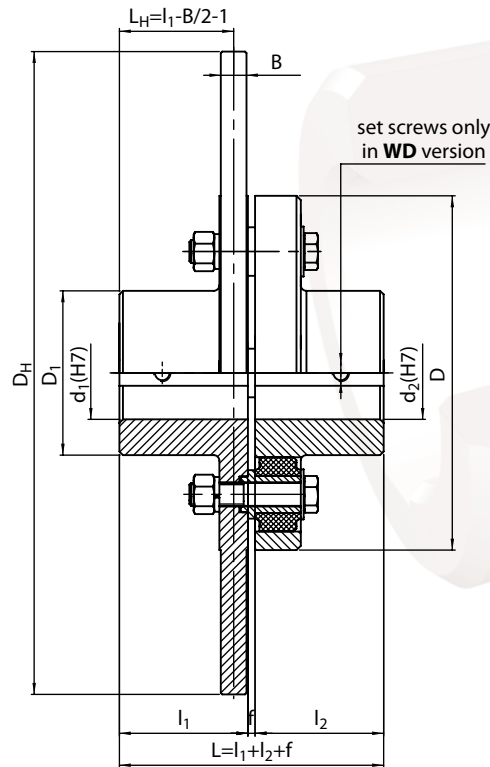


Example of designation of the ATT type coupling with the nominal torque of $M_n=1600\text{Nm}$, brake disc diameter of $D_H=500$ mm, thickness of $B=30$ mm, distance of the brake disc symmetry axis from the hub origin of $L_H=74$ mm, hub holes diameters of $d_1=50\text{mm}$, $d_2=60\text{mm}$, hub holes lengths of $l_1=90\text{mm}$, $l_2=110\text{mm}$, size of 084 in the C variant:

(marking see page A3-1)

1600-500x30-74-50/90-60/110- 084 ATT-C Disc Coupling

- the version „Ex“ - 1600-500x30-74-50/90-60/110- 084 ATT-C –**Ex** Disc Coupling
- the version “WD”- 1600-500x30-74-50/90-60/110- 084 ATT-C –**WD** Disc Coupling
- with lead holes $\Phi 20$ - 1600-500x30-74-**ow**20/90-**ow**20/110- 084 ATT-C Disc Coupling



| Nominal torque M_n | Variant | d_1, d_2 max | l_1, l_2 ¹⁾ nomin. | f | D | D_1 | $D_H \times B$ ³⁾ | Max rotational speed ⁴⁾ n_{max} | Moment of inertia ²⁾ I | Weight ²⁾ m | Coupling size and type |
|-------------------------|-----------------|-------------------|------------------------------------|-----|-----|----------|------------------------------|---|--------------------------------------|---------------------------|------------------------|
| Nm | – | mm | | | | | – | 1/min | kgm ² | kg | – |
| 540 | C | 50 | 110 | 5 | 198 | 80 | 400 x 30 | 1500 | 0,61 | 34,9 | 082 ATT |
| 1000 | Z ⁵⁾ | | | | | | 450 x 30 | | | | |
| 1600 | C | 80 | 110 | | 270 | 135 | 500 x 30 | 1500 | 1,57 | 66,5 | 084 ATT |
| 2500 | Z ⁵⁾ | | | | | | | | | | |
| 3000 | B | 100 | 140 | 320 | 170 | 630 x 30 | 1200 | 3,94 | 109,4 | 085 ATT | |
| 4000 | Z ⁵⁾ | | | | | | | | | | |
| 6000 | B | 125 | 165 | 8 | 400 | 198 | 710 x 30 | 1000 | 6,95 | 165,2 | 086 ATT |
| 9000 | Z ⁵⁾ | | | | | | 800 x 30 | | | | |

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) After the dynamic balance the maximum rotational speed can be increased (the dynamic balance must be agreed).
- 5) In “Z” type the inserts are placed interchangeably in each hub – see ASP coupling “Z” series/type.

- Couplings with brake disc $\Phi 400$ and bigger are normally balanced dynamically, other couplings are balanced statically.
- After the agreement the clutches can be made with the holes for protective discs in hubs.