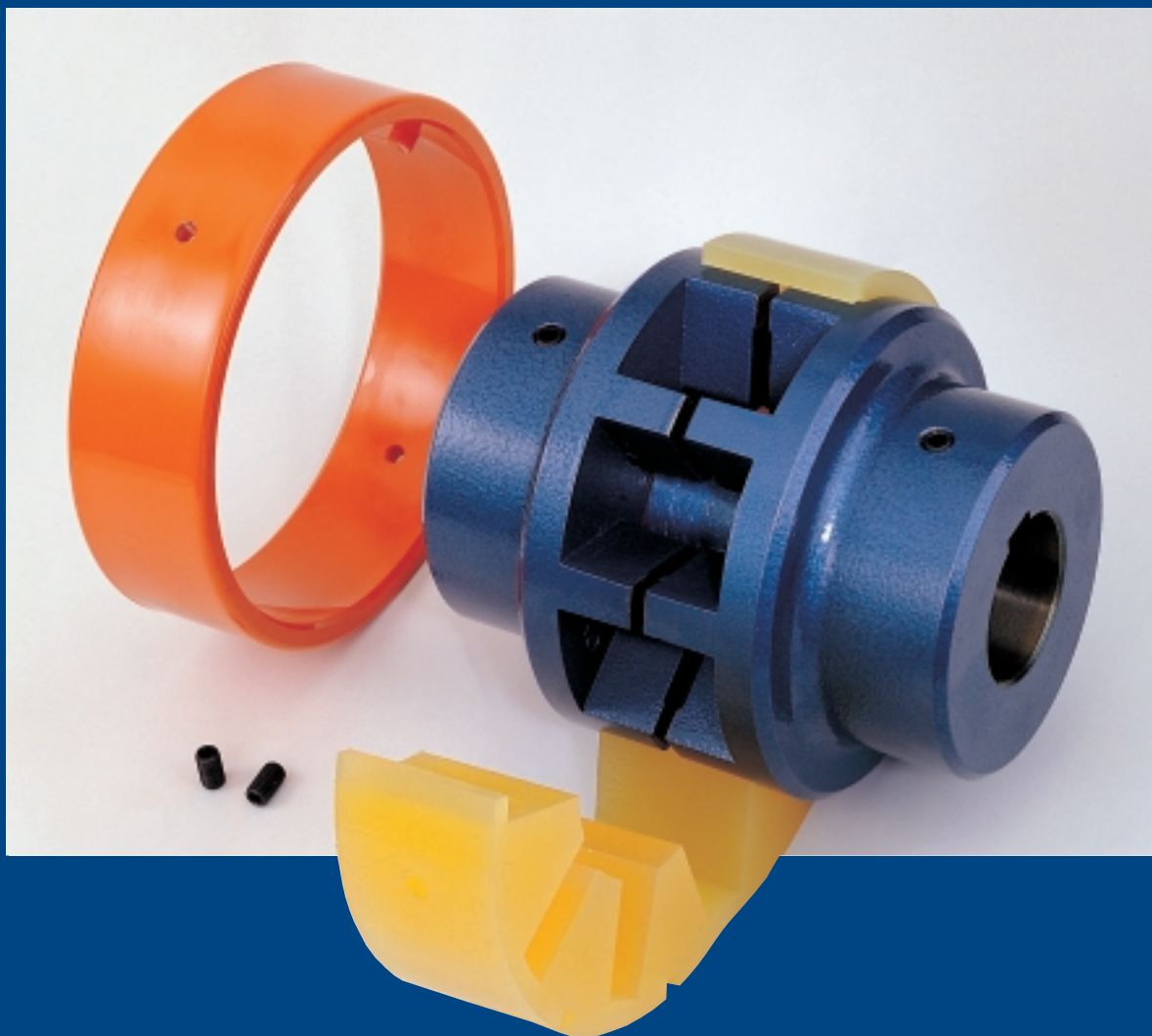
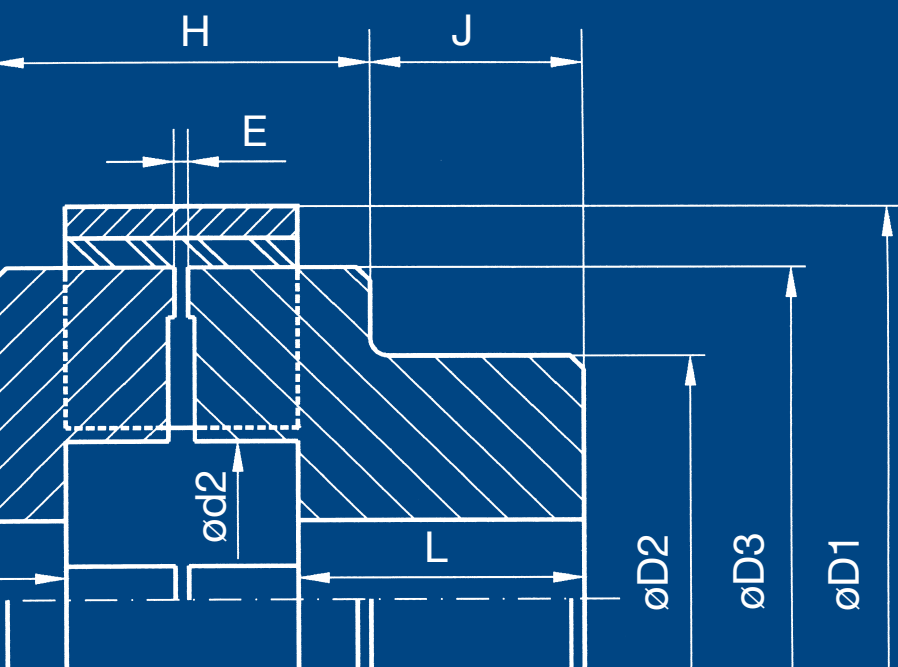




**samiflex<sup>®</sup>**

**ELASTIC  
COUPLING**

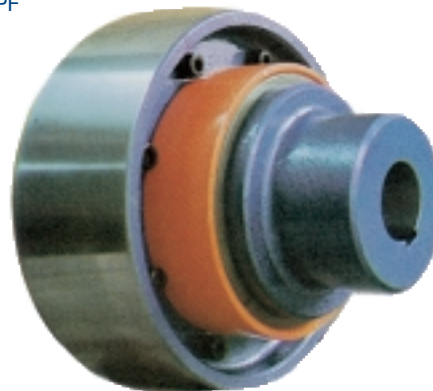


STANDARD COUPLING  
TYPE A and C



PAG. 3

BRAKEWHEEL COUPLING  
TYPE PF



PAG. 8

STANDARD COUPLING FOR TAPER BUSH  
TYPE TB



PAG. 10

FLYWHEEL COUPLING  
TYPE EB



PAG. 9

SPACER COUPLING  
TYPE A and C



PAG. 7

DISC COUPLING  
TYPE DF



PAG. 8

SPACER COUPLING  
TYPE DL



PAG. 6



# SAMIFLEX ELASTIC COUPLING

The new **SAMIFLEX elastic coupling** is the result of the experience and development of the last twenty seven years of involvement in all industrial sectors.

The new **SAMIFLEX** couplings are characterized by:

1. The option of attaching the ring to the elastic insert to prevent it moving axially.
2. The option of working vertically, using the standard retaining ring and the new design of elastic insert.
3. Expansion of the range of polyurethane elastic inserts, colour coded according to characteristic and performance.  
We would highlight the high performance elastic insert, with which we have increased the torque rating by 40%.
4. Limited end float coupling for all sleeve bearing motor applications. One of the major advantages of this coupling is that the standard hub can be easily modified for this requirement.
5. Increase of the performance, with the incorporation of the new models A45, A55 and A11.
6. Expansion of the range of materials used in the standard design, incorporating high resistance aluminium alloy, stainless steel, high performance polyurethane, shock-resistant polyamide and carbon fibre composites.

## DESCRIPTION

There are only four parts to SAMIFLEX couplings.

The two identical hubs (1) and (2) are made from high-strength cast iron, ductile iron, cast steel or aluminium alloy, each with eight teeth, (except for the A0 and A00, which have six and four respectively).

The elastic insert (3), which is made from a special polyurethane elastomer, fits between the hubs.

The outer retaining ring (4) is made of steel or polyamide, with interior pins for adjusting this ring on the elastic insert. The ring also has two threaded holes, symmetrical to each other, through which two set screws can be fitted. The set screws are aligned to a mating holes in the elastic insert and once secured ensures that the ring can not move during operation (see. fig. 3).

## ASSEMBLY AND DISASSEMBLY

After machining the bores, the hubs (1) and (2) are fitted onto the shafts.

Note, the retaining ring should be located over the shaft prior to setting the DBSE (Distance Between Shaft Ends) and aligning.

The teeth of the hubs are positioned facing each other, to the correct gap (E). The elastic insert (3) can then be installed in the slots formed by the parallel teeth.

When the insert is in position, slide the ring (4) onto the polyurethane insert, tapping gently into place with soft-headed hammer, until the ring's inner pin falls into place in center hole of insert. Centrifugal force will expand the elastic insert to fix it tightly to the inside of the ring.

If the alignment cannot be kept within the admissible tolerance, the ring can be secured using locking set screws (fig. 3).

To disassemble, remove the ring. The insert can then be quickly and easily removed and replaced. No special tools, screws, bolts or other fasteners are needed.

**SAMIFLEX MEANS SAVING IN MANPOWER AND DOWNTIME, EASY OF INSTALLATION, ECONOMY AND LONG, TROUBLE-FREE SERVICE.**

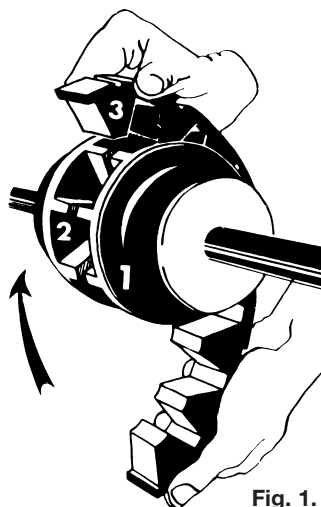


Fig. 1.

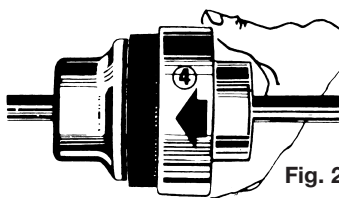


Fig. 2.

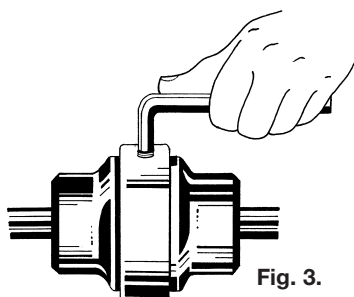


Fig. 3.

