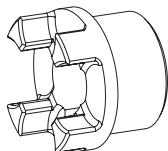


ROTEX®

Flexible jaw couplings

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.



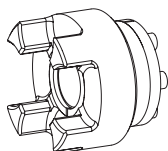
Type 1.0 hub with feather keyway and setscrew

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 32)

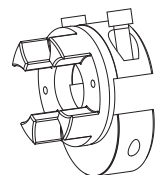


Type 4.2 hub with CLAMPEX® clamping set KTR 250

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.

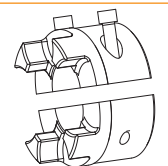


Type 7.5 clamping hub type DH without feather keyway for double-cardanic connection

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

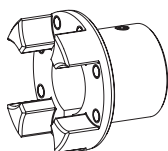
Type 7.6 clamping hub type DH with feather keyway for double-cardanic connection

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.



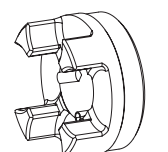
Type 7.0 SPLIT hub without feather keyway

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



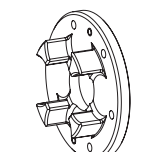
FNN hub

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



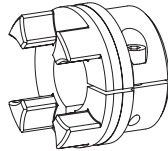
TB1 hub/TB2 hub

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



Driving flange design 3b

Driving flange to connect to customer's component. For dimensions see page 50



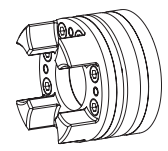
Type 2.0 clamping hub single slotted without feather keyway

Frictionally engaged, backlash-free shaft-hub-connection. Transmittable torques depending on bore diameter (see page 42). (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 42)

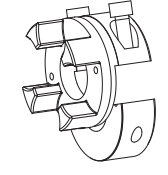


Type 6.0 clamping ring hub (see ROTEX® GS series)

Integrated frictionally engaged shaft-hub-connection for the transmission of higher torques. Screwing on elastomer side. For details about torque and dimensions see page 41. 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).

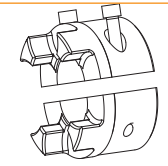


Type 7.8 clamping hub type H without feather keyway

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

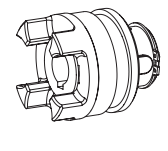
Type 7.9 clamping hub type H with feather keyway

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.



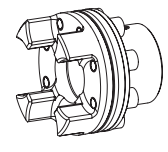
Type 7.1 SPLIT hub with feather keyway

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.



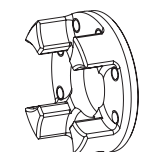
SD hub shifting hub

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.



Driving flange design 3Na

Driving flange to connect to customer's component. For dimensions see page 50