Installation and operating instructions for R+W Torque Limiting couplings: Series SK

Please carefully and completely read the following installation, operation and maintenance procedures for the R+W torque limiting couplings. Failure to comply with these procedures may result in poor performance and/or the failure of the coupling. Installation of the couplings should be performed by a qualified technician.

General functioning

Function:
R+W torque limiting couplings are ball detent style overload couplings. They protect drive and driven mechanical components from damage associated with torque overloads. Backlash free torque transmission is accomplished by a series of steel balls (4) nested in hardened detents (5). See figure 1. Disc springs push against an actuation ring (3) keeping the balls nested. The disengagement torque is adjustable by means of an adjustment ring (1). In the event of an overload, the actuation ring moves axially allowing the balls to come of the detents separating the drive and driven elements. The movement of the actuation ring can be sensed by means of a mechanical switch or proximity sensor triggering the drive to shut down.

In a torque overload, for the single-position design (standard) and multi-position design, the spring disengages to allow the balls to come out of their detents separating the drive and driven elements. Very low residual spring pressure remains so that the coupling will re-engage once the torque is reduced below the overload setting. See diagram 1 too.

CAUTION: Re-engagement may only be effected at low speed.

Re-engagement: Full disengagement
The R+W Torque Limiter can be re-engaged with a low engagement force E (Table 2) on six positions within a 360° circle. The markings of the re-engagement positions had to be lined up. Starting on series 200, the re-engagement can be done with 2 levers, which must be strutted on the adjustment nut. Also two screwdrivers can be used as levers. (see Pic. 3b)

IMPORTANT: Re-engagement must happen on shutdown only.

Transport
R+W couplings are delivered ready for installation. After incoming inspection the coupling should be stored in its original packaging until it is ready for installation. A copy of this installation, operation, and maintenance manual should be kept with the coupling.

Safety alert
Rotating couplings can be very dangerous. Proper guarding should be in place at all times and is the responsibility of the machine builder, user or operator. Do not approach or touch a coupling while it is rotating. Make sure that the machine is “locked out” and cannot be accidentally started during installation or maintenance of the coupling.

According to EG guidelines for machinery 89/392 EWG Appendix 11B
In the sense of machine guidelines (MR) shaft couplings are no machines, but components for the installation in machines. Their putting into operation is subject to the fulfillment of all requirements of machine guidelines by or after integration in the final product.
Mounting preparation

All mounting surfaces including shafts, bores, keys, and key ways, must be clean and free of burrs, nicks, or dents. Inspect shaft diameters; coupling bore diameters, key and key-way dimensions and tolerances. All R+W coupling bores are machined to ISO tolerance H7. Clearances between shaft and hub bores are maintained to 0.01 and 0.05 mm. A light coating of oil is recommended to ease the mounting process and will not affect the clamping force of the hub.

CAUTION:
Do not use sliding grease, or oils and grease with molybdenum disulfide or other high-pressure additives.

Mounting drive elements to SK 1 couplings

<table>
<thead>
<tr>
<th>Screen</th>
<th>Mounting preparation</th>
<th>A Distance from - to (mm)</th>
<th>B</th>
<th>Fastening screws</th>
<th>ISO 4762</th>
<th>Tightening torque (Nm)</th>
<th>ISO 4017</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,5</td>
<td>50</td>
<td>3-6</td>
<td>M2,5</td>
<td>1</td>
<td>x</td>
<td>x</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>100</td>
<td>5-8</td>
<td>M4</td>
<td>2</td>
<td>x</td>
<td>x</td>
<td></td>
</tr>
<tr>
<td>4,5</td>
<td>200</td>
<td>6-10</td>
<td>M4</td>
<td>4</td>
<td>x</td>
<td>x</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>500</td>
<td>6-12</td>
<td>M4</td>
<td>4,5</td>
<td>x</td>
<td>x</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>1400</td>
<td>7-14</td>
<td>M8</td>
<td>8</td>
<td>M4</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>1800</td>
<td>8-18</td>
<td>M8</td>
<td>15</td>
<td>M5</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>60</td>
<td>2300</td>
<td>8-18</td>
<td>M8</td>
<td>40</td>
<td>M5</td>
<td>8</td>
<td></td>
</tr>
<tr>
<td>80/150</td>
<td>3000</td>
<td>12-20</td>
<td>M10</td>
<td>70</td>
<td>M6</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2500</td>
<td>12-22</td>
<td>M12</td>
<td>120</td>
<td>M6</td>
<td>14</td>
<td></td>
</tr>
<tr>
<td></td>
<td>300</td>
<td>4500</td>
<td>12-23</td>
<td>M12</td>
<td>130</td>
<td>M8</td>
<td>18</td>
</tr>
<tr>
<td></td>
<td>500</td>
<td>6500</td>
<td>12-25</td>
<td>M16</td>
<td>200</td>
<td>M8</td>
<td>25</td>
</tr>
<tr>
<td></td>
<td>800</td>
<td>8500</td>
<td>14-34</td>
<td>2xM16</td>
<td>250</td>
<td>M10</td>
<td>40</td>
</tr>
<tr>
<td></td>
<td>1200</td>
<td>20-42</td>
<td>2xM20</td>
<td>470</td>
<td>M12</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2500</td>
<td>20-60</td>
<td>x</td>
<td>x</td>
<td>M16</td>
<td>120</td>
<td></td>
</tr>
</tbody>
</table>

