

TRANSFLUID



CHAIN & DRIVES
COMPLETE POWER
TRANSMISSION

POWER > SPEED > TORQUE

TRANSFLUID

trasmissioni industriali



drive with us

K - CK - CCK
FLUID COUPLINGS

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1. DESCRIPTION

The TRANSFLUID coupling (K series) is a constant fill type, comprising of three main elements:

- 1 - driving impeller (pump) mounted on the input shaft.
- 2 - driven impeller (turbine) mounted on the output shaft.
- 3 - cover, flanged to the outer impeller, with an oil-tight seal.

The first two elements can work both as pump or turbine.

The slip is essential for the correct operation of the coupling - there could not be torque transmission without slip! The formula for slip, from which the power loss can be deduced is as follows:

$$\text{slip \%} = \frac{\text{input speed} - \text{output speed}}{\text{input speed}} \times 100$$

2. OPERATING CONDITIONS

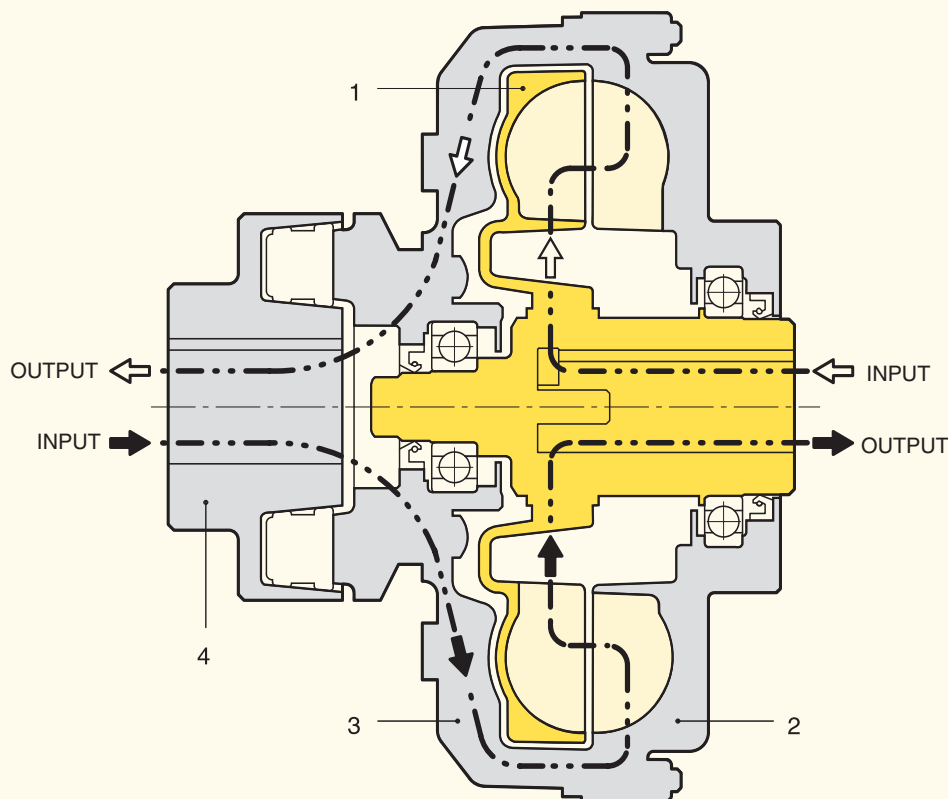
The TRANSFLUID coupling is a hydrodynamic transmission. The impellers perform like a centrifugal pump and a hydraulic turbine. With an input drive to the pump (e.g. electric motor or Diesel engine) kinetic energy is transferred to the oil in the coupling. The oil is forced, by centrifugal force, across the blades of the pump towards the outside of the coupling.

The turbine absorbs kinetic energy and generates a torque always equal to input torque, thus causing rotation of the output shaft. Since there are no mechanical connections, the wear is practically zero.

The efficiency is influenced only by the speed difference (slip) between pump and turbine.

In normal conditions (standard duty), slip can vary from 1,5% (large power applications) to 6% (small power applications). TRANSFLUID couplings follow the laws of all centrifugal machines:

- 1 - transmitted torque is proportional to the square of input speed;
- 2 - transmitted power is proportional to the third power of input speed;
- 3 - transmitted power is proportional to the fifth power of circuit outside diameter.



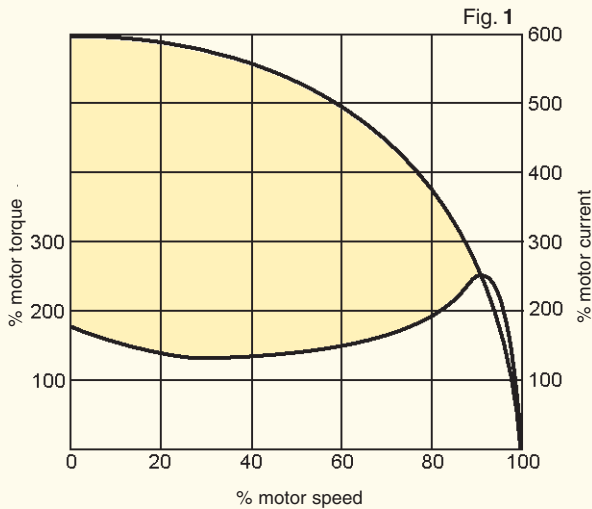
- 1 - INNER IMPELLER
- 2 - OUTER IMPELLER
- 3 - COVER
- 4 - FLEX COUPLING

PERFORMANCE CURVES

2.1 Transfluid coupling fitted on electric motors

Three phase synchronous squirrel cage motors are able to supply maximum torque only, near synchronous speed. Direct starting is the system utilized the most. Figure 1 illustrates the relationship between torque and current. It can be seen that the absorbed current is proportional to the torque only between 85% and 100% of the synchronous speed. With a motor connected directly to the load there are the following disadvantages:

- The difference between available torque and the torque required by the load is very low until the rotor has accelerated to between 80-85% of the synchronous speed.
- The absorbed current is high (up to 6 times the nominal current) throughout the starting phase causing overheating of the windings, overloads in the electrical lines and, in cases of frequent starts, major production costs.
- Over-dimensioned motors caused by the limitations indicated above.



Any drive system using a Transfluid fluid coupling has the advantage of the motor starting essentially without load. Figure 2 compares the current demands of an electric motor when the load is directly attached versus the demand when a fluid coupling is mounted between the motor and load. The coloured area shows the energy that is lost, as heat, during start-up when a fluid coupling is not used. A Transfluid fluid coupling reduces the motor's current draw during start-up thus reducing peak current demands. This not only reduces power costs but also reduces brown outs in the power grid and extends the life of the motor. Also at start-up, a fluid coupling allows more torque to pass to the load for acceleration than in drive systems without a fluid coupling.

To limit the absorbed current of the motor during the acceleration of the load, a ($\lambda\Delta$) (wye - delta) starting system is frequently used which reduces the absorbed current by about 1/3 during starting. Unfortunately, during operation of the motor under the delta configuration, the available torque is also reduced by 1/3; and for machines with high inertias to accelerate, over-dimensioning of the motor is still required. Finally, this system does not eliminate current peaks originating from the insertion or the commutation of the device.

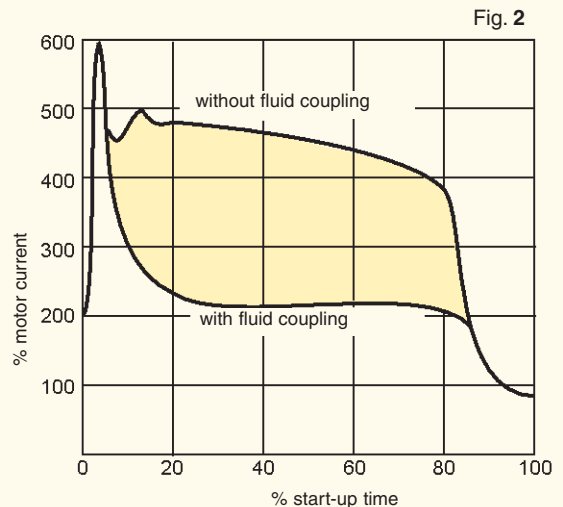


Fig. 3

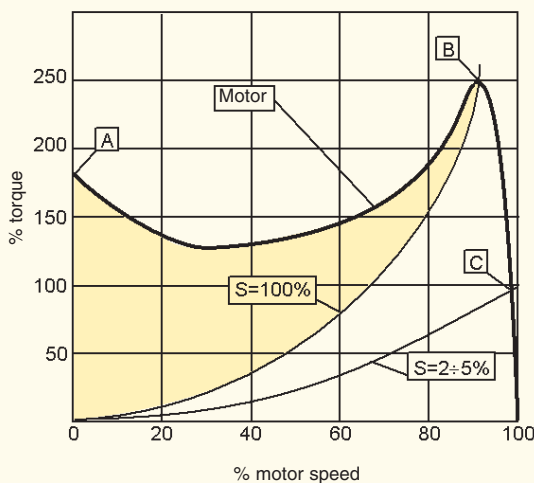
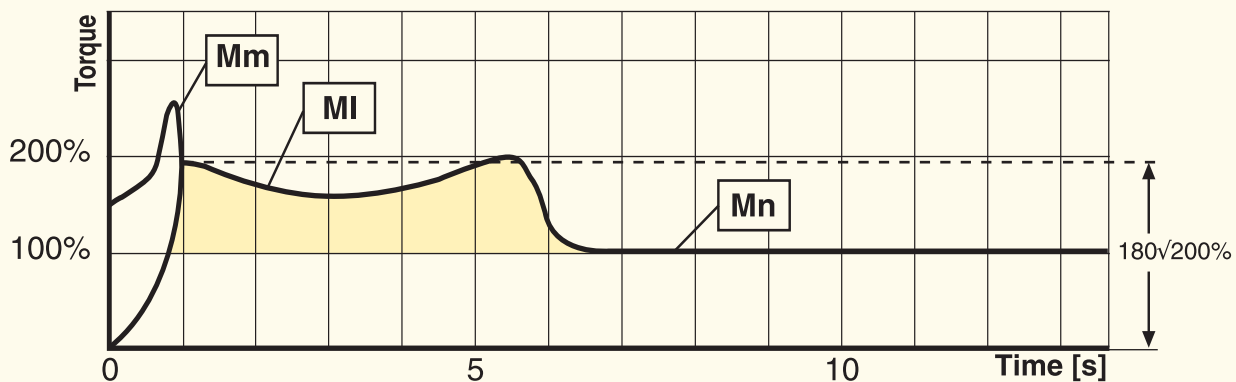


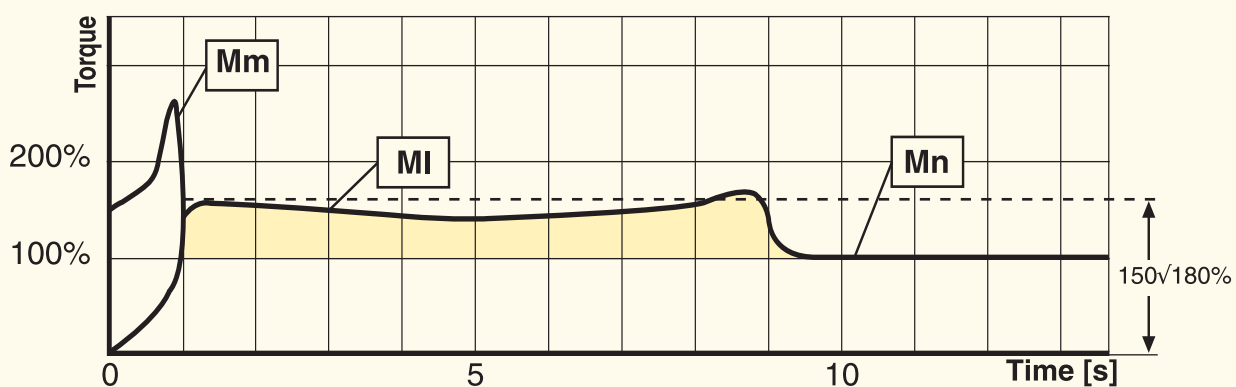
Figure 3 shows two curves for a single fluid coupling and a characteristic curve of an electric motor. It is obvious from the stall curve of the fluid coupling ($s = 100\%$) and the available motor torque, how much torque is available to accelerate the rotor of the motor (colored area). In about 1 second, the rotor of the motor accelerates passing from point A to point B. The acceleration of the load, however, is made gradually by the fluid coupling, utilizing the motor in optimal conditions, along the part of the curve between point B, 100% and point C, 2-5%. Point C is the typical point of operation during normal running.

2.2 CHARACTERISTIC CURVES

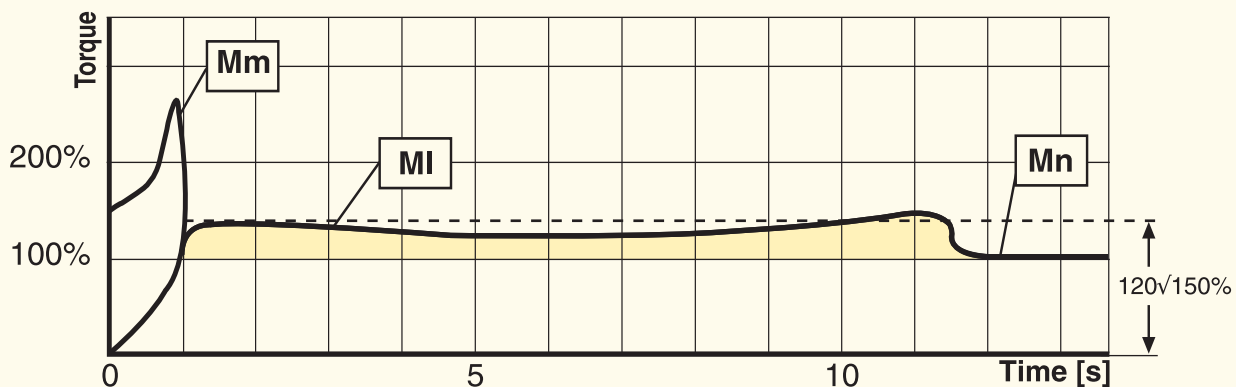
- MI : transmitted torque from fluid coupling
- Mm : starting torque of the electric motor
- Mn : nominal torque at full load
- : accelerating torque



CK type
(circuit with a delayed chamber)



CCK type
(circuit with a double delayed chamber)



NOTE: Above starting times are indicative only.

DELAYED FILL CHAMBER ADVANTAGES

3. TRANSFLUID FLUID COUPLINGS WITH A DELAYED FILL CHAMBER

A **low starting torque** is achieved, with the standard circuit in a maximum oil fill condition because fluid couplings limit **to less than 200%** of the nominal motor torque. It is possible to limit further the starting torque **down to 160%** of the nominal torque, by decreasing oil fill: this, contrarily creates slip and working temperature increase in the fluid coupling.

The most convenient technical solution is to use fluid couplings with a **delayed fill chamber**, connected to the main circuit by **calibrated bleed orifices**. These **externally adjustable** valves, available from size **15CK** (Fig. 4b), can be simply adjusted to vary starting time.

In a standstill position, the **delayed fill chamber** contains part of the filling oil, thus reducing the effective quantity in the working circuit (Fig. 4a) and a **torque reduction** is obtained, allowing the motor to quickly reach the steady running speed **as if started without load**.

During start-up, oil flows from the **delayed fill chamber** to the main circuit (Fig. 4b) in a quantity proportional to the rotating speed.

As soon as the fluid coupling reaches the nominal speed, all oil flows into the main circuit (Fig. 4c) and torque is transmitted with a **minimum slip**.

With a **simple delayed fill chamber**, the ratio between starting and nominal torque may reach **150 %**. This ratio may be further reduced down to **120 %** with a **double delayed fill chamber**, which contains a higher oil quantity, to be progressively transferred into the main circuit during the starting phase.

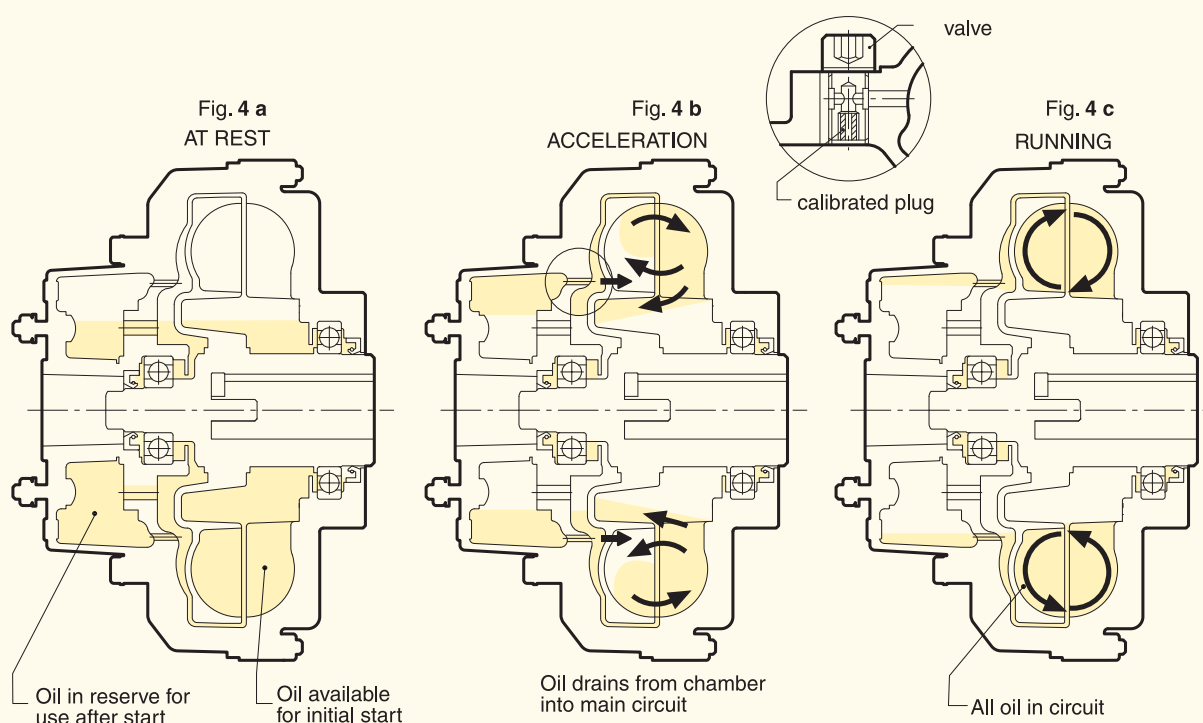
This is ideal for very smooth start-ups with low torque absorptions, as typically required for machinery with large inertia values and for belt conveyors.

