



coupling type		ASC-08	ASC-10	ASC-13	ASC-15	ASC-17	ASC-19
T <sub>KN</sub>	Nm	4500	7000	10000	13500	19000	32000
T <sub>KNmax</sub>	Nm	8000	11000	19000	22000	29000	48000
L	mm	380	425	440	465	530	630
ØdG	pilot bore	mm	38	38	48	58	78
	max. final bore	mm	100	110	125	145	190
ØdG1	mm	140	158	176	206	235	270
ØdG2	mm	200	225	255	290	320	370
IG1	mm	128,5	146	153	161	185	222,5
IG2	mm	145	165	170	178	202,5	240
M <sub>A1</sub>	Nm	295	295	580	580	580	1000
ØdM	pilot bore	mm	38	38	48	58	90
	max. final bore	mm	100	115	120	130	170
ØdM1	mm	147	172	182	199	210	256
ØdM2	mm	283	313	328	353	398	465
IM1	mm	251,5	279	287	304	345	407,5
IM2	mm	145	165	175	180	200	240
M <sub>A2</sub>	Nm	60	60	60	60	100	250
n <sub>max</sub> min <sup>-1</sup>	ØD2 x b1 Brake disc	* type, weight m, weight moment of inertia J					
2900	Ø 450x30	kg	85,7				
		kgm <sup>2</sup>	1,344				
2800	Ø 500x30	kg	94,5	112,2			
		kgm <sup>2</sup>	1,835	2,115			
2700	Ø 560x30	kg	106	124	135,3		
		kgm <sup>2</sup>	2,657	2,935	3,123		
2600	Ø 630x30	kg		139,3	150	178,6	
		kgm <sup>2</sup>		4,295	4,474	5,035	
2500	Ø 710x30	kg			170,5	200	243
		kgm <sup>2</sup>			6,667	7,337	8,210
2300	Ø 800x30	kg				223,6	268,9
		kgm <sup>2</sup>				10,825	11,782
2100	Ø 900x30	kg					300,3
		kgm <sup>2</sup>					17,443
1900	Ø 1000x30	kg					335,4
		kgm <sup>2</sup>					25,350

other dimensions upon request

other disc diameter upon request.

all dimensions in mm

\* weight and weight of inertia applied at max. bore ØdG and ØdM!

alterations reserved!

### **Information**

- The coupling is designed to be driven with electro-motors, medium shocks, irregular load, e.g. for hoisting systems, conveyors, cranes, pumps, ventilators.  
starting impacts 5 starts per hour, service factor  $f_1 = 1,7$
- Finished bores according to ISO-fitting H7 ( DIN 7161, p. 2 ), other tolerances upon request.
- Keyways according to DIN 6885/1, tolerance for keyway width = P9 .
- Axial fixing of coupling hub possible with set-screw above the key ( upon request ).
- Individual balancing of coupling components available upon request.  
Required data when ordering: quality of balance, nominal speed, method of balancing .
- It is recommended to check the fastening torque  $M_{A1}$  and  $M_{A2}$  regularly to ensure availability of required fastening torque.
- Wearing parts: brake disc
- Take care for permissible shaft displacement, alignment of coupling please refer to operating instructions.

### **The ASC-coupling design does provide advantages as follows**

- Replacement of disc without axial shifting of motor.
- Compact dimensions, high torques, simple installation.
- Maintenance free and wear resistant
- High temperature stability
- Torsionally rigid and free from circumferential backlash

### **Selection of coupling size**

- Calculate nominal torque of drive.
- Calculate braking torque and brake disc diameter.
- The nominal torque of the coupling  $T_{KN}$  must be higher than the nominal torque of drive.
- The available braking torque respective the drive shock torque must be smaller than  $T_{Kmax}$ .
- Check, if the shaft diameters fit with the hub bores.
- Check transmission of torque regarding shaft-hub-connection.
- Care for max. speed and displacement of shaft of coupling combination.
- Check, if the outer diameter  $d_{M2}$  of the coupling allows the installation of selected disc brake.