reduced below the overload setting.



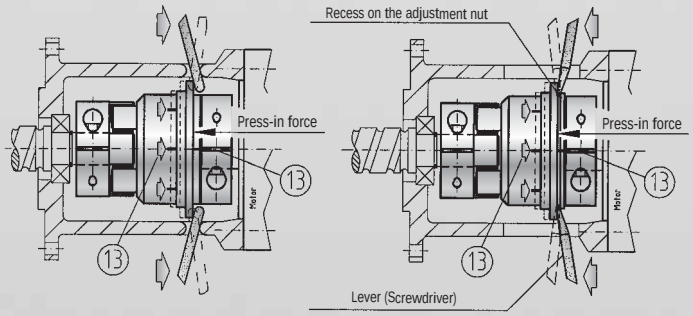
Full-disengage

With this design, when a torque overload is detected, the disc spring completely flips over and places no residual spring pressure on the actuation ring. The drive and driven elements are completely separated.



Re-engagement of the coupling is not automatic and must be performed manually (Picture 3a, 3b).

CAUTION: Re-engagment should only be performed when the coupling stands still and not rotating!



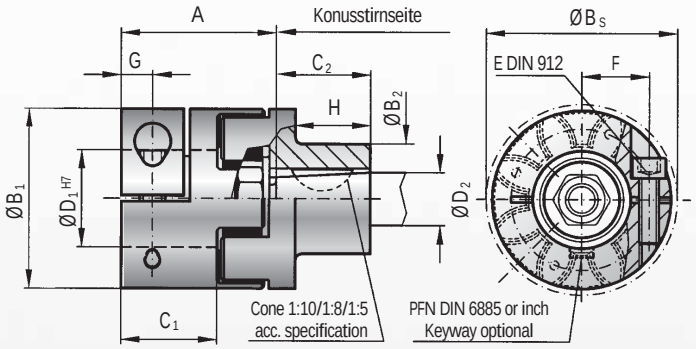
Picture 3a **Picture 3b**

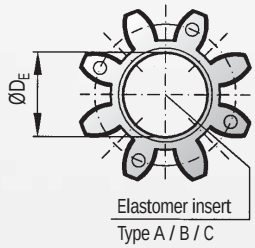
The R+W full-disengage torque limiting coupling can be re-engaged in six different positions or every 60 degrees with low „press-in" force (E). Marks on the actuation ring and body (13) of the coupling must line up and indicate the re-engagement points.

As of size 150 and up the re-engagement can be done with 2 lever which will be supported at a recess on the adjustment nut (picture 3b). Screwdrivers can be used as a lever.

MODEL **EK4**

TECHNICAL SPECIFICATIONS





Achtung: Die Masse C2 / H / und ØB2 sind vom verwendeten Konuszapfen abhängig.

Die Länge der Kupplung kann deshalb nur bis zur Konusstirnseite des verwendeten Konuszapfens vorab festgelegt werden.
Genaue Massangaben erhalten Sie nach der Festlegung der Konusgeometrie direkt von R+W.

Properties:
- for conical shaft ends
- short compact design
- easy assembly
- high concentricity
- backlash-free
- electrically insulating

Material: Clamping hubs: high strength aluminum
Conical hub: steel
Elastomer insert: precision molded, wear resistant, and thermally stable polymer

Design: Two coupling hubs are concentrically machined with concave driving jaws
One side with clamping hub and a radial screw ISO 4762
One side with a hub conically bored with keyway according to customer equirement

Speed: Over 10.000 rpm a finely balanced version is available

Tolerance: On the hub/shaft connection 0,01 to 0,05 mm

Model EK 4			Series								
			20			60			150		
Type (Elastomer insert)			A	B	C	A	B	C	A	B	C
Rated torque	(Nm)	T_{KN}	17	21	6	60	75	20	160	200	42
Max. torque*	(Nm)	T_{Kmax}	34	42	12	120	150	35	320	400	85
Overall length	(mm)	A	42			50			57		
Outer diameter hub	(mm)	B_1	42			56			66,5		
Outer diameter conical hub	(mm)	B_2	variable			variable			variable		
Outer diameter with screwhead	(mm)	B_S	44,5			57			68		
Mounting length	(mm)	C_1	25			30			35		
Mounting length	(mm)	C_2	variable			variable			variable		
Inner diameter range H7	(mm)	D_1	8-25			12-32			19-36		
Possible conical diameter	(mm)	D_2	Acc. to customer requirement								
Inner diameter max (elastomer)	(mm)	D_E	19,2			27,2			30,2		
Mounting screw (ISO 4762/12.9)		E_1	M5			M6			M8		
Tightening torque of the mounting screw	(Nm)		8			15			35		
Distance between centers	(mm)	F	15,5			21			24		
Distance	(mm)	G	8,5			10			12		
Length	(mm)	H	variable			variable			variable		