## FEATURES AND BENEFITS

- Assembly and disassembly of the elastic insert without having to displace the motor or the unit being driven. This advantage permits the inspection of the insert at any time without a lengthy shut-down. Simply displace (move to one side) the ring, remove the insert, inspect and if necessary replace with a new one. All this takes a few minutes.

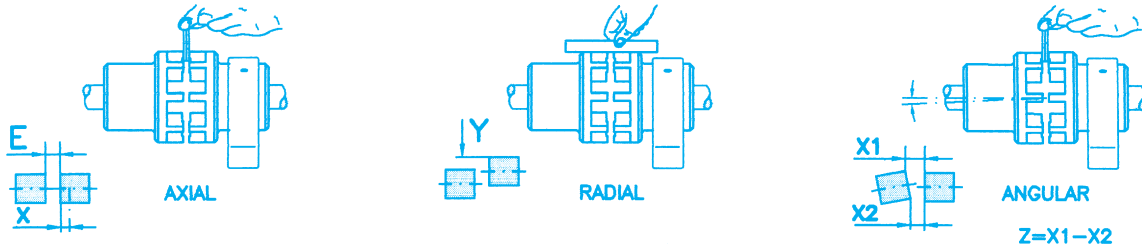
- The two hubs work independently as the coupling transmits torque. This concept allows free-wheeling of the motor or driving unit in the system by simply moving the ring and removing the insert. This is specially helpful when the driving unit is a combustion engine and it becomes necessary to repair or test the engine without any load.

- As the hubs are independent of each other, if the insert ruptures or breaks, there is no metal to metal contact creating any spark thus enhancing the explosion proof properties of the coupling.

- The polyurethane insert is a key part of the coupling and is made of a very special elastomer compound. Its estimated average lifetime is 25,000 hours work under normal conditions.

- The coupling is easily aligned without expensive tools or measuring devices (see our installation instructions).

## MISALIGNMENT ADMISSABLE



**Assembly dimensions (E) and tolerances in mm**

| Type              | A00  | A0   | A1   | A2   | A3   | A4   | A45  | A5   | A55  | A6   | A7   | A8   | A9   | A10  | A11  |
|-------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| <b>E Assembly</b> | 1,5  | 1,5  | 1,5  | 2,5  | 2,5  | 3,5  | 3,5  | 3,5  | 3,5  | 3,5  | 4    | 5    | 5    | 6    | 6    |
| <b>Axial X</b>    | +0,3 | +0,3 | +0,5 | +0,5 | +0,7 | +0,8 | +1,0 | +1,0 | +1,0 | +1,0 | +1,0 | +1,5 | +1,5 | +2   | +2   |
| <b>Radial Y</b>   | 0,1  | 0,1  | 0,1  | 0,1  | 0,15 | 0,20 | 0,20 | 0,20 | 0,20 | 0,20 | 0,30 | 0,30 | 0,30 | 0,40 | 0,40 |
| <b>Angular Z</b>  | 0,10 | 0,10 | 0,20 | 0,20 | 0,30 | 0,40 | 0,40 | 0,50 | 0,50 | 0,60 | 0,90 | 1,10 | 1,30 | 1,70 | 1,70 |

## COUPLING SELECTION

### FACTOR F1

| DRIVEN MACHINE / EXAMPLES                                                                                                                                                                                               | ELECTRIC MOTOR | DIESEL AND PETROL ENGINES |                 |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|---------------------------|-----------------|
|                                                                                                                                                                                                                         |                | 4 - 6 CYLINDERS           | 1 - 3 CYLINDERS |
| <b>Uniform operation, with small masses to be accelerated.</b><br>Hydraulic and centrifugal pumps, light generators transmissions ventilators, transfer equipment.                                                      | 1,0-1,2        | 1,5                       | 2,0             |
| <b>Uniform operation, with medium masses to be accelerated.</b><br>Sheet metal bending machines, wood working machines, mills, textiles machines, mixers.                                                               | 1,5            | 1,8                       | 2,5             |
| <b>With medium masses to be accelerated and irregular operation.</b><br>Rotating ovens, printing and colour machines, generators, shredders, winders, pumps for viscous fluids.                                         | 1,8            | 2,0                       | 2,8             |
| <b>With medium masses to be accelerated, irregular operation and shocks.</b><br>Concrete mixers, drop hammers, cable cars, paper mills, compression pumps, propeller pumps, rope winders, centrifuges.                  | 2,0            | 2,5                       | 3,0             |
| <b>Large masses to be accelerated, irregular operation and heavy shocks.</b><br>Excavators, hammer mills, piston pumps, presses, rotary boring machines, shears, forge presses, stamping presses.                       | 2,2            | 2,8                       | 3,5             |
| <b>Very large masses to be accelerated, irregular operation and very heavy shocks.</b><br>Piston type compressors and pumps without speed variations, heavy roll sets, welding machines, brick presses, stone crushers. | 2,5            | 3,0                       | 3,8             |

### FACTOR F2

| OPERATION PERIOD HOURS / DAY |   |      |     |
|------------------------------|---|------|-----|
| MORE THAN UP TO              | 2 | 12   | 24  |
| FACTOR F2                    | 1 | 1,15 | 1,3 |

### FACTOR F3

| STARTS PER HOURS    |    |      |      |     |     |
|---------------------|----|------|------|-----|-----|
| MORE THAN UP TO     | 10 | 40   | 120  | 200 | 200 |
| SWITCHINGS PER HOUR | 1  | 1,25 | 1,75 | 2,5 | 3   |

## METHOD

Data needed to correctly select coupling size.

- Kw of driver.
- R.p.m. of driver
- Service coefficient F, (see below).
- Shaft size of driver and driven equipment.

(1) Calculate the nominal torque (Pn) in Nm.

$$P_n = \frac{7.160 \times \text{H.P.}}{\text{r.p.m.}} \quad P_n = \frac{9.550 \times K_w}{\text{r.p.m.}}$$

(2) Use figures obtained from tables F1, F2 and F3 to determine the service coefficient F.

$$F = F_1 \times F_2 \times F_3$$

Calculate the maximum torque (Pc)  $P_c = P_n \times F$

(3) In the TECHNICAL DETAIL SAMIFLEX COUPLING table, obtained nominal torque and maximum torque for each size coupling.

Select size the coupling whose nominal torque is higher than Pn, or whose maximum torque is higher than Pc.

## EXAMPLE

Electric motor – 55 Kw

R.P.M. – 1.500

Shaft motor – 65 mm.

Shaft pump – 48 mm.

Driven equipment – Centrifugal pump.

Working 24 hours per day.

$$P_n = \frac{9.550 \times 55}{1.500} = 350 \text{ Nm}$$

F1 = 1,2

F2 = 1,3

F3 = 1

$$F = F_1 \times F_2 \times F_3 = 1,2 \times 1,3 \times 1 = 1,56$$

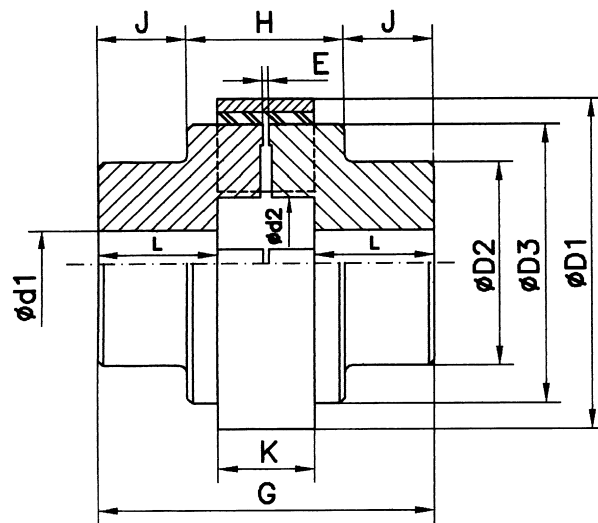
$$P_c = P_n \times F = 350 \times 1,56 = 546 \text{ Nm}$$

Select size A4

Nominal torque = 400 Nm

Maximum torque = 1.000 Nm

Max. bore = 65 mm.



### TECHNICAL DETAIL AND DIMENSIONS (mm.)

| COUPLING TYPE                                                           | A00   | A0    | A1    | A2    | A3    | A3B   | A4    | A4B   | A45   | A5    | A55   | A6    | A7    | A8     | A9     | A10    | A11    |
|-------------------------------------------------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|--------|--------|--------|
| NOMINAL KW<br>PER 1.000 RPM                                             | 0,70  | 2     | 5,5   | 10,5  | 21    | 21    | 42    | 42    | 74    | 105   | 157   | 210   | 420   | 785    | 1.310  | 2.620  | 3.670  |
| NOM. TORQUE<br>(TKn) Nm                                                 | 6,5   | 20    | 50    | 100   | 200   | 200   | 400   | 400   | 700   | 1.000 | 1.500 | 2.000 | 4.000 | 7.500  | 12.500 | 25.000 | 35.000 |
| MAX. TORQUE<br>(Tkmax.) Nm                                              | 20    | 50    | 90    | 250   | 500   | 500   | 1.000 | 1.000 | 1.750 | 2.500 | 3.000 | 4.000 | 8.000 | 15.000 | 25.000 | 40.000 | 56.000 |
| MAX. SPEED<br>R.P.M.                                                    | 9.000 | 9.000 | 8.000 | 6.500 | 4.800 | 4.800 | 3.500 | 3.500 | 3.100 | 2.900 | 2.600 | 2.500 | 2.200 | 1.850  | 1.600  | 1.250  | 1.250  |
| TORSIONAL<br>STIFFNESS<br>(CTdyn) 10 <sup>3</sup> Nm. rad <sup>-1</sup> | 0,21  | 0,32  | 0,95  | 2,1   | 4,2   | 4,2   | 9,5   | 9,5   | 11,2  | 16    | 42    | 65    | 112   | 200    | 214    | 460    | 580    |
| RELATIVELY<br>DAMPING (Ψ)                                               | 0,65  | 0,65  | 0,65  | 0,65  | 0,65  | 0,65  | 0,65  | 0,65  | 0,65  | 0,65  | 0,65  | 0,65  | 0,65  | 0,65   | 0,65   | 0,65   | 0,65   |
| MOMENT OF<br>INERTIA J(Kg-m <sup>2</sup> )                              | -     | -     | 0,001 | 0,005 | 0,012 | 0,02  | 0,05  | 0,075 | 0,102 | 0,155 | 0,275 | 0,437 | 0,825 | 2,325  | 4,95   | 12     | 16     |
| Weight<br>Kg                                                            | 0,2   | 1,0   | 1,8   | 3,8   | 6,2   | 8,5   | 12,5  | 16    | 19    | 26    | 36    | 47    | 74,5  | 137    | 218    | 350    | 410    |

