

ASN-STH DISC COUPLINGS

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Nominal torque M_n	d_1, d_2		$l_1, l_2^{1)}$		f	D	D_1	D_2	$D_H \times B^{3)}$	$l_0^{4)}$	d_3	Max rotational speed ⁵⁾ n_{max}	Moment of inertia ²⁾ I	Weight ²⁾ m	Coupling size and type
	initial	max	nomin.	extend.											
Nm	mm											1/min	kgm ²	kg	-
8300	30	140	165	210	73	360	210	210	800 x 40	32	210	1000	13,92	239,6	012 ASN-STH
11400	30	150	175	210	73	400	223	220	800 x 40	35	252	1000	14,67	264,6	013 ASN-STH
									1000 x 40			1000	32,75	352,8	
18000	30	180	240	280	84	480	290	290	1000 x 40	38	290	1000	35,98	458,9	014 ASN-STH

We are also offering tailor-made special versions.

We produce splineways as recommended, normally acc. to PN-70/M-85005, with the Js9 tolerance

1) On request, we produce couplings with hub lengths different than the nominal and extended lengths provided in the table.

2) The weight and the moment of inertia have been determined for the coupling with the maximum holes and nominal lengths of the hubs.

3) On request, we produce couplings brake discs with dimensions different than those provided in the table

4) l_0 ($L_H = l_1 - l_0 - B/2$) dimension after the agreement can be changed according to the wish of the customer.

5) After the dynamic balance the maximum rotational speed can be increased (the dynamic balance must be agreed).

■ Couplings with brake disc $\varnothing 450$ and bigger are normally balanced dynamically, other couplings are balanced statically.

■ After the agreement the couplings can be made with the holes for protective discs in hubs.

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ASNZ-STH DISC COUPLINGS

with brake disc and the possibility of its disassembly without removing the hub from the pin

Example of designation of the ASNZ-STH coupling with the nominal torque of $M_n=800\text{Nm}$, brake disc diameter of $D_H=400\text{ mm}$, thickness of $B=30\text{ mm}$, distance of the brake disc symmetry axis of $L_H=83,5\text{ mm}$, hub hole diameters of $d_1=60\text{mm}$, $d_2=80\text{mm}$, hub holes lengths of $l_1=100\text{mm}$, $l_2=140\text{mm}$, size of 007: (marking see page A2-1)

800-400x30-83,5-60/100-80/140-007ASNZ-STH Disc Coupling

- the version „Ex“ - 800-400x30-83,5-60/100-80/140-007 ASNZ-STH-**Ex** Disc Coupling
- the version “WD”- 800-400x30-83,5-60/100-80/140-007 ASNZ-STH -**WD** Disc Coupling
- with lead holes- 800-400x30-83,5-**ow**/100-**ow**/140-007 ASNZ-STH Disc Coupling