Information about static and dynamic torsional stiffness as well as max. possible misalignment see page 4

1 Nm = 8,85 in lbs

** Maximum transferable torque of the clamping hub depends on the bore diameters (bore/shaft clearance 0,01 mm to 0,05 mm shaft oiled)

Series	Ø 8	Ø 16	Ø 19	Ø 25	Ø 30	Ø 32	Ø 35
20	20	35	45	60			
60		50	80	100	110	120	
150			120	160	180	200	220

Higher torque through additional key possible.

Ordering example

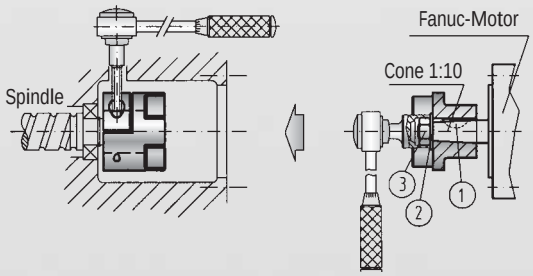
EK4 / 20 / A / 24 / 1:10 Ø11 / XX

- Model
- Series
- Type Elastomer insert
- Bore Ø D1 H7
- Cone/ Ø D2
- Non standard e.g. finely balanced

All data is subject to change without notice.

Installation instruction

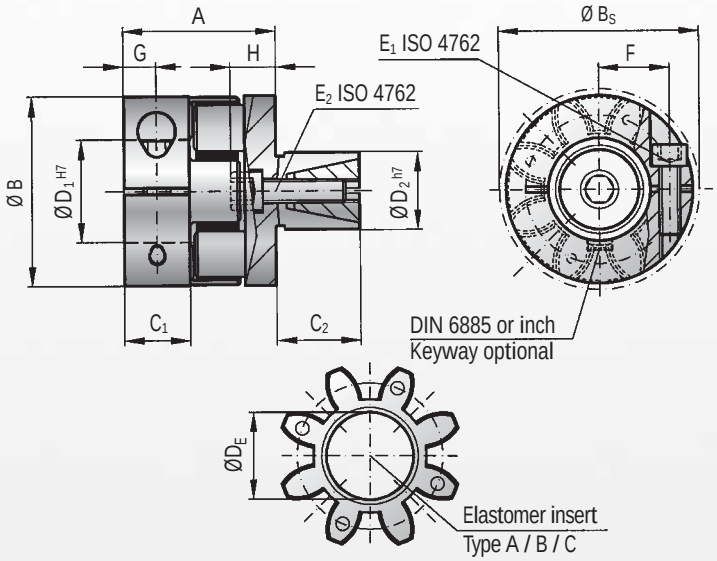
Mounting of the clamping hub: Slide the coupling on the shaft ends, at the right axial position thighten the mounting screw to the specified tightening torque as shown in the table (column E1).



Mounting of the conical hub: After inserting the key into the keyway of the motor shaft slide the coupling hub on the shaft. Check if the conical hub has a proper seat on the shaft. Now the nut (3) can be tightened on the motor shaft using the exact tightening torque specified by the motor manufacturer.

MODEL **EK7**

TECHNICAL SPECIFICATIONS



Properties:
- short compact design
- easy mounting
- high concentricity
- axial mounting of the expanding shaft
- backlash-free
- electrical insulating

Material: Clamping hub: up to series 450 high strength aluminum, from series 800 and up steel
Expanding shaft & cone: steel
Elastomer insert: precision molded, wear resistant, and thermally stable polymer

Design: Two coupling hubs are concentrically machined with concave driving jaws
One side with clamping hub and a radial screw ISO 4762
One side with an expanding shaft and tapered clamping element
Suggested bore tolerance for the shaft: H7