The advantages of the **delayed fill chamber** become more and more evident when the power to be transmitted increases.

The **simple chamber** is available from size **11CK**, while the **double chamber** from size **15CCK**.

3.1 SUMMARY OF THE ADVANTAGES GIVEN BY FLUID COUPLINGS

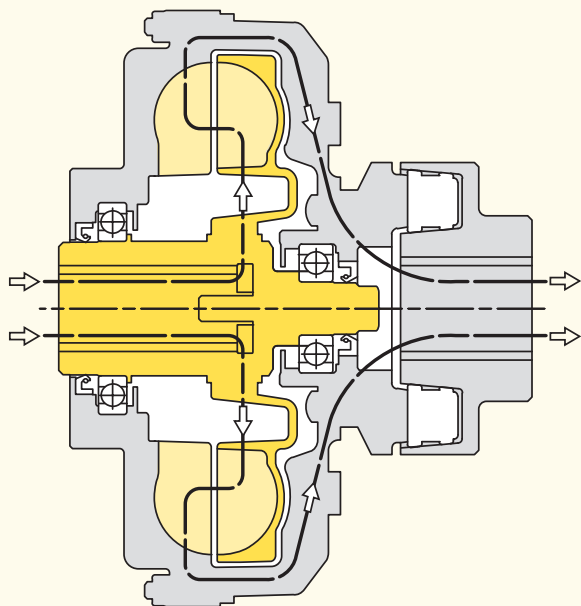
- very smooth start-ups
- reduction of current absorptions during the starting phase: the motor starts with very low load
- protection of the motor and the driven machine from jams and overloads
- utilization of asynchronous squirrel cage motors instead of special motors with soft starter devices
- higher duration and operating convenience of the whole drive train, thanks to the protection function achieved by the fluid coupling
- higher energy saving, thanks to current peak reduction
- limited starting torque down to 120% in the versions with a double delayed fill chamber
- same torque at input and output: the motor can supply the maximum torque even when load is jammed
- torsional vibration absorption for internal combustion engines, thanks to the presence of a fluid as a power transmission element
- possibility to achieve a high number of start-ups, also with an inversion of the rotation direction
- load balancing in case of a double motor drive: fluid couplings automatically adjust load speed to the motors speed
- high efficiency
- minimum maintenance
- Viton rotating seals
- cast iron and steel material with anticorrosion treatment



4. INSTALLATION

4.1 STANDARD MOUNTING

Driver **inner** impeller



Minimum possible inertia is added to the motor, and therefore free to accelerate more quickly.

During the starting phase, the outer impeller gradually reaches the steady running condition. **For very long starting times, heat dissipation capacity is lower.**

If a braking system is required, it is **convenient and easy to install a brake drum or disc** on the flex coupling.

In some cases, where the driven machine cannot be rotated by hand, **maintenance procedures of oil checking and refilling, as well as alignment, become more difficult.**

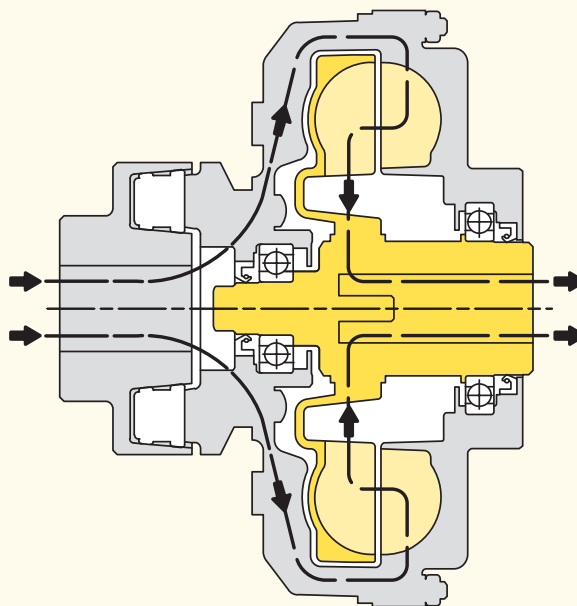
The delayed fill chamber, when present, is fitted on the driven side. The rotating speed of the said chamber gradually increases during start-up, thus **leading to a longer starting time**, assuming the bleed orifices diameters are not changed. **If oil quantity is excessively reduced**, the transmissible torque may be lower than the starting torque of the driven machine. In such a case, part of the oil remains inside the delayed chamber. This lack of oil in the fluid coupling may cause stalling.

The **“switching pin” device might not work correctly** on machines where, owing to irregular operating conditions, the driven side may suddenly stop or jam during the starting phase.

Flex coupling is protected by the placement of the fluid coupling before it, and therefore this **configuration is fit for applications with frequent start-ups or inversions** of the rotating sense.

4.2 REVERSE MOUNTING

Driver **outer** impeller



Higher inertia directly connected to the motor.

The outer impeller, being directly connected to the motor, reaches synchronous speed instantly. **Ventilation is therefore maximum** from the beginning.

The **assembly of a brake disc or drum** on KR fluid couplings is **more difficult, expensive** and leads to a longer axial length of the whole machine group.

The outer impeller and cover are connected to the motor, **it is therefore possible to manually rotate the coupling** to check alignment and oil level, and for refilling.

The delayed fill chamber is fitted on the driver side, and reaches the synchronous speed in a few seconds. Oil is therefore centrifuged into the main circuit gradually and completely. Starting time is adjustable by replacing the calibrated bleed orifices.

The starting phase, however is performed in a shorter time than in the configuration with an inner driver impeller.

The **switching pin operation is always assured**, where fitted, as the outer impeller, always rotates because it is mounted on the driver shaft.

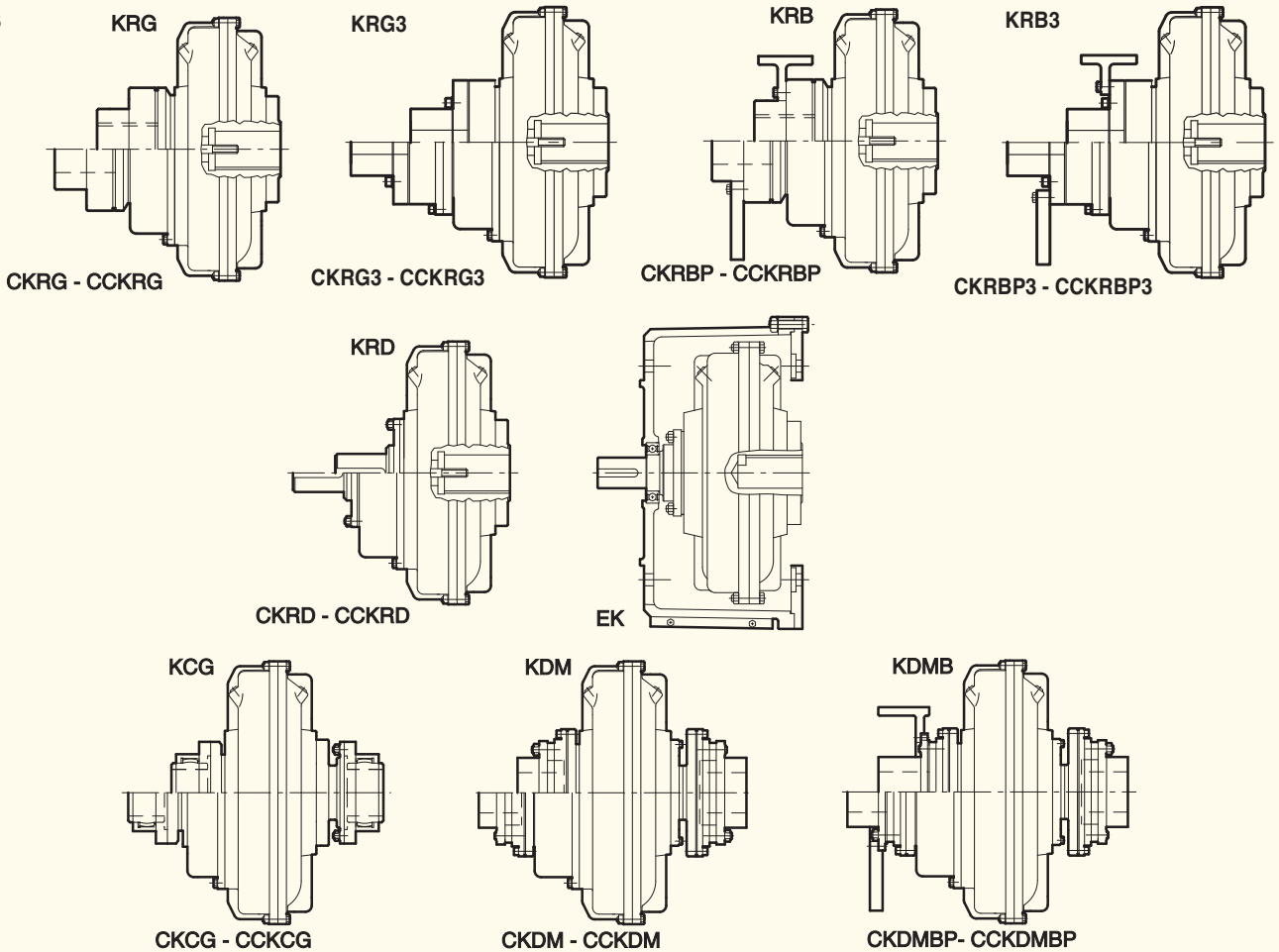
In case of frequent start-ups or inversions of the rotating direction, the **flex coupling is much more stressed.**

If not expressly required by the customer or needed for the application being performed, the fluid coupling is supplied according to our **“standard”** mounting. **Do specify** in your request for quotation **whether you need a “reverse”** mounting.

NOTE: Starting from size **13K** and **11CK** included, a baffle ring is always fitted on the driver impeller, and therefore it is not recommended to mount a fluid coupling **“reverse”** if **“standard”** mounting, or viceversa. In these cases **contact Transfluid** for more detailed information.

PRODUCTION PROGRAM

5 VERSIONS



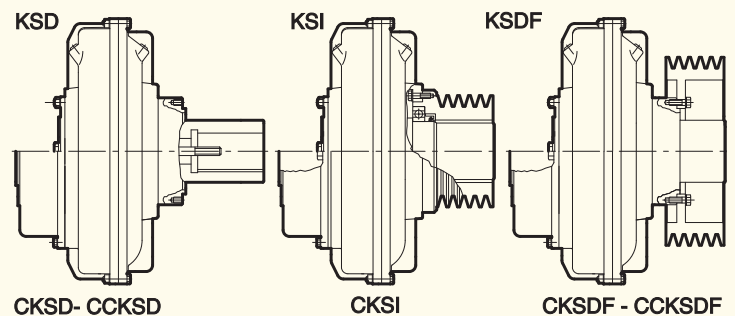
5.1 IN LINE

- KRG-CKRG-CCKRG** : coupling with elastic coupling.
- KRB-CKRB-CCKRB** : KRG version, with brake drum (...**KRB**) or disc (...**KRBP**).
- KRD-CKRD-CCKRD** : ..KR with output shaft. A flexible coupling has to be used; it is possible to place it (with a convenient housing) between the motor and a hollow shaft gearbox.
- KRG₃-CKRG₃-CCKRG₃** : version with elastic coupling allowing removal of rubber elements without moving the machines.
- KRM-CKRM-CCKRM** : coupling with clamp type, super elastic coupling.
- EK** : fluid coupling fitted with a bell housing, to be placed between a flanged electric motor and a hollow shaft gearbox.
- KCG-CKCG-CCKCG** : fluid coupling with gear couplings, also available with brake drum (...**KCGB**) or disc (...**KCGBP**).
- KDM-CKDM-CCKDM** : fluid coupling with disc couplings, also available with brake drum (...**KDMB**) or disc (...**KDMBP**).

N.B.: The ..KCG - ..KDM versions allow a radial disassembly without moving the motor or the driven machine.

5.2 PULLEY

- KSD-CKSD-CCKSD** : basic coupling foreseen for a flanged pulley, with simple (CK..) or double (CCK..) delayed fill chamber.
- KSI-CKSI** : fluid coupling with an incorporated pulley, which is fitted from inside.
- KSDF-CKSDF-CCKS..** : KSD coupling with flanged pulley, externally mounted and therefore to be easily disassembled.



6 MOUNTING

6.1 IN LINE VERSIONS MOUNTING EXAMPLES

Fig. A Horizontal axis between the motor and the driven machine (KRG-CKRG-CCKRG and similar).

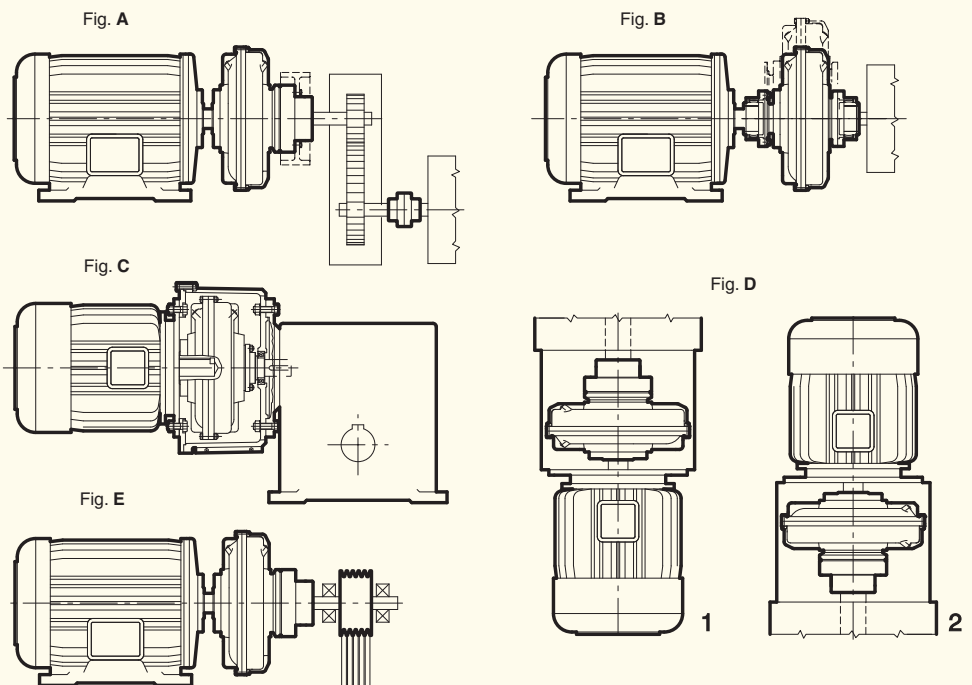
Fig. B It allows a radial disassembly without moving the motor and the driven machine (KCG-KDM and similar).

Fig. C Between a flanged electric motor and a hollow shaft gearbox by means of a bell housing (..KRD and EK).

Fig. D Vertical axis mounting between the electric motor and a gearbox or driven machine.

In case of order, please specify mounting type 1 or 2.

Fig. E Between the motor and a supported pulley for high powers and heavy radial loads.

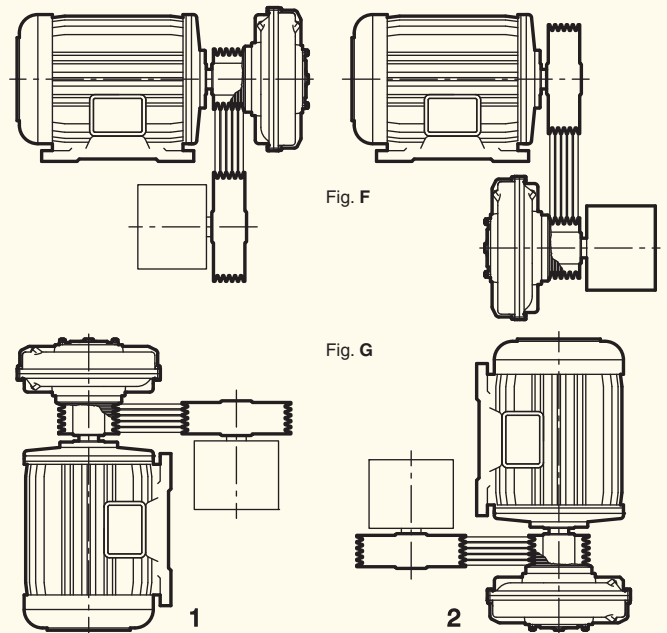


N.B. Version EK (fig. C) also for vertical mounting (fig. D 1-2)

6.2 PULLEY VERSIONS MOUNTING EXAMPLES

Fig. F Horizontal axis.

Fig. G Vertical axis. **When ordering, please specify mounting type 1 or 2.**



7 SPECIAL VERSIONS

7.1 ATEX

It is possible to get the Transfluid fluid couplings with finished bores certified as equipment for intended use in hazardous zones according to directive 94/9/EC (Atex).

The selection of suitable Atex fluid coupling must consider an additional safety factor of 1.2 times the absorbed power (for instance, motor 132 kW @ 1500 rpm-absorbed power 120 kW x 1.2 = 144 kW power to be considered in the selection).

According to different surface categories, there is the suitable selected fluid coupling as per below table.

Fluid coupling model	Category 3 Atex Zone 2 or 22 Ex II 3 D or GT4	Category 2 Atex Zone 1 or 21 Ex II 2 D or GT4	Category 1 M2 industrial Atex E x I M2
...KRG	•	•	•
...KCG	•	•	•
...KDM	•	•	•
...KXG	•	•	•
...KXD	•	•	•
...EK	•	•	•
...KBM	•	•	•
...KSD	•	•	•
Fluid fill	Oil or Treated water	Fire resistant oil Treated water	Treated water only

In case of inquiry for Atex fluid coupling, you have to apply Transfluid providing the application form TF 6413 duly filled up. About KXG and KXD couplings, please refer to catalogue 160 GB.

