

Holset Couplings

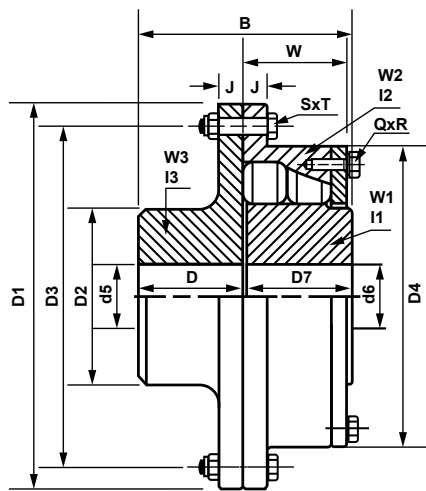


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PM 0.4 - PM 60

0.4 - 60



Coupling Size		0.4	0.7	1.3	3	6	8	12	18	27	40	60
Dimensions	D1	161.9	187.3	215.9	260.3	260.3	302.0	338.0	392.0	440.0	490.0	568.0
	B	103.0	110.0	130.0	143.0	175.0	193.0	221.5	254.0	290.5	329.0	377.5
	C	1.0	2.0	2.0	3.0	3.0	3.0	3.5	4.0	4.5	5.0	5.5
	D	51	54	64	70	86	95	109	125	143	162	186
	D7	51	54	64	70	86	95	109	125	143	162	186
	D2	76	92	108	122	135	148	168	194	220	252	288
	D3	146.0	171.4	196.8	235.0	240.0	276.0	312.0	360.0	407.0	458.0	528.0
	D4	133	157	181	214.3	222	245	280	320	367	418	479
	J	9.5	11.0	12.0	14.5	11.0	13.5	14.0	16.0	18.5	21.0	24.0
	Q	5	5	6	6	8	8	8	8	8	8	8
	R	MS	MS	MS	MS	MS	MIO	M12	M16	M16	M16	M20
	s	8	8	8	8	12	12	12	12	12	16	12
	T	MS	MS	MS	MS	MS	M12	M12	M16	M16	M16	M20
	w	36.0	39.0	46.0	60.0	81.0	89.0	102.0	118.0	134.0	152.7	175.0
	Max. dS & d6	41	51	64	73	85	95	109	125	143	162	186
	Min.dS	27	27	35	37	so	62	68	80	90	105	120
	Min.d6	27	27	37	40	so	SS	65	70	85	105	110
Rubber	Per Cavity	1	1	1	1	1	1	1	1	1	1	1
Elements	Per Coupling	10	10	12	12	16	16	16	16	16	16	16
Maximum Speed (rpm) (1)		7200	6300	5400	4500	4480	3860	3450	2975	2650	2380	2050
Weight (3) (kg)	W1	1.90	2.80	4.50	6.90	8.90	11.62	17.74	27.00	40.18	59.50	89.45
	W2	2.00	2.90	4.60	6.00	6.55	10.92	15.86	24.59	35.34	50.47	77.80
	W3	2.80	4.30	6.60	10.00	10.84	15.14	21.24	33.03	47.80	69.32	104.63
	Total	6.70	10.00	15.70	22.90	26.30	37.70	54.80	84.60	123.30	179.30	271.90
Inertia(3)	11	0.002	0.004	0.008	0.018	0.026	0.050	0.101	0.203	0.392	0.756	1.491
	12	0.006	0.014	0.019	0.049	0.072	0.149	0.273	0.560	1.041	1.898	3.867
	13	0.005	0.013	0.025	0.050	0.058	0.116	0.194	0.406	0.748	1.345	2.719
Allowable Misalignment (2)	Radial (mm)	0.8	0.8	0.8	1.2	1.5	1.6	1.6	1.6	1.9	2.1	2.4
	Axial (mm)	0.8	1.2	1.2	1.2	1.25	1.5	1.75	2.0	2.25	2.5	2.75
	Conical (degree)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5

(1) For operation above 80% of the declared maximum coupling speed, it is recommended that the coupling is dynamically balance.

(2) Installations should be initially aligned as accurately as possible, in order to allow for deterioration in alignment over time. It is recommended that initial alignment should not exceed 25 % of the above noted data. The forces on the driving and driven machinery should be calculated to ensure that these do not exceed the manufacturers allowable.

(3) Weights and inertias are calculated with mean bore for couplings.

PM 0.4 - PM 60 Technical Data

Coupling Size		0.4	0.7	1.3	3	6	8	12	18	27	40	60
kW/rpm		0.045	0.07	0.14	0.32	0.63	0.84	1.25	1.89	2.83	4.19	6.28
Maximum Torque Tkmax (kNm)		0.43	0.67	1.3	3	6	8	12	18	27	40	60
Vibratory Torque Tk _w (kNm) (2)		0.054	0.084	0.163	0.375	0.75	1	1.5	2.25	3.375	5	7.5
"Allowable Dissipated Heat at Amb. Temp. 30^{\circ} (Pkw (W))"		266	322	365	458	564	562	670	798	870	1018	1159
Maximum Speed (rpm)		7200	6300	5400	4500	4480	3860	3450	2975	2650	2380	2050
Dynamic Torsional Stiffness CT _{dyn} (MNm/rad) (3)												
@0.25Tkn	SM60	0.003	0.005	0.012	0.029	0.073	0.097	0.146	0.218	0.328	0.485	0.728
	SM70	0.005	0.008	0.018	0.043	0.104	0.138	0.207	0.311	0.466	0.691	1.036
	SM80	0.009	0.013	0.03	0.0721	0.134	0.179	0.269	0.403	0.605	0.896	1.344
@0.50Tkn	SM60	0.005	0.008	0.019	0.0461	0.104	0.138	0.207	0.311	0.466	0.691	1.036
	SM 70	0.007	0.01	0.025	0.058	0.139	0.185	0.277	0.416	0.624	0.924	1.386
	SM80	0.01	0.015	0.036	0.086	0.181	0.241	0.361	0.542	0.813	1.204	1.806
@0.75 Tk _n	SM60	0.008	0.012	0.029	0.069	0.154	0.205	0.308	0.462	0.693	1.027	1.54
	SM 70	0.009	0.014	0.033	0.078	0.199	0.265	0.398	0.596	0.895	1.325	1.988
	SM80	0.012	0.018	0.043	0.102	0.265	0.353	0.529	0.794	1.191	1.764	2.646
@1.0Tkn	SM60	0.001	0.018	0.043	0.102	0.224	0.299	0.448	0.672	1.008	1.493	2.24
	SM70	0.012	0.018	0.044	0.105	0.277	0.37	0.554	0.832	1.247	1.848	2.772
	SM80	0.014	0.021	0.051	0.122	0.382	0.51	0.764	1.147	1.72	2.548	3.822
Radial Stiffness (N/mm) @ No Load	SM60	685	723	1240	2050	6276	6966	7980	9140	10460	11069	12680
	SM 70	1070	1130	1950	3240	8400	9320	10680	12230	14000	15960	18280
	SM80	1740	1820	3210	5190	11400	12650	14500	16600	19000	21660	24810
Radial Stiffness (N/mm) @ 50% Tk _{max}	SM60	1430	1510	2600	4300	13180	14630	16780	19200	21970	25050	28700
	SM70	1760	1860	3200	5240	13800	15320	17550	20100	23000	26220	30040
	SM80	2510	2650	4480	7450	16500	18320	20980	24000	27500	31350	35910
Axial Stiffness (N/mm) @ No Load	SM60	458	502	714	970	1060	1176	1347	1543	1766	2010	2306
	SM 70	753	828	1180	1610	2748	3050	3495	4000	4580	5220	5980
	SM80	1040	1160	1670	2230	4120	4573	5240	6000	6867	7828	8968
Axial Stiffness (N/mm) @ Tk _{max}	SM60	920	1050	1540	2020	2300	2500	2920	3310	3830	4360	4980
	SM 70	1100	1360	1920	2610	2750	3050	3500	4000	4580	5220	5980
	SM80	1250	1450	2060	2750	4120	4570	5240	6000	6870	7830	8970
Max Axial Force (N) @ 50% Tk _{max} (1)	SM60	66	72	102	128	1501	1668	1913	2178	2502	2845	3267
	SM70	78	80	112	140	1648	1825	2099	2374	2747	3139	3581
	SM80	85	106	148	185	2237	2482	2845	3257	3728	4265	4866