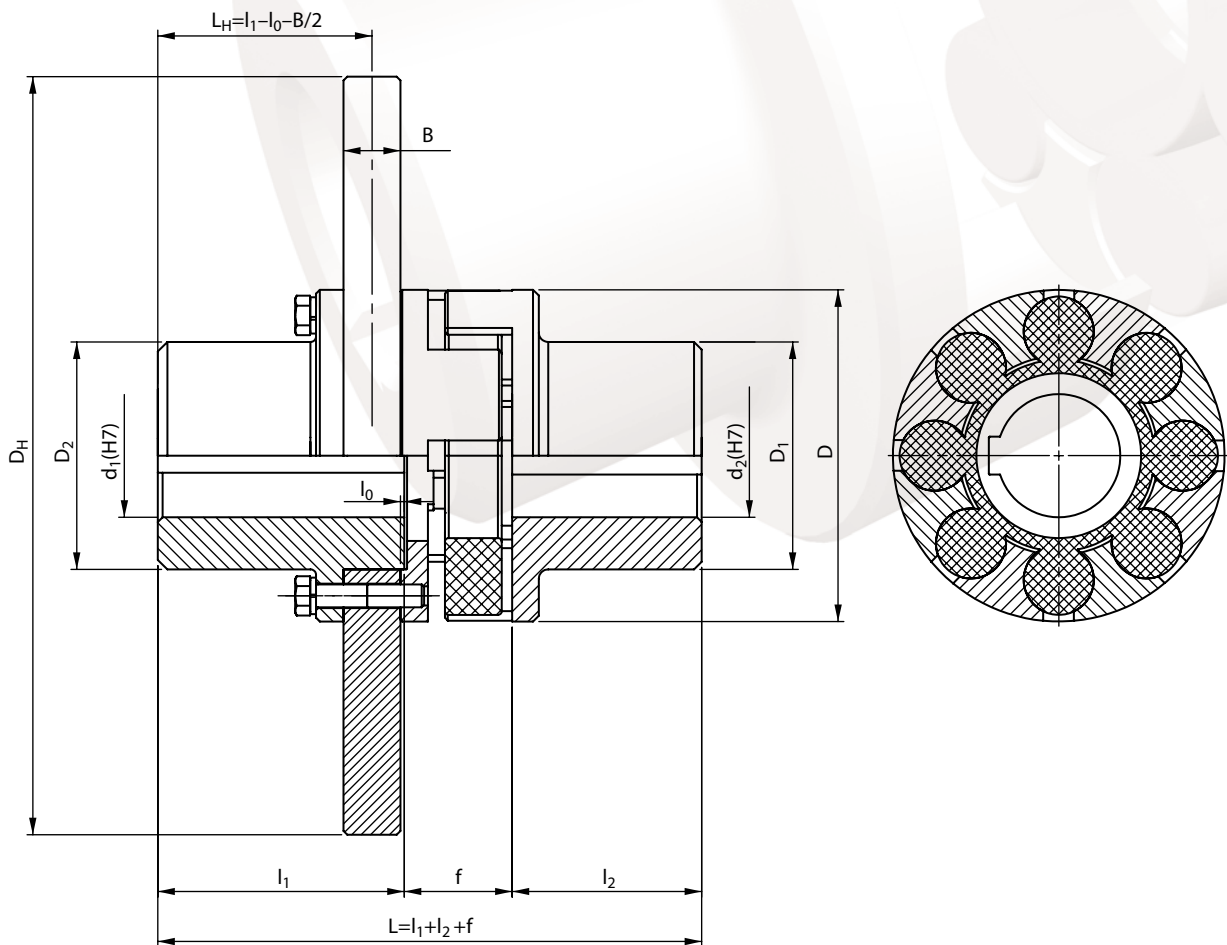
Nominal torque M_n	d_1, d_2		$l_1, l_2^{1)}$		f	D	D_1	D_2	$D_H \times B^{3)}$	$l_0^{4)}$	d_3	Max rotational speed ⁵⁾ n_{max}	Moment of inertia ²⁾ I	Weight ²⁾ m	Coupling size and type
	initial	max	nomin.	extend.											
Nm	mm											1/min	kgm ²	kg	-
300	12	55	56	80	46	125	85	85	320 x 30	1,5	55	2000	0,2517	23,3	005 ASNZ-STH
500	16	65	63	90	52	145	95	95	320 x 30	1,5	64	2000	0,2631	25,8	006 ASNZ-STH
									355 x 30			1800	0,387	30,1	
800	20	80	75	110	56	175	120	120	400 x 30	1,5	87	1500	0,639	40,9	007 ASNZ-STH
									450 x 30			1500	0,993	48,7	
1400	22	90	100	140	62	200	135	135	450 x 30	2	100	1500	1,049	56,2	008 ASNZ-STH
									500 x 30			1500	1,543	64,9	
2100	26	100	110	140	65	230	150	150	500 x 30	2	115	1500	1,625	72,9	009 ASNZ-STH
									630 x 30			1200	3,808	99,9	
3400	28	120	120	170	78	260	178	178	630 x 30	2	140	1200	4,003	113,4	010 ASNZ-STH
									710 x 30			1000	6,222	133,1	
5000	30	130	130	170	86	300	198	198	710 x 30	2,5	155	1000	6,568	153,1	011 ASNZ-STH
									800 x 30			1000	10,14	178,0	

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Nominal torque M_n	d_1, d_2		l_1, l_2 ¹⁾		f	D	D ₁	D ₂	D _H ×B ³⁾	l_0 ⁴⁾	d ₃	Max rotational speed ⁵⁾ n _{max}	Moment of inertia ²⁾ I	Weight ²⁾ m	Coupling size and type
	initial	max	nomin.	extend.											
Nm	mm										1/min	kgm ²	kg	-	
8300	30	140	165	210	99	360	210	210	800 x 40	2,5	210	1000	14,16	251,0	012 ASNZ-STH
11400	30	150	175	210	98	400	223	220	800 x 40	2,5	252	1000	14,88	271,1	013 ASNZ-STH
									1000 x 40			1000	32,97	359,3	
18000	30	180	240	280	122	480	290	290	1000 x 40	3	290	1000	36,84	481,4	014 ASNZ-STH

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 - 2) The weight and the moment of inertia have been determined for the coupling with the maximum holes and nominal lengths of the hubs.
 - 3) On request, we produce couplings brake discs with dimensions different than those provided in the table
 - 4) l_0 ($L_H = l_1 - l_0 - B/2$) dimension after the agreement can be changed according to the wish of the customer.
 - 5) After the dynamic balance the maximum rotational speed can be increased (the dynamic balance must be agreed).
- Couplings with brake disc Ø450 and bigger are normally balanced dynamically, other couplings are balanced statically.
 - After the agreement the couplings can be made with the holes for protective discs in hubs.