The water to be used is a mixture of water and glycole. The water fill couplings are available upon request on all design from size 13 upwards; they have the same overall dimensions of standard couplings series. **A suffix "W" identifies the coupling suitable for treated water operation (e.g. 27 CKRGW)**

7.2 WATER FILL FLUID COUPLINGS

Transfluid has developed a version of water fill fluid coupling in order to meet the demands of environment friendly products as well as couplings suitable for working in hazardous zone and underground mines.

7.3 LOW TEMPERATURE (below -20°C)

KDM - KCG - Special bearings
- Special seal fluid

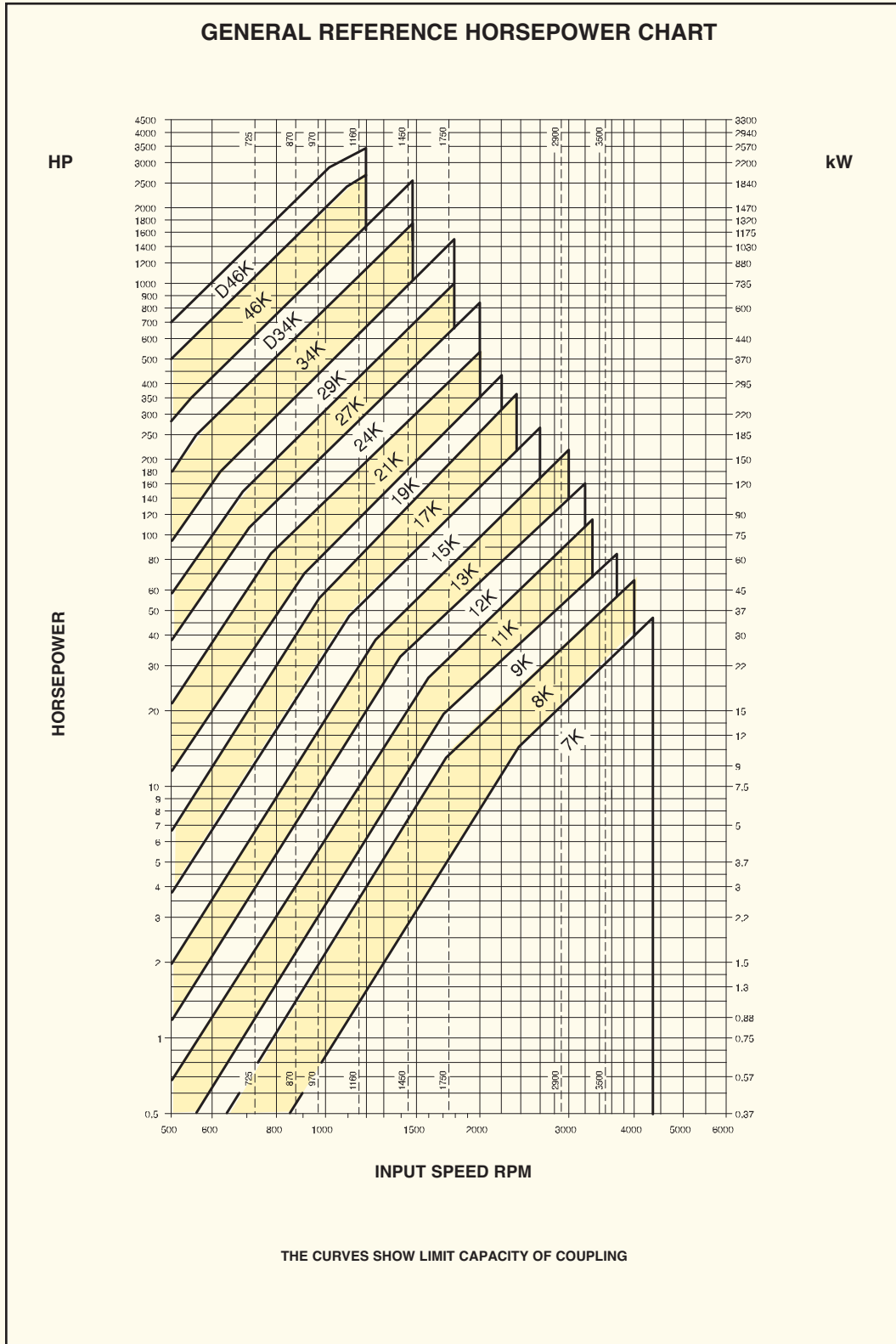
SELECTION

8. SELECTION

8.1 SELECTION CHART

The chart below may be used to select a unit size from the horsepower and input speed. If the selection point falls on a size limit line dividing one size from the other, it is advisable to select the larger size with a proportionally reduced oil fill.

Tab. A



8.2 SELECTION TABLE

Fluid couplings for standard electric motors.

Tab. B

MOTOR		3000 rpm			° 1800 rpm			1500 rpm			° 1200 rpm			1000 rpm				
TYPE	SHAFT DIA.	kW	HP	COUPLING	kW	HP	COUPLING	kW	HP	COUPLING	kW	HP	COUPLING	kW	HP	COUPLING		
80	19	0.75	1	7 K (1)	0.55	0.75	7 K	0.55	0.75	7 K	0.37	0.5	7 K	0.37	0.5	7 K		
		1.1	1.5		0.75	1		0.75	1		0.55	0.75		0.55	0.75			
90S	24	1.5	2		1.1	1.5		1.1	1.5		1.1	1.5		0.75	1	8 K	0.75	1
		90L	24		2.2	3		1.5	2		1.5	2	1.1	1.5	1.5		2	1.5
100L	28				3	4		2.2	3		2.2	3	2.2	3	1.5	2	8 K	1.5
		112M	28		4	5.5	3	4	3	4	4	5.5	2.2	3	9 K	2.2		3
132	38				5.5	7.5	5.5	7.5	5.5	7.5	5.5	7.5	3	4		9 K	3	4
		132M	38		7.5	10	7.5	10	7.5	10	7.5	10	4	5.5	11 K		4	5.5
160M	42				11	15	11	15	11	15	11	15	5.5	7.5		12 K	5.5	7.5
		160L	42		15	20	15	20	15	20	15	20	7.5	10	12 K		7.5	10
180M	48			18.5	25	18.5	25	18.5	25	18.5	25	11	15	13 K		11	15	13 K
		180L	48	22	30	22	30	22	30	22	30	18.5	25		15 K	18.5	25	
200L	55			30	40	30	40	30	40	30	40	22	30	15 K		22	30	17 K
		225S	60	37	50	37	50	37	50	37	50	30	40		17 K	30	40	
225M	55 (3000) 60			45	60	45	60	45	60	45	60	37	50	17 K		37	50	19 K
		250M	60 (3000) 65	55	75	55	75	55	75	55	75	45	60		17 K	45	60	
280S	65 (3000) 75			75	100	75	100	75	100	75	100	55	75	19 K		55	75	21 K
		280M	65 (3000) 75	90	125	90	125	90	125	90	125	75	100		19 K	75	100	
315S	65 (3000) 80			110	150	110	150	110	150	110	150	90	125	21 K		90	125	24 K
		315M	65 (3000) 80	132	180	132	180	132	180	132	180	110	150		24 K	110	150	
355S	80 (3000) 100			160	220	160	220	160	220	160	220	132	180	24 K		132	180	29 K
		355M	80 (3000) 100	200	270	200	270	200	270	200	270	160	220		27 K	160	220	
				250	340	250	340	250	340	250	340	200	270			200	270	
						315	430	315	430	315	430	250	340			250	340	

NO - STANDARD MOTORS	max.			max.			max.					
	kW	HP	COUPLING	kW	HP	COUPLING	kW	HP	COUPLING	kW	HP	COUPLING
→	700	952	27 K	510	700	27 K	440	598	29 K	370	500	29 K
	1000	1360	29 K	810	1100	29 K	800	1088	34 K	600	800	34 K
→				1300	1740	34 K	1250	1700	D 34 K	880	1200	D 34 K
				1840	2500	D 34 K	2000	2700	46 K	1470	2000	46 K
→							2500	3400	D 46 K	2000	2700	D 46 K

(°) POWERS REFER TO MOTORS CONNECTED AT 440 V. 60 HZ
 (1) SPECIAL VERSION, 24 HOURS SERVICE
 (2) ONLY FOR KRM
NB: THE FLUID COUPLING SIZE IS TIED TO THE MOTOR SHAFT DIMENSIONS

8.3 PERFORMANCE CALCULATIONS

For frequent starts or high inertia acceleration, it is necessary to first carry out the following calculations. For this purpose it is necessary to know:

P_m - input power	kW
n_m - input speed	rpm
P_L - power absorbed by the load at rated speed	kW
n_L - speed of driven machine	rpm
J - inertia of driven machine	Kgm ²
T - ambient temperature	°C

The preliminary selection will be made from the selection graph Tab. **A** depending upon input power and speed.

Then check:

- A) acceleration time.
- B) max allowable temperature.
- C) max working cycles per hour

A) Acceleration time t_a :

$$t_a = \frac{n_u \cdot J_r}{9.55 \cdot M_a} \text{ (sec) where:}$$

- n_u = coupling output speed (rpm)
- J_r = inertia of driven machine referred to coupling shaft (Kgm²)
- M_a = acceleration torque (Nm)

$$n_u = n_m \cdot \left(\frac{100 - S}{100} \right)$$

where S is the percent slip derived from the characteristic curves of the coupling with respect to the absorbed torque M_L .

If S is not known accurately, the following assumptions may be made for initial calculations:

- 4 up to size 13"
- 3 from size 15" up to size 19"
- 2 for all larger sizes.

$$J_r = J \cdot \left(\frac{n_L}{n_u} \right)^2$$

Note: $J = \frac{PD^2}{4}$ or $\frac{GD^2}{4}$

$$M_a = 1.65 M_m - M_L$$

where: $M_m = \frac{9550 \cdot P_m}{n_m}$ (Nominal Torque)

$$M_L = \frac{9550 \cdot P_L}{n_u}$$
 (Absorbed Torque)

B) Max allowable temperature.

For simplicity of calculation, ignore the heat dissipated during acceleration.

Coupling temperature rise during start-up is given by:

$$T_a = \frac{Q}{C} \text{ (°C)}$$

where: Q = heat generated during acceleration (kcal)
C = total thermal capacity (metal and oil) of coupling selected from Tab. **C** (kcal/°C).

$$Q = \frac{n_u}{10^4} \cdot \left(\frac{J_r \cdot n_u}{76.5} + \frac{M_L \cdot t_a}{8} \right) \text{ (kcal)}$$

The final coupling temperature reached at the end of the acceleration cycle will be:

$$T_f = T + T_a + T_L \text{ (°C)}$$

where: T_f = final temperature (°C)
T = ambient temperature (°C)
 T_a = temperature rise during acceleration (°C)
 T_L = temperature during steady running (°C)

$$T_L = 2.4 \cdot \frac{P_L \cdot S}{K} \text{ (°C)}$$

where: K = factor from Tab. **D**
 T_f = must not exceed 150°C

C) Max working cycles per hour H

In addition to the heat generated in the coupling by slip during steady running, heat is also generated (as calculated above) during the acceleration period. To allow time for this heat to be dissipated, one must not exceed the max allowable number of acceleration cycles per hour.

$$H_{\max} = \frac{3600}{t_a + t_L}$$

where t_L = minimum working time

$$t_L = 10^3 \cdot \frac{Q}{\left(\frac{T_a}{2} + T_L \right) \cdot K} \text{ (sec)}$$

8.4 CALCULATION EXAMPLE

Assuming: $P_m = 20 \text{ kW}$ $n_m = 1450 \text{ giri/min}$
 $P_L = 12 \text{ kW}$ $n_L = 700 \text{ giri/min}$
 $J = 350 \text{ kgm}^2$
 $T = 25^\circ\text{C}$

Transmission via belts.
 From selection graph on Tab. A, selected size is 12K.

A) Acceleration time

From curve TF 5078-X (supplied on request) slip $S = 4\%$

$$n_u = 1450 \cdot \left(\frac{100 - 4}{100} \right) = 1392 \text{ rpm}$$

$$J_r = 350 \cdot \left(\frac{700}{1392} \right)^2 = 88.5 \text{ Kgm}^2$$

$$M_m = \frac{9550 \cdot 20}{1450} = 131 \text{ Nm}$$

$$M_L = \frac{9550 \cdot 12}{1392} = 82 \text{ Nm}$$

$$M_a = 1.65 \cdot 131 + 82 = 134 \text{ Nm}$$

$$t_a = \frac{1392 \cdot 88.5}{9.55 \cdot 134} = 96 \text{ sec}$$

B) Max allowable temperature

$$Q = \frac{1392}{10^4} \cdot \left(\frac{88.5 \cdot 1392}{76.5} + \frac{82 \cdot 96}{8} \right) = 361 \text{ kcal}$$

$$C = 4.2 \text{ kcal/}^\circ\text{C (Tab. C)}$$

$$T_a = \frac{361}{4.2} = 86^\circ\text{C}$$

$$K = 8.9 \text{ (Tab. D)}$$

$$T_L = 2.4 \cdot \frac{12 \cdot 4}{8.9} = 13^\circ\text{C}$$

$$T_f = 25 + 86 + 13 = 124^\circ\text{C}$$

C) Max working cycles per hour

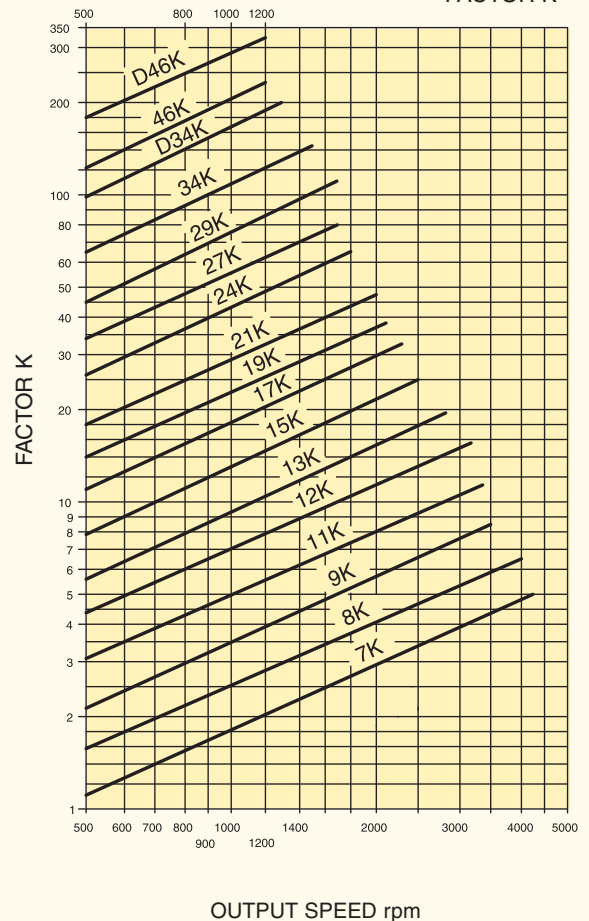
$$t_L = 10^3 \cdot \frac{361}{\left(\frac{86}{2} + 13 \right) \cdot 8.9} = 724 \text{ sec}$$

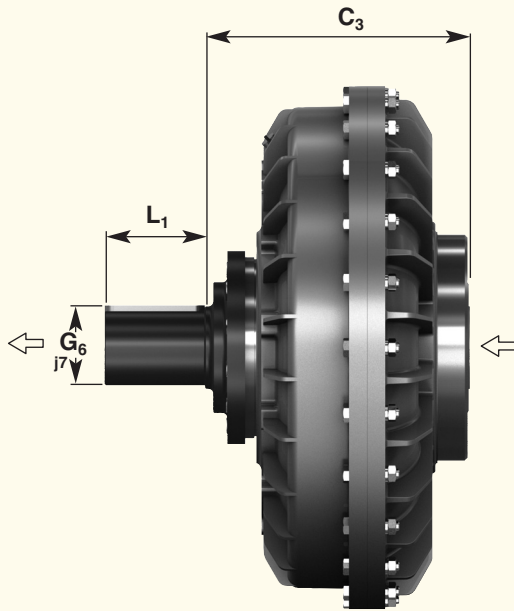
$$H = \frac{3600}{96 + 724} = 4 \text{ starts per hour}$$

Tab. C
THERMAL CAPACITY

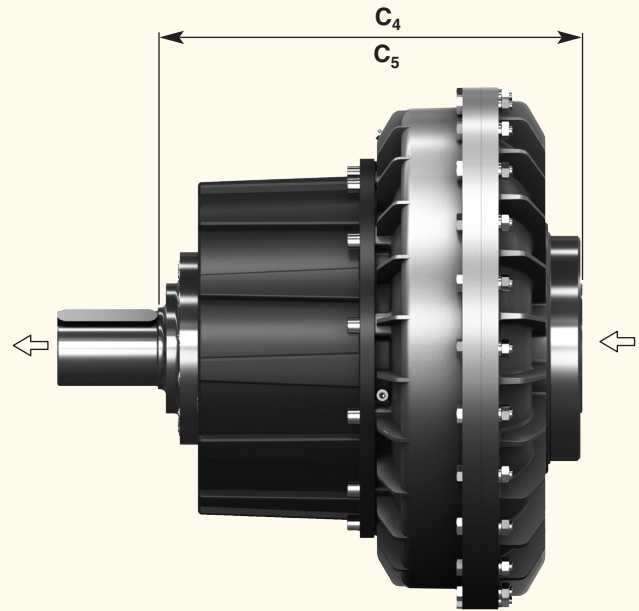
Size	K kcal/°C	CK kcal/°C	CCK kcal/°C
7	1.2		
8	1.5	-	
9	2.5		
11	3.2	37	
12	4.2	5	
13	6	6.8	
15	9	10	10.3
17	12.8	14.6	15.8
19	15.4	17.3	19.4
21	21.8	25.4	27.5
24	29	32	33.8
27	43	50	53.9
29	56	63	66.6
34	92	99	101
D34	138	-	-
46	-	-	175
D46	332	-	-