1) The Couplings will 'slip' axially when the maximum axial force is reached.

2) 1 0Hz only, allowable vibratory torque at higher or lower frequencies

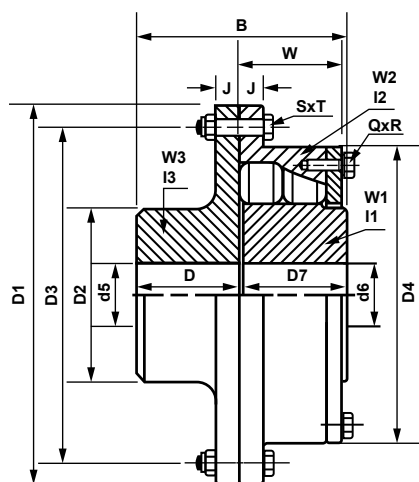
fe = TKw cscs √ 1.0Hz / fe

3) These values should be corrected for rubber temperature as shown in the design information section.

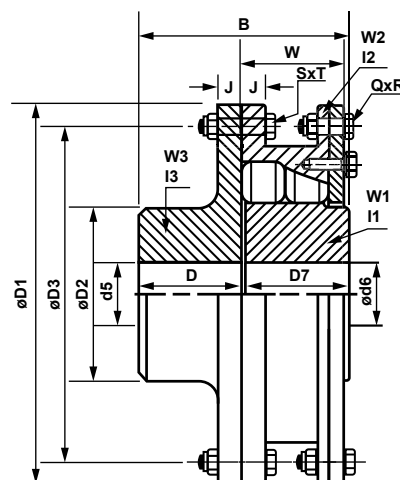
T kn = T kmax

PM 90 - PM 600

90-130



180-600



Coupling Size		90	130	180	270	400	600
Dimensions	D1	638	728	798	925	1065	1195
	B	432.5	487.0	544.0	623.0	710.5	812.0
	C	6.5	7.0	8.0	9.0	10.5	12.0
	D	213	240	268	307	350	400
	D7	213	240	268	307	350	400
	D2	330	373	415	475	542	620
	D3	598	680	750	865	992	1122
	D4	548	620	-	-	-	-
	J	26.5	31.0	33.5	36.0	43.0	52.0
	Q	8	8	12	12	12	12
	R	M20	M24	M24	M30	M36	M36
	s	16	16	20	20	20	24
	T	M20	M24	M24	M30	M36	M36
	w	200.0	226.0	252.0	288.5	328.0	376.0
	Max. dS & d6	213	240	268	307	350	400
	Min.dS	140	160	167	192	232	285
	Min.d6	140	160	170	195	235	285
Rubber	Per Cavity	2	2	2	2	2	2
Elements	Per Coupling	32	32	32	32	32	32
Maximum Speed (rpm) (1)		1830	1600	1460	1260	1090	975
Weight (3) (kg)	W1	132.00	191.11	262.30	389.00	562.40	813.30
	W2	111.96	165.24	266.78	414.00	633.40	909.10
	W3	151.78	222.39	297.40	437.30	651.20	946.70
	Total	395.70	578.70	826.50	1240.30	1847.00	2669.10
Inertia (3)	11	2.872	5.330	9.140	17.880	34.030	65.540
	12	7.188	13.680	28.800	59.300	119.500	220.200
	13	4.955	9.565	15.350	29.890	60.660	115.700
Allowable Misalignment (2)	Radial (mm)	2.8	3.3	3.5	3.9	4.6	5.2
	Axial(mm)	3.25	3.5	4.0	4.5	5.25	6.0
	Conical (degree)	0.5	0.5	0.5	0.5	0.5	0.5

(1) For operation above 80% of the declared maximum coupling speed, it is recommended that the coupling is dynamically balance.

(2) Installations should be initially aligned as accurately as possible, in order to allow for deterioration in alignment over time. It is recommended that initial alignment should not exceed 25 % of the above noted data. The forces on the driving and driven machinery should be calculated to ensure that these do not exceed the manufacturers allowable.

(3) Weights and inertias are calculated with mean bore for couplings.

PM 90 - PM 600 Technical Data

Coupling Size		90	130	180	270	400	600
kW/rpm		9.43	13.62	18.86	28.29	41.91	62.86
Maximum Torque Tkmax (kNm)		90	130	180	270	400	600
Vibratory Torque TkW (kNm) (2)		11.25	16.25	22.5	33.75	50	75
"Allowable Dissipated Heat at Amb. Temp. 30^{°} (Pkw (W)"		1209	1369	1526	1735	1985	2168
Maximum Speed (rpm)		1830	1600	1460	1260	1090	975
Dynamic Torsional Stiffness							
CTdyn (MNm/rad) (3)							
@0.25Tkn	SM60	1.092	1.577	2.184	3.276	4.853	7.28
	SM70	1.554	2.245	3.108	4.662	6.838	10.36
	SM80	2.016	2.912	4.032	6.048	8.96	13.44
@0.50Tkn	SM60	1.554	2.245	3.108	4.661	6.838	10.36
	SM 70	2.079	3.003	4.158	6.237	9.24	13.86
	SM80	2.709	3.913	5.418	8.127	12.04	18.06
@0.75 Tkn	SM60	2.31	3.337	4.62	6.72	10.269	15.4
	SM 70	2.982	4.307	5.964	8.946	13.251	19.88
	SM80	3.969	5.733	7.938	11.907	17.64	26.48
@1.0Tkn	SM60	3.36	4.853	6.72	10.08	14.931	22.4
	SM70	4.158	6.006	8.316	12.474	18.48	27.72
	SM80	5.733	8.281	11.466	17.199	25.48	38.22
Radial Stiffness (N/mm) @ No Load	SM60	14500	16400	18270	20920	23820	27300
	SM 70	20916	23646	26350	30170	34340	39370
	SM80	28200	32100	35750	40945	46600	53400
Radial Stiffness (N/mm) @ 50% Tkmax	SM60	32820	37110	41350	47350	53890	61780
	SM70	34360	38850	43290	49560	56420	64680
	SM80	41100	46450	51760	59260	67460	77330
Axial Stiffness (N/mm) @ No Load	SM60	2638	2980	3324	3800	4332	4966
	SM 70	6840	7740	8620	9870	11230	12880
	SM80	10260	11600	12924	14800	16844	19310
Axial Stiffness (N/mm) @ Tkmax	SM60	5720	6460	7200	8240	9380	10760
	SM 70	6840	7740	8620	9870	11230	12880
	SM80	10260	11600	12920	14800	16840	19310
Max Axial Force (N) @ 50% Tkmax (1)	SM60	3728	4218	4709	5396	6131	7034
	SM70	4101	4640	5160	5915	6730	7720
	SM80	5572	6298	7014	8025	9143	10477

1) The Couplings will 'slip' axially when the maximum axial force is reached.