Speed:** Over 4.000 rpm a finely balanced version is available

Tolerance: On the hub/shaft connection 0,01 to 0,05 mm

Model EK7			Series																								
			5			10			20			60			150			300			450			800				
Type (Elastomer insert)			A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	
Rated torque	(Nm)	T_{KN}	9	12	2	12,5	16	4	17	21	6	60	75	20	160	200	42	325	405	84	530	660	95	950	1100	240	
Max. torque*	(Nm)	T_{Kmax}	18	24	4	25	32	6	34	42	12	120	150	35	320	400	85	650	810	170	1060	1350	190	1900	2150	400	
Overall length	(mm)	A	22			28			40			46			51			68			76			94			
Outer diameter	(mm)	B	25			32			42			56			66,5			82			102			135			
Outer diameter with screwhead	(mm)	B_S	25			32			44,5			57			68			85			105			139			
Mounting length	(mm)	C_1	8			10,3			17			20			21			31			34			46			
Mounting length	(mm)	C_2	12			20			25			27			32			45			55			60			
Inner diameter range H7	(mm)	D_1	4 - 12,7			5 - 16			8 - 25			12 - 32			19 - 36			20 - 45			28 - 60			35 - 80			
Outer diameter range h7	(mm)	D_2	10 - 16			13 - 25			14 - 30			23 - 36			26 - 42			38 - 60			42 - 70			42 - 80			
Inner diameter max. (elastomer)	(mm)	D_E	10,2			14,2			19,2			27,2			30,2			38,2			46,2			60,5			
Mounting screw (ISO 4762/12.9)		E_1	M3			M4			M5			M6			M8			M10			M12			M16			
Tightening torque	(Nm)		2			4			8			15			35			70			120			290			
Mounting screw (ISO 4762/12.9)		E_2	M4			M5			M6			M8			M10			M12			M16			M16			
Tightening torque	(Nm)		4			9			12			32			60			110			240			300			
Distance between centers	(mm)	F	8			10,5			15,5			21			24			29			38			50,5			
Distance	(mm)	G	4			5			8,5			10			11			15			17,5			23			
Length	(mm)	H	7			7			10			11			16			20			27			27			
Moment of inertia	(10^{-3} kgm^2)		0,002			0,01			0,04			0,08			0,15			0,4			1,3			9,5			
Approx. weight	(kg)		0,04			0,05			0,12			0,3			0,5			0,9			1,5			7,6			
Speed**	(rpm)		22.000			20.000			19.000			14.000			11.500			9.500			8.000			4.000			

Information about static and dynamic torsional stiffness as well as max. possible misalignment see page 4

1 Nm = 8,85 in lbs

* Maximum transferable torque of the clamping hub depends on the bore diameters (bore/shaft clearance 0,01 mm to 0,05 mm shaft oiled)

optional stainless steel

TECHNICAL INFORMATION EK7

Series	Ø 3	Ø 4	Ø 5	Ø 8	Ø 16	Ø 19	Ø 25	Ø 30	Ø 32	Ø 35	Ø 45	Ø 50	Ø 55	Ø 60	Ø 65	Ø 70	Ø 75	Ø 80
5		1,5	2	8														
10			4	12	32													
20				20	35	45	60											
60					50	80	100	110	120									
150						120	160	180	200	220								
300						200	230	300	350	380	420							
450								420	480	510	600	660	750	850				
800										700	750	800	835	865	900	925	950	1.000

Higher torque through additional keyway possible.

Ordering example

EK7 / 20 / A / 24 / 19 / XX

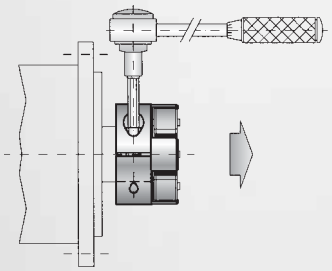
- Model
- Series
- Type Elastomer insert
- Bore Ø D1 H7
- Shaft Ø D2 h7
- Non standard e.g. finely balanced

All data is subject to change without notice.

Mounting instructions

Mounting of the clamping hub:
Slide the coupling onto the shaft ends, at the right axial position tighten the mounting screw to the specified tightening torque E_1.

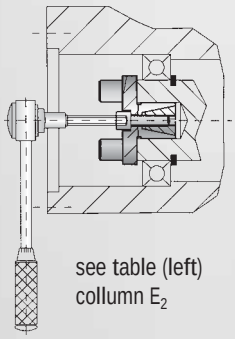
See page 16/collumn E_1.