Tab. D
FACTOR K





KRD



CKRD - CCKRD

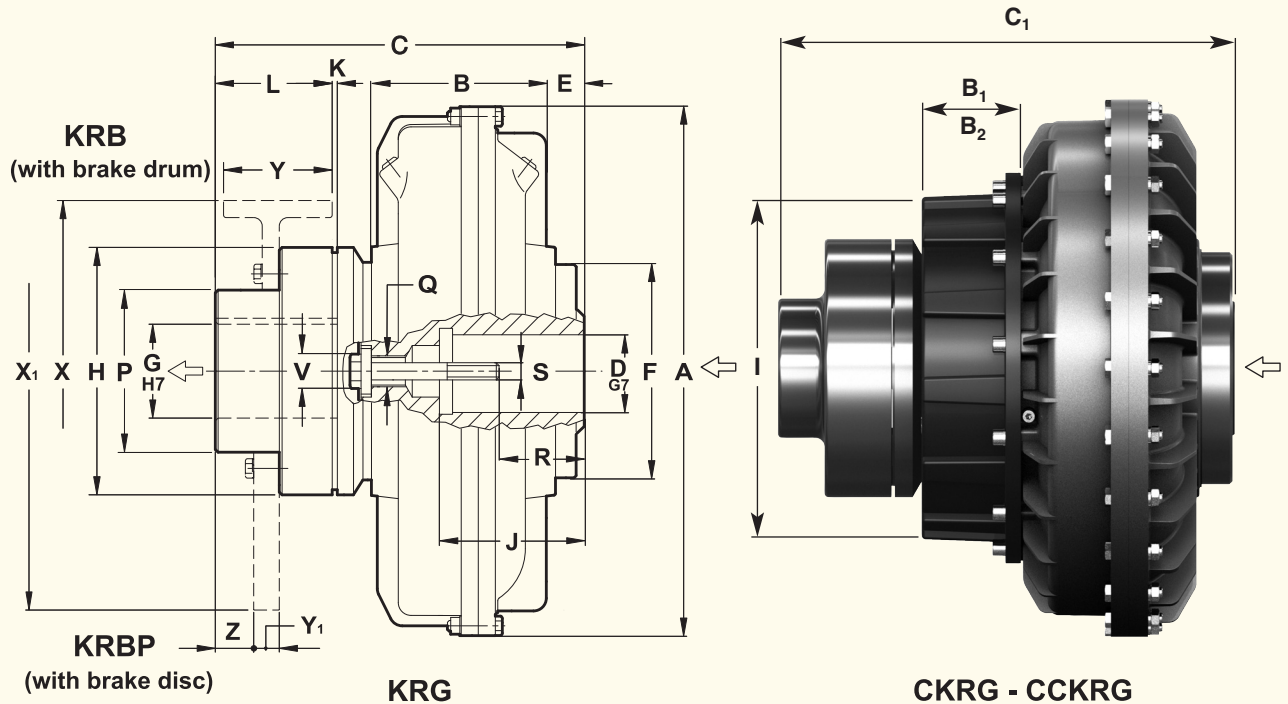
NB: The arrows indicate input and output in the standard version.

Size	Dimensions						Weight Kg (without oil)		
	C_3	C_4	C_5	G_1	L_1		KRD	CKRD	CCKRD
	KRD	CKRD	CCKRD						
7	133						5.7		
				28	40				
8	138	-					6.1	-	
				38					
9	176						11.6		
11		231					13	15.5	
	185			42					
12		252					16.7	19.7	
13	212	272		48	60		26.3	29.3	
15	330	298	348	60	80		40.4	44.4	52.1
17							58.1	64.1	73.1
	236	423	423	75	100				
19							65.1	71.1	80.1

- WHEN ORDERING, SPECIFY: SIZE - MODEL - **D** DIAMETER
- UPON REQUEST: BORE **G** MACHINED; **G₁** SPECIAL SHAFT
- **G₁** SHAFT WITH A KEYWAY ACCORDING TO ISO 773 - DIN 6885/1

DIMENSIONS ARE SUBJECT TO ALTERATION WITHOUT NOTICE

SERIES 21 ÷ 34 - KRG - KRB - KRBP - CK... - CCK...



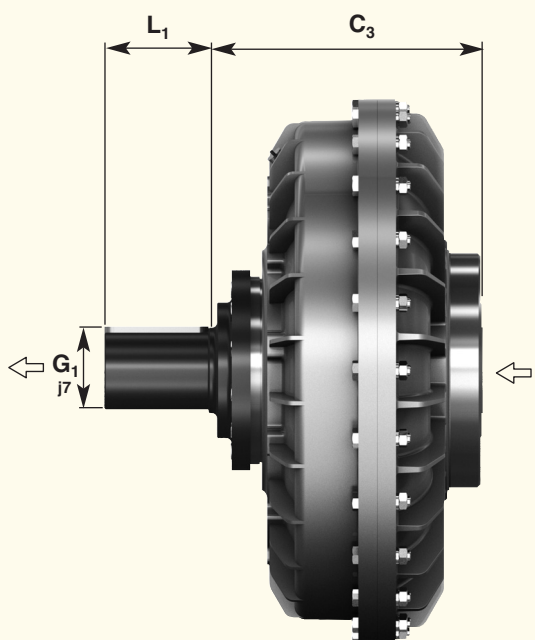
NB: The arrows \leftarrow indicate input and output in the standard version.

↔ Dimensions

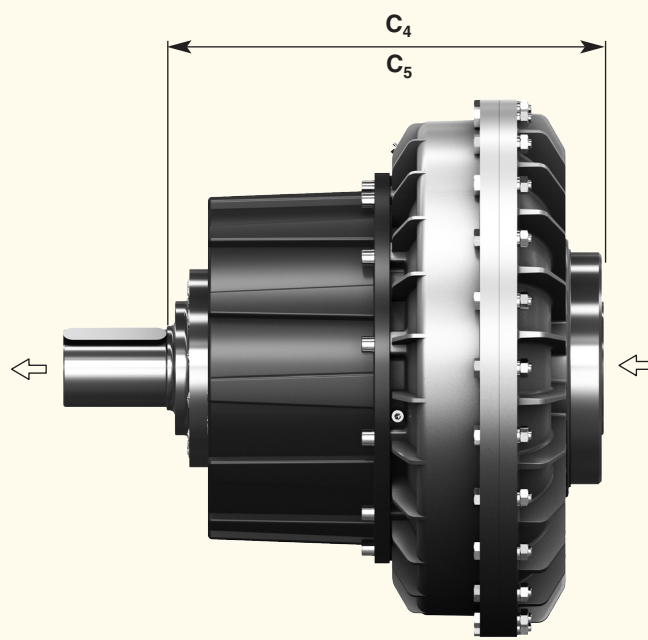
Size	D	J	A	B	B ₁	B ₂	C	C ₁	C ₂	E	F	G	H	I	K	L	P	Q	R	S	V	Z	Flex coupling	Brake drum X - Y	Brake disc X ₁ - Y ₁	Weight Kg (without oil)			Oil max lt			
	KR...	CKR...	CCKR...	KRG	CKRG	CCKRG					max													KRG	CKRG	CCKRG	KR...	CKR...	CCKR...			
21	•80 90	170	620	205	110	200	433	533	623	45	250	110	290	400	3	140	170	M36	130	M20	M24	40	45	BT60	400 - 150	560 - 30	129	139	147	19	23	31
	••100	210					468	568	658	80									165	M24	630 - 30				228	246	265	42	50	61		
24	•80 90	170	714	229	131	231	433	533	623	21	350	130	354	537	4	150	200	M45	130	M20	M24	20	BT80	500 - 190	710 - 30	147	157	165	28.4	31.2	39	
	••100	210					468	568	658	56									165	M24	795 - 30			281	299	309	55	63	73			
27	120 max	210 max	780	278	131	231	484	602	702	6	315	130	354	537	4	150	200	M45	167	M24	-	20	BT80	500 - 190	710 - 30	228	246	265	42	50	61	
29	135 max	240 max	860	295	131	231	513	631	731	18	350	130	354	537	4	150	200	M45	167	M24	-	20	BT80	500 - 190	710 - 30	228	246	265	42	50	61	
34	150 max	265 max	1000	368	131	231	638	749	849	19	400	140	395	537	5	170	220	M45	200	M36	-	18	BT90	630 - 236	1000 - 30	472	482	496	82.5	92.5	101	

- D BORES WITH A KEYWAY ACCORDING TO ISO 773 - DIN 6885/1
 - STANDARD DIMENSIONS WITH A KEYWAY ISO 773 - DIN 6885/1
 - STANDARD DIMENSIONS WITH REDUCED KEYWAY (DIN 6885/2)
 - WHEN ORDERING, SPECIFY: SIZE - MODEL - D DIAMETER FOR ...KRB OR ...KRBP, SPECIFY X AND Y OR X₁ AND Y₁, DIMENSIONS BRAKE DRUM OR DISC
 - UPON REQUEST, G FINISHED BORE
- EXAMPLE: 19KRBP - D80 - BRAKE DISC 450 x 30

DIMENSIONS ARE SUBJECT TO ALTERATION WITHOUT NOTICE



KRD



CKRD - CCKRD

NB: The arrows indicate input and output in the standard version.

Dimensions

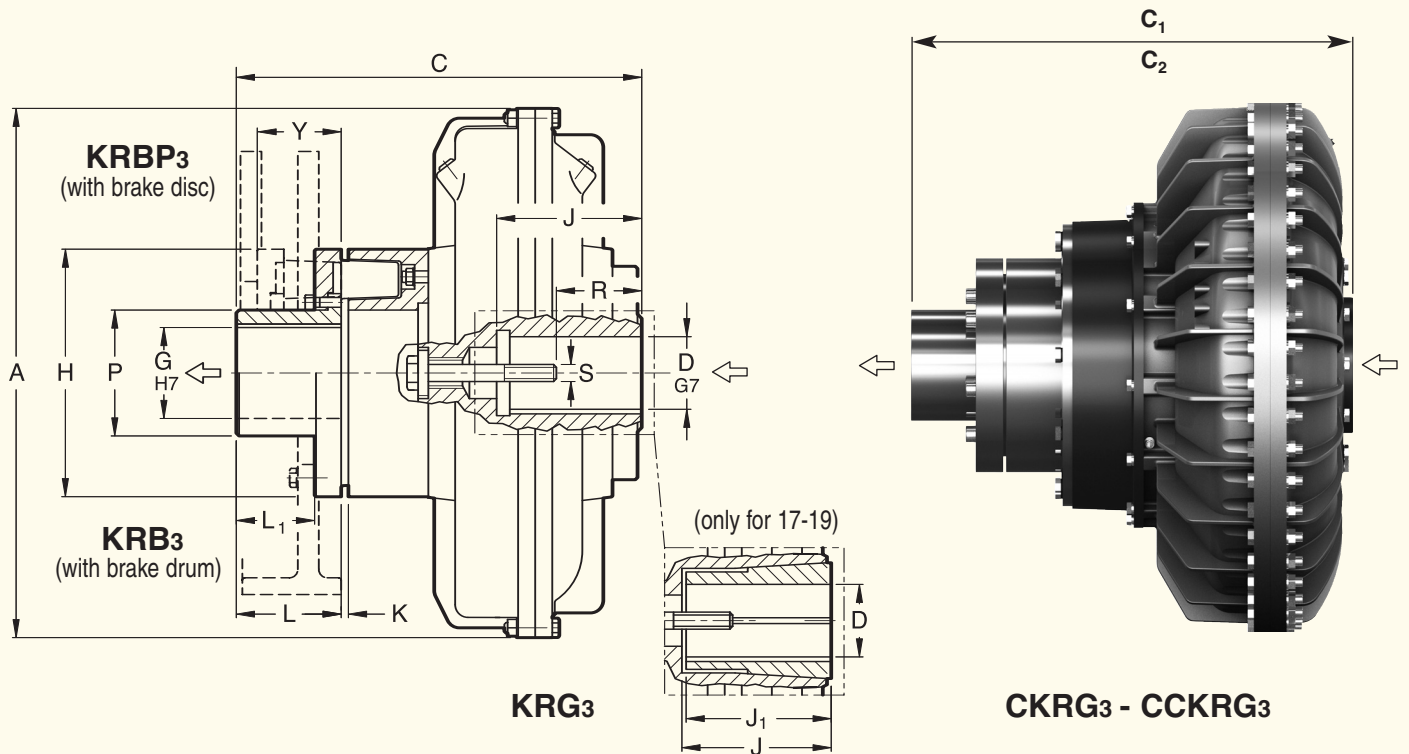
Size	C ₃	C ₄	C ₅	G ₁	L ₁	Weight Kg (without oil)		
	KRD	CKRD	CCKRD			KRD	CKRD	CCKRD
21	292	392	482	90	120	99.5	109.5	117.5
	327*	427*	517*					
24	292	392	482	100	140	117.5	127.5	135.5
	327*	427*	517*					
27	333	451	551	100	140	178	186	215
29	362	480	580			231	249	259
34	437	568	668	140	150	358	373	383

* Total length with D100

- UPON REQUEST G₁ SPECIAL SHAFT DIAMETER

DIMENSIONS ARE SUBJECT TO ALTERATION WITHOUT NOTICE

SERIES 17÷46 - KRG3 - KRBP - CK... - CCK...



The three pieces flexible coupling **B3T**, allows the removal of the elastic elements (rubber blocks), without removal of the electric motor; only with the **..KRB3** (with brake drum) coupling the electric motor must be removed by the value of 'Y'.
 'Y' = axial displacement male part of the coupling **B3T** necessary for the removal of the elastic elements.

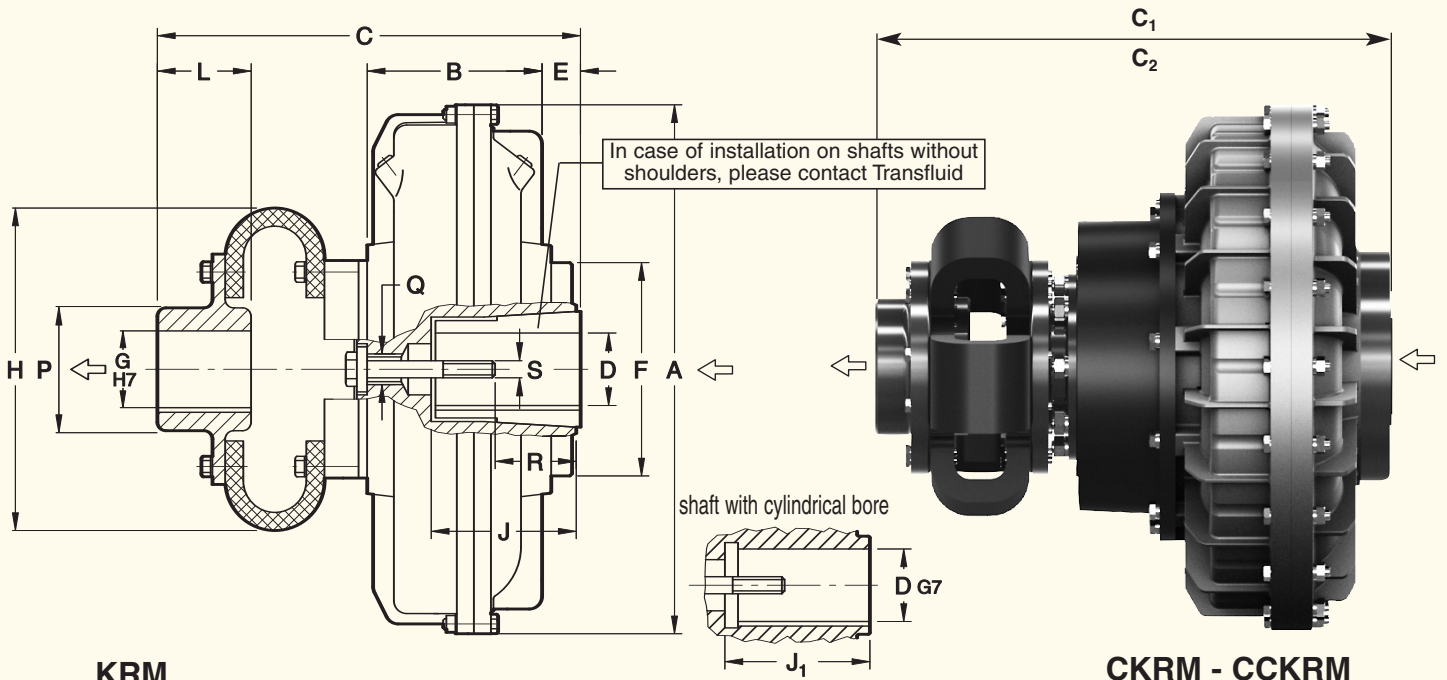
Dimensions

Size	D		J	J ₁	A	C	C ₁	C ₂	G	H	K	L	L ₁	P	R	S	Y	Elastic coupling	Weight kg (without oil)			
	max																KRG3	CKRG3	CCKRG3			
17	48	55	145	110	520	418	498	578	90	240	3	110	82	130	80	M16	M20	82	B3T-50	84	90	99
	60	65 ^{•••}		140											103	M20				91	97	106
	75 ^{••}	80 ^{••}	140 - 170	103											132	91	97			106		
19	48	55	145	110	565	418	498	578	90	240	3	110	82	130	80	M16	M20	82	B3T-50	84	90	99
	60	65 ^{•••}		140											103	M20				91	97	106
	75 ^{••}	80 ^{••}	140 - 170	103											132	91	97			106		

- D BORES RELEVANT TO TAPER BUSH WITH KEYWAY ACCORDING TO ISO773 - DIN6885/1
- STANDARD CYLINDRICAL BORES WITHOUT TAPER BUSH WITH KEYWAY ACCORDING TO ISO773 - DIN6885/1
- TAPER BUSH WITHOUT KEYWAY

21	80 ^{••}	90	170	620	457	557	647	110	290	3	140	78	150	130	M20	M24	82	B3T-60	134	144	152	
	100 ^{•••}	210	492		592	682	165							M24		152			162	170		
24	80 ^{••}	90	170	714	457	557	647	130	354	4	150	112	180	130	M20	M24	120	B3T-80	247	265	284	
	100 ^{•••}	210	492		592	682	165							M24		300			318	328		
27	120 max		210	-	780	566	684	784	130	354	4	150	112	180	167	M24		120	B3T-80	247	265	284
29	135 max		240	-	860	595	713	813	150	395	5	170	119	205	for max hole		151	B3T-90	505	481	491	
34	150 max		265	-	1000	704	815	915	150	395	5	170	119	205	200	M36		151	B3T-90	505	481	491
46	180 max		320	-	1330	-	-	1092	180	490	7	195	138	270	190	M36		122	B3T-100	-	-	1102

- D CYLINDRICAL BORES WITHOUT TAPER BUSH WITH KEYWAY ACCORDING TO ISO773 - DIN6885/1
- STANDARD DIMENSIONS
- STANDARD DIMENSION WITH REDUCED HIGH KEYWAY (DIN 6885/2)
- ON ORDER FORM PLEASE SPECIFY: DIMENSION, MODEL, DIAMETER D - EXAMPLE: 21CCKRG3 - D80 DIMENSIONS ARE SUBJECT TO ALTERATION WITHOUT NOTICE



KRM

CKRM - CCKRM

NB: The arrows ← indicate input and output in the standard version.