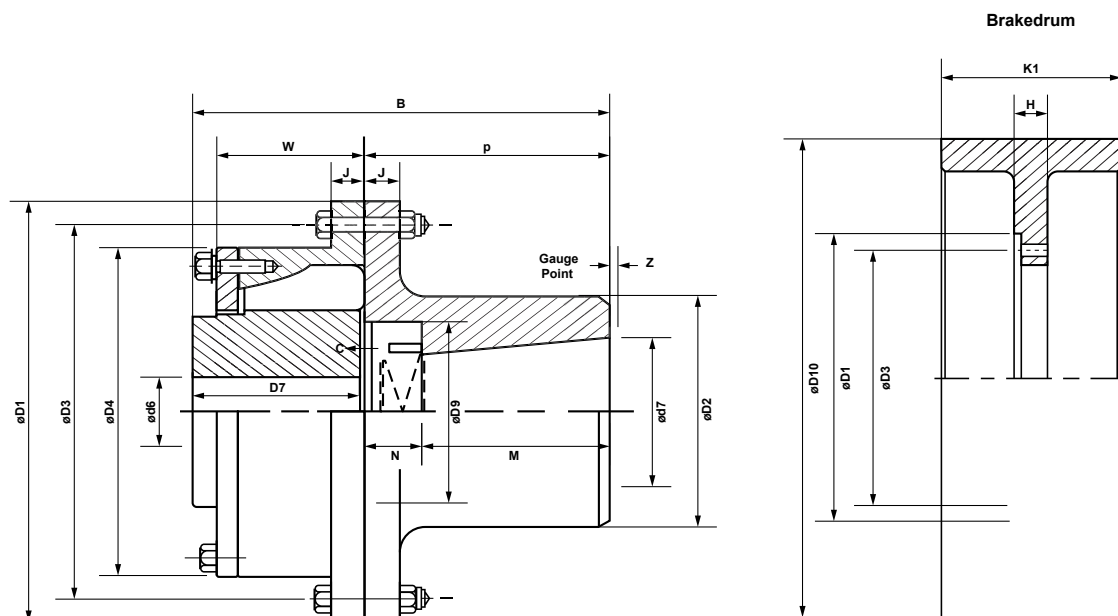
2) 1 0Hz only, allowable vibratory torque at higher or lower frequencies

$f_e = TKw \text{ cscs } \sqrt{\frac{1 \text{ 0Hz}}{f_e}}$

3) These values should be corrected for rubber temperature as shown in the design information section.

T kn = T kmax

PM Mill Motor - SDW (Ingot Motor)



Brake drums may be used in conjunction with the whole range of PM couplings and may be bolted on either the driving flange or flexible haH side of the coupling, the recess - 0A - locating on the outside diameter of the coupling.

Recommended brake drums for each size of coupling are shown in the table, but 0V is adjustable to suit

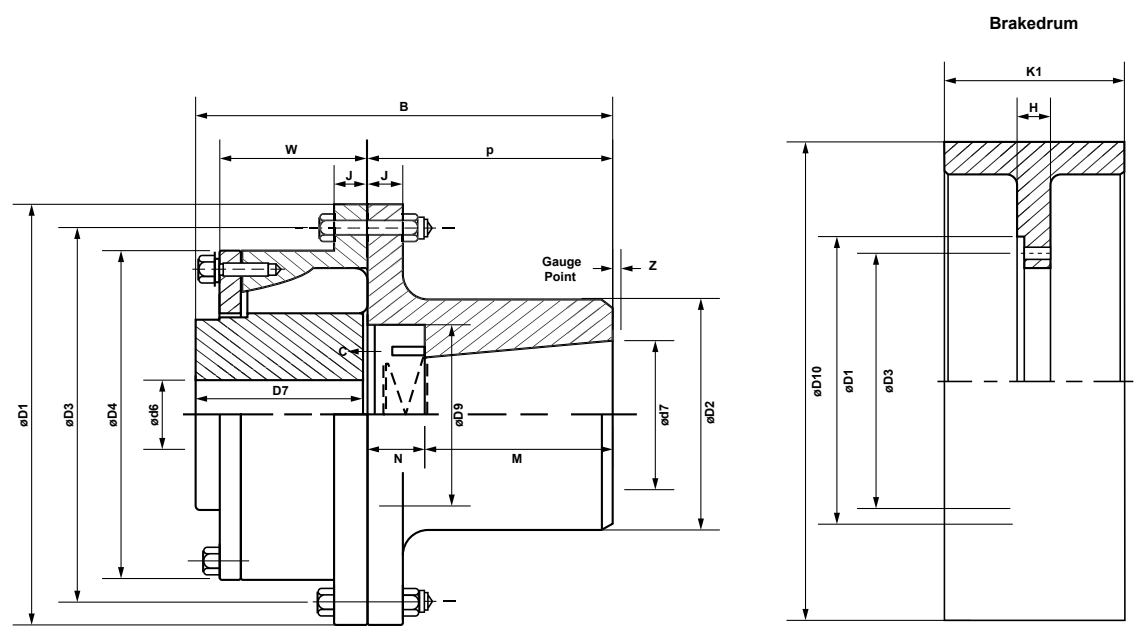
"Non-standard R applications.

Coupling Size		0.7		1.3	3	6		12		18	
Motor Frame Size		180M	180L	225L	250L	280M	280L	355L	400L	400LX	450L
hp		12.7	16.0	26.0	43.0	63.0	82.0	123.0	170.0	228.0	300.0
rpm		956	958	730	732	734	735	590	590	591	592
Dimensions	D1	187.3	1873	215.9	260.3	260.0	260.0	338.0	338.0	392.0	392.0
	B	168.0	168.0	178.0	215.0	231.0	231.0	284.5	324.5	341.0	341.0
	C	2.0	2.0	2.0	3.0	3.0	3.0	35	3.5	4.0	4.0
	D7	54	54	64	70	86	86	109	109	125	125
	D3	171.4	171.4	196.8	235.0	240.0	240.0	312.0	312.0	360.0	360.0
	D4	157	157	181	214.3	222	222	280	280	320	320
	H	15.3	20.3	18.7	18.9	23.5	23.5	23.5	25.5	26.0	26.0
	J	11.0	11.0	12.0	14.5	11.0	11.0	14.0	14.0	16.0	16.0
	D2	100	100	125	140	155	185	205	205	205	215
	KI	90	110	110	140	180	180	180	225	225	225
	d7	42	42	55	60	75	75	95	100	100	110
	D9	70	70	90	105	120	120	135	15S	155	170
	M	84	84	84	107	107	107	132	167	167	167
	N	28	28	28	35	35	35	40	45	45	45
	p	112	112	112	142	142	142	172	212	212	212
	D10 w	250	315	315	400	500	500	500	630	630	630
		36	46	46	60	81	81	102	102	118	118
	MIN.d6	27	27	38	49	50	50	72	72	80	80
	MAX.d6	51	51	64	73	85	85	109	109	125	125
	Z	3	3	3	3	3	3	3	5	5	5

(1) The motor ratings are taken for periodic Duty Classes S4 and S5, 150 starts per hour with a cyclic duration factor at 40%.