| COUPLING TYPE | A00 | A0  | A1  | A2  | A3  | A3B | A4  | A4B | A45 | A5  | A55 | A6  | A7  | A8  | A9  | A10 | A11 |
|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| MAX. BORE d1  | 16  | 23  | 38  | 42  | 50  | 55  | 65  | 70  | 75  | 85  | 95  | 110 | 130 | 150 | 180 | 210 | 210 |
| PRE BORE      | 4   | 8   | 14  | 17  | 19  | 19  | 24  | 24  | 25  | 29  | 30  | 39  | 48  | 63  | 73  | 96  | 96  |
| G             | 51  | 73  | 91  | 127 | 156 | 156 | 180 | 180 | 198 | 216 | 246 | 260 | 310 | 382 | 420 | 482 | 512 |
| L             | 19  | 28  | 34  | 47  | 56  | 56  | 63  | 63  | 70  | 77  | 90  | 95  | 116 | 147 | 162 | 188 | 190 |
| d2            | 22  | 32  | 39  | 45  | 52  | 52  | 70  | 70  | 90  | 89  | 115 | 112 | 135 | 157 | 188 | 218 | 216 |
| D1            | 44  | 65  | 83  | 111 | 144 | 144 | 182 | 182 | 202 | 225 | 250 | 265 | 306 | 363 | 425 | 523 | 503 |
| D2            | 35  | 52  | 65  | 80  | 85  | 105 | 110 | 135 | 125 | 140 | 155 | 180 | 205 | 242 | 280 | 330 | 350 |
| D3            | 35  | 52  | 65  | 86  | 116 | 116 | 150 | 150 | 170 | 190 | 215 | 233 | 267 | 326 | 385 | 483 | 458 |
| K             | 12  | 16  | 22  | 32  | 42  | 42  | 51  | 51  | 56  | 59  | 64  | 67  | 75  | 85  | 92  | 102 | 128 |
| J             | -   | -   | -   | 36  | 45  | 45  | 47  | 47  | 52  | 57  | 68  | 70  | 88  | 114 | 129 | 145 | 148 |
| H             | -   | -   | -   | 55  | 65  | 65  | 85  | 85  | 93  | 101 | 109 | 119 | 134 | 154 | 162 | 192 | 216 |
| E             | 1,5 | 1,5 | 1,5 | 2,5 | 2,5 | 2,5 | 3,5 | 3,5 | 3,5 | 3,5 | 3,5 | 3,5 | 4   | 5   | 5   | 6   | 6   |

\* Nominal torque / Maximum torque, with Standard elastic insert hardness 95 Shore A (yellow colour).

High performance inserts. Reference HD (ochre colour), enable the torque rating to be increased by 40%.

Please consult us.

• Hubs material: cast iron GG-25 / ductile iron GGG-40 / cast steel GS-45 / stainless steel AISI 316 / aluminium alloy C135 (ALCAN).

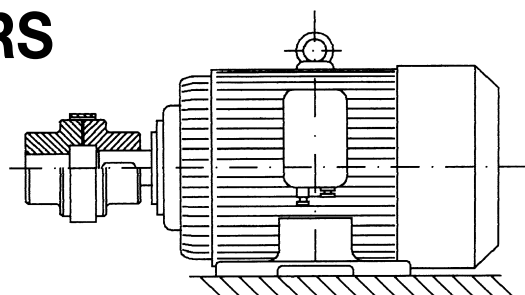
• Unless that quality is specified in advance, supply is made with hubs material GG-25 and insert 95 shore A.



# COUPLING SELECTION

## SAMIFLEX COUPLINGS

### FOR I.E.C. STANDARD MOTORS



| MOTOR<br>SIZE | SPEED 3.000 R.P.M. |            |          |                | SPEED 1.500 R.P.M. |            |          |              | SPEED 1.000 R.P.M. |            |          |              | SPEED 750 R.P.M. |            |          |              |
|---------------|--------------------|------------|----------|----------------|--------------------|------------|----------|--------------|--------------------|------------|----------|--------------|------------------|------------|----------|--------------|
|               | MOTOR              |            | COUPLING |                | MOTOR              |            | COUPLING |              | MOTOR              |            | COUPLING |              | MOTOR            |            | COUPLING |              |
|               | KW                 | Ø<br>SHAFT | TYPE     | ø MAX.<br>BORE | KW                 | Ø<br>SHAFT | TYPE     | MAX.<br>BORE | KW                 | Ø<br>SHAFT | TYPE     | MAX.<br>BORE | KW               | Ø<br>SHAFT | TYPE     | MAX.<br>BORE |
| 71            | 0,37<br>0,55       | 14         | A00      | 16             | 0,25<br>0,37       | 14         | A00      | 16           | 0,25               | 14         | A00      | 16           | –                | –          | –        | –            |
| 80            | 0,75<br>1,1        | 19         | A0       | 24             | 0,55<br>0,75       | 19         | A0       | 19           | 0,37<br>0,55       | 19         | A0       | 24           | –                | –          | –        | –            |
| 90S           | 1,6                | 24         | A0       | 24             | 1,1                | 24         | A0       | 24           | 0,75               | 24         | A0       | 24           | 0,37             | 24         | A0       | 24           |
| 90L           | 2,2                | 24         | A0       | 24             | 1,5                | 24         | A0       | 24           | 1,1                | 24         | A0       | 24           | 0,55             | 24         | A0       | 24           |
| 100L          | 3                  | 28         | A1       | 38             | 2,2<br>3           | 28         | A1       | 38           | 1,5                | 28         | A1       | 38           | 0,75<br>1,1      | 28         | A1       | 38           |
| 112M          | 4                  | 28         | A1       | 38             | 4                  | 28         | A1       | 38           | 2,2                | 28         | A1       | 38           | 1,5              | 28         | A1       | 38           |
| 132S          | 5,5<br>7,5         | 38         | A1       | 38             | 5,5                | 38         | A1       | 38           | 3                  | 38         | A1       | 38           | 2,2              | 38         | A1       | 38           |
| 132M          | –                  | –          | –        | –              | 7,5                | 38         | A1       | 38           | 4<br>5,5           | 38         | A1       | 38           | 3                | 38         | A1       | 38           |
| 160M          | 11<br>15           | 42         | A2       | 42             | 11                 | 42         | A2       | 42           | 7,5                | 42         | A2       | 42           | 4<br>5,5         | 42         | A2       | 42           |
| 160L          | 18,5               | 42         | A2       | 42             | 15                 | 42         | A2       | 42           | 11                 | 42         | A2       | 42           | 7,5              | 42         | A2       | 42           |
| 180M          | 22                 | 48         | A3       | 50             | 18,5               | 48         | A3       | 50           | –                  | –          | –        | –            | –                | –          | –        | –            |
| 180L          | –                  | –          | –        | –              | 22                 | 48         | A3       | 50           | 15                 | 48         | A3       | 50           | 11               | 48         | A3       | 50           |
| 200L          | 30<br>37           | 55         | A3B      | 55             | 30                 | 55         | A3B      | 55           | 18,5<br>22         | 55         | A3B      | 55           | 15               | 55         | A3B      | 55           |
| 225S          | –                  | –          | –        | –              | 37                 | 60         | A4       | 65           | –                  | –          | –        | –            | 18,5             | 60         | A4       | 65           |
| 225M          | 45                 | 55         | A3B      | 55             | 45                 | 60         | A4       | 65           | 30                 | 60         | A4       | 65           | 22               | 60         | A4       | 65           |
| 250M          | 55                 | 60         | A4       | 65             | 55                 | 65         | A4       | 65           | 37                 | 65         | A4       | 65           | 30               | 65         | A4       | 65           |
| 280S          | 75                 | 65         | A4       | 65             | 75                 | 75         | A45      | 75           | 45                 | 75         | A45      | 75           | 37               | 75         | A45      | 75           |
| 280M          | 90                 | 65         | A4       | 65             | 90                 | 75         | A45      | 75           | 55                 | 75         | A45      | 75           | 45               | 75         | A45      | 75           |
| 315S          | 110                | 65         | A4       | 65             | 110                | 80         | A5       | 85           | 75                 | 80         | A5       | 85           | 55               | 80         | A5       | 85           |
| 315M          | 132                | 65         | A45      | 75             | 132                | 80         | A5       | 85           | 90                 | 80         | A5       | 85           | 75               | 80         | A5       | 85           |
| 355S          | 160                | 70         | A45      | 75             | 160                | 90         | A55      | 95           | 110<br>132         | 90         | A55      | 95           | 90<br>110        | 90         | A55      | 95           |
| 355M          | 200                | 70         | A45      | 75             | 200                | 90         | A55      | 95           | 160                | 90         | A55      | 95           | 132              | 90         | A55      | 95           |
| 400S          | –                  | –          | –        | –              | 250                | 100        | A6       | 110          | 200                | 100        | A6       | 110          | 160              | 100        | A6       | 110          |
| 400M          | –                  | –          | –        | –              | 315                | 100        | A6       | 110          | 250                | 100        | A7       | 130          | 200              | 100        | A7       | 130          |



# THE ELASTIC INSERT SAMIFLEX

The elastic insert is made of a very special polyurethane elastomer compound which is manufactured to an exceptional quality, providing all the required characteristics of a high performance elastic coupling.

- High breakage and shearing resistance, and tensile strength.
- High shock-absorbing capacity, stable, constant resistance.
- High resistance to abrasion, humidity, oils, corrosive vapours and numerous chemical products.
- Stability of the performance characteristics from -40 °C to 80 °C for standard manufacture insert. We manufacture elastic inserts (type HT) for applications between -40 and 140 °C.
- Excellent resistance providing a long life in abrasive, corrosive, humid atmospheres, all without lubrication or maintenance.

**Samiflex** elastic inserts are manufactured in three qualities and five hardnesses, depending on the application.

| QUALITY         | REF. | HARDNESS   | COLOUR | TEMP. RATING |
|-----------------|------|------------|--------|--------------|
| STANDARD        | STD  | 80 Shore A | CLEAR  | -40 / 80° C  |
|                 |      | 90 Shore A | BLUE   |              |
|                 |      | 95 Shore A | YELLOW |              |
| HIGH TEMP.      | HT   | 95 Shore A | ORANGE | -40 / 140° C |
| HIGH PERFORMAN. | HD   | 97 Shore A | OCHRE  | -40 / 80° C  |
|                 | HDT  | 97 Shore A | RED    | -40 / 140° C |
|                 | HR   | 65 Shore D | GREEN  | -40 / 140° C |

Unless that quality is specified in advance, supply is made with standard elastic insert, hardness 95 Shore A, yellow colour.