COUPLING ALLOWING HIGHER MISALIGNMENTS AND THE REPLACEMENT OF THE ELASTIC ELEMENTS WITHOUT MOVING THE MACHINES

↔ Dimensions

TAPER BUSH VERSION

Size	D		J	J ₁		A	B	C			E	F	G	H	L	P	Q	R		S		Elastic coupling	Weight kg (without oil)			
	max	max		KRM	CKRM			CCKRM	max	KRM								CKRM	CCKRM	KRM	CKRM		CCKRM	KRM	CKRM	CCKRM
9	28	38	111	60	80	295	96	276	-	31	128	50	185	50	80	M 20	43	54	M 10	M 12	53 F	14.5	-	-		
	42***	-		80	-												79	M 16	16.5	19		-				
11	28	38	111	60	80	325	107	285	331	27	50	185	50	80	M 20	42	56	M 10	M 12	53 F	16.5	19	-			
	42***	48**		80	110											83	M 16	20	23		-					
12	38	-	143	80	-	372	122	352	-	24	145	65	228	72	105	M 20	42	56	M 12	-	55 F	33	36	-		
	42***	48**		80	110												83	M 16	20	23		-				
13	42	48	143	110	-	398	137	332	392	28	177	65	228	72	105	M 20	74	104	M 20	-	55 F	33	36	-		
	55***	60***		110	58.5												80	70	M 16	M 20		48	52	59.7		
15	48	55	145	110	-	460	151	367	435	485	35	206	70	235	80	112	M 20	80	70	M 16	M 20	56 F	48	52	59.7	
	60	65***		140	-													100	M 20	48	52		59.7			
17	48	55	145	110	-	520	170	380	460	540	37	225	75	288	90	120	M 27	80	M16	M20	58 F	67	73	82		
	60	65***		140	-													103	M20	67		73	82			
19	75*	80*	145	140	170	565	190	380	460	540	17	225	75	288	90	120	M 27	105	135	M20	58 F	74	80	89		
	48	55		110	-													80	M16	M20		74	80	89		

- D BORES RELATIVE TO TAPER BUSHES WITH A KEYWAY ACCORDING TO ISO 773 - DIN 6885/1
- CYLINDRICAL BORE WITHOUT TAPER BUSH WITH A KEYWAY ISO 773 - DIN 6885/1
- ** CYLINDRICAL BORE WITHOUT TAPER BUSH, WITH A REDUCED KEYWAY (DIN 6885/2)
- *** TAPER BUSH WITHOUT KEYWAY

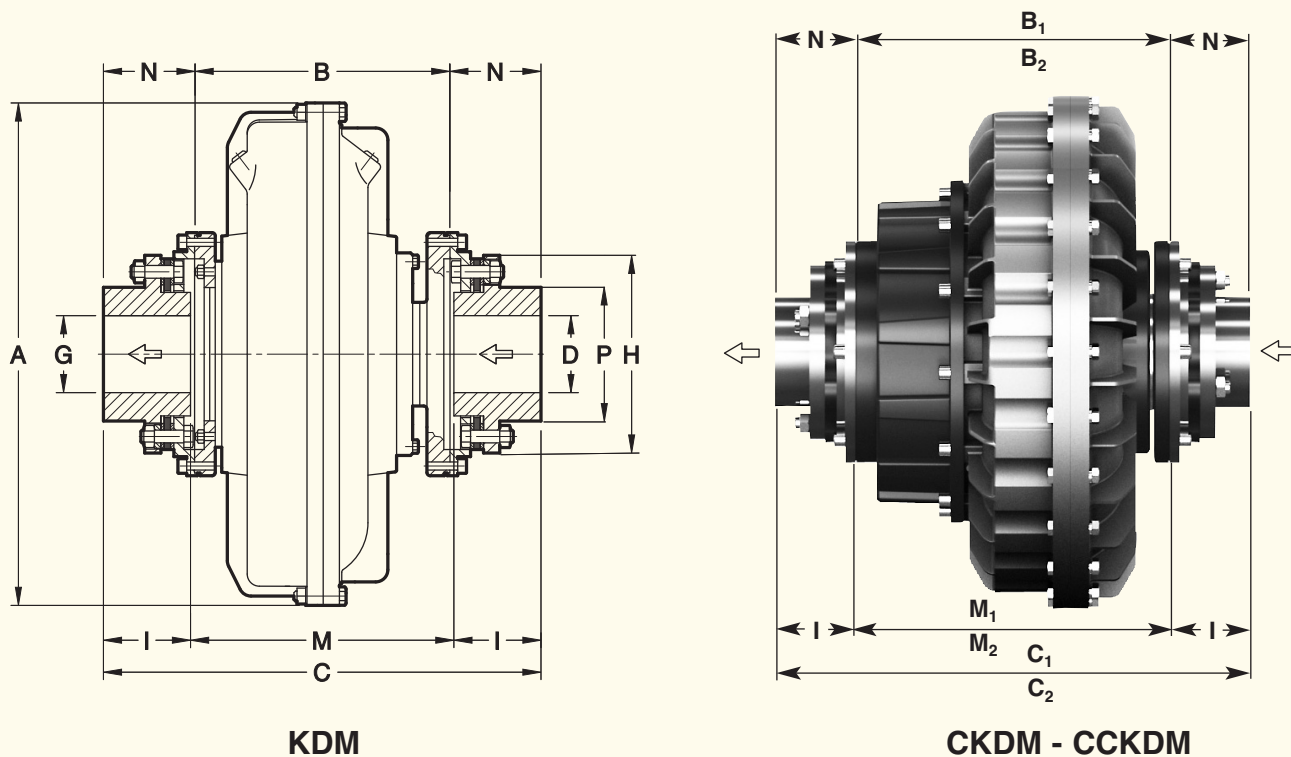
CYLINDRICAL BORE VERSION

Size	D		J	A	B	C	C ₁	C ₂	E	F	G	H	L	P	Q	R		S		Elastic coupling	Weight kg (without oil)	
	KRM	CKRM														KRM	CKRM					
21	80*	90	170	620	205	496	596	686	45	250	90	378	110	144	M 36	130	M 20	M 24	65 F	124	134	142
	100**	-														165	M 24	142		152	160	
24	80*	90	170	714	229	496	596	686	21	250	90	378	110	144	M 36	130	M 20	M 24	66 F	211	229	248
	100**	-														165	M 24	142		152	160	
27	120 max	-	210	780	278	525	643	743	6	315	100	462	122	160	M 36	167	M 24	-	66 F	211	229	248
29	135 max	-	240	860	295	577	695	795	18	350	120	530	145	192	M 45	167	M 24	-	68 F	293	311	321
34	150 max	-	265	1000	368	648	779	879	19	400	140	630	165	224	M 45	200	M 36	-	610 F	467	482	492

- D BORES WITH A KEYWAY ACCORDING TO ISO 773 - DIN 6885/1
- STANDARD DIMENSIONS WITH A KEYWAY ISO 773 - DIN 6885/1
- ** STANDARD DIMENSIONS WITH REDUCED KEYWAY (DIN 6885/2)
- WHEN ORDERING, SPECIFY: SIZE - SERIE D DIAMETER - EXAMPLE: 13 CKRM-D 55

DIMENSIONS ARE SUBJECT TO ALTERATION WITHOUT NOTICE

SERIES 11÷34 - KDM - CKDM - CCKDM



NB: The arrows indicate input and output in the standard version.

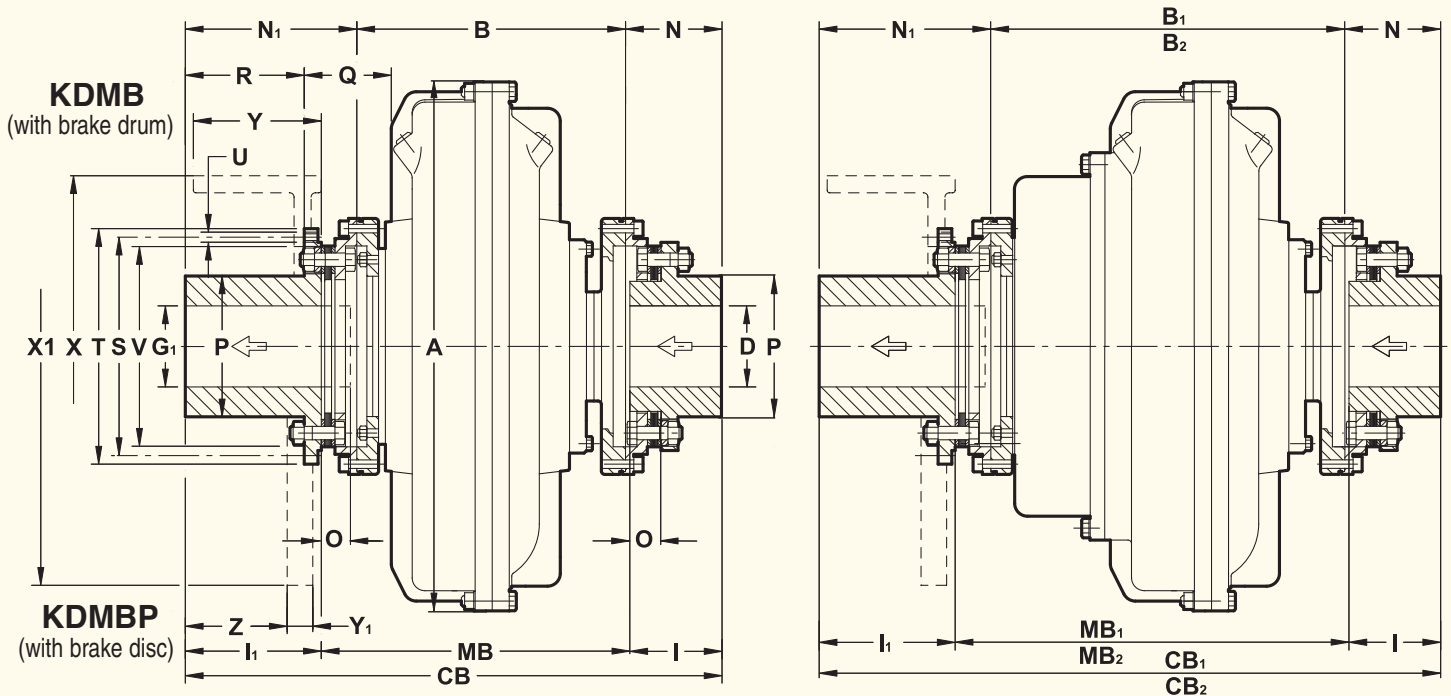
FLUID COUPLING FITTED WITH HALF DISC COUPLINGS, WITHOUT MAINTENANCE AND PRESCRIBED FOR PARTICULAR AMBIENT CONDITIONS. TO BE RADIALLY DISASSEMBLED WITHOUT MOVING THE MACHINES.

Dimensions

Size	A	B		B ₁		B ₂		C			D	D	H	I	M			N	P	Disc coupling size	Weight kg (without oil)		
		KDM	CKDM	CCKDM	KDM	CKDM	CCKDM	min	max	KDM					CKDM	CCKDM	KDM				CKDM	CCKDM	
11	325	186	232	-	289	335	-	16	55	123	50	189	235	-	51.5	76	1055	22.5	25	-			
12	372		253															356	26	29			
13	398	216	276	339	399	-	21	65	147	60	219	279	-	61.5	88	1065	41.3	44.3	-				
15	460	246	314														364	391	459	509	21	75	166
17	520	269	349	429	444	524	604	31	90	192	85	274	354	434	87.5	122	1085	89	95	104			
19	565																	96	102	111			
21	620	315	415	505	540	640	730	41	115	244	110	320	420	510	112.5	154	1110	159	169	177			
24	714																	177	187	195			
27	780	358	476	576	644	762	862	51	135	300	140	364	482	582	143	196	1140	289	307	326			
29	860	387	505	605	673	790	890					393	511	611				342	360	370			
34	1000	442	573	673	768	899	999	61	165	340	160	448	579	679	163	228	1160	556	562	572			

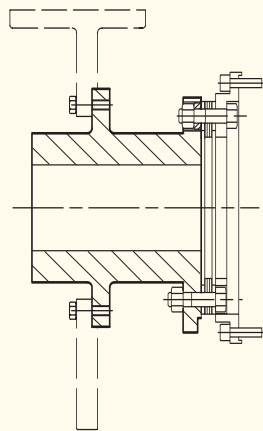
- WHEN ORDERING, SPECIFY: SIZE - MODEL
 - FINISHED **D-G** BORES UPON REQUEST
- EXAMPLE: 27 CKDM

DIMENSIONS ARE SUBJECT TO ALTERATION WITHOUT NOTICE



NB: The arrows indicate input and output in the standard version.

ONLY FOR 27 - 29 ARE AVAILABLE HUBS FOR BRAKE DRUM/DISC WITH CENTRAL FLANGE



Dimensions

Size	Brake drum	Brake disc	Weight kg (without oil, brake drum and disc)		
	X - Y	X ₁ - Y ₁	KD...	CKD...	CCKD...
12	200 - 75	on request	27	30	-
13			42.8	45.8	
15	250 - 95	450 - 30	69.3	73.3	81
17	315 - 118	500 - 30	99	105	114
19	400 - 150	560 - 30	105	112	125
21	400 - 150	630 - 30	179	189	197
24	500 - 190	710 - 30	197	207	215
27	500 - 190	800 - 30	317	335	354
29			370	388	398
34	on request	800 - 30 1000 - 30	599	587	597

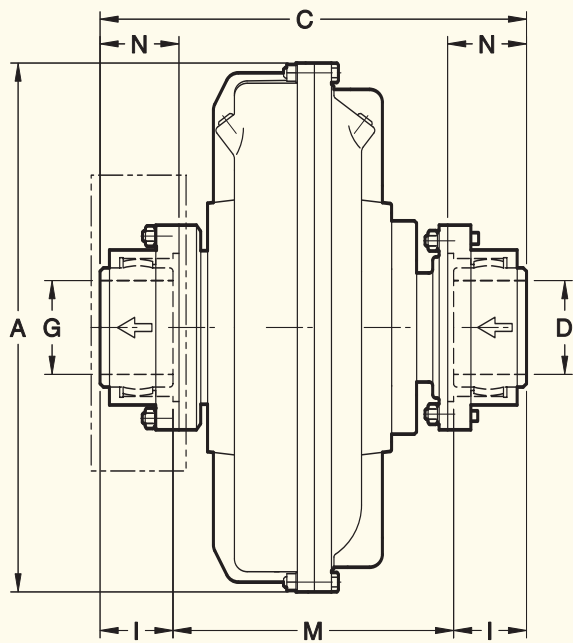
Dimensions

Size	A	B	B ₁	B ₂	CB	CB ₁	CB ₂	D	G ₁	I	I ₁	MB	MB ₁	MB ₂	N	N ₁	O	P	Q	R	S	T	U	V	Z	Disc coupling size		
	KDM	CKDM	CCKDM	KD...	CKD...	CCKD...	max	max		Std	max	KD...	CKD...	CCKD...	St						±0,1	f7	Nr.	Ø				
12	372	186	253	-	336.5	403.5	-	55	60	50	80	206.5	273.5	-	51.5	99	17.5	76	67	69	128	142	8	M8	114	-	1055	
13	398	216	276	-	440.5	500.5	-	65	70	60	140	240.5	300.5	-	61.5	163	21.5	88	78	129	155	170		M8	140	-	1065	
15	460	246	314	364	495.5	563.5	613.5	75	80	70	150	275.5	343.5	393.5	72.5	177	24.5	104	98	134	175	192		M10	157	109	1075	
17	520	269	349	429	548.5	628.5	708.5	90	95	85	160	303.5	383.5	463.5	87.5	192	29.5	122	107	143	204	224		M10	185	118	1085	
19	565																		87						M12	234	112	1110
21	620	315	415	505	628.5	728.5	818.5	115	120	110	240	358.5	458.5	548.5	112.5	201	38.5	154	133	137	256	276		M12	234	112	1110	
24	714																		109						M14	286	133	1140
27	780	358	476	576	731.5	849.5	949.5	135	145	140	180	411.5	529.5	629.5	143	230.5	47.5	196	107	155	315	338		M14	286	133	1140	
29	860	387	505	605	760.5	878.5	978.5					440.5	558.5	658.5				109							M16	325	130	1160
34	1000	442	573	673	845.5	976.5	1076.5	165	175	160		505.5	636.5	736.5	163	240.5	57.5	228	124	152	356	382		M16	325	130	1160	

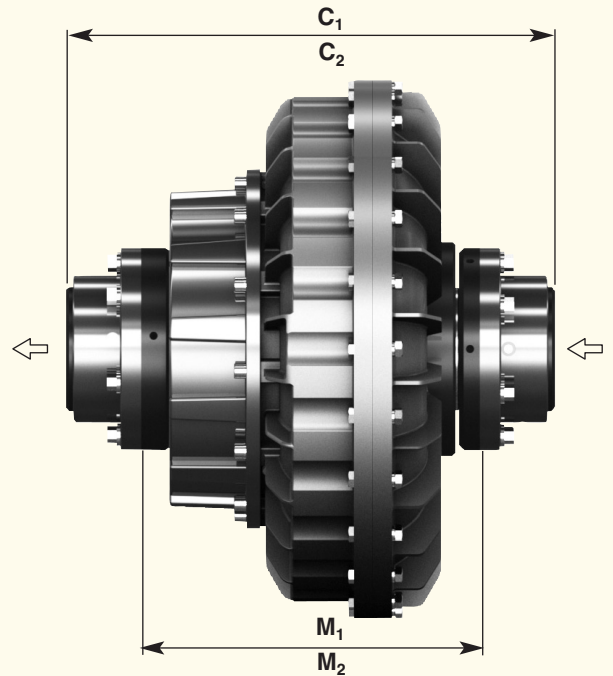
- WHEN ORDERING, SPECIFY: SIZE - MODEL
- D AND G₁ FINISHED BORES UPON REQUEST, AND SPECIAL I₁ DIMENSION
- FOR BRAKE DRUM OR DISC, SPECIFY DIMENSIONS X AND Y OR X₁ AND Y₁
EXAMPLE : 17KDMB - BRAKE DRUM 400 x 150

DIMENSIONS ARE SUBJECT TO ALTERATION WITHOUT NOTICE

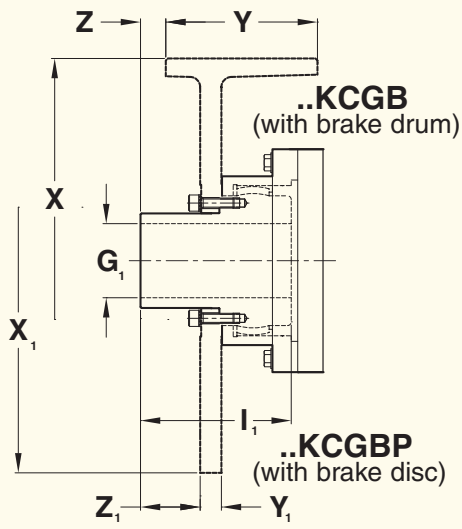
SERIES 7÷46 - KCG - KCGB - CKCGBP - CKCG... - CCKCG



KCG



CKCG - CCKCG



Brake drum or disc upon request

NB: The arrows ← indicate input and output in the standard version.