(2) For motors operating outside these ratings, consult Poona couplings

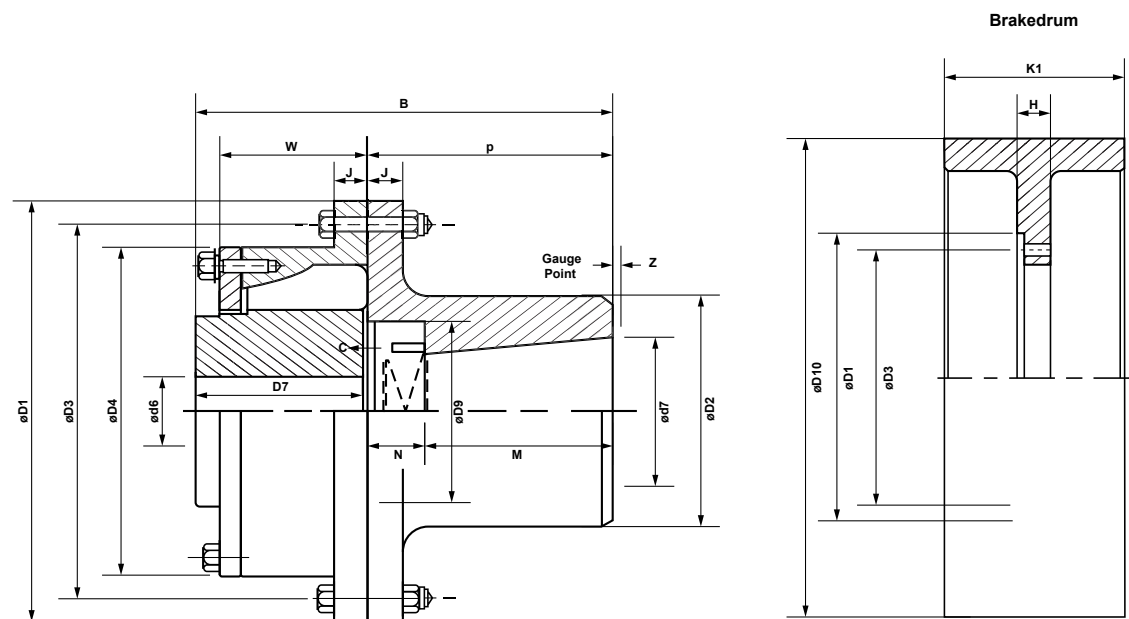
PM Mill Motor - Series 6



Coupling Size		0.4	0.7		1.3	3	6	12		18	27			40
Motor Frame Size		602	603	604	606	608	610	612	614	616	618	620	622	624
hp		7	10	15	25	35	50	75	100	150	200	275	375	500
rpm		800	725	650	575	525	500	475	460	450	410	390	360	340
Dimensions	D1	161.9	187.3	187.3	215.9	260.3	260	338	338	392	440	440	440	490
	B	153	172	172	196	219	237	281.5	281.5	318	336.5	336.5	392.5	466
	C	1	2	2	2	3	3	3.5	3.5	4	4.5	4.5	4.5	5
	D7	51	54	54	64	70	86	109	109	125	143	143	143	162
	D3	146	171.4	171.4	196.8	235	240	312	312	360	407	407	407	458
	D4	133	157	157	181	221	222	280	280	320	367	367	367	418
	H	13.5	15.3	15.3	18.7	18.9	18.5	18.5	18.5	21	21	21	21	21
	J	9.5	11	11	12	14.5	11	14	14	16	18.5	18.5	18.5	21
	D2	102	121	121	133	171	178	190	216	241	254	305	305	305
	KI	83	95	95	146	146	171	222	222	286	286	286	286	286
	d7	44.45	50.8	50.8	63.5	76.2	82.55	92.07	107.95	117.47	127	149.22	158.75	177.8
	D9	76.2	88.9	88.9	101.6	123.8	127	158.7	158.7	181	203.2	228.6	228.6	228.6
	M	70	83	83	95	111	111	124	124	137	149	168	178	232
	N	31	33	33	35	35	37	45	45	52	40	51	67	67
	p	101	116	116	130	146	148	169	169	189	189	219	245	299
	D10 w	203	254	254	330	330	406	483	483	584	584	584	584	584
		36	39	39	46	60	81	102	102	118	134	134	152.7	152.7
	MIN.d6	22	27	27	38	49	50	72	72	80	92	92	92	105
	MAX.d6	41	51	51	64	73	85	109	109	125	143	143	143	162
	Z	3	3	3	3	3	3	3	3	5	5	5	5	5

All measurements in mm unless otherwise stated.

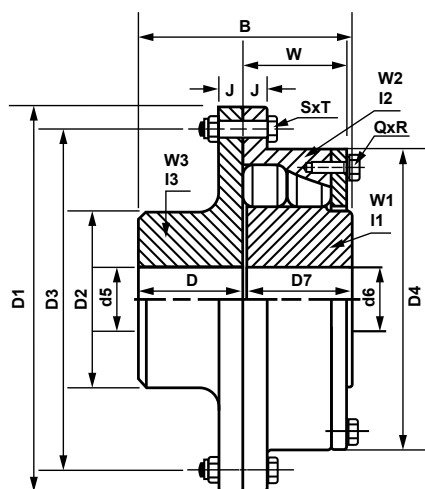
PM Mill Motor - Series 8



Coupling Size		0.4		0.7	1.3	3		6	12		18	27
Motor Frame Size		802	802	803	804	806	808	810	812	814	816	818
hp		7.5	10	15.0	20	30	50	70.0	100	150	200	250
rpm		800	800	725	650	575	525	500	475	460	450	410
Dimensions	D1	161.9	161.9	187.3	215.9	260.3	260.3	260.0	338	338	392	440
	B	153	153	172.0	182	203	219	237.0	281.5	281.5	318	336.5
	C	1	1	2.0	2	3	3	3.0	3.5	3.5	4	4.5
	D7	51	51	54	64	70	70	86	109	109	125	143
	D3	146	146	171.4	196.8	235	235	240.0	312	312	360	407
	D4	133	133	157	181	221	221	222	280	280	320	367
	H	13.5	15.3	15.3	18.7	18.9	18.5	18.5	18.5	18.5	21	21
	J	9.5	9.5	11.0	12	14.5	14.5	11.0	14	14	16	18.5
	D2	102	102	121	121	133	171	178	190	216	241	254
	KI	83	95	95	146	146	171	171	222	222	286	286
	d7	44.45	44.45	50.8	50.8	63.5	76.2	82.55	92.07	107.95	117.47	127
	D9	76.2	76.2	88.9	88.9	101.6	123.8	127.0	158.7	158.7	181	203.2
	M	70	70	83	83	95	111	111	124	124	137	149
	N	31	31	33	33	35	35	37	45	45	52	40
	p	101	101	116	116	130	146	148	169	169	189	189
	D10 w	203	254	254	330	330	406	406	483	483	584	584
		36	36	39	46	60	60	81	102	102	118	134
	MIN.d6	22	22	27	38	49	49	50	72	72	80	92
	MAX.d6	41	41	51	64	73	73	85	109	109	125	143
	Z	3	3	3	3	3	3	3	3	3	5	5

All measurements in mm unless otherwise stated.