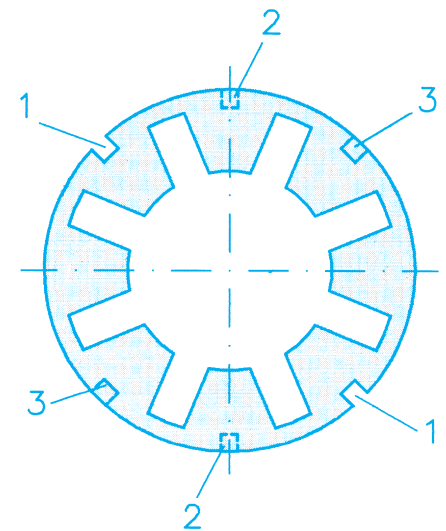
High-performance inserts. Reference HD and HDT, ochre and red respectively, enable the torque rating to be increased by 40%. **Please consult the factory.**

The elastic insert has three types of symmetrical slots. **Fig. 1.**

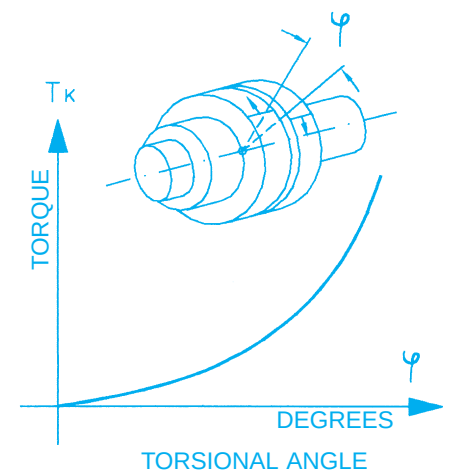
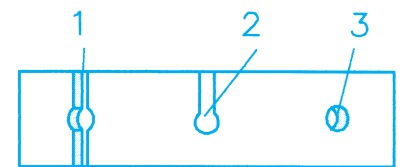
**Slot 1**, for inserting the pins of the holding ring in horizontal assembly.

**Slot 2**, for inserting the pins of the holding ring in vertical assembly.

**Slot 3**, optional application, enabling two set screws to be inserted through two tapped holes in the holding ring to prevent axial movement of this rings.



**FIG. 1**



| HARDNESS<br>Shore | ELASTIC INSERT / TORSIONAL STIFFNESS 10 <sup>3</sup> Nm. rad <sup>-1</sup> |      |       |       |       |       |        |        |        |        |        |          |          |
|-------------------|----------------------------------------------------------------------------|------|-------|-------|-------|-------|--------|--------|--------|--------|--------|----------|----------|
|                   | A1                                                                         | A2   | A3    | A4    | A45   | A5    | A55    | A6     | A7     | A8     | A9     | A10      | A11      |
| 80 A              | 0,22                                                                       | 0,50 | 1,05  | 1,90  | 2,04  | 2,85  | 7,50   | 10,80  | 19,35  | 33,50  | 39,70  | 74,20    | 92,70    |
| 90 A              | 0,43                                                                       | 1,08 | 2,00  | 4,35  | 5,30  | 7,25  | 19,00  | 30,90  | 50,80  | 95,20  | 101,90 | 209,00   | 250,00   |
| 95 A              | 0,95                                                                       | 2,10 | 4,20  | 9,50  | 11,20 | 16,00 | 42,00  | 65,00  | 112,00 | 200,00 | 214,00 | 460,00   | 580,00   |
| 97 A              | 1,71                                                                       | 3,78 | 7,56  | 17,10 | 20,16 | 28,80 | 79,80  | 123,50 | 212,80 | 380,00 | 406,00 | 874,00   | 1.095,00 |
| 65 D              | 2,37                                                                       | 5,25 | 10,50 | 23,75 | 28,00 | 40,00 | 109,20 | 169,00 | 291,20 | 520,00 | 556,00 | 1.196,00 | 1.480,00 |

# HINTS FOR INSTALLATIONS IN HAZARDOUS AREAS

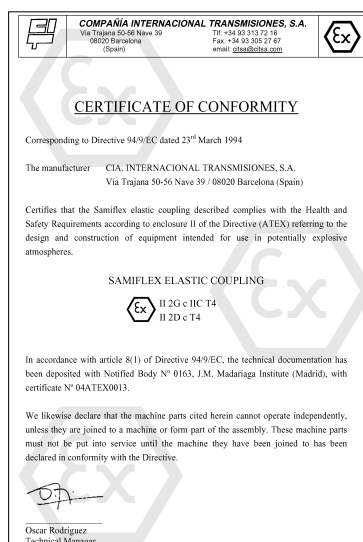


II 2G C IIC T4  
II 2D C T4

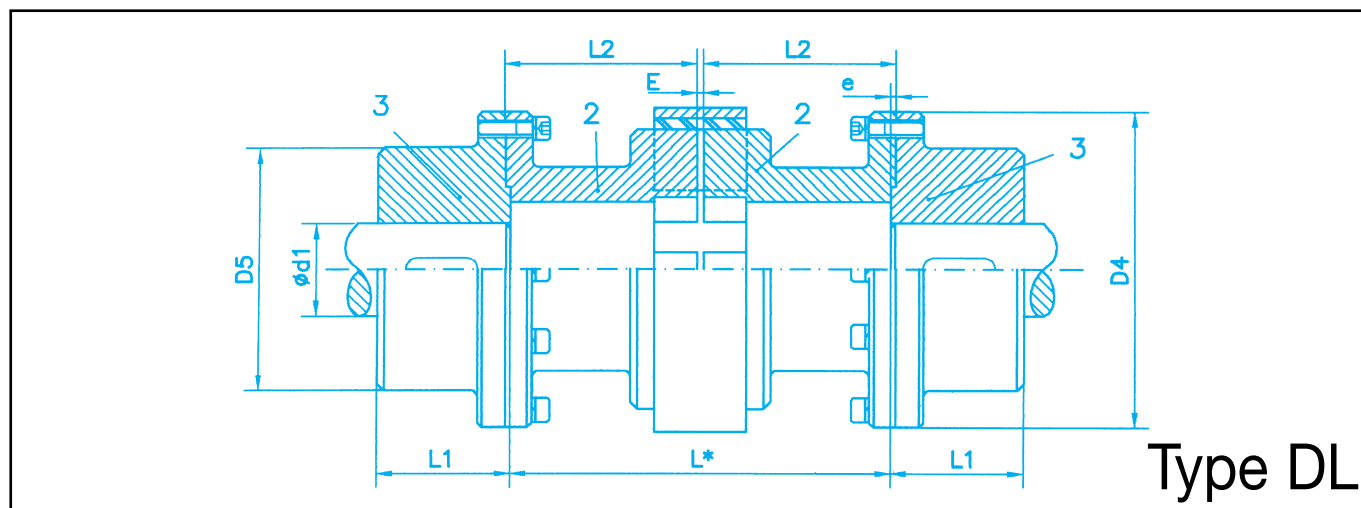
According with the directive ATEX 94/9/EC, shaft couplings are classified as units to be part of a equipment, under the non-electrical material group.

The Samiflex elastic coupling, meet all the ATEX conformity requirements for group II, category 2G (gas) and 2D (dust), explosion group IIC and temperature T4.

Installation instructions for the Samiflex coupling with ATEX certification are published in our bulletin 07/2003 and are available to consult and download in our websites [www.samiflex.com](http://www.samiflex.com) and [www.citsa.com](http://www.citsa.com)



## SAMIFLEX SPACER COUPLINGS

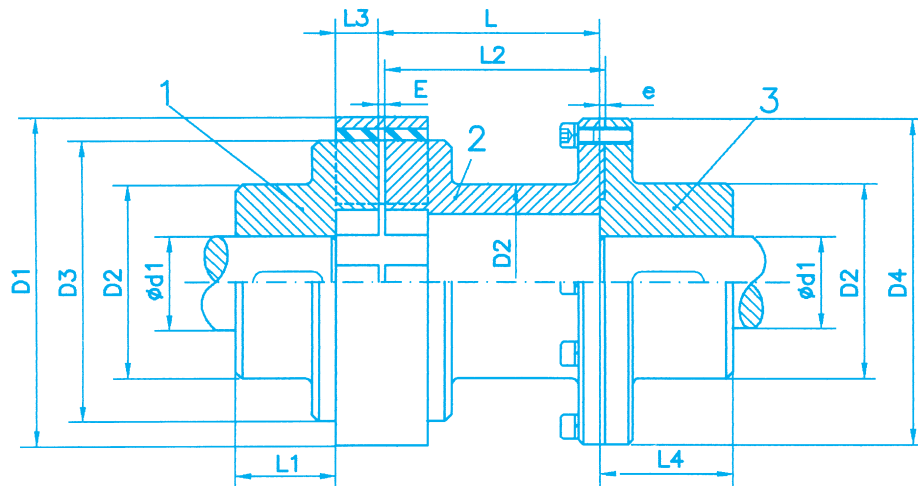
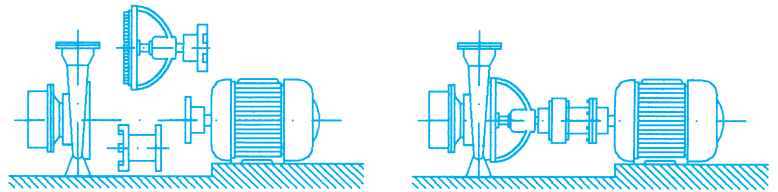


| TYPE   | NOMINAL TORQUE Nm | MAX. TORQUE Nm | MAX. SPEED R.P.M. | MAX. BORE d1 mm. | D5 mm. | D4 mm. | E mm. | e mm. | L1 mm. | L2 mm. |       |       | L* mm. |     |     |
|--------|-------------------|----------------|-------------------|------------------|--------|--------|-------|-------|--------|--------|-------|-------|--------|-----|-----|
| A4 DL  | 400               | 1.000          | 3.500             | 85               | 140    | 178    | 3,5   | 2,5   | 85     | 90,8   | 125,8 | 150,8 | 180    | 250 | 300 |
| A45 DL | 700               | 1.750          | 3.500             | 90               | 150    | 200    | 3,5   | 2,5   | 95     | 90,8   | 125,8 | 150,8 | 180    | 250 | 300 |
| A5 DL  | 1.000             | 2.500          | 3.000             | 110              | 179    | 225    | 3,5   | 2,5   | 105    | 125,8  | 150,8 |       | 250    | 300 |     |
| A55 DL | 1.750             | 3.000          | 3.000             | 110              | 180    | 245    | 4     | 3     | 110    | 126    | 151   |       | 250    | 300 |     |
| A6 DL  | 2.000             | 4.000          | 2.500             | 120              | 198    | 265    | 4     | 3     | 130    | 126    | 201   |       | 250    | 400 |     |
| A7 DL  | 4.000             | 8.000          | 2.500             | 130              | 230    | 290    | 4     | 3     | 150    | 201    | 251   |       | 400    | 500 |     |

- MATERIAL (ITEMS 2+3): DUCTILE IRON GGG40.
- DYNAMIC BALANCING, GRADE 6.3 S/VDI 2060.
- STANDARD SIZES IN STOCK. - CONSULT FACTORY FOR SPECIAL SIZES.