FLUID COUPLING FITTED WITH HALF GEAR COUPLINGS, TO BE RADIALLY DISASSEMBLED WITHOUT MOVING THE MACHINES

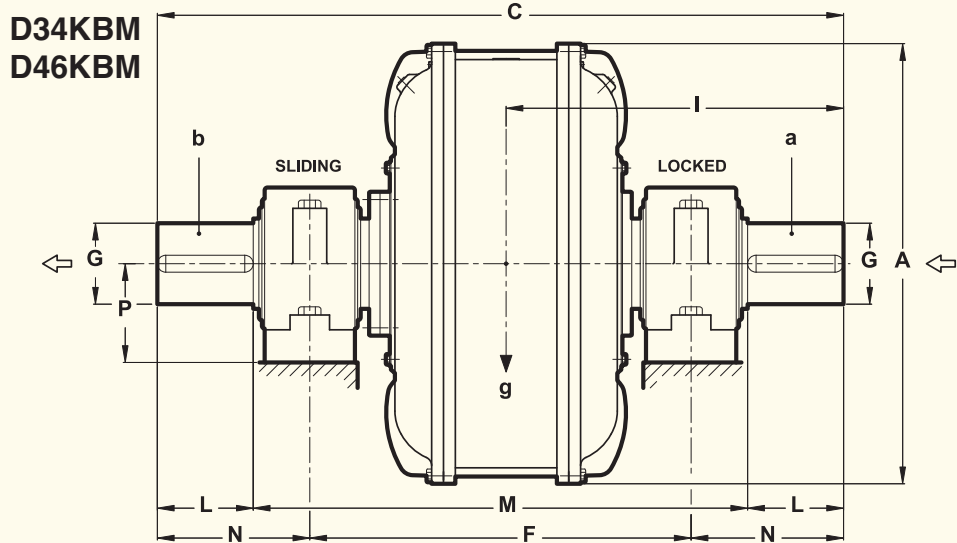
↔ Dimensions

Size	A		C		C ₁		C ₂		D		G		I		I ₁		M		M ₁		M ₂		N	Brake drum X - Y	Z	Brake disc X ₁ - Y ₁	Z ₁	Gear Coupling Size	Weight Kg (without oil)			
	KCG	CKCG	CKCG	CCKCG	max	max	max	max	KCG	CKCG	CCKCG	KCG	CKCG	CCKCG	KCG	CKCG	CCKCG															
7	228	229	-	-	50	-	43	80	143	-	-	-	-	-	-	-	143	-	-	-	-	-	44.5	•	•	•	•	1" E.I. (5)(6)	11.3	-	-	
8	256	234	-	-	-	-	-	-	148	-	-	-	-	-	-	-	148	-	-	-	-	-	-	•	•	•	•	1" E.I. (5)(6)	11.7	-	-	
9	295	290.6	-	-	-	-	-	-	190.6	-	-	-	-	-	-	-	190.6	-	-	-	-	-	-	•	•	•	•	1" E.I. (5)(6)	22.9	-	-	
11	325	299.6	345.6	-	65	45	50	114	199.6	245.6	-	-	-	-	-	-	199.6	245.6	-	-	-	-	50.8	250-95	45	400-30	32	1 1/2" E.I. (5)(6)	24.9	27.4	-	
12	372	299.6	366.6	-	-	-	-	-	266.6	-	-	-	-	-	-	-	266.6	-	-	-	-	-	-	•	•	•	•	1 1/2" E.I. (5)(6)	28.5	31.4	-	
13	398	325.1	385.1	-	-	-	-	-	225.1	285.1	-	-	-	-	-	-	225.1	285.1	-	-	-	-	-	•	•	•	•	1 1/2" E.I. (5)(6)	37.6	40.6	-	
15	460	410	478	528	95	65	76	146	258	326	376	-	-	-	-	-	258	326	376	-	-	-	79.5	250-95	57.5	400-30	44.5	2" E.I. (5)(6)	76.6	80.6	88.3	
17	520	434	514	594	-	-	-	-	282	362	442	-	-	-	-	-	282	362	442	-	-	-	-	•	•	•	•	2" E.I. (5)(6)	91.1	97.1	106.1	
19	565	503	603	693	111	90	90	165	323	423	513	-	-	-	-	-	323	423	513	-	-	-	-	•	•	•	•	2" E.I. (5)(6)	98.1	104.1	113.1	
21	620	627	745	845	134	110	105	170	417	535	635	-	-	-	-	-	417	535	635	-	-	-	-	•	•	•	•	3" 1/2" E.I. (5)(6)	142.3	152.3	160.3	
24	714	656	774	874	150	120	120	190	446	564	664	-	-	-	-	-	446	564	664	-	-	-	-	•	•	•	•	3" 1/2" E.I. (5)(6)	160.3	170.3	178.3	
27	780	656	774	874	150	120	120	190	446	564	664	-	-	-	-	-	446	564	664	-	-	-	-	•	•	•	•	3" 1/2" E.I. (5)(6)	253.2	272.2	291.2	
29	860	656	774	874	150	120	120	190	446	564	664	-	-	-	-	-	446	564	664	-	-	-	-	•	•	•	•	3" 1/2" E.I. (5)(6)	307.2	325.2	335.2	
34	1000	750	881	981	160	120	120	190	510	641	741	-	-	-	-	-	510	641	741	-	-	-	-	•	•	•	•	4" 1/2" E.I. (5)(6)	492.4	507.4	517.4	
46	1330	-	-	1313.4	244	175	190	280	-	-	933.4	-	-	-	-	-	-	-	933.4	192.2	-	-	-	-	•	•	•	•	6" 1/2" E.I. (5)(6)	-	-	1333

- UPON REQUEST
- (5) E.I. = EXPOSED INCH SCREWS
- (6) GEAR COUPLING WITH SPECIAL CALIBRATED BOLTS
- WHEN ORDERING, SPECIFY: SIZE - MODEL
- EXAMPLE: 21CKCG

DIMENSIONS ARE SUBJECT TO ALTERATION WITHOUT NOTICE

FLUID COUPLING WITH DOUBLE CIRCUIT, FITTED WITH MAIN JOURNALS AND INPUT AND OUTPUT SHAFTS



SERIES	A	C	F	D-G m6	L	M	N	P	WEIGHT Kg (without oil)	OIL max. lt	CENTER OF GRAVITY		MOMENT OF INERTIA J (WR2) Kgm ²	
											g kg	l mm	a	b
D34KBM	1000	1400	855	140	140	1120	257.5	170	810	162	952	710	26.19	64.25
D46KBM	1330	1900	1275	160	200	1550	312.5	170	2200	390	2514	955	91.25	183.7

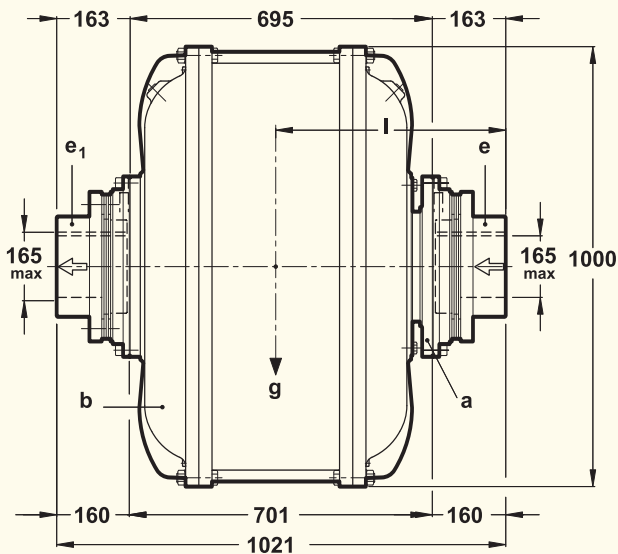
KEYWAYS ACCORDING TO ISO 773 - DIN 6885/1

FLUID COUPLINGS FITTED WITH DOUBLE CIRCUIT, TO BE RADIALLY DISASSEMBLED WITHOUT MOVING THE MACHINES.

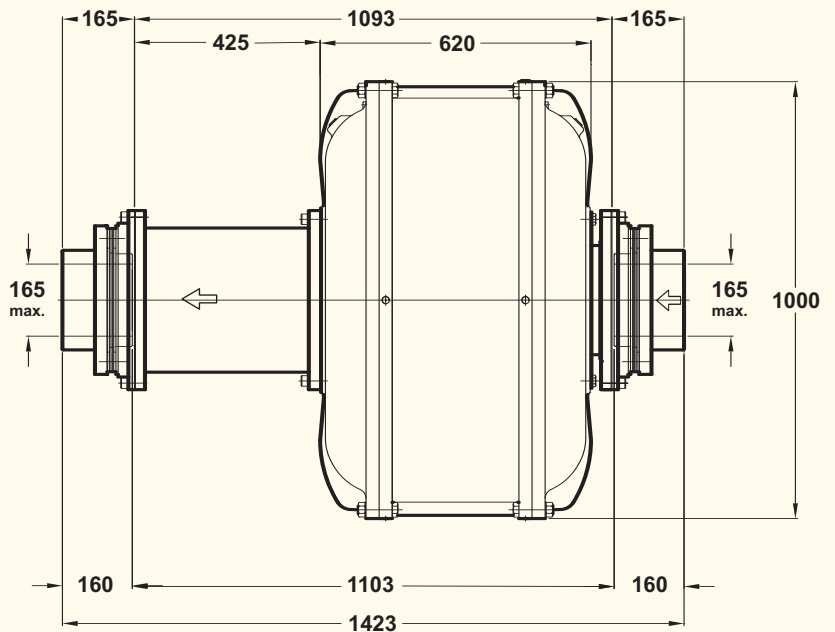
WITH HALF DISC COUPLINGS, WITHOUT MAINTENANCE

WITH HALF GEAR COUPLINGS

D34KDM



D34CKDM



Dimensions

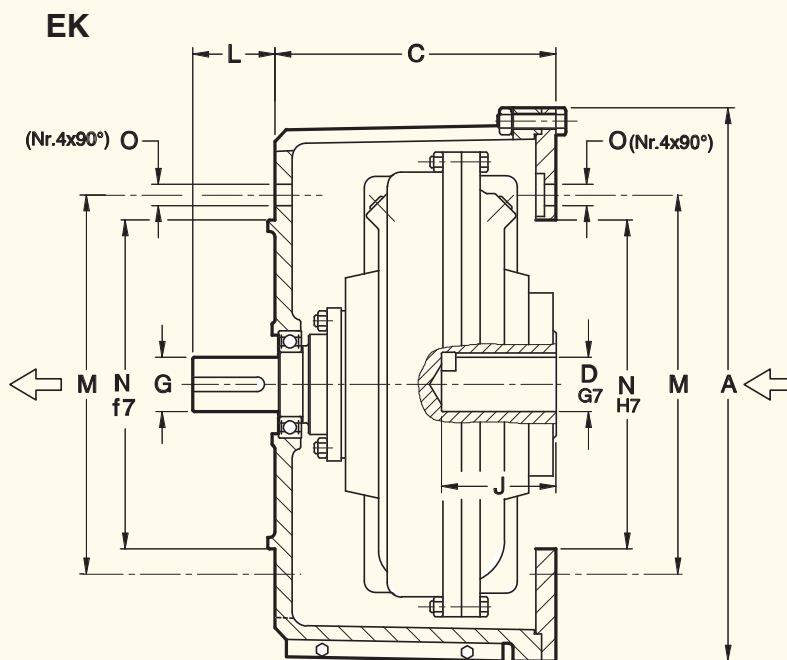
NB: The arrows indicate input and output in the standard version.

Size	WEIGHT Kg (without oil)	OIL max. lt	CENTER OF GRAVITY		MOMENT OF INERTIA J (WR2) Kgm ²			
			g kg	l mm	a	b	d	d ₁
D34KDM	880	162	1022	512	26.08	65.53	0.955	0.955
D34CKDM	1014	194.5	1127.438	532	26.08	67.99	0.955	0.955

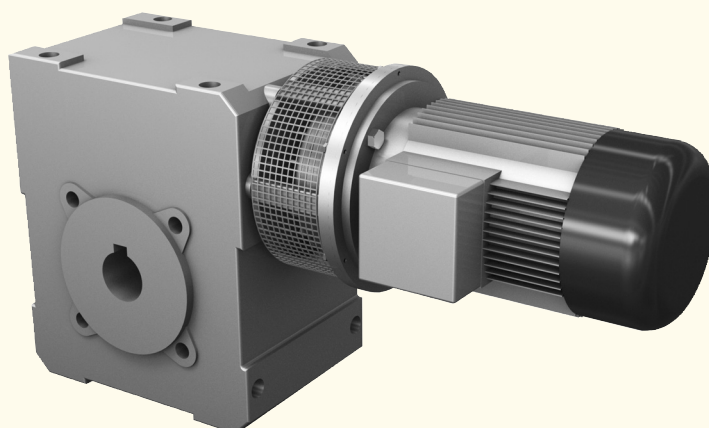
- g = TOTAL WEIGHT INCLUDING OIL (MAX FILL)
- a = INTERNAL ELEMENT
- b = EXTERNAL ELEMENT
- d = HALF FLEXIBLE COUPLING (INTERNAL ELEMENT)
- d₁ = HALF FLEXIBLE COUPLING (EXTERNAL ELEMENT)

Also available D46KCG. For information please apply Transfluid

DIMENSIONS ARE SUBJECT TO ALTERATION WITHOUT NOTICE



Example of application



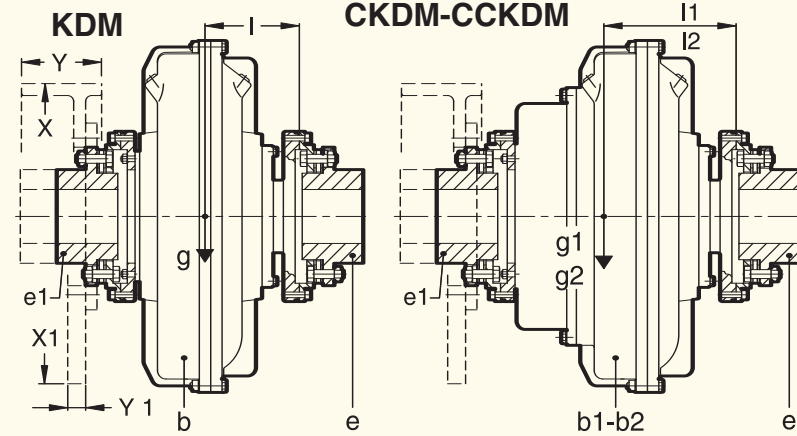
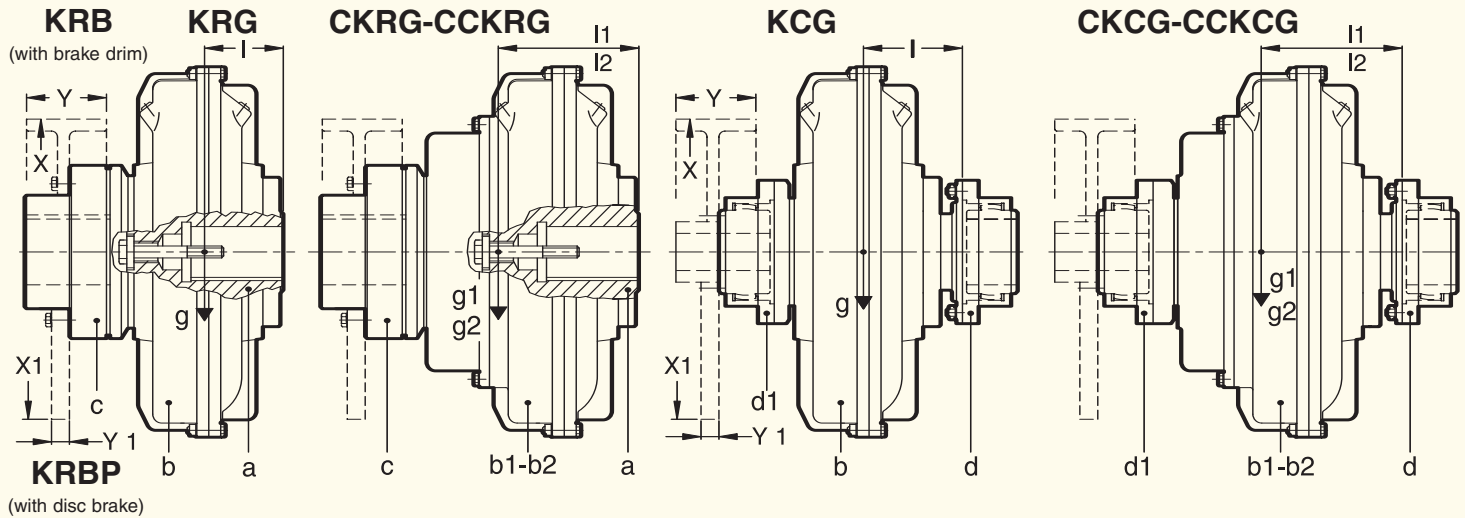
NB: The arrows ← indicate input and output in the standard version.