RB Shaft to Shaft - Rigid Half / Flex Half



This coupling accommodates a wide range of shaft diameters and can be supplied with limited end float, allowing the optimum configuration to be selected for each application. Its design enables easy disconnection of the outer member and driving flange, simplifying maintenance, while also providing reliable axial location for armatures with axial float.

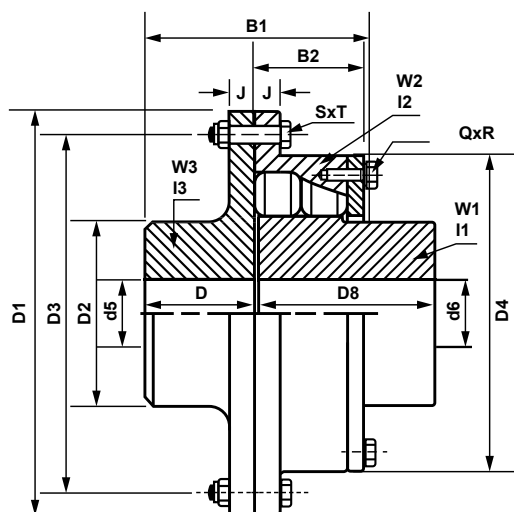
Coupling Size		150	0.12	0.20	0.24	0.37	0.73	1.15	2.15	3.86	5.5
Dimensions	D1	200.0	200.0	222.2	238.1	260.3	308.0	358.8	466.7	508.0	571.5
	B	85.0	104.8	111.2	123.8	136.5	174.6	193.7	233.4	260.4	285.8
	C	3.0	3.2	3.2	3.2	3.2	3.2	3.2	4.8	6.4	6.4
	D	41.0	50.8	54.0	60.3	66.7	85.7	95.2	114.3	127.0	139.7
	D7	41.0	50.8	54.0	60.3	66.7	85.7	95.2	114.3	127.0	139.7
	D2	70.0	79.4	95.2	101.6	120.6	152.4	184.1	222.2	279.4	330.2
	D3	177.80	177.80	200.00	212.70	235.00	279.40	323.80	438.15	469.90	542.92
	D4	155.0	156.5	178.0	186.5	210.0	251.0	295.0	362.0	435.0	501.5
	J	10.0	12.7	14.3	15.9	17.5	19.0	19.0	19.0	22.2	25.4
	Q	4	5	6	6	6	6	6	6	7	8
	R	M6	M8	M8	M8	M10	M10	M12	M12	M12	M12
	s	8	6	6	6	8	8	10	16	12	12
	T	M8	MB	MB	M10	M10	M12	M12	M12	M16	M16
	U (mounting hole size)	9.2	9.2	9.2	11.2	11.2	13.2	13.2	13.2	17.25	17.25
	Max. d5	40	50	60	65	80	95	115	140	170	210
	Max. d6	40	55	70	75	85	95	115	140	170	210
	Min. d5 & d6	20	30	35	40	40	55	55	70	80	90
Rubber	Per Coupling	1	1	1	1	1	1	1	1	1	1
Elements	Per Coupling	8	10	12	12	12	12	12	12	14	16
Maximum Speed (rpm) (1)		5250	5250	4725	4410	4035	3410	2925	2250	2070	1820
Weight (kg) (3)	W1	1.50	2.82	4.04	5.29	7.49	12.82	23.39	35.88	62.81	102.09
	W2	2.80	4.00	5.05	6.38	8.14	13.29	18.41	33.98	43.87	59.00
	W3	3.30	4.06	5.82	7.42	10.44	18.03	27.37	47.43	75.39	113.32
Inertia (kgm2) (3)	11	0.0010	0.0044	0.0084	0.0131	0.0233	0.0563	0.1399	0.3227	0.8489	1.9633
	12	0.0140	0.0232	0.0375	0.0546	0.0887	0.2000	0.3674	1.1035	1.9161	3.4391
	13	0.0130	0.0153	0.0270	0.0396	0.0644	0.1475	0.2862	0.7998	1.5120	2.9796
Allowable Misalignment (2)	Radial (mm)	0.75	0.75	0.75	0.75	0.75	1.00	1.5	1.5	1.5	1.5
	Axial (mm)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	2.0	3.0	3.0
	Conical (degree)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5

(1) For operation above 80% of the declared maximum coupling speed, it is recommended that the coupling is dynamically balance.

(2) Installations should be initially aligned as accurately as possible, in order to allow for deterioration in alignment over time. It is recommended that initial alignment should not exceed 25 % of the above noted data. The forces on the driving and driven machinery should be calculated to ensure that these do not exceed the manufacturers allowable.

(3) Weights and inertias are calculated with mean bore for couplings.

RB Shaft to Shaft with Increased Shaft Engagement



The long boss inner member is designed to provide full shaft engagement, reducing key stress and eliminating the need for spacer collars. It allows the use of small-diameter, long-length shafts and enables greater distances between the shaft end and flywheel, ensuring a secure and reliable connection.