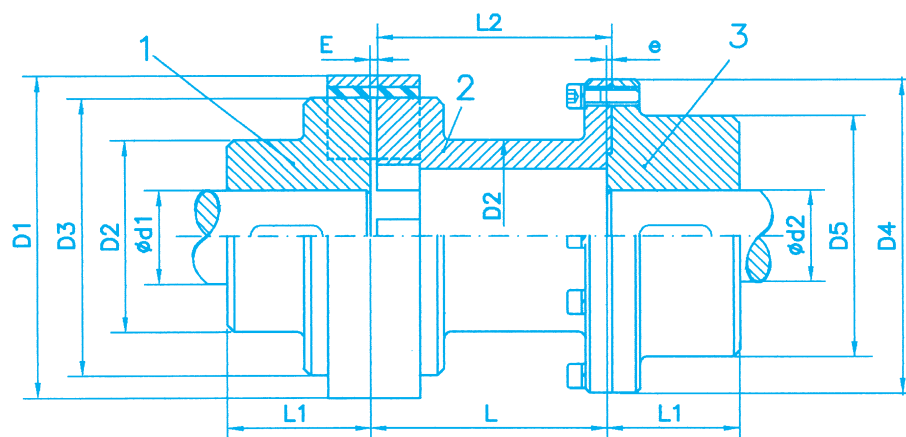
# SAMIFLEX SPACER COUPLINGS



Type A

| TYPE | NOMINAL TORQUE Nm | MAX. TORQUE Nm | MAX. BORE d1 mm. | MAX. SPEED R.P.M. | D1 mm. | D2 mm. | D3 mm. | D4 mm. | E mm. | e mm. | L1 mm. | L4 mm. | L3 mm. | L2 mm. | L mm. |     |     |
|------|-------------------|----------------|------------------|-------------------|--------|--------|--------|--------|-------|-------|--------|--------|--------|--------|-------|-----|-----|
| A1   | 50                | 90             | 38               | 5.500             | 83     | 65     | 65     | 100    | 3     | 2     | 34     | 37     | 10     | L-1    | 100   | 120 | 140 |
| A2   | 100               | 250            | 42               | 5.000             | 111    | 80     | 86     | 120    | 3     | 2     | 47     | 54     | 15     | L-1    | 100   | 120 | 140 |
| A3   | 200               | 500            | 50               | 4.500             | 144    | 85     | 116    | 140    | 3,5   | 2,5   | 56     | 60     | 20     | L-1    | 100   | 120 | 140 |
| A4   | 400               | 1.000          | 65               | 3.500             | 182    | 110    | 150    | 178    | 3,5   | 2,5   | 63     | 65     | 25     | L-1    | 120   | 140 | 180 |
| A45  | 700               | 1.750          | 75               | 3.100             | 202    | 125    | 170    | 200    | 3,5   | 2,5   | 70     | 75     | 27     | L-1    | 120   | 140 | 180 |
| A5   | 1.000             | 2.500          | 85               | 2.900             | 225    | 140    | 190    | 225    | 3,5   | 2,5   | 77     | 79     | 29     | L-1    | 140   | 180 | 200 |
| A55  | 1.500             | 3.000          | 95               | 2.600             | 250    | 155    | 215    | 245    | 4     | 3     | 90     | 95     | 31     | L-1    | 140   | 180 | 200 |
| A6   | 2.000             | 4.000          | 110              | 2.500             | 265    | 180    | 233    | 265    | 4     | 3     | 95     | 95     | 33     | L-1    | 180   | 200 | 250 |
| A7   | 4.000             | 8.000          | 130              | 2.200             | 306    | 205    | 267    | 290    | 4     | 3     | 116    | 120    | 37     | L-1    | 200   | 250 | 280 |

PUMP  
SIDE



MOTOR  
SIDE

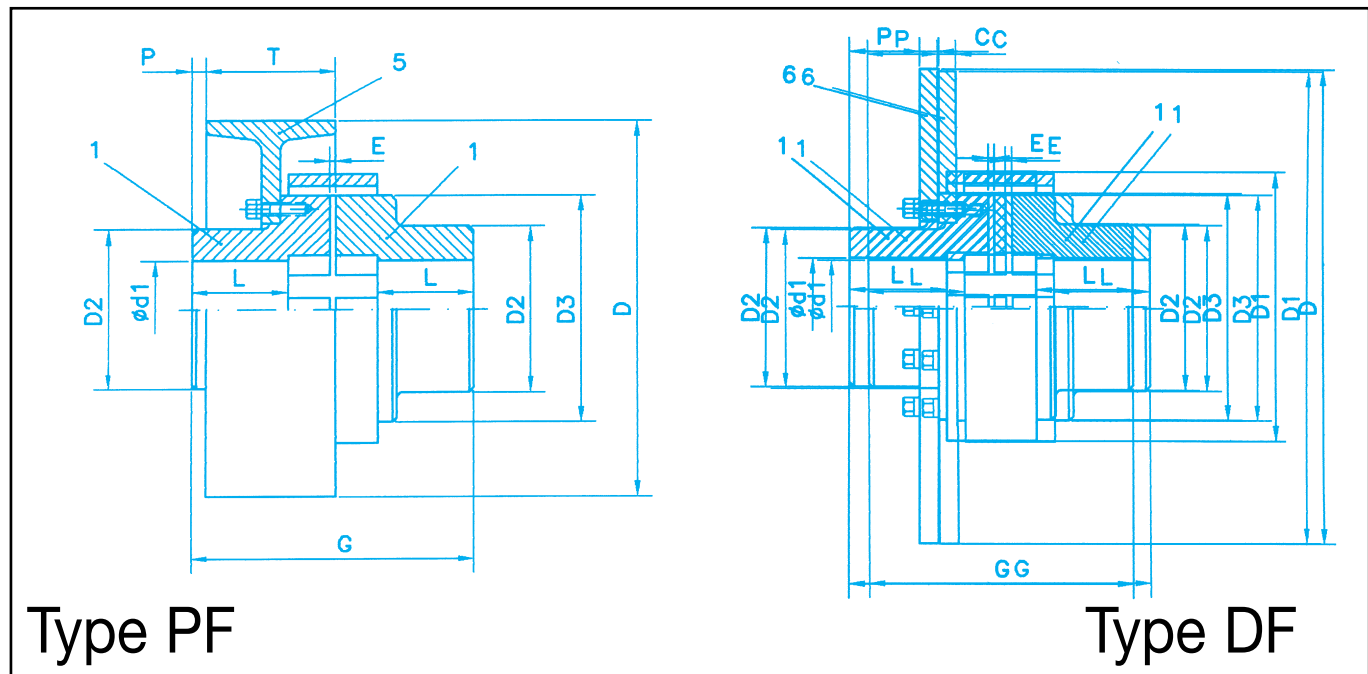
Type C

| TYPE | NOMINAL TORQUE Nm | MAX. TORQUE Nm | MAX. BORE d1 mm. | MAX. BORE d2 mm. | MAX. SPEED R.P.M. | D1 mm. | D2 mm. | D3 mm. | D4 mm. | D5 mm. | E mm. | e mm. | L1 mm. | L2 mm. | L mm. |     |         |
|------|-------------------|----------------|------------------|------------------|-------------------|--------|--------|--------|--------|--------|-------|-------|--------|--------|-------|-----|---------|
| A1C  | 50                | 90             | 28               | 42               | 5.500             | 83     | 65     | 65     | 100    | 67     | 3     | 2     | 45     | L-1    | 100   | 120 | 140     |
| A2C  | 100               | 250            | 35               | 48               | 5.000             | 111    | 80     | 86     | 120    | 83     | 3     | 2     | 62     | L-1    | 100   | 120 | 140     |
| A3C  | 200               | 500            | 42               | 65               | 4.500             | 144    | 85     | 116    | 140    | 107    | 3,5   | 2,5   | 76     | L-1    | 100   | 120 | 140 180 |
| A4C  | 400               | 1.000          | 55               | 85               | 3.500             | 182    | 110    | 150    | 178    | 140    | 3,5   | 2,5   | 88     | L-1    | 100   | 120 | 140 180 |
| A45C | 700               | 1.750          | 65               | 90               | 3.100             | 202    | 125    | 170    | 200    | 150    | 3,5   | 2,5   | 97     | L-1    | 100   | 120 | 140 180 |
| A5C  | 1.000             | 2.500          | 75               | 110              | 2.900             | 225    | 140    | 190    | 225    | 179    | 3,5   | 2,5   | 106    | L-1    | 140   | 180 | 200 250 |
| A55C | 1.500             | 3.000          | 75               | 110              | 2.600             | 250    | 155    | 215    | 245    | 180    | 4     | 3     | 121    | L-1    | 140   | 180 | 200 250 |
| A6C  | 2.000             | 4.000          | 90               | 120              | 2.500             | 265    | 180    | 233    | 265    | 198    | 4     | 3     | 128    | L-1    | 180   | 200 | 250 280 |
| A7C  | 4.000             | 8.000          | 110              | 130              | 2.200             | 306    | 205    | 267    | 290    | 230    | 4     | 3     | 153    | L-1    | 180   | 200 | 250 280 |

REF. 1-2-3, MATERIAL: CAST IRON GG-25 / DUCTILE IRON GGG-40.

# SAMIFLEX

## BRAKEWHEEL AND DISC COUPLING

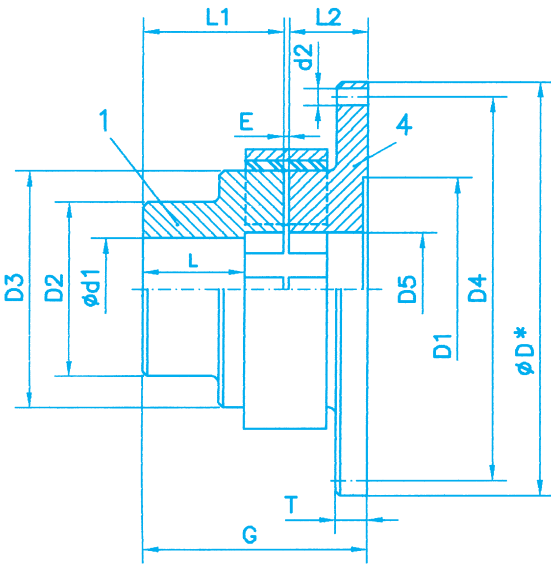


| TYPE       | NOMINAL TORQUE Nm | MAX. TORQUE Nm | MAX. BORE d1 mm. | L mm. | G mm. | D2 mm. | D3 mm. | D mm. | T mm. | P mm. | E mm. | WEIGHT Kg. | J TOTAL Kg. M <sup>2</sup> |
|------------|-------------------|----------------|------------------|-------|-------|--------|--------|-------|-------|-------|-------|------------|----------------------------|
| A4 PF-250  | 400               | 1.000          | 65               | 63    | 179   | 110    | 150    | 250   | 95    | 15    | 3,5   | 28         | 0,16                       |
| A5 PF-315  | 1.000             | 2.500          | 85               | 77    | 215   | 140    | 190    | 315   | 118   | 10    | 3,5   | 54         | 0,98                       |
| A6 PF-315  | 2.000             | 4.000          | 110              | 95    | 259   | 180    | 233    | 315   | 118   | 25    | 3,5   | 78         | 1,30                       |
| A6 PF-400  | 2.000             | 4.000          | 110              | 95    | 259   | 180    | 233    | 400   | 150   | 20    | 3,5   | 99         | 3,25                       |
| A7 PF-500  | 4.000             | 8.000          | 130              | 116   | 309   | 205    | 267    | 500   | 190   | 25    | 4     | 165        | 5,20                       |
| A7 PF-630  | 4.000             | 8.000          | 130              | 116   | 309   | 205    | 267    | 630   | 236   | 5     | 5     | 240        | 10,45                      |
| A8 PF-630  | 7.500             | 15.000         | 150              | 147   | 379   | 242    | 326    | 630   | 236   | 10    | 5     | 310        | 19,32                      |
| A8 PF-710  | 7.500             | 15.000         | 150              | 147   | 379   | 242    | 326    | 710   | 265   | 5     | 5     | 370        | 20,75                      |
| A9 PF-630  | 12.500            | 25.000         | 180              | 162   | 418   | 280    | 385    | 630   | 236   | 20    | 5     | 412        | 21,65                      |
| A9 PF-710  | 12.500            | 25.000         | 180              | 162   | 418   | 280    | 385    | 710   | 265   | 10    | 5     | 445        | 22,80                      |
| A10 PF-710 | 25.000            | 40.000         | 210              | 188   | 479   | 330    | 483    | 710   | 265   | 25    | 6     | 580        | 25,72                      |

