

Possible systems with safety couplings



Single Position

C

When exceeding the adjusted overload torque, the coupling will disengage. After eliminating the malfunction, the coupling will re-engage automatically. This can only happen at a certain position within 360° which can be noticed on the markings of the adjusting ring and the flange.

Note: Engagement is only possible at low speed.



Multi Position

D

When exceeding the adjusted overload torque, the coupling will disengage. After eliminating the malfunction, the coupling will re-engage automatically at the next successive ball points. Thus the safety coupling is immediately ready for use.

Note: Engagement is only possible at low speed.

Up to size 30 the angle of engagement is 45°.
From size 60 the angle of engagement is 60°.
Further angles of engagement upon request.



Full Disengagement

F

When exceeding the adjusted overload torque, the coupling will disengage. The driving and driven side are permanently torque-free separated from each other. After eliminating the malfunction, the coupling can be re-engaged by applying axial pressure on the pressure ring. It might be necessary to slightly rotate the driving and driven side towards each other.

Note: Engagement is only possible at standstill



Failsafe System

G

When the preset overload torque has been reached, the coupling will disengage and after a few angle degrees it will be mechanically locked. The response of the safety coupling is detected by using a limit switch and the torque flow will be stopped.