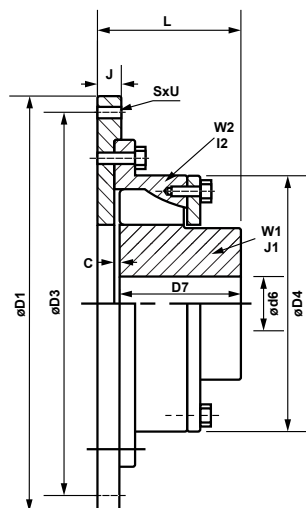
Coupling Size		0.12	0.20	0.24	0.37	0.73	1.15	2.15	3.86	5.5
Dimensions	D1	200.0	222.2	238.1	260.3	308.0	358.8	466.7	508.0	571.5
	B1	139.0	152.2	173.5	189.9	233.9	268.4	309.1	343.4	386.1
	B2	54.0	57.2	63.5	69.8	88.9	98.4	119.1	133.4	146.0
	C	3.2	3.2	3.2	3.2	3.2	3.2	4.8	6.4	6.4
	D	50.8	54.0	60.3	66.7	85.7	95.2	114.3	127.0	139.7
	D8	85	95	110	120	145	170	190	210	240
	D2	79.4	95.2	101.6	120.6	152.4	184.1	222.2	279.4	330.2
	D3	177.80	200.00	212.70	235.00	279.40	323.80	438.15	469.90	542.92
	D4	156.5	178.0	186.5	210.0	251.0	295.0	362.0	435.0	501.5
	J	12.7	14.3	15.9	17.5	19.0	19.0	19.0	22.2	25.4
	Q	5	6	6	6	6	6	6	7	8
	R	MS	MS	MS	M10	M10	M12	M12	M12	M12
	s	6	6	6	8	8	10	16	12	12
	T	MS	MS	M10	M10	M12	M12	M12	M16	M16
	U (mounting hole size)	9.2	9.2	11.2	11.2	13.2	13.2	13.2	17.25	17.25
	Max. d5	50	60	65	80	95	115	140	170	210
	Max. d6	55	70	75	85	95	115	140	170	210
	Min. d5 & d6	30	35	40	40	55	55	70	80	90
Rubber Elements	Per Cavity	1	1	1	1	1	1	1	1	1
	Per Coupling	10	12	12	12	12	12	12	14	16
Maximum Speed (rpm) (1)		5250	4725	4410	4035	3410	2925	2250	2070	1820
Weight (kg) (3)	W1	4.21	6.42	8.67	11.85	19.43	35.28	53.81	95.5	162.79
	W2	4.00	5.05	6.38	8.14	13.29	18.41	33.98	43.87	59.00
	W3	4.06	5.82	7.42	10.44	18.03	27.37	47.43	75.39	113.32
Inertia (kgm ²) (3)	11	0.0059	0.0121	0.0193	0.0326	0.0770	0.1896	0.4347	1.1833	2.8953
	12	0.0232	0.0375	0.0546	0.0887	0.2000	0.3674	1.1035	1.9161	3.4391
	13	0.0153	0.0270	0.0396	0.0644	0.1475	0.2862	0.7998	1.512	2.9796
Allowable Misalignment (2)	Radial (mm)	0.75	0.75	0.75	0.75	1.00	1.50	1.50	1.50	1.50
	Axial (mm)	1.5	1.5	1.5	1.5	1.5	1.5	2.0	3.0	3.0
	Conical (degree)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5

(1) For operation above 80% of the declared maximum coupling speed, it is recommended that the coupling is dynamically balance.

(2) Installations should be initially aligned as accurately as possible, in order to allow for deterioration in alignment over time. It is recommended that initial alignment should not exceed 25 % of the above noted data. The forces on the driving and driven machinery should be calculated to ensure that these do not exceed the manufacturers allowable.

(3) Weights and inertias are calculated with mean bore for couplings.

RB Standard SAE Flywheel to Shaft 150 - 1.15



This coupling is designed with a wide range of adaptor plates and a choice of rubber compounds in varying hardness, providing flexibility to suit most engine flywheels while enabling precise control of torsional vibration. Its short axial length ensures easy installation, making it ideal for compact bell housing applications.

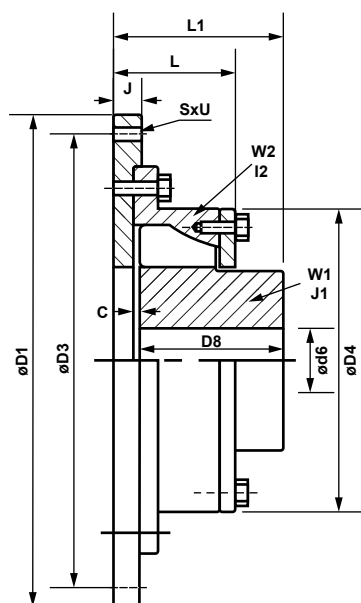
Coupling Size		150	0.12		0.20		0.24		0.37		0.73		2.15	
		SAE 7.5	SAE 10	SAE 11.5	SAE 10	SAE 11.5	SAE 10	SAE 11.5	SAE 11.5	SAE 14	SAE 11.5	SAE 14	SAE 14	SAE 18
Dimensions	D1	241.3	314.3	352.4	314.3	352.4	314.3	352.4	352.4	466.7	352.4	466.7	466.7	571.5
	C	3.0	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2
	D7	41.0	50.8	50.8	54.0	54.0	60.3	60.3	66.7	66.7	85.7	85.7	95.2	95.2
	D3	222.25	295.27	333.38	295.27	333.38	295.27	333.38	333.38	438.15	333.38	438.15	438.15	542.92
	D4	155.0	156.5	156.5	178.0	178.0	186.5	186.5	210.0	210.0	251.0	251.0	295.0	295.0
	J	16	16	16	16	16	20	20	20	20	20	20	20	28
	L	56.0	66.0	66.0	69.2	69.2	79.5	79.5	85.8	85.8	104.9	104.9	114.4	122.4
		4	5	5	6	6	6	6	6	6	6	6	6	6
	R	M6	M8	M8	M8	M8	M8	M8	M10	M10	M10	M10	M12	M12
	s	6	8	8	8	8	8	8	8	8	8	8	8	6
	U (mounting hole size)	9.2	10.5	10.5	10.5	10.5	10.5	10.5	10.5	13.5	10.5	13.5	13.5	17.0
	Min. d6	20	30	30	35	35	75	75	85	85	95	95	115	115
	Max. d6	40	55	55	70	70	40	40	40	40	55	55	55	55
	Per Cavity	1	1	1	1	1	1	1	1	1	1	1	1	1
	Per Coupling	8	10	10	12	12	12	12	12	12	12	12	12	12
Maximum Speed (rpm) (1)		4773	4773	4339	4295	3905	3710	3305	3305	2500	3310	2500	2500	2040
Weight (kg) (3)	W1	1.50	2.90	2.90	4.00	4.00	5.29	5.29	7.49	7.49	12.82	12.82	23.39	23.39
	W2	7.80	12.4	14.8	13.8	16.2	15.71	17.10	19.96	28.76	24.01	35.31	39.03	61.00
Inertia (kgm2) (3)	11	0.001	0.004	0.004	0.008	0.008	0.0131	0.0131	0.0233	0.0233	0.0563	0.0563	0.1399	0.1399
	12	0.054	0.132	0.202	0.146	0.216	0.1922	0.2546	0.3087	0.7487	0.4000	0.8900	1.0274	2.3974
Allowable Misalignment (2)	Radial(mm)	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	1	1.0	1.5	1.5
	Axial (mm)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
	Conical (degree)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5

(1) For operation above 80% of the declared maximum coupling speed, it is recommended that the coupling is dynamically balance.

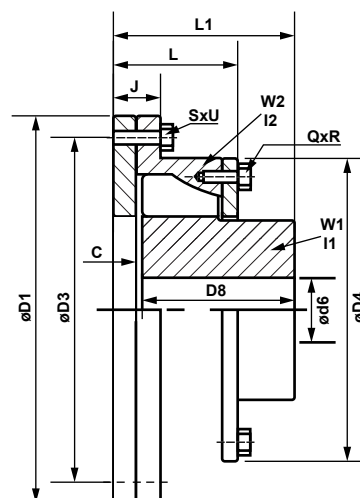
(2) Installations should be initially aligned as accurately as possible, in order to allow for deterioration in alignment over time. It is recommended that initial alignment should not exceed 25 % of the above noted data. The forces on the driving and driven machinery should be calculated to ensure that these do not exceed the manufacturers allowable.

(3) Weights and inertias are calculated based on the minimum bore size.