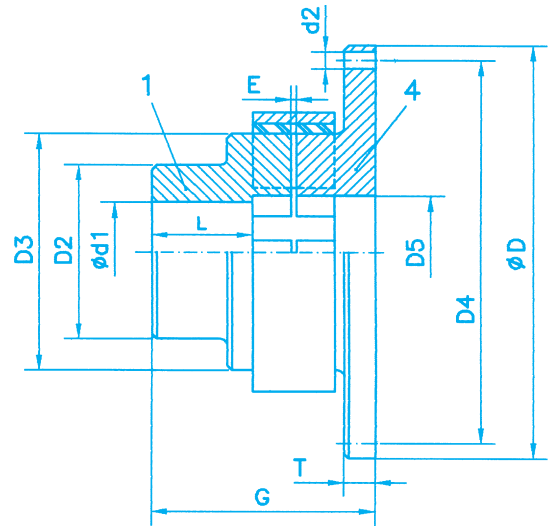
| TYPE       | NOMINAL TORQUE Nm | MAX. TORQUE Nm | MAX. BORE d1 mm. | L mm. | G mm. | D1 mm. | D2 mm. | D3 mm. | D mm. | C mm. | P mm. | E mm. | WEIGHT Kg. | J TOTAL Kg. M <sup>2</sup> |
|------------|-------------------|----------------|------------------|-------|-------|--------|--------|--------|-------|-------|-------|-------|------------|----------------------------|
| A4 DF-315  | 400               | 1.000          | 65               | 63    | 179   | 182    | 110    | 150    | 315   | 16    | 31    | 3,5   | 27         | 0,152                      |
| A5 DF-400  | 1.000             | 2.500          | 85               | 77    | 215   | 225    | 140    | 190    | 400   | 18    | 39    | 3,5   | 45         | 0,449                      |
| A6 DF-500  | 2.000             | 4.000          | 110              | 95    | 259   | 265    | 180    | 234    | 500   | 20    | 50    | 3,5   | 78         | 1,287                      |
| A6 DF-630  | 2.000             | 4.000          | 110              | 95    | 259   | 265    | 180    | 234    | 630   | 30    | 40    | 3,5   | 105        | 3,291                      |
| A7 DF-630  | 4.000             | 8.000          | 130              | 116   | 309   | 306    | 205    | 267    | 630   | 30    | 58    | 4     | 138        | 3,675                      |
| A7 DF-710  | 4.000             | 8.000          | 130              | 116   | 309   | 306    | 205    | 267    | 710   | 30    | 58    | 4     | 174        | 4,013                      |
| A8 DF-710  | 7.500             | 15.000         | 150              | 147   | 379   | 363    | 240    | 326    | 710   | 30    | 84    | 5     | 235        | 10,842                     |
| A8 DF-800  | 7.500             | 15.000         | 150              | 147   | 379   | 363    | 240    | 326    | 800   | 30    | 84    | 5     | 283        | 19,431                     |
| A9 DF-800  | 12.500            | 25.000         | 180              | 162   | 418   | 425    | 280    | 385    | 800   | 30    | 105   | 5     | 358        | 21,129                     |
| A9 DF-1000 | 12.500            | 25.000         | 180              | 162   | 418   | 425    | 280    | 385    | 1.000 | 30    | 105   | 5     | 418        | 22,355                     |

- REF. 5-6, MATERIAL: DUCTILE IRON GGG-40 / CAST STEEL GS-60.
- REF. 1, MATERIAL: DUCTILE IRON GGG-40.
- FOR PERIPHERAL SPEEDS OF OVER  $V=30\text{m/s}$ , IT IS NECESSARY TO USE DUCTILE IRON GGG-40.- DYNAMIC BALANCING IS ALSO NECESSARY.

# SAMIFLEX FLYWHEEL COUPLINGS



Type EB



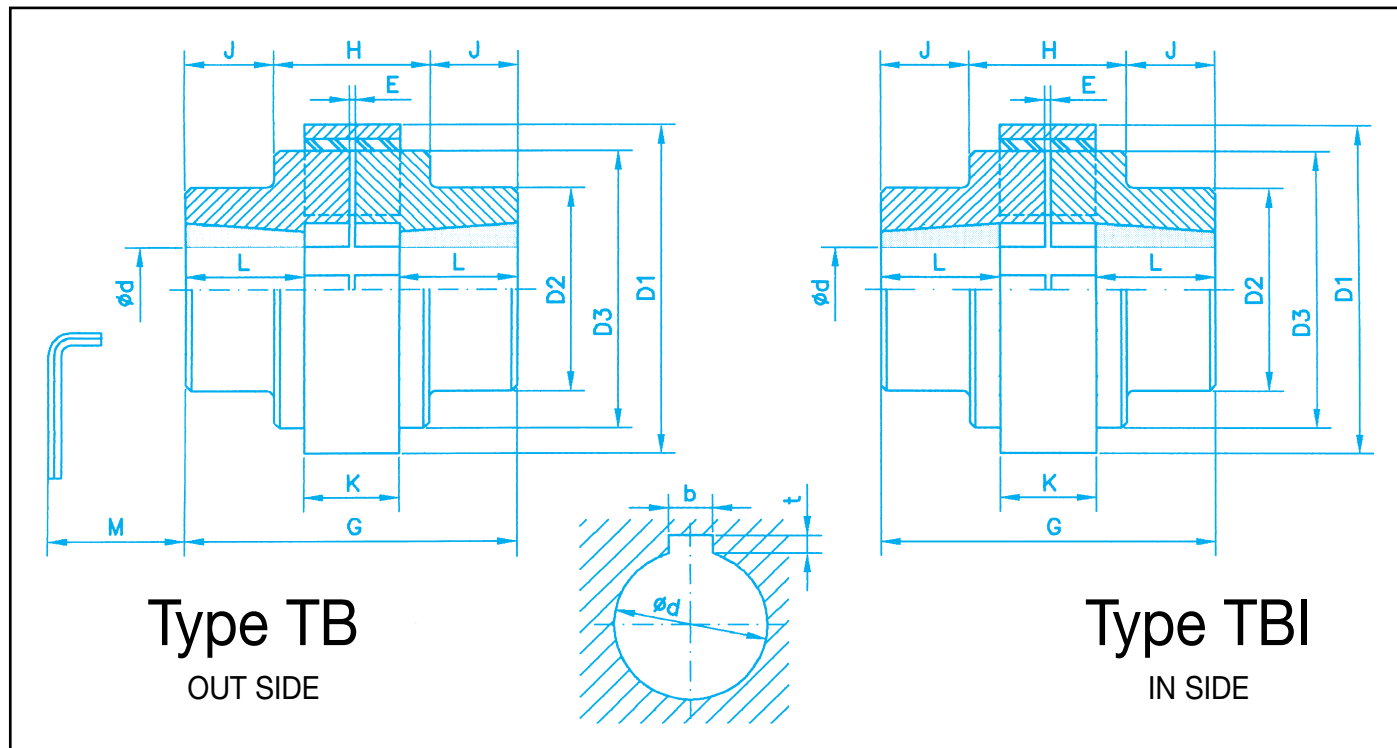
Type EB-SAE

| TYPE  | NOMINAL TORQUE Nm | MAX. TORQUE Nm | MAX. BORE d1 mm. | L mm. | L1 mm. | L2 mm. | G mm. | E mm. | T mm. | D* mm. | D4 mm.                          | d2 mm. | D1 mm. | D2 mm. | D3 mm. | D5 mm. | WEIGHT Kg. | J TOTAL Kg. M <sup>2</sup> |
|-------|-------------------|----------------|------------------|-------|--------|--------|-------|-------|-------|--------|---------------------------------|--------|--------|--------|--------|--------|------------|----------------------------|
| A2 EB | 100               | 250            | 42               | 46    | 62     | 36     | 100   | 2,5   | 12    | 265    | REFER TO ORDER-SPECIFIC DRAWING |        |        | 80     | 86     | 45     | 9          | 0,035                      |
| A3 EB | 200               | 500            | 50               | 56    | 76     | 46     | 124   | 2,5   | 15    | 315    |                                 |        |        | 85     | 116    | 55     | 13         | 0,110                      |
| A4 EB | 400               | 1.000          | 65               | 63    | 88     | 52     | 144   | 3,5   | 17    | 360    |                                 |        |        | 110    | 150    | 75     | 15         | 0,230                      |
| A5 EB | 1.000             | 2.500          | 85               | 76    | 106    | 59     | 168   | 3,5   | 20    | 390    |                                 |        |        | 140    | 190    | 100    | 25         | 0,365                      |
| A6 EB | 2.000             | 4.000          | 110              | 94    | 128    | 65     | 196   | 3,5   | 22    | 390    |                                 |        |        | 180    | 234    | 125    | 43         | 0,405                      |
| A7 EB | 4.000             | 8.000          | 130              | 115   | 153    | 72     | 229   | 4     | 25    | 400    |                                 |        |        | 205    | 267    | 150    | 61         | 0,675                      |
| A8 EB | 7.500             | 15.000         | 150              | 146   | 189    | 87     | 280   | 5     | 30    | 520    |                                 |        |        | 240    | 326    | 170    | 105        | 1,410                      |