Dimensions

Size	Dimensions									Weight Kg (without oil)	OIL max lt	Electric Motors	
	D	J	G	L	A	C	M	N	O			TYPE	kW 1500 r.p.m.
7	• 19	45	19	33	248	110	165	130	11	5.3	0.50	80	0.55 - 0.75
	24	55	24	38								90 S	1.1
8	• 24	52	24	38	269	132	165	130	13	11.4	0.92	90S - 90L	1.1 - 1.5
	• 28	62	28	44								** 90LL	1.8
9	• 28	62	28	44	299	142	215	180	13	12.2	1.5	100 L	2.2 - 3
	• 38	82	38	57								112 M	4
11	• 38	82	38	57	399	187	265	230	13	26.9	1.95	132S - 132 M	5.5 - 7.5
	• 42	112	42	63								** 132L	9.2
12	• 42	112	42	63	399	187	300	250	17	28.3	2.75	160M - 160 L	11 - 15
	•• 48	112	48	65								180 M	18.5
13	• 48	112	48	65	485	214	300	250	17	66	4.1	180 L	22
	• 55	112	55	80								350	300

- CYLINDRICAL BORE WITH A KEYWAY ISO 773 - DIN 6885/1
 - CYLINDRICAL BORE WITH A REDUCED KEYWAY (DIN 6885/2)
 - ** NOT STANDARD
- WHEN ORDERING SPECIFY: SIZE - MODEL - DIAMETER D and G
EXAMPLE: 8 EK-D28 - G 28

DIMENSIONS ARE SUBJECT TO ALTERATION WITHOUT NOTICE



Dimensions

Size	MOMENT OF INERTIA					
	With brake drum			With disc brake		
	X - Y	Kgm ²	Weight Kg	X ₁ - Y ₁	Kgm ²	Weight Kg
13-15	250 - 95	0.143	11.9	400	0.587	27
	315 - 118	0.379	20.1	450	0.944	34.9
17-19	315 - 118	0.378	19.8	450	0.941	34.2
	400 - 150	1.156	37.5	560	2.266	54.7
21-24	400 - 150	1.201	38.9	560	2.255	52.7
				630	3.623	68.1
	500 - 190	3.033	64.1	710	5.856	88
				795	9.217	111.6
27-29	500 - 190	3.022	62.8	710	5.840	86
				795	9.200	109.6
				800	9.434	111.1
34	630 - 236	10.206	132.6	800	9.418	109.6
				1000	23.070	176.2

Dimensions

Size	CENTER OF GRAVITY																	
	KRG		CKRG		CCKRG		KCG		CKCG		CCKCG		KDM		CKDM		CCKDM	
	g Kg.	l mm.	g ₁ Kg.	l ₁ mm.	g ₂ Kg.	l ₂ mm.	g Kg.	l mm.	g ₁ Kg.	l ₁ mm.	g ₂ Kg.	l ₂ mm.	g Kg.	l mm.	g ₁ Kg.	l ₁ mm.	g ₂ Kg.	l ₂ mm.
7	9.1	92					12.1	70										
8	10	93					13	73										
9	17.7	134					24.6	86					22.2	81				
11	20.4	136	23.4	151			27.3	93	30.2	107			24.9	85	27.9	98		
12	25.1	142	28.7	154			32.1	98	35.6	113			29.6	92	33.2	104		
13	38.5	157	42	176			42.2	104	45.7	115			45.8	101	49.3	109		
15	57	174	61.8	195	70.2	216	77.3	124	82.1	135	90.4	147	71.7	121.5	76.5	130	85.7	145
17	87.2	205	94.8	225	106.5	238	85.3		103.1		126.6	185	99.2		106.9		118.3	163
19	96.4	201	104.4	221	116	227	104.6	138	112.6	152	136	182	108.4	135	116.4	145	127.4	161
21	145.6	233	159	265	169.3	288	151.2		164.5	174	200.2	211	175.6		189	168	201	182
24	172	227	184	255	195.5	280	177.2	157	190.2	170	225.2	201	202	156	214.3	166	226	178
27	265	262	290	298	313	312	278.2	185	304.2	210	361.2	248	326	164	351	174	378	195
29	329	277	354	305	368	321	344.2	198	359.2	218	415.2	251	383	176	411	188	432	200
34	521	333	549	364	580	376	548.9	235	571.9	253	582.9	282	628	209	636	214	650	222
46					1294	485					1524	368						

MOMENT OF INERTIA J Kgm²*

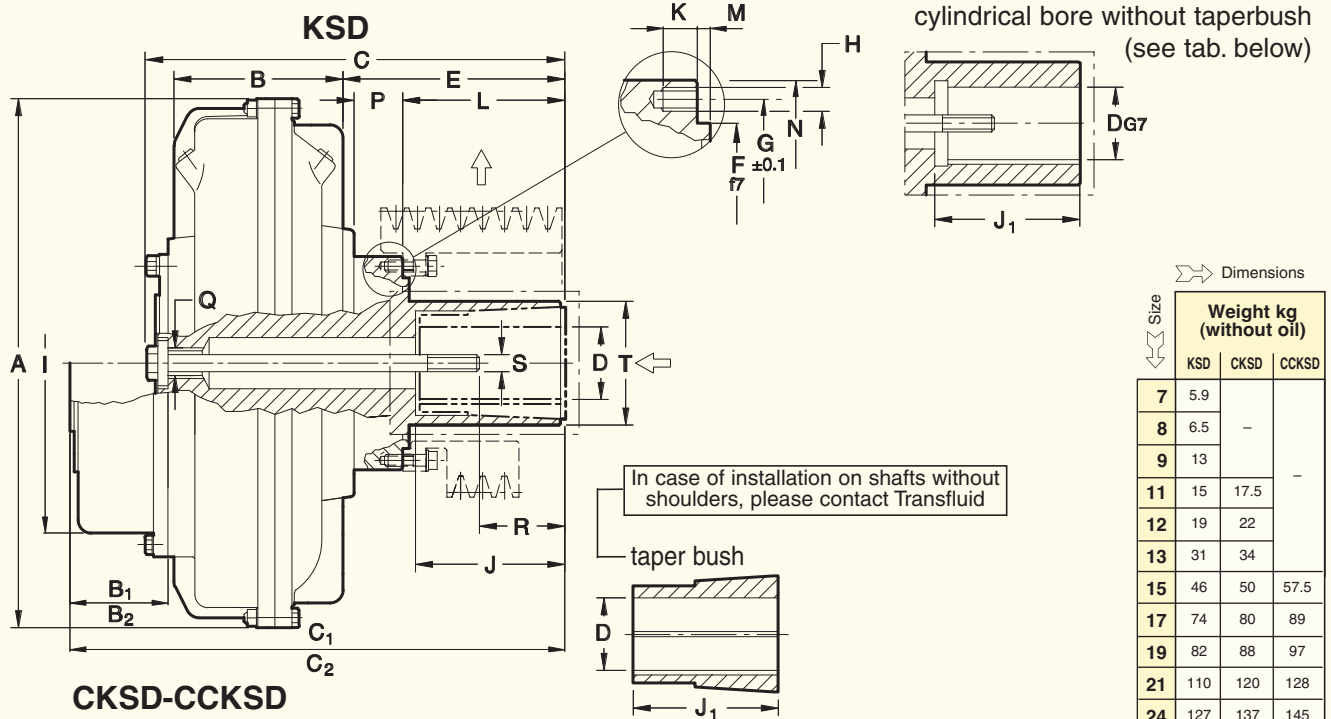
..K..		..KRG..		..KCG..		..KDM..		
a	b	b ₁	b ₂	c	d	d ₁	e	e ₁
0.006	0.019							
0.012	0.034			0.004	0.004	0.004		
0.020	0.068							
0.039	0.109			0.011	0.017	0.016	0.014	0.014
0.072	0.189	0.217						
0.122	0.307	0.359		0.032			0.032	0.036
0.236	0.591	0.601	0.887	0.082	0.091	0.102	0.063	0.064
0.465	1.025	1.281	1.372					
0.770	1.533	1.788	1.879	0.192	0.091	0.102	0.121	0.125
1.244	2.407	2.997	3.181					
2.546	4.646	5.236	5.420	0.370	0.145	0.375	0.210	0.373
3.278	7.353	9.410	10.037					
4.750	11.070	13.126	13.754	1.350	0.500	0.436	0.934	0.887
11.950	27.299	29.356	29.983	3.185	0.798	1.649	1.565	2.773
52.2			106.6	6.68	4.35	7.14		

g g₁ g₂ = TOTAL WEIGHT, INCLUDING OIL (MAX FILL)
 * For **KSD** (without pulley) = a + b
 * For **CKSD** (without pulley) = a + b₁
 * For **CCKSD** (without pulley) = a + b₂

a = INTERNAL ELEMENT b = EXTERNAL ELEMENT + COVER
 b₁ = b + DELAY CHAMBER b₂ = b + DOUBLE DELAY CHAMBER
 c = FLEXIBLE COUPLING
 d e = HALF FLEXIBLE COUPLING (INTERNAL ELEMENT)
 d₁ e₁ = HALF FLEXIBLE COUPLING (EXTERNAL ELEMENT)
 EXAMPLE: J..CCKCG = a+d (INT. ELEM.) b₂+d₁ (EXT. ELEM.)

DIMENSIONS ARE SUBJECT TO ALTERATION WITHOUT NOTICE

SERIES 7÷27 - KSD - CKSD - CCKSD



Dimensions

Size	Weight kg (without oil)		
	KSD	CKSD	CCKSD
7	5.9		
8	6.5	-	
9	13		
11	15	17.5	
12	19	22	
13	31	34	
15	46	50	57.5
17	74	80	89
19	82	88	97
21	110	120	128
24	127	137	145
27	184	202	221

NB: The arrows indicate input and output in the standard version.

TAPER BUSH VERSION

Size	D		J	J ₁		A	B	B ₁	B ₂	C	C ₁	C ₂	E	F	G	H	I	K	L	M	N	P	Q	R	S	T		
	KSD	CKSD		CCKSD	max																						CKSD	CCKSD
7	19	24	69	40	50	228	77						55	75	90	4	M 6		35	3	114	14	M 1	29	38	M 6	M 8	50
	28			60																				43	M 10			
8	24		69	50		256	91						81						65				M 1	33		M 8		50
	28			60																				43	M 10			
9	28	38	111	60	80	295	96						116	96	114				85	5	128	20	M 20	39	61	M 10	M 12	69
	***42			80																				78	M 16			
11	28	38	111	60	80	325	107	73.5					113			8				5	128	20	M 20	38	59	M 10	M 12	69
	***42			80																				78	M 16			
12	38	42	113	80	110	372	122	80					125	112	130					7	145	22	M 20	54	83	M 12	M 16	80
	***48			110																				83	M 16			
13	42	48	144	110		398	137						190	135	155					6	177	29	M 20	76		M 16		88
	***55	***60		110	58.5																			76	106	M 20		
15	48	55	145	110		460	151	92	142	390	438	488	195	150	178						206	28	M 27	80	70	M 16	M 20	100
	60	***65		140																				100	M 20			
17	48	55	145	110		520	170						245			12					60		M 27	69				132
	60	***65		140																				99				
19	•75	•80	145	140	170	565	190	101	181	455	516	596	180	200							225	45	M 27	99	139			132
	48	55		110																				69				
19	60	***65	145	140		565	190						225									45	M 27	99				132
	•75	•80		170																				99	139			

- D BORES RELATIVE TO TAPER BUSHES WITH A KEYWAY ACCORDING TO ISO 773 - DIN 6885/1
- PARTICULAR CASES:
- CYLINDRICAL BORE WITHOUT TAPER BUSH ISO 773 - DIN 6885/1
- *** TAPER BUSH WITHOUT A KEYWAY

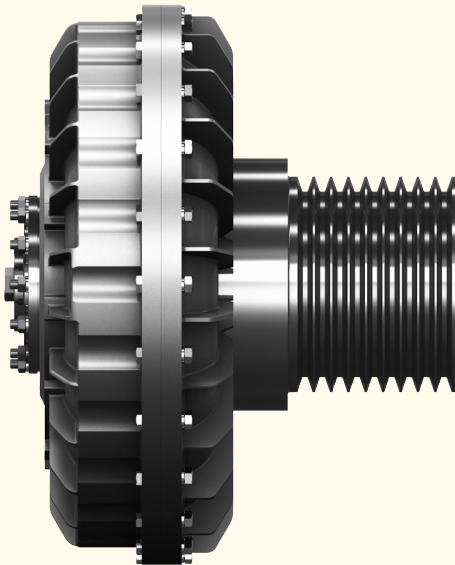
CYLINDRICAL BORE VERSION

21	•80	-	170	620	205	115	205	505	580	670	260	200	228	8	M 14	400	20	190	7	250	57	M 36	135	M 20	145
	•100		210					545	620	710	300							230					165	M 24	
24	•80	-	170	714	229	115	205	505	580	670	236	200	228	8	M 14	400	20	190	7	250	46	M 36	135	M 20	145
	•100		210					545	620	710	276							230					165	M 24	
27	120 max	-	210	780	278	138		CONSULT OUR ENGINEERS																	

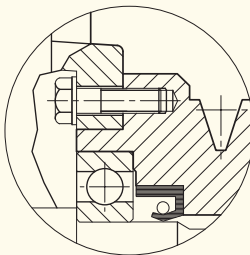
- STANDARD CYLINDRICAL BORES WITH KEYWAYS ACCORDING TO ISO 773 - DIN 6885/1
- WHEN ORDERING SPECIFY: SIZE - MODEL - D DIAMETER
- EXAMPLE: 12KSD - D 42

DIMENSIONS ARE SUBJECT TO ALTERATION WITHOUT NOTICE

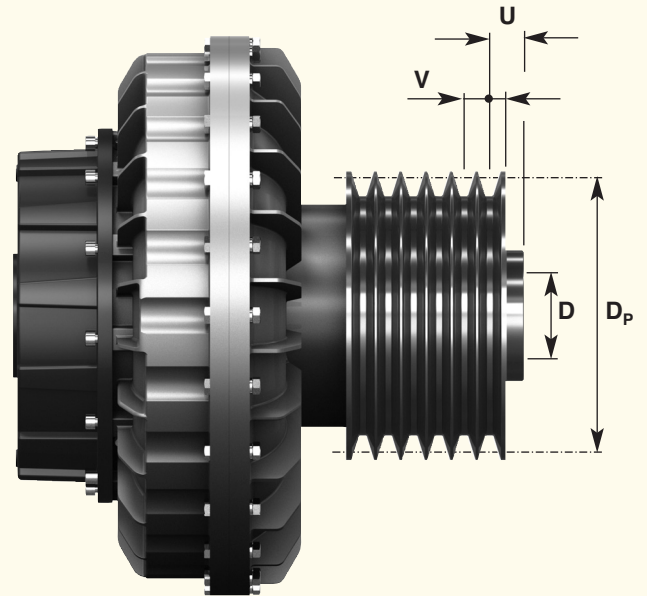
KSI - CKSI - CCKSI



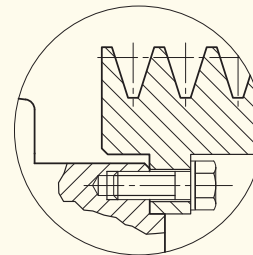
...KSI



KSDF - CKSDF - CCKSDF



..KSDF



Dimensions

Size	D	U	Flanged pulley		
			Dp	N° type	
7	19 - 24	6	125	2 - SPA/A	
	28	21			
8	19 - 24	36	125	3 - SPA/A	
	28	9			
9	28 - 38	34	160	4 - SPB/B	
	11	42			58
12		38 - 42	50	180	4 - SPB/B
	51		3 - SPC/C		
	26		4 - SPC/C		
13	42 - 48	12.5	180	6 - SPB/B	
		50		6 - SPB/B	
		49		5 - SPC/C	
15	48 - 55	12.5	200	6 - SPB/B	
		17		5 - SPC/C	
		69		5 - SPB/B	
		72.5		6 - SPB/B	
17	65 - 75	35.5	310	6 - SPC/C	
		19		72	6 - SPB/B
				59	6 - SPC/C
21	Upon request				
24					
27					

GROOVE	V	Z
SPZ-Z	12	8
SPA-A	15	10
SPB-B	19	12.5
SPC/C	25.5	17
D	37	24
3 V	10.3	8,7
5 V	17.5	12,7
8 V	28.6	19

Dimensions

Size	D	U	Integral pulley		
			Dp	N° type	
7	19 - 24	11.5	80	2 - SPA/A	
			90		
	28	26.5	100		
			90		
8	19 - 24	26.5	90	3 - SPA/A	
			28		100
					10
9	28 - 38	10	125	5 - SPA/A	
			11	42	15
12	38 - 42	12			
			48		

- WHEN ORDERING, SPECIFY: SIZE - MODEL - D DIAMETER - Dp - NUMBER AND TYPE OF GROOVES

EXAMPLE: 13 CKSDF - D55 - PULLEY Dp. 250 - 5 SPC/C

DIMENSIONS ARE SUBJECT TO ALTERATION WITHOUT NOTICE

FILLING SAFETY DEVICES - OPERATION

10. FILLING

Transfluid hydraulic couplings are supplied without oil. Standard filling: X for K series, 2 for CK series, and 3 for CCK series.