Table 1

Mounting of the drive element

Center the drive element (i.e. timing belt pulley or gear) onto the connecting flange of the coupling and fasten with screws. If the center of the radial load falls over the middle of the coupling an additional support bearing is not required (figure 4). If the radial load is not centered over the coupling an additional support bearing is required (figure 5). Please observe the maximum allowable radial load for each coupling size as indicated (Table 1). Excess radial load will affect the performance of the coupling.

Mounting and dismounting: Models SK 1 and SKP

SKP with key

Mounting: Slide the coupling onto the shaft. Lock it in position, with an end plate (8) for example. Figure 6.

Dismounting: Remove the end plate and slide the coupling off the shaft using an appropriate tool.

SK 1 with clamping hub

Mounting: Slide the coupling onto the shaft to the proper axial position. Using a torque wrench tighten the clamp screw to the proper tightening torque as indicated in Table 1.

Dismounting: Simply loosen the clamp screw (P) and remove the coupling.

SK 1 with tapered bushing

Mounting: Slide the coupling onto the shaft to the proper axial position. Using a torque wrench, uniformly tighten the clamping screws using a cross-wise tightening pattern until all the clamping screws are evenly tightened to the correct tightening torque as given in Table 1. While tightening the coupling may move slightly towards the tapered bushing.

CAUTION: Further tightening of the clamping screws may destroy the tapered bushing connection.

Dismounting: Loosen the clamping screw (N). Insert the three jack screws into the tapered holes on the tapered segment apply even pressure to remove the tapered segment. Remove the coupling.

NOTE: Prior to reassembly make sure that the jack-screws are raised to their original position.
Mounting and dismounting: Models SK 2 / 3 / 5

Mounting:
Prior to mounting make sure that the shaft to be connected do not exceed the angular or lateral misalignment limits for the coupling size to be used. This data can be found in the catalog. Slide the coupling onto the first shaft to the proper axial position. Using a torque wrench, tighten the clamp screw to the correct tightening torque as indicated in Table 1. Insert the second shaft into the other end of the coupling to the proper axial position. Make sure that the coupling is free of any axial forces before tightening. Tighten the clamp screw as above using a torque wrench.

Dismounting:
Simply loosen the clamp screw and remove the coupling.

CAUTION:
Further tightening of the clamp screws may destroy the tapered bushing connection.

Mounting:
Prior to mounting it is necessary to consider the overall length of the assembled coupling. The press-fit coupling requires a specific pre-tensioning (C) between the two coupling halves to ensure backlash free operation. Mount the "female" coupling half containing the bellow onto the first shaft end to the proper axial position. Using a torque wrench tighten the clamp screw to the proper tightening torque. Mount the "male" coupling segment onto the second shaft end. The proper axial position is when the two couplings come together and coupling is compressed by the proper pre-tension distance (C). See Table 2. When the coupling segment is properly positioned tighten the clamp screw to the proper torque.

Dismounting:
Loosen the clamping screws. Use the three jackscrews conveniently mounted in the taper segment to evenly back out the tapered segment. Remove the coupling.

CAUTION:
Prior to reassembly make sure that the jackscrews are raised to their original position.

Dismounting:
Pull the coupling apart. Simply loosen the clamp screws and remove the coupling from the shaft.

Axial misalignment

Maximum shaft misalignment
In addition to torque overload protection R+W torque limiters combined with a metal bellows compensate for lateral, axial and angular misalignment. Table 2 contains the maximum allowable values for each size couplings. It is important to remain within these limits to ensure maximum life and proper operation of the coupling.

CAUTION: Exact alignment of the R+W metal bellows coupling considerably increases the service life of the coupling. Reducing or eliminating lateral misalignment eliminates the radial loading of the adjacent bearings, increasing service life and reducing heat. For drives running at high speed it is recommended to align the coupling with a dial indicator.