Dismounting of the clamping hub:
For dismounting loosen the mounting screw E_1.

Mounting of the expanding shaft:
Push the shaft hub into the bore, at the right axial position thighten the mounting screw to the specified tightening torque E_2.

See page 16/collumn E_2



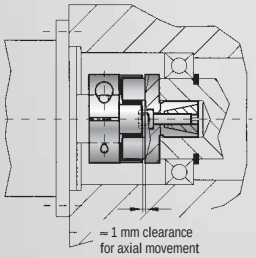
see table (left) collumn E_2

Dismounting of the expanding shaft:
For dismounting loosen the screw E_2 a few turns.

By putting pressure on the screwhead, the inner cone slides out of its sleeve.

The shaft is now loose.

Advantage:
No access holes in the intermediate flange are neccessary in order to mount the coupling.



CAUTION:
The elastomer insert has to be able to axially move in order to compensate for axial mis-alignment.

FACTORS AND SIZING CALCULATIONS

Temperature factor S_υ	A	B	C
Temperature (υ)	**Sh 98 A**	**Sh 64 D**	**Sh 80 A**
> -30° to -10°	1,5	1,7	1,4
> -10° to +30°	1,0	1,0	1,0
> +30° to +40°	1,2	1,1	1,3
> +40° to +60°	1,4	1,3	1,5
> +60° to +80°	1,7	1,5	1,8
> +80° to +100°	2,0	1,8	2,1
> +100° to +120°	–	2,4	–

Start factor S_Z

Z_h	up to 120	120 - 240	above 240
S_Z	1,0	1,3	on request

Shock and load factor S_A

Uniform load	S_A = 1,0
Non-uniform load	S_A = 1,8
High dynamics, frequent reversing loads	S_A = 2,5

T_{KN} = Rated torque of the coupling (Nm)
T_{Kmax} = Max. torque of the coupling (Nm)
T_S = Existing peak torque of the coupling (Nm)
T_{AS} = Peak torque of the drive element (Nm)
T_{AN} = Rated torque of the drive element (Nm)
T_{LN} = Rated torque of the driven element (Nm)
P_{LN} = Power of the driven element (KW)
n = Speed (rpm)
J_A = Motor´s moment of inertia (kgm^2)
J_L = Machine´s moment of inertia (kgm^2) (Spindle + slide + workpiece)
J_1 = Moment of inertia of a coupling half at the driving end (kgm^2)
J_2 = Moment of inertia of a coupling half at the driven end (kgm^2)
m = Ratio of the moments of inerta driving to driven element
υ = Temperature of the area around the coupling (observe radiant heat)
S_υ = Temperature factor
S_A = Shock or load factor
S_Z = Start factor (factor for the number of starts/hour)
Z_h = Cycle of starts (1/h)

Sizing of a Servomax® Elastomer Coupling

1. Calculation example without shock or reversing loads

The rated torque of the coupling (T_{KN}) needs to be higher than the rated torque of the driven element (T_{LN}) times the temperature factor S_υ at the coupling for the application. If T_{LN} is not known, T_{AN} can be used for the calculation instead.

Condition: $T_{KN} > T_{LN} \times S_\upsilon$

Auxiliary calculation: $T_{LN} = \frac{9550 \times P_{LN}}{n}$

Calculation example: (No loads and shocks)

Drive face: DC - motor
T_{AN} = **119 Nm**

Coupling conditons:
υ = **70°** C
S_υ = 1,7 (for 70°/Type A)

Driven face: Pump
T_{LN} = **85 Nm**

Condition: $T_{KN} > T_{LN} \times S_\upsilon$
$T_{KN} > 85 \text{ Nm} \times 1,7$
$T_{KN} > 144,5$ **Nm** → **Result:** A coupling type **EK 2/150/A** (T_{KN} = 160 Nm) is selected.

2. Calculation example with shock loads

In all cases the maximum rated torque (T_{Kmax}). of the coupling can not be exceeded. First calculate the rated torque (T_{KN}) of the coupling same as above. Compare this result to the peak torque (T_S) times the start factor (S_Z) times the temperature factor (S_υ) for the application. The greater of the two values must be less than (TKmax) of the coupling.