The quantities are indicated on page 13 and 15 of this catalog. Follow the procedure indicated on Installation and Maintenance manuals 150 GB and 155 GB delivered with each coupling. Suggested oil: **ISO32 HM** for normal operating temperatures. For temperatures down zero, **ISO FD 10 (SAE 5W)** and for temperatures lower than -20° contact Transfluid.

11. SAFETY DEVICES

FUSIBLE PLUG

In case of overloads, or when slip reaches very high values, oil temperature increases excessively, damaging oil seals and consequently allowing leakage. To avoid damage when used in severe applications, it is advisable to fit a fusible plug. Fluid couplings are supplied with a fusible plug at 140°C (109°C , 120°C or 198°C upon request).

SWITCHING PIN

Oil venting from fusible plug may be avoided with the installation of a switching pin. When the temperature reaches the melting point of the fusible ring element, a pin releases that intercepts a relay cam that can be used for an alarm or stopping the main motor. As for the fusible plug, 2 different fusible rings are available (see page 27).

11.1 SWITCHING PIN DEVICE

This device includes a percussion fusible plug installed on the taper plug. The percussion fusible plug is made of a threaded plug and a pin held by a fusible ring coming out due to the centrifugal force when the foreseen melting temperature is reached. Such increase of temperature can be due to overload, machinery blockage or insufficient oil filling. The pin, moving by approx. 16 mm, intercepts the cam of the switch to operate an alarm or motor trip signal.

After a possible intervention and removal of the producing reason, this device can be easily restored with the replacement of the percussion plug or even the fusible ring following the specific instructions included in the instruction manual.

With external wheel as driver, as indicated in Fig. 5, the percussion plug operates in any condition, while in case of driven external wheel it can operate correctly only in case of increase of the slip due to overload or excessive absorption.

It is possible to install this system on all fluid couplings starting from size 13K even in case it has not been included as initial supply, asking for a kit including percussion fusible plug, gasket, modified taper plug, counterweight for balancing, glue, lever switch assembly installation instructions.

In order to increase the safety of the fluid coupling a standard fusible plug is always installed, set at a temperature greater than that of the percussion fusible plug.

For a correct operation, please refer to the instructions relevant to the standard or reverse installation described at page 26.

Switch standard supply is 230 Vac:

Atex version is available too.

Switching pin

	MELTING TEMPERATURE $+10^{\circ}\text{C}$ 0		
	109°C	SPEC.	1004-D
	120°C	SPEC.	1004-A
	140°C	SPEC.	1004-B

ELECTRONIC OVERLOAD CONTROLLER

This device consists of a proximity sensors measuring the speed variation between the input and output of the fluid coupling and giving an alarm signal or stopping the motor in case the set threshold is overcome.

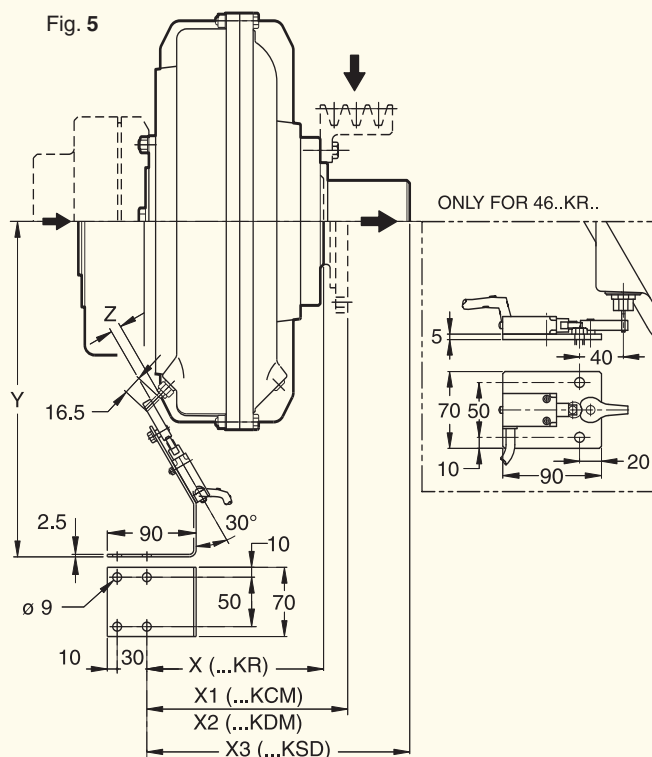
With such a device, as well as with the infrared temperature controller, no further maintenance or repair intervention is necessary after the overload occurrence, because the machinery can operate normally, once the cause of the inconvenience has been removed (see page 28).

INFRARED TEMPERATURE CONTROLLER

To measure the operating temperature, a device fitted with an infrared sensor is available. After conveniently positioning it by the fluid coupling, it allows a very precise non-contact temperature measurement.

Temperature values are reported on a display that also allows the setting of 2 alarm thresholds, that can be used by the customer (see page 29).

Fig. 5



DIM.	X	X ₁	X ₂	X ₃		Y	Z
				∅			
7	115	128	-	148	24	262	-
				163	28		
8	124	137		187		272	
9	143	166.5	156	228		287.5	
11***	150	173.5	163	236		300.5	
12	157	183.5	173	258		323	15
13	174	195.5	187	336		335	16
15	197	220	214	357		358	16
17	217	244	235	425		382	12
19	209	232	227	417		400.5	9
21	•256	281	276	••471		423	8
24	•256	281	277	••471		460	4
27	271.5	331	295.5			491	9
29	296.5	356	322			524	8
34	346	404	369			584	4

- For Dia. 100 + 35 mm
 - For Dia. 100 + 40 mm
 - Only for K.. (CK.. upon request)
- REFERENCE DIMENSIONS

DIMENSIONS ARE SUBJECT TO ALTERATION WITHOUT NOTICE

11.2 OVERLOAD CONTROLLER (Fig. 6)

When load torque increases, slip also increases and output speed consequently decreases.

The said speed variation can be measured by means of a sensor sending a pulse train to the speed controller. If the rotating speed goes lower than the set threshold (see diagram) on the controller, a signal is given through the intervention of the inner relay.

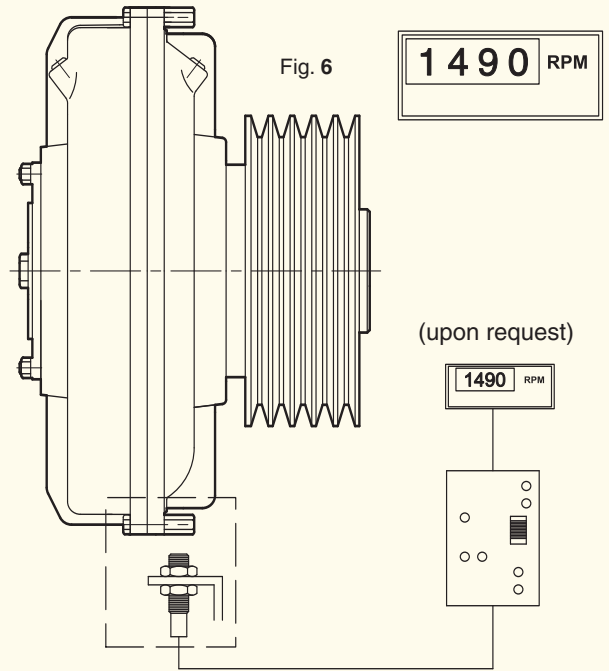
The device has a "TC" timer with a blind time before starting (1 - 120 s) avoiding the alarm intervention during the starting phase, and another "T" timer (1 - 30 s) preventing from undesired relay intervention during sudden changes of torque.

The device also provides a speed proportional analogic output signal (0 - 10 V), that can be forwarded to a display or a signal transducer (4 - 20 mA).

Standard supply is 230 V ac, other supplies are available upon request: 115 V ac, 24 V ac or 24 V dc, to be specified with the order.

Atex version is available too.

CONTROLLER PANEL (Fig. 7)



(TC) Blind time for starting

Set screw regulation up to 120 s.

(DS) Speed range regulation

Programmable DIP-SWITCH (5 positions), selecting relay status, proximity type, reset system, acceleration or deceleration. Programming speed Dip-Switch with 8 positions allows to choose the most suitable speed range, according to the application being performed.

(SV) Speed level (set point)

Set screw regulation with digits from 0 to 10. The value 10 corresponds to full range set with Dip-Switch.

(R) Reset

Local manual reset is possible through R button, or remote reset by connecting a N.O. contact at pins 2-13.

(SS) Threshold overtaking

(RED LED) It lights up every time that the set threshold (set point) is overtaken.

(A) Alarm led

(RED LED) It lights up when alarm is ON and the inner relay is closed.

(E) Enable

(YELLOW LED) It lights up when the device is enabled.

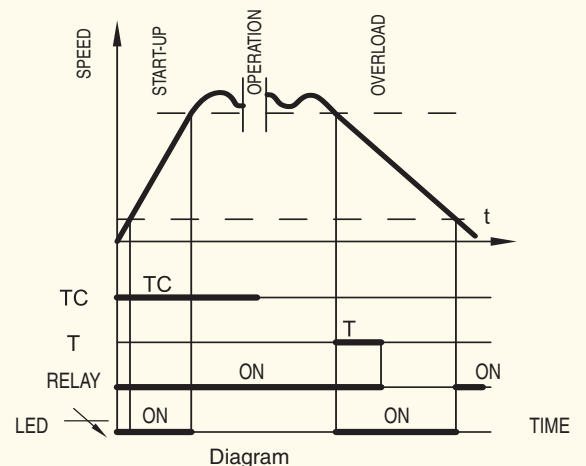
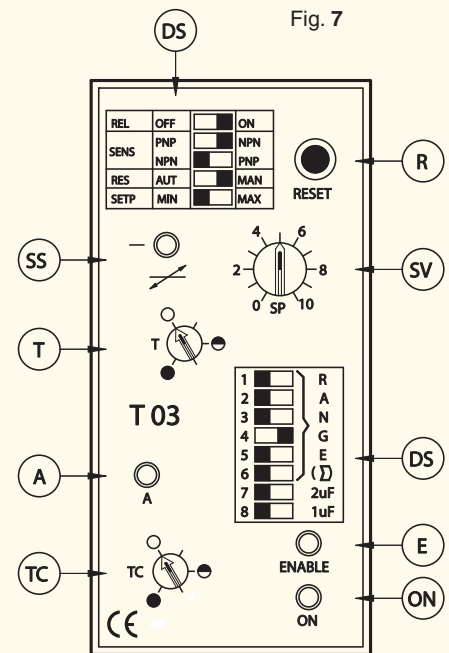
(T) Delay time

Set screw regulation up to 30 s.

(ON) Supply

(GREEN LED) It shows that the device is electrically supplied.

FOR FURTHER DETAILS, ASK FOR TF 5800-A.



11.3 INFRARED TEMPERATURE CONTROLLER

This is a non contact system used to check fluid coupling temperature. It is reliable and easily mounted.

It has 2 adjustable thresholds with one logical alarm and one relay alarm.

The proximity sensor must be positioned near the fluid coupling outer impeller or cover, according to one of the layouts shown in Fig. 8.

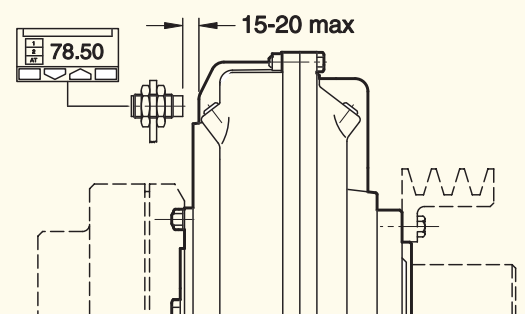
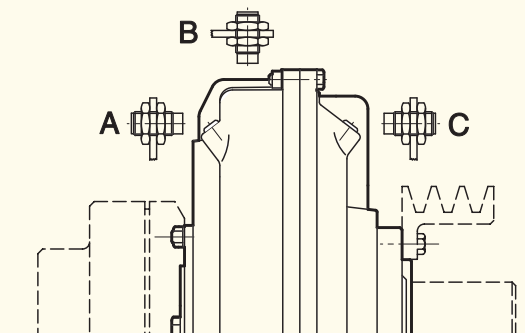
It is advised to place it in the **A** or **C** positions, as the air flow generated by the fluid coupling, during rotation, helps removal dirt particles that may lay on the sensor lens.

The distance between the sensor and the fluid coupling must be about 15-20 mm (cooling fins do not disturb the correct operation of the sensor).

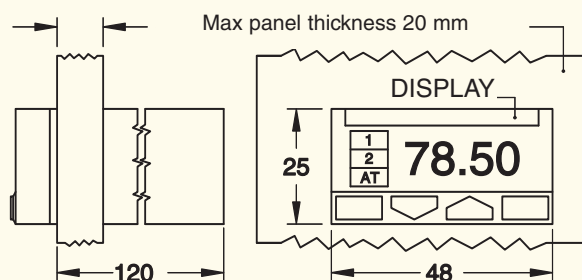
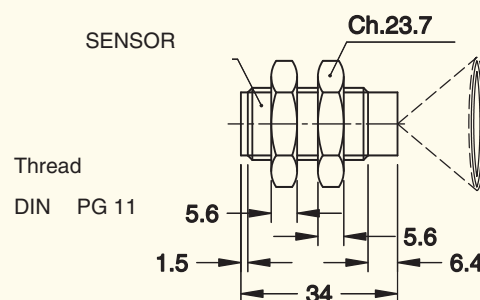
To avoid that the bright surface of the fluid coupling reflects light, and thus compromises a correct temperature reading, it is necessary to paint the surface, directly facing the sensor with a flat black colour (a stripe of 6-7 cm is sufficient).

The sensor cable has a standard length of 90 cm. If required, a longer one may be used only if plaited and shielded as per type "K" thermocouples.

Fig. 8



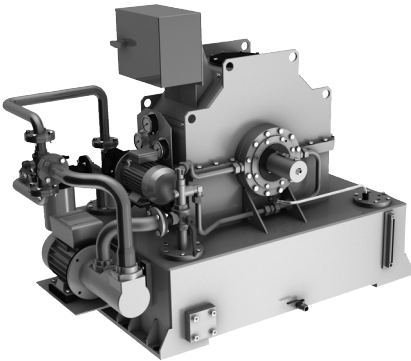
SENSOR	
Temperature range	0 ÷ 200 °C
Ambient temperature	-18 ÷ 70 °C
Accuracy	0.0001 °C
Dimensions	32.5 x 20 mm
Standard wire length •	0.9 m
Body	ABS
Protection	IP 65
CONTROLLER	
Power supply	85...264 Vac / 48...63 Hz
Relay output OP1	NO (2A – 250V)
Logical output OP2	Not insulated
(5Vdc, ±10%, 30 mA max)	
AL1 alarm (display)	Logic (OP2)
AL2 alarm (display)	Relay (OP1) (NO, 2A / 250Vac)
Pins protection	IP 20
Body protection	IP 30
Display protection	IP 65
Dimensions	1/32 DIN – 48x24x120 mm
Weight	100 gr



• TO BE MADE LONGER WITH TWISTED AND SHIELDED WIRES FOR TYPE K THERMOCOUPLES (NOT SUPPLIED)

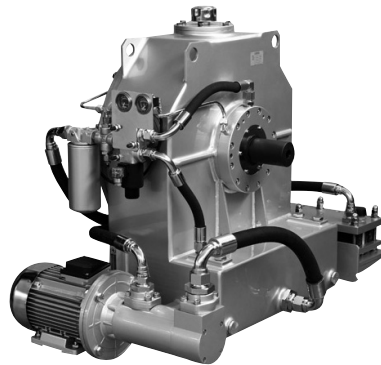
FLUID COUPLING
KSL SERIES

Start up and variable
speed drive up to 4000 kW



FLUID COUPLING
KPT SERIES

Start up and variable
speed drive up to 1700 kW



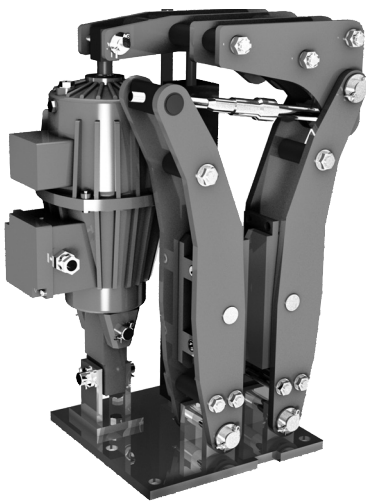
FLEXIBLE COUPLING
BM-B3M SERIES

Up to 33100 Nm



DISC AND DRUM BRAKE
NBG/TFDS SERIES

Up to 19000 Nm



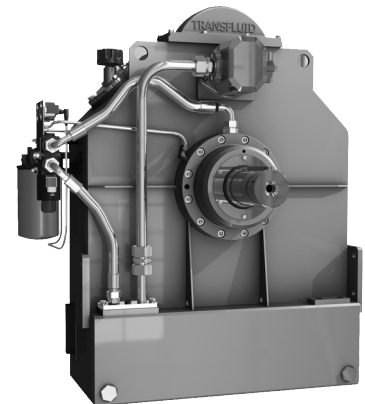
PNEUMATIC CLUTCH
TP SERIES

Up to 11500 Nm



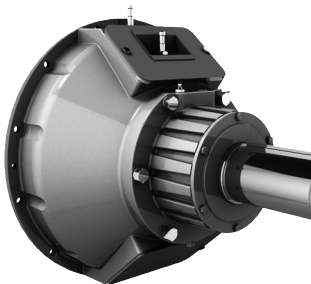
FLUID COUPLING
KPTO SERIES

For internal combustion engine
P.T.O. for pulley and cardan shaft
up to 1000 kW



OIL OPERATED POWER TAKE OFF
HF SERIES

Up to 1300 kW



FLUID COUPLING
K SERIES

For internal combustion engine
Up to 1300 kW



ELASTIC COUPLING
RBD SERIES

For internal combustion engine
up to 16000 Nm