| TYPE      | D h9 mm.                   | D4 mm.                     | FLYWHEEL SAE. J620     | Z NUM.       | d2 mm.             | T mm. | D5 mm. | L mm. | G mm. | E mm. | MAX. BORE d1 mm. | D2 mm. | D3 mm. | WEIGHT Kg.        | J TOTAL Kg. M <sup>2</sup> |
|-----------|----------------------------|----------------------------|------------------------|--------------|--------------------|-------|--------|-------|-------|-------|------------------|--------|--------|-------------------|----------------------------|
| A2 EB-SAE | 215,9<br>241,3<br>263,5    | 200,02<br>222,25<br>244,47 | 6 1/2"<br>7 1/2"<br>8" | 6<br>8<br>6  | 9,5<br>9,58<br>11  | 12    | 45     | 46    | 100   | 2,5   | 42               | 80     | 86     | 6<br>7<br>9       | 0,020<br>0,024<br>0,027    |
| A3 EB-SAE | 241,3<br>263,52<br>314,32  | 222,25<br>244,47<br>295,27 | 7 1/2"<br>8"<br>10"    | 8<br>6<br>8  | 9,5<br>11<br>11    | 15    | 55     | 56    | 124   | 2,5   | 50               | 85     | 116    | 10<br>12<br>13    | 0,038<br>0,050<br>0,103    |
| A4 EB-SAE | 263,52<br>314,32<br>352,42 | 244,47<br>295,27<br>333,37 | 8"<br>10"<br>11 1/2"   | 6<br>8<br>8  | 11<br>11<br>11     | 17    | 75     | 63    | 144   | 3,5   | 65               | 110    | 150    | 15<br>17<br>20    | 0,071<br>0,130<br>0,210    |
| A5 EB-SAE | 314,32<br>352,42<br>466,72 | 295,27<br>333,37<br>438,15 | 10"<br>11 1/2"<br>14"  | 8<br>8<br>8  | 11<br>11<br>14,5   | 20    | 100    | 76    | 168   | 3,5   | 85               | 140    | 190    | 25<br>29<br>34    | 0,172<br>0,251<br>0,612    |
| A6 EB-SAE | 352,42<br>466,72<br>517,52 | 333,37<br>438,15<br>488,95 | 11 1/2"<br>14"<br>16"  | 8<br>8<br>8  | 11<br>14,5<br>14,5 | 22    | 125    | 94    | 196   | 3,5   | 110              | 180    | 234    | 37<br>45<br>53    | 0,263<br>0,714<br>1,112    |
| A7 EB-SAE | 466,72<br>517,52<br>571,5  | 438,15<br>488,95<br>542,92 | 14"<br>16"<br>18"      | 8<br>8<br>6  | 14,5<br>14,5<br>18 | 25    | 150    | 115   | 229   | 4     | 130              | 205    | 267    | 62<br>71<br>80    | 0,821<br>1,230<br>1,924    |
| A8 EB-SAE | 517,52<br>571,5<br>673,1   | 488,95<br>542,92<br>641,35 | 16"<br>18"<br>21"      | 8<br>6<br>12 | 14,5<br>18<br>18   | 30    | 170    | 146   | 280   | 5     | 150              | 240    | 326    | 115<br>126<br>135 | 1,347<br>2,015<br>3,681    |

- REF. 1-4, MATERIAL: CAST IRON GG-25 / DUCTILE IRON GGG-40.
- FOR PERIPHERAL SPEEDS OF OVER V=30m/s IT IS NECESSARY TO USE DUCTILE IRON GGG-40.- DYNAMIC BALANCING IS ALSO NECESSARY.

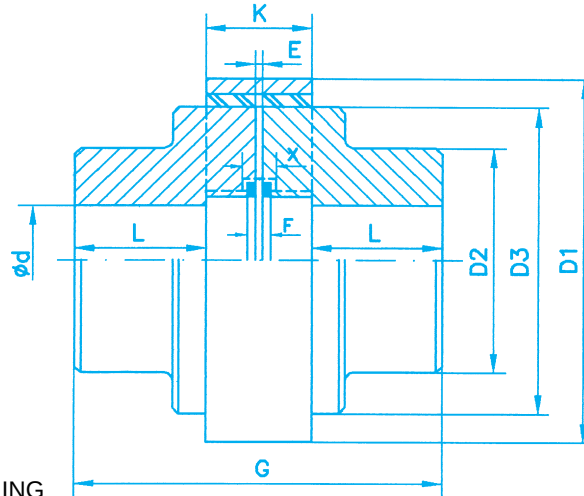
# SAMIFLEX COUPLING FOR TAPER BUSH



| COUPLING TYPE | TAPER BUSH TB | MIN. ød mm. | MAX. ød mm. | L mm. | G mm. | E mm. | K mm. | H mm. | D1 mm. | D2 mm. | D3 mm. | J mm. | M mm. |
|---------------|---------------|-------------|-------------|-------|-------|-------|-------|-------|--------|--------|--------|-------|-------|
| A1 – TB/TBI   | 1108          | 9           | 28          | 27    | 77    | 1,5   | 22    | -     | 83     | 65     | 65     | -     | 29    |
| A2 – TB/TBI   | 1210          | 11          | 32          | 32    | 97    | 2,5   | 32    | 55    | 111    | 80     | 86     | 21    | 38    |
| A3 – TB/TBI   | 1610          | 14          | 42          | 32    | 107   | 2,5   | 42    | 65    | 144    | 85     | 116    | 21    | 38    |
| A4 – TB/TBI   | 2012          | 14          | 50          | 38    | 130   | 3,5   | 51    | 85    | 182    | 110    | 150    | 22    | 42    |
| A45 – TB/TBI  | 2517          | 16          | 60          | 50    | 158   | 3,5   | 55    | 93    | 202    | 125    | 170    | 32    | 50    |
| A5 – TB/TBI   | 3020          | 25          | 75          | 56    | 173   | 3,5   | 59    | 101   | 225    | 140    | 190    | 36    | 55    |
| A6 – TB       | 3535          | 35          | 90          | 95    | 259   | 3,5   | 67    | 119   | 265    | 180    | 233    | 70    | 67    |
| A7 - TB       | 4545          | 55          | 110         | 120   | 318   | 4     | 75    | 134   | 306    | 205    | 267    | 92    | 70    |

| DIMENSIONS    TAPER-BUSHES |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |   |
|----------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---|
| ø d                        | 9   | 10  | 11  | 12  | 14  | 16  | 18  | 19  | 20  | 22  | 24  | 25  | 28  | 30  | 32  | 35  | 38  | 40  | 42  | 45  | 48  | 50  | 55  | 60  | 65  | 70  | 75  | 80  | 85  | 90  | 95  | 100 | 105 | 110 |   |
| b                          | 3   | 3   | 4   | 4   | 5   | 5   | 6   | 6   | 6   | 6   | 8   | 8   | 8   | 8   | 10  | 10  | 10  | 12  | 12  | 14  | 14  | 14  | 16  | 18  | 18  | 20  | 20  | 22  | 22  | 25  | 25  | 28  | 28  | 28  |   |
| t                          | 1,4 | 1,4 | 1,8 | 1,8 | 2,3 | 2,3 | 2,8 | 2,8 | 2,8 | 3,3 | 3,3 | 3,3 | 3,3 | 3,3 | 3,3 | 3,3 | 3,3 | 3,3 | 3,3 | 3,8 | 3,8 | 3,8 | 4,3 | 4,4 | 4,4 | 4,9 | 4,9 | 5,4 | 5,4 | 5,4 | 5,4 | 6,4 | 6,4 | 6,4 |   |
| 1108                       | •   | •   | •   | •   | •   | •   | •   | •   | •   | •   | •   | •   | •   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |   |
| 1210                       |     |     | •   | •   | •   | •   | •   | •   | •   | •   | •   | •   | •   | •   | •   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |   |
| 1610                       |     |     |     |     | •   | •   | •   | •   | •   | •   | •   | •   | •   | •   | •   | •   | •   | •   | •   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |   |
| 2012                       |     |     |     |     | •   | •   | •   | •   | •   | •   | •   | •   | •   | •   | •   | •   | •   | •   | •   | •   | •   |     |     |     |     |     |     |     |     |     |     |     |     |     |   |
| 2517                       |     |     |     |     |     | •   | •   | •   | •   | •   | •   | •   | •   | •   | •   | •   | •   | •   | •   | •   | •   | •   | •   | •   |     |     |     |     |     |     |     |     |     |     |   |
| 3020                       |     |     |     |     |     |     |     |     |     |     |     | •   | •   | •   | •   | •   | •   | •   | •   | •   | •   | •   | •   | •   | •   | •   | •   |     |     |     |     |     |     |     |   |
| 3535                       |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     | •   | •   | •   | •   | •   | •   | •   | •   | •   | •   | •   | •   | •   | •   | •   | •   |     |     |     |   |
| 4545                       |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     | •   | •   | •   | •   | •   | •   | •   | •   | •   | •   | •   | •   | • |