<table>
<thead>
<tr>
<th>Lateral misalignment ΔKr</th>
<th>Axial misalignment ΔKa</th>
<th>Angular misalignment ΔKw</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.15 / 0.20</td>
<td>0.1 / 0.15</td>
<td>0.15 / 0.20</td>
</tr>
<tr>
<td>0.20 / 0.25</td>
<td>0.1 / 0.15</td>
<td>0.15 / 0.20</td>
</tr>
<tr>
<td>0.25 / 0.30</td>
<td>0.1 / 0.15</td>
<td>0.15 / 0.20</td>
</tr>
<tr>
<td>0.30 / 0.35</td>
<td>0.1 / 0.15</td>
<td>0.15 / 0.20</td>
</tr>
<tr>
<td>0.40 / 0.45</td>
<td>0.1 / 0.15</td>
<td>0.15 / 0.20</td>
</tr>
<tr>
<td>0.50 / 0.55</td>
<td>0.2 / 0.20</td>
<td>0.15 / 0.20</td>
</tr>
<tr>
<td>0.60 / 0.65</td>
<td>0.2 / 0.20</td>
<td>0.15 / 0.20</td>
</tr>
<tr>
<td>0.70 / 0.75</td>
<td>0.2 / 0.20</td>
<td>0.15 / 0.20</td>
</tr>
<tr>
<td>0.80 / 0.85</td>
<td>0.2 / 0.20</td>
<td>0.15 / 0.20</td>
</tr>
<tr>
<td>0.90 / 0.95</td>
<td>0.2 / 0.20</td>
<td>0.15 / 0.20</td>
</tr>
</tbody>
</table>
R+W torque limiters are factory set to the customer specified disengagement torque, which is marked onto the coupling. The adjustment range (min/max) is also marked on the adjustment ring. The customer can adjust the disengagement torque as long as it falls into the range indicated on the adjustment ring.

The adjustment range may not be left during setting.

To adjust the disengagement torque, loosen the locking screws (11) and rotate the adjustment ring using a spanner wrench to the desired new setting. Tighten the locking screws and test the coupling.

CAUTION: R+W torque limiters incorporate disc springs that exhibit a special spring characteristic. It is important to stay in the max-min range of the courding.

The above-mentioned information is based on our present knowledge and experiences and does not free the user of his own regular checks. A legally binding guarantee is not given even in regard to protection rights of third parties.

**Maintenance**

R+W torque limiters are maintenance free as long as they are properly mounted and the maximum misalignment and radial load values are not exceeded. The internal components are permanently greased for lifetime lubrication.

CAUTION: Disassembly of the coupling will void the warranty.

R+W Antriebselemente GmbH
Alexander-Wiegand-Str. 8 · 63911 Klingenberg
Tel. +49-(0)93 72 – 9864-0 · Fax +49-(0)93 72 – 9864 20
info@rw-kupplungen.de · http://www.rw-couplings.com

The axial movement of the actuation ring (3) can be sensed by either a mechanical switch or a proximity sensor. The distance the actuation ring moves is given in Table 2 and is important for the selection of the appropriate sensing devise. Mount the sensing devise on a solid support keeping the distance shown in figure 13+14. Without prior agreement it is not allowed to operate R+W torque limiters of the series SK and ES without end switch. In case of an electronic circuit collapse, the coupling had to be checked visually right after the first disengagement for the preassigned disengagement torque. Herefore the marks on the adjustment nut are the reference value.

**Technical Data**

**Mechanical switch (PART No. 618.6740.425)**

- Max. Voltage: 500 V AC
- Max. Permanent current: 10 A
- Protection type: IP 65
- Ambient temperature: -30°C to +80°C
- Confirmation: (metal)

Switch symbol

**Proximity switch (PART No. 650.2703.1)**

- Voltage range: 10 to 30 V DC
- Initial current max.: 200 mA
- Switch frequency: 880 Hz
- Temperature range: -25°C to +70°C
- Switching type: PNP opener
- Switch distance: max. 2 mm

Switch symbol

With SK 2/5 couplings the groove of the clamping hub serves as a marking (3)

**Disengagement torque setting**

R+W torque limiters are factory set to the customer specified disengagement torque, which is marked onto the coupling. The adjustment range (min/max) is also marked on the adjustment ring. The customer can adjust the disengagement torque as long as it falls into the range indicated on the adjustment ring.

The adjustment range may not be left during setting.

To adjust the disengagement torque, loosen the locking screws (11) and rotate the adjustment ring using a spanner wrench to the desired new setting. Tighten the locking screws and test the coupling.

CAUTION: R+W torque limiters incorporate disc springs that exhibit a special spring characteristic. It is important to stay in the max-min range of the courding.