RB Standard SAE Flywheel to Shaft 2.15 - 5.5



Keep Plate 2.15 SAE 14 & 5.5 SAE 18



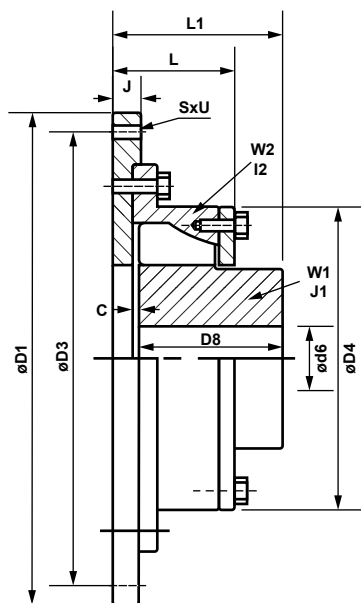
Coupling Size		2.15			3.86			5.5		
		SAW 14	SAE 18	SAE 21	SAE 18	SAE 21	SAE 24	SAE 18	SAE 21	SAE24
Dimensions	D1	466.7	571.5	673.1	571.5	673.1	733.4	571.5	673.1	733.4
	C	4.8	4.8	4.8	6.4	6.4	6.4	6.4	6.4	6.4
	D7	114.3	114.3	114.3	127.0	127.0	127.0	139.7	139.7	139.7
	D3	438.15	542.92	641.35	542.92	641.35	692.15	542.92	641.35	692.15
	D4	362.0	362.0	362.0	435.0	435.0	435.0	501.5	501.5	501.5
	J	35.0	28.0	28.0	28.0	31.0	31.0	41.4	28.0	31.0
	L	135.05	143.00	143.00	157.35	160.35	160.35	162.05	170.00	173.05
	Q	6	6	6	7	7	7	8	8	8
	R	M12	M12	M12	M12	M12	M12	M12	M12	M12
	s	8	6	12	6	12	12	6	12	12
	U (mounting hole size)	13.2	17.0	17.0	17.0	17.0	22.0	17.0	17.0	22.0
	Min. d6	140	140	140	170	170	170	210	210	210
	Max. d6	70	70	70	80	80	80	90	90	90
Rubber Elements	Per Cavity	1	1	1	1	1	1	1	1	1
	Per Coupling	12	12	12	14	14	14	16	16	16
Maximum Speed (rpm) (1)		2500	2040	1800	2040	1800	1590	2040	1800	1590
Weight (kg) (3)	W1	35.88	35.88	35.88	62.81	62.81	62.81	102.09	102.09	102.09
	W2	50.42	79.17	92.19	86.46	110.35	120.33	79.14	117.21	135.46
Inertia (kgm ²) (3)	11	0.3227	0.3227	0.3227	0.8489	0.8489	0.8489	1.9633	1.9633	1.9633
	12	1.6535	3.2935	4.9935	3.9461	6.4661	8.1461	4.5684	7.3291	9.6691
Allowable Misalignment (2)	Radial(mm)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
	Axial (mm)	2	2	2	3	3	3	3	3	3
	Conical (degree)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5

(1) For operation above 80% of the declared maximum coupling speed, it is recommended that the coupling is dynamically balance.

(2) Installations should be initially aligned as accurately as possible, in order to allow for deterioration in alignment over time. It is recommended that initial alignment should not exceed 25 % of the above noted data. The forces on the driving and driven machinery should be calculated to ensure that these do not exceed the manufacturers allowable.

(3) Weights and inertias are calculated based on the minimum bore size.

RB Standard SAE Flywheel to Shaft 0.24 - 1.15



The long boss inner member is designed to provide full shaft engagement, reducing key stress and eliminating the need for spacer collars. It allows the use of small-diameter, long-length shafts and enables greater distances between the shaft end and flywheel, ensuring a secure and reliable connection.

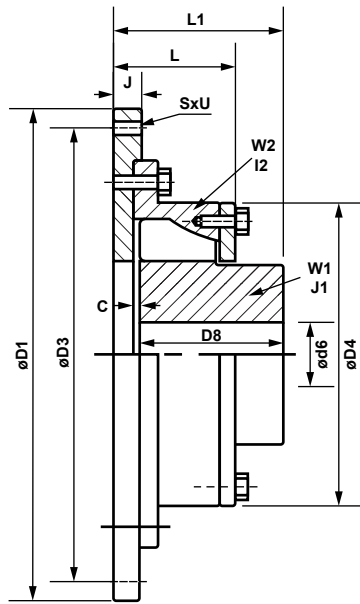
Coupling Size		0.24		0.37		0.73		1.15	
		SAE 10	SAE 11.5	SAE 11.5	SAE 14	SAE 11.5	SAE 14	SAE 14	SAE 18
Dimensions	DI	314.3	352.4	352.4	466.7	352.4	466.7	466.7	571.5
	C	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2
	DB	110	110	120	120	145	145	170	170
	D3	295.27	333.38	333.38	438.15	333.38	438.15	438.15	542.92
	D4	186.5	186.5	210.0	210.0	251.0	251.0	295.0	295.0
	J	20	20	20	20	20	20	20	28
	L	79.5	79.5	85.8	85.8	104.9	104.9	114.4	122.4
	L1	129.2	129.2	139.1	139.1	164.2	164.2	189.2	197.2
	Q	6	6	6	6	6	6	6	6
	R	MB	MB	MI0	MI0	MI0	MI0	M12	M12
	s	8	8	8	8	8	8	8	6
	U (mounting hole size)	10.5	10.5	10.5	13.5	10.5	13.5	13.5	17.0
	Max. d6	75	75	85	85	95	95	115	115
	Min. d6	40	40	40	40	55	55	55	55
Rubber Elements	Per Cavity	1	1	1	1	1	1	1	1
	Per Coupling	12	12	12	12	12	12	12	12
Maximum Speed (rpm) (1)		3710	3305	3305	2500	3305	2500	2500	2040
Weight (kg) (3)	W1	8.67	8.67	11.85	11.85	19.43	19.43	35.28	35.28
	W2	15.71	17.10	19.96	28.76	24.01	35.31	39.03	61.00
Inertia (kgm2) (3)	11	0.0193	0.0193	0.0326	0.0326	0.0770	0.0770	0.1896	0.1896
	12	0.1922	0.2546	0.3087	0.7487	0.4000	0.8900	1.0274	2.3974
Allowable Misalignment (2)	Radial(mm)	0.75	0.75	0.75	0.75	1	1	1.5	1.5
	Axial (mm)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
	Conical (degree)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5

(1) For operation above 80% of the declared maximum coupling speed, it is recommended that the coupling is dynamically balance.

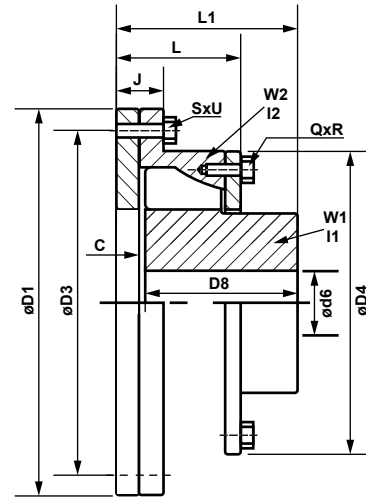
(2) Installations should be initially aligned as accurately as possible, in order to allow for deterioration in alignment over time. It is recommended that initial alignment should not exceed 25 % of the above noted data. The forces on the driving and driven machinery should be calculated to ensure that these do not exceed the manufacturers allowable.