Condition: $T_{KN} > T_{LN} \times S_\upsilon$

Auxiliary calculation: $T_{LN} = \frac{9550 \times P_{LN}}{n}$

Condition: $T_{Kmax} > T_S \times S_Z \times S_\upsilon$

Auxiliary calculation: $T_S = \frac{T_{AS} \times S_A}{m + 1}$ $\quad m = \frac{J_A + J_1}{J_L + J_2}$

stainless steel

MODEL **ATEX**

FOR USE IN HAZARDOUS AREAS AND EXPLOSIVE ATMOSPHERE

AT mosphere EX plosible

The ATEX 95 / ATEX 137 is regulated by the new European directive. Generally the explosive atmosphere is classified in 3 different zones.

Zone 0:
A place in which an explosive atmosphere is consisting out of a mixture of air and flammable substances in the form of gas, vapor or mist is present frequently, continuously or for longer periods

Zone 20:
Is relevant for an explosive atmosphere in the form of clouds of combustible dust in air under the same conditions as above.

Zone 1:
Described as a place in which an explosive atmosphere is existing of a mixture of air and flammable substances in the form of gas, vapor or mist is likely to occur in normal operation occasionally.

Zone 21:
Is relevant for an explosive atmosphere in the form of clouds of combustible dust in air under the same conditions as above.

Zone 2:
A Place in which an explosive atmosphere is consisting out of mixture with air of flammable substances in the form of gas, vapor or mist is not likely to occur in normal operation but, if it does occur, it will persist for a short period only.

Zone 22:
Relevant for an explosive atmosphere in the form of a cloud of combustible dust in air under the same conditions as above.

For the classified zones 1/21 and 2/22 the Servomax® Elastomer Coupling do have an accreditation according to ATEX 95/137

Design of the Servomax EX:
No dimensional change of the EK standard series. The material of the hubs and the inserts will change.

Hubs:
In general steel or stainless steel hubs with be used ***Caution:*** Aluminum hubs may not be used in explosive enviroment.

Elastomer insert:
A special elastomer insert (Type D/92 Sh A), which is able to conduct electricity is used. This prevents the possibility of electrostatic loads and sparks.

Mounting, Sizing:
All misalignment values and the transmittable torques are reduced by 30%.

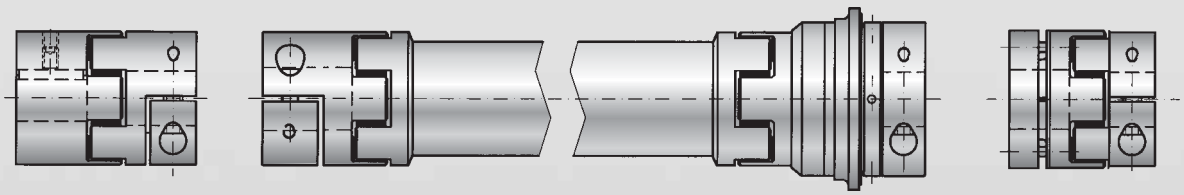
Maintanance:
A routine inspection of the coupling must be performed.

Mounting manuals:
Mounting and maintanance manuals are provided with every EEx coupling.

R+W solutions with standard components

All standards hubs and elastomer inserts are interchangable in the same sizes.

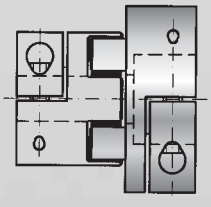
Example:



EK 1 **EK 2** **EZ-Coupling half** **ES-Coupling half** **EK 6** **EKL**

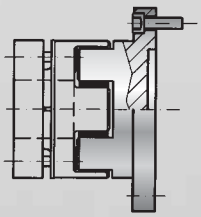
R+W non standard solutions with special hubs

EK 2 Non standard hub



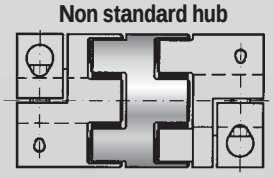
Non standard hubs for bigger bores

EK 6 Non standard hub



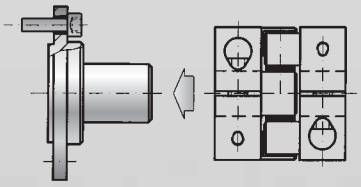
Non-standard hubs with flange

EK 2 EK 2
Non standard hub



Intermediate piece for higher lateral misalignment

EKL



Adapter flange for planetery gearboxes acc. to ISO 9409

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Thread M5 – M16

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Bore diameters 1 – 1,5 mm

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