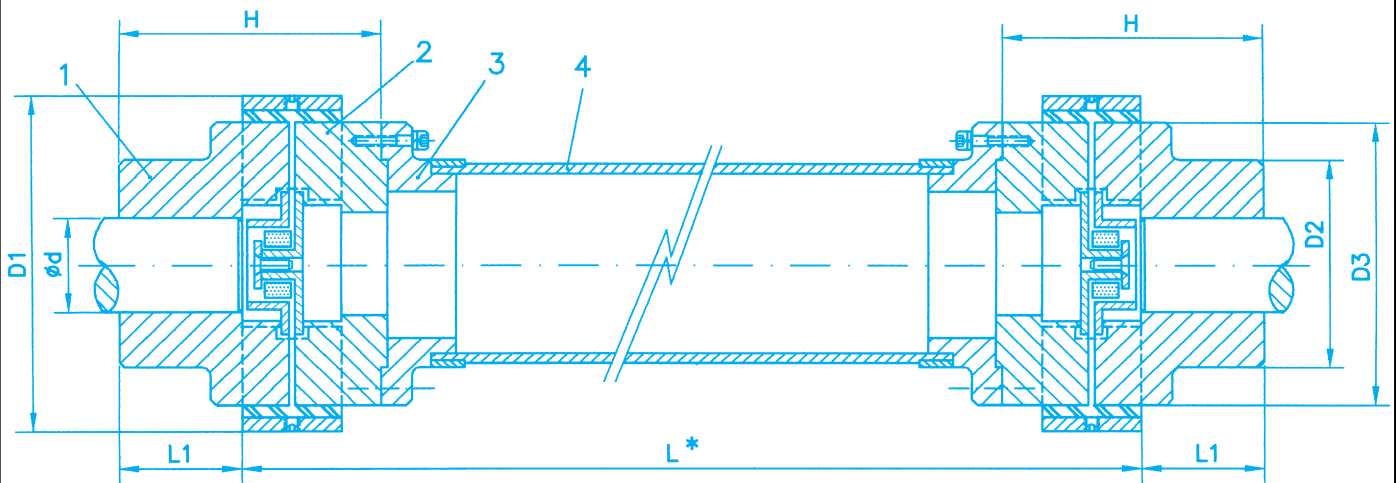
# SAMIFLEX FLOATING SHAFT COUPLING



LIMITED END FLOAT COUPLING

Type FX

| TYPE   | NOMINAL TORQUE Nm | MAX. TORQUE Nm | MAX. SPEED R.P.M. | MAX. BORE d | D1 mm. | D2 mm. | D3 mm. | L mm. | K mm. | G mm. | E mm. | F mm. | X mm. |
|--------|-------------------|----------------|-------------------|-------------|--------|--------|--------|-------|-------|-------|-------|-------|-------|
| A4 FX  | 400               | 1.000          | 3.500             | 65          | 182    | 110    | 150    | 63    | 51    | 180   | 3,5   | 11,5  | 12,5  |
| A45 FX | 700               | 1.750          | 3.100             | 75          | 202    | 125    | 170    | 70    | 56    | 198   | 3,5   | 11,5  | 12,5  |
| A5 FX  | 1.000             | 2.500          | 2.900             | 85          | 225    | 140    | 190    | 77    | 59    | 216   | 3,5   | 14,5  | 16,0  |
| A55 FX | 1.500             | 3.000          | 2.600             | 95          | 250    | 155    | 215    | 90    | 64    | 246   | 3,5   | 14,5  | 16,0  |
| A6 FX  | 2.000             | 4.000          | 2.500             | 110         | 265    | 180    | 233    | 95    | 67    | 260   | 3,5   | 18,5  | 20,5  |
| A7 FX  | 4.000             | 8.000          | 2.200             | 130         | 306    | 205    | 267    | 116   | 75    | 310   | 4     | 18,5  | 20,5  |
| A8 FX  | 7.500             | 15.000         | 1.850             | 150         | 363    | 242    | 326    | 147   | 85    | 382   | 5     | 21,0  | 24,0  |
| A9 FX  | 12.500            | 25.000         | 1.600             | 180         | 425    | 280    | 385    | 162   | 92    | 420   | 5     | 21,0  | 24,0  |
| A10 FX | 25.000            | 40.000         | 1.250             | 210         | 523    | 330    | 483    | 188   | 102   | 482   | 6     | 22,0  | 26,0  |



FLOATING SHAFT COUPLING

Type FXX

| TYPE    | NOMINAL TORQUE Nm | MAX. TORQUE Nm | MAX. SPEED R.P.M. | MAX. BORE d | D1 mm. | D2 mm. | D3 mm. | L1 mm. | H mm. | L* MAX. mm. |
|---------|-------------------|----------------|-------------------|-------------|--------|--------|--------|--------|-------|-------------|
| A4 FXX  | 400               | 1.000          | 1.800             | 65          | 182    | 110    | 150    | 63     | 150   | 3.400       |
| A45 FXX | 700               | 1.750          | 1.800             | 75          | 202    | 125    | 170    | 70     | 160   | 3.400       |
| A5 FXX  | 1.000             | 2.500          | 1.800             | 85          | 225    | 140    | 190    | 77     | 175   | 4.300       |
| A55 FXX | 1.500             | 3.000          | 1.800             | 95          | 250    | 155    | 215    | 90     | 195   | 4.300       |

- REF. 1-2-3, MATERIAL; ZINC PLATED STEEL (CORROSION RESISTANCE).
- REF. 4, MATERIAL: CARBON FIBRE COMPOSITE OR ZINC PLATED STEEL.
- TYPICAL APPLICATIONS INCLUDE COOLING TOWER DRIVES, AND PAPER MACHINE DRIVES.



# INSTRUCTIONS FOR ASSEMBLY OF SAMIFLEX COUPLINGS

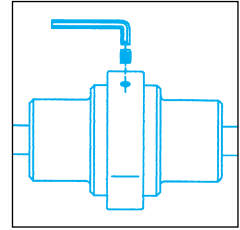
## 1. POSITIONING OF THE PARTS OF THE COUPLING.

Standard coupling hubs, (type A+C) can be positioned on either shaft alike. We recommend putting the flange hub over the drive shaft in couplings with spacer. For couplings with a brakewheel or brakedisc, we recommend putting the hub which houses the wheel or disc, over the shaft of the machine driven.

The couplings hubs are supplied pilot bore. Upon request, we supply the hubs finished bore to ISO tolerances and keyways as per DIN 6885 Standard.

The dynamic balancing of the coupling is made along two planes, quality G 6,3 as per VDI 2060.

The balance is made in couplings with finished bore, and indication must be given as to whether it should be made with or without a keyway.



## 2. RING ASSEMBLY WITH LOCKING SET SCREWS.

With the purpose of keeping the alignment within the maximum admissible tolerances, and in order to prevent the ring slipping axially, it must be fixed to the elastic insert using two set screws inserted through two tapped holes in the retaining ring.

## LOCKING SET SCREWS DIMENSIONS FOR RETAINING RINGS

| Type   | A00 | A0 | A1 | A2 | A3 | A4 | A45 | A5  | A55 | A6  | A7  | A8  | A9  | A10 | A11 |
|--------|-----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| DIN913 | –   | –  | M5 | M6 | M8 | M8 | M10 | M10 | M10 | M10 | M10 | M12 | M12 | M12 | M12 |
| Length | –   | –  | 8  | 12 | 12 | 14 | 14  | 14  | 14  | 14  | 16  | 16  | 16  | 18  | 18  |

## 3. ASSEMBLY AND START-UP

For assembly and start-up of the **Samiflex** couplings, please follow our installation instructions in our bulletin, 152/97.

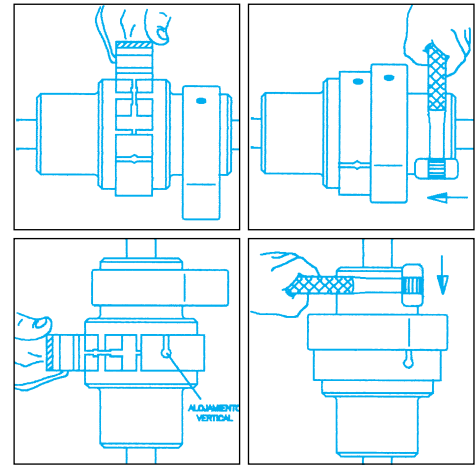
For ATEX requirements, please follow our bulleting 07/2003.

## 4. SAFETY PROCEDURES

The equipment (motor) must not be started up until the holding ring has been assembled and secured with the locking set screws to the elastic insert.

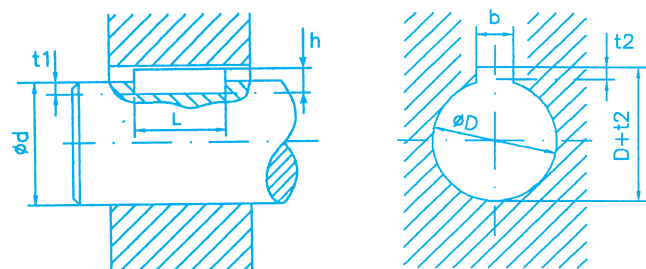
The elastic insert is projected outwards from the hubs if the equipment (motor) is started up without the holding ring having first been assembled and secured. Coupling guards should be installed prior to start-up.

All rotating equipments are potentially dangerous and can cause serious injury. They must be properly guarded in compliance with standards for the speed and applications in which they are used. It is the responsibility of the user to provide proper guarding accordance with regulations.



## STANDARD KEYWAY DIN 6885 & ISO TOLERANCES

| DIMENSIONS DIN 6885 |     |        |       |      |           |
|---------------------|-----|--------|-------|------|-----------|
| NOMINAL BORES       |     | KEYWAY | SHAFT | BORE | TOLERANCE |
| OVER                | TO  | b x h  | t1    | t2   | t1/t2     |
| mm.                 | mm. | mm.    | mm.   | mm.  | mm.       |
| 6                   | 8   | 2x2    | 1,2   | 1,0  | +0,1<br>0 |
| 8                   | 10  | 3x3    | 1,8   | 1,4  |           |
| 10                  | 12  | 4x4    | 2,5   | 1,8  |           |
| 12                  | 17  | 5x5    | 3,0   | 2,3  |           |
| 17                  | 22  | 6x6    | 3,5   | 2,8  |           |
| 22                  | 30  | 8x7    | 4,0   | 3,3  | +0,2<br>0 |
| 30                  | 38  | 10x8   | 5,0   | 3,3  |           |
| 38                  | 44  | 12x8   | 5,0   | 3,3  |           |
| 44                  | 50  | 14x9   | 5,5   | 3,8  |           |
| 50                  | 58  | 16x10  | 6,0   | 4,3  |           |
| 58                  | 65  | 18x11  | 7,0   | 4,4  |           |
| 65                  | 75  | 20x12  | 7,5   | 4,9  |           |
| 75                  | 85  | 22x14  | 9,0   | 5,4  |           |
| 85                  | 95  | 25x14  | 9,0   | 5,4  | +0,3<br>0 |
| 95                  | 110 | 28x16  | 10,0  | 6,4  |           |
| 110                 | 130 | 32x18  | 11,0  | 7,4  |           |
| 130                 | 150 | 36x20  | 12,0  | 8,4  |           |
| 150                 | 170 | 40x22  | 13,0  | 9,4  |           |
| 170                 | 200 | 45x25  | 15,0  | 10,4 |           |
| 200                 | 230 | 50x28  | 17,0  | 11,4 |           |



| TOLERANCES ISO |     |          |          |            |            |            |          |
|----------------|-----|----------|----------|------------|------------|------------|----------|
| NOMINAL BORE   |     | BORE     |          | SHAFT      |            |            |          |
| OVER           | TO  | H7       | H8       | K6         | j6         | g6         | h7       |
| mm.            | mm. | µm.      | µm.      | µm.        | µm.        | µm.        | µm.      |
| 6              | 10  | +15<br>0 | +22<br>0 | +10<br>+ 1 | + 7<br>- 2 | - 5<br>-14 | 0<br>-15 |
| 10             | 18  | +18<br>0 | +27<br>0 | +12<br>+ 1 | + 8<br>- 3 | - 6<br>-17 | 0<br>-18 |
| 18             | 30  | +21<br>0 | +33<br>0 | +15<br>+ 2 | + 9<br>- 4 | - 7<br>-20 | 0<br>-21 |
| 30             | 50  | +25<br>0 | +39<br>0 | +18<br>+ 2 | +11<br>- 5 | - 9<br>-25 | 0<br>-25 |
| 50             | 80  | +30<br>0 | +46<br>0 | +21<br>+ 2 | +12<br>- 7 | -10<br>-29 | 0<br>-30 |
| 80             | 120 | +35<br>0 | +54<br>0 | +25<br>+ 3 | +13<br>- 9 | -12<br>-34 | 0<br>-35 |
| 120            | 180 | +40<br>0 | +63<br>0 | +28<br>+ 3 | +14<br>-11 | -14<br>-39 | 0<br>-40 |
| 180            | 250 | +46<br>0 | +72<br>0 | +33<br>+ 4 | +16<br>-13 | -15<br>-44 | 0<br>-46 |