(3) Weights and inertias are calculated based on the minimum bore size.

RB Stndrd SAE Flywheel to Shft w/ Incr. Shft Eng. 2.15 - 5.5



Keep Plate 2.15 SAE 14 & 5.5 SAE 18



Coupling Size		2.15			3.86			5.5		
		SAW 14	SAE 18	SAE 21	SAE 18	SAE 21	SAE 24	SAE 18	SAE 21	SAE24
Dimensions	D1	466.7	571.5	673.1	571.5	673.1	733.4	571.5	673.1	733.4
	C	4.8	4.8	4.8	6.4	6.4	6.4	6.4	6.4	6.4
	D8	190	190	190	210	210	210	240	240	240
	D3	438.15	542.92	641.35	542.92	641.35	692.15	542.92	641.35	692.15
	D4	362.0	362.0	362.0	435.0	435.0	435.0	501.5	501.5	501.5
	J	35.0	28.0	28.0	28.0	31.0	31.0	41.4	28.0	31.0
	L	135.00	143.00	143.00	157.35	160.35	160.35	162.05	170.00	173.00
	L 1	210.7	219.7	219.7	240.4	243.4	243.4	262.4	271.3	273.3
	Q	6	6	6	7	7	7	8	8	8
	R	M12	M12	M12	M12	M12	M12	M12	M12	M12
	s	8	6	12	6	12	12	6	12	12
	U (mounting hole size)	13.2	17.0	17.0	17.0	17.0	22.0	17.0	17.0	22.0
	Max. d6	140	140	140	170	170	170	210	210	210
	Min. d6	70	70	70	80	80	80	90	90	90
Rubber Elements	Per Cavity	1	1	1	1	1	1	1	1	1
	Per Coupling	12	12	12	14	14	14	16	16	16
Maximum Speed (rpm) (1)		2500	2040	1800	2040	1800	1590	2040	1800	1590
Weight (kg) (3)	W1	53.81	53.81	53.81	95.50	95.50	95.50	162.79	162.79	162.79
	W2	50.42	79.17	92.19	86.46	110.35	120.33	79.14	117.21	135.46
Inertia (kgm2) (3)	11	0.4347	0.4347	0.4347	1.1833	1.1833	1.1833	2.8953	2.8953	2.8953
	12	1.6535	3.2935	4.9935	3.9461	6.4661	8.1461	4.5684	7.3291	9.6691
Allowable Misalignment (2)	Radial(mm)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
	Axial (mm)	2	2	2	3	3	3	3	3	3
	Conical (degree)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5

(1) For operation above 80% of the declared maximum coupling speed, it is recommended that the coupling is dynamically balance.

(2) Installations should be initially aligned as accurately as possible, in order to allow for deterioration in alignment over time. It is recommended that initial alignment should not exceed 25 % of the above noted data. The forces on the driving and driven machinery should be calculated to ensure that these do not exceed the manufacturers allowable.

(3) Weights and inertias are calculated based on the minimum bore size.

RB Technical Data

Coupling Size		150	0.12	0.20	0.24	0.37	0.73	1.15	2.15	3.86	55
Nominal Torque T _{kn} (kNm)		0.15	0.314	0.483	0.57	0.879	1.73	2.731	5.115	9.159	13.05
Maximum Torque T _{kmax} (kNm)		0.45	0.925	1.425	1.72	2.635	5.35	8.100	15.303	27.4	41
Vibratory Torque T _{kw} (kNm) (2)		0.061	0.122	0.188	0.222	0.342	0.672	1.062	1.989	3.561	5.075
Allowable Dissipated Heat at Amb. Temp. 30° C P _{kw} (W)"	SM60	45	90	112	125	140	185	204	246	336	426
	SM70	49	98	123	138	155	204	224	270	369	465
	SM80	50	100	138	154	173	228	250	302	410	520
Dynamic Torsional Stiffness C _{Tdyn} (MNm/rad) (3)											
@0.25T _{kn}	SM60	0.0055	0.007	0.009	0.01	0.016	0.032	0.049	0.093	0.142	0.186
	SM70	0.007	0.011	0.014	0.017	0.026	0.052	0.079	0.15	0.23	0.3
	SM80	0.0103	0.016	0.021	0.025	0.039	0.079	0.119	0.225	0.346	0.453
@0.50T _{kn}	SM60	0.011	0.016	0.021	0.025	0.038	0.078	0.118	0.223	0.343	0.449
	SM 70	0.014	0.022	0.028	0.034	0.052	0.105	0.159	0.3	0.46	0.602
	SM80	0.0205	0.026	0.033	0.04	0.062	0.125	0.189	0.358	0.549	0.719
@0.75 T _{kn}	SM60	0.0165	0.035	0.045	0.054	0.082	0.167	0.253	0.479	0.735	0.962
	SM 70	0.021	0.043	0.055	0.066	0.101	0.205	0.310	0.586	0.9	1.178
	SM80	0.0308	0.049	0.063	0.076	0.117	0.238	0.360	0.68	1.043	1.366
@1.0T _{kn}	SM60	0.022	0.057	0.073	0.088	0.134	0.273	0.413	0.78	1.197	1.567
	SM70	0.028	0.066	0.085	0.103	0.157	0.319	0.483	0.912	1.4	1.833
	SM80	0.041	0.078	0.1	0.121	0.185	0.377	0.570	0.077	1.653	2.164
Radial Stiffness (N/mm) @ No Load	SM60	510	1020	1260	1435	1594	2116	2310	2870	3740	4728
	SM 70	628	1255	1550	1765	1962	2586	2845	3530	4600	5810
	SM80	864	1728	2135	2430	2700	3654	3915	4860	6330	8008
Radial Stiffness (N/mm) @ 50% T _{kmax}	SM60	1023	2046	2536	2880	3207	4250	4650	5780	7520	9510
	SM70	1067	2134	2638	3000	3435	4396	4835	6000	7820	9890
	SM80	1155	2310	2855	3250	3610	4885	5235	6500	8465	10700
Axial Stiffness (N/mm) @ No Load	SM60	515	1030	1250	1400	1600	2095	2310	2850	3700	4700
	SM 70	550	1100	1350	1510	1710	2200	2500	3100	4100	5200
	SM80	1470	2940	3690	4060	4620	6060	6700	8220	10760	13580
Max Axial Force (N) @ 50% T _{kmax} (1)	SM60	540	1080	1350	1500	1700	2200	2460	3000	3900	5000
	SM 70	575	1150	1440	1600	1800	2360	2600	3200	4100	5300
	SM80	650	1300	1600	1760	2000	2600	2900	3500	4600	5800

NB.SM70 is supplied as standard rubber grade with options of rubber grades SM60 or SM80 if these are considered a better solution to a dynamic application problem. It should be noted that for operation above 80% of the declared maximum coupling speed the coupling should be dynamically balanced.

(1) The Coupling will "slip" axially when the maximum axial force